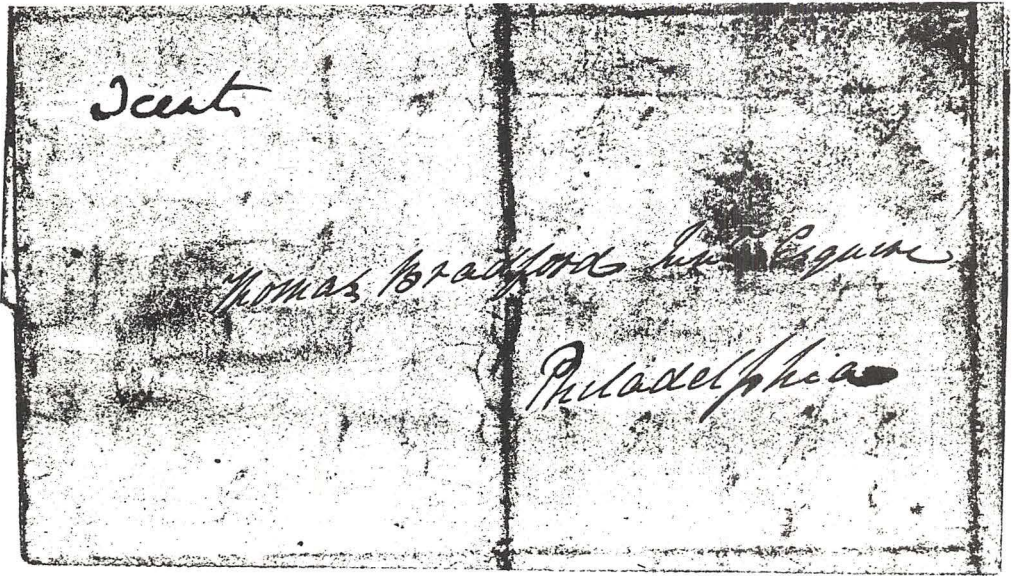


OCTOBER 1994

Vol. 4 No. 4

THE PENNY POST

Official Journal Of The Carriers And Locals Society



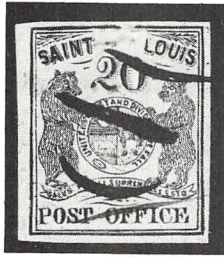
Why was this 1807 folded letter rated "2 cents"?
See inside.

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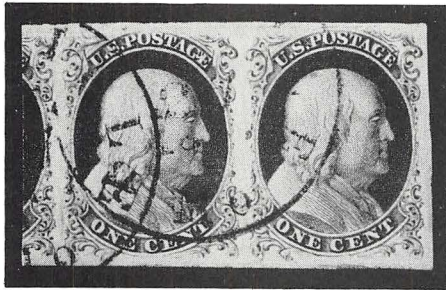
LOWELL, MASSACHUSETTS CARRIER STARS
CARRIER SERVICE IN MIDDLETOWN, PA.
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MORE ON BOYD'S FLEISCHMANN CARD
ANOTHER EAGLE PRECANCELED STAMP
REDUCTION IN CARRIER FEES
CARRIER CHECK MARK COVERS
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THE PENNY POST



Vol. 4 No. 4

OCTOBER 1994

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Official Journal Of The Carriers And Locals Society

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PRESIDENT'S LETTER — ACTING EDITOR

The task of putting together this issue of *The Penny Post* while Gordon was off enjoying his sabbatical was not as intimidating as I had anticipated. The layouts were done by the folks at our print shop, Fine Print, so that I did not have to struggle with that aspect of publishing. The only problem I did encounter resulted from my inability to judge in advance of receiving galley proofs the number of *printed* pages that a *typed* article or report, with illustrations interspersed, would consume. I constantly worried that either I would have too much material for one issue (and that I would therefore disappoint some members who had sent me articles) or that I did not have enough material to fill a minimum of 32 pages.

As you will see, several articles in this issue relate to aspects of government carrier service. It has been my feeling for some time that this study area needs more attention in *The Penny Post*, particularly in terms of how the service operated on a day-to-day basis. While much work has been done in respect of the carrier *stamps* (both official and semi-official) by such contemporary students as Dr. Donald B. Johnstone and Robert B. Meyersburg, among others, we still do not have a good depiction of the service itself.

In addition to the carrier articles, this issue also contains articles on private local posts, plus Dick Schwartz' current installment of his Independent Mail Companies project, and reports by member Stephen Gronowski in respect of two of his independent mail covers.

I call your attention to the brief Blood's report. While the published notice of Blood's closing will not be "news" to anyone who has studied this Post, the *finale* presents an interesting twist. And, speaking of interesting twists, what would you expect to discover when studying a local post that has

been studied to death for many years? Certainly not anything new . . . Right? . . . Well . . . Wrong! Take a look at John Bowman's report of his wonderful new early date discovery concerning a Boyd's cover and adhesive.

This issue of *The Penny Post* contains more writings and reports by me than I wanted to include. This is because even though several members responded to my requests for material to publish, and each wrote very interesting articles, for the most part they were short articles. In order to meet our minimum page quota, this issue — which is my *debut and farewell* as an Editor — is Roth-laden.

There is very good news to report concerning Scott Publishing Company and our Committee's effort to make corrections to the Carriers and Locals sections of the United States Specialized Catalogue. The catalogue has undergone an important personnel/section editor change which, in a positive way, has affected our progress. Jim Kloetzel, the new editor of the catalogue, has been in frequent touch with me concerning our Society's project. He now has informed me that: (i) the suggestions made for changes to the carriers section will all be implemented in the 1995 edition, except for the recommendations concerning essays; (ii) the suggestions concerning essays, subject to some modifications, will be incorporated into the 1996 edition; and (iii) all of the illustrations prepared by Gordon in his article in Volume 4, No. 3 will be used to replace the current illustrations used by Scott's, beginning with the 1995 edition. Congratulations are in order to the members of the Society's Carriers Committee and to Gordon Stimmell.

Finally, Jim is interested in reviewing the changes to be suggested by the Society's Locals Committee. He has asked that the

recommendations be sent to him for his consideration for the 1996 edition.

Each of you received with the previous issue of *The Penny Post* the first instalment of Charles Peterson's Cumulative Index. It is our present intention to revise and republish the Index after the close of each Volume. Accordingly, you will be receiving a replacement Index, which will include

Volume 4, sometime in the next several months. In the meantime, if there is a topic or subject that was not included in the Index, but which you think belongs, let Charlie or me know so that we can incorporate it into the next edition. Also please call our attention to any errors you spot.

Steve

LOWELL CARRIER STARS

by Donald B. Johnstone

Lowell, Massachusetts was one of the 49 cities listed in the 1863 Report of the Postmaster General as having employed letter carriers. Elliott Perry, reporting on this in his *Pat Paragraphs* #31 in 1937, showed that Lowell had three carriers. Although no carrier stamps were used in this city, a five pointed star in black ink with an unusual clear central circle has been recorded on incoming letter mail. Such a cover came to my attention about 1956. Upon showing it to Elliott Perry, I was told that the star probably represented carrier

delivery, similar to the snowshovel marking used in New Orleans. Although he made no mention of this in his *Pat Paragraphs*, he planned to include it in his carrier book. As far as I know, these star markings were first reported in print by Maurice Blake at the tag-end on his article "Lowell, Massachusetts Express and Letter Offices with Notes on the Penny Post," which appeared in the *Congress Book* of 1958. He indicated that the star was a carrier marking on letters received for delivery in Lowell, and he illustrated two examples.



Figure 1: Heavily inked Lowell star on a cover from Hopkinton, New Hampshire to Lowell, Massachusetts, with a 3¢ stamp of the 1857 issue.

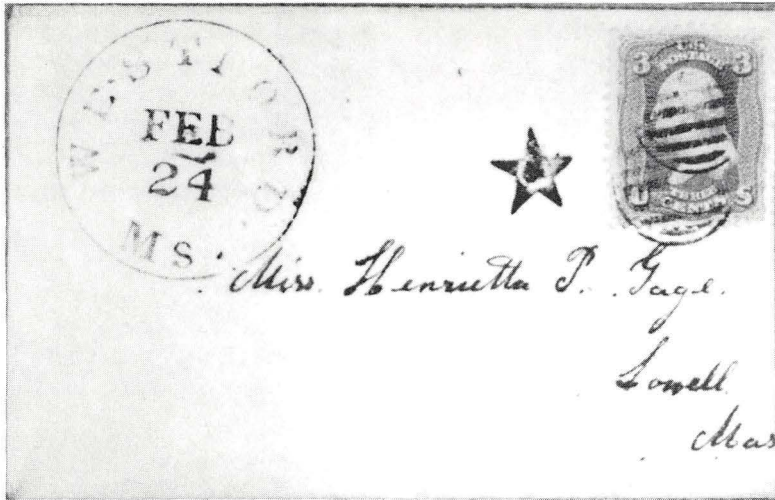


Figure 2: Lowell star on a cover from Westford, Massachusetts to Lowell, with a 3¢ stamp of the 1861 series.

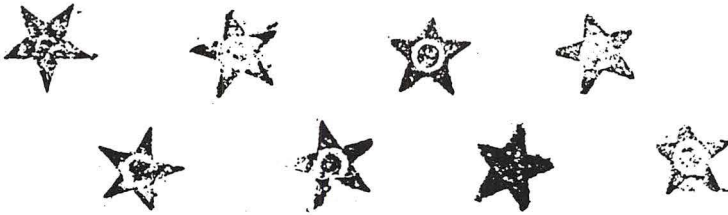


Figure 3: Examples of the Lowell carrier star from several covers addressed to Lowell, Massachusetts. The characteristic central circle is evident.

Over the years I have recorded a dozen or so covers bearing the 11mm star. All were addressed to Lowell. However, as none of these covers shows a street address, the star marking might have been employed by sorting clerks to alert the letter carriers. The central clear circle is not evident in heavily inked star impressions (Figure 1), and there might have been two different handstamps, one with sharp points and another with

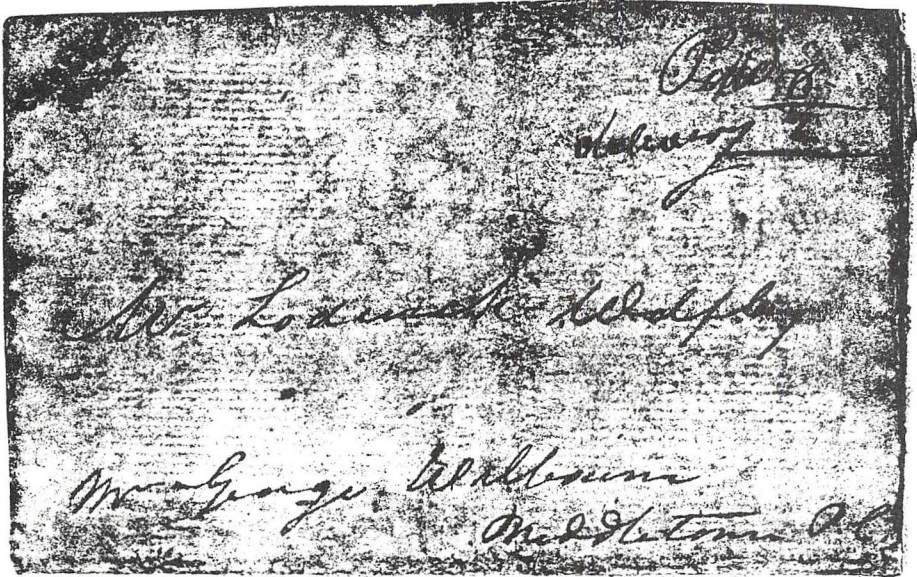
blunt points. But, as the sharp pointed stars are seen on covers with 3¢ stamps of the 1857 issue, and blunt pointed stars on stamps of the 3¢ 1861 issue (Figure 2), the different appearance might have been due to wear. Figure 3 shows several impressions of the star. Use of the star appears to have begun about the middle of 1860, continuing throughout the fee paid period, well into the 1870s and even into the 1880s.

AN EARLY CARRIER DELIVERED COVER FROM MIDDLETOWN, PA.¹

by Steven M. Roth

The folded letter shown here is an example of early government carrier delivery service in a town not previously reported as having such service. The letter originated in Carlisle, Pennsylvania, and is internally docketed "November 1, 1800." It is addressed to "Middletown, D.C." (Dauphin County, Pennsylvania). It was correctly rated "Paid

8" by the Carlisle Post Office for a distance not exceeding forty miles.² The folded letter bears the black straight-line handstamp "Carlisle" marking, with the date (Nov. 2) below the town name. The letter also carries the manuscript notation, written in a hand and ink *different* from that used in Carlisle, "delivery 2."



Member Seeks Assistance

I am trying to make sense of the *Unpaid Rates* charged by Eagle Post and by Stait's Despatch, but need more examples. Please send me photocopies of covers with rating handstamps. I will happily reimburse you.

Steve Roth

We have known that carrier delivery service existed in Philadelphia and other large cities, for example, since at least the eighteenth century. Recently, too, in his article in *The Penny Post*, Robert J. Stets expanded our known inventory of towns which either provided this service or were requested by the Postmaster General to do so.³ We also learned recently that Harrisburg, Pennsylvania offered *early* government carrier delivery service.⁴ Now, I believe, we can expand the listing by one more example — the town of Middletown, Pennsylvania.

Do you agree?

Or do you think that the notation was inscribed at Carlisle? If so, would this indicate to you that Carlisle offered carrier

collection service (*i.e.*, “to the mails”) although none has been reported in the philatelic press? Or would it suggest to you that the sender of the letter in Carlisle *knew* that delivery service existed at Middletown? If the notation had been written at Carlisle, why was it in a different ink and hand? Also, why would the carrier fee have been collected in Middletown for a service that would have been rendered at Carlisle?

These are the kind of questions we frequently encounter as we uncover early carrier service folded letters. You can probably tell from this brief report where I stand on these questions. Let me know what you think; I will compile your responses into a subsequent report for *The Penny Post*.

ENDNOTES

¹ This cover was first reported by the author in *Historian*, Vol. 21, No. 2 (May 1994). The text has been substantially revised to present the cover to a broader audience of interested students.

² Act of March 2, 1799.

³ R.J. Stets, “Penny Posts in the U.S. Before 1809,” *The Penny Post*, Vol. 3, No. 3 (July 1993), 4.

⁴ S.M. Roth, “The Harrisburg Post Boy,” *The Penny Post*, Vol. 4, No. 2 (April 1994), 10.

ANOTHER PHILADELPHIA EAGLE PRECANCEL

by Robert B. Meyersburg

Some time ago, in 146 Chronicle 88 (May 1990), I described the first precanceled eagle carrier stamp (#LO2) I had seen used in Philadelphia. Richard C. Frajola has now reported a second such use. While the first precancel was in the form of two thin penstrokes ruled horizontally, the new find (*Figure 1*) is a single heavy vertical black inked line. There is no date associated with its use, but I suspect that it is late (1855+) rather than early.

This might be an appropriate place to offer a few thoughts about precancels in general, and, of course, about carrier precancels in particular.

While the earliest precancels found on government issued United States adhesives are the grids struck in Wheeling, West Virginia on the cross-gutters of blocks of four 5¢ and 10¢ 1847s,¹ it is generally assumed that they were control marks rather than the precancels described below. This being the case, the earliest official



Figure 1.

postal precancels are found on the 1¢ 1851 (PAID) and the 1¢ and 3¢ 1857 postage stamps (Cumberland, Maryland) and the re-engraved 1¢ American Bank Note printing of 1881 with the Glen Allen star. Carrier precancels are found on the eagle carrier stamp used in Washington, D.C. in 1853-54 (letter carriers' initials)² and in Philadelphia; and also as carriers' names or initials on the Baltimore Eye and Horseman adhesives between 1856 and 1860. None of the other carrier services produced any evidence of precanceling. The initials found on many of the Charleston stamps, once thought to have been precancels, are in fact cancellations.

The carrier stamps themselves were prepared for the convenience of the public. Prepaying the carrier fee (and when appropriate the postage) and dropping the letter

in the closest mailbox saved the writer a trip to the post office and left him with no further responsibilities in getting the letter to the recipient, either in the same city or through another post office.

The precanceled stamps, on the other hand, favored the convenience of the carrier department. They are effectively signed receipts for carrier service; and even in the case of letters collected for the mails the carrier service need provide no further evidence of handling, and the letters can go directly to the postal clerk, or even, in rare cases, to the railway route agent.

After the fee period ended on June 30, 1863, the next major appearance of precanceled stamps occurred with the Bureau prints — this time for the convenience of heavy volume mailers.

ENDNOTES

¹ *Editor's Note:* Private posts, such as Hale & Company, used precancels earlier than the Post Office Department. See, for example, M. Gutman, "The Precancels of Hale & Co.," *The Penny Post*, Vol. 4, No. 1 (Jan. 1994), 20-25.

² 121 CHRONICLE 29 (Feb. 1984).

THE FORGERIES OF OVERTON & CO.

Edited from the Perry-Hall manuscript
on the Independent Mails

by Richard Schwartz

Overton & Co. operated a letter mail service between Baltimore, Philadelphia, New York, Albany, Boston, and New England. As the City Mail Co. it provided local letter delivery in New York City. A separate package express served New York, the Southern Shore cities, New Orleans, and cities on the Mississippi River. Overton initiated its independent mail service in early July, 1844; it ceased its operation June 30, 1845.

Overton advertisements presented a sometimes confusing and contradictory rate schedule. A July 3, 1844 advertisement

stated postage from New York to Boston at 5¢ per letter pre-paid or not, with stamps offered at \$4 per hundred. On August 20 6¢ postage was advertised from Boston to elsewhere in Massachusetts and to New Hampshire with no mention of the availability of stamps. An August 29 ad announced that a letter to Philadelphia, Albany, Boston, and many New York state and New England towns cost 6¼¢, stamps 20 for \$1. In an Oct. 26 advertisement: "... postage . . . to the principal towns from Philadelphia to Halifax, N.S. 6 cents each, 20 stamps for \$1."

GENUINE SCOTT 113L1

Lithographed, black on thin greenish paper. A variety on thin pink paper, Scott 113L2, is no longer listed. The "Os" in "OVERTON" are narrow, the bird's beak has a pronounced downward curve. The "T" in "OVERTON" lacks a bottom left serif. A dot is inside the small "o" of "Co." A period and what appears to be a comma is directly below it. In "LETTER" the "L" has an exaggerated upturned serif.

No denomination appears on the stamp. Some were produced with "FREE" printed beneath the design. A theory of their purpose and usage is offered at the end of the forgery listing. The theory is not an edited excerpt from the Perry-Hall manuscript which, while acknowledging the "FREE" stamp, skirted an explanation for it. Understandable, as no mention of the "FREE" stamp appears in Overton advertisements and too few examples exist for study.





FORGERY A

A Scott forgery. The bird's beak is straight and short, almost blunt. Its throat has one line of shading. The "o" in "Co" is almost the size of the "C," with two periods beneath it. The lower serifs of the "R" in "LETTER" are joined. The foot of the "R" in "OVERTON" touches the "T." Known in two thicknesses of paper: black on thin brown surface coated, on thin yellow surface coated, black on thick brown surface coated and black on thick grayish.



FORGERY B

A Taylor production. The outer of the double frame line is broken above the "ER" in "OVERTON." The beak is short and does not curve downward. The "o" is the same size as the "Co" without a period under the "o" or after it. A period after "EXPRESS." A later printing shows a further break in the outer frame line from the "O" in "OVERTON" to the "L" in "LETTER," and in "OVERTON" the vertical line in "T" does not touch its crossbar. In black on yellow glazed, green glazed, crimson glazed, on orange coated paper, and in deep blue on white.



FORGERY C

Maker unknown. No period in nor after the "o" of "Co." No period after "EXPRESS." The leg of the "R" in "OVERTON" is awkwardly extended. Of the two outer frame lines, the inner is thicker, particularly from the "TON" of "OVERTON." The outer frame line is broken from the "R" in "LETTER" to the "P" in "EXPRESS." In black on grayish white and on light buff.



FORGERY D

A Moens forgery, used in his 1882 reprint of Coster's book on the local stamps of the United States. The bird's beak is almost blunt. The ampersand in "& Co" is thick, two dots appear beneath the "o." The foot of the "R" of "LETTER" is curved and extends beyond the closed loop above it.



FORGERY E

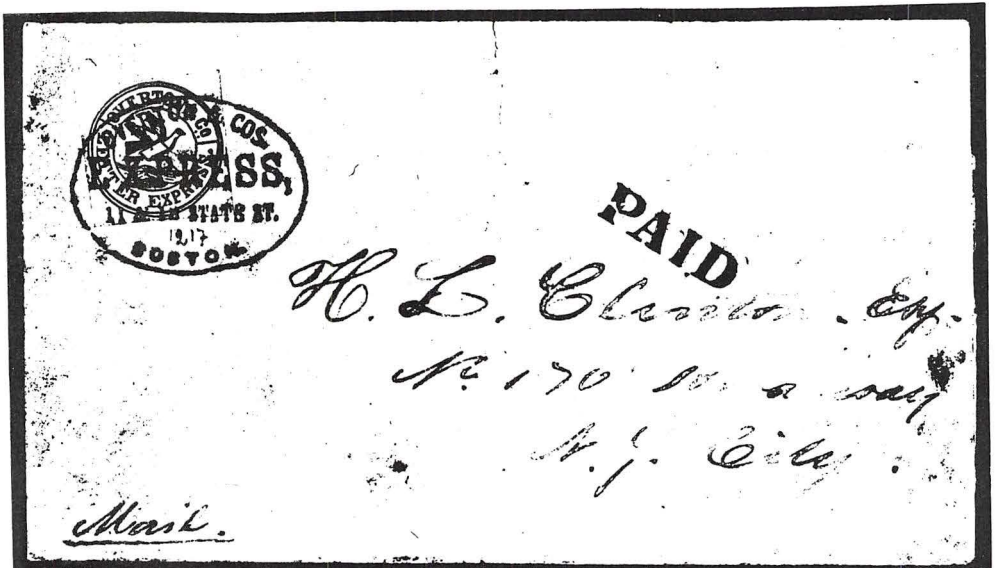
A Taylor phantasy, bearing no resemblance to known Overton stamps or to his Forgery B. It has been suggested that it may have been based on an Overton express label, as the word "LETTER" does not appear. To date no such label has surfaced. The eagle evidently was a movable type ornament separate from the surround, as a version shows the eagle tilted, pointing to the "C" of "COs." In black on green glazed, deep magenta, shades of blue, yellow, straw. The tilted version is in black on white laid paper.



FORGERY F

Maker unknown. The double frame line and the wording are from the familiar Overton design, but the central vignette is that of Gordon's City Express, Scott Type L154. Two examples are recorded, both cancelled in red by a spurious postmark containing an incorrect Boston address. Noted in blue on white paper.

The cancellation is seen on the cover below, struck in red on a forgery that may be a later printing of Scott's Forgery A or based upon it. The cover bears a forgery of Overton's Boston PAID, also struck in red.



The Mystery of the “FREE” Variety and a Theory

The variety bearing “FREE” is puzzling and somewhat controversial. What is the meaning of FREE in this context? FREE was sometimes used in the same sense as “franked” or “freed” to signify that postage had been paid and the addressee would receive the letter without charge, i.e., “Free.” The stamps of the (NY) City Despatch Post and the United States City Despatch Post were called “free” stamps. Too, “FREE” was used as a cancellation by the City Despatch Post, by Boyd’s, and others. But as the “FREE” is not seen on every Overton stamp — more are seen without it than with it — it may mean something else: that it is given to the buyer without charge providing he buys 16 for \$1 in a single transaction.

Many Overtons are closely trimmed, in some cases to suggest that the “FREE” beneath the stamp was deliberately cut away. Some copies, on the other hand, show a large enough margin beneath the

stamp to suggest that a “FREE” was never there, for example the illustration shown earlier as the genuine 113L1.

Robert G. Kaufmann has theorized, in connection with a cover bearing an Overton “FREE” stamp he had purchased at a Robert Siegel sale in 1991, that as the stamps were valued at $6\frac{1}{4}$ ¢ each if purchased singly, but were available at 20 for a dollar, the sheet size was 20, in five rows of four stamps. The bottom row being free carried the “FREE” printed beneath each stamp in that row. The theory is reasonable. However, a bottom left corner stamp on cover is known with corner margins large enough to rule out a “FREE” beneath it.

But the theory gathers strength if the sheet, still of 20 stamps, were instead in *four* rows of *five* stamps with the last four stamps bearing the “FREE,” as in the following diagram.

1. If an Overton customer were to buy stamps singly he would pay $6\frac{1}{4}$ ¢ each.
2. By the time he bought 16 stamps individually he would have paid \$1.

$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$
$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$
$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$	$6\frac{1}{4}\text{¢}$
$6\frac{1}{4}\text{¢}$	FREE	FREE	FREE	FREE

3. But if he were to buy the stamps in bulk, Overton would sell him 20 stamps for a dollar. He would, in effect, be getting the same 16 stamps for the same dollar, plus four FREE stamps. In such a transaction the entire sheet of stamps, four rows of five stamps, would have been used. The first 16 stamps were the normal stamps. In the bottom row, positions 17, 18, 19, 20 were the stamps with the FREE inscribed beneath the design. Position 16, the bottom left margin stamp, did not carry this inscription. This supposition is reinforced by and explains the sheet margin example without FREE on cover mentioned earlier.

When panes were cut up for the sale of individual stamps the bottom row would

have the FREE removed as no longer being applicable. In the Frajola sale of Sept. 8, 1984 of Petri's Pomeroy collection, Lot 190 may be such an example. It is a cover from New York to Buffalo dated Oct. 4, 1844 bearing a cut-to-shape Overton with most of the arms of "EE" of FREE visible and the rest cut away.

While ordinary Overton stamps are scarce, they are not rare. Stamps with FREE are rare. This may signify that relatively few customers bought panes of 20 for the bulk discount.

I welcome your comments; what do you think?

THE CARRIER CHECK MARKS

Editor's Note: This article presents a new and provocative theory which should be the basis for further research and discovery.

by Lowell S. Newman

The recognition of "from the mails" carrier service covers is a difficult task when examining material from cities which did not employ specific carrier service markings on such letters. One occasionally finds a cover which the sender has endorsed "Penny Post will please deliver" or "To be left at the Post Office" or some similar phrase, but most covers show no evidence either confirming or denying carrier service. This is not to say that much if not most of the large city mail of the carrier fee period did not see carrier delivery service, merely that it is difficult to ascertain, based on markings, which letters were carrier serviced and which remained at the post office as "left letters." From as early as 1794 postal legislation had specified that the

delivery of mail by carriers in cities which offered carrier service had been a "negative option." That is, all mail was to be delivered by carrier unless the addressee had "... lodged at the post-office a written request that his letters shall be detained in the office."¹ Thus we may presume that the vast majority of big city mail of the 1794-1863 period should have or did receive carrier delivery service — the only difficulty for us is the ability to recognize those letters that did.

Some time ago I was fortunate enough to note the presence of a particular style of check mark which appeared on a small number of covers to Philadelphia addresses. Out of this chance recognition grew the theory that the check marks might in some

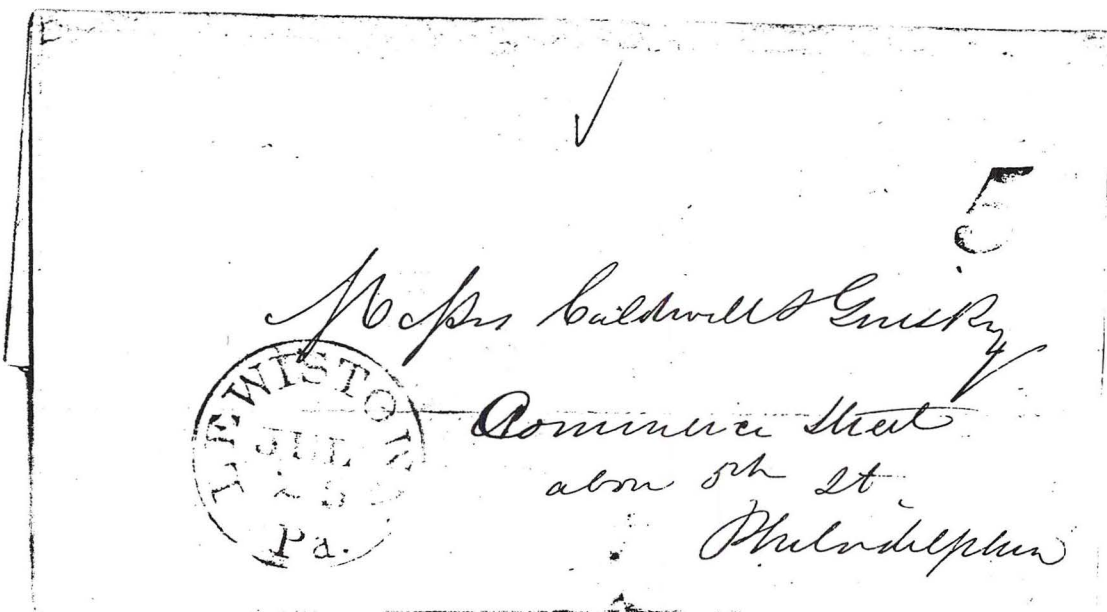


Figure 1.

way indicate handling of the covers by the Philadelphia Post Office's carrier service. Additional data has now been assembled (with the help of several postal historians) which lends great support to the theory, although explicit confirmation from documentary sources may be impossible to obtain.

The Theory

It is now thought that ink check marks applied at top center on Philadelphia, Pa. or Washington, D.C. bound covers of the 1836-1851 period indicate payment of the carrier delivery fees by the addressee through some prior arrangement with the Post Office. It is also thought that these markings were applied at the post office.

The Evidence

The first covers bearing check marks of this type which came to my attention were all addressed to Philadelphia and were all from different correspondences (see *Figure 1* and R. Frajola catalogue of the Middendorf Collection, Lots 496 & 497).

It was the presence of similar markings on covers from different correspondences (thus not a docket receiving marking by the addressee) along with the street addresses on two of the covers (often a sign that the sender intended the letter to be carrier delivered) which sparked my initial consideration that these small check marks were carrier service related. The one factor which argued against a carrier service origin for the check marks was that the marks were made in ink,² while letter carrier notations were almost invariably in pencil or crayon — the letter carrier rarely having the luxury of a desk to work at while on his appointed rounds.

Keeping a healthy dose of skepticism in store, I began to search for more examples to prove or to disprove my theory. Examination of auction catalogue photographs along with examples reported by interested collectors not only raised the number of documented Philadelphia covers to twelve (from eleven different correspondences), but also yielded seven covers to Washington, D.C. bearing ink check marks, such as the cover shown in *Figure 2*.

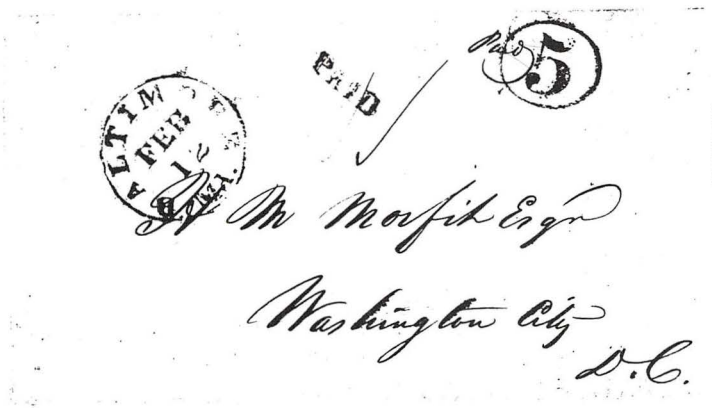


Figure 2: A typical Washington check mark cover of 1849.

With this larger sample of covers to study, I began to look for common features, and I found:

1. All but one of the covers were from the late 1830s to the 1850s, the only exception being a Washington cover with an unclear check mark and an uncertain 1820s date;
2. The majority of the covers had street addresses noted, the others being to commercial or law firms; and,
3. None of the covers was from the large commercial correspondences to those cities which received a high volume of daily mail.

Of these common features the date range is the most significant as it fixes the period of check mark usages between the implementation of the Act of 1836 and the complete revamping of all postal rates in 1851. It is in the Act of 1836, along with the various documents associated with its implementation by the Post Office Department, that we find the evidence necessary for the further development of the theory.

On July 29, 1836, Postmaster General Kendall asked Philadelphia Postmaster James Page to meet with the Postmasters from New York, Baltimore and Boston, and to report to him how to best operate "... a system of penny posts under the new law."³ The Postmasters' September 15 Report and the subsequent Regulations issued by

Kendall on October 4 placed the letter carriers "... under the supervision, direction and control of a clerk" who was assigned to open and account for the mails. The Regulations also specifically prohibited the carriers from participating in these activities. It was the structuring of the interface between the mail processing and the carrier delivery services during this period which provides an explanation of why these check marks almost always appear in ink, and which also hints at what their true significance is.

A mail clerk opening an arriving mail bag was responsible for checking the contents of the bag against the enclosed way bill, and then noting any errors on the bill. The next step would be to remove any letters with Post Office Box addresses and to turn them over to the Box Division for sorting. The remaining mail was then given to the letter carriers who, under the supervision of the clerk, checked the letters against the written delivery records of the office. It may be presumed that the delivery records included information not only on those persons or businesses who or which had chosen not to have their mail delivered, but also contained records of those who had recently changed their addresses, and a listing of a relatively small number of residents who had a post office account (usually paid quarterly) and whose carrier fees could be charged to that account.

Letters to people or businesses who/ which had opted not to have their mail delivered would be removed from the mail piles and given to the General Delivery window as "left letters" to be picked up at the Post Office. Letters to addressees with new or unfamiliar addresses might then be marked with the street address to aid the letter carrier; letters for which the delivery fee was to be charged to a charge account could simply be marked with a small check mark to alert the letter carrier who performed the delivery of its "as if paid" status.

This scenario explains several features of the group of check mark covers which have so far been identified:

1. A relatively small number of such covers will bear the check mark because most post office accounts were held by Post Office Box holders, leaving few instances where an account was available against which to charge carrier fees;
2. The check marks were applied in ink (rather than in pencil or crayon) because they were applied while the letter carriers were working inside the post office under the supervision of the clerk; and,
3. Check marks do not appear on covers from high volume correspondences as the larger business houses would send employees to pick up the mail in bulk (even several times each day) rather than pay a carrier fee for each letter.

Interestingly, the check mark theory may help to explain more fully the much discussed Benjaline French 5¢ 1847 stamp cover which formerly resided in the

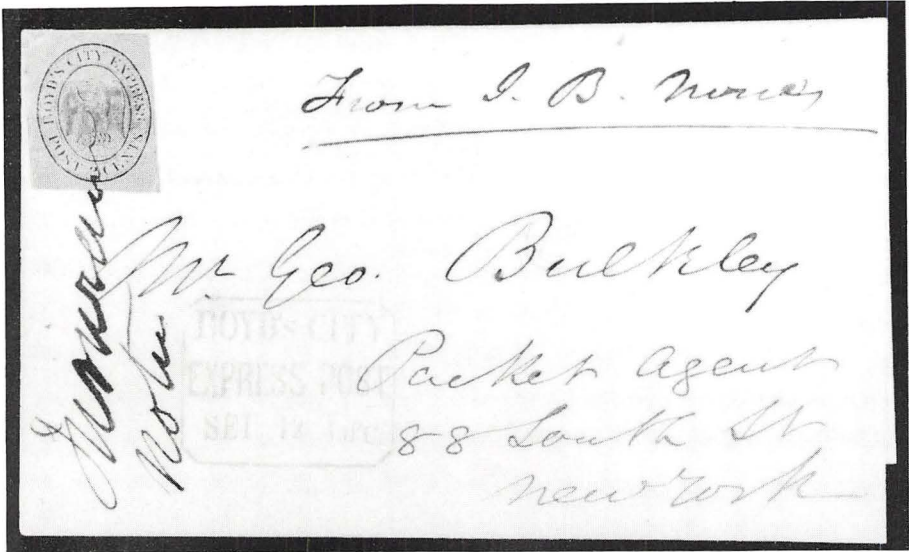
Creighton C. Hart collection.⁴ The French cover's manuscript notation "all pd" was probably applied by a letter carrier who was working *within* the Philadelphia Post Office on a cover which had been deposited at the Post Office (2¢ Drop Letter Postage) and was addressed to a woman whose mail was to be delivered by a carrier (2¢ carrier fee).⁵ Another cover with the same franking and with a blue "2" in circle, but to a different address, with postage and carrier fee totaled in crayon, appeared in the Wolfffer's Auction (May 2-3, 1994, Lot 264), lending further weight to this explanation of the French cover.

The Hunt Continues

The small group of check mark covers which have been identified to date are doubtless a small portion of the existing usages of these interesting markings. The search for additional examples either in dealers' stocks or by the record provided by decades of auction catalogues is a tedious one. Because the markings have not been recognized for what they are, the covers will be found scattered among the many categories of covers. Examples have been located on covers with rare railroad markings, registered mail, 1847 stamp frankings, and even on a rare Baltimore Postmaster Provisional cover. As more examples come to light, possibly from other carrier serviced cities, we may be able to more fully develop our understanding of the use of these simple check marks, which signify so much more.⁶

ENDNOTES

- ¹ Act of May 8, 1794, Section 28, and subsequent Acts of 1799, 1810, 1818 and 1825. For a treatment of this subject relative to the carrier service, see S. Roth, "The Reform of the Penny Post in 1836," in 159 CHRONICLE (Aug. 1993), pp. 161-167.
- ² *Editor's Note:* But, I have in my collection for the relevant period several examples of check mark folded letters to Philadelphia having the check marks made in pencil. Other evidence on these letters makes it almost certain that they were carrier delivered.
- ³ For the complete text of this request and the following described documentation, see Roth, *Id.*
- ⁴ This cover, but not the check mark theory, is discussed in S. Roth, "A 5¢ 1847 Letter Revisited: Was it a Carrier Delivered Overpaid Drop Letter?," 157 CHRONICLE (Feb. 1993), p. 21.
- ⁵ *Editor's Note:* The Benjaline French cover does not contain a check mark.
- ⁶ I gratefully acknowledge the assistance of Dr. Donald B. Johnstone, Richard Leiby, Jr., Robert B. Meyersburg and Steven M. Roth in the location and evaluation of material for this article. Persons with comments or additional material should write me at 1500 Harbor Blvd., Weehawken, NJ 07087.



A NEW BOYD'S EARLY DATE

by John D. Bowman

The cover above, dated September 12, is, I believe, the earliest use of #20L2. The cover bears an *Abt* Type "A" marking;¹ the adhesive is canceled with a red "FREE." The previous earliest reported use of #20L2, according to *Abt*, was October 2, 1844.² I have recorded a cover dated September 26, 1844.

The cover is also interesting because it contains an *Abt* Type "A" marking that, according to my records, has not previously been reported present with a #20L2. This marking is frequently seen on Boyd's stampless folded letters; it is also known

used during the summer of 1844 together with #20L1.

The latest reported use of the Type "A" marking that my records show is September 28, 1844. The latest use of #20L1 that I record is September 6. Thus, *Figure 1* fills a gap, so far, in Boyd's early postal history, suggesting that Boyd's second adhesive was placed into service at least by the second week of September 1844, if not before.

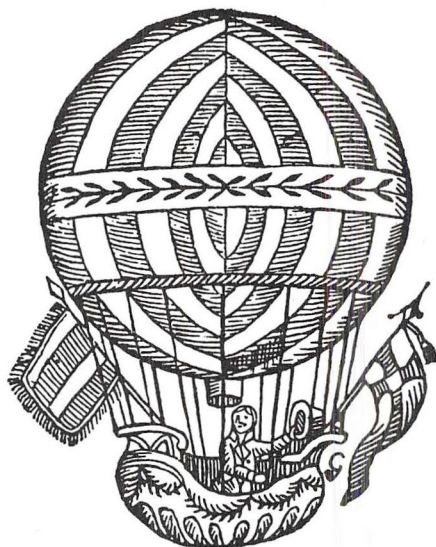
If anyone has records that contradict, modify or expand the above, I would appreciate a report.

ENDNOTES

¹ Henry E. *Abt*, "Boyd's City Express Post," *THE COLLECTORS CLUB PHILATELIST*, Vol. XXVII, No. 4 (1949), p. 277.

² *Id.*, p. 283. *Editor's Note*: There is a contradiction in *Abt's* article. *Abt* in his text states that October 2, 1844 is the earliest known use of #20L2. However, *Figure 14*, which illustrates #20L2, states in its caption that "The Second Boyd Adhesive Stamp . . . Used September, 1844 to January, 1845, inclusive."

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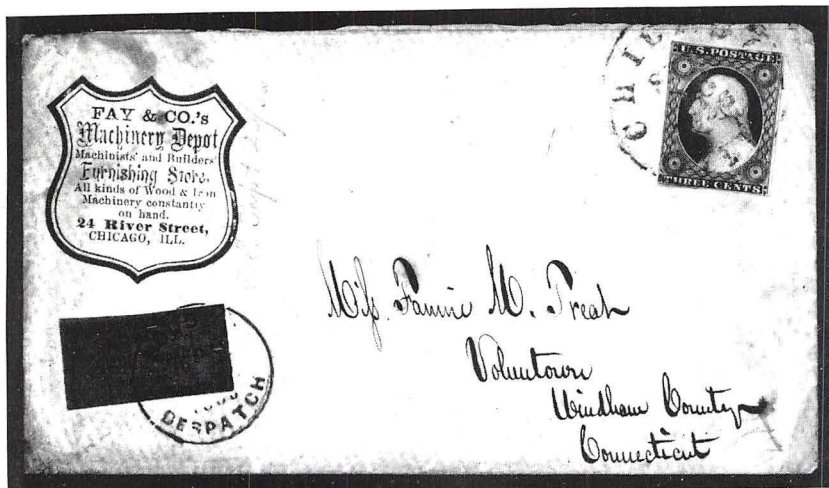
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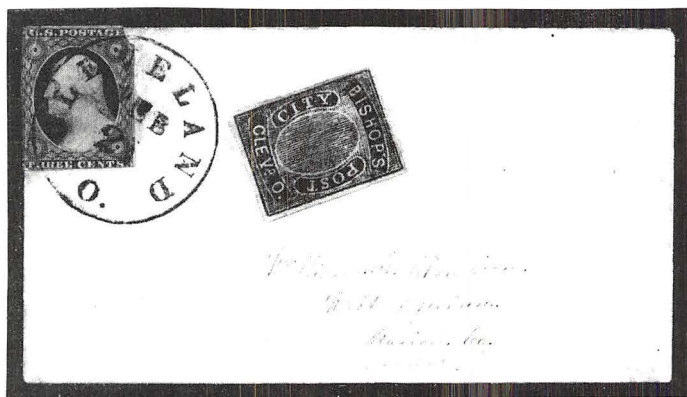
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MORE ON BOYD'S FLEISCHMANN POSTCARD

by Richard Schwartz

In the July issue of this journal I asked if any reader could provide me with information about my *unrecorded* Boyd's Fleischmann Bakery postcard. I've been rewarded; here are two responses to date:

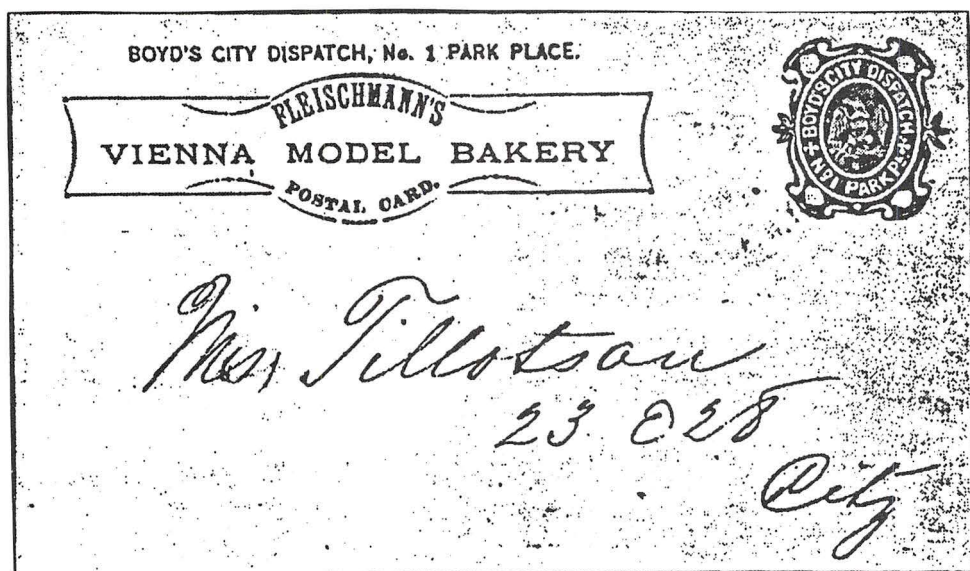
RESPONSE #1: Larry Ballantyne, a collector member of our Society, has sent me a copy of an item from Linn's Stamp News of May 18, 1981. It is reproduced below.

Unlisted local

I recently ran across a postal card I can't identify. This appears to be Scott Type L69 in the specialized U.S. catalog, but it is in black, not red, and there appears to be no listing of this type as a postal card. The "cancellation" is violet and reads "Boyd's City Dispatch, Apr 29 1879, 1 Park Place, N.Y."

Another item on which I would like more information is a "coiled cobra" cancellation on Gwalior Scott 2. Any help from readers will be appreciated.

William G. Betz
3001 S.W. 27th Terrace
Miami, Fla. 33133



A U.S. local postal card from Boyd's City Dispatch prompts the inquiry headed "Unlisted local" in this week's Collectors' Forum.

I find it provocative that the Betz postcard is cancelled April 29, 1879, as is mine. Could it be that the April mailing was the only mailing? Could it have been found not to be cost effective in reaching customers and prospects? If this card were from a one-time mailing, it's not surprising that other examples haven't surfaced. Postcard messages, if timely, are dead news the next day and rarely warrant retaining.

RESPONSE #2: Alas! My *unreported* Boyd postcard turns out to have been listed after all. I just hadn't been sufficiently diligent in my research, as the following shows.

The disillusioning note came to me as a clipping, shown below, sent first to Steve Roth by Gene Fricks. It is from the May 1889 issue of the *American Journal of Philately*. In it William H. Mitchell comments upon an item in the April *AJP*.

Mitchell's listing of this Boyd's postcard is found on page XVI of his *Reference List of the Private Local Post Stamps of the United States of America*, an addendum to Sterling's 1887 Sixth Edition of *Standard Descriptive and Price Catalogue of the Adhesive Postage and Stamped Envelopes of the United States Only*.

The listing appears under Boyd's Post Cards, N.Y., as:

"Gaff, Fleischmann & Co.
0230 ? 1 ct. 110×99. Black on white.
Mercury type"

This postcard will now be included in the recommended corrections and updating the Society plans to submit to Scott for its consideration.

Thank you readers.

COMMUNICATIONS.

EDITOR OF THE AMERICAN JOURNAL OF PHILATELY.

My Dear Sir—In the April number of your valuable journal in a foot note to one of Mr. Corwin's "Dreamland Fantasies" you make the statement that in my 'list of locals' published in Mr. Sterling's sixth edition, I catalogued an issue of locals for Gaff, Fleischmann & Co.

I would say that all who have read my list have not done it in as rapidly a manner as the editor, and did not make the error of taking it for granted that the writer did not know the G. F. & Co's yellow label when he saw it.

What I did catalogue as will be seen by a reference to page 16 of Sterling's list is a Boyd Post Card similar to those issued for the "Importer's & Trader's National Bank," which card was distributed throughout the cities of New York, Brooklyn and Jersey City, to bakeries, hotels, etc., and contained the advertisement of Gaff Fleischmann & Co., and served to introduce the compressed yeast that they had commenced to manufacture in the United States.

Mr. Editor, all the writer desires, is for the fact to be known that Blackham did issue or Gaff, Fleischmann & Co. caused to be printed, certain slips of thin card with their advertisement on and a Boyd stamp of the Mercury type that pre-paid the delivery per Boyd's Dispatch throughout the city.

Unfortunately, I have not one of the specimens to exhibit, but my friend the late Harry M. Graft did have in his first collection several of these cards.

Fleischmann & Co., successors to the original firm, have a remembrance as to form of advertising but Mr. Blackham has either forgotten of the issue or was unwilling to impart the knowledge of the issue. I have made diligent search to secure a specimen for illustration, but have been unable to find a collector who had preserved one, probably the nature of the card being that of a circular most were destroyed, or some old employee is holding any remainders if there be any for future use.

Yours, very truly,

WM. H. MITCHELL, D. D. S.

THE WRITING SAYS: "2 CENTS." WHY?

by Steven M. Roth

When recently a dealer offered me the opportunity to purchase the folded letter shown as *Figure 1*, I cursored through a mental checklist of possible reasons for that rate or fee. I also considered the date of the folded letter and the lack of any other postal information on its face. After eliminating the obvious but impossible reasons for such a rate,¹ I tentatively concluded that the folded letter is an example of early letter carrier delivery service by the Philadelphia Post Office.

The cover illustrated as *Figure 1* is a folded letter, internally docketed "New Castle June 26, 1807." Although there were several towns with that name in 1807, I speculated that this letter originated in Delaware, not far from Philadelphia. Other than the rating or fee indication, there is no writing on the folded letter.

The conjunction of a place of origin of the

letter other than Philadelphia, and the lack of any evidence that the letter *entered the mails in New Castle*, suggested to me that someone had privately carried the letter from New Castle to Philadelphia. If this is correct, then the bearer of the letter would have had several options when he arrived in Philadelphia: (i) he could have delivered the folded letter directly to the addressee, in which case neither a carrier's fee nor postage due nor the Philadelphia CDS would have been depicted on the cover,² or (ii) he could have delivered the letter to the general delivery window at the Philadelphia Post Office to be held for pickup by the addressee (but only if the addressee had instructed the Postmaster *not to deliver his mail*),³ or, (iii) he might have delivered the letter *directly* to a letter carrier or to the carrier window for subsequent delivery to the addressee.⁴

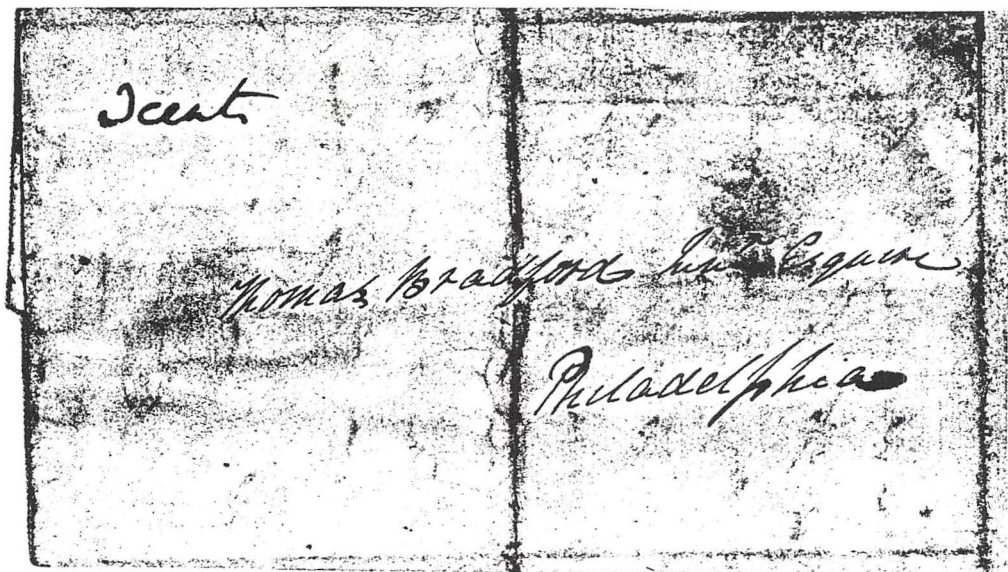


Figure 1.

When I began to investigate the meaning of the phrase "2 cents," I considered the likely situations in which such a fee or postage rate might apply in 1807. I decided that there were four plausible circumstances: drop letter postage, way letter fee, ship captain's fee or letter carrier's fee.

In 1807, the mails were governed by the *Regulations to be Observed by the Deputy Postmasters in the United States* (1798) [hereafter "Regulations"] and by the Act of March 2, 1799 [hereafter "Statute"]. So-called "drop letters"⁵ were described in the section of the Statute (Section 27) which

"... 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 be detained in the office. And for every letter lodged at any post-office, not to be carried by post, but to be delivered at the place where it is to be so lodged, the postmaster shall receive one cent of the person to whom it shall be delivered."

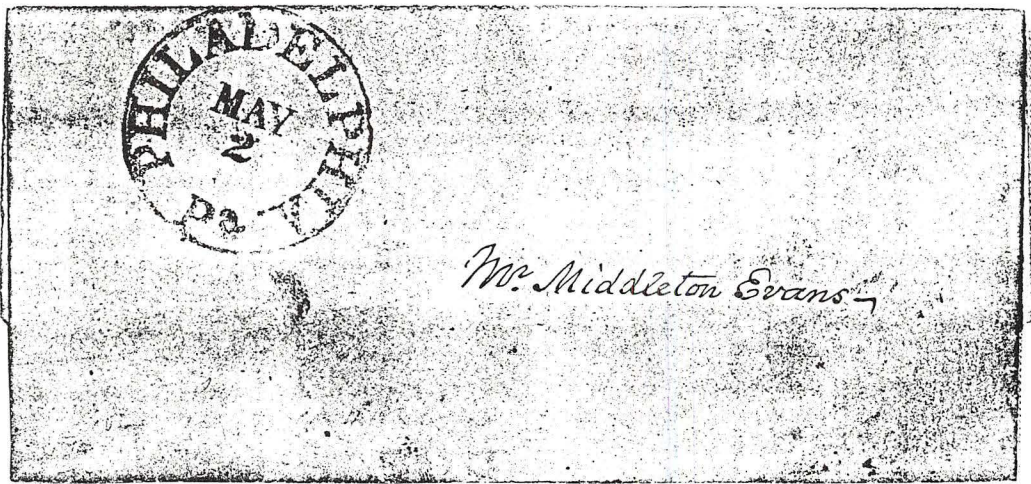


Figure 2.

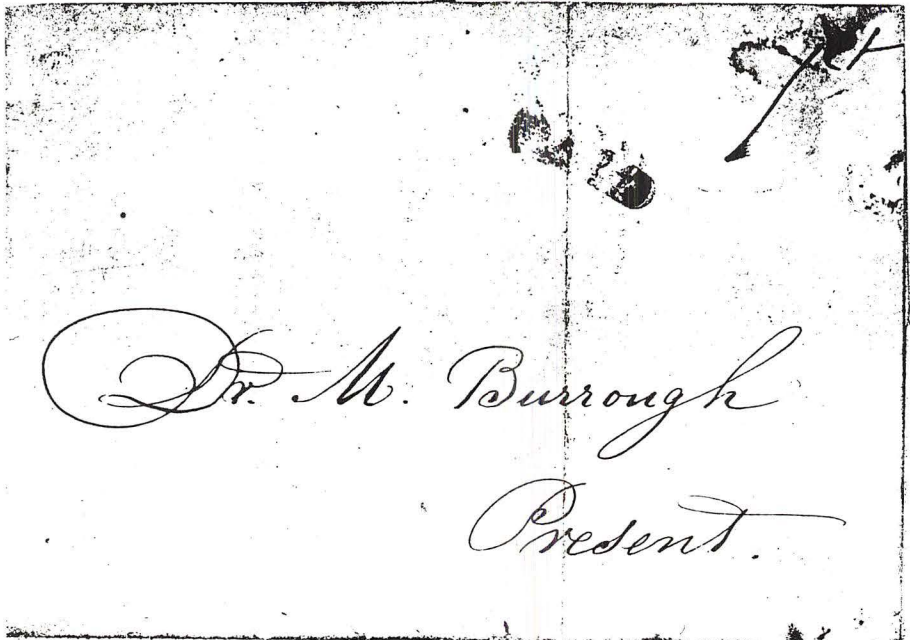


Figure 3.

The last sentence of the quotation represents that which we now call drop letters. Does *Figure 1* fall within the four corners of this description? It appears to, although we cannot be certain, even though a street address is missing from the address panel. Was I troubled that the Philadelphia Post Office did not apply its Type I handstamp CDS to the cover? Not really. Until the late 1840s, the Philadelphia Post Office applied *either* the CDS or the drop letter postage rate to drop letters, but not both. (See *Figures 2 & 3*.) *Figure 1* is consistent with that practice. But, was the stated rate or fee ("2 cents") correct for a drop letter? No, it was not. The drop letter postage in 1807 was 1¢ not 2¢. So, despite the other *drop letter indicia* described above which would suggest that this folded letter might be a drop letter, the presence of the *incorrect rate* persuaded me that the folded letter is not one. While post office clerks did occasionally stray from established office practices, I would not expect a clerk to have erroneously rated a common drop letter, especially since the drop letter postage rate had been 1¢ for more than fifteen years.

If this folded letter was not a drop letter could it have been a way letter? A way letter was a letter given to the post rider when he was *on his way between post offices*. The Regulations required that the post rider receive mail from senders if such letters were proffered to him more than two miles from the nearest post office. After receipt of a letter, the post rider was required to deliver the letter, together with any prepaid postage, to the first post office he came upon. The clerk at the receiving post office was required to mark the cover with a handstamp CDS or to write the town name on the cover, showing the place where the letter had entered the mails.⁶ The clerk also was required to mark the postage (due or paid), *and* to write the word "Way."⁷

I was not concerned that the folded letter does not have a Philadelphia CDS to indicate that it had entered the mails at that post office. There are many examples of Philadelphia way letters lacking this

indicator. I was troubled, however, by the fact that this folded letter also does not show the postage paid or due,⁸ and that the word "Way" is wanting. All three requirements are missing, flying squarely in the face of the Regulations governing the handling of way letters. Nonetheless, although I had concluded that *Figure 1* is not a way letter, I carried out one other inquiry. I looked up the way letter fee in the Regulations and Statute. This exercise sealed my conclusion: in 1807 the fee for a way letter was 1¢ not 2¢.⁹

I next examined the possibility that a ship's captain had privately carried the letter up the Delaware River from New Castle and had delivered it to the Philadelphia Post Office before he officially entered port and broke bulk. This action (which was mandatory under the Statute, not permissive) would have earned him a 2¢ fee for each letter so delivered. Furthermore, this would have been consistent with the appearance of the folded letter. But, as in the case of the prior examinations, *Figure 1* has missing too many required criteria. For example, although the practice of the Philadelphia Post Office was to follow the Regulations¹⁰ and to write or, later, to handstamp the word "ship" (or some derivative of this word) on ship letters, this folded letter contains no such marking. Furthermore, this letter does not display the then convention of the Philadelphia Post Office pursuant to which the clerk would write the combined postage due and captain's fee as one sum (e.g., $12\frac{1}{2} + 2 = 14\frac{1}{2}$), with the total being expressed by the clerk on the face of the cover. Simply put, I have never identified a Philadelphia ship letter which did not fulfill these criteria. I doubt that any exist. So, again I eliminated another explanation for *Figure 1*.

I was left, then, with only one more possibility: that this letter had been privately carried (i.e., bootlegged) from New Castle to Philadelphia, where it was given directly to a letter carrier or was deposited directly into the carrier box at the Post Office, for delivery to the addressee.

All indications on the face of the letter, together with the established practices of the Philadelphia Post Office, suggest that this was the situation. For example, when a person deposited a letter into the carrier box at the Post Office or delivered it directly to a letter carrier, the clerk did not show postage due or prepaid on the face of the letter *because such a letter never entered the mails*. It was handled solely by the carrier section (which was a separate “profit-center” at the Post Office, pooling the fees collected

for repayment to the letter carriers and carrier clerks). Because such a letter never entered the mails, it was not subject to the payment of postage, including drop letter postage. But it would show the fee due to the letter carrier. At this time, the carrier delivery fee was 2¢ for each letter.

My folded letter, it seems, was a bootlegged letter that was subsequently handed over to and delivered by a letter carrier in Philadelphia.

Do you agree?

ENDNOTES

- ¹ Such as the printed circular rate. This special rate did not exist when this cover came into being, and the folded letter was not printed matter.
- ² The presence of the “2 cents” fee or rate (we do not know which yet) eliminates this option from our consideration.
- ³ Act of March 2, 1799, Section 27. If this were the case, either the drop letter postage rate or the City Type I CDS — but not both — would have been placed on the face of the folded letter. (See *Figures 2 & 3*.)
- ⁴ In that case, no CDS or *postage rate* would have been applied to the letter since the letter would have not entered the mails.
- ⁵ I say “so-called” because this term was not actually used in legislation until the Act effective July 1, 1845.
- ⁶ REGULATIONS, §10.
- ⁷ *Ibid.* §§ 8, 10.
- ⁸ If this were a way letter, the “2 cents” notation would represent a fee, not the postage between post offices.
- ⁹ Act of 1799, §13. There is one exception, not relevant here.
- ¹⁰ REGULATIONS, §12.

THE PENNY POST RECEIVES COVETED AWARD

At its Annual Meeting at STaMpsHOW '94, the American Philatelic Congress announced that *The Penny Post* had been selected as the recipient of the prestigious American Philatelic Congress - Boehret Award.

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ERIC JACKSON



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Figure 1.

HOYT'S LETTER EXPRESS COMBINATION COVERS

by Stephen L. Gronowski

Many years ago when I was away from home attending college, my father purchased a cover front. Although I understood when I saw it that this front was distinctive since it had a pair of the rare Hoyt's Letter Express adhesives on it, I would not realize its significance until many years later when I had completed researching it. Only then would I know that this front is one of the very great independent mail items.

The adhesive issued by Hoyt's Letter Express has been referred to as the "canal boat stamp."¹ According to Perry, Hoyt's *Letter Express* was an independent mail route operated as part of Hoyt's Express. The latter was formed by David Hoyt in July 1844 to carry mail on the Genesee Valley canal boats between Rochester, New York and Dansville, New York.²

According to an advertisement that ran in the *Rochester Advertiser* from July 27 -

August 31, 1844, Hoyt's Letter Express carried mail between Rochester and Dansville, with intermediate stops in New York State at Mt. Morris, Cuylerville, Genesco, Spenser's Basin, Piffordina, Avon and Scottville. This advertisement also indicated that Hoyt's Letter Express would operate in conjunction with Pomeroy's Eastern Express to deliver mail to Albany, New York City, Philadelphia, Boston or to any part of the Eastern States.³

My excitement about the illustrated front is based on several reasons. *First*, although a Hoyt's adhesive is considered rare, I have never seen another pair such as we have here. It probably is unique. *Second*, not only is the adhesive a pair, but it is a *se-tenant* pair! *Third*, the top adhesive of the pair is the "Letter" error.⁴ *Fourth*, this cover was carried by three different independent mail companies: Hoyt's Letter Express, Pomeroy's Eastern Express and Boyd's City

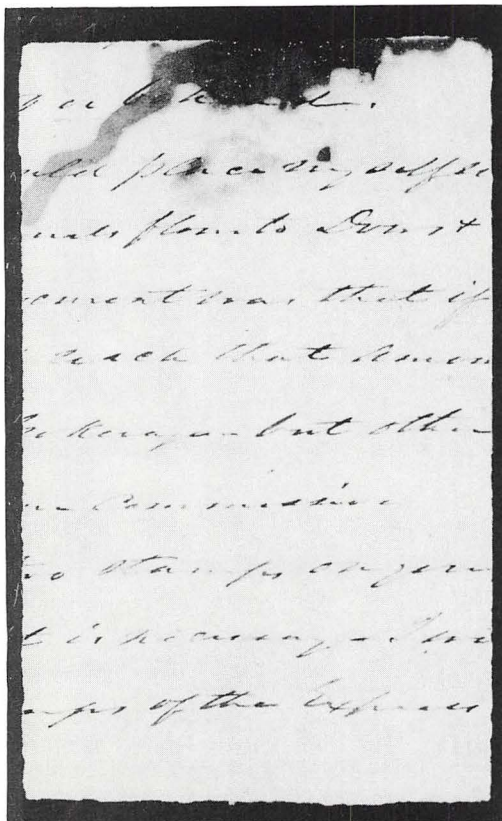


Figure 2.

Express Post. More specifically, I believe that the letter was carried as follows: Hoyt's carried the letter from some undeterminable point of origin along the canal, and then turned it over to Pomeroy's at yet another undeterminable point along the canal; Pomeroy's carried it to New York City, and delivered it to Boyd's which then delivered it to the addressee. *Fifth*, the partial contents — contained on the reverse of the front — reveal just how complicated the mailing procedure for this letter was and how the sender realized this.

The back of the cover front (Figure 2) states in pertinent part the following:

"... two stamps on yours ... is necessary. Two stamps of the Express."

I believe that the writer of the letter realized both that he wanted an expedient response and that it was a complicated process to send a letter from New York City to him along the canal. If my supposition is correct, then the writer was telling the sender in New York City to use the independent mail companies and, subtly, that the return letter also would likely be a double letter.

* * *

I have recorded four other covers carried by Hoyt's Letter Express, as follows:

1. John Boker had a cover bearing a Pomeroy's Letter Express adhesive (Scott #117L3), a Hoyt's Letter Express (Scott #85L1) and Boyd's City Express Post handstamp. The cover was carried from Scottville to an undetermined point on the canal, and then to New York City.
2. William Middendorf II had a cover (Lot #622) with a Hoyt's (Scott #85L1) and a Pomeroy's (Scott #117L3), but no Boyd's. It was carried from Genesco to Geneva.
3. Perry described a cover with a Hoyt's (Scott #85L1) and a Pomeroy's (Scott #117L3), carried from Cuylerville to Albany. The adhesive on this cover was the "Letter" error already described.⁵
4. The J.H. Stolow, Inc. auction (June 21, 1982) contained a cover (Lot #379) with the same Hoyt's adhesive together with a manuscript notation "Pomeroy Cos. Express." This cover is addressed to Albany. This Lot was not later annotated as one of the many bad ones in this sale.

I would appreciate reports of any other known Hoyt's Letter Express covers.

ENDNOTES

¹ E. Perry, *Pat Paragraphs* (BIA Rprt.), p. 422.

² *Id.*, p. 423.

³ *Ibid.*, p. 423.

⁴ Scott #85L1a.

⁵ *Ibid.*, p. 422.

REDUCTION OF DROP LETTER RATE DELAYED!

by Steven M. Roth

Although Congress in April 1860 abolished a separate charge for Drop Letters that were carrier delivered (by definition, as City Mail), so that the combined cost for both services would now be 1¢ rather than 2¢ as before, apparently the Postmaster at Philadelphia was slow to implement the reduction.

We find in the *Philadelphia Daily Public Ledger* for April 11, the following:

The Post Office Department intends to put into operation today the new regulation reducing the price of drop letters to a single cent, prepaid by postage stamp. The Government, notwithstanding its power and resources, is often far behind individual enterprise. Fifteen years ago private enterprise established in Philadelphia the one cent postage system, and has been acting successfully upon it ever since, though encountering every opposition from the

Government. Now the Government has at last caught up to the point where private enterprise started fifteen years ago.

That was in April, 1860. On July 4, we find the following in the *Ledger*:

Letter carriers are now only entitled to one cent for the delivery of mail letters. The law has been carried into effect in New York, but we hear of no movement to that effect in this city.

Finally, the Philadelphia Postmaster reacted, and the following appeared in the *Ledger* on July 7, 1860:

The Post Master of this city put into operation Thursday the one cent delivery charge for letters passed by the Act of Congress. Only one cent is to be collected by the carriers on the delivery of letters.

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Carl Walske

HOPEDALE PENNY POST: A TURNED COVER TO ENGLAND

by Stephen L. Gronowski

Whether through frugality or from necessity, the rise in the use of turned covers (*i.e.*, a cover which was used once, refolded, and then used again), was not that uncommon in the United States in the nineteenth century. This was especially true in times of paper shortage such as the Confederate States of America experienced during the Civil War, when people even resorted to using pieces of wallpaper for their letters.

Until a few years ago I had never seen an adhesive from a local post used on a turned cover. At that time I had the opportunity to

purchase (and I did purchase) the cover illustrated below as *Figure 1*.

This cover was mailed from Milford, Massachusetts to Trowbridge, England. Milford was the home of the Hopedale Community, which was a farm community based on "Christian Socialism." The principles of this Community are set forth on the corner card at the left side of *Figure 1*.

In 1849, the Community issued adhesives to pay the cost of transit to the post office in Milford. The charge was 1¢ for each adhesive. An example is shown on the back flap of the cover as *Figure 2*. It is catalogued



Figure 1.

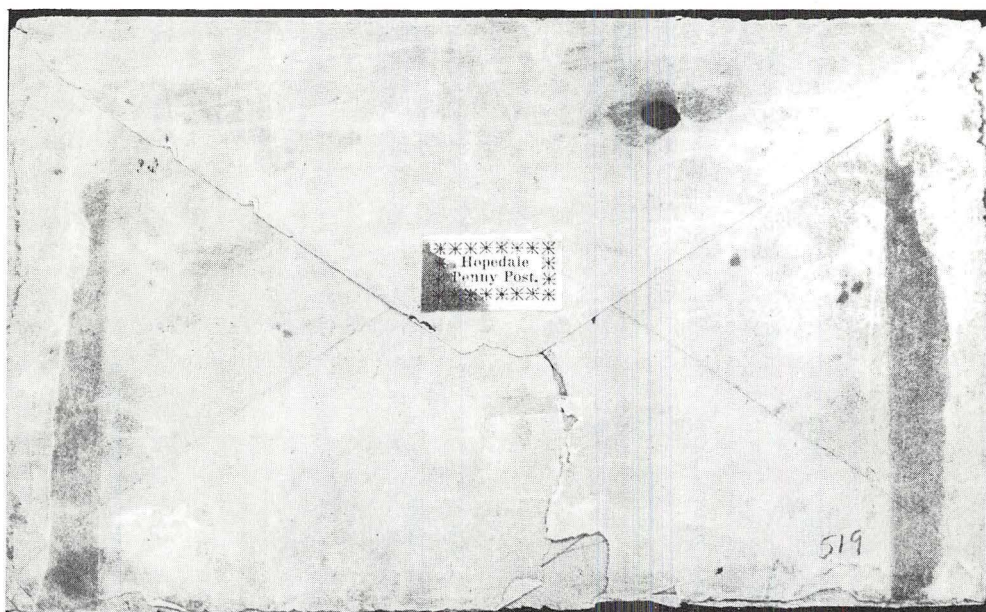


Figure 2.



Figure 3.

in Scott's Specialized as #84L1. Figure 1 also bears red "PAID" and "PAID 3" handstamps, a red London "July 30 1853" handstamp, and a yellow "Trowbridge" receiving handstamp.

At Trowbridge, England, the addressee turned the cover and applied a Great Britain #3 stamp, and then remailed the cover to Salisbury Wilts, England. See Figure 3.

WHY WERE LETTER CARRIER FEES REDUCED IN 1849?

by Steven M. Roth

It has always puzzled me why in 1849 letter carrier fees were reduced from 2¢ to 1¢ in the large cities. The explanation is found in a letter, dated March 2, 1849, from Postmaster General Cave Johnson to the House of Representatives.¹

“Post Office Department
March 2, 1849

“Sir: In compliance with the resolution of the House of the 28th of February, requesting the Postmaster General to communicate to the House ‘the reasons for reducing the fee of letter carriers in the cities of the United States, if the same has been done, when and where such reduction was made, the order issued thereupon, how long the former rates have been paid, and the rates now paid,’ I have the honor to communicate a copy of the order, and the letter of instructions to the Postmaster at New York, which will explain the regulations adopted for that city. Similar regulations have been enforced in Philadelphia and Boston, but have not been extended as yet to the other cities of the Union; the former compensation allowed letter carriers was two cents for the delivery of each [letter], and is presumed to have been the same since the passage of the Act of 1825. The present compensation is one cent for each letter. The reasons for the adoption of the Regulations were —

“1st. That it was ascertained that many of the letter carriers in the cities received large sums, much beyond a reasonable and fair compensation for the service performed.

“2d. The compensation of the letter carriers, added to the drop letter postage, had the effect of throwing the city correspondence into the hands of express men.

“3d. Such encouragement to expresses diverted much of the correspondence between different cities from the mails into their hands.

“4th. Propositions had been submitted to the Department for the performance of such service at one cent on each letter.

“5th. It was believed that one cent would yield a fair and reasonable compensation to those employed in the service.

“6th. That by such a course, the city correspondence would be enlarged and placed under the control of the Post Office, the expresses discouraged if not altogether broke down, and the legitimate business of the Post Office performed by its agents.

“I have the honor to be, respectfully, your obedient servant,

C. Johnson

To the Speaker
of the House of Representatives”

ENDNOTE

¹ Ex. Doc. No. 65, Thirteenth Congress - Second Session.

THE DEMISE OF BLOOD'S DESPATCH AND THE REORGANIZATION OF THE PHILADELPHIA CARRIER SERVICE

by Steven M. Roth

The following portion of a page transcribed from the Saturday morning, January 11, 1862 issue of the "North American and United States Gazette" details the news of Blood's going out of business. It also contains a fascinating description of how the Philadelphia Postmaster reorganized carrier service as a result of the refusal of letter carriers to divulge to him the locations of their routes within Philadelphia.¹

LOCAL POSTAL REFORMS

"Blood's Dispatch, which has so long monopolized the business of carrying city letters in Philadelphia, has at length come to an end. The proprietors advertise their determination to stop their enterprise and acquiesce in the arrangements made by the U.S. Post Office for transacting the business. Several previous attempts were made to accomplish this, but they have always proved failures in consequence of the opposition of Blood's Dispatch, which has succeeded in obtaining a hold upon the popular confidence. The present result has been brought about by the efforts of Postmaster Walborn, and we congratulate the community that, at length, through his persevering energy, all difficulties in the way of the undertaking have been removed.

"Blood's Dispatch had twenty-four carriers. The government dispatch will have thirty-two. The whole city has been carefully divided into routes, and each sub-post office has been made the centre and distributing point for a set of routes, so as to avoid as much as possible the necessity of taking the letters to the general post office for assorting. Between these sub-post offices and the general office post wagons will go regularly, and some of the most experienced

men connected with Blood's Dispatch have been retained to organize the new system. The latter, in fact, has been modeled after the one in use in London and as we cannot doubt its complete success Philadelphia will soon have the benefit of the first government delivery system in the Union.

"Boston and New York are awaiting the results of the undertaking, having thus far failed in their own attempts. For the intelligence and business-like energy he has applied to this enterprise Postmaster Walborn merits more praise than he has thus far received. We observe that he has lately perfected another change which has escaped notice. Much of the difficulty always experienced in getting rid of inefficient, dishonest or improper carriers, had arisen from the fact that the post office had no official system of distinct and recognized routes. The carriers alone seemed to know them, and even when removed for cause had to be paid to teach their successors. To remedy this Mr. Walborn has made a diagram of all the routes, laid them out anew, and thus the carrier can be dispensed with at any moment. The routes thus become the property of the government instead of the carriers."

ENDNOTE: ¹ This article was given to me by Edward T. Harvey.

"SOME SHORT-LIVED LOCAL POSTS OF PHILADELPHIA:"¹ A FOLLOW-UP

by Steven M. Roth

This report is the result of responses by co-operative members who supplemented the listing I had set forth in the original article.

I. TEESE & COMPANY

1. Item B. In collection of N. Shachet. CDS is Type C-32a (1851-1854), not C-32.
2. Sept. 10, 1852. Tied by Philadelphia CDS Type C-46 (reported 1851-53); Addressed: "Moses McClean Esq./Gettysburg/Penna;" Mspt. "5." R. Schwartz Coll.
3. May 30, 1853. Cancelled but not tied. Philadelphia CDS Type C-46. Addressed: "Mr Andrew Buckham/Delhi Del Co. N. York." R. Schwartz Coll.
4. No date. Cancelled but not tied. Addressed: "Miss Emma F. Shoemaker/South West Corner 7th & Parrish/Philada." R. Schwartz Coll.
5. 6/8/5-. Acid tied. With #11, tied by CDS. Cover has Blood's Company handstamp "Blood's/Jun. 8/10½ A.M./Despatch." Addressed: "J McConegys [?] Esq/Dover/Del." With PFC. A. Geisler Coll.
6. 6/16/5-. Acid tied. With #11 tied by CDS. Cover had Blood's Company handstamp "Blood's/Jun 16/2 P.M./Despatch." Addressed: "Mr. Daniel Black/Easton/Pa."

II. CITY DESPATCH HANDSTAMP

1. On rethinking, I do not believe that this handstamp was used by a predecessor of Robertson & Co. On the basis of the covers previously reported, and one new report from Richard Schwartz (listed below), I now believe that this handstamp was used by Robertson.
2. Undated outer sheet of folded letter. Addressed: "Miss Fulton/27 South 13 St/

Philadelphia." R. Schwartz Coll.

3. Folded letter, dated February 11, 1845. Addressed: "Messrs. Lindsay & Blakiston/Philada." R. Schwartz Coll.

4. Folded letter, dated February 13, 1845. With portion of #15L3 on back flap. Addressed: Messrs. Cornelius & Sons/Lamps/Cherry St. above 8th/Phila." R. Schwartz Coll.

5. --, 1845. J.W. Brown Coll.

III. CITY DISPATCH

1. No date. Adhesive tied by Type III handstamp. Addressed: "St. Geo. G. Campbell, Esq./4th St. South Walnut." R. Schwartz Coll.

2. No date. Adhesive tied by Type III handstamp. Type I handstamp on envelope. Addressed: "Isaiah Martin Esq./1345 N. 2nd." Frajola Sale 3/19/94, Lot #297. S. Roth Coll.

IV. G.S. HARRIS DESPATCH POST

1. June 5, 1847. Black handstamp (2¢). Addressed: "Messrs. Mulford F [?] & Co/Cor Brent & Market St." R. Schwartz Coll.

V. T.A. HAMPTON DESPATCH POST

1. No date. Folded letter with "DESPATCH POST T.A. HAMPTON PAID" h/s. Roger Koerber Sale, 1/7 - 8/83, Lot #275.

2. No date. "DESPATCH POST T.A. HAMPTON/3 cts" h/s. Local use. Roger Koerber Sale, 1/7 - 8/83, Lot #276.

ENDNOTE

¹ S.M. Roth, "Some Short-Lived Local Posts of Philadelphia," *The Penny Post*, Vol. 3, No. 4 (Oct. 1993).

TABULATION OF CARRIER FEES IN PHILADELPHIA DURING THE FEE PAID PERIOD

compiled by
Steven M. Roth

DATE	CITY MAIL	TO THE PO	FROM THE PO	DROP RATE ¹
1. To 7/1/36	1¢	2¢	2¢	1¢
2. 7/2/36 to 6/30/45	2¢	2¢	2¢	1¢
3. 7/1/45 to 2/18/49	2¢	2¢	2¢	2¢
4. 2/19/49 ² to 9/19/51	1¢	1¢	1¢	1¢ ³
5. 9/20/51 ⁴ to 1/1/54	1¢	0¢ ⁵	2¢	1¢
6. 1/1/54 to 11/30/57 ⁶	1¢	1¢	2¢	2¢
7. 12/1/57 to 4/2/60	2¢ ⁷	0¢	2¢	1¢
8. 4/3/60 to 6/14/60	1¢	0¢	2¢	1¢ ⁸
9. 6/15/60 to 6/30/60	1¢	0¢	1¢	1¢
10. 7/1/60 to 6/30/63	1¢	1¢ ⁹	1¢	1¢

SOME RELEVANT DEFINITIONS OF TERMS AND PHRASES

Carrier

An employee of the carrier section of the Philadelphia Post Office who picked up mail from government letter boxes, and who delivered mail from the Post Office. As generally used, this term would not include the delivery men of the private Local Posts.

City Mail	Letters deposited within the service area of the Philadelphia Post Office for delivery within that service area.
Drop Letter	A letter left at the Philadelphia Post Office to be picked up by the addressee at the Post Office. Also, letters given to the Post Office via the general delivery window (rather than via the carrier section window), which were intended to be delivered by carrier.
“From the Mails”	Letters which were received at the Post Office in Philadelphia from other post offices.
“Independent Mail Carriers”	Private companies that carried letters between cities and towns.
Local Posts	Private companies or individuals that/who carried letters within the boundaries of Philadelphia, as City Mail or “from the mails” or “to the mails.” The limitations governing the geographical boundaries which the Local Posts in Philadelphia followed are often unclear and are subject to disagreement among students of this subject.
“To the Mails”	Letters collected by carriers and local post employees, and taken to the Post Office for transmission to another city or town.

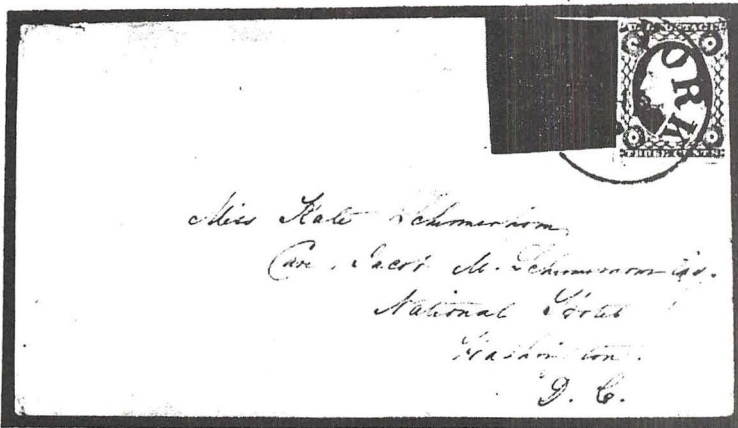
* * *

The Carrier Fees listed above are the fees generally accepted as in force in Philadelphia. There were, however, occasional, short-lived experiments tried by the Postmasters in their efforts to compete with the Local Posts.

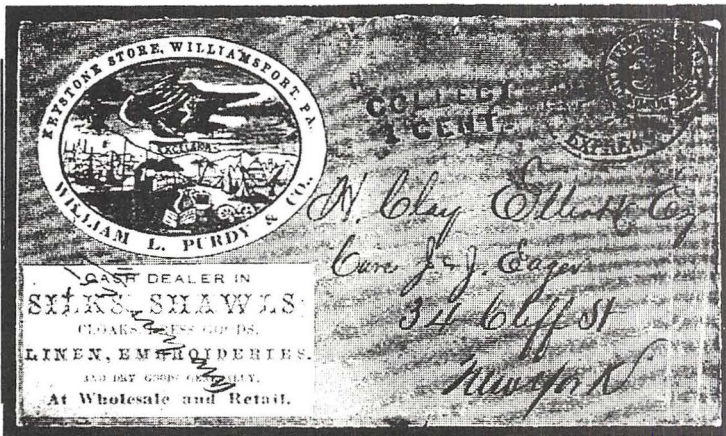
ENDNOTES

- ¹ The phrase “Drop Rate” is used here even though the term “Drop Letter” was not used until the Act effective July 1, 1845.
- ² Per Order of the Postmaster General to the Postmasters at Boston, New York and Philadelphia. The reduction in Carrier Fees became effective in Philadelphia on February 19, 1849.
- ³ The reduction in the drop letter postage became effective July 1, 1851 pursuant to the Act of March 3, 1851.
- ⁴ Per Notice appearing in *North American and U.S. Gazette*, September 20, 1851.
- ⁵ Notwithstanding the Notice in the newspaper which stated that “Carriers . . . [take] all letters deposited [in letter boxes] for places out of the city of Philadelphia and the Districts above named, to the Post Office, to be mailed, FREE OF CHARGE,” many covers exist showing payment of a 1^c collection fee.
- ⁶ On November 25, 1857, the Philadelphia Postmaster issued an Official Post Office Notice describing the new system of Sub-Post Offices, effective December 1, 1857, and the rates for carrier fees also effective on that date. It is not certain that the system took effect on December 1 rather than much later.
- ⁷ 1^c carrier fee + 1^c Drop Letter postage. Letters deposited into letter boxes (not at a Sub-Post Office) were not charged additional Drop Letter postage for City delivery (total charge 1^c).
- ⁸ When a Drop Letter was to be carrier delivered, the Drop Letter postage was not now added to the carrier fee as it had been before, so that the total cost would now be 1^c, not 2^c. This remained true throughout the balance of the fee paid period.
- ⁹ The Act of June 15, 1860, removed the Postmaster General's discretionary power to determine carrier fees. Reportedly, this upset Postmaster General Holt who did not agree that the fee for letters “*from the mails*” should be reduced from 2^c to 1^c. Accordingly, he reinstated the 1^c charge for letters “*to the mails*,” effective July 1, 1860.

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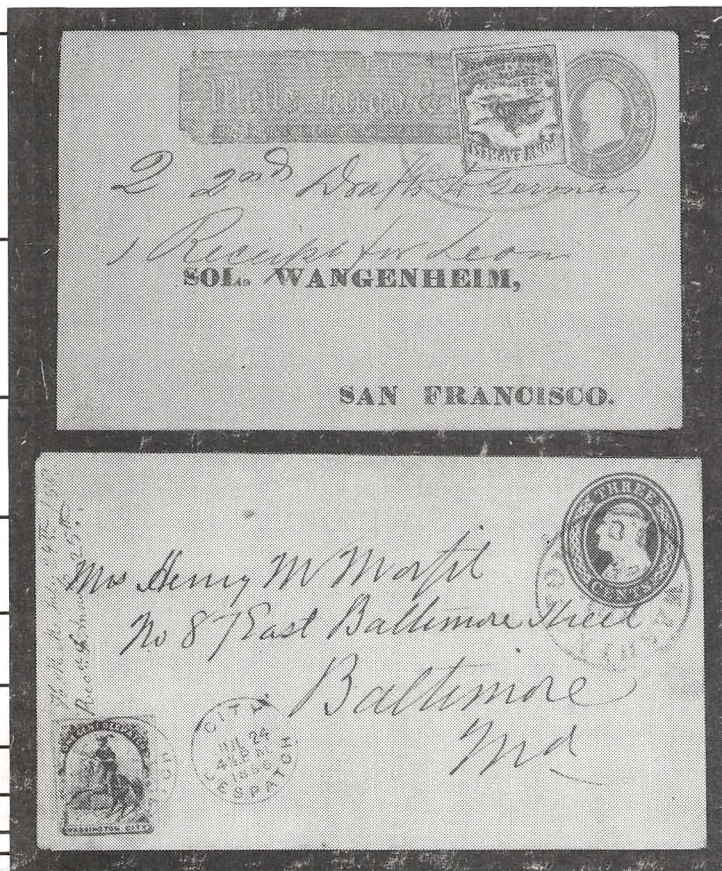


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