|  | 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 3C 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 C 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 3c 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 |
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\begin{gathered}
\text { U. S. Corrior Service } \\
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$$

Prior to July l, 1863, the various acts of Congress ralatine to the Postal Service did not provide for tho froo delivary of letters to street addresses. For the coivenience or the public, and in ordor to provide a systom or delivory to those who dosired it in largo citios, Government lottor carriors wero sworn in, and thoir services were at the oxpense of those of the public who wishod street delivery service, as well as those who were willing to pay a carrier reo to have thoir mail carricd to a post office.

The groat majority of $3 ¢$ plus le covers show usos nt Now York, Philadelphia and Boston in the order nared, and such covors consist of usos of tho 3 ¢ 1857 plus 161857 , the 361861 plus 161861 , and the compound stamped onvelope of Decoribor 1860, consisting of $3 द^{\prime}$ plus $1 \phi$. Furthor, the great majority of such 3 :' plus l $\overline{6}$ covers show propaymont of tho carrice foo to the post office, rathor thon tho paymont or the dolivory fee from the $\bar{P} . O_{\text {a }}$ to the strect address.

## Difroronco in Opinions

(1) Elliott Perry clnims that all carrior covers with 3c plus l 6 ratos show proparmont of the carrior foo from a lotter box to a Post Offico, (such as a lup post box, or othor dopository for inil to be conveyod to a post oneico).
(2) Perry denies that a letter could have been nailed 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 stomps, because no provision had been nade prior to Jon. 1856 for using postage stanns for that purpose.
(3) Example. "A" lived in a sulall town in New York state. Naturally this town was too small to have carior service. "B" resided in New York City, but "B" was in the hebit 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 36 lé l861 plus a 181861.
(4) Perry clains the P.O.D. denied the right to "A" to prepay the street delivery service to "B" with the 161861 stamp. Parry 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 tokes issue with Elliott Perny and clains that prepayment of the carrier fee by regular $1 \phi$ postage stamos 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 stomp would have insured prepaid carrior delivery semrico to "B." Ashbrook further clairs that Perry's theory is totr? untenable because the P.O.D. would

Page if 2 .
have had no lezal risht under our postal laws or constitution to allow a privileçe to "E" nod to deny sane to "A." As long as the 1. O.D. recorgized payment of the carrier fee by resular $U$. $S$. postage stamps the Department had no legnl right to rule that "A" could not prepay the carrier fee and permit "B" to pay same.
(7) Sorvice at iNew York Cíty. Porry claims that all letters received (addressed to New York City), wore turned over to carriors for dolivery, ezcept (A) those for dopositit in rented F. O. lottor boxes and (B) those held at the post offico undor instructions from people who did not wish stroet dolivery.
(8) Ashbrook ontirely disagrees with this Porry thenry and claims that if a porson wanted his mail delivered to a stroet addross he was compelled to register this desiro at the N.Y. P.O. Thus he agreed to pay the carrior dolivery foo on all letters dolivered to him by lottor enrriors.
(9) Ashbrook claims the Porry theory would have been a clumsy and inofficient as woll as a timo wasting system, as comparod to delivering only thosc letters arriving for persons who had registored with the N.Y. P.O. writion instructions to deljver their mail.
(10) Horo is anothor ozample. "B" and "C" aro both residonts or New York City. Porry admits that "B" could writo a lottor to "C" and could propay stroot dolivory to "C." Now supposo "B" happenod to bo on a littlo visit to Fort Leo, N.J., just across tho Iudson Rivor Irom New York, and wanted to write a lottor to "C" and prepay the stroet delivery to "C's" addross. Ashbrook clains he could have done this by placinç a $3 ¢ 1861$ and a $1 \phi 1861$ on his letter, and cites such a cover in his possession to demonstrate thet such could have, and was done.
(11) Porry denies that "B" could have mailod such a lotter from the Fort Lee Post Orrico (with a 36 plus lq) and in such a way have prepaid the dolivory at "Crs" addross in Nov York City, thus according to Perry, "B" was donied the risht to propay the ly' delivery fee, while in Fort Lee, yet he was pornittod to do so as long as he mailed his lottor in New York Citt. In othom vords, according to Perry, residents of Fort Lee, iT. J. wero not perntted to propay carricr delivery foes to Now Yoric City acoresses i. thoy mailed thoir letters at the Fort Lec 1.0 .
(12) Ashbrook disagroos with Porey and gives ono reason why a Port Lee rosident wishod to propay the street delivory to "C." Now "B" know "C" quite well and he knew that "C" did not recoive lettors at his stroct addross. "B" had an important lettor to sond to "C" and he vished it dolivorod, so he propaid the delivory fee by the l申 1881 stamp, thus assuring prepaid carricr delivery service.
(13) Disagreeing with Ashbrook, Perry claims the letter would have been deliverad to "C," as all incoming letters according to Perry, wore turnod ovor to the carriors, and in answor to this argumont or Porry's, Ashbrook asks: "What would havo happened had such a letter been delivored to "C?:" Would the carrior have demanded l $\psi$ in cash? If so, then the lf stamp would have beon refused rocognition as pay-ing the carrior foe, yot tho P.O.D. had rulod that lf stamps wero legal to pay the carriors foo. Ashbrook asks, does it soom logical

Pago $\pi^{4} 3$.
that tho carricr would have reiusod to deliver "B's" $3 \phi$ plus l $\phi$ letter to "C" unloss "C" paid hin one cont in cash?
(14) In roply to Ashbrook's cuery, Porry stated:
"The lq stamp cancollod in fort Leo was not rocomizod for payment of carricr dolivory in Now York. The carrior colloctod lद in cash. Tho sondor wasted tho ly stam, just as a 36 stamp would have been wasted if he had put two of them on a single rato lotter."
(15) As statod above Porry clains that $9113 \%$ plus $1 \%$ covers aro prepaid collection foos (from lottor box̃s to the Post Offico).
(16) On this point, Ashbrook disagreos with Perry's thoory and clains that it was porfectly logal to propay the delivory foc with a ly 1861 postace stamp. Ashbrook furthor clains that tho great majority of 361861 plus 161861 in oxistence today are, it is true, propoid colloction foos, but the scarcity of 36 plus l $\%$ propaid dolivory foo covors doos not mean that propaymont of tho dolivery foc on such covers was not rocochized and that as Porry claims, the ly stamp was wastod.
(17) Ashbrook states, tho propayment of the colloction fee was compulsory, and if this fee was not propoid whon a lettor was droppod in a box the lottor was "Fold for Posteco." That is, tho addrossec was notificd and the lettor was not forvardod unloss tho addresseo forwarded one cont or a ono cont postage stamp. This is not an opinion but a mettor of record.
(18) On tho othor hand, hshbrook clains that propaymont of tho dolivery foc was optional, bocauso thoro was no law to compol propaynent of the dolivery foo is no indicotion that propaymont of the carrior dolivory foo on first class mail from outside citios, was not pormitted or rocognized by the P.O.Dopt,
(19) Ashbrook clains that a person in Now York (for oxamplc) could have placod a $3 \%$, a 16 , and a $1 \%$, ( 1861 stamps) on a lottor addrossod to a strect address in Boston, drop such a lettor in a lamp post boz in Now York City and thus propay the collection foe in Now York and street dolivery in Boston. Perry donios that this could bo done, and Ashbrook asks why not, and challonges Porry to produce positive ovidenco to substantiato his clein.
(20) To which Porry roplicd as follows:
"Tho $3 \Varangle$ plus lq plus 14 claim is ifr. Ashbrook's and it is for him to produco evidence to support it. If thoro had boon onough domand to warrant tho Post Orfice Dopartnont in malcing provision for such sorvico surely such ovidence should not bo hard to find. Whoro is it?: Ashbrook calls attontion to the annuol roport datod Doc. 1, 1860, of the Postriastor Gonoral wheroin roforring to tho issuanco of the B\% plus ly stampod onvelopos (called the compound - issued in Doc. 1860) statod as follows:
(21) "This onvolope will also be usod by those who, whon addrossing thoir city corrospondents, dosire to rolievo thom from tho payment of tho carrior's fee for dolivoring thoir lotters at thoir domicil." Porry donics any depondonco con bo placod on this statomont of tho Postmastor Gonorol, and clains thore is a "jokcr" in tho wording. Ashbrook requostod Porry to point out tho joker and Porry ropliod:

Page 部 4 .
(22) "This quotation means oxactly what it says but it does not say what Mir. Ashbrook believes it to mean."
(23) Ashbrook claims that the statoment of the P.iI.G. is very plain and leaves no ground for mis-intorpretation.
(24) Ashbrook claims thoro are two classes of $3 \%$ plus $l \phi$ covers as follows:
(25) (A) Thoso showing propayment of the collection fec. Thesc are rathor common.
(26) (B) Those showing propaymont of the dolivery fee. These are very scarce.
(27) Perry donios that the $3 申$ plus $1 \%$ covors, of the lattor class, are actual prepayments or the carrier fee but are "freaks" of overpayment, otc. otc.
(28) Ashbrook is compiling a photographis rocord of all the covers he can locate thruout the country wich in his opinion, come under the lattcr class. If you have any such itoms, will you kindly loan then to tho undorsignod.

I am not asking you to take my word for what happened in
$\boldsymbol{P}_{\text {Mo pk }}$ Perry
$9 / 25$ 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 these 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 forp""out of town" mails.

Letters going out bf 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, whennthe facts are perfectly clear. Nowhere does Dix say that letters going out of town were turned over to the carrier department. Itv is the incoming letters he is talking about.

If John Smith refused to pay the carrier le 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 eveidently 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 yout theory you are compelled to make a distinction regarding which it is perfectly apparently 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.
the
I don't understand why you should place yourself in the LuffScott 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 3 c plus le plus lc rate. I fail to see any difference between what you expect me to do and what you (and I) beleive 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 saw the elephant eating hay the other fellow can still say, no, thât'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 coutse 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 ta 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 l, 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.

## 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

2 very interesting 3e 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

UNITEI
Deteal
DECC 151941

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 Orleans, 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 3 cII , 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 8 c postage prepaid from Gonzales, Texas, to New Orleans. There was no indication whatsoever that the original rate was 9 c and that a Ic 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 facts.

Carrier covers showing the use of a xc and 3 c 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 other 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 anything unusual.

## Yours of the 7 th 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 wes written last Apsil and if I had it to do over, I would probably change the wording. Ify explanation apparently coincides wi, th what the cover shows. Its a einch the Id stamp paid the Drop rate, othemrise the letter would have boon rated as an unpaid Drop. So far so good. Now the handstamp reads "Paid" but did this mean "City delivery peid" or did it mean this "U.S.Mail - postage paid - for City delivery" I Wonder? Suppose to go on the theary that the lattor is correct, thon everything would be 0.K. The letter could have been dropped in a box or in the carrieris window at the P.0. From here on two things are to be considered.
(A) The addressee had on f1le written instructions at the P. O. to dee isves mall to pesidence.
(S) Tholis was $n 0$ or der at the P.0. to daliver mall at residence.

Let us consider the first. Whether picked up in a box of dropped Into the P.O. direct, the vritten order would have insured residence delivery. Besod on suoh on arder, it was assumed that the eaprier feo would be paid on dellvery, hence it was stamped in red as "Paid." Did ced mean that the addressee had an order on file to deliver?
(B) Suppose in this case, a letter was dropped in the carries's uindow at the $P .0$, , the sender thereby intending the letter to be deli vered to the stroet address. The clerks looking the party up found no order to delivery, hence used a black handstarp without Paid. In this caso If the addressee refused to pay the carrior lf lor the letter, then all he could do was to take the Ietter back to the P.O. and doposit it as a rogular drop to be called for. It would not show "PAID."

These ape mepely suggestions on food for thotight, and the ldea came to me the other day when I was thinking about the Lovell Star. Now I don't know a thing about any carpier service at Lowell, but I have long been under the impression that covers addressed to Lowell and boaring a black star woro "carriens." I wondored why tho star was placed on certain covers of a given period and not on all that came to the Lowrell office. The onlJ solution I could think of was that letters so stamped with the black star indicated that written ordens were on file from the addressee to deliver all letters to the street address. Stuxely the star was put on for some puxpose at the towell P.O. and for what other purpose could it have been than to mark it for stroot delıvery?

Do you suppose there is a parallel here with the use of the H. Y. carrier markings? Can it be possible that the "Paid" on such $\mathrm{I}_{\text {. }}$. markings eld not actually mean that the carrion foe had beon prepald?

Agaln consider the $99 n 8$ soves. Perhaps my deduction in the ariticle was correct but was not properiy stated. It may be that the sonder

Mr. Elliott Perry, Sep. 12, 1941.
took the letter to the P.O. and laid down 2d. In such an event why buy a l\& stamp for the carrier service. Why not cancel the stamp with a marking reading, campier service paid and hand the other one cont over to the carrler fund. But do you suppose that everyone cent cover with the red $\mathbb{N} . Y_{\text {. carrier marking was malled }}$ in such a way? That is,with no stamps but with $2 \phi$ in cash at the window?

I can hardly bolleve 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 contusing, I mist admit. Take (A) - Did this not mean Id plus 1 d? And didn't (B) mean exactly the same thing? In (B) the total drop and carrier was 2d, not If plus 26, so if the wording here is very plain is not (A) simply a ropetition? Propayment was optional, I\& Drop and I\& carpier, and $2 \phi$ was the total if one wished to prepay both, but as both were optional, elther ono was I1kewlso optional, thus one could propay the Drop and. leave the delivery unpaid, to be collected from the addressee.

Following this line of shought it does seom most probable thet all. covers like the $99 R 2$ wore Drepald Drops with the cancier fee left unpaid by the sender.

It cortainly wasnlt the custom to prepay the delivery fee, and the reason is quite obvious I think. Dolivery service was a special service requested by cecolvers of mail. They were willing to pay extha for such service. If they were wlllling to pey, then I suppose that senders didn't think they were at all obligated to prepay the fee for someone tho had ordered a special service and expected to pay for 1t. I think the exceptions were when the sender wanted a special service, that is, wantod his lotter delivered without delay, thon ho prepald the delivery foe.

You see Millott, this brings up the question of "leaving written orders" at the P.O. to deliver ms.1 to street addresses. Now if all mall was dolivered as you stated jou belleved it was, and "Al wanted a letter delivered to "B" then why should he propay the delivery for "B?" But suppose " $A$ " knew that "B" didn't have an order at the P.O. to dellver mail to "B' $\mathrm{S}^{\prime}$. house, then is "A" wanted a special lettor delivered then he would propay in order to have the service performed. It is for this reason that it think we can ecount for the items which are no doubt exceptional, those showing prepaid delivery.
Re - Knappls Franki in Camior. We seen to see oye to eyo on this and bolled down to the essential points, the cover required no drop and the cancelation was probably an emor, that is, a postmamk instead of the camler's star. Sometime ago I think I asked you if jou thought there was any significance to the fact that the Franklin had no value expressed? Was this intontional so that it might bo sold in Philadelphia at I\& and in N.O. (for example) at $2 /$ ? Was it soon suporsodod by the Caglo bocause no value was expressod? I don't pecall that those points have ever been raised before?

I quote as follows from youn lettex of the 6th:
"Why should anyone in Sevarmah want to pay 5 c to send a letter by private ship to Albany via New York when he could have obtalned.

Mr. 2111ott Perry, Sop. 12, 1941.
(by rail) quicker service for 3 c ? So far as I know the Act requiring letters carried "out of the malls" to be enclosed in stamped envelopes is still in eifect. If this letter required ic fee it coctainly was camiled "out of the mails" and no amount of adhesive stamps on it could make it legal. Rare, Interesting, and valuable porhaps, but dePinitely 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. \%, 1855 - Recd Nov 13 1855."
The N. Y. Tribune of Nov. 12, 1855 records the arrival at the Port of N. . Of the S.S.Knoxv111e on Nov. 10th (1855) from Savannah on Nov. 7 th $(1855)$. No one can question the Pact that this is a prepaic ship lettor. On this particular iten in 1855 could quicker service been obtained by peail? Look up the Route.

Why confuso this, a ship Lotter with a letter carcled outside of the ine 1? Need I toll you that a private carpier could capry a lotter from ono point to another entirely outside of the mail, if enclosed in a U. S. envelope? But this ship lotter is not in that class, because it was oarstod by a ship to a T. S. P.O. and by U. S. Hail from Notr Yopk to New Bedford. Read the legulation on ship letters and tell me if you think this lotter is illegal. I also enclose the photo of the liason cover of July 24.1863 which is in the same class thonch 8 years lator. Both are ware, both are interesting, both are perhaps valuable and both are definitely legal, end there is no doubt but what Mew Yorls and Savannah are both U. S. Ports.

Again I quote from your letter:
"Why would Hawail stamps say "Hawail \& U. S. Postage" as early as 1852 if there was no understanding of any kind between them until 1867?"

Thy was any understanding necessary? The rate east from S. F. was $6 \%$ the ship fee was 2\% and the Hewail shore to ship was 5\%. The stamp was issued by Hawail and they had a right to put any wording they wished on their stamps. The $13 \%$ stamp itself didn't carmy the letter to destination, hence there was no need of an understanding. A11 letters from Hewail 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 morely the establishment of a U.S. mail IIne touching at Honolulu. This made the U.S. rate lod but the Hawail (5 ) had to be paid in Hewail. Thus a letter from the U.S. had to have lod U.S. postage but this only prepaid to Hawail and 5, Hawail was collected on delivery. Likewlso lettors from Hawail had to have a 5 \& Hawali and a $10 \%$ U.S. ITo understanding was nocessary - these wore simply regular rates in effect and not special ones. I really doubt 311 iott that there is any puzzie 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 lottors, the P.O.D. was not ontitled to a rate greater than the service performed (after July lit, 1863). This is regular 36 rate plus $2 \phi$ for the ship fee. I have dug

Mr. Elllott Perry, Sop. 12, 1941.
up several more items with dates aftor July 1, 1863, showing 36 pius $2 \phi$ 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 if $185 \%$. 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 $2 \phi$ was paid in advance to the ship captain out of 68 to be collected at desimnation, which left the P.O.D. only id for the trouble of collecting the 68 on delivery. ( $3 \%$ plis $2 \phi$ plus $1 \%$ ). The $1 \%$ was sort of a collection charge.
Wo know positively that prepaid 36 plus 2¢ on Hawaii mail was legal. Now consider the las on cover. I don't know the origin but suppose it was Savannah or Norfolk or any other eastem port. Now why should this be taxed 6\% under the 1863 law and letters from far off Hewa1i. be texed only 5/? If this liason cover was underpaid and should have been $6 d^{\prime}$, why is there no due $1 d$ ?
Again I quote from your letter:
"The PMG could do what he liked up to 20 per letter regarding the fees PAID 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 arrengement for the Fowaiian mails which the Act of Congress did not supersede or nullify. That is the joker I would look な.․".

The P.M.G. could pay up to $2 \phi$ por ship letter but he couldntt charge $4 \phi$ for a letter that only requirod a 3\% rate. Had he required 6f prepaid on a ship letter he might have beon complying literally with tho Act of 1863 but he would have beon violating anothor provision in the same act which established a uniform rate of postage of $3 \%$.
Plilott, 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 439 , page 1203 is perfectiy $0 . K$, and exrees with a like statement in the ... report. The Horald stated;
"The former are intended for City use," and there is absolutely no question about this, but this statoment didn't say, "The former are intended solely for city usel an interpratation you are attemptins to read into the notice. The P.II.G. was nore explicit and statod that the envelopes will be required in cities where there ase lamp post boxes etc., but he also added:
"This envelope will also be used by those who, when addressing their city correspondents desire to rollove them from payment of the carvior's Fee for dolivering their lottors at their domicil.

There it is flliott 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 tho same month the envelope was issued. No, there is no joker in that statement and you can't find one, especially by trying to foad into the Horald statement a misinterppotation.
My claim is very simple. It is not at all complicated. It is this I claim the camfer delivery fee could be propaid by a sender of a letter

If he wished to do sol regardless of where he I2ved in the U.S. provided the letter was addressed to a city which had Government carrios servico.

That's all there is to 1 t, and I must confess that I am baffled why you are so persistent in ref̂using to recognize the facts.

For example, let us put this argument in the simplest of torns.
Tacemple
Tow York - Poriod of 2859. You admit that "A" eould put two 16 stamps on a lettor and thus prepay $1 \%$ drop and if carrier delivery. Is there any aegument on this score? How suppose this same "A" went across the river to Fort Lee, N.J. Do jou bolleve he could put a $3 \not /$ plus If on a letter and mail this letter at the Fort Lee p.0. and be deprived of prepaying the delivery fee In lvew York City? If you do, my dear glliott, Jou are wrong and if you go on record on such a theory, I ean very easily prove that jou are wrong.

In efther event the N.I. P.O. hed to pay the cempiez a If fee, so what is the difference where the letter was meiled. It was of no concomn to the lort Iee offlce and they were not in the least involved, except to cancel the stamps on tho envelope. Do you elaim that a It stamp pepmesenting the ourmion foo had to be cancoled in the ofty whene the service was rendered? If so , there is no logic or foundation for any guch assumption.

Hake New Orleans for example - Fe know that letters to the ruals and from the mails were $2 \%$. Now sometline ago I showed you a cover with a 5\% 1356 plus a pair of If 1351 to Trance. Propaid $7 \%$ This I claim is a prepaid zt carpier fee on a letter to the mails from New Orleans. This you deny. I how submit a similar itom, a photo of a eover from Gonzales, Texas. This was a court House cover requiring a double rate of 6\%, with the 24 prepaying the carrier delivery foe. I examined. this cover very carefully and in my opinion it is perfectiy genuine in every respeet.

I an a Iso enclosing you a $3 \%$ plus I\& from Chicago to Now Kork in 1858. Surely this is a prepald carmior delivery in Now York City.

Kindly peturn the photos enclosed.
I will be only too glad to give you any support I can on the $H \cdot 3$. Comatttee. I think the program you have in mind is IIne and I truste it is cariled out.

Pe - the Pony Pxpress Reprint. Loeb didd a fine job and if he is stlll alive he would be the one in my opinion, to do this work. Mo doubt ho has a lot of new information and could add imeh to his onlginal articlo. I'11 bo glad to give him any holp I can and will fumish him with plenty of photographs.
Rogarding the questionaire to A.P.S. members. If you are goine to sand one out I think you should issue a ciroular with full information regarding the present status of the Committee. Fxplain fully, so that each nember will understand clearly what the committeo is dolng and

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

Dear Mr . Ashbrook:
Vour 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 10,7926 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.1,7852;100ated 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 $\mathrm{P}_{0} 0$, in connection with his grocery business, P. O. ocoupying space loft, squarein back of store, entrance from Harvard Ave. door; "The residents mailed their letters thru a slot in the front donr. 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 $P_{0} 0$. in a small grocery store on High St. and then WmG. Frederick was P.M. to May 31,1869 moving P.O. back to Wratic Hall Bldg., having purchased grocery business from T .A.Baldwin. In 1869 B.J. Pitcher purchased grocery business from TI. C. Trederick and the P.O. Went with it until Mey 10, 1870 , when Peuben Willey, P. Mi.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. 14.7894 moved P. 0 . Usher Bldg, where he was in toe and coffee business;Mark M.Grimes, $P$, M. Feb, 14, 7894 to Oct. 23,7899 established first free delivery in West Medford sept. 15,1997 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. Tsher with Grenvilie G.Redding as P.M. from Oot. 23,1899 to Oot. 75.1905 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 Hayes 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 ovening of separate and enlarged P.O.building Aug.9s1926(date of report).
"Up to 1870 there is no record as to how the mails were received, out the following information was obtained from Joseph $T$. Ober, who is probably the oldest living resident in West Medford. Mr. Ober purchased the Mystic Hall property in 187I. 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

August 7,1941
thrown off at the door about six oiclock in the morning. The carrier would then continue up through Billerica and towns along the way to Nashua, New Hampshire."

Trom 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 $P, 0$. The reverse of the 3 cplus $1 \%$ cover 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 $2 c \operatorname{collection~fee~}$ in Mow Orleans (i856) and prepaid $2 \not \subset$ ship fee, New York to Patterson, N.J. (1863). I don't quite follow our descrintion 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 $d$ d prepaid steam-boat fee. I rather doubt if I would gain much just at present from sending the West Medford cover to Flliott Perry, at least not until I have pursued it a little further myself. As for inguiring about Carriers from Mr. Colson, whom I have not seen for many a moon, I shall have to wait for some suitable cceasion or else until my ship comes in.

I find a memorandum from John Klemann dated July 99 th, from which I take the liberty of aroting: "In reply to yours 23 inst. do not have a $4 \varnothing$ 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 thoroughlys but you do not answer my query: Did the British postmark show a year date after 10 DE ?

With kindest regards,
Yours very sincerely,
thamine. Toute
\#6.

## Mr. Elliott Perry, Sop. 12, 1941.

what you intend to dol Give members a complete clear pleture 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 bo 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 $1 f$ its only 25 , per copy. The copies not sold can bo carpiod in stock to supply future buyors. Try and koop 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 gaw one on cover that I fecall.

By Perry
Stanley Ashbrook

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 "odficially 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 ppint 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 either 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.

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 $5 \phi$ and $10 \phi$ 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, Fancouver, 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.

AFL:VT


# Its in my mind thac your to nots take thei. 



BEFORE 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 5 c 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 3 c , 10 c , and 2 c of '61-'66, the 12 c and 24 c of 57 , and other U. S.
stamps were used with Hawaiian items, the scarcest likely being the $12 c^{\prime} 61$ and the $10 c$ ' 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 3 c ' 51 and a 3 d 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 3 c ' 61 , which is canceled with a New York rosette, accompanied by the town cancel, and a superb copy of Mexico No. 28, the 25 c yellow-buff Maximilian lithograph, a com-mon-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 10 c ' 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 3 c 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. 10 c 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; $3 c$ to get it from the Danish office to the ship, and 20 c 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 10 c ' 69 U. S., used in St. Thomas, on a

Weekly Philatelic Gossip


## The

$T$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 stampsand 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 Cochranewho was. But who are the remaining three? Carrera, Blanco Encalada and Zenteno. Will the prize pupils step forward and tell

## Mannel |lahnin

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. He 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 Langton Ar. Watertown, mass.
mr. Stanley B. Ashbrook, July 11, 1941.
434 South Grand Dur.
Fort Thomas, Shy.
Dear Mr. Ashbrook:
I thank yow for the return of proof block which was raciurd full 7 . It is regrettable 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 tho ser two Darwin covers. As I understand his note on this it indicated pastager payment in montrud of U.S. postage was legal. \& have mares sum the $18+4$ postal agrument with Erect Britain but would respect to find that prepayment of U.S. hostage was courcud therein also that this and the Chases Mail agreement made it necessary to hove a U.S.P.O. agent at Montreal.

Then Dorvin corers show the U. States markings wren applied at mantric. I do not sue that those covers furnish any sivideves as to where the stamps seven compelled. A do nat hold that the grid on The Mann- Letters cover watches the color of the other markings. The grid on the other coors is not in the color of the montreal hastinashs. I have not sum any Canadian corers, Montreal, cars mashed with these grids in 1847. Since s the P.L. or R, 1847 gives Cebbany.
2.
as the marut exchange print on the Now Youth, it sums to ms that the stamito were cancelled there. $\mathcal{C}$ am aware that come with stamps canalluad in Canada exist in 1851-185 abut $I$ consider them as mistakes on the past of Canadian postal umplagus.

24 Cents 1861 "A" doubles occur on 27 positions on my bloch.

$$
\begin{aligned}
& \text { ing. } 51,52,53,55,57,61,65,67,68,71,72,73,73,71,79,80,81,83,87,88,39 \\
& 91,92,93,94,96,98 \text {. }
\end{aligned}
$$

The "B" doubles are those sight positions given in your Petter of Guly 5. I am mable to find the doubling yow note an 7 PR. Would yow kindly advises more prricisily what lines are doubled?. no photographs of Mr. Brager'sbargn premiere block hove bens recused when yow sand them please include a print from the Costales block, portions $1,11,21 \mathrm{~L}$. How far is the plate centre line from 30 L?

Il haver checked my hoo of block against Types II and III die proofs as \& sue it the re-entiry roll came from Dis II. The re-entiring roll tended to force the two lime above the numerals together. The result uss variable from a lime thichening, then colours owes 2 and complete closure across the right numerals. Mad the transfuse roll bun Type III \& would hove expected complete clause for any position that shows closure our r 2. Stamps are. common with space closed or almost solid.

To date \& have not sum lime doubling on 58,69,74
on 76 R but \& think these are reentered with roll registowl on the first entry.
(D) id yow find re-sutriss on the $H$. strep of 6 first state??

IX sums to me National B, N. Co. outline t some 1861 denominations with line too fine for stamp printing and that National had an arduous method of re-sutry.

Hours sincerely, Karl Burroughs.

Comm ant C.W.B.

# CLARENCE W. BRAZER <br> Philatelist 

## U. S. PROOFS \& ESSAYS <br> EXCLUSIVELY

Tel. VAnderbilt 6-1777
File Number

## MEMBER

American Philatelic Society
Collectors Club-New York

415 Lexington Ave. NEW YORK CITY July 10, 1941

Hr. Stanley B. Ashbrook
434 s. Grand Ave.
Fort I'homas, Ky.
Dear Stanley:
Thank you for your prompt return of my 1861 24\% essats 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 96 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 vour 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 forthoning enlarged and illustrated Catalog of Essays of U.S. Adhesive Stamps (Hiason 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 blockg of 50 from the lower left pane shows good clear transfering of Iype 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 are-enter plate 6 , when thev were under such pressure for speedy production. Ufficial 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 sufficientIV, 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 reentry. I accept your definition of a double transfer as I do on matters in your field of plating, as differances 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
Clarence
Clarence W. Brazer

# CLARENCE W. BRAZER <br> Philatelist 

## U. S. PROOFS \& ESSAYS <br> 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

IIr. Stanley B. Ashbrook
434 S. Frand Ave. Fort Thomas, Ky.

Dear Stanley,
Am glad to have your letter mf July l2, and your reasonable explanations. Plating is out of 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 ilght 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 $\mathbb{N} \cdot B . \mathbb{N}$. Co. re-entexing an unworn Plate 6. In 1858-9 the methods of transferring were deifferent in the several 6 firms composing the A.B.N.C.

Plate proofs of the premiere gravure state of Plate 6 were made at least twice, before, in $6 \ln / 3$, and after engraving the 6 in $69 n / 3$ and I have at least two other colors $5 n / 3$ and another $65 \mathrm{n} / 3$, 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 $57 \mathrm{~m} /$ 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. $\mathrm{K}_{\mathrm{A}}$. I know of no Govt. Inspectors being at the N.B.N.C. The P.O.D. Agent was an accounting clerk to fill ordersfrom plates certified aporoved 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 comittee 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 Bxpert Comittee of Artists so recommended.
\#2
Mr. Stanley B. Ashbrook, July 16, 1941

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 amy logical reason for seperating out of the set the $10 \notin 24 \%$ and $30 \notin$ red orange. I believe the 30 was also first found abroad. I fold the complete set was important as a set and so treated throwout and amy severation is most illogical. 1 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.
Thee e 3 values wee so lacy Cordially yours
t armplete! and bore ready.


Clarence W. Brazer

## for information or S. As. ashbwok.

FROM CLARENCE WILSON BRAZER, REGISTERED ARCHITECT GROZER-BLDG., CHESTER, PA.-232-MADISON-AVEN, NEW YORK CITY

He. Karl Burroughs
46 Langdon Ave. Natortorm, Mass.

Dear lIr. Burroughs;
Am enclosing the 1861-24. blocks of four on India R49 to R60. Hey Type III die proof dies not show the dot besides lower right star. Could it be that Data 6 vas first entered with Tyre II on which this dot shows, and reentered with Type I ? This Type I did not'have the 2 flaws on left scroll below the canter and the hardened roll was available that was used to make the lay die retorched ia Type II. This might account for the 21 bat color filling these lli-0 flaws. Gould like your opinion.

An also enclosing the strip of 6 from dewar half of right pane which arhbrook wants to know if you have plated.

Thank you for the cony of four letter to Stanley B. Ashbrook of July lith, which I ar clad to have for my files. He made the smaller photos of my Pref II die need for the C.O.v. and has the negative.

Your theory as to why you think Type II roll vas used for reentry is very interesting. I will study this later when I have more time, probably ia 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 take a fine article. You have so many facts recorded in a logcal and reasonable manner, and I do hope you will write the record of your findings.

Many thanks for loaning be your 1870 essays. Will advige you when they arrive. An now busy writing the Essay Catalog and have obtained many cuts from selections I made at Harmer, Hoke is Co.

Cordially yours


Clarence F. 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 5 c brick red which has always been catalogued "out of order" for of course the sc 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 sc 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 $s$ c 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 $5 c$ types II and III For many years the $\delta c$ 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 5 c of 1857-61 and here we see the 5 c 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 possiblein 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 $52 \mathrm{c}, 53 \mathrm{a}$ and 54 a 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 sc 1857-61 we have ever had the pleasure of examining, we turn to the 10 c 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 Pbilosophy"

# FOR <br> 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 bow 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 bave want lists of any Country

Suggestions as to details of stamp collecting freely given

WARREN H. COLSON<br>260 Clarendon Street<br>Boston 17, Mass.<br>Cable Address, "Warcolson, Boston"<br>Codes: Lieber's, A B C-sth 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 orfirst 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 10 c 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 10 c 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 $\# 52 c$, $53 a$ and $54 a$, 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 10 c Lenoir, N.C. envelope made by the application twice of the same sc 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", "Brotherbood", "Counterfeits" and "Deserter"

## PUŠTAGE STAMPS

FOR

## ADVANCED COLLECTORS

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Suggestions as to details of stamp collecting freely given

## WARREN H. COLSON 260 Clarendon Street <br> Boston 17, Mass.

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

## 1861 Issuie (continued)

# YUDIAGE S'IAMPS FOR ADVANCED COLLECTORS 

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## 1861-In Conclusion recelved 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 jehind 1 theingolifitude fo others

When we take a final look at the "August issue" and the ontinual harping on this subject by one iconoclast, we note that he entirely ignores the 10 c denom ination Yyll WAis gany Axpressions of outraged feelings over the cataloguing of this set

But the 10 c 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 10 c 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

In the Fall Volume XXXVI
Volume XXXV
Number 9

# POSTAGE STAMPS 

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-sth Ed.

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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. ist, 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 30 c 1857 tied on with a black grid cancellation, dated New York, Mar. 30, 1860. A French receiving cancellation, Paris, April In, 1860, is on the face and on the reverse side, clearly marked is Paris, April I2, 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.

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 lettered "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 3

## Al Burns Stamp News

The Weekly Magazine of Philately
Al Burns, Editor
C. O. Powers, Business Manager
J. L. Powers, Secretary-Treasurer
Vol. II Octaber-11, 1941 No. 4

## Philatelic Reflections . . . .

In the course of checking the items to go in the auation 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 schotastrc magazine, 220 E. 42 nd 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, \$1.75

24, 1941, at the post office at Ames, lov

## urs. . .

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 hing 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, and-. ibilities. If one were to mention o meetings he would be met by the aight even look askance at him for impossible. At stamp meetings we of 19 th and 20 th century U.S. and ints of British Colonies. We must t make ourselves ridiculous.
Few of us can stand the ridicule vere we to admit that we do things e are slaves to convention, even in
oeing taken for what they are not ust such things that kill potential , spats, and gardenias.

# 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 llth and in Paris on April l2th.

The date of issuance of this stamp as given by the authorities is July 3lst 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

NPL: OMF
Respectfully,


# 434 South Crand Ave., Fort Thomas, Ky. 

oct. 20, 1941.

Mr. Nelson P. Lia Ganke,
415 Caxton BIds.
Cloveland, Onlo.

Deas Mn. La Ganke:
Herewith the cover as per youre of the 18th. The 30\& stamp did not orifinate on this cover, the black erid tying the stamp is frataulent. The markings on the face prove this fact conclusively regardiess of the lmpossible date of use. The " 16 " Is the fronch postage due manaline of 16 docimes on approximntely a 11 ttle over $30 \%$ in our money. Had the letter been prepaid in this country, the Nev Yorle marking would have been of a type in red showiris a erecit to the French P.O.D. Pwepeid Iettere mere minised in red, unpaid lettrops in black. Mhus theno is absolvtely no quostion But that this cover was originaliy an umpatd stampless cover.

I might add bhet thone were oxceptions to this rule, for examplo if the Arli postage on a lettor was not propaid, tho letter was ruiod es ontirely unpaic, thus it unle be possivie to fqne mardatigs such as the " $26^{\prime}$ and the black New Yopk on a pact pata Letuen. In pohas wonds, sueh a "shorit pald" Iotton mitht have had a 5 ¢ 1857 , or \& $10 \neq 1857$ efce, but in addition it would have beon handserimped "shont Paid, it to show the French that the fiv 11 mate was due on delivory. I might also add that this partioular type of New Yoric Illonelgn erehanget postmank, jogardless of the fact it is In black, was a "debit" In rlking, and was usod on umpaid mail, not on prepaid meil.

As to the appiontimate date the $30 \phi$ stamp was issued, there is no guess work on this score, because we have actual Government records. I Tefer you to in articlo $\ln$ Lindquist's Matamp opecialist" voi. \#1 part \#3. A 30, value tras not evon suacestea until June 1860.

I noticed the montion of this cover in various philatelic publications and considered the publicity on jour part as father uncalled for, becmer it kad a tendoncy to cast doubt on acerrpate data in the catralogue.

Rather than broadcast 111 -founded suspicion as to the accuracy of the date of issue in the catalogue I balievo it would have been far better for you to have first made some investigation. These pemarice are not intended to offond, but worely for tho pumpose of fivins you a side of the picture which I du sure had not oocurped to jou.

# Mint Sheet Brokerage Co． <br> \＆\＆＊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 infor－ mation 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 conceming 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 themfeel better by having their opinion asked for or sought．

Once again we thank you whole heartedly for your detailed ex－ planation 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

NPL：OMF
Respectfully，


Stanley:
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 all 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


## Brooks Appliance Company

BROOKS BUILDING<br>TELEPHONE 26

Marshall, Michigan

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 $2 \phi$ 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 l869'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

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

Dear Dr. Holcomb:
You may recall our brief conversation about a Mssissippl relio, while we were attending the oeremonies at Lansing.

As a member of the Board of trustees of the Michigan Historical Society, my prinoipal interests are, natuxally, comnected with my own State, but when I find "gtolen goods" of impartant historionl value to a Southern State, such as the Articies of Becession which I seturned to Loulsiana in 1929, it affords me pleasure to see such things restored to their rightrul and original owners.

Perhaps my interest in things Southern has been cultivated through the 30 years in which I have colleated. confederate stamps, partieularly those whioh have remained on the original envelopes. I have what is probably the most representative colleotion of Confederate stamps and starped envelopes in existence, yet there are a few stamps and many types of postmariks and other postal markings to be acquired before the collection reaches the saturation point. Of course, mo stamp collection of any country can be sald to be absolutely complete or incapable of improvement, and it is this very aggravation of unfulifliment that stimulates the collector and keeps whetted the desire of further acquisition.

We were sorry not to have seen you in Marshall while on jour way baok home. If you went directiy 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 Damassus steol, beautifully ohased, bearing on one side the inscription, "Rarl Van Dorn," and

Dr. W. F. Holcomb, \#2, 10/11/41.
on the other side the name of the maker. Set in the hilt is a large and handsome out stone, apparently a topaz, and below this is a framed gold plate bearing the following engraved inseription:

> "presented to Major Jarl Van Dorn by the State of Mississippi in testimony of her appreelation of the gallantry of her native son in many Batties. By Order of the State of Mississippi, February 3rd, 1860."

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

The woman from whom I bought it said that her grandfather, 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 pioked up as a "souvenir," - in other words a part of the loot which solalers 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 successiul 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 colleotion.

Yours very truly,

Mr. S. Nevibury,
\% The Boston Store,
Chicago, Ills.

## My dear Mr. Newbury:

After I had wititon you this morning, the enclosed cover came to mo from spencer Anderson. He bought it in H.R.Harmeris sale for $\$ 61.00$. He sent $1 t$ to me at a price of 150.00 . Now gemuino 30 d 1889 covers don't sell as 10 as $\$ 61.00$ and Whether spence lenew whether the cover was good or bad he shor1a have been suspicious of his purchase price. If Harmer is such an authonity as he claims to be why would he permit this cover to bo sold as genuine in ono of his sales?

However, all of this is beside the point, because all I hed in mind was this. I wanted your to see this Item and to note it in case it mi ght bo offered to you. The dovils tho make those fere covere tum out some very elever work and In my oplnion, the best way to combat these crooks is to know nore than they do. Fence a very careful and bhorough knowledge of postal markings mates, ete. is absolutely nocessary. off hand the thinge that cono to my mine finst when I saw this eoven wene as follows:

Use Aus. 17, 1870. The Prancompussian Wax was in progress. The U. S. French Treaty had expired on Jan. 2,1870 , hence a Ietter from this country could not be propald entindly to Frande, but had to go thru Masland. The Hameings show that it was sont thru. Ingland, and that the addressee was charged with postage due of 5 decimes on about $10 \%$, out of which a credit was given to Pngland for the conveyance of the lotter from Figland to the - French frontier. Now the rate to Fncland from the U. S. at this time was $6 \phi^{\prime}$, pes half ounce, so why sok on the lottoz? Ne couldn't give any of this $50 \%$ to France because we hed no postal treaty With then and the Angle-T.S. Treaty provided that each country rotain thoir own postages. So why $30 \%$ on a lettor to Bngland which only regutred 6\%? All of the above azgunient revolves around the fact that the Pranco-Prussian War was on. War declared in July 1870 . All of this is independent of even putting a glass on the stamp of cancelations.

In short, what I wish to say is this. Please be very carefluI in buying covers, especially those with 1860 stamps. Perhaps this advice is presumptious and unnecessaxy but if'so don't take it that way but pather that I may be over-solicitous inimy desire thet no fake iteins enter your colleotion if wo dan help it.

This $1 s$ just a littlo conildontalal chat betweon oursolves and theme is no peason why anything shovid be said about it. Perhaps the moral is, that when poople lilco Harmer, Live in glass houres it is rather foolish to throw stones.

The sad part is that some innocont collector will doubtiess buy this cover, which after a11 is worth no more than the price of a

## \#2.

## 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 postimarek 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 postmarik but it would require an artist with skill to make a painting like the Knapp stamp. All of which means, if Harmer know 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 belleve, he would have noted that the two small "black" lines in the extreme left bottom of the stamp vere 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.,

# Press of <br> The Dietz Printind Co. <br> 109 JE. Carry Street JRichmond,Vireśinia <br>  <br> WHilere <br>  

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'tr so sure of my premises. It came about this way: Sloane wrote me, and submitted that cover, asking that I give it a writeनup under my name, inasmuch as it would not come with good grace from a dealerowner 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 theointroductory 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 certaihly 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 interestr-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 Cover

0NE 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-


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 letter-rate-but the changing fortunes of
cussion of the object. The envelope is of the $1860-61$ vintage- 3 c red on white-over which there has been placed an 1857-60 3c adhesive, both cancelled by the killer of the Louis-
ville, 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 en-

## Stamps December 20, 1941

velopes of issues prior to 1861, had been declared invalid in the Tennessee area* He required the Adams Co. to add a 3 c 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. Post-master-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 25 c 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 26 th, 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-
ned. The cover illustrated just got under the wire four days before the service ended-an interesting fatare.

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.

[^0]$\leftarrow$ AUG 261861
Lincoln's
Proclamation


Tower cover
as from same cares pul is I showing had been migany's mails hod been Congers \& Expressavy
bot Semum L Sonmax $3^{\text {3n }}$ Begaill Ala Fiflumione

Feb. $4,1942$.

Mr. Van Dyk MacBride,
744 Broad st.
Newark, N.J.
Dear Mac:
Youre of the 30 th received with the interesting enclosures.
Regarding these. Note the "Dead Lotter office" from Carlisle, Ky. Jum 10, 2861. I note the memo states that "having been found harmaless was later permitted to go through to its destination." I wonder? How would it go thm? Texas seceded Feb. 1,2861 and there was no interchange of mail after May 31, 1861. What about the "Due 3 ctal? Where was this collected? Faron Gov. Lubbock? Hardiy. The comreet solution $2 s$ that this letter was returned to the writer by the Dead Letter offlce with $3 ¢$ due. Loyal post offices were ordered to send all mall addressed to the seceded states to the D.L.0. and no doubt it was the Carlisie P.M. who did this and he may have known who the sender was. This has a rod $X$ on the back so I judge you don't mind if I keep it for my files.

Re - the two Forater 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 Tobile 21, 1861 with sticker is nice. I never recall seelng this sticker before.

The one - Vickburg to Zanesvilie, 0. In Apsil 2861 is a dandy. A Confed. slag to ohio. cuite a niee corner card the "South Carolina Raslroad."

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\% 2847. He wrote me about his Black Jack cover. The photo ia most too small to tell much about the New Yorik postmark. Agsuming that the cover is $O_{0} K$, my opinion is that it was a $5 \times 3 /$ rete underpaid by $1 \%$ which got by without if due, get it might have been a prepaid ship letter of $4 X 3 \phi$ plus $2 \phi$ ship fee. I would like to prove it is the latter, because $I$ am looletng for such items. The date in the $\mathrm{p}_{\mathrm{o}} \mathrm{m}$. 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 prepald 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 et Montgomery. The date of the p.m. on express item is "Dee. 17, 1861." The date in the express marking appaars to be "Dee 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 Iederal lines to go to Norfolk. And besides there was direct rail communication between Montgomery and Norfolk. From Montgomery thire Atlenta, Knoxville and Richmond or from Montgomery thru Millen, Ga, to Augusta, thence by severel direet routes to Norrolk. Who paid the Express Co. to transmit the letter if the Montgomery P.O. tumed 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 awtully nice field for specialization. Paphaps you could give me some short remarias on the subject for the next Bulletin along the lines outlined in the closing paragraph of your letter.

WIth best regaroas,
Cordially yours,
P.S. I have a large raslroad map of the U . $\mathrm{S}_{\mathrm{o}}$ dated Apri2 1861 , hence the above on R2chmond 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 Diets 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 "South 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 Coned. 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,
$\mathrm{MacB} / \mathrm{HK}$


( $40 \%$ overnge)

Mailed from Carlisle, Ky on June 10, 1861, and adaressed to Govenor Lubbock of Texas at Houston, and marked via ashville, Tenn., - the letter was intercepted by the post frice authorities and sent to the Dead Letter office at shington, D.C., because it was addressed to a seceded ytate, 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.
hampess was later permitted to go through to its destination." I wonder? How would it go thru? Texas seceded Feb. I, 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 comect solution is that this letter was retumed to the writer by the Dead Letten office with 3¢ due. Loyal post offices were ordered. to send all mall addressed to the seceded states to the D.L.O. and no doubt it was the Carlisle P.l. 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, $N . V$. of the late period of 149 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 $10 \phi$ 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 $5 \phi$ 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
hm; jk


# 434 South Grand Ave., Fort Thomas, Ky . <br> $$
\text { July } 2,1941 .
$$ 

Mr. Hugh M. Clark,
\% Scott Publications, Inc.,
1 W .47 th St.
New York, N. X.
My dear Hugh:
Re - yours of the 30th. I have never heard of a larger used block of the $5 \psi 1847$ 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 know. It sold at 760 pounds and was later asquired by Emerson. This block did not appear in any of the Bmerson saies, so I suppose it is still in the Emerson deluxe collection. It may have boen sold privately by Dan to young Sweot.

Re - blocks of four. In the Imerson sale of 0ct. 1937 there was a block of 4 on cover, described as the only block of 4 known on cover. This was the fommer Waterhouse cover and it was described. as the only one known in the Waterhouse sale. However in the Seybold sale of March 1920 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 40d rate from California that I know of, paid by the 5 \& 1847. I have often wondered where this 1 tem is at present.

Unused. In the Crawford collection was an unused block of 16. I Ehink 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 rouse In the Sweet collection is a H. stapip of six on cover lioblle to New Yorls. (ex-Seybold aale), 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 blook of 8. This blg block is pen canceled. Swreet also has a H. strip of ton from the right pane. These two items were forind in Portland, Hie. in 1927 and are described in the sweet collection as follows:
"These pleces are the largest known. Tho noarest 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 loarn sweet Jr. intends to carry on the worls on the 5\% and 10 d started by his father and I have the impressian he desires to aequire sny unusuni 1847 pieces.

I had intonded to urrite a few notes for "Stamps" on the Iargest pieces known of the $5 \%$ and $10 \%$, so I think it would be fine if Norman would
 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 pleces for the prospective book on the $1847^{1}$ s. If Norman has fine photographs made I would greatly appreclate prints.

I note the block of 12 of the 5 ¢ 1 s from the left pane, the 5 th to loth vertical rows with two of the ten "Dot in $S$." quite a nice plating pieco and I would like to see a good clear photograph.

With every good wish,
Yours etcog

HERMAN HERST, JB.
116 NASSAU STREET NEW YORK CITY Telephone: BEekman 3-3524

CABLE ADDRESS: "HERSTAMP"

W. I. Babcook, H, De,

245 뀬111s Ave East
Detrolt, Michigen.

## Dear Dr. Babcock:-

I have just innished reading the most intorosting article in STAHP SPECIALIST concerning the Type A Supplementary Mail postmark by youiself and 115. Ashbrook.

I am writing this letter bocause I do lnow a 11 ttle about the fakes of this mavizing, hoving boen offored some about two yoers ago whon the present orop first appeared.

A New York dealer first offered me a Type A IN BLACK on a Ic \#42e, which I pronounced fake, the principal difference beins the I in MAII, the upright part of it boing at oblique angle to tho horizontal bas, and the space between I and I 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 fev, surppisingly enough) and all of them showed the same I in MAII. Within the next few months various dealors offered mo several more Type $A^{t} \mathrm{~s}$, usually on \# $42 f_{\text {, }}$ but one copy was on 453 , all being in black.

In the winter of $1939-40$, a $10 c a 1$ poputable auction had a 4.21 with Type A in Black, which was bought by the lato Gharles W. Grarm for 97.50 . The marlking was allegedly guarantoed. On its belng shown to me, I showed lir. Gramm the difference between this particulas stamp and the genuine, and he obtained a refund on the stamp. What later happened to it I do not know.

My own investigation buought we to the conclusion that these counterfeit Type $A^{7}$ s were being manufactured by the same people that have been producing tho counterfoit Kansus-Mobraslra's, Hawail's, and philippino DOWNTOWN NEW YORK'S LARGEST PERSONAL SERVICE FIRM
as tan surcharges.
Inasmuch as my ow philatelic experiences goes bock only a decade or so, I can say $11 t t 10$ 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 I, as compared to originals, might possibly bear out this wontontion.

These Pow facts are submitted in tho hope that they many possibly direct a bit more light on this most intersting problem.


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W.L.Babcock, M.D.,
    245 Willis Ave. Bast
        Detroit, Michigan.
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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 Ic \#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 beon producing the counterfeit Kansas-Nebraska's, Hawail's, and Philippine air mail surcharges.

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 contention.

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

> Very tmuly yours,

# STAMPS ON <br> ORIGINAL COVERS 

Notes given at a Display before the Birmingham Philatelic Society.

## By F. E. WILSON.

WHEREIN 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. Wilson, of 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 th?


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

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 to 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 very unusual items.

For instance : early United States stamps used in combination 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 12 s .6 d . and used at $£ 20$, or an 80 cent of 1859 from the same country, priced unused at 27 s .6 d . 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. 6 d . more used, is extremely rare on a genuine cover.

St. Vincent: a 4 d . on 1s. placed on a genuine small cover addressed to London; but the faker, evidently not having a 1 s . 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 18564 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 :-
Great Britain, 1d. black with red or black postmark 9d Cape of Good Hope, triangular, 4 d . blue 1s. 3 d. Ditto, block of four 1d. red on blued paper ...... £1 2s. 6d. Wurttemberg, first issue, 6 kruezer green ............... 6d.
United States, 18475 cents .............................. 6s. 6d Ditto, 10 cents £1 7s. 6d.
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 myselfi 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.

AN 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 sc and a block of three and a vertical block of six of the roc.

In the case of the 5 c , 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 roc, 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 roc 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 191824 C 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 Ioc 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 3 C or the 1861 IC and 3 C 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 ic and 3 c embossed stamps were issued on both white and buff paper (Scott's $\mathrm{U}_{2} 8,29$ ). These were especially designed to pay this carrier fee. The Postmaster General in his annual report dated December I, 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 letter 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 sc 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 ic pays for delivery to the post office in the
(Continued on page 309)
ing a 5 c rate? Such a cover may exis
but we have as yet to see it.

## 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 4 c postage paid know if the extra cent covered delivery from the box to the local office or carrier delivery to addressee? If we could perepay both services, why have we never found a cover of this period between July x , 1860 , and July $\mathrm{r}, \mathrm{x} 863$, showing a 5 c rate? Such a cover may exist but we have as yet to see it.

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 proud of 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 Barmabas 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 beingian orange brown stamp with a three bar New York grid which would make it also an 1851 use.

How yould 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 Barbabas Bates has apparently won his victory - as evidenced by the July l, 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 -- desirfous 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 fintt propaganda cover? Did you ewer see a propaganda cover of any kind ith 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

Mr. Stanley B. Ashbrook,
434 South Grand Avenue,
Fort Thomas, Kentrock.
Dear Mr. Ashbrook:
In reference to your letter of the 25 th 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. inl814; 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 Bnquirer" 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 administrationg was influenced by Rowland Hill's pamphlet of 1837 on Cheap Postage; became active in postal reform in 1839 ; wrote one of the carliest 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 d an ounce, irrespective of distance, and abolition of the franking privilege, arousing opposition of postal and other authorities; the 7 am signed by Pres. Tyler on the day before he left office, Mar. 3,1945, reducing letter rates to 5 d under 300 miles, but 10 d 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 $2 \phi$ an ouncebof. Chase, pp。13-14, re petitions of 1848;1850),

The New York Cheap Postage Assosciation with Bates as Corresponding Secretary was organized May 26, 1348 , following the formation of a similar body in Boston. Although the issue of postace stamns 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 mas still desired when Bates died in 1853 on a visit to Boston probably on worl for the Aconciotion. T find nothing to indicate whether Botee woe 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 sefe to assume that the propaganda covers used after 1851 souglat. 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 Jul Y I, 1851 and thus lead to data on the earliest possible use previous to the Jessup cover of Cct. 1057.

# MEKEEL'S WEEKLY STAMP NEWS 

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## "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 unofficial 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 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 disrupted the service early in 1856.
Fourth-During the period the Nicaragua Line was in operation, all through mail between New York and San Francisco, 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 conveved 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 sent around Cape Horn by the U. S. Post Office Department after October of 1848 in "Clinper Shins". The Around the Horn trid from New York to San Francisco 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 possibly covers delivered entirely out of the


Cover from the Collection of Edgar B. Jessup


#### Abstract

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.

\section*{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 NEW WESTE UNION TEIEGRAPH STAMPS (1c 2c, 5c, 10c and 25c) The mint set, well centered $\quad 53 \mathrm{c}$; Set in sheets $\left(1 \mathrm{c}, 2 \mathrm{c}, 5 \mathrm{c}, 10 \mathrm{c}\right.$ and ${ }_{\$ 2.53}^{25 \mathrm{c}}$ TWO HIGH FACE VALUE STAMPS
The 10 and 20 peso Philippines, $\# 431$ and $\sharp 432$, are amongst the highest face value stamps normally used for postage. We offer really nice copies of these two for $\$ 2.75$; very lightly cancelled, centering especially fine, we can supply the 10 peso for $\$ 2.50$, and the 20 peso for $\$ 1.75$. We offer presentable copies for $\$ 1.00$ the pair.

The Second 1941 Edition of our U. S. and B. N. A. Price List will be avallable the first of the New Year. This shows many price changes. It will be gladly sent free on receipt of postage.
STANLEY GIBBONS INC.
38 Park Row,
New York,
N. Y.

A

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## Robert Scot

Engraver of the first Federal United States Revenue Stamps,1798, and Coins of the United StatesMint,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 Edinburgh 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 instructor 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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## 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 Williamson Long (No. 875)
Walter Reed (No. 877)
Austria: Ferdinand (Ritter) von Arlt (No. B142).
Leopold Joseph Auenbrugger (No. B138)
Christian Albert Theodor Billroth (No. B144)
Ferdinand (Ritter) von Hebra (No. B141).
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)

Czechoslovakia: Johannes (Jan) Evangelista Purkyne (Nos. 232 and 233).
Danziq: Robert Koch (No. 239 and United States National Tuberculosis Christmas Seal, 1938).
Eqypt: 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)
François de la Boe Sylvius (No. B95). Franz Cornelius Donders (No. B79). Gerhard van Swieten (No. B115).
Panama: William Crawford Gorgas (No. 328)
Poland: Nikolaus Copernicus or Koppernigk (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, Edzoard 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 (18601904) (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, socalled "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 curriculum. 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 chandelier 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 sci ences 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.)

## SALE OF ESTATE PROPERTIES

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ANTIGUA, BAHAMAS, BERMUDA. Nearly complete.
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th Century singles, used and unus
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First day covers, many prior to 1922 .
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Want lists filled
cial references. Write for prices.
2945 - 6TH AVE., NORTH
gT. PETERSBURG, FLA.

## "VIA NICARAGUA" <br> "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 Nicaragua" and deposit it in the local post office, but if he did, it went out to California by the regular Mail Route Via Panama.
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 direct 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 employed slogans used by the Steamship 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 "Via 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 of 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 Nicaraeua Line Steamship "Sierra Nevada".

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 $81 / 2$ o'clock Thursday morning Dec. 1st to go by the steamer 'Winfield Scott'. A mail bag will also
be kept open until 8 I/2 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, forwarded via Nicaragua. xxxxxxxxxx
J. W. Sullivan

Kearny Street, adjoining the Post Office."

Sullivan used an oval handstamp reading, "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. xxxxxxxxx We will also despatch a special messenger via Nicaragua, per Steamer Sierra Nevada, on Thursday morning Dec. 1st at 9 o'clock. Letter bag weill 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 routes.
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 free."

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 particular 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 $3 c$ 1851, and the fourth is a 6 c 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 16 th 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 a 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 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 sailings 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)


25 c 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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Her
WHY NOT send for my price list of British Colonies? Store open on Saturdays until 9 P. M
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FINE LOTS- $\$ 5$ Cat., $\$ 1 ; \$ 10$ for $\$ 2$, etc. No two alike. Also $\$ 1$ Cat., 10 c to applicants for WOHL, 342 Phillips, Glen Ellyn, Ill.

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 NEWPORT STAMP' SHOP, Newport, N. H.
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[eow1

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FIRST DAY COVERS, 8c each. Lists free. HERGET, 553 Suffolk, Buffalo, N. Y. [tf SURINAM covers-See display ad.

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1941 WHOLESALE Catalogue Free - 80 pp . EMPIRE STAMP, Dept. 7, Toronto, Can. ${ }^{2} 21$ WHOLESALE only-Regardless of Cat. ; lists free. W.H.McLain, 24 Pand St.,Boston 25,Mass.

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YOUNG MAN desires position in stamp firm. CLAUDE EMERSON, Baldwinsville, N. Y.[09
UNITED STATES Wanted, $5 c$ and $10 c$ Famous Americans. Regular Issue, 1917, 1920 KELLEY, 80 East 11th St., New York City WANTED :-10c (used) F. A.'s (Fine). Will V. TUTTLE. Rt. 2 . Clovio
post office on the same month and day. For example, let me cite a cover at random, a 6 c 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 deposited 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 have 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 possible 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 I would like to emphasize. In all probability only a very small percentage of the mail which traveled the Route was handstamped, "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" 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 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 interested 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 $185 \mathrm{r}^{\prime \prime}$, 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 bv 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 ttems to the Editor of this column direct. Comment and suggestions always welcomed. Those desiring replies, please send a selfstamped 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 Department.
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 necessary 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 received.
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 CASH <br> general collections UNITED STATES COLLECTIONS COLLECTIONS BY COUNTRIES We Also Buy <br> Accumulations, Lots, United States and Foreign, any quantity; Current Foreign Airmail and Pictorial stamps, used: also Old Letters and Envelopes with Stamps. Send stamps with best prices or for cash offer after inspection. <br> Prompt replies and payments. <br> A.P.S. Bank references if desired. S.P.A. <br> WALTER GISIGER <br> 200 Broadway <br> 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 used.


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sules are included in these books. References please. It bonks. References, please. Itf
eDUC. St. Petersburg, Florida

## aUCTION AND SALES CALENDAR

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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& &1-United States & Possess.-Uptown Stamp Co., 140M W. 42nd St., N. Y. C.
Ian. 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& 15-300th Sale-J. M. Bartels, 17 John St., N. Y. C.
Jan. 14 & 15-U. S. Essays & Proofs-J. C. Morgenthau & Co., Ine., 1 W. 47th St., N.Y.C.
Jan. 14& & 5-Brit. Empire-H. R. Harmer, Inc., }38\mathrm{ Park Row, N. Y. C.
Jan. 16-19th Century U. S.-Philip H. Ward. Jr., 1616 Walnut St., Philadelphia, Pa.
Jan. 20 & 21-"Brinckler'' World Coll. (Brit. Empire exeluded)-H. R. Harmer, Ine
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-Brit. Colonies Coll. & Wholesale-Harmer, Rooke & Co., Inc., 551 Fifth Ave.,
N.Y.C.
Jan. 25-(Mail) For.-Ohlman Galleries, 116M Nassau S.,N.N. N. Co., 525 West End
Ave., N. Y.C.
Jan. 25-U.S.& For.-Cosmos Stamp Co., 116 Nassau. St., N. &. C. Inc., 38 Park Row,
N. Y.C. Jan. 31-Fine U.S.-The Collector's Shop, }280\mathrm{ Elm St., New Haven, Conn.
Feb. }10\mathrm{ & 11-Brit. Empire and Egypt-H. R. Harmer, Inc., 38 Park Row, N. Y. C.
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Feb. 25 \& 26 -Gen. Coll.-H. R. Harmer, Inc., 38 Park Row, N. Y. C.

## Coose NARATSTMPABUS <br> I940 U. S. SECTIONS <br> No. 20-K Single U.S. Commemoratives, 1940

io. 15-K Blocks of 4 U . S. Commemoratives, 1940
Write for new price list describing Naribo and listing all countries published.
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70 Franklin St. THORP \& MARTIN CO. Boston, Mass.

#  <br> by STANLEY B. ASHEROOK 

Fraudulent Perforations, With Some Comments on Punches in Paper

SOME 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


Type 1-10c 1857-Bottom row Plate 1, with perforations cut off at bottom. Positions 92RI-93RI94RI. 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 $92 \mathrm{R}_{1-}$ 93 R1-94R1, 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
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 very fine job and I hadn't even noticed 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 idea he would refuse to take my bare word that the bottom perforations were fraudulent, so I wrote him and


## CANAL IUNE <br> 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 perforations 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"
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 responsible.

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 some one'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

## COLLECTING COVEIRS?



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22 DIFF. FINE CACHETED COVERS FOR $\$ 1.00$
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## 

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 you 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 fakes.

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 buyer.

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

IN 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, I11.; Charles T. Schmitt, Montclair, N. J.

## Scott's 1942 Standard Catalog or Scott's U. S. Specialized Catalog F $\boldsymbol{H} \mathbf{E} \mathbf{E}$

Send Western Stamp Collector an order and remittance NOW for

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Western Stamp Collector,
Albany, Ore.

September 25, 1941.
Dear Harry Lindquist:
What Stanley says about grills on page 380 of September 13 th Stamps may do much more ham than good. What he says about Sam Singer is obviously hearsay and I am not at all certain that it agroes 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 San's grills, or would be able to recognize one if he did see it. However, there are people who tenew Sam far better than Stanley ever did and who had more definite knowledge of Sam's grills and other work.
if

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 on anyone olse about this, but I do think he should make a bettor 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 le" 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, al tho 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 $H \cdot M \cdot K$. 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.

# ERRE <br>  <br> b) y $\mathbb{S} T \mathbb{A} \mathbb{N} \mathbb{E} \mathbb{Y} \quad B, \quad A \mathbb{S} \| \mathbb{H} \mathbb{R}(\mathbb{O}) \mathbb{O}) \mathbb{K}$ 

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

HEREWITH 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


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

FN 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.

To avoid this the American Philatelic 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

## AUCTIDN SALES HELID IBEGULAREY

## UNITED STATES, AIRPOST and FOREIGN Catalogue on Request

Metro Stamp Co., Ltel. IRWIN MEIMAN, Mgr.
8 West 47 th
St., New
York,
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.

GAY'S STAMP COMPANY, 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.


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 intening 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.


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

LindQuist Dinner Dee 1941

Lindquist is Honored
The reading of a letter from President Roosevelt to Emil Briechig, 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 pubfishes. Please extend my felicitations to Mr. Lindquist on this oc-casion-a splendid attest of friends for his devotion to the highest principles of philately over the past twenty years."

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.

Dec 14

Times Stor Aua $11 \quad 1939$

##  He's Expert Philatelist.

## THERE'S DIFFERENCE

## His Book on 10-Cent LetterCarriers 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 Exchanged, said Friday.
Ashbrook is one of those fortunate individuals who has been able to develop a hobby into a lucrative profession. After 1932, when he retired in 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.
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.

## 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 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.
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
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 collecting and Mormonism is not letter's arrival at New York, the immediately apparent, but, because letter's arrival at New York, the the mails going overland to Calikind 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 had carried it to Nicaragua, how it had been carried across that counhad been carried across that country, and the name of the boat
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.
cepted as the classic on 10 -cent The connection between stamp/stamps

## FREE MAIL MATTER.

(CIRCULAR.)
office of tile tilird asistant p. M. general,
Wiskingyten. ©8. CC. ETicrmber 17. 186万.
To Posthanters:
The Postmaster General has this day made the following order:
"Orderem. That each l'ostanaster in the United States Lo instrueted to take an accurate monthly account of all freunleed or frece matler deposited at their respective offices for mailing, for the period of six months, commencing January 1 and ending June 30, 1870; and to make
 embracing the following particulars, vize:
"1st. The number of frouked or free letters, and the anount of postage that would be dhargeable thewoin at the cot: iblished rate of postage.
"2nul. Thie weight of frankel or free maiter otiler minas letiers, and the amount of postage that would be chargealle thereon at the current rates of postage."

Postunasters will carefully conform to the foregoing instructions, using tur: isclosite fors, which mutht be promptly forwarded to this. office at the close of each month.

Should this Cirenlar 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 Cirenlar is received.

By order of tie Postmastiar General:
W. H. H. TERRELL,

Third Assistant Pastmaster General.

## 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

$$
\underset{2 \text { West } 46 \text { th st., New York, N. Y. }}{\text { N. }} \underset{\text { Lindquist }}{\text { S. }}
$$

## Dear Stan:

Ed Vining reviewed the last STALP 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.

$$
\text { Aug. } 19 \quad 1941 .
$$


\#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 © (Cerchants Association, Inc.
Oroville, California
macde 10-1941
Near Mu Genbraak -
The two boake arrined, and $P$ ance No plived to eee theu, and to hane a cleauce To furderec, 9 remix hirewint, mitront funtier inspection.
fust had enongh tisel to kene Thranighe Hating a quick glance, and cau only 'say their mauderful.
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Oroville Progressive © Verchants Association, Inc. Oroville, California
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So, what the hece are me gaing to de? q funt buttoned up sonce yeara bacec, and quit tuying. I hane zothwy far
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# Notes on the 3 Cent 1857 Type II Imprints and Plate Numbers <br> By CARROLL CHASE 

II 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, Carpenter, 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-"Cincin-nati"-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, Nere Hampshire.

[^1]
# John F. Rust Collection to Be Sold by Hugh M. Clark 

$\mathrm{A}^{s}$S 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 5 c 1847 and about 50 copies of the 10 c 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. 185I-1857 Issue, by Dr. Carroll Chase
OLLECTORS 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.

## 

 Manylics Harry M. KonwiserAddress correspondence to H. M. Konwiser, c/o STAMPS, 2 West 46 th 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.

Address correspondence to H. M. Konwiser, c/o STAMPS, 2 West 46 th 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 1 c . What would you say?
3. A folded letter written from New Orleans in March, 1856, addressed to France, has a 5 c 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 wellknown 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.

## September 27, 1941 Stamps

## A Hundred Years of Stamp Collecting

By Gordon Harmer

$\mathrm{A}^{1}$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 private 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 Fighth did to get rid of them.
"Colonel Sibthorpe, whose matchless genius we have so often admired, 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 Mustachios has split upon."
"The rock of a bet
"And therefore must get,
"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 perforce 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
limericks relating to Stamp Collecting. 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 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, England, 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 watermarked '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-abanana."
-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 42 nd Street, New York, N. Y.


Noble S.
We in England have longe expected good news of our shays of Adventure in Maryland, but yet small p :it appeeres 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 upon good termes our whole shaver of agent in Maryland who was contented to receive his paymt. of the comodities in the country, 3 yeares day being given for paymt. These I writt unto you that according 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 wch is remayninge with you may be imployed for the best advantage of us both and when anything shall come I will not be wanting but further I would not adventure untill I see some better flute of our disbursemts and the privileges of our vendinge settled. Thus with my best love and respects remembered I take leave and remayne

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, 72p.) CHEAP POSTAGE Remarks \& Statistics on the Subject of Cheap Postage \& Postal Reform in Great Britain and t the United States.

Union Pacific System, R.R. (Omaha, Nebr. 1924 lap.) The ROMANGE of the Pony Ex cess. (an advertising folder.)

Catalog -- Wells, Fargo \& Co. -- Historical Exhibit, Etc. at the World's Columbian Exposition, Chicago 1893 - 32pp.

Gov!t. Bulb.
l- 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 (includes names and terms No. of offices, receipts, expenditures, amount of mail handled, etc.)



Publisher-
"Pat Paragraphs"
The Philatelic
Reference
Libracy

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 Cormittee 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 anything 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 that 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, ifnthere 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 letv the Mason book ride. Arrangeinents 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 inlustrations of Swarts used with 3c l851s and 1847 s which would have aded 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 Soclety can reasonably ask of me. If you don't approve the policy of the present Comittee 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 went. I never sought appointment or re-appoinement 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,



1853


## IIMANAC FOR NEW YORK-THIS DAY


Port of New York, January 13, 1853. CLEARED.


US M Steamship Illinois, Hartstein, Aspinwall, Jan 3, US M Steamship Illinois, Hartstein, Aspinwall, Jan 3 ,
Kingston 5 th, to M R Robertt. Jan $9,4.30$ P M, lat 3035
N, passed schr John Phillips, steering SSW (from Boston
 SF and showing a checkered blue and white signal.
Schr Adele, Appleby, Wilmington, 8 days. Schr Isack Achorn, Gregory, Rockland, 50 hours. Jan
12, offlock Island, in a gale of wind, carried away fore 12, off Flock Isiand, in a gale of wind, carri.
mest head, fore topmast, main topmast, \&c.
sac Agnes, Lord, Ellsworth, 10 aays rigged vessels arrived Dew There have been no square rigged vessen.
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 EmThe steamships Asia Ne,
pire City, Windle, for New Or
at anchor in the North river.
E The ships Memphis, Davis, for New Orleans, and bark Mary Morris, Freeman, for Glasgow, at anchor at the Quarantine ground, together, with a harge number of
onher square rigged vessels, both at the above place and
in the North river, rode out the late gale in safety. There other square rigged vessels, the late gale in safety. There
in the North river, rode out
are about one hundred sail of fore and aft vessels at anare about one hundred sar under Jersey City,
chor und
FBark Palmetto, at San Francisco from Shanghae, reports that Capt Sylvester, of ship Aramingo, died Oct 11, after
dropping down from Shanghae. The ship was taken charge of by capt Chadwick, late of ship Hoogley, lost, and
proceeded on her voyage 2d Oet. Capt Hincleley, of kip
chip proceeded on San Franeisco for China, died a fow days
Oxnard, from Shas
previous to her arriyal, and was buried at Shanghae
. STEAM BETWEEN NEW YORK AND GLASGOW.-THE steamship GLASGOW, ( 1,068 tons, 400 horse power, obert Craig, commander, will sail New York for Glasgow on Saturday, January 15 , at tweive o clock ${ }^{2}$ (midship do.,) $\$ 75$; second cabin, $\$ 50$. Steward's fees included.
J. MCSYMON, No. 33 Broadway.
 EV YORK AND PHILADELPHA-DHect Jersey Railroad, vis Jersey City-Learing Ne foot of Cortlandt street, at 8 and 9 A. M., and $5 \frac{1}{2}$ P. M. Leave Philadelphia at and
first class, s3, second do, ( 8 and 9 A. M.). $\$ 250$. For
Paltimere, Washington, Nortolk, and Charleston-through Faltimore, Washing above lines; and through baggage car
tickets sold in the and ried in the 8 and 9 A . Mr. and and $51 / \mathrm{wi}$. Noss the ferr New York Passengers with bagy

## JAN 131853

## Herald Minine Correappondenoe. Kivcsrow, Ja, Jan 5.

 more; Jan 1, brig Ranger, Paynter, do. Sailed-Dec 26, ship Indian Oeean, Baker, NOrloans: 29th, brigs Express, Frith, Cuba; 30th, Sitinatson, Blaok
 brig Virginia, Cooper, Franklin; 2 d, sohrs H Fitzgerale
Morvan NYork; Halcyon, Eldridge, Ragged Isiand; $3 \overline{\text { à }}$, Judith Ward, Tucker, St Mary's, Ga; Ann, Daggett, Oube i 5th, G W Brinckerhoff, Philbrook, do.
In port Jan 5, brig Myra, Hall, for Cuba
Arr at Falmouth Dec 24, brig Victoria, Gorbey, BaltiArr at Montego Bay Dec 31, schr Henrietta, Bangor. sta brig Rio Grande, Wilson, Cuba.

Arrived-Schr Gen Clinch, Baker, Norfolk $13-4$ P M. - Steamers Delaware, Seymour, NYork; Union,

## Miscellancous.

Ship Zreobia, hence for San Francisco, put into Valparaiso 18th Nov, to land the captain and crew of Sp bark They numbered 23 persons, and were picked up in their down on the previous day by a largo ship, bound E. The had a very valua $\$ 500 \theta 00$. When lef $t$ she was setling fast.
bark trenton (of NYork), Thompson, from Callao for the U States, with guno, sprung aleak (no date), and arr at V in the boats on the 30th Nor.
Bark COBA, which went ashore 17th Dec, outside the
harbor of Aspinwall, has been sold for account of whom it may concern.
Whaing bark Frankinn, before reported at Paita, hav-
ing been run into by a Br ship, had nearly completed hee repairs Dec 15
Brig Cyciors, at San Franciseo, Dec 15, from Oregon, on her beam ends in a heavy squall from NE; lost a portion of her deck load of hog
Brig Azaria, from Bonaire for NYork, with salt, put
into Norfolk 10th, in distress: encountered the gal nst oft the Capes of Delaware; lost sails, spurg mast and other spars, and leaked badly, making two feet of water per hour while lying in the harbos.
Schr Onyario, Latchum, at Baltimore from Newbern,
NC, on 8th inst, boarded sehr Three Sisters, of Oherry NC, on 8 th inst, boarded schr Three Sisters, of Oherry
stone, 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 ali with stumps standing and heads out on water, win in the the small spars at tached; aiso saw a triw two Echoouers,
neighborhood; at the same time, saw
names unknown, bound S , one under trysail for jib, and close reefed foressil, the other had lost maintopmast and ibboom.
Schr Marckna Muxson, Jr, Brown, at Baltimore from
Charleston, experienced a very heavy gale on the 4th Charleston, experience
which lasted 36 hours.
SCur KkDron, from Fredericksburg for NBedford, whick
put into Norfolk, encountered put into Norfolk, encountered the gale on the od, near
Barnegat; sprung aleak, lost jibboom, and both jibs, daBarnegat, sprung aleak, lost jibboom, a
maged other sails, had decks swept, \&cc.
Becs Steamboat Fairy was sold at San Francisco 4 th
ult, for $\$ 750$, and Br bark Janet for $\$ 2,800$; the brig Ada
Harin wion Maria was also sold there for $\$ 310$ on the 6 th ult.

Whalemen.
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 FranShip Stephen Lurman, Clark, from NYork for San Fran cisco, Nov 7, lat 5604 S, lon 7927 W . Ship Golden Fleece, from Boston for San Francisco, Nor Ship Goiden Fleece, from Boston for San Francisco, No
22, lat 3022 S , lon 44 W .
Bark Rocket, Russell, from Boston for San Francisce Bark Rocket, Russell, from Boston
Nov 19, lat $577^{\prime} 50 \mathrm{~S}$, lon 65 W , all well.

Fovelgn Ports.
Asprnwatc, Jan 8-Steamship E1 Dorado, for Havana; bark John Colby, Rhodes, from NYork, disg.
Sld Dec 31, Bohrs Grand Turk (Br), MKeye, Havana
(from NYork); Jan 1, Gen Veasie, Perkins, Tobasco (from Portland, with locomotives). Caituo, Dee 12-Bark John Potter, Compton, for Cadiz;
brigs Argyle, Norville from California; Isaboll, Bearmann, Norton, from NYork 155 days.
mann Norton, from NYork 155 days. more). Chincha, ships Michael Angelo, Sears; Grecian, Mlsley; Brutus, Mitchell; Isaac Nerton, Whitney; Zone, Ful-
lerton; bark Hannah Sprague, and others. Bark $J$ W Paige had also been at the islands.
PAITs, Dec 15-Bark Carib, for California soon. Brig PATTA, Dec
Canada, of Baltimore, sla abt 7 th for Guayaquil.
PANANA, Dec 12 -Arr steamers Columbus, Milane, San Francisco, Bogota, Hall, Callao, and sld 24 th for Valparaiso, 31 st , Tennessee, Totten, San Franciseo. Sla
steamers California, Whist, Steamers Caifornia, Arr ship Severn, Gardner, San Franciseo; 17th, Horsburgh, Crocker, do. Sld Oc 19, shipg Sea Nymph, Hale, NYork, Nov 5, Tarter, Goodwin; Kate

 Remington; Eren lin, Evans-all for NYork.
VATPARAIso, Dee 1-Ships Crusader, Eaton, from Bos-
on; Huntress, Lambert, from do (July 27) for San Franon; Huntress, Lambert, from do (July 27) for San Fran-
(isco (arr Nov 17); batks Sarah H Snow, Leach, from shig Zenobia, Burrows, from N
touclud Nor 18 to land a crew of a Spanish vessel (see
Miscel).
APALACHICOLA, Jan 3 -In port, ships Tennessee, Beck with, for Providence, ldg; Esther G Barney, for Boston,
do; Hydra, Lunt, for Liverpool, do; Cotton Planter, Pardo; Hydra, Lunt, for Liverpool, do; Cotton Planter, Par-
ker, and Canton, Clark, for NYork do; Southerner, Wil-
son, from Savannah, wtg; barks Joseph Fish, Seavey, for Glen, Waite; Jane. E Williams, Josson, Loring, ford Boston, do;
Gasa Fiskz,
Gates, for NYork, do. brig Globe, Ieavitt, from do, wty. Gates, for NYork, do; brig Globe, Leavitt, from do, wty.
Sld prev to 3d, bark Chase, Chase, for Providence; brig
Marsellois, Pilsbury, for do; and others. Marsellois, Pilsbury, for do; and others. Willetts, Nassau
BALTMORE, Jan 12 Arr brig Viola, Win 12 days; schrs Matthew Conurfee, James, Fall River for Smith, and Lawrence Waterbury, Cramer, NYork; Pales-
tine, Hoot, NLondon. Cld bark Appleton, Kendrick, Bos-
ton; schrs D L Sturges, Fairchild, and Chas Colgate, Seaman, NYork.
ELIZABETH CITY, NC, prev to Jan 8-Arr sohr Julia Ann, Griggs, WIndies. sld schrs Wm T Bryant, Kelly, and Margaret Ann, Burgess, do.
FRANKLN, La, Dee 23-Arr schrs Glenroy, Maxy, St
Themas; 25th, Niagara, Perry, Rockland; 27th, IndianoFRANKLIN, La, Dee 23 -Arr schrs Glenroy, Maxy, St
Thomas 25 th, Niagara, Perry, Reockland; 2th, Indiano-
la, Catheart, NYork; 28 Rth, Magollan Cloud, Sargent, do. Cathcart, NYork; 28th, Magellan Cloud, Sargent, do.
Cla 25th, schr Niagara, Perry, NYork.
GALVESION, Jan 2-Off the Bar, bound in, Br ship
GALVESTION, Jan 2-Off the Bar, bound in, Br ship


NEWYORR DALLy Tribune
MONDAY, JULY 17, 1854.
GTATEN ISLAND and NEW-YORK FERR
 motice Leave Vanderbilts Landing. Staten Inland, every hour tro
6 A . M. to 7 P. M. Leave fat of Whitehall-at., New- Xork, eve
DAY BOAT for ALBANY, stopping at the usu willheave New-York from the foot of Chamberast. every MO
DAY, W FDNNESDAY and FRRDDY, at 7 oclock A. ML, retarnin
leaves Albany everg TUESDAY, THURSDAY and SATURDAY JNITED STATES EXPRESS COMPANY-Ofic SUMMIFR ARRANGEMENTS,-UNITED STATES EXPRES
COMPANY Via New- York and Erio Rairoad, to Dunkirk, Butis

 Chicago and St. Louis, THE TELEGRAPH EXPRCSS LINE, mating a continuo
 companied by special messengers, arriving at New-Yorks at 3 P .
 REGULAR MAIL LINE viâ STONINGTON fo RA BOSFON, PROVIDENOF, NEW-BEDFORD and TAUM
TON.-Inland Route, without change of cars or detention, earryin the Eastern Mail. ThNDERBIIM, Cept. Joel Stone, and COMMO

 Th.
and eleganeamers are unsurpassed for strength, gafoty, speed, comf and elegance. The officers are experienced and attiontive.
The natural advantages of this route are superior to ayy other. B
ing shorter and more direct, the trip is more pleasantly and exped


 by accommodation train from Stonington an 7 A A . .
A Baggage-Master accompanies the steambat

## BELVIDERE DELAWARE RAILROAD

 B TRENTON, LAMBERTVILLE, MILFORD, \&c., to PHIL
 with Camden and Amboy Railroad st Trenton-
Retarning, leave New. York at 12 oclock viA Jersey City, or
P. M. via Amboy and Bordentown. Lesve Bordentown for Trento P. M. via A
at 5.45 P M


## MONDAY, JULY 17, 1854.

STATEN ISLAND and NEW-YORK FERRTY



DAY BOAT for ALBANY, stopping at the usuai willeave New. - Thrk ferl-known and fhavorite steamer ARMENA
 UNTTED STATES EXPRESS COMPANY-Office








 R BGULAR MATL LINE VIA STONINGTON for
 The stenamese $C$, V ANDERBIITT, Cept, Joel Stone, and COMMO-
DORE, Copt John G Bowne, in compection with the Stomint

 P. M. P. OE.

Thaese ateamers are unsurpassed for strongth, gafoty, speed, comfort
and delegance. The oftlicers are experienced aud attontiva.
ithe Inhe natural advantazes of this route are supperior to suy othor. Bo.





 For passenge, bertha, state-rooms, or freight, appications mas be
made at Pier Mo. 2 M . R., or at the office. No. 10 Battery-plece. B ELVIDERE DELAWARE RAILROAD-


Leave Treaton (up) 920 A. M. and 6 . 10 . M . M . M.
 With Camien and Ambor Railroad at Trenton,
Returving, ieare New- $o r k$ at 12 ocelock via
 at 5.45 . M .
There is no
There is no line from New. York early enough to cenneot with the
first train from Trenton to Phillipehurg.

CENTRAL RAILROAD OF NEW-JERSEY.-





CAMDEN and AMBOY RAILROAD to PHILA,




## FLMIRA, CANANDATGUA and NIAGARA FALLS









[^2] OTHER ROUTE BYSTEAMBOAT ONTHE LAKE-TOCHI CAGO and St. LOUIS-MICHIGAN SOUTHERN RATLROAD LINE-(Carrying the Great Western United States through Mail)-
Pasengera can be ticketea throngh to all points west and southwest, Passengers can be ticketed through to all points west and southwest
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Reople's Line Steamboats or Harlem Railioai, connecting at Buffal with the tow-pressure steamboats EMPIRE STATE, J. Wilson Commander; SOUTHERN MICHIGAN, A. D. Perkins, Comman der; NORTHERN INDIANA, I. T. Phentt,Commander; and comnecting at Dunkirk with the steamboats NIAGARA, Capt. Miller; KEY STONE STATE, Capt. Richards; EMPIRE, Capt Mitchell; LOU. ISIANIA, Capt. Davenport, Aira, connecting at Buffalo and Dun
 Bloomington with Chicago ani Mississippi Raiiroeds-by caling at the Company'soffice, No, 1233Bronadway, corner Dey-st, New- York
L. P. Duntow, Ticket Agent.

HUDSON RIVER RAILROAD.-SUMMFR AR-
 Express Train, 6 A. M. , through in four Lours, connocting with




The Tarytown, Peekskill and Poughkeepsie Trains stop at all the
Way Stations
 Stopping at all Way Stations ERENCH, Ganeral Superiutendent. IONG ISLAND RATLROAD-SUMMER AR-



 NEW-YORK and NEW-HAVEN RATEROAT.-




 Fror Accommodation triain of the Now. Haven, Hartford aud Spring.




 Grom Norwalk and Port Chestor-Special Accommodation trains
from Morwalk ar 6 A M. Mry from Port Chester at $5.30 \AA$ M. and 8.50

NEW-YORK and ERTE RATLROAD,-Passenger

 ${ }^{\text {tions }}$ Way Expreas at 12.45 P. M. M. for Duakitrk.

 Night Exx rees at 6 P. M. . for Dantirizk and Bufalo. On SUDAX only one Expreses Train, at 6 P.M. stenmers on Lake Erie for all ports on the Lakes and at sionild
 NEW-YORK to the WHITE MOUNTAINS DI-EW-YORK to the WHITE MOUNTAINS DI-


 NEW-YORK and PHILADELPHIA and the





## Early Washington Post Offices

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; Steilacoon, 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, 1852.

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. Konwiser, 181 Claremont Ave., New York. The data can be used in the U. S. Stampless Cover Catalog.

## Postal Markings

## 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 avocation 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 vs. <br> <br> Philatelist 

 <br> <br> 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 Pbilatelist?

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 50 c 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 WAYTHE 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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56 TH 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,


# The Stamp Parade 

## Center Cancels and a Bouquet to Elliott Perry, Himself, Occupy Jed Jones in This Fifty-second Spasm of Philatelic Ramblins

WELL 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 sugrestion ir The Stamp Review תf March 15 to make up a page 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 saysh "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.

You 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 Crase, 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 Jons claims for me which I and I knew nothing abs think I understandt tl

No doubt you rear April American Philat unwilling and uncomfor to, altho not as a pr: Lodi covers to me and in a correspondence sc the subscription list

If you put two ar to four.

Try inserting "g on page 1289 of Pats paragraph on that pagt


SINCE 1915

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 understandt 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,


## April 21, 1941

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

My dear Stanley:
I received your letter of the llth 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 $1 \notin 1851$ 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 $3 \phi 169$ s 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\% 151 s 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, $r$ an on to several of them, including Carl Smeltzer. Carl owns twenty-one farms and there

## Dear Stan:

Who IS this Colson of Boston you mention anyway? I know of a certaindealer, "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 hama a "minor" dealer because he has never even tried to sell me a Cape Triangle, a Poland No. l 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 y 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,

W. C. MICHAELS.

Encl.

Philatelic
Consultant
Mounting
Lettering
Examination


Publisher-
"Pat Paragraphs"
The Philatelic
Reference
Library

October 15, 1941
Deat Stanley, I
After reading Brazer's chapter in your Vol. XI very carefully and also the reference to the $6 c$ design in your letter of Sep. 23rd last, I am very doubtful if the le design was made first. In my opinion the $6 c$ die proof is from a duplicate die which did not have the lay-out lines because it was intended to be used for the 6 c plate. It is also my opinion that the lc die proof showing the lay-out lines was originally the first SIX CENTS due 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 lc 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 6 c stamp than a lc when the 1851 stamps were being prepared. Before the stamps were issued he changed his mind and the 1c 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 possile 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 bel\&ieve, the stamps prove that.

Corrected page proofs up to page 182 of the Essay book have been
received.

# 434 South Grand Ave., Fort Thomas, Ky. 

Nov. 1st, 1941.

Mr. Rlliott Perry, Box 333,
Westrield, N.J.
Dear Elliott:
In a letter just recelved from Clerence, he stated he was sending a copy of my letter to the handbooir comnttiee (regarding the $6 \%$ Essay) and that if they wishod to make any coment at the back of the book they could do so.

I do not wish the cormittee to quote rie on this subject. The argument is between Clarence and myself and not betwoen the Handbook Committee and me. I do not wish to argue this subject with anyone but Clarence and if he sees ilit to let it slide, by simply stating that he is right and I am wong, then it is $0 . \pi$. 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 subjoct.

Re - the Hessel palr. In a recent letter you stated that jou believed a person could have purchased a pair in New Orleans, to have gone to Mobile and nalled a letter from there to a street address in New Orleans, put a 341851 and a pair of Franklins on the cover, and could have thus prepald camiler service in New Orleans.

Now what I ask is this. Why couldn't a person in Gonzales, Texas have put a palr of $1 \% 1857$ on a double rate lettex addressed to Now Orleans in Apsil 1860 and thus have likewise pald the caniler service in $J V \mathrm{w}$ osleans?

This couldn't have been a "rogistered" as you suggested, because it was surely more than a singlo $3 \%$ pate, a large courct envelope with a deposition. Now I realize fully that this envelope does not prove conclusively a peopald carnier foe 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 Gonzaies and was malled at the conzales P.O. The writing on the back proves this. I am again enclosing the photo so that you can take another look.


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 $\neq$ changed to ONE CENT" would have been stricken out by him if such elimination 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 refefence, 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 6 c plate and therefore did not have the lay-

- out lines. Also that the layout lines which appear on the ONE CENT die were those which had been placed on the original SIX CFNTS 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 $2 \times 3$ 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 p\&receded the ONE CENT. CleMnece 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.

Hov. 5, 2042.
Mr. 12110tt Porry.
Bor $333^{3}$
Fostetiola, N.J.
Dear 3111ot t:
Yours of the 3ra recelved, regarding the 6\%. Essay. Yous theory scen to be as follows: That the oxiginal die with the guide lines had a labol reading, "Six Conts" and that tho oritginal itsole was aftormards altered and the label changed to read, "One Cont." Hovever, bofore the alteration was made on the orlginaz, theancior was tairon from the orifinal (with guido 1 inos and labol of " Six Cents") and a leyodown or duplicate dio mede. Therefore, ous present proors of the 6\% Rssay came from a direct transfez of the original die berore any alteration of the label was made, and the only dicference is that the guide 1 ines wore romoved bofore making the lay-down.

If the above process vas followed, as you and clarence elaim that it was, then the original die had to be case hardenod in order to make a tranefor roll reliof, and $12 k$ mise 11 It was artormarde altered to read, "One Cent, it had to be reduced fron a havdened state to a sóft stato. After this was done, the "Six Conts" had to be entirely removed on the orisinal plece of steol and a new label ontirely reeongraved, reading, "One cent."

Would it not heve been much eafer and nore simple to heve taken up a treanefor of tho original, and on this pelies to have romoved the labol with "Bix Conts," then have transiorred a lay-down with a blank Iabol, and on this dupileate to havo ongraved the label readings "Ono Conto"

If the Brazer thoory is corroct, then it does seom strange to me that they would have made the alteration directly on the original, die and run the chance of seriousiy inguring the master design.

I think it 29 more lostcal to assume that the original are had a labol of "One cent," that a tranafer was taken from thls $1 \% \mathrm{die}$, and on this rellef the gilde lines were renoved, and also tho label reading, "One Cent," that a lay-down was trensforsed and on this lay-down the label was ongraved reading, "Six Conts." From this layedown, the 6f Bsøay proofs osiginatod.

I might add that I have studiod evory $12 n e$, dot and dash on both prooss of the $6 /$ Eessey and 14 die proofs and if I wanted to go along with the Breazer theory, I could perheps show clarenco cestaln points to confirm his thoory that he nover oven noticod. But it coes not pay to jump to conclusions and take it for grantod that certain thinge happenod which in fact did not happen. Bvidence may seom conclusive when certain unknown factors are not telken into cons1deration.

Doos it soen logical to you that the label on the original die itself
was changed from "Six Conts" to "One Cont?" This is all I want to know.

A1though I saw tho if 1851 Dle at Waghington in 1923, I don?t recall what it $200 \%$ 2iko. If it is the osiginal with the guide $21 n e s$ thon it should be a siuple suattor to flnd out whothor the labol was changed directiy on this plece of steel. Such an exsenination by expertes at the Bureau vould doubtless sottle the question.

I an more concorned with this angle than with ang statement in the handbooks. Howover, I do marvel at the wledom of the Handbook Comittee, a comnittee winich sets itseli up as a Court of Lest Resort. Rather pominds me of H. R. Harmeris opinion of the Kapert Comittee of the Royal Philatelie Society whose oplnions he consideres as final.

Inaemulh as there is still some queablon as to which design was the original, 1.0 ., the $1 /$ or $6 \%$ and that $1 t$ is barely possible that tho question can be derinitely settled by a thorough investigation at Was ingtong I do not think that it was within the province of the Countitee to pass final jucignont on this controvergial point. Is the Handbook Comittee of the A. P. S. also an Jxpert Comatteo? Suroly Stowell is no expert so it would appoas that ITal2 and youreols coinpride the two experts on the Cominttoo, and so far as I am concermed, I do not cons2der that elther one of Jou aro competent onough to pass ilnal judgmont on this subjoct.

I am not talcing the position that I am positive that my theory is correct and that Brazer is wrong. but meroly that at present, I boLleve I an right and that he 18 wrong, roserving to myeelf the pight to chango ㅍy opinion if it can bo show thet an alteration was mado diroctis on the original die. I heve nover comented on this point In print and rather than 60 so I pormitted the Brazor theory to go unchallenged in my boois.

Chase 111ugtrated the 6f Essay in his book (page 27) and stated that 2t was probably made from the One cont.

I to not thint that it was oven contomplated In the spring of 1851 to
 and a 22\%. There was a dolinite rate of postage sixed at $2 \%_{9}$ yot Brazer would have us belleve that the Pall.G. did not at isrst contemplate a stamp of this valuo. How very strange. Further, I do not think it was considered nocossary as oariy as the Spilng of 1851 to provide a $6 \ell$ staup ssmply for the Callsomnia pateg any more than it was contenplated to provide a $24 /$ stamp solely for the Buitish mate. $A_{B}$ the volume of tho Califfornta man ineroased aftos 2851, I thinte some consideration was given to issulng a $6 \%$ st erp and that M.O.O. Cis Co. took an old poll of the If and aade lay-down on whleh the vel ue was alterod to $81 x$ Conts but the $1 d e a$ was dropped because of the plan then in mind to issue a 6 \& stanpod envelope which no doubt vas conside ered an excellent substitute for a $6 \%$ stamp. In addstion, tho fact

Wr. R1110tt Perry, Nov, 5, 1941.
that the design was so sinilar to the if 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 $6 \phi$ 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 Brpert Committee, known as the Iandbook Comittee concurs in the Brazer theory.

Is this not the samie as Luff $2 t d_{\text {, and a charecterlstic of Luffis }}$ which you have severely criticised? By this I mean, stating one's own personal and unproven thoory as an actual fact? Luff invented the "Promieres Iesme" out of pure air, yet he stated as a positive fact, that the Premseres as a soparate iasve "were issued." He did not produce one bit of evidonce slmply stated as a fact, these stamps "were issued."

Maybe I am mrong maybe Prazer did not state his theory as an actual fact. On page 46 of my book, he stated, "It appears" and also "tims indicating."

From your lotter, I essume that he was more positive in the now handbook and stated thet the value labol was changed to "One Cent."

You stated that the "facts" which were available to the Handbook Gormittoe soem to agree with Clarencels Idea. What do jou mean by facts? Didatt you really mean that the argument put up by elarence seemed more logleel to you and you alone and that you acted for the Cominttee? I state this because I don?t think thet stowoll knows anything about a problen like this and further I seriously doubt if Arthux flall is suffieiently Interested to devote any serlous 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 1 , that there were dots and dashes on the $6 \%$, honce this was all the proof necessary to preve conclusively thet the clots and ciashes on the $6 \&$ had boen romoved to malre the if, honee the $6 \%$ wes the original. I suppose if anyone auggested that the $1 \%$ was the original, that it had no dots and deshes and that these were added to the aitered. design of the $6 f_{9}$ that it was simply absurd to consider any such an impossible theory. Braser should remember one thing, that in transferring a design to a duplicate, it is possible to convert a ine inne into a heavy and broader line, but it is not posisible to transfer a broad heavy ilne into a very fine one, unless of co urso the broad heavy line is erased and a ilne one substituted.

This letter is to you personally, not to the Hendbook Committoe, and it is urpitten to you simply as a protest to this thing of stating
\#4.
Mr. Siliott Perry, Nov. 5, 1941.
mere theories as facts. I reserve unto myself the right to state my theories as facts but you have gone on record as opposing such prectices. Luff did it, so I think I have the right to do the same thinga but I disiske to see you approving of such sturf.


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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 CFNT 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 wthout 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 thim to decide what to do and take the responsibility for doing it. They $\phi$ did not shirk that responsibility. However, the Committee Comment is made as a suggestion rather than as a definite statement of fact. I suppose someone will damn usfor not being more positive.

It seems perfectly logical to me that the $6 c$ 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 6 c just like it would have even been contemplated. Having decided not to use the $6 c$ there was no reason why thet design should not be ysed 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 sifficient 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.0. Department 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 $6 c$ end of the argument, and regard the $1 c$ 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 obviausly 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 Comittee 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 Cominittee 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 positon where they had to make a decision. I believe the Comment they have made does not lack proper dignity.

Whitney letter enclosed, O.K.


$$
434 \text { South Grand Ave.. }
$$

Port Thomas, Ky.
Nov. 10, 1941.
H\%. B1110tt Perry,
Box 233 ,
Wostfioid, IT.J.
Dear E1110tt:
Yours of the 7th recelved. If you are not following the Iuff pattern then I miss my guess.

First - You do not think it was logieal to assume that the If came berore the $6 /$, honce you pelleve the $6 \rho$ design was the original.

Second - Beltoving this theory, then whet evidence we heve must be made To IIE Into that theory, and in order to do so, an unknown quantity has to be inventod, viz., an original die with guide 11 nes and a label peadinc, "Six Conts. I supposo if it was neccessary to ade othor suppoaitions to fit into the theory, they could very easily bo inventod.

A prise invention is ereated, viz., a ruthical 6\% die with guide lines. This was handened, and two reliers wero taken from it. On one the guide 1lnos wore nowovod and a lay-dorin transforped, and from this lay-down we get out proofs of the $6 \notin$ Essay. On the second rellef the guide 1 ines were not removed, but the label "Six Cents" was renoved, then a laydown was transforred and on this lay-down wes engraved a labol reading, "Ono cent.

Now wouldn't tho evidence that we have, in the shape of $6 \%$ proofes and 1f guide line die proofs, have been much better if the evidence was geversed, that is, guide lines on the $6 \ell$ and no guide lines on the $1 d$ ? What a pity it mas not this way.

Porsonally, I can't liagine why they left gulde lines on the altered label If die and removed these guide lines from the pelief which transforred the lay-down of the 6中 Essay.

You do not bolieve it is at a 11 logical to assume that a $6 \ell$ stamp was contemplated that would have the same design as the If then in use. The Id was blue, but suppose the $6 \frac{1}{}$ had been issued in a carmine or a green would the public had confused the two stamps?

Great Britain at this time hed in use a one penny red brown and a two
pence biue and the designs were identical except the label values,
You seem very positive in sour beliof that we wouldn't even have con-
templated dolng what dseat satain had done and wes still dolng.
In all fairnegs, is it the risht thing to do to assume that the P.O.D. did not even contemplate Issuing a 6\& stamp of the same design $s$ tho $1 /$ ?

Let mo ask you this question. Youe theory is that on a rolief taken up from the mythical 6f ale, that the label was removed and a lay-down was transferred without e label. On this lay-down the "label "one Cent" was engraved. Now if this theory of yours is correct, don't jou thintex that the $1 \not \subset \mathrm{Die}$ at washington would show whether or not this ongraving had been done directly on this plece of steel? Naturally, I am going on the theory that the if die at llashington is the same die on which the "one Cent" labol was engraved.

Don't you believe there are expert engravers at Washington who could definitely determine whether or not the ly 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 $6 \not \subset$ 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 triol

## \#2.

Mr. 21110tt Perry, Nov, 1.0, 1941.
We base our assumption that a $I f$ was contemplated before a $6 \ell$, because there was a definite l\& rate for (1) drop l.etters and (2) printed ciroulars. Here was a need for a stamp to serve all the population of the country, whereas a $6 \%$ value was required principall for Callfornia mail. I can't imagine why the P.ll.G. would not have considored the isbuance of a lif stamp rigat froin the boginning, that is, as soon as the law was passod, estabilshing a $1 \%$ rate for drops and eirculars.

How I may be ontirely wrong in misjudging you and if so, it is not intentional. but as I understand your asgument, the only peason that you advance is slimply this - It is highly 1110 gical to assume that the P.D.D. would have even contemplated issuing a $6 \%$ stamp which had a design so sinilar to the then current lf. Am I right, is this the sole argument on which you base Jous whole theory? Please set me Ilght on this point.

In my argunent I don't sce 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 If value was much wore in need than a value to pay a special rate to Califormia. It scems logical to me to assume that leter on some thought was givon to issuing a $6 \%$ stamp to meet the demand for the Callfornia rate and that the 6 \& Sssay was made from the $1 \%$, but no plate was ever laid dow. I might even be so bold as to guess that the idea was abandonod bocause of the decision to issue a 64 stamped envolope.

Just ina gine this. Congress passed a law providing a If rate for Drops and cipculars and accordtng to your thoory, the P. . G. didn't intond at flrst to even issue a stamp of a lowor value than $3 \%^{\circ}$. He must have known that the shore to ship rate was 5 多 and how was this rate to be prepaid by stamps unless he fiade it possiblo to do so. Ve also had other pates which pequired $1 \%$ stamps, as for example the $20 \%$ rate to France. How could this rate have boen prepaid with $3 \phi-6 \phi$ and $12 \phi$ stamps?

When you intivate that your trio is much better infomed on what the Department contempleted early in 1851 than those who hold to the theory that the $1 / f$ preceded the 6 is of course just youn opinion. It is possible you are right and it is possible such an assuraption is not true.

Fou stated in your lettor. "Considering all the facts I now have, I would gladly hold up the $6 \ell$ end of the argument. May I remind you Elisott that you have not prosented even one fact to hold up your ond of the argument and noither has Brazer. In नis chapter in my book, he stated. "It appears" and "this indicatinge"

Woll it certainly did"appear" to John Luff that there was a "First Issue" In 1861, because the mere exlstence of the Premiere plates "Indicated" sample staups had boen Issued.

Iuff had much more circumatantial evidence to "indicate" a Pirst Issue than you have to "indteate" that, the 6\% Sssay came frou a lay-down which was a transfer from a Hythical osiginal which jou yoursole ine vontod.

Is it right to criticise Iuff for his mythical inventions and then to turn around and do the sane thing yourself?

In my lotter of the 5 th, I asked you if you believed that a heavy Ine on an original could be transferred into a fine narrow line (without alteration) on a lay-down, but jou entirely ignored this point. I guess it is right to assume that those who drantenththeir own theories,
who even go so far as to invent a mythical die, cannot be bothered with the transfomation 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"

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Reference
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November 12, 1941
Dear Stanley,
The question at the end of your second paragrpah on page 2 of yours of the loth 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 reaćhed on three goounds; first that the P.M.G. would not have considered a 6 c 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 Lufi's methods I am content to let philately as a whole decide whether those who have assumed without proof - that the le 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 le die was made from the 6 c .

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 $6 c$ die indicates an intention to make a plate and this accounts for the absence of layout gines 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 le die proof were used to layout the design on a lc die - an original lc frame?
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 cont 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 ane going to advance the same theory. Before dolng so don't you think it would be better to give this point a little further consideration? I think I can prove conclusively thet the 6\& was made Prom the 14 , and not as you belleve that the 14 was made from the $6 \%$. In fact a careful study of die proois of the if and the 6 d show that the Id was the original and that the 6 d was an altered lay-down. Now there should be no trouble whatsoever in establishing the truth, because the orlginal id die is still in oxistence at washington and can bo examined. If you cannot examine it yoursele, I am sure you could havo ono of the ongravers 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 woll 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-dow, but a wido heavy inne on an original die cannot bo reproduced as a fino hair line on a ley-down by the simple process of transfer. Whet I mean is, no alteration.

I thinis a careful study of the two proofs will demonstrate beyond any qestion 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 if die but were added to the lay-down of tho $6 \phi$ essay. Their presence on tho $6 \phi$ doos not prove that they were on an original die and were removed from a layedomm transferred from the orlginal. I could point out to you other very important feetures of the engraving on the two dies which I believe could not help but convince you thet your theory is in error. If jou would like to have me do this, I suggest that you send me the very finest improssions you have of the lf die proos and $6 \%$ ossay 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 $1 \phi$ and I think I have photographs in my brain of every $11 n \theta$, dot or dash of the original design. When I put a glass on the $6 \%$ essay I cannot help but see certain things which porhaps others might miss.

You made a rather positive statement on page 46 , and if your theory is wrong I know you w 111 welcome the opportunity to correct it.

With my kindest pegands.

## CLARENCE W. BRAZER

## Philatelist

## U. S. PROOFS \& ESSAYS <br> EXCLUSIVELY

## MEMBER

American Philatelic Society
Collectors Club-New York

415 Lexington Ave.
NEW YORK CITY

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Stanley B. Ashbrook,
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    434 So. Grand Ave.
        Tort Thornas, Ky.
    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 cate-
log and I dim 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 send-
ing a copy of your letter to the Handbooks 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

## 434 South Grand Ave..

 Fort rhomas, Ky .Nov. 1st, 1941.

## Wh. Clarence W. Brazer, <br> 415 Lexington Ave., <br> Wow Yorlt, N.Y.

## Dear Clasence:

Yours of the 29th received. Porhaps you have forgotten it, but when you sent me the copy lor your chepter in my One Cent Book, I wrote you thet I disagreed with Jour theory on tho $6 \%$ Pssay and advised you to change it but you told the I was wrong so I Iot It go at that. I hnve no wish to get into an argument on this subject so I am whiting Fillott not to make any mention of my viempoint in tie randbook. If any coniment was to bo made, it ahould havo been made by you and not by somebody who is not familiar with the suibject or is not competent to judge compeatiy.

I have a very good copy of tho 6, Essay and also a 100 die proof of the if but in oxder to show you the points I had in mind, I. wanted to make my photographs flyom the exaot proofs you had stuelot.

Why way I ask are there guide limes on the I\% die and no guide Iinos on the 6\% essay? If the 6 f was the original and the 14 was an altered duplicete, why put the guide lines on the $1 / 6$ ? The 64 Wesent which q have shows no mide itnos, which I asmumed wore memoved from the transfer roll taken from the If dje which I believe was the orlginal. Perhaps jour 6\% Essay shows more than mine tioes.

Perhaps this question as to whi ch was the original die dies not mean very ruch to you but it is important to me and to othor students of the 24 l65l simply because, if the i\% was not the original diegign as Jou ol ain, wo cortainty woutla l1ke to know the truth.

I do not think such disagreements should be alred in the philatelic press but rether betweon those who differ and in the friendilest of spsrit.

In the next mumber of the stamp speaialist, I will heve an article on the Premiores cravures of 1861, but in this amticle I made no reference whatsoever to the difference in oplni ans you and I hold on Various subjects pertbeining to the 1861 㫙ampe and sample labele.

You stated, your case in the July C.C. P. and I am stating mine in the next speolalist. Collectors who are intorested, can road both vorsions and dratm their own conclustons. I think this is moh the more dignifted way to handie such discuestoms.

# CLARENCE W. BRAZER <br> Philatelist 

U. S. PROOFS \& ESSAYS EXCLUSIVELY

Tel. VAnderbilt 6-1777
File Number 484

## MEMBER

American Philatelic Society
415 Lexington Ave.
Collectors Club-New York
NEW YORK CITY

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Stanley B. Ashbrook,
    44 S. Grand Avenue,
    Fort Thomas, Kentucky.
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Dear Stanley,

Your letter of the first arrived durine my absence from the office, since llrs, 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 mu paper recontly published in the Collector's Club Philatelist, you will note that in order not to appear arsumentatite 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 privileg$\mathbb{e d}$ to enter their own Comment just as an editor sometimes does in newspapers and magazines. While in some eases such Comments mayr Weaten the author's position, it is something to which we must suboit, 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 refermed to such more extensive detailed Writings. In some eases I had to support my listings by reasons to the Comaittee, and the information given therein, may or may not be used in their Comment, pending on whether they agree or disagree with iay reasons.

All of the 1851 6\& essays which I have seen, are trimmed so ciose 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 $3 \notin$ design. The 12 , 6 design was later suminitod as an essay in a miniature sheet of assemblad die essays, mior to adding the small erosses in the lathe worle. It seems like a natural implication that a $6 \%$ stamp was then contemplated, thus providins for single, double and quadruple rates. I personaIIy believe that the I\% rete was later discovered necessary, though of course this belief is unimportant.

I believe there has been too tuch writing about guesses and theories unsupported by facts, which when the actual facts are discovered matr be found to heve mislead philatelists. Thece has also been entirely too much ariticism of serious students. breryone 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 fadt, but feel no obligation to accept an opinion unless it is supported by convincing reasons. Arguments and controversics are theroford discouraining Writings by serious students, and tend to weaken the standing of ing of an authority built up by years of careful writing. as a only should be stated fimiy, and that where any doubt exists and opinions are expressed, the the of such words as possibly and probebly are important to save future discomfiture.

The above statement of my position is given as the reason why I refused to be led into insertins controversial history in my book, without clearly stating my belief or opiniomuith reasons, others, I am human, and may have erred in following these principles to which i try to adhere.
you seen tery ? read your article in the forthconing Stamp Specialist. Since the publication of my paper in the July Colleotor's Club Philatelist, I have been convinced that at least one of my opinions was wrons? beliefs may contribute to determining the truth as well as to exciting other students to contribute their opinions and lenowledge of facts, so that a hore or less accurate history will eventually be avoilablo. several students have since begun to study this 1861 24d stann, and thein indiass are interesting.

With very Kind personal resards, and best wishes, believe me.

Cordially yours,

Clarence had nothing to do with the Committee Comment on the SIX CBNTS 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.


## 434 South Grand Ave., Fort Thomas, Ky.

Jan. 6, 1942.

Mr. Harey I. Lindquist,
2 .1. 46th st.,
New Yorlc, 10.7 .

Dear Harsy:
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 heve 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 68 " and its cormection on the If 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 Id to the $6 \%$.

In othor words, it is not a eompection, if the id is the original, and it is a flaw on the 6k, which was a secondary die. You might cell special attention to this point as perhaps a minuto examination with a glass of the I\& die would undoubtediy show if a correction was made on the It 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 jou on Monday. I Will send you anothor copy of the Bulletin if you would like to hevo 1t.

I do not like Perry's arbitrary method of inserting in Brzer's handook, his theory as a fact, and I would be more than pleased if I could prove that he was wrong.

As I previously wrote Jou, I made Brookman and Kimble promise me that if it was decided to reprint Brookman's article on the 1847 Issue as an A.I.S. handbook, that they refuse to permit Perry to insert any of his damed comments. I also wrote to Elliott egarding this because I did not want any misunderstanding. I infomed. him that I had no objection to his comments if he vould 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 ilt and would not enter into any arguments regarding same. In other wods, only his comments would be permittied. Now, I do not intend to iot him get away with such stuff even if I have to force his resignation from the Complttee. I think I can undoubtedly count on Kimbie's support.

For the above reason, I would love best in the vrorld to prove that he is wrong on the 6\% Essay, and I do hope jou will give me all the help jou can and see if we can't get at the truth. If the Brazer theory is correct no one could possibly be mone intorestod in the faets than I am. If I have been wrong on any point rogarding the Id I want to know about it.

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 eraw, "only one copy known." Sounds like the Knapp lod so he might take a chance.

Re - the Bulletin. Did you note my seference 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 coment on a number of fakes in the sale and he refused to do so.

As Carhart is a member of the Group, I an wondering what he will think of the Bulletin. What is your guess?

Best regards.

## Die $\mathbb{1 8} 89$

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 Lay-down taken from an original, or Master D2e?

Photograph \#1 is from a proof on India, in black ink, which we have consldered as an impression from bie \#89. Some authorities claim that this proof (\#1) was not from the original die, but was from an altered lay-dow of the original.

Photograph \#2 is from what is known to philatelists as the

> 6f Essay of 1851.

Proos's of the 6f Essay are scarce and only fous examplos are known to this writer. All four are on Indsa in a very dark brownish black ink, and all four are trimmed close to the desien and mounted on thin card.

It is claimed that the $1 \%$ Die \# 80 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 1ay-dom transferred from tho Erimmed roller, a new label was ongraved reading,
"One Cent."

Other authoritios dispute this theory and contend that the one cent Die (as per 72) was the original, or master Die, that is, that on this original block of steol tho ongraver, ongraved the original design, and as ovidence of samo, call attontion to the original guide lines, etc.

Therefore the question is, which design came first, was the Cne Cent the original, or was the $\$ 1 x$ Cents the original? Is the id an alteration of the 6\%, or is the $6 f$ an aitoration of the Id?

Photograph $\# 3$ is from a $1 \%$ pie proof in blue. Compare this enlerged exhibit with the 6\% Essay (\#2). It will be noted that no traces are shown of the guide lines on \#2 at $A, C_{p} D, F, G \& H$, as on exhtbit (3. The dots "B" (center bottom) and "J" (center top) on the iq Die are missing on the $6 \phi$ proof.

Photograph $/ 44$ is the same as $\# 2$ but not printed as doep as the latter.
Wote photo 11. If this proof was struck from a lay-down why was it necessary to take up on a relsel all of the engraver's gulde 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 secondery Die, which was to be the iasster die for the 14 stamps? This does not seem $\operatorname{logical}$ as these gulde lines would have to have been removed from all succeeding relleis taken from the if Die.

It seens much more logical to assume that the $1 \%$ Dio was the original, and that the 6f Essay was a secondary die taken up from the i\% original with the label changed to "Six Conts." Those who claim otherwise point to the row of dashes on the $6 \%$ design, below the bottom label. It will be noted that these dahses do not oxist on the id design. It is claimed that these dashes wore on the original engraving but were left off of the altered die reading one Cent.

Contrary to such a theory others clain that the if was the original,

## \#2。

that there were no dashes under the "One Cent" label, and that the dashes were added to the design whon the original labol was changed to read "Six Cents."

Note photo 13 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 id that this Ilaw was comected. NO I\% Die proois or id stamps show this "£law."

## The 1851 Tssue

The $\mathrm{A}_{\mathrm{c}}$ of March 3, 1851 made a change in the rates of postage offective July 1, 1851, and required a new issue of stamps. The Drop lotter rato was id, the printed circular rate was 16 , the single domestic rate was $3 \%$

On July 1, 1851, three new postage stamps were issued as follows:

$$
1 \psi-3 \psi-12 \%
$$

At this poriod, the great majority of our forelgn mail went to areat Britain, and the rate was $24 \%$, hence the $12 \phi$ stamp was for quadruple domestic, with a pair paying the English rato.

The prepald rate to Calfifomia and the far Pactilc coast was 6\% but In the Spring of 1852 , it was not considered necessary (?) to issue a $6 \%$ stamp, any more than it was considered necessary at that time to 1ssue a $24 \%$ stomp for the mail to Great Britain. Those who contond that the 6 If Egsay was the original dosign advance the theory that after the passage of the Act of Mar. 3, 1851, the Postmaster General ordered from the stamp contractore stamps of three values as follows:

$$
3 \%, 6 \varepsilon, 12 \%,
$$

and in pursuance to such an ordor three dies of the above values were engreved by Messrs, Toppan, Carpenter, Cas1lear \& Co. It will be noted that this theory aid not contemplate a stamp of a value of If. This doos not seom logical bocause it hardly soems possiblo that the P.I.G. would have ouitted to provide the public with a if stamp to propay Drop lettors and circulars.

Those who claim that the 6f Essay was the original, advance the theory that after this DLe was engraved, the P.ll. Goted the omission of a 1\% value, and orderod the accopted $6 \%$ design changed to i\%, No plates were ever laid down, so far as we know, of the 6 \& Essay.

This writer does not belleve that the $6 \%$ was the original design, nor do I belleve that tho 6\% Bssay die was ovem made in 1851. It soems much more logical to assume that some thoucht was given to the issuance of a $6 \%$ stamp during the middle part of 1852 to prepay the 6\% Fate to Califormia, 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 os Co. vent ahoad and made the 6f Essay die in the sumner of 1852 but the matter of Issuing a 6f staunp was held in abeyance and no plate was transferred (?). The 2dea was abandoned because Congress in August 1852 passed an act providing for the issuance of our ilirst stamped envelopes of which two denominations were ordered, viz.

$$
3 \notin \text { and } 6 \%
$$

There seems to be little doubt that it was thought that the 68 envelope would answer all the requiroments for the Califormia rate of 6\%, hence no urgent noed for a $6 \%$ stamp. This rate of $6 \%$ romained in offect until April 2, 1855, and during this time a $6 \%$ stamp was not issued.

Regarding the if stemp. This starap was in use from July 1, 1851 unt11 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.

## 綉。

In the ten years in which it was in use, twolve 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 hoavy dot. This dot is found on the $1 \%$ die proof (photo \#1) but is ebsent on the 6/ Essay (photo \#4). It is of interest to note that all ten plates of the id from \#l to / 10 did not have this dot, whereas all stemps 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 lasd down until along about the middle or late sumen of 1860.

Thus we know that existing proofs of the $1 \%$ 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 lenow, is whether the id or the 6\% was the original design and it is hoped that expert engravers at tho Bureau will have no difficulty in dofinitely dotermining this point by a careful examination of the $1 \%$ Die which is registered as Die //89. Is this piece of steel the original metal on which the engraver, engraved the $1 \%$ design, or is it a lay-dom or a secondary Die?

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Stanley B. Ashbrook,
434 S. Grand Ave.,
Fort Thomas, KY.
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Jan. 6, 1942.

# The <br> "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 rgth 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 Philatelio 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 arieties, 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, le GREEN
A) Rich dark (blackish) green, clear printing, single $\$ 1.00, \$ 1.50$; block $\$ 4.00, \$ 6.00$.
B) Dull deep green, blurred printing, single $\$ 1.00$, $\$ 1.25$; block $\$ 4.00, \$ 5.00$.
C) Light emerald green, single $\$ 1.00, \$ 1.50$; block $\$ 4.00, \$ 6.50$.
\#529, 3c TYPE IV
D) Deep rich purple, $\$ 1.00, \$ 2.50$; block $\$ 5.00$, $\$ 10.00$.
D) Deep brilliant purple, single 65 c , $\$ 1.25$; block $\$ 3.00$, $\$ 5.00$.
F) Deep dull purple, single $50 \mathrm{c}, 80 \mathrm{c}$; block $\$ 2.00, \$ 3.50$.
G) Very pale violet, 50 c , $\$ 1.25$; block $\$ 2.00$.
H) Iight clear violet, 75c, $\$ 1.25$; block $\$ 3.00$, $\$ 5.00$.
J) Light violet, with offset on the back, $35 \mathrm{c}, 50 \mathrm{e}$; block $\$ 1.40, \$ 2.00$.
K) Violet on toned paper, 35 c , 50 c ; 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 or six, shers $\$ 17.50$.
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 ib . $55 \mathrm{c} ; 21 / 2 \mathrm{lbs} . \$ 1.00 ; 5 \mathrm{lbs} . \$ 1.75$; 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
STANLEY GIBBONS INC.
A. price

38 (M) Park Row
New Yorls, 7, N. Y. Ais

## The "Tandler" Forgeries

(Contimued 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 3 c 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, Weaverville
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 (shieldshaped)
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-

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| :---: | :---: | :---: | :---: | :---: |
| 109-13 | 17 | 324 | ...... . 17 | 409 ...... . 14 |
| 155 | . 20 | 327-8 | . 43 | 409a . . . . . 25 |
| 156 | . 03 | 330-1 | . 28 | 410 . . . . . . . 95 |
| 156 A | . 03 | 332 | . 24 | $411 . . . . .$. |
| 157 | . 03 | 334 | . 14 | 418-19 ...1.10 |
| 158 | . 03 | 335 | . 16 | 420 . . . . . 1.55 |
| 160 | . 14 | 347 | . 12 | B3 ....... . 10 |
| 161 | . 04 | 349 | . 26 | B4 ........ . 12 |
| 163 | . 04 | 351 | . 36 | B16 ...... . 04 |
| 164 | . 04 | 354. | used.2.50 | B17 ...... . 04 |
| 165 | . 03 | 356 | . 36 | B31 ...... . 80 |
| 167 | . 08 | 357 | . 12 | B44 ....... 18 |
| 168 | . 08 | 358 | . 16 | B45 ...... . . 25 |
| 171 | . 20 | 359 | . 04 | B46 $\ldots . . . . . .23$ |
| 176 | . 10 | 360 | . 04 |  |
| 182 | . 20 | 361 | . 06 | B48-55 ...1.10 |
| 186 | . 04 | 362 | . 06 | B56-58 ... . 25 |
| 187 | . 06 | 363 | . 08 | B59-62 ... . 32 |
| 195 | . 55 | 363A | . 50 | B63 ...... . 30 |
| 201 | . 12 | 364 | . 07 | B64-5 .... . 22 |
| 219 | . 23 | 365 | . 08 | B71-2 .... . 46 |
| 220 | . 04 | 366 | . 15 | B73 ...... . 81 |
| 222 | . 04 | 367 | . 16 | B74 ...... . . 75 |
| 223 | . 04 | 368 | . 17 | B75 ...... . 26 |
| 229 | . 20 | 369 | . 23 | B76 ....... . 30 |
| 230 | . 20 | 370 | . 20 | B77 ....... . 84 |
| 242 | . 26 | 371 | . 20 | B78 ....... . 26 |
| 255 | . 10 | 372 | 1.00 | B80 ...... . 21 |
| 256 | . 12 | 381 | . 23 | B81 ....... . 28 |
| 257 | . 40 | 383 | . 20 | B82 ....... . 20 |
| 269 | . 12 | 384 | . 65 | B83 ...... . 21 |
| 271 | .12 | 386 | . 21 | B84 ....... . 22 |
| 273 | . 12 | 387 | . 26 | B86-89a .. . 22 |
| 275 | . 14 | 389 | . 25 | B92 ...... . 21 |
| 278 | . 20 | 390 | . 27 | B94-5 .... . 22 |
| 281 | . 20 | 391 | . 60 | B96 ...... . 25 |
| 290 | . 24 | 392-3 | . 22 | B97-100 .. . 65 |
| 300 | . 60 | 394 | . 35 | B101-2 ... . 75 |
| 301 | . 63 | 395 | . 12 | B103 ..... . 25 |
| 304 | . 51 | 396 | . 10 | B104-7 ... . 83 |
| 307 | . 25 | 397 | . 15 | B108-9 ... . 83 |
| 309-10 | . 45 | 400 | . . 08 | B110 ..... . 20 |
| 311-12 | . 57 | 401 | . 09 | B111 .... . . 35 |
| 313-14 | . 35 | 402 | . 09 | B112-13 .. . 90 |
| 315-20 | 1.08 | 403 | . 15 | B114 ..... . 15 |
| 321 | . 26 | 403A | . 09 | B115 ..... . 75 |
| 322 | . 18 | 404 | . 07 | B116 ..... . 77 |
| 323 | . 16 | 405 |  | C6 ....... 1.10 |
| LEE | MP |  | reat Neck | New York |

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".
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# 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 so 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 $8 \mathrm{c}, 60 \mathrm{c}$ and 65 c 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 IIC to ${ }_{13}$ c, 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 I, 1941, indicating a IIC usage and a further copy canceled after this date used to pay the new I3c 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 "io" also in manuscript indicating the prepayment of a $10 c$ 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 25 th during the troubled times of our Mexican War it did not reach New Orleans until January 14th and finally reached Washington on February ist.

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 Ic 18 gI 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 Ic 185 I 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

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

By HARRY M. KONWISER



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.


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 $\$ 2.00$; $\mathrm{E}-\$ 2.25$ to $\$ 3.50 ; \mathrm{F}-$ $\$ 4$ to $\$ 5 ; \mathrm{G}-\$ 5.25$ to $\$ 7.50$; H- $\$ 7.75$ to $\$ 10 ; \mathrm{J}-\$ 11$ to $\$ 15 ; \mathrm{K}-\$ 16$ to 20 ; L-Over $\$ 20$ to $\$ 30$; M- $\$ 35$ to $\$ 50$.

## ABBREVIATIONS USED: BkBlack; C-Circle; D-Dated; DCDouble Circle; DO-Double Oval; Ms-Manuscript; O-Oval; SLStraight Line;

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 $40 \times 25$; Black)-F.
(Admiral - STEAMER ADMIRAL. FAVOR'S EXPRESS-Oct. 18, 1857. (Boston; 1857; C 35 ; 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) -K.
(Ariel)-U. S. M. B. ARIEL. (Pewaukee, Wis. ; 1914-16; Dated Oval ; Blue) -G.
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 date or mark reported.)
(Baltimore)-SHIP \& 5. (1860; SL; Blue)-D.
BALTIMORE AM. PKT. PAID. (1867; C; Red)-C.
BALT. \& FRED. STEAMBOAT. (1882; C 30 )-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; C 37; Red)-A.
BOSTON AM. PKT. 24. ( 1858 ; C 37 ; Black)-A.
BOSTON BR. PKT. (1850-62; Var. C-A-B.
Same 24. (1853-58; C 34; Black, Red) -B.
Same. (1858; C 32; 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; Ćrcle)-A.
BOSTON PAID. (1857; C 37 ; Red)
BOSTON PAID. (1867-71; C 24 ; Red) BOSTON PAID-1861. ( 1861 ; C 36 ; 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.
Sàme 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; C 30; Black, 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. GOODRICH. (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
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, 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 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. (CubaWilmington, N. C.; 1850; Year dated, double circle; Orange) - F .
F. \& BALT. STBT. (FredericksburgBaltimore; 1872; Circle; Green) - E .
(Fanny) - STEAM SHIP FANNY (Galveston, Texas; 1849; Oval ; Black) -J.
(Fanny Major)-BARK FANNY MAJOR. (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) -M.
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) -G.
GALL. DUB. DUN. \& MIN. PK. CO (1857-61; C 35)-G.
"Golden Gate Yacht." (Post \& Co. Calif.: 1854; SL)-M.
GOODRICH'S LINE, ONTAGON STEAMER PLANET. AUG. 23, 1865. (Detroit: C 33; Red)-G.
(Guide) - PER U. S. STEAMFR GUIDE. (Virginia-New York; 1863; Dated Circle)-H.
(Hall.) -STMR. W. G. HALL, HAWAIIAN 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 STEAMERS - STEAMER FORESTERJul. 9, 1860. (1860-62; C35; Black, Red)-G.
(Goodrich's Line) - G O O DRTCH'S LINE-1865--AUG. 23-ONTAGON -STEAMER PLANET. (1865; Circle; 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) -B.
HAWAIIAN - STEAM - SERVICE. (1862-64; Oval; Red, Purple)-E.
(Hawaiian) - G. P. O. H A W N . ISLANDS PAID ALL-10-18-75A. (1875; C 25 ; 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. (184751; C 30 ; Red)-F.
Same. (1851-57; C 34 ; Blue, Red)-F.
HUTCHINGS LAKE SUPERIOR LINE. (1862; Circle)-G.
(Illinois) - STEAMER ILLINOISLAKE SUPERIOR LINE - JOHN HALLARAN, Master-CHAS. ATWOOD Clerk. (1862; Oval; Black, Red) - H.
(Illinois) - STEAMER ILLINOISAUG. 6, 1863-DETROIT. (1863; Circle) -H .
ILLINOIS STEAMER DETROIT. (Detroit-Cleveland; 1861-63; Dated Circle)-G-H.
ILLINOIS CENTRAL RAILROAD

PACKET LINE STEAMER MOLLIE ABLE. C. P. WARNER, Master; W. H. RHODES, Clerk. (1862; 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 $50 \times 33$; Black, Blue) - G .
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.


# 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.

0F the 10,000 sets of Jacques 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.

GENE MARLATT of $6329 \mathrm{Sev}-$ enth 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 Manchukuo specialist, has just completed a notable series of articles on Manchukuan stamps which began in the June 1 issue of The Japanese American Reviete 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.

## U. S. ESSAYS and PROOFS AT AUCTION

Every U. S. collector will welcome this unusual chance to add fine proofs, at auction prices, to his album pages. 336 lots of U. S. Essays- 729 lots of U. S. Atlanta color proofs.

## SALE: JAN. 14, 15, at 2 P. M.

On exhibition now until sale.
Catalogues sent free.

## J. C. MORGENTHAU \& CO., INC. 1 West 47th Street <br> New York, N. Y.

AFRIEND 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 029 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 $1 / 10$ th and less catalog at the outset. There were nearly $25,0001 \mathrm{P}$. Montserrats, some $18,0004 \mathrm{P}$. and about $15,00010 \mathrm{P}$., 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.

# 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 $\$ 5 ; \mathrm{G}-\$ 5.25$ to $\$ 7.50$; H- $\$ 7.75$ to $\$ 10 ; \mathrm{J}-\$ 11$ to $\$ 15 ; \mathrm{K}-\$ 16$ to $\$ 20$; L-Over $\$ 20$ to $\$ 30 ; \mathrm{M}-\$ 35$ to $\$ 50$.

ABBREVIATIONS USED: BkBlack; C-Circle; D-Dated; DCDouble Circle; DO-Double Oval; Ms-Manuscript; O-Oval; SLStraight Iine; 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) J-K.
Same. (On Stampless Covers, See Cata$\log )$-J.
LAKE CHAMPLAIN STEAM-PACKET 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.
LAKE ERIE STEAMBOAT. (1851; Shield; Blue)-J-K.
LAKE GEORGE STEAMER MINNEHAHA. CHAMPLAIN TRANSPORTATION 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 \& MCBRIDE, Agents, Cleveland, O. (185861; Oval $50 \times 37$ )-G.
Same. (With STEAMBOAT and Cleveland Circle)-H.
LAKE SUPERIOR STEAMER NORTH SALE-B. O. WEST. B. O. WEST, Master, Cleveland. (1861; Oval)-G.
(Liverpool)-PAID LIVERPOOL U. S. PACKET. ( 1881 ; Circle; Red)-B.
MAIL ROUTE. (1826-28; Arc ; Red) -G.
Same (Phila.). (1828; SL; Red)-G.
Same (New Orl.). (1829; Arc; Red) -A.
Same (New Orl.). (1849-52; Arc or SL; Var.)-F.
Same (Southern Northward). (1852; SL $42 \times 5$; Black. Red)-F.
(Mail Steamers) - BY MAIL STEAMER FROM NOISY CARRIERS. (Calif. F Fancy; Various)-L-M.
(Marquette)-(See Pewabic, same style) -G-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. (Napoleon, Ark.; 1851-57; C 37)-H.
Michigan (Lake Michigan). (See Planet; See Lake Superior.)
(Milo)-SHIP MILO. (Boston; 181523; 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., 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.
NEW-YORK A. PCKT. 24 JAN 5. ( $1852-59$; C $35 \frac{1}{2} ;$ Black, Blue)-B.
N. YORK AM. PKT. ( $1851-70$; various types \& colors)-A-B.
N. YORK. AM. PKT. PAID. (185170 ; various)-A.
N. YORK. AM. PKT. PAID. (1865; C 25 ; Brown)-A.
N. YORK AM. PKT. 24. (1851; N. YORK AM. PKT. 21. AUG
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 32 $1 / 2$; 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. 30 . JULY 24. (1861; C 25)-A.
N. YORK. AM. PKT. 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 " 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; Circle; Red)-A.
N. YORK HAMB. PKT. (Var). (1858-67; C; Var.)-B.
N. YORK HAMB. PKT. 5. (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-(le)-D.

Same with DUE 7. (1852)-D
N. YORK U. S. PKT. 15 MAR. 16. (1854-67; C 32). (Also other rates) -A-B.
N . YORK 1 U. S. PKT. PAID FEB. 21. (1856; C 30 ; Red). (Also other rates)-B.
NEW-YORK AM. PKT. (1852-70; Var. types \& colors)-A.
NEW YORK AM. PKT. ( 1863 ; C 25) -A.
NEW-YORK AM. PKT. MAR 17 (1853-66; C 29, 31, 32; Black, Red)A.

NEW-YORK AM. PKT. 24 JUN 23. (1859-66; C 31; Black, Red)-A.
NEW-YORK BR. PKT. (Var; C 28 ; Red) - A.
NEW-YORK BR. PKT. 48. (1852-62; Circle)-A.
NEW-YORK BR. PKT. (1854-67; Var circles \& colors) -A.
NEW-YORK FR. PKT. PAID. (186167 : C; Red)-A-B.
NEW YORK AM. PK. 12 AUG 19. (1862-65; C 30)-A.
NEW YORK AM. PKT. SEP. 8 (186869; C25; Red)-A.
N. Y. AM. PKT. 27 or U. S. NOTES 12 MAY 36. (1867; C 28). (Same with "36" and other rates)-B.
N. Y. AM. PKT. 30 ; or U. S. NOTES 41 NOV. 18. (1864; C 25 ). (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; C 25; 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; C 30)-A-B.
(N. Y.). BR. PACKET 24. (1852-58; C) $\mathrm{A}-\mathrm{B}$.
(N. Y.). BR. PACKET PAID 24. (185258; C; Var.)-A-B
(N. Y.). HAMBURG PACKET 7. (1867: C: Blue) -A-B.
N. Y. BR. PKT. or U. S. NOTES 60-34. (Circle 25)-A-B.
Same with 45-64. ( 1865 ; C 30)-A-B.
N. Y. BREMEN PKT. 15 U. S. NOTES 21. (1867; C)-A-B.
N. Y. BREMEN PKT. (Var.) (185867; C; Var.)-A-B.
N. Y. BREMEN PKT. PAID. ( 1865 ; Circle; Red)-A-B.
N. Y. BREMEN PKT. 24-OR U. S. NOTES. (Circle)-A-B.
N. Y. HAMB. PKT. U. S. NOTES (1867; Circle)-A-B.
N. Y. \& BOSTON STMB. (1851; Cir-cle)-G.
N. Y. \& BOSTON STMB. \& R. R. (1857-61 ; C 35). (Steamboat and railroad route)-G.
NEW YORK \& CUBA MATL 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; C 23 ; Red)-B.
NEW ; YORK * PAID ALL. (1876-77; C 25)-B.

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-E).
NEW-YORK SHIP 5. (Circle)-D.
Same 5 cts. (1845-56; Circle)-D.
Same SHIP 7 cts. (1843-50; C-34; Red) -D.
NEW-YORK SHIP. (with $6,7,8,12$, 24, 34). (1845-50; Circle; Various) -C-D.
NEW-YORK SHIP 7. (1845; C; Black, Red)-D.
Same SHIP 24. (1851; C 30)-B.
Same SHIP 29 cts. (1848; C-34; Red) D.

NEW-YORK SHIP LETTER 4. (186476; Circle)-E.
Same 6. (1872; Circle)-E.
N. Y. STEAMSHIP. (1852-70; Var. C)
N. YORK STEAMSHIP. (1852; Circle) YORK STEAMSHIP. (Var.). N. YORK STEAMSHIP. (Var.). (1852-70; Circle)
N. 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; C 23)
(N. Y.). S. P. NEW YORK. (Steam Packet New York). (1839; SL; Black) N. K . SUPPLEMENTARY MAIL PAID. (1888; Circle)-G.
NEW YORK U. S. ( 1870 ; C-25; Red) -B.
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 M. Konwiser, in Stamp Specialist No. 2).

Noisy Carriers. (See previous).
(Nrrfolk)-STMR. CITY OF NORFOIK. (San Fran.; 1854; SL) -J.
NORF. \& BALT. AGT. (Balto.; 1873; (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)
N. Y. \& BOSTON STMR. \& R. R.R. (1857; C 36)-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.
Oval -H.
(Orion). Packet Brig. Orion.
$(1828 ; 2$
lines. 57) - J. Agents, Armstrong \& Co., New Orleans. (No marking data).
PACKET (Providence; 1822-25; SL) -
C. (Dunleith, I11.; 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)B.

PAID ALL 24 CENTS. (Wilmington, Del. ; 1854; C 28 ; Red)-L.
PAID 8 SHIP. (Calif.-Honolulu; Oval) -G.
(Pampero). STEAMSHIP PAMPERO. W. C. FLANDERS, Master. (Oval; Red)-J-K.
PAN. \& SAN. FRAN. S.S. (Circle)-$\mathrm{H}-\mathrm{J}$.
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. (Atlantic Ocean) -G-H.
(Panama) - STEAM PANAMA
(Calif.; $1862 ; \mathrm{O} 38 \times 24$ - J-K.
PANAMA TRANSIT. (1863; SL Dated) - $G$.
PANAMA VIA (Transit marking).
PENINSULA. (Cuba-N. Y.; 1850; SL Blue)-J.
Same (with STEAMSHIP $121 / 2$ ) - J-K
(Perry)-STEAMER PERRY. (Provi-dence-N. Y.; 1857-62; C 35 ; Black, Red) -J.
(Pewabic) - STEAMER PEWABIC. PORTAGE JUN. 121865 (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; Circle) - 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, JUL. 16, 1861. (1861-63: Circle 35)-G.
Same, PORTAGE SUPERIOR. (1861)
Same GOODRICH'S LINE, etc. (1865; Red)-G.
(Planet) - LAKE MICHIGAN STEAMBOAT CO. PLANET. (185761; Octagon $35 \times 25$; 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 ; Dated C. "E" high)-C-D.
PORTLAND, ME. 15. (1860; Var. C) -C-D.
(Post) - FORWARDED BY - G. B. POST \& CO.-SAN FRANCISCO. (1852-54; Framed) -M.
(Potomac) - STEAMBOAT POTOMAC. (1847-53; C 30; Black, Brown, Red)-G.
(Quincv)-STEAMER QUINCY. W KTETH CLERK. UP 9 TRIP 1901. (Mississippi; 1901; Oval; Purple)-G. R. P. O. Boat Rontes. (See Postal Markings monthly, No. 36).
RED RIVER. (As Mississippi).
REPUBLIC. (Calif. ; 1850; SL; Red) $\underset{\text { (Restless)-SCHOONER RESTLESS. }}{\text { J. }}$ (San Fran.-Honolulu; 1855; SL)-H-J.
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 (etc.). (1885; Print)-E.
(St. Paul)-STEAMER-ST. PAULTRIP 8 AUG. 21. (Duluth; 1873; Three lines, framed) - $\mathrm{E}-\mathrm{F}$.
(Sea Bird)-WARD'S LAKE SUPERIOR LINE. STEAMER SEA BIRD. (1858; C 35; Black, Red)-G-H.
SAN. FRAN. \& PAN. S.S. (See Pan. \& San. Fran. S.S.) - H-J.
SAN FRANCISCO PAID ALL. (187178 ; C; Black) -E.
SAN FRANCISCO SHIP. (Various on Incoming and Outgoing Foreign Mail) -D-E.
SAN FRANCISCO SHIP. (1875; C-25; Red)-D-E.
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.) $-\mathrm{C}-\mathrm{D}$.
SHIP (Hudson River; 1813-30; SL)-
SHIP (Sag Harbor, N. Y. ; 1815 ; SL) -
E-F. (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 De-sign)-J-K.
SHIP (Phila.; 1858; SL)-C.
SHIP 4. (New Orleans; 1864 ; DC)-C-D.
SHIP 4. (Honolulu-San. Fran.; 1864; C) $-\mathrm{E}-\mathrm{F}$.

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) E.

SHIP 6. (New Orl.-Vera Cruz; 1857; SL) - E
SHTP 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 23)-E.

SHIP 12. (Vera Cruz-N. Orl.-N. Y.; 1852; Two SL)-E.
SHIP 12. (Honolulu-San. F. ; 1865; SL)
SHIP 12. (Balti-Trinidad; 1850; SL; Red) - E.
SHIP $14 \mathrm{I} / 2$. (New Orl. : 1827; SL)-G.
SHIP 25. (San. Fran.; 1866; SL) -G.
SHIP 27. (New Orl.; 1827; Two SL) -
G. SHIP LETTER. (Puerto Rico; 1860;

SL $41 \times 4)-G$.
SL 41 x 4)-G.
SHIP'S LETTERS. (1888; Two SL)E.

EIFRRA NEVADA. STMR. VIA NICARAGUA. AHEAD OF THE MAILS (1854; Oval $48 \times 22$; Blue) M.

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)-F-G.
STEAM 5. (Long Island Sound; 1848; Oval: Red)-E.
STEAM 5. (Mississippi River; 1850; Oval $22 \times 18$; Black, Plue)-E.
STEAM 5 (10). (Mississippi; Common to River) - E.
STEAM 5. (SL; Black, Brown)-E.
STEAM 6. ( 1850 ; Oval; Black, Blue)F.

STEAM 7. (SL)-F.
STEAM (and 10). (Chicago; 1850; SL; Blue, Green) - $F$.
STEAM 10. (Various Routes; 1847-69; Circle)-E
STEAMBOAT 12 12 . (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)
-E.
Same. (Michigan; 1838; Fancy scroll; Blue) - E.
Same. (Virginia-Balti.; 1856; SL; Blue) - E.

STEAMBOAT 5. (Hudson River; one line; Blue)-E.
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). (Vir-ginia-Baltimore ; Circle; Blue)-F
STEAMBOAT 183 4. (1834-38; SL; Red) -F .
Same ( $1836-42$; Circle; Red-E.
Same. (Roston; 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)-E.
Same. (Hudson River; 1828-45; One line; Red)-E.
Same. (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 $50 \times 5$; Red)-E
Same. (Cleveland, Ohio; 1836; SL)-E.
Same. (N. Y. C.-Cohoes, N. Y.; 184445; Two lines; Red)-A
Same. (Tersey City, N. J.-Hudson River; 1831-49: Two lines; Red) -D.
Same. (Great Lakes; 1836; Two lines; Red)-D.
STEAMER. (N. Y.-Conn.; 1832; SL; small) - E .
STEAMER 5. (Long Island Sound; 1844-47: Oval $23 \times 18$; 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.
STEAM SHIP. (Vera Cruz-KingstonN. Y.; 1850-53; Two SL)-E.

STEAM SHIP. (1851-52; 2 lines; Black) -D-E.
STEAM-SHIP. (Nassau-N. Y.; 186263; Oval)-D-E.
STEAMSHIP-cts. ( 1861 ; Circle) -D-E.
STEAMSHIP 10. (Atlantic Coast ; 185264; C 28)-D-E.
STEAMSHIP 10 cts. (Atlantic; 1852-64; Circle)-D-E.
STEAMSHIP $121 / 2$ cts. ( 1851 ; C 29) -D-E.
STEAMSHIP 183/4. (1839; C 28 ; 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 lines) - J-K.
SUPPLEMENTARY MAIL. (185767; 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.
U. S. NOTES. (1864)-B-C.
U. S. NOTES 33. (Various ports; 186064; Circle)-B-C.
U. S. NOTES-IN 46. ( 1864 ; Circle)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; Circle).
U. S. SHIP. (Atlantic Coast; 1861-63; Circle; Black, Blue)-D-E.
U. S. SHIP. (Atlantic; 1861-64; SL) U. S. SHIP 3. (Atlantic; 1861; C 26)-E.
U. S. SHIP 3 cts. (Atlantic ; 1862; C 25) - E.
U. S. SHIP (and rate). ( 1850 ; Framed; Black. Blue)-E.
U. S. SHTP 6 cts. (Circle)-E
(Vaquero) -SCHOONER VAQUERO. (Post \& Co., Calif.; 1855 ; SL; Black) - M.

VIA NICARAGUA AHEAD OF THE MAIL. (See Independent Mail Route Markings, in STAMP Specialist, No.
$W^{2)}$. \& P RIVER MAIL. (Wheeling \& Parkersburg River Mail; 1851-52; C 30 ; Black, Red) -G.

## bureau PRINTS <br> By Dr. W. I. Mitchell

Address all communications to Dr. W. I. Mitchell, at 398 Vassar Ave.. Berkeley, Cal.

MESSRS. Boggs, Gunesch, Klein and Willcox have submitted the following new issues during the week ending Dec. 31, 1940:
Jacksonville, Fla. .. $\# 471$
Ic
St. Petersburg, Fefense
Davenport, Iowa... $\# 471$
1c
Muskegon, Mefense
1c Dich. . $\# 270$
1/2c Sheet

The le 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 Preeancels. . . . . . . . . . $\$ 1.00$ 224-page Handbook on Bureai .......... 1.00 Precancels. 50 c and Loca GUNESCH PRECANCEL HOUSE 30 W . Washington St. CHICAGO, ILI.

WARD'S LAKE SUPERIOR LINE STEAMER SEA BIRD. (1861; C 35; Black)-G.
WARD'S LINE STEAMERS
STEAMBOAT FORESTER. (186062; Dated C 35; Black Red)-G.
WARD'S LINE DETROIT. STEAMER PLANET. (1863)-G.
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.
Yawl Design. (New Haven) - J-K.

[^3]
# THE TRADING POST 

## A Market Place for Collectors and Dealers


#### Abstract

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 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-AT (Cellulose Acetste) protects stamps inexpensively. Trial assortment See-Ay Mounts 10c. Stampazine, 315 W .42 nd St. New York.
ECKHARDT BROTHERS, 65 Nassau, N. Y. O. Scott, Elbe-Albums, Catalogues, etc. Lowest prices. Free discount lists. STAMPETTES (cellulose List free, samples 10c. Fall Co., Box $42-A$ Columbus, Ohio.
1941 SCOTT CATALOGS $\$ 2.25$ each (Stand ard or U. S.) postfree. 1941 Sanabria Airmail Catalog \$1.45, post freel Bayard Crane

## - 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 46 th St., New York, N. Y.

## - Airmails

ERRORS-Spain imperfs. in stock. Attractive prices. Write. R. E. Jewells, Tamaqua, Pa.
(486)

## - Auctions

OUR SALES of U. S. and foreign stamps satisfy hundreds. Free catalogues. James Arnold, Metuchen, N. J.
SALE FEBR. Sd. Fresh smpply to be sold. Cat. free. H. Wendt, Waverly, Lowa. (436)

## - Approvals

WONDER PENNY APPROVALS, thousands different, including elusive items. Poole, 608 9 th St., N.E., Washington, D. C.
(tf)

## FREE-Scott's 1941 Catalog. Send 10c for

 75 diff. British Colonies. Approvals and details about amazing offer. Mann's 157 Russell St.. Brooklyn, N. Y.100 DIFFERENT CANADA 25c. 50 different Newfoundland \$1.00. Approvals. Twin Oity
Stamp, Alliston, Canada.
"SPANISH GOYA NUDE"' set 25 c to spproval applicants. Jewells "Stamps," Tamaqua, Pa.
AIR MAILS-Pictorials! British Colonies Latin Americal 65 different (no Europe) 5 c to approval applicants. Bargain Stamp Co.,
Box 218 Flatbush Station, Brooklyn, N. Y.
"STRANGE STAMPS (tf) "STRANGE STAMPS from Strange Countries ${ }^{\prime \prime}$ Diamond Air Mail, Haiti, British
Honduras, Tasmania, British Cols., Pictorials, etc. Wonderful packet 115 different als, etc. Wonderful packet 115 different Co., Box 139. Dept. 2, Church Annex, New York.
( tf )
CHINA U. S. CONSTITUTION, complete set (4) 20 c with approvals. Samuel Shock, 70 Washington Road,. Asheville, N. Car. (tf) POSITIVELT 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 $1 / 4 \mathrm{c}-1 / 2 \mathrm{c}-1 \mathrm{c}$ approvals. Carroll's, 4827
Lake Park, Chicago, Ill. BOLIVIA ANIMAI SET (5) Complete Spain Cervantes Commemorative Issue-both sets 10 c to approval applicants. Central City
Approval Service, Colvin Station, Syracuse, N. Y.

## - 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.
$\left(433^{*} 436\right)$
HIGF GRADE penny approvals, general.

(ti)
SCANDINAVIA, DENMARK, NORWAY, SWEDEN, FLNLAND, ICELAND want lists filled. Approvals against references. Gox (tf.
FREE - THE FIRST AND ONLY United States Stamp of Its Kind. United States \#F1 10 c ultramarine, depicting the American Eagle
in flight. Free to U. S. and Foreign approval in flight. Free to U. S. and Foreign approval
applicants enclosing 3 c postage, state your applicants enclosing 3 c postage, state your
preferences. Green Mt. Stamp Co., West preferences. Green Mt. Stamp Co., West
Burke, Vermont.
BRITISH COLONIAL and Foreign approvals $60-80 \%$ discount. References. Stern, 1210
6 th Ave., New York.

## - Approvals

APPROVALS Stamps or Covers. Eastern, Box 149, G. P. O., Staten Island, N. Y.

APPROVALS-Large varieties. Good stamps. Low priced. They satisfy. Write. Charles De Jong, 366 Geneva Ave., Dorchester, Mass.

FREE-THE STAMP FINDER! Send today for big new edition, fully illustrated, enabling you instantly to identify all difficult stamps! Also fine packet of strange, fascinating stamps from Bosnia-Herzegovina, Monaco, Patiala, Cyprus, etc., including maps, ships, animals applicants inclosing 3c postage. Garcelon | Stampco, Box $903, ~ C a l a i s, ~ M a i n e . ~$ | $(436)$ |
| :--- | :--- | CANADA APPROVALS guaranteed 'different' send name and address and dealer or bank reference for free booklet and sample $330 \mathrm{~W}, 42 \mathrm{nd}$ St. New S . Shop, Room 1503-C, AIRMMAILS AND COMMNEMORATIVES: 25 different including Columbians. PanamaPacific, Edison, Zeppelin, etc., only 5 c with exceptionally fine United States and foreign approvais. Marco Stamp Co., Box $888-\mathrm{M}$, San

Francisco, Calif.
$\left(436^{*} 438\right)$

## - Christmas Seals

AMERICAN AND FOREIGN on approvalall years. New 1940 seals are in. Also U. S. Beer, cigarette, tobacco, state tax, posters on
approval. Ben L. Morris, Bellaire, Ohio. (tf)

## - Coins

FREEI Foreign coin, banknote and large 36 page illustrated coin catalogue to approva Coinco, Springfield 65, Mass.
COIN TOPICS-An Introduction to Coin Collecting. Price 10 cents, postpaid. Wayte Raymond, Inc. 630 . Fifth Ave., New York Publishers of Standard Catalogues, Sole Dis tributors of The National Coin Album. (tf STANDARD PRICE LIST of United States coins-silver and copper, early American and commemoratives gold and silver. Nearly 200 illustrations. Price 25 cents. Scott Stamp \& Coin Co., Inc., 1 West 47 th St., New York.

## - Collections For Sale

SEVERAL COLIECTIONS FOR SALE-Over 10,000 var. from 271 countries in each. A new plan. Try it. \$1 weekly. C. Goulding,
Box 5, South Ozone Park, N.
(tf)

## - 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.
NEXT: 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; Firs Day "Claremore"' Flown 15c; Blox 20c; Plate
Blox 35c. "Firstday Covers," Teaneck, N. J (tf)
BEAUTIFULLY HAND PAINTED Japan's 600th Birthday F.D.O. given freel Ask catalogue. Ishitoko, Nadakita-8, Kobe, Japan

1941 FIRST DAX Cover Oatalog-many new items, 25c. Reitter, 111 W. Jackson, Chicago

Address correspondence to H. M. Konwiser, c/o STAMPS, 2 West 46 th 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 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 Nezus, July 15, 1916, said that Charles Proctor Kimball, a native of Bangor, Maine, operated a "City Delivery system ${ }^{1}$ 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, Kimbal1 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 handstamps listed in the list previously mentioned, 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, San 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" 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 1 c 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 "Specimen" 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 yellow" on soft porous paper, as No. 094 SD , without further identification. Presumably the 1c Agriculture is meant. I have never seen this item with the "Specimen" overprint.

Oeorre B. Sloane
assau Street, New York, N.
atelic expert and authority

Departments, A. B. N. Co. Post Office Department oreprints, reissues and special honor of the Centennial Ex6 , it was specified that the 6 , it was specified that the
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Address correspondence to H. M. Konwiser. e/o STAMPS, 2 Webt 46 h Street, New York.

## JAN 111941

## Early Kentucky Post Offices

Frank Rossi, of Chicago, favors this department with a few pages from the Congressional Record of December 9

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 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 damIsland on March 14th: recovered from Island on March 14th; recovered from

A label of similar import no 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.

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 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) s known in the items reported in this department from the very first volume of STAMPS, are on brown paper, $23 / 4 \times 11 / 2$ inches.
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 Faton, on August 1, 1816. 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 Office 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
This naturally indicates the mail, routed for the Long Island Sound route, andstamped at the New York City post office. No doubt other shipmarks post office. No doubt other shipmarks ture f the same type. Right today, the Suppleentary Mail (N. Y.) markings, the serce for the additional fee, is applied on envelope, either at some branch ofof the New York Post Office or on dock office of the Post Office Depart
$\operatorname{Cot} 27 / 40$
THE PACIFIC-UNION CLUB SAN FRANCISCO
My Dear mur Gohbrook.
Sunday a 8 am uniting long haut.
Receutly gof two Panaw tems $V$ you probbly
Know abot a lot more about theur than $l$ do. The furst is a fule leter dated "Panamá, N.g.

- (nuive Granada) Duly $25^{\text {th }} 1849^{\text {" }}$

Addressed to "Portmaster Marietta Qheo. Ll SA"
Postmarked" New orleans ha Ang 4" mblach
Re-Forwarded to uni Lowery Seqecaill
It bears a blach handstamp "STEAM"
"The"stean" "seementon the usual
Wew orleavs STEAM. Cut dant undenstand the 10

- Thi better cnitavied aroches evidently untten a yong man vames

Lonvery is Pauam Who died and was frmmashed II 'Henry In- Whitwey to the Postruastu of Monettal as Mer Whituey did not lenow the fint name of the Goung forths. The PMA at Maintto lidewtly knew, as he addronsed it to Com Knurby at Senecalille o it Alos heas the "Mranitta.O. 'pishuark
El red-r daw that Sow Orleaus "and why was of 40 ? Dthears no finvarding Charge from maristto Io Seuceainlle. Iam sure the shaur was putt on at New Orleaus oth 10 aruld seemto h also.
The other is a cunosity-And D thwh we have wrsked
it out correctly -
This us an envelope contaruling a lettes deted "Panama M.G. Gune $11^{\text {th }}=1850$ " thears the folenmig Oos meaik

A A A Abo the noun Parame haudothen asto value
 blrek.
Both th prituark ava the '30' are ui llack-
 G.c. Rovrey. also "Guemsey Co" (w ohiol

Lherean two of thess letters Uuth the sam porsmad, on the euvelops. The first is dalie" "Paname trew granad Juve 3 1850. Also hears Eractty the same porwark aetho the 30 is not so clearey struek. In it of el Lewrey says." have been ait to hiat Rohert's grave", auo deointes. id. This mau was probbblyn,yk R. Enney whodi्is Gume 211849 - row Inever saw a Panam postmank altto than no donbt many crist. Ter havd a psitas aglut then, mayh a Po.-- The Britich hak a Po ftrm 1842 to 1895. Hewnuel lates D dont kaownow "Panaura h. Y." is evideutly vicosect. It ened not be antten lu Panama' and han a new yord flat, Cancellation and Idnt bilien then is auy "Pauauca Kew grk."
Crehan come to the curelesim that the Anencau Dost affic Cgent ordered a canculler Panam $\mathrm{N}^{\mathrm{N}} \mathrm{s}_{3} \mathrm{Ng}$. (New Grameda which cirneld $h^{2}$

- Anorder for Panama N. I fo Po Panama N. The y and capitar of
- might lrmade very sivila. and so seut - domn a Dostman fr Panamo NIY. uslear of M.G. He dmbthes nevir heard of auy
- Danama before siupposed it nunot be im the lks. a in thi great stats of vewfork -
Qt least that is what itseems to as out heo.
- Habe you evor seen any suel postmaik on ans $18 \sqrt{9}$ lette?
The litters an Disstmabler are all evideutly - genuin thair hem carfully examund o bear no - Evidence of any Tampering.

I shall be nuioh citensted un what ym reply. Haurs Sucenly

- Is ct possible thas the Panama NYY. was affered at newy ork? At drs nolseem prosibl \& Onens daw ore but of course auychny mig bit be It comere veru if they cerauter co afply a Poonamo" caricelletern is newyol. it unved th 'Oanoma - Newr/alc. "ana not" Pavanca ny.

Mr. E. A. Wiltsee,
\% Paciricounion 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 noto are quite interesting.

Regaraing the first one with date line of Panama (City), July 25, 1849. It is ry opinion that this cover was mis-rated " 40 ots" 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 OPPice with a batch of California Mail, and showing no Panama origin on its face was rated 40 ots along with the Califomila mail. There is no other explanation possible besause the rates of,

> 408 California mail,
> $30 \%$ Panama ( (City) mási.
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The 1847 P.L. \& R. rocites that "All postmasters whose compensation did not exceed $\$ 200$ for the year ending 30 th June 2846 , may also send free, through the mails, letters written by themselves, and receive frees all written conminications, on their own private business etc."
The Marietta orfice was not in the above class, nor do I see what right the Pain, had in not adaing $5 \phi$ 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 rato. In the end the recipent of the letter was only legally overcherged 5 cts so I guess he didn't have very much of a complaint
n to register. I note that there was an agent of the Department stationed at Panama Cfity by the name of "Wm. Whitney" in 1850 - Perhaps your "Henry 1 H . Whitney" was a relative.

## \#2.

## Mr. E. A. Wiltsee, Oct. 29, 1940.

Regarding your second item with the black "30". These are indeed interesting and raise some very perplexing questions.

Pirst. I have been rather positive that the marking " $30^{\text {" }}$ was applied àt Now York rather than at Panama. In fact I think I have more evidence of this then othorwise. 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 "go" 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 marlcing 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 "Jo" had a black New York marking.

I have also seen covers originating at Panama Oity with the Black "30" but with no IVew York marking. I simply assumed the se were brought in by the regular Panema mnil and were handstamped " 30 " at Nev York and no other IN.Y: marking applied. For example only recently cole sold West of Philadelpia such an 1tem for $\$ 15.00$. This envelope had the black "50" and the black two line "Stean - Ship." It was adaressed to Balहimore, and on the face in manuscript was "Panama - linreh 5,1850 ," but not as I recall, in the same handuriting as the adaress. I assume this pon origin was applied by the U. S. Mail Agent at Panama City who turned the letter into the regular Bast bound mall from California.

Jossup has a cover with this "30" in red, and along side of it, in apparentiy the same red ink is the New Yoric postmark "New - York Ship - Dec $7^{\prime \prime}$ - the year 1s 1849. I illustrated thise markings on this cover in ray recent book, Vol. 2 - page 24.5, though in the illustration I faile d to mention that both the " 30 " and the $\mathbb{N}_{0} \mathrm{Y}_{0}$. postmark wore in rod. This cover is addressed to Worcester, liass, and dated "Sutter's - Oot。 6, 1849." This cover was carried privately to Paname City and placed in the U. S. Mail at that point. It is the earliest record I have of the " $30^{\mathrm{n}}$ 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 ansious to correct this error, theralore if you have any covers which dispute the theory I would be more than pleased to examine them.

The "psnama $N_{0} Y_{0}$. 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" $\mathrm{V}_{\mathrm{K}} \mathrm{Y}_{0}$ and the Postmaster was John Steward. The other was in Defiance county, Ohio and the Postmaster was Leander C. Noble. Deflance Co. is in the extreme $N_{0} W_{\text {a }}$ portion of the state. Marietta is in the Basterm part of Ohio on the Ohlo River and Senecaville is due north, probably not more than 30 or 35 miles.
As I understood your letter, both covers have the same date, vif.

## \#3.

## Mr. E. $\mathrm{A}_{0}$ Wiltsee, Oct. 29, 1940.

"JUN 25 " in the postmark of "Panama $\mathbb{N}_{0} \mathrm{Y}$." though one letter is dated Jure 3, 1850 and the other one, June 11th, 2850. I think we can only consider two theories, vize,
(A) That the postmark was applied at New York City and indicated mail from Panama - the $\mathrm{N}_{0} \mathrm{Y}_{0}$ meaning New York City, or, (B) That the hanastamp was app11ed at Panama City and that the $\mathbb{N}_{0} \mathrm{Y}_{0}$. neant $N_{0}$. 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 Now Yorke City would not only be most unusual but confusing because there was a Post office in New Yowle state by the name of Panama. In addition, the regular ocean mail was generally deposited in the N.Y. P.O. inmediately 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 heve quite an accurato roced of arrivals and departures taken both from official sources and newspepor items as a double check. For example, consider the axpivals at this particular period in June 1850. The S. S. Goorgia left Chagres on May 26, 1850 and herearrival at Now York is ofricd ally given as June 10th, 1850 , but the P.O. records show that the California mail that this ship carriod was deposited in tho $\mathrm{N}_{0} \mathrm{Y} . \mathrm{P}_{0} \mathrm{O}_{0}$ on Juno $9_{0}$ The next mall to aprive was deposited in the New York P. O. on June 24 , 1850, brought by the S. S. Ohio which 1 eft Hevana on June 18, having recoived the thru mail that day from the Falcon whioh loft Chagres on Juno 15th. The official arrival of the Ohio at Now Yorlc is given as June 24th. It therefore seems unlikely that these two letters (if both are postmarked "Jun 23") reached the Nev Vork Post Offloe a day ahoad 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 lotters, (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 ilt in fairly good.

Considering the above and the data you furmished, I am inclined to agree with your conclusion that the panama $\mathbb{N}_{0} X_{0}$ handstanp was used at Panama City for a short time and although the $\mathbb{N}_{0} Y_{0}$ reads $\mathbb{N}_{0} Y_{0}$, it actually meant $\mathrm{NoGO}_{0}$

Verious thoories could be thought of to fit what facts we have. For exemple, a mail agent at Panama may have at one tirne been comneoted with the post office at Panema $\mathbb{N}_{0} Y_{0}$. and possessed one of the old handstamps, or his father may have been the P.1. at that town and sent him an ol handstamp. At any rate whatever happened. I think that the use of the Panama handstamp at Panama City must have been very linited, othe rwise wo would probably have more covers shoving tho marking. On the other hand there nay be a number of such covers in existence and the ovners believe thwy are simply Penama $N_{0} \mathrm{Y}$. starmpless itens. I note that the town is not listed in the Stamploss Cover Catalogue.

I have a faint recollection that some collector within the last year wrote mo about a cover he had with a peculiar rate and postmariked, "Paname $N_{0} Y_{0}$ " avidently at the time I thought so little of the de-

## \#4.

Mr. Es. $A_{6}$ Wiltseo, Oct. 29, 1940.
sorlption I dian'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 $10 \% 1855$ ( mperf ) tied by the black "Na York Steamship." In pencil is "Jan. 21, 1856," evidently the date of the letter which was within.

Naturally I assume this cover was from Califormia and in all probability went by the Nicaragua route.

The pencil dete is rather signiricant - "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, Jen. 21, 1856, the Nicaragua steamer also departed from $\mathrm{S}_{\mathrm{E}} \mathcal{F}_{0}$ and this mail was brought to New Yorek by the "Northem Light arriving there on Peby 13, 1856. At this particular period it was customary at the N. Y. $P_{0} O_{8}$ to handstamp raill brought in by Milcaragua Iino ships with the New York of rcular marking without date "No 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 regnlar manner it would have received an ordinary postmark. That is the reason I think the penciled date is rather significant. I have been searohing for all covers I could locate which had no "Via Nicaragua" markings but which possessed certain unnistakable evidence that they had traveled the route.

With my kindest regards, I am

## 434 South Grand Ave., Fort Thomas, Ky.

Oct. 29, 1940.

Mr. E. A. Wiltsee, \% Pacific-Union Club, San Francisco, Calif.

My dear lifo Wiltsee:

I was pleased to receive your letter of the 27 th with descriptions of the two covers which you have recently acquired, and which I note are quíte interesting.

Regarding the first one with date line of Panama (City), July 25, 1849. It is my opinion that this cover was mis-rated "40ots ${ }^{n}$ 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 0fPice with a batch of California Mail, and showing no Panama origin on its face was rated 40 ots along with the Califormia mail. There is no other explanation possible because the rates of,
$40 \%$ Califomia mail,
306 Panama (city) mail,
$20 \%$ Chagres mail.

## were fixed by Act of Congress and were not rates left to the deseseation 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 30 cts and not 40 cts. Hence I think that the only possible explanation is that the letter was thru exror, mis-rated. The P.M. at llarletta no doubt noticed this faot but there was nothing he could do about it except to report the error of the New Orleans office to Weshington. Once tho letter was ratod 40ets at New Orl eans it could only be delivered to the addressee upon payment of that sum.
This lotter was addressed to the Postriaster at Mariotta, hence it is possible it might be nssumed that ho was entitled to recelve it Free at this period.

The 1847 P. 工. \& R. recites that "All postmasters whose compensation did not exceed $\$ 200$ for the year ending 30 th June 1846 , may also send froe, through the mails, letters written by themselves, and receive frec, all written commications, on their owm private business etc."
The Karletta offlce was not in the above class, nor do I see what right the P.lle had in not adding $5 \%$ for the forwarding charge. No doubt he considered it es no private matter, but semi-nicioini, and further the letter had previously been rated at locts more than the logal rate. In the end the reciptent of the letter was only legally overchnrged 5 cts so I guess he diens't have very much of a complaint to register. I note that there was an agent of tho Department gtationed at Paname City by the name of Whm. Whitney" in $1850-$ Perhaps your "Henry HI . Whitney" was a relative.

Mr . F. A. Wiltsee, Oct. 29, 1940 .
Regarding your second item with the black "30". These are indeed interesting and raise some very perplexing questions.
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I have also seen covers originating at Panama City with the Black "30" but with no New York marking. I simply assumed the se were brought in by the regular Panama mail and were handstamped "30" at New York and no other $\mathbb{N}, \mathrm{I}$. marking applied. For example only recently Cole sold West of Philadelphia such an item for \$15.00. This envelope had the black "30" and the black two line "Steam-Ship." It was addressed to Baltimore, and on the iace in manuscript was "Panama - March 5, 1850," but not as I recall, in the same handiviting as the address, I assume this pex origin was applied by the U. S. Mail Agent at Panama City who turned the letter into the regular Rast bound mail from Califomia.

Jessup has a corer with this "30" in red, and along side of it, in apparently the samo red ink is the New York postmark Wew - York Ship - Dec $7^{\prime \prime}$ - the year 1s 1849. I illustrated thise maxkings on this cover in my recent book, Voi. 2 - page 245, though in the 111use tration I failod to mention that both the " 30 " and the $\mathbb{N}_{0} Y_{0}$ postmark were in red. This cover is addressed to Worcester, Mass, and dated "Sutter's - Oct. 6, 1849." This cover was carried privately to Panaman City and placed in the U. S. Mail at that point. It is the earliast record I have of the "30" mariking. It is of course possible that my theory that the marking was applied at Nev York is wrong and if so I would be most ansious to correct this error, therefore if you have any covers which dispute the theory I would be nore than pleased to examine them.

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\#3.
Mr. E. A。 Wiltsee, Oct. 29, 1940.
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(A) That the postmark was applied at New Yowl City and indicated mail from Panma - the N.Y. meaning New York Ci.ty, or,
(B) That the handstamp was applied at Panam City and that the $\mathrm{N}_{0} \mathrm{Y}_{\text {. }}$ meant $\mathrm{N}_{8} \mathrm{G}_{0}$ instead of New Yorke

Regarding the Pirst 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 unugual 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 $\mathbb{N}_{0} \mathrm{Y}_{0} \mathrm{P}_{\bullet} \mathrm{O}_{\text {e }}$ imnediately upon arrival of the mail ship, and if it was not too late in the day, the mall was handstamped with the date of arrival. I have quite an acourate reced of arrivals and departures taken both from official sources and
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Considering the above and the data you furnished, I am inolined to agree with your conclusion that the Panama N. Y. handstamp was used at Panama City for a short time and although the $N_{0} Y_{0}$ reads $N_{0} Y_{0}$, it actually meant $\mathrm{N}_{0} \mathrm{G}_{0}$.

Various theories could be thought of to fit what facts we have. Tor example, a mall agent at Panama may have at one time been oonnected with the post office at Panama N. $\mathrm{Y}_{0}$. and possessed one of the old handstemps, or his father may have been the P, at that town and sent him an old handstanp. At any rate whatever happened. I think that the use of the Pancma hamastamp at Panama City mist have been very 11 mited, otherwise we would probabily have more covers showing the maricing. On the other hand there may be a number of such covers in existence and the ouners believe thyy are simply Panama N.Y. stampless items. I note thet the towm is not listed in the Stampless Cover Catalogue.
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Mr. B. A, Wiltsee, Oot. 29, 1940.
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I have an envolope before me which I think is rather interesting. It shows no origin whatsoever, is addressed to "North Weymouth Hass." It has a 10\% 1855 (imperf) tied by the black "NoYork Steamship." In pencil is "Jan. 21, 1856," evidently the date of the letter which vas within.

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The pencil date is rather signipicant = "Jan. 22, 1856, ${ }^{n}$ because Jan. 20 , 1856, the regular sailing date fell on a Sunday, henco the regular mail was dispatched by the "John L.Stephens" on tho 21 st . On the same day, Jan. 21, 1856, the Nicaragua steaner also departod from S. T. and this mail was brought to New Yoris by the "Northom Lieht arriving there on Feby 13, 1856. At this particular poriod 16 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 "Ny. York Steanship."

Had this letter gone by the Stephens in the hands of a private express messenger and simply doposited in the P.O. in the regular mamer it would have received an ordinary postamark. That is the reason I think tho penciled date is rather significant. I heve been searching for all covers I could locato which had no "Via Nicaragua" markings but which possessed cortain umistekable evidence that they had traveled the route.

With my leindest regards, I am

# 434 South Grand Ave. Fort Thomas, Ky. 

NOV. 2, 1940.

Mro $\mathbb{F}_{0} A_{0}$ M11tsee, \% Paciric Union Ciub, San Francisco, Calif.

## Dear Mre Wiltsee:

Your two 3 etters recoived and I was glad to get the two postmark dates. I think the fact that the letter dated June 3 is postinarked June 10 rather upsets the possibility that the postmark was rised at IFew Yonk city, or any piace else in this country, for that matter. Some trips between Chagres at that period were mede in thm days but I can find no record of a seven days trip. Besides this handstanp was undoubtediy applied at Panama Oity and in 1850 bhe passage aoross the Isthmus was not a mattor of hours but rather days.

Regarding the eiroular "NoYorls Stoamship," without date. Perhaps I gave you the wrong impression because 1 did not mean to infer that this handstamp was suod exclusively on "Vie MIcaragua" mail in late 1855 or 1856 because it cortainly was not. What I moant to inser that most, (probably all) covers of the period late 1855 and early 1856 which went "VIa $\mathbb{N} "$ were postmarked at Now York with this handstamp.

Regarding the rate starap "30." I arn by no means certain where this was applied. Previous to your montion of the Lowory covers I simply took it for granted it was applied at New York Gity and I gave you what evidenoe I had to laad me to this supposition. Irom what the Lowery covers show, it seems fairly certhain the mpanama N. Y." postmark was appliod by a mail agent at Panama City and if ho did this, there can be no reason to doubt that ho would n ${ }^{2} t$ have rated the letters. The figure "F" is a peculiar one and looks moze like it was obtained. from some Latin source than American. I never saw any handsbamps used at Now York Clty which were evon romotely similare I think what we both have in mind is to get at the truth rather than to porpetuate theories we have heretorore hel. What I would like to know positively, is, where was this handstamp applied? I think this point can be rather delinitely settled by the close study of further covers.

I an enclosing you a photo of a folded letter with the handstamp in black. This lotter is dated "Velpairaiso Oct 24 1850." When I Pirst ran aeross it, it had a notation by Konwiser stating "appiled at Pamama." I differed with hir at the time but perhaps ho was right.

I have a photo of another cover wh the black " 30 " and black two line "Steam - Ship" - no othor markings - This letter is dated "Valpairaiso Mar 8 1850."

So here we have dates of March and October of 1850. Perhaps the circular "Panama $\mathbb{N}_{\bullet} \mathrm{Y}^{\circ}$ " was only used for a short time around June of 1850. I also enclose a photo of a "Stearmish 200ts" with notation. Coveis with this handstaum seem to be very scarce. Jessup has a corer with this same type of handstamp but with "300ts" intead of "80ebso" on his cover is a straight inne "Panama" In rec. I do not recali that this cover showed original original oretgin or date.

I judge the cover you mentioned as having borore you is of the some

## Mr. TB. 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 Ohagzes.

Again re - the circular "NaYork Steamship," see Ashbrook Vol. 2, page 256. Here is a 36 rate, tied with this marikinge No indication of origin or date. What I would like to know is where did this item and similar such $3 \oint$ rates originato? I suppose I havo seen four or five such $3 \%$ rates and I recall one which vas 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 containod enough weight to call for a triple rate. There was no indieation it was a $10 \phi$ rato with a if missing, nor were there any due markings.

Again Te - the "Penama $N_{0} Y_{0} n$ I have wittten several large colleotors of stampless covers to find out if they have any covers pas tmarked "Panama IJ. Y." I will advise you promptly of anything I fum up.

Re - the "gon in olrcle. This was a Now Yoric rate starnp applied to double rate mail from Nev York to California, prior to July 1, 1851. Jossup has quite a nice cover with date of Apr 11, 1851. As I have never seen any "Via $\mathbb{N}^{\prime \prime}$ covers during the $1 i f 0$ of the 40 G rate I could not state that this marking was used on any "Via N" mail. I sexiously 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 rofor to unpaid for naturally if they had been propaId in Calirormia they wouldn't have to have been rated. at New Yosk City.

Your cover with the "go" in circle and double line "Steam - Ship" no doubt originated in Califomia prior to July 15 1851. Was camied by a regular U. S. Mail ship - possibly mailod at the dook or on board ship enroute to Panama. I have never seen the use of this handatamp after July 1. 1851.

If the Vanderbilt IIno carriod any mail prior to July 1, 1851, thon in all probability a double rate lotter such as yours could have boen carroied privately and handed ower to the pottal agent who boarded the incoming ship, and who rated it as a double $40 \phi$ rate suoh as yours is marlsed

I am enclosing a cover which has been submitted to me priced at $\$ 100$ ans which I thought you might bo interestod in acquiring. If not, kindly retuma 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 recoverid.

Cordially yours,
$\operatorname{Cot} 31 / 40$
Sauley B. Qshbrooke Coy
434 Solet grand areme Jnit Thomas Ky
Nybear her Aohbrork Itere is the puzzler. Give ap!

- Icanvol comprehead this: Ileacect to youJo me it affears gewnine which is abl $\&$ cau say. And Cast your athatim to the pencil Vetation on the reverse Couries Office, Aspuwiall, Mauh 17, 1854" Kiully teliess aheu y han ecauried it fucenly y wos

Sellrltac

Nov. 6, 194.0.

Mr. I. A. Wiltsee, \% Paciric Union Club, San Prancisco, Calif?

Dear lir. 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 marleed with the wrong handstamp. This error was correoted 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, t.e., "under 2500 miles, only 10 cts , but over 2500 miles, 20cts." Thus to New York it was 200ts but to Now Orleans and for that matter, other southern ports, it was only 10 ots. Thus the rate of locts to Cuba from any eastern (U.S.) sea port.

I have an Idea that what conrused you was the N.Y. handstanp with the " 40 ," which no doubt you assumed as having some rolation to the pre-July i, 1851 Califormia 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 40 ots.

This marking, (and many others of the same type) was only used on trans-Atlantic mail, which was transported in Anerican packets. By "American Packets" I mean steam vessels of lines holding U. So 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 biack denoted unpaid and red, prepaid.
I am onclosing you a photo from ray filos (which kindly return), showing a regular use of this same handstamp. This little stampless item looks very innocent but it has a nice lititle 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 complez study and one which cannot be acquired from any text books on the subject. I know you like to read covers, tinhee I think wo have much in common, therefore the above remarks.

The poncil notation on this cover is no doubt genuino and tells us the letter was from Pisa. Beneath the black NoY. marking is a French transit marking with "Le Havre." Here are the key points, that is, a letter from Tuscany via French mall to the port of Havee, to which point it was prepaid, but not beyond. The small Fronch marking "P.P." confims this as it meant "Oniv Part Paia to destination." At Havre it was placed aboard a ship of the Amorican "Havre Line," and upon arrival at Now 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. Plet. 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 Prench marking which is indistinct reads, as follows: "OULIRS - MMR - date in center - Le Havre." Hed this letter orisinatod in Prance this handstamp would not have been used, hence further confimation of its origin at Pisa, Tuscany.

I might add that markings such as the mit.Y. 40 o由scll were nevor used on any $\mathbb{N}_{0} Y_{0}$ - California mails, end likewise, handstamps of the type "Steanship 20 ots" were never used on any trans-Atlantic mails. No doubt the pencil memo on baok is correct and also no doubt the Mar 29" was the date this letter was deposited in the New York P.0. A trip of 10 to 12 days at that time was comeot.

So far I have not been able to learn who it was that wrote me some months ago about a "Panama $\mathbb{N}_{0} 7_{0}$ " postmark with an odd rate. Such a town is not listed in the Stampless Cover Catalogue but I wrote the editorg regarding any record they might have of the postmark and only today I recelved the following:

WWe did see one and from notes made at the time we have the following: Panama N.Y. (no year) S1z3 33 Rate maxicing "30" in black."

It seens 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,
$\operatorname{jros} 6 / 40$
Mysear her Qahbrorks
Oaustill mulling ous these cancellathos an mail that went ty Paname, 20, 20cts and 30 Clso O am trying to reemcil un my mind, and cannots, bby sone of the Via Sricaragua hrail receurd a dnible line Steam, And others ded not As to Panama 20 socts and 30_

- Cs you say the $(20$ cts) is the rare one. Ss it is tot nuuch Haver than the later. $\left.480^{2} 4\right)^{2}$. Dhan one tem of this m ny bork Grel Rush Steanes cut No 33 oppraits Jage 331. This has 7u Brohish Panama PO Caue "TOC 1853 "
- note that the Seawship 20 cts of whil your send theth is dater at Punt. Crenas fane 201851 our 2 year easherThaur seen a humber o chis, Sleamship $80^{\circ}$ uhueh lid not -bry oublich Inow reqret.
Aoto mive on pag 337. At ceas evidently paii to Danama firm yhe British PO m valpasaur as $/ /$ is uputh comer. That is unustatably one slulling British-Then, from Panama tt portage paii to neuffil was Docts. My chw hear ite - Crren ralparano pacid ( 1 Intssh PO) un red undus The Cancelleation - Fro 40 d rate enr tranlled Ura trie beeause the him ded not - open cuites Guly 14 185\%. Suepage 54.55 my book.

Ohan seen othen of thi Pavawa Iransit $x$ let them sle\% by. Inish nur thad brught them all.
Ithuh as ym do that ihat Panama pistmashuas ouly used for a - Shot tim in 1850. Probably beeause t was emonerus.

THE PACIFIC-UNION CLUB
now as to why STEAM SHP was snmeleursofplied

- to lettus Via M ava sometwies hol
lhan 6 items that bear STEAMSHIP dnebl hive lat With no oèhes Sortal marking. Xro 29 offent $\phi .335$ is ne of then hut that cestauly Gest Via $N_{-}$the othes 5 Hear no
- Maunscinft ludorsement.

Also we kun that many Via Ns did nol reaem STEAM

- Shi Ponltam_Oa the Centray They, receurs one dtus Keayork
- bostwashs, litties Woth nit ship as un No 5 oht. $p 328$ orn no
As to paid rates to Paname lrecently seeurid ahat
- Hinh io hery unoual itim, Atleast lnenro aw Another. Itan Gne seen ary lile $t$ ?

Iheratifrom Custralis to Parame was evideutly

- Waid by a I shilluges A NauLinth Walss Staup red. The sguan ove. He encr uas addrered to Sai Frauceo. Ats an Draverses it fol the Sau Yranceso cercular Portmauh wrth 10 (ublach) uside the circle. The dati was Sydneyduly 1 1868. On. Erevelofi Pavaun pien Stü, Raikeura"
- That empliter the pritas.
- Jhis pair to Parame is Cuniris Crisiness-
dom waiting with nuel witinst to hear ahat you Soy concenung the coser lsent yon ejustgir uf. socentraductory. Hours fuceinly

Eauretore

- Thave gust receurd form retuming th Panawe evver of Nors 6.
Fist lretuns the photergraph "Humbolds as requisha.
2I thant Yur ortur tus photos whiel ypu kudly sent on-D abked yo whethe you wanted them. Shall Isend them back?

3. Your explanation of the Dkeamshif 20 cts lsent ym is oractly what was m my mind, hrt it lorbed oo fovlish fo say they has made o histat. Herven how \& Kuen thal seractly what they did.
4 lhat is a faur value of thei" Sheawshif 20 "t conn? orunst admit hal daw ato loss to to thei value. suish to thauh y on for furkun leter ry soo 6 Yins flucenly Solbritar

# 434 South Grand Ave., Fort Thomas, Ky. 

Nov. 13, 1940.

## Mr. $\mathbb{E}$. A. Wiltsee,

\% Pacific union Club, San Franaisco, Calif:

Dear Mr. Wiltsee:
Your three letters of the 4th and 6th received.


#### Abstract

First, pormit me to acknowledge receipt of the Volls Fargo cover. I thought it was quite nice, and somewhat of a puzzie - It was of Celifornia origin, carwied kast by a W.F. \& Co, messenger to New York - sent on to Boston, where the stamps were eanceled. From Boston to the uxtreme western part of liassachusetts - all the way outside of the U. S. Mail. It is not unusual to find items carried privately to New York, but seldon have I noted covers carried outside of the mail beyond that point. It was for this reason I thought the oover of unusual interest and one whioh might especially appeal to you.


Regarding the oad "30." I am enclosing a photo of a cover with Stear-Ship for your files. This cover is now in tho lin. West Collection, sold to hin by Cole © $\$ 15.00$, which by the way, was a very reasonable price. This is an envelope and shows only what is on tho 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 enolosing a cover with the same (?) two line "SteamShip" 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 Canz cover seens to establish the fact this marking was applied at New York. I rocognize 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 Panama City. Howover this hardly seens possible.

Regarding this Vera Cruz cover. Por your information, this rato stamp seens 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 Mexicen ports on the Gule it was 20cts (over 2500 miles):

I an also enclosing another photo for your files, with the marking, "Nicaragua Line - In Advance of the Mail." This item is a west to East 1 tori - You have a sinilar Last to West - Illustration F\% in your book. For your information. I have armle proof that this was an Adams Bxpress handstamp and was used only on mail sarried by their messengers across the Nicaragua Route. I judge from your descriptlon undor cover $\frac{\pi}{3} 3$ that you surmised that your cover was first delivered to an Adans ofilce at San Prancisco and delivered by Adans to Stockton. Such was not the case, in my opinion, but rather, the letter was brought from New York by an Adams messenger, tumod in at the S.7. Adams ofrice and sent on to stocktion. The "In advanoe" handstamp was undoubtedly affixad only at the S.?.

Mr. E. A. Wiltsee - Nov. $13_{5} 1940$.
office of Adams \& Co. Two covers from the same Hall correspondence as yours are 111ustrated, sec pages 268 - 269 of my one Cent book, Vol. 2.

Another Zast to Most cover was illustrated by Needham in the C.C.P. ADPII 1228, 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.I. 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 seon aeveral such itoms, that is, origin at S .f. but mafiled at Panama.

Regarding the question you raised, could the odd " 30 " have been applied at $N_{0} Y_{0}$. with no other marklig. It undoubtedly was the custom to mark all Way mail with a source marking at post offices of doposit. This not only applied to Ocoan lails, but inlend watezwray mails as well. By source markings, I man markings to denote how such mail reachod the P.O. of deposit, as for example, "Stoan Ship" "Steamboat" "Way" etc. While it was the custan to put sourco markings on all such nail, it was not always done. For example, take the Vera Cruz cover, (photo herewith) with the rare " 40 ". Larry llason has a cover addressed to $\mathrm{N}_{\mathbf{W}} \mathrm{Y}_{0}$. presumably fron liexico 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 llason cover from Vera Cruz with a. " 40 " but no "Stoanship" marking. I could cite other similar covers I have seen in this class.
Regarding where the " 30 " was applied. At New York or Panana Oity? There is some question whethor anyone in charge of the mails on the Isthmus had the authority to rate letters. It would seem to the this might have been contrazy to tho roeulations. There certalniy was no U. S. Post office at Chagres or Panama City, but bouldrbcomildedoanailed at either place by handing them over to those in change or the U.S. mails for transmission across the Isthmus.
In a special report to the Senate by the Poll. Go under date of Mar. 25, 1852 a statenent is given of "the amounts paid for conveyence of the mails across the Isthrus, under the treaty of lar. 5, 1841 with the New Gronadian Govermment; and elso the amounts paid the Government mall agents on the line between Now York and San Francisco as silary and exponses while in charge of said mails." In this statement is a list of 24 agents "In chargo of mailis", and two memvidrowere paic sums for "mails zoross the Isthnus. "For example one, Wrn. Nelson was pald $35,296.62$ up to Dec. 31, 1849 and A.B.Corwine was paid $871,949.81$ up to Dee. 24, 1851. It is stated in this report that e temporary arrangement had been made with the Paname R.R. O. for the corvoyance of the mails across the Isthmus cormencine Dec. 1,1851 . I do not know whether Nels on and Corwino were regular U , S , Mail agents or were contrectors engaged in conveying the mails between the two oceans. If the latter, they surely hed no authority to rate lettors. At least that is my opinion. Corwine seens to be the only one in charge of the conveyance from Jan, 1, 1850 to Dec. 1, 1851.

## Mir. I. A. W11tsee - Nov. 13, 1940.

Regarding your lettor of the 6th with reforense to the New Yoris marking "Steamship 20." (as per cover \#33 your book). This marking is not especially rare because it was used almost erclusively on double rate letters from Cuba, as well as other points. It may be scarce on lottors placed in tho mail at Panama City. Other than the comon Cubar usage I can ci te a fow oxamples from ny record. A cover from Cartagena $\mathbb{N}_{0} G_{0}$ in 2857, one from San Jose Costa Rica in 1858, one from Greytown, Nic. in Aug. 1851 (quite on early uso) and one from Panama in 1857.
Re - your cover 11lustration /733. Only the British postage was prepa1d to Panama from Valparaiso. The marking under the "Steanship 20 " is as you state, the Crowm marking applied at Valparaiso and the marking in upper left is one shilling the regular British sea postage Trom Panama to Poston it was Via U. S. Main with 20cts due on delivery at Boston. The "Panama transit" was a Eritish marking.
Regarding your cover illustration $\# 29$ in your book. This undoubtediy went Via Nicaragua, in fact by "S. S. Pacific" frome $S_{0}$. and into Now 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 Micaragua" marking (triangular) and a pair of $5 ¢ 1851$ tied by the circular Miew - York - Ship - July $25^{n}$ - (same No. . 0 as por your cover \#11). Both markings, $1 . e_{0}$, the two line "Stean - Ship" and the circular with "Ship" meant the same thing and they wore used indiscriminately on letters that arrived by the same mail which was brought in to the New York P.0. by the Nicaragua ships. I could cite numerous oxamples. I think that it was intended to mark all mail caroived from the $\mathbb{N i c a r a g u a ~ s h i p s ~ w i t h ~ a ~ S t e a n s h i p ~ m a r k i n g ~ b u t ~ s u r e l y ~}$ this 2 rule was o fton disregarded as we find numerous "Via N" covers with the stanps canceled by regular New York ofroular postmarks, and the omission of "Steanship" or "Ship" ontirely. I do not think there is any sifnifiameo to the usos of regular of reular postmarks, except variations from rogular custom.
Re - your cover from Australia. The one shilling stamp paid the postage to Panama - The SnT. postmark with "10" indicated 10s due on delivery at S.P. Ten cents was the rate in 1868 from Aspinwall or Panama Oity to S.F.

Regaraing the oircular "Steamship 30cts." There are two diPforent types of this marking, one of which seens to be extremely scarce, at least I have only seen one example, a cover in Meson's oollection, photo of which I enclose herevith for your files. Laxry stated it was the only one ho had ever been able to locate. This fold ed letter was vritten by a passenger onroutetbo Califomia and was malled at Panama City, It is headed "In the Purser's Office - Off the Isil.e 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 oan account for the rarity of this marking. Ividentiy it was used only a shcetwhile because the "30" was cut out and the hendstanp was thereafter used with a blank conter.
I think I heve covered the various points in your letters, but if not ple ase ad̄ise.

Stanley 18 asherrorls Eeg
434 yraud Areme y ort Thomas 1 ty
Near her Aohbrook.

- Cevelore a photoslal. aud not a vey ford
- one Lav serry to say, of hicy "Paname N. Y. $30^{\circ}$.

Onthe various "30s" That lhar been able
"to compar th" " $\dot{f}$ thi' 0 : Are not cmetly lived with
each oithe. This is th mare eindent un ny red 30They are all spavish numeralo \&oylogillues lut pat on seporately, ulvih cmild nd tate hlaw m xy. Got
in a gras city, Pht criby in o fech uater Opaush vilage
 Thauh you for your haid liter of che 14* mst Yours sumong SQebrlase
Sam goug than a Gora phote grabe made of thes ot wier meail you ow. Wi the meantime this phorbies - cill ferra as a slepgip.

434 South Grana Avo., Fort Thomas, Kentucky.

Nov. 18, 1940.

Mre E. A. V2ltsee,
\% Paciric Union Club,
San Francisco, Calis.
Dens Mro Wi1tsee:
Tours of the 26th roceived, 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 oiroular postmark looked like - whether now or wown. I think it indicates that the possible theory is untenable that this was ordered in the States to read, "Panama $\mathbb{N}_{0} G_{e s}$ " that an exror was rade, hence its short 21 fe at Panama City. Iven if this handstamp had boen oxdered as oarily as say Harch of 1849 , it could hardly have become so worm as the impression on your cover indicates. If the impression on your cover is a falr example of the state of this handstarap on June 23,1850 , then I think we must eleiminate the theory of eryos.

The only othos conclusion I can thinis of, is that an old handstamp of Panama $\mathbb{N}_{0} Y_{\text {. w }}$ was used on the Isthmus. Perhaps the U. S. Agent at Panama City wrote the P.M. at Panama $\mathbb{N}_{0} Y_{0}$ and asked him if he had an old handstamp of that village, and if so would he sond it to him. Oz perhaps the Agent was related to the P.M. at the Now York village. Of courge this is nothing but pure conjecture but I am inclined to belleve that the handstarap used at Panama city was an old one which was badly worn ond one which had previously been used at the New York village.

I have been endeavoring to locate covers showing uses of Paname N. V. postmarks. So far I heve only located one - a use or Aug. 25, 1851. I am enclosing you a traeing of this item which you may keep sor your illes. I made a photograph and will send you print later on. If you wil1 lay this tracing over the postmarle on your Jun 231850 cover you will IInd the two are not duplicates, though both are the same size, 34104.

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 iIne quartz lamp like the "Hanovia" I possess, might prove this point. You are quite right on the "30." A11 examples I heve seen show the "IV" out of line with the " 0 "

I wrould like to locate a cover from the New York village with a date of use prior to 2850. Perhaps such a covor would shov a postmarls that duplicated your June 23 "Lourey" cover.

> With bost regards, Sinceroly yours,

# 434 South Grand Ave., Fort Thomas, Ky. 

Nov. 26, 1940.
Mr. E. A. WIItsee, \% Pacific Union Ciub, San Francisco, Calif.

## Dear Mr , WIItsee:

I have located the awner of the cover with the "Panama, N. $\mathrm{N}_{0}$ " 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 ttem to mo last July but I falled 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 thinik much of it at the time because to all appearances it was simply a $6 \times 5$ 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 Oxleans instead of New York. I am enclosing horewith a photo of the cover of Panama N.Y. to Albany, tracing of which I recently sent you.

Re - "Panama \& San Epan. S.S." The information Klein gave you was obtained from me as I tho doubt have the most complete record of the various covers which are known with this marling. 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 $110^{\text {in }}$ is in black. There is no indicetion of origin or whether the use was 1850 or 1851, but I am inolined to think it was 1851. It is addressed. "Mres. John B. Lewls - \% of Vm. Bement, No. 2 Hanover St., New York C1ty". The date must be 1851 becavse a.11 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 Jou will be kind enough to forward it to me, I will return it promptly.

I am onelosing photo herewith of a cover which is the only one known to me withstamps. You wil1 note that this is a use in June 1852. Part of the address on this cover was cut ond and someone repaired it and fllled out the address from a cover from the same correspondence so I have been informed.

This cover belongs to S . F . 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 reasonabio as I think it is the most outstanding "Pan \& San" item I have ever seen. W111 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. Inis hasthe cilreular 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 circuiar "Steamship 10."

I think you are quite right that the SPan \& Fan" marking was applied by the U. S. Mail Agents, (or a Mail Agent) on the Panama San Prancisco route. Of this I think there is little question, and I stated this opinion on page 251, Vol. 2 of my ono Cent book. I respectivily refor you to my remarks which were penned in 1937.

If not too much trouble I would like to see a photo of your other "Panana $\mathbb{N} . \mathrm{I}_{0}$ " with a plainer strike.
with bost regards,
Cordially yours,

$$
\operatorname{hen} 29 / 50
$$

Staniley B ashlrook ©o q
434 South Grand Ar
Jost Thamas Ky
Dear hur Ashbrook of the 26 tror receuird
I han alnady mdiled $y_{m}$ a gord photo of the then
30 Panama Cover.
Lomalso evclsing your pholo graph of the

- Stampre "Par osau', ardo am heod to han veen it. As P already han two no uth "Irgunish red. *thi other m"blach" ddonot thwh dorant
another.
In regani toti" Pau + Sau ensir, it' is quit endent thet thi" Pau IS au" ana thi" $40^{\prime \prime}$ are in diffenot
- Wack inls, which of chune uas to be expectedlluth Kuidut ngords

Yous fucenly
Salbiltsie
Salso encess the "Pan KSan" concr woth the (40) finty u. cinle for yur lifornation as sequosted.

# 434 South Grand Ave., Fort Thomas, Ky. 

## Nec. 2, 1940.

```
Mr. E. A. WIltsee,
% Paciric union Club,
San Frenclsco, Calif.
```

Dear Mr. Wilteee:
Many thanks for the photo of the Panama. Do you suppose that Iigintly struck " 3 " might be a " 4 " and the letter routed thru New Orleans along with Paciflc mails and mis-pated " 40 " instead. of " 30 "

I am not suggesting this, morely inquiring of the pate is derinitely "30." I cannot quite determine from the photograph. I note you are quite certain the 1 nk of the postmark and rate are identical, hence proof that the " 30 " was applied at Panama Olty and not, as I have always supposed at Now York.

Un to this writing the owner has not sent me the cover to Maine with the $30 \%$ rate and Panama N. V. postmarle.

Sinceroly Jours,


Stanley 13 as asia 8288 brook
434 So. Grand Avenue
Just Thomas Ry.

- Neartur Ashhrook.
- Precently secured one. of the tare - "Panama aud San Francisco Steam shops -Corers, of cebith an cxamble is given un nuybook, from The Melkeury ornis pondenar - Clean sags these are - veryrare and that to moly kines of bor 7 .
The others that o hae seen hair the portage put on in Serp. This one is in lack the no in lug book is dash. purple - The ament of postage on the is a (40) also whlack. I au corderrig if tues is Unusual. An cnvelofe no so cannot tell where mailed
- Lug idea has hem that this postmark
was flaced in ly the mail ageul absard steamers on mail that bas untters and mailid on board or on mair thal cave on boord at points where then was no des SD.O. such as Mazatlan, Aeapulco or. Thatsach a want excoted is shmin ly my lit with arly $a-\sqrt{40})$, its redsan Franciso numeral. Aua also two others, that han thay lettes" untten on w scrip with th firtay inscrip -
Otharght ym might be iutenoled ulcunony of tus + ) nill send You a photo of desired Yeurs scueeng Salnilsu it.
Qeldseras Pacefortrinen Clal $\int$ y Ca


In regash lo the "Panama NY.' I am sorny d out gn a photosiar - of the poorest vne. Idid this heaure

- on this ceves the '30' uns neost - destruet Whele nuth odve onh a pestems of the "O. the bottors of the ' $30^{\circ}$ is appareat On the othes cmer sery - letter of Pánama XY destūch aun - Th $Y$ is clear roper, rol Clrggen Ido not thents thes csan old can willer
- At dres hri fite Panaur M.
- Itiwh the smbentint nnclear slauping is the result of a bad inh pad unoler tropieal Cmditims. P Rurs What thase are fom exhenemir
ar fucinly
OAlcitos


## 434 South Grand Ave. . Fort Thomas, Ky.

Dec. 4, 1940.

```
Mr. E. A. Wiltsee,
\% The Pacific Union Club,
San Francisco, Calif.
```

Dear Wr. Wiltsee:

I Nave today received the Panama N.I. cover about which I wrote you I was trying to locate.

This is a brif envelope addressed to John P. Langdon, Esq., E11sworth, Maine. The postmark reads, "Panama - Jun 23 - N. Y." It is plainly, in fact heavily struck in a deep black, and I must confoss the marking shows no sign of wear.

The pate "30" is also handstruck the same as jour covers, but it is not in the same black ink but rather in a groy black ink. I am reasonably sure the " 30 " and the postmarle did not come from the same ink pad.

The owner wrote mo that this cover was in a correspondence which had a cover Irom San Francisco with the orange 80 and one from Honolviu with the "Peid - 8 - Ship" as per pege 259-Vol. \& of my book.

He stated that Langdon was a ship owner, so the above ties in quite nicely.
I will mall you a photo of the covor later.
What a coincidence thet this cover bears the same "Jun 23 " as your Lourey cover, and that your cover proves the year of use of the Langion cover. The postmarics are identical, but the Langdon is a bottor and plainor strike, though somewhet blurred like yours.

Sincerely yours,

## 434 South Grend Ave., Fort Thomas, Ky.

Dec.6, 1940.

Mr. E. A Wiltsee,
\% Pacific Union Ciub,
San Francisco, Calif.
Dear Mr. W11tsee:
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 1tem.

I have a record of 9 covers with this marking, eight of which are stampless, the other with the palr of $3 \& 1851$. Also two covers with manuscript Pan io San etc.

The earliest use I have seen is the enclosed which is undoubtedly Dec. 23, 1850. The Iatestuse June 29, 1852. S1x are in red, and three in black. The manuseript are both May $7,1850$.

> Cordially yours,

Prcificic Union Cub Hecember $14,1940$.

Samey B. Hshbrook
434 sierand tue.
fork Thomas.
Kentucky.
My dear Mr. Mshbrook:
Many Thanks for your Kindness in sending me the Jangdon
"Z0" Panama Goer. I,' is curious that this cover was postmarked Tune 23, or the same date ar one of mine. I' would seem as if the use of this postmark had been a very limited one. Ip resume that the letter il' contained, if it con rained one, was dated "Panama N.G." II' now looks as ip we had run this matter down as far as we can go for the present. With Thanks


Stauley B ashbrofr Coy
432 So Grand Aoven
: 434 So Grand Ooenm

- Fort Theruas ty
nyshear Ashtrook
Strang as A may seem Igot o cover mench Hes 30 STEAM OH it sxaily The same as Cole
- Solla lest, only nium har also the oral if Jachissm ' Veloma Co Panawo " Zachrom nelsen were th agents forth Païfi mail 58 C At Paname. So of cemse ltool it.
The leter less dated at Ude pararso 以e 17 184\%. A fuel letter form $\sigma$ caft of an amene ain Ship_It came up to Panama endent ly on th Paicufk Sheam Xrav steamer in Zachirom's can afforwardue ageel and they seut it. newefr. Ptis a fuee leter seqned ly the Caft. By A coriciduriter labso han a lettes frmith saver caft tors ounersiat Pan Franceses dates describy to Selling of ihe casgre. The shif uar damap cnuniy Arrund the Hems onpoine at UalparaisoOn receing yum Lect. Satwe state to culnsted that Sheam frip 40 chir $\sigma$ fevi that I hadflaed itriet yur tohror rapbs curhnt NeNtereng Hal - it was a coser! lapolegize tuces chequ
for 5.v. Pexhect Juras ma graithum that day than nit been so lusy lately as l han bem is Led 3 weeks with flu lnt an now ofs.fnow thinh Shaw tho Panama 30 is now fonitit rele gilled up. Than all blach urceft cuo red Cevins Duas neicr affend me ofturse mutis neeurly than no offintumly to emr secen one.
Clgain by apriogues formy carelessnen. Coneld nor unaque What hoea heome ofitiat cemr nutel CTrlus u hey pahotislat callectim there Avar As this liths cuss dater BLal paraus Aec 27 at probablly a nived at Panama Alnet Iul 15 mar 1. Jt took thase lettl sleamens a lay twen to com int the const asthey traded at eny lane bost This Uniamahe thealy the Cence of Cesh 30 Sceaushls Whíl wa eavy is Effil = mar.5.1850 . Ifind habe a steamshif $12 \frac{1}{2}$ cts of mu farava. ds that a ranity or nol?
furenly


Mr．E．A．Wiltsee， \％Pacific Union Ciub， San Francisco，Callf．

Dear Mr．Wiltsee：
Yours of the 26 th received．
Congratulations on your recent acquisition of the two line＂Stean－ Ship＂and＂30＂cover with a Valparaiso dato 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 parti－ culas hurry about this and I surmised that you had overlooked it．

Re－the 12青多 rate from Havana．Yes，these＂12登＂markings seem to be quite scarce．See Volume 2 of my One Cent Book，page 255. The＂ $12 \frac{2}{2}$＂as $111 u s t r a t e d$ 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－ $12 \frac{2}{2}$－ 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 122，＂another simply a rate stamp＂1212 ．

I trust that you have fully recoverod from your recent attack．
Sincerely jours，

# News, $V_{\text {iews }}$ 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., $\mathrm{f}_{\mathrm{N}} \mathrm{r}_{\mathrm{t}}{ }^{\text {the }}$ 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:

[^4]
## 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 comparison 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 puglished. 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 6 c 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 Ha waii numerals, Scott $\# 21$, U. S. 5e 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

## QUALITY SINGLES \& SETS AT MINIMUM PRICES:

ALL UNUSED-SCOTT'S 1941 NUMBERS

# STAMP 

## Texas Republic Postal System

By Harry M. Konwiser

Enow 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 tendencis, 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 sectimon 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 co operation of the Texas Philatelic As sociation, 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 maintrained 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 bortions 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 Maxican 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 Maxicans 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 Maxican 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 Pice 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)

Page 2

## George C. Hahn's <br> Notes on United States Stamps



Address Mr. Hahn at 835 Will iamson Building, Cleveland, Ohio

## AMERICAN PHILATELIC SOCIETY'S CONVENTION. <br> HAVING had the pleasure of at-

 tending 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 wtih 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

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.

[^5]
## Page 8

## 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, $6 \pi / 4$ cents for twenty miles; $121 / 2$ cents for the second zone up to fifty miles; $183 / 4$ cents for the third zone, up to 100 miles; 25 cents for up to 200 miles, and $371 / 2$ cents for further distances. Ship mail, presumably foreign mail, paid an additional fee of $6 T / 4$ 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 period when the " 5 " and " 10 " rates created weight and zone rates. The 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 $183 / 4$ 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 $12 \frac{1 / 2}{}$ cents for the first fifty miles, etc., with ship mail paying an additional fee of $61 / 4$ 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 30Dec. 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

THE 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, JudaeoGerman 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 hold-
ing 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.


## IT'S A DEAL

That's the answer I get to practically all the offers I make for collections, stocks, covers, etc. There must be a reason. I make a fair offer and I pay spot cash. IT WILI PAY YOU TO DO BUSINESS WITH ME. Member-APS-SPA
Philip B. McKinney, Elsie, Mich.

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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 GalvestonNew 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 ORLEANS / AGENT OF THE TEXIAN 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 as Texas specialist.

## Jones Has Horse Trouble

Texas markings naturally are 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 Texas.

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:
"To preserve good order in the colony under my charge, I have been compelled to cause five men to leave it, pelled to cause five men
with their families, to-wit: Briton Baywith their families, to-wit: Briton Bay-
lie, John M. Coy, Alen White, David lie, John M. Coy, Alen White, David Fitzzerald, and Danied O . Quin, They bad conduct, fugitives from the United States, one for having committed mur-
der, 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 who 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. This was prior to the governmental land grants given to Austin and others.

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Page 10

## Precanagiraphs

By ALBERT L. JONES

DR. 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, 11/2c.
Baltimore, Md., \#384, 12c.
Boston, Mass., \#371, 1c.
Benton Harbor, Mich., \#371, 1c
St. Paul Minn., \#372, $11 / 2 \mathrm{c}$.
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 it.
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 ; Sacea City-type No., x473.

Hoover's Old Bureau No., B61; Sacca Cid Bureau No., 0473 .
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 Don.
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 "KenMore'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 KenMore Stamp Company, Kenmore, N. Y.

This catalogue is recommended by The Stamp Review.

## COLLECT PRECANCELS

## And Enjoy Yourself

You will not only have fun building a collection of them but you will enjoy fraternizing with a most friendly group of collectors.

I will be glad to submit on approval selections from whatever group of precancels in which you may be interested. References, please.

Whether you collect precancels or not, inform yourself on the value of Bureaus. The newly issued 25 th edition of the Mitchell-Hoover Official
Catalog of U. S. Bureau Precancels sent postpaid for $\$ 1.00$.

## ALBERT L. JONES

318 West Main st. Wabash, Ind.

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## The IVORY <br> (All Purpose) <br> ALBUM PAGE

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in finish, and its old ivory color is in finish, and its old ivory color is both restful to the eye and does
soil as readily as white paper.
The Ivory Album Page is standard in size, $81 / 2$ by 111 inches, and has a printed heading in sans serif type. The style of the type used is the same as that generally employed in hand lettering so that the collector may write up his collection and be sure of complete harmony in that respect. There is no neater page on the market.
The Ivory Album Page is available with the following headings:

## United States <br> United States Covers <br> United States Precancels <br> British Empire <br> Canada <br> Air Mail

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Pages are priced at 75 cents per package of 50 or in smaller quantities at 2 cents each. We suggest ordering a package of 50 sheets so that your collection may be mounted without crowding in order to make it most effective for display.
Three-ring binders, art corners and other such accessories may be obtained from your local stamp dealer's shop.
The Ivory Album Page is produced and distributed by The Stamp Review. Kansas City residents may obtain the pages from the Cramer Stamp Shop, 1321 Grand avenue

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## TABLE OF CONTENTS 

## THRU THE NEWBURY DELUXE COLLECTION OF 19TH CENTURY UNITED STATES by Stanley B. Ashbrook.

$\square$ A word picture of one of the foremost collections of 19 th Century U. S., written by a man who is one of the greatest students philately has produced. You'll get ideas from this article that you can apply to your own collection.... It's really great! Many illustrations !

## JAMMU AND KASHMIR-NOTES ON THEIR STAMPS, by Winthrop S. Boggs.

- One of the most comprehensive articles ever written on the stamps of these far-off Indian States. A bang-up story that is sure to revive
interest in these stamps which forty years ago reveled in popularityinterest in these stamps which forty years ago reveled in popularitytoday are seldom seen. Illustrations galore!


## UNITED STATES POSTAL HISTORY,

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## A PRIMER OF THE FIRST GREEK POSTAGE STAMPS by Robert 0 . Truman.

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the "BLUE BOOK"!

## THE CAPPED RELIEF OF THE TWO CENTS 1890

 by John H. Latta, C.P.A.-All about the capped varieties of the 2 c 1890 issue perhaps the 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.
by their two specialists of Poland add further chevrons to those earned in the "Orange Book." This new article is a prize winner in anybored 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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## Important Find of the 10 -cent 1855 Is Made by Alexander D. Gage

AN extremely important find of 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 pub-
lisher 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 reader on any constructive subject pertaining to philately but assume no responsibility for the view 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 sup-ply-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.

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|  | . 32 | . 25 | 228 | 45 | . 35 | R51c | . 2.50 | 1.90 |
| 43 | 4 | . 30 | 229 | 1.35 | . 90 | R53c | . 12 | 88 |
| 46 | 5.90 | 4.25 | 232 | . 22 | . 15 | R56c | . 25 | 15 |
| 47 | 75 | 2.45 | 235 | 45 | . 30 | R57c | . 30 | 20 |
| 48 | 45 | 1.85 | 236 | 12 | . 08 | R64 | 25 | 15 |
| 49 | 25 | 1.65 | 238 | . 90 | . 60 | R73c | . 3.75 |  |
| 49b | 1.75 | 1.25 | 239 | 1.20 | 80 | R74c | 3.00 |  |
| 50 | . 75 | . 50 | 241 | . 95 | 3.90 | R80c | . 1.50 | 90 |
| 51 | 75 | 1.30 | 256 | 25 | . 15 | R83 | . 75 | 60 |
| 52 | 75 | 2.50 | 259 | 70 | . 50 | R84c | . 25 | 15 |
| 53 | 5.75 | 3.90 | 274 | 18 | . 12 | R85c | . 25 | 15 |
|  | . 25 | . 15 | 276 |  | 80 | R86 | . 40 |  |
|  | . 90 | . 65 | 276 |  | . 50 | R87 | . 1.70 | . 25 |
| 67 | 5.90 | 4.75 | 277 |  | 3.00 | R88c | . 30 | 20 |
| 68 | 30 | . 20 | 284 | 15 | . 10 | R890 | . 25 |  |
| 69 | 90 | . 60 | 287 | 40 | . 30 | R90c | . 1.80 |  |
| 70 | 1.95 | 1.55 | 288 | 45 | . 30 | R93 | . 90 |  |
| 1 | 20 | . 80 | 289 | 75 | . 50 | R95c | . 1.20 | 80 |
| 2 | 3.75 | 2.80 | 290 | 30 | . 22 | R114 | 65 |  |
| 73 | 30 | . 22 | 297 | 40 | . 30 | R117 | . 95 |  |
| 76 | 95 | . 60 | 298 | 85 | . 60 | R120 | . 45 | 30 |
|  | 25 | . 95 | 299 | 45 | . 30 | R125 | . 90 | 60 |
| 78 | 1.20 | 90 | 308 | 24 | . 15 | R138 | . 60 |  |
| 86 | . 95 | 1.90 | 309 | 12 | . 08 | R139 | . 40 |  |
| 87 | 10 | 70 | 310 | 40 | 28 | R14 | . 40 |  |
| 8 | 75 | 1.20 | 313 |  | 8.50 | R141 | 45 | 30 |
| 92 | 35 | . 90 | 325 | 5 | . 60 | R143 | 1.00 |  |
| 93 | 60 | . 40 | 326 | 5 | 4 ${ }^{\circ}$ | R145 | . 35 | . 25 |
| 95 | 4.50 |  | 327 |  | . 50 | R246 | . 45 |  |
| 95 | 5.50 |  | 330 |  | . 40 | R247 | 1.00 | 60 |
| 96 | 1.20 | 80 | 341 | 45 | . 30 | R248 | . 60 |  |
| 100 | 4.50 | 2.95 | 371 | 75 | . 60 | 04 | 95 |  |
| 112 | 1.20 | 80 | 380 |  | . 20 | 06 |  |  |
|  | . 45 | . 25 | 381 | 18 | 10 | 09 | 2.70 |  |
|  | . 35 | . 95 | 382 |  | . 30 | 020 | 25 |  |
| 116 | 45 | . 95 | 399 | 30 | . 20 | 022 | 30 | 20 |
| 118 | 95 | 3.65 | 400 | 30 | . 20 | 28 |  |  |
| 119 | 1.55 | 1.10 | 400 | 30 | . 20 | 028 | . 50 | 50 |
| 120 | 50 | 3.00 | 403 | 35 | 25 | 038 | 25 | 15 |
| 124 |  | 2.75 | 404 | 1.25 | . 90 | 042 | 95 |  |
|  |  | . 35 | 415 | 30 | . 20 | 43 | . 1.75 | 1.15 |
| 135 | 45 | . 30 | 419 | - | . 20 | 044 | . 1.15 | . 75 |
|  |  | 2.75 | 421 | 45 | . 30 | 045 | 4.50 | 3.00 |
| 138 | 95 | 1.90 | 440 | 38 | . 25 | 052 | . 35 | 25 |
| 141 | 6.50 | 4.50 | 460 | 75 | . 50 | 054 |  | . 30 |
|  | 25 | . 15 | 464 | 45 | . 30 | 056 | 75 | 50 |
| 149 | 95 | . 60 | 468 | 18 | . 10 | 058 | . 1.00 | 75 |
| 150 | . 30 | 20 | 469 | 25 | 15 | 078 | . 60 | 40 |
| 151 | 60 | . 40 | 470 | 25 | . 15 | 081 | . 22 | . 15 |
| 52 | 80 | 55 | 474 | 18 | . 10 | 082 | . 40 | , |
| 153 | 1.25 | . 95 | 477 | 1.50 | 1.00 | 083 | . 25 | 15 |
| 54 | 1.90 | 1.40 | 478 |  | 20 | 084 |  | 15 |
| 55 | 2.25 | 1.65 | 479 | . 75 | 60 | 087 | 1.10 | 75 |
| 160 | . 1.00 |  | 535 |  |  | 088 |  | . 20 |
| 62 | . 85 | . 55 | 547 | 45 | 30 | 089 | . 25 | . |
| 163 | 1. | . 75 | 619 | . 30 | 20 | 093 |  | 5 |
| 165 |  | 45 | C3 | . 55 | 3.5 | 095 | 1.75 | 1.25 |
| 166 | 2.95 | 1.95 | E1 | 45 |  | 0106 | . |  |
| 188 | . 30 | 20 | E4 | 60 | 40 | 0107. | 2.10 | 1.40 |
|  | . 22 | . 15 | Q7 |  | 10 |  |  |  |

8c each-Good: \#33, 185, 215, 221, 234, 253, 257, 258, 309, 336, 401, R30c, R32c, R53c. 8c each-Fair: \$381, 468, 474, O72, 075, 077, 079,
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. Otherwise, no gum

| \#33... 8.35 | \#205*. \$. 50 | \#257. . \$. 45 | \#305*. \$. 45 |
| :---: | :---: | :---: | :---: |
| 65a... 20 | $215 * *$. . 25 | 266*. . 35 | $306{ }^{*}$. . 20 |
| 68... . 75 | 216 *. . 35 | 269... 20 | 308* . . 25 |
| 688... 95 | 223.. . 20 | 269* . 30 | $319 \mathrm{~b}^{*} .30$ |
| $89 . . .4 .50$ | 223*. .35 | 270*. . 25 | 327 *. 1.95 |
| 94... . 30 | 233. . . 20 | $272^{*}$. . 20 | $333^{\prime \prime}$. . 30 |
| 112...1.50 | 236.. . 15 | 280*. . 25 | 433*. . 25 |
| 117...1.50 | 236*. . 30 | 282*. . 65 | 464**.1.25 |
| 134**.. 1.90 | 237.. . 20 | 282c. . 95 | 466.. . 45 |
| 150...1.50 | 237*. . 35 | $284 *$. 1.25 | 514* . . 60 |
| 158... . 15 | $240 * .1 .95$ | 287*. 75 | $550 *$. . 50 |
| 182**. . 40 | 253* . . 25 | 288** . 75 | 560 . . 20 |
| 189*... . 45 | 254*. . 35 | 289*. . 95 | Many |
| 205... . 30 | $256^{*}$. . 50 | $291{ }^{\circ} .3 .60$ | Others | SPECIAL OFFER-Very Good Mint White Plain Sheet $\$ 3.90$. 10 c each-Good to Very Good Mint $\$ 210$, Sheet $\$ 3.90$. 10 c each- Good to Very Good

$212,214,294,328,367,549,615,628$.

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# PHILATELIC 

 NOTESBy 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 10 c 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.

A.C. FENEBERG, of 302 West 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.

B.W. KUMLER, who, 50 years - ago, collected mineralogical, 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 Llanfairpwllcwyncll to Bahrain.

F.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.

H.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 1 sh. 6 d .

The booklet may be obtained from the publishers, Stanley Gibbons, Ltd., 391 Strand, W.C. 2, London, England.

# 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.

$Y$EAR 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 comprehensive 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 can 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 himy 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 study.

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 46 th Street, New York.

Triple 10c Rate (Unpaid, 18511855) 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 " 30 c " 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
 triple-rated letter.
$\checkmark$
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 Statí Unití 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 Ill tipo del 1851 e di cui alla fig. $1 »$.


FIG. 2

FIG. 1
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 $6^{n}$ 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).

[^6]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 caverebbe 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 esaminate: francobollo di cui alia 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 | $\frac{72}{1000} \text { di } \mathrm{mm} .$ | $\frac{61}{1000} \mathrm{di} \mathrm{~mm} .$ |
| Coefficiente di assorbimento in rapporto al "campione" 1851 | $C=1$ | C $<1$ |

Materiale pel confronto: francobolli sicuramente dell'emissione 1851 є di quella 1857 (dente!lati).

Criterio di apprezzamento: I1 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'invecchíamento artíficiale 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 sicuramente 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.

## Il:Capodel Conerno

Egregio Signore,

Il prezioso quincusse librale, ch'Ella cortesemente ha voluto nffrirmi in omaggio,m1 è glunto assal gradito.

L'ho esaminato con vivo interesse, oserei dire con amore, perchè parmi sia racchiusa in esso ancora un po della genuina art ma romana fiera e decisa.

Il rovescio della moneta, poi, mi sembra veramente di sommo interesse, perchè ci offre un si antico documento di tecnica nam vale e ci è testimonio della ferma volontà marinara di Roma.

Ho pensato che la moneta possa trovare degne sede nel Museo Impero e 1'ho ad esso destinata.


Al Sig. Arturo De Sanctis Mangelli

## MANZIANA

Facsimile della lettera ínviata da S. E. Il Capo del Governo al Comm. Arturo De Sanctis Mangelli.

Students of U. S. Issues from 1851 to 1860 Inclusive have for many years been anxiousiy 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 Comittee 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 ry own book will probably be delayed until revision of the Illustration law makes ijlustrations possible, I arn 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, inciuded 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 fimm. 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 allaved 2 $\phi$ 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 baxes, and packing for mailing. For this they recelved an additional $1 \frac{2}{2} \&$ a thousand, making the entire cost of each thousand stamps amount to $18 \%$

The original contract provided definitely for only the $1 \%, 36$ and 12¢ stanps and the Carpier Stamp, but it provided for additional denominations as might later be required and under this clause came the later 5\%, 10\%, 24, $30 \%$ and $90 \%$ stamps.

As the previous contreot for the 1847 Issue, with Rawdon, Wright, Hatch \& Edson, had not provided for the retum to Govermment 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 $30 \phi$ 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 $3 \phi$ and $12 \phi$ designs and numerals incorporated in the
comers of the $16,5 \phi$ and $24 \phi$ and in the center of the bottom label of the 90\%. They were, however, unsuccessiful in obtaining the 1861 contract and these designs remain essays. Many years later, after the efidets of the original firm had come into the hands of the philadelphia Bank Note Company which went into bankmupey oarly in the 20th Century, these dies and an unaltered die of the Frankiln Carrier were purchased by Emest 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 worls 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 Govemment Agent in charge of the dies and plates, while in the contractor's custody, and to whom all dellveries 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 Treasureris 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 proois 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.

Six Year Contract of June 10, 1851 between<br>Postmaster General Nathan K. Hall and<br>Toppan, Carponter, 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, Sarmel H. Carpenter, John Wo Casilear, Henry $E$. Saulnier, and William C. Smillie, known as, and constituting the ilrm or 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 pates 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 orfice 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, shail 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 platesp or for keepIng 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 1ike manner engrave and furnish and keep in continual repair, without charge, to the Post opfice Department, such steel dies and steel plates as may be ordered for printing carrieris stampl and that if any of the dies and plates so engraved and fumished by them shall be counterfeited, they will fumish, of new designs, and keop them in repair, without charge; and that they will fumish stamps from all or any of the plates and
and dies, herein stipulated by them to be engraved and furnished, printed on suitable paper of the best quallty well and fully prepared for use with gum, at the rate of ifiteen cents for every thousand stamps. 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 Amerlica, 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 addition2l expense; and they further agree, that they will not prepare, or permit to be prepared, in their estabilshment, any similar dies, plates or engravings, from which printed stamps might be issued resembling those prepared for the Post offlce 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, of 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 shail be executed with all reasonable despatoh, and that the stamps shall be del ivered, from time to time, to such person as shall be authorized to receive the same, by an instrunent of wiliting 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 recoive thom, with an accurate statement, verlfied by oath of one of said parties of the second part, of the mumber 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 recelve 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 carefuliy 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.
> $S_{0} H_{0}$ Carpenter.
> $J_{0} W_{0}$ Casilear.
> $H_{\bullet} E_{0}$ Suninier.
> $W_{\bullet} C_{0}$ Smillie.
N. K. Hall

Postmaster General.

## \＃』。

Witness to signatures of Charles Toppan，Samuel H．Carpenter，and Henry $E_{\text {．Saulnier－}}$ W．J．P．White P．M．

Witness to signatures of John W．Casilear and William C．Smillie－ D．G．Johinson． W。H．Earle。

## Fous Year Extension of Contract June 10,1857 to June $10,1861_{0}$

Philadelphia．April 8，1857．
Hon．Aaron $\mathrm{V}_{0}$ Brown， Post Master General．

Washington，$D_{0}$ ．
Dear Sirs：
We have received jour favor of 6th inst．stating the terms and conditions on which you will renew our tontract 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） viz；
＂I hereby consent to a renewal or extension of said contract to the loth 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 pack－ ing all parcels of stamps ready for mailing，one and a hale cents a thousand－thus making the entire cost of each thousand stamps amount to oighteon cents．

But it is distinctly understood that all the terms，conditions and stipulations of the original contract hereby agreed to be extended to the loth 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．<br>Toppan，Carpenter \＆CO．

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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 . Iuff. 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 186124 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
\#2.
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 l4th 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 Luffis 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 loth 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 know, 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 lst, 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 theso studies I then statedi (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
\#3.
the Civil War that less important news was crowded out of the daily papers. In my research to find the historical facts of this 1861 issue of postage stamps, I have read New York papers from March 15 th. 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 heroto. Toppan Carpenter \& Co.'s contract for postage stamps was to expire on June loth, so a new contract was advertised, for a six year term from July 1st, 1861. (It is interesting to note that the Confederate States $P_{0} M_{0} G_{\text {. advertised for }}$ bids on Confederate Postage Stamps on that very same day to be recelved a day later than the U.S.A. on May lst.) ${ }^{(1)}$ One of the requirements advertised was:
"Each bid is to be accompanied with a specimen of the styie 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 engrave ings 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 IIne engraving on steel." The head of Jefferson on the 5 cents seems to have been forgotten in the advertise ment, 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 27 th, requiring "Proposals will be received until 12 M of 30 th 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 now 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 30the, 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 Nati nal 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 recelved 18 cents per thousand stamps. The Postmaster General's Report of 1861 says the P.O.D. saved about $30 \%$ by this new contract.

The Toppan, Carpenter \& Co. die essays of April 30, 1861, Masonis 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 lit tle more than the required "specimen of the style of engraving" and all in black. They are Masons $134 \mathrm{C}, 134 \mathrm{D}, 134 \mathrm{E}, 134 \mathrm{~F}, 134 \mathrm{H}, 134 \mathrm{I}$ and 134 J . The Washington head vignettes on the 3 cents essays 134 E and 134 J , and on the 5 cents (or 12 cents?) $134 H$ and 134 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 $134 F$ is a Washington head on the
\#5.
frame that the A.B.N.C. engraved for the 5 cents Nova Scotia stamp of 1860. It is noticable that the above essays $134 \mathrm{C}, 134 \mathrm{D}$ and 134 F 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 $4,1.861$, 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 a.11 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
\#6.
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 21.5 mm . horizontal by about 26 mm . 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 silhousttes, 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 trensfers 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 lay down 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 conts in four hues of red: in Ridgway's $11 / 1 \mathrm{Dim}$ deep Red, $3 \mathrm{~K} / 0$ dark orange-red Red (Scott's brown red), Th/I 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 colas s, as the Postmaster Gene eral" 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 cont 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 $3 i / 0,5 i / 0,7 i / 0,1-/ 1,1 i / 1,3-/ 1,71-/ 2,1-/ 2,1 i / 2$, $67 \mathrm{~d} / 2$, and $69 \mathrm{~b} / 2$. 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 transparant stamp paper without gum in 6 hues of orange-yellow including $111 / 0,13 \mathrm{~h} / \mathrm{l}$, $151 / 0,17 I / 0,17 \mathrm{j} / 1$ and $19 \mathrm{~h} / 1$.
\#8.
cluding the 24 cents Type II in 8 colors: 1-/2 Dull Red, 51/0 deep orange-red Red, $71 / 0$ red orange, $9 \mathrm{~m} / 0$ dusky Orange, $11 \mathrm{~m} / 0$ duskyYellow (brown), $15 j / 0$ yellow Orange, $47 \mathrm{~m} / 2$ Dull dusky $g-b$. Blue (a little brighter than Scott's No. 7Oa steel blue) and $65 \mathrm{~m} / 3$ 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: l-/2 Dull Red, 51/0 deep orange-orange Red. $91 / 0$ deep orangewred Orange (approximate premiere color), 13i/0 deep orange yellow Orange (an issued color), $7 \mathrm{~m} / 1$ Dim dusky red Orange (brown) and $47 \mathrm{~m} / 2$ 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 $47 \mathrm{~m} / 2$ indigo blue and No. If in a darker blue. I also have the 90 cents completed die proofs in scarlet, Jellow, 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 comploted design as issued, thus placing their dates of printing as during the process of changing the dies, Due to existence of proofs from int ermediate 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, semitransparent 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 $1 \frac{1}{4} m m$ 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 $1 \notin, 3 \notin, 5 \notin, 10 \notin, 12 \not$, and $90 \notin$ were made, these larger designs were spaced to leave $2 \frac{3}{4} \mathrm{~mm}$. 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 S TAMPS

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 loth 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,
\#10.
24 cents steel blue and 90 cents dull blue. While no contract was jet 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 15 th. 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, 1889 addressed to P.M.G. Wanamaker) "In $1862^{\prime \prime}$ (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 premiees (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 exporienced gummers of 1000 sheets per day" or 200,000 stamps each. The dumming was done by hand. Also "the daily task for experienced perforators of 7,500 sheets per day ${ }^{\prime \prime}$ or $1,500,000$ stamps. An 11lustration of a perforating machine in Harpers Magazine for February, 1862 shows wheels set to perforate one direction at a time. While guraming 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 machineavailable, 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, gurmeat and dried
\#11.
of overtime work producing 2500 sheets beyond the daily task or 10,000 sheets which would be a maximum of $2,000,000$ stamps per day capacity in 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, Noveraber, 1931) the N. $\mathrm{N} . \mathrm{N}_{0} \mathrm{C}$. then had "nine presses in this establishment, six of them driven by steam, and now munning 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.

According to the records given by John Luff about 8,000,000 stamps were delivered to the P.O.D. Agent the first two days, on August 16 th, 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 16 th., 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 conmence on the fifteenth day of August" 1861. This therefore is definitely the reason why the stamps previously prepared were not delivered before August 16 th ., 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 citicens 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 $15 t h$.

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 $56.5 \times 56 \mathrm{~mm}$. 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
\#12.
Die 445 in colors $61 \mathrm{~m} / 4$ Smoky dusky violet-red Violet, $69 \mathrm{k} / 3$ Dismal dark red-violet Red, $61 \mathrm{~m} / 3$ Dismal dusky $V-r$ Violet, and a stamp size copy in 61k/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 $51 \times 53.5 \mathrm{~mm}$. I believe this die was a laydown from the first state of Die $445 \mathrm{Type} I$, and was crudely re-ongraved. 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 $\mathbb{N}$ and 0 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 $65 \mathrm{~m} / 3$ Dismal dusky red-red Violet a cataloged Premiere Gravure stamp color, and $47 \mathrm{~m} / 2 \mathrm{~g}-\mathrm{b}$ Blue or a bright "steel blue" now generally considered an early printing of the stamp.

## THE 24 GENTS 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 $6 \ln / 3$ Dismal very dusky rar. Violet is generally called a Premiere Gravure color. I also have a block of 50 (51L to 100L) India paper essays from the bottom of the left pane after the Plate NO. 6 had been engraved on the
\#13.
plate, in color $69 \mathrm{~m} / 3$ Dismal dusky red-violet Red. I also have India paper plate essays from this early state of the plate in colors $61 \mathrm{~m} / 3$ Dismal dusky $V-r$. Violet and $63 \mathrm{~m} / 3$ 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 $83 R$ to98R from the bottom of the right pane showing Plate No. 6 and Imprint in color $69 n / 3$ 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 51 R to l00R from the bottom of the right pane, also in color $69 \mathrm{n} / 3$. 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 fives me permission to quote: that the tops of Nos. $74 R$ and $96 R$ resemble the Premiere Gravure Type II design on the die essays. Also that Nos. $84 R$ and $100 R$ are in this class but not as clear as $74 R$ and $96 R$. Only 7 of these positions show no shifts, and $82 R$ is the most perfect re-entry without shift.

I find that No. 96 R 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-ontered? 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 6, 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 $24 \subset$ stamp that sppeared to come from a noticeably worn plate. There was therefore no necessity for re-entering because of a worn plate.
\#14.
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 pe-enter this plate soon after it was made and before it was worn? I can see only one answer to this question; that the canpleted 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 promiere 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 colorless 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 overlay 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 $69 \mathrm{k} / 3$ which is similar to position 74 R , 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
\#15.
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. GOE autographed by the vignette engraver William E. Marshall is said to be Ridgway's $65 \mathrm{~m} / 1$ 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" $\downarrow$ The No. 70b steel blue color stamp which may be $47 \mathrm{i} / 4,49 \mathrm{i} / 4$ or $49 \mathrm{k} / 4$ 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 cooperative 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 l5th 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
\#16.
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 congratviate you upon having gathered and published so much new information in such a logical and entertaining manner." ceived until 12 m of $30 t h$. April next for fumishing Postage Stanps of the general style and description of those now in use, on suitable paper of the best quality, for a teran of six years, commencing lst. 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, doliverable to the agent of the Dopartment at the place of manufacture.

Also, the price per thousand, separated in such quantities as may be deily ordered for the use of post-offices, never less than two hundred stamps, and securely packed in tin cases, suitable bindom's board boxes, with muslin or other equally strong covers, or lined envelopes, according to the quantity and distance to be convejed as may be required by the Department; stating the difference, if any, between the cost of delivery to an agent at the place of manum facture and at Washington, D. C. Ali such packagos, before malling 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 recelpts, under the direction of an agent of the Department, elther at the Depattment or manufactory.

Proposals must be made for the stamps in sheets, perfectiy sumned, 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 conts, five cents, ten conts, twelve conts, twenty four cents, thirty cents and ninety conts. The heads of Washington and Franklin ard to be proserved as the leading designs; the former on all the stamps except those of one cent and thinty cents on which are to be the head of Franklin. On all the strumps the denoinination 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. Jund, 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 sitamps; vut by far the larger proportion of packages contain not more than 20 sheets or 2,000 . stamps.
"Sach bid is to be accompaniod 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 expertis or antists for examination; and the accopted bidder, before the final consumation of the contract, will be required to prepare designs and furmish 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 necesse. y to protect the boxes by muslin or other covers in tho most effoctual mannor against wot 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, elther 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 of ice Department.

Wo bids will be considered except from parties who have been actuaily engaged in the business of copper plate and steel engraving and printing, and ape thus engaged at the time of bidding, and who are occupying suitable fire-proof premises and provided with all the necessary facilities to mrecute the work promptly, and give the requisite protection to the stalips, dies and platos in thoir possossion.

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 intierest of the Depantiment, having reference to the style of the
work, security, mode of packing, etc.
Proposals should be carefully sealed and
marked "Proposals for Postage Stamps" and addressed to the "Third Assistant Postinaster Genaral."
M. Blair

Postmaster-General

Six-year Contract With Nationa]. Bank Note Co. August 15th. 1861 to Augus' 15 th., 1367 .

This agmeoment made botweon the United States of America, by Montgomery Blair, Postmaster General, of tho one part, and the National Bank Note Company, of New York, by Robert S, Oakley, President of said Company, of the other part, Mitnesseth, that it is agreed on the part of the United States of America to omploy the said "Netional. Bank Note Company" to manufacture and furnish for the use of the Post office Department, all the postage stamps which may be pequired by the Postmaster General for a term of $s i \pi$ Jears, to cormence on the fifteenth day of August Anno Domini sighteen Hundred and sixty one, according to the stipulations and provislons horein contained, v1゙z:

The said party of the second part agreos to manufacture and fumish said postage stamps for the price or sum of twolve cents per thousand stampg, and deliver the same to the Agent of the Departiment at New York, separated in such quantities as may be deily ordered for the use of the post offices, and never less than two hundred stamps in a packase, and secumely 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 aistance said packages are to be conveyed, as hay be required by the Post office Dopartment, and to direct such packages for mails and fili up and. divect the blank recelpts therefore under the direction of an Agent of the Department, which saic blank recelpts are to accompany each package, and will be fuxnishod by the Dopartment, and that all such packages, bofore malling shall be re-examin ed and recounted by the said Agent of the Depertment, and that all said stamps shall be fumnished in sheets, printed upon good paper, equal to the ap roved sample, and in such colored lnks, of the best quality as the postmaster coneral may direct: porfectly gummed and per= forated 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 troso nom usoc.

And the seld panty of the second part agrees to fumish the said stamps of the denominations of one cont, three cents, fivo cents, ten cents, twolve conts, twenty four cents, thirty cents, and ninety cents, in such quantities as they may be ordered by the post ofefce Dopartment. The heads of 曹ashington, Jefferson, and Franklin are to be preserved as the
leading designs, the former on 8.11 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 Che best style of ine 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 Depa tment.

And the said party of the second part, further agrees that all the orders of the said Dopartment for stamps of the respoctive denominations, and for such other denominations as may heroaftor be ordored, shall be filled and executed with reasonable dispatch and the stamps be delivered to the Agent of the Department appointed to recelve them, and at the end of each quartor, or oftoner if roquirod, the said party of the second part shall furmish a statement, under oath, of all the stamps of each denomination furnishod os doIivered to said. Agent.

And the said party of the second pert further agrees that when the said dies and plates are not in actual use in the making of said stamps, they shall be carofully onvelopod and sealect 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 fox safo leoping either with the Assistant Iroasurer of the United Statos in Hew York or with the Postmaster of New Yorek as the Postmaster General may direct. The re-openting of said package, when again required for use, is to take place In the presence of an Agenf 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 deom it hocossary, ho may appoint a Special Agent of the Department who shall be present at all times whon the dies and plates are taken from the place of dem posit 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 comain with them during the process of printing said stamps, and to receive said
stamps as fast as they may be furnishod.
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 Departmently 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 EDregoing stipulations of by any omission to fulefill them in their true spirit and meaning, and that for such violation or omission the Postrastor General shall have the right to annul this agreoment.

And it is agreed upon the part of the United States to pay the said party of the second part qua tor yearly for all the stanps do ivored to and ingpectec by the proper officer or agent of the Post of ice Dopartment, in the city of Now York at the price or sum of twolve conts 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 bozes 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 usod shall be required.

And it is further agreed that the right shall be reserved to the Postmaster Goneral of requiring the said party of the second part, whenever he the Postmaster Ceneral may deem it expedient so to do, that the packing, directing, filling up and directing the recoipts, and the delivery of the stamps as above provided for unto the Post Office at New York, shail be changed and that said delivery, directing, packing, etc. shall be made at the Post Olfice Dopartment, 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 recelve
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 deIlvered 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 Postmatter General being first had and obtained thereto.

In witness whereof the said partios have hereunto set their hands and respective seals, this fifth day of November, one thousand eight
hundred and sixty one.

```
Attest
    A.l. .evely (3rd. Asst. Pol.G.)
Attest
    Janes Macdonough
        Secretary
        H.Blair (P.O.Seal)
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National Bank NoteCo.
by R.S.0akley 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 besidesthat 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 3 c ' 5 ls 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 Gravares. 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 $3 c$ scarlet and its"sale" in the post office is as follows: 01d 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 masual shade from New Orleans, they were surely not the scarlet. In other words I think this is where $L_{\mathrm{u}} \mathrm{ff}$ 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 in the banknote company rather than an ordinary employee.
5. Where do you think the numerous of the 3 c 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 $3 c$ "August all in blocks of four, unused wi th 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 30 c 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. None 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 dow. In fact I guess Mandela 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 ito

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

## Thduatrial 界urvat

ORGANIZED 1919

## 型altimore 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.

H. Findlay French

HFF:MG

CONFIDENTIAL INDUSTRIAL SERVICE FOR MORE THAN TWENTY YEARS

BALTIMORE ASSOCIATION OF COMMERCE
Thudustrial fintraut
ORGANIZED 1919

Hear inn．Ashbrook：
A fund of mine asked me \＆look over sure old fail correspondence，and I find they include duro of the $\operatorname{San}_{\text {Francisco }}=$ N位araigu－ahead of mails－ super．One is stan ged for canning in th St fiencea Nevada and If course this is listed in several pubhicalins T have－partied clearly your own Vol II－which mitt Vol－I was delyigteas t buy when published－

The 2 is use，dated $i t$ yer be que to $1 \pm 5$ ，witt the normal pair of $33^{5}$ cancelled Newry K Ship－has the nounal Via Nicaranga in advance of the Mols，in red，but this insengition is not boxed． In Vol II yon spent of scrarl varieties of borges fin this phrase，some of which I have seen，but I fail to noble any mention of an unboxed variety．

I an tarting to hebert of asking white this variety， （which，incidental，I do not think as good lootio as the bo jed） is usual．If yo would be good enough \＆answer this， whir I assume goo can do in a fir words I wormed appreecials is， While both there cores 5 are commercilel＂fine＂I do not amides．Then of Top grade eyhiblum character bur II assume then cum be read， To mi stan ea l B．
 （Mermen colliers Chat N．Y．C） （Mem ben collectors Chat N．．C）

Dear Mr. French:
In reply to yours of the 15 th, the "Via $\mathbb{N}^{"}$ 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 fires 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 mun 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 collooging 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 retum them promptly. If they are for sale I would like to buy them.

> Sincerely yours,

## BALTIMORE ASSOCIATION OF COMMERCE

# Thu uxorial thurgau 

ORGANIZED 1919
H. FINDLAY FRENCH, DIRECTOR FRANCIS M. BOND, ASST. DIRECTOR

TELEPHONES:<br>TWENTY-TWO LIGHT STREET<br>LEXINGTON 6197-6198

## 鋫alltimore 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 lith 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.

H. Findlay French

Room 305
22 Light Street
Baltimore - 2 - Maryland

Dan. 2, 1948.

Mr. H. Findlay French,

$$
\begin{aligned}
& \text { Roon } 305 \text {, } \\
& 22 \text { Lisht Stroet, } \\
& \text { Baltinore 2, Ma. }
\end{aligned}
$$

Dear Mr. Prench:
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 iail left San Prancisco on Dec. 1, 1853 and strange to relate, the ship was the Slerma Nevada. At that time, I doubt if the oval manking was in existence. Nrnest Wiltsee had a cover that went by this same mail with the unframed marking in ped. Bdgar 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 poturn 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,

Hem ".. n. Ashbrook:
I have been had ap tine on ing th yen matters, tones I wale this and you sent, will mot coll off an secretary, from. The rush job ste has in hand to write four formally.

The offer of $\$ 50 \times x$ ton the vic -al din th Alai le covers I sent you, will be on which The owner, This is what I would heir offered for my own collection but offers somewhat proper below noftaid shires to nieyperienced fricheds are notalurugs wise.

Please make chows payable wither to H. Find lay French, fly: on Rosamond $R$. Beirne (who is the actual owner) I $T$ is immaterial which. I appreciate the informative given and is was a pleamens To have this brief correspondence with you.



THIS SIDE OF CARD IS FQR ADDRESS


## STANLEY B. ASHBROOK 33 N. Ft. Thomas Ave. Fort Thomas, Ky.

10r. H. Pindlay French, Room 305, 22 Light St., Baltimore 2, Md.

Dear Mr. Prench:
Your card of the 14 th recelved 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 tmust that you will not hesitate to write me.

With best wishes -
Cordially yours,

Abington Mass :
Ashwood Ten
Amherst Ms
Alfred Maine
Athol Mass
Apalachicola Fla
Augusta M6
Augusta N $\mathbb{I}$
Anderson Tex
Alexandria $P a$
Admont Mic
Andalusia Penn
Ashtabula Ohio
Andover Ms
Auburn $\mathbb{N} Y 2$
Albion $\mathbb{N}$ I
Albany Ga
Argyle $\mathbb{N} Y$
Astoria $\mathbb{N}$ Y
Arlington $V t$。
Antrim NH
Alexandria La
Appleton Mass
Albany N $Y$
Addie Va

Alexandria Va
Augusta $G \in o$
Attica NY
Allegheny Pa

## Athens Va

Aberdeen Miss

Boston 2.
Brookline Mass
Brandon Mi
Bleck 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
Bestrop Tex
Beaver CH Pa
Benicia Cal
Belleville Ill
Blanford Mass
Bloomfield iv J

Brooklyn N X
Barnard Vt
Blandsville Pa
Bullivan 111
Bilexi Miss
Boseowan N H 2
Bloomsburg Pa 2
Brunswiek Mo
Bedford Mas
Bradford Mass
Bloomficld Ky
Bethlem Ct
Bloomington Iowa
Byron Mich
Boonton IV J
Burriville K I
Bart*on Vt
Ballston N Y
Brand's Iorn Works IN I

Cedar Rapids Iowa 2
Canden Ala
Canton Miss 2
Camden Me 2
Cohoes $\mathbb{N}$ Y 2
Columbia Maine
Charlotteville $\mathbb{N}$
Connelsville IN Y
Charlestown Va
Chester Ct
Collemer 0
Cullema Cal
Colubbus Ga
Canaen Ife
Chesire Mass
Condia IV H
Cherry Valley $\mathbb{N} H$
Chepachet H I
Centre Rutland Vt
Columbus Wis
Connelsville Pa
Chicago Ill 2
Copper Mines Tenn
Charlestown Mass
Contooeook NH
Coventry in Y
Cananđิaigua $\mathbb{N}$ Y
Chathem 4 Corners N Y
Cambridge M D ?

Chelsea Mass 2
Chieopee Falls Mass
Chester Springs Pa
Columbia Cal
Chillieothe Ill
Canton-ilils M6
Concord Mass
Canajoharie $\mathbb{N} Y$
Clarksfield Ohio
Cornwall Vt
Crittenden Ky
Columbus Ky
Cineinnati 0
Carrolton Miss 2
Charleston S C
Columbia Ark
Crown Point $\mathbb{I}$
Cleveland 0
Catskill $\mathbb{N}$ Y
Cleveland Tenn
Charlton $\mathbb{N} Y$
Chapel Hill Tex
Caman S C
Clinton Ct
Calais M6
Casting Me
Columbus Mi (Miss)
Cape Vincent IN $Y$
Camptown Pa

Columbia S C

Cuttingsville Vt
Columbus Pa
Coeymans N Y

| Davidson College NC | Eufaula Ala 2 |
| :---: | :---: |
| De Kalb Center Ill | Ellington Ct |
| Dedham Mass | Evansville Wis |
| Downsville NY | East Windham Ct |
| Derby ct | East Machias Me |
| Deer Isle Me | East Dogulas Ms |
| Danville V t | Ellington NY |
| Danvers Mass | East Fairficld Vt |
| Demmysville Me | East Brookfield Mass |
| Dover NH | East Westmoreland NH. |
| Downieville Cal | Etaw Ala |
| Deestur Ga | Edgeligld CH SC |
| Davenport Mass | Edwards La |
| Derby Line Vt | Eleysville Ma |
| Detroit Mich | East Marshilia NY |
| Doerileld Mass | East Grenwieh RI |
| Demoplis Ala | East Andover Ct or Ms |
| Deep River Ct | East Windsaw Hill Ct |
| Donsldsville La | Edgarton Ms |
| Deeatur Mich | East Montpelicr Vt |
| Donaldson Pa | 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
Fronklin $N H$
Fensington Ky
Freeport Me
Frederieksburg Va 2
Fremont 0
Fayctteville $P a$
Fredrichsburg Mass
Fort Bridger UT
Friendship NY
Fairmont Va
Framington Iowa
Fair Haven NY
Fort Wayne Ia (Ind)
Faetory Point $V t$
Frecburg Ms ???
Fremont $N Y$
Fisherville Ct
Franeistown NH
Fitswilliam NH
Foxborough Mis
Fayetteville $\mathbb{N Y}$
Erankfort Ind.
Iranklin Varmont
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
Greenficld 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 Faetory Del
Holmdel NJ
Homersville 0
Highgate Vt
Eatboro Pa
Hardwick Mas
Hadam Ct
Haerlem NY
Hubbardston Ms
Hinsdale NH
Harrison Sq. Ms
Hillsboro NC
Hamburg C H Ala
Hogeon's Mills Me
Hudson $\mathbb{N J}$
Harrisburgh Ponn
Yolliston 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
Hardwiek $V t \quad F$
Horchkissville Ct 2
Haverhill NH

Ipswitch Mas
Iowa City Iowa
Indianapolis Ind.
Indianola Iowa

Jacksonville Fla
Jamesville NY
Jacksonville Vt
Jefferson City Mo
Jofferson NY
Johnson $\nabla t$
Jersey City NJ
Jefferson 0
Jamesville Wis

| Killingly Ct | Loeke NY | Litchifeld Mie. |
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| Kensington Pa | Louisville 0 | Lonsdal RI |
| Knoxville Te | Limestone Springs SC | Ligioner Pa |
| Kalamazoo Mieh | Leieester Ms | Lewiston $\mathrm{Pa} \cdot 2$ |
| Kingsport Ten | Lawreneeburg Ga | Lewisburg Pa |
| Kingston NY | Lewisburgh Va |  |
| Kingston FI | Libertyville Ill |  |
|  | Liberty Neb |  |
|  | Little Compton RI |  |
|  | Lake Mills WT (Wis) |  |
|  | Loretto Pa |  |
|  | Laurel Factory Ma. |  |
|  | Lymn Ms |  |
|  | Laneaster Pa |  |
|  | Louisville Stark Co O |  |
|  | Ludlow Vt |  |
|  | Lareneeville Va |  |
|  | Lancester NE |  |
|  | Lineoln Me |  |
|  | Louee NY F ov |  |
|  | Londonderry Vt |  |
|  | Leeanon Tenn |  |
|  | Lincolnton Geo |  |
|  | Louisville Ky |  |
|  | Liohtficld Ct |  |
|  | Leroy NY |  |
|  | Lebanon Ten |  |
|  | Lyme Ct |  |
|  | Lakeville Conn |  |

Midaletown Ct
Moblí Ala 2
Mddefield Center NY
Meredith Bridge NH sl
M. Bnterprise Tex

Marrietta Ohio
Monterey Cal
Marianna Fla
Metroplis City Ill
Mount Morris Ill
Maryland NY
Midde Island NY
Monroeville 0
Mayville Wis
Muxatine Ioa
Meyerstown Pa
Me Grawsville NY
Mereer Me
Medford Mass
Madison Ga
Mount Vernon 0
Morgantown NC
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Mariposa Cal
Middleburg Flo
Moline Ills
Monson Maine de
Millers Place NY

Marsailles 0
Madale town Pa
Mukwonago Wis
Montieello Mi
Morristown Pa
Milltown Me
Montgomery Txs
Montgomery NY
Morningside, P.O. )
Wechester Co NY )
Millersburg Ky
Meriden Ct 2
Maaison Ga
Morris Ill
Maekinack (Mich)
Milford NY
Millereburg 0
Minersville Pa
Maueh Chunk Pa
Marysville Te
Monroeville Ala

Newburyport Mas
New.Britain Con
New Orleans La 2
Newburch NY 2
Northempton Ms
Newton Upper Falls Ms
North Bridgewater Ms
Napoleon Mich
North Brookfield. Ms
Newport $\mathbb{N H}$
Newark Ill
Norway Me
North Beekett Ms
No. East Center NY
North Bemnington $V t$
North Attelboro Ms
New York 2
New Londom NH ov
New Hartford Ct 2
Newbury Vt 2
Naugatuek Ct
New Rochelle $\mathbb{N Y}$
North Cohasset Mass
New Coneord Ohio
Natehez Miss
Newton Ct
New Castle Me
North Adams (Mass)

New Brighton NY
Norris town Pa
Northfield Vt
Norwich Vt
New Haven Ct
Nashville Tenn
Norwood La 2
New Albany La
Norfolk Va
Now Ipswich NH
New Albany Ind
New Milford Ct
New Albany Miss
N. Woodstock Ct

New Portland Me
Newark NJ
North Argyle NY
New Haven $V t$
Newton Mess
Newark Valley NY

| Owensboro Ky | Portage City Wis |
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| 01d Point Comfort Va | Port Jackson NX |
| Orange NJ | Penficld Ga |
| Ogdensburg NY | Parkman Me |
| 01dtown M6 | Pittsijeld NH |
| Orange CH Va | Plymouth NC |
| 01a Church Va | Paseoag RI |
| 0 tis Mass | Putney (Vt) |
| Oswego NY | Poxt Gibson NY |
|  | Pittsfield Vt |
|  | Pittsficld Mass |
|  | PGru NX |
|  | Portland Me |
| Pomaria SC | Pittsburgh Pa |
| Plymouth Hollow Conn | Paris Maine |
| Potsamm NY | Portland Ill |
| Pembroke Me 2 | Pontiae Mich |
| Prentis-Valey Pa sl | Portsmouth NH |
| Portueket KI | Petersburgh 0 |
| Patten Me | Pittsford Vt 2 |
| Pexrymansville Md. | Pardeeville Wis |
| Pembroke NY | Port Richmond Pa |
| Portlend OT | Portsmouth Mass |
| Pompanoosue $V t$ |  |
| Platsburg NY 2 |  |
| Paris Tonn |  |
| Poughkeepsie NX |  |
| Providenee RI |  |
| Petersburg Va |  |

Randolph Vt Rexford Flats NX

Rochester NY
Fabbit Town Cal
Fiehmond Va
Roek Bottom Mass
Fahway NJ
Roek Island III
Hussell Mass
Kaleigh NC
Rodney Miss
Hutland Vt
Rushville Ill
Roekville Ct
Roseoe 0
haymond Miss
Readifeld Me Kiehmond NY

Rockton NY
Fichfield $\mathbb{N Y}$
Kappehammock Aeademy Va

Reading Mass
Rensomville $\mathbb{N Y}$
Ked. Bank NJ
Foyalston Mass

Seuppernung NC
Shabbona Grove Ill
St. Louis Mo
Savenneh Ga
Saltzburgh Pa
Statesville NC
Sing Sing $N Y$
Somerville HJ
ST Clairsville Ohio
Shelbourne Fells Mass
Safe Harbor Pa
South Berwick Me
South Reading Mass
Summerficle Ala
STA Barbara Cal ne
Shawneetown III
Searsport Me
South Hoadly Falls Ms
Stoekbridge Ms
Spring Water $\mathbb{N Y}$
Shamamandosh 0
San Antonio Tex
Shrewsbury Vt
Stowe Vt
Shixleysburg Pa 2
Sandersville Ga
Saugerties NX

Salem Mass 2
San Franciseo Cal
SSuspension Bridge NX
Saco Me 2
So. Wilberham Mas
Shongelo Missi
South Dedhem 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
Syeamore Ill
South Paris Me
Springlield Ms
Sand's Mills NY
Southampton NY
Seranton Pa
South Woodstoek Vt
South Royalton Vt
St Johnsbury Vt 2
Summer Hill ???
Springville $N Y$

Sumter SC
Swift Creek Bridge NC
Stevens Plain Me
South Groton Mass
Selma Ala
South Decrifeld Ms
San Augustine Tex
St George Del
Sandersville Ga
San Jose Cal
Seotland Ct
Sandisficld Ms
Salmon Falls WH
SSaeremento City Cal
Stanford Ct
Sheperdsville Ky
South Easton Mass
Sterling Ms
Smyrna NX
Stony Brook NY
Slatersville RI
St Albans Vt
Strallord Vt
Smitheield Ky
St Joseph (NX??)
Sparta La

Toddsvill 6 NY
Tumer Me 2
Terre Haute Ind
Topefield Mas
Tionestra Pa
Trenton $\mathbb{N J}$
TGmple $\mathbb{N H}$
Thompson Ct
Trenton $\mathbb{N J}$
Thetford Vt
Troy NH
Thompsonville Ct
Thebadon La
Tioga Center NX

## Vietor NX

Vallay Falls RI
Vernon La
Vernon Vt

West Hartford Ct
M111ismstown Vt
W11braham Ms
Woodvill Mi (Miss)
WGllington Mass
W61r's Bridge NH sL
Wakefield RI
Warrenton Ga
Wextumpka A1a
Waterbury ct
Warwick Me่sร
Weston $M 0$
White Hall NY B2
West Brattieboro Vt
Williston $V t$
West Bloomileld NJ
Woodstoek Vt
West Newton Mass
West Hartiora Pa
Washington BC 2
White River Junction Vt
Wallingford VT
Westboro Mas
West Haverford Pa
West Cambridge Ms
Waterville Cal ov
WGSt Sufficld Conn
West Newbury Ms
Walden NY

West Milton Ohio
W6st Handolph Vt
Windsor Vt
Werren Pa
West Randolph Vt
Warrenton NC
Wel thour Geo
Westerly RI
Windsor NC
Woodev111e Mi
Westville Te
White Pidgeon Mich
Washington Conn
Wi.12 amantie Ct
W1111amstown Ms
West Point NY
Weathersfield Vt
West Wardisboro Vt
Wal tham Mass 2
Woodstoek Ct

York Illinois
Yaraleyville Pa
Yonkers NY

Zencsville Ohio

2 Twoeolor postmark; town/red, oblicration/black

| B2 | \% | " | " | "/black. |  |  | $1 \mathrm{x} \in \mathbb{d}$ |
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|  | Br | brown |  |  | s1 |  | straight line |

Abxeviations 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 $s \in t-u p:$

| Souree | Town | Postmark | Obliteration | Remarks |
| :---: | :---: | :---: | :---: | :---: |
| J | Auburn \% a. X . | 34 mm | Blk grid | Two eolor |
| E | Bridgewater, Ms. | 32 | Blue erid | " ${ }^{\prime}$ |
|  | Brookling, Mass. |  | ms | Feney oval |
|  | Cheshire, Mass | 29 | Paia III | " poid |
| J | De Kalb Center, Ill | 36 | ties |  |
| Y | Weir's Bridge, HH | $37 \times 2 \mathrm{~mm}$ |  | straight line |
| $\pm$ | Xork, Illinois |  |  | State in full |

All Additions and eorrections will be appreciated.

SYRACUSE 2, NEW YORK
TELEPHONE 2-1173 \&
Dear mir. lasboruole:
Along in movercher
1940, you wrote ne relative tor Panama M. Y. marlinigs and il sent you the cries 4 had. Surce their, il have had inquiries from kruwiser and Burger on the eave subject.
yesterday, il sour a titter and cover dated fuly 10,1850 withe the nduticire Panama, M. Y. marking in black but the letter is from Panama in Central America with a 60 cut, rate. 'The cover ir addressed to Olego un Q taegu be v., m. y. What is your explanateirs?

Oct. 27, 1947.

Mr. Harry A. Dunsmoor, 835-841 Onondaga Bank Bldg., Syracuse R, IN. Y.

## Dear Mr. Dunsmoor:

Re - yours of the 34th. From the investigation that I made on the "Panama N.X." marking, I came to the conclusion that the U. S. Mail agent stationed at Panama City, Panama in 1850 ordered a stamper with "PAMAMA NF.G." (New Grenada), and that the maker thought that the "T.G." was an error and intended for "N.X." 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 Califomia and mailed there. The theory that the agent might have used an old "Panama N.X." stamper was ruled out because the strikes on the various covens showed that the stamper was surely new and had been used vory little.

Kelleher timed up a correspondence from a man by the name of Reynolds. Tho letters were to his wife in St. Louis, and were written while he was en route 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 tho one you mentioned). It was rated" 60 " in pen postmarked lew. 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 Wiltsoe on the subject and he found several covers in his collection. I have an indistinct recollection that he prolished an article in "SPAMPS" on the subject but I may be mistaken. When I get a bit of time Ill see if I can locate it.

In searching the my records I found that I had a record of another Reynolds cover - it was number"g" and was headed, "Louisiana Hotel - Panama City - June 20-1850." It bo the "Panama $71 . Y^{\text {." postmark (black) of JU1 } 23-2 l s o ~ " N o w ~ O r l e a n s " ~-~}$ "Steam" and the 15.0 . encircled "30" (all red)

I note that the covers of which I have a record bear the
\#2. Mr. Farry A. Dunsmoor, Oct. 27, 1947.
following postmark dates:
JUN 10
JUN 23
JUL 10
Miy best regards to you.
Cordially yours,

HARRY A. DUNSMロロR 835.841 ONONDAGA BANK BLDg, YRACUSE 2, NEW YORK HONE 2-1173

Dear uvr. Ashbroole:
Recuind your letter of Oct $27^{\text {th }}$ re Panamal m. y. Frour a comparicon hetween the tho handstanfs, U thinls there is a closer commection betweeu Panama M.if and Pananse on the estumus.

Panana M. Y. in Chantangrece leo. was nomed in 1824 by nnases C. marah who built the fust froure hirse and furst store there. He had been, a troder in the Carribean area. We urle, hare to frïd the rome of the nulal Agent at Panoma on the isttunus.) Perhapis he conve firm Choutouqpea bo. M. y and tork the hound stomp aloing with hisu afler he had receured the appontinuat.

Or perhaps tue maile agent ment tu one of the nombfaduress of
liandstawps and ashed for a Panouna houratanif and, not being able lu wait for the making of ane, he woks a Panannd my. whicle the numenfachurer had on hand t
Photostat of the unused find a uteresting letter. It is a very morestring litter and speaks about the nails and about the steaneors. and $u$ will lsepelss for your liter anviling $l$ learn on the adrised if ansiling il barn on the sulyect.

- uncerely Harze A. Dususerr

Mr. H. A. Dunsmoor, 835-841 Onondaga Bank Bldg., Sy̌⿰acuse 2, N.Y.

Dear Mr. Dunsmoor:
Yours of the 29th received and I was surprised to learn that there really might have been connection btween 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 is sent to post offices, two entries were made of supplies of the lod value sent to Panama. The first entry Is 1850-June 22-2500 of the lo\& 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 jou are doubtless aware, covers are known, bearing strips of three of the lo\& 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 lo\& 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 lod 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 w111 note that the letter inside was headed "New Grenada."

Cover "ğ" 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.I.

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 kandstamp "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 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 186990 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." <br> And somehow this distinction was <br> By <br> AUGUST DIETZ <br> first day of issue. It was a shortlived 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- <br> 3 ? a m? <br> Archer's "Ten"

Ijustified. 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 figureexpressed 10 c . 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
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.

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 promptings.

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 ex-plain-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

## 

## Can you use a Right Hand Man?

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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 10 c "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 10 c , 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 stamps. . . .

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.

And thus each Confederate stamp has its story-its legends and its mysteries . . . and its charm.

## Price Lists

Emco Supply List No. 237, listing philatelic accessories. Write to Marks Stamp Co., Ltd., 258 College St., Toronto 2, Canada.
Stamp Dealers Wholesale Catalog No. 88, listing foreign singles, packets and sets. Sent to dealers only by Grossman Stamp Company, 102 West 42nd St., New York, N. Y.
United States Plate Number Blocks and Singles, (includes plate varieties and Farley imperforates). Issued by Charles J. Demuth, 644 Eastern Parkway, BrookIyn, N. Y.

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 mindinto 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 doneand 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 Provisionaldefinitely so in its 5-Cent character, and possibly in its $10-$ Cent revaluation as zeell. 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 handstampings "Paid 5 " and the overprinted " 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" zeas 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-


A Group of Handstamped "Paids"
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 threefourths actual size. It will be noted that in every instance the postmaster had handstampers for both denomi-nations-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 $10+10=2 a$

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 twicestamped " 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 $10^{\prime \prime}$ 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 Diets 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.


ULTRAVIOLET (Black Light) LAMPS...

QUICKLY SHOW FORGERIES REPRINTS CLEANED STAMPS REPAIRS BY FLUORESCENCE

Write for Detailed Information to Dept. S

## THE JOHN DRINKWATER COLLECTION OF CONFEDERATE STATES.

(Continued from page 107).
In February, 1862, Ludwig and Hoyer executed an emergency order for the Io 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 ic. and 5 c . denominations. A considerable quantity of the first printings were lost through the blockade, and by the time they arrived the proposed i 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 roo. 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 con-

- tains 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 io 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 I 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 ro cents stamp on cover. Three frame lines are


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 2 c., 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 roo), 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 $20 c$. 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 roc. 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.

# Saltimore Provisional Stamps 

By L. M. RELLIM<br>Member of the A. P. S.

Cover showing the James $M$. Buchanan Provisional


BALTIMORE 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 5 c for a single letter for any distance under three hundred miles and for any distance over three hundred miles 10 c . 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 5 c stamp and three varieties of the 10 c stamp, and, of course, the 10 c value is worth more than the lower value. Quite a number of collectors possess the 5 c 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 10 c 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

AVERY 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 withont 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 pr
recent issue within the next few years.

Unused Unused Used
Block Single Scott's
$\begin{array}{rr}4 & \$ \\ 6 & .01 \\ 10 & .02 \\ 80 & .03 \\ 24 & .02 \\ 50 & .33 \\ 74 & .08 \\ 74 & .13 \\ 80 & .59 \\ 52 & .19 \\ 84 & .12 \\ 82 & .14 \\ 25 & 1.35 \\ 25 & 1.95 \\ 45 & 3.50 \\ 40 & 10.95 \\ 75 & 8.25 \\ 75 & 20.00 \\ .50 & 26.00 \\ 50 & 28.75\end{array}$
MISSISSIPPI ISSUE

$\begin{array}{lr}21.50 & 13.25 \\ 31.25 & 18.25\end{array}$
31.25
ISSUE

294 1c Green \& Black.
295 2c Carmine \& Black.
297 5c Ultra. \& Black.
298
299 8c Brn. Viol. \& Black.
10c Yel. Brn. \& Black.
1.00 1.50-1.25 c Green...

## $\begin{array}{ll}323 & \text { 2c Carmine } \\ 325 & \text { 3c Violet... }\end{array}$

5 c Dark Blue. 328 1c Green. . 329 2c Carmi

1909 LINCOLN MEMORIAL 1.48 . 8
367
368
369
370
371

$$
\begin{array}{llrrr}
370 & \text { 2e Carmine................. } & 1.80 & .39 & .05 \\
371 & \text { 2c Carmine (Imperf.) } & 6.50 & 1.50 & 1.15
\end{array}
$$ 1909 HUDSON FULTON ISSUE

372
373

|  | 1912-13 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 397 | 1c Green | 1.20 | 25 | , 3 |  |
| 398 | 2c Carmine | 1.25 | 25 | 01 | 5 |
| 399 | 5 c Blue | 9.25 | 1.70 | . 40 | 5.50 |
| 400 | 10c Orange Y | 15.00 | 2.20 | . 40 | 8.00 |
| 400a | 10c Orange | 25.00 | 4.70 | 39 | 8.00 |
| 1915 PANAMA-PACIFIC ISSUE PERF. 10 |  |  |  |  |  |
| 401 | 1c Green | 3.70 | . 80 | . 16 | 3.65 |
| 402 | 2c Carmine | 14.00 | 3.40 | . 05 | 6.25 |
| 403 | 5 c Blue. | 18.75 | 4.25 | 50 | 3.35 |
| 404 | 10c Grange. | 110.00 | 26.25 | . 75 | 17.50 |
| FROM HERE ON WE PRICE PLATE BLOCKS OF |  |  |  |  |  |
| FOUR FOR ROTARY AND SIX FOR FLAT PLATES |  |  |  |  |  |
|  |  |  |  |  |  |

UNLESS OTHERWISE INDICATED

|  |  | Plate Block | Unused Block | Unused Sgl. | Used Sgl. | Used Block |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1919 VICTORY ISSUE |  |  |  |  |  |  |
| 537 | 3e Vio | 3.20 | 1.25 |  | 14 | 1.25 |
| 537 a | 3c Red Violet |  | 38.00 | 8.00 | 4.00 |  |
| 537B | 3c Pale Red Violet.. |  | 3.00 | . 70 | 30 | 00 |
|  | 1920 PILGRIM TERCENTENARY ISSUE |  |  |  |  |  |
|  | 1c Green | 95 | 48 | 11 | . 05 | 70 |
| 549 | 20 Carm | 1.85 | 1.20 | 22 | . 04 | 1.25 |
| 550 | 5 c Blue | 9.50 | 5.45 | . 24 | . 55 | 4.90 |
| 1923 HARDING MEMORIAL ISSUE |  |  |  |  |  |  |
| 611 | 2e Black, Perf. 11.. |  | 26 | 06 | 01 | 10 |
| 612 | 2c Black Imperf. | 2.50 | 1.25 | 30 | .19 | . 80 |
| 613 | 2c Black, Perf. 10.. | 5.50 | 2.00 | 45 | . 04 | 1.90 |
| 1924 HUGUENOT-WALLOON ISSUE |  |  |  |  |  |  |
| 4 | 10 Green. | 1.00 | . 40 | . 09 | . 07 | . 38 |
| 615 | 2c Carmine | 1.40 | 75 | 17 | . 06 | . 60 |
| 616 5c Blue 1925 LEXINGTON-CONCORD ISSUE |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| 617 | 1c Green.. | 1.00 | . 55 | 13 | 12 | . 65 |
| 8 | 2c Carmine | 1.85 | 1.00 | 24 | 19 | 1.05 |
|  | 5 c Blue | 4.00 | 2.18 | 50 | 48 | 2.25 |
| 1925 NORSE-AMERICAN ISSUE |  |  |  |  |  |  |
| 1 | 2c Carm. \& Black. . 8 | ()3.00 | . 88 | 22 | . 20 | 1.05 |
| 1 | 5 c Blue \& Black. . (8) | 12.50 | 4.40 | 1.00 | . 95 | 4.25 |


| 620 | 2c Carm. \& Black. . (8)3.00 | .88 | .22 | .20 | 1.05 | 743 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 621 | 5c Blue \& Black.. (8) 12.50 | 4.40 | 1.00 | .95 | 4.25 | 744 |

$$
\begin{array}{ll}
.05 & 1.60 \\
.02 & 1.50 \\
.30 & 9 . \\
.50 & 8.25
\end{array}
$$

Scott's

Un- Un627 2c Carmine........
used used Used Used Block Blook Sgl. Sgl. Block NTENNIAL ISSUE
MEMORIAL ISSUE
62850 Grey Lilac $\quad . \quad \begin{array}{llllll}2.75 & 1.48 & 30 & 15 & 1.25\end{array}$ 1926 WHITE PLAINS ISSUE 629 630 Ex. Sheet (25)
$\begin{array}{lrr}.78 & .36 & .08 \\ \cdots & \ldots & 4.75 \\ \text { EMORATIVES }\end{array}$

$\qquad$ 1927-2

$$
.75
$$

Scott's
Un- UnBlock Bloc Sgl. Sgl. Block
BKS PERFOKATED-Cont.

## $\begin{array}{ll} \\ 745 & \text { 6e Indigo } \\ 745 & \text { 7e Black }\end{array}$ <br> $\begin{array}{ll}747 & \text { 8c Green. } \\ 748 & 9 \mathrm{C} \text { Galmo }\end{array}$

749 10c Grey
$\begin{array}{rrrrr}\$ .70 & \$ .40 & \$ .10 & \$ .04 & \$ .22 \\ .64 & .40 & .10 & .04 & .18 \\ .72 & .44 & .11 & .05 & .23 \\ .90 & .50 & .13 & .04 & .20 \\ .95 & .59 & .15 & .04 & .20 \\ 4.80 & 3.00 & .75 & .27 & 1.40\end{array}$
$06(6) .36$
$02(6) .18$
750 3c Purple (Imp.)

 .08 751 1c Green (Imperf.). (6) $\qquad$ 4.50

| RIN |  | PERF |
| :---: | :---: | :---: |
| . 35 | ${ }_{20} 15$ | . 04 |
| . 59 | 25 | 07 |
| . 55 | 25 | 07 |
| . 20 | . 10 | . 03 |
| . 40 | 17 | 05 |
| . 49 | 20 | . 05 |
| . 60 | 24 | . 06 |
| 65 | 28 | . 07 |
| 1.15 | . 44 | . 11 |
| 1.10 | . 44 | . 11 |
| 1.30 | . 48 | . 12 |
| 1.30 | 55 | . 14 |
| 1.50 | 63 | . 18 |
| 7.95 | 3.20 .07 | . 80 |
|  | 15 | . 04 |
|  | 28 | 07 |
| . | 15 | 03 |
| 4.50 | 1.25 | 40 |
|  |  |  | $\begin{array}{ll}.03 & .12 \\ .06 & .50 \\ .06 & .24 \\ .06 & .24 \\ .05 & .20 \\ .05 & .20 \\ .05 & .22 \\ .07 & .28 \\ .08 & .36 \\ .09 & .40 \\ .11 & .45 \\ .12 & .52 \\ .69 & 2.95 \\ .02 & .08 \\ .03 & .15 \\ .02 & .18 \\ .06 & .40 \\ .33 & 1.35 \\ 1.40 & 6.45 \\ & \end{array}$

$$
\begin{aligned}
& .08 \\
& .08
\end{aligned}
$$

| 772 | 3c Conn. |
| :---: | :---: |
| 773 | 3e Diego. |
| 774 | 3c Boulder Dam. |
| 775 | 3c Michigan. |
| 776 | 3c Texas. |
| 777 | 3c Rhode Island |
| 778 | 81 Tipex (sheet of 4 |
| 782 | 3c Arkansas. . |
| 783 | 3e Oregon.. |
| 784 | 3 c Anthony. |
| 785 | 1 c Army . |
| 786 | 20 Army. |
| 787 | 30 Army. |
| 788 | 4c Army. |
| 789 | 5 c Army. |
| 790 | 1c Navy. |
| 791 | 2c Navy. |
| 792 | 3 c Navy. |
| 793 | 4 c Navy. |
| 794 | 5 e Navy. |
| 785 | 4 Set of 10 |
| 795 | 3c Ordinance |
| 796 | 5c Va. Dare |
| 797 | 10c S. P. A |
| 798 | 3c Constituti |
| 799 | 3e Hawaii. |
| 800 | 3e Alaska |
| 801 | 3c Porto Rico |
| 802 | 30 Virgin Isle. |
| 835 | 3c Ratification |
| 836 | 3 c Swede. |
| 837 | 3 c N. W. 2nd |
| 838 | 3 c Iowa |
| 852 | 3c Golden Gate |
| 853 | 3 c N. Y. Fair |
| 854 | 3 c Inauguration |
| 855 | 3c Baseball |
|  | 3c Canal Zone |
| 857 | 3 c Printing. |

MEMORATIVE

## 19



$$
\begin{array}{ll}
.01 & .08 \\
.01 & .08 \\
.01 & .08 \\
.01 & .07 \\
.01 & .09 \\
.04 \mathrm{ea} . & .17 \\
.01 & .08 \\
.01 & .08 \\
.01 & .03 \\
.01 & .06 \\
.01 & .11 \\
.02 & .10 \\
.01 & .12 \\
.01 & .03 \\
.01 & .11 \\
.02 & .10 \\
.03 & .12 \\
.01 & .80 \\
.01 & .10 \\
.07 & .12 \\
.01 & .10 \\
.01 & .01 \\
.01 & .07 \\
.01 & .08 \\
.01 & .07 \\
.01 & .09 \\
.02 & .09 \\
.02 & .12 \\
.01 & .10 \\
.02 & .10 \\
.01 & .10 \\
.01 & .10 \\
.01 & .10 \\
.01 & .10 \\
.01 & .10
\end{array}
$$

FAMOUS AMERICAN ISSUE

| RICAN IS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | . 12 | . 08 | . 02 | . 01 | 06 |
|  |  | 17 | . 12 | . 04 | . 01 | 71 |
|  | urpl | . 25 | . 18 | . 05 | . 01 | 11 |
|  |  | . 50 | . 30 | . 08 | . 03 | 14 |
|  | row | . 90 | 54 | . 14 | . 05 | 25 |
|  | Five | 1.90 | . 20 | . 33 | 08 | 55 |
| Indicate whieh series you want: Authors, Poets, Educators, Scientists, Composers, Artists, or Inventors. |  |  |  |  |  |  |
| 1940-41 COMMEMORATIVES |  |  |  |  |  |  |
| 894 | 3c Pony Express.... | . 20 | . 15 | . 04 | . 01 | , |
| 895 | 3c Pan America | . 20 | . 15 | 04 | . 01 | 10 |
| 896 | 3c Idaho. | . 20 | . 15 | . 04 | . 01 | 10 |
| 897 | 3c Wyomin | . 20 | . 15 | . 04 | . 01 | 10 |
| 898 | 3c Coronado | . 20 | 15 | . 04 | . 01 | 10 |
| 899 | 1 c Defense. | . 09 | . 08 | . 02 | . 01 | 05 |
| 900 | 2c Defense | 13 | . 12 | . 03 | . 01 | 07 |
| 901 | 3c Defense | . 20 | . 16 | . 04 | . 01 | 10 |
| 902 | 3c Anti Slavery | 20 | 15 | . 04 | . 01 | 10 |
| 903 | 3e Vermont. | . 20 | . 15 | . 04 | 01 |  |

## (Complete Illustrated List Free)

## - Foreign

MEXICO MIXTURES, good value, including delivery, etc. 1000 over 50 varieties, $\$ 1.00$ dolivery, etc. very valuable assortment, over 100 varieties, $\$ 2.00 ; 250$ only commemoratives, over 25 varieties, $\$ 1.00$; 100 only airmails, over 20 varieties, $\$ 1.00$. 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.
TEN DIFFERENT British Colonial Sets, 35 c (27 stamps). Pulver's, Accessories, Box 605 Woodridge, N. Y. IMMINENT Bermuda FDC's $71 / 2 \mathrm{p}$ for Air
$25 \mathrm{c} ; 3 \mathrm{p}$ blue 10c. Blox pro-rata. Ed. Bowie, 25 c ; 3 p blue 10c. Blox pro-rata. Ed. Bowie,
St. Georges, Bermuda.
$\left(465^{*} 467\right)$ CEYLON scarce 3 c on 6 c new surcharge at 22c, mint or used. F. Buffham, Lake Ave. Racine, Wis. wholesale $\$ 18.00$. Retails $\$ 25.00$. Jewells, Tamaqua, Pa .

## - Lots

"VALUE-PLUS'" \$2.00-\$5.00 lots from old collections, exclusively. Needs? $\$ 5.00$ brings
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AIMERICAN PHILATELIC SOCIETY - 50 yrs. old, 5,000 members, world-wide; $\$ 300$, 000.00 . Sales Dept., 100-page monthly journal free to members (sample copy 25c) ; largest, oldest collectors society. Explanatory booklet free. Editor Kimble, 8118 Dante, Chi-
cago, Ill. $\left.465^{*} 467\right)$

## - Mixtures

LATIN AMERICAN mixed off paper. Many large current pictorials, air mails, no com-
mon Argentina, Brazil or Chile 18 Grams mon Argentina, Brazil or Chile. 18 Grams
(about 350 stamps) for $\$ 1.00$, 40 Grams $\$ 2.00$, 120 Grams $\$ 5.50$. Postpaid. Wallace P. Potter, Drawer 988 , Eugene, Oregon. (tf) U. S. Mixtures on paper. Write for list. Olson \& Olson, Hartford, Conn. MY BUCCANEER TREASURE MIXTUREpacked with pictorials, New Issues, and com memoratives of the British Empire only. Ove jot $\$ 1$. Bigger bargain, $\$ 2$. Bargain deluxe lot \$1. Bigger bargain, \$2. Bargain deluxe waytree, Jamaica, B. W. I.

## - Postal Stationery

WANT-LISTS FILLED and selections sent on approval. Comprehensive stock of all foreign stamped envelopes, postal-cards, etc. used and unused. Do not stock U S. en
velopes. No price-lists. Dr. W. I. Mitchell 398 Vassar Ave., Berkeley, Calif. (tf) APPROVAI SELECTIONS foreign and U. S stamped envelopes, postal cards, etc. State countries, references, 200 mixed. good va-
riety, condition poor to fine, $\$ 2.50$. Postpaid C. W. Bates, 180 Homestead Ave., Albany N. Y. Bates, 180 Homestead Ave., Albany

## - Precancels

AMERICANIZE! Collect precancels. Thous ands to pick from at 10 each and up. Especi ally catering to want lists. Knopp, Box
1381 B, Bristol, Conn.

## - Publications

POSTAL MARKINGS Magazine announces Handbook \#8 - "The Waterbury Cancellations" - $\$ 1.00$ a copy fully illustrated. Send $\$ 2.00$ for Handbook No. 3 and a year's sub scription or a 3c stamp for sample copy.
9 South Olinton St., Ohicago.

## - Rubber Stamps

CUSTOM MADE rubber stamps, 1 line 35 Lentz, Box 402 (S), Youngstown, Ohio (tf)

## - Stamp Stores

BOSTON, MASS. The big store is still New England Stamp Co.. Inc. Bromfield Street at Province Steps. Established 1893. Perma nenti Want Lists Service for genoral
specializing collectors.
(tif)

## - Stamp Stores

WHEN IN WASHINGTON, D. C., drop in to see me. Maury Swartz, 926 Mass. Ave.
N.W. 510 .

NIAGARA FALLS, N. Y., when here visit Will H. Fedder's Shop, 41 West Falls St. MINNEAPOIIS, MINN. Nice stock U. S., etc. Also coins. Friendly want list service. Please Write or from Nicollet Hotel. Block from Nicollet Hotel.
TORONTO, CANADA. Visitors welcome. 3 minutes from Union Station. Stamp Haven BUFFALO N. Y. Want lists any country filled for reference. Stamp House, 35 Court.

## - State Tax Stamps

100 DIFFERENT MINT \$1, Approvals, ex change. J. Seville, Statesville, N. O. (488)

## - United States

400 COMMEMORATIVES, over 35 varieties including Army, Navy set, $\$ 1.00 ; 400$ high $\$ 81.00$, plus postage. Satisfaction sixe mixture Maple Stamp Oo 197 Maple Ave Irvingen N. J. Stamp Uo., 197 Maple Ave., Irvington
(tf)

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A. B. Orane, Box 351, Altoon\&, Pa.
( tf )
USED STAMPS IN SETS: Columbian $\ddagger 230$ 237, $\$ 1.40$; Omaha $\# 285-290$, $\$ 2.40$; Pan American $\# 294-299, \$ 2.75$; La. Purchase \#323-327, \$3.00; Jamestown \#328-330, \$1.10: Pilgrims $\ddagger 548-550$, \$.70; Walloons $\ddagger 614-616$, $\$ .90$; Lexingtons $\ddagger 617-619, \$ .80$; Parks \& Bicents $\# 704-715,740-749, \$ .35$; Parks Imperf $\# 756-765, \$ .80$; Army \& Navy $\# 785-794$. Clipper Airmails, $\$ .40$; Presidentials, $\$ .45$; 4 Clipper Airmails, $\$ .40$; Presidentials, $1 / 2 \mathrm{c}$ to $\$ 5.00-\$ 1.30 ;$ United States Mixture One \$.20. Saturn Stamp Co., 617 Main, Buffalo New York. 200 U. S. COMMMEMORATIVES, $\$ .50$. 3 pounds mission mixture $\$ 1.00$, plus postage
Eco Co., 32 Dexter Bldg., Chicago. $(465)$
U. S. (all obsolete issues) 1883 to 1936 only Plenty of commems. 1,000 mixed, off paper, 50 c ; $5,000, \$ 2.00$. Continental Stamp Co. 5435 24th St., Oicero, Illinois. (466)
$\$ 5.00, \$ 2.00, \$ 1.00$-Prexies, fine used copies, all 3, $\$ 1.00$. Complete set (32) $\$ 1.95$. John W. Webster, 809 Lore Avenue, Wilmington, Delaware.

> SUPERIOR QUAIITY U. S.

Stanley T. Reiff, Lansdowne, Pa.
(tf)
15.0 DIFFERENT U. S. $\$ 1.00 ; 75$ Different 40 c . Acme, $6 \mathrm{~N} . \mathrm{W} .17 \mathrm{th}$ Ave., Miami, Florida. Approvals U. S. and Foreign.
U. S. SPECIAL summer bargain bulletin now ready. Free Postage. Florence Stamp Oom ington, D. C. Dept. L.

1100 VARIETY Collection United States Price $\$ 80.00$. Royal Stamp Company. Tama-

## - United States

MINT PLATE BLOCKS on approval. Maxwel
Knapp, Rhinebeck, N. Y.
(465)

## - Wanted

I PURCHASE UNITED STATES Collections Better Accumulations, for cash. Send yours for immediate offer. Lots held intact unti Ber accept. Thomas F. Whitbread (ASDA) Berkshire Trail, West Cummington, Mass.
POSTAGE UNUSED-Accumulations: ic to $3 \mathrm{c} 95 \%$ face; 4 c to $\$ 1.0092 \%$. Prompt $\underset{\mathrm{N} .}{\mathrm{N}} \mathrm{Y}$. $\quad$ David Ferkin, 39 Broadway

UNUSED POSTAGE $1-3 \mathrm{c} 4 \%$ discount, $4 \mathrm{c}-50 \mathrm{c}$ $7 \%$ discount. U. S. Mixture 60c. Send wan ist. Enwood Stamp Store, 2315 Elmwood Kenmore, N. Y.

BRITISH COLONIES, collections and single samps wanted. Union Stamp Co., 127 Nas sau St., N. Y. Oity.

NO LOT TOO SMAL工 or too large, we buy everything, collections, accumulations. Saurn Stamp Co., 617 Main, Buffalo, N. Y. (tf)
SEND 3c for buying list " $A$ " showing high prices we pay for fine mint and used $U$. $S$ commems, Send 3 c for buying list " F " howing high prices we pay for mint foreign sets. Stampazine, 315 W. 42 nd St., New
York.

IMMEDIATE CASH for your Collections, Ac cumulations, Airmails, old Covers. F. Mitter neier, Box 289 Church Street Annex, New

OASH PATD FOR United States Stamps on covers, 1845-1875 also for Western Express Oovers; Stampless Covers, 1756-1782; Texas cellations on early United States stamps on cover; Post Office Laws and Regulations, 1756.1856. Harry M. Konwiser, 181 Clare mont Ave., New York.
J. S. AND BRITISH Colonials, singles or ollections. Write first. Lester, 2165 Oleveland.
(465)

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WEST INDIES, British only; 100 different $\$ 1.00$ (banknote). Satisfaction guaranteed. Harold Rajnauth, Box 267, Trinidad, B. W. I.


## 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 Franklin, 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 Pbilatelic 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

HOWARD 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 condition is required. (Slightly defective and off centercd
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 in fine condition.

## COIL STAMPS

From the purchase of an old time accemulation of Coil Stamps we offer the following all mint351 5e blue, P1. No. Single $\$ 3.00$; joint pair $\$ 6.00$; joint strip of 4............... $\$ 11.00$ 392 1c perf. $81 / 2$, ex. fine line pair $\$ 1.70$; ex. fine line strip of 4 ....................... 3.50 394 3e paste-up pair, showing two distinct
shades $\$ 2.75$; same but strip of 4 shades $\$ 2.75$; same but strip of $4 \ldots \ldots . . \begin{gathered}5.00 \\ 395 \text { 4c Plate No. joint pair..................... } 2.00 \\ 411\end{gathered} 2 \mathrm{c}$ Very fine line pair................ 411 2c Very fine line pair... 412 1c Plate No. joint pair... 445 3e Pl. No. sgle. $\$ 7.50$; P1. No. joint pr..... 15.00 446 4c Joint pair $\$ 7.50$; joint strip of $4 \ldots \ldots 15.00$ 446 Pl. No. single $\$ 4.50$; pl. pair $\$ 8.75$; pl. 75 c . strip of 4 .
4475 c Line pair $\$ 1.00$; line strip of $4 \ldots \ldots . .2 .27 .50$ 4475 c Paste-up pair 80 c ; paste-up strip of 4.1 .65
4912 c Pl . No., pair 50 c ; pl. no. strip of 4. A cony of our Third Edition, U. S. \& B.N.A.price A copy of our Third Edition, U. S. \& B.N. A.price
list will be gladly sent upon receipt of stamps.
STANLEY GIBBONS, INC. 38 Park Row

## The



# Stunley B. Ashbrook's Monumental Study of the U. S. One Cent Stamp of 1851-57 



JOHN MEGOWAN, Commander,
Will Suil for Panama, diereit.
On Monday, Nov. 19, 1860, From Mission street whary. COATYZACOAT.OOES RATEIS OF FARE, including Isthraus Transit Cabin, \$150 and \$100; Steerage, \$75. For firilier lufiomathon, aply at the onion of the Lime TEAACK. ROBERTS. Corner Front anal


A jew still available at the original price of
blazes a new trail in the study of U. S. Postal Markings

It explains in detail the meaning of the postal markings which are found on the covers of the period 1847 to 1862.

## There Are Over 1000 Illustrations, Including:

51 reproductions from Postal Guides and other contemporary publications.
712 line cuts of Postal Markings.
300 halftones of stamps and covers.
An inspiration to the collector and indispensable to the student of U. S. stamps.

## $\$ 3.51$

This is a classic that we predict will bring substantial premiums in the future.

## Lindquist <br> 2 West 46th Street <br> A New York, N. Y.




[^0]:    *This order, effective July 10, 1861, issued from the office of the Postmaster-General, surpended 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.

[^1]:    Are you a lone wolf? Do you spend all your stamp collection? Or do you share your hobb? stamp club will bring you
    like-minded fellow beings.

[^2]:    FARE REDUCED.-GREAT WESTERN MATL

[^3]:    This concludes our listing. Readers who have markings not listed are invited to report the same to the compiler, care STAMPS.

[^4]:    ## "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 $3 \mathrm{c}, 6 \mathrm{c}$ and 10 c stamped envelopes?"

[^5]:    in the AN AD. ADErtisement 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.

    ## HOBBIES

    ## W. PALM BEACH, FLA.

    Will ask for your bids, on rarity, U. S., French, Canada Stamps, Coins, Covers.

[^6]:    (1) Corriere Filatelico, N. 4, 1935-XIII.

