

Scrapbook No. 5 1937 – 1940	
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3.	Cuba to Scotland, via New York, stampless cover photo.
4.	Article: Buffalo A.P.S. convention
4.	Two articles: Death of Charles J. Phillips
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5.	Daniel F. Kelleher re: Fake 30¢ 1869 cover to Paris from Emerson sale
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and old, poor or rich, regardless of class distinction? Mr. Hallgren has the real answers to these queries in his book and one who knows nothing about stamps or stamp collecting will be convinced after he reads this book from cover to cover, that philately is indeed the peer of all hobbies.

The following is a brief resume of this outstanding piece of research work:

The urge to collect, Early Posts in England, the early American Mails, Rowland Hill and his Reforms, the Penny Black, Early U. S. Stamps, Stamps of the Lost Cause, Germany's Postal Union, Engraving and Printing, the advent of the stamp collector, and the birth of philately, collections of every kind, Technical Collections, Groups of Countries, Air Mail, Precancels, Specialism, Famous Collections, the Incredible Ferrary, Notable American Philatelists, Valuable finds, Pitfalls for the unwary, the Philatelic Market, Sources of Supply, Philately as an investment, Investment versus Speculation, Governments as Stamp Merchants, Fakes and Frauds, Protective Measures, etc.

To my many friends throughout the country I heartily recommend this book, in fact take my advice and obtain a copy, and when anyone inquires as to why you collect those small bits of colored paper, do the inquirer a favor and loan him this book and recommend that he read it from cover to cover.

—STANLEY B. ASHBROOK, F.R.P.S.L.

Hallgren's New Book

All About Stamps. A new book on philately by Mauritz Hallgren, published by Alfred A. Knopf, New York City. 248 pages and thirty illustrations. Price \$3.00.

IN the past ten or fifteen years we have had numerous books on stamps and stamp collecting; some have been good but many have been quite mediocre. At long last we who love stamps, have a work for which we have been waiting, a book by one who knows his subject in a thorough manner.

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Stamps May 18 1940

6-16
Havana 14 Nov 1857
Black
Johnston Hawley & Co
Black

Recd 5 Dec 1857
New York
Ans. 18 Dec

26 - Black

25
Messrs John ~~Johnston~~ & Co
Black →
Brewers
Edinburgh

200



"It's a book I want to pick up and read daily. It is full of 'meat,' especially the historical sections. . . . To my mind it is a book every collector interested in stamps should have."

—H. A. DAVIS, *Secretary, American Philatelic Society*

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THEIR HISTORY

and the Art of Collecting Them

by **MAURITZ HALLGREN**

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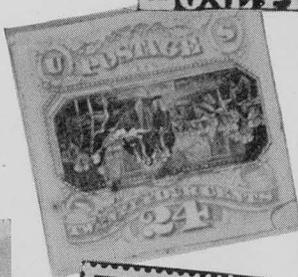
PUBLISHER · N · Y ·

One hundred years ago

on May 6, 1840, the world's first government postage stamp was put on sale in England. Within two years the first collections were being formed—but the first forgery had been discovered within four months! Today there is hardly a nation that does not issue stamps; collecting has become one of the most wide-spread of hobbies and has given rise to a business in almost astronomical figures; fakes, frauds, and forgeries still turn up occasionally.

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Most important, Mr. Hallgren settles once and



for all the old dispute about the origin of the government stamp. He goes into the story of Rowland Hill; he examines the Chalmers claim, and the evidence in favor of Whiting and Knight. He presents all the facts, weighs them against one another, and reaches a conclusion that can scarcely be doubted.

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Please send mecopies of ALL ABOUT STAMPS,
by Mauritz Hallgren, price \$3.00.

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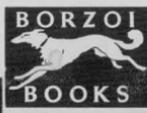
ADDRESS

ALL ABOUT STAMPS . *Contents:*

- The Urge to Collect:** Some Explanations · Stamps in History · There is Money in Stamps
- Before the Postage Stamp:** Two Remarkable Systems · Early Posts in England · Decline of the Inland Service · The American Mails
- Rowland Hill:** When Postage was a Luxury · The Hill Plan · The Plan Adopted · Postlude
- The First Postage Stamp:** The Penny Black · Fiasco—and Fulfillment · The Chalmers Claim · Since 1840
- Difficulties in the United States:** Efforts at Reform · Uniform Postage Attained
- Early United States Stamps:** The First Government Issues · Stamps of the Confederacy · The United States Catches Up · Stamps for Many Purposes
- In England's Footsteps:** Germany's Postal Union · Universal Postal Union
- The Great Flood:** Pictures—and Propaganda
- The Postage Stamp as a Work of Art:** Engraving and Printing · Public and Other Criticism · The Search for Beauty
- The Rise of the Collector:** The Beginning of Philately · Slow and Painful Growth · At the Peak of Popularity
- Collections of Every Kind:** The Air Mail · Technical Collections · Miscellany · Precancel Collecting · Specialism
- Famous Collectors:** The Incredible Ferrary · Notable American Philatelists · Royal Collectors · Public Collections
- Stamps of Great Price:** Some Valuable Finds · Pitfalls for the Unwary
- The Philatelic Market:** Sources of Supply · Philately's Investment · The Rise in Stamp Prices · Investment versus Speculation · How Stamp Prices are Made · Market Prospects
- Governments as Stamp Merchants:** "Farley's Follies" · Official Promotion and Manipulation · Feeble Protests from Philately
- Fakes and Frauds:** Doctored Stamps · The Trade in Fakes · Protective Measures

Illustrated

ALFRED · A · KNOFF



PUBLISHER · N · Y ·

Oct. 19, 1938.

Mr. Mannel Hahn,
545 Lincoln,
Winnetka, Ills.

Dear Mannel:

Everyonce in a while I get all balled up on some cover and literally go hay-wire. It is rather comforting therefore to know that others do the same thing at times, as for example, this cover from Cuba to Scotland you mention a credit of only 3¢ for the U. S. Now you know you didn't mean this, or were you trying to kid me? The red N.Y. on back tells the story, so why should England be entitled to more than she deserved? All she performed was her domestic and this was certainly only 3¢. Now inasmuch as we were charging her, and she was not charging herself it is only natural to assume the "26" was not English applied but on this side. So where else but New York? The English black one shilling two and half pence shows England collected 29¢ and credited us what we had charged her, thus she got her domestic. Looks like we got our 21¢ plus 5¢. The rate to Cuba at this time was 10¢ so how does the 5¢ fit in? Maybe a ship rate - say to Charleston or Philadelphia regular postage plus 2¢. Not bad?

Did you notice that "ART 2 (?)" on back? Do you know what that means and where applied? I do and I'll tell you if you want the dope. If I had two bucks to invest in a stampless cover I'd buy this because it is a neat little rate and item.

I wrote you several days ago about that Zanzibar cover and since then a new idea has struck me. The problem is - Why do we find a variety of rates to Zanzibar in 1868 if all the covers are genuine? You will recall rates are known of 45¢ - 72¢ - 90¢ and 96¢. Now I think I have the answer and if correct it really is quite simple. Stir up that old gray matter and see if you can turn up an answer. Remember, it is very simple -

Yours etc.,

Charles James Phillips

By WILLARD O. WYLIE.

In the death of Charles James Phillips philately has lost one of its most distinguished advocates. He was born in Birmingham, England, May 16, 1863, and died June 2 at his home 10 W. 86 St. in New York City.

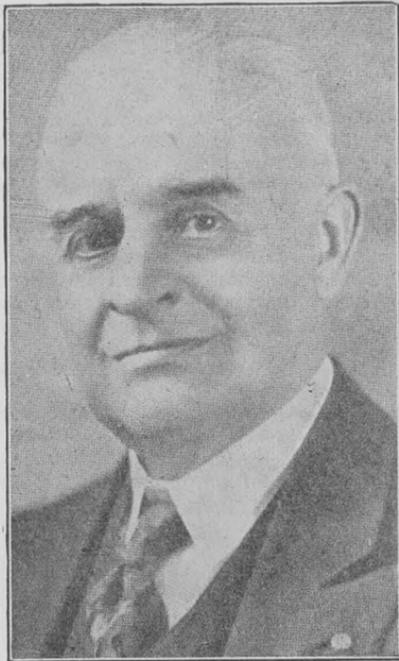
As a lad of 10 he commenced to collect stamps and at the age of 24 became a dealer. In 1889 he founded and edited the "Stamp Advertiser and Auction Record". In 1890 he bought the stamp business of the deceased E. S. Gibbons and operated it as Stanley Gibbons, Ltd., for about 32 years. He then disposed of his interest to G. Hamilton Smith and in 1922 took up his residence in New York City.

In our issue of November 25, 1922, we announced the arrival of Mr. Phillips in the United States:—

"It will be interesting news to the entire country that Charles J. Phillips of London, Eng., has taken up his residence in New York City. He has sold his interest in Stanley Gibbons, Ltd., and will engage in business here in the U. S. in the near future. It will mean much to American philately to have the benefit of his virile personality."

The one who wrote the above lines is writing this tribute to Mr. Phillips' long and useful career. His retirement from the London firm created a philatelic sensation. For years, according to the British "Philatelic Magazine", he had been dubbed the "Czar of the Strand". He brought to the firm a degree of business acumen such as is seldom met with and the trade here, indeed philately as a unit, was enriched by Mr. Phillips' energy and ability.

Every volume of MEKEEL'S from the day of his arrival in New York until his death bears evidence of his deep seated interest in his life pursuit. His writings cover a wide range of subjects and his charming personality endeared him to all who knew him.



Mr. Phillips was one of the twenty original signers on the Roll of Distinguished Philatelists and which King George V was the first to sign. He was a Governor and Chairman of the Membership Committee of the Collectors Club, N. Y. City, also a member of the A. P. S. His interest in civic matters was evidenced by his membership in the New York Board of Trade and the New York City Rotary Club.

Surviving Mr. Phillips are his widow, Mrs. Irene Phillips; two sons, Frank and Ernest; and a sister, Miss Alice Phillips in Switzerland. Funeral services were held Wednesday, June 5, at the Frank E. Campbell Funeral Church, Madison Ave. and 81st St.

Buffalo A. P. S. Convention

The 55th annual convention of the American Philatelic Society will be held in Hotel Statler, Buffalo, N. Y., August 12-16. The entire seventeenth floor, comprising 22,000 square feet of space has been reserved for the exhibition and bourse. The annual banquet will be held Thursday evening, August 15.

A record-breaking attendance is expected due to the fact that 70% of the A. P. S. membership lives within a day's ride by train or auto. The last two annual meetings have been held at points of great distance from the center of membership population—New Orleans and San Francisco. As a result a vast majority of the members have not attended a convention for several years. They will flock to Buffalo to renew old acquaintances.

Many of the old-timers are planning on attending the Buffalo meeting. The first to make reservations at the Statler was Hiram E. Deats, Flemington, N. J., who was President of the society in 1904-05, and whose number in the society is 36. Another who has signified his intention of being present is Charles A. Townsend, Akron, Ohio, No. 190.

Reservations have been made by Mr. and Mrs. E. C. A. Berger, Mr. and Mrs. Ralph A. Bernays and family, and Mr. and Mrs. A. H. Wilhelm, all of California.

C. Albert Perz, Chicago, chairman of the A. P. S. National Exhibition Committee, met with Adolph Steeg, local exhibition chairman, in Buffalo, Saturday, and completed plans for the exhibition. They announce that one of the features of the show will be 96 pages from Dr. Carroll Chase's collection of 3c 1851-57 U. S. on cover—items that have been shown

previously only at Tipex. Dr. Chase's entry will be non-competitive. Requests for entry blanks should be sent to Adolph Steeg, 1048 Genesee Street, Buffalo.

The new A. P. S. medals in gold, silver and bronze will be awarded for the first time during this year's exhibition. Engraved certificates will also be used.

The John N. Luff awards will be made for the first time at the Buffalo convention. The committee making the awards for distinguished philatelic research and for exceptional contributions to philately is composed of Mrs. Eveleen W. Severn, Richard McP. Cabeen, Bertram W. H. Poole, William C. Michaels, Harry L. Lindquist, Rafael D. Alexander and Robson Lowe.

Elliott Perry, one of philately's finest students, will read a paper to the convention on "Errors in the Catalog".

Entertainment features during the convention will include a sight-seeing trip to Niagara Falls with a dinner and dance

From
Larry Sheffield

C. J. Phillips, Stamp Dealer, Is Dead at 77

Philatelist and Antiquarian

Leading British Philatelist in U. S. Since '22; Wrote Many Articles and Books

Charles James Phillips, stamp dealer, former owner of Stanley Gibbons & Co., of London, one of England's oldest and largest stamp firms, died yesterday of a heart attack at his home, 10 West Eighty-sixth Street, after a long illness. He was seventy-seven years old.

A prolific author of philatelic and antiquarian books and magazine articles, Mr. Phillips began his career in philately in 1884 in his native city of Birmingham, England, as a part-time dealer. Within six years he had an acquaintance with most of the important collectors throughout the world. He became owner and managing director of Stanley Gibbons & Co. in 1890.

In 1891 he founded the "Philatelic Protection Association," which successfully prosecuted forgers of rare stamps. In 1904 he bought the entire postage stamp stock of G. Hamilton Smith and opened a second office of Stanley Gibbons in London. A branch office was opened in New York at 167 Broadway and is now at 38 Park Row.

Kings Was His Client

His clients included King George V. Mr. Phillips was chosen one of the original twenty in the British Roll of Distinguished Philatelists, headed by King George V.

During his ownership of Stanley Gibbons & Co., Mr. Phillips wrote many articles on philatelic and antiquarian subjects. As secretary of the Kent Antiquarian Society, he published a "History of Kentish Homes" and afterward a two volume history of the Sackville family. Most of his articles on stamps appeared in "Stanley Gibbons Monthly Journal," of which he was editor.

Mr. Phillips came to the United States in 1922 with his family, leaving his nephew, Stanley Phillips, as director of the London company. He soon became one of America's leading dealers. His largest transaction here was the handling of the sale of the collection of the late Arthur Hind, Utica textile manufacturer, which brought \$680,000.

Mr. Phillips was active in the Collectors' Club, 22 East Thirty-fifth Street. In 1937 he was elected an honorary life member of the club. In 1939 he received the club's Award of Merit gold medal for "outstanding achievement in and service to philately." He was a governor of the club and for several years was chairman of its membership committee.

Book on Collecting

After coming to the United States Mr. Phillips published many price catalogues and a book, "Stamp Collecting, The King of Hobbies, and the Hobby of Kings." He also wrote biographies of seventy famous philatelists in the United States, Europe, Canada, India and South America.

Mr. Phillips was for many years a fellow of the Society of Antiquaries, a member of the American Philatelic Society and an honorary member of other stamp societies. He was also a member of the Rotary Club and the New York Board of Trade.

Surviving are his wife, Mrs. Irene Phillips; two sons, Frank and Ernest Phillips, and a sister, Miss Alice Phillips, of Switzerland.

Funeral services will be held at 1 p. m. Wednesday at the Frank E. Campbell Funeral Church, Madison Avenue and Eighty-first Street.



Charles J. Phillips

COMMISSIONS EXECUTED
APPRAISALS

EZRA D. COLE RARE POSTAGE STAMPS
NYACK, N. Y. - - - Telephone Nyack 964

February 14, 1948

Dear Stan,

The "Great" Herman Herst had some 1847 covers in a sale yesterday and they went thru the roof. 1847s are reall HOT. Like the boom we had in 20th century in 1929.

You will remember the 30¢ 1869 cover that Moody bought in the Emerson Sale. Colson said it was a fake and you also cought it and it was returned to Dan Kelleher. I have it now and I am going to put it in my reference collection but I thought the following might be of interest to you. Although not an absolutely accurate translation of the letter it proves the point that the cover is N. G.

Mr. F. A. Hailliere

Sir:

You will have learned from G. A. LeMore Company that last February the Superior Court of the United States had bonded itself to confirm ~~itself~~ the decision of the Springfield Court rejecting the claim of cotton by said firm. Transferring said claims to the Department of Foreign Affairs, we have made all efforts to solve said claim at great sacrafice. We would have preferred if it had been possible for Mr. LeMore to prolong his stay in Washington for a few months more. Forced to return here in June, our resources being at an end, he put an agent in his place but the effect ~~of~~ in said case changed things so that they are not the same as when he left. So as to expedite its finish before the end of the year, or at the latest before MARCH 4, 1869 we would need about 20,000 francs.

etc. etc etc.

Note the date of March 4, 1869 which proves without any doubt that the letter was written in September 1868. The letter goes on with further details of the claim and what they propose to do if he sends the money. By superior court I think they mean Supreme Court. Suggest you file this translation along with your Photos and notes on the cover. It might be a good idea if on all 1869 covers we checked the letters as well as all the marks and stamps. I'll bet a new hat this is how Colson picks most of the up for he can read French.

Yours,

Boston, Mass. Sept.22, 1938.

Mr. Stanley B. Ashbrook,
434 So. Grand Ave.,
Fort Thomas, Ky.

Dear Stan:

I am herewith enclosing a 30¢ 1869 cover together with three letters concerning it. I would appreciate it very much if you would give me your opinion of it.

Hope you are enjoying good health and better business. No further news regarding Steve Brown's property.

Sincerely yours,

(signed) Daniel F. Kelleher.

Sept. 27, 1938.

Mr. Daniel F. Kelleher,
7 Water St.,
Rooms 503-4
Boston, Mass.

Dear Dan:

Yours of the 22nd enclosing the 30¢ 1869 cover received. Off hand, I think the item is perfectly good, but there are several points I want to investigate further, so I will hold the cover until I can give you a more definite opinion.

With kindest regards,

Cordially yours,

Galveston, Texas.
June 16, 1938.

Mr. Daniel F. Kelleher,
7 Water Street
Boston, Massachusetts.

Dear Mr. Kelleher:

In your 394th sale on October 19, 1937 I purchased lot No. 234, a 30¢ 1869 on cover for \$295.00. I have since learned that this is a faked cover, likely having been fixed by a certain well known counterfeiter in Paris. Evidences of the fake are that the part of the letter showing the date has been torn off. Another place on the letter where the date is shown it is apparent that the 69 has been gone over or made into a 69 from some other date. The last numeral in the original year date has been erased and the 6 has been gone over. The New York paid 6, tying cancellation, is not proper for a 30¢ rate as it should have shown a 19 instead of a 6, and that part of the cancellation which ties the stamp appears much fresher than the rest of the cancellation. There is a question about the small New Orleans circular cancellation as New Orleans used a large cancellation at that time. Under the circumstances I must request that you refund the amount which I have paid for this cover. I will appreciate your giving this your usual prompt attention.

Will you please send me an additional one hundred of the transparent envelope covers such as the one in which this cover is enclosed along with two additional binders?

Very truly yours,

(signed) W. L. Moody, III

WLM, III/cik
Enc.

Galveston, Texas.

August 1, 1938.

Mr. Daniel F. Kelleher,
7 Water Street
Boston, Massachusetts.

Dear Mr. Kelleher:

Since returning to you the cover purchased in the Emerson sale with the 30¢ 1869 I have been wondering if this really was a faked cover and if Mr. Colson's opinion is the correct one. If you will, I will appreciate your letting me know just what you think about it. Mr. Colson seemed to base his opinion principally on the fact that part of the date on the letter had been destroyed and that the stamp was tied with a New York paid 6 cancellation. He being of the opinion that this paid 6 was wrong.

I am now offered another cover bearing a 30¢ 1869 from New Orleans to France also tied by a similar New York paid 6 cancellation, and in support of this new cover there is submitted a cover bearing the identical cancellation except for the date, but with a 10¢ 1871 tied.

I will appreciate any information you might care to give me about this, and remain,

Very truly yours,

(signed) W. L. Moody, III

WLM, III/cik

Galveston, Texas.

August 23, 1938.

Mr. Daniel F. Kelleher
Sargentville, Maine.

Dear Mr. Kelleher:

Thank you very much for your letter of August 6 advising that you will let me hear from you promptly with reference to the genuiness of the 30¢ 1869 cover in question. If the genuiness can be well established it is a cover that I would particularly like to have and under those circumstances would want to re-purchase it if possible.

Confidentially, Mr. Colson was so sure that it was a faked cover that he promptly advised me to return it and I would not want it unless satisfied, however, since returning it I have gotten the idea that perhaps Mr. Colson was mistaken and I am anxious to know more about it.

With best wishes,

Very truly yours,

(signed) W. L. Moody, III

WLM,III/cik

Sept. 29, 1938.

Mr. Daniel F. Kelleher,
7 Water St.,
Rooms 503-4,
Boston, Mass.

Dear Dan:

I return herewith the 30¢ 1869 cover. Ed. Jessup and Bill West were here on a little visit this week and I did not have time to examine the cover carefully. When I saw this cover in the sale it never occurred to me that there might be anything wrong with it, nor did it seem possible that it was not all right when I hastily examined it on receipt several days ago.

Regarding the criticisms made. There is no question but what the three postmarks are O.K. and are of the period that this letter was mailed, that is, in my opinion in September 1868. The red New York foreign exchange marking is proper and indicates a credit of 6¢ to the French Post Office. In examining the cover, you will find there were or should have been three places which indicated the year date.

(1) The date of the letter. Here we find "186" with the important figure torn off. I do not believe this was just a coincidence.

(2) The year date in the blue French receiving. Here it is missing, but I cannot decide whether it did not print plainly or whether the important figure was removed.

(3) The manuscript notation of date of letter. It is my opinion that this date was "1868", that the "8" was removed and the "9" painted in. In addition the 6 was gone over. You will find, I think, that the 6 and 9 are of a different ink or paint than the 1 and 8. But more convincing is the yellow lines still remaining of the figure "8" of the 1868.

In my opinion this letter was mailed in 1868, and I think there is little question that the "tie on" is "painted", not handstamped. It shows every evidence that this was done, and no evidence it was handstamped.

If Colson states this cover was made by Zareski, I think Colson is right because I know of no one in the world who turns out such clever work. He seems to rather specialize in the 1869 issue and I have little doubt there are many prized items in various prominent collections, which are examples of his work.

My guess is that Colson based his opinion on the "ie", as he is good on such a point. Further, I have little doubt he noted

#2.

Mr. Daniel F. Kelleher - Sept. 29, 1938.

the painted "69". If he expressed an opinion on the red New York he was simply guessing, and of course wrong, because this marking used in conjunction with the type and wording of the blue French receiving is perfectly correct.

These markings do not lie, their story is very plain.

I note reference in the letter (second page) to what I interpret as a reference to "March 4th 1869", but with no knowledge of French I cannot translate the letter, but I am curious regarding this and I am making a copy. I suggest you have the letter translated. It may refer to the coming 4th of March of 1869. If so the letter could not have been mailed in Sept. of 1869.

I will appreciate comment on any points with which you disagree.

With kindest regards to both Billy and yourself, I am

Cordially yours,

P.S.--Regarding the painted 1869. I suggest you hold this to a strong light and look at it from the back of the page. I'll wager most any odds that the "8" will show up very plain under a quartz lamp.

S.

1869
18 yrs

Wm. Lee Moore

Sept. 27, 1938.

Mr. Mannel Hahn,
545 Lincoln,
Winnetka, Ills.

Dear Mannel:

Your letter with the covers received and I will reply more in detail later. Ed. Jessup and Bill West are visiting me and I have been quite busy running around with them.

The covers you sent are just the types I wanted to see. Strange about that red "29". In the work I was doing I ran across certain things that lead me to believe that on covers of a certain period from England to this country that I would find a "29" marking. This was before I had ever particularly paid any attention to such a marking and had no recollection in fact of seeing one. Your letter therefore was interesting because it seems we had both approached this marking from opposite ends. It's a long story and I haven't the time at the moment to explain it but will do so later.

Last week I wrote you a letter in part explanation but there were some points that I still wanted to clear up so did not send it.

I have a cover before me that is rather interesting. One of the well known experts down East has declared the item a fake. The item is a folded letter with a 30¢ 1869. The cover is from New Orleans to France and the heading of the letter has been partly torn away but reads, "New Orleans, Sept. 18th, 1869". The "9" is missing. The stamp has a black cork and is tied by the red New York Exchange Postmark, reading; "New - Paid - York Sept 22 @ 6 at bottom". It is also tied by small black New Orleans of Sept. 18th. It has the French red P.D. The blue French receiving is circular and reads, "ETATS UNIS," at the top and at the bottom is "SERV. AM. CALAIS".

Personally I think the cover is perfectly O.K. and is a double rate and that the "6" indicates twice the credit for the French domestic.

I am not especially posted on these exchange markings of the above period and I wish you would tell me if my above analysis is correct. The credit could not have been 6 if the rate was other than 30¢ and the French receiving such as it is. Is this correct? In other words, had the rate been 15¢ in no possible way considering the way the letter was carried, could our credit have been 6¢. On the back of the folded letter is a manuscript receipt memorandum which apparently reads, "letter of 18th Sept 1869". Apparently someone has

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Mr. Mannel Hahn - Sept. 27, 1938.

tampered with the 1869 and the eastern expert stated that the "9" was a substitution for a figure of a different year. I suppose by this that it was his opinion that the cover was an earlier date than 1869 and that in all probability it originally contained a 30¢ 1867 or 1861. I wish you would very kindly treat this letter as very confidential because in rendering any opinion on this item I want to be as near right as possible because the expert mentioned above is none other than the famous Colson of Boston.

The cover was purchased by one of his wealth clients and Colson stated emphatically that the cover was a fake, was made by the Paris fakir, that it was not used in 1869, that all of the markings are wrong and now listen to this one. He stated that the "6" in the red New York was altogether wrong and should have been "19". Did you ever hear a funnier one than that?

I would like very much to show this fellow up and I haven't had a better opportunity for quite some long time. He may know foreign stamps but he don't know U. S. postal markings and plate varieties. In spite of this lack of knowledge he doesn't hesitate to go around the country and if he finds where some personal client of his has paid a big price for an item, he calls it a fake. I might add that I had nothing to do with the sale of this cover and that it was merely submitted to me for my personal opinion.

Regarding the manuscript 1869, the 9 of which does like it has been re-drawn or re-touched in some way. It is possible that some tampering was done with this 9 but it appears to me that it was done rather with the idea to emphasize that the year of use was 1869 rather than any attempt to change the year from a different one.

I certainly will appreciate an early reply and in return for the favor I will send you later a very good photograph of the item.

Cordially yours,

C. Hahn for Stamps!

CHARLESS HAHN

P. O. Box 152

WINNETKA, ILLINOIS

Suite 10 » 545 Lincoln Avenue



September 28, 1938.

XIX and XX CENTURY
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Anything not satisfactory for any reason may be returned within three days for full refund of purchase money.

Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Kentucky

Dear Stan,

Your letter of the 27th in this morning.

Much as I should like to show up this particular chap, the evidence is that the cover is not genuine, and yet I cannot state positively that it is not because my evidence ends in 1868 and there may well have been a slight change in '69.

The point is that a 15¢ marking could either be New York 3 or New York 6, depending on whether it went only as far as England by American packet or whether it was delivered at a French port by the American packet. In the former case, it was 6; in the latter case, a 3. For a 30¢ rate, the equivalent marking would have been 12 and 6.

Your blue French marking is ambiguous because SERV. AM. could mean either SERVICE AMERICAINE or SERVICE AMBULANT. It is true that AMB. was often used for AMBULANT, but AM. is used in the same period. If, in this case, the AM. means Americaine, it can only be a 30¢ stamp. The blue French marking should have a year date in it. If that is '69, there is no question about its genuineness, supposing the tie to be perfect.

Since this is a folded letter, you might weigh it and see if it really is between $\frac{1}{4}$ and $\frac{1}{2}$ oz. and, therefore, called for the 30¢ rate. In such a case, there can be no question.

Now, here is the sad part of the evidence. I have record of 7 covers bearing this receiving marking or a similar one with the octagonal center. One of them is 1863, three are 1864 and three are 1868. Supposing all of them to have had 30¢ stamps, they all bear the equivalent of the New-PAID-York 12. Seven of these were delivered to Southampton by American contract packets of the German lines, which were American mail packets - they were under contract to our P.O.D. at the time. In four cases the marking is blue. In three it is red. This seems to be merely a difference of morning or afternoon, or day and night, as they come almost equally divided between the two. This particular marking, incidentally, also contains a 3, as a rule. Is it so in the one in question?

So, you see, if there were a double rate prior to the end of 1868, at least, the chances are it went via England, and the U.S. paid 12¢ to France, out of which France defrayed the channel crossing 3¢ and kept 3¢ for local

2.

service.

On the other hand, in 1869 there was a checkup of the contracts, and it is possible that this stamp was then used for the American delivery at Calais. In 1869 there was a change in the stamps used by France, and before I can really hazard a definite opinion, I will have to see the item or the photograph of it.

Personally, if the tie is excellent and the French date is correct, I would strongly suppose this to be merely a double rate and the markings in order.

Of course, the eminent dealer in question is nuts as to what the markings should be. There are only three figures possible - 6, 12 and 24. The French receiving mark shows plainly that the 24 is out of the question. Therefore, it can only be 6 or 12. If I could see the type of French receiving marking as well as the lettering of it, I might be able to tell with greater certainty which is more likely to be correct - the 6 or 12. If it is one certain type, there is small chance of its being prior to 1869!

I am afraid this is rather an uncertain sort of answer to your very definite question, but going only by description it is pretty hard for me to guess any closer than this.

Sept. 29, 1938.

Mr. Mannel Hahn,
545 Lincoln,
Winnetka, Ills.

Dear Mannel:

Thanks so much for your letter. After I wrote you on Tuesday I got busy on that cover and became convinced that it was a fake. The cover should have shown three year dates, viz.

(1) The heading of the letter - It reads "18th of Sep 186", with the last figure torn off. I do not think now that this was a mere coincidence.

(2) The manuscript receipt notation. This is "1869" but the 6 and 9 are painted, and beneath the 9 is a yellow "8" showing the "8" was removed and a "9" substituted.

(3) The year date in the blue French receiving. It is very illegible and cannot be read. I do not think it was tampered with, but was not plainly struck.

Now it is a strange coincidence that two of these three show no evidence of the year and the one that does has been painted.

I withdraw my opinion of the "tie". Under a strong glass I think all the evidence points to a painting and none that it was handstamped.

Regarding the French, I forgot to mention there is a "3" at left, as you guessed, and the figure at right looks to be a "5".

I have before me a photo of a 30¢ 1869 cover - New Orleans to France that I am positive is good. The red N.Y. has a "6". The date is Feb. 20, 1870 at New Orleans and Feb. 26 at N.Y. On this print the French is extremely dim but I can see it is round and I can decipher - "Mar" "70" and "Calais". The small round New Orleans is the same as on the fake cover.

Regarding weight. It is very light, in fact the paper is very thin and unless there were enclosures I see no reason for a half ounce rate. In the letter, mention is made of "4 Mars 1869", but not being able to read French I cannot translate whether this refers to a coming date on one that has passed. I will have this translated later.

Regarding that "29". I am going to send you rough draft of the article I am writing. The portion I have finished was written before I discovered that a theory I had was correct. I think you will appreciate reading this more than an explanation in a letter.

#2.

Mr. Mannel Hahn - Sept. 29, 1938.

I am returning the covers in this letter with many thanks. I will send you prints of the 30¢ cover, just as soon as I can make some. Jessup came here direct from the West, is going to Cleveland tonight and return west Via New Orleans. He will take in a day or two of the A.P.S.

Cordially,

C. Hahn for Stamps!

CHARLESS HAHN

P. O. Box 152

WINNETKA, ILLINOIS

Suite 10 • 545 Lincoln Avenue



September 29, 1938.

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Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Kentucky

Dear Stan,

Having just finished the letter to you yesterday, I have today received some more evidence and this time in favor of this cover being real.

As I said, I had no reason to doubt that in '69 they changed the marking. Today I received a cover with a 30¢ 1869 stamp from New Orleans to Bordeaux. It is from A. Carrier & Co., New Orleans to Messrs. LaPlante, Freres at Bordeaux. The front bears a New Orleans, June 15 cancellation, date upside down, by the way, and the New-PAID-York of June 19th, 6¢. Now this could only have gone by American packet. It has a red PD and the blue SERV. AM. CALAIS 3 with the ETATS UNIS above. 1st of July, '69 in the distinctive type that was put in use in 1869.

I think this proves conclusively that in 1869 this cancellation was used for mail arriving on American boats and by argument might, therefore, have been used also on your cover. In fact, it matches exactly, it is the same year and the same period, the same rate and even a folded letter. I have given you the names of the correspondents so that you can see if it is out of the same bunch. I have no doubt that this one is genuine.

Thus, after giving your eastern friend a chance to be right in his declaration of falsity here, I come to the inevitable conclusion that everything matches on this, as it should, and your cover is probably as okay as it possibly could be.

I would send you this cover, but it isn't mine and won't ever be. It was sent to me to be mounted up and I have to hurry now and do it.

Yours sincerely,

Mennel

MH:CB

Oct. 1st, 1938.

Mr. Mannel Hahn,
545 Lincoln Ave.,
Winnetka, Ills.

Dear Mannel:

Thanks very much for yours of the 29th with the description of the 30¢ 1869 cover you have. In this letter I enclose photos of the Emerson cover - print marked "A" is the heading of the cover. You will note how very suspicious this looks. Print "B" is the receipt notation. The "6" was painted, that is, it was retraced, and in my opinion there is no question an "8" was erased and a painted "9" substituted.

The two prints of covers are marked on back - Emerson and former Ashbrook - Note memo re - the "K" on Emerson cover. Regarding these markings - New York is in red - "PD" is in red - New Orleans is in black and the French in blue. In the French you will note the year date is illegible. The figure at left is a "3" and the one at right is probably a "5". Is this marking the same as on your cover?

In the upper left corner of the stamp note trace in black of a circular marking - also same traces on cover above stamp and on cover to left of stamp. Can you see these? They do not line up. Is your New Orleans this same type and do the letters match? Is your French this same type with the little star?

You will note this Emerson cover is from a different correspondence.

Note my former cover. Here is a 30¢ rate but it has a "London" marking. The French receiving is not very plain but you will note "Feb" and "70", also "Calais". Note the characteristic curve in the "K" of "York". The paint job is entirely different. It is my opinion a 30¢ 1861 or 1867 was removed and the 30¢ 1869 substituted. What is your opinion? I do wish I could get a photo of your cover. I'll return it the same day if you will send it down. How come the credit was only 6¢ on my former cover if it was open mail via England?

P.S.--I enclose you a part of the letter of the Emerson cover.
"A" is on one page and immediately precedes "B". I trust you can
translate these.

S.B.A.

C. Hahn for Stamps!

CHARLESS HAHN

P. O. Box 152

WINNETKA, ILLINOIS

Suite 10 * 545 Lincoln Avenue



October 3, 1938.

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GUARANTEE

Anything not satisfactory for any reason may be returned within three days for full refund of purchase money.

Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Kentucky

Dear Stan,

Yours of the 1st. Well, the letter that you sent a tracing of proves that it is a fact. While I can't make them out exactly, there is no question about the first sentence on the one you marked B, and that one gives it away. The page A says: "We are forced to say that in June our resources will be exhausted. Therefore, it is urgent. There are two alternatives, but the effect is the same and business is just as you left it."

Page B reads: "So that we can bring this to a close before the end of the year or at the very latest before the first of March, 1869, we will have to have 20,000 francs. Will you advance us this amount? It is indispensable to allow that one of us, at least, go to Washington and there appear in person for the final decision."

So, you see, that this letter, which could hardly have been misdated in this particular, apparently deals with a claim against the government emanating from the Civil War and must have been written in September of '68 because he says they will need the money before the end of the year or, at the latest, by March 1, 1869!

Having established this, we can look at the marking again. The fake New York has one very definite point, in addition to those you have noted. That is, if you draw a line connecting the end of the top serif of the upper bar of the K with the end of the serif at the top of the left bar of the N, it will be tangent to the bottom of the ball of the 6, whereas on your original cover, to say nothing of several covers of mine, a similar line, similarly drawn, is tangent to the top of the round part of the 6. This alone would condemn it. Furthermore, a line splitting the Y - a rather easy line to draw - on the original passes through, if prolonged, the right hand side of the left hand leg of the N, whereas on the faked cover it practically bi-sects the N. Likewise, the leg of the K (left hand) - the vertical one - if prolonged, falls just to the left of the W, practically touching the serif on the fake. On the original it falls between the E and the W. These lines are long enough to permit careful measurements. I have several good tracings of undoubted originals, too.

On your cover - that is the one you originally had - I think there is a very peculiar happening. The man put 30¢ on for $\frac{1}{2}$ oz., but the evidence points to the fact that it did not weigh over $\frac{1}{4}$ oz. because the French stamp is correct for $7\frac{1}{2}$ grams or $\frac{1}{4}$ oz. forwarding charge and evidently New York weighed it and certified it on the basis of its actual weight! My cover, which I do not have any more, having returned it to its owner as he was in

2.

a hurry for it which is the only reason I did not send it to you to see, has a different marking on it. In place of the little star it has the number of the delivery and a slant following this. This marking did not, so far as I have been able to establish, come in until '69, whereas the one with the star was used for some time. Probably about '65. Furthermore, the word "ETATS" was spelled out and not abbreviated.

898



via England



Monsieur Lucien La Fontaine
associé de la maison de Messieurs La Fontaine & Co

5 rue Billault



Paris

1861



that the same system applied everywhere. The notes do read as tho they might refer only to Hudson River service and at the time it did not occur to me that there may have been no closed pouch contracts on the Hudson River. At the present time I am not at all certain there was any closed pouch service there from 1842 until the Hudson River Railroad began carrying the regular mails.

Closed pouch contracts; the great majority of the contracts especially on stage coaches and "inferior modes" were of this type. Under the contract the contractor was paid for conveying mail in closed pouches and the terms of the contract did not provide payment for conveying loose mail (way letters), or route agent service. Hence the contractor could claim a WAY fee of 1c for each loose letter which he picked up along his route. The fee was paid and the WAY letters were postmarked in the post office to which the contractor delivered them. The WAY marking showed that the letter had been handled by a mail contractor before it reached a post office and that the fee had been paid. These loose letters were not pouched until they reached a post office.

Route Agent Service; This service was extended to most of the more important railroad and steamboat routes. The route agent travelling with the mail was himself a travelling post office and he carried the key to some or all of the mail bags, opened them and "worked the mail" much as is done on the R.P.O.s today. On certain routes I believe some "through pouches" were carried to the contents of which the route agent did not have access. The route agent had charge of all the bags, saw they were taken on and put off at the right stops, etc. Loose mail put on the train or boat went to him and by him was postmarked with his own postmark, waybilled, and probably pouched. As this salaried agent of the post office took charge of such loose mail picked up en route no WAY fee was payable to a contractor on a route on which a route agent was carried. On one of the most important routes you will never find a R.R. postmark because it was a closed pouch contract - the railroad refused to carry route agents with the mail.

Non-contract service; If loose mail was picked up the steamboat could collect a 2c fee (1c on Lake Erie) for the trouble. Such letters were rated, postmarked and pouched (if necessary) at the post office where delivered from the steamer and where the fee was paid. The STEAM or STEAMBOAT marking indicated how they reached the post office where postmarked, and, in my opinion, this also indicated the fee. Such boats did not carry open or closed pouches of the post office.



SINCE 1915

This gives us three kinds of letters other than those mailed in a post office in the regular way;

(1) non-contract carrier; marked STEAM etc. fee 2c

(2) closed pouch contract (no route agent), marked Way.

fee 1c.

(3) route agent service, postmarked with the name or number of a railroad or steamboat mail route. No fee.

You will not find closed pouch contracts or service mentioned in the P.L.&R. because this was merely administrative practice, within the control of the P.M.G. Arthur Hall has been digging into the Railway Mail Service for years, has examined some of the original contracts etc. and we rarely run across a cover that does not agree with a marking showing what the service was. We have found a few that do not seem to agree with any data we have. In time we may find the answer to those also.

The R.P.O.s began in 1864 and gradually the route agent routes were changed to R.P.O.s - (most of them, but there were consolidations etc. and perhaps some discontinuances) - beginning July 1, 1882 they were all R.P.O.s, but "Agt" or R.R. postmarks may be found later because some of the R.P.O. clerks continued to use their old postmarks. This alone proves what the R.P.O.s succeeded.

R.P.O. service was the direct outgrowth of the route agent service - not, in my opinion - from the special agents that P.M.G. Brown had for a short time, friend Hahn to the contrary notwithstanding. Would anyone guess from reading pages 45 and 47 that route agent service was continuous; that there were some 400 route agents drawing \$200,000 to \$300,000 per year in 1857; and that the few "Express Agents" that cost the P.O. \$19,200 per year under Brown were merely for additional special service? The baggage-masters mentioned in the first par. of page 45 were not route agents of the P.O. - they were employees of the railroads. That was closed pouch service and the reason Brown could get no reports from them was because he had no control over them.

It seems to me that pages 45 and 47 stress a minor part of the railway mail service as if that was all of it. The important part, that gave us so many "Railroad" postmarks, isn't mentioned at all. That is not a true picture.



Now to return to the pouched mail. No mail was put into a pouch unless it had been postmarked, either at a post office, or by the route agent. Pouched mail had already been postmarked and when a pouch got to New Orleans or any other office there was no reason to mark it WAY or STEAM. The fact that many letters to New Orleans, Albany, St. Louis, Cincinnati, Louisville, New York, Charleston and other ports, which undoubtedly arrived by steamboat are not marked STEAM proves this.

Conversely, STEAM indicates loose mail brought by a non-contract carrier and WAY indicates loose mail brought by a closed pouch contract carrier. Therefore unless the P.M.G. had the power and did alter or abolish the STEAM fee, the word STEAM or STEAMBOAT indicates a 2c fee, in addition to the ordinary postage.

Page 217- "From Steamer Storm"; There is no positive proof that either of these letters was carried on that boat. If hand-stamped in advance and handed out as asked for both of the envelopes ~~fr~~ may have been obtained earlier than the dates shown and actually carried by some other boat. You would have to check the trips to be sure. (I assume the covers to be envelopes).

Figure 47-J; In my opinion whatever steamer carried that letter was a non-contract boat and STEAM 5 indicates 5c postage due, plus 2c steamboat fee.

Figure 47-K; In my opinion whatever steamer carried that letter was a closed pouch contract boat and WAY 5 indicates 5c postage due, plus 1c Way fee.

There was no route agent on the boat or boats that carried these letters. It is possible that both were carried on the Storm and that this boat changed from non-contract to closed pouch contract service between the dates of the letters. There could be many explanations. The ownership of the boat may have changed to owners who had a mail contract.

Similarly the New Orleans letters you mention marked STEAM at Louisville or Cincinnati were brought to those offices from a non-contract boat. You do not find WAY or STEAM on the covers illustrated on pages 226, 227 or with Route 7309 because that loose mail was postmarked by route agents travelling on boats that had a mail contract.

The Grand Gulf and the N.O. & Vicksburg R.M. (a route agent postmark) on the same cover is extremely unusual. I would suspect

Nov 7
1938

"Closed Pouch Contract"- This was discussed in Pats #23, pages 560-561 etc., and it was intended to convey the impression

#5

Stanley Ashbrook

7/11-'38



the letter was in a pouch taken on board at Grand Gulf and when the route agent opened the pouch and worked this mail he added his own postmark because the Grand Gulf was so faint. Of course I am guessing that the letter went from Grand Gulf to the boat and not vice versa.

Page 232, last par. above the picture; From the context my guess would be that route 7809 was a closed pouch contract. (1c WAY fee on loose mail picked up en route).

Do you think the STEAM fee was abolished at N.O. from Jan. 1, 1853 to force letter writers up the river to mail their letters in a post office or else on a contract mail boat?

Yes, I know the annual appropriations carried thousands for steamboat and way letters etc. but I've never yet been able to figure out how much of that was bookkeeping and how much was to re-imburse postmasters for fees that were not passed on to addressees.

I think it was a De Luxe copy of Volume 2 that I signed with a short pleasantry. Harry had already signed the book and also included a few choice words of congratulation. I supposed it had been sent you before this.

Stanley I don't think your argument that unless there is an extra fee there can be no special service is sound. There was no extra fee for the Chicago Supplementary Mail yet doubtless it was a service different from the ordinary. And for years New York business firms sent special messengers to Grand Central station to put mail into a special drop there because letters put in that drop before 2.30 P.M. (or whatever the time was) went out on the 20th Century and were in Chicago the next morning. I don't recall if there was a special postmark, but even if there was one, it did not indicate an extra fee. An ordinary 2c (later 3c) stamp did the trick. My notes indicate you are not wholly correct about the use of U.S. Express Mail postmarks in the 1850s.

I have had a very nice letter from Hahn. He thinks he can get some carrier data on St. Louis and I hope he has good luck trying. The results I got were all negative.

Sincerely,

Elliott Perry

As to the STEAM and WAY markings, I am going to write to you later. I do think, however, that we can draw a rather good hard and fast rule about the use of WAY and STEAM. I think WAY markings always emanated from carriage on a boat that was in effect a mail carrier along a postal route, while STEAM was on a boat along a mail route which was not authorized to carry regular mail, at least on the voyage in which that letter was carried.

I know it is dangerous to make a rule like this, but everything points to this being a rule. At least, everything I have. You may upset it and I wouldn't be heartbroken, but , at present, I cling to this belief.

I know that I have not yet seen a Cincinnati, Louisville or St. Louis WAY. I think that the reason for this is perfectly plain for various reasons. One of which is that St. Louis, at least, was not on any contract mail lines for much of the period. This is not true of Cincinnati or Louisville, and I have seen plenty of STEAM'S from the latter place. Probably the only lines that would have carried WAY mail were those that had on board a postal clerk who applied the well-known Cincinnati and Louisville Mail Line, and the less well-known Wheeling, Marietta and Cincinnati Mail Line cancel. Since the contracts were so limited and both boats seemed to carry a mail clerk, probably the clerk of the boat deputized to handle mail, it would seem there would be no reason for a WAY marking at these points. But this is mere conjecture.

Now: As to STEAM and WAY. I see that I have still to convert you.
Brethren, be seated. Ahem: - -

In the beginning, there was a WAY marking that signified that the post-

rider received the letter on his WAY between two post-offices. At first, the postage was reckoned as the total distance between the point the rider picked it up and the ultimate destination, and it was endorsed WAY to explain why it might bear more postage than a letter from the same P.O. in the same mail (which was because of the varying distance rates)

Later, a change was made that (1) gave the post-rider a penny and (2) charged the recipient with this penny and postage was paid from the office of mailing. This reduced bookkeeping and research in post rates, etc., and still made things come out pretty even for the P.O.D.

Steamboats had come into use on rivers, bays, estuaries and the like, and these waterways were, in the main, declared post-roads. Therefore, there arose two kinds of steamers plying on these waters - nay, three. (1) was the steamer with a route-agent aboard, equivalent to the route-agent on a train and, in effect, a travelling post-office; (2) steamers carrying closed pouches on contract for a voyage or a season, and equivalent to a post-rider on his coach or horse, and (3) a steamer without any mail-connections, equivalent to a pedlar or neighbor carrying the letter to town as a favor. Only, in 1851 the government made an exception of the steamer and allowed them 2¢ per letter or packet carried along a post-road (past several post-offices, it might be) and ~~xxxxxx~~ deposited in the post-office at the end of the run.

Thus, prior to 1851 (July 1) we have potentially AGENT letters or ROUTE letters or STEAMER letters - of which we know the latter only - posted on steamers with route agents aboard equipped with sorting sacks and cancellers (see TEN YEARS AMONG THE MAIL BAGS) and bearing the 5 and 10 rates; and STEAM 5 and STEAM 10 letters brought to the P.O. by steamers not with contracts of any sort and, by a special article of the Regulations, taxed exactly as if they had been carried in the mails the full length of their journey, if the river, lake, bay, etc., on which the steamer travelled had been declared a post-road. Lastly, steamers carrying mail in closed sacks were entitled to a penny per letter for WAY service, and we have the WAY 6 and WAY 11 markings for such.

In 1851, the rates changed, and the Regulations changed with them. Under these, we have three classes: ROUTE markings, for travelling P.O.s, on which there was no charge: WAY markings on steamers carrying closed mails, on which the steamer received 1¢ and the recipient paid 1¢ - WAY 1 for prepaid, WAY 6 for due letters: and STEAM markings, on which the non-contract steamers received 2¢, and the postage payer paid an additional 2¢ - either in advance or on delivery (see TROY markings).

In 1853, there was a change. Presumably, on the basis of evidence before us, it took place on January 1. The reason is plain. "Why," said Buchanan, Carroll & Co., "should we pay 5 cents for a letter from Thibidoux if the first steamer is the Natchez, with a route agent aboard; 6 cents if the first steamer is a contract-mail steamer without an agent and 7¢ if the steamer is a non-mail carrying steamer? Why, in the name of common-sense, shouldn't the P.O.D. make its arrangements so a letter costs us 5¢ in any and all cases?"

Therefore, another system set in. Letters were either prepaid or not. If prepaid, the recipient paid naught, if unpaid, he paid 5¢ per single rate. But the post-office continued to stamp the letters - ROUTE; WAY or STEAM, because the happy boat owner received nothing if he carried a route agent, 1¢ per letter if he carried mails in closed pouches and 2¢ per letter if he had no contract with the P.O.D. That is why (see your regulations of 1854 - I cannot remember the exact one, but it is there - see the Index) the WAY and STEAM markings were continued. They meant nothing to the recipient - but to the P.O., they indicated if the letter were a 1¢ or 2¢ expense for the P.O.

So, of your two letters, your reasoning that the letters were actually double weight and only one was paid is cogent: but I fear that the PAID 3 is a mistake. Here is what might have happened - I don't say that it did. The letter did not reach a P.O. until it came to New Orleans. Therefore, the N.O. P.O. is the first that might legally mark it paid. No doubt the writer ~~xxxxxxx~~ gave his 3¢ to the clerk of the steamer, who marked it paid 3: but the N.O. P.O. refused to acknowledge this unless paid with stamps.

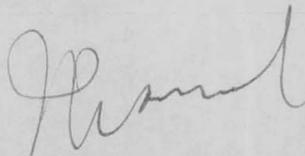
However, for whatever reason, we have a fact, not a theory to face. The fact is, they arrived with one rate due. The STORM, in February, was not under contract to carry mail. It received 2¢ for bringing the letter to N.O. Buchanan carroll ~~xxxxxxx~~ paid only 5¢, but for internal accounting reasons, it was marked STEAM 5.

By my birthday, April 2, the STORM had a contract - either for the season or for the one trip. Many single trip contracts were let - or farmed out - the contract steamer busted a paddle or blew up and another was pressed into service. On that trip, the STORM was carrying mail-bags. She was being paid for this service. Therefore, instead of the 2¢ she had received on the previous voyage, the P.O. at N.O. only gave her 1¢ per letter for the loose letters. B-C paid only 5¢ - but the letter was stamped WAY 5 for internal P.O. accounting reasons.

Gosh, Stan - it's in the Regulations, differentiating between STEAM and WAY! And we have little evidence - I haven't recognized any, as yet - that the regs were wrong on it.

I hate to ask this - but can you lend me the Regs of 1852 and 1854? I'll copy the pertinent paragraphs and return them, extra carefully, in the wink of a small eye. Ein Kleines Augenblickchen, as the Germans have it.

Enough of my usual pedantry. I'll see Paul this week-end, I hope.



Due to my time being taken up with Jessup and West, I have had no opportunity to reply to your letter of the 21st. West and Klein are great friends and I told Bill to suggest to Klein not to use the term, "Packet Cancellations". But at that it would be O.K. because none of the fish who will listen to his paper at New Orleans will know the difference. Reading papers at philatelic conventions is positively the silliest thing in the world, that is, if the paper has any merit.

As an example of what I mean, look up the "Draves" paper, Third Philatelic Congress, Chicago.

I note your remarks on "Steam" and "Way". You stated "Prior to July 1, 1851 all letters marked "Steam" are "Steam 5" and "Steam 10", while those marked "Way" are "Way 6" and "Way 11". I think you will find that some offices prior to July 1, 1851, simply used the word

#2.

Mr. Mannel Hahn - Oct. 1st, 1938.

"Way". I believe the "Way 5" of Baltimore, (1847-1851) meant that the total to be collected was 6¢, but after July 1, 1851, the fee was evidently not collected from the addressee. I have seen stampless covers with this Baltimore "Way 5", (one dated Nov 1851 for example) and also covers of same period with 3¢ paid in stamps cancelled by this marking. Take for example a cover with a strip of three Plate One Early One Cents tied by this marking and letter dated Oct. 1851. Two things are possible, i.e.:

- (1) The fee may have been added.
- (2) The fee may not have been added.

Surely such letters were "Way" letters and evidently a 1¢ Way fee was paid, but was the 1¢ collected from the addressee or was it charged up as an expense of the P.O.D.? On the stampless did the "Way 5" mean that 5¢ postage was to be collected and that the word "Way" indicated 1¢ in addition was due, or a total of 6¢? This was the custom at Mobile, Vicksburg and New Orleans at this period so why not Baltimore? Or did it mean that the word "Way" simply denoted source, this is a fee paid letter? I do not recall "Way" markings of Cincinnati, St. Louis, or Louisville and I wonder why?

Regarding the two terms "Way" and "Steam". I doubt if we can apply an iron clad rule to these two markings so as to put them into contract and non-contract classes.

I was as careful as I could be in Volume 2 about making positive statements regarding the exact status of all "Steam" and "Way" markings. In my opinion the whole subject needs additional research work, and such data will not be found in P.M.G. reports or P.L. & R.'s. As near as I can figure, we will have to locate special ruling made by the P.M.G.

Do you intend to go to the New Orleans Convention? If you go, I wish you would make some inquiry if the N.O. Post Office still has the P.O. records of the early fifties.

Best regards

Original Gum

By EDWARD L. CAUM.

In MEKEEL'S for April 15, Elmer W. Ayer pays his respects to the great god O. G. The subject has been brought up rather half-heartedly many times in the past, but nothing has ever happened. Nothing ever will happen, either, unless dealers and cataloguers discontinue the ancient practice of considering unused stamps without gum as inferior in quality and consequently in value to the same varieties with gum as issued.

There is no use in a few collectors taking the initiative and removing the gum from unused stamps, so long as those who set prices continue to ask more for a so-called mint stamp than for one identical in all respects save the presence of gum. The collectors would simply be shooting the resale value of their collections full of holes. The compilers of catalogues and the larger dealers hold the key to the situation. If pressure can be brought to bear on them to disregard the presence or absence of gum on an unused stamp, maybe we could get somewhere. To this end, a campaign of education is essential. After all, those who have been collecting for a long time have been thoroughly imbued with the doctrine that an unused stamp without gum, unless it was issued that way, is at best no better than one lightly cancelled. This doctrine, fallacious as it is, is drilled into the younger collectors that are coming along all the time. We know from bitter experience what the neophytes have not yet had time to learn, that the retention of the gum on an unused stamp is an ever-present source of danger.

Who has not seen stamps that were ruined by gum cracks, gum stains, paper deterioration or adhesion with resulting thin spots? We are taught that a stamp to be perfect must have a full complement of perforations, its gum, if unused, its brilliant color and all the rest. We are

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Two Rotarian Philatelists



MANNEL HAHN

Mr. Hahn, author of "So You're Collecting Stamps" and a regular contributor to MEKEEL'S, is a versatile individual. Many a person in Winnetka, Ill., will tell you he is a stamp collector and a Rotarian—very satisfactory credentials. In fact we learn by the grape-vine route that on May 6 Mannel was elected unanimously District Governor and a delegate to Havana for the great Rotarian event in June. Congratulations, Mannel, on which all who read "Hinges and Tongs" will heartily join.



HARRIE S. MUELLER

Mr. Mueller, president of the Chas. P. Mueller Floral Co., Wichita, Kans., is especially interested in Confederate States and South and Central American stamps. He has won numerous honors at exhibitions, is a life member of the A. P. S., also a member of the Collectors Club, and the Chicago and Trans-Mississippi Philatelic Societies.

Mr. Mueller is very much of a Rotarian. His honors as District Governor are to be supplemented by attendance at the world conclave of Rotarians at Havana.

left to discover for ourselves that one of these requirements will in time, and despite the best of care, wreck every mint stamp in our albums. Why are perfect mint O. G. stamps of fifty years ago and more so rare in comparison with used copies? One reason, of course, is that fewer were saved, and another reason; which any old-time collector or dealer can check, is that many of those that were kept were cracked and broken, or stained and discolored, by the gum.

It is axiomatic that there are two sides to every argument. Mr. Ayer has ably stated one side, and there is at least one other in agreement with him. There are undoubtedly many others, albeit somewhat less articulate. Will some one of those who demand the presence of original gum explain to the Philistines the reasons therefor, and show us that these reasons are of sufficient weight to offset the definite physical danger to which an unused stamp is exposed by the retention of its gum?

A defense of gum is required not a mere statement of reliance on the status quo, since potent arguments to the contrary have been advanced. It should include a statement as to whether collectors living where heat, moisture and starch-loving insects render the attainment of perfection impractical if not impossible, must be restricted in their collecting to used stamps and unused stamps of inferior grade, or whether their unused stamps may be admitted to equality with those of persons living in the more temperate regions. It should not stress as a valid argument any

possible reduction in value of private collections and dealers' stocks caused by the elimination of gum, as has been done in the past. The argument there, is for the prosecution, not for the defense.

Aside from the reduction in maintenance costs and in loss caused by damage and deterioration, the values of dealers' stocks would actually increase, as the many "unused but no gum" copies in every dealer's stock would automatically be brought up to parity with his present mint stamps of like quality otherwise. The same thing holds good for private collections. If there were no discrimination against an unused stamp simply because some previous owner had taken steps to preserve it, or because the sacred gum had caused it to stick to something, compelling him either to sacrifice the gum in toto or chance a thin spot (the stamp could never again be "full O. G." in any event), there could be no reduction in values.

If anyone should experience an uncontrollable urge to collect stamps with gum, advertisements, guarantee marks or anything else on the back, I am very sure no one would enjoin him from so doing. Likewise, I feel that anyone who desires his stamps free of any or all such accessory equipment should not be penalized because of such desire.

May those heretics amongst us who bend the knee at the shrine of O. G. only because we would be heavily discounting the value of our own property not so to do be shown wherein we err? Shown wherein we err, not just told that we do err.

Le Steamer "Asia"



Messrs. Schroeder & Company, Agents.



Bordeaux

France

Oct. 11, 1938.

Dr. W. L. Babcock,

Detroit, Mich.

My dear Doctor:

If you still own that 15¢ 1869 cover to France postmarked New York June 9 (1869) may I have a look at it? I hate to bother you in this way and have hesitated to do so but a look at your cover will be quite helpful.

Cordially yours,

WARREN L. BABCOCK, M. D.
245 WILLIS AVENUE EAST
DETROIT, MICH.

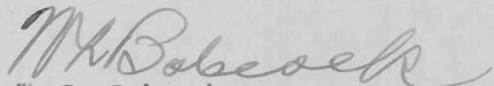
Oct. 12th,
1938

Mr. Stanley Ashbrook
434 S. Grand Ave.
Fort Thomas, Ky.

My dear Ashbrook:

Herewith the 15¢, #118, cover
N.Y. to France, dated June 9th, 1869. No hurry
for its return.

Sincerely yours,


W. L. Babcock

WLB/mm

Encl. 1 cover, #118.

Oct. 13, 1938.

Dr. W. L. Babcock,
Detroit, Mich.

My dear Doctor:

Herewith I return the 15¢ 1869 cover with many thanks for your kindness.

I wanted to see this cover because of the New York postmark. This is the Exchange accounting mark and indicates 24¢ was credited to France on this letter. This was either an error or the original rate was 30¢ and not 15¢. The French receiving shows the letter was carried from N.Y. by a British Packet, hence under our treaty with France we were only entitled to 3¢ on a single rate or 6¢ on a double rate. As this exchange marking was a bookkeeping credit they were seldom wrong. Even when errors were made in one office they were corrected in the other.

For example, if this letter had carried a credit to France of 24¢, though an error by the New York office the error would certainly have been discovered in France and corrected.

If this supposition is correct then there must have been another 15¢ stamp on the letter as the extra rate could only have been paid by stamps at this time. At any rate the "24" exchange marking does not tie in with a 15¢ rate because a credit of 24¢ could not be made out of 15¢.

What is your opinion of what actually happened?

With kindest regards,

Cordially yours,

Oct. 19, 1938.

Dr. W. L. Babcock,
245 Willis Ave. E.,
Detroit, Mich.

Dear Doctor:

I wish to acknowledge receipt of your letter of the 17th, and have carefully noted your remarks.

The subject of Foreign Rates and Foreign Rate Markings is indeed a very complicated subject as a whole, but there are certain branches of this study which are quite simple.

I note your remark regarding certain markings found on covers to England and you cite a rate of 19¢ charged by the steamship. I hardly know how to reply to this part of your letter unless it would be to suggest that you read carefully my remarks in Volume 2 on Foreign Rates. You see our rates to foreign countries were fixed in most cases by postal treaties and our first one with Great Britain fixed a rate per half ounce of 24¢. An accounting on each letter was kept in each country and credits and debits of each country were stamped on the face of the letters. The "19¢" for example, on an unpaid letter to this country clearly showed that England was charging us 19¢ on this letter - we to collect 24¢ - pay England 19¢ and keep 5¢. Thus the 19¢ or any other exchange accounting markings were debits and credits to each country and not payments to the ships carrying the mails. Such mail packets were under contract to the Government and were paid so much annually, not so much per letter.

I think any competent student of this interesting branch of philately will agree with me that the "24" on your cover clearly indicates that 30¢ was the original rate on this letter. If it had only had 15¢ it would have been short paid and so marked. I have made quite a study of this subject and I do not know of a single case where an error was made in the accounting marking which was not later corrected.

I have a copy of your article in the Oct. 1937 A.P. but up to this time I have not had the time to study it closely.

Thanks so much for mention of the manuscript marking of Route 7309.

With kindest regards,

Cordially yours,

Via Marseilles.



Mr. Albert P. Goodhue,



Zanzibar,

BROWN

CARE

ADUMALLY SULTANALLY, ESQ.,

Merchant,

ADEN, ARABIA.

EAST COAST AFRICA.

Red

- Red

70

Ben Marseille

SALEM
AUG 6
MASS.



LONDON
K
PAID
AUG 1853

Wm Goodhue Esq

NEW YORK
AUG 18
BATH

Care Admiralty Sultanally Esq
Admiral
Bombay

Zanzibar
East Coast Africa

September 13, 1937.

Mr. Percy G. Doane,
Fribune Bldg.,
New York, N.Y.

Dear Percy:

Please do not address me as "Mr. Ashbrook." I always thought we were much better friends.

Regarding the cover which I am returning herewith. Ez. mentioned this item when he was here as a 96¢ rate, but I do not think he remembered the year or destination. I note the use is "August 1868" which is a little late for me to be much good on the rate. It is just about all I can do to keep some track on the rates to 1861. So far as I can see this item is perfectly good though I must confess I am not well informed on a 96¢ rate to Zanzibar in that year. My record shows a rate of 45¢ per $\frac{1}{2}$ ounce to Great Britain, then French Overland Mail Via Marseilles. I suppose this was over $\frac{1}{2}$ ounce but cannot account for the extra 6¢. No doubt there is some reason for it and I do not happen to be informed on the point in question. I note a memo of a cover in my reference list from this same correspondence and dated about the same time. This record reads as follows:

" To	90¢ Rate	1867
Zanzibar		Aug.
East Coast Africa		

Donald W. Tucker - 4/5/-37 submitted a cover (envelope) with 90¢ 1861 (single) addressed to Mr. Albert P. Goodhue - Zanzibar - East Coast Africa - % Dr. Brooks, Seychelle Isles - Stamp of center - cancel black cork - On back in pen is notation "Luis F. Emilio - San Francisco Aug. 29, 1867 - Also in black a forwarding handstamp "Salem? Sep. 24, 1867 Salem Mass.," on front "Salem Sep. 24 Mass" also in brown Boston Br. Pkt Sep ? Paid." This also ties stamp. Has two red "London J. Paid A 5 Oct 67" In Red Pencil "2" also "80" with line below and "2" - In upper left "Per Franch Steamer Via Marseilles Aden and Seychelles."

With every kind wish, believe me

Cordially yours,

Percy G. Doane
Postage Stamps
Tribune Building, New York

Sept 15 1937

Dear Stan:

Your very kind letter of the 13th at hand and I thank you very much for your trouble and for your opinion as to the covers genuineness.

Frankly, there is to me a possibility of there having been a 30¢ removed and a 90¢ substituted, there having been originally a 36¢ single rate as Knapp has a 72¢ rate (2×36) on a cover dated in 1868 from Salem to Zangbar. Also you probably noted the red crayon marks "1" (single rate?) + "26" (26¢ from 36¢ leaving 10¢ for us) the same as the Tucker cover of which you write with a 90¢ 1861 with marks in red "2" (double rate?) + "80" (80¢ from 90¢ leaving 10¢ for us).

These marks however are puzzlers but certainly worth looking into.

With kind regards, I am

Cordially yours,

P. G. D.

September 17, 1937.

Mr. Percy G. Doane,
Tribune Bldg.,
New York, N.Y.

Dear Percy:

Thanks for yours of the 15th. Foreign rates and markings are a most intricate study and no one in this Country has gone into the subject thoroughly. For over a year I have been doing some work with Mannel Hahn on markings found on mail to France up to 1861, and at times we found the subject most confusing. Mannel eventually worked the whole subject out and I believe he has done almost a 100% perfect job. His study will be briefly told in a paper he has prepared to be read before the A.P.S. Congress at Chicago next month.

I note you state Knapp has a cover used in 1868, evidently from this same correspondence showing a 72¢ rate. I cannot find any record of a 36¢ single rate before Jan. 1, 1869 and this is listed to Aden, Arabia, as "To United Kingdom thence French Overland Mail Via Marseilles." I must confess I do not understand the Knapp 72¢ rate. The Tucker cover appears to be more nearly correct - 45¢ single rate - 90¢ double - with an 80¢ credit to G. B. and 10¢ to the U. S. (2 X 5).

If the Knapp is a double 72 then it should show a "2" and a red "62" for 62¢ British credit leaving 10¢ for the U. S. However even if correct this does not apply to the cover you sent me if it was a single 36¢ rate. All we could take would be 5¢ and the red credit to G. B. would have been "31." The rate to Aden Arabia "Via G. B. and Marseilles" (effective May 15, 1859), was 39¢ per $\frac{1}{2}$ oz and 45¢ per $\frac{1}{2}$ oz. I can find no record of any change made in these rates until Jan. 1, 1869. I noted the red "1" and surmised this meant a single rate, but such markings were not always put on mail going via G. B. I did not know what to make of the figures that appear to be "26." The cover shows it went Via British Ship hence all that was due us out of the total postage paid was 5¢ single, or 10¢ double. If this 90¢ was substituted for a stamp of some other value, all I can say is that it is a very clever job. I did notice that the Salem postmark tied the 90¢ rather clumsily - the line over the "m" on the stamp, is heavy but the continuation of this line on the cover is rather fine. I intend to look up further data and will let you know if I learn anything of value.

Cordially,

October 4th, 1937.

Mr. Percy G. Doane,
Tribune Bldg.,
New York, N.Y.

My dear Percy:

Further referring to that 90¢ cover to Zanzibar. I sent Mannel Hahn a photo of this cover and requested him to explain the rate. I consider he is the best posted student we have on French Rates and markings of the Fifties and Sixties.

Mannel is of the opinion there was originally a 24¢ 1861 on this cover and that this was removed and a 90¢ stamp substituted. He states there was a 30¢ rate at that time and the marking in manuscript "Via Marseilles" required an accounting to the French P.O. D. in spite of the fact the letter left this Country via a British Packet. The study of Foreign markings and rates is quite involved and in many cases each cover appears to be a separate study. Mannel states all that was due us out of the 30¢ postage paid was 3¢ hence we credited France 27¢. The "26" and the "1" he claims denotes this though he is at a loss to explain why this was expressed in a "26" and a "1."

The cover bearing 30¢ postage travelled as follows:

- (1) British Packet to Southampton
- (2) British Channel Steamer to Calais or Cherbourg
- (3) French Train to Marseille
- (4) " Mediterranean Steamer to Alexandria
- (5) French Convoy Alexandria to Suez
- (6) British P. & O. to Zanzibar.

The U. S. - French treaty rate for $\frac{1}{4}$ oz. was 30¢. Of this amount we credited 27¢ to France, and the French P.O.D. was supposed to settle with Great Britain for the Ocean and Channel transits, as well as the P & O. Mannel states the credit to G.B. by France was 9¢ for Ocean and Channel and the P & O 12¢. This is a total of 21¢ leaving France and 6¢ for local service and Med. Steamer.

All mails routed "Via Marseilles" were French Mails - the treaty so provided and it was the duty of the French to settle with the British.

He further states it was possible to send mail "Via England and Marseilles via the British Mail," and this accounts for the mail "Via England" with rates of 39¢ for the first $\frac{1}{4}$ oz. and 45¢ for the $\frac{1}{2}$ oz. Mannel further states a $\frac{3}{4}$ oz. letter was 84¢ and for 1 oz. 90¢. Sure sounds dumb to me but he quoted his authority.

If this letter had been marked "Via England" or "Via

October 4th, 1937.

Mr. Percy G. Doane - #2.

England and Marseille," it would have gone as a British dispatch. But marked "Via Marseille" only it was a French dispatch. All of which I think proves that if Mannel is correct, we can no longer judge the genuineness of a cover by its appearance, that is the way the item looks - the way the stamps are tied - the ink - the cancellation, etc.

Personally I am inclined to think Mannel is right, but I must confess I am loth to believe that 90¢ stamp was not actually used on the cover.

I wish you would give me your candid opinion. Such work is darn dangerous and threatens the whole branch of cover collecting.

Cordially yours,

Percy G. Doane
Postage Stamps
Tribune Building, New York

Oct 7 1937

Dear Stan:

Yours of the 4th received. Before going further I want to thank you for your interest and trouble in this matter. It seems a shame to have you spend so much time on it but I think it well worth while for us all.

Your friend's explanation regarding the markings 26/1 equalling 27⁴ is ingenious but I doubt if it would stand up with similar markings on other covers; such as the Tucker cover you mention 80/2; or to go farther the famous 1857 90⁴ cover to Cape of the Judge's marked 112/4; the Tucker cover being double rate and the Cape cover quadruple rate. You will also find other foreign covers with markings showing double rates "2" lts.

I will see if I can check up further on the red markings & drop you a line. Could there be any possibility

Percy G. Doane
Postage Stamps
Tribune Building, New York

of a 48^d rate which would make this a double rate +
Kinoffs 72^d cover a 1½ rate 48 + 24 ... This theory would
of course eliminate the red markings.

With kind regards, I am

Cordially yours,

Percy G. Doane

September 17, 1937.

Mr. Mannel Hahn,
545 Lincoln Ave.,
Winnetka, Ills.

Dear Mannel:

Herewith the set of photos of the rates from the 1852 P.L. & K. I know these will prove of interest to you.

Please note the photo of the cover to Zanzibar which please return me. It has been suggested a 30¢ was removed and the 90¢ substituted. A cover from this same correspondence, same year (1868) is known with a 90¢ paid rate with a red pencil "2" and "80." Also another is known same correspondence and year with 72¢ postage paid.

This photo shows a red pencil "1" and a red "26" (?) but if the original stamps were 36¢, why 26¢ credit to G.B. and not 31¢.

I trust you can dope this item correctly. It has me puzzled.

Cordially,

RE. DOANE COVER —

c. hahn for stamps!

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September 25, 1937

Dear Stan,

I'll get right to the heart of things at once:

Under the U.S. France treaty, which held from 1857 to 1869 without major change:

Mail addressed to France (from the U.S.) or to places beyond France that passed by way of the French transit and sailed from Marseille, even if it went by British packet beyond Suez, was accounted for in the following manner:-

If despatched by U.S. Packet - the U.S.P.O.D. paid to France full postage less 12¢:

If despatched by French or British packet, the U.S.P.O.D. paid to France the full postage less 3¢ and if British packet, the French P.O.D. settled with Britain.

If despatched by U.S. packet to Britain, the U.S.P.O.D. paid France full postage less 9¢, and France settled with Britain for the channel transit.

Now, on this cover, the Br.S. evidently despatched by British Packet with destination French transit "via Marseille", which means:

British Packet to Southampton
British Channel steamer to Calais or Cherbourg,
French train to Marseille
French Mediterranean steamer to Alexandria
French convoy Alexandria to Suez
British P. & O. to Zanzibar

The treaty rate for $\frac{1}{4}$ -oz. was 30 cents, of which - also established by the same treaty - 27¢ was payable to France, who were supposed to pay for the ocean and channel transits, also the P. & O. Suez to Marseille. Hence, the marking should have been 27 - and it is 26 and 1. Why this, I cannot say. However, under the treaty, we were entitled to 3¢ of the amount.

From separate sources, I have learned that the French paid Britain 9¢ for ocean and channel transit and the P & O got 12¢. This leaves 6¢ to France for local service and Med. steamer - which is correct.

We credited France - and the letter is properly marked for that (Br. $\frac{1}{4}$ Transit) because by our treaty, we passed it on to France for accounting as soon as it went into the mails: theirs was the duty of settling with Britain for the ocean and channel transit. All mails via Marseille were French mails, and we had no responsibility with Britain over them.

It was, however, possible to send mail via England and Marseilles via the British mail. That sounds dumb, but it is true. That accounts for the mail via England with rates of 39¢ for the first $\frac{1}{4}$ oz and 45¢ for the $\frac{1}{2}$ -oz. While I do not have figures to hand to quote you authoritatively, I am quite sure that $\frac{3}{4}$ -oz would have been 84¢ and for 1 oz 90¢! This seems dumb, but it isn't.

British mails were based on $\frac{1}{2}$ -oz or fraction thereof: French on $\frac{1}{4}$ -oz. If a letter were specifically routed "via England and Marseilles", it was necessary to pay 25¢ to England for the first $\frac{1}{2}$ -oz or fraction thereof: since the letter, after arrival in England was a British item for the P. & O., that outfit received 8¢ per $\frac{1}{2}$ -oz or fraction thereof: The French received 6¢ per quarter ounce. Hence we have

	To Britain	French, from Britain	P.&O. fro Britain	Total
Up to $\frac{1}{4}$ ounce	25¢	6¢	8¢	39¢
$\frac{1}{4}$ -oz to $\frac{1}{2}$ -oz	25¢	12¢	8¢	45¢
$\frac{1}{2}$ -oz to $\frac{3}{4}$ oz	50¢	18¢	16¢	84¢
$\frac{3}{4}$ -oz to 1-oz	50¢	24¢	16¢	90¢

The trouble with the rates is - but first let me finish this thought: Mails despatched through France via French mails took the French rate established by our treaty with France regardless of whether they passed through British territory and post-offices or not. The BR. TRANSIT marking shows that they were merely transit items in the British P.O. If they were despatched as British mails, they based on the British rate - regardless of subsequent passage through France.

The trouble with the rates is that we had three basing rates: French, British and Hansa. The unit for British and Hansa was $\frac{1}{2}$ ounce: for France, $\frac{1}{4}$ ounce. If and when both British and French mails were used, the rate depended upon the way it were despatched. If this letter had been marked "via England" or "via England and Marseille", it would have gone as a British despatch. But marked "via Marseille" only, it was a French despatch. Now, our P.O.D. had the treaty right and duty to despatch to France by the first available steamer - which happened to be British. But none the less, it was a French despatch and French rates applied, and we accounted for it to France, only, who had their own arrangements with Britain.

Authority: Treaty, or Postal Convention, Signed between the U.S. and France, March 2, 1857: Table of Mail Arrangements between the U.S. and France Section B giving rates (Sums to be paid on each letter and per each quarter ounce or fraction of American quarter ounce, for letters transported between the American Frontier and the French Frontier, either direct or through England, at the expense or on account of the French Postoffice - For Countries whose correspondence can advantageously be sent by Suez (rate 30¢ per $\frac{1}{4}$ -oz) - 27¢): Letter Bill forms of U.S.P.O.D. for French despatch by way of England and French post or French port direct.

The main trouble with Konwiser-Hill's list is that it is just correct enough to be acceptable most of the time and lets you down when you need it most! I believe it to be 97% accurate: but not self-explanatory. The whole subject is unstudied: there is a lot of work to be done. I feel pretty certain of my French mails, now. If I can dig up a few more P.L. & R from important periods, I shall be ready to make up a text-book on foreign rates. No mere list can be fool-proof!

Herewith, the article on Ship Mails. Where would you publish it - with illustrations? I can get money from Mekeel's or W.P.G. - honor and glory from C.C.P. and the cold shoulder from the Am. Phil. Besides, I am soured on A.P., though I am happy to see a new face in the line-up (Carter Glass').

I also enclose a photostat that may go well in your book. I am possessor of the original, which is for sale at \$10.00, and I am quoting in full in my chapter for you - but if you think it well to reproduce, I can merely refer to it and save a page or two of text!

My map is finished and double-checked. I plotted each state to large scale and then reduced to the smaller scale. Want to see a copy?

Yours, ever,



EZRA D. COLE
DEALER IN POSTAGE STAMPS
NYACK, N. Y.

October 8, 1937

Dear Stan,

For some little time I have been checking with Percy Doane and reading various and sundry letters about the celebrated 90¢ 1861 cover. As far as I can see we all are getting no place very fast.

Perhaps I can add a little to the already befogged issue. Ancient history first.

The cover in question has a pretty good history. White bought it from the Economist Stamp Co. I think it was before the 1926 Exhibition, perhaps even before that. At any rate it was long before these fakers started any serious work on covers. I believe it came to the Economist in one of the better known collections they bought. Up to the time of the White Auction sale no one that saw it ever questioned it, and Lord knows there was plenty of opportunity for the fault finders to do their work.

Now, For some years and over a period of long standing White and Elliott Perry fought over many and sundry small and large philatelic opinions and stamps. They never agreed and never would. On ANYTHING. Both sides had their good and bad sides and I propose to stay out now and then. Now here is what went on. Elliott looked over the lots in the sale and told Percy that he thought the cover was bad. Percy just withdrew it from the sale.

Coming down to the present, as far as I can learn, Percy is on the fence, Every collector that looked at it here thought it was O. K. Knapp, Brandebary etc, etc. I think It O. K., The Economist evidently did, and from reading your letters I am blamed if I know how you think.

The thing that beats me is this. Percy's point against the cover is the red crayon mark, Elliott thinks the stamp has been added and now Manual does not like the rate. None of them said the same thing, all finding something different to criticize.

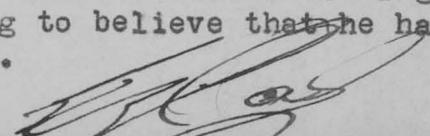
With all due respect to the three of them and admitting that I know nothing whatever about covers I think they all are as crazy as pet foxes.

1. I don't think that the red crayon mark means a thing and even if it does mean something, What the Hell is it? No cover with a red crayon mark ment anything in my deep philatelic studies. I have seen plenty of covess with all knide of stamps going all over the world at all different times with NO CRAYON MARKS AT ALL. Also any mark at any time can be in error. i.e. I may send this to you marked AIRMAIL, with an airmail stamp, but I have known flights to be canceled even in this year of grace 1937. My kids have a box of crayons and if anyone ever finds fault with a cover of mine over crayon marks I'll soon fix that.

2. Where in the world would anyone ever find a 90¢ 1851 with the identical cancellation (Salem) to put on a cover, even if you had the cover. If I had some ham I'd have some ham and eggs if I had the eggs. Those cancellations look so much alike that if they matched any better then I would think they were phoney.

3. Manual goes off the deep end by saying that 30¢ was the rate. He quotes rates etc at length. Like my quoting The Bible and saying that The whale swallowed Jonah. Therefore it must be so. You know perfectly well that even should a certain rate be in effect that does not meant that, that was the rate charged, or the rate used. People made mistakes in those days, postal clerks were human. I'll bet the clerk on duty in Fort Thomas does not know that there are at least THREE ways of sending a letter to India right now by airmail and all of them take different rates of Postage. From New York one does not have to mark his letters in any fashion except to say AIRMAIL, and they all would arrive about the same time and they all would bear different amounts of postage. In those days it must have been much worse. Neither you or Manual or anyone else can show me a cover and say THIS MUST BE THE RATE, Nor can you quote me from a Postal Guide and say this should have had so and so. Just to keep the record straight I have seen plenty of covers going to Cape of Good Hope (1857 and 1861 issues) and I don't remember seeing any that had a flat 30¢ rate. I might add that I don't think Manual ever saw two covers going there with anything on them, in all his studies.

I also want to get this on the record. It don't mean a thing to me what you all think about the cover. I have nothing in it and it means nothing to me except that I am interested in trying to get at the truth, if possible. Manual is one swell guy, I like him and all our relations have been 100% plus. You know how much I respect and admire Percy Doane and Stanley B. Askbrook. Please take this from whence it comes in the spirit in which it is sent, from a sometime stamp dealer, who knows he knows nothing about stamps and who is beginning to believe that he has a lot of company, bless them all.



434 South Grand Ave.,
Fort Thomas, Ky.

Nov. 5, 1941.

Mr. Percy G. Doane,
Room 608 - 154 Nassau St.,
New York, N.Y.

Dear Percy:

Do you recall that cover to Zanzibar with 96¢ rate from Salem, Mass. - Aug. 6, 1868? This cover had a 90¢ 1861 plus two 3¢ 1861.

I have never ceased my investigation of this cover and I am now positive that a 30¢ 1861 was removed and the 90¢ was substituted. The original rate was 36¢, which was a single rate in 1868 to Aden. This by British mail "Via Marseilles."

Out of the 36¢ rate we had to credit Great Britain 26¢ (see P.M.G. Report of 1868 - page 251 - "a table of postages to be accounted to G.B. by the U.S.")

As you will recall, the credit on this cover was in red pencil "26" as per above 26¢, also a pencil "1" indicating the single $\frac{1}{2}$ ounce. All we were entitled to was 10¢ the $\frac{1}{2}$ ounce.

We did a lot of guessing on this cover, but now I am positive the above solution is correct.

With my kindest regards,

Cordially yours,

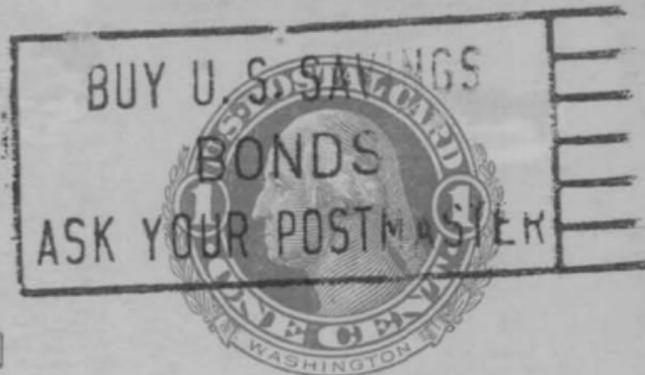
Mr. S. B. Ashbrook

Dear Mr. Ashbrook:- I have examined the photo you sent, carefully, and can only decide that it is a synthetic job. It is "wrong" at all points. It never was a 36c item if that is what you have in mind. It is probably a much more "made up" job than you suspect. 36 and 96c rates never existed on these items.

Yours truly,

GEORGE HILL
627 FAIRMOUNT AVENUE
PHILADELPHIA, - PENNA.

George S. Hill.



THIS SIDE OF CARD IS FOR ADDRESS

Mr. Stanley B. Ashbrook,
434 S. Grand Ave.,
Fort Thomas, Kentuck v

POSTAL MARKINGS

Publisher: WILLIAM R. STEWART, 9 South Clinton Street, Chicago

Editor: MANNEL HAHN, Winnetka, Ill.

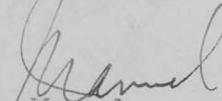
Winnetka, Illinois
October 31, 1938

Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Kentucky

Dear Stan,

Just a note to thank you for that mass of material you sent me, which I can use very well. In a day or two I will send you the revised copy for the book on the '47's and I hope you will find it better.

Sincerely,


Mannel

MH:CB

P.S. As to that rate to Mauritius, the postoffice reports do not bear out your contention. Page 105 of the Report for 1867-8 says:

A. "Tables showing the rates of postage to be accounted for by the U.S. Postoffice to the British Postoffice upon letters * * * conveyed in transit through the United Kingdom in ordinary mail between the U.S. and the under mentioned countries and colonies."

For Mauritius via Southampton it is 12¢ for a single letter and to Mauritius via Marseilles 20¢ for a single rate letter. Now, according to the statement there, we accounted to the British postoffice for a letter via Southampton for 12¢ only and that included postage to United Kingdom and from the United Kingdom to Mauritius. That is, the 12¢ that we paid on a prepaid $\frac{1}{2}$ oz. letter paid the British postoffice for service to Southampton and beyond. And the 20¢ that we paid on a similar letter routed via Marseilles paid the 6¢ to England, the channel transit, the charge to France for overland transit Calais to Marseilles, and the packet charge from Marseilles to Mauritius by the French route.

This is thoroughly in line with the published rates of the period which were for $\frac{1}{2}$ oz. letters to Mauritius via Southampton 22¢, to Mauritius via Marseilles 30¢.

If your contention is correct and this is merely for the transit from Southampton to destination, then you are correct in assuming that 26¢ did cover the entire postage, but the rate would then be cock-eyed because we would receive only 4¢ in either case instead of the 50-50 split as we received on the British rate. I believe firmly that on these letters we retained 10¢, that

POSTAL MARKINGS

Publisher: WILLIAM R. STEWART, 9 South Clinton Street, Chicago

Editor: MANNEL HAHN, Winnetka, Ill.

-2-

being only 4¢ over what we would have received on a similar letter going merely to Great Britain, the extra 4¢ being for the extra service necessary in our postoffice on letters going beyond Great Britain. I believe that we made up the pouches on this side for their ultimate destination, which entailed extra work. We had to make up special letter bills as shown in various tables previously (see Article 9, page 103), and, therefore, charged more.

Upon looking at the Treaty Article 4, page 102, it seems increasingly clear that the U.S. charge/included Atlantic Ocean transit merely accounted which for the sums set forth in Table A

I, therefore, feel that the letter in question must have been sent via Aden and prepaid to that point, but I am perfectly willing to discuss the question without fixed ideas. Please tell the 20th century specialist of your family how much I appreciate the work she did, and that you sent me.

Again, Sincerely,

Mannel

*Stars:- busy as hell going to homecomings
funerals etc but will write in a couple of days
Do you best to sell the 7R1 just dropped in on
Mannel
Bet
Jake*

Nov. 7, 1938.

Dear Mannel:

Again that Zanzibar cover. Either there is something wrong with you or there is something wrong with me. I wonder if I can convey to you the thought I have in mind? This is the third attempt. Now first - Re - page 105 of the P.M.G. Report of 1867. I contend this table "A" is not a table of "rates of postage" from the U. S. to the places listed, but rather an exhibit, a part of the treaty showing the amounts we had to pay Great Britain on single rate letters to these points. The rate to Mauritius via Southampton was not 12¢, nor was the rate to Mauritius via Marseilles 20¢, but these sums were the amount we had to credit Great Britain on single letters to these points in addition to half the regular single rate to Great Britain. Thus I contend the rate on that Zanzibar letter was 32¢.

This 32¢ represented 12¢ to Great Britain plus the 20¢ to Mauritius. A 12¢ rate to Mauritius via Southampton don't make sense and you know damn well it don't. Do you mean to try and tell me it was as cheap to send a letter from New York to London (rate 12¢) as it was to send a letter to Mauritius via Southampton? Maybe it was but I don't believe it. Also how come a 20¢ rate to Mauritius via Marseilles if the rate to G.B. was 12¢ it would only leave 8¢ from G.B. via Marseilles to Zanzibar. Again I insist you are wrong. Now get hep to yourself. If we credited G.B. 20¢ and half of the 12¢ then the total credit out of the 32¢ was 26¢ and the red pencil on this cover means single rate. You amaze me when you state we should have a credit on the total rate. Why should we? All we were entitled to was a split of the 12¢, why should we get any more?

Now who is nuts? You or I? If I am, I apologize, but if you are, please don't make me write three letters trying to straighten you out.

Am glad the stuff I sent you will prove of some assistance.

Best regards.

Yours etc.,

C. Hahn for Stamps!

CHARLESS HAHN

P. O. Box 152

WINNETKA, ILLINOIS

Suite 10 * 545 Lincoln Avenue



November 8, 1938

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Dear Stan,

In re Zanzibar:

Why the U.S. should receive more on a letter to Mauritius than on one to G.B. itself is not clear: it may have been on any one of a dozen arguments. That it did receive more is absolutely clear from the published rates of postage and the treaty rates of accounting!

There are two ways of figuring rates - as in freight rates today. The one is the combination of individual rates and the other is the through rate. Thus: the rate from U.S. to G.B. is 12¢: The rate from G.B. to Mauritius is 20¢ - combination rate is 32¢. But that isn't how it worked. The through rate from U.S. to Mauritius via Southampton is 22¢!

I think the logic was something like this: G.B. said to U.S. "Uncle Sam: if you will make up the pouches, and make out the way-bills so that all we have to do is verify the count and forward the pouches with ours and thus save us quite a bit of trouble, we'll split the rate with you and allow you 4¢ more than on a letter direct to us." And Uncle Sam agreed.

Anyway, here are the published rates of postage: and here are the treaty rates of postal accounting. Jan. 1, 1868:

Destination	Rate	Accounting to G.B.
Aden via S'hampton ($\frac{1}{8}$ oz)	22¢	not set - probably 12¢
Aden via Marseilles ($\frac{1}{4}$ oz)	39¢	26¢ (old treaty)
same ($\frac{1}{8}$ oz)	45¢	32¢ " "
Ceylon via S'ton ($\frac{1}{8}$ oz)	22¢	12¢
Ceylon via M'les ($\frac{1}{8}$ oz)	30¢	20¢
Malta via S'ton ($\frac{1}{8}$ oz)	22¢	12¢
Malta via M'les ($\frac{1}{4}$ oz)	22¢	12¢
Malta via M'les ($\frac{1}{8}$ oz)	44¢	24¢
Mauritius via S'ton ($\frac{1}{8}$ oz)	22¢	12¢
Mauritius via M'les ($\frac{1}{8}$ oz)	30¢	20¢
East Indies via S'ton ($\frac{1}{8}$ oz)	22¢	12¢
East Indies via M'les ($\frac{1}{8}$ oz)	30¢	20¢
Australia via S'ton ($\frac{1}{8}$ oz)	22¢	12¢
Australia via M'les ($\frac{1}{8}$ oz)	30¢	20¢
*Hong Kong via S'ton ($\frac{1}{8}$ oz)	34¢	24¢
*Hong Kong via M'les ($\frac{1}{8}$ oz)	42¢	32¢

*Also, these rates apply, respectively, to Japan, Java (East Indies above refer to British India) Labuan, Singapore, Philippines.

I put in a lot of other places to show how illogical the distance requirement seems to make it. Thus: Malta to Ceylon and Calcutta take one rate; beyond the rate is increased by 12¢. But - with the exception of Malta, where a peculiar French rate per $\frac{1}{4}$ -oz prevailed, probably because of heavy local traffic and a desire to keep it within due bounds, every letter, wherever bound paid the U.S. 10¢ instead of the nominal 6¢ on the U.S.- G.B. split. This, I feel sure, was to compensate for the additional handling such a letter received: not in U.S. transit, to be sure, but in making up additional pouches, way-bills and the like.

The rate is, according to my lists, not the 20¢ plus 12¢ that logic would dictate, but 30¢ (via Marseilles); and via Southampton, not 12¢ plus 12¢, but 22¢. The sums given in the table are the accounting we had to do on prepaid letters - the total we accounted for. You will note the phrase "in transit". Thus, the letter was not reckoned as a letter to G.B. and a new life thereafter, but a through affair.

Jan. 1, 1868 may be reckoned as the beginning of a new method of rating letters, because of this treaty: a method that superseded the old point-to-point basis and which became a principle until the 1875 convention replaced it and avoided accountings.

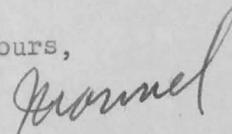
Because early in my career, I failed to note my sources, depending on a memory that has proven faulty through the gradual aging process, I cannot quote my sources for these rates. I find them in Konwiser-Hill's tables, and marked that I checked them. I have marked the tables pretty well to show the true and false. Most are true, by the way, but only partly so. I mean, it takes a lot more information than they vouchsafe.

Now - am I totally nuts? It is perfectly possible. I sometimes think so.

At the moment, I am deep in the 1847 booklet. I hope to have it out Dec. 1. Postal Markings will probably appear in printed format next summer: increase in scope and function next September.

With best regards to the whole family, I am, as ever,

Yours,



Nov. 16, 1938.

Mr. Mannel Hahn,
545 Lincoln,
Winnetka, Ills.

Dear Mannel:

I guess we cannot get away from the fact that the rates to Mauritius as given in the Hill tables in "Stamps" is correct. That is, effective Jan. 1, 1868, 22¢ and 30¢, and that the sums due G.B. on a prepaid letter ($\frac{1}{2}$ ounce) were 12¢ and 20¢ respectively. In spite of this, however, we have that cover dated August 1868 with a red pencil "1" which surely means a "single rate" and the red pencil "26" which surely means the sum we credited G.B. I think we can argue about the rates, stamps, etc., on this cover, but I think we both agree nobody has monkeyed with those accounting marks. Do you agree? If so suppose we start all over again with those two markings as scratch. So please write me and tell me if you believe that red pencil "1" means a "single rate" and the "26" means "26¢ to G.B."

I note in your letter you give the sum under the old treaty that we had to account to G.B. on a letter to Agen, Via Marseilles - this as 26¢ per $\frac{1}{2}$ ounce.

How can we make these different figures fit into the picture with this cover? Do you think the original rate on this cover was 39¢, and that it was rated under the old treaty as a single ($\frac{1}{2}$ ounce) letter and that we accounted on it the sum of 26¢ to G.B.? Is it possible the new treaty did not apply on mail to Zanzibar? If so I can find no reference to fit.

Is it more logical to figure there was 39¢ on this letter than 32¢ (my suggestion) or 30¢ as per the Hill table? If 39¢ then we got 13¢, which may be logical. If 32¢ then we got 6¢ and that is all I figure we were entitled to, but if 30¢ as you suggest then we only got 4¢ and surely there is no sense to such an idea, because we got 6¢ on a letter to G.B.

I don't see how you can get around that 26¢ credit. If you can please explain.

The slick guys who make these fake covers don't bother about changing the accounting markings, or at least if they do the bird who made this one did not.

All of these Zanzibar covers are screwy. Knapp has one (also August 1868) with 72¢ postage and a red pencil "2" and a red handstamp "48". Sure screwy. We credit 26¢ on a single rate and 48¢ on a double rate. Why? Address the same, and all from Salem, Mass. The 96¢ is "Aug. 6" - the Knapp cover "July 24". What's the answer? Knapp's cover is likewise marked "Via Marseilles". It has three 24¢ stamps. Knapp has another cover with Salem March 1868. This baby has 45¢ and the red Boston foreign mail postmark has a 40.

Have you the answer to any of these? Maybe I have and maybe its nuts but what about this for a solution?

#2.

Mr. Mannel Hahn - Nov. 16, 1938.

Our depreciated currency at that period? How would
that fit in?

Yours etc.,

C. Hahn for Stamps!

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CHARLESS HAHN

P. O. Box 152

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Stanley B. Ashbrook,
Fort Thomas - Ky.

Dear Stan,

Charless has taken over, vi et armis, my secretary for the afternoon, leaving me swamped with work and no way to do it - so I'll chat with you.

Sonny, you are wrong on your guess on the depreciated currency, because every Postal Accounting Marking was based on treaty and every treaty was based on gold. That is why we have G.B. covers 24 cents or in U.S. Notes 40, etc. We always had gold for balancing international accounts and international accounting was done in gold. Why, even when I was in Argentina and the gold was locked up in the Caja de Conversion, and we did business solely in paper pesos at 44¢ gold per paper peso, the international rates were published, even by the banks, in gold conversion rates. Thus, if I wanted dollars, I had a double exchange to figure: I wanted 10 dollars, draft, say - the rate was 103.20, so I had to pay 10.32 gold pesos. But - of course - I didn't have any and couldn't get any and the only exchange available was paper pesos and fractional currency worth only .44 of face - so I had to figure and pay \$23.45 paper.

Ernie is in here now, so take a couple of hours off!

This is next morning. Now to get back to work on your Zanzibar covers. Let's get this straight: There was no through rate to Zanzibar until 1888, when it came under the U.P.U. and became a port of call of the French Postal Packets. Prior to that time, the only way to get mail to it - and this is guess work based on pretty good acquaintance with other similar cases - was by dispatch to Aden or Mauritius. Aden was best, because there was a constant, almost daily, traffic between Zanzibar, Dar-es-Salaam and Aden.

The treaty of 1867 did not include Aden: hence the previous treaty ~~rates~~ rates must have applied until a new rate was in effect. Therefore, a single letter would have been ($\frac{1}{2}$ oz.) 39 cents - probably prepaid because it was not collectible in Aden - with 26¢ accounting. The "1" on the letter is, I think, a due marking of 1 rupee due for service Aden to Zanzibar. And there you are.

Your STEAM cover came back to me yesterday, with a note that "Ashbrook might want this". I'm sending it out again today. Ernie brought me an unused IA and IIIa - Plate 4, too.

No more time. I've been up to midnight two weeks running, trying to get that dratted book out!

Yours,

Nov. 23, 1938.

Mr. Mannel Hahn,
545 Lincoln Ave.,
Winnetka, Ills.

Dear Mannel:

So I am wrong on depreciated currency. I agree thoroughly accounting markings were based on treaties and treaties on gold. That is elementary and I had no idea in mind to contradict. What I meant was this. Depreciation in currency - likewise depreciation in stamps. Why should currency depreciate and U. S. stamps remain on a par with gold? If the rate (prepaid) was fixed at blank number of cents when gold was blank, and gold advanced, why not a higher rate to Zanzibar? I merely suggested this to account for different and various rates. I was not referring to accounting marks. I am well aware the rate G.B. to U.S. was 24¢ and based on treaty was 24¢ gold.

Example - before me is an unpaid double rate - England to Boston in August 1866 - "Boston Br. Pkt. 48" - in pen "38" - all this in gold, but on the face is "in U. S. notes 70" - meaning Mr. Blank had to pay 70 cents in currency to get this letter or 48 cents gold. Now if it cost 70 cents currency to get this letter, could a person send a letter to England at this time with 48 cents of U. S. stamps?

You will recall George Hill wrote me before our bust-up that he could tell me all about that Zanzibar cover if he wanted to. Too bad he didn't choose to because if he can he is better than I am and I have a suspicious better than my friend Mannel.

I do not like your latest theory on the "1" being one rupee due Aden to Zanzibar. This does not explain 45¢ - 72¢ and 96¢ rates all at about the same time.

How are we going to get the correct answer to this problem? I hate to let a thing like this whip me.

I have a friend who has a cover 15¢ 1869 - New York to Paris in May 1869 - The red New York has an accounting marking of "18". He swears his cover is O.K. as he knows its origin. Now you tell me how 18¢ could be credited out of 15¢. Later I'll send you a photo of this cover.

It is hard work to put a book together. Think of the work on those two One Cent volumes.

Best regards.

Yours etc.,

Neglecting for the moment the all-French rate, let us look into this Aden rate as affected by the Treaty of July 8, 1867. Instead of ~~22~~ 19 ¢ plus 9 ¢ for British service (Southampton or Plymouth to France; Alexandria and beyond) the rate for all such services was dropped to a straight 20 ¢ (Ceylon, Mauritius, East Indies). While the complete rate was unaffected by the treaty, the G.P.O. of Britain evidently allowed all similar letters to be similarly charged. However, the French apparently charged their 6 ¢ - as Aden letters were not covered. Hence, the rate became

$\frac{1}{4}$ oz - 39 ¢ divided 13 ¢ to U.S., 20 ¢ to B.B., 6 ¢ to France (26 ¢ total)
 $\frac{1}{2}$ oz - 45 ¢ " 13 ¢ to U.S., 20 ¢ " " , 12 ¢ " " (32 ¢ ")

Beyond this, anything I might do now would be a plain guess! If the through rates were unchanged on multiple weights, they would still make sense:

$\frac{3}{4}$ oz - 84 ¢ divided 26 ¢ to U.S., 40 ¢ to G.B., 18 ¢ to France (88 ¢ total)
 1 oz - 90 ¢ " 26 ¢ to U.S., 40 ¢ to G.B., 24 ¢ to France (64 ¢ ")

the "total" being the amount for which we accounted. Prepayment compulsory.

As to the through French rate, it was 30 ¢ per $\frac{1}{2}$ -oz. This was divided:

If by American Packet: U.S. 12 ¢, France 18 ¢
 If via Britain, Am. Pkt: U.S. 9 ¢, France 21 ¢
 If via foreign Packet; U.S. 3 ¢, France 27 ¢

This rate was discontinued in 1868, so we can neglect it in the present discussion. It may have been continued to Aden - I doubt it. The through rate, via Marseilles, seems to have replaced it.

Thus, we can see that the following rates to Aden are possible in 1868:

33 ¢ - for $\frac{1}{8}$ oz. to Southampton, thence via British mails
 39 ¢ - for $\frac{1}{4}$ oz. via G.B., Marseilles and usual routes beyond
 45 ¢ - for $\frac{1}{2}$ oz. " " " " " " "
 66 ¢ - for 1 oz. via Southampton
 84 ¢ - for $\frac{3}{4}$ oz. via G.B. and Marseilles
 90 ¢ - for 1 oz. " " " "

And I haven't accounted for 72 ¢ and 96 ¢! Well, I'll have to get into this seriously as soon as I have my book out. Meanwhile, I dare guess that Zanzibar mails were prepaid only as far as Aden, and that there was a charge for service - 1 shilling, 1 franc or 1 rupee or some sum for service by semi-private boats beyond.

As to a cover to France in 1869 with a 15 ¢ stamp and an 18 ¢ accounting marking? I cannot understand it. Maybe a 30 ¢ dropped off. I await your photo with avidity.

I'm still busy. Guess why?

Yours, as always,

Manuel

All of which brings me to the Zanzibar cover. Zanzibar was not a port of call on the French packet route from Marseilles until 1888 when the clarification of the spheres of influence of Germany, France and England and the cession of Zanzibar to the British, of Tanganyika to the Germans and Madagascar to the French produced a prolongation of the French packet lines from Aden to Pemba, Zanzibar, Mombassa, Laurenço Marques and Tamatave. Prior to that, the French packets made Aden, Mahe (Seyscheles), Reunion, Mauritius on the way to Bombay, Pondechere and the Far East. The nearest point to Zanzibar of all of these is, of course, is a tossup between Aden and Mahe.

The 1868 rates to Mauritius and the Far East did not quote a new rate to Aden, which was left at the old and somewhat peculiar rate of 39¢ for $\frac{1}{4}$ ounce, 45¢ for $\frac{1}{2}$ ounce, 84¢ for $\frac{3}{4}$ ounce and 90¢ for 1 ounce.

This was divided up so that on $\frac{1}{4}$ ounce or $\frac{1}{2}$ ounce Great Britain received 26¢, on $\frac{1}{2}$ ounce to 1 ounce she received 52¢. Therefore, this letter that you are talking about in all probability was prepaid to Aden and from Aden to Zanzibar it went either privately or through local mail collect. In all probability, in my opinion, it carried 45¢ - probably 3 15¢ stamps, or a 30¢, 12¢ and a 3¢. It was marked 26 to Great Britain for the 26¢.

It might just as well have been a 39¢ prepaid letter with a ~~50¢~~ and a 3¢ or whatnot. The accounting markings would

30A, 6 &
no (that
works now!

POSTAL MARKINGS

Publisher: WILLIAM R. STEWART, 9 South Clinton Street, Chicago

Editor: MANNEL HAHN, Winnetka, Ill.

-4-

still have been the same.

The rate to Mauritius at this period was 30¢, not 32¢. Out of which we accounted to Great Britain for 20¢. If the letter had been sent to Reunion or Mauritius or Mahe, and thence by private means to Zanzibar, the accounting marking would have been 20, and the letter would not have been marked as it is.

The various rates you mentioned, therefore, I found to mean: 45¢, weight between $\frac{1}{4}$ and $\frac{1}{2}$ ounce, sent via Marseilles and Aden. Postage prepaid to Aden. 60¢ rate, weight between $\frac{1}{2}$ and 1 ounce, letter sent to Mauritius (or Reunion, etc.) and prepaid that far, sent thence by private means. 66¢ rate, weight between 1 and $1\frac{1}{2}$ ounces, triple weight to Mauritius via Southampton. Prepaid to Mauritius and thence by private means. 90¢ rate, weight between 1 and $1\frac{1}{2}$ ounces sent via Mauritius, Reunion or Mahe, via Marseilles. Prepaid to Mauritius, etc. and thence by private means.

The postal accounting markings to Great Britain in each of the cases would be:

45¢	-	26¢	66¢	-	36¢
60¢	-	40¢	90¢	-	60¢

Now, having crawled out on a limb as far as I can at the moment, I will hang on with all my strength, waiting for you to come along and saw me off! Just as you did on that Cuban cover on which I plead guilty to snap judgment and no common sense whatever. I do not have my documents handy, but there was a through letter rate from Great Britain to and from Cuba and in all probability it was 5¢.

25
Re - the Zanzibar cover - I note carefully all of your remarks, still I am not satisfied. In my letter of the 19th, I wrote you that a new idea had struck me. I wonder if those different and apparently unexplainable rates can be due to our depreciated currency of that period?

But again please refer to my letter of the 17th, second page, next to last paragraph, wherein I mentioned the amounts to be accounted for by the U. S. P. O. to the British P.O.

If we had to account to G.B. for 20¢ on a letter to Mauritius, this surely meant we had to pay her 20¢ in addition to the 12¢ rate then in effect to G.B. We were entitled to half of the 12¢ plus the above 20¢ or 26¢ the credit on this cover. I am sure that "1" meant a single rate letter. It was used so many times on single letters.

— 10/25
1938

#2.

Mr. Mannel Hahn, Oct. 25, 1938.

The table I referred to lists "Mauritius Via Marseilles - 20¢" I don't see how we can get around this as it surely means on such a single letter the postage had to be 20¢ plus 12¢ or 32¢ and thus we account for the "1" and the "26".

You state the rate to Mauritius at this time was 30¢ but the table I quoted you shows he had to account for 20¢ plus 6¢ which according to your 30¢, would only leave us 4¢ when we were clearly entitled to 6¢. Please note the heading of this table:

"A - Table showing the rates of postage to be accounted for by the United States post office to the British post office upon letters, newspapers, book packets, and patterns or samples of merchandise conveyed in transit through the United Kingdom, in ordinary mails, between the United States and the under mentioned countries and colonies".

This table "A" was a part of the treaty.

Re -"Art. 2" etc. Hendy stated these markings referred to "Articles" of postal treaties between countries. I never thought of that, did you?

Best etc.,

By the way do you remember that cover with a 96¢ rate to Zanzibar in August 1868? It had a 90¢ 1860 and 2 single 3¢ 1861. We never did succeed in figuring that cover out.

OCT
17
1938

You know the new Convention with G.B. went into effect Jan. 1st, 1868, and the rate was reduced to 12¢. On all postages to and from G.B. each country was to keep half.

Now on that Zanzibar cover the red pencil exchange marking was "26" and there was also a "1" indicating a single rate letter. In the P.M.G. Report for 1867 (Nov. 26) the terms of the Treaty are given in full - On page 105 is a table headed "A - Tables showing the rates of postage to be accounted for by the U. S. Post Office to the British Post Office upon letters etc."

In this table there is no Zanzibar and the closest point I can find is Mauritius. This is not far from Zanzibar. The rate listed is "Mauritius Via Marseilles, twenty cents" and you will recall that cover had "Via Marseilles". I figure that the letter was originally a single rate, and had on it the above 20 plus the 12¢ rate to England or 32¢. We had to account to England one half of the 12¢, or 6¢ and also the 20¢ as listed in the table and there we have the 26¢ credit on the cover. Look up the 1867 P.M.G. Report and let me know if you don't think I am right. This damn cover has been a thorn in my side for months and I am rather confident the above is the answer. This brings up the question as to what stamps were on this cover originally. Well there was evidently three and I figure they were two 10¢ 1861 and a 12¢ 1861. Now if the faker took three stamps off that cover, he had to put three back on the cover, and of course he wanted one to be a 90¢ so what easier than to add two 3¢ 1861. Let me know what you think of the above.

Yours etc.,

MEKEEL'S WEEKLY STAMP NEWS

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PORTLAND, ME., MONDAY, JUNE 17, 1940

WHOLE No. 2580

"Potomac Postal Cars" And The "Great Post" Route

By W. L. BABCOCK, 245 East Willis Ave., Detroit, Mich.

Readers of MEKEEL'S will recall that an illustrated hotel cover with the marking "Potomac Postal Cars" bearing a 3c 1869, No. 114 stamp, was illustrated in MEKEEL'S August 14, 1939.

At that time little was known about this item. The present Richmond, Fredericksburg and Potomac Railroad Co. was incorporated by an act of the General Assembly of Va., Feb. 25, 1834, for a line extending from Richmond through Fredericksburg to a point on the Potomac River where connections could be made with steamboats for Washington. In the middle thirties of the last century, Richmond was on what was known as the "Great Post" route from Portland, Me., to New Orleans, La. Over this route the "Great Mail" was conveyed through the different sections of the country at that time by post riders, horse carriages, stages, railroad lines, often of relatively short mileage, and river steamboats. On Feb. 13, 1836, prior to the opening of the first twenty miles of the Richmond, Fredericksburg and Potomac R. R., the "Great Mail" was hauled between Richmond and Washington City in carts in 25-26 hours, while first class mail was carried by post riders on fast horses in relays of 12-15 miles, covering the distance in a few hours, and was known as "express mail".

The following is a quotation from a letter, dated Nov. 9, 1939, from John B. Mordecai, present Traffic Manager of the Richmond, Fredericksburg and Potomac R. R. Co.:

"On Oct. 15, 1836, the R. F. & P. R. R. entered into a contract with Jordan Woolfolk and Company, successors to Edwin Porter and Company in the stage and steamboat business, and contractor for the Post Office Department, by which the railroad agreed to carry the 'Great Mail' each way daily at a charge of \$200 per mile of road per annum which was the estimated cost of carriage in carts. The railroad then extended forty miles from Richmond to Milford. This contract continued until Dec. 31, 1838, the road having in the meantime been opened to Fredericksburg, 61 miles, on Jan. 23, 1837.

"With the expiration of the contract between the Post Office Dept. and Jordan Woolfolk and Company for carriage of the 'Great Mail' between Richmond and Washington, the Post Office Dept. contracted with the R. F. & P. R. R. Co., beginning Jan. 1, 1839, to carry both the 'Great Mail' and the 'Express Mail' between Richmond and Fredericksburg in five hours in special mail cars at \$237.50 per mile of road per annum. A stage line of about nine miles from Fredericksburg

to the mouth of Potomac Creek connected with steamboats for Washington. This contract remained in effect until several years after the railroad had been extended to the mouth of Aquia Creek Nov. 1, 1842, connecting there with the Washington and Fredericksburg Steamboat Co. for Washington when stage service on the route was eliminated.

"The Postmaster General in 1847 insisted upon a reduction in mail pay to the R. F. & P. R. R. which since Jan. 1, 1839, had been based upon \$237.50 per mile of road per annum. As the service for mail had improved and the volume of mail matter had increased considerably, the President and Directors declined to accept a reduction. No compromise could be reached after voluminous correspondence and on Dec. 10, 1847, the mail between Baltimore and North and Richmond and South was taken from the R. F. & P. R. R. and given to the Old Bay Line at Baltimore in connection with river steamers to Richmond and Petersburg, mail between Washington and Richmond being handled in two horse wagons. This state of affairs continued until Dec. 4, 1848, when, following action by the R. F. & P. R. stockholders, the differences with the Post Office Dept. were composed and the mail returned to the Railroad and its connecting boat line at the old figure, but with certain modifications in service which produced some operating economy for the Railroad Company. The inferior service in the intervening year called forth vigorous protests from the public and became a matter of Congressional investigation.

"At the request of the Postmaster General double daily mail service between Richmond and Washington was established March 1, 1852, for an experimental period and mail pay was increased about 20% to \$300 per mile of road per annum. There is no record of a return to the single daily service.

"July 1, 1855, the R. F. & P. R. R. again lost the U. S. Mail contract, this time being underbid by the Virginia Cen-

tral Railroad between Richmond and Gordonsville, Va., and the Orange and Alexandria Railroad between Gordonsville and Alexandria, Va. The service via Gordonsville not proving satisfactory, part of the mail was returned to the R. F. & P. R. June 1, 1857, and the balance, Dec. 1st of that year.

"In April, 1862, an Agent for the R. F. & P. R. R. collected from the Post Office Dept. \$15,000 due the Company for the transportation of U. S. Mail prior to the outbreak of the War between the States."

Mr. Mordecai further states that as above shown, "separate mail cars were operated over the R. F. & P. R. R. north of Richmond from Jan. 1, 1839" and it is his belief that these cars were extended to operate between the Potomac River at Aquia Creek and Weldon, N. C., with the inauguration of through train service in 1867. It is, therefore, evident that the cancellation, "Potomac Postal Cars", out of Richmond to Washington and the north, as illustrated in MEKEEL'S, was still in use in 1869 and 1870.

The Railroad first acquired for the Potomac crossing, the steamboat "Powhattan", after building wharves at Aquia Creek. It probably operated in the late thirties and early forties. In 1848 the Railroad subscribed to \$9,100 of the bonds of the Washington and Fredericksburg Steamboat Co. for the purpose of acquiring a new steamer, the "Baltimore", for this service. It was in service until March 31, 1849, according to the record, and probably later. Meanwhile, the first steamer, the "Powhattan", was rebuilt. About this time, or a year or two later, the Railroad and Steamboat Co. purchased the steamer "Mt. Vernon" for the Potomac River crossing service. In 1855 a fourth steamer, the "Maryland", was added to the Washington-Aquia Creek service, and with this addition, the operating company name was changed to the Potomac Steamboat Co.

While these boats were in operation,

(Continued on page 497)

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A Tribute to Philately

By PHILIP H. WARD, JR.
Franklin Institute Radio Broadcast, May 18

The postage stamp has become so commonplace in our daily life that few people are aware that they have been in use for only one hundred years. While the first postage stamp issued by the United States Government did not make its appearance until 1847, Great Britain issued the world's first adhesive stamp on May 6, 1840, exactly a hundred years ago. On that day, the English, the Irish, the Scotch and the Welsh could go to their post offices and buy and use these little labels for the first time.

The innovation had been introduced in Great Britain as a result of the activities of Sir Rowland Hill, since known as the father of the postage stamp. This first adhesive issue consisted of two stamps, a one penny black and a two pence blue. Both were identical in design, showing an engraved profile portrait of the young Queen, Victoria, who had ascended the throne three years earlier. Although thousands of stamps have since been issued, few have equalled the penny black in beauty and simplicity of design.

The establishment of a reduced and uniform rate of postage had been considered in London for some years. Matters came to a head early in 1837 on the publication by Rowland Hill of his pamphlet "Post Office Reform", a copy of which is now on view at the Library of Congress in Washington. In this he brought out the fact that the cost of transit from one post town to another was small and that postal charge should be by weight rather than by bulk. He recommended the adoption of a uniform rate of postage of one penny per half ounce within the United Kingdom, irrespective of distance, the postage to be prepaid by means of adhesive labels or stamped covers. A bill favorable to such recommendations was introduced in Parliament in 1839 and received Royal Assent in August of that year. The Lords of the Treasury who were authorized to put the new bill into effect immediately offered prizes for the best suggestions for both adhesive labels and stamped paper. Many proposals were submitted but most were unfortunately impracticable. Rowland Hill finally prepared a sketch with portrait of the Queen which was used as a basis for the final design. Messrs. Perkins, Bacon and Petch, Bank Note printers of Fleet Street prepared the steel dies and plates, also printed the stamps on paper furnished by the Government at a price of seven and a half pence per thousand.

On April 25, 1840, all postmasters in

Great Britain received a circular notifying them of the proposed issuing of the new labels and to each circular, copies of the labels were attached. On May 6, 1840, these labels, or better known today as stamps, became available for franking purposes.

They were engraved in sheets of 240 stamps, the 1 penny sheet selling at one pound and the two pence at two pounds. There was a curious inscription in the margins of the sheets reading—"Place the Labels above the address and towards the Right Hand Side of the Letter. In Wetting the Back be careful not to remove the cement." These instructions were necessary for in the early days instances are known in which the stamps were pinned to the letter or attached with sealing wax.

While the new stamps were current for only one year, thousands were used and today the varieties in cancelled condition are fairly common, fine copies selling at a few dollars each. In unused condition they are more desirable and in blocks are really scarce.

Recently philatelists have been celebrating the centennial of the issuing of the first stamp. During the early part of May the Bureau of Engraving and Printing, through the courtesy of the Post Office Department, actually printed the current 6c air mail stamp at the Museum so that the visitor could see a postage stamp produced. New York had on view at the Collectors Club for a period of one week many of philately's choicest rarities issued from 1840 to 1870. Philadelphia had a similar exhibition at their Public Library. Many other cities throughout the country had philatelic exhibitions in commemoration of the event.

The second country of the world to issue stamps and the first in this hemisphere was Brazil, whose premier issue appeared on July 1, 1843. Switzerland followed later in the same year while the United States issued its first general issue in 1847. This consisted of two stamps—a 5c brown with portrait of Benjamin Franklin and a 10c black with portrait of George Washington. It is odd as well as interesting that these two portraits have appeared on some denomination of every regular issue of United States stamps from 1847 to date. George Washington was, of course, our first President and Father of Our Country, while Benjamin Franklin was our first Postmaster General and considered by many one of the greatest men that ever lived. The tradi-

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"POTOMAC POSTAL CARS" AND THE "GREAT POST" ROUTE

(Continued from page 483)

the only competition was the Baltimore Steam Packet Co., one of the oldest American steamship lines, having been chartered in Maryland, March 18, 1840. It was familiarly known as the "Old Bay Line" and is still operated as a subsidiary of the Seaboard Air Line Railway. This company connected with coast water routes. In 1848 the R. F. & P. R. R. acquired sufficient stock in this company to divert both mail and freight to their line, or the "inland route".

The four steamers of the Potomac Steamboat Co. controlled by the railroad were seized in Washington, April 19, 1861, by the Federal Government for use as transports and armed vessels during the course of the War. The steamboat company was later paid \$170,000 for these boats. \$50,000 was the share of the railroad company.

The R. F. & P. Railroad was notable for early use of mail cranes, or as the railroad men call them, "catcher" cranes, for use at non-stop stations.

So much for the Washington, Richmond and Potomac link in the "Great Post" Route from Portland, Me., to New Orleans, La. What humans, animals, or vehicles made up the remaining links that carried the Great North-South Mail in the thirties of the 19th century?

I am greatly indebted to Mr. Mordecai for practically all of the information in the above notes.

Notes - Re - article submitted by Fred G. Floyd - October 20th, 1938 -
entitled, "New York Commats on Letters of San Francisco origin"

*

*

"For the receipt of letters destined for transportation over these routes (Nicaragua and Ind.Opp. Line via Panama) letter bags were provided unofficially at certain points convenient to the public and kept open until just previous to the hour of sailing."

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It may be worthy of notice in passing to observe xxxxxxxx (the handstamp) "Stmr Sierra Nevada etc." xxx has generally been construed to indicate actual carriage by the steamship "Sierra Nevada". In the Wills correspondence there were three covers bearing this handstamp (#6 - 12 - 20). xxxx the first two of these covers were in fact carried by the Sierra Nevada but the other (#20) left San Francisco via the steamer Cortes, so that it evidently was not the invariable practice to allocate this particular handstamp to the Sierra Nevada sailings but that occasionally at least it was in service for the use of other ships of the Nicaragua Steamship Co. Line as well. Also it may be interesting to note that some letters xxxx to the East by the Sierra Nevada do not bear the "Stmr Sierra Nevada" handstamp, as note covers 15 - 26 and 31. Another belief that the Wills correspondence stamps as fallacious is the idea that all covers traversing the Nicaragua route bore a "Via Nicaragua" handstamp. This is not the fact for no less than seven of these covers (3 - 17 - 22 - 24 - 26 - 31 and 33) show no handstamp marking indicative of the Nicaragua route, although the evidence of carriage by the Nicaragua Steamship Co. is conclusive."

Eugene Klein Auction

ABOUT 75 persons were at the 117th auction sale held by Eugene Klein on May 17, 1940, when early deluxe covers, 1847 to 1869 mint blocks, 1861 premieres gravures, special printings, Columbian dollar blocks, carriers and envelopes were sold by order of Wharton Sinkler, and other owners. Bidders included three bankers.

Prices maintained a good level, especially in view of the fact that several important U. S. collections have been sold lately. In many instances the material brought well over catalog.

A Baltimore, Md., 1847 (No. 28) 5c red brown tied by doubly struck blue "5" in oval to buff envelope, cataloging \$35, brought \$40 and a 5c deep early impression tied by blue "10" in oval to white cover postmarked "Baltimore, Md." brought \$70. A Mississippi Packet 3c 1851 tied by blue "Natchez" to blue cover with marking "Route 7309" and cataloging \$20 brought \$22; a 3c 1851 New York, N. Y., on "Cheap Inland and Ocean Postage" propaganda envelope with pictures of early type locomotive and side-wheeler steamboat brought \$88; and a 3c 1851 used with blue Eagle carrier, together tied by blue Philadelphia town to small white envelope brought \$21; A Westtown, Pa., local on front of small white envelope on which is also used a 3c 1857 tied by a "Westchester, Pa." cataloging \$10.00, brought \$12.25. A Wilmington, N. C., 1847 10c tied by blue town to buff envelope on which is repeated the postmark brought \$95 against an estimated value of \$75. A 10c black, block of four, No. 29E, formerly in the Ackerman collection, cataloging \$250, brought \$500. In the 1851 imperforates a 1c blue, type II, block of four, o.g. very fine (catalog No. 31) brought full catalog value of \$125; a 3c orange red o.g. magnificent block of four brought \$120 as against an estimated value of \$100.

In the 1857-60 perforated issues, a 1c blue type V, block of four, o.g., fine and fresh, cataloging \$8.50, brought \$8.00 and a 3c red type II, o.g. very fine block of four cataloging \$4 brought \$7; a 5c brown, type I, block of four, o.g. (No. 47) brought full catalog price of \$750 and a 5c orange brown type II, block of four, o.g. very fine, No. 48, brought \$110 as against a catalog value of \$125.

In the 1857-60 reprints, a 1c bright blue, very fine, cataloging \$7 brought \$6 and a 12c greenish black, very fine (#54E) cataloging \$35 brought \$38 while a 90c blue, very fine (#54H) cataloging \$45, brought \$42.

In the 1861 regular issue a 3c rose block of four, o.g., very fine (#65) cataloging \$7 brought \$7.50. In the 1862-66, a 15c black block of four, o.g., superb, ex Lozier collection, cataloging \$500, brought \$450. In the 1867 with embossing, a 10c green corner block of four, superb o.g., formerly in the Ackerman collection, catalog No. 96, brought full catalog of \$300.

In the 1861 re-issues, an o.g. 1c blue, No. 102, cataloging \$10, brought \$15, and a 5c light brown, o.g., No. 105, cataloging \$40.00, brought \$40. In the 1869 Pictorials, a 3c ultramarine block of four, o.g., very fine, Catalog No. 114, brought full catalog of \$12 and a 6c ultramarine block of four with part of imprint, o.g., very fine, also brought full catalog of \$200.00.

Among the heaviest purchasers at the sale were: R. Y. Furman, H. A. Robi-

nette, Phillip H. Ward, Jr., Nassau Stamp Co., Spencer Anderson, Ezra D. Cole, Economist Stamp Company, Y. Souren, and the New England Stamp Company

4858 Park Boulevard,
Oakland, California.
May 2, 1937.

Mr. Stanley B. Ashbrook,
434 South Grand Ave.,
Fort Thomas, Kentucky.

Dear Mr. Ashbrook:

I greatly enjoyed your letter of the 19th, and thanks for the data from the Needham article and memorandum from Fred Floyd. Had a letter from Floyd the other day, asking for some information on steamer sailings of 1854-5. I was able to give him most of what he needed.

Your photograph of my Star of the West cover had me puzzled for a while but I think I know the answer. The cover is definitely not repaired, nor is there any difference in color between the top and the bottom. I think what happened was that you photographed it enclosed in the kodapak card in which I sent it; the bottom part of the cover rested in a pocket of kodapak, and while this makes only a minor difference in shade when you look at it directly, it would probably make quite a difference on a photographic plate. You can compare the photograph with the one I sent you, or with the reproduction in "STAMPS" for March 27th, and you will note that in these there is no difference in shade.

Many thanks indeed for pictures of the Three Cent 1851. These are just exactly what I wanted.

There is no question in my mind but that the Star of the West was a Vanderbilt vessel originally. The following, from an ad in the Alta of July 9, 1853, establishes that:

"This Company have now the following splendid steamers, which will secure a spare vessel on either ocean, giving a guaranty to passengers against any delay on the Isthmus:

ON THE PACIFIC
Sierra Nevada Brother Johathan
Cortes Pacific

ON THE ATLANTIC
(For New York)
Northern Light Star of the West
Prometheus

(For New Orleans)
Daniel Webster and Texas."

I think it entirely probable that it remained in the Vanderbilt line until that line sold out to the Pacific Mail in 1858. I believe your solution of the cover is probably the correct one, that the sender intended it to go by the Star, but inadvertently or mistakenly dropped it in the post office, where of course it went by the contract route.

One thing that always puzzled me was how the Vanderbilt

Have just observed in my notes that the Pacific (a Vanderbilt vessel) was advertised to sail from S.F. on Aug. 1, 1853, and to connect with the Star of the West.

Line made letter-carrying pay - whether they charged a fee for carrying mail, and, if they did, how they kept ~~they kept~~ the Post Office Department and the Pacific Mail off their necks. The answer is, I believe, that it did not pay, in dollars and cents, but probably did in good will. Here is a Vanderbilt ad in the Alta of August 14, 1853:

"The mail bag will close 15 minutes before the sailing of the steamer - All letters Free."

I shall enclose list of Pacific Mail mail sailings for the years 1852-6 inclusive. The years 1852-3 are in an "expanded" form, the way I expect to have them all eventually, sprinkled with pertinent notes from the contemporary press, which I think make very interesting reading. I am going all over the ground a second time to get these, because I originally took my data from a commercial sheet ("Prices Current and Shipping News.") which wasn't much of a newspaper, and I did not realize until I got up to 1856 how much of interest in the newspapers I was missing. I don't quite know yet how I am going to get the data for 1849-50 and '51. The Alta file for 1849 has about the last two months only in the Bancroft Library, and even that is not available because it is in very poor condition and is in process of being reproduced by photography. I understand there is a complete file for that year in the State Library at Sacramento, and I may have to get somebody up there to get it for me. The 1850-1 file at the Bancroft is on the "rare manuscript" list, which means that it can be inspected only on week-days and in the day time (when there's somebody around to keep an eye on you) and that's just the time when I can't ever get there. I think I can perhaps pull a string or two and get a special dispensation. I hope so.

As an experiment I was able to put together practically a complete list of Sailings from Panama and Arrivals in San Francisco for the first nine months of 1853. Practically always, in announcing the arrival of a steamer, the Alta prints a condensed version of her log, showing the departure from Panama. There is one apparent gap in the list which I was unable to fill. There is no way that I know of to get the dates of Arrivals in Panama.

I have picked up several 1849 sailing dates from San Francisco, not from contemporary sources, but from an article, which is well documented and gives the impression of reliability. It is one by J. H. Kemple entitled, "The Genesis of the Pacific Mail Steamship Company", Vol. XIII, Nos. 3 and 4, California Historical Society Quarterly (1934.) The Oregon left San Francisco on April 12th (the first trip out of San Francisco) and arrived in Panama May 5th. The California sailed from S. F. on May 1, and the Panama on June 20th, 1849.

From the same article I took the following concerning W. H. Aspinwall, which might be of interest to you:

"Son of John Aspinwall, a merchant, and grandson of a sea captain, William Henry Aspinwall had been early apprenticed to his uncles, G. G. and S. Howland, who were important merchants of the day, carrying on a heavy trade with England, Mexico and the Mediterranean. At 25 years of age he was admitted as a partner in the firm with a quarter interest, and five years later,

in 1837, the management of the entire business, whose capital was \$200,000, was turned over to him and his cousin, Edgar Howland. In the same year the firm's name was changed to Howland & Aspinwall. By this time it handled the largest general trading, exporting and importing business of any house in New York. The firm retained through the difficult financial years following 1837 'its heavy trade with England and the Mediterranean lands and remained without a rival in the Pacific trade and scarcely an equal in the West and East Indies shipping. Its fleet of clipper ships was well known in the chief ports, and its profits were rapidly making Aspinwall a leading merchant and capitalist in New York.'

The inner quote is from the Dictionary of American Biography.

You mention the Uncle Sam. She was a Vanderbilt steamer, built especially for the Pacific run. She arrived in San Francisco on September 19, 1853. Left New York June 22d, arrived at Panama 56 days later, left Panama September 3d. (Alta, Sept. 19th). She is referred to as an "Independent Opposition Steamer" in the news article, but I am quite sure this means "Vanderbilt." My journey through the Alta files has progressed only to the end of September, 1853, and the next two or three months will disclose whether she immediately takes up her duties in the Vanderbilt line. I thought I would find some news articles about the dissolution of the "New York and San Francisco Line" but I did not. Its former vessels, the Cortes and the Winfield Scott simply appear in the sailings of the Nicaragua and Pacific Mail lines respectively. She ^{the Uncle Sam} was consigned to W. F. Babcock & Co. A Babcock had something to do with the "N. Y. & S. F." but when that company parted with both its Pacific steamers it must have given up the ghost.

It is entirely possible that the "seven-bar" N. Y. grid I have, dated Apr. 4, is 1855 and not 1854, although the shade is more what you would expect for 1854, especially from a large office like New York where the turn-over in stamps is rapid.

Speaking of the ten-cent rate having gone into effect on April 1, 1855, I picked up an interesting cover the other day. It is from Brownsville, Vt., written by a father to his son in Auburn, California. The letter inside is dated April 1, 1855. The cover is postmarked Apr. 3, and bears a pair of 3's (which the old man put on himself at home) and then a single three and a Type IV one, which the postmaster made him put on when he went down to the post office. All four stamps are stamped "PAID." It is, anyway, a "third day cover" if not a "first day cover." Incidentally, what is the earliest known use of the ten cent rate?

I shall put in with this letter, along with the miscellaneous junk already referred to, a transcript of an interesting letter I picked up the other day from a California-bound goldseeker in 1850, describing the crossing of the Isthmus quite interestingly and his two months trip on a sailing vessel up to San Francisco. I have two other letters from the same party, one written at Mariposa in the Fall of 1850 (postmarked Stockton) and one written the following Spring from Brown's Bar on the Feather River (postmarked Sacramento City.) He describes mining methods, Indians, Mexicans, etc. very interestingly.

Going back to what we were saying about the Uncle Sam, it may turn out that there was a short-lived company which operated her for a while. If Chase's surmise is correct, the Uncle Sam, North Star and Yankee Blade belonged to this supposed independent company. The Yankee Blade was building in the East in the Summer of 1853. By the time she could have been completed and brought to the Pacific I am sure the Uncle Sam was in Vanderbilt's line. I have no data on the North Star. I did notice incidentally (understand that I have been confining myself closely to material for my Pacific Mail sailing list) that occasionally a Vanderbilt Ship comes in - a ship unquestionably belonging to the Vanderbilt line, such as the Sierra Nevada, and the shipping news indicates that she came, not only from San Juan del Sud, but from Panama. It is possible that Chase's postmark, "INDEPENDENT LINE AHEAD OF THE MAILS - YANKEE BLADE AND NORTH STAR - VIA PANAMA" may be a Vanderbilt marking used on a trip which went clear to Panama. It is rather improbable that any other line would boldly swipe Vanderbilt's slogan "Ahead of the Mails." And it is certain that no small competitor running via Panama could truthfully advertise "ahead of the mail," for vessels like the Golden Gate and the John L. Stephens were quite certainly the fastest ships on the Pacific. The only way to get ahead of them would be, not by outsailing them, but by taking a short cut, such as that through Nicaragua.

The Sierra Nevada arrived in San Francisco on March 23, 1853. She left New York Dec. 12, 1852 and arrived in Panama after a voyage of 58 days. Her commander, J. Dayton Wilson, died of fever at Panama on March 1st.

Well, sometimes it's all very confusing, but time will resolve much of the confusion, and I think we will get a reliable idea of the situation yet.

Ed Jessup sent me word he expects to be down town at noontime someday this week and will make a luncheon date. He always has much to relate of his various trips east, and I shall be glad to see him.

Yours sincerely,

A. R. Rowell

4858 Park Boulevard,
Oakland, California.
May 16, 1937.

Mr. Stanley B. Ashbrook,
434 South Grand Avenue,
Fort Thomas, Kentucky.

Dear Mr. Ashbrook:

I was indeed sorry to learn from your card that you have been ill abed. For a fellow who has as many philatelic irons in the fire as you have it must be very trying. I haven't been sick for so many years (knock! knock!) that I am sure I should be a most troublesome patient. Certainly hope it will soon all be ancient history.

Well, I have some more data on our mystery postmark ("Independent Line Ahead of the Mails - Yankee Blade and North Star - Via Panama.") Already I have to retract some of the conjectures expressed as lately as my last letter. You will remember that in one of the two forms of this postmark "Uncle Sam" replaces "Yankee Blade." You will also recall that in my last letter I expressed the opinion that when the Uncle Sam reached San Francisco she probably went into service with the Vanderbilt Line. Well, she didn't. She was the first boat on the Pacific of a third line, and the same line originally operated the Yankee Blade on the Atlantic. The Yankee Blade later operated on the Pacific (whether she was brought there by this line I do not know yet) but at least as early as December, 1853, she was running for Mills on the Atlantic and connecting with the Uncle Sam. The same line was operating the America on the Atlantic. I have every expectation of finding the North Star in this line before it blows up, and that would be about all that is necessary to classify the handstamp in question as a Mills Line product. Here is the advertisement of the first run from San Francisco of the Uncle Sam (Alta, Oct. 8, 1853):

" INDEPENDENT OPPOSITION LINE
For New York and Panama
At Reduced Rates.

Through to Panama without stopping. The new and unrivalled steamship UNCLE SAM, 2000 tons burthen, W. A. Mills, commander, will leave Jackson St. wharf on Sunday morning, October 16th, at 9 o'clock, connecting on the Atlantic with the new and splendid steamship AMERICA, 1400 tons burthen, C. B. Mitchell, commander.

The Uncle Sam has no rival for speed, comfort or ventilation. Her extraordinary passage round the Horn of 44 days stamps her as the fastest steamer on the Pacific. It is confidently expected she will make the passage to Panama in twelve days. For freight or passage apply to

G. B. POST & CO., Agents
Or at the office of the Line, corner Jackson and East Sts."

On the same day the Sierra Nevada was leaving San Francisco for the Vanderbilt Line, and the Golden Gate for the Pacific Mail. The sailing notices of the three companies run side by side in the Alta.

You will notice that the emphasis in this advertisement is laid on speed. Evidently it was thought that the Uncle Sam, with her assumed

superiority of speed, and by cutting out all way stops, would be able to reach Panama "Ahead of the Mails." Perhaps after all Mills did deliberately steal Vanderbilt's slogan. It must have been quite a blow to his pride when, on the run back from Panama, the Golden Gate took the Uncle Sam on for a race, and beat her by a day!

In the Alta of Nov. 17th, 1853, I find the following news item:

"The new steamer America, the first of Mr. Edward Mills' opposition line on the Atlantic side, reached Aspinwall with 250 passengers. They embarked on board the Uncle Sam, which left for San Francisco on the 3d. inst."

In the Alta of December 16th, 1853, the Uncle Sam is advertised to sail for Panama, to connect there with the Yankee Blade, and the line is stated to be composed of the steamers Uncle Sam, America and Yankee Blade.

What I really expect to find - although of course I am just guessing now - is that the Yankee Blade was transferred to the Pacific, the North Star added to the Atlantic side of the line, and then the Yankee Blade and the North Star - or the Uncle Sam and the North Star (the two known combinations in the postmark) connecting at Panama. The idea behind the postmark would then be that the "Yankee Blade and North Star" or the "Uncle Sam and the North Star" as the case might be, by their concerted action would get you to New York "Ahead of the Mails - Via Panama." Perhaps there are other forms of the postmark yet unknown, such as "Uncle Sam and America."

I know the Yankee Blade was eventually brought to the Pacific, not only from the information you gave me in one of your letters (which I believe you said you had from Fred Floyd) but also from the chorus on an emigrant song, from which I quoted a couple of verses in my recent "STAMPS" article:

"Then come along, come along,
You that want to go;
"The best accommodations,"
and "the passage very low."
Our boats they "are large enough,"
Don't be afraid,
The Golden Gate is going down
To beat the Yankee Blade."

Incidentally, when the author of that ditty spoke, in one of the other verses, of being "kicked ashore at Panama by the Independent Line" I wouldn't be surprised if he meant the Mills Line. The other "Independent" line didn't run to Panama. Archer B. Hulbert in his very interesting Atlantic Monthly Prize book entitled "Forty-Niners" has his characters singing this song in 1849, when such a race couldn't possibly have taken place before 1854! Just shows that even a highly competent professional historian can pull a boot once in a while.

Have you the Postal Laws and Regulations of 1852? Floyd very kindly volunteered to lend me his copy, which I now have, and I am copying out considerable of it, although the whole thing would take too much time. If you wish, I can send you a carbon. From it I learned that Vanderbilt was entitled to two cents a letter put into the N. Y. post office, so he did make some money on his mail-carrying, contrary to my assumption in my last letter. With best wishes for your renewed good health.

Rowell

I haven't forgotten that I promised you some lists of California Post Offices. Have had too much else to do to copy them yet. Have now another list, Feb., 1857.

LIST OF PACIFIC MAIL STEAMSHIP CO. SAILINGS FROM SAN FRANCISCO,
CARRYING THE ATLANTIC MAILS, (Commencing 1852.)

1852.

Jan. 1	Thursday	OREGON.
Jan. 16	Friday	CALIFORNIA.
Feb. 1	Sunday	TENNESSEE.

Occasional Sunday sailings occur in 1852 and 1853. Thereafter, when the regular sailing date falls on Sunday, the ship customarily sails the Saturday before, until the change of sailing dates in September, 1855, after which the sailing occurs on the following Monday.

Feb. 18	Wednesday	PANAMA.
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Originally advertised to sail on the 14th. "We are authorized to state that the Mail Steamer Panama will not sail until the 18th inst., at the usual hour." S. F. ALTA CALIFORNIA, Feb. 14, 1852.

Feb. 28	Saturday	OREGON.
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"We understand that the Postmaster General has approved an arrangement by which the transit of the great mail between San Francisco and New York will be much accelerated. The through mails for Panama and the Atlantic States are to be dispatched in the first class steamers of the Pacific Mail Company, touching at Acapulco only and lessening the time between this city and Panama to about fourteen days. The way mails for Monterey, San Diego etc. are to be dispatched by other steamers of the Company, leaving two or three days earlier so as to make the necessary connections at Panama. This arrangement will no doubt prove highly acceptable to the public. It goes into effect immediately." S. F. ALTA, Feb. 14, 1852.

The foregoing accounts for some of the sailings which follow in the next two months, on days other than the first and the middle of the month. The Oregon carried way mail on the trip of Feb. 28; the Northerner, on March 26, doubtless carried the through mail.

Mar. 2	Tuesday	NORTHERNER.
Mar. 15	Monday	CALIFORNIA.
Mar. 20	Saturday	TENNESSEE.

The Tennessee carried the through mail on this trip. It is probable that the California, on the 15th, carried only the way mail.

Apr. 5	Monday	GOLDEN GATE.
Apr. 8	Thursday	PANAMA.

The Panama was originally advertised to sail April 1st, "Carrying the U. S. and way mails." No sailing or clearance appears in the shipping news for that day, and she was subsequently advertised to sail on April 8th, with no reference to mail. It is uncertain whether she carried mail or not. In this connection it should be borne in mind that vessels belonging to the Company were frequently making trips to Panama, carrying passengers and freight, but no mail. For example, the Republic was advertised to sail on March 11, 1852, and the Constitution on March 13th.

1852.

Apr. 15 Thursday COLUMBUS.

The Columbus carried way mail on the 15th. The Northerner was originally advertised to carry "the U. S. and way mails" on the 15th. Her sailing was postponed to the 18th, and on that date she doubtless carried the through mail, because of the sailing of the Columbus three days earlier.

Apr. 18 Sunday NORTHERNER.
May 3 Monday COLUMBIA.

The Columbia and the Columbus are different vessels.

May 16 Sunday PANAMA.
June 1 Tuesday TENNESSEE.
June 18 Friday CALIFORNIA.

The Northerner was advertised to sail on the 16th, but she was delayed in arriving from Panama and did not get in until the 16th. The California was therefore substituted in her place, and the sailing postponed until the 18th to facilitate returns to correspondence received via the Northerner.

June 28 Monday GOLDEN GATE.

Advertised to sail "with extra U. S. mails."

July 1 Thursday COLUMBIA.
July 15 Thursday NORTHERNER.
July 31 Saturday OREGON.

In this instance the sailing was advanced one day, August 1st falling on Sunday.

Aug. 15 Sunday PANAMA.

Advertised to sail on Saturday the 14th, but did not sail until the 15th at 5 A. M. Mail probably postmarked the 14th.

"Captain Knight has obligingly ordered a letter bag to be kept open on board the P. M. S. S. Panama up to the hour of her sailing, Sunday morning, 5 o'clock, for the accommodation of those who cannot close their correspondence in season for the post office." ALTA, Aug. 14.

Sep. 1 Wednesday CALIFORNIA.

The following, from the ALTA of Aug. 30, 1852, is of interest to Philatelists: "The postmaster of this city wishes the public cautioned against the use of sealing wax in transmitting their correspondence. In the warmer latitudes the wax melts, causing whole bundles to stick together, and when opened it is almost impossible to separate them without defacing the superscription. Gum arabic or common wafers are an excellent substitute, and will not be affected by any climate."

Sep. 16 Thursday GOLDEN GATE.
Oct. 1 Friday TENNESSEE.
Oct. 16 Saturday OREGON.

1852.

Nov. 1	Monday	CALIFORNIA.
Nov. 16	Tuesday	GOLDEN GATE.
Dec. 1	Wednesday	PANAMA.
Dec. 16	Thursday	TENNESSEE.

The following frequently appears in the Pacific Mail advertisements throughout 1852:

"... As the Railroad is now in operation the passengers can cross the Isthmus in one day at a very moderate expense, say:

25 miles from Panama to Gorgon (being hire of mule)	\$12.00
20 miles from the latter to Soldado	5.00
17 miles from the latter to Aspinwall	2.00
Without a mule, \$7, or with expense of mule	\$19.00

Passengers leaving Panama at 4 A. M. can arrive at Aspinwall and be aboard the boat the same evening."

1853.

Jan. 1	Saturday	NORTHERNER.
Jan. 15	Saturday	GOLDEN GATE.
Feb. 1	Tuesday	TENNESSEE.

This was the Tennessee's last trip. On the return from Panama she went ashore in a fog on Sunday morning, March 6th, four miles north of the Gate, at a point then called Indian Cove, and since called Tennessee Cove. I have been told, but cannot vouch for the statement, that at the lowest tides of the year her engines are still visible.

"The mail made up at the Post Office for the Tennessee which sailed on the 1st was the largest that has ever left San Francisco. As nearly as can be computed there were one hundred thousand letters and twenty thousand newspapers, the whole composing a mail of ninety-two large canvas bags." ALTA, Feb. 3, 1853.

Feb. 15	Tuesday	PANAMA.
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An extra trip, carrying the way mails.

Feb. 16	Wednesday	CALIFORNIA.
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"The mail brought up by the Golden Gate yesterday was the largest ever sent to this country. There were 105 large bags, some of which weighed upwards of 200 pounds." ALTA, Feb. 20, 1853.

Mar. 1	Tuesday	OREGON.
Mar. 16	Wednesday	GOLDEN GATE.

The mail carried on this trip was 150,000 letters and 35,000 newspapers. ALTA, March 16, 1853.

Apr. 1	Friday	CALIFORNIA.
Apr. 9	Saturday	COLUMBUS.

Beginning as of this date weekly mail service was put into effect, but it was entirely unsatisfactory and was terminated with the sailing of June 16th. The "in-between" trips carried way mails, and stopped at Monterey, San Diego and Acapulco. The "regular" trips carried through mail and stopped at Acapulco only.

"Steamer day, the first under the new weekly mail arrangement, has come and gone without any of the bustle of preparation, the excitement of parting, and the fatigue and dullness that marks the day after. The day was entirely void of that life and action which usually distinguish the event among our citizens. There was no hurry in the street nor bustle indoors; no particularly anxious faces in any department of business. The mails were made up and sent away and the express offices despatched their parcels. The amount of treasure sent was very small, but one or two of our banking houses making shipments by the Columbus. The steamer took away very few of our citizens, and her departure was unmarked by any incident, almost unnoted by the community.

"...This is owing in a great measure to the strangeness of the event, the public not yet being prepared to enter with spirit into the new arrangement, and in the existing condition of affairs among business men not feeling the necessity of availing themselves of the additional mail facilities that are offered. Beside this the Columbus is not a favorite, notwithstanding her good qualities." S. F. ALTA, Apr. 10, '53.

Apr. 17 Sunday NORTHERNER.

Advertised to sail on the 16th, but held until early morning on Sunday the 17th. This was because of the arrival in San Francisco of the Golden Gate on the 16th, the delay being to facilitate returns to correspondence received by that vessel. Mail probably postmarked the 16th.

Apr. 23 Saturday ISTHMUS.
Apr. 30 Saturday GOLDEN GATE.

The first of May falling on Sunday, the sailing was advanced one day.

May 7 Saturday PANAMA.

"The steamer Panama will leave today at 6 P. M. in place of the Oregon before advertised." S. F. ALTA, May 7, 1853.

May 16 Monday JOHN L. STEPHENS.

First run of the John L. Stephens. She left New York on or about January 12, 1853, and arrived in Panama, via Cape Horn, on March 4th, fifty-three days out from New York. She arrived in San Francisco on April 3d, and was the center of much interest among the citizens. The vessel was named after a partner of W. H. Aspinwall in the Panama Railway Company.

May 24 Tuesday REPUBLIC.
June 1 Wednesday CALIFORNIA.
June 8 Wednesday COLUMBUS.
June 16 Thursday GOLDEN GATE.

"Without surprise or regret we learned yesterday that the weekly mail communication, or rather we should say the weekly mail steamers, between California and the Atlantic States had been suspended - stopped. The event is not unexpected - the arrangement has been of no earthly advantage to any one except the dealers in coal and ships' stores, who have had the contracts to supply the steamers employed in the transportation of the mails. There has been no weekly communication since the

arrangement began, nothing but confusion, dissatisfaction and disappointment to all parties has come of it. The steamers on this side and on the other, used in the transit of the intervening or weekly mails, have been wholly incapable of carrying out the plan. In each instance they have failed to land the mails from this port at Panama before the arrival of the succeeding steamer of the 1st or 15th. The P. M. S. Co. undertook the arrangement with out sufficient ships and have dept the plan in operation at a positive loss to themselves from the commencement. They are under no obligations to continue the arrangement, it appears, not having contracted with the U. S. Government, nor entered into any form of agreement with the Post Office Department to carry the mails weekly. Mr. George Law has notified the P. M. S. Co. that his weekly steamers are withdrawn, and the arrangement broken up on the Atlantic side, and this had decided the agents of the P. M. S. Co. in this city to stop short in their operations and keep back the Northerner, which was announced to sail on Friday next. Henceforth the mails will be carried semi-monthly as before." S. F. ALTA, June 22, 1853.

July 1	Friday	OREGON.
July 16	Saturday	JOHN L. STEPHENS.
Aug. 1	Monday	NORTHERNER.
Aug. 16	Tuesday	WINFIELD SCOTT.

The first trip of this vessel for the Pacific Mail. She had been operated for more than a year by an independent line, first seemingly called the "Telegraph Line" (ALTA, Apr. 30, 1852) and later called the "New York and San Francisco Line" (ALTA, June 16, '52 and later.) It was sometimes referred to as "Babcock's Independent line." It also operated the Cortes (later acquired by the Vanderbilt Line) on the Pacific and the United States on the Atlantic. Information on this company will be appreciated. It was apparently a serious competitor of the other lines, as witness the following from Enos Christman's journal (Published under the title of "One Man's Gold") under date of June 29, 1852:

"A large number of persons bound for Panama held a meeting on Long Wharf and formed a company of 37, myself included. Great excitement prevailed among the passengers and steamboat runners. The steamship Golden Gate came down from Benicia. She is a splendid boat and a good deal of competition exists between her and the Winfield Scott, also an excellent boat. Fare is very low on both of them, steerage to Panama being only \$40. We obtained our choice of berths in the forward saloon or cabin in the Winfield Scott at \$40, which had been selling singly at \$110."

Sep. 1	Thursday	OREGON.
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"A great deal of complaint is made upon the arrival of each Eastern mail that portions of it for this city are not delivered for several days afterwards.... The fault lies with the offices where the missing mails are made up, and not in San Francisco. Under an order from the Head of the Department, the New York, Boston and New Orleans offices make up separate bags for Sacramento and Stockton (and perhaps other points in the interior of this State) which bags do not pass through the San Francisco office at all, although it is the distribution office properly for this Coast. From the inherent defects in this arrangement partially, but more especially through the carelessness of clerks in the Eastern offices, large quantities of matter belonging to San Francisco are placed in the bags directed to Sacramento, Stockton, &c. These bags go directly forward, are opened at the points of distribution and the matter for this city returned or not as the case may be!" ALTA; Aug. 4, 1853.

1853.

Sep. 16	Friday	JOHN L. STEPHENS.
Oct. 1	Saturday	PANAMA.
Oct. 16	Sunday	GOLDEN GATE.

Note Sunday sailing. This vessel had not made a trip since June:

"We are informed that the Golden Gate will be detained at the depot at Benicia for the next to months undergoing repairs. This vessel has been running sans intermission for two years, and since her arrival in the Pacific has been carrying the mails and passengers between San Francisco and Panama. During the time she has cleared \$800,000 for the Company. She has been under the command of Capt. Patterson from the moment she was run off the stocks until the present time, and he has made her the most popular, as she is the finest, vessel on the Pacific." S. F. ALTA, July 19, 1853.

"THE GOLDEN GATE. This fine steamer, we have said, is to lay up for two months or so, for the purpose of having a new saloon fitted up. The following are the principal statistics of her history:

"Launched February, 1851. Left New York for Annapolis on a trial trip July 10, 1851, returned on the 16th. Left New York for Panama Aug. 5, 1851, arrived at Panama Oct. 18, 1851. Left Panama on her first trip Nov. 4, 1851. She has made 11 trips from Panama to San Francisco, 10 trips from San Francisco to Panama. She has carried 12,178 passengers and \$18,208,930 in treasure. She has carried the mails 17 times in 2111 bags altogether." S. F. ALTA, July 20, 1853.

Nov. 1	Tuesday	CALIFORNIA.
Nov. 15	Tuesday	JOHN L. STEPHENS.
Dec. 1	Thursday	WINFIELD SCOTT.

The last trip of the Winfield Scott. The day after sailing, Dec. 2, 1853, she was wrecked on Anacapa Island, off Santa Barbara, in a fog, and was a total loss.

Dec. 16	Friday	GOLDEN GATE.
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PACIFIC MAIL STEAMSHIP CO. DEPARTURES FROM PANAMA AND ARRIVALS AT
SAN FRANCISCO, 1853.

<u>Left</u> <u>Panama</u>	<u>Vessel</u>	<u>Arrived</u> <u>San Francisco.</u>	
Dec. 20 '52	CALIFORNIA	Jan. 6	
Dec. 26 '52	PANAMA	Jan. 11	(way mails.)
Jan. 4	TENNESSEE	Jan. 19	
Jan. 20	OREGON	Feb. 5	
Feb. 5	GOLDEN GATE	Feb. 19	
Feb. 19	TENNESSEE	(Wrecked.)	
Mar. 7	NORTHERNER	Mar. 23	
Mar. 19	JOHN L. STEVENS		
		Apr. 3	
Apr. 2	GOLDEN GATE	Apr. 15	
Apr. 10	OREGON	Apr. 27	
Apr. 18	PANAMA	May 5	
Apr. 30	COLUMBUS	May 20	
May 5	NORTHERNER	May 21	
May 18	GOLDEN GATE	June 1	
June 12	PANAMA	June 29	
June 20	CALIFORNIA	July 7	
July 5	GOLDEN GATE	July 18	
July 20	OREGON	Aug. 5	
Aug. 9	JOHN L. STEVENS	Aug. 16	
Aug. 20	NORTHERNER	Sep. 7	
Sep. 4	WINFIELD SCOTT	Sep. 19.	

Pacific Mail Steamship Co. Sailings from San Francisco, Carrying
the Atlantic Mails, 1854-6.

1854.

Jan. 1	Sunday	OREGON.
Jan. 16	Monday	JOHN L. STEPHENS.
Feb. 1	Wednesday	COLUMBIA.
Feb. 16	Thursday	CALIFORNIA.
Mar. 1	Wednesday	JOHN L. STEPHENS.
Mar. 15	Wednesday	GOLDEN GATE.
Apr. 1	Saturday	OREGON.
Apr. 15	Saturday	JOHN L. STEPHENS.
May 1	Monday	PANAMA.
May 16	Tuesday	GOLDEN GATE.
June 1	Thursday	JOHN L. STEPHENS.
June 16	Friday	SONORA.
July 1	Saturday	GOLDEN GATE.
July 15	Saturday	CALIFORNIA.
Aug. 1	Tuesday	SONORA.
Aug. 16	Wednesday	OREGON.
Sep. 1	Friday	JOHN L. STEPHENS.
Sep. 16	Saturday	PANAMA.
Sep. 30	Saturday	SONORA.
Oct. 16	Monday	GOLDEN GATE.
Nov. 1	Wednesday	JOHN L. STEPHENS.
Nov. 16	Thursday	GOLDEN AGE.
Dec. 1	Friday	SONORA.
Dec. 16	Saturday	JOHN L. STEPHENS.
Dec. 30	Saturday	GOLDEN AGE.

1855.

Jan. 16	Tuesday	SONORA.
Feb. 1	Thursday	JOHN L. STEPHENS.
Feb. 16	Friday	GOLDEN AGE.
Mar. 1	Thursday	GOLDEN GATE.
Mar. 16	Friday	SONORA.
Mar. 31	Saturday	JOHN L. STEPHENS.
Apr. 17	Tuesday	GOLDEN AGE.
May 1	Tuesday	GOLDEN GATE.
May 16	Wednesday	SONORA.
June 1	Friday	JOHN L. STEPHENS.
June 16	Saturday	GOLDEN GATE.
June 30	Saturday	SONORA.
July 16	Monday	JOHN L. STEPHENS.
Aug. 1	Wednesday	GOLDEN AGE.
Aug. 18	Saturday	GOLDEN GATE.
Sep. 5	Wednesday	OREGON.
Sep. 20	Thursday	SONORA.
Oct. 5	Friday	JOHN L. STEPHENS.
Oct. 20	Saturday	GOLDEN AGE.
Nov. 5	Monday	SONORA.
Nov. 20	Tuesday	JOHN L. STEPHENS.
Dec. 5	Wednesday	GOLDEN AGE.
Dec. 20	Thursday	SONORA.

CONFEDERATE COLUMN

By AUGUST DIETZ

IN starting out on this new assignment—to contribute to STAMPS an occasional column on Confederates—I am well aware of the fact that small success will attend unless I have the generous co-operation of both student and collector in this field. And, as I see it, this assistance must come in the form of suggestions, advice, the submitting of interesting material for discussion, questions to which you would like to have answers, and problems of a technical nature that perplex you. This alone will make the Confederate Column a live, successful and useful department. And if we cannot make it just that—and more—we had better look on the philatelic map for Appomattox....

The story of Confederates has been told more than a decade ago—that is to say, most of the essential data has been gathered and put into a book and, subsequently, arranged for a comprehensive catalog. These two guides would seem to cover all that is necessary for the intelligent pursuit of this specialty. Nevertheless, the book is not yet closed—the catalog not complete. Discoveries of hitherto unknown material, in the form of Provisionals and Hand-stamps, stone and plate varieties, as well as pertinent historical data, are still being reported, and it will be the purpose of this column to gather these fragments for record, in order that the wide-spread interest in the stamps of The Lost Cause may continue to live and increase.

In line with this objective, we are going to take up for discussion a phase of the story of Confederates which, to my knowledge, has not been attempted before:

Where are the Towns of Origin of the Provisionals?

This question was first propounded by Maj. Hans V. Rudolphi, of Berlin, now Editor of the *Kohl Handbuch*, in a letter inviting my collaboration when the section treating the Confederate States is to be prepared. How superfluous this question seems! Why not turn to the catalog: Aberdeen is in Mississippi, Baton Rouge in Louisiana, Charleston in South Carolina, and so on down the line. Now, if the Major had requested the location of towns and villages represented by the postmarks in our collections of handstamped "Paid," it might have required some research—

but only the Postmasters' Provisionals!—Bah!—Easy!

Really?...

And then I proceeded to tackle the job—thought I could do it from memory. . . .

I did not get very far before an SOS went out for Uncle Sam's *Postal Guide*, plus the *Geographic's* latest atlas of the United States. Then followed a second alarm for early editions of the *Guide*. And still I made little progress—for many of these places have changed names or disappeared entirely since the War Between the States.

Then I turned to the Official Reports of Postmaster-General Reagan and the tables of Confederate post-offices—to early Southern railroad maps—and whatever other sources I could think of that might yield the needed information. But the result was meager, indeed. Finally, I enlisted the assistance of friends and collectors in those Southern States where my data was incomplete, with the result that we may now add a page of philatelo-geographic information to our Confederate records—information that may point the trail to other hidden treasures. . . .

It is quite possible that here and there an error may be discovered, wherefore a careful check-up is invited, with the request that such a "find" may be promptly reported.

GEOGRAPHIC LOCATION OF THE CONFEDERATE STATES POST-OFFICES FROM WHICH POSTMASTERS PROVISIONALS WERE ISSUED

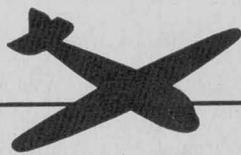
(Based Upon the Dietz Confederate States Catalog and Hand-Book)

(Republication Rights Reserved by the Author)

Aberdeen, Mississippi, Monroe County.
 Abingdon, Virginia, Washington County.
 Albany, Georgia, Dougherty County.
 Anderson Court-House, South Carolina, Anderson County.
 Athens, Georgia, Clarke County.
 Atlanta, Georgia, Fulton County.
 Augusta, Georgia, Richmond County.
 Austin, Mississippi, Tumen County.
 Austin, Texas, Travis County.
 Autaugaville, Alabama, Autauga County.
 Barnwell Court-House, South Carolina, Barnwell County.
 Baton Rouge, Louisiana, East Baton Rouge County.
 Beaumont, Texas, Jefferson County.
 Bluffton, South Carolina, Buford County.
 Bridgeville, Alabama, Pickens County.
 Camden, South Carolina, Kershaw County.
 Canton, Mississippi, Madison County.
 Chapel Hill, North Carolina, Orange County.
 Charleston, South Carolina, Charleston County.

Chattanooga, Tennessee, Hamilton County.
 Columbia, South Carolina, Richland County.
 Columbia, Georgia, Banks County.
 Columbus, Georgia, Muscogee County.
 Dalton, Georgia, Whitfield County.
 Danville, Virginia, Pittsylvania County.
 Demopolis, Alabama, Marengo County.
 Eatonton, Georgia, Putnam County.
 Emory, Virginia, Washington County.
 Fincastle, Virginia, Botetourt County.
 Franklin, North Carolina, Macon County.
 Fraziersville (also Frazer), South Carolina, Colleton County.
 Fredericksburg, Virginia, Spotsylvania County.
 Galveston, Texas, Galveston County.
 Georgetown, South Carolina, Georgetown County.
 Goliad, Texas, Goliad County.
 Gonzales, Texas, Gonzales County.
 Greensboro (also Greensborough), Alabama, Hale County.
 Greenville, Alabama, Butler County.
 Greenville Court-House, South Carolina, Greenville County.
 Greenwood, Virginia, Albemarle County.
 Grove Hill, Alabama, Clarke County.
 Helena, Texas, Carnes County.
 Hempstead, Texas, Waller County.
 Hillsboro (also Hillsborough), North Carolina, Orange County.
 Hollandale (also Holland), Texas, Bell County.
 Houston, Texas, Harris County.
 Independence (also Independance), Texas, Washington County.
 Jetersville, Virginia, Amelia County.
 Jonesboro (also Jonesborough), Tennessee, Washington County.
 Kingston, Georgia, Barton County.
 Kingston, Tennessee, Roane County.
 Knoxville, Tennessee, Knox County.
 La Grange, Texas, Fayette County.
 Lake City, Florida, Columbia County.
 Lenoir, North Carolina, Caldwell County.
 Lexington, Mississippi, Holmes County.
 Liberty (now Bedford City), Virginia, Bedford County.
 Livingston, Alabama, Sumter County.
 Lynchburg, Virginia, Campbell County.
 Macon, Georgia, Bibb County.
 Marietta, Georgia, Cobb County.
 Marion, South Carolina, Marion County.
 Marion, Virginia, Smyth County.
 Memphis, Tennessee, Shelby County.
 Milledgeville, Georgia, Baldwin County.
 Mobile, Alabama, Mobile County.
 Montgomery, Alabama, Montgomery County.
 Mount Lebanon (Mt. Lebanon), Louisiana, Bienville County.
 Nashville, Tennessee, Davidson County.
 Navasota, Texas, Grimes County.
 Newnan, Georgia, Coweta County.
 New Orleans, Louisiana, Orleans County.
 New Smyrna, Florida, Volusia County.
 Petersburg, Virginia, Dinwiddie County.
 Pittsylvania Court-House, Virginia, Pittsylvania County.
 Pleasant Shade, Virginia, Greenville County.
 Port Lavaca, Texas, Calhoun County.
 Raleigh, North Carolina, Wake County.
 Rheatown, Tennessee, Green County.
 Richmond, Texas, Fort Bend County.
 Ringgold, Georgia, Catoosa County.
 Rutherfordton, North Carolina, Rutherford County.
 Salem, North Carolina, Forsyth County.
 Salem, Virginia, Roanoke County.
 Salisbury, North Carolina, Rowan County.
 San Antonio, Texas, Bexar County.
 Selma, Alabama, Dallas County.
 Sparta, Georgia, Hancock County.

(Continued on Page 384)



AIRMAILS



(Photo by "FLASH" HYMAN)

Pan-American Airways Clippers are carrying 1810 pounds of Red Cross medical supplies to the war zone, in picture shown above. Supplies are being loaded aboard the Atlantic Clipper at LaGuardia Field. Consigned to the American Legation at Lisbon, Portugal, the shipment includes 200 ampules of cerebral thorium dioxide for brain surgery. Volunteer staff assistants (left to right) Elin Harte and Polly Pope, and Motor Corps Volunteer Ruth Sternberg assist in the loading.

Trade Notes

A special cacheted cover is to be used when the **S.S. Iroquois**, of the Cuba Mail Line, goes into service on June 29, 1940. Orders for the covers must be received before June 26th. Details of how to obtain them appear in an advertisement of the **Cuba Mail Philatelic Department** elsewhere in this issue.

Lester Brand, 635 Straight St., Cincinnati, Ohio, has issued a new price list of used airmail and used recent issues of general foreign. Sent free on request.

Scott Publications, Inc., 1 W. 47th St., New York, N. Y., are distributing sets of 54 pictorial stamps of the New York World's Fair, with the metallic overprint for 1940. They sell for 15c a set. Wholesale prices to dealers on application.

Papercraft, Inc., of 3869 North Palmer St., Milwaukee, Wisconsin, are offering attractive cacheted envelopes on good stock for the Wyoming and Idaho stamps.

Gist of the News

The All-Boro Collectors Club of New York is forming a reference collection of philatelic seals and stickers issued by other organizations in celebration of the **Postage Stamp Centenary**. They will be glad to exchange the

quantity of duplicates they have accumulated with other clubs that may also be interested and will send specimens of the sheet they have issued to any other club sending a self-addressed and stamped envelope. Address **S. S. Kahn**, 142-46 Sanford Ave., Flushing, N. Y.

Our thanks to **O. Hauben** for a first day cover from Rabat bearing the new overprinted stamps of French Morocco, reported as forthcoming in our New Issues department of April 27th. The current 65c stamp was used and every other stamp (vertically) overprinted 35c, the two stamps thus making the foreign rate of 1Fr.

Confederate Column

(Continued from Page 383)

Spartanburg, South Carolina, Spartanburg County.
 Sumter, South Carolina, Sumter County.
 Talbotton, Georgia, Talbot County.
 Talladega, Alabama, Talladega County.
 Tellico Plains, Tennessee, Monroe County.
 Thomasville, Georgia, Thomas County.
 Tullahoma, Tennessee, Coffee County.
 Tuscumbia, Alabama, Colbert County.
 Union City, Tennessee, Obion County.
 Uniontown, Alabama, Perry County.
 Unionville, South Carolina, Union County.
 Valdosta, Georgia, Lowndes County.
 Victoria, Texas, Victoria County.
 Warrenton, Georgia, Warren County.
 Winnsborough, South Carolina, Fairfield County.

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January, 1940

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The Earliest Known Use of the New York to California "Ocean Mail" Postmark

By MAURICE C. BLAKE

THE primary purpose of this article is to interest its readers in finding and reporting additional early uses of the New York "Ocean Mail" postmark with small grid between the words "NEW" and "YORK" (cf. Ashbrook, Stanley B.: -A- *The United States Ten Cent Stamp of 1855-1857*, pp. 18-19, 81-82; -B- *The United States One Cent Stamp of 1851-1857*, Vol. I, p. 247; -C- *Ibid.*, Vol. II, pp. 117, 119, 244-251).

This marking has sometimes been called the "Clipper" or "Around the Horn" cancel, which Mr. Ashbrook considers misnomers (*Ibid.*-A-p. 82; -C-p. 247). It is termed "The Steamship Cancellation New York to California" by Clarence W. Brazer in his article under that title in the *Collectors Club Philatelist*, Vol. XVI, No. 1, Jan. 1937, pp. 53-62.

December 20, 1854, is the earliest use of the "Ocean Mail" with grid on a dated cover which is noted in the foregoing accounts. Mr. Ashbrook writes (-C-p. 247):

"Covers showing a use of this marking prior to 1855 are extremely scarce and my record of uses in late 1854 is very incomplete. I will greatly appreciate descriptions of covers showing a use of this "Ocean Mail" postmark prior to Jan. 1855."

Two early uses of this "Ocean Mail" with grid on cover are described in this article: one, an authenticated use on a double 3c rate cover from New York to Boston on February 25, 1854 (Fig. 1); the other, a use on a 6c single letter rate cover from New York to California on June 20, probably 1854 (Fig. 2).

In addition illustrations are given of two of the three New York to California covers in my collection of February 21, 1853 (Fig. 3-3A-3B), August 5, 1853 (not illustrated) and February 20, 1854 (Fig. 4 & 4A), which do not bear the "Ocean Mail" with grid, but instead a type of New York-California Mail postmark in two minor varieties without grid (Fig. 3A & 4A). I have not seen any description of this "California Mail" marking.

The cover with "Ocean Mail" (30½ mm. circle; 10 mm. grid) of February 25, 1854 (Fig. 1) was found recently by George Barton of Boston and is illustrated here.

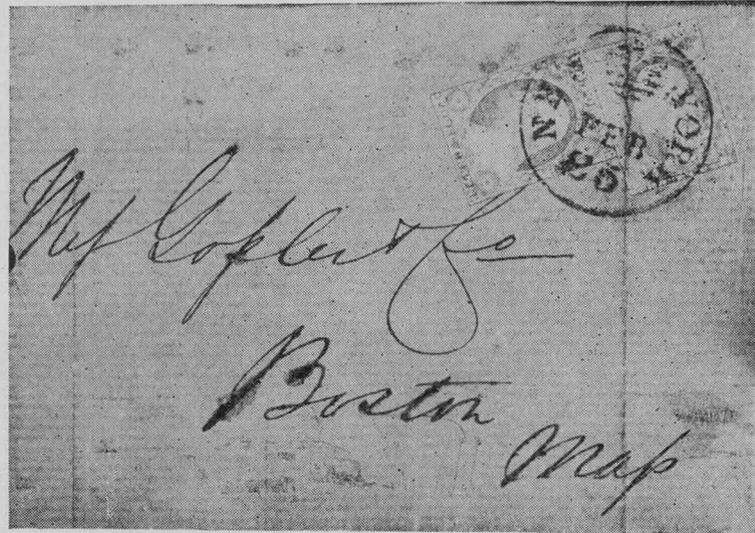


Fig. 1—Earliest known use N. Y. Ocean Mail Postmark, Feb. 25, 1854.



Figure 2—A use of the New York Ocean Mail Postmark on June 20, 1854 (?).

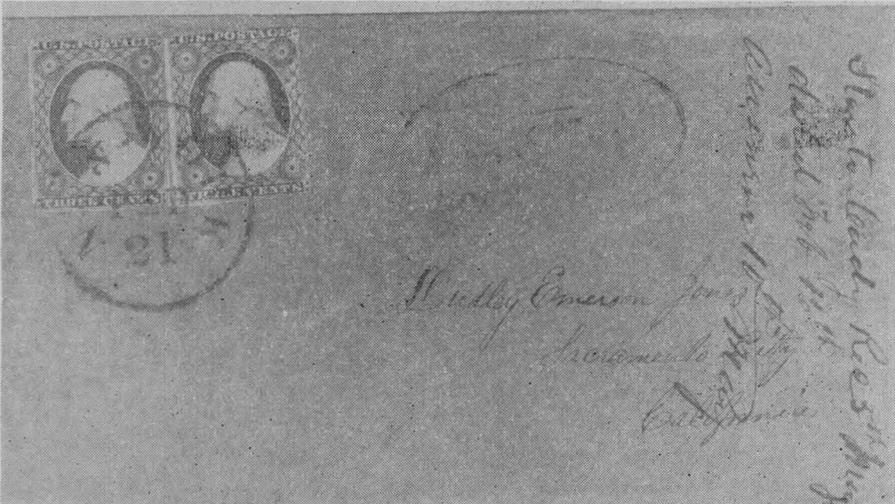


Figure 3—The Ocean Mail, New York to California, Feb. 21, 1853. By S.S. Ohio. Oval marking reads "W. H. ROBINSON—EXPRESS AGENT—SACRAMENTO."



Figure 4—The Ocean Mail, New York to California, Feb. 20, 1854. By S.S. George Law.

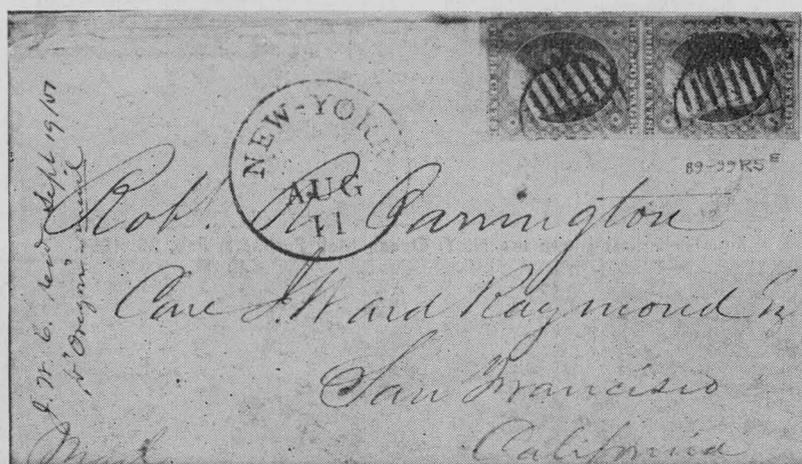


Figure 5A—First type Ocean Mail to California, a use of Aug. 11, 1851. (Edgar B. Jessup).

Why was this marking used on a double rate letter from New York to Boston on February 25, 1854? The answer may be that this letter did not go by the regular Mail Route but was carried by ship to Boston. The "New York Times," between February 20 and February 26th, 1854, carried numerous news items regarding severe storms which were raging all the way from Charleston, S. C. to Portland, Maine. For example in the issue of Monday, Feb. 27, 1854 is the following:

"The heavy storm of yesterday caused nearly a complete suspension of telegraphic operations last evening." Boston, Feb. 23, 1854—"From 11 A.M. to 4 P.M. today we experienced the most violent tempests of snow and wind etc."—Portland, Me. Feb. 23—"No train from Boston has got through up to 8 P.M."

These notices suggest that perhaps the mail of Feb. 25, 1854 was forwarded by ship to Boston.

This folded letter is dated: "New York—Feby 25th 1854;" begins: "Mes Gossler & Co.—Boston—Gentlemen—We enclose a letter just re-

ceived from Maracaibo by the Brig "Addy Swift": is signed: "Maitland, Phelps & Co.;" and bears on its reverse the notation: "New York Feby 25, 1854—Maitland, Phelps & Co.—Received Feb. 27th—Answered."

The arrival of the Brig "Addy Swift" mentioned in this letter is recorded in the *New York Daily Times* of Monday, February 27, 1854, page 8, column 6, as follows: "Marine Intelligence—Port of New York—Saturday, February 25—Arrived—Brig Addy Swift, Berry, Maracaibo Feb. 2, with coffee and hides to Maitland, Phelps & Co."

The reference in the letter to an enclosure accounts for the double 3c rate on this New York to Boston cover (Fig. 1) and the foregoing excerpt from the *Times* of February 27, 1854 definitely authenticates the date of this early use of the 10 mm. grid type of New York "Ocean Mail" postmark on February 25, 1854.

Clarence W. Brazer cites a case (C. C. P., Vol. XVI, No. 1, pp. 61-62) of a cover, with a 3c 1851 stamp tied by a 30 mm. NEW 10 mm. grid YORK Mar. 9 (year not given),

addressed to Lexington, Kentucky, which he considers was "probably cancelled in error" as "this was not a regular sailing date for this route (New York—California via Panama) cancellation." Possibly the "Ocean Mail" of February 25, 1854 on the New York—Boston cover (Fig. 1) was a similar exceptional usage. In any case it emphasizes the need for finding further early "Ocean Mail" material.

The "Ocean Mail" with 30 mm. circle and 9 mm. grid on a California cover in my collection illustrated in Figure 2 was probably used June 20, 1854, for the following reasons: (1) 1855 is excluded unless the cover passed unnoticed as short paid by two 3c 1851 stamps after April 1, 1855 when the ten cent letter rate from New York to California came into effect (cf. Ashbrook:—A—pp. 62-63;—C—pp. 60-64); furthermore, other known covers of the same correspondence to California extend from June 2, 1852 to January 25, 1855, after which time, probably in March, and almost certainly in August, 1855, the addressee appears to have received letters in the East; (2) 1852 is excluded, as June 20, 1852 fell on Sunday, which was not a sailing date (cf. *Ibid.*—C—p. 249, line 14, where for "June 20, 1852" read June 21, 1852); (3) 1853 is possible only in case the "Ocean Mail" with grid was in use concurrently with the New York "California Mail" postmark without grid, which was used February 21, 1853 (Fig. 3) and August 5, 1853 on a cover in my collection with the notation: "Stant Cady 21st July-8 Sept Rec—Ans 12th-1853;" (4) the cover shown in Figure 1 proves that an "Ocean Mail" marking with small grid was used in the early part of 1854, although apparently the markings of February 25, 1854 (Fig. 1) and of June 20 (Fig. 2) were made by different handstamps. In all probability, therefore, the "Ocean Mail" shown in Figure 2 was used June 20, 1854, but obviously additional examples of such early use are desirable.

The two varieties of the "California Mail" postmark without grid (Fig. 3A & 4A) appear on interesting covers. Figure 3 shows two 3c 1851 stamps tied by this marking on February 21, undoubtedly 1853, as the regular sailing date, February 20, fell on Sunday during the early eighteen fifties only in the year 1853. In addition this cover bears at upper center the large oval handstamp in black of W. H. ROBINSON, EXPRESS AGENT, SACRAMENTO,



Figure 3A—"1853"



Figure 3B—"1853"



Figure 4A—"1854"



Figure 5—Rare N. Y. Ocean Mail or First Type, used Oct. 14, 1851

reconstructed in Figure 5B, which is known only on a few covers of 1852-1853.

(See Article by Ernest A. Wiltsee, *Collectors Club Philatelist*, Vol. 8, No. 2, April 1929).

The cover shown in Figure 4 provides positive evidence that this "California Mail" postmark without grid was used as a special marking on the sailing date February 20, 1854, because the two 3c 1851 stamps are tied both by a regular New York "town" postmark of Feb. 9 and by the cover notation of the date of the letter: "S Cady Feb. 8th," followed by "Rec 25th Ma(r)ch—Ansed 6th April—1854." Similar uses of the "Ocean Mail" with grid together with a regular New York postmark of previous date are illustrated by Mr. Ashbrook in his work on the *One Cent Stamp of 1851-1857* (—C—Vol. II, p. 248, Figs. 50H, 50J).

The most distinctive characteristic of both the 1853 variety (Fig. 3A) and the 1854 variety (Fig. 4A) of this 30 mm. "California Mail" postmark without grid is the distance of slightly more than 2 mm. between the tops of the letters of NEW-YORK and the rim of the circle. The loan of any covers or stamps showing this type of marking will be much appreciated by the writer.

Somewhat similar to this "California Mail," without grid, in black, is the New York postmark, with the word SHIP outside the circle, in red, used on stampless covers, commonly in the early eighteen forties. This resemblance, though striking, is not so exact as the similarity noted by Mr. Ashbrook (—C—pp. 245-247) between the 29 mm. postmark, without grid or SHIP, which he terms the "Rare New York Ocean Mail Marking" (Ibid. Figs. 50E, 50F), and the 29 mm. New York postmark with the word SHIP inside the circle above the month date (Ibid. Figs. 50D, 50G). To his record of this rare type of New York postmark, without SHIP, shown on a FREE cover to California, Oct. 14, 1850 (Ibid. Fig. 50F); on a cover with two 3c 1851 stamps to California, Oct. 25, 1851 (Fig. 50E); and on



Figure 6—The original "First Type" before removal of SHIP.

a stampless cover to Cuba, Jan. 9, 1852 (Fig. 50D), may be added a use of Aug. 11, 1851 tying a single 3c orange brown on a dated cover from New York to Providence, R. I. in the collection of George Barton.

On the basis of a New York to California cover of August 13, 1850 with strip of four 10c 1847 stamps, on which the "NEW GRID YORK" postmark was not used, Mr. Brazer concludes (C. C. P., Vol. XVI, No. 1, p. 61) that this type of marking was "probably not yet in use in August, 1850." He found it, however, on one, but only one, 10c stamp of the first issue, which was in use correctly from July 1, 1847 through June 30, 1851. In reference to this usage Mr. Ashbrook states (—C—p. 251): A copy of the 10c 1847 is known with the "N. Y. Ocean Mail," but I am certain this marking was not in use prior to July 1, 1851. The use of this postmark on the New York—Boston cover of Feb. 25, 1854 (Fig. 1), as on the Lexington, Ky. cover of Mar. 9, (?), and on the 10c 1847 stamp, indicates opportunity for discovering other early uses of this marking.

To sum up, briefly, three distinct types of New York markings on covers to California have been mentioned: (1) the "Rare New York Ocean Mail," without grid or SHIP, of Oct. 14, 1850 and of Oct. 25, 1851, described by Mr. Ashbrook (—C—p. 246); (2) the "California Mail," without grid (Fig. 3A) of Feb. 21, 1853 (Fig. 3), of August 5, 1853, and of Feb. 20, 1854 (Fig. 4); (3) the "Ocean Mail," with NEW GRID YORK, of June 20, most probably 1854 (Fig. 2), and of known use, from several slightly variant hand-

stamps (cf. Ashbrook-C-p. 250), between Dec. 20, 1854 (Ibid.-C-p. 247) and Nov. 1, 1861 (Ibid.-C-p. 251). Additional examples are needed to determine whether any two or more of these three distinct types of markings on covers to California were ever used alternately or concurrently as well as in successive periods.

Wherefore, in conclusion, it is hoped that through wide interest and cooperation other material showing early uses of the New York—California "Ocean Mail" markings will be forthcoming. Address Maurice C. Blake, 150 Babcock St., Boston, Mass. April 1940.

A Few Remarks on the Above Article

By Stanley B. Ashbrook, F.R.P.S.L.

MR. BLAKE was kind enough to submit his manuscript of the above article to me together with the original covers illustrated herewith as well as various other covers from his collection addressed to "Dudley Emerson Jones, Sacramento, Calif." I was indeed pleased to see these items because they exhibited uses of the well-known New York "Ocean Mail" marking which were much earlier uses than any I had ever seen, my earliest of record being Dec. 20th, 1854. In all probability this postmark with the small grid was a handstamp which existed in the New York post office but which was apparently seldom used until late in December of 1854 at which time it was regularly (?) adopted for use on the ocean-bound mail for California Via Panama.

Mr. Blake mentioned in his article, a single off cover copy of the 10c 1847 bearing this marking. At present this interesting stamp is in the highly specialized collection of Harold Carhart of New York City. It was my opinion in the past that this particular handstamp was not placed in use until December of 1854, and its use on a 10c 1847 was probably an unlawful use of the 10c stamp subsequent to April 1st, 1855, at which time the rate to California was increased to ten cents. But since

Mr. Blake was fortunate enough to discover a use of the marking as early as Feb. 25, 1854, we are faced with the possibility that this handstamp may possibly have been in use in the New York post office at a period even as early as the life of the 1847 stamps, i. e., prior to July 1st, 1851.

We do want to build up a better record of facts on various postal markings and the most efficient way in which this can be accomplished is to have the wholehearted co-operation of as many collectors as possible. May I earnestly request that collectors examine California addressed covers and to report any items they have showing uses of the New York Ocean Mail marking (with small grid) to either Mr. Blake or myself.

Mr. Blake illustrated two New York postmarks of 1853 and 1854, (Figures 3A and 4A), which he calls the "New York-California Mail" postmarks. I think it is rather problematical that any special type of marking was used in 1852, 1853 and the greater part of 1854 on the California mail, but rather that various types of ordinary postmarks which were then in use were used indiscriminately on such mail.

Mr. Blake referred to a marking which I term the "Rare New York Ocean Mail" or "First Type Ocean Mail," which is known on covers addressed to points in California in 1851 and early 1852 (See Fig. 5 and 5A). This handstamp (or handstamps) was probably one which had been in use at the New York office for at least ten to twelve years. (Earliest of record, June 11, 1841). Originally it had the word "SHIP" which was later removed. See Fig. #6). I have seen various uses of the "First Type Ocean Mail" (Fig. 5) as for example, a cover with a 5c 1847 used to France, Oct. 12, 1850 (H. W. Carhart), a cover with a 10c 1847 to New Orleans, Mar. 20, 1850 (H. W. Carhart), a stampless cover to San Francisco, May. 13, 1850 (E. A. Wiltsee), a stampless cover to France, May 21, 1850 (F. I. Bingham), a cover with four 3c 1851 orange browns to San Francisco, stamps tied three lines by the marking, Dec. 9, 1851 (E. B. Jessup) etc. etc. Probably the most remarkable of all which I have seen is Laurence B. Mason's well-known cover with a strip of four 10c 1847 used to San Francisco with the marking in red. Further reports of this marking (Fig. 5) will be greatly appreciated. Address Stanley B. Ashbrook, 434 South Grand Ave., Fort Thomas, Ky.

PHILATELIC NOTES

By GEORGE VAN DEN BERG

L. W. HUDSON AND CO. had a lot of 1,000 Cuban Official Seals in their last sale. Now how did such an unusual parcel happen to show up in California?

J. JOHN P. GARRITY, of 4716 N. Rockwell St., Chicago, collects Irish Free State, has all but three mint and is now filling up on used copies as well. He writes that he would like to get in touch with others interested in the same field.

A. LMOST all German stamp ads these days are of the "we want to buy" variety—as one, run by a Hamburg house, puts it, "anything at all, even in single copies." With importations banned several years ago, wholesale stocks are exhausted. Two dealers offer to buy "childhood collections, stored in attics." Prices are ridiculously high and even veritable junk runs way up.

T. HE Schoenbachs who operate the Stamp Exchange at 202 West 96th St., New York, are German refugees who managed to get away with a fine stock. Mrs. Schoenbach, a pleasant, cultured woman, spends much of her time travelling through the east selling goods at wholesale. She has just returned home with an empty trunk and is now getting ready to set out again.

P. J. DROSSOS, Greece's best-known wholesaler (1 St. Denys Place, Athens), has just issued a new wholesale list with prices in dollars. It may not be generally known that Mr. Drossos has the world's finest accumulation of 19th century Greek, Ionian Island and Levantine foreign office (French, Austrian, Italian, Russian and British Post-offices) covers in the world as well as an enormous stock of Greek fiscals, paquebot letters, soldiers covers and censored items from World War I.

S. T. PETERSBURG, FLA., is fast becoming an important philatelic center. Not only do visiting collectors who flock to the city for the season stage important shows there—A. C. Le Duc of Pennsylvania has opened a stamp business there as has W. L. Babcock of Michigan. The former, long an approval specialist, has a fine general line. The latter, who is an executors' sales agent, is handling three huge U. S. A. collections for estates at this writing.

T. HE Weeks Stamp Shop of 806 Seventeenth Street, N.W., Washington, is providing its shop customers with attractively gotten-up folders of matches in several colors. Most men (and many women too) like to smoke while looking over stock—ever notice? It's certainly a nice gesture to be handed a folder of matches and to have a box of cigarettes and an ash tray placed before one as one sits down. Such little courtesies do a lot to build up customer good will and it's odd that more dealers don't do it. Mr. Weeks is, by the way, a schoolman and is at the shop after class hours and on Saturdays while Mrs. Weeks is in charge at other times. Both are keen stamp people, they hold an important stock, and their first-floor shop, one minute from the Department of State, is among the most popular in the capital city.

R. ICHARD W. JUBB of 2104 North Wolfe St., Baltimore, writes that he has just acquired a complete set of the unissued 1918 Bosnia set described in Kohl's *Handbook* and in Michel's catalogue, including the rare 1k of which but 5 copies are known. Being a specialist in Bosnia, he asks whether anyone else in America has the 1k—if so, he would be glad to hear from him.

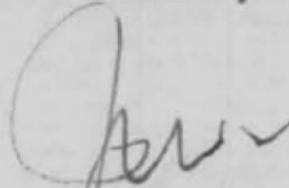
P. HILIPP KOSACK AND CO. of 13 Burgstrasse, Berlin, C2 (now owned by Ernst Hartmann—Herr Kosack died some time ago) is offering full sheets of early Hanover and Mecklenburg-Strelitz originals and of Bergedorf and Heligoland Reprints. The latter (32 sheets for 350 Marks) were acquired from Moens, the Belgian dealer, about 1900.

A. ND now comes the *Sammlerschau* of Berlin for January 5, via Italy and hence long-delayed, which declares that the British should not be credited with the great

If you have the explanation of the "29", I should very much like to have it because it has been bothering me for some months. I have, but have mislaid, one on which there was a black 29 and either a $\frac{1}{4}$ or $\frac{1}{2}$ British Ms. marking.

I hope to see Ed Jessup myself this weekend. He said he was coming through here.

Yours,

A handwritten signature in dark ink, appearing to be 'J. Mannel', written in a cursive style with a checkmark at the end.

Mannel

CHICAGO PERF—

United States Post Office

CLASS

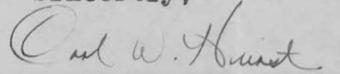
Chillicothe, Ohio,
March 30th, 1936.

Dear Mr. Ashbrook:

Glad to get your reply to my letter and to know that you are interested enough to give this cover futher consideration. If the facts were not as I gave them to you, one might easily be led to believe that there was something phony about it.

Am also enclosing the letter from Dr. Babcock, and Mr. Jones kindly asks that it be returned with the cover when you are through with them.

Sincerely,



Carl W. Hurst.

United States Post Office

CLASS

Chillicothe, Ohio,
March 22nd, 1936.

Stanley B. Ashbrook,
Ft. Mitchell, Kentucky.

Dear Mr. Ashbrook:

You may recall that not so long ago, Dr. Warren L. Babcock submitted to you for an opinion, an old circular letter advertising some kind of water cure. The circular was evidently mailed somewhere in Illinois and was addressed to a gentleman by the name of Vammeter, in Chillicothe, Ohio.

This circular is franked with what appears to be a single copy of the one cent stamp of the 1857-60 issue, is not tied to the cover and is perforated 12 instead of the normal 15.

If I remember correctly, you identified the stamp as # 48 R2, Type 2, that you are of the opinion it was privately perforated and was not originally used on the cover to which it is now attached.

I cannot say and will not say that your conclusions are not correct, yet the circumstances surrounding this cover leave some room for doubt.

Let me digress a bit, and say that all that part of Ross County east of the Scioto River is in the old Virginia Military District, and that early in the days of the county's history, quite a few persons came up from Virginia and settled here. Those who came, brought with them such family names as Vause, Harness, Vammeter and Foster and their rather large holdings of land extended at intervals along the Scioto from Chillicothe to as far south as Piketon, Ohio, a distance of roughly some twenty five miles. This is and perhaps always will be fine farming land and all these families prospered.

Some of the men in the Vammeter family have inclined toward the practice of law, and it was from the attic of the home of Judge John M. Vammeter, that this circular and other old letters were taken some two years ago by his daughter in law, Mrs. John I. Vammeter.

Mr. Charles F. Jones, in whose possession the circular now is, is related to all these people through his mother, and so far as is known, he is the only person in all the connection who has ever interested himself in the collecting of stamps. He has collected for the past 45 years.

When these old letters were first given to him, I had the pleasure of looking them over, and at that time called his attention to the double transfer or re-entry in the words ONE CENT. I remember quite distinctly that the stamp was perforated, but did not note that it was perforated 12, as it did not occur to me that the stamps of this issue might ever have been perforated other than 15.

United States Post Office

CLASS

Mr. Jones and I have asked ourselves two questions. One; who could have placed the stamp on the circular if it were not done by the mailer, inasmuch as no member of the Vanmeter family has ever been interested in stamps, other than as a means of conveying their correspondence? The other question is, how could any member of the Vanmeter family have had the stamp perforated 12, without having access to a perforating machine, and why would they have it done, when they were not interested in stamps other than as stated above?

I firmly believe that you know more about the one cent stamps of the 1851-60 period than any other living person or any who have passed on, for that matter, and I hope you will take it kindly when we present our theories for your consideration.

Could not the mailer, finding he had a number of sheets of the 1851 one cent stamps on hand, have had them perforated 12 for his convenience? Or could not Tappan, Carpenter & Co., experimenting with various perforations have put out some of the stamps perforated 12, rather than the usual 15.

The whole thing is a mystery to us and a friendly discussion of the matter with you can do no harm. Perhaps, knowing all the known facts in the case as I have given them to you, you will be able to work out something that will help us all.

Mr. Jones gave me a very nice cover out of this lot. It is a medium sized envelope in fine condition, franked with a single and a vertical pair of the 1857-60 type 5, one cent stamps, tied to cover with black 1859 year date postmark, Gambier, Ohio, and bearing in the upper right corner a printed picture of Kenyon College as it appeared at that time. The stamps are in perfect condition, beautifully centered. The letter was mailed to Judge John M. Vanmeter by his son, John I. Vanmeter. I prize this piece very highly.

The two aunts of mine, Miss Meta Schutte and Mrs. W. S. Porter, have both passed on. I wrote you about them several years ago.

Mrs. Porter was in her 94th year at the time of her death, but before her death, I talked to her several times about your father. She remembered quite well having seen and known him while he was in her husband's photograph gallery in Cincinnati.

Shall be more than glad to hear from you again. I know that anything you may say will be of benefit to us who are not so well informed.

Sincerely,

Carl W. Hurst
Carl W. Hurst.

March 26, 1936.

Mr. Carl W. Hurst,
Chillicothe, Ohio.

Dear Mr. Hurst:

I have read with much interest your letter of the 22nd and I am wondering if you could have Mr. Jones forward me the cover again so that I could examine it more carefully. I recall Dr. Babcock submitting this item but I made no memo of it at the time.

Your letter brings up several points that I consider worth while investigating further.

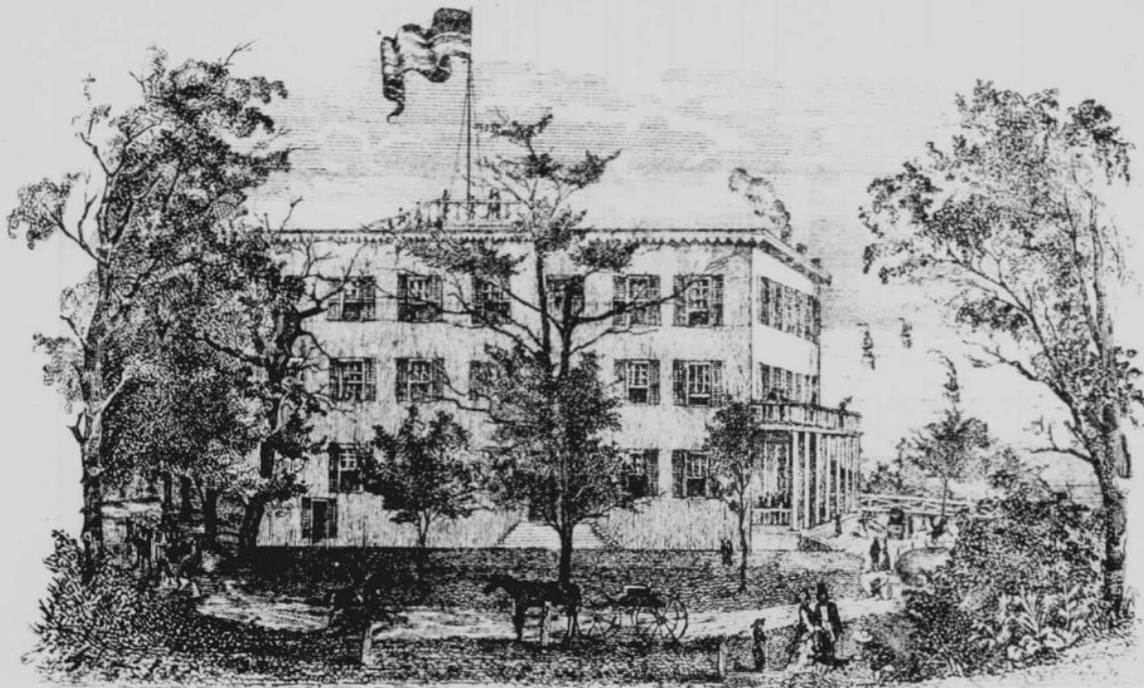
Yours very truly,



CHICAGO PER F



John H. Van Meter,
Chillicothe
Ohio.



Lith & print by H. Acheson

**LAKE VIEW WATER CURE,
NEAR CHICAGO, ILL.**

JAMES E. GROSS, M D.
RESIDENT PHYSICIAN.

P. H. MYERS, Esq.
SUPERINTENDENT.



1 BOAT

Black



Red

Wm Reynaud Esq^r
Baton Rouge
La

FAKE OR GENUINE ?

By Mannel Hahn Nov 7 - 1938
No Date - Only Piece of Letter Sheet

Nov. 7, 1938.

Dear Mannel:

Herewith the review of the copper plate argument. This is very much better and right to the point, and I think it will leave little doubt in the reader's mind that there is not much more that can be said on this subject. In retrospect I recall the time when I first advanced the idea. Steve Brown was trying to do what all others before him had failed to accomplish - plate the 5¢ 1847 plates. When I suggested he was wasting his time, because the plates were copper, he said I was crazy, and he advised me not to sign my name to any such foolish stuff in any articles I might publish. Perry was convinced the Knapp "shift" was a "painting" because he could not figure how such a thing could occur on a steel plate and of course he was right, in this respect but dead wrong in his opinion the Knapp stamp was a fake as later events proved.

Regarding your "Steam Boat" cover. Two things match up - this red New Orleans and the 3¢ stamp. I have an idea this cover is perfectly good, originating in - route to New Orleans. When it reached there it had the stamp and the "steamboat". New Orleans applied the postmark and forwarded the letter to Baton Rouge. I am quite sure the "Steamboat" is not a New Orleans handstamp, in fact it is rather a peculiar type and I do not recall seeing it before. The black ink looks a little modern but the handstamp looks worn. Suppose for example this was originally a letter from New Orleans to Baton Rouge, had a 3¢ 1851 on which escaped an obliteration. Now along comes the faker and he applies this steamboat marking. But to apply same he would have to have a handstamp made, and how could he imitate that worn appearance of this straight line handstamp? I think this is one point we should always keep in mind when we become suspicious of a marking. Does it look new or does it look worn. Mannel do you believe the crooks are smart enough to have handstamps made to look old and worn? Do you believe they can have them made so they can imitate such a condition? If you do I will have to be a little more careful in some of my opinions. I have figured it is all very well to jump to conclusions that some markings are fakes but I think we should put ourselves in the position of the crook and ask ourselves, how we would go about producing a marking with an old and worn appearance. What is your opinion?

I have never had much faith in "lamps" but after a number of years experianing by an eastern concern, a new one will soon be placed on the market which I understand will be sold at \$100 less than any other contrivance now available with similar merit. The price is to be \$135.00 and a special one is being built for me to try out. I have hopes it will come up to all the good things I have been told about it. I am told it will do wonders on a cover like the 30¢ 1869.

Yours etc.,

COPY

4858 Park Boulevard,
Oakland, California.
October 1, 1939.

My dear Stan:

The convention was I think a genuine success, certainly so as far as the good time extended to the members is concerned, and I believe also a little from the side of the advancement of the hobby. Some things would have pleased you, others, perhaps, would have made you hopping mad. Particularly your friend Wiltsee, who does not seem to be able to disengage his teeth from the bone of contention in re the Nicaragua Line. His address to the convention, concerning that certain unnamed philatelist who stubbornly believes, contrary to everyone else, that the hand stamps were not applied on shipboard, would have made you swish your tail and growl. It is to be published in the A.P., I understand, so you will get a chance yet! On the other hand your letter to Kimble regarding the forgotten men of philately was, as you know, appended in full to the Vice Presidents' report and, in effect adopted as their recommendation. In a weakminded moment last summer I accepted Glass's offer of the chairmanship of the resolutions committee, so naturally the matter came under my jurisdiction. The other members of the committee were Klein and Wilhelm. Your letter was read in full to the convention. After reference to my committee considerable difference of opinion developed between Klein and Wilhelm. As you know, Gus, the "watchdog of the treasury" is agin anything that costs the Society money. As to this more later. We started out with the general idea of an award something in the nature of the Crawford and Tapling medals. Klein's reaction was that most of the outstanding contributors to philately are relatively poor men, that "you can't eat a medal," and that, so far as honor is concerned a certificate would do as well and the accompanying cash award would be more appreciated. When the matter got on the floor he was ably seconded by James Waldo Fawcett (what a mind and tongue that chap has!) who made a very effective little speech founded on the little shop in Trafalgar Square where you can buy an Iron Cross for half a crown and a Victoria Cross for a pound, and even a Nobel medal for about the value of the gold in it. Gus Wilhelm was between the devil and the deep sea. At first he was in favor of a medal without any cash award, and made a speech about debasing the hobby with such mundane things as cash, but when he found out that the designer of the TIPEX medal got \$1200 for his design, and that the whole thing cost perhaps \$2500, and that such a medal as we contemplated would have to be at least as distinguished as the TIPEX medal or look cheap, he had a couple of cat fits. Klein's idea also, was that instead of a single outstanding award, there should be a series of awards, as follows: (1) An award for distinguished and outstanding research (2) a smaller award distinguished service to the hobby or to the good of the Society (which latter part I do not like) and (3) a still smaller award for especially helpful publicity either for the hobby or for the Society (which again I did not like.) The largest amounts we could get Gus Wilhelm to agree to were respectively \$250.00, \$100.00 and \$50.00. These were presented to the convention as merely tentative, but were not amended. The two parts of the plan which developed debate on

the floor were (1) the cash-and-certificate idea versus the medal idea, with or without an award; and (2) whether the committee of award should consist of the Vice-Presidents (Klein's idea) or whether a special committee of award should be appointed (my idea - the chief qualification of a Board of Vice President's seems to be that they all live in the same community.) The resolution as finally adopted calls for awards as per Klein's plan, without medals, and for a special committee. The awards are to be made every two years, beginning with next year. The appointment of the committee two years in advance of the award (except for the 1940 award) was the best assurance we could devise that the appointment would not be too much dictated by politics. Now don't write back to me and say that we have butchered your ideas beyond recognition and that that the whole affair is a Cheap John makeshift. Perhaps it is; the final form was not wholly satisfactory to any member of the committee; but at least it is a step in the right direction and a darn sight better than nothing at all. It was strictly a compromise result. I myself much prefer the single outstanding award simply for "distinguished service to philately." I also tried to get the award made annually for the next five years, to take up some of the slack with respect to those who have already so richly merited the honor, and every two or three years thereafter. This was vetoed by the other two members of the committee.

I mentioned Gus Wilhelm being "agin" the spending of money. Gus is a peculiar character. Absolutely honest, single-minded in his devotion to the Society according to his own lights, utterly unselfish and a tireless worker, nevertheless he is a stubborn Dutchman, irascible and quick tempered (he "quit" as general chairman a couple of times) who flies off the handle one minute and on again the next minute. When he took over the dictatorship of the Society's finances some fifteen years ago, it had some \$19,000 in the treasury as the accumulations of the first forty years of its existence. In the time since then it has been increased, largely through Gus's efforts, to some \$75,000. Gus would rather give you his right arm than let you dip into that fund. His dream is to raise it to \$100,000, and eventually establish some sort of a national headquarters building. I am not in favor of this idea. I prefer a "house not built with hands," a lively and flourishing society to which that money could be made of much more benefit in other ways, one of which would be by increasing the award for distinguished service to something really worthwhile and outstanding. It is of course very true that such a fund could be frittered away unwisely, and that it would require a lot more good sense to spend it than it would to keep it, or even to accumulate it. However by proceeding slowly and with the maximum amount of consideration and debate, it could be done, and I think the Society would be the better for it.

434 South Grand Ave.,
Fort Thomas, Ky.

Sept. 9, 1939.

Mr. Ralph A. Kimble,
8118 Dante Ave.,
Chicago, Ills.

My dear Ralph:

My sincere apologies for the delay in replying to yours of the 3rd. I enclose herewith my selection of the five best contributions to the A.P., Volume 52.

May I offer the suggestion that an effort be made to have more articles in Volume 53 on United States stamps. It is immaterial to me whether such articles relate to 19th Century or 20th Century. Volume 52 has nothing worthy of note on U. S. and in my very humble opinion this is not as it should be.

The great majority of the members of the A.P.S. specialize in U. S. and I think consideration should be given to this majority.

To collectors like myself who have little if any interest in foreign stamps, the A.P.S. or the A.P. is of absolutely no benefit whatsoever. I wonder sometime why I continue my membership. I am not blaming you, because I realize you are anxious and most willing to publish any articles which are worthy on U. S. stamps, but if you are powerless to correct this dearth of U. S. articles then the Society should take some steps to provide you with the material.

What incentive exists at the present time for any U. S. specialist to publish articles in the A.P.? If any recognition worthy of note has ever been accorded any student of our stamps by the American Philatelic Society I have failed to note it.

Charles Lathrop Pack was an American, and one of the greatest students of philately this country has produced. Were any honors ever accorded him by the American Philatelic Society? No - he had to go to England for recognition. He was the first American who was awarded the Crawford medal.

Carroll Chase's reputation is too well known to make any remarks concerning the great contributions he made to American philately. His book on the 3¢ 1851-1857 is easily and by far the finest work published on an American stamp, yet he received no honors in this country for all the time, labor and expense he contributed to the cause.

We have the American Philatelic Society - 5000 members - yet this great American organization is too occupied with trivial affairs to even note we had a Dr. Chase. But the Royal of England recognized his work and for the second time the Crawford medal went to an American.

In 1928 August Dietz published his great book on Confederates.

I think it is absolutely disgraceful that no recognition was ever accorded to this outstanding student by the American Philatelic

#2.

Mr. Ralph A. Kimble, Sep. 9, 1939.

Society. Some eight or nine years after his book was published, he was awarded a German medal. What a laugh on American Philately.

I dislike to mention my own case, but for the record, may I remind you that while I received no recognition from the American Philatelic Society for my Ten Cent 1855-1857 book, the Royal of London was generous enough to award me the Crawford medal, the third to go to an American.

Did our great American Society hand out any honors to Beverly King or Max Johl? Not that I ever heard of. But the Royal again, for the Fourth time awarded their highest honor to an American student.

Thus it would appear that there is a greater appreciation in England for American effort than there is in this country, if we measure American appreciation by what honors are bestowed by The American Philatelic Society.

I could name a number of American students who have made valuable contributions to the cause. Elliott Perry is one of the most outstanding in this class, yet if his efforts have ever been accorded the slightest recognition by the A.P.S. I have never heard of same. His chapter in my One Cent book, Volume II deserves a Crawford medal.

In all sincerity I wish to assure you that I desire no further honors of any kind, hence I feel perfectly free to express myself as I have.

I think the A.P.S. should recognize outstanding efforts, and I think the highest award in the world should be American, not British. We have a large cash reserve in the treasury of the A.P.S., therefore we have the means to establish an award which would be second to none in the whole world.

Why this large amount of cash is being hoarded I have no idea. It should be used now, not years hence when we are all dead and forgotten.

As I recall the "Crawford" is awarded every two years, for the "Philatelic contribution of the greatest merit". The American medal should be named after the Dean of all American Philatelists, John N. Luff. It should be dated back to 1925 and the first should go to Chase, the second to Dietz, and the third to Bev King and Max Johl.

Merely as a recipient of the Crawford, I do not wish to convey the thought that I wish any recognition for my two recent books. I certainly do not. I have never sought any honors, and I realize more than anyone else that I am not a writer, philatelic journalist or what not. If I have published articles in the past, it was not because I desired to see my name in print or expected any thanks for the thoughts I had with great difficulty, set down on paper. I love our early stamps, in fact I love all stamps, but I have concentrated on our Early Issues because I have never had sufficient time to learn all that I would like to learn about them, thus excluding any study of issues other than our own.

My love for our stamps prompted the desire to acquaint others with

#3.

Mr. Ralph A. Kimble, Sep. 9, 1939.

the very modest results I had accomplished. Thus I can truthfully and in all sincerity state most positively that I do not desire any further recognition. God knows, I have received more than I deserve when I compare my modest efforts with the work of others who have received such scant recognition. Who have I in mind? Why Dietz, Perry and others.

Recently I received a letter from Mr. James Walde Fawcett of Washington, stating he was scheduled to deliver an address before the A.P.S. Convention at San Francisco, submitting proposals on ways and means for improved service to American collectors.

Personally I am not concerned with the stamp public, but I am concerned with the present state of the American Philatelic Society and its official organ, the A.P., and I am convinced that if there was a real incentive for serious philatelic effort, such as a "John N. Luff" medal, the Editor of the A.P. would receive many worth while articles.

Such a medal should only be awarded every three or four years, it should carry a life membership in the Society and a cash award of at least \$500 to \$1000. Donations should be solicited for such a fund and if these were not sufficient then any deficit should come out of the treasury. The Crawford metal is large and handsome, containing about one hundred dollars of gold so I am informed. An American medal should be twice the size of the British.

In any three-year period, if no contribution was made, which was not worthy of this high award, it should be withheld for another three years period. Such an award should be international in scope and should not apply simply to articles published in the A.P.

I am taking the liberty of forwarding a copy of this letter to Mr. Fawcett.

With every good wish,

Cordially yours,

STANLEY B. ASHBROOK
434 S. GRAND AVE.
FORT THOMAS, KY.



FIG. 3. Complete left hand pane of 1851-57 3c original plate proofs with imprint and plate No. 4 on proof paper. (Courtesy Mr. Stanley B. Ashbrook, Fort Thomas, Ky.)

Scarce Sheet Of Proofs

UNITED STATES 3c 1851 ORIGINALLY
FROM THE CRAWFORD COLLECTION

By W. L. BABCOCK, M. D.

In the Harmer, Rooke & Co., Ltd., London, auction of Nov. 5, an unusual item in proofs was offered, namely, the left pane of Plate No. 4, 100 subjects with full sheet margins showing center line at right, full imprint and Pl. No. 4 at the left, the 4 being half reversed or recumbent on its right side. It is on thick India paper and an early impression. This pane is from the famous collection of

Lord Crawford. Naturally, this proof sheet is of great interest to the sheet reconstruction enthusiasts.

According to Dr. Chase in his book on the "3 cent, 1851", at the time of the writing only a block of 4 and 2 singles were known, the block also with Pl. No. 4. This plate proof clearly illustrates the remarkable variation in spacing of the subjects on this plate. No doubt a photo-

static reproduction of the plate will be available later. The pane is in remarkably fine condition and coloring though a little creased. It is a beautiful example of the work of Toppan, Carpenter & Co.

We have received a photographic reproduction of the plate in its natural size and above is a reduced illustration. It is to be observed that the government officials who originally released this proof sheet many years ago were careful to obliterate the proofs so as to prevent their use postally. The obliteration, however, does not altogether destroy the proofs for use in plating.

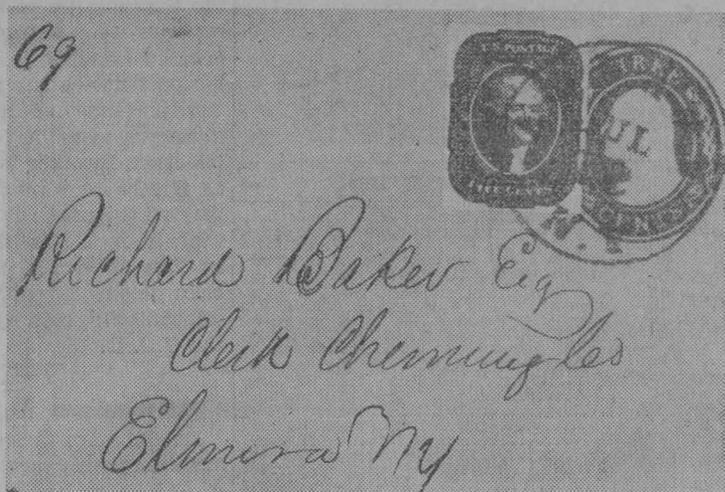
By A. R. Rowell - Nov. 9, 1938 - Here is a list furnished me by Frederick R. Pond of Napa taken, he says, from a "Table of Post Offices in the United States on the first day of January, 1851" (Washington: W. & J. C. Greer, printers, 1851.) It shows twenty-one post offices then in California, towit:

<u>Office</u>	<u>County</u>
Benicia	Solano
Culloma	El Dorado
Fremont	
Haydensville	
Junction	Contra Costa
Los Angeles	Los Angeles
Mission San Jose	
Monterey	Monterey
Napa	Napa
Nevada City	
Placerville	
Sacramento City	Sacramento
San Diego	San Diego
San Francisco	San Francisco
San Jose	Santa Clara
Santa Barbara	Santa Barbara
Santa Cruz	Santa Cruz
Sonoma	Sonoma
Stockton	San Joaquin
Vernon	
Weaverville	

(Where no county is shown, none appears in the list.)

30

One Stamp Is Worth More Than 3 Of 1851 5-Cent Issue on a Cover



A cover showing the 5-cent stamp of 1856 used to pay the registration fee. From the W. L. L. Peltz collection

Only Two Covers Are Known Where the Stamp Was Used to Pay the 5-Cent Registry, as Intended; But Pairs or Strips of 3 Are Rare

By R. A. Barry

One of the paradoxes in the scarcity of early stamps on or off the original covers is found in the perforate 5-cent stamp of the 1851-'56 issue, where a single copy is much commoner off a cover than a pair or strip of three, while on the original cover a single copy is a real rarity and strangely only two covers have been reported on which the stamp was used for the purpose intended, that of paying the 5-cent fee for registering a letter.

The Post Office Department long held aloof from accepting responsibility for valuable letters. From Colonial times "money letters" were accepted for transmission in the mails but at the increased postage fee of a single letter rate for each note enclosed and with the understanding that the Department was not liable in case of loss. The Department would, however, render every assistance in trying to trace lost letters and Congress in 1798 prescribed severe penalties for tampering with valuable mail—forty lashes for a first offence and death for a second conviction. Postmasters were not permitted to mark valuable letters as such as it was thought that there was a better chance of their going through undetected by the carriers or others who might handle them if they were undistinguishable from the ordinary mail.

In 1836 an express mail was established by the Department between some of the larger cities which carried the mail by couriers on fast horses at a charge of three times the ordinary letter rate but valuable letters were excluded on the ground that without them a single rider would be less likely to be held up. This omission brought about a situation which plagued the Department for a generation as it was partly responsible for the rise of the express companies. Harnden, Adams, Wells, Fargo and others found they could successfully compete with the United States mails since their speed equalled or bettered that of the express mail, and in addition they were responsible for valuables.

The Post Office Department fought the expressmen in the courts but without much success as convictions were hard to obtain since the people sided with them on account of their better service. Indi-

vidual postmasters, however, took a more practical view and along about 1847 began registering mail on their own account and even circulated amongst themselves instructions for keeping records of valuable mail.

The Post Office Department finally had to recognize this makeshift method of registry and on March 3, 1855, Congress, on the recommendation of the Postmaster General, included registration of letters in the Post Office Act. The fee was fixed at 5 cents a letter, and the Postmaster General was authorized to prescribe the method of handling. Congress could not get away from the old idea of no liability and mail, although it could be registered, was still to go at the sender's risk.

The act went into effect July 1 and, although there is nothing of record, it was long believed that the 5-cent stamps issued the following January 1 were to pay the registry fee. Apparently there had been a mixup of some kind, for when the registry provision went into effect the instructions were that no marks of any kind which would indicate registry were to appear on the letters. This provision, however, soon proved unworkable and in 1857 postmasters were instructed to number each letter registered.

In the meantime the use of the 5-cent stamps had been only on regular mail and this use was of necessity limited since there were but two or three places where a 5-cent rate applied. A single copy could be used to the Maritime Provinces, a pair to pay the 10-cent rate to California but, as there were 10-cent stamps, few were thus used, and a strip of three could be used for the 15-cent rate to France. In 1857 for a few months the stamps could have been used for the 5-cent registry fee, but the postmasters had been collecting this fee in cash and apparently most of them continued this method. Consequently, the only use of the stamps in any quantity was in strips of three on a fairly voluminous mail to France. An occasional single copy on a letter to Halifax is encountered and two are known on registered covers from Albany, one of which is shown in the illustration. The stamps were superseded by a new issue with perforations in August, 1857.

N.Y. Herald Tribune
Nov 19 1938

SOCIETY OF PHILATELIC AMERICANS

Office of FRANK L. COES, *Secretary*

COES SQUARE, WORCESTER, MASS.

Mr. Stanley Ashbrook
64 Arcadia Drive, Lakeside Park,
Fort Mitchell, Ky.



DR. F. M. COPPOCK, Jr., Pres.
Suite 614 Union Central Bldg.
Cincinnati, Ohio

R. J. BRODERICK, Vice-Pres.
294 East Johnson Street
Fon du Lac, Wisconsin

CLAUDE D. MILLER, Treas.
2041 Calvin Cliff
Cincinnati, Ohio

11-9-38

Dear Mr. Ashbrook:-

I hesitate to bother you, along lines of inquiry that are not along the lines of your own study-but perhaps you will pardon an old and interested (also retiring?) student for asking a few questions.

For the past ten years I have been accumulating more or less evidence for and against the "Grille theory" as variously presented by authorities and experts.

I have submitted the rough draft of the matter to several, including Perry, Konwiser, and several trade members. And I am still unwilling to break the material as a theory or even as a study until I can get some more definite replies to two queries.

Perry's verdict was "your guess is as good as anyones'" and then he wanted to bet he could produce grilled sheets-full size and mint-which did not answer the question at all. H.M.K. wanted to argue the build up, technical accuracy of the English and argument sequence-but did not even try to answer the queries. Others similarly have ducked the commitment or even an opinion.

The first of these questions is this:-

"Do you know of a sheet-that is documented definitely as being "the first" or the "last" sheet run thru the rollers at any given point of their completeness(or incompleteness), and if so, who has it?."

The second-"Have you ever seen a photograph-working drawings for construction, or a detailed description of the mechanism of the "grille" machine-as used.?"

As a mechanic, and builder of special tools for my own shops up to retiring in favor of my son-I approach the matter along the lines of mechanical knowledge-which is paralleled and documented by known records of machinery-accomplishments of certain motions-and the production of known results. I am not expert in anything pertaining to printing, but all my business life have been concerned with the production of cutting edges for paper and other products, and have devised and initiated many tools for their production. This included steel working, study of cutting problems, hardening and grinding edges, and the firm has the record of making more and longer paper knives than any in the world(which includes Germany). This is background for mechanical disagreement with the grille theory.

But-no matter how much we disagree with the visible results, we must prove how they were made-and why.

I have aired this theory several times, and got no disagreements, mostly because the technical production was over the heads of the listeners. And for that reason-I feel reluctant to place it before the clan of collectors who many of them claim expert knowledge (based on what?) of the grilles.

I am making a re-write of the matter, and if you approve I would like to have you read it sometime. In the mean time-the two

questions remain unanswered--and the first one most of the experts and all the authorities refuse to commit themselves on at all--altho on the second there is some "recollection" of having seen "something". Which helps not at all..

There is one other bit of matter I have seen in the press that may interest you. I read you have a distinct opinion that the 5 cent '47 plate was a copper plate. Maybe I am wrong--and you simply gave it as a tentative opinion.

I acquired back in the '90 period a block of black proofs of the original which were loaned to A.G.Barrett(now deceased) and by him to Dr. Chase. They were finally returned, and with the comment "no plate varieties can be found on this block" (3 X 4) also asking the question if I knew where it was located on the plate. Of course that was impossible. But the proof would seem to be too soft for a steel job. Still that is merely surmise. I always felt that here too the state of the market--the supply of steel--the known methods of producing steel capable of hardening in the sizes needful for a plate--and the other mechanical difficulties would seem to indicate copper--not steel.

Of course the alternative would be iron capable of a good "case harden" and that would again mean Yorkshire iron of the triple faggoted type--such as the later known Taylor-Lowmoor--or other "piled and re-rolled" plate. Those things no one now considers.

I could find no trade papers or other ~~data~~ of the 45-47 period that listed a possible U.S. source of supply for plate the required size, of steel. In fact I think the first steel plates used came from England--and the reading of the notes on the line engraved issues of British stamps would seem to make the explanations of material used rather doubtfully "steel". This is technical criticism along the same parallel lines of supply and demand--or known supply sources at the time. Small blocks of steel--yes. Plates of carbon tool steel of the required size and quality--no. I believe you could set that statement up and no one could find documentation to prove it wrong--thus leaving copper as the material. Whether this goes for the 10 cent 47 I would not say--but I believe not. Again all hinges on documentation.

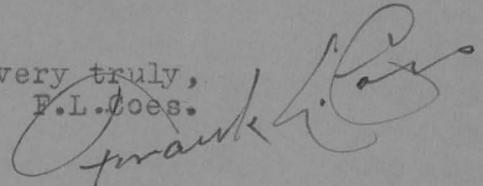
Anyhow both this and the grille matter are interesting as subjects for research and discussion.

I have just finished your volume II. I congratulate you on your success and the clarity and clean up on the matter from all angles. A fine job, and beautifully printed.

I would appreciate--in your own time-- a reply to the questions if you know one--or even a partial one.

Return enclosed. Thank you. Yours very truly,

F.L.Coes.



C. Hahn for Stamps!

GUARANTEE
Anything not satisfactory for
any reason may be returned
within three days for full
refund of purchase money.

CHARLESS HAHN

P. O. Box 152
WINNETKA, ILLINOIS

Suite 10 * 545 Lincoln Avenue



February 17, 1939

XIX and XX CENTURY
APPROVALS and PACKETS
SCOTT ALBUMS &
CATALOGS
ELBE ALBUMS &
STOCK BOOKS
SARIBO & NARIBO ALBUMS
PEELABLE HINGES
and all accessories

Dear Stan,

Glad to get your letter of the 16th - even though the buck wasn't enclosed. I sent you that book as a gift to one who has contributed so much to the book itself!

Funny - I have had that cover of Hollowbush' on my desk, wondering whether or not to say anything. It's all wrong, to me - even the picture smells badly! I'm glad my hunch and knowledge turned out all right, because I should hate to think I was all wet.

Funny, too - George says "addressed to a small town in Nantes in the Pyrenees": well - the cover is addressed to Trie, Hautes Pyrenees. Hautes Pyrenees is a province or "department". Nantes is not a district - it is a commercial town, of great importance in Brittany, specifically the capital of Loire Inferieure department.

Of course, it was the very common 35¢ rate that got me all worked up: fancy a commercial house with enough correspondence to justify a printed prix-courant overpaying 5¢! On only 100 such, it would mean \$5.00

Aweel - such is life.

Bill is away - Our mutual friend Ernest leaves next week. Chuck has a touch of flu and I am still fighting it.

God bless you - I'm too tired.

Charless Hahn

5 CENT BRICK RED

Issue of 1857

By GEORGE B. SLOANE

ILLUSTRATED herewith is a cover which shows the earliest use of the 5c brick red, Scott's No. 45, series of 1857, a single used with a vertical strip of 3 of the 10c green of the same issue, postmarked, "NEW ORLEANS, La., April 6, 1858," six months to the day in advance of the earliest, previously reported usage, which is given in Scott's United States Stamp Catalog as October 6, 1858.

This cover is in the collection of Frank A. Hollowbush, of Allenhurst, N. J. The contents is a printed price-courant, dated at New Orleans, April 3, 1858, and it was addressed to a small town in Nantes, in the Pyrenees, France.

It did more than the customary amount of traveling before it reached its addressee, by which time no doubt the current prices at New Orleans, as given in the enclosure, were of no further importance or interest to the subscriber.

The cover came up to New York, the jumping-off point, on the first leg of its journey, and was handstamped April 15, in red, by a postal clerk, misdirected, placed on the wrong steamer, and sent to Germany. At Aachen (Aix-la-Chappelle), it was handstamped with the "Franco" (Paid) mark, then this was penciled out, and the letter returned to New York because it didn't belong in Germany. It was re-handstamped in red at New York, May 14th, and sent on its way again, this time to France. This red New York handstamp, struck over the previous marking, is shown at the lower right corner of the cover.

The cover is backstamped Paris, May 29, 1858, and "TRIE-S-BAISE," its final destination, May 31, 1858. The postage is overpaid by 5c. The rate at that time was 30c to Germany for a single letter, and 30c to France for a double letter. A personal letter was written on the bottom of the circular which was not the usual routine and is a possible excuse for the error of over-payment on the part of the sender.



Cover Showing Earliest Usage of the 5c Brick Red U. S. Issue of 1857

Feb. 7, 1939.

Mr. Harry L. Lindquist,
2 W. 46th St.,
New York, N.Y.

My dear Harry:

I was rather surprised to see page 153 of the issue of "Stamps" of Feby 4th. This the "5 Cent Brick Red" cover. Several years ago Frank Godden sent me this cover for an opinion. I had my own ideas regarding it, but I sent it down to several persons in New York to learn what they thought about it. As I recall, Sloane saw it, but I do not remember what his opinion was. Hugh Clark was quite positive it was a fake, and the same opinion was expressed by others. This was in line with my opinion and I wrote Godden I thought the 5¢ Brick Red had undoubtedly been added to the cover and tied with a fake New Orleans Postmark. I know Zareski turns out such work. The date of this postmark is "Apr 6 1858" so, if the cover is genuine all three strikes of this postmark were made at the same time, or at least on the same day. Now take a look at this cover and imagine yourself as the "Stamper" applying this handstamp. You strike the two on the 10¢ strip but in order to hit the one on the 5¢ you have to put an awful twist in your wrist to apply it as it appears on the cover. But all this is not conclusive proof the cover is a fake. What convinced me the item was a

#2.

Mr. Harry L. Lindquist - Feb. 7, 1939.

fake, was the use of a 5¢ Brick Red six months earlier than any use Chase and I have been able to locate in a period covering twenty-two years. I wonder if Sloane realizes how carefully both Chase and myself have searched for early uses of our early stamps. Surely George must imagine we went about this in a very slip shod fashion. My records show how this work progressed, especially on the 5¢ Brick Red. For a long time our earliest use of record was in May 1859. Then I pushed this back to March then to January and you can imagine how pleased I was to gradually push it back to December of 1858. Later to November where it stood for quite a long time. Then to several dates in October and eventually to the one now of record - Oct. 6, 1858. No one can convince me a brick red was actually issued and used on Apr 6, 1858.

Frank Hollowbush went to London a year ago and while there he purchased this cover from Godden "as is". On his return he sent it to me and I told him what I knew about it. The next I hear is this article by Sloane. Personally I think such irresponsible articles should not be published because information like this certainly discredits research work which has been conducted in a most thorough and painstaking manner.

It is simply Sloane's opinion this cover is genuine and he states his own personal opinion as a fact which has been established beyond any question of a doubt.

I could reply to this article and discredit his opinion and I dare say the majority would credit my opinion rather than his, but I think such controversies should not be published as they do more harm than good. I am not mentioning this matter to anyone but you, and in doing so, I only desire to place you in possession of the facts and the personal opinion I hold regarding this matter. I recognize fully that I may be wrong for I certainly am not infallible but in this case I simply cannot imagine by the widest stretch of imagination a genuine use of a Brick Red in April of 1858.

My best regards.

Cordially,

carefree Chan Pau

41, rue Cambon Paris France

Feb 18 1939

Dear Stan :-

I have ^{of course} seen this cover? Of course I have it,
but I don't ^{like the} look of it. 6 months ahead of the best date is a
lot! The rate isn't right. The postmark is not in the same
position. And I can't help thinking the postmark on the 30th
is faked — possibly by the same clever person who made the 30th
cover dated before the stamps were even printed!

Look it over carefully — under the ultra-violet rays if possible.

What's the good word? I'm back in Paris
for good & glad to be here.

Very best
as ever

CP.

MERCHANT
CALCULATING MACHINE COMPANY
OAKLAND, CALIFORNIA

MEMO FROM OFFICE OF GENERAL MANAGER

To Dear Stan DATE Sat.

Sat. but I hasten to
reply. re Nathan etc -

He is a great chap -
Income over \$2000 per mo.
retired oil operator - not
much of a phil. E Ham.
has sold him all he has.
No via Mic - etc nothing
great. My 6-18 same
look as his pair - recall?
I have merely met Nathan
in Ham's - don't know him well -
saw Wiltsee - very boisterous
etc but harmless. You know
these types - don't let him rile
you. Your letter was good

MERCHANT
CALCULATING MACHINE COMPANY
OAKLAND, CALIFORNIA

MEMO FROM OFFICE OF GENERAL MANAGER

To _____ DATE _____

and I think it can go as
that dont you?

Must close now. more
later - seeing a builder
right now.

Will dictate letter
Tuesday.

Do you like the My 75?
sent me with a lot. but
of any kind - do you
know of any one who
would trade for it?

Best to you Both
Edgar

755 Camino Del Mar
San Francisco, California

Oct. 25, 1938.

My dear Mr. Ashbrook:

First of all
allow me to congratulate you on
Vol. II "The U.S. One Cent Stamp."
Both this and Vol. I. are among
my foremost reference books.

The occasion for writing
this note is to give you some more
information that you evidently
are looking for. On page 244 -
Vol. II. "The Ocean Mail from New
York" you state that figure 50 E
(page 246) "This New York postmark
is a very scarce marking and it is
the only cover with stamps I have
ever seen bearing it. If anyone
can show a similar use, will be
kindly advise me.

755 Camino Del Mar
San Francisco, California

I have just recently acquired a beautifully preserved copy with the same New York postmark addressed to Mr. Robert P. Carrington, via Str. "Cherokee". The contents of the cover indicate that the letter was addressed from New York on Sept. 23rd 1851 ^(see) the cover shows the New York postmark of Sept. 26th. The cover also indicates the letter was trans-shipped via Str. "Panama" ^(see) arrived in San Francisco, Nov. 5, 1851.

The stamps on the cover are definitely the orange brown variety ^(see) have very nice margins.

My good friend Carl Hamilton, through whom I was fortunate enough to obtain this splendid cover,

755 Camino Del Mar
San Francisco, California

advised me that this was one of a series of six letters out of the same correspondence. The other five copies are distributed as follows:

1. Tracy Simpson
% Merchant Calculating Machine Co.
Emeryville, Calif.
(3 copies)
2. E. Jessup
% Merchant Calculating Machine Co.
Emeryville, Calif.
(1 copy with 6-14 stamps tied on instead of 2-3's.)
3. A collector in Philadelphia
(unknown)

I have had a photostat copy made for your records. I hope however that you will grace our

755 Camino Del Mar
San Francisco, California

city with your presence during
the A.P.S. Convention & World's Fair
next year as I am sure we can
show you many interesting items
among our collections out there.

Trusting the enclosed will
be of value to you,

Yours very truly,

M. C. Nathan.

A.P.S. 13686

Business Address
155 Montgomery St.
San Francisco, California

434 South Grand Ave.,
Fort Thomas, Ky.

Sept. 14, 1939.

Mr. Warren H. Colson,
260 Clarendon St.,
Boston, Mass.

Dear Warren:

I can assure you most emphatically that I made no such statement to Carhart or to anyone else regarding any covers submitted by you to Martin. The last time I saw Harold was in New York in the early part of May last. I had lunch with Carhart and Knapp at the Racquet Club. As I recall your name was not even mentioned.

When you were here early in July I did not know at that time that you had submitted any items to Martin, but I do remember that you had some reports from Souren and naturally I assumed you had submitted items to Martin who had turned them over to Souren. You will recall that I told you of a conversation I had had with Souren last January about some copies of the 1869 issue which you had submitted to Martin. My remembrance was very vague as I was little interested.

Regarding the 30¢ 1869 cover you showed me on your visit to Cincinnati. You merely stated someone in New York had pronounced it was a fake but you did not mention that it was Souren. I did not examine this cover carefully as I was rather intrigued by the French marking on it and noticed this more particularly than I did the stamp or how it was tied. Naturally I was quite surprised several weeks later when I received a Souren Book #2 and noted the illustration of that particular item. This is the only cover among the lot which you are given credit of submitting to Martin that I recall seeing. It would be utterly absurd to suppose I could express an opinion on this cover after such a casual examination as I made. I have since seen the original photographs of this cover as made by Souren, but I certainly would not pass judgement on a cover like this by simply looking at photographs. When you were here you assured me the cover was genuine and I took it for granted that you knew it was good. I have quite a lot of respect for your ability, and I would hesitate to take issue with you unless I was absolutely convinced that I was right and you were wrong.

Personally I believe the postmarks on that cover are genuine. It would be absurd to think otherwise. However it is strange there is no credit figure in the Red New York, but whether this is due to a poor strike or whether the numerals were removed in order to cover up the real rate, I do not know. It is quite possible the original stamp on this cover was a 15¢ 1869 that was removed and a 30¢ substituted, in which event it would be smart business on the part of the fakir to remove a credit of "12". Inasmuch as this letter was carried

#2.

Mr. Warren H. Colson - Sept. 14, 1939.

from New York by a French packet all we were entitled to was 3¢ - shore to ship. Therefore if the original rate was 15¢ there was a "12" in the red New York. If the rate was 30¢ then there was a "24".

I am not expressing an opinion but merely telling you what might have happened and this is the only expression I could make on the cover without a more careful examination.

In addition I can assure you positively that I have not made mention to Carhart in any correspondence I have had with him regarding any items submitted by you to Martin.

I have gone to some length in this letter to deny the tale which was told to you, because stories have reached me that I was very close to Souren. This I also deny. I have given him information re - types and plates in the past and he paid me well for my services. This is a darn sight more than a lot of the righteous gentry in Nassau St. have ever done. Souren has never made any attack on me but has always been very friendly. Why then should I go out of my way to antagonize him?

But because I am on speaking terms with him is no sign I am his buddy. Just bear the above in mind if you hear any absurd tales.

If you want to send that 30¢ cover to me I will make a careful examination of it.

Since you were here I have made further investigation of that French marking and now I know all about it. Further I know the French ship which carried the letter to France. I have turned up additional covers with the same markings, both N^o 1 and N^o 2 and I also have a record of the French ships which carried the letters to France.

With best regards,

Cordially yours,

POSTAGE STAMPS
FOR ADVANCED COLLECTORS

TELEPHONE
"KENMORE 6624"

WARREN H. COLSON

260 CLARENDON STREET
BOSTON 17, MASS.

CABLE ADDRESS
"WARCOLSON, BOSTON"

CODES { LIEBER'S
A B C 5TH ED.

September 21, 1939.

Stanley B. Ashbrook, Esq.,
434 South Grand Avenue,
Ft. Thomas, Kentucky.

Dear Stan,

Yours of the 14th came duly to hand.

When you told me in Cincinnati what your Armenian friend said of me, it only bore out the utter undependability of anything that comes from that source. The 1869's which were the subject of his remarks were all perfectly sound stamps in every respect, and the points of criticism which he set up were merely based on caprice in the extreme. I had no idea that you had anything to do with this party, and I take a little different view of such a connection, apparently, than what you do.

I have been a professional in stamps ever since I was sixteen; but the very fact that I could get paid for doing some work has never been a motivating impulse in enlisting my services, and I can give you a long list of both collectors and dealers with whom I would never have a commercial transaction, no matter how profitable it might appear to be in money at the moment.

Your approach to stamps is from a very different angle than mine; and if I depended on some fortuitous circumstance like the date in the letter of the fake 30¢ '69 cover, lot #234 in the Kelleher-Emerson sale of October 19, 1937, to tell me that the cover was faked, I should not consider myself possessed of any special knowledge on this subject. I was very much surprised to have you wonder why I knew that was a fake, and your explanation, that the date of the letter proved that the cover had to be wrong, had nothing whatsoever to do with my reasoning.

9/21/39

It seems to me that just to know that the 30¢ '69 with the French packet cancellation, which I showed you in Cincinnati, was carried on the S. S. Lafayette, Captain Roussan, sailing from New York on August 21, 1869, is not of itself sufficient proof that this particular item is genuine. It is a contributing factor, but when you suggest that the New York postmark in red might have been partly erased in order to cover up the credit which should properly accompany a 30¢ rate, you might as well say that if your aunt had been a man she would be your uncle, for part of the address on this letter passes right through the point where the credit would show if it had been properly struck.

I will cheerfully admit that if you had a cancellation date which did not correspond to a sailing, the cover bearing such a date would be open to suspicion. But these will never be determining factors; and personally, I think you have seen altogether too little material to be able to judge on matters of this sort.

You told me in Cincinnati that up to that time, you had not even seen one of these French packet postmarks. Yet since seeing you, I have seen several others, and I have not even examined my own stock yet.

Mr. Emerson says that if the wind always^{ce} blew sou'sou'west, women could take ships to sea; and I am afraid that your kind of examination depends too much on dates of sailings and things of that sort, when the real danger lies in quite another direction.

I have not the slightest interest in having anyone examine covers of this sort, when I know thoroughly well that they are genuine, and the largest quantity of the fake covers on both sides of the Atlantic would have remained in their several collections, if I had not been able to demonstrate to the possessors in certain instances that they were spurious.

UNNOTED

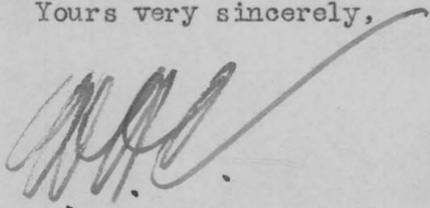
Stanley B. Ashbrook, Esq. - #3

9/21/39

The story which Mr. Carhart told someone else was probably motivated by your Armenian friend putting words into your mouth, but at the time I wrote you, I did not even know that you were on speaking terms with this party; and of course, it changes the whole course of my thought in the matter to find that there is a contact between you and him, and this is undoubtedly the explanation of the statement that **WAS** made to me.

With all good wishes, I am

Yours very sincerely,

A handwritten signature in dark ink, appearing to be 'S. B. Ashbrook', with a long, sweeping flourish extending to the right.

WHC:HM
Air Mail.

POSTAGE STAMPS
FOR ADVANCED COLLECTORS
TELEPHONE
"KENMORE 6624"

WARREN H. COLSON
260 CLARENDON STREET
BOSTON 17, MASS.

CABLE ADDRESS
"WARCOLSON, BOSTON"

CODES { LIEBER'S
A B C 5TH ED.

Stanley B. Ashbrook, Esq.,
434 So. Grand Ave.,
Ft. Thomas, Ky.

Sept. 13, 1939.

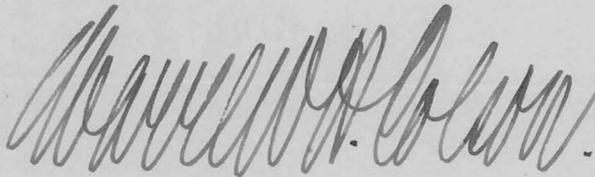
Dear Stan,

When in N. Y. the other day someone told me that you were alleged to have told Carhart that one of the covers I had offered to Martin was possibly bad.

Now I don't know that you said anything of the sort & I have not seen Carhart or in any way discussed the doings of his Armenian friend, whose part he has always taken in his talks with me, but I am interested to know if you have so expressed yourself and if so, to which one of my covers do you take exception??

I hope that this finds you & yours enjoying the best of good health and I enjoyed seeing you on my way west and am only sorry that I could not stop on my way back. With kind regards, I am

Very sincerely yours,



Air Mail

5 September 1939

Mr. Stanley B. Ashbrook,
434 So. Grand Ave.,
Fort Thomas, Ky.

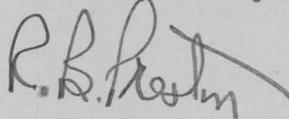
My dear Mr. Ashbrook:

Would you be interested in having, as a side line to your United States collection, some of the old "box wood" markers used by the post office in the early days? I have two of these: a "3 Cent Paid" handstamp in fair condition considering that it has at some time been used as a sealing wax die; and a concentric circle cancel, which is in pretty good condition. These came out of a building here that was used as a post office and general store during the '60 period.

Although I have always been very fond of US as a collectable item I do not go in for them, but am devoting all of my time to a specialized collection of Puerto Rico, as I am living in Puerto Rico. The handstamps are of no use to me, and I would like to have them in the hands of someone who would appreciate them. Therefore if you would like these please let me **know** as soon as possible and I will be pleased to send them to you with my compliments.

I have enjoyed your works on the 10c green, and the 1c 1851/57 very much. Although I do not collect those myself I enjoy studies such as yours very much. The American Philatelist will soon commence publication of my attempts as something on Puerto Rican philately. After you have had an opportunity to read it I would welcome your criticism.

Yours very truly



(Until 9/21)

R. B. Preston,
North Ferrisburg,
Vermont

My present idea is that the Knapp 10c 1847 is genuine in every respect except that it is not a true shift. I am satisfied there was no such variety on the plate at any time. Yesterday I had the printer from the Bureau who is demonstrating a flat bed hand press at the show in New York do a little experimenting and was satisfied that he could produce such a "shift" on the 6c air-mail altho there is no D.T. on the plate. Of course, such a thing would never occur by intent, but altho it would probably be very rare, it could occur by accident. The lines of the "shift" would appear to be engraved.

I am satisfied that all the distortion and other peculiarities of Knapp's stamp could be produced accidentally in this way, and have been inclined to believe that Steve Brown's 10c green was due to the same cause. What I had difficulty in reconciling was the period after U or S - (I've forgotten just which). I well recall that we could not make that period fit when other parts of the "shift" were superimposed. Frankly I don't see how such distortion as might occur in producing that kind of a shift could have moved that dot so far unless there was similar distortion in other parts of the shift nearby. If the thing really is a paint job as you suspect, there's a good chance the violet ray will show it up.



SINCE 1915

August 21, 1939

Dear Stanley,

Your good letter of the 19th just arrived and also Souren's book which I have read very carefully.

Jessup and his little girl must have had a fine time with you and I can assure you that nothing would be more enjoyable than a visit through historic Kentucky with you as a guide. Some day we'll do that.

Of course I shall say nothing about what is to appear in the new catalog. If what I have published as to the facts regarding the distribution of the 1861 issue has been of help to you in getting a toe-hold I am glad of it. It is a long time since I have seen Clark and I am not sure I ever spoke to him on the subject more than once, and then very briefly. He then seemed to agree with me and I think I told him that probably nothing could be done while Luff was alive, which apparently was exactly his position.

Clark's alibi has been that the catalog listed what collectors wanted it to list and I think a catalog ~~maxxixit~~ of postage stamps can list proofs, essays, etc. or samples or doormats, PROVIDED they are listed as such and NOT as legitimate postage stamps. To my mind the important point is not what is listed, but what is said about listings that are technically inconsistent.

#82; The article in Pats #38 is a revision and consolidation of several articles written during the past ten or more years and not published for various reasons. I have known where, why and how the "extended grill" occurred for over 20 years and now own the copy which is supposed to have been sold for \$400 in the Worthington collection in 1916. The copy which I bought at the same time I sold a long time ago - probably before 1920.

Yes, I located a copy of the Chase article and most of it appeared to be written from the catalog and/or Luff's book. To me there is no indication that Chase had ever read the Stevenson booklet or even looked at a grilled stamp. If he ever wrote anything of less value to philately I don't know what it could be.

P.S. glad to have the 3^d star die plus 1st V mms.

This is the first note of such I have - Thanks a lot.

EP.



In the McBride collection (I think) there was an 1869 with a double grill which joined so perfectly that it could have been mistaken for an oversize grill but I have seen the Luff "one and only" genuine" copy of cat #82 several times and the last time I examined it very carefully. My opinion after examining the stamp does not agree with Chase's guess about it.

As long as the Scott catalog sticks by Luff's statement that "The general characteristics of all grills are the same. The bosses which produced them are pyramidal in shape and their effect is to ~~xxx~~ break tiny crosses (x) in the paper." it will be necessary to hammer away with facts. They do not seem to realize that Luff's own statement regarding the "J" grill (page 134) contradicts what he said about the earlier grills.

Luff's statement about "the general characteristics" was a theory - not a fact. The biscuit grills are a fact - not a theory. Luff's statement was based on guesswork - not on observation - for had he examined the A and C grills carefully as Stevenson did he would have discovered that his theory did not apply to them as it did to the later grills. But then it would have been necessary to make corrections in the grill listing. - involving admissions that he had been wrong.

3c 1869 ungrilled; if you saw the pane with full margins which I had there would be no doubt in your mind that genuine issued stamps could exist with no grill. The first row of grills almost missed the first row of stamps. The grill was not exactly perpendicular causing stamps at one end of the top row to catch a little of the grill at their bottom edges. On the other top row stamps the grill entirely missed because it was at the top of the stamps in the second row. That occurred on only one of the panes which I had. Luff saw the pane fully twenty years ago.

As to the Colson item I would have to take someone's word for it unless I could see the item myself. Ackerman had the four high values unused, full gum and no trace of a grill, and I have seen one or two other sets within a year. The violet ray might show them to different from the ordinary grilled stamps. Why not borrow a set and try it?

copper plates; the reason I have not yielded to any request to answer your arguments is about 90% personal. Perhaps I don't appreciate the value to philately in this matter but in plating



SINCE 1915

the 1847s I had to work with the stamps as I found them and use the markings that appeared because the stamps were engravings printed from a recess metal plate. If I could find the markings the fact that they were from steel or copper didn't help any, and if I couldn't find them it didn't help at all to believe that the reason was because the plate was steel or wasn't steel. The markings were persistent enough and constant enough so that I could identify better than 90 stamps out of each 100 "as they ran" - which was the important fact to me.

The work wasn't done when I was sitting around waiting for a job to come along but was mostly done when I had many other things to think about and when I found some 10c with indications that might be "copper" and other copies from the same positions without such indications I just didn't take the time from more pressing matters to check up on the copper idea. I had trouble enough with E.R.A. about the illustrations as it was.

You put in a lot of work and wrote a fine article that does you great credit. Even if I don't wholly agree with everything in it what earthly good will it do to attempt to establish facts which I regard as less important than you do? As far as Brazer's attitude is concerned, it is not my opinion that such a concern as the Rawdon, Wright outfit would lie and misrepresent to their own customers. It was too easy to expose such a lie. There were other engraving concerns and all any customer had to do was to ask any of Rawdon's competitors how many impressions could be taken from a copper or steel plate. Rawdon etc. wasn't a fly-by-night outfit, interested merely in making a clean-up from a bunch of quick orders.

Knapp 10c; My reaction is that Souren's proof is about 98% what everybody except Frank Sweet has admitted. No doubt if Sweet were alive he would admit it too. Both Sweet and I were confident there was no such "shift" on the plate. Neither of us knew of any way of making a shift except from a genuine impression on the plate or by some kind of skulduggery. As far as our knowledge went it had to be one or the other. That is the entire basis for any statements about the stamp being a fake.

When I obtained further information at the time of the TIPEX show I had to choose between standing pat regardless of the facts (a la Luff, Scott et al) or of changing my opinion to agree with



SINCE 1915

the information which I had every reason to believe was reliable. I chose to change my opinion and frankly admitted so. I was satisfied that the apparent "shift" was produced by an accident of printing and if friend Knapp had been as anxious to find out the facts as he was to establish the genuineness of the "shift" that Bureau printer at TIPEX would probably have been willing to show him how to make it.

I am not talking about any statements made to me by Bureau employees or officials; I know what I saw done with my own eyes.

The Souren finding omits all mention of a fact which both Frank Sweet and myself considered had an important bearing on the matter - in fact it was the basis for our opinion. Many other stamps from the same plate position show no indication of the so-called "shift". It seems strange to me that if this fact was revealed to Mr. Ellsworth his report should say nothing about it.

Horace Barr's suggestion is very interesting and shows the working of an earnest, inquiring mind, anxious to find the truth. In my opinion his suggestion, tho of great value, does not apply in this case because it can be made to agree with other facts with great difficulty - if at all. But why not go further and maintain not only was the plate soldered to fill up the "shift" and the solder fell out, but it was then soldered up again. No doubt stamps can be found that will fit such a suggestion, more or less. At least they would help account for the fact that only one stamp from that position has been found with the "shift".

Please note that an error in the first par. of Pats #38 (page 1141) should be corrected. The \$1 Pony stamps were probably issued in July 1861 when the \$1 rate became effective and not in the Spring of that year. The final copy for the printer was O.K. but what he got was an earlier draft in which this error had not been corrected and it "got by" until #38 was all printed.

I am rather surprised that there seems to have been no attempt to find the combination #31/41 shift shown me at the 1926 show. The Economist had it in their booth and I was told that Gene Costales had O.K.'d it. I was not told who owned it. That stamp might have a paint job on it or it might be similar to Knapp's. Wouldn't it be well to find out? I'd certainly be interested to know the Souren-Ellsworth report on it.

Hope it isn't any hotter in Kentucky today than it is here.

Sincerely,

Stanley Ashbrook



August 25, 1939

Dear Stanley,

Philately of Tomorrow No. 2 is being mailed you today. I have read it again and see no reason to change my opinion. Some of the "facts" on page 26 seem questionable to me. For instance in (1) "If each of the shifted lines were placed in normal position they would fall into the deepest lines of the engraving." This sounds like reasoning in a circle - the deepest lines of the engraving were those that were shifted, therefore the shift lines came from the deepest lines of the engraving. My recollection is that neither you nor I were able to make some of the so-called shift lines fit and I wonder if Mr. Ellsworth superimposed the shift lines on the normal design with the care and precision which you exercised.

(2) all this proves little except that the shift was not a paint job or some kind of a fake print added afterwards.

(3) if there were two states of the plate then the "shift" came from the first state or the second. The statement in Knapp's letter ***"proof of the genuineness of the shift EXPLAINED" seems very curious, for the Souren report contains no statement as to whether the shift was from the first state of the plate or the second. An explanation which fails to explain an extremely important ~~point~~ question does not agree very well with Knapp's statement that ***"no further question can arise". In my opinion there are important facts which do not agree with a supposition that the so-called shift came from the original state of the plate or a later state.

Page 7 - "A shift of this extent and sharpness could only occur on a plate that was relatively soft." Do you think anyone who has had much experience with shifts on U.S. postage and revenue stamps printed from steel plates from 1851 is going to swallow this?

2/3 of 3c 1869 on tax notice; there was one of these things in the Needham collection in 1920. My recollection that I wasn't wholly satisfied it was 100% authentic and that Ackerman didn't keep it and it was sold at auction. It seems to me that I was at an auction recently and saw Golson buy one at what I thought was plenty - but far less than the price on the Martin invoice.



September 12, 1939

Dear Stanley,

The letter from Harry L. came this morning. I have read it carefully and you will find it enclosed. It contains so much obvious truth that comment is hardly necessary. The references to myself are very flattering and appreciated but I am not sure a dealer is considered to be a proper recipient for any high philatelic award as you mention.

Almost immediately after the first announcement of the prospective book on the PIONEER POSTS of the U.S. appeared I received a letter intimating that I was at work on a philatelic monument with the intention of seeking a medal or some such reward. In my reply I stated that in my opinion the work on the 10c 1847 plate was philatelic monument enough for any one student.

The carrier chapter in your Vol. II certainly was not written with any idea that any kind of an award might result from it. I asked Harry about how many pages he wanted it to take so I could make the story fit into the space assigned. I found out that he preferred another plan - there was no space limit and I was free to write as good and as comprehensive a story as I could. That is what I tried to do, hoping the chapter would compare favorably with the remainder of the volume. If ten or twenty years hence it is found not to leak too badly I shall be satisfied that it was worth while.

I did not realize it was any secret why the APS is piling up cash and is very averse to spending any of it. When enough has accumulated it is to be invested in a National Home or U.S. Philatelic Headquarters, or clubhouse or something of that kind in Washington, D.C. At least I understand that is friend Wilhelm's idea. Some of us may not live to see it and would like to have the APS do more for philately while we are still here.

The Penny Black booklet was financed on an appropriation of \$300 and actually cost about 10% less - barely 6c per member. Some letters received indicate it was one of the best investments the APS ever made. Yet the 1938 convention didn't renew the \$300 annual appropriation and didn't give the Handbook Committee a nickel - not even postage expense. Read the committee's report on pages 50, 51, 52, 53 of the 53rd Proceedings and also the bottom of page 82.



Among several articles intended for handbooks which have been reviewed one which is planned to start in the AP soon is devoted exclusively to U.S. stamps. The work of the Committee on this particular article has been more than just reading it. The plan that was adopted at the 1938 convention was not what the Committee recommended, has added considerably to the Committee's work and responsibility, but the Committee has been determined to make it work, if possible. We do not feel that we have been unsuccessful.

The above is not a reply to your criticism of the contents of the AP - it is merely a statement of facts which you have a right to know.

The accumulate as big a cash fund as possible by spending as little as possible idea is not new. In the early days some members believed that the one thing most certain to hold the APS together inspite of any factions or ructions was a substantial fund of cash. Charlie Severn, Ham Barnum and others of the Old Guard clung to that idea and you may recall how successfully Diamant's desire to have the APS spend \$1,000 or something for publicity every year was resisted - and usually defeated.

Ever since I have been on it the Handbook Committee has had to function between two diametrically opposed influences. One that handbooks should be given free to all members and financed by an appropriation from the society's treasury, and the other that handbooks should be sold at some price to members who want them. The first plan tends to overcome the criticism that the APS doesn't do enough for its members - the second plan has not been effective in meeting that criticism.

All this may seem to be beside the point of your letter, but is not wholly so. I am trying to make it clear that a society which has shown itself so reluctant to spend for the benefit of many or all of its members is not likely to encourage an expenditure which some will consider is to add glory to a very, very few.

I'll favor the action and won't care a hoot whether my motives are misconstrued or not. I'll vote for a medal for Chase, Dietz, King, Johl or anyone who has done honest and valuable work.

If anyone has the idea that the Handbook Committee knows how to spell only one word "NO" they are much mistaken. Let me assure you the Committee will be glad to review any article you may care to write for the AP and will be glad if it is of suitable length and contents for a handbook. If Kimble accepts it for the

AP we can reprint in handbook form.

Sincerely,

Elliot Perry



SINCE 1915

East Clarendon, Vt. I should think any great expert with Colson's long experience could see that "East Randolph" doesn't fit in this postmark and would be suspicious of a dating so much stronger than the remainder. Had a similar queer pmk sent in recently but don't recall what else was cuckoo about the cover, except that it wasn't what it should have been.

Split 6c 1869 and 30c 1869 cover: We make reports on such for a dollar or two. Probably our opinion wouldn't stand up in court as well as Spuren's proof.

1869 used originals without grill; Sometimes it is difficult to tell if a stamp ever had a grill but anyone who knows as much as Colson is supposed to should be able to distinguish between originals and re-issues in most cases.

Sometimes I have wondered if Colson really knows as much as he is credited with knowing. There seems to be a general idea that he is rather cagy about giving out any information that may benefit anyone but W.H.C.

Leaving tomorrow for Vermont to pick up the Indians and bring them home. Back about next Friday.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elliott Perry".

158 East 64
New York City Jan 5

Dear Stan,-

The "Nashville
Side" of this cover
is a raw fake -
there was no such
cancel used in Nash-
ville - Its positively
N.G. Value of
the item is in the
Express case on reverse
side and if you want

to sell it cheap,
I'll take it, but
not at any fancy
price - Send it
back if that's OK
with you

Happy New Year
Fred Keaff

P.S. Stamps are
dead here just
now, and very little
that's worth a damn
being offered to
Ed

158 East 64
New York City

Dec 23-

Dear Stan;

I can't see
a chance of the 3¢
Nashville being O.K.,
but then, the dope
~~say~~ may be wrong -
I'd like to look it
over -

Confeds and Patriotics
are at present about
a "dead" as anything
in stamps - Sales at
auction have been

regular slayettes -
W.S. isn't as bad,
but its not-too-
hot - I bought a
90¢, 61 cover (to China)
stamp with very small
marginal tear, for ^{\$}75,
last week and two
covers, each with 2
pairs of 7¢ Banknotes
(1 Continental, 1 National) for
^{\$}22⁵⁰ apiece; These would
have fetched 3 times
that a year ago -

I'll buy stuff in
decent condition, if

2.) prices are low
enough, and I'm
ready to take a
big lot - if it comes
for "cash on the
mail" - If you
can send me some
fine stuff, I guess
I can handle it -

Walcott is "OUT,"
for the present,
but there are others
who are interested -

I might be able
to buy the Finances,

Preserved etc in
one lot, but I cant
use any thing but
good condition -

I'm looking for
covers (up to 1870
especially) with cover
card advertisements
of Hotels - Can pay
a dollar apiece for
them with pictures
of the house (or more
if they're fancy, of
course) and about
50¢ for those with
just the names & no

3) picture - Havent
you a bunch of
them, you'll let
me have?

Also want nice
Western Expresses
and covers of U.S.
and other countries
in combination -

Also any spectacular
"corner card" covers
up to 1870 - (or even
later) Want Exhibitions
& Fairs - Pictures of
Steamboats or Sailing

Vissels and
"Chos-chos Trains"

Also, (I now you'll
laugh) will buy any
Carrier & Jones Prints
if they come "right",
and are in decent
condition, will buy
a lot-, if you have
them -

Merry Christmas

Ued Kerajef



PRESS OF THE DIETZ PRINTING CO.

"The Shop of the Craftsmen"

109 E. Cary Street

RICHMOND, VA. December 14th, 1929.

Mr. Stanley B. Ashbrook,
306 Fountain Square Bldg.,
Cincinnati, O.

My dear Ashbrook:

Yours of the 12th inst. with the Nashville cover received, and I note your comments.

The stamps are of that setting and dull red ink in which the supposedly genuine issue appears. It is believed that the postmaster had this denomination prepared under the impression that the U. S. letter rate would prevail in the Confederacy, but before they could be placed on sale the rate advanced to five cents, rendering this value useless. (A parallel case might be cited in the General Issue De La Rue ONE CENT.) All this you know as well as I, and also that there are "counterfeits" of this stamp, readily distinguished by the curvature of McNish's name, the figure "3" and particularly by the surrounding printers' brass rule with corner bevels. The imitator failed to "match up" there. So I would call the stamps O.K.

Now we come to an analysis of the cover.

Why a turned cover? There was no shortage of paper or envelopes at that early period. (Unless the writer was a frugal Scot!)

While the canceller registers with the well-known Nashville postmark--even the blue ink, though that is of a very much darker shade, and apparently PRINTING-INK!--the thing is placed too "perfectly", and I am of the opinion that it was done in the following manner: Instead of "thumping" the canceller in the usual manner, this impression was made by carefully "setting" the canceller "in beautiful position" and while held there by the left hand, it was struck with the ball of the right. Result: sidewise "blur" of the lettering, which occurs every time you try it. It is the quiver that results from a jar, and rarely found on cancellations thumped on in the ordinary way, unless the operator hits 'em one-at-a-time, and then that sidewise jar will only occur if he lets the "weapon" rest on the cover a moment.

I believe the cancellation to be a "made" one, and I believe it was made in Nashville, or wherever the old canceller was available. For once I will not credit the Lorraine, Va. genius with that much forethought, for the Express cancellation properly antedates the Nashville

1 impression separately - instead of two or three on top each other which form a "cushion"

(over-shoot on paper) "The Lyfe so shorte; the Arte so long to learne"



Possibly an Important Message

By THE EDITOR

MR. ELMER STUART, Vice-President of the Chicago Philatelic Society, submitted for my inspection, during the recent convention of the S. P. A. in his city, the cover illustrated above.

It is an intriguing piece and it stirs the imagination.

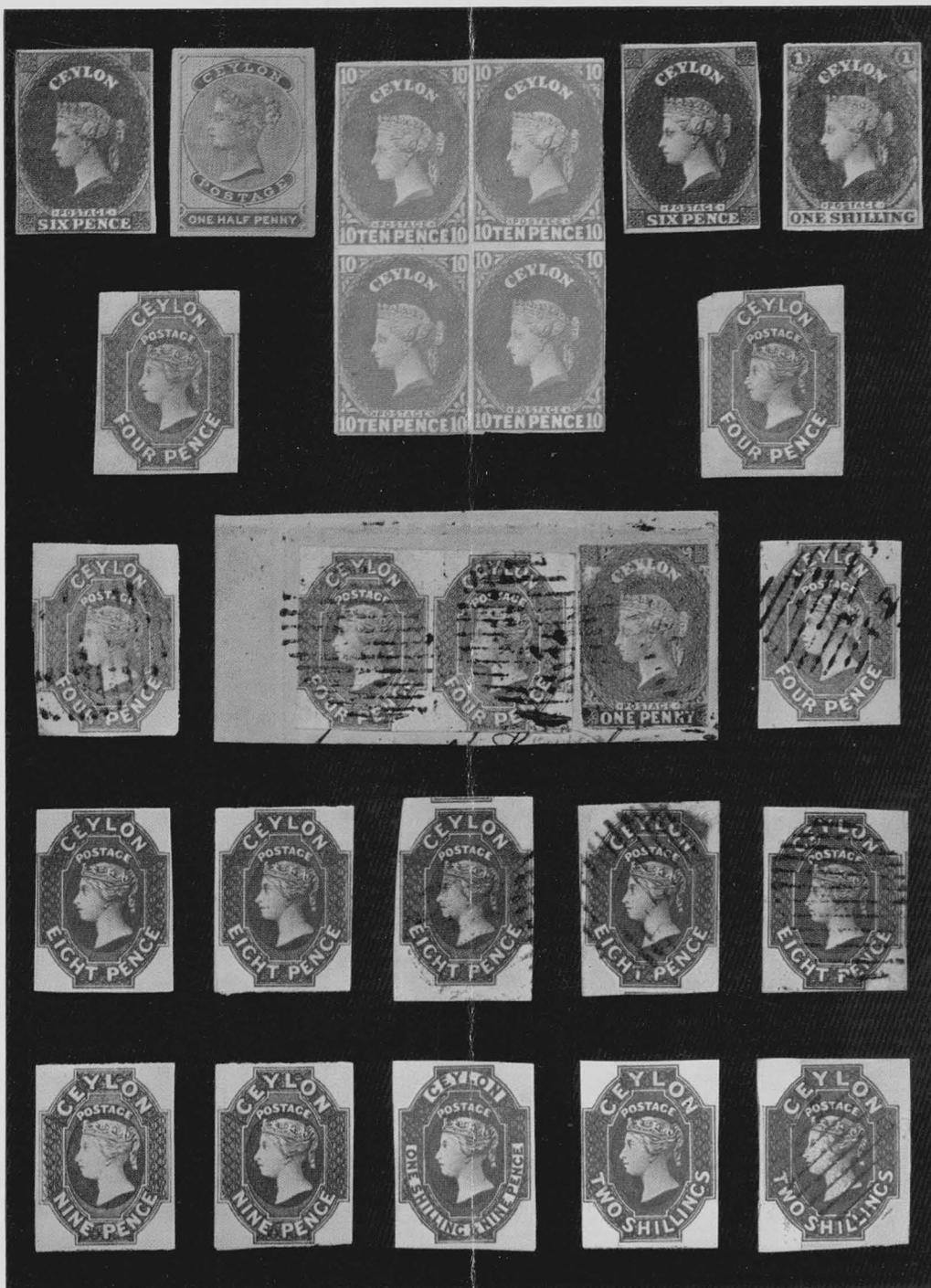
It is not a prisoner-of-war cover. It bears neither Examiner's markings nor the usual inscription "Per Flag of Truce." It passed through Northern and Southern postoffices unchallenged, save for the "Due 5" handstamping after it entered Confederate territory, and this charge may have been added for its forwarding from Jackson to Natchez, although there is nothing

visible to bear out this presumption.

The letter was evidently posted at Buffalo, N. Y. on August 9, 1862, and forwarded to Jackson, Miss., where it arrived September 15, 1862. From that point no markings indicate its final course to the addressee in Natchez.

Of particular historical interest are the two endorsements—one from Northern military headquarters, the other from a Southern army division. Either the person writing, or the contents of the letter, must have been of sufficient importance to be accorded virtual "protection" by two opposing commanders. The first endorsement is that of Maj.-Gen. Butler by his aide-

Supplement to
THE STAMP LOVER
June 1938



IMPERFORATE PENCE CEYLONS.
The "Anthony de Worms" Collection.

COLLECTING U.S.A.

By Sir Nicholas Waterhouse, F.R.P.S.L.



WHEN asked to write "something about U.S.A. stamps" I find it difficult to know where to begin and where to end, but I hope the following few general remarks as to my reasons for giving up the stamps of all other countries and concentrating on the Nineteenth Century of U.S.A. may be of interest to some readers of the "Stamp Magazine."

There are quite a number of reasons for my choice, but I cannot attempt to put them into order of merit. Perhaps, however, as "Art" is usually considered less sordid than "finance," I had better start off by saying a few words on the æsthetic side of the matter.

While I always look upon the first of all stamps, the Penny Black English of 1840, as surpassing all others as a really artistic production, I do not think the first 5c. and 10c. U.S.A. stamps of 1847 fall very far behind it in this respect, and I also maintain that some of the subsequent U.S.A. issues rank higher than those of any other country, not only in their design and superb execution, but also in their very pleasing shades of colouring. Look, for instance, at the 1851 issue and some of the shades of the 24c. of 1857, 1861 and 1870. Even in later days the artistic merits of the stamps of the U.S.A. compare very favourably with those of most other countries, but, with

postal requirements reckoned in millions as against thousands some eighty years ago, the cost of producing stamps with anything like the character of the old classics would, of course, be prohibitive.

Another attraction to me is the very large quantity of minor varieties of design of some of the earlier issues, many of which afford a most interesting sidelight on the method of manufacture and production of the stamps, to say nothing of their assistance in "Plating" if one has the urge and opportunity of engaging on this kind of jig-saw puzzles. It may be mentioned also that some of these varieties are of extreme rarity, and there is always the intriguing possibility of picking up something for a few shillings which may be worth as many pounds or even more. I would like to give some rather amusing examples of my experiences in this direction, but neither space nor modesty permits.

On the other hand, in 19th Century U.S.A. stamps there is a complete absence of the numerous tiresome minor varieties of watermarks and perforations which seem so much to clutter up the collections of stamps of some other countries, and which, while in themselves carrying enormous weight as regards philatelic values, never appealed to me much when I was a general collector.

Then again there is the historical interest of a specialised collection of United States stamps. Most countries

may have this special appeal to a greater or lesser extent, and in some of them, such as the Transvaal, the postal issues may even furnish a fairly concise history of the country ever since stamps were introduced. I know of no other country, however, than the U.S.A. where the study of its stamps can be made to illustrate so clearly the development of a vast continent and its resources so far as inter-communication and transport problems were concerned. This historical side of a U.S.A. collection is not only evidenced by the Postmaster stamps, the Carriers (official and semi-official) and the Local posts, including the romantic and sensational Pony Express, but there is also a vast field of interesting study in the postmarks, cancellations and the numerous hand-stamped instructions. Such inscriptions as "Southern letter unpaid," "Held for Postage," "via Nicaragua," "Ahead of the mail," "Way," and many other printed or manuscript words and phrases all have their special historical significance which cannot be dealt with in a short note of this description. It is sufficient for me to say that the published works of Dr. Carroll Chase, Mr. Stanley Ashbrook and other great American masters of philately afford the most thrilling reading on these subjects to all collectors of U.S.A. stamps, and incidentally should also be of the greatest interest to any student of American history, whether a collector of stamps or not.

While speaking of postmarks, one must not forget the numerous private hand-stamps prepared by certain postmasters for cancellation purposes before any general form of obliteration came into force. Among these may be mentioned the various Masonic signs, the emblems representing the industry of the locality (such as the "Danbury Hat"), and the numerous patriotic heraldries (such as stars and stripes), zoological illustrations (such as birds, cats, mules, etc.), and comic and gruesome devices (such as skulls, death's heads, etc.), which are found to adorn the stamps from certain cities that boasted of a postmaster either with artistic proclivities or with a sense of humour. Incidentally, many of these rough efforts, such as the "Kicking Mule" of Daytona, the "Lyre" of Canton and the "Blue Bird," which seems to have been popular in several towns, are of considerable rarity and value.



The portrait of Washington used for the early U.S. stamps was taken from the bank notes then in use. A portion of one is illustrated here.

Perhaps more than is the case with any other country, the 19th Century stamps of the U.S.A. used on their original covers are far scarcer than such stamps detached therefrom. This is so even without regard to any specially interesting feature in the cancellations or postal marks appearing on the cover. Indeed, some of the higher values are extreme rarities in this condition, and an authentic copy of the 90c. 1869 used on cover (which has yet to be discovered!) would realise a postively fantastic figure, certainly more than one hundred times the price of a similar copy as found in most collections. The 90c. blue of 1860 is also a great rarity, only a very few copies being known to exist on original covers.

The 90c. of 1861, while worth perhaps 30/- according to its condition, would nowadays fetch at least £30 on the cover, and a really fine copy on a clean envelope might realise very much more. This was illustrated at an auction sale in London last year when a large number of these 90c. stamps came up for sale. The first few dozen lots detached from the covers went at about 15/- to 35/- per stamp, but for the last five or six lots comprising the stamps on the covers it was a case of about £50 a time! The lucky finder of this correspondence in Hong Kong, who had taken so much trouble to soak the stamps carefully off the envelopes until a kind friend stopped him doing so just before he had completed his work, must have reflected very sadly if, indeed, he did not "say something" when he received his cheque and the detailed priced catalogue from the auctioneer!

In view of the above, it is only natural that the quick-witted and nimble-fingered fraternity on the Continent should be turning out some pretty convincing work, and collectors of U.S.A. stamps should exercise special care, before purchasing covers cheap (or even dear), to make quite sure that the stamps thereon "really grew there." Some of these faked covers are very dangerous indeed, and I am afraid I must own to having been a victim on more than one occasion. One very pretty cover which I have fills me with shame. It is addressed to England in 1863 and bears a very scarce combination of stamps, namely, the 1c. blue, the 5c. deep brown and the 5c. "mustard" (11 cents in all instead of 12 cents), and the 1c. is accordingly cancelled with the words "short paid." I do not know which, if indeed any, of the stamps was affixed in 1863, but I do know that unfortunately the 1c., so beautifully cancelled, is one of the series re-issued in the year 1875, and as such is somewhat of an anachronism on an 1863 cover! My excuse for owning this gem is that it formed part of a genuine correspondence in the 'sixties which I acquired a few years ago.

In conclusion, perhaps I might say a word from the "financial" or "investment" point of view. For one reason or another there has always seemed to be a steadier trend in the upward direction in the values of U.S.A. stamps than in those



SIR NICHOLAS WATERHOUSE, K.B.E.

Illustration by courtesy of Frank Godden

of any other country. This is probably due to the special appreciation which Americans rightly have for their own stamps and to the ever increasing number of really serious collectors in that country. This, combined with the fact that there is nothing like a sufficient number of the old "Classics" to go round, and the immense amount of material required for research work, has had a positively startling effect on prices during the last quarter of a century. For instance, some twenty-five years ago the very plentiful 3c. stamps of 1851 might be acquired "unpicked" at a few shillings a hundred, while now really fine copies of the various shades would average out at a few shillings each, while some of the scarcest minor varieties would fetch as many pounds! The same applies to the rather scarcer stamps, and also, though, of course, to a lesser proportionate extent, to the great rarities such as some of the Postmaster stamps and the so-called "Premiere Gravures" of 1861.

To illustrate this, I might remind you that not so long before the war Messrs. Peckitt & Co. had the whole window of their shop in the Strand full of a "correspondence" consisting of U.S.A. 1847 5c. and 10c. stamps used on covers, including many scarce cancellations and

minor varieties. These were offered at 10/- the two (one of each 5c. and 10c.), on the system of "Put down your money and take your choice." But to show the enormous appreciation of some special items, such as blocks or rare minor varieties in the earlier issues, I would like to mention that in 1904 I bought at auction a block of six of the imperf. 10c. for the sum of 18/-. The block, though slightly torn, was a very fine-looking piece cancelled in red and containing four of the "Re-cuts." This lot realised £285 when I sold my collection at auction in 1924, and though I felt so sad at parting with it that I offered the purchaser a handsome profit on his bargain, I could not persuade him to let me have it back! I can recall many other instances nearly as sensational, and I believe that, even with values at their present-day level, these old U.S.A. stamp "Classics" still afford scope for really worth-while investment. In saying this, however, it is, of course, understood that nowadays everything depends on condition, and that it is no good hoping that one's stamp collection will turn out a financial success unless the very greatest care is taken in the selection of the right kind of material.

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The California Mails

Being a Paper Read Before the First
American Philatelic Congress,
Philadelphia, Pa., 1935.

By

R. A. BARRY

THE decade and a half following the annexation of California is possibly the most interesting for the philatelist of any like number of years in our country's history. Little happened until the discovery of gold, but from the time that this fact was realized by the rest of the nation the story of California mails runs the gamut of human emotions. Lust and greed, open-handed generosity, ruthless competition, political chicanery and intrigue even to the point of disloyalty to the government—are all to be found in the story of that fifteen years.

Prior to the Mexican War, the native Californian's interest lay toward Mexico, of which they formed a distinct and often neglected part; and their correspondence, confined entirely to Mexico City or through that point with the outer world, was adequately handled by an ambling soldier-postman who made a monthly trip from Monterey to the tip of Lower California whence the mail crossed to the mainland and was carried overland to the capital. There had been a small infiltration of Americans as well as French, Germans, English and other nationalities for some years, and such of the Americans who received or sent letters depended on the trading and whaling vessels that touched at one or another of the coast towns. Mail was left with the waterfront merchants after the manner of colonial days on the Atlantic seaboard and was forwarded when, as, and if something or somebody came along who was going its way. The forwarding

postmarks—if they can be called such—of Thomas O. Larkin, United States Consul at Monterey, although rare, testify to the state of affairs existing.

Immediately following the Mexican War, Congress realized the necessity of establishing a mail communication with the newly acquired country and also with Oregon which, like California, had been dependent on the courtesy of itinerants for mail connection with the States. The great cost compared to any visible return was a great obstacle to a quick solution of the problem, but Congress finally, after much debate, passed a bill carrying a heavy subsidy for a monthly mail to go via steamer to Panama, overland across the Isthmus and by steamer up the coast to California and Oregon. The securing of a contractor, even with the subsidy, was none too easy; but this was at last accomplished and a ship, the *California*, started on its way around Cape Horn, carrying only a handful of passengers, to take up its duties in the Pacific.

This trip of the *California* is historic. For, while on its way, word of the discovery of gold in California electrified the rest of the country. The rush started, and by the time the *California* reached the Pacific side of the Isthmus, there were enough would-be passengers on hand to fill the ship several times over. And when the *California* dropped anchor in San Francisco Bay, the crew joined the rush with the passengers and the deserted ship lay for months before another crew could be got to again put her in service. When the second ship for the West Coast service, the *Oregon*, reached San Francisco several months later, the captain saw to it that his crew did not desert and his ship carried the first mail

back. The postmarks tell this story.

San Francisco had at first the only postoffice in California, and whether one lived in the town or was mining in one of the river valleys a hundred miles away, he had to go down for his mail—or send someone else. Most of those who joined the early rush were home-bodies, out to seek their fortune, and consequently word from home meant more to them almost than gold. And it was from this great desire of the argonauts for letters that gave rise to the California expresses—individuals at first armed with lists of names of men in the various camps who made their way on foot to San Francisco and back with the cherished letters for which the miners were glad to pay a fee of \$2 apiece. The marks of Todd, Hunter, Tracy and others appeared at this time to be followed by such as the Alta and Langstons, all of whom were finally absorbed into the great Adams and Wells Fargo Express Companies, and when Adams crashed in the panic of 1854, Wells Fargo reigned supreme.

The first contract for the California mail, of such questionable value at first, turned out to be so lucrative that competition soon followed. Commodore Vanderbilt, ever reaching out for new transportation fields, could not sit idly by with an enormous volume of traffic passing his door, figuratively, and in the line he established is found one of the most bizarre developments of the period. Revolutions, filibustering expeditions, pitched battles, all enter into his "Via Nicaragua Ahead of the Mails" and not the least interesting part of his venture was the "Noisy Carrier," his mail agent in San Francisco, whose stentorian lungs, while hawking his wares through the streets of the town in the early days, had earned him the name he later used for his depot on the waterfront.

The original contractors did not long brook the Vanderbilt compe-

tion and proceeded to buy him out and scrap his equipment in Nicaragua since the Panama Railroad which they were constructing was too expensive a feature to drop. They were only once afterward bothered by sea competition, and that was when Congress authorized a line across Mexico via the Tehuantepec Isthmus. The contractors on this line went to great expense to put a line of stages across Mexico and a line of steamers from New Orleans but on the Pacific side were dependent on the Pacific Mail Company's boats. Acapulco had always been a stop for the latter but by the time the new company was ready to operate the Pacific Mail boats found it inconvenient to stop there any longer. The struggle went on for a year when the Tehuantepec line gave up in disgust. So far as the writer knows, no cover has ever been identified as having travelled this route.

The mail via Panama took care of California but not the Salt Lake region or the settlements on the Oregon Trail. For a number of years it was thought that the first overland mail was that carried by Kit Carson, telling of the conquest of California, but diaries which have recently come to light show the first to have been that carried by Robert Stuart and his party in 1813 from Astoria, Oregon, to St. Louis, from there to be forwarded to New York to advise the home office of the Astor Fur Company that the ship which had gone around the Horn the year before had been disabled and could not make the return voyage. Stuart's route through South Pass, a much easier one than that followed by Lewis and Clark, afterward became the Oregon Trail.

In 1850, Congress began to think of an overland mail to tap the Salt Lake region and in that year authorized a contract. George Chorpenning got the first one from Salt Lake to Sacramento once a month in thirty days. On his first trip his

partner was killed by the Indians. His second was caught in a snow storm, his horses frozen to death and the mail had to be dragged by hand—the men camping in the open—several hundred miles to Salt Lake City. After that he got permission to use the more open Mormon Trail to Los Angeles in the winter, but this procedure left out the Carson Valley. It was here that a big Norwegian named Thompson astonished the Placervilleans and discomfited a lot of gamblers by offering to carry the mail after a two foot snow and be back in a couple of days. He cut himself a pair of skis and did it and "Snowshoe" Thompson carried the Carson mail for several winters.

Absalom Woodward got the contract in 1851 for a monthly mail, also in thirty days, from Independence, Mo. to Salt Lake and thus with Chorpenning opened the first through overland mail. But the sixty days was double the time by steamer. The marvel is that they could carry on at all when their contract price of \$14,000 or \$15,000 a year is compared to the hundreds of thousands allowed the other route.

However, the overland was not without its friends, who staged many a verbal battle in Congress to get a decent appropriation. It was here that political chicanery enters—the North against the South—and the South eventually won. James Birch, an expert stage driver from the Boston district, had gone to California with the first rush. He did not stop to do any mining but got himself a wagon and started hauling passengers and by the time Congress began seriously considering an overland mail Birch was president of one of the finest stage coach properties in the country, The California Stage Company. He was called to Washington to consult with the committee and he verily believed he was to get the contract. But it was only his advice they

wanted. When the smoke had cleared, he found himself with a losing contract for a line nobody particularly wanted between San Antonio, Texas and San Diego. It began nowhere, ended nowhere and went nowhere in between. On part of the desert stretches he could use pack-mules, whence the name the "Jackass Mail." Incidentally covers carried on the "Jackass" are almost, if not entirely, unknown.

Butterfield got the real contract—a weekly stage through in twenty-five days from St. Louis to San Francisco for \$600,000 a year. Such names as Fargo and Dinsmore of the Adams Company in the board of directors tell why Birch lost out. The route picked by Postmaster-General Brown, a Southerner, was from St. Louis down through Texas, along the Mexican border and up through California, a route 700 miles longer than by way of Salt Lake City. From El Paso to Yuma it duplicated the "Jackass" so that stretch of Birch's line was abolished, leaving him only the two short ends.

Butterfield put on a magnificent stage line. Operations began in '58 and were as regular as clockwork, making the trip in about twenty-one days.

Following Butterfield, a fourth but little known overland contract was let—that over the Santa Fe Trail from Kansas City to Santa Fe and then west over a scarcely used trail through hostile Indian country to Stockton. This company is said to have made two trips and, like the Tehuantepec Isthmus lines, no covers are known.

In the meantime some additional money had been allowed the old central route via Salt Lake and the schedule had been increased to two stages a month, with thirty days allowed from St. Joe to Sacramento.

Thus for a short time there were six lines operating to California, two by water and four by land. Then Postmaster-General Brown died and was succeeded by Blair of

Kentucky. Blair's watchword was economy. He first cut off the Tehuantepec and Stockton lines to the great relief of those contractors and then halved the Central route appropriation but gave them the same amount of mail to carry. Blair next began looking toward Butterfield, and the Panama contractors—the "Jackass" in the meantime had died a natural death. But all he could do to the big fellow was make faces. They were too strong politically for him to actually bother them.

In 1858, a new express appeared on the scene—Jones and Russell had started one from Leavenworth to the Pike's Peak region. Russell was a member of one of the greatest freighting firms on the plains, Russell, Majors and Waddell. The firm had large Government contracts to supply the Army posts and in private hauling their ox trains stretched intermittently from the Missouri frontier to California. Russell's partners had refused to go into the Pike's Peak venture, so Russell went in himself—on ninety-day notes, and began carrying the first regular mail to Denver even before the Government had a postoffice there. The venture was not a success and, when the notes came due, Russell could not meet them. Rather than see him go to the wall his partners came to his aid. Russell now suggested they buy the Central Overland contracts—this company was about to fail—and by operating the two together pull themselves out of a hole. It was a disastrous day for the great freighting firm when they agreed.

The Butterfield contract was to run out in March 1861, and the self-styled friends of the Central route in Washington persuaded Russell there was a chance for his firm to get the overland contract. But before this could be assured it would be necessary to demonstrate conclusively that the Central was an all-winter route as the previous poorly paid contractors had given it

a bad name. Trouble was brewing between the North and the South, but whether Russell was the victim of a deep laid plot to ruin a wealthy Northern firm or whether he was merely guilty of a foolish business move will probably never be known. At any rate he agreed to put on a horse express at his own expense which would carry mail between Missouri and California in ten days and by operating on schedule winter and summer would show that Congress could safely award the contract over the Central route.

His partners were aghast, but he had given his word and they felt obliged to go along. Thus one of the most spectacular episodes in the overland mail, the Pony Express, came into existence. It was one of the greatest advertising stunts but dismal financial failures ever staged. In March of 1861, the North and South were on the verge of war. Southern sympathizers had cut the Butterfield line at several points, and entirely disregarding Russell and his Pony Express, Congress ordered the Butterfield equipment to the Central Route, renewed their overland contract and gave them an allowance besides for the trouble of moving.

Russell, Majors and Waddell were bankrupt. Ben Holladay got their equipment and also a subcontract for the mails between Missouri and Salt Lake. Butterfield sold out to Wells, Fargo interests and a company was formed to operate west of Salt Lake. The Pony Express was continued a few months, using Wells Fargo stamps, until put out of business, except locally in Nevada, by the completion of the telegraph. Holladay continued a few years when Wells Fargo took over his interests in the stage lines and the romance of the California mails was at an end.



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A Tribute to the Bank Note Engraving Profession in the U.S.A. in the XIXth Century.

By THOMAS F. MORRIS

(son of "Tom Morris," head of the Engraving Division when the Bureau of Engraving and Printing took over the production of U.S. stamps).

[In the STAMP LOVER we have delighted to gather records of the artists who have designed and engraved postage stamps. The American list is a long one, and of many of them biographical and other data are scarce. At the International Philatelic Exhibition in New York last May we had the pleasure of meeting and hearing two descendants of famous engravers. Each read a paper of high interest concerning the early American stamp engravers.

We asked when and where these would be published. Apparently no one had contemplated publishing them at all. Thanks to the good offices of Mr. Max Johl, who was chairman at the gathering where the lectures were delivered, we have secured the manuscripts of both with the authors' consent to publish. The first is printed below; the illustrations are our editorial additions.—
Editor, STAMP LOVER.]

TO speak to you on a subject so vast and complex as Bank Note design and engraving would require considerably more time than that which has been allotted to me this afternoon. When one considers the development of bank note work over the past century in this country, a technical discussion of the subject would prove far less interesting than that phase of it in which the individuals played such an interesting and important part. At the specific request of your chairman, I was asked to develop and briefly tell you something about the careers of some of the intrepid pioneers of the bank note profession, and others who followed a half century or more ago, whom I may say carried on the fine traditions of their professional mentors. To that end I desire to pay tribute to these men—their talents, courage and devotion to the high ideals which surrounded not alone their business careers but their private lives as well. I was also asked by Mr. Johl to present such data as would be interesting to you concerning my father's career that I have been able to develop before and after he came to Washington some 42 years ago to assume charge of the Bureau's production activities. In my willingness to do so I wish all to know that were my father alive to-day he would probably tell me what success he attained, recognised perhaps to some extent by the bank note profession, was directly attributed to the great men long since passed on and almost forgotten—that they alone were responsible in developing his talents in the designing of bank notes, stamps, bonds, and the intricate details of their production, as well as the kindred arts of painting, to which he devoted many spare hours of his busy life.

These bank note men were skilled in other fields, and I feel you will also be interested to have some light thrown upon their interests and activities outside of the sphere of their daily business routine. To date, little has been written about their careers, and apparently they themselves were reluctant to write upon them, so that I am very much afraid in developing facts on the past, there will never be a complete historical work of all these bank note men.

Jacob Perkins.

We must turn back the pages of our history one hundred and seventy years ago, when on July 9, 1766, in the town of Newburyport, Mass., one, JACOB PERKINS, was born. This one man played a more important part in the historical background of bank note work than any other person. His career was spectacular. During his youth, while employed as a goldsmith, he gave evidence of initiative and inventive ability, and on the death of the proprietor of the shop in 1780, Perkins assumed charge of the business when only fifteen years of age. Seven years later he was commissioned by the State of Massachusetts to engrave dies for copper coinage. It is recorded that the old Massachusetts cents with the Indian and the eagle were coined from the Perkins original die. He also invented a machine for cutting and heading nails in one operation. He then became interested in the technical problems of bank note engraving, and having moved to Philadelphia in 1814, he met GIDEON FAIRMAN, of the well-known bank note firm of MURRAY, DRAPER, FAIRMAN & COMPANY. During this early period the banks throughout the country were considerably alarmed by the increase in spurious money being made by unscrupulous persons, and many banks were forced to close their doors. With the same



Jacob Perkins.

Illustrated from "Great Britain: Line Engraved Stamps" (Melville).

resourcefulness which characterised his earlier efforts, he devised a machine, which was patented some fifteen years earlier, one claim of which read "Essentially founded upon the assumption that the bank note may be made to contain so great a quantity and variety of work, extremely difficult of imitation, that a single note so made would cost the counterfeiter more than he could obtain by passing hundreds of them." This machine, now commonly known as the Transfer Press, revolutionised the bank note industry of that period in that it was possible by such process to make fac-similes from the original. It would take much time to discuss the technical side of the processes involved during this early period. But I would like to say by such process individual vignette dies engraved on separate pieces of steel could readily be transferred from a flat piece of steel to a steel cylinder, which, after hardening, could be rolled in to any required position on the plate, thus facilitating time and labour in the development of a bank note plate. Perkins also invented a printing press roller by which process the ink could evenly be distributed over the surface of the engraved plate.

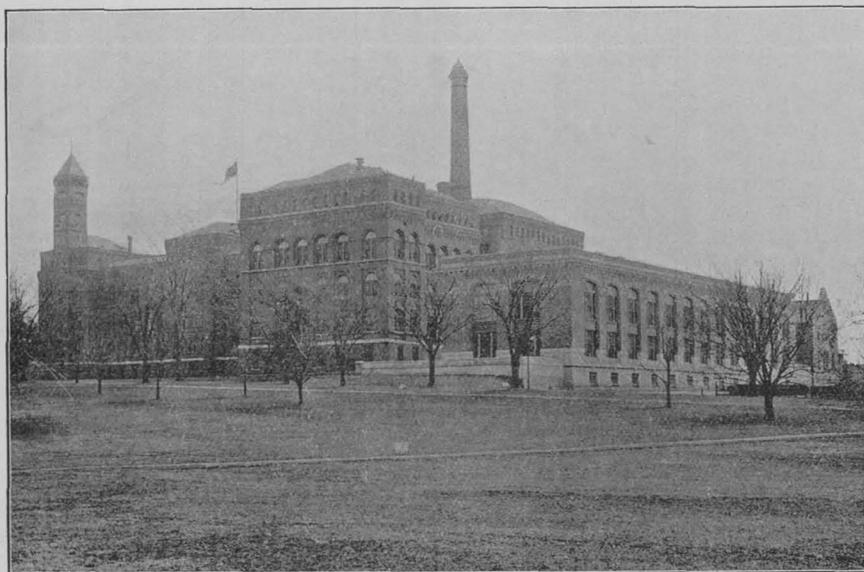
Perkins went abroad in 1818 and exploited his invention in England, and endeavoured to interest the Bank of England in the production of their notes, taking with him twenty-six cases of machinery. He met difficulty from the first, and after many months of effort, the Bank of England decided not to use the Perkins invention, and to this day these notes are being produced much in the same manner as two hundred years ago. Later, Perkins associated himself with the influential Heath family, and they established a plant for making plates of bank notes under the name of PERKINS, FAIRMAN & HEATH. Fairman having returned to Philadelphia in 1822, the firm's name was changed to PERKINS, BACON & COMPANY. As you all know, this firm produced in 1840 the first British penny postage stamp, and since then this same firm has produced many millions of British and Colonial postage stamps by the Perkins' process. By this same basic process transfers were made on to a plate used in the production of our own 1847 postage stamps, and is still being used to-day in the production

of stamps by the Government and by all the bank note companies.

It is of interest to know Perkins also invented the process of hardening steel without damaging the engraved surface of the plate. His ingenuity led him to experiment with steam boilers, whereupon he invented a process of generating high pressure steam. He invented and took out a total of 33 patents on different inventions, among which he constructed a model of a steam machine gun and demonstrated to the Duke of Wellington that by such process it was possible to discharge cannon balls at the rate of approximately 1000 a minute. There are many inventions credited to him—such as an improved paddle wheel, method of warming and ventilating rooms, an instrument to indicate the speed of moving vessels, and many other numerous devices. Perkins was awarded several gold medals by Engineering Societies in England for his pioneer work in the advancement of science. He continued in his business activities until his 70th year, and after a varied and useful career died in London, England, on July 30th, 1849. The name of Perkins and his inventive genius add much colour to the history and development of the process by which the government and the bank note companies can produce many thousands of stamps in a single hour.

Asher B. Durand.

We find a gradual, but very definite and important development in bank note work in the U.S. during the first two decades of the 19th century which had a very definite bearing upon the designing and engraving of our first postage stamp some thirty years later. About the same time Jacob Perkins was working out the details of his unique machine, a youth by the name of ASHER B. DURAND, was serving his apprenticeship and struggling with his graver under the guidance of the eminent engraver, PETER MAVERICK, in his shop at Newark, N.J. The Durand family played a very prominent part in the early history of bank note work. Two brothers, CYRUS and ASHER, were born and lived as youths in the then primitive settlement of what was called Jefferson Village (name since changed to Maplewood) on the south side of the Orange Mountains in New Jersey. Their father was a silversmith, which occupation was followed by parents of many of the early Bank Note Engravers. Asher and two elder brothers were initiated early in the work of their father, engraving watch cases, monograms and cards. Asher was, however, much more contented in drawing animals and the human figure, and in imitating wood cuts found in school books and the simple vignettes found on bank notes. Through the assistance of a Mr. ENOS SMITH, who took especial interest in the youth's artistic ability, he was taken to New York to meet a Mr. W. S. LENEX, then the most prominent engraver of that city. Mr. Lenex's terms were, however, far in excess of his father's ability to pay and the youth of 15 years was forced to return to his home. Mr. Smith, still interested in Asher's welfare, applied to Peter Maverick, then the most prominent writing engraver in the country, living in Newark, N.J. Mr. Maverick agreed to take the young man



The Old Bureau of Engraving and Printing, Washington.



These 5c., 10c., 12c. and 24c. were the work of the brothers Durand. Asher B. engraved the portraits and Cyrus the frames.

in his shop for a period of five years under the terms of \$100.00 per year, which Asher was to pay himself at the expiration of his apprenticeship.

His career as an engraver commenced in October, 1812, and his first essay was a copy in lead pencil of an engraved head three or four inches long. Mr. Maverick, quite satisfied with his effort, gave him a job of lettering a copper plate of an old title page to *The Pilgrim's Progress*. The execution of this plate so pleased his instructor that he was given certain work to do on plates for the shop's trade. As he stated in later years, "My progress was rapid; I soon surpassed my shopmates and became the chief assistant of my master." It is stated that Asher Durand soon surpassed his master and much of the work bearing his employer's name was executed by the pupil, and at the end of his apprenticeship in 1817 became the partner of Maverick. His reputation steadily increased and within three years became the firm's principal member. His work in reproducing oil paintings on steel favourably impressed the then celebrated painter, COLONEL TRUMBULL, who had been aide-de-camp to General Washington during the Revolution. Trumbull, having effected unsuccessfully arrangements with JAMES HEATH of London to engrave his "Declaration of Independence" on account of his exorbitant terms, applied to Durand to execute the work. Durand agreed to engrave the plate for \$3000, half the sum which Heath had requested. Durand was engaged for a period of three years on the plate and the work was so successfully executed that it established his reputation as a master of the art. As a result, this young man, at the age of 27, found himself bearing a national reputation and accepting commissions for engraving portraits of national celebrities. He was asked by a friend, "Why do you not engrave the ministers, they'll sell like hot cakes?" He did undertake such work and engraved many portraits of prominent men of that profession, but he stated, "This was the most humiliating work I ever did. I used to get them up in conjunction with the painter. The general public would not buy them, so we had to appeal to the ministers and the congregations; and hawking them about in this way, by personal appeals, I barely made a living by engraving them." He afterwards accepted commissions to engrave portraits of well known patriots of the Revolution for the National Portrait Gallery, after paintings by Trumbull and STUART; and particularly was he called upon by persons of national prominence in the arts, medicine, theatrical profession and literature to execute their portraits on steel.

Cyrus Durand.

The art of bank note design and engraving was still in its infancy in this country. It was in 1824 that this eminent engraver with his elder brother, Cyrus Durand, decided to form a partnership under the title of A. B. & C. DURAND & Co., for the purpose of designing,

engraving and printing bank notes of a superior quality rendering imitation or counterfeiting nearly impossible. Asher was well qualified in that his skill in composing and drawing suitable designs, called vignettes, and the technical knowledge of engraving them gave the firm certain prestige and their reputation grew rapidly with the banking institutions of the country. His brother, Cyrus, a mechanical genius, had perfected the geometrical lathe by which delicate and intricate lines were produced on steel. The use of such lathe work in the printing of bank notes and the artistic vignette designs used in conjunction with it so completely revolutionised the industry that the firm soon surpassed other firms in the same field. Many perhaps do not know that Cyrus Durand, who perfected the geometrical lathe, was called upon some twenty-six years later by TOPPAN, CARPENTER, CASILEAR & COMPANY to produce the delicate lathe work designs on those stamps of the 1851-56 issue bearing such work. So important was the quality of their work in connection with bank notes that one bank president wrote to the Durands stating he desired "to have the eagle present a ferocious spirited aspect; I want you to tell Durand to give him the real steel-trap look."

I think it can definitely be said that the pioneer work of A. B. & C. Durand & Company was most decisive in bringing into play the character, the excellence and the safeguards which have surrounded the art of bank note engraving during the period of the last seventy-five or more years.

I think you will be interested to learn that Asher B. Durand after having established a most enviable reputation in the bank note field, gave up engraving completely, abandoned a fortune for art and devoted the remainder of his life to portraiture and landscape painting. His work with the brush was eminently as successful as his early work with the graver and he became, without help or favour, within a reasonably short time one of America's outstanding landscape artists, and President of the National Academy. It is more significant when we learn that he attained success in his latter chosen field without having received instruction either in portraiture or landscape, and mastered the profession solely by observation and intensive study of natural surroundings about him.

James Smillie.

Asher Durand played an important part in the careers of other well known engravers of the bank note profession. His encouraging words and assistance rendered many of the young engravers of that day brought to those same men later in life successful careers unmatched in the art of steel plate engraving. Perhaps there was no one who felt more indebted to Asher Durand than JAMES SMILLIE, the eminent pioneer pictorial engraver. Mere accident brought them together, the story of which will be briefly told a bit later on. Again

we find another example of American rugged individualism. The name Smillie is unique in the annals of American bank note engraving. Although born in Edinburgh, Scotland, on November 23rd, 1907, James Smillie's work is distinctively an American product. His father was also a silversmith, and James' interest in engraving manifested itself early in life. His earliest recollection as a lad was of standing with his mother near the old Tron Church, High Street, Edinburgh, watching the 42nd Regiment Highlanders enter the city after their recent victories at the Battle of Waterloo.

At the very early age of twelve his ambition was to become an engraver and much against his mother's wishes he apprenticed himself to JAMES JOHNSON of Edinburgh. His engraving activities were somewhat interrupted by his family's desire to migrate to America. It is rather interesting to read the account of the family's journey to Quebec on the high seas on the brig "Neptune." It took considerable courage for his father and mother and their eight children to embark upon the adventure which required forty-six days in the ocean crossing. All food and water had to be carried by the passengers and there was no luxury and little comfort in the poorly equipped sailing ships of that time. After their arrival in Quebec, James found it extremely difficult to obtain instruction in the engraving line and after many months of effort he was given an opportunity through the good offices of Lord Dalhousie to return to England to accept instruction from one or two English engravers. After only eight months spent in England and Scotland, he returned home to Quebec and again established himself doing odd engraving jobs. Little did he realise at that time that he would later in life carry out the wishes of his employers, first the National Bank Note Company, and later the American Bank Note Company, to engrave many of the vignettes for the U.S. currency and the pictorial portions of some of the 1869 issue of postage stamps. Many months passed and finally an opportunity presented itself for him to come to New York in connection with the publication of a Quebec guide for travellers. The publication was financially unsuccessful, but after his return home he felt that New York offered greater opportunities for his advancement.

Finally, a decisive step was taken and at the age of 23 we find James Smillie gratifying a long cherished ambition of engraving on copper from an original painting, in the studio of ROBERT W. WEIR, then a young but promising New York landscape painter. Following the completion of the plate there was no additional work in sight and James was consumed with a desire to return to Quebec to see his family. His funds were so low that he could not make the long trip. His boots and wearing apparel were also in a precarious state to make such a long trip in winter. A. B. Durand, the prominent engraver previously mentioned herein, happened to be in Weir's studio and met James, and after viewing the

plate which he had just completed, asked if he would like to undertake some work for him. In James' own words he said, "I was of course, very anxious to find something to do that I might realise enough to buy a pair of boots. My naked feet were on the ground, and my hankering for home had become intolerable." James found, however, after Durand had given him the commission he had no place in which to etch the plate. Finally he located an old dilapidated house in Spring Street and the landlady agreed he could have the attic room in which to do his work. In James' own words: "Again I thought, very good; but it was cold and what was I to do for want of fire? There was no alternative, I must do without fire. I accepted the kind offer and commenced my etching at once. In two weeks I completed the work and lost no time in making my way to Mr. Durand." When the time came to deliver the plate Mr. Durand looked at it carefully and then asked him the price. James was reluctant to ask too great a sum for the work and asked with stout heart if thirty dollars was too much. Mr. Durand took out his pocket book and handed James forty dollars, and asked if he would undertake another plate of the same series. Nothing mattered to him now but to return home and, after explaining the situation to Mr. Durand, James departed. He bought a pair of boots, some socks and other necessities. He departed and took the stage coach for Albany and the balance of the trip was made by sleigh. He was three full days on the journey and suffered greatly from the cold and fatigue; but he displayed the same determination and will power that crowned his efforts with success in later years.

We will pass over the next twenty-seven years of James Smillie's career except briefly to say that the pictorial engraving he did during this period for the publishers were some of the finest examples of line engraving ever to be executed by an American engraver. His great love for the Hudson River Valley influenced his decision to live at Rondout Creek, near Kingston, during the latter part of the thirties and there are many interesting stories told about his trips up and down the river by boat in summer and stage coach and sleigh in winter. An interesting one is the trip he made to Rondout by boat and after the departure from New York in late afternoon a change in the weather occurred and the boat later in the day became fastened in the ice north of Peekskill, whereupon James in the dead of night left the boat and started across the ice to West Point, kicking a box of paintings before him. He put up at the Guard House and stood all night in order to protect property entrusted to his care.

The Civil War.

James Smillie did certain work for the bank note companies early in his career, but he was not regularly employed until 1861 when a business proposition was



Heads engraved by J. I. Pease.

Heads by J. P. Ourdan.

made to him by the newly formed National Bank Note Company. In joining this organisation it brought together a nucleus of engraving talent which has been rarely matched. Smillie had as his associates J. I. PEASE, J. P. OURDAN, W. D. NICHOLS, ALFRED JONES, GIRSCH, DELNOCE, DOUGLAS RONALDSON, A. W. CUNNINGHAM and others. Soon after joining the company civil war broke out. All of the talent being concentrated in New York, the Government was forced to come there to place contracts for its new currency, which explains the reason for the civil war greenbacks and fractional currency having the imprint of both the American Bank Note Company and the National Bank Note Company on the bills. As a result, the stockholders of these companies were handsomely rewarded. At that time the American and National were competitors in the same field and it is rather amusing to realise that both James and his sons, JAMES D. and WILLIAM MAIN SMILLIE, were in direct competition with one another. His sons had long been established in the same business and were doing meritorious work both in the designing and engraving of bank notes, bonds and stamps with the American only two blocks further down Wall Street from where the National had established headquarters three years previously. The Smillie name was then playing perhaps the most prominent part in bank note affairs of any American family. James Smillie's brother, William C., was also engaged in the same work. It is said James D. Smillie received the highest salary of any designer engraver in the business, his yearly salary carrying five figures.



* James Smillie's vignette of the Declaration of Independence; frame by D. S. Ronaldson.

A Tribute.

James Smillie had a great deal to do with the 1869 series of U.S. postage stamps. His benefactor, Asher B. Durand, engraved Trumbull's Declaration of Independence in 1823 and forty-five years later Smillie engraved the same scene for the 24c., which is one of the most beautiful and yet difficult pieces of line-engraving ever executed by an engraver of any of the United States stamps. All of the forty-two figures which Trumbull placed in the original painting were reproduced by Smillie on a die in a space $6/16'' \times 13/16''$. With the aid of a strong glass, an observer can distinguish the likeness of six principal signers of the Declaration of Independence, yet the engraved head of each figure is smaller than the head of a pin. He likewise engraved approximately of same size the "Surrender of Burgoyne at Saratoga" to go on the thirty cent of this series, but for some unexplained reason the design was not adopted. Thus we also have an essay of this series after Smillie; and the record shows he was the engraver of the vignette of the 15c. denomination.

James Smillie continued engraving pictorial vignettes for the American until the year of his death in 1885.

Many of his engraved vignettes were designed by his son, James D., and it is recorded the last work on a vignette was an engraving after a copy of the "Lion's Head" by Rosa Bonheur. He was taken ill before it was completed and his son, James D., who by then had discarded his engraving tools for oils and water colour, finished the work.

We are impressed by the tremendous amount of work which James Smillie completed and wonder that the hands of any one individual could have created so many fine and delicate designs on steel. No greater eulogy could be written than the words of his son, James: "Retiring in disposition and unobtrusive in manner, his love for his family, his art and his religion formed the atmosphere of his life and to the day of his death he remained sweet in temper and in faith."

John W. Casilear.

There have been many, many outstanding men of the bank note fraternity and I only wish there was time to give you even a thumb nail sketch of each of their interesting and varied careers. Among the early engravers was JOHN W. CASILEAR, of Toppan, Carpenter, Casilear & Company, who was first apprenticed to Peter Maverick and then studied bank note engraving under A. B. Durand. Casilear gave up a business career for the palette and brush and became a well known landscape painter of the Hudson River School; his son, George, followed the early work of his father and was awarded the silver medal at the Paris Exhibition in 1878 for superior excellence in engraving. Except for a brief intermission, he designed and directed the engraving of the Government from the period of the Bureau's inception to 1893.

WALTER SHIRLAW, the well known allegorical painter of the 19th Century, was also an engraver in the early days of the American Bank Note Company. Other well known men of the profession employed with the American included EDMONDS, CHARLTON, RICE, BECKWITH, SEALEY, PARSONS, BURT, BANNISTER and JAMES P. MAJOR. Following this period came G. F. C. SMILLIE, CHARLES SCHLECHT, CHRISTOPHER ROST, E. C. STEIMLE, ROBERT SAVAGE, JOSEPH CLAXTON, GEORGE THURBER, GEORGE H. SEYMOUR, JAMES KENNEDY, W. KRITTER, GEORGE W. HOLDING, and many others. To such a list should be added the designers of vignettes, bank notes, stamps, etc., such as F. O. C. DARLEY, CROOME, MACDONOUGH, PACKARD, MAJOR, FISKE, and others. The bank note companies looked to these men to devote their skill and talents in designing and engraving a product of artistic excellence and at the same time in the security thereof to render it difficult of imitation. These men, day after day, devoted their talents to their work of carrying on the fine traditions of their predecessors.

Thomas F. Morris.

I am rather reluctant to speak to this assemblage regarding my father, and it would seem more fitting that someone else, with the few facts available, provide you with the story. Since his death in 1898 not one word regarding his career has ever been spoken of in public and it seems rather strange after these 38 years that I should be called upon by this Committee to provide you with some of the intimate details of his life. Very unfortunately for me and, as a matter of fact it seems tragic that my interest in philately and bank note affairs generally was germinated only four years ago. Members of my family and my father's close associates, since

passed on, would have provided some important details, now for ever lost.

I feel very proud indeed of such a heritage and prouder still that my father knew intimately all the great men of the bank note fraternity of that generation. "Tom Morris," as he was called by his associates, grew up among them while in the employ of the American Bank Note Company. His whole life and career was completely absorbed by the intricate details of bank note design and directing the engraving activities of his employers. From the period of his apprenticeship he was trained that security above anything else was the paramount object of his endeavours and through all his business career he pleaded and fought for that principle. On April 20th, 1869, Tom Morris, then only 16 years of age, was apprenticed to the Designing-Engraving Department of the American Bank Note Company, located in the old Custom House at 55 Wall Street. The same building still stands and scarcely less than a week ago I passed through its doors and envisaged the same scene sixty-seven years previously when my father brought his letter of introduction to the head of the Department. As a mere boy I have knowledge he would sit by the window or on doorstep and sketch the horses and wagons that might be standing near. His first employment as a lad of fifteen in the office of J. Warren Lawton, gave rise to his following a lawyer's career, but this was not for him as his heart and soul was in art. One day a client came in and saw him sketching, looked at his work and advised him to take his work to the American Bank Note Company, giving him a letter of introduction. This he did and when they saw his work they asked him to come back with his father. His father returned with him and was required to sign an agreement to let him serve his apprenticeship until he was twenty-one. I am not acquainted what the present requirements are but then the American Bank Note Company never accepted anyone unless they saw real talent for the work. My father was particularly gifted in creating designs of an intricate nature, and I believe Mr. JAMES P. MAJOR, then head of the Department, saw for him an outlet for the expression of his artistic ability.

No one man was more responsible for my father's early training than James P. Major, an early engraver-designer formerly with RAWDON, WRIGHT, HATCH & EDBON, and under whose charge the designing and engraving of the first U.S. postage stamps were carried out. Within ten years of my father's association with the American he was placed in charge of the Designing-Modelling Department. The assistance which WILLIAM MAIN SMILLIE also gave him in the intricate details of design and the engraving and transferring end of the business provided the means for assuming greater responsibilities later in life. I should like to pay individual tribute to this genius—William Main Smillie. He was a son of James Smillie and early in life was a

letter engraver employed with Toppan & Company. Later a designer and then in full charge of designing and engraving of the American Bank Note Company when Toppan, Carpenter & Company was absorbed by it, he was considered by the highest in the profession as possessing greater knowledge of bank note affairs than any living man. Probably he passed upon and assisted in the development, designing and engraving of more bank notes, bonds, stamps, etc., of different designs than any other single individual before or since.

A Tribute.

I am proud that he and my father together designed the 1883 2c. Washington. I have actual knowledge that as outstanding an authority as was Alfred Jones, the eminent historical engraver, he always sought the criticism of William Main Smillie and felt he would rather receive such criticism than from any other man in the business.

During the remainder of my father's employ with the American he designed many U.S. and foreign stamps, among which were the 1882 5c. Garfield, 1883 4c. Jackson, 1887 1c. Franklin, 1885 10c. Special Delivery, etc., including countless bonds, foreign currency and many other forms of commercial paper.

Environment, and the urge for the great outdoors with brush and palette, brought him many happy hours in the Adirondacks and the Catskills. I find the results of his brush both in technique and colour quite remarkable. Reviewing the number of sketches and finished paintings undertaken I wonder that the hands of a busy bank note man could have performed so much work. Besides his other activities, his religious and musical interests seemed to take up much more time than the average person to-day devotes to either.

Called to the Bureau.

When my father was called to Washington on November 1st, 1893, to take charge of the engraving activities of the Bureau, I was then too young to remember any of the details, and although I have found data in connection therewith, I doubt if it would be of interest. My memory, however, does go back to the year 1895 and there are perhaps Washingtonians in this audience who lived there at that time and who will recall some incidents to which I shall refer. The Bureau's work was being carried on in the old buildings just north of the present plant. Washington was then a glorious city in which to live; quiet, peaceful and full of interest. The Congressional Library had just been erected and the decorations were being executed by some of America's most prominent artists, and its elegance proclaimed as one of the finest examples of American architecture. The old cable cars in which the motor-men operated the cable from the centre of the car ran on all the leading thoroughfares of the city. I do not know that everyone was allowed in the Treasury vaults at that time, but with my father and one of the Treasury



Some stamp vignettes by G. F. C. Smillie, the frames of most of these by Robert Ponickau.

officials I was told I might take home one of the many bags of gold coin—I think it was a million dollars—if I were able to lift it out of the building. A trip to Mount Vernon was then a full day's journey, and I recall bringing back the small cherry wood hatchet souvenir made and sold (and told me at least) by the descendants of George Washington's slaves. The roar of the Fort Myer gun at sundown seemed to vibrate throughout the city in those peaceful days.

It was the bicycle "built for two" era, when during the summer evenings I recall witnessing Wheelman clubs of hundreds of cyclists rounding Dupont Circle. Each wheel had its oil wick lamp flickering in the dark and my father and mother were among the happy throng. It was nothing in those days for my father, accompanied by JAMES KENNEDY and other engravers at the Bureau, to wheel to Harper's Ferry and back over a week-end, or to go on a sketching tour by wheel to the Jamestown Ruins. I recall as a mere lad looking out of my father's office window at the Bureau toward the Washington Monument while father was busily engaged on an intricate design, and desiring also to climb to its top as so many did in these early years. If I could now reenact that same scene with father at my side, I should give more than any of you could possibly imagine. It was during the early days of the moving picture, and I have since been craning my neck when old pictures were flashed upon the screen to see some trace of my father and family seated in the stands in front of the Treasury Building during the McKinley Inaugural Parade. And last but not least, the real disappointment I felt being left at home one evening when the cab departed from our home and I was not allowed to accompany my father and mother to President and Mrs. Cleveland's White House reception, and my sister's excitement the following morning in telling how the gallant and handsome General Nelson A. Miles had engaged her in conversation. These are but a few of pleasant recollections of my father in the early nineties.

My father agreed to assume charge of the Engraving Division if he could bring to Washington G. F. C. Smillie and James Kennedy, one an outstanding portrait and vignette engraver, and the other an expert letter engraver. I can find no record, letters or otherwise, that serious consideration was given at that time to the Bureau taking over the stamp contract. A new issue of bonds and a new series of currency was contemplated, and the Treasury Department desired new talent in the designing and engraving of these securities. When the stamp contract was awarded to the Bureau it was the duty of the Chief of Engraving Division to carry out his work with as much expedition as possible. The dies of all the U.S. stamps previously issued in possession of the American Bank Note Company were requisitioned. There was insufficient time to prepare entire new designs and in order to distinguish between the Bureau and the 1890-93 American issues my father decided triangles should be inserted in the upper corners of the stamps. Transfers from all values of the "American" dies were effected and in every case the new transferred die was worked over, either in strengthening the portrait, lettering or background. Different size triangles were tried and many trial colours of the 2 cent Washington were undertaken. A model was also prepared for the 2c. value showing a three-quarter Washington head, rather than the 1890 profile bust by Houdon. In the later types of 2c. entire new dies were engraved, as trial proofs of these formerly in the Earl of Crawford's

collection show the engraving of the Washington portrait in different stages. There has been much discussion in the B.I.A.* bulletins of late on this question and the data which I now have proves beyond doubt that entire new dies were prepared and entirely engraved. As a matter of fact I have letters written at the time to substantiate this point. It is also of interest to know that the 1890 "American" die—30c. Jefferson—was also used in preparing the 50 cent 1894 Jefferson Bureau issue. All portions of the old die except for the postage value and numerals were transferred to a new die and the new values engraved in on the new die. Many trial colour printings were made of the 10c., 15c., \$1.00, \$2.00 and \$5.00 values before the colour of issue was decided upon. The portraits of Madison and Marshall used on the \$2.00 and \$5.00 values respectively were reduced photographically on Ferotypes from old Bureau engravings and these were engraved by Smillie. Then came the newspaper, the postage due and the special delivery stamps, all of which were designed either by my father or a Mr. Hill. There is a great deal more which has never been told, but time does not permit a full discussion of all of these issues, or even the triangle stamps. I should like to say that the engravers who did most of the work in connection with these different issues were Smillie, Kennedy, Ellis and Rose.

The Chief of the Engraving Division in those days not only had the responsibilities of engraving production, but personally carried out the designing of all securities, stamps, and every other conceivable item embracing the Bureau's work. The most interesting part to me of my father's work during his regime was the designing and production of the new currency and bonds. I have a letter of my father saying that when he submitted the new bond design to Chief Johnson, the latter was so pleased with it that he danced around his office like a schoolboy. In connection with the designing of the currency I remember very vividly my father working two days and nights locked in his room at our home developing a suitable design for the face of the \$5.00 Silver Certificate 1896 series. These are but a few of the interesting details surrounding my father's life while at the Bureau, and the same trials and tribulations which beset his path were no different than those experienced by others in similar positions who had preceded him both in Government and private bank note service.

I took occasion three years ago to visit the Bureau accompanied by our friend, Mr. H. M. Southgate. It was one of the most pleasant two hours and a half I had ever experienced. I found two men in the engraving division who had worked under my father, all of whom had rounded out over fifty years in the Government service. I wanted to find out certain things of interest to me since becoming a philatelist, and among other facts which were told me I thought no greater compliment could be rendered anyone than the statement made to me by Mr. MEYERS, then head of the division. He said to me, "I knew your father well, and held a high regard for him. He not only had a keener knowledge of bank note affairs than any man I had met, but your father was indeed a Christian gentleman." I thought what a pity he should have passed away in the full bloom of life without my having a full knowledge of his true character and ability. If I have added anything of material interest to what some of you already know, I shall feel very much pleased.

*Bureau Issues Association.

POSTAL MARKINGS

Publisher: WILLIAM R. STEWART, 9 South Clinton Street, Chicago

Editor: MANNEL HAHN, Winnetka, Ill.

Winnetka, Illinois
January 13, 1938

Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Kentucky

Dear Stan,

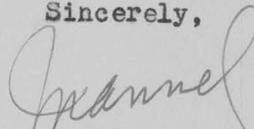
Regarding the "G.B. 1 franc 60" stamps, they were applied by French Exchange Offices, possibly in Great Britain. Their purpose was to establish accounting between the postoffices. And they apparently had nothing to do or no effect on the final postage-due marking, as we find them on letters that only had 13 decimes collect.

There is no evidence that they were British marking or record of their having been used in Britain, but Hendy thinks that they were used in the French Exchange Offices on British territory. That is just a theory, however, based on the fact that one has been found on a British cover which passed through a French Transit Office, supposedly enclosed a pouch, and the closed pouch may have been made up in Dover or Southampton. Hendy thought it was Southampton.

About all that we can say is what I said in the first sentence. They are French Exchange stamps for postal accounting between the nations, possibly applied in French Exchange Bureau on British territory. (I have no definite proof that any such existed, incidentally).

I would write more, but I have got to get a magazine out. So until next week, cheerio!

Sincerely,


MANNEL

MH:CB

AMERICAN "FRENCH" MAIL

By GEORGE S. HILL

ONE of the first countries to establish ocean mail service to the then new United States was France. Shortly after the American Revolution the Royal French Post established a line of packets to these shores. American mail for these ships was treated as U. S. mail only as far as the wharf. Charges for ocean transit and French domestic service had to be paid in France at all times.

At the outbreak of the French Revolution this service was suspended and did not again resume until June, 1864. Napoleon III established mail packet service between France and Vera Cruz to facilitate the Maximilian "putsch." When this early Fascist intervention "fopped" the line was transferred to New York. Thus from 1793 to 1864 there was no mail "per French Packet" although we frequently see it glibly referred to as existing in this period. During this time mails for France went by British Packets or private ships. In the case of these only the U. S. domestic charges could be prepaid. The trans-Atlantic and French domestic postages were collected from the addressee in France.

In the 1827/30 period "U. S. Mail Packets" commenced operation to France. In 1847 the Americans started steam mail packet operation. During this period there was no real treaty between the U. S. and France whereby French charges for its domestic service could be prepaid here. After the mail was laid down at the piers, from which the British Packets sailed in the U. S. it passed out of any American control. In the case of mails "per U. S. Packet" the American jurisdiction ceased when the letters passed over the side at Southampton or Havre.

Markings applied during the 1847-57 period by the French Post Office to collect its domestic, and in the case of mails via Great Britain, the British transit fees, appear to be in the decime (1/10th of a franc) which

had the same relation to the franc that the dime does to the dollar. The decime was equivalent to two cents in U. S. money. Letters going to France by *British Packet* via Gt. Britain were required to have 5c prepaid in the U. S.

1847-1857, VIA GREAT BRITAIN
Per British Packet for the First Quarter Ounce

Paid in the U. S. (per 1/2 oz.)..... 5c
Collected in France—"13" decimes
(per 1/4 oz.) 26c

Total charges 31c
Per British Packet for the Half Ounce
Paid in the U. S. (per 1/2 oz.)..... 5c
Collected in France—"26" decimes
(2 x "13") 52c

Total charges 57c

Letters to France by U. S. Packet, via Gt. Britain were required to have 21c prepaid in the U. S.

Per U. S. Packet, for the First Quarter Ounce

Paid in the U. S. (per 1/2 oz.)..... 21c
Collected in France—"8" decimes or.. 16c

Total charges 37c
Per U. S. Packet, for the Half Ounce
Paid in the U. S. (per 1/2 oz.)..... 21c
Collected in France—"16" decimes
(2 x "8") or 32c

Total charges 53c

The "8", "13", "16" and "26" decime marks listed were the characteristic French due markings applied to U. S. mail during this period. The French rates were always collected per one-quarter ounce while the American and British rates were always twice as much for the money, that is, per half ounce. Thus we see, that considering the single or 1/4 oz. rate, mail "per British Packet" was 6c cheaper than mail "per U. S. Packet." This checks with the 1853 report:

"Since the partial arrangements above referred to went into operation, no change has been made by Great Britain for the sea postage of letters conveyed by American Packets; yet, under its operation the single rate of postage between the U. S. and France, by U. S. Packets, is 6 cents higher on each letter of the weight of one-quarter ounce, and under, than by British Packet."

The sums, as here given, appear very simple, but it has taken two years of pulling and hauling at them to make them check perfectly with the official record. I am indebted to Messrs. MacGregor, Konwiser, Romaine and Ashbrook for observations for and against, this and that, regarding these pre-1857 markings.

About 1857 these seem to have been superseded by markings in cen-

times, with lettering "G.B." under Article XXXII of the September 24th, 1856, postal convention between France and England. These were "exchange office" ratings, "to show the rate at which the *dispatching* office shall have delivered those letters to the other office." They concerned the inter-Anglo-French mails, and were not an American matter. But it did mean that the French postage due markings, on American mail, were now being applied by Gt. Britain's exchange office instead of in France. Covers of the transition period showing the equivalent old decime marking struck on them in France, in addition to the "G.B." marking bear this out.

On pre-1857 letters, exchanged "direct" with France, without passing through Great Britain, the Act of March 2, 1845, fixed the rate at 24c for the 1st half oz., 48c for the oz., and 15c for each additional half oz. This paid the U. S. inland (up to 300 miles) and the sea postages to the French port. French inland postage was collected from the addressee. On July 1, 1849, this was reduced to 20c per 1/2 oz. Later an *understanding* was reached with France whereby the entire journey, if desired, could be prepaid in the U. S. In addition to the 20c per 1/2 oz. for the U. S. charge, 6c extra per one-quarter oz. was to be added to pay the French delivery charge in the port of arrival. If forwarded beyond the French port, 12c per one-quarter oz. was to be added to the 20c per 1/2 oz. This made the rates:

Pre-1857 "Direct" mail	1/4 oz.	1/2 oz.
For delivery in French port		
of arrival	26c	32c
For other parts of France..	32c	44c

On April 1, 1857, the first real treaty between the U. S. and France went into effect. This provided for exchange of mails between the two countries on the "most favored nation" basis. Before this time there was no real treaty between the two countries whereby the French charges could be prepaid in the U. S. and vice versa. The pre-1857 mails had mostly been exchanged through Great Britain which served as a third party connecting two countries who had no direct postal treaty relations; in much the same manner in which money orders are today exchanged through a third country acting as intermediary. The treaty abrogated the high rates charged for French domestic service before this time and substituted a simple charge of 3c per 1/4 (one-quarter) ounce for it.

Mails were to be exchanged between France (and Algeria) on one

side and the United States on the other, by the following means:

1.—Mail Packets and other steamers (non-postal vessels) performing regular service between the ports of the U. S. and the ports of France. (Direct.)

2.—U. S. Mail Packets plying between the U. S. and Great Britain.

3.—British Mail Packets and other British steam vessels plying on regular runs between Great Britain and the U. S.

France was "to pay for the transportation between the U. S. and France of all mails departing from or bound for France," except those which were brought to France or sent from France by the U. S. Mail Packets. France was also to pay for the following:

1.—Transit charges between France and England on all mails exchanged by way of Great Britain.

2.—Costs of sea transportation due Great Britain for mails exchanged between France and the U. S., by means of British Packets and other British vessels, bound for or departing from British ports. In other words, the cost of transporting mails for or from France over that part of the journey from any British port to the United States, or the reverse.

The U. S. was to pay for all mails transported on U. S. Mail Packets, either direct to or from France, or via Great Britain. In the case of the latter the U. S. did not pay for the balance of the journey across the English Channel.

This, of course, called for consid-

erable bookkeeping by each nation. This accounting was marked directly on each cover. To care for these mails "exchange offices" were agreed upon, whose duty it was to mark the covers with the credits for or from each. In the case of the U. S. they were New York, Philadelphia, Boston and San Francisco. In the case of France they were Havre and the traveling post office operating on the railroad between Calais and Paris. Others were added later.

The single rate paid by the public was to be 15c per ¼ (one-quarter) ounce for the U. S. and 80 centimes per 7½ grammes for France. This was to pay the entire postage. However, due to the high transit fees that France had to pay England on "via Great Britain" mail some additional fees were for a time collected from addressees in France on some mails that came that way from the U. S. The 15c was to be worked out on the following scale:

- 3c to represent the U. S. domestic charge
- 9c to represent the sea postage
- 3c to represent the French domestic charge

15c total rate paid by the public.

For purposes of easy rating by the exchange offices this was to be accounted for on each cover as follows:

France was to pay the United States, on prepaid matter mailed in France or unpaid matter mailed in the U. S., as follows:

- 3c per 7½ gr. for all matter exchanged between France and America at the expense of France. (Domestic postage.)

- 9c per 7½ gr. for matter exchanged between America and Britain, for or from France, at U. S. expense.
- 12c per 7½ gr. for matter exchanged "direct" between America and France at U. S. Expense. (Sea plus U. S. Domestic.)

The U. S. was to pay France on prepaid matter mailed in the U. S. or unpaid matter from France and Algeria:

- 3c per ¼ oz. for matter exchanged "direct" between America and France at U. S. expense. (Domestic postage.)
- 6c per ¼ oz. for matter exchanged between America and Britain, for or from France, at U. S. expense.
- 12c per ¼ oz. for all matter exchanged between France and America at the expense of France. (Sea plus French Domestic.)

Article X stipulated: "The rates which the two post offices of France and the United States shall mutually have to carry to each other's account, shall be marked on the letters at the exchange office from which they are sent, in ordinary figures, plainly and uniformly, on the right hand of the upper part of the address."

"The rates of letters unpaid to be carried to the debit of the corresponding office by the sending office, shall be marked in black ink; those of prepaid letters to be carried to the credit of the corresponding office shall be marked in red ink." In other words, the portion of the total postage paid by the public, due to or from the opposite office was to be plainly marked in the upper right hand corner of the envelope, on the address side. Unpaid or "collect" letters were to be marked with the amounts in black ink while paid letters (which could be paid either by means of postage stamps or paid for in cash without postage stamps) were to be marked in red. This is very important to remember.

Article XI clearly stated that letters sent paid in the U. S. bound for France were to be plainly stamped "PAID" in red, while those sent paid from France were to be marked "P.D." in red.

Article XII stated: Exchange offices "shall place upon the super-scription (address side) of the correspondence of every kind . . . which they shall receive from the corresponding offices of exchange, a stamp, with the date, showing the way in which such mails shall have been forwarded." All letters "transported between the French frontier and the American frontier, at the expense of or on account of the post office of France, shall bear, independently of the name of the ex-

(Continued on Page 158)

FIRST DAY CORONATION COVERS

Because of a recent fortunate purchase, we are, herewith, able to offer a complete list of First Day Covers. And in each case, the cancellation is the official First Day. If you have been disappointed in not receiving your set which you ordered elsewhere in advance, previous to May 12, we suggest that you pick up the missing items at once. We have only 40 sets, 15 of which will be sold complete.

	Mint Set	First Day Cover		Mint Set	First Day Cover		Mint Set	First Day Cover
ADEN	\$.25	\$.60	FALKLAND IS.	\$.18	\$.50	NIGERIA	\$.18	\$.50
ANTIGUA	.18	.55	FIJI	.20	1.25	NO. RHODESIA	.20	.60
ASCENSION	.20	4.75	GAMBIA	.20	.60	NYASALAND	.15	2.25
BAHAMAS	.15	.40	GIBALTAR	.20	.60	ST. HELENA	.20	1.50
BARBADOS	.18	.45	GILBERT & ELL.	.20	15.00	ST. KITTS	.18	.50
BASUTOLAND	.20	.60	GOLD COAST	.20	.85	ST. LUCIA	.18	.50
BECHUANALAND	.20	.60	GRENADA	.18	.60	ST. VINCENT	.18	.50
BERMUDA	.16	.45	HONG KONG	.20	.60	SEYCHELLES	.20	1.10
BR. GUIANA	.18	.50	JAMAICA	.18	.45	SIERRA	.20	.50
BR. HONDURAS	.20	.50	KENYA	.25	.60	SOMALILAND	.22	.70
BR. SOLOMON	.20	6.00	LEEWARD IS.	.18	.60	ST. SETTS	.20	.60
CAYMAN IS.	.15	.40	MALTA	.16	.40	SWAZILAND	.20	2.20
CEYLON	.22	.50	MAURITIUS	.25	1.25	TRINIDAD	.18	.60
CYPRUS	.20	.60	MONTSERRAT	.18	.65	TURKS IS.	.20	.55
DOMINICA	.18	.85	NEWFOUNDLAND	.17	.50	VIRGIN IS.	.20	.50
NEWFOUNDLAND—11 additional values							2.10	4.75

DOMINIONS

S. W. AFRICA	\$.98	\$4.50	N. GUINEA	\$.100	\$1.75	NIUE	\$.28	\$1.00
S. AFRICA	1.20	2.50	PAPUA	.60	1.25	GR. BRITAIN	.06	.15
SO. RHODESIA	2.45	3.90	N. ZEALAND	.28	.50	3 MOROCCO'S	.20	.75
NAURU	.70	3.50	COOKS	.30	1.00	CANADA	.05	.15
Complete mint set as listed		\$17.00	BASUTOLAND USED SETS	\$.20;	Blox \$1			
Complete set of First Day Covers		65.00	SWAZILAND USED SETS	\$.20;	Blox \$1			

We have 2 complete sets of blocks of 4 on First Day Covers. Our price for these is \$325.00 per set. When these are gone, we will have no more. In other words, ORDER NOW!

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*1—DOMINICAN REP.—8th Anniv. Commem...	.05
*5—ECUADOR—New Airpost Pictorial Issue...	.53
*5—ECUADOR—New Airpost Official Pictorials...	.53
*1—FRANCE—Sanitary & Moral Soc. Semi-Postal	.05
*1—FRANCE—U. S. Constitution Commem...	.09
*4—GERMANY—Party Day Comm. Miniat. Sheet	.35
*1—HAITI—New Airpost Pictorial, 50c carmine...	.15
*17—NICARAGUA—Airpost, "Disputed Territory"	2.35
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*5—ROUMANIA—New Sports Comm. Semi-Postal	.30

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1923 138-41 Propaganda of the Faith	\$.95
1925 170-71 Victor Emmanuel	.20
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1928 201-10 Turin Exhibition Issue	4.50
1929 213-31 Founding of Rome	10.00
232-38 Monte Cassino	.75
1930 239-41 Royal Wedding	.30
242-46 Ferrucci Issue	.75
248-56 Virgil Issue	1.35
1932 268-79 Dante Alighieri	2.00
280-89 Garibaldi, used	1.25
290-305 } Fascist Com. Issue	2.25
817-18 }	
1933 306-09 Universities' Games	.25
310-14 Holy Year, used	.60
1934 315-21 Fiume Commemora.	1.95
322-23 Pacinotti Commemora.	.24
329-30 Radio Congress	.15
331-41 Medal of Valour	1.95
331-41 Same, used	1.25
1935 342-44 University Contests	.15

POSTAGE—Continued	
1935 345-48 Aeronautical Salon	\$.20
349-54 Bellini Centenary	.95
349-54 Same, used	.75
355-58 Milan Fair	.20
1936 359-66 Horace Commemo.	.80
1937 367-76 Child Welfare	1.40
SEMI-POSTALS	
1926 626-29 Voluntary Militia	.55
1935 639-42, 1600 Militia Issue	.55
639-42, 1600 Same, used	.40
AEGEAN ISLANDS	
1930 3-11 Virgil Issue	1.50
1932 19-30 Dante Alighieri	2.50
1934 31-35 Soccer Commemora.	.95
1935 36-46 Medal of Valour	6.00
RODI	
1929 15-23 King and Queen's Visit	1.60
1931 38-44 Eucharist Congress	1.85
1934 200-01 Special Delivery	.42
FERRUCCI ISSUE FOR THE AEGEANS	
1930 14 Complete sets from all the Islands, Callino to Stampalia, including Castellorizo, 70 var.	9.50

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American "French" Mail

(Continued from Page 142)

change office of destination, the characters 'Serv. Fr.' or 'Serv. Br.' (French or British Service). This stamp shall be placed in *blue* ink on the correspondence transported directly, and in *red* ink on the correspondence transmitted by way of (a landing in) England."

Further: "The stamp to be placed on the correspondence transported between the American frontier and the French frontier, or the British frontier, at the expense of the U. S. post office, shall bear, independently of the name of the exchange office of destination, the characters 'Serv. Am.'"

"This stamp shall be placed in *blue* ink, both on the correspondence transported direct and on that comprised in the mails of or for the office of Havre, which shall have been transported by the packets of the New York line to Bremen, and by the packets plying between Havre and Southampton (trans-channel mail boats) without touching (actually landing the mail in) British territory." (The Bremen steamers were apparently to transfer their mails to the Channel steamers in a British harbor, without landing it, so as to keep it from falling into the clutches of the British.) "It shall be placed in *red* ink on the correspondence comprised in the mails which shall have been transported by the aid of (actually landed in) the British post office."

Since the actual treaty text was in French it gave the type of postmark to be impressed on *received* mail in that language. The French Post Office used wording as called for in the treaty, but the U. S. translated the text with "American Packet" for "Serv. Am." and "British Packet" for "Serv. Br." The U. S. had no necessity to use a postmark corresponding to "Serv. Fr." until 1864. A postmark lettered "Fr. Pkt." was introduced after that but does not seem to have had much use. The postmark "Paid All" was usually used on mail requiring "Serv. Fr." marking, at New York.

(This article will be continued next week.)

Gist of the News

Our thanks to James G. Vandergrift for a cachet commemorating the First Official Mail from the new post office at Spencer, W. Va., September 27, 1937.

The S.P.A. Convention souvenir sheet has been removed from the Philatelic Agency list and is no longer available there.

WHOLESALE

COLOMBIAN REPUBLIC. (Dealers only). Harry Blencowe, Apartado 2155, Bogotá, Colombia. (tf)

DOMINICAN, GERMAN, Czechoslovakian Republics. Wholesale price list 10c. Porcella, Box 593, Cranford, N. J. (tf)

LATIN-AMERICANS—Lists free to dealers. C. J. Rose, Maywood, Illinois. (tf)

MINIATURE SHEETS, Philatelic Exhibitions, Air Mail: New issues' service. Price list free to dealers only. S. Serebrakian, 8 Avenue Deschanel, Brussels, Belgium. (tf)

USED UNITED STATES wholesale list free. Miller, 1910 Avenue U, Brooklyn. (tf)

WHOLESALE—Dealers write for latest copy of our "WEEKLY WHOLESALE REVIEW." Free by return mail. Empire Stampco, Dept. 16, Toronto, Canada. (280)

CORONATION WHOLESALE PRICE LIST, free to dealers. Mention STAMPS. Rumark Co., 116 Nassau St., New York. Member A.S.D.A. & A.P.S. (tf)

UNUSUAL COUNTRIES, New Zealand, Australia. Dealers get our free wholesale list. Oceania Stamp Bureau, Brookland, D. C. (tf)

WHOLESALE ONLY—Best source for attractive pictorials, sets, packets and country collections. Ask for our FREE lists. UNIVERSAL STAMPSCO, 110-H East 23rd, New York City. (tf)

TRADERS, DEALERS SELL UNIQUE stamp packets—50 per cent profit. Send .25 for 10 different sample packets (50 different packets \$1.00), and wholesale list. Oregon Stamp Co., Box 5050H, Portland, Oregon. (268)

WHOLESALE—Stamps and supplies. Catalogs and lists free to dealers. Mission Stamp Mart, Brookland, D. C. (267)

GLASSINE ENVELOPES, wholesale only. Rates and sample to dealers. Mission Stamp Mart, Brookland, D. C. (269)

ATTENTION DEALERS, Our wholesale U. S. bulletin just out listing better grade U. S. including Army-Navy and latest commemoratives at reduced prices. List free. Metropolitan Stamps, 198 Broadway, New York City. (267*269)

New Issues

(Continued from page 149)

Rumania—The 20b, "Aviation Fund" stamp, similar in type to the 1936 issue, has been received. Scott does not accord the earlier release listing except under the heading of "tentative," so it is assumed the 20b value will receive the same treatment.

*Economist Stamp Co.
Harvey Dolin & Co.*

Spanish Morocco—General Franco of Spain has sent to the U.P.U. at Berne, Switzerland, the series of commemorative stamps issued for the occasion of the first anniversary of the Nationalist movement at Spanish Morocco a year ago, and which were shown here in the Sept. 4 issue. The bureau of the U.P.U. has accepted these stamps as equal to the stamps of those countries that are members of the U.P.U. and has forwarded copies of these stamps to all nations affiliated with the U.P.U. and also to the Republic of Spain.

O. Hauben

French Morocco: With the addition of three values of tax stamps a change in color has been made in the 30 cent, 90 cent and 1 Fr. 50 values. These have been printed in the colors fixed by the Postal Union, namely green, red and blue.

O. Hauben

English Morocco—The last stamps to be issued are the 6 Francs on the 5

shilling re-engraved, 1 Franc 50 on the one shilling, photogravure, are actually exhausted at the windows of the English Post Office.

O. Hauben

Spanish Morocco—The last series of stamps commemorating the anniversary of General Franco's movement is on sale at Tangiers at the Spanish Nationalist Post Office. The sale to the public is only made in full series or in the following short sets: 1 cent to 10 cent, 1 cent to 30 cent, 1 cent to 1 peseta and 1 cent to 10 pesetas.

O. Hauben

Tangiers—The International city of Tangiers has until a year ago three different post offices, a French, an English and a Spanish one. The personnel, of the Spanish Post Office di-

vided its adherence to the Spanish republican and Nationalist causes and the Nationalist-Franco government established a Post Office of its own in the Nationalist government building (Maison Franco). Today there are actually two different Spanish Post Offices and persons corresponding with the Spanish Post Office at Tangiers should be very careful to specify "Spanish Government Post Office" or "Spanish Nationalist Post Office."

O. Hauben

Italy—The Italian Empire commemoratives will appear, it is now announced, on October 28.

The Sun, N. Y.

Portugal—The Lisbon Geographical Society stamp has been received, the frame this year being a dull violet and the center an orange-red.

The Sun, N. Y.

IMPORTANT ANNOUNCEMENT

The purchase of a large stock of United States stamped envelopes enables us to offer entire and cut square envelopes at competitive prices. Now is the time to buy these interesting stamps which are rapidly growing in favor. Under column A are prices for entire envelopes or large corners cut to your choice of size, and under column B are prices for fine cut squares.

Cat. No.	A	B	Cat. No.	A	B	Cat. No.	A	B	Cat. No.	A	B
1853-55											
2305	\$1.20	\$.60	2421	\$1.00	\$.90	2509	\$.60	\$.40	2585	\$.08	\$.07
2314	.65	.23	2422	.90	.80	2510	.05	.03	2586	.07	.06
1860											
2319	1.65	1.20	2423	.85	.75	2512	.05	.03	2587	.20	.17
2328	1.25	.90	2426	.14	.12	2513	.35	.28	2588	.40	.36
1861											
2336	1.60	1.20	2429	.06	.05	2514	.08	.06	2595	.08	.06
2337	1.45	1.20	2429a	2.50	1.00	2515	.50	.40	2596	.16	.15
1863											
2346	.75	.55	2435	1.25	.85	2516	.06	.04	2597	.04	.02
2348	.55	.40	2436	.10	.07	2522	.09	.06	2598	.14	.09
1864											
2346	.75	.55	2437	.45	.35	2526	.45	.38	2599	.55	.48
2348	.55	.40	2440	.25	.20	2527	1.60	1.20	2601	.25	.16
1865											
2350	.20	.18	2440a	.75	.60	2530	.40	.32	2602	.40	.32
2351	1.65	1.30	2446	.25	.20	2530a	.50	.45	2603	.17	.14
2352	.20	.12	2448	.25	.20	2531	1.50	1.35	2604	.55	.45
2353	1.20	.85	2451	.14	.12	2532	.15	.12	2605	.07	.05
1870											
2363	1.50	1.20	2454	1.75	1.30	2534	.19	.15	2605a	.25	.18
2364	2.50	1.80	2462	.15	.13	2535	1.10	.85	2606	.70	.65
2365	1.20	1.00	2463	.55	.38	2536	.35	.30	2608	.40	.35
1874-82											
2400	.06	.04	2465	.70	.60	2537	.60	.50	2609	.70	.65
2406	1.10	.85	2465a	.65	.55	2537a	1.20	.90	2610	.50	.40
2407	.05	.04	2466	.05	.03	2541	.13	.10	2611	.07	.06
2408	.30	.25	2466a	1.00	.25	2543	.50	.45	2612	.60	.50
2408a	.40	.35	2470	.18	.15	2544	.68	.60	2614	.07	.06
2411	.35	.25	2471	.55	.45	2544a	1.25	.90	2615	.12	.11
2411a	.85	.60	2472	3.00	1.30	2545	1.60	1.40	1903-4		
2413	1.85	1.50	2473	.32	.22	1887			2616	.05	.04
2415	1.20	.85	2475	1.20	.80	2548	.70	.55	2619	.32	.28
2417	.25	.20	2475a	1.20	.80	2549	.03	.02	2620	.18	.15
2419	.25	.20	2478	.25	.18	2550	.12	.08	2621	.09	.08
2420	.20	.16	2479	.50	.45	2551	.17	.13	2622	.40	.30
1874-82											
2400	.06	.04	2479a	.20	.14	2552	1.60	1.35	2625	.07	.06
2406	1.10	.85	2480	.12	.09	2553	.08	.06	2627	.14	.13
2407	.05	.04	2486	.13	.10	2554	2.00	1.75	2628	.13	.10
2408	.30	.25	2487	.16	.13	2555	.05	.03	2629	.06	.04
2408a	.40	.35	2488	.18	.15	2556	.05	.03	2630	.20	.18
2411	.35	.25	2489	.60	.40	2557	.18	.14	2631	.24	.22
2411a	.85	.60	2490	.15	.09	2558	.22	.18	2632	.20	.18
2413	1.85	1.50	2491	.15	.09	2559	1.65	1.45	1907-10		
2415	1.20	.85	2492	.16	.09	2562	.05	.04	2636	.15	.13
2417	.25	.20	2493	.18	.15	2563	.35	.25	2637	.38	.35
2419	.25	.20	2494	.16	.13	2564	.35	.22	2641	.48	.45
2420	.20	.16	2495	.18	.14	2565	.35	.22	2642	.90	.80
1874-82											
2400	.06	.04	2497	1.40	1.20	2566	1.35	1.20	2644	.29	.22
2406	1.10	.85	2498	.18	.15	2568	.05	.04	2649	.16	.14
2407	.05	.04	2499	.75	.50	2569	.24	.20	2653	.09	.08
2408	.30	.25	2500	.35	.30	2570	.25	.20	1916-19		
2408a	.40	.35	2501	.55	.50	2571	1.35	1.10	2667*	.17	.15
2411	.35	.25	2502	.17	.14	2573	.04	.03	2670	.10	.09
2411a	.85	.60	2503	.40	.32	2575	.18	.15	2672	1.25	1.10
2413	1.85	1.50	2504	.30	.14	2576	.30	.23	2677*	.55	.50
2415	1.20	.85	2505	.50	.35	2576a	.22	.18	Miscellaneous		
2417	.25	.20	2505d	1.35	.90	2576b	.45	.35	3036	.75	.70
2419	.25	.20	2506	.40	.35	2577	1.15	.95	3041	.45	.40
2420	.20	.16	2507	1.50	1.20	2579	.10	.09	3150	.45	.15
1874-82											
2400	.06	.04	2508	.40	.35	2581	.10	.08	3200	.60	.45
2406	1.10	.85	2582	.22	.20	2582	.22	.20	3201	.15	.10

*Original 1918 dark violet shade. Catalogue numbers are according to Scott. Many others in stock.

For the Envelope Specialist—We can supply many envelopes identified according to Bartels' lists of entires—sizes, dies, shades and watermarks. We shall be glad to have your want list. If you like to hunt for these varieties, write for our special offer.

R. J. LEWINSON

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NEW YORK, N. Y.

AMERICAN "FRENCH" MAIL

By GEORGE S. HILL

(This is the second of a series of articles.)

TO recapitulate Article XII: The French Post Office was to postmark *received* (mailed in the U. S.) mail, *transported at its expense*, with certain hand-stamps, denoting the nationality of the ship from which it was landed in France. See the following list of French postmarks for the various types. These were to be impressed in blue on direct exchanges between France and the U. S., and in red when the mail was actually "via Gt. Britain." On its part, the U. S. was to mark *received* (mailed in France or beyond) mail, *transported at its expense*, with certain postmarks also denoting the nationality of the ship from which landed. Since, after 1857, mail from France and beyond to the U. S. doesn't seem to have been subjected to any fine, collected from the addressee, if it came via Great Britain, as was the case with some mails in the reverse direction, the blue and red color scheme seems to have been inoperative here. The American marks were usually applied in red to paid, and black to unpaid, instead.

The treaty was to go into effect on April 1, 1857. It provided for cancellation of credits and debits every three months and fixed the permanent exchange rate at 5 francs 30 centimes to the U. S. dollar.

The treaty provided that certain changes, agreeable to both countries could be introduced, without necessity for a new treaty. One of these changes, apparently ratified by both countries, had to do with postmarks; for the simple "Serv. Fr. or Serv. Br." originally called for, by the treaty, to be used by France underwent considerable variation. Paq(uebot) was frequently substituted for "Serv." although all of them, through the years, stuck closely to the original meaning. Arthur Maury, the great pioneer in cataloguing French postmarks (and in the

case of these he also seems to have been the great finisher) notes the following marks, of treaty type, used on U. S. mails, by France:

SERIES OF 1848

The following are double circle postmarks:

- Et. Unis Serv. Br. A.C. (code letters H, L and M)
- " " Paq. Brit. v. Angl.
- " " Paq. Am. A Calais.
- " " Paq. Am. B. A Calais.
- " " Serv. Am. Calais 3.
- " " Paq. Brit. Calais.
- " " Paq. Brit. A Calais A (code letters A to M).
- " " Paq. Brit. B. A. Calais.
- " " 3 Serv. Brit. Calais 3.
- " " v. Angl. Amb. Calais (code letters A to F.)
- " " Paq. Fr. Brest.
- " " Cherbourg.
- " " Le Havre.
- " " Paq. Am. A Le Havre.
- " " Serv. Fr. Havre.
- " " Paq. Am. A Paris
- " " Paq. Brit. Paris.
- " " Serv. Brit. Calais.
- " " 3 Serv. Am. Calais 3.
- " " 2 Cherbourg 2.
- " " Paq. Am. A Le Havre.
- " " Paq. Am. A Paris.
- " " Paq. Brit. Paris.

SERIES OF 1857

The following are octagonal postmarks:

- Et. Unis Paq. Fr. Brest.
- " " Paq. Fr. 2 Brest 2.
- " " Paq. Fr. Le Havre.
- " " Paq. Fr. 2 Le Havre 2.
- " " Paq. Fr. H No. 1.
- " " Serv. Am. D. Havre.
- " " Serv. Br. Havre.
- " " Paq. Fr. Lafayette.
- " " Paq. Fr. Washington.
- Lafayette Paq. Fr.
- Washington Paq. Fr.

SERIES OF 1869

The following are double circle postmarks:

- Et. Unis 2 Cherbourg 2.
- " " v. Angl. Paris.
- " " Paq. Fr. Brest 2°.
- " " Serv. Allem. Le Havre.

In these postmarks the following abbreviations were used:

- Allem. (Allemand)—German.
- Am.—American
- Amb. or B.A. (Bureau Ambulant)—(Railway) traveling post office.
- Angl. (Angleterre)—England.
- Brit. (Britannique)—British.
- D.—direct.
- Et. Unit (Etats Unit)—United States.
- Fr.—French.
- Paq. (Paquebot)—Mail Steamer (Packet Boat).
- Serv.—service.
- v.—via.

Referring back to some of the earlier mentioned details of the treaty, it is interesting to note that it called for the use of *ordinary* figures by the exchange offices. The pre-1857 French markings were in a cramped, crabbed imitation of medieval French script and were almost indecipherable to any but a Frenchman. The early "8" and "16" referred to were plain, but the "13" looked like "19" and the "26" looked like "96." Those in centimes and those in U. S. cents (since the French used markings in American currency under the treaty) were very plain. This treaty specified that mails were to be carried "at the expense" of either nation rather than in the old phraseology of "per British Packet" or "per American Packet," etc. This allowed any mail or regular steam vessel to carry "French Mail" irrespective of its nationality. It gave a flexible pattern that enabled either country to dispatch as many or as few separate mails as it saw fit. It was in effect the first real "fast ocean mail" since the signatories were free to take advantage of any sailing they desired. The reason for mails landed in Great Britain being postmarked in a different colored ink has a long, complicated and interesting story. England held, that since "Britannia ruled the waves" all oceans, seas and straits were John Bull's private property and he had a right to charge postal toll on each and every letter on each and every foreign ship using his private oceans, seas or straits. In practice, of course, this was somewhat modified. England could only levy on letters actually landed in England. Letters passing direct between the U. S. and France or via the German (direct) Bremen steamers were out of her reach.

In "theory" England claimed the right to charge 16 cents (8d.) on each letter landed in Gt. Britain from a non-British mail vessel. Since, after 1840, Britain was giving domestic service for 2c (1d.) and since

(Continued on Page 181)

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NICARAGUA, large set of 12 stamps, printed in 2 colors. Only 12,000 sets issued	3.25
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Complete collection of 3 countries	\$3.95

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New York, N. Y.

**Suggestions for Cooperating in
Promoting "International
Philatelic Week"**

November 14-21, 1937

Schools. Local school displays (grade, high and universities). Sponsored by teachers or school stamp clubs.

Local Stamp Clubs. Displays in theaters, clubs, libraries, etc. Many a smart merchant will welcome an exhibit. Get together with them.

Special Club Meeting. Plan for greater activities than at ordinary meetings. Mix in other features that will interest your non-collector friends so that they will attend your meetings and come to understand the enjoyment derived by being a member of a stamp club.

Local Publicity. If you will plan special meetings and displays your local newspapers will make news of the idea and be glad to help you if you let them know of your plans.

Help the Shut-ins. There are many shut-ins and disabled persons who are now collecting and who are handicapped in their activities because they have little or no money to spend. A few stamps, an inexpensive album, a subscription to a stamp paper, etc., will help a lot. Even those who are shut in and not now collecting can be made with just a little help. You will get a lot of enjoyment out of helping others.

Exchange Visits. Clubs of nearby towns and communities will welcome a visit from your club members. Invite them to your meeting during "International Philatelic Week." Visit them in return and you will build many fine friendships for the coming years.

23 Chicago Clubs are cooperating, including some of the suburban groups, in making "International Philatelic Week" a success in Chicagoland. Your suggestions will be greatly appreciated by the "Central Federation of Stamp Clubs" who are sponsoring "International Philatelic Week."

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Vice-President and Publicity Chairman, 1315 Norwood Avenue, Chicago, Illinois.

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Two different commemorative postage stamps, two cancellations, a totally different etching style cachet as illustrated.

This prize for collectors is offered at 53 cents each. Order now! Send money order, name and address where cachet is to be delivered, to:

**NORTHWEST TERRITORY CELEBRATION COMMISSION
FEDERAL BUILDING. MARIETTA, OHIO**

American "French" Line

(Continued from Page 169)

her service to foreign packet letters amounted to only domestic service, the attempt to charge eight times that figure was ridiculous. This, under pressure, also had to be modified but still her charges were too high. Hence the effort to segregate "via Great Britain" mails. It should also be here noted that crediting France was exactly the same as debiting the U. S. and that crediting the U. S. was exactly the same as debiting France. For that reason I have

eliminated the word "debit" from the following table, thus cutting the compilation in half.

This table shows the exchange office rating stamps to be expected on single rate (one-quarter ounce in the U. S. or 7½ grammes in France) letters. Double weight letters paid double rate, triple weight letters paid triple charges, etc. It should be noted that this table can be used for all American "French Mail" whether sent from the U. S. or from France; or from or to the countries which had mail communication with France.

April 1, 1857 to January 1, 1870.

Basis:	"French Mail"	Total letter rate paid by the public.	Rates credited to France per ¼ oz. on:		Rates credited to the U. S. per 7½ gr. on:			
			a. PREPAID letters from the U. S. or b. UNPAID letters from the designated country to the U. S.	a. UNPAID letters from the U. S. or b. PREPAID letters from the designated country to the U. S. when prepaid to destination				
The single rate of one-quarter ounce, or 7½ grammes.								
All markings in U. S. cents.								
To (or from) the following countries via French Mail.								
	Condition of prepayment. opt. - optional, obl. - obligatory.		By any route except via England, at U. S. expense.	Via England, at U. S. expense. (See Note below.)	By any route, at French expense.	By any route, including via England, at French expense.	Via England, at U. S. expense.	By any route, except England, at U. S. expense. (See Note below.)
France and Algeria.....	opt. To destination	15	3	6	12	3	9	12
Great Britain (via France), Belgium, Holland, Luxemburg, Switzerland, Sardinian and German States.....	opt. To destination	21	9	12	18	3	9	12
Spain, Portugal and Gibraltar.....	obl. Behobia	21	9	12	18	..	..	..
Denmark, Austria, Serbia, Tuscany, Roman States, Parma and Modena....	opt. To destination	27	15	18	24	3	9	12
Ionian Islands.....	obl. Triest	27	15	18	24	..	..	..
Russia, Poland, Two Sicilies, Malta, Greece, Tunis, French India, Alexandria, etc. (See 1935 "Stamps" tables for other 30c rate countries).	opt. To destination	30	18	21	27	3	9	12
Aden, East India, Ceylon, Mauritius, Reunion, Straits Settlements and other places advantageously sent "via Suez" (See 1935 tables).....	obl. Packets touch	30	18	21	27	..	..	..
Sweden and Norway.....	opt. To destination	33	21	24	30	3	9	12
Moldavia, Wallachia and Turkey in Europe via Austria.....	Austrian frontier (30)					3	9	12
Letters from the U. S. to other countries, where the port of arrival in the country of destination was the limit of payment.	obl.	30	18	21	27	..	..	..
Letters for the U. S. from other countries, where the port of departure in the country of origin was the limit of payment.....	obl.	30	18	21	27	..	..	..

Note: "Via England" means "Via England, Ireland, Scotland or Wales."

Miniature Sheets Novelties

Belgium Ysaye Sheet Mint.....	\$1.65
Poland 1937 (3 sheets) Mint...	2.85
Spain 1937 2 Pes Orange, Mint	1.50
Spain, Same, but 2 P. Grn, Mint	1.50
Jugoslavia "Zefir" Sheet, Mint	1.10
Luxemb'g Dudelage Sht., Mint	1.50
And New Cplt. Set of Belgium Ysaye (70c to 3.55 Fr.) (4)	1.00

Other SHEETS, better grade stamps, BELGIUM, LUXEMBURG, SWISS, NETHERLANDS, GERMANY, FRANCE, CONGO, etc., Silver Jubilee Coronation (Colonies & Dominions) Air Mail, Commemoratives, in sets, singles, Packets, etc., etc. NEW ISSUE SERVICE from EUROPE. Want List Service for Dealers, etc. WHOLESAL PRICE LIST of 90 countries free upon request.

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New Airmail Issues

Dominican Republic — The Ciudad Trujillo stamps for the good will flight, originally scheduled for August, then October 12, 1937, have now again been postponed. They will be issued on November 18th, when the flight is to take place.

Nicolas Sanabria, Inc.

Greece — Four values of the 1935 mythology set have been reprinted, this time 33x24 mm. instead of the previous 34x24. They are printed on paper of a thicker quality than the white wove of the first printing. 1d carmine, 2d light ultramarine, 5d violet and 7d blue.

Nicolas Sanabria, Inc.

Nicaragua — The Raza issue consists of a set of four stamps (sheets of 4, unwatermarked) issued without gum, perf 11, for domestic use, values being 1c, 4c, 5c and 8c.; and the set of three sheets, four to a sheet, watermarked ovals, interspersed, issued without gum, the values being 10c, 15c, and 20c, intended for international postage. The international series offers the 10c in

horizontal pair, imperf. between, as does the 15c value.

Nicolas Sanabria, Inc.

Siam — Two values of the air mail series, Type API, have been received perforated 12½ instead of the normal



14, 14½. The new perforations are found on the 25s dark blue, and the 50s, brown-orange and black.

The Sun, N. Y.

AIRMAIL COLLECTORS WHO

like to see the stamps before they buy and like to choose just what appears to purse and eye ask for selections on approval. There is no obligation and it builds your collection methodically and economically.

(Not good poetry but good advice. Just send two references and see for yourself.)

EMIL BRUECHIG



522 5th Ave. New York, N. Y.

The Post Office has announced

AIR-MAIL AND AIR-MAIL CLIPPERS

dates coinciding with the Territorial First Day Covers

HAWAII	{ Direct by Clipper—too late for advance orders but we can accept a limited number of orders from stock at . . .	75c
ALASKA RUSH FOR THIS ONE	{ By Steamship from Juneau to Seattle, and thence by the Airmail—at	20c
PUERTO RICO	{ Direct over Atlantic Air Mail from San Juan	40c
VIRGIN ISLANDS	{ By steamship (Charlotte Amalie-San Juan) and thence direct over Atlantic Air Mail.	40c

Complete Air Mail Coverage of the 4 Territorials \$1.60

We sold out the single, pair, and plate block 14c Canal Zone—Surprise Territorial—in one advertisement in this paper, but have a very few blocks of 4—Flown by the Air Mail, for sale at **\$2.00**

First Day Covers dispatched by ordinary mails—Hawaii; Nov. 12—Alaska; Nov. 25—Puerto Rico; Dec. 15—Virgin Islands

Fancy Bicolor Art Cachets	Single	Pair	Block	Plate Block	Complete Coverage
Hawaii	\$.15	\$.18	\$.30	\$.40	\$1.00
From Wash., D. C. . . . .	.08	.11	.22	.35	.75
Alaska . . . . .	.15	.18	.30	.40	1.00
From Wash., D. C. . . . .	.08	.11	.22	.35	.75
Puerto Rico . . . . .	.15	.18	.30	.40	1.00
From Wash., D. C. . . . .	.08	.11	.22	.35	.75
Virgin Islands . . . . .	.15	.18	.30	.40	1.00
From Wash., D. C. . . . .	.08	.11	.22	.35	.75
Complete set of 8, 4 from Territories; 4 from Wash., D. C. . . . .	.90	1.15	2.00	2.95	Set of 32 Everything \$6.75

Bicolor Envelopes for making your own. Sets containing, half and half, Puerto Rico and Virgin Islands Territorials, 20c for 8; 30c for 18; 75c for 54; \$1.50 for 150; \$3.00 for 375; \$5.65 for 600; \$9.75 for 1,500. (Postage extra on orders over \$1.00.)

We have a few of the Edward VIII-Wallie Simpson Wedding covers,—French covers cancelled the day and hour (high noon) of the romantic marriage, \$1.00.

Mint Sets of 4 Territorials: Singles, 25c; Pairs, 40c; Blocks, 80c; Sheets, \$7.00.

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Dept. 29, Barrister Bldg., Wash., D. C.

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NICARAGUA
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1c, 4c, 5c, 8c, 10c, 15c and 20c
Complete set of seven sheets . . . **\$2.00**

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225 West 71st Street New York City
Over 30 Years in Philately

AMERICAN "FRENCH" MAIL

By GEORGE S. HILL

(This is the third and last of a series of articles.)

LET us consider a letter mailed prepaid in the United States, say at Albany, for France. Let us suppose that the postage was paid by means of stamps and that the letter was the single rate. The sender affixed 15c in stamps and handed it to the Albany postal clerk. The Albany official cancelled the stamps and marked it "Paid" in red. In the case of letters mailed with stamps this "Paid" was frequently left to the exchange office. It was then put into the bag for New York City. Let us further suppose that when the letter arrived in New York, it was found that the next closing of "French Mail" was for a crack U. S. Packet, sailing for England. When the letter arrived in New York, it was turned over to the New York Foreign Mail Division or "exchange office." Since the letter was to go by U. S. Packet, the U. S. Post Office would have to stand the expense. Looking in our table we find that a prepaid letter from the U. S., via Great Britain at U. S. expense meant that of the 15c paid by the sender, 6c was to be credited to France. This was done by the New York exchange office applying, in red, a "6" either by manuscript or handstamp in the upper right corner. If the stamps and address covered the right hand side, it may be found on some other part of the face of the cover. The cover was then dispatched on the steamer, in a bag consigned to the French exchange office (let us suppose the one) operating on the Paris-Calais Railway. The letter was landed from the steamer at Southampton, in England, and taken across the English Channel. When the French exchange office received it, they marked it with the postmark, "Et. Unis v. Angl. Amb. Calais A" (say), showing the date, and since it came "Via Great Britain" they applied it in red. Now, in theory, the French exchange office was to cross out the American ex-



1858-66
Type I

change office's rate stamp of 6c, after entering it on their accounts, and substitute the internal charges, if any, in French currency, that were to be collected from the addressee. Actually, this crossing out never seems to have been done, in fact the treaty with France did not call for it; but we find that such was in the minds of postal officials from the official record.

If, instead of being stamped with postage stamps the letter had been paid for in cash, in Albany, the letter might show an additional rating



1861
Type II

stamp "15" applied in the Albany post office. In theory, this would have been crossed out by the New York exchange office when it applied its "exchange office" stamp crediting France with 6c. This was seldom done. Otherwise the rating and postmarking would be the same as on the letter with postage stamps. But in this case the cover may show three separate cash rates; one by Albany, one by New York, and perhaps a



1861
Type III

French domestic postage due marking applied by the Calais T.P.O. So you see that it is important to decide by carefully considering the terms of the treaty, covering postmarking, and our table, just "who is which." Rates were usually only crossed out on letters which were forwarded from one address to another, after arriving at the first destination. I would like to give examples of all the other ways of sending or receiving "French Mail" and what markings to expect.

We do not have a great range of



Aug. 1857
Type IV

"French Packet" postal markings as we do in the case of "British" or "American" or other "Packets" for two reasons. First, the 19th Century French Packet service did not start until 1864 and secondly the use of such markings on "French Mail" even after then would usually have been a misnomer. Both countries adhered to the policy that the thing most to be desired was fast transmission of the mails. The Brit-

YOU WANT RARE STAMPS

I have them and it will pay you to get in touch with me.
My approval selections of Rare British Colonials are not only the finest in the World but the most reasonable.

My Specialty:—RARE BRITISH COLONIALS OF ALL PERIODS. The Cheapest Dealer in the World for High Class British Colonial Rarities is:

T. ALLEN

"CRAIGARD," FRINTON ON SEA, ESSEX, ENGLAND

ish held to the patriotic theory that transmission by British ships (Cunard and Galway Packets, only, to be specific) must come first and that speed was to be subsidiary to this motive. Thus "French Mail" was sent by American, British, German and even Belgian steamers, and, of course, French, after 1864. The first or fastest ship sailing usually got the mail.

Type I shows the characteristic Philadelphia "French Mail" marking, used from 1858 to 1866 (as found on covers). It is not an "exchange office" marking. It is found only on stampless covers, in black on "collect" and in red on "paid" letters and is not particularly common. Types II and III show characteristic "French Mail" markings of the New York exchange office for mail to France. Both these types could be used for multiple rate letters. 6c might represent 2 x 3c. The 12c might also represent 4 x 3c or 2 x 6c. So, you see, it is also important to determine whether a letter is single, double, triple rate, or larger. Remember, that the table and illustrative example have all been calculated on the single rate. It is a simple matter to determine a double rate by multiplying by two, or a triple rate by multiplying by three.

Type IV shows the British exchange office postage due marking used to collect an extra fee of 40 centimes on a *prepaid* letter that went to France "via England" in August, 1857, under the treaty. It is also interesting to again note, that on letters mailed in France for delivery in

the U. S., the French postal administration applied exchange rate markings in U. S. currency, in accordance with the table and treaty.

The "Foreign Rates of the United States Post Office 1847-1875" by the author in collaborating with H. M. Konwiser, published in "STAMPS" Vol. 11-12, April-July, 1935, will show the few rates (none were "French Mail") that did not double in amount of cash charged for a doubling of the weight.

In those tables, on page 70, Whole No. 135, I stated that the rates in the first column (1847-48) were taken from Sampson. That was true when the manuscript went to the printer but in the meantime through the kindness of Mr. J. E. Lamiell, Director of Int'l Postal Service, I was furnished with 1848 data from the official files. These were inserted in the proofs and appear in the tables. The 1848 rates in the first column (except Cuba, Costa Rica, France, Great Britain, Guatemala and Mexico, were for mails from: New York State (outside New York City), Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Hampshire, New Jersey, Pennsylvania, Rhode Island and Vermont. Letters from New York City paid 5c less on each rate via Bremen. Other parts of the country paid 5c more. I am also indebted to Mr. Lamiell for this information, recently dug up.

A great many rates were made available to the U. S. Post Office by treaties and understanding but many were not used. For instance, in the

case of Italy, mails could have been sent by two types of British open mail, two types of British closed mail, by French mail, by Hamburg mail, by Bremen mail, by Prussian closed mail, via Belgium, via Holland and via Switzerland as well as in Italian mail. The adoption of all these routes with differing rates, made available by treaty, would only have caused confusion. The Post Office usually picked out the fastest route, the cheapest route and the best all around route and chucked the rest into the waste basket. The balance were never announced to postmasters or the public. For that reason, the 1935 tables show only the rates announced to the public, wherever it was possible to check them. In a few cases it was not possible to check the treaty against rates made available to the public due to the dates being in use too short a time or confusion such as the Civil War and Reconstruction or the Franco-Prussian War. The rate listed on page 198, Whole No. 139, under France as "30(c) via U(nited) K(ingdom), May, 1851" should be stricken from the tables, as a close examination of more recently available records show that it was never announced to the public.

Circular Die Entire Stamped Envelopes

By D. D. BEROLZHEIMER
50 East 41st St.
New York, N. Y.

It will be appreciated if errors or omissions in this list, as well as new envelopes, are called to the attention of the Enveloper.

1 CENT—GREEN

No.	Size	Paper	Back	Wmk.
2666Ao	5:	Bl	Wdw	33†
2692Co	8:	Bl	Wdw	33†
2698Bq	13	Amx	H	35
Die E				
3440Br	5:	Wh	H	36†
3447Ao	8:	Am	Wdw	33†

2 CENTS—CARMINE

Die A				
No.	Size	Paper	Back	Wmk.
2776Ck	5	Blx	H	29
2804Aq	9	Whx	H	35
Die I				
3456Am	5	Wh	Wdw	31

3 CENTS—BLUISH PURPLE

Die A				
No.	Size	Paper	Back	Wmk.
3518r	5	Am	H	36
3525m	6	Wh	Wdw	31
3543m	8	Wh	H	31
3552m	9	Wh	H	31
Die H				
3609m	13	Wh	H	31
Die I				
3619q	5	Whx	H	35
3645m	8	Wh	H	31

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	5-11	801-4	1927-28 2L to 10L70
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Bolivia	8-10	308-10	1928 Lloyd Aero40
	27-34	327-34	1930 Pictorial set 4.70
Brazil	1-17	701-16	1927 Provisional Issue 7.75
Bulgaria	1-4	801-4	1927-28 2L to 10L70
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	12-14	812-14	1932 Airpost Exhibition 2.25

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F. W. KESSLER

551 FIFTH AVE. NEW YORK, N. Y.

Regarding cover submitted by Corwith Wagner of St. Louis June 1937 -

This a fold letter sheet - on face "Fort Leavenworth Oct. 18 Mo" in black. Addressed "To Mrs. Maria Pomeroy - Lexington, Mo - per Express - The letter is as follows:

"Santa Fe Sept. 16th '46

D'r Maria:

I wrote you a few days since by the last opportunity - Since then nothing of moment has taken place except that Gen'l Kearney has decided to start with all the Dragoons, five companies, for California on the 25th of this month instead of waiting for the 500 Mormons under Capt. Allen - This arrangement is somewhat against our interest as we were Sutlers for the dragoons - ~~We~~ The officers have however permitted us to sell to the soldiers in advance and they are now in debt to us some ten thousand dollars which we have no chance of getting till next summer as the paymaster will not arrive in time to pay them off - Mr. Rick had decided to go with these troops but has given it out today owing to the impossibility of conveying goods and the promise of the General that our interest should be attended to the same as if he was along - I would go but have some doubts of my health failing if the weather should be very cold in the mountains.

Joseph is selling at the camp in the country 10 miles and Mr. Bray is assisting me - Most of the traders have started for the South James among the rest. Tho' they will wait till they hear of Chihuahua being taken by General Well before they go far. I shall follow the traders as soon as Thad reaches here probably return in June by the way of Texas & New Orleans.

It seems a long while since I heard from you and all the immats of Santa Fe are eagerly watching for the first arrival. It is reported that Kate Lavenia and divers others are married or were to be married this month - with regard to Kate I suppose it is true and of L-- a probable - Thad must be on the way if he has not in his madness gone to N.Y. - K- How could he think of it. We are selling a vast many goods at good prices and I think will be able to sell all that Thad can sand out altho' we have not the business of the dragoons. This business letter will have little interest to you. I have written it because I had not time to write you and Robert both and it is necessary that he should see it as the calculations in my last are somewhat destroyed by this new arrangement of Gen. Kearney's - You can have no idea, and would hardly believe how much work I am doing, tho' I believe it would be better if I worked less. After the Gen. starts we will have more leisure till our other goods arrive - I hardly go out at all, sleep, eat, sell goods all under the same roof.

We have 6 rooms and two yards all for \$15 per month - The houses are built so as to leave an open space in the center - the buildings being on four sides which is quite convenient.

I shall soon write again - Love to E - Mary & All - May ~~your~~ God have you in his keeping is the prayer of your affectionate husband

E.W.Pomeroy

Re - Gen'l Kearny. "Intending to detach the states of New Mexico from the Central Government, the Cabinet at Washington determined to order the organization of a body of troops known as the "Army of the West," to march to Santa Fe, and taking that as the centre of operations to subjugate the northern provinces of Mexico. Colonel Stephen W. Kearny was appointed to command of this Corps, which was afterwards increased in force as the duties assigned it became more arduous and extensive - (see "Frosto Pictorial History of Mexico and the War - Page 399). Orders for expedition received in May 1847, and in June Col. Kearny commenced his march from Fort Leavenworth with a body of about 1750 men. (June 30, 1846) - Bent's Fort was reached on July 30, 1846 (564 miles) From Bent's Fort to Santa Fe was 309 miles - On Aug. 16

#2.

army arrived at San Miguel - Santa Fe was entered on Aug. 18th - "On the 25th of September having received information of the certain approach of the Missouri regiment under Col. Price, and the Mormons, Gen'l Kearny departed from Santa Fe to March over a thousand miles of country to California." Soon after leaving Santa Fe Gen'l Kearny met an "express" bringing to Washington an account of the exploits of Col. Fremont in California."

TANLEY B. ASHBROOK
64 ARCADIA DRIVE
FORT MITCHELL
COVINGTON, KY.

THAT WAS NEW YORK

The Great Arson Plot

During the evening of November 25, 1864, a squad of young Confederate army officers attempted to burn down the City of New York. They tried to set fire to seventeen hotels, two theatres, and Barnum's Museum, and had they used better chemicals, hundreds of New Yorkers would probably have been roasted alive. If this had happened, the North would probably have lost heart, Lee's army would probably not have surrendered, the South would probably not be in the Union today, and John Nance Garner would not be Vice-President.

The arson plot was part of a plan of the Confederate government to spread terror through the North in order to minimize the effects of disastrous defeats sustained by the Confederate armies. Sherman was marching through Georgia and Grant through Lee's battalions, and it was hoped the burning of New York and other Northern cities would bolster the sagging morale of the South and also bring about revolt in the North. Although Union victory was practically at hand, an important percentage of New York's population was tired of the conflict. Tammany Hall had never given whole-hearted support to the Lincoln government and in the early days of the war Mayor Wood had gone so far as to suggest that the city and Long Island withdraw from the Union and form a confederacy of their own.

The plans to burn New York were made in Canada, apparently with full knowledge and sanction of the Richmond government. Colonel Jacob Thompson, who had been Secretary of the Interior in the Buchanan cabinet, was the chief Confederate representative in Canada, and he had more than a million dollars Federal to spend. His principal collaborator was Colonel Robert Maxwell Martin of Kentucky, the leader of the arson squad. Boston, Chicago, Cincinnati, and other cities were also to be fired. Under cover of the confusion, Confederate soldiers in nearby prison camps were to be released and placed in command of forces from the anti-Lincoln factions. These improvised armies were then to march through the North in duplication of Sherman's performance.

Colonel Martin was a veteran of twenty-six who carried a bullet he had stopped while raiding with Morgan in Ohio, a prancing young man with a fine corn-silk mustache and plenty of gab. Lieutenant John W. Headley, a solemn youngster, also from Kentucky, was second in command. In the squad also were Captain Robert Cobb Kennedy of Louisiana, a cool hand and a stout drinker; Lieutenant John T. Ashbrook, a friend of Kennedy; another lieutenant or so; and several subalterns out for loot and Thompson's expense money.

Martin's band assembled at Toronto, and late in October, 1864, slipped into New York in twos and threes. With Lieutenant Headley at his side, Martin registered at the St. Denis Hotel; the others went to other excellent hotels. There was no skimping of expenses. Thompson was not niggardly, and the invaders found the best bars without difficulty. In Virginia, Lee's troopers were eating parched corn, but in New York, Martin's men were drinking excellent bourbon and admiring one another's new haberdashery.

Martin and Headley soon located three persons they wanted to see; James A. McMasters, a large and noisy anti-Lincoln pamphleteer;

Henry W. McDonald, who owned a piano store on Franklin Avenue and was a secret Confederate agent; and Captain E. Longuemare, another agent. McDonald and Longuemare had stuffed Thompson and Judah P. Benjamin, Jefferson Davis's Secretary of State, with tales about Tammany's willingness to stage a revolt the moment a few hearty Southern lads showed up to lead it. The more expense money sent from Richmond via Canada, the more hopeful were the reports they sent out. When Martin and his men arrived, the Big Three gave them a warm welcome. Longuemare disclosed that he had arranged for the manufacture of enough of a mysterious chemical compound, which he called Greek fire, to send New York City heavenward in one roaring whoosh, Colonel Martin, knowing little about chemicals and less about Tammany, went ahead and made plans. He decided that the city was to be touched off on Election Night.

Then to Martin's surprise, it appeared that Washington knew all about his plans. Obtaining even the names and descriptions of a number of the conspirators, the Federal authorities passed them on to the civil and military forces of the city. The newspapers were full of angry denunciations. No arrests were made, however. Martin and his comrades swaggered unmolested around the bars and theatre lobbies. Truth was, the plot seemed so preposterous that few people credited it. Washington, however, took the matter more seriously. Major - General Ben Butler was sent to the city with ten thousand veterans. "To prevent election disorders," his orders read. He was just the boy for the job. The arson squad recalled that Butler had the habit of hanging first and questioning afterward. Without so much as a rollcall, they decided to postpone the great fire.

This decision had its advantages. Maybe Butler would go away. At any rate, the conspirators could see the sights. It was a natural desire, but it split the arson squad. Lieutenant Ashbrook sought the society of the ladies and Captain Kennedy wouldn't leave one bar save for another; Martin and Headley had all the virtues of Walter Scott heroes. These two set out to advance themselves culturally. They read the morning editorials. They attended a lecture by Artemus Ward in Wood's Theatre and enjoyed the Ward humor which Lincoln was wont to try out on his cabinet. They crossed over to Brooklyn to listen to Henry Ward Beecher and discussed his sermon on the way back. Day after day they drank of the enemy's culture. On Election Day, they listened to a speech by James T. Brady, the Tammany spellbinder.

After the election, Butler did not leave the city, and his presence got on the nerves of the Big Three. McMasters, McDonald, and Longuemare, scared out of their wits, withdrew from the plot. Colonel Martin was determined to go on with it. He set Thanksgiving Day for the great touch-off, Butler or no Butler. Later he deferred it to Friday, November 25.

On Thursday, Thanksgiving Day, the twenty-fourth, Headley was sent to get the chemicals, for which Longuemare had originally arranged. He went to lower Washington Street, knocked at a basement door, and was greeted by an old man with bushy white whiskers. Headley asked him for Captain Longuemare's bag. Without a word, the old man handed him a heavy black suitcase and closed the door. Presumably he was the chemist who manufactured the Greek fire; his identity is a mystery. Headley took the suitcase and made his way to Park Row, where he boarded a horse care bound up the Bowery.

Had Martin and Headley been other than trusting souls, they would have ere this demanded a demonstration of the Big Three's Greek fire, possibly trying out a sample on a handful of kindling in their own hotel fireplaces. The Southern conspirators had been assured that the chemical, a liquid, would ignite on exposure to the air, but they hadn't tried it. On the horse car, Headley noticed a queer smell, examined the bag, and found it leaking. The smell became stronger, and the other passengers gasped and moved away, glaring at Headley. There he sat, trusting on the one hand that the chemical wouldn't set fire to the car and on the other that within thirty hours it would burn New York City. Amid the odor, he rode to Central Park, where he delivered the bag to Martin. It proved to contain twelve dozen four-ounce bottles of the chemical. These were divided among the plotters.

Part of the plot was that each conspirator be registered at several widely separated hotels and that he should fire each of them. Headley had rooms at the Astor House on Broadway below the City Hall, at the Everett House near Union Square, and at one or two other hotels. Martin had rooms at the Hoffman House on Broadway, at the Fifth Avenue Hotel, at the St. Denis on Broadway opposite Grace Church, and elsewhere. Ashbrook had rooms at the St. Nicholas and the Lafarge, while Kennedy and the half-dozen others had registered widely around the city.

Thanksgiving night, each conspirator took his dozen or more bottles of Greek fire to his favorite room and went to bed. He stayed out of mischief until Friday evening. Then, at dusk, he went to one of his rooms, heaped furniture, bedclothes, and draperies on the bed, doused it with a bottle of the chemical, and shut the door and locked it behind him. Then he hurried to another hotel to fire it. The progress of the conspirators from place to place wasn't as rapid as it would be in this motorized day. It was six-thirty when the first fire was reported and eight o'clock before smoke was detected in the seventeenth hotel. This gave the firemen time to sing from fire to fire. They really didn't need the time, though. None of the fires actually got a serious hold on any of the hotels. In some cases the chemical was so weak it didn't even fire the bedding.

After he had completed his round of Hotels, Lieutenant Ashbrook hurled a bottle of Greek fire into the middle of the audience enjoying "The Corsican Brothers" at Niblo's Garden. He caused only a small panic. Another bottle brought no better results at the Winter Garden, where Edwin and John Wilkes Booth were playing Brutus and Mark Antony. It was the same story at Barnum's Museum. Captain Kennedy went to Barnum's after firing his quota of hotels and having a couple of drinks. He smashed a bottle of the compound on the stairs, waited for a splutter of flames, and disappeared. Headley at the moment was across the street nursing his Astor Hotel fire and glancing out of the window, had the satisfaction of seeing the manager of the Museum run out into the street and scream for help to get his freaks and animals out. He was closely followed by the giantess and some of the patrons. But that was all. The building didn't burn. The chemical was a general failure. Lieutenant Headley pitched several bottles of it on some barges of hay at the foot of Moore Street without even getting the hay to burn.

After the fiasco, all of the arson squad escaped to Canada. Later, Captain Kennedy and Lieutenant Ashbrook, attempting to slip back to the South, boarded a train at Detroit. The train was crowded and they had to take seats half the length of a car apart. An hour after leaving

Detroit, two men stepped forward and arrested Kennedy. Before the agents could get to Ashbrook, he opened a window and jumped out. He landed safely in a snowdrift and eventually made his way to Kentucky. Kennedy was returned to New York, where he was tried on charges of espionage and arson. He was convicted and on March 25, 1865, was hanged at Fort Lafayette, on the Narrows in Brooklyn. He was the only conspirator ever punished.

New York was in a lynching mood the morning after the first, the newspapers calling for revenge. The military forces at Fort Lafayette ordered all Southerners in the city to report there and explain their presence. Raids were conducted on Southern hangouts. John Young, chief of the city detectives, announced that sixty suspects had been arrested. Of the conspirators, only two others were taken into custody, McDonald and McMasters of the Big Three. Nothing was proved against them and they were released.

Martin and Headley had the audacity to stay over for Sunday breakfast, which they took leisurely in a restaurant on Broadway near Eleventh Street. After looking over the morning newspapers, they decided to leave at once. They started for McDonald's piano store for their luggage, but as they approached Martin saw Miss Katie McDonald at the window frowning and shaking her head. They ducked just in time to escape two detectives emerging from the store. A few hours later, they slipped by the detectives and boarded a train for Canada.

In 1891, Headley was elected Secretary of State of Kentucky. Martin returned to New York to become manager of a tobacco warehouse. He died here in 1901, greatly respected. His grave is in Greenwood Cemetery.

----- Kenneth Campbell

BENSON SPRINGS INN
Enterprise, Florida

Feb 21 - 1922

My dear Boys:

I am writing this to all of you to relieve you of any thought that I had of asking any or all of you for money to enable me to secure a home, or any ground for garden, or other investment in Florida. In my anxiety to escape the vigor and danger of the winter in the north, was not new when you first mentioned it last fall. I kept silent on the subject when you made reference to it, because I did not want to impose upon you any additional expense for travel and in order to reach Florida. Since coming my enjoyment and comfort inspired the thought of how perfectly delightful it would be to live in this mild climate most of the year. Hence I said I would like to stay here at least 8 months of the year, and added if I could do so - I would have a garden, cow and chickens as a part of my equipment, so as to make my living and be independent. To be cooped up in a flat as we have been for sometime, is little better than being in prison, it is to me, but I deplore the fact that I am doing nothing, and to me this is the hardest work in the world, for a man in perfect health and reasonably strong body to be unemployed. Of course I do not think of going into the business of farming, and wear myself out at hard work and drudgery. Neither do I think of making money, although this can be and is being done in some places within the state of Florida. This climate has done me great good and I wish that each of you could have the benefit of it, at least a short while every year. From personal observation and talk with men who came here from almost every state in the Union I am impressed with the absolute necessity of every man taking care of his health. The only thing that brings men here is to get rest and quiet from the rush and strain of business and overworked brain and nerves. Lookout my boys - you are no exception to the human family - you may break down - and when your health is gone - good night. It would afford me infinite pleasure to be so situated - if not in Florida - somewhere else, where you could come home once in awhile, and be boys with Mother and Father again. Four score and three years and some more, have not blotted out the memory of our boys at home with us - struggling together as a family to make home the sweetest place in this old world to us. Though hardships and reverses have come, and changes have been many - the memory of those days still lingers and we find ourselves traveling back but a few years seemingly, to the spot where we had our home with all its precious environments that made it a better place than any other to be found. Claude Your article on the "Bonus" - was just fine and we are passing it around to be read. Stan, you don't know how much good it does us to know you are trying to give up smoking. Ray, when you think of the South remember "Gainesville" Ala., is only one of the poor spots and a poor sample of the southern country. Can't forget having a desire to live where it is congenial. Much love to you all and hope good health and better business awaits you in the future.

Father.



U. S. August Issue

In response to an inquiry as to the August issue, the opinion now among students is that there was no first and second issue of 1861. There is only one issue and that is what is listed in the catalogue as the second issue and in previous editions as the September issue. The 3-cent value is the earliest one known to be actually used.

It is interesting to note, according to Stanley Ashbrook, one of the best informed students of these stamps, whom we heard presenting their story at the last Philatelic Congress, that the 1861 issue was first placed on sale at the Baltimore Postoffice on Saturday, August 17, 1861. Mr. Luff listed the use of a 3c. pink on August 18, 1861. This was Sunday, and the town was Nashau, N. H., but more than likely the actual use was Monday the 19th. At any rate this date is the earliest known use of the 1861 stamps.—L. M. RELLIM in *Baltimore American*.



either unaddressed for your own mailing or already franked with postmark, cancellatives and foreign stamps and cancelled on board ship. Mr. Crosby's address is P. O. Box 602, San Pedro, California.

The following covers are all cancelled on board the Naval Transport *U. S. S. Chaumont* on one of her training cruises:

Jan. 27th—Type 3, magenta. "Departure Norfolk, Va." Design in navy blue with Seal of Virginia.

Jan. 30th—Type 3, blue. "Guantanamo Bay, Cuba." Design in flag red with Flag of Cuba. Pair of Cuban 5c. blue air mails.

Feb. 3rd—Type 3, violet. "Transit Canal." Design in green with Seal of the Isthmus of Panama. Canal Zone postage.

Mar. 11th—Type 3, violet. "Honolulu, Hawaii." Design in light green with Seal of the Territory of Hawaii.

Mar. 26th—Type 3, blue. "Apra Harbor, Guam, M. I." Design in blue with Seal of Guam in blue.

April 7th—Type 3, green. "Hong

Death of Robert Sydney Nelson

As we are about to go to press the brief message comes of the death of Mr. Robert Sydney Nelson of Selma, Ala., which occurred on Wednesday night, August 12th. There were no further details. . .

To the older collectors in the South—and particularly to those who are interested in Confederates—the name of Robert Sydney Nelson is one to conjure up memories that take us back to the Nineties of last century. Ferrary bought and collected the great rarities among the Confederate Provisionals in those days—*Robert Sydney Nelson found them!*

Twice in the past thirty-eight years have I published a brief sketch of his life and his great finds—in *The Virginia Philatelist* in 1889, and in *The New Southern Philatelist* in 1931—and now it is to close the record of an unbroken friendship of more than forty years.

Although in late years he led a secluded life—lived much in the past—those who knew him best, loved him most for his simple, confiding faith and his loyalty.

“The Old Stamp Hunter,” as he loved to style himself, is no more, but some of the choicest gems in the great collections are the spoils of his “hunting” and will perpetuate his name in Philately.

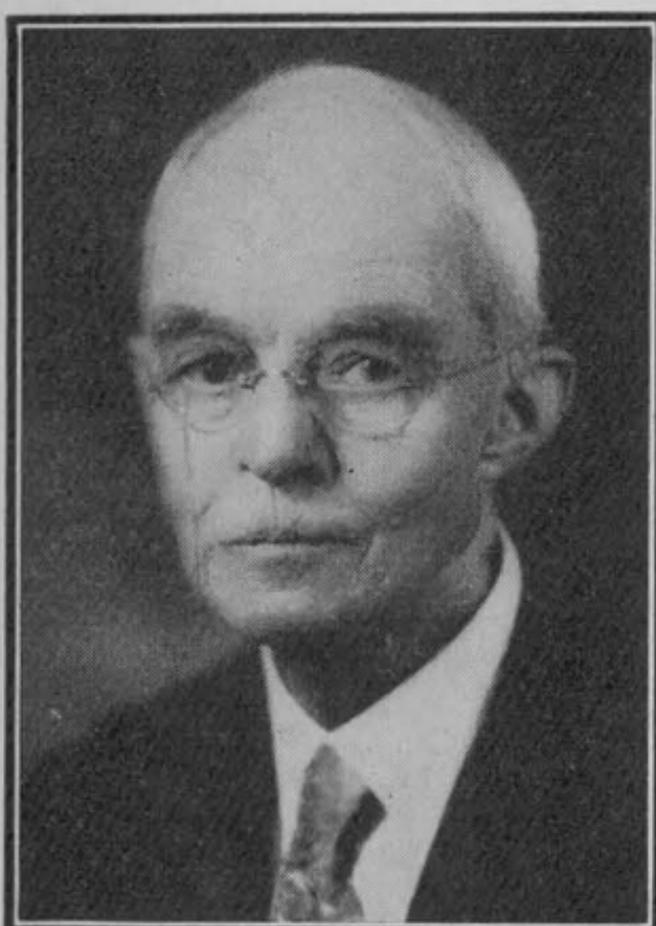


REVIEWS

Gold Rush Steamers A superb piece of work, judged by any standard, is the latest study from our gifted member Ernest A. Wiltsee, **Gold Rush Steamers**. Mr. Wiltsee, Vice President of the California Historical Society, has long been known for his matchless collection of early California philatelic-historical material, and his three major writings prior to this book are well known. Those who have read and enjoyed **Pioneer Miner and Pack Mule Express**, **The Truth About Fremont**, and **The Joseph W. Gregory Express**, will find in **Gold Rush Steamers** a fund of information and enjoyment hard to duplicate.

The book is a magnificent art production of 368 pages on heavy deckle-edge laid paper, large octavo, bound in cloth, with linen back, and profusely illustrated. It is published by the Grabhorn Press, San Francisco, in a limited edition of 500 copies and sells for ten dollars. The big volume is a most complete and detailed history of the steamship lines operating between Panama and Nicaragua to San Francisco during the hectic days of '49 and later. It clears up many a question of early postal markings and provides an immense fund of information. We predict that the book will be sold out in record time.

Robert Sydney Nelson



ROBERT SYDNEY NELSON

Robert Sydney Nelson was born in Greensboro, Ala., January 18, 1862, a descendant of old Virginia families who had settled in Alabama. His paternal grandfather, Col. John Nelson, was a wealthy plantation owner, and on his maternal side Col. Robert B. Waller—an eminent lawyer, a man of letters and fond of collecting curios of all sorts—was his favorite grandsire. These were his traditions.

His interest in stamps was first aroused when his mother found a number of Uniontowns while looking over some old papers of the estate. This determined his career as a collector and "stamp-hunter." In 1894 he leased out his plantation and, bearing credentials from the Governor of Alabama, started on an expedition that proved the most remarkable stamp hunt in American philatelic history.

I have frequently told the story of this find. There were Mobiles, Uniontowns, New Orleans, Macons, Memphis, Nashvilles, Grove Hills—over three hundred letters—as well as a vast number of the Provisional covers, representing a catalog value of over \$100,000. No other find of this magnitude is recorded in philatelic history. Nelson sold the greater number of these covers to Ferrary, with whom I negotiated most of the sales.

He was buried in Live Oak Cemetery, Selma, Ala. Thursday afternoon, August 13. He is survived by his half-brother, Mr. Charles F. White, and his sister, Mrs. Robert Coleman.

May the sod lay lightly on "The Old Stamp Hunter" who once experienced the greatest thrill that ever came to an American collector.

COPY

FRANKLIN Insurance Service Corporation
12th Floor First National Bank Building
San Diego, Calif.

ESTABLISHED 1922
Formerly Gordon Leby Co.

October 26, 1933

Mr. W. R. Parker,
1026 Montgomery Street,
Oroville, California.

Dear Mr. Parker:

Can you tell me anything about the use of the 1847 issue of United States stamps in California? I have recently seen a 10¢ 1847 on an envelope addressed to Mt. Holley, Ohio, the stamp being tied to the cover with a blue grid cancellation, the envelope bearing a blue "MARYSVILLE CAL" with month and day and large "10" in circle. There is no year date given, nor is there anything else on the envelope to indicate the year. The envelope has every indication of being genuine and legitimate.

Do you have any information as to whether these stamps were used regularly in Marysville, California, during their currency in the rest of the U. S.? It is my impression that they are very rare on cover with any California cancellation, and this cover should be especially good.

Does the cancellation sound right for that period? And was 10¢ the correct rate for a letter from California to Ohio in those days?

I would greatly appreciate any information on this matter that you care to give me. If you cannot help me, perhaps you would suggest someone who can?

Philatelically yours,

(signed) Paul A. Dorn.

COPY

NEW AMSTERDAM

CASUALTY COMPANY

San Diego, Calif.

December 18, 1933.

Mr. W. R. Parker,
1026 Montgomery Street,
Oroville, California.

Dear Mr. Parker:

I wish to thank you for your letter of November 6, 1933,
re - the 10¢ 1847 on cover used in Marysville, California.

Since writing you I have submitted this cover to Mr.
Elliott Perry of Westfield, N.J., and he faultly states
that he thinks it perfectly genuine, although a freak or
accident which slipped through due to carelessness or
ignorance.

An item like this is undoubtedly unique and is worth al-
most any price one can get for it. I acquired it as the
ordinary and hence can afford to hold it for awhile until
prices improve, but I am open to any attractive offer.

I am enclosing herewith a photo of the cover in question,
which you no doubt may be glad to keep for reference.

Very truly yours,

(signed) Paul A. Dorn
1200 First National Bldg.,
San Diego, California.

COPY

12/21/33

Dear Mr. Dorn:

I thank you for your letter of the 18th and for the photo of the Marysville 10¢ '47 cover.

I still would like to hope the cover O.K. However I have never seen the rate numeral used when postage was prepaid, as shown here, except a faked on strip of 4 -10¢ 1847 (Wiltsee) Nor do I know of a single town in California that used any such type grid.

My data shows a type used after January 1862 from San Francisco and Benecia - but with 10 or eleven bars.

However anything seems possible, and I hope your further search will prove it O.K. I have tried to acquaint myself with Calif Express and U. S. postal markings, and keep a record of everything. I sincerely hope you can upset my records of such grid type use from Marysville Cal.

With seasons greetings

Very truly,

(signed) W.R.P.

copy

Elliott Perry Westfield
Box 333 New Jersey.

December 27, 1933.

Dear Mr. Parker:

In my opinion the 10c 1847 on Marysville cover is genuine but I don't think my opinion should carry anywhere nearly so much weight as yours. If the Marysville Postmark with "10" is not known that does not help the cover any. As nearly as I could tell the color was a good match for that used on the usual Marysville markings and altho both postmark and grid were unknown to me yet I did not feel sure they had never existed. At best the cover is a freak - the 10c black being used in place of a 10c green. I have seen one or a few other similar instances where the stamp was allowed to pay postage and no evidence of postage due appeared.

The stamp appeared to have no other cancellation and I could hardly imagine anyone going to such a lot of trouble and/or expense to make such a fake. Of course if the Marysville "10" is a rating for postage due only the stamp and grid would have to be added.

The most puzzling thing to me is that the cover should be sent east for an opinion when the data necessary to establish the validity of the markings should be in California.

A 10c 1847 stuck on a cover and used from California today might go through without question. I don't think such a freak would be very valuable. If used to pay 10c worth of postage it would be essentially the same as Dorn's cover.

I have absolutely no pride of opinion in the matter and if you or anyone else can show that the thing is a fake - or probably a fake - I shall welcome that information.

Business rotten before the Hind sale but there has been an improvement since and maybe something can be done with your rev. block. I thought it was sold last fall but it didn't stick. That places me in position to raise the price as you indicated my valuation was too low.

With the season's best regards,

Sincerely

(signed) Elliott Perry

Hope the Shasta newspapers yield lots of pay dirt.

WM. K. ROWELL
CONCORD, N.H.
May 17, 1858
JOURNAL OF A VOYAGE TO CALIFORNIA.

WEST CONCORD, May 17, 1858. Today I am to leave my home, kindred and friends for the distant land of California. I have been led to take this voyage partly on account of my health. During the last three years I have been engaged in teaching. My labors have been very hard and together with the sad affliction that I have experienced have greatly impaired my health. It is my intention now on reaching California, if my health should improve, to engage in teaching. I mean also to exert a good moral influence - to endeavor to promote Sabbath Schools. My friends at home seem sad at the thought of my departure, yet I think on the whole conclude that it is best for me to go.

NEW YORK CITY (Tuesday) 18th: Left home yesterday afternoon at about two o'clock. Before leaving Mr. Tenney came in and Father read a chapter in the Bible and we had a season of prayer, Mr. Tenney leading. It was a very affecting scene to me and seemed so to all. I felt very sad at leaving home, more so than I expected, yet I do not know that I have regretted my decision. On account of the sadness that I felt at leaving home I did not enjoy my ride to this place very much. I came by cars from Concord to a place called Allen's Point on Long Island, and thence by a steam boat to this place. When I left home the trees were just beginning to leave out, but very few farms had planted their corn. Soon after entering Mass. I noticed that the apple trees were beginning to blossom. My ride in this boat I enjoyed very well considering the circumstances. I embarked in the boat at about ten o'clock and went to bed about eleven o'clock. It was the first night that I ever slept on a steam boat. I arose at about six o'clock, found that I was near the city. Enjoyed the view along the Sound as we approached the city very much. It rained most of the time so that it was not quite as pleasant as it would otherwise have been. After reaching this place I went first to find the steamer for California. Had no difficulty in finding the vessel. It was too early, however, to go on board. I went then to find a hotel and have my baggage carried to it. I selected this place, the Lovejoy Hotel, because it was near by and I was somewhat acquainted with it. My expenses here are about \$1.00 per day. My accommodations are very good, and the board is fair. At about nine o'clock I went again to the steamer, found I could go on board, selected my berth, went and paid for my ticket, a second class cabin one for \$200.00. It has rained most of the time today so that I have not been about much.

WEDNESDAY, May 19th: There seems to be some prospect of fair weather; it has not rained today neither has the sun shone much. I have walked about the city some, visited the Battery and some other places of note, and have written quite a number of letters. I have been again to the office of the California steamer. There seem to be a great many on their way to California. I noticed some at the office who had not money enough for their tickets. They had rather long faces, I rather pitied them. There are at this place as many as forty, I should think, bound for California. I have this evening seen a man who spent some five years in California. He gave me some useful information.

THURSDAY MORNING, May 20th: This is the day of sailing - shall start at two o'clock. I feel rather impatient to go. The prospect is that we shall have a good day. I have at length taken passage in the "Star of the West." I came on board at about ten o'clock. Already many passengers were on board. The gangway to the ship was full of foot passengers and carriages. From that time until the vessel started the crowd continued to increase. There were a great many on board to take leave of their friends. I was glad that I had done my bidding good-by before I came on board. A steamship is the last place I should like to take leave of a friend. A person with a gong went around several times and called out "All ashore that's going." At each time that he went around many left the ship with almost breaking hearts, leaving those on board of their friends in the same condition. But it was little sympathy that these afflicted individuals received from the crowd. Sometimes a laugh would be raised at their distress. A young fellow of sixteen or eighteen kissed his brother, each with their eyes full of tears. This caused a shout of

laughter. Some who had left the ship would come up once more through the crowded gangway to take another last embrace and give one more kiss as if they were to part forever. To me it was a sad scene. At a few minutes past two we started. The pier was crowded to the farthest point with gazers, some waving their handkerchiefs, some their hats and others shouting and crying. And during all this time it rained tremendously. The water poured in torrents from the decks. Soon after we started awnings were placed on the windward side of the vessel to keep out the wet. I was sorry it rained for I wished to have a view of the Islands as we passed down the North river. As it was the prospect was not very good. When we were well on our way the Purser came along to see who had tickets. A string of men extended across the deck, and all whose tickets were checked were suffered to go behind them. Then they went through the vessel. One man was found stowed away among the baggage, hoping to steal a passage, but he was found, dragged out and sent back in the Pilot Boat. When the Pilot Boat returned I sent back three letters, one each to Father Rowell, Father Flint and Dr. Phillips. I let them know I had gone. Quite a number had come down in the steamer to go back in the Pilot Boat. Just as the boat was about to leave quite a squall arose which made it difficult for them to get on board. Two small boats carried the passengers with the "stowaway" from the steamer to the P.B. As they left it seemed as though the little boats must be upset at once, but they reached their place of destination in safety and the one belonging to the steamer returned in safety. Soon after the Pilot Boat left the gong rang for supper. The second cabin passengers took tea first. There did not seem to be a great rush to the table. I did not choose to eat much. What I did eat I gave to the fish before eight o'clock like many others. Quite a number were sea sick before I was taken and I began to think I might escape. But it was not to be. I had to take my turn. The sickness came on first with distress, then headache and lastly vomiting as in the case of a sick headache. After I vomited I felt much better. I expect a great many will be sick tonight. They make rather bad work in the cabins. Women are groaning and children crying. I could not sing "A life on the rolling deep" now.

FRIDAY, May 21, 1858: This morning I arose early, before five, and went on deck. They were just washing down. I had a chance to see the sun rise. It looked most beautiful as it came up from out of the deep like a vast ball of fire. There were some clouds in the sky and they were slightly tinged with red. I had not been up long before I began to be sick again. I vomited twice very freely and then felt very comfortable during the day with the exception of a little dizziness and headache. Think I did not suffer near as much as many others. Found out last night who my berth mate was. He was a pleasant young man from the West, Illinois I believe. Found he did not approve of drinking or smoking, which was very agreeable to me. He used some profane language of which I was sorry. I have become acquainted with some of the passengers who are very agreeable acquaintances. There is a Methodist minister on board who is married to a lady from Concord. His name is Wilmot. He appears to be forty or forty-five years of age and his wife about twenty. She dresses like a school girl. She wears quite a fancy hat. Mr. Wilmot and his wife do not room together which seems a little strange - think I should want my wife with me if she was on board. I have become some acquainted with Mr. W. He appears like a very good man. He has spent several years in California. He encourages me very much about engaging in a school at that place. He says that teachers are needed there very much, and they can get good wages. There is also another Methodist preacher in this vessel, a Bishop Scott. He resembles Dr. Bonton of Concord very much. The Bishop has been quite a traveler, having been to California, Oregon, Africa and some other distant places. I find him very ready to converse and to give accounts of his travels. He also encourages me in establishing a school in California. I have been about the vessel considerable today, found many companies playing cards, at one time I think there were ten sets of card players. Some were drinking, some sleeping, some reading, some at work sewing and knitting and others doing nothing. I think a great deal may be learned of human nature from the passengers on board. Think I shall notice some of them in particular by and by. There are some characters worthy of description. This evening I saw the sun set at sea for the first time. It did not go down behind the hills as at home, but seemed to drop out of sight. A few belts of clouds were in the West, and these were colored with a tinge of red. During the day I have watched the sails as they come into sight and then disappear. At one time I could see nine and I think there was no time when I could see

none. This evening has been most beautiful. I have been on the upper deck most of the time from sunset till ten o'clock. Around the upper deck there is a railing and along this there are seats for passengers. Here many come up to behold the beauties of the sea by moonlight. The moon will be full in a few nights and will make the evenings most beautiful during fair weather. I watched the stars as they came out one after the other and thought of those who had often been with me as I gazed upon its starry heavens, especially of my dear Augusta who a year ago was with me at Pembroke but now sleeps beneath the ground. The grass is green on her grave and the rose bushes are growing by its side. I have been walking about the deck for some time singing, whistling and thinking. I am thankful that I am now so well and hope that I may thus continue. One privilege I miss. I have no place to go for secret prayer. Every part of the vessel is occupied. But I hope my prayers are uttered with heart if not with the lips. I find time to read my Bible and hope I shall read it still more. Now and then I see a passenger with a testament or Bible. Most of the books however among the passengers seem to be novels.

SATURDAY, May 22nd: It is Saturday night - how different from the Saturday nights that I have enjoyed during the past few months does this seem. A Saturday night on board a ship. No prayer meeting is here but dancing, drinking and playing cards. There are three ministers on board but they say nothing about a meeting. Tonight I think of home, of the little prayer meeting that will there be held. Tonight prayer will be raised for the absent one upon the sea. May God hear those prayers, and may I be enabled to pray more fluently myself. I think too of those with whom I have been associated during the past winter and spring, of the good meetings that we had at the Academy. I wonder how many of the scholars who there used to meet are thinking of me tonight. I hope that some of them are at prayer meetings and hope that they are preparing themselves for the Sabbath and for greater usefulness. I should like to be at the Academy this evening and attend the prayer meeting which I hope is held there. This morning at about two o'clock I am told that we passed the dreaded point, Cape Hatteras. This is called the worst place for a rough sea in the voyage. I did not notice anything different from the preceding night. The day has been pleasant. The wind has changed from N.W. to N.E. It is estimated that we are now in the trade winds which blow from that part this season of the year. But few sails have been noticed today, three only I believe. I have seen but two. In the morning before breakfast I sat for some times on deck with Bishop Scott. He pointed out to me some birds which I had not before seen; they were called water-birds that are never seen except on the wing; where they rest is a mystery. I am told that they are seen on all parts of the sea. They never come very near a vessel, not near enough to be shot and hence are never taken. They appear white as they fly up and down on the water. They are supposed to live on the fish that they take from the sea as they dart down. I also noticed some birds following the smoke of the vessel. These are called Mother Cary's Chickens. They were about as large as a Martin bird, and black with a little white on their necks. There were many of these birds. A few flying fish were also seen. I had a glimpse at one but not so as to describe it. Seaweed has been abundant during the day. Last evening a little fuss was had with a negro waiter. He occupied a sofa in the second cabin and was insolent to one of the passengers. Quite a number of these negroes sleep in the second cabin. Some of the passengers have threatened to drive them out. I rather hope they will for I do not like their actions. They seem to think they are a little better than white folks. Today they have been giving passengers a chance to get at their trunks, though the darkeys have not been very accommodating about it. Tomorrow will be the Sabbath, but I fear we shall have no Sabbath here.

SUNDAY, May 23rd: Today is Sunday upon land but not upon the sea. There was no religious service on account of the roughness of the water. I have been very seasick, so much so that I hardly knew what to do. I think I never felt so bad in my life. I was so weak and languid that I could hardly raise my hand to my head. A great many of the passengers have been sick, some who have seemed to be perfectly well before. I have thought today of last Sabbath when I attended church with my friends at home and listened to my own minister, Mr. Tenney. I thought of the mention that he made for me in his prayer, and then of his parting words on Monday. How pleasant it would be tonight to be at home with my friends, away from the profanity to which I am obliged to listen here. It is growing warmer

and I expect soon that we shall suffer severely from the heat.

MONDAY, May 24: Today I feel some better, but it is sad for me to go about the ship and see the sick; some look almost as if they were about to die. I had supposed before I shipped that the second cabin passengers would have some care taken of them if they were sick, but it seems to me now that they do not. There is a surgeon belonging to the vessel but he seems to care little for the sick, he had rather drink his champagne and smoke his cigar. He receives a handsome salary per month I am told, and yet if one goes to him for advise or medicine he must be paid for it. This seems to me very wrong. I do not like most of the officers and crew of this steamer. I do not think they try to render the passengers comfortable. Some of the passengers who were not sick have endeavored to do something for the afflicted. There is a lady passenger who has made herself very useful in taking care of the sick and the children of those who were unwell. Also an English man has been very kind and done far more to relieve the wants of the afflicted than the styled surgeon. I found an old man on board who had been sick ever since he started and had taken little or nothing to eat. He thought if he could have some gruel he could eat it on deck. I went to one of the stewards and asked for the stewardess who I knew had carried gruel on deck, but was told that she could not get him any unless I knew his berth. I went and found out his number, but then I must find the man who took care of his berth, and after all could get no gruel but some poor tea. It is too bad that human beings must suffer as they do here without care. There is a little girl here about twelve or thirteen years of age who has been sick all the time; she seems just gone, yet none of the ship's crew seem to care for her. I am now writing in the saloon of the first cabin. It is a terrible noise. I should think there were eight or ten babies crying with all their might, poor things. I do not wonder at it. At the next table there is a party playing cards, others are reading and some are drinking. It is now very warm and the heat will probably increase until we reach Aspinwall. We are now nearly a thousand miles from New York.

TUESDAY, May 25th: Today has been rather an eventful one. Early in the morning we had a fine shower, which laid the sea and cooled the air. During the night it was very warm, especially in the second cabin. The sick seemed very much improved in the morning and have continued to improve during the day. At about eight o'clock I went on deck with the assurance that land was not more than twenty miles distant. I was on the lookout for land during nearly an hour but could see none. I came down onto the main deck at one o'clock and had just rested myself in a cool place to read when I heard that a steamer was in sight. I went to the upper deck and soon saw the vessel steaming toward us. I also saw land at nearly the same time, which was rather a joyful sight to those not used to the sea and who had not seen land for nearly five long days. I was sorry that I had not finished some of my letters that I might have sent home. The steamer was the Moses Taylor. She seemed to be crowded with passengers. We learned from the captain of the vessel that the Golden Age had broke her shaft on her downward passage so that we should be obliged to take another steamer on the other side. This was a great disappointment to many on board for the Golden Age is one of the finest vessels afloat. A boat was sent from the Age (sic) to our vessel and a poor fellow who had tried to steal passage home was put on board to be sent back. Papers were received from California and New York papers handed to the passengers on the Age. The captains spoke with each other for a moment, the passengers cheered, two guns were fired and then we moved on as before. During the day I saw a water spout, a new sight to me. The land that we saw was Crooked Island. For several hours we could see islands or parts of the one mentioned. They were surrounded by coral reefs. This passage is the most dangerous part of the voyage as I am told. I have the assurance that if I will be up by six in the morning I shall see a part of Cuba.

WEDNESDAY, May 26th: This morning I arose early to get a sight of Cuba. I had but a very indistinct view of it. We passed to the West of us at about six o'clock. Clouds were hanging over it for several hours. I could see no settlements, nothing but rocks, hills and trees. A little after noon we passed St. Domingo, but this island was seen very dimly in the distance. After passing this place we made directly for an island called Nevossa. This we reached at about dark. Before reaching it we saw

blocks of birds directing their course to it. This is a guano island claimed by the United States. When we were passing it we saw a flash as of a gun and heard a report. A rocket was sent up from our ship and then a torch was held up. A light was soon seen upon the island and continued for a long time. The captain concluded that there were some on the island in distress and turned about the vessel to make for the island. When within a mile or so the first mate with four of the crew were sent out to the island. On their return it was found that there were individuals on the island who were there collecting guano and had been taken prisoners by the government of St. Domingo who have set up a claim to the Island. They wished to send a letter home to their employers and to the U. S. Government. We were detained by this operation some three hours.

THURSDAY, 27th: I have now been out at sea a week and more. Today has been pleasant but the sea rather rough though it has not made many sick. This evening has been most beautiful. I have never seen such beautiful clouds before, some almost black and others changing to almost fleecy whiteness.

FRIDAY, 28th: This morning I arose at about six o'clock and washed in fresh water for the first time since I came on board; for this privilege I paid twenty-five cents. There has been but little sun during the day; it has been cloudy and hazy, but no rain. Today has been the day for weighing baggage, and a hard day it has been, both for those who handled the baggage and those who owned it. A great part of it was down in the hold of the vessel and had to be raised on deck, weighed and then put back again. I understand that there are on board some 1500 trunks; a huge pile they make. Many of the passengers have been writing today. A boy is placed in a convenient place to receive all the letters. I have written quite a number and have some still unfinished. We hope tomorrow to reach Aspinwall, but not much before night. It seems to me now that I should rejoice to be on land once more. Tonight some young ladies have been singing on deck. They have sung the songs that my dear Augusta ~~xxxxxxx~~ used to sing, "Do They Miss Me at Home?" and "My Willie is on the Dark Blue Sea." It brought to mind the many pleasant hours that I had spent with Augusta on moonlight evenings on the pond near her home. I can never hear the last song without almost weeping wherever I may be. Many things bring to mind my dear lost wife. Oh, how lonely I feel at times. Shall I ever have a home again and be happy?

SATURDAY, 29th: This morning I arose with the hope that I should see land but it was cloudy and rainy and no land was to be seen. Passengers were constantly inquiring if we should reach the Isthmus by noon, if we could cross today, and the like. All seemed anxious to be on land once more. I felt the same anxiety. A little before noon however land hove in sight and much to the joy of all. As the clouds cleared away the broken hills of the Isthmus appeared. The hills were as broken as those about the White Mountains, but better covered with vegetation. I was very much interested to notice these hills as we passed along, some were very high and regular, others were low, some were sugarloafed, others very pointed, some seemed separated from the rest. Now and then an island arose out of the sea along the coast. The forest resembled very much our maple and oak forests but of a darker green. As we passed along for the first time I saw the fish called the porpoise. They were quite large weighing some thirty or forty pounds, perhaps more. They were spotted like a brook trout. We were not able to land until about four o'clock and then for the first time I stepped on foreign soil. I went with Mr. Wilmot to the Howard House in Aspinwall, which has the name of being the best house in the place. They take all the advantage possible. In company with Mr. Wilmot and wife with Bishop Scott I went about town. The town is built in a mud hole or rather on a very low island. They have improved the place by hauling in gravel. There were a few fine looking buildings but most were miserable looking places. I visited some of the native huts. They were built mostly of bamboo and thached. The main object seemed to be to make them cool. The natives resembled both the Indian and the Negro, seeming to be a mixture of both. They are very lazy I am told. They take up some four rods square of ground, set out a few plantains and a little other vegetable matter, and it suffices for their sustenance. They are very ignorant, caring for nothing except gratifying the appetite and the passions. There was a very rich vegetation wherever I went, but of all the trees, the flowers, the fruit and grass I had never

seen any of them before in their native clime. There were vast quantities of insects and animals about, land crabs as large as the hand, and others whose names I could not learn. I went along the beach for a short distance and found that the Island was of coral formation. There were multitudes of beautiful shells on the shore but I did not collect these as I could not well carry them. I saw a wild grape tree. It was somewhat like an elm, the fruit grew in clusters like grapes and when ripe was of a reddish color. I noticed that every thing made of wood quickly decayed. Buildings which could have been built but a short time were tumbling down. Posts standing in the water were eaten off by a worm. In order to make them durable they have to be covered with copper. They have a chapel here but I found that the chaplain had gone away. His name was Rowell from some place in New Hampshire. It would have been very pleasant for me to have met him here. The inhabitants are very filthy; they live with the hogs. These animals I noticed all about chained like dogs. The character of the people I will not further describe until tomorrow, which will be the Sabbath at home.

SUNDAY, May 30th: Sabbath in Christian lands. I arose this morning not very much refreshed by sleep. It was very warm and then the noise in the streets and the visitors were intolerable. Such a noisy place I have never before seen. I did not dare to go out alone far in the evening. The natives were collected together in various places with their instruments of music and were having a kind of dance. A great number of female negroes were upon the street apparently in their best attire and endeavoring to show off to the best advantage. I understand that the women here are very dissolute and profligate. I noticed a great many of them smoking cigars like men. Formerly many of the miners, on their return from California, used to spend great quantities of money on these miserable wretches. I have not seen a single indication today to denote that it was the Sabbath. I do not think there are two men in the place who care or pay any regard to the Sabbath. All the stores were open and people were drinking and swearing as on other days. Every store I think sells liquor. The passengers were very anxious to get away from the place. But few slept last night on account of the heat, the insects, filth and noise. I purchased a few articles of necessity at Aspinwall. We started much to the joy of all at about nine o'clock. I went into the last car and had a fine situation for seeing and for comfort. It was very warm when we started, but soon a shower came up and made the atmosphere very comfortable. As we passed along I noticed the shrubbery, flowers and trees. The soil was of a reddish color as if it contained oxide of iron, the road led through swamp land most of the way. The vegetation was very rank and thick, so much so that it was impossible I think for a person to go through it. There were multitudes of palm trees, bamboo and plantain. From the tall trees vines were hanging. They seemed to run up the trunk of the tree and then come down from the branches. The vines were very fine, some of them without a leaf and like cotton thread. The leaves of most of the vegetables were very wide. There were huts and ranches owned by the natives all along the route. The children were as naked as when they were born. The huts were like those in Aspinwall, made of poles and covered with bamboo. They cultivate but a small patch, not more than ten or twelve rows seemingly. Their animals are hogs or fowls. One thing I forgot in speaking of Aspinwall, there were a multitude of birds called the buzzard. They are of the species of the crow, only two or three times as large. They are the street cleaners, they consume all the filth and offal that is thrown out in the street. These birds I noticed all along the road. There were also multitudes of other birds, many of them of beautiful plumage, some of them also were quite musical. I noticed on one tree as many as fifteen hanging bird's nests resembling the nests of the golden robin. We noticed some very fine Mexican cattle. They were as fine I think as I have ever seen. I noticed but few horses. The road lies along the Chagres River. This river is very crooked and so is the railroad. This road was built at great expense both of life and property. There are probably but few places in the world more unhealthy for those who are not of the tropical regions. Many Irishmen worked on this road and many of them laid their bones by its side. Station houses are built every four miles. These are kind of boarding houses for those who keep the road in repair. The road is not in excellent condition. We made one stop on the road at the height of land on the Isthmus. A physician is employed by the company to visit all these station houses nearly every day to visit the sick. A great many have the Panama fever. We had two or three very severe showers during our ride. We reached Panama at about two o'clock. It rained very hard there at the

time and we made no stop there. The company are fearful of difficulty between the passengers and the inhabitants of this place. There were soldiers stationed on each side of the cars as we came in to preserve order. So far as I could judge the city of Panama had a very beautiful and substantial appearance. Most of the buildings seemed to be of stone. It rained very bad as we left the cars to take a small steamer which was to take us to the Sonora. We had a very unpleasant passage. There was a great bustle as we reached the steamer. The Sonora has a much better appearance than the Star of the West. My sleeping apartment is very poor.

MONDAY, May 31st: Last night was the most unpleasant one that I have passed since I left home. The heat was intolerable. I had a severe headache all night and it has continued during most of the day. There were many disturbances during the night. The passengers were noisy. They complained bitterly of the rats that seemed to be very plentiful in the ship. About nine o'clock an alarm was raised that a person was robbing the clothes in the berths. Many of the women after this could not sleep. I felt of my things and found all safe, and then lay down again. The individual who was supposed to be guilty of the theft was taken and hung up on the upper deck by his hands and after several hours put ashore. Great complaint has been made of losing articles from the berths. One lady lost fifty dollars from her dress pocket. Some gentlemen lost their coats, some their carpet bags and valises, some their shirts and boots. Some ~~gentlemen~~ also had their trunks broken open. All seem very fearful of the crew; all of the losses are charged to them. The morning and forenoon has been exceedingly hot. In the afternoon we had a smart shower which cooled the air very much. Four war vessels are lying at anchor at a short distance from our steamer. One came in but a day or two since. There is some prospect that they will open upon Panama. The difficulty that occurred there two years ago between the passengers on the railroad and the inhabitants of the place has never been settled. A settlement is now demanded by our Government and if the authorities of Panama do not give satisfaction, their city will probably be battered down. The vessels are now within cannon shot of the city. We have been very anxious today for the Grenada to come in, whose passengers are to go up on board the Sonora. The passengers came about half past three o'clock. There were 485 came on board, which with the number that we already had will make something more than a thousand. They were rather a rough looking set take them together. We have an addition of 105 to the Second Cabin. We started on our way very soon after the arrival of the passengers of the Grenada. The harbor where we have been lying during much of the day is a most beautiful one. On three sides it is surrounded by hills. These hills are covered with vegetation to their very tops. Multitudes of sea fowl are seen flying in all directions. Great numbers of fish are seen in the waters. A few were taken by some of the passengers. I have not yet tasted of any fruit and do not intend to until tomorrow. It is not considered healthy to eat much fruit here. It seems rather a hardship not to taste of the rich pineapples, oranges, lemons and other fruits exposed for sale at a low price. I learned from one of the passengers of the Grenada that one of their crew, the third mate, died on the way. It was feared that the passengers of that boat would bring sickness on board, but I can not learn that they have.

TUESDAY, June 1st: Our vessel is steadily moving on its course, though not very fast. Last night I slept very well, it rained much of the night and was a little cooler. Many of the passengers slept on deck, some in the saloon on sofas, tables and floor, some had stands arranged for them on a porch or something like a piazza around the saloon. These latter have very good accommodations in fair weather, but when it rains it is rather unpleasant. There was not so much disturbance during the night as on the preceeding, though some met with losses. Today we have been moving along the coast of New Granada in sight of land. It is a mountainous coast, the hills and mountains are covered with dense forests. Nothing of especial interest has occurred today. I have seen some large black looking fish, some eight or ten feet long, I should think, but could not learn what they were. I have been forming new acquaintances during a few days past. My seat at the table comes between two young ladies. One is married, the other comes from the state of New York. She seems quite pleasant, and I think will be a very agreeable acquaintance. I do not like however some of her associates. The fine dining saloon of this vessel is tonight filled with card players. I wish they could spend their time in some other way.

#8.

WEDNESDAY, June 2d: Awoke this morning in the midst of a shower. I slept on deck for the first time. Found it very comfortable, but was broken of my sweet slumber by the rain falling in large drops upon me. I went down into the cabin and was intending to take my berth but a lady wished it and I gave it up to her and sat on a stool for an hour and a half. Many other passengers who had sought the deck for a cool resting place were disturbed by the rain. Some however not until they were pretty well drenched. I found today that at 12 M. yesterday we had gone 162 miles and were in latitude $7^{\circ}10'$ North and longitude $80^{\circ}55'$ West. They are dancing on the upper deck. A little boy who has been sitting by his mother at my right says he wishes to go and see them for it reminds him of Kentucky. The day has passed off about as usual and the weather has been very warm. This morning when I went to my coat to get my pen to write, which I kept in a little box, I found that my gold and pearl studs were gone. I think they were taken by the one who took care of my berth. Articles continue to be lost by other individuals. We have today been sailing about N.W. along the coast of New Granada. I noticed some very high mountains, some for the most of the time covered with clouds. This afternoon I saw a very large school of porpoises. There were hundreds I should think, some jumped eight or ten feet out of water.

THURSDAY, June 3d: Had a refreshing sleep last night, notwithstanding the heat. On going upon deck found that we were out of sight of land and that we had entered the Gulf of Tehautepec. We shall not see land again probably until Saturday morning. The day has been pleasant and comfortable generally for me, although some have complained bitterly of the heat. Nothing of particular interest has occurred; men and women are lounging about on deck and in the cabins as if they were sick of the sea. Companies are seen most of the time playing cards and a few are found reading. The children seem to enjoy themselves the best I believe. There are on board, I have learned today, about 120 children. Twenty of them are under one year of age. If Barnum was here we might have a baby show. The children commence playing early in the morning and continue all day. They have their sports of various kinds, hide and seek, playing horse, climbing roofs, and other amusements. They seem never at a loss for sport. The girls, some of them, have their dolls, the boys their ships, guns and pinhooks. I have found out today that there on board about 1200 souls. We have men and women nearing sixty years of age, and from that down to infants of three months. There are representatives of almost every state in the Union and from almost every clime. There is the Jew and Gentile, the Negro and the Indian, the Russian officer and the American. I could not begin to tell from how many countries we have representatives. I am almost obliged at this time to stop writing on account of some Germans who are playing cards at my right. They seem to be a little excited and are jabbering tremendously. Many others are playing cards about me in the dining salon and multitudes are dancing to the music of the fiddle on the deck above me. I have been informed today that one woman has died and one child. These have been thrown over-board secretly. How sad it seems to leave the world and be consigned to a watery grave, away from kindred and friends. There is some sickness on the ship. During the twenty-four hours ending yesterday at 12 M. we ran 252 miles and are in lat. $8^{\circ}40'$ N and long. $84^{\circ}95'$ W.

FRIDAY, June 4th: This has been a long warm lazy day. The passengers have been lounging about seeming very anxious to have time pass away. Cards seem to be the only amusement, with the exception now and then of a game of checkers. Tonight there are so many at play that I can hardly get a chance at either table although the tables are a hundred feet long. Last night some more deprivations were committed among the berths of the women. I understand that the offender, one of the waiters, has been arrested and put in irons. I have spent my time today in reading, sleeping and conversation. I have not felt quite as well as usual. We have moved today 245 miles and are in lat $12^{\circ}46'$ N. and in long. $91^{\circ}34'$ W. We are still passing the Gulf of Tehautepec. We expect to reach Acapulco on Sunday night if nothing happens. From that place we shall have an opportunity to send back letters.

SATURDAY, June 5th: We had a heavy shower last night, and it rained quite hard this morning as I arose. I felt quite well. Soon after the shower the wind changed from south to east nearly and blew very hard. We have had the roughest sea today since I left New York City. Many were sick but

I have yet escaped. Some very heavy seas struck the vessel and the water came in over the bulwarks. Some were a little fearful. But this evening the sea is better and the prospect is that by midnight it will be quite calm. Land came in sight at about six o'clock. We have run today 240 miles and are $14^{\circ}27'$ lat. and $95^{\circ}12'$ long. It is expected that we shall reach the Mexican city Acapulco sometime tomorrow afternoon. I wish it were on some other day. I do not like to have the Sabbath broken in upon in this way. I hope that during a part of the day, at least, we shall have religious services. How good it would seem to have a sermon. How I should enjoy being at home to-night. I should like to attend the little prayer meeting which will be held there. How much better it would be than to be here among the card players; for tonight the passengers are engaged as ever with their cards, some have their bottles.

SUNDAY, June 6th: I arose not very early this morning. It seems that on board vessels as well as at other places people do not hurry on the Sabbath. The morning bids for a pleasant day. I learned soon after breakfast that we were to have religious services from Bishop Scott. I was impatient for the hour to arrive when the service was to commence. I had not heard a sermon or a prayer for more than two weeks, something that never happened before in my life and I hope never again. The services were conducted in the Dining Salon, and it was well filled. The services were commenced with singing and then reading of the scripture and prayer. The opening prayer was offered by Rev. Mr. Wilmot. The sermon was founded on a text from Hebrews, "It is a fearful thing to fall into the hands of the living God." I never enjoyed a sermon like this. I was so glad that tears often came into my eyes. The Bishop was very faithful in his remarks, speaking of some of the great sins that have been practiced aboard the vessel. We had a wicked audience, although most paid good attention, yet but few believed that he said, judging from the conversation afterward. After services we began to near land and I learned that letters could be left at Acapulco to be taken back, and as I had several commenced I concluded to finish them and send them home. I sent one to each of the following individuals: Dea Ina Rowell, Amos Flint, Esq., B.H. Phillips, M.D., Miss Helen M. Tenney, Miss Mary F Steele. After finishing my letters I went on deck and waited patiently for the vessel to reach the harbor of Acapulco, which was not until about five o'clock. The harbor is one of the finest in the world; the entrance is quite narrow, and in front of it there is an island, so that the entrance would not be noticed by a stranger. The steamer stopped at this place to take in coal and water. As it would stop some four or five hours I concluded to go ashore, although I was not really sure it was right. As soon as we entered the harbor a multitude of boats came out to meet us, some having officers on board, some having fruits and some to carry passengers ashore. Before going ashore I looked at the blacks who carried the coal on board. They were very much like the natives that I saw at Aspinwall, and mostly naked. They were rather quiet in carrying on their work. Those who brought fruit handed it up in baskets. There were other natives swimming about in the water. If a passenger threw a dime into the water they would dive after it and catch it in their mouths: it seemed quite a feat to a stranger. After several boat loads had left the steamer I concluded to take a passage. The boatmen were about ~~as thick as~~ ~~hack drivers~~ ~~at a steamboat~~ ~~landing in~~ ~~New York~~ ~~City.~~ The fare was fifty cents. It commenced raining soon after I left the vessel so that it was not very pleasant. Just as we landed from the boat the bells of the cathedral were chiming for vespers, and directing my steps immediately to the place found it appeared to be closed, and I waited until the worshippers began to come out. At length I was permitted to enter by taking off my hat. At the door stood the cistern of holy water: now and then one came and wet the hand and put it on his forehead. As the people came out I could but notice their devout appearance, something like a smile appeared on their countenances. I have never seen people who seemed to have such respect for the sanctuary as these ignorant black Indians appeared to have. The men, women and children had a much better dress than usual. The women wore long shawls on their heads which concealed a part of the countenances. Some were very aged. There were no seats in the building; all knelt upon the stone floor. The building was of stone and quite large, looking something like a church in New York City. The windows were rather small and round like portholes. There were many ornaments about the walls. There was an image of the Virgin Mary and of Christ with the blood streaming from his forehead. Wax candles were burning all about the room when we went in, but were soon put out by an attendant. The pulpit and

altar were built in a handsome and costly style. There were some pictures and little trinkets around it. There was an organ playing as we went in which sounded most beautifully to me who had had no music for a long a time. I noticed an old cathedral in ruins at a little distance from the one that I visited, but did not go to it. There was also a fort at a short distance, but this I did not visit. I noticed that it was mounted with a few guns and occupied an excellent position for commanding the entrance. The natives were selling cakes and fruits as at Aspinwall; they also had many little curiosities, such as coral, shells, and the like, together with various birds and little animals. If it had been a week day and fair I should have liked to have spent a much longer time there; as it was I was rather glad to get back to our steamer with a wetting. It was nearly eleven o'clock before the coal, water and animals were put on board so that we could move on our way again. Tonight as I was seated in the saloon talking with a Mrs. Smith about the religious services of the morning a lady near by spoke of the last hymn that they sang as being very familiar. It was the hymn set to Denis in the Songs of Zion. She said that she became familiar with it in the Temple Melodies. I told her that I once used that book in school where I taught in Peacham, Vt. When I mentioned Peacham she told me that she was from that place and on telling her my name she was perfectly surprised. She said that she often saw me while at Peacham, that I passed her door several times a day. We had been on the boat for two weeks and a half and had not met before. To me it was very pleasant to meet such an acquaintance. She is going out to California to meet her husband; seems to be a pious good woman, think I shall enjoy her society very much hereafter. Her name is Cowles; her Husband has been gone some six or seven years. She was the first person that I had met from Peacham to have any conversation with, and it was very pleasant to learn about friends there. We had gone today at twelve 256 miles and were in lat. 16°27' and long. 99°69'.

MONDAY, 7th: The morning bid fair for a pleasant day and we were not deceived, although it was warm. We have been coasting along the shore, in sight of land all day. The coast is very mountainous and rocky, the surf of the sea beats high upon the rocks. Multitudes of sea fowl are seen all along. Nothing of very special interest occurred during the day. We made 172 miles and reached lat. 17°35' and long. 101°50'. Today for the first time I washed myself thoroughly all over and changed my shirt; it seemed really good. I spent several hours today very pleasantly in conversation with Mrs. Cowles. I have thought that before I reached San Francisco I should notice some of the more distinguished of the passengers or the most singular and prominent, but do not know as I can do it now. The wickedness of the men I have had occasion often to notice. I have been surprised to find so many western people on board. There are a great many from the states to which the New England people are constantly emigrating. Some of the distinguishing characteristics of the men are that they have long beards, smoke, swear intolerably, drink and wear monstrous rings on their fingers, the flat surfaces of many of them are as large as a dime. I should have mentioned also that they are card players. The women look like women generally with the exception they nearly all wear rings, or large drops in their ears which I utterly despise. I have always said that I would as soon see rings in the nose as in the ear. Tomorrow morning we expect to touch at Manzanillo, a Mexican town, for specie.

TUESDAY, 8th: This morning I arose not much rested from my night's sleep. I did not retire until late and sweat very profusely during the night, which makes me feel weak in the morning. I arose earlier than usual for the sake of seeing the town that we were to approach. We were quite near the shore when I went on deck, and I found a comfortable breeze there. I took a seat and remained there until we came to a final stop in the harbor. The harbor was good, well defended by rocks and hills, though not so well as the harbor of Acapulco. We understood that the town was blockaded by the Government party, there being difficulty in Mexico between the government and the insurgents. There were some Mexican war vessels in the harbor; they looked very small compared with our vessel. They had no objection to our approach. We soon learned from a man who came out in a boat that there was no specie for us, hence we left as quickly as possible. Unless something happens we shall not stop again until we reach San Francisco, which we hope to do in a week from yesterday. I do not see that there is a great difference in the appearance of the coast from

Panama up to this place. I have seen little or no land that appeared to be susceptible of cultivation. I understand that in the interior there are fertile valleys. I still notice multitudes of birds and porpoises. At night the phosphorescent light is seen about the ship on the water and for a great distance behind it. While in the harbor at Acapulco this light gave to the water the appearance of the starry heavens; it was most beautiful. I have today watched the surf as it has dashed high upon the rocks or after striking a rock in the water raced along on the waves. It seemed to rise twenty to thirty feet in some places and I noticed one instance where there was a large rock out in the sea and when the wave struck this the surf or spray seemed to pass on for many rods and gave the appearance of a steam engine moving at a rapid rate. Before night we lost sight of land and we shall probably not see it again until we cross the Gulf of California, which we hope to do by Thursday morning. I have not yet had the pleasure of seeing a whale, but I have the assurance of several passengers that I shall before reaching California. We have made today 225 miles and have reached lat. $19^{\circ}16'$ long. $105^{\circ}19'$. Tonight the sky has had a most brilliant appearance. I sat on the wheel house and watched it for a long time. As the sun was setting there were many clouds in the West. There were three strata of them. The upper one was composed of a rose shot with here and there an opening where the deep blue showed through. This sheet of cloud at the horizon was of a brilliant red, it became lighter colored as it approached its zenith and there was of a smoke color, all the shades between this and a deep red were found in the quarter of a circle mentioned. The second set of clouds were of the long belt-like kind and were of a yellowish tinge. The lowest set were the flying fleecy kind and seemed almost like smoke only a little lighter. From the zenith down to the horizon on the east the clouds darkened and at the bottom were almost black. Taken all together a most splendid appearance such as I have never seen in the East.

WEDNESDAY, June 9th: Last night was cool. The men put on their thick coats and the ladies their shawls. I enjoyed a very good night's rest. This morning the wind is blowing strongly from the northwest and the vessel rocks considerably - expect it will be still stronger before we cross the Gulf. The air has been growing more chilly during the day and tonight it is so cold that all are glad to get around the smoke pipe to keep warm. Today I have been quite unwell, suffering from a severe headache. I have written and read but very little.

THURSDAY, 10th: It is still cold and we are not in sight of land. It is supposed however that we have passed the Gulf. A little before noon we came in sight of an island, a vast rock some miles in length. I could not see a single indication of vegetation upon it. I judge it is frequented only by birds which procure their food from the sea. The steamer Independence was once wrecked upon this island as I learn. Other vessels have grounded here. We have run today 225 miles and are in lat. $23^{\circ}56'$ long. $111^{\circ}19'$. I have been quite unwell today. The headache of yesterday still continues and I have a slight attack of diarrhoea. I hope however that it is nothing serious. The cool weather has infused new life into most of the passengers. The young men are upon deck practicing gymnastics of every kind. I have felt so poorly today that I have done nothing at writing and but little at reading. I fear I shall not have my letters ready for the returning steamer.

FRIDAY, June 11th: The weather is a little milder this morning and it is really comfortable to have it a little warmer, notwithstanding we have suffered so much from the heat. I feel considerably better though I am not fully well of my diarrhoea. Passengers are becoming very impatient to reach San Francisco. They are tired of the monotony of the sea. The children seem to be the only ones who are not anxious to reach land. Time begins to pass heavily with me. I find it difficult to write, and I do not enjoy reading all the time. There are but few passengers with whom I can enjoy conversation. More and more each day I am becoming disgusted with the conduct of the passengers. I have become more and more convinced of the need of good men to go out to call those who go not for wealth alone. There are many rich men on board, some worth their hundreds of thousands and their millions, but how little does wealth seem to do toward insuring real happiness. I would much rather live in a little cottage back in New Hampshire with the blessings of the religion of Christ than to have all

their wealth if my enjoyment must be like theirs. I feel more determined than ever to engage in school teaching and to endeavor so far as I can to exert a Christian influence over those with whom I may associate. I have wished many times, since I became acquainted with the persons going to California, that I was prepared to preach the Gospel. But I trust that if my heart is right God will open a way by which I may be made useful. We have today made 234 miles and are in lat. $20^{\circ}44'$ and long. $114^{\circ}18'$. We have seen but little land during the day. Multitudes of sea gulls have been following us and come close to the ship. Some of the passengers have tried to kill them with their revolvers but have not succeeded.

SATURDAY, June 12th: We have cloudy mornings now but no rain; the clouds clear away during the forenoon. We are moving on at our usual rate. During a day or two past I have been reading Mayson on Self-Knowledge. I purchased the book at the request of my father. I have found it a very interesting and profitable book and feel thankful that he urged me to read it. I hope I may be profited by it, in being able to search myself more and to correct my faults and prepare myself for greater usefulness. I have also been reading the Lives of the Three Mrs. Judsons. I have been very much interested in the work and affected by the trials and sufferings that they were called to experience in their labors for Christ. I had no idea of what the first missionaries suffered until I read this book. I have today visited the steerage in company with Mrs. Cowles. I never saw a much more unpleasant place before for human beings to live in. Nine hundred or more are crowded together in a very small compass. A great part seemed to be foreigners. There were many women and children. I wonder that there is not more sickness on board. Today I have felt comfortably well although I have not dared to eat much. We have gone today 230 miles and reached lat. $29^{\circ}40'$ and long. $117^{\circ}06'$.

SUNDAY, June 13th: Sabbath has come once more and I have rejoiced to see it. I have often wished that it would come every day; the card playing then ceases and the profanity and vulgarity in a measure - there seems to be a little quiet. This morning quite a little incident occurred. As the engine was stopped to make some little repair about it, the passengers on going to one side of the vessel caused it to turn on that side. This frightened them and they ran to the other side, which made it still worse and the vessel commenced to roll very much. Many of the passengers were terrified. Children ran to their parents, women cried and men looked pale. I do not know that I was frightened in the least. I was seated in a chair when the vessel commenced to roll and continued there until it righted. I believe this is the first time that any member of the passengers have felt in danger. We had services this forenoon conducted by Rev. Mr. McAllister, an Episcopal Minister. I never before had the Episcopal service when I enjoyed it very much, but this I enjoyed greatly. The sermon was excellent, founded on a text in St. Matthew, fourth chapter, third and fourth verses. He spoke of the importance of attending to something else besides the wants of the body and of the necessity of attending to the needs of the soul while we could. This evening we had sermon from Bishop Scott from the text, "Godliness is profitable for all men." It was well suited to the occasion. Today for the first time I have seen a whale. Several were spouting about the ship though at quite a distance, perhaps one and a half or two miles away. They did not look as I expected they would. They were mostly under water.

MONDAY, June 14th: Today I have reached the place to which I have been directing my course for four long weeks. At about eight o'clock P.M. we drew up to the wharf. It was however nearly half past ten before I reached the hotel at which I am stopping, the Railroad House. But I am here and thankful I am. I feel tonight to bless God for his kind care over me during my long journey and I hope I may labor more devotedly for Him. All were anxious this morning to know if we should reach San Francisco before dark, but all were in doubt until 12 o'clock when they learned that they had only 55 miles to run. This news filled all with joyous expectations. Before we reached the Golden Gate the vessel had become so light and rocked so much that the passengers were not allowed on the upper deck, so that we could not have a very good view of the entrance. At some future time I hope I may note the appearance of the Golden Gate. I however enjoyed the prospect that I had of the city as I approached it. I was disappointed in finding it so large and so

substantially built. It seems more like New York City or Boston, and yet not like them either when we enter it. There were many vessels in the harbor and a large crowd ready to come on board as soon as the vessel reached the wharf. When we finally came to a stop there was the greatest rush and hurry that I ever saw, husbands met their wives whom they had not seen for four or eight years, fathers met their children who had grown almost out of their knowledge, young men met those to whom they were soon to be united in marriage; and then there were the runners for hotels, coachmen and cabmen and amidst them all there was as much of a rough and tumble as could well be imagined. Amidst those who came on board to look some went from one part of the vessel to another, from cabin to cabin seeking for someone whom they could not find: they had sad countenances. I met no friends and I do not know that I have but one acquaintance in the place. Tomorrow I shall see what I can do at making friends.

TUESDAY, June 15th: This morning I arose refreshed with a good night's rest. There was no rocking of the boat of last night to disturb my repose. After breakfast I went in search of a Mr. Rix and a Mr. Junet for Mrs. Cowles; found them with little difficulty and think I shall also find them valuable acquaintances. I took a letter of introduction that I had to a Mr. Clough, and found him a very pleasant young man. He told me that I could get board where he was, and I concluded to remove to his place, and here I am at Mr. Grays, 241 Clay St. This appears to be a good pious family. I hardly know where in New England I could find a pleasanter one. Mr. Gray has a son at Dartmouth College. People everywhere seem glad to see me and to encourage me in teaching in California. This afternoon I went to visit Mr. J. Sweet, an old schoolmate of mine. I found him very pleasantly situated in the midst of a group of seventy-five or eighty lads and misses, with as smiling, healthy, intelligent looking faces as I ever saw. Mr. S. thinks I can readily find a school.

EARLY



ISSUES

by **STANLEY B. ASHBROOK**

Never before have I noted so much interest in the study of Early U. S. Issues, hence I appeal for further assistance from all who have not checked these lists of "early dates" with covers in their collection. On any items submitted to me, the postage for forwarding for examination will be refunded to the sender.

Collectors in and around New York are requested to submit items to George B. Sloane and European Collectors can submit to Dr. Carroll Chase, 41 Rue Cambon, Paris, France.

The Three Cent 1851

TWO new July 1, 1851 have been called to my attention, both from Plate One—Early. One by W. J. Stanton, the other by Mrs. Heyliger de Windt.

* * *

The Three Cent 1857

The earliest use of a type II stamp was given in the general list as July 20, 1857. This referred to a stamp from the Plate 10 Group. (Plates 10-11-12). This particular item was at one time in the Wm. F. Goerner collection. I have just acquired a cover with one of these 3c 1857 Type II stamps from the "Pl 10 Group," used from Elmira, N. Y., July 20, 1857. Stamp tied to cover. The former owner assures me it is not the Goerner cover. Here are the two earliest uses known of a Type II stamp. Will collectors please look through their covers and try and show me an earlier use?

* * *

5c 1857—Type I—Brick Red

The general list gave Oct. 12, 1858. Paul A. Dorn, wrote me he had read the May 16th Article with much interest, and as a result found the following cover in his collection, which he forwarded to me. A cover to France from New Orleans, La., with a vertical strip

of this stamp. The stamps are nicely tied Oct. 6, 1858. And thus the early record of use of the Brick Red is placed back, six days.

* * *

The 10c 1857—Plate One

The earliest record we had was Aug. 5, 1857. Mannel Hahn of Winnetka, Ill., has recently shown me a pair of Type II used from Lancaster (State not legible) on July 27, 1857. This is quite interesting because with the exception of the above 3c, the earliest record of any other value of the 1857 Perforated stamps was the use of a One Cent on July 27, 1857. Thus we have a 10c value to tie this record use.

* * *

The One Cent 1861

The earliest record we had was Aug. 22, 1861. Recently I have been shown two covers both showing a use on Aug. 21, 1861. One was submitted by Tudor Gross, the recognized authority on this stamp. This cover has a horizontal strip of three tied to cover with Pittsburg, Aug. 21, 1861. The other was forwarded to me by Lt. Comdr. Leslie LaF. Jordan, U.S.N., Retired, of Redlands, Calif. It has a single tied tight to cover, with Buffalo, N. Y., Aug. 21, 1861. Mr. Gross also submitted a Aug. 24, 1861, so we now have the 21st, 22nd, 23rd, 24th, 28th and 29th of August, 1861.

* * *

The 2c Jackson of 1863

Our earliest is July 13, 1863, but we note the new U. S. Catalogue lists July 6, 1863. Will the present owner kindly confirm this date to either Mr. Sloane or this writer?

Letter of Rodney P. Odall, Jr., a California
Goldseeker, covering the Panama Crossing and
Trip to San Francisco by Sailing Ship in 1850.

At Sea - Aug. 8, 1850.

Dear Parents:

It is with pleasure that I again address you by letter. Feeling today some like writing I concluded to do so, as we expect soon to make our desired port. While I was at Panama I did not feel much like writing about small things, as we would say, but I consider them all important in their place. To retrace a little, I will go back as far as Chagres. We had on board the Lucy Allen a bad woman, two young men with her, who were very bad characters from New York City, called by some Bowery boys. Their conduct with the woman was of such a character that the Captain forbade their going into the cabin, their place properly belonged in the steerage. That made them mad at the Captain. One of the passengers threw some soft grease on the woman and the two young men, which made them still more mad. They cried, cursed, swore and wept in their bitterness, telling us they would have vengeance on the whole of us. We thought that it was stuff they were saying, but in that we were mistaken. They went on shore most the first ones, where they found some just like themselves (probably 20 in number) which they told all about their troubles in their own way, then treated them with the Critter which makes men strong for the time. As we landed they rushed down upon us and pounded some of us until we were all bloody in our faces. Six of us got the blows, the rest of us went free without harm, as we had nothing to say or to do in the matter. We thought that was pretty hard beginning, but it taught us one thing, to mind our own business and let others take care of themselves. There was gambling, drinking and (?) and all sorts of wickedness, for you will recollect this was on Sunday that we landed.

For my own part I was filled with wonder and pleasure, the air was sweetened with the many flowers that could be seen around us on every hand. The natives live on the South side of the river and the whites opposite. I did not go into the taverns as I had no business there. It rained like torrents pretty much all the while. The rain will raise the river three feet an hour, and fall as quickly, causing the river water to look very muddy at times and at others clear as crystal. I drank some of it but it tasted bitter like. The evergreens grow clear down into the water. We saw now and then little fields of corn about two feet high; saw some cane and rice growing about as high as the corn. They take a log about three feet long and 18 or 20 inches in diameter and hollow one end like a mortar and place it upright in their house, take a heavy pestle, put their corn into it and smash it up all fine; then they make coarse cakes of it which I liked very much. But few of the cows are milked; I could not get the first drop to drink. I bought as much rice as I wanted for one meal for one dime. I will just say that dimes are the thing, as eight go for one dollar among the natives. When I paid for the carrying of my things from Gorgona to Panama one ten dollar piece counted eleven dollars, which I liked. A good many lost

their things in crossing from Cruces by robbers and long delay in the rain, which spoiled them by mildew. It took some two weeks before they got their things after they left Gorgona and Cruces for Panama. Some would have their bags cut open and the contents taken out, and others would have their trunks smashed by the mules falling on them, all because they did not stay by it and look to it as the mules went along. I had good luck as any body could have. It was rainy, muddy, nasty as it could well be, worked up into holes all along the road over the hills and through the valleys between. The woods are curious in the extreme. Some trees I should think would measure 30 or 40 feet around them. They were not solid but were fluted clear to the center. The trees are porous and would not do very well for sawlogs. I saw mahogany dugouts at Panama I should say were five feet through. They are the best boats the natives have. I saw another tree as I was crossing that had thorns sticking from the body downwards from 2 to 4 inches long that were as sharp as needles. I got my hand onto one of them which made me let go quick. The sensitive plant was quite plenty. A good many of the trees had thorns on them. I saw prickly pear trees ten feet high. All kinds of cactus grow here without nursing. Lemons as large as my two fists and sweet as honey; I ate some of them. The women dress mostly in white, look nice and tasty in their apparel, sleep in hammocks the ends of which are tied to posts in their ranches. Their ladders are notched poles which they incline a little, the foot of which rests on the ground. They will run up them like a squirrel. Lots of insects are to be seen at all times crawling on the ground - ants by the bushel, their works were as plain to be seen as potato heaps, their roads about two inches wide and as clean as a board, full all the time as they could stick. Saw several little squirrels, plenty of dark brown quails, some wild turkey. Their hogs are as lean as a skunk kitten on a hot day, their dogs the same, cattle looked well. The boatmen wear a woolen shirt and chip hat for their clothing, so when they lose a pole they will strip in an instant, jump overboard, swim and get it, climb up and then shove on as before. It is hard work for them to shove the boat up against the strong current which whirls down the river. I could not stand it at all, I would get into such a sweat in the hot sun that I would have to sit down and rest for want of air. The air is much lighter than with us in the North.

June 8th: fine day, some showers; went a bathing this morning, walked about town some. June 9th: Heard a sermon today from these words: He that is born of God overcometh the world. As much business done here on Sunday as any other. June 10th: Fine day, very hot this morning. Went a bathing this morning in the bay. Plenty of pelicans and turkey buzzards. Visited some parts of the town, streets narrow and dusty, paved with round stones. Houses build of stone covered with earthen tiles, no chimneys to be seen, no privies. People all go outside of the town wall to wash and do all kinds of dirty work. June 11th: Some thunder, very heavy rain this morning, air quite sultry and depressing. People look quiet, move quite sluggish, some are sick with the fever. Took a stroll to the Battery, saw some of the best cannon composed of silver and copper. The wall and battery look very old. June 12: Went on board the Kingston today, well

suited with my choice. Went on shore today for the last time. I should think about 2000 are waiting for a passage. Two-thirds of those on board had through tickets on steamers, but were afraid on account of being sick, so I can't complain, as some of them have been waiting six weeks. Some have just come in on the isthmus from California, bringing the dust in boxes. June 13: Now on our way to Cal., wind fair, started this morning at 2 o'clock. Fine weather. Saw one humpbacked whale, plenty of porpoises, pelicans, marlinspikes, birds that have red bills, white feathers, their bodies taper off like a wedge. June 14: Sea very smooth, wind light, course south. June 15: Quite stormy, lost our jib boom; did not like the cracking of the timber as it went by the bow. June 16: Quite lowery and cloudy. Wind strong. June 17: Rainy today. June 18: Some wind from S. W. 19th: Fine day. 20th: Pleasant, light wind S. W. June 27th: Quite stormy, course S. W., wind W. June 29th: Pleasant, wind N. W. June 30: Pleasant today. July 1st: Some rainy, have not seen the sun rise and set clear since we have been on board. July 2d: Wind N., course W. July 3: Wind N., course west, about 1000 miles from Panama. July 4th: Fine day. Had a celebration, some speeches, some toasts drunk with a loud hurrah for Cal. and everything else. Lat. 11°, lon. 100. Some got drunk, had a fight, finally went to bed at 12 o'clock. July 5: Feel well. Course W., wind E. Some sick on board. Had a fine rain storm that blew us along at the rate of 15 knots per hour. Sail ho this day, first we have seen since out. July 6: Last night lost our crotchet yard and scudding sail boom in a squall that lasted but a few minutes. Course W., Wind E., lat. 12, lon. 104. Fine weather today, 3 knots per hour. Some sick with the Panama fever, which was quite prevalent. July 7: Fine day, fair winds. Preaching today. July 8: Very stormy and windy, wind W., course S. W., made but little headway. July 9: Stormy today, wind W., course S. Lost our foretop sail last night. July 10: No wind, quite warm, wind S. W., course N. W. Fell quite lazy today, some weak. July 11: Pleasant with some rain. Course W., wind N. Feel well today. Lat. 11.40, lon. 106. Sea quite smooth, the weather has been quite warm, so that I wear no coat at all. The sea water is quite warm. July 12: Quite stormy last night with a smart squall that made the old ship heave on her side. Quite rainy today, but little wind and that quite changing. July 13: Quite windy last night, calm today. Hard beans for dinner - no good. July 14: Some wind last night, none today. Sermon by Bro. Reed today. Had good duff for dinner today with dried apples in it. Lat. 12.40, lon. 107.23. Plenty of small fish jumping out of the water around us. A great many gall buttons, floating in the water shaped like a thimble with numerous hairlike tendrils dangling from the end that hangs down. July 15: A pleasant day, light wind from the S. E. Course N. W. by W. Rice today. Lat. 13.12. July 16: Lat. 14.10. Fine breeze today, 4 knots per hour, course N. W. Pleasant, comfortably warm. Feel well today. The Lord be praised for his goodness to me. July 17: Fine day, 6 knots per hour. Lat. 15.20, lon. 110. Poor bread, poor water and musty beans. July 18: Fine day with some showers, wind N.E. Lat. 17, course N. W. by W., 6 knots per hour. Feel well. Oh Lord, keep my heart stayed on Thee, let not my soul grow cold, is my prayer today. July 19: Pleasant today, a cool breeze. A small skirmish among three doctors this evening.

Lat. 18.26, lon. 115. July 19 (sic): Fine day, light wind. St. Cloud's Island in sight all day. Lat. 18.51, lon. 115, 2 knots per hour. Saw a large butterfly, plenty of birds and nautilus. Feel tired today, would like to be on shore. July 20: Quite warm almost under the sun. A calm today. Sermon by Mr. Reed today. Beautiful clear starry sky, sea smooth. July 21: Fine day, no wind. July 22: Fine day, little wind, light clouds, no headway. Some cool wind N. W. Mr. Conery threw away 150 dollars today, seemed deranged, tried to jump overboard this evening. Poor fellow, cried murder, murder! Seemed very much distressed, said that no one knew what his troubles are. July 24: Fine cool day. Feel well. Wind nearly ahead, distance from San Francisco 1150 miles. Some cloudy, Lon. 116.37, lat. 19.42. July 25: Quite cool, some clouds, 4 knots per hour, course W. by N., Lat. 20.27, lon. 118.25. Feel well, some bad colds, sore throats. Our water is good that we now use; it came from the States 18 months ago. Hard bread with some worms in it, bugs, weavils. July 26: A cloudy day, wind W. by N., course N. W. Quite cold so that a coat and vest are comfortable. Feel well. One poor sailor quite sick, think he will die. The young man who was deranged is quite sober and in his right mind. Rice so dirty that we have to pick it over. We are divided off into messes, 12 in each, eat on deck. About two-thirds are married men that go to Cal.; look rather sorry sometimes when they think of their wives and children dear. Beans wormy today, good for nothing, can't boil them soft. July 27: Cool today, some misty and cloudy; about 990 miles from Cal. 4 knots per hour. Grampus seen by us this morning about 30 feet long. Sunday, July 28: Cloudy, cold, some flakes of snow and foggy, rainy today. Course N. W. by W., wind N.E. Lat. 23.20, lon. 124.30. Some have bad colds owing to the sudden change in the weather. No preaching today. Sea quite rough today. July 29: But little wind today, quite warm and pleasant; light clouds all over the sky. Feel well today. Plenty time to go up in the rigging and meditate and read my Bible. Quite a number on board are very much devoted. Find it good to talk and sing with them from day to day. Sail ho, just ahead. July 30: Cold today. overcoats are comfortable. Lat. 25.2. Feel unwell today, bad cold, bones ache. All have to take their turn at the nose. It is not healthy so far as I can judge on this ocean, owing to the damp rains, dews, fogs, heat and cold all in one day. July 31: Cool today. Course N.W. by W., sea quite rough. Fell quite unwell today, some fever in my head. Some on board have the fever and ague. Wind quite strong, 4 knots per hour; very cloudy today. Aug 1: A little warmer, some cloudy. Got an observation at noon, lat. 26.42. Sea quite rough, now and then some water comes over the bow. Feel some better today. Feel some better today. Large sea gulls continue to follow us to get what we throw overboard, such as pieces of cake, meat. Gambling, card playing, chess, checkers, 12 men (?) and puzzles all the go with some. Most of the southerners are gamblers, much to their discredit in my mind. Some on board are from N. H., Newburyport, Lowell, Amherst. Those from Amherst did not come from Panama with us. Men from all parts of the world. I expect to go into the mines with Guernsey of Wyoming, Buckston and Willy of Batavia, Havens and Harris of St. Lawrence Co., all tough and smart as crickets. All married but Willy and myself. Willy is a school teacher,

Buckston cabinet maker, Havens and Harris farmers, oldish men, appear like good men. Buckston and Willy were shipwrecked the same night we left New York on one of the Grand Cocos Islands. Lost some of their baggage. Guernsey knew them before they started on this journey. Aug. 2: Quite pleasant, some cloudy, wind N.E., lat. 24.42. Aug. 3: Pleasant today, clouds, fogs, sunshine. Course N.W., lat 30.20, lon. 130. Aug. 4: Fine day. No sermon. Two sails sighted. Course W. Getting tired of the sea. Aug. 5: Pleasant today, light wind. Sail in sight. Lat. 32.24, lon. 134. Wormy bread to eat. How would the folks at home like that? But we live better than most of the ships crews that sail on the ocean. Salt beef that stinks like a rotten egg - was bought at Cal. for 4 dollars a barrel because the brine had leaked out. Sour molasses, a little butter once a week. Aug. 6: Fine day, a little cloudy. Feel well in body and mind, praise God for his goodness to me. We are pretty well generally. Our hard bread is quite wormy and buggy. Oh, for some good home bread, but alas I have none. Sail ho! cry a number of voices just now off our weather bow. Spoke her about 4 P. M., ship Macedonia from Boston 148 days bound for San Francisco. Lat. 33.10, lon. 133.13. We gave her three large long loud cheers and left her behind. Aug. 7: Fine day, quite warm, light wind, course N.E. by N., wind N.W., distance from Cal. 600 miles. Feel quite well, throat some sore, which is general among all of us. Aug. 8: Fine day, light wind this forenoon, free P. M., 4 knots per hour. Course N. E., lon. 131.28, lat. 33.18. It would please you to see what an effect it has upon passengers to have a fair wind, or not fair or none at all. When fair all goes well with many a merry song, but let the reverse come, some go to bed, some lounge about, look sour and sulk, talk about the old whale ship, poor bread and rice and so on. Aug. 9: Fine day, no wind this forenoon, but little (three words out.) Got a very sore throat. Lat. 33.58. Aug. 10: Fine day, but little wind, fair. 4 knots per hour. Lat. 34.26. Mouth quite sore, throat very sore, in the P. M. had five teeth (out?). But few clouds to be seen. The sun rose very bright this morning, it shone on the tops of the clouds like mountains with their tops and sides on fire; it looked beautiful. Sea as smooth as the lake in the summer, except the long low swell that never stops in its varied course. We are now using water that came from the States; it is good as old cheese, right from the mint, as we say. We have one woman on board, a (?), eight doctors; most all are farmers, and some of all kinds down to a gambler come to be brought right into the society of men from all parts. They come to points in opinion quite often, especially the North and the South; slaves as we are termed by pro-slavery men. Men of every faith to men of no faith. Most of the books read are novels. A good many sailors go to Cal., but few start with enough money; a good many when they get to Panama have not one cent; they generally get on ships and act as stewards up to Cal. for their passage. It is not a comfortable place, so many to suit. Our captain is a very easy sort of man, lets us cook for ourselves and do most as we please. I have made lots of ginger cake, scones, hot teas of ginger and the like, which does one's insides good. Some now and then get their cake stolen, which makes some fun to cheer our drooping spirits. Some say if they had known how it was they would not have come. So far I have not felt for one moment sorry that I started on this journey. It is rather long, but we have several on board who have been there before, so I shan't borrow any trouble about the matter.

(No signature.)

EARLY AMERICAN STAMP DESIGNS AND DEVICES

By Fred. J. Melville.

BY the time this month's magazine reaches its readers I expect to be well on my way to that great country which is a land of Proofs and Essays as it is also the land of Stars and Stripes. I am going primarily to represent the Junior Philatelic Society at America's Third International Philatelic Exhibition. I shall probably be the only one from London who will have seen all three of the U.S. International Shows. The J.P.S. has an extensive membership in America, and I count upon meeting many of them, and upon seeing their collections. No better occasion for meeting a large proportion of them, and of seeing something of their stamps than at a great exhibition at which they will have gathered from places scattered throughout the vast breadth of the States.

Among other pleasures I expect to see a wonderful spread of the finest things in U.S. stamps, and, more particularly to the purpose of this article, the grand range of U.S. Proofs and Essays, which will be concentrated in Group 16 of Section I of the Exhibition.

THE 1847 ISSUE.

There is a tradition that the original sketches for the first governmental issue of U.S. stamps have been preserved, but their whereabouts is not known to collectors. Furthermore no actual essays are known, though the source of the two engraved portraits is clearly traceable to dies of the heads of Franklin & Washington which the printers, Messrs Rawdon, Wright, Hatch & Edson of New York had in stock for printing bank notes and bills. Both heads figure on one of the \$5 notes printed by this firm for the State



Bank of New Brunswick (not the Canadian province, but the city of the same name in New Jersey), and notes of other banks exist with one or other of these heads. On the bank notes the heads are engraved in rectangles, within narrow ornamental frames, and it presented no special difficulty in obtaining the stamp ovals by transferring in the first instance from the rectangular dies.

There is a variety of proofs of this issue. Complete die proofs of each stamp, with rough cross hatching all round, used to be easily obtained, but now those on India paper are comparatively scarce. These die proofs also occur on bond paper, laid paper, and on a variety of coloured bond paper. The laid paper proofs and the coloured papers are probably all what we may call postliminary impressions.

Collectors, of course, must distinguish between the die and plate proofs of the original stamps, from those made from the dies and plates of the "reprints" or "official imitations," just as they have to distinguish them in the printed stamps.

Some curious proofs of this first issue are known with the heads and frames pulled separately in approximately the issued colours, as if the die for each denomination had been in two parts, but these proofs were obtained from the complete dies by masking frame or head as required.

JOHN GAVIT AND HIS ALBANY HEAD.

The second issue, generally covered between the dates 1851 to 1857 were the work of new contractors, and there is some evidence of essays being submitted by other parties before the contract was awarded to Messrs. Toppan, Carpenter, Casilear & Co., of Philadelphia. One of the most interesting of the independent essays is the so-called Albany essay of 1850, which has been

the subject of some surprising myths. The famous early authority, Mr. J. K. Tiffany, described the portrait it bears as Robert Fulton (a celebrity not inappropriate to Albany, if you will recall the Hudson-Fulton stamp of 1909), and others have supposed it to be a projected issue for a Postmaster's Provisional of this thriving town.

This essay which was made in 1850 cropped up again in a new guise later on. Its creator was John E. Gavit, born in New York in 1819. He learned his business as an engraver in Albany, and set up an establishment there with a brother, as engravers, printers and lithographers. Gavit was turning his attention to bank-note work at the time he engraved the head (now identified as a portrait of Benjamin Franklin), and before the second avatar of the Albany essay had joined the American Bank Note Company of New York, of which he became later the President.

As we first meet the essay it presents the profile to left of Franklin wearing a fur cap; a rectangular frame, which makes the engraving almost square, bears the words Postage (top), Five Cents (bottom), Albany (left), Office (right). On the full die proofs there is the usual cross hatching. The words Albany Office no doubt led people to suppose it had been conceived as a stamp for that town during the "Postmasters Provisionals" period. It is not altogether impossible that Mr. Gavit engraved it some years earlier for he was almost if not quite the first man to engrave any postage stamp in the United States.

Pomeroy, who had founded the very early Letter Express in 1842, was Gavit's brother-in-law, and the finely engraved local stamps of Pomeroy & Co. were engraved and printed early in 1843. This had, as predecessor, only the New York semi-official carrier's stamp, printed by Rawdon, Wright & Hatch.

The Scott Stamp & Coin Company's United States Catalogue (specialized) gives the date of the Pomeroy & Co. stamps as 1844, but this is incorrect, for Judge Philbrick had the blue Pomeroy on a complete letter dated June 3rd, 1843.

Mr. Gavit was President of the American Bank Note Co. from 1866 until his death (at Stockbridge, Mass) in 1874. At the time of the reappearance of his Franklin head in 1860 he was Secretary to the Company. The new version of the essay shows the head only from the original Albany, the whole of the outer frame and inscriptions having been removed; new labels at top and bottom are inscribed U.S. Postage (top) and "Three Cents" (bottom), while in the top corner squares are the initials A and B, presumably for "American Bank."

AMERICAN BANK NOTE CO. ESSAYS.

The American Bank Note Company went out for the stamp contract during the time Toppan, Carpenter & Co.

martyred President. Abraham Lincoln succumbed to the assassin's shot on April 15th, 1865, and was buried on May 4th.

It is not surprising that an engraved essay was forthcoming almost immediately for a stamp bearing Lincoln's head. As early as July the newspapers described a 1 cent essay bearing his bust, with a rayed star above, the ornamental frame bearing the inscription "U.S. Postage—One Cent." Little appears to be known of this, by whom it was engraved or submitted, but it is said to have been pulled in three different colours, vermilion, mauve and green. It was not until the first anniversary of his death that the National Bank Note Company issued the first Lincoln stamp, the 15 cents, appropriately in black appearing on April 15th, 1866. (This is the date of issue given in Scott's specialised catalogue, although it has generally been supposed to have appeared a few months later.)

which this lawyer was concerned. His name, which was Marcus P. Norton, does not figure as attorney or witness to any of the numerous specifications for patents of the kind, of which I have a fairly complete collection in my library.

DEVIUS DEVICES.

Some of these projects come very near being "essays" in the rough drawings filed with the specifications, and in a few cases they were the subject of engraved essays, while yet others, like the cog-wheel punch, the grille, and Dr. Francis' chemical paper, were actually adopted or given official experimental trials.

Of those of which probably no essays exist apart from the drawings (reproduced in the printed specification) are E. Harmon's plan for printing figures and letters round each stamp, to be clipped like a ticket denoting day and month of posting. Mr. Charles Harris (1864) showed how a 1 cent 1861 would look before and after cancelling



Essays by the American Bank Note Company, circa 1857.

were carrying on with the 1851-57 designs, and a few of these are here illustrated. It is impossible here to describe them all or list the numerous varieties and colours of them, but it may be useful to collectors to have the type numbers with which they correspond in Mr. Edward H. Mason's "Essays for United States Postage Stamps," published by the American Philatelic Society in 1911, which is unfortunately void of illustrations.

None of these comes up to the standard of artistic excellence of the Toppan Company's stamps of the time. The same can be said of the other essays incorporating emblematic heads, Liberty with Phrygian cap, an Indian's head with feathered headdress, etc.

AN EARLY LINCOLN ESSAY.

The world, and the U.S. in particular, had scarcely time to evince its joy at the conclusion of peace after the prolonged civil war when rejoicing was drowned in mourning for the

At the time of the death of Lincoln the postal authorities were much concerned at the numerous cases detected of petty dishonesty in using postage stamps a second time. The departmental experts and members of the public were striving after a kind of stamp that would defy all efforts to clean it for re-use in the mails. A Troy, N.Y. attorney temporarily engaged in Washington in connection with the patenting of a stamp cancelling device was called as a witness for the prosecution in the trial of the conspirators charged with the assassination. The lawyer, who was staying in the same hotel as Booth, the assassin, identified Dr. Samuel A. Mudd as one of Booth's visitors at the hotel. The defence tried to discredit the witness, but the latter's character and credentials were supported by the sworn testimony of a former Assistant Postmaster General and Postmaster General.

I have never been able to identify the particular cancelling devices with

by his method, which was to have a tape or thread in on the under side of each stamp, to be pulled by one loose end to deface the stamp. There are more curious ideas of the kind of this period including the rather attractive essays by the National Bank Note Company in their 1861 designs with coupons inscribed "Stamp of no value without coupon. Coupon to be removed only by the Postmaster." The postmasters escaped this harassing addition to their duties.

The lovely little 1869 issue provides a mine of interest for the collector of essays as well as proofs, but I must defer consideration of them for some future chat in this series.

CORRECTION.

In my article last month, on page 23, the imperforate sheet of Sarawak printed on both sides was the 12 cents red on *rose*, printed in a deep red on one side, and in a salmon pink on the other.

EARLIEST KNOWN DATES OF USE of United States Stamps

ISSUES OF 1847-1851-1857-1860-1861, 5c NEW YORK
CONFEDERATE STATES

(General Issues)

Compiled by Stanley B. Ashbrook, F.R.P.S.L., A.P.S. 2497

In presenting herewith this record of the earliest known dates of use of United States and Confederate States stamps, I wish to state that the majority of the data furnished is from a joint record kept for many years by Doctor Carroll Chase and myself. The work on this record was started by Dr. Chase back in 1912 and in 1918 I consolidated my data with his. At various times in the past this record, revised to date, has appeared in the *American Philatelist*.

The great majority of the items listed have been examined by Dr. Chase or myself. The majority of those we have not examined, have been passed upon by well-known students.

For some years past Dr. Chase has resided in Paris, France, and much to my regret has been unable to continue his work on our joint record. It is a subject, however, in which he is much interested and European friends are requested to send items to him for examination. His address is care of The Chase Bank, 41 rue Cambon, Paris, France.

It is my intention to publish in future columns of STAMPS all additions and corrections to this record, as soon as they are reported to me. To guard against possible errors, it is most important that such be personally examined by either the writer or George B. Sloane. Items may be forwarded to me by registered mail at my expense.

In compiling this record a separate list is given of the various plates of the One Cent and Three Cents of 1851-1857. I realize that perhaps only a small number of collectors can identify the various plates, but for the benefit of those who can, these separate lists are furnished with the hope earlier dates of use can be established.

Attention is called to the repetition of certain dates, but this has been done to facilitate easy reference. The purpose in listing several or more dates for a certain stamp or plate, is to demonstrate the scarcity of the earliest known dates.

The compilation of data on the earliest known dates of use of U. S. Stamps is of inestimable value to students of these issues and Mr. Ashbrook here presents the most complete record that has ever been compiled. The co-operation of collectors and dealers is earnestly solicited to look for earlier dates on the issues reported as well as to report early dates on the following issue of 1869:

Send direct to
Stanley B. Ashbrook,
64 Arcadia Drive,
Fort Mitchell, Covington, Ky.
or to
George B. Sloane,
116 Nassau St., New York,
N. Y.

I WOULD most heartily appreciate further data on the 5c New York and the 5c and 10c 1847. In the case of the former, I would like information of early uses of all unsigned copies. Collectors are especially requested to examine covers bearing the 5c 1856. Mr. Luff states this stamp was issued on January 1, 1856, yet we have never been able to discover a cover showing a use earlier than March 14, 1856. Mr. Luff is no doubt correct and surely there must be in existence an earlier dated cover than the one listed.

For many years I have not believed any perforated stamps were issued in February of 1857. Dr. Chase and I have searched for a possible February, 1857, cover for twenty years without success. The earliest use he ever discovered in his

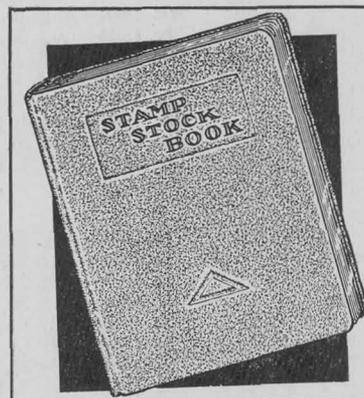
examination of thousands of covers was March 4, 1857. Only last fall I discovered, in the collection of Wm. West, a 3c 1857 Type I tied to cover used from New York on March 2, 1857. This is the earliest known use of a perforated U. S. stamp.

I have also stated many times in my writings that I did not believe any perforated stamps of the 1c, the 5c, the 10c, or the 12c were issued to the public before the summer of 1857. The earliest use of any of these values we have been able to discover is July 27, 1857 (a One Cent).

Mr. Luff, in his book, lists the date of the 3c Type I, as Feb. 24, 1857. The other values (as above) he lists as February, 1857. The Scott Catalog, from year to year has gradually corrected many of the 1857 dates of use, but the 1936 edition still lists the 3c Type I as "Feb. 24, 1857," and the 10c Type I as "Feb.—1857," and the 12c as "Feb.—1857." It is hoped these three values will be corrected.

A study of the earliest known uses of the various One Cent and Three Cent plates has enabled Dr. Chase and myself to determine approximately the period each of the plates was made and put to use. Thus it will be appreciated how important a part this record has been to the study of these stamps.

ATTENTION is called to the listing of the 5c 1857 "Orange-Brown." In recent years some very clever "fakes" have emanated from



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European sources. Collectors are warned in buying covers with this stamp unless passed upon by a competent authority. Special mention was made of these "fakes" in the last publication of this record. (*American Philatelist*, December, 1931). The following is taken from same:

"A cover was submitted for examination and listing back in 1925. Our memoranda reads as follows: 'A cover with a 10c 1857, Type V (Plate 2) and a 5c 1857 Orange-Brown (Plate 2), apparently used from New Orleans via New York to France. The New Orleans cancellation is rather dim and the month and day date cannot be read. The cancellation falls partly on each stamp.

The New York cancel is "May 17, 1860," and this is not very plain. The French receiving cancellation is on face of cover in red "Calais 28 Mai 60." Cover used to Bordeaux. Three French cancels on reverse read "Paris 28 Mai 60," "Paris & Bordeaux 28 Mai 60" and "Bordeaux 29 Mai 60." The New Orleans cancellation has a rather "Queer" appearance and the "La" of "Louisiana" is upside down, which is rather unusual. The "Orange Brown" shade of the 5c is O. K. and it would appear that this stamp or both have been placed on the cover and the N. O. cancel faked. Or it is possible that the 5c stamp originally on this cover was damaged and in order to

bring the cover "back to life," same was removed and an unused "Orange Brown" substituted, and part of the cancellation very cleverly faked. If the cover was tampered with, whoever did it executed a very clever job. It is quite unbelievable that the cover is O. K. as it is not possible that any "Orange Browns" were used or printed as early as May, 1860. It will be noted our earliest known use is July 13, 1861."

Collectors specializing in Confederates are kindly requested to look through their collections and help me to revise to date, this record for the benefit of all who are interested in these stamps.

The listing follows:

Outstanding Earliest Known Uses
First Issue of U. S. Stamps
5c 1847 on July 10, 1847
10c 1847 on July 10, 1847

Earliest One Cent Value
1c 1851 on July 1, 1851—Date of Issue

Earliest Three Cents Value
3c 1851 on July 1, 1851—Date of Issue

Earliest Twelve Cents Value
12c 1851 on Aug. 4, 1851

Earliest Perforated Stamp
3c 1857—Type I—March 2, 1857

Earliest Perforated Values
1c 1857—July 27, 1857
3c 1857—March 2, 1857
5c 1857—Aug. 28, 1857
10c 1857—Aug. 5, 1857
12c 1857—Aug. 24, 1857
24c 1860—July 5, 1860
30c 1860—Aug. 10, 1860
90c 1860—Sept. 10 or 11, 1860.

Five Cents New York
July 15, 1845—Former Ackerman
July 23, 1845—Reported by C. W. Brazer.

1847 Issue
5c July 10, 1847—Reported
5c July 14, 1847—Reported by C. W. Brazer
5c July 15, 1847—Emerson Collection
10c July 10, 1847—Reported
10c July 17, 1847—Reported
10c July 18, 1847—L. B. Mason Collection.

(NOTE.—A cover is known with a 5c, 1847, not tied, but unused, used from New York, on July 9, 1847).

1851 Issue
1c July 1, 1851—Emerson Collection
1c July 1, 1851—Knapp Collection
1c July 1, 1851—Ashbrook Collection
(NOTE.—Separate listings are made by plates).
3c July 1, 1851—Former Chase
(NOTE.—Separate Listings Are Made By Plates).
5c (1856)—March 14, 1856—Reported
5c (1856)—April 2, 1856—Reported
5c (1856)—May 5, 1856—Reported
5c (1856)—May 6, 1856—Reported
10c (1855)—May 19, 1855—L. B. Mason Collection
10c (1855)—May 20, 1855—Norona Collection
10c (1855)—May 21, 1855—Former Chase
10c (1855)—May 23, 1855—Reported
10c (1855)—May 23, 1855—S. A. Welch Collection
12c (1851)—Aug. 4, 1851—Dr. W. L. Babcock
12c (1851)—Aug. 21, 1851—Bisect—Former Hind Collection
12c (1851)—Oct. (?) 1851—Newbury Collection
Franklin Carrier—Oct. 28, 1851—B. K. Miller Collection
Eagle Carrier—Jan. 3, 1852—B. K. Miller Collection.

1857 Issue
1c 1857—July 27, 1857—Reported

1c 1857—July 28, 1857—Elliott Perry
1c 1857—July 30, 1857—Ashbrook
1c 1857—Aug. 1, 1857—Wm. West Collection
1c 1857—Aug. 5, 1857—Former Chase
1c 1857—Aug. 5, 1857—Ashbrook
1c 1857—Aug. 8, 1857—Perry
(NOTE.—Separate listings are made by plates).
3c 1857—March 2, 1857—Wm. West Collection
3c 1857—March 4, 1857—Former Chase
3c 1857—March 5, 1857—Reported
3c 1857—March 11, 1857—Former Chase
5c 1857 (Type I) Red Brown—Aug. 28, 1857—Ashbrook
5c 1857 (Type I) Red Brown—Aug. 31, 1857—Former Chase
5c 1857 (Type I) Red Brown—Sept. 16, 1857—L. B. Mason
5c 1857 (Type I) Brick Red—Oct. 12, 1858—E. S. Knapp
5c 1857 (Type I) Brick Red—Oct. 19, 1858—W. L. Babcock
5c 1857 (Type I) Brick Red—Nov. 2, 1858—Reported
5c 1857 (Type I) Brown—July 8, 1859—Reported
5c 1857 (Type I) Brown—July 12, 1859—W. L. Babcock
5c 1857 (Type I) Brown—July 14, 1859—Reported
5c 1857 (Type I) Brown—July 21, 1859—Reported
5c 1857 (Type I) Brown—Aug. 20, 1859—Chase
5c 1857 (Type II) Brown—May 14, 1860—L. B. Mason
5c 1857 (Type II) Brown—June 5, 1860—S. W. Richey
5c 1857 (Type II) Brown—June 8, 1860—Reported
5c 1857 (Type II) Brown—June 16, 1860—Reported
5c 1857 (Type II) Orange Brown—July 13, 1861—Reported
5c 1857 (Type II) Orange Brown—July 16, 1861—Reported
(NOTE.—Many fake covers bearing Orange Browns are in circulation—no cover will be listed unless examined by this compiler.)
10c 1857—Aug. 5, 1857—L. B. Mason Collection
10c 1857—Aug. 8, 1857—Former Chase
10c 1857—Sept. 5, 1857—Emerson Collection
10c 1857—Sept. 21, 1857—Reported
10c 1857—Oct. 5, 1857—Reported

(NOTE.—Separate listings are made by Plates.)
12c 1857—Plate One—Aug. 24, 1857—Former Tracy
12c 1857—Plate One—Aug. 31, 1857—Former Chase
12c 1857—Plate Three—June 1, 1860—Former Chase
12c 1857—Plate Three—June 6, 1860—Former Ackerman
12c 1857—Plate Three—June 30, 1860—D. O. True
24c 1860—July 5, 1860—Reported by Waterhouse
24c 1860—July 10, 1860—Reported
24c 1860—July 14, 1860—W. E. Whitnall
24c 1860—Aug. 7, 1860—S. W. Richey
30c 1860—Aug. 10, 1860—Reported by Armitage
30c 1860—Aug. 17, 1860—S. W. Richey
30c 1860—Aug. 19, 1860—Reported
30c 1860—Aug. 29, 1860—Former Chase
90c 1860—Sept. 10 or 12, 1860—Elliott Perry
90c 1860—Sept. 11, 1860—Poole Auction—1932
90c 1860—Nov. 9, 1860—Poole Auction—1932
90c 1860—Dec. 1, 1860—Former L. J. Seely
90c 1860—Jan. 26, 1861—Former Armitage
90c 1860—Feb. 1, 1861—Former Chase

1861 Issue
1c 1861—Aug. 22, 1861—Tudor Gross
1c 1861—Aug. 23, 1861—Tudor Gross
1c 1861—Aug. 28, 1861—Tudor Gross
1c 1861—Aug. 29, 1861—Warren Colson
2c 1863—July 13, 1863—Former Ackerman
2c 1863—July 18, 1863—Dr. H. A. Coleman
2c 1863—July 27, 1863—Elliott Perry
2c 1863—Aug. 7, 1863—Reported

- 3c 1861—Pink—Aug. 18, 1861—Listed by J. N. Luff
 3c 1861—Rose—Aug. 26, 1861—Former Chase
 3c 1861—Pink—Aug. 26, 1861—C. J. Phillips
 3c 1861—Pink—Aug. 26, 1861—C. J. Phillips
 3c 1861—Pink—Aug. 26, 1861—S. W. Richey
 3c 1861—Rose—Aug. 28, 1861—Ashbrook
 3c 1861—Rose—Aug. 28, 1861—Former McLaren
 5c 1861—Buff—Aug. 19, 1861—Reported
 5c 1861—Mustard—Aug. 29, 1861—Reported
 5c 1861—Red Brown—April 28, 1862—Elliott Perry
 5c 1861—Red Brown—June 23, 1862—Listed by Luff
 5c 1861—Brown—April 10, 1863—Listed by Luff
 5c 1861—Black Brown—July 18, 1863—Listed by Luff
 10c 1861—Type I—Sept. 17, 1861—L. B. Mason
 (This is the so-called "First Issue")
 10c 1861—Type II—Aug. 20, 1861—Former D. C. Hammatt
 10c 1861—Type II—Aug. 27, 1861—W. H. Colson
 (This is the so-called "Second Issue")
 12c 1861—Oct. (?) 1861—L. B. Mason
 12c 1861—Oct. 16 or 18, 1861—Elliott Perry
 24c 1861—Violet—Aug. 20, 1861—Reported
 24c 1861—Violet—Sept. 6, 1861—Emerson
 24c 1861—Violet—Sept. 9, 1861—Brazier
 24c 1861—Violet—Oct. 3, 1861—Reported
 (This is the so-called "August" or First Issue)
 24c 1861—Red Lilac—Oct. 8, 1861—Catalog Listing
 24c 1861—Lilac—Feb. 20, 1863—Reported
 24c 1861—Lilac—Aug. 11, 1863—Listed by Luff
 24c 1861—Lilac—Aug., 1863—Catalog Listing
 24c 1861—Steel Blue—Oct. 4, 1861—Waterhouse
 30c 1861—Aug. 20, 1861—Reported by Perry
 30c 1861—Sept. 9, 1861—Reported by Brazier
 30c 1861—Sept. 17, 1861—L. B. Mason
 30c 1861—Sept. 21, 1861—Reported
 30c 1861—Oct. 1 or 2, 1861—Reported
 90c 1861—No Early Record
 15c 1866—April 15, 1866—Listed by Luff.

The One Cent 1851 Plates Imperforate

- 1c Plate One "Early"—July 1, 1851—Emerson
 1c Plate One "Early"—July 1, 1851—Ashbrook
 1c Plate One "Early"—July 1, 1851—Former Chase
 1c Plate One "Early"—July 1, 1851—E. S. Knapp
 1c Plate One "Early"—July 3, 1851—Ashbrook

- 1c Plate One "Early"—July 5, 1851—Former Chase
 (Above listing applies to following types; Type I, IB, II, IIIA)
 1c Plate One Late—June 18, 1852—Ashbrook
 1c Plate One Late—June (?) 1852—Ashbrook
 1c Plate One Late—June 25, 1852—Ashbrook
 1c Plate One Late—July 7, 1852—Ashbrook
 (Above listing applies to following types; II and IV)
 1c Plate Two—Dec. 5, 1855—Ashbrook
 1c Plate Two—Jan. 6, 1856—Former Chase
 1c Plate Two—Mar. 23, 1856—Former Chase
 (Above listing applies to the following types; II, III, IIIA)
 1c Plate Three—May 6, 1856—Emerson
 1c Plate Three—Oct. 27, 1856—Former Ashbrook
 (Above listing applies to Type II)
 1c Plate Four—April 19, 1857—Former Chase
 1c Plate Four—June 19, 1857—Former Chase
 1c Plate Four—Sept. 16, 1857—Ashbrook.
 (Above listing applies to the following types; IA, IC, II, III, IIIA)

The Once Cent 1857 Plates Perforated

- Plate One "Late"—Aug. 5, 1857—Former Chase
 Plate One "Late"—Aug. 19, 1857—Former Chase
 Plate One "Late"—Sept. 29, 1857—Ashbrook
 (Types II and IV)
 Plate Two—July 27, 1857—Reported
 Plate Two—July 30, 1857—Ashbrook
 Plate Two—Aug. 3, 1857—Ashbrook
 Plate Two—Aug. 24, 1857—Ashbrook
 (Types II, III, IIIA)
 Plate Four—July 28, 1857—Perry
 Plate Four—Aug. 1, 1857—Wm. West
 Plate Four—Aug. 5, 1857—Ashbrook
 Plate Four—Aug. 8, 1857—Perry
 Type V—Earliest—Nov. (?) 1857—Ashbrook
 (Plates 5, 7 or 8)
 Plate Five—Type V—May 23, 1858—Former Ashbrook
 Plate Six—Type V—Jan. 10, 1858—Former Ashbrook
 Plate Six—Type V—Jan. (?) 1858—S. W. Richey
 Plate Six—Type V—Feb. 26, 1858—Former Ashbrook
 Plate Six—Type V—Mar. 8, 1858—Former Ashbrook
 Plate Seven—Type V—Jan. 16, 1858—Former Ashbrook
 Plate Seven—Type V—Feb. 6, 1858—Former Ashbrook
 Plate Seven—Type V—Feb. 20, 1858—Former Ashbrook
 Plate Eight—Type V—Dec. 3, 1857—Former Ashbrook

Confederate States

- 5c 1861—Green—Oct. 16, 1861—Scott Catalog
10c 1861—Blue (H. & L.)—Nov. 8, 1861—Scott Catalog
10c 1861—Blue (Patterson)—July 25, 1862—Scott Catalog
2c 1862—Green—Mar (?), 1862—Scott Catalog
5c 1862—Blue—Mar. 4, 1862—Scott Catalog
10c 1862—Rose—(H & L March 1862 (?))—Scott Catalog
10c 1862—Carmine—(H & L) (?)
5c 1862—De La Rue—Blue—Apr. (?) 1862—Dietz
5c 1862—Local—Blue (?)
2c 1863—Brown Red—May 8, 1863—Dietz
10c 1863—"Ten" Blue—April 20, 1863—Listed by Dietz, but no cover known
10c 1863—"Ten" Blue—April 28, 1863—Examined by Ashbrook
10c 1863—"Frame Line," Blue—April 26, 1863—Dietz. (See note Below)
10c 1863—Die A (Type I) Blue—Archer—April 22, 1863—Ashbrook

- 10c 1863—Die B (Type II) Blue—Archer (?)
10c 1863—Die A (Type I) Blue—K & B (?)
10c 1863—Die B (Type II) Blue—K & B (?)
20c 1863—Green—June 1, 1863—Dietz.
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* NOTE RE.—Earliest known use of the "Frame Line"—From many covers examined with Richmond cancellations a few have been noted with "Apr. - 1863," with no day date inserted. This writer believes such covers were used Apr. 23-24 and 25th. Three covers with "Frame Line" stamps show use of this "without day" date and were probably used on one of the three days. These three dates in 1863 occurred on Thursday, Friday and Saturday.

In the next publication of this list, we will include the 1869 issue if there is sufficient co-operation and interest in this issue to justify same.