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THE PENNY POST

Official Journal Of The Carriers And Locals Society

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, President. E. H. PERKINS, Jr., Cashier. EDW'D TOWNSEND, Assist. Cashier.

The Importers' & Traders' National Bank of New York,
New York, June 22 1877.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, Jr., Cashier.

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.
<i>Flint</i>			<i>5000</i>
	<i>Cur</i>		

Please send Pass Book, with this notice, and withdraw unpaid collections.

J. J. Abbott

2566147

Unlisted Boyd's 1877 Bank Notice with Type L68 corner.

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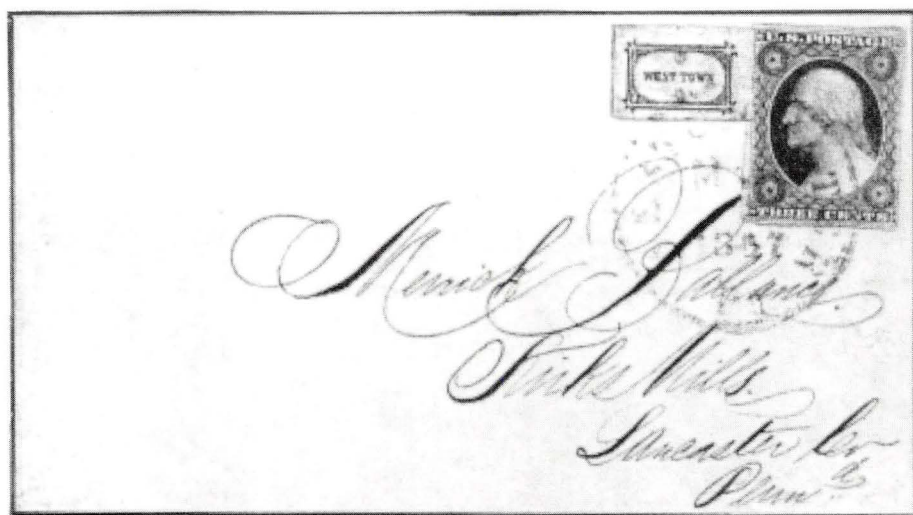
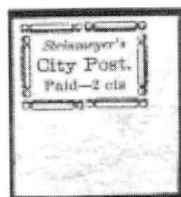
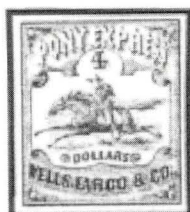
THE LINDSAY LOCALS

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BLOOD'S SMALL "PAID" STAMPS

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THE PENNY POST

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Editor's Message

I wish to thank the Board of Directors and the members of C&LS for the special commendation for my work as Editor of *The Penny Post*. It is my pleasure to serve you.

We wish to welcome our two new Board members – Gordon Stimmell and Eric Karell. We now have a nine member Board of Directors.

We also welcome Alan Cohen as our new auction manager. If you have items to sell please contact him to get details of our first Society auction. We would also appreciate items donated to the Society for auction.

The first thing that you will notice in this issue is that there are eight research articles, all by different authors. The diversity and depth of these articles is a tribute to our Society members and is a good representation of what our members collect and study.

The first article by John Bowman, our Society President and a leading authority on Boyd's, is a proposed revision to the *Scott Specialized Catalog* for the listings of Boyd's Bank Notices. This material is extremely scarce and has suffered from a lack of research and updating since Cyril dos Passos published his work in 1968. We thank John for this research which took a very long time and went through many revisions.

The second article, by Norman Schachat is a very interesting story about how the eBay of today triumphed over the Philadelphia Eagle City Post and Magnetic Telegraph Messengering Department handstamps, 153 years after usage.

Don Johnstone is a specialist in carrier stamps and their usage. In the third article Don points out that this is the 150 year anniversary of the use of the red star cancel.

Stampless covers are a very important part of the history of locals. Some companies never issued adhesives. Calvet Hahn is arguably the world's foremost authority on stampless covers. In the fourth article he presents us with a thorough study of the Lindsay Locals.

Don't be fooled by the title of the fifth article. Eric Karrell's analysis of Boyd's bisects on cover is an intensive study which is very nicely presented and makes for good reading.

Dr. Vernon Morris is a specialist collector of Philadelphia postal usage by the private local posts. He has written an article on the Blood's small "PAID" stamps. As he points out this stamp, after first appearing in 1848, is now scarce today.

The last article by William Sammis is a very thorough evaluation and study of Piercy's Express Company. Bill specializes in express labels and has given us some thorough research with a good eye for detail. Bill, we thank you for this great work.

Once again I must thank my section heads for their extensive help editing, proofing and contributing their efforts to these articles. Also thanks to my "additional helpers" who are not on the editorial board, for their contributions in the form of commentary, proofing and contributing their efforts for the betterment of the research articles. I hope that you enjoy this presentation.

Larry Lyons

President's Message

By

John D. Bowman

I have just returned from Westpex 2001 in San Francisco, where our Annual Meeting was held. If you have not heard by now, member **Carmen Puliofito** won Best of Show for his exhibit on 1844 Independent Mails. In addition, **Marty Richardson** won a Gold Medal for his Boyd's exhibit, and **Don Johnstone** captured a Vermeil with his exhibit of U.S. Carriers.

These awards speak volumes for our Society and the field of carriers and locals. Since the birth of our Society in 1990, major changes have been made in the Scott catalog; the sales of the Hall, Golden and Schwartz material brought items to market that had not been seen for many years; eight volumes of scholarly research in *The Penny Post* have been published; Lyons' three-volume Identifier was published, bringing together most of the known information about fakes, forgeries and bogus issues; and the Society is still strong after a dormant period.

Those of you who bid on eBay know that forgeries of the locals and carriers have been selling for much more than they ever have. The Internet is providing a new medium for our hobby, and by the time you read this, you will be able to visit the C&LS website at <http://pennypost.org>.

Because the costs of publishing have been increasing, the Board of Directors voted to increase dues to \$35 per year. We hope you feel *The Penny Post* and the other services provided are worth it. We hope to add new member benefits, such as access to electronic versions of back issues of *The Penny Post*, a mail auction, continued updates to the Scott catalog, etc. If you have ideas for us, please let us know. We are aiming toward a target membership goal of 300 members. Please conscript new members!

The next annual meeting will again be held in conjunction with the US Philatelic Classics Society, at Texpex in Dallas in April 2002. We will have members and directors meetings, both of which are open to all members of the C&LS.

Larry Lyons received a special commendation from the Board of Directors and members present for his successful editorship of *The Penny Post*. Larry has also been the driving force behind the committee to update the *Scott Catalog*.

We are planning a fund drive in memory of Richard Schwartz and Sherwood Springer, whose recent passing reminded all of us of their contributions to our cherished hobby. We are also planning to develop an annual award in their honor. More information on this will be forthcoming.

Our collecting area is in a growth phase, as is our Society. Please help by (1) maintaining your membership, (2) asking others to join, (3) visiting our website, (4) writing up your research or thoughts about locals, carriers and expresses and sending them to Larry Lyons, (5) preparing an exhibit, and (6) brag about *The Penny Post*. Thanks!

Proposed Revisions To *The 2001 Scott Specialized Catalog* Listings Of Boyd's Bank Notices

By

John D. Bowman

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The 2001 Scott Specialized Catalog incorporates many favorable changes in the local and carrier post sections. The editors are to be commended for continuing to make these long-needed updates suggested by the Carriers and Locals Society. Work still remains to be done to improve this section to the level of scholarly accuracy evident in the postage stamp section of the catalog. For example, several errors and omissions exist for the Boyd's bank notice postal stationery, and the purpose of this article is to review what is known about the history of these items and to propose revisions based on research of previous students and known specimens. **Four new bank notices and two varieties of two bank notices are described. One of the new items is a postal card. Revised Scott numbering is proposed to include the new items.**

The bank notice delivery service for the Importer's and Traders' National Bank of New York was one of the ways by which Boyd's City Dispatch survived in business long after other private posts closed. The earliest known Boyd's bank notice is dated January 23, 1874, well after the period that local posts delivered mail (although earlier bank notices using perforated adhesives may exist). As a result, these notices have not received a great deal of attention by students, and some locals collectors do not bother with them at all. One might say that they are the postscript to the story of the independent mails and local posts. In a similar vein, the express companies turned to the delivery of parcels and valuables. No matter how one might choose to classify these items, the fact remains that each bears the impression of a die used for Boyd's stamps or postal stationery. Furthermore, the dies used on the bank notices were used contemporaneously with those used on Boyd's stamps and postal stationery.

Previously published research

In 1968, Cyril F. dos Passos published his research on Boyd's Dispatch envelopes (1878-1883)¹ which included a description of a new Mercury type (L70). In this article, dos Passos pointed out that type L70 replaced what was then noted to be design type L65, that of the first Mercury stamp. The new L70 design shows a line extending from the front of Mercury's foot. His suggestions for revising the catalog were integrated in their entirety, except that the catalog editors changed his suggested listings for 20LU32A-20LU34 to 20LU33-20LU35.

The second half of dos Passos' article² was in 1969 (on the subject of Boyd's bank notices) and did not result in catalog changes, although his research

¹ Dos Passos, C.F.: Notes on Scott's listing of Boyd's Dispatch envelopes (1878-1883) with a description of a new Mercury type. **The American Philatelist**, 82:1001-1004 (Nov) 1968.

² Dos Passos, C.F.: A revision of Scott's listing of Boyd's bank notices. **The American Philatelist**, 83:121-128 (Feb) 1969.

was substantially correct. The errors in the catalog on the bank notices include omitted varieties and erroneous type designations, which cause confusion among collectors. Since dos Passos' 1969 article on the subject, more information has come to light, and the author wishes to update dos Passos' thirty-year old recommendations for catalog revisions.

As dos Passos noted,¹ neither Elliott Perry, Henry Abt, nor Donald Patton wrote anything about the Boyd's bank notices of 1876-1883. In 1869, William H. Mitchell listed eleven bank notices, including an advertising card.² In 1889, Mitchell's list included a Gaff, Fleischmann & Co. card (never listed by Scott and not illustrated in Mitchell's list because he could not obtain a specimen) and a National Park Bank notice (20LU54)(**Figure 11**).³ Later, an unpublished manuscript by Henry C. Needham (sometime before 1914) listed thirteen bank notices of six types, including the Fleischmann and the Park Bank items.⁴ Both of the latter have "Boyd's City Dispatch" preprinted on the cards with an impression of a stamped envelope stamp for prepaid mailing. Boyd's probably used these for bulk delivery for these firms. In Needham's Concise History, no mention is made of bank notices or postal cards.⁵ Charles Coster did not list any of Boyd's postal stationery in his series on U.S. locals.⁶

Historical context of Boyd's bank notices

After Blackham took over Boyd's in late 1860, the nature of the Boyd's City Dispatch business changed markedly, with the firm concentrating on delivering circulars and notices for insurance companies, banks and other businesses, preparing mailing lists, and perhaps also offering special delivery services. This strategy was the best hope for business, because a number of factors had diminished the post's volume of mail business. These factors included intense competition for local delivery among the private posts of New York City, the depression of 1857, entry of the U.S. Post Office into city mail delivery, a reduction in Boyd's mailing fees in 1860, and the demise of its proprietor, John T. Boyd.

By the mid-1850's, Boyd's had major competitors in Swarts' Dispatch and the Metropolitan Errand and Carrier Express. George F. Hussey established his "Bank and Insurance Delivery Office" in 1854. The panic of 1857 affected the entire economy, including the business of the local posts. The elder Boyd died in the spring of 1859, and his son John T. Boyd took over the business. In early 1860, Boyd's reduced its rate to one cent for all classes of its services, effectively reducing

³ Mitchell W.H.: History of the local or private post-offices in the United States of America, and of American companies operating in foreign lands. **Philatelic Journal of America**, 5:146-152 (Apr) 1889.

⁴ See footnote 2. Henry Abt had possession of this manuscript and referred to it in his series on Boyd's (footnote 7).

⁵ Needham HC: United States local stamps: A concise history and memoranda. **Philatelic Gazette**, 7:86-92, 1917.

⁶ Coster C: Reprint Coster's U.S. locals. **United Stamp Company Herald**, pp22-24, 1915.

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.* E. H. PERKINS, JR., *Cashier.* EDW. TOWNSEND, *Assist. Cashier.*

The Importers' & Traders' National Bank of New York,

New York, _____ *187*

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, Jr., *Cashier.*

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.

Please send Pass Book, and withdraw unpaid collections.

To _____

Figure 1. 20LU45 (1874) Bank Notice.

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.* E. H. PERKINS, JR., *Cashier.* EDW'D TOWNSEND, *Assist. Cashier.*

The Importers' & Traders' National Bank of New York,

New York, _____ *1875.*

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, Jr., *Cashier.*

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.

Please send Pass Book, with this notice, and withdraw unpaid collections.

To _____

No. 43

7311246

Figure 2. 20LU46 (1875) Bank Notice.

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, President. E. H. PERKINS, JR., Cashier. Edw'd TOWNSEND, Assist. Cashier.

The Importers' & Traders' National Bank of New York,

New York, Apr 28 1876.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, Jr., Cashier.

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.

Please send Pass Book, with this notice, and withdraw unpaid collections.

100.80

To Guthrie Percha & Co

26 Warren

Figure 3. Proposed 20LU47 (1876) Bank Notice (new listing).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, President. E. H. PERKINS, JR., Cashier. Edw'd TOWNSEND, Assist. Cashier.

The Importers' & Traders' National Bank of New York,

New York, 1876.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, Jr., Cashier.

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.

Please send Pass Book, with this notice, and withdraw unpaid collections.

To

Figure 4. Proposed 20LU48 (1876) Bank Notice (current 20LU47).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.* E. H. PERKINS, JR., *Cashier.* EDW'D TOWNSEND, *Assist. Cashier.*

The Importers' & Traders' National Bank of New York,
New York, June 2 1877.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, JR., *Cashier.*

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.
<i>Plant</i>			<i>53 87</i>
	<i>Cur</i>		

Please send Pass Book, with this notice, and withdraw unpaid collections.

To J. Abbott

1877

Figure 5. Proposed 20LU49 (1877) Bank Notice (new listing).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.* E. H. PERKINS, JR., *Cashier.* EDWARD TOWNSEND, *Assistant Cashier.*
 GEO. VAN DERWERKER, " "

The Importers' & Traders' National Bank of New York,
New York, June 2 1878.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

Yours respectfully, E. H. PERKINS, JR., *Cashier.*

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.
<i>Dannat</i>			<i>46 12</i>

Please send Pass Book, with this notice, and withdraw unpaid collections.

To J. Goldenwith & Schlessman

Figure 6. Proposed 20LU50a (1878) Bank Notice (current 20LU48 variety).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.*
E. H. PERKINS, JR., *Cashier.*

EDWARD TOWNSEND, *Assistant Cashier.*
GEO. VAN DERWERKER, " "

The Importers' & Traders' National Bank of New York,

New York, 7/18 1879.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication [we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment] and may be returned unpaid, in which case they will be debited to your account.

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.
Sadd	62 42	16	62 56

Please send Pass Book, with this notice, and withdraw unpaid collections.

To Goldsmith & Schisser

202248

Figure 7. Proposed 20LU51 (1879) Bank Notice (new listing).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.*
E. H. PERKINS, JR., *Cashier.*

EDWARD TOWNSEND, *Assistant Cashier.*
PETER J. GRAHAM, " "

The Importers' & Traders' National Bank of New York,

New York, 7/7 1879.

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

NOTE OR BILL.	AMOUNT.	EXPENSES.	PROCEEDS.
Johnston	159 63	56	159 07
Hacker	65 12	16	64 96

Please send Pass Book, with this notice, and withdraw unpaid collections.

To Hecht Bros

Figure 8. Proposed 20LU52 (1879) Bank Notice (current 20LU49).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

JAMES BUELL, *President.*
E. H. PERKINS, JR., *Cashier.*

EDWARD TOWNSEND, *Assistant Cashier.*
PETER J. GRAHAM,

The Importers' & Traders' National Bank of New York,

New York, _____ *1880.*

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

NOTE OR BILL	AMOUNT.	EXPENSES.	PROCEEDS.

Please send Pass Book, with this notice, and withdraw unpaid collections.

To _____

Figure 9. Proposed 20LU53a (1880) Bank Notice (current 20LU50 variety).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.

EDWARD TOWNSEND, *Cashier.*

E. H. PERKINS, JR., *President.*
PETER J. GRAHAM, *Assistant Cashier.*

The Importers' & Traders' National Bank of New York,

New York, 3/5 *1881.*

You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

NOTE OR BILL	AMOUNT.	EXPENSES.	PROCEEDS.
<i>Dance</i>	<i>4880</i>	<i>12</i>	<i>4868</i>

Please send Pass Book, with this notice, and withdraw unpaid collections.


To *Russ. Hecht Bros*

Figure 10. Proposed 20LU54 (1881) Bank Notice (current 20LU51).

BOYD'S CITY DISPATCH.

THE NATIONAL PARK BANK

OF NEW YORK.



Your note for Dollars

is payable

BRING THIS NOTICE WITH YOU.

Figure 11. Proposed 20LU57 National Park Bank Notice (current 20LU54).

BOYD'S BANKING AND INSURANCE SPECIAL DISPATCH, No. 1 PARK PLACE.


EDWARD TOWNSEND, *Cashier.*

E. H. PERKINS, Jr., *President.*

PETER J. GRAHAM, *Assistant Cashier.*

The Importers' & Traders' National Bank of New York,

New York, 5/12/1880.



You are credited as proceeds for collection of items as stated below. Distant items may not be paid at date of this communication (we credit after waiting, as we suppose, a sufficient time to receive notice of non-payment) and may be returned unpaid, in which case they will be debited to your account.

NOTE OR BILL	AMOUNT.	EXPENSES.	PROCEEDS.
<i>Letter</i>			<i>.50</i>

Please send Pass Book, with this notice, and withdraw unpaid collections.

To Messrs. L. C. & Co.

28 Lispenard

Figure 12. Proposed 20LU53 (1880) Bank Notice (current 20LU50).

its revenue substantially. Finally, in August of 1860 the post ceased operating after newly appointed Postmaster General Joseph Holt resolved to control city mail delivery.⁷ It is likely that the younger Boyd had to refund the cost of stamps to the

⁷ Abt H: Boyd's City Express Post, Chapter VI. *Collectors Club Philatelist*, 29:219-241, 1950. Other articles in Abt's series are also relevant.

various merchants who supplied them at their stores, and it seems probable that many of his mailboxes were also returned. Although the courts denied the Post Office's request for an injunction against Blood's Dispatch in November of 1860, and the independent posts could legally have continued their local letter delivery services, John T. Boyd was not optimistic about continuing the business, so in December of 1860 he sold the post to William and Mary Blackham. The Blackhams returned to the two cent rate for door delivery of letters, despite the fact that the government's one cent rate established in 1860 was still in effect. However, they also took a cue from Hussey and developed a larger business in commercial mail, collected in bulk and delivered at a charge of one cent per unit. The majority of Boyd's delivery service after 1865 consisted of bills, commercial notices, advertisements and other bulk mail. This was largely due to the expansion of city mail delivery by the U.S. Post Office, which by then had hundreds of letter boxes on city streets and over a dozen branch post offices in New York City.

A number of covers exist, including stampless, stamped and postal stationery, that testify to the commercial business of Boyd's, even prior to the Blackhams' ownership; however, because of the commercial nature of these items, collectors have not retained them, other than those denoting postal service. In addition, much bulk mail was not dated, so it is difficult to chart the history of the cancellations, stamps and postal stationery used by Boyd's after 1865. Henry Abt's thorough research into the history of Boyd's abruptly ended in 1950 with his last published chapter (Chapter VIII) covering the period 1865-1869, so his conclusions and hypotheses on the later years of Boyd's City Dispatch are not available to students.

Descriptions of the bank notices

The bank notices (except 20LU54) were prepared for The Importers' and Traders' National Bank of New York from 1874 through 1883. The top of the notice reads "Boyd's Banking and Insurance Special Dispatch, No. 1 Park Place," and each carries one of five design types (L62, L68, L69, L70 or L71) printed at the upper right. The first one (20LU45 - **Figure 1**) was printed on card stock, while the remainder were printed on medium wove paper. While sizes range somewhat both among and within issues, most are approximately 155 by 100mm (see **Appendix** for size chart), except for the Fleischmann's and National Park Bank cards.

Between the Boyd's masthead and the bank name is a line naming the president and other officers of the bank. From 1874 until late in 1878 (20LU45-20LU48 - **Figures 1-5**), there were three officers listed in one line (with James Buell as President, E. H. Perkins, Jr. as Cashier, and Edw. Townsend as Assistant Cashier). Probably late in 1878, the masthead was changed to four officers in two lines (James Buell as President, E. H. Perkins, Jr. as Cashier, Edward Townsend as Assistant Cashier, and Peter J. Graham as Assistant Cashier - **Figure 6**). This style continued until 1880 (20LU48-20LU50 - **Figures 7-9**). In the first half of 1880, another masthead change occurred, with three officers in two lines. In this case, E. H. Perkins was listed as President in the first line, with Edward Townsend as Cashier and Peter J. Graham as Assistant Cashier (20LU50-20LU51 - **Figures 10, 12**). Thus, there are two types of the 1880 bank notice, although the four-officer type is not known used. Finally, late in 1881 the masthead returned to four officers

in two lines (20LU51-20LU53). There are two types of the 1881 notice, both known used.

For the first card (20LU45 – **Figure 1**), the statement “Please send Pass Book, and withdraw unpaid collections” was placed below the four blank lines. Subsequent notices were modified to read “Please send Pass Book, **with this notice**, and withdraw unpaid collections.”

In 1879, two types of notice were prepared, one with a large year date and one with a normal sized year date. The large year date notice has other font differences as well. It was used prior to the bank notice with a normal year date.

A number of 20LU50 (**Figure 9**) unused specimens on medium bond paper exist, sometimes with a portion of a watermark. These have four officers in the masthead. Several used copies with the same 1880 year date list only three officers, so it might be presumed that during 1880, the management of the bank changed. It should be noted here that dos Passos² reported that he had seen some bank notices on thin white wove paper in pads, and this author speculates that unused remainders exist for 20LU50 and 20LU54 (**Figure 11**). In addition, dos Passos said that Eugene Costales had shown him a copy of 20LU49 (**Figure 9**) on watermarked paper with partial initials “S V” that was like the 1880 notice paper.

Dos Passos noted two types of 20LU50, one being a poor impression of L70. The author believes these to be the same type, and has departed from dos Passos’ listing by not including the “poor impression” type. It appears that the die has worn over several years of printings.

The bank notices were issued to notify merchants of funds collected on their accounts by the bank. The merchant’s address is sometimes noted in pencil at the bottom of the notice, probably added by Boyd’s personnel. None of Boyd’s cancellations were used on the bank notices. Only one side of the card is printed and used; no address appears on the reverse.

The month and day (and the rest of the bank notice) was written in pen. Occasionally, the previous year’s bank notice is cancelled for the following year, apparently using up existing stocks before using the new year’s notices. The printed year date should be used to identify a given piece.

Several errors and omissions in the Scott catalog are of note. In the *2001 Scott Specialized Catalog*, 20LU47 (**Figure 4**) is listed as type L63, although in fact the stamp on these 1876 and 1877 bank notices is type L68. Undoubtedly, this is a typographical error that has persisted for many years. In addition, 20LU51 (**Figure 10**) is listed as type L71 when in fact it shows design type L70.

Omissions include the 1876 bank notice with design type L62 (**Figure 3**); the 1877 bank notice with type L68 (**Figure 5**) (the catalog should list the 1876 and 1877 bank notices separately); the 1879 bank notice with large year date (**Figure 7**), and the Fleischmann’s postal card with design L69. In addition, it is likely that Boyd’s issued prepaid envelopes with handstamped markings that were sold in bulk (subject of future research).

According to dos Passos,¹ Boyd’s two-cent rate appears to have been reduced to one cent in 1878, so it is believed that all bank notices issued after that date were sold for one cent each. Until 1878, the value of two cents appears in the design types used for Boyd’s bank notices. Thus, the catalog could properly list the unstated value for bank notices issued from 1878 onward as (1c). The current Scott

catalog does list stamp type L64 and stationery type L69 with the one-cent denomination in parentheses, so it would be consistent to list the bank notices in the same manner, however, the actual cost of these notices to the Importer’s Bank remains unknown to this author.

The Fleischmann’s postal card is known used in April and May of 1879. Although known to exist for many years, it has never been listed. There are probably five or less copies in collectors’ hands, all used. No cancellation was used. It bears the design type L69 and carries the printed heading “BOYD’S CITY DISPATCH, No. 1 PARK PLACE” placed above a framed logo for the company, reading “Fleischmann’s Vienna Model Bakery Postal Card.” The printed message on the reverse indicates it was used to notify persons that a Fleischmann representative would call on them on a particular date to renew their order. Dick Schwartz illustrated this postal card in 1994,⁸ and a similar specimen with the same date was illustrated later in response to Schwartz’s article.⁹ Another example was sold in a 1999 Rasdale sale. It should be listed as used only, and as a postal card, might be given an appropriate catalog designation (UX) to that effect. Both postal card collectors and Boyd’s collectors avidly seek specimens.

The National Park Bank notice is believed to have been printed in 1881 (Figure 11). It is on medium wove paper, not card. The author has not been able to locate any reference of a used specimen, and it is possible that this notice, and perhaps also the 1882 and 1883 Importer’s bank notices, were printed and not used. The author has not noted any examples of the 1882 notice (20LU52), and only unused examples of the 1883 notice (20LU53). These should be listed as unused only at this time. 20LU53 is scarce, with about ten specimens known to the author.

The current Scott catalog numbers and design types are listed below with the suggested new major catalog numbers:

Current #	Design	Proposed #	Design	Year	Value	Figure
20LU45	L62	20LU45	L62	1874	2c	1
20LU46	L62	20LU46	L62	1875	2c	2
-	-	20LU47	L62	1876	2c	3
20LU47	L63	20LU48	L68	1876	2c	4
-	-	20LU49	L68	1877	2c	5
20LU48	L69	20LU50	L69	1878	(1c)	6
20LU49	L70	20LU51	L70	1879 (large)	(1c)	7
-	-	20LU52	L70	1879	(1c)	8
20LU50	L70	20LU53	L70	1880	(1c)	9
20LU51	L71	20LU54	L70	1881	(1c)	10
20LU52	L71	20LU55	L71	1882	(1c)	11
20LU53	L71	20LU56	L71	1883	(1c)	12
20LU54	L71	20LU57	L71	1881 (?)	(1c)	13
-	-	20LUX1	L69	1879	(1c)	14

⁸ Schwartz R: An unrecorded Boyd’s postal card. **The Penny Post**, 4:25-26 (July) 1994.
⁹ Schwartz R: More on Boyd’s Fleischmann postcard. **The Penny Post**, 4:20-21 (Oct) 1994.

The suggested revision of the catalog appears as follows:

BANK NOTICES

The Importer's & Traders' National Bank Of New York

1874-83

Incomplete Year Date on Card Stock

20LU45	L62	2c black	—	—
--------	-----	----------	---	---

Complete Year Date on Medium Wove Paper

20LU46	L62	2c black (1875)	—	—
20LU47	L62	2c black (1876)		—
20LU48	L68	2c black (1876)	—	—
20LU49	L68	2c black (1877)		—
20LU50	L69	(1c) black (1878)		—
		a. Four officers in masthead instead of three		—
20LU51	L70	(1c) black (1879), large year date and city		—
20LU52	L70	(1c) black (1879)		—
20LU53	L70	(1c) black (1880)		—
		a. Four officers in masthead instead of three	—	
20LU54	L71	(1c) black (1881)		—
		a. Four officers in masthead instead of three		—
20LU55	L71	(1c) black (1882)		
20LU56	L71	(1c) black (1883)	—	

20LU49 and 20LU53 have been noted on watermarked paper. 20LU50, 20LU53 and 20LU54 may be found with either three or four bank officers listed in the masthead. 20LU56 is known only unused, and may be a remainder that was printed but not used. 20LU55 has not been seen.

**NATIONAL PARK BANK
Medium Wove Paper**

? 1881				
20LU57	L71	black	—	

Only known unused.

The Bank Notices are in the class of postal cards.

FLEISCHMANN'S BAKERY				
Postal Card				
1879				
20LUX1	L69	black		—

1879				
20LUX1	L69	black		—

Dos Passos also correctly pointed out that the note under 20L26 is somewhat incorrect, reading "... is a cut-out from the Bank Notices envelope No. 20LU45." This statement should read "... is a cut-out from Bank Notices 20LU45, 46 or 47."

Please note that sizes of specimens can vary by about two millimeters in either dimension from these measurements.

20LU45	155 x 100mm
20LU46	157 x 104mm
20LU47	152 x 104mm
20LU48	154 x 105mm
20LU49	156 x 108mm
20LU50	156 x 108mm
20LU51	158 x 110mm
20LU52	158 x 110mm
20LU53	149 x 102mm
20LU53a	156 x 112mm
20LU54	149 x 102mm
20LU57	122 x 63mm
20LUX1	130 x 75mm

The Philadelphia “Eagle City Post & Mag. Telegraph Messengering Dep’t.” Handstamps

By
Norman Shachat

As previously detailed in *The Penny Post* by Gordon Stimmell (Vol. 1, No. 2, April 1991, p.10) and Larry Lyons (Vol. 8, No. 4, July 2000, pp.4-6), the Philadelphia Eagle City Post working out of the Adams’ Express office used three large (~37mm.) double-circle handstamps during the late 1840’s and early 1850’s. The three handstamps, shown in Figure 1, differ only in the designation at the top of the inner circle above “ADAMS’ EXPRESS,” Type C contains “PAID”, Type D contains “3”, and Type E contains “AT”.

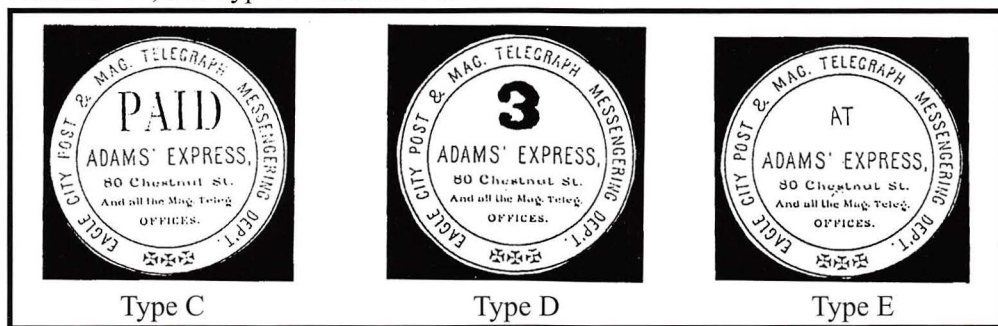


Figure 1.

Based on many years of observation in an effort to find a Type D for my collection, I believe that the Type D is the rarest of the three. In my experience it has been the most difficult one to find.

Thanks to E-Bay, I now have the example shown in Figure 2. The docketing on the back of the empty folded letter, reproduced in Figure 3, indicates that it was sent by “Shihter (sp?) & McKnight” on March 13, 1848. It is addressed to Tatham & Bros. *A. M’Elroys Philadelphia Directory, for the Year 1849* contains the following listings:

TATHAM & BROTHERS, manufacturers of sheet lead pipes, 1st whf bel Cedar

Tatham Geo. N., 1st whf bel Cedar, h 175 S 9th

Tatham Henry B., 1st whf bel Cedar h 196 S 9th

Tatham Wm. P., 1st whf bel Cedar h 98 S 4th

The manuscript rating, “5 fwing (forwarding?) +3=8”, indicates that Tatham & Bros. paid 8¢ on receipt of the letter. Based on Stimmell’s indication (ibid. p. 5) that the Eagle City Post charged 2¢ prepaid and 3¢ collect for local delivery until early 1849 when the collect rate was reduced to 2¢, it is clear that the “3” in the handstamp and the manuscript “3” indicate the local delivery collect rate. The

additional 5¢ is probably the charge for Adams' Express delivery of the letter to Philadelphia, the legality of which is questionable.

The Act of March 3, 1845, effective July 1, 1845, reduced the single letter rate to 5¢ (over 300 mi.) and 10¢ (over 300 mi.), and **prohibited private expresses from providing regular inter-city mail service**. Local delivery by private companies was not prohibited. Thus local posts flourished in the major cities from 1845 to the early 1860's. Letters could be carried privately between cities as long as there was no charge for the service.

The Eagle City Post which became Stait's Despatch Post in 1850 operated in conjunction with Adams' Express. Many of the letters which they delivered locally were carried into Philadelphia legitimately by Adams' Express in conjunction with their merchandise express business. As I interpret the regulations, such letters could be charged only for the local delivery. Thus the 5¢ charge on the cover shown is of dubious legality.

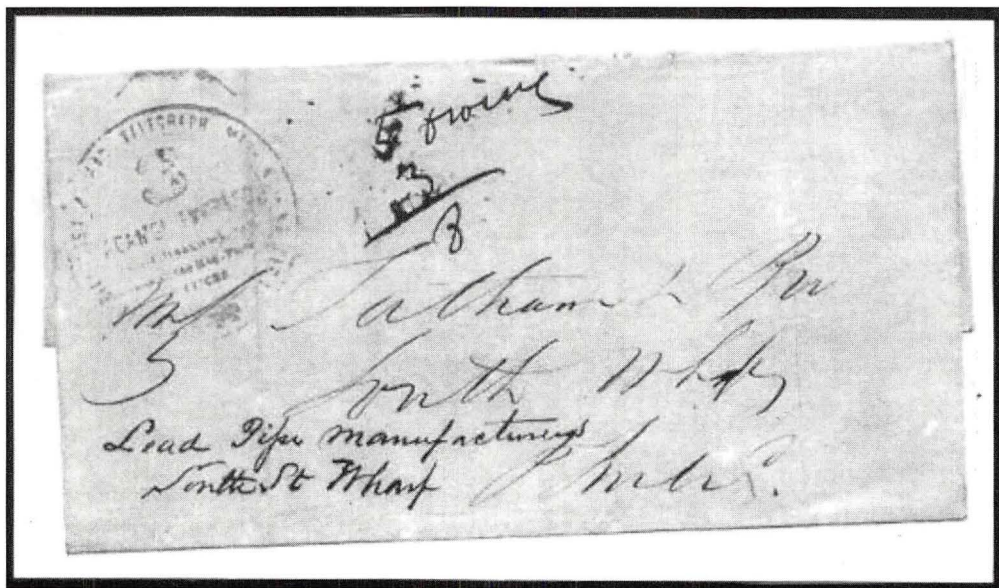


Figure 2.

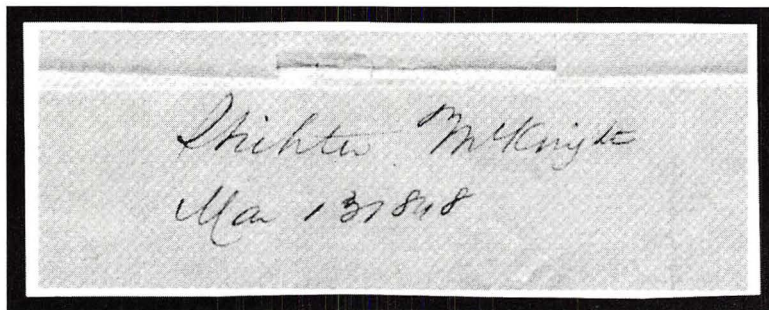


Figure 3.

I suspect the letter came from Boston or some other New England Town serviced by Adams' Express. The author would appreciate any input regarding the location of "Shihter & McKnight" as well as any comments regarding rate interpretation.

As indicated earlier, I acquired the cover in an E-Bay auction. The steps in the transaction were unusual and I thought would be of interest. In October 2000 the item appeared on E-Bay (#471562140) entitled "STAMPLESS COVER telegraph ccl. MA to Phil \$? CV" with a minimum of \$295.00. It did not sell in 5 days and I offered to purchase this item for \$100. My offer was not accepted and the cover was relisted in December 2000 (#526012698) under the same designation with the minimum reduced to \$214.50. Again, after 10 days it did not sell. Apparently in frustration, the seller relisted it in January 2001 (#1210137631) under the same designation with a minimum of \$9!!! On February 23, 2001 I was the successful bidder for an amount considerably less than that offered by the seller a few months earlier.

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The Philadelphia Red Star Cancel

By

Donald B. Johnstone

The Act of Congress of March 3, 1851 introduced numerous changes in postal rates in this country. These rate changes were combined with the appearance of a new series of postage stamps. The new stamps included the issuance of an official carrier stamp. Hence, the year of 2001 is the 150th anniversary, (the Sesquicentennial), of the L01 and L02 carrier stamps. I believe that it is appropriate for *The Penny Post* to give recognition to the 1851 carrier stamps and their markings.

With this in mind, one of the questions I have received from collectors and students of carrier and local stamps in recent years has been concerned with the earliest known use of either a stamp or a marking on a carrier stamp. Census efforts for some EKV dates have been somewhat sparse. The most frequently seen cancellation on either the Franklin or Eagle carrier stamp is the red star employed by the Philadelphia Post Office. It is very distinctive as compared with carrier cancellations employed in other cities. This is true as to its star shape, as well as its red color, which I believe to be due to cinnabar (mercuric sulfide) for its pigment.

The red star cancel is normally found on outgoing mail but is also known used alone on incoming mail on stampless covers to Philadelphia.

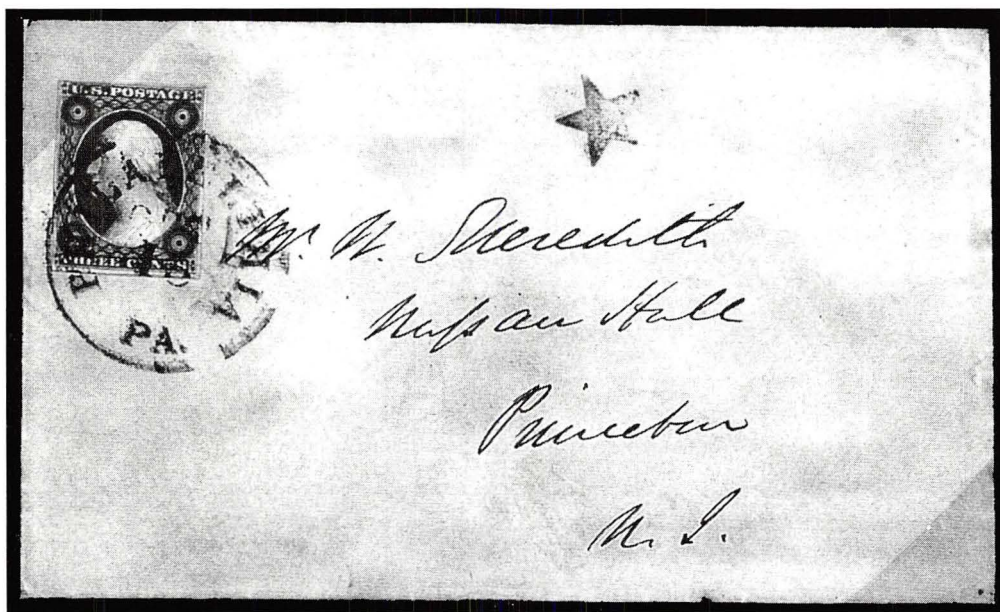
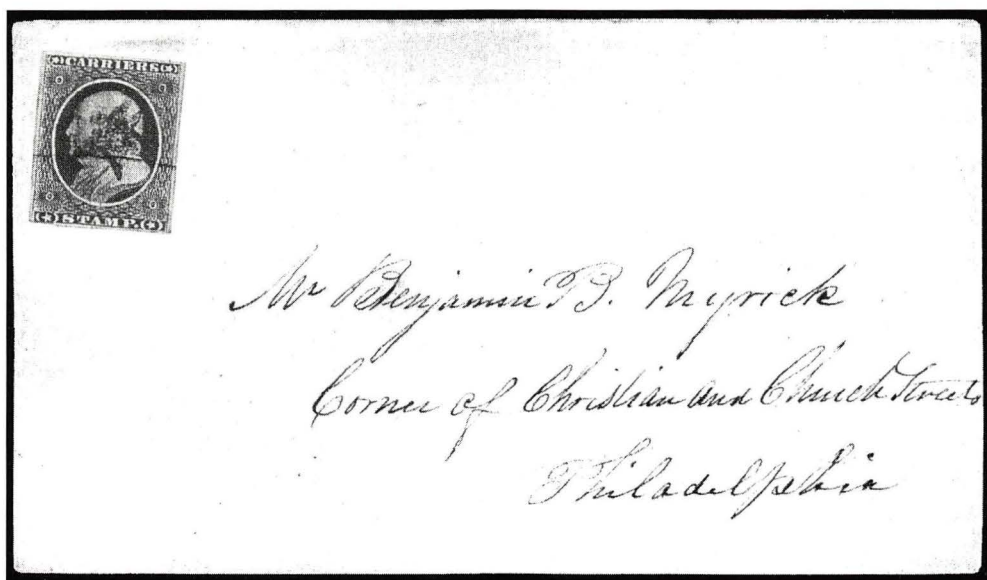


Figure 1. Earliest recorded use of the Philadelphia red star marking, October 15, 1851. It indicates prepaid carrier collection service, and the 3¢ orange brown stamp prepaid the postage to Princeton.

Questions have arisen as to the star's earliest use, but documentation is somewhat limited. Tom Clarke in his extensive coverage of Philadelphia Postmarks¹ cites its use on Franklin and Eagle carrier stamps, other U.S.P.O. Despatch adhesives and handstamps, as well as use alone to indicate prepaid carrier service. Bob Meyersburg's article² states "the earliest known appearance of the red star cancellation is October 27, 1851", but he does not mention what stamp, if any it cancels.

The 1999 Siegel Auction of the Golden collection (lot 416) contained a Philadelphia cover (Figure 1.) dated October 15, 1851 with a 3¢ orange brown stamp cancelled with a blue CDS and a separately struck red star for prepaid carrier collection service. This date is 12 days earlier than the earliest reported for this star marking on cover, and it is also 13 days earlier than the earliest known use reported for the Franklin carrier stamp which was released to Philadelphia on October 21, 1851, ten days after initial shipments were sent to New York and New Orleans.³



**Red Star cancel on Franklin Carrier L01. Cover docketed on back
March 18, 1852. The L01 is the cracked plate variety.
Golden sale lot A15**

¹ Clarke, Tom *A Catalog of Philadelphia Postmarks – Part III*, Published by Tom Clarke, 1992.

² Meyersburg, Robert B. – editor, Elliott Perry – author, *The Carrier Stamps of the United States – Philadelphia*, Chronicle U.S. Classic Postal Issues, Vol. 35 No. 1 Whole No. 117, 1983.

³ Perry, Elliot – *The Franklin Carrier*, Collectors Club Philatelist, January 1930, pages 1-2.

The Lindsay Locals

By

© Calvet M. Hahn 1999

This local was created by Hugh Lindsay, owner of the *Semi-Weekly News* of Huntingdon, Pa. Huntingdon, Pa. was founded in 1767 by Dr. William Smith (1721-1803) who published German newspapers of a religious nature in Philadelphia. It was named for his patron, the Countess of Huntingdon (1707-1791) founder of the Calvinist Methodists, who was honored for her part in financing the University of Pennsylvania in the 1750's. The town got its first newspaper in 1797.

During the period of the local's existence, Huntingdon had a population of just under 5,000 and its chief manufacture was stationery. It was the seat of the German Baptist Brethren Normal School (later Juniata College). The basic function of the local, which apparently operated from 1879 until the summer of 1882, when the government suppressed it and other locals, was to transmit notices for insertion into the paper. To this end, the publisher printed up stationery for the various businesses in town and sold them the envelopes at \$1.00 per hundred or 3 for 5¢ when bought in small quantities.

Hugh Lindsay died circa 1907 and shortly thereafter a young collector, Charles G. Brown obtained access to the printing plant and found a mass of covers on the third floor. Among these were a number of unused Lindsay's Mail and Express envelopes as well as numerous other covers that were used to send insertions for advertisements in the newspaper. The banknote stamps were used on a number of these while there was also a fair quantity of covers with the departmental stamps that went out of service in 1879. Most of these were from the Interior Department (pension notices, land office notices, and Indian Affairs) as well as some from other departments. These were apparently stripped from their covers for I don't record them among the important departmental collections.

Following Brown's find, a local collector, Walter C. Odiorne, became interested in the locals and attempted to have them listed in the Scott catalog of the period. He also canvassed local people to obtain statements about the operation to obtain covers. The cut squares we know today probably came from the unused items in the Brown find, while those addressed to local people from various businesses seem to have been products of Odiorne's search. They were addressed to Dr. Brumbaugh, William Woods and Thomas Carmon. This holding was sold around 1915 and is the source for most of the used items, if not all of the items known today.

There is no record of a contemporary article on the finds in the William Ricketts *Index to Philatelic Literature*. The first record is two columns by George B. Sloane in the March, 1937 *Stamps*. There he reported being loaned four examples by the late Frank A. Hollowbush. Hollowbush was one of the great locals collectors. His philatelic estate was sold in 1965-6 through John A. Fox, however none of the four Hollowbush catalogs shows a Lindsay cover. His material was almost always unusual in being the earliest, latest or having other interesting characteristics. Sloane listed the envelope colors as amber, fawn and orange (today

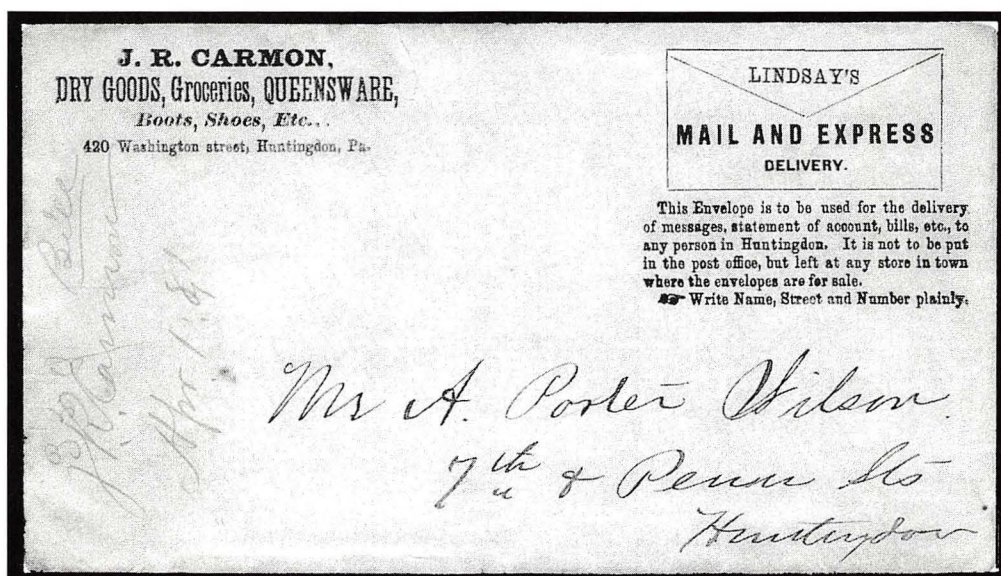


Figure 1. Style 1.

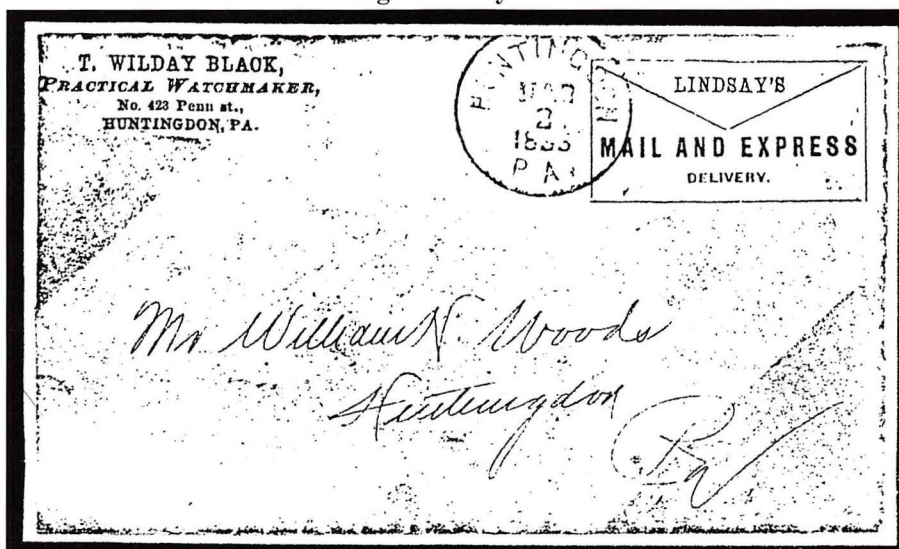


Figure 2. Style 2.

manila, buff and brown), e.g. the color of available stock at the time of printing. In addition to a cut corner copy, Hollowbush had the earliest dated item, seen here as Figure 1. It is the J.R. Carmon Dry Goods corner card addressed to A. Porter Wilson and containing a bill.

The use of the post is clearly spelled out at the upper right. The envelopes are for delivery of messages, or bills or statements of account, within the Huntingdon boundaries. Envelopes were not to be deposited at the post office but left at any store where the envelopes are for sale.

This early example passed at some point into the Donald Malcolm holding and from there to David Golden. The latest example, dated March 2, 1883, after

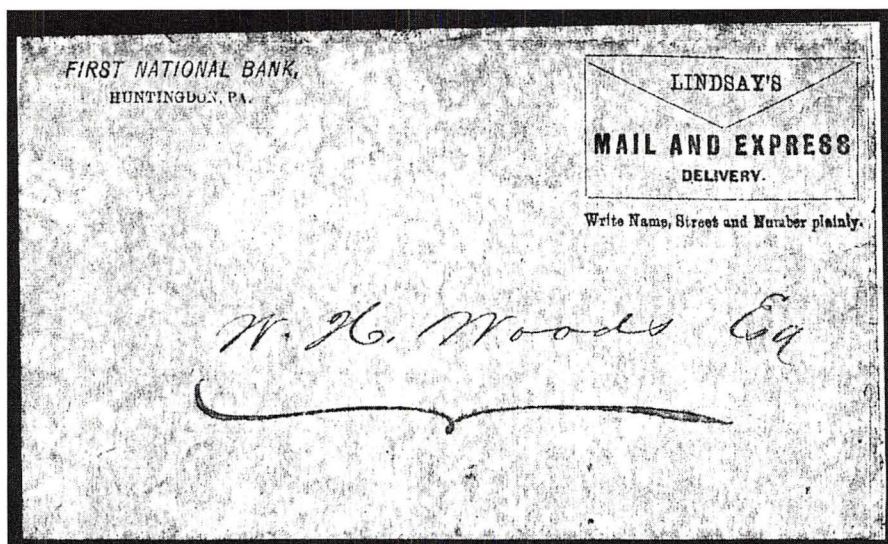


Figure 3. Style 3.

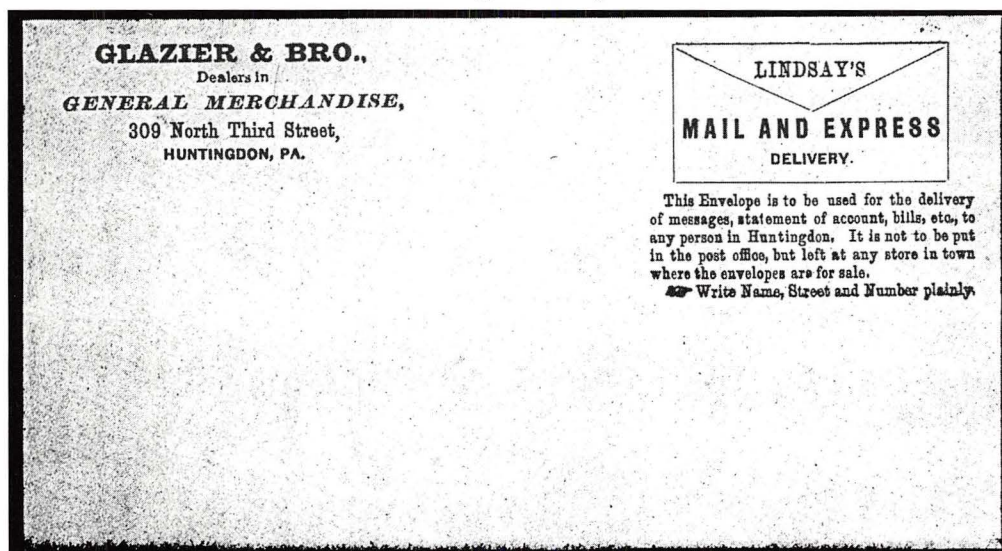


Figure 4. Style 1, unused remainder.

the post was suppressed, seems to have come from the Hollowbush estate via John Fox's Mayflower auction of October 10, 1968, Figure 2. It was from the Woods correspondence and has the corner card of Wilday Black, Practical Watchmaker. There was probably a stamp on it, killed with a duplex, but that has been removed. The wording at top right differs from all the others in that there is nothing below the Lindsay envelope box.

A third variety is also from the Woods correspondence, and is the most common, with a line below the upper right corner 'envelope box' reading 'Write Name, Street and Number plainly.' Figure 3 shows an example with the upper left corner card from the First National Bank. A similar cover from the Cottage Planing

Mill Co., lumber dealers, addressed to Thomas Carmon went into the Malcolm and later Golden holding where it was lot 1314. Another Cottage Planing Mill example, was addressed to Porter Wilson, while a third example, ex-Hollowbush, was addressed to Woods. In 1954, Sloane, acquired a fourth example from the G.B. Armitage, general insurance agents addressed to Dr. A. B. Brumbaugh.

An example of the unused remainders of the early type is seen as Figure 4. It is from Glazier & Bro. general merchandise dealers and was found in the Richard Schwartz holding.

The local first received catalog listing in the *Independent Mails* listing put together by Harry Konwiser and Laurence B. Mason in the 1940 *Stamp Specialist*. The same year also saw Konwiser's 'Postal Markings' column of December 4, 1940 in *Stamps* report another late use example. This was Abe Schoenfeld's used example franked with a 1¢ Franklin banknote, postmarked February 20, 1883. The corner card on this cover is from the A. Letterman Dry Goods store. This item, too, passed into the Donald Malcolm holding and then into the David Golden hoard (lot 1313), but at its last appearance the 1¢ Franklin was removed.

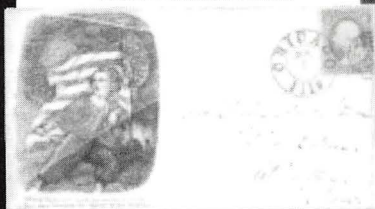
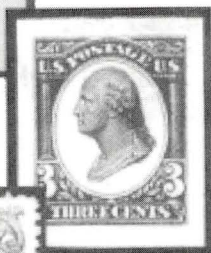
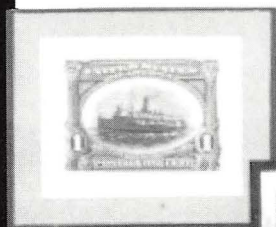
If the four covers known to be in the Hollowbush holding were not dispersed during his lifetime, then another example from the Harmer Rooke dispersal of the Carroll Sinclair holding (lot 666 in this April 17, 1959 sale) can be added to the known total.

Putting the above together, I record some eight unduplicated examples with the possibility that the total is ten or more. Style 2 is the rarest with one sure example. It is followed by style 1 with two to three examples and a cut square. Style 3 is the most common with four to five examples.

Two of the covers represent post-suppression use through the post office with both now having had their adhesives removed. The styles seem to range in date from the most complex to the simplest. Three collectors had major holdings: Frank Hollowbush, Donald Malcolm and David Golden. Only Frank Hollowbush had all three types and a cut square.

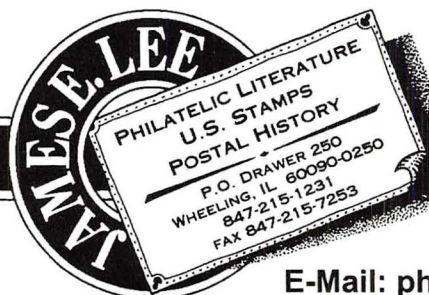
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a non-error U.S. revenue stamp



Scott #R139a, used, PFC
Catalog value: \$ 8,000.00
Realized Price: \$ 27,500.00
A record price for this inverted
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January 2000 Sale



Scott #RG56, used, PSE
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An Exhibition Collection Sale

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Michael D. Rubin

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Amateurizing a Boyd's Bisect on a Way Cover

By
Eric J. Karell



PF certificates are nice when they confirm what you want to hear. But their laconic phraseology is somewhat frustrating when they do not. And unless you are lucky (or unlucky!) enough to have your item written up in the *Opinions Series*, the really valuable part of the expertising process, the opportunity for the collector to learn about his material, is lost. So in these cases the amateur can go it alone and have some fun writing his own version of the *Opinions* article. I like Elliot Perry's ad in which he is offering a collection for sale; he says that if you buy it you can have \$200 worth of fun -and keep the stamps too.

The item in question is a FLS to Indianapolis datelined New York, December 30, 1847.^a There are two things that make this cover an interesting subject for study. One is that it bears a Boyd's 20L4 cut in such a way that it *could* be interpreted as a bisect usage. The other is that instead of a New York cds we find the manuscript annotation "Way 10" and a blue Baltimore Md. cds dated 31 December. The cover was formerly part of a noted collection of Indiana postal history formed by Bob Rohdehammel and was submitted to the PF for a determination as to whether it was a genuine use of the Boyd's stamp as a diagonal bisect [1]. This is worth a close look as there are only two reported Boyd's bisects used on cover.

Working systematically we'll begin with the stamp. In his survey of Boyd's usages Bowman reports that the 20L4 was in regular use from March 20, 1845 until

^a The last digit of the date is irritatingly ambiguous. Although the cover was submitted to the PF as being dated 1844, this is inconsistent with the rate marking and the way the writer penned the initial "4" of the date. In all probability the numeral is a "7".

early 1849 [2]. Consistent with its long period of service the stamp went through several printings, reflected in the quality of the impression and paper variety [3]. The impression of this stamp can be characterized as late, as the network of vertical and horizontal lines behind the eagle are not visible, except for a portion under the “x” of *Express*. Examination of the stamp at high (50x) magnification indicates that the diagonal edge is somewhat rougher than the other four edges of the stamp. This may mean that the diagonal cut was made by different means (e.g. duller scissors) than that used to make the other cuts, at perhaps a different time. In fact, the position of the cuts in relation to the printed area of the original stamp is consistent with the stamp having been originally cut singly. Figure 1 is a close up of the stamp.

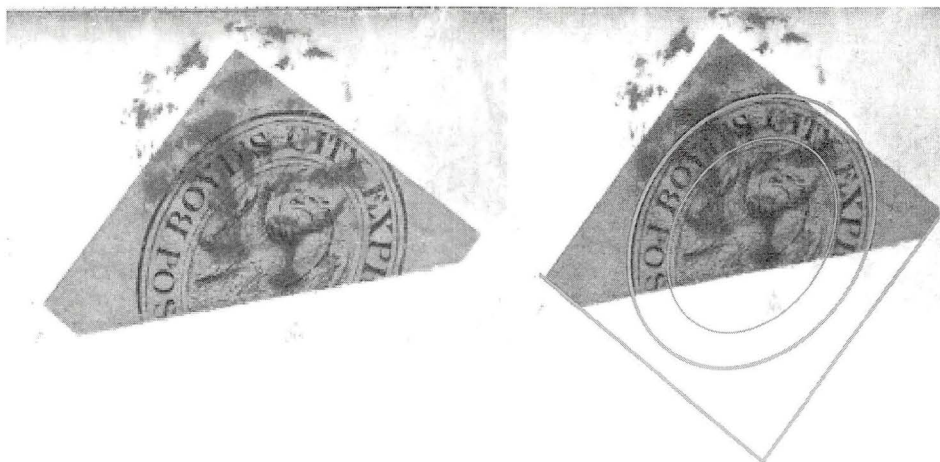


Figure 1. Close up view of stamp and reconstruction of original printed area.

Consistent with Boyd’s practice of handling “to the mails” letters, the cover bears no other markings other than the obliterating marking used to cancel the stamp. The stamp is tied (but not across the diagonal) with a circular black grid of 6 parallel lines; the diameter of the circle is 15 mm. Some questions have been raised as to whether this is a Boyd’s cancel at all. The uncertainty seems to relate to what appears to be an outer circumferential ring. A grid of parallel lines, without an outer circumferential ring, is a common type of obliterator for Boyd’s at this time [4]. On the other hand, Government issues of this period also commonly used grid circles, and these often did have an outer circumferential ring. While it is difficult to be sure, on the whole I don’t think that there is an outer ring on the cancel used on this stamp. Rather the ink has smudged in such a way to give that appearance. In size and style the cancel bears a closer resemblance to the Boyd’s devices of the time, including some illustrated in the *Golden sale* [5] and on the cover illustrated later in this paper in Figure 3. Upon inspection with UV light the cancellation doesn’t show signs of additions or alterations.

Having looked at the stamp and cancellation we’ll turn to the usage as a whole to see if it is consistent with other known usages with respect to the “way” marking. Blood’s stamps on “way” covers are discussed in some detail in a 1997

Penny Post article by Steven Roth [6]. And a Blood's "way" cover is analyzed by William Crowe in the *Opinions - I* [7]. The general explanation for these covers is that they were brought directly to the depot by Blood's either to save time or because the regular mail had closed. Boyd's covers with "way" markings are also known, but are evidently much less numerous^b. Figure 2 illustrates an example from Marty Richardson's collection.

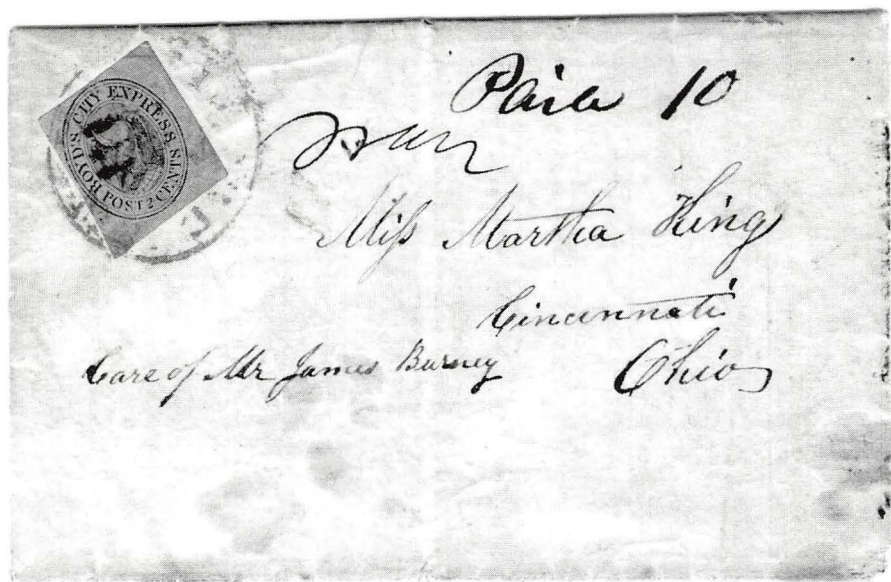


Figure 2. Boyd's 20L4 on March 6, 1848 folded letter with Baltimore cds. Ms. "way" and "Paid 10." Photo courtesy Marty Richardson.

According to the 1847 Post Office regulations, "way" letters were defined as "...such letters as a mail carrier receives on his way between two post offices." Furthermore the regulations specified that "[t]he carrier will deliver them to the first post office at which he arrives. The postmaster will inquire of the carrier at what places he receives them, and rate them with postage from those places to the offices to which they are directed, writing against the rate, the word *way*". [8] In addition, the regulations state that "Mail carriers, contractors, or stage drivers, cannot lawfully carry out of the mail any letter, or packet, newspapers excepted, unless it be delivered to the postmaster at the next office as a *Way letter*." [9] The term "mail carrier" is not well defined in the PL&R. It is in some instances used interchangeably with the term *letter carrier*, but the general sense here is that a mail carrier refers to a contractor carrying mail from one point to the other [10]. The carrier was authorized to receive a 1-cent fee for each "way" letter delivered, if demanded. This 1-cent charge was to be added to the ordinary postage on the letter [11].

^b Bernard Biales stated that he had seen about six examples. In the course of preparing this article I tracked down 3. In his article Roth mentions having seen 38 examples of Blood's "way" covers.

Given these regulations- under what circumstances could a letter handled by Boyd's become a "way" letter? To answer that question we need to look at the mail routes and details of rail transport in those days. At the back of the 1847 PL&R is a table listing the points through which the major mail routes passed. There were three major routes, one North, one South, and one West, with branches from each one. A letter going from New York to Indianapolis would go by train to Philadelphia, be offloaded onto another train to Baltimore (through service wasn't established at that time) where this letter entered the mails. By 1847 the B&O had tracks to Cumberland, Maryland so the letter would presumably travel there by rail, then overland to Indianapolis via Wheeling (now West Va., then Va.), Columbus and Dayton, Ohio.

The first step for any southbound letter leaving New York for Philadelphia by rail would be to cross New Jersey. At the time there were two possible routes, one from Jersey City to Trenton, the other from South Amboy to Camden. Both routes required ferry or steamship connection from New York. After 1840 the



Figure 3. Boyd's 20L4 on cover to Philadelphia, with New York & Philadelphia RR marking (Remele N15) in red. Ms. Marking "W (ay)? 1" No year date but probably 1848. Author's collection.

contract mail route was the one from Jersey City via New Brunswick and Trenton [12]. A mail agent is thought to have been assigned to this route as early as 1838, the same time one was assigned to the Philadelphia – Washington route. A route agent marking ° for this route bears the words "New York & Philadelphia R.R."

° Technically a "terminal marking" as there was no such railroad with the name New York and Philadelphia. The route went over two different lines, the Camden & Amboy R.R. and the New Jersey R.R. [12].

(Remele type N15) and was in use during the period in question. Among their various duties the mail agents were to “receive letters written after the mail is closed, also, way-letters unpaid or prepaid...” [13]. That Boyd’s was in the habit of using this service is evidenced by the fact that covers bearing the N15 marking exist bearing the 20L4 and 20L7. An example of a cover bearing the 20L4 is illustrated in Figure 3.

In Table 1 below I have listed all the Boyd’s “way” covers that I have been able to find, along with examples of Boyd’s covers with the N15 marking. Not all of the covers are dated; however, the 20L7 was in use from 1848 to 1853 [2] so it seems that the Boyd’s “way” covers originated during the same period as the route agent covers. I also include a Blood’s “way” + Baltimore cover to Cincinnati in Table 1.

Table 1. Examples of Markings Applied to South and Westbound Mail.

Origin	Destination	Postmark	Reference	Stamp	Date
New York	New Brunswick NJ	Route Agent Remele N15	Wyer [14] lot 1053	20L7	
New York	Philadelphia	Route Agent Remele N15	Figure 3	20L4	6/48
New York	Baltimore	Route Agent Remele N15	Wyer lot 1044 Golden lot 615	20L7 20L7	1850
New York	Washington	Route Agent Remele N15	Middendorf lot 419	20L7	
New York	Indianapolis	Way 10 + Baltimore cds	This cover	20L4	12/47
New York	Cincinnati	Way + Paid 10 + Baltimore cds	Figure 2	20L4	3/48
New York	Midway, KY	Way 10 + Baltimore cds	L. Lebel Exhibit AIRPEX 2000	20L7	
Philadelphia	Cincinnati	Way 10 + Baltimore cds	RAS Sale # 834, lot 722	15L13	7/50

So the question now becomes why didn’t the Boyd’s “way” covers receive the N15 marking? In his article Roth hypothesizes that the Blood’s “way” covers do not bear route agent markings because they were carried aboard non-contract trains. However, I think it is difficult to explain the Boyd’s “way” covers by this theory. Even if non-contract trains would carry these letters, the applicable section of the PL&R indicates that they should have been handed in at Philadelphia, which is the terminal point for any rail line from New York.

The examples from Table 1 indicate that the Boyd’s “way” + Baltimore letters are the ones that needed to be routed west at Baltimore. The letters with the

route agent marking are those to destinations on the north-south route, or to areas served by terminal point Post Offices. The evidence suggests that these letters were efficiently routed to their destination, with a minimum of handling. Because of this I think that the Boyd's "way" letters were actually carried by contract trains and handled by the same route agents that used the N15 markings seen on other covers. However, because they were eventually to become part of the westbound mail they were thrown into a sack marked "Baltimore" for further processing at that point. A receiving clerk in Baltimore rated the letters, marked them "way," and directed them to the appropriate post office. Presumably the "way" marking was to indicate that an additional 1-cent fee should be collected from the recipient. The reason no route agent marking was applied probably relates to how the Post Office wanted to account for letters processed on their routes. Although I have only the one example to cite, I suspect that the route agents on the Philadelphia to Baltimore line handled the westbound Blood's "way" covers in a similar manner.

One opinion I have heard that would weigh against this explanation is that route agents were not allowed to accept cash payment for letters for fear of train robberies. If true it would disqualify Marty Richardson's cover with its ms. "PAID 10" from being handled by a route agent for cash payment. However, then the word "prepaid" in PL&R article 237 must be interpreted as "prepaid by stamp." Reference to the 1843 PL&R, shows that the identical word "prepaid" is used [15]. At this time prepayment by adhesives was limited to the U.S. City Despatch Post issue. The inference is that route agents were required, at least by the regulations, to accept cash in prepayment of postage.

Returning now to the question of whether this is a legitimate bisect. To prove this we need to determine under what circumstances a 1-cent rate existed and



Figure 4. Diagonal Bisect of Boyd's 2-cent 20L4 on cover dated September 8, 1845. Photo courtesy Marty Richardson.

whether this cover falls into those conditions. Actually there are only two reported usages of Boyd's bisects; one is a horizontal bisect of the 20L3, the other a diagonal bisect of the 20L4 [16]. The 20L3 bisect is on a cover carried to New York by Hale and Co. and is cancelled, but not tied. A date is not given for this cover, but it must be early to mid 1845 as the 20L3 has a fairly short span of recorded usages (February through July of 1845 [2]) and Hale and Co. ceased using adhesives by July 1845. Interestingly, this puts the 20L3 bisect in the same period as another (tentative) dual usage of the Hale stamp with Boyd's 20L2 dated April 24, 1845 [17].

The 20L4 bisect is on a September 8, 1845 cover to Wilbraham, Massachusetts. The stamp is tied across the cut by the New York City cds and is cancelled by a "FREE" handstamp. Figure 4 is an illustration of the cover.

Abt discusses the 20L4 bisect cover in his CCP series [18]. He refutes Sloane's suggestion that the usage reflected a temporary rate reduction because there is no evidence at the time that any major competitors (e.g. Cummings, or Hanford's) were charging less than 2 cents to deliver mail. Abt concludes that it was produced by a patron misinformed to the rate and that the letter "slipped through" the system. It is easy to envision how this would occur. As a "to the mails letter" with no return address, Boyd's really had little choice but to deliver it, even if it was underpaid. R.A. Siegel's description of the 20L4 bisect suggests that the bisect was "probably accepted as an accommodation."

In conclusion, with such a small sample set and no supporting documentation, it is impossible to demonstrate that Boyd's had a 1-cent rate during the 1845 timeframe. Even if there was a legitimate 1-cent rate in 1845, it does not imply the same rate existed in 1847. And if no 1-cent rate existed in 1845 or 1847 the only criterion left to use is whether the writer intended to use the stamp as a bisect. Either way there is simply not enough evidence to warrant a conclusion that this was a bisect usage. If only the writer had been a little more careful with his scissors in cutting the diagonal...

Conclusions & Acknowledgements

Because I started with the PF opinion, when I wrote this analysis I was in the position of the geometry student for whom the "proof is left as an exercise." So it should be no surprise that the opinion of the expert committee was that "It is a genuine usage of a miscut stamp, and not a bisected stamp." I hope I got the intermediate steps right – but if any collectors have material that contradicts (or supports!) this analysis please contact me through the editor. I'd like to thank J. Bowman and M. Richardson for making their expertise and material available to me. And again my thanks to E. Stuter of the APS Research Library for her prompt assistance when I realized I mixed up my references.

References

1. PF certificate 0356033 dated June 6, 2000.
2. John D. Bowman, "Periods of Use of Boyd's Stamps and Cancellations," *The Penny Post*, Vol. 8 No. 3 (January 2000): 27.
3. Henry E. Abt, "Boyd's City Express Post, Chapter III – 1845- 1851," *The Collector's Club Philatelist*, Vol. 29 No. 1 (January 1950): 18.

4. John D. Bowman and Lawrence LeBel, "Boyd's Postal Markings," *Penny Post*, Vol. 7, No. 3 (July 1993): 4-5.
5. See for example, the David Golden Collection, R.A. Siegel Auction Galleries Inc., (November 1999), lot 608.
6. Steven M. Roth, "Did Blood's Penny Post Maintain Branch Offices in Baltimore and Washington, DC?," *The Penny Post*, Vol. 7, No. 1 (January 1997): 14-16.
7. William T. Crowe, "A Misleading But Genuine Way Marking," *Opinions - I*, (NY: The Philatelic Foundation, 1983): 22.
8. *PL&R 1847*, Chapter 17 article 134. See also, Chapter 32 article 235.
9. *Ibid.*, Chapter 33 article 242.
10. *Ibid.*, article 236.
11. *Ibid.*, Chapter 17 article 137 and Chapter 32 article 235.
12. C. W. Remele, *U.S. Railroad Postmarks 1837 to 1861*, (State College: American Philatelic Society 1958).
13. *PL&R 1847*, Chapter 33 article 237.
14. *The William Wyer Collection of Railroad and Inland Waterways Covers*, William German, ed., D.F. Kelleher Co. Inc. 1978.
15. *PL&R 1843*, Chapter 37 article 253.
16. *David Golden Collection*, description for lot # 597.
17. Michael S. Gutman, "The Precancels of Hale and Co.," *Penny Post*, Vol. 4, No. 1 (January 1994): 24-25.
18. Abt, p. 23.

Blood's 15L12 Small "PAID"

By

Vernon R. Morris, Jr., MD

I very much enjoyed the recent article by Norman Shachat in *The Penny Post*, Vol. 9, No. 1, January 2001, pp. 18-19. 15L12 is an unassuming but very special stamp. It was the first of what I call the fourth generation of Blood adhesives. The first generation being the striding messenger series (15L4, 15L5, 15L6); the second generation being the double circle motif (15L7, 15L8, 15L9); the third generation being the oblong designs (15L10, 15L11); the fourth generation being the small rectangular stamps (15L12-15L17); the fifth generation being a portrait (15L18).

In *The Penny Post*, Vol. 2, No. 3, August 1992, p.30, Norm identified 15L12 as the rarest of the small rectangular stamps. It was the introductory one and in use for a very brief period from late 1848 to early 1849. The central inscription "PAID" is nondenominational and, possibly by design, bridged the January 8, 1849 rate reduction of two cents to one cent. It also coincided with Blood's announcement in the *Public Ledger* of January 3, 1849 that prepayment was required (*The Penny Post*, Vol. 1, No. 4, November 1991, p. 12).

The past year has blessed the philatelic spectrum with several key collections of "locals" and a 15L12 epiphany. My personal holding of five 15L12 covers includes the Golden sale lot 516 (Siegel sale 817), the Hall sale lot 456 (Siegel sale 830), the Schwartz sale lot 1606 (Siegel sale 825), in addition to PFC 326620 and PFC 325418 obtained by private treaty. All are grid tied on undated covers.

The earliest known usage which I can locate was the other 15L12 sold recently in the Hall sale as lot 455 which was dated November 6, 1848.

The earliest known usage of an acid cancellation on 15L12 which I have identified was February 5, 1849 in Marty Richardson's "D.O. Blood and Co." exhibit at Pacific 97.

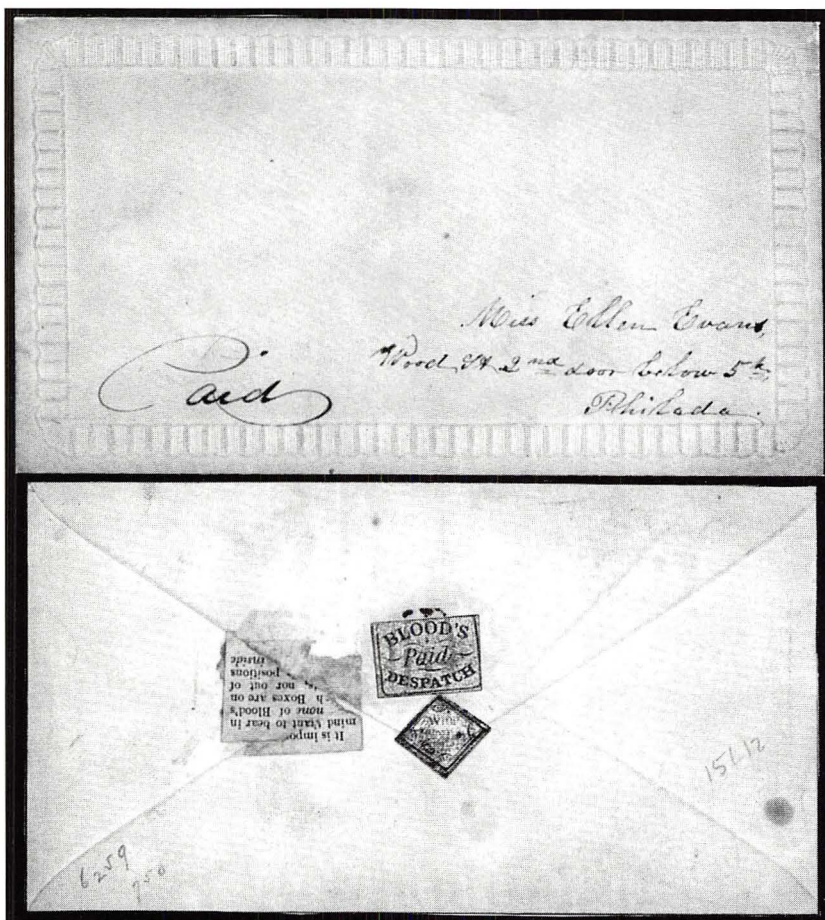
The earliest usage that I can find in the auction literature is Siegel Sale 285 Lot 664, March 1, 1965 described as "Tied by acid, Blue 'Philada Pa 5cts' on cover to Lancaster, 1847 letter enclosed, no flap, Fine" but without a photograph. The year predates all other examples by more than ten months and raises questions of description accuracy or genuineness of usage.

15L12 is a scarce item. None are to be found in the Caspary sale. None were offered in the Lilly sale. For that matter, none were included in the Middendorf or Meyersburg sales.

No full panes are known to exist. I don't recall seeing a block of four. Furthermore, it may not be easy to obtain an unused single. The same plate was used to make the 15L13 (*The Penny Post*, Vol. 1, No 2, p. 29 by Gordon Stimmell).

15L12 doesn't enjoy the respect it deserves because it is one of the six similar and ubiquitous small rectangulars making it the Rodney Dangerfield of Bloods.

In my opinion, 15L12 might be harder to acquire than the two conspicuous oblong adhesives, 15L10 and 15L11 of the Blood's third-generation which were also



Blood's Small Paid, 15L12, tied on back of small cover for local delivery.

introduced in 1848. One does have to pause about the scant number of the three "different" appearing Blood's stamps which came along in 1848. Was the public oversupplied with striding messengers and "For the Post Office" double circle emissions? Was the public slow to embrace these possibly odd appearing changes? Or, was it simply low production, a single printing, brief usage, or comprehensive destruction?

Whatever the case may be, 15L12 holds a special position. It was the first of an entire new style from the popular Blood's company. It bridged the rate reduction from two cents to one cent and its brief period of use occurred just when Blood's initiated the requirement of prepayment. 15L12 was the transition stamp from grid to acid cancellation.

The author would greatly appreciate additional information from the membership concerning an earlier known usage of 15L12 or it's acid cancellation. Many thanks to Norm Shachat for the contributions he has made over the years and for his personal assistance.

Forgery Update

By
Larry Lyons

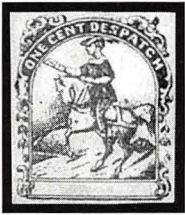
Wiley's One Cent Despatch

Forgery A

This is a Hussey Forgery.

Forgery B

This is an S. Allen Taylor Forgery.



Forgery C1



Forgery E3



Forgery F1



Forgery F2

Forgery C1 Typographed

1. The identifying characteristics 1-3 of Forgery C are repeated.
2. The bottom plate is a blank white label.
3. The colors: blue, orange.

Forgery E3 Typographed (Scott)

1. The identifying characteristics 1-5 of Forgery E are repeated.
2. The bottom plate is a blank white label.
3. The color: red.

Forgery F1 Typographed

1. The identifying characteristics 1-3 of Forgery F are repeated.
2. There are lines of shading on the blank bottom label.
3. The colors: blue, orange.

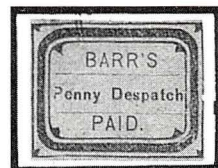
Forgery F2 Typographed

1. The identifying characteristics 1-3 of Forgery F are repeated.
2. There are lines of shading on the blank bottom label.
3. The stamp is perforated.
4. The color: blue.

Barr's Penny Dispatch

Forgery E1 Typographed (Taylor)

1. The design of Forgery E is repeated.
2. There is a period after "PAID."
3. The apostrophe in "BARR'S" is very small.
4. The lettering is finer than in Forgery E.
5. The color: black on blue S.C.



Bentley's Dispatch

Forgery D1 Typographed (Taylor)

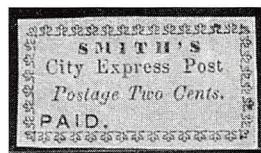
1. The identifying characteristics 1-2 of Forgery D are repeated.
2. There is a period after "Square."
3. The color: black on violet S.C.



Smith's City Express Post

Forgery B1 Typographed

1. The identifying characteristics 1-2,4 are repeated.
3. There is a period after "PAID."
5. The color: black on Green SCG.



Glen Haven Daily Mail

Forgery C Typographed

1. The outer border is different.
2. The lettering is not fancy.
3. The color: black on green PCT.



American Express Co.

Forgery L Typographed (Moens)

1. The characteristics of Forgery J are repeated.
2. The color: blue on pink.



Forgery Update

By
John Halstead

Bentley's Dispatch

Forgery C1

1. The identifying characteristic 1 and 2 of Forgery C are repeated.
2. There is a period after "Square".
3. The color: red on white wove.



Barr's

Forgery B1

1. The identifying characteristic 2-4 and 7-8 of Forgery B are repeated.
2. The right side bottom ornament has a break in the center.
3. The crossbar of the "A" in "Dispatch" is low and thin and detached from the right upright of the "A".
4. The lower curve of the "C" in "Dispatch" does not touch the "H".
5. The color: black/gray green PCT.



PIERCYS EXPRESS COMPANY, LTD

Taming the Mustangs

by William W. Sammis

Piercys Express Company, Limited was a parcel delivery company that operated in the New York City metropolitan area in the Nineteenth and Twentieth Centuries. It was incorporated in New York County on March 9, 1885 and was dissolved on April 2, 1924, a span of over thirty years.¹ The November 1886 edition of the *Empire State Philatelist* (Ref.1) provides the earliest and most substantive record of the Piercys Company in philatelic literature:

"THE PIERCY'S EXPRESS CO.

On May 1st, this express company opened its office at No. 8 Lafayette Place for business in New York City and Brooklyn, and issued stamps for parcels of different weight and certain circumstances.

These stamps were issued to prepay parcels, and as a preventative against the drivers collecting on prepaid parcels.

[Description of the stamps shown in Figure 1 appears here]

The 10c. is pale green and black, 15c. brown and black, and 25c. vermillion and black. These New York express stamps may be termed justly a local, and are of fine workmanship. I have never seen them described in any philatelic paper, and why they were omitted is more than I can tell, it cannot be that they are not known, for they have been in use for over two years. William A. Warner."

This article states that on May 1st (1886), Piercys opened an office at No.

¹ From records held at the state capital at Albany and supplied by the State of New York, Department of State, Division of Corporations.

8 Lafayette Place. As this occurred fourteen months after incorporation, and over two years after Mr. Warner believed the business started, it is likely that this was not Piercys' first address. Can a member with access to New York City directories supply additional information?



Figure 1. Type I stamps.

Piercys issued stamps for the prepayment of their parcel transportation services and it should be noted that their name, as printed on these stamps, has no apostrophe before the 's' in "Piercys," even though the cited 1886 article (Ref. 1) erroneously uses the apostrophe. In addition, a cancellation handstamp,

which is discussed later, shows the company name and also has no apostrophe. Does a member have a bill of lading or other Piercys' paperwork which would further confirm that this was the company's preferred spelling?

As printed on the left side of their stamps under "PARCEL STAMP," Piercys had three rates for parcels delivered in Manhattan below 59th Street. They charged ten cents for parcels weighing ten pounds or less, fifteen cents for parcels weighing over ten pounds (but less than twenty five pounds), and twenty-five cents for parcels weighing over twenty-five pounds and under fifty pounds. Apparently fifty pounds was their self-imposed weight limit for parcels they transported.

The rates above 59th Street, in Harlem, and across the East River into Brooklyn are stipulated to be higher and were printed on the right side of their stamps, under "PREPAID." Fifteen cents was charged for parcels ten pounds and under and twenty-five cents for parcels over ten pounds, but under fifty pounds.

The company issued Prepaid Parcel stamps in three denominations; 10¢, 15¢ and 25¢ to cover the above rates. The central vignette, rate information and facsimile signature of the secretary-treasurer, Ed. E. Hurber, are printed in black on all of these stamps. The surrounding design, with the stamp denomination repeated in the four corners, is printed in green (and shades) for the ten-cent stamps, brown (and shades) for the fifteen-cent stamps and red-orange for the twenty-five cent stamps. Each stamp has a control serial number at bottom center under the mustangs.

However, there is more to this story.

Upon closer examination it is apparent that four different types of the Piercys Express parcel stamps were printed. Most likely this was necessary because the company was in business for so many years. The types are characterized in the following sections. The cited groupings of control numbers are from my examination of available stamps and photocopies (see Table 2).

Type I Stamps (See Fig. 1)

Easy Identification: Just above the control number, the narrow vertical tablet to the left of "No." is not shaded as shown below.

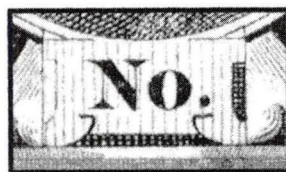


Figure 2. Type I tablet design.

The existing vertical and horizontal tablet shading consists of thin, orthogonal, straight lines.

Ten Cent Stamps:

- Perf. 14 horizontally
- Red control numbers
- Control number groups:
9024-9384, 11656, 15554, 23564-
25090, 39530-41837

Fifteen Cent Stamps:

- Perf. 14 horizontally
- Blue (and shades) control numbers
- Control number groups:
11182-11370, 21586, 38876-39362,
50341-52619, 59886-60644,
69217-72296

Twenty-five Cent Stamps:

- Perf. 14 on all sides
- Blue control numbers
- Control number groups:
683-8523, 9393, 12607-14972

Type II Stamp



Figure 3. Type II stamp.

Easy Identification: Just above the control number, the shading in the narrow vertical tablet left of “No.” is complete as shown in Figure 4. The shading consists of seven, small, horizontal black bars in the left vertical tablet, and six in the right tablet. The bars near the bottom of each tablet are shorter. The bottom tablet’s shading (under “No.”) consists of thirteen, small, vertical black bars. The bars at both ends are shorter than the majority of the bars in the middle of this tablet. Thinner, perpendicular lines of shading are present as background in all three tablets.

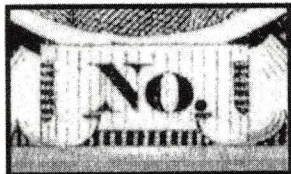
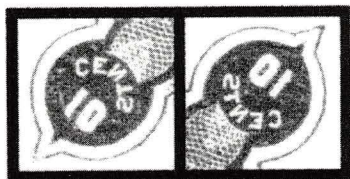


Figure 4. Type II and III tablet design.

The “10 CENTS” denominations in the lower left and the upper right-hand corners have been entered in mirror im-



Lower Left Upper Right
Figure 5. Mirrored images in two opposite corner tablets.

age (see Figures 3 and 5). I presume this was done in error.

Ten Cent Stamps²:

- Perf. 14 or 16 horizontally
- Red control numbers
- Control number groups:
57798–59104, 60718–64843, 73078, 95621

Type III Stamps



Figure 6. Type III stamps.

Easy Identification: Similar to Type II (see Figure 4), but the mirror image of the denomination in the upper right corner has now been corrected as shown in Figure 6. The “error” of the mirror image in the lower left corner remains (see Figure 5 Lower Left and Figure 7).

² I have encountered the Type II stamp in only one denomination; ten cents. I speculate that the printer may have wished to correct the mirror images before producing other stamps. This was at least partially accomplished with the Type III stamps. Can a member report a Type II fifteen-cent or twenty-five cent stamp?

Ten Cent Stamps³:

- Perf. 14 or 16 horizontally
- Blue (and shades) control numbers
- Control number groups:
100365, 108621–112935, 116559–
117385, 131964–144512, 151372,
167911–183766, 186344, 194358–
194368, 208115



Figure 7. Mirrored image
in lower left corner tablet.

Fifteen Cent Stamps³:

- Perf. 14 and or 16 horizontally
- Blue (and shades) control numbers
- Control number groups:
87232–94481, 107514, 113043,
117482–126648, 146442, 151493–
156974, 185136, 189345–191886,
197263–200604, 213815–224015

³ I have encountered no Type III twenty-five cent stamp which would complete this set of three denominations. Two possible explanations come to mind:

a. There was apparently a limited demand for company services requiring the twenty-five cent stamp as opposed to the lighter parcel weights and shorter distances covered by the ten and fifteen-cent rates and stamps. It is therefore likely that the supply of the twenty-five cent stamps on hand from the initial printing (Type I) was sufficient until the Type IV stamp was produced.

b. It is also possible that because the twenty-five cent stamps are rarer, no Type IIIs have survived. The rarity factor is at least partially supported by Reference 2, where an anonymous author (probably the editor) scoffs at the idea of collecting Piercys Express stamps. If that narrow-minded thinking prevailed when Piercys stamps were being used, it would help to explain why some denominations that were in short supply were not abundantly saved. Does a member have an example of a Piercys, Type III, twenty-five cent stamp to share?

Type IV Stamps



Figure 8. Type IV stamps.

Easy Identification: Just above the control number, the shading on both sides of “No.” has been extended and is now squared at the lower ends as shown in Figure 9. The vertical tablet shading consists of seven, small, equal-size, horizontal black bars in each tablet. The bottom tablet’s shading (under “No.”) consists of twelve small, vertical black bars. The bars at both ends are shorter. Thinner, perpendicular lines of shading are present as background in all three tablets.

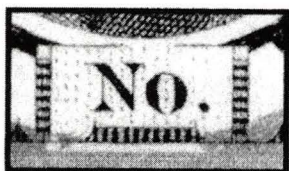


Figure 9. Type IV tablet design.

There are no mirror images present in any corner denomination tablets.

Ten Cent Stamps:

- Perf. 14 horizontally
- Blue control numbers
- Control number groups:
235416, 256586–268801, 308815,
999345
A789, A27701, A86390–A86638,
A95680–A98274, A124977–
A152879

Fifteen Cent Stamps:

- Perf. 14 horizontally
- Blue control numbers
- Control number groups:
245925–248529, 278069–301809
A5694–A8263, A33115–A60565,
A89531, A101640

Twenty-Five Cent Stamps:

- Perf. 14 horizontally
- Blue control numbers
- Control number group:
27336–33089

STAMP DESIGNS

The small circular ornament at the top center of the Piercys' stamps appears as three distinctly-different designs. Initially, a two-circle concentric design was used on all Type I stamps. This is shown at the left in Figure 10. This design was replaced by a crescent shape within the ornament circle that contained a dark protrusion from its center. This design was used on Type II and III stamps and is illustrated in the center of Figure 10.

The third design was also crescent

shaped with a near-center protrusion, but with a thicker, larger crescent compared to the previous ornament design, as can be seen in Figure 10 on the right. The latter ornament shape appears on Type IV stamps.



Figure 10. Ornaments at top stamp center.

Examination of the five ampersands (i.e., "&") in the text on Piercys' stamps reveals that two different fonts were used; see Figure 11. There are two ampersands in the left "PARCEL STAMP" rate text, two in the right "PREPAID" text, and one between "SEC" and "TREAS" at the lower right. The Type IV stamps contain three rounded-top ampersands on the right side, all other ampersands have flat tops.

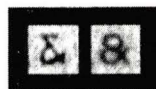


Figure 11. Flat topped and rounded top ampersands.

The "No." area tablets, the top central ornament design, the mirrored denomination corner tablets, and several other significant differences (i.e., characteristics) between the four Piercys' stamp types are summarized in Table 1.

Numerous other differences and similarities have also been noted between these four stamp types. These include the shape and size of the letters and numerals in the corner denomination tablets, the ornament designs at the bottom center, the shape of and spacing between some of the letters. Also incomplete, added and redrawn lines in the central vignette as well as the surrounding

Table 1. Piercys Stamp Characteristics

CHARACTERISTIC	FIGURE	TYPE I			TYPE II 10¢	TYPE III		TYPE IV			EXPLANATION
		10¢	15¢	25¢		10¢	15¢	10¢	15¢	25¢	
Small Vertical Tablets											
No shading in left tablet	1 & 2	X	X	X							Left and right of "No."
Tapered at bottom	2 & 4	X	X	X	X	X					Tablets are about 2.3 mm high
Squared off at bottom	8 & 9							X	X	X	Tablets are about 3.3 mm high
Mirror Image											In corner denomination tablets
Lower left tablet	3, 5L, 7				X	X	X				
Top right tablet	5R & 6				X						
Top Ornament											At top center near outer edge
Concentric circles	10L	X	X	X							
Smaller crescent	10C				X	X	X				
Larger crescent	10R							X	X	X	
Control Numbers											At bottom center
Red		X			X						
Blue			X	X		X	X	X	X	X	
Narrow prefix "A"	21L							X	X		
Wide prefix "A"	21R							X	X		
Amperсанд Font											
All five with flat tops	11L	X	X	X	X	X	X	X	X	X	Three 'e's are on the right side of stamp
Three with rounded tops	11R										After "PARCEL STAMP" and "PREPAID"
Period Punctuation											
Period present		X	X	X	X	X	X				
No period								X	X	X	
Perforations											
Perf. 14 on all sides	1 Bottom			X							Fig. 1 shows perfs on adjacent sides
Perf. 14 horizontally		X	X		X	X	X	X	X	X	Vertically imperforate
Perf. 16 horizontally					X	X	X				Vertically imperforate
Stamp Dimensions											At image extremes on stamp
73mm x 48mm		X	X	X	X						
74mm x 48mm											
75mm x 48mm							X	X	X		
75mm x 49mm				*							12/24/00

portions printed in color have been noted.

I invite members to dig out their glass (not sherry) for some philatelic fun by looking for, and verifying, these design differences on their own Piercys' stamps.

STAMP PANE FORMATS

The Type I Twenty-Five Cent Stamp

This is believed to be the only stamp that Piercys produced with perforations on all four sides (Perf. 14). It was produced in a sheet format of no fewer than nine stamps (3 x 3 format), based on the straight edges encountered in the examined stamps. Since the lowest control numbers were given to these stamps, they may have been the first stamp that Piercys issued. It is further possible that the sheet configuration proved to be somehow unsatisfactory so that all subsequent Piercys' stamps were issued in panes that were only perforated on horizontal sides.

All Other Piercys Stamps

With the exception of the Type I twenty-five cent stamp mentioned above, all other Piercys stamps are found perforated horizontally, indicating that they were produced in a pane one stamp wide of undetermined length. Imperforate edges are encountered along the top and bottom edges of stamps such as would exist on the first and last stamp positions of the pane.

I believe the panes were produced in a 1 x 5 format based on the observed frequency in which stamps with both horizontal edges that are perforated are encountered, versus the stamps that were found with either the top or bottom edge imperforate.

I would also note that other express companies who used control numbers on

stamps in a similar pane format, continually repeated the last digit of the control number in the same pane position. If Piercys did this, I believe they most commonly produced the last digit of '1' or '6' in pane position one, and the last digit of '5' and '0' in pane position five. Pane position one is at the top and pane position five is at the bottom as illustrated in the Figure 12 stamp pane layouts.

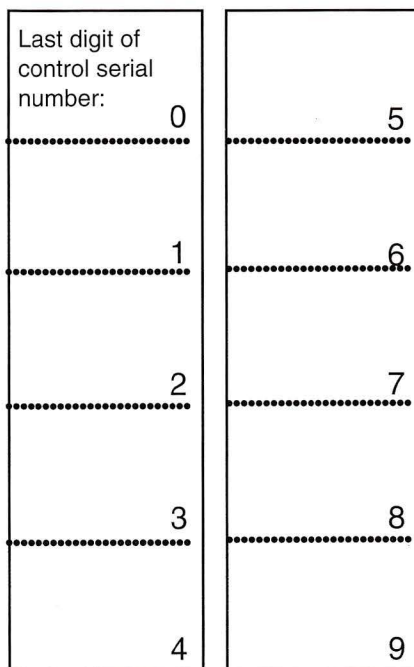


Figure 12. "1 to 0" probable Piercys stamp pane layouts.

Fewer straight-edged Piercys' stamps were encountered with a last digit of '0' and '5' in pane position one, and fewer with a last digit of '4' and '9' in pane position five, such as would be found in the Figure 13 postulated stamp pane arrangement.

Exceptions and Anomalies

The one stamp I have encountered that does not fit either pane location model is shown in Figure 14. It is a Piercys Type IV stamp with a rare in-

verted control number from the collection of Bruce Mosher. I would expect its last digit of '5' would cause it to show up in either pane position one or five, and therefore exhibit one horizontal straight edge.

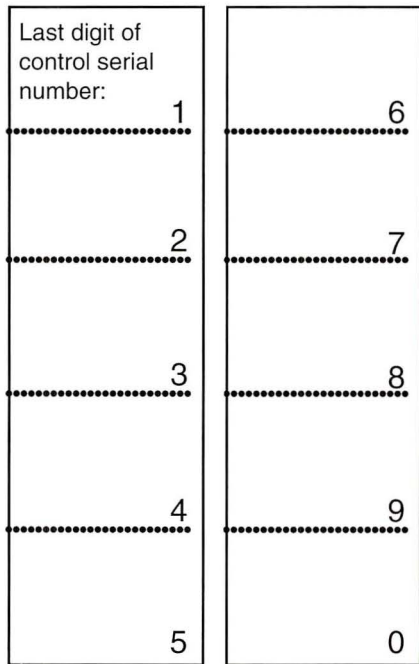


Figure 13. “0 to 9” postulated Piercys stamp pane layouts.

However, I speculate that this control number was printed on a stamp in an abnormal pane position (i.e., 2, 3, or 4) because the sheet was inverted when the control number was entered.



Figure 14. 10¢ Type IV inverted control number stamp.

Another intriguing item from Mosher’s collection is shown in Figure 15 and needs to be considered. It will first be noted that these Type IV ten-cent stamps have no control numbers which indicates that they did not completely go through the entire stamp production process. Printers that produced stamps containing control numbers applied them as a final and separate step after printing the basic numberless stamps.

It will be further noted that the Figure 15 stamps have been separated into a strip using the horizontal perforations and that they remain imperforate vertically. For us to accept these stamps as examples of a normal step in the manufacturing process for Piercys, we must also accept that:

1. The stamps were subsequently machine cut vertically into single stamps. I say this because other Piercys stamps have machine cut, as opposed to hand cut, vertical imperforate edges. These vertical edges are parallel and perpendicular to the horizontal edges. In fact, the few stamps which I have encountered with irregular vertical edges are also narrower than the stamps which have machine cut edges. This leads me to believe they were cut down, perhaps when being removed from a parcel, or parcel wrapper.
2. The only purpose for the perforations would have been to facilitate separation during the manufacturing process.

Neither of these hypotheses seems plausible, so I believe the Figure 15 strip of stamps is a printer’s proof, sample or waste and that normally the perforations were left intact to allow separation by the express user. However, this fascinating piece does show that the Piercys’



Figure 15. Strip of 3 uncut stamps.

stamp-sheet layout, prior to machine cutting, was at least four stamps wide. On the other hand, is it possible that late in the Piercys' company life they did alter their production of Type IV stamps by making some hand separation (cutting) necessary as the Figure 15 multiple would suggest.

The Figure 16 Type IV twenty-five cent stamp, also from Mosher's collection, has imperforate edges where expected, but they are rough as might be attained if the stamps were ripped along a straight edge while separating them. Can members supply any stamps or opinions to clarify or explain these anomalous Piercys' stamps?



Figure 16. 25¢ Type IV stamp with 'rough' imperforate sides.

PAPER

Initially, Piercys used a good-quality, white, surface-glazed, unwatermarked paper for their stamps. This paper continued to be in use for stamps of Type I through Type III. Stamps of Type IV were printed on an off-white uncoated paper. In some stamps this paper is quite porous. As a result of the poorer quality paper, the Type IV stamps do not exhibit the clarity seen on stamps of the first three types. The details of the engine turned borders appear less distinct when compared to the earlier stamp printings.

It is also possible that the lithographic printing of the Type IV stamps was inferior to the printing process used in producing the Type I through Type III stamps which further contributed to the lack of clarity.

GUM

The gum was applied by machine and has a yellow caste.

CANCELLATIONS

Six different cancellations were employed by Piercys Express.

A. Cancel composed of six, parallel, thin sinusoidal lines, each separated by 5 mm. The total length of this cancel approximates a stamp width. One sine wave cycle is about 3mm long and the amplitude measures about 4.5 mm. Most of these cancels appear to be nearly centered along the horizontal stamp. See the bottom stamp in Figure 1. A cancellations exist in violet, purple, black and blue colored ink and were applied by either a hand stamp or roller.

A1. Somewhat similar to type A, except thicker line weights and this cancel is randomly struck as angled to the horizontal. Also, the **A1** cancel lines are not always parallel, nor as long, nor as crisply struck as type A. **A1** cancellations exist in purple and can be seen in Figure 17.



Figure 17. Type A1 cancellation.

B. Cancel reads “EX. PAID” in serified letters and measures 58 mm x 9 mm. Similar to the Figure 18 cancel, except the “P.” at the end of ‘EXP.’ and the final period are missing. This cancellation exists in violet colored ink.

C. Cancel reads “EXP. PAID.” in serified letters as shown in Figure 18. It is sized at 70 mm x 8 mm. These cancellations exist in violet and purple inks.

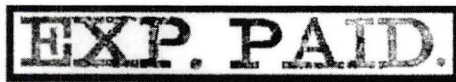


Figure 18. Type C cancellation.



Figure 19. Type D cancellation.

D. Cancel reads “PIERCYS EXPRESS CO. L’T’D.” as shown in Figure 19. It measures 56 mm x 4-5 mm depending on the inking. This cancellation exists in dark purple ink.

E. Crayon “killers” applied by hand. These cancellations exist in violet and black. Figure 20 shows an example.

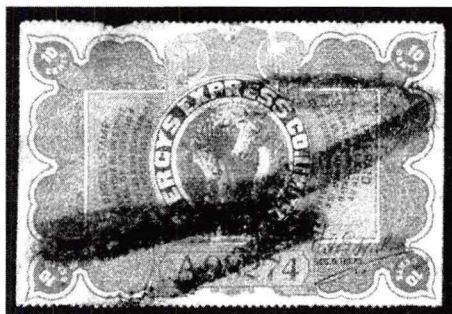


Figure 20. 10¢ Type IV stamp with black crayon cancel.

Of these cancellation types, the A version (sinusoidal lines) is the most commonly encountered (31 examples recorded) and also appears to have been the first canceling device used by the company. Types **B** (one recorded), **C** (six recorded) and **D** (two recorded) seem to be rare by comparison.

The type **D** handstamp cancel has only been noted on the Type IV stamps. Interestingly, the crayon killers are not regularly encountered except on the Type IV stamps.

In the *Empire State Philatelist* article of 1886 (Ref. 1), the author, William A. Warner, states that stamps were canceled with a "PAID" handstamp in block letters. I have not as yet encountered this handstamp. It is possible that Mr. Warner had observed an incomplete strike of a type **B** or **C** cancel that read as "PAID," or he failed to mention the "EX./EXP." part of the cancellation.

CONTROL NUMBER SEQUENCE

The following trends have been observed among the control serial-numbered stamps in the 129 Piercys' stamps in my data base. Table 2 provides a monotonic list of all the control numbers on these stamps.

1. It appears that some blocks of control numbers may not have been used. See Anomaly #1 below.
2. As the sequence from lower to higher control numbers progresses, the numbers jump from one denomination to another (as stamp stocks ran low?), and from one stamp type to another (as new printing plates were prepared?). Where a group of control numbers is listed for a particular stamp type, subsequent research will likely show that some of those numbers were used on other denominations. Additionally, members are asked to research their holdings to help refine the highest and lowest control numbers that are listed for a particular stamp.
3. Consistency is noted across types within the same denomination. For example, all ten-cent Type I stamps have lower-numbered control numbers than the ten-cent Type II stamps. Similar re-

lations exist through Type III and Type IV stamps.

Table 2. Monotonic list of Piercys' stamp control numbers.

VAL.	TY.	NO.	VAL.	TY.	NO.
25¢	I	683, 728, 739, 735, 746, 785, 846, 850, 5320 8523			60644
			10¢	II	60718 64696 64843
			15¢	I	69217 72296
			10¢	II	73078
			15¢	III	87232 89804 91708 94481
10¢	I	9024 9225 9231 9236 9256 9260 9261 9267 9359 9381 9384	10¢	II	95621
			10¢	III	100365
			15¢	III	107514
			10¢	III	108621 112935
			15¢	III	113043
			10¢	III	116559 117385
			15¢	III	117482 126648
			10¢	III	131964 135401 144512
			15¢	III	146442
			10¢	III	151372
25¢	I	9393	15¢	III	151493 156974
15¢	I	11182 11195 11214 11254 11309 11328 11370			167911
			10¢	III	181954 183766
			15¢	III	185136
			10¢	III	186344
			15¢	III	189345 191886
10¢	I	11656	10¢	III	194358 194362 194368
25¢	I	12607 12741 13146 14972			197263 197405
			15¢	III	198358 200592 200604
10¢	I	15554			
15¢	I	21586			
10¢	I	23564 25090			
25¢	IV	27336 33089			
15¢	I	38876 39362			
10¢	I	39530 41837			
15¢	I	50341 52619			
10¢	II	57798 59104			
15¢	I	59886			

Table 2. (Continued)

VAL.	TY.	NO.	VAL.	TY.	NO.
10¢	III	208115			A33115
15¢	III	213815	15¢	IV	A41211
		224015			A53372
10¢	IV	235416			A57230
		245925			A60565
15¢	IV	246549	10¢	IV	A86390
		248529			A86638
		256586	15¢	IV	A89531
10¢	IV	261483			A95680
		268801*	10¢	IV	A95681
		278069			A98274
15¢	IV	301809	15¢	IV	A101640
		308815			A124977
10¢	IV	999345*			A133059
10¢	IV	A789			A133586
15¢	IV	A5694	10¢	IV	A145889
		A8263			A146445
10¢	IV	A27701			A149772
					A152879

* Inverted on stamp.

4. At some point during the numbering of Type IV ten- and fifteen-cent stamps, Piercys modified its initial all-numerical serialization approach by adding a prefix letter "A" to the control number. I speculate that this was done on the last stamps that were prepared before Piercys' mustangs galloped off into the sunset.

5. I have not seen any control numbers repeated among the four stamp types.

Anomaly #1: The Figure 14 stamp, with its blue, inverted, and out of register control number, was mentioned in the section dealing with Stamp Pane Formats. It should also be noted that control number 999345 is numerically very high and represents a large jump in the company's control number sequence. The highest control number which I have encountered prior to this one is #308815. The Figure 14 stamp may represent an experiment by the printer in using control numbers. Also see Anomaly #2.

Anomaly #2: Figure 21 shows a most interesting Type IV ten-cent stamp from the collection of Frank Newton. The control number, 268801, is inverted. Added are two hand-stamped control numbers in red, 59134 and 59135, also inverted. I speculate that this stamp represents an experiment which included the use of an automatically-advancing, control-number, hand-stamper. I further speculate that Piercys adopted the use of the typeset "A" prefix as the necessary modification to continue monotonic numbering.



Figure 21. 10¢ Type IV stamp with multiple control numbers.

Anomaly #3: A less dramatic printing error is seen in Figure 22. This is from the Type IV fifteen-cent stamp in



Figure 22. Black printing is offset 2 mm high.

Table 3. Control number font differences.









NUMERAL	VARIETY	DESCRIPTION	ILLUS.
One	I	Top flag is straight on top edge and forms an acute angle with the vertical stroke.	
	Ia	Similar to Var. I, but thinner.	
	II	Top flag is curved.	
	III	Top flag is curved and its underside forms a 90 degree angle with the vertical stroke.	
Two	I	The tail is vertical, or nearly so.	
	II	The tail extends at about 45 degrees.	
Three	I	There are balls at each end.	
	I _d	Lower curve is damaged.	

Table 3. Control number font differences (Cont'd)





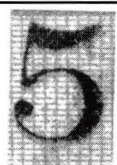



NUMERAL	VARIETY	DESCRIPTION	ILLUS.
Four	I	Plain horizontal stroke. 5 mm number height.	
	Ia	Similar to Var. I, but 4.5 mm number height.	
	II	Triangular shape is added to the right end of the horizontal stroke.	
Five	I	Top stroke has a curved upper edge and ends in an upward direction.	
	II	Top stroke has a curved upper edge and has a tapered end.	
	III	Top stroke has a flat upper edge and has a tapered end.	
Six	I	The ball at the end of the stem of the figure projects down.	
	II	The ball at the end of the stem of the figure projects to the left.	

Table 3. Control number font differences (Cont'd).








NUMERAL	VARIETY	DESCRIPTION	ILLUS.
Seven	I	The horizontal bar is curved and has a vertical line at each end.	
Eight	I	Diagonal stroke from upper left to lower right is thickened.	
	II	Diagonal stroke from upper left to lower right is thinner than Variety I.	
Nine	I	The ball at the end of the figure projects up.	
	II	The ball at the end of the figure projects to the right.	
Zero	I	Sides are thickened.	
	II	Sides are thinner than Variety I.	

Figure 17. The central vignette of mustangs, etc., is out of register by approximately 2 mm high. This kind of printing freak is a result of the paper registration being off by 2 mm between the two passes through the printing press (i.e., once for color inking and once for black inking).

CONTROL NUMBER TYPE FACE

The stamp printer used various printers-type pieces with different fonts. Their use seems to be random. (Some of what appear to be different fonts may actually be a result caused by over-inking.)

“A” prefix

The “A” prefix was added to some issues (the final?) of the Type IV ten and fifteen-cent stamps and exists in two varieties. It is found in both a narrow letter variety (see Figure 23) and a wide letter variety (see Figure 23). The wide and narrow “A”s are found on both the ten and fifteen-cent Type IV stamps as can be seen in the top two stamps in Figure 8.

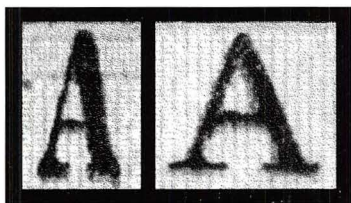


Figure 23. Narrow and wide “A” control number prefixes.

Numerals

The control numerals “1” through “0” exhibit several printer’s typeface variations. These are described and illustrated in Table 3.

The printer also apparently experimented with a handstamp numbering system as explained in Anomaly #2 under Control Number Sequence.

ACKNOWLEDGMENTS

I am grateful to Frank Newton, John Bowman, Joe Lavella, Bob Mason, Mike McBride, John Halstead, Larry Lyons, Ken Picklo and the late Donald Duston for sharing copies from their respective collections. I particularly want to thank Express Editor Bruce Mosher, expressly, for his guidance and patience.

Photocopies of member's Piercys stamps are requested, as well as their comments. Please contact Wm. W. (Bill) Sammis, 436 Thomas Rd., Ithaca, NY 14850-9653 or send an e-mail to me at “cds13@cornell.edu”.

References

1. Warner, William, A., *Empire State Philatelist*, “The Piercy's Express Co.,” No. 3, Nov. 1886, pg 82. (Reprinted on page 3 of *Curiosity World*, Vol. I, No. 3, Nov. 1886 under the same title with proper credit).
2. Watson, Will, *Quaker City Philatelist*, “Editorial Notes.,” Vol. 3, No. 30, June 1888, pg 98.

Endnotes

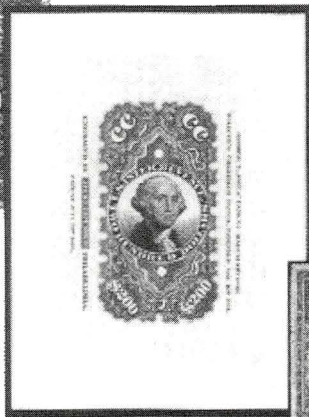
1. Magnification factors used on the enlarged illustrations:
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