

Scrapbook No. 6 1937 - 1940

1.	Scott's Monthly Journal Jan. 1922 Re: Imperforates of 1860
2.	Elliott Perry Re: 10¢ strip of 3
3.	Mekeel's Nov. 27 1939 Re: Philatelic Research Laboratories
4.	Stanley Ashbrook re: Articles, A Few Remarks
5.	The American Philatelist
6.	Re: Carroll Chase on Luft
7.	Elliott Perry Re: 1861
8.	Elliott Perry Re: Premiere Gravures
9.	Eugene Costales Re: Die "City Despatch Post"
10.	Dr. Carroll Chase
11.	Elliott Perry Re: 1861 Premieres
12.	Economist Stamp Co.
13.	American Bank Note Co.
14.	Scott Stamp & Coin Co. Re: 30¢ 1860 Imperf cover
15.	Charleston Evening News Re: Pre-payment of postage
16.	H.L. Lindquist Re: 1¢ 1851 Die
17.	Scott Publishing Co.
18.	Blank
19.	Eugene Costales Re: 1861 Issues
20.	Elliott Perry Re: Carriers
21.	Florida Methodist Children's Home
22.	Harry Konwiser, George Sloane Re: Articles
23.	Harry Konwiser Re: Articles
24.	W.L. Moody III, Philip Ward Re: 1869 covers
25.	W.L. Babcock Re: Registered
26.	Marcel Levy Re: Rates
27.	Y. Souren Re: Menjou
28.	Elliott Perry, Warren Colson Re: 3¢ & 1¢ 1851 Hartford - Way
29.	Clarence Brazer Re: New York Ocean Mail
30.	Eugene Costales Re: Catalogue listings
31.	Stamps March 30, 1940
32.	The American Philatelist Nov. 15, 1915 An Interesting Cover
33.	Harmer Rooke Re: George Ewing sale
34.	Clarence W. Brazer Re: 1847 copper plates
35.	New Orleans Philatelic Exhibition December 1939
36.	Erik Heyl Re: History of the City of Berlin
36A.	Elliott Perry Re: Proofs
37.	Frank I. Bingham
38.	Spencer Anderson Re: 1¢ 1851 99R2
39.	Stephen A. Welch Re: Steamer Perry
40.	Scott Publications
41.	Laurence B. Mason Re: Via Nicaragua
42.	C.D. McFadden Re: Steamship cover
43.	The Stamp Lover Re: The House of Saxe-Coburg-Gotha

afraid to tell his pupils of the educational value of a good hobby."

The editor man should brush up on philately. The Lincoln stamp of the Brooklyn professor is worth today \$25 cancelled and \$60 unused.

German Psychology

THE interpretation which the Boston *News Bureau*, another financial publication, placed on Germany's newest stamps has attracted the attention of *The Literary Digest*, in a recent issue of which appeared the following:

"The substitution of figures of working-men for crowned heads on the new postage stamps being issued by the German Government has considerable political significance, in the opinion of the *Boston News Bureau*. They 'speak emphatically for the radical change in public opinion,' and 'argue rather convincingly of a continued strengthening of democratic sentiment.'"

The *Literary Digest* goes on to quote the Boston daily:

"The 120 pfennig stamp will be the unit of foreign postage. The 60 and 120 pfennig stamps have now been issued. The other stamps will not be issued immediately as the Government has a supply of old stamps to be exhausted.

"It is interesting that the Government takes official cognizance of the depreciated mark, since the 120 pfennig stamp equals 30 cents gold, pre-war parity. That a larger depreciation is not recognized is undoubtedly due to the greater value of the mark in Germany than outside.

"In any case the stamps are noteworthy as indicating the passing of the crowned head as a symbol of Germany."

Merry, Merry Christmas!

SCOTT'S West Forty-fourth street main store and its branch at 178 Fulton street have just passed through the heaviest Christmas philatelic rush in their history. Never before has there been such a demand for publications and packets. It was thought that a sufficient supply had been put in to last until Feb. 1, but all previous Yuletide records were broken and at various times the stock was entirely depleted and the reserve had to be called upon.

Which leads up to the statement here that the 1922 catalogues are getting scarce. Last August, wholesalers' orders were tabulated; to that figure was added the supply which Scott's would need for its own use for another year; and as a safety margin, 5,000 more copies were included to take care of other prospective demands.

By Dec. 1 last, the extra 5,000 had been absorbed and it is now impossible to provide further supplies for wholesalers. Scott's still has a few copies left for retail sale, but the stock is dwindling fast, and indications are that it will soon be exhausted.

Why this extraordinary rush for catalogues, albums, packets and accessories? Scott's attributes it largely to the immense amount of publicity which newspapers and magazines have been giving to philately during the past seven or eight years—starting about the time of the World War with its resultant numerous and interesting stamp issues.

Some there are in the trade who scoffed at the value of publicity regarding stamps. But Scott's believes it has attracted thousands of newcomers, and revived philatelic interest in the cockles of former collectors' hearts—and today the reaction is a favorable one.

The 24c, 30c & 90c U. S. Postage Stamps of 1860—Imperforate

By Elliott Perry

Editorial Note.—This article was placed in our hands in September last. We regret that for various reasons publication has been so long delayed.

THE writer has been asked to express his views regarding the real character of the 24c, 30c and 90c United States postage stamps in imperforate condition, now listed in the Standard Catalog under the numbers 37, 38 and 39, and under the date 1860; and to render an opinion upon the propriety of either one of two opposing procedures, or upon a middle course of action.

First. That it is proper to consider these impressions to be legitimately issued postage stamps, and therefore to continue so to list them in the catalog.

Second. That these are not legitimately issued postage stamps, and therefore they should be no longer listed in the catalog.

Third. That these impressions, or some of them, *may* be legitimately issued postage stamps, and therefore, that it is proper to list them in the catalog with a footnote explaining what can truthfully be stated of their character.

It is well known that opposing views on the subject have long been held by some of the most advanced students of early U. S. postage stamps, and it is indeed evident that if the question had been easy of solution, it would have been solved many years ago. The tenacity with which men long experienced in philately still hold to directly opposing opinions is evidence enough that until considerable new data, so definite and unquestionable as to be accepted by the great majority of students is produced, no

completely satisfactory solution of the problem can be hoped for.

To the present writer it appears that those who have previously discussed the subject, either in print or out of it, have not always been talking about the same thing, and no doubt this accounts for some of the divergence of opinion. It would be well then in commencing any discussion of such a subject, to separate what can be accepted as fact from a mere belief even though such belief may be reached as the result of logical reasoning. Necessarily, therefore, we must make any acceptable argument definite by stating exactly what the argument is about. At the present time the writer himself does not know what impressions from the plates that produced all the 24c, 30c and 90c stamps and proofs of the series of 1857-60 listed in the catalog under the Nos. 37, 38 and 39, are considered to be genuine imperforate stamps, but he is well satisfied that what appears to be one problem is really two problems, because he believes in no instance did specimens of Nos. 37, 38 and 39 that may have been genuinely used come from the same sheets as the unused specimens of those varieties that are accepted as never having been other than imperforate. He is well satisfied that all the *unused* imperforates in question came from sheets that were printed for proof purposes only, and that wherever any *used* specimens now in existence came from, they did not come from trial sheets.

In the past it has been argued that because certain used specimens were

believed to be genuine, the unused specimens must have been issued as stamps and conversely, because unused specimens were known to exist in multiple it was argued that the used specimens were genuine imperforates. This line of reasoning would be logical and therefore acceptable, if the unused and the used stamps are in fact the same impressions and came from the same sheets, but where is there any real proof that they did come from the same sheets? Can it be denied that unless they did so originate this reasoning is unsound.

Now if we inquire as to why these impressions were originally cataloged we shall find that they were cataloged primarily, not because it was definitely known that they had been issued as stamps, but simply because stamp dealers had them for sale. Trifet knew where those that he had came from. He knew they came from the same place as did the perforated remainders of the 1857-60 series which he obtained. He knew the perforated stamps had been returned to Washington after they became obsolete in 1861, and that many of those perforated stamps had been on sale in various post offices all over the country. Finding imperforates among those perforated stamps it is not surprising if he really thought the imperforates were stamps and had also been on sale somewhere. What he apparently did not know was that the imperforates instead of being regular stock were parts of trial sheets that happened to have been thrown in with the perforated remainders. Whatever he believed the imperforates to be, Trifet could clearly prove they certainly were not trimmed perforates, while no one could prove they were not stamps and had not been issued or on sale as such. If he called them stamps and they were catalogued as stamps he could sell them. Naturally he called them stamps.

The information available regarding all the impressions taken from those three plates during the years 1860 and 1861, indicates conclusively only two possible sources of imperforate stamps.

First. Impressions printed to be sold as stamps, and so issued imperforate: (a) intentionally so issued; (b) accidentally so issued.

Second. Trial impressions originally intended as proofs only, but actually sold as stamps and so issued: (a) intentionally; (b) by accident.

The writer regards the supposition that any 24c, 30c or 90c impressions which were printed to be sold as stamps were ever actually issued imperforate, as being barely possible, but highly improbable. Excepting only a few singles and pairs of the 12c stamps from Plate No. 3 of that denomination, which the writer is convinced are trial impressions, it cannot be demonstrated that as late as 1860 any other denomination of the series was delivered by the contractors to the Post Office Department in imperforate condition. This fact is all the more important because with the possible exception of the 5c stamp the denominations below the 24c were printed and issued in far greater quantities than either of the three higher values, and if any sheets of stamps escaped perforation after 1857 the chances are far greater that such errors would occur in the 1c, or 3c, than in the 24c, 30c or 90c. The only errors of incomplete perforation known occurred only in the 3c and are extremely rare. None of them are stamps without *both* horizontal and vertical perforations; on all of them the perforations are missing in only one direction. Imperforate errors of the 24c, 30c and 90c are the last thing which one naturally would expect to find in this series, and as a matter of fact, there appears no record of the

existence of either of these three denominations in the form of a genuinely used pair, strip, or block.

The writer is certain most readers will agree that no stamp should be accepted as a genuine imperforate issue where no unsevered pairs are known, or have been known, unless there are more than a few singles whose character is beyond suspicion. At the most the number of genuinely used imperforates of all three denominations that are accepted by even a few students as being genuine, does not exceed three—one 24c, one 30c and one 90c. The writer believes that if there is no other basis for accepting the genuineness of these three varieties than the three specimens mentioned, these varieties should immediately be dropped from the catalog. The burden of proof is *upon the stamp*. No impression should have been listed as a genuine stamp merely because a specimen, or a few specimens, exist; and such listing, when made in deference to traditions of the past, should not continue until proof that the impression is not a genuine stamp is forthcoming. It were far better to list only what is capable of proof, unless, of course, the listing is qualified by statements revealing to all what is known to a few.

With one possible exception, which does not affect the writer's viewpoint, specimens of the 24c, 30c and 90c genuinely imperforate in *unused* condition are not known to exist in the same shades as the issued perforated stamps. If ever there were issued imperforates of these denominations that came from sheets which, through mistake or otherwise, had escaped perforation, is it not remarkably strange that the only sheets escaping perforation were in different shades from those which were perforated? So far back that the memory of most collectors now living runneth not to the contrary, the first and principal test of

the genuineness of an imperforate 30c has been the color. Is not this in itself nearly convincing evidence that if any imperforate 30c stamps were ever sold for postage anywhere they were not from a sheet or a few sheets which, by some accident, escaped perforation? The same reasoning also applies to the 24c and 90c.

Specimens of the 24c which were *used* in imperforate condition, and are in the same color as the perforated stamps, though rare, are well known to exist. There is, however, an important difference between a stamp used imperforate and issued imperforate, and there is little doubt that such copies were perforated when issued, and had the perforations removed before they were used. The habit of cutting stamps apart with scissors persisted long after perforated stamps were issued, and instances of perforated stamps having their perforations trimmed off so that they were "imperforate" when used, are not as rare in the early '60s as one might suppose. Witness the many 5c stamps of the various colors and types issued during the years 1857-61, that were cut into strips of three in New Orleans by one, or several, individuals there who persistently clung to the scissors habit. Shall we then consider it beyond the bounds of belief that even Post Office clerks sometimes whiled away an idle half hour by trimming the perforations from part of the stock under their charge?

For quite a few years after the perforation of postage stamps became common, collectors, and other people, considered the imperforate stamp far more beautiful than the perforate specimen and in view of the erratic nature of most of the perforating on early U. S. stamps, their view can well be appreciated. As late as 1875, and even later, we find that the scissors habit had not ceased. The special printings of the postage stamps

then current and the corresponding department stamps, surcharged "specimen," although made primarily for sale to stamp collectors were frequently chopped apart none too carefully with scissors. Of the total number of these stamps which were sold in sets, it would appear that about 90% were so cut apart.

Mr. Luff mentions the statement of a prominent dealer who purchased a 30c imperforate in New York and used it on a package of photographs. This statement may be accepted, or rejected, according to one's preference, or prejudice, but if it were capable of positive proof today, it would prove only that the gentleman purchased a 30c stamp which was imperforate when he purchased it. It would not prove that the stamp was imperforate when it left the printers, or when it reached the New York Post Office. Furthermore, there is no evidence that this specimen was in the brownish hue of the accepted imperforate 30c. As far as any of these imperforates in used condition are concerned, the writer's conclusion is that because the evidence regarding them is either worthless or insufficient, they should be dropped from the catalog. In order to establish that such impressions are genuinely issued stamps, it is first necessary to explain their existence and, in the writer's opinion, there is not sufficient reason for believing any 24c, 30c or 90c impressions printed for issue as stamps and actually issued as stamps in imperforate condition exist now, or ever did exist.

With regard to impressions which were printed for other purposes than to be issued as postage stamps, it is also necessary to establish the fact of their existence before we can properly consider whether or not any of them were permitted to do postal duty. In the writer's opinion the correspondence which is here referred to as the

Steinmetz correspondence because it was published at the time of the National Philatelic Exhibition in New York in 1913, in a pamphlet which bore the title "Steinmetz' miscellany," is absolutely beyond question. This correspondence consists of letters between the contractors, Messrs. Toppan, Carpenter & Co., who made the United States postage stamps of the series 1851-60, and A. N. Zevely, who during the latter part of the period covered by the correspondence, viz., during the spring and summer of 1860, was Third Assistant Postmaster General. The correspondence referred to relates principally to the production of the 24c, 30c and 90c stamps under discussion, and affords the most nearly complete history of their production that has appeared in print. As this correspondence has been freely drawn upon by the present writer and other students, and is probably familiar to most collectors of early U. S. stamps, there is no necessity to reproduce it here. It will be sufficient to state the correspondence clearly shows that when new stamps were being produced, it was customary for the contractors to present proofs of the models for official approval of the designs and either before, or after, the plates had been made other proofs were submitted in colors for official approval of the colors. Although the correspondence does not state that in every case there was submitted to the Department a complete sheet printed in the accepted color, in several instances, either a part of such sheet, or an entire sheet, was so submitted, and the present writer is convinced that at least one full sheet from each of the 24c, 30c and 90c plates were printed as color trials, and that all, or parts, of these sheets were sent to the Post Office Department at Washington.

On June 4, 1860, there was sent to Mr. Zevely a specimen sheet of the 24c denomination, printed in lilac. On

July 2nd, 1860, there was sent part of a proof sheet of the 30c printed in black, with a half sheet of the 12c black, and on the date that printing of the 30c stamps in black was stopped, viz., July 11, 1860, another partial sheet of the black 30c was sent to the Department, together with a specimen of the 30c in a buff tint. On July 16th twenty 30c stamps printed in orange buff were submitted for approval. The last named impressions were different in tint from the buff color submitted on July 11th.

The writer believes that any one who will carefully study this correspondence will reach the conclusion that the entire sheets or parts of sheets, printed as color trials, and submitted for that purpose to the Department were imperforate and without gum. When it is remembered that the acceptance of postage stamps from the contractors by the Department might hinge upon whether or not the contractors had official approval of both the color and the design of any stamps they desired to deliver, it is readily seen why they were always so careful to obtain official approval of both design and color, and why they would not proceed to print large quantities of stamps and perforate and gum them until the full approval of the Department was indicated or had been obtained. It would only be necessary for any collector who is interested in this subject to have in his own hands a sheet of imperforate proofs and a sheet of perforated stamps from the same plate for him to understand why the trial impressions submitted were imperforate. No further proof would be needed, and no other proof could be half so convincing. Here then we have established the existence of imperforate impressions from the original plates at, or just before the time, the stamps from those plates were issued, and these impressions are in colors which

must have closely approximated those of the issued stamps of the corresponding denominations.

We have also established the fact that quantities of these imperforate impressions greater than merely a few copies were in the Post Office Department at Washington. The question now is, what became of them? The answer is: Nobody knows. However, when later we find it possible to trace impressions of exactly the same character back to the Post Office Department at Washington, it is not difficult to believe that parts of those old trial sheets are now scattered here and there in the albums of collectors and are regarded by their fortunate owners as being no less than regularly issued imperforate *postage stamps*. Are they not listed in the catalog?

The writer does not recall any instance where the Post Office Department has sold proofs over the counter for postage stamps, and if any proofs ever were sold we may fairly assume that strong and most unusual reasons existed for doing so. The question has been raised, what about the Department's accounting? Would not the sale of proofs render their bookkeeping incorrect? As far as the situation in Washington of the summer of 1860 is concerned the writer does not believe the bookkeeping difficulty is at all serious. The Steimmetz correspondence certainly shows the Department was in a great hurry for the 24c, 30c and 90c stamps and there would have been no particular difficulty in selling some of the imperforate trial impressions at the Washington Post Office if the officials had wished to do so. Suppose, for instance, the Washington Post Office sold 50 of the 24c, 30 of the 30c blacks, 20 of the 30c buffs, or orange buffs, and 10 of the 90c imperforates and the sales clerk laid aside a memorandum of these sales until he received the perforated stamps. If he

then returned to the Postmaster General's office whatever imperforates remained unsold, and destroyed as many of each denomination of the perforated stamps as he had sold of imperforates, his accounts would balance perfectly. In the case of the 30c black this may well have been just what happened, and of the four varieties of imperforate proofs, or stamps, the black 30c is the only one of which anything like definite proof of a sale exists. None of the black 30c could have had their perforations trimmed off as a result of the scissors habit, or for any other cause, by anyone either inside or outside the Post Office Department because they never had perforations. There is not the tiniest shred of evidence to show that any of the 30c blacks were perforated, or to show that even if the large quantity which were printed with the intention that they would be issued as stamps were perforated, any of them were ever delivered to the Post Office Department. There is no reason whatever, for believing they were delivered. There is plenty of reason for believing that they stayed with the contractors and were destroyed.

While bearing in mind that it is always easy to be mistaken, and that circumstantial evidence is not the best evidence in the world, yet in the writer's opinion, there is better than an even chance that some of the imperforate 30c blacks from the two partial sheets the Steinmetz correspondence shows reached the Department were actually sold for postage at the Washington Post Office between the 2nd and the 12th days of July, 1860, or even later in that month.

In spite of the fact that the 12c stamp had been issued in black for nine years, and we have no record of an objection to the black color because of any difficulty in effectively cancelling the 12c stamps, it cannot be de-

nied that the body of color on the 30c black is so deep and so diffused as to render the effective cancellation of it more difficult, just as Toppan, Carpenter & Co. state in their letter of July 11th. The black color for the 30c denomination was definitely approved by the Postmaster General on July 3rd. The contractors immediately proceeded with the printing of that denomination and when they stopped printing on July 11th they had already printed a large number in black. Change to the buff color was tentatively approved by Mr. Zevely on July 13th, but not until July 18th was the orange buff color definitely approved for the 30c stamp by the Postmaster General. Therefore, during the fifteen or sixteen days between July 3rd and July 18th, the 30c black was the only 30c stamp which could be issued under the approval of the Postmaster General.

During all the time until July 18th, when the orange buff color was definitely approved, the Steinmetz correspondence clearly shows that the Department was never wholly satisfied the black color would be satisfactory, and the brief letter dated July 3rd, in which the Postmaster General approved the black color, contains only two paragraphs, the first giving that approval, and the second stating "the chief objection to this color arises from the greater difficulty of cancelling them." One might well ask the question how did the Postmaster General know within twenty-four, or at the most, thirty-six hours, after receiving the part of a proof sheet of black 30c that there was greater difficulty in cancelling them if he had not done any experimenting? And why, on July 13th, before transferring of the 90c plate had begun and before the color of the 90c had been decided upon, were the contractors advised that "Black will not do for the 90c stamp" if the Department had not

been experimenting with cancellations on the black 30c? There is nothing to show the Department had any other black proofs in sufficient quantity with which to conduct experiments than the partial sheet of 30c and the half sheet of 12c sent them on July 2nd.

The correspondence contains nothing in reference to the 30c stamp between July 3rd, when definite approval to print the 30c in black was given, and the letter of July 13 in which Mr. Zevely stated "It is well to adopt the buff instead of the black color for the 30c stamp, though I hope you will be able to infuse a more lively tint than appears in the specimen submitted by you." The next reference to the 30c appeared in the letter of July 18th when definite approval of the second buff shade, therein called "orange buff" was given.

The decision to change the color of the 30c from black to buff, or orange, apparently did not originate with the

Department, but came from the contractors and is found in the opening paragraph of their letter of July 11th, where they state "We are reluctantly obliged to stop printing the 30c stamp until further advice from the Postmaster General." After the approval of the black color this appears to be the first intimation received by the Department that the black color would actually prove unsatisfactory in use. What happened in Washington during the ten days between the 2nd and 12th of July? Did the authorities in the Post Office Department merely sit around awaiting the receipt of a large quantity of 30c stamps printed in black, which they knew were being prepared, or did they use some of the imperforate black proofs which were sent them on July 2nd, in order to ascertain for themselves whether or not their fears regarding the effective cancellation of the black stamps would be

To be concluded in February.

Our Branch Store

178 Fulton Street

Bet. Broadway & Church St.

Shares in full the vast resources of the

Scott Stamp & Coin Co.

and customers who cannot conveniently reach the main office, should not hesitate to trust the filling of their wants to the care of the Branch.

the dear boy live long. The letter to go to the Baidiabati post office. The above-named person will get it on reaching Baidiabati, Khoragachi, Goyanapara."

"To the one inseparable from my heart, the fortunate Babu Sibnath Ghose, having the same heart as mine. From post office Hasnabad to the village of Ramnathpur, to reach the house of the fortunate Babu Prayanath Ghose, District Twenty-four Parganas. Don't deliver this letter to any other than the addressee, Mr. Postman. This my request to you."

"If the Almighty pleases let this envelope, having arrived at the city of Calcutta in the neighborhood of Kolutola, at the counting house of Sirajudin and Alladad Khan, merchants, be offered to and read by the happy light of my eyes, of virtuous manners and beloved of the heart, Mian Sheikh Inayat Ali, may his life be long! Written on the tenth of the blessed Ramzan in the year 1266 of the Hejira of our Prophet, and despatched

as bearing. Having without loss of time paid the postage and received the letter, you will read it. Having abstained from food and drink, considering it forbidden to you, you will convey yourself to Jaunpur and you will know this to be a strict injunction."

Truly, the Indian postal clerks and letter carriers have their own troubles.

Appendix H. "The Work of the Field Post Office between 1867 and 1912," shows that there have been field posts with many military expeditions other than those made familiar to stamp collectors by the overprints "C.E.F." and "I.E.F."

The book is filled from cover to cover with interesting matter and will well repay reading. Our limited space prevents us giving more than brief suggestions about its contents. There are numerous good plates, including several of postage stamps, and the paper and letter press are excellent.

J. N. L.

U. S. CATALOGUE

FOR many years suggestions have been coming in to Scott's that a catalogue of United States stamps only, be issued. An edition is now on sale! It is limited to 400 copies. Price \$1.50 while the supply lasts! Here is how it came about:

Scott's 1922 edition of the standard American catalogue is made up of 64-page folios known to the printing trade as *signatures*. Naturally the same number of every signature was provided before they were bound into book form. The first 64 pages include all the United States and Confederate issues and part of those of Abyssinia.

When the signatures had been transformed into the completed cata-

logues it was discovered that—400 copies of the first signature were left over. Rather than destroy them, the first 60 pages (Abyssinia being left out) have been made into individual catalogues listing only the U.S. and Confederate stamps. Between each two pages a blank page has been interleaved, and the product has been bound within flexible green-leather covers.

Here is a book which will appeal particularly to specialists in United States stamps. Developed quite by accident, it will be a permanent Scott feature in the future—providing there is popular demand for such a book!

Feb 1922

The 24c, 30c & 90c U. S. Postage Stamps of 1860—Imperforate

By Elliott Perry

Continued from January Issue

NOTE.—A mix-up between editorial office and composing room was responsible for splitting the two instalments of this article in the middle of a sentence.

Rather unusual but surely original.

realized? If any experimenting was done by the authorities at Washington, did they merely try various cancellations on the part of a proof sheet in their possession, or did they have those impressions placed on sale at the Washington Post Office as stamps in order to note the result as they were cancelled in the ordinary course of handling the mail? There appears nothing in the Steinmetz correspondence which directly indicates any of the 30c black proofs in possession of the Department were placed on sale, and if any of them actually were placed on sale, it would appear that the number sold up to July 11th was so small that the Post Office authorities, as late as that day, had not yet reached a decision to change the color. Of their own accord they never did reach that decision. It was reached for them by the contractors and, so far as the correspondence shows, if any 30c blacks from the only supply which the Department had, were placed on sale in Washington, they were still on sale when the letter of July 11th was received from the contractors. If there was no other evidence to show that some of the black 30c proofs were issued in Washington as stamps, than is directly stated in the Steinmetz correspondence, the standing of the 30c blacks from a philatelic standpoint can be no better than that of the imperforate 24c, the buff or orange 30c and the 90c. It would be just as good, but no better. If, however, we believe that there is

nothing more favorable to the 30c blacks being stamps and not merely proofs than appears on the surface of the Steinmetz correspondence, we are over-looking what appears to the writer to be more than an odd situation, or coincidence.

Up to July 11th the contractors were certain the black color would be satisfactory and risked the cost of printing a large quantity of impressions upon their belief. Their letter of July 11th reads as though they made no experiments in cancelling the black stamps until a very short time before the letter was written, probably not more than a day or two, because they had already printed many of the stamps in black, and on July 11th instead of advising the Post Office Department of their progress toward having ready a supply of 30c stamps, which the Department was eagerly awaiting, they notified the Department that they had stopped printing the black stamps and are awaiting further advice. Like all printers their favorite color was black, but if in the language of today they were merely trying to "get away with" black, they would certainly not have stopped printing the black stamps, unless notified to do so by the authorities. All they needed was the Postmaster General's official approval of the black color, and this they had obtained in Zevely's letter of July 3rd, a week before.

On the other hand the Post Office Department officials had never been

satisfied that black would be wholly satisfactory. Are we to believe that when they had part of a sheet of the black proofs in their possession they made no effort to verify their fears? Is it not more reasonable to suppose that experimenting with cancellations on the black stamps started as soon as the proofs were received in Washington, i. e., on July 2nd, or July 3rd, and that through a direct communication which does not appear in the Steinmetz correspondence, or in some other way, Toppan, Carpenter & Co. became advised of what the Washington officials were doing and that the results there had not been satisfactory. What more natural than that the contractors should immediately begin experiments of their own as indicated in their letter of July 11th, and obtaining similar results to what had been obtained from the experiments in Washington they stopped printing the 30c stamps in black, and so notified the Department in their letter of July 11th.

Fortunately, definite evidence of what really happened in Washington is shown by the following reference from Mr. Luff's "United States Postage Stamps,"—*** "Mr. Francis C. Foster states that, at the time he obtained his copy, he was told that it was a stamp and had been in use, and that shortly afterwards he made inquiry at the Washington Post Office and was informed that it was actually on sale at that Office for a few days, but, because the cancellation did not show up well, the color was changed." This is the missing link in the chain. The 30c black owned by Mr. Foster was in his collection at the time of his death, and has been seen by the writer since. One can hardly question that this copy is the same specimen Mr. Foster obtained in 1860. It would be just as sensible to question whether the Brattleboro stamp in the Foster collection was the same speci-

men which he purchased in the early days for 60 cents. There are only a few 30 cent blacks known to exist. They are all genuine impressions from the original plate and are enough alike to have come, as they probably did, from the same sheet. At the most the number sold could have only been small and it is extremely unlikely that a genuinely used specimen will ever be found.

The writer devotes so much space and lays so much stress upon the question of the genuineness of the 30 cent black because he is firmly convinced that unless some of the black proofs of the 30 cent were issued for postage stamps it is impossible to make out a favorable case for the 24 cent, the orange or buff 30 cent, and the 90 cent. In other words, the probable genuineness of the latter three stamps hinges upon the genuineness of the 30 cent black. Any reason which may have existed for the issue of any of these impressions from the trial imperforate sheets could hardly have been so strong as the reason that existed for the issue of the 30 cent black. The Foster reference confirms such issue of the black stamp, whereas there is absolutely no real evidence to show that any of the other three varieties were issued for postage. The writer is informed that an imperforate 24 cent, known to have been cut from a pair, which is believed to have been purchased at the Washington Post Office is in existence. This evidence is nothing but hearsay and as definite evidence is worthless, yet it is as good as any evidence we have regarding the sale of imperforate 24c, 30c or 90c stamps, excepting only the 30c black.

The writer sees no reason for believing that any of the 24c, 30c orange or buff, or 90c imperforates ever were sent out of the Post Office Department at Washington to be issued as stamps. He believes that except-

ing for a few which possibly may have been distributed as souvenirs by the Department officials, all of these imperforates remained in the Post Office Department until Trifet obtained the lot of 1857-60 remainders, some time in the '60's. Trifet did obtain some of the imperforate 30c including at least one block, but whether or not the lot of remainders obtained by him contained all the imperforates that were then in Washington, or only part of them, is not known. The writer has never seen it stated that the lot of remainders obtained by J. W. Scott a few years after Trifet obtained his lot, contained any imperforates.

We know then of only three possible sources of supply for these impressions.

First. Specimens which may have been sold as stamps while the Department was anxiously awaiting the perforated stamps, and we have slight evidence of this and no proof.

Second. Specimens distributed by Department officials as souvenirs, and we have no proof of this.

Third. Specimens from the lot of remainders obtained by Trifet. There is satisfactory proof that some of the imperforates did come from the Trifet lot.

Those who maintain that existing unused imperforate 24c, 30c orange, or 90c stamps were sold for postage can give no satisfactory explanation for the difference in shade between these imperforates and the perforated stamps, or for the fact of their existence at all, either in the Washington Post Office or elsewhere.

Those who maintain that these impressions were originally parts of proof sheets, and may or may not have been sold for postage, do explain the reason for their existence and for their difference in shade, and do explain why and when they reached the

Post Office Department in Washington, by the Steinmetz correspondence.

Is it not more reasonable to believe these imperforate impressions came from those old proof sheets than that they came from some unknown source?

To summarize the entire case regarding the 24c lilac, 30c orange or buff, and 90c blue imperforates, we can only state that the evidence of an issue of such impressions from sheets which were made purposely for sale as postage and were sold for postage in imperforate condition, either by accident or by intention, is either worthless or insufficient and that the only imperforates which exist, or have been known to exist, in pairs, strips or blocks, and therefore have never been anything but imperforates, come from proof sheets, which were sent to the Department by the contractors. It is an open question if any specimens from these sheets were ever sold for postage.

Returning to the original reason for writing this exposition of the writer's views, the conclusion is reached that if it were up to him, which it is not, to decide whether or not the impressions under discussion should be listed in the Standard catalog and how they should be listed, if at all, the writer suggests that until further data becomes available, or until students of the series reach a better agreement, that the present method of listing the 24c lilac, 30c orange and 90c blue under the Nos. 37, 38 and 39, and the date 1860, be continued and that a note to the following effect be placed under No. 39:

"Most copies of Nos. 37, 38 and 39 come from trial sheets. Some stamps from these sheets may have been issued for postage. The same remarks apply to the 30c printed in black."

The writer prefers the above method of listing these impressions to another method that many students would consider more correct, viz., to list these stamps as minor varieties of the perforated issue, calling them, for instance, No. 52c, No. 53a and No. 54a. In view of the writer's opinion that the 30c black is better entitled to recognition as a stamp than either of the three varieties now listed, no doubt it seems strange not to advocate listing the black 30; and dropping the other three, or listing the black together with the other three, but the writer believes it is bad enough to list three questionable stamps, without adding a fourth, even though in his opinion, the fourth is much less questionable than the other three.

Our Branch Store

178 Fulton Street

offers the following scarce stamps at specially attractive prices. Every stamp unused and in perfect condition:

	Cat. No.	Net Price
United States	167 to 177 set	\$595.00
United States	1545	50.00
United States	1567 to 1570 set	300.00
United States	2345 (cut sq.)	50.00
United States	2382 (cut sq.)	30.00
Argentine Rep.	88	30.00
Argentine Rep.	175	30.00
Azores	91	10.00
B. C. A.	68	10.00
Brit. Honduras	17	18.50
Congo	151	20.00
Dutch Indies	250	18.50
Fiji	69	13.50
Guadeloupe	203	25.00
Nevis	16	30.00
Sierra Leone	76	11.00
Two Sicilies	17	14.00
Two Sicilies	18	20.00

GREECE

A Nice Little Lot

Cat. No.		Cat. Price	Net Price
*8	1861-62 1 L choc'te	\$3.00	\$2.00
*15c	1863-71 1 L red br. on cream	3.00	2.00
*16	" 2 L pale brown on cream	.75	.40
*16a	" 2 L bistre on cream	.75	.40
20	" 20 L blue on bluish	.10	.06
30	1872-76 20 L dark blue on bluish	.40	.25
37	" 20 L ultramarine on cream	.10	.06
42a	1877-80 30 L brown	.40	.25
*44	1880-82 1 L gray br'n.	.35	.20
44b	" 1 L red brown	.25	.15
50	" 20 L carmine	.30	.18
*64	1886-88 1 L brown	.08	.05
88	1891 50 L gray gr'n.	.20	.12
*90	1889-92 1 L black br'n	.05	.03
91	" 2 L ochre	.08	.05
*92	" 5 L deep gr'n.	.12	.08
98	" 40 L blue	.15	.10
*107b	" 1 L br'n, pair.	.50	.30
*108b	" 2 L pale bistre	.50	.30
174	1901 50 L maroon	.05	.03
*234b	1916 3 L vermilion	.20	.12
*234d	" 30 L carmine	.25	.15
*299	1917 5 L on 40 L dark br'n.	.15	.10
*302	" 10 L on 30 L dull violet.	.20	.15
*314a	" 5 L on 60 L blue	.50	.30
*315a	" 5 L on 80 L blue	.50	.30
*317a	" 10 L on 90 L blue	.50	.30
*401	1875 1 L green and black	.15	.10
407	" 60 L green and black	2.50	1.50
*412	" 2 dr. gr & bl'k	2.00	1.25
*427	1878 10 L gr & bl'k	.25	.15
430	" 60 L gr. & bl'k	.50	.25
454	1902 25 L ultramarine	.05	.03
*524	1913 3 L vermilion	.08	.05

Holiday Greetings



VIA POSTAL TELEGRAPH

JA143 YTG 24TH

FX CHICAGO ILL

MR & MRS S B ASHBROOK

434 SOUTH GRAND AVE FTTHOMAS KY

SINCERE WISHES FOR A MERRY CHRISTMAS AND A HAPPY NEW YEAR

S NEWBURY.

JAN 1 1943





I looked at the 10c green strip before reading your letter and saw indications I did not recognize as belonging on genuine stamps. I should say it had been monkeyed with along the lower edge of the designs if not elsewhere and would not have bought or sold it without a careful check-up.



As the founder of the PHILATELIC RESEARCH LABORATORIES, Inc., I feel privileged to announce a further development towards simplifying the examination of stamps.

Throughout its activities, the staff of the Laboratories have devoted some of their energies and time towards improving existing methods of operation and procedure. This latest development is destined to become of inestimable value to students. It is an improvement in the method of projecting images of stamps on a large screen in order to facilitate their study at tremendous magnification. I feel it is so great an improvement over the old method that all Philately should be apprised of it. One might contrast the airplane of twenty years ago with those of today, or an old wood burner with a modern stream-lined locomotive. It represents one of the most important advances in the analytical investigation of stamps.

In a few weeks, the PHILATELIC RESEARCH LABORATORIES, Inc., will celebrate their first anniversary. While a review of their accomplishments might easily be postponed until the day of the event, I feel that with the making of such an important announcement, this might also be the right time to mention such matters. Last week it was the pleasure of the PHILATELIC RESEARCH LABORATORIES, Inc., to announce a reduction in the charge for examination from \$15.00 to \$5.00 per stamp or piece. This was a point on which the entire staff of the Laboratories had been working ever since its inception. Now, however, through the volume of work, which has produced improved methods of operation, the services afforded by the Laboratories are now within the reach of almost everyone.

I have often asked myself the following question. "Why have I as an individual gone to the labor and expense of founding the PHILATELIC RESEARCH LABORATORIES?" I must confess that the whole conception of the Laboratories was due to the labors of one man. His studies and his accomplishments, his unselfish devotion to the cause of clean Philately and his broad, clear way of thinking have been the real inspiration of the PHILATELIC RESEARCH LABORATORIES, Inc. I refer to Stanley B. Ashbrook to whom we all look up as the greatest student Philately has ever produced. Before I knew the man, when he was nothing but a name to me, his work was an inspiration. A few years ago, after making his acquaintance and recognizing his genius, I felt spurred to emulate his efforts in what small way I could. I have met Mr. Ashbrook many times during this period. I have never told him of my high regard for him or his accomplishments but as I look back, the PHILATELIC RESEARCH LABORATORIES would never have been possible without the inspiration he has lent. If he reads these words, and I am sure he will, I hope he will realize how his efforts have been the most important factor in the organization of the Laboratories. Philately needs many more such students as he. If the PHILATELIC RESEARCH LABORATORIES, Inc., can aid other students in carrying on research into stamps and their background in the manner which he has accomplished, its existence will have full justification.

This newest development in the Laboratories is the direct outgrowth of one of his questions. "Can an image of a stamp be thrown on a screen, enlarged many times and still be a faithful reproduction of the original?" The answer is Yes. We have always been able to do it, but not until now, could it be done with such remarkable degree of clarity as to bring out every line of engraving as though the stamp were printed in relief. By this new method, one can retrace each individual line of engraving, in fact, it is just as if the plate were broken down and analyzed line by line. It is difficult to find words which can express adequately the remarkable results which have been accomplished. It can be of utmost importance to all Philately.

It has been the policy of the Laboratories to conduct their examinations in private, not because any mystery attaches to their operations and procedure, but the presence of visitors might tend to interfere with securing accurate results and to avoid errors which might result from disturbing the concentration of the operators.

After due consideration, however, it has been decided that an opportunity can be given to interested philatelists to visit the Laboratories while work is in progress and see for themselves the remarkable results which have been achieved. Visits can be made on invitation only. To those who may desire it, this privilege will be accorded on receipt of a written request. This invitation is not restricted to collectors, but dealers as well will be welcome. The press, too, is offered this same invitation.

It is the desire of the PHILATELIC RESEARCH LABORATORIES, Inc., to present openly the three-fold purpose of its operations.

1. To ascertain the true nature of all stamps examined, be they genuine or forgeries; perfect, repaired or otherwise manipulated and to assure their correct identification according to accepted standards.
2. To coöperate with all students in an endeavor to assist them in all forms of Philatelic Research.
3. To devise new instruments, methods and adaptation as an aid to thorough investigation.

Any constructive suggestions that might tend to improve the operation of the Laboratories are welcomed.

(Signed)

DEC 23 1939

Open Forum

We welcome letters from our readers on any constructive subject pertaining to philately but assume no responsibility for the views expressed, nor do we necessarily agree with them.

A Few Remarks

By Stanley B. Ashbrook

IN *Mekeel's Weekly Stamp News*, issue of November 27th, 1939, *Souren A. Yohannessiantz*, in an advertisement of the Philatelic Research Laboratories, Inc., took occasion to pay me a very flattering tribute.

While I duly appreciate Mr. Souren's complimentary remarks I am not unmindful of the fact that they were certainly grossly exaggerated. I take this occasion to deny the statement made by Mr. Souren that I am regarded as the "greatest student Philately has ever produced."

In all frankness and sincerity I detest being classed as an expert, an authority, or much less any sort of a genius. To me, flattering tributes such as the above, are wholly unwelcome, and I regard them as a reflection upon my common sense. I resent the unauthorized use of my name in philatelic advertisements.

Several who read Mr. Souren's advertisement, wrote me to inquire if I was on the staff of the Philatelic Research Laboratories, Inc., and to all who entertain any such a thought, may I state that I am not in any way whatsoever connected with Mr. Souren or the work being conducted by him.

I am very much interested in philatelic research work, but this research work does not extend to personalities.

—STANLEY B. ASHBROOK,
434 South Grand Ave.,
Fort Thomas, Ky.

STUDENT OR EXPERT

In MEKEEL'S WEEKLY STAMP NEWS of December 18th there appeared a few remarks written by Mr. Stanley B. Ashbrook. In a previous issue of the same paper there was an article, not an advertisement, written by me which was to convey my personal opinion and feelings about some research work done by Mr. Ashbrook which was presented to the public in book form.

In order to express what I thought of this work I had no choice than to use the name of the author. If he felt that he might resent the use of his name in connection with his studies, perhaps he should have used a "nom de plume" before the general public, of which I am one. My feelings on the subject were flattering to the author but from my point of view, I was bringing out the beneficial effect, to me, personally, of such an accomplishment in the field of philatelic research.

I have had personal contact with the author too few times to form any opinion except for his capabilities as a student. I am not at all surprised that he dislikes being called an "expert". It is a much abused term and no such word appears in my article. I detest the use of this word as much as anyone else. It is only shrewd or "expert" salesmen who crown themselves with this title. Since this expresses my personal views I might say that I would not limit my efforts to expose the artificially created "experts" and their limitations. There are students, yes, for whom I have the greatest respect, but Philately is too complicated and has too many branches for anyone to acquire such proficiency as to merit the title of "expert" in its proper use. One must truly be superhuman to be an expert and I want nothing to do with superhuman persons.

In Mr. Ashbrook's remarks he appears to resent the unauthorized use of his name. So that no misconstruction can be placed on my use of his name, I might say that it was used from a printed book of which he was the author. No consultation was necessary in the matter as I have bought and paid for my copy of his book. In his last sentence it would appear that he has received some letters inquiring as to whether he is on the staff of the Philatelic Research Laboratories. In my article I paid my tribute to the accomplishments and capability of the author of a published book and any compliment paid him was in appreciation of the benefits derived by me from his work. I resent the implication that the Philatelic Research Laboratories, Inc., might arbitrarily employ anyone without openly announcing such fact. However, the Philatelic Research Laboratories are my personal effort and contribution for the benefit of Philately and I value and guard it as jealously as Mr. Ashbrook does his own philatelic activities.

I, too, have received a number of letters, some of them anonymous, but I chose not to waste my time worrying about persons with ill intent, and devote my energies to constructive work.

I may have erred in my opinion as to who is the greatest student in Philately, but I have passed the age where my thoughts need to be directed or dictated.

(Signed)

Souren A. YOHANNESSIANTZ,
394 Park Avenue,
New York, N. Y.

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A Few Remarks

By STANLEY B. ASHBROOK.

DEC 18 1939

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I am very much interested in philatelic research work, but this research work does not extend to personalities.

STANLEY B. ASHBROOK,
434 South Grand Ave.,
Fort Thomas, Ky.

Wednesday, December 20, 1939.

A FEW REMARKS

By STANLEY B. ASHBROOK



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STANLEY B. ASHBROOK

434 South Grand Ave.,
Fort Thomas, Ky.

The American Philatelist

OFFICIAL ORGAN OF THE AMERICAN PHILATELIC SOCIETY



RALPH A. KIMBLE, Editor
8118 Dante Avenue
Chicago, Illinois

11 December 1939

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

Dear Stanley:

As you will see from the chapter news in the December AP, the Chicago APS group is to have a really fine exhibition, with all the trimmings, on January 26-7-8, 1940, opening the series of celebrations of "A Century of Postage Stamps".

On the evening of Friday, January 26th., we are having our banquet, and expect to draw very heavily from the APS members living in the Chicago area. There should be between 200 and 300 present if present indications mean anything.

We want you to be the guest of honor and speaker at that banquet. We will be glad to pay your railroad expense and hotel room, and if we were more flush would be glad to do even more, but as we are doing this in a non-commercial way, more for the good of the game than anything else, we have no source of income and can't very well go too far on expenses.

This affair will be at the LaSalle Hotel of course, and I believe that you will do yourself some good in meeting the big crowd of the right kind of folks that we will have there, as well as doing us a very great favor. You can choose your own subject, although we will of course bill you as the author, research authority, etc., in which you have made a deserved reputation. How about it?

Sincere regards

Care The Chase Bank
41, rue Cambon Paris



~~Hotel Plaza,
Bruxelles~~

Nov 8 1938

Dear Stan :-

Your returning Suff's letter safely at hand. Mr. J. Melias Suff didn't collect Helen A. Suff at all - that's sure. But, generally speaking he was a great philatelist. He + the Scott Co. don't forget the financial side. Same for Phil Ward. By the way, do you remember the really large 2¢ stamp? Ward claimed that the head peering around the tree was his - that is to say that the artist or engraver had promised Ward to use his image. So Ward claims to be the only living American pictured on a U.S.A. stamp. Perhaps it's an old story, but I've always believed it was the other end of the horse, also shown in the picture. Can you picture Ward returning the several thousand dollars some publisher paid him for a set of Augusts? No wonder we believe them genuine.

The paragraph in your letter which tickled me most was your statement that

"It takes evidence to get things out of the catalogue
but no evidence to get them in." That hits the
nail on the head.

If the deluxe copies of the 1st book haven't
been mailed, please hold them until I ask you
to mail them. No use of their chasing me
around Europe. I hope to be home in
Paris shortly.

I haven't the ad giving the price on the
de luxe. Please let me know what it is
& I'll send it a check at once.

Best regards

As ever

C.D.

→ see that in the new specialized V.S.
Cat. Clark has taken your name & name out
in the 1851 lists. Wonder why he did so.

~~13th~~
13th
MAR
1939

1861;- I am inclined to believe Luff was the victim of his own enthusiasm and may have paid funny money himself for some of the premiers. I understand Mandel charged him \$1.00 each for the 5c and 10c 1847 on laid paper, which were only die proofs with the margins cut off. They were put into the catalog with a hurrah - and dropt silently, not long afterwards.

There was a great deal of intense interest in U.S. beginning soon after the Columbian issue and new discoveries were being made so rapidly that the fraternity was in the right mood to swallow anything, especially from a writer who had done so much of the new work. The secret marks on the 1873 issue, special printings, types of the 5c 1857 plate 2, new M & M, new locals, (I mean newly discovered varieties), and I don't recall what else was spilled into the philatelic lap all within a few years. I am not sure that the 1869 essays were generally known of at that period.

The famous 18x15 grill (No. 82) apparently was not known before 1900, altho the "partly erased" variety dates from 1867.

Luff's mistake in thinking the premiers were issued stamps was due in some measure to his failure to check up the "advertisement" instructions in the official circular which he printed in his own book and which Tiffany also published. I'll bet I myself read that thing twenty times without realizing that it meant just



SINCE 1915

what it said - notices to be published in the newspapers on the arrival of the NEW STAMPS. He had the key right in his grasp and didn't know it. In 1931 I woke up and of course as soon as I began to hunt for the P.O. notices of 1861 I found plenty of them.

Some of the ad-hunts were very amusing. We tried Danbury Conn. several times, going to and from camp and always got to the library after the reference room had closed on account of D.S. time or something like that. Finally we learned that the old newspapers were kept in a vault in the bank, so Chrissie made a special effort and the bank people got quite interested and had a lot of fun reading the names of old residents, relatives, etc. But we were licked - again. No P.O. Adv. in that paper.

If you read Luff's 1861 chapter very carefully you may conclude, as I have, that he realized something didn't just fit properly, and that he tried to force the facts to fit what he believed must have happened.

Take the fact that there were a good many postally used 10c plate 4, add a 24c on thin early paper in an uncommon violet color, and reports of a used 5c and 13c, and no great imagination was needed to make an entire premier set of postage stamps. I really don't believe Luff was influenced by financial considerations. I doubt if he himself had a complete set when his theory was announced. His theory seems to have been based on study of material from various sources rather than an attempt to "establish" his own stuff as legitimate postage stamps. Apparently he did not have the Stamp Agent records given on pages 93/94 of his book until afterwards. If any racket was worked I think it was on the 3c premier for the other values appear to have been as scarce in the 1890s as they are now.

I am very sorry to hear Mildred has not been well. The little boy must be quite a big fellow by now. Robert, the younger Indian here, is 15 today. How time flies.

Sincerely,

Elliott Perry

Re - { 24¢ August
24¢ Steel Blue



May 4, 1938

Dear Stanley,

Yours of April 25th came while I was in Baltimore last week. I am glad you are on the track of evidence in re the 1861 issue that is better than guessework and hearsay and hope you are successful. You did well to pin Colson down to any definite statement. I have rarely been so fortunate. He has impressed me as one who wished to be thought of as knowing much (if not all) and feared to talk - either because he hated to do anything which would not directly benefit him, or else because he feared to say something that might show him up as not knowing so very much.

I certainly would agree that if sample sets to be sent abroad did not include the 24c and 30c those values had not then been made. Obviously, there was every reason to include them if they were available, but if the 24c and 30c were sent later it is not clear to me that they would necessarily have come from specially printed sheets. I would say they might, or might not. Some years ago I tried to have Sir. Nicholas Waterhouse institute research in the British Postal archives on the chance that the "premiers" or some record of receiving them might be found, but have never heard further.

The Post Office forms you are on the track of are what I have been expecting or hoping would be found, tho I never saw one and my idea that there was such a thing is pure deduction. I reasoned backward from the fact that too many premiers have been traced to Europe to be accounted for in any other way. It seemed to me there was a sufficient reason to inform the foreign postal services of the change in the stamps and concluded that sets wre sent abroad for that purpose. As yet I haven't found the slightest evidence that any such samples were sent to domestic offices. The search has been so wide and intensive that had anything regarding such samples been printed in the newspapers it is hardly possible it would not have been found long ago.

Steel blue; you are far more certain than I am that used 24c Augusts were printed long before the steel blue stamps. I don't know what post office any copy of the steel blue that was used early in October 1861 came from but any copies used that early that came from New York might have been printed in August. There is a very good chance that they were.

I'll admit the quantity issued to post offices may indicate you are correct. 153,900 of the 24c up to August 31 is less than 800 sheets and this may have been one printing from one batch of ink. In fact, if the supply sent to post offices in September is added the total isn't much over 1,300 sheets, which also could have come from one printing. We know there must have been violet stamps in the August deliveries because at least one satisfactory cover is known.

What I suspect is that the plate was put on the press and a batch of ink was printed up - not a definite quantity of stamps to fill certain orders. Except the 1c and 3c the quantities were comparatively small, especially the values other than the 10c, and I have no doubt it was easier and saved time to print a larger quantity of these values than appears in the orders. That saved changing the make-ready so frequently and probably enabled the printers to get out more stamps in a given time.

Some offices may not have received a second supply of the 24c for several months so that stamps used late in 1861 might have come from August deliveries. It is easier for me to believe the color was changed from steel blue to violet than from violet to steel blue. I don't think steel blue was wanted any more than buff or any other yellow was wanted for the 5c. They just mixed colors according to a formula and got what they didn't expect. Of course if they ran out of violet and bought more for their second batch and the pigment wasn't the same as before, the steel blue could have come second instead of first. What evidence we have indicates the violet came ~~first~~ before the steel blue but I feel less certain than you do that the evidence is quite conclusive.

There are a couple of other points that may repay investigation. Stamps that have been used or wet are apt to appear different from unused copies, especially when the paper is thin and the gum is thick and dark colored. Perhaps that is why you do not find used 24c Augusts that match unused 24c premiers.

Surely all the unused 24c violets we find are not premier samples for I'd say there are unused 24c violets that are a good match for some used copies. If I am mistaken about this then how is the large number of unused 24c violets accounted for? There are only a few of the 5, 12, 30 and 90c premiers. Why should there be so many ^{more} 24c?

Are you dividing the unused 24c violets into two groups (1) a fairly large group identical with or similar to the color of used copies and (2) a much scarcer color which is not found used and therefore is assumed to be the premier or sample 24c? That would seem to be a logical division which may be in agreement with the facts.

At Baltimore I noted an unused 24c of deep rich color and a much lighter used copy. I doubt if either of them were printed later than September 1861. There was also a used and an unused 10c - the used copy looked darker and the used copy more yellowish. The used copies seem to run so uniform in shade that I wonder if there is any difference in color other than was caused by the stamps being slightly changed through use.

5/5-'38

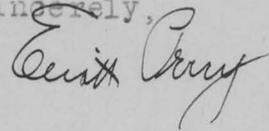
I would like to get Bill Beck working on the 24c colors but he has all he can do with other color work now. We had a brief session in Baltimore on Sunday and I understand he has seen Prof. Hardy of M.I.T. recently and that the machine Hardy has been building is in such shape that definite readings can be obtained from small areas of a stamp now - or will be soon. Spectrum analysis could have been obtained long ago had it been possible to get the colors into solution. With stamps that is impossible. Hardy's machine will give the equivalent of a spectrum analysis FROM THE STAMP, which I regard as of tremendous importance. It will be possible to determine WHY the color differs on different stamps.

#70a (brown lilac) - I have found no evidence that this color belongs in 1861. Recently a cover bearing three copies was submitted and altho my memo isn't available at the moment I am sure it went to Europe in ~~ix~~ July 1863 or '64. Of course that cover doesn't prove that color began around that date but if it began in 1861 there should be evidence of the fact.

#70 (red lilac) - the catalog gives date of Oct. 8, 1861 and I assume this is the dark purplish color on (usually?) thin paper. Luff (page 89) noted only one color in 1861 - "October 8th, 1861, 24 cents slate." There is something funny here.

The New Orleans cover with pair of 1c and penny post notation had no year date. It belongs to H.L.J. and I cannot get a photo now. The situation is awkward and I don't want to risk making it any worse. I haven't seen him for a month or more and dread what I know is waiting for me when I get up courage enough to go there.

Sincerely,



EUGENE N. COSTALES

POSTAGE STAMPS FOR COLLECTORS

MEMBER

AMERICAN AIR MAIL SOCIETY
AMERICAN PHILATELIC SOCIETY
AMERICAN STAMP DEALERS ASSN.
BROOKLYN STAMP SOCIETY
BUREAU ISSUES ASSN.
COLLECTORS CLUB, N. Y.
INTERNATIONAL PHIL. ASSN.
N. Y. PHILATELIC SOCIETY
NASSAU COUNTY PHIL. ASSN.

99 NASSAU STREET
NEW YORK, N. Y.

5/12/37

Dear Stan,

I have ^{been} reading with a great deal of interest, your articles on the 5¢ & 10¢ 1847 plates.

On page 249 of "Stamps" in referring to the City Dispatch Post Scotts #1844-6450, you quote from Luff's book on U.S. ~~and~~ "The stamps of the City Dispatch Post were engraved on steel by etc." Later you state you are quite positive these stamps show no evidence of having been printed on steel plates and the original die may have been ~~for~~ engraved on steel.

Here is some definite information for you.

I had in my ~~possession~~ possession for a period of two weeks (this was in 1935) the original die of Scotts #6450. It was engraved on steel, on a small piece of steel about 2x3 inches. The owner lives in N. Y. City and I believe he has it yet. Here is the sad story, he wants \$500- for it. I offered him \$150- at that time (1935) and he rejected my offer.

Hope this information will be of some use to you. If there is anything I can tell you about it, please call on me for same. Regards
Sincerely yours (Hastily) Gene

Letter
Contains Note On
Earliest 3c 1857
Type I And
Also Earliest
Plate Eleven

DR. WALTER B. CHASE
305 PARK AVE
BROOKLYN - NEW YORK CITY

1170 Dean St.,
December 13, 1922.

Dear Stan:--

Yours of the 11th just came. I judge from what you say that you will not come on to attend the meeting of the Lookout Committee. Wish you were coming. Incidentally, I had not heard a word of this, and am just as well pleased.

Glad you were able to photograph some of Colson's fine stuff.

Regarding the Duveen and Caspary pieces, I do not know how long it will be before the Duveen lot is sold, but judge perhaps a few weeks. I feel sure that the United States at least will be sold intact.

I hardly know what to say about the best manner of borrowing the pieces. I guess we had best let it go until you come to New York again, at which time we will try to see Phillips and Caspary together, and possibly we can then arrange it. Caspar~~y~~ was certainly very pleasant the other night. He can be when he wishes.

I just got back from New England. Spent the week-end with Atherton, and went through the 3s in his stock fairly carefully, picking out a few nice minor items. The best thing I found was a 3c 1857 Type I, used on a cover of March 4th, 1857, and thus

the record early date of use for any United States Government officially perforated stamp. Make a note of the date if you wish. The cover is dated twice on the inside, so there is absolutely no doubt of it. He and I went to Waterbury together Monday noon, and saw the best collections in town before the meeting, which was held in the evening. Nothing there of any importance whatever, excepting that one man has a lc 1857 from plate 11 on a little cover cancelled with a red New Haven town cancellation directly over the stamp, dated January 19th, 1861. Isn't this the record date? I think I can get this cover for myself if I try hard.

Picked up a few pretty little covers in an antique shop. They have a live Club there, and gave me a very nice reception.

I think you said something about the possibility of getting on in January. Do you know anything more definite about it? Sure hope you can make it.

Best regards,

As ever,

In Re Duveen And
Caspari Pl 4
Imperf Items
From 9th + 10th
Rows

DR. WALKER & CHASE
300 PARK PLACE
BROOKLYN - NEW YORK CITY

9th
10th



1170 Dean St.,
December 8, 1922. 9 —

Reconstructed
Block of
Some!!!!

Dear Stan:--

Yours of the 6th just received. Glad Barger sent you the piece you photographed. I thought you would want to see it for plating rather than for purchase.

I rather think I will get to the Collectors' Club dinner on a week from tomorrow night. Am glad Alvin will be there, and will try to get a word with him. I feel a good deal the same as you do about the Collectors' Club.

I went up to see Phillips last night to get a good look at the Duveen collection. While I was there he telephoned Caspari, who came over with his first volume of U.S. Between the two I saw some wonderful stuff. As you probably know, Caspari has an imperf. mint pair and single which fit together to make a strip of three, from the bottom row of plate 4,--the right end of one of the two panes. Phillips, in the Duveen collection, has a block of six, the three bottom stamps being from the bottom row of plate 4, and apparently fitting on to the left of Caspari's strip of three. I wish there were some way you might see these, but hardly know how to work it. Have you any suggestion? Excepting for this block Duveen didn't have much in the lc '51s. In the '57s he has a block of about twenty or twenty-five, probably from the left pane

of plate 12, because the types are all mixed up. I think it is almost certain that the U. S. collection will be sold intact, although to whom I do not know.

Am getting along fairly well with the article, although a great deal of research work has been found necessary. For example, it has taken several days' work at the library to get such information as was obtainable about the firm which printed the stamps and their predecessors and successors. Now think I have this down fairly straight.

Tomorrow my wife and I are going to New England. Jean goes through to Boston and I get off at Springfield and spend Sunday with Atherton. Monday night Atherton and I go to Waterbury, where I show some of my stamps before the local club. Hope I can run across some pretty stuff while there.

Nothing else new. Best regards,

As ever,

CC:RL



SINCE 1915

June 6, 1938

Dear Stanley,

I am very sorry that the carrier chapter has not been in your hands before this. Things have happened that were beyond my control and all I can do is promise to get it to you as soon as possible.

The Crystal Palace clipping is very welcome. It occurred to me that the year dated New York pmk of 1853 being coincident with the Exhibition might be more than a coincidence but I found nothing to indicate there was a branch of the U.S. post office at the Crystal Palace. The reference to Boyd is easily understood but the reference to Berford is puzzling, especially as Swarts is not mentioned. Apparently Berford & Co. did continue in the express business until about 1856 but I recall having seen nothing to indicate they carried local mail in New York City. Possibly "letters" in the Crystal Palace Express notice of Berford & Co. may have meant "orders" by letter, and ~~not~~ Boyd handled the mail.

Some 25 Branch Offices in 1849 are listed on page 984 of Pats #34 and there was at least one Branch Office much earlier, so it is evident the records in Washington are not very complete. Effort to find any old records in the New York post office has drawn a blank.

I had dinner with Harry Lindquist the evening before he went away and he told me he intended to have Stowell start printing your Vol. II as soon as he returned, about July 15th.

Regarding the 1861 premiers, I am hardly qualified to state what was known before 1896, but as Tiffany didn't consider them to be stamps I think the Luff statement is correct, viz., "Philatelists have long been familiar with these two values (3c and 12c), but, used specimens not being known, they were regarded as essays." Also, "The other values differ so slightly from the ordinary types that they escaped notice for thirty-five years." And, "The discovery of the earlier variety of the ten cents lead to the study of the whole series and the eventual discovery of the complete set of the first types." That seems to be definite enough, and I would say Luff was in as good position to know that part of the story as anybody.



All values undoubtedly were in existence in Europe or somewhere, but I can't follow Colson's argument that the values other than the 3c and 12c were considered to be essays or proofs. How could they be considered essays if it was not known that they differed from the ordinary types? Or did he mean that because the set was bright and fresh and not exactly like the used copies with which collectors were familiar, and the 3c and 12c were noticeably different in design, that the whole set was classed as something different from the regular printings?

color of

What little evidence we have indicates the violet 24c stamp was issued earlier than the 24c steel blue, regardless of which color came off the press first, and I certainly agree with you that unless evidence to the contrary turns up the violet should be considered to be the first of the 24c colors issued. Any other arrangement won't agree with the facts we have. Other conclusions which you and I may be interested to consider must be based on deduction and even if we are satisfied they are correct others may not care a hoot about them.

It seems plain to me that the N.B.N.Co. had considerable trouble with their colors. Allowing for the possibility that the Department chose some shades that didn't match the premier samples it is evident that the first 3c and 5c were not what was intended. Whether the samples were printed in expensive colors and they tried to get by with cheaper pigments for the issued stamps, or what the difficulty was I don't know. There is no proof of the 5c in any kind of buff, while the 24c exists in both violet and steel blue. Maybe Brazer has worked out the answer.

I have long doubted that we would get very far trying to distinguish Luff's premier paper from paper used for the 5c buff and other earlies. Certainly I see no reason why the used Type I 10c should be on different paper from other values that were used in August and September 1861, if not somewhat later.

I wouldn't be at all surprised to learn that some ~~the~~ of the premier samples never left the country and were found around 1896 in old files or records. Outside of some sheets of 3c and perhaps a sheet or part sheet of 10c it doesn't look as if Mandel or anyone else found very many wherever it was they were found. I rather doubt if Mandel fed the premier story to Luff. The latter was



SINCE 1915

making quite a few discoveries and altho he was not the original discoverer of Type I of the 10c I think he seized upon it and was carried away with his own enthusiasm. It never occurred to Luff that the premiers might be finished samples or anything of that kind, tho he must have known that the N.B.N.Co. did much the same thing with many values of the 1869 issue. What else are the small figure essays, gummed and perforated, of the 1869 issue?

With a few facts, or near facts, Luff built up a mass of assumptions that were accepted as proven facts - the "premier issue". One fact was the delay between the original date of *intended* issue - August 1st - and the earliest postmark he could find - August 18th, which agreed pretty well with the P.M.G. report. The other fact was the used Type I 10c which were undoubtedly postage stamps. Boiled down to a few words his assumption was that because the 10c Type I had certainly been issued, that it must be from a premier printing and that the other premiers must also have been similarly printed and issued.

His idea that the 3c being the value most in demand was the first of the "Second Types" to be issued was a deduction, logical enough, but entirely at variance with the facts. In my opinion his Nashua N.H. copy of Aug. 18th was the basis for that deduction. *ing!* - The earliest Second Type use he could find was on a 3c: the 3c was the value in greatest demand: therefore the 3c was issued first. It is easy to understand how such an ASSUMPTION could be accepted as a FACT. The fact is, as the records in the Pats show, that every shipment in August 1861 contained at least seven of the eight values and the first two orders contained all values. Even if premier designs had been included to make up the quantities in the early shipments there could have been no "premier ISSUE" for the Second Types must have been issued at the same time.

The more I study the records of what was actually done in August 1861 the more convinced I am that unless there were some

10c Type I in the August shipments - which is possible - there were no (1c, 3c, 5c, 12c or 90c of the) premier designs in any August or later shipments. Also that the 24c and 30c in the August and later shipments were not from a so-called premier printing, but were from regular printings made at the same time as printings from the Second Type ~~xx~~ plates. There wasn't any proof ~~that~~ in 1896 *hat* → premier designs other than the 10c were sent to any post office and there isn't any now. There isn't any ~~any~~ proof that the



~~xxxxxxx~~ printing and issue of the 10c Type I was intentional. By that I mean that there is no proof the Stamp Agent knew plate No. 4 had been used and knew he was supplying post offices with stamps from that plate. He could have filled orders without knowing that two kinds of 10c stamps were being sent out. I don't say that is the true answer but I admit it as being a possibility.

If the 10c Type I is taken out of the so-called premier issue what is left? Isn't it clear to you Stanley that Luff's whole theory of the premier issue rests upon this one ~~xx~~ stamp? The 24c violet doesn't support the 10c. It's the other way around. The 10c Type I supports the 24c violet. No premier issue theory could have been built on the 24c, but the Type I 10c was an undeniable fact, and the whole premier set was dragged into the "premier issue" on its back. If used copies of the Type I 10c hadn't been found there would have been no premier issue theory. And the 24c violet would have been classed with the regular 1861 issue. Maybe we shall live to see the day when they'll put it there.

Luff reprinted the 1861 circular letter that went to post offices with first supplies of the stamps and it plainly ordered postmasters to advertise in the newspapers or otherwise. Apparently it never occurred to him that this letter meant what it said and that the newspaper announcements would show when the new stamps actually were issued to post offices. As soon as I began to look I found them and he could have done the same. They would have punctured his "premier issue" theory and it would have died a'borning.

In order to make his "premier issue" theory hold water he had to assume that premier gravures were sent to post offices BEFORE the date when 1861 stamps were recorded as being delivered to the Stamp Agent. The newspaper notices flatly contradict that assumption. They also show that the demand was so much greater than the supply of stamps that only a large quantity of premier gravures would have been enough to relieve the shortage materially.

Starting with the 10c Type I and the discovery of the other premier designs Luff jumped to a lot of conclusions and was so sure he had the right answer that he didn't bother to dig any further or even check the facts he had. He must have felt pretty good when he obtained the numbers of the premier plates. And yet, if his story is read carefully there are places where it is wobbly or vague, as if Luff himself wasn't too sure the facts were what he claimed them to be.



I don't know if the changes in the Scott Co. will affect the 1861 listing in the catalog. The change from "First Issue" and "Second Issue" to "First Designs" and "Regular Issue" was in the right direction. At least the heading "First Designs" is true as far as it goes. And "Regular Issue" is certainly better than "Second Issue". What they are up against is that for some forty years they have published albums with spaces for the premier gravures and probably some collectors have bought what were believed to be stamps in order to fill those spaces.

Other dealers have also sold and delivered the things that are listed in the catalog and there may be a question if they should be expected to know more than the Scott Co. does about those stamps. Whether John D. Collector bought the things in the belief that they were postage stamps, or might be such, or probably was some kind of a proof, he is not going to be pleased to have their market value seriously impaired by being dropped from the catalog. As a matter of expediency and good faith I doubt the wisdom of dropping them, but I do believe that if they continue to be listed, then the facts about them should be noted so buyers will have some idea of what their money is being spent for.

The note about the high value 1860 imperfs has been running for quite a few years. I don't see that it has hurt their market value. Those who want them still buy them. Perhaps if a vote were taken more collectors would prefer to have them listed and priced - even if their inclusion in a POSTAGE STAMP catalog seems doubtful - than would want them dropped. I think the Scott Co. is justified in listing what many collectors want listed, regardless of the exact status of the item.

I am trying to take a sensible, reasonable viewpoint toward the whole subject, not impugning anybody's motives, and desiring that the truth may be discovered and made known for the benefit of all that is decent in philately.

Sincerely,

Elliott Perry

The Act approved on April 3, 1860 removed the One Cent drop letter postage on letters that were delivered by carriers, as the Postmaster General had recommended in his official report the previous year.

Rec'd copy

"Section 2: That on all drop letters delivered within the limits of any city or town by carriers, under the authority of the Post Office Department, one cent each shall be charged for the ~~receipt~~ receipt and delivery of said letters, and no more."

On June 15, 1860 another Act was approved which removed all remaining discretionary power to fix and change carrier fees which the Postmaster General had exercised for 24 years under the Act of 1836. As pointed out by the Postmaster General in his report for 1860 this Act interfered with the operation of U.S. carrier service in the smaller localities where a two cent fee had been necessary to maintain service.



Economist

STAMP CO., INC.

CABLE ADDRESS "ECONOMIST," NEW YORK

TELEPHONE
CORTLANDT 7-2028

EDWARD STERN, PRESIDENT.
SIDNEY F. BARRETT, TREASURER.

EIGHTY-SEVEN NASSAU STREET
NEW YORK, N. Y.

September 3, 1935

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

Dear Stanley,

I have yours of the 31 ultro and in reference to the 3¢ August issue the straight edge appears on the left side, the imprint and plate number was on the bottom. It certainly appears to me that these were printed in 200 subjects, otherwise they would be perforated all around.

For your information I have the plate number before me and it consists of a block of 8 inscribed National Bank Note Co. #2 plate. I doubt very much if there is another complete sheet in existence, this one was from the **Hawkin's Collection** and I held it so long that I decided to break it up. I offered the straight edge at \$10.00 each and they were all sold and the others at \$15.00 each. This offer did not include the plate number block which is of course more money. I trust that this information will be of interest.

Very glad to note that you expect to be on here in September and if you fail to call in to see me I am afraid I'll have to get out my gun.

With kindest regards,

Sincerely yours,

ECONOMIST STAMP CO.

Stamps

Nashua N.H. Ad Dated Aug 20 (46)

Philadelphia " " Aug 19

Values Are Named

1d - 3d - 5d - 10d

12d - 24d - 30d - 90d

(48)

Baltimore Aug 17 (115)

Cleveland — Ad. On Aug 20

But The Ad is Dated Aug 17

(138)

Denominations Listed

1-3-5-10-12-24-30

no 90d

Beaver Dam. Wis. Aug 23-61

Detroit Ad appeared Aug 20

But Dated Aug 19

Frankfort Ky Aug 23

(176)

New London Conn Aug 20

Succasunna N.J. Sep 28 1861

Steilacoom City. W.T. Dec 4 1861

(128)

San Francisco

Oct 9

envelopes

1st ad. Perry has found
is NEW YORK

Aug 7 to Aug 12

(Pat
Part
43)

NASHUA N.H.

Aug 10 1861

(Pat
46)

Phila - Aug 9

(62)

Cleveland - Aug 14

Detroit - Aug 13 - (163)

San Francisco - Oct 12

Cincinnati Aug 12

Bridgeport Conn Aug 12

Louisville Ky Aug 19

Butlington. Iowa. Aug 14

Stamps

For list of Massachusetts
see 187

Springfield Aug 19
Holyoke " 21
Westfield " 22

Bangor Me Aug 21

Providence R.I. Aug 19

Wilmington Del - Aug 19

Cincinnati Aug 21

(371)
Bridgeport Conn Aug 19

St Louis Mo Aug 22

(457)
Louisville Ky Aug 23

(489) Ad Dated 22

Burlington Iowa Aug 23
(573)

Envelopes

Springfield Mass Aug 14
other
Mass. Towns
see Page 187

"That stamps were on sale Aug 19 at many offices in New England New Jersey

Albany, Buffalo, Philadelphia, Baltimore
Wilmington and Detroit

"That before Aug 24 the stamps were on sale at one or more important offices in every state north of Virginia

Tennessee and Arkansas not even excepting Kansas & Minnesota. At least one important P.O. in every loyal state east of the Rocky Mt region had been supplied (135)

See Page 137 for dates of issue of stamps



PLATES ENGRAVED ONLY ON CONDITION
THAT THEY REMAIN IN THE CUSTODY
OF THIS COMPANY.

CHAIRMAN OF THE BOARD,
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JOHN P. TREADWELL, JR. EDWARD F. PAGE.

CABLE ADDRESS "BANKNOTE" NEW YORK

QUOTATIONS SUBJECT TO CHANGE

AMERICAN BANK NOTE COMPANY

70 BROAD STREET

NEW YORK

June 24, 1936

Mr. Stanley B. Ashbrook
64 Arcadia Drive
Fort Mitchell
Covington, Kentucky

Dear Sir:

Responding to your letter of June 17th in which you make inquiry concerning a Mr. Mandell, we would say that our records are very meagre as concerns his employment with our company.

His name appeared upon our payroll for several weeks during March of 1902 and we believe that he passed away during the month of May of that year. He had no official connection with our company and apparently he was a research chemist by profession.

No one here now remembers this man, and therefore I regret our inability to give you further information.

Yours very truly,

First Vice President.

WES.S.

CHARLES E. HATFIELD, President.
HUGH M. CLARK, Treasurer.
JOHN N. LUFF, Expert.

EUGENE N. COSTALES
Manager Stamp Dept.
ARTHUR C. ZIMMERMANN
Manager Publication Dept.

BRANCH STORE:
178 FULTON ST., N.Y.
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BOWLDER,
NEW YORK

PUBLISHERS OF
INTERNATIONAL STAMP ALBUMS
INTERNATIONAL JUNIOR STAMP ALBUMS
MODERN STAMP ALBUMS
IMPERIAL STAMP ALBUMS
HISTORY OF U.S. STAMPS
POSTAGE STAMP CATALOGUE
NE PLUS ULTRA BLANK ALBUMS
NE PLUS ULTRA STOCK BOOKS

SCOTT
ESTABLISHED 1860

Stamp and Coin Co.

DEALERS IN
POSTAGE STAMPS & ALBUMS,
33 WEST 44TH STREET,
NEW YORK, N.Y.



Jan. 4, 1923.

Mr. Stanley B. Ashbrook,
720-729 Union Trust Bldg.,
Cincinnati, Ohio.

Dear Stan.:

I have your letter of December 28 and herewith send for your inspection, the much talked of 30¢ Cover. I regret however, that I cannot supply you with Mr. Luff's guarantee as this is now in the possession of Mr. Ives. The substance of it however, was to the effect that the stamp was an imperforate of the 1860 issue, used on cover. So far as I can learn the history of the Cover is as follows:

Mr. E. B. Power of New York, while on a trip to Paris many years ago went into the office of Mr. Bernichon, who offered Mr. Power a large assortment of Covers from the Cayon correspondence including about 30 or 40 copies bearing 30¢ stamps. The Cover enclosed is one of the lot and is exactly as Mr. Power purchased it. Stanley Gibbons sold the Cover to some one whose name I cannot remember off-hand and then it went to Mr. Worthington and it was sold in the Worthington Auction Sale to Mr. Ives.

As mentioned in my previous letter I have already made up my opinion as to the status of the stamp and would be pleased to know what you think of it as soon as you've arrived at a decision.

Regarding photos of it, I should be very glad if you could let me have about half a dozen copies. With kindest regards, I remain,

Yours very truly,

SCOTT STAMP AND COIN CO.

ENC/ML

TO INSURE IMMEDIATE ATTENTION TO COMMUNICATIONS REGARDING PUBLICATIONS AND STAMPS, WE WOULD SUGGEST USING SEPARATE SHEETS FOR THE TWO SUBJECTS.

Charleston Evening News. Oct. 23, 1854 (from Washington Star)

E.P.
3/14-57

"PRE-PAYMENT OF POSTAGE.- We learn that some nine months ago the post Office Department caused an examination to be made into the use of postage stamps, &c. from the result of which it was concluded that fifty-two per centum of the letters sent in the mails were at that time prepaid. Very recently a second similar investigation shows that at this time quite sixty per centum of the letters so sent are prepaid. This increase shows that our people are just coming to understand the advantages of pre-paying mail matter."

Comment:- two and one half years after the 3c letter rate was introduced, penalizing unpaid letters 2c each, only about 50% of them were sent prepaid, either by cash or stamps. Eight or nine years before the 1847 stamps were issued the Great Southern Mail from New York would alone have required about ten times as many stamps as the average use during the 1847-51 period.. If the northbound mail was as great the number of 1847 stamps used daily would have hardly been enough to stamp 5% of the letters on this route. I have only a few hundred stampless covers and was under the impression that most of them were sent collect but may be wrong.

Post Office Department

THIRD ASSISTANT POSTMASTER GENERAL

Washington

April 14, 1937.

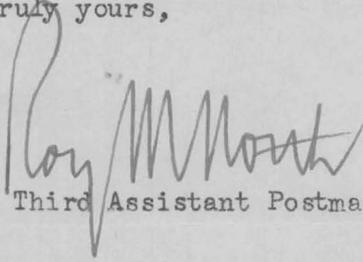
Mr. H. L. Lindquist,
2 West 46th Street,
New York, N. Y.

My dear Sir:

The following information has been supplied by the Bureau of Engraving and Printing, in reply to your letter of March 29 addressed to that office:

"The original die No. 89 of the one-cent United States postage stamp, Series 1851, is a flat piece of steel approximately .095" thick, 2.06" long, and 2.25" wide. The design is about in the middle, .73" from right side, .75" from left side, .54" from bottom and .50" from top. The corners are slightly beveled. The design appears in reverse in comparison to the stamps as printed, that is, the bust faces the left."

Very truly yours,


Acting Third Assistant Postmaster General. *2*

SCOTT PUBLICATIONS, INC.

1 WEST 47th STREET · · NEW YORK, N. Y.

HUGH M. CLARK, *President* · THERESA M. CLARK, *Vice-President* · ARTHUR C. ZIMMERMANN, *Treasurer*

CATALOGUES

Standard Postage Stamp
Catalogue
United States Stamp
Catalogue, Specialized

ALBUMS

Abridged Album for United
States Stamps
Ace Stamp Album
American Album for United
States Stamps
Annual Stamp Album
Commemorative Stamp
Albums
International Air Post
Albums
International Junior Albums
International Stamp Albums
Modern Stamp Album
National Stamp Albums
Scott Blank Albums
Specialty Series of Albums
United States Commemora-
tive Postage Stamp Album
Ne Plus Ultra Stock Books

BOOKS

Animals on Postage Stamps
Commemorative Stamps of
the World
Postmaster Provisionals
Notes on the United States
Twelve-Cent Stamp of
1851-57
Stamp Collecting Why and
How
United States Postage Stamps
Illustrated and Identified
Wells Fargo & Co. Hand-
stamps and Franks used in
the United States and
Canada

September 13, 1938

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

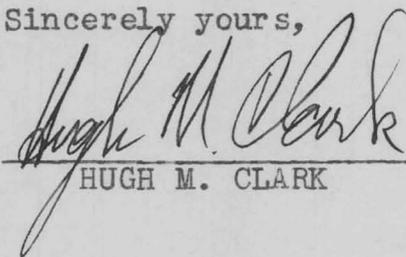
Dear Stan:

Answering your letter of Sept. 3rd regarding the old listing of one and a half copies of the 5 cent '47 as 7½c rate, this was deleted from the Specialized Catalogue in the very recent past. If I remember rightly, the first comment against it was from Chase followed by Perry, but I did not take final action until the deletion was suggested by you. There is absolutely no trace among Luff's papers of anything giving any information regarding this item.

In answer to your second letter of the 3rd, I am sorry that the cuts of the August and September 1 cent arrived too late for possible use in this year's edition of the Specialized. Copy went to the printer sometime ago and press work is about to begin. I have, of course, used the old cuts which were the only ones available to me at the moment. Perhaps I can obtain from you the necessary material to make new cuts in time for the next following edition.

With thanks, and kind regards, I remain

Sincerely yours,



HUGH M. CLARK

HMC:JK

EUGENE N. COSTALES

POSTAGE STAMPS FOR COLLECTORS

99 NASSAU STREET

NEW YORK, N. Y.

MEMBER

AMERICAN PHILATELIC SOCIETY
AMERICAN STAMP DEALERS ASSO.
BROOKLYN STAMP SOCIETY
BUREAU ISSUES ASSO.
COLLECTORS CLUB, N. Y.
N. Y. PHILATELIC SOCIETY
NASSAU COUNTY PHIL. ASSO.

January 22, 1940.

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

Dear Stan:-

I received yours of Jan. 13th, and I shall attempt to answer your questions to the best of my ability.

3c, 1861, "cracked plate". I checked over my file of Specialized catalogues and find this variety was first listed in the 1934 edition, long after my association with the catalogue, and the Scott Co. I have never seen a "cracked plate" of a 3c, 1861 stamp.

Re #37 to 39. I do not believe these should be dropped from their present places in the catalogue. The footnote explains they were, "probably not regularly issued" and I think that is sufficient qualification to caution those who want only "regularly issued" stamps. If an attempt were made to delete all such stamps of all countries from Scotts or Gibbons catalogue, it would reduce the present listings by several hundreds. In my experience I have found that stamps in this category are not purchased by the average collector but practically all specimens sold went to advanced specialists. Furthermore, I believe the constant deleting from the catalogue of stamps that have been listed and accepted 20 to 40 years, is a matter that is detrimental to stamp collecting. It must be remembered the "old guard" of philately is nearly gone, and the new type of collector is by no means as well versed or informed. Most of the newer collectors are apt to call stamp collecting a "racket" as soon as any change in an old listing is made. They haven't the fervor of the oldtimers. No, Stan, I am decidedly not in favor of dropping these stamps. This also applies to #55, 56, 57, 59, 61, 62, 66, 74, 82, and many others you do not mention.

Re new listing of 1861 issue. Your suggestion to call the 10c "August", Type I, and the 10c "September", Type II, is an excellent one. The 24c Steel blue should be listed as a major number, as it is not a shade but a distinct color. If your grouping of the 24c colors would necessitate the elimination of the "August" issue, I would not like to see it done. Regarding the 10c, #68, "thin 'August' paper", as you say other values exist on this paper. Sir Nicholas Waterhouse had a complete set of "September", unused, on "thin 'August' paper". I sold a set to Mr. Hays of New York, and this set was sold at auction by Sanabria some years ago, when he disposed of the collection.

Page 2.

Re the 1857 issue. Your listing of the 5c "brewns" is proper and logical. It would mean the addition of one major number to the catalogue, and could be done very easily.

I have tried to give you my firm convictions on all these questions in a limited space, and if I may differ with you about eliminating certain stamps, it is because I look at the subject from the viewpoint of a professional who has conversed with many hundreds of collectors on the topic of deleting stamps from the catalogue.

If there are any other questions you want to ask me, please do not hesitate to call on me.

With kindest regards,

Yours truly,

Gene

Gene.

*Re
Carriers*



January 22, 1937

Dear Stanley.

When your very welcome letter came in late this afternoon I was struggling with the carrier problem, preparing an article on certain phases of it and am glad to give you the status quo.

Part of Luff is O.K., part is contradictory, and part is quite wrong. He got only part of the story. As for the honorable gent. from Brooklyn, the less said, the better. He claimed to have "investigated" and "eliminated" the work of predecessors etc. but if he had done more of either his articles would not leak so badly.

The carrier problem is very complicated. Until about 1860 the rates were discretionary with the P.M. General, except that Congress fixed a limit to what should be charged. In order to meet different conditions in different localities, and the competition of the local posts, the rates varied in different localities, even at the same period, and changes were made from time to time to meet changing conditions. To some extent therefore each city stands by itself and what was done in each city must be worked out before we can be certain that the stamps on any cover agree with the rate at that time. Getting the data will be no child's play. In many cases all we can do is to assume the cover is correct and deduce the rate from the cover.

It is assumed and has been stated that the carrier fee was reduced to 1c by the Act of March 1851. At the most, this is only partly true. In some cities mail going out of town was collected and taken to the post office free while incoming mail from other offices was charged 2c per letter if delivered by carrier. In New York in 1854 letters for city delivery that were picked up from mail boxes or were handed in at the carrier's window of the main Post office were delivered in New York for 1c and prepayment was required. Two years later the fee was 2c and prepayment was optional. I can't yet say how many changes there were before and afterwards. About 1860 the rate was changed and 1c was charged for taking a letter to the post office, ^{or} and for delivering a letter from the post office.

It seems obvious that the 2c delivery fee on letters from other offices was generally or always paid in cash. Letters bearing a 3c (postage) plus two 1c (carrier delivery) - total 5c - are just about unknown. In general, if not always, the 1c stamp on a letter bearing a 1c and a 3c paid the carrier for taking the letter

Stanley A. Rhub

1/23. '37

#2

TO the post office, i.e. "collection fee". If your cover with Philadelphia address (street and number) was delivered there by carrier he collected 1c or 2c from the addressee at the time of delivery. A 1c stamp sold in another city and cancelled in the city where mailed could not pay a delivery fee in another city.

It would be difficult or impossible to pay delivery fee in one city by affixing the government stamp in another city, and this is one reason for the limited use of the 1c 1851 as a carrier. And in any city where mail going out of town was collected and taken to the post office free there would be no reason for using the 1c stamp on such mail.

Prepayment of a delivery fee in a city to which mail was sent could be effected by obtaining carrier (other than the Franklin or Eagle) stamps, or local post stamps of that city and affixing them to mail addressed to that city. Apparently this was rarely done - I am not sure I know of even one such instance. If someone in New York obtained Browne or Williams stamps and put them on mail to Cincinnati they would not be cancelled in the New York post office, and even if cancelled there, the mail would be delivered free in Cincinnati because the Cincinnati stamps would show that the delivery fee had already been paid.

One reason for the limited use of the Eagle was because the carriers preferred to issue their own stamps. For instance; if Williams sold a customer a sheet of Eagles for a dollar the U.S. Post Office got the dollar and Williams got it only as the stamps were used. If they were lost or destroyed the Uncle Sam was that much ahead - not Williams. But if Williams sold his own stamps and they were not used, Williams was that much ahead.

However, any stamp issued by an officially appointed carrier was not a contract to perform a service which imposed a mere private obligation as did the stamps of the local posts; the carrier stamp was an obligation of the U.S. Post Office. The Franklin and the Eagle stamps represented an obligation of the United States to perform a service wherever there was carrier service. The "semi-official" carrier stamps represented an obligation of the United States to perform a service in the city where issued. It is reasonable to suppose that the Franklin stamp was without designation of value so it could be used at one rate in one city and another rate in another city.

Such records of the carrier service as I have found indicate that some cities did not make regular reports. Reports from some cities are known to be incomplete and other cities are known to have had carrier service long before their reports appear. I have found no reports from Cincinnati, Cleveland, Louisville or Charleston, all of which had carrier service. I have nothing in New Haven until 1863. When the fee system was abolished and all the carriers were put on salary New Haven was included. The three carriers there were paid a total salary of \$1,500, (I suppose this was \$500 each but cannot be certain until more definite records can be found). There was carrier service in New Haven before

July 1, 1863, but to me the following record indicates that it had been in effect from January 1, 1863, or not much earlier.

Of many cities reporting letters held for postage for one reason or another in the period January 1 to June 30, 1863, only three cities reported Mail held for payment of the carrier's fee. These were Boston New Haven and Philadelphia. The total of such letters sent to the dead letter office was 5,276 and 4,290 of these were from New Haven. The total held for carriers fee and delivered upon notice to party addressed was 9,930 and 6,379 of these were from New Haven. I think that shows people in New Haven had not become accustomed to the system because it was new. If a "penny post" had been operating for several years it does not seem likely that in six months a total of over 10,000 letters would be held for the carriers fee in a place the size of New Haven. The 1860 census figures are not at hand but in 1850 there were only a few more than 20,000 people in New Haven.

N. 74
However, I am by no means sure that a carrier service was always continued once it had been started and it may be found that service was started in '55 or '56, was found not to pay, and was stopped for several years. The records of some cities might indicate that sort of thing did happen. That is one reason why each city should be considered separately. What happened in Kalamazoo in 1856 may have no relation to what happened there in '55 or '57, or what was happening anywhere else at the same time.

Knapp stamp; The Chase theory does not satisfy me altho I think the "shift" might be produced by laying the printed sheet face down on the plate and hitting it with thumb or the heel of your hand. When a sheet is printed all the ink does not come out of the plate. At Tipex the printer printed a second sheet without re-inking and five or six feet away I could see only that the impression was a little paler. Wish I could have gotten closer. A number of questions were asked the printer and I was satisfied that a second print would not be good enough to pass inspection, that a third print would still show much of the design and that even a fourth sheet would show some traces.

He told about a revenue plate that was cut so deep it could not be used. One printer after another tried his hand and could not get a good impression. This fellow asked to try and told us how he filled in the design with a composition and made the lines shallow enough to retain only the correct amount of ink. It took some experimenting but he did make the ~~ink~~ plate work. I've never read anything like that in the philatelic press but I have no doubt the man was perfectly truthful and when people whose business it is to know about such things tell me how this peculiarity or that is caused I am willing to believe them.

Equipment for infra-red photography is in existence. Perhaps the American B.N. Co. have it and made such a test on Knapp's stamp. Most of the moderns black inks contain more or less nigrosin (that spelling may not be correct) and this does not stop the infra-red rays, while carbon does, or vice versa. I have no doubt their test, whatever it was, convinced them that the "shift" was in the same ink as the remainder of the design. I think it unlikely that a modern faker would go to the trouble to obtain ink exactly like that used on the 10c 1847, and if the ink was different I think the A.B.N. Co. would have found that out.

a shift.

You're satisfied the thing is genuine. All right. Go to it and work out a demonstration that will be puncture-proof. I am satisfied there was no reason for such a D.T. on the plate, that in fact there was no such D.T. and that the "shift" was produced by accident in some other way than by a double transfer on the plate. Here's some ammunition for you. I have seen about 2,500 different 10c 1847s. Even if each one had come from a different sheet of 200, there were at least 2,500 such sheets printed from which I have never seen a stamp. Because of multiples it could well be that 4,000 sheets were printed from which I have never seen a stamp.

I'd love to camp in Kentucky. It's too far away. Many times I have wished Vermont was a hundred miles nearer. Glad you liked the picture. There are many far more beautiful places but most places in New England near water have mosquitos and we see about one per day up at West Hartford on the beach. In the village, down river only .7 mile they have plenty. It's not easy to find a camp site that is 100% perfect and our place is satisfactory in many ways. What you should do when it gets hot next summer is pile Mildred and that fine boy in your car and hit the trail. Come in through Saratoga, along Lake George and through Ticonderoga and Crown Point

Florida Methodist Children's Home

REV. W. M. MULLEN, SUPERINTENDENT
REV. C. W. WHITE, FINANCIAL SECY.

ENTERPRISE, FLORIDA

November 22, 1939.

Dear Mr. Ashbrook:-

Your letter to the above address was turned over to me, as I have been helping out with office work after our secretary had to leave.

I knew your Aunt Emma, personally for many years and grew up under her influence right here in Enterprise. I have used the salve very often in childhood, as she used to furnish it for our sores when I was just a small child in the orphanage. I wrote to her, and kept up a steady correspondence until her last days.

I have been here a good many years and have heard her speak of the salve and that she was going to turn it over to the Home at her death. This was never done that any record or any person knows of. I was here before she died in Cal. and she sent several copies of her Book "X-Rays" but never any thing about the salve. I have looked thru all the files and correspondence etc. from the Tucker estate and find not a thing about the salve. If anything ever comes up or if I ever hear I will file your letter and be glad to write you.

I knew your mother and Father through these Tucker sisters. I consider them ^{sisters} my very best friends, they were wonderful women and I never miss a chance to tell of what they have meant in my life.

Sorry not to have any information for you.

Sincerely,
Mrs. Gale McAlexander
(Zona Faber.)
Mrs. Gale McAlexander.
Gen. Del.

STEAM

S. Trichum & Co. Cashier
Bank Steamer of Mississippi
Natchez
Walk-in-the-Water

Steam On The Mississippi

By HARRY M. KONWISER.

The use of the handstamp STEAM is not scarce to cover collectors and is not especially scarce on the boats that plied the Mississippi and other inland water routes in the 1845-60 period, when six hundred or more vessels had identifying marks to indicate carriage or transit over these waters.

Post Office records do not, as a rule, indicate the name of vessels carrying mail, so while the cover illustrated shows the letter was carried by a boat, from New Orleans to Natchez, and the name of the boat "Walk-in-the-Water" is written on the cover, the interesting item is that IT IS very early for the use of STEAM on a Mississippi River boat. The letter was written at New Orleans on Nov. 19, 1830. The handstamp STEAM is in red, measuring 32x5mm and was recently turned up by James S. Hardy.

This boat is not the first to have run in the New Orleans-Natchez trade. One of the very first was the "New Orleans" built by Nicholas Roosevelt. The "New Orleans" is said to have left Pittsburgh in September, 1811, to have arrived at the mouth of the Mississippi River in January, 1812, and to have gone into the New Orleans-Natchez trade, carrying freight and passengers. It is not known whether or not mail was transported on this boat which sank in 1814.

According to H. R. Aldrich, Chief In-

spector, Post Office Department, Washington, the Furey diary in the Post Office Library indicates a contract was made with a steambot plying between New Orleans and Natchez to carry mail, in 1813, at six cents a letter.

Apparently this New Orleans-Natchez is an early use of the STEAM handstamp on the Mississippi. In fact it is early anywhere, according to the opinion of some of the collectors of shipmarks. Robert F. Chambers, for instance, notes the use of STEAM in handstamp form, in 1835, Charleston, S. C., to Norfolk; 1839, Boston; 1837, Salem; 1837, Baltimore; 1837, Stonington. The handstamp STEAMBOAT is known for 1823.

While "looking up" the vessel named "Walk-in-the-Water" it was noticed a boat by this name was built in 1818 and operated on the Great Lakes above Niagara Falls. Whether this is the boat which was in the New Orleans-Natchez trade is not known to this writer.

The Quick book on Mississippi boats says that in 1819 the "General Pike" was commissioned as the first mail steambot to run between Cincinnati and Louisville and St. Louis. Dunbar says the original "General Pike" was the first steambot to be put in commission in 1819.

A boat named "Walk-in-the-Water" is probably still in service at Niagara Falls. A complete listing of markings used on Mississippi and on other river routes is appearing in sections in the monthly *Postal Markings*, edited by Mannel Hahn.

U. S. Varieties

A weekly column of general information on United States postage stamps conducted by George B. Sloane, 116 Nassau St., New York, N. Y., recognized expert and authority. News comments, illustrated plate varieties and other features of interest.



State Department, Dollar Value Dies

When the Continental Bank Note Co., in 1873, designed and engraved the Department stamps, no dies were ever made up for the State Department, \$5, \$10, and \$20 denominations, perhaps for reasons of economy. Hence, no original die proofs exist of these three stamps, although one could exist of the \$2 value.

A single die was engraved with the Seward portrait for a vignette, and another die was engraved for the frame of the \$2 denomination. With these two working dies, the other three Dollar values were fabricated and plates produced.

While the Seward medallion occupied a die to itself, the die of the \$2 frame was flanked at the sides with three separate value tablets, two at the left, "FIVE DOLLARS," and "TEN DOLLARS," and one at the right "TWENTY DOLLARS." I found the key to this in a die proof, without the medallion head, that I acquired some years ago, and I do not believe this information regarding the "frame" die has ever previously been published.

The plate of the \$2 stamp was made up in the customary way, by taking a transfer relief of the frame and rocking it in the requisite number of times. (Plates of these Dollar denominations comprised ten stamps each). A transfer of the Seward portrait was taken, and the process repeated on a supplementary plate to complete the design in printing in two colors. In the case of the \$5, \$10 and \$20 designs, however, a transfer of the \$2 frame was taken as usual, but the lower label, "TWO DOLLARS," was erased from the relief. In this form, and without the lower tablet, the incomplete frame was transferred to three different plates. Again, these plates were taken and separate transfers of the value tablets, "FIVE DOLLARS," etc., were in each instance rolled into their allotted positions in the partly completed plates. The printers then had plates for each of the four Dollar denominations.

In transferring the value tablets in the \$5, \$10 and \$20 designs, the joining up was not exact, and so this was overcome to some extent by hand retouching, and engraving, the scrolls at the upper left, and upper right corners of the tablets. As a result it has been found possible to plate, or reconstruct, each of the positions in the plates of the \$5, \$10 and \$20 stamps.

There are today, however, die proofs of all three of these high values, but these were made up at the Bureau of Engraving & Printing some years ago, and are found in the so-called "Roosevelt" books of proofs, of 1904. The Bureau preferred to have separate dies for each stamp, but there were no originals, so they again used the old original medallion, and the old \$2 frame.

George B. Sloane

"Paper Chase," Outstanding Book on Stamp Collecting

By George B. Sloan

"**P**APER CHASE," The Amenities of Stamp Collecting, by Alvin F. Harlow, is the most interesting book I have ever read on the subject, and I have read most of them. Generally, when such books are published, the author, if he is well versed in philately, is frequently not so well schooled as a writer, and where the professional writer sits down to dash off a tome on the hobby, he is more often handicapped by a lack of real knowledge of philately and the result is sad. In "Paper Chase" we have the ideal combination,—a man who can write and at the same time who knows what stamp collecting is all about.

Chapter after chapter oozes with information and reads easily, as Alvin F. Harlow traces philately from its earliest beginnings and pieces in the background through the years; the pioneering efforts of John Walter Scott, and William P. Brown, and many of the other old dealers, J. W. Handshaw, S. Allan Taylor, Ferdinand Trifet, R. R. Bogert, E. B. Sterling, Charles Haviland Mekeel, the Burger Brothers, advancing across the stage in a panorama. Sketches are given on famous collectors, past and present, John K. Tiffany, Hiram E. Deats, Arthur Hind, the Fabulous Ferrary, Charles Lathrop Pack, and Col. Edward H. R. Green, the colossal spender, to mention some.

Nassau Street, with all its color and character, rates a chapter to itself, with its history, anecdotes and legends. Many of these stories should long ago have been set in type, but no one ever came inquiring, or perhaps they didn't know how to root them out. This author did, and spent long weeks in research gathering his material. Those who have been around awhile will relish the book, and will recall many incidents described and the names of numerous friends who highlighted leading parts enacted in the hobby's development.

It has particular appeal to me because I knew these people. John Walter Scott, in his John Street store, who always amazed me when he examined stamps with half a pair of pince-nez glasses, on which one of the lenses had long since been snapped off, and so he peered at the stamp with one eye through the remaining lens. I used to wonder why he didn't buy himself a new pair, but I later found that he had others, and this broken pair was especially adapted, in his opinion, for stamp examinations. William P. Brown,— "Old Man Brown"—slim and bony, perpetually in need of a haircut, hobbling along Nassau Street, with a gimp in one leg, on the coldest days of winter, never with an overcoat, clothes baggy and dusty, a worn-out old fedora hat, stopping for a moment to critically examine papers on the upper crusts of the refuse barrels. But to enjoy the book, you do not have to have known these folks, they were so full of human interest with all their virtues, eccentricities and frailties. There must be many who will want to recapture some of this pageant.

Scott and Brown were embarked in the stamp business in the sixties, and it only goes to show how close stamp collecting, which this year celebrates the 100th anniversary of the first adhesive postage stamp, is to those who blazed the original trails, when so many of us who are not yet bent with the weight of age, can reach over so easily and touch the past.

"Bedtime Stories" on great finds, Seebeck's maneuvers and operations. Frauds and Forgerers, Highways and Byways, Types of Collections being formed, and trends today, are but a few of the topics that will hold the reader fascinated with the story.

Yes, if you really want to know something of what stamp collecting is, what it has been, and what it may be in the future, you'll certainly want this book. Your non-collecting friend will enjoy it, too, and he'll have a great deal more respect for the hobby, if in fact he can successfully resist conversion to its lures after reading the book.

The author is no stranger in our midst, and among his previous works are "Old Postbags," dealing with the postal systems of the world; "Old Waybills," on the express companies; "Old Wires and New Waves," the history of the telegraph companies, all of which made much use of material contributed by, and of interest to, philatelists.

"Paper Chase" is splendidly illustrated throughout with an exceptionally fine choice of pictures, and runs to over 300 pages. The book is published by Henry Holt & Co., New York, and sells for \$2.75.

Harlow on Stamp Man Program

REVEALING many of the interesting sidelights of philately and anecdotes on the hobby, Alvin F. Harlow, whose recent book, "Paper Chase" has been widely acclaimed by the philatelic press, will be interviewed by Walter Kaner on "The Stamp Man" program, Thursday evening, April 25th, at 10:45 P.M., over WWRL, 1500 kilocycles.

In his entertaining and humorous style, the author and philatelic historian, gazes back through the years to the early days of the hobby, and in his reminiscence relates fascinating tales of stamp collecting in its infancy and describes famous collectors and fabulous stamps.

Appearing as guest on the program last week (April 18th), was Dewayne Roller, president of the Third Inter-Collegiate Philatelic Exhibition held at Columbia University, April 16th to 20th.

5c 1847 USED AT SCRANTONIA

By HARRY M. KONWISER

SCRANTONIA became a post office in Pennsylvania on Feb. 12, 1850, with John W. Moore as Postmaster. The post office changed its name to Scranton on January 23, 1851.

Scranton, according to the Stampless Cover Catalog, had a town marking, circle format, 34 millimeters in red and also in black in its first year of operation, as also in the next two years.

The SCRANTONIA handstamp (illustrated) is on the 5-cent 1847 cover in the S. W. Richey Collection; and the interesting query develops: "How did a 5c 1847 get used on this cover?"

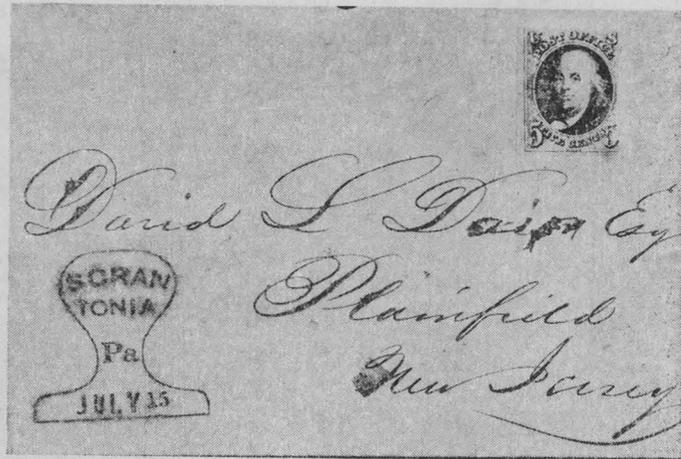
Edward S. Knapp has the SCRANTONIA handstamp, as used June 7, 1850, on a Stampless Cover, the rate being noted by the "5" handstamp. Mannel Hahn noted the use of this same handstamp in the 1849-50 period and the Stampless Cover Catalog also records the fancy Scranton handstamp.

The date on the cover indicates the year of usage as 1850 and not 1851. Obviously it could not have been used in 1849. The postal employees were told to disregard the 1847 stamps after June 30, 1851, and as the use of the 5c 1847 was legal in 1847 the use of the stamp, on the Richey cover, appears to be justified.

Mr. Ashbrook says the color of the adhesive "is more distinctly 1850 rather than 1849." Mr. Ashbrook also points out that if the Scranton-to-Plainfield cover had been sent forward unpaid, as the regulations permitted, there would be a rate marking of some sort on the face; and according to same student-writer there is no evidence there is any marking of any sort under the adhesive stamp. Obviously the adhesive was put on the cover at the time of mailing and Postmaster Moore, new to adhesives, did not put his pen strokes across the face to deface the stamp. As a matter of fact, the possible second-time-use of a postage stamp was something not even being thought of, to any extent, in 1850.

In *The Stamp Specialist*, Number One, Stanley B. Ashbrook points out there was available, in the 1924 Waterhouse Sale, a 5-cent 1847 on cover as used on July 10, 1847. This was listed as:

Lot No. 185, 5c brown (1847) on



A Scranton Handstamp Cover.

entire cover, postmarked "New York 10—July, 5 C" over the stamp and letter dated 1847. Earliest dated cancelled stamp known of the general issues of U. S. A.

The Emerson cover, 10-cent 1847, dated July 9, 1847, put that classic in the Early Class. Clarence Brazer reported a pair of 5-cent 1847 stamps as used on July 14, 1847; and back in March, 1914, the *United Stamp Herald* illustrated a 5-cent 1847 cover, postmarked New York, July 15, 1847, then in the Iver Johnson Collection. Chase recorded a 5c 1847 used at New York on July 9, 1847, in his *Philatelic Gazette* story, while the late William Evans reported he had a cover with the 5c stamp, as used on July 8 or 9, per memos on the letter.

It might not be amiss to record a few facts relating to the 1847 stamps of the United States.

J. Murray Bartels (*The Philatelic Gazette*, Dec., 1910), wrote that "an old record book nearly two inches thick has been recently rebound in heavy leather and with gilt letters on a red background" and this book, he said, presented a striking appearance on one of the book shelves in the ante-room to the office of the Third Assistant Postmaster General, at Washington. Arthur M. Travis was then Acting Third Assistant.

Mr. Bartels notes this is the very first record book of postage stamps ever kept by the government and contains an itemized statement of every shipment of the 1847 5c and 10c stamps ever sent out, giving the date, quantity sent and whence they went. The same writer, in the

Philatelic Gazette for June, 1930, points out that the record is for the July 1, 1847-June 30, 1853 period, and that the pages have printed headings, the last three being "10s, 5s, Value."

Robert A. Truax made a copy of this record for the Postal Markings booklet on United States Stamps.

It is interesting to note that Carroll Chase, in his book on the 3c stamp of 1851-1857, says "while writing up the 1847 issue I strongly suspected that the list as given in this book of early 1847 consignments of the 1847 stamps was either incorrect or incomplete."

The Philatelic Gossip, for July, 1913, printed a section of the report of John Marron, then Third Assistant Postmaster General, as follows:

"Pursuant to the 11th section of the act, approved March 3, 1847, authorizing the postmaster general to prepare postage stamps for the pre-payment of postage on letters, a contract was made with Messrs. Rawdon, Wright, Stuart and Edson, eminent engravers, of New York, for supplying the department with stamps of the denominations of 10c and 5c ready for use. Under this contract a parcel was obtained amounting to \$50,000 and stamps to the value of \$28,330 have since been issued to 95 postmasters for distribution. Many important commercial towns have not applied for them, and in others they are only used in trifling amounts."

This report was rendered for the then current fiscal year, and was addressed to Cave Johnson, Postmaster General.



POSTAL MARKINGS

Harry M. Konwiser

Address correspondence to H. M. Konwiser,
c/o STAMPS, 2 West 46th Street, New York.

Information Wanted

Who has any details relating to the Eastern Stage Coach Co.? This company operated (in 1825)—it is said—from either Richmond, Mass., or Richmond, N. Y.

* * *

Coraville, KT.

Two readers have recently sought information relating to the Straight Line "CORAVILLE KT." dated marking, reported as known on a cover with a 3-cent 1857 and also known with a "PAID 3" handstamp. It appears "someone" has suggested the impossibility of the marking—that "Coraville was never in Kansas Territory, etc."

This department is quite certain the Straight Line CORAVILLE KT. markings are regular and quite in accord with the facts and to support the fact that Coraville was a post office offers the evidence of W. W. Howes, First Assistant Postmaster General of the United States, whose recent letter to this department reads, in part, as follows:

"... Coraville, Kansas Territory . . . established on March 22, 1859, with Mathias Snyder, Jr., as postmaster. Mr. Snyder served until his successor, Richard Edes, was appointed on April 26, 1859. Mr. Edes served until the Coraville office was discontinued June 25, 1859."

Obviously the Straight Line CORAVILLE KT. marking might be rated as not likely to be common with or without adhesive stamps, as used in the United States Post Office Department in due form.

* * *

Early Use 1861 3c Rose

Recently this department reported W. E. Hanson's copy of Scott No. 65, the 1861 3-cent rose, used at Philadelphia, August 21, 1861, "beating" the catalog date by two days. The Hanson cover had the well known Philadelphia octagon town mark, and the adhesive stamp was cancelled with diamond dots.

This story intrigued Harold Brooks, well and favorably known to all who collect stamps in these United States as the Number One man of Marshall, Mich., and the owner of one of the finest collections of covers in the United States, same being especially strong in Confederatia. Mr. Brooks wrote as follows:

"I got back home two days ago . . . after Florida vacation . . . found about three bushels of mail to wade through. For occasional rest periods I glanced through the various stamp magazines and happened on a paragraph at top of your column, March 2nd issue, regarding a new First Day on the 1861 3c rose (August 21). Knowing I had an early on this stamp I fished through several boxes and found the enclosed—August 20. Now let some other of your avid readers come forward with a 19."

Mail in connection with Stamp No. 30,
and the record will be corrected to
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The Brooks Cover, acquired in normal Stamp Hunting activities, shows a 3-cent rose, diamond dot cancelled, the cover showing the Philadelphia octagon postmark, dated August 30, 1861. The envelope, addressed to Alton, Ill., was forwarded to Staunton, acquiring the Alton, August 26, Circle, 34 mm. as used in the Stampless Cover period, and a 3c 1851.

S. B. Ashbrook in STAMPS, July 18, 1936, mentions use of the same stamp on August 19 and 20, 1861.

Can you beat this date?



POSTAL MARKINGS

Harry M. Konwiser

Address correspondence to H. M. Konwiser,
c/o STAMPS, 2 West 46th Street, New York.

Memo for H. M. C.

Referring to the mention of "U. S. Express Mail" in STAMPS, March 30, page 446, Philip G. Straus, well-known Baltimore collector, writes his pair of 12-cent 1851 stamps, on cover, is struck "U. S. EXPRESS MAIL APR 19" in orange circle, one and three-sixteenth inch diameter. The cover was mailed from Medford, Mass., to Bangor, Me.

No doubt these two covers, as reported, call for the listing of "U. S. Express Mail" in connection with Stamp No. 36, and the record will be corrected to include this marking—now cataloged on the Five Cents and the Ten of the 1851-56 stamps.

Steam on Old Man River

James S. Hardy recently turned up the handstamp STEAM (in red) as used on a letter sent from New Orleans to Natchez, Nov. 19, 1830. The folded letter has the notation "Pr. St. Bt. Walk in the Water. Capt. H. S. Buckner" and has the proper "written rate" for the U. S. postal fee.

Do YOU know of an earlier STEAM handstamp as used on the Mississippi River?

Attention of readers is directed to the listing of Mississippi and other inland water route markings, appearing in Postal Markings, the monthly, at one time (for a period of two years) edited by the head of this department. The paper is now edited by Mannel Hahn.

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 12, 1940.

Mr. W. L. Moody, III,
% American Nat'l Ins. Co.,
Galveston, Texas.

My dear Mr. Moody:

I am in receipt of your letter of the 9th, enclosing the two covers.

The one with the 24¢ 1869 is an interesting little study and recalls to my mind, the time when I pondered over such items and wished I could read the various postal markings such as the ones on this cover. The European fakers turn out some very clever work and years ago I realized that the genuineness of a cover was not alone to be determined by the manner in which the stamp or stamps were apparently tied to the cover.

As a result I became greatly interested in the study of the various markings and tried to find some collector in this country or Europe who had made a similar study and with whom I could collaborate. Much to my surprise, I could not find a single student who could give me any worth while assistance. I found that if I got the answers I wanted, I would have to go into the subject from scratch and build up the entire subject from the bottom.

I am telling you this because I think you will be interested in knowing that this study is a field which has been entirely neglected, and no doubt the reason for this is because it is extremely complicated, and leading authorities of other branches of philatelic research have avoided it because they did not possess the necessary reference data. To be able to read these markings one must have a knowledge of the various postal treaties and in addition, the Postal Regulations applied by the Post Office Department at Washington to the various sections of each treaty. I have found that no information regarding these points can now be obtained at Washington. Further, one must have a knowledge of the different steamship companies which were given the task of transporting the mails. It is highly important to be able to distinguish whether a certain letter of a certain period was transported by a British ship, by an American ship or by a French ship, because either of these three governed the type of handstamp which was applied to the letter. As additions and changes were made in the various treaties from time to time one must have a knowledge of these when considering a cover of a certain period. I think perhaps the above will give you a better conception of this subject and will explain in a measure the great interest I have taken in it. I like to explore new fields and make original discoveries, so if I am a trifle over-enthusiastic on this subject, you will realize no doubt the reason.

I do not wish to give you the impression I am an authority on this subject, because I realize that what I have been able to learn is

Mr. W. L. Moody III - Jan. 12, 1940.

small in comparison to what I hope to learn, because as I stated above, the study is extremely complicated.

Take your cover for example. On the face are five markings, each of which have their own special significance. In other words, each was placed on the envelope for some special purpose, and this purpose in each case was not to decorate the cover. This latter assertion sounds rather silly, but in the light of the usual methods employed by leading students in the past, one might suppose that their ignorance of the purposes of these markings would indicate that they were decorative rather than informative. Former expert opinions seem to have been based on how the stamp was tied, the rate, and other speculative features, rather than a knowledge of the meanings of the markings which in all cases, were applied in strict accordance with the Regulations of the Post Office Department.

Here are some of the questions which can be applied to this cover. Why two New York markings? Why is one in black the other in red? Why the "Short Paid"? Where was this applied? Why the large "16"? What is the meaning of this? Where was it applied? In the New York black postmark is an "18," rather blurred, but nevertheless an "18." Why the "18" and what does it mean? The red N.Y. has "Paid" and at the bottom a "6." Why "Paid" and a "Short Paid?"

The reading in the French postmark has its own story to tell, and it is highly important. In fact it tells me how this letter traveled from New York and how it got to France. All of these markings are connected and each one confirms the use of the other. Years ago I asked the above questions but I asked them in vain because I could find no one who could answer them intelligently.

The use of this cover is (from) New York on July 1, 1869. At this time, the French-American Treaty of 1857 was still in effect. After Jan. 1st, 1870, it was not, having been abrogated as of that date, hence the markings on the cover tell us the year of use was 1869 even though the "69" in both French postmarks, front and back, were not legible.

I surmise that the 24¢ stamp was originally used and canceled as we now see it on this cover. The single rate to France was 15¢ per $\frac{1}{2}$ ounce. This letter was over the $\frac{1}{2}$ ounce, hence a double rate requiring 30¢ in postage. At first the postal clerk at New York surmised it was a single rate and handstamped it in red "Paid" and the "6." This "6" meant that the letter was to go by an American ship to England, and to be transported from England to France by a British ship. The "6" being 6¢ which we placed to the credit of France for the service of 3¢ for British carriage and 3¢ for the French domestic. Thus we have the meaning of this "6" in the red New York postmark. It was later found this was not a single weight letter but a double rate, hence the N.Y. foreign mail clerk handstamped over the red N.Y. postmark the "Short Paid," and then applied the unpaid black marking with the "18." Prepaid foreign mail were handstamped in red, whereas unpaid mail was handstamped in black. Further, in cases where rates were short paid the entire amount which was paid was entirely disregarded. Thus this 24¢ did not pay any part of this postage to France. It rendered no postal service whatsoever. A tobacco tag pasted in this corner would have served the same purpose. For this reason I

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You see France had nothing to do with the transportation of this letter except from Calais to Paris, she performed no sea carriage. The red French postmark was applied by the traveling French office between Calais and Paris, the small "3" at right indicating the number of the French postal crew which handled this letter. The postmark reads, "United States," (origin of letter), Serv. Am. Calais. 3," meaning "By American ship to G.B. and by British to Calais. Then, the letter was rated by the French "16." This is the French due marking indicating "16 decimes" was due on delivery. A decime was a tenth of a franc, hence in our money about 16 X .019 or a trifle over 30¢, which as stated above, was the regular double rate.

It is entirely possible there might have been other stamps in the upper right, but if so, the total was less than 30¢. The fact that there were stamps on this cover when it was mailed is evidenced by the New York handstamp "Short Paid." If no stamps were on the cover this would not have been applied. Further evidence is the red New York, which shows it was at first surmised that this was a fully paid letter of $\frac{1}{4}$ ounce. No doubt the clerk either thought the stamp was a 15¢ or else he thought the writer had over-paid the letter. No doubt the latter is correct, and because of this apparent over-pay he weighed the letter and found it was over $\frac{1}{4}$ ounce hence Short Paid.

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Regarding the 10¢ 1847 cover. The stamp is perfectly O.K. in every respect and the margins are all that anyone could desire. The value of this item is wholly in the stamp itself and the fact it is on this cover does not add a dime to its intrinsic value. The cover is meaningless except to possibly show the use was in Oct. 1848, a point in this case of no material value. The part of the letter showing origin of the letter has been destroyed. If I owned this cover I would remove the stamp and carefully clean it. Mounted as a single it would be very beautiful on a clean white page. I would then destroy the dirty cover. As to value, the item is worth the price of a fine single 10¢ 1847, with nothing added because of the small part of the red paid which falls on the stamp.

#4.

Mr. W. L. Moody III - Jan. 12, 1940.

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May I express my appreciation for the check enclosed.

Sincerely yours,

434 South Grand Ave.,
Fort Thomas, Ky.

April 4, 1942.

Mr. Philip H. Ward, Jr.,
1616 Walnut St.,
Philadelphia, Pa.

Dear Phil:

Herewith the two 24¢ covers. Please do not consider what I have to report about them as an "expert opinion" but rather as a discussion of the evidence that each presents.

First, the "Short Paid." The markings show that originally there was a stamp or stamps on the cover, and that the postal clerk assumed that the correct postage was paid, hence the red New York postmark. Later, it was found that the letter weighed over 1/4 ounce, hence required a double rate of 30¢. Whatever amount had been paid by stamps was entirely disregarded and the letter was rated as entirely unpaid, hence the black New York. If you will put this cover under a fine Hanovia Lamp, not some toy, I think you will be surprised at what is very plainly shown. You will find that originally there was a stamp in the upper right corner and you can even see quite plainly the type of cancelation that was used.

Second, the Hanovia shows the great difference between the black cancel on the 24¢ and the black "tie" on the envelope. Hold this cover to a strong light and you can see the removed cancelation in upper right. I don't think the use was even in 1869. There were probably two stamps in that upper right corner, for example a 3¢ 1861 and a 12¢ 1861 and the use might have been in the early sixties as that New York red p.m. looks too new for a use in the late sixties.

The red p.m. meant that the sum paid was sufficient (or more ?) to pay the 15¢ rate, hence 6¢ was credited to France (note "6" in the red N.Y. p.m.). This left 9¢ for the U.S. P.O.D. Later it was found the letter was over 1/4 ounce, so the letter was marked "Short Paid" (at New York) and the French P.O. was instructed (by the way bill) to collect 16 decimes (approximately 30¢) and hence out of the 30¢ to be collected, we debited France with 18¢ (18 in black N.Y. p.m.) Figure it out yourself - on a single prepaid rate we kept 9¢ out of the 15¢, hence on an unpaid double, we were entitled to 18¢.

Here is another little point. The stamps on this cover were originally tied by the "Short Paid" marking, hence the right end of this marking is a "paint job." Note the difference in the color of the ink at right and left. However, this is really minor, because this "Short Paid" handstamp was longer than this faked strike, the genuine about 36½ mm, whereas this one is only 53 mm. Note the painting of "Paid" in the red New York, and remember that painted letters never look like those which are struck. Well, there are some more points but I guess these are enough.

Regarding the other cover. Here is the principal point to me as shown by the markings, the use had to be 1868 or later. If 1868, the 24¢ stamp couldn't have been used so let us consider 1869.

#2.

Mr. Philip H. Ward, Jr., April 4, 1942.

Note the date "Mar 31." Do you believe this 24¢ could have been used so early? Mar 31 1869 is the earliest use known of any 1869 stamps. Two 3¢ are known used on this date and I have a record of a 2¢ I suspect was this date in 1869 rather than 1870. So you see the use may have been 1869 but I wonder if this small town had a supply of the 24¢ value so early. At this time, the rate to England was 12¢ per 1/2 ounce. This is a rather small envelope for an enclosure of over 1/2 an ounce, still such a thing is possible.

Consider Mar 31 1870. At this time, the rate was only 6¢, so surely this was not a four times rate. I think such a possibility is out, so therefore if one prefers to think this use is genuine, they will have to accept the use as March 31, 1869. The town is "Blue Island, Ill.," which is in the southern part of Cook Co., not a great distance south of Chicago. It looks like "Blue Island" used blue. The Hanovia don't show very much, perhaps a little difference in the blue ink of the p.m. and the smudge beneath the stamp. It does show whiter paper between the perfs, indicating a substitution. How about the grill? Is this not rather faint for a "First Day" use?

I surely would like to see Mr. Gibson's 24¢ 69 cover, in fact any 24¢ or 30¢ 1869 covers. These seem to be the favorite items which were faked in the past.

Re - the cover from Panama. It isn't as fine as the Mason cover, hence I doubt if it would be fine enough for either you or Edgar Jessup. He would like to own the Mason cover as a companion piece to his 4¢ rate from San Francisco, and though Larry sent it to him, I guess E.B. didn't care about reaching to Larry's price. (Confidentially \$600.).

Yes, Jessup is in the East and wrote me this week he intended to stop off and see Bill, so I guess you will be seeing him before long.

I was surprised to hear that Mary was not with Bill any more. I surely would love to join E. B. in a visit to both Bill and yourself.

By the way, Phil, I noted the fine photo in Gossip of your 5¢ 1847 block. I am wondering if you will let me have a copy. I am working on the 5¢ in my spare time and have made a little headway - very, very little, in joining up a few positions. The plating is an impossible proposition, but at least there is no harm in trying.

Best regards.

Yours etc.,



Mr. E. Ferrers. Esq.
Braddesley, Chinton.
Kinnock.
Marrickshere.
England.



Monsieur

Bataillon

32

Rue de

Orléans

Francs

Paris



Black

ORANGE

Black

Black

10



Nothing on Back

Capt. Henry A. Barrett

Care of Francois Aubay & Co.

Yonne

France

Bark Egeria.

J.B.F.
4/10-42



Monsieur

~~Bataillon~~

SHORT

32 Rue de

Paris
I
5

France

Paris

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 19, 1940.

Dr. W. L. Babcock,
P.O. Box 1008,
St. Petersburg, Fla.

My dear Doctor:

Your letter of the 16th received. I have been giving some further thought to the question of the double charge for S.M. letters in the early period and no doubt the solution is not as difficult as it would appear. Suppose we consider the period prior to, say 1862 or 1863, and take into consideration only the mail to England. I have an idea that the S.M. charge was a fee and was payable in cash and not in stamps. This would account for single rate letters to England of 24¢ bearing the S.M. marking. I think the principal argument for such a theory is that inasmuch as our treaty with England had no clause regarding S.M. and inasmuch as the double rate was purely a U. S. charge and of no concern to G.B., the extra charge had to be paid in cash, so that it would not complicate the exchange records of the U. S. and British offices.

I think I can cite a similar example in the way our early Registration system was conducted.

The Act of March 3, 1855, authorized the registration of valuable letters with a charge of 5¢ per registered letter. This was referred to as a "fee", not as postage. In the late Fifties, and after the Registration Act went into effect (July 1, 1855) a person wishing to register a letter, went to the P.O. and paid in cash five cents per letter. You are well aware that we do not find any covers with uses in 1855, 1856, 1857 etc., showing the Registration fee paid by stamps. It simply was not done - was not permitted. Separate accounts were kept of the "receipts from registered mail," yet how could these accounts have been kept correctly if the fees were not paid in cash? For example - a person in 1856, taking a letter to a post office with a 3¢ stamp and a 5¢ stamp. If the clerk registered this letter, where was he going to get the 5¢ to put in his "cash receipts" from Registered mail. If a 5¢ stamp had been placed on the letter, the clerk would have refused to recognize it. Without direct reference to the actual figures, I think the receipts for 1856 for registered mail were about \$30,000. This indicates approximately 600,000 registered letters for 1856, yet we do not see any covers where the fee was permitted to be paid by stamps. In those early days the Department discouraged the use of any markings on a letter to indicate it was a registered or valuable letter. This is a matter of record, hence 3¢ plus 5¢ postage would have readily identified such letters.

I have little doubt that the statement of Mr. North on page 2 of your booklet, that the charge of double postage on S.M. was authorized July 7, 1853 is absolutely correct, but I feel convinced that the extra charge was in fact a fee which could only be paid in cash.

It should not be called a double rate of postage, and the reason no doubt that this was done was to indicate the amount of the fee to be

#2.

Dr. W. L. Babcock - Jan. 19, 1940.

charged. I will explain. Congress only has the right to fix rates of postage, therefore the P.M.G. could not order a rate of 48¢ in postage on a single rate (24¢) letter to England in 1853 or any other period, but he could do this, he could order the collection of a fee for special services rendered in connection with special handling of mail matter.

Therefore in the year 1858 for example, a supplementary letter to England was rated - postage 24¢, S.M. fee 24¢, whereas to France (on a $\frac{1}{4}$ ounce) the postage 15¢, S.M. fee 15¢. I therefore think that Mr. North's statement of "double the regular rates", really meant, "In addition to the regular postage a fee in cash of like amount was charged."

I note in the report of the P.M.G. for 1856, "the gross revenue from all sources" is given. (year ending June 30, 1856) Here are some of the items:

<u>Letter postage</u>	\$1,754,766.
<u>Registered letters</u>	31,466.
<u>Miscellaneous receipts</u>	5,513.

I have an idea the fees derived from "Supplementary Mail" were not great and that they were included in the "Miscellaneous." Perhaps you could get this detailed information thru Mr. North.

You are welcome to the copies of the correspondence between Mr. Levy and myself which I sent you last week.

I would greatly appreciate any comments you care to make on the above comments.

With kindest regards,

Cordially yours,

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 13, 1940.

Dr. W. L. Babcock,
P.O.Box 1008,
St. Petersburg, Fla.

My dear Doctor:

I noted your remarks in Mekeel's and wish to thank you for mention of the "NA 1" and "NA 2" markings on mail to Cuba.

I am in receipt of your letter of the 11th and note your remarks re - the "Supplementary Mail Markings."

I have intended to check carefully the whole of the Anglo-American Treaty and subsequent added articles but so far have not had the opportunity to do so. I have read the treaty in the past many times but I do not recall any mention for a double rate of postage on a supplementary mail letter. It is indeed quite an interesting point and one which I intend to investigate thoroughly. The thought is suggested that possibly some covers bearing a double rate to G.B. were in fact single rates but paid double because of a S.M. I do not think such a supposition is at all logical, and I will explain why. I have never noticed a double or higher rated letter where the credits or debits were not in accordance with the rates paid or collected.

Second - Suppose for example a single rate letter (24¢) was prepaid 48¢ because it was a S.M. letter. Now if this letter was carried to England in a British ship our credit would have been 38¢, we retaining 10¢ or 2 X 5¢ - our domestic. As a single rate our credit to G.B. would have been 19¢, so why should we have given G.B. 38¢ instead of 19¢ just because this was a S.M. at New York? Why pay G.B. 19¢ for a service we performed? You see there is no logic in such a theory.

If you would read very carefully the terms of the treaty you would be impressed with the fact that each piece of mail stood on its own feet and was rated very carefully. Seldom have I seen covers showing errors in the Exchange debits or credits. I am sure I have never seen a rate doubly paid where the credit was not in accord with the double rate.

Re - the possibility that an extra rate was charged for S. M. letters and that this charge was not paid by stamps but paid by cash. I have considered this but can find no record of any such receipts in any of the annual reports of the P.M.G., though it is possible they may be buried in some miscellaneous receipts.

of a letter

I am enclosing you a copy/I received this week from a collector in France, and also copy of my reply, both of which are self-

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Dr. W. L. Babcock - Jan. 13, 1940.

explanatory.

I trust you may have a very enjoyable winter vacation.

Cordially yours,

P. O. Box 1008
St. Petersburg, Florida
January 11, 1940

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

My dear Ashbrook:

Owing to my trip South, I have delayed a reply to your letter of the 20th ult.

Your notes are of considerable interest, particularly on foreign mail, and I have made record of them for any further study of the S.M.'s.

You are probably right in thinking that the original authorization applied to Great Britain only.

The authorization for double rate must have been prior to 1853. The Post Office Dept. state that they have records of such authorization for New York.

I understand the ^{Supplementary} amount collected was wholly a local credit. The British may have checked in their rates by weight instead of actual postage paid. This was necessary on account of the many postpaid items. The fake cancel described was probably of French or Swiss origin rather than Chicago.

After the St. Petersburg Exhibit I would like to send you my volume of S.M. for study.

Hoping you are well, and with best wishes, I am,

Sincerely yours,

W. Babcock

C O P Y

Dear Sir:

I take the liberty to write you for the following inquiries. I get in my U. S. collection two covers who are "irregular" for me. 1st cover from San Francisco to Riberae, France (little town near Bordeaux) - 5 cents 1857 brown Type II #48 A and 10 cents 1857 Type V - tied by the postmark "San Francisco Apr. 1 - 1861 - (the same postmark type than page 301, in your 1 cent book Vol II, but letters less larger) In hands: via Panama and the U.S. N.Y. exchange office postmark in red, with rate 12 - date April 24 French postmark in red PD and the two circled Ebots Unis Serv Brit Calais - in red 7 Mar 1861 and habitual transit marks - Paris - Bordeaux, etc. No figure in hand

Question: in 1861, the rate from California - to New York was 10 cents - and the rate from N.Y. to France 15 c. These cover bear only 15 cents from San Francisco and the N.Y. and French markings are in red who means: Port Paid - I believe 10 cents were missing?

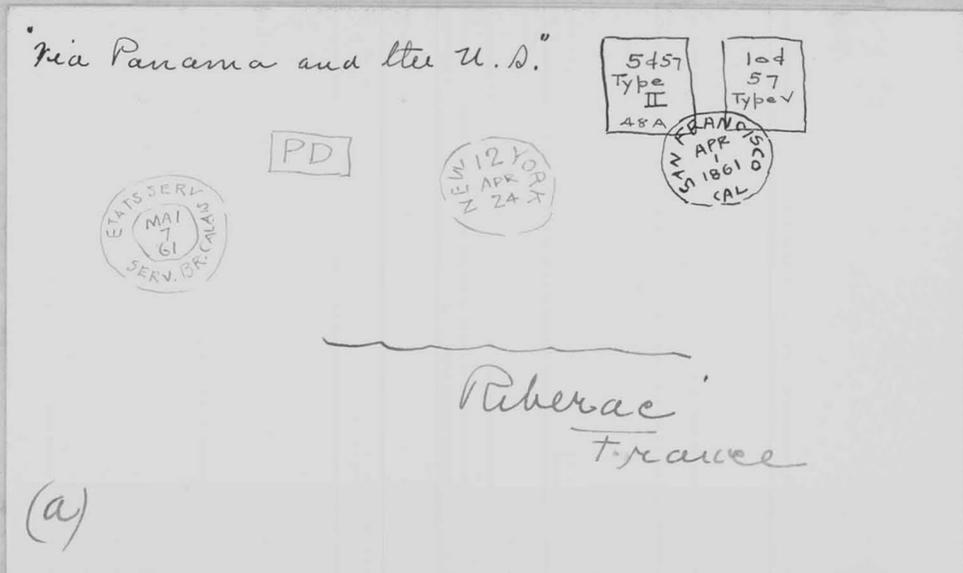
2nd letter from New York to Nantes - 1 cent 1857 Type V - block of four and one alone - and a 10¢ 1857 Type II. Black gridirons - the of 1c and the 10c stamps tied together by the "Supplementary Mail" Type I in red - New York foreign postmark in black with the figure "3" and dated: Mar 2 (1859) Figure 8 in hand, in black - French two circled in black Et Unis Serv Bri A.C. 15 Mar 59 - letter B - and transit postmark

Questions: Why black N.Y. and French postmarks who means "unpaid"? The 15¢ stamps were regular - How was paid the "Supplementary Mail"? By whom and of which manner?

With my best thanks,

Sincerely yours,

(signed) Marcel Levy



12 Rue Franklin,

St. Germain-en-Laye - France.

December 10th 1939.

Dear Sir,

I take the liberty to write to you for the following inquiries. I get in my U. S. collection, two covers who are "irregular" for me.

1st cover from San Francisco to Riberac, France (little town near Bordeaux). - 5 cents 1857 Brown type II # 48^A and 10 cents 1857 type V. - tied by the postmark "San Francisco Apr. I - 1861" (the same postmark type than page 301, in your 1 cent. book. Vol II, but letters less larger) - { ^{in hand: via} Panama and the U.S.

N. Y. exchange office postmarks in red, with rate 12 - date april 24
French postmarks in red, PD and the two circled. Etats Unis Serv. Brit. Calais - in red ^{7 mai 1861} and habitual transit marks - Paris - Bordeaux, etc - No figure in hand.

Question: in 1861, the rate from California to New York was 10 cents - and the rate from N Y to France 15 c. These cover bear only 15 cents from San Francisco and the N Y and french markings are in red who means: Port Paid - I believe 10 cents were missing?

2nd letter from New York to Nantes - 1 cent ¹⁸⁵⁷ type V - block of four and one alone - and a 10 ¢. 1857 type II. Black gridiron - the # of 1c. and the 10c stamps tied together by the "Supplementary Mail" type I in red - New York foreign postmark in black with the figure "3" and dated: mar 2 (1859).

Figure 8 in hand, in black - french two circled in black
Et. Unis Serv. Bri. A. C. 15 mar 59 - letter B - and transit postmarks.

Questions: why black N.Y. and finch postmarks who means
"unpaid" ? The 15¢ stamps were regular.

How was paid the "supplementary mail" ? By whom and of
what manner ?

With my best thanks,

Sincerely yours,

Marcel Levy

MARCEL E LEVY.

A.P.S. 15057

Collectors Club, etc.

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 13, 1940.

Mr. Marcel E. Levy,
12 Rue Franklin,
St Germain - en - Laye,
France.

Dear Mr. Levy:

I wish to acknowledge receipt of your letter of Dec. 10th which was received by me on the 12th of this month. There seems to be some delay in the mail on account of the war.

Regarding your questions. The cover to France from San Francisco with 15¢ rate in 1861 is perfectly regular. The French-American Postal Treaty went into effect on April 1, 1857 and the terms of the treaty provided a single rate of 15 cents per one quarter ounce on letters to or from France, from or to any part of the United States. Thus the rate of 15¢ applied to San Francisco as well as New York. I refer you to Volume 2 of my recent book, page 346, figure 56 GG, left hand column. "Sec. 126 - United States and France." This is a reproduction of a page from the 1857 edition (July 1, 1857) of the "Postal Laws and Regulations" of the U. S. Post Office Dept.

Regarding your second cover. This is rather suspicious, and to pass on it intelligently I would have to either see it or a photograph of it. The cover without the stamps would be perfectly regular, so it appears to me that some faker has added the stamps to this cover and used fraudulent gridirons and a fraudulent supplementary mail handstamp.

When only portions of a full rate were paid by stamps, such payments were entirely disregarded. In other words, on a single rate letter, the rate was 15¢. If this letter had a 10¢ stamp and four 1¢ stamps this total sum of 14¢ paid in stamps was entirely disregarded and the letter was rated as entirely unpaid. Or for example, on a double rate, if 15¢ was paid by stamps, or a greater or lesser amount, the full postage paid by stamps was entirely disregarded and the letter was rated as wholly unpaid.

Now consider your cover. The markings show it was rated from New York as entirely unpaid. It was carried to France by British ships and the "8" means that 8 decimes or a trifle over 15 cents was collected as postage due at Nantes. Of this sum the U. S. Post Office was entitled to 3¢, and the "3" in black in the New York postmark indicates the U. S. debit charge to the French Post Office. So you see this letter when it left this country probably did not have any U. S. stamps on it. By the U. S. and France rated it as a single letter, hence if it had had the 10¢ and five 1¢ stamps on it it would have been rated as "PD" or Paid to Destination.

No charge that I know of was made for "Supplementary Mail" letters.

#2.

Mr. Marcel E. Levy - Jan. 13, 1940.

We had no law authorizing the Postmaster General to make an extra charge for such mail, and there are no provisions in the British or French Treaties which mention any extra charge for such mail. In addition, in none of the editions of "The U. S. Postal Laws and Regulations" is any mention made of an extra fee, charge or postage, to be made for "Supplementary Mail." I am quite sure I have never seen a cover which shows any fee was paid for the service.

Hence on your cover the "Supplementary Mail" marking had no relation to the rate of postage.

As stated above I would like to see your cover or a photograph of same.

Trusting the above will be of interest to you and thanking you for your kind letter, I am

Cordially yours,

12 rue Franklin,
St. Germain-en-Laye, France.

March 19 th. 1940.

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

Dear Mr. Ashbrook,

Many thanks for your letter of the 13 th. of January, I have received the last week only.

The first cover, block of 1 cent 1857 with supplementary mail, was a fake. With the quartz lamp I have found the four black cancellations of the different stamps were all different. And the supplementary mail cancellation was also a forgerie.

This cover was an item from a large lot of forgeries which are in hands of several dealers. The last year, the postal archives of an old firm were bought "en bloc" by a dealer. They were 400 covers env. from U.S.A. and perhaps thousand stampless covers. The covers bore very few 1847 stamps, some single 5 c. 1851 and strips of three, and very much of 1857. The fine pieces were sold directly to London, except some I have, but a large quantity of stampless covers was bought by a merchant, very known like faker of covers of South-American countries. These forger know nothing about the U.S. Foreign rates; he has only in hands a specialized Scott's, and he know several stamps are dearer in used block or on covers: different 1 cent in block, 30 & 90 cents 1857, etc.

All the letters came from: New-York, New-Orleans, some from Charleston and Savannah. Date: 1845 to 1860. The destination was: Messieurs Garnier frères, à Nantes. The fakes I have seen have always the stamps cancelled by a black gridon, and many are stampless covers with black exchange cachet. The stamps added are 1 cent, and 3 cents; some blocks of 1 c. type V and 3 cents type II. I have seen a cover with a magnifique 1 cent type I imperforated (with another ^{just the III} and a 3 cents), very large margins... but with the dot in the oval frame; probably the color trial of 1875 on opaque paper.

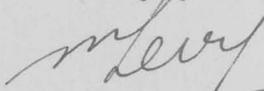
Since some days another lot of covers is offer. Date 1867-1868, from San-Francisco and New-York to Messrs. La Chambre et Cie. à Lima, (Peru), via Panama. I do not collect the 1861 issue, and I know nothing about the foreign rates of these years. The great majority of the covers I have seen bore

34 cents in different stamps, with a large 24 in red, and red cancellation of New-York or San Francisco with "paid". The single rate seems to be 34 cents ?

But from the same mail, I have also seen some covers who are doubtfull. Ex: rate of 94 cents, by a magnifique 90 cents with two black Jack, cancelled by the flower griridon in magenta red. The usual red San-Francisco and also the red 24. — Another, dollar 1,06 by a strip of four of 24 cents and a 10 c. The usual 24 ~~xxxx~~ in red cancelled a stamp, but the figure 72 in red ink is added on the cover. Another covers bore 62 cents or 64 cents, with two 30 cents, etc, etc. All from end of 1867 to august 1868. For these lot, the same methode than for the first seems to be employed: adding stamps who are much dearer used on covers than unusued. I do not understand why the heavy rates are not exact multiples of 34 cents. (*if not forgeries*).

Here, the U.S. stamps are ^{usually} not popular, (America in general also), and the varieties are unknwn. To day the buyers are more numerous, like in London; the U.S. stamps are gold investment ! But the knowing is always very small. And they are very obligeant gentlemen in Paris, in Brussels, in Rome, etc, who "ameliore" the items, particulary the covers, (and the surcharges) The U.S. stamps beeing popular now, these fakers have a new line of employment. Since a year I have seen numerous forgeries, and I am not an expert.

Cordially yours,



Marcel Levy.

Y. SOUREN CO.

POSTAGE STAMPS FOR COLLECTORS

394 PARK AVENUE

BET. 53RD AND 54TH STS.

NEW YORK, N. Y.

September 13, 1939

Stanley B. Ashbrook, Esq.
434 S. Grand Avenue,
Fort Thomas, Ky.

Dear Mr. Ashbrook:

I want to thank you for your confidential letter which I have read with a great deal of interest and shall answer in due course.

What I am saying here is in strictest confidence to inform you of some of the things that have been going on about one W. H. Colson. It doesn't seem to me that he is standing up very well under an open criticism of his 60 years as an "expert". I think he will not take the chance of going to court against the way he has been shown up. In fact, he has made an admission to one of his friends that he cannot oppose the opinion of the Laboratories. He is adopting an entirely different procedure in order to fight me.

The enclosed correspondence will give you some idea of what is taking place. Please return it. I have no doubt in my mind that Mr. Menjou is the innocent victim of Colson's vandalism. Of course, I have no means of proving this, but I have direct evidence that Colson paid Menjou a visit with the deliberate purpose of creating dissension and to undermine my character.

In the first place, I know that when Menjou bought the stamp in question it was in perfect condition. It is a most beautiful specimen and I have photographic and other records to prove it. He has owned the stamp for about three years and had it in his possession for about two weeks before he decided to purchase it. He has made an erroneous statement when he said I was present when he purchased it. The entire transaction was concluded by mail and it was sometime later when I was visiting the West Coast that I looked at it in his collection and admired it. At any rate there was no question of the condition of the stamp until Colson had visited Menjou a few weeks ago.

I have had a great deal of satisfaction in learning that Colson has also visited other of my customers with the same idea and that he had been shown the door, since he made the purpose of his visit much too obvious. I have also heard directly that he has been spreading rumors at the Collector's Club, saying that he had caused Menjou to return a large quantity of counterfeits, damaged and repaired stamps that I had sold him. Ward told me that it totaled some \$15,000 and last Saturday I had a direct report that it had reached \$40,000. I expect that it is rapidly approaching the \$400,000 mark and perhaps may go even higher. The fact is that the total purchases of Menjou from the Y. Souren Co., are \$5153.60, of which \$1395.00 was refunded. I returned Menjou's money not because I felt he was right, but because I feel so certain that he has been innocently misled and victimized.

When I first had the opportunity of inspecting Menjou's collection I could see that it was being formed without basic knowledge and that he depended on the seller far more than on his own judgment. Mr. Menjou would be the first to admit that his knowledge

of relative condition and the care that must be taken to form a creditable collection was due to my assistance. I recall his collection containing such things as a 1¢ 1857 Type 5 with perforations trimmed being in his collection as an imperforate Type 3. He had the various papers of the Department stamps mixed up. Many of his stamps were subjects for replacements and in the past couple of years, under my guidance he has been improving his collection a great deal.

As you can see from the letter, I returned Menjou the money without even looking at the stamp, and even at this date he has not seen fit to give me the opportunity of doing so. I am not as much concerned with the money as that such a beautiful stamp may have become damaged, either inadvertently, by Mr. Menjou or deliberately, by someone else as an act of vandalism in the hope that it would reflect adversely upon me.

I have always exercised care to sell only things that would be a credit to the Y. Souren Co., as well as to the collection of the buyer. Of course, I have sold repaired and inferior stamps, but only to informed buyers to whom such things were pointed out and who were well aware of what they were buying. I am not an "expert" and have never represented myself as being one. During my career I have made mistakes, but who hasn't? I might say that whenever any of my mistakes have been brought to my attention it has resulted in a closer connection and more friendly relations between the collector and myself.

There is no doubt that Colson will gain some temporary advantage through his tactics. He has always been able to impress some people, and there are always some individuals who are more ready to listen to malicious gossip than truth. You will undoubtedly have some of this gossip passed on to you. I know you are a good listener, but, please don't disclose that I have told you anything of what has been going on. (In fact, I would rather you made some slight encouragement to the gossip, although I know that is not your nature.) At any rate, I rather welcome Colson's tactics for I feel he is digging his own trap and when it is sprung, those who have listened to him and who have carried his tales will find difficulty in maintaining their self respect.

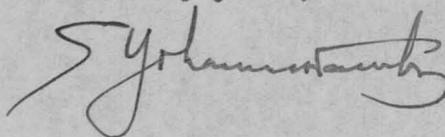
I have experienced one incident with a well-known merchant, not entirely dissimilar from this and it became the subject of a tremendous amount of gossip, which, naturally has been magnified and distorted beyond all comprehension. My attitude is that I need offer no defence for the truth.

I had received a certain amount of advance warning that Colson was "out to get me". This incident with Menjou was hardly surprising in view of his threats, but my chief concern is that I feel he has stooped to the most outrageous piece of vandalism, making a prominent collector his innocent victim, and all because he is chagrined at having been shown up in one of his attempted "deals". Of course, I feel strongly in the matter, not because the attack is directed against me but because of the harm that might be wrought against Philately.

The contents of this letter are evidence of the necessity for strictest confidence. I feel that your friendly and dependable attitude entitle me to disclose these facts to you for I know that both you and I have the utmost respect for truth and a sincere regard for the good of Philately.

With thanks and with kindest personal regards, I am

Sincerely yours,



SY;bs

2606 Nottingham Avenue
Hollywood, California

August 9th, 1939.

Y. Souren Co.,
394 Park Avenue,
New York City.

My dear Mr. Souren:

You will recall that in the presence of Mr. Huntly Gordon, when I purchased the \$500.00 revenue that you stated that it was the finest copy in existence. Much to my amazement I have just discovered that the stamp is quite badly thinned. Had I known this I would not have purchased the stamp at all. I have just finished reading your pamphlets on stamp examination and frauds in philately and am naturally greatly surprised to find this misrepresentation on your doorstep. As you well know, perfection is my goal in stamp purchasing and I am entirely dissatisfied with this item. Have you a really sound example of this stamp in stock at the present time. Awaiting your reply, I am,

Very truly,

(signed) Adolphe Menjou

August 10, 1939.

Adolpne Menjou, Esq.
2606 Nottingham Ave.,
Hollywood, Calif.

My dear Mr. Menjou:

I have your letter of the 9th as a great surprise.

You may be absolutely certain that when we sold you the stamp it had been examined most carefully. At the time it was submitted the only persons who handled the stamp were myself and Mr. Behr in the office, and Mr. Gordon and yourself. It was carefully checked by us before being sent and undoubtedly looked at by both you and Mr. Gordon.

According to your letter, the stamp is badly thinned. Could such a thing pass unnoticed by the four of us? Is it possible that the thinning developed subsequently? I would be obliged if you would send me some kind of diagram showing the location and extent of the so-called thin spot.

Before the stamp left my office it was submitted to every type of examination at my command and the exceptionally fine condition in which it was justified the price. Now, a year or two later, a thin spot is discovered, and, to quote your own words, it is "quite badly thinned."

While I have a number of \$500 revenues on hand at this writing, I somehow or other feel that both our interests will be better served if I speak frankly. When I first learned of your interests in stamps through Mr. Gordon, I agreed that I would expend my best efforts, regardless of financial gain, to assist you in the building of a collection commensurate with your standing and position, and one that would be a credit both to you and to me.

I have gone a long way towards this aim either through Mr. Gordon or directly. I have derived a great deal of satisfaction from placing quality into your collection. Now, however, this satisfaction is injured by what you seem to feel regarding my efforts.

Since this circumstance exists, I wish to make the following proposition. Would you be willing to return each and every stamp which I sold you for money either through Mr. Gordon or directly, and receive a refund of the full price paid plus interest at 6% per annum from the date each stamp was sold. This is probably to your advantage, since the present depressed state of business has had its effect on the stamp market and you can probably secure replacements from dealers now in your good offices, at somewhat lower prices. It will avoid any further disappointment on your part against one who gave his best, which, apparently has not been justified in your eyes.

I would like to hear from you promptly. I am taking a vacation in the Middle West very soon and will be away from the office from August 15th to 22nd. If you agree to my proposition, please wire collect, and while on my vacation, I will visit you to take back the stamps and refund your money.

Awaiting your reply, and with kindest regards, I am

Respectfully yours,
Y. Souren Co.

2606 Nottingham Avenue

Hollywood, California

August 11th, 1939.

My dear Mr. Souren:

The text of your letter would make it sound as though the thin spot on the \$500.00 revenue had appeared on the stamp after it had come into my possession. I assure you that the stamp has not been touched except to mount it. The fact that the thin spot escaped the attention of all of your organization does not influence me. I am in possession of another stamp you sold me, photo static copies of which I will send you in due time, bearing your signature on the back, as badly repaired a copy as I have ever seen. The repair plainly visible to the naked eye. This stamp catalogs for fifteen dollars but you charged me \$45.00. I placed implicit confidence in you and did not examine stamps that you sold me. But under the circumstances can you blame me for being upset? I do not want 6 per cent on any stamps that you offer to take back. Simply send me your check for \$1350.00 for the \$500.00 revenue and forty five dollars for the inverted center number 3940, with punch cancellation repaired. The fact that I discovered the thin spot a year or two later does not alter the fact that I know that it was there when you sold it to me and you did not mention it, at the time of sale. If I find any thing wrong with any stamps you sold me ten years from now I surely reserve the right to bring it to your attention for you to do as you see fit about it. I will feel much better when these stamps are back in your hands.

Truly,

(signed) Adolphe Menjou

August 14, 1939.

Adolphe Menjou, Esq.
2606 Nottingham Ave.,
Los Angeles, Calif.

My dear Mr. Menjou:

I feel from your second letter that my first letter was fully justified. I have to thank you for only one line in that letter in which you stated that you left the matter up to me. Therefore, I feel free to write you openly and give you my entire reaction to the whole thing.

When you sent me your collection, which included the \$500 revenue, for display at the exhibition in Rockefeller Center the stamp was again submitted to very careful examination, not because it needed it, but because we subsequently acquired two more specimens and took advantage of the opportunity to examine all three for plating. We took micro-photographs and submitted the stamps to ultra violet rays. We saw no damage whatsoever and certainly no thin spot.

Aside from this fact, no dealer can be held responsible for damage to a stamp after its sale. If what you claim should be true, there could be no business. The most we can do, not being experts, is to hold ourselves responsible for the genuineness of what we sell. How else can anyone do business in this world?

I do not intend to suggest it, but anyone could deliberately damage a stamp and then make a claim against the dealer for it. There can be no such understanding or implication to the responsibility of the dealer.

In my youth, as a collector I distinctly recall purchasing one of the first Russian stamps and, knowing no better, I put it in water to clean it up. When I took it out there was no design left on the stamp, since they were printed with a fugitive ink. Did I have a claim? Certainly not.

I have noticed that you do not feel proud of the few purchases you made from me. I certainly want you to have the fullest enjoyment from your collection, and you cannot have this if you hold any stamps purchased from the Y. Souren Co., in your collection. The memory of the place of purchase is bound to mar your pleasure. You mention that you feel that even after ten years you would have a claim. What if I die in the meantime? You can do nothing. Therefore, I wish you to reconsider my first letter and return to me every stamp bought for money and receive a refund of the full purchase price plus 6% interest from the date it was sold you.

I purchased this stamp for \$1300 paying for it with my own check in that amount. Do you imagine that I would buy a stamp of that value without giving it the most careful examination? Do you think I would have bought it had the thin spot been present? Furthermore, I sold you this stamp for \$1350 and out of that paid Mr. Gordon a commission of \$135. I think the simple mathematics will demonstrate to you clearly that the pride I took in placing an exceptional item in your collection was more to me than any profit that might have been made from its sale. Money was not the question, nor has it been in any transaction with you.

If you conclude that you do not care to return the stamps to me under the proposition I have made, I should like you to check each and every item purchased from the Y. Souren Co., and write me a letter absolving me

me from all responsibility connected with these stamps. However, I want to state one fact, if any stamps sold you or anyone else should prove to be repaired it shall be made good immediately. However, as far as a claim of damage to a stamp is concerned, I cannot recognize any such claim after the stamp has left my possession, and you can understand my reasons for making this statement. I have no quarrel with you, but the point you raise is of such importance to the entire stamp business that I must unequivocally state my position.

I do maintain that when the stamp left my possession it was in perfect condition and whatever may have happened to it subsequently is not my responsibility.

Sincerely yours,

Y. Souren Co.

By

P.S. My temporary address from the 15th to the 23rd will be as follows:

Y. Souren
% Brown Palace Hotel,
Denver, Colo.

August 23, 1939.

Adolphe Menjou, Esq.,
Wyndham Hotel,
42 West 58th St.,
New York, N.Y.

Dear Mr. Menjou:

I have just returned from my vacation in the mountains.

Before leaving Denver I found your letter and have been pondering all our past relations and have reached the same conclusions as expressed in my previous letter.

Where I have erred I have corrected it to the best of my ability whether it be a \$1.00 or a \$900 item, and have felt that such a stand should be taken by others.

In regard to the \$500 revenue, I told you and repeat that I would swear that when I sold you the stamp through Mr. Gordon it did not have a thin spot. Furthermore, when it was exhibited and later returned to you, it was not thin. The damage you claim could only have occurred while in your possession through mishandling by yourself or others, inadvertently or otherwise.

In your second letter you bring up a third matter. However, I will answer this in the order of our correspondence.

Being so certain in my mind as regards the \$500 Revenue and seeing that our relations have been unilateral when it comes to mistakes, I made you the proposition that you return each and every stamp purchased from me for a full refund. Since you have informed me that with the exception of the \$500 Revenue and the other stamp you mentioned are the only ones for which you have any cause for dissatisfaction, you decided not to accept my proposition. Therefore, I enclose my check for \$1,350, but since the stamp cannot be returned to me in the same condition in which it was sold you, I do not care to have it returned to me. You may keep it, dispose of it, or destroy it, as you please.

I am sorry to note that you consider this other stamp to be punch cancelled or repaired. If such is the case, my check for \$45.00 is enclosed and I have this one request to make. Instead of returning it or showing me a photostatic copy, just cut it in two for if the stamp is as you say neither of us have any use for it.

I am not an expert and have never claimed to be one; I admit possibility of errors, and am ready through such errors to learn, even at a price. Lately, at a great expense and sacrifice I have organized the Philatelic Research Laboratories, Inc., to minimize and safeguard both dealers and collectors from future errors.

In closing I wish to thank you for the friendship we have enjoyed and regret that it must end in this manner.

Wishing you and Mrs. Menjou the best of health and a prosperous and happy life, I am

Very truly yours,

Y. Souren Co.

434 South Grand Ave.,
Fort Thomas, Ky.

Sept. 15, 1939.

Mr. Y. Souren,
394 Park Ave.,
New York, N.Y.

Dear Mr. Souren:

I am returning herewith the correspondence as contained in yours of the 13th. I was glad to see this and I can assure you that I will treat same as confidential. I appreciate the opportunity you gave me in seeing both sides of this little affair as various rumors regarding it had extended this far west.

In this country we have courts to redress wrongs. It appears to me that if Booklet #2 contained any libel that court action would be the best method to right any misstatements.

I do not wish to convey the impression that I think all the conclusions reached by the P.R.L. in Booklet #2 are correct, neither do I wish to convey the impression I consider all are in error. I think several points stand out rather prominently in the correspondence, first that there were only two stamps, second that you promptly refunded the full purchase price, and third that you offered to refund with interest all purchases made from you. Some will no doubt take the view that the \$500 revenue stamp had a thin spot when you sold it and that you were aware of the fact. Inasmuch as there is evidently no proof of such a charge you are certainly entitled to the benefit of the doubt.

Your promptness in refunding the entire purchase price certainly shows that if there was anything the matter with the stamp when you sold it that you were perfectly willing to correct the error you may have made in the sale.

I could say much more on this subject but what is the use. If all stamp dealers were as righteous as they pretend to be it would be quite different, and further if all stamp collectors were as honest as they pretend to be, perhaps we would have more honest dealers and quite a lot less of malicious gossip.

The height of the ambition of the average collector is to skin the dealer, to find a "sleeper" in his stock, which he can purchase for a few dollars and sell for ten times the price paid. I think all dealers are fully aware of this and they would only be human if they attempted to make the game work both ways.

As stated above I will treat this correspondence as confidential, but to anyone who tells me that Mr. Menjou found a whole bunch of fakes, repairs, etc. in his collection and other exaggerations of this sort, I will not hesitate to brand such gossip as lies. I think my

#2.

Mr. Y. Souren - Sept. 15, 1939.

friends will take my word making it unnecessary to even mention a word of the correspondence which you were kind enough to spread before my eyes in strictest confidence.

Cole will be here tomorrow and Sunday and I may go up to Chicago with him for several days.

With kindest 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.

January 15, 1940.

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

Dear Stan:

Replying to yours of the 8th, your ideas about my ethics are so far distant from the truth that there is no point in my discussing this 30¢ 1869 with you at all. I will merely state that the customer to whom I sold that cover was told of the attack on it, and had within his own collection an item which substantiated my position. Of course, as a matter of fact, this cover has been in one spot since it was sold in the Seybold sale in 1910, and apparently your suspicion on this cover is aroused very easily. There is something in understanding stamps besides getting official records, and as much as a knowledge of rates contributes to understanding stamps, it is not the whole story. Please do not forget that I was the one who told you, without even seeing the item, that your 5¢ orange brown of 1857-60 used on the letter had to be a fake.

I already possess the Brown catalog which illustrates this split, though I am glad to keep your print because it shows how photography can make an item look far better than it really is. I would appreciate it if you would send me a print of the Carhart copy, which I have had no opportunity to photograph myself. That will give me prints of all three copies known, and I will be in the same position yourself *as I am enclosing mine herewith*

Next time I come to Cincinnati, maybe

-2-

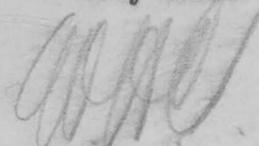
January 15, 1940.

Stanley B. Ashbrook, Esq.

we can have a chat over these various questions that seem to vex you, but I have studied the work of the gentleman in Paris for several years now, and I think I am quite well qualified to decide when his stuff is about.

I hope that this finds you enjoying the best of good health, and with all good wishes, I am

Very sincerely yours,



Enc.
Air Mail.
WHC:E



SINCE 1915

March 13, 1939

Dear Stanley,

The 1c plus 3c 1851 on piece of Hartford cover received today is enclosed and thanks for letting me see this. Your solution - prepaid Way fee - is the only one I think will fit. So far as I know there was no U.S. carrier service in Hartford until 1862 or later but page 310 of the 1939 cat illustrates a postmark of a 2cts Penny Post with date of 1853. Last year Chrissie did some research in Hartford for Chap.46 of your Vol.II and had no luck at all/ I have done research there several times for other data and do know that there were many contract carriers to and from that post office. There were a dozen or two stage routes and most of them apparently carried mail sometime in the period 1845/55, if I recall correctly. I know there were so many I didn't have time to make notes of all of them.

THE STEAMSHIP CANCELLATION
NEW YORK TO CALIFORNIA

By Clarence W. Brazer

NEW YORK PANAMA STEAMSHIP CANCELLATION

Several years ago I came into possession of an important early California correspondence which contained, among other fine items, a number of covers bearing the above "NEW (7 bar grid) YORK" which generally attracted attention when mounted in my collection. I was told by various dealers and collectors that the cancellation was "Around Cape Horn," a "Clipper Ship," etc. etc., which aroused my curiosity and subsequent research for the truth. It is doubtful that any mail bearing this cancellation ever went around Cape Horn except possibly on the first three government steamships sent around for Pacific service. I know of no U. S. Government contract for carrying mail to California on "Clipper Ships" nor any but "steamships", except that sailing vessels were used at first from San Francisco to Astoria, Oregon.

Before the first complete trip of the CALIFORNIA under the first U. S. Government contract, mail was forwarded to California privately by U. S. sailing ships without this cancellation and even by British and other ships, and such modes were also frequently used after the inauguration of regular Government contract service by steamships. A cover herewith illustrated left New York on the Empire City Sept. 15, 1849 via Cape Horn, vessels sailing daily as the isthmus was considered dangerous.

Eventually I obtained this steamship cancellation upon only one 1847 - 10 cent stamp, tho it was probably used for about two years and nine months of the life of this little used first issue. I also found it upon all the 1851 issue and commonly upon the 1857 - 1¢, 3¢, 5¢, 10¢, 12¢, but found it upon only one 30 cent stamp. The latter cancellation was dated "Jan. 1, 1861 and as this stamp was demonitized in August 1861 it was in use only about 12 months.

The United States came into the possession of Oregon by a treaty confirmed by Great Britain in the summer of 1846.

The territory of California was ceded to the United States by the treaty with Mexico which was signed Feb. 2, 1848 tho not ratified by the Congress until May and publicly proclaimed in July of that year.

President Polk in his message to Congress on August 5, 1846 called particular attention to the necessity of establishing mail facilities to our citizens west of the Rocky Mountains. The commerce with that territory then employed five or six hundred vessels and forty thousand persons.

There was some official overland mail provided as shown by the following advertisement in the Daily National Intelligencer, Wash.D.C. March 17, 1847 -

Oregon Mail
(1847)

"A mail will be dispatched to Oregon, under charge of Mr. J. W. Shively, from Independence, Missouri, on the 15th of April next. Persons desirous of sending letters to Oregon will forward them to Independence, Missouri.

Mar. 16 - 4td.

C. Johnson
Postmaster General"

April 17, 1848 the United States Army in California dispatched "Kit" Carson with the first overland mail to Washington, D.C.

P.M.G. J. Collamer wrote in his report dated June 27, 1850.

"There are three modes of transporting the mail. The first is by steamships conducted by the Navy, as a national service.

The next is sending the mails from time to time by fast steamers which are first going. Inconsistent and uncertain.

The third is by contract routes for terms of years. semi-monthly N.Y. to Panama.

Only monthly Panama to San Francisco.

In response to the President's message a special Act of March 3, 1847 as follows:

Public No. 42

An Act providing for the building and equipment of four naval steamships.

Approved March 3, 1847.

Sec.4. And be it further enacted, it shall be the duty of the Secretary of the Navy to contract, on the part of the Government of the United States, with A.G.Sloo, of Cincinnati, for the transportation of the United States Mail from New York to New Orleans, twice a month and back, touching at Charleston, (if practicable) Savannah and Havana; and from Havana to Chagres and back, twice a month. The said mail to be transported in at least five steamships of not less than fifteen hundred tons burden, etc., ---and each of the said steamers shall also receive on board and accommodate without charge to the Government, one agent, to be appointed by the Postmaster General, who shall have charge of the mails to be transported in said steamers. Provided, the Secretary of the Navy may, at his discretion, permit a steamer of not less than six hundred tons burden, and engines in proportion, to be employed in the mail service herein provided between Havana and Chagres.

Sec.5. And be it further enacted - That it shall be the duty of the Secretary of the Navy to contract, on behalf of the Government of the United States, for the transportation of the mail from Panama to such port as he may select in the Territory of Oregon, once a month each way, so as to connect with the mail from Havana to Chagres across the isthmus, said mail to be transported in either steam or sailing vessels as shall be deemed most practicable or expedient."

From the Daily National Intelligencer - March 17, 1847.

Route No. 3.

Proposals were advertised for from April 21, 1847 to July 13th, 1847, in the Daily National Intelligencer.

From P.M.G. James Campbell's report of Dec. 4, 1854 we read -

"A.G. Sloo was contracted with by the Secretary of the Navy on the 20th of April, 1847, to perform the service mentioned in the fourth section. The service was to be twice a month; the sum to be paid, two hundred and ninety thousand dollars; and the contract to continue in force for ten years from the commencement of the service. This contract likewise contains all the stipulations required by the act of Congress, and was assigned by A.G. Sloo to George Law, Marshall O. Roberts, and B.R. McIlvain, on the 3d of September, 1847. The contract to transport the mail from Panama to Oregon was entered into with Arnold Harris on the 16th of November, 1847. The service was to be once a month; the price to be paid was one hundred and ninety-nine thousand dollars; and the contract was to continue for ten years from the 1st of October, 1848. All the stipulations required by the act of Congress are contained in this contract also, which was assigned on the 19th of November, 1847, to William H. Aspinwall.

On the 13th of March, 1851, the Secretary of the Navy and the Postmaster General, in pursuance of a law passed on the 3d of March, 1851, entered into an additional contract with the Pacific Mail Steamship Company, acting by William H. Aspinwall, by which the service from Panama to California and Oregon was increased to twice a month, at an increased price of one hundred and forty-nine thousand two hundred and fifty dollars, making the whole cost of the service three hundred and forty-eight thousand two hundred and fifty dollars.

In the bids received under an advertisement issued to obtain information required by the third section of the act of 3d March, 1853, the Nicaragua company proposed to carry a semi-monthly mail between New York and California for a sum not exceeding three hundred thousand dollars, or six hundred thousand dollars for a weekly service, which is now required; and this, in my opinion, is the highest rate of pay which ought to be demanded."

The Nicaragua Steamship Route advertised in 1855, - "Through ahead of the mails! to New York in less than 21 days being 700 miles shorter than the contract mail route via Panama." (Footnote)

The FALCON (a smaller boat) began temporary postal service from New York to Chagres on the Isthmus on December 1, 1848.

The California was launched on May 19, 1848 and

On Oct. 6, 1848 the CALIFORNIA sailed from New York for the Pacific coast via Rio Janerio, Cape Horn and Callas, Peru and arrived at Panama on the west coast on Jan. 30, 1849. She was the third steamship but the first American steamship to pass thru the Straits of Magellan.

Gold was discovered at Sacramento, Cal. on January 24, 1848 but it was nearly a year before news reached New York and immediately started the rush by the quickest and safest routes. The CALIFORNIA sailed with full capacity but by the time she arrived at Panama on the West coast, many who had come by later ships to Chagres and crossed the isthmus to Panama, crowded abroad even filling the rigging in order to be among the first to get to California. She arrived at San Francisco Feb. 28, 1849. Her crew all deserted to hunt for gold and the ship could not make the return voyage to Panama.

The OREGON which sailed from New York Dec. 8, 1848 and arrived at

#4.

San Francisco April 7, 1849, kept her crew in irons and raised their pay from \$12.00 to \$112.00 a month and was thus the first east bound mail steamship leaving San Francisco on April 12th, 1849.

While the cancellation with which we are now concerned was only used on the westward bound mail it is interesting to note other early east bound mail steamships as indicated on a half dozen covers in the collection of Laurence B. Mason. All from San Francisco 1851 with horizontal pairs of the 3¢ orange brown stamps, except the first which probably left before 3 cent stamps were available.

via Tennessee	Sept 1	- Received in New York
Oregon	Oct 1	- Nov. 2
Tennessee	(?)	- Nov. 30
Northerner	Nov.15	- Dec. 21
Golden Gate	Dec.5	- (?)
	1852	
California	June 12	- July 16

William Van Voorhes was appointed government agent to establish California Post Offices. I have seen Van Voorhes Commission as the U.S.P.O.D. Agent. He arrived in San Francisco on board the "CALIFORNIA" On Feb. 28, 1849., having established post offices at San Diego and Monterey enroute.

The other boats then building were completed for service as follows -

Jan. 26,	1850	the GEORGIA
Jan.	1851	the OHIO
Sept.	1851	the ILLINOIS

The ships carried normally 100, and up to 400 passengers westbound but few came back eastward until 1852 and afterwards.

Law & Co. Contract - Route 3

The earliest ship departures and arrivals under this contract were as follows with stops at Charleston, Savannah, Havana, New Orleans, Chagres. Often mail was transferred at Havana one going to New Orleans another to Chagres.

	<u>Left N.Y.</u>	<u>Ar. Chagres</u>
Falcon	Dec.1, 1848	Dec. 26
Isthmus	Dec.26, 1848	Jan.16, 1849
Falcon	Feb.1, 1849	Feb.14
Falcon	Mar.8	Mar.26
Falcon	Apr.19	May 2
Falcon	May 26	June 11
Falcon	June 28	July 19
Falcon	Aug.27	Sept.18
Ohio	Sep.20	
Ohio	Oct.16	Oct.29
Ohio	Nov.13	
Ohio	Dec.13	Dec.26
Ohio	Jan.12, 1850	Jan.26
Georgia	Jan.23	Feb.8
Ohio	Feb.13	Mar.6
Falcon	Feb.28	
Georgia	Mar.13	Mar.27
Ohio	Mar.28	Apr.10
Georgia	Apr.27	May 11

Georgia	May 13	May 25
Ohio	May 28	Jun 9

From covers I have seen bearing 1851 and 1857 issue stamps it is noticeable that the cancellation dates generally are the same as date of sailing which became regular on the 5th and 20th of the month, tho occasionally delayed a day or so. The above dates are all prior to the 1851 stamp issue. After April 1, 1857 letters were cancelled with this cancellation three times a month.

Wm. H. Aspinwall had the Pacific Contract by steamships from Panama, New Grenada via San Diego & Monterey to San Francisco and sailing vessels from San Francisco to Astoria. These ships first went from New York via cape Horn to Panama and then into regular Pacific service. Dates of early sailings follow. (L) were extra trips.

	<u>Left New York</u>	<u>Left Panama</u>	<u>Arrived San.Fran-</u> <u>cisco</u>
<u>CALIFORNIA</u> via Cape Horn & Panama	Oct. 3, 1848	Jan.31,1849	Feb.28,1849
<u>OREGON</u> via Cape Horn & Panama	Dec. 8, 1848	Mar.13,1849	April 7,1849
<u>PANAMA</u> via Cape Horn & Panama	Nov. & ret'd. Feb.17,1849	May 18	June 8
<u>OREGON</u>		May 23	June 17
<u>CALIFORNIA</u>		Jun 25	July 16
<u>PANAMA</u>		July 29	Aug.19
<u>OREGON</u>		Aug.28	Sept.18
<u>CALIFORNIA</u>		Sept.17	Oct. 9
<u>(L) UNICORN</u>		Oct. 1	Oct.31
<u>PANAMA</u>		Oct.10	Oct.31
<u>OREGON</u>		Nov.10	Dec.2
<u>CALIFORNIA</u>		Dec. 6	Dec.28,1849
<u>PANAMA</u>		Jan.1,1850	Jan.18
<u>(L) UNICORN</u>		Jan.12	Feb.8
<u>OREGON</u>		Feb.5	Feb.22
<u>CALIFORNIA</u>		Mar.2	Mar.26
<u>(L) TENNESSEE</u>		Mar.24	Apr.13
<u>PANAMA</u>		Apr.1	Apr.22
<u>(L) CAROLINE</u>		Apr.16	May 7
<u>OREGON</u>		May 1	
<u>(L) TENNESSEE</u>		May 30	
<u>CALIFORNIA</u>		Jun 1	
<u>(L) PANAMA</u>		Jun 15	

The Postmaster General's report of December 4, 1854 includes the following - "In September 1854 the United States Steamship Company having withdrawn their direct steamers between New Orleans and Aspinwall, the mails between New Orleans and the Pacific have since been conveyed, according to the original contract, by way of Havana. On the Pacific line the company are permitted to omit Monterey and San Diego by their ocean steamers, and thus expedite the through mails, on condition of their supplying those offices, together with Santa Cruz, Santa Barbara, San Luis Obispo, (if practicable) and San Pedro, semi-monthly, by a coastwise steamer from San Francisco, in due connexion with the through route, without change of pay

MAIL TRANSPORTATION OVER THE ISTHMUS

Prior to Dec. 1851, the mails of the United States were conveyed across the Isthmus of Panama, under a contract with the Government of New Grenada at a cost of about 17 cents per pound, --- when boats and

mules were obtained at a very low rate. Increased traffic of 1850-51 caused losses and the contract was given up.

The Panama Railroad assumed the contract Dec. 1, 1851 at a rate of 22 cents a pound. --- a few miles by rail, and then by contract with other parties in canoes or on mules taking from four days to two or three weeks (48 miles). Until about Dec. 1852 two thirds of the railroad were in operation and one third by mules, for which the railroad paid 17 cents a pound. The railroad was opened from sea to sea in Jan. 1855, making the run in four hours.

The Panama Railroad had only 4 days a month when the passengers and mails paid expenses. In one of its prospectus issued in 1849 it claimed - The route from New York to Panama is 13,500 miles shorter via the isthmus than via Cape Horn which takes a common sailing ship making 110 miles per day 127 days out and back or 254 days shorter than via Cape Horn.

Postmaster General Hall in a letter to the President of the Railroad on March 15, 1851 wrote - "Under contract with the New Granada Government mail was often left on the isthmus two or three weeks."

P.M.G. Campbell in a letter to the Railroad of April 12, 1856 said:

"Wells, Fargo & Co. and Freeman & Co. charge their customers for merchandise by the steamers taking U.S. mail - 25 to 40 cents per pound from New York to San Francisco."

"You, (the Railroad) have notified me that unless I will consent to pay 22 cents per pound, you will refuse to take the mails. This notice has been given at a time when the line via Nicaragua is withdrawn and it remains for me to determine whether I will yield to your demand, or run the risk of shutting up the mail communication between the Atlantic and Pacific. The responsibility of this latter alternative I am not prepared to assume. --- at this time when, on some parts of the Pacific, the country is disturbed by hostile Indians.

The P.M.G. in his report to Congress on Dec. 5, 1856 wrote:-

"The Nicaragua route which was closed in April 1856 made it impossible to have mails of the U.S. conveyed by any other route than via Panama. ---twice a month each way.---I requested power to enter a contract to convey the mails twice a month, alternating with the line via Panama, by the route via Nicaragua or Tehuantepec.

The Express companies paid the Railroad less than 22 cents a pound but charged customers more."

The first postage rate by Act of March 3, 1847 to the Pacific Coast was 40 cents for single letters. July 1, 1851 for exceeding 3000 miles (by land) it became 6 cents prepaid by stamps or 10 cents collect until April 1, 1855 when prepayment took effect. When conveyed wholly or in part by sea, and to or from a foreign country, for any distance over 2500 miles 20 cents and under 2500 miles 10 cents.

In 1854 the "sea rate" on California closed mail via Cillins line was still 40 cents an ounce and newspapers 2 cents. July 1, 1855 it was 10 cents until 1863.

From Nov. 1849 to Dec. 1850 the average monthly mail was 30,000 letters one shipment filling 95 mail sacks of 2 bushels capacity. In July 1852 the Oregon carried 60,000 letters and by 1859 the annual mail

#7.

over this route was over two million letters and nearly four million newspapers at an average time of 26 to 30 days from New York to San Francisco. Feb. 26, 1848 - the GOLDEN AGE complete the Pacific end of the fastest trip then made in 21 days, 2 hours and 13 minutes.

Postmaster General Campbell's report for Dec. 1st, 1857 states-

"A contract has been made with the Panama Railroad Company for the conveyance of the mails, as frequently as may be required, between Aspinwall and Panama, at an annual compensation of one hundred thousand dollars. It took effect on the first day of April last, and is to continue until the first of October, 1859, the date of expiration of the contract for the connecting lines from New York and New Orleans to Aspinwall."

"By its terms, the contract with the Pacific Mail Steamship Company for semi-monthly service from Astoria, by San Francisco, etc., to Panama, expires on the 1st October, 1858, while, under the decision of the Navy Department, the contract of the connecting lines on this side runs until 1st October, 1859. Therefore, to keep up the connexion with the Pacific line, as provided by law, and as originally contemplated, it will be necessary to extend the contract on the Pacific one year; and as the Pacific Mail Steamship Company have performed their service generally, in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such extension."

Mr. Laurence B. Mason has very kindly loaned me a number of his covers from New York to California and I give herewith descriptions of each of them.

The first - 1847 10¢ black strip of 4 cover does not have the steamship cancellation which is the subject of this article as it went by a ship that did not have a contract to carry the Government mails.-

Strip of four 10¢ black 1847 - tied to a blue cover with circular red seven bar grids and in the upper left hand corner the 27 millimeter diameter red cancellation "NEW-YORK AUG 13" (1850) which falls over the manuscript "Per Georgia." This cover is addressed to Messrs. Macondray & Co. San Francisco Cala." and on the back is endorsed "G.W. Goodridge & Co. N.Y. Aug. 13 Recd Sept 23/50 Ans." On the inside of the cover is the rubber stamp of "John F. Seybold, Syracuse, N.Y." The letter is dated "New York August 1850 per Georgia." Messrs. Macondray & Co. the local representatives of Goodridge & Co. ship owners of New York. The "Georgia" may have therefore been one of Goodridge's ships and not necessarily one of those which carried the contract mail to Panama.

Cover #1 This you will notice was mailed December 20, 1854 and is the earliest date he has. The stamps were first cancelled with the regular New York domestic mail postmark on December 12th receiving the steamship cancellation on December 20th.

A small white envelope with two copies of the 3¢ 1851. Tied to cover with black 32 millimeter circular cancellation "NEW YORK DEC 12" and also with the later black millimeter diameter Panama ship cancellation "NEW (6 bar grid) YORK DEC 20" "Ansd Jan 16th 1855" appears in manuscript at the top of the white envelope which is addressed to E. Otis Blake, San Francisco, Cal.

Cover

#8.

Cover #2 - bearing a 3¢ 1851 tied with this steamship cancellation and addressed to Lexington, Kentucky was probably cancelled in error unless it might have been put off on the stop at Charleston if that were a shorter route to Lexington at that time the distance being about 400 miles, whereas from New York to Kentucky overland is about 700 miles.

A buff envelope having on the back the embossed stamp of "Clark & Jessup, General Railroad Agents, Office 38 Exchange Place, New York" and Addressed to "S. Miller Jim, Esq., Lexington, Ky." A 3¢ 1851 stamp is tied to the upper right corner with a Panama ship cancellation "NEW (Grid) YORK MAR 9."

Cover #2 - was first cancelled with the regular New York postmark and later on the same date the special postmark-

A white 1853 3¢ stamped envelope containing in addition a pair of 3¢ 1851 and a 1¢ 1851 Type IV. Tied to the envelope with three 32 millimeter circular "NEW-YORK OCT 5" cancellation and below this cancellation also the black 30 millimeter Panama Ship cancellation "NEW (grid) YORK OCT 5". The Envelope is addressed to Miss Sarah Pettit, San Francisco California care of E.B. Bustche.

Cover #4 - was mailed from New York July 21, 1856.

A small white envelope with 10¢ 1851 Type II tied to the upper right corner with the Panama ship cancellation 30 millimeter circular "NEW (black grid) YORK JULY 21" endorsed on the left end "Reed I.L. Stephens Aug 13, 1859." The cover is addressed to "Mr. Stephen L. Machant, U.S. Mint, San Francisco, California."

Cover #5 - A folded blue letter containing strip of three 3¢ 1851 and a 1¢ Type II 1851. Tied to the top of the cover with three Panama Ship cancellations black 30 millimeter "NEW (grid) YORK JUN 20" (1856). The cover is addressed to Mess. Macondray & Co. San Francisco, Cal. and is endorsed in the lower left hand corner "via Panama." On the back of the cover is "Grinnell Minturn & Co. New York Jun 19, 1856 Recvd-July 14, 1856. No answer." The letter is dated "New York June 19, 1856" and endorsed "via Panama" and is signed "Grinnell Minturn & Co."

Cover #6 - mailed from New York July 21, 1856, having been originally postmarked with the regular cancellation on July 5th and the steamship cancellation July 21st.

A buff envelope with a 10¢ 1851 Type III. Tied to the upper left corner with black 32 millimeter mm cancellation "New-York July 5" and also applied over same the 30 millimeter circular black Panama ship cancellation "NEW (grid) YORK JULY "L" The envelope is addressed to "E. Otis Blake, Columbia Toulumne Co. Cal." and is marked in the upper right "Ans'd Augt. 16th 1856" (See Cover #4)

Cover #7 - A 10¢ 1851 Type II applied with the right side down and tied to the upper right corner of a cream envelope with the black Panama ship cancellation 30 millimeter circular "NEW (grid) YORK DEC 5" on the left end is endorsed "DEC 5/56 Insurance". This cover is addressed to I.C. McCarrey Esq San Francisco Cal "

Cover #8 - Two 10¢ 1857 Type III stamps tied to the upper corner of a light envelope with the black Panama Ship cancellation 30 millimeter "NEW (grid) YORK NOV 5." The cover is addressed to "I.C. McCarrey Esq San Francisco Cal" and in the upper left corner contains the blue and white

#9.

embossed fancy advertisement of "Irving & Clark Wholesale Furniture Manufacturers 110 112 and 114 East 27th St" with a picture of a retail store and a chair at one side under which is "Retail Store 347 3rd Av. New York"

Cover #9 - A 10 1857 tied to the upper left corner of an amber envelope with the black Panama ship cancellation 30 millimeter circular "NEW (grid) YORK JUN 5" and in the upper center is "Rec June 29". The cover is addressed to Lieut. I.B. McPherson Corps of Engs. U.S.A. San Francisco California" There has been erased from the cover the numerals "1715" that had been written in pencil about 40 millimeters high over the face of the address.

Cover #10 - A 10¢ 1857 Type I tied to the upper right corner of an amber envelope with black Panama ship cancellation 30 millimeter circular "NEW (grid) YORK MAR 7." The cover is addressed to "Lt. I.B. McPherson U.S. E. San Francisco California" and in the upper left portion are the blue pencil numerals "1715" about 30 millimeters high. On the back of the cover is a rubber stamp "From D. Van Nostrand Bookseller & Publisher No. 192 Broadway New York"

Cover #11 - is the latest use of this postmark probably 1859.

A 10¢ 1857 Type V tied to the upper right corner of a small white envelope with the black Panama ship cancellation "NEW (grid) YORK Aug 21" (probably 1859). The stamp is also cancelled with an 8 bar circular formed red grid with circumference and the red cancellation barely ties with the ends of four bars to the cover which is addressed to "Ship Enterpe San Francisco John Sheppard"

Cover #12 - is the only 10¢ stamped envelope I have found with the special postmark.

A 10¢ 1853 buff envelope No. 33 cancelled over the stamp with the black Panama ship cancellation 30 millimeter circular "NEW (grid) YORK Mar (?) 6". The cover is addressed to Mr. John DeP Teller Esq Front St San Francisco Cal "

30

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 13, 1940.

Mr. Eugene N. Costales,
99 Nassau St.,
New York, N.Y.

Dear Gene:

Will you kindly take time out to answer this letter promptly. I know you worked for years with Hugh on the S. U. S. Catalogue, hence will especially value your opinion on the following. Your opinions will be treated as strictly confidential.

3¢ 1861. A "cracked plate" is listed. I never saw such a variety. I have seen plenty of copies showing "plate scratches" and it is this variety which is mistakenly listed as a crack. Am I wrong?

Re - elimination of catalogue certain listings. Do you think 37 - 38 and 39 - should be dropped, from their present places among regular U. S. stamps?

Re - Premieres. Do you think the same applies to #55, 56, 57, 59, 61 and 62? Also to #66 - 74 and 82?

Re - A new listing of the 1861 Issue. The 10¢ should be listed as Type I (August) and Type II (September). The 24¢ should be listed in the following order:

24¢ Violet (The August color)
24¢ Steel Blue
24¢ Red Lilac

The above are three distinct colors, and should be given separate listings the same as the 3¢ Pink and the 3¢ Rose. In fact there is a greater difference between the Steel Blue and the other two (Red Lilac and Violet) than there is between the 3¢ Rose and Pink. Note the #68 - thin August paper. Why not include this paper under other values which were issued in 1861. Surely all 5¢ Buffs are not on the thin paper, though doubt all "Pinks" are. I think it is possible a "Pink" may be found on a "thick" paper but so far have not noted one I would so class.

Many other changes could be made in the 1861 listings but the above are some principal ones I have in mind.

Regarding the 5¢ 1857. A new arrangement should be made -

#45 - should be Red Brown Type I
#46 - " " Indian Red Type I

The above is distinctive and should be given recognition with a

#2.

Mr. Eugene N. Costales - Jan. 13, 1940.

major listing.

#47 - Brick Red Type I

#48 - Brown Type I

#48 A - Brown Type II

#48 B - Orange Brown Type II.

The above is the order in which the colors were issued and in this order they should be listed. The major numbers 45 to 48 are Plate One stamps, the 48 A and 48 B are Pl 2 stamps.

I have in mind other changes but will not bother you with them at this time.

I will greatly appreciate your frank comments on the above.

Cordially yours,

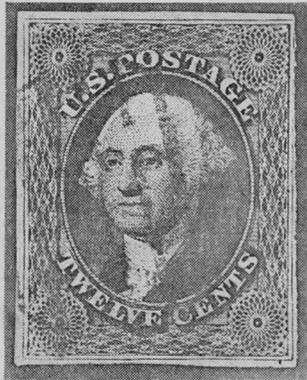
• THE STAMP SPECIALIST •



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THE AMERICAN PHILATELIST

Official Journal of the American Philatelic Society

VOL. XXIX

NOVEMBER 15, 1915.

No. 4

AN INTERESTING COVER.

[Mr. Wm. C. Michaels, A. P. S. 2033, as can be seen by this little sketch, sometimes thinks in other terms than those prescribed by Blackstone, and in letting his fancy run thus, has told a most interesting story of his deductions from a cover in his collection. He has kindly submitted the cover to the Editor and it in every respect bears out his tale. It is not an envelope, simply a folded sheet of note paper, addressed and marked as the story tells. It bears a copy of Type IV One Cent, 1851, and in addition "2 cts. paid in money" written in by the postmaster. It was "postmarked" first Dec. 23, and the "3" was changed to a "5", all in manuscript. No year is included in the postmark, but the cover bears the notations, "Rec. 12 mo. 25th, 1854" and "Answered 12 mo. 27th, 1854."—*Ed. note.*]

Der Mr. Editor:—

Being an old "back number", you will recall perfectly well what a horribly disagreeable day March 30, 1855, was; and, of course, you will remember that it was on that day that your old friend Frank Pierce, then President of these United States, put his signature on that important document known as "An Act Amending an Act Relating to Post Offices and Post Roads, Prescribing Rates of Postage, etc., etc."

This Act of March 30, 1855, provided, among other things, for the compulsory prepayment by stamps of postage on letters, effective January 1, 1856. And you will remember that prior to the going into effect of that Act, half ounce letters for distances under 3000 miles cost

three cents if prepaid, and five cents if not prepaid, and it was optional with the sender to prepay by stamps or cash; and every collector, I suppose, has seen covers dated up to January 1, 1856, without stamps, but marked "paid 3" or "paid 5", etc., but the enclosed cover is the only example I have ever seen which was partly prepaid in cash and partly by stamp.

You know, Mr. Editor, that in those good old days everybody kept the letters he received and usually noted across the end of the cover the date the letter was received and the date he answered it, and sometimes (like the instance enclosed) the name of the sender. I'll leave it to you if this cover itself, with a study of the map, doesn't tell a fine little story.

It is perfectly plain that old John Paton was the sender and that he lived in the quaint little hamlet of Pennsville, Morgan County, Ohio. Pennsville was one of those places where the general storekeeper was also the postmaster. It is really too bad we don't know his name, but we'll call him Jim. Now Jim never thought it was necessary to procure anything more in the way of a post-marking stamp than a circular die giving only the name of his town and state. "Why", he argued, "should I go to the trouble of getting types or dies for 'Jan.', 'Feb.', etc., and then thirty-one more for days of the month, when I only have two or three or four or a half dozen letters a day to handle. Ain't I got a pen and ink here, and can't I write in the date if I want to?" And that Jim made his own stamping ink out of sumac leaves is perfectly plain.

Keep this

Well, our old friend John Patton came into the store on December 23, 1854, and finding the post-master either busy or not present, left his letter on a barrel and walked out without saying a word; he didn't leave any stamps or money. After he had gone out, Postmaster Jim finds the letter and smashes it with his circular post-marking stamp, then he carefully, with pen and ink, writes in the date "Dec. 23" below the word "Pennsville". Then it occurred to him that Patton never intended to have the letter sent collect, since it would cost his friend, Dr. Wright, down at Chesterhill (to whom it was addressed) five cents to get it out of the postoffice, and the good Doctor might be offended at that; "so", says Jim, to himself, "there will be no mail out for Chesterhill before Christmas anyway and I'll just wait till Colonel Patton comes around in a day or so and see if he won't prepay this thing." Sure enough, Patton showed up at the store on Christmas, as did every body else in the village, and Jim jumped him right away about the letter to Doc Wright. "Why, certainly," said Patton, "I intended to prepay the letter; you knew that didn't you? Why didn't you mark it 'Paid' and charge it to me?" To which Jim replied, "We Postmasters are forbidden by law to trust

anybody; if you wanted this letter sent prepaid you should have said so, and besides that, you must produce the stamps or cash or it will go 'collect'; that's the law." "All right" says Patton, "I've got a one cent stamp here in my pocket and I'll just use that as far as it'll go, and here's two cents in cash; add 'em up and there's your old three cents; now hurry up and fix up that letter and send it on to Doc Wright today; he's awaitin' for it and it's important." So Jim takes Patton's stamp and his two big copper pennies, then he takes his trusty pen in hand and changes the "3" to a "5" in the date he had written down two days before, then he writes on the envelope "2 cts. paid in money", then he slaps on Patton's one cent blue (a fine type IV) and carefully draws four vertical lines across it, and the job is done, and away goes the letter, that very day, and Doc receives it that same day for he it known, Chesterhill is only twelve miles down the country road from Jim's post office.

And as John goes out of the door we can plainly hear Jim's last sally: "And I say, Patton, 'Doc' Wright spells his name with a 'W'; you must have run out of W's when you wrote his name 'R-i-g-h-t'."

Wm. C. MICHAELS.

THE FUTURE OF PERFORATIONS.

BY R. S. LE MAY.

(Reprinted from the September issue of the *Philatelic Journal of Great Britain*.)

In the Stamp Lover for October, 1913, Mr. Melville was kind enough to publish a short article from my pen, entitled "The Debauch of Philately," in which I endeavoured, in a gentle manner, to apply the brake to the ever increasing speed of specialism's wheel.

I admit that the article in question was open to objection in that it was confined purely to generalities and destructive criticism—and it is easy to destroy, though hard to create; but at the time I intended to follow it up rapidly with a further and complementary article, which,

although possibly, even probably, antagonistic to the settled opinions of many of my readers, would yet outline a future constructive policy for Philately. Circumstance, which has us all in its maw, intervened, however, and for many months I was unable to carry out my project; now I will try to acquit myself of the duty I have undertaken, and to free myself from the charge of being merely a destructive critic.

The whole aim of this article is to propound a policy which will give our hobby a more defined and honorable sta-

World's Fair International Stamp Centennial Exhibition

THE International Stamp Centennial Exhibition to be held at the New York World's Fair this summer will display selected pages from the collection of the late Eugene Michel. This collection was recently bequeathed to the Smithsonian Institution and it is only through special arrangements with Mrs. Catherine L. Manning, Curator of the Philatelic Division of the Institute, that this valuable philatelic property will be shown at the World's Fair before it is shown to the public at the Smithsonian Institution itself.

The collection consists of postal stationery of every description issued by countries of the entire world, valued at approximately \$50,000, but in keeping with the theme of the Fair's exhibit only those sections comprising issues of Great Britain, British Dominions and Colonies, as well as the United States and its territorial possessions will be shown at this international exhibition.

Another outstanding attraction will be the Charles Lathrop Pack collection of early Canadian postage stamps which will be exhibited through the courtesy of the Collectors Club, to whom this valuable material was left by Mr. Pack, one of America's foremost philatelists before he died. The collection includes postage stamps of comparatively low monetary value, but studied and mounted in a manner that proves that even cheap adhesives can provide an infinite field for research by the collector who will take the time to study their plate flaws and varieties. The Pack collection as most phi-

latelists know, won a Grand Award at the International Stamp Exhibition held several years ago.

Pony Express Design Defended

GUS J. LUHN, of St. Joseph, Mo., sends us a clipping from the *St. Joseph Gazette*, which snorts at the criticism of the Pony Express design selected by the Post Office Department for the new stamp.

The various criticisms which easterners have hurled at the design are amply met with the summing up of the item in the *St. Joseph Gazette*: "There were other remarks about 'Riding academy experts' and 'English saddle cowboys,' and the entire East was reminded that the Pony Express route was not over a bride path." The only criticism the local boys had for the design was that it should have been inscribed with "St. Joseph, Mo.," and "Sacramento, Cal."

In support of their defense of the design a drawing was shown of the Pony Express saddle made by Israel Landis's famous saddlery, St. Joseph, Missouri; a modified design of the regular stock saddle used in the west. The drawing, by George Gray, was based on research work for his Hotel Robidoux mural.

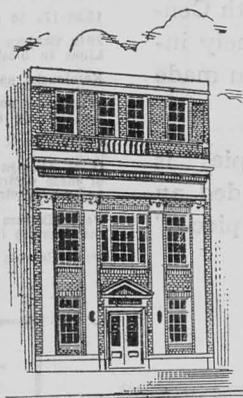
An accompanying note below the drawing of the "Mochila" reads: "Mail pouches were never in use on the Overland Pony Express. To avoid delay in changing mounts, a leather mochila with four hard leather cantinas or mail boxes fastened to the skirt was thrown over the saddle. The cantinas were locked with small padlocks. Thus the rider could change the mochila from one saddle to the other and be away within the allotted two minutes.

Gist of the News

Copies are now on hand of the H. R. Harmer auction catalog for the sale to be held April 29th and 30th, featuring a specialized collection of Scandinavian countries, and Portugal and Colonies.

J. F. Johnson, of Whangerei, New Zealand, sends us a first day cover bearing the new Treaty Centennial stamp, and postmarked with the special cancellation (WA TAAGI AK) that is in use for this occasion only, and is actually from the site of the signing of the treaty. Mr. Johnson states that so far as he can gather there are very few of the covers bearing this mark in existence, as most of the covers were sent through the adjacent post office of Russell. All dates on the cover coincide—the stamp, the postmark, and the printed cachet all having the date of February 6, 1940.

Another example of the present censorship in effect is submitted to us by one of our Canadian subscribers who had sent a letter to Holland requesting information about a club he was interested in. His letter was returned to him some weeks later by the Post Office Department at Ottawa. It had been opened, and partly sealed at the left side with a white strip bearing the notation "c.31" and a printed yellow strip was enclosed headed "Postal Censorship" and reading "This letter is returned as it is undesirable that postage stamps should be imported or exported at the present time." The reverse of the slip bore the same message in French. Evidently there is a postal censorship at Ottawa for European mails.



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Mr. Ewing's fondness for "The finest copies" is well known and collectors are now afforded an opportunity to buy some of the "Finest pieces" known among collectors.

Among the many features we note the following highspots!

- Pan-American issue—1c, 2c, 4c center inverted.
- 1916-17, 5c error imperf, panes showing single and double errors.
- 20th Century imperf stamps (except #315) in blocks of 6; Arrows and Center Lines in blocks of four.
- Koselousko pair, part perf; Von Steuben, block of 4 imperf.
- Wisconsin, pairs, part perf; National Parks issue, 2c imperf and imperf horizontally; 5c imperf vertically.
- Famous Scott 594, 1c green on superb cover.
- U. S. coils in line pairs and Orangeburg single, all part of an unusual grouping of these desirable stamps, and a very strong showing of private perf coil stamps in pairs and strips.
- Pony Express Covers as franked by \$2 adhesive Wells-Fargo stamps. One of the 3 covers is unusually attractive.
- Pony Express 10c brown and 25c blue stamps on covers.
- Central Overland, Denver City, K. T., cover.
- "Nicaragua ahead of Mails" in red oval (the rare "Sullivan" type).
- Rare California items, including post and Co. and "Schooner Vaquero," as also "Yacht Golden Gate" covers.
- N. Y. 5c black tied to cover (the Western Hemisphere's first adhesive stamp).
- Practically all the plate varieties listed in the U. S. Stamp Catalogue Specialized and the King-Johl books.
- First Day Covers, 1922 to date complete.
- Augusta, Ga. (Blockade) Adams cover; Fremont and Douglas Patriotics; Mississippi and other ship covers; 1851 1c blue 1a, canceled; 1861, 10c dark green, full gum; Colombian \$2 Block of Four; 1894-95 \$1 block, both types.
- Air Mail, 1918 24c center inverted, revenues including R. E. 42 4 3/4c.



482A single error complete pane (illust. left)



482A double error complete pane (illust. right)

This collection
 will be displayed
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CHICAGO—NEW YORK
 See future issues of STAMPS for dates.



294A

360

295A



C3A

363

296A

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Name

Address

434 South Grand Ave.,
Fort Thomas, Ky.

Feb. 23, 1939.

Mr. Clarence W. Brazer,
415 Lexington Ave.,
New York, N.Y.

My dear Clarence:

Your two letters of recent date received and I will reply to the last one first.

I note you would like to have some photographs made and it gives me much pleasure to inform you that I will be delighted to do the work for you and the charge will only be the cost of the plates and paper. All I ask is that you give me a little time so I can run the work thru with my regular work, and also that you do not send me more than you actually need. Also I suggest you specify the size you wish. I can assure you I will take special pains to get the very best results and if any negatives are not 100%, I will make the poor ones over.

Now for your letter of the 15th. I was glad to get your confirmation on the 5¢ New York die proof. I know very little of anything about the history of proofs - die or plate - which are undoubtedly originals. The paper of this particular copy is the same or very similar to the India paper of the 1847 plate proofs. Such items as the latter are without question, originals - and are the very first impressions from the 1847 plates made in 1847.

Take the 5¢ plate proofs. These show many markings I have never found on any of the stamps. Faint scratches, faint guide lines, etc. These I will refer to later. I avoid, if possible repeating gossip, but I was told some years ago that there was in existence, plate proofs on India, of both panes of the 10¢ 1847 plate, and that Perry used these proofs to reconstruct the plate. I do not believe this tale, nor did I ever believe it. In the first place it is a slander on the fine work Elliott did and in the second place, Elliott would not be capable of trying to claim credit where credit was not due. The party who told me this tale, told me he had seen these two proof sheets. Whether this is true or not I do not know, but I would bet the last dime I possessed that even if such sheets exist, or did exist, that Elliott never saw them before he did his plating of the 10¢ plate. I think I asked you at one time if you had ever heard of such full proof sheets, and as I recall you told me you had not. Is this correct? I have

#2.

Mr. Clarence W. Brazer - Feb. 23, 1939.

a record of the blocks, pairs, and strips of the 5¢ and 10¢ plate proofs I have seen. I wonder if you have a similar record and if yours is more complete than mine? I will appreciate any information you can give me on the Original plate proofs.

No, I am sorry to state, I have no data (other than Luff) on the reprints of the 5¢ New York. I have often wondered if the American Bank Note Company has some records they have not made public. Perhaps a search thru early philatelic publications might bring to light some facts.

I note carefully your remarks on the 1847 plates, copper vs steel. I had a talk with Capt. Courteney at the Tipex on this subject and he was quite positive the plates were steel and not copper, but regardless of his opinion I was not convinced because I have too much evidence in favor of copper and very little in favor of steel. I wonder if the Captain's opinion has not had its influence on you to some extent?

At any rate Clarence, I recognize the fact that I do not possess indisputable evidence, and until I can produce same, anyone is entitled to their own opinion.

Regarding an unhardened steel plate. If you will read my chapter on the One Cent Plate One Early, you will find I expressed the opinion that this plate was not hardened until some months after it was made. In fact, I am quite positive it was not hardened until along about May 1852 at which time it was recut, and re-entered. There is all the difference in the world to my eye between a Plate One Early stamp (unhardened) and a Plate One Late stamp (hardened).

Thus in studying impressions, I think I have learned much regarding the following impressions:

- (A) Copper plate
- (B) Steel plate - not hardened
- (C) " " - hardened

In addition, the latter (C) can be divided into different classifications depending entirely on,

- (A) the quality of the steel or iron
- (B) the method of hardening

In my article in "Stamps" I cited a most excellent example of the difference in impressions from steel and copper plates. I refer to the common Confederate stamp #210 in the Catalogue. This design was engraved on steel - a steel roller, (one relief) was made - and with this roller was made the "Frame Line" (Scott 209) copper plate of 100 positions.

#5.

Mr. Clarence W. Brazer - Feb. 23, 1939.

All of the above are facts and are matters of record. If you will refer to Dietz's book, you will find the proof. Now the "Frame" copper plate was made as an "experimental" plate in January 1863. They had no transfer press in Richmond at that time and they had to make one. It was a very crude affair - (see Dietz book). But the point is this; with a very crude transfer press they rocked in 100 positions - one at a time on a copper plate. With the same roller they made two steel plates - each of 200 positions. Now it is quite evident these two steel plates were not hardened, in fact, we have proof that they were not.

Here we have a very fine example of stamps produced from the same steel die, the same steel roller, but different plates, viz.,

- (A) Copper plate
- vs
- (B) Steel plate, unhardened.

As you well know I have worked on the Confed "Frame Line plate" since 1916, and in the 23 years I have succeeded in re-constructing 95% of the plate. Without doubt, I know more about this plate than anyone else in the world except, possibly Knapp.

Perhaps to an untrained eye there is no apparent difference between a #209 (copper) and a #210 (steel) but to my eye there is as much difference as there is between day and night.

Regarding the 1847 plates, I do not intend to mention in this letter to any great extent, the question of the number of impressions printed from the two five cent plates, and the number printed from the one 10¢ plate. I explained this fully in my article in "Stamps" and in spite of all arguments to the contrary I think I presented a very clear picture of what was possible and what no doubt occurred. I cannot believe you read my article carefully, and if you did not, will you please do me the favor to do so.

However I will state this one fact regarding impressions. It is a matter of record that 4319 impressions were struck from the one 10¢ plate and yet there is no such a thing as an actual worn plate 10¢ 1847 stamp in existence today, for the simple reason that the plate after 4319 impressions showed practically no wear. I think it is a matter of record that at least 28,000 impressions were struck from Plate One Early (One Cent 1851) - an unhardened steel plate - before it was re-entered, madut, and hardened, in May 1852. There exists today no copy of a Plate One Early stamp which shows the slightest sign of plate wear, because I know, and can prove beyond any question of a doubt that Plate One Early, after 28,000 impressions, showed practically no wear at all.

In comparison, we have plenty of 5¢ 1847 stamps which are wonderful examples, (perhaps none better) of a worn plate. Ex-

#4.

Mr. Clarence W. Brazer - Feb. 23, 1939.

amine most any 5¢ 1847 cover used in late 1849 or the first six months of 1850, and the chances are the stamp will show extreme plate wear, yet all such worn plate examples come from a total of 18,000 impressions, which required two plates.

I don't care what Capt. Courteney says, he may think he is right, but the facts we have, simply do not make sense to a statement that the 1847 plates were steel, and an un-hardened steel plate at that.

Requiring only 18000 impressions of the 5¢, there would never have been any need of a second plate if the 5¢ plate was made of steel. We know a second 5¢ plate was made when the contract had only about a year to run, and it is perfectly obvious why a new plate had to be made. The great majority of five cent stamps on covers used early in 1850, were so badly worn, that it really is a wonder the Government accepted them, in such miserable worn condition.

Opinions and theories are one thing, Clarence, but evidence is more substantial. While we haven't the actual proof, we surely have evidence which is so strong that the plates were copper and not steel that we scarcely need the documentary evidence to prove our argument. If anyone can show me why it required two steel plates for the 5¢ to obtain 18,000 impressions, I will then admit there is a flaw in my argument.

Perkins Bacon obtained over 1,000,000 impressions from one of their Penny Black steel plates in the early Forties, yet the argument is made that R.W. H. & E. could not obtain 18,000 impressions from two steel plates, without one of them becoming so badly worn, the background around the mddallion had almost entirely disappeared. It simply does not make sense.

I have had quite a lot of correspondence with various collectors on this subject, and off hand I call to mind three men who have had practical experience with steel and copper. All agree with me that by no possible chance were the 1847 plates made of steel.

We know the St. Louis Bear stamps were from a copper plate - We know the Providence stamps were from a copper plate - We know the Brattleboro was from a copper plate and it is useless to argue with anyone that the 5¢ New York was from a steel plate. Without any question this 40 subject plate was copper. If you believe this, then compare a 10¢ 1847 with a 5¢ New York. The impressions are the same. Likewise compare the heads on the 5¢ and 10¢ 1847 with the same heads on bank notes which we know were printed from copper plates.

You quoted the R. W. H. & E. circular of 1854, and so did I quote the same circular in my article. In fact I published an illustration of it in the A.P. sometime in 1936. But Clarence this circular was issued in 1854 whereas the 1847 plates were made in 1847.

Mr. Clarence W. Brazer - Feb. 23, 1939.

In your letter you stated that R.W.H. & E. XXXX "made a new 5¢ plate after printing 30,000 impressions" etc. I don't know how you got any such figures because the records show that they only printed 4,400,000 5¢ stamps from two plates and of this amount only 3,600,000 were issued to the public, and the balance were destroyed. Therefore the stamps we have today, the ones we study, came from this total of 3,600,000 stamps. This is but 18,000 impressions. Surely you mis-read my article, surely you did not read it carefully and digest each word and argument because in all candor I cannot believe you would have differed with me had you not received a wrong impression or jumped to an erroneous conclusion.

Four million, four hundred thousand stamps is but 22,000 impressions, yet you state after "taking 30,000 impressions from the first plate they made a new one." If this was a fact, then I would admit the first plate was not copper because I am surely not silly enough to believe they could have obtained 30,000 impressions from a copper plate. If you believed that I held any such a silly idea then surely you must have had very little respect for any argument I would put forth on the subject of copper plates vs steel.

I do not think it is fair to compare picture steel plates 20 X 28 of that period with stamp plates. There is actually no comparison and I need not go into any detail with you why the artist used steel for such engravings. You know as well as I do, it was the effect that was wanted, and surely if they could have obtained the same effect from copper, they would have used copper. You know this as well as I do.

I note you state in your letter that you "believe the 1851 - 1¢ plate 1 was steel not hardened as hardened steel cannot be re-touched". As above stated I went into this subject quite thoroughly in Volume One of my recent One Cent work. Surely you have not read my remarks. May I ask as a favor that you read - page 24, last paragraph.

You stated in your letter you believed that Toppan C.C. & Col spoiled several 1¢ plates in an effort to harden them. I can truthfully state we have absolutely no evidence to this effect. I suggest you read my various remarks on Plate One. They did a lot of experimenting on this plate, showing their inexperience in making steel stamp plates. This experimenting is proved by the "Inverted transfers" and the mixup in the top row of the right pane. Here we have the whole story. I know this plate from "A" to "Z" and from "Z" to "A" and I defy anyone to prove my arguments are wrong. I have studied this plate intensively for so many years I simply cannot be wrong and no one has ever intimated I was wrong in any of my deductions. I have not simply reconstructed Plate One Early and Plate One Late, but I have studied each position down to the most minute detail on both states of the plate. I have compared various impressions from each position on Plate One Early with the same positions on Plate One Late and have studied the difference in this way from each position in the

#6.

Mr. Clarence W. Brazer - Feb. 23, 1939.

early state with the late state. I do think I know steel plate printed stamps and I do think I know copper plate printed stamps and my eye tells me there is as much difference as there is between day and night. Really my dear Clarence this is not unadulterated braggadocio but simply cold facts. At least I am honest in believing them to be facts.

When my eye points out these very apparent differences, how can I possibly believe that Capt. Courteney could be right in stating the 1847 plates were steel?

I have stated many times that I was firmly convinced that the only way to study our early U. S. stamps, was to reconstruct as many plates as possible. Chase was the most thorough student we have ever had on U. S. stamps. Plating gave him a very keen eye and actual knowledge that no non-plating student possessed. I have tried to follow in Doc's footsteps and what knowledge I have gained by so doing, I am absolutely positive could not have been gained in any other manner.

When Perry reconstructed the 10¢ 1847 plate he had had practically no plating experience, therefore there is little wonder that in reconstructing this one plate, he did not realize it was a copper plate instead of a steel plate. I had given the subject little or no thought until I got into an argument with him on the unique 10¢ 1847 Knapp double transfer. I studied this stamp for two solid months. I made every test I knew how, I dreamed about it, enlarged photographs and countless other experiments. I was actually up against it, I could not account for certain characteristics of certain double lines on the Knapp stamp, there was nothing similar in all the double transfers of the 1¢ 1851 or 1¢ 1857. And then the truth dawned on me - this 10¢ Knapp stamp was a copper plate double transfer, not a steel plate double transfer. No wonder I could not get the solution I was striving for so hard. I had to discard all my One Cent steel double transfers, and make comparisons with the few double transfers on the Confed Frame Line copper printed stamp.

This this is the way I first discovered the 5¢ and 10¢ 1847 were printed from copper plates and not from steel plates. With copper, the Knapp stamp was an entirely different proposition and a much more simple problem. To date I have not divulged all I learned, nor I have I told the real cause of the Knapp variety but if the time ever comes, I think I can prove it is genuine beyond any question of a doubt. But I can tell you this my dear Clarence, I could not prove it is genuine if the plate was steel, because if it was steel, there could not exist any explanation as to how it happened. Here is where I had Elliott. He thought the plate was steel so of course the stamp was a fake. He first said it was a painting - then he withdrew this opinion and said it was a "kiss" of some sort. He had to coin a new name to call it, so he christened it "an imitation shift". Now I have no idea what an "imitation shift" is and I don't think Elliott has.

Mr. Clarence W. Brazer - Feb. 23, 1939.

As you will recall Knapp turned the stamp over to the American Bank Note Co. experts and they confirmed my opinion it was genuine, therefore an actual plate variety.

I know from my own intensive study that a certain variety of double transfer from a copper plate can be very different from any kind of a double transfer from a steel plate. I don't need any opinion on this subject from any bank note engraving expert. He studies methods and results but I have studied very minutely, impressions.

So much for my belief in the copper plate theory of the 1847 plates. Perhaps I cannot convince you I am right, because you have not had the years of plating experience I have had. I do honestly believe if you had had equal plating experience I would not have to attempt to convince you, because you would recognize that certain evidence cannot be disputed.

Perry was able to reconstruct the 10¢ plate because the frame lines on each position were recut. There was no recutting on the two 5¢ plates, hence no such guides to plate reconstruction. But the principal reason the 5¢ 1847 plates cannot be reconstructed is because the two plates were copper. On the plate proofs (Plate One) we find plenty of plating marks and plate proofs (Plate One) can be plated, regardless of the fact there was no recutting. But the plates being copper, these plating marks soon wore down and disappeared. Hence the 5¢ plates cannot be plated and anyone who wastes any time in the effort will be very foolish.

On the other hand, if either of the 5¢ plates had been steel, and even if the total 18,000 impressions had been struck from one plate, the fine plating marks would not have disappeared and hence both plates could be reconstructed, if they were of steel. I know whereof I speak because I know how the fine plating marks lasted on the 1¢ Plate One Early stamps, of which there were at least 28,000 impressions struck before the plate was re-entered, recut and hardened. If these plating marks had worn away I could never have reconstructed Plate One Early in spite of the fact I had Plate One Late as a guide.

You mentioned Steve Brown's 10¢ 1855 Double Transfer. I examined it in 1934 and pronounced it genuine, but at the time I had many misgivings. But what could I do? I couldn't ignore it, and I couldn't prove it was a painting. I convinced myself it must be genuine and so indorsed it in my book. But since 1934 I have learned many things I did not know at that time. Now I have a very up-to-date laboratory and I can positively identify fakes which would have bothered me several years ago. I have the most efficient quartz lamp on the market. It was made especially for my requirements and the fact is, it has really not been placed on the market.

For some weeks I have been making experiments with quartz lamp photography and I have been amazed at some of my experiments, for I have recorded on special plates with special filters, certain very important features which I was unable to detect with the

#8.

Mr. Clarence W. Brazer - Feb. 23, 1939.

eye under the lamp. I will soon be able to produce fine photographic prints showing the most clever of faking, and certain of these features cannot be seen with the eye.

If I could subject that Steve Brown 10¢ double transfer to my test I am positive I could prove whether it is genuine or whether it is a painting. Confidentially I do not know which it is, but I strongly suspect it is bad. Please make no mention of this bit of confidence to anyone.

This reminds me of Souren's recent advertisements in Mekeel's. I doubt if he is doing what I am. He is quite a resourceful chap and if he can bring science to the aid of philately in detecting the many, many fake covers on the market and in collections thruout the country, I am for him.

I almost overlooked the last reference in your letter - that is regarding a re-entry on a copper plate - distortion of adjoining designs etc. When we consider "Double transfers" on a copper plate, we must discard practically all the methods used in the "re-entry" of a steel plate. To explain exactly what I mean would require much detail and I know you are worn out by this long letter. I can briefly answer your question thus - yes if a copper plate was re-entered in the same way certain re-entries are made on a steel plate, I am convinced the adjoining designs would be distorted.

Clarence, I trust you will pardon this long and tiresome letter, but the object has been to give you a few helpful thoughts. If I have succeeded then I have been well repaid. If I have failed, I can only say, accept my apologies.

But one more word, no disagreement, I am sure will ever effect our sincere friendship, because rather than lose any part of it, I would gladly agree with you.

Sincerely yours,

H. L. LINDQUIST

PUBLICATIONS

2 WEST 46TH STREET NEW YORK, N. Y.

March 13, 1939

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

Dear Stan:

This is my first day back in the office since returning from Florida, and I have just read through your letter of February 25th, and the copy of the letter which you sent to Clarence Brazier.

All along, I have followed your arguments on this copper vs. steel subject very carefully, and your entire stand has sounded very convincing and logical to me.

I have seen nothing that refutes your theories and I would attach no importance at all to Capt. Courtney's remark for he claims no knowledge of the printing processes but was merely expressing an offhand opinion without study or real knowledge.

He has occasion to go through the American Bank Note records from time to time, and he has in mind this controversy, so if anything should develop to clear it up I am sure he will turn it over to me.

I am very friendly with Capt. Courtney, and he is very anxious that I meet the president of his concern in the near future in order to try to develop a plan to sell more stamps to foreign governments.

That's a swell endorsement of your views that you have received from Chase, and I am returning his letter to you, as requested. I had a talk with George Sloane over the phone about this matter recently and he did not seem to be any too sure of his position.

I had hoped to see Ernie Jacobs in St. Petersburg while I was there, but a letter just received from Saul Newbury tells me that he was stopping to see you first and then proceeding to Dalton, Ga. before he went to St. Pete, so would undoubtedly arrive after I had left.

Your letter to Clarence certainly bears out what I had said about your calming down, but it is apparent in all of your actions lately and I very much approve of it. Our little world is altogether too small to create unnecessary enemies and we get so much more joy out of life by all being friends.

Your display advertisement started last week, as you no doubt noted, and

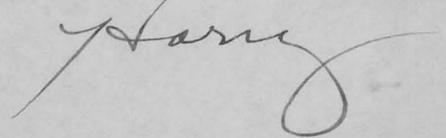
Mr. Stanley B. Ashbrook

-2-

March 13, 1939

I hope you will get good results from it.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Harry", written in dark ink.

HLL:B

Enc.

cc letter to Brazer
letter from Dr. Chase

NEW YORK OFFICE:
111 EAST 40TH STREET
TELEPHONE, LEXINGTON 2-3175

CLARENCE WILSON BRAZER
REGISTERED ARCHITECT
NEW YORK, NEW JERSEY, PENNSYLVANIA

CHESTER, PA., OFFICE
CROZER BUILDING
TELEPHONE, CHESTER 7912

MEMBER OF
ARCHITECTURAL LEAGUE OF NEW YORK
AMERICAN INSTITUTE OF ARCHITECTS
PAST PRESIDENT
PENNSYLVANIA STATE BOARD OF EXAMINERS OF ARCHITECTS
PENNSYLVANIA ASSOCIATION OF ARCHITECTS
NATIONAL COUNCIL OF ARCHITECTURAL REGISTRATION BOARDS

415 Lexington Ave.
NEW YORK CITY
NEW YORK CITY

FILE NUMBER

ESTHER STEVENS BRAZER
DECORATOR

March 21, 1939.

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

My dear Stanley,

The essays, proofs & your grand photographs have all arrived safely. I can never thank you enough for all your kind co-operation and I am indeed very grateful. I trust that having a part in this monumental contribution to philately will be some recompense. Am enclosing check for \$10.00 for your expenses. but really I don't see how they are so small. I am proud to be able to present such unexcelled illustrations which students can actually study.

I have carefully read and considered your kind letter of Feb. 23. and also read the parts of your recent books that apply. but, tho I hate to disagree with you, I must confess that I am still unconvinced about the 1847 plate metal ^{offer} being I have the most profound respect and admiration for your study and long continued examination of these stamps and your knowledge of them. Personally I know comparatively nothing about

NEW YORK OFFICE:
111 EAST 40TH STREET
TELEPHONE, LEXINGTON 2-3175

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ESTHER STEVENS BRAZER
DECORATOR

NEW YORK CITY

plating ~~best~~ feel that, as a historian, I must rely on documentary evidence, as the only real proof available.

Suff quotes a bill of the most honorable R. W. H. & E. that the 1845-50 N.Y. plate was steel, and it seems reasonable to believe that if they used steel for a small plate of 40 subjects, they would have followed their custom and used steel in 1847 for a large 200 subject plate. Also their 1853 circular was an announcement of which they were proud that they could warrant 30,000 impressions from steel and only 3,000 from copper, both without retouching. The fact that they announced both metals could be retouched, makes me believe the steel plates were not hardened. Does not this angle of "soft steel" (probably Swedish iron) make it easier for you to see the possibility of its use? Of course in 1847-50 the chemical analysis and composition of steel was in its infancy, and not at all as it is today. Perhaps soft steel from different makers (N.Y. & Phila) had even a different

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NEW YORK CITY

degree of comparative hardness that might account for ^{different} wear of R. W. H & E & T. C. C & G. plates being different.

Of course the St. Louis, Providence & Brattleboro plates of copper where each stamp was engraved & not transferred are another story. Am glad we agree as to T. C. C & G. plate 1 early (1 cent) not being hardened. I believe that plate 3 was spoiled in an effort to harden it. Possibly their bank note plates were not usually hardened and they were not accustomed to printing so many impressions from a plate before they began making stamps.

Thank you for calling attention to my error in the no. of impressions printed from the 1847. 10c plate. which of course was only 5,250 and according to the R. W. H. & E. circular would have thus required only 2 copper plates (not retouched). I will correct this in the next installment on the Engaging Firm's. However the figures for the 5c seem to be correct. Of course the number of impressions printed is the important figure, not the number issued. If T. C. C & G. made 20,000 impressions from a soft steel plate (1c plate 1E) then R. W. H & E. could have printed the 22,000

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ESTHER STEVENS BRAZER
DECORATOR

NEW YORK CITY

impressions from a 5c soft steel plate. As only 22,000 impressions were printed of the 1847 5c. and 30,000 would have been possible, perhaps if the plate were hardened, it seems all the more reasonable that the plate was not hardened and thus required 2 plates for 22,000 impressions. Surely in those early days of steel (then only carbonized iron by packing charcoal about it) a variation in quality was to be expected. Also the depth of hardening of the plate varied, if it were carbonized. Swedish and American iron also probably varied. I know there was quite a difference in texture when I first knew iron about 1900.

However the R.W.H.&C. 1845 bill and 1853 circular are to me the only real documentary evidence available and until proved wrong. I feel convinced that my statement in the C.C.P. article is correct, except as to the slight error of the 10c. to which you called attention. Perhaps some day the half plates, not recorded as destroyed, may be located. We know that either the original dies, or duplicate dies or ^{original} transfer rolls were used in 1905, and probably still exist. With profound admiration, respect and gratitude for your kind help. Faithfully yours. Clarence



NEW ORLEANS PHILATELIC EXHIBITION

to be held

MARCH 8, 9, 10 - 1940

at the

HOTEL ROOSEVELT

under the auspices of the

PHILATELIC SOCIETY OF NEW ORLEANS

and

CRESCENT CITY STAMP CLUB

Special features will be
arranged in connection
with this show to



commemorate the 100th
anniversary of the First
Postage Stamp

PENNY BLACK of GREAT BRITAIN
ISSUED MAY 6th 1840

To make it the largest and finest exhibition ever held in the South, the members of the two clubs MUST cooperate by planning now what they are going to enter. This show ought to have three hundred frames and we can have that many merely by being determined to cooperate with the committee fully. This committee is already formulating plans for a successful show and with your help we can have the recognition of holding the star philatelic exhibition of 1940.

Plan to exhibit not only stamps you have already shown, but also new stamps and countries. We have all the frames you need. All you have to do is remove the pages from your albums and turn them in to the Chairman and he will do the rest.

As suggested, a special poster stamp will be issued for the exhibition. A contest for an appropriate design is to be held in the two clubs and a cash prize awarded to the winner. It need not necessarily be a finished drawing -- a good idea in a rough sketch may win the prize. In order to have a fair and impartial judging, it is requested that the contestants do not affix their names to the sketches, as the Committee has other means of identifying them. All members from both clubs can compete and there is no limit to the number of sketches any one member can submit.

338 East Hazeltine Avenue
KENMORE. N.Y.

JAN. 9. 1949

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

Dear Mr. Ashbrook:-

Thanks a lot for your letter and also for the enclosed album page.

As a matter of fact I am having two different PROTECTAPAGES made up just for your size album page and hope to have the samples within the next few days. As soon as I get them, will send you one. One, by the way, I am having made so that it is open at the top, the other will open along the inner side where the post holes are, so that when the binder is locked the page is also locked.

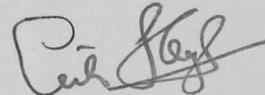
As regards affecting the stamps. The factory assure me that there is not the least danger of this. The substance is the same materail as kodapak, excepting not quite as static. The PROTECTAPAGE will be about 1/4" wider and 1/8" higher than the page to permit both variations in the page itself, as well as to take care of the small ammount of shrinkage.

For your files, I am enclosing a history of the CITY OF BERLIN. And I see in to-day's newly arrived Mekeels that an old cover is illustrated, in re the "NA 1" postal marking. It was sent by the EAGLE, according to the inscription on the cover. I believe that I have the history of the EAGLE, as well as a picture of her. This might interest both you and Dr. Babcock. At least I hope it's the same boat.

I enclose same also separately. What do you think of the Mediterranean SEA POST mark on the reverse of cover enclosed?
With best regards,

Cordially yours,

ERIK HEYL



S.S. RHODE ISLAND (Ex EAGLE)

Purchased by U.S. Navy Dep't from Spofford, Tileston & Co., June 27 1861 for \$185,000.; being a new vessel when purchased. Side-wheel steamer rigged as two-masted brig. Tonnage 1517. Length 236'6"; beam 36' 8"; depth 18' 4". George D. Morgan, the agent who purchased her recommended that consideration be given to the condition of the ship, which enabled her to carry troops and sick and disabled persons, as well as to her speed, as a despatch boat and cruiser. On her trial trip July 3 1861 she averaged 16 knots. July 30 1861 was armed with 4 32-pounders, but battery was changed from time to time.

1861 July 29 Commissioned at New York in command of Comm. S. D. Trenchard

July 31 Left N.Y. with supplies for ships of Atlantic and Gulf Squadrons.

Sep. 2. Arrived back at N.Y. During rest of 1861 and 1862 was used continuously as supply vessel visiting ports and ships to the south with mail, ice, paymasters' and officers' stores, medicines, &c. On return trips she carried mail, passengers, casualties, prize cargoes. One one cruise when she left Philad. Feb 5 1862 and arrived back at Hampton Rd Mar 18 she supplied 98 vessels. On another from Apr 5 to May 20 she supplied 118 vessels.

1861 Dec. 26 Captured schooner VENUS off Galveston with cargo of lead, copper, tin and wood

1862 Apr 17 Ordered hereafter to supply Gulf Squadron stopping off at Port Royal outbound and Pt. Royal and Hampton Rds homebound. Mail usually was forwarded from Hampton Rds.

Jul 4 Captured English schooner RICHARD O'BRYAN ashore near St. Luis Pass and took possession of cargo

Dec 29 Left Hampton Rds for Beaufort, N.C. with U.S.S. MONITOR in tow

Dec 31 U.S.S. MONITOR foundered in gale off Cape Hatteras. Part of crew rescued by RHODE ISLAND.

1863 Jan. During part of this month towed U.S.S. PASSATE, MONTAUK and WEEHAWKEN from Hampton Rd. to Pt. Royal, S.C.

Jan 29 Ordered to report to Adm. Wilkes off the West Indies to join in search for Confederate Ships ORETO and FLORIDA. Continued in cruise in West Indian waters during 63.

May 30 Chased blockade runner MARGARET & JESSIE ashore and captured a cargo of cotton and 16 passengers. This was at Stirrup Cay.

Aug. 16 Captured English Steamer CRONSTADT with cargo of cotton, turpentine and tobacco.

Dec. 28. Her boilers were reported to be too defective to continue conveying the California steamers. Sent north for repairs.

1864 Mar 28. Arrived at Boston, Mass for repairs.

Apr 21 Placed out of commission at Boston and was converted into a cruiser.

Sep. 26 To tow U.S.S. MONADNOCK from Boston to N.Y.

Oct 3 Re-commissioned

Nov. 18 Ordered to join North Atlantic Blockading Squadron

Dec. 1 Captured British steamer VIXEN

Dec. 11 Towed U.S.S. CANONICUS from Hampton Rds. to Beaufort, N.C.

Dec. 24 Took part in attack on Ft. Fisher

1865 Jan 13 took part in second attack on Ft. Fisher and participated in 13-15 its surrender

Jan 16 Towed US.S. SAUGUS from Federal Pt, N.C. to Norfolk, Va.

1865 Feb 10 At Cape Fear River discharging load of recruits;
returned north when finished.
Mar. 16 Towed U.S.S. DICTATOR north from Hampton Rds
May 22 Arrived at Hampton Rds from Mobile with paroled
Confederate Naval Officers and ensigns, pennants and
signal flags lately surrendered there.
May 31 Received orders to take over again the convoy of the
California steamers.
June 24 Convoy discontinued. RHODE ISLAND ordered to N.Y.
Oct. 21 Sent to HABANA with U.S.S. HORNET to bring the former
Confederate ram STONEWALL to Washington. Gone from Oct.
26 to Nov 23.
1866-67 Routine cruising with vessel of North Atlantic and West
Indies Squadrons.
1867 Oct/ 1. Sold at auction at New York for \$70,000.

All of above by courtesy of U.S. Navy Department.
I have not yet gone into the subsequent history
of the ship, after she had been bought at auction.

General Remarks:-

While the article in MEKEELS states that these covers were sent in 1857-1858, and the RHODE ISLAND was purchased in 1861 as a "new" ship, still and all did the purchasing agent mean a ship that had never seen service or did "new" mean the same as recently built, i.e. within the preceding two or three years? About the significance of that N.A. Now I don't know Spanish, but have they such a word as NORTE AMERICA? Isn't it America del Norte?

Might the N not stand for NAVALE in the sense of maritime and the A either mean route, mail route, mail line? In other words NAVAL ROUTE 1? This is just a guess on my part. I don't know anything about it.

There are some pictures of the RHODE ISLAND in the Photographic History of Civil War.

E.H.

COPY

FOR INFORMATION OF Stanley Ashbrook
FROM CLARENCE WILSON BRAZER, REGISTERED ARCHITECT
CROZER BLDG., CHESTER, PA. 232 MADISON AVE., NEW YORK CITY
415 Lexington Ave.
NEW YORK CITY

484

January 18, 1940

Mr. Elliott Perry
Box 333
Westfield, New Jersey

Dear Elliott:

Have just had time to read "Pat Paragraphs" for July 1939 and what you say about proofs.

So far as i know, all India paper die and plate proofs in normal or trial colors were made before or concurrently with the stamps. The actual proofing of the plate was done on India paper, of course, backed with cardboard and I understand these proofs were filed away as records. In the case of revenue stamps, Butler & Carpenter record proofs in normal colors used for the stamps were largely on cardboard and I know of a few 1847 trial color proofs on cardboard.

The cardboard proofs of U. S. Postage Stamps were printed in 1879, 1885, 1890, and twice in 1893 and each of these printings included all issues up to the date of printing. The proofs of the current issue of each of these dates closely match the color of the stamps being printed at the time. Proofs of previous issues were of course reprints proofs but the U. S. Post Office Department called them all PROOFS SPECIMENS and printed same on the envelopes of the 1879 and 1885 printings of cardboard proofs and on the India paper official stamps sets of which were enclosed in similar envelopes entitled INDIA PROOFS SPECIMENS, 1873. As the colors of these closely match the stamps, I take it they were probably made in 1873. I have seen copy of a letter from the P. O. D. to the National Bank Note Company ordering a sheet of proofs for the press prior to or about the time the stamps were to be issued. These were on India paper and sent out with

a printed card filling a normal size envelope which card contained a description of each value. This was done in 1869 and in April 1870 in which case there was a printed letter in place of the card which contains no description of the 7¢ stamp. Cards similar to the 1869 issue but with a red border instead of blue were later printed and enclosed with a complete set of India Paper Proofs including 7¢ value.

As our government did this first with India paper proofs, still adhering to India paper backing, they probably took no notice to later proofs printed on cardboard and as early as 1879 established the latter by which they have been generally known and accepted, ever since. Some of the 1893 P.M.G. reports referred to "proofs" which no doubt included what might be called reprint proofs by one technically minded. The Atlanta Exhibition Cardboard Impressions 1881 5 colors included a number of values (such as the 1873 3¢ green) that closely resembled the colors of the stamps and the previous 1879 printing of cardboard proofs. Dr. Petric, who first marketed these, called them proofs but I believe Scott's Catalog may have been the first to call them trial color proofs, although of this I am not sure. In any event, the American usage of the word proof included all impressions made from the stamp designs as sold to the public regardless of color, paper, or experimental form. Any difference in the design from that sold to the public is an essay regardless of color, paper or experimental form. Generally speaking, of course, all essays were made prior to the approval of the stamp design as sold to the public, though in some cases, essays have also been reprinted at a later date as were the so-called small die proofs in the Roosevelt Album of 1902. These small die proofs, however, are not all proofs especially the 1847 reproductions and the so-called 1861 First Issue and the 1¢ 1870, 3¢ 6¢ and 10¢ 1873 and all of which dies had been re-engraved at least to the extent of a secret mark. The so-called 1861 first issue are not proofs similar to the premiere gravures as those essays were taken from incompletd designs, but to satisfy philatelists, the extraneous ornaments were removed from a lift transfer roll before it was hardened and laid down on a new die. All the interior additional lines found on the regular 1861 issue are still apparent and the resulting impressions are neither premiere gravure or regular issue and I believe might therefore under the above definitions be classed with essays.

The P.O.D. adopted the word SAMPLE for reprints or special printings of designs current in 1889 (probably to prevent use for postage as well as for identification and in lieu of essays to be submitted by the bidders) which were attached to the specification submitted to bidders and used the same Sample A when the colors were changed for the second specifications. This word "sample," therefore, is officially used for designs similiar to the stamps currently in use and I do not believe it should be applied to the incomplete designs and essays submitted to the gov't. for approval in 1861, etc. These were real essays exactly in the same class as the small numeral essays of 1869 including the 24¢ and 30¢ 1861 premiere gravures which are also incomplete designs essayed for approval.

(over)

COPY

FOR INFORMATION OF
 FROM CLARENCE WILSON BRAZIER, REGISTERED ARCHITECT
 CHESTER, PA., 232 MADISON AVE., NEW YORK CITY
 GROZER BLDG.

I have read with considerable satisfaction your article entitled "The Premiere Issue Delusion" with the exception of the above comments.

Sincerely trusting that this may help to clarify the terminology and with appreciation I remain,

Cordially yours,

Clarence W. Brazer

CWB/MHL

P. S.

If you wish to use the above or part thereof in ^{Part} paragraphs, you are at liberty to do so.

CHOPIN BLDG. CHESTNUT ST. 235 MADISON SQ. NEW YORK CITY
BY CLARENCE WILSON BRAZER REGISTERED ARCHITECT
FOR INFORMATION OF _____

COBY

CLARENCE W. BRAZER
Philatelist
U. S. PROOFS & ESSAYS
EXCLUSIVELY

Tel. LExington 2-3175
File Number 484

MEMBER
American Philatelic Society
Collectors Club—New York

415 Lexington Ave.
NEW YORK CITY
~~111 East 40th St.~~
New York City

Jan. 19, 1940.

Mr. Stanley B. Ashbrook
434 S. Grand St.
Fort Thomas, Ky.

Dear Stanley:

Many thanks for your kind letter of the 17th,
and for identifying the types of the two 1¢ 1851.
I understand these had been difficult for several
dealers.

Whenever you are ready for the 1869 essay, just
drop me a line and if I am not in need of them for
exhibition purposes you are welcome to them at any
time.

With kind regards, I remain,

Cordially yours,

Clarence

Clarence W. Brazer.

CWB:BS

FRANK I. BINGHAM
32 SIXTH AVENUE
NEW YORK, N. Y.

Jan. 30, 1940

Dear Mr. Ashbrook:

I received my covers back O.K. Many thanks for your comments - they were most interesting and enlightening. I have no objection to your mentioning or illustrating any of my covers.

Regarding the New Orleans-Havana cover, I am quite sure that the marking on the reverse is "EMPRESA (not IMPRESA) - N. AMERICA". I do not now have a cover with similar marking but have had two or three others.

I'll go through my "junk" again and see what I can find that may interest you. I have 2 or 3 more "WAY" covers and some covers with 1 and 2 cent rates. Are you interested in "U.S. NOTES" covers? I have several of these. I have one of the "New York Paid Quarterly" covers of 1867 if you care to see it. I take it that you are not especially interested in covers with fancy or odd postmarks, such as the Hudson Locks, Little Rock, York, Scranton, etc. My stamped covers are principally Patriotic, propaganda covers and advertising covers.

FRANK I. BINGHAM
32 SIXTH AVENUE
NEW YORK, N. Y.

Yesterday a neighbor (Charles Kramer) handed me one of your Lists. I did not know that you had covers for sale. Your List shows many interesting covers - chiefly stamped covers, of course. There was one cover in your list that I thought might be of interest to me. This is item 222 of your list. If you still have this cover, may I see it? Have you any other stampless covers with either fancy or odd postmarks or stamped rate markings, including postmarks with year dates or County names, or rate markings such as $12\frac{1}{2}$, $18\frac{3}{4}$, 24, 25, $37\frac{1}{2}$ etc.

Sincerely,

F. I. Bingham

P.S. Do you have any stamped covers with corner cards illustrating early railroad trains?

F. I. B.

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 23, 1940.

Mr. Frank I. Bingham,
32 Sixth Ave.,
New York, N.Y.

Dear Mr. Bingham:

I am returning herewith the covers you forwarded to me under date of the 18th. This is an extremely interesting little lot and I have had quite a bit of pleasure studying each one. Quite a few of the markings were new to me and I was very much pleased to have the opportunity of making a record of them. It has only been a matter of recent years that I paid a great deal of attention to the markings found on stampless covers, hence many are entirely new to me. We find so many interesting markings on stampless covers which are never found on covers with stamp, and not infrequently various such markings tie in with those found on covers with stamps.

To one who only collects covers with stamps such an item as your Ft. Laramie is an item unknown. I have always liked WAY covers but such markings on covers with stamps seem to be confined principally to several large cities like New Orleans, Mobile, Baltimore, etc. The list is very limited.

I am enclosing herewith a list of comments on the majority of your items. I would like to have you consider these remarks as in no wise authoritative, but rather just expressions of opinions. The study of what various markings actually meant, where many were applied, and many kindred problems, regarding them, is indeed quite a large field to cover, and the more that I study the various problems the more I realize how very little we know in comparison to the amount of knowledge which no doubt is possible to acquire.

I wish you would go over my comments carefully and I will welcome any criticisms you care to offer.

I greatly appreciate your kind co-operation and may I inquire if you have any objection to me mentioning or illustrating any of your covers in any future articles I may write?

With kindest regards,

Cordially yours,

- #1 - I have noted this same black marking on a number of circulars mailed from New York between Mar. 1849 and Jan. 1854. All were sent out by different firms. It is possible that handstamps of this type were purchased by firms who sent out large numbers of circulars. I doubt if it was a handstamp used at the N.Y.P.O.
- #2 - Quite nice - 1837 - Rate 6¢ plus 1¢ WAY due on delivery. I like any cover showing WAY, as I am trying to see how many different types and towns I can locate. I have never extended this search much further back than 1847. This is a new one to me and quite interesting.
- #3 - Et. Laramie - This is the earliest I have ever seen, though Konwiser lists this same handstamp on a cover of July 1, 1851, in the S.C.C. He gives it "C.R" and adds "or perhaps "O.R." In the 1851 official list of U. S. Post Offices it is listed as "Fort Laramie, Clackamas County, Oregon, James S. Tutt, Postmaster." Considering this I am rather inclined to believe the "O.R." stood for Oregon, rather than "Oregon Route." In later year the abbreviation for the territory was quite commonly "O R" and also the same after statehood in 1859. It is strange that whoever made the handstamp put a dot between the O and R.
- #4 - This is extremely nice and most unusual. As a Registered item it is a gem. Postage 3¢ - Registered fee 5¢ - both paid in cash. Quite unusual to see a handstamped Paid after Jan. 1, 1856. It is possible the use may have been Dec. 10, 1855.
- #5 - Unpaid from London to New York via Boston by Cunard Liner. "24" Boston applied - "19 cents" London applied - the British debit to U. S. P. O. Dept.
- #6 - Pre-treaty - $37\frac{1}{2}$ ¢ plus 2¢ - $39\frac{1}{2}$ ¢ rate. The Liverpool "Paid" denotes only British prepayment to Boston. This was a double rate letter - 2 X $18\frac{3}{4}$ ¢ - Boston to N.Y. - The British paid was two shillings - There were enclosures - total British and U. S. approx. $87\frac{1}{2}$ ¢. Liverpool to Boston - 15 days - a slow trip record by Cunader then was Liverpool - Halifax, 10 days - Halifax to Liverpool approx. 11 days. Rates at this period of " $39\frac{1}{2}$ " applied to double rated ship letters, thus not common.
- #7 - Quite odd and new to me.
- #8 - " " " " " "
- #9 - California to Denmark and a rate I cannot explain.
- #10 - Early Recorded letter - forerunner of the Registered Mail.
- #11 - Ypsilanti - Way 11 - 10¢ 1¢ Unpaid.
- #12 - Baltimore Drop - 1855 - The odd little encircled "1"
- #13 - ----
- #14 - Way 6 - new to me. From New York to Webster, Mass. It is hard to figure out exactly where the Way 6 was applied. In all probability when it reached the hands of the mail agent on the run (R.R.) from Allyn's Point, Conn. to Worcester. The routes were from N.Y. via Steamboat - Route #802 to Norwich - via R.R. Route #674 - Norwich to Webster (Terminus of the R.R. was Allyn's point, south of Norwich). It is therefore possible the letter was placed aboard the steamboat at N.Y. (carried out of the mail) and handed direct to the mail agent at Norwich. This is an interesting cover and quite an extraordinary combination. The steamboat captain therefore got the 1¢ Way fee, which was paid by the Route Agent.
- #15 - This particular N.Y. marking is quite scarce - Unpaid double rate N.Y. to S.F. via Panama. It is 1855 (Jan. 20) or earlier. Could not be later than an 1855 Jan. 20.
- #16 - An odd Drop marking which is new to me.
- #17 - Also new to me used at S.F. This type was used at a number of Eastern cities but I had no idea the type was used at S.F.
- #18 - I was extremely glad to see this cover, especially those two yellow markings, front and back. By any chance have you a duplicate of the back marking? I cannot make out the word at top which looks

#2.

like "Impresa" - the bottom "N. America" possibly accounts for the "N.A." markings applied at Havana to mail from this country at later dates. The N.O. "Paid 12½" is far from common.

#19 - St. Louis to Prussia in 1854 - Unpaid. Rate 30¢ - Black N.Y. 23¢ debit to Prussia. The "22" is a Prussian marking, exact meaning unknown.

#20- ---

#21- I judge this was stamped "Too Late" because it missed the sailing of the Cunard Liner Canada - and had to lay over for the next sailing. Jan. 19 to Feb. 18 indicates this. Prepaid 24¢ with U. S. credit of 19¢ to G.B. shows it went Cunard Line. The Too late was no doubt applied at N.Y. if above is correct.

#22- Prepaid 30¢. This rate applied to Prussia and I doubt if the 30¢ prepaid the letter all the way to Vienna.

#23- I have no record of the marking on this cover reading "4 England" etc. The 21¢ prepaid the letter via American Packet only to Liverpool. (Collins Line)

#24- New Orleans to Norway in 1853 - I judge this was a double rate and postage prepaid only to G.B. From Boston via British Packet therefore credit to G.B. of 2 X 19, or 38. Quite a nice assortment of markings on this item.



The Badger Studio

Artistic Portraiture
Madison, Wis.

January 26, 1940

Mr. Spencer Anderson
65(S) Nassau Street,
New York City, New York.

Dear Mr. Anderson:

I have for sale a very fine copy of the 1¢ 1851 Scotts number 32,
Type 99R2, a photographic copy of which I am enclosing.

This stamp will be sold before March 1, to the highest mail
bidder. No bid under \$150.00 considered.

Stamp will be mailed to responsible parties for 3 day inspection.

I shall reserve the right to reject any or all bids.

If not interested at this time, kindly file this letter and copy
for future reference.



SJL/DT

Very truly yours,

S. J. Liesman
S. J. Liesman



The Badger Studio

Artistic Portraiture
Madison, Wis.

January 25, 1940

Mr. Ezra D. Cole

Nyack, New York.

Dear Mr. Cole;

I have for sale a very fine copy of the 1¢ 1851, Scotts number 32, Type 3 99R2, a photographic copy of which I am enclosing.

This stamp will be sold before March 1, to the highest mail bidder. No bid under \$150.00 considered.

Stamp will be mailed to responsible parties for 3 day inspection.

I shall reserve the right to reject any or all bids.

If not interested at this time, kindly file this letter and copy for future reference.

Very truly yours,

S. J. Liesman

SJL/DT



Re Steamer PERRY

STEPHEN A. WELCH, M.D.
253 WASHINGTON STREET
PROVIDENCE, R. I.

Jan. 27. 1940

Dear Mr.

I made a mistake in saying the steamer Perry ran between Fall River and Providence. Any cover ^{in my collection} marked Steamer Perry originated either in Providence or Newport. A number beside the mark Steamer Perry have Steamboat in red or black in addition and some have the Steamboat alone.

Also apparently all covers were handed into the Providence Postoffice and postmarked there even if the letter inside was from Newport. ~~Probably no stamps were sold on the boat~~

The letters from Newport may have had stamps on, some were on covers with envelope stamps but also the town mark was Providence R.I.

I have also numerous covers from Fall River stamped Steamboat but never Steamer Perry. These also were town marked Providence R.I. As I recall (as a boy) a steamer ran daily between Warren R.I. and Providence. I lived in Warren one year while the steamer ran. Around 1860. Never saw a cover.

Doubtless a boat also ran daily from Bristol R.I. to Providence and perhaps from other shore places.

From 1904 I lived on Lake Champlain ^{in summer} and the Steamer Ticonderoga ran daily from Westport N.Y. to Burlington Vt. stopping at points. Up in the morning and down at night. Also a small boat from Vergennes Vt. to Westport N.Y.

The auto put them out of business.

If I am able I will consult directories and newspapers to ascertain when the Perry began and when it stopped. During the civil war I think the government used it which would end its local trips in the early sixties. The enclosed ad however covers the winter of 1862.

Please return the receipted bill and newspaper notice.

Yours truly
S. Welch

Prof. Dr. Warren
Warren
advertisements of Nov 1862 - and a May Fall of 1849

SCOTT PUBLICATIONS, Inc.

POSTAGE STAMP CATALOGUES
ALBUMS AND BOOKS



*One West Forty-seventh Street
New York City*

HUGH M. CLARK, . . . President
THERESA M. CLARK, Vice President
ARTHUR C. ZIMMERMANN, Treasurer

January 17, 1940

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

Dear Stan:

Under date of Jan. 8th Harry Lindquist forwarded to me your letters of Dec. 19, 1939 and Jan. 6, 1940 relative to the article on the 12¢, 24¢, 30¢ and 90¢ imperfs. of 1860 which you havewritten for Harry. He also enclosed the article itself. In talking with Harry one night before I saw the article, I mentioned an incident which evidently you do not know. I now have been over the whole article and as Harry asked me to let him have my reactions, I am sending a carbon of this letter to Harry.

In the first place this particular Payen cover was offered in the Worthington Sale. One of our customers, a Mr. H. Davis Ives, wanted us to bid on the stamp (together with many other items) for him. Mr. Luff examined all of the items desired by Ives before the auction. When the sale took place, we bought this cover for Mr. Ives. I do not remember the price (but think it was \$1050.00) and charging a small commission for executing the bid. Shortly after the sale Mr. Ives heard comments affecting the standing of the cover and talked with me about it. Mr. Luff then seemed perfectly certain that the cover was genuine and at my request wrote me a seven page letter under date of August 29, 1917, which I am enclosing herewith. This has been in the Reference Collection and I will ask you to return it to me at your convenience. This letter satisfied Mr. Ives thoroughly and the stamp remained in his collection for sometime. I cannot say just how long without going into our old books. I believe, however, that it was about two years later that Mr. Luff talked to me concerning this cover and said he would like to see it again, whereupon I wrote to Mr. Davis Ives who sent the cover in. Mr. Luff spent sometime checking and examining it and finally came to me to tell me regretfully that he was convinced that he had been mistaken in his previous opinion of the cover and had come to the conclusion that the stamp was a trimmed copy. He could not explain in any way, even to myself, how, when, where or by whom the trimming could have been done. On receiving Mr. Luff's verbal statement, I immediately issued our check to Mr. Ives for the full amount of the purchase price plus the commission and sent it to him together with a full statement of facts as to

January 17, 1940

Mr. Luff having changed his opinion. The cover thus became the property of the Scott Co. and has been in the Reference Collection ever since. I did not feel at liberty even to mention Mr. Luff's changed opinion to Morgenthau feeling we had no possible grounds on which to return it to Morgenthau or ask for a refund. Mr. Luff had guaranteed it and I felt this held Mr. Morgenthau blameless and harmless from claims.

Now, there is the full story of the incident referred to. Apparently Mr. Luff had no reason then to doubt or question the issuance of a 30¢ stamp but only the genuineness of this particular copy. The change in the wording of the note in the Catalogue following the listing of #39 was done by me in an effort to make the statement more acceptable to you. I think you could very well comment on this in reference to the eighth paragraph on page 2.

The seventh paragraph on page 9 quotes Mr. Luff as saying that the cover in question was the peculiar brown orange shade. I refer you to his letter of August 29, 1917, enclosed, and can further state that from a check today on the color of the stamp it is not brown orange.

I think, Stan, you have made a very careful analysis in a workmanlike manner as is usual with you, but to my mind you have only circumstantial evidence to go on; very strong circumstantial evidence, I will admit, and the inference to be drawn is as you have drawn it. I feel that probably you are right but you have proven nothing definite. I have felt that the catalogue notation was sufficiently clear but evidently you feel it is not. To my mind it placed these stamps on the same basis as, for example, #191b. Perhaps, however, you would prefer to see them listed as minor varieties of Nos. 52, 53 and 54.

I appreciate to the fullest your feelings and attitude as expressed in your letter to Harry. In spite of all the care and presentation that one can possibly give, it remains in many places a distinct slap on Mr. Luff's judgment and raises a query as to my motives in retaining the listing.

Mrs. Clark's comment was with reference to albums in view of the fact that the trend of demand from collectors today is for the elimination from printed albums of the so-called unobtainable items or, at least, the arranging of the pages in such a way that the high-priced things will be on pages which can be removed from the book without eliminating spaces for obtainable stamps.

Mr. Stanley B. Ashbrook

-3-

January 17, 1940

I do not know anything else to add to this. I have the cover if for any reason you would like to study it again.

I am returning the manuscript , illustrations and your letters of Dec. 19th and Jan. 6th to Harry by messenger, together with a copy of this letter.

With kind regards, I remain

Very truly yours,

SCOTT PUBLICATIONS, Inc.

Hugh M. Clark

HUGH M. CLARK
Jean J. Koor

HMC:JK

C.C. to Mr. Lindquist

Dear Mr. Ashbrook:

Mr. Clark was at the office only long enough to dictate this letter and asked me to sign and send out for him.

Jean Koor, Secy.

Scott Stamp & Coin Co.,
207 Broadway
(Branch of 127 Madison Ave.)

New York Aug. 29, 1917

Mr. H. M. Clark
127 Madison Ave.,
New York City.

My dear Mr. Clark:

I return herewith the U. S. 1851-57 30c imperforate, on cover, purchased by you at the Worthington auction.

I have discussed this stamp with a number of collectors and dealers. Mr. Krassa, Mr. Morgenthau and Mr. Power are of the opinion that it is genuinely imperforate.

I also brought it before the A.P.S. Expert Committee. My fellow members Mr. J. A. Kleemann and Mr. J. M. Bartels hold the opinion that it was once a perforated stamp from which the perforations have been cut off. For my own part I consider the weight of evidence is in favor of the stamp. On looking at it carefully in a good light I must admit that the color tends a little more toward the orange shades of the 1857 perforated 30c stamps than toward the mustard shade that we accept as being the color of the imperforate 30c. Even so I do not see any reason that the stamp might not exist in more shades than one imperforate. I cannot see any traces of perforations on the margins of the stamp. The margins are of satisfactory width on all sides but one. The red bar cancellation was very common on our early postal issues and the circular red cancellation is very like if not identical with one I have on a cover which came from family correspondence.

The history of this cover is well known. About 1898 or 1899 Mons. Jules Berinchon of Paris obtained a quantity of covers addressed by a New York firm to Messrs. Payen & Cie, Lyon, France. Covers from this correspondence are well known as a large number of them came on the market about the date mentioned. The Berinchon lot bore mostly U. S. stamps of 1857. A lot purchased by the Scott Stamp & Coin Co. had more of the 1861 issue than any other.

The Berinchon lot was sold to Messrs. Stanley Gibbons, London. In the summer of 1899 Mr. E. B. Power - that that time in business with Mr. J. C. Morgenthau - was in London. He bought this cover and brought it to New York. It was described in various stamp journals including the American Journal of Philately. Subsequently the cover passed to Mr. A. E. Tuttle, Mr. J. W. Paul, the New England Stamp Co. and Mr. G. H. Worthington. As it is claimed this is a stamp with perforations trimmed we are entitled to consider by whom the trimming might have been done before the stamp was shown imperforate in the summer of 1899.

It does not seem probable that a large business house of 1860 would trouble to trim its stamps. I cannot conceive any reason why they should do so, either by accident or intent. But they might have bought an imperforate 30c stamp at the post office. Let me refer you to the statement of an old time philatelist quoted in my book on U.S. stamps (page 71). "I, myself, bought a thirty cent orange, imperforate

#2.

at the New York Post Office in 1860." The other people through whose hands the cover passed, Messrs. Bernichon, Stanley Gibbons, Power and Morgenthau, have reputations which should place them above any suspicion of trimming stamps.

As I said before, it appears to me that the weight of evidence is in favor of the stamp being genuinely imperforate and I am still of that opinion.

Very truly yours

(signed) John N. Luff.

P.S. Permit me to call attention to the fact that the statement about the purchase of an imperforate 30c stamp at the New York Post Office in 1860 was first published in the A.J.P. for November 1897 (page 487) and the cover we are considering was described in the same journal for August 1899 (page 349). Therefore, the statement about a purchase in 1860 antedated by 21 months the discovery of a copy cancelled in that year and there can be no claim that the discovery influenced the statement.

Notation at the head of this letter

Received from Mr. Clark on Aug.
30 - Mr. Luff was there - he
said he was sorry he could not
budge K. & B.

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 19, 1940.

Mr. Hugh Clark,
% Scott Publications Inc.,
#1 West 47th St.,
New York, N.Y.

My dear Hugh:

Your letter of the 17th received, and I have given much thought to same before replying.

First, let me assure you that I haven't the slightest desire to cast any reflections upon Mr. Luff, nor to lay open to criticism, any action of yours in the continued listing of numbers 37, 38 and 39. So far as I am personally concerned it is absolutely immaterial to me whether such items are included in the catalogues or albums. The only idea I had in mind in writing this article was that many new collectors are entirely unfamiliar with the subject, and the retelling of this old story would perhaps be instructive and also quite interesting.

It is true, as you state, I have presented no positive or direct evidence, perhaps my arguments may be termed as circumstantial evidence, but in all fairness my dear Hugh, pray permit me to remind you that these items were originally listed on, shall we say, circumstantial evidence. In my article, I endeavored to present all of the evidence, pro and con. I am sincere in my belief that the evidence I produced is very much stronger than the flimsy evidence employed to place these items in the Catalogue and albums as "stamps which were regularly issued," by the United States Post Office Department.

I recognize fully your loyalty to Mr. Luff and that you are naturally pained at any reference to him in the article which has a tendency to prove that he made an error. But Hugh you must remember that Mr. Luff was only human and that if he made an error some forty years ago that it is surely no reflection on his great ability or his memory. You must realize that in writing an article such as this I had to use the Luff book. It is the Bible of U. S. Stamps. Present day collectors have the Luff book statements and arguments before them, and not what Mr. Luff thought or wrote in subsequent years. In other words my case as presented was not in contradiction of the Luff of 1920 or 1930 but solely the Luff book as published in 1902.

I may be entirely wrong, but I think you have a duty to perform to all who buy the catalogues and albums and such a duty consists of furnishing only truthful listings. Where there is even the slightest doubt of the legitimacy of any item it should not be included in the catalogues or albums until the legitimacy is proved beyond a shadow of a doubt. Mr. Luff has gone to his reward and no purpose can now be served in perpetuating the errors he made.

#2.

Mr. Hugh Clark - Jan. 19, 1940.

In spite of your loyalty to Mr. Luff's memory I believe you have a very definite obligation to the collecting public, and in my humble opinion the smallest part of this obligation consists of publishing accurate and correct information and listings. Where there exists even a question of a doubt about the legitimacy of a listing its inclusion in the catalogue cannot be condoned.

Take for example the #66, the 3¢ Lake of 1861. Here you state in positive terms, "This stamp (N^o 66) perforated and imperf. was not regularly issued." Why may I ask, do you call this a stamp? If it was not issued, is it any different from any other proof or essay? What possible excuse exists for listing this proof among the Regular Issues of the United States? You state it "was not regularly issued." What proof have you whereby you make this statement? How do you know this 3¢ Lake was not issued? If your evidence that this proof was not issued purely circumstantial? If so, wherein lies the difference between the circumstantial evidence I produced to prove that #37, 38 and 39 were not regularly issued, and your circumstantial evidence regarding #66. In all fairness, if you wish to include certain proofs in the catalogue along side of regularly issued U. S. stamps then why don't you put a similar footnote under #39, stating that "Nos. 37, 38 and 39 imperforate were not regularly issued?"

I wish to thank you for sending me the Luff letter. I have taken the liberty to make a copy of this which I will include with your letter in my reference file. I trust you have no objection, but if so I will destroy the copy. I am returning Mr. Luff's letter. May I offer a bit of criticism in a friendly spirit? I think Mr. Luff was rather reluctant to admit the fact he was wrong when he made an error. In this quality he was only human, but is it exactly fair to cultivate such a fault. In my meager philatelic experience I have been wrong many times but I have always been sincere in my desire to prove the truth rather than my personal opinion. I will cite a case with which you are familiar. The Knapp shift. I respect Perry's opinion and I fully recognize that it is entirely possible he is right and I am wrong. I have never been absolutely positive in my own mind that Ned's copy is not above suspicion. I have done all in my power to prove the truth, not that Ashbrook's opinion must be upheld. I would far rather have it definitely settled beyond any question of a doubt who was right or wrong than to have my opinion proved the correct one. Frankly I don't give a damn. I try to be honest, to give the best I can. I would not consider it was any damage to my reputation to be proved wrong, because if a man's conscience is clear he does not need to worry about what people think or say about him. One might infer that Mr. Luff's reluctance to admit he was wrong cost the Cott Co. a cool one thousand dollars on the 30¢ imperf cover.

Again re - the article. If I thought you had no objection whatsoever to the publication of the article I would ask you to collaborate with me, and permit me to publish the enclosed Luff letter and all of the facts you gave me in your letter. And further I would gladly tone down and eliminate any statements which you considered as ill-advised or a reflection on you or Mr. Luff.

However I feel my dear Hugh that the article is not acceptable to

#3.

Mr. Hugh Clark - Jan. 19, 1940.

you, that it has left a sort of bad taste in your mouth, hence as this was the farthest from any intention on my part, I am writing Harry to kindly return the article to me and not to publish it. I feel sure this will remove Harry from an embarrassing position because I know full well he would not care to offend you by publishing it, or perhaps offend me, (which he certainly would not) by refusing to publish it.

Thanks so much for offering to loan me the 30¢ cover but inasmuch as I have a number of photographs, I know of no purpose an examination of it would serve. I am however delighted to know where it is. How very strange is the fact that a month or so ago when I wrote the article I had no idea where this cover was at present, and also I had no idea where the companion cover was. As I write these lines I have before me the companion cover, photo of which you saw, and which was used on the same day as the 30¢ "imperforate" item. I think there is little question both stamps are from the same sheet. I made careful comparisons of the colors of each, side by side, some years ago, and there was no doubt in my mind they were a perfect match both as to color and impression. I state, impression because to one with long experience in the plating of stamps "an impression" is just as important as a color or shade.

I am sending Harry a copy of this letter so that he will understand fully the reasons for my withdrawal of the article.

In closing may I state that I have some very firm convictions about what should not be included in the catalogue, and I honestly and sincerely hope the day will come when I will open the Scott U. S. and find that only stamps that were regularly issued to the public are contained in the main section. In addition I would like to see a more accurate listing of the 1861 stamps. I refer to the regular issues not the "Premieres." I think we should have a 10¢ Type I and Type II, and that the first 24¢ mentioned should be the "Violet," that the 24¢ Steel Blue should be listed as a major etc. etc. I also believe the present grouping of the 5¢ 1857 should be re-arranged and the Indian Red given a major instead of a minor. These 5¢ 1857 should be listed in the order in which they were issued, to wit:

5¢ Red Brown - Type I
5¢ Indian Red - " I
5¢ Brick Red - " I
5¢ Brown - " I
5¢ " " II
5¢ Orange Brown Type II

Such an order is correct and this fact no one can deny. If correct, then the catalogue should be correct, and hence there exists no possible excuse why the catalogue should be wrong or inaccurate.

Thanks so much for your good letter -

With every good wish,

Cordially yours,

434 South Grand Ave.,
Fort Thomas, Ky.

Jan. 19, 1940.

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

My dear Harry:

I note by Hugh's letter of the 17th that he sent you a copy. I am enclosing herewith a copy of my reply, which is self-explanatory.

I am convinced that Hugh was not wholly pleased with the Article and would prefer that same be withheld from publication, hence it is my wish that you return the article to me, and we will file it away until some future date when perhaps times have changed. Hugh probably has some good reason why he would rather not see the article in print and I prefer to respect his feelings in the matter without questioning his motives.

I thought the article was darn good and that Hugh would appreciate the weight of evidence I produced. Evidently his loyalty to Mr. Luff's memory, in a way blanded him to the evidence I produced. After all I suppose the article was really directed principally at him, so that he might see the light and make sensible adjustments in the catalogues and albums, rather than to the collecting public.

I was further hopeful that in again laying this whole subject on the table face up that it might possibly give him a good excuse, that is, if he really required one, to make the necessary adjustments.

It would appear I was overly enthusiastic, and had begun to count my chickens before they were hatched.

Well Harry no harm has been done, but on the contrary I have added to my accumulation of knowledge on the subject, because since I wrote the article, I have learned of the whereabouts of the two covers and have had the pleasure of reading Mr. Luff's letter, which to say the least is quite interesting, as well as instructive.

In addition, Hugh very kindly furnished me with a history of the 30¢ cover after the Worthington sale, all of which was entirely new to me and would have been quite a nice addition to the article had we included same with Hugh's permission.

With best wishes,

Yours etc.

H. L. LINDQUIST
PUBLICATIONS

2 WEST 46TH STREET NEW YORK, N. Y.

January 22, 1940

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

Dear Stan:

I have read with a good deal of interest your letter of January 19th, together with the copy of the one that you sent Hugh Clark.

You certainly set out your arguments in good shape to Hugh, and I want to have a talk with him also along the same line, for I do not think that this article should be withdrawn and not published.

I would like to point out to Hugh that he should follow the suggestion you have made, for it certainly is no reflection on someone's memory to point out an obvious error. According to that line of thinking, we would never be able to correct errors if we are going to be afraid of hurting someone who has passed on. As a matter of fact, I don't think this would hurt him anyway for no person is supposed to be omniscient, and the best of us are apt to make mistakes. I certainly have made many of them in my time and I haven't any hesitancy in correcting them when they are called to my attention.

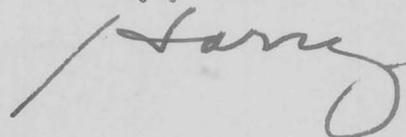
I will probably be seeing Hugh in a day or two, on some other matters, and I will make this one of the first importance and advise you of the results.

I am counting on this article for the third issue of THE STAMP SPECIALIST and will be very reluctant to pass it up. I hope you have something else coming along also, either on the ocean mails, the 5¢ 1847, or anything else in which you are interested at the present time.

Of course, if we do run the article, I think the additional data that you have now secured from Hugh should be added, as it will greatly improve the data that you have.

With best personal wishes, I am

Sincerely yours,



HLL:B
Enc. ret. of copy

434 South Grand Ave.,
Fort Thomas, Ky.

March 5, 1940.

Mr. Laurence B. Mason,
301 Jefferson Ave.,
Clearwater, Fla.

My dear Laurie:

I am returning herewith the cover with the 6¢ rate to Canada. I think there is little question this is a "Via Nicaragua" cover, and that the use was 1854. For example, the "Cortes" sailed with the mail from S.F. on Nov. 9, 1854 (Thursday), arrived at San Juan on the 21st and connected with the "Star of the West" for New York. Mail by this trip was deposited in the N.Y. Post Office on Dec. 2, 1854. The following notice appeared in the N.Y. Herald on Dec. 3, 1854:

"The S. S. Star of the West arrived from Puenta Arenas, Nicaragua, yesterday bringing passengers from California, treasure etc."

The black "6" is the Canadian due on mail from the U. S. Quite naturally the 6¢ paid the U. S. rate to the Canadian border.

The Treaty provided that all postages collected in either country should be kept by either one. In this case, 10¢ or 6 pence was due because the letter was apparently from New York, but had it been post-marked at S.F., the amount Canada would have collected would have been 15¢. On a letter from an Eastern point the prepaid rate was 5¢ U.S. plus 5¢ Canadian or 10¢ to be prepaid. On such a letter, 3¢ U. S. would carry the letter to the border but in Canada it was treated as wholly unpaid and 10¢ was collected. This letter was in a closed bag from N.Y. City to Montreal, so I suppose the pen "10" was applied at New York, indicating that it was an unpaid letter. No recognition was accorded to payments of 10¢ or 15¢ by either country. I think this is quite a nice little item.

This surely went "Via Nicaragua" because the Independent Line Via Panama sold out several months before this date, and the only record of a deposit of mail in the New York Office on "Dec. 2" was that brought in by the "Star of the West" on Dec. 2, 1854.

I think only a very small percentage of the mail which was carried by the Nicaragua Steamship Co. was handstamped "Via Nicaragua - Ahead of the Mails." This is the reason such items are as scarce as they are. I am positive, because of ample circumstantial evidence that the "Via N" handstamps were applied by various "Forwarding Agencies" in S.F., such as Kimball etc. For a small fee, a person could leave letters with such agencies, which were news stands etc. with "Mail Bags." If John Jones dropped in and stated, "send this letter Via N," it was so handstamped and placed in the "Via N" bag. Wiltsee disagrees with me

#2.

Mr. Laurence B. Mason - March 5, 1940.

most violently on this point and contends (according to last reports) that the Nicaragua mail was handstamped on board the steamers. This I consider positively ridiculous. Inasmuch as the Nicaragua S.S. Company made no charge for such service and merely maintained it as a convenience, there was incentive for them to handstamp such mail.

For example, if the writer took this letter down to the "Cortes" and had it put aboard, no one on the ship took the trouble to put any handstamp on it.

In recent months I have been very much interested in locating covers like yours which do not bear "Via N" handstamps, and which letters undoubtedly went Via the Nicaragua Route. You probably recall as well as I do, that Chase at one time, had quite a lot of 3¢ 1851 pairs with the "N.Y.Ship" postmark. No doubt all of these were removed from covers similar to yours and which bore no "Via Nicaragua" handstamps.

Thanking you very much for a look at this interesting item, I am

Cordially yours,

P.S.--Since writing the above, I turned the cover over and noted the two Canadian postmarks are actually 1854. I had not noticed these before because I was so positive that "Dec 2" could only be 1854. This sounds rather far fetched but nevertheless it is true. This reminds me of a small photo which I am enclosing herewith. This was an illustration just as you see it of Lot 366 in the Bertram Poole sale of Feby 24, 1928. You will note this is Dec. 24. Here was a 6¢ green U.S. envelope that undoubtedly went Via N to the East.

For example - by S. S. Sierra Nevada from S.F. on Thursday Dec. 1st, 1853, connecting with the "S. S. Northern Light" which deposited this mail in the N.Y. Post Office on Dec. 24, 1853. Carhart has a handstamped "Via N" cover by same mail and each detail of the N.Y. Postmark is the same as the Poole item. See my article - "Stamps" issue of June 17, 1939 - page 369. I illustrated an advertisement of the sailing of the Sierra Nevada from S.F. on Dec. 1, 1853. This was quite a fast passage, 23 days and the reason was no doubt to land passengers in New York before Xmas.

S.B.A.

434 South Grand Ave.,
Fort Thomas, Ky.

March 7, 1940.

Mr. C. D. McFadden,
50 Free St.,
Portland, Maine.

Dear Mr. McFadden:

Many thanks for sending me the cover with the N.Y. "Steamship" and "30." While both of these markings were in use at the same time, I do not recall ever seeing them in combination before. However that means very little, as there is quite a great deal in stampless covers which I have never seen.

I have no reliable record of the earliest use of the two line "Steamship" but I suppose it dates back into 1849 or possibly earlier.

I note your cover is dated "Valparaiso - 8th of March 1850," and the letter is routed "Per Steamer Isthmus." This ship is also mentioned in the letter. The S. S. Isthmus was a Laws Steamship which ran between San Francisco in competition with the Pacific Mail S. S. Co. She was sent to the Pacific trade from the East, around Cape Horn. I note she first arrived at S.F. on May 9, 1850, 23 days and from Panama, so I suppose she left Panama about Apr. 16th, 1850. Twenty-three days by steamship even in 1850 from Panama to S.F. was quite a long number of days. She was only of 500 tons, so I guess she was quite slow, as compared to the steamships which followed her on this route.

Evidently the Isthmus was at Valparaiso when this letter was written and carried it to Panama where it was put in the U. S. Mail. The writer mentions it may take 60 to 70 days to reach California. If the Isthmus was at Valparaiso on Mar. 8th, it took her some 60 days to reach S.F.

I note a memo in my files as follows:

Advertisement in N.Y. Herald of Dec. 1st, 1849 - stating the Isthmus would positively sail from New York on Dec. 15, 1849. She had been previously advertised to sail on Nov. 15, 1849. If she did leave on Dec. 15th, she was 83 days out of New York on the day this letter was written.

Thanks also for the information on the man Halloran who made the fake Patriotics.

I return herewith the above cover.

With best wishes, I am

Cordially yours,

The House of Saxe-Coburg-Gotha

By J. T. MOLONY.

A FEW random comments on my genealogical tables in the May number may, perhaps, be of interest to readers.

A Difference of 55 Years!—Although they both belong to the fifth generation after Francis Frederick of Saxe-Coburg, the German ex-Crown Prince William was born in May, 1882, and Prince Simeon of Bulgaria in June, 1937.

Royal Names.—A month after her birth in 1819, the daughter of the Duke of Kent was christened "Alexandrina Victoria," the first name being in honour of Alexander I of Russia (1801-1825), who was one of her sponsors, and the second being that of her mother, Maria Louisa Victoria.

When the Queen died in 1901, her eldest son, Albert Edward, became known as "Edward VII," and in 1936 her great-grandson, Albert Frederick Arthur George, chose the designation of "George VI." George V and Edward VIII, on the other hand, both kept their first names as titles of kingship.

Anniversaries.—King George VI was born on December 14, 1895, the anniversary of the deaths of Albert, Prince Consort (1861), and Alice, Grand Duchess of Hesse-Darmstadt (1878).

Empire Day is Queen Victoria's birthday.

King Edward VII was born on November 9, 1841, the date of the Lord Mayor's Show.

Great Britain declared war against Germany on August 4, 1914, the fourteenth birthday of Queen Elizabeth.

Arthur, Duke of Connaught, was born on May 1, 1850, and was named after his godfather, Arthur, Duke of Wellington (born May 1, 1769).

King Edward VIII, as Duke of Windsor, was married in 1937 on the anniversary of his father's birthday (June 3, 1865).

Leopold I of the Belgians is often mentioned as "My Dearest Uncle" in "The Letters of Queen Victoria." His son, Leopold II, married Marie Henriette, who was a great-granddaughter of Maria Theresa and a great-niece of the unhappy Marie Antoinette.

Stephanie, daughter of Leopold II, married the Crown Prince Rudolph, only son of the Emperor Francis Joseph of Austria. Those who have read "My Past," by the Countess Marie Larisch, or have seen the film

"Mayerling," will be familiar with the tragic fate of Rudolph and Marie Vetsera in 1889.

Manoel of Portugal came to the throne on February 1, 1908, after the assassination in Lisbon of his father and elder brother, Luis Felipe, Duke of Braganza. In October, 1910, a republic was proclaimed and Manoel abdicated.

The Hanoverian Succession.—When Queen Anne died in 1714 without any surviving children, the reign of the House of Stuart ended and George Louis, Elector of Hanover, came to the throne as George I. He was the son of Sophia, a granddaughter of James I, and from the year of his accession to William IV's death in 1837 Hanover was ruled by the same sovereign as Great Britain.

The Hanoverian law debarred a woman from reigning, and so, when Victoria became Queen, the Crowns of Great Britain and Hanover were separated after a union of 123 years, Ernest, Duke of Cumberland, being proclaimed King of Hanover.

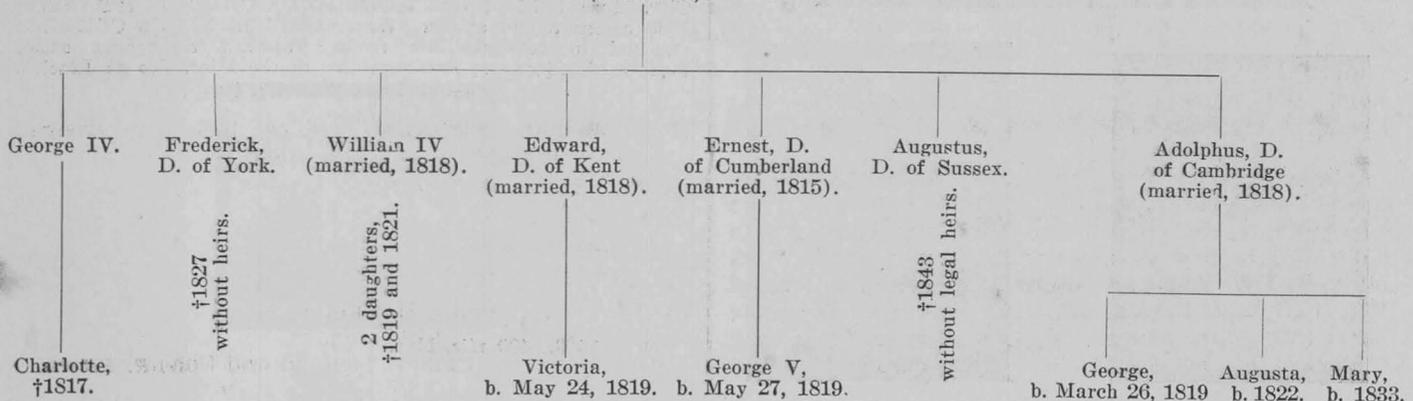
The Dukedom of Saxe-Coburg-Gotha.—After the death of Ernest II the Dukedom descended to his nephew, the Duke of Edinburgh. When he in turn died without sons a few years later (the succession having been renounced by the Duke of Connaught), the son of their youngest brother, the Duke of Albany, became Duke of Saxe-Coburg-Gotha.

The Dukedom of Kent.—In 1799 Queen Victoria's father was created Duke of Kent and Strathearn. Until the previous year Prince Edward Island had been known as the Isle St. Jean, but it then received its present name by way of compliment to Prince Edward, who was commanding the British forces in North America.

The Dukedom was in abeyance from 1820 until its revival in 1934, when Prince George became Duke of Kent. In 1874 the "Strathearn" part of the title was given to Arthur, Duke of Connaught and Strathearn.

The Death of Princess Charlotte in 1817 made the succession to the throne so uncertain that George III's unmarried sons—Clarence (later William IV), Kent and Cambridge—all married in the following year, and the diagram given below will show how acute was the problem of the ultimate succession in the years immediately before 1819.

George III
(1760-1820).



N.B.—Augustus, Duke of Sussex, married Lady Augusta Murray, daughter of the 4th Earl of Dunmore, but the union was declared illegal under the Royal Marriage Act of 1772.

Chronicle of New Issues

By Captain C. W. CARE

AFGHANISTAN.

(Vol. XXXII., page 69.)

Charity (Anti-Cancer) Tax stamps. Aliabad Cancer Hospital Fund. No watermark. Perforated 11½. Surface-printed.

22nd Dec., 1938. 10 poul, turquoise.
15 pul, blue.

Designs:—

10p.—Aliabad Hospital.

15p.—Pierre and Marie Curie at work in their laboratory. Inscribed PIERRE ET MARIE CURIE DECOUVERT LE RADIUM Nov. 1898 at top and UNION INTERNATIONALE CONTRE LE CANCER at foot. Coat of Arms of Afghanistan in lower right corner.

Messrs. Whitfield King & Co.

ALBANIA.

(Vol. XXXII., page 69.)

Regular postage series. New definitive issue. Portrait of King Victor Emmanuel. Inscribed MBRETNIJA SHQIPTARE across top and POSTAT at foot of stamp. No watermark. Perforated 14. Printed by the photogravure process at Italian Government Printing Works, Rome.



1939. 10 qindar, brown.
15 " red.
25 " blue.
30 " violet.

Messrs. Whitfield King & Co.

BOLIVIA.

(Vol. XXXI., page 301.)

Second National Eucharistic Congress. Airpost stamps. Inscribed IIo. CONGRESO EUCARISTICO NACIONAL. No watermark. Perforated 13½ (5c., 60c., 75c. and 10B.) or 10½ (30c., 45c. and 90c. to 5B.). Lithographed by Lito. Unidas, La Paz.



1939. 5 centavos, violet. (a)
30 " emerald. (b)
45 " indigo. (c)
60 " carmine. (d)
75 " red. (e)
90 " deep blue. (e)
2 bolivianos, brown. (d)
4 " lake. (c)
5 " pale blue. (b)
10 " orange-yellow. (a)

Designs:—

- (a)—The Chalice.
- (b)—Virgin of Copacabana, La Paz.
- (c)—Sacred Heart of Jesus.
- (d)—San Francisco Church, La Paz.
- (e)—St. Anthony of Padua.

Messrs. Whitfield King & Co.

BRAZIL.

(Vol. XXXII., page 42.)

Commemorative of the 1a. REUNIAO SUL-AMERICANA DE BOTANICA, which inscription encircles the central floral vignette, at the base of which are inscribed the venue and date RIO DE JANEIRO 1938. Watermarked BRASIL o CORREIO repeated in horizontal lines throughout sheet. Perforated 11½×10½. Recess-printed at the Mint, Rio de Janeiro.



1939. 400 réis, green.

Centenary of the City of Santos. Design showing view of the City. Inscribed 1839 CENTENARIO DA CIDADE DE SANTOS 1939 across top of stamp. Watermarked BRASIL o CORREIO repeated in vertical lines reading upward throughout sheet. Perforated 10½×11½. Recess-printed at the Mint, Rio de Janeiro.



1939. 400 réis, blue.

Mr. R. Roberts.

434 South Grand Ave.,
Fort Thomas, Ky.

April 4, 1942.

Mr. C. C. Hart,
304 Commerce Bldg.,
Kansas City, Mo.

Dear Mr. Hart:

Re - yours of April 1st. That date fits fine with the item you enclosed. If this was a 90¢ 1869 wouldn't it be a beauty? Sort of in the class with the super super superb. As an 1875 Reprint it would also be quite super superb, but unfortunately it is neither one. I never saw an 1875 like this or on "paper" like this, so it is a fake plate proof.

Mr. Michaels wrote me that he had shown his revamped 1847's to you and that you might want some mounting done. I intended to write you but I have been laid up with the grippe for the past week and this is the first day I have been at my desk all week.

Collections should be made in the S.U.S. but I doubt if any changes will be made. It seems that it is far more important to cater to the dealer fraternity than to the collecting public. Does F.D.R. give a rap what the country thinks about Madame Perkins, Biddle, Harry Hopkins, Ickes and a lot of similar crack pots? Neither does Hugh Clark give a rap what collectors want in the way of accurate listings. It is of far greater importance that dealers who have sold a lot of the Scott listings be protected than it is that the collecting public be given the truth. Can there be any other excuse? There isn't, in spite of all denials to the contrary. As long as the catalogue lists a lot of proofs, just so long will a lot of dealers like Colson sell these bits of paper to unsuspecting buyers. So you can appreciate what we are up against.

When I finish Mr. Michael's work, I'll be only too glad to see what I can do with your material.

With kindest regards,

Cordially,

APPRAISAL

Harold W. Carhart

Collection

*

*

Reconstructed Plates of the U. S. 10¢ 1855 - 1857

Plate One

Left Pane

Page 1

Positions		
1 L 1 - 2 L 1 -	H. Pair - Misplaced Transfer - - - - -	\$50.00
3 L - 13 L -	V. Pair -	20.00
4 L	Single -	7.00
5 L	" -	8.00
6 L - 7 L -	H. Pair -	17.50
7 L - 8 L -	" " -	15.00
9 L - 10 L -	" " -	17.50
10 L -	Single -	8.50
11 L -	" -	8.50
12 L -	" -	7.00
13 L -	" -	7.50
15 L -	" -	7.50
17 L - 18 L -	H. Pair -	22.50
19 L - 20 L -	" " -	35.00
21 L -	Single -	7.50
22 L -	" -	6.00
23 L -	" -	5.00
24 L -	" -	4.00
25 L -	" -	6.50
30 L -	" -	8.00
31 L - 32 L - 33 L -		
34 D -	H. Strip of four -	50.00
36 L -	Single -	10.00
37 L -	" -	10.00
38 L -	" -	5.00
40 L -	" -	9.00
41 L - 42 L - 43 L -	H. Strip of three -	27.50
44 L -	Single -	6.00
47 L -	" -	10.00
49 L - 50 L -	Perf. H. Pair -	30.00
51 L - 52 L - 53 L -	H. Strip of three -	35.00
54 L - 55 L - 56 L -	H. " " " - Perf. -	200.00
55 L - 58 L - 65 L -		
66 L -	Block of four -	350.00
57 L -	Single -	8.00
58 L -	" -	8.50
59 L -	" -	5.00
60 L -	" -	9.50
61 L - 62 L - 63 L -	H. Strip of three -	20.00

#2.

64 L - 65 L -	H. Pair -	\$125.00
69 L - 79 L -	V. " -	15.00
70 L -	Single -	10.00
71 L -	" -	5.00
72 L -	" -	6.50
73 L -	" -	7.50
74 L -	" -	35.00
75 L -	" -	7.50
76 L - 77 L -	H. Pair -	75.00
77 L - 78 L -	H. " -	17.50
80 L - 90 L - 100 L -	V. Strip of three -	20.00
81 L - 82 L -	H. Pair -	25.00
82 L - 83 L - 84 L - 85 L -	H. Strip of four -	30.00
86 L -	Single -	35.00
91 L - 92 L -	H. Pair -	85.00
95 L - 96 L - 97 L -	H. Strip of three Perf -	100.00
98 L - 99 L -	H. Pair -	50.00
100 L -	Single -	15.00
	Total - - - - -	\$1,706.00

Page 2

Left Pane - Plate One

1 L - 2 L -	H. Pair	35.00
20 L -	Single -	12.50
23 L -	" Perf -	6.00
34 L -	" -	8.00
53 L -	" Perf -	7.50
54 L -	" -	35.00
55 L - 56 L -	H. Pair -	75.00
64 L -	Single -	50.00
65 L - 66 L -	H. Pair -	50.00
81 L - 82 L -	H. " -	17.50
84 L - 85 L -	H. " -	30.00
92 L -	Single -	17.50
96 L -	" -	30.00
99 L -	" -	25.00
99 L - 100 L -	H. Pair -	75.00
	Total - - -	\$4474.00

Page 3

Right Pane - Plate One

1 R -	Single -	15.00
2 R -	" -	9.50
3 R -	" -	50.00
4 R - 14 R -	V. Pair -	22.50
5 R - 15 R -	V. " -	20.00
6 R - 7 R -	H. Pair -	17.50
7 R - 8 R - 17 R - 18 R -	Block of four -	175.00
9 R - 19 R - 29 R -	V. Strip of three -	35.00
10 R -	Single -	10.00
11 R -	" -	8.00
12 R - 22 R -	V. Pair -	20.00

#3.

13 R -	Single -	\$ 8.50
16 R - 17 R -	H. Pair -	30.00
20 R -	Single - Perf -	6.00
21 R -	"	9.00
25 R - 26 R -	H. Pair -	22.50
27 R - 28 R -	H. " - Perf -	15.00
28 R - 38 R -	V. Pair -	25.00
30 R -	Single -	10.00
31 R - 32 R - 33 R - 34 R -	H. Strip of four -	75.00
35 R -	Single -	6.00
36 R - 37 R - 46 R - 47 R -		
56 R - 57 R -	Block of six -	200.00
38 R - 39 R - 40 R -	H. Strip of three Perf -	
	Imprint -	75.00
43 R - 44 R -	H. Pair -	17.50
45 R - 46 R -	H. " -	20.00
48 R -	Single -	6.50
50 R -	"	7.50
51 R - 52 R - 53 R -	H. Strip of three -	30.00
53 R - 54 R - 55 R -	H. " " "	25.00
57 R - 58 R -	H. Pair -	20.00
58 R - 59 R - 68 R -	Block of three -	75.00
58 R - 59 R - 60 R -	H. Strip of three -	50.00
61 R - 62 R - 63 R -	H. " " "	50.00
63 R - 64 R - 65 R - 66 R	H. Strip of four -	40.00
69 R -	Single -	10.00
70 R -	Imprint	75.00
71 R -	Single - Perf.	20.00
71 R - 72 R -	H. Pair -	20.00
71 R - 72 R - 73 R - 74 R -	H. Strip of four -	35.00
75 R -	Single -	8.00
76 R - 77 R - 78 R - 79 R -		
80 R -	H. Strip of five -	150.00
79 R - 80 R -	H. Pair -	25.00
81 R -	Single -	15.00
83 R - 84 R - 93 R - 94 R -	Block of four -	75.00
85 R -	Single -	9.50
87 R - 88 R -	H. Pair -	25.00
88 R - 89 R - 90 R -	H. Strip of three	30.00
90 R -	Single -	8.50
91 R - 92 R -	H. Pair -	175.00
93 R - 94 R -	H. " -	150.00
94 R - 95 R -	H. " -	100.00
96 R -	Single -	25.00
97 R -	"	30.00
98 R - 99 R -	H. Pair -	65.00
99 R - 100 R -	H. " -	45.00
	Total - - - -	\$2,302.00

Page 4

Right Pane - Plate One

1 R -	Single -	12.50
4 R - 5 R - 6 R -	H. Strip of three - Perf.	17.50
9 R -	Single -	12.50
9 R - 19 R -	V. Pair -	22.50

#4.

11 R -	Single -	\$10.00
17 R -	" - Perf -	7.50
31 R - 32 R - 33 R - 34 R -	H. Strip of four -	37.50
36 R -	Single -	9.50
37 R -	" -	7.00
38 R -	" -	10.00
40 R -	" -	8.00
50 R -	" -	7.50
53 R - 54 R - 55 R - 56 R -	H. Strip of four -	50.00
58 R - 59 R -	H. Pair -	30.00
59 R - 60 R -	H. " -	17.50
61 R -	Single - Perf - C. L. -	20.00
61 R -	" -	10.00
75 R -	" -	7.00
76 R - 77 R - 78 R -	H. Strip of three Perf -	25.00
79 R - 80 R -	H. Pair -	25.00
81 R -	Single -	12.50
87 R - 88 R - 89 R -	H. Strip of three Perf -	20.00
93 R -	Single -	22.50
94 R -	" -	27.50
99 R -	" Perf.	50.00
Total -		\$ 479.00

Page 5

Right Pane - Plate One

17 R - 18 R -	H. Pair -	37.50
31 R - 32 R - 33 R -	H. Strip of three	27.50
32 R -	Single -	8.50
38 R -	" -	8.00
55 R - 56 R -	H. Pair -	17.50
61 R -	Single -	8.50
Total -		\$1107.50

Page 6

Right Pane - Plate Two

31 L 2 - 36 L 2 -		
91 L 2 - 96 L 2 -		
Block of 42 -		\$ 1500.00

Page 7

Right Pane - Plate Two

1 L 2 -	Single -	2.50
2 L - 3 L - 4 L - 11 L - 12 L -		
13 L - 14 L - 21 L - 22 L -		
23 L - 24 L - 32 L - 33 L -		
34 L -	Irregular block of 14 -	200.00
5 L 2 -	Single -	2.50
6 L - 7 L - 16 L - 17 L -	Block of four -	75.00
8 L - 9 L - 10 L -	H. strip of three -	12.50
14 L - 15 L -	H. Pair -	7.50
19 L - 29 L -	V. Pair -	7.50

#5.

20 L -	Single -	\$5.00
29 L - 30 L -	Pair -	10.00
31 L -	Imprint -	4.00
35 L - 45 L - 55 L -	V. Strip of three -	17.50
36 L - 37 L - 38 L - 39 L -		
40 L -	H. Strip of 5 -	32.50
41 L - 42 L - 43 L -	H. Strip of three Imprint	20.00
46 L - 47 L - 56 L - 57 L -	Block of four -	75.00
50 L -	Single -	5.00
51 L - 52 L - 53 L -	H. strip of three - Imprint	15.00
54 L - 64 L -	V. Pair -	10.00
58 L -	Single -	2.50
60 L -	" -	4.00
61 L - 71 L -	V. Pair -	8.00
62 L -	Single -	2.00
63 L -	" -	2.50
69 L - 70 L - 79 L - 80 L -	Block of four -	35.00
75 L - 85 L -	V. Pair -	10.00
76 L - 86 L - 96 L -	V. Strip of three -	20.00
78 L -	Single -	15.00
78 L - 88 L - 98 L -	V. Strip of three -	20.00
84 L -	Single -	2.50
90 L -	" -	4.00
91 L -	" -	3.50
92 L -	" -	3.00
93 L -	" -	3.00
94 L -	" -	5.00
95 L - 96 L - 97 L -	H. Strip of three -	25.00
97 L -	Single -	5.00
99 L - 100 L -	H. Pair -	15.00
	Total -	\$ 682.50

Page 8

Left Pane - Plate Two

1 L - 2 L - 11 L - 12 L -	Block of four -	85.00
7 L - 8 L - 9 L -	Curl Strip of three -	20.00
10 L -	Single -	3.50
13 L - 14 L - 15 L -	H. Strip of three -	20.00
16 L -	Single -	2.50
17 L -	" -	2.00
21 L - to 25 L -		
31 L - to 35 L -	Block of 10 -	300.00
37 L - 38 L - 47 L - 48 L -	Block of four - Curl -	100.00
40 L -	Single -	3.50
51 L -	" Imprint -	5.00
58 L -	" -	2.50
61 L -	" Imprint -	4.00
75 L -	" -	3.00
80 L -	" -	4.00
93 L -	" -	2.50
96 L - 97 L - 98 L -	H. Strip of three	127.50
	Total --	\$ 575.00

Page 9Left Pane - Plate Two

7 L -	Single -	\$2.50
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Page 10Right Pane - Plate Two

1 R - 2 R - 3 R -	H. Strip of three -	20.00
4 R -	Single -	2.50
6 R -	" -	2.00
7 R to 10 R		
27 R to 30 R -	Block of 9 -	150.00
11 R to 15 R -	H. strip of five -	20.00
21 R to 23 R		
51 R to 53 R -	Block of 12 -	175.00
24 R -	Single -	2.00
26 R - 27 R - 28 R -	H. Strip of three -	17.50
34 R to 37 R -	H. strip of four <u>-damaged</u>	5.00
38 R to 38 R -		
46 R to 48 R -	Block of 6 - D.T.	100.00
39 R - 40 R		
to 69 R - 70 R -	Full imprint block of 10 -	350.00
43 R to 45 R		
63 R to 65 R -	Block of 9 -	150.00
61 R - 61 R - 71 R -	V. Strip of three	25.00
56 R -	Single -	3.00
57 R -	"	3.50
58 R - 68 R - 78 R -	V. Strip of three -	25.00
71 R - 81 R - 91 R -	V. " " "	15.00
71 R - 72 R -	H. Pair -	7.50
76 R -	Single -	3.00
	Total -	\$ 1076.00

Page 11Right Pane - Plate Two

7 R - 8 R - 17 R - 18 R -	Block of four -	50.00
10 R -	Single -	3.00
11 R -	" -	2.50
19 R -	"	3.00
22 R - 32 R - 42 R -	V. Strip of three -	15.00
29 R - 39 R -	V. Pair -	10.00
31 R -	Single -	3.50
41 R -	"	4.00
46 R - 47 R - 48 R -	H. Strip of three -	35.00
50 R -	Imprint -	4.00
56 R - 60 R -	H. Strip of five -	32.50
63 R - 73 R -	V. Pair	15.00
68 R - 69 R -	H. " "	10.00
70 R -	Single Imprint	7.50
71 R -	"	5.00
	Total -	\$200.00

#7.

Page 12

Right Pane - Plate Two

8 R - 9 R - 10 R - 27 R -	Irregular four -	\$20.00
39 R - 40 R -	Imprint Pair -	12.50
60 R -	Single - imprint -	<u>3.50</u>
	Total	\$36.00

Page Insert
Front of Book

Page A

California Item -		
"Miners Ten Commandments -		15.00

Recapitulation

Plate One - Left Pane

Pages

1
2

\$1706.00
474.00

\$2180.00

Plate One - Right Pane

3
4
5

2302.00
479.00
107.50

2888.50

Plate One - Total -

\$5068.50

Plate Two - Left Pane

6
7
8
9

1500.00
682.50
575.00
2.50

\$2760.00

Plate Two - Right Pane

10
11
12

1076.00
200.00
36.00

1312.00

Plate Two - Total

\$4072.00

Plate One total
" Two "

\$5068.50
4072.00
\$9140.50

Page A

15.00

\$9155.50

Appraised by

Fort Thomas, Ky.
Aug. 21, 1939.

A P P R A I S A L

Collection of Harold W. Carhart - New York

Three Volumes

Volume #1

Page	Title	\$
1	Title	
2	"	
3	Map	
4	Title	
5	5¢ 1847 cover - First Ocean Mail	40.00
	10¢ " " " " "	75.00
6	Two 3¢ 51 on cover - Earliest use New York Ocean Mail - Dec. 20, 1854	25.00
	Single 10¢ 1857 - V - cover to Cuba	17.50
7	New York Ocean Mail - 10¢ 1847	100.00
	1¢ 1851	7.50
	3¢ 1851	2.00
	10¢ 1855 - III - Superb	10.00
	5¢ 1856	
	5¢ 1856	125.00
8	New York Ocean Mail - all off cover	
	10¢ 1855 - H. Pair - III - July 21 -	15.00
	1¢ 1851 - IV	7.50
	3¢ 1851 Irregular Block June 20 -	15.00
	1¢ 1851 - II	5.00
	30¢ 1860 - Jan 1	50.00
	30¢ 1860 - "	50.00
9	New York Ocean Mail - all off cover	
	3¢ 1851	
	H. Pair	8.00
	Single	3.00
	H. Pair	7.00
	H. S. of four	12.50
	Single	3.00
	H. Pair	8.00
	Single	1.50
10	New York Ocean Mail - off cover	
	3¢ 1851	
	H. Pair	7.00
	H. Pair	4.50
	H. Strip of 3	10.00
	H. Pair	8.00
	H. Pair	6.00
11	N.Y. Ocean Mail - off cover	
	1¢ 1857 - V	2.50
	5¢ 1857 - II Brown	15.00
	1¢ 1857 - IV	7.50
	3¢ 1857 - I	1.00
	3¢ 1857 - H. Pair Type II	1.50
	3¢ 1857 - Sheet " I	1.00
	10¢ 1857 - III	8.00
	10¢ 1857 - V	3.00
	10¢ 1857 - III	10.00

12	New York Ocean Mail		
	10¢ U. S. E.		\$3.00
	10¢ 1857		7.50
	10¢ 1857 Type V		
	10¢ 1857 " "		8.00
	10¢ 1857 Type V		2.50
	10¢ 1857 " III		7.00

13	New York Ocean Mail - off cover		
	10¢ 1855 - Type I		35.00
	" " - " I 91 R 1		20.00
	" " - " II 38 R 1		12.50
	" " - " II 9 R 1		10.00
	" " - " II 58 R 1		7.50
	" " - " III		8.00
	" " - " III		9.50
	" " - " III		11.50
	" " - Pair - Type IV - 64 L 1 - 65 L 1		200.00
	" " - " II - 3 R 1 - 4 R 1		35.00

14	New York Ocean Mail - off cover		
	10¢ 1855		
	H. Pair III		27.50
	Single II		8.50
	" II		10.00
	H. Pair II - 5 L 1 - 6 L 1		20.00
	H. " II		17.50
	Single III		8.00
	H. Pair I - 99 R 1 - 100 R 1		125.00

15	New York Ocean Mail - off cover		
	10¢ 1857		
	Single V - <u>In Red</u>		25.00
	H. Pair V - <u>In Red</u>		75.00
	H. Strip V - 53 L 2 - 57 L 2		22.50
	H. Pair II		15.00
	Single V		3.50

16	New York Ocean Mail - Off cover		
	10¢ 1857		
	Type III		8.50
	" V		3.00
	" II		5.00
	" V		2.50
	" V		3.00
	" V		2.00
	" V		2.50
	" V		2.50
	" II		3.00
	" V		3.00

17	New York Ocean Mail - off cover		
	10¢ 1857		
	Type V		3.00
	" V		2.00
	" V		2.50
	" V H. Pair		8.00
	" V		2.00
	" V		2.50

18	New York Ocean Mail - Off cover		
	10¢ 1855 - Type III		8.50
	10¢ 1855 - " II		7.00
	1¢ 1851 - " II		5.00
	10¢ 1857 - " III		7.50
	1¢ 1857 - " V		2.50
	10¢ 1855 - " II		5.00
	10¢ " - " III		6.00

19	New York Ocean Mail - on cover Two 3¢ 1851 - Jan. 5, 1855	\$15.00
20	New York Ocean Mail 10¢ 1855 - III cover 10¢ 1855 - III - " Superb	15.00 17.50
21	New York Ocean Mail 3¢ 51 cover with Due 7 10¢ 57 - V - cover with Two types New York	7.50 3.50
22	New York Ocean Mail cover Three 3¢ 51 plus 1¢ 51 " V. Strip 3¢ 51	8.50 10.00
23	New York Ocean Mail 10¢ 55 Cover Type III 10¢ 57 " " III	7.50 5.00
24	New York Ocean Mail Cover 10¢ 57 - V - H. Pair "McPherson" " 10¢ 57 - V. Strip of three II - II - III	20.00 20.00
25	New York Ocean Mail Cover 10¢ 1855 - Type I " 10¢ 1855 - " III	15.00 10.00
26	New York Ocean Mail Cover 10¢ 57 - v - Plus 1¢ 57 - II " " " " " " " - V	15.00 15.00
27	New York Ocean Mail Cover 10¢ 57 - Type I - " 10¢ 57 - " II	7.50 5.00
28	New York Ocean Mail Cover - 10¢ 57 - Type II " 10¢ 57 " II	8.50 7.50
29	New York Ocean Mail Cover 10¢ 55 - III " 10¢ 57 - V	12.50 7.50
30	New York Ocean Mail Cover 10¢ 57 - V	7.50
31	New York Ocean Mail Cover 10¢ 57 - V	10.00
32	Cover to Panama Forwarded to San Francisco	3.50
33	Map	
34	Ocean Mail from San Francisco - off cover 10¢ 55 - H.S. of three - III 10¢ 57 - Single V 10¢ - H. Strip of three - V -(23 - 24 - 25 L 2) 10¢ Single V	30.00 2.50 20.00 2.50
35	San Francisco Stampless June 20, 1849 " San Francisco Dec. 1, 1850 - "80"	30.00 10.00
36	Stampless San Francisco Oct 1, 1849 - "40"	10.00
37	Typed letter	
38	" "	
39	Letter	
40	Stampless from San Francisco 10¢ Envelope Freeman & Co.	7.50 5.00
41	3¢ U. S. Envelope Pair & single 3¢ 51 - Wells Fargo & Co.	20.00
42	Ocean Mail from San Francisco Cover H. Pair 3¢ 51 " H. strip 3¢ 51	7.50 15.00
43	Ocean Mail from San Francisco Cover 12¢ 1851	75.00
44	Ocean Mail from San Francisco 12¢ Bisect	125.00

Volume #2

45	Title page	
46	San Francisco	
	Stampless cover Red 12	\$5.00
	" " Blue 12	3.50
47	Ocean Mail from San Francisco	
	Cover H. Strip of 4 - 3¢ 51 - sheet -	22.50
48	Ocean Mail from San Francisco	
	Stampless - San Francisco "Paid 10"	10.00
	" " " " 20	15.00
49	Ocean Mail from San Francisco	
	6¢ U. S. Envelope plus 3¢ 51 plus 1¢ 51 -	10.00
	10¢ 1855 Cover III	6.00
50	Ocean Mail from San Francisco	
	10¢ 1855 - Cover San Francisco Free	12.50
	10¢ 1855 " Type IV - 74 L 1	25.00
51	Ocean Mail from San Francisco	
	10¢ 55 - cover - Center Line	10.00
	10¢ U. S. Envelope	3.00
52	Ocean Mail from San Francisco	
	10¢ U. S. Envelope	3.00
	" "	3.00
53	Ocean Mail from San Francisco	
	10¢ 57 Cover V	5.00
	" " " II	7.00
54	Ocean Mail from San Francisco	
	H.S. of 3 - 3¢ 57 - plus 1¢ 57 - V	7.50
	10¢ U. S. Envelope	5.00
55	Ocean Mail from San Francisco	
	Cover 10¢ 57 II	6.00
	" 10¢ 57 III	6.00
56	Ocean Mail From San Francisco	
	10¢ U. S. Envelope	6.50
57	Ocean Mail from San Francisco	
	V. Pair 10¢ 57 Imprint 41 - 51 L 2 -	20.00
	Single " cover V -	3.00
58	Ocean Mail from San Francisco	
	Cover H. Pair 10¢ 57 - V	10.00
	" single " V	5.00
59	Marysville	
	Cover H. pair 5¢ 57 - I - Indian Red	125.00
	" " 5¢ 57 - I - Brown	30.00
60	Marysville	
	Cover single 10¢ 57 - II	20.00
	" H. Pair 10¢ 57 - V	15.00
61	Marysville	
	6¢ U. S. Envelope "Paid 14¢"	10.00
	10¢ " " paid by stamps	7.50
62	Weaverville	
	Stampless - Miner	22.50
63	Cover Downieville Local Rate with 3¢ 51	5.00
	" 3¢ 1861 Sutter Creek	15.00
64	10¢ U. S. Envelope - Strawberry Valley	12.50
	10¢ U. S. Envelope - Mud Spring	12.50
65	10¢ U. S. Envelope "Rough & Ready"	12.50
	10¢ 1857 - II "Rough & Ready"	15.00
66	Cover 10¢ 57 - II - Murphys	15.00
	" 10¢ 57 - III Grass Valley	15.00
67	10¢ U. S. Envelope San Leandro Cal.	10.00
	10¢ 1861 - Type I - Red Dog	20.00

68	10¢ U. S. Envelope - Angels, Calif	\$10.00
	10¢ U. S. Envelope - Angels Camp	10.00
69	Cover 10¢ 1857 Type I - 93 R 1	25.00
	" 10¢ 1855 " I - 99 R 1	25.00
70	Cover 10¢ 1857 - V - Yreka Calif	5.00
	10¢ U. S. Envelope - Yreka Calif	12.50
71	Cover H. Pair 3¢ 1851 - Nevada City	12.50
	10¢ U. S. Envelope " "	5.00
72	Cover "Ship 6" - Victoria #30	50.00
	" " G.B.Post & Co.	10.00
73	Cover 10¢ 1855 - Type I	22.50
	" 10¢ 1855 - " III	6.50
74	Cover Two 10¢ 1857 - V - N.York Steamship	10.00
	" " " " " "	7.50
75	Cover Stage Coach - 10¢ 1857 - V - Marysville	20.00
	10¢ U. S. Envelope "Overland"	8.50
76	Cover 10¢ 1857 Overland Mail	4.00
77	Cover - Overland Via Placerville	60.00
	" " " " " "	40.00
78	Cover C.O.C. & P.P. 3¢ 1857	50.00
	" " " " " "	50.00
79	Pony Express 10¢ U. S. Envelope	175.00
80	Pony Express 10¢ U. S. Envelope	225.00
81	Pony Express 10¢ U. S. Envelope	225.00
82	Single 10¢ 1857 - V - Pony	25.00
83	Virginia City Pony - cover 3¢ U. S. Envelope	<u>100.00</u>

Total Volume #2 - - - - - \$1,756.00

Volume #3

84	Title	
85	"	
86	Noisy Carrier	
	6¢ U. S. Envelope Blue	\$100.00
	6¢ " " "	100.00
87	Noisy Carrier	
	6¢ U. S. Envelope Blue	100.00
	" " " Green	125.00
88	Noisy Carrier	
	10¢ U. S. Envelope	150.00
	" " "	150.00
89	N.Y. Greeting	50.00
90	Copy of above	
91	Noisy Carrier	
	10¢ Green	175.00
92	Title page	
93	" "	
94	Via Nicaragua	350.00
95	Via Nicaragua	
	V. Pair 3¢ 1851	125.00
96	Via Nicaragua	
	H. Pair 3¢ 1851	100.00
97	Via Nicaragua	
	6¢ U. S. Envelope	75.00
	6¢ " "	25.00
98	Via Nicaragua	
	H. Pair 3¢ 1851	135.00
	6¢ U. S. Envelope Noisy Carrier	150.00
99	Via Nicaragua	20.00
100	Title page	
101	Calif. Penny Post 10¢ 1855	450.00
102	Calif. Penny Post	50.00
103	California Penny Post	50.00
	1¢ 1851 Calif. Penny Post	25.00
104	Calif. Penny Post	85.00
	" " "	75.00
105	Hawaii Pair 3¢ 51 over 13¢	250.00
106	" " 3¢ 51 " 13¢	175.00
107	" "Paid Ship 8"	35.00
	10¢ U. S. Envelope plus 5¢ Hawaii	125.00
108	Hawaii	
	10¢ 57 - Pair 1¢ 57	25.00
	5¢ 61 plus 5¢ Hawaii	50.00
109	(a) Sacramento "40"	15.00
	(b) " 40	25.00
110	Photo above (b)	
111	Pair 3¢ 51 cover	7.50
	10¢ 57 - III - color	15.00
112	Cover - 10¢ 1857 - V	8.50
	" V. Strip 10¢ 1855 Type III- II - III	35.00
113	Cover to Austria	
	H.S. of 3 of 10¢ 57 - V - 92 - 93 - 94 L 2	20.00
114	Off cover	
	10¢ 1855 cancelations	
	8 singles	5.
		15.
		8.50
		7.00
		8.50
		7.00
		2.50

		8.00	\$67.50
	H. Pair Type I		75.00
115	Off cover 10¢ 1855		
	Imprint		75.00
	7 singles	5.00	
		6.00	
		8.50	
		8.00	
		5.00	
		4.50	
		<u>7.50</u>	44.50
	H. Strip of 3 - III		17.50
	H. Strip of 5 - III		25.00
	H. Pair III		17.50
	" III		15.00
116	Off cover		
	10¢ 1855		
	10 singles	7.50	
		10.00	
		8.00	
		7.50	
		6.00	
		6.50	
		8.50	
		5.00	
		8.00	
		<u>9.50</u>	76.50
117	Off cover		
	10¢ 1857 All Type V		
	Single Curl in "T"		7.50
	V. Pair Red Superb		25.00
	Single Curl in head		15.00
	H. Strip of 3		17.50
	V. Pair		12.50
	H. Strip of 3		15.00
	Block of 4		75.00
	" " "		75.00
	Vert. Pair		20.00
118	Off cover 10¢ 1857		
	10 singles	8.50	
		7.50	
		9.00	
		8.50	
		6.00	
		9.00	
		9.50	
		8.50	
		7.00	
	on Piece	<u>6.00</u>	79.50
	H. Strip of four		35.00
119	Freeman		10.00
120	2 covers		15.00
121	12¢ Bisect		87.50
122	Off cover 10¢ 57 - V		25.00
	" " H. Strip of 4 - 10¢ 57 - V		5.00
	" " " of 3 - " V		10.00
	" " 2 - 10¢ 1855		5.00
	" " 3¢ 1857 - Wells Fargo		5.00
123	cover		3.00

A P P R A I S A L

Recapitulation

Volume One	- - - - -	\$2,125.00
" Two	- - - - -	1,756.00
" Three	- - - - -	<u>4,407.00</u>
		\$8,288.00

Fort Thomas, Kentucky
Aug. 4th, 1939.

H. W. Carhart.

Confederates

Athens, Ga. - Scott 5 X 1 - 5¢ Dull purple Cat. single \$125.
Cover - H.P. poorly tied to damaged cover. This was Lot #1479 in Arthur Hind sale, Nov. 1933. Illustrated by Cut #108 - Described as Types I and II. Sold in Hind sale at \$55.00. The pair has good margins, but stamp to right has weak corner at N.E. Cover could be cleaned and appearance and value enhanced - To Net \$85.00

Nashville, Tenn. - Scott 61 X 2 - 5¢ Carmine - Cat. single on cover \$150.00, Cover - H. Pair - tied by blue Nashville - Blue Paid on face - right stamp appears damaged - either a bad crease or tear or corner repaired. To Net \$65.00

Petersburg, Va. - Scott 65 X 1 - 5¢ red. Cat. single on cover \$125.00. Cover - H. Pair. tied by blue Petersburg Nov. 6 (1861). Pair is close at R. and bottom. To Net \$75.00

Memphis, Tenn. - Scott 56 X 2 - 5¢ red - Cat. \$35.00 - Cover Single tied by black Memphis - Sep 6 1861. To Net \$25.00

New Orleans, La. - Scott 62 X 3 - 5¢ Brown - Cat. \$25. Cover single tied by black N.O. dirty unattractive cover. To Net \$5.00

Baton Rouge, La. - Scott 11 X 2 - 5¢ Green & Carmine - Cat. \$175.00
Cover - single tied by Baton Rouge, La. Aug. 25, 1861. Same P.M. on face. To New Orleans. Fine copy - good colors - small cover - To Net \$100.00

Charleston, S.C. - Scott 16 X 1 - 5¢ Blue - Cat. \$100.00. Cover - single tied by Charleston double circle P.M. of Nov. 1861 - wide sheet to R. close at S.W. Fair cover - To net \$50.00

Mobile, Ala. - Scott 58 X 2 - 5¢ Blue - Cat. \$40.00. Cover single tied by Mobile Aug. 31, 1861 Stamp has small yellow stain. Full margins T. R. & Bb but cut into at N.W. To Net \$20.00

General Issues - Scott #200 - 5¢ Green - Cat. \$9.00. Cover - single tied by Montgomery, Ala. Jan. 7, 1862. Beneath stamp is the Provisional 59 X U @ Cat. \$60.00 "Paid 5 T. Welsh" Nice combination. To Net \$15.00

10¢ Frame Line - Scott #209 - Cat. \$125.00. Turned cover with single - Stamp tied by Mobile Aug. 15 (1863). Shows full lines at left and top, half at R and 3/4 at B. Color pale blue - cover homemade - unattractive. Turned, has small Shoobota, Miss. Aug. 4 and Provisional handstamp "Paid 10" To net \$50.00

5¢ Green - Scott #200 - Cover - two singles tied by Blue Nashville - One has full margins, other close at R. To Net \$7.00

5¢ Green - Scott #200 - Cover - single tied by "Warrington, Fla" postmark. Scarce postmark. Stamp poor impression, full margins, except rather close at R. To Net \$5.00

5¢ Green - Scott #200. Cover - H. Pair tied by black Georgia P.M. Color is most unusual, a decided bluish green - full margins - amber envelope - Fine cover. To Net \$10.00

2¢ Green - Scott #202 - Cover - H. Pair tied by Atlanta, Ga. Probably short paid 5¢ rate - small cover - Pair close at left. To Net \$40.00

- 5¢ Blue - Scott #203 - cover - H. Pair canceled Blue Grids
P.M. on face, Raleigh, N.C. faint. Color light blue.
Use, July 1862. To Net \$10.00
- 10¢ Rose - Scott #204 - Cat. \$45.00. Cover - single tied by
Mobile, Ala. Shows Imprint at bottom - has crease -
bad at N.E. Poor faded color - unattractive cover.
To Net \$10.00
- 10¢ Carmine - Scott #204 - Cat. \$45.00 - Cover - single tied by
Richmond, Va. Sep. 4, 1862. Good margins - fair color -
poor impression - homemade unattractive cover.
To Net \$20.00
- Combination Cover - 5¢ Blue #203 plus 5¢ De La Rue - #205 - Cover -
10¢ Rate - Both tied by black P.M. Cover stained and
dirty. To Net \$5.00
- Forwarded Cover - H. Pair 5¢ Blue #203 plus poor 5¢ #205 - Pair
has bad tear. To Net \$3.00
- 5¢ Local Print - #206 Cover - H. Pair, tied by Austin, Tex. Sep 17,
1862 - To Net \$2.00
- 5¢ Local Print - #206 - Small cover with H. Pair canceled "Virginia
Central R. R. Fisherville." To Net \$10.00
- 5¢ London - #205 - H. Pair on official envelope. "Headquarters 2nd
Div. 19th Army Corps." Tied by black P.M. Stamp to
R. is poor. To Net \$2.00
- 2¢ Brown red - Scott #207 - Cover - H. S. of four tied by blue
Columbia, S. C. to "James Island, S.C." Postage Paid 8¢.
No such rate. Probably a short 10¢ rate which got by.
To Net \$25.00
- Frame Line - Scott #209 - Cover - Poor copy - paper stained - parts
of line at L, T, & B. close and ragged at R. Unattrac-
tive homemade envelope. To Net \$30.00
- Frame Line - Scott #209 - Turned cover - fine copy tied by Mobile
Jul 8 (1863) - Pale shade of blue. Shows line to L & B,
parts at T and R - upper N.W. Cover slightly damaged.
Inside pen canceled #210. To Net \$75.00
- "Ten" - Scott #208 - Cover - single tied by black Richmond "Apr -
1863" - Early use. Fine margins 3 sides, close at T.
Unattractive homemade cover. To Net \$25.00
- "Ten" - Scott #208 - Cover - single tied by "Pollard, Ala."
Pale color, full margins - blue envelope - To Net \$30.00
- 10¢ - Scott #210 - poor cover - Brown P.M. To Net \$.50
- 20¢ - Green - #212 - Diagonal half on small piece tied by
Charleston, S. C. Probably O.K. but no proof. Bisects
are worthless unless on full covers, showing use, rate
and genuine tie-ons. To Net \$5.00
- 20¢ - Green - #212. Diagonal Half, poorly tied by Houston,
Texas to Liberty, Texas. Probably O.K. but unsatisfactory
looking. To Net \$15.00
- 20¢ - Green - #212 - Upper half tied by black postmark
indistinct. Probably O.K. but unattractive. To Net \$10.00



OM. (Monte) and Mrs. Sameul are regulars at the Roosevelt again after a summer in Hawaii and California . . . the heat in California finally drove 'em back to cool New Orleans.

The old theatrical superstition that accidents go in cycles of three was exemplified once more in the Hawaiian Blue Room last month. Tut Mace, of the dance team, slashed her hand to start the cycle. Then J. J. Jones of the Del Rio acrobatic trio, broke a bone in his foot, and finally Pearl Hales, the girl in the Del Rio act, hurt her knees rehearsing an acrobatic solo as a substitute for the Del Rio act. Helen Forrest, local contortionist, featured several years ago in the Blue Room, was rushed in as a substitute and worked the last five days. And did a grand job of it, too!

Meta Stauder, Chicago debutante, who left the Buddy Rogers orchestra in New Orleans, last winter, to go to Nassau, is back with Buddy's band as a featured vocalist.

Tom Saucier, manager in the bar and Fountain Lounge, has moved into his new home in Lakeview.

The Nut Club was the first of the revamped French Quarter niteries to get under way for the Fall and Winter season, opening late last month.

From the way they sat around listening to the music of Ray McNamara, and not dancing, it looked as if the district postmasters, in convention here last month, would rather play post-office!

Isabel Miller, Junior Miss New Orleans in 1937, got her first break for a professional singing career, last month, with Harry James' orchestra at the College Inn in the Sherman hotel in Chi-

cago. Her week's tryout clicked and she was signed indefinitely . . . she is under the Music Corporation of American banner, the same ones who gave Dorothy Lamour her start!

"Kid" Brock, who has been fighting regularly on the cards at the Municipal Auditorium, had the distinction, last month, of getting knocked out and winning a fight during the same night. Few

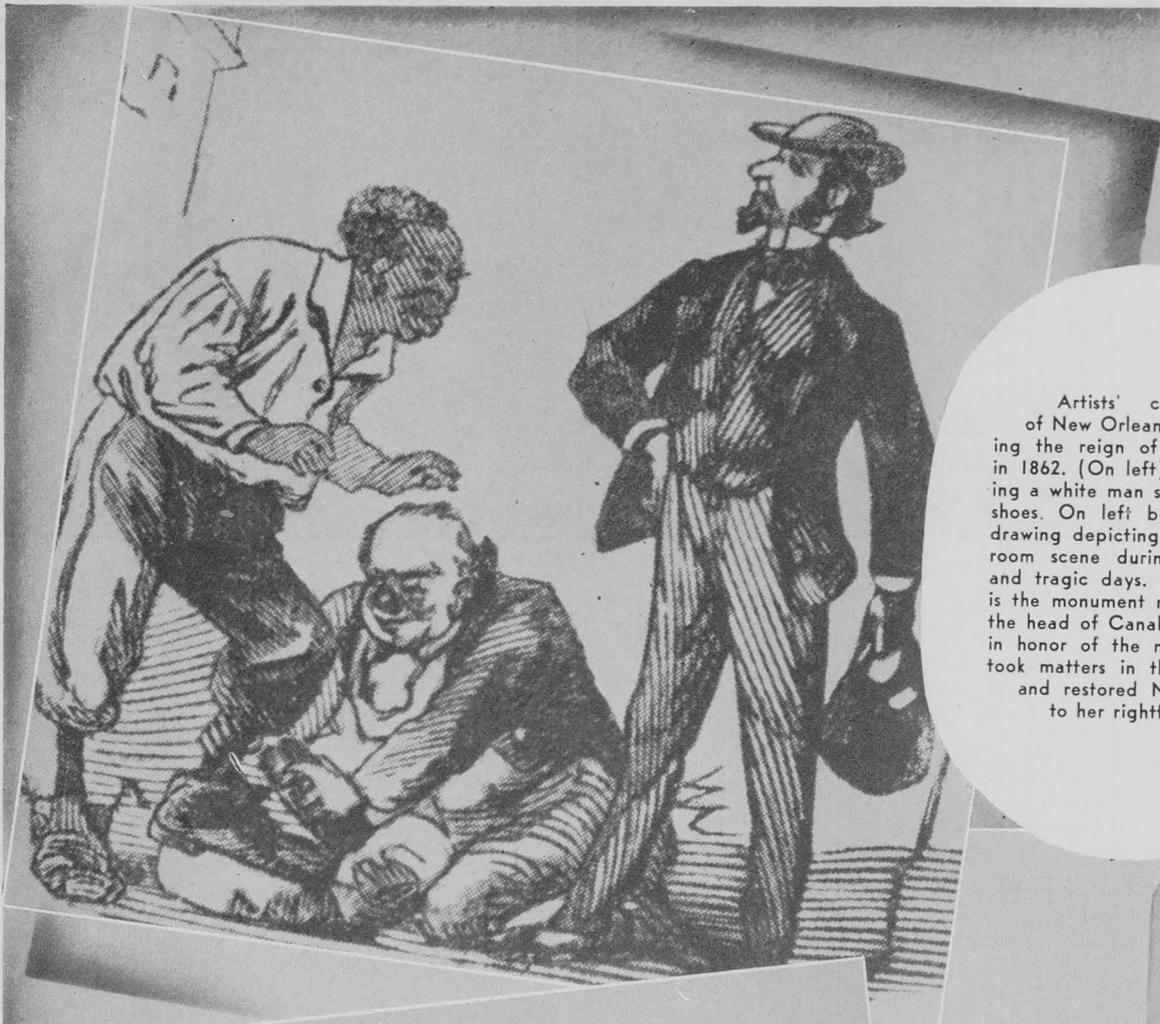
who saw him whale his way to victory in the ring, knew that a couple of hours before he had been struck on his head by an unloosed blade of a fan in his dressed room and knocked cold.

Conscience must have bitten deep into one chap, during the last 10 months . . . recently the Rose Room, on Com-

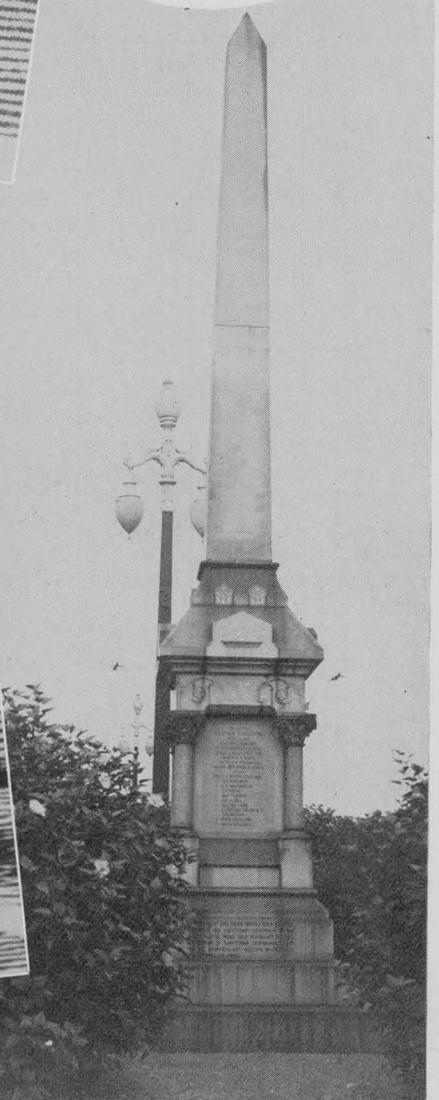
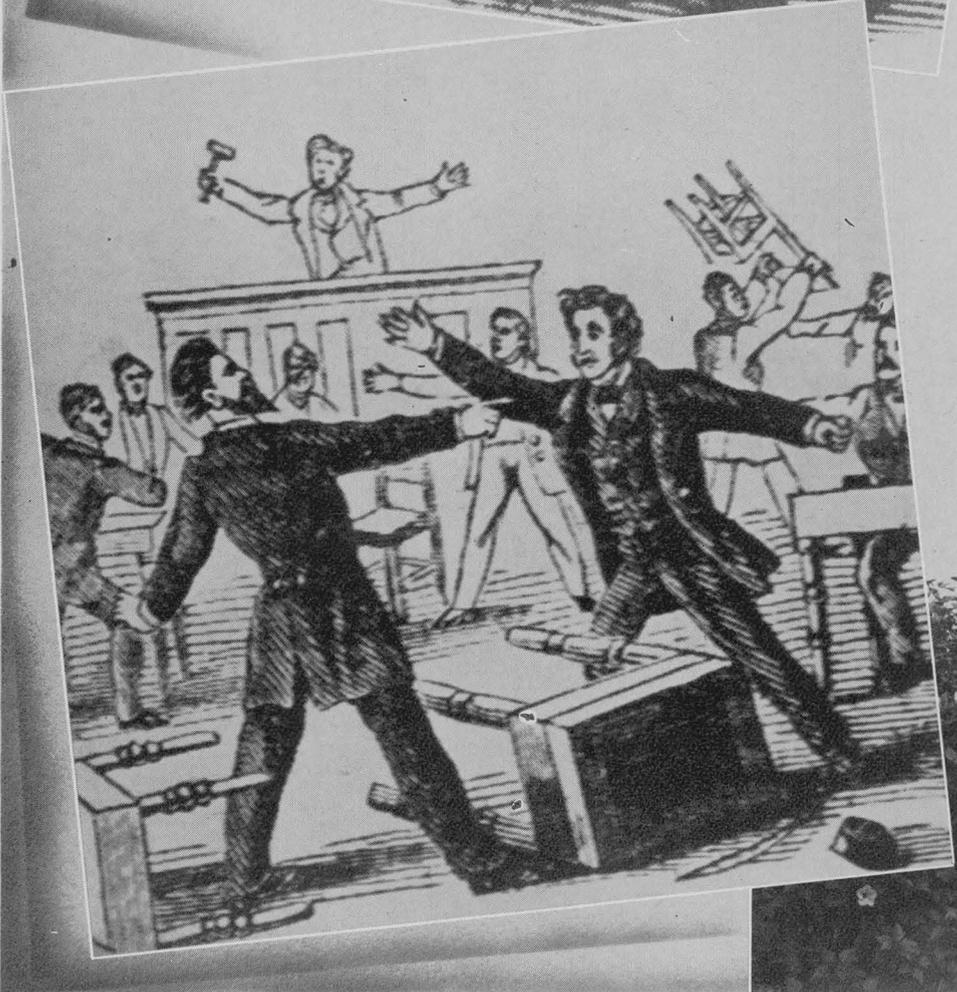
(Continued on page 58)



"Calling Mr. Smith"



Artists' conception of New Orleans' plight during the reign of General Butler in 1862. (On left) Drawing showing a white man shining a negro's shoes. On left below is another drawing depicting a riotous court room scene during these hectic and tragic days. On right below is the monument now standing at the head of Canal street, erected in honor of the men who finally took matters in their own hands and restored New Orleans to her rightful place.



No Surrender



By
MEL WASHBURN

When the bell of Christ Church, then at Canal and Dauphine streets, began to beat out the alarm on the morning of Friday, April 25, 1862, the people of New Orleans rushed through a driving rainstorm to shout defiance at Farragut's battle-angry fleet, taking position in front of the city which lay at point-blank range under the loaded and aimed guns, for the Mississippi was at flood stage and the ships rode high above the street level.

They knew they had been sacrificed by their own government's bungling, that their leadership had been incompetent, that they could have organized and carried through a better defence than the officers sent by the Confederacy—as newspapers of the time testify, as Marion Southwood, who went through those agonizing days, states in her book "Beauty and Booty" (1867), and as competent military analysis, years after the tumult and the shouting had died, proves. But the same determination which sent Major Waldemar Hyllestad's four companies of Zouaves to Pensacola, Florida, on March 29, 1861, when the South did not believe the North would fight, still animated the people when General Mansfield Lovell came fleeing up the river, the day before, from the lost battle at the forts.

They began to destroy the immense physical wealth of the port, lest it profit the invaders. Fifteen thousand bales of cotton, they rolled upon the levees, and set afire; to these slow flames, they fed the brittle fragrance of the tobacco in the fat warehouses; they set the torch to a dozen ships which, stuffed with commodities, were awaiting an opportunity to run the blockade, and to twenty or so steamboats; they burned the coal yards, the wood yards and the lumber yards; they sank the drydocks; they smashed machinery in factories; they dumped sugar and molasses into the river and upon the muddy streets. The sky was palled with the vastness of the destruction—later estimated at more



General Benjamin F. Butler, whose reign over the city of New Orleans during the year of 1862, was one of the most tragic in the annals of this historic old city.

than \$10,000,000. Planters in the interior destroyed an immense amount of cotton.

Law and order broke down. Furious mobs roared that Yankee gold had opened the river gate. Hungry men looted stores.

But New Orleans held to the cause to which it had already devoted so much—not only the Southerners, but the citizens and subjects of other countries resident there, even the consuls of foreign governments who, abandoning even the fiction of neutrality preserved by their chancelleries, made themselves one with the Confederates,

"No surrender!" Mayor John T. Monroe's scornful reply to Farragut's demand, was the voice of the people. Even the threat to shell the city and

blast the levee which held back the rolling river did not bring down the flag above City Hall. "The city is yours by the power of brute force," Monroe wrote on the 26th, and added the defiance: "It is for you to determine what shall be the fate that awaits her." In a shower of grapeshot on that same day, four men tore down the Union colors which a military detail had raised above the mint, dragged the hated emblem through the cheering city, and tore it into shreds, which they distributed as souvenirs. Proudly blazoning their names—W. B. Mumford, Lieutenant N. Holmes, Sergeant Burns and James Reed—The Daily Picayune said: "They deserve great credit for their patriotic act." In a half-column

(Continued on page 49)



An afternoon dress, embroidered with teardrop beads; effective in brown with turquoise beads . . . a Milgrim original.



(Upper left) A three-piece costume suit of imported wools—a wardrobe in itself! Double-breasted jacket and tailored skirt of herringbone tweed. Collarless, fitted, full length coat in harmonizing plaid. Jacket is bound in plaid. Coat is faced with the tweed of skirt and jacket. From Salon Patricienne at Maison Blanche.

Fashion is "plaid-mad". Colorful plaid wool fitted jacket mated with biscuit brown sheer wool frock of simple lines; high neck and long sleeves. From Salon Patricienne at Maison Blanche.

NO SURRENDER

(Continued from page 19)

editorial on the 27th, that newspaper urged the people to nail their courage to the "calm and reliant hope for the moment which we may confidently trust is not remote when our brethren and our countrymen will achieve our deliverance." Eight Pickwick Rangers, who had fought at Shiloh, headed a great crowd and carried the Confederate flag to the river front to flaunt before the Union guns, while a fifer shrilled "Garryowen," "Bonnie Blue Flag" and "Dixie." When Federal marksmen opened fire, a woman seized the staff and waved the flag.

Not until April 29 did the Confederate colors on City Hall drop—lowered by a strong force, with cannon, which Farragut sent ashore; not until June 7 did the Union flag rise in its place—raised to the roar of thirty-four guns in Lafayette Square, by a hastily organized "Union Association of New Orleans," to give the semblance of submission by the people of a city which never surrendered.

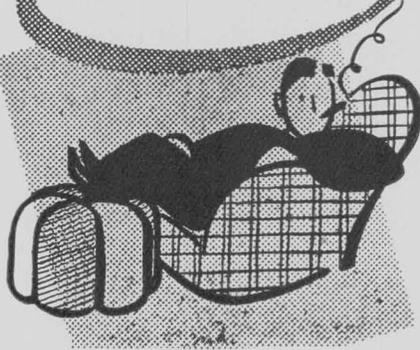
When Benjamin F. Butler, on May 1, landed with the advance guard of his 14,000 men, the people shouted abuse at the dingy blue column marching, tense-faced, under the gleam of fixed bayonets; with personal insult, they assailed the stodgy Butler as he struggled—for he had no ear for music—to keep step to the "Star Spangled Banner;" all the way to the roofless customhouse, behind the granite walls of which the force citadeled itself, they screamed the prediction that if the avenging Confederates did not drive them out, Yellow Jack would.

Butler set up martial law, a condition the Confederates established before him. In his proclamation of May 3, he announced that his purpose was "restoring the city and state to the Union," and that he "had no intention of interfering with private rights or private property." To the Picayune of May 4, the proclamation was a "sort of amnesty."

It was certainly a more placating attitude than might have been expected from a military conqueror whose person, whose army and whose flag had been so grossly insulted; and who had further experienced the defiance of the people in the refusal of the personnel of the St. Charles hotel, in which he established his headquarters, to serve; in the refusal of The Delta to print his proclamation; and in the refusal of the Mayor to call on him, though later he

(Continued on page 50)

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NO SURRENDER

(Continued from page 49)

grudgingly obeyed the summons and as grudgingly accepted the charge to administer the civil affairs, so far as they related to police and sanitary conditions.

Perhaps Butler was moved by sentiment—his father had served with Andrew Jackson at New Orleans. But more than that, it was to his interest, and the interest of his government, to bring about the restorations of peace as quickly and with as little friction as possible.

He faced a tremendous problem. There was no business; only groceries and wholesale provision establishments were open; the river front was a desolation; the commercial streets—especially Carondelet—were going into mourning as black squares blocked out the gilt letters of proud and powerful firms; every hotel was closed. The currency situation was chaotic. Before the fall of the forts, merchants had begun to refuse Confederate notes, and the banks had sent their metallic capital deep into the Confederacy, or hidden it in the vaults of friendly consulates. There was no employment, a seven-ounce loaf of bread cost five cents, the city was sown with the dragon's teeth of want and hunger. Epidemic threatened. New Orleans was seething with plots; within striking distance hovered Confederate commands, which might consolidate into a counter-attack; and Butler could spare only 2500 soldiers to garrison the city—the rest were divided between Ship Island, the river forts, Baton Rouge which had fallen to Farragut's fleet, and the outposts which thinly held the territory claimed by the Union advance.

To re-establish business, Butler encouraged merchants to import supplies, and fined those who refused to open their stores when they had something to sell. To start the flow of Louisiana's cotton and sugar to market, he promised full guarantees to all shipments from the interior, and the return of the transporting steamboats. To restore a sound circulating medium, he promised the banks protection if they brought back the metallic currency they had sent out of the city. They acquiesced, but the Secretary of the Treasury of the Confederacy refused. Butler tried to make the Dutch and French consulates return the \$2,316,196 of coin hidden in their vaults and earmarked to foreign accounts, some in payment for Confederate munitions; but was estopped by the ruling of the commissioner, Reverdy Johnson, whom the Federal government sent to placate the European governments, which protested such seizures, if it were possible without making concessions too humiliating.

Butler forbade the circulation of Con-

federate notes after May 27. Buying them at a discount and issuing them at par, since the suspension of specie payment the preceding September, the banks had piled up mighty profits at the expense of the people. Calling on their depositors to withdraw their accounts before the 27th, they planned to make another killing. Butler prevented that, with his order of May 19, requiring the payment of withdrawals in bills of the bank, United States treasury notes, gold or silver. He also ordered the redemption of shimplasters (notes issued by private companies) in equally strong currency. Later in the year, one of the street car companies sought to repudiate its tickets, which had circulated as small change, because of counterfeiting. General Banks, Butler's successor, followed Butler's policy of supporting the many against the few, and in his order of December 28, required full redemption, though he promised additional protection against counterfeiting in the future.

Butler could give an order, and "The Union Must and Shall Be Preserved" would be deeply chiseled in the granite base of Jackson's monument; but he could not change the people of New Orleans with a word. Not that he ex-

(Continued on page 51)

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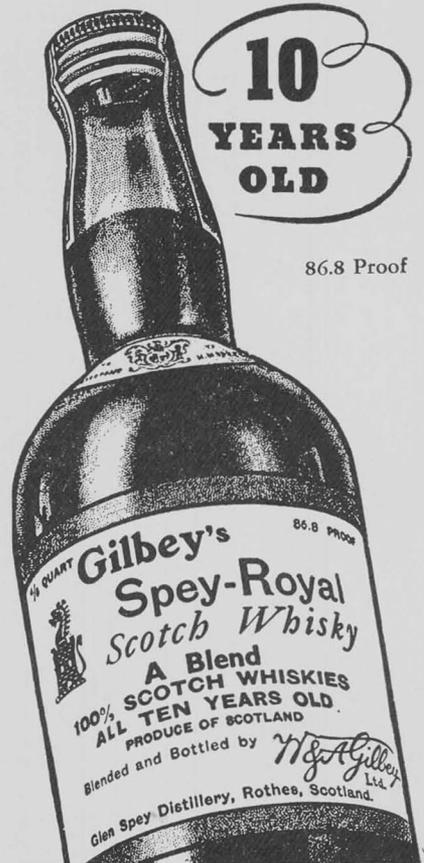
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NO SURRENDER

(Continued from page 50)

pected a community, so many of the sons of which were filling bloody trenches or graves, to become cordial, or even reconciled, overnight; but he was not prepared for the insulting and—conditions being as explosive as they were—alarming attitude that continued: for instance, the mayor's tender of "the freedom and hospitalities of the city" to visiting French warships, an assumption of sovereignty that was, as Butler said, a deliberate challenge to the power of the United States; the beating of persons who showed a willingness or eagerness to embrace the old allegiance; and the methods by which the women sought to keep alive the spirit of rebellion: wearing the Confederate flag in their costumes, proclaiming Confederate successes—numerous at that time—in other theatres of war, and open manifestations of scorn. Union men and officers were it with good humor and tolerant understanding when ladies withdrew, their entrance into a pew, to other parts of the church; when, standing on balconies, they turned their backs to approaching uniforms; and when they slipped into the streets to avoid the possibility of contact on the sidewalks. Their endurance wore thin when men screamed abuse and filth at them, and drenched them with unspeak-

able slops from second-story windows. To put a stop to such outrages, and to prevent the outbreak—to be quenched by blood—which their continuance made inevitable, Butler, on May 15, issued the woman order, the famous No. 28:

"As the officers and soldiers of the United States have been subjected to repeated insults from the women (calling themselves ladies) of New Orleans, in return for the most scrupulous non-interference and courtesy on our part, it is ordered that hereafter when any female shall, by word, gesture or movement, insult or show contempt for any officer or soldier of the United States, she shall be regarded and held liable to be treated as a woman of the streets plying her vocation."

This was interpreted, for propaganda purposes, by the Confederacy, by British and French interests, and by opponents of Lincoln's policies in the North, as an open invitation to the army to help itself to rape.

Butler's order was not directed at the snubs by the ladies, but at the indecencies committed by such women as The

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NO SURRENDER

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Picayune described on May 9—those whose "shameless conduct" on "our streets and thoroughfares" had become a "shocking nuisance," and whose arrest it demanded, "whether arrayed in fine clothes or in rags." In New Orleans, when "women of the town" made themselves objectionable by their importunities or otherwise, they were thrown into jail for a night, and fined \$5. That is the treatment which Butler had in mind. There is no record of any soldier who because of Order No. 28 made what may chastely be described as a false move towards any respectable woman.

Monroe refused to carry on. Sending him and other city officials to internment camps, Butler set up a military government with Major (later General) G. F. Shepley as commandant, Captain Jonas H. French, provost marshal, acting as chief of police, and Major Joseph M. Bell, provost judge, dispensing justice from the bench. On May 20, he issued an order: "No person will be permitted to insult or interfere with any officer or soldier in the discharge of



his duty. No person hereafter will be permitted to denounce or threaten with personal violence any citizen of the United States for the expression of Union and loyal sentiments." Then he began to crack down.

He might have pardoned Mumford, condemned to death by the provost court for desecrating the United States flag, the only one of the four caught, had he

not believed that mercy would be construed as fear. A few days before, he had commuted the death sentence of six parole-breaking members of the Monroe Guards, and won the commendation of The Picayune June 5: "The clemency of General Butler was wise and judicious, and will, we doubt not, be gratifying to the community." Their plea was that parole was for gentlemen, and they were not gentlemen. Butler saw them as victims of the system against which he was struggling—the power of the "aristocrats," who, he believed, had brought on the war and were responsible for the intransigence in New Orleans. Mumford's offense, to him, symbolized that spirit. So he closed his heart to the pleadings of the man's wife and children, and of the Union men who united their voices to hers, and ordered the execution on the 6th, The infantry and cavalry which faced the huge, silent crowd in front of the mint that morning symbolized the inexorable military enforcements which Butler would thenceforth exact.

On June 10, he required the oath of allegiance to the United States from all who exercised public authority or any kind, or asked any favors of the government beyond police protection; on July 11, he prohibited the assembly of more than three persons in the streets or public squares; on August 16, he disarmed the rebellious population, confiscating six thousand weapons of all kinds—even fencing foils and ceremonial swords—for information about which he paid from \$3, for bowie knives, to \$10, for guns.

This put most of the civil population at the mercy of negroes who were threatening to get out of hand. Father Claude Pascal Maistre, pastor of St. Rose de Lima church, openly incited the negroes against the whites. There were uprising on a number of plantations, with more or less violence. Bands of ex-slaves roved through the city, committing robberies, and insulting whites. As early as July 18, The Picayune reported that "The Federal soldiers are beginning to complain of the impudent airs which the spoiled negroes are beginning to put on."

Resistance continued. Mrs. Anna Larue, wife of a gambler, almost caused a riot in front of the St. Charles hotel July 10, by displaying the Confederate flag, reviling Union soldiers, and prophesying victory for Jefferson Davis. "A flagmania seems to have taken possession of quite a number of the inhabitants of New Orleans, particularly of the gentler sex," chronicled The Picayune ten days later. "Finding it dangerous to exhibit Confederate flag

(Continued on page 52)

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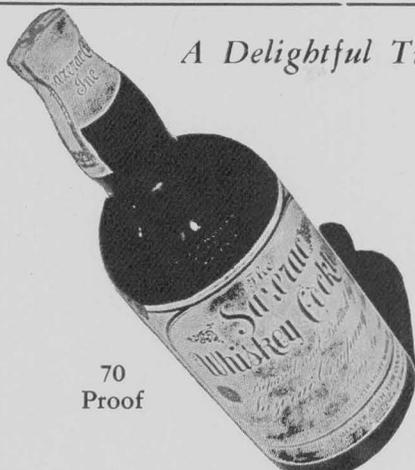
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NO SURRENDER

(Continued from page 52)

either on houses, in bonnets or on bosoms, it has now become quite common to abuse those who exhibit a preference for the old star-spangled banner." A shop-keeper put a skeleton, placarded "Chickahominy" in his show window; a man exhibited a cross which, he gloatingly asserted, had been carved from the bone of a Yankee; the funeral procession of a young lieutenant was greeted with laughter.

Butler increased the pressure, multiplied the arrests. To ask a policeman how many times he had taken the oath, was to incur a fine of \$10, as *The Picayune* reported July 29. He imprisoned Father (later Archbishop) Napoleon Joseph Perché, editor of "Le Propagateur Catholique" in his own house, and suppressed that organ because of its secessionist policies; he closed several Protestant churches because the ministers refused to offer up the prayer for the President of the United States. But Father James Ignatius Mullon, pastor of St. Patrick's church, defied him with so much spirit, that Butler allowed the fiery Irishman to conduct services as he wished.

The Confiscation Act, passed by Congress, July 17, and Lincoln's Emancipation Proclamation of September 22, effective January 1, 1863, gave Butler a new club. The former declared immediate confiscation of the property of Confederates who held civil or military office, but gave all others sixty days within which to return to the allegiance of the United States and save their property. The latter was not a general liberation of slaves, but was another expression of the confiscation policy, for it withheld freedom from negroes belonging to loyal Unionists in the Southern territory which the Federals had brought under their power.

Nowhere in the South were the confiscation laws so rigidly applied. Butler seized \$245,760 of the Confederate government, on deposit in the banks, and shipped about four hundred church and plantation bells—some dating back as far as 1775—which patriots had sent to New Orleans to be cast into cannon—to the North, where they were sold for \$30,000. He had already seized the homes of General D. E. Twiggs and of John Slidell, two prominent Confederates, and established his residence in the former. Under the new order, he seized real estate, money, securities, furniture, horses, works of art, commodities, table silver, personal jewelry, and the clothes. At the auctions, where property was sold for the account of the United States, immense values were

(Continued on page 54)

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 "YOU LIKE IT
 IT LIKES YOU"

NO SURRENDER

(Continued from page 53)

knocked down, to speculators, for a small percentage of their worth.

In August, he laid a levy of \$312,176 against the two hundred-odd business men who had subscribed \$1,250,865 to the Confederate war chest, and \$29,200 against the cotton brokers who had advocated the freezing of the cotton movement in the hope of precipitating foreign intervention. In December, he repeated that assessment. His purpose was two-fold: to feed the destitute when the Free Market, which had been supported by local subscriptions, ran out of money; and to weaken the power of the classes.

Theoretically, the emancipation proclamation kept 87,000 negroes in slavery in Louisiana, the property of loyal Union men or foreigners; but Butler applied its principles so thoroughly—invoicing the laws of their countries which forbade the possession of slaves by their subjects anywhere in the world, against British and French residents who had aided the Confederacy—that all but about seven thousand slaves, owned by Unionists of unquestioned loyalty, were freed.

He operated confiscated sugar plantations with liberated slaves on a day's wage basis.

"Landing with a military chest containing but seventy-five dollars," Butler boasted in his farewell address to the army December 15, "from the hoards of a rebel government, you have given to your country's treasury nearly a half-million of dollars, and so supplied yourselves with the needs of your service that your expedition has cost your government less by four-fifths than any other."

The total losses to the people were a great deal larger than that. The fact that the United States Relief Commission was supporting more than five times as many persons as the old Free Market—10,541 families in December, according to the official report, some 32,000 men, women and children—shows what the losses and seizures meant. "Many who, twelve months ago, were rich in this world's goods," commented The Picayune on November 1, "now experience comparative poverty's keen pinches; many, then not wealthy but in comfortable circumstances, are now but little removed from absolute want; the then really poor are now almost—in some cases, alas—entirely destitute."

It has been asserted that Butler and his brother, A. J. Butler, enriched themselves by vast stealings. In New Orleans the general is still known as "Spoon Butler" when he is not called "Beast Butler." There is no doubt about



the corruption and graft and thefts by his agents, and those who represented themselves to be the agents of the government. Many such were detected and punished. The two Butlers may have been equally guilty; but—excellent business men, with much capital and more credit—they could have grown rich by legal means: for with turpentine \$3 in

(Continued on page 55)

HOLSUM
 IS good
 BREAD
 at all
 Food Stores

Table Delicacies

WHEN supplied by WEBER'S, such delicacies as anchovies, caviar, fine cheeses and etceteras no end, are what they seem—the finest importations procurable.

JULES WEBER
 INCORPORATED
 IMPORTERS
 523-527 West 42nd St. New York

NO SURRENDER

(Continued from page 54)

New Orleans and \$38 in New York, sugar three cents a pound in New Orleans and six in New York, flour \$6 a barrel in New York and \$25 in New Orleans, drygoods almost at pre-war prices in New York and several hundred per cent higher in New Orleans, the situation was made-to-order for the speculator when the port was opened in June. Exchange rates added to the enormous profits; so did the auctions. There are always profiteers to fatten on the life-savings of the victims of war, which is monstrous in all its manifestations. The basic wealth was not destroyed—it changed hands. New Orleans' assessment rolls as of November, 1862, showed a total of \$121,705,265, as compared with \$124,174,403 the year before. Individuals who stole, robbed their own government, not the New Orleans victims, for the law had already stripped them,

By December, more than 61,000 Orleansians had taken the oath of allegiance. The Picayune was to say editorially, on January 25, 1863, "there can be no peace, and will be none, until this furious, Bedouin spirit gives place to more rational and liberal views." But there were many who spurned even the outward seeming of submission. They had never surrendered, they never would surrender—neither they, nor their children, nor their children's children. Some asked permission to leave the city for Secessia, as Confederate territory was called. Butler granted it. Better to risk what they might do in the ranks of the enemy than in his own stronghold. Others remained, to forment unrest, and bring punishment upon themselves and their community.

Even his bitterest enemies had praise for Butler's sanitation work. "He was the best scavenger we have ever had," furiously admits Marion Southwood, whose book attacks him on every other front. The only time the streets were ever so clean was "just after the memorable epidemic of 1853," said The Picayune on November 13.

In a city without sewerage or drainage systems even remotely suggesting modern facilities, ceaseless vigilance and continuous effort were necessary to maintain even the poor health conditions that were then possible. Under the pressure of war, sanitation was neglected. Uncleaned for months, the streets, the gutters and the canals were a loathsome reek. The air was "poisoned," said The Picayune May 11; on the 27th, it described "standing pools of feculent filth" and "streets in which it is absolutely noisome and sickening

(Continued on page 56)

HERE'S TO GOOD TIMES!

ON TAP
AND IN
BOTTLES
AT
ROOSEVELT
BARS

WITH
FALSTAFF

TRADE MARK

REG. U.S. PAT. OFF.

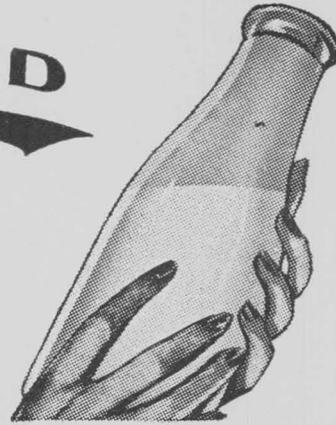
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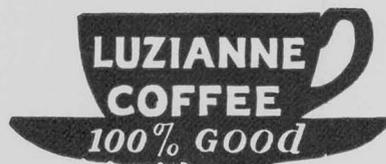


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•
Ask for
**4-X
BEER**
•

"YOU CAN TASTE
THE DIFFERENCE"

New Orleans Brewing Co.

NO SURRENDER

(Continued from page 55)

to walk;" and on the 30th, the "thick and foul scum" which exhaled its pestilential vapors from the gutters. Everyone knew what such conditions boded if yellow fever invaded New Orleans from Havana or Nassau, where it was going great guns.

Butler enforced quarantine and fumigation regulations at the mouth of the river; he organized an army of sanitation, which scraped and broomed and cleaned the city from one end to the other; he flushed the filthy gutters; he restored the flow that was possible in canals through such a flat country.

One case of yellow fever appeared in New Orleans—a victim who brought the infection from Nassau. He was isolated, and the disease did not spread. If it had, New Orleans would probably have been a worse pest house than in 1853, for the city was much larger, and contained more unacclimated persons—Unionists fresh from the North. In 1853, the mortality from yellow fever was one in ten of total population, one in four of those who were susceptible. The Great Plague of London (1665) killed only one in thirteen. Butler reported October 1 that the total death rate showed New Orleans "to be the most healthy city in the United States."

Butler also did much work along the river. When the Mississippi crevassed, May 24, in the Berlin (General Pershing) street section, and engulfed the large spread of vegetable gardens there, he rebuilt the levee. He also built up part of the river-front with batture sand—adding \$1,000,000 in real estate values to the city, according to his own estimate.

Business began to struggle back. By September 14, flour had dropped to \$6 a barrel. Supplies were plentiful. Exports were bringing in money. On December 5, the St. Charles hotel reopened. The city's schools were reorganized, after the Boston system, with teachers' salaries ranging from \$600 to \$2000 a year. New Orleans elected two members to Congress—Benjamin F. Flanders and Michael Hahn, both Union men—by the vote of those who had taken the oath of allegiance, but that vote was greater by one thousand than the vote for secession, a fact which reflected the growth of Union sentiment. Butler began to plan the roofing of the customhouse.

He was superseded by General Nathaniel P. Banks, who reached New Orleans December 14. Butler was given a tremendous ovation at good-bye ceremonies on December 23, the day on which Jefferson Davis, in Richmond,

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NO SURRENDER

(Continued from page 56)

Va., branded him an "outlaw and common enemy of mankind," and ordered his immediate hanging by any Confederate force that might capture him.

Banks was received like manna. He was a Yankee, but he was not Butler. By calling off property sales, rescinding the church orders, and releasing prisoners, he "tried his utmost to revive the drooping spirits of the inhabitants of the city," to quote Marion Southwood. But he, too, experienced the temper of the people he was sent to govern, in the pocket handkerchief war.

On February 20, a large crowd, principally women and children, went to the steamboat landing to bid good-bye to Southerners who preferred hunger and danger in Confederate territory, to plenty and humiliation under the hated Union power. There was much running to and fro, there were many shouts of encouragement—and defiance, there was a great waving of handkerchiefs. Federal officers ordered the crowd to stop the demonstration. This inspired the women to put on a real show. The soldiers presented bayonets;



A real Hawaiian Pineapple, New Orleans grown by Mr. E. A. Farley, was displayed in the lobby of the Roosevelt. The first time such a horticultural feat has ever been performed in this city, the pineapple was propagated entirely by chemical solutions.

the women laughed, even the soldiers grinned. It was a situation for which military text books proposed no formula. The best the soldiers could do was to brace and shove and hope the women would tire before they did, or that the boat would end the crisis by pulling out.

The struggle was immortalized in doggerel, which for many years delighted the South. The joyful irony of "The Pocket Handkerchief War" appears in all its detail in "Beauty and Booty," pages 279-81. Here is a typical stanza, which shows New Orleans still defiant, in spite of all it had been through:

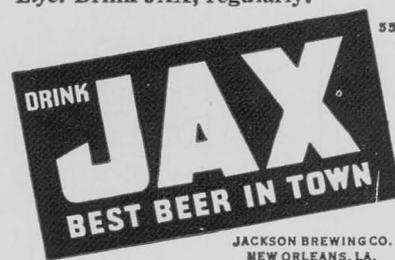
*"That night, released from all our toils,
Our dangers past and gone:
We gladly gathered up the spoils
Our chivalry had won!
Five hundred 'kerchiefs we had snatched
From Rebel ladies' hands,
Ten parasols, two shoes (not matched),
Some ribbons, belts and bands,
And other things that I forgot;
But then you'll find them all
As trophies in that hallowed spot—
The cradle—Faneuil Hall!"*

And so with the departure of General Butler from New Orleans ended one of the most tragic, the most chaotic, the most costly and the most humiliating period in the history of this historic old city . . . the one city of the Confederacy that never surrendered.



**C'mon, cheer up
Enjoy Life
DRINK JAX!**

Friends, fun, laughter—sure cure for the blues, and with smooth, mellow JAX along, good times follow, naturally. Here's beer at its liveliest, zippiest best—mellowed slowly in ice-cold cellars. C'mon, *Enjoy Life!* Drink JAX, regularly.



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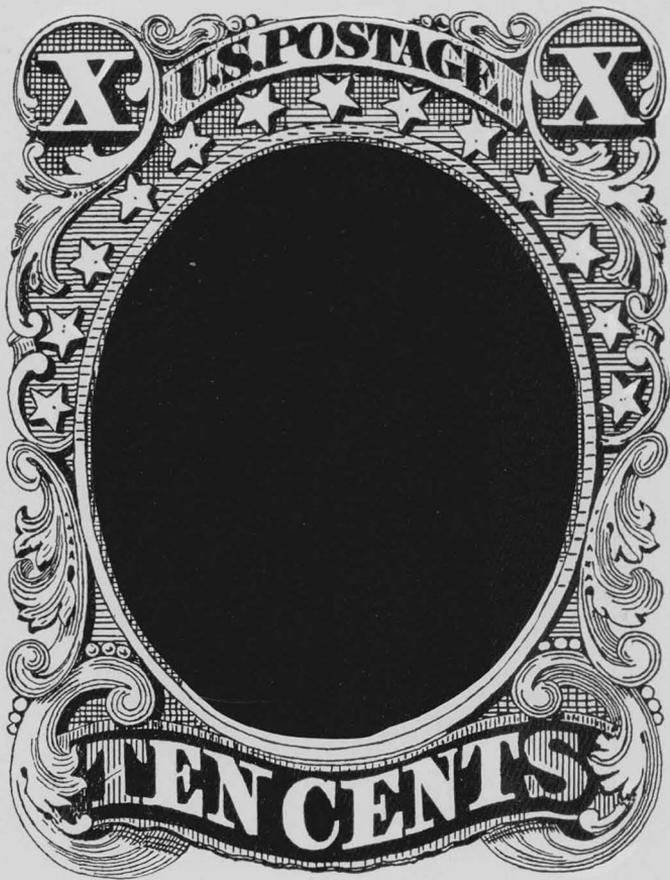
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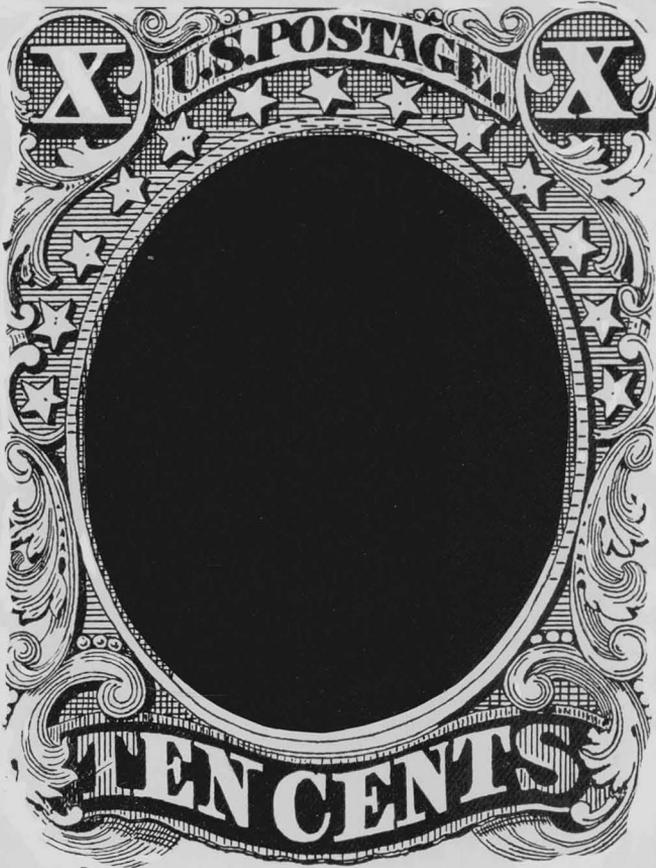


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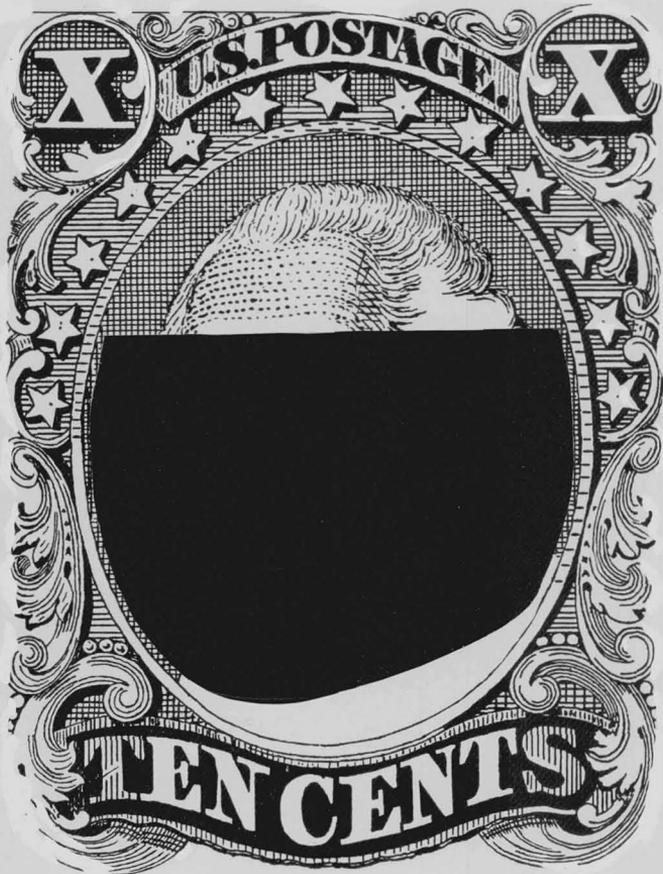
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