

JULY 1993

Vol. 3 No. 3

THE PENNY POST

Official Journal Of The Carriers And Locals Society

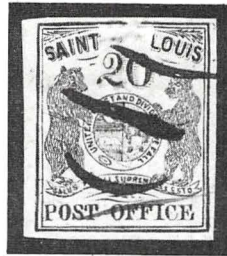


Pomeroy Express Maiden used for stamp portrait.

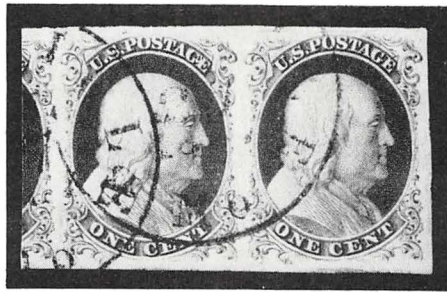
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POMEROY'S LETTER EXPRESS FORGERIES
FRANKLIN CARRIERS REVISITED
THE SMITH'S CITY EXPRESS LABYRINTH
A VITAL LETTER FROM AARON SWARTS
CITY DESPATCH POST: PART VI

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USA: 1845 20c St.
Louis Bear Provisional
on greenish paper



USA: 1851 1c blue, Type IIIa,
Horizontal pair

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THE PENNY POST



Vol. 3 No. 3

JULY 1993

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Official Journal Of The Carriers And Locals Society

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FROM THE EDITOR

As editor it has been my pleasure to receive many letters of praise for this little journal that is really sculpted in the most primitive of print shops in my Toronto basement. Sometimes creating it gives me an almost S. Allan Taylor feeling — working alone late into the night using cobbled materials, cutting line by line the type and pasting down the illustrations and photographs by hand.

The pleasure of receiving the final printed magazine more than compensates for the solitary labor. But Society members might be interested in knowing that your journal is earning international recognition as well.

At ORAPEX, the Royal Philatelic Society's convention held in May in Ottawa, the *Penny Post* was entered in Canada's Second National Literature Exhibition. The journal won a Silver Medallion, and my article on Squier's Despatch, picked up a Silver-Bronze.

This was not the *Penny Post's* first brush with recognition.

Just last year the *Penny Post* took the coveted Vermeil in juried competition at SESCAL, the Stamp Exhibition of Southern California. And last fall, at the prestigious PHILITEX 92 global literature exhibition held in New York City, where upwards of 650 publications were in the running, we took Large Silver.

If I had to wear all this heavy metal, I'd clink when I walk. But seriously, we must be doing something right and I think you all can take pride in the journal which your contributions support.

Our lineup for the summer issue leads off with Robert Stets' latest labor of research, the early Penny Posts of North America. Few covers survive with overt Penny Post markings from this pioneer period, but private carriers were employed in many cities with the blessing of the Postmasters General from 1789 to 1808. Stets' article gives added resonance to the *Penny Post*, the title of our publication.

Richard Schwartz graces our pages with the second of his Forgeries of the Independent Mails Companies, based on the Arthur Hall-Elliott Perry manuscript. This time his focus is on Pomeroy's Letter Express and he tackles the mystery of the Pomeroy Maiden — our cover photo — as well.

Dick also adds to the existing knowledge of the sale of Swarts Chatham Square Post Office by unearthing an unpublished letter from proprietor Aaron Swarts detailing the transition of his post into the hands of Benjamin Lockwood, the owner of the Broadway Post Office.

Veteran postal historian and noted authority on Carriers Donald Johnstone contributes an update on Franklin Carrier Proofs and Essays, which extends his important series in the U.S. Classics *Chronicle* of a decade ago. I am delighted to have Johnstone's article because not enough folks are tackling this vital area for our journal. If we don't get more submissions on Carriers soon, I personally will unleash a series on Carrier Forgeries, and then you'll all be sorry you didn't write sooner.

Scott Trepel tackles the Mead and Coles phase of U.S. City Despatch Post, once the U.S. government had pulled out and the post had reverted to private hands. This is, to my mind, the most fascinating period and full of enigmas begging for solutions.

And I have done a highly speculative probe into trying to determine and locate the real Smith's City Express Post stamp, which is unlisted in the Scott Catalogue. The post itself has always seemed rather apocryphal. Perhaps your collection holds what I believe to be the genuine stamp, which last surfaced back in 1921 and has not come to light since.

At this writing, it looks like our Society's annual pow-wow will take place at CHICAGOPEX on Nov. 12-14. Mark your calendars and stay tuned.

— Gordon Stimmell, Editor.

LETTERS TO THE EDITOR

May 9, 1993

After reading the article in the Jan. 1993 *Penny Post* by Mr. Calvet M. Hahn, I felt I should respond. I do not pretend to have any personal insight into the Northern Liberties News Rooms covers. I do have some experience with printing history, bibliographical procedures and practical letter-press printing.

On page 13 Mr. Hahn states "The fineness of the detail and apparent engine turned design indicates to me that this was not a carved wooden or cork hand-stamp but rather a metal one." Although Mr. Hahn says he is flexible on this point, the statement that, if wood, it "deserves to be classed among the greatest" is offered as support for his position. While I would not make any claim as to its material, wood engraving on end-grain boxwood was capable of this detail and more, and was fairly common from the end of the 18th century. Certainly this would be unusual, and perhaps impossible, detail for plank grain woodcuts, but the quality would not be unusual for end-grain wood engraving and the subsequent deterioration suggests something more fragile than metal.

At the bottom of page 14 and top of 15 Mr. Hahn discusses the 'blob' defect that appears above the R of Rooms. To my eyes this looks like a 'doughnut', which is a fairly common printing problem that arises when a speck of dried ink sticks to the surface of the cut preventing the inking of the surrounding area. If that is what it is, then the conclusion that the defect should appear on more copies is not correct. Such a piece of foreign matter rarely stays on the cut very long. In fact, if the impressions of the cut were made individually on the covers, it would be a surprise to find it on more than one cover, since the die would no doubt have been cleaned at least on a daily basis.

Much work on these covers has not been done. It is unfortunate the work was not done when so many of the covers were together in 1990 (Middendorf sale). Here are a few suggestions.

Are there any point holes in the paper which might indicate hand press printing?

If not and there is no other evidence of an attempt to achieve register on a hand press, then variations in the position on the paper would not be too significant.

What kind of ink was used for the impression and is it consistent? It might be necessary to use non-destructive cyclotron testing.

Has anyone tried to determine whether Type I and Type II covers were printed from the same (altered) die? This might be accomplished with photographic overlays, but it would be easier on a Hinman collator.

Is there any impression of the die on other parts of the folded cover? This, combined with printing voids would seem to be conclusive that covers were printed after folding. Are there set-offs from whatever served as a tympan elsewhere on the cover?

It seems standard bibliographical procedures would probably determine when and how the imprints were made. The real problem is dealing with the issue without a quantity of actual covers in hand.

Wm. P. Barlow, Jr.

Feb. 18, 1993

In the current auction of the Pa. Postal History Society there appears an 1889 WEST TOWN/PA. cancelled cover which prompted a brief investigation into the years of existence of the post office. In *Key & Smith, Pa. Postal History I* found the following:

WEST TOWN est. Aug. 5, 1880; currently active. Formerly Street Road.

STREET ROAD est. March 4, 1859; disc. Aug. 5, 1880. Became WEST TOWN.

The WEST TOWN article in the April 1992 *Penny Post* clearly indicated that the 2 cent local fee was discontinued in Nov. 1878 (Pg.5). It also indicates a cover dated Nov. 1880 with a local affixed (Pg.6).

The above facts suggest that the cover you illustrated in the Jan. 1993 *Penny Post* with the WEST TOWN cancel is not a legitimate use of the local. The local may have been added by the sender or subsequently affixed. We will never know.

Norm Sachtel.

PENNY POSTS IN THE U.S. BEFORE 1809

By Robert J. Stets

Do you have a Penny Post cover from Alexandria, Va., Catskill, N.Y., Fredericktown, Md., Portland, Me., Richmond, Va. or Wilmington, Del. in your collection? You may have, for all these places had penny posts delivering letters prior to 1809. This article is the result of the author's examination of the first 15 Letter Books of the Postmasters General, which cover the years 1789 through 1808 and indicate that the Postmaster General (PMG) had authorized penny posts in those and other towns.

EARLY PENNY POSTS

The delivery of letters by authorized carrier is not an idea that developed in the 1800s. A.D. Smith, in *The Development of Rates of Postage* reports that in 1639 the General Court of Massachusetts Bay Colony issued an order for the establishment of a service for handling letters to and from abroad which seems to have included provision for the delivery of letters received from abroad at a uniform rate of one penny.

Mary Woolley, in *The Early History of the Colonial Post Office* reports that in 1693, Benjamin Fletcher, Governor of Pennsylvania and the Council of Representatives passed a law for the erection of a Post Office in Philadelphia, which law included the provision, "If foreign letters are left forty-eight hours uncall'd for, they are to be delivered and one penny more for each to be demanded from the receiver."

Martin's *Bench and Bar of Philadelphia* reports on a law enacted in 1700: "Enacted: That there be from henceforth one General Letter Office Erected and Established within the Town of Philadelphia.... And if any Letters or Paquets shall lie or remain in the office uncall'd for by the space of forty-eight hours, the Post Master then sending

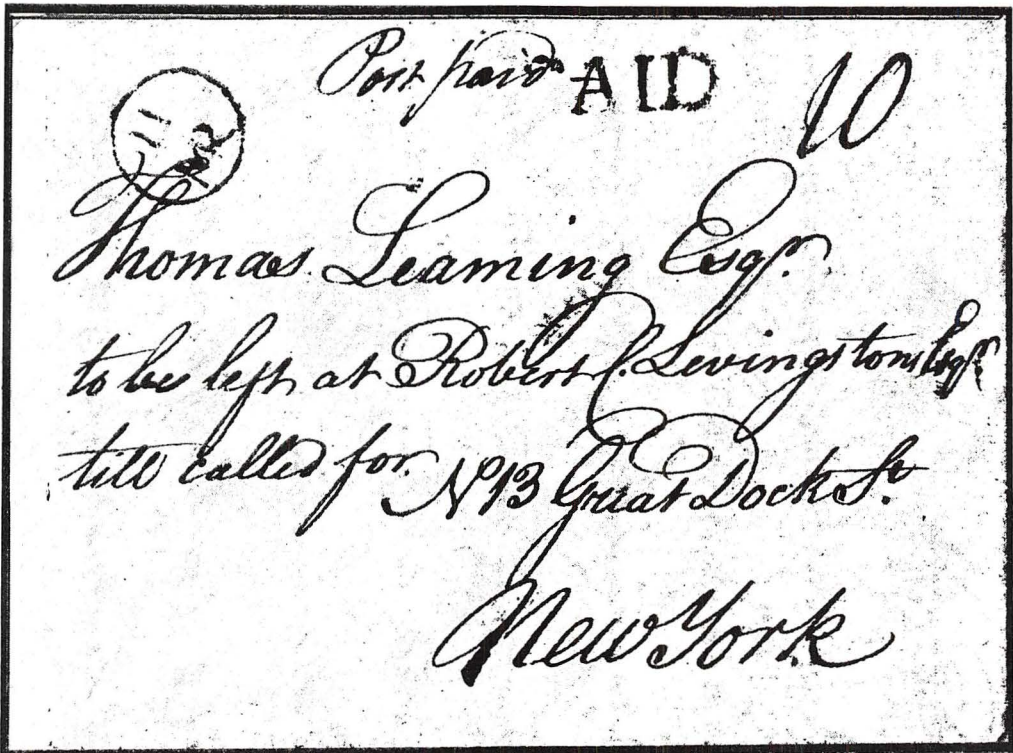
them forth to the respective houses of the persons to whom they are directed shall have and receive one penny more for each paquet or Letter."

Queen Anne's Law of 1711, which governed postal operations in the American Colonies as well, provided for the delivery of letters at one penny each.

In 1753, Benjamin Franklin and William Hunter, as Deputy Postmasters General for the American Colonies issued the following instructions to postmasters: "You are to allow the Person employed by you to deliver Letters aforesaid, to receive of the Persons to whom he delivers them, for his own Use, One English Copper Halfpenny for each Letter, over and above the Postage charged thereon." (quoted from *The Posted Letter in Colonial America*, B-44)

In the issue of Benjamin Franklin's *Gazette* for July 26, 1753, the following notice appeared: "Whatever Letters for Persons living in Town remain uncall'd for on those days they are brought to the Post-Office, will next morning be sent out by a Penny Post provided for that purpose."

The first U.S. Post Office Law forbidding private posts appeared in the Post



This folded letter, postmarked 11 MAR (1793) at Philadelphia and showing a street address, was very likely delivered by the Penny Post at New York City.

Office Act of 1792, Section 14:

“And be it further enacted, That if any person, other than the Postmaster General, or his deputies, or persons by them employed shall take up, receive, order, dispatch, convey, carry or deliver any letter or letters, packet or packets, other than newspapers, for hire or reward, or shall be concerned in setting up any foot or horse post, wagon or other carriage, by or in which any letter or packet shall be carried for hire, on any established post-road, or any packet, or other vessel or boat, or any conveyance whatever, whereby the revenue of the general post-office may be injured, every person so offending shall forfeit for every such offence, the sum of two hundred dollars. Provided, That it shall and may be lawful for every person to send letters or packets by special messenger.”

The Post Office Law of 1794, approved May 8, 1794, is the first U.S. law to spe-

cifically authorize the employment of letter carriers:

Sec. 28. And be it further enacted, That letter carriers shall be employed at such post offices as the Postmaster General shall direct, for the delivery of letters in the places, respectively, where such post-offices are established: and for the delivery of each such letter, the letter carrier may receive of the person to whom the delivery is made, two cents; Provided, That no letter shall be delivered to such letter carrier for distribution, addressed to any person who shall have lodged at the post-office a written request, that his letters shall be detained in the office.”

PHILADELPHIA
PENNY POSTS
REPORTED BY THE
POSTMASTER GENERAL

In Letter Book “A”, page 37, in a letter to Alexander Hamilton, Secretary of

the Treasury dated Nov. 28, 1789, PMG Samuel Osgood states: "In the Philadelphia office this Penny (paid to ship captains) amounts to 60 pounds per year and consequently the 4/90 (charge for ship letters) to 240 pounds. Whether these 4/90 are shared between the Postmaster and the Penny Posts I have not been able to ascertain."

THE PENNY POST IN NEW YORK CITY AND PHILADELPHIA

In Letter Book "B", pages 394 & 395 we find the following:

General P.O. April 1, 1793

Sebastian Bauman, Esq.

(P.M. New York City)

Dear Sir,

In looking over my papers I have come across your letters of the 23rd & 25th of December (which I had put in my Desk) on the subject of the Penny Post in New York.

The man who has been so long employed in that business and acquired the confidence of the people of New York is doubtless deserving of it by his fidelity: but he ought nevertheless to take the oath required by the post office law to be taken by carriers of the mail.

A post rider is in fact but a letter carrier; and the different modes of compensation can make no difference in their duties respecting the oath to observe the injunctions of the law.

You have considered him as the agent of the people: but he must certainly be considered as yours; as you doubtless entrust him with the carriage of letters to a multitude of people who never specially employed him or desired you to deliver their letters to him. He should therefore take the oath. If he is incapable of doing all the business, you will do right to employ another in addition. There are three in Philada --

The article respecting such Letter-Carriers was struck out of the bill when

the present law was under consideration: because it was deemed a provision to be made at the discretion of the (Post Office) department.

These are observations which I ought to have made to you long ago. I now desire your attention to them to obviate or prevent complaints like those which gave rise to your correspondence on this subject.

I am your &c

T.P. (Timothy Pickering, PMG)

NOTE. The above information confirms the existence of three penny postmen at Philadelphia, whose names were obtained by Steven M. Roth from a 1794 Philadelphia Directory and reported by him in *The Penny Post*, Vol. 1, No. 3, page 29.

THE PENNY POST IN ALEXANDRIA, VA. AND PHILADELPHIA, PA.

PMG Letter Book "B", page 489:

August 11, 1793

James M. McRea

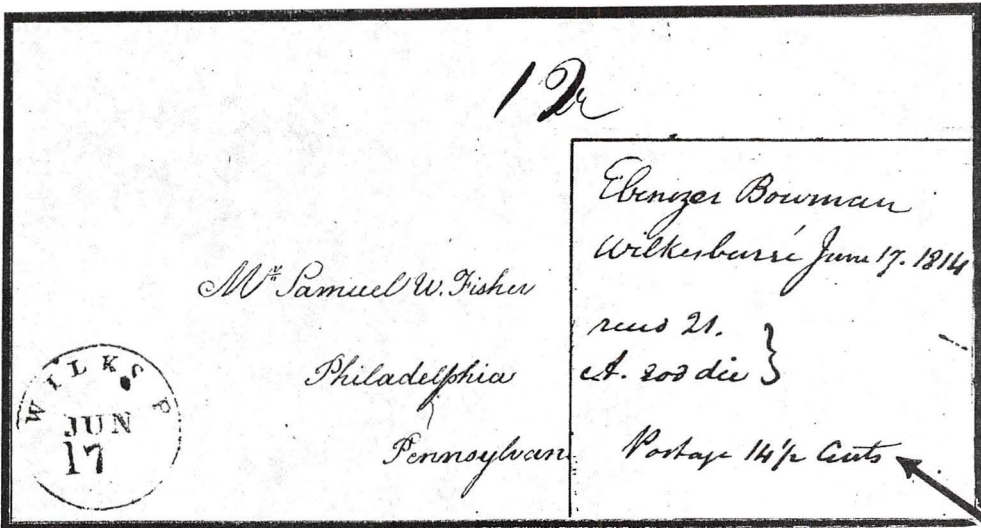
(P.M. Alexandria, Va.)

The employing of a penny post is a matter that rests with yourself. I should however suppose that you would find one very useful as he would not only relieve you from a considerable part of the burthen of the business in your office, but would be very serviceable to the citizens. In Philadelphia, nine tenths of the letters are delivered by penny posts who receive two cents for each letter they deliver for their compensation.

In case you employ one, you will be responsible for his conduct. It will therefore be necessary to get a man of undoubted integrity and to require good security of him for the faithful performance of his duty. You cannot, however, oblige the citizens to receive their letters of a Penny Post unless they chuse (sic) it.

C. B. (Chas. Burrall, Asst. PMG)

P.S. The Post Office Law makes no provision for Penny Posts. The 2cts



Postmarked JUN 17 (1814) at Wilkesbarre, Pa., this FL was delivered at Philadelphia on June 21 by the Penny Post as indicated by docketing on reverse (shown inset).

charged by them for the delivery of a letter is considered as a matter between them and their employers: otherwise it may be considered as an infringement of the 11th Section of the Law.

C. B.

NOTE. The 11th Section of the 1792 Post Office Law reads: And be it further enacted, That if any deputy postmaster, or other person authorized by the Postmaster General to receive the postages of letters, shall fraudulently demand or receive any rate of postage, or any gratuity or reward, other than is provided by this act for the postage of letters or packets, on conviction thereof he shall forfeit for every such offence, one hundred dollars, and shall be rendered incapable of holding any office under the United States.

THE PENNY POST IN PHILADELPHIA'S "SUBURBS"

PMG Letter Book "N", page 152:

General Post Office

Washington City, Dec. 6, 1804

Robert Patton, Postmaster,
Philadelphia, Pa.

I enclose you a copy of a letter transmitted to me by Doctor Leib and I pray

you, if it be practicable, to adopt such arrangements with your letter carriers as to include both the Northern Liberties & Southwark in your arrangements.

I am &c G. G.

(Gideon Granger, PMG)

NOTE: Doctor Leib succeeded Robert Patton as Postmaster at Philadelphia ten years later.

THE PENNY POST IN NEW YORK CITY

PMG Letter Book "K", page 1:

General Post Office

Philada. March 3, 1800

John Murray, Esqr.

(Merchant, New York City)

Sir,

... I have instructed the Postmaster at New York to observe the following rules which I hope will be satisfactory.

1. Whenever Mails or Letters arrive before sunset, they shall be sent out by the letter carriers the same evenings and the Office shall be kept open an hour after the letters are assorted to accommodate those who do not receive their letters by the carriers.

2. When Mails or Ship Letters arrive

after Sunset or dark, they are not to be delivered until the next morning — they shall always be assorted and ready for delivery by sunrise.

3. Letters are not to be delivered after dark or on the Sabbath excepting in very extraordinary occasions — the Postmaster is to decide when such occasions occur.

4. The Post Office shall be kept open from sunrise until half an hour after sunset.

5. No mail shall be closed more than one hour previous to the time fixed for its departure.

The above rules are such as have long been observed at the Post Office in this City and appear to me to give as much time as is necessary for transacting business at the Post Office...

I am, Sir &c J.H.

(Joseph Habersham, PMG)

THE PENNY POST IN WILMINGTON, DEL.

PMG Letter Book "B", page 491

G.P.O. August 12, 1793

Mr. John Webster
(P.M. Wilm. Del.)

Sir,

I have received a letter from Mr. William Cobbett complaining that you have neglected to have a letter of importance delivered to him in Season, and that on his applying to you to know the cause of the delay, you informed him that you wanted to take a ride and therefore could not attend to the delivery of his letter yourself, that your lad happened to be out of the way & that you was not obliged to send out his letters — He informs me that it has been your practice to send out his letters by a penny post and to charge him 1 ½ d. for each letter so delivered without any previous agreement with him.

If Mr. Cobbett has been in the habit of receiving his letters by a Penny Post & depended upon him for the delivery of them, was it not your duty in this

instance to see that his letter was delivered in due time? The law does not direct that Penny posts shall be employed therefore if Mr. Cobbett prefers receiving his letters at your office he has an undoubted right to have them delivered to him there. I should suppose that a penny post would be very useful to the citizens of Wilmington & that they would prefer having their letters delivered by him provided he is employed under proper regulations.

C. B. (Chas. Burrall, Asst. PMG)

PMG Letter Book "B", pages 490-491:

August 12, 1793

William Cobbett

(probably Wilm. Del.)

Sir,

I have received your letter of the 8th instant informing of an unnecessary delay in the delivery of your letter by the Penny post at Wilmington & have written to the Post Master on the Subject. It is true that Mr. Webster is not obliged by law to send out the letter by a Penny Post, yet as he employs one, and the Citizens depend on him for the delivery of their letters, it is undoubtedly Mr. Webster's duty to have them delivered in time. The law does not direct that the Postmasters shall employ Penny Posts, yet they are employed in most of the large towns for the accommodation of the citizens, who generally pay them two cents for every letter they deliver — I should suppose one would be useful at Wilmington provided he was employed under proper regulations. In case you do not choose to receive your letters of a Penny Post, it is the duty of Mr. Webster to deliver them to you at his office.

C. B. (Chas. Burrall, Asst. PMG)

PENNY POSTS AT BALTIMORE, MD.

PMG Letter Book "F", page 221

General Post Office

Philada. Pa. March 27, 1797

Alex. Furnival



COMBINED LETTER BOX AND LAMP POST.

Patented March 9th 1855, by Albert Potts, Philadelphia.

An old print from the collection of the Library Company of Philadelphia shows a lady about to post a letter in a lamppost mail box. The letter box is inscribed "Philada P.O./ U.S.M./ LETTER BOX/ G.G. Wescott, P.M." The box is located at the corner of Third and Willow Streets, an area that was formerly the Northern Liberties District.

(P.M. Baltimore, Md.)

. . . A Gentleman lately from Baltimore informed me that you send Letters for transient persons by the Penny Post, which is attended with much inconvenience to them as their residence cannot always be immediately known and such persons make a point of calling at the Office for their letters where they should certainly find them. To prevent Complaints of this kind in future, it will be proper for you to keep all Letters for persons of that description in the Office until they are called for, unless you are particularly requested to send them by the Penny Post.

I am &c J. H.
(Joseph Habersham, PMG)

THE PENNY POSTS OF PHILADELPHIA AND NEW YORK DURING THE EPIDEMICS

The following letters were written from Trenton, to which place the Post Master General removed the General Post Office to avoid the dreaded yellow fever epidemics in Philadelphia, where the General Post Office was normally located.

PMG Letter Book "F", page 457:

Trenton, N.J. 8 September 1797

Robert Patton
(P.M. Phila., Pa.)

I am glad to find that you have at last removed your Office to Twelfth Street. As far as depends on me, you will be reimbursed any expense attending the removal of the Office and I think it will be proper to employ your Letter Carriers at the Window or as many of them as you may find necessary to retain for that purpose.

I am &c J. H.
(Joseph Habersham, PMG)

NOTE: During the epidemic, the Letter Carriers did not make deliveries of letters to local destinations.

PMG Letter Book "H", page 5:

Trenton, N.J. 16 October 1798

Col. Sebastian Baumann
(P.M. New York City)

. Mr. Patton was informed last year that the expence of moving his Office should be defrayed and that the Penny Post Men should be paid while they were employed in delivering Letters at the Windows of his Post Office — Yours shall be placed on the same footing while employed for that purpose and as far as it depends on me, every extra expence incurred at either of the Offices during the prevailance (sic) of the fever will be provided for...

I am &c J. H.

THE PENNY POST AT WASHINGTON CITY

Asst. PMG Letter Book "C", page 42:

General Post Office
Philada. April 18, 1798

Lund Washington, Esq.
(P.M. Washington City)

Sir,

You will please to employ a letter carrier for the delivery of letters in Washington City whenever you find a proper person and as long as it shall appear to you of use.

I am &c C. B.
(Chas. Burrall, Asst. PMG)

PMG Letter Book "H", page 442:

General Post Office
Philada. April 11, 1799

Thomas Munroe, Esq.
(P.M. Wash. City)

Sir, The letters for such persons as may empower Mr. Cooke to receive them must be delivered to him: you are right however not to employ him as penny post man. I do not recollect to have given my consent to his acting as such, but if I did, I must have had a favorable Opinion of his character at the time. If you find it necessary, I shall have no objections to your employing a

letter carrier. A person in that capacity must take the Oaths prescribed by law...

I am, &c J.H.
(Joseph Habersham, PMG)

THE PENNY POST AT PORTLAND, MAINE

PMG letter Book "G", page 412:
Trenton, N.J.
September 18, 1798

Samuel Freeman, Esq.
(P.M. Portland, Me.)

Sir,

... I wish you to employ a Letter Carrier for the delivery of all Letters that have remained one day in your Office...

I am &c J.H.
(Joseph Habersham, PMG)

THE PENNY POST AT BOSTON (OR LACK OF IT)

General Post Office
Trenton, N.J.
September 26, 1799

Jonathan Hastings, Esq.
(Postmaster, Boston, Mass.)

Sir,

I have received your letter of the 9th Ulto. in which you state that you employ three clerks in the Post Office and have to pay 400 Dollars a year Office rent and wish an allowance may be made you for the latter. On looking at your accounts I find that your commissions amounted to only 2662D.84C. for the year ending July 1st last, a sum which will not afford a sufficient compensation for yourself after paying such a high rent and three clerks. It is not in my power to increase your compensation or allow your Office rent neither is any Postmaster in the United States allowed office rent.

The proceeds of your Office do not warrant the payment of so large a sum as four hundred dollars for rent — a

Post Office ought to be kept in a public part of the City and near the centre of Mercantile business, but it is by no means necessary that it should be kept in the most valuable place for a merchants store or counting house. An Office I should imagine ought to be procured in a place sufficiently central and convenient for half that sum.

If penny posts were employed you might perhaps save the expense of one clerk. The postmaster at Baltimore (who has a Penny Post) employs but two clerks and collects more postage than you do and the Post Master at Philadelphia (who employs three Penny Postmen) has but three clerks and collects more postages than Baltimore and Boston together.

If fewer will not answer and an eligible place at lower rent cannot be obtained it may perhaps be worth while to petition to Congress for an encrease of compensation: I am sensible however that they would not make a partial provision neither could I recommend it unless it was evident the business could not be performed properly for the present allowance. Because a partial allowance would occasion dissatisfaction and petitions from almost every other PostMaster.

I am &c J.H.
(Joseph Habersham PMG)

THE PENNY POST AT RICHMOND, VA.

PMG Letter Book "I", page 394:
Decem. 20, 1799

Augustine Davis, Esqr.
(P.M. Richmond, Va.)

Sir,

..... As you are of the opinion that you will be accommodated by having letter carriers for the delivery of letters from your Office, you may employ them under the regulations pointed out in the Law.

I am &c J.H.

THE PENNY POST AT FREDERICKTOWN, MD.

PMG Letter Book "M", page 378:

January 17, 1804

William M. Beale, Esqr.

P.M. Fredericktown, Md.

You are hereby authorized to employ a letter carrier for the delivery of letters in Fredericktown. It should be observed, however, that any person who prefers receiving his letters at the office and not of the letter carrier has a right to receive them in that manner.

G. G. (Gideon Granger, PMG)

NOTE: Fredericktown dropped the "town" about 1820 and has been known as Frederick ever since. In 1804 it was a busy hub of postal activity with several riders arriving and departing throughout the week.

THE PENNY POST AT CATSKILL, N.Y.

PMG Letter Book "N", page 3:

March 19, 1804

Postmaster,

Catskill, N.Y.

*Your favor of the 11th instant is recd.
If the Citizens of Catskill are willing to*

receive their letters through the medium of a letter Carrier, you can employ one.

G.G. (Gideon Granger, PMG)

THE PENNY POST AT TROY, N.Y.

PMG Letter Book "P", page 106:

Decr. 24, 1807

Samuel Gale

P.M. Troy, N.Y.

I authorize you to establish a penny post for the delivery of Letters in Troy on the same terms and principles as are allowed in the City of New York, holding you nevertheless responsible for the conduct of such persons as you may employ.

G.G. (Gideon Granger, PMG)

No doubt a further examination of these Letter Books could reveal much more data about early Penny Posts. Perhaps some member of the Carriers and Locals Society might wish to investigate. The Letter Books are a huge 502-Volume set covering the period 1789 to 1952. They are located in the National Archives at Washington, D.C. The first 50 Volumes can be purchased on microfilm for \$23 per roll.

HONORS LIST

We honor the following members who have generously contributed financial support to the Carriers and Locals Society over and above their basic dues.

PATRON MEMBER (over \$500)

Thomas C. Mazza

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Joseph F. Antizzo

Richard C. Frajola

Herbert B. Greene

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Carl Walske

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SMITH'S CITY EXPRESS POST

Searching For An Unknown Original

By Gordon Stimmell

During the 1850's, many local posts arose and fell in a matter of mere days or months. Proving the existence of the more marginal posts 140 years later is often quixotic, like tilting at vanished windmills.

A few, such as the apocryphal Smith's City Express Post, remain very daunting challenges indeed.

Scholars approaching Smith's Post via the City Directories route have been repeatedly baffled and rebuffed by a maze of tantalizing names and addresses — ultimately leading nowhere but to wild speculation and educated guessing games.

After all, Smith is a terribly common name and dates and addresses do not match reputed usage, succession or even probable location of the post.

Another direction is to work backward through generations of forgeries, hoping to eliminate common and attributed counterfeits in all the major sales and collections and ultimately arrive at a rare original. In the case of Smith's City Express Post, all the forgeries are fairly common and the PAID stamp that has greatest potential (Patton Type III) exists in sheetlets that bear the common hallmarks of the Hussey-Wood printing stable.

So what are we left with? We have arrived at the place where we started. A post never listed in the Scott catalogues, rumored to have been the successor of American Express Company, which inspired more than a dozen forgeries, but where no original has ever been proven to exist.

However, I believe I have found an original candidate. My path is typo-

graphical, comparing American Express Company originals to a Smith's City Express stamp that sold as lot 949 in the 1921 Bartel's German Sale and that, to my knowledge, has not resurfaced since then in this century.

The link between the two companies was first noted by Charles H. Coster in his 1882 *Les Postes Privees des Utats-Unis d'Amerique*. Coster is not an infallible authority, but he is often an accurate informant, depending on his cited sources. He pioneered the history of local posts in the U.S.

Coster notes that American Express Co had its origin "about 1856 or 1857" and was created by "Messers. Smith & Dobson. Their stamp was a very simple type-set arrangement, and the market has consequently been flooded with counterfeits that can hardly be detected from the originals.

"I understand, on what I believe to be pretty good authority, that Dobson after a short time retired and that the name of the concern was thereupon changed to 'Smith's City Express Post'. Smith is supposed to have issued two or more stamps (including an unpaid label) very similar in design to the preceding, but I have never come across any specimens which were above suspicion."

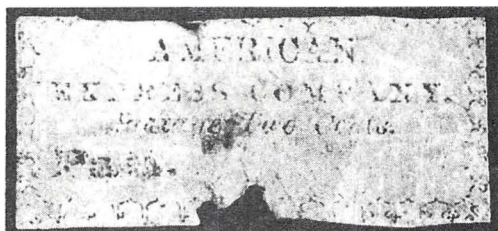
One cannot surmise what Coster's "good authority" was at this late date, (notorious fabricator S. Allan Taylor was not the only self-proclaimed authority in the 1880s) but American Express Co. originals existed only in black impression on green glazed and it is my belief that Smith's stamp only was produced in the same color. No vermilion or Collect Smith stamps (all but



Genuine 4L1 ex MacKenzie.



Genuine 4L1 ex Ferrari.



Genuine 4L1 ex Tiffany.

one encountered so far are common) have yet matched up to what I believe could be the Smith's green original.

AMERICAN EXPRESS

The detection of the American Express Co. originals was no easy task. For decades before 1960, the Scott catalogue depicted Forgery F2 (the J.W. Scott fraud) and G as originals. An added wrinkle was that examples of these, and other forgeries, regularly appeared in major auction sales on cover. Some were withdrawn from sale, but others sold for big money.

In 1960, the current cut appeared, considered the consensus original despite not existing properly tied on cover. The American Express Co. genuine stamp has 14 fleurs top and bottom between the corner scrolls, with dots in the upper spandrels directly over both "A"s of "AMERICAN", and a period after PAID. Examples of the American Express Co. originals once residing in the MacKenzie (shown in Patton, P. 14), Ferrari and Tiffany collections are shown here.

Hussey's American Express forgery is a remarkable facsimile of the original, but has 15 fleurs top and bottom instead of 14, lacks a period after PAID, and "Postage Two Cents" is drawn

from a different font tray — note especially the "g" of Postage which is a topserifed, double-circle "g" instead of a simple scroll "g" as on originals.

Patton posits the possibility of an American Express original which he admits is "an assumption" totally lacking "confirmatory evidence", that Hussey may have been imitating. However, the contenders for such an honor (one is depicted here) have 15 fleurs and the telltale wrong "g" in "Postage." It is highly unlikely the printer would have drawn from two different font banks and used a different frame in the original multiple plate setting. If this stamp is an original it must have stemmed from a new plate and separate printing and one doubts, based on the mere handful of surviving copies, that the post lasted that long, especially in the Panic Year business climate of 1857.

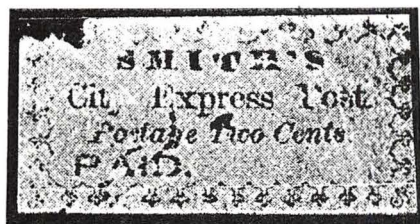


Contender ex Tiffany.

SMITH'S EXPRESS

Turning to Smith's points up intriguing parallels. The stamp sometimes considered a potential original is Patton Forgery Type III, fairly common, and printed in strips of three work and turn, like Hussey's American Express Co. Forgery A. One might then hypothesize from the outset that this resembles somewhat the design of the never-discovered original Smith's stamp.

The stamp I believe to be the only original Smith's adhesive sold in the German Sale of Nov. 1921 in New York City as lot 949, there described by Bartels thusly:



The genuine Smith's?

"SMITH'S CITY EXPRESS POST, black and green, glazed, only poor, cancelled, but one of the greatest rarities of Locals, not listed anywhere."

The stamp, not recorded in any article I have encountered (including Patton), is depicted here. It is indeed in such horrible condition I sincerely hope it has not been discarded by some quality-conscious collector over the last 70 years. It does not match any forgeries, but roughly approximates the Hussey Type III imitation.

However, the stamp has a different count of fleurs or trefoils than Hussey's version (sound familiar?). On the suspected original, there are 12 trefoils top and bottom, and 5 at each side, not counting corner ornaments. On Hussey's stamp (Forgery III) there are 13

top and bottom and 6 at the two sides.

The clincher is the typeset line "*Postage Two Cents*" which looks so much like that line in the American Express Co. originals that it might have been picked up from the American Express printing form and dropped into the Smith form. The scroll "g" is the same, all letters match the same printer's font bank and even the "w" of "Two" has the same compressed right uprights. As well, there appear to be dots in the upper spandrels, but the auction catalogue photograph and stamp are of such poor quality, it is impossible to confirm the presence of dots.

And one more footnote, albeit from a highly dubious source. S. Allan Taylor wrote of the post (*American Stamp Mercury*, Feb. 1869 Vol. II Page 29) that it was organized by "Jacob T. Smith and ---- Dobson" and finally failed in August or September 1858 after Smith purchased it. Of possible import is his rejoinder that "the stamps were cancelled by tearing off a portion, and not with large letters PAID, as erroneously stated by a contemporary." Please note the torn upper left corner of the stamp I believe to be a genuine Smith's and the ripped Tiffany American Express Co. original.

Of course, Taylor was a real jackanapes, freely mixing fact with fiction to suit his particular ends. He also notes Dobson went on to become "renowned as a banjoist" and avers the post was located at 186 Laurens Street. Laurens St.? Don't everyone rush to their contemporary NYC maps at once, please.

Meanwhile, search your collections. This Smith's has not shown up in the massive George Sloane or Elliott Perry reference collections or major sales since. Perhaps you may possess what could be the only original Smith's in existence. Of course, proving it beyond the shadow of doubt is another matter. Happy hunting.

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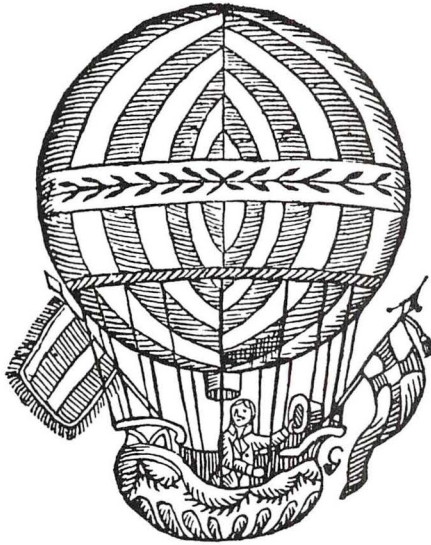
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FRANKLIN CARRIER PROOFS AND ESSAYS REVISITED

By Donald B. Johnstone

With the increase in the number of essays and proofs of U.S. stamps that have appeared on the market recently, it seems appropriate to take another look at some of those of the Franklin carrier stamps. Labels as well as descriptions of a given item for sale often vary considerably from one offering to another. In an attempt to clarify what appears to be some confusion, the following may be of help.

The Franklin carrier stamps and all plate proofs and plate reprintings have no top or bottom frame lines, as seen in **Figure 1**. The original die, however, did, and is evident on an original die proof in black. Since it differs from the issued stamp, it is classified as an essay. The late Dr. Clarence Brazer, in his description of one of these in the 1956 H.R. Harmer auction catalogue of the Hackett essays and proofs, referred to it as a large die proof in black, and stated "only three known". The one he was describing is illustrated in **Figure 2**. It is characterized by having horizontal and vertical guide lines showing.

The so-called small die proofs of the 1903 Roosevelt Album and the 1915 Panama-Pacific die proofs were both made from a composite die prepared from parts of the 3¢, 12¢ and 30¢ stamps of the 1851-60 series. They have no top or bottom frame lines, and are slightly larger than the original Franklin carrier stamp. They are not illustrated here. See the U.S. Classics *Chronicle* 124, Nov. 1984, p.234.

About 1900, Ernest Schernikow came into possession of some transfer rolls, one of which was that of the Franklin

carrier stamp. With this, he made a soft steel die, modified it by the addition of top and bottom frame lines to resemble the original die, and, for some unexplained reason, added inner side frame lines. The prints he made from this die are clearly identifiable with these lines, as seen in **Figure 3a**. Schernikow also burnished one of his dies, leaving only the vignette and oval frame. It should also be mentioned that his steel dies were 50 x 50mm. square whereas the original die by Toppan, Carpenter, and Casilear measured 57.8mm. wide and 50mm. high. Schernikow made prints with his dies on several types of paper and card and in a number of colors. These are presently listed in the *Scott Specialized Catalogue* as essays.

Dr. Clarence Brazer came into possession of the Schernikow die of the complete stamp and arranged in 1953 to have some prints made in various colors and on two different types of card stock. Prior to printing, two diagonal lines were added to the otherwise blank triangle in the upper left corner of the engraving, which appear, of course, in the upper right triangle on the prints. Dr. Brazer referred to these diagonal lines as his identification marks. Therefore, the Brazer prints (**Figure 3b**) are readily distinguishable from the Schernikow prints, even though a Schernikow die was used for both. In 1953, Dr. Brazer presented this modified die to the Post Office Department in Washington, where it remains today.

We don't know how many prints were made by Schernikow, but there is a record of the Brazer prints prepared. The following tally of the colors and

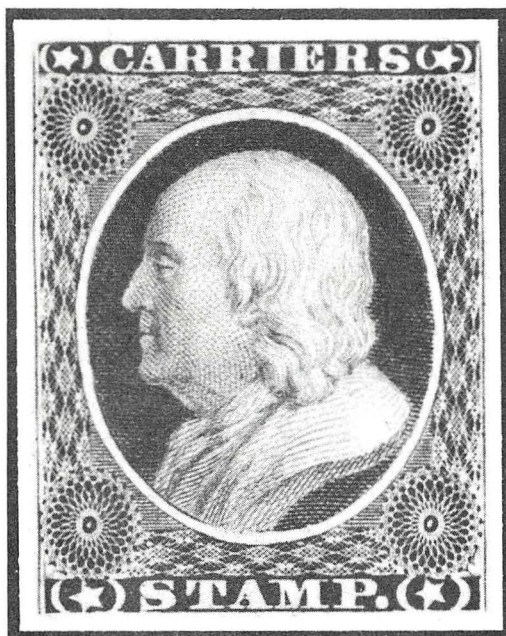


Figure 1.

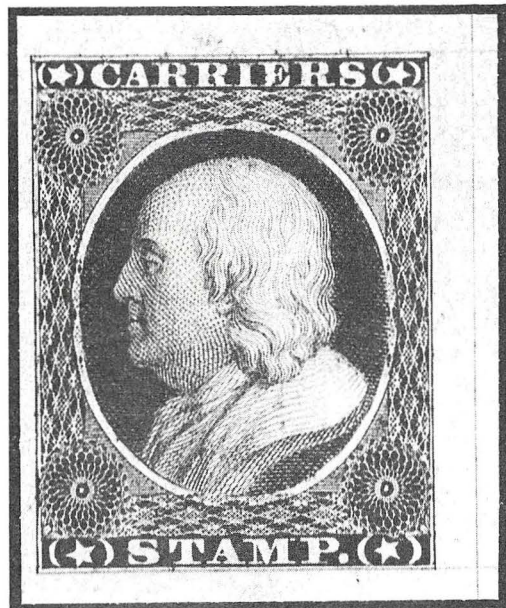


Figure 2.

types of card stock was given to me by Dr. Brazer in 1954. He offered these to collectors at prices ranging from \$15 to \$50 each.

On glazed white card 95 x 95mm. and 123 x 126mm.

Scarlet.....	7
Brown.....	3
Green.....	6

Fig.1. Franklin carrier stamp characterized by having no top or bottom frame line.



Fig.3a. Schernikow's die essay of 1900 showing added inner side frame lines.

Fig.2. Franklin carrier original die proof of 1851 in black, now classified as a die essay as it has added top and bottom frame lines. Also it shows vertical and horizontal guide lines.

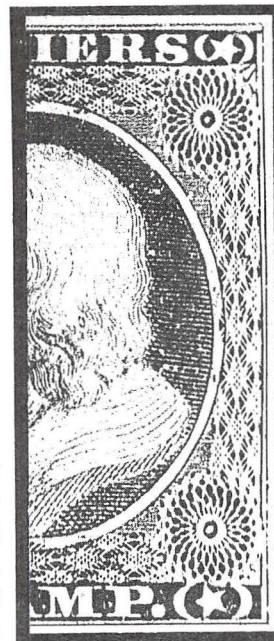


Fig.3b. Brazer die essay of 1953 showing two added diagonal lines in the upper right triangle.

On pebbled card 118 x 164mm.

Scarlet.....	2
Brown.....	4
Green.....	3
Dark red.....	3

It appears, therefore, that Dr. Brazer prepared seven different prints with a total printing of 35, including a complete set for his reference collection.

THE FORGERIES OF POMEROY'S LETTER EXPRESS

This is the second preview from work in progress on the Perry-Hall manuscript on the Independent Mails. The forgeries of Hale & Co. were presented in the April *Penny Post*. Future issues will offer similar segments covering forgeries of American Letter Mail Company, Brainard & Co., Hartford Mail Route, Overton, Letter Express, and Wyman.

-Richard Schwartz.

GENUINE - Scott Type L233

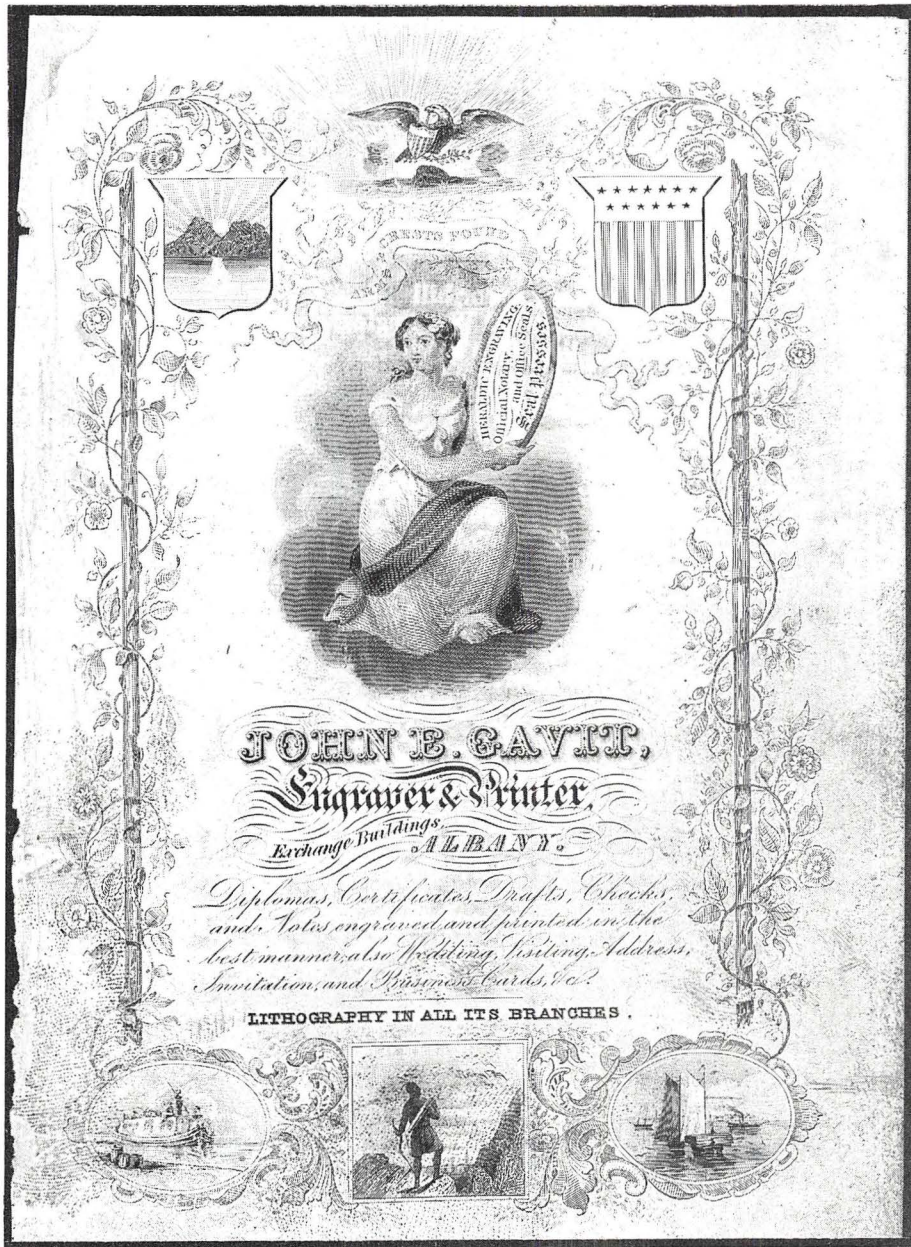
Engraved on steel by John E. Gavit. The plate together with a quantity of remainders were sold by Gavit's widow at his death in 1887 to the Scott Company. Though sheets of 80 (two panes of 40) are sometimes seen with "reprint" stamped on the back beneath each stamp, it is accepted that Scott made no reprints from the plate, possibly because he was already marketing his version (see Forgery A below). As well, a large quantity of remainder sheets had accompanied the plate. The plate is now in the possession of the Collectors Club of New York.



FORGERY A (Perry-Hall S-1)

Attributed to J.W. Scott. Typographed. Imitates Scott 117L2, the value erased. The ornate framework is crudely executed. The horizontal lines to the right of the portrait are faint on the original; here they are clearly seen. The corsage in the woman's hair is missing. The stamp is not squared off, measuring a narrower 21.5 mm across the top, 22.5 mm at the bottom. Seen in black on white, blue on white and in black on yellow surfaced paper. Two thicknesses of paper exist for each color. Color shades indicate more than one printing. This forgery appears as the illustration of the full value stamp in Mitchell's *The Private Postage Stamps of the United States of America*, 1887, and for several decades in Scott.





THE POMEROY MAIDEN REVEALED

It has been variously stated that the portrait is of Pomeroy's daughter, of his wife, of John Gavit's wife, of Gavit's daughter. None of these statements are correct, as seen from a letter from G.E. Pomeroy's son which appeared in *The Western Philatelist*, May 1887.

E.D. Kline, Esq., Toledo

Dear Sir:

Your letter of the 13th, asking information regarding the bust on the Pomeroy Express stamp is before me, and I would say in reply I have heard my father say at different times that the head was an ideal one, and as the design and engraving was before any of his daughters were more than young children, the supposition that it was the portrait of one of them is erroneous.

G.E. Pomeroy.

Forgery B (Perry-Hall U-1)

Maker not known. Lithographed. The portrait is delicately rendered, with the head so tilted to the left that the lady's right eye is noticeably lower than her left. In the original the "XP" in "EXPRESS" are joined at the bottom; here they are not. The value tablet reads "20 FOR ST". The forgery is scarce even though it was produced in a variety of colors on white and on colored paper.

In Black on Colored Paper:

Blue, Buff, Green, Pink, Salmon, Yellow, White.

In Color on White Paper:

Blue, Brown, Copper, Grey, Green, Pink, Red, Yellow.

Reverse Color on Gold Paper:

Black, Blue, Red.

Reverse Color On Silver Paper:

Bronze, Blue.

Forgery Ba

This is a sub-type of Forgery B in which the value tablet reads "10 FOR ST". It has somewhat finer detail than Forgery B. Occurs in black on soft medium orange-buff paper.

Forgery C (Perry-Hall U-2)

Maker not known. Lithographed. The portrait accurately follows the position of the head of the genuine stamp, but the fineness of the engraving is totally lost. Sherwood Springer has said about this forgery: "It resembles the illustration used in the Yvert & Tellier catalog of American locals, 1921, J.Bouvez. My two copies and the catalog cut all have minor differences or imperfections which lead me to believe that an entire Pomeroy pane was poorly lithographed for reproduction rather than forgery. Such a job would result in each subject having individual imperfections and still resemble the original...Its origin, of course, may go back much further than 1921." Occurs in black on white and in blue on white pelure papers.

B



Ba



C



Forgery D (Perry-Hall T-1)

An S. Allan Taylor forgery. Typographed. This crude forgery is immediately recognizable by the spidery single weight stick figure letters. The frame in Taylor's "Franklin City Despatch" and his "Page & Keyes Letter Express" frauds is this Pomeroy frame turned sideways. Small second "O" in "POMEROY", "GAVIT" is omitted, "\$1" appears as "ST". Known in black on white and in black on blue thinnish paper. A similar forgery, finer in execution, has been recorded in gold on white.

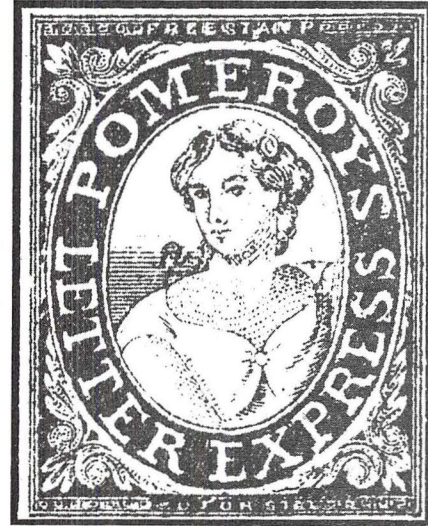
D



Forgery E (Perry-Hall U-4)

Maker not known, though possibly Moens as it matches the illustration in Moens 1864. Lithographed. While the woman's head is turned to her right, she is looking toward her left. "GAVIT" has been omitted, the "X" lacks a bottom left serif. Known in gold on white paper. Also reported in black on fine white wove paper, which Gordon Stimme speculates might be from a printing which served as proofs for the Moens catalog.

E



Forgery F

A hitherto unrecorded forgery, maker unknown. Lithographed. Seen by the writer as a vertical pair, black on yellow-orange surface colored paper. Closely resembles the original but without the delicate engraved linework. The corsage in the woman's hair has deteriorated. The top serifs of "XP" do not touch. The outstanding difference from the genuine is the value tablet below, which reads "25 FOR \$1". Pristine paper and fresh ink quality indicates probable modern manufacture.

F



CITY DESPATCH POST

PART SIX: OWNERSHIP UNDER MEAD AND COLES THE DR. LEONARD KAPILOFF COLLECTION

A Commentary by Scott R. Trepel

This article concludes the author's presentation of the Kapiloff City Despatch Post collection, picking up at the point where U.S. government carrier service was terminated on Nov. 28, 1846, and private ownership under Abraham B. Mead's management commenced on Nov. 30.

Beginning with Mead's takeover, we enter a very hazy history of the City Despatch Post. Perry's *100 Years Ago* and subsequent articles on the subject offer limited substantive history of the period from December 1846 to 1851-52, when the City Despatch Post seems to have faded into oblivion. Therefore, we must review whatever facts are available and work with meager evidence to form reasonable hypotheses.

In an effort to make sense of the confusion, the author created a database of 94 different examples of stamps and covers from the Mead-Coles period. By arranging this material into date order and correcting supposed errors in dating covers (for example, mis-reading "1849" for "1847"), the author has made some intriguing observations, which will make more sense if presented in the context of each issue.

Mead's Post Office City Despatch

Mead was a former U.S. letter carrier in New York City. The Kapiloff collection contains the marvelous Valentine addressed by him to his oldest daughter, Amelia Davis (shown in Figure 1). This Valentine was sent on Feb. 14, 1846, by the U.S. carrier service, and shows his signature.

In taking over the discontinued city mail service, Mead received a good

degree of cooperation and support from Postmaster Morris. For a period of time, the defunct 3 U.S. City Despatch Post stamps were redeemable at the post office, and Mead is believed to have accepted them — at least for a time — on mail deposited in his boxes. As evidence of this, we have the ex-Seybold and ex-Middendorf cover bearing Scott No. 6LB5 on Bright Blue paper, tied by the large "New-York 2cts" drop mail cds dated Dec. 24 (1846). This cover is shown in Figure 2.

Mead's 2 Stamps

How Many Printed?

Rawdon, Wright & Hatch was given the job of altering the 42-subject 3c City Despatch Post plate — by changing the denomination from "Three" to "Two" cents — and printing stamps for Mead's post. The author uncovered among the record books of Rawdon, Wright & Hatch an entry for delivery of "232 stamps" on "green enamel paper" on Dec. 6, 1846. This entry from the RW&H production book is shown in Figure 3. The term "stamps" in this entry may be assumed to mean sheets. However, it is unclear whether a sheet comprised one impression of the 42-subject plate (for a total of approximately 10,000 stamps) or, perhaps, multiple impressions. A look at the lifespan of Mead's stamps may help answer the question.

The Scott No. 40L2 stamps on Green glazed paper were in the public's hands no later than Dec. 11, 1846. Shown in Figure 4 is the earliest recorded use of Mead's stamp on a cover dated Dec. 11 (content clearly dated 1846), from the collection of Dr. Jay Weiss. The author has recorded 18 covers with No. 40L2

Fig. 2:
Defunct federal
post adhesives
were accepted
by Mead during
early days of
his post.

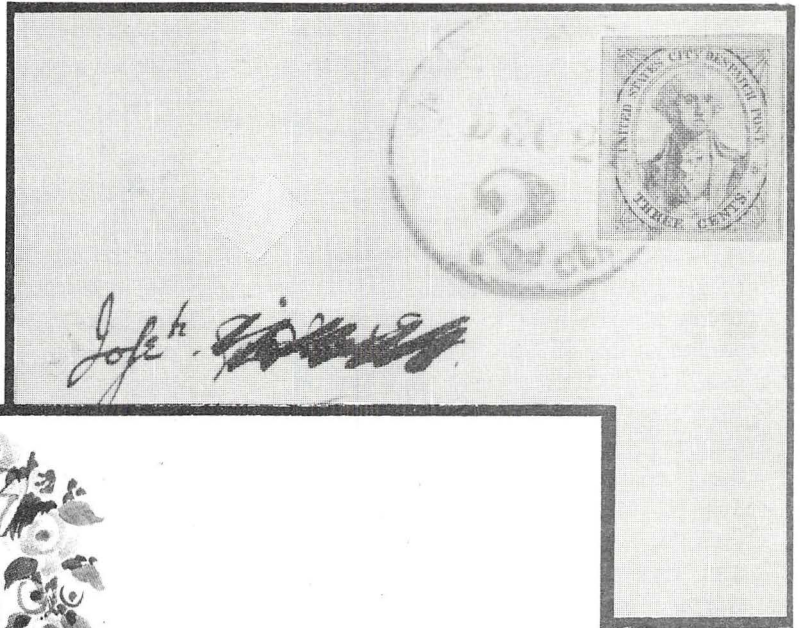


Fig. 1:
Abraham
Mead's
letter
to his
daughter.

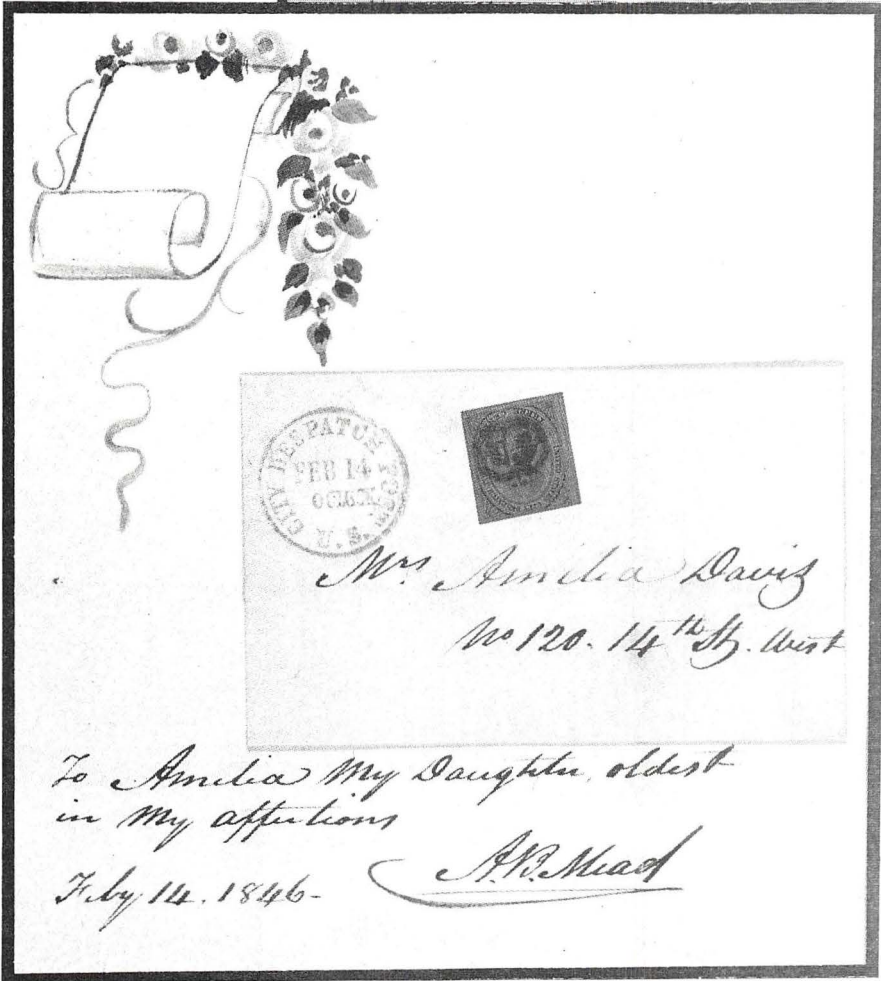
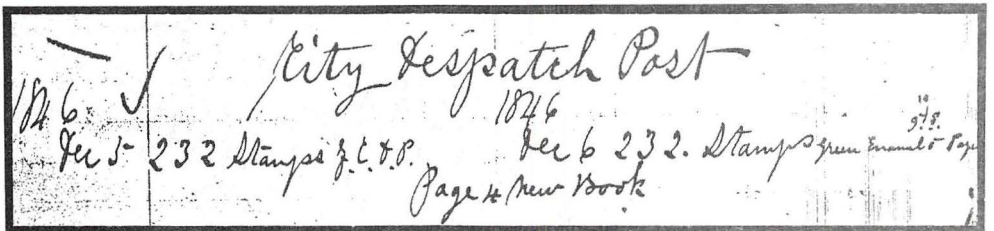


Fig. 3:
Rawden,
Wright
& Hatch
order for
232 of
the green
stamps.



dated through to Oct. 13, 1847. An additional later cover was described in a Robson Lowe Ltd. sale (Mar. 15, 1972, lot 1047) as a Feb. 13, 1848, usage of Mead's stamp under Coles' operation. Without examining this cover, the author cannot confirm its status.

During the ten-month period in which the 18 recorded covers fall, there are three aberrations in the pattern of exclusive use of No. 40L2. Two covers dated May 15, circa 1847, and Aug. 31, 1847, bear the rare Pink glazed paper stamp (No. 40L3). One stamp among the 18 recorded No. 40L2 covers, dated July 14, 1847, carries the manuscript initials "C & W". An off-cover No. 40L2 is also recorded with the manuscript words "Cummings & Wright", representing two former carriers of the U.S. City Despatch Post, and the "C & W" initials are presumed to have the same meaning. We can only speculate as to the significance of these overprints.

Disregarding the one possibly misdated cover and the Pink stamps, we can establish the parameters of usage for Mead's Green stamps from Dec. 11, 1846, to Oct. 13, 1847. For 10,000 stamps to last ten months, the number of

stamped letters carried by Mead's post could average no more than 250 per week, or 35 per day. This cannot be correct. During Greig's management as a private post in 1842, his average volume was 437 letters per day (stamped and unstamped). After the U.S. government took control, it rose to 762 letters per day, according to John Lorimer Graham (see Perry, *100 Years Ago*, p.30). Competition in 1847 from Boyd and other private posts took its toll on Mead's share of the market, but his business could never have survived on 35 stamped letters per day.

More likely, there were far more than 10,000 stamps delivered to Mead and used during the ten-month period. Either the sheets delivered on December 6 contained more than one pane of 42 stamps (possibly two or four panes per sheet) or additional printings were made by Rawdon, Wright & Hatch, which were not reflected in the source books examined by the author. Possibly, Mead gave the plate to another printer, a scenario that might also account for the small number of Pink glazed stamps from the later period.

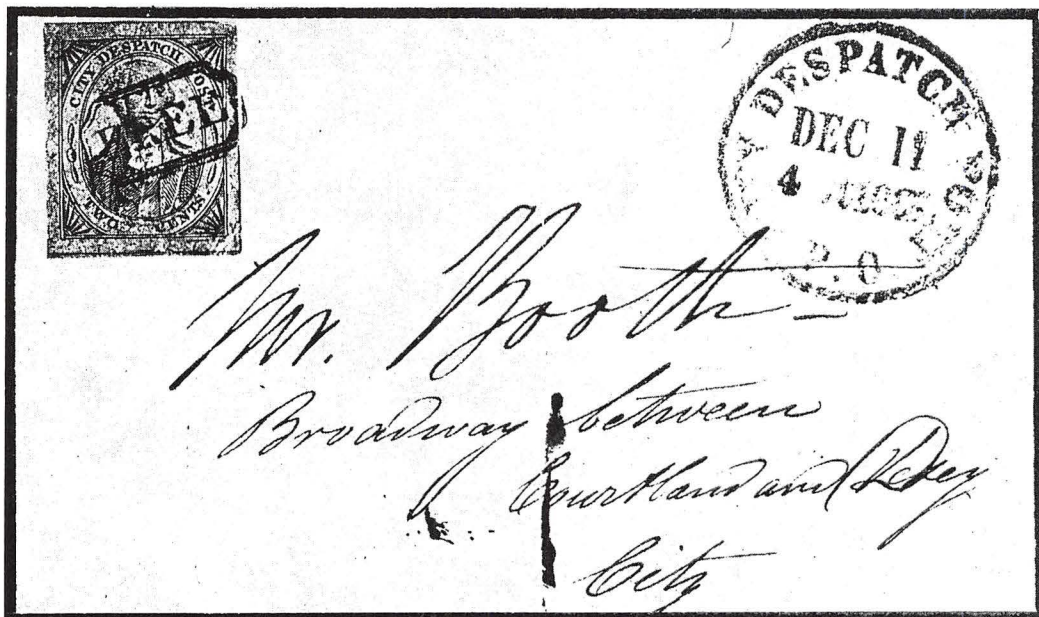


Fig. 4: Earliest recorded use of Mead's stamp, Dec. 11 1846.

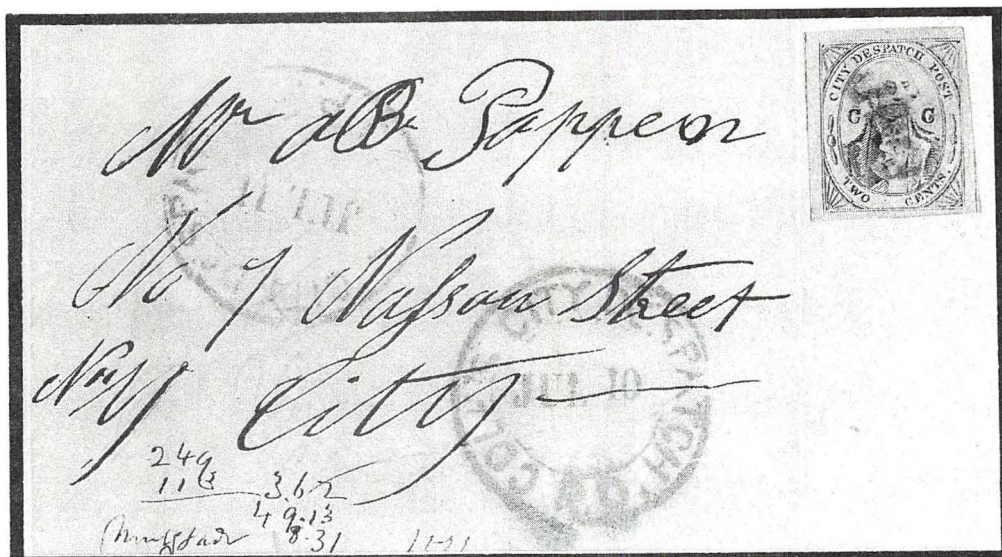


Fig. 5: A Coles cover of July 10, 1848 from Kapiloff collection bearing the gray paper stamp and Coles' City Despatch P.O. handstamp.

Coles Post Office City Despatch

Looking at the correctly dated examples that cross over from Mead's ownership into the period in which Charles Coles issued his distinctive "CC" stamps, we find a curious gap. Each month from January to October 1847 is represented by at least one Mead's No. 40L2 cover. The Pink stamp, No. 40L3, is found on a cover dated Nov. 26, circa 1847. Then, on Feb. 17, 1848, the "CC" on Grayish paper is recorded for the first time and followed by a series of "CC" stamp usages with no lengthy gaps until mid-1850. What happened during December 1847 and January 1848?

This gap may represent the point at which ownership transferred from Mead to Coles. Writers on the subject, including Perry, have always been ambiguous in dating the takeover date, describing it as late 1847 or early 1848. The cover survey seems to narrow the period to December or January, with a noticeable interruption in service, if the surviving covers are any indication.

Coles Remarkable "CC" Stamps

A cover from the Kapiloff collection bearing Coles "CC" stamp on Gray paper is shown in Figure 5. It bears the large red double-circle cds "Cole's (sic) City Despatch P.O." dated July 10, 1848. Each subject on the plate has been punched with the letter "C" to the right and left of Washington's head. In a few positions one letter was mis-entered, producing the inverted and sideways varieties.

In terms of plate variations and production peculiarities, the stamps issued under Coles management are surely among the world's most fascinating stamps — and the rarest. The author's survey is by no means complete, but consider the quantities recorded for each Scott-listed stamp issued by Coles (the order has been arranged chronologically, with the Green, Vermilion and Buff papers overlapping in usage).

While additional examples may be found among the many sale catalogues and collections overlooked by this author, the quantities recorded so far

SURVEY OF COLES STAMPS

Paper Type	Period of Use	Scott No.	Variety	Quantity
Gray Paper	2/17/48 - 11/23/48	40L5	"CC"	11
ditto	6/15/48	40L5 var.	Ms. "C" at Center	1
ditto	3/31/48	40L5a/c	"C" at R. Inverted Ms. "C"	1
ditto	7/8/48	40L5b	"C" at L. Sideways	1
ditto	-----	40L5b var.	"C" at L. Sideways Ms. "C" at center	1
ditto	3/29/48 - 12/26/48	40L5c	"C" in Ms. between 'Two' & 'Cents'	7
Total Gray Paper	2/17/48 - 12/26/48		All varieties	22
Green Paper	10/27/48 - 5/27/50	40L4	"CC"	12
ditto	-----	40L4a	"C" at R. Inverted	1
ditto	6/9/49 - 3/7/50	40L4b	"C" at L. Sideways	4
ditto	4/30/49	40L4c	"C" at R. Only	1
Total Green Paper	10/27/48 - 5/27/50		All varieties	18
Vermilion Paper	9/25/48 - 2/16/50	40L6	"CC"	12
ditto	-----	40L6a	"C" at R. Inverted	0
ditto	-----	40L6b	"C" at L. Sideways	0
Total Vermilion	9/25/48 - 2/16/50		One variety	12
Yellow Paper	-----	40L7	"CC"	0
Buff Paper	12/6/49 - 1/28/52	40L8	"CC"	7
ditto	-----	40L8a	"C" at R. Inverted	1
ditto	-----	40L8b	"C" at L. Sideways	1
Total Buff Paper	12/6/49 - 1/28/52		All varieties	9

reflect the examples gleaned from the Caspary, Boker, Lilly, Patton, Lowe, Middendorf, Kapiloff and other major collections, as well as the Perry book and other reference sources. Clearly, all of the Coles stamps may be classified as very scarce, and several are rare or the only recorded examples. However, the Scott Catalogue prices range from \$90 to \$750. The Yellow paper, as yet unseen and unrecorded, lists at \$1,000.

Remarkably, the author has not been able to locate a single example of the Vermilion stamp with the "C" plate varieties, inverted or sideways. Additions to the record would be welcome. No. 40L4c, the "C" at right only variety, was part of the Middendorf collection. The condition of the stamp — the only recorded example — leads this author to suspect that the variety is actually an extremely worn impression and rubbed away at that spot.

The Buff paper is a peculiar stamp, inasmuch as most examples show a distinct paper foldover, often described as creasing. In the Lilly sale (Siegel 1967)

this fold was opened out and illustrated. It was later folded back in on itself. Several other Buff stamps have the same paper flaw, including a few affixed on covers to which they might not belong.

Another enigma of the issue is the manuscript insertion of the letter "C" between "Two" and "Cents" on the Gray paper stamp before they were separated. In two instances, the "C" is found on the center of the Gray paper stamp, possibly applied before separation. This manuscript overprinting occurred during the first six months of Coles ownership and seems to have been abandoned when the Green, Vermilion and Buff stamps were issued.

Much remains to be learned about these rarities. The author's experience with the Kapiloff collection has become the catalyst for continued research into the stamps issued by Mead and Coles, the results of which will be presented in this journal.

(Corrections and Epilogue to follow).

THE SALE OF THE CHATHAM SQUARE POST OFFICE

By Richard Schwartz

Benjamin Lockwood succeeded Aaron Swarts in the ownership and operation of the Chatham Square Post Office / Swarts City Dispatch Post. This important local post had been written up by Elliott Perry for Pat Paragraphs but was instead revised and edited by Arthur G. Hall for publication in 1941 as the first of a projected series of handbooks by the American Philatelic Society. It remains today as the chief source for data about the post and its emissions. The sale to Lockwood is briefly mentioned, with the date of the sale believed to be some time after March 1856. The decline of business of the post is attributed to emerging competition from the opening of the six U.S. Mail Stations, A to F.

Lockwood, described in some accounts as an enterprising clergyman, took over the Broadway Post Office in 1853 and was still operating it as late as 1860. In 1856, according to Henry Abt, Lockwood not only purchased Swarts, but also bought Henry Bentley's Dispatch and may have tried — unsuccessfully — to buy several other operations, in a bid to monopolize under one ownership the major uptown private posts. The Broadway-Swarts covers illustrated here precede Lockwood's direct ownership of Swarts, but show a conjunctive link had existed historically between the two posts.

Some years after the publication of the Perry-Hall handbook on Swarts the following handwritten and undated declaration surfaced in which Aaron Swarts described the negotiations and sale of his post to Lockwood. In it the date of sale is firmly established, and, of equal interest, Swarts offers the reason, compelling to him, why the labor intensive post would fail under the new owner.

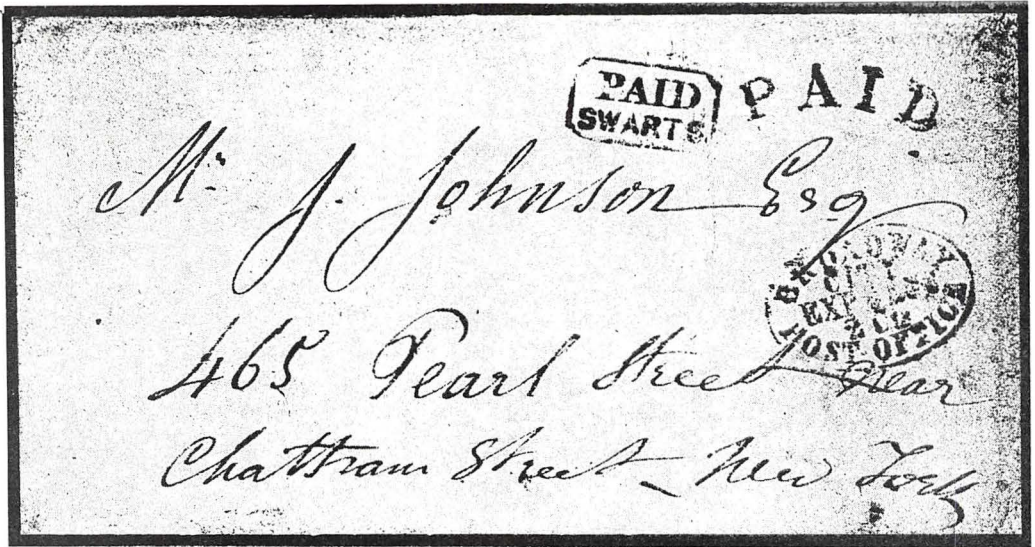
TO WHOM IT MAY CONCERN

An Exact Statement of the origin, interviews, arrangements and final agreement between the undersigned, Aaron Swarts of the First part and Benjamin Lockwood of the Second part as connected with the disposal of and conveyancing to the said Lockwood the business and interest of said Swarts connected with the Chatham Square Post Office and also the City Dispatch connected therewith.

On or about the 5th day of November 1856, the undersigned had occasion to call on Benjamin Lockwood in regard to certain complaints which had been made by him with reference to certain letters received by him for distribution. Having adjusted the matter in a satisfactory manner Mr. Lockwood asked the undersigned a few questions in relation to the extent of the business done at the Chatham Square Post Office, and in answer to the question how many letters

were received by the undersigned daily he was answered truthfully "from two to three thousand." After a few desultory remarks Mr. Lockwood then asked the undersigned if he would like to dispose of his business and was answered that the errand of the undersigned was of a totally different character. To this Mr. Lockwood replied that, notwithstanding, if the undersigned would think the matter over and the terms were not too extravagant he would like to purchase the entire business.

About one week subsequent to the preceding conversation Mr. Lockwood called at my office in Chatham Square and in the presence of my son renewed the previous proposal (without a word being said by the undersigned), stating that he supposed the undersigned would require some thousands but if the terms suited him he would endeavor to meet them. The undersigned then stated to Mr. Lockwood that although he had



It was advanced by Charles Coster and later Elliott Perry that the Broadway Post Office likely employed one or no messengers and instead utilized at first Boyd's and then Swarts to deliver mail. The above is one example. The 2¢ rate oval and the PAID in an arc are Broadway markings. It is not known how the 2¢ received by the Broadway Post Office was shared with Boyd's and Swarts. All markings are in black.

been offered *Ten Thousand Dollars* for his business two years previously to that time if he would receive security on real estate and take notes, which he then declined, but if the said Lockwood pay the undersigned the sum of *Five Thousand Dollars* cash in hand (as the undersigned was then in ill health) he would deliver the entire business to his detriment. Mr. Lockwood said he could not give an immediate answer and desired the refusal for a few days to accept the offer as specified. The undersigned then informed Mr. Lockwood that he was at liberty to take all the time required to think the matter over, and that he might avail himself of every opportunity to fully acquaint himself of the extent of the business done at the Chatham Square Post Office as it was only the ill health of the undersigned that would induce him to dispense of his business on any terms reasonably to be expected.

Some three or four days subsequently Mr. Lockwood called again in company with his brother and remained some time in order to see the extent of business done as well as the method of doing it, when they left apparently fully satis-

fied. A few days subsequently Mr. Lockwood's brother referred to came alone for the purpose of again watching the amount of letters received and sent out, as well as making any other observation necessary to the desired information.

A few days after Mr. Benjamin Lockwood called with his brother and stated that he could not raise the entire sum of money demanded, but that he would give *Three Thousand Dollars* in cash and notes endorsed by his brother Legrand Lockwood for the balance remaining, that is to say *Two Thousand Dollars*. This proposition was not immediately accepted by the undersigned but several days elapsed during which time Mr. Lockwood and his brother availed themselves of further opportunities to see and examine the amount of business transacted at the Chatham Square Post Office.

Mr. Lockwood having declared himself fully satisfied and the undersigned having agreed to accept the notes for *Two Thousand Dollars*, on the 29th of November 1856 the Agreement was drawn that suited the ideas of Mr. Lockwood, the *Three Thousand Dollars* in cash and *Two Thousand Dollars* in notes

were paid and the entire business of the Chatham Square Post Office was transferred to Mr. Benjamin Lockwood.

The undersigned would note in elucidation of the above agreement for causes which will be fully apparent on the perusal of the entire document, that at the commencement of Mr. Lockwood's receiving the entire business of the Chatham Square Post Office into his hands, that the undersigned informed Mr. Lockwood that it would be quite necessary for the accomodation of the public and the interests of the said office that he should keep open the office on Sunday in Nassau St. at similar or the same hours of the U.S. post office, which Mr. Lockwood declined on the ground of conscientious scruples. Having advised Mr. Lockwood that the undersigned deemed it imperiously necessary to the success of the office that he should keep the office open at (most?) hours on Sunday, which Mr. Lockwood declined for causes aforesaid.

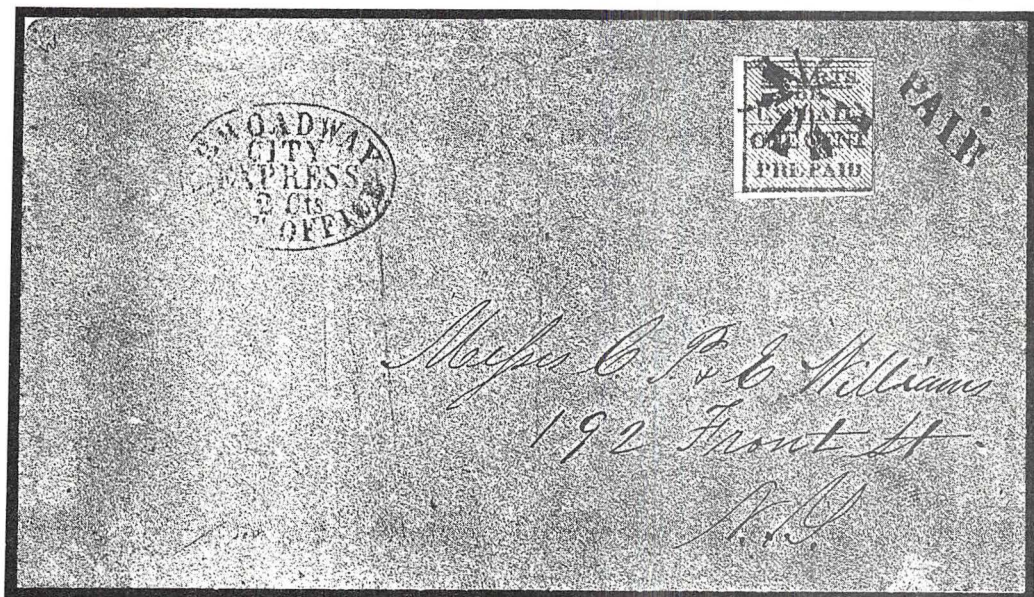
Moreover the undersigned would state in conclusion that he during twelve years active service in establishing his business at the Chatham Square P.O. under Government and in his individual

capacity that he exerted himself early and late, that he was most of the time during rain or storm, fair or foul at his post from half past six in the morning till half past ten at night, and moreover that he the undersigned disposed of his business under such auspices -- i.e. that the success of the business would necessarily depend on an equal degree of vigilance that he had hitherto exerted.

Finally the undersigned would state to the public and more especially to those who have known him so long and favorably, that inasmuch as Mr. Lockwood has very unjustly accused him of dishonorable dealing, that the above will show a healthful exhibit of the entire business transaction as regards the disposal of the business, and moreover the cause why Mr. Lockwood has not succeeded and his want of success.

The undersigned will cheerfully be qualified and furnish ample proof of the above statement, whenever required, and until the foregoing is disproved by Mr. Lockwood it is trusted that the character for honesty, truth will not be successfully assailed again by an unfortunate successor.
(No Date).

Sam. J. Swarts



Swarts red 136L15 tied by dark blue burst to cover c.1851 bearing black Broadway PAID and company oval. What purpose the To The Mails stamp had on this local delivery cover remains an enigma. See also 136L6 cover in Patton N.Y. Posts book, p.43.



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