

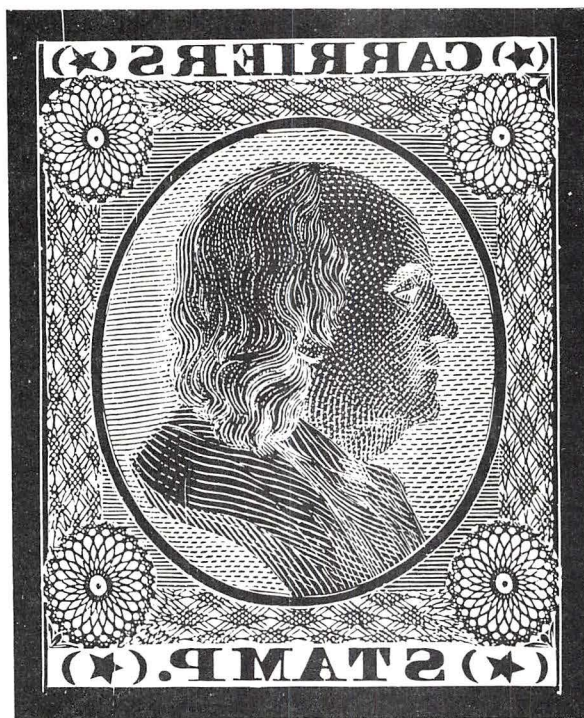
APRIL 1996

WHOLE #22

VOL. 6 NO. 2

THE PENNY POST

Official Journal Of The Carriers And Locals Society



Roosevelt Album Franklin carrier die.

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THE PENNY POST



VOL. 6 NO. 2

APRIL 1996

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AWARDS

1994 The Diane D. Boehret Award For Excellence In Philatelic Literature
1994 Stampshow Pittsburgh.....Vermeil
1994 Sescal California.....Vermeil
1993 Stampshow Houston.....Gold
1993 Canada's 2nd Philatelic Literature Exhibition.....Silver
1992 Sescal California.....Vermeil
1992 PHILITEX New York.....Large Silver

LETTERS TO THE EDITOR

Feb. 12, 1996

Dear Sir,

Regarding Calvet Hahn's article: he states in *Penny Post*, Vol. 5 No. 4 (Oct. 95) in the last paragraph of p. 7:

"Cunard and the Admiralty signed a seven-year contract . . . In preparation for the first contract voyage, the 300-ton steamer *Unicorn* was purchased from the Glasgow and Liverpool line and sent across the Atlantic to serve as a feeder . . . This trip was **the first by steamer after the issuance of stamps** [my emphasis] and brought letters franked with the new adhesives to the United States **for the first time** [again, my emphasis] when the *Unicorn* arrived at Boston June 3, 1840."

He then goes on, bottom of right-hand margin of p. 8, about Webster introducing his Senate resolution "Within a week of the *Unicorn*'s arrival at Boston with the first examples of British adhesives ..." He does not go so far as to make the claim that the *Unicorn* mail led directly to Webster's action, but by direct juxtaposition the implication is certainly given.

Interesting, therefore, to read the letter to the editor on "Daniel Webster and Postage" by Harold M. Stral, in the Vol. 110, No. 1 (Jan 1996) issue of the *American Philatelist*, pp. 8-9. In it, Stral comments on Harlan Stone's article in the Nov. 1995 *American Philatelist*, "The Engraver of the First Stamp Design Printed for the U.S. Government" (pp. 1044-47) [in which Stone states "When the *Unicorn*, the first steamship to reach the United States from Great Britain, docked at Boston on June 3, presumably carrying mail with examples of the new British postal issues, Senator Webster could load his oratorical gun with real ammunition . . ."].

Stral's Letter-to-editor refers to his, Stral's, earlier article in the June 1990 *American Philatelist*, on "The Congressional Mulready and Daniel Webster" [pp. 530-34], in which

he points out that Webster had been in England in 1839 at the time of the Treasury Competition, and probably had become interested in and followed the question of uniform penny postage as a result. Stral notes specifically in his Letter-to-editor that:

"... while the *Unicorn* was the first ship known to have carried franked mail from Great Britain to the United States, it was not necessarily the first ship to do so. Twenty-five steamers left monthly from Liverpool and twelve from London to the United States; the average trip took about fourteen days. Webster could have received his Mulready and Penny Black a week to ten days before the June 3 arrival of the *Unicorn*. [pp. 8-9].

Stral's earlier article, in the June 1990 *American Philatelist*, makes this point at much more length – the entire thrust of the article, in fact, is to answer three questions:

1. Why did Daniel Webster introduce this resolution?
2. How did he obtain originals of the Mulready lettersheet and the Penny black so quickly?
3. Why is there no record of Mr. Webster's involvement in the postal reform movement in the United States either before or after he introduced these resolutions? [p. 532].

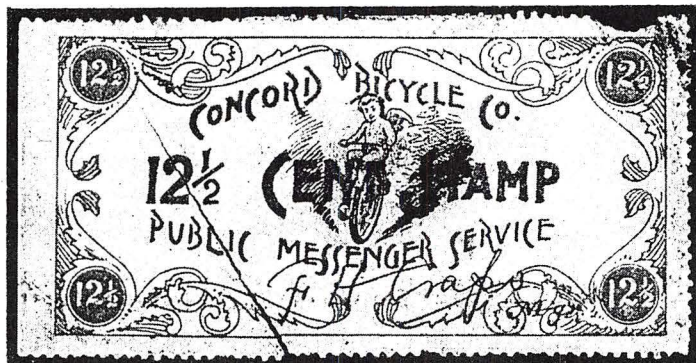
Since Cal's bibliography or list of credits has not yet been published, I can't tell whether he was aware of Stral's June 1990 article – obviously he should have been, since it was in a major journal and contained considerable original research/ unique material on an important U.S. postal history topic.

Harlan Stone's article does not make reference to Stral, nor does he list Cal in the group of individuals to which he pays acknowledgments.

Regardless, it would seem that Cal has perpetuated a canard.

– A Society Member.

LETTERS TO THE EDITOR



The latest copy of the bicycle stamp to ride into sight.

19 February 1996

Dear Gordon;

I thought you might be interested to learn of a NINTH copy of the Frank H. Crapo Concord Bicycle Company stamp (*Penny Post*, April 1994).

(See the photo above).

The stamp is an orangish-rose. The diagonal break down from the upper left "12 1/2" corner does indeed almost bi-sect the stamp. The upper right corner area has a thin resulting in a piece missing. Part of an old mount shows at the top center. Overall appearance is a bit "scruffy" indicating the stamp was probably "used".

I have not yet decided what to do with the stamp and any advice is welcome, especially regarding professional repair.

I know the item is "rare" and I also know that the value will be in the eyes of the beholder who has longed to have a copy.

The stamp is for sale and several options of disposal will be considered.

Many regards,

Don G. Reuter
The 1871 Shop
PO Box 190

South Lyon, MI 48178

Editor's Note: The deplorable condition of each subsequent copy discovered argues for a rough package use of the stamp and helps

explain why none have ever been found properly affixed to covers. - G.S.

...

Feb. 7, 1996

Dear Mr. Stimmell
Re Phoney Express

I have just seen the note under this title in Volume 6 page 27, January 1996, referring to the "Paris essay" of 1900.

The article by L.N. Williams in *Linn's Stamp News* of 1987 is based on his earlier article "Alfred Bagnet, Engraver, Printer, Forger; Crete and Newfoundland "Essays", *Stamps and Foreign Stamps*, [UK], April 1986.

This splendid article hinges on the discovery of two small sheets (6 x 2) of these designs in the Campbell-Johnston Collection at the British Library, Philatelic Collections. These are the only recorded sheets showing the Crete and Newfoundland designs in the same sheet.

PS: Thanks for your continued support in sending the *Penny Post* and Indexes.

Yours sincerely,

D R Beech
Head of the Philatelic Collections
The British Library
Great Russell Street
London WC1B 3DG
England

THE OFFICIAL CARRIER STAMP DIES

By Robert B. Meyersburg

A number of important articles have appeared in the philatelic press describing the two official carrier stamps (the Franklin and the Eagle), their varieties, usages, proofs and general history. Very little has been written about the dies used to produce them. The dies are the beginning of the story. It is the purpose of this article to summarize everything we know about these dies.

There are three distinctive Franklin dies. The original die produced the issued stamps, the 1875 special printings and the 1881 Atlanta trial color proofs. In 1903 the Post Office Department ordered a small number of presentation albums containing copies of 302 issued United States adhesive stamps from the Bureau of

Engraving and Printing. These have acquired the name "Roosevelt Albums" since they were created during Theodore Roosevelt's presidency. The original Franklin die could not be found, so a new die (which will be referred to hereinafter as the Roosevelt Album die) was produced.

At about the same time, a third die turned up in the possession of one Ernest Schernikow, made from one of the original transfer rolls. This die was acquired by Clarence Brazer, who presented it to the Post Office Department in 1952. It was then transferred to the Bureau of Engraving and Printing, where it presently resides.

There are two dies of the Eagle carrier

Figure 1A.
A better
view of what
the original
Franklin die
looked like.



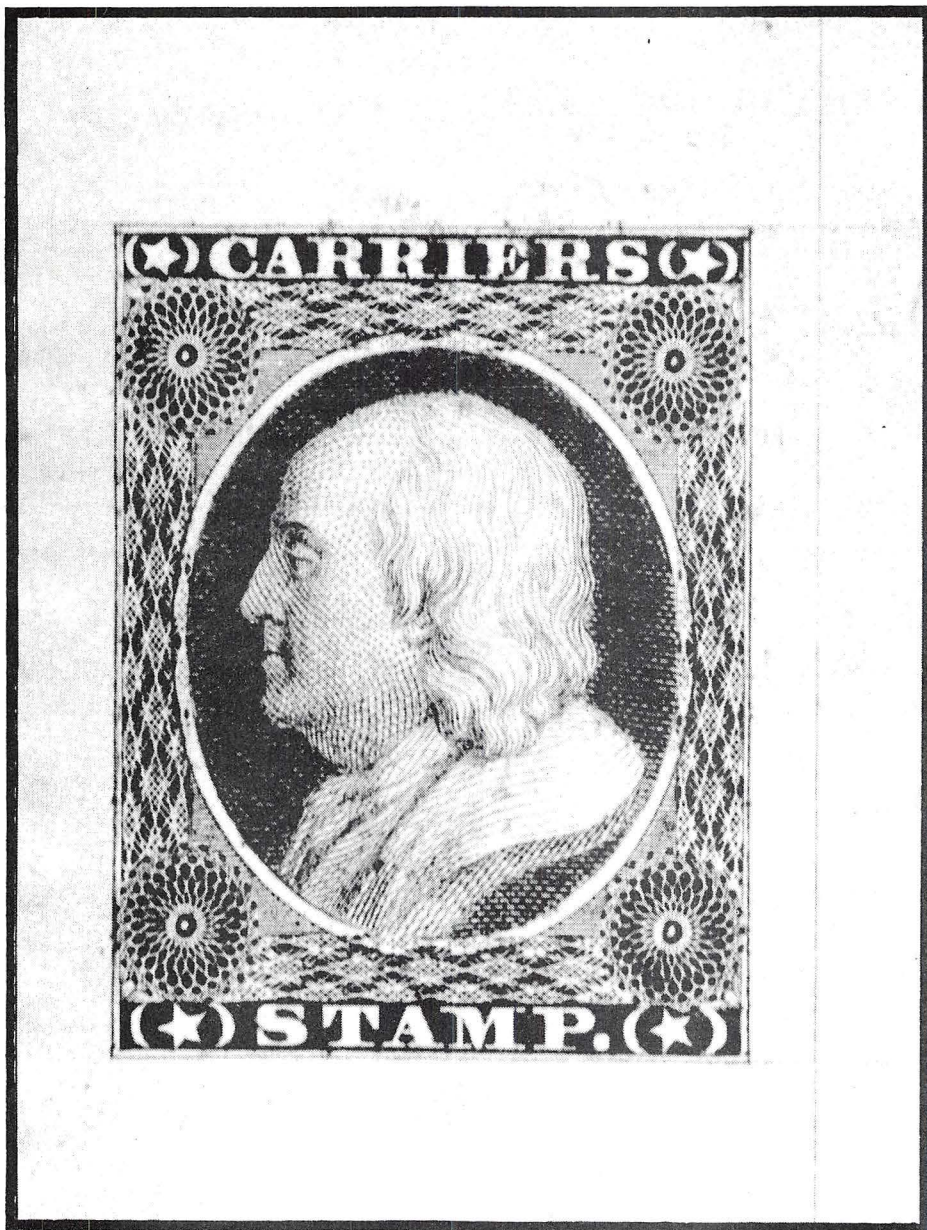


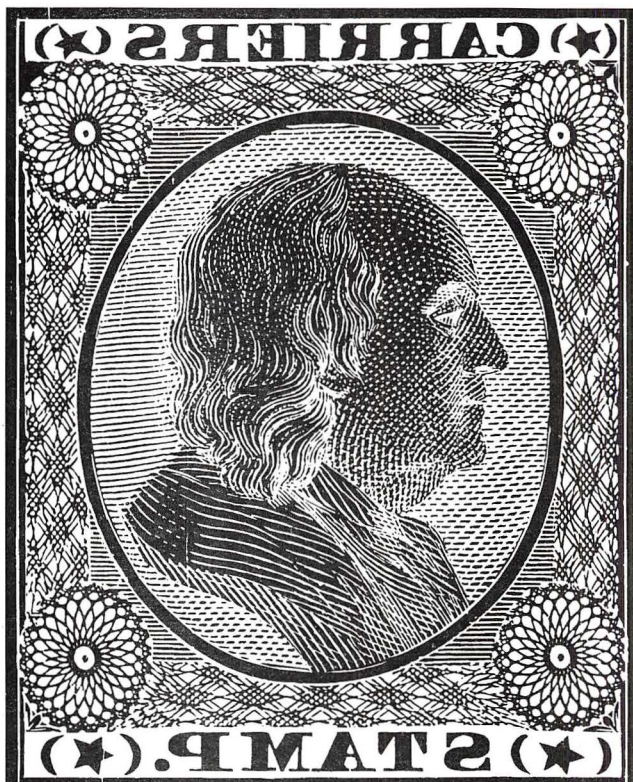
Figure 1. Die proof of the original Franklin die (Carroll Chase).

stamp. The original die made the single plate from which the issued stamps, the 1875 special printings and the Atlanta trial color proofs were printed. This die developed a substantial crack sometime between 1881 and 1897, when it was transferred to the Bureau of Engraving and Printing. At that time a new die was prepared, which will be referred to as the Roosevelt Album Eagle die (though it was made in 1898).

These five dies will be described in some detail, along with several other stock dies used in their preparation.

THE ORIGINAL FRANKLIN DIE (Figure 1) made by Toppan, Carpenter, Casilear & Co., Philadelphia, 1851.

The die stock was quite small – slightly less than 2" high by 2.25" wide, and relatively thin. It contained four guidelines – one each on the top, bottom and right side of the stamp design, and one several mil-



**Figure 2. "Roosevelt Album"
Franklin carrier die (Bureau
of Engraving and Printing).**

limeters to the left of the design. There were also three partial impressions of the rosettes at the lower left of the die block. It is believed that the stamp was designed by E. Pitcher; that the vignette of Franklin was engraved by Joseph Ives Pease; that the frame was produced by Asa Spencer; and that the lettering was done by Henry Earle. The transfer from die to plate was probably effected by Henry Saulnier. The location of the original die is unknown, and in all probability it has been destroyed.

**THE 'ROOSEVELT ALBUM'
FRANKLIN DIE**

(Figure 2) made by Bureau of Engraving and Printing, Washington, D.C. 1903.

When the Bureau of Engraving and Printing was preparing a presentation volume of proofs of postage and carrier stamps in 1903, they were unable to locate either the original Franklin carrier die or transfer roll, and a usable plate was not available from which to transfer a die; so a

new die (#324) was produced. The die block is thick, 3" high by 2.5" wide, and has eight hammer strikes on the back. According to the historical records of the Bureau's Engraving Division, which are taken from the individual die sheets, the Franklin portrait was taken from Die #96 (30 cent 1851, Figure 3) to make transfer roll 345, which was used to make Die #324 (Figure 2). Die #3 (12 cent 1851) made the border (roll 347). Die #322 (progressive) (Figure 4) was made from roll 345. Die #322 made roll 346. Rolls 346 and 347 were used to make Die #324.

The lettering was added by G. W. Rose and L.F. Ellis after which the die was hardened. The transferring in the above operation was done by G.A. Mason, and the entire production was accomplished between February 13 and February 16, 1903.

All of the die sheets are written in the same handwriting and were obviously

produced years after the activities they describe; so there is room for some re-examination of how the work was actually done. In the case of Die #324, my conclusion differs somewhat from the Engraving Division's stamp history description, and is supported by photographic illustrations. I believe that Die #322 was made as follows: Die #90 (3 cent 1851) made transfer roll X. The portrait and the top and bottom labels were trimmed off the transfer roll and the design was then rocked in on a new die block Die #96 made transfer roll 345 (portrait of Franklin). This was also rocked in on the new die block, making Die #322. On inspection of its photograph, it would appear to be very much simpler to produce Die #322 from Die #90 than from Die #93. Die #322 is 5 mm thick, 3.5" high and 3" wide. On the back is stamped the name "Sharp & Sons, N.Y." and "PO 322" and there are eleven hammer strikes, which were used to raise the engraved design above the surface before hardening, assuring a stronger impression on the transfer roll.

I believe Die #324 (Figure 2) was made as follows: Die #322 made transfer roll 346. The rosettes were trimmed off the transfer roll, after which it rocked in a new die block. Die #93 (12 cent 1851) made transfer roll 347 (rosettes). These were rocked in on the new die block, after which the outer border of the portrait was widened and recut, the upper and lower label blocks were engraved, the corner triangles were reengraved, and the border lathework was retouched where it contacted the four rosettes. This "theory" is supported by die sheet 322, which shows lettering added before hardening, although the actual Die #322 has no lettering and the wrong rosettes.

THE SCHERNIKOW DIE
(circa 1900-1903).

Ernest Schernikow is believed to have acquired a transfer roll of the original Franklin carrier stamp from the bankrupt-

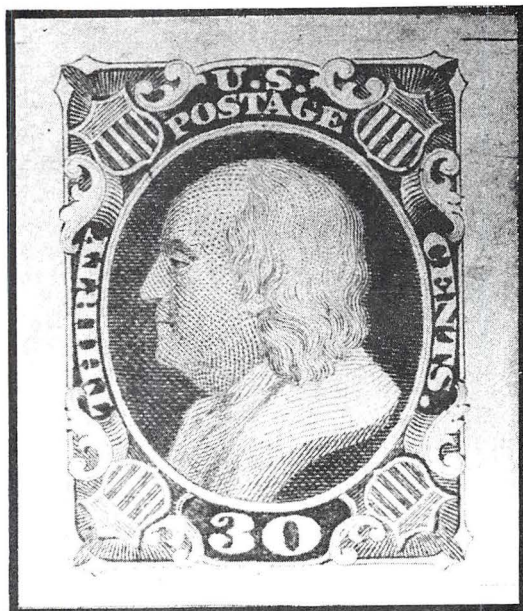


Figure 3. The 30 cent 1851 die proof (Bureau of Engraving and Printing).

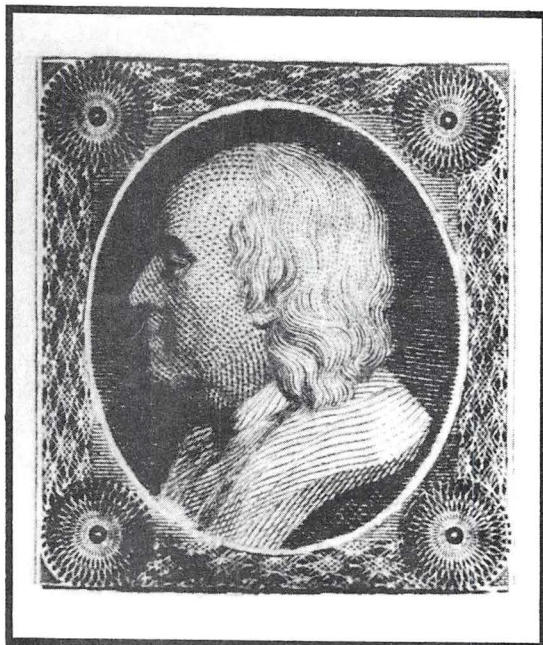


Figure 4. Progressive Franklin Die proof (Bureau of Engraving and Printing).

cy sale of the Philadelphia Banknote Co., successors to Toppan, Carpenter, Casilear & Co., in the early 1900s. It was used to produce a soft steel die, 50 mm square. The history of the die is somewhat unclear. It is reported to have passed from Schernikow to an unnamed New York dealer, then to Col. E. H. Green, purchased after his death by Walter Scott (who auctioned off the Green Collection), and was finally owned by Clarence Brazer, who presented it to the Bureau of Engraving and Printing, where it presently is recorded as Miscellaneous Die # 17011 (**Figure 5**). It closely resembles the original Franklin die, except for recutting of the inner frame of the vignette, additional inner side frame lines, and a weak impression of the hairs on Franklin's head.

THE ORIGINAL EAGLE DIE

(Die #98), made by Toppan, Carpenter, Casilear & Co., Philadelphia, 1851. (**Figure 6**).

This die was transferred by the Post Office Department to the Bureau of Engraving and Printing in a broken condition on July 27, 1897, along with the balance of the 1851 series dies. The nature of the break (a deep horizontal crack essentially dividing the die in half) necessitated the making of a new die. Die #98 is 5 mm thick, just over 2" high by 2.75" wide, and has a large semicircular piece missing in the lower right corner. The left side of the die block is beveled on the back, which bears the markings "S. ELLERS & SONS SHEFFIELD 2 ENGLAND" and the standard Post Office Department identifier "PO 98".

**THE "ROOSEVELT ALBUM"
EAGLE DIE**

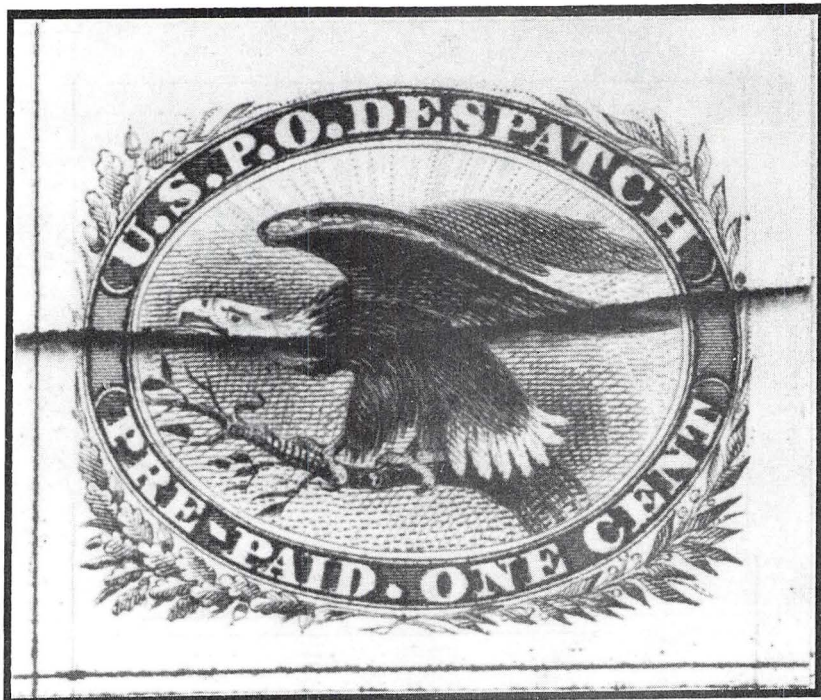
(Die #321) made by the Bureau of Engraving and Printing, Washington, D.C. 1898 (**Figure 7**).

The die block is thick, 3" high by 3.5" wide. In the absence of a usable plate from which to transfer an impression of



Figure 5. Schernikow Franklin die (Bureau of Engraving and Printing).

Figure 6.
Die proof of
the original
Eagle die
(Bureau of
Engraving
and Printing).



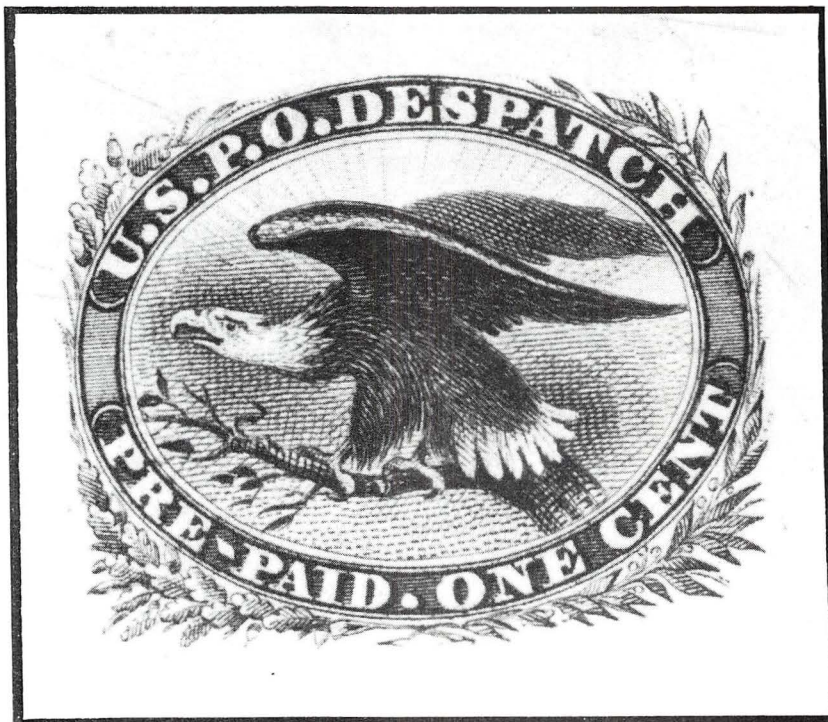
the stamp design, the original design was transferred from Die #98 by G.A. Mason onto transfer roll 342. This roll, with the horizontal crack through the stamp design, was transferred to a new soft steel die block. The block was hammered vertically to compress the crack, which was then burnished off. Six hammer hits on the back then brought the engraved design up to where the burnished area could be reengraved. The die was then hardened and designated Die #321. It was used to make the Roosevelt Album and Panama-Pacific proofs. The quality of the workmanship is so good that it is extremely difficult to identify the impression by inspection of the design.

It would not have been possible to put together these data without the assistance and cooperation of Mrs. Cecelia Wertheimer, Curator of the Bureau of Engraving and Printing's Historical Resource Center. It was she who made the dies available for physical inspection,

and who had them photographed for this article. Her office also provided copies of interagency and internal correspondence that assisted in the tracking of the travels of the Schernikow Franklin carrier die to its present resting place.

In the area of bibliography, free usage was made of Carroll Chase's *Remarks On The Die And Plate Proofs of the Franklin Carrier Stamp* (**The Essay-Proof Journal** No.3); Clarence Brazer's *1851 Essays and Proofs* (**National Philatelic Museum** Vol.III No.3, 1951 Centennial Exposition); Donald B. Johnstone's *Franklin and Eagle Carrier Stamps* (**Chronicle 122** of the Philatelic Classics Society, Vol.36, No.2); and his *Franklin Carrier Proofs and Essays Revisited* (**The Penny Post** Vol.3 No.3); Elliott Perry's unpublished carrier manuscript, and the author's personal records and correspondence with Perry, Johnstone, George Sloane and Robson Lowe.

Figure 7.
Die proof
of "Roosevelt
Album" Eagle
die (Bureau
of Engraving
and Printing).



APPENDIX I

Brazer's presentation of
Schernikow die to Bureau
of Engraving and Printing

Clarence W. Brazer
Philatelist
415 Lexington Av., N.E.
New York 17, N.Y.

February 1, 1952

Hon. Alvin W. Hall, Director
Bureau of Engraving and Printing
Washington 25, D.C.

Dear Mr. Hall,

It is my pleasure to present herewith to the custodian of the Post Office Department Postage Stamp Dies, a soft steel die of the U.S. 1851 Franklin Carrier postage stamp. This die is known to philatelists as the essay die LO1E-A because it differs from the original hard steel die from which the stamp was produced as described by Dr. Carroll Chase in the **Essay Proof Journal** No. 3, page 126. This soft steel die was probably made from a transfer roll purchased about 1903 by Ernest Schernikow from

the bankruptcy sale of the Philadelphia Bank Note Co., who produced the stamp.

This soft steel essay die is probably the one referred to as having been seen by Dr. Chase in the office of a New York dealer. It was in the collection of the late Col. E.H. Green, and after his death was purchased by Walter Scott the auctioneer of his philatelic collection. The die had rusted somewhat when I purchased it about a year ago, but possibly your engravers can remove the rust and probably restore this die so that you may exhibit better proofs of this stamp.

As the U.S. Government does not now have a die of this stamp except the lopsided oval reproduction die made about 1903, I hope that the engravers of the Bureau of Engraving & Printing may be able to retouch this die as a more satisfactory one than the poor 1903 reproduction die used since then for printing example proof specimens of this stamp. If this is done, I would appreciate receipt of a proof from this then restored die.

Faithfully yours,
S Clarence W. Brazer

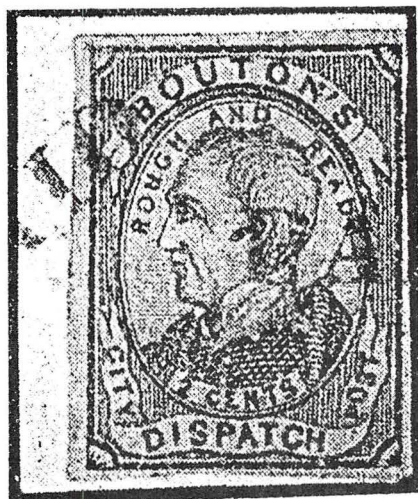


Figure 1.



Figure 2.

BOUTON'S COMES GREEN

By Gordon Stimmell

We all have chased will-o'-the-wisps and I have been as guilty as the next guy. Okay, I admit it. For years I hunted for a stamp no one today recalls at all.

Those who once knew of it are long gone – the serious locals collectors of another era, the likes of Chapman, Tapling and Ferrari, Vanderbilt and Tiffany.

The only copy ever recorded publicly showed up in the J. M. Bartels "German Sale" of Nov. 4, 1921 in New York City. The stamp was depicted and described:

"#726: Bouton's, 1848, 2c black on green, glazed, red postmark, very fine on piece, **not listed**, extremely rare." This copy is illustrated as **Figure 1**.

What we're talking about is the Bouton's 18L1 design but in black on green glazed instead of black on white.

Not long ago I was fortunate in finally locating a second example of this rarity in a lot purchased from an auction house. With it were George Sloane's notes concluding:

"I decide it is *not* an original, probably belongs with those reprints in color."

However, the author possesses the reprints in various colors – and this stamp does not

belong with them – wrong kind of paper, wrong color, different thickness, and most important, a vastly different kind of printing.

The green glazed stamp (see **Figure 2**), tied by red PAID to piece like the German sale copy, is lithographed, each line crisp and clean as a pin. By contrast, the "reprints" are typographed, and slightly fuzzy in design. Nor does the green glazed belong with several generations of Hussey black reprints, all of which show more wear in the background lines of the oval behind the portrait.

In every way, the green glazed matches the clarity of the fine 18L1 originals – they are the same generation.

If anyone knows of another specimen that matches this, please contact the author. At the moment I do not know the whereabouts of the German sale copy. A census of leading collectors of locals in the world has come up empty. It is lurking perhaps in your holding, just waiting to be "rediscovered?"

PS – A black on white Swarts (136L7) has surfaced, but with the diagonal scratches of Stone III (unrecorded on this stamp) with notations by a surprised George Sloane. Any information on this would be appreciated.

DR. MITCHELL AND HIS STAMP JOURNALS

© Copyright Calvet M. Hahn, 1996

Dr. William H. Mitchell was a Bayonne, N.J. dentist who became both a major collector of U.S. locals and one of the most important early students of them. His period was immediately after Charles Coster's monumental work on the *Private Posts of the United States* (1879-82) and before Henry Needham began his *Concise History*. His most cited reference work is his 1887 *Reference List of Private Local Postage Stamps*, found in the sixth edition of the E.B. Sterling catalogue.

Dr. Mitchell (see **Figure 1**) created the Blizzard Mail local (Scott 163L1) and is alleged to have been the organizer of the Bayonne City Despatch (9L1). I discussed both in my April 1995 *Penny Post* letter to the editor. Based upon Dr. Mitchell's remarks in various articles as well as the lack of any reference or offer to sell Bayonne City adhesives, I do not believe he was responsible for the Bayonne local.

One of Dr. Mitchell's more important articles was the series on collecting locals (© 1888) found in the 1897 *Philatelic Journal of America*. He also wrote on the 'Proper Way to Collect Locals' in the *American Philatelist* of December 10, 1897 (pg. 33). Dr. Mitchell was the editor and probably owner of two philatelic journals. The first was the *Bayonne Philatelist* (13 issues beginning in October, 1883), immediately followed by the *Independent Philatelist* which began with number 14 and ran through number 27. Neither had any reference to the Bayonne local.

For those interested in following Dr. Mitchell's philatelic writings, a partial bibliography would include his series of notes

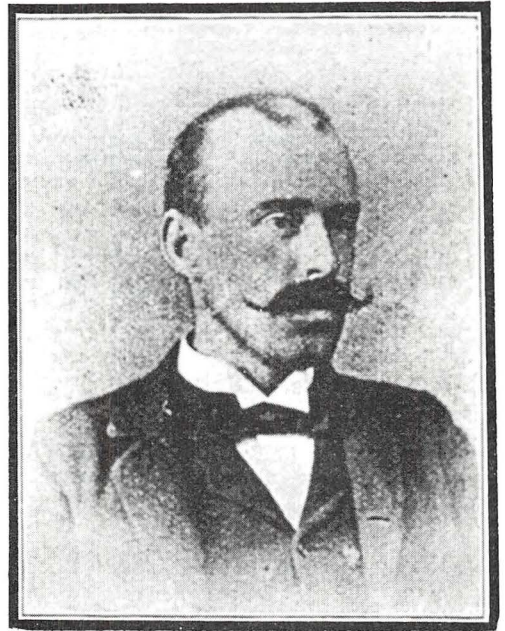


Figure 1: Dr. William H. Mitchell.

on the Allen local of Chicago (Scott 3L1-4) in *Collector's Companion* (November 1885, pg. 95, December 1895, pg. 109 and February, 1896), as well as his piece on Pomeroy (Scott 117L1-7) in the March 1887 *Empire State Philatelist*, an 1891 article on Faunce's local (Scott 152L1) in the *Independent Philatelist* (as will be noted subsequently) and an 1896 article in the *Daily Stamp Item*. He also wrote on the unlisted Shipman's local in the *Philatelic Journal of America*, Vol. 14, 1888, pg. 62.

A number of pieces were published in *Mekeel's*. These included a piece in the August 5, 1897 issue (pg. 66) on the unlisted Cumberland 10 cent local or provisional of 1846. This may relate to the Cumberland,

Md. 3 cent provisional cited by John Luff in his 1937 *Postmaster Provisionals* book. In the June 24, 1897 issue (pg. 197) he wrote on Jenkins Camden Despatch (Scott 89L1-4) while in the December 2, 1897 (pg. 274) he wrote on Honours (Scott 4LB5-13).

On Page 42 of the February 2, 1899 *Mekeel's* was a report of Dr. Mitchell's talk before the Brooklyn Institute of Arts, while in the December 14, 1889 issue (pg. 438) he reported the destruction of the Millbury provisional (Scott 7X1) boxwood die. The May 9, 1901 issue (pg. 192) saw a discussion of an unlisted Amboy local, while the November 14, 1908 issue (pg. 388) included a discussion of the unlisted Acker's local. In the January 16, 1909 issue (pg. 20) he discussed Favor's as a carrier.

Returning to the two publications of which he was editor, the first issue of the *Bayonne Philatelist* listed only H.M. Craft as associate editor. The remaining 26 issues of the two Mitchell publications had him listed as editor as well as Harry Craft. Through whole #10, the journals were published at Bergen Point, N.J. shifting to Bayonne City for #11-13 and to New York City for #14-16 before reverting to Bayonne for numbers 17-27. The major piece in the first issue was an article on U.S. envelopes by Philip La Tourette, a New York dealer. The only information on locals was a report that the black Allen's Despatch was a proof and asking for further information.

In whole #2, W.F. Bishop of Chicago wrote in to note that the black Allen (3L2) was authentic. This number also reported that a Confederate 2 cent red-brown (Scott Confederate #8) had passed through the Richmond, Va. mails in November 1883. This issue was also the first to bear Dr. Mitchell's name as co-editor. La Tourette had an advertisement in it stating he had the Brooklyn Ledger dispatch stamps (Scott 95L1) for sale or exchange for other locals.

Whole #3 contained no new local information, but #4 had an article by 'F.M.B.' on recent locals.' It noted that in early 1883, or perhaps late 1882, there had begun an

avalanche of new locals,

"Among the most prominent are the 'Allen's Dispatch' of Chicago, the 'City Delivery' of Cincinnati, which by the way I believe had a branch in St. Louis, Mo., and the 'Ledger Dispatch,' of Brooklyn, N.Y., and probably some others of which I have not yet heard.

"Of all I have mentioned, the 'Ledger' seems to be the only one that can furnish a clear and reliable history. In this instance the proprietor had no conception of the *needs* of collectors, hence there was no *preparation* made for them and unfortunately there are no remainders.

"Of the other ... they all exist in greater profusion than they did a few months ago, at the same time their market value is lower. Nothing has been written on the subject except the mere announcement of their issue or a little editorial chaff about them and I do not doubt that like the famous 'Hamburg locals' that in a few years they will have passed away and have been forgotten."

WEST TOWN LOCALS

Whole #4 also had an article by Haviland reprinted from *Stamp World* regarding the West Town locals. This piece noted that although the Scott listing reported the West Town was a 'college stamp of no value or franking power,' a space was provided for it in the Scott *Institutional* album. The article stated that Haviland's research showed the adhesives had a value of 2 cents and paid the postage from the school to West Chester, Pa. which was five miles away. He had obtained proof from at least eight different persons who attended the school between 1859 and 1861. He noted but two varieties (Scott 145L1 and 145L2) printed in bronze on white paper.

In issue #5 (February 1884), La Tourette had an editorial attacking the collecting of telegraph franks and express labels of the U.S., stating that to legitimize these was the road to stamp chaos. This issue also noted a Brattleboro provisional, the first sold for some years, brought \$175 at auction, while a

City Despatch Post buff (6LB2) went for \$75. In locals, it reported that,

"... over Boyd's City Dispatch in New York City hangs the following suggestive sign, 'Offices to Let.'"

Another report was that a bisected 4 cent stamp had successfully passed through the mails. In advertisements, La Tourette offered pairs of the Ledger Dispatch, while Handford advertised ten original U.S. locals for 20 cents. In the next issue, La Tourette advertised to buy genuine locals, while C.L. Brownell of Nyack, N.Y. advertised five Hussey reprints of 1873 for 20 cents.

BARNABAS BATES

Another item in issue #6 was a report that Mrs. James Simonet of Boston, daughter of Barnabas Bates (1785-1853) had arranged to have a marble bust of her father put in the New York post office. Bates was born at Edmonton, England and came to America as a child. He was a Baptist minister in R.I. and, for a time, collector for the port of Bristol, R.I. Philatelically, Bates is best known for his campaign for cheap postage.

However, as I discussed in my five-part *Chronicle* series (1973-4) he was assistant postmaster of New York circa 1833-37. In that post he developed the first U.S. carrier collection boxes in 1833. They were abandoned when he left office during the Panic of 1837 but were the forerunner of the later carrier collection system. He was also involved in the formation of the New York Penny Post company.

Philip La Tourette wrote the lead article in the March, 1884 issue (#6). It was on 'How to Find Locals' and advised going through old trunks. It highlighted the desirability of the green U.S. City Despatch adhesive over the buff or violet, as well as the heavy oval or thin neck Boyd adhesive varieties of 1844. Both the Kidder and Swarts locals were noted as being valuable along with the first Morse telegraph covers and handstamp locals.

The only local information in the April (#7) issue was the announcement of the

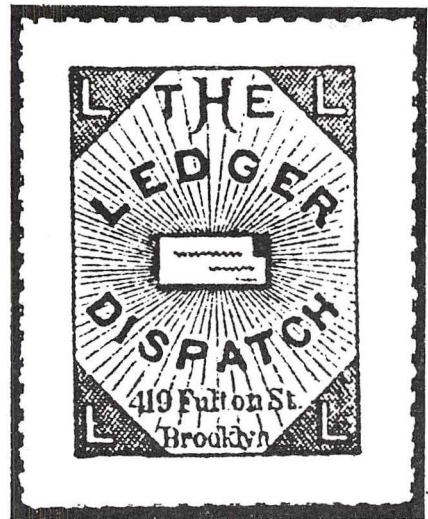


Figure 2: Genuine Ledger stamp.

Northern Pacific Express. locals franked envelopes. Issue #8 (May, 1884) saw the publication date shifted from the 15th of the month back to the first. The lead article, by 'Quixote' noted there was no such thing as a correct list of U.S. locals used prior to 1860, and that there were 'small posts' of little known districts that had never been brought to light, or, if they had, were viewed with suspicion despite their genuineness because no one could prove their authenticity. This issue also reported that the U.S. had a return letter adhesive that was known to only a few collectors. It was rectangular in shape, type printed black on yellow in a frame and perforated. It was not Scott listed, but served the same function as the return letter adhesives of foreign countries.

LEDGER DISPATCH

Issue #8 also had a reprint from the *National Philatelist* written by Philip La Tourette giving the background on the Ledger Dispatch (95L1), see **Figure 2**. It is the source for our knowledge of this local. La Tourette noted that in December, 1882, young Edward Pidgeon hired two rooms in the old Willoughby building at 419 Fulton St., Brooklyn, N.Y., issued a stamp, and hired a few carriers to begin the business. He

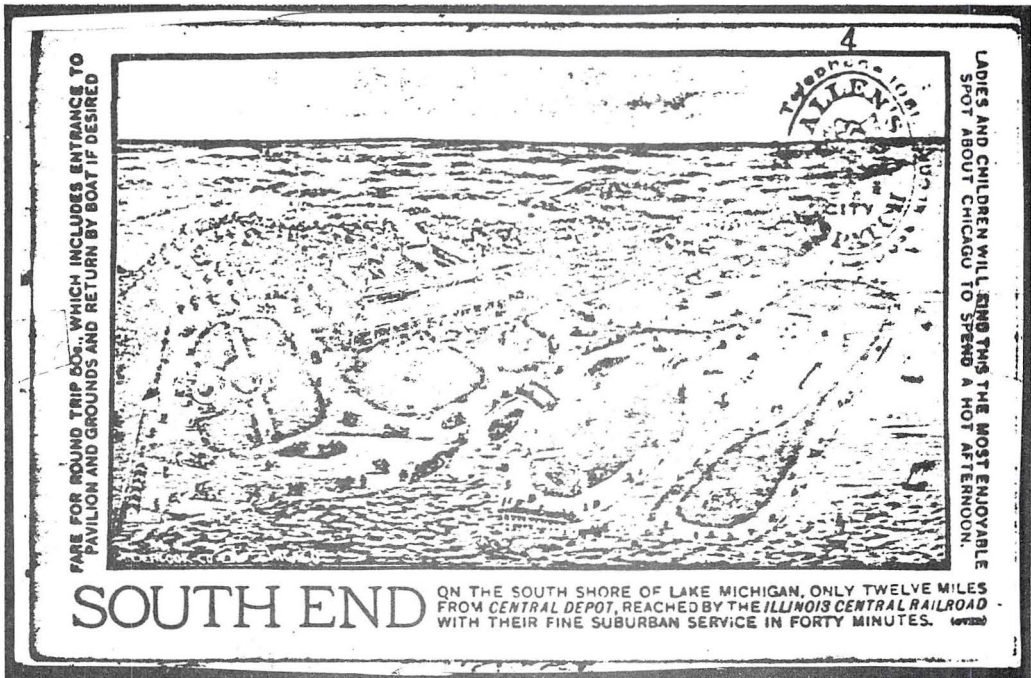


Figure 4: Allen's later telephone handstamp on a railroad circular.

added the patrons were a number of local business houses who found they could have letters delivered for 80 cents per hundred. This source article by La Tourette reported three issues of adhesives, the first in light pink, followed by a darker red printing and then a purple one. About the time the purple adhesives were issued, the postal authorities told Pidgeon his business was illegal. As he ignored this notice, the deputies of the U.S. Marshall's office closed his office, fined him, and destroyed all the adhesives remaining on hand. As these were the purple issue, it is very scarce. (Editor's note: The only purple copies to ever surface are fakes, as reported in an earlier *Penny Post* and may have been sold by La Tourette).

Pidgeon redeemed all his adhesives still in his customer's hands and left Brooklyn. The adhesives had a design of 19x26 mm, as illustrated in the *Specialized*, and were roulette-separated by colored lines. According to George Sloane, it appears Pidgeon sold no remainders. Sloane had never seen a purple adhesive nor any example on cover. He did report used examples with a straight-

"SOUTH END."

JUST COMPLETED AT THIS SPOT THE FINEST AND MOST ELABORATE

PAVILION

EVER SEEN IN THE WESTERN COUNTRY.

AT A COST OF ABOUT \$100,000.

Visitors will find a choice Restaurant, provided over by a first-class caterer, cooks and waiters; Bar with choice wines and liquors; Table d'Hôte and private Dining and Club Rooms; recent Ladies' Parlor and Resting Rooms; magnificent room especially fitted for dancing; a beautiful Park with ample shade and grassy lawn; broad airy verandas and promenades. The grounds and Pavilion beautifully illuminated with Electric Lights.

BOATING, BATHING, FISHING, CHOICE MUSIC, ETC.

This is the finest and most enjoyable resort in the West, situated on the south shore of Lake Michigan, easy of access by the fine suburban service of the

ILLINOIS CENTRAL RAILROAD.

Trains leave Chicago for South End daily, except Sunday.

8.20 A. M.	11.05 A. M.	1.10 P. M.	2.30 P. M.
3.35 P. M.	5.00 P. M.	6.15 P. M.	7.00 P. M.
8.05 P. M.			

Returning, leave South End for Chicago daily, ex. Sunday.

7.48 A. M.	9.39 A. M.	12.39 P. M.	2.54 P. M.
4.48 P. M.	5.29 P. M.	6.28 P. M.	7.54 P. M.
8.44 P. M.	9.44 P. M.	10.44 P. M.	

Sunday Trains leave Chicago for South End.

9.30 A. M.	11.05 A. M.	1.30 P. M.	2.30 P. M.
3.35 P. M.	5.00 P. M.	7.00 P. M.	8.05 P. M.
9.45 P. M.			

Sunday Trains, returning, leave South End for Chicago.

9.39 A. M.	11.04 A. M.	1.04 P. M.	3.24 P. M.
4.48 P. M.	5.29 P. M.	6.28 P. M.	8.44 P. M.
9.44 P. M.			

Above Trains stop at all Stations.

E. C. JEFFERY, General Superintendent A. H. HANSON, General Passenger Agent

PEOPLE'S BANK BUILDING

Figure 4a: Reverse of card above.

CHICAGO, ILL.

May 5th 1883

J. K. Tiffany Esq.
St. Louis
Mo.

Dear Sir:

In reply to yours enclosed would say that a person by the name of Edward Allen was arrested by me on Feb 5th last for collecting & delivering mail matter outside of the mails. Allen was found guilty & sentenced, his business stopped. Enclosed you will find two envelopes upon which are stamps used by said Allen. Allen's City Dispatch ceased doing business Feb 5/83.

Respectfully
Yours &c
J. Stewart
Postmaster

Photocopy from

Figure 3: Letter to Tiffany from the Post Office inspector who arrested Edward Allen on Feb. 5, 1883. Letter courtesy of Gordon Stimmell.

line 'Ledger Dispatch' blue killer, but noted they were rare.

The June, 1884 (#9) issue had a piece by La Tourette on the exchange of stamps by collectors, as well as a proposal by Dr. Mitchell that such an exchange was being formed in Bayonne, N.J.

ALLEN'S CIRCULAR DELIVERY

Also in the June, 1884 issue was a report that Allen was attempting to resurrect his local as Allen's Circular Delivery. This Chicago local post had been formed about October 1, 1882 and, according to a report from the government obtained by John

Tiffany, (see **Figure 3**), was suppressed on February 3, 1883. Harvey Karlan, in his *Chicago Postal History*, noted that after his conviction for violating Statute 3982 by establishing a private post in an area served by the government, Allen remained in the delivery business managing the Chicago Telephone Company's A.D.T. circular delivery service until 1884 when he began an independent business called Allen's Circular Delivery which lasted until May, 1885, when he reverted to the original Allen's City Dispatch name. This June, 1884 note in Dr. Mitchell's publication gives us the date of the Allen's Circular Delivery operation. The Chicago telephone operation is known with handstamps in 1883, as illustrated in **Figure 4**.

PACIFIC STEAM NAVIGATION COMPANY

The June issue also had a report on the adhesives of the Pacific Steam Navigation Company. It noted there were two values – one real for the half-ounce and 2 reales for the one ounce rate, both well engraved. The probable original color was 1R blue and 2R carmine, with the colors reversed later. According to L.M. and N. Williams' *Cinderella Stamps*, they were printed by Perkins Bacon in 1847-8, but not issued until December 1, 1857 and used only until February 28, 1858. Genuinely used, both are rare, particularly the 2R. The originals are on blued paper. Dr. Mitchell's publication notes reprints in pairs in various colors are known as well as extensive imitations or forgeries which can be told by their lithographic nature or inferior engraving.

In issue #10 (July 1884) Charles Coster had an article on the Pony Express, but it gave only general background. Issue #11 (August 1884) had a piece by 'Rambler' on the market manipulation of modern provisionals, bisects and surcharges. It focused mainly on those of the West Indies and Costa Rica including British Guiana and Dominica.

ST. LOUIS AND CINCINNATI CITY DELIVERY LOCALS

The August issue has an important piece by Dr. Mitchell that is the source for much of our knowledge about the St. Louis and Cincinnati City Delivery adhesives of 1882-83. He notes that in the latter half of November, 1882, a company was organized in St. Louis, Mo. to deliver letters and packages in the business district from its office at 506 Olive Street. The adhesive is Scott 131L1 and some 25,000 adhesives were printed of which 20,000 were sold and presumably used by patrons. The stamps were pink and typographed. The operation was not well regarded initially, but was a serious competitor to the government by the time it was closed circa February 1883 as an infringement of the government's monopoly.

On January 12, 1883, one of the firm's members was sent to Cincinnati to establish a branch office, known as the Cincinnati Delivery Co. at 64 West Street. Some 25,000 typographed adhesives of a darker pink were printed, but only 5,000 were sold and 3,000 actually used before the company ceased operation about three weeks later, circa February 5th. Reminders of the Cincinnati adhesive with a target killer are often found, according to George Sloane. For a full sheet, see **Figure 5**.

The suppression of the Cincinnati and St. Louis locals, as well as the Brooklyn Ledger Despatch were part of a concerted campaign by the government to eliminate the competition that was cutting into revenues. The most famous of the raids was the May 4, 1883 raid on Boyd and Hussey taking into custody 14 Boyd carriers and 11 of Hussey's as well as some 25,000 letters and circulars. As Sloane noted, in the *Annual Report* of the Postmaster General for the year ending June 30, 1883, there were an impressive number of actions, some contested, but that on advice of the Solicitor of the Treasury and recommendations of the District Attorney, the Postmaster General acquiesced in having the pending suits dismissed. In #12,



Figure 5: Full sheet with killer target handstamps in purple.

(September, 1884), Dr. Mitchell noted the St. Louis and Cincinnati company was compelled to redeem all uncanceled stamps at face value and to protect themselves before selling off the remainders, cancelled them. The pen-cancelled '3' however, was done by outside parties, see Figure 6. At no point did Dr. Mitchell state that J. Staley was the founder of the post, as reported by Needham and the *Scott Specialized*.

The final issue (#13) published in October

1884 contained no data on locals and carriers. The new *Independent Philatelist* also did not in its first three issues (#14-16). As Harry Craft had joined William P. Brown (proprietor of the Brown local, Scott 31L1-5) at 2-4 Stone Street in New York, the editorial offices moved with him. With #17 (February 1885), Craft resigned as co-editor and the publication moved back to Bergen Point, N.J. It contained a column on locals.

The local column opened with the com-

ment that the woman on the Pomeroy stamp was Mary Pomeroy, daughter of the proprietor. It followed with a comment that Coster had been unable to obtain reliable information on Waldron's Express, but Mr. Harris paid \$27.50 for an unused copy in New York on January 21, 1885. It follows with a comment from Blackham stating that the gold Boyd's on green, blue and crimson glazed paper was never used. These are Scott numbers 20L19-22. George B. Mason also stated he had never seen one genuinely cancelled in 20 years experience. Blackham's comment raises a question about the Scott cover listing for 20L21. La Tourette reported he had an example of the Adams' City Express, black on brown (Scott 2L2) which is not mentioned by Coster. He also suggested Coster was in error in stating the CITY DESPATCH was a New York company as he saw two on original envelopes addressed to Philadelphia parties, one bearing a Blood's postmark (Scott 41L1) and opined the adhesives were either issued by Blood or to a company absorbed by that local.

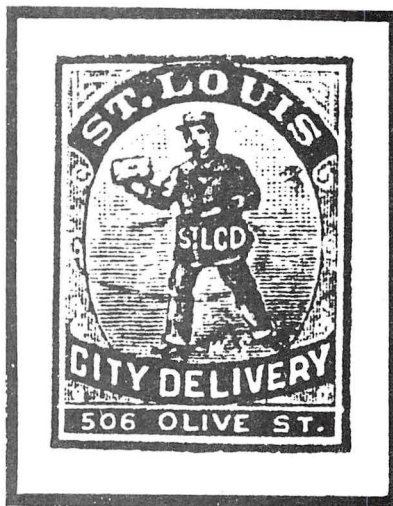
BROADWAY POST OFFICE LOCAL

The main feature of the March, 1885 issue (#18) was a Coster report on the Broadway local (Scott 26L1,2). It was the source for a good part of the Needham report. The article states the post was started in 1848 (a fact confirmed by covers dated May, 1848) by James C. Harriott (who died at Brooklyn in October, 1876) on the north side of Canal Street, first door east of Broadway and was moved in 1849 to 416 Broadway and in 1851 to 422 1/2 Broadway. Coster reported Harriott employed on average four carriers, and on extra occasions as many as 20. The charges were 1 cent on each letter or parcel to the U.S. mails and 1 cent on each circular and 2 cents on each letter delivered within New York City. One carrier's sole assignment was to carry mail to the postoffice.

The stamps were printed in sheets of 100



Figure 6: Examples with pencancelled "3" rates.



from a wood block, with the design being a 15X21mm rectangle with chamfered corners. The black on white represented 1 cent and the gold on black glazed paper represented 2 cents. (The current *Specialized* states the gold is also 1 cent, and usages support both rates at different times). He reports two handstamps, which I do not otherwise record, as the two earliest. The first is similar in design to the adhesives and was struck in red and black on unpaid letters while the second has the word 'PAID' substituted for the locomotive and was struck in red or black on covers prepaid in cash. (Edi-

tor's note: An exhaustive search sparked by these tantalizing references by several scholars over the last century has failed to find either handstamp).

Coster goes on to state that Harriott sold the post to Dunham & Lockwood in 1855 and they subsequently sold it to Charles Miller, who operated it until about 1862-63, when he died at Mamaroneck, N.Y. Sometimes, he added, the local post used to turn over matter it received to Boyd or Swarts for delivery but there was no contract with Boyd that Coster could find, either under Harriott or the subsequent operations.

Mitchell reports a provisional stampless 1 cent rate at Bergen Point on February 14 and 16, 1885 due to a shortage of 1 cent stamps and heavy drop letter mail. Approximately 60 covers were so handled.

In issue #19 (April, 1885), Mitchell authors a poem about the Brattleboro provisional and illustrates it with a modification of the Scott forgery. A request is made for information on Bradway's Despatch-Millville, which was sold in New York in October 1884 (Scott 21L1). (In his series on locals in the 1869 *American Stamp Mercury II*, S. Allan Taylor called this local bogus.)

In a piece dated March 23, 1885, John Tiffany discusses philatelic journals and notes that about 165 stamp papers have been published in America to that date and about 17 more were advertised but not published. About 1,000 numbers (about ten issues per paper) were actually issued. He notes the earliest was Taylor's *Record* of December, 1864 (ignoring the earlier Canadian issues), while the smallest was the *Memphis Philatelist* and the largest the *Louisville Philatelist*.

Issue #20 (May, 1885) contained the obituary of Harry Craft, who died on May 14th at age 21. Dr. Mitchell subsequently dedicated his series on locals to Craft. This issue also saw the first of a two-part article by I.C. Thornton on U.S. telegraph stamps. In it he highlights the Postal Telegraph Company's adhesives as the first pre-paid local telegraph stamps. He justifies it as a local by noting the company was formed to gather a group of

telegraph lines which would be offered to the Post Office Department under the belief the government was prepared to move into this business.

In Issue #21 (June, 1885) the telegraph article is continued. There is also a note that the Jersey City GAR Van Houten Post has the original mail bag used to convey Confederate mails from the Richmond postoffice to Jeff Davis' Executive Mansion.

The July, 1885 (#22) issue has a report from New York dealer J.T. Handford who sent specimens of Hussey's 1863 dial stamps (2 varieties) with 'Time Posted' at top and '50 Wm. St./ Hussey's Post' below a clock dial in the center and an 1865 copyright notice. The latter can be seen on pg. 134, while both can be seen in the notice on page 135 of Warren Hale's *Byways of Philately*. (See also **Figure 7**, an A.C. Kline/Hussey broadside provided courtesy of William Bomar and Gordon Stimmell). In the following issue (#23), it was noted the blue on white 'Time Posted' was shown by Dr. Mitchell at the October 12, 1885 meeting of the National Philatelic Society. New colors for the B&O Telegraph stamps were also reported in that issue.

Issue #24 did not appear until November 1890. The lead article was on postal currency and was reprinted from *Harpers*, where L.E. Chittenden authored it. Chittenden's local collection of 56 lots was sold as part of his general sale Jan. 21, 1884 by George Leavitt. There was an advertisement of the *Independent Stamp and Publishing Co.* that was now importing and trading in stamps. A.C. Mitchell was in charge (Dr. Mitchell's son?).

MERCANTILE LIBRARY

The Mercantile Library adhesives (Scott 105L1-6) were the feature of issue #24. It was authored by Dr. Mitchell. He noted it was the largest circulating library in New York and had a prepaid book delivery service as early as 1867. By 1869 a horse and wagon was needed. There were but two interruptions until 1890. From

GEORGE HUSSEY,
50 William Street, New York,
LOCAL AND EXPRESS STAMPS,

THE LARGEST ASSORTMENT TO BE FOUND ANYWHERE.

Also, the New York P. O. 5 cent Washington Oval black and four essays, and many of the genuine Confederate Stamps, at reasonable prices.

SEND FOR CATALOGUE DISCOUNT TO DEALERS.

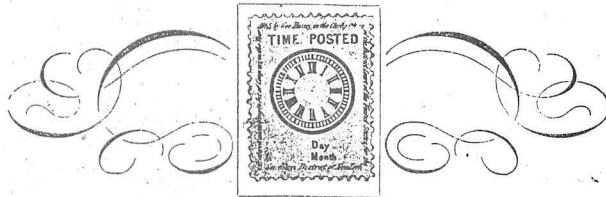
FOR SALE AT

HUSSEY'S INSTANT SPECIAL MESSAGE POST,

No. 50 William Street, New York.

"HUSSEY'S POSTAL LABEL."

This is a new, original, and very useful little Stamp just now becoming popular, and having a large sale. A specimen is given below. It is the size of the Postage Stamp. In its center is a miniature clock dial, with the figures 1 to 12, without hands, and underneath are the words—Day—Month—



Its object is to show the recipient of a letter just the hour and day the letter was mailed, that in case of its non-receipt at the proper time, the blame can be placed on the right party. It very frequently becomes not only an object of great interest but of importance to know just when a letter was mailed. It serves as a monitor to the Postman, to the Post Office clerk, and to the recipient. The party sending a letter marks a pointer at the hour it leaves his hands, and also fills out the blank below with the month and day. It is for sale at 15 cents per hundred at

Hussey's, No. 50 William Street, New York.

J. A. NUTTER,

Wholesale and Retail Dealer in

FOREIGN POSTAGE STAMPS,

No. 519 P. O., Montreal, Canada.

Price Lists forwarded on application.

S. ALLAN TAYLOR,

Publisher of the

"STAMP COLLECTOR'S MONTHLY RECORD,"

AND DEALER IN FOREIGN POSTAGE STAMPS, &c.,

Box 179 P. O.,

Albany, N. Y.

PAGE FROM WM. H. HILL JR. & CO ALBUM - BOSTON 1865.

Figure 7: Fascinating broadside with Hussey alongside two strange bedfellows.

the library's 1870 report, Mitchell noted:

"As a means (of servicing persons who found it inconvenient to personally apply), small order boxes were several years ago prepared and appropriately marked to designate their use, and stationed in convenient parts of the city for the reception of orders.

"These orders in blank were obtainable at the library, and stamps (in the shape of ordinary postage stamps) were prepared and sold at 5 cents each in order to make good to the institution the expense of delivering the books.

"Every day the orders were collected and

the books thus called for were delivered as directed by the various applicants.

"This system was deservedly commended but not altogether satisfactory ... It was, therefore, simply impossible to locate our boxes within the convenient reach of all or even a very considerable part of our members. It was also a matter of no little time and expense to collect the orders. These were the material objections to a continuance of the old system provided a better plan could be found.

"And during the past year a plan has been developed which is believed in the main insusceptible of improvement. Blank orders in the form of a square envelope imprinted with the 2 cent government stamp on the outside, and with the 5 cent library stamp on the inside, are issued at the library at the rate of seven cents each or in packages of 15 for one dollar. These blanks when filled out are sealed by the borrower and ready for deposit in any of the street letter boxes, which being attached to almost every other lamp post within city limits are easy of access to every member.

"The orders are collected with postal precision and are delivered to the library several times each day. The delivery of books thus called for follows promptly as a matter of course, a horse and wagon being constantly employed for the purpose.

"The new system excels the old in the convenience to members, economy to the library, and certainly merits the large patronage it enjoys.

"The book delivery department is self-supporting even at this early date and is believed to be capable of affording an appreciable revenue with its increased growth.

"The number of books delivered during 1869, prior to the beginning of the stamp system, was 8,428 up to April 1st. On the advent of the stamps this increased to 11,184.

This was under the management of the librarian, Mr. A.M. Palmer and his assistant, Mr. George Coope.

"In 1870, 11,880 books were delivered, and in 1871, 12,869. During this year the

horse and wagon was sold and a wagon especially built for the service and a fine horse purchased. In this year (1872) the number of books delivered fell off to 12,306.

"In 1873, on October 1st, the department not paying the expenses, the outfit was sold.

"In the following September, 1874, the board of managers resolved to renew the system of delivering books at the residences of members. Books are now sent to any part of the city below Sixtieth Street for 10 cents each. Instead of using a horse and wagon as under the old plan, messengers are employed, which in addition to being more economical, gives equal satisfaction. From October 1st, 1874, to the end of the year, April 1st, 1875, 2,422 books were delivered. The department is nearly self-sustaining.

"Since that date to within a year or so the service has been continued, the plates, however have become lost or wiped. Even the stones are not to be found, and a United States post card with the request was sold at six cents. The series as near as I have been able to make it up is as follows:

- 1867, 5 cent blue on white
- 1869, 5 cent black on white
- 1871, 5 cent (7 cent) on white on inside of 2 cent U.S. envelope.
- 1874, 10 cent black on yellow.
- 1875, 10 cent ochre on reverse of first issue U.S. post card.
- 1883, (?) a 5 cent adhesive on third issue U.S. post card.
- 1886, 5 cent slips sold at 5 cents each unstamped.

"I am inclined to believe that there are even more varieties of these interesting local private stamps, but those now in charge of the institutes are unable to assist me in completing it ... Note: When in Philadelphia in February, 1888, I stopped in at the Mercantile Library of that city and showing them the New York stamps was told that a similar system had been in use, but was unable to secure more information."

As can be seen from Dr. Mitchell's ac-

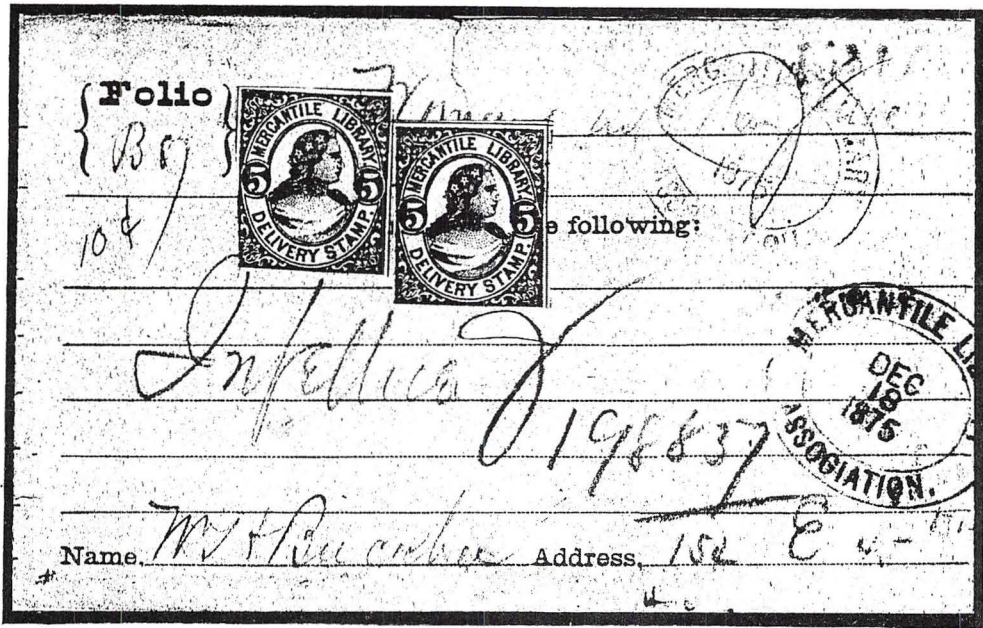


Figure 8: Mercantile Library card with the 10 cent delivery rate.

count, the date in the current Scott *Specialized* is wrong. The 5 cent blue (105L3) is actually April, 1867, the first item issued (see **Figure 8**). The 105LU1 (10 cent on the back of the first post card of which two examples are recorded) is probably Dr. Mitchell's ochre of 1875. The 105L6, 10 cent black on yellow, would be the issue of 1874.

There is a fair probability that 105L2 (5 cent black on yellow) is either the 1869 black on white reported by Dr. Mitchell or else the 1871 5 cent item found inside government 2 cent envelopes.

Dr. Mitchell does not record either the 5 cent maroon (105L1) nor the 6 cent maroon (105L5) which is reported by the *Specialized* as a different size, and represents a printing from a different lithographic stone. However, it is possible both it and the 5 cent maroon represent examples from the Philadelphia Mercantile Library instead. Gordon Stimme elsewhere in this *Penny Post* says a newly discovered handstamp on two copies of 105L5 supports this. As can be seen, Dr. Mitchell records several items missing from the Scott listings, which are inaccurate. According to *Rickett's Index*, this Mitchell study predates any other on the subject.

FEAREY'S MUSTANG EXPRESS

Whole #25 (December, 1890) continues Chittenden's article on postal currency. It also contains a notice of the death of Jabez Fearey. Mitchell reports that he was the local manager of the Postal Telegraph office at Newark at the time of his death at Matawan, N.J. on November 16, 1890. Earlier, he was a clerk in the American Telegraph Co. in Newark and then local manager of the Western Union company, using that company's city lines as a district telegraph company. Mitchell added:

"He was proprietor of the Mustang Express of Newark, a local post that run (sic) in that city several years ago, the history of which was published in the *P.J. of A.* at the time."

This *Philatelic Journal of America* article can be found on page 222 of the 1887 issue. I have not checked it, but Henry Needham may have used it as a source for his statement that Fearey stated during his lifetime that the 66L1 black on red adhesives (see **Figure 9**) represented a value of 1 cent each and were legitimately issued and used in his business.

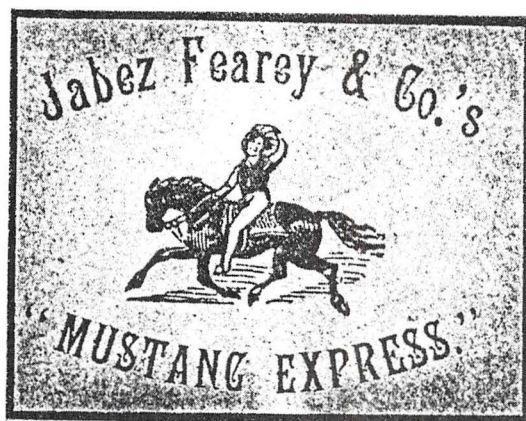


Figure 9: The Fearey stamp.

A final philatelic item in issue #25 was the report from the *New York Tribune* of Nov. 4, 1890 that for the first time in its history the New York postoffice ran out of stamps that day. Only the retail window was open and had over \$300 of 1 cent and 2 cent stamps but ran out by 3:30 p.m. The wholesale clerk was called to come in but it was 4:30 before he could get a fresh stock out of the safe.

In issue #26 (January, 1891) Mitchell refers to his *Quaker City Philatelist* article 'History' and its chronological table which included a reference to a Jamaica, L.I. post of post-colonial days and quotes a hand-bill of the Jamaica Stage of John Van Nostrand of May 21, 1791. The rate for letters was 3d each, prepaid. He adds that Mrs. Hester B. Warner, mother of William A. Warner, N.Y., often travelled in this stage and received letters in Brooklyn delivered by Van Nostrand long after 1791.

Another report in this issue is that of the provisional issued by the U.S. postmaster at Harbortown, Block Island, R.I. circa 1845, which has become lost to history because of the limited mails as the island was not then a summer resort. Dr. Mitchell also notes the Elizabeth, N.J. postmaster stamped up envelopes by the package and subsequently accepted them as prepaid (another unlisted provisional).

Finally, this issue reports that F.W. Hunter, a well-known New York dealer and collector

and then editor of the *Metropolitan Philatelist* had written his thesis at Columbia University on 'Local Posts of New York.' I have never seen it cited in philatelic literature. Hunter's holding of 77 lots of carriers and 248 lots of locals was sold at auction on Jan. 10-16, 1900 by Henry C. Merry. Some were illustrated.

The final issue (#27 of February, 1891) contained an offering of pre-cut stamp hinges at 10 cents per 1,000 from the *Independent*. The main feature of this issue was an article on a local, Scott 152L1.

FAUNCE'S PENNY POST

Mitchell notes that Atlantic City is separated from the rest of New Jersey by bays and inlets and, during summer has many transient inhabitants, principally from Philadelphia. Consequently, there was a large mail, and, as cities less than 20,000 in size did not get free delivery, there was a need. A carrier service similar to that in vogue in Asbury Park, Ocean Grove and Long Branch, N.J. came into being. The first philatelic announcement was in the *Philatelic Monthly* in 1884, a source not found in *Rickett's Index*, which terms the local bogus. Dr. Mitchell notes:

"Letters addressed to Faunce's Delivery, to the Penny Post, Atlantic City, and to other similar names were 'Returned to the writer.' A letter to the late Mr. Durbin (a major stamp dealer and founder of Bogart &

Durbin) elicited the following reply:

“Phila. Nov. 30, 1886.

Dear W.H. Mitchell.

Dear Sir: -- Yours received. I can give you but little information about the Atlantic City local. Last summer I received a postal card from the proprietor offering them for sale. As I was going down there in a day or so thereafter, I so informed him (or them) and appointed a meeting. A young man called on me at the hotel, showed me samples and offered to supply them cancelled or uncanceled, for so much per 100. I gave him an order to send 100 to me at Philadelphia but never heard anything further. I think they must have been gotten up to sell.”

Mitchell reports that “Mr. E.R. Aldrich (Era) seems to believe in them and called my attention to nearly all the press notices of this post.”

In the November *Northwestern Philatelist*, Pg. 6, Aldrich reported that Mr. A.S. Faunce, in the fall of 1884 started a letter delivery to and from the post office. The service was well accepted and in April 1885 a 1 cent adhesive appeared (see **Figure 10**) for use with the 12 drop boxes Faunce had distributed around the city. After the stamp was issued the boxes were increased to 20. The stamps were die cut, like some Boyd's. Twenty-five cents per week was charged regular customers, and tickets, like milk tickets, valued 1 cent were used to make change. The large commutation tickets being punched railroad style when the weekly 25 cent bill was paid on washday, Monday mornings.

Mr. Faunce is described as elderly and wears a G.A.R., not an A.P.A., button. Durbin's man was young and was timid in letting him have the labels. Mitchell concluded that an elderly Mr. Faunce ran a delivery service until carriers were put on. He also concludes that a young man got stamps that were used as well as some not defaced. This young man would not have been an employee or else Mr. Aldrich would have known of it. A poem by D.W. Osgood in the *Stamp* of August 1886 indicates that by then the operation had ceased and questioned any of the ‘spoolist labels’ as bogus.

Faunce himself wrote in the *Western Philatelist* of March, 1887 (pg. 41):

“I started Faunce's Penny Post in April, 1885 and got my stamps made. I use stamps, checks and punches.

“I carry by the week and by the piece. When by the piece I have a card with my business on it and on the arrival and departures of the mails, and as I bring the mail I punch the card, collecting on Mondays.

“In the summer, it pays, but the winter does not pay. I suppose we will have free delivery soon, then I shall have to stop. Respectfully, A.S. Faunce.”

Hackney & Bolt appears to be a rival concern using the same procedures.

I should like to dedicate this article to the late Sol Altmann who searched many old philatelic journals to supply Elliott Perry with source data. His work supplied me with a good deal of information about Dr. Mitchell.



Figure 10: Faunce's local.

MORE ABOUT THE NEW YORK PENNY POST

By Robert B. Meyersburg

A revised listing of the New York Penny Post is presented at the end of this article, thanks to the careful record-keeping of Dale Forster (Portland, Oregon), who added 14 covers to the list, and Herb Ashendorf (Hallandale, Florida), who sent illustrations of his three covers, including one unique collection to the post office of a drop letter – a very rare use of any local or carrier.

Included in Dale Forster's list are two more covers to the mails – one to Albany, N.Y. and the other (the earliest cover in the list) with the address obliterated but a clear strike of the New York postmark. Cal Hahn contributed two covers, dated March 7, 1840 and April 1, 1841.

A large percentage of the city letters originated outside the mails from Troy, NY, Montreal, towns in Maine and Nova Scotia. It is interesting to note that this pattern is repeated in both the New York and U.S. City Dispatch Post operations.

We are now getting a clearer picture of the New York Penny Post. With ten per cent of the recorded covers being collections to the mails, and with a drop letter collection (the balance of the 52 reported covers being city letters), we see that the New York Penny Post set the pattern for all subsequent local and carrier services. There are no deliveries from the mails or from drop letters at the post office – but then we have no reason to expect to find them. The Postmaster General never authorized deliveries from post-offices to non-government organizations.

Readers, we are finally getting this local into focus. Please review your holdings and see if you have any more covers to the mails, or unlisted covers, or any other interesting aspects of the post to report.

RED HANDSTAMPS (all 1840)

January 29 (to the mails) 10 o'clock
February 1 3 o'clock PAID
February 8 3 o'clock PAID
February 10 PAID
February 27 2 o'clock
March 7 10 o'clock PAID
March 26
April ? 3 o'clock
May 2 to Philadelphia
June 23
October 3
November 3
November 6
November 10 to Royalton, VT PAID

BLACK HANDSTAMPS

December 9, 1840
December 28, 1840 10 o'clock
Dec 29, 1840 10 o'clock to Gainsville AL
January 16, 1841 o'clock to Albany, NY
January 22 o'clock
January 24
February 15 PAID (valentine)
February 15 (valentine)
February 15
February 27 3 o'clock
March 2 June 19
March 26 3 o'clock June 23 10 o'clock
April 1 June 24
May 3 June 29
May 4 June 29
May 9 August ?
May 10 August 2
May 15 August 10
May 18 August 18
May 27 August 19/20
May 28 September ?
June 15 September 2
June 15 slash 1 DROP Sept 4 3 o'clock
June 18 September 9

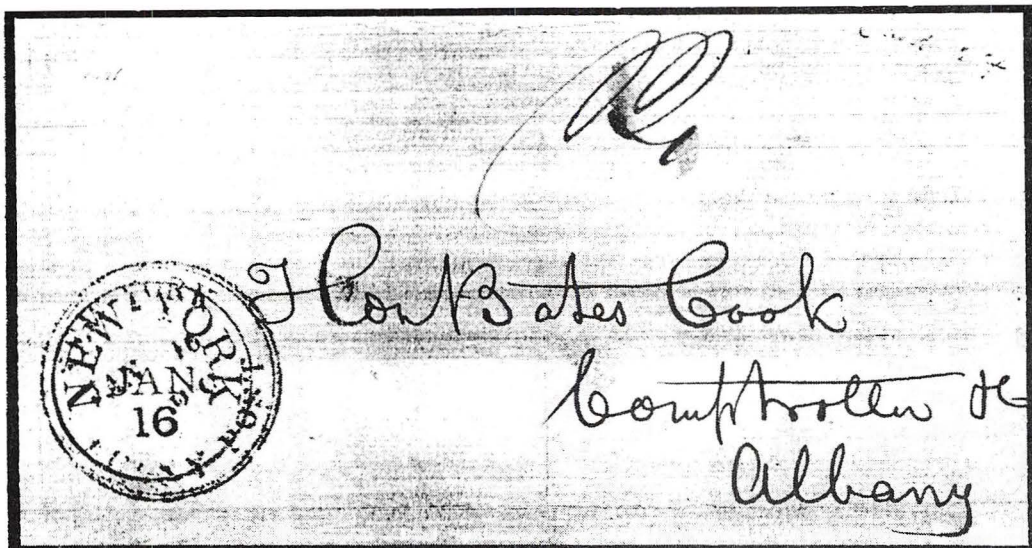


Figure 1: Overlapping handstamps on Jan. 16, 1841 use.

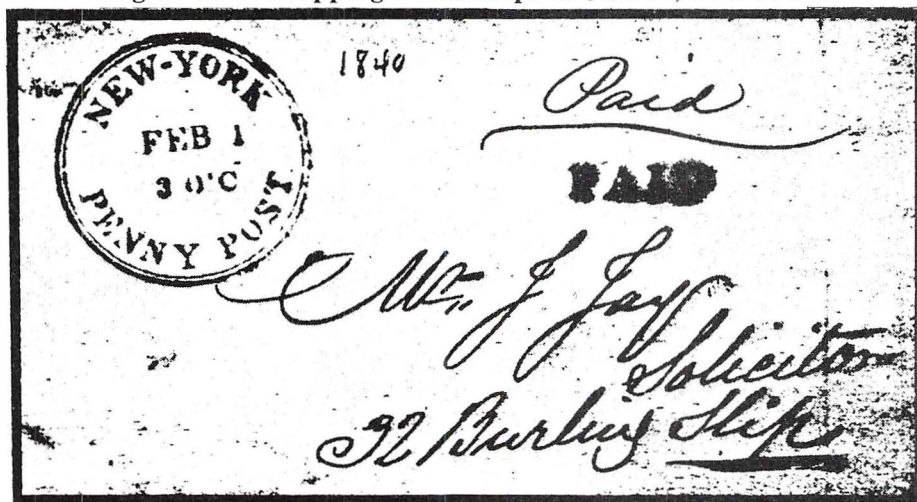


Figure 2: Very early use – Feb. 1, 1840.

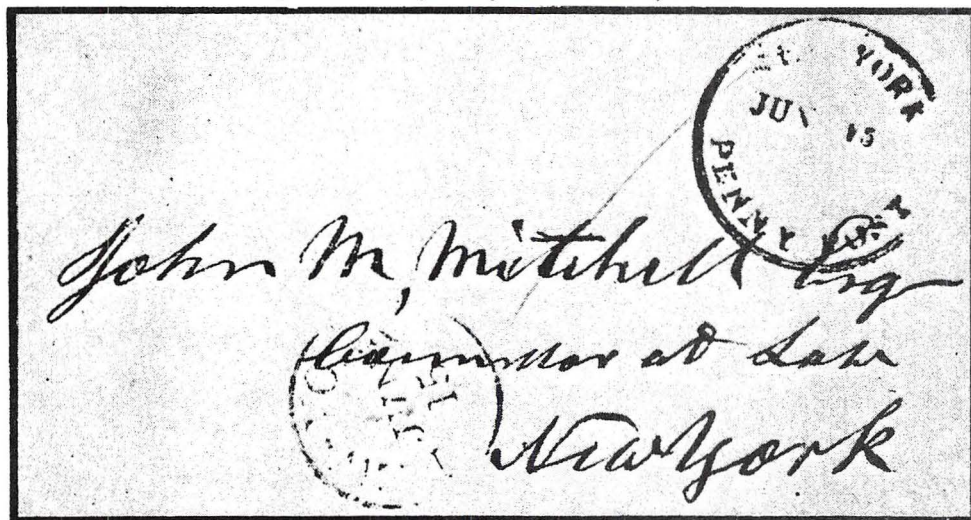


Figure 3: June 15, 1841 cover with slash "1" – a rare drop letter usage.

ATTEMPTS TO PREPAY CARRIER DELIVERY

By Donald B. Johnstone

HOping to avoid the famous Ashbrook-Perry controversy as to whether or not a person could prepay the carrier delivery fee, I offer a few interesting attempts.

My article in the January issue on Portland, Maine alluded to occasional attempts, during the carrier fee period, particularly from 1860 to 1863, to prepay the carrier delivery fee by the application of 1 cent additional postage on letters addressed to another city.

One does occasionally see covers of the period posted in a city having no known carrier collection and each bearing 1 cent in postage over that required for transmission of a letter to its addressee in another city. Whereas they may represent prepaid WAY fees, more often they are attempts to facilitate carrier delivery in a city known to have post office carrier deliveries.

Examples of this are shown in **Figure 1** which originated in Waltham, Mass. and in **Figure 2** which originated in Holyoke,

Mass. Both are addressed to Boston which did have a carrier system. It seems likely that the recipients were not relieved of the 1 cent delivery charge.

An unusual example of a 3 + 1 cover appears in **Figure 3**. Posted in Old Point Comfort, Va. with 4 cents in postage, this may represent an attempt to prepay carrier delivery in New York City. The letter, however, was overweight, so the Due 3 handstamp was applied, and the pencilled 4 was the New York carrier's instruction to collect 4 cents from the addressee.

Figure 4 is a September 25, 1863 example of misunderstanding the post office regulation following the Act of March 3, 1863, which set the drop letter rate with delivery at 2 cents. The sender used 5 cents in postage to prepay postage from Boston to New Rochelle and 2 cents for local delivery, a misunderstood regulation which accounts for such misrated covers during July, August and September of 1863 until the public came to understand that delivery was free.

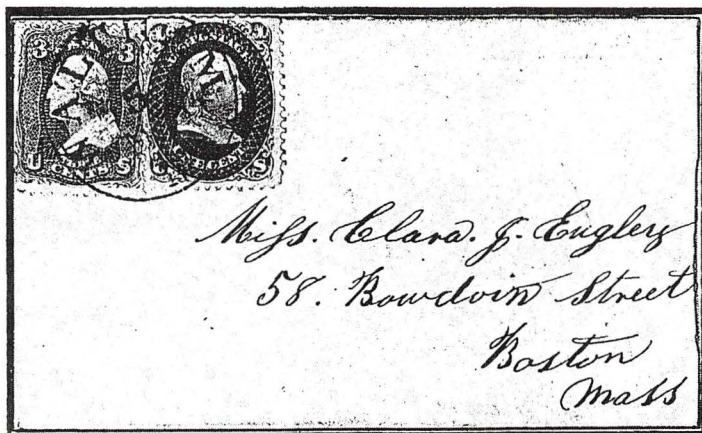


Figure 1: One cent postage for attempted prepayment of carrier delivery in Boston on cover from Waltham, Mass.

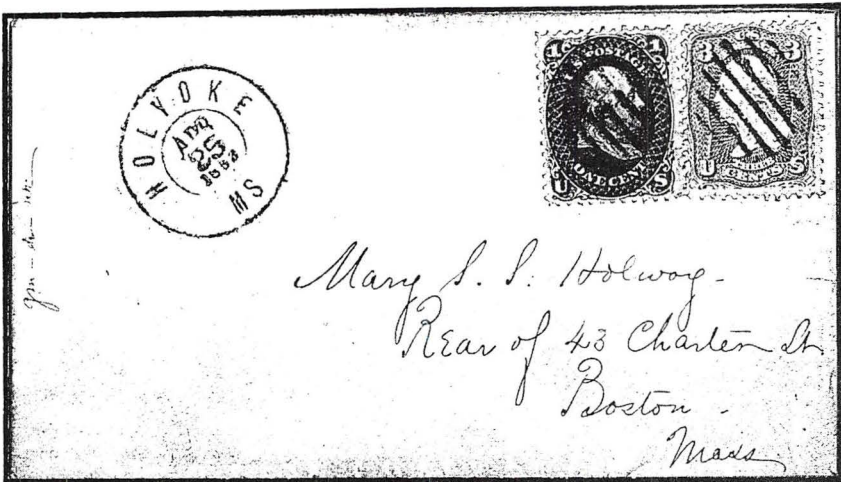


Figure 2: One cent postage for attempted prepayment of carrier delivery in Boston on cover from Holyoke, Mass.

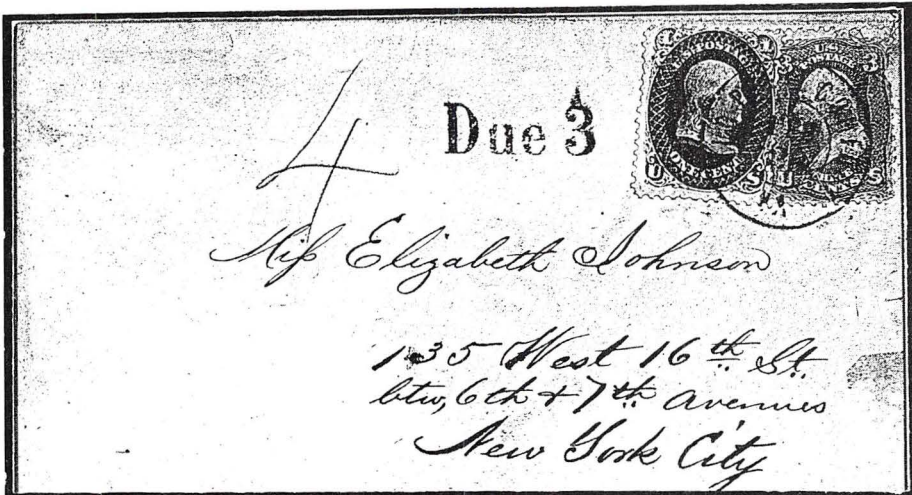


Figure 3: One cent postage attempted prepayment of carrier delivery thwarted in New York City.

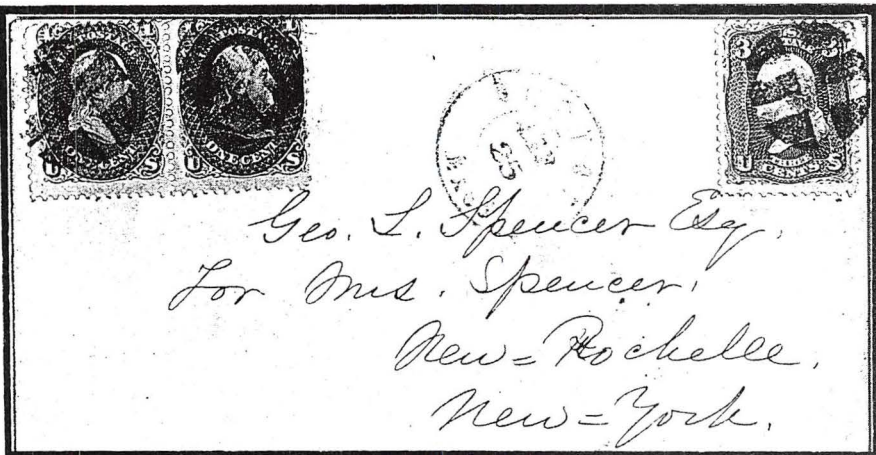


Figure 4: Attempted prepayment of carrier delivery after July 1, 1863 when delivery was free.



Figure 1.

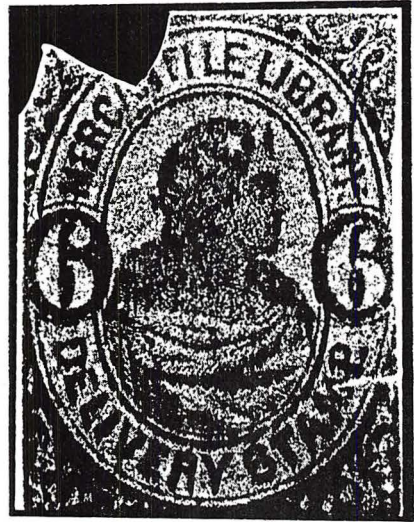


Figure 2.

MAROONED IN PHILLY

By Gordon Stimmell

The maroon six cent Mercantile Library Association stamp, 105L5, has always exuded an air of mystery. Why is its value six cents? The going rates, according to actual New York library records, were five or ten cents. And why is it larger than the other Mercantile Library stamps? This makes no sense at all.

Cal Hahn, in this issue of *The Penny Post*, reports an early speculation by 'Doc' Mitchell that perhaps this 'ugly duckling' MLA stamp was not from New York City, but from the Mercantile Library of Philadelphia. This might help account for the fact that no library records have come to light documenting this stamp in New York.

Recently I acquired a battered copy of the six cent stamp with a faint handstamp very unlike the usual oval used by the library (see **Figure 8** in the Hahn article). Instead of an oval, this handstamp is round (see **Figure 1**). The marking is faint but it is clear the initials "M. L. A." are used instead of the written out

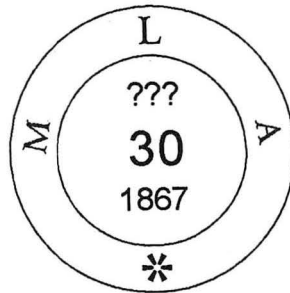
form of the association, at roughly 10, 12 and 2 o'clock. An asterisk is at 6 o'clock in the same double circle.

A date occupies the center, with the day ("30") clear, the month above obscured by the maroon design, and a faint year date below reading "186-", perhaps 1867 or 1869.

The presence of such an unrecorded handstamp lends credence to the Philadelphia theory. Now, another copy has been located with the help of Tom Mazza in the Sloane archives. This torn copy (see **Figure 2**) bears the edge of a round handstamp as well, with a bit of the "L" of "M.L.A." barely visible when viewed under orange acetate, a trick I

learned when deciphering Islamic town script on poorly printed Ottoman stamps.

Nothing, for now, is proven. No library historian in Philadelphia could ever recall that the MLA of that city issued stamps. Check your collections – there must be more than two such stamps with such handstamps in existence!



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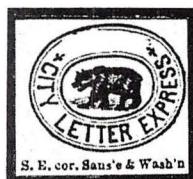
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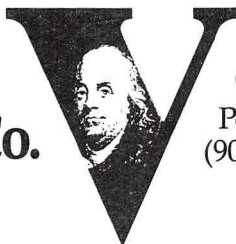
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