	Scrapbook No. 9 1941 - 1942
1.	Stanley Ashbrook re: Carrier Fee
2.	Philip Ward Jr. Re: Carriers in New York
3.	Elliott Perry Re: Fee markings
4.	Elliott Perry Re: Eagle & Franklin carriers
5.	Alfred F. Lichtenstein Re: 1847 stamps plus Canada Beaver
6.	Sidney Bird re: 1847 stamps plus Canada Beaver
7.	Clarence W. Brazer re: Essay
8.	Warren H. Colson Re: The Leon Oclast 1941
9.	Walter Durham
10.	Nelson P. LaGanke Re: Fake 30¢ 1860 cover
11.	Dr. W.E. Holcomb Re: General Van Dorn's Sword
12.	S. Newbury Re: Fake 30¢ 1860 cover
13.	Blank
14.	August Dietz re: Adams Expess with Nashville P.M. Provisional
15.	Van Dyk MacBride Re: Southern Express, Montgomery, Ala.
16.	Van Dyk MacBride Re: Dead Letter Office
17.	Blank
18.	Hugh Clark re: 1847 Blocks
19.	Herman Herst Jr., W.L. Babcock, Re: Supplementary Mail
20.	F.E. Wilson Re: Stamps on original covers
21.	McBlake, Tracy Simpson Re: Cheap postage ASSN, Barnabas Bates
22.	Stanley Ashbrook Re: Via Nicaragua Ahead of the Mails
23.	Stanley Ashbrook Re: 1867 grills
24.	Stanley Ashbrook Re: Late use of Eagle Carrier
25.	Re: Banquet of American Philatelic Congress, 1941
26.	Re: Articles on Stamp Collecting
27.	H.L. Lindquist , Vining Re: Supplemental Mail
28.	Articles on 3¢ 1857
29.	Gordon Harmer Re: 100 years of stamp collecting
30.	George T. Turner Re: Swartz handbook
31.	Articles: Premieres, 1853
32.	Articles: 1853, 1854
33.	Denwood Kelly, Jr. Re: Postal markings
34.	Elliott Perry re: Jed Jones
35.	Stephen G. Rich, W.C. Michaels Re: Colson
36.	Blank
37.	Elliott Perry, Clarence W. Brazer Re: 6¢ Essay Controversy
38.	H.L. Lindquist Re: 6¢ Essay Controversy
39.	Y. Souren Re: Tandler Forgeries
40.	Harry M. Konwiser re: Ship Markings
41.	Wiltsee Correspondence Re: Panama N.G.
42.	Re: Via Nicaragua
43.	Harry M. Konwiser Re: Texas Republic Postal System
44.	Alexander D. Gage Re: 1857-1860 Remainders

45.	Harry M. Konwiser Re: San Francisco
46.	Re: 1¢ 1851
47.	Clarence W. Brazer Re: Toppan, Carpenter contracts
48.	Clarence W. Brazer Re: Prepration of 1861 stamps
49.	Carroll Chase, Findlay French letters
50.	Cohen List of Red Town cancels on 3¢ 1851
51.	Harry Dunsmoor re: Panama N.Y.
52.	August Dietz Re: Ten cent Confederate stamps
53.	August Dietz Re: Confederate stamps not printed
54.	Lindquist ad for Ashbrook 1851-1857 study

U. S. Carrier Service

July 1, 1860 - July 1, 1863

man and Surveyor and

Prior to July 1, 1863, the various acts of Congress relating to the Postal Service did not provide for the <u>free delivery</u> of letters to street addresses. For the convenience of the public, and in order to provide a system of delivery to those who desired it in large cities, Government letter carriers were sworn in, and their services were at the expense of those of the public who wished street delivery service, as well as those who were willing to pay a carrier fee to have their mail carried to a post office.

The great majority of 3¢ plus 1¢ covers show uses at New York, Philadelphia and Boston in the order named, and such covers consist of uses of the 3¢ 1857 plus 1¢ 1857, the 3¢ 1861 plus 1¢ 1861, and the compound stamped envelope of December 1860, consisting of 3¢ plus 1¢. Further, the great majority of such 3¢ plus 1¢ covers show prepayment of the carrier fee to the post office, rather than the payment of the delivery fee from the P.O. to the street address.

Difference in Opinions

- (1) Elliott Perry claims that all carrier covers with 3¢ plus 1¢ rates show prepayment of the carrier fee from a letter box to a Post Office, (such as a lamp post box, or other depository for mail to be conveyed to a post office).
- (2) Perry denies that a letter could have been mailed from one city to another city (having Government Carrier Service) with the carrier delivery fee prepaid by a one cent postage stamp. In other words, the P.O.D. did not permit the prepayment of the carrier delivery fee, other than by special carrier stamps, because no provision had been made prior to Jan. 1856 for using postage stamps for that purpose.
- (3) Example. "A" lived in a small town in New York state. Naturally this town was too small to have carrier service. "B" resided in New York City, but "B" was in the habit of calling at the P.O. for his mail. Now "A" wished to send a letter to "B" and have it delivered to "B's" home, so he put on his letter a 3¢ 1861 plus a 1¢ 1861.
- (4) Perry claims the P.O.D. denied the right to "A" to prepay the street delivery service to "B" with the 1¢ 1861 stamp. Perry admits that if "A" had resided in New York City he could have prepaid the delivery of the letter to "B."
- (5) Stanley B. Ashbrook takes issue with Elliott Perry and claims that prepayment of the carrier fee by regular 1¢ postage stamps was permitted regardless of where the sender lived or where he mailed the letter, provided the letter was addressed to a city which had U.S.Government Carrier Service.
- (6) Ashbrook claims that "A" could have sent a letter to "B" as outlined above and that the extra 1¢ 1861 stamp would have insured prepaid carrier delivery service to "B." Ashbrook further claims that Perry's theory is totally untenable because the P.O.D. would

have had no legal right under our postal laws or constitution to allow a privilege to "B" and to deny same to "A." As long as the P.O.D. recognized payment of the carrier fee by regular U. S. postage stamps the Department had no legal right to rule that "A" could not prepay the carrier fee and permit "B" to pay same.

- (7) Service at New York City. Perry claims that all letters received (addressed to New York City), were turned over to carriers for delivery, except (A) those for deposit in rented P.O. letter boxes and (B) those held at the post office under instructions from people who did not wish street delivery.
- (8) Ashbrook entirely disagrees with this Perry theory and claims that if a person wanted his mail delivered to a street address he was compelled to register this desire at the N.Y. P.O. Thus he agreed to pay the carrier delivery fee on all letters delivered to him by letter carriers.
- (9) Ashbrook claims the Perry theory would have been a clumsy and inefficient as well as a time wasting system, as compared to delivering only those letters arriving for persons who had registered with the N.Y. P.O. written instructions to deliver their mail.
- (10) Here is another example. "B" and "C" are both residents of New York City. Perry admits that "B" could write a letter to "C" and could prepay street delivery to "C." Now suppose "B" happened to be on a little visit to Fort Lee, N.J., just across the Hudson River from New York, and wanted to write a letter to "C" and prepay the street delivery to "C's" address. Ashbrook claims he could have done this by placing a 3¢ 1861 and a 1¢ 1861 on his letter, and cites such a cover in his possession to demonstrate that such could have, and was done.
- (11) Perry denies that "B" could have mailed such a letter from the Fort Lee Post Office (with a 5¢ plus 1¢) and in such a way have prepaid the delivery at "C's" address in New York City, thus according to Perry, "B" was denied the right to prepay the 1¢ delivery fee, while in Fort Lee, yet he was permitted to do so as long as he mailed his letter in New York City. In other words, according to Perry, residents of Fort Lee, N.J. were not permitted to prepay carrier delivery fees to New York City addresses if they mailed their letters at the Fort Lee P.O.
- (12) Ashbrook disagrees with Perry and gives one reason why a Fort Lee resident wished to prepay the street delivery to "C." Now "B" knew "C" quite well and he knew that "C" did not receive letters at his street address. "B" had an important letter to send to "C" and he wished it delivered, so he prepaid the delivery fee by the l¢ 1861 stamp, thus assuring prepaid carrier delivery service.
- (13) Disagreeing with Ashbrook, Perry claims the letter would have been delivered to "C," as all incoming letters according to Perry, were turned over to the carriers, and in answer to this argument of Perry's, Ashbrook asks: "What would have happened had such a letter been delivered to "C?" Would the carrier have demanded 1¢ in cash? If so, then the 1¢ stamp would have been refused recognition as paying the carrier fee, yet the P.O.D. had ruled that 1¢ stamps were legal to pay the carriers fee. Ashbrook asks, does it seem logical

Page #3.

that the carrier would have refused to deliver "B's" 3¢ plus 1¢ letter to "C" unless "C" paid him one cent in cash?

- (14) In reply to Ashbrook's query, Perry stated:
 "The lø stamp cancelled in Fort Lee was not recognized for payment of carrier delivery in New York. The carrier collected lø in cash. The sender wasted the lø stamp, just as a 3ø stamp would have been wasted if he had put two of them on a single rate letter."
- (15) As stated above Perry claims that all 3¢ plus 1¢ covers are prepaid collection fees (from letter boxes to the Post Office).
- (16) On this point, Ashbrook disagrees with Perry's theory and claims that it was perfectly legal to propay the delivery fee with a lø 1861 postage stamp. Ashbrook further claims that the great majority of 3¢ 1861 plus lø 1861 in existence today are, it is true, prepaid collection fees, but the scarcity of 3¢ plus lø prepaid delivery fee covers does not mean that prepayment of the delivery fee on such covers was not recognized and that as Perry claims, the lø stamp was wasted.
- (17) Ashbrook states, the prepayment of the collection fee was compulsory, and if this fee was not prepaid when a letter was dropped in a box the letter was "Held for Postage." That is, the addressee was notified and the letter was not forwarded unless the addressee forwarded one cent or a one cent postage stamp. This is not an opinion but a metter of record.
- (18) On the other hand, Ashbrook claims that prepayment of the delivery fee was optional, because there was no law to compel prepayment of the delivery fee is no indication that prepayment of the carrier delivery fee on first class mail from outside cities, was not permitted or recognized by the P.O.Dept.
- (19) Ashbrook claims that a person in New York (for example) could have placed a 5¢, a 1¢, and a 1¢, (1861 stamps) on a letter addressed to a street address in Boston, drop such a letter in a lamp post box in New York City and thus prepay the collection fee in New York and street delivery in Boston. Perry denies that this could be done, and Ashbrook asks why not, and challenges Perry to produce positive evidence to substantiate his claim.
- (20) To which Perry replied as follows:
 "The 3¢ plus l¢ plus l¢ claim is Mr. Ashbrook's and it is for him to produce evidence to support it. If there had been enough demand to warrant the Post Office Department in making provision for such service surely such evidence should not be hard to find. Where is it?"

 Ashbrook calls attention to the annual report dated Dec.
 1, 1860, of the Postmaster General wherein referring to the issuance of the 3¢ plus l¢ stamped envelopes (called the compound issued in Dec. 1860) stated as follows:
- (21) "This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicil." Perry denies any dependence can be placed on this statement of the Postmaster General, and claims there is a "joker" in the wording. Ashbrook requested Perry to point out the joker and Perry replied:

Page #4.

- (22) "This quotation means exactly what it says but it does not say what Mr. Ashbrook believes it to mean."
- (23) Ashbrook claims that the statement of the P.M.G. is very plain and leaves no ground for mis-interpretation.
- (24) Ashbrook claims there are two classes of 5¢ plus 1¢ covers as follows:
- (25) (A) Those showing prepayment of the collection fee. These are rather common.
- (26) (B) Those showing prepayment of the delivery fee. These are very scarce.
- (27) Perry denies that the 3¢ plus l¢ covers, of the latter class, are actual prepayments of the carrier fee but are "freaks" of overpayment, etc. etc.
- (28) Ashbrook is compiling a photographis record of all the covers he can locate thruout the country which in his opinion, come under the latter class. If you have any such items, will you kindly loan them to the undersigned.

STANLEY B. ASHBROOK 434 S. Grand Ave., Fort Thomas, Kentucky. RE NEW YORI Perry 9/25

I am not asking you to take my word for what happened in New York. I merely prefer that you should find the facts yourself. Nothing that I can say can change the facts by one iota.

The John A. Dix letter is chiefly concerned with the carrier delivery in New York city, and the letter seems to bear evidence that the writer knew what he was talking about. A great part of his letter is concerned with the incoming mails and not the outgoing mails. When the collecting carriers dumped their collections into the post office that was the end of them as far as those carriers were concerned. The postmarks and cancels on outgoing mail prove this.

The incoming mails were sorted into two groups. One group was for the box-holders. That group was mail not intended to be delivered by carriers. What the carrier's department got was all the letters intended to be delivered by carriers - exactly as Dix stated. City letters intended for carrier delivery wre already in the carrier department, having been separated from the collections form out of town! mails.

Letters going out of town were not turned over to the carrier department - these collected by the collecting carriers were turned over to the post office. Why would I make a ridiculous interpretation that is not so, when the facts are perfectly clear. Nowhere does Dix say that letters going out of town were turned over to the carrier department. It is the incoming letters he is talking about.

If John Smith refused to pay the carrier lc for delivery of a letter to him the letter went back to the post office and John could go there and get it if he wanted it badly enough. That could mean a round trip of six to nine miles, or a lesser distance. There was no desire to compel Smith to rent a box for there were less than 5,000 boxes and a long waiting list. The way the system worked Smith and others were glad to pay the carrier for any mail

they wanted, just as you would have done if you lived three to $4\frac{1}{2}$ miles from the post office. The post office didn't have to exert any compulsion. The distance to the post office furnished plenty of that. In effect, everybody who wasn't a boxholder and received mail was on the "delivery list" so there was no reason for haing a list. A delivery list such as they had in Cincinnati would have been nothing but a nuisance in New York..

The "separeted" which is emphasized in your quote from the Dix letter evéidently refers to sorting by the carrier department for the stations. Before the mail left the post office clerks in the carrier department sorted the mail which the carriers were to deliver so that the proper pouches went to the right stations.

Dix goes into great detail in his letter but nowhere does he mention a "delivery list". In referring to persons to whom the letters are addressed he makes no distinction between those who wanted such delivery and those who didn't. To support your theory you are compelled to make a distinction regarding which it is perfectly apparent! the New York postmaster knew nothing. Surely you will not claim, a la New Orleans, that there must have been two groups because nowhere does Dix mention more than one to whom carrier delivery was made.

I don't understand why you should place yourself in the Luff-Scott position by taking a position which you cannot prove and expecting me to prove a negative - that the post office didn't do something which they didn't do. Either the above or the 3c plus lc plus lc rate. I fail to see any difference between what you expect me to do and what you (and I) believe the Scott outfit has expected you to do..

Nevertheless, whatever I have said I can prove, that I can prove, but of course I cannot prove it to anybody to whom no proof is conbincing. If you try to prove an elephant eats hay and sow the elephant eating hay the other fellow can still say, no, that's a rabbit, and what he is eating is turnips!

According to one or more statements in the official records
John Smith in New York could accept and pay the carrier for whatever
mail he chose to accept, and refuse whatever he did not care to pay
for. The addressee always had that option. Even today you do not
have to accept mail just because the carrier brings it to your door.
If John didn't want any mail delivered to him and could not, or did
not want to hire a box, he could go to the P.O. and get his mail at
the General Delivery window. Whether he did or not probably depended
upon how much mail he received and how far it was to the post office.
The only restriction upon his freedom of choice appears to have been
that when a box became available it was rented to the one who had
the most need for it

Dix letter - again; There were something less than 5,000 boxholders and there is evidence these were largely business houses who would receive heavy mail. If my arithmetic is correct an average of about ten letters per box per day would total around four million letters per quarter year. Say about $2\frac{1}{2}$ times as many as were delivered by the carriers. Of course this is pure assumption, but I would doubt if the total was much lower and would not be surprised to find it was higher. If it should prove to be nearly correct the mail delivered by carriers was only about a third of the total mail.

No, I don't believe much mail was refused. The object was lacking. Those who wanted a box got one if they could; if they could not obtain a box they could choose between using the General Delivery at the P.O. or paying the carrier fee. If there never had been a delivery fee some people would certainly have objected to having to pay it, but there had been a delivery fee in effect for nearly 25 years, if not longer, and was the general custom. Why should anyone object to a common custom unless they had a special reason?

You may not believe it, but some data in the Swarts handbook ties in very closely with the period July 1, 1860 to July 1, 1863. It fits into the proof that the New York story is not what you have contended.

Letters "intended ton be delivered by carriers" were those having a street address, i.e., not for box holders or general delivery window at the post office. When Dix stated "all letters received at the Post Office and at the stations addressed to persons within the limits of the city are delivered four times each day" he meant exactly what he said. "All letters" meant all letters, not some of them. If he had meant some letters and not all of them there is no reason why he should not have said so in such a legthy and meticulous report.

Moreover, what he actually said agrees with other known facts. "I am

CINCINNATI VS. NEW YORK

Regardless of what was done in Cincinnati in 1859, it was NOT necessary in New York that an incoming letter have an extra 1c stamp to obtain carrier delivery in 1862. Shall we resurrect that college diploma which (with 10c) is good for a cup of coffee almost anywhere? For factual reasons I do not agree with the very interesting 3c plus 1c article in July 19 STAMPS. So if you don't subscribe to Pat Paragraphs you'll be missing something you should know. \$1.25 (regular). Short rate \$1.

ELLIOTT PERRY (Himself)

Box 333, Westfield, New Jersey

Second quarter-century of business

2 1941



UNITED STATES

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Notes and Comments

By PHILIP H. WARD, JR.

Early Carrier Covers

Mr. Stanley B. Ashbrook, noting our recent remarks in regards to the prepayment of the carrier fee on early covers, sends us a photograph of a most unusual piece. The cover mailed from Gonzales, Texas, to New Or-leans, La., is of legal size, enclosed documents of some kind and the postage in amount of eight cents was pre-

paid by means of a pair of the 1857 Ic V and a pair of the 3c II, all clearly tied, "Gonzales Tex Apr 23, 1860".

Mr. Ashbrook writes: "I am not making any claim whatsoever regarding this item, but I do think it is rather significant. Here we have a double rate court envelope with 8c postage prepaid from Gonzales, Texas, to New Orleans. There was no indication whatsoever that the original rate was 9c and that a 1c stamp is missing. I think it is perhaps significant that at this time (1860) the carrier delivery rate in New Orleans was 2c and here is a letter which contained a deposition and was at least important enough to require carrier delivery. While I cannot prove that this is a prepaid delivery fee, I believe that is exactly what it represents."

One specialist claims that a person in Gonzales was not permitted to prepay the carrier delivery fee in New Orleans, but so far, we have seen no evidence that the carrier delivery fee could or could not be prepaid in this manner. Several covers of the kind just described would be somewhat

conclusive evidence that it could. Surely postal records of the time must throw some light on the true

Carrier covers showing the use of a ic and 3c stamp are somewhat plentiful, while those showing four ic stamps are somewhat scarcer. All that have come to our attention have been

postmarked Baltimore, Boston, New York, Philadelphia or Washington. Have any of our readers ever seen this combination used from any city? If so, we would like to be informed for usage from other cities, if they exist, must be rare.

More and more attention in recent years has been given to postal rates and we welcome the sight of any-

thing unusual.

434 South Grand Ave., Fort Thomas, Ky.

Sep. 12, 1941.

Dear Elliott:

Yours of the 7th received.

Re - the Newbury 99R2 cover. I am not at all sure that my explanation of the cover is correct. This part of the article was written last April and if I had it to do over, I would probably change the wording. My explanation apparently coincides with what the cover shows. Its a cinch the 1½ stamp paid the Drop rate, otherwise the letter would have been rated as an unpaid Drop. So far so good. Now the handstamp reads "Paid" but did this mean "City delivery paid" or did it mean this "U.S.Mail - postage paid - for City delivery" I wonder? Suppose we go on the theory that the latter is correct, then everything would be O.K. The letter could have been dropped in a box or in the carrier's window at the P.O. From here on two things are to be considered.

- (A) The addressee had on file written instructions at the P.O. to de-
- (B) There was no order at the P.O. to deliver mail at residence.

Let us consider the first. Whether picked up in a box or dropped into the P.O. direct, the written order would have insured residence delivery. Based on such an order, it was assumed that the carrier fee would be paid on delivery, hence it was stamped in red as "Paid."

Did red mean that the addressee had an order on file to deliver?

(B) Suppose in this case, a letter was dropped in the carrier's window at the P.O., the sender thereby intending the letter to be delivered to the street address. The clerks looking the party up found no order to delivery, hence used a black handstamp without Paid. In this case if the addressee refused to pay the carrier 1% for the letter, then all he could do was to take the letter back to the P.O. and deposit it as a regular drop to be called for. It would not show "PAID."

These are merely suggestions on food for thought, and the idea came to me the other day when I was thinking about the Lowell Star. Now I don't know a thing about any carrier service at Lowell, but I have long been under the impression that covers addressed to Lowell and bearing a black star were "carriers." I wondered why the star was placed on certain covers of a given period and not on all that came to the Lowell Office. The only solution I could think of was that letters so stamped with the black star indicated that written orders were on file from the addressee to deliver all letters to the street address. Surely the star was put on for some purpose at the Lowell P.O. and for what other purpose could it have been than to mark it for street delivery?

Do you suppose there is a parallel here with the use of the N.Y. carrier markings? Can it be possible that the "Paid" on such N.Y. markings did not actually mean that the carrier fee had been prepaid?

Again consider the 99R2 cover. Perhaps my deduction in the article was correct but was not properly stated. It may be that the sender

took the letter to the P.O. and laid down 2d. In such an event why buy a ld stamp for the carrier service. Why not cancel the stamp with a marking reading, carrier service paid and hand the other one cent over to the carrier fund. But do you suppose that everyonne cent cover with the red N.Y. carrier marking was mailed in such a way? That is, with no stamps but with 2d in cash at the window?

I can hardly believe that items like the 99R2 covers were "pick-up and delivery," and not drop letters at all.

Page 178 - (A) and (B). This wording is confusing, I must admit. Take (A) - Did this not mean 1¢ plus 1¢? And didn't (B) mean exactly the same thing? In (B) the total drop and carrier was 2¢, not 1¢ plus 2¢, so if the wording here is very plain is not (A) simply a repetition? Prepayment was optional, 1¢ Drop and 1¢ carrier, and 2¢ was the total if one wished to prepay both, but as both were optional, either one was likewise optional, thus one could prepay the Drop and leave the delivery unpaid, to be collected from the addressee.

Following this line of thought it does seem most probable that all covers like the 99R2 were prepaid Drops with the carrier fee left unpaid by the sender.

It certainly wasn't the custom to prepay the delivery fee, and the reason is quite obvious I think. Delivery service was a special service requested by receivers of mail. They were willing to pay extra for such service. If they were willing to pay, then I suppose that senders didn't think they were at all obligated to prepay the fee for someone who had ordered a special service and expected to pay for it. I think the exceptions were when the sender wanted a special service, that is, wanted his letter delivered without delay, then he prepaid the delivery fee.

You see Elliott, this brings up the question of "leaving written orders" at the P.O. to deliver mail to street addresses. Now if all mail was delivered as you stated you believed it was, and "A" wanted a letter delivered to "B" then why should he prepay the delivery for "B?" But suppose "A" knew that "B" didn't have an order at the P.O. to deliver mail to "B's" house, then if "A" wanted a special letter delivered then he would prepay in order to have the service performed. It is for this reason that I think we can account for the items which are no doubt exceptional, those showing prepaid delivery.

Re - Knapp's Franklin Carrier. We seem to see eye to eye on this and boiled down to the essential points, the cover required no drop and the cancelation was probably an error, that is, a postmark instead of the carrier's star. Sometime ago I think I asked you if you thought there was any significance to the fact that the Franklin had no value expressed? Was this intentional so that it might be sold in Philadelphia at 1¢ and in N.O. (for example) at 2¢? Was it soon superseded by the Eagle because no value was expressed? I don't recall that these points have ever been raised before?

I quote as follows from your letter of the 6th:

"Why should anyone in Savannah want to pay 5c to send a letter by private ship to Albany via New York when he could have obtained

(by rail) quicker service for 3c? So far as I know the Act requiring letters carried "out of the mails" to be enclosed in stamped envelopes is still in effect. If this letter required 2c fee it certainly was carried "out of the mails" and no amount of adhesive stamps on it could make it legal. Rare, interesting, and valuable perhaps, but definitely not legal. Savannah and New York are both U.S. ports."

In answer to the above, I submit a photo which no doubt I sent you previously. In the upper cover you will note "Knoxville" - on the back "Nov. 7, 1855 - Recd Nov 13 1855."

The N.Y. Tribune of Nov. 12, 1855 records the arrival at the Port of N.Y. of the S.S.Knoxville on Nov. 10th (1855) from Savannah on Nov. 7th (1855). No one can question the fact that this is a prepaid ship letter. On this particular item in 1855 could quicker service been obtained by rail? Look up the Route.

Why confuse this, a ship letter with a letter carried outside of the mail? Need I tell you that a private carrier could carry a letter from one point to another entirely outside of the mail, if enclosed in a . U. S. envelope? But this ship letter is not in that class, because it was carried by a ship to a U. S. P.O. and by U. S. Mail from New York to New Bedford. Read the Regulation on ship letters and tell me if you think this letter is illegal. I also enclose the photo of the Mason cover of July 24 1863 which is in the same class though 8 years later. Both are rare, both are interesting, both are perhaps valuable and both are definitely legal, and there is no doubt but what New York and Savannah are both U. S. Ports.

Again I quote from your letter:

"Why would Hawaii stamps say "Hawaii & U. S. Postage" as early as 1852 if there was no understanding of any kind between them until 1867?"

Why was any understanding necessary? The rate east from S.F. was 6%, the ship fee was 2% and the Hawaii shore to ship was 5%. The stamp was issued by Hawaii and they had a right to put any wording they wished on their stamps. The 13% stamp itself didn't carry the letter to destination, hence there was no need of an understanding. All letters from Hawaii were ship letters and had to be paid at the U.S. ship rate. The Honolulu P.O. kept a supply of U.S. stamps on hand.

There was even a treaty in 1867, but merely the establishment of a U.S. mail line touching at Honolulu. This made the U.S. rate 10% but the Hawaii (5%) had to be paid in Hawaii. Thus a letter from the U.S. had to have 10% U.S. postage but this only prepaid to Hawaii and 5% Hawaii was collected on delivery. Likewise letters from Hawaii had to have a 5% Hawaii and a 10% U.S. No understanding was necessary - these were simply regular rates in effect and not special ones. I really doubt Elliott that there is any puzzle on Hawaii U.S. rates or that any parts of a puzzle are missing.

Re - prepaid ship rates. I contend that the Law referred to unpaid ship letters, and that on Prepaid ship letters, the P.O.D. was not entitled to a rate greater than the service performed (after July lat, 1863). This is regular 3¢ rate plus 2¢ for the ship fee. I have dug

up several more items with dates after July 1, 1863, showing 3¢ plus 2¢ but I haven't had a chance to make prints as yet. However, I enclose a Boston of Jan. 1861 with a 3¢ 1857 plus two 1¢ 1857. You will admit this couldn't be anything else but a prepaid ship letter.

As practically all ship letters had no means of being prepaid the Law had in mind unpaid items and made the rate double. Thus 2¢ was paid in advance to the ship captain out of 6¢ to be collected at designation, which left the P.O.D. only 1¢ for the trouble of collecting the 6¢ on delivery. (3¢ plus 2¢ plus 1¢). The 1¢ was sort of a collection charge.

We know positively that prepaid 3¢ plus 2¢ on Hawaii mail was legal. New consider the Mason cover. I don't know the origin but suppose it was Savannah or Norfolk or any other eastern port. Now why should this be taxed 6¢ under the 1863 law and letters from far off Hawaii be taxed only 5¢? If this Mason cover was underpaid and should have been 6¢, why is there no due 1¢?

Again I quote from your letter:

"The PMG could do what he liked up to 2c per letter regarding the fees PATD to ships, but he could not regulate a postage rate different from that provided for by Act of Congress. But he may have been empowered to make a special arrangement for the Hawaiian mails which the Act of Congress did not supersede or nullify. That is the joker I would look for."

The P.M.G. could pay up to 2% per ship letter but he couldn't charge 4% for a letter that only required a 3% rate. Had he required 6% prepaid on a ship letter he might have been complying literally with the Act of 1863 but he would have been violating another provision in the same act which established a uniform rate of postage of 3%.

Elliott, don't kid yourself, as there is no joker in the statement by the P.M.G. report of 1860. The Herald notice in Pats #39, page 1203 is perfectly O.K. and agrees with a like statement in the P.M.G. report. The Herald stated;

"The former are intended for City use," and there is absolutely no question about this, but this statement didn't say, "The former are intended solely for City use" an interpretation you are attempting to read into the notice. The P.M.G. was more explicit and stated that the envelopes will be required in cities where there are lamp post boxes etc., but he also added:

"This envelope will also be used by those who, when addressing their city correspondents desire to relieve them from payment of the carrier's fee for delivering their letters at their domicil."

There it is Elliott in plain black and white and in the plainest of English and coming from the highest authority in the P.O.D., the P.M.G. himself and the report dated in the same month the envelope was issued. No, there is no joker in that statement and you can't find one. especially by trying to read into the Herald statement a misinterpretation.

My claim is very simple. It is not at all complicated. It is this - I claim the carrier delivery fee could be prepaid by a sender of a letter

if he wished to do so; regardless of where he lived in the U.S. provided the letter was addressed to a city which had Government carrier service.

That's all there is to it, and I must confess that I am baffled why you are so persistent in refusing to recognize the facts.

For example, let us put this argument in the simplest of terms.

New York - Period of 1859. You admit that "A" could put two 12 stamps on a letter and thus prepay 12 drop and 12 carrier delivery. Is there any argument on this score? Now suppose this same "A" went across the river to Fort Lee, N.J. Do you believe he could put a 32 plus 12 on a letter and mail this letter at the Fort Lee p.o. and be deprived of prepaying the delivery fee in New York City? If you do, my dear Elliott, you are wrong and if you go on record on such a theory, I can very easily prove that you are wrong.

In either event the N.Y. P.C. had to pay the carrier a 1¢ fee, so what is the difference where the letter was mailed. It was of no concern to the Fort Lee office and they were not in the least involved, except to cancel the stamps on the envelope. Do you claim that a 1¢ stamp representing the carrier fee had to be canceled in the city where the service was rendered? If so, there is no logic or foundation for any such assumption.

Take New Orleans for example - We know that letters to the mails and from the mails were 2¢. Now sometime ago I showed you a cover with a 5¢ 1856 plus a pair of 1¢ 1851 to France. Prepaid 7¢. This I claim is a prepaid 2¢ carrier fee on a letter to the mails from New Orleans. This you deny. I now submit a similar item, a photo of a cover from Gonzales, Texas. This was a Court House cover requiring a double rate of 6¢, with the 2¢ prepaying the carrier delivery fee. I examined this cover very carefully and in my opinion it is perfectly genuine in every respect.

I am also enclosing you a 3d plus 1d from Chicago to New York in 1858. Surely this is a prepaid carrier delivery in New York City.

Kindly return the photos enclosed.

I will be only too glad to give you any support I can on the H.B. Committee. I think the program you have in mind is fine and I trust it is carried out.

Re - the Pony Express Reprint. Loob idd a fine job and if he is still alive he would be the one in my opinion, to do this work. No doubt he has a lot of new information and could add much to his original article. I'll be glad to give him any help I can and will furnish him with plenty of photographs.

Regarding the questionaire to A.P.S. members. If you are going to sand one out I think you should issue a circular with full information regarding the present status of the Committee. Explain fully, so that each member will understand clearly what the Committee is doing and

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

11 Mason Street, Brookline, Mass. August 7, 1941.

Dear Mr. Ashbrook:

Your letter of the 2nd was here upon my return from a trip to northern Maine and New Brunswick early this week. To what college diploma does Perry refer? I note that his ad. has been changed to a different theme this week. Probably you are right about my West Medford cover to the extent that it can hardly be proved that it was not a prepaid Way letter, though I have never seen any other such example from this region.

In the "Medford Messenger" of Tuesday, August 10,1926 is an account of the opening to the public on the day previous of a new West Medford Post Office building, including anhistorical sketch of the previous post office sites and services at West Medford from which

the following may be pertinent:

West Medford P.O. established Nov.1,1852; located in old Boston & Lowell Station as station agent James M. Sanford was first Postmaster: transferred to Mystic Hall Bldg, when Thaddeus A. Baldwin appointed P.M. Aug. 9, 1853 ran P.O. in connection with his grocery business, P.O. occupying space 10ft. squarein back of store. entrance from Harvard Ave. door: "The residents mailed their letters thru a slot in the front door. The slot, tho plugged, can still be seen." This location used until May 3,1859 when Baldwin was replaced by Franklin Patch, P.M. from May 3, 1859 to Sept. 25, 1866. As Patch was a carpenter in business in Boston he had P.O. transferred from Mystic Hall Bldg. to his house at 44 Allst on St., still standing (in 1926). "These were times when the position of Postmaster was not coveted. An early resident well remembers that for quite a while the mail was taken to the depot on a wheelbarrow in a small mailing case for delivery." For a short time from Sept. 25, 1866 a Mr. Bixby, succeeding Patch, conducted P.O. in a small grocery store on High St. and then WmC.Frederick was P.M. to May 31,1869 moving P.O. back to Mustic Hall Bldg. having purchased grocery business from T.A. Baldwin. In 1869 E.J. Pitcher purchased grocery business from W.C. Frederick and the P.O. went with it until May 10,1870, when Reuben Willey, P.M. from May 10,1870 to Oct.21,1881 moved P.O. to Boston & Lowell Sta. of which he was agent; J.P.Richardson, P.M. from Oct.21,1881-Feb.14.1894 moved P.O. to Usher Bldg where he was in tea and coffee business; Mark M. Grimes, P.M. Feb. 14, 1894 to Oct. 23, 1899 established first free delivery in West Medford Sept. 15, 1897 with two carriers and one substitute; owing to fire in club room over P.O. in 1898, P.O. moved to new fireproof bldg. built by Mr. Usher with Grenville G. Redding as P.M. from Oct. 23, 1899 to Oct. 15.1905 when West Medford P.O. became a Station of Medford P.O. under Postmaster Norcross until July 1,1907 when West Medford became a Station of Boston P.O. having Miss Haves in charge of West Medford Station to 1918; and from 1918 to 1926 three Superintendants: B.B. Othnes Nov. 16, 1918 to Percy M. Prior Nov. 25, 1920 to Frank B. Hammill Feb. 1, 1922 to opening of

"Up to 1870 there is no record as to how the mails were received, but the following information was obtained from Joseph E. Ober, who is probably the oldest living resident in West Medford. Mr. Ober purchased the Mystic Hall property in 1871. Mr. Ober lived in Arlington and conducted a milk business. In driving through West Medford on his morning rounds he met the mail carrier quite often. The mail was transported from Boston in an old-fashioned carriage, the pouch for West Medford being

thrown off at the door about six o'clock in the morning. The carrier would then continue up through Billerica and towns along the way to Nashua, New Hampshire."

From the last paragraph I suppose it follows that perhaps this carrier might have picked up a letter en route and left it to be dispatched from the West Medford P.O. The reverse of the 3¢plus lícover has an embossed family crest on the flap beneath an old English capital letter B (not connected with Blake crest or correspondence). Thus far I have not discovered to what family this emblem belonged. Possibly by that means one could deduce whether this cover was mailed by a resident near or at some distance from the West Medford P.O.

Thank you for the prepaid way illustrations from Hardinsburgh, Ky. and Freeport, Ill. herewith returned; also the prepaid 2¢ collection fee in New Orleans (1856) and prepaid 2¢ ship fee, New York to Patterson, N.J. (1863). I don't quite follow your description of the origin of the Texas to New Orleans cover: if the cover shows origin at Brazos and is postmarked Gonzales wouldn't there be some kind of a Brazos to Gonzales fee? If so, I should think anyone given to overpaid explanations would consider this an overpaid way fee cover, assuming there could be no 2¢ prepaid steam-boat fee. I rather doubt if I would gain much just at present from sending the West Medford cover to Elliott Perry, at least not until I have pursued it a little further myself. As for inquiring about Carriers from Mr. Colson, whom I have not seen for many a moon, I shall have to wait for some suitable occasion or else until my ship comes in.

I find a memorandum from John Klemann dated July 29th, from which I take the liberty of quoting: "In reply to yours 23 inst. do not have a 4¢ compound U.S. envelope entire with Boston postmark at present." He doesn't say whether or not he has had or ever seen one.

The consensus of opinion seems to be that the latter part of August is not likely to provide comfortable weather for a trip either to Washington or to Cincinnati. No doubt some future time would be both more agreeable and more conducive to philatelic study. Just at the moment after a rather strenuous and heated drive southward along our coast I hesitate to contemplate another trip anywhere so soon.

I was almost afraid even to mention the "City of Baltimore" as I was sure you must have explored it thoroughly; but you do not answer my query: Did the British postmark show a year date after 10 DE ?

With kindest regards,

Yours very sincerely, Maurice C. Blake

what you intend to do! Give members a complete clear picture and then ask for an expression of their desires. Explain the nature of each handbook and I think it advisable to boil your questions down to as few as possible. Stowell could print a circular and it could be enclosed with the next number of the A.P.

You have a fine set-up now for the H.B.Committee and I would try to work very close with the membership. You can explain that if only a limited number want a certain handbook, a smaller number will be printed.

Personally I do not believe in any free distribution. Make the price low but make a charge even if its only 25% per copy. The copies not sold can be carried in stock to supply future buyers. Try and keep a stock for this purpose. Its money well invested for the Society.

Thanks for the memo on the 5¢ 1862 fire red. I am sure I am at sea on this color. If it is a natural it must be very, very rare. I am sure I don't know. I never saw one on cover that I recall.

Yours etc.,

10/20*141

#2

There has always been considerable uncertainty as to what the P.O.D.'s intentions wre in issuing the Franklin carrier. And why it bore no value. Both it and the Eagle are claimed to have been "officially issued", but I am by no means certain just what this term really means." How were these stamps supplied to post offices or to carrier departments? Did the Department absorb the cost of producing them as it did the postage stamps, or was that cost charged to the carrier departments? Did the P.O.D. or the carriers profit by the stamps which were sold and never used?

I am not trying to confuse the issue, but wish to point out how much we do not know about these stamps. One point seems to be clear - altho the P.O.D. expected that many of the stamps would be used yet I find no real evidence that any carrier department was ever compelled to use them. Whether the "official" stamp was used, or whether the so-called "semi-official" stamps were used, or whether a carrier department used no stamps at all seems to have been entirely optional with the postmaster or supt, of any carrier service.

I do not find that the P.M.G. gave any specific instructions regarding these "official" stamps. Apparently he simply "passed the buck" to the postmasters, and they enther accepted the reponsibility directly, for themselves, or for the superintendents of the carrier departments. The real authority - such as it was - was used by the postmaster, or by the superintendent with the approval of the postmaster. Unless the postmaster had ideas of his own he probably did whatever the supt. suggested.

Some or all of the above questions and matters were in my mind when the carrier chapter was written and I have no doubt it occurred to me that the Franklin stamp may have been intended for use at all the carrier offices and would supplant the special stamps which some carriers had been using. As the special stamps could certainly prepay a delivery fee in the city of issue on mail from other offices there may have been an intention that the Franklin be valid for the same use. I think that is the reason for my "3rd guess" in re the Hessel pair.

POST OFFICE BOX 994
CHURCH STREET ANNEX, N. Y.

October 10, 1941

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

Canada stamps used in combination with United states stamps to prepay postage from Canada to the United States.

My dear Mr. Ashbrook:

What I am writing you today is from memory as I haven't the time to look up any of my lots. Business demands all of my time these days - much to my regret.

In order to expedite correspondence certain banks sent up United States postage stamps to their Canadian agencies. They would then prepay the United States postage with these stamps and the remainder of the postage was charged to their accounts, and the letters were marked - "paid to the lines." I may have a dozen covers of this description bearing 5¢ and 10¢ stamps of 1847 used from St. Catherine, Quebec City, Toronto and Montreal, and also one copy used from St. Johns, New Brunswick.

Later on when Canada had stamps they tried to prepay to the lines and then U. S. postage from the frontier line to destination, and that's where my cover - June 8, 1851 comes from. The second is a part-cover and is September. I have a strip pulled off an envelope with some of the 1851's used in combination with the 3 pence Beaver, and Mr. Caspary has several covers bearing Canada and U.S. stamps.

I doubt very much if there ever were any permits issued for this method of prepaying postage, but everything went through alright. I once thought I might like to write an article about this use of U.S. stamps, but never got around to it. With it would be coupled the fact that U.S. stamps were actually sold by the Express companies as well as Post Offices in Victoria, Vancouver, the same as they were used from Hawaii and I believe also from Mexico.

Some day when I am back in town I will be glad to get hold of my material and send it to you.

The actual date of issue of the 3 pence Beaver is not known. Jarrett has been a gatherer of lots of information but he never tracked it down to find if it was a fact - so much so that he illustrated a framed pair of 5 pence Beavers on a letter as imperforated and the perforations had been cut off, but he is the first man to have brought together information which he gathered in many places. I do know that the stamps were sent out sometime the latter part of April and I believe a copy is known on cover dated April 23, 1851.

Yours very truly,

AFL: VT

It's in my mind that you so not take this article.



no to

Mixed Franking

EFORE the days of the Universal Postal Union, with distribution of every country's stamps to every other country, with consequent mutual recognition of postal issues, many nations were in the position of being unable to forward mail which was franked with merely their own stamps.

This condition is one with which collectors are quite familiar in the case of Hawaii and the United States, even if they have never seen covers bearing both Hawaiian and American stamps, because such covers have been well publicized since the early years of philately.

The main reason for this publicity was not the fact of the mixed franking, rare enough in itself, but the presence of the very rare early Hawaiians on the covers: the "Missionaries" and the "Numerals," which would carry a letter to San Francisco, for instance; but if it were to continue traveling, had to bear United States stamps. The 5c stamp of '61-'66 is probably the commonest U. S. stamp so used.

It must not be thought, however, that there were not other combinations of the kind: the 3c, 10c, and 2c of '61-'66, the 12c and 24c of '57, and other U. S.

By SIDNEY BIRD

stamps were used with Hawaiian items, the scarcest likely being the 12c '61 and the 10c '69.

Of course all students of the '47 issue know that Canadian and U. S. stamps were often used on the same letter, and one of the main reasons for the trouble that Jarrett's great book on the stamps of British North America had in getting into the U. S. was the illustration of U. S. stamps on Canadian covers; one of these illustrations showing a 3c '51 and a 3d Canadian Beaver, page 13.

United States stamps were used with those of Mexico, as shown on a beautiful cover in the Knapp collection, from Paso del Macho, Mexico, to a Maryland address. This cover bears a 3c '61, which is canceled with a New York rosette, accompanied by the town cancel, and a superb copy of Mexico No. 28, the 25c yellow-buff Maximilian lithograph, a common-enough stamp by itself, but an item of the greatest rarity used on the same envelope with a U. S. stamp.

Danish West Indies No. 1 and No. 2 were used numerously on covers with U. S. stamps, the commonest U. S. stamp involved being the 10c '61, as ten cents was the rate from St. Thomas to New York; St. Thomas at that time being the clearing house, so to speak, for West Indian mail. Three covers of this kind which I par-

ticularly noted in the Knapp sale brought \$85, \$100, and \$105, respectively, demonstrating the high favor in which such combinations are held.

A sublimation of this St. Thomas cross-roads postal service was shown by a cover which bore the stamps of four different countries. The cover originated in Mayaguez, Puerto Rico, which at that time used stamps of Cuba, one of which is on this cover. Then there is a Danish West Indies 3c No. 2, as well as a pair of Great Britain No. 43 with the C51 St. Thomas cancel; and finally, a pair of U.S. 10c No. 89, with black N. Y. Steamship cancel. All of these frankings, added to the original Puerto Rico-Cuba prepayment, demonstrate the handling and wandering of this letter pretty conclusively: a Cuban stamp to get it out of the Mayaguez post office and onto the ship; 8d British to pay the Captain who carried it to the British office, probably of a consul, in St. Thomas; 3c to get it from the Danish office to the ship, and 20c to get it from St. Thomas to N. Y.

No wonder that such items are prized highly: this one sold for \$200.

One of my own pleasant recollections of a find is a 10c '69 U. S., used in St. Thomas, on a

Weekly Philatelic Gossip



The Forgotten Men



HE political campaign of a few years ago made us all conscious of "the Forgotten Man"—a figurative allusion that captured the popular imagination and bids fair to go down into history along with "a chicken in every pot," "the cross of gold" and "the full dinner pail"—to say nothing of "the bloody shirt." What it stands for and what will become of it concerns us little.

There are, however, a number of philatelic "forgotten men": men of heroic mold to their people and their generation, but as unknown to us as Winfield Scott and Edward Stanton are to the Peloponesians and Thessalonians. Scott and Stanton adorn our stamps—and so do these other forgotten men appear in the galleries of their respective countries.

For example — take the Independence issue of Chile of 1910. One hundred years marked by this ambitious philatelic venture: one hundred years of freedom. For the first time, neither Columbus nor Pedro de Valdivia appeared on the stamps; instead, fifteen views of men and events intimately connected with the formation of the new Nation were depicted. Six of these stamps were dedicated to men —the six high values, today comparatively rare.

Of these six men, three are pretty well known, even to us. San Martin, the hero of South American Independence; O'Higgins, not an Irishman; and Lord Cochrane—who was. But who are the remaining three? Carrera, Blanco Encalada and Zenteno. Will the prize pupils step forward and tell

Mannel Hahn

us who, what, why and where are these three men?

We will start with Scott's A27. "Monument to Carrera." It is, in truth, a monument, not to one Carrera, but to a heroic family which paid for its patriotism by extinction. Ignacio Carrera, a native of Santiago, was one of the "vocales"—that is, an accredited member of the first revolutionary junta of 1810, where the independence of Chile was proclaimed. His three sons entered the war that followed with enthusiasm. Juan Jose and Luis Carrera were captured after the temporary defeat of the patriots and were shot by the invading forces of the Royalists in 1818. The next year, their father died, hunted as a traitor. The third brother, Jose Miguel Carrera, was the first president of Chile, before the establishment of a firm government. After the defeat of Rancagua, he accompanied the army into the Andes and became famous as a guerilla warrior. His capture in 1821, shortly before the victorious invasion of Chile from Argentina under joint leadership of San Martin and O'Higgins, meant





his death by shooting. And so perished the family to whom the monument depicted has been raised.

Manuel Blanco Encalada, shown on Scott's A29 as "General," is termed "Admiral" by his own country! He was born in 1790, in Buenos Aires, Argentine. He became Admiral of the Chilean Navy under Lord Cochrane, and became president of Chile in the turbulent period of 1826. His presidency lasted about a month.

In 1837, Chile was worried by the Peruvian-Bolivian confederacy, and Blanco Encalada led the navy against the Peruvian commander, Santa Cruz. Without a pitched battle, the Peruvians were defeated and Blancho Encalada signed the peace of Paucarpata by which the confederation was dissolved.

In spite of an active life and many battles, he lived to be 86 years old, dying in 1876.

The third of these heroes was Jose Ignacio Zenteno, who was born in Santiago in 1785. In 1810, he responded to the call of Independence and became a leader in the Army of Liberation. was one of the most successful of the Chilean generals, and led his army across the Andes to join San Martin and O'Higgins and assisted greatly in the decisive battles of Chacabuco and Maipu. After the final peace of Ayacucho, he retired from activity and died in his natal city in 1847. His portrait graces Scott's A30.

In the next issue, that of 1911, appear the portraits of 12 "forgotten men" out of the fifteen who are honored. Christopher Colum-

(Page 44, please.)

46 Langdon aw. Watertown, Mass. July 11, 1941.

Mr. Stanley B. ashbrook, 434 South Grand aw. Fort Thomas, Sty.

Dear Mr. ashbrook; I thank you for the return of my proof block which was received July 7. It is regretable that the block is difficult to photograph.

Montreal Use 1847 U.S. Stamps.

Dr. Bernstein's article lists as no. 19 the U. States marking found on those two Dorwin covers. as I understand his note on this it indicated hostage hayment in Montheal of U.S. postage was legal. I have never seen the 1844 hostal agreement with Great Britain but would expect to find that prepayment of U.S. postage was covered therein also that this and the Chosel Wail agreement made it messery to have a U.S. P. D. agent at Montheal.

The Dorwin cours show the U. States markings were applied at Montreal. I do not see that they covers furnish any evidence as to where the stamps were consulted. I do not hold that the grid on he Money-Little cover matches the color of the other markings. The grid on the other cover is not in the color of the Montreal hostinachs. I have not seen any Canadian covers, Montreal, covers marked with these grids in 1847. Since the P. L. & R, 1847 gives allowy.

24 Centr 1861. 1/A' doubles occur on 27 positions on my bloch "
viz. 51, 52, 53, 55, 57, 61, 65, 67, 68, 71, 72, 73, 73, 71, 79, 80, 81, 83, 87, 88, 39

91, 92, 93, 94, 96, 98.

employees.

The "B" doubles are those eight positions given in your letter of July 5. I am mable to find the doubling you note on 73R. Would you hindly more precisely what lines are doubled? .

No photographs of Mr. Brazer's large premiere block have been received when you send them please include a print from the Costales block, positions 1, 11, 21 L. How far is the plate centre line from 30 L?

I have checked my proof block against Types II and III die proofs as I see it the re-entry roll came from Die II. The re-entring roll templed to force the two lines above the numerals together. The result was variable from a line thickening, then closure over 2 and complete closure across the right numerals. It ad the transfer roll but Type III I would have expected complete closure for any position that shows closure over 2. Stamps are common with space closed or almost solid.

To date I have not line doubling on 58, 69,74

on 76 R but I think there are resulted with roll registered on the first entry.

Did you find re-entries on the H. strip of 6 first state?

It seems to me National B. N. Co. addiced some 1861

denominations with lines too fine for stamp printing and that National had an ardures method of re-entry.

Yours sincerely,

Yours sincerely,

Copy sout C. W.B.

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

EXCLUSIVELY

Tel. VAnderbilt 6-1777 File Number 484 MEMBER
American Philatelic Society
Collectors Club—New York

415 Lexington Ave. NEW YORK CITY July 10, 1941

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

Dear Stanley:

Thank you for your prompt return of my 1861 24g essays and proofs in good condition. I also have copy of your letter to Karl Burroughs of July 5, from which I learn that you have indentified the premiere gravure plate strip without No. 6 as from the right pane, 95R to 98R. Due to the narrow gutter between 95 and 97 and the wider gutter between 97 and 98 I had thought these were from the left pane. If this is not right please correct my inference. If this strip of four is R95 to R98 then I would like photos of it and my block of 12 of the same positions, to illustrate my next article. The shadow over the upper right 24 of the completed design is, I believe, mainly etched with an acid wash and thus not so easy to see as an engraved line. I do not claim that the original lines were deepened. An additional line between them may have been engraved, tho I believe the wider shadow is due to etching. I am not a plater, hence you and Burroughs should write of your own discoveries, especially you about my strip of premiere gravure which you have plated.

I hold the premiere gravure plate essays of incomplete designs were essayed for official approval, hence they comply exactly with the philatelically accepted definition of an essay. I am including them in my forthcoming enlarged and illustrated Catalog of Essays of U.S. Adhesive Stamps (Mason revised). They are similar in status to the 1869 small numeral essays.

If the same roll Type II was used to re-enter the plate as you claim, what logical reason can you give for this waste of time and money to spoil plate 6? The premiere state of the plate as shown by my blocks of 50 from the lower left pane shows good clear transfering of Type II design and thus it would have been foolish to re-enter it with the same design. There must be a ve good reason to take all this time to complete the die an re-enter plate 6, when they were under such pressure for speedy production. Official approval of a more complete design seems to me the only apparent reason. As I wrote - the

completion work of Type III Die engraving is delicate and the fine thin lines could not cut into the plate sufficiently, to much effect the Type II crude and deep recuts on the design. But if in the late plate any color shows in the open flaws below the left center surely the Type III (or Type I) design must have been used for re-entry. I accept your definition of a double transfer as I do on matters in your field of plating, as differences between our writings will probably be seized upon by those who wish to call these essays "stamps". They must be one or the other to be understood by philatelists.

Cordially yours

Celarence

Clarence W. Brazer

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

EXCLUSIVELY

Tel. VAnderbilt 6-1777 File Number 484 MEMBER
American Philatelic Society
Collectors Club—New York

415 Lexington Ave. NEW YORK CITY July 16,1941

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

Dear Stanley,

Am glad to have your lettermof July 12, and your reasonable explanations. Plating is out of sphere and I am too busy with other things, so I will have to accept your, and Burroughs opions when your agree on a logical therory. I have not plated my strip of 6 from the lower right pane. I do not know whether Burrough's has.

The N. B. N. C. were inexperienced in stamps when they made Plate 6 and may have tried to improve the first entries. Could Type I roll have been used to re-enter? I cannot follow your connection between T.C.&. Co. re-entering worn Plate I and the N.B.N. Co. re-entering an unworn Plate 6. In 1858-9 the methods of transferring were different in the several 6 firms composing the A.B.N.C.

Plate proofs of the premere gravure state of Plate 6 were made at least twice, before in 6ln/3, and after engraving the 6 in 69n/3 and I have at least two other colors 5n/3 and another 65n/3, or four colors which might indicate this state of the plate continued some time during which the trial colors were under consideration. I have just obtained a Type I die essay in 57m/4 making 5 colors in all.

The P.O.D. Stamp agents did not, so far as I know, have authority to to criticise dies or plates. This was done by the expert committee of artists and the head of the transferring department of the N.B.N.G. I know of no Govt. Inspectors being at the N.B.N.C. The P.O.D. Agent was an accounting clerk to fill orders from plates certified approved by the P.O.D. experts in Washington and to keep custody of certified dies and plates. This was true even of envelopes and postal cards. I have several proofs approved with comment. The Advertisement for Proposals contains the authority of the expert committee and their duties which did not include perforating and gumming. All final approvals were up to the Third Asst. P.M.G. and his assistant, after the Expert Committee of Artists so recommended.

If the premiere gravure essays were sent to foreign governments as most of those who first found them beleived, there probably was a complete set in June and I cannot see any logical reason for seperating out of the set the 10g 24g and 30g red orange. I believe the 30g was also first found abroad. I hold the complete set was important as a set and so treated througut and amy seperation is most illogical. The reason for sheets of the essays are given in my paper -- The 1869 issue was treated similarly. I must know if I can, when and why Type III die 445 was completed.

These 3 volues were so large Cordially yours to complete! and hone ready. Illanene

Clarence W. Brazer

COPY

FOR INFORMATION OF S. B. ashbook.

FROM CLARENCE WILSON BRAZER, REGISTERED ARCHITECT

GROZER BLDG., CHESTER, PA. 232 MADISON AVE., NEW YORK CITY

484

415 Lexington Ave. NEW YORK CITY

July 16,1941

Mr. Karl Burroughs
46 Langdon Ave.
Watertown, Mass.

Dear Mr. Burroughs;

An enclosing the 1861-24% blocks of four on India R49 to R60. My Type III die proof does not show the dot besides lower right star. Could it be that Plate 6 was first entered with Type II on which this dot shows, and re-entered with Type I? This Type I did not have the 2 flaws on left scroll below the center and the hardened roll was available that was used to make the lay die retouched as Type II. This might account for the light color filling these N-0 flaws. Vould like your opinion.

Am also enclosing the strip of 6 from lower half of right pane which ashbrook wants to know if you have plated.

Thank you for the copy of your letter to Stanley B. Ashbrook of July 11th, which I ar clad to have for my files. He made the smaller photos of my Type II die used for the C.C.P. and has the negative.

Your theory as to why you think Type II roll was used for reentry is very interesting. I will study this later when I have more time, probably in September. Then when my second paper is written I may ask to quote from your several letters, unless you are willing to write it yourself. Your letters are very clear and will make a fine article. You have so many facts recorded in a logical and reasonable manner, and I do hope you will write the record of your findings.

Many thanks for loaning me your 1870 essays. Will advide you when they arrive. Am now busy writing the Essay Catalog and have obtained many cuts from selections I made at Harmer, Rooke & Co.

Cordially yours

Clarence W. Brazer

1857-61 Issue — continued

In the December number of the News Letter we had started with the Old Timer's accomplishment in this very interesting issue and left the subject after discussing the 5c brick red which has always been catalogued "out of order" for of course the 5c red brown was the color first issued of the perforated series, as it was made from the imperforate stock on hand when perforating was first started. Now we note two unused examples of this rare red brown, followed by several used singles and horizontal and vertical strips of three also in used state. Then comes an unused 5c indian red followed by used singles, a pair and two strips of three—all delightfully used. After the indian red came the brick red shade, already described in the December number, and finally (these all being type I stamps) the 5c brown. Here we have four fine shades unused and a row of used examples, followed by used strips of three—several—and what is a great rarity—a block of four

Then comes the 5c types II and III For many years the 5c was separated into three types by the publishers of the catalog and there was no difficulty in determining which was which, but one day along came a knight in shining armor—a "New Dealer"—and he gained the ear of the publishers and straightaway type III was thrown into outer darkness Nevertheless this collection was built by an "Old Dealer" so it has the benefit of possessing a fine lot of these marvelous 5c of 1857-61 and here we see the 5c brown and orange-brown properly set forth in unused singles and blocks of four—both colors—and used in singles and strips, all—so far as possible—in both types II and III Technicalities and the splitting of hairs seldom add to the pleasure of stamp collecting and frequently are not even properly substantiated, when considered in connection with even a slightly tolerant spirit. In over forty years of intensive dealing experience, Colson of Boston has yet to see a truly fine collection that did not yield a little tolerance to the varieties created honestly by the need of the moment

To abridge a catalog of the stamps of Trinidad for example, by discarding that wonderful old veteran—the Lady McLeod—issued in 1847—merely because it was a "local" issue does not reflect any more wisdom or understanding of collecting than to cancel U.S. numbers 37, 38, 39 and place them under the perforated issue as numbers 52c, 53a and 54a where they cannot possibly belong. These high values were prepared for a specific purpose but never issued to the general public. They were not prepared as proofs and they should remain exactly where they have been these many years—as stamps prepared but not issued to the general public. But all of this is a digression and having finished with the description of about the finest lot of the 5c 1857-61 we have ever had the pleasure of examining, we turn to the 10c where we find types II and III in mint state and many used ones including a block of four composed of both types. Type I is here but only in used examples while type IV is treated in the same manner. Type V is shown in many shades, in unused singles and several blocks of four and one of twenty-five, all mint

The weather in these parts still makes us long for Honolulu or Segovia, so we choose for illustration on this month's calendar another Missionary

February 1, 1941

Volume XXXV Number 5

With this issue we continue the distribution of the fine economic "Talks" by W. J. Cameron of the "Ford Sunday Evening Hour" and enclose "Christmas, 1940"; "Resolves and Good Wishes"; "American Revolution; 1776-1941" and "Some Ford Philosophy"

Didirectly Sport

POSTAGE STAMPS

FOR

ADVANCED COLLECTORS

SPECIAL NOTICE

We are always in the market as buyers of specialized and important general collections, single rarities and pieces, no matter of how great value

We shall be pleased to receive offers of anything issued before the year 1900 although our special interest is in the issues prior to 1880 in foreign stamps—U.S. right up to the current issue

We shall be glad to have want lists of any

Country

Suggestions as to details of stamp collecting freely given

WARREN H. COLSON 260 Clarendon Street Boston 17, Mass.

Cable Address, "Warcolson, Boston" Codes: Lieber's, A B C-5th Ed.

1861 Issue

With the outbreak of the Civil War a new issue of stamps was required with all possible haste by the Federal government, so that supplies held in the Southern States which had joined the Confederacy, would be valueless for use elsewhere

In order to secure a supply of each denomination as early as possible, the plates of the eight values were prepared consecutively and the resultant stamps were placed in use starting in August and continuing into October

There are two accepted "issues" of this 1861 set. The first, known as premieres gravures or—first engraving, commonly called "August types", and the second, "September issue". There is very little fact of any kind from which to determine the exact status of the "August issue" of which postally used examples are known of one value which shows a slight difference in the design between it and the definitive issue now usually called Second Issue. This, the 10c of the First Issue had a wide distribution, including points on the Pacific Coast. Most of the rarer values of this First Issue have been found in Europe where they have been presumed to have been sent by the U.S.P.O.D. as samples of the stamps then in use in the U.S.A.

To date there seems to be no evidence of the sale of *all* the values of this rare series in any post-office; but the finding of the 10c denomination in various places gives very strong presumptive evidence of the standing of this set that will take more *fact* than any iconoclast has been able to produce to date to change the position of this extremely rare, beautiful and highly desirable set of stamps into just a set of samples of pure private fabrication and with no governmental authority back of it

Some day a real digger may turn up more factual evidence from hitherto hidden government records concerning this very rare set and every collector will welcome any new facts that will shed light on the reason for the small changes in designs which separate the two issues. In the meantime, however, one conjecture is no better than another conjecture, and the iconoclasts have thus far only produced conjectures—no facts

The principal iconoclast in attacking this set and other early American issues, has had a broad experience along the limited activity of plating certain of the 1851 issue, but is so lacking in general knowledge and philatelic judgment that the subject of his iconoclasm has become almost a monomania which has led him into saying, with respect to U.S. #37, 38 and 39 as formerly listed but now—transferred—entirely without warrant to #52c, 53a and 54a, that "... no proof whatsoever exists that they were issued, hence because of the lack of indisputable proof, these three trial printings should never have been listed in the catalog years ago as regularly issued U.S. postage stamps In my opinion they unquestionably belong in the Proofs and Essays section of the catalog." We have italicized his own writing to show that the substance of his statement is only his opinion and as it is an axiom that though you may prove a positive you cannot prove a negative, his whole statement is after all—only his opinion and others of far vaster experience disagree entirely with his findings

We shall continue this subject next month, in the meantime we illustrate an unique Confederate Postmaster—the 10c Lenoir, N.C. envelope made by the application twice of the same 5c woodcut used to make the adhesive stamp

April 1, 1941

Volume XXXV Number 7

With this issue we continue the distribution of the fine economic "Talks" by W. J. Cameron of the "Ford Sunday Evening Hour" and enclose "Economic Character Cycles", "Brotherhood", "Counterfeits" and "Deserter"

POSTAGE STAMPS FOR ADVANCED COLLECTORS



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We shall be glad to have want lists of any Country

Suggestions as to details of stamp collecting freely given

WARREN H. COLSON 260 Clarendon Street Boston 17, Mass.

Cable Address, "Warcolson, Boston" Codes: Lieber's, A B C-5th Ed. 1861 Issue (continued)

In every field of activity we find persons who endeavor to build themselves up into positions of authority by attacking established ideas. These iconoclasts are usually found subtly disclaiming any notion that they consider themselves to be experts, but none the less they attempt to argue as though their background entitled them to a position of authority

We have looked on for over forty years to the changing tides in stamps and in continuing the discussion of the so-called "August types" of the 1861 issue, we turn to a citation of fact that is now historically settled and which sheds light on this subject in general

One of the oldest concerns in England dealing in stamps is Stanley Gibbons, Ltd. and this concern has only one address in the world, London, and any other company using a similar name is not in any way connected with it This concern publishes a catalog and in their 1900 edition of the British Colonial section on page 198, righthand column, half way down the page there is a note that reads: "The 6d. lake, without surcharge is believed to be a proof, and is therefore omitted". The "purist" or iconoclast who wrote that note did so only as a matter of opinion "because it wasn't known used"

Colson of Boston is and has been—all his life—interested only in fact concerning stamps and one day in London showed an example of this great rarity to the head of Stanley Gibbons and asked him the question, "Have you ever seen a proof with an offset on the back?" The answer came immediately—as expected—"why certainly not, a proof could not have an offset on the back"—"Well, then if this 6d. lake of St. Helena is a proof, as you say, how do you explain this color offset on the reverse?" Naturally this stumped the "purist" or iconoclast and the stamp was restored to the catalog, as #6 (Stanley Gibbons 1914-15 edition) and in the 1939 edition is priced at £120 Only nine examples of this rarity are known to date and there is reason to believe that no more than twelve probably were ever printed

Now what is the position of an innocent collector who had bought one of these rare stamps, prior to 1900 when it was catalogued as #5, without price—and paid—say £50 for it, if he later wished to sell—after 1900 and was confronted with the statement that it was "only a proof" and worth—possibly £2 Who is the gainer from such a ridiculous policy of accepting opinion in place of fact? Is the constant repetition of opinion by iconoclasts to usurp the place of fact? We hope not, but we shall have to apply the St. Helena #6 citation to the Premieres Gravures case in our June number This month we illustrate two fine examples of the rare $2\frac{1}{2}$ r. Zurich showing two fine postmarks

May 1, 1941

Volume XXXV Number 8

With this issue we continue the distribution of the fine economic "Talks" by W. J. Cameron of the "Ford Sunday Evening Hour" and enclose "Ford for Defense", "The Dangerous Class" and "Lent, 1941

FOR ADVANCED COLLECTORS

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WARREN H. COLSON 260 Clarendon Street Boston 17, Mass.

Cable Address, "Warcolson, Boston" Codes: Lieber's, A B C-5th Ed.

1861—In Conclusion RECEIVED AND READ

The suppression or ignoring of factual evidence that runs counter to the opinion of some of our self-constituted philatelic "authorities", leads one to wonder what is behind their solicitude for others

When we take a final look at the "August issue" and the continual harping on this subject by one iconoclast, we note that he entirely ignores the 10c denomination in all of his many expressions of outraged feelings over the cataloguing of this set

But the 10c value is as much a part of this set as the other denominations and remembering that practically all the rarer values known to date have come back to us from abroad, where they were believed to have been sent for purposes of postal information as examples of the then new issue, it is too much of a strain on our credulity to now accept the *opinion* of an iconoclast that this whole issue is just a privately prepared sample set produced in the hope of gaining a government contract

He quotes one clause of the government contract covering the production of the 1861 issue as follows,—"and that all said stamps shall be furnished in sheets, printed upon good paper, equal to the 'approved sample'", etc. We may properly ask what evidence there is that connects the "August types" with the word "sample" in the contract. There is no connection whatsoever and one is more than justified in thinking that if the National Bank Note Company went to the expense, of making eight different dies and corresponding plates of each denomination and printing a supply of all, to submit just as samples, they were gamblers of a high order and their very expensive efforts merited a better description in the contract than to merely mention them as a "sample"

The words he quotes from the alleged contract are not dissimilar from those in daily use in the world of business having to do with millions of contracts, but in order to say that the "August issue" is the "sample" referred to, we must have some closer tieup than the mere opinion of the iconoclast that such is the case and he provides us with no proof

No, Mr. Iconoclast, you are still dealing in nothing more tangible than opinion and in your monomania you have most unfairly neglected any mention of the 10c value which belies your entire argument—that this issue is simply to be considered as a private venture and has no standing otherwise

If we are to be influenced by such unreason in the acceptance or otherwise of some of these old issues which exist but whose birth is shrouded in some obscurity, or rather lack of complete fulfillment of present day technical rules as to the method of making them a proper issue, we are going to make a grievous error such as we cited in the case of the rare St. Helena sixpence without surcharge, in last month's News Letter, and if the publishers of the Scott Catalog are led to change their listing of the "First issue" of 1861 on the strength of someone's opinion, unsupported by any factual evidence, they will probably fall into the same error as did Stanley Gibbons in connection with the St. Helena No one benefits by any such ridiculous policy; on the contrary many innocent collectors will be temporarily injured during the period in which no facts except existence are at hand to substantiate method of issue of this long accepted set

The famous Old Timer's collection contained a lovely complete set of the "August types" and any collector possessing the wherewithal would be very proud to own this magnificent set

June 1, 1941

End of Volume XXXV

Volume XXXV

End of Volume XXXV In the Fall Volume XXXVI Volume XXXV Number 9

POSTAGE STAMPS FOR ADVANCED COLLECTORS

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CORRALITOS RANCH

REGISTERED HEREFORD CATTLE — THOROUGHBRED HORSES
HIGH QUALITY HEREFORD FEEDER CATTLE
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LAS CRUCES, NEW MEXICO

OXQX

mu starley a ashbrooks Gart osamas 145

Plan on asbrook

for sunt som a number of my stands during the bout from wars for examination a swist to express my afformation of some meny countries.

som sunding som under solvent com an account

Soult soos. It not rulle a book lent just ust letter I wont me mother from turni D' Turni. Hoping For it will pos a few fours pleasants for you som Cordrelle 1 James Dorrela

srudents!!! OCT 1 3 1941

Postal History students attention!! Here's a baffler. In an accumulation covers sent for inclusion in the World Wide HI-HAT Sale being held at the De Soto Hotel in St. Louis on Nov. 1st, the Mint Sheet Brokerage Co. discovered one which bears markings in direct contradiction to Scott U. S. Specialized and the Post Office Department "Description of United States Postage Stamps".

The Cover, mailed from New York to Paris, carries a 30c 1857 tied on with a black grid cancellation, dated New York, Mar. 30, 1860. A French receiving cancellation, Paris, April 11, 1860, is on the face and on the reverse side, clearly marked is Paris, April 12,

1860.

As July 31, 1860, is the date listed in both books for the issuance of this stamp, it now appears that the stamp was used far in advance of that date. Because of this contradiction, it has been withheld from the Hi-Hat auction sale at the World Wide convention in St. Louis, pending further information. Any help or information from our readers will be greatly appreciated by the Mint Sheet Brokerage Co.

allivaular

ARDIFF, A. P. S.

When found, they are much coveted. Current interest in material of this nature is reflected by recent offerings of this nature in the course of auction sales on this side of the Atlantic, notably Postal History Auctions of Metuchen, New Jersey.

One item of this type, recently found by the writer, is a corner card cover, carrying return address of a Chicago firm of commission merchants, vintage of 1890. The face of the envelope carries an illustration of the firm's building, in front of which is a first degree representation of an old horse-car, a 4-wheel affair clearly "Clark St. R (ailroad)". Another item of interest, an old stamped envelope, is reported by Winthrop S. Boggs and illustrated in the May, 1939, issue of Railroad Magazine, page 138; it bears a picture of a Boston El Steam Dummy coupled to a double truck coach.

Still another relic of these days of the past lies on our desk, for chronicle. This came to your writer by favor of

Dispersing a choice collection of

Al Burns Stamp News

The Weekly Magazine of Philately

AL Burns, Editor
C. O. Powers, Business Manager
J. L. Powers, Secretary-Treasurer

Vol. II

October 11, 1941

No. 4

Philatelic Reflections

In the course of checking the items to go in the auction that the Mint Sheet Brokerage company is going to sell at the World Wide convention in St. Louis, Nelson P. La Ganke found a cover that apparently contradicts both the U.S. specialized catalogue and the Post Office Department's descriptive booklet of U.S. stamps. This cover bears a fine copy of the 30-cent 1857 stamp, tied on with a black grid cancelation, mailed from New York to Paris. The New York postmark is dated "March 30" and the French receiving cancelation is dated April 11, 1860, on the face of the cover. On the reverse of the cover is a Paris postmark clearly dated as of April 12, 1860. Since the date of this issue is listed in both books as of July 31, 1860, this cover appears to be one case where the stamp was used far in advance of the date originally ascribed to it. Because of this contradiction it has been temporarily withheld from the sale. If any of our readers can help Mr. La Ganke on this item it will be very much appreciated.

The Junior Scholastic magazine, 220 E. 42nd street, New York city, announces a new stamp feature which started in September: "Stamps tell stories behind the headlines," edited

AL BURNS STAMP NEWS, published ev lowa. Subscription \$1 per year in U.S., C and South America. Other countries, \$1.73 24, 1941, at the post office at Ames, low

SAA Strug 5201 Sterling Rd. 5201 Sterling Rd. 61 Struningham, Als.

a, Oct. 11, 1941

Whole No. 9

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counter talk at the average stamp to think that no one ever collects ain, Mozambique Company, Russia, about 19th or 20th century U.S. or times about imperforate Greeks or thing seems to be said about those t mean that nobody collects them? that their names are not heard in ected on the quiet, except by chilk that nobody sees. They may be dear, they lack caste! They were mp collectors, and all that, andibilities. If one were to mention meetings he would be met by the night even look askance at him for impossible. At stamp meetings we of 19th and 20th century U.S. and ints of British Colonies. We must t make ourselves ridiculous.

Few of us can stand the ridicule were we to admit that we do things to are slaves to convention, even in

being taken for what they are not ust such things that kill potential s, spats, and gardenias.

al Burns

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X

AZINE OF PHILATELY

Mint Sheet Brokerage Co.

* * * THREE SERVICES * * * BROKERAGE DISCOUNT APPRAISALS

415 Caxton Building Cleveland, Ohio

October 18, 1941

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

Dear Sir:

Depending upon how busy you have been in the last week you may or may not have read some of the little articles which have been appearing in the different stamp papers regarding a cover which is in our possession.

The question concerning this cover are the dates which are in direct contradiction to the information in the U.S. book and Scott's catalogue.

Apparently this cover was mailed from New York on March 6, 1860 received in a French port on April 11th and in Paris on April 12th.

The date of issuance of this stamp as given by the authorities is July 31st of the same year. The question therefore arises as to whether the cover is a fake or whether the dates are wrong.

Can you you shed any information on this cover?

Appreciating your cooperation and opinion in this matter, we are

Respectfully,

MINT SHEET BROKER CO,

Nelson P. La Ganke

NPL: OMF

434 South Grand Ave., Fort Thomas, Ky.

Oct. 20, 1941.

Mr. Nelson P. La Ganke, 415 Caxton Bldg., Cleveland, Ohio.

Dear Mr. La Ganke:

Herewith the cover as per yours of the 18th. The 30% stemp did not originate on this cover, the black grid tying the stamp is fraudulent. The markings on the face prove this fact conclusively regardless of the impossible date of use. The "16" is the French postage due marking of 16 decimes or approximately a little over 30% in our money. Had the letter been prepaid in this country, the New York marking would have been of a type in red showing a credit to the French P.O.D. Prepaid letters were marked in red, unpaid letters in black. Thus there is absolutely no question but what this cover was originally an unpaid stampless cover.

I might add that there were exceptions to this rule, for example if the full postage on a letter was not prepaid, the letter was rated as entirely unpaid, thus it would be possible to find markings such as the "16" and the black New York on a part paid letter. In other words, such a "short Paid" letter might have had a 36 1857, or a 10 1857 etc., but in addition it would have been handstamped "Short Paid," to show the French that the full rate was due on delivery. I might also add that this particular type of New York "Toreign exchange" postmark, regardless of the fact it is in black, was a "debit" marking, and was used on Umpaid mail, not on prepaid mail.

As to the approximate date the 30¢ stamp was issued, there is no guess work on this score, because we have actual Government records. I refer you to my article in Lindquist's "Stamp Specialist" Vol. #1 part #3. A 30¢ value was not even suggested until June 1860.

I noticed the mention of this cover in various philatelic publications and considered the publicity on your part as rather uncalled for, because it had a tendency to cast doubt on accurate data in the catalogue.

Rather than broadcast ill-founded suspicion as to the accuracy of the date of issue in the catalogue I believe it would have been far better for you to have first made some investigation. These remarks are not intended to offend, but merely for the purpose of giving you a side of the picture which I am sure had not occurred to you.

Very truly ours,

Mint Sheet Brokerage Co.

* * * THREE SERVICES * * * BROKERAGE DISCOUNT APPRAISALS

415 Caxton Building Cleveland, Ohio

October 24, 1941

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

Dear Sir:

This acknowledges your letter of the 20th regarding the cover we sent you for examination and your detailed explanation of all the facts concerning it is very much appreciated.

Your comments regarding the publicity are noted and the first observation we might make is that in spite of the articles in the papers nobody has written in to venture an opinion, ask to see the cover or anything else, so as far as obtaining information in this manner is concerned it is apparently a total loss.

It is also true that in the past various facts and figures have been brought up to date thru covers of this kind which from year to year have changed the records as shown in the catalogue etc, and we imagine that you, Delf Norona, and two or three others have had a lot to do with this.

The articles concerning this were not meant to cast any reflection on the accuracy of the catalogue and apparently this wasn't very obvious since none of the stamp editors to whom the publicity was sent refused to run it or question the propriety of running such a squib. In the future, however, we will probably consult you experts first before running such notices, but since you fellows are in a position to give such a correct cut and dried decision that there would then be no opportunity to try and interest other collectors in this field of research or make them feel better by having their opinion asked for or sought.

Once again we thank you whole heartedly for your detailed explanation concerning the facts on this cover and hope to see you personally at some one of the numerous stamp gatherings that will take place during the winter, we are

Respectfully.

MINT SHEET BROKERAND C

Nelson P. La Ganke

NPL: OMF

AND A FOURTH SERVICE





I suppose you know Dr. Preston Peters of Lynchburg. Wife & I called there several years ago, at their request, but these fine people would not permit us merely to have luncheon with them. We simply had to stay wall night. After dinner he got out his Confederate stamps, but principally wanted to show me his father's War papers. Now his father was a surgeon in the Confed Army. The name Peters is not common - and a war time "Dr. Peters" still less common. Do you suppose it could have been his father who finished off Van Dorn in 1863? HCB



like.





BROOKS APPLIANCE COMPANY

MARSHALL, MICHIGAN

PRIVATE OFFICE
H. C. Brooks, President

October 11, 1941

Dear Stanley

I wished we lived nearer each other. Many things I could, with advantage to myself if not to you, discuss if I lived in Cincinnati and you in some nearby city. And think' of the stationery, and postage, and awkward typing we would avoid. (My typing meant, of course)

I certainly enjoyed your letter, not only for its interesting contents, but because of your being one - and the main one - of my very few philatelic contacts. (That word "contacts" is overworked, but also cold in this sense.... I meant "friends."

As I have said before, I sort of sit on the side-lines. And it is sometimes strange, sometimes amusing, to note the sharp differences of opinion in letters I receive. For example, in a letter from Ezra, just received, in commenting on the 2¢ Memphis cover which MacBride bought, he says: "Although this is a nice stamp, it is over-rated. I don't think it should catalog over \$250. I know where there are two strips of 5 on cover, and almost every collector I know has a single." (This of course is typical with Ez and Konwiser - for every time I have sat with them at an auction and have bid, say \$50 for an item, Konwiser will turn to me in his sleepy way and say that he could sell me as good or better copies for \$40 - and then Ez peeks around & nods his acquiescence.)

But now you say you doubt if Ez fully realizes the scarcity of this stamp on cover. You are right. Teddy Baer was here day before yesterday to show the stuff for the 2nd Knapp sale. Some interesting & nice things - others not so nice, in fact it seemed to me, on superficial inspection of course, that some high rate covers in the 1869's would stand a closer and more expert scrutiny.

Attached is copy of letter sent today to the State Historian of Mississippi. I had to pay plenty for this sword, and although I was sincere in expressing my sentiments & intentions relative to the return of Confederate relics, I feel that a few favors thrown my way on Confederate stamps should not be an unreasonable or greedy expectation. Tell you what...we'll return this weapon together. You hold the scabbard, I'll wear the sword, & the wives can tote the case. & b'god we'll demand & get stamps. HCB

didn't you 0 --0 sal breather, that in take a b COVEr another I'11 long Was adi that before it know guess no S of it, think let Of and will think out tuckered Come on call about Hawaii and Re He I'm s Emmy

October 11, 1941

Dr. W. E. Holcomb, State Historian, Jackson, Mississippi.

Dear Dr. Holcomb:

You may recall our brief conversation about a Mississippi relic, while we were attending the ceremonies at Lansing.

As a member of the Board of Trustees of the Michigan Historical Society, my principal interests are, naturally, connected with my own State, but when I find "stolen goods" of important historical value to a Southern State, such as the Articles of Secession which I returned to Louisiana in 1929, it affords me pleasure to see such things restored to their rightful and original owners.

Perhaps my interest in things Southern has been cultivated through the 30 years in which I have collected Confederate stamps, particularly those which have remained on the original envelopes. I have what is probably the most representative collection of Confederate stamps and stamped envelopes in existence, yet there are a few stamps and many types of postmarks and other postal markings to be acquired before the collection reaches the saturation point. Of course, no stamp collection of any country can be said to be absolutely complete or incapable of improvement, and it is this very aggravation of unfulfillment that stimulates the collector and keeps whetted the desire of further acquisition.

We were sorry not to have seen you in Marshall while on your way back home. If you went directly south you had to pass our place. I wanted to show you the sword, my descriptive powers being limited, at least so far as swords are concerned. I was finally able to buy this relic. It is of Damascus steel, beautifully chased, bearing on one side the inscription, "Earl Van Dorn," and

on the other side the name of the maker. Set in the hilt is a large and handsome cut stone, apparently a topaz, and below this is a framed gold plate bearing the following engraved inscription:

"Presented to Major Earl Van Dorn by the State of Mississippi in testimony of her appreciation of the gallantry of her native son in many Battles. By Order of the State of Mississippi, February 3rd, 1860."

The scabbard is of old yellow brass, bound with gold bands to which hooks are attached. It is enclosed by a hardwood case of the same shape, lined with red velvet. The entire ensemble is in fine condition.

The woman from whom I bought it said that her grand-father, serving with an Illinois regiment, got the sword at the siege of Vicksburg. Obviously, it could not have been captured in combat (as the Confederate flags were) and was probably picked up as a "souvenir," - in other words a part of the loot which soldiers of every army take away with them, if permitted. I had further details on a slip of paper but have misplaced it. However, I can get them again if needed.

I note from my reference books on the War that Van Dorn, while a Confederate general, was killed in a quarrel with "a Doctor Peters." From all accounts he seems to have been remarkably successful in making life miserable for several of the Federal commanders. His portraits show him to have been keen eyed and handsome, and it is easy to see how popular a man he must have been with the citizenry of your State.

Nearly every year Mrs. Brooks and I go to Florida for a few weeks respite from the cold and slush. Should we go this coming winter I think it will be westward instead of our customary route of due south, and at that time, Deo volente, I shall see that this sword is returned and deposited either with the Van Dorn family or some Confederate historical collection.

Yours very truly,

Oct. 18, 1941.

Mr. S. Newbury, % The Boston Store, Chicago, Ills.

My dear Mr. Newbury:

After I had written you this morning, the enclosed cover came to me from Spencer Anderson. He bought it in H.R.Harmer's sale for \$61.00. He sent it to me at a price of \$150.00. Now genuine 30¢ 1869 covers don't sell as low as \$61.00 and Whether Spence knew whether the cover was good or bad he should have been suspicious of his purchase price. If Harmer is such an authority as he claims to be why would he permit this cover to be sold as genuine in one of his sales?

However, all of this is beside the point, because all I had in mind was this. I wanted you to see this item and to note it in case it might be offered to you. The devils who make these fake covers turn out some very clever work and in my opinion, the best way to combat these crooks is to know more than they do. Hence a very careful and thorough knowledge of postal markings rates, etc., is absolutely necessary. Off hand the things that came to my mind first when I saw this cover were as follows:

Use Aug. 17, 1870. The Franco-Prussian War was in progress. The U. S. French Treaty had expired on Jan. 1, 1870, hence a letter from this country could not be prepaid entirely to France, but had to go thru England. The markings show that it was sent thru England and that the addressee was charged with postage due of 5 decimes or about 10%, out of which a credit was given to England for the conveyance of the letter from England to the French frontier. Now the rate to England from the U. S. at this time was 6%, per half ounce, so why 30% on the letter? We couldn't give any of this 50% to France because we had no postal treaty with them and the Anglo-U.S. Treaty provided that each country retain their own postages. So why 30% on a letter to England which only required 6%? All of the above argument revolves around the fact that the France-Prussian War was on. War declared in July 1870. All of this is independent of even putting a glass on the stamp or cancelations.

In short, what I wish to say is this. Please be very careful in buying covers, especially those with 1860 stamps. Perhaps this advice is presumptious and unnecessary but if so don't take it that way but rather that I may be over-solicitous in my desire that no fake items enter your collection if we can help it.

This is just a little confidential chat between ourselves and there is no reason why anything should be said about it. Perhaps the moral is, that when people like Harmer, live in glass houses it is rather foolish to throw stones.

The sad part is that some innocent collector will doubtless buy this cover, which after all is worth no more than the price of a

Mr. S. Newbury, Oct. 18, 1941.

cluck copy of the 30¢ 1869. In which event would Harmer be a party to such a fraud? Perhaps the answer is, that it depends on how great an expert he is.

"Tying" the stamp at left bottom is what is supposed to be a
French postmark. This is simply a terrible bit of painting. Now
it is strange that Harmer cannot detect a fake postmark yet he
pretends to be such a profound expert that he can distinguish
at a glance a fake double transfer such as he called the Knapp.
Any dub can make a fake postmark but it would require an artist
with skill to make a painting like the Knapp stamp. All of which
means, if Harmer knew the French postmark on this cover was a fake
why did he sell the cover in his sale? If his eyesight was as keen
as he would have us believe, he would have noted that the two
small "black" lines in the extreme left bottom of the stamp were
painted over two blue lines. I could show him some other things
that he evidently didn't see, because we must assume that he didn't
see these points if he sold this cover in perfect good faith.

Well I hope I haven't bored you with a lot of my sour chatter.
At least I did onjoy confiding the above to you, so I trust you will bear with me.

As ever,

Yours etc.,

The Dietz Printing Co. 109 E. Cary Street Willer INSTORM Richmond Virginia ATONGU

February second, 1942.

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

My Dear Stan:

It's a red-letter day and a real treat to have a sign o'life from you again! Whatcher been doin' with yourself?

Yep! I noted Sloane's remarks on that Adams Express cover, illustrated in STAMPS several weeks ago-because I wrote that story myself. And, incidentally, it's the first contribution to my Confederate Column in Lindquist's weekly, where I wasn't'so sure of my premises. It came about this way: Sloane wrote me, and submitted that cover, asking that I give it a write-up under my name, inasmuch as it would not come with good grace from a dealer-owner of the piece. I like Sloane, and I will gladly do anything for him, but here was an object that had me puzzled. I just didn't seem able to "work it out" to my own satisfaction. I told him so, in a letter, and asked him to fill in his "solution" between the introductory and closing paragraphs of a "story" I finally got together. He did this, and as there appeared nothing to which I could find reason to object, I sent it in to Lindquist.

Strangely, it was just that handstamp "Postage Paid"--which you, too, balk on--that had me "up a tree" I had never before seen it on a Nashville cover--though Sloane sent me an old copy of "Pet Paragraphs" (Perry) carrying a story of through-the-lines covers, in which this handstamp is mentioned and illustrated! After that I felt easier, but still would like to see another cover with that curved "Postage Paid" on something less puzzling from Nashville.

The subject being in my mind--subconsciously after the story appeared in STAMPS--I recalled that a similar cover had been submitted to me long ago--though not with that handstamping. So, I hunted among my photographs, and found the enclosed. I sent it to Sloane, and you will find his remarks on the attached yellow sheet. Study the two objects at your leisure, and return the photos at any time. Both covers are certainly attractive and in good shape.

I'm sure you have noted Mr. Van Dyk MacBride's stories on Confederate Patriotics in STAMPS. He is working them up for inclusion in the next Catalog. And that started me on another line: A week ago, Capt. James A. Hughes of Linwood, N.J., submitted his collection of Southern College Covers, used during the War. This gave me the idea to treat them along the MacBride lines for the Catalog. You will find a "story" on them in a coming issue of STAMPS. They are of unusual historical interest—even scarcer than Patriotics!

(Here comes a batch of proof to read!--must quit.) I seem to be keeping my anatomy together--busy and in good health.

Hi! didn't know I was on my last sheet of paper, and just too lazy to climb down to the pressroom to get a fresh supply. . .

Things going fairly well at this end. A plenty of work in the shop, though some little trouble in getting paper, but not serious as yet. The rubber shortage doesn't affect me--I never owned a car and am a champion walker--to which, in great measure, I attribute my good health. But I'm saving every rubber band!

I hope you and yours are well--that you've got eight new tires and seven hundred pounds of sugar!

My respects to Mrs. Ashbrook, and hello to the Junior.

Same as ever to you . . .

Sincerely:

CONFEDERATE COLUMN

By AUGUST DIETZ

An Intriguing Gover

NE rarely-if ever-encounters a United States cover of the sixties whose frankature or postal markings, or even addressing, presents problems of route identification that baffle the best of us. The postal system of the Northern States functioned in its usual wellregulated way. There were no provisional stamp issues; no violent changes of the letter-rate; no disorganized mail-route schedules, and, but for a brief period, no danger of invasion. Letters mailed within the United States - and even those directed abroad-were never compelled to seek a circuitous route to evade the enemy in order to reach

war affecting the border States in particular, brought in its train the necessity of finding ways and means to "get around the enemy" with the precious mail pouches and deliver the letters at their points of destination. These are the covers-and there are numbers of them-that hold the strong appeal . . . and "keep us a-guessing.

One of these interesting pieces of war-time postal stationery has been submitted by the well-known studentdealer George B. Sloane, of 116 Nassau Street, New York. The accompanying illustration requires but the further description of cancellation colors before we go into a dis-

Kentucky

Cover submitted by George B. Sloane as mentioned in the accompanying story.

their destination. Almost from the beginning of the War Between the States there was no serious interruption of the Federal mails. I have yet to see a United States inland cover whose markings challenged the imagination concerning its routing.

But the picture changes abruptly when we enter the territory of the erstwhile Confederate States. Here we are confronted with problems and philatelic puzzles without end, and, it might be stated incidentally that this very fact makes the study of Confederate material so intriguing.

Not alone the severance of postal relations between the North and the South—the necessity of Provisional stamps—the increase of the letterrate—but the changing fortunes of cussion of the object. The envelope is of the 1860-61 vintage-3c red on white-over which there has been placed an 1857-60 3c adhesive, both cancelled by the killer of the Louisville, Ky., postoffice with the postmark to the left, all in blue. The Nashville, Tenn., 5c Provisional, red, is planted in the left upper corner, tied with "Postage Paid" in blue. Finally, the cover carries the Adams Express Company's Louisville agency marking in black. The envelope is addressed to "Mr. J. G. Holloway, Henderson, Kentucky." There is no backstamping, and there is no letter within to assist us in determining its point of origin, its routing, and the necessity of this Confederate franking in addition to the United States postage.

Mr. Sloane feels that the letter originated in Nashville, or reached there from some other Southern point, in which latter case it is likely it arrived in Nashville enclosed in

another cover.

Under the Nashville stamp, there is a penciled, "O.K.," followed by a signature, "James ----," the last of which is not clear, an express company agent, most likely, or someone whose "O.K." would convey the letter uninterruptedly through the channels of the express company. Postmaster McNish's Nashville stamp was put on at Nashville and cancelled "Postage Paid." It is probable that an agent of the company took it to the Nashville post office for this purpose. As the letter was addressed to a point in Federal territory, and Postmaster McNish's stamp was good only to a Confederate post office, there was nothing further the Nashville office could do with the letter, and there was no service to U. S. post offices, so the Adams Express Co. took over custody of the letter again and relayed it to their Louisville office-another leg in the journey-where it arrived August 21, 1861. On the next day, August 22nd, as indicated by the Louisville postmark, they had delivered it into the U.S. post office.

The Louisville postmaster, noting the "Rebel" origin of the letter, would not recognize the validity of the U.S. 3c star die envelope, since U. S. stamps and all stamped envelopes of issues prior to 1861, had been declared invalid in the Tennessee area* He required the Adams Co. to add a 3c adhesive stamp (issue of 1857) from his own stock, and which is shown, cancelled, over the envelope stamp.

From the Louisville post office the letter went on its way and no doubt was safely delivered to the addressee in Henderson, Kentucky. Unfortunately we have no way of knowing how long the letter was in transit in its round-about and complicated delivery.

With no communication officially permissible between the United States and the Confederacy, following the suspension of all postal facilities between the warring States by Montgomery Blair, U. S. Postmaster-General, the Adams Express Co., among others, had taken advantage of the situation and entered the business of bootlegging letters between the lines. The usual fee of the express company was 25c per letter, out of which they agreed to pay all postage required in the service.

President Lincoln, on August 10th, 1861, declared the traffic unlawful and instructed the Post Office Department to enforce this injunction. Little heed was paid to his command, and finally an order was issued, August 26th, directing the immediate arrest of anyone found engaged in the business, and this effectively ended the illegal service, at least insofar as the Express Companies were concerned. No doubt some private bootlegging of mail contin-

ued. The cover illustrated just got under the wire four days before the service ended—an interesting feature.

This "Between-the-Lines" cover, as Mr. Sloane aptly calls it, is unquestionably an outstanding object, and would add lustre to the choicest collection. It was recently found.

Lincoln's
Proclamation

^{*} This order, effective July 10, 1861, issued from the office of the Postmaster-General, suspended the entire postal service and arrangements that the U. S. Post Office Department had with Middle and West Tennessee and also ordered that no prepaid postage from this section be recognized. The full order appears in Pat Paragraphs, No. 13, September, 1932.

Bra Plagit Ala Veloutiers Frigith linginie

as from some correspond & showing that by april 18! mails had been against of Express Co. no Longer Bruck neversany



Bol Tennent Lomas.

3th Regnit Ala Foluntaire

Norfolk.

Airginia

Blood manhatt

434 South Grand Ave., Fort Thomas, Ky.

Feb. 4, 1942.

Mr. Van Dyk MacBride, 744 Broad St., Newark, N.J.

Dear Mac:

Yours of the 30th received with the interesting enclosures.

Regarding these. Note the "Dead Letter Office" from Carlisle, Ky. - Jun 10, 1861. I note the memo states that "having been found harmless was later permitted to go through to its destination." I wonder? How would it go thru? Texas seceded Feb. 1, 1861 and there was no interchange of mail after May 31, 1861. What about the "Due 3 cts"? Where was this collected? From Gov. Lubbock? Hardly. The correct solution is that this letter was returned to the writer by the Dead Letter Office with 36 due. Loyal post offices were ordered to send all mail addressed to the seceded states to the D.L.O. and no doubt it was the Carlisle P.M. who did this and he may have known who the sender was. This has a red X on the back so I judge you don't mind if I keep it for my files.

Re - the two Forster covers, photostat returned. Can you make out the center handstamp? Does this read, The Southern Express Co. - Augusta Ga.? And is the date Dec. 18? The Mobile 21, 1861 with sticker is nice. I never recall seeing this sticker before.

The one - Vickburg to Zanesville, O. in April 1861 is a dandy. A Confed. flag to Ohio. Quite a nice corner card the "South Carolina Railroad."

Re - the Black Jack cover. I have had quite a bit of correspondence in the past with J.W.Sampson - quite a bit recently relative to the 5¢ 1847. He wrote me about his Black Jack cover. The photo is most too small to tell much about the New York postmark. Assuming that the cover is O.K. my opinion is that it was a 5 x 3¢ rate underpaid by 1¢ which got by without 1¢ due, yet it might have been a prepaid ship letter of 4 x 3¢ plus 2¢ ship fee. I would like to prove it is the latter, because I am looking for such items. The date in the p.m. is Apr. 29 and the memo on the back is the same date, so I assume the letter was from New York, hence could not be a prepaid ship. There was no such a rate of 14¢, other than the ship as above mentioned.

Again referring to the two Montgomery covers. It appears that both of these originated at Montgomery. The date of the p.m. on express item is "Dec. 17, 1861." The date in the express marking appears to be "Dec 18" hence we assume that the Montgomery P.O. turned this over to the Southern Express Co. to transmit to Norfolk. Now I wonder why? This letter didn't have to cross any federal lines to go to Norfolk. And besides there was direct rail communication between Montgomery and Norfolk. From Montgomery thru Atlanta, Knoxville and Richmond or from Montgomery thru Millen, Ga. to Augusta, thence by several direct routes to Norfolk. Who paid the Express Co. to transmit the letter if the Montgomery P.O. turned it over to the Express Company?

I note your remarks on valentine covers with much interest. This is

Mr. Van Dyk MacBride, Feb. 4, 1942.

indeed an awfully nice field for specialization. Perhaps you could give me some short remarks on the subject for the next Bulletin along the lines outlined in the closing paragraph of your letter.

With best regards,

Cordially yours,

P.S. I have a large railroad map of the U.S. dated April 1861, hence the above on Richmond to Norfolk.

VAN DYK MAC BRIDE

744 BROAD STREET NEWARK, N. J.

A. P. S. No. 3126-Life Member

February 6th, 1942.

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

Dear Stanley:

Thank you for the return of the photostats. I am now sending you the print of the two Montgomery covers, which you may keep if you wish, - as I can of course get more from my negative. The center Handstamp read "Southern Express Co. Montgomery, Ala.", - (no "The"), exactly as it appears in the upper right-hand corner of page 145 of Dietz 1937 Confederate Catalog. The date was December 18, and both it and the other Express Handstamp were in bright blue. Your queries about why it went via Express to Norfolk, - I cannot answer, - I wondered too! I sent Larry Shenfield a copy of this print, - maybe he has some theory on this point.

The Dead Letter Office cover was illustrated and written up by Shenfield in his "Southn Letter Unpaid" article in the STAMP SPECIALIST a while ago, - you might look it up there. The description which I attached to the print I sent you was based on that information, and on a letter which Shenfield wrote me when I sent him this print. So, you might take this up with him too, if you write him regarding the Montgomery Express cover.

I note your comment on Sampson's Black Jack cover, - and if you want to see it or get more details on it write him directly at P.O. Box #284, San Anselmo, California, where he is now located.

Perhaps later I will give you something more on the subject of Valentines, - but not until I get the Confed. Patriotic thing off my chest. In the meanwhile, you might drop a paragraph in your next Bulletin, based on what I told you in my last letter, and stating that I would be interested in hearing more of the subject from the other Group members.

Thanks for your always interesting and worthwhile letters.

Sincerely yours,

Omac)

Mashsille den.

(40% overage)

Mailed from Carlisle, Ky. on June 10, 1861, and addressed to Govener Lubbock of Texas at Houston, and marked via 'ashville, Tenn., - the letter was intercepted by the Post ffice authorities and sent to the Dead Letter office at ishington, D.C., because it was addressed to a seceded State, and because that as of June 1, 1861, postal intercourse between the Union and the Confederacy had been prohibited. Doubtless this letter was added to many others being sent to the Dead Letter office for the same purpose, and probably all were forwarded in one batch and all stamped on the day of receipt: July 15, 1861. The "Due 3 cts." marking was put on at the same time, this being the common practice at the Dead Letter office. Later, the envelope was probably opened and its contents read by the authorities. and having been found harmless, was later permitted to go through to its destination, - which was quite often permitted in the earlier days of the war. The endorsement reading: "Thos. S. Morgan, Carlisle, Kentucky" written across the left hand corner, was doubtless the name of the sender, and was written there by the addressee for filing purposes, - a common practice in those days.

Note the "Dead Letter Office" from Carlisle, Ky. -Jun 10. 1861. I note the memo states that "having been found harmless was later permitted to go through to its destination." I wonder? How would it go thru? Texas seceded Feb. 1. 1861 and there was no interchange of mail after May 31. 1861. What about the "Due 3 cts"? Where was this collected? From Gov. Lubbock? Hardly. The correct solution is that this letter was returned to the writer by the Dead Letter Office with 3d due. Loyal post offices were ordered to send all mail addressed to the second states to the D.L.O. and no doubt it was the Carlisle P.M. who did this and he may have known who the sender was. This has a red X on the back so I judge you don't mind if I keep it for my files.

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

June 30, 1941

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

Dear Stan:

Serphos has just gotten hold of three items that strike me as very unusual. I am enclosing photostats of them herewith. All three of them bear the red grid cancellation of Rochester, N.Y. of the late period of '49 and '50. Too bad the block of twelve is cut into but I thought you would want a record of it for what Harry tells me you contemplate doing on the '47 issue. Can you tell me how these blocks rate in size? I don't have a record of the 10ϕ in a canceled block larger than four. There are, of course, the strips of ten and eleven. Do you know of larger than four except, of course, this piece? Of the 5ϕ I have a hunch that this block of twelve is the largest. What do your records show?

Serphos had these photostats made but I have asked him to get the best possible photographs made before he parts with the blocks. There was also a block of three but it is not important. However, I am enclosing photostat of that as well.

I expect to talk with Harry this afternoon. I imagine he will want to speak of the lot in his paper, possibly illustrate it. So would be glad to hear from you as quickly as possible as to the sizes of the largest known pieces.

With kind regards, I remain

Very truly, yours, M. Wark

hmc; jk

July 2, 1941.

Mr. Hugh M. Clark, % Scott Publications, Inc., 1 W. 47th St., New York, N.Y.

My dear Hugh:

Re - yours of the 50th. I have never heard of a larger used block of the 5¢ 1847 than the Waterhouse block of eight (4 V X 2 H). In the Waterhouse sale of Nov. 1924 this was described as the largest used block known. It sold at 760 pounds and was later acquired by Emerson. This block did not appear in any of the Emerson sales, so I suppose it is still in the Emerson deluxe collection. It may have been sold privately by Dan to young Sweet.

Re - blocks of four. In the Emerson sale of Oct. 1937 there was a block of 4 on cover, described as the only block of 4 known on cover. This was the former Waterhouse cover and it was described as the only one known in the Waterhouse sale. However in the Seybold sale of March 1910 there was a cover with a block of six and a pair. From the description this must be some item as it was a 40¢ rate from San Francisco on Nov. 1, 1850. It is the only 40¢ rate from California that I know of, paid by the 5¢ 1847. I have often wondered where this item is at present.

Unused. In the Crawford collection was an unused block of 16. I think Phil Ward still owns this block. I think the claim has always been made that this was the largest block known, used or unused.

Re - 10%. I have no record of a larger used block than one of four. In the Sweet collection is a H. strip of six on cover - Mobile to New York. (ex-Seybold sale), and of course Sweet has the block of 14, which comprises the entire top row of ten of the right pane together with four stamps of the second row (11 - 12 - 13 - 14). The positions 1 to 4 and 11 to 14 comprise a used block of 8. This big block is pen canceled. Sweet also has a H. strip of ten from the right pane. These two items were found in Portland, Me. in 1927 and are described in the Sweet collection as follows:

"These pieces are the largest known. The nearest approach is a block of six and a strip of six."

I do not know who owns the block of six referred to or whether it is used or unused.

From all I can learn Sweet Jr. intends to carry on the work on the 5¢ and 10¢ started by his father and I have the impression he desires to acquire any unusual 1847 pieces.

I had intended to write a few notes for "Stamps" on the largest pieces known of the 5¢ and 10¢, so I think it would be fine if Norman would give Harry permission to illustrate all four pieces and write an editorial on the subject. If there was no objection from any source

Mr. Hugh M. Clark, July 2, 1941.

Harry might mention that I would be glad to receive for my files, the record of any unusual pieces for the prospective book on the 1847's. If Norman has fine photographs made I would greatly appreciate prints.

I note the block of 12 of the 5% is from the left pane, the 5th to 10th vertical rows with two of the ten "Dot in S." Quite a nice plating piece and I would like to see a good clear photograph.

With every good wish,

Yours etc.,



Postage Stamps For Collections
116 NASSAU STREET
NEW YORK CITY

Telephone: BEekman 3-3524



W. L. Babcock, M. D.,

245 Willis Ave. East

CABLE ADDRESS: "HERSTAMP"

Detroit, Michigan.

Dear Dr. Babcock:-

I have just finished reading the most interesting article in STAMP SPECIALIST concerning the Type A Supplementary Mail postmark by yourself and Mr. Ashbrook.

I am writing this letter because I do know a little about the fakes of this marking, having been offered some about two years ago when the present crop first appeared.

A New York dealer first offered me a Type A IN BLACK on a lc #42f, which I pronounced fake, the principal difference being the L in MAIL, the upright part of it being at oblique angle to the horizontal bar, and the space between I and L being far far wider at the bottom than at the top.

Knowing this vagary of the type, I studied all Type A's in local auctions (of which there were quite a few, surprisingly enough) and all of them showed the same L in MAIL. Within the next few months various dealers offered me several more Type A's, usually on #42f, but one copy was on #53, all being in black.

In the winter of 1939-40, a local reputable auction had a #42f with Type A in Black, which was bought by the late Charles W. Gramm for \$7.50. The marking was allegedly guaranteed. On its being shown to me, I showed Mr. Gramm the difference between this particular stamp and the genuine, and he obtained a refund on the stamp. What later happened to it I do not know.

My own investigation brought me to the conclusion that these counterfeit Type A's were being manufactured by the same people that have been producing the counterfeit Kansas-Nebraska's, Hawaii's, and Philippine DOWNTOWN NEW YORK'S LARGEST PERSONAL SERVICE FIRM

air mail curcharges.

Inasmuch as my own philatelic experiences goes back only a decade or so, I can say little about the fakes of the Type A that exist from the old days, but I am of the opinion that a good many of those that have been recently on offer are the fakes of two years ago. The "bent upright" in L, as compared to originals, might possibly bear out this vontention.

These few facts are submitted in the hope that they may possibly direct a bit more light on this most interesting problem.

Very truly yours,

Copy to Stanley B. Ashbrook Ft. Thomas, Ky. W.L.Babcock, M.D., 245 Willis Ave. East Detroit, Michigan.

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STAMPS ON

ORIGINAL COVERS

Notes given at a Display before the Birmingham Philatelic Society.

By F. E. WILSON.

THEREIN lies the special charm of stamps used on original covers, and why are they to be preferred to used stamps not on covers?

Many good reasons can be advanced to show that stamps on covers are of much greater interest than when detached, and the interest in most of them in the original state must eventually greatly enhance their value, as the collector of used stamps gets them in their pristine condition. This enhancement has been going on steadily for some time.

Some of the most knotty philatelic problems have been solved only by researches into stamps on original covers -the finds of St. Louis stamps in this condition a good

many years ago are a proof of this, as they solved at once and quite satisfactorily a plating puzzle which had perplexed philatelists since 1869.

I recently found an old MS. catalogue of entire envelopes, unfortunately not dated, but undoubtedly going back to quite an early period of philately. The compiler may have been my late uncle, A. H.

Pemberton, Wilson & Co. On page 1 of this catalogue is the following foreword:—"Beyond the general design of the stamp impressed upon it, a cut envelope presents but few features by which to read its history, while an entire one offers many additional elements of the highest consequence to a complete classification of the several varieties."

This was written by Mr. W. A. S. Westoby, one of the pioneer writers on philately, originally in The Philatelist, 1870, page 5. Now, if for the words "cut envelope" you substitute "used stamps not on covers" you have my claim put briefly and well.

This old book is interesting in these days of encyclopædic catalogues, as it shows how the stamp catalogue was gradually evolved. Alas, the compiler of this catalogue, whoever he was, completed only the first eleven pages, dealing with Austria and Austrian Italy.

The collecting of original covers has always been somewhat neglected in this country as compared with the Continent and the U.S.A., where undoubtedly they are much more appreciated. It is not necessary to collect all stamps on covers. If only one example of each country were more generally included in collections, the covers would make a charming improvement in the appearance and interest of such collections.

Our American cousins are rightly reputed to be shrewd men of affairs, not only in business matters but also in their various forms of collecting. There are quite a number of collectors in the United States who are forming collections of original covers. Some try to obtain the first stamp of each country according to Scott's catalogue, or, at any rate, an example of the first

> type of each country. Others endeavour secure a representative original cover of each issue; yet others collect all the stamps of one country or a group of countries on covers.

> One of the pioneer cover collectors was

the late John F. Seybold, of Syracuse. After his death the collection was sold by auction in New York. It contained many remarkable covers. Unfortunately I have

not got the catalogue, but from the illustrations of covers which accompanied it I have noted one or two



A fine cover bearing a corner strip of four U.S.A. 5 cents of 1847.

very unusual items. For instance: early United States stamps used in com-

bination with Hawaiian issues; Canada 12 pence black; Switzerland, Zurich 4 and 6 rappen used together. What would these covers realise to-day?

I am not going to attempt to give you a specialised study of any particular kinds of original covers, but rather a few general notes and suggestions.

All is not necessarily gold that glitters because it is on original cover. On the contrary, owing to the steady appreciation and increasing scarcity of this class of material, many fakes and forged covers have appeared, or perhaps what is more dangerous, partial fakes. By this I mean an old cover with a common stamp on it has the stamp removed and a rare stamp put in its place; or else an ordinary original cover is embellished with the addition of a rare stamp or perhaps a rare postmark.

Naturally, the experienced collector can always beat the faker, but it is well to be on one's guard, especially in regard to any stamps which are relatively common unused but very rare used. It is obviously a great temptation to an unscrupulous person to take, say, an unused Modena 1 lira, priced unused at 12s. 6d. and used at £20, or an 80 cent of 1859 from the same country, priced unused at 27s. 6d. and used at £250, and to manipulate the relatively plentiful unused specimen into the infinitely rarer used one.

The following are some of the items which might be included in what I would term "The Rogue's Gallery

of Cover Collecting":-

Great Britain: a genuine 1d. black with the letters VR forged in the upper corners; a 1d. black Mulready letter-sheet complete with various forged postmarks.

Confederate States: a bogus "Patriotic" cover with a genuine pair of the general issue (the 10 cents of 1863) with forged perforations, and postmarked "Lexington", with an "Atlanta" arrival postmark on reverse. This particular cover is a memento of the rather notorious Brighton case of some years ago.

Bushire: the 6 and 9 shahi of the first issue with

forged overprints.

German East Africa: fiscals or "officials" inscribed "Deutsch-Ostafrika" $2\frac{1}{2}$, 4, $7\frac{1}{2}$, 15 and 30 heller, overprinted in black "G.E.A. British Occupation" and a new value. They are postmarked "Field Post Office 11 Dec 18" with a black registration mark and number, "Passed by Military Censor N.1." and are addressed to Mogadiscio, Italian Somaliland. The cover has a faint arrival postmark on reverse, but I take it that stamps, overprints and postmarks are faked.

Prussia: a genuine 3 schilling yellow embossed envelope, to which has been attached a cut out octagonal 6 silbergroschen green, used as an adhesive. This is a very dangerous fake. I believe that for a long time things like this were made and marketed by a French teacher of languages, living in Berlin.

New Brunswick: a 17 cents black with a forged postmark. This had been put on a genuine old cover, from which, probably, the common 5 cents stamp had been removed. The 17 cents black, catalogued 5s. 6d. unused and only 1s. 6d. more used, is extremely rare on a genuine cover.

St. Vincent: a 4d. on 1s. placed on a genuine small cover addressed to London; but the faker, evidently not having a 1s. vermilion of the 1880 issue available, had to fall back on the common 1s. orange of 1886-89, and as the colour is quite different this at once gives the show away.

Sicily: line-engraved forgeries of the 5 and 10 grana, obliterated with the "scrolls" postmark. On the cover are nicely applied postmarks reading "Palermo 22 Lug 59" and "Assicurata," also "Partinico" to which place the cover is addressed, and in addition the usual "PD" mark. The whole cover is a fake, including these pretty postmarks, and to make it more plausible a firm's name has been added together with a couple of postmarks on the back of the cover. The well-known seal by wafer, in the approved style of that period, has not been neglected either.

Mexico: a bisect of an 1856 4 reales reprint, a quarter of a genuine 8 reales "Eagle", and a quarter of a 100 centavos of 1868; all these on old covers with beautifully applied postmarks tying the fractions.

These are the sort of original covers the collector has to avoid. I want to make it quite clear that all my comments throughout refer to stamps on covers, and this will save my repeating it ad nauseam.

I am a firm believer in the superior claims of the philatelic classics of all countries, and am certain that every serious collector will find much more satisfaction and interest in the study of these than is possible with modern stamps, attractive and fascinating though many of them undoubtedly are.

In 1896, my father, the late W. T. Wilson, published his first priced catalogue of stamps on covers. It is both interesting and instructive to see the prices asked 44 years ago. Here are a few examples:—

I fancy that any of these items would not be long in finding a home were it possible to offer them to-day.

FIRST DAY COVERS.

I feel I must say a few words about this unhealthy excresence of latter day philately. The vogue for these originated in America, and unfortunately has crossed the Atlantic. At a London exhibition a few years ago I observed for sale at one of the dealers' stands a first day cover of Gilbert and Ellice Islands Coronation stamps, with blocks of four of the three values, priced at £100! I must confess that I rubbed my eyes in astonishment, and I asked myself what is wrong with the classic 1s. New Brunswick, or Nova Scotia, or Newfoundland, or the "Trinacria" of Naples, or the "Dove" of Basle, that they should be valued at less than such a freak cover; but I also asked myself what will be the position in, say, 10 years' time, when the New Brunswick, Nova Scotia, Newfoundland, Naples and Switzerland covers will still hold pride of place in our catalogues and collections. Where will the Gilbert and Ellice cover be then? It will almost certainly be relegated to the philatelic scrap-heap.

When we read of tens of thousands of covers being sent to remote islands in the Pacific, where the post office staff may consist of only one or two natives, it is obvious that this phase of collecting is of no use whatever to the permanent good of our hobby, and the sooner it is dropped the better.

In the same exhibition I saw offered Great Britain covers stamped with issues of Victoria, Edward VII, George V, Edward VIII and our present King—"The 5 reigns." These covers were postmarked either by favour or by ignorance, for as we all know, the stamps of Victoria and Edward VII are demonetised and have no postal value, so that such covers are ridiculous.

PHILATELIC COVERS.

By this I mean covers sent through the post, bearing stamps in excess of the actual postage, in order to get them used. A good deal has been said and written both for and against this practice. Personally I look upon it with sympathy, because how, otherwise, could we obtain decent collectible specimens of many of the out-of-the-way and high values of our smaller possessions? But perhaps you will say that I am biased.

Let us open the catalogue at random and see what are the possibilities of cover collecting to-day.

A Famous 1847 Find

By PHILIP H. WARD, JR.

A N unusual find of the 1847 issue in used multiples was recently made and in the enthusiasm of recording such a lot the stamp columnists described these as the largest pieces known. For the sake of accuracy we wish to correct this impression.

The new find consisted of a horizontal block of eight and one of twelve of the 5c and a block of three and a vertical block of six of the 10c.

In the case of the 5c, the largest block known is a square mint block of sixteen from the Lord Crawford and Senator Ackerman Collections. This is now in our own collection and was acquired by the writer from Senator Ackerman about ten years ago. There was an irregular block of eleven in the Hawkins Collection. We sold Frank R. Sweet a horizontal strip of ten on cover.

Of the 10c, there is a strip of ten and a block of fourteen in the collection of the late Frank R. Sweet. There is a superb mint horizontal block of six in the Henry C. Gibson Collection. We know where there are two strips of six on the entire covers.

There is quite an interesting story behind the finding of the block of fourteen and a horizontal strip of ten which were on the same large somewhat damaged orange cover mailed from Cleveland, Ohio, and addressed to Providence, R. I.

The find was made by Lt. Col. Cleveland H. Bandholtz in the late nineteen twenties in Providence, R. I., just a few squares from the office of the late well-known philatelist Judge Robert S. Emerson. Undoubtedly the judge had passed the building hundreds of times where this unusual cover had remained hidden for around eighty years.

The horizontal strip of ten was from across the top of the right pane and had sheet margins at the top and both ends. The first two stamps of the strip were the varieties with double transfer in right "X". The block of fourteen consisted of the second horizontal ten stamps and the first four stamps of the third row. Both pieces which paid a postal rate on the letter of \$2.40 were in exceptionally fine condition—one stamp being canceled with a red grid and the balance by light pen strokes.

Fortunately, the cover on which

they were used was rather large so that the paper was used to wrap up other letters. The stamps were turned in so that they were kept free from the dust of eighty years. As the cover had been somewhat worn, the two pieces were removed from the paper. When we acquired them we retained the cover and sold the stamps to George F. Tyler of Philadelphia. When we later broke his collection of blocks we had the pleasure of putting the 1847 10c items in the collection of the late Frank R. Sweet of Attleboro, Mass. We believe the figure at which they were sold was more than the price paid for any other United States item that has ever come upon the market and we do not except the sheet of 100 of the 1918 24c air mail with inverted center.

Col. Bandholtz found these after spending several weeks vacation hunting through the attics of the South, where his finds were small. Passing through Philadelphia on his way home to New England he asked us what we might like him to find for us and jokingly we said—a block of 1847 roc. Imagine our surprise three nights later to receive a long distance 'phone call advising that on his way home he had stopped at Providence and found this unusual piece within a stone's throw of one of our most active collectors.

It was Col. Bandholtz who found in 1923 around 150 10c 1847's in the famous Ludlow Beebee find in Philadelphia. This was the largest find ever made of this stamp but more about these later.

U. S. Carrier Service

Prior to July 1, 1863, Congress had made no provisions for free delivery of letters to street addresses. For the convenience of the public, a service was provided for which a fee on each letter was charged by the carrier. Government letter carriers were sworn

in, in some of the larger cities, but their activities were at the expense of those who used their services.

Covers showing the 1857 Ic and 3c or the 1861 Ic and 3c are frequently found and the extra Ic indicates the prepayment of a carrier fee. Once in a while, four Ic stamps were used but these covers are somewhat scarcer.

It will be recalled that in 1860 compound envelopes showing 1c and 3c embossed stamps were issued on both white and buff paper (Scott's U28, 29). These were especially designed to pay this carrier fee. The Postmaster General in his annual report dated December 1, 1860, states, "This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering these letters at their domicile".

Here of late there has been some discussion among our serious students as to exactly what service could be obtained for the payment of such a fee. One claims that the fee could only pay the charge for collecting and taking the letter to the post office or pay for the delivery of the let-ter posted in the local post office to some local domicile. Another, equally well posted, claims that on mailing a letter in one city one could prepay carrier fee in another city. In fact, you could put 5c on your letter, mail it in a letter box, have it collected and finally delivered to a street address in another city without the additional payment of any fee.

Unfortunately, we have no official documents to throw light upon this subject. Personally, we have never seen a cover on which two carrier fees have been paid. If one fee has been paid and the letter is sent out of town how can we tell if the extra 1c pays for delivery to the post office in the

(Continued on page 309)

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> olonies, ortugal unries. ambra,

extra cent covered delivery from th box to the local office or carrier de livery to addressee? If we could pre pay both services, why have we neve found a cover of this period betwee July 1, 1860, and July 1, 1863, show ing a 5c rate? Such a cover may exist but we have as yet to see it.

see:

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41

November 10, 1941

A Famous 1847 Find

(Continued from page 299)

city of origin or whether it pays delivery fee in the city of the addressee?

From personal observations, we believe the carrier fee covered a very definite service, otherwise, how would an out of town office receiving a letter with 4c postage paid know if the extra cent covered delivery from the box to the local office or carrier delivery to addressee? If we could prepay both services, why have we never found a cover of this period between July 1, 1860, and July 1, 1863, showing a 5c rate? Such a cover may exist but we have as yet to see it.

TRACY W. SIMPSON

1475 Powell St., Oakland, Calif. Sept. 22, 1941

Dear Stanley,

In that lot from Doc Chase that you sent to Edgar, I got the Postage Reform propaganda cover, and am I prouddof it!

Edgar had one -- the exact cover from which the illustration in the Chase book was made.

The questions raised by this cover are many.

Is it the earliest American propaganda cover? I think it is. It was copyrighted by Barnabas Bates in 1851. Edgar's cover was surely used in Oct. 1851. There is one in the Knapp sale — (there were three in that sale I believe) — which was described as being an orange brown stamp with a three bar New York grid which would make it also an 1851 use.

How would it be to send out a drag net to the Research Group in your next Bulletin as to known earliest use of this cover?

The second question is: If Barhabas Bates has apparently won his victory — as evidenced by the July 1, 1851 postal reduction why does he continue the agitation? Possibly the cover was designed to influence legislation prior to March when the act was passed. If so, was the cover delayed in printing — or was it merely projected in the early part of 1851 and the legislation caught up with him before he could issue the cover. The cover, as you know was used well into 1852 and possibly later.

Who was Barnabas bates? Was he a rich man with a hobby —
(Secretary of the New York Association for Reduction of Postage Rates) or was he a "paid secretary" and thus like all such — desir ous of keeping his job alive — which would explain his continual agitation after the victory had been won? Dr. Chase's book gives a few references indicating that B. Bates was active in postal reform since the early 40's. If so he saw two reductions — but he still keeps going ahead!!!

Surely, to a stamp collector this cover is the ace of aces — propaganda about postage stamps — what could be grander than to occupy a prominent page in a collection — WITH an authoritative and interesting write-up.

Another thing — how scarce is this cover? How many are known in collections around the country? Am I correct in assuming that it is America's first propaganda cover? Did you ever see a propaganda cover of any kind both an \$847 issue stamp. I never did, and there are kone in the Brown or Knapp lots.

Well - just a lot of thoughts going down on paper. Hope all's well with you and yours. Simcerely yours

7199 P 3 45

Orang boils. 19

11 Mason Street, Brookline, Mass. September 27, 1941.

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

Dear Mr. Ashbrook:

In reference to your letter of the 25th enclosing inquiry from Mr. Simpson regarding the Bates Postage Reform cover, as per Lots 2075,2084 and 2085 of the Knapp sale and Fig.219,pp.346-7 in Dr.Chase's book on the Three Cent 1851-7, I find that Barnabas Bates was born in England in 1785 and died in Boston on a trip there from New York on October 11, 1853(see N.Y.Tribune,Oct.12,1853). He came as a child with his parents to Rhode Island; became a Baptist minister in Bristol, R.I. in1814; was deposed on account of a sectarian schism, 1818; served a term as Collector of the Port at Bristol, and left Bristol in 1824 for New York City where he opened a bookstore; published a weekly journal "The Christian Enquirer" from Jan.1825 to Apr.1828 when he announced his final retirement from religious work.

Bates was Assistant Postmaster of New York for a time under the Jackson administration; was influenced by Rowland Hill's pamphlet of 1837 on Cheap Postage; became active in postal reform in 1839; wrote one of the earliest published arguments in America in Hunt's Merchants' Magazine for March 1840 entitled "Post-Office Reform-Cheap Postage; arranged the first public meeting in America for the cause in New York on Nov.24,1843, which meeting petitioned Congress for a flat rate of 5¢ an ounce, irrespective of distance, and abolition of the franking privilege, arousing opposition of postal and other authorities; the law signed by Pres. Tyler on the day before he left office, Mar.3,1845, reducing letter rates to 5¢ under 300 miles, but 10¢ over 300 miles and increasing the already heavy ocean rates was encouraging but unsatisfactory to the reformers who held a meeting in N.Y.July 1,1846 urging a uniform rate of 2¢ an ounce (cf. Chase, pp.13-14, re petitions of 1848;1850).

The New York Cheap Postage Assosciation with Bates as Corresponding Secretary was organized May 26,1848, following the formation of a similar body in Boston. Although the issue of postage stamps from July 1847 and reduction of rates on domestic mail from July 1851 were regarded as steps in advance, reduction in rates of ocean postage was still desired when Bates died in 1853 on a visit to Boston probably on work for the Association. I find nothing to indicate whether Bates was a salaried Secretary, but it is evident that he was not so much a man with a hobby as a reformer and it may be safe to assume that the propaganda covers used after 1851 sought not only to support the reforms already authorized but also to extend them, especially to the ocean rates. As the cover was copyrighted by Bates in 1851, I should think an inquiry at the Copyright Office in Washington might determine whether it was published prior to July 1, 1851 and thus lead to data on the earliest possible use previous to the Jessup cover of Oct.1851.

MEKEEL'S WEEKLY STAMP NEWS

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PORTLAND, ME., MONDAY, JANUARY 6, 1941

WHOLE No. 2609

"Via Nicaragua" "Ahead of the Mails"

By STANLEY B. ASHBROOK, F.R.P.S.L.

Of all the various Western covers, perhaps none are more eagerly sought after by collectors than items bearing the un-official markings "Via Nicaragua".

In considering such covers, and their proper status, here are some basic facts to remember:

First-Covers which bear these markings, originating in California, and addressed to the East, traveled from San Francisco by private conveyance to New York City, thus "Outside of the U. S. Mail".

Second—The Steamship Company operating the route of passenger and freight service between New York City and San Francisco, via Nicaragua, during the period 1851 to 1857, never possessed a Government contract for the carrying of mail, thus they were not permitted by law to make any charge for the conveyance of mail. For the sole convenience of the public, each steamer carried a mail bag, wherein mail might be deposited, provided the regular U. S. postage, from California to eastern destinations, was fully prepaid.

Third—The Steamship Company oper-Third—The Steamship Company operating the Nicaragua Route was known at different periods as, "Vanderbilt's Independent Line", "The Vanderbilt Line", "The Nicaragua Route", "The Nicaragua Steamship Co.", "The Accessory Transit Route", etc., etc.

The Company opened the Route in July, 1851, and it was in regular operation until the Walker troubles in Nicaragua

until the Walker troubles in Nicaragua disrupted the service early in 1856.

Fourth-During the period the Nicaragua Line was in operation, all through mail between New York and San Fran-cisco, if deposited in a U. S. Post Office at the point of origin, was forwarded by the regular U. S. contract mail route, that is, by steamer from New York to Panama, across the Isthmus, and by steamship to San Francisco and vice versa.

There was only this one U. S. Mail Route between New York and San Francisco from October, 1848, until the Overland Route was opened in September of 1858, thus California bound mail deposited in any eastern post office from October of 1848 was forwarded to New York, placed aboard a U. S. Mail steamship and conveyed to California, via the Isthmus of Panama. The term "Clipper Ship" cancellations are therefore absurd because no mail, deposited in U. S. Post Offices, was office Department after October of 1848 in "Clipper Ships". The Around the Horn trip from New York to San Francisco in the carly down for some 1848 in the car cisco in the early days, for example, 1849 to 1853, occupied from three and a half

to five months, whereas letters via Panama by regular U. S. Mail steamships took anywhere from 40 to 27 days from New York to San Francisco.

After gold was discovered in California in 1848, a large tide of emigration poured into the Gold Country in 1849, and communities sprang up in isolated localities,

posit in the New York or some eastern post office upon arrival.

Thus we find covers with origins in California, fully prepaid at the regular Government postage rate, with express markings of California origin and New York or Boston, etc., postmarks, or pos-sibly covers delivered entirely out of the



Cover from the Collection of Edgar B. Jessup

which had no U. S. Mail service. Miners paid private individuals to transmit and to collect mail for them, which business was later taken over by private express companies engaged in the shipment of treasure to the East. Such shipments were accompanied by express messengers all the way to New York, by both the Panama and Nicaragua Routes. Express Company messengers were frequently intrusted with letters to carry East and de-

U. S. Mail to destination by an express company.

Mail Via Nicaragua Commodore Cornelius Vanderbilt established the Nicaragua Line to compete with the U. S. Mail Steamship Co., and other Independent Lines operating via Panama, in the passenger, freight and express business to and from California. From the beginning, he advertised that

(Continued on page 16)

20th CENTURY U. S. POSTAGE
On page 19 will be found a comprehensive listing of the regular postal issues of 20th Century U. S. stamps, including prices of singles and blocks, both used and unused.

GUMMED FARLEYS Personally, we do not look with favor on the gumming of the Farley issues to make yet another variety. However, the Government has announced that they will put gum on the back of these stamps (if presented in full sheets). If a sufficient number of collectors write in and express a desire for these stamps, we will have a quantity of these regummed to oblige them. The prices, of course, will be much the same as for the ungummed Farleys.

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t stamps by country priced at 1 to 5c each ent on approval. Reference, please.

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461 2c perf. 11, wmk 4	.50
464 3c perf. 10, no wmk 4	.76
468 6c perf. 10, no wmk 3	.2
476 20c perf. 10, no wmk	.36
478 \$1 perf. 10, no wmk32	.00

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Robert Scot

Engraver of the first Federal United States Revenue Stamps, 1798, and Coins of the United States Mint, 1793-1823

By JAMES F. MAGEE, JR.



Robert Scot was born in Edinburgh, Scotland, October 2, 1745. He left college at an early age, was first a watch maker, and then apprenticed himself to Sir Robert Strange, the eminent Edin-burgh engraver, where he learned the art of line engraving.

In America, his name first appears in the Virginia State Records of May 12, 1780, "Warnt to Robert Scot of 2103 pounds and 8 shillings for his services in detecting some persons in counterfeiting ye paper currency". He became an in-structor in higher mathematics in Richmond and about 1780 he was appointed

engraver to the State of Virginia. On May 30, 1781, he received the following letter from Governor Thomas Jefferson:

"Mr. Robert Scot, Sir.

There is an Indian Chief from Kaskaskia, Illinois, with some companions, arrived here, whose rank, services, disposition and proposal are such as require attention from us, and great respect. He has particularly desired to be distinguished by a medal and we think it of so much importance as to send the bearer express to wait until you can make a medal of the kind formally made and

LIBERTY COVER May 10, 1926

Washington, D. C., 2c Sesquicentennial 'first day), also franked with 1c Franklin, 2c Washington, 3c Lincoln, 9c Jefferson. "Liberty" and the men who helped to preserve it. Airmail. Backstamped Cheyenne.

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Money order appreciated.

Washington, D. C.

Stamps Portraying Physicians As Men of Action and Letters And Scientists Contributing to Medicine

By K. F. Meyer, M. D., San Francisco, Calif.

(Continued from page 425, Vol. LV.)
The philatelic gallery of great physicians and medical investigators, whose biographies have been assembled by recent writers, contains the following names arranged alphabetically under the heading of the Country having made the postal

issue:

United States: Crawford Williams.

Long (No. 875).

Walter Reed (No. 877).

Austria: Ferdinand (Ritter) von Arlt

ustria: Fernanda (No. B142). Leopold Joseph Auenbrugger (No. B138). Albert Theodor Billroth

Christian Albert Theodor Billroth (No. B144).

Ferdinand (Ritter) von Hebra (No.

Joseph Hyrtl (No. B143). Theodor Meynert (No. B145). Karl von Rokitansky (No. B139).

Josef Skoda (No. B140).
Gerhard van Swieten (No. B137).
Canal Zone: William Crawford Gorgas
(Nos. 105 and C1).

Cuba: Charles J. Finlay (Nos. 319 and 320).

320).

Czechoslovakia: Johannes (Jan) Evangelista Purkyne (Nos. 232 and 233).

Danzig: Robert Koch (No. 239 and United States National Tuberculosis Christmas Seal, 1938).

Egypt: Imhotep (No. 153).
Thoth (Nos. 105, 106 and 107).

France: Claude Bernard (No. B89).

Albert León Charles Calmette (France Tuberculosis Seal, 17, 1934).

Jean Charcot (Nos. B68 and B69).

French Colonies: Nöel Eugène Ballay (Dahomey, No. 29, etc.).

Hungary: Ignaz Philipp Semmelweiss (No. 470).

Netherlands: Hermann Boerhaave (Nos. B34 and B107).

Netherlands: Herma B34 and B107).

François de la Boe Sylvius (No. B95). Franz Cornelius Donders (No. B79).

Gerhard van Swieten (No. B115). William Crawford Gorgas

(No. 328).

Poland: Nikolaus Copernicus or Kopper-

nigk (Nos. 192 and 193).

Russia: Ludoric Lazarus Zamenhof (Nos. 373 and 374).

Spain: S. R. Ramón y Cajal (Nos. 545, and Madrid Commemorative Sheet). To this list a few names must be added. The American physician, Edward Livingston Trudeau (1848-1915) (United States National Tuberculosis Seal, 1938), doomed by tuberculosis became the founder of the sanatorium movement and originator of modern treatment of the disease. Recognizing the value of rest cure, he built in the Adirondacks the first cottage sanatorium; in fact, through his efforts on the doors of a modern sanatorium the hopeful inscription may now be placed: "Cure sometimes, Relief often and Comfort always

In 1905, Denmark issued a stamp to commemorate Niels Ryberg Finsen (1860-1904) (Denmark, Special Issue, 1905), the Nobel Prize winner in medicine of 1903 and the inventor of the method of treating certain diseases of the skin by the application of decolorized light, so-called "Phototherapy". The United States National Tuberculosis Seal of 1938

and a similar label from France in 1926 carry the likeness of René Théophile Hyacinthe Laënnec (1871-1826) (France Tuberculosis Seal, 1926, and United States National Tuberculosis Seal, 1938), the prominent French internist and discoverer of the stethoscope, an important tool in the exploration of the diseases of the chest.

Stamps Portraying Famous Men Who Were Medical Students

One should certainly not forget a group of men who abandoned the study of medicine before they completed their curricu-lum. Why did these men take up medicine at all, and why, having started, did they give up prematurely? As might be anticipated, the reasons were various. Gotthold Ephraim Lessing (1729-1781) (Germany, No. 359), the German writer of dramas and comedies, attended medical lectures in Leipzig because on that condition only would his father allow him to return to that town where the lad had become fascinated with Frau Karoline Neuber's theater. Henrik Johan Ibsen (1828-1906) (Norway, Nos. 132 to 135), the Norwegian poet and dramatist, who studied medicine at Christiania, has a great appeal to physicians. In his plays, he exposes social sores tabooed in social circles to the purifying process of publicity. There is scarcely a play of Ibsen's, written after he had reached maturity, which does not contain distinct elements of mental disease.

Charles Robert Darwin (1809-1882) (Ecuador, No. 343) studied medicine at Edinburgh for two years, but since he did not like anatomy and could not endure the operating theater he transferred to Cambridge. In 1840, he published the "Voyage of the Beagle" to which he had been attached as naturalist. His great work, "The Origin of Species" appeared in 1859. Galileo Galilei (1564-1642) (Italy, No. D16), the Italian astronomer and physicist, did not qualify, but he was a medical student at the time when his eye was attracted by the swinging chan-delier in the Cathedral of Pisa and when he timed the swing by means of his pulse beat. Johann Wolfgang von Goethe (1749-1832), though not a doctor of medicine, attended lectures on anatomy, medicine and clinical medicine, and in consequence he made contributions to the sciences of anatomy, physiology and embry-

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ology. The Greek scholar and patriot, Adamantios Coraës (1748-1833) (Greece, No. 352), studied medicine at Montpellier, and as commentator of the Alexandrian anatomist, Herophilus, he established classical philosophy in the history of medicine in the 19th century.

(To be continued.)

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First day covers, many prior to 1922.
U. S. SECONDS in early 19th Century used. Priced according to condition.
Want lists filled. Anything except sheets on approval to buyers with bank or commercial references. Write for prices.

W. L. BABCOCK, EXECUTORS' SALES AGENT

W. L. BABCOCK, EXECUTORS' SALES AGENT 8T. PETER 8T. PETER ST. PETERSBURG, FLA.

"VIA NICARAGUA" "AHEAD OF THE MAILS"

(Continued from page 3)

his Route was the quickest, the healthiest, and the most convenient, and to emphasize such advantages, slogans were adopted, such as, "Ahead of the Mails", "In advance of the Mail", etc., etc. Such slogans had no reference to the conveyance of mail, i. e., if mail was forwarded by this Line that it would reach its destination in less time than the regular U. S. Mail, but rather such slogans were employed to impress upon prospective customers that one could travel by this Line in less time than that consumed by the U. S. Mail.

The conveyance of mail by the Line was merely a convenience, and mail bags aboard the ships of the Line leaving San Francisco were kept open for the receipt of mail up to within a short time of sailing. It appears that this free service of conveying mail was more for the benefit of the people and merchants of San Francisco, that is, East-bound mail, rather than for West-bound mail. The great majority of covers in existence show a West to East passage, and very, very few are known which show conveyance over the Nicaragua Route from New York to California destinations.

For example, a miner in some remote California mining town could entrust his letter to an Express Company with instructions to forward it "Via Nicaragua" but a person residing in some small town in Maine could route a letter "Via Nicaand deposit it in the local post ragua" office, but if he did, it went out to California by the regular Mail Route Via

No doubt merchants in New York sent letters to the office of the Vanderbilt Line and had them conveyed to California, but we have very little evidence that they were encouraged to do so.

The use of the slogans, "Ahead of the Mails", etc., appears to have been used at San Francisco rather than at New York.

Mr. Ernest A. Wiltsee in his fine and exhaustive work, "Gold Rush Steamers", states (page 89), that the first slogan used by the Company at San Francisco, was in December of 1852, and was as follows: "Through Ahead of any other Line". This advertisement also stated, according to Mr. Wiltsee, that an officer of the Line would keep open until sailing, a letter bag for letters and papers.

I believe there were two principal motives which induced people in San Francisco to forward mail by the Nicaragua Route. First, assurance that the communication would reach its destination, this being accomplished by sending an original Via Panama and a duplicate Via Nicaragua, thus avoiding the loss thru shipwreck, which by the way, were more than frequent in the early 1850's. Second, the belief that the communication would reach its destination in less time if sent Via Nicaragua.

Residents or merchants of San Francisco desiring to send mail by a "Via Nicaragua" ship could take such mail di rect to the ship, prior to sailing, or could employ various people engaged in furnishing such service for a cash consideration.

Newsstands were a favorite place for the deposit of such mail, and certain newsstands maintained separate mail bags which were kept open to within a short time of sailing. One bag was for regular mail, that is, mail to be deposited in the San Francisco Post Office, insuring its conveyance Via Panama, another for the Via Nicaragua mail, to be placed aboard the Via Nicaragua ship.

"Via Nicaragua Markings"

In years past, when collectors possessed only meager information regarding "Via Nicaragua" covers, I think it was generally taken for granted that the various "Via Nicaragua" markings were applied aboard the ships or at the office of the Company. With perhaps one exception (the Sierra Nevada marking), such does not appear to have been the case from all the evidence at hand, all of which indicates that the markings were privately applied at various newsstands and by individuals who were paid so much per letter for placing such mail in the mail bags aboard the Nicaragua Line ships.

Charles P. Kimball, the "Noisy Carrier", was one of the first in San Francisco to begin the private collection of letters before a steamer's sailing, and it now seems quite probable that he was the first "collector" to employ handstamps reading, "Via Nicaragua—Ahead of the Mails". There are numerous different types with this marking, the majority of which are rectangular. In having his handstamps made, Kimball simply em-In having his Company in their advertising. Other collectors of such mail soon followed his example, adopted the same or different slogans, and similar types for their handstamps and with them handstamped mail entrusted to their care for forwarding.

The practice of handstamping Nicaragua" mail by Kimball appears to have been commenced by him as early as March or April of 1853, and was soon imitated by some unidentified competitor a short time later. I specify competitor because the handstamp used by the latter, though reading the same, "Via Nicaragua —Ahead of the Mails", was an entirely

different type.

The Research Group

Several years ago the late Edward S. Knapp and the writer formed a little association known as the "Research Group" for the purpose of financing the expense compiling data from various sources pertaining to the conveyance of the Ocean Mails to and from California. Included in this work was a record of mails conveyed from San Francisco to New York over the Nicaragua Route. Our original object was to edit and arrange all the data we gathered together with the ultimate aim of publishing a digest of it for the benefit of all collectors interested in this particular branch of our postal history.

Mention is made of this work for the purpose of acknowledging the source of some of the information contained in

these notes.

Mail to the East Via Nicaragua At this point let us follow a letter to the

East, via the Nicaragua Route.

Before me I have an old and yellowed copy of the *Daily California Chronicle* (San Francisco) dated Wednesday, Nov. 30, 1853. In this paper is a notice that the U. S. Mail steamer "Winfield Scott" will sail for Panama on Dec. 1, 1853, at 9 A. M. Also a notice of the sailing on the same date and at the same hour of the Nicaragua Line Steamship "Sierra Nicaragua

In this edition, the newsstand of Gilbert & Still (booksellers and stationers) advertised (in part) as follows:

"U. S. Mail Bag Notice

Mail bags will be kept open at the store of the subscribers until 8½ o'clock Thursday morning Dec. 1st to go by the steamer 'Winfield Scott'. A mail bag will also

be kept open until 8½ o'clock to go by the Nicaragua steamship 'Sierra Nevada'. Don't forget the number 126 Commercial Street, brick store, 3 doors below Montgomery.

GILBERT & STILL."

Our old friend, J. W. Sullivan, had an advertisement as follows:

"Notice

Newspapers to be forwarded by the Nicaragua Line must pass through the office of the undersigned or they will not be forwarded.

United States Mail, Via Nicaragua.

By Authority of the Government. Mail bags for letters and papers will be kept open until fifteen minutes previous to sailing of the steamer 'Sierra Nevada' on Thursday morning Dec. 1st. All the various steamer papers for sale, neatly enveloped and stamped, postage free, for-

warded via Nicaragua. xxxxxxxxxxx J. W. Sullivan Kearny Street, adjoining the Post Office."

Sullivan used an oval handstamp read-'Via Nicaragua-In Advance of the Mails—Sullivan", thus identifying mail which he collected for forwarding.

The Express firm of Bedford & Co., advertised (in part) as follows:

> "Bedford & Co's Express

For the Atlantic States, South America and Europe-Our next regular Express will be dispatched per Pacific Mail Steamship Company's steamer 'Winfield Scott' xxxxxx on Thursday Dec. 1st at 9 o'clock A. M. Through to New York in charge of our special messenger. xxxxxxxx will also despatch a special messenger via Nicaragua, per Steamer Sierra Nevada, on Thursday morning Dec. 1st at 9 o'clock. Letter bag will close at 81/2 o'clock.

BEDFORD & Co. 94 Merchant St."

A news item stated that both Adams & Co., and Wells Fargo & Co. would send special messengers to the East by both

In the advertisement of the "Nicaragua Steamship Company" the slogan used was, "Through Ahead of the Mails" and it was stated, "Pasengers taking the Sierra Nevada may rely upon reaching New York and New Orleans several days in

advance of any other route", and
"The mail bag will close fifteen minutes before sailing of the steamer. All letters

Naturally all letters meant free of charge for conveyance by this route, but

not free of U. S. postage.

I have a photographic record of four different covers which went by this par-ticular mail from San Francisco on Dec. 1st, 1853, three of which are handstamped with the familiar rectangular framed "Via Nicaragua-Ahead of the Mails", and one with the same slogan, unframed. Mr. Wiltsee also illustrated a similar cover in his book (cover No. 1) which no doubt went by the same mail.

Three of the covers bear pairs of the 3c 1851, and the fourth is a 6c U. S. envelope. All are postmarked with the circular "New York—ship—Dec. 24". This was quite a short passage for that period, occupying only 23 days in transit.

On Dec. 25th, 1853, the following news item appeared in the New York Herald:

"The S. S. Northern Light arrived at one o'clock yesterday from San Juan del Norte whence she sailed on the 16th inst. The Northern Light connected with the Sierra Nevada which left San Francisco on the 1st inst., for New Orleans and New York. The Winfield Scott left San Francisco for Panama on the 1st inst."

Regarding the conveyance of mail by the Nicaragua Line, this was perfectly legal provided the proper postage was prepaid, but all mail so carried had to be turned over to the U. S. Post Office upon arrival at the port of destination. The Post Office Regulation on this point was

as follows:
"Every master of a vessel from
transfer immediately on h foreign port is bound, immediately on his arrival at a port, and before he can report, make entry, or break bulk, under a penalty not to exceed \$100.00, to deliver into the post office all letters brought in his vessel, directed to any person in the United States, or territories thereof, which are under his care or within his power, except such letters as relate to the cargo or some part thereof."

Thus letters which left San Francisco

on Dec. 1st, 1853, by the Nicaragua S. S. Sierra Nevada, traveled "out of the Mail", until they were deposited in the New York Post Office on Dec. 24, 1853, from whence they were forwarded to their

destinations.

Regarding the marking "Stmr Sierra Nevada—Via Nicaragua—Advance of the Mails". The use of this marking is probably an exception, i. e., it may have been used by an officer in charge of the mail bag on board this particular ship. The Sierra Nevada entered the Pacific service of the Nicaragua Line, sailing from San Francisco to Nicaragua on April 1st, 1853. The earliest use I have seen of the above marking are several covers postmarked "New York—May 9—" (1854).

This particular mail left San Francisco by the Sierra Nevada on April 15, 1854. The previous sailing of the Sierra Nevada was from San Francisco on March 1, 1854, and a cover which I believe was undoubtand a cover which I believe was undoubtedly carried by this mail (S. F. Mar 1, 1854), does not contain the oval handstamp. This cover is postmarked "New York Mar. 25" and the records show that the mail carried by the Sierra Nevada on Mar. 1st, 1854, was deposited in the New York Post Office on March 25, 1854.

The data which I have gathered together pertaining to the conveyance of mail by the Nicaragua Line is undoubtedly the most complete record from a philatelic standpoint in existence. From the "Research Group" data, dates of sail-ings from San Francisco and New York have been compiled, also much data regarding the arrivals of the Nicaragua Line ships at New York. But all of this information forms but a small portion of the record, which includes many photographs of covers carried by numerous different trips. This photographic record of covers exhibits the various types of markings and the colors of inks used at different periods. The dates of the New York postmarks disclose the year dates when certain mails were deposited in the New York Post Office, and confirmation of such dates is proved by actual newspaper news items of the different periods.

Perhaps the real object of this record, aside from the desire to build something useful, is the protection which it affords to a certain extent, against fake covers, because the record proves what the

average cover must contain. It serves a very useful purpose in identifving the actual years of use, because in only a few cases were different via Nicaragua mails deposited at the New York

(Continued on next page)

25c per line (32 letters), cash with copy, and a minimum of two lines. 50 lines for \$10.00, or 100 lines for \$17.50; cash in advance, space to be used at will. Satisfy yourself as to reliability of correspondents.

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MINT SHEETS, famous German Inflation Series. Always large selection, fine condition. Write for price list. Mint Sheet Albums, 25c, or 5 for \$1.00. [10] HELIOS, 799 Broadway, New York City.

WHY NOT send for my price list of British Colonies? Store open on Saturdays until 9 P. M. CARL YOUNG, 258 So. 16th St., Phila., Pa.

UNITED STATES

U. S. #369, FINE MINT, \$5.00. #578, \$1.50. #579, 75c. U. S. Price List Free. STATE STAMP CO., Park Bldg., Pittsburgh, Pa. [tf

1941 PLATE NUMBER BLOCK Price List Free. PICHEL, 107 East Fourth St., Cin-cinnati, Ohio. [09

FAMOUS American Plate Number Blocks. [H C. DEMUTH, 644 East. Parkway, Bklyn., N.Y.

U. S. The issues of 1869. I supply all values in used condition (1c-90c incl.). Approvals. Ref. The 24c, good 7.50; fine 10.00; v. f. 12.50.
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UNITED STATES Commemorative, high-face, obsolete mixture. No Common 1c, 2c, 3c. Pound, \$2.00; 5 Pounds, \$8.75. SUPER STAMPS, 739 Broadway, New York.

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Advertising copy must be received at our Portland office the second Friday preceding Monday, the day of issue.

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APPROVALS

100 REAL GOOD BRITISH COLONIES, 25 Cents, with Approvals. H. H. WHEELER, 28 Forest St., New Britain, Conn. [tf

GOYA NUDE SET, 18 vars.cpl.,25c. Approvals sent. JEWELLS STAMPCO, Tamaqua, Pa. [tf

APPROVALS — State country, price range. Ref. WHITE, Box 502, Torrington, Conn. [10]

USED AIRMAILS — References. ALTON STAMP CO., 1854 Flatbush Av., Brooklyn, N.Y. [04-6-8&9]

INVENTORY CLEARANCE: Overstock these packets, "to close", 111 all diff. Canada (originally sold for \$1 each); 325 all diff. Foreign (originally sold for 50c each); 50 all diff. Canada Precs. (formerly sold at 15c each). One of each, 461 different, formerly sold for \$1.65, for One Dollar with approvals. Reference required. THE 42ND ST. STAMP SHOP, Room 1503D, 330 West 42nd St., New York City. [09]

ATTRACTIVE APPROVALS — U. S. or for-eign to serious collectors only, 1c up. Price eign to serious collectors only, 1c up. Price lists included. REPUBLIC COMPANY, Box 873, Billings, Montana.

FINE LOTS—\$5 Cat., \$1; \$10 for \$2, etc. No two alike. Also \$1 Cat., 10c to applicants for ½ to ½ approvals. WOHL, 342 Phillips, Glen Ellyn, Ill.

FAMOUS AM. SET, 7 cents with approvals. NEWPORT STAMP SHOP, Newport, N. H.

STATE REVENUES

STATE REVENUES; TAX PAIDS; FOReign Revenues; Sidelines. [tfM VANDERHOOF, 339 Grand, Long Beach, Cal.

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FAIR PRICES Paid for Collections, Accumulations. U. S., Foreign, WALTER GISIGER lations, U. S., Foreign. WALT 200 Broadway, New York City.

WE BUY STAMPS. Free appraisal, fair prices, prompt payment. Read our booklet (free on request) before you sell. HARRIS & CO., 72 Transit Building, Boston, Mass. [cow1

COVERS

FIRST DAY COVERS, 8c each. Lists free HERGET, 553 Suffolk, Buffalo, N. Y. [ti

SURINAM covers—See display ad. Guaranty Stamp Co., 116 Nassau St., N. Y. C.

WHOLESALE

1941 WHOLESALE Catalogue Free — 80 pp. EMPIRE STAMP, Dept. 7, Toronto, Can. [21

WHOLESALE only—Regardless of Cat.; lists free. W.H.McLain, 24 Pond St., Boston 25, Mass.

AUCTIONS

SALE FEB. 3RD. Fresh supply to be sold. Cat. free. [09] H. WENDT, Waverly, Iowa.

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DEALERS (ALSO PART TIME) SEND for free samples, printed philatelic forms. [09 THIESE, 10526 Anzac Ave., Los Angeles, Calif.

WANTED

YOUNG MAN desires position in stamp firm. CLAUDE EMERSON, Baldwinsville, N. Y.[09]

UNITED STATES Wanted, 5c and 10c Famous Americans. Regular Issue, 1917, 1920 flats, 1926-31; Commemoratives, etc. KELLEY, 80 East 11th St., New York City.

WANTED:—10c (used) F. A.'s (Fine). Will give 1 U. S. 3c F. D. C. for every 3 received. V. TUTTLE, Rt. 2, Clovis, N. M.

post office on the same month and day. For example, let me cite a cover at ran-dom, a 6c U. S. envelope with a Via Nicaragua marking and postmarked "New York Nov 14" with no indication whatsoever on the cover of the actual year of use; however, my record shows that whereas a Via Nicaragua Mail was de-posited in the New York Post Office on Nov. 14, 1854, in no other year was a Via Nicaragua Mail deposited on a "Nov 14". Under date of Nov. 14, 1854, is filed a photographic record of covers known to been conveyed by this particular trip, hence it is a simple matter to confirm the actual year use.

To make this study as complete as pos sible I am especially desirous of seeing all Via Nicaragua covers which are not included in my record, so that I can add the information they contain to the data I have gathered together. If any of my readers have such items, will they be so

kind as to loan them to me.

There are several additional points regarding the "Via Nicaragua Mail" which would like to emphasize. In all probability only a very small percentage of the mail which traveled the Route was hand-stamped, "Via Nicaragua—Ahead of the Mails", etc., etc., and this is the reason that the privately handstamped covers are as scarce as they actually are. Such covers represent mail which was entrusted to some mail forwarder to place aboard the Nicaragua Line ships.

In my time I have seen many off cover pairs and strips of four of the 3c 1851 cancelled with the black circular postmark
"New York—Ship—month—day". In all probability such items were removed from covers which originated in California and went East Via Nicaragua. But they had none of the various "Via Nicaragua" none of the various "Via Nicaragua" markings and exhibited no evidence of California origin, hence the stamps were removed. I am desirous of seeing covers and even off cover items in this class so as to be able to confirm various dates of deposit of mail in the New York Post Office, and the following explains one of the reasons for this request.

In my photographic record of "Via Nicaragua" covers, all filed according to trips, i.e., dates of arrival at New York, many interesting features are disclosed. For example, files of certain trips contain records of four, five, or six different covers, all addressed to different Eastern

points, companions in passage.

For a certain trip, are found several covers with no Via Nicaragua markings, the others with markings of various types and inks, showing undoubtedly mail which and mks, snowing indoubtedly man which was taken directly to the ship, as well as letters intrusted to different forwarders for deposit. This I think is excellent evidence that the markings were applied by the "Forwarders" and not by ship officers. To those of my readers who are inter-

ested in this interesting phase of our postal history, may I refer them to Volume 2 of my recent book entitled "The United States One Cent Stamp of 1851-1857", in which will be found numerous illustrations of the various Via Nicaragua markings, and other data not contained in these notes

For the historical side of the subject, I heartily recommend the exhaustive work by Mr. Ernest A. Wiltsee, entitled "Gold Rush Steamers".

All items loaned to the writer will be thankfully received and will be returned promptly with registration postage paid both ways. Kindly address Stanley B. Ashbrook, 434 South Grand Ave., Fort Thomas, Ky.

Naval and Seapost

GERALD P. TODD, Editor, 440 West 7th St., Long Beach, Cal.

(Please report any data or any unlisted tems to the Editor of this column direct. Comment and suggestions always welcomed. Phose desiring replies, please send a self-addressed, stamped envelope.)

Type F Cancels

Type F naval cancels are those cancels not issued by the Post Office Department.

They are eagerly collected because of their usually unexpected appearance, variety, brief duration and limited quantity.

Most collectors in their zeal for type F cancels show a lack of discrimination. Little attention is given to legitimacy and quality.

Type F cancels may be divided into two general divisions.

The most desirable and legitimate division is composed of those type F cancels

of a bona fide naval postal service.

They are primarily provisional or emergency cancels used temporarily until the ship receives an official or regulation type cancel from the Post Office Depart-

The emergency may be due to a ship's regulation cancel being lost, destroyed, damaged or worn out. A temporary cancel is made and used until a new regulation type cancel can be obtained.

This type F cancel is made for a neces sary postal service regardless of any phil-

atelic value.

The second and minor division of type F cancels is composed of the more or less "made-to-order" group issued mostly for the benefit of naval cancel collectors. The most desirable are those used on

the first day in commission when the ship has failed to receive a regulation type cancel. These type F can and may be used as a provisional cancel on all the ship's mail until the regulation cancel is

Other type F cancels of this group may be desirable or undesirable depending upon how and why they are used and by whom authorized.

So-called type F cancels received "under cover" and not through the mail in the regular manner are not postal can-

WANTED FOR

GENERAL COLLECTIONS UNITED STATES COLLECTIONS COLLECTIONS BY COUNTRIES

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Prompt replies and payments.

A.P.S. Bank references if desired. S.P.A. [eow1

WALTER GISIGER

200 Broadway

New York City

cels. They are merely a design, imitating a cancel, used to deface postage stamps that were never postally used. They may be souvenirs but not cancels.

All type F cancels listed under "Types and Cancels" in this column are postally



CHOICE MINT U. S. BLOX
All finely centered, bright blox. Anything returnable.

\$372 2c Hudson-Fulton \$1.00
555 2c Violet Imperf., 1918-20 3.15
541 3c Violet Rotary Press, 1919-21 5.50
616 5c Huguenot-Walloon 5.00
621 5c Norse-American 4.10
648 5c Hawaiian Overprint 1.45
C4 8c Green Air, 1923 1.65
S. A. KITZINGER, DUMONT, N. J. A.P.S.

APPROVALS

We have many thousands of stamps at 2c each, arranged alphabetically in neat books. Bicolors, pictorials, recent issues are included in these books. References, please. [tf A. C. LeDUC, St. Petersburg, Florida

AUCTION AND SALES CALENDAR

Jan. 8-9—British Colonies, Wholesale—Harmer, Rooke & Co., Inc., 551 5th Ave., N.Y.C. Jan. 8 & 9—U. S. & For.—Vahan Mozian Inc., 505 Fifth Ave., N.Y. C. Jan. 10 & 11—United States & Possess.—Uptown Stamp Co., 140M W. 42nd St., N. Y. C. Jan. 11—U. S. & For., retail and wholesale—Rumark Co., 116 Nassau St., N. Y. C. Jan. 13—"Earl of Crawford" U. S. Proofs and Essays—(Sale 68 Nassau St.).—Harmer, Rooke & Co., Inc., 551 Fifth Ave., N. Y. C. Jan. 14 & 15—U. S. Essays & Proofs—J. C. Morgenthau & Co., Inc., 1 W. 47th St., N.Y. C. Jan. 14 & 15—U. S. Essays & Proofs—J. C. Morgenthau & Co., Inc., 1 W. 47th St., N.Y. C. Jan. 14 & 15—Brit, Empire—H. R. Harmer, Inc., 38 Park Row, N. Y. C. Jan. 16—19th Century U. S.—Philip H. Ward, Jr., 1616 Walnut St., Philadelphia, Pa. Jan. 17—Special Rarity—J. M. Bartels, 17 John St., N. Y. C. Jan. 20 & 21—"Brinckler" World Coll. (Brit, Empire excluded)—H. R. Harmer, Inc., 38 Park Row, N. Y. C. Jan. 22-24—U. S. and Foreign—Harmer, Rooke & Co., Inc., 551 Fifth Ave., N. Y. C. Jan. 24—U. S. & For.—Ohlman Galleries, 116M Nassau St., N. Y. C. Jan. 24—U. S. & For.—Ohlman Galleries, 116M Nassau St., N. Y. C. Jan. 25—U. S. & For.—Ohlman Galleries, 116M Nassau St., N. Y. C. Jan. 25—U. S. & For.—Cosmos Stamp Co., 116 Nassau St., N. Y. C.

Ave., N. Y. C.

Jan. 25—U. S. & For.—Cosmos Stamp Co., 116 Nassau St., N. Y. C.

Jan. 27, 28 & 29—"Brinckler" Coll. Brit. Empire — H. R. Harmer, Inc., 38 Park Row, N. Y. C.

N. Y. C.
Jan. 31—Fine U. S.—The Collector's Shop, 280 Elm St., New Haven, Conn.
Feb. 10 & 11—Brit. Empire and Egypt—H. R. Harmer, Inc., 38 Park Row, N. Y. C.
Feb. 25 & 26—Gen. Coll.—H. R. Harmer, Inc., 38 Park Row, N. Y. C.

"NARIBO" LOOSE LEAF STAMP ALBUMS 1940 U. S.

THORP & MARTIN CO. Boston, Mass. 70 Franklin St.

by STANLEY B . ASHBROOK

Fraudulent Perforations, With Some Comments on Punches in Paper

OME seven years ago when I was writing my book on the U. S. Ten Cent Stamp of 1855-1857. I solicited the loan of strips and pairs of the Type I, so that I might check as accurately as possible my plating of the bottom row of Plate One, the only row on the plate which produced the Type I, "full shell stamps.'

I recall that a prominent eastern dealer, who has since passed away, was kind enough to send me all the multiples he had in stock, and among

very fine job and I hadn't even noidea he would refuse to take my bare were fraudulent, so I wrote him and

the bottom (see illustration) but now it had perforations across the bottom which were a perfect match with the perforations at top. It really was a ticed that the bottom perforations were fraudulent. In fact they appeared genuine in every respect, and I was positive my dealer friend had never suspected the monkey business when he bought the strip. I had an word that the bottom perforations

Type I—10c 1857—Bottom row Plate I, with perforations cut off at bottom. Positions 92RI—93RI—94RI. Ex-Chase collection (1919).

the lot was a Type I perforated strip of three. The impression of this strip was a trifle worn, hence it was rather difficult to plate but I came to the conclusion it was 92R1-93R1-94R1, and on my plate I had a notation to "see Chase photograph 92-93-94R." I went through my files and dug out a photograph I had made fifteen years before, back in 1919, of a Type I perforated strip of three which I had borrowed from the Carroll Chase collection. Imagine my surprise when I found that the strip before me was the identical Chase item which I had photographed years before, thus proving my plating. The surprising part of my discovery, however, was that the strip had changed in appearance since I last saw it.

When the strip was in the Chase collection it had a straight edge at informed him that I was surprised that he would offer for sale a strip which had fake perforations. I really expected quite a protest and I was well prepared with the photographic proof to demonstrate that my opinion was correct. Instead, he replied that he was indeed surprised, that he had looked up his records and found that he had bought the strip in such and such an auction, the catalog of which he enclosed. I was disappointed that he had taken my opinion as a fact, because I wanted to prove to him I was right, not because I had discovered the fake myself, but that the old photograph was alone respon-

On my next trip to New York I had lunch with him and in the course of the conversation I remarked, "Do you recall that strip of the 10c 1857 Type I which I told you had fake perforations at the bottom?" He replied that he did, and that after I had returned the strip he had examined it very carefully and wondered

> what made me think the bottom perfs were bad, but that he had marked the strip "re-perforated at bottom.'

I don't know what ever became of the item. It may have been destroyed but it is barely possible it is reposing in someone's collection at the present time. If so, and if any of my readers own it, no doubt the illustration herewith will identify it.

This little incident is not an exceptional case, but rather, only one of many similar experiences which I have had, because ever so often, some cover, some block, some strip, etc., etc., finds its way to my desk, and I find that years ago

OVERPRINTS ON U. S. 1922. An Unusual Opportunity to Obtain These Scarce Issues in Whatever Quality and Price You Want to

NOTE: Prices in the "fine" column are for well-centered copies with perfora-tions on all four sides. Those in the "good" column may have a straight edge or be somewhat off-center. Add twenty per cent to the fine prices for the best. All have full gum and are sound undamaged mint copies.

	FLAT "A"		
Cat	. # Val.	Fine	Good
66	½c	\$.04	\$.02
67	1c	.05	.02
68	1½c	.07	.03
69	2c	.38	.15
71	5c	.80	.25
72	10c	2.10	.75
73	12c	1.70	.60
74	14c	1.10	.35
75	15c	2.40	.85
78	30c	1.30	.45
79	50c	1.90	.70
80	\$1.00	9.00	2.50

Cat	t.# Val.	Fine	Good
85	3c	\$.25	\$.09
86	5c	.25	.09
87	10c	2.10	.75
88	12c	.90	.30
90	15c	.30	.18
91	17c	.30	.19
92	20c	.30	.21
96	2c Sesqui	.30	.15
SA	TISFACTION-OR YOUR ME	ONEY	BACK

THOMAS F. WHITBREAD West Cummington



COLLECTING COVERS?



Fig Leaf Cover-will be found included in our 22 for \$1 offer!

Collectors of Cachets will want to see for themselves the kind of covers Long can furnish for less than a nickle apiece! Every lot includes First Days, First Flights, Navals and assorted events. The average age of a cover in a \$1 lot is SEVEN YEARS! Climb aboard while they last-this offer MAY NOT BE REPEATED.

22 DIFF. FINE CACHETED COVERS FOR \$1.00 FREE: COLLECTORS HANDBOOK

R.LONG 203 MARKET ST

I made a photographic record of this very same piece but that at some time since I last saw it, someone had closed a tear, had added a margin, had used a paint brush or had employed some other well known trick of the faker. So fakers beware, because it is quite possible that I might have an old photograph of the very item vou contemplate "improving."

I have little doubt that I have frequently been fooled by fake perforations and fake grills, but I attribute this lack of knowledge to the fact that I never made a specialty of holes or punches in paper. I may be entirely wrong and no doubt I am, but it has always seemed to me that the easiest thing an expert faker could produce would be a fake row of perforations or a fake grill.

When I see certain copies of the 1870-71 "grills" with very faint grill impressions and a guarantee on the back by so and so, I cannot help from suppressing a smile and ponder over the great knowledge possessed by the guarantor of almost invisible

pin pricks in paper.

No doubt many old timers will recall the late Sam Singer. Now some of Sam's repair work was fairly good, but the majority was very very crude. In those days Sam's business was not regarded in the same light as it would be frowned on in the present day. I am quite sure that Sam manufactured many rare grills that repose

in collections today which have guaranties of genuineness on the back by experts who are supposed to know their stuff.

I recall a little story told me by a New Yorker who one day, back in the days before the first World War, dropped into Sam's office, and there on his desk was a new contraption. Asked what it was, Sam explained that it was a new gadget to make grills and that it was extremely accurate as he had had it made by an experienced mechanic. He demonstrated that if a sharp grill was desired all he had to do was to put the stamp between two blank pieces of paper, but that if a faint grill of the 1870-71 issue was desired he put the copy between three or four pieces.

He exhibited a complete set of fake grills he had manufactured, which he had had a friend submit to the foremost authority on grills of that period. The opinion rendered was that all the common varieties were perfectly good but that several examples of the rare varieties were

I have seen questionable covers purchased by a buyer who had no knowledge whatsoever as to whether the rate of postage shown on the cover was correct or not. I recall a cover which recently sold in an auction sale at a figure close to \$500. I inquired of the buyer the reason he purchased the cover and could he explain the use which was to say the least, most unusual. He confessed he hadn't given the question any thought, but that the cover "looked good" and had come from such and such a collection which I knew full well didn't mean a darn thing, because the former owner didn't know any more about "rates" than the buver.

Some collectors resent being told they have invested good money in faked covers, proving that in philately, ignorance is oft times, bliss.

However, the great majority welcome constructive criticism and consider that in this game experience, while often costly, is after all, money well spent.

Far too many collectors depend on their own limited knowledge. Rather than accept the guarantee of the interested seller, it would be much safer to obtain an opinion by an expert committee. The small fees charged for such service are the finest of philatelic insurance.

Additional S.P.A. Awards

N addition to the exhibition awards for the S.P.A. convention mentioned last week, the following prizes were given:

President's Award-to G. Dickens Turner, of Philadelphia for his stamps

of Great Britain.

Silver Winners — D. A. Somdal, Shreveport, La.; R. F. Chambers, Providence, R. I.; Walter S. Fishel, Boonsboro, Md.; Dr. Henry A. Radasch, Philadelphia; George W. Caldwell, Philadelphia; Arthur J. Cubbage, Atlantic City.

Bronze Winners—Lloyd C. Dell, Omaha, Nebr.; Dr. L. S. Snegireff, Trenton, N. J.; Daniel F. DeBeixedon, E. Hampton, N. Y.; Martin Neumunz, Palisades, N. J.; Ralph F. Holdzkom, Atlantic City, N. J.; Bert Powell, Chicago, Ill.; Charles T. Schmitt, Montclair, N. J.

Scott's 1942 Standard Catalog Scott's U. S. Specialized Catalog

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Albany, Ore. Western Stamp Collector,

September 25, 1941.

Dear Harry Lindquist:

What Stanley says about grills on page 380 of September 13th Stamps may do much more harm than good. What he says about Sam Singer is obviously hearsay and I am not at all certain that it agrees with the facts.

For one who admits that he has not made a careful study of grills to infer that Sam's grills are scattered all over creation and that they are so much like the genuine that even the foremost authorities cannot distinguish them seems unwise to say the least.

There isn't a single word in Stanley's article that indicates he ever saw one of Sam's grills, or would be able to recognize one if he did see it. However, there are people who knew Sam far better than Stanley ever did and who had more definite knowledge of Sam's grills and other work.

Even/Stanley's article is not intended to discredit all grills can there be any doubt that it is likely to have that effect?

I have said nothing to Stanley or anyone else about this, but I do think he should make a better effort to find the facts and tell the other side of the story, instead of leaving collections with such a damaging inference, which in my opinion is no better than a half truth.

Stanley's "3c plus lc" carrier article in Stamps a while back was very largely based on assumptions which do not happen to agree with the facts. He cannot understand why I refuse to accept the conclusions which he draws from these assumptions, altho I have tried to convince him that I know and can prove what the facts are.

Of course I don't want to be critical of the fine work Stan is doing but I do think philately would be the gainer if more time was spent in searching for facts and less effort was expended in trying to prove suppositions which are not so.

A letter to H.M.K. commenting on three of his questions in current Stamps is enclosed. Nobody could work out the right answer from the wrong date he gives in No. 2.

Sincerely,

(Signed) Elliott Perry.



A Late Use of the Eagle Carrier and a Little Tale of Two Shipwrecks

EREWITH is illustrated a folded Drop letter, with date line of "Cincinnati Dec. 21, 1859." It is postmarked in blue "Cincinnati, O. Dec 21—1 UN-PD" (1c Unpaid). In the upper left is an uncancelled copy of the Eagle carrier. There is no question but what the stamp was used on this cover as the item came from an original find.

Here we have prepayment of the carrier fee to the Cincinnati Post Office, with the drop postage rate of 1c unpaid, and due on the delivery of the letter.

The sender of this communication dropped the letter in a Cincinnati street letter box, and inasmuch as the carrier service for conveying the letter from the letter box to the Post Office, had to be prepaid, this was done with a 1c Eagle carrier stamp, but the payment of the drop rate was left unpaid and this had to be paid by the recipient. Payment of the drop letter rate was optional at this period. It is to be regretted that the writer did not prepay the 1c drop rate, because had he done so, the cover would be most unusual, with a combination of 1c 1857 plus an Eagle carrier. No doubt such combinations

exist but if so I have never seen an example. Needless to state, I would greatly appreciate the advice of the existence of any such cover.

The blue Cincinnati postmark on this cover comes under the class of combined town and rate, and was supposed to be used exclusively on unpaid one cent mail. Though it was in use for quite a number of years, I have seen very few examples.

A much earlier and plainer strike is shown on the cover illustrated by Fig. \$2. This is also in *blue* with a use of March 25, 1853, also an unpaid drop rate. The contents of this envelope are quite interesting.

Enclosed in a folded sheet of note paper is a lady's calling card, on glazed card, engraved, "Mrs. William T. Sherman," and in Mrs. Sherman's handwriting on the card is the following:

"Mrs. William T. Sherman, is spending a few days at Mr. Jno. Steven's on 4th between Race & Vine, where she will be happy to receive a call from Mr. Curwen who is related to her father, Hon. Thomas Ewing. Cincinnati, March 24th."

This "Mrs. William T. Sherman" was the wife of General William

Letter Dated CINCINNATI
Dec. 20 1859

Fig. No. I-Late use of the Eagle Carrier at Cincinnati, Dec. 21, 1859.



Tracing of Cincinnati "One Cent Unpaid." For use on unpaid drop letters and circulars

Tecumseh Sherman of Civil War fame, who married Miss Ellen Boyle Ewing, the daughter of the Hon. Thomas Ewing, one of the most prominent statesmen from the state of Ohio. After serving in various offices in his state, he was chosen as United States Senator 1831-1837, was Secretary of the Treasury in the cabinets of Presidents William Henry Harrison, and Tyler. Secretary of the Interior under President Taylor, again United States Senator, and represented Ohio at the Peace Conference held to avert secession in 1860.

First Lieutenant Sherman married Miss Ewing in Washington on May 1st, 1850. He had just returned for duty in California where he had been stationed since January of 1847. He was promoted to a captaincy in September, 1850. Early in 1853, Captain Sherman, who was then stationed in New Orleans, was offered a partnership in the San Francisco banking firm of Lucas Turner & Co., with the title of general manager. Late in February of 1853, he sent his wife and two children to her father's home in Lancaster, Ohio, and he took passage to California going via the "Nicaragua Route." From Nicaragua to San Francisco, he was a passenger on the ill-fated steamship "Lewis" which was wrecked off the coast from San Francisco on April 9, 1853.

It appears that Mrs. Sherman wrote the above mentioned note to her cincinnati relative, Mr. Maskell E. Curwen, while stopping off at Cincinnati, enroute from New Orleans to her father's home in Lancaster, having traveled to Cincinnati by steamboat, as Gen'l Sherman related in his memoirs.

The note was written at a time when her husband was enroute to California and about two weeks previous to his shipwreck experience.

After looking over the banking business in San Francisco, Captain Sherman resigned his commission in the U. S. Army and returned to the



Fig. No. 2—Cincinnati Drop I Unpaid (in blue). Envelope addressed by Mrs. Wm. T. Sherman.

east in July of 1853 in order to conduct his family to their new home in San Francisco, where he was engaged in the banking business until the spring of 1857.

The S. S. Lewis was wrecked off Dunbury Reef, three miles north of Bolinas Bay, in a dense fog at 3 A.M. on the morning of April 9, 1853. She had 385 passengers, all of whom were saved.

In this connection, it might be well to record that Mrs. Sherman was also shipwrecked, being a passenger on the Pacific Mail "S.S. Golden Age" when that ship was wrecked on April 28, 1855, 216 miles north of Panama, enroute from San Francisco to Panama. No lives were lost. Mrs. Sherman was enroute east at the time to visit her parents in Ohio.

More About Marking Repaired Stamps

N the first paragraph of his comment in the September 20th issue of STAMPS Herman Herst refers properly to repaired stamps but adds the word "defective" as well. Later on he mentions "Second-grade condition stamps." I believe these three different types of stamps should not be mentioned in one breath in so far as the marking of stamps is concerned. There is no need of marking a defective or second-grade stamp, if the word "defective" means what I understand it to mean, viz., imperfect, incomplete, lacking a part. Defective and second-grade stamps require no markings for their defect should be self apparent. A repaired or altered stamp, however, is something entirely different and it often takes an expert to discover that a stamp has been repaired or altered.

Let us take a typical example. A stamp has several perforations missing. It unquestionably is a defective stamp. Any one can see immediately

that it is defective. Whoever buys and sells such a stamp will base the value of that stamp on its condition. However, such a stamp can be and often is skillfully repaired by the adding of the missing perforations. Immediately that stamp changes its status from a defective stamp to a repaired stamp. A buyer and a seller does not always know that the stamp has been repaired. However, the value of that stamp is still the same as its value when it was defective. If the buyer and the seller do not readily discover that the originally defective stamp has been repaired, the stamp will change hands at the value of a perfect copy. Some one "gets stuck" sooner or later. It might be the dealer or it might be the collector.

telic Society had advocated that such repaired stamps be properly marked. The marking of such stamps does not detract their value in any way. It still has the value of a defective stamp. Any one who objects to the marking of such a stamp can only

To avoid this the American Phila-

AUCTION SALES HELD REGULARLY



UNITED STATES, AIRPOST and FOREIGN Catalogue on Request

Metro Stamp Co., Ltd. 8 West 47th St., New York, N. Y.

have one ulterior motive, broad as this statement might sound. If I buy a defective stamp, cataloging \$10, for 50 cents, it still is worth only 50 cents even if I repair the defect. If I mark the stamp, repaired, every one will know it is worth only 50 cents and no one will be tempted to get near to \$10 for it.

The fact that our own government insists that material manufactured from rayon be so marked on the label of the garment does not in any way detract from the quality or the price of rayon. It does prevent, however, some unscrupulous dealer passing a rayon garment off to his customer as silk and at silk prices. Doesn't the same argument apply to stamps?

Mr. Herst should not sacrifice any of his business by being honest. All right minded, honest collectors, and I still believe they are in the majority and the largest purchasers of stamps, will prefer to patronize a dealer, who agrees to properly mark his repaired stamps over the dealer who does not ascribe to this code of ethics. The dealer, who will go along with the wishes of the collectors, as expressed by both of the National Philatelic Societies and many small local clubs, will find that in the end his business increases rather than decreases.

-George C. Hahn.

STAMP COMPANY, AY'S G 1374 Race Street, Denver, Colorado, owned by Morris P. Gay, write that they subscribe heartily to the views expressed by Herman Herst concerning the marking of repaired stamps as published on page 418 of our September 20, 1941, issue.

In fact, Gay's Stamp Company have gone even further, for they are already marking the back of every stamp which comes into their hands which is to their knowledge repaired or faked. Mr. Gay encloses in his letter reproductions of the rubber stamp he uses, which is a small circle within which appears "rep./GAY" or "Fake/Gay," as the case may be.

NOVA SCOTIA

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							\$16.00
1	Used,	Fine	@ .				10.00
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Bi	rit. Co	lonial	Price	Li	st F	ree or	Request

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WE HAVE CHOICE

U. S. Plate Number and Position Blocks also mint Philippines in plate blocks and singles in superb condition.

Information and prices will be promptly furnished.

BLUEFIELD STAMP CO. 209 Bland St., Bluefield, W. Va.

Your article in October 4 STAMPS has just been read with much interest and I would like to comment on the Cincinnati cover bearing an Eagle carrier.

If, as you state, this letter was held as a drop letter in the Cincinnati Post Office until the addressee called for it then it is clear that the addressee was not on the carrier delivery list. The reason may have been that the address was quite near to the post office.

But if the addressee was on the carrier delivery list, then I do not think this could have been a drop letter. I think it would have remained in the custody of the carrier department, would have been delivered to the addressee, and as it bore only one eagle stamp another cent would have been collected from the addressee. In this case, the postmark indicated lc carrier fee to be collected.

Does not this cover afford good evidence that a street address of itself is not proof of carrier delivery?

The point I wish to make is that the controlling factor is not the street address on the cover but is whether or not the addressee was on the carrier delivery list. If he was, the postmark was used (perhaps by error?) by the carrier department; if he was not, the letter became a drop letter and the postmark shows drop letter postage to be collected.

The eagle stamp falls short of being conclusive proof that the letter was handled by carrier "to the post office". If the sender affixed the eagle stamp intending to use the collection service but actually took the letter to the post office himself, the cover would be no different. However, I do think the cover shows what I have continually believed, viz., senders used the carrier service to save themselves a trip to the post office, and not to save addressee making a trip to the post office.

Sincerety,



BANQUET OF THE AMERICAN PHILATELIC CONGRESS, BOSTON, MASS., NOVEMBER 29, 1941

Lindauist Dinner Dec 1941

Lindquist Is Honored

The reading of a letter from President Roosevelt to Emil Bruechig, president of the American Stamp Dealers Association, was a feature of the group's annual dinner at the Hotel Biltmore on Dec. 5. The affair was a testimonial to Harry L. Lindquist, publisher of Stamps Magazine and chairman of the National Federation of Stamp Clubs. Mr. Roosevelt, after saying that the national defense situation required his "constant attention here in Washington," wrote:

"I feel as if Harry Lindquist is known to me personally, as I have read with interest his articles on stamp matters appearing in the philatelic magazine which he publishes. Please extend my felicitations to Mr. Lindquist on this occasion—a splendid attest of friends for his devotion to the highest principles of philately over the past twenty years."

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Theodore E. Steinway was toastmaster, and the speakers included Mr. Bruechig, Mr. Lindquist, Roy M. North, Deputy Third Assistant Postmaster General, and Jack M. Smith of the Bureau of Engraving and Printing. Several hundred collectors and dealers attended.

From N.Y. Times Dec 14 1941

RETIRED BROKER MAKES OF STAMPS LUCRATIVE KILLER OF SPARE T

He's Not Mere Collector-He's Expert Philatelist.

THERE'S DIFFERENCE

His Book on 10-Cent Letter-Carriers Is Authority.

There is a lot of difference between a mere stamp collector and a full fledged philatelist. Stanley Ashbrook, Ft. Thomas, Ky., retired investment broker and former treasurer of the Cincinnati Stock Ex-

changed, said Friday. Ashbrook is one of those fortunate individuals who has been able to develop a hobby into a lucrative pro-fession. After 1932, when he retired in good order before certain ecoin good order before certain economic forces then extant, he found himself, for the first time in his life, with a lot of spare time on his hands, so he set himself to write a book. The book, "The United States 10-Cent Stamp of 1855-1857," was published in 1936 and won the Crawford medal of the Royal Philatelic Society of Great Britain. In philatelic circles that corresponds to winning the Epsom Derby. The book thus consolidated Ashbrook's position as the world's leading authority on nineteenth century American stamps. stamps

stamps.

Ashbrook became a plain stamp collector when he was a boy of 10. Through industrious application to his hobby he became a philatelist.

The distinction, as he defines it, is this: A stamp collector just pastes bits of colored paper which someone has told him are valuable into an album. The true philatelist is a research student who supplies the historical background for the stamps and passes on their authenticity. and passes on their authenticity.

ONE OR THE OTHER

Expert philately is, of course, the paying end of the game. The expert furnishes the knowledge and the collector the money. Ashbrook says frankly that he does not bother with poor clients. With individual stamps selling for several thousand dollars each, you must have either money or knowledge.

The price of stamps, like the price

The price of stamps, like the price of other commodities, is set by supply and demand. The supply is governed by the amount of stamps in an issue and by their present condition; the demand by the number of collectors who want stamps from that issue to complete their collections.

Eccentricities within the issues also command high prices. If a

printer mixes up an odd-looking batch of ink, the off-colored stamps will be of more value than the ordinary ones.

ordinary ones.
So the expert philatelist must have a variety of talents as comprehensive as those of a Sherlock Holmes. Ashbrook, with an eye for color of an artist, is able to discern the minute spectrum graduations which may determine the value of a stamp. He is an expert photographer, a draughtsman and an authority on American history. So, when confronted with a specific problem, like the great detective, he employs his knowledge to make the correct deductions.

HE FIGURES 'EM

HE FIGURES 'EM

For example, the owner of an old stamped envelope wrote him asking for information and gave only the

day and month-not the year-of the letter's arrival at New York, the kind of stamp, and a tracing of a cancellation mark on the envelope. Ashbrook was able to tell his client the day, month and year that the letter had been mailed in San Francisco, the name of the boat, one of Commodore Vanderbilt's line, that

Commodore Vanderbilt's line, that had carried it to Nicaragua, how it had been carried across that country, and the name of the boat that brought the letter to New York.

Philately has endless ramifications. A study of stamps involves also the study of transportation and transportation is, of course, intimately connected with the country's political and economic history.

The connection between stamp

connection between stamp stamps.

collecting and Mormonism is not immediately apparent, but, because the mails going overland to California passed through Mormon territory, Ashbrook has become an expert on Mormon history.

Other subjects related in some

Other subjects related in some way to philately that Ashbrook discusses with an expert's knowledge of details are the Civil War, General Denver's famous duel, Aaron Burr, the California gold rush, and the development of every kind of transports the court before the court of the portation - coach, horseback, train and boat.

Last year Ashbrook published another book which will probably become the standard work on one-cent stamps. His previous book is accepted as the classic on 10-cent

FREE MAIL MATTER.

(CIRCIII.AR)

Post Affice Pepartment,

OFFICE OF THE THIRD ASSISTANT P. M. GENERAL,

Washington, D. C. December 17. 1869.

To Postmasters:

The Postmaster General has this day made the following order:

ORDERED. That each Postmaster in the United States be instructed to take an accurate monthly account of all franked or free matter deposited at their respective offices for mailing, for the period of six menths, commencing January 1 and ending June 30, 1870; and to make special reports thereof to the Third Assistant Postmaster General at the close of each month, embracing the following particulars, viz.:

"1st. The number of franked or free letters, and the amount of postage that would be chargeable thereon at the established rate of postage

"2nd. The weight of franked or free matter OTHER THAN LETTERS, and the amount of postage that would be chargeable thereon at the current rates of postage.

Postmasters will carefully conform to the foregoing instructions, using the INCLOSED FORM, which must be promptly forwarded to this, office at the close of

Should this Circular fail to be received at any Post Office in time to commence taking an account of free matter on the first of January, 1870, let the return for that month include such portion of the month as may remain when the Circular is

BY ORDER OF THE POSTMASTER GENERAL:

W. H. H. TERRELL,

On Free Franking

By ROBERT RUPPIN.

It was an interesting coincidence, a few days after reading Dr. Babcock's article on the Free Franking privilege in Mekeel's, to acquire an old Post Office lot and find in it some official documents relating to the same subject matter.

There was a form-letter from the Third Assistant Postmaster General requiring from the Postmaster an accurate monthly return of all franked matter mailed at his office and with an enclosed form to be used. This seems to have been done pursuant to resolutions of the Congress. The letter is dated December 17, 1869, and it was apparently as a result of the survey thus made that the franking privilege was abolished in 1873. The Third Assistant Postmaster General enclosed a blank petition requesting abolition of the privilege, and in this respect might seem to have been guilty of some slight abuse of the franking privilege himself.

Probably the abuses complained of in those days were small potatoes compared to what goes on now.

A memorandum from

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

Aug. 19 1941

Dear Stan:

Ed Vining reviewed the last STAMP SPECIALIST over the air a few weeks ago, and I thought you would be interested in the enclosed extract from it, relating to your own article.

Sincerely,

"The article on The Supplementary Mail Service of the N. Y. Post Office is in many respects the most interesting group. Not only does it deal with a subject with which every specialist in early U.S. comes in contact without knowing much about it, but it presents in debate form the opinions of two men whose opinions are widely respected -- Stanley B. Ashbrook and Dr. W. L. Babcock. The article itself is written by Mr. Ashbrook and points out the strange fact that Type A supplementary mail cancellations when on cover do not, as far as now known, strike the stamp squarely while practically all of the stamps of the issues involved are listed in the specialized catalog as existing with it and they show no other cancellation. A most interesting theory is suggested to account for this. The rebuttal by Dr. Babcock is an attempt to justify the catalog listing, to which he so largely contributed, without any real consideration of the points advanced by Mr. Ashbrook. There is also an addendum setting forth further facts which have come to light since the original article was written and which tend to support Mr. Ashbrook's position."

Oroville Progressive Merchants Association, Inc.

Oroville, California

maide 10-1941

Dias an ashbrook -

The two books arrived, and I am so pleased to see them, and to have a chance to furchase, I remit herewith, without further inspection.

Just had enough time to keen through taking a quick glance, and can only pay their wanderful.

Hope me can get to getter sometime, as I wanted like you to see mi

ar I wanted like you to see my
22 books of mistern Philatelie data
(most of which is impublished) as's

only a purson lesse you can become of your student instruct, appreciate such effort. Effort, like you have

Oroville Progressive Merchants Association, Inc.

Oroville, California made, is appreciated by too few of the so earled big callectors. alquiention of corus seems to be Their only requirement, and in many eases they are not neterested in ones endearor to shed light and true information. To, what the hell are we going to do! I just buttoned up some years back, and quit trying. I have nothing for sale _ but I haved like to get something started sometime, so that date leve Time and others, could be used and further research continued: Buy truly outer

Notes on the 3 Cent 1857 Type II Imprints and Plate Numbers

By CARROLL CHASE

■ Γ seems to me remarkable that there are so many missing links in the story of the 3c 1857 Type II plates. We know that these plates all had the type of imprint coming from the first imprint transfer roll made by the engraving firm and which reads "Toppan, Carpen-ter, Casilear & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati," but which was so manipulated as to omit, more or less successfully, the word "Casilear." For example, "Carpenter" may appear as "Carpentear" (Plate 21, right pane) or "Carpenterr" (Plate 28, left pane) or "Carpenterar" (Plate 27, right pane). The right pane of Plate 15 shows another error as the imprint is short-transferred; the final word-"Cincinnati"—reading "Cincinna." We also know that the plates in question were numbered from 9-28 inclusive. Two of them, undoubtedly the first two made (though not bearing the lowest numbers) were of the first sub-type with side frame lines recut on the plate individually for each stamp; that is to say, broken between the stamps vertically. These plates are Numbers 10 and 11; each plate existing in three states, called early, intermediate and late. For convenience we refer to these as the 'Plate 10-11 Group.'

The reconstruction of Plates 10 and 11 in their three states is well advanced. Counting all the states together, Plate 10 shows 184 of the 200 positions placed, while Plate 11 shows 123 plated positions. Given sufficient material in pairs, strips and blocks, these plates may be completed. The plate numbers from both panes have been seen. They read "No. 10" and "No. 11" on both the right and left panes. There is no "P" on either plate after the number.

The other group of plates referred to as the "Plate 9-12 Group" (these are the two lowest numbers) all show the side frame lines, as recut on the stamps, continuous from the top to the bottom of the plate and not broken between the stamps vertically as with the other group. The plate numbers, of which there are eighteen, all show, as far as I know, a "P" after the number except Plate 12 which lacks it. The plate numbers on Plates 27 and 28 are larger than the earlier numbers.

However, there are several plate numbers which I have not seen. One object in writing these notes is the hope of finding some, so I request collectors to let me see any of these missing numbers which are as follows: From the left pane—13, 14, 16, 17, 21 and 22. From the right pane—12, 13, 16, 17 and 18. Included here are three plates numbers which I have never seen from either pane—Nos. 13, 16 and 17.

I think all of the twenty Type II plates were used and my reason for thinking so is this. All imprint copies (of which there are four from either pane) can be plated. This is possible because of the varying spacing between the stamps and the imprint and the varying height of the imprint on the plate. I must, however, qualify this by adding that I can plate all copies definitely which come from panes whose plate numbers I have seen. Of these, however, I lack six from the left pane and five from the right pane as mentioned above and imprints from these can be plated only to the extent of assigning them to a pane to which I have provisionally given a letter. As there are six of these "lettered" left panes and five of these "lettered" right panes, it is evident that all the plates exist. By this I mean to say that I have, more or less complete, twenty sets of imprints, each different from all the others, from both the left and right panes. I am very anxious to identify these lettered panes more definitely.

Generally speaking these "9-12 Group" plates cannot be reconstructed, although with certain panes the top row is easily reconstructible because of the repaired transfer roll relief break found only in top row stamps. Plate 15 may be an exception because, with the aid of a considerably quantity of large unused blocks, mostly the property of Edgar B. Jessup of Oakland, California, about half of the plate has been put together.

Will the reader please believe that any aid in regard to these missing plate numbers will be greatly appreciated by the writer. Address Dr. Carroll Chase, R.F.D. 11, Penacook, New Hampshire.

Are you a lone wolf? Do you spend all your stamp collection? Or do you share your hobb; stamp club will bring you a reward of man; like-minded fellow beings.

John F. Rust Collection to Be Sold by Hugh M. Clark

As a result of instructions left by the late John F. Rust of Cleveland, his magnificent collection—one of the greatest in America—will be sold this fall and winter by Hugh M. Clark of the Scott Publications, Inc. Mr. Rust started collecting back in the days of George Worthington, and he gathered together a truly magnificent collection, cataloging well over \$100,000. The great strength of his collection is in the early U. S. covers and it is said that there are two entire trunks-full of unmounted covers.

As an indication of the size of the collection, there are over 150 copies of the 5c 1847 and about 50 copies of the 10c of the same issue. He kept his collection right up to date and there is a large group of 20th Century U. S., many of them in full sheets.

He also liked the early classic foreign stamps and there are many choice early issues in the collection. The collection follows very much the pattern of the Edward Knapp collection and should be one of the highspots of the coming season.

Revised Edition, the 3c Stamp of the U. S. 1851-1857 Issue, by Dr. Carroll Chase

COLLECTORS interested in a revised edition of this scarce book are requested to notify Mr. Sargent of the

Tatham Stamp & Coin Co., Springfield,

Mass., or their favorite dealer.

If enough collectors show an interest, this book will be published during the coming season, to be sold at popular prices.





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

Straight Line Postmarks

Among the "new items" reported for the Stampless Cover Catalog by Harry Dunsmoor, one of the foremost collectors of covers in the United States, are the following:

Aurora, N. Y., 1818, Arc; Black; Farmington, N. Y., 1853, Green; Ilion, N. Y., 1852-53, Blue or Black; New Hamburgh, N. Y., 1851, Black; Marion, N. Y., 1852, Black; Sterling, N. Y., 1852, Red; Watkins, N. Y., 1851, Black.

Users of the Catalog are invited to report additions to the rate and the color columns. In some instances a town may be listed in black, for 1851 and readers will have the same type marking (worth no more nor less) for 1852 in the same color.



POSTAL MARKINGS

Harry M. Konwiser

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

What Is Your Answer?

1. If Martin Van Buren, President of the United States, 1837-41, used his franking privilege to frank a letter from New York in 1862 to Clifton Springs, N. Y., and the letter had to be forwarded from Clifton Springs to Schenectady, N. Y., did the frank carry the letter to Schenectady or did the addressee have to pay the forwarding postage? What answer would you give?

2. A cover to Paterson, N. J., has a 3c 1861 and a pair of 1c 1861, stamps tied by the New York p.m. of July 23, 1861. Why 5c? Perry says it is an overpay of 2c, whereas Larry Mason says it is an overpay of 1c. What would you say?

3. A folded letter written from New Orleans in March, 1856, addressed to France, has a 5c 1856 plus a pair of 1c 1851, tied by the N. O. postmark. Why 7c? What would you say?

4. In the Knapp sale, lot 887 was a cover with a Franklin carrier tied by a Philadelphia postmark. It is addressed to a street address in Philadelphia, hence a Drop letter. As the Franklin paid the carrier fee, how was the U. S. postage, drop rate paid? There are no other postal markings on the cover but the tying Philadelphia postmark. What would you say?

5. Why were stamped envelopes issued in 1853? What would you say?

Readers are invited to give their opinions. There are no prizes. The questions were submitted by a well-known student of American postmarks and in the opinion of the editor of this column, merit the attention of every collector interested in covers. Answers will appear in this column.

Collecting

By Gordon Harmer

A LTHOUGH stamp collecting did not become a serious hobby until the early 1860's, there were collectors as far back as 1841, so it might be appropriate to commemorate one hundred years of stamp collecting in this year of 1941.

In support of our statement that stamps were collected as early as a year after the first postage stamp, we repeat again the often published advertisement which appeared in The London Times in 1841:

"A young lady, being desirous of covering her dressing-room with cancelled postage stamps, has been so far encouraged in her wish by pri-vate friends as to have succeeded in collecting 16,000. These, however, being insufficient, she will be greatly obliged if any good-natured persons, who may have these (otherwise useless) little articles at their disposal, would assist her in her whimsical project. Address E. D., Mr. Butt's, Glower, Leadenhall Street; or Mr. Marshall's, Jewelers, Hackney."

Punch had a skit on the subject in 1842:

"A new mania has bitten the industriously idle ladies of England. To enable a large wager to be gained, they have been indefatigable in their endeavors to collect old penny stamps; in fact, they betray more anxiety to treasure up Queens Heads than Harry the Eighth did to get rid them.

of them.
"Colonel Sibthorpe, whose match-less genius we have so often ad-mired, sends in the following poem upon the prevailing epidemic:

"When was a folly so pestilent hit upon

"As folks running mad to collect

every spit-upon

"Post-office stamp, that's been soiled
and been writ upon?

"Oh, for Swift! such a subject his
spleen to emit upon,

"Tis said that some fool in Mus-

tachios has split upon.

"The rock of a bet "And therefore must "To avoid loss and debt.

"Half the town as collectors to waste time and wit upon "Bothering and forcing their friends to submit upon "Pain of displeasure

"To fill a peck measure "With the coveted treasure."

"Of as many old stamps as per-force can be hit upon,

"To paper a room, or stuff cushions to sit upon, "Do, dearest, Punch, let fly a sharp

skit upon

"This new pursuit, and an ass's head fit upon
"The crest of the ORder of the Knights of the Spit-Upon."

In this connection it might not be amiss to record some of the early

A Hundred Years of Stamp | limericks relating to Stamp Collect-A few are:

> "There was an old maid of Obock, Who went clear off her block,
> She sold all her stamps,
> And bought herself gamps,
> Then drowned herself in the dock.

"There was a Derish of Soudan Who hit on an excellent plan;
Said he "I'F I'm short,
A new issue I'll start,"
And get disapproving collectors to
ban."

Note. Presumably this is a dig at the Society for the Suppression of Speculative Stamps, formed at fifty years ago. The Society was short-lived for it soon became evident those actively engaged in promoting the Society were "large buyers" of stamps issued solely for the nurrose of sale to collectors. No purpose of sale to collectors. No doubt these "leaders" were aware of the futility of their efforts. In other years, as now, collectors were not to be "regimented."

Stamp Collecting has its humorous side and many of its devotees are averse to joshing their own hobby. At least it was so, in 1898, when J. C. Morris, of London, Eng-land, won a limerick contest, instituted by a stamp paper. It was as follows:

"There was a sharp from Jamaica, Who bought for a quid from a Quaker, Three "Post Office" blue-

That was also his hue, When he found they were water-marked 'Straker'."

Among the non-winners in the contest referred to were:

"An African Specialist named Snape Had such an unfortunate gape That he covered his mouth When the wind was not south, He wore a Triangular Cape."

'Jones once had a wonderful find, An Album with rarities lined,
'Twas worth thousands of pounds And his joy knew no bounds Till his wife woke him up from behind."

"There was an old man of Havana, Who specialized in British Guiana. When he got them completed, He had them re-sheeted And swapped them for half-a-banana."

-American Humor. According to a clipping at hand, an envelope "of the funny address type" was mailed in 1868, reading as follows

"Bostmaster, Please to sent him Straight, Ben-syl-vany is der staight; Old Venango—dat's dar gounty, Vere oil bours out mit Hefen's Pounty. Franklin, she's the county seat Der Post Office on Liberty shtreet; Sharley Daylor, he's der man; Send dis yust so quick you can."

Gist of the News

The 42nd Street Stamp Shop will once more be operating from their city address at 330 West 42nd Street, New York, N. Y.

Me in England have longs expected good manys of our Shaves of Adventues in mary land; but yet smale post appeters on Enough Adventices with you so law forth as that mong of hour alred to di burk and is specified in our Articles of agreement and writings between 28: All I confitte our office Engagmi that is as I wimber a bo with onto my how you h good humes our whole shayer of a gen Tand who was contrited to verier his pay in the cuntry, 3. Frances Day brings : Then I write ponto you that accordin first agurent of opportor one New confidence the great pan to be preschance and my Goth in Estate and mind To fear that ther naymings who you may by imployed See Some butter feutes or Silburfamit and the privileges of our tradinor served best lous and erspect war I take horson umayou Do: most a liver of contain Rie Cachford .

Noble S

We in England have longe expected good news of our shayrs of Adventure in Maryland, but yet small p fitt appeares coming myself on engaged Adventures with you, so far South as that many I have already disbursed and is specified in our Articles of agreement and writings between us. Also I confess our other engagemt, that is as I remember about 3 years since you writt unto me how you had bought uppon good termes our whole shayer of agent in Maryland who was contented to receive his paymt, of the comodities in the cuntry, 3 yeares day being given for paymt. These I writt unto you that accordinge unto our first agreemt of p:portinn I consented likewise unto this motion. Now considering the great losses since first we began to be merchants and my dayly domestick sufferings both in estate and mind, desire that the stock with is remayninge with you may be imployed for the best advantage of us both and when anything shall come I will not be wantinge but further I would not adventure untill I see some better frute of our disbursemts and the privileges of our vendinge settled. Thus with my best love and respects remembered I take leave and remayne

Yor, most assured friend to command

London May ye 6 day 1639.

Ri: LECHFORD

37 King Street
New York, N.Y.
May 7, 1941

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

Dear Mr. Ashbrook:

I shall be very happy to assist you with your postal history and shall gladly loan you any of the listed items that I have in my personal library. As you may know, I purchased the Uncle "Billy" Stone philatelic library, which to say the least, is replete with many interesting philatelic items, and most of the early philatelic works.

Some time ago on a visit to Oak Park "my old home town", was happy to meet your neice, Susan Gray Hemingway. It certainly was a tragedy and I was so sorry to learn of her husband's death. I knew George these many years and a fine chap, I assure you. We had much in common during Scouting and high school days.

Here are the books:

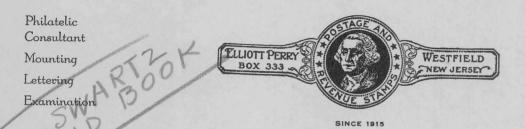
- Joshua Leavitt (Boston, 1848, 72pp.) CHEAP POSTAGE Remarks & Statistics on the Subject of Cheap Postage & Postal Reform in Great Britain and the United States.
- Union Pacific System, R.R. (Omaha, Nebr. 1924 12pp.)

 The ROMANCE of the Pony Express. (an advertising folder.)
- Catalog -- Wells, Fargo & Co. -- Historical Exhibit, Etc. at the World's Columbian Exposition, Chicago 1893 32pp.

Gov!t. Pulb.

- 1- Reports of the Postmaster General 1857, 1862,66, 1876,1877, 1875.
- 2- Postal Laws & Regulations 1887, 1902, 1907, 1913
- 3- Reports of the Postmaster General 1881 to 1919;
- 4- Sheet:Post Office Dept. Office of the Third Asst. Pm. Gen'l. giving Postal Statistics of the U.S. from 18775 to 1905 (include names and terms No. of offices, receipts, expenditures, amount of mail handled, etc.)

Storge 1. Turner



Publisher—
"Pat Paragraphs"
The Philatelic
Reference
Library

August 9, 1941

Dear Stanley,

I shall reply to the questions asked in yours of the 7th as soon as possible. One question I would like to answer right away. The A.P.S. Haddbook now being printed is the reprint of Brookman's Bank Note articles which appeared in the A.P. with data on 1890 and 1893 issues which the Committee was able to have included because recommendations made in our 1940 report were adopted at Buffalo. It was desired to have this handbook ready at or before the Baltimore convention and if those recommendations had not been adopted the handbook could have included only what had appeared in the A.P. up to the August 1941 issue.

Quite a number of very favorable comments have reached us regarding the Swarts book and so far yours is the only one which has been less so. Perhaps we have heard only from those who liked it and the great majority have kept silence. But some members liked it who are not at all interested in locals. There is a plan under consideration by which we hope to get a better line on the proportion of members who would like this or that kind of a handbook. Unfortunately this was not thought of until too late to use it with the Swarts book.

The Committee has never had more than \$300 to spend in any one year. This limits us to a 32 page handbook and also to the subjects, because very often the book we would like to issue could not be produced for the money. Our idea has been that a handbook paid for by the Society and distributed free to each member should appeal to a good proportion of the membership and should contain a reasonable amount of new data. Such books are not so easy to find. If you have anything in mind I am sure the Committee will be delighted to consider it for 1943.

We could not go to Buffalo last year and ask for \$300 to publish a book. We had to state exactly the book we wanted the money for. We intended to use the Swarts article only if nothing better was available, and that is exactly what happened. Something entirely beyond the Committee's control happened to the book we expected to publish and this was so late that there was not time to secure anythings else. It was the Swarts book or nothing. As a matter of fact I doubt if the other book would have appealed to a larger proportion of the membership than the Swarts book seems to.

Last winter when the matter of reprinting the Mason book on U.S. Essays, revised and brogght up to date by Clarence Brazer

came up, the Committee decided to ask the Board to switch the \$300 appropriation from the Swarts to the Mason book, if nthere was a way it could be done. But our estimate of the cost of the Mason book showed that it could not be published for \$300 and very reluctantly we had to let the Mason book ride. Arrangements have since been made, outside of financing by the Society, to publish the Mason book, and if the copy reaches me in time it will be printed this summer.

When the galley proofs of the Swarts book were ready the Committee found itself with a 40 page article to squeeze into 32 pages. By omitting some imlustrations of Swarts used with 3c 1851s and 1847s which would have added greatly to the interst of the handbook, a compromise on 36 pages was reached, and the Committee assumed AND PAID FOR the extra cost above the \$300 appropriation.

I knew the original article could be condensed into some 20 pages of text, which would leave 12 pages - enough - for the illustrations, and this 32 page book would not have cost over \$300. But so much new data was obtained which the Committee thought should be included to make the book decently complete that the text ran over the allotted space. A further condesation meant rewriting much of the article - again - and would have saved only a page or two of text, but would have added the expense of re-setting, and to what gain? In our position I doubt if you would have done any different.

This Committee work has taken much of my time and strength especially during the past two years and if anybody else wants it there will be no objection from me. In a few months I will have served ten full years which I think is all the Society can reasonably ask of me. If you don't approve the policy of the present Committee very likely there are others who feel the same as you do and if they get together and voice their desire no doubt they can get the kind of a Committee they want. I never sought appointment or re-appointment and would not lift my little finger to obtain it. I've stayed on because I thought that was what the Society wanted. If they don't, I'm off. Instantly,

Sincerely, Cerit Cary

Premieves Philatelic Legends Evelyn Severn?

N the last two years there have been numerous articles published, some in this magazine and some in others, which effectively disprove reports which have been accepted at their face value and valid, ever since they originated many years ago. One of the most conspicuous cases has been the entire revision of our knowledge of the United States 1861 issue and the status of the "premieres gravures" of that series which had been so long accepted entirely as an actual issue of stamps. The research genius of Elliott Perry and his thoroughgoing methods of study are primarily responsible.

This is one of the most healthy trends among the followers of our hobby in these hectic days. We know

that in earlier days even the finest students were content with less complete investigation of explanations given them from various sources than is now the case. Collectors were less critical, and with good reason. In those days the problem of the collector was to find enough stamps to collect, not to choose a field of interest from among over 110,000 different stamps thus far

The problems arising from incomplete or inaccurate information are by

no means few. Only a scant portion of those problems have even been touched up to now. Along with our confreres in stamp journalism, we hope to pull our share in printing articles correcting such inaccurate statements that are generally accepted. We have made a start on this in recent numbers, and we hope that as 1941 continues we may be able to go further in this direc-

We have no patience with those who consider such articles as "debunking", "destructive", "muckraking" or critical of the work of earlier stamp students in any derogatory sense. Like ourselves, earlier stamp people were human; and to err is a human characteristic known from antiquity. Let us, to paraphrase Shakespeare's words about error being human and forgiveness divine, benignly overlook the small proportion of error found among the mass of correct knowledge placed on record by the older workers such as Tiffany, Luff, Castle, Moens and others. Let us merely congratulate ourselves on the good fortune that allows us to remove these slight blemishes which crept into their work, without destroying the great worth of that work.

Mekeel's Weekly Stamp News

Published by the Severn-Wylic-Jewett Co. 20 Temple St., Portland, Maine Cable Address: MEKEEL'S, Portland, Maine

June 30, 1941

Talk of the Week

By B. W. H. Poole.

Confusing the Issue

Confusing the Issue

The question as to whether "unissued" stamps should or should not be listed in the leading stamp catalogues has been a subject of fruitless discussion for many years. We say fruitless advisedly for there will always be conflicting opinions on this matter. In a recent issue of the Collector's Club Philatelist Mr. Gerard Gilbert says, "May we suggest here that postage stamp collecting being an international hobby, to remove old classic stamps from the catalogue is a question that should be discussed between the publishers of all world's catalogues". In our humble opinion the matter goes much deeper than that. While publishers might possibly agree that this or that stamp should be dropped—because some philatelic purist, or group of purists, proves it was never issued for postage or sold over a post office counter—the fact remains that tradition, antiquity and rarity have positively given it a place among it was never issued for postage or sold over a post office counter—the fact remains that tradition, antiquity and rarity have positively given it a place among the classics. Academically such items should, probably, be disposed. Logically, while they should never have been in the catalogue in the first place, when their real status is unmasked it should be a case of "out damned spot". But since when has our very pleasant diversion known as philately been logical? There are literally dozens of old classics which, when all the facts are unearthed and ably presented by some student, would seem to have little or no philatelic standing whatsoever. But to what practical use or benefit would this sort of house-cleaning be? Writers of these weighty articles, unbiased though they may be, are not hurt by the presentation of these facts; the publishers of catalogues and dealers are not going to suffer financially by the deposing of old favorites; it is only the collector who has invested his funds in such items who is going to suffer.

An excellent case in point is provided by the United States 24c, 30c and 90c imperforate stamps of 1860. For generations these three stamps were listed with the regular imperforate series of 1851-57,

they have always been rare and have always been considered highly desirable varieties which any collector would be proud to own. Many years ago it was understood they were not generally issued in the sense that they were ever on general sale. Later it was quite generally be-

inderstood they were not generally issued in the sense that they were ever on general sale. Later it was quite generally believed among the more advanced specialists that these three stamps were from trial printings, and later still one of our most experienced student-writers proved conclusively by bell, book and candle that this latter fact was correct. This array of damning facts has led to their partial excommunication so far as Scott's catalogue is concerned. They have been removed from their place of honor among the imperforates and listed as "a" varieties among the perforated stamps—which is certainly confusing the issue.

A short time ago, in passing a health food store, we noticed a placard in the window announcing a lecture on "Plasmo-cellular concepts of life and diet". Now there is no gainsaying that health foods are excellent, and many worthy people undoubtedly benefit from their regular use, but why these simple enthusiasts should be expected to worry over the "plasmo-cellular" or other aspects of such food—even if the subject could be explained in words of one syllable, which we doubt—is one of those things that helps to make life confusing. It is much the same with stamp collecting. Here we have a sane, diverting and entrancing hobby and it seems just too bad that every now and then one of our cherished ideals must be ruthlessly trampled underfoot to make a Roman holiday for some pedantic fact-finder. If we must grow ruthless and adopt the "truth at any cost" attitude then any of these old classics that have been masquerading under false colors should be eliminated from the catalogues altogether and thrown into outer darkness. Let's have no half measures but before taking such pitiless steps regarding any particular items would it not be fairer, in the words of a well-known advertisement, "to ask the man who owns one"? Explanatory footnotes are okey but any step beyond that, at this late date, should be a matter for very serious consideration.

MARIT

Moven NAMES.
Arabia
Hermann
City of Glasgow
Niagara
Arctic
Glasgow Glasgow... Humboldt. America... Uncle S

America..... Uncle Sam.... Illinois.... Northern Light.

Port of N

US M Steamsh Kingston 5th, to N, passed schr J for NG cans); 18 Sch and showing Schr Adele, Aj Schr Laac Act 12, of Eleck Isla mast head, fore Schr Agnes, Le Way and Sandy

The steamship pire City, Windl at anchor in the at anchor in the
The ships Men
Mary Morris, F
Quarantine grou
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chor under Jerse
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Bark Palmetto
that Capt Sylves
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th those who 'debunking', ing' or critisense. Like people were human charntiquity. Let peare's words and forgive-overlook the found among vledge placed orkers such as Moens and congratulate fortune that slight blem-their work, great worth DISPATCH LINE FOR SAN FRANCISCO.—THE FAVOrite clipper ship SWORD FISH, Captain D. S. Babcock, who commanded her on her recent voyage to San Francisco, which was performed in ninety days, and has just accomplished the shortest passage of the season, from China, fairly distancing all competition, and establishing her reputation as the fastest ship afloat, will receive carge on Wednesday, 12th, at pier No. 6 North River, and sail on or about the 25th inst. For the remaining capacity, bulk of about 500 bbls, apply to SUTTON & CO., 84 Wall street.

maining capacity, bulk of about 500 bbls,, apply to SUTTON & CO., 84 Wall street.

NEW YORK AND SAN FRANCISCO STEAMSHIP Line.—Through to San Francisco, via Aspinwall and Panama, at greatly reduced rates.—No detention on the Isthmus.—The new and splendid side-wheel steamship UNCLE SAM, (being her second voyage, 2,000 tons.) William A. Mills, commander, will leave New York for Aspinwall, (Navy Bay.) on Thursday, January 20, at 3 P. M., precisely, from pier No. 3 North river, where passengers can examine her accommodations. The performance of this steamer on her first voyage warrants the assurance that passengers will reach Aspinwall in from seven to eight days. The magnificent new double engine side-wheel steamship CORTES, (1,800 tons.) Thomas B. Cropper, commander, will be in readiness at Panama to receive the Uncle Sam's passengers, and sail immediately for San Francisco. The accommodations and ventilation of the Cortes are all that can be desired. Her speed (established on the voyage between New York and Panama, and while on the Pacific coast) is unequalled. Every exertion will be made on the part of the line to ensure comfort, expedition and safety. Passengers will be landed on the wharf at Aspinwall free, taking the Panama railroad, and are cautioned that tickets for this line are sold only at No. 26 Broadway.

DAVIS, BROOKS & CO., General Agents.

A mail bag is made up at the above office, under the new United States Postage law, for the convenience of the public.

Vanderbille Line—for San Francisco.—Only line giving tickets for crossing the Isthmus.—The new and powerful double engine steamship NORTHERN LIGHT, 2,500 tons, will leave from pier No. 2, North river, at 3 o'clock, P. M., precisely, on Thursday, January 20, connecting with the Pacific steamer, over the Nicaragua route, having but twelve miles of land transportation. These steamers are unsurpassed in their accommodations and ventilation. For information or passage, apply only at the agency of the company, No. 9 Battery place, up stairs. The public are cautioned against the representations of hired runners for other lines—none are employed for this line.

A USTRALIA.—FOR SYDNEY, MELBOURNE, OR PORT Philip.—No detention after the day specified for departure. The A1 clipper bark PEYTONA, lying at pier No. 13, East river, is receiving passengers for the above ports. Parties desirous of securing the best accommodation, with rapidity of passage, are requested to inspect her. The previous performances of this vessel warrant the belief that her passage will be effected in eighty days. She takes an experienced surgeon, and every exertion will be made to secure comfort and satisfaction for her passengers. For freight or passage, apply to ANTONIO PELLETTER, 98 Wall street; or BABBIDGE & VALENTINE, 168 South street.

A USTRALIA.—THE STAUNCH, SAFE AND WELL-found ship BOTHNIA, now preparing to sail on the 19th inst., for Australia, offers inducements to families and single persons intending to emigrate, such as are not to found in any other vessel. The Bothnia is the newest ship, being only three years and a half old. She is the fastest sailer, as a comparison of her log book and those of any of the ships advertised will prove. Her commander has traversed the route of his present voyage time and again, and, therefore, has the advantage of experience. The accommodations are substantial and comfortable, without the flummery of gold leaf and plush drapery, which may impose on the inexperienced. She has plenty of room, light, and air, which are all-essential on a long and tedious voyage. The fare will be the best the market affords. The price of passage is moderate. Apply on board, pier 14 East river, or to ISAAC T.-SMITH, 101 Wall fittel.

1853

MARITIME INTELLIGENCE.

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Mov	ements of C	cean St	eamers.	
	PHYLLY	1	FOR	DATE.
A 7.7-	Tivernool	New	York	Jan 1
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Glasgow Humboldt	New Yorl	cGlas	gow	Jan 15
Humboldt	New Yorl	KHav	re	Jan 15
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Port of New York, January 13, 1853.

CLEARED.
Ship Oregon, Patterson, New Orleans, E H Fosdick.
Brig American (Br), Beckwith, Glasgow, J S Whitney & Co.
Schr Norfolk Packet, Bedell, Apalachicola, Ralph Post.
Schr Grand Island, Small, Boston, S W Lewis.

Schr Grand Island, Small, Boston, S W Lewis.

ARRIVED.

U S M Steamship Illinois, Hartstein, Aspinwall, Jan 3, Kingston 5th, to M O Roberts. Jan 9, 4.30 P M, lat 30 35 N, passed schr John Phillips, steering SSW (from Boston for Nortenns); 10th, 4 P M, passed an Am bark, steering SD and showing a checkered blue and white signal. Schr Adele, Appleby, Wilmington, 8 days.
Schr Jasac Achorn, Gregory, Rockland, 50 hours. Jan 12, of Eleck Island, in a gale of wind, carried away fore must head, fore topmast, main topmast, &c.
Schr Agnes, Lord, Ellsworth, 10 days.

Bo There have been no square rigged vessels arrived by way of Sandy Hook since Wednesday morning.

SAILED.

Steamship James Adger, Dickinson, Charleston.
Wind during the day from NE, with snow at sunset.

The steamships Asia (Br), Lott, for Liverpool, and Empire City, Windle, for New Orleans and Havana, are yet anchor in the North river.

The ships Memphis, Davis, for New Orleans, and bark Mary Morris, Freeman, for Glasgow, at anchor at the Quarantine ground, together with a large number other square rigged vessels, both at the above place and in the North river, rode out the late gale in safety. There are about one hundred sail of fore and att vessels at anchor under Jersey City, and in the North river, outward bound.

Reak Palmette at San B.

bound.

Bark Palmetto, at San Francisco from Shanghae, reports that Capt Sylvester, of ship Aramingo, died Oct 11, after drepping down from Shanghae. The ship was taken charge of by Capt Chadwick, late of ship Hoogley, lost, and proceeded on her voyage 2d Oct. Capt Hinckley, of ship Oxnard, from San Francisco for China, died a few days previous to her arrival, and was buried at Shanghae Oct 28.

CUNARD, No. 4 Bowling Gre

STEAM BETWEEN NEW YORK AND GLASGOW.—THE Glasgow and New York Steamship Company's new steamship GLASGOW, 1,008 tons, 400 horse power,) Robert Craig, commander, will sail from Glasgow on the 16th of December, and will leave New York for Glasgow on Saturday, January 16, at twelve o'clock at noon. Pirst cabin, (saloon state rooms), \$90; do., do., (midship do...) \$78; second cabin, \$50. Steward's fees included. Apply to

NEW YORK AND PHILADELPHIA—DIRECT UNITED States Mail and Express Lines, through in four hours, New Jerrey Railroad, via Jersey City—Leaving New York, foot of Cortlandt street, at 8 and 9 A. M., and 5½ P. M. Fleave Philadelphia at 1 and 0 A. M., and 5½ P. M. Steven Philadelphia at 1 and 0 A. M., and 5½ P. M. Steven Philadelphia at 1 and 0 A. M., and 5½ P. M. Steven Philadelphia at 1 and 0 A. M., and 5½ P. M. Steven Philadelphia at 1 and 0 A. M., and 5½ P. M. lines from Philadelphia at 1 and 10 A. M. and and 5½ P. M. lines from New York. Passengers with baggage cross the ferry afficen minutes before the trains leave.

Herald Marine Correspondence.

KINGSRON, Ja., Jan 5.

Arrived—Dec 24, brig Voyager, Sullivan, Philadelphia, 27th, schrs Ocean Queen, Ergos, Nocleans; 25th, Sciota, Brangdon, Norfolk; 31st, A Thompson, Thompson, Baltimore; Jan 1, brig Ranger, Paynter, do.

Sailed—Dec 26, ship Indian Ocean, Baker, Norleans; 29th, brigs Express, Frith, Cuba; 30th, T B Watson, Blackman, Mobile; schrs John S Burgess, Stirling, Black river and NYork; 31st, Wm Tyson, Jones, Attakapas; Jan 1, brig Virginia, Cooper, Franklin; 2d, schrs H fitzgerald, Morgan, NYork; Haleyon, Eldridge, Ragged Island; 33, Judith Ward, Tucker, St Mary's, Ga; Ann, Daggett, Cuba; 5th, G W Brinckerhoff, Philbrook, do.

In port Jan 5, brig Myra, Hall, for Cuba.

Arr at Falmouth Dec 24, brig Victoria, Gorbey, Baltimore; schr Eagle, Adams, NYork.

Arr at Montego Bay Dec 31, schr Henrietta, Bangor. Sld brig Rio Grande, Wilson, Cuba.

Philadelphia, Jan 13—4 P M.

Arrived—Schr Gen Clinch, Baker, Norfolk.
Cleared—Steamers Delaware, Seymour, NYork; Union, Claypool, Baltimore.

Miscellaneous.

Miscellaneous.

Ship Zenoma, hence for San Francisco, put into Valparaiso 18th Nov, to land the captain and crew of Sp bank Perseverancerea, from Cadiz for Callao and Guayaquil. They numbered 29 persons, and were picked up in their boats Oct 14, off Cape Horn, their vessel having been run down on the previous day by a large ship, bound E. The had a very valuable cargo, said by the captain to be insured in London for \$500,600. When left she was settling fast.

BARK TRENTON (of NYork), Thompson, from Callao for the U States, with guano, sprung aleak (no date), and ent down 300 miles from Valparaiso. Capt T and crew rr at V in the boats on the 30th Nov.

BARK CUPA, which went ashore 17th Dec, outside the arbor of Aspinwall, has been sold for account of whom it ay concern.

VALUE BARK FRANKLIN, before reported at Paita, hav-been run into by a Br ship, had nearly completed her airs Dec 15.

ng been run into by a Br sinp, had hearly completed her repairs Dec 15.

Brig Cyclors, at San Francisco, Dec 15, from Oregon, on the 13th, when 40 miles N of Point Reys, was knocked on her beam ends in a heavy squall from NE; lost a portion of her deck load of hogs.

Brig Azalia, from Bonaire for NYork, with salt, put into Norfolk 10th, in distress; encountered the gale 3d inst, off the Capes of Delaware; lost sails, sprung foremast and other spars, and leaked badly, making two feet of water per hour while lying in the harbor.

Schr Ontario, Latchum, at Baltimore from Newbern, NC, on 8th inst, boarded schr Three Sisters, of Cherrystone, Va, 50 miles N of Cape Hatteras, lying head down, stern two feet out of water and cabin locked; about 60 miles N of Hatteras, saw the hull of a full rigged brig with stumps standing and heads out of water, with all the small spars attached; also saw a trunk cabin in the neighborhood; at the same time, saw two schooners, names unknown, bound S, one under trysal for jib, and close reefed foresail, the other had lost maintopmast and jibboom.

Schr Marcha Munson, Jr. Brown, at Baltimore from Charleston, experienced a very heavy gale on the 4th, which lasted 36 hours.

which lasted 36 hours.

SCHE KERDON, from Fredericksburg for NBedford, which put into Norfolk, encountered the gale on the 3d, near Barnegat; sprung aleak, lost jibboom, and both jibs, damaged other sails, had decks swept, &c.

AF Steamboat Fairy was sold at San Francisco 4th ult, for \$750, and Br bark Janet for \$2,900; the brig Ada Maria was also sold there for \$310 on the 6th ult.

Arr at Valparaiso prev to Nov 30. ship Edward Carey, Phinney, Nan, with 700 bbls oil.

At Paita Dec 15, bark Franklin, Lake, NB, repg.

Spoken.

Ship Chas Ward, M'Farland, from Boston for San Francisco, no date, lat 34 S, lon 73 E.

Ship Stephen Lurman, Clark, from NYork for San Francisco, Nov 7, lat 56 04 S, lon 79 27 W.

Ship Golden Fleece, from Boston for San Francisco, Nov 22, lat 30 22 S, lon 74 W.

Bark Rocket, Russell, from Boston for San Francisco, Nov 19, lat 57 50 S, lon 65 W, all well.

Foreign Ports.

ASPINWALL, Jan 3—Steamship El Dorado, for Havana; bark John Colby, Rhodes, from NYork, disg.

Sid Dec 31, sehrs Grand Turk (Br), M'Keye, Havana from NYork); Jan 1, Gen Veasie, Perkins, Tobasco (from Cortland, with locomotives).

CALLAO, Dec 12—Bark John Potter, Compton, for Cadiz; brigs Argyle, Norville from California; Isabell, Beurnann, Norton, from NYork 155 days.

Sid 12th, bark Oriole, Lontz, San Francisco (from Baltinore).

SIM 12th, bark Oriole, Lentz, San Francisco (from Baltiore).
At Chincha, ships Michael Angelo, Scars; Grecian, Ilsy; Brutus, Mitchell; Isaac Newton, Whitney; Zone, Fulrion; bark Hannah Sprague, ——; all loading guanoad others.
At Islay Dec 7, ship Prospero, Cushman, (arr 6th from ac coast, with saltpetre) for Valparaiso and Boston.
Bark Sarah Chase was off Lobos Islands Dec 13. Bark W Paige had also been at the islands.
KINGSTON, Ja—Sec Correspondence.
PATA, Dec 15—Bark Carlt, for California soon. Brig anada, of Baltimore, sld abt 7th for Guayaquil.
PANAMA, Dec 19—Arr steamers Columbus, M'Lane, San rancisco; Bogota, Hall, Callao, and sld 22th for Valparaiso; Jist, Tennessee, Totten, San Francisco. Sld 21st, teamers California, Whiting, do; Cortes, Cropper, do.
SHANGHAR, Cet 3—Arr ship Severn, Gardner, San Francisco; 17th, Horsburgh, Crocker, do. Sld Oct 19, ships ea Nymph, Hale, NYork, Nov 5, Tarter, Goodwin; Kate Tayes, Mauran, and Antelope, Crosley, do.
In port Nov 5, ship White Squall, Kennedy, for Hong Cong 3 days.
In port Oct 20, ships Argonaut, Nott, Audabon, Whithers, Audabon, Whithers, Andalands, A

Hayes, Mauran, and Antelope, Crosley, do.
In port Nov 5, ship White Squall, Kennedy, for Hong
Kong 3 days 0, ships Argonaut, Nott; Audubon, whiting; Horsburgh, Crocker; Nestorian, Blish; barks Ala,
Remington; Krenlin, Evans—all for NYork.
VAIPARAISO, Dec 1—Ships Crusader, Eaton, from Boson; Huntress, Lambert, from do (July 27) for San Francisco (arr Nov 17); barks Sarsh H Snow, Leach, from
Boston; Sumpter, Ryder, from do.
Ship Zenobia, Burrows, from NYork for San Francisco,
touched Nov 18 to land a crew of a Spanish vessel (see
Miscel).

ouclied Nov 18 to land a crew of a Spanish vessel (see lissel).

Home Ports.

APALACHICOLA, Jan 3—In port, ships Tennessee, seckwith, for Providence, ldg; Esther G Barney, for Boston, to; Hydra, Lunt, for Liverpool, dc; Cotton Planter, Parcer, and Canton, Clark, for NYork do; Southerner, Wilson, from Savannah, wtg; barks Joseph Fish, Seavey, for sall River, ldg; Jacob Prentiss, Loring, for Boston, do; Sall River, ldg; Jacob Prentiss, Loring, for Boston, do; Sall River, dg; Jacob Prentiss, Loring, for Boston, do; Sall River, dg; Jacob Prentiss, Loring, for Boston, do; Sall River, dg; Jacob Prentiss, Loring, for Boston, do; Sall River, for Nyork, do; brig Globe, Leavitt, from do, wtg. Sall Prev to 3d, bark Chase, Chase, for Providence; primarsellois, Pilsbury, for do; and others.

BALTIMORE, Jan 12—Arr brig Viola, Willetts, Nassau (2 days; schrs Matthew C Durfee, James, Fall River for Alexandria, in distress (before reported); Samuel P Lord, Smith, and Lawrence Waterbury, Cramer, NYork; Palesine, Holt, NLondon. Cld bark Appleton, Kendrick, Boston; schrs D L Sturges, Fairchild, and Chas Colgate, Seaman, NYork.

tine, Holt, NLondon.

ton; schrs D L Sturges, Fairchild, and Unas Cong.

man, NYork.

ELIZABETH CITY, NC, prev to Jan 8—Arr schr Julia.

Ann, Griggs, Windies. Sid schrs Wm T Bryant, Kelly,
and Margaret Ann, Burgess, do.

FRANKLIN, La, Dec 23—Arr schrs Glenroy, Maxy, St.

Thomas; 25th, Niagara, Perry, Rockland; 27th, Indianola, Catheart, NYork; 28th, Magellan Cloud, Sargent, do.

Cld 25th, schr Niagara, Perry, NYork.

GALVESTON, Jan 2—Off the Bar, bound in, Br shipLochinvar and Br bark Stanley, from Bristol, E, with
railroad iron for the Harrisburg Railroad.

MOBILE. Jan 5—Arr steamship Black Warrior, Shufeldt, NYork and Havana; brig Erie, Baxter, Providence; Alfonso (Sp), Maristany, Sisal. Cld bark Rose Standish, Magna, NYork; brigs J A Lancaster, Gifford, Providence; Cefiro (Sp), Cardona, and Rengo (Sp), Colons, Barcelona; schr Ellen, Rogers, Providence.

NEW ORLEANS, Jan 4—Arr steamship Texas, Lawless, Galveston 2d inst; ship John G Coster, Foster, Havre Nov 16; schr Pacquet Vera Gruzana (Mex), Larrond, Tampico 4 days. Cld steamship America, Sawyer, Apalachicola; ships Corinthian, Dyer, Havre; Leviathan, Knapp, Liverpool; St Louis, Dennis, NYork; barks Tuya (Sp), Carran, Barcelona; Harriet & Martha, Ellms, Charleston; Millaudon, Butler, Havana; J S Getting, Lessens, do. 5th. AM—Arr ships York (Br), M'Burnie, Liverpool Oct 26; Stephen Glover, Thompson, Newport, W. Nov 3; bark Mearns (Br), Smith, Bristol Nov 20.

6th—Arr ships Bay State, Lathrop, Bordeaux 48 days; Isaac Allerton, Sears, NYork 16 days; Houghton, Dean, and Glodays; barks Francis, Higgins, Boston 25 days; Polly (Br), Allen, Glasgow Nov 17. Cld ships John Hancock, Gilchrist; Mary & Adeline, Vesper; William, Doan, and Northampton, Reed, Liverpool: Cairo, Loring, Boston; Massachusetts, Samson, and Rebeeca, Sawyer, NYork; Frins Oscar (Nor), Stephanson, Trieste.

NORFOLK, Jan 9—Arr schr Kedron, Layton, Fredericksburg for NBedford (see Miscel); 10th, brigs Panama, Stackpole, St Domingo 27 days; Azalia, Storer, Bonaire (see Miscel); Challenge, Thomaston; schrs Mary A Irwin, NYork for Chesapeake Bay; Kokeno, NYork; Et Latham, Terry, Fairhaven.

NEWPORT, Jan 12—Arr barks Triton, Adams, Providence for Apalachicola; Boy, Pierce, Bristol for Havana, brig Virginia, Adams, Boston for Virginia; schrs Albenarle, Chapley, Providence for Norfolk; Bethel, Jenkins, do for Bultimore; Mediator, Griffin, de for Tangier; Briar, Grinnell, de for Norfolk; Maryel, Boston, Ellsworth for NYork; John S Now, Snowball, Blackhill for NYork; Rebecca Egg, Belcher, Boston for NYork; Botson, Francisco; schr Virginia, Snow, Savannah.

FOR

Passengers Arrived.

Aspinwall—Steamship Illinois—D N Wezler, lady, four children and two servants, Mrs Sutton and two children, col J B Moore and lady, Miss Moore, Capt W Martin (mail agent), C Jones, Capt B F Harlay, V Hurtardo, Esq. W H Richardson, L Day and lady, Henry Huat, E H Sharp, J Brown, C Brenham, C Bracley, W Sprigg, Mr Hubbard, Mrs Miller, J Pederson, Geo A Parker, Esq. C Smith, N Harris, H R Sherman, W A Glover, J W Borland, S G Booth, J T Bailey, S Hull, G H Sones, W H Gray, S Cantio, J C Avery, T A Gallup, L P Taylor, K Sackban, Thos Gihon, Esq. (Adams & Co's messenger), N King, J S Romerson, Dr JJ M'Lean, Mrs Anderson, A M'Lean, P Herrick, J Bryant, G Jackson, Geo Wright, C L Deaman, lady and child, C K Green, Mr Voillier, Mr Columbert, J C Grinnell, C Morrow, C H Spencer, A Artes, J J Lecount, N N Wilkinson, S A Wright and servant, D Robbinson, W Campbell, T Caden, Juo P Smith, G Anderson, J D Vanne, A MeGregor, M B March, O C Shephara, W T Olmstead, J Janson, C C Williamson, John Duff, T Tarheria, E M Plamando, D W Thompson, Isaac Fountain, G W Comstock, Mr Leake—118 in the steerage.

#### NEW YORK DAILY TRIBUNE MONDAY, JULY 17, 1854.

TATEN ISLAND and NEW-YORK FERR.
NOTICE.—CHEAP EXCURSION—Fare 61 cents. On an er April 10, 1854, the boats will leave as follows, until furthice: Leave Vanderbilt's Landing, Staten Island, every hour trot.
M. to 7 P. M. Leave foot of Whitehall-st., New-York, ever
ar from 6 A. M. to 7 P. M.

DAY BOAT for ALBANY, stopping at the usus Landings.—The well-known and favorite steamer ARMENI willdeave New-York from the foot of Chambers st. every MON DAY, WEDNESDAY and FRIDAY, at 70 clock A. Mr, returnia, leaves Albany every TUESDAY, THURSDAY and SATURDAY.

INITED STATES EXPRESS COMPANY-Office

No. 82 Broadway.

SUMMIER ARRANGE MENTS.—UNITED STATES EXPRES
COMPANY, via New-York and Eric Railroad, to Dunkirk, Buffal
and all the West, and south-western ciries and principal towns:
Leaving Now-York at 5.30 P. M. with all bulky goods for offices of
the Eric, and its connecting br. uch railroads, for Dunkirk, Buffal
Niagara Falls, Gleveland, Sandusky Columbus, Cincinnati, Toled

the Erie, and its connecting.

Niagara Falls, Clevelsond, Sandusky Columbus, Chicinnea, Torone
Chicago and St. Louis.

THE TELEGRAPH EXPRESS LINE, making a continuous
connection through on Express Passenger Trains, leaves New-Yor
at 6 P. M. with Money, Drafts, Notes and light Merchandise parcel
and Daily Newypapers, for Cleveland, Chicinnati, Chicago and S.
Louis. Returning will leave sil the above named cities, daily, ac
companied by special messengers, arriving at New-York at 3 P. M.
and 10 A. M.

The patronage of Merchants, Bankers, and others of this city an
the West, is respectfully solicited.

TIENRY D. RIGE, Supt.
NOTHEE — Freight will be received at No. 3 New-st.—May 1, 185

DEGULI AR MAIL LINE vià STONINGTON for

The Gullar Mail Line via Stoning Ton for Boston. Providence, new first win a stoning to the Eastern Mail.

The steamers C. Vanderbillt, cept. Joel Stone, and Commod Done. John G. Bowne, in connection with the Stoningto and Providence, and Boston and Providence Railroads, leaving New York daily, (Sundays excepted, from Pier No. 2 N. E., first wha above Battery-piace, at 5 o'clock P.M., and Stonington at 5 o'clock P.M., or on the arrival of the Mail train, which leaves Boston (5.39 P.M.)

For passenge, berths, state-rooms, or freight, applications may be made at Pier No. 2 N. R., or at the office. No. 10 Battery-place.

Bade at Pier No. 2 N. R., or at the office, No. 10 Battery-piace.

BELVIDERE DELAWARE RAILROAD—
TRENTON, LAMBERTVILLE, MILFORD, &c., to PHIL
LIPSBURG, N. J., opposite Easton, Pa.—Fare—Trenton to Phil
lipsburg, \$1:
Leave Phillipsburg (down) 6.50 A. M. and 4.15 P. M.
Leave Trenton (up) 9.20 A. M. and 6.10 P. M.
New-York passengers fake the first line down and connect wit
the 7th A. M. line from Philadelphia to New-York at the junctio
with Camden and Amboy Railroad at Trenton.
Returning, leave New-York at 12 o'clock via Jersey City, or
P. M. via Amboy and Bordentown. Leave Bordentown for Trento
at 5.45 P. M.
There is no line from New York as a second.

is no line from New-York early enough to connect with the from Trenton to Phillipsburg.

MOBILE, Jan 5—Arr steamship Black Warrior, Shufeldt, NYork and Havana; brig Erie, Baxter, Providence, Alfonso (Sp), Maristany, Sisal. Cld bark Rose Standish, Magna, NYork; brigs JA Lancaster, Gifford, Providence, Cefiro (Sp), Cardona, and Rengo (Sp), Colons, Barcelona; schr Ellen, Rogers, Providence.

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NORFOLK, Jan 9—Arr schr Kedron, Layton, Fredericksburg for NBedford (see Miscel); 10th, brigs Panama, Stackpole, St Domingo 27 days; Azalia, Storer, Bonaire (see Miscel); Challenge, Thomaston; schrs Mary A Irwin, NYork for Chesapeake Bay; Kokeno, NYork; E C Latham, Terry, Fairhaven.

NEW FORT, Jan 12—Arr barks Triton, Adams, Providence for Norfolk; Blanckhill for NYork; Rebecca-Forg, Belcher, Boston for NYork; Loduski, Hutchison, Providence for Norfolk; Planet, Preble, Boston for NYork, Schra Pasons, Coombs, Bucksport for NYork; Loduski, Hutchison, Providence for Norfolk; Marvel, Boston, Elsworth for NYork, Schecca-Forg, Belcher, Boston for Norfolk; Berhel, Jenkins, do for Baltimore; Mediator, Griffin, de for Tangier; Briar, Grinnell, do for

Passengers Arrived.

Aspinwall—Steamship Illinois—D N Wezler, lady, fourchildren and two servants, Mrs Sutton and two children coild B Moore and lady, Miss Moore, Capt W Martin (mail agent), C Jones, Capt B F Harlay, V Hartardo, Esq. W H Richardson, L Bay and lady, Henry Hunt, E H Sharp, J Brown, C Erenham, C Bradley, W Sprigg, Mr Hubbard, Mrs Miller, J Pederson, Geo A Parker, Esq. C Smith, N Harris, H R Sherman, W A Glover, J W Borland, S G Booth, J T Bailey, S Hull, G H Sones, W H Gray, S Cantio, J C Avery, T A Gallup, L P Taylor, K Sackban, Thos Gihon, Esq (Adams & Co's mossenger), Jos Wyman, Esq (Wells, Targo & Co's messenger), N King, JS Ronerson, Dr J J M Lean, Mrs Anderson, A M Lean, P Herrick, J Bryant, G Jackson, Geo Wright, C L Deaman, Lady and child, C K Green, Mr Voillier, Mr Columbart, J C Grinnell, C Morrow, C H Spencer, A Artes, J J Lecount, I alway and child, C K Green, Mr Voiller, Mr Golombart, J C Grinnell, C Morrow, B March, O C Shephara, W T Olmstead, J Janson, G C Williamson, John Duff, T Tarheria, E M Plamando, D W Thompson, Isaac Fountain, G W Comstock, Mr Leake—118 in the steerage.

## NEW YORK DAILY TRIBUHE MONDAY, JULY 17, 1854.

TATEN ISLAND and NEW-YORK FERRY NOTICE.—CHEAP EXCURSION—Fare 64 cents. On and ter April 10, 1854, the boats will leave as follows, until further place. Leave Vanderbit's Landing, Staten Island, every hour from A. M. to 7 P. M. Leave foot of Whitehall-st., New-York, every pur from S.A. M. to 7 P. M.

DAY BOAT for ALBANY, stopping at the usual Landings.—The well-known and favorite steamer ARMENIA willdeave New-York from the foot of Chambers st. every MON-DAY, WEDNESDAY and FRIDAY, at 7 o'clock A. M.; returning, eaves Albany every TUESDAY, THURSDAY and SATURDAY.

UNITED STATES EXPRESS COMPANY—Office No. 32 Broadway.

SUMMER ARRANGEMENTS.—UNITED STATES EXPRESS COMPANY, via New-York and Eric Reilroad, to Dunkirk, Buffelo, and all the West, and south-western cities and principal towns:

Leaving New-York at 5.30 P. M. with all bulky goods for offices on the Eric, and its connecting br. nch railroad, for Dunkirk, Buffelo, Nicara Falls, Cleveland, Sandusky Columbus, Cincinnett. Toledo, Chicugo and St. Louis.

THE TELLEGRAPH EXPRESS LINE, making a continuous connection through on Express Passenger Trains, leaves Now-York at 6 P. M. with Money Deatrs, Notes and light Morchandise parcels, and Daily Newspapers. for Cleveland, Cincinnati, Chicago and St. Louis. Restorning will leave all the above named cities, daily, accompanied by special messengers, arriving at New-York at 3 P. M. and 10 A. M.

The patromage of Merchauts, Bankers, and others of this city and the West, is respectfully solicited. HENRY D. RICE, Supt. NOTICE.—Freight will be received at No. 3 New-st.—May 1, 1844.

PEGULAR MAIL LINE via STONINGTON for

PEGULAR MAIL LINE via STONINGTON for TON.—Inland Route, without change of cars or detention, carrying the Eastern Mail.

The steamers C. VANDERBILT, Capt. Joel Stone, and COMMODORE, Capt. John G. Bowne, in connection with the Stonington and Providence, and Boston and Providence Railroads, leaving New-York daily, (Sundays excepted.) from Pier No. 2 N. R., first wharf above Battery-piace, at 5 o'clock P.M., and Stonington at 8 o'clock P.M., or on the arrival of the Mail train, which leaves Boston at 5.50 P.M.

M., or on the arrival of the Mail train, which leaves boston at 10 P.M.

These steamers are unsurpassed for strength, safety, speed, comfort delegance. The officers are experienced and attentive. The natural advantages of this route are superior to any other. Bagshorter and more direct, the trip is more pleasantly and expedibulsly performed, while passengers can always rely on reaching eir destination in advance of those by either of the other routes. The COMMODORE, from New-York-Monday, Wednesday and dday. From Stonington-Tuesday, Thursday and sturday. The C. VANDERBILT, from New-York-Tuesday, Thursday and sturday. From Stonington-Monday, Wednesday and Friday. N. B.—Passengess, on arriving at Stonington, proceed immediately mail rain to Providence, Boston, Taunton and New-Bedford, or accommodation trains from Stonington at 7 A.M.

A Baggage-Master accompanies the steamboat trains to and from oston.

Boston.

For passenge, bering, state-rooms, or freight, applications may be made at Pier No. 2 N. R., or at the office, No. 10 Battery-place.

BELVIDERE DELAWARE RAILROAD—
TRENTON. LAMBERTVILLE, MILFORD, &c., to PHILLIPSBURG, N. J., opposite Easton, Pa.—Fare—Trenton to Phillipsburg, St.

Leave Phillipsburg (down) 6.50 A. M. and 4.15 P. M.

Leave Trenton (np) 20 A. M. and 6.10 P. M.

New-York passengers take the first line down and connect with the 7½ A. M. line from Philadelphia to New-York at the junction with Camden and Amboy Railroad at Trenton.

Returning, leave New-York at 12 o'clock via Jersey City, or 2. M. via Amboy and Bordentown. Leave Bradentown for Trenton to 5.45 P. M..

There is no line from Naw-York as a second.

o line from New-York early enough om Trenton to Phillipsburg.

CENTRAL RAILROAD OF NEW-JERSEY.—
NEW-YORK, EASTON, SOMERVILLE, &c.

SPRING ARRANGEMENT, COMMENGING APRIL 10, 1354.
Leave New-York for Easton, &c., at 8 A. M., 12 M., and 4 P. M.
Leave New-York for Somerville (way) at 6 P. M.
By steamers RED JACKET and WYOMING, from pier No. 2
N.R., connecting at Elizabethtown with trains by New-Jersey Railroad from foot of Courtlandt-st. Returning, will leave
Philipsburg (opposite Easton) at 6.15 and 10.39 A. M. and 3 P. M.
Somerville (way) at 6.30 A. M.

ELIZABETHPORT AND NEW-YORK.
Leave New-York at 8 and 10.15 A. M., 12 M., 4 and 6 P. M.
Leave Elizabethport at 7.45 and 9.25 A. M., 1.49, 5 and 6 P. M.
GEORGE H. PEGRAM, Superintendent

GEORGE H. PEGRAM, Superintendent

CAMDEN and AMBOY RAILROAD to PHILADELPHIA, from pier No. 1, North River.—Two lines daily, at
7 A. M. and 2 P. M. Morning Line at 7 A. M., by steamboat
JOHN POTTER to SOUTH AMBOY, thence by cars to way places
and Philadelphia. Fare \$2: second class \$175. Express Line at
2 P. M., by JOHN POTTER to AMBOY, thence direct to Camdea
by cars, through in 5 hours. Fare \$3. Way, Accommodation and
Emigrant Line at 1 P.M.; fare \$150. Emigrant Line 5 P.M., \$175.

F.P. M., by JOHN POTTER to AMBOY, thence direct to Camden Sy cars, through in 5 hours. Fare \$3. Way, Accommodation and Emigrent Line at 1 P.M.; fare \$1.50. Emigrant Line 5 P.M., \$1.75.

LIMIRA, CANANDAIGUA and NIAGARA FALLS RAILROAD.—WIDE CARS with SOFA SEATS.—THREE TRAINS DAILY, from foot Duane-st.—The longest broad gauge Reilroad Route in the world, via New York and Eric Railroad to Bismira; Elmira, Canandaigna and Niagara Falis; Rairoad to Niagara Falis; Great Western Railway (Canada) to Detroit, 666 miles! The last mentioned road connects at Detroit with the Michigan Central Railroad for all points to the Great West. The E. C. and N. F. Railroad connects at Lewiston with the Royal Mail Line of Steamers for Toronto; also, with the American Line of Steamers for Kingston, Ogdensburgh, Moutreal and the White Mountains. This route is run with perfect regularity and dispatch, always making its connections.

TICKETS can be procured as follows: from C. S. Tappen, No. 193 Broadway, M. B. Spanlding, No. 240 Broadway; Davius Clark, No. 173 Broadway, and at the New-York and Eric Railroad Office, foot Duane-st.

WILLIAM G. LAPHAM, Superintendent, Superintendent's Office, Canandaigua, June 18, 1854.

WM. W. PALMER, Agent, No. 193 Broadway N. Y.

TARE REDUCED.—GREAT WESTERN MAIL ROUTE—SIXTY MILES DISTANCE SAVED OVER ANY OTHER ROUTE—SIXTY MILES DISTANCE SAVED OVER ANY OTHER ROUTE BY STEAMBOAT ON THE LAKE—TO CHICAGO and St. LOUIS—MICHIGAN SOUTHERN RAILROAD LINE—(Carrying the Great Western United States through Mail.)—Passengers can be ticketed through to all points west and southwest, either by the New-York and Eric Railroad, connecting at Buffalo with the low-pressure steamboats EMPIRE STATE, J. Wilson, Commander; SOUTHERN MICHIGAN, A. D. Perkins, Commander; NORTHERN NIDIANA, I. T. Pheatt, Commander; and connecting at Dunkirk with the ateamboats NIAGARA, Capt. Miller; KEY-STONE STATE, Capt. Richards; EMPIRE, Capt Mitchell; LOUSAN RIVER RAILROAD.—SUMMER ARANGEMENT.—Trains leave Chambers-st. daily for Albany and Tray On and

L. P. DUNTON, Ticket Agent.

I UDSON RIVER RAILROAD.—SUMMER ARAGEMENT.—Trains loave Chambers-st. daily for Albany and Troy. On and after MONDAY, May 29, 1854, the Trains will run as follow:

Express Train, 6 A. M., through in four hours, connecting with Northern and Western Trains.

Mail Train, 9 A. M. Through Way Trains, 12 M. and 5 P. M.

Express Train, 4 P. M. Accommodation Train at 6.30 P. M.

For Tarrytown at 11 P. M.

For Poughkeepsie: Way Passenger Train at 7 A. M. and 4.15 P. M.

from Chembers-st., and Way, Freight and Passenger Train at 1 P. M.

for The Tarrytown, Peekskill and Poughkeepsie Trains stop at all the Way Stations.

Passengers taken at Chambers, Canal, Christopher, 13th and Mist, sre.

yay Stations.
Passengers taken at Chambers, Canal, Christopher, 13th and 31st-sta.
SUNDAY MAIL TRAINS at 3.40 P. M. from Canal-st. for Albany,
opping at all Way Stations.
EDMUND FRENCH, General Superintendent.

LONG ISLAND RAILROAD—SUMMER ARRANGEMENT.—On and after July 1, 1854, Trains will run as
follows: Leave Brooklyn 10 A. M. for Greenport: 12 M. for Syosset; 3.45 P. M., for Yaphank. (On SATURDAY'S this train goes
through to Greenport, and returns MONDAY at 4.30 A. M.)
4.15 P. M. for Syosset; 6 P. M. for Hempstead; 7.30 P. M.
for Jamaica. On WEDNESDAYS and SATURDAYS this Train
will run to Farmingdale, and return on THURSDAYS and MONDAYS at 4.25 A. M.
Leave Jamaica at 5.40, 7.08, 8 and 3.45 A. M.; 2.15 and 6.23 P. M.
for Brooklyn, Hempstead, 6.20 A. M. do.; Syosset, 7 A. M. do.;
Yaphank, 6.03 A. M. do.; Greenport, 10 A. M. do.; Syosset, 4.55
P. M. do.

Yaphank, 5.08 A.M. do.; Greenport, 10 A. M. do.; Syosset, 4.58 P.M. do.

NEW-YORK and NEW-HAVEN RAHLROAD.—

1354 SUMMER ARRANGEMENT, 1354.

Commencing May 15, 1854.

TRAINS FROM NEW-YORK.—From New-Haven—Accommodation, at 7 A.M., 11.30 A.M., and at 4.10 and 5.15 P.M. The 4 P.M. train is Express to Greenwich. Express at 8 A.M., 3 and 4 P.M. The 8 A.M. train stops at Stamford and Bridgeport; the 3 P.M. at Stamford, Norwalk and Bridgeport; the 4 P.M. train at 8.45 A.M. and 6.30 P.M. for Norwalk and 1.30 P.M. and 4.20 P.M. for Port Chester.

For Bosrow, via Hartford, Springfield and Worcester—Express at 8.A.M. and 4 P.M. Dine and Sup at Springfield.

For Connecticut River, Vermoat Railroads and Montreal—Express at 8.A.M. dine at Springfield.

For Accommodation train of the New-Haven, Hartford and Springfield River, Vermoat Railroad—Express at 3 A.M. to New-London, Norwalk, Sonington and Providence, and 3 P.M. for Canal Railroad—At 13.0 A.M., and 3 P.M. for Canal Railroad—At 3 A.M. and 11.30 A.M., For New-Haven and New-London nonly.

For Housatonic Railroad—Express at 3 A.M. and 3 P.M. for Danbury and Norwalk Railroad—Express at 9.35 A.M., and 5.30, 6.45 and 10.15 A.M., and 5.40 P.M. Express at 9.35 A.M., and 1.50 P.M. TRAINS TO NEW-York.—From New-Haven—Accommodation at 7 and 8.45 A.M., and Express at 4.30 P.M. Express at 9.35 A.M., and 1.50 P.M. TRAINS TO NEW-York.—From New-Haven—Accommodation rains from Norwalk at 6 A.M.; from Port Chester at 5.30 A.M. and 3.50 P.M. From Norwalk at 6 A.M.; from Port Chester at 5.30 A.M. and 3.50 P.M. From Norwalk at 6 A.M.; from Port Chester at 5.30 A.M. and 3.50 P.M. From Power at the Station-Roussand Hotola. Vice Press at 3 A.M. Vol. Vice Press at 4.10 P.M. Trains and Hotola. Vice Press at 4.10 P.M. Express at 4.10 A.M., and Express at 9.50 A.M., and 2.50 P.M. Express at 9.55 A.M., and 2.50 P.M. Express at 9.50 A.M., and 5.50 P.M. Express

from Norwalk at S. M.; from Port Chestor at 5.30 A. M. and
See large bill of advertisement at the Station-Houses and Hot
Vice-Pres't and Supt.'s Office, No. 37 Canal-st., New-York,
Ass't Supt.'s Office, Station-House, New-Haven.

EW-YORK and ERIE RAILROAD.—Passet
Trains leave Pier foot of Dunne-st., as follows, viz:
Buffalo Express, at 6 A. M., for Buffalo direct, without chan
baggage or cars.
Dunkirk Express at 7 A. M. for Dunkirk,
Mail at 8.15 A. M. for Dunkirk and Buffalo, and Intermediat
tions.

Mail at 3.15 A. M. for Dunkirk and Duthau, and a common one.

Way Express at 12.45 P. M. for Dunkirk.

Rockland Passenger at 3 P. M. (from foot of Chambers-st.,) via terment for Suffern and intermediate statious.

Way Passenger at 4 P. M. for Otivaille and intermediate stations. Night Express at 6 P. M. for Dunkirk and Builalo.

Emigrant at 6 P. M.

On SUNDAY only one Express Train, at 6 P. M.

On SUNDAY only one Express Train, at 6 P. M.

These Express Trains connect at Buffalo with first-class spiendid teamers on Lake Eric for all ports on the Lake; and at Dunkirk with the Lake Shore Ratiroad for Cleveland, Cincinnati, Toledo, lakes, it of the Cake Shore Ratiroad for Cleveland, Cincinnati, Toledo, lakes, it of the Cake Shore Ratiroad for Cleveland, Cincinnati, Toledo, lakes, it of the Cake Shore Ratiroad for Cleveland, Cincinnati, Toledo, lakes, it of the Cake Shore Ratiroad for Cleveland, Cincinnati, Toledo,

with the Lake Shore Railroad for Cleveranu, Chicago, &c.,
D. C. McCALLUM, General Superintendent.

NEW-YORK to the WHITE MOUNTAINS DIRECT—By Railroad, via Hartford, Springfield, Bellows Falls, Windsor, White River and Wells River, to Littleton—base of the mountains—and via Montpelier, Burlington, St. Albans and Rouse's Point to Ogdensburgh and Montreal. Ticket Offices—New-Haven Railroad, corner of Broadway and Canal-st., and corner of 26th-st., and 4th-av. Express Trains, 3 A. M. and 4 P. M. Baggage checked through. FRANCIS HYDE, General Agent, No. 152 South-st.

brough. FRANCIS HYDE, General Agent, No. 152 South-st.

VEW-YORK and PHILADELPHIA and the
SOUTH and WEST via the NEW-JERSEY RAILROAD—
J. S. MAIL and EXPRESS LINES—Leave New-York, foet of
bourtlandt-st., at 7.8 and 10 A. M., and 44 and 6 P. M. Through
a Four Hours. Fare, \$2.25 in 7; \$275 in 44; and \$3 in 8, 10 and 6
lew-Jersey Accommodation Line, leaves at 12, at \$2, stopping at all
vay stations. Through tickets sold for Cincinnati (at \$18) and the
West, and for Battimore, Washington, Norfolk, &c., and through
aggage checked to Washington in 8 and 10 A. M., and 6 P. M.

#### Early Washington Post Offices

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By HARRY M. KONWISER

According to Lewis A. McArthur, the records of the earliest post offices in Washington are included in the Oregon records. The record is clear, however, that the first two post offices, in what is now Washington, were established on January 8, 1850, one being named Nesqually, now Olympia, and the other at Vancouver.

McArthur-in the Washington Historical Quarterly-lists the early post offices as follows:

Lewis County, Oregon Territory; Nesqually, changed to Olympia Aug. 28, 1850; Monticello, Nov. 28, 1850; Pacific City, Dec. 26, 1850; Oak Point, Feb. 18, 1851; Catalamet, Aug. 8, 1851; Steila-

coon, July 6, 1851. Vancouver County, O. T.: Vancouver, Jan. 8, 1850.

Clark County, Oregon: Vancouver, changed to Columbia City in Clarke County, W. T., Dec. 12, 1850; Mouth of Willamette, June 30, 1851, changed to Sauvie's Island, March 5, 1852; Cascade, Nov.

5, 1851; Washougal, Aug. 6, 1852. Pacific County: Pacific City, Dec. 26, 1850; Chenook, Oct. 19,

Thurston County: Port Townsend, Sept. 28, 1852; Seattle, Oct.

12, 1852. The McArthur researches in the postal history of Oregon and Washington are available in the Washington Historical Quarterly, published by the Washington University State Historical Society, Seattle.

Readers who are interested in the postal history of the country can always acquire intelligentlytold stories in the records of their state and county historical societies. Ask your town historian what he knows about the beginnings of your post office and tell the story to the readers of this paper.

Have you any postmarked letters of early Washington and Oregon? Please advise H. M. Kon-wiser, 181 Claremont Ave., New York. The data can be used in the U. S. Stampless Cover Catalog. Po Postal Markings MAY, 1941

#### A TRIBUTE BY STANLEY B. ASHBROOK

In a few short weeks the philatelic treasures comprising the collection of my old friend, the late Edward S. Knapp, are to go under the auction hammer to be scattered among many collections

throughout the country.

Perhaps few will witness the breaking up of this collection with any deeper regret than myself, because Knapp was not only an ardent and enthusiastic collector, but he was one of our most outstanding students of the particular branches of philately in which he specialized.

Ned Knapp loved his treasures and he loved them, not for the sake of mere personal possession, but because his research work gave him a keen appreciation of the finest side of this marvelous avo-

cation which we call Philately.

His research work was devoted to various angles of scientific philately such as original plate reconstruction, the study of our early postal markings, historical philately and numerous other branches,

all of which required years of tireless effort.

To me, he was not only a valued and close friend but a fellow philatelist with whom I loved to collaborate, because I knew that Ned Knapp, though one of the most modest of men, knew his subjects. He will long be remembered for his original research work on the general issues of the Confederacy and on the 19th Century United States stamps, as well as the historic features of California and Western items.

At various times, philately brings forth some outstanding collector who manages to assemble a rich assortment of rare pieces, but generally such men are just collectors and not students of the things they collect. Ned Knapp was different. He was a combination of collector and intensive student. A generation produces few of his type and qualifications.

If I were asked what I thought was the most outstanding feature of the Knapp collection, my answer would be that it was carefully put together by a philatelist who knew what he was doing and

who knew what it was all about.

Stanley B. Ashbrook.

Fort Thomas, Kentucky, March 7, 1941.

(Quoted from the catalog of The Edward S. Knapp Collection—May 5-10.)

# Stamp Collector

US.

# Philatelist

(Common Sense Suggestions)

by

P. M. Weiss

## Queen City Stamp & Coin Co.

Rooms 34-39, 604 Race St. Cincinnati, Ohio

IN BUSINESS SINCE 1890)

### When is a Stamp Collector a Philatelist?

Webster's Dictionary defines it thus:

"Philatelist." One versed in philately. One who collects and makes a study of postage stamps.

"Philately." . The collecting and study of postage stamps.

The following explanation will make it clear that there is a vast difference between being a stamp collector and philatelist, even though these two terms are often confused by the general public and most collectors.

The stamp collector, strictly speaking, is one who is no different from the general run of persons who follow the hobby or practice of collecting something, only in his case it happens to be stamps. He is nothing more than an accumulator. He wastes time and money writing to numerous dealers, many of them being such in name only, for so-called "bargains", which usually are not worth the postage expended on them, leaving him in the end with a lot of "junk" and a multitude of cheap duplicates which are almost if not entirely worthless. He takes no pains in mounting and arranging his stamps properly in a suitable album, so that they are a pleasure to look at, and educational as well.

Instead, these persons known only as stamp collectors usually save everything that looks like a stamp, whether they are labels, foreign revenues, telegraphs, locals, postmarks, Christmas and other seals, cut postal cards, not to mention heavily canceled, dirty or torn stamps, that are pasted in any sort of album without regard for neatness. To dignify this sort of collector with the name of philatelist would be equivalent to calling a person a carpenter simply because he happens to possess a hammer and screw-driver.

#### WHAT IS A PHILATELIST?

The philatelist is a graduated stamp collector, one who has passed the amateur stage and devotes his collecting to legitimate postal issues only. He studies his stamps and the countries from which they emanate, so as to acquire the fullest amount of knowledge of history, geography, architecture, and much other useful information that can be obtained from stamp collecting. Often stamps are issued to commemorate some important historical event, or to pay tribute to some prominent person, and a study of the story behind the stamp provides a liberal education to the real philatelist. Furthermore, he exercises care and neatness in mounting and arranging his stamps in a suitable album designed for this purpose, adding quality and value and attractiveness by completing sets or countries wherever possible, rather than by collecting helter-skelter and compiling a mess of stuff that looks like junk even if it isn't

To summarize the results: the stamp collector's interest will prove to be short-lived, and the money

he has invested will probably be wasted, whereas, the philatelist not only derives untold and permanent pleasure and education out of his hobby, but will ultimately build up a collection which is bound to have a real value.

# COLLECTING STAMPS AS AN INVESTMENT?

There is no hobby from which so much joy, education and mental relaxation can be derived as stamp collecting, and the collector who does not indulge in it for these reasons but solely for the purpose of investment, is usually doomed to disappointment. True, the better class of stamps increases in value in time, both U. S. and foreign. so that one who collects over a period of years stands to lose little if anything, and to offset any loss that there might be, one must take into consideration the many hours of pleasure he has derived from his collection, and the fact that his investment is still intact for many more hours of future enjoyment, whereas, if he had spent his money on some other form of amusement, it would have left him nothing. As the old saying goes, the man who places his money in good stamps can "eat his pie, and have it too."

The collector who is most susceptible to this "investment" bunk is usually one whose means are limited, and who collects U. S. only. Some pretentious amateur tells him that only U. S. stamps

have any future value, an assertion perfectly ridiculous, since most of the outstanding collections in the United States or the world over are composed mostly of foreign stamps. This misinformation regarding foreign stamps has probably done more harm to stamp collecting than any other single factor, and has resulted in about 90% of collectors giving up the hobby on account of the high cost of collecting. This is because the U. S. collector soon reaches the point where he must pay from 50c to \$2.00 or more for a single stamp, and having only a few dollars to spend here and there, he cannot continue to acquire enough additional material to keep him interested. As he does not want to collect foreign stamps for the alleged reason mentioned above, he soon quits entirely for lack of action. In this connection let it be known that thousands of foreign stamps issued during the past five years or more have advanced in price from 25% to 100% and more, where extremely few, if any, U. S. stamps have shown any such increases.

THE SPECULATOR.

Another so-called "philatelist" is the speculator, who, every time a new United States stamp appears, immediately rushes to the Post Office to stock up with several blocks or sheets for a future "investment".—more "bunk."

How in the name of common sense anyone can figure that these stamps that are printed by

the millions can be investment material, is beyond understanding. There are thousands of these speculators all over the United States, each of whom believes that he is the only "wise one" who has been "smart" enough to think up this scheme for future profit. As a matter of fact, with so many speculators and alleged investors putting away such a large quantity of new stamps as they are issued, the supply will always be much greater than the demand, and one will be lucky to get even his initial cost out of them. The only reasons early U. S. stamps are valuable and in good demand are first, because they were issued in more limited quantities, and second, because few people put them away to supply the future demand. That situation is not true today.

Contrary to general popular belief, the government does not redeem stamps, so consequently, in trying to dispose of quantities to others one will find to his surprise and disappointment that he will be compelled to sell them at a discount, unless he is fortunate enough to be in position to use them up himself or interest someone who will take them at face value to be used for postage, —exit speculator.

### THE METHODICAL WAY— THE SUCCESSFUL WAY.

First of all, every collector should provide himself with a suitable printed album in which to mount and arrange his stamps properly. This album may be supplemented with a blank album to which all *completed* sets may be transferred and mounted in various geometric patterns or designs, making a beautiful collection and one intensely interesting, since the arrangement is distinctive, and the individual's own handiwork.

If possible, the acquisition of a Scott Standard Catalogue is of great value and importance. It illustrates every type of postage stamp with date of issue, and prices every stamp, both unused and used. It gives some geographical facts about each country, describes the person, thing, or scene on each stamp, and otherwise contains a wealth of information that is of great educational value.

Patience is an important factor in stamp collecting, just as it is in almost every human endeavor. Take your time. Don't mount your stamps hastily and carelessly. Mount them carefully and neatly. Don't be impatient because you cannot acquire all the stamps you need at one time, but plug away persistently and methodically, and in time your collection will build up beyond your expectations. The zest of the hunt for stamps is part of the attraction of the hobby. If all stamps could be obtained at one time, the fun of collecting would end.

The average beginner's ambition is to obtain at least one stamp from as many different countries as possible, which is a good point, as it helps him to become acquainted with the various countries and islands which issue them. Many prefer to collect generally the stamps of all

countries, which by the way, provides the most action since this affords a big field in which to work. However, the more advisable plan is to select three or four countries in which to specialize, making every effort to complete them as far as possible, then add a few other countries to your list. Usually, the first stamps a collector obtains from any country are the cheaper ones, so the advantage in trying to complete a country lies in the addition of some of the better grade stamps which after all are the ones that give value to any collection. Ten dollars invested in the stamps of one country, if based on good advice, is a better investment than if the same amount were spent for stamps from 25 or 50 different countries, and incidentally, make a much better showing, since 25 stamps on one page present a far more attractive appearance than the same number scattered just a few stamps to a page throughout the album.

#### FRILLS TO AVOID.

Avoid the "frills" in which so many collectors indulge, such as blocks of four, plate numbers, center-line blocks, guide-lines, etc., which are not only expensive, but difficult to dispose of at a price bearing a reasonable relation to cost, if you desire or are compelled to sell them. "Blocks of four" are simply four stamps of one kind for which you pay four times or more the cost of a

single stamp. Unless you have plenty of money to spend, it is better judgment to acquire only one copy and use the difference between that and the cost of a block of four to purchase other single stamps that you need to add variety to your collection.

"Plate number" collecting is a frill originated only a few years ago, and is indulged in mostly by the more fanatical U. S. collectors. These are frowned upon by the real philatelist, as being simply stamps with a number attached, presenting an unattractive appearance, and being of no philatelic significance. Furthermore, so many are being put away that the supply will be far in excess of any demand for many years to come. And, be it remembered, it is demand that creates value.

The collecting of "Precancels" is not the collecting of stamps at all, but simply of cancellations, and just another "frill", which is meaningless so far as stamp collecting is concerned. Philatelic labels, seals, meter impressions, locals, foreign revenues, and telegraphs, which are frequently palmed off on gullible collectors by those who know better, have no connection with postage stamp collecting, can be properly classified as worthless "junk", and should be kept out of a collection. It detracts from, rather than adds to the value and appearance of any legitimate postage stamp collection. Of course, the right is conceded to any person to collect what he pleases, and if one derives pleasure in collecting any of the above items, he should mount them in a separate book and not mix them in with his regular postage stamp items.

#### DUPLICATES.

The inexperienced collector who tries to build up a collection by buying every cheap packet offered, hoping to find something of value, always winds up in disappointment, with quantities of worthless duplicates, and only a few different stamps for his collection. It must be borne in mind that only the most common stamps are used in making up packets, otherwise they could not be sold so cheap.

Avoid the accumulation of duplicates by all means, as they are just a waste of money, and the little fun you get in sorting them is expensive in the long run. If you want to be a genuine collector, you should avoid being an accumulator, especially of stuff that you will not be able to get rid of. Devote your efforts to building up a collection, not to filling up your available space with cheap duplicates which are practically worthless, if you wish to retain your interest in the hobby.

Once you have bought a general variety packet, it is advisable to buy packets made up of stamps from individual countries, or sets.

#### APPROVAL SELECTIONS.

These offer without question the best and most practical method of buying stamps for a collection, and offers the only opportunity to acquire thousands of the better grade stamps not obtainable otherwise. However, collectors are

warned against the many irresponsible so-called dealers who use this method of palming off on the unsuspecting collector ordinary packet material, or common duplicates, not to say anything about other "junk" of all kinds and discription, which distracts from the appearance of a collection and does not constitute any kind of investment, not even a poor one.

#### FROM WHOM TO BUY

Buy from a reliable established dealer upon whom you can depend for a square deal, who will do everything in his power to retain your patronage by giving you the best possible value and service. Writing to numerous dealers in an effort to save a few cents on a purchase here and there is a waste of time and money, and always proves costly in the end. Furthermore, by confining your business to one dealer as far as possible, you will not only save time and postage, but will make your business worthwhile to the dealer, and an inducement for him to give you special consideration, which could not be expected if you divide your business among several dealers, giving each a small fraction of what you have to spend, and making it valuable to none of them.



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# 56TH ANNUAL CONVENTION AMERICAN PHILATELIC SOCIETY

AUGUST 19 - 23, 1941

LORD BALTIMORE HOTEL, BALTIMORE, MARYLAND

116 N. Paca St., Baltimore. Md.

May 1, 1941.

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

Dear Mr. Ashbrook:

This is just a short note to request you to act as one of the judges of our Convention Exhibition next August.

Our Board of Judges this year will be made up entirely of collectors and we are enxious to secure the services of a well diversified group of top men in their respective fields. Mr. William H. Beck tells me that he expects that you will be at the Convention, as he is planning to go over some of his color research with you. Consequently, I hope that you will find it convenient to help us out on the judging.

Incidentally, the judging will be done on a "noclass" basis which should make it much simpler and quicker.

We are looking forward to having you with us in August and will do our best to make your stay in Baltimore a pleasant one. I would appreciate it very much if you would drop me a line advising me if you can help us out at your convenience.

Cordially yours,

Lewood M. Telly, J. Exhibition Chairman.

# The Stamp Parade

Center Cancels and a Bouquet to Elliott Perry, Himself, Occupy Jed Jones in This Fifty-second Spasm of Philatelic Rambling

W ELL folks, the fan mail is up in volume again and from it I cull a suggestion sent in by Jim Morris down in Texarkana—he doesn't say whether he is on the Texas or the Arkansas side of that town but he gives me a chance to air my knowledge of pronounciation by telling you that those who have been there call it "Texicanna." Says Jim: (apropos of my suggestion in The Stamp Review of March 15 to make up a Jage with a mint copy, a plate number block, a town-cancelation copy, a Bureau Print overprint, etc., of each U.S. stamp):-

"But why limit your center cancels to only 'Towns?' 'Numerals' and 'R. M. S.' hitting center are also fine; also various 'Slogans.' As you know, some slogans are larger than the small commems, but on the large U. S. commems a slogan hitting complete on the single stamp is

quite fine."

And again, speaking of the "Air Mail Saves Time" slogan, he says; "This slogan with picture of plane makes a beautiful collection."

I agree that this would be an interesting extension of what I suggested. I'm not limiting my suggestions but just didn't think of these further ideas when I was writing. Of course it would take a mighty big album page to contain all the suggested items, including first day cover, for one stamp. Howsoever, you don't have to limit it to one page

per stamp.

Nou might care to know that I have set up the 2-cent 1923 coil this way myself, but I went further. I started with a fine mint line strip; then several shades preferably with year-date cancelations showing on them; then a pair each showing local precanceling, mail-order precanceling, old type Bureau overprint; new type Bureau overprint—but I didn't find my first day cover yet. To compensate, I have the entire outer end of a coil, with the manila tape showing printed designation of contents: I folded that for right angle corners and used it as a frame around the second page for this stamp.

A few spasms back I spoke about stamp scholarship and the need for

it. I now stick my neck out and remark that in my little judgment the outstanding stamp scholar of this country at this moment is Elliott Perry, Himself. You needn't go telling me of the merits of fellows like Ashbrook, Atherton, Carrol Chase, Johl, or anyone else, for I recognize and applaud their attainments. Mr. Perry starts where they reach their heights of attainment and goes on to do what the others don't even reach for. The season for honorary degrees is at hand and I hope some college near where he lives will give him an honorary doctorate—even though I don't cotton to honorary degrees.

ELLIOTT PER BOX 333

Dear Stanley,

"Jed Jone claims for me which I and I knew nothing about think I understand to

No doubt you read April American Philate unwilling and uncomfor to, altho not as a pri Lodi covers to me and in a correspondence so the subscription list

If you put two ar to four.

Try inserting "ge on page 1289 of Pats 7 paragraph on that page



April 21, 1941

Dear Stanley,

"Jed Jones" in Don Houseworht's paper makes claims for me which I would not think of making for myself, and I knew nothing about this until I saw it in print, but think I understand the motive.

No doubt you read the lower half of page 463 of the April American Philatelist. It so happens that I was a most unwilling and uncomfortable victim in the case there refferred to, altho not as a principal. Mrs. Roselle submitted the Lodi covers to me and the first thing I knew I was involved in a correspondence so torrid that it would probably double the subscription list of the Pats if I dared to print it.

If you put two and two together I think it will add up to four.

Try inserting "genuine" before "1867-68" in the last line on page 1289 of Pats #41 and see if the meaning of the last paragraph on that page is made clearer.

Sincerely,

Eist Dary

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GLEY ES.UR BERD KANSAS CITY, MO

OF COUNSEL

April 21, 1941

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

My dear Stanley:

I received your letter of the 11th telling me about Colson. I have heard similar things about Colson in New York. On his way west last year he stopped in my office and we had a chat. I had met him before here in Kansas City. He seems to be critical of nearly everybody else in the stamp business, but maybe he has a friend here and there. He certainly must have a lot of friendsamong some collectors because he seems to sell a lot of stamps.

Now about the 1¢ 1851 Type IV. I enclose herewith clippings from the July, 1923 American Philatelist and from the January, 1926 number. You probably made all the photographs and no doubt have these clippings in your files. I feel very confident that I tore my pair off of a large envelope. I remember that day in the old Smeltzer attic with Carl Smeltzer, who was of my age and a collector, and some other boys. That was back in 1883 or 1884 or 1885. It was in mid-summer and it was the hottest place I ever saw -- that attic was. We ran on to

Mr. Stanley B. Ashbrook - 2.

a world of stuff. We did not care anything about covers in those days, or even about pairs although I did save some cute little covers with 3¢ '69s on them; small ladylike things attracted me, and do you know I have some of those covers to this very day! But that pair of l¢ '51s I tore a long gash in it in tearing the pair off of the cover, or whatever it was, and put it, along with a lot of other junk, in a cigar box and years afterward I had it repaired. Precancels were unknown in those days, and I never did think anything of precancels, but in 1923 I sent that pair to Dolph with a letter and he had you photograph it and made up the story that is in the A. P.

Mr. Smeltzer, to whom all this correspondence was addressed, was dead. Carl Smeltzer, his son, was under the guardianship of Colonel Pearson and this might have been in the Pearson attic, and I think it was, but the correspondence was the Smeltzer correspondence.

Now the Smeltzers, I think, came from New York state to Wisconsin and then on to Fort Dodge, Iowa. I drove up to Fort Dodge last October just to visit some of my old school cronies, ran on to several of them, including Carl Smeltzer. Carl owns twenty-one farms and there

Stephen G. Rich

Dear Stan:

minor

Who IS this Colson of Boston you mention anyway? I know of a certain dealer, "Miss? Warren H. Colson of Boston as they used to call him when he worked for the old New England Stamp Co. and had a sissified manner years ago -- but there isn't any Colson in that town who is known as a stamp scholar to anyone -- not even to you:

So what? Well, we've both had a good laught.

Cordially yours as ever

I call hims a "minor" dealer because he has never even tried to sell me a Cape Triangle, a Poland No. 1 or a New Jersey Stampless Cover. Mr. Stanley B. Ashbrook - 3.

isn't a, mortgage on any of them and all of them paid a profit last year. Can you beat that? I could get from Carl a history of his family if it is necessary but I don't think I will bother. What I am trying to say is that I do not believe that the Smeltzers had any Virginia connections and I very seriously doubt if the pencil notation on the pair you saw, "Bethany, Virginia", identifies the genesis of this precancel.

I wish you would return to me the enclosures.
With best regards,

Very sincerely yours,

WCM/VB

Encl.

W. C. MICHAELS.

Philatelic Consultant Mounting Lettering Examination



Publisher-"Pat Paragraphs" The Philatelic Reference Library

October 15, 1941

Deat Stanley.

After reading Brazer's chapter in your Vol. A very carefully and also the reference to the 6c design in your letter of Sep. 23rd last, I am very doubtful if the lc design was made first. In my opinion the 6c die proof is from a duplicate die which did not have the lay-out lines because it was intended to be used for the 6c plate. It is also my opinion that the lc die proof showing the lay-out lines was originally the first SIX CENTS die and the proof shows the design after it had been altered to ONE CENT. The lay-out lines were made to lay-out the original 6c design and had nothing to do with the lc.

Your solution can only mean that there was intention to issue a 6c in exactly the same design as a 1c which had already been in use for a year or so, if the 6c had been made in 1852 as you suggest.

It is unnecessary to go into all the arguments here but there are reasons why the P.M.G. may have been more interested in issuing a 6c stamp than a lc when the 1851 stamps were being prepared. Before the stamps were issued he changed his mind and the lc was issued in the design which had been intended for the 6c. Whether this can be proven conclusively I do not know but I am satisfied that the known facts agree with this opinion better than they do with any other supposition.

In order to make the Braxer book fit into 32 page forms if possible some blank pages may have to be inserted and some of this space can be used for Committee Comment. My idea is to present the facts and the arguments so the reader can judge for himself.

The 2c Jackson plus 3c 1861 cover which came to me in a considerable portion of a large correspondence a long time ago has come to light. The cover is postmarked New York and went to a town in upstate New York. This correspondence was mostly 3c 1851, '57 and '61 domestic covers, and I do not know where the 5c cover started. It bears nothing to indicate it to have been a ship letter, unless, as you beleieve, the stamps prove that.

Sincerely, Corrected page proofs up to page 182 of the Essay book have been received.

design

434 South Grand Ave., Fort Thomas, Ky.

Nov. 1st, 1941.

Mr. Elliott Perry, Box 333, Westfield, N.J.

Dear Elliott:

In a letter just received from Clarence, he stated he was sending a copy of my letter to the handbook committee (regarding the 6% Essay) and that if they wished to make any comment at the back of the book they could do so.

I do not wish the Committee to quote me on this subject. The argument is between Clarence and myself and not between the Handbook Committee and me. I do not wish to argue this subject with anyone but Clarence and if he sees fit to let it slide, by simply stating that he is right and I am wrong, then it is 0.K. with me. In other words, I don't want to argue this subject with anyone who in my opinion is not competent.

I am enclosing herewith a copy of my letter to Clarence on the subject.

Re - the Hessel pair. In a recent letter you stated that you believed a person could have purchased a pair in New Orleans, to have gone to Mobile and mailed a letter from there to a street address in New Orleans, put a 3¢ 1851 and a pair of Franklins on the cover, and could have thus prepaid carrier service in New Orleans.

Now what I ask is this. Why couldn't a person in Gonzales, Texas have put a pair of 10 1857 on a double rate letter addressed to New Orleans in April 1860 and thus have likewise paid the carrier service in New Orleans?

This couldn't have been a "registered" as you suggested, because it was surely more than a single 3% rate, a large court envelope with a deposition. Now I realize fully that this envelope does not prove conclusively a prepaid carrier fee in New Orleans, but what is it? Was it a 2% overpay? It was not a prepaid, ship, steamboat or any sort of a Way because it originated at Gonzales and was mailed at the Gonzales P.O. The writing on the back proves this. I am again enclosing the photo so that you can take another look.

Yours etc.,

Philatelic Consultant Mounting Lettering Examination



Publisher-"Pat Paragraphs" The Philatelic Reference Library

November 3, 1941

Dear Stanley,

If you had not written me about the SIX CENTS - ONE CENT dies I think the Committee would have done nothing about the matter. Whatever Clarence chose to say would have appeared in the Catlog. Moreover, as he did not wish the Essay Book to become a bone of contention.his statement, "The value label was later erased and changed to ONE CENT" would have been stricken out by him if such elmination had been agreeable to the Committee.

Upon your insistence the Committee made an examination and decided that the above statement by Clarence should stand and also to include comment of their own on the subject. The only names mentioned in the Committee Comment occur in a parenthetical reference, vix..

"(See pages 46 and 53 of the chapter on Essays & Proofs by C.W. Brazer in Volume I of Ashbrook's One Cent 1851-57 book.)

The Committee Comment is very brief , merely suggesting that the SIX CENTS (die) proof came from a secondary die which was intended to be used in making the 6c plate and therefore did not have the layout lines. Also that the layout lines which appear on the ONE CENT die were those which had been placed on the original SIX CENTS die.. The Comment closes with a ten line paragraph chiefly referring to the rates which could be prepaid by a 6c stamp.

This entire Comment occupies only 2 x 3 inches (single column) and contains less than 170 words. The Committee is well within its rights in including this comment. It occurs in a 32 page section which has already been printed .

As you yourself raised the question and the Committee- such as it is - chose to act on your suggestion rather than ignore it, I do not think we are to be blamed very much because in our opinion the facts which were available to us seem to agree with Clarence's idea the the SIX CENTS pereceded the ONE CENT. Clamece had advised me about what you have written him and I was and am desirous that every assistance be rendered you to prove your contention. He was addvised that it would be very agreeable to me to have him place whatever material he has at your disposal.

Sincerely,

434 South Grand Ave., Fort Thomas, Ky.

Nov. 5, 1941.

Mr. Elliott Perry, Box 333, Westfield, N.J.

Dear Elliott:

Yours of the 3rd received, regarding the 6% Essay. Your theory seems to be as follows: That the original die with the guide lines had a label reading, "Six Cents" and that the original itself was afterwards altered and the label changed to read, "One Cent." However, before the alteration was made on the original, a transfer was taken from the original (with guide lines and label of "Six Cents") and a lay-down or duplicate die made. Therefore, our present proofs of the 6% Essay came from a direct transfer of the original die before any alteration of the label was made, and the only difference is that the guide lines were removed before making the lay-down.

If the above process was followed, as you and Clarence claim that it was, then the original die had to be case hardened in order to make a transfer roll relief, and likewise if it was afterwards altered to read, "One Cent," it had to be reduced from a hardened state to a soft state. After this was done, the "Six Cents" had to be entirely removed on the original piece of steel and a new label entirely re-engraved, reading, "One Cent."

Would it not have been much safer and more simple to have taken up a transfer of the original, and on this relief to have removed the label with "Bix Cents," then have transferred a lay-down with a blank label, and on this duplicate to have engraved the label reading, "One Cent."

If the Brazer theory is correct, then it does seem strange to me that they would have made the alteration directly on the original die and run the chance of seriously injuring the master design.

I think it is more logical to assume that the original die had a label of "One Cent," that a transfer was taken from this 1% die, and on this relief the guide lines were removed, and also the label reading, "One Cent," that a lay-down was transferred and on this lay-down the label was engraved reading, "Six Cents." From this lay-down, the 6% Essay proofs originated.

I might add that I have studied every line, dot and dash on both proofs of the 6¢ Essay and 1¢ die proofs and if I wanted to go along with the Brazer theory, I could perhaps show Clarence certain points to confirm his theory that he never even noticed. But it does not pay to jump to conclusions and take it for granted that certain things happened which in fact did not happen. Evidence may seem conclusive when certain unknown factors are not taken into consideration.

Does it seem logical to you that the label on the original die itself

Mr. Elliott Perry, Nov. 5, 1941.

was changed from "Six Cents" to "One Cent?" This is all I want to know.

Although I saw the 1/2 1851 Die at Washington in 1923, I don't recall what it looks like. If it is the original with the guide lines then it should be a simple matter to find out whether the label was changed directly on this piece of steel. Such an examination by experts at the Bureau would doubtless settle the question.

I am more concerned with this angle than with any statement in the handbook. However, I do marvel at the wisdom of the Handbook Committee, a committee which sets itself up as a Court of Last Resort. Rather reminds me of H. R. Harmer's opinion of the Expert Committee of the Royal Philatelic Society whose opinions he considers as final.

Inasmuch as there is still some question as to which design was the original, i.e., the 1% or 6%, and that it is barely possible that the question can be definitely settled by a thorough investigation at Was ington, I do not think that it was within the province of the Committee to pass final judgment on this controversial point. Is the Handbook Committee of the A. P. S. also an Expert Committee? Surely Stowell is no expert so it would appear that Hall and yourself comprise the two experts on the Committee, and so far as I am concerned, I do not consider that either one of you are competent enough to pass final judgment on this subject.

I am not taking the position that I am positive that my theory is correct and that Brazer is wrong, but merely that at present, I believe I am right and that he is wrong, reserving to myself the right to change my opinion if it can be shown that an alteration was made directly on the original die. I have never commented on this point in print and rather than do so I permitted the Brazer theory to go unchallenged in my book.

Chase illustrated the 6g Essay in his book (page 27) and stated that it was probably made from the One Cent.

I do not think that it was even contemplated in the Spring of 1831 to issue three denominations of 3%, 6% and 12%, but rather a 1%, a 3% and a 12%. There was a definite rate of postage fixed at 1%, yet Brazer would have us believe that the P.M.G. did not at first contemplate a stamp of this value. How very strange. Further, I do not think it was considered necessary as early as the Spring of 1851 to provide a 6% stamp simply for the California rate, any more than it was contemplated to provide a 24% stamp solely for the British rate. As the volume of the California mail increased after 1851, I think some consideration was given to issuing a 6% stamp and that T.C.C.& Co. took an old roll of the 1% and made a lay-down on which the value was altered to Six Cents but the idea was dropped because of the plan then in mind to issue a 6% stamped envelope which no doubt was considered an excellent substitute for a 6% stamp. In addition, the fact

Mr. Elliott Perry, Nov. 5, 1941.

that the design was so similar to the 1¢ was not a point in favor of the 6¢ Essay as an issued stamp.

Simply because Brazer noted certain bits of evidence on the 6¢ to lead him to jump to the conclusion that this 6¢ design was the original die, his conclusion is stated by him as a positive fact and all other logical reasoning is thrown into the discard and the Expert Committee, known as the Handbook Committee concurs in the Brazer theory.

Is this not the same as Luff did, and a characteristic of Luff's which you have severely criticised? By this I mean, stating one's own personal and improven theory as an actual fact? Luff invented the "Premieres Issue" out of pure air, yet he stated as a positive fact, that the Premieres as a separate issue "were issued." He did not produce one bit of evidence simply stated as a fact, these stamps "were issued."

Maybe I am wrong, maybe Brazer did not state his theory as an actual fact. On page 46 of my book, he stated, "It appears" and also "thus indicating."

From your letter, I assume that he was more positive in the new handbook and stated that the value label was changed to "One Cent."

You stated that the "facts" which were available to the Handbook Committee seem to agree with Clarence's idea. What do you mean by facts? Didn't you really mean that the argument put up by Clarence seemed more logical to you and you alone and that you acted for the Committee? I state this because I don't think that Stowell knows anything about a problem like this and further I seriously doubt if Arthur Hall is sufficiently interested to devote any serious thought to it. And besides if he did, what does he know about the 1/ stamp?

Brazer pointed out that there were no dots or dashes on the 16, that there were dots and dashes on the 66, hence this was all the proof necessary to prove conclusively that the dots and dashes on the 66 had been removed to make the 16, hence the 66 was the original. I suppose if anyone suggested that the 16 was the original, that it had no dots and dashes and that these were added to the altered design of the 66, that it was simply absurd to consider any such an impossible theory. Brazer should remember one thing, that in transferring a design to a duplicate, it is possible to convert a fine line into a heavy and broader line, but it is not possible to transfer a broad heavy line into a very fine one, unless of œ urse the broad heavy line is crased and a fine one substituted.

This letter is to you personally, not to the Handbook Committee, and it is written to you simply as a protest to this thing of stating

Mr. Elliott Perry, Nov. 5, 1941.

more theories as facts. I reserve unto myself the right to state my theories as facts but you have gone on record as opposing such practices. Luff did it, so I think I have the right to do the same thing, but I dislike to see you approving of such stuff.

Yours etc.,

Philatelic Consultant Mounting Lettering Examination



Publisher—
"Pat Paragraphs"

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November 7, 1941

Dear Stanley,

Yours of the 5th just received. In an earlier letter regarding the SIX CENTS matter I believe I stated that two assumptions had been made and that in my opinion neither of them were correct. First that the SIX CENTS proofs were from the original SIX CENTS die; second, that the ONE CENT proof with layout lines was from the original die engraved as a one cent design.

I beleive the fact to be that there were two laydowns made from the original SIX CENTS die, which had to be hardened for that purpose. The SIX CENTS proofs came from one of these laydowns after the layout lines had been removed. On the other laydown the layout lines were not removed but the value was changed to ONE CENT.

Much of your difficulty comes from assuming that I said the original die of SIX CENTS was changed to ONE CENT. In my opinion the key point which apparently had not been thought of before was that neither of the proofs illustrated are from a first die, and that both were made from laydowns from an earlier SIX CENTS die to which the layout lines belonged.

I did not go into all the details as to which alterations were made on one or more transfer rolls and which were made on the laydown itself. Your ideas did not agree with those Clarence advanced. What seem to me to be the weak points in your position and in his are receonciled without difficulty if, as I believe, there was an earliet SIX CENTS die.

All Clarence said in his catalog was "The value label was later erased and changed to ONE CENT". He was agreeable to having this removed by the Committee if they so chose. It was up to the to decide what to do and take the responsibility for doing it. They did not shirk that responsibility. However, the Committee Comment is made as a suggestion and rather than as a definite statement of fact. I suppose someone will damn us for not being more positive.

It seems perfectly logical to me that the 6c die was made first and that the value label was changed to lc. It seems highly illogical to me that the lc would have been made first and that a 6c just like it would have even been contemplated. Having decided not to use the 6c there was no reason why they design should not be used for the lc, but when the sequence is reversed the reasoning does not fit at all.

The Committee's decision was based partly on the die proofs and very largely on other facts, such as the extreme unlikelihood just pointed out. In my opinion Arthur Hall is quite competent to study and determine facts which appear in official records, and I doubt if those who are so certain the lc design preceded the 6c have given sufficient attention to the situation which existed in the early part of 1851. They appear to have assumed that facts which became apparent to the P.O. Bepartment in the latter part of 1851 were known or envisioned by the Department continuously thruout the early part of that year.

Personally, and considering all the facts Innow have, I would gladly hold up the 6c end of the argument, and regard the 1c end as being so weak that I could not be induced to maintain it.

Under the present setup the Handbook Committee has to be the court of last resort. Somebody has to do the work and make the decisions. They have to approve the handbooks, for obviously they cannot spend the Society's money for a book which they do not approve. That problem was fought out at Buffalo last year and the Committee was sustained.

If the Committee is convinced an author is wrong and he will not change his text, they can and should print comment for the benefit of those who buy the book. That is part of the job. The least competent member of the Society would be quite competent to say yes, yes to any book that might be submitted. And the committee work would not be very bothersome if that is all we had to do. If an author cannot convince us that he is probably right there must be a wobbly place in his argument.

When the Committee "suggests" that certain things happened or were done there may be a question as to whether they have or intended to pass final judgement.

Regarding the committee work which is done in Westfield, the fact is that I have never dragged the Committee around by the tail - or wanted to - and that I either know what Arthur will approve, or have to convince him before a decision is rendered. I have kept no score but suspect that I yield to him as often as he does to me. If he has any doubts he makes me prove my contention up to the hilt.

In this SIX CENTS matter the Committee acted because you forced them to choose between doing something or ignoring your protest. If they are incompetent to make a decision and their incompetence was known in advance, it seems rather tough on them to have been egged into a position where they had to make a decision. I believe the Comment they have made does not lack proper dignity.

Sincerely, Carry

Whitney letter enclosed, O.K.

434 South Grand Ave., Fort Thomas, Ky.
Nov. 10, 1941.

Mr. Elliott Perry, Box 533, Westfield, N.J.

Dear Elliott:

Yours of the 7th received. If you are not following the Luff pattern then I miss my guess.

First - You do not think it was logical to assume that the ld came before the 6% hence you believe the 6% design was the original.

Second - Belleving this theory, then what evidence we have must be made to fit into that theory, and in order to do so, an unknown quantity has to be invented, viz., an original die with guide lines and a label reading, "Six Cents." I suppose if it was necessary to add other suppositions to fit into the theory, they could very easily be invented.

A pure invention is created, viz., a mythical 6% die with guide lines. This was hardened, and two reliefs were taken from it. On one the guide lines were removed and a lay-down transferred, and from this lay-down we get our proofs of the 6% Essay. On the second relief the guide lines were not removed, but the label "Six Cents" was removed, then a lay-down was transferred and on this lay-down was engraved a label reading, "One Cent."

Now wouldn't the evidence that we have, in the shape of 6d proofs and 1d guide line die proofs, have been much better if the evidence was reversed, that is, guide lines on the 6d and no guide lines on the 1d? What a pity it was not this way.

Personally, I can't imagine why they left guide lines on the altered label 10 die and removed these guide lines from the relief which transferred the lay-down of the 60 Essay.

You do not believe it is at all logical to assume that a 6d stamp was contemplated that would have the same design as the 1d then in use. The 1d was blue, but suppose the 6d had been issued in a carmine or a green would the public had confused the two stamps?

Great Britain at this time had in use a one penny red brown and a two pence blue and the designs were identical except the label values. You seem very positive in your belief that we wouldn't even have contemplated doing what Great Britain had done and was still doing.

In all fairness, is it the right thing to do to assume that the P.O.D. did not even contemplate issuing a 6¢ stamp of the same design s the 1¢?

Let me ask you this question. Your theory is that on a relief taken up from the mythical 6% die, that the label was removed and a lay-down was transferred without a label. On this lay-down the "label "One Cent" was engraved. Now if this theory of yours is correct, don't you think that the 1% Die at Washington would show whether or not this engraving had been done directly on this piece of steel? Naturally, I am going on the theory that the 1% die at Washington is the same die on which the "one Cent" label was engraved.

Don't you believe there are expert engravers at Washington who could definitely determine whether or not the 1¢ die is the original engraving and not one that had been transferred and altered? You intimated in your letter that those who assume that the 1¢ preceded the 6¢ do not have all the facts as to what actually went on in the early part of 1851. Who is doing the assuming? Brazer, Hall and yourself or we poor fish who dare to disagree with such a well informed triok

Mr. Elliott Perry, Nov. 10, 1941.

We base our assumption that a 1¢ was contemplated before a 6¢, because there was a definite 1¢ rate for (1) drop letters and (2) printed circulars. Here was a need for a stamp to serve all the population of the country, whereas a 6¢ value was required principall for California mail. I can't imagine why the P.M.G. would not have considered the issuance of a 1¢ stamp right from the beginning, that is, as soon as the law was passed, establishing a 1¢ rate for drops and circulars.

Now I may be entirely wrong in misjudging you and if so, it is not intentional, but as I understand your argument, the only reason that you advance is simply this - It is highly illogical to assume that the P.W.B. would have even contemplated issuing a 6% stamp which had a design so similar to the then current 1%. Am I right, is this the sole argument on which you base your whole theory? Please set me right on this point.

In my argument I don't see where I have had to do any inventing, because I have not built up any theory involving a mythical die. I believe that it was not contemplated to issue a 6% stamp in the Spring of 1851, that a 1% value was much more in need than a value to pay a special rate to California. It seems logical to me to assume that later on some thought was given to issuing a 6% stamp to meet the demand for the California rate and that the 6% Assay was made from the 1%, but no plate was ever laid down. I might even be so bold as to guess that the idea was abandoned because of the decision to issue a 6% stamped envelope.

Just imagine this. Congress passed a law providing a le rate for Drops and circulars and according to your theory, the P.M.G. didn't intend at first to even issue a stamp of a lower value than 36. He must have known that the shore to ship rate was 56 and how was this rate to be prepaid by stamps unless he made it possible to do so. We also had other rates which required 16 stamps, as for example the 206 rate to France. How could this rate have been prepaid with 36 - 66 and 126 stamps?

When you intimate that your trio is much better informed on what the Department contemplated early in 1851 than those who hold to the theory that the 1¢ preceded the 6 ls of course just your opinion. It is possible you are right and it is possible such an assumption is not true.

You stated in your letter, "Considering all the facts I now have, I would gladly hold up the 62 end of the argument." May I remind you Elliott that you have not presented even one fact to hold up your end of the argument and neither has Brazer. In his chapter in my book, he stated. "It appears" and "this indicating."

Well it certainly did appear" to John Luff that there was a "First Issue" in 1861, because the mere existence of the Premiere plates "indicated" sample stamps had been issued.

Luff had much more circumstantial evidence to "indicate" a First Issue than you have to "indicate" that the 6% Essay came from a lay-down which was a transfer from a mythical original which you yourself invented.

Is it right to criticise Luff for his mythical inventions and then to turn around and do the same thing yourself?

In my letter of the 5th, I asked you if you believed that a heavy line on an original could be transferred into a fine narrow line (without alteration) on a lay-down, but you entirely ignored this point. I guess it is right to assume that those who immentation own theories,

who even go so far as to invent a mythical die, cannot be bothered with the transformation of a heavy line into a fine line thru the process of transferring from an original to a lay-down.

Philatelic Consultant Mounting Lettering Examination



Publisher—
"Pat Paragraphs"

The Philatelic
Reference
Library

November 12, 1941

Dear Stanley,

The question at the end of your second paragrpah on page 2 of yours of the 10th which you particularly wish me to answer, was answered in the first paragraph on page 2 of my letter of the 7th, viz., "The Committee's decision was based partly on the die proofs and very largely on other facts, such as the extreme unlikelihood just pointed out."

The Committee's decision was reached on three grounds; first that the P.M.G. would not have considered a 6c which was just like a lc which was already in use; second, that the existence of an earlier 6c die seemed highly probable; third, that the situation in the early part of 1851 was not what it has been assumed to be.

As to who is guilty of copying Luff's methods I am content to let philately as a whole decide whether those who have assumed - without proof - that the lc design was made first are more or less culpable than those who have taken the trouble to dig out and evaluate facts which do not agree very well with that assumption, but seem to agree much better with the idea that the lc die was made from the 6c.

Your question about changing a heavy line into a fine line could not be answered because I do not know to which line you refer. As a general proposition I would say that a fine line on an original die could not be made heavier on a laydown without alteration, but any line which is a V shaped cut could be heavy on an original and finer on a laydown. The width of any V shaped line would depend upon how deeply it was sunk in the laydown.

Perhaps if you examined the lc die at Washington you could determine whether it & is an original, or a laydown, or whatever else it might be. So long as we don't know what the die is, what difference does it make what is on it?

The existence of a 6c die indicates an intention to make a plate and this accounts for the absence of layout dines on the 6c proofs. But the laydown made for alteration to a lc is something else again. Removing those layout lines from a hardened roll might spoil the roll. Why take such a chance when the layout lines could be removed from the altered die - if the alteration was successful - or from a new roll made from the altered die? Is there any proof better than Luff-style that the layout lines on the lc die proof were used to layout the design on a lc die - an original lc frame?

434 South Grand Ave., Fort Thomas, Ky.

Oct. 27, 1941.

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

Dear Clarence:

Re - Six Cents Essay of (1851?). You will recall that I disagreed with you that the One Cent 1851 die was made from this essay but made no objection to your statement in your chapter in the One Cent Book. I suppose in the new A.P.S. handbook you are going to advance the same theory. Before doing so don't you think it would be better to give this point a little further consideration? I think I can prove conclusively that the 6¢ was made from the 1¢, and not as you believe that the 1¢ was made from the 6¢. In fact a careful study of die proofs of the 1¢ and the 6¢ show that the 1¢ was the original and that the 6¢ was an altered lay-down. Now there should be no trouble whatsoever in establishing the truth, because the original 1¢ die is still in existence at Washington and can be examined. If you cannot examine it yourself, I am sure you could have one of the engravers at the Bureau examine it for you and tell you if this die shows any sign that it was altered from the 6¢.

Of course you are well aware of the following and I am only mentioning it so that you can follow me. A fine hair line on an original
die can be made into a wider and deeper line on a lay-down, but a
wide heavy line on an original die cannot be reproduced as a fine
hair line on a lay-down by the simple process of transfer. What I
mean is, no alteration.

I think a careful study of the two proofs will demonstrate beyond any destion that this is plainly visible.

The point that you stressed was the "dots." I am positive these dots and dashes were not on the original 1¢ die but were added to the lay-down of the 6¢ essay. Their presence on the 6¢ does not prove that they were on an original die and were removed from a lay-down transferred from the original. I could point out to you other very important features of the engraving on the two dies which I believe could not help but convince you that your theory is in error. If you would like to have me do this, I suggest that you send me the very finest impressions you have of the 1¢ die proof and 6¢ essay and I will make sharp clear photographs of the parts involved. I think that such photos will speak for themselves.

You see Clarence I have spent many many years on the 12 and I think I have photographs in my brain of every line, dot or dash of the original design. When I put a glass on the 62 essay I cannot help but see certain things which perhaps others might miss.

You made a rather positive statement on page 46, and if your theory is wrong I know you will welcome the opportunity to correct it.

With my kindest regards.

Cordially yours,

CLARENCE W. BRAZER

Philatelist

U. S. PROOFS & ESSAYS

EXCLUSIVELY

MEMBER

American Philatelic Society
Collectors Club—New York

Tel. VAnderbilt 6-1777 File Number

484

415 Lexington Ave. NEW YORK CITY

Oct. 29, 1941

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

Dear Stanley,

I am sorry I did not get your letter of October the 27th sooner. I did not know that you disagreed with my belief as expressed in my chapter of your book. My book is only a catalog and I aim to exclude discussion which requires so much more space. I understand the first portion of my book is already printed, but as I wish to be fair to your viewpoint, I am sending a copy of your letter to the Handbook Committee, so that if they wish, they may make comment on it at the back of the book.

Saturday will be the last day that I will be able to give the book any attention before it is mailed out, as I am then leaving the office for Boston, and may not return for 2 or 3 weeks.

With very kind regards and best wishes, I remain,

Faithfully yours,

Clarence W. Brazer

lelarence

CWB: ik

434 South Grand Ave., Fort Thomas, Ky.

Nov. 1st, 1941.

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

Dear Clarence:

Yours of the 29th received. Perhaps you have forgotten it, but when you sent me the copy for your chapter in my One Cent Book, I wrote you that I disagreed with your theory on the 6% Essay and advised you to change it but you told me I was wrong so I let it go at that. I have no wish to get into an argument on this subject so I am writing Elliott not to make any mention of my viewpoint in the handbook. If any comment was to be made, it should have been made by you and not by somebody who is not familiar with the subject or is not competent to judge correctly.

I have a very good copy of the 6 Essay and also a 1902 die proof of the 1 but in order to show you the points I had in mind, I wanted to make my photographs from the exact proofs you had studied.

Why may I ask are there saids lines on the 1% die and no guide lines on the 6% essay? If the 6% was the original and the 1% was an altered duplicate, why put the guide lines on the 1%? The 6% Essay which I have shows no guide lines, which I assumed were removed from the transfer roll taken from the 1% die which I believe was the original. Perhaps your 6% Essay shows more than mine does.

Perhaps this question as to which was the original die dies not mean very much to you but it is important to me and to other students of the 1/2 1851 simply because, if the 1/2 was not the original design as you claim, we certainly would like to know the truth.

I do not think such disagreements should be aired in the philatelic press but rather between those who differ and in the friendliest of spirit.

In the next number of the Stamp Specialist, I will have an article on the Premieres Gravures of 1861, but in this article I made no reference whatsoever to the difference in opinions you and I hold on various subjects pertaining to the 1861 stamps and sample labels.

You stated your case in the July C. C. P. and I am stating mine in the next Specialist. Collectors who are interested, can road both versions and draw their own conclusions. I think this is much the more dignified way to handle such discussions.

CLARENCE W. BRAZER
Philatelist

U. S. PROOFS & ESSAYS

**EXCLUSIVELY** 

Tel. VAnderbilt 6-1777 File Number 484 MEMBER
American Philatelic Society
Collectors Club—New York

415 Lexington Ave. NEW YORK CITY

Nov. 12, 1941

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

Dear Stanley,

Your letter of the first arrived during my absence from the office, since Mrs, Brazer is having a double major operation in Boston, where I will probably be with her for another two weeks. I have just returned for a day or two, to catch up on the correspondence.

Although your Philadelphia paper on the 1861 Premier Gravures contained so much with which I was not in accord, and which caused the eventual completion of my paper recently published in the Collector's Club Philatelist, you will note that in order not to appear argumentative I did not use your name, nor call attention to my disagreement. I believe it much more dignified simply to state my own opinions without being controversial. This is the policy that I try to follow whenever possible. Consequently, your name was not mentioned in my book except as the author of your book.

The A.P.S. Handbook Committee seem to believe they are privileged to enter their own Comment just as an editor sometimes does in newspapers and magazines. While in some eases such Comments may weaken the author's position, it is something to which we must submit, when they are the publishers. My essay book is simply a catalog, and I tried to exclude all history and comment that was not necessary to explain the listings. Where more historical information is available, the readers are referred to such more extensive detailed writings. In some eases I had to support my listings by reasons to the Committee, and the information given therein, may or may not be used in their Comment, pending on whether they agree or disagree with my reasons.

All of the 1851 6¢ essays which I have seen, are trimmed so chose to the design, though sometimes mounted on large paper, that traces of the guide lines are hard to find. It appears to have been the custom from 1845 to 1861 for the makers to trim off the paper about most stamp designs, even to cutting about the irregular shape, and proofs printed during this period showing larger margins are extremely rare, and in a number of cases not known to exist. I have not seen some of those 1851 large die proofs listed in Scott's catalog, and doubt their existence. In such cases, those I have seen, are very clever hybrids.

The 1851 proposals required only essays of 3¢ design. The 12¢ design was later submitted as an essay in a ministure sheet of assembled die essays, prior to adding the small crosses in the lathe work. It seems like a natural implication that a 6¢ stamp was then contemplated, thus providing for single, double and quadruple rates. I personally believe that the 1¢ rate was later discovered necessary, though of course this belief is unimportant.

I believe there has been too much writing about guesses and theories unsupported by facts, which when the actual facts are discovered may be found to have mislead philatelists. There has also been entirely too much criticism of serious students. Everyone is entitled to his own opinion so long as it is expressed as an opinion and not as a fact. I am always ready to accept a fact, but feel no obligation to accept an opinion unless it is supported by convincing reasons. Arguments and controversies are therefore discouraging writings by serious students, and tend to weaken the standing of the critic. One wrong guess strongly expressed can kill the standing of an authority built up by years of careful writing. As a historian for many years, I have thus found that documentary facts only should be stated firmly, and that where any doubt exists and opinions are expressed, the use of such words as possibly and probably are important to save future discomfiture.

The above statement of my position is given as the reason why I refused to be led into inserting controversial history in my book, without clearly stating my belief or opinionwith reasons, and letting the reader judge for himself. Of course, like all others, I am human, and may have erred in following these principles to which i try to adhere.

I am very glad to note in your letter of November the 1st, that you seem to be in agreement with the above, and I will be happy to read your article in the forthcoming Stamp Specialist. Since the publication of my paper in the July Collector's Club Philatelist, I have been convinced that at least one of my opinions was wrong, and this was revised in my essay book. Prebably my findings and beliefs may contribute to determining the truth as well as to exciting other students to contribute their opinions and knowledge of facts, so that a more or less accurate history will eventually be available. Several students have since begun to study this 1861 24¢ stamp, and their findings are interesting.

With very kind personal regards, and best wishes, believe me.

Cordially yours,

Celarence

Clarence W. Brazer

Clarence had nothing to do with the Committee Comment on the SIX CENTS die, and I think it was set in type before he saw it. The Committee is not restricted as to what they may say or where they may print it and having been forced to do something - or ignore your protest - they take full responsibility. Clarence was willing to have the Committee delete his statement so don't blame him for what the Committee saw fit to do.

Stowell has received final page proofs of all but about twenty pages of the Brazer catalog and these pages go to him today. Most of the book is probably being printed this week and it should all be off the press soon, about a month late due to circumstances somewhat beyond our control. When the book is issued I suggest that you protest this Committee Comment on the SIX CENTS die to the A.P.S. Board. They may require the Committee to present the evidence upon which our decision was based. If not, it can be incorporated in the Committee Report for 1942 and thus become a matter of record.

Meanwhile you can borrow Brazer's material and build up the case which you are certain exists. If I can learn of any material which may help I shall be glad to advise you about it.

Sincerely, Cevit Carry

434 South Grand Ave., Fort Thomas, Ky.

Jan. 6, 1942.

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

Dear Harry:

I am enclosing herewith a statement (also extra copy) on the controversy regarding the 6¢ Essay. I think I have covered all the essential points and I have tried to present both sides of the argument.

Note my reference to the flaw as per the red arrow "K," photo #3. So far as I know, Perry nor Brazer never noticed this, which is quite an argument in their favor, nor did I mention it to them. The existence of this "flaw" on the 6¢ and its correction on the 1¢ seems to be some evidence that the 6¢ did come before the 1¢, but the proof is not at all conclusive, as it may have occurred in the transfer from the original 1¢ to the 6¢.

In other words, it is not a correction, if the let is the original, and it is a flaw on the 6¢, which was a secondary die. You might call special attention to this point as perhaps a minute examination with a glass of the let die would undoubtedly show if a correction was made on the let die now at the Bureau.

I also call your attention to my remarks on this controversy in the Research Group Bulletin, which I mailed to you on Monday. I will send you another copy of the Bulletin if you would like to have it.

I do not like Perry's arbitrary method of inserting in Brzer's handbook, his theory as a fact, and I would be more than pleased if I could prove that he was wrong.

As I previously wrote you, I made Brookman and Kimble promise me that if it was decided to reprint Brookman's article on the 1847 Issue as an A.P.S. handbook, that they refuse to permit Perry to insert any of his damned comments. I also wrote to Elliott regarding this because I did not want any misunderstanding. I informed him that I had no objection to his comments if he would permit me to comment on any statements he made. In reply he refused to do this and flatly told me that if Brookman's article was published as an A.P.S. handbook, that the "Committee" would insert any comments they saw fit and would not enter into any arguments regarding same. In other words, only his comments would be permitted. Now, I do not intend to let him get away with such stuff even if I have to force his resignation from the Committee. I think I can undoubtedly count on Kimble's support.

For the above reason, I would love best in the world to prove that he is wrong on the 6¢ Essay, and I do hope you will give me all the help you can and see if we can't get at the truth. If the Brazer theory is correct no one could possibly be more interested in the facts than I am. If I have been wrong on any point regarding the 1¢ I want to know about it.

Mr. Harry L. Lindquist, Jan. 6, 1942.

Up to this writing I have had no definite opinion from Elliott on the "D" double transfer. He wrote that he would examine the photo and advise me later. Perhaps he smells a mouse and won't climb out on that limb. But surely anyone who poses as such an expert on "imitation shifts" won't hesitate to state what variety he considers the "D." One thing should stick in his craw, "only one copy known." Sounds like the Knapp 10% so he might take a chance.

Re - the Bulletin. Did you note my reference to certain items in the second Knapp sale? Did you think I took a rap at your friend Souren? Well, I gave him a chance to comment on a number of fakes in the sale and he refused to do so.

As Carhart is a member of the Group, I am wondering what he will think of the Bulletin. What is your guess?

Best regards.

Yours etc.,

ISSUE OF 1851

### THE ONE CENT DIE

### Die Nº 89

Definite information is desired on the following:

Is Die #89 now in the possession of the Bureau of E & P, the original Die, or is it a <u>Lay-down</u> taken from an original, or <u>Master Die?</u>

Photograph #1 is from a proof on India, in black ink, which we have considered as an impression from Die #89. Some authorities claim that this proof (#1) was not from the original die, but was from an altered lay-down of the original.

Photograph #2 is from what is known to philatelists as the

### 6¢ Essay of 1851.

Proofs of the 6 Rssay are scarce and only four examples are known to this writer. All four are on India in a very dark brownish black ink, and all four are trimmed close to the design and mounted on thin card.

It is claimed that the 1¢ Die #89 is not the original engraving, that the 6¢ Essay is the original and that a transfer was taken from the 6¢, and on this relief the bottom label was removed, and on the lay-down transferred from the trimmed relief, a new label was engraved reading,

### "One Cent."

Other authorities dispute this theory and contend that the One Cent . Die (as per #1) was the original, or master Die, that is, that on this original block of steel the engraver, engraved the original design, and as evidence of same, call attention to the original guide lines, etc.

Therefore the question is, which design came first, was the One Cent the original, or was the Six Cents the original? Is the 1¢ an alteration of the 6¢, or is the 6¢ an alteration of the 1¢?

Photograph #3 is from a 1¢ Die proof in blue. Compare this enlarged exhibit with the 6¢ Essay (#2). It will be noted that no traces are shown of the guide lines on #2 at A, C, D, F, G & H, as on exhibit #3. The dots "B" (center bottom) and "J" (center top) on the 1¢ Die are missing on the 6¢ proof.

Photograph #4 is the same as #2 but not printed as deep as the latter.

Note photo #1. If this proof was struck from a lay-down why was it necessary to take up on a relief all of the engraver's guide lines. If the label "Six Cents" was removed from the relief, or burnished out on the lay-down, why were the guide lines left remaining on this lay-down or secondary Die, which was to be the kaster die for the lø stamps? This does not seem logical as these guide lines would have to have been removed from all succeeding reliefs taken from the lø Die.

It seems much more logical to assume that the le Die was the original, and that the 6g Essay was a secondary die taken up from the le original with the label changed to "Six Cents." Those who claim otherwise point to the row of dashes on the 6g design, below the bottom label. It will be noted that these dashes do not exist on the le design. It is claimed that these dashes were on the original engraving but were left off of the altered die reading One Cent.

Contrary to such a theory others claim that the 1¢ was the original,

that there were no dashes under the "One Cent" label, and that the dashes were added to the design when the original label was changed to read "Six Cents."

Note photo #3 at "K" (in red). It will be noted that line at the point of the red arrow is straight over the "E." Compare this part of the line as shown on the 6¢ Essay. All four known 6¢ Essay proofs show a downward bend in this line over the right top end of the "E." It is contended that this proves that the 6¢ was the original and that when the alteration was made to the 1¢ that this flaw was corrected. No 1¢ Die proofs or 1¢ stamps show this "flaw."

### The 1851 Issue

The Act of March 3, 1851 made a change in the rates of postage effective July 1, 1851, and required a new issue of stamps. The Drop letter rate was 1¢, the printed circular rate was 1¢, the single domestic rate was 3¢.

On July 1, 1851, three new postage stamps were issued as follows:

At this period, the great majority of our foreign mail went to Great Britain, and the rate was 24¢, hence the 12¢ stamp was for quadruple domestic, with a pair paying the English rate.

The prepaid rate to California and the far Pacific coast was 6g but in the Spring of 1851, it was not considered necessary (?) to issue a 6g stamp, any more than it was considered necessary at that time to issue a 24g stamp for the mail to Great Britain. Those who contend that the 6g Essay was the original design advance the theory that after the passage of the Act of Mar. 3, 1851, the Postmaster General ordered from the stamp contractors stamps of three values as follows:

### 3¢, 6¢, 12¢,

and in pursuance to such an order three dies of the above values were engraved by Messrs. Toppan, Carpenter, Casilear & Co. It will be noted that this theory did not contemplate a stamp of a value of lø. This does not seem logical because it hardly seems possible that the P.M.G. would have omitted to provide the public with a lø stamp to prepay Drop letters and circulars.

Those who claim that the 6¢ Essay was the original, advance the theory that after this Die was engraved, the P.M.G. noted the omission of a 1¢ value, and ordered the accepted 6¢ design changed to 1¢, No plates were ever laid down, so far as we know, of the 6¢ Essay.

This writer does not believe that the 6¢ was the original design, nor do I believe that the 6¢ Essay die was even made in 1851. It seems much more logical to assume that some thought was given to the issuance of a 6¢ stamp during the middle part of 1852 to prepay the 6¢ rate to California, because of the large increase in correspondence to the Pacific Coast which was increasing at quite a rate at that period. In all probability Toppan, Carpenter, Casilear & Co. went ahead and made the 6¢ Essay die in the summer of 1852 but the matter of issuing a 6¢ stamp was held in abeyance and no plate was transferred (?). The idea was abandoned because Congress in August 1852 passed an act providing for the issuance of our first stamped envelopes of which two denominations were ordered, viz,

### 3d and 6d.

There seems to be little doubt that it was thought that the 6¢ envelope would answer all the requirements for the California rate of 6¢, hence no urgent need for a 6¢ stamp. This rate of 6¢ remained in effect until April 1, 1855, and during this time a 6¢ stamp was not issued.

Regarding the lø stemp. This stamp was in use from July 1, 1851 until the fall of 1861 at which time it was superseded by a new design and declared obsolete for postal use, due to the outbreak of the Civil War.

In the ten years in which it was in use, twelve plates in all were used. They were numbered from #1 to #12 inclusive. Plates #11 and #12 were not made until the late fall of 1860. Note the blue arrow on photo #3 pointing to a heavy dot. This dot is found on the 1¢ die proof (photo #1) but is absent on the 6¢ Essay (photo #4). It is of interest to note that all ten plates of the 1¢ from #1 to #10 did not have this dot, whereas all stamps from plates #11 and #12 show this dot. Therefore, we assume that this dot was placed on the die prior to the late fall of 1860, and at a period subsequent to 1858 at which time the lay-downs were made from which the transfer rolls were taken up to transfer Plates 7, 8, 9 and 10.

Plate #10 was not laid down until along about the middle or late summer of 1860.

Thus we know that existing proofs of the le Die were not struck as early as 1851 because all that are known show the heavy dot at left.

What students of our early stamps desire to know, is whether the le or the 6¢ was the original design and it is hoped that expert engravers at the Bureau will have no difficulty in definitely determining this point by a careful examination of the le Die which is registered as Die #89. Is this piece of steel the original metal on which the engraver, engraved the le design, or is it a lay-down or a secondary Die?

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

Jan. 6, 1942.

# The "Tandler" Forgeries

By Y. Souren, President of "The Philatelic Research Laboratories, Inc."

Every now and again it seems advisable to call attention to this group of forged Western Express letters, for despite prior publication of their nature in the Edward S. Knapp Catalogue, Part I (Page 229, Lot No. 1900), covers of this group have been making their appearance on the market and are a distinct menace to the unwary buyer. Recently, our attention has been called to certain of these forged handstamps being offered by persons who certainly ought to know what they are, and, for this reason, these words of warning are offered.

The "Tandler" forgeries comprise Western Express covers of the 1852-1860 period, most of them bearing the printed frank of Wells Fargo & Co., though franks of other companies have been seen. These covers are all addressed to "A. Tandler & Co." or "Tandler & Co.", San Francisco, California, sometimes with a street address added. This is of identification interest only, for the basic cover is perfectly genuine in its original use. However, some time during the latter years of the 19th Century, handstamps of other companies were added to these covers to make them represent rare and unusual conjunctive uses, by two express companies.

The origin of these forgeries has been attributed to a Frenchman named Georges Carion. He was a resident of Tahiti, where he became persona non grata with the local postal authorities over some matter regarding the Tahitian overprinted stamps then in use at that French colony. At any rate, about 1895 or thereabouts, he made his way to San Francisco, whether by request of the authorities or merely one jump ahead of them is not known. Arriving in San Francisco, he set himself up in the stamp business. He was not slow in adapting himself to the interests of collectors in the West, and he soon sensed the great local interest in Western Express covers which has always prevailed in that section because of its historic interest.

Records have it that he bought the correspondence of "Fretz and Ralston", early bankers of San Francisco, who were the founders of the Bank of California, which played such a prominent part in early California finance. Rumor, quite well founded, has it that he acquired the entire correspondence of A. Tandler & Co., a firm of merchants in the early days. As this was before the time of the earthquake and

fire, such lots could occasionally be found. The original Tandler correspondence must have comprised a very large quantity of covers, the majority, naturally, being the more ordinary Wells Fargo & Co. franked envelopes.

These were sent to the Tandler firm over a period of years from all parts of California. Since, in those days, Wells Fargo & Co. carried a majority of all letters in California, such covers,

prior to 1906, were quite plentiful among collectors and of little value. This was long before there was any comprehensive study of the uses of such envelopes, and the desire of collectors was to secure covers carried by different companies or covers carried by two or more companies conjunctively.

With such a mass of Wells Fargo (Continued on page 255)



Courtesy of Philatelic Research Laboratories, Inc.

A TYPICAL "TANDLER" FORGERY. The oval "Wells Fargo" is genuine. The faked "Greathouse & Slicer, Yreka" in hexagon, purports to be the first company handling the letter, but may be clearly seen to be struck over the "Wells Fargo".

### 1918 OFFSET PRINTINGS

Due to the rush for stamps in 1918 and '19, a quantity of the 1c and 2c and 3c values was printed by the offset process, which resulted in many interesting and most unusual varieties, as well as some of the most striking shades we have ever seen on U.S. stamps. We offer some of the most striking ones below; we have priced these in two conditions of centering, the first price being for average centering, and the second for fine centering: #525, 1c GREEN
Rich dark (blackish) green, clear printing, single \$1.00, \$1.50; block \$4.00, \$6.00.
Dull deep green, blurred printing, single \$1.00, \$1.25; block \$4.00, \$5.00.
Light emerald green, single \$1.00, \$1.50; block \$4.00, \$6.50.

#529, 3c TYPE IV
Deep rich purple, \$1.00, \$2.50; block \$5.00, \$10.00,
Deep brilliant purple, single 65c, \$1.25; block \$3.00, \$5.00.
Deep dull purple, single 50c, 80c; block \$2.00, \$3.50.
Very pale violet, 50c, \$1.25; block \$2.00.
Light clear violet, 75c, \$1.25; block \$3.00, \$5.00.
Light violet, with offset on the back, 35c, 50c; block \$1.40, \$2.00.
Violet on toned paper, 35c, 50c; block \$1.40, \$2.00.

#529c, 3c TYPE IV, DOUBLE IMPRESSION

One can find both real double printings, i.e. where the stamps are printed from two separate plates (showing different plate numbers), and also the more usual blurred or shifted impressions where we find the same plate number impressed twice; these usually show the second impression shifted slightly sideways. Both the two following numbers come from sheets with real double impressions, showing the light shifted impression in each considerably higher than the stronger impression.

M) Light violet double impression from plates 8999 and 9000, single \$1.50, \$2.75; block \$6.00, \$11.00; plate block of six, showing both numbers, \$17.50.

N) Deep violet double impression from plates 9394 and 9396, a very strong and clear double impression, the weaker impression being considerably higher, single \$2.50, \$5.00; block \$10.00, \$20.00; plate block of six, showing both numbers, well centered, \$32.50.

O) Light violet, clear shifted impression.single \$2.00, \$3.00; block \$8.00.

P) Deep dull purple, light shifted impression, single \$1.50, \$2.00; block \$6.00, \$8.00.

U. S. MIXTURE

We offer a U. S. mixture just as received by us, averaging about three thousand stamps to the pound, as follows: postage extra: 1 lb. 55c; 2½ lbs. \$1.00; 5 lbs. \$1.75; 10 lbs. \$3.35; 15 lbs. \$5.00; 25 lbs. \$8.00.

A copy of our Fifth 1943 U. S. and B. N. A. price list will be sent gladly upon receipt of

A copy of our Fifth 1943 U.S. and B.N.A. price list will be sent gladly upon receipt of postage. New York, 7, N.Y. All STANLEY GIBBONS INC. 38 (M) Park Row

### The "Tandler" Forgeries

(Continued from page 243)

and other then common covers in his hands, Carion, if indeed it was he, sensed the opportunity, and handstamps of various kinds, representing rare uses, were struck on the cover in addition to the original genuine handstamps of the actual use of the cover. It seems incredible that anyone could have been deceived by these faked conjunctive uses, but collection after collection has them represented. In the Crocker collection, a good 50% of the Western Express covers were Tandler & Co. fakes. There were some in the collection of the late Henry B. Phillips. The Ferrari collection had them in great number, and even collections of more recent years such as the Knapp collection and that of W. Parker Lyon had an unrecognized representation of these forged covers.

Despite the fact that such things have reposed in some of the greatest collections, they are not the sort of thing which can deceive any serious student of Western Express envelopes. The forged handstamps are reasonably well copied, but the forger did not take important geographical factors into consideration and, with but few accidental exceptions, the covers represent impossible uses. Letters carried jointly by two companies would be transferred from one to the other at the established terminus of the two routes and not at some small office hundreds of miles from the terminus. That is what is meant by these forgeries representing impossible uses.

Let us picture a typical "Tandler" fake. Here is a 3c 1853 embossed envelope with a Wells Fargo & Co. printed frank at the top. It has a blue oval handstamp of "Cram Rogers & Co. Express, Weaverville", and a black handstamp of Wells Fargo & Co., Michigan Bluff. Cram Rogers & Co. limited their operations to the northern part of the state in the Trinity mountains, which are a part of the Coast Range, to the west of the Sacramento Valley. Their principal office was at Weaverville, the center of the Trinity mines, and the bulk of their operations were from Weaverville to the town of Shasta, in the Sacramento Valley, where they exchanged letters, passengers and express matter with Wells Fargo & Co. Wells Fargo & Co. operated south through the Sacramento Valley, by way of Marysville and Sacramento, to San Francisco. This was one of their main routes. Michigan Bluff is in the Sierra Nevada mountains, on the eastern side of the Sacramento Valley, some hundred miles east of the regular express route to

San Francisco, and a good 250 miles from the terminus of the Cram Rogers & Co. express lines. Thus there is no conceivable way in which a cover from Weaverville could have gone to San Francisco by way of Michigan Bluff. Yet, covers like this, just as impossible, have been on the market for years and are on the market today, and change hands at not inconsequential figures. The Philatelic Research Laboratories, Inc., has made examination of quite a number of these Tandler covers and, invariably, the handstamps of the companies purporting to have first carried the letter are struck over the genuine Wells Fargo & Co. handstamp. (See illustration.)

The forger was not unaware of the scarcer and more desirable genuine covers which were in the Tandler correspondence. These he seems to have let alone, for they are valuable on their own merits. Of this nature are covers of the California Penny Post and of some of the scarcer northern operators. Thus, a cover addressed to Tandler & Co. and bearing a single handstamp is more than likely to be genuine, as the fakery invariably has been the addition of a false handstamp over a genuine one.

It probably will be a good idea for collectors of Western Express covers to look over their possessions and examine carefully any covers addressed to "Tandler & Co.". If any should bear more than one handstamp, then examine a map of California and see if it were possible for such a cover to have gone over the routes indicated by the handstamps.

As a matter of information, taken from the Edward S. Knapp Catalogue, Part 1, page 229, here is a partial list of forged handstamps on covers addressed to Tandler & Co., San Francisco

Greathouse & Slicer, Yreka

F. W. Blake & Co. Express, Weaver-ville

Cram Rogers & Co. Express, Weaverville

Rhodes & Co., Weaverville

Rhodes & Lusks Express

Rhodes & Whitney, Weaverville, Yreka Langton & Co. Express, various offices Langton's Pioneer Express, various offices

Hunter & Co., Mud Springs (shield-shaped)

G. H. Wines & Co.

and others.

Of this group, only the Hunter & Co. shield is likely to prove at all deceptive, for Hunter & Co., operated in a territory from which Tandler & Co. received a good many letters, and the junction points may be geographically correct. However, the hand-

# APPROVALS!!!

Over 65,000 varieties

MOSTLY

# 50% TO 80% DISCOUNT

MENTION SIZE OF COLLECTION COUNTRIES INTERESTED

WANT LISTS! REFERENCES!

FRENCH

119 W. 57th St., New York

### WANT TO SELL FRANCE

(Sorry prices are nearly all up again)		
Mint — Perfect		
109-1317	32417	40914
15520	327-843	409a25
156	330-128	41095
156A03	33224	411
15703	334	418-191.10
158	335	4201.55
16014	347	В310
16104	34926	B4
16304	35136	B1604
16404	354, used.2.50	B1704
165	35636	B3180
16708	35712	B4418
16808	358	B4525
17120	35904	B4623
17610	360	B4722
18220	36106	B48-551.10
18604	362	B56-5825
18706	363	B59-6232
19555	363A50	B6330
20112	36407	B64-522
21923	365	B71-246
22004	36615	B7381
22204	367	B74
22304	368	B75
229	36923	В7630
23020	37020	B7734
24226	37120	B7826
255	3721.00	B80
256	381 <b>.2</b> 3	B8128
25740	38320	B8220
269	38465	B83
271	38621	B8422
273	38726	B86-89a92
27514	389	B9221
27820	39027	B94-522
28120	39160	В9625
29024	392-322	B97-10065
30060	39435	B101-275
30163	395	B10325
304	396	B104-783
30725	397	B108-983
309-1045	400	B11020
311-1257	40109	B11135
313-1435	402	B112-1390
315-201.08	403	B11415
32126	403A09	B11575
32218	40407	B11677
323	40535	
LEE STAMPS, Great Neck, New York		
STARTS, CICAL NOCK, NOW 1918		
. 10 . 11 6 1 1		

stamp itself is not well forged, and it differs in a good many respects from known originals. So, we close these words of warning with two old adages. "Look before you leap". "It's better to be safe than sorry".

Copyrighted 1943 by Y. Souren, New

York, N.Y.

### **UNITED STATES**

### Notes and Comments

By PHILIP H. WARD, JR.

### New Wine Stamps

THE recent tax bill in its final form as approved by President Roosevelt calls for increased wine taxes as follows: Still wines, alcoholic content not over 14 percent, increased from six cents to eight cents per gallon; alcoholic content 14 to 21 percent, from 18 to 30 cents; alcoholic content from 21 to 24 percent, from 50 to 65 cents. Sparkling wines, increased from three to seven cents per half-pint. Artificially carbonated wines; increased from one and onehalf to three and one-half cents per half-pint. Liqueurs, cordials, increased from one and one-half cents per halfpint to three and one-half cents.

To take care of these new rates it is quite likely possible there will be new 8c, 6oc and 65c wine stamps. However, the present set has so many denominations that for the time being it is likely the new tax rates will be made up in multiples of the current series.

### Playing Cards Tax Increased

The new tax bill also increases the tax on playing cards from 11c to 13c, effective October first next. A new revenue stamp, however, will not be necessary for the present stamp

does not indicate denomination. The revenue specialist will desire a copy precanceled by one of the playing card manufacturers previous to October 1, 1941, indicating a 11c usage and a further copy canceled after this date used to pay the new 13c tax.

### New Orleans-1847 Cover

We have recently located a cover sent by Capt. Henry C. Pope to Washington, dated City of Mexico, December 19, 1847, and postmarked in manuscript, "Mexico Dec. 25, 1847" showing a "10" also in manuscript indicating the prepayment of a 10c postal rate. The cover shows the well known circular black New Orleans postmark dated Jan. 14, and in addition a stamped straight line marking new to us reading, "Forwarded by the N. O. 'Delta' Courier".

Leaving Mexico on December 25th during the troubled times of our Mexican War it did not reach New Orleans until January 14th and finally reached Washington on February 15t.

In going over a small correspondence sent home from Mexico during the war, we find many markings of unusual interest.

While stampless covers are of more interest today than ever before, we

do not recall seeing any articles covering the postal markings from Mexico, during this period.

### The 1851 1c Types

One of our correspondents recently complained that he had submitted a copy of the 1c 1851 to one of our specialists in order that he might plate it and classify it as to type. The student returned the stamp to the owner after plating it and stated that it had been a Type III-A, but in its present condition it was not classifiable.

The owner thought the letter rather queer but this is certainly not the case. Quite often, we are unable to classify as to type a 1c 1851 when the top and bottom have been cut into so that that portion of the stamp classifying the variety cannot be clearly seen. There are still certain distinguishing marks that will enable the student to plate it and know from its plate position its original type but with the characteristics of the type cut off, it is no longer any type. This may seem odd and has confused a number of people but it is, nevertheless, so. When we cannot classify the stamp as to type, it is usually listed as the commonest variety.

As an illustration, the Type III stamp should show the oval broken at both the top and bottom. Suppose the stamp is so trimmed that you cannot see the top or the bottom of the oval. In such condition, it cannot be classified.

In our own experience, this question has arisen dozens of times, hence, these few remarks.

## UNITED STATES SHIPMARKS

By HARRY M. KONWISER

SHIP and steamship markings, in handstamp form, appear on two classes of mail. Specialists in postmarks of the United States define ship mail markings as are usually found on letters originating outside of the United States, deposited in a post office of the United States, with fee unpaid from port of entry. Exceptions exist, of course.

On the other hand, shipmarks, as Stanley B. Ashbrook points out, are such as were applied in the 1851-1856 period to mail carried on waters deemed postroads, subject to regular rates of postage.

Most of the stories on postmarks, as published in the stamp press, have discussed various phases of ship mail, from its beginnings in the American Colonial Period, when practically the only mail was such as was received by the colonists on the Atlantic from their overseas friends.

Benjamin Franklin, whose name cannot be kept out of any story relating to the postal system of the United States, was aware of the importance and the possibility of ocean-carrying mail, as is evidenced from his letters to M. St. Jean Crevecocur, circa 1788, as mentioned by John Bigelow one hundred years later. Franklin said, "** * having formerly had some share in the management of the Pacquet boats between England and America, I am entitled to furnish you with some small remarks. * * * Commerce increases correspondence, but facility of correspondence increases commerce and they go on mutually augmenting each other."

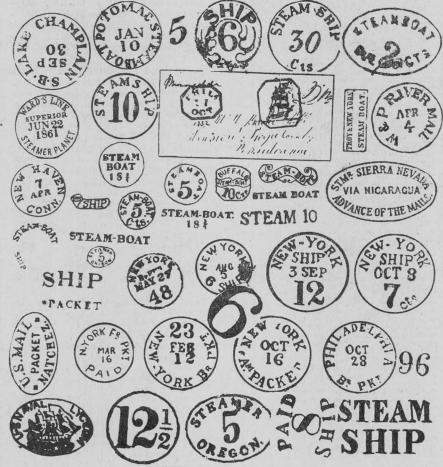
"Four Packet boats (to quote from the Franklin letter, as mentioned by Bigelow) were at first thought sufficient between Falmouth and New York, so as to dispatch one regularly the first Wednesday in every month. But by experience we found that a fifth was necessary, as without it, the regularity was sometimes broken by accidents of wind and weather, and the merchants disappointed and their affairs deranged, a matter of great consequence in commerce. A fifth Packet was accordingly added.

"It is probable that the English, as you observe, will keep up their Packets. In which case I should think it advisable to order the dispatch of French Packets in the intermediate times, that is, on the third Wednesdays. This would give the merchants of Europe and America opportunities of writing every fortnight. And the English who had missed writing by their own Packet of the first Wednesday, or have new matter to write which they wish to send before the next month, will forward their letters by post to France to go by the French Packet, and vice versa, which will increase the inland postage of both countries."

In the American Colonial postal system, it was required that ship masters deposit letters they were carrying, all letters in his possession.

The Act of Congress, February 2, 1792, taxed letters from a ship at 4 cents, if to be delivered in the port of entry, and 4 cents additional if delivered elsewhere.

Under this act - as Mannel Hahn



United States Shipmark Cancellations

pointed out—we have "SHIP 4" markings, as also with other rates, these being dependent upon the distance from the port of entry.

The 1789 Act created a ship rate of 6 cents for port of entry letters and higher rates for other letters. These rates remained in effect right up to 1851, with the notable exception that Eastern letters to California were "42" rated. (East to California, same rates, of course.)

The Act of March 3, 1855, created prepayment, effective July 1, created difficulties on ship letters, and the 1862 act provided for 2 cents additional on ship mail. By the Act of March 3, 1863, ship letter postage was made the same as all unpaid letters. This act was affirmed June 8, 1872.

Shipmarks, those regarded as Official Postmarks of the United States postal system, common to ports of arrival and departure on the Atlantic and Pacific ports, are fairly common after 1850.

Prior to that many ships marked the letters they brought into the United States. Some of these, deemed unofficial, are listed herewith, as are the markings of a few "forwarders."

Mississippi and other unofficial markings, as seen on inland water routed mail, are not listed herewith. A compilation of these has been running in Postal Mark-

ings, monthly, for more than one year past.

Acknowledgment for the list herewith presented is made to James R. Arnold, S. B. Ashbrook, Al Burns, H. D. Bounds, H. C. Brooks, R. C. Burleigh, R. F. Chambers, Ezra Cole, Clara de Windt, H. A. Dunsmoor, H. L. Eldridge, Mannel Hahn, George S. Hill, B. F. Jumper, Robert Laurence, H. L. Lindquist, R. B. Martin, L. B. Mason, Milton R. Miller, E. J. Mattison, R. J. Mechin, Henry A. Meyers, R. F. Molitor, W. C. Michaels, Abe Schoenfeld, Wm. R. Stewart, Harry H. Spring, R. W. Tabor, C. C. Wagner, H. A. Warrell, Henry Wing, Willard O. Wylie and many readers of this paper who have helped keep the Postal Markings column interesting.

PRICES: It is not a simple matter to create a definite list of prices on shipmarks, for the reason that covers with these markings are generally accompanied by other postmarks—some unofficial of course. The prices indicated are for markings as seen on normal covers of the period noted. Unusual combination make for different values.

Readers who have markings not listed are invited to report the same to the compiler, care STAMPS.

GUSe Your "Sense" & C.

### HUNGARY—1c Each

18, 19, 20, 22a, 25, 35a, 36, 38, 48, 49, 50, 51, 55, 58, 59, 60, 67, 68, 69, 70, 71, 72, 73, 75, 76, 77, 78, 78, 81, 34, 85, 86, 87, 88, 89, 90, *91, 92, 93, 94, 95, 96, 98, 99, 100, 101, 102, 106, 107, *108, *109, *110, *111, *112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, *128, 129, 130, 131, *132, *153, *154, *155, *166, 167, 168, 169, *170, *171, *172, *173, *174, *176, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *177, *17 *B86, *B87, *B106, *B107, *B121, *INJ5, *6N1, *6N14, *7N38.
20c Each: *286, *296, 460, *B51, *C1, *C2, *C11, *2NJ10, *2NJ11, *2NJ12, *4NJ4, *5NI7, *8N1.
25c Each: *293, *6N13, *6N34, *7N16.
35c Each: *294, *295, 527, *20c, *20c,

See last week's ad for CHINA

J. Goldman & Co. 113-14 Jerome Ave. Richmond Hill, N. Y.

* * * * * * * * * * * * * * * * * * *



A worthwhile gift on any occasiona subscription to STAMPS. 52 big issues \$1.00.

Ratings are as follows: A—15 to 35 cents; B—40 to 85 cents; C—\$1; D—\$1.25 to \$2.00; E—\$2.25 to \$3.50; F—\$4 to \$5; G—\$5.25 to \$7.50; H—\$7.75 to \$10; J—\$11 to \$15; K—\$16 to 20; L—Over \$20 to \$30; M—\$35 to \$50.

ABBREVIATIONS USED: Bk-Black; C—Circle; D—Dated; DC—Double Circle; DO—Double Oval; Ms—Manuscript; O—Oval; SL—Straight Line; V or Var.—Various; YD -Year Dated.

Items listed for handstamps indicate spelling. These are followed by the port or route style and color. All colors black when unlisted, in brackets. The value is placed at end of line. (Acapulco)— STEAMER ACAPULCO. Calif.; 1873; O 40 x 25; Black)—F.

(Admiral — STEAMER ADMIRAL. FAVOR'S EXPRESS—Oct. 18, 1857. (Boston; 1857; C35; Black)—J. Alice—(Long Island Steamer. No data). America Packet—1848; England-U. S.;

Framed; Bk)—C.
American & U. S. Packets—(See New York.) (See STAMPS, Nov. 25, 1937.)

ANTELOPE—(Calif.; 1860; SL; Red)

(Ariel)—U. S. M. B. ARIEL. (Pewaukee, Wis.; 1914-16; Dated Oval; Blue)

Arkansas & White River Packet Co.. 1872; No markings reported.)
(Atlantic)—PACKET SHIP ATLANTIC, ABRAHAM BELL & CO. owners. No. 8 PINE ST., NEW YORK.
(N. Y., 3 SL; Red)—J.
(Atlantic)—STEAMER ATLANTIC.
(New Orleans New York: 1852; No.

(New Orleans-New York; 1852; No date or mark reported.)
(Baltimore)—SHIP & 5. (1860; SL;

BALTIMORE AM. PKT. PAID. (1867;

C; Red)—C.
BALT. & FRED. STEAMBOAT.
(1882; C30)—C.
BALT. & NORFOLK BOAT. 1861-66;
Dated DC; Black, Blue)—F.
BAY LINE STEAMER. (1874-75;

C 30; Black)—F.

B. C. & RICHMOND AGT. (Baltimore, Chesapeake & Richmond Steam Route.)

(1872; Circle; Bk.)—F.
(Bell)—PER BELFAST & NEW
YORK PACKET SHIP RAI SHAIL
(etc.). (1836; 4 SL; Red)—J.
Big Sandy Packet Co., Cincinnati. (Mail

Boat.)

(Boston)—SHIP & 5. (1859)—C. BOSTON A. PKT. (1854-68; Var. Circles)—A-B. BOSTON AM. PKT. PAID. (1858;

C37; Red)—A. BOSTON AM. PKT. 24. (1858; C37;

Black)—A. BOSTON BR. PKT. (1850-62; Var.

C-A-B. Same 24. (1853-58; C 34; Black, Red) —B.

Same. (1858; C32; Black)—A. Same 30 cts. (1856; Dated Circle)—B. BOSTON BR. PKT. PAID. (1850-58;

Var. C; Black, Red)—A.
Same 30 cents. (1856; Dated Circle)—B.
BOSTON 15. (1859-61; Circle)—A.
BOSTON 15. (1862; C 30; Bk.)—A.
BOSTON 30. (1859-61; Circle)—A.
BOSTON PAID. (1857; C 37; Red)

BOSTON PAID. (1867-71; C24; Red)

BOSTON PAID-1861. (1861; C36; Red)-B.

(Boston)-BR. PKT. 5 (or 10). (Cir-

cle)—A. (Same)—BR. SERVICE. (Framed)—A. (Same)—IN U. S. NOTES. (1866;

Circle)—A.
BOSTON PAID BR. PKT. (1857;

C 40; Red)—A. Same. (1858; C 32; Black)—A. BOSTON PAID 12. (1863; Var. C 30; Red)—B.

Same 24. (1858-62; C 30; Red)—A. BOSTON SHIP. (1851-73; Var. C;

Var.)—A-B. BOSTON MS. SHIP. (1841-44; C25; Red)—A. Same (Var.). (1844-49; C30; Black,

Same (Var.). (1617.).
Red)—A.
BOSTON STEAMER—F. F. KENRICK, CLERK and 5 rate stamp).
(1848-53; C 34; Black)—G.
(Bristol, R. I.)—SHIP. (1826; SL;
Red)—C.

BRISTOL STEAMER—H. C. GOOD-RICH. (Newport, R. I.; 1869; Dated

RICH. (Newport, R. I.; 1869; Dated shield; Blue)—G.
BR. PACKET. (British Packet.) (See Boston, Chicago, New York, Philadelphia; Various.)
BUFFALO STEAMBOAT 10 cts. (Rough square, framed, 3 lines, 23 x 22; Blue)—F.
BUFFALO, N. Y., STEAMBOAT. 1850; Octagon; Blue.) (Same with 10 cents)—F.

10 cents)—F.
Camelia. (See Sea Shore Line Steamer.)

(No date.)
CHARLESTON, S. C., HABANA.
(1848-50; C; Bk)—C.
CHESAPEAKE BAY ROUTE (and 5).
(1848; Circle; Black, Blue)—G.
CHICAGO AM. PKT. 24 PAID. (1862;
C; Black, Red)—B.
CHICAGO, ILL., AM. PKT. (Var.).
(1875-80; C; Var.)—B-C.
Same BR. PKT. (Var.). (1875, etc.;
C; Var.)—B.
Same GERMAN PKT. (Var.). (1875

Same GERMAN PKT. (Var.). (1875,

etc.; C; Var.)—B.
CHICAGO, ILL., PAID. (1861-75;
Var. C; Var.)—B.
CHICAGO PAID ALL. (1875, etc.; C;

Var.)—B. CHICAGO SUPPLEMENTARY (Var.). (See Babcock's "Supplementary Mail" booklet.) 1851-57; G; 1861, etc.)—E.
CHINA AND JAPAN STEAM SERVICE. (1868-69; Two lines in oval; Red)—F.

COLUMBIA — STEAM PACKET. (Galveston, Texas; 1837-40; 2 lines; Black, Red)—K. (Columbus)—Steamer Columbus. (Calif.;

1855; Handwritten)—C.
Commonwealth. (N. Y.-Boston; 1858;
Print of boat illustration)—G.
Clyde's Texas Line. (Galveston-N. Y.;

No mark reported).

(Courier) — AMERICAN PACKET COURIER, WM. BOWEN. (1819; Oval; Black, Brown, Red)—J. (Courier)—WHEELING, MARIETTA and PETERSBURG, U. S. MAIL PACKET COURIER. Leaves Wheeling Mardon of File Leaves Wheeling Mardon of File Leaves ing Monday and Friday at 10:45 A.M.
Leaves Parkersburg Tuesday, Thursday and Saturday at 5 A.M.. T. S.
THOMAS, Master. J. M. Gamble,
Clerk. (1880; Oval; Corner card)—G.
(Crescent City)—Steam Boat—CRESCENT CITY. (Atlantic Ocean Coast;
1849; 2 SL; Black)—K.

CROOKED LAKE STEAMER G. R. YOUNG. ALLEN WOOD, Capt. & Prop. * * * SEP. 5, 1868. (Shield; Black)-K.

DETROIT AND ALGONDA RURAL

FREE DELIVERY SERVICE STEAMBOAT. (1889-1900; Dated

Circle)—E.
DETROIT AM. PKT. PAID ALL.

(Circle)—C.
DETROIT AMERICAN PACKET.

(1860; Circle)—C. (Duluth)— STR. CITY OF DULUTH. (1876)—G.

(Eliza)—PACKET ELIZA. (1828; SL; Bk.)-K.

(Emily)—STEAMER EMILY. (1898; SL.) (Reported on Wells, Fargo & Co. envelope, San Francisco to Ore-

gon)—D.
EMPIRE CITY. (Calif.; 1849; data missing)—K.
EMPRESSA N. AMERICA. (Cuba-Wilmington, N. C.; 1850; Year dated, double circle; Orange)—F.
F. & BALT. STBT. (Fredericksburg-Baltimore; 1872; Circle; Green)—E.
(Fanny) — STEAM SHIP FANNY. (Galveston, Texas; 1849; Oval; Black)—I.

(Fanny Major)—BARK FANNY MA-JOR. (Post & Co., Calif.; 1855; SL; Black)—M.

Father Knickerbocker Design. (On New York-Defiance, Ohio, letter, 1946).(Also known on Incoming Foreign Mail, 1846, with NEW YORK SHIP [Circle] and STEAM BOAT [SL] handstamps). (Another known with STEAM and Boston circle, 1846, N. Y. to East Cambridge, Mass.)—M.

FAVOR'S EXPRESS. (See Admiral.) (Foote)—CAROLINE E. FOOTE.

(Post & Co., Calif.; 1855; SL; Black)

Francis Palmer. (As Foote)—M. Franklin. (See Lake Champlain.) French American Mail. (See STAMPS,

Nov. 6, 1937.) (Frost)—SCHR. E. L. FROST. (See Foote)—M.

Full Rigged Ship Design. (Phil.; 1832-37; Octagon; 2 sizes; Blue, Red)—K. (Fuller)—Brig. Wilson Fuller. (Southern ports to New York; 1828; SL;

Red)—K.
G. D. D. & Min. P. Co. (Galena, Dubuque, Dunleith, & Minnesota Packet Co.; 1855-58; C 33, 33; Black, Red)

GAL. DUB. DUN. & MIN. PK. CO (1857-61; C 35)—G.

"Golden Gate Yacht." (Post & Co., Calif.; 1854; SL)—M.

GOODRICH'S LINE, ONTAGON,

GOODRICH'S LINE. ONTAGON, STEAMER PLANET. AUG. 23, 1865. (Detroit; C 33; Red)—G. (Guide) — PER U. S. STEAMER GUIDE. (Virginia-New York; 1863;

Dated Circle)—H.
(Hall.)—STMR. W. G. HALL, HA-WAIIAN MAIL SERVICE, Mar. 10, 1886. (DC 29; Purple)—E.

Great Lakes, Detroit

STEAMBOAT (1860; SL; Black)—F. STEAMBOAT DUE 2 CENTS. (1863)

-F.
Same 6 cts. (1864; Oval)—F.
DETROIT AND ALGONDA RURAL
FREE DELIVERY. STEAMBOAT
SERVICE. June 30, '99. 7 P. M.
(1899-1890; Circle)—E.
(Duluth)—STR. CITY OF DULUTH.
(1876; Dated C)—G.
(Forester)—WARD'S LINE STEAM
ERS—STEAMER FORESTER—
Iul. 9, 1860, (1860-62; C35; Black

Jul. 9, 1860. (1860-62; C35; Black, Red)—G. (Goodrich's Line)—G O O D R I C H'S LINE—1865—AUG. 23—ONTAGON—STEAMER PLANET. (1865; Cirales Red). cle; Red)-G.

Great Lake Boats. (1847; Baltic, Empire, Louisiana, St. Louis, Sultana.)
HAMBURG-N. YORK HAMB. PKT. (1858-67; Var. C)—A.
HAMBURG PACKET. (1867; Circle)

HAWAIIAN — STEAM — SERVICE. (1862-64; Oval; Red, Purple)—E. (Hawaiian)—G. P. O. HAWN. ISLANDS PAID ALL—10-18-75A. (1875; C25; Red)—D. Same with SAN FRANCISCO SHIP

—E.
HUDSON RIV. MAIL N. Y. (1847-51;
2 types; C 30; Red)—E.
HUDSON RIVER MAIL LINE.
(1846-51; Var. C; Red)—F.
HUDSON RIVER MAIL N. Y. (1847-51; C 30; Red)—F.
Same. (1851-57; C 34; Blue, Red)—F.
HUTCHINGS LAKE SUPERIOR
LINE. (1862; Circle)—G.
(Illinois)—STEAMER ILLINOIS—
LAKE SUPERIOR LINE—JOHN
HALLARAN, Master—CHAS. ATWOOD Clerk. (1862; Oval; Black,
Red)—H. Red)—H.

(Illinois) — STEAMER ILLINOIS— AUG. 6, 1863—DETROIT. (1863; Circle)—H.

ILLINÓIS STEAMER DETROIT. (Detroit-Cleveland; 1861-63; Dated Circle)—G-H.
ILLINOIS CENTRAL RAILROAD

PACKET LINE STEAMER MOL-LIE ABLE. C. P. WARNER, Mas-ter; W. H. RHODES, Clerk. (1862; Corner Card)—E.

Corner Card)—E.
Independent Mail Lines. (See Independent Mail Route Markings, in STAMP Specialist, No. 2.)
IN U. S. NOTES. 58. (N. Y.; 1863; C 33.) (See N. Y.)—A.
(Iron City)—LAKE SUPERIOR LINE STEAMER—IRON CITY— MUSSEY & McBRIDE, Agents, Cleveland, O. (1858-61; Oval 50 x 33; Black, Blue)—G.

ISTHMUS. (Calif.; 1850; SL; Red)

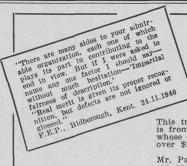
ISTHMUS. (Calif.; 1850; SL; Red)
—K.

IWALAMI—HAWAIIAN MAIL SERVICE. (1866; DC 29; Purple)—F.

JAMAICA—SHIP LETTER. (1857;
2 lines; Black)—E.

JANE MAXWILLIAN. (No. Car.—
N. Y.; 1823; SL; Black)—J.
(Jeanie)—S. B. JEANIE. (San Fran.;
1891; SL; Brown)—E.
(Kathadin)—STEAMER KATHADIN.
(1866; Circle; Blue)—H.
KENTUCKY. (C. M. & P. Mail Line;
1857; DC)—H.

This Check List of Shipmarks will be continued in a later issue of STAMPS.



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# PHILATELIC

By GEORGE VAN DEN BERG

Mr. van den Berg regrets that, because of pressure of regular duties, it will be impossible for him to enter into correspondence with readers.

Cartier Commemoratives issued for St. Pierre and Miquelon, over 9,500 sets were sold in Paris at the Colonial Philatelic Agency. Used copies are consequently very scarce, covers are few and far between and First Day Covers are great rarities.

Jere Hess Barr of 533 Penn St., Reading, Pa., has one, sent to him by R. B. Steven of the Atlantic Trading Company located in that colony. It is, by the way, rumored that provisionals may be expected from there soon as no new stocks have come in for months and several values are running low.

ENE MARLATT of 6329 Seventh Avenue, Kenosha, Wisconsin, and William C. Darden of 1628 Cullom St., Birmingham, Alabama are interested in founding a

Cayman Islands Club, like our famous Tristan da Cunha society. They ask if I know of any collector who has ever been there. I'm almost sure that Harry Huber, who began writing for stamp papers some 25 years ago, about the time George Sloane and I did, went down one holiday. He was living in Pittsburgh then and visited the entire Caribbean area, a colony a summer. You Cayman Island enthusiasts should really get together.

DR. ROY AKAGI, the Manchu-kuo specialist, has just completed a notable series of articles on Manchukuan stamps which began in the June 1 issue of The Japanese American Review published here in New York and is about to begin work on a handbook covering the country's issues. American collectors have little information on the numerous imprint and plate varieties and the entire subject of the gorgeous colored commemorative postmarks is virtually unknown here, so such a work will be very welcome. Mr. and Mrs. Akagi are in the South at this writing but will return to the city in some weeks.

THE British Embassy in Washington recently received a Clipper parcel franked with a block of 37 of the new 10sh George VI issue, Sefi, Pemberton and Company, offer a full sheet of 40 lightly postmarked, with full margins and all, at £5.

A FRIEND has shown me lithoprinted pirated editions of Scott's and Gibbons' 1940 catalogs on cheap rice paper, manufactured and sold in China. They certainly look messy.

WELL, you dealers—here's a chance to strut your stuff. A list of common stamps which 24 dealers have been unable to supply follows. If you can do so a collector in the Far West, miles from a dealer's shop, will be glad to hear of it. The only requirement—superb copies. China 228 mint; Jaipur 29, 30, 33 mint; Travancore 36-42 and O 45-51 mint; Italy, Aegean, Rhodes 15 mint; Nicaragua O 29 mint; Persia 706 and 721 used; Peru 229-231 and 239, 241 used; Poland 187 mint; Portugal RAJ 4 mint; Shanghai 148, 149, 151, 153, 157-160 mint.

THANKS to H. A. Stetson of Custer, South Dakota, for a first day cover from that new postoffice. A very attractive item!

JOHNSON of 1417 Sixth Street, Moundsville, W. Va., a collector of many years standing who suffered a stroke some time ago but who has now recovered save for difficulty in walking, is opening a mail order U. S. A. stamps business.

DR. HARRY LEPMAN of 507 Washington - Baltimore Boulevard, Colman Manor, Md., is an Egyptian specialist and has a magnificent showing of that country's issues. I have urged him to display it as not only does he have the stamps—his writing up is a masterpiece of philatelic craftsmanship.

PARDY AND SON, who operate the Triangle Printing Works of Bournemouth and who do much of the philatelic printing of England have catered to the stamp trade since 1873.

REMEMBER my warning re Spanish Montserrats, etc.; many months ago? Well, the remainders of this and many other sets are now on offer from across and prices run 1/10th and less catalog at the outset. There were nearly 25,000 1 P. Montserrats, some 18,000 4 P. and about 15,000 10 P., so there are enough for all. A lot of Spanish stuff is in for big slashing in consequence. Dealers have been aware of the situation and mighty few have been caught with any stock.

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## UNITED STATES SHIPMARKS

### Check List

(Continued from Jan. 11 issue)

Ratings are as follows: A—15 to 35 cents; B—40 to 85 cents; C—\$1; D—\$1.25 to \$2.00; E—\$2.25 to \$3.50; F—\$4 to \$5; G—\$5.25 to \$7.50; H—\$7.75 to \$10; J—\$11 to \$15; K—\$16 to \$20; L—Over \$20 to \$30; M—\$35 to \$50.

ABBREVIATIONS USED: Bk-Black; C—Circle; D—Dated; DC—Double Circle; DO—Double Oval; Ms—Manuscript; O—Oval; SL—Straight Line; V or Var—Various; YD Year Dated.

Items listed for handstamps indicates spelling. These are followed by the port or route style and color. All colors black when unlisted, in brackets. The value is placed at end of line.

Lake Champlain. (Various.) (1831-38; C 37; Red, Black)—J-K.

LAKE CHAMPLAIN S. B. (1847-51; C 33; Var.) (With 5 or 10)—J-K. Same. (1857-70; C 25; Black)—J-K. Same. (Dated, on 3c 1869 stamp; C 33) (1847-51; I-K.

Same. (On Stampless Covers, See Catalog)—J.

LAKE CHAMPLAIN STEAM-PAC-KET FRANKIN. CAPT. R. W. SHERMAN. (1831-33; C 36; Black, Red)—J-K. Same. (1832-33; C 37)—J-K. Same. (1850; Red)—J-K.

ERIE STEAMBOAT. (1851; Shield; Blue)-J-K.

LAKE GEORGE STEAMER MINNE-HAHA. CHAMPLAIN TRANS-PORTATION CO. (On 3c green stamp; Circle; Black, Brown)—J.

LAKE MICHIGAN STEAMER PLANET. (1857-61; Octagon 32 x 25; Blue)—G.

LAKE SUPERIOR LINE STEAMER IRON CITY. MUSSEY & Mc-BRIDE, Agents, Cleveland, O. (1858-61; Oval 50 x 37)—G.

Same. (With STEAMBOAT and Cleveland, Circle) III

land Circle)-H.

AKE SUPERIOR STEAMER NORTH SALE—B. O. WEST. B. O. WEST, Master, Cleveland. (1861; LAKE

Oval)—G.
(Liverpool)—PAID LIVERPOOL U. S.
PACKET. (1881; Circle; Red)—B.
MAIL ROUTE. (1826-28; Arc; Red)

Same (Phila.). (1828; SL; Red)—G. Same (New Orl.). (1829; Arc; Red)

−A.

—A.
Same (New Orl.). (1849-52; Arc or SL; Var.)—F.
Same (Southern Northward). (1852; SL 42 x 5; Black. Red)—F.
(Mail Steamers)—BY MAIL STEAM-ER FROM NOISY CARRIERS. (Calif.; Fancy; Various)—L-M.
(Marquette)—(See Pewabic, same style)—C.H.

MAYFLOWER. (1850; SL; Fancy

Framed)—J.

(Mayflower)—STEAMER MAYFLOWER. (Detroit; 1850; Oval; also 10 handstamps; Blue)—J.

Memphis & Cincin. Packet Co. Mail Boat. (1872.)

MEMPHIS & NAPOLEON RIV.

### By HARRY M. KONWISER

MAIL. C37)—H. (Napoleon, Ark.; 1851-57;

C37)—H.

Michigan (Lake Michigan). (See Planet; See Lake Superior.)
(Milo)—SHIP MILO. (Boston; 1815-23; Circle; Blue)—K.

Minnehaha. (See Lake George.)
Mississippi. (See Miss. River Boat Markings, Postal Markings, monthly.)
(Munroe)—JAMES MUNROE—LIV-ERPOOL—WATKINSON, sailed Mar. 1, 1819. (Boston; 1819; DO; Brown)—K.

Nashville Packet Co. Circinati (M.)

Brown)—K.

Nashville Packet Co., Cincinnati (Mail Boat; 1872; no mark reported).

NAVAL—LIBRARY & INSTITUTE
—U. S. NAVY YARD—BOSTON.
(1852; Oval 43 x 30)—K.
(Navassa)—SHIP LETTER—NAVASSA ISLAND, W. I. (On U. S. 2c Envelope, post marked Baltimore, 1899, addr. to Kentucky)—F.
(New Haven)—Yawl Boat Design.
(1824-25; Black, Red)—J-K.
(New Haven)—Pictorial. (1829; Red)—J-K.
(Nellie Peck). Steamer Nellie Peck.
(Missouri River; 1873; Printed Corner Card)—G.

Card)—G. NEW-YORK A. PCKT. 24 JAN 5.

(1852-59; C 35½; Black, Blue)—B. N. YORK AM. PKT. (1851-70; va-

rious types & colors)—A-B. N. YORK, AM, PKT, PAID, (1851-70; various)—A. N. YORK. AM. PKT. PAID. (1865;

70; various)—A.

N. YORK AM. PKT. PAID. (1865; C 25; Brown)—A.

N. YORK AM. PKT. 24. (1851; Dated C 31)—A.

N. YORK AM. PKT. 21. AUG 22. (1852-67; C 31; Black, Red)—B.

N. YORK AM. PKT. 30. SEPT. 29
PAID. (1851-59; C 32½; Red)—A.

N. YORK AM. PKT. 24 PAID JAN. 6. 1856)—A.

N. YORK AM. PKT. 21 (1858-60; C 30; Black, Red)—B.

N. YORK AM. PKT. 21 (1858-60; C 30; Black, Red)—B.

N. YORK AM. PKT. 30. JULY 24. (1861; C 25)—A.

N. YORK AM. PKT. OT. PAID May 23. (1863-64; C 25; Red)—A.

N. YORK AM. PKT. OR U S

NOTES 12. May 3. (1867; Circle 28). (Same with "36" and other rates)—B.

N. YORK AM. PKT. OCT. 31

PAID. (PAID at left in the circle). (1867; C 25; Red). (Same with "7" and PAID at right, 1867, C 25, Red). (Same with "7" and PAID at Reft in the circle). (1867; C 25; Red). (Same with "7" removed, 1868, C 25, Red)—A-B-C.

N. YORK 3 AM. PKT. PAID MAY 23. (1867; C 26; Red)—A.

N. YORK BR. PKT. 7 PAID. (1862; C 23; Red)—B.

N. YORK BR. PKT. 5. (1856; C 31)—A.

N. YORK BRE. PKT. PAID. (1865;

N. YORK BRE. PKT. PAID. (1865;

(1803, Circle; Red)—A.
(1858-67; C; Var.)—B.
(1858-67; C; Var.)—B.
(1862;

C 30)—B. N. YORK BREM. PKT. (1858; Circle; Red)-B.

N. YORK . BREM. PKT. PAID.

(1859; Circle)—B.

N. YORK. U. S. PKT. (1855; with "22" at circle top)—A.

N. YORK STEAMSHIP. (1852; Cir-

cle)—D.

Same with DUE 7. (1852)—D.
N. YORK U. S. PKT. 15 MAR. 16.
(1854-67; C 32). (Also other rates)—

A-B. VORK 1 U. S. PKT. PAID FEB. 21. (1856; C 30; Red). (Also other

NEW YORK AM. PKT. (1852-70; Var. types & colors)—A. NEW YORK AM. PKT. (1863; C 25)

NEW-YORK AM. PKT. MAR 17 (1853-66; C 29, 31, 32; Black, Red)—

NEW-YORK AM. PKT. 24 JUN 23. (1859-66; C31; Black, Red)—A. NEW-YORK BR. PKT. (Var; C28;

NEW-YORK BR. PKT. 48. (1852-62;

NEW-YORK BR. PKT. (1854-67; Var

circles & colors)—A. NEW-YORK FR. PKT. PAID. (1861-

NEW-YORK FR. PKT. PAID. (1801-67; C; Red)—A-B.
NEW YORK AM. PK. 12 AUG 19. (1862-65; C30)—A.
NEW YORK AM. PKT. SEP. 8 (1868-69; C25; Red)—A.
N. Y. AM. PKT. 27 or U. S. NOTES
12 MAY 36. (1867; C28). (Same with "36" and other rates)—B.

N. Y. AM. PKT. 27 or U. S. NOTES 12 MAY 36. (1867; C28). (Same with "36" and other rates)—B.

N. Y. AM. PKT. 30; or U. S. NOTES 41 NOV. 18. (1864; C25). (30 at top part circle is gold rate; U. S. NOTES is United States rate)—B.

N. Y. AM. PKT. U. S. NOTES. (1867 etc.; Var.)—B.

N. Y. & AM. PKT. PAID. (N. Y.-Holland; 1862; C25; Red)—B.

N. Y. & AM. PKT. PAID. (N. Y.-Holland; 1862; C25; Red)—B.

N. Y. BR. PKT. (with 24, 32 or 48). (1853-67; C; Var.)—A-B.

(N. Y.) BR. PKT. N. YK. 5. (1851-63; C30)—A-B.

(N. Y.) BR. PACKET 24. (1852-58; C)—A-B.

(N. Y.) BR. PACKET PAID 24. (1852-58; C; Var.)—A-B.

N. Y. BR. PKT. or U. S. NOTES 60-34. (Circle 25)—A-B.

Same with 45-64. (1865; C30)—A-B.

N. Y. BREMEN PKT. 15 U. S. NOTES 21. (1867; C)—A-B.

N. Y. BREMEN PKT. (Var.) (1858-67; C; Var.)—A-B.

N. Y. BREMEN PKT. PAID. (1865; Circle: Red)—A-B.

N. Y. BREMEN PKT. PAID. (1865; Circle; Red)-A-B.

Y. BREMEN PKT. 24-OR U. S. NOTES. (Circle)-A-B.

Y. HAMB. PKT. U. S. NOTES (1867; Circle)—A-B.

N. Y. & BOSTON STMB. (1851; Circle)—G.

Y. & BOSTON STMB. & R. R. (1857-61; C35). (Steamboat and rail-road route)—G.

NEW YORK & CUBA MAIL LINE S.S. LINE SARATOGA. (1879; DO; Purple)-F.

New York Foreign Mail. (See STAMPS,

Nov. 16, 1936).
(Newport). STEAMER—CITY OF NEWPORT. (Providence, R. I.; 1861; Circle; Red)—H.
NEW-YORK PAID ALL. (1871-77;

C23; Red)—B. NEW YORK * PAID ALL. (1876-77;

NEW YORK (dated) with PAID ALL. (Two small circles joined) 1876)—B.
N. Y. SHIP. (Honolulu around the Horn). (1841; C-25; Red)—H.
N. Y. SHIP. (Various). (1832-43; C 30; Black, Red)—C.
N. Y. SHIP 6 cts. (Circle 23)—E
NEW-YORK SHIP. (1804-65; Var. Circles). (1804-F; others D.F.)

Circles). (1804-F; others D-E). NEW-YORK SHIP 5. (Circle)—D. Same 5 cts. (1845-56; Circle)—D. Same SHIP 7 cts. (1843-50; C-34; Red)

NEW-YORK SHIP. (with 6, 7, 8, 12, 24, 34). (1845-50; Circle; Various)—

NEW-YORK SHIP 7. (1845; C; Black,

Red)—D. Same SHIP 24. (1851; C 30)—B. Same SHIP 29 cts. (1848; C-34; Red)-

NEW-YORK SHIP LETTER 4. (1864-

76; Circle)—E.
Same 6. (1872; Circle)—E.
N. Y. STEAMSHIP. (1852-70; Var. C)

N. YORK STEAMSHIP. (1852; Cir-

cle)—D.
. YORK STEAMSHIP. (Var.).
(1852-70; Circle).
J. YORK STEAMSHIP & DUE 7.

(1852). NEW YORK STEAMSHIP. (1857-71;

Circle)—C.
N. Y. STEAMSHIP 10. (1850-60; Var. Small Circles)—C-D.

N. Y. STEAMSHIP 10. (1870-72; C23) —C-D. N. Y.). S. P. NEW YORK. (Steam Packet New York). (1839; SL; Black)

N. Y. SUPPLEMENTARY MAIL PAID. (1888; Circle)—G. NEW YORK U. S. (1870; C-25; Red)

NEW-YORK U. S. PKT. (1854-50; C 28)—A-B.

NEW-YORK U. S. NOTES. (1873-75; Var. C)—B.

NEW-YORK U. S. CURRENCY. (1863-75; Var. C)—B-C-D. Same (See U. S.). Nicaragua. (See Independent Mail Route markings, by L. B. Mason and Harry of the Company M. Konwiser, in Stamp Specialist No.

Noisy Carriers. (See previous). (Norfolk)—STMR. CITY OF NOR-FOLK. (San Fran.; 1854; SL)—J.

NORF. & BALT. AGT. (Balto.; 1873; C 25)—F-G. (North Star)—LAKE SUPERIOR LINE—STEAMER—NORTH STAR—B. G. SWEET—MASTER—Cleveland, O. (1858; Oval)—G. Same (See Uncle Sam & Yankee Blade)—G.

-G.
N. Y. & BOSTON STMR. & R. R.R.
(1857; C36)—J.
OCEAN WAVE—J. F. HILLS. TRIP
NO. 20. JUN. 17. 1858. (Upper Mississippi; 1858; Circle)—H.
Ohio River Boat. (No marking data).
(Oregon). STEAMER OREGON 5.
(10). (Long Island Sound; 1846-47;
Oval)—H.
(Orion). Packet Brig. Orion. (1828; 2)

(Orion). Packet Brig. Orion. (1828; 2 lines. 57)—J.
PACIFIC MAIL STEAMSHIP CO.
Agents, Armstrong & Co., New Orleans. (No marking data). PACKET (Providence; 1822-25; SL)-

PACKET CO'S SERVICE By STR. (Dunleith, Ill.; 1862; Corner Card)—

PACKET-SHIP (N. Y.-Liverpool; 1819; Curved; Brown)-E.

PAQUEBOAT. (Various Circle and SL; 1916, etc.)—Common.
PAID ALL. (Various U. S. Ports on Foreign Mail)—B.
PAID ALL. (N. Y.; 1860; SL; Red)—

PAID ALL 24 CENTS. (Wilmington, Del.; 1854; C 28; Red)—L.
PAID 8 SHIP. (Calif.-Honolulu; Oval)

(Pampero). STEAMSHIP PAMPERO. W. C. FLANDERS, Master. (Oval; Red)—J-K.

PAN. & SAN. FRAN. S.S. (Circle)-

PANAMA. (to New York). (1851; C;

Black, Red)—E.
PANAMA. (SL; Black)—E-F.
(Panama) — PAID TO PANAMA.
(1862; 2 lines; Red)—G.

Same with circle STEAMSHIP 10. (At-

Same with circle STEAMSHIP 10. (Atlantic Ocean)—G-H. (Panama) — STEAM PANAMA. (Calif.; 1862; O 38 x 24)—J-K. PANAMA TRANSIT. (1863; SL Dated)—G. PANAMA VIA (Transit marking). PENINSULA. (Cuba-N. Y.; 1850; SL; Rlue)—I

Same (with STEAMSHIP 12½)—J-K. (Perry)—STEAMER PERRY. (Providence-N. Y.; 1857-62; C 35; Black,

Red)—J. (Pewabic) Pewabic) — STEAMER PEWABIC. PORTAGE JUN. 12 1865 (and Steamboat). (Detroit; C 33). (Same,

Marquette)—G-H.
PHILA. BR. PKT. 24 PAID. (1854;
Circle). (Same with 48, 96)—C-D.
PHILADELPHIA, PA. 15 SEP. 11.
(French-American Mail; 1858-66; Cir-

cle)-C.

cle)—C.
Phila. Br. Packet. (Various). (See Postal Markings, monthly, Sept. 1933).
(Phila.)—Full Rigged Ship Design. (1832-37; Octagon; Blue, Red). (Same in smaller size, Blue)—J-K.
PHOEBE - ANN. (Atlantic Ocean; 1820; SL)—K.
(Planet)—WARD'S LINE DETROIT STEAMER PLANET III. 16 1861

STEAMER PLANET, JUL. 16, 1861. (1861-63: Circle 35)—G. Same, PORTAGE SUPERIOR. (1861)

—G. Same GOODRICH'S LINE, etc. (1865;

Red)—G. Planet) — LAKE MICHIGAN STEAMBOAT CO. PLANET. (1857-(Planet) -

STEAMBOAT CO. PLANET. (1857-61; Octagon 35 x 25; Blue)—G. (Planter)—HAWAIIAN MAIL SERVICE. (1866; DC 29; Purnle)—G. P.M. S.S. JOHN L. STEPHENS. (Panama; 1848)—J-K. Portland. Me. Am. Pkt. (1860-61; Var. C)—C-D. PORTLAND ME AM PKT. (1860-

PORTLAND, ME. AM. PKT. (1860; Dated C. "E" high)—C-D. PORTLAND, ME. 15. (1860; Var. C)—

C-D. (Post) - FORWARDED BY - G. POST & CO.—SAN FRANCISCO. (1852-54; Framed)—M.
Potomac) — STEAMBOAT POTO-

(Potomac) -MAC. (1847-53; C 30; Black, Brown, Red)—G.

(Quincy)—STEAMER QUINCY. W. KIETH CLERK. UP 9 TRIP 1901. (Mississippi: 1901; Oval; Purple)—G. R. P. O. Boat Routes. (See Postal Markings monthly, No. 36).

RED RIVER. (As Mississippi). REPUBLIC. (Calif.; 1850; SL; Red)-

(Restless)—SCHOONER RESTLESS. (San Fran.-Honolulu; 1855; SL)-

RICH. & YORK RIV. STEAMER. (1874; Circle; Purple)—E.

(River Queen)—STEAMER RIVER QUEEN. (Providence, R. I.; 1864; SL; Red)—H. RIVER MAIL. J. H. BUNCE. (1868; DC Year Dated)—H. RIVER SHIP. (St. Clair-Detroit)—

G-H. (Russell)—SCHR. ANNIE RUSSELL

Russell)—SCHR. ANNIE RUSSELL (etc.). (1885; Print)—E.
St. Paul)—STEAMER—ST. PAUL—
TRIP 8 AUG. 21. (Duluth; 1873;
Three lines, framed)—E-F.
Sea Bird)—WARD'S LAKE SUPERIOR LINE. STEAMER SEA
BIRD. (1858; C35; Black, Red)—
G-H

SAN. FRAN. & PAN. S.S. (See Pan. & San. Fran. S.S.)—H-J.
SAN FRANCISCO PAID ALL. (1871-78; C; Black)—E.
SAN FRANCISCO SHIP. (Various on

Incoming and Outgoing Foreign Mail)

SAN FRANCISCO SHIP. (1875; C-25;

Red)—D-E. SAN FRANCISCO CAL, ST. SHIP

SAN FRANCISCO CAL. ST. SHIP
(and 3). (1875; Circle)—D-E.
SAN FRANCISCO STEAMSHIP.
(1875; Circle)—D-E.
SAWRACK. (No details).
SEA SHORE LINE STEAMER CAMELIA. (On U. S. Envelope, 1862;
Oval; Black)—H.
SHIP (1788-1812; SL. Var.)—E-F.
SHIP (Various). (1813-1845; SL; Var.)
—C-D.

-C-D.

SHIP (Hudson River; 1813-30; SL)-

SHIP (Sag Harbor, N. Y.; 1815; SL)-

SHIP (Honolulu-New York; 1839-40; SL; Red)—G. SHIP (New Orl.; 1849; Blue (with 10)

-D-E SHIP (Baltimore; 1830; SL; Red)-

D-E. SHIP (Fancy Oval Design)—D-E.
SHIP (Boston; 1840; SL; Red)—C.
SHIP (New Haven; 1849; Yawl Design)—J-K.

SHIP (Phila.; 1858; SL)-C.

SHIP 4. (New Orleans; 1864; DC)-C-D.

SHIP 4. (Honolulu-San. Fran.; 1864; C)-E-F.

SHIP 5. (Two lines)—D.
SHIP 5. (New Haven; Circle)—E.
SHIP & 5. (New Orl.-N. Y.; SL)—D-E. SHIP 6. (1826; Fancy Curved Design)-

SHIP 6. (New Orl.-Vera Cruz; 1857; SL)—E. SHIP 6 CENTS. (N. Y.-New Orl.; 1852; C; Black, Red)—E-F.

SHIP 7. (New Orl.-N. Y.-Mexico; 1852; Two SL; Black)—E
SHIP 7. (Mexico-N. Y.-New Orl.; 1852; Two SL; Red)—E.
SHIP 12. (Mobile-N. Y.; 1852; DO 25 x

SHIP 12. (Vera Cruz-N. Orl.-N. Y.; 1852; Two SL)—E. SHIP 12. (Honolulu-San. F.; 1865; SL)

—E. SHIP 12. (Balti.-Trinidad; 1850; SL; Red)—E. SHIP 14½. (New Orl.; 1827; SL)—G. SHIP 25. (San. Fran.; 1866; SL)—G. SHIP 27. (New Orl.; 1827; Two SL)—

SHIP LETTER. (Puerto Rico; 1860; SL 41 x 4)-G SHIP'S LETTERS. (1888; Two SL)-

IERRA NEVADA. STMR. VIA NICARAGUA. AHEAD OF THE MAILS (1854; Oval 48 x 22; Blue)—

STEAM. (Var. Routes; 1830-35; SL; Var.)—C-D.
STEAM. (Oval; Various Colors)—C-D.
STEAM. (Natchez-New Orl.; 1830)— E-F. STEAM 2. (St. Louis; 1862; SL)-STEAM 5. (Long Island Sound; 1848; STEAM 5. (Long Island Sound; 1848; Oval; Red)—E.
STEAM 5. (Mississippi River; 1850; Oval 22 x 18; Black, Blue)—E.
STEAM 5 (10). (Mississippi; Common to River)—E.
STEAM 5. (SL; Black, Brown)—E.
STEAM 6. (1850; Oval; Black, Blue)— STEAM 7. (SL)-F STEAM (and 10). (Chicago; 1850; SL; Blue, Green)—F.
STEAM 10. (Various Routes; 1847-69; STEAMBOAT 12½. (New Orl.-Havana; Oval; Red)—F.
S. BOAT. (Var. Routes; 1838-41; SL; Var.)—D-E. S. BOAT. (Hudson River; 1830-39; SL; Red)—D-E. STEAMBOAT. (1823-25; Var.; SL; Var.)—D-F.
Same. (1828-51; Var. SL; Var.)—D-E.
Same. (1830-50; Various Fancy)—D-F.
Same. (1833-39; Framed; Red)—D-F. Same. (Cleveland; 1838; Scroll; Green) (Michigan; 1838; Fancy scroll; Same. Blue)—E. Same. (Virginia-Balti.; 1856; SL; Blue) _F STEAMBOAT 5. (Hudson River; one line; Blue)—E.
Same 5 cts. (Flushing, N. Y.; 1840; one Same 5 cts. (Flushing, N. Y.; 1840; one line; Red)—F.
Same. (1850; Circle)—D.
STEAMBOAT 5. (N. Y.; 1850; C; Black, Blue)—E.
STEAMBOAT (and 6 Boxed). (Virginia-Baltimore; Circle; Blue)—F.
STEAMBOAT 1834. (1834-38; SL; Red)—F. Red)-F Same (1836-42; Circle; Red—E. Same. (Boston; Two lines)—F. STEAMBOAT DUE. (1870; Var.; Black)—D.
Same 1, 2, 3. (1870)—D.
Same 1, 2. (N. Y.; 1870)—D.
Same DUE 2. (Detroit; 1863; Oval dated; Red)—D. Same DUE 6. (Detroit; 1863; Red)—D. Same DUE 10. (Black)—D. STEAMER POTOMAC 5 (10). (1850; Circle; Black, Red)—G.
STEAM BOAT. (Albany-N. Y. City;
1825-28; SL; Red)—E.
Same. (1823-45; SL; Red)—D-E. Same. (Mississippi-Kentucky; 1830; Two lines; Red)—E.
Same. (Providence-Phila.; 1830; SL; Red)-Same. (Hudson River; 1828-45; One line; Red)—E. (Troy-N. Y. City; 1847; SL; Red)-E. Same. (Hudson River; 1830; Oval; Red). STEAM-BOAT. (Charlestown, S. C.; Two lines; Red)—E.
Same. (1833; SL 50 x 5; Red)—E.
Same. (Cleveland, Ohio; 1836; SL)—E.
Same. (N. Y. C.-Cohoes, N. Y.; 1844-45; Two lines; Red)—A.
Same. (Jersey City, N. J.-Hudson River; 1831-49; Two lines; Red)—D.
Same. (Great Lakes; 1836; Two lines; Red)—D. STEAM-BOAT. (Charlestown, S. C.; STEAMER. (N. Y.-Conn.; 1832; SL; small)—E. STEAMER 5. (Long Island Sound; 1844-47; Oval 23 x 18; Red)—E.

STEAMER 5 (10). (Circle; Red)-D.

STEAMER 5 (10). (N. Y.; 1846-47; Oval; Red)—D-E.
STEAMER 5 OREGON. (N. Y.; 1846; Oval; Red)—H.
S. P. NEW YORK. (Steam Packet New York). (1839; SL; Black)—K.
STEAMER QUINCY. (Missouri River; 1901; Oval Red)—D.
ST. R. P. WEARE—YUKON RIVER. (Alaska River; 1898; SL)—E. (Alaska River; 1898; SL)—E.
STEAM SHIP, (Vera Cruz-Kingston-N. Y.; 1850-53; Two SL)—E.
STEAM SHIP. (1851-52; 2 lines; Black)—D-E. STEAM-SHIP. (Nassau-N. Y.; 1862-63; Oval)-D-E. STEAMSHIP-cts. (1861; Circle)-STEAMSHIP 10. (Atlantic Coast; 1852-64; C 28)—D-E. STEAMSHIP 10 cts. (Atlantic; 1852-64; Circle)—D-E. STEAMSHIP 12½ cts. (1851; C29)— STEAMSHIP 1834. (1839; C28; Red) STEAMSHIP 20. (Atlantic; 1851-68; Circle)-D-E. Same 30 cts. (Calif.; 1850; C 30; Red)-G-H.
Same 30 cts. (Panama-N. Y.; 1850; C 30)—G-H. (Stephens)—JOHN L. STEPHENS P.M. S.S. (Pacific Ocean; 1857; Four SUPPLEMENTARY MAIL. (1857-67; Framed; Red)—G. Same CHICAGO. (1867; DC; Blue)— F-G.
Same (See Babcock's booklet on Supplementary Mail Markings).
(Texas)—PACKET TEXAS. (Galveston, Texas; 1852; Oval; Red)—H-J.
(Traveller) — STEAMER TRAVELLER. JOHN HUTCHING'S. LAKE SUPERIOR LINE. (1863)—G-H.
TROY & NEW YORK STEAMBOAT. (1848; Framed)—H.
Same (with 5. 7 Rate Handstamps)—J.
U. S. CURRENCY. NEW YORK. (1868; Circle)—B-C.
U. S. MAIL PACKET, NATCHEZ. (Mississippi River)—H.
U. S. NAVAL LYCEUM. (1837-45; Fancy Oval)—J. F-G. Fancy Oval)—J.
U. S. NOTES. (1864)—B-C.
U. S. NOTES 33. (Various ports; 1860-64; Circle)—B-C.
U. S. NOTES—IN 46. (1864; Circle)—

U. S. NOTES—IN 40. (1607, 61616)
B.
U. S. NOTES—IN 67. (Boston; 1864;
C; Var.)—D.
Same 79, 82, 84. (Boston; C; Var.)—D.
Same 101, 103, 149. (1864; Two lines;
Var.)—D.
U. S. NOTES—IN 240. (N. Y.; 1864;

Two lines)—D.
U. S. PKT. NEW-YORK. (1853; Cir-

U. S. SHIP. (Atlantic Coast; 1861-63; Circle; Black, Blue)—D-E.
U. S. SHIP. (Atlantic; 1861-64; SL)—E.

U. S. SHIP 3. (Atlantic; 1861; C 26)—E. U. S. SHIP 3 cts. (Atlantic; 1862; C 25)

U. S. SHIP (and rate). (1850; Framed; Black, Blue)—E.
U. S. SHIP 6 cts. (Circle)—E.
(Vaquero)—SCHOONER VAQUERO.
(Post & Co., Calif.; 1855; SL; Black)

VIA NICARAGUA AHEAD OF THE MAIL. (See Independent Mail Route Markings, in STAMP Specialist, No.

2).
W. & P. RIVER MAIL. (Wheeling & Parkersburg River Mail; 1851-52; C 30; Black, Red)—G.

BUREAU By Dr. W. I. Mitchell Address all communications to Dr. W. Mitchell, at 398 Vassar Ave., Berkeley, Cal.

MESSRS. Boggs, Gunesch, Klein and Willcox have submitted the following new issues during the week

Jacksonville, Fla. . . #471 1c Defense
St. Petersburg, Fla. #471 1c Defense
Davenport, Iowa . . . #471 1c Defense
Muskegon, Mich. . . #270 ½c Sheet
Lakewood, N. J. . . . #471 1c Defense
Cincinnati, O. . . . #471 1c Defense

ending Dec. 31, 1940:

The 1c Defense listed as having been shipped to San Jose, Calif., was an error. The stamps shipped there last November were the regular 1c Presidentials. The Post Office Department marked all Defense stamps with an asterisk on last month's shipment list and this San Jose item was not so marked, but in transcribing the official list one or two parties who sent out the list marked this as a Defense issue by mistake. This is authentic as the shipment has been checked. No 2c or 3c Defense stamps have yet been seen but they may be expected as soon as these two denominations are run through the precancelling presses at the Bureau.

### PRECANCEL BARGAIN

200 diff. Bureau Precancels. \$1.00 20 diff. Bureau coil pairs. \$1.00 224-page Handbook on Bureau and Local Precancels, 50c ALL THREE OFFERS ONLY \$1.00

GUNESCH PRECANCEL HOUSE 30 W. Washington St. CHICAGO, ILL. 30 W. Washington St.

WARD'S LAKE SUPERIOR LINE STEAMER SEA BIRD. (1861; C35;

Black)—G.
WARD'S LINE STEAMERS.
STEAMBOAT FORESTER. (1860-62; Dated C 35; Black, Red)—G.
WARD'S LINE DETROIT. STEAM-ED BLANET. (1863)—G.

ER PLANET. (1863)—G. Same PORTAGE; SUPERIOR. (1861;

Same PORTAGE; SUPERIOR. (1861; C 34; Black)—G.
WELLS, FARGO & CO. EXPRESS STEAMBOAT. (Oval)—L-M.
Same (Fancy Frame)—L-M.
WHITEHALL N. Y. STEAMSHIP. (Circle; Black)—G-H.
YANKEE BLADE AND NORTH STAR VIA PANAMA. INDEPENDENT LINE AHEAD OF THE MAILS. (Oval: Black)—M. MAILS. (Oval; Black)-M.

Yawl Design. (New Haven)-J-K.

This concludes our listing. Readers who have markings not listed are invited to report the same to the compiler, care STAMPS.

## THE TRADING POST

### A Market Place for Collectors and Dealers

Classified advertisements under this heading are 6 cents per word, 500 words for \$20.00. Payable in advance. Copy must be received 2 weeks before date of issue. New Advertisers are requested to submit references. All advertisements will be set in the usual style for this page unless other instructions are plainly marked on the same sheet with your copy, not in a separate communication. No display is permitted, but if columns or bold face headings are desired, be sure to mark instructions on each piece of copy. All such advertisements are charged according to the number of lines used, at 36 cents per line, regardless of the number of words in the advertisement.

### Accessories

SEE-AY (Cellulose Acetate) protects stamps inexpensively. Trial assortment See-Ay Mounts 10c. Stampazine, 315 W. 42nd St., New York. (tf) Rew York.

ECKHARDT BROTHERS, 65 Nassau, N. Y. C.
Scott, Elbe—Albums, Catalogues, etc. Lowest prices. Free discount lists.

(if)
STAMPETTES (cellulose acetate envelopes).
List free, samples 10c. Fall Co., Box 42-A, Columbus, Ohio.

(if) Columbus, Onto. (ft)
1941 SCOTT CATALOGS \$2.25 each (Standard or U. S.) postfree. 1941 Sanabria Airmail Catalog \$1.45, post free! Bayard Crane, 308 Bay State Road, Boston, Mass. (436)

### Agents Wanted

WANTED—If you are a member of a stamp club and would like to act as our agent in securing subscriptions from fellow members, please write for details to Box A228, STAMPS, 2 West 46th St., New York, N. Y.

### Airmails

ERRORS—Spain imperfs. in stock. Attractive prices. Write. R. E. Jewells, Tamaqua. Pa. (436)

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OUR SALES of U. S. and foreign stamps satisfy hundreds. Free catalogues. James Arnold, Metuchen, N. J. (tf) SALE FEBR. 3d. Fresh supply to be sold. Cat. free. H. Wendt, Waverly, Iowa. (436)

### Approvals

WONDER PENNY APPROVALS, thousands different, including elusive items. Poole, 608 9th St., N.E., Washington, D. C. (tf)

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(tf)

"SPANISH GOYA NUDE" set 25c to approval applicants. Jewells "Stamps," Tamaqua, Pa.

maqua, Pa.

AIR MAILS—Pictorials! British Colonies!
Latin America! 65 different (no Europe) 5c
to approval applicants. Bargain Stamp Co.,
Box 218 Flatbush Station, Brooklyn, N. Y.

(tf)

"STRANGE STAMPS from Strange Countries!" Diamond Air Mail, Haiti, British Honduras, Tasmania, British Cols., Pictorials, etc. Wonderful packet 115 different stamps 5c to approval applicants. Reliable Co., Box 139. Dept. 2, Church Annex, New York.

CHINA U. S. CONSTITUTION, complete set (4) 20c with approvals. Samuel Shock, 70 Washington Road, Asheville, N. Car. (tf)

POSITIVELY greatest Free Offer. Latest Scott's International \$3.50 Stamp Album, covering entire World contains 34,000 illustrated descriptive spaces; Scott's 1941 Standard \$3.50 Catalogue "Philately's Encyclopedia"—Both Absolutely Free to applicants for Foreign Approvals becoming customers. Fair-Play Stamp Service, 1215 Browning Blvd., Los Angeles, Calif. (tf)

APPROVALS — United States exclusively. Hastings Stampco, Hastings-on-Hudson, N. Y.

ABYSSINIA RED CROSS #B1, B5 (5)—10c with %c-%c-1c approvals. Carroll's, 4827 Lake Park, Chicago, Ill. (tf)

BOLIVIA ANIMAL SET (5), Complete Spain Cervantes Commemorative Issue—both sets 10c to approval applicants. Central City Approval Service, Colvin Station, Syracuse, N. Y. (tf)

### Approvals

1c APPROVALS—300 stamps to a book will be sent on approval to general collectors against references or cash deposit. Alfred Nielsen, 1441 Bedford Ave., Brooklyn, N. Y. (433*436)

HIGH GRADE penny approvals, general. Cottage Stamp Service, 13 Cottage Terrace, Brentwood, Maryland. (tf)

SCANDINAVIA, DENMARK, NORWAY, SWEDEN, FINLAND, ICELAND want lists filled. Approvals against references. G. E. Heine, Box 247, Lake Forest, Illinois. (tf)

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BRITISH COLONIAL and Foreign approvals 60-80% discount. References. Stern, 1210 6th Ave., New York. (tf) FOREIGN APPROVALS, reasonably priced. Dealer references, please. Stanley T. Reiff, Lansdowne, Pa. (tf)

Dealer references, please. (tf)
Lansdowne, Pa. (tf)
SPECIAL AIRMAILS—23 different including
Zeppelin, triangles, Latin-America, etc. 5c
to applicants for best value attractively priced
approvals. Continental Stamp Co., Dept. S,
Sandy Hook. Connecticut. (tf)
UNITED STATES: 65 different, including \$5
stamp \$573. for 20c to applicants requesting
low and medium priced U. S. approvals.
Anthony Butcher, Box 6422, Kansas City, Mo.

(tf)

U. S., FOREIGN, Low Prices. Lincoln Stamp Company, 341 Court Street, Rochester, New York. (tf)

100 DIFFERENT CHINA—35c ! ! ! Approvals. Pickering, Box 7648, Kansas City, Missouri. (436)

CAN YOU AFFORD to gamble 5c! Send 5c and receive no-junk packet with approvals. Scheblein, Dept. 4, Rosedale, N. Y. (436)

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lists included. Republic Co., (436) ings, Montana. (436) NORTH & SOUTH AMERICAN stamps priced right. Attractive approvals are awaiting you. Write Lehmer, 45 8th St., Lemoyne, (436)

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SOUTH AFRICA Gold Mine 79/80 mint 3c approval applicants. World Stamps, 1566 East 48th St., Brooklyn. (438)

East 48th St., Brookin.

BRITISH AND COLONIES 50 stamps over
\$1.00 Catalogue 3c. Approvals sent. M. O.
Swartz, Box 52, North Hollywood, Calif.
(436)

### Approvals

APPROVALS Stamps or Covers. Eastern, Box 149, G. P. O., Staten Island, N. Y. (436*438)

APPROVALS—Large varieties. Good stamps.
Low priced. They satisfy. Write. Charles
De Jong, 366 Geneva Ave., Dorchester, Mass.
(437)

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CANADA APPROVALS guaranteed "different" send name and address and dealer or bank reference for free booklet and sample lot. The 42nd St. Stamp Shop, Room 1503-C, 330 W. 42nd St., New York City. (436)
AIRMAILS AND COMMEMORATIVES: 25 different including Columbians. Panama-Pacific, Edison, Zeppelin, etc., only 5c with exceptionally fine United States and foreign approvals. Marco Stamp Co., Box 888-M, San Francisco, Calif.

### Christmas Seals

AMERICAN AND FOREIGN on approval—all years. New 1940 seals are in. Also U. S. Beer, cigarette, tobacco, state tax, posters on approval. Ben L. Morris, Bellaire, Ohio. (tf)

FREE! Foreign coin, banknote and large 36 page illustrated coin catalogue to approval service applicants. Send 3c postage. Tatham Coinco, Springfield 65, Mass. (tf)

COIN TOPICS—An Introduction to Coin Collecting. Price 10 cents, postpaid. Wayte Raymond, Inc., 630 Fifth Ave., New York, Publishers of Standard Catalogues, Sole Distributors of The National Coin Album. (tf)

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### Confederate States

HISTORICALLY interesting are the stamps of Confederate States. Price List Free. A. H. Schumacher, 3239 Huntingdon, Houston, Tex. (436)

### Covers

SPECIALIZING in Early First Day Covers. Hettinger, 5349 Akron St., Philadelphia. (tf)

BIG SAVINGS on Cover and Stamp Service. Free prospectus. Henry Shepherd, Box 712, Washington, D. C. (tf)

MEXT: Will Roger's Dedication "Temple of Sun," Colorado; "Memorial" Alaska; "Air Beacon" Washington Bridge, N. Y.; "His Day" World's Fair, 25c each; 4, 80c; First Day "Claremore" Flown 15c; Blox 20c; Plate Blox 35c. "Firstday Covers," Teaneck, N. J. (tf)

BEAUTIFULLY HAND PAINTED Japan's 2600th Birthday F.D.C. given free! Ask catalogue. Ishitoko, Madakita-8, Kobe, Japan. (439)

1941 FIRST DAY Cover Catalog—many new items, 25c. Reitter, 111 W. Jackson, Chicago. (tf)



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

Noisy Carriers' Envelope

"Noisy Carrier" handstamps, as noted in "The Stamp Specialist, No. 2" in the listing of Independent Mail Route markings, rate well-indicating these are uncommon and in fairly good demand.

The cover illustrated herewith (in part)



was addressed to Horatio Alden, Camden, Maine, and was shown this column by Daniel F. Kelleher, of Boston. While While there are said to be several types of Noisy Carriers' envelopes, this type is considered "rare."

Henry B. Phillips, writing in Mekeel's Weekly Stamp News, July 15, 1916, said that Charles Proctor Kimball, a native of Bangor, Maine, operated a "City Delivery system" in San Francisco in 1849, and did so small an amount of business that he took down his street boxes early in February, 1850.

According to Mr. Phillips, Kimball operated a stationery store and handled mail addressed to the East, evidently handstamping such envelopes as he carried to the post-office. These are the hand-stamps listed in the list previously men-tioned, compiled by Laurence B. Mason and Harry M. Konwiser.

In the Collector's Club Philatelist, April, 1928, Henry C. Needham and Victor M. Berthold, noted it was Kimball's custom to board steamers on arrival, procure newspapers, books and magazines, loudly

announcing his wares on the streets, and thereby acquiring the name "Noisy Carrier." Later he assumed this term as a trade name.

Most of the Noisy Carrier handled mail was sent via Nicaragua, and handstamps read: "Forwarded via Nicaragua from Noisy Carriers Publishing Hall, Francisco;" "By Mail Steamer From Noisy Carriers';" "From Noisy Carrier's Mail, 77 Long Wharf, S. F., Cal.," etc. Sloane, 116 Nassau Street, New York, N. Y., recognized philatelic expert and authority.

"Specimen" Departments, A. B. N. Co. When the Post Office Department ordered the reprints, reissues and special printings in honor of the Centennial Exhibition, 1876, it was specified that the Department stamps offered for sale to collectors in these sets would be overprinted "Specimen." Most of the work in production of these stamps, and the overprinting of the Department stamps, was done by the Continental Bank Note Co.

Later, when some supplies were exhausted, or not available, new printings of a few of the Department stamps were made, and at a still later date, the American Bank Note Co., who meanwhile absorbed the Continental Co., made some further printings with the "Specimen" further printings with the "Specimen" overprint. These are the 1c Executive, 1c Navy and 1c State, all on soft porous paper, the shades, naturally, at variance with the earlier Continental printings of the same stamps. The State Department Ic is the scarcest item of the three and it is with this stamp, mainly, that these notes are concerned, since it appears to me that a field exists here for further study by those interested in the "Speci-men" overprinted Department stamps.

The 1c State variety, overprinted by the American Bank Note Co., is a more yellowish green than the original printings, but the overprint is definitely different than the overprints used by the Continental Bank Note Co., and seems to indicate that it was certainly from a new set-up of type. Close examination will reveal that the American overprinted 1c State shows some of the letters too large, most often the first "E," second "E," or both, and very frequently the "P." Again, the lettering throughout usually appears to be thicker and heavier type than was used in overprintings by the Continental Co., although the American overprints on the 1c Executive, and 1c Navy seem to be identical in style with the earlier Continental work. A corner block of eight of the 1c State, soft paper, which I had some years ago, showed a large first "E" on one stamp, the large "P" on two others, while the letters in the overprints on the five stamps forming the balance of the block seemed to be of uniform size, although of the heavier type characteristically found on the stamp. In the case of some of the American overprinted 1c Executive varieties, it appears that the spacing of "S" and "P" varies slightly.

The soft porous paper which the American Co. used for the 1c Executive and 1c Navy "Specimen" overprints is of the thick variety, but it will be noted that the paper of the overprinted 1c State stamp, although soft and porous, is markedly thinner and more transparent. In the same "Specimen" group, Scott lists a "Ic vellow" on soft porous paper, as No. without further identification. Presumably the 1c Agriculture is meant. I have never seen this item with the "Specimen" overprint.

George B. Sloane

Steamer Oregon 1 A. S. Landry, Somerset ports a New York Post ( July 6, 1886, reading "P. ( assau atelic Street, New York, N. expert and authority.

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overprint. George B. Sloane





pondence to H. M. Konwise 2 West 46th Street, New York c/o STAMPS, 2

#### JAN 11 1941

Early Kentucky Post Offices Frank Rossi, of Chicago, favors this partment with a few pages from the ongressional Record of December 9, Congressional

1940, giving authoritative information relating to the *first post office* in Kentucky. The information is given in a speech by the Hon. Virgil Chapman, Kentucky Member of Congress, as made in the

The information is given in a speech by the Hon. Virgil Chapman, Kentucky Member of Congress, as made in the House on December 5, 1940.

According to a letter from the Post Office Department the first Kentucky post office was established at Danville, then in Mercer County, August 20, 1792. Harrodsburgh was established June 11, 1794. Other 1794 offices were Washington, Bourborntown, Lexington, Frankfort, Bairdstown, Louisville.

Collectors of Kentucky markings should read the issue of The Congressional Record of December 9, 1940.

Among the early markings recorded in the U. S. Stampless Cover Catalog are: LEXINGTON, 1799; WAS. K. (Washington), 1803, in Straight Lines; LEXINGTON, 1808, in Oval.

Steamer Oregon Mail

A. S. Landry, Somerset, N. H., reports a New York Post Office label of July 6, 1886, reading "P, O. New York, July 6, 1886. This is a portion of mail forwarded from Queenstown, Ireland, per Steamer Oregon on March 7th and damaged by sinking of that vessel off Fire Island on March 14th; recovered from wreck July 1-4. H. G. Pearson, P.M."

A label of similar import—no doubt the very same, if carefully checked, is known to Cover Collectors, and has been noted in this paper as on ENVELOPES. The sticker (or label) reported by our New Hampshire reader is on a newspaper.

The Oregon—a steamship of the Cunard Line—was lost off Fire Island, N. Y., while in the service of the British government, and carried 598 bags of mail of which a total of 464 were recovered, from time to time. The mail bags were found all along the Atlantic Coast, from Portland to Cape Hatteras.

Of the recovered mail, almost all the letters were delivered, and mention of a salvage claim is made in the 1886 official report made by Postmaster General Vilas. No authority could be found for compensation for the recovery of the mail, so the finders, as far as the record shows, received no payments.

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The United States Post Office Department "thought" the cost of recovery, or the payment for the finding of the mail bags and their delivery into the United States Post Office should be paid by Great Britain. The Postmaster General

said that while the charge was properly upon the British post office, our citizens were interested and any outlay on our part might be warranted, whether we were indemnified or not.

The "label" (sticker, if you prefer) as known in the items reported in this department from the very first volume of STAMPS, are on brown paper, 234 x 1½ isobose.

cover Collectors are familiar with the steamer "Oregon" in oval, as used on a Long Island Sound boat, in the 1845 period, the central part of the oval showing the "5" rate. This Sound steamer was chartered to carry mail from New York City to Providence, according to Fred Eaton, on August 1, 1846. The oval mark was a special mark for this vessel.

This steamer "Oregon" was burnt to the waterline late in October, 1846, whereupon, says the quiescent, erudite ancient of the Stampless Cover field, the Post Coffice Department secured another vessel to convey the mail, but having thought of holding down the cost of operations of the mail, "cut off" the name of the ship, in the handstamp, and from then, for a while at least the oval did not carry the "Oregon" name.

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This naturally indicates the mail, routed for the Long Island Sound route, at andstamped at the New York City post office. No doubt other shipmarks are if the same type. Right today, the Suppleentary Mail (N. Y.) markings, the serve for the additional fee, is applied on e envelope, either at some branch of of the New York Post Office or on dock office of the Post Office Departit.

My Dear nur ashbrook.
Sunday & Daw uniting long hand Recently I got two Paramo items Tyou probably Know about a lot more about them I do. The first is a full dated letter dated Panama, N.J. (Newo Granada) July 25th 1849". addressed to Portmaster Marietta Oheo. USA" world Postmarked New Orleans La Aug 4" in black Re-Forwarded to Lowery Seneravilla "STEAM"

It hears a black handstamp "STEAM"

The sleans Seems to be the Usual new Orleans STEAM. But I don't understand the 40 levidently untless by live better contained arrother addressed a young man named I Lovery in Panama who died and was formarked by Henry In- Whitney tothe Postmaster at manietta as her Whitney did not know The name first name of the Youngs father. The PM, at Mantte lidently knew, as he addressed it to win howay at Senecalille vit also bears the Manetta D. proshuesh I never saw that New Orleans STEAM before and why was it 40? Thears no the Shaw was but on at New Orleans the 40 aruld Seem to h also.

The other is a currosity-and I think we have worked

it out correctly -This is an envelope containing a letter dates Parama N. g. June 11th 1850" Hears the following Postmark A A is also the usual Paname handstrum as to value of JUN a of Which There, in both red and black. Both the portwark and the 30 are in black-Addresses tille dam " Wy knowey Eog Sence ville Oheo" Emines & C. Rowrey. also Guernsæy Co" (m Ohio) Therean two of these letters with the same portmand on the ewelop. The first is dalis Panana New Franad June 3 1850. Also bears Exactly the same postmark altho the 30 is not 50 clearly struck. In it J.C. Lourey Says "I have been out to bish Robert's grave", and desented.

It. This man was probably of the R. Luney who died June 21 1849. Now I never saw a Panama portmark altho Than he doubt many viol. We had a portal agent ther, may ha P.O. The British had a Po from 1842 to 1895. How well lates I don't know. now Panausa h. Y. is evidently vicinet. It could not be contien in Panama and han a new York Flat, Cancellation and I don't bilien there is any Panauxa Kewyork." We have come to the Conclusion that the arkencan Post office agent a crancelles Panams
N. 9. (New Frankla while would be
Corned - The Caucillar was mistook
N. 9.

THE PACIFIC-UNION CLUB an order for Panama N. G for Pana Panawa V. y. The Gand capital of · might brunde very simila, tind so sent down a Dostmark of Panama N. y. enslow of N. G. He doubtless never heard of any Havama before trapposed it went be in the US. a with great state of New York-Of least that is what it seems to as out hero. Have you ever seen any fuel postmark on an 1850 lette? The letters and Distinarles are all lirdently Jenning than been carefully examined or bear no Ovidence of any Tampering. I shall be much intensted in what you reply yours Leucenley Alberthe Is it possible that the Panama N.Y. was affected at newyork? It ares not seem prosible of Their saw one but of course anything might be a Itamie seem of they control to apply a "Panamo" controllation is needfort itured the 'Panoma-Newyork and not Parama M

434 South Grand Ave., Fort Thomas, Ky.

Oct. 29, 1940.

Mr. E. A. Wiltsee, % Pacific-Union Club, San Francisco, Calif.

My dear Mr. Wiltsee:

I was pleased to receive your letter of the 27th with descriptions of the two covers which you have recently acquired, and which I note are quite interesting.

Regarding the first one with date line of Panama (City), July 25, 1849. It is my opinion that this cover was mis-rated "40cts" at New Orleans instead of the proper rate of "30cts". The error was no doubt made because this letter arrived at the New Orleans Post Office with a batch of California Mail, and showing no Panama origin on its face was rated 40cts along with the California mail. There is no other explanation possible because the rates of,

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were fixed by Act of Congress and were not rates left to the deseration of the P.M.G.

There was only one legal rate from Panama City to Eastern points in the U. S. on mail transported entirely by U. S. Mail routes and that rate was 30cts and not 40cts. Hence I think that the only possible explanation is that the letter was thru error, mis-rated. The P.M. at Marietta no doubt noticed this fact but there was nothing he could do about it except to report the error of the New Orleans office to Washington. Once the letter was rated 40cts at New Orleans it could only be delivered to the addressee upon payment of that sum.

This letter was addressed to the Postmaster at Marietta, hence it is possible it might be assumed that he was entitled to receive it Free at this period.

The 1847 P.L. & R. recites that "All postmasters whose compensation did not exceed \$200 for the year ending 30th June 1846, may also send free, through the mails, letters written by themselves, and receive free, all written communications, on their own private business etc."

The Marietta Office was not in the above class, nor do I see what right the P.M. had in not adding 5¢ for the forwarding charge. No doubt he considered it as no private matter, but semi-official, and further the letter had previously been rated at locts more than the legal rate. In the end the recipient of the letter was only legally overcharged 5cts so I guess he didn't have very much of a complaint to register. I note that there was an agent of the Department stationed at Panama City by the name of "Wm. Whitney" in 1850 - Perhaps your "Henry M. Whitney" was a relative.

Regarding your second item with the black "30". These are indeed interesting and raise some very perplexing questions.

First. I have been rather positive that the marking "30" was applied at New York rather than at Panama. In fact I think I have more evidence of this than otherwise. You mentioned that you have covers with the marking in both red and black. The record I have compiled shows that the black is much more common than the red. Most of the folded letters I have run across with the "30" originated at points on the west coast of South America such as ports in Peru and Chile. I have assumed the marking was applied at New York because in each cover, examined, the marking of the New York P.O. was in apparently the same ink. Covers which had a red "30" had a red New York marking, those with a black "30" had a black New York marking.

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Jessup has a cover with this "30" in red, and along side of it, in apparently the same red ink is the New York postmark "New - York - Ship - Dec 7" - the year is 1849. I illustrated these markings on this cover in my recent book, Vol. 2 - page 245, though in the illustration I failed to mention that both the "30" and the N.Y. postmark were in red. This cover is addressed to Worcester, Mass. and dated "Sutter's - Oct. 6, 1849." This cover was carried privately to Panama City and placed in the U. S. Mail at that point. It is the earliest record I have of the "30" marking. It is of course possible that my theory that the marking was applied at New York is wrong and if so I would be most anxious to correct this error, therefore if you have any covers which dispute the theory I would be more than pleased to examine them.

The "Panama N.Y." postmark is sure a puzzler. The letters of course prove that they were written at Panama City, mailed from there, and properly rated from there. In 1850 there were two Post Offices in the U.S. by the name of Panama - One was in, "Chautauque County" N.Y. and the Postmaster was John Steward. The other was in Defiance County, Ohio and the Postmaster was Leander C. Noble. Defiance Co. is in the extreme N.W. portion of the state. Marietta is in the Eastern part of Ohio on the Ohio River and Senecaville is due north, probably not more than 30 or 35 miles.

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(A) That the postmark was applied at New York City and indicated mail from Panama - the N.Y. meaning New York City, or, (B) That the handstamp was applied at Panama City and that the N.Y. meant N.G. instead of New York.

Regarding the first theory. I am inclined to think that this is quite unlikely because such a marking to be used at New York City would not only be most unusual but confusing because there was a Post Office in New York state by the name of Panama. In addition, the regular ocean mail was generally deposited in the N.Y. P.O. immediately upon arrival of the mail ship, and if it was not too late in the day, the mail was handstamped with the date of arrival. I have quite an accurate record of arrivals and departures taken both from official sources and newspaper items as a double check. For example, consider the arrivals at this particular period in June 1850. The S. S. Georgia left Chagres on May 26, 1850 and herearrival at New York is officially given as June 10th, 1850, but the P.O. records show that the California mail that this ship carried was deposited in the N.Y. P.O. on June 9. The next mail to arrive was deposited in the New York P.O. on June 24, 1850, brought by the S. S. Ohio which left Havana on June 18, having received the thru mail that day from the Falcon which left Chagres on June 15th. The official arrival of the Ohio at New York is given as It therefore seems unlikely that these two letters ( if June 24th. both are postmarked "Jun 23") reached the New York Post Office a day ahead of the regular through mail from the Pacific Coast. You will note the mail of June 24th was 9 days enroute. The next departure of the mail from Chagres was June 26, 1850 (Georgia), so it is not unreasonable to suppose that this is the trip which carried the two letters, (if both are postmarked June 23). The S. S. Oregon left S.F. on June 1st, 1850 and arrived at Panama on June 22nd. These dates seem to fit in fairly good.

Considering the above and the data you furnished, I am inclined to agree with your conclusion that the Panama N.Y. handstamp was used at Panama City for a short time and although the N.Y. reads N.Y., it actually meant N.G.

Various theories could be thought of to fit what facts we have. For example, a mail agent at Panama may have at one time been connected with the post office at Panama N.Y. and possessed one of the old handstamps, or his father may have been the P.M. at that town and sent him an old handstamp. At any rate whatever happened, I think that the use of the Panama handstamp at Panama City must have been very limited, otherwise we would probably have more covers showing the marking. On the other hand there may be a number of such covers in existence and the owners believe they are simply Panama N.Y. stampless items. I note that the town is not listed in the Stampless Cover Catalogue.

I have a faint recollection that some collector within the last year wrote me about a cover he had with a peculiar rate and postmarked, "Panama N.Y." Evidently at the time I thought so little of the de-

scription I didn't even have him send it to me. It might have been Jessup but I doubt it, but you might inquire of him if he has any such an item.

If agreeable to you I would like very much to see the three covers and the letters so that I can make photographs of them. In the meantime I'll search my letter files for the letter which mentioned the Panama postmark.

I have an envelope before me which I think is rather interesting. It shows no origin whatsoever, is addressed to "North Weymouth Mass." It has a 10¢ 1855 (imperf) tied by the black "N. York Steamship." In pencil is "Jan. 21, 1856," evidently the date of the letter which was within.

Naturally I assume this cover was from California and in all probability went by the Nicaragua route.

The pencil date is rather significant - "Jan. 21, 1856," because Jan. 20, 1856, the regular sailing date fell on a Sunday, hence the regular mail was dispatched by the "John L.Stephens" on the 21st. On the same day, Jan. 21, 1856, the Nicaragua steamer also departed from S.F. and this mail was brought to New York by the "Northern Light arriving there on Feby 13, 1856. At this particular period it was customary at the N.Y. P.O. to handstamp mail brought in by Nicaragua Line ships with the New York circular marking without date "N. York Steamship."

Had this letter gone by the Stephens in the hands of a private express messenger and simply deposited in the P.O. in the regular manner it would have received an ordinary posimark. That is the reason I think the penciled date is rather significant. I have been searching for all covers I could locate which had no "Via Nicaragua" markings but which possessed certain unmistakable evidence that they had traveled the route.

With my kindest regards, I am

Cordially yours,

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Regarding the first theory. I am inclined to think that this is quite unlikely because such a marking to be used at New York City would not only be most unusual but confusing because there was a Post Office in New York state by the name of Panama. In addition, the regular ocean mail was generally deposited in the N.Y. P.O. immediately upon arrival of the mail ship, and if it was not too late in the day, the mail was handstamped with the date of arrival. I have quite an accurate reced of arrivals and departures taken both from official sources and newspaper items as a double check. For example, consider the arrivals at this particular period in June 1850. The S. S. Georgia left Chagres on May 26, 1850 and herearrival at New York is officially given as June 10th, 1850, but the P.O. records show that the California mail that this ship carried was deposited in the N.Y. P.O. on June 9. The next mail to arrive was deposited in the New York P.O. on June 24, 1850, brought by the S. S. Ohio which left Havana on June 18, having received the thru mail that day from the Falcon which left Chagres on June 15th. The official arrival of the Ohio at New York is given as June 24th. It therefore seems unlikely that these two letters (if both are postmarked "June 25") reached the New York Post Office a day ahead of the regular through mail from the Pacific Coast. You will note the mail of June 24th was 9 days enroute. The next departure of the mail from Chagres was June 26, 1850 (Georgia), so it is not unreasonable to suppose that this is the trip which carried the two letters, (if both are postmarked June 23). The S. S. Oregon left S.F. on June 1st, 1850 and arrived at Panama on June 22nd. These dates seem to fit in fairly good.

Considering the above and the data you furnished, I am inclined to agree with your conclusion that the Panama N.Y. handstamp was used at Panama City for a short time and although the N.Y. reads N.Y., it actually meant N.G.

Various theories could be thought of to fit what facts we have. For example, a mail agent at Panama may have at one time been connected with the post office at Panama N.Y. and possessed one of the old handstamps, or his father may have been the P.M. at that town and sent him an old handstamp. At any rate whatever happened, I think that the use of the Panama handstamp at Panama City must have been very limited, otherwise we would probably have more covers showing the marking. On the other hand there may be a number of such covers in existence and the owners believe they are simply Panama N.Y. stampless items. I note that the town is not listed in the Stampless Cover Catalogue.

I have a faint recollection that some collector within the last year wrote me about a cover he had with a peculiar rate and postmarked, "Panama N.Y." Evidently at the time I thought so little of the de-

Mr. E. A. Wiltsee, Oct. 29, 1940.

scription I didn't even have him send it to me. It might have been Jessup but I doubt it, but you might inquire of him if he has any such an item.

If agreeable to you I would like very much to see the three covers and the letters so that I can make photographs of them. In the meantime I'll search my letter files for the letter which mentioned the Panama postmark.

I have an envelope before me which I think is rather interesting. It shows no origin whatsoever, is addressed to "North Weymouth Mass." It has a 10% 1855 (imperf) tied by the black "N. York Steamship." In pencil is "Jan. 21, 1856," evidently the date of the letter which was within.

Naturally I assume this cover was from California and in all probability went by the Nicaragua route.

The pencil date is rather significant - "Jan. 21, 1856," because Jan. 20, 1856, the regular sailing date fell on a Sunday, hence the regular mail was dispatched by the "John L. Stephens" on the 21st. On the same day, Jan. 21, 1856, the Nicaragua steamer also departed from S.F. and this mail was brought to New York by the "Northern Light arriving there on Feby 13, 1856. At this particular period it was customary at the N.Y. P.O. to handstamp mail brought in by Nicaragua Line ships with the New York circular marking without date "N. York Steamship."

Had this letter gone by the Stephens in the hands of a private express messenger and simply deposited in the P.O. in the regular manner it would have received an ordinary postmark. That is the reason I think the penciled date is rather significant. I have been searching for all covers I could locate which had no "Via Nicaragua" markings but which possessed certain unmistakable evidence that they had traveled the route.

With my kindest regards, I am

Cordially yours,

434 South Grand Ave., Fort Thomas, Ky.

Nov. 2, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

Your two letters received and I was glad to get the two postmark dates. I think the fact that the letter dated June 3 is postmarked June 10 rather upsets the possibility that the postmark was used at New York City, or any place else in this country, for that matter. Some trips between Chagres at that period were made in the days but I can find no record of a seven days trip. Besides this handstamp was undoubtedly applied at Panama City and in 1850 the passage across the Isthmus was not a matter of hours but rather days.

Regarding the circular "N.York Steamship," without date. Perhaps I gave you the wrong impression because I did not mean to infer that this handstamp was sued exclusively on "Via Nicaragua" mail in late 1855 or 1856 because it certainly was not. What I meant to infer that most, (probably all) covers of the period late 1855 and early 1856 which went "Via N" were postmarked at New York with this handstamp.

Regarding the rate stamp "30." I am by no means certain where this was applied. Previous to your mention of the Lowery covers I simply took it for granted it was applied at New York City and I gave you what evidence I had to lead me to this supposition. From what the Lowery covers show, it seems fairly certain the "Panama N.Y." postmark was applied by a mail agent at Panama City and if he did this, there can be no reason to doubt that he wouldn't have rated the letters. The figure "3" is a peculiar one and looks more like it was obtained from some Latin source than American. I never saw any handstamps used at New York City which were even remotely similar. I think what we both have in mind is to get at the truth rather than to perpetuate theories we have heretofore held. What I would like to know positively, is, where was this handstamp applied? I think this point can be rather definitely settled by the close study of further covers.

I am enclosing you a photo of a folded letter with the handstamp in black. This letter is dated "Velpairaiso Oct 24 1850." When I first ran across it, it had a notation by Konwiser stating "applied at Panama." I differed with him at the time but perhaps he was right.

I have a photo of another cover with the black "30" and black two line "Steam - Ship" - no other markings - This letter is dated "Valpairaiso Mar 8 1850."

So here we have dates of March and October of 1850. Perhaps the circular "Panama N.Y." was only used for a short time around June of 1850. I also enclose a photo of a "Steamship 20cts" with notation. Covers with this handstamp seem to be very scarce. Jessup has a cover with this same type of handstamp but with "30cts" intead of "20cts." On his cover is a straight line "Panama" in red. I do not recall that this cover showed original original original or date.

I judge the cover you mentioned as having before you is of the same

Mr. E. A. Wiltsee, Nov. 2, 1940.

type as the "Punta Arenas." I think there is little question this handstamp was applied at New York on letters put into the U.S. Mail at Chagres.

Again re - the circular "N.York Steamship," see Ashbrook Vol. 2, page 256. Here is a 3¢ rate, tied with this marking. No indication of origin or date. What I would like to know is where did this item and similar such 3¢ rates originate? I suppose I have seen four or five such 3¢ rates and I recall one which was submitted to me a few months ago with three 3¢ 1851, evidently a 3 X 3¢ rate but the envelope did not look like it originally contained enough weight to call for a triple rate. There was no indication it was a 10¢ rate with a 1¢ missing, nor were there any due markings.

Again re - the "Panama N.Y." I have written several large collectors of stampless covers to find out if they have any covers postmarked "Panama N.Y." I will advise you promptly of anything I turn up.

Re - the "80" in circle. This was a New York rate stamp applied to double rate mail from New York to California, prior to July 1, 1851. Jessup has quite a nice cover with date of Apr 11, 1851. As I have never seen any "Via N" covers during the life of the 40¢ rate I could not state that this marking was used on any "Via N" mail. I seriously doubt that it was. Naturally it could only have been used on incoming mail (Via N) and in the early years all mail carried by this route were rated as ship letters. I refer to unpaid for naturally if they had been prepaid in California they wouldn't have to have been rated at New York City.

Your cover with the "80" in circle and double line "Steam - Ship" no doubt originated in California prior to July 1% 1851. Was carried by a regular U. S. Mail ship - possibly mailed at the dock or on board ship enroute to Panama. I have never seen the use of this handstamp after July 1, 1851.

If the Vanderbilt line carried any mail prior to July 1, 1851, then in all probability a double rate letter such as yours could have been carried privately and handed over to the postal agent who boarded the incoming ship, and who rated it as a double 40¢ rate such as yours is marked.

I am enclosing a cover which has been submitted to me priced at \$100 and which I thought you might be interested in acquiring. If not, kindly return it as soon as possible.

I am sorry to learn that you have been laid up and trust that by the time this reaches you. you will have fully recovered.

Cordially yours,

CH31/40 THE PACIFIC-UNION CLUB Stanley B. ashbrook Con 434, South grand avenue Fort Thomas Ky MesDear her ashbrook Here is the pluggler I cannot comprehend this. I lead to you Do me it appears gennine which is all I can Day - and I call your attention to the pencil Wotation on the heverse Couries Office, aspuivale, March 17, 1856 Kindly teliens aber Amhar Ecamenia et. Sucerlyymb Sellettere

434 South Grand Ave., Fort Thomas, Ky.

Nov. 6, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

The simple explanation of the cover enclosed in yours of the 31st and which I return herewith, is just this: This was a letter from the Isthmus brought to New York by regular U. S. mail ship and at first marked with the wrong handstamp. This error was corrected by blotting out the rate with the grid killer, then the proper marking of "Steamship 20cts" (due) was applied. That is all there is to it, but I can give you further facts to prove the above.

I stated "Isthmus" because after July 1, 1851, the rate from (or to) either Chagres or Panama City was the same, and the amount was according to distance, i.e., "under 2500 miles, only 10cts, but over 2500 miles, 20cts." Thus to New York it was 20cts but to New Orleans and for that matter, other southern ports, it was only 10cts. Thus the rate of 10cts to Cuba from any eastern (U.S.) sea port.

I have an idea that what confused you was the N.Y. handstamp with the "40," which no doubt you assumed as having some relation to the pre-July 1, 1851 California rate of 40¢. The fact is that the use thru error of this particular "foreign mail marking" was nothing more than a mere coincidence and had no relation whatsoever to the California rate of 40cts.

This marking, (and many others of the same type) was only used on trans-Atlantic mail, which was transported in American packets. By "American Packets" I mean steam vessels of lines holding U. S. mail contracts. And further, this handstamp was used only on incoming mail from certain foreign countries, which was not prepaid, hence it was applied in black because black denoted unpaid and red, prepaid.

I am enclosing you a photo from my files (which kindly return), showing a regular use of this same handstamp. This little stampless item looks very innocent but it has a nice little story to tell to anyone who can read its language. And to be able to read such stories I have devoted much study to foreign rates. I have not done this for any reason whatsoever but self-enjoyment and I can tell you it has afforded me an awful lot of pleasure, because it is a difficult and complex study and one which cannot be acquired from any text books on the subject. I know you like to read covers, where I think we have much in common, therefore the above remarks.

The pencil notation on this cover is no doubt genuine and tells us the letter was from Pisa. Beneath the black N.Y. marking is a French transit marking with "Le Havre." Here are the key points, that is, a letter from Tuscany via French mail to the port of Havre, to which point it was prepaid, but not beyond. The small French marking "P.P." confirms this as it meant "Only Part Paid to destination." At Havre it was placed aboard a ship of the American "Havre Line," and upon arrival at New York it was rated as postage due, from

Mr. E. A. Wiltsee, Nov. 6, 1940.

Havre to its destination at Groton, Mass. The single rate from Havre by an Amer. Pkt. was 20cts, hence this was a double rate letter. The "Humboldt" was a ship of the "Havre Line". Thus you will note that the use of this handstamp, thru error, on your cover was a mere coincidence but an odd one at that, if we consider that examples of this handstamp are rather rare as its use was confined principally to double rate letters brought in by the "Havre Line" ships.

I failed to mention that the French marking which is indistinct reads, as follows: "OUTRE - MMR - date in center - Le Havre." Had this letter originated in France this handstamp would not have been used, hence further confirmation of its origin at Pisa, Tuscany.

I might add that markings such as the "M.Y. 40cbsc" were never used on any N.Y. - California mails, and likewise, handstamps of the type "Steamship 20cts" were never used on any trans-Atlantic mails. No doubt the pencil memo on back is correct and also no doubt the "Mar 29" was the date this letter was deposited in the New York P.O. A trip of 10 to 12 days at that time was correct.

So far I have not been able to learn who it was that wrote me some months ago about a "Panama N.V." postmark with an odd rate. Such a town is not listed in the Stampless Cover Catalogue but I wrote the editors regarding any record they might have of the postmark and only today I received the following:

"We did see one and from notes made at the time we have the following:

Panama N.Y. (no year)

Size 33 MM

Rate marking "30" in black."

It seems they did not keep a record of the owner but gave me the names of several who might have examples. I'll report any luck I have.

With kindest regards,

Cordially yours,

My Dear her ashbrook Dan still mulling our these cancellations on mail that went by Panama, 20, 20cts and 30 also I am trying to seemile in my mind, and cannot, leby some of the Via Sricaragua heard received a - double line Steam, and others did not as to Panama 20 20th and 30_ Joseph Steamers Cut No 33 oppoints page 337.

This has The Broked Panama PO Came "TOC 1853" I note that the Steamship 20 cts of which you send shots is Later at Printo arenas Jano 20 1881 orn Zyean earlier. I have seen a humber of this Steamship 2008 which I did not - brug valuel I now regret. astomine on page 337. it was endently paid to Panama Jim The British PO in valparaise as for is uputte comes. That is humstakably one Sulling Portish - Then, from Panama to Postage pair to Newford was 20cts. My constears the Concellation. No 404 rate en travelled bra trie because the line did not Open until July 14 185%. See pages 54 & 55 my book. Than seen others of this Panama Transit & let then slip by I wish um I had brught them all. Ithuh as you do that that Panawa protonal was only used for a Short time in 1850. Probably because it was erroneous.

now as to why STEAM STIP was smelwers offlied to letters Via Naud Sometimes not I have 6 items that bear STEAM SHIP double line but with no other portal marking No 29 appoint p.335 is me of them but That certainly west Via N_ The other 5 Hear no - manuscrift ludersement. also we kuns that many Via N's did not realin STEAM - ShiPontheus - Outer Contrary They receive one of two heary only · forotwards, letter With nut Ship as on in NO 5 opp. 6 328 51 no 4 opp. p 321. What do you make out of the facts? asto paid rates to waname trecently seemed what Thunk is a very unusual item, attent Inemodew another. Han yn seen any like it? Daid by a 1 Shelling , New South Wales Hauf red, 1h. Squan one. In Cover was addressed to fac Francisco. ats an Francisco escular Fortmanh with 10 (wblack) uside the circle. The date was Sydney July 1 1868. On Trevelope Panama pion Strus The date was Sydney July 1 1868. On Trevelope Panama pion Strus The date was Sydney July 1 1868. That sombletes the portage.

This pair to Panama is Curring Curriness. I am waiting with much witnost to hear what you Say concerding the Cover I start you - Sjustgier up.
So contradictory. Jours Succenty Calleltone

of Not 6. John returning the Panama cover First I return the photograph Humbold as requisher. 22 I have your other two shotos whiel you knudly sent on I asked you whether you wanted them . Shall I send them back? 3. Jour explanation of the Breamship 20 cts Scent you is exactly what was a my wind, but it looked so foolish to say they has made a mistake. Herven now & Kuen that we exactly what they did. 4 lihat is a fair value of their Steamship 20ch com. Inust admit that I am at a loss to their value. Suish to thank you for your kind letter of son 6 John Sweenly Calbrille

434 South Grand Ave., Fort Thomas, Ky.

Nov. 13, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

Your three letters of the 4th and 6th received.

First, permit me to acknowledge receipt of the Wells Fargo cover. I thought it was quite nice, and somewhat of a puzzle - It was of California origin, carried East by a W.F. & Co. messenger to New York - sent on to Boston, where the stamps were canceled. From Boston to the extreme western part of Massachusetts - all the way outside of the U.S. Mail. It is not unusual to find items carried privately to New York, but seldom have I noted covers carried outside of the mail beyond that point. It was for this reason I thought the cover of unusual interest and one which might especially appeal to you.

Regarding the odd "30." I am enclosing a photo of a cover with Steam-Ship for your files. This cover is now in the Wm. West Collection, sold to him by Cole @ \$15.00, which by the way, was a very reasonable price. This is an envelope and shows only what is on the face. Both markings are in black and so far as I could determine, both appeared to be in the same ink. If this be true, then both were applied at Panama or both were applied at New York.

I am also enclosing a cover with the same (?) two line "Steam-Ship" on a cover from Vera Cruz to New York in Feb. 1853. If there was only one type of this "Steam-Ship" handstamp, then this Vera Cruz cover seems to establish the fact this marking was applied at New York. I recognize the fact there may have been half a dozen or more handstamps of this same type and one of them may have been used by a U. S. Mail agent at Panema City. However this hardly seems possible.

Regarding this Vera Cruz cover. For your information, this rate stamp seems to be very rare, because I have searched far and wide for covers with this marking and have only located four. The single rate, from Cuba to the U.S. was ten cents, but from Mexican ports on the Gulf it was 20cts (over 2500 miles).

I am also enclosing another photo for your files, with the marking, "Nicaragua Line - In Advance of the Mail." This item is a West to East item - You have a similar East to West - Illustration #3 in your book. For your information, I have ample proof that this was an Adams Express handstamp and was used only on mail carried by their messengers across the Nicaragua Route. I judge from your description under cover #3 that you surmised that your cover was first delivered to an Adams office at San Francisco and delivered by Adams to Stockton. Such was not the case, in my opinion, but rather, the letter was brought from New York by an Adams messenger, turned in at the S.F. Adams office and sent on to Stockton. The "In advance" handstamp was undoubtedly affixed only at the S.F.

Mr. E. A. Wiltsee - Nov. 13, 1940.

office of Adams & Co. Two covers from the same Hall correspondence as yours are illustrated, see pages 268 - 269 of my One Cent book, Vol. 2.

Another East to West cover was illustrated by Needham in the C.C.P. April 1928, page 96.

The original of the photo I am sending you, belongs to Carroll Chase and was illustrated in his book.

Re - your cover from S.F. Nov. 1, 1850 with the odd "30" in red, and no other marking. I agree with you that this cover was undoubtedly carried privately to Panama and there placed in the U.S. mail. I have seen several such items, that is, origin at S.F. but mailed at Panama.

Regarding the question you raised, could the odd "30" have been applied at N.Y. with no other marking. It undoubtedly was the custom to mark all Way mail with a source marking at post offices of deposit. This not only applied to Ocean Mails, but inland waterway mails as well. By source markings, I mean markings to denote how such mail reached the P.O. of deposit, as for example, "Steam Ship" "Steamboat" "Way" etc. While it was the custom to put source markings on all such mail, it was not always done. For example, take the Vera Cruz cover, (photo herewith) with the rare "40". Larry Mason has a cover addressed to N.Y. presumably from Mexico with no other marking than this rare type "40." Your cover from S.F., mailed at Panama with a red 30, but no "Steamship." is similar to the Mason cover from Vera Cruz with a "40" but no "Steamship" marking. I could cite other similar covers I have seen in this class.

Regarding where the "50" was applied. At New York or Panama City?
There is some question whether anyone in charge of the mails on the
Isthmus had the authority to rate letters. It would seem to me this
might have been contrary to the regulations. There certainly was no
U. S. Post Office at Chagres or Panama City, but healdreen illed at
either place by handing them over to those in change of the U.S. mails
for transmission across the Isthmus.

In a special report to the Senate by the P.M.C. under date of Mar. 25, 1852 a statement is given of "the amounts paid for conveyance of the mails across the Isthmus, under the treaty of Mar. 6, 1844 with the New Granadian Government; and also the amounts paid the Government mail agents on the line between New York and San Francisco as shlary and expenses while in charge of said mails." In this statement is a list of 24 agents "in charge of mails", and two mennywhowere paid sums for "mails across the Isthmus." For example one, Wm. Nelson was paid \$5,296.62 up to Dec. 31, 1849 and A.B.Corwine was paid \$71,949.81 up to Dec. 24, 1851. It is stated in this report that a temporary arrangement had been made with the Panama R.R. Co. for the conveyance of the mails across the Isthmus commencing Dec. 1, 1851. I do not know whether Nelson and Corwine were regular U. S. Mail agents or were contractors engaged in conveying the mails between the two oceans. If the latter, they surely had no authority to rate letters. At least that is my opinion. Corwine seems to be the only one in charge of the conveyance from Jan. 1, 1850 to Dec. 1, 1851.

Mr. E. A. Wiltsee - Nov. 13, 1940.

Regarding your letter of the 6th with reference to the New York marking "Steamship 20." (as per cover #33 your book). This marking is not especially rare because it was used almost exclusively on double rate letters from Cuba, as well as other points. It may be scarce on letters placed in the mail at Panama City. Other than the common Cuban usage I can cite a few examples from my record. A cover from Cartagena N.G. in 1857, one from San Jose Costa Rica in 1858, one from Greytown, Nic. in Aug. 1851 (quite an early use) and one from Panama in 1857.

Re - your cover illustration #33. Only the British postage was prepaid to Panama from Valparaiso. The marking under the "Steamship 20" is as you state, the Crown marking applied at Valparaiso and the marking in upper left is one shilling the regular British sea postage. From Panama to Poston it was Via U. S. Mail with 20cts due on delivery at Boston. The "Panama transit" was a British marking.

Regarding your cover illustration #29, in your book. This undoubtedly went Via Nicaragua, in fact by "S. S. Pacific" from S.F. and into New York by the "Prometheus." Your cover has no "Via Nicaragua" marking, but I have a photo of a cover by the same mail which has a "Via Nicaragua" marking (triangular) and a pair of 5¢ 1851 tied by the circular "New - York - Ship - July 25" - (same N.Y. as per your cover #11). Both markings, i.e., the two line "Steam - Ship" and the circular with "Ship" meant the same thing and they were used indiscriminately on letters that arrived by the same mail which was brought in to the New York P.O. by the Nicaragua ships. I could cite numerous examples. I think that it was intended to mark all mail rereived from the Nicaragua ships with a Steamship marking but surely this rule was often disregarded as we find numerous "Via N" covers with the stamps canceled by regular New York circular postmarks, and the omission of "Steamship" or "Ship" entirely. I do not think there is any significance to the uses of regular circular postmarks, except variations from regular custom.

Re - your cover from Australia. The one shilling stamp paid the postage to Panama - The S.F. postmark with "10" indicated 10g due on delivery at S.F. Ten cents was the rate in 1868 from Aspinwall or Panama City to S.F.

Regarding the circular "Steamship 30cts." There are two different types of this marking, one of which seems to be extremely scarce, at least I have only seen one example, a cover in Mason's collection, photo of which I enclose herewith for your files. Larry stated it was the only one he had ever been able to locate. This folded letter was written by a passenger enroutetbo California and was mailed at Panama City. It is headed "In the Purser's Office - Off the Isile of St. Domingo." He mentioned that a fellow passenger was going out to be purser on the "California" on the "other side."

I think we can account for the rarity of this marking. Evidently it was used only a shortwhile because the "30" was cut out and the handstamp was thereafter used with a blank center.

I think I have covered the various points in your letters, but if not please advise. Cordially yours,

New 16/40 Stanley Bashbrook Esq. 434 grand avenue Fort Thomas Ky Dear Mr ashbrook. I cuelose a photostat, and not a very ford one Law Serry to say, of hey Pavame N. 9. 30".

Dutte various that 305 That I have been able
to compare The 3 & The O are not cornetly lived with each other. This is the more endent us my red 30 They are all spanish numerals & not logither but paton · separately relief could not take place in hel but in a great city, but only in a fest water Spanish vellage - lebere times weant nothing! Thank you for your Kind letter of the 14th mest Yours fruence Ealbillsle Law going to have a good shote graph made of this to will made of this of this wearthur this photostate with Remarks and shopping.

434 South Grand Ave., Fort Thomas, Kentucky.

Nov. 18, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

Yours of the 16th received, enclosing photostat of your "Lourey" cover of June 23, 1850.

I was very much pleased to see this, because I wanted to see what that circular postmark looked like - whether new or worm. I think it indicates that the possible theory is untenable that this was ordered in the States to read, "Panama N.G.," that an error was made, hence its short life at Panama City. Even if this handstamp had been ordered as early as say March of 1849, it could hardly have become so worn as the impression on your cover indicates. If the impression on your cover is a fair example of the state of this handstamp on June 23, 1850, then I think we must eleminate the theory of error.

The only other conclusion I can think of, is that an old handstamp of Panama N.Y. was used on the Isthmus. Perhaps the U. S. Agent at Panama City wrote the P.M. at Panama N.Y. and asked him if he had an old handstamp of that village, and if so would he send it to him. Or perhaps the Agent was related to the P.M. at the New York village. Of course this is nothing but pure conjecture but I am inclined to believe that the handstamp used at Panama City was an old one which was badly worn and one which had previously been used at the New York village.

I have been endeavoring to locate covers showing uses of Panama N.Y. postmarks. So far I have only located one - a use of Aug. 25, 1851. I am enclosing you a tracing of this item which you may keep for your files. I made a photograph and will send you print later on. If you will lay this tracing over the postmark on your Jun 23 1850 cover you will find the two are not duplicates, though both are the same size, 34 MM.

Does the black ink of the postmark on your cover - (or covers) appear to be the same as the rate stamp "30?" It is possible that a real fine quartz lamp like the "Hanovia" I possess, might prove this point.

You are quite right on the "30." All examples I have seen show the "3" out of line with the "0."

I would like to locate a cover from the New York village with a date of use prior to 1850. Perhaps such a cover would show a postmark that duplicated your June 25 "Lourey" cover.

With best regards, Sincerely yours, 434 South Grand Ave., Fort Thomas, Ky.

Nov. 26, 1940.

Mr. E. A. Wiltsee, % Pacific Union Glub, San Francisco, Calif.

Dear Mr. Wiltsee:

I have located the owner of the cover with the "Panama, N.Y." and rate "30." I have written him to loan me the cover and later I will send you a photo. It seems he sent this item to me last July but I failed to make a memo of it. It is addressed to Maine and has a pen "30" so I understand from his letter. I didn't think much of it at the time because to all appearances it was simply a 6 X 5 cents rate (unpaid) after July 1, 1851. It has no indication of year use. The absence of the handstamp "30" may mean this envelope was brought into New Orleans instead of New York. I am enclosing herewith a photo of the cover of Panama N.Y. to Albany, tracing of which I recently sent you.

Re - "Panama & San Fran. S.S." The information Klein gave you was obtained from me as I do doubt have the most complete record of the various covers which are known with this marking. I note you have recently obtained one with the New York "40" in a circle.

I have only one record of such an item, a cover which was in the Knapp collection in 1937. The "Pan & San" (dated Jan. 15) marking is in red - that is, a sort of brownish red and the encircled "40" is in black. There is no indication of origin or whether the use was 1850 or 1851, but I am inclined to think it was 1851. It is addressed "Mrs. John B. Lewis - % of Wm. Bement, No. 2 Hanover St., New York City". The date must be 1851 because all use I have seen are in that year - none in 1850. I have no record of any "Pan & San" markings in black. I would like very much to see your cover and if you will be kind enough to forward it to me, I will return it promptly.

I am enclosing photo herewith of a cover which is the only one known to me withstamps. You will note that this is a use in June 1852. Part of the address on this cover was cut and and someone repaired it and filled out the address from a cover from the same correspondence so I have been informed.

This cover belongs to S.W. Richey and has been in his collection for over 20 years to my knowledge. Jessup was very anxious to obtain this item and I had Richey put a price on it but Jessup thought the price too high. If Richey will still consent to dispose of it, I can obtain it for you for \$150. I consider this very reasonable as I think it is the most outstanding "Pan & San" item I have ever seen. Will you kindly return the photograph as it is from my files, and I do not happen to have a duplicate print. This cover is illustrated in Vol. 2 of my book, page 251.

Note the Mason cover on the following page 252. This hasthe dircular New York "Steamship 10" in black, but the "Pan & San" is in the usual brown red.

Mr. E. A. Wiltsee, Nov. 26, 1940.

Rowell has a "McHenry" cover similar to yours with a pen "30" which he obtained from Fred DeWitt. A collector in Oakland has a cover similar to the Mason cover with black circular "Steamship 10."

I think you are quite right that the Pan & San" marking was applied by the U. S. Mail Agents, (or a Mail Agent) on the Panama - San Francisco route. Of this I think there is little question, and I stated this opinion on page 251, Vol. 2 of my One Cent book. I respectfully refer you to my remarks which were penned in 1937.

If not too much trouble I would like to see a photo of your other "Panama N.Y." with a plainer strike.

With best regards,

Cordially yours,

her 29/40 Starley Bashbrook Cog, 434 South Grand ave Fort Thomas Ky Dear her ashbrook Your Kind favor of the 26 Nor received. I have already mailed you a good photo of the other 30 Pavama Cover, I awalso euclosering The Pholograph of the Stamper Pan of au, all am glad to han seen it. as I already han two me with tryunish rea. Ath other u black Idonot thuch I want In regard tothe Pau + San Cerri, it is quite endent that the Pau + San and the 40 are in different . Clack with , which of Course was to be expected. lerth Kuidest ngords yerns Lucenly Callellie · Jalso enclose the Par & San cover with the 40.
- forty in circle for your information as requested.

434 South Grand Ave., Fort Thomas, Ky.

Nec. 2, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

Many thanks for the photo of the Panama. Do you suppose that lightly struck "3" might be a "4" and the letter routed thru New Orleans along with Pacific mails and mis-rated "40" instead of "503"

I am not suggesting this, merely inquiring of the rate is definitely "30." I cannot quite determine from the photograph. I note you are quite certain the ink of the postmark and rate are identical, hence proof that the "30" was applied at Panama City and not, as I have always supposed at New York.

Up to this writing the owner has not sent me the cover to Maine with the 30% rate and Panama N.Y. postmark.

Sincerely yours,

TRAVELERS Hotel FIRE-PROOF HOTEL Sharley Backbrook 434 So. grand avenue Fort Thomas Ry. . Dear her ashbrook. · Trecently secured one of the rare "Parame and San Francisco Steam Shep" Corers, ofwhich an example is given in my book, from the Melheury Comes -Sondence - / Their Says there are very rare and that he only knows of The others that I have seen have the postage pata in Scrip This one is in black the me in my book is dank jurble. He amount of pertage on the purple. He amount of pertage on the ordering if this is Unesual. An Envelope me to cannot tell where mailed "my idea has been that this portmark VISIT SACRAMENTO,

to was placed on by the man agent abrard steamers on mail that Eas unter au mailed on board or on mail at hat came a board at points where there was no do SP.O. fact as Mazatlan, acapulco re. Thatsael awant existed is shown by my liter with only a [40], the red San Franciso numeral. and also two others, that han Way Cetter unter on a Scrip with the frestage I thought you night be intended. Ya a photo of desired Your fureny Ealerllan III Racefie Union Club

TRAVELERS FIRE-PROOF HOTEL FIFTH AND I STREETS Sacramento, Calif. In regard to the Farama NY. I am sorry I dent you a photostat · of the poorest one. I die this heave on this circs the 30 are most distruet whele noth other only a portion of the O'the bottom of the 30 is apparent On the Other Cover Streng letter of Pavawa My distruct and The Y is clear & open total Clogger's I do not thereto this is an old cancilles At dres not fite Panama My I think the simewhat unclear stamping isthe result of a tod cul par under tropiéal Conditions. I Revon What those are form expension Herry Jucente O'a Pertou SACRAMENTO,

434 South Grand Ave., Fort Thomas, Ky.

Dec. 4, 1940.

Mr. E. A. Wiltsee, % The Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

I have today received the Panama N.Y. cover about which I wrote you I was trying to locate.

This is a buff envelope addressed to John P. Langdon, Esq., Ellsworth, Maine. The postmark reads, "Panama - Jun 23 - N.Y." It is plainly, in fact heavily struck in a deep black, and I must confess the marking shows no sign of wear.

The rate "30" is also handstruck the same as your covers, but it is not in the same black ink but rather in a grey black ink. I am reasonably sure the "30" and the postmark did not come from the same ink pad.

The owner wrote me that this cover was in a correspondence which had a cover from San Francisco with the orange 80 and one from Honolulu with the "Paid - 8 - Ship" as per page 259 - Vol. 2 of my book.

He stated that Langdon was a ship owner, so the above ties in quite nicely.

I will mail you a photo of the cover later.

What a coincidence that this cover bears the same "Jun 23" as your Lourey cover, and that your cover proves the year of use of the Langdon cover. The postmarks are identical, but the Langdon is a better and plainer strike, though somewhat blurred like yours.

Sincerely yours,

434 South Grand Ave., Fort Thomas, Ky.

Dec.6, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

I am returning herewith the "Pan & San Fran S.S." cover contained in yours of the 29th. Many thanks for the look at this interesting item.

I have a record of 9 covers with this marking, eight of which are stampless, the other with the pair of 3¢ 1851. Also two covers with manuscript Pan & San etc.

The earliest use I have seen is the enclosed which is undoubtedly Dec. 23, 1850. The latest use June 29, 1852. Six are in red, and three in black. The manuscript are both May 7, 1850.

Cordially yours,

THCIFIC UNION (lub Gecember 14,1940.

Dranley B. Hish brook 4347 Grand Hue. * York Thomas, Kenlucky. My dear Mr. #shlorook:

Many Thanks for your kindness in sending me the Langdon "30" Panama Guer. It is curious that this cover was postmarked June 23, or the - Same date as one of mine. It would seem as if the use of this postmark i had been a very limited one. I presume that the letter it contained, if it Contained one, was dated "Panama N.G." I' now looks as if we had run this matter down as far as we can go for the present.

With Thanks

Yours Sincerely, Courtsel

Dec 26/40 Stauley Bashbroof Gog , 4374 So grand avenue Fort Thomas ty Mylean ashtrook Strange as it may seem I got a cover with the 30 STEAM on't snortly the Same as Cole · Sola West, only nime has also the oral of Bachniss n. Kelont Co Panawo - Jachnson Nelson were the agents forthe Parifice Mail SS Co at Panama. So of ceuse I took it. The lette leas dated at val paraisso Nec 27 1849, a full letter form a capt of an american Ship. It came up to Panama lindently on the Poscula Theam Nav. Steamer in Zaelmonn's Can afterwarding after and they seeled to newfork. It is a full letter signed by the Capit. By a couridence dalso han a lette from the saw Capt This owner, at San Francisco dates describing to Selling of the Cargo. The Ship was damans cruing around the Hern or paine at Valparaiso -On receiving your letter I at me Started to cultingols that Theam thip 40 Center of Semis that I had placed it was a core! I apole gize there cheque

for 500, Dexheet Twas wa grathum, that day Than not been so Croy lately as I han been a bed 3 weeks with flu but an now of. I new thinh I have the Paname 30's new forrity Well filled ap. Than all black except one red Clerons Juan herer afend me ofthese until neently that no opportunity to enr secen again his aprologies for my careless nen. Icula not unaque what had become ofthat cens until Hother a key prhotostal calleting of here Avas. as the letter and dates that paraise Dec 27 it probably arrived at Panauca about Feb 15 or mar! It took those little sleavers a Cong time to com up the const as They traded at eny like Boot This Undernahe it neals the Cease of West 30 Steamship Whiel was larly in affil mar 5. 1850_ Ifine d'habe a Steamship 121/2 ets from Havana Is that a sainty or not? Fucenly Ellellsee

434 South Grand Ave., Fort Thomas, Ky.

Dec. 31st, 1940.

Mr. E. A. Wiltsee, % Pacific Union Club, San Francisco, Calif.

Dear Mr. Wiltsee:

Yours of the 26th received.

Congratulations on your recent acquisition of the two line "Steam - Ship" and "30" cover with a Valparaiso date of Dec. 27, 1849.

This is quite an early use of the "30."

My thanks for the check for the "40" cover. There was no particular hurry about this and I surmised that you had overlooked it.

Re - the  $12\frac{1}{2}$  rate from Havana. Yes, these " $12\frac{1}{2}$ " markings seem to be quite scarce. See Volume 2 of my One Cent Book, page 255. The " $12\frac{1}{2}$ " as illustrated was used in conjunction with the well-known two line "Steam - Ship" but this types does not seem to be quite as scarce as the circular marking with "Steamship -  $12\frac{1}{2}$  - cts" as per memo enclosed herewith. I have no such a cover nor have I even a tracing of the marking, but an item was reported to me as per memo.

New Orleans used several types of the " $12\frac{1}{2}$ ," one an oval "Steam  $12\frac{1}{2}$ ," another simply a rate stamp " $12\frac{1}{2}$ ".

I trust that you have fully recovered from your recent attack.

Sincerely yours,

# News, Views and Comments

# Research Work in Philately

THERE is growing interest in the research and historical aspects of philately and undoubtedly many more collectors would have their interest stimulated in this field if more information were available for them. Serious collectors who enjoy original research are gradually being educated to study the covers that they purchase and as a consequence they find that there is a much higher plane in philately than mere accumulation, although the latter also has its adherents who deservedly hold a high place in the hobby.

These remarks are stimulated by the receipt of a new bulletin issued by the Research Group, headed by Stanley B. Ashbrook, 434 S. Grand Ave., Fort Thomas, Ky.

This group, consisting of 27 members at the present time, has taken on much renewed activity of late, and we believe that a few extracts from their bulletin may stimulate other students of a like frame of mind to investigate their work.

The Research Group is a co-operative group of American Philatelists originated in 1938, by the late Edward S. Knapp and Stanley B. Ashbrook, for the sole purpose of financing the cost of obtaining data pertaining to the postal history of our country. The Group has no officers nor dues, and derives its support solely from voluntary contributions from its members. Membership is only by invitation. The great majority of their data is obtained from the files of old newspapers and such work requires one who is thoroughly competent to search the files and to copy accurately the data desired.

The following extracts, taken from the bulletin, will give a very good idea of the type of work which they undertake:

## "Information Please"

"Here is one which would stump all of the experts on "Information Please." Why did the U. S. P. O. D. issue the first 3c, 6c and 10c stamped envelopes?" Via Nicaragua

"Mail from California to the east which went Via Nicaragua traveled 'Outside the U. S. Mail' until it reached New York and was deposited in the New York Post Office. The various 'Via Nicaragua' handstamps were applied privately, and in my opinion, by various individuals at San Francisco, who made a charge for conveying such mail to the Nicaragua Line ships and depositing same in the ship mail-bags. Covers showing 'Via Nicaragua' handstamps are decidedly rare and the actual number of letters which were thus privately handstamped was certainly very, very small in com-parison to the large number of letters which were carried east over the Route and which bore no particular evidence that they were so carried. Such items have a pair of 3c 1851 tied by a New York postmark, with no other evidence of California origin.

"In order to establish as far as possible the identity of such items, part of the work of the Group has been devoted to compiling data of all possible dates that California mail brought east was deposited in the New York Post Office. This has been a tremendous task and the record thus built up has been obtained from many different sources. Every

via Nicaragua cover that could be located, was borrowed if possible and photographed. Sailing dates from San Francisco of the Nicaragua Line ships were compiled, as well as the arrivals at New York, and all of the data carefully card indexed, with the result that at the present time, we have a fairly accurate picture of this interesting phase of our postal history.

"For example, here is a record of the mail which left San Francisco on June 1, 1854, and deposited in the New York P. O. on June 26, 1854. This mail left San Francisco on the S. S. Sierra Neyada and the photographic record of covers carried by this mail show various types of the private markings, such as the usual rectangular, several with the 'Sierra Nevada,' the oval with Sullivan, and a Noisy Carrier. This record undoubtedly proves that the handstamps were not applied aboard the ships or by any persons connected with the Steamship Company. All these covers show the New York postmark of 'Jun 26.'

"An interesting item in this particular file of 'Jun 26' is a cover with a pair of 3c 1851, tied by the 'New York Jun 26.' No other markings except a pencil '1854.' The 6c rate indicates California origin and the 'Jun 26' indicates this cover

traveled with the above letters 'Via Nicaragua.' This record is an excellent bit of insurance against the faker who would attempt to manufacture fake 'Via Nicaragua' covers. Here we undoubtedly have an example of the highest quality of philatelic research work.

# "Via Nicaragua" in Black

"Lot 1429 in the Knapp sale, had the rectangular 'Via N' marking struck in black. It was the only cover in the sale with this type of marking in black, yet this unusual feature was not even mentioned in the catalogue. This cover was purchased by Mr. Carhart. The only other black rectangular I have ever seen, is a stampless cover, franked "Free" which is in the William West collection.

"At what period were the rectangular 'Via N' handstamps first placed in use? So far as I am aware, no information on this point has ever been published. In the Knapp sale, lot 1450 was a cover from San Francisco under date of August 1, 1853. It went Via Nicaragua and was deposited in the New York Post Office on August 24, 1853. This cover was purchased by Mr. Jessup and it is the earliest use I have ever seen of a cover bearing this type of 'Via N' marking.

There was no evidence that Mr. Knapp realized it was the earliest use known and the catalog made no mention of the fact. The cover was stampless and rated as a "ship letter" with 6c due on delivery. Mr. Wiltsee will kindly make note.

#### Noisy Carriers

"Kimball, the Noisy Carrier, used various handstamps on mail entrusted to his care to be sent Via Panama or Via Nicaragua. The type used most frequently was the one placed on mail to be deposited in the San Francisco Post Office, and reading. 'From Noisy Carriers — Mail — 77 Long Wharf. S.F. Cal.'

"When Kimball removed from 77 Long Wharf in 1856 to '68 Long Wharf,' he removed the '77' from this handstamp.

"It is interesting to note the following.

"If you have one of these 'Noisy' covers and it shows no year use, you can identify same as follows:

"Kimball used blue ink in 1854, green in 1855 and black in 1856. I have never seen any variation from this rule.

## Hawaii-U. S. Mail

"In the Knapp sale was a cover with three Hawaii numerals, Scott \$22, U. S. 5c 1862, and two 3c 1861. This cover was brought into Portland, Oregon, rather than San Francisco. The use was Sept.-Oct. 1866. Quite unusual. This cover sold for \$160.00.

"A similar cover, with three Hawaii numerals, Scott \$21, U. S. 5c 1862, and two 3c 1861 was brought into San Francisco. The use was probably Jan. 1866. This cover sold at \$400.00.

"There is little question but what the Hawaii \$22 is a very much scarcer stamp than the \$21 because the former is the 'Provisional Error' with 'Interisland' at the left side instead of 'Hawaiian Postage.'

"Back in 1895, Mr. Brewster C. Kenyon of Long Beach, Cal., published a book, 'History of the Postal Issues of Hawaii.' It seems that prior to the publication of the Kenyon book, the Provisional Error had been considered a fake. Mr. Kenyon stated, 'The question of the genuineness of this stamp has been productive of more articles pro and con than almost any other postal issue of the world, and of late the leading catalogers of America have seen fit to brand it as a 'fake,' nevertheless, we have no hesitancy in claiming a place for it among the bonafide issues of Hawaii.'

"To prove his point Mr. Kenyon illustrated in his book, a genuine cover with three of the Hawaii stamps, a cover which he stated 'was obtained from an old correspondence of a party in no way interested in stamps.' The particular cover illustrated by Mr. Kenyon was the same cover as sold in the Knapp sale for \$160.00. Mr. Kenyon considered this cover a very great rarity and stated that it was then in the collection of Mr. F. O. Conaut of Portland, Me.

"The Knapp sale also had a single copy of the Provisional Error which Mr. Knapp noted as 'Very Rare.' This cover sold at \$190.00. It does seem strange that a rare cover sold at \$160.00, while the other fetched \$400.00. Both have 11c in U. S. postage. This is an odd rate and it would be interesting to know how many can explain this rate."

Work of this kind has an important place in philately and should be encouraged by those able to do so.

# Record American Air Society Convention at Atlantic City

RECORD attendance marked the 12th National Convention of the American Air Mail Society held in Atlantic City August 15 to 17th. The convention opened with the First Day Sale of the 10 cent air mail stamp, Mayor Thomas D. Taggart buying the first sheet from Postmaster Thomas C. Stewart and mailing it immediately to President Franklin D. Roosevelt. Miss Jessie Wilcox, in public Miss Atlantic City graced this occasion as well as the Banquet with her lovely presence.

Marking the vigor and growth of the Society, Secretary Emil J. Vlasak reported an increase of 150 in membership since the last convention plus the addition of seven new chapters

(Continued on Page 358)

# QUALITY SINGLES & SETS AT MINIMUM PRICES!

ALL UNUSED—SCOTT'S 1941 NUMBERS

DON HOUSEWORTH'S INTERNATIONAL

# STAMP REVIEW

# Texas Republic Postal System

By Harry M. Konwiser

E VERY now and then someone makes the statement that creates an impression among persons who should know better that the United States took Texas from its neighbor, Mexico, by conquest.

Unfriendly foreigners residing in the United States in safety, and spokesmen for European totalitarian groups (in and out of the United States) have been accusing Uncle Sam of having imperialistic tendencies, pointing to Texas, as an example. It is said that the prevailing opinion in countries to the south of Mexico is that the United States defeated Mexico in a war in 1848, and so acquired Texas.

There seem to be Americans who will permit slanderous falsehoods to go unchallenged. This is not the time to permit lying stories to be told about Texas, or any other section of the United States—for the purpose of destroying the American form of government.

Texas threw off the Mexican yoke in 1835, and the United States as a nation had nothing to do with the revolution. It has been well said "the United States neither fomented

*Editorial Note: Mr. Konwiser's "Texas Republic Postal System" was published in booklet form, in 1933, with the cooperation of the Texas Philatelic Association, and is the standard reference work on the postal system of the Texas Republic. The story herewith offered is partly from that booklet, with additional notes by Mr. Konwiser. Readers who have Texas Republic markings not listed in the booklet or the United States Stamiless Cover Catalog are invited to write their facts for later use in stamp stories with full credit to the owners.

the revolution nor lent it material aid." In creating an independent political group, Texas, as a republic, gained the recognition of Mexico as well as other countries and maintained itself as a republic until 1845, when the republic joined the United States.

However, while Texas history is interesting; while it is colorful to an extent not noted in other portions of the United States the topic for the moment is THE POSTAL HISTORY OF THE TEXAS REPUBLIC.

During the Mexican rule mail delivery, if there was any in what is now Texas, was of the vague type, probably less important than the casual mail carrying of Mexico proper. One might assume the Mexican government kept in touch with the three "departments" of the

present Texas by swarthy post riders. San Antonio, like Santa Fe, was a far flung outpost of Mexico in the 1825-1833 period. As the Mexicans themselves had acquired "freedom" in 1821, and were struggling along in a factional-fighting sort of way, and the period considered all of us can overlook the fact the Mexican postal system was nothing to brag about. There apparently are no records of active postal activities in Texas during the Mexican rule.

According to the official records of the Republic of Texas, the meeting of the governing council of Oct. 20, 1835 appointed a committee to establish mail routes, and a few days later John Rice Jones was named postmaster-general. (Jones was succeeded by Robert Barr and when the latter died in 1839 Jones

(Continued on Page 8)



Houston Oval Postmark (1839)

# George C. Hahn's

# Notes on United States Stamps



Address Mr. Hahn at 835 Will iamson Building, Cleveland, Ohio

### AMERICAN PHILATELIC SOCIETY'S CONVENTION.

HAVING had the pleasure of attending the fifty-sixth annual convention of the American Philatelic Society in Baltimore during the week of Aug. 18, I believe a short report of what I consider to be one of the finest conventions ever held will be of interest to my readers.

The convention was attended by a record number of members and visitors, all of whom were high in their praise over the excellent arrangements and efforts to please the convention guests as put forth by the Baltimore convention committee headed by R. Miller Arnold and Perry W. Fuller as co-chairmen.

The exhibit, which was one of the major attractions of the convention, consisted of 500 frames of some of the finest material ever assembled at a public exhibition. There were many frames of beautiful United States material, really too numerous to mention. However, I cannot help but recall the marvelous exhibit of rarities of United States envelopes shown by Louis H. Barkhausen of Chicago, Sol Glass of Baltimore showed the Jamestown Exposition issue of 1907, complete with small die proofs. This exhibit indicated what can be done with one single issue of United States stamps. Another marvelous exhibit by Sol Glass consisted of United States air post issues in blocks, first day covers together with official post office announcements as well as various position blocks, major errors and varieties, flight covers and rejected designs. This exhibit was completely up-to-date and even included the new 15-cent air mail stamp, which went on sale at the convention on Tuesday, Aug. 19. Another beautiful specialized exhibit was that of the Harding Memorial issue shown by Howard A. Lederer of New York. An exhibit, which had a direct bearing on the convention city, was shown by Philip H. Ward, Jr., and consisted of a Baltimore collection of early covers including the 5-cent Postmaster's Provisionals on white and on blue, both on cover as well as one of the five known copies of the 10-cent Baltimore on cover and numerous other scarce and unusual early covers in which Baltimore items and cancelations have been especially stresesd. I really felt sorry for the judges, particularly so as the rules of the exhibit were based on a non-classification system, as to my mind every exhibit was worthy of an award.

The business sessions were well attended and one of the most important resolutions passed was to the effect that all repaired, regummed, altered as well as counterfeit and reprinted stamps must in the future be indelibly marked if such items are offered for sale in the sales circuits of the American Philatelic Society, provided of course that the sale of such items is not contrary to the laws of the United States. In addition thereto the selling of such items other than through the sales circuits, without their being indelibly marked, also was condemned by the convention and the selling of such unmarked items may cause the expulsion of a member. I think this is a step in the right direction and should be of benefit to collectors as a whole. There has been entirely too much traffic of late in items of this kind and there are very few collectors who can detect such stamps. This move on the part of the convention by no means is "a figurative pat on the back of these stamp fixers" as Don Houseworth seems to feel but should put the buyer of stamps in a better position to purchase genuine, untampered stamps for once the profit is taken out of the business of counterfeiting and altering of stamps, there simply will be no such cheating.

One of the most interesting and most worth while amusement features was a trip to Washington. where the Bureau of Engraving and Printing was visited. Through the courtesy of Alvin Hall, director of the Bureau of Engraving, the entire procedure of stamp making was shown and fully explained to the visitors. To my mind it was a splendid job on the part of the entertainment committee and the trip was not only pleasurable but also educational and enlightening. The

## The International Stamp Review

Post Office Department in Washington also was visited and the Philatelic Museum attracted many to its exhibit while others took advantage of the Philatelic Agency, which kept open especially for the benefit of the convention visitors.

Next year's convention will be held in Cleveland and the hope is that Cleveland can and will be as gracious a host as Baltimore was.

# TMPS Convention

Notice has been received from the exhibition committee of the T. M. P. S. show to be held at Kansas City, Mo., Sept. 25-28, inclusive, that another convention will be held in Kansas City at the same time. All collectors who plan to attend the show and who plan to stay at the Hotel Phillips, the show headquarters, are urged to send in their reservations early.

All awards to be made have been on display at the various stamp stores in Kansas City and will remain there until show time. There are three grand awards given by the Midwest Philatelic Society: Lee Cornell of Wichita, president of T. M. P. S., will give a beautiful bronze reproduction of the Pioneer Mother for the best exhibit of U.S. 19th Century, and a beautiful silver cup offered by the board of directors of the T. M. P. S. is to be given for the Vox-Pop winner.

The Vox-Pop award at previous T. M. P. S. conventions has been one of the high-lights, as it gives the visitors an opportunity to express themselves as to the type of exhibit that appeals to them. Each visitor may vote once, the exhibit receiving the most votes being declared the winner.

Regional meetings of the following stamp clubs and organizations are expected to be held during the convention: S. P. A.; O. P. S.; the Cover Collectors of America; the Missouri Philatelic Association and the Missouri Precancel Club. All members of these organizations are invited to attend these get-togethers.

AN ADVERTISEMENT in The S. P. A. Journal will be seen by 1,600 members of the Society of Philatelic Americans. \$1 per inch. The S. P. A. Journal, St. Joseph, Mo.

### -SOON=

# **HOBBIES**

W. PALM BEACH, FLA.

Will ask for your bids, on rarity, U. S., French, Canada Stamps, Coins, Covers.

# Texas Republic **Postal System**

(Continued From Page 1)

was again made the head of the postal system, remaining in office until 1841, when the Fifth Congress created "The General Post Office" as a division of the State Department and a clerk was appointed to take over and perform the duties of the postmaster general).

Jones, the organizer of the Texas postal system, followed the United States system, acquiring its "blanks" and "forms" for his guidance but his task was not confined to that. It appears the governing body had neglected to provide monies for carrying on the business of the post office. The first route was the one from San Felipe de Austin (the capital city of the time) to the headquarters of the army, to Bexar, to Velasco, and to Cantonment Jessup, in the United States. Cantonment Jesup was a post office in Natchitoches Parish, 379 miles from New Orleans.

By one of the acts of the Texas Congress (1836) it was provided that any person who had accounts against the post office department for transporting mail at any time during 1837, might take the same in land at 50 cents per acre by paying the fees for recording and surveying, provided that the land should be located in tracts of not less than 320 acres in the form of a square.

The rates—for letters—before the thoughts of uniform postal rates were even being dreamt about are, of course, interesting and in the pioneer days of Texas there was the thought the mail service "might pay"-might earn a profit for the government. There are still believers in the idea that the post office is a public service for the good of the country, and its service should not be limited to its receipts.

The first Texas rates made the lowest fee, 61/4 cents for twenty miles; 121/2 cents for the second zone up to fifty miles; 18% cents for the third zone, up to 100 miles; 25 cents for up to 200 miles, and 37½ cents for further distances. Ship mail, presumably foreign mail, paid an additional fee of 61/4 cents. (As Spanish money was used, the fractions created no difficulties for the service).

These were the rates for single letters, meaning one page—a sheet as folded over, with the address on the front. These are now known as stampless covers. The handy item we know as the envelope was not well-known to many people at this

period. As a matter of record, envelopes, as we know them, began to be used in the United States postal system in the 1845 when the "5" and "10" rates created weight and zone rates. United States rates in 1835 were high as against current thought, calling for 6 cent sfor the first thirty miles for single letters; 10 cents for eighty mile zone; 121/2 cents for the next, followed by 1834 cents and 25 cents for the over 400 mile route.

Postmaster General Jones was not out of line-in his rates, for the era, for it was not proven until some years later that lowering of rates increases activities to the point of probable profits—a forerunner of mass production. The advocates of lower postal fees were the pioneers in the mass production movement to create a better life.

The rates changed in Texas, at the thought of the officials, to increase revenue. The 1837 Congress made the lowest rate 121/2 cents for the first forty miles, 25 cents for the up to 100 miles; and the longest route 50 cents, still adding the 61/4 cents on ship letters. The Act of Congress (of the Republic) in 1841 DOUBLED THE RATES and put a 50 cent fee, additional, on ship mail.

By 1842 edict, rates were reduced to 12½ cents for the first fifty miles, etc., with ship mail paying an additional fee of  $6\frac{\pi}{4}$  cents. Various changes were made, almost yearly, on some form of mail-and changes in routes, as well as new rates, were soon creating considerable postal activity in the republic.

The record is not clear as to the receipts of the Post Office Department for its first year. The postmaster general's report for 1839 shows income of \$12,512.84, and the 1841 report, covering the June 30-Dec. 30, 1840 period shows the income at \$3,280.67.

According to the prison journal of Stephen F. Austin (as printed in the Texas State Historical Society Quarterly) "the matter at the end of this hitherto unpublished diary refers *** the first public mail route between the Mexican Republic and the United States."

When Texas was admitted into the Union, the extreme western army posts were at Fort Jesup, in Louisiana; Forts Towson, Washita and Gibson, in Indian Territory; Forts Scott and Leavenworth in Kansas; Forts Atkinson and Snelling in Minnesota; and Fort Wilkins on Lake Superior. In 1849 there was a chain of United States army forts across Texas from Fort Duncan on the Rio Grande, by Fort Marvin Scott

### The International Stamp Review

at Fredericksburg, Fort Croghan in Burnet County, Fort Gates in Coryel County, Fort Graham in Hill County on the Brazos, and Fort Worth in Tarrant County.

According to the United States quartermaster general of the army, there was not, in all Texas, New Mexico, California, or Oregon, a steamboat line or a railroad, or even a turnpike road, in 1851. What he meant, of course, was that there was no regular means of conveyance of these types for his purposes. Almost all the movement westward was by the slow-moving wagon train, drawn by oxen or mules.

As a matter of fact Fort Leavenworth had a steamboat service, on the Missouri River; Indianola, then a leading port on the Texas coast, had boat service—but none of this was "regular service."

Texas received 5-cent and 10-cent 1847 stamps, but you are not apt to uncover a first day 1847 issue with a Texas postmark, because the first regular United States stamps did not reach Texas towns until some time after July 1, 1847. Very few 5 or 10-cent 1847 stamps are known to this writer, showing Texas use. One such is a cover front, with 5-cent

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# The Stamp Parade

By Jed Jones

HE Stamp Oddity Department, searching for four-language stamps, has received a charming letter from no less a man than Bert Powell, the energetic and agreeable collector of Polish stamps and S. P. A. Promotional Secretary as well. Bert reports the local stamp issued for the town of Luboml, in the province of Volhynia in Poland, with inscriptions in: Polish, German, Judaeo-German and Russian. He didn't show me the stamp but he's a good enough philatelist not to tell me what isn't so. In case any of you never heard of "Judaeo-German',' I found via the faculty of one of the nearby colleges that this is the correct scientific name for the language usually spoken of as "Yiddish." Seems that this language is an old-fashioned form of German with a big infiltration of Hebrew words and written in the Hebrew alphabet, and is used by Poles who are adherents of the Jewish church. That same alphabet is used for revived Biblical Hebrew, an entirely different language, on the threelanguage stamps of Palestine.

Which reminds me: I think the three-language stamps of Palestine with Syriac (or is it Arabic?), Hebrew and English are the only threelanguage stamps except those of Eastern Rumelia with Turkish, French and Greek on them.

Orchids again, this time to Wilson P. Smith and the society he has headed during the last year-Precancel Stamp Society. They did a fine job in July, "breaking" the Burlington Flats, N. Y. Bureau precancel coils, which were being held back from circulation by an arbitrary action of the lone permit-holder in that town in co-operation with an arbitrary decision of the postmaster there. W. P. Smith and his co-workers got this overruled from Washington and used a fine condition pair on every circular in a mailing of the society members.

Any time a made-to-order scarcity in a desirable stamp is broken, little Jed is ready with a slew of applause.

In this connection, it's pleasant to note that both the Souvenir Issues Association and the Polonus Stamp Club have dropped hard on the attempt of the conquerors now holding Poland to get out a meaningless and needless souvenir sheet of excessive face value, proceeds from which apparently were to be used to fasten the foreign yoke on Poland.

"Clarence" in this magazine takes a more or less justified rap at the way Scott Publications, Inc., spell some philatelic names, specially when they use a "J" for Yugoslavia. By yimming Ay tank they bay using a Norse sound for letter "Yay" whan thay yump into that spelling! Seriously, the J spelling was lifted from some European language by mistake and if enough people will write Mr. Clark about it, he surely will change. The trouble with most of us who want catalogue changes is that we don't keep at it long enough or get enough others to help. If you had 111,000 stamps from 498 different countries or subdivisions to work through each year, you too wouldn't have time to do anything that wasn't insistently wanted by a real slew of your readers. (Figures not guaranteed but they are not too large in any case).

I hain't kidding when I say this about enough people writing to Hugh Clark if a change in anything in the catalogue is wanted. One man might be a crank; two a collusion; three or four a clique. But if twenty or thirty collectors up and down the country all ask the same change, Mr. Clark can know it is probably pretty generally wanted.

Do enough of us want the naming of the same color as vermillion, red orange and orange red, within two pages in the catalogue, straightened? Let's write in. I mean in U. S. 1887 to 1895.

Note for stampless cover collectors: Outside of North America, the general equivalent for "Paid" as a handstamped rate mark on a letter of the older days was "Franco." This seems to have been an international term, used from North Cape to Cape Horn.

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Reference: Dun & Bradstreet TATHAM STAMP & COIN CO.

Dept. 31 Springfield, Mass. 1847, red circle cancelation, Houston postmark in red, undated, owned by Louis Lenz.

To collectors of Texiana some of the interesting types are of the United States period, rather than the republic period. In the republic period we have (among others) these postmarks:

Austin, parallel circle type; Brazonia, straight line types: Centre Hill, handwritten; Galveston, oval types; Houston, parallel circle and several oval types; Sabine Town, handwritten.

Among the straight line types, sought by war cover collectors are those of Vera Cruz, known in six different types. The straight line BRAZOS (also BRASOS) is in demand, too, as is PT. ISABEL, of straight line fame.

There are a great many interesting marks of Texas, in the early days of statehood, through to the war-between-states and thereafter, including the "STEAM PACKET COLUMBIA" in two lines as used on the vessel plying the Galveston-New Orleans Route in the republic period, and the essential oval for any Texas collection is, of course, the marking employed at New Orleans, in the United States, for mail sent in and out of Texas via the Texian consulate at New Orleans. This oval reads:

"WM. BRYANT / NEW OR-LEANS / AGENT OF THE TEX-IAN POST OFFICE DT." or "SAM RICKER" etc. Both of these men served at New Orleans using an oval handstamp for their purposes of recording mail. There is also a small oval handstamp reading "Agency of the Texian Post Office. New Orleans," and likewise a small oval reading "Forwarded by William Bryan New Orleans."

This is the only known handstamp (of a foreign government) applied on mail IN the United States and is a "must" marking for the United States cover collector as well Texas specialist.

#### Jones Has Horse Trouble

Texas markings naturally made to join with Texas history and Texas human interest, and so we read with interest the review of the Texas Post Office Department, by John R. Jones, postmaster general. He refers to the authority vested in him to establish fifteen mail routes.

By the latter part of 1835, Jones had made contracts for ten routes covering 988 miles, and that (to Oct. 1, 1836) the republic owed more than \$1,600 to the various riders who carried letters and papers between the different route towns.

Postmaster General Jones had to

stop service on some routes because of financial difficulties- income against costs! He says governmental appropriations are required, explaining "the well known scarcity and high prices of horses in the country" etc.

Contracts as entered into by the post office department were profitmaking business ventures for a few of those who acquired contracts. A contractor would bid in and get a route for \$1,200, then he would subcontract it to somebody who needed a job at \$750 or \$800.

#### Early Houston Post

Houston's mail system is as old as the city itself. A Texas newspaper, April 21, 1936, made that statement as the opening sentence in a story on Houston and the Texas Republic's postal system. While reference was made to the booklet by this writer-the data (in the booklet) was "swiped" by the daily without any suggestion of payment. (The name of the daily and the steal-editor may be had upon request).

Houston became the capital city of Texas in 1837, and the general post office was established there. At this time the mail carriers met at the Sabine River to exchange mails between the United States and Tex-

Although some connection was maintained with the United States over trails to Arkansas and Louisiana, Texas' principal outlet to the world was through the port of Galveston and thence by boat to New Orleans.

Naturally, collectors like to own letters written by Houston, Austin, Jones, and others of fame-especially if such letters have postmarks. Mr. A. E. Thomas has a photostat of a letter sheet, written by Sam Houston, dated Nov. 10, 1841, with town mark in the upper left corner in oval type, with words "Houston" and "Texas" struck to show post office of origin.

My only "Houston" is a franking signature on an envelope as used while a United States Senator.

While "early Texas" postal history prior to 1835, is vague—as inefficient as Mexican mail of that day-references to early Americans in Texas, prior to 1835, are not unknown. There is, for illustration, the letter to Luciano Garcia, governor of Texas (1823) by AUSTIN, as follows:

preserve good order in the col-"To preserve good order in the colony under my charge, I have been compelled to cause five men to leave it, with their families, to-wit: Briton Baylie, John M. Coy, Alen White, David Fitzgerald, and Danied O. Quin. They are all men of infamous character and bad conduct, fugitives from the United States, one for having committed murder, the others for having counterfeited money and for whose apprehension the American government has offered high rewards. Men of such stamp cannot but be prejudicial to this new settlement, therefore I hope my action will meet with your high approbation. * * * "

#### Related Letters

There is a letter in the archives of the University of Texas, addressed to Col. Anthony Butler, then minister of the United States in Mexico, marked "confidential." My informant says the letter carries the franking signature of Andrew Jackson, President of the United States.

Now, then-Jackson franks are not exceptionally rare, but wouldn't want the letter referred to. for it does authorize Butler to purchase Texas from Mexico for any amount up to five million dollars.

That purchase would have created the development of Texas-would have "standardized" the postmarks of Texas to normal circles and handwritten rate marks!

No doubt Texas postmark specialists know that when the schooner "Revenge" ran aground on Red Fish Bar in April, 1822, that shipwreck recorded the first settlement in what is now Harris County.

Before that the white population of Harris County amounted to one man. It is supposed this one man was named Rieder, that he was of a nomadic nature—a surveyor by occupation and that he lived alone on Morgan's Point.

The earliest settlement in the vicinity of Houston, in 1822, was on a tract known as Frost-town. was prior to the governmental land grants given to Austin and others.

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# Precanagraphs

By ALBERT L. JONES

D R. MITCHELL, editor of the Official Bureau Catalog, announces the following newly issued sheet Bureaus in the narrow spacing on the Presidential issue:

Miami, Fla., #372, 1½c.
Baltimore, Md., #384, 12c.
Boston, Mass., #371, 1c.
Benton Harbor, Mich., #371, 1c.
St. Paul Minn., #372, 1½c.
Brooklyn, N. Y., #372, 1½c.
Benton Harbor is a new town for

the Bureau Catalog, although this city has been an extensive user of city-type precancels.

Carl Bibo of Santa Fe, New Mexico, reports having a Bureau from Falconer, N. Y., spelled Falconeh.

It is not likely that this is an error. It probably is an example of poor inking. If any reader finds this error, please report as that would show it to be a constant variety and so probably a broken plate variety and not just an ink variety.

We have been favored with a booklet entitled, "The General Adhesive Postage Stamps of the United States," with sub-title stating that they are "Classified and Numbered in Accordance with the Sacca System of Numbering Stamps" and published by the Sacca Publications, Salt Lake City, Utah.

"The Sacca System has but one numeral for each stamp, the numeral that falls to it in a continuous, consecutive, logical, chronological sequence of series, issues, subdivisions and individual stamps" as the author, Thomas J. Davis, puts

The system seems to be a well thought out and comprehensive one. It would be fine if it would be adopted by Scott's Standard Postage Stamp Catalogue, Hoover Brothers' various official City-type Precancel Catalogues, the Bureau Catalogue published by S. G. Rich and all other stamp guides issued, but that is a desideratum unlikely ever to be realized. If it could be then we would have always the same number for the same stamp instead of having different arbitrary numbers in different catalogues for the same stamp. The same number with modifying symbols would be used for the variants of that stamp.

To show just how this would work out, let us take the 10-cent denomination sheet stamp, issue of 1926-27, and make a comparison.

Scott's General No., 642; Sacca General No., 473.

Hoover's City-type Control No., 700;
Sacca City-type No., x473.

Hoover's Old Bureau No., B61; Sacca Old Bureau No., o473.
Hoover's New Bureau No., B81; Sacca New Bureau No., n473.
Hoover's New Bureau 3 line No., B81A; Sacca New Bureau 3 line No., 3n473. Five of the sixteen pages of the

booklet are devoted to precanceled stamps which shows that the author realizes the relative importance of precancels in the general field of stamp collecting.

That interest in the collecting of precancels is increasing all the time is shown by receipt of late of an unusual number of inquiries as to what album do we recommend for precancels.

There is no album practicable for city-type precancels or for current Bureau precancels except blank loose-leaf albums.

Right here let us put in a plug for the Ivory Album Pages put out by this publication. This is done, too, without any prompting from

We consider Ivory Album Pages the finest album pages that can be bought for the money and we'd wager that the present price of a package of fifty pages for 75 cents cannot be maintained much longer. These pages are available in six different headings including, "United States Precancels." There probably is an ad about these pages in this issue of The Review. Look it up and then order what pages you think you will be needing for the next year or two.

## **British Colonial Guide**

In a few short years Ernest Jarvis has accomplished that which many stamp dealers believed was impossible. He has sold American collectors on a specialized catalogue of the stamps of the British Colonies. These catalogues are in use from one coast to the other and "Ken-More's numbers" are beginning to rank with Scott and Gibbons in common usage.

Mr. Jarvis announces the 1942 edition of his book for delivery later this month and as the printing is to be limited it would be well for the collectors of British Colonies to place an order at once. As usual the price is \$1.

The new edition of the book contains more than 4,000 illustrations and every stamp is priced in used and mint condition. The prices used in this catalogue are net. Orders should be sent direct to the Ken-More Stamp Company, Kenmore, N. Y.

This catalogue is recommended by The Stamp Review.

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# A PRIMER OF THE FIRST GREEK POSTAGE STAMPS by Robert O. Truman.

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# THE CAPPED RELIEF OF THE TWO CENTS 1890 by John H. Latta, C.P.A.

—All about the capped varieties of the 2c 1890 issue—perhaps the most popular minor variety of U. S. collected. A thorough article, well illustrated. After you read it, you'll probably collect them yourself.

# POLAND—THE PERIOD OF STAMPS, TO 1876, by Vincent Domanski, Jr. and Stephen G. Rich.

—These two specialists of Poland add further chevrons to those earned by their earlier article, "Poland—the Stampless Period," which appeared in the "Orange Book." This new article is a prize winner in anybody's review of philatelic literature. It is as thorough as the two best-informed men on these issues know how to make it. Many illustrations!

All in all, a Table of Contents we earnestly pass along and recommend as Class A reading.

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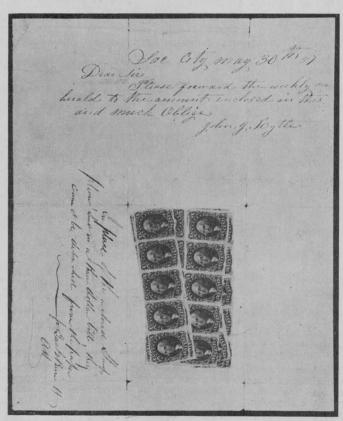
Walter S. Scott, Auctioneer J. W. Scott, 236 W. 55th St., New York

# Important Find of the 10-cent 1855 Is Made by Alexander D. Gage

N extremely important find of A the 10-cent 1855 stamp has recently been made by Alexander Drysdale Gage, Arcade Building, Pasadena, California. It consists of six strips of five of the 10-cent 1855 issue, and a rather interesting history makes the find more alluring.

These six strips, amounting to \$3.00 face, were sent in a letter from Sac City, dated May 30th, 1857, to an Eastern destination in payment for a newspaper subscription. They apparently got stuck together in transit, and were returned by the publisher with a notation to send a \$3.00 bill in payment, as the stamps could not be detached from the paper.

The accompanying photographs show the piece as originally found and the strips themselves after having been removed. The plate position of each strip is indicated, as determined for Mr. Gage by Stanley B. Ashbrook, eminent specialist in these issues. Incidentally, the type 1 strip is the largest piece known of this type, and the entire find is both interesting and valuable. The pieces will soon be offered for sale.



Showing piece containing 10-cent 1855 stamps as originally found by Alexander D. Gage.



# 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.

# Does Knowledge Add to Collecting Enjoyment?

SPECULATIVE estimates have given fabulous figures to the number of persons saving stamps but it is my opinion that less than 10 per cent of those are concerned over who designed the stamp, how many were printed, etc., or are in a position to secure proofs, etc.

The balance of 90 per cent are collectors like myself who have selected a portion of this hobby with its many ramifications and follow it purely as a hobby and not a profession spending the modest sums available almost entirely for additions to our collection. As a rule we have no source of material to draw on and each new comer is usually bought. Inverted centers, errors, etc., are beyond our fondest dreams and even our albums—for the most part—have no spaces for the rarer stamps.

I'll grant that many of us get "stung" in purchases and possibly do overlook some valuable stamp in a conglomeration but to read books and the studies necessary to eliminate those handicaps would take stamp collecting out of the hobby class and make it a job. This might or might not pay dividends at some future time but it is too problematical.

Suppose you did the same thing in buying a suit of clothes. Where did the wool come from, who made the cloth, etc.

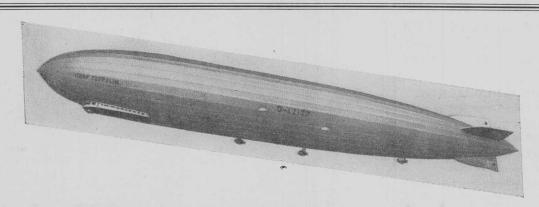
So for myself I fail to see where knowledge of the production of a stamp will enhance its value to me. "Stamps" fills my needs, modest as they are, and I enjoy reading of unusual "finds" and the various side lines of other collectors but I don't agree that I am missing any enjoyment because I lack "basic information.

Confining myself to U. S. stamps I have a local reliable source of supply—the U. S. Post Office—and while I haven't spent a fortune on either material or albums I derive pleasure in the possession of a modest collection and one cannot reasonably expect more out of a hobby. Human interest stories or reminiscences can add little to that pleasure even though I admire the successes of professionals.

Maybe an "open forum" on the question in STAMPS would bring out other opinions.

-H. F. MANGUM.

The catalog numbers and prices used in the advertisements in this issue are all from Scott's Standard Postage Stamp Catalog unless specifically stated otherwise in the advertisement.



# Thompson Zeppelin Air Mail Collection

Back in 1919 the late Mr. Anson R. Thompson, a paint manufacturer of Troy, New York, was recuperating in Florida and was putting the finishing touches to a collection for his grandson. Mr. Thompson's doctor suggested that, to improve Mr. Thompson's health he might well take up some form of stamp collecting for himself.

The famous airship "Graf Zeppelin" was just then making flights around the world and Mr. Thompson conceived the idea of collecting everything appertaining to the Zeppelin.

Mr. Thompson was a consistent devotee of Zeppelinia until his recent death, and we are privileged to sell this collection, by order of his executors. The collection embraces every phase of Zeppelin Air Mail and numbers well over 4,500 items.

This collection can well be divided into three sections. First we have a group of material from the pre-World War Period, next come the pioneer flights

of the Zeppelin, and the third section comprises all the special stamps issued by the United States, Germany, and other countries of the world for the various Zeppelin flights.

In addition to the stamps as issued, the covers show the various uses of these stamps, and the collection also contains many of the official medals and coins struck off for the Zeppelin.

Catalogue of the sale may be had by readers upon request, without obligation. Prices realized may be had for one dollar.

SALE AT OUR OFFICES – 551 FIFTH AVENUE OCTOBER 2 and 3, 1941

# HARMER ROOKE & CO., INC.

GORDON HARMER, President

World's Leading Stamp Auctioneers
551 FIFTH AVENUE NEW YORK, N. Y.

LONDON OFFICE: 2 ARUNDEL STREET, STRAND

WESTERN COVER SALE

October 16,

Fine array of Independent Mail Route Covers, including wide range Wells-Fargo Franks.



Type 3-81 R I to 85 R I.



Type 3—66 R I to 70 R I.



Type 3—61 R I to 65 R I.



Type I—96 R I to 100 R I. Containing both major listed Plate Varieties.



Type 2-56 R I to 60 R I.

# U. S. Special Bulletin No. 15

Part I—Used Singles

Good Condition: 79%-75% Discount from Cat. Price. Attractive item with minor defect such as slight thin spot, tiny tear, missing or rubbed perforation. Or it may be an average perfect copy not well centered. Fair Condition: 80%-85% Discount from Cat. Price. Presentable copy—not quite as nice as Good. Better than "Space-Fillers."

than "Space-Filler	's.'		
# Good Fair	# Good Fair	# Good Fair	
32d\$1.10 \$.85	190 <b>\$.40</b> 191\$2.95 1.80	Q8\$.18 \$.12	
32d\$1.10 \$.80	191\$2.95 1.80	R7C 50 .40	
35a 2.15 1.60	20875 .50	R11c20 .16	
36 3.15 2.45	213	R29c75 .50	
4 50	21790 .60	R35e35 .25	
	2182.95 1.80	R35e35 .25	
41 2.60 1.75	224 28 20	R38c45 .30	
42d 5.25 3.75	22740 .30	R50e30 .20	
42d 32 .25 42f 32 .25	22740 .30 22845 .35 2291.35 .90	R51c .2.50 1.90	
20 / 05	2291.35 .90	R53c12 .08	
	23222 .15	R56c25 .15 R57c30 .20	
47 3.75 2.45 48a 2.45 1.85	23545 .30		
	23612 .08		
	23890 .60 2391.20 .80	R73c .3.75 R74c .3.00 1.90	
49b 1.75 1.25 5075 .50	2391.20 .80	R80c .1.50 .90	
	2415.95 3.90 25625 .15	R83c75 .60	
51 1.75 1.30		R84c25 .15	
52 3.75 2.50	259	R85e25 .15	
53 5.75 3.90	27410 .12	R86c40 .25	
63	9760 150	R86c40 .25 R87c .1.70 1.25	
63b 90 . 65 67 5.90 4.75	277 2 00	R88c30 .20	
	984 15 10	R89c25 .15	
6830 .20	28740 .30	R89c25 .15 R90c .1.80	
70 1.95 1.55	28740 .30 28845 .30	R93c90 .60	
71 1.20 .80	28975 .50	R93c90 .60 R95c .1.20 .80	
71 1.20 .80 72 3.75 2.80		R11465 .50	
72 30 .22	29740 .30	R11795 .65	
7695 .60	29885 .60	R12040 .50	
77 1.25 .95	29945 .30	R12590 .60	
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86 2.95 1.90	30912 .08	R13940 .25	
87 1.10 .70	31040 28	R14040 .25	
89 1.75 1.20	313 8.50	R14145 .30	
92 1.35 .90	32575 .60	R143 .1.00 .60	
9360 .40	32655 .40	R14535 .25	
95 4.50	32775 .50	R24645 .30	
95a 5.50	33060 .40	R247 .1.00 .60	
96 1.20 .80	34145 .30	R24860 .40	
100 4.50 2.95	37175 .60	O495 .20 O64.50	
112 1.20 .80	38030 .20	064.50 092.70 1.75	
11345 .25 115 1.35 .95	38118 .10	092.70 1.75 02025	
	38245 .30	02230 .20	
	39930 .20 40030 .20	02475 .50	
	400a30 .20	02850 .30	
119 1.55 1.10 120 4.50 3.00	40335 .25	03825 .15	
124 2.75	40335 .25 4041.25 .90	04295 .60	
13435	41530 .20	0431.75 1.15	
13545 .30	41930 .20	0441.15 .75	
137 2.75	421 45 .30	O454.50 3.00	
138 2.95 1.90	44038 .25 46075 .50	O5235 .25	
141 6.50 4.50	46075 .50	05445 .30	
148 25 15	46445 .30	O5675 .50 O581.00 .75	
14995 .60	46818 .10	O581.00 .75	
150 30 . 20	46925 .15	07860 .40	
151 60 .40	47025 .15	08122 .15	
15280 .55	47418 .10 4771.50 1.00	08240 .30	
153 1.25 .95	4771.50 1.00	08325 .15	
154 1.90 1.40	47830 .20	08430 .15	
155 2.25 1.65	47975 .60	08430 .15 0871.10 .75	
160 1.00	53545	08830 .20	
16285 .55	54745 .30	O8925 .15 O9350 .30	
163 1.10 .75	61930 .20	O9350 .30 O951.75 1.25	
16545 166 2.95 1.95	C355 .35 E145	0106 .1.75 1.25	
166 2.95 1.95 18630 .20	E145 E460 .40	0107 .2.10 1.40	
18630 .20 18822 .15	Q715 .10	Many others.	
8c each—Good: #38	3, 185, 215, 221, 23	4, 203, 207, 208,	
900 996 401 D20a D29a D53a			

80 each—Good: \$33, 185, 215, 221, 224, 233, 237, 238, 309, 336, 401, R30e, R32c, R52c, R52c, 8c each—Fair: \$381, 468, 474, O72, O75, O77, O79, O92, C22, R11c, R82c, R118c, E3.

Part II, Unused Sgls. 80%-90% Off Cat. Price Good to Very Good Condition. Tiny defects, if any. Asterisk * after item means that it has Original Gum. Otherwise, no gum.

#33\$.35	#205*.\$.50	#257\$.45	#305*.\$.45	
65a20	215*25	266*35	306*20	
6875	216*35	26920	308*25	
68a95	22320	269*30	319b* .30	
894.50	223*35	270*25	327*.1.95	
9430	23320	272*20	333*30	
1121.50	23615	280*25	433*25	
1171.50	236*30	282*65	464*.1.25	
134*1.90	23720	282c95	46645	
1501.50	237*35	284*.1.25	514*60	
15815	240*.1.95	287*. 75	550*50	
182*40	253*25	288*75	560*20	
189*45		289*95	Many	
20530			Others	
		Good Mint V		
Sheet \$3.90. 10c each—Good to Very Good Mint #210,				
212, 214, 2	94, 328, 367,	549, 615, 628.		

1. V. G., Fine, and V. F. Items Fairly Priced.
2. Other Fair to Good Items at slightly smaller discounts than those offered above.
3. Space Fillers @ 85%-90% OFF Cat. Price.
Your Want List Solicited and Respected. We will send only those items requested. We do not plague you with unwanted approvals.

ALL ITEMS RETURNABLE FOR PROMPT CASH REFUND

# FLORENCE STAMP COMPANY

1334 Ft. Stevens Drive, N.W. Washington, D. C.

# PHILATELIC NOTES

By GEORGE VAN DEN BERG

Mr. van den Berg regrets that, because of pressure of regular duties, it will be impossible for him to enter into correspondence with readers.

WHICH New York dealer has U. S. A. 5c and 10c 1847 by the 100, thousands of superbly used 2c Black Jacks, 3c Z Grills by the hundred and stacks of mint St. Louis Expositions, all denominations, in full sheets, in his stock, with everything else in proportion?

THAT \$250,000 face accumulation of mint sheets since 1890, covering all denominations of all issues, now in bank vaults in an eastern city, not New York, will come onto the market next season.

C. FENEBERG, of 302 West A. Louden St., Philadelphia, wishes to buy four Saar stamps to complete his collection-Scott's 38, 148, O17 and O19. He has been unable to secure them from a large number of dealers whom he has contacted.

W. KUMLER, who, 50 years B. w. KUMLER, who, geological, palaeontological and archaeological specimens and curiosities of all kinds and who was then living in Parker, Turner County, South Dakota, now lives in Kensington, Maryland and has a fine collection of covers ranging from Afghanistan to Christmas Island and from Llanfairpwllewynell to Bahrain.

B. TURPIN, long of the Strand, but now in Horsmonden, Kent, advises that his entire stock of early French stamps was sent to a valued client in what is now occupied France just before the blitz struck and that it cannot, in consequence, be drawn on until after the war is over. It is interesting to recall that, in 1914, many British dealers had out valuable selections in Germany at the time that things began to pop. These were, almost to the last one, properly accounted for in 1919. There is, generally speaking, a high sense of honor among philatelists.

A. L. HUGHES and Company of Nelson House, Park Road, Peterborough, England, announce the acquisition of a specialized collection of Egyptian stamps which they are now breaking up.

BRIDGER AND KAY, Ltd., the British Colonial Specialists, of 86 Strand, W. C. 2, are one of the few world famous London firms still carrying on at the old stand, blitz or no blitz. The best of luck to them!

Stamp Collecting for All

STAMP COLLECTING FOR ALL is the title of a booklet by Stanley Phillips which has proven so popular that it is now in its Fifth Edition. A copy has just reached the editor's desk, and we note that it has been entirely revised and brought up to date. An interesting new chapter has been added, also, on "Stamp Collecting in War-Time.'

The booklet deals with many of the fundamentals of collecting, and should be a valuable aid to the beginner, both as a helpful guide and as an inspiration. Aside from an outline of the necessary equipment to begin a collection, the booklet deals with such essentials as "Identifying Stamps," "The Anatomy of a Postage Stamp," "Forgeries, Reprints, and Bogus Stamps," and "Arranging a Collection."

In the chapter on the "anatomy" the very difficult question of paper is clarified for the beginner, with illustrations accompanying the text, showing wove, laid, etc., as well as watermarked paper. Perforation and roulettes are also illustrated. This chapter alone is worth the price of the booklet, which is only 1sh.6d.

The booklet may be obtained from the publishers, Stanley Gibbons, Ltd., 391 Strand, W.C. 2, London, Eng-



# YOU HAVE STAMPS TO SELL

FREE APPRAISAL, FAIR PRICES, and PROMPT PAYMENT are dependable features of our stamp buying. We buy virtually all kinds of stamps. Before you dispose of your collection, be sure to read our FREE BOOK-LET "If You Have Stamps to Sell." A postcard will bring you a copy.

H. E. HARRIS & CO. 108 Mass Ave. BOSTON, MASS.

# PHILATELIC NOTES

By GEORGE VAN DEN BERG

Mr. van den Berg regrets that, because of pressure of regular duties, it will be impossible for him to enter into correspondence with readers.

YEAR 1940 has been a big year for stamp collectors. The Centenary of the postage stamp has been celebrated in all parts of the world. Many governments have issued commemoratives to mark the event; hundreds of exhibits have been held in Canada and the United States, and most of us have seen at least several of them. Friends in Europe, Africa, Asia, Australasia, and South and Central Americas write glowing accounts of special meetings held by stamp clubs there and of the large variety of stamps shown. Indeed, there has been nothing like it in all the years that folks have been collecting stamps.

This unprecedented activity in the philatelic world has not only developed greater enthusiasm for stamps among collectors themselves—it has brought many old-timers back into the fold, it has created a veritable army of beginners who are now mounting their first packets in their first albums and it has aroused great interest in the history of the hobby itself.

For many months, now, writers for stamp papers have been bombarded by questions, such as, "Who was the first collector?," "When was the first catalog published?", "What were some of the early albums?", "Who were the great dealers of fifty years ago?", etc. And, embarrassingly enough, it hasn't been possible to answer many of these questions adequately because information was lacking.

The large number and great variety of such questions set a number of us thinking and the upshot is that, speaking in behalf of a group of stamp writers and a well-known publisher, I am today proposing the formation of the American Philatelic History Society for the purpose of bringing together and disseminating information on the history of stamp collecting in the United States.

This organization would in no way duplicate the activities of any existing collectors' or dealers' body. Its sole object would be to sponsor research in the past of the hobby and to facilitate the publication of material on the subject. The matter has been given careful consideration and has won the enthusiastic endorsement of outstanding personalities both in collector and in dealer circles. As one collector, whose opinion was sought, put it-"Such an organization would fill the same role for us that the Legal History Society and the History of Science Society fill in other spheres. Given dignified auspices, much vital information can still be gathered before it is forever lost, and The American Philatelic History Society would provide that auspices.

It should be noted that this body would confine its activities to a study of stamp collecting in our own country. It would, of course, be foolish to include the entire world, as the subject would be too vast, and the source of material on our hobby in other lands is lacking here. By deliberately narrowing the field, an integral research program could be evolved and creative work along the lines of Charles J. Phillips' sketches of great European collectors, and Pierre Mahe's book dealing with early Parisian stamp dealers could be carried out. Thus the entire fascinating story could be worked out on a com-

prehensive basis.

This subject, the history of stamp collecting in the United States, has several aspects — leading collectors, leading dealers and leading publishers and their works. By "leading" I don't mean the so-called greatest and most famous, the builders of million dollar collections, the holders of vast stocks and producers of printed collector materials on a mass production basis—I mean those who, in one manner or another, have made real contributions to the hobby as we know it today.

Among them should be mentioned John K. Tiffany and John N. Luff, the first serious students of American stamps; J. F. Seybold, of Syracuse, the early postal history student who amused contemporaries by urging that stamps should be kept on covers and that postmarks were worth studying; and Harry M. Lindsay, who became the great expert on reprints and forgeries which arose to plague collectors at an early date. All have left indelible impressions . . . their contributions to the hobby scarcely be over-estimated, yet they have become only faint memories by our own time. Their achievements should be permanently recorded.

Then there are the pioneer dealers: John W. Scott and James Brennan, who went into the stamp business in New York in the early sixties; and F. M. Trifet and S. Allen Taylor, who opened shops in Boston in 1865; an unsung hero, C. F. Adams of Cincinnati, was importing new issues some seventy years ago, and many of the fine West Indian covers one encounters today are addressed to him Their careers are filled with philatelic romance. Believe it or not, Trifet at one time owned Ten Thousand unused sets of Eighteen Fifty-seven U. S. A. presented to him by Post Office Department authorities in return for arranging the philatelic exhibit at the Centennial Exposition in Philadelphia. The first stamp auction in the world, held by J. Walter Scott in New York on May Twenty-eighth, Eighteen Seventy, and the invention of the approval card by P. M. Wolsieffer, then a Chicago dealer, are important milestones in the development of our hobby and merit careful

Early ventures in catalog pumlishing, too, offer an intriguing field for important research. The modern catalog is the outgrowth of price lists put out by J. Walter Scott, and Sever and Francis of Cambridge, in the Sixties. The work of Henry Collin and H. L. Calman of the old Scott organization, in converting a sales list into philatelic reference work in the Nineties has never been fully told.

A comparative study of early albums, such as those published by W. H. Hill, of Boston, in Eighteen Sixtyfive, by J. Walter Scott of New York in Eighteen Sixty-nine, by W. F. Bishop of La Grange in the Eighties, and by C. H. Mekeel of St. Louis in the early Nineties, would likewise yield rich results to the student of American philatelic history.

The subject of early stamp journals, such as, S. Allen Taylor's Stamp Collectors' Record, which appeared between 1864 and 1876, and the founding of J. Walter Scott's American Journal of Philately in 1868, should be thoroughly investigated. Early stamp items and advertisements in juvenile periodicals of the Sixties and Seventies would yield rich results.

Nor must the formation of stamp clubs in many cities and the emergence of our national societies be overlooked. There are, indeed, limitless possibilities for research in the field of the history of stamp collecting in the United States and The American Philatelic History Society would not be lacking important projects.

Interest in the subject is keen and,



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

Triple 10c Rate (Unpaid, 1851-1855) California-New York

E. N. Sampson, Stratford, Conn., reports a "30" rate (handstamped) on a letter from California. The black boxed "30" is on a Court Deposition, sent from California, Feb. 16, 1853, and being sent unpaid (Triple) required a "30c" payment upon delivery at New York City.

The illustration, herewith shown, is that of the same "30" handstamp as used on a letter from San Francisco, Nov. 15, 1854, and indicates a triple-rated letter. The photograph

gar B. Jessup, who acquired the cover from the Editor of this Column. It was a cover in the Stewart find, made not too many miles from Ezra Cole's Nyack, without the knowledge of Ezra Cole. The Stewart Correspondence, consisted of hundreds of Stampless, mostly of the 1847-57 period, to and from the Stewart who represented Mexico in this period, in the United States.

A few of the Stewart covers fitted in the Editor's Texas Collection, as these were in the Mexican War Period. One such, sent from Vera Cruz, in 1846, bears the British Crown Circle handstamp, on a folded letter, sent, per handstamp from "Ministerio De Hacienda" and another shows the "fairly-rare" Tampico, in Straight Line, on a cover to New York, carrying the New Orleans postmark, the "10" handstamp, as well as "for 10" handwritten.

The Stewart find had a few of the desirable Vera Cruz Straight Line



Cover courtesy Edgar Jessup Photo by Stanley B. Ashbrook

"30" Handstamp used on letter from San Francisco, November 15, 1854, indicating triple-rated letter.

was made by Stanley B. Ashbrook, who says the boxed "30" Handstamp, prior to July 1, 1851, was used at San Francisco for the 30 cent rate to and from Chagres, Costa Rica, etc., and the use of this boxed 30 Handstamp in 1854 is the latest use known to him. It will be recalled that Mr. Ashbrook discussed rates of the 1851-55 period in Vol. 2, United States One-Cent Stamp, 1851-57.

Mr. Ashbrook's photograph represents a cover in the collection of Ed-

postmarks, of the Mexican War Period.

# Il francobollo da 1 cent. degli Stati Uniti 1851

In una rivista filatelica (1) venne pubblicato a firma E. A. un articolo da cui stralciamo il brano che segue ed i foto:

« Gli antichi francobolli degli Stati Uniti d'America erano disposti nelle tavole con notevole irregolarità, tanto che spesso fra due francobolli vicini si trova uno spazio molto ampio. Il noto negoziante ed esperto H. Köhler di Berlino ha illustrato nel Köhlers Philatelistisches Magazin dell'aprile 1926 alcuni francobolli degli Stati Uniti d'America emessi dentellati e da falsari trasformati in « pezzi » di grande rarità con la semplice operazione del ritaglio dei dentelli. A tale trucco possono venire assoggettati anche i francobolli da 1 cent. di cui abbiamo sopra trattato e non sempre è facile riconoscere esemplari che hanno subito tale sofisticazione. Eccone un esempio:

Di recente ad un'asta venne offerto un esemplare dell'1 cent. apparentemente non dentellato che fu descritto come III tipo del 1851 e di cui alla fig. 1 ».





FIG. 2

FIG.

L'Autore conclude che a tale francobollo è stata tagliata la dentellatura, in quanto, previo esame con tutte le 12 tavole dei francobolli stampati, questi presentava una caratteristica peculiare solo ad alcuni dei francobolli dentellati provenienti dalla 6° tavola, che ha servito esclusivamente per la stampatura dei francobolli dentellati, consistente in una sottile linea orizzontale a sinistra in alto intersecata verso sinistra da due piccoli tratti verticali (vedi fig. 2).

⁽¹⁾ Corriere Filatelico, N. 4, 1935-XIII.

Lo spirito investigativo del filatelico autore dell'articolo è veramente cospicuo. Però non è dato a tutti possedere l'archivio filatelico di cui egli si è servito, la cui consultazione importa inoltre tempo non indifferente per le ricerche (12 tavole di 200 francobolli ognuna!).

Inoltre tale metodo riesce in una percentuale molto piccola di casi, casi dovuti a quei segni graffiti dall'incisore per stabilire il posto di ciascuna impronta sulla lastra, segni che dopo il trasporto avvenuto dell'incisione a mezzo del rullo di ferro temperato, vengono cancellati. Quelli che rimangono provengono quindi da svista o negligenza dell'incisore, e come si comprende ricorrono con poca frequenza.

Possiamo dire che tale particolarità, atta all'identificazione, ricorre nell'uno per cento dei casi. Ed in tutti gli altri il filatelico puro come se la cave-

rebbe per risolvere il quesito?

E se nel francobollo di cui alla fig. 1 il falsario con una soluzione alcalina, dato che il francobollo è stampato col bleu di Prussia, avesse asportato senza lasciar traccia dell'operazione la linea famosa intersecata da due trattolini verticali?

Vediamo quindi che il metodo filatelico puro non è in grado di poter risolvere appieno il problema.

Ora vedremo invece come procede l'indagine tecnica e razionale col seguente:

### **BOLLETTINO D'ANALISI**

Materiale da esaminare: francobollo di cui alla fig. 1.

Quesito: accertare se il reperto appartiene effettivamente all'emissione 1851 ovvero a quella 1857 con i dentelli tagliati.

CARATTERISTICHE	EMISSIONE 1851	EMISSIONE 1857
Aspetto	Incisione molto nitida - tratti ben marcati e sottili.	Incisione meno nitida della precedente - tratti di spessore molto più marcato - presenza di alone azzurro che offusca talora particolari dell'incisione, dovuto a negligenza degli stampatori.
Spessore	$\frac{72}{1000}$ di mm.	$\frac{61}{1000}$ di mm.
Coefficiente di assorbi- mento in rapporto al «campione» 1851	C = 1	C < 1

Materiale pel confronto: francobolli sicuramente dell'emissione 1851 e di quella 1857 (dentellati).

Criterio di apprezzamento: Il reperto presentando tutte le caratteristiche segnate per l'emissione 1857, appartiene a questa emissione cui sono stati tagliati i dentelli.

Il fatto che la carta dell'emissione 1857 è più porosa, spiega la minor nitidezza della stampa indipendentemente dallo stato della tavola.

In conclusione una semplice misurazione di spessore risolve in pieno il problema in tutti i casi, e non occorre essere filatelico per affrontare tale quesito.

GIOV. ARISTIDE PETRUCCI.

# L'invecchiamento artificiale delle carte

L'invecchiamento artificiale delle carte ha trovato applicazione per fare apparire antiche delle stampe impresse invece in epoca recente, in seguito al ritrovamento delle antiche incisioni.

Così è capitato ad es. per incisioni fiamminghe e tedesche ricercatissime, per delle stampe inglesi, per quelle molto graziose del Fragonard, e fra le nostre quelle conosciutissime del Piranesi.

Poter distinguere la priorità nelle varie tirature, eseguite tutte sulla stessa placca originale è compito molto importante dal lato commerciale, in quanto le tirature contemporanee all'incisione dei rami o delle xilografie assurgono a prezzi spesso rilevanti.

L'esame tecnico dell'incisione ha il suo valore, ma questo vale specialmente nel caso in cui le incisioni primitive siano state posteriormente ritoccate per rimediare alle ingiurie del tempo, ovvero per ovviare all'usura delle incisioni stesse.

Ma vi sono stati anche dei casi, e sono moltissimi, dove queste incisioni sono state rinvenute pressochè integre, talchè delle tirature eseguite su di esse sono riuscite perfette a simiglianza delle antiche.

Il criterio tecnico deve allora cedere il posto a questo fisico-chimico, e si deve procedere all'esame della carta, confrontandola con stampe analoghe si-curamente antiche.

Brillanti risultati si possono ottenere con tale metodo, ma richiede tempo non indifferente e tecnica delicata.

Vediamo anzitutto come è stato ottenuto artificialmente « l'habitus » venerando nelle stampature recenti di antiche incisioni.

g. a. p.

(continua)

Il Capodel Governo

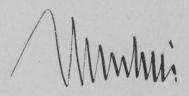
Egregio Signore,

Il prezioso quincusse librale, ch'Ella cortesemente ha voluto offrirmi in omaggio, mi è giunto assai gradito.

L'ho esaminato con vivo interesse, oserei dire con amore, perchè parmi sia racchiusa in esso ancora un pò della genuina an ma romana fiera e decisa.

Il rovescio della moneta, poi, mi sembra veramente di sommo interesse, perchè ci offre un sì antico documento di tecnica navale e ci è testimonio della ferma volontà marinara di Roma.

Ho pensato che la moneta possa trovare degna sede nel Museo Impero e l'ho ad esso destinata.



Al Sig. Arturo De Sanctis Mangelli

MANZIANA

Facsimile della lettera inviata da S. E. Il Capo del Governo al Comm. Arturo De Sanctis Mangelli.

# Toppan, Carpenter & Co. Contracts For U. S. Stamp Issues 1851 to 1860 Copyrighted 1937 By Clarence W. Brazer

Students of U. S. Issues from 1851 to 1860 inclusive have for many years been anxiously interested in the contracts between the Government and the Toppan, Carpenter, Casilear & Company for these stamps. Dr. Carroll Chase made a long search but was unable to find these documents to include in his book. Stanley B. Ashbrook has also been anxious to find these contracts for his books on early issues. In the book I am writing, a"HISTORICAL CATALOGUE of U. S. STAMP ESSAYS AND PROOFS" I aim to include Proposals for bids, Specifications, Tabulation of Bids Received with essays accompanying same, Report of the Committee appointed to investigate the bids and the resultant Contracts, with such correspondence between the Government and the bank note company as relates to the production of the various designs.

After several years search for these documents I have found most of them and, as the publication of my own book will probably be delayed until revision of the Illustration law makes illustrations possible, I am at the earnest request of several students publishing herewith the Toppan, Carpenter & Co. contracts.

It will be noted that the first contract covered a period of six years, from June 10, 1851 to June 10th, 1857, and that this contract was extended for a period of four years to June 10th, 1861.

The members of the firm of Toppan, Carpenter, Casilear & Company, in addition to those whose names appeared in the firm title, included Henry E. Saulnier, an engraver of considerable merit whose artistic opinion was highly valued by other able engravers, and William C. Smillie, an engraver whose work on our U. S. stamps continued for many years with other bank note companies. Before the contract was extended John W. Casilear withdrew from the firm. For sometime he was later with the Bureau of Engraving and Printing at Washington, largely in connection with bank note engraving though he patented several improvements in the art.

The original price for the 1851 stamps was 15¢ per thousand but after the Toppan, Carpenter & Co. had imported a perforating machine for the 1857 issue the extended contract provided for a payment of but  $14\frac{1}{2}$ ¢ per thousand for stamps in the same condition as under the previous contract. For perforating they were allowed 2¢ a thousand and as the number of post offices to which stamps were sent had greatly increased after compulsory prepayment of postage in 1855, the extended contract for the first time included envelopes, paper and tin boxes, and packing for mailing. For this they received an additional  $1\frac{1}{2}$ ¢ a thousand, making the entire cost of each thousand stamps amount to 18¢.

The original contract provided definitely for only the 10, 30 and 120 stamps and the Carrier Stamp, but it provided for additional denominations as might later be required and under this clause came the later 50, 100, 240, 300 and 900 stamps.

As the previous contract for the 1847 Issue, with Rawdon, Wright, Hatch & Edson, had not provided for the return to Government ownership of all dies and plates engraved and provided under the contract, this 1851 contract is the first to so provide. It will be noticed, however, that no mention is made as to the ownership and return of the transfer roll.

In 1861 the Postmaster General desired that all the stamps have numerals as well as letters expressing the denomination and as only the 10¢ and 30¢ Toppan, Carpenter & Co. stamps were so designed, this company prepared essays, which were submitted with their bid for the 1861 issue, by making duplicate dies with numerals in the places of the rosettes on the 3¢ and 12¢ designs and numerals incorporated in the

corners of the 1¢, 5¢ and 24¢ and in the center of the bottom label of the 90¢. They were, however, unsuccessful in obtaining the 1861 contract and these designs remain essays. Many years later, after the effects of the original firm had come into the hands of the Philadelphia Bank Note Company which went into bankrupcy early in the 20th Century, these dies and an unaltered die of the Franklin Carrier were purchased by Ernest Schernikow who had reprints made both complete and breakdown, but this is another story.

It will be noticed also that the contract provides that the contractors take the responsibility should their work be counterfeited for, in such event, they were required to make new designs, dies and plates but, fortunately for them, they did not have to go to this additional expense.

This 1851 contract also for the first time provided for the appointment of a Government Agent in charge of the dies and plates, while in the contractor's custody, and to whom all deliveries of the stamps as printed were to be made. It also provided for the dies and plates when not in use to be carefully sealed and deposited in the Assistant U. S. Treasurer's office in Philadelphia for safe keeping. At the expiration of the contract they no doubt were sent to the Treasurer's main office in Washington where they are now in the vaults. All subsequent contracts with the private bank note companies included similar provisions both for the safe-keeping and for the disposal of the dies and plates, as well as for the particular care against printings from them getting into private hands. From this it might be argued that all reprints, re-issues and proofs were necessarily made only upon direct order from the Post Office Department, except perhaps for the original proof reader's sheets which were kept in the files of the bank note company as records.

# Postmaster General Nathan K. Hall and Toppan, Carpenter, Casilear & Company.

Articles of agreement made and entered into between the United States of America, by Nathan K. Hall, Postmaster General, of the one part, and Charles Toppan, Samuel H. Carpenter, John W. Casilear, Henry E. Saulnier, and William C. Smillie, known as, and constituting the firm of Toppan, Carpenter, Casilear & Company, engravers, of the city of Philadelphia, of the other part, witnesseth:

That it is agreed on the part of the United States of America to employ the said firm of Toppan, Carpenter, Casilear & Company, of Philadelphia, to engrave and print for the use of the Post Office Department of the United States, all the postage stamps which may be required by the Postmaster General, under the "Act to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851, and to pay them therefore at the rate of fifteen cents per thousand stamps as soon as they shall be executed and received by the Post Office Department; and further, that the whole printing and furnishing of postage stamps of every description for the use of the Post Office Department, including carrier's stamps, when these shall be furnished by the department, shall be given to them, the said Toppan, Carpenter, Casilear & Company, exclusively, for the full term of six years from the date of this agreement; and it is agreed on the part of the said Toppan, Carpenter, Casilear & Company, that they will engrave steel dies and provide steel plates for printing postage stamps, for the United States Post Office Department, of the denominations of one, three and twelve cents; without charge for said dies and plates, or for Eceping them in repair; and that they will engrave and furnish, without charge, any additional steel dies and plates for such postage stamps of other denominations as the public service may require, to be likewise kept in continual repair without charge, and that they will in like manner engrave and furnish and keep in continual repair, without charge, to the Post Office Department, such steel dies and steel plates as may be ordered for printing carrier's stamps and that if any of the dies and plates so engraved and furnished by them shall be counterfeited, they will furnish, of new designs, and keep them in repair, without charge; and that they will furnish of new designs, and keep them in repair.

and dies, herein stipulated by them to be engraved and furnished, printed on suitable paper of the best quality well and fully prepared for use with gum, at the rate of fifteen cents for every thousand The stamps are to be executed in the best style of line engraving, and all the dies and plates engraved and provided under this agreement are to belong to and be the exclusive property of the United States of America, for the use of the Post Office Department; and the said Toppan, Carpenter, Casilear & Company further agree, that all the stamps shall be printed with the best quality of ink, and that the Postmaster General may prescribe, from time to time, the colors of the ink to be used in printing all or any of the stamps the department may order or require, without subjecting it to any addition. department may order or require, without subjecting it to any additional expense; and they further agree, that they will not prepare, or permit to be prepared, in their establishment, any similar dies, plates or engravings, from which printed stamps might be issued resembling those prepared for the Post Office Department; and further, that they will adopt every means and precaution within their power to prevent the issue, by any one in their employment or connected with their establishment, of postage stamps from the dies and plates engraved and used for the Post Office Department, or of any other stamps resembling them. the Post Office Department, or of any other stamps resembling them.
The stamps are to be prepared by the said Toppan, Carpenter, Casilear & Company, in all respects ready for use, without additional labor or expense to the Post Office Department. It is further agreed by the parties of the second part, that the orders of the Postmaster General for postage stamps shall be executed with all reasonable despatch, and that the stamps shall be delivered, from time to time, to such person as shall be authorized to receive the same, by an instrument of writing duly executed under the hand of the Postmaster General and the seal of the Post Office Department; and that on the delivery of each parcel of stamps ordered, they, the said parties of the second part, will prepare and furnish the agent authorized to receive them, with an accurate statement, verified by oath of one of said parties of the second part, statement, verified by oath of one of said parties of the second part, of the number of stamps prepared and delivered by them to the said agent of the department. And the parties of the second part further agree, that if the Postmaster General shall deem it necessary, he may appoint a special agent of the department, who shall be at all times present when the dies and plates are taken from the place of deposite hereinafter mentioned, to be delivered to the parties of the second part, for the execution of any order for stamps given by the department, and be and remain with them during the process of printing and preparing said stamps, and receive them as fast as they may be finished. When any order for stamps is filled or completed, then the dies and plates are to be carefully enveloped and sealed up, the agent of the Post Office Department placing his seal, and Toppan, Carpenter, Casilear & Company placing their seal, upon the package or packages, which are to be deposited with the assistant Treasurer of the United States, at Philadelphia, for safe keeping. When the plates and dies, or either of them, are again required for use, the opening of the package or packages is to take place in the presence of an agent of the Post Office Department and one of the firm of Toppan, Carpenter, Casilear & Company, or their agent, each breaking his own seal. And the said parties of the second part do further covenant and agree, that they will be responsible to the United States for any and all damages that may be sustained by any violation of any of the foregoing stipulations, or by any omission to fulfil them on their part, in their true spirit and meaning; and that for such violation or omission, the Postmaster General may have the right of annulling this agreement.

Witness our hands and respective seals, this tenth day of June, 1851.

Chas. Toppan.
S.H. Carpenter.
J. W. Casilear.
H.E. Saulnier.
W.C. Smillie.

N. K. Hall

Postmaster General.

Witness to signatures of Charles Toppan, Samuel H. Carpenter, and Henry E. Saulnier - W. J. P. White P. M.

Witness to signatures of John W. Casilear and William C. Smillie - D.G. Johnson. W.H. Earle.

# Four Year Extension of Contract June 10, 1857 to June 10, 1861.

Philadelphia, April 8, 1857.

Hon. Aaron V. Brown,
Post Master General,
Washington, D. C.

Dear Sir:

We have received your favor of 6th inst. stating the terms and conditions on which you will renew our tentract for Postage Stamps, which expires on the Tenth day of June next, and we hereby notify you, (in conformity to your instructions) that the same are accepted on our part, and in order that they may be clearly understood, we hereby copy them from your letter above referred to (Third Asst. P.M. B.J. Marron Letter Book No.6, Page 140)

"I hereby consent to a renewal or extension of said contract to the 10th day of June 1861, upon the following terms and conditions, to wit:-

- 1. You are to provide at your own expense all the dies, plates, and machinery necessary to furnish the Department with all the stamps it may order completely and thoroughly perforated on the lines of separation;
  - 2. To furnish all postage stamps gummed and ready for delivery, as heretofore, at fourteen and a half cents a thousand;
- 3. For perforating the stamps you will be allowed two cents a thousand;
- 4. and for furnishing envelopes, paper and tin boxes, and packing all parcels of stamps ready for mailing, one and a half cents a thousand-thus making the entire cost of each thousand stamps amount to eighteen cents.

But it is distinctly understood that all the terms, conditions and stipulations of the original contract hereby agreed to be extended to the 10th day of June 1861 shall be and remain in full force from and after the 10th June, 1857, except only so far as the same are changed or modified by this offer of renewal, which when accepted by you on behalf of the individuals composing your firm, will be binding on the United States."

Very respectfully, Your Obt.Svt.
Toppan, Carpenter & Co.

History of Preparation of the U.S. 1861 stamps.

Variations of the 24 Cents Designs.

By Clarence W. Brazer.

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First Award Paper for Philatelic Research
Read at Collectors Club N.Y.C. June 4,1941.

In presenting this paper, I have no desire to be an iconoclast and destroy the high values that have been established for the Premiere Gravure stamps, which remain just as rare as they always have been whether they are issued stamps, or essays as I believe. My only object is to present the facts as I have discovered them, with necessary interpretations, and then let the readers judge for themselves. In order to separate the facts from the discussion, the facts will be stated in italics.

I wish also to affirm my admiration for John N. Luffs' magnus opus on The Postage Stamps of the United States, published in 1902, forty years after the 1861 events herein discussed in 1941; or eighty years since they occurred. New information has been found which was not known to Mr. Luff. Therefore if I appear to argue with the bible of U. S. Philately, I hope it will be understood that this paper is an effort to complete and correct the record. While I now present enough facts to give a picture of the preparation of this issue of 1861, more facts are still needed as to details, and for these the search will continue.

Back in 1932 I wondered why only a difference in color, and no variations in design, had been discovered between the Premiere Gravure and Regular Issue adhesive stamps of the 1861 24 cents and 30 cents stamps, when a difference in design in all the other values of the set had been discovered and announced in a paper read to the National Philatelic Society by John N. Luff on May 26, 1896. Therein he first claimed the Premiere Gravure "designs were issued as stamps"— "that they have done postal duty and that there is a full set of them, each differing in some way from the corresponding value of the regular issue."

"I have not been able to find any variations in the twenty-four and thirty cents stamps." — "A few slight retouches may be found on some of the twenty-four cents stamps but I think they indicate late touching up of the plate, rather than alterations on the die." "Accepting this (August 15th) as the date of issue of the stamps of the first type, we have yet to learn the date for the second types." In his 1902 book

John Luff supplied the information as to quantities of stamps issued on August 16th. etc., which thereby superseded his 1896 beliefs as to date of issue, but he still held to the two complete issues of stamps. On page 85 of his book he said—"the premiere gravures were issued in the early part of August 1861. The 14th. of the month is usually given as the date of issue, though I have not found the authority for the statement." This was probably from John K. Tiffany's book, first published in 1887, in the title heading descriptions of the regular issue as "Issue of August 14th, 1861."

The 3 cents and 12 cents variations in design were so noticeable as to have been known long before. Neither Tiffany's nor Luff's books give us anything documentary about this 1861 issue prior to the (undated) August printed announcement to postmasters accompanying the first shipments of stamps. We have known that the Advertisement for Proposals was dated March 27, 1861 and a short paragraph about essays accompanying the bids, had been known, but the eighteen weeks period from that date until August 16, 1861 when the stamps were delivered, had remained a mystery to philatelists. In Pat Paragraphs for October, 1934, Elliott Perry published a newspaper article dated August 10th announcing "The new stamps will be ready by the middle of the month."

As no facts as to the history of the preparation of this Civil
War Issue were known, I began a research for it, and a study of my
many die and plate proofs which required chronological arrangement.

In Stamps for March 15th, April 1st, and April 8, 1933, I first
published my findings of many additional variations in design found
on die proofs of all values of the Premiere Gravure and Regular Issues,
including proofs of the 24 cents and 30 cents which had not previously
been known. In summing up these studies I then stated- (March 15th,
1933) "The so called Premiere Gravure are nothing more than essays,
with the exception of the 10 cents which was used for postage" and
(April 8th, 1933) "This evidence tends to confirm the original
opinion, held prior to 1895, that all values of the Premiere Gravures,
except the 10 cents and 24 cents, were really finished essays."

### Historical

The country was so much exercised with news of the beginnings of

papers. In my research to find the historical facts of this 1861 issue of postage stamps, I have read New York papers from March 15th. to August 16th. The main item of importance found was the philatelically unknown and most important complete Advertisement for Proposals dated March 27th, 1861, which is appended hereto. Toppan Carpenter & Co.'s contract for postage stamps was to expire on June 10th, so a new contract was advertised, for a six year term from July 1st, 1861. (It is interesting to note that the Confederate States P.M.G. advertised for bids on Confederate Postage Stamps on that very same day to be received a day later than the U.S.A. on May 1st.) One of the requirements advertised was:

"Each bid is to be accompanied with a speciment of the style of engraving, and the quality of paper to be furnished, which will be submitted to a board of disinterested experts or artists for examination; and the accepted bidder, before the final consumation of the contract, will be required to prepare designs and furnish proof impressions of the engravings of the several denominations of the stamps."

A "specimen of the style of engraving" required engraved designs.

Those actually furnished which, if not identical with the stamps later issued, are philatelicaly known as "Essays."

This advertisement favored Toppan, Carpenter & Co. by requiring
"the heads of Washington and Franklin" on the same value stamps as they
had produced from 1851 to 1861, but that each "denomination must be
given distinctly, in figures as well as letters, and the whole work must
be executed in the best style of line engraving on steel." The head of
Jefferson on the 5 cents seems to have been forgotten in the advertisement, but was provided for in the contract.

(1) See August Dietz "Postal Service of the Confederate States of America."

### PROPOSALS & ESSAYS SUBMITTED

Die Essays of the Premiere Gravure designs for all 8 values must have been submitted (or essayed) with the bid of the National Bank Note Co. From this advertisement dated March 27th, requiring "Proposals will be received until 12 M of 30th April" we learn that the bidders had only about a month in which to design and engrave 8 dies. The National Bank Note Co. was a new organization, formed two years before, and had no old vignettes to use for these stamps. Consequently, all of the 8 designs were then first engraved. The only duplication was the

vignettes on the 10 cents and 12 cents which were from the same master die engraved by Wm. E. Marshall. The 12 cents vignette is a smaller oval and has some lines on the queue added, so that these vignettes are not identical. It is therefore readily conceivable that all these hastily prepared engravings might have been improved by further consideration.

When the proposals were opened on April 30th., it was found that Toppan, Carpenter & Co. "were underbid for this contract by the National Bank Note Co." (as I found in a letter from Charles F. Steel to Postmaster General Wanamaker dated July 22, 1889). I also learn from the Contract I recently found, that the National Bank Note Co. price was only 12 cents per thousand stamps, while the previous Contract (which I also found) shows that, Toppan, Carpenter & Co. had previously received 18 cents per thousand stamps. The Postmaster General's Report of 1861 says the P.O.D. saved about 30% by this new contract.

Types 17 to 22, were similar to the set of 8 stamps they produced from 1851 to 1861, except that the required numerals were added to the designs of the 1 cent, 3 cents, 5 cents, 12 cents, 24 cents 90 cents values. The 10 cents and 30 cents designs already contained numerals, so die proofs of these values were contained in the set with six new designs in die essays. Their colors of all 8 values were, however, practically the same as they used on the previously issued stamps as shown by the accompanying exhibit.

The Postmaster General's Report dated December 2, 1861 states:

"In order to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for, in the hands of postmasters in the disloyal states, it was deemed advisable to change the design and color of those manufactured under the new contract."

The American Bank Note Co. also submitted a bid with 7 model
essays for postage stamps. These were little more than the required
"specimen of the style of engraving" and all in black. They are Masons
134C, 134D, 134E, 134F, 134H, 134I and 134J. The Washington head
vignettes on the 3 cents essays 134E and 134J, and on the 5 cents (or
12 cents?) 134H and 134I are all the same, and were inherited from
Bald, Cousland & Co. The frames of the 3 cents essays 134C and 134D are
also similar to the Bald, Cousland & Co. Essays 7, 8, 9, 11, 12 and 13
of 1851. The beautiful 5 cents essay 134F is a Washington head on the

frame that the A.B.N.C. engraved for the 5 cents Nova Scotia stamp of 1860. It is noticable that the above essays 1340, 134D and 134F do not contain "denominations given distinctly in figures" as required by the advertisement, but are so similar to the others that there can be no doubt they are part of the set essayed by the American Bank Note Co. whose name is engraved on 134H. Their letter of May 6, 1861 to the Postmaster General, which I published on page 125 of the Collectors Club Philatelist for April, 1941, clearly shows their rivalry with Toppan. Carpenter & Co. for the postage stamp contract. The award of this contract was then under consideration. "A prominent firm of engravers" were editorially spanked by the N.Y. Tribune on May 9, for bidding on postage stamps and bank notes to both the United States and the Confederacy at the same time. The American Bank Note Co. letter shows this accusation was not entirely true as their negotiation with the Postmaster General of the Confederacy was on March 4, 1861, before either government advertised for postage stamp proposals.

It is not likely there were any other, than the three above, bidders equipped at that time to comply with the specifications advertised and to submit essays line engraved on steel. The Continental Bank Note Co. was not formed until 1863, and practically all the other bank note engraving firms of importance had been consolidated into the American Bank Note Co. in 1858.

### ESSAYS CONSIDERED BY BOARD OF ARTISTS

As provided in the Advertisement for Bids, the various essay designs and the proposals submitted by the bidders on April 30th.

"will be submitted to a Board of disinterested experts or artists for examination." The National Bank Note Co. die essays, in the premiere gravure designs, were favorable considered. No doubt this Board of Artists desired to see how these irregular border Premiere Gravure die essay designs would appear in finished plate sheets, and so The National Bank Note Co. made plates No. 1 to No. 8 of all the values and submitted finished essays, perforated and gummed which showed they could produce finished stamps. The gum is brown and does not appear to have been applied by experienced gummers. The Advertisement required " the accepted bidder" to "furnish proof impressions of the engravings of the several denominations of the stamps." I estimate this may have required most of May and possibly some of June. So in June (not August) these Premiere

Gravure plate essays were printed in trial colors generally similar to those of the previously issued stamps and essayed to the Board for approval. The finished plate sheets, which were submitted, were on transparent stamp paper, perforated and gummed. Some of the 3 cents and 90 cents exist on transparent paper imperforate, and the 90 cents also in green. (I also have the 90 cents completed design as issued but imperforate in two shades of blue and one of these which has white gum has "Specimen" diagonally in manuscript).

As the National Bank Note Co. did not have previous experience in producing perforated stamps, these plates were all laid down with the same 21.5mm. horizontal by about 26mm. vertical spacing on centers, regardless of the varying sizes of the different value designs.

It is these incomplete Premiere Gravure finished essays on stamp paper that due to the War necessity, were probably sent to the Foreign Governments in June, in lieu of specimens of the new issue of stamps, when those governments were advised that the old stamps would not be recognized. The final variations in design were so unnoticeable that even philatelists did not discover them (except the 3 cents and 12 cents) until about 35 years later.

### CHANGING THE DIES

Luff's book states "The first deisngs did not give full satisfaction and improvements were ordered."

The Board of Artists, from consideration of these Premiere Gravure essay sheets, must then have required the changes to "square up" the designs and strenghen the shadows and the silhouettes, as submitted on these finished plate essays. In any event that is what was done.

Knowing the desire of all good artists to improve their hurriedly executed work, I believe that the engravers of the National Bank Note Co., no doubt, took this opportunity to improve the hurriedly prepared die essay engravings, by adding further details. Possibly the 24 cents die and the 30 cents die had been touched up before the plates were made. Other changes may have been ordered. All the changes, or variations in the designs, were artistic improvements.

The first dies must have been hardened in order to take up transfers to make the Premiere Gravure essay plates. Some of the dies appear to have been softened and re-engraved, and in other cases (I have not yet completed the study of all my die proofs of other values) duplicate laydown dies were made and re-engraved in the completed designs, and die

proofs in black were made and submitted for final approval. These lay down dies differ in size from the early dies. Probably it was sometime in June before the revised and completed designs were approved.

# SELECTING THE COLORS

The Board of Artists also had the duty of selecting the colors for the stamps. I have the finished Premiere Gravure plate essays of the 3 cents in four hues of red: in Ridgway's li/l Dim deep Red, 3K/o dark orange-red Red (Scott's brown red), 7h/l Dim orange Red, (all of which are common and frequently sold as No. 56) and also in a rare 71-/2 Dull red-violet Red which is a similar color to Scott's No. 64 pink. I also have the 90 cents Premiere Gravure plate essay in green on the transparent stamp paper imperforate, without gum.

Probably about the time the Premiere Gravure plates were printed in June, the Board desired to consider other colors, as the Postmaster General! report stated "it was deemed advisable to change the design and and color" of the new stamps. Of the 1 cent design I have die essays in five colors printed on India paper, from the die after the generally known retouches designating regular issue had been added to the die. but before the die was completed by strengthening the silhouette of the frame, thus showing that color trials were made before the design engraving was completed. These colors are dull red, orange, yellow, brown, green and blue. The 3 cents Premiere Gravure was printed in black, pink, dull carmine, red, red brown, brown red and scarlet. The 3 cents completed die proofs on India paper exist in black, gray, scarlet, rose, orange red, green and blue. I also have the Premiere Gravure plate essays on India paper, the 1 cent in Indigo, dark ultramarine, ultramarine and blue, and the 3 cents similar to the first three colors of those essays finished on stamp paper. I also have impressions from the Premiere Gravure dies of the 3 cents on the transparent stamp paper in 11 hues of red, including 3i/o, 5i/o, 7i/o, 1-/1, 1i/1, 3-/1, 71-/2, 1-/2, 1i/2, 67d/2. and 69b/2. The last two are hues of pink, showing that this color was probably somewhat favored, as an early regularly issued stamp was pink. I also have the 30 cents die impressions on imperforate transparent stamp paper without gum in 6 hues of orange-yellow including lli/0, 13h/1, 15i/0, 17I/0, 17j/1 and 19h/1.

I also have die impressions of all values each in several colors in-

cluding the 24 cents Type II in 8 colors: 1-/2 Dull Red, 51/0 deep orange-red Red, 7i/0 red orange, 9m/0 dusky Orange, 11m/0 duskyyellow (brown), 15j/0 yellow Orange, 47m/2 Dull dusky g-b. Blue (a little brighter than Scott's No. 70a steel blue) and 65m/3 Smoky dusky r-r. Violet which is similar to Scott's No. 60 Violet. My 30 cents die color trials are Premiere Gravure design in: 1-/2 Dull Red. 51/0 deep orange-orange Red, 9i/0 deep orange-red Orange (approximate premiere color), 13i/0 deep orange yellow Orange (an issued color), 7m/1 Dim dusky red Orange (brown) and 47 m/2 Dull dusky g-b. Blue. The 90 cents was tried in 16 hues of blue from dark indigo blue to light ultramarine. I have the 90 cents Premiere Gravure die essays mared No. 13 in bright ultramarine, No. 14 in dull ultramarine, No. 15 in 47m/2 indigo blue and No. 16 in a darker blue. I also have the 90 cents completed die proofs in scarlet, yellow, red-brown, brown, gray, and blue. It is not necessary here to give all colors known of the other values. Some of these die trial colors are from the Premiere Gravure state of the die, some from an intermediate state and others apparently from the completed design as issued, thus placing their dates of printing as during the process of changing the dies, Due to existence of proofs from intermediate states of the dies, minute examination and comparison with the issued stamps is necessary, to determine whether all designs were actually changed in some details between the premiere gravure designs and the regularly issued designs.

The idea "to change the design and color" from the previous issue probably means that the intention was to change the hues of colors.

In a P.O.D. letter of June 1, 1860 approving a lilac "shade" they also requested "care to preserve the most marked difference between the "tints" of lilac and those of the 5 cents stamp" which apparently gave the contractors an option. (Note the careless use of "shade" and "tints" by the P.O.D. apparently meaning the same thing.)

# THE TRANSPARENT PAPER

This Board also had the duty of approving the stamp paper. The

Premiere gravure plate essays, and some die essays, were printed on a

thin transparent bank-note paper, probably found too good to tear readily

when perforated. After 80 years I do not find this ungummed paper

"brittle," but crisp as a bank-note. Several other transparent, semi
transparent and more opaque experimental papers were tried for the 1 cent

and 3 cents stamps in completed design, but in three varying hues of blue and red. Some of these finished proofs perforated and gummed in my collection are on paper so thick that the impressions are not clear. In any event a thicker and more opaque paper was approved. It may have required too long to obtain a supply of the approved paper, and due to the urgency of speed in delivery the transparent paper on hand was temporarily used until the new paper arrived. Some stamps in the completed designs exist on the early transparent paper in the early colors.

I estimate that it took about eight weeks to do all the above and obtain the Board's approval, which was perhaps obtained about the first of July.

# NEW PLATES

In perforating the Premiere Gravure plate essays, it may have been found that the uniform spacing on centers of all the designs, whether large or small, left between the large designs only about  $l_{4}^{1}$ mm. wide gutters, which did not give sufficient room for perforating the large designs. Consequently, when the six new plates having the completed designs of the  $l\phi$ ,  $3\phi$ ,  $5\phi$ ,  $10\phi$ ,  $12\phi$  and  $90\phi$  were made, these larger designs were spaced to leave  $2\frac{5}{4}$ mm. gutters between the stamps. The original spacing was large enough for perforating the small size 24 cents and 30 cents designs, so it was unnecessary to make new plates for these two values.

### PRINTING THE STAMPS

Re-making at least 6 new plates with the 4 duplicate plates, No. 10 of the 1 cent and Nos. 12, 13, 14 of the 3 cents, must have required considerable time late in June and early in July, so that they may have been ready to harden and print about the time the new plant for printing, drying, gumming, perforating and packing was ready for operation. It is quite likely that a P.O.D. Agent was assigned to the N.B.N.C. plant as soon as the finished plates were approved, if not before. As Toppan, Carpenter & Co.'s contract expired on June 10th. the Stamp Agent probably was soon thereafter sent to the National Bank Note Co., though he may have had a vacation between times. If all final approvals had then been obtained the printing of stamps to be issued might have begun. It is possible some color hues may have been changed during the early printings of the stamps, such as the 3 cents pink, 5 cents buff, 10 cents dark green,

24 cents steel blue and 90 cents dull blue. While no contract was yet signed, or date of beginning determined the printing of the stamps no doubt was begun, because of the urgency. This is proved by the large quantity ready for delivery on August 15th. the day the contract was to begin.

It must have been known before June 1, 1861 that the contract would be awarded to the National Bank Note Co., for Charles F. Steel said (in a letter of July 22, 1869 addressed to P.M.G. Wanamaker) "In 1861" (about June 1)-- "I went to New York and fitted up the National Bank Note Co. establishment." He had been engaged in the finishing of postage stamps by Toppan, Carpenter & Co. since 1855. From Steel's other papers, I find that on June 11 he was employed by the National Bank Note Co. "to take charge of their production of postage stamps, set up a plant in new premises (at 53 Broadway) in New York and devise an accurate system for accounting for paper sheets printed, etc. that nothing be lost." Steel's work began after the stamps were printed, (as defined in his later contract of March 1, 1873 with the Continental Bank Note Co.) He issued the paper to the printer and received it from the printing room. Obtaining new machinery, fitting up the new premises, finding and breaking in employees, may have required most of June and part of July.

From the information available, let us estimate the time required to print and deliver the stamps. I find among Charles F. Steel's papers a letter from the National Bank Note Co. dated September 12, 1861, after about three months operation, authorizing him to put in force "the daily task for experienced gummers of 1000 sheets per day" or 200,000 stamps each. The gumming was done by hand. Also "the daily task for experienced perforators of 7.500 sheets per day" or 1,500,000 stamps. An illustration of a perforating machine in Harpers Magazine for February, 1862 shows wheels set to perforate one direction at a time. While gumming required 7.5 times as long as perforating, seven or more gummers could work at the same time. However it is not likely that the Company had more than one perforating machine available, probably with changeable spacers, one for horizontal and one for vertical spacing. This was the "bottle neck" in the stamp finishing plant. So we will take the possible quantity of production after September 12th. as about 1,500,000 stamps, per day, provided that many stamps were printed, gummed and dried ready to be perforated. The same authorization provided for a possibility this perforating stage of the finishing operations, one month after

beginning.

According to the article in the N.Y. Evening Post for August 24, 1861 (published by Elliott Perry in Pat Paragraphs, November, 1931) the N.B.N.C. then had "nine presses in this establishment, six of them driven by steam, and now running night and day to meet the demand for the new stamps." and "the manufacturers are producing them at the rate of 1,300,000 a day." This was 200,000 under a regular day capacity for the perforating, one month later.

were delivered to the P.O.D. Agent the first two days, on August 16th, and 17th. The accompanying contract shows this was immediately after the contract was to begin on August 15th. At a production capacity of 1,300,000 stamps per day it would have required at least a week previous to August 15th. to finish those ready for delivery on the 16th., and quite probably some of the stamps had been printed the first few days in August.

### THE CONTRACT

The appended contract for this 1861 issue, which I believe has not heretofore been published or known to philatelists, was "to commence on the fifteenth day of August" 1861. This therefore is definitely the reason why the stamps previously prepared were not delivered before August 16th., as the contractors could not have paid for stamps before the contract was to begin. That the National Bank Note Co. were good sports and patriotic citizens is amply proved by the great amount of stamps produced and delivered before this contract was actually signed and delivered which was on November 5, 1861. No doubt the Government lawyers had many other more urgent War contracts to prepare at that time, and consequently this routine contract was allowed to wait. The contract was, however, signed before the first quarterly payment became due on November 15th.

### THE 24 CENTS DIE DESIGNS

Type I. There were two dies for the 24 cents stamp. The first is Die No. 445 and the large size die sinkage measures 56.5 x 56 mm. I designate impressions from the first state of this die as Type I. I have die essay impressions on India paper from the Type I state of the large

Die 445 in colors 6lm/4 Smoky dusky violet-red Violet, 69k/3 Dismal dark red-violet Red, 6lm/3 Dismal dusky v-r Violet, and a stamp size copy in 6lk/4 Smoky dark v-r Violet- which are probably 4 trial hues.

Type III. The second state of this large size Die No. 445 is the finely completed state as shown in the illustration and designated as Type III, and is from a black impression. I have not seen this Type III proof in colors. The re-engraving of this large Die No. 445 Type III is of finer workmanship than that on the small Type II die. The oval shadows over the numerals 24, the front of the right coat collar, and the hair about the right ear, etc. appear to have been strenthened by acid etching. I believe this die Type III is the design finally approved. If not, why go to the time and expense to complete it?

Type II. The second small size Type II die has no die number nor imprint and the die sinkage measures 51 x 53.5 mm. I believe this die was a laydown from the first state of Die 445 Type I, and was crudely re-engraved. I designate this small die Type II, as illustrated. This die was considerably re-engraved about the top and bottom in many places as indicated by arrows on the illustration. The most distinctive retouches are indicated by A, F, and the dot at C. The flaws transferred to the left frame at N and O are noticeable also on plate proofs and stamps. The recutting of this die is more crudely done than on Type III, and was probably unsatisfactory, therefore Die 445 Type III was completed by a more expert engraver.

I have trial color impressions from this small die Type II in 8 colors as given above under "SELECTING THE COLORS," which include 65m/3 Dismal dusky red-red Violet a cataloged Premiere Gravure stamp color, and 47m/2 g-b Blue or a bright "steel blue" now generally considered an early printing of the stamp.

# THE 24 CENTS PLATE DESIGNS

The first or early Premiere Gravure state of Plate No. 6 was made by a transfer from the small size die Type II. I have a horizontal imprint strip of four (95L to 98L) India paper essays), from the left pane before the number 6 was engraved on the plate. This color 6ln/3 Dismal very dusky r-r. Violet is generally called a Premiere Gravure color. I also have a block of 50 (5lL to 100L) India paper essays from the bottom of the left pane after the Plate No. 6 had been engraved on the

plate, in color 69m/3 Dismal dusky red-violet Red. I also have India paper plate essays from this early state of the plate in colors 61m/3 Dismal dusky v-r. Violet and 63m/3 Dismal dusky red Violet. Thus the early state of the plate was printed in four hues of red violet, probably as trial color essays.

This plate No. 6 was completely re-entered and not "a late touching up of the plate" as believed by John Luff. I have a block of 12 India paper plate proofs 83R to98R from the bottom of the right pane showing Plate No. 6 and Imprint in color 69n/3 Dismal dusky red-violet Red with many shifted re-entries. I have other India paper plate proofs in color 61i/4 Smoky deep v-r. Violet which also show re-entry. Karl Burroughs has kindly loaned me his larger block of fifty 51R to 100R from the bottom of the right pane, also in color 69n/3. From information in my published articles he has studied it, position by position. This block also is full of re-entries. I have seen his extensive notes which I hope he will publish for the benefit of students interested. Mr. Burroughs has found many shifts on the stamps. He gives me permission to quote: that the tops of Nos. 74R and 96R resemble the Premiere Gravure Type II design on the die essays. Also that Nos. 84R and 100R are in this class but not as clear as 74R and 96R. Only 7 of these positions show no shifts, and 82R is the most perfect re-entry without shift.

I find that No. 96R has a clear shift raised above the top of the original entry. Generally the shifts are microscopic but are easily seen without magnification. As this study covers only 25% of the plate, it is possible that some positions in both panes may have escaped complete re-entry.

When and why was Plate 6 re-entered? John Luff seems to have believed it was "a late touching up." If it was late then we would expect
that the plate had become worn before it was re-entered. But the India
paper plate proofs from the re-entered plate do not seem to show wear at
the places where the original entry was not covered by the shifted reentries. In 1861 I believe the plates were hardened before printing the
stamps, and that all the 50,000 impressions printed from Plate 5, could
probably have been obtained at that time from a hardened plate without
it becoming worn and re-entered at a later date. I do not recall ever
having seen a 24% stamp that appeared to come from a noticeably worn plate.
There was therefore no necessity for re-entering because of a worn plate.

r

Any stamps printed from the early state of the plate would be in the premiere design, and I have not seen any. Thus I am led to believe that this plate was re-entered before it became worn from printing stamps.

### CONCLUSION

Why did the National Bank Note Co. take the time and expense to re-enter this plate soon after it was made and before it was worn? I can see only one answer to this question; that the completed design Type III of the large size Die No. 445 is the final approved design and that the Premiere Gravure state of the plate, which contained the crude recutting of the small size die Type II, was therefore re-entered with a transfer from the completed approved designs; perhaps in an effort to correct these crudities, or simply because the first entered design was not that which was finally approved. Some of the originally entered crude Type II die recuts and flaws were so deeply cut into the plate that the finer line cutting of the Type III die in approved design did not entirely correct the original entries. The late state of the re-entered plate therfore shows a combination of transfers from both dies Type II and Type III, whereas the early premiere Gravure state of the plate is only Type II. The issued stamps which I have examined seem to come from the re-entered state of the plate, and many show shifts.

The most distinctive feature of the late plate design is a wide oval shadow over the 2 of the right 24 which nearly eliminates the color-less space found here on the premiere gravure designs. Due to some of the lines of the re-entered design being shifted on the plate, they over-lay some of the originally entered designs and thus produce variations in the designs of various positions on the plate. I have a used 24 cents stamp in color 69k/3 which is similar to position 74R, in that clear paper shows in the shadow over the upper right 2. It is possible that some of the 150 positions on the left pane and the upper right pane may have escaped re-entry, or may have had a short transfer at the top or bottom. Such positions should more or less resemble the premiere gravure design. But a further study of the stamps is out of my sphere and I leave this to the experienced plater with better eyesight.

I have not yet searched for (nor found) finished premiere gravure plate designs Type II on the transparent paper gummed and perforated, or imperforate, which were probably part of the set of 8 premiere sheets

originally submitted in June. These not re-entered designs, should be found in unused condition with brown gum, or with a clear trial target cancellation, and probably in one of the colors used for the early printings. I have heard of two possibilities, so now the chase is on. I hope some may be found and I would enjoy seeing one.

# COLORS OF THE 24 CENTS

The colors of the 24 cents stamps are very difficult to fix due to the fading of the violet colors, but many proofs have been kept fresh and are more easily determined. Stamp paper ages yellower after 80 years, whereas India paper retains its whiteness. Karl Burroughs original die essay premiere gravure No. 60E autographed by the vignette engraver William E. Marshall is said to be Ridgway's 65m/l Dim dusky r-r. Violet.

Scott's catalog lists two "gray lilacs" No. 60a on transparent paper and No. 78a on opaque paper. These same colors may have been printed at the time on the different papers, but the catalog lists No. 60a under "First Designs" and No. 78a under "Regular Issue": The No. 70b steel blue color stamp which may be 47 i/4, 49 i/4 or 49 k/4 also must be an early color as it exists on the transparent paper.

Thus by piecing together the fragments of documentary evidence and the physical evidence of existing essays and proofs, we are able to reconstruct at least an outline history of the preparation of the 1861 issue of U. S. stamps, as it now appears to me. There is much more coeperative evidence available among the essays and proofs of the other denominations, which will be written at a future time. It is quite evident that all the premiere gravure designs, or wrongly called "August" or "First Issue" stamps, were essays—and that all stamps, except the Type I 10¢, issued after August 15th were the completed designs. Thus from proofs we learn to know our stamps.

I am greatly indebted to Horace Barr for making the photographs and slides, to Karl Burroughs for the loan of his block of 24 cents regular issue India plate proofs and his notes on shifted transfers; and to Winthrop S. Boggs for preparing slides and showing them to us.

This article was submitted to Elliott Perry for his opinion as to publication and I am pleased to quote this eminent student of the 1861

issue as follows: "I am heartily in favor of publishing the article, for I regard it as having very great philatelic value and adding much to the knowledge of the extremely interesting issue of which it treats."

"In my opinion all American Philately is indebted to you and should congratulate you upon having gathered and published so much new information in such a logical and entertaining manner."

# New York Daily Tribune, Saturday, March 30,1861 - Page 3.

# POST-OFFICE DEPARTMENT, March 27, 1861.

PROPOSALS for POSTAGE STAMPS. -- Proposals will be received until 12m of 30th. April next for furnishing Postage Stamps of the general style and description of those now in use, on suitable paper of the best quality, for a term of six years, commencing 1st. July next.

Bidders will state the price per thousand stamps, deliverable in packages of ten thousand each at the Post-Office Department in Washington.

Also, the price per thousand, in similar packages, deliverable to the agent of the Department at the place of manufacture.

Also, the price per thousand, separated in such quantities as may be daily ordered for the use of post-offices, never less than two hundred stamps, and securely packed in tin cases, suitable binder's board boxes, with muslin or other equally strong covers, or lined envelopes, according to the quantity and distance to be conveyed as may be required by the Department; stating the difference, if any, between the cost of delivery to an agent at the place of manufacture and at Washington, D. C. All such packages, before mailing to be reexamined and the stamps recounted by an agent of this Department.

Bidders will also give the additional cost for directing packages for the mails and preparing blank receipts, under the direction of an agent of the Department, either at the Department or manufactory.

Proposals must be made for the stamps in sheets, perfectly gummed, and perforated in such manner that each separate stamp can be readily detached and used.

The denominations of stamps now in use are one cent, three cents, five cents, ten cents, twelve cents, twenty four cents, thirty cents and ninety cents. The heads of Washington and Franklin are to be preserved as the leading designs; the former on all the stamps except those of one cent and thirty cents on which are to be the head of Franklin. On all the stamps the denomination must be given distinctly, in figures as well as letters, and the whole work must be executed

in the best style of line engraving on steel.

The whole number of postage stamps furnished to the Department during the year ending the 30th. June, 1860, was 216,370,660.

From past experience it is supposed that the number of packages mailed will average above two hundred daily, varying in size from two sheets or 200 stamps up to 500 sheets, or 50,000 stamps; but by far the larger proportion of packages contain not more than 20 sheets or 2,000.stamps.

"Each bid is to be accompanied with a specimen of the style of engraving, and the quality of paper to be furnished, which will be submitted to a board of disinterested experts or artists for examination; and the accepted bidder, before the final consumation of the contract, will be required to prepare designs and furnish proof impressions of the engravings of the several denominations of the stamps." (1)

Specimens of board and tin-boxes and lined envelopes must also be submitted with each bid. It is necessary to protect the boxes by muslin or other covers in the most effectual manner against wet and abrasion. The contract will require all dies and plates to be prepared and kept in repair, and that new dies and plates shall be made, either for the present denominations of stamps or others, without charge, at the pleasure of the Department; and all such dies and plates are to be the property of the United States for the service of the Post Office Department.

No bids will be considered except from parties who have been actually engaged in the business of copper plate and steel engraving and printing, and are thus engaged at the time of bidding, and who are occupying suitable fire-proof premises and provided with all the necessary facilities to execute the work promptly, and give the requisite protection to the stamps, dies and plates in their possession.

Parties not known to the Department will furnish proof as to these points with their bids.

In awarding the contract the Postmaster General reserves the right of deciding which bid, in its practical results, may be most to the interest of the Department, having reference to the style of the

#3.

work, security, mode of packing, etc.

Proposals should be carefully sealed and marked "Proposals for Postage Stamps" and addressed to the "Third Assistant Postmaster General."

M. Blair Postmaster-General

# Six-year Contract With National Bank Note Co. August 15th., 1861 to August 15th., 1867.

This agreement made between the United States of America, by Montgomery Blair, Postmaster General, of the one part, and the National Bank Note Company, of New York, by Robert S. Oakley, President of said Company, of the other part, Witnesseth, that it is agreed on the part of the United States of America to employ the said "National Bank Note Company" to manufacture and furnish for the use of the Post Office Department, all the postage stamps which may be required by the Postmaster General for a term of six years, to commence on the fifteenth day of August Anno Domini Eighteen Hundred and Sixty one, according to the stipulations and provisions herein contained, viz:

The said party of the second part agrees to manufacture and furnish said postage stamps for the price or sum of twelve cents per thousand stamps, and deliver the same to the Agent of the Department at New York, separated in such quantities as may be daily ordered for the use of the post offices, and never less than two hundred stamps in a package, and securely packed in tin cases, or in suitable binders, board boxes, with muslin or other equally strong covers, or in lined envelopes, according to the quantity and distance said packages are to be conveyed, as may be required by the Post Office Department, and to direct such packages for mails and fill up and direct the blank receipts therefore under the direction of an Agent of the Department, which said blank receipts are to accompany each package, and will be furnished by the Department, and that all such packages, before mailing shall be re-examined and reall said stamps shall be furnished in sheets, printed upon good paper, equal to the ap roved sample, and in such colored inks, of the best quality as the Post-master General may direct; perfectly gummed and perforated on the lines of separation in such a manner that each stamp may be readily detached and used; provided that the colors shall not be more expensive than those now used.

And the said party of the second part agrees to furnish the said stamps of the denominations of one cent, three cents, five cents, ten cents, twelve cents, twenty four cents, thirty cents, and ninety cents, in such quantities as they may be ordered by the Post Office Department. The heads of Washington, Jefferson, and Franklin are to be preserved as the

leading designs, the former on all the stamps, except those of one cent, five cents and thirty cents; the head of ranklin on the one cent and thirty cents and of Jefferson on the five cents; on all the stamps the denomination to be distinctly given in figures as well as letters, and the whole work to be executed in the best style of line engraving on steel.

And the said party of the second part further agrees to engrave and keep in repair all the steel dies and plates necessary to furnish the above mentioned denomination of stamps or others, without charge, at the pleasure of the Department, and that said dies and plates are to be the property of the United States for the service of the Post Office Department.

And the said party of the second part, further agrees that all the orders of the said Department for stamps of the respective denominations, and for such other denominations as may hereafter be ordered, shall be filled and executed with reasonable dispatch and the stamps be delivered to the Agent of the Department appointed to receive them, and at the end of each quarter, or oftener if required, the said party of the second part shall furnish a statement, under oath, of all the stamps of each denomination furnished or delivered to said Agent.

And the said party of the second part further agrees that when the said dies and plates are not in actual use in the making of said stamps, they shall be carefully enveloped and sealed up, the Agent of the Department placing his seal, and the party of the second part placing their seal upon the package, which shall be deposited for safe keeping either with the Assistant Treasurer of the United States in New York or with the Postmaster of New York as the Postmaster General may direct. The re-opening of said package, when again required for use, is to take place in the presence of an Agent of the Department and the said party of the second part, or their agent, each breaking his own seal. And the party of the second part further agrees that if the Postmaster shall deem it necessary, he may appoint a Special Agent of the Department who shall be present at all times when the dies and plates are taken from the place of deposit to be delivered to the party of the second part for the execution of any order for stamps given by the Department, and be and remain with them during the process of printing said stamps, and to receive said

stamps as fast as they may be furnished.

And the said party of the second part further agrees that they will not prepare or permit to be prepared in their establishment, any similar dies, plates or engraving, from which printed stamps might be issued resembling those prepared for the Post Office Department, and further that they will adopt every means in their power to prevent the issue, by anyone in their employment or connected with their establishment, of postage stamps from the dies and plates engraved and used for the Post Office Department, or of any other stamps resembling them.

And the said party of the second part agree that they will be responsible to the United States for any damage that may be sustained by any violation of any of the foregoing stipulations or by any omission to fulfill them in their true spirit and meaning, and that for such violation or omission the Postmaster General shall have the right to annul this agreement.

And it is agreed upon the part of the United States to pay the said party of the second part quarter yearly for all the stamps delivered to and inspected by the proper officer or agent of the Post Of ice Department, in the city of New York at the price or sum of twelve cents per thousand, and that no additional expense to, or allowance thereof will be made by the United States for or on account of any making of changing of dies or plates or colors of inks, or on account of packages or boxes or any account or pretence whatever in connection with or growing out of this contract; provided that no more expensive packages, paper or ink than now used shall be required.

And it is further agreed that the right shall be reserved to the Postmaster General of requiring the said party of the second part, whenever he the Postmaster General may deem it expedient so to do, that the packing, directing, filling up and directing the receipts, and the delivery of the stamps as above provided for unto the Post Office at New York, shall be changed and that said delivery, directing, packing, etc. shall be made at the Post Office Department, and it is agreed and understood between the parties hereto, that in the event of such change of plan of delivery being made, the said party of the second part shall have and receive

two and a half cents per thousand stamps, making fourteen and a half cents per thousand, payable quarter yearly as aforesaid for all the stamps delivered at the Post Office Department after inspection and approval by a proper officer or agent of said Department.

And it is further agreed and understood that the said National Bank Note Company shall not dispose of, assign or transfer this contract to any other company of party, without the consent of the Postmaster General being first had and obtained thereto.

In witness whereof the said parties have hereunto set their hands and respective seals, this fifth day of November, One thousand eight hundred and sixty one.

Attest

A.N. Zevely (3rd. Asst. P.M.G.)

Attest James Macdonough Secretary N.Blair (P.O.Seal) P.M.G.

National Bank NoteCo. by R.S.Oakley President. Dear Stan:

Yours of the 29th just at hand. I think you did very well with the Moody lot. I enclose check for \$34.55, being 10% of the total, less the Via Nicaragua cover. I trust this will be satisfactory to you, and I hope besides that you were able to make something on the Nicaragua cover. I note what you say regarding the other buyers and trust that with the revised prices, more of the stuff will sell.

Thanks for your advice on the prices for California stampless covers. I had suspected that those quoted me were much too high. Your Chocopee star cover with a strip of three lc Type I A sounds like a wonderful piece.

I note that Moody wants some plate varieties on 3c '51s also. As soon as I get a chance I shall dig you out some in extra fine condition and send them along.

I have not seen the blue "Stamp Specialist," and I am afraid that Lindquist may have my address wrong. I must write to him. So I have not yet seen the Newberry article.

I return the rough draft of your article on The Premières Gravures. On second though I guess I had better keep it for the moment but will return it if you want me to. Here are a few thoughts on the article - -

- 1. I think the real history of the 3c scarlet and its "sale" in the post office is as follows: Old man J.W. Scott always insisted he bought some 3c scarlet at the New Orleans post office just after the Civil War. I don't doubt the old gentleman's honesty a bit when he made the statement but I feel perfectly sure that while he did probably buy an usual shade from New Orleans, they were surely not the scarlet. In other words I think this is where Luff got his "information."
- 2. Why don't you use Ridgeway's book in describing the various colors? It seems to me that would be an excellent idea.
- 3. It seems very improbable to me that blank plates were ever numbered before being entered. I should think it would be an extremely difficult thing to do as far as getting the imprint and plate number in exactly the right place is concerned and quite the contrary to the usual proceedure.
- 4. I think Mandel was an officer kn the banknote company rather than an ordinary employee.
- 5. Where do you think the numerous covers of the 3c August come from?

  I remember very distinctly seeing a large page in John Kleeman's stock, bearing, I believe, 12 or 15 different reds of the 3c August all in blocks of four, unused with gum.
- 6.Perhaps you might mention the few known "used" copies of the August" Issue around. As you will remember there was a lc with a black target on it and full original gum. I think it was Harmer who recently had a 30c damaged that was cancelled, and I am pretty sure a few others are known.
- 7. Have you any documentary proof that only sheets of five values were

sent to Washington as samples? If you have, by all means mention it. Does it not seem more likely on the surface of things that they would send eight sheets rather than five? I may not have followed you very well as far as this is concerned.

I think the article is fine Stan. I am very glad you came out and said what you thought quite openly. I wish you could take a slap at Colson but I don't know but what you are just as wise to ignore him. I am very glad you said that disagreeing with Mr. Luff is no slur on his memory. Of course it is not. The old gentleman did what was really wonderful work in writing his book at the period when practically nothing was known regarding United States stamps. But of course this does not alter the fact that he made mistakes. Of course he did. No one could write a book like that without making errors. Some of them he corrected himself— such for example as—taking out the 1847 on laid paper. Here I suppose Mandel fooled him by taking a modern die-proof on laid paper and cutting it down. In fact I guess Mandel did lots of queer things.

I guess your worst opponent is Hugh Clark because he cannot get out of his head the idea that disagreeing with anything Luff ever said is a slur on the old gentleman's memory. Beside this you surely got a lot of dealers down on you in regard to this matter, such as Ward, Colson, Harmer and others. But what of it?

Let me know what you think of the first installment of my territorial article when it comes out as it has been quite decidedly revised since you saw it.

Believe it or not, we have absolutely no plans as yet for the fall. But we must make some shortly.

With very best.

As ever,



BALTIMORE ASSOCIATION OF COMMERCE

### Industrial Bureau

ORGANIZED 1919

H. FINDLAY FRENCH, DIRECTOR FRANCIS M. BOND, Assit. DIRECTOR

TWENTY-TWO LIGHT STREET

TELEPHONES: LEXINGTON 6197-6198

#### Baltimore 2

January 21, 1948

Mr. Stanley B. Ashbrook 33 N. Ft. Thomas Ave. Ft. Thomas, Kentucky

Dear Mr. Ashbrook:

This will acknowledge receipt of your check for \$50.00, which I have endorsed over to (Mrs.) Rosamond Beirne, the owner, and mailed to her. Mrs. French and I have been invited to dine at her home this Friday, which might be termed a friendly "commission" although we have dined there a number of times when no Nicaraugas were involved.

I have appreciated our brief correspondence, and for many years have felt continuously in debt to you for your outstanding contributions to the scant literature of philately.

Sincerely yours,

H. Findlay French

H. Tidla Trevel

HFF: MG

#### BALTIMORE ASSOCIATION OF COMMERCE

## Industrial Bureau

H. FINDLAY FRENCH, DIRECTOR FRANCIS M. BOND, Asst. DIRECTOR

TWENTY-TWO LIGHT STREET

TELEPHONES: **LEXINGTON 6197-6198** 

#### Baltimore

Jea 15/47 Hear in , Ash brook; A friend of more asked me to look over some old family correspondence, and I find they include two of the San Franciso - Nica range - ahead of to mails Types. One is stamped for carriage in the Sh Sieraa Nevada and of course this is listed in several publications I have - particulturally your own Vol II - which with Vol I - I was delighted to buy when Upublished -The 2th one, dated it years before the 150, with the normal pair of 335 cancelled New York Ship - has The normal Via Nicarunga in advance of the Mails, in red, but this inscription is not borked. In Vol is you speak of several varieties of boyes for this phrase, some of while I have seen, but I fail to note any mention of an unboyed variety. I am taking to liberty of asking whether this variety, (which incidentally, I do not think as good looking as The boyed)

15 usual. If you would be good enough to answer this, which I assume you can do in a few words I would appreciate to, While both these covers are commercially "five" I do not consider them of top grade exhibition character but I assume they can be readely small by soundy gro, Hit wella, trevel For 8 Thurs, Westerly

(Member Collections Clarks N.J. C.)

Mr. H. Findlay French, 22 Light St., Maltimore, Md.

Dear Mr. French:

In reply to yours of the 15th, the "Via N" marking that you mention is well known to me, but as I recall, I was not aware that it existed when my book was written back in 1936 or 1937. My first record of it as near as I can find, was made in November 1938. Examples exist in both red and black, perhaps in blue, but if so, I have never run across an example. It is much scarcer than the boxed type but perhaps not as rare as certain other types, as for example, the Leland.

Naturally all of this is not generally known to the collecging public, hence I suppose if an example came up at auction buyers would not become unduly excited.

If possible Iwould like to see both of the covers you mentioned so I can record them in my record. If you will loan them to me I will return them promptly. If they are for sale I would like to buy them.

Sincerely yours,

#### BALTIMORE ASSOCIATION OF COMMERCE

## Industrial Bureau

ORGANIZED 1919

H. FINDLAY FRENCH, DIRECTOR

TWENTY-TWO LIGHT STREET

TELEPHONES: LEXINGTON 6197-6198

reach

#### Baltimore 2

December 29, 1947

Mr. Stanley B. Ashbrook 33 N. Ft. Thomas Ave. Ft. Thomas, Kentucky

Dear Mr. Ashbrook:

Thank you for your prompt reply in regard to the "via N" covers, belonging to Mrs. Beirne, an old friend of mine, whose husband for many years has been a member of the editorial staff of the Baltimore Sun. I found them in some old correspondence of her family, and they have not been hitherto in a collection, nor seen by a dealer.

If you are interested in them, other than for the record, they can be bought, as Mrs. B. does not collect covers, and only has a not-too-good stamp collection. I personally have a quite fair 19th century cover collection of several hundred lower price range—not many being over \$50.00—but am not sure that I want to acquire these at this time for their proper value.

So let me know if you care to make an offer of what they are worth to you and I will inform you promptly of the result. I have no interest in the matter, other than the hope that Mrs. B. will be glad that she invited me out to look over some of her old family letters.

Appreciating your interest either way and with best wishes for the New Year.

Sincerely,

H. Findlay French

Room 305

22 Light Street

Baltimore - 2 - Maryland

Dan. 2, 1948.

Mr. H. Findlay French,
Room 305,
22 Light Street,
Baltimore 2, Md.

Dear Mr. French:

Thanks very much for your kindness in sending me the two Via Nicaragua covers. The one with the unframed marking shows a New York postmark, of Dec. 24.

This mail left San Francisco on Dec. 1, 1853 and strange to relate, the ship was the Sierra Nevada. At that time, I doubt if the oval marking was in existence. Ernest Wiltsee had a cover that went by this same mail with the unframed marking in red. Edgar Jessup has another one with the unframed marking by this same mail on a 6¢ U. S. envelope. I also have a record of another letter that went by this same mail with a pair of 3¢ 1851 and a framed marking.

I thought you would be interested in the above.

The two covers are in such poor condition that I do not think that they are worth more than \$50.00. I would be willing to pay that sum, otherwise will be glad to return them to you.

I enclose return card, also 26% in postage to reimburse you for the forwarding postage.

Again my thanks for your kindness.

Sincerely yours,

Jew in n. Ashbrook: Jan 14, 1948. I have been hed up there on it of the year mallers, + case I note this cand you sews will not call off my secretary from The rush job she has in hand to write you formally. The offer of \$50th for the Nic rahed of the Many covers I Sent you will be of both The owner, This is what I would have offered for my own collection but offers somewhat properly below restail figures to mexperienced friends are not always white. Please make check payable outher to H. Tindlay trench, Ally. or Rosamond R. Beirne (who is the actual owner) - I is immaterial which. I appreciate the information gives and it was a pleasure to have this trief correspondence will you. Swind St. H. Fundlay Tright of, 22 Light ST, Bellung 2, Md.



STANLEY B. ASHBROOK 33 N. Ft. Thomas Ave. Fort Thomas, Ky. Mr. H. Findlay French,
Room 305,
22 Light St.,
Baltimore 2, Md.

Dear Mr. French:

Your card of the 14th received and in accordance with same I am handing you check herewith for \$50.00.

If I can be of any assistance in the future I trust that you will not hesitate to write me.

With best wishes -

Cordially yours,

#### RED TOWNS OF

3e 1851

Abington Mass :

Ashwood Ten

Amherst Ms

Alfred Mains

Athol Mass

Apalachiola Fla

Augusta Me

Augusta N Y

Anderson Tex

Alexandria Pa

Admont Mie

Andalusia Penn

Ashtabula Ohio

Andover Ms

Auburn N Y 2

' Albion N Y

Albany Ga

Argyle N Y

Astoria N Y

Arlington Vt

Antrim N H

Alexandria La

Appleton Mass

Albany N Y

Aldie Va

Alexandria Va

Augusta Geo

Attica N Y

Alleghany Pa

Athens Va

Aberdeen Miss

Boston 2.

Brookline Mass

Brandon Mi

Black Hawk Pa

Bloomington Ill

Barre Ms

Belvidere Ill

Bolton Ms

Branford Ct

Bloomfield Me

Belleville N J

Butternuts N Y

Brazoria Tex

Brandon Vt

Brookville Md

Burkville Texas

Bethlehem Pa

'Bridgewater Ms 2

Bonds Village Mass

Bangor Me

Bath N H

Bastrop Tex

Beaver CH Pa

Benicia Cal

Belleville Ill

Blanford Mass

Bloomfield N J

Brooklyn N Y

Barnard Vt

Blandsville Pa

Bullivan Ill

Bilexi Miss

Boseowan N H 2

Bloomsburg Pa 2

Brunswick Me

Bedford Mas

Bradford Mass

Bloomfield Ky

Bethlem Ct

Bloomington Iowa

Byron Mich

Boonton N J

Burriville R I

Bartton Vt

Ballston N Y

Brand's Iorn Works R I

Cedar Rapids Iowa 2

Camden Ala

Canton Miss 2

Camden Me 2

Cohoes N Y 2

Columbia Maine

Charlotteville N Y

Connelsville N Y

Charlestown Va

Chester Ct

Collamer O

Cullema Cal

Colubbus Ga

Canaan Me

Chesire Mass

Candia N H

Cherry Valley N H

Chepachet R I

Centre Rutland Vt

Columbus Wis

Connelsville Pa

Chicago Ill 2

Copper Mines Tenn

Charlestown Mass

Contoocook N H

Coventry N Y

Canandaigua N Y 2

Chatham 4 Corners N Y

Cambridge M D ??

Chelsea Mass 2

Chicopee Falls Mass

Chester Springs Pa

Columbia Cal

Chillicothe Ill

Canton-Mills Me

Concord Mass

Canajoharie N Y

Clarksfield Ohio

Cornwall Vt

Crittenden Ky

Columbus Ky

Cincinnati O

Carrolton Miss 2

Charleston S C

Columbia Ark

Crown Point N Y

Cleveland O

Catskill N Y

Cleveland Tenn

Charlton N Y

Chapel Hill Tex

Camden S C

Clinton Ct

Calais Me

Castine Me

Columbus Mi (Miss)

Cape Vincent N Y

Camptown Pa

Columbia S C

Cuttingsville Vt

Columbus Pa

Coeymans N Y

Davidson College NC

De Kalb Center Ill

Dedham Mass

Downsville NY

Derby Ct

Deer Isle Me

Danville Vt

Danvers Mass

Demmysville Me

Dover NH

Downieville Cal

Decatur Ga

Davenport Mass

Derby Line Vt

Detroit Mich

Deerfield Mass

Demoplis Ala

Deep River Ct

Donaldsville La

Decatur Mich

Donaldson Pa

Eufaula Ala 2

Ellington Ct

Evansville Wis

East Windham Ct

East Machias Me

East Dogulas Ms

Ellington NY

East Fairfield Vt

East Brookfield Mass

East Westmoreland NH

Etaw Ala

Edgefield C H SC

Edwards La

Eleysville Md

East Marshilia NY

East Grenwich RI

East Andover Ct or Ms

East Windsaw Hill Ct

Edgarton Ms

East Montpelier Vt

East Hartford Ct

Exeter Maine F

Ellicotts' Mills Md

East Randolph NY

East Berkshire Vt

East Pepperell Mass

Frewsburg Miss

Forbestown Cal

Fitchburg Mass 2

Franklin NH

Fensington Ky

Freeport Me

Fredericksburg Va 2

Fremont O

Fayetteville Pa

Fredrichsburg Mass

Fort Bridger UT

Friendship NY

Fairmont Va

Framington Iowa

Fair Haven NY

Fort Wayhe Ia (Ind)

Factory Point Vt

Freeburg Ms ???

Fremont NY

Fisherville Ct

Francistown NH

Fitswilliam NH

Foxborough Ms

Fayetteville NY

Frankfort Ind

Franklin Vermont

Fryeburg Me

Gorham Me

Gagetown Mich

Groton Mass

Gardner Ms

Geneseo NY

Georgetown NY

Grafton Ms

Goshen NY

Glover Vt

Gray Me

Great Falls NH

Galliad Ohio

Greenbush NY

Geneseo Wis

Greenland NH

Great Barrington Ms

Guilford Ohio

Greenboro Mass

Goodyears Cal

Georgetown DC

German Village NJ

Greenville Miss

Glendale Mass

Greenfield Ind

German Valley NJ

Greenville RI

Glouster Mass

Hollidaysburgh Pa

Hollis NH sl.

Houston Txs

Hatfield Mass

Henderson Ky

Huntsville Tex

Hancock NH

Henry Clay Factory Del

Holmdel NJ

Homersville O

Highgate Vt

Hatboro Pa

Hardwick Mas

Haddam Ct

Haerlem NY

Hubbardston Ms

Hinsdale NH

Harrison Sq. Ms

Hillsboro NC

Hamburg C H Ala

Hoggon's Mills Me

Hudson NJ

Harrisburgh Penn

Holliston Ms

Henniker New Hampshire

Herkimer NY

Heuvelton NY

Hudson NY

Hartford Ct

Hudson Me

Hanover Pa

Havanna Ala

Humphreysville Ct

Houlton Me 2

Hopkinstown NY

Hardwick Vt F

Horehkissville Ct 2

Haverhill NH

Ipswitch Mas

Iowa City Iowa

Indianapolis Ind

Indianola Iowa

Jacksonville Fla

Jamesville NY

Jacksonville Vt

Jefferson City Mo

Jefferson NY

Johnson Vt

Jersey City NJ

Jefferson O

Jamesville Wis

Killingly Ct

Kensington Pa 2

Knoxville Te

Kalamazoo Mich

Kingsport Ten

Kingston NY

Kingston RI

Locke NY

Louisville 0

Limestone Springs SC

Leicester Ms

Lawrenceburg Ga

Lewisburgh Va

Libertyville Ill

Liberty Neb

Little Compton RI

Lake Mills WT (Wis)

Loretto Pa

Laurel Factory Md.

Lynn Ms

Lancaster Pa

Louisville Stark Co O

Ludlow Vt

Larenceville Va

Lancaster NH

Lincoln Me

Louse NY F ov

Londonderry Vt

Leeanon Tenn

Lincolnton Geo

Louisville Ky

Lichtfield Ct

Leroy NY

Lebanon Ten

Lyme Ct

Lakeville Conn

Litchfield Mie.

Lonsdale RI

Ligioner Pa

Lewiston Pa · 2

Lewisburg Pa

Middletown Ct

Moblie Ala 2

Middlefield Center NY

Meredith Bridge NH sl

M. Enterprise Tex

Marrietta Ohio

Monterey Cal

Marianna Fla

Metroplis City Ill

Mount Morris Ill

Maryland NY

Middle Island NY

Monroeville O

Mayville Wis

Muxatine Ioa

Meyerstown Pa

Me Grawsville NY

Mercer Me

Medford Mass

Madison Ga

Mount Vernon O

Morgantown NC

Me Lonough Ga

Mariposa Cal

Middleburg Flo

Moline Ills

Monson Maine de

Millers Place NY

Marsailles O

Middletown Pa

Mukwonago Wis

Monticello Mi

Morristown Pa

Milltown Me

Montgomery Txs

Montgomery NY

Morningside, P.O.

Weehester Co NY

Millersburg Ky

Meriden Ct 2

Madison Ga

Morris Ill

Mackinack (Mich)

Milford NY

Millersburg 0

Minersville Pa

Mauch Chunk Pa

Marysville Te

Monroeville Ala

Newburyport Mas

NewBritain Con

New Orleans La 2

Newburgh NY 2

Northampton Ms

Newton Upper Falls Ms

North Bridgewater Ms

Napoleon Mich

North Brookfield Ms

Newport NH

Newark Ill

Norway Me

North Beekett Ms

No. East Center NY

North Bennington Vt

North Attelboro Ms

New York 2

New London NH ov

New Hartford Ct 2

Newbury Vt 2

Naugatuck Ct

New Rochelle NY

North Cohasset Mass

New Concord Ohio

Natchez Miss

Newton Ct

New Castle Me

North Adams (Mass)

New Brighton NY

Norristown Pa

Northfield Vt

Norwich Vt

New Haven Ct

Nashville Tenn

Norwood La 2

New Albany La

Norfolk Va

New Ipswich NH

New Albany Ind

New Milford Ct

New Albany Miss

N. Woodstock Ct

New Portland Me

Newark NJ

North Argyle NY

New Haven Vt

Newton Mass

Newark Valley NY

Owensboro Ky
Old Point Comfort Va

Orange NJ

Ogdensburg NY

Oldtown Me

Orange C H Va

Old Church Va

Otis Mass

Oswego NY

Pomaria SC

Plymouth Hollow Conn

Potsdam NY

Pembroke Me 2

Prentis-Valey Pa sl

Portueket RI

Patten Me

Perrymansville Md

Pembroke NY

Portland OT

Pompanoosue Vt

Platsburg NY 2

Paris Tenn

Poughkeepsie NY

Providence RI

Petersburg Va

Portage City Wis

Port Jackson NY

Penfield Ga

Parkman Me

Pittsfield NH

Plymouth NC

Pascoag RI

Putney (Vt)

Port Gibson NY

Pittsfield Vt

Pittsfield Mass

Peru NY

Portland Me

Pittsburgh Pa

Paris Maine

Portland Ill

Pontiae Mich

Portsmouth NH

Petersburgh 0

Pittsford Vt 2

Pardeeville Wis

Port Richmond Pa

Portsmouth Mass

Randolph Vt

Rexford Flats NY

Rochester NY

Rabbit Town Cal

Richmond Va

Rock Bottom Mass

Rahway NJ

Rock Island Ill

Russell Mass

Raleigh NC

Rodney Miss

Rutland Vt

Rushville Ill

Rockville Ct

Roseos O

Raymond Miss

Readfield Me

Richmond NY

Rockton NY

Richfield NY

Rappahammock Academy Va

Reading Mass

Ransomville NY

Red Bank NJ

Royalston Mass

Scuppernung NC

Shabbona Grove Ill

St. Louis Mo

Savannah Ga

Saltzburgh Pa

Statesville NC

Sing Sing NY

Somerville NJ

ST Clairsville Ohio

Shelbourne Falls Mass

Safe Harbor Pa

South Berwick Me

South Reading Mass

Summerfield Ala

STA Barbara Cal ne

Shawnestown Ill

Searsport Me

South Headly Falls Ms

Stockbridge Ms

Spring Water NY

Shammandoah O

San Antonio Tex

Shrewsbury Vt

Stowe Vt

Shirleysburg Pa 2

Sandersville Ga

Saugerties NY

Salem Mass 2

San Francisco Cal

SSuspension Bridge NY

Saco Me 2

So. Wilberham Mas

Shongalo Missi

South Dedham Ms

Suffolk Va 3 Bb

Salonville Mass

Stockbridge Mass

Spring Hill Ten

Sam's Creek Md

Schoolboys Mountain NJ

Sonora Cal de

South Manchester Con

Sycamore Ill

South Paris Me

Springfield Ms

Sand's Mills NY

Southampton NY

Seranton Pa

South Woodstock Vt

South Royalton Vt

St Johnsbury Vt 2

Summer Hill ???

Springville NY

Sumter SC

Swift Creek Bridge NC

Stevens Plain Me

South Groton Mass

Selma Ala

South Deerfield Ms

San Augustine Tex

St George Del

Sandersville Ga

San José Cal

Scotland Ct

Sandisfield Ms

Salmon Falls NH

SSacremento City Cal

Stamford Ct

Sheperdsville Ky

South Easton Mass

Sterling Ms

Smyrna NY

Stony Brook NY

Slatersville RI

St Albans Vt

Strafford Vt

Smithfield Ky

St Joseph (NY??)

Sparta La

Toddsville NY

Turner Me 2

Terre Haute Ind

Topsfield Mas

Tionestra Pa

Trenton NJ

Temple NH

Thompson Ct

Trenton NJ

Thetford Vt

Troy NH

Thompsonville Ct

Thebadon La

Tioga Center NY

Victor NY

Vallay Falls RI

Vernon La

Vernon Vt

Unadilla NY Union NH

Underhill Vt

Utica NY

Unity Me

Uxbridge Mass

Union Grove Ills

West Hartford Ct

Williamstown Vt

Wilbraham Ms

Woodville Mi (Miss)

Wellington Mass

Weir's Bridge NH sl

Wakefield RI

Warrenton Ga

Wextumpka Ala

Waterbury Ct

Warwick Mass

Weston Mo

White Hall NY B2

West Brattleboro Vt

Williston Vt

West Bloomfield NJ

Woodstock Vt

West Newton Mass

West Hartford Pa

Washington BC 2

White River Junetion Vt

Wallingford VT

Westboro Mas

West Haverford Pa

West Cambridge Ms

Waterville Cal ov

West Suffield Conn

West Newbury Ms

Walden NY

West Milton Ohio

West Randolph Vt

Windsor Vt

Warren Pa

West Randolph Vt

Warrenton NC

Walthour Geo

Westerly RI

Windsor NC

Woodeville Mi

Westville Te

White Pidgeon Mich

Washington Conn

Willamantie Ct

Williamstown Ms

West Point NY

Weathersfield Vt

West Wardsboro Vt

Waltham Mass 2

Woodstock Ct

York Illinois

Yardleyville Pa

Yonkers NY

Zanesville Ohio

#### KEY TO CODE

2	Twoe	olor pos	tmark;	town/red, ob	liera	tion/black
B2	88	11	11	"/black,	11	/red
26	п	ff	***	"/red,	11	/blus
26	n	n	11	"/blue,	61	/red
	В	black			ov	oval postmark
	р	blue			F	fancy "
	or	orange			de	double eirele
	Br	brown			sl	straight line

Abreviations of states are for the most part as they appear in p'mk.

Information on each town is maintained, as far as possible, in line
with the following set-up:

Source	Town	Postmark	Obliteration	Remarks
J	Auburn ? N.Y.	34mm	Blk grid	Two color
H	Bridgewater, Ms.	32	Blue grid	11 11
	Brookline, Mass.		ms	Fancy oval
	Cheshire, Mass	29	Paid III	" paid
J	De Kalb Center, Ill	36	ties	
Y	Weir's Bridge, NH.	37×2mm		straight line
L	York, Illinois			State in full

All Additions and corrections will be appreciated.

LAW OFFICES

#### HARRY A. DUNSMOOR

835 - 841 ONONDAGA BANK BLDG.

SYRACUSE 2, NEW YORK

TELEPHONE 2-1173

10/24/47

Dear Mr. aslibrook:

Parama M. y. markings and il sent you the ones it had. Surce their, il have had majuries from Kniwiser and Burger on the earns subject.

cond cover dated July 10, 1850 with we robutecore francoma, M. J. marking in black but the letter is from Panama in Central america with a 60 cent, rate the cover in addressed to Otego in Otego in Otego, M. J. What is your explanation?

Durcerely. Harry a.Dunsmoon

PANAMA Oct. 27, 1947. Mr. Harry A. Dunsmoor. 835-841 Onondaga Bank Bldg. . Syracuse 2, N.Y. Dear Mr. Dunsmoor: Re - yours of the 24th. From the investigation that I made on the "Fanama N.Y." marking, I came to the conclusion that the U.S. mail agent stationed at Panama City, Fanama in 1850 ordered a stamper with "PANAMA N.G." (New Grenada), and that the maker thought that the "N.G." was an error and intended for "N.Y." and hence made the stamper to read that way. The Panama agent used the stamper during certain periods in June and July 1850. In my investigation I turned up several folded letters that proved conclusively that they originated at Panama City and were written by people enroute to California and mailed there. The theory that the agent might have used an old "Panama N.Y." stamper was ruled out because the strikes on the various covers showed that the stamper was surely new and had been used very little. Kelleher turned up a correspondence from a man by the name of Reynolds. The letters were to his wife in St. Louis. and were written while he was enroute via Panama from New York to San Francisco. Each letter was numbered. Letter #10 was written at Panama City and was postmarked "Panama JUL 10 N.Y." (same date as the one you mentioned). It was rated "60" in pen postmarked New Orleans Jul 25 and "Steam. Inasmuch as I am not on friendly terms with Konwiser I request that you do not pass any of the above information to him. I had some correspondence with the late Ernest Wiltsee on the subject and he found several covers in his collection. I have an indistinct recollection that he published an article in "STAMPS" on the subject but I may be mistaken. When I get a bit of time I'll see if I can locate it. In searching thru my records I found that I had a record of another Reynolds cover - it was number "8" and was headed, Louisiana Hotel - Panama City - June 20 - 1850." It bore the "Panama N.Y." postmark (black) of JUN 23 - also "New Orleans" - "Steam" and the N.O. encircled "30" (all red) I note that the covers of which I have a record bear the

#2. Mr. Harry A. Dunsmoor, Oct. 27, 1947.

following postmark dates:

JUN 10 JUN 23 JUL 10

My best regards to you.

Cordially yours,

LAW OFFICES

#### HARRY A. DUNSMOOR

835 - 841 ONONDAGA BANK BLDG.

SYRACUSE 2, NEW YORK

TELEPHONE 2-1173

10/29/47

Dear nor. aslibrook:

Oct 27th re Panama M. y. From a Comparison between the two handstowers, Panama M. y and Panama on we letters.

Panama M.y. in Chamburgue leo. was nonned in 1824 by mases C. march who built the first frame house and first store there. He had been a trader in the Carribean area. We will, have to find the name of the mail agent at Panama on the Usthums. Perhaps bre come from Chantaugua les. M. y and took the hand stamp along with line after he had received the appointment. agent went to one of the manufacturers of

LAW OFFICES

#### HARRY A. DUNSMOOR

835 - 841 ONONDAGA BANK BLDG.

SYRACUSE 2, NEW YORK

TELEPHONE 2-1173

brandstowfo and asked for a Panama hourdstorrife and, not being able to most for the making one, he wols a Panamad M. Y. which The munifacturer Euclosed find a photostal of the letter. It is a very interesting littler and speaks about hie males and about the steamers. and it will beek you advised your litter anything it learn on the subject. & uncerely Harry a. Durisusour

Mr. H. A. Dunsmoor, 835-841 Onondaga Bank Bldg., Syracuse 2, N.Y.

Dear Mr. Dunsmoor:

Yours of the 29th received and I was surprised to learn that there really might have been connection between Panama N.Y. and Panama N.G. It certainly makes this study much more interesting.

The U. S. Mail agent at Panama City, N.G. in 1850 and 1851 was "A. B. Corwine." In the old postal record book of supplies of 1847's sent to post offices, two entries were made of supplies of the 10% value sent to Panama. The first entry is 1850 - June 22 - 2500 of the 10% sent to "A.B.Corwine - U. S. Postal Agent at Panama." Their receipt was July 16. On Mar. 21, 1851 - a further supply of 2500 was forwarded to him. As you are doubtless aware, covers are known, bearing strips of three of the 10% but all that I have seen were pencanceled and some a large straight-line "PANAMA" in red. The latter is generally repeated on face. I have never seen a cover with the 10% and the circular p.m. of "Panama, N.Y."

We frequently find covers with California origins that were carried privately to Panama and placed in the mail there. Thus 10¢ was saved.

I am enclosing some photo prints herewith, any of which you may retain if you wish. I have marked these from A to F inclusive, on the back.

Note cover "A" - this was from San Jose, Calif. Oct. 23, 1849, and it bears the familiar "30" which was the rate marking used by the U. S. Mail agent at Panama.

Cover "B" shows the "30" with the "N.Y." p.m. of Jun 10 - You will note that the letter inside was headed "New Grenada."

Cover "" is a photo of a photostat, hence is blurred - It is similar to the above. This is one of the covers owned by Wiltsee and the letters were headed New Grenada.

Cover "D" is similar. This is the first one that I ran across and while I was familiar with the Panama "30" I was at an utter loss to figure how it was used up in New York State.

Cover "#" shows the "30" and the New York marking "STEAM SHIP" - This cover is quite interesting as it shows the handstamp of "CORWINE BRO & CO" - No doubt the U. S. Mail agent was a member of this firm.

Cover "F" was mailed from Panama in May 1850. The "60" on this cover seems to be in the same handwriting as the "60" on your cover to Otego, N.Y.

Please advise me if you wish me to return to you the prints that you sent me.

In the Goddard letter he mentioned the S.S.Columbus. This was a "Law's Line" ship, and the company did not have a mail contract, but for a certain period the P.M. at San Francisco forwarded mail b ship of this company. For example Goddard was waiting for the Columbus to arrive from San Francisco. She sailed from that Port on either the 17th or 18th of June.

As you are doubtless aware covers are known bearing the straight-line handstamp "ER STR COLUMBUS." I have a record of a cover bearing this marking and the S.F. postmark of "17 JUNE," (1850). On the return trip, the Columbus arrived at S.F. on August 3, 1850 with 300 passengers.

In the following October the P.O.Dept. at Washington issued an order forbidding the S.F. P.M. to forward any mail by Independent Line steamers.

With kindest regards -

Cordially yours,

## THE "TEN" CENTS

# A Confederate Stamp With A Story

N earlier years—before we knew as much about Confederate stamps as we do today—the tencent, with its value spelt out, represented the most-prized object in our collections, especially in the South. It was comparable to the 1869 90-cent of the United States. To possess either—or both—at once placed the owner in the top brackets of our circumscribed collectors' world—into the envied class of the "haves."

And somehow this distinction was justified. I do not know of another American stamp around which there clings so much of legend and gossip and—history. . . .

Turn to that cover, or the single piece in your collection, and while you look upon it, let me tell you its story. Perhaps, hereafter, you may linger longer over this stamp when you again give an hour to your Confederates.

A brief statement of data connected with the "Ten" will refresh our memory. It was engraved by John Archer of Archer & Daly shortly after the establishment of that firm in Richmond, and followed his first "sample" stamp, the figure-expressed 10c. of 1863 with the framing lines. The printing was from a copperplate laid down in two panes of 100 units each. A news item in the Daily Richmond Examiner indicates April 20, 1863, as the

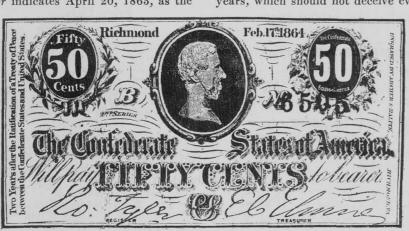
## $B_{\mathbf{y}}$ AUGUST DIETZ

first day of issue. It was a short-lived stamp, which accounts for its relative scarcity. No complete sheet, or even a full pane, has been found up to this time, although blocks of thirty, twenty-five and twenty-four are known. There are two distinctive shades—a gray-blue and a so-called "milky" blue, the latter ranging to a deeper tone of great beauty. I dare say the number of unused and



The "Bruise"

used copies of the "Ten" is very nearly the same. Pairs and blocks on cover are extremely rare. Aside from the Springfield, Mass., counterfeit, there is but one other imitation, produced by lithography in earlier years, which should not deceive even



The 50c Note with the Davis Head.



Archer's "Ten"

a novice. A careful study of the design illustrating this discussion will familiarize the beginner with the appearance of this stamp. And now to its story.

When the proof of the "Ten" was submitted to Col. H. St. George Offutt, Chief of the Contract Bureau of the Confederate Post-Office Department, he is said to have pronounced it beautiful, and hastened to submit it to President Davis, who expressed great satisfaction with the engraving, whereupon Archer & Daly proceeded with the printing and in due course the new stamp was issued to the post offices throughout the Confederacy.

Then something happened.

Among the coterie of hangers-on at the White House of the Confederacy was an Englishman, named Browne, whose characteristic insufferable impertinence had incurred the openly expressed dislike of the native-born civilian and military circles. This individual appears to have exerted a hypnotic influence over the president and Mrs. Davis. He managed to have himself appointed aide-de-camp, with the rank of Colonel, and was later made a brigadier-general! A number of disastrous field appointments are directly charged to his sinister prompt-

We get a fairly good picture of this adventurer from several entries in "A Rebel War Clerk's Diary at the Confederate States Capital," by J. B. Jones, a clerk in the War Department. I quote but two paragraphs:

"Col. W. H. Browne (the President's English A.D.C.), it is said, goes to Georgia as commandant of conscripts for that State. It is probable he offended some of the President's family, domestic or military. The *people* have long been offended by his presence and arrogance.

"The President has made Wm. H. Browne—one of his aides, an Englishman and a Northern newspaper reporter—a brigadier-general. This does not help the cause. Mr. B. knows no more about war than a cat; while many a scarred colonel, native-born, and participants in a hundred fights, sue in vain for promotion"

I have not searched the records for Browne's achievements in the field, but it's "dollars to doughnuts" that he was one of those who surrendered a brigade without firing a shot.

Incidentally, it is a matter of record that the political machinations of Browne's compatriot, the British Consul in Richmond, were so notorious that they became intolerable and he was given his passports. Years ago I came in possession of his correspondence. Probably Mister Brown faded out of the picture at the same time. The newspapers of Richmond carried scathing editorials under the caption of "Perfidious Albion." . . . But back to my story.

President Lincoln—I need not explain—was anathema in the South. Even his picture was caricatured and hated. And yet there was a striking resemblance in the profiles of the Southern and Northern Chiefs of State. Fishwives' tales have in-

sinuated a stronger tie between the two men. But this does not concern my story.

Gossip has it that upon the occasion of a reception at the White House "General" Browne called the attention of Mrs. Davis to the portrait of her husband on the new postage stamp, tactlessly mentioning the marked resemblance to Lincoln. . . .

The spirited First Lady is said to have been enraged at this discovery, and at once appealed to the President, with the result that the printing of the "Ten" was promptly stopped, and the plate never used again. It is probable that this is the incident referred to in the Diary of the Rebel War Clerk.

This is the story current in Richmond in earlier years-and it is probably true, for there seems to be no other valid reason for withdrawing the plate from service. No serious wear had taken place, and but for a slight injury, caused by the striking of some dull, harder-thancopper instrument-which might have been easily remedied—the plate of the "Ten" was good for considerable longer use. This "bruise"of roughly crescent shape and encircling the lower left margin of one stamp in the pane—is a recognized variety, and because of the fact that it occurred sometime before the retirement of the plate, indicates that this slight injury was not the cause of its sudden withdrawal.

The unexpected order to cease printing from the only ten-cent plate in commission must have caused consternation at Archer & Daly's. The

engraving of a new design that would meet with approval, and the transferring to printing plates, would require many weeks before stamps could be delivered. In this emergency resort was had to the imperfect transfer-roll of their first engraving—the 10c "sample stamp" with the framing lines. Immediately two steelplates of this design, which we know as Type I, were laid down, while Mr. Halpin at once proceeded to engrave a second, similar 10c, with a greatly improved portrait of the President-Type II-from which two more printing plates were laid down. With these four plates of the figure—expressed values—two of Type I and two of Type II-the printers were able to meet the demands of the Department, and these plates were used to the end. The 'impenetrable veil" will probably forever hide from us the fate of the engraving and the copperplate from which was printed one of the world's most classically beautiful postage

And now let us turn to a brief study of the "Ten." The composition is unique. Free-hand engraved throughout, its technique is remarkable, in that the portrait of President Davis consists of vertical lines and dots, varying in thickness to produce a cameo effect. Archer first engraved a Davis head in this manner on the Confederate Fifty-Cent note, but the result was not nearly as fine. This same style of linear portraiture was employed on the large newspaper stamps of the United States of 1865, and on the Gulden-value stamps of Austria of 1890. I do not now recall that other artists have attempted successfully to imitate this technique in stamp portraiture.

stamps. . . .

And thus each Confederate stamp has its story—its legends and its mysteries . . . and its charm.

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The new Wholesale List of Whitfield King & Co., Ipswich, England, is available to all bona fide stamp dealers, requesting a copy on stationery with their business heading.

# The Confederate Surcharged "10 on 5" Handstamped Envelopes

THE constantly increasing interest in the Handstamped "Paid" and Provisional Envelopes of the Confederacy suggests a subject to which I have given considerable thought for some time. Strangely, no one—as far as I am aware—has written upon this topic in the philatelic press, or posed the question in correspondence. As a matter of fact, when it first occurred to me, I felt as if I had stumbled upon some great find!

Sometimes, I fear, we are too prone to trudge along the well-worn trails of convention—adopting unquestioningly its rites and rules and regulations for our guidance—scared stiff if we happen to stray, and in the straying suddenly behold something new and startling—something that does not fit into our little "scheme of things." . . .

Well, I have strayed—led by one of those queer quirks of the mind—into such a revelation. . . .

What do you know about the surcharged, overstamped, revalued—10-over-5 cents Handstamped "Paid" Envelopes of the Confederacy? Why and when was this revaluing done—and what do you think they are?

I am going to start out with the flat assertion that every Confederate Handstamped "Paid 5" surcharged "10" is potentially a Provisional—definitely so in its 5-Cent character, and possibly in its 10-Cent revaluation as well. An attempt to establish these premises is set forth in the following incontrovertible statement.

The Confederate letter-rates were—first, five cents; then ten cents. The act became effective July 1, 1862. There was never a fifteencent rate, save for triple-weight letters, and these—comparatively few—were, in nearly every instance, handstamped or penmarked "Paid 15." In no case does 10-over-5 denote 15 cents.

Now, for a discussion. I do not believe that the two separate hand-stampings "Paid 5" and the over-printed "10" were ever applied at the same time. I cannot imagine a reason for doing this.

I believe that in every instance the revaluing "10" was applied to an existing unused "Paid 5" envelope, left over from the 5-cent-rate period, and either in possession of the letter-

#### By AUGUST DIETZ

writer, or in stock in the post office at the time of the rate-change.

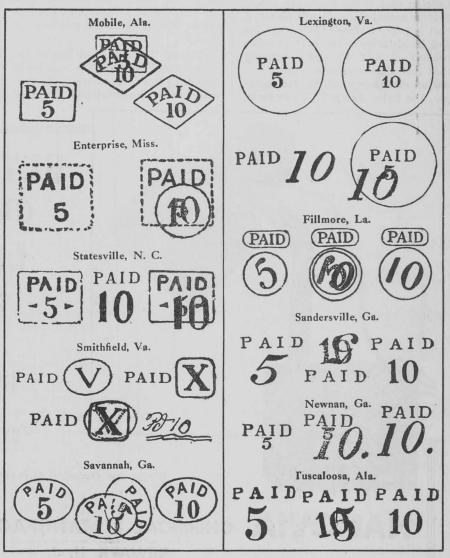
I believe this to have been the modus operandi: Pre-stamped "Paid 5" cents envelopes in stock in these particular post offices were re-valued with a supplementary handstamped (or manuscript) "10" at the time of the change of rate and thus sold over the counter. In instances where business concerns or individuals had remainders of the 5-cent handstamped envelopes on hand, they either took them to the postmaster and, paying the additional new-rate

fee, had them re-valued; or, presenting them, with correspondence enclosed, ready for mailing, they paid the additional five cents, whereupon the postmaster receipted by the stamping of a "10."

Analysing the foregoing paragraph, we come to these deductions:

In every case—whether the envelope was on hand in the post office, or brought to the postmaster for revaluing, the original "Paid 5" was a Provisional. It must have been "on hand" in that denomination, consequently prepared (handstamped "Paid 5") before sale or use.

Concerning the status of the over-



printed "10," there enters an element of doubt. If the re-valuing was done before sale or use, the combination becomes a double Provisional. If this presumption cannot be supported, the 5-cent handstamp still remains a Provisional—in this instance the cover takes on a dual nature: It is both Provisional and Handstamped Paid.

Whether the unused handstamped "Paid 5" envelopes were recognized by the postmasters—at the time of the rate change—as "one-half fee paid"; or these pre-sale-stamped 5c envelopes looked upon as demonetized and the full new rate of ten cents demanded, I am not yet prepared to assert, but in either event the "Paid 5" envelope was unused at the time, and therefore—by all the rules that guide us in classifying—a bona-fide Provisional.

In order that the student may better visualize the material under discussion, I am showing a number of these surcharges. The illustrations, taken at random from the Dietz Catalog and Hand-Book are three-fourths actual size. It will be noted that in every instance the postmaster had handstampers for both denominations—5 and 10 cents—proving that this double value-stamping was not an emergency act, as, for example, the twice-stamped "5" to make

Colliersville, Tenn.



Talbotton, Ga.

### PAID 10+10=20

Illustrations of Twice Stamped "5" and "10" markings as mentioned in this story.

the ten-cent rate (where no "10" stamper was on hand), or the twice-stamped "10" to indicate twenty cents paid (where no "20" stamper was on hand)—both here illustrated.

A glance at the group chart and its mere casual study will, I am sure, lead my readers to the same conclusions I have attempted to set forth in the foregoing statements.

I am prepared for a heavy barrage of protest. In fact, I am inviting the challenge—urging a logically reasoned attack on the premises I have taken—in order that we may have the reaction of collectors of Confederates who will give this matter some thought.

One of the first (and maybe the only tenable) contentions will probably take this form: "Are we to consider every handstamped 'Paid 5'

envelope of which there is a surcharged '10' known, as Provisional? For example (with reference to the chart), are we to class every Tuscaloosa, Ala. 'Paid 5' a Provisional, just because there are known examples of this value overprinted '10'?' Positively No! In the absence of evidence to the contrary, the "Paid 5" as well as the "Paid 10" of Tuscaloosa are still believed to be ordinary Handstamped Paids, and classed as such; but the Surcharged 10-on-5 is definitely a 5-cent Provisional of that town, if not a Double Provisional!

All this will guide in the revision of the forthcoming new edition of the Dietz Confederate States Catalog and Hand-Book now being planned. It may be definitely stated here that these Surcharged Handstamped Paids will be segregated and formed into a distinct group—probably under the title of Semi-Provisionals or Surcharged Provisionals.

#### A Note From the Censor

Stephen Gatz, of Lampasas, Texas, reports that in a cover he received from the Dutch East Indies, the censor had enclosed a note stating that the sending of stamps out of these islands is prohibited, owing to the war.



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## THE JOHN DRINKWATER COLLECTION OF CONFEDERATE STATES.

(Continued from page 107).

In February, 1862, Ludwig and Hoyer executed an emergency order for the 10 cent stamps. These were printed in blue instead of red as before. This stamp is a rarity unused, and Mr. Drinkwater's specimen is a very fine example. Several attractive copies on covers are scarce items.

The last of the lithographed stamps was the 2 cent green, also printed by Ludwig and Hoyer. This stamp bears a portrait of Andrew Jackson, and was issued in March, 1862. The 2 cent rate was for drop letters, *i.e.*, letters placed at the Post Office, not for transmission but for delivery only. Used copies are



very rare, and two superb examples are shown here used at Savannah and Mobile. A mint strip of four is illustrated.

We now come to the stamps printed in London by De La Rue & Co. The Postmaster General, J. H. Reagan, sent a representative to London to secure supplies of stamps and plates, and arrange with De La Rue's to prepare electrotypes and supplies of stamps for 1c. and 5c. denominations. A considerable quantity of the first printings were lost through the blockade, and by the time they arrived the proposed 1 cent rate had been vetoed. Messrs. Archer and Daly, of Richmond, made further printings from De La Rue's plates on paper supplied from London, and it is extremely difficult to tell which are the London or Richmond printings.

Mr. Drinkwater shows a very varied display of these stamps, both used and mint, the latter in large mint blocks and a complete pane of 100. A used block of four with sheet margin, cancelled in the centre with the town postmark WADESBORO, is a rare piece. The series of covers is particularly fine, and contains many made from wall-paper, exercise books, etc. A very short time after the delivery of these 5 cent stamps, the postal rate was increased to 10 cents. The few covers shown containing a single 5 cent stamp are, therefore, difficult to acquire. Amongst the covers of this issue are some Federal postal stationery which was not utilised before the issue of stamps. The Confederate stamps have been stuck over the Federal embossed value. A few pages of large blocks of the unissued 1 cent orange now follow. This stamp bears the portrait of John Calhoun.

The next page contains one of the most remarkable items in the collection. A superb copy of the new 10 cents stamp on cover. Three frame lines are

THIS 15 EWFL



complete, and part of the fourth is clearly marked. Mr. Edward Knapp, the wellknown expert on these stamps, says that it is the finest example known (see illustration). Another page contains the two shades that exist with this stamp, one of them being on cover. This issue was prepared by Messrs. Archer and Daly, of Richmond, and had a very short life. It is, in fact, the rarest of the Confederate general issues.

The transfer roll showed signs of defects, and Archer, in preparing a new one, cracked the original die. A new engraving was made, and this appeared without the frame lines. Mr. Drinkwater seems to have had a particular fancy for this stamp, which is hardly less desirable than the one with frame line. A magnificent mint block of four commences this issue (see illustration), followed by some fine unused shades—one having a defective transfer roll.

The used section is also particularly attractive, one fine single with red town obliteration is illustrated. There is also a copy with what appears to be an English cancellation. I am illustrating this stamp and should be grateful if anyone could identify this particular postmark. There are several covers, one with a superb pair showing portion of an adjoining stamp. A Patriotic with two singles is particularly interesting, as it shows the Confederate Flag with eleven stars. It is similar to the one previously described in the stampless period, except that the extra star has been placed in the centre. The Patriotic inscription reads:

"On, on to the rescue, the Vandals are coming-Go meet them with bayonet, sabre and spear; Drive them back to the desolate land they are leaving-Go, trusting in God, you'll have nothing to fear."

Finally, there is a superb copy dated April 29th, 1863, from Charleston, which is one day after the earliest date recorded.

This second TEN cent stamp also had a short life of issue, as four new steel plates were prepared. Two of these were from the defective transfer-roll of the







first frame line design, and two from a new die engraved by Frederick Halpin. There are, therefore, two dies. The new stamps became the commonest of the Confederate issues, but, nevertheless, formed a wonderful field of philatelic and historic interest.

The approach of the Federal armies upon Richmond in May, 1864, caused the transfer of the printing of stamps to Columbia, South Carolina. The plates of Archer and Daly were, therefore, taken over by Messrs. Keatinge and Ball, of the latter town. These printings are usually on coarser paper and are a darker colour than those of Richmond. Also, Keatinge and Ball substituted their own imprint and continued printing the stamps of the Confederacy until the end of the war, about ten months later.

A most interesting group of these has been collected by Mr. Drinkwater, which would take several pages of this magazine to describe adequately. There are numerous fine blocks showing the various inscriptions, one of which is the only recorded block. It is a marginal block of eighty from Halpin's engraving, philatelically called Die B, without inscription except the number of the plate, No. 3. This, Mr. Drinkwater acquired from the Dr. Floyd collection, and his notes are interesting. "This pane of No. 3 with plate number only and no inscription is of the greatest rarity. It was unknown to Major Evans, Mr. Dietz and Mr. Knapp until it was brought to their notice. Mr. C. J. Phillips had never



seen a copy of this setting. I believe it to be unique." The centre five stamps from the bottom row with the plate number is illustrated.

The used and cover section of this stamp is very large, with many covers made from wallpaper, account books, etc. One cover is very charming, as it has been made from a coloured map. There is also a series of Official envelopes which are particularly interesting.

The 2c., dull red, stamp produced by Archer and Daly in 1863 bears the portrait of Andrew Jackson, as did its predecessor, but with a new design. The strip of five illustrated is on complete cover, and is one of the "joy pieces" in



this issue. A single of this stamp on cover is almost as valuable as the strip of five. I like the mint sheet of 200 (two panes of 100), which is an outstanding item.

By far the handsomest Confederate stamp is the 20 cent green with the portrait of Washington, which was engraved by Frederick Halpin. This was evidently one of Mr. Drinkwater's favourites, judging by the magnificent selection he has gathered together. The mint are shown in a great variety of shades, with many fine blocks. One corner piece of four is of particular interest—the upper two stamps are printed double at the top. This variety is very clear, and I believe only one sheet was found having the top ten stamps like this. The 20c. is quite scarce used, and the five copies on covers shown are rare. The best piece





is a bisected copy on complete wallpaper entire. This piece is illustrated with a

portion of the envelope reversed to show the wallpaper.

One of the most interesting sections of the collection is the next few pages of letters sent to Prisoners of War, Steamships, etc. The first page has three covers sent from the Confederate States to Northern Prisons. All have Confederate and Union stamps, in accordance with the regulations, and each letter was undelivered because of the following reasons, death, exchange or release. These three covers (see illustration) form a splendid page, which show more than





any others the poignancy of this period.

Another page has very similar examples, one marked "By Flag of Truce" and another with a special "Prisoners Letter" cancellation (see illustration). This letter was sent by Major Saunders as a prisoner at Johnson's Island to Mrs. Saunders in North Carolina. Three weeks later the envelope was turned and used again.

The page with Ship Letters is unusual, as these were taken by Privateers.

The illustration shows one of the types to be found.

Next is a historic cover carried by the Adams Express Company to the Burnside Expedition which was sent to relieve Knoxville in September, 1863. This is, of course, a Federal cover, but I think Mr. Drinkwater is right to include



an item of this nature in his Confederate Collection. The cover is a great rarity, and Dr. Carroll Chase says this is the only one he has seen. I, therefore, illustrate the top portion of the envelope.

A curiosity of the collection is a letter carried through the post with a 10c. coin attached to the envelope. The letter was sent from Baltimore, Federal Territory, on January, 1863, to Richmond, Confederate Territory. A U.S. stamp would not have served, as no service was functioning, but the letter passed through and the coin was never removed.

The collection is completed by a display of proofs and reprints, followed by a series of the Confederate banknotes which were printed by the same firms who produced the stamps.

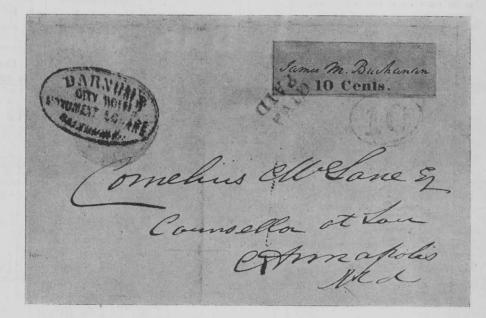
#### A REQUEST.

We are continually receiving new subscribers to Godden's Gazette who wish to commence at the beginning of the second volume. We find that we

are becoming extremely short of No. 2, Volume 2, and if any readers can return this number we shall be pleased to send them a thousand of our F.G. hinges, which are guaranteed to peel off tisue paper.

# Baltimore Provisional Stamps

By L. M. RELLIM Member of the A. P. S.



Cover showing the James M. Buchanan Provisional

ALTIMORE has a definite place among philatelists by reason of its provisional and carrier and local stamps. As a matter of fact the Baltimore postmaster issued stamps before that of the Federal Post Office. When the first postage stamp was issued in England one hundred years ago its advantages soon became well known, and the U.S. postmaster general sent representatives to England to study the new reform. Reports were made, and many of the postmasters of the country saw the distinct advantage of providing some means whereby the public could prepay their letters by some token without going to the postoffice or sending their mail to the postoffice with cash for payment of postage or having it charged to their account.

The act of Congress of March 3rd, 1845, effective July 1st of that year, established a uniform rate of postage of 5c for a single letter for any distance under three hundred miles and for any distance over three hundred miles 10c. Congress did not follow the English system of providing stamps until the passage of the Act of 1847 which authorized the postmaster general to issue stamps.

These Baltimore provisional stamps are commonly known as the Baltimore Buchanans, for the reason that James Madison Buchanan was the postmaster of Baltimore at that time. The stamp itself is nothing more than an oblong label upon which is imprinted his signature with the value of either five cents or ten cents. These small labels were issued in 1846 on both white paper and bluish paper.

There are 11 varieties of the 5c stamp and three varieties of the 10c stamp, and, of course, the 10c value is worth more than the lower value. Quite a number of collectors possess the 5c stamp on both kinds of paper

as well as on an envelope, and their values range from \$600 to \$1,200. But when we mention the 10c stamp, we speak of one of the great stamp rarities of the world. The stamp alone is worth about \$7,500 but if used on an envelope or as it is known among stamp collectors "on cover" the stamp on white paper is worth \$12,500, while that on bluish paper is worth \$15,000.

# CONFEDERATE COLUMN

By AUGUST DIETZ

Three Stamps That Missed the Bus

A VERY slight change in the position of their natal planets would have placed three additional Confederate stamps in the catalogs and in our albums, for the plates from which they were to be printed—and in one case were actually printed—are as authentic as the printing medium of any stamp of the General Issues. But they were too late in reaching the Confederacy and literally perished in the embryonic state. Although theirs is but another story of "Things That Might Have Been," it is worth the telling—merely in order that the record be preserved.



ONE CENT
Printed but never put in circulation.

When Major Benjamin F. Ficklin, that charmed-life "mystery man of the Confederacy," was sent to England to contract for various necessities of the Government, including postage stamps, we recall that he made arrangements with Thomas De La Rue, of London, to engrave and print One Cent and Five Cent stamps and supply the Confederacy with sets of plates, in order that subsequent printings could be taken care of in Richmond. This was carried out and, although the first shipment aboard the blockade-runner Bermuda was captured and destroyed, the second attempt was successful. While the London-printed Five Cent stamps were at once put in circulation and the electrotype plate immediately turned over to Archer & Daly, with orders to proceed with the printing, the orange One Cent stamps were never issued to the postoffices and the plate laid aside without ever being put to press.

This One Cent stamp is the first of the three that I have in mind which "missed the bus." It arrived in Richmond too late. The drop-letter rate had, in the meantime, advanced to two cents, and it is probable that a sufficient quantity of lithographs of this denomination were in stock to meet all immediate needs until Archer & Daly could supply the steel-plate product. The portrait of Calhoun on this De La Rue stamp was far from pleasing, and the weak orange color used in the printing but served to accentuate this shortcoming.

The original engraving of the One



TWO CENTS

Plates altered from One to Two Cents.

No official printings made.

Cent was cut in steel in relief, in the same manner as the Five Cent, and one electrotype plate of 400 multiples was made, from which 400,000 stamps were printed by the De La Rues and shipped aboard a blockaderunner March 24, 1862. And this was the first officially ordered—but never issued — Confederate stamp that succeeded in getting into the catalogs.

But there are two other De La Rue-made electrotypes of Confederate stamps, whose origin is just as authentic, yet one Catalog alone illustrates them and tells their story. Let's investigate their cases.

When the new letter-rate became effective, there was immediately an increased demand for ten-cent stamps. Both Hoyer & Ludwig and J. T. Paterson were hard put to meet the needs of the Department, while Archer & Daly were not yet prepared to supply their steel plate product. In

this emergency a post-haste order was despatched to the De La Rues in London for a new electrotype plate of Ten Cent stamps, and at the same time one for a Two Cent denomination. There was, however, no order for printing these stamps.

The old records of the London concern carry the following entry: "On November 7, 1862, there was sent a printing plate of 100 multiples of a ten-cent stamp with the head of President Davis, and a smaller plate for a Two Cent stamp with the head of Calhoun." (Italics mine). The last sentence of this record — "a smaller plate"—would indicate that the electrotype plate for the Two Cent stamp consisted of less than four panes of 100 units each—possibly a single pane of 100—although, as we shall later see, this Two Cent plate did carry four 100-unit panes.

And these two plates—the Ten and the Two Cent—"missed the bus" in getting to the Confederacy in time to be used for stamp printing. And so they were laid aside.



TEN CENTS

Plates altered from Five to Ten Cents.

No official printings made.

But let's examine these plates more closely—for the fragments of the Ten Cents and the complete electrotype of the Two Cents still exist, while private reprintings have been made from both.

The De La Rues, as we know, retained the original engravings on steel of the One Cent and the Five Cent stamps, and, very likely, the two electrotype plates from which the London printings were made. Time being the essence of this rush order, and possibly with instructions to make the necessary rate alterations on the existing plates—and because the pressing need precluded the engraving of new designs—the De La Rues proceeded to the altering of the values on the old plates. This was done on the electrotypes—not on the original steel engravings.

The procedure was quite simple, involving merely a bit of skillful

(Continued on Page 214)

# U. S. COMMEMORATIVES—PRICED TO SELL

VERY FINE is an adequate explanation of condition. Anything is returnable. We cannot help wondering what the prices will be on many of the recent issue within the next few years.

V					ering what the page next few years.		ш ве	on ma	any e	t the
Scott'		Used Single	Used Block	Scot	t's		Un- used Block	Un- used Sgl.		Used Block
230	1c Blue\$ 1.30 \$ .14 1c Deep Blue	\$ .01 .02	\$ 1.60	627	1926 SESQU 2c Carmine	CENTE	NNIAL	ISSUE		\$.50
230a 231 231c	2c Violet	.02	.50	628	1926 ERICSSO	N MEN	ORIA	LISSU		1.25
231d 232	2c Var. Broken Line 2.50 .24 3c Green	.02	.65 2.50		5c Grey Lilac	ITE PL	AINS I	SSUE		
233 234	4c Ultramarine 4.95 .74 5c Chocolate 5.65 .74	.08		629 630	Ex. Sheet (25)	78		.08 4.75	5.00	.30
235 236	6c Purple 4.75 .80 8c Magenta 4.85 .52	.59	4.00	643	* 1927-29 CO 2c Vermont			IVES .06	.05	.25
237	10c Black Brown 11.4584 10c Grey Black 14.5082	.12		644 645	2c Burgoyne	1.10	.60	.15	.14	.65
238	15c Dark Green 20.00 2.25 39c Orange Brown 30.00 4.25	1.35 1.95	18.00	646 647	2c Molly Pitcher 2c Hawaii	1.50	.60	.06	.06	.28
	50c Slate Blue 41.00 4.45 \$1 Salmon 12.40	$\frac{3.50}{10.95}$		648 649	5c Hawaii	48	.25	.37	.36	1.50
	\$2 Brown Red 14.75 \$3 Yellow Green 20.75	8.25		650 651	5c Aeronautics 2c Clark	(4).45	.20	.19	.17	.75
245	\$4 Crimson Lake 27.50 \$5 Black 32.50	26.00 28.75		654	2c Edison (Flat) 2c Edison (Rotary)	65	.24	.06	.05	.25
285	898 OMAHA OR TRANS-MISSISSIP 1c Yellow Green 1.70 .30	.09	2.10	656 657	2c Edison (Coil) 2c Sullivan	42	.18	.16	.03	pr14 .12
286 287	2c Copper Red       1.85       .19         4c Orange       12.25       1.25	.02	1.75	658	1929 SPECIAL 1c Green	30	.18	"KAN	.04	.22
288 289	5c Dull Blue 14.75 1.20 8c Violent Brown 18.75 1.65	.60		660	1½c Brown 2c Carmine	90	.76	.06	.06	.60
	10c Grey Violet	2.95	7.00	661	3c Violet	. 3.25	2.00	.50	.42	1.85
292 293	\$1 Black	$13.25 \\ 18.25$	300.00	663	5c Blue	3.50	1.50	.20	.17	1.40
294	1901 PAN-AMERICAN ISSUE 1c Green & Black 1.00 .18	.05	1.60	665	7c Black 8c Green	. 15.00	7.40	1.85	1.10	1.65 5.75
295 296	2c Carmine & Black       1.45       .20         4c Chocolate & Black       9.45       .98	.02	1.50	667	9c Rose 10c Yellow	. 3.00	2.25	.29	.20	1.50
297 298	5c Ultra. & Black 9.75 .95 8c Brn. Viol. & Black. 12.75 1.75	1.25	8.25	658-	68 1c to 10c Set 1929 SPECIAL			4.70 "NEB		16.00
299	10c Yel. Brn. & Black. 16.00 1.50 1904 LOUISIANA PURCHASE IS	.59		669	1c Green	38	.20	.04	.04	.20
323	1c Green 1.95 .30	.13	$\frac{2.50}{2.95}$	671 672	2c Carmine 3c Violet	35	.25	.06	.02	.17
324 325	3c Violet 7.75 1.45	1.20	7.50	673 674	4c Brown	. 1.20	.88	.20	.17	.78
$\frac{326}{327}$	10c Red Brown 33.50 3.95	.90		675 676	6c Orange 7c Black	$\frac{4.50}{3.70}$	2.20	.55	.54	$\frac{2.40}{2.25}$
328	1907 JAMESTOWN EXPOSITION 1c Green	.11	1.90	677 678	8c Green	3.25 8.00	4 50	1.00	1.00	2.00 4.75
329 330	2c Carmine       1.65       .30         5c Blue       10.50       1.48	.05		679 669-	10c Yellow 679 1c to 10c Set	11.50	7.00 20.00	$\frac{1.70}{5.00}$	3.90	4.75 18.50
367	1909 LINCOLN MEMORIAL IS 2c Carmine	.04	.90	680	1929-31 CC 2c Wayne	MMEN	IORAT	IVES .06	.06	.30
368 369	2c Carmine (Imperf.). 6.50 1.50 2c Carm. (Blue Paper) 30.00 7.25	$\frac{1.25}{4.50}$	$\frac{6.00}{25.00}$	681 682	2c Ohio	45	.15	.03	.03	.12
370	1909 ALASKA YUKON ISSUE 2c Carmine 1.80 .39	.05		683 688	2c Charlestown 2c Braddock	70	.30	.07	.07	.35
371	2c Carmine (Imperf.) 6.50 1.50	1.15	5.75	689 690	2c Steuben	54	.20	.05	.03	.22
372	1909 HUDSON FULTON ISSU 2c Carmine 1.00 .18	.14	1.15	702 703	2c Pulaski	.(4) .20 .(4) .25	.11	.03	.02	.08
373	2c Carmine (Imperf.) 7.20 1.70 1912-13 PANAMA-PACIFIC ISSUE P		6.85	1	1932 WASHINGTO	N BICE	NTEN			.04
397 398	1c Green	.03	1.20	704 705	Ic Green	16	.08	.03	.01	.07
399 400	5c Blue	.40	5.50 8.00	706 707 708	½c Brown 2c Carmine	19	.16 .10 .40	.03	.01	.03
400a	10c Orange	.39 BF. 10	8.00	709 710	3c Violet	35	.23	.06	.01	.06
401	1c Green	.16	3.65 6.25	711	5c Blue	. 1.00		.12	.01	.12
402 403 404	5c Blue	1.75	3.35	712 713 714	7c Black 8c Green	70	.44	.11	.03	.27
FR	OM HERE ON WE PRICE PLATE	BLOC	KS OF	715	9c Red	. 1.20		.20	.01	1.05
UNL	R FOR ROTARY AND SIX FOR F.	LAI F	LAILS	- Const	1932-34 CC	MMEN	ORAT	IVES		
	Un- Un Plate used use		d Used	716	2c Placid	21	.11	.03	.02	.10
	Block Block Sg 1919 VICTORY ISSUE		Block	718	3c Olympic 5c Olympic	52	.32	.07	.01	.24
537	3c Violet 3.20 1.25 .2			724 725	3c Penn	50	.24	.05	.02	.10
537a 537B	3c Pale Red Violet 3.00 .7	70 .3		726 727	3c Oglethorpe	24	.16	.05	.02	.11
548	1920 PILGRIM TERCENTENARY 1c Green	.0		728 729	1c Chicago (Perf.) 3c Chicago (Perf.)	24	.16	.02	.01	.03
549 550	2c Carmine 1.85 1.20	22 .0 24 .5	4 1.25 5 4.90	730 730	1c Chicago (Imp.). 1c Chi. (Pane of 25	)	.08	.02	.02	.08
611	2c Black, Perf. 1170 .26 .0	SUE 06 .0	1 .10	731 731 732	3c Chicago (Imp.). 3c Chi. (Pane of 25	)	.20	. 05	.04 .80 .01	.15
612	2c Black Imperf 2.50 1.25	30 .1 45 .0	9 .80	732 733 734	3c N. R. A	40	.24	.05	.04	.18
	1924 HUGUENOT-WALLOON IS	SUE		734 735 736	5c Kosciusko 3c Byrd (Imperf.) 3c Maryland	. (6) .38	.32	.09 .07 .04		(6).4 <del>0</del> .09
614	2c Carmine 1.40 .75 .1	17 .0	6 .60	737 738	3c Moth's Day (Rot 3c Mo. Day (Flat)	.) .18	.16	.04	.01	.06
616	1925 LEXINGTON-CONCORD IS	SUE 3		739	3c Wisconsin	29	.18	.05 FORAT	.02	.12
617 618	2c Carmine 1.85 1.00 .2	24 .1 50 .4	9 1.05	740 741	1c Green	12	.07	.02	.01	.06
619	1925 NORSE-AMERICAN ISSU			742 743	3c Purple	25	.16	.04	.01	.11
621		00 .9		744	5c Blue	49	.30	.08	.02	.15
TARRES .	STATE OF THE PARTY	man-1	owner.	H	PHILIPPIER PROPERTY.	Tarrent .	UK M		SHEE	

HOLD	V	OULLL								
	Plate	Un- used	Un- used	Used	Used					
Scott's 1934 NATIONAL PAR	Block	Bloc	Sgl.	Sgl.	Block					
745 Re Indian	2 70	e 40	e 10	\$.04	\$.22					
746 7c Black	.72	.44	.11	GU.	.23					
749 10c Grey	.95	.59	.15	.04	.20					
1935 PARKS F	XHIB	TION	ISSUE	. 21	1.40					
750 3c Purple (Imp.)( 751 1c Green (Imperf.)( 1935 FARLEY SPECIAL	6) .43	.32	.08	.06 (	6).36					
1935 FARLEY SPECIAL 752 3c Newberg (Perf.)	PRIN .35	TING .15	.04	RFORA .03	TE .12					
753 3c Byrd (Perf.) 754 3c Mother's Day	.50	.20	.05	.06	.50					
755 3c Wisconsin 756 1c Park	.55	.25	.07	.06	.24					
757 2c Park	.40	.17	.05	.05	.20					
759 4c Park	.60	.24	.06	.05	.22					
761 6c Park	1.15	.44	.11	.08	.36					
762 76 Park. 763 8c Park. 764 9c Park. 765 10c Park. 766-65 1c to 10c Park set. 766 1c Chicago (Souv.). 767 3c Chicago (Souv.). 768 3c Byrd (Souv.). 760 1c Park (Souv.)	1.30	.48	.12	.11	.44					
765 10c Park	1.50	.63	.18	.12	2 95					
766 1c Chicago (Souv.)		.07	.02	.02	.08					
768 3c Byrd (Souv.)		.28	.07	.05	.32					
770 3c Park (Souv.)	1.50	.35	.08	.06	1.35					
771 16c Air-Special 756-771 Set of 20	4.50	5.80	.40 1.45	1.40	6.45					
1935-39 CON 772 3c Conn	1MEM 20	ORATI	VES .04	.01	.08					
772 3c Conn. 773 3c Diego. 774 3c Boulder Dam. 775 3c Michigan. 776 3c Texas. 777 3c Rhode Island. 778-781 Tipex (sheet of 4) 782 3c Arkansas. 783 3c Oregon. 784 3c Anthony. 785 1c Army. 786 2c Army. 787 3c Army. 788 4c Army. 788 4c Army.	.19	.14	.04	.01	.08					
775 3c Michigan	.19	.14	.04	.01	.08					
777 3c Rhode Island	.17	.14	.04 .06e	.01	.09					
782 3c Arkansas	.17	.14	.04	.01	.08					
784 3c Anthony	.19	.14	.04	.01	.06					
786 2c Army	.17 .19 .09 .13 .18 .27 .35 .09	11	.02	.01	.06					
787 36 Army	.18	.20	.05	.02	.10					
789 5c Army	.09	.07	.02	.01	.03					
791 2c Navy	.18	.15	.04	.01	.11					
792 3c Navy	.35	.20	.05	.03	.10 .12 .80					
795 3c Ordinance		1.44	.36	.12	.10					
797 10c S. P. A	.55	.25	.13	.03	.12					
798 3c Constitution 799 3c Hawaii	.17		.04	.01	.10					
799 3c Constitution	.17	.15	.04	.01	.07					
802 3c Virgin Isle 835 3c Ratification	.17	.15	.04	.01	.07					
802 36 Virgin Isle 835 3c Ratification 836 3c Swede 837 3c N. W. 2nd 838 3c Iowa 852 3c Golden Gate	.33	.16	.04	.02	.09					
838 3c Iowa	.28	.16	.04	.01	.10					
853 3c N. Y. Fair 854 3c Inauguration	.18	.16		.02	.10					
855 3c Baseball	.18	.16	.04	.01	.10					
856 3c Canal Zone 857 3c Printing 858 3c Statehood	.18	.16	0.4	.01	10					
EARAOUG ARAFDICAN ICCLIF										
1c Green 2c Red 3c Purple. 5c Blue 10c Brown. Set of Five.	.17	.12	.04		.06 .07 .11					
5c Blue	.50	.30	.08	.01	.14					
Set of Five	1.90	1.20	.33	.00	.25					
Indicate which series you want: Authors, Poets, Educators, Scientists, Composers, Artists, or Inventors.										
				01	10					
894 3c Pony Express 895 3c Pan American	.20	.15	.04	.01	.10					
896 3c Idaho	.20	.15	.04	.01	.10					
898 3c Coronado 899 1c Defense	.09	.08	.02	.01	.05					
900 2c Defense 901 3c Defense	.20	.16	.03	.01	.10					
1940-41 COM	.20	.15	.04	.01	.10					
(Complete Illu										

(Complete Illustrated List Free)

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MEXICO MIXTURES, good value, including commemoratives, civil wars, airmails, special delivery, etc. 1000, over 50 varieties, \$1.00; 1000, very valuable assortment, over 100 varieties, \$2.00; 250 only commemoratives, over 25 varieties, \$1.00; 100 only airmails, over 20 varieties, \$1.00; 100 only airmails, over 20 varieties, \$1.00; 0 Cheap assortments, bundles 100 each: 5000, 10 varieties, \$3.50; 10,000, 20 varieties, \$8.00. All off paper, fine. Goldner, Culiacan 111-9. Mexico D. F.

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Woodridge, N. Y. (465)

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25c; 3p blue 10c. Blox pro-rata. Ed. Bowie,
St. Georges, Bermuda. (465*467)

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#### Stamp Stores

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IMMEDIATE CASH for your Collections, Accumulations, Airmails, old Covers. F. Mittermeier, Box 289 Church Street Annex, New York.

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#### S. P. A. Convention Notes

STAMPLESS covers of every description will be represented at the S.P.A. exhibition—Historic covers, Ghost town cancellations, rail- and water-ways. Almost 50 frames of this colorful material will tell of postal history of bygone days.

Ed. Stern's "Autographed Free Franks of the Presidents of the United States," a marvelous collection, will be on display.

In airmails there will be epic flights and classics to be found in the frames of Mrs. Arthur P. Davis.

Swiss philatelic gems that have won many international awards, will grace the frames of Jacques Kilcher.

Other highly interesting exhibits from the New Jersey area are: Ralph Holdzkom's: "Specialized Congo"; Sidney Lake,s: "Curacao"; George Scutter's: "China"; Arthur J. Cubbage's: "Orange Free State"; Frank E. Lawrance's: "U. S. Telegraph, Proofs, etc."

The "Polonus Society" of Chicago entered 36 frames of highly specialized "Polish" material. They will have a special booth, and will play host to their many friends in the East. If you want to meet a nice bunch of honest to goodness collectors, who make you homesick when you leave, be sure to stop at their booth and headquarters at the Benjamin Frank-lin, where they will make you welcome.

For a philatelic treat and a grand vacation, visit the S.P.A. Convention in Philadelphia from August 25th to 31st inclusive. The friendly members of the Society of Philatelic Americans will greet you with a smile and make you feel "homey" at their headquarters at the Benjamin Franklin Hotel, 9th and Chestnut Streets, Philadelphia, Pa.

-Gustave A. von Gross, Exhibition Chairman.

World Wide Philatelic Society Third Annual Convention and Exhibition—De Soto Hotel, St. Louis, Mo.

OCTOBER 29 - NOV. 2, 1941

#### Confederate Column

(Continued from Page 209)

soldering and the engraving of the new values in the lower panels. From these two units, serving as original engravings, the two printing plates were made in the usual manner of duplicate electrotypes.

Both plates are examples of incompetent workmanship on the part of the engraver. Instead of clearing the entire panel of its inscription and soldering a new base over that area, in order that an evenly spaced and perfectly centered value-line could be cut into the soft metal, the workman chose, what appeared to him, the line of least resistance—the lazy-line. Taking the Davis-head Five Cents, he soldered the area of the word "Five" (four letters) and engraved in its space the three-letter word "Ten." Taking no pains to even match the form of the letters of the remaining "Cents," or spread them to the width of the original "Five," the result proved definitely unsatisfactory. The letters of "Ten" are smaller than "Cents," imperfectly formed and short of centering with "Cents."

Changing the original One Cent plate to Two Cents would have been much simpler, inasmuch as both words — "One" and "Two" — have three letters; but there was presented the problem of pluralizing "Cent" to "Cents," and the engraver did manage to make a fairly good job of the alteration by spreading the letters of "Two" and adding the "S" to "Cents."

I still insist, however, that a wellnigh perfect result could have been obtained by first solder-covering the entire value-panel and then engraving the complete lines of inscription in uniform-size letters and correct centering. Still, you cannot expect everyone to think . . .

These electrotype plates of the altered Five-to-Ten and One-to-Two still exist in this country. The altered "Ten" in three known sections—one block of seventy units, and two of nine units each; while the complete four - pane one - hundred - units each plate of the "Two" is in my keeping.

Concerning the history of these two altered-value plates the following may go on the record.

At the evacuation of Richmond the "Ten" plate was "captured" by a Federal trooper, who sawed the electrotype into various-size sections and presented these to friends as "Rebel souvenirs." One of these sections — a block-of-nine — is preserved in the Ohio State Museum in Columbus. Numerous duplicates of

these sections have been made by private parties and prints in many colors and on different colored papers taken from them. These are of no value; but impressions from the fragments of the original plates might rank as "Private Printings."

The complete plate of the "Two" Cents was discovered near New Orleans some years ago-brought to Richmond, and left in the care of the writer. One printing has been made from this plate, in deep green on Japanese vellum. The prints contain the full four-pane lay-out.

And thus we see, that but for an unfortunate "missing-the-bus," two additional Confederate stamps would have been in the catalogs today. What disposition are we to make of them? There is no question as to the official nature of the order given Thos. De La Rue & Co., and it is equally established that they made the plates and shipped them to the Confederacy.

Shall we collect them?

#### Hard to Find Stamps

OWARD B. RICHTER of Newark, Ohio, reports that he has been trying for over six months to secure a very fine copy of RE83 \$9.60 wine and the new Documentary Series 1940 above \$10.00 value used, all in very fine to superb condition.

Mr. Richter states no major wholesaler seems to be able to supply them and he has written over 25 inquiries to dealers, without luck.

#### CONDITION and PRICES

There appears to be a rather widespread notion, fostered by many dealers, that we do not furnish good copies at our regular list price, and in order to obtain good copies, it is necessary to pay a premium. This, of course, is not the case, good copies are furnished at our regular list price, and premiums only appear when extra fine cendition is required. (Slightly defective and off centered stamps can of course be furnished at lower prices.)

The above is prompted by the receipt of a letter from a new customer who wrote us as follows: "A prominent—dealer—who was not willing to duplicate your prices—told me I would only get poorly centered or slightly defective stamps, unless I added the extra per cent mentioned. With the exception of one slightly creased copy, received in one of my two previous orders, I have found every stamp in fine condition.

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351 5c blue, Pl. No. Single \$3.00; joint pair \$6.00; joint strip of 4......\$11.00

392 1c perf. 8½, ex. fine line pair \$1.70; ex. fine line strip of 4......\$.3.50

393 43c paste-up pair, showing two distinct shades \$2.75; same but strip of 4.....\$.50

395 4c Plate No. joint pair.....\$.2.00

411 2c Very fine line pair....\$.55

412 1c Plate No. joint pair....\$.30

445 3c Pl. No. sgle, \$7.50; Pl. No. joint pr. 15.00

446 4c Joint pair \$7.50; joint strip of 4....\$.15.00

446 Pl. No. single \$4.50; pl. pair \$8.75; pl. no. strip of 4....\$.17.50

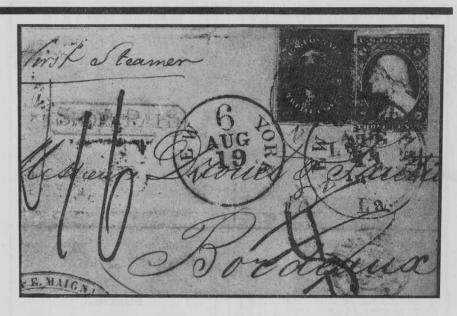
447 5c Line pair \$1.00; line strip of 4....\$.20

447 5c Paste-up pair \$0c; paste-up strip of 4...\$.65

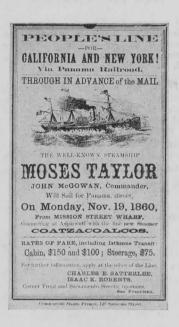
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