

APRIL 2003

WHOLE NUMBER 43

VOL. 11 NO.2

THE PENNY POST

Official Journal Of The Carriers And Locals Society



New Orleans Carrier Service

Incoming letter from Philadelphia. Blue Philadelphia Dec 2 c.d.s., and struck with the green snow shovel (Dec. 10th) and the oval two cent due, CAR.2 markings. Both N.O.U.S. markings are fresh and legible on this early New Orleans carrier cover. The U.S. stamp is a brownish carmine 1851 #11. The Philadelphia circle has the same break above the second "I" and the same addressee as the cover shown in Figure 5 page 56 which was delivered three days later. Ex. Johnstone

INSIDE THIS ISSUE

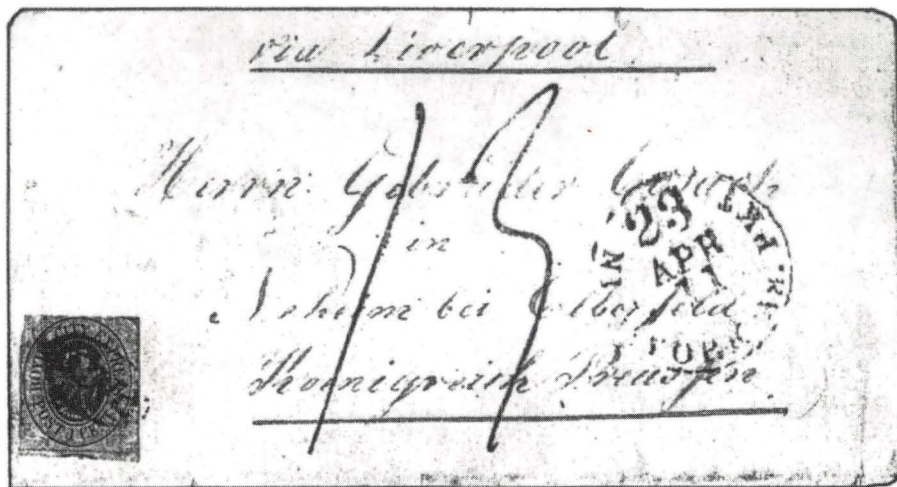
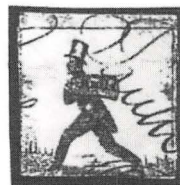
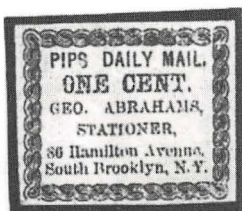
COLLECTING AREAS THAT OVERLAP LOCAL POSTS

A MESSENKOPE'S PUZZLE PIECE

HARNDEN'S STRIDING MESSENGER

THE POSTAL HISTORY OF THE U.S. CARRIER SERVICE IN
NEW ORLEANS 1851 – 1861

Byron J. Sandfield
Major Buyer & Seller of
Carriers & Locals
For Advanced & Beginning Collectors

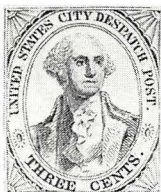


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THE PENNY POST

VOL. 11. NO. 2



APRIL 2003

2000 The Carriers and Locals Society, Inc.
APS Affiliate 211

Official Journal Of The Carriers and Locals Society

Published quarterly in January, April, July and October.
Price per issue: \$10.00 for members, \$12.00 for non-members.

Website: www.pennypost.org

CONTENTS

Editor's Message	Page 2
List of Advertisers	Page 2
Collecting Areas that Overlap Local Posts by Larry Lyons	Pages 3-16
A Messenkope's Puzzle Piece by Eric Karell	Pages 17-20
A U.S. Mail Prepaid Multiple by Robert M. Logan, Jr., and Larry Lyons	Pages 21-23
Harnden's Striding Messenger by Larry Lyons	Pages 24-32
More on 10¢ Stiles Union Despatch by Gordon Stimmell	Page 42
A Night to Remember by Eric Karell	Page 43-45
East River P.O. Forgery B of 62L4 by John Bowman	Page 47
The Postal History of the U.S. Carrier Service in New Orleans, 1851-1861.....	
by Hubert C. Skinner.....	Pages 48-71

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THE PENNY POST/Vol. 11 No. 2 / April 2003

EDITOR'S MESSAGE

By

Larry Lyons

Lots of excitement in our field towards ongoing research and study. Several of our members are working on articles on more than a half dozen different subjects for future publication.

The Carriers and Locals Society published its first issue in January 1991 with Gordon Stimmell as Editor-in-Chief. The ultimate aim was to educate the philatelic world about carriers, locals and their imitations. Now over twelve years later authors are commenting that a lot has been done but we've only begun to scratch the surface. Earlier articles have paved the way for newer and more advanced research. The carrier and local adhesives were issued more than 150 years ago and explanations about their usage is still being evaluated today. New articles will show research in subjects for which we have not yet broken ground.

The eastern express field has been woefully neglected. Bruce Mosher's book is a grand first step into an area beckoning for new pioneers. Hundreds of research articles are yet to be written in this field. Members are encouraged to write articles in this area.

Although as a society we have fewer members than *The Classics Society* or *The American Revenue Association*; what we lack in numbers we make up for in enthusiasm. We are in fact larger than a great number of societies.

The single most inspiring characteristic of *The Carriers and Locals Society* is the willingness to share information. A unique core of more than a dozen advanced individuals respond to requests for information from each other to provide you with the most comprehensive studies possible. Most of the articles you read today are the result of assistance provided to an author by 1-4 advanced students in the field of interest. If you want to join the exciting cast of authors by producing an article just drop me a letter and I will connect you with a library of information.

Special thanks to authors Hubert Skinner, Eric Karell, Robert Logan, Jr., John Bowman, and Gordon Stimmell for their contributions to this issue.

ADVERTISERS IN THIS ISSUE

	Page
Matthew Bennett, Inc.	33
Schuyler Rumsey Philatelic Auctions	34
James E. Lee	35
Andrew Levitt	36
Nutmeg Stamp Sales	37
Stanley Piller	38
H.R. Harmer LLC	39
Shreves Philatelic Galleries, Inc.	40
Alan E. Cohen	41
Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

Collecting Areas that Overlap Local Posts

By
Larry Lyons

I have been able to list about forty specialized collecting fields which can be of interest to our Society members. Many of us have specialized interests within the carrier, local and expresses fields and many have interests in other related or associated subjects. In this article I will introduce specialized collecting subjects that you may find interesting enough to participate in. At the very least you can see what routes others have chosen on which to focus either entirely or in association with collecting carriers, locals and expresses.

Some of the specialized collecting interests that I will mention have collectors who can be direct competitors for carrier, local and express material. There are covers that can attract collectors for multiple reasons. I will try to point some of these out as I present the different categories of specialized collecting that are close to the main interests of our Society members.

I have divided into twelve major categories the areas of collecting that overlap with those areas that local stamp collectors may have an interest.

I. Collectors of United States Stamps by Issue

Postmasters' Provisionals

The postmaster provisionals served from July 1845 until the federal government issued stamps on July 1, 1847. There are eleven listings in the *Scott Specialized Catalogue*. The St. Louis "Bears" were issued by John M. Wimer, the postmaster in St. Louis, Missouri. **Figure 1** shows a New York postmaster provisional on a cover carried by Boyd's.

1847 Issue

On the surface it looks like this specialized field has more collectors than there are members in our Society. The truth is that there are very few collectors who specifically collect in this area. The high demand for 1847 covers really comes from other associated fields of specialization. There is a strong fascination with Scott numbers 1 and 2. The philatelic press has many stories about covers bearing our first two regularly issued United States stamps. There is great interest in usages from various cities. In 2001 the U.S. Philatelic Classics Society published "The United States 1847 Issue: A Cover Census" by Thomas J. Alexander. This 950 page textbook has 1847 covers listed by city of origin under state chapters. The covers are arranged chronologically under each city. The city of destination and the cancels are noted. Of interest are the many noted covers bearing local post delivery to the mails. There are also combined usages with carrier stamps. There are many Blood's and Boyd's usages with 1847 stamps. Among the other local posts there are only a few known examples of each. These covers can be extremely valuable. See **Figure 2**.



Figure 1. New York Provisional 9x1 and Boyd's 20L4 of 1845. The cover is to Albany.

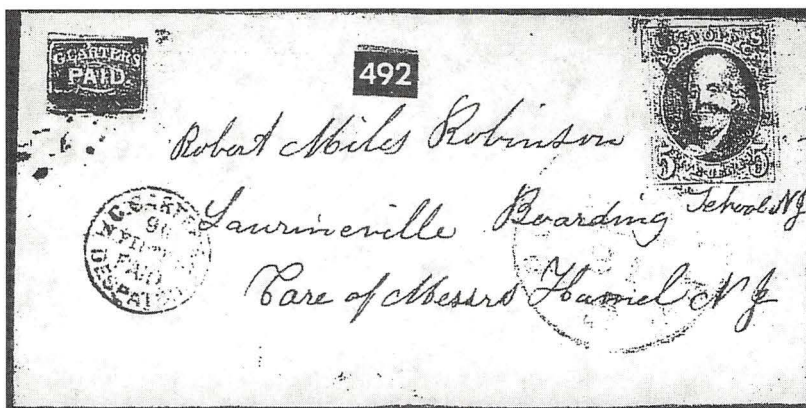


Figure 2. Black Carter's Despatch local 36L1 paying a 2¢ rate. Red Brown US #1 tied by a blue Philadelphia, PA "5 May 21" postmark. Carter's Despatch Black handstamp. Cover is to New Jersey. Siegel Sale of October 7-8, 1980 Lot 492.



Figure 3. American Express Co. 1863 handstamp on R1a 1¢ Express Imperforate.

Postal Stationery

I have heard from one collector whose interest is Nesbitt stationery. The stamped envelope section appears in the *Scott Specialized Catalogue* right after the local stamp section. There are several local post stamps found to-the-mails on Nesbitt envelopes. In addition Blood's, Boyd's, and Carter's created postal envelopes.

Revenues

A large number of our members also collect revenue stamps. There are covers with revenue stamps indicating a tax was paid, and express company labels indicating delivery by an express company. **Figure 3** is such an example.

Confederates

This collecting area has its own society. Some Confederate usages were handled by eastern express companies.

II. Collectors of Specific Private Mails.

Independent Mails

This category is limited to those companies that operated intra-city in 1844. The posts are American Letter Mail Co., Brainard & Co., Hartford Conn Mail Route, Hale & Co, Hoyt's Letter Express, Letter Express, Overton & Co., Pomeroy's Letter Express, and W. Wyman.

Single Subject Local Posts

Some collectors specialize in a single local post such as Boyd's or Hussey's. Pomeroy and the California Penny Post are other examples of single subject collections in the local post area.

Up to 1847

One can limit their specialized collecting field by imposing a year in which to stop. The first U.S. regular issues began July 1st, 1847. It is usually the reason this date is imposed as a cut off. The independent mail companies are part of this category but without a heavy concentration. Surprisingly only the following 28 local posts meet this specialized collecting criteria: Barnard's City Letter Express, Blood's, Franklin City Despatch Post, Bouton's Manhattan Express, Boyd's City Express, Brigg's Despatch, City Despatch Post, City Despatch, City Dispatch Post Office (New Orleans), City Express Post (Philadelphia), City Mail Co. (New York), Cumming's City Post, Cuttings Despatch Post, Dupuy & Schenck, Eagle City Post, Frazer & Co., Hall & Mills', T.A. Hampton City Despatch, Hanford's Pony Express, George S. Harris City Despatch Post, Jones' City Express, Kidder's City Express Post, Mearis' City Despatch Post, G.A. Mills' Despatch Post, New York City Express Post, Spence & Brown Express Post, Union Post, and Walton & Co. The above list can be limited by the exclusion of the 1847 posts or imposing the July 1st, 1847 date as a cut off.

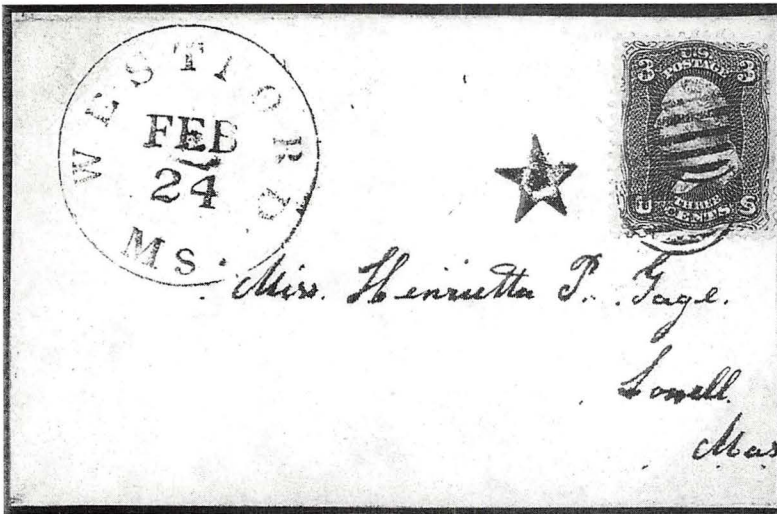


Figure 4. The five pointed star of the Lowell Massachusetts post office indicating carrier delivery for one-cent collected from the addressee. The c.d.s. is from Westford, Mass, February 24, probably 1860.

Carrier Stamps

This section of the *Scott Specialized Catalogue* is divided into the official issues consisting of Franklin Carrier L01,3,4 and Eagle Carriers L02,5,6. This section is followed by the semi-official issues of Baltimore 1LB1-9, Boston 3LB1-2, Philadelphia 7LB1-18 and St. Louis 8LB1-3. The United States City Despatch Post appears as catalogue numbers 6LB1-7 with U.S. Mail catalogued as 6LB9-11. There are nine appointed letter carriers who have their names on stamps. These are Honour's, Kingman's, Martin's, Beckman's, Steinmeyers's, Williams, Bishop's, Wharton's, and Brown & McGill's.

The nine appointed letter carriers could comprise a specialized exhibitable collecting field.

Carrier Markings

Donald Johnstone's award winning carrier collection extended the focus on carrier stamps to a formidable study of carrier markings. Some present students are concentrating on the markings without a concentration on the carrier adhesives. **Figure 4** is a cover showing the Lowell Massachusetts carrier marking.

Eastern Expresses

This collecting field contains labels, printed handstamps, applied names and manuscripts. There are some companies such as Wells Fargo and Co. who traveled east to west as well as west to east. This field is represented by *The Carriers and Locals Society*.

Western Expresses

This collecting area studies the west coast express companies. It includes overland mail services, ocean mail and western territorial mail. The *Western Cover Society* is devoted to the field of western expresses.

Forwarders

There were many agents who received and forwarded the mail. There is sometimes a difference of opinion as to whether a company acted as a forwarder or a local post.

A.C. Rossire & Co. operated in New York in the 1840s – 1850s and T.W. Ward operated in Boston, also in the 1840s. Some of the independent mail companies can be thought of as forwarders. There are many covers with independent mail company handstamps that contain the words “Forwarded by”. **Figure 5** is an example of such a Hale & Co. cover.

George H. Gray & Co. operated in Boston around 1848. He picked up letters arriving from England by ship and posted them to their destinations. The cover shown in **Figure 6** is addressed to Philadelphia and has a George H. Gray & Co. adhesive with a manuscript “2” indicating the fee for the service.

Telegraph

George Kramer is a gold medal exhibitor in this field. Telegraph covers began in the stampless era. The Magnetic Telegraph Office in Philadelphia produced covers with Eagle City Post adhesives and labels applied. Some telegrams were forwarded by Adams Express Co. or other eastern express companies. Local penny posts were used to deliver telegrams in cities that had these services. **Figure 7** shows a Vermont and Boston telegraph cover bearing the imprint of Cheney & Co.’s Express.

Hotels

This is a specialized field that has advertising envelope corners depicting various hotels. Many hotels forwarded the mail. These covers would be categorized under “Hotel forwarders”. Some hotels delivered mail to the post office and those could be considered as “Independent mail services”. There are several U.S. City Despatch Post handstamped covers forwarded from the Howards Hotel in New York. **Figure 8** shows a cover that was posted at the New England Hotel in Cleveland, Ohio and was carried to the mails by Kellogg’s Penny Post.

Schools

There are advertising covers for the various colleges. Some colleges issued adhesives. These covers sometimes go unidentified because the business college name is not shown.

The Westtown Secondary School in Westtown, PA carried mail by stage to the post office. They issued adhesive stamps and the seven types are under the local post section as items 145L1 and 145L2. Friends Boarding School is another example and has a *Scott Specialized Catalogue* number of 151L1.

III. Collectors of Narrow Geographical Areas

Cities

There are major collections of most major cities. Since the local posts were in the major cities these covers are sought after by specialists. Some collectors only collect local posts from a single city. There are major award-winning collections of New York and Philadelphia. A presentation was recently given at the New York chapter of the Classics Society about the local posts of Brooklyn.

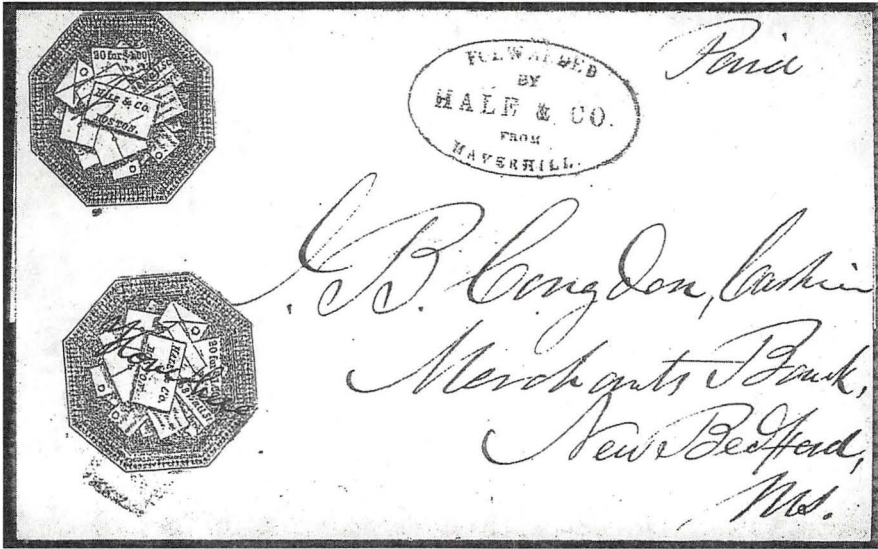


Figure 5. Forwarded by Hale & Co. from Haverhill (Mass.) Handstamp on cover to New Bedford, Mass. The adhesives are Hale's 75L5 one with a red script "h" initial and the other with an ms "Haverhill". The bottom adhesive is tied by a red Hale collect box. The docketing is Sept. 2, (1844). Hall sale at Siegel Galleries, November 13-14, 2000 Lot 302.

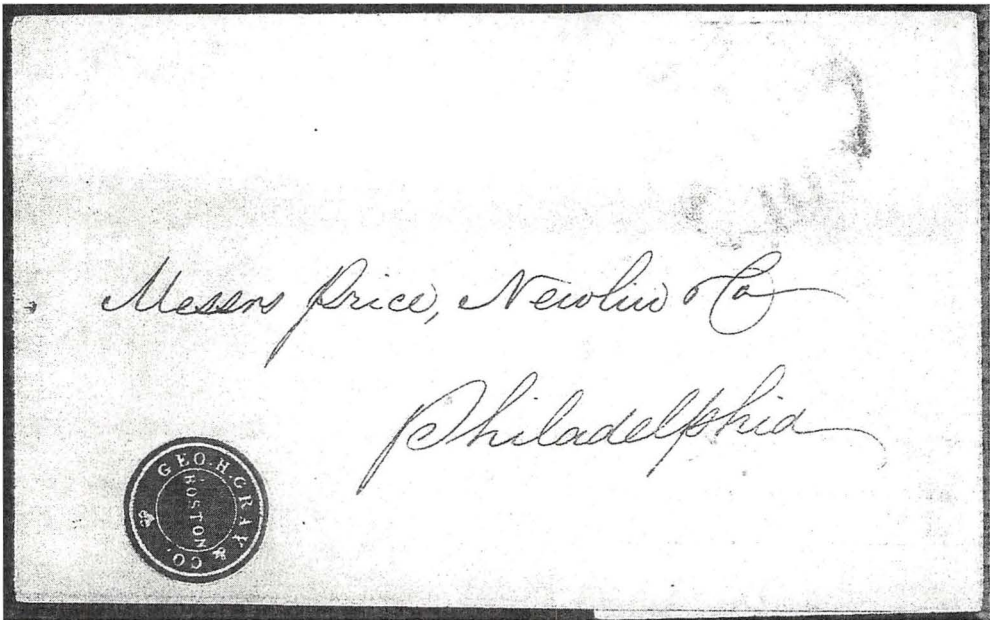


Figure 6. Red George H. Gray & Co. adhesive on cover picked up at the docks and posted in Boston. Orange Boston c.d.s. at top. *Lyons Identifier*, Volume I, page xxxvi.

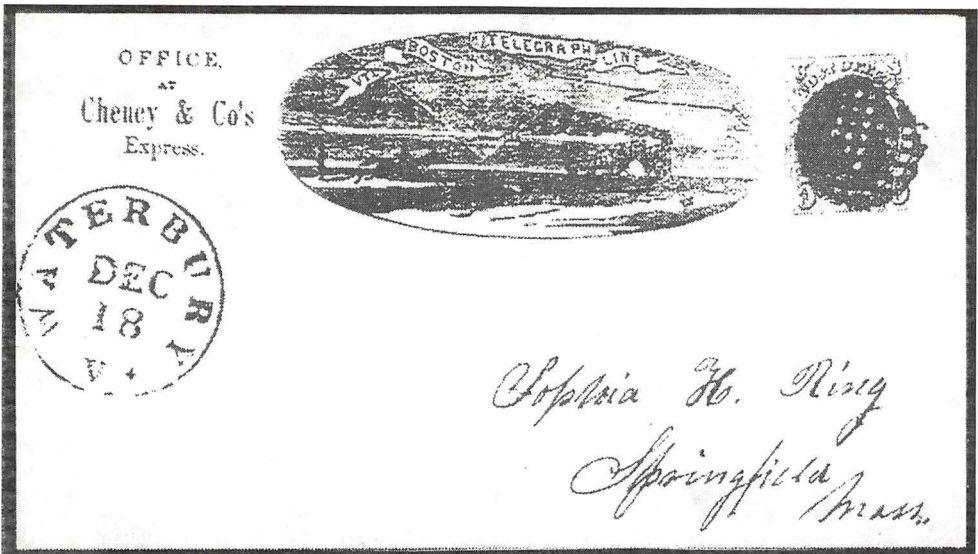


Figure 7. Vermont and Boston Telegraph line cover with imprint of Cheney and Co.'s Express. Postage to Springfield, Mass. was paid by 5¢ U.S. 1847 Scott #1. Linn's Stamp News, March 24, 2003, page 38, Richard B. Graham postal history article.



Figure 8. Posted at the New England Hotel and carried to the mails by Kellogg's Penny Post. The local adhesive from Cleveland is 92L1. The U.S. stamp is a 3¢ dull red #11 tied by a June 28 c.d.s. The 1853 cover is to West Fairlee Vt. Siegel sale, December 13-14, 1994 Lot 1370. This was won by a Cleveland collector.

Waterways

In this category the study area is a waterway being traveled without a focus on the steamer markings.

Collectors collecting in a narrow geographical area include town collectors, town postmark collectors, state collectors, territory collectors, and eastern and western express collectors. There are collectors whose specialized area of geographical collecting is one specific express company such as Wells Fargo and Company.

IV. Collectors of Illustrated Covers

Ornate Corner Cards

This specialized field focuses on the advertising corners on envelopes. Several express companies created ornate company identifications for their envelopes. **Figure 9** shows an ornate cover of Howard & Co.

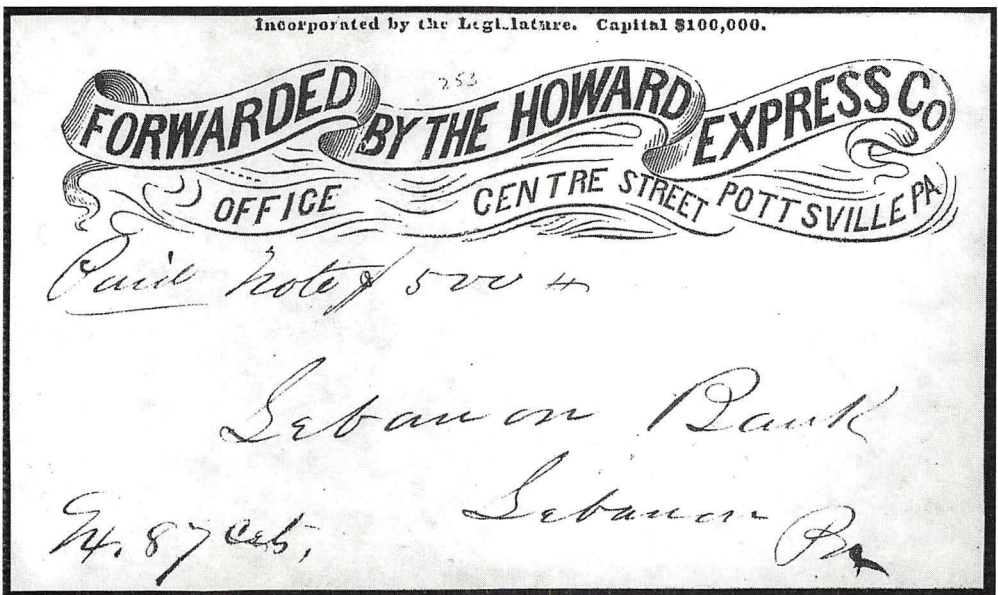


Figure 9. Howard and Company money envelope.

Patriotic Covers

This field has a lot of collectors. Sometimes patriotic covers were handled by local post or by an express company. See **Figure 10**.

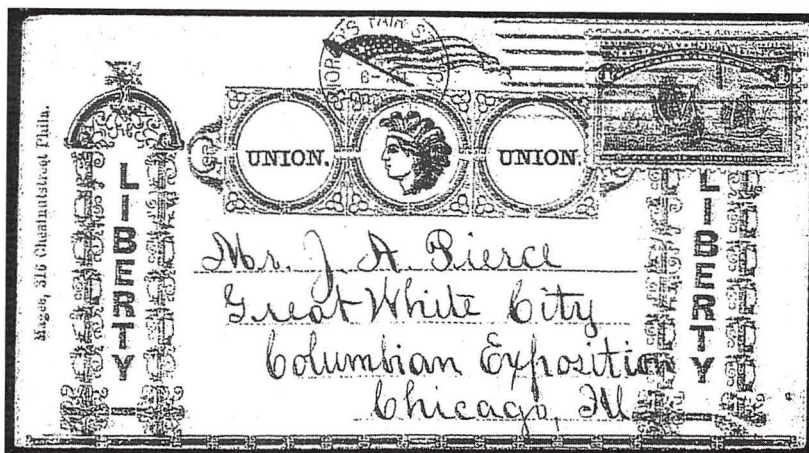


Figure 10. Patriotic cover remembering the Civil War at the Columbian Exposition. The U.S. stamp is a 4¢ ultramarine #233 issued in 1893. Bennett sale of February 8-9, 2003, Lot 3517. The Indian head appears on Westvervelt adhesive 144L9.

Local Post and Express Company Advertising Covers

This is a similar field to the collecting of corner cards with a focus on attractive company advertisements rather than just company identification. **Figure 11** shows a pictorial corner for Howard & Co. This corner shows the address of Howard & Co. as 628 Chestnut St./Philadelphia. Mosher shows a similar corner as his type HOWX-C5 with a 607 Chestnut Street address. Mosher also shows type HOWX-C6 with a straight line address at the bottom of "628 Chestnut Street".

Valentines

Many of the local post stamps are found on valentines. The delivery of valentines was a big business for local posts. These covers are sought after by valentine collectors. **Figure 12** shows a St. Louis carrier adhesive (8LB3) on a valentine. This special cover is *Scott* listed specifically as a valentine cover.

V. Thematic and Topical Collectors

Topicals

Ships and birds are major topical subjects. The local stamps and express labels are a deep source for finding adhesives for topical collections. Other topical collection interests are running messengers, animals, bicycles, fauna and trains. The American Topical Association (ATA) is the specialized society for this area of study.

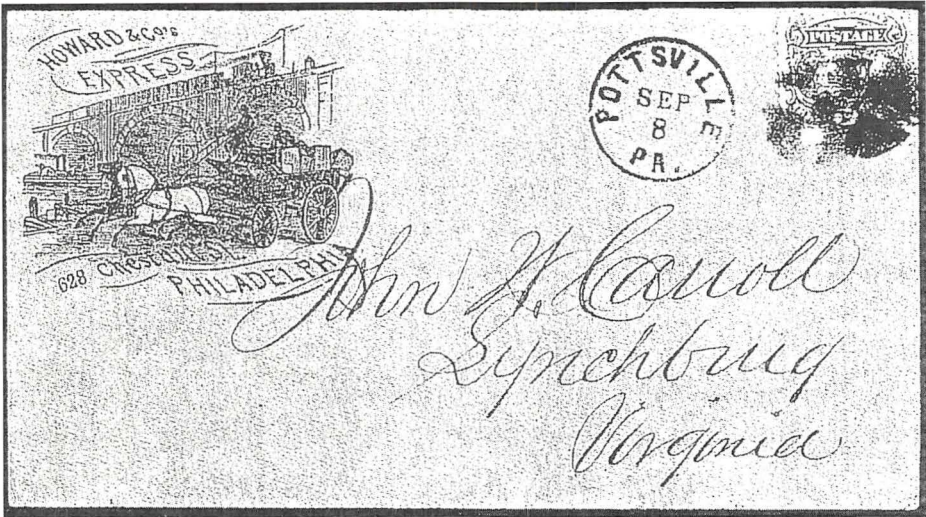


Figure 11. Illustrated corner of Howard & Co. The address below the horse is "628 Chestnut St/Philadelphia". The U.S. stamp is a 3¢ ultramarine #114. The cover is dated September 8, (1869). Samuel Arlen collection sale at Nutmeg Stamp Sales, November 6, 2001, Lot 1444.

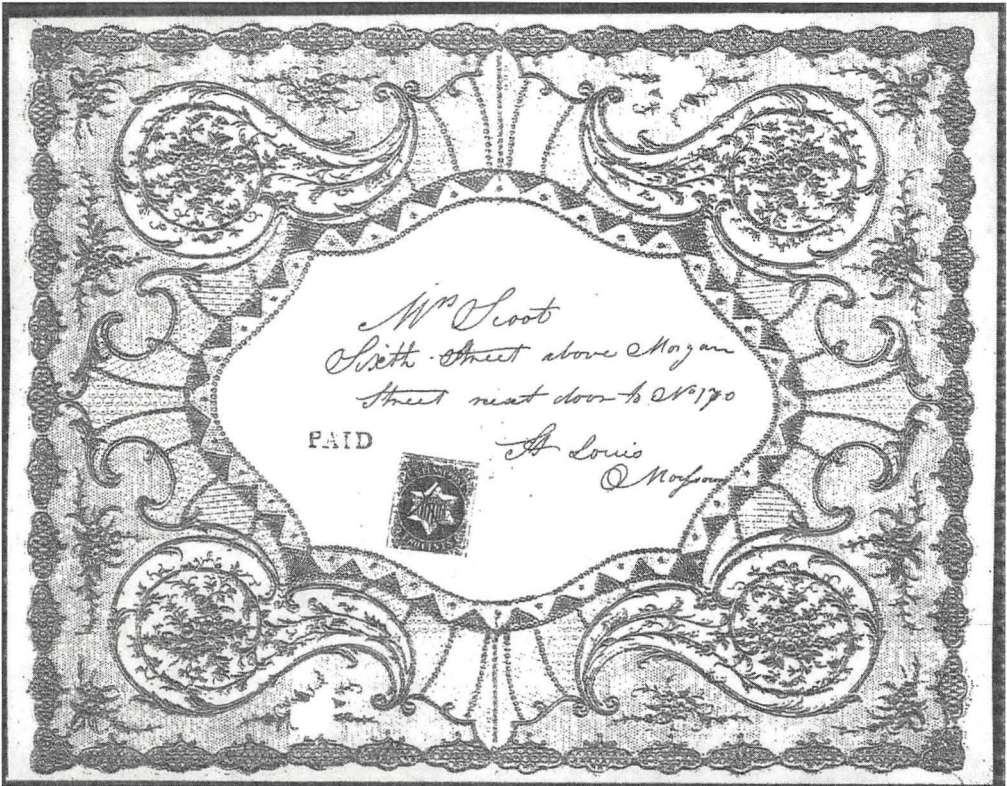


Figure 12. Gilt and lace decorative valentine delivered by carrier and bearing carrier adhesive 8LB3. For Valentine's Day 1857.

Lincoln

This is another major topical subject. Lincoln appears on the “Johnson’s Free P.O. Box” labels as well as on campaign labels.

Franklin

This topical collecting interest encompassed the Franklin Carriers (L01, 3, 4) as well as the proofs of these stamps. Franklin vignettes can be found for U.S. regular issues and the carrier issues.

VI. Transportation Collectors

Steamship Mail

This is a study of mail that traveled by steamers. A large number of steamers operated on the Mississippi River and its tributary rivers. There are specialized collectors of only Hudson River mail. Prince’s letter Dispatch (122L1) consisted of mail carried by Steamer from Portland, Maine to Boston. The bulk of steamship mail collecting is a focus on the steamer cancellations.

Railroads

This is a popular topical collecting field. Many of the express companies pictured trains on their adhesives. Three local posts come to mind as picturing trains. These are Broadway Post Office (26L1-2), locomotive express post (97L1) and W. Wyman (149L1). See **Figure 13**.



Figure 13. Trains on local posts.

VII. Collectors interested in Stamp production and Design

Proofs and Essays

There are proofs and essays of several local stamps. Many of these are not yet listed in the *Scott Specialized Catalogue*. Several different carrier proofs and essays are listed in the *Scott Specialized Catalogue* but some known types are still unlisted. Some of the local proofs and essays that are known to me are Adam’s & Co.’s Express, American Letter Mail, Blood’s Kochersperger, Boyd’s Mercury, City Dispatch Post, Hussey’s Express, McIntire’s, and Metropolitan Errand and Carrier Express Co. These are all fair game for specialized collectors of proofs and essays. The Essay-Proof Society disbanded in 1993.

VIII. Collectors of Non-Genuine Adhesives

Forgeries

I would estimate that the number of collectors of local stamp forgeries is four times the number of collectors of genuine locals and carriers. This is a large field with a very high percentage of the known forgeries falling into a very affordable category of \$2 to \$5 each. There are many valued at \$6 to \$35 each. There are, of course, quite a few valued in the hundreds of dollars. Many of the collectors of genuine stamps also collect forgeries.

Confederates Forgeries

These stamps are found in small numbers mixed into forgery collections. There are collectors who specialize in confederate forgeries. As forgeries these stamps usually have a value of \$5 -\$50. Undoubtedly some are even more valuable. S. Allen Taylor created some of the confederate forgeries.

Cinderellas

This field of specialized study is represented by *The Cinderella Society*. Collectors of local stamp forgeries have cinderellas in their collections. The book *Philatelic Fantasies of British North America* by David Sessions describes the cinderellas of North America.

Bogus Adhesives

This collecting interest has a main focus on adhesives that were created by forgers for companies that are not known to have issued adhesive stamps. A second part of this field is fictitious designs for local companies that did issue adhesives. Controversy arises over some companies for which there is no known record of existence but are known by numerous types of bogus stamps.

Modern Posts

This is an extremely large field of private local posts that carried mail to the post office after 1900. Almost all of these companies are philatelic in nature. A handful such as The Rattlesnake Island Local Post were created to serve customers. I believe that this is the only modern local post which transports mail via air.

Several of the modern local posts chose to create modern forgeries of genuine local posts. See **Figure 14**.



Figure 14. Modern forgeries of genuine local posts.

THE PENNY POST/Vol. 11 No. 2 / April 2003

IX. Genealogical Collectors

Names on Stamps

This specialized collecting field was mentioned to me by an owner of an auction house. This would make for one very valuable collection drawn from the field of carriers and local posts. A quick look at the *Scott Specialized Catalogue* indicates the following 109 subjects of names on stamps: Honour's, Kingman's, Martin's, Beckman's, Steinmeyer's, Williams, Bishop's, Wharton's, Brown & McGill's, Adams, Allen's, Baker's, Barnard's, Barr's, Bentley's, Berford's, Blood's Bouton's, Boyce's, Boyd's, Bradway's, Brady (New York and Chicago), Brainard, Brigg's, Bronson & Forbes, Browne (Cincinnati and Easton, PA), Brown, Bury's, Bush's, Carnes, Carter's, Cheever & Towle, Clark & Hall, Clarke's, Clinton's, Cook's, Cornwell's, Cressman's, Crosby's, Cumming's, Cutting's, Davis's, DeMing's, Douglas, Dupuy & Schenck, Faunce's, Jabez Fearey, Floyd's, Frazer, Freeman, Grafflin's, Guy's Hackney & Bolte, Hale, Hall & Mills, T.A. Hampton, Hanford's, George S. Harris, Hill's, A.M. Hinkley's, Homan's, J.A. Howell's, Hoyt's, Hussey's, Jenkin's, Johnson, Jones, Kellogg's, Kidder's, Kurtz, McIntire's, McMillian's, Mac, Mason's, Mearis, Menant, Messenkope's, G.A. Mills, Moody's, Morton's, Overton, Pinkney's, Pips, Pomeroy's, Price's (2), Priest's, Prince's, Reed's, Ricketts & Hall, Robison, Roche's, Rogers, Russell, Smith & Stephens, Spaulding's, Spence & Brown, Squier, Stringer & Morton's, Sullivan's, Swarts, Teese, Walton, Westervelt's Whittelsey's, Wood, Wyman and Zieber's. Handstamps and manuscripts would extensively add to this list.

The genealogical area of collecting can include Lincoln or Franklin collectors as well as those interested in only one specific local post due to a family history. The family history collectors of which I am aware are Pomeroy, Cressman's and Crosby.

A Forger

Some specialists concentrate on the works of a single forger. Jean de Sperati was known as the king of forgers. A book with this name written by Robert E. Lana was recently reviewed in Linn's newspaper.

Some collectors concentrate on Hussey forgeries or have S. Allen Taylor collections.

X. Collectors of Historical Eras

Stampless

This collecting field encompasses handstamps and manuscript markings. Right after the local stamp section of the *Scott Specialized Catalogue* there is a section for local post handstamps. This section is lacking in completeness. Several items presented in *The Penny Post* over the last few years are not listed. There is no section for manuscript markings. A recent Floyd's Penny Post manuscript sold. The express companies have an enormous number of companies that are only known with handstamped or manuscript markings.

Civil War

This area contains a large field of collectors who seek out covers mailed during wartime. There are express company covers between the north and south called "thru the lines" usages. Some Confederate local posts existed and there is very little information about these companies. Forgeries exist for many Confederate provisionals stamps.

Some covers have interesting wartime contents. The contents can attract interest. This era of American history has many students for a variety of reasons.

XI. Book and Information Collectors

Philatelic Literature

There are collectors who only collect philatelic literature. This consists of philatelic books, auction catalogues and price catalogues. There are also private records of information. Some that come to mind are the Sloane's notes, the Levi record of auction sales, and the Wood's Memorandum of Hussey printings.

XII. Odds and Ends

Collateral Material

This is anything that relates to a subject but is not philatelic in nature. It could be newspaper articles, photographs, saddlebags, advertisements, announcements, company literature or any other related material.

Summary

This article was written to give the locals collector an insight into other specialized areas of collecting and to understand why some local covers are prized by collectors in other fields of interest. The difficulty of acquisition of a particular item is related to the competition for that item. The competition comes from specialized collectors in other fields as well as collectors in your specific collecting area.

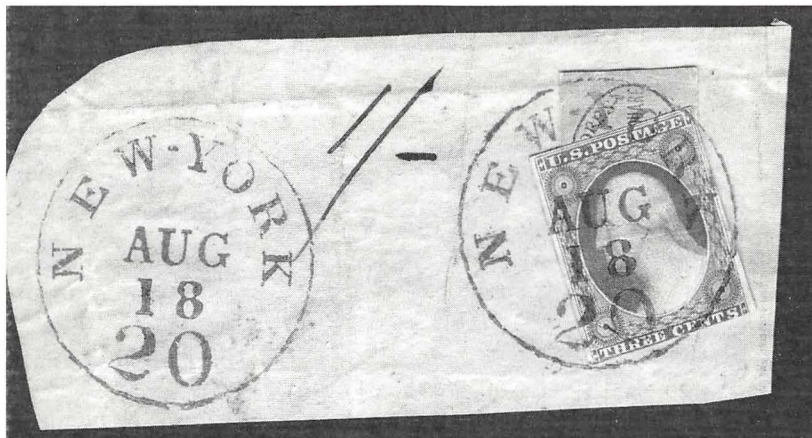


Hotel corner card . Carried by Boyd's to the post office in 1857. Boyd's 20L14 and 3¢ U.S. #26. Ex. Judd. Wolffers, April 29-30, 1992 Lot 464.

A Messenkope's Puzzle Piece

By
Eric Karell

If I can't be what I'd really like to be (a paleontologist) at least I can be a stamp collector. Like the fossil hunter I too can try and recreate the complete original from a happily found fragment. I ran across this piece in Byron Sandfield's stock about six months ago and bought it thinking that I could write it up quickly. As it turned out it took much longer to reconstruct the body from the fragment that I had.



The item in question is a piece bearing a 106L1 tied underneath a 3c of the 1851-57 issue by a perfect strike of a New-York / 20 integral rate cds (black 33 mm in diameter). A ms. 1/- rate along with a second strike of the cds is present. I believe the item had been in Dick Schwartz's collection, presumably acquired by him in the Harmer, Rooke sale of March 6, 1951 where this piece was lot 336 (sold at \$ 19).

I decided to try and assign a year date to the piece using the 3c stamp. Knowing your way around this issue is a great help in dating many local covers. In paleontology it would be called an index fossil – one whose presence in a layer of rock bounds the date of that particular formation. It turns out the 3c on this piece comes from plate 2L. Ordinarily this wouldn't be much help as plate 2L was in service from early 1852 through the advent of the perforated stamps in 1857. However, in this case we have a two things going for us. First is that the stamp is a clearly recognizable shade: brownish carmine, a color used in 1852 and in 1856. Second is that the latest known use of the 106L1 is Oct 1852^a. In summary, it can be safely said that this item is from August 18, 1852 - putting it toward the end of the 106L1 usage period.

Initially I was sure that I could find an example of the New York cds somewhere and thus quickly answer the question as to usage. But this turned out to be more difficult than I thought. I was not able to find another example in any

^a Calvet M. Hahn, "The Mess at Messenkope", *Penny Post*, Vol. 10, No. 3 p. 61 (July 2002).

auction catalog I had. The American Stampless Cover catalog lists a New York / 20 cds similar to the one above used in 1852 but this is noted as being used on West Coast mail. The fact that this item had a 1/- mark indicated that it was a foreign mail rate. I thought it must be a letter to England but the rate didn't fit; my mistake was not to review all foreign rates systematically.

As it turned out, it wasn't until I ran across the item in **Figure 1** below that I finally came up with what I think is the explanation. **Figure 1** shows an 1854 folded letter to Canada bearing a Boston cds with integral 10c rate. As the rate from the East Coast to Canada was 10c for a single letter, the partial payment was ignored and the letter was rated 10c (6d Canadian) due. I looked up Susan McDonald's exhibit on Cross Border Mails and found other examples similar to the one in **Figure 1**, as well as some rated double. However, there were none with the identical New York cds. I did learn that the 10c single rate to Canada was in effect from April 6, 1851 until 1875; replacing the prior system of paying "to the lines."



Figure 1. Folded letter sheet from Boston to Montreal, Canada dated May 1854. Partial payment of the 10c single rate by the 3c stamp was ignored and the letter was rated 10c due as indicated by the Boston integral rate cds and the Canadian 6d rate marking.

Based on the above, I think it is safe to say that the Messenkope's piece originally came from a double weight letter (2x 6d = 1/-) sent to Canada, underpaid by any standard. The partial payment was ignored and the New York office rated it at 20c (1/-) due.

Another unusual feature of the piece is that the 3c. stamp overlaps the Messenkope's adhesive. In the Schwartz sale (RAS sale 825), featured as lot 1847, there is another example of the Messenkope's 106L1 placed underneath the 3c stamp. This was a "to the mails" usage dated July 1851, based on the 3c stamp being classified a Scott #10. I have illustrated a portion of the cover as **Figure 2**.



Figure 2. Another Messenkope's 106L1 placed underneath the 3 c (# 10). On cover July 31 [1851] Courtesy R.A. Siegel and Co. Sale 825 Lot 1847. This was previously in Harmer's sale of April 8, 1969 as lot 204, and a previous Siegel sale of September 6-7, 1984 as Lot 984.

Lot 1280 in the Knapp sale of May 6, 1941 is a 106L1 used with the 3¢ 1851 orange brown stamp. The cover is to Pleasant Valley, Connecticut. The 3¢ 1851 stamp is partly over the local stamp and is tied by the black grid. The red c.d.s. postmark dates the cover as July 31st.

Lot 941 in Harmer's sale of April 20-21, 1978 describes a cover with the Messenkope's adhesive mostly covered by a US #10 and tied by a New York postmark. The cover is an envelope with a musical advertisement on the back flap. (No photo).

Lot 307 in the Frajola sale of September 14, 1986 has the Messenkope's 106L1 adhesive on top of the 3¢ 1851 issue. Both adhesives are tied by the New York January 22nd c.d.s. See **Figure 3**.

Lot 444 in the Sol Salkind sale of October 2, 1973 shows the Messenkope's adhesive just barely on top of the 3¢ 1851 issue. Both adhesives are tied by the New York February 28th c.d.s., the circular datestamp just barely catching the corner of the Messenkope's adhesive.

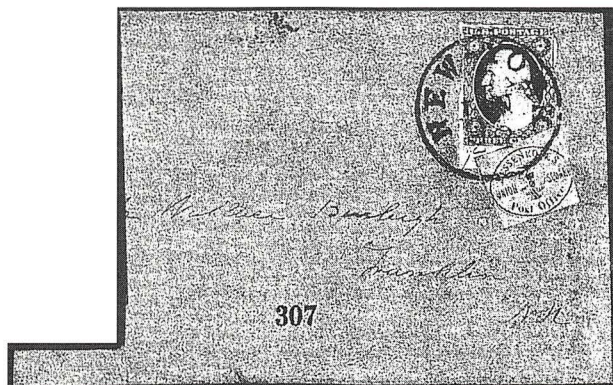


Figure 3. In this example the Messenkope's 106L1 is on top of the 3¢ (#10). Frajola sale September 14, 1986 Lot 307.

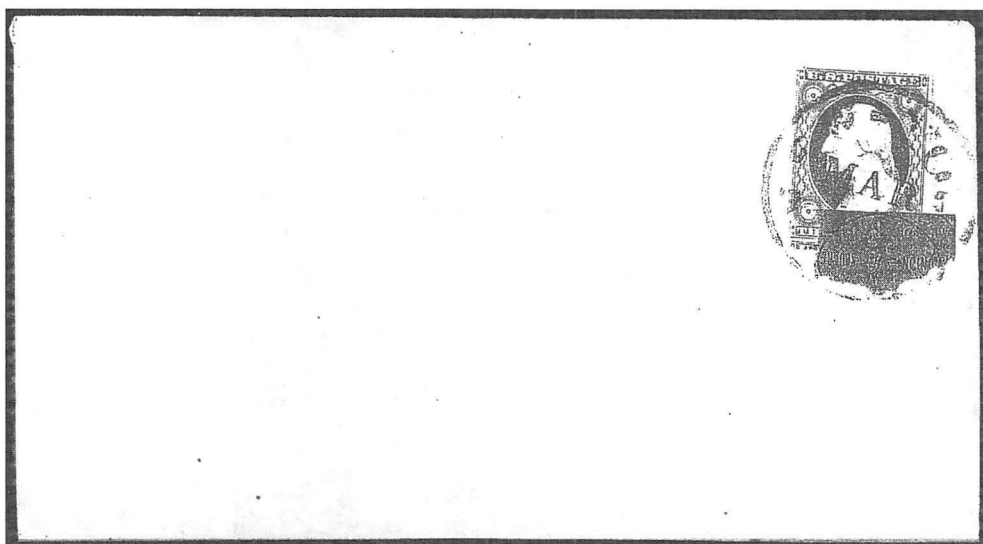


Figure 4. In this example the Messenkope's 106L1 has the Messenkope's name torn off prior to being applied to the cover. The Messenkope's stamp is on top of the 3¢ (#11). Shreves sale, Sept. 26, 1996 Lot 194.

Lot 194 in the Shreves sale of September 26, 1996 is shown in **Figure 4**. The Messenkope's adhesive is on top of the 3¢ dull red 1851 #11 stamp. The New York c.d.s. is March 13th. The Messenkope's adhesive had the Messenkope's name torn off prior to be applied by the sender. The lot description suggests that this was a "dramatic removal of the name" as compared to examples with the name crossed out. The name was frequently crossed out after Dunham acquired the local posts.

I found many covers with the U.S. stamps (1847 and 1851 issues) quite close to the Messenkope's adhesive. Perhaps either the intent was for the c.d.s. to cancel both stamps to prevent reuse or that this was just the practice at the time.

Auction Notice

**New Closing Date
Auction #4**

Date: June 12, 2003

**Consignment Deadline was
May 1, 2003.**

A U.S. Mail Prepaid Multiple

By Robert M. Logan, Jr.

and

Larry Lyons

The multiple of nine shown in **Figure 1** is Forgery A1 of this stamp. It is identified on pages 1072-1075 of the *Lyons Identifier*. The multiple is black on deep yellow. The Forgery A1 stamps can also be found on bright yellow paper and yellow paper. All three are on bond paper. This would indicate at least three printings of Forgery A1.

Forgery A is shown in **Figure 2**. This stamp is found on dull pink bond paper, deep pink paper and on the same bright yellow paper as Forgery A1. The identifying characteristic that distinguishes Forgery A from Forgery A1 is the serif on the “P” in “PAID”. This serif appears on Type A and is missing on Type A1.

Figure 3 shows three different stamps on bright yellow paper. The serif on the “P” in “PAID” progressively disappeared from stamp to stamp as time went on.

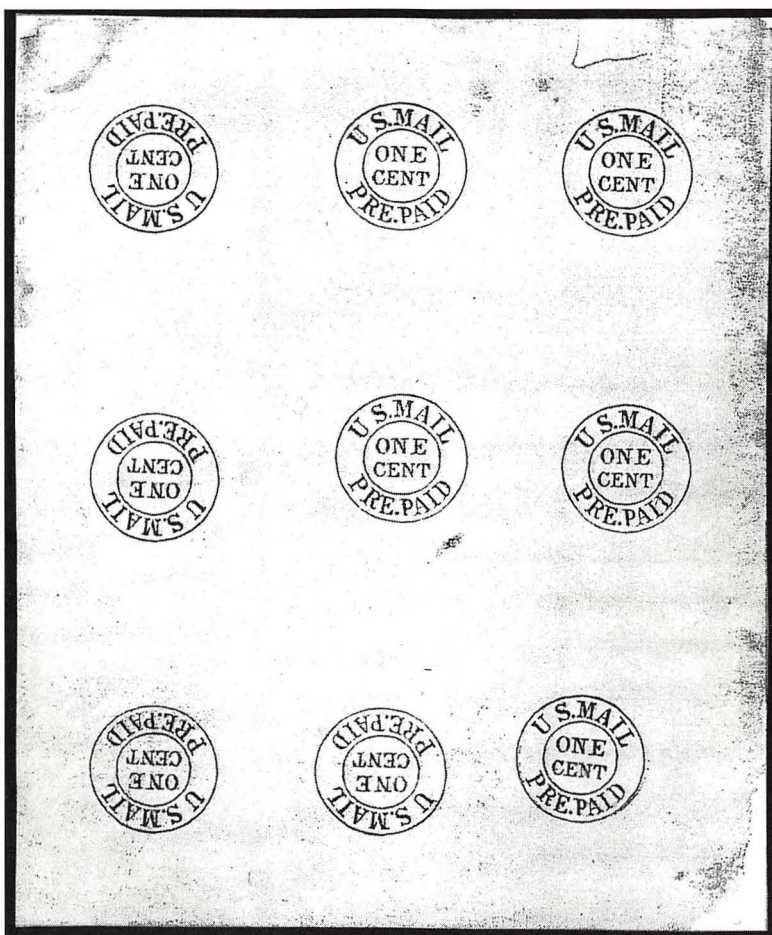


Figure 1. Forgery A1 printed in a sheet of nine with three tete-beche pairs.

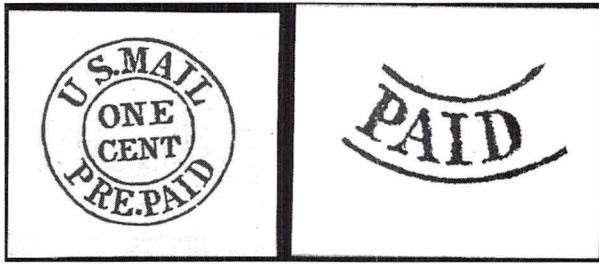


Figure 2. Forgery A and the identifying characteristic serif on the "P" in "PAID".

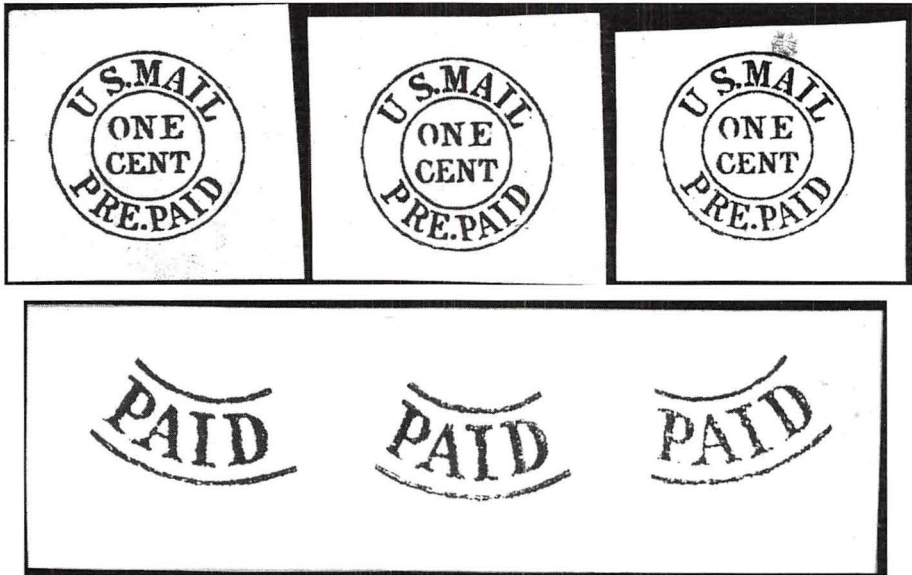


Figure 3. These three forgeries are on the same paper. Repeated printing damaged the "P" in "PAID".

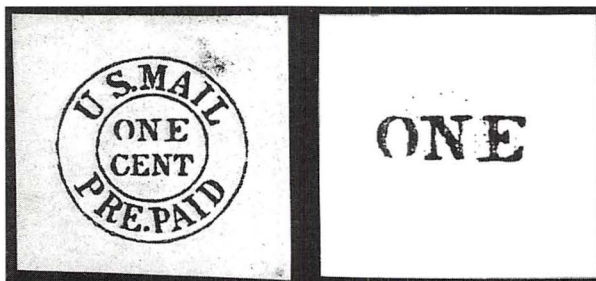


Figure 4. Forgery H with the characteristic break in the "O" in "ONE".

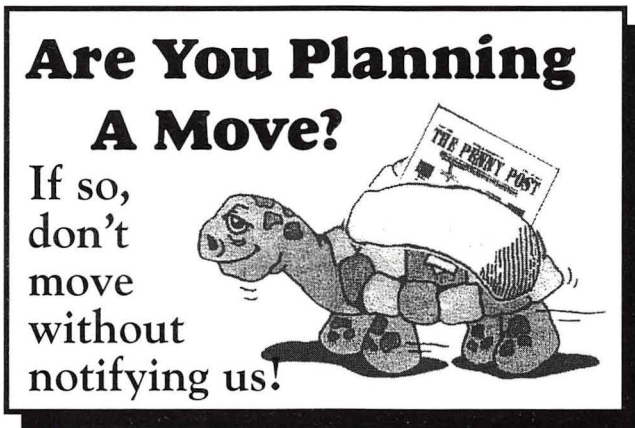
In the April 2002 issue of *The Penny Post* (Vol. 10, No. 2) Larry Lyons authored an article entitled "Other Hussey Products, Part III". This appears on pages 3-23. On page 13 Forgeries A, A1 and H are conjectured to be Hussey products. The paper is described as mesh dots which is bond paper.

The appearance of this multiple from the Robert M. Logan, Jr. collection, strongly suggests that the conjecture is true and that this is a Hussey product. The change in the serif of the "P" in "PAID" is not a plate position difference. It can be attributable to wear on this letter.

Forgery H was described by George Sloane in his reference collection notes as being lithographed. Examination of the stamps at this date do not indicate a printing process that is different from Forgeries A and A1 which are typographed. Forgery H has been found on the same pink bond, yellow bond and deep yellow bond papers as Forgeries A and A1.

The Forgery H stamp is shown in **Figure 4**. The break in the bottom of the "O" in "ONE" is seen on the three stamps shown in **Figure 3**. The break (or dent) in the outer oval to the right of "CENT" does appear on Forgery A and A1 stamps. The period after the "S" in "U.S." can touch the letter on heavily inked examples, especially from position 1.

The above leads us to conclude that Forgery H is another printing of the same stamp by or for Hussey.



Harnden's Striding Messenger

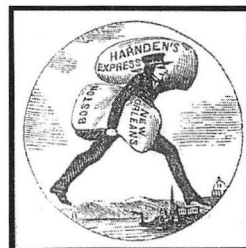
By
Larry Lyons

I believe that Harnden & Co. was inspired by the striding messenger pictured by Blood's on it's adhesives issued in 1842. Harnden's used the striding messenger in a circle on it's bills of lading and receipts for money transfers. They also used a large decorative messenger as a pictorial envelope corner and on decorative bills of lading.

I have identified fourteen different Harnden messengers in circles. Most are cut squares with some being cut to shape. A few are from bills of lading on receipts. Some of these are forgeries and if I can identify the forger I will try to indicate that information.

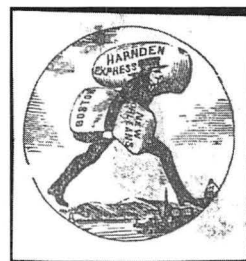
Type A

1. The hand on top of the mail bag shows three fingers.
2. There is a dot under the "N" of "BOSTON".
3. The lines under "NEW ORLEANS" only extend to under the "R".
4. The clouds do not have a distinct indent at the bottom of the right side which was found on type B.
5. The printing is black on amber bond.



Type B (Genuine)

1. The name reads "HARN DEN" without the "S".
2. The name "HARN DEN" is in bold print.
3. The hand on top of the mail bag appears like a dark glove.
4. The paper is light creamy wove.
5. The sky at the right does not have three dashes at the bottom.
6. There is no break in the circle at 10 o'clock.
7. This is known on New York receipts in the fall of 1863. Two in Bill Sammis collection.



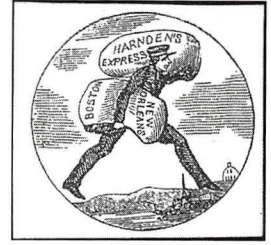
Type C

- 1-3. Same as type B.
4. The paper is amber bond.
5. The sky at the right has three dashes at the bottom.
6. There is a break in the circle at 10 o'clock.



Type D (Genuine?)

1. "HARDEN'S EXPRESS" is in thin very distinguishing lettering.
2. The clouds have a very distinct indent at the bottom of the right side.
3. The hand on top of the mail bag shows four fingers.
4. The lines under "NEW ORLEANS" extend out to under the "E".
5. The printing is black on amber wove and orange on amber wove.
6. I have one with a circular stamped cancel.



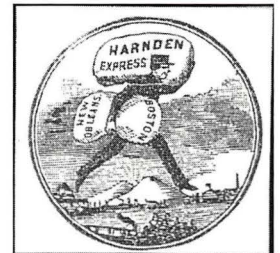
Type E

1. The mail bag reads "HARDEN".
2. No hand appears on the top of the mail bag.
3. The clouds have dark sections.
4. The front of the mail bag reads "BOSTON".
5. There is a bold outer circle and a thin inner circle.
6. The sky does not extend to the right border.
7. The color is red on amber wove and red on light creamy bond.



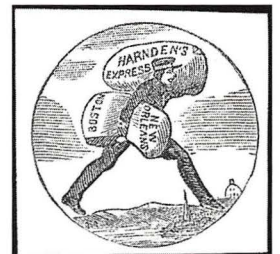
Type F (Genuine)

1. This is similar to type E.
2. The sky extends to the right border.
3. A line extends thru the messenger following the bottom of the mail bag. This is not found on Type H.
4. There is a bold outer circle and a thin inner circle.
5. The printing is red on thicker amber wove.
6. My copies are cut to shape. I have one on a bill of lading.



Type G

1. The printing is purple on white bond paper.
2. The "SS" in "EXPRESS" is very distinguishable.
3. There is a single line border.
4. This seems to be an S. Allen Taylor product.



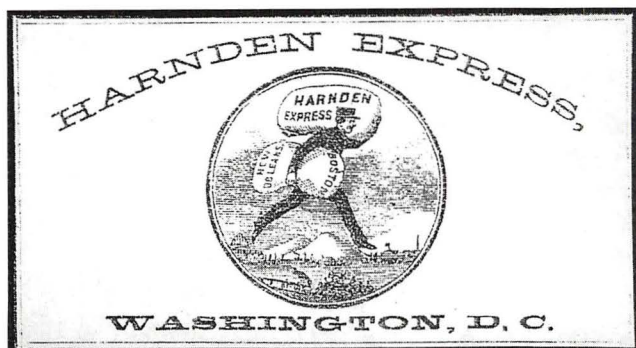
Type H (Genuine)

1. This is similar to type F.
2. There is no line extending thru the messenger following the bottom of the mail bag. This line is found on type F.
3. The sky extends to the right border.
4. There is a bold outer circle and a thin inner circle.

5. The printing is black on amber wove.
6. My copy has 74 Broadway in green lettering outside the circle at the bottom and green lines outside the circle.
7. This seems to be cut out from an envelope corner.



Type H



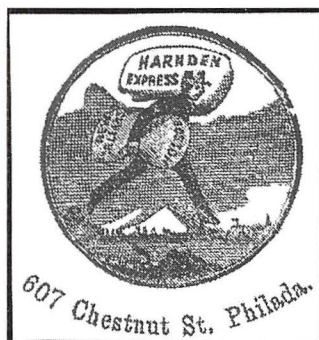
Type I

Type I (Genuine on bills of lading, early 1863)

1. This is similar to type "F".
2. There is no line extending thru the messenger following the bottom of the mail bag. This line is found on type "F".
3. The sky extends to the right border.
4. There is a bold outer circle and a thin inner circle.
5. There is a squiggly line above the "S" in "BOSTON".
6. The mail bag is torn at the bottom at the back.
7. The printing is red on amber bond paper.

Type J (Genuine)

1. The hill under the messenger is very pointed.
2. The inscription under the circle is "607 Chestnut St. Philadelphia."
3. This is Bruce Mosher's HRNX-C15.



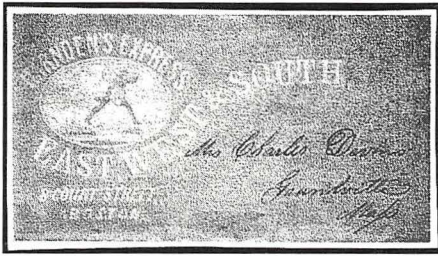
Type J

Type K (Genuine)

1. The messenger is within a single line oval.
2. The words "HARNDEN EXPRESS." appear over the oval.
3. This is Bruce Mosher's HRNX-C20 printed in black.



Type K



Type L



Type L1

Type L (Genuine)

1. The messenger is within an oval.
2. The words “HARDEN’S EXPRESS.” appear over the oval.
3. “East, West & South.” appears under the oval and extended to the right.
4. This is Bruce Mosher’s HRNX-C25 printed in brown.
5. The address at the bottom of the envelope is 8 Court Street, Boston.

Type L1¹ (Genuine)

1. This is similar to type L.
2. The words under the oval say “North, East & South”.
3. The address at the bottom of the envelope is 607 Chestnut St.



Type M

Type M² (Genuine)

1. This is a new design.
2. The left side reads “EASTERN, WESTERN” and the right side reads “and SOUTHERN”.
3. “HARDEN’S” appears at the top and “EXPRESS.” appears at the bottom.

¹ Frajola sale, June 13, 1981, Lot 896.

² Frajoia sale, November 26, 1988, Lot 381.

Figure 1 shows a large pictorial envelope corner with a striding messenger. The top right tablet has an address of 74 Broadway in New York City. According to Bruce Mosher's book the top right tablet can read "Western Division" in red, "65 Broadway, N.Y." in blue and black, "293 Baltimore St." in red (and black) and "Cincinnati O" in black. These are shown on page 84 of his book. The 74 Broadway is not listed in his book. **Figure 2** shows the same corner with "401 Pennsylvania Ave." in the tablet. This is another corner that is not noted in Bruce Mosher's book³. I also note "Baltimore MD" in the tablet.⁴ The mail bag indicates that bills of lading and money envelopes can be sent to Boston, New York, New Orleans, Washington and St. Louis. The enclosure of this envelope is shown in **Figure 3**. The inscription under the scene says "C. F. Nebbitt, Stationer and Printer, cor Wall & Water Streets". Twelve cities are listed as having offices.

Figure 4 is a new design showing the striding messenger connecting North America and Europe.⁵

William Harnden died in January 1845. The Harnden name continued for many, many years after his death as the service was continued by several different proprietor's. **Figure 5** is the left half of a Livingston & Co. receipt indicating that they connected with the American Express Co., Wells Fargo & Co and Livingston, Wells & Co. for London, Liverpool and Paris. **Figure 6** is the left half of a Howard, Earl & Co., Express receipt from Pottsville, Reading and Philadelphia for forwarding to nine cities in Pennsylvania.

Figure 7 is from an article in Linn's newspaper which indicates that the striding messenger was the logo of the Harnden Express.

Figure 8 is from a bill of lading from New York to Galveston, Texas.⁶ The design is new and at the bottom it reads "Proprietors, Wheeler & Co." The date of

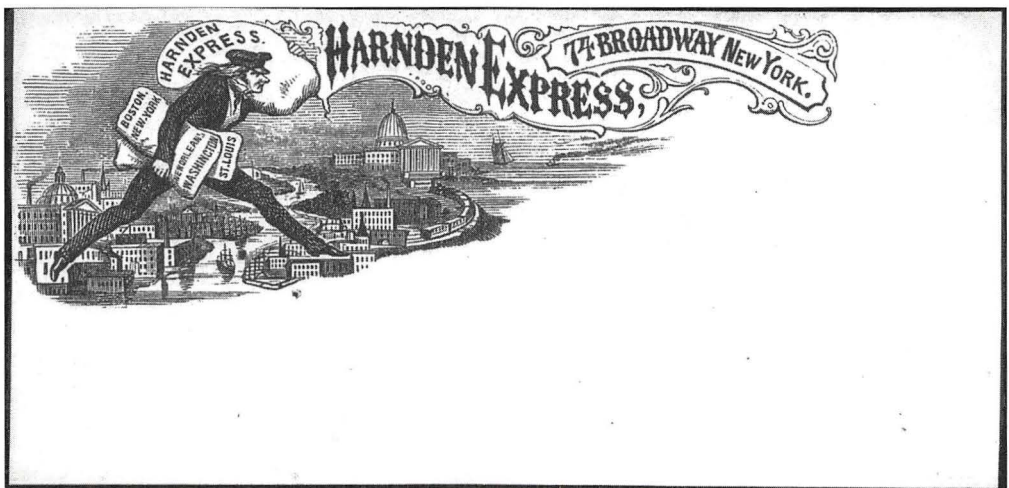


Figure 1. Harnden Express pictorial envelope. The office address is 74 Broadway, New York.

³ Mozian sale, May 3, 1967, Lot 15.

⁴ Bennett sale, April 13-14, 2002, Lot 1274.

⁵ Siegel sale, January 18-19, 2000, Lot 915.

⁶ Nutmeg sale, November 6, 2001, Lot 1440.



Figure 2. Harnden Express envelope. The office address is 401 Pennsylvania Avenue, Washington. Also on a money receipt dated September 17, 1864. Bill Sammis collection.

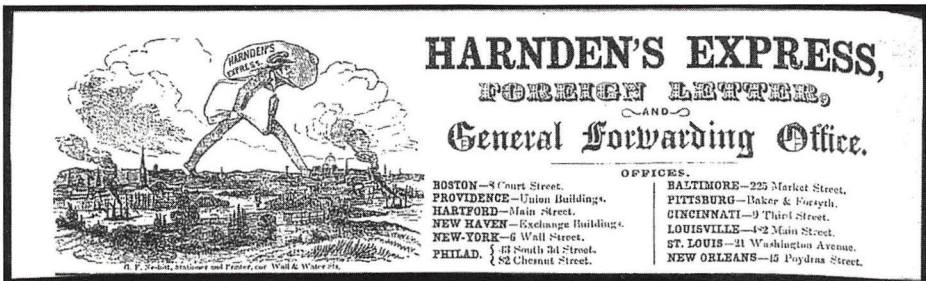


Figure 3. Harnden Express stationery. Twelve office addresses are listed. Washington is not list at the date this stationery was printed. The New York office is listed as 6 Wall Street.

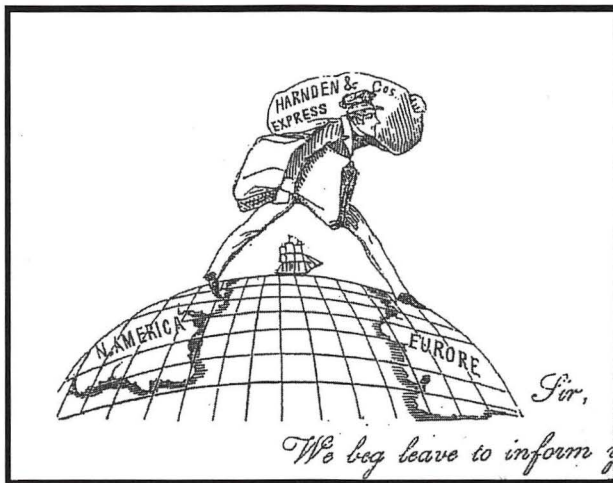


Figure 4. Harnden & Co.'s Express printed circular with an illustration of a striding messenger. The date on this circular datelined Boston is November 11, 1843. Ironically the envelope was delivered locally in Philadelphia by D.O. Blood & Co. The outer envelope has a Philadelphia Despatch Post adhesive with "R" & Co." initials (15L3). The Blood's striding messenger stamp delivered the Harnden's striding messenger circular. Siegel sale January 18-19, 2000, Lot 915.

See section editors comments on page 32.

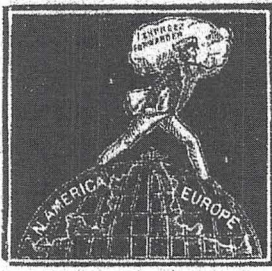
HARNDEN EXPRESS.



PACKAGES RECEIVED
At No. 43 South Third Street,
 AND FORWARDED TO
Harnden Express, 74 Broadway,
 NEW YORK,
 FOR
BOSTON, PROVIDENCE,
 AND THE EAST,
NEW ORLEANS, SAVANNAH,
 AND THE SOUTH.
Connecting with the
American Express Co., for Cincinnati,
 AND THE WEST;
 With Wells, Fargo & Co., for California and Oregon;
 Also, with Livingston, Wells & Co., for
LONDON, LIVERPOOL and PARIS.

Figure 5. Left side of a receipt of Livingston & Co. (late Harnden & Co.) Dec. 28, 1853. Bill Sammis collection.

HARNDEN EXPRESS.



PACKAGES, BANK NOTES, SPECIE, &c.
 FORWARDED DAILY TO AND FROM
POTTSVILLE, READING,
 AND
PHILADELPHIA.

Bills, Drafts and Accounts Collected.
 Commission and all Agency and Transient Business
 attended to promptly.

PACKAGES RECEIVED
 AND FORWARDED TO

PHENIXVILLE.	READING.	PORT CLINTON.
POTTSTOWN.	MOHRVILLE.	SCH. HAVEN.
DOUGLASVILLE.	HAMBURG.	and POTTSVILLE.

Figure 6. Left side of a receipt of Howard, Earl & Co. Dec. 8, 1852. Bill Sammis collection.

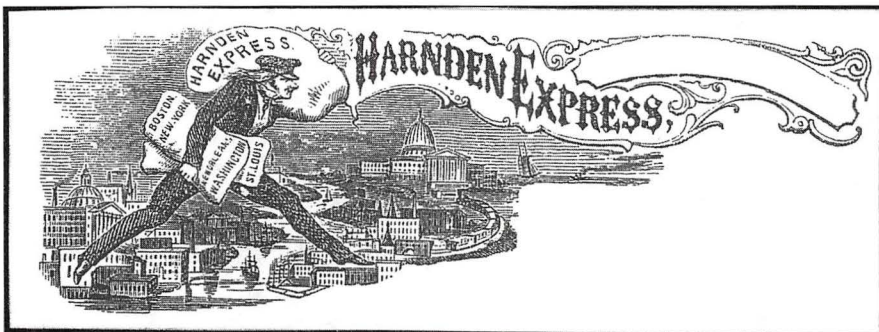
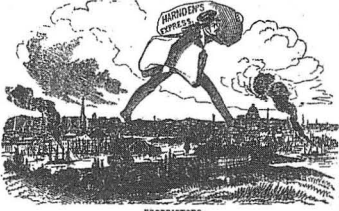


Figure 7. Harnden's business logo with no company address. Linn's Stamp News, May 13, 1996, Richard B. Graham Postal History article.

HARNDEN'S EXPRESS.



PROPRIETORS,
WHEELER & CO.

Shipped, in good order and well conditioned, by "HARNDEN'S EXPRESS,"
on board the Ship *Thos. ...* called the *S. C. ...*
whereof *Mr. ...* is Master, now lying in the
Port of New York, and bound for *Galveston*. To Say:

One Box

being marked and numbered as in the margin, and to be delivered in
the like order and condition, at the Port of *Galveston*
(the dangers of the sea only excepted,) unto *Wm. Hendley & Co.*
or to their assigns, he or they paying
freight for the same *As per invoice*
with *50¢* per *50 lbs.* of
with *5%* per *100* and avowage accustomed. In Witness whereof, the Mas-
ter or Purser of the said Vessel hath affirmed to *...* Bills of Lading,
all of this tenor and date; one of which being accomplished, the others to stand void.
Dated in New York, the *14th* day of *February*, 18 *50*.

M. G. Hale.
W. Hendley & Co.
Galveston
Charges *50* *5* *1.05* *1.60*

Wm. Van Norder, Printer, 39 William Street, N. Y.

Figure 8. A bill of lading from Harnden's Express from New York to Galveston, Texas. The proprietors are Wheeler & Co.

this shipping order is February 14, 1850. It was a shipment of one box for Valentine's Day.

Harnden's Express was founded on March 4, 1839 and was the pioneer of all the express services in the United States. Harnden's Express was absorbed by The Adams Express Co. in 1854, but retained the Harnden business name until as late as 1871.

Figure 9 shows a bill of lading for Harnden Express dated May 16, 1868.

DOMESTIC BILL OF LADING.

HARNDEN'S EXPRESS. WESTERN DIVISION. Great Eastern, Western AND Southern EXPRESS FORWARDERS.

\$2.50 *Marilla May 16th 1868*

Received from *1st Nat Bank of Beverly*
Eight thousand two hundred fifty dollars 120 notes Sealed and said to contain
Addressed *Request of the Treasury Washington DC*

INSURED by HARNDEN EXPRESS, *only,*
far- to except against loss occasioned by the public enemy.
INSURANCE, \$ *For the Company.*

Upon the special acceptance and agreement that this Company is to forward this same to its agent, nearest or most convenient to destination only; and there to deliver the same to other parties to complete the transportation—such delivery to terminate all liability of this Company for such package; and also, that this Company are not to be liable in any manner, or to any extent for any loss, damage or detention of such package, or of its contents, or of any portion thereof, occasioned by the acts of God, or by any person or persons acting or claiming to act in any military or other capacity in hostility to the Government of the United States, or occasioned by civil or military authority, or by the acts of any armed or other mob or riotous assemblies, piracy, or the dangers incident to a line of *warrior* when occasioned by the dangers of railroad transportation, or ocean or river navigation, or by fire or steam, or unless specially insured by this Company and so specified in this receipt. In no event is this Company to be liable for a greater sum than that above mentioned, nor shall it be liable for any such loss unless a statement therefor shall be made in writing, at this office, within thirty days from this date, in a statement to which this receipt shall be attached, and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained shall extend to, and be for the benefit of, each and every Company or person, to whom the Harnden Express may entrust or deliver the above described property for transportation, and shall define and limit the liability thereof for such other Company or person.

Freight, *paid* For the Company, *Wm. Hendley*

Figure 9. Harnden Express red bill of lading dated May 16, 1868.

EAST, SOUTH, AND WEST!
HARDEN'S EXPRESS
(Established 1839)

Offers unsurpassed facilities for the transmission of Merchandise, Valuable Packages, Specie,
Bank Notes, etc., etc., by Passenger Trains, to

**BOSTON, NEW YORK, PHILADELPHIA, BALTIMORE,
ANNAPOLIS, WASHINGTON, PITTSBURG, WHEELING,
CINCINNATI, COLUMBUS, LOUISVILLE, NASHVILLE,
CAIRO, ST. LOUIS, and all intermediate Cities and Towns;**

ALSO, TO

**Alexandria, Fortress Monroe, Norfolk, Portsmouth, Newbern,
Port-Royal, Ship Island, and New Orleans,**

AT THE LOWEST RATES, AND WITH THE UTMOST DESPATCH.

Packages for Soldiers conveyed at half the usual rates.

PRINCIPAL OFFICES.

**BOSTON, 98 Washington Street.
PROVIDENCE, 36 Dorrance Street.
NEW YORK, 74 Broadway.**

**PHILADELPHIA, 607 Chestnut Street.
BALTIMORE, 293 Baltimore Street.
WASHINGTON, 401 Pennsylvania Avenue.**

CINCINNATI, No. 7 Burnett House, Third Street.

Figure 10. Harnden's Express advertisement.

Figure 10 is a Harnden's Express advertisement which lists 22 cities being serviced. Seven office addresses are given.

Acknowledgement

Suggestions on arrangement, presentation and additional comments and wonderful additional pictures were provided by John Bowman and William Sammis. I thank them both for their assistance.

William Harnden sold his business to Alvin Adams in 1845. The Adams Express Company used the Harnden name for many years because of its fine reputation. William Harnden died in 1845. All of the Striding messengers seem to be after Adams' ownership. Figure 4 does not seem to fit with a date of November 11, 1843.

*Calvet Hahn
Section Editor*

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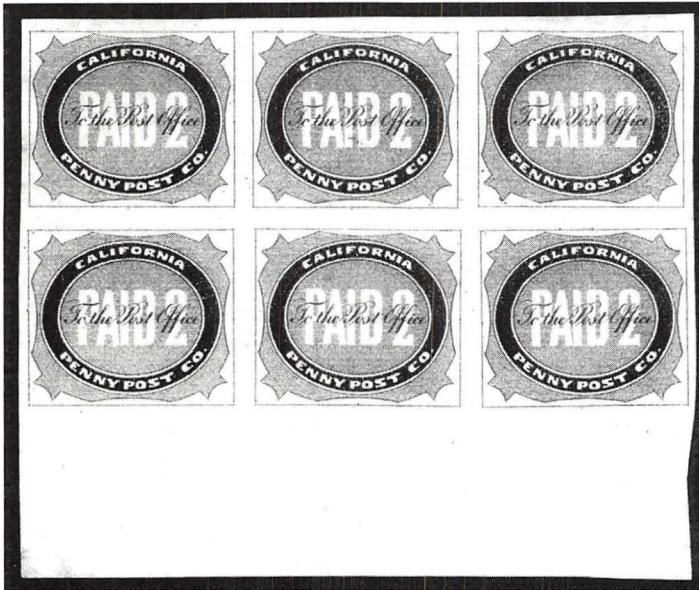
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Sanitary Fairs

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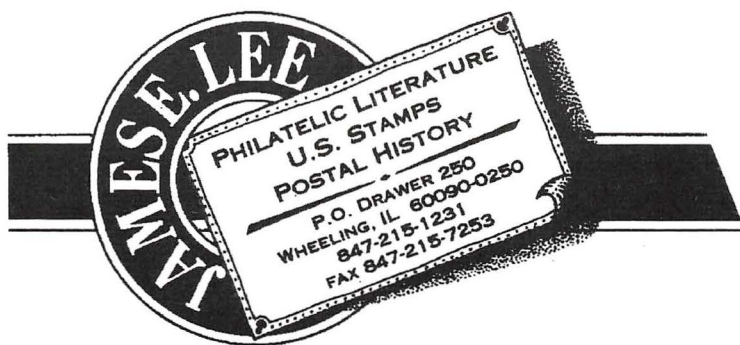
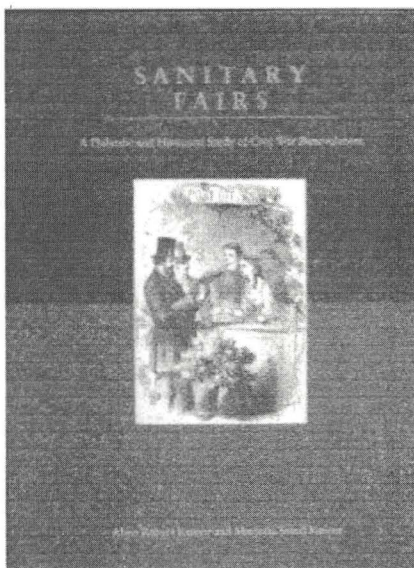
By Alvin Robert
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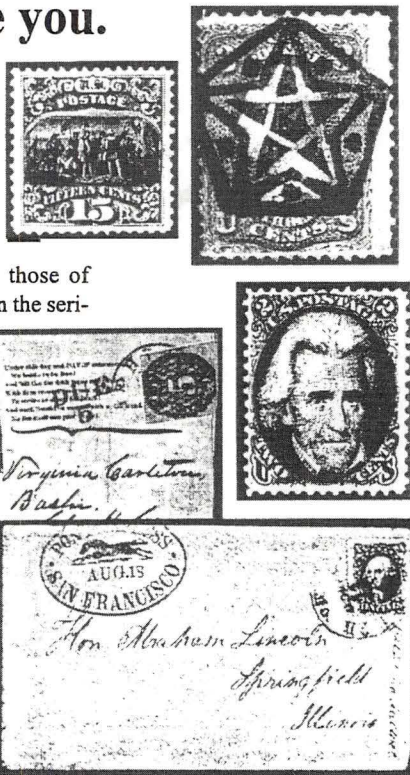
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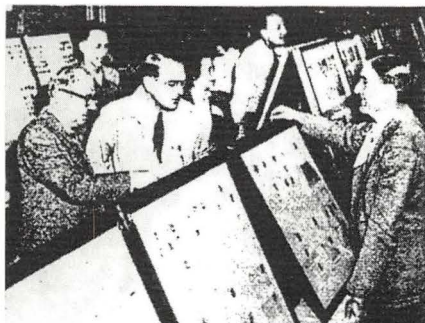
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An early photograph showing collectors assembling the exhibit frame for the APS convention in 1966. Andrew Levitt was there.

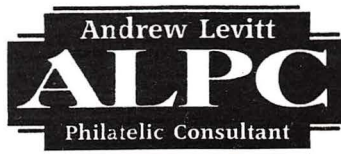
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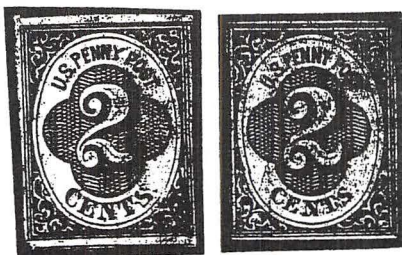
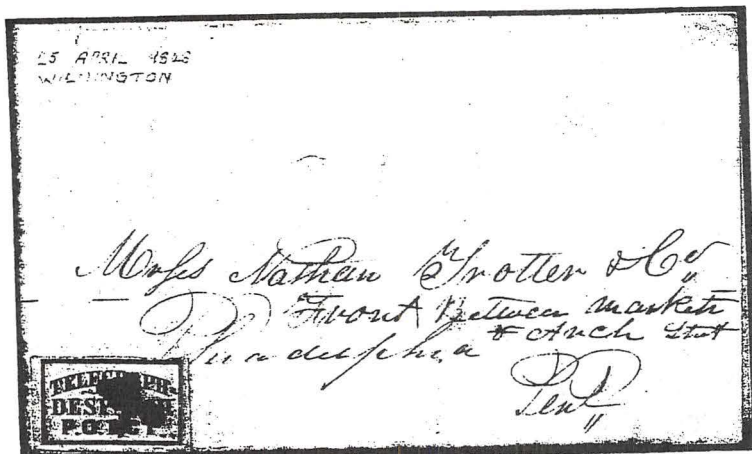
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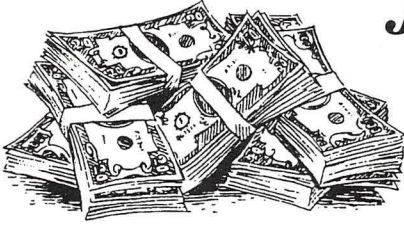
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THE PENNY POST/Vol. 11 No. 2 / April 2003

More on 10¢ Stiles Union Despatch

By
Gordon Stimmell

I was intrigued and gratified to see the final emergence of a long missing 10-cent value for Stile's Union Despatch of Chicago in *The Penny Post* Vol. 11, No. 1.

Although my seminal 4-page article was not mentioned at all in your bibliography, in *The Penny Post* of July, 1995 (Vol. 5 No. 3) I said: "With a 5-cent red and a 20-cent green Union Despatch surviving, one cannot help but wonder about a potential missing value, as yet undiscovered. Was there a 10-cent in, perhaps, blue? Look through your forgery holdings and watch especially for that extremely fine (almost invisible) vertically lined background behind the horse's head, the unique hallmark of the originals."

The brown 10-cent example in the Carl Kane article which has surfaced fails in at least two respects to "match the description of the twenty-cents value", despite Kane's assertion.

For one, the background vertical lines are more pronounced, and most importantly, "Union Despatch" is misspelled as "Union Dispatch" with an "I" instead of an "E" in Despatch.

While there are precedents for local posts having their stamps misspelled by printers as to Despatch and Dispatch, it clouds and puts into doubt the originality and genuine aspects of the 10-cent discovery for the moment.

The pin perforations and the Chicago testing ground for them are also marked out in the original *Penny Post* article, as pioneer perforation efforts in the field of U.S. stamps in general.

I hope more readers will come forward with other examples of the 10-cent value Union Despatch stamp to confirm Carl Kane's new discovery. Any pencil or pen markings on such discoveries could help lend credence to the validity of this exciting new find.



Genuine or rare forgery?

A Night To Remember

By
Eric Karell

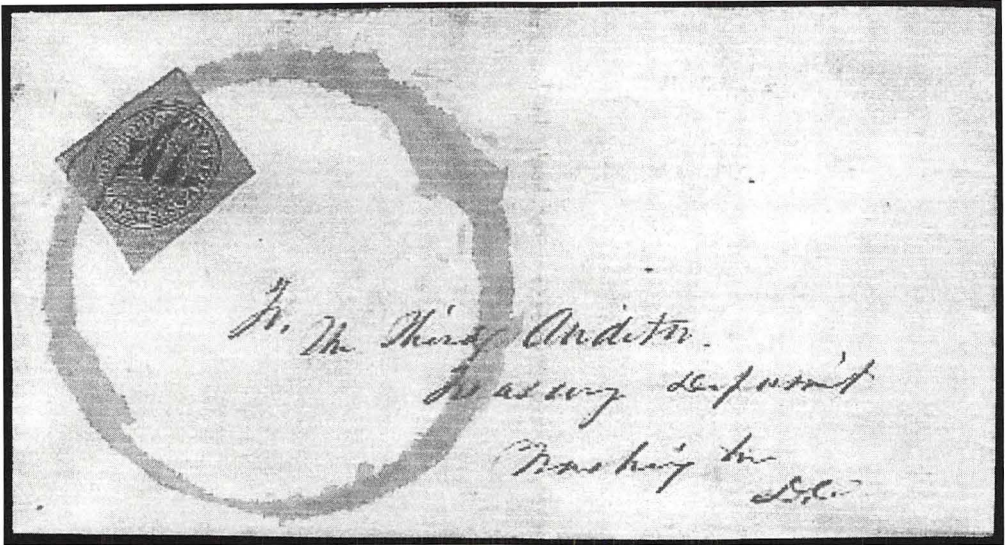
My first meeting with other members of the C&LS was at the Chicago Show some two years ago. I had, of course, conversed with some of the members before by email and telephone, but I must confess that I felt some apprehension at meeting them face-to-face. After all, here I was a neophyte, meeting with some of the most respected experts in the field. Yet how wrong I was to have felt that way – the other members turned out to be just regular guys! Not only that, but the opportunity to look over different material was a tremendous learning experience. Some of the discoveries made during that evening rank with the most important ever made in U.S. philately – as you will see. Unfortunately the trip also ended in tragedy – as you will also see.

After the bourse closed several of us made our way to a nearby restaurant. As we waited for our table we exchanged pleasantries over cocktails and discussed some of the exhibits at the show. As the restaurant was crowded, we had quite a long wait but eventually we got our table and ordered. A pleasant meal followed – with a very passable house wine that received praise from all around. Finally, after dessert, coffee, and cognac we repaired to the lobby of the adjoining hotel where the most interesting part of the evening began. It was one of the places where uniformed waiters served drinks in the lobby, a feature I hadn't run across in some years. At any rate, we placed our orders and the fun really started. Several of the members had brought some of their pieces for a show-and-tell. I remember Byron Sandfield had one of Sloane's reference books that he passed around. Shortly afterward came the first of the events that made this so much more important than a mere convocation of fellow enthusiasts. I forget exactly when it happened, sometime shortly after the waiter brought the third or fourth round, when suddenly one of us saw it. So impressed was he with the importance of the find that at first he had trouble making himself understandable. There in Byron's stock was a unique and never before identified double transfer of the City Despatch Post. What made it more fascinating was that it was a horizontal double transfer!



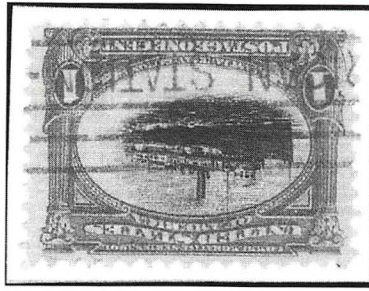
The unique double transfer.

Someone joked how the engravers must have had a few too many when they made that plate! A celebratory round was ordered, and we continued our investigation. Time passed pleasantly when suddenly there was a shout – another find had been made! This time it was in the postal history field. An otherwise nondescript Boyd's cover with a cancellation that had never been reported. It was circular and may have had an inscription around the rim, but we couldn't be sure. The speculation ran rampant. Maybe a conjunctive usage with a previously unknown local post operation. It had been one of John Bowman's items. I recall how eagerly we called John over to look at the find. Oddly enough he seemed chagrined, only natural though to be upset with oneself for overlooking something like that.



The unreported Boyd's cancel.

We continued our discussions, only more fervently now. I'm sure the layman couldn't imagine a crowd of stamp collectors (carriers and locals in particular) becoming boisterous, but the atmosphere was just conducive to that kind of camaraderie. Management even informed us in their haughty way (it was that kind of place) that a complaint had been made! Slightly subdued, we continued passing around the remaining items. We had finally come to the end of the carriers and locals material. This was a disappointment as no one was ready to leave yet, even though it had become rather late (last call had just been announced). Byron came to the rescue with some of his stock of regular U.S. issues. As we looked through the material we saw many of the old favorites, but it wasn't until the end where we found the most important find of the evening – maybe of the year. It was there in a mixed lot of off cover stamps he had purchased for almost nothing. Now all of us have seen the 1-cent Pan-American issue with inverted center, but this example had both the center and frame inverted – truly unique!



The 1-cent Pan-American issue: frame and center inverted.

We loudly congratulated Byron on his good fortune but didn't have time to discuss the matter further. Security informed us that they needed the lobby for other guests. So we hurriedly departed with many farewells and headed our separate ways.

Unfortunately, this story ends on a somewhat tragic note. The following day, when Bryon went to look for the two treasures he had in his material, he could find neither of them! Presumably, in the general chaos of our departure, the stamps had been dropped, and now are perhaps lost forever. Only John's cover remains – perhaps it can be written up in a forthcoming issue of *The Penny Post*.

Editor's note: I hope that you will be able to join us as we attempt another search for the missing treasures at our meeting during NAPEX, June 6-8.

The unreported Boyd's cancel looks like a bottle stain to me and of course the Pan-American issue with inverted frame and center is presented in the spirit of an April 1st date of issue of this magazine. The enthusiasm of Eric Karell and all the members who attended the gathering is real.

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East River P.O. Forgery B of 62L4

By

John D. Bowman and Larry Lyons

Donald Patton identified Forgery B of the 18 Ave. D East River P.O. stamp as made by J. Walter Scott, and printed in a strip of seven.¹ This has been identified as a Hussey product by Larry Lyons. This was Wood #47 which was printed five times. The seven position types are illustrated below, and designated A-G.



A. The right frame line disappears at the top. The lower frame line angles up slightly at the right.



B. There is a tiny white flaw in the lower oval frame, below the flag and after the "D." All four frame lines are complete, with the top and bottom heavier, and the right line weaker.



C. There is a curved section of the oval frame line missing below the flag, and a dash of color next to the missing area. The "V" of "RIVER" is partially filled in. There is an outward bulge in the lower frame line at the right.



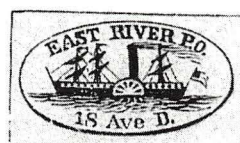
D. There is a dot to the right of the "O" of "P.O." The right frame line is weak and is slanted inward toward the bottom but does not connect to the bottom line. The lower frame line curves up at its right end. The "E" of "RIVER" is blurred or shaded. The upper frame line has a bulge at the left.



E. The top frame line has a bulge at the left. There is a break in the left frame line in line with the "E" of "EAST". There is a gouge outside the oval frame at lower right.



F. The top frame line has a bulge at the left. There is a dent in the oval frame above the "E" of "EAST".



G. The upper and right frame lines are heavy while the left and lower frame lines are thin, all being complete. The upper loop of the "S" in "EAST" contains a colored flaw.

Strip of seven in Lyons collection.

¹ Patton DS *The Private Local Posts of the United States, Volume I*, Robson Lowe, London; 1967:164.

The Postal History of the U.S. Carrier Service in New Orleans, 1851-1861

By Hubert C. Skinner

The history of the N.O.U.S. CITY POST is a significant chapter in the continuing struggle of the United States Post Office to retain control of the mail services. In the early 1840s, a number of independent inter-city postal routes were in successful operation, but the Postal Act of 3 March 1845 (effective 1 July 1845) put an end to this competition. The privately owned “penny posts” or local posts which were established to offer intra-city delivery and pick-up service were not prohibited by this Act, however, and they continued to offer city delivery quite successfully, due to these services being cheaper and better.

The success of the private penny posts prompted the Post Office Department to develop a system of city letter carriers. These U.S. carriers were to be officially appointed and bonded but were to be paid only from the fees they collected. In the early 1960s, Henry A. Meyer (see Meyer, 1963, pp. 12, 13) discovered that authority for establishment of a carrier service appeared in the postal law of 3 March 1810 and was merely repeated in the Postal Act of 3 March 1825, Section 36, which previously had been considered the original authority. He reported that a carrier system was in operation before 1825 in Albany and Philadelphia, by 1836 in Troy, by 1837 in Newport, New Brunswick, Hagerstown, and Detroit, and, from 1840 onward in most of the larger cities. The postal law of 2 July 1836, however, is the main basis of the carrier fee system as established in most cities and a complete set of regulations was published by the Postmaster General to put the law into effect (see Perry, 1936, pp. 620, 621; 1938, v. II, p. 165). These regulations provided for the establishment of carrier districts, specified that carriers must be bonded, set forth the authority of the local postmaster over the carriers, detailed their duties, and set the fees of two cents per letter and one-half cent per newspaper to be delivered or picked-up to be mailed. A clause in paragraph VIII of these regulations, became of special importance in what Elliott Perry termed “the Department’s attempt to extend, improve and finally to monopolize the carrier service and the means taken to accomplish that purpose.” (1938, p. 141). This paragraph reads as follows:

VIII. The letter carriers shall receive two cents for every letter, and one-half cent for every newspaper delivered, and two cents for every letter received to be deposited in the Post Office, all of which shall be allowed them for their compensation, unless otherwise directed by the Postmaster General.

The last phrase “unless otherwise directed by the Postmaster General” was not interpreted by the Post Office Department as applying merely to the preceding clause “all of which shall be allowed them for their compensation” but also as applying to the rates specified. The late Elliott Perry, unequivocally the greatest student of the carrier services and carrier markings, stated that this phrase in the regulations of 1836 was the basis for the setting of carrier fees at the discretion of



Figure 1. This folded letter from Scotland bears the earliest recorded “N.O.U.S. CITY POST” carrier markings. It was written in Knock Kincardine, a hamlet with no post office, on “the 24th May 1851” and posted at Grantown [Scotland] on “MY 30/1851”; thence carried to Liverpool in England and placed on a trans-Atlantic steamer bound for Boston on “JU 1/1851” (see backstamps). It was received at Boston in late June where it entered the United States mails and finally reached New Orleans in August. The carrier markings in green, dated “AUG 19/large slug” show attempted delivery by the carrier who was not successful as the boxed “ADV.1.” struck in red reveals. The postage from origin to New Orleans was one shilling [1/-] or twenty-four cents U.S. (see Boston transit and rate markings). It is uncertain whether the recipient paid one cent or three cents to pick up his letter, as whether the two cent carrier fee was charged when delivery was unsuccessful is unknown; only the advertised fee of one cent may have been collected. . Note that the sender knew that carrier service was available as the street and number are included as part of the address. From an original find in an old Louisiana plantation.

the Postmaster General from 1836 to 1860, a power used to combat the effectiveness of the competing private posts throughout this period (1938, p. 142). The Postal Act of 3 March 1851 did not alter this authority, but did set a similar maximum rate. The Act of 3 April 1860 provided for receipt and delivery of drop letters entirely within the carrier service without charge of additional postage, and the Act of 15 June 1860 (effective 30 June 1860) limited the carrier fee to “not exceeding one cent each.” Finally, with the Act of 3 March 1863, the carrier fees were abolished and free home delivery became a fact on 1 July 1863.

The U. S. Carrier Service in New Orleans

Though private local posts operated in New Orleans as early as 1847, the first known U.S. City Post service was not placed in operation until late in 1851 when Michel Musson, Postmaster of New Orleans, announced the availability of his carrier system. Clearly, Section 10 of the new Postal Act of 3 March 1851, which authorized the Postmaster General to designate as post routes “the streets, avenues, roads and public highways of the principal cities of the United States” gave new life to efforts of the Post Office Department to extend carrier service and to effect a monopoly by banning the private carriers from operating on the “post routes” of the cities. On 10 June 1851, Mr. Musson announced the rate schedule for the U. S. City Post but it was not until August 1851 that he was able to get the post into operation (see **Figure 1**), and he advertised this fact, as follows, in the *Daily Picayune* issue of August 8, 1851:

To the Public.

UNITED ((spread eagle)) STATES

CITY POST.

In execution of the power conferred by Congress, under the provisions of the 10th section of the New Postage Act, approved March 3d, 1851, the Postmaster General has established Post Routes on and over all the *Streets, Avenues, Roads and Public Highways* within the limits of NEW ORLEANS, from and after the 30th day of June, 1851.

With a view to carry out the provisions of said 10th section, the Postmaster of New Orleans has divided the city into convenient Routes and Delivery Districts, as per Table appended below, and has nominated to the Postmaster General suitable persons to be employed as Letter Carriers, who have been appointed, and are duly sworn and under bond with sufficient sureties for the faithful performance of their duties.

The carriers have fixed upon suitable and proper points in their respective Districts for the establishment of places of deposit of letters, and for this purpose have put up substantial and secure Letter Boxes, each of which will be visited three times a day, as follows:

Letters going from one part of the city to another,		
If put in Boxes by	or Post Office by	are delivered by
morning6-1/2	morning 7-1/2	morning9
morning9	morning 10-1/2	noon 12
afternoon1	afternoon 2-1/2	afternoon4

Each delivery should be completed generally in about one hour after the despatch from the Post Office, according to distance and number of letters, &c.

ON SUNDAYS AND HOLIDAYS

there will be no collection and no delivery after 11 o'clock, A.M.

Each Letter Carrier is entitled to charge:

Two Cents *on delivery* of each letter mailed out of the city and by him received from the Post Office.

One Cent *on delivery* of each drop-letter taken from the Post Office, in addition to the drop-postage of one cent.

One Cent *on delivery* of each city letter found in the Boxes or received by him on the way. (Letters intended for the mail or for City Delivery are brought by the carriers to the Post Office, *free of charge*.)

One Cent on delivery of each circular, handbill, card, notice, &c.

One Half Cent on delivery of each newspaper or pamphlet, &c.

[pointing hand] Carriers are not allowed to receive more than the rates mentioned above. **[inverted pointing hand]**

To facilitate the mailing of letters and other mailable matter, suitable stamps, of the denomination of 12c., 3c. and 1c., *for the prepayment of postage*, and a carriers' stamp of 1c., *for the prepayment of the carriers' charge* of that sum on drop and city or box letters, circulars, &c., can be had at the Post Office, or on application to the carriers.

The following suggestions are made with a view to expedite the service and prevent mistakes:

1. Direct your letters correctly and legibly.
2. Give the street and number, or, in default of the number, state between which streets or at which corner.
3. Give your address on the face or back of the letter or use an address seal, in order that the letter may be returned to you if the sendee is not found, or that he may know where to direct his answer.
4. Whenever you remove, report in writing the street and number of your new residence, to the Superintendent of the Carriers, at the Post Office.
5. Send your address, by street and number, to your friends and correspondents abroad, and request them to superscribe their letters accordingly.
6. If you do not wish to receive your letters through the Carriers, lodge with the Superintendent your *written* request to retain your letters in the Post Office.
7. No letter can be delivered without first passing through the Post Office to be rated and stamped.
8. The date stamp on letters, or, if there be more than one, that having the latest hour, shows the day and time of day they were despatched from the Post Office for delivery. Persons having occasion to complain of the delay of their letters are requested to transmit, to the Postmaster, the covers, with a statement of the time of delivery.
9. Carriers are strictly forbid returning, to any person whatsoever, letters that may be applied for, under whatever circumstances the recovery may be urged. Such letters must be brought by the carriers to the Post Office, where they will be retained subject to the call of the writer.
10. Valuable letters brought by mail or intended for the mail under registry, can only be received or posted at the Post Office.
11. Letters, whose owners cannot be found, are put in the General Delivery, and, if not called for in a week, they are advertised.
12. For departures and arrivals of the mails, consult the Schedule affixed to the Letter Boxes.

TABLE OF DELIVERY DISTRICTS..
SECOND MUNICIPALITY.

District No. 1
Wards 1 and 3, bounded
by Felicity Road, Julia,
the River, Camp and
Magazine.

District No. 2
Wards 2, 4 and 7, bounded by
Felicity Road, Magazine,
Camp, Circus, Julia, Canal
and the Woods.

District No. 3
Wards 5 and 6, bounded
by Julia, the River, Canal
and Circus.

FIRST MUNICIPALITY

District No. 4
Wards 1, 2 and 3,
bounded by Canal street,
the River, St. Peter and
the Woods.

District No. 5
Wards 4, 5, 6 and 7, bounded
by St. Peter, the River,
Esplanade and the Woods.

District No. 6
Wards 1, 2, 3 and 4,
comprising the whole
municipality.

M. MUSSON.

Postmaster.

POST OFFICE. NEW ORLEANS, Aug. 8, 1851

The foregoing advertisement is transcribed in its entirety for several reasons. It describes the city post services, fees, and regulations in useful detail as well as communicating a bit of “the flavor” of the system and its importance to the citizens of New Orleans. An editorial published elsewhere in the same issue of the *Daily Picayune*, warmly favored the new service, stating “We have full confidence in the ability of Mr. Musson to carry out the new arrangement, and we therefore hail the City Post as a general and permanent good.”

Beginning as early as October 1851, five carriers were employed by the New Orleans Postmaster. Valery Wiltz was superintendent of the carrier service, succeeded in 1854 by Gabriel Levasseur, who continued as “head of the city post” as late as 1857. Postmaster Musson periodically prepared advertisements setting forth mail schedules and postage rates. The following notice is quoted from such an advertisement or broadside in the possession of this writer entitled “SCHEDULE OF MAILS AND POSTAGES,” and dated October 31, 1851: [see **Figures 2 and 3**]

When Delivered by the U. S. City Post:

Each letter received by mail 2c.
additional
Each drop letter 1c.
do.
Each city letter 1c.
Each circular or handbill 1c.
do.
Each newspaper or magazine 1/2c.
do.

M. MUSSON,
Postmaster.

October 31, 1851

SCHEDULE OF MAILS AND POSTAGES.

NEW ORLEANS POST OFFICE.

FALL AND WINTER ARRANGEMENT.

Office (Week days, from 7 o'clock A. M. to 6 o'clock P. M. Hours. Sundays and Holidays, from 9 to 11 o'clock A. M.)

GREAT EASTERN MAIL, via Mobile—Arrives daily at 3, A. M. Closes daily at 1, P. M., for unpaid letters; at 1½, P. M., for prepaid letters; at 2, P. M., for prepaid foreign letters.

Letters for the Continent of Europe and the various countries, *via* England, by Ocean steamers, **MUST BE PREPAID.**

Supplies the following way offices: Fort Pike, Bay St. Louis, Pass Christian, Mississippi City, Biloxi and Pascagoula, closing on Wednesdays and Saturdays, at the above named hours.

GREAT WESTERN MAIL—Supplying Baton Rouge, St. Francisville, Natchez, Grand Gulf, Vicksburg, Lake Providence, Worthington's Point, Greenville, Grand Lake, Columbia, Napoleon, White River, Helena, Memphis, Randolph, New Madrid, Hickman, Columbus, Ky., Cairo, Paducah, Shawneetown, Henderson, Evansville and Louisville—four times a week. Closes at 3, P. M.—and supplying Natchez, Vicksburg, Napoleon, Memphis, Cairo, Paducah, Evansville and Louisville—twice a week. Closes at 3, P. M. Arrives daily—hours irregular.

ST. LOUIS MAIL—Supplying Natchez, Vicksburg, Napoleon, Memphis, Hickman, Cairo and St. Louis—Closes daily (Sundays excepted) at 3, P. M. Arrives daily—hours irregular.

VICKSBURG MAIL—Supplying Donaldsonville, Baton Rouge, St. Francisville, Red River Landing, Fort Adams, Natchez, Waterproof, Rodney, St. Joseph's, Grand Gulf, Warrenton and Vicksburg—Closes daily (except Sunday) at 3, P. M. Arrives daily (except Sunday) by 10, A. M.

ST. FRANCISVILLE, OR COAST MAIL—Supplying McCutcheon's, Taylor's, Bonnet Carré, Edgar's, Bringer's, Donaldsonville, and interior, Lobdell's Store, Bayou Goula, Iberville, Plaquemine, Mauchac, Bruy Landing, Baton Rouge, and interior, Lobdell's Store, Port Hudson, Hermitage, Waterloo, St. Francisville and Pointe Coupée, and interior—Closes on Sunday and Wednesday, at 7, A. M., and Friday, at 12, M. Arrives on Monday, Tuesday and Friday, by 12, M.

RED RIVER MAIL—Supplying Alexandria, Grand Ecore, Natchitoches, Shreveport and Eastern Texas—Closes twice a week, at 3, P. M., generally on Tuesday and Friday. Arrives twice a week—days irregular.

OUACHITA RIVER MAIL—Supplying Trinity, Harrisonburg, Columbia, Monroe, Ouachita City, Wilmington, Champagnolle and Camden, Ark.—Closes twice a week, generally on Tuesday and Friday, at 3, P. M. Arrives twice a week—irregular.

COVINGTON, OR LAKE MAIL—Closes on Monday, Wednesday and Friday, at 9, A. M. Arrives on Tuesday, Thursday and Saturday, by 4, P. M.

LAFAYETTE MAIL—Closes daily, (except Sunday,) at 1, P. M. Arrives daily, (except Sunday,) at 11, A. M.

CARROLLTON MAIL—Closes on Monday, Wednesday and Friday, at 1, P. M. Arrives on Tuesday, Thursday and Saturday, by 1, P. M.

GALVESTON, SALURIA, INDIANOLA AND PORT LAVACA—Closes every Sunday, at 7, A. M. Due every Tuesday or Wednesday, at 4, P. M.

BRAZOS SANTIAGO, POINT ISABEL, BROWNSVILLE AND RIO GRANDE—Closes every Thursday, at 7, A. M. Due every Monday, at 3, P. M.

HAVANA MAIL—Closes, direct, on the 9th and 24th of each month, at 7, P. M.; and *via* Charleston, on the 9th and 25th, at 1½, P. M. Due on or about the 3d, 16th, 18th and 30th. **POSTAGE PAYABLE IN ADVANCE.** On Letters, 10 cents; on Newspapers, 2 cents.

WEST INDIA ISLANDS, MEXICO, PORTS IN THE GULF OF MEXICO AND ON THE ATLANTIC COAST OF SOUTH AMERICA, *via* Havana, and thence by British Mail Steamers—Closes, direct, on the 9th and 24th of each month, at 7, P. M.; and *via* Charleston, on the 9th and 25th, at 1½, P. M. Due on or about the

3d, 16th, 18th and 30th. **POSTAGE PAYABLE IN ADVANCE**, as follows:

British Possessions.
When the distance from the U. S. mailing office is:
2,500 miles or under..... 10c. 3c.
Over 2,500 miles..... 20c. 2c.

Not British Possessions.
When the distance from the U. S. mailing office is:
2,500 miles or under..... 35c. 4c.
Over 2,500 miles..... 45c. 4c.
When received in the United States, and the distance to the office of delivery is:
2,500 miles or under..... 10c. 2c.
Over 2,500 miles..... 20c. 2c.

NEW GRENADA, WEST COAST OF SOUTH AMERICA, CALIFORNIA AND OREGON, SANDWICH ISLANDS, NEW SOUTH WALES AND CHINA—Closes on the 9th and 24th of each month, at 7, P. M. Arrives on or about the 3d and 18th. **POSTAGE PAYABLE IN ADVANCE**, except to California and Oregon. The postage to places on the West Coast of South America, *via* Panama, is on each single letter 50 cents, and on each newspaper 8 cents, when sent; and 25 cents each letter and 1 cent each paper, when received.

SCHEDULE OF POSTAGES.

The following are the Rates of Postage since the 1st of July, 1851:

1.—**LETTER POSTAGE**, by half ounce or under, between places within the United States: Prepaid. Unpaid.
3,000 miles or under..... 3c. 5c.
Over 3,000 miles..... 6c. 10c.

2.—**LETTER POSTAGE**, by half ounce or under, when conveyed by the United States, wholly or in part by sea, and to or from a foreign country—to be prepaid:
2,500 miles or under..... 10c.
Over 2,500 miles..... 20c.

(Excepting, however, all cases where such postages have been or shall be adjusted at different rates by Postal Treaty, or Convention, already concluded, or hereafter to be made.)

3.—**NEWSPAPERS**, not exceeding 3 ounces in weight, **TO ACTUAL AND BONA FIDE SUBSCRIBERS**—Postage payable quarterly IN ADVANCE:

DISTANCES.	RATES.				
	Monthly.	Semi-Monthly.	Weekly.	Semi-Weekly.	Tri-Weekly.
50 miles or under.....	1¼	2¼	5	10	15
Over 50 and not over 300.....	2¼	5	10	20	30
Over 300 and not over 1,000.....	3¼	7½	15	30	45
Over 1,000 and not over 2,000.....	5	10	20	40	60
Over 2,000 and not over 4,000.....	6½	12½	25	50	75
Over 4,000 miles.....	7½	15	30	60	90

On newspapers not containing over 300 square inches the postage is one-fourth of the above rates, payable in advance.

4.—**Transient Newspapers, Circulars unsealed, Handbills, Prices Current, Engravings, Bound Books, Pamphlets, and all other description of printed matter, not weighing over 32 ounces, for each ounce or fraction of an ounce—PAYABLE IN ADVANCE; if received unpaid double those rates:**

600 miles or under..... 1c.
Over 600 and not over 1,500..... 2c.
Over 1,500 and not over 2,500..... 3c.
Over 2,500 and not over 3,500..... 4c.
Over 3,500 miles..... 5c.

5.—**MAGAZINES AND PERIODICALS**, other than Newspapers, *same rates as above*; except that if the postage is paid quarterly IN ADVANCE, it is to be at half these rates.

6.—**Drop Letters**..... } One cent each, instead of two cents.
Advertised Letters..... } as formerly.

When Delivered by the U. S. City Post:
Each letter received by mail..... 2c. additional.
Each drop letter..... 1c. do.
Each city letter..... 1c. do.
Each circular or handbill..... 1c. do.
Each newspaper or magazine..... 2c. do.

M. NUSSON, Postmaster.

October 31, 1851.

Figure 2. The "SCHEDULE OF MAILS AND POSTAGES" as published in the New Orleans City Directory for 1851. [original in possession of this writer]

The New Orleans Carrier Markings

The first type of marking used in New Orleans was described by Elliott Perry as shaped like a “handleless snow-shovel.” It bears the inscription “N.O.U.S. CITY POST” at the top, the month and day in larger type on the center line, and the hour of delivery on the third line (**Figure 4a**, type Ia). A second, smaller marking accompanies the snow-shovel on all incoming carrier delivered letters. It reads “CAR.2” in an oval frame (**Figure 4b**, type Ib), and indicates two cents due. Prepaid local letters were marked with “PAID/CAR.1.” in a rectangular frame (**Figure 4c**, type Ic, indicating the prepaid one cent rate). Unpaid local letters bear “CAR.1” in an oval frame, the one cent due marking. From late 1851 until February 1853, these type I markings were struck in green. Shortly afterward (in mid-March) the color of the cancelling ink used was changed, and all snow-shovels seen from later in 1853 and from 1854 are struck in blue. Late in 1854 (by 14 September) the snow-shovel was replaced by a circular marking (**Figure 4d**, type II) with “N.O.U.S. CITY POST” encircling the month and day. The circular type was struck in blue until 24 March 1855 and the oval rate marking was continued in use for a short time. Shortly afterward, the color of the marking was changed again, this time to black [before 2 June 1855]. On most of the incoming covers with the circular marking in black, the oval rate marking indicating the amount due is missing. Only a few examples with the oval due marking in black are recorded with the circular type II marking in black after the color was changed. The type II carrier marking was still in use late in 1861 and possibly in January 1862 after the Confederate postal system was established. The reader may note that some of the foregoing statements differ markedly from earlier published accounts of the New Orleans carrier markings made by writers who had seen comparatively few covers. This writer has been recording all city post covers that he could locate in collections or at auction or in the older auction records since 1957, and the many dozens of covers now recorded furnish a near complete coverage of the usages of the various markings throughout the carrier period in New Orleans (1851-1862), and the previously published misconceptions can now be corrected.

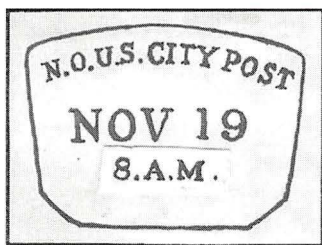
It must be emphasized that “Letters intended for the [outgoing] mail or for City Delivery are brought by the carriers to the Post Office, *free of charge*.” (see Postmaster M. Musson’s advertisement transcribed above). Thus, outgoing letters *addressed* to other cities will bear the snow-shovel marking or the type II circular marking indicating carrier “pick-up” but no oval due marking will be present as no carrier fee was charged or collected. One or two examples of Franklin carrier stamps used to pay the two-cent carrier fee for delivery of *incoming* letters “from the mails” in late 1851 are recorded; such Franklin carrier stamps are cancelled by the encircled seven-bar grid in *green* and are accompanied by the snow-shovel marking struck in green ink. Franklin carrier stamps used in New Orleans to prepay ordinary postage or way fees were obliterated by the seven-bar grid struck in black ink.

Usage of the Carrier Markings in New Orleans

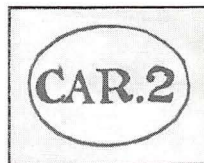
The earliest snow-shovel recorded is August 19 [1851]. On this cover (see **Figure 1**), the large bold “slug” in place of the hour marking appears, a feature common to early covers [August-December 1851] and still not fully explained (see **Figures 1 and 5**). In addition to the snow-shovel and oval “CAR.2” due marking,

5.	MAGAZINES AND PERIODICALS, other than Newspapers, same rates as above; except that if the postage is paid quarterly IN ADVANCE, it is to be at half these rates.	
6.	Drop Letters..... } One cent each, instead of two cents, as formerly.	
	Advertised Letters }	
<i>When Delivered by the U. S. City Post:</i>		
	Each letter received by mail.....	2c. additional.
	Each drop letter.....	1c. do.
	Each city letter.....	1c.
	Each circular or handbill.....	1c. do. /
	Each newspaper or magazine.....	½c. dL
M. MUSSON, Postmaster.		
October 31, 1851.		

Figure 3. Inset of the portion pertaining to the “U. S. City Post” from the bottom of the second column of Musson’s “Schedule of Mails and Postages.”



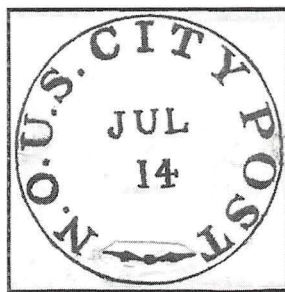
type Ia
Figure 4a



type Ib
Figure 4b



type Ic
Figure 4c



type II
Figure 4d

Figures 4a-d. Line drawings of the New Orleans carrier markings: a. Type Ia, the “snow-shovel” with the hour marking for first delivery, “8 A.M.”; b. Type Ib, the oval due marking, indicating two cents due, for delivery “from the mails”; c. Type Ic, the boxed marking “PAID/CAR.1.” for local letters or circulars which were prepaid; d. Type II, the circular carrier postmark which replaced the snow-shovel in late 1854.

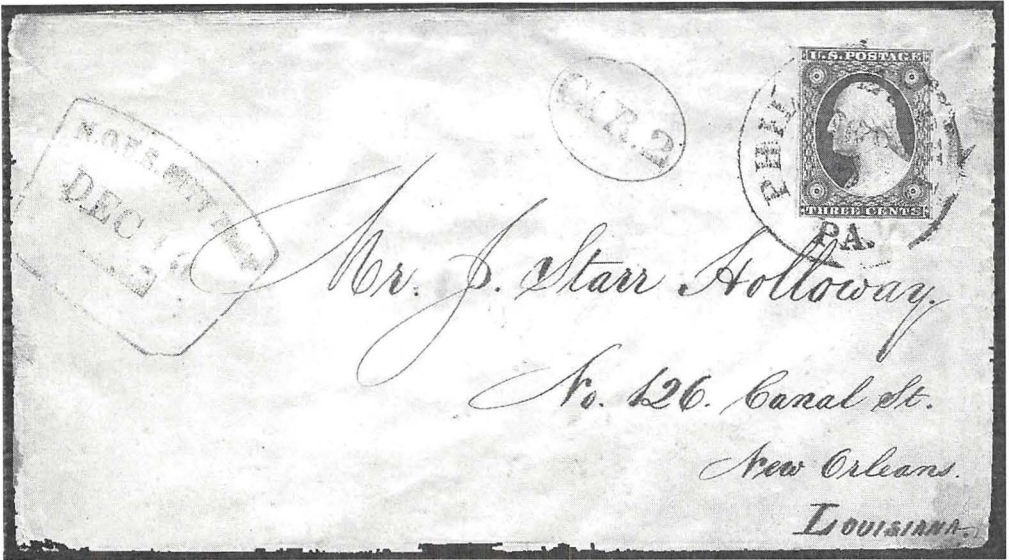


Figure 5. An early incoming letter from Philadelphia to New Orleans, received in December 1851 and struck with the snow-shovel and the oval two cent due marking in green for carrier delivery on December 13. Note that both markings though lightly struck appear fresh and fully legible on this early New Orleans carrier cover. The snow-shovel on this letter has the large slug in place of the hour of delivery as is typical of 1851 usages. This cover is well known [Ex Emerson, West, Gibson] and has been illustrated in several previous books and articles, including Tom Alexander's revision of Simpson's U. S. Postal Markings, 1851-1861 (1979, p. 238).



Figure 6. An outgoing letter from New Orleans to Lexington, Ky., picked up by the carrier on "OCT. 3" and dispatched two days later as shown by the New Orleans CDS struck in red. The postage was prepaid by the 3c brownish carmine stamp of 1852 and obliterated with the commonplace seven-bar black grid then in use on the inter-city mails at New Orleans. The oval due marking is not present as no fee was charged for carrier pickup of letters for the outgoing mails.

the cover also bears a boxed "NOT FOUND" (all struck in green) and the fancy boxed "ADV.1." (in deep red) conforming to the procedure described in item 11 of Postmaster Michel Musson's advertisement. In **Figure 5**, another example of a letter received from the mails is shown. This cover bears the snow-shovel and the oval two cent due marking representing the charge for delivery of the letter, both struck in green. In **Figure 1**, the letter arrived in August 1851, and the cover shown in **Figure 5** reached New Orleans in December; in both, the slug appears in place of an hour marking. A possible explanation for the bold slug appearing in place of the hour of delivery [or "pick up"] is that Postmaster Musson was unable to set up his thrice daily delivery schedule before early 1852. In **Figure 6**, an outbound letter is shown; no due marking is present as no charge was made for delivery "to the mails."

Figure 7 illustrates a prepaid local letter bearing the snow-shovel and boxed "PAID/ CAR.1." in green from April 1852. The snow-shovel bears the "3 P.M." hour marking. Deliveries were made at "8 A.M." and "11 A.M." and at "3.P.M." but only a few covers have been recorded with the afternoon delivery hour. Covers with the prepaid marking are rare and it is suggested that carrier delivery of local letters [especially those prepaid] was an uncommon practice. Thus, local letter rated with the one cent due marking for delivery are decidedly very scarce; those with the boxed prepaid marking are quite rare..

In **Figure 8**, a very unusual carrier cover is shown. This letter, mailed at San Francisco on 1 September 1852, is the only cover reported to date from a west coast city. The San Francisco town marking, "PAID 6" and the New Orleans carrier markings all appear to be struck in green, but the San Francisco markings may be in greenish blue that appears to be green on the buff paper of the cover. This eastbound cover from San Francisco is the only known example of a letter from the west coast of the United States that upon arrival was delivered by the N.O.U.S. City Post.

In **Figure 9**, an incoming foreign letter was received at New York City, marked with due postage of seven cents as indicated by the very scarce "NEW-YORK/SHIP/MAY 17/7 cts" in circle struck in black. Upon arrival in New Orleans delivery by carrier was attempted but the addressee was "NOT FOUND" and the letter was advertised. All carrier markings are in green; the advertised marking is in deep red.

In **Figure 10**, an unpaid drop letter from November 1853 is shown, with the snow-shovel and "CAR.1" markings in blue. The cover also bears the New Orleans date circle and "DROP/1" in red. The total postage due from the recipient was two cents, one cent drop fee plus one cent carrier fee. In **Figure 11**, another local cover from January 25 [1854] is shown, but with the drop postage prepaid. Note that the oval due marking on this cover was struck at first in error "CAR.2"; this erroneous oval was overstruck ["cancelled"] by the corrected rate reading "CAR.1." and a second strike of this oval was applied for clarity. The "CAR.1." due marking indicates that the one cent carrier fee was due from the recipient on a letter of local origin.

Another unusual cover is shown in **Figure 12**. Though a number of foreign covers with the type Ia carrier marking are known, only one or two have been seen with prepayment by foreign postage stamps. This one, from Great Britain, is fully prepaid to New Orleans by the one shilling stamp, and is possibly unique as most



Figure 7. A printed notice of a meeting of the Board of Directors of the New Orleans Public Schools is illustrated here. This notice was prepaid and handled entirely within the carrier service for a fee of one cent, representing the rate charged for local delivery. The rare boxed “PAID/CAR.1.” and the snow-shovel marking were struck in green, the color used exclusively by the “N.O.U.S. CITY POST” at this early date, “MAY 14” [1852]. Note that the hour of delivery appearing in the snow-shovel is “3.P.M.” Deliveries were made at “8.A.M.” and “11.A.M.” and at “3.P.M.” but most of those recorded were carried in the first delivery and few are seen with the “11.A.M.” time of delivery and even fewer are recorded with the afternoon delivery hour. Only four or five covers are known with the prepaid marking and it is suggested that use of the carrier service to deliver local letters and circulars [especially those prepaid] was an uncommon practice.



Figure 8. This cover is extremely unusual. It originated in S.F., on 1 September 1852 and is the only cover reported to date with a western source. The S.F. CDS and “PAID/6” and the New Orleans carrier markings all appear to be struck in green, but the S.F. markings may be in greenish blue, thus appearing to be green on the buff paper envelope. This eastbound cover from S.F. is the only known example of a letter from the west coast of the United States that upon arrival in New Orleans was delivered by the N.O.U.S. City Post. From the Avenel original find in New Orleans.



Figure 9. This letter came into New York City on a ship in 1852 and entered the mails when the scarce origin marking “NEW-YORK/SHIP/MAY 17/7cts” was applied, representing seven cents postage due. When it reached New Orleans, delivery by carrier was attempted but the addressee was “NOT FOUND”, and the letter was placed in General Delivery for one week before being advertised. The deep red boxed “ADV.1.” marking shows an additional charge of one cent. Whether eight cents [7c + 1c] was collected or ten cents [7c + 2c + 1c] was due is uncertain, as the carrier delivery was not successful and, thus, the carrier fee may not have been collected. M. Musson’s advertisement stated that the fee was to be collected “on delivery.”



Figure 10. A local letter mailed on November 18 [1853] and scheduled for delivery by the carrier service at “8.A.M.” the next morning. The snow-shovel and oval “CAR.1.” marking are in blue. The New Orleans date circle and the “DROPPED” marking are in red. The total postage collected from the recipient was two cents, one cent drop letter postage + one cent carrier fee [for a letter of local origin]. Ex Ashbrook



Figure 11. Another local letter but with the drop postage prepaid. The total postage due to the carrier was, thus, only one cent, for the local letter delivery. Note that the oval due marking on this cover was struck first in error “CAR.2”. The incorrect rate was overstruck [“cancelled”] by the correct rate, reading “CAR.1.”, and a second strike of this oval due marking was applied for clarity. Ex Ashbrook



Figure 12. An unusual carrier cover is shown here. Though a number of letters of foreign origin that were delivered by the N.O.U.S. City Post are known, most examples are stampless and only a few are recorded with prepayment to destination by foreign postage stamps. This one, from Great Britain is fully prepaid by the adhesive one shilling stamp, and is possibly unique as most incoming foreign mail was from France. The cover is dated May 15, 1853, and the carrier markings are in blue. Only the two cents delivery fee for a letter “from the mails” was collected from the recipient.

foreign mail coming into this city was from France. The cover is dated May 15, 1853, and the carrier markings are in blue. Only the two cents delivery fee was due from the recipient.

Figure 13 illustrates two of what may be the most unusual and most interesting carrier items reported. These are combination notices and receipts for “Valuable Letters” and, thus, are relics of the earliest registry system in any U. S. post office. Evidently Postmaster W. G. Kendall began using the N.O.U.S. City Post in 1854 to notify patrons of the arrival of “Valuable Letters.” Apparently, the notice/receipt was wrapped around the letter, the rate and address was written on the wrapper, and delivery was attempted. The snow-shovel and oval due marking were struck [in blue] on the wrapper and upon delivery, this notice/receipt was removed and the recipient signed it at the bottom to verify that it was received. Two examples are shown in **Figure 13**, one unopened and the other opened to show the notice/receipt and the recipient’s signature.

In **Figure 14**, one of the premier covers of New Orleans postal history is illustrated. It is a double carrier or prepaid way fee cover that was delivered by the N.O.U.S. City Post upon arrival in New Orleans. The one cent pickup fee [or way fee] was prepaid by the 1c Type II stamp of 1851 and the inter-city single letter rate was prepaid by the 3c stamp of 1851 [SCN 7 + 10]. The letter was delivered by the City Post and the carrier fee of two cents for delivery from the mails was collected from the recipient. Since the street and number is included as part of the address this indicates that delivery by carrier was intended. This is the only cover with such usage recorded from New Orleans. Further, there are very few double carrier covers known from any city during the carrier period which lasted until free home delivery was inaugurated on 1 July 1863.

A New Circular Dated Carrier Postmark

Figure 15 illustrates the earliest recorded example of the circular type II carrier marking, initially struck in blue, on a letter delivered on “SEP/14” [1854]. Note the fresh, sharp strike of the new circular device. Both the new marker and the rather worn oval rate marking were struck in blue ink on this folded letter coming in from France.

Figure 16 illustrates an outbound letter dated “DEC/28” [1854] with the circular marking struck in blue. No rate marking appears as no fee was charged for picking up the letter. Note the strong dent in the outer circle over the “C” of “CITY” in the marking on this cover. A cover dated November 11 [1854] lacking the dent and another from December 24 with the dent give a close dating for the dropping and denting of the device. [Did the Christmas Eve office party get a bit rowdy?]. This dent can be seen in all subsequently struck examples of the circular marking. The latest recorded strike of this circular marking in blue is March 24, 1855. Subsequently, the circular marking was struck in black for about seven years, from mid-1855 until late in 1861 and possibly early 1862..

In **Figure 17**, a typical example of the circular marking in black is illustrated, dated “APR/1” [1857]. This cover is a intriguing example of mixed franking with a pair of recut 1c stamps [68-69L1 – SCN 9] and a single 1c corner sheet margin stamp, type II from plate two [100L2 – SCN 7]. Though this is an incoming letter, no oval due marking is present, as the rate or due marking in black

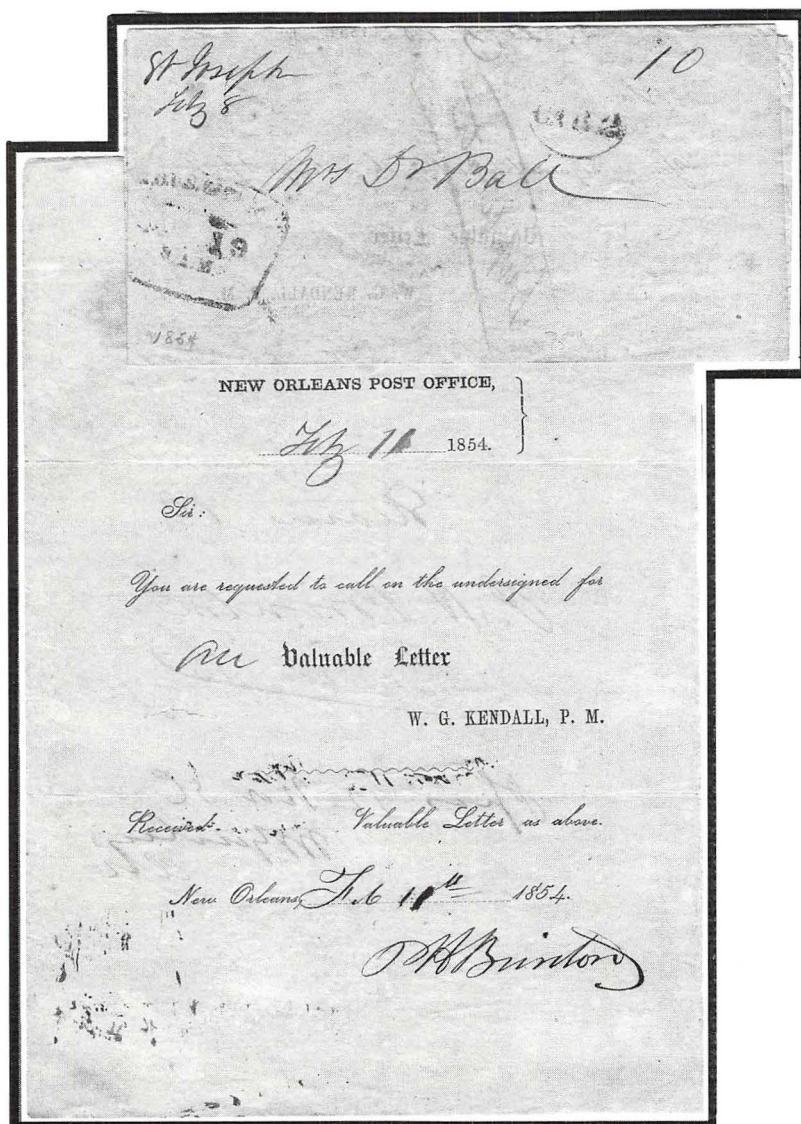


Figure 13. Illustrated here are two of what may be the most unusual and most interesting New Orleans carrier items reported. These are combination notices and receipts for “Valuable Letters” and, thus, are relics of the earliest registry system in any United States post office. This pioneer “registry” service was inaugurated in 1851 and, in 1854, Postmaster W. G. Kendall had these notice/receipts printed and put them into use as part of the New Orleans carrier services, prior to the registry service authorized by the Postal Act of 1855 [effective 1 July 1855] for which fees were charged. Apparently, the notice/receipt was wrapped around the incoming letter, the rate and address were copied onto the wrapper, and delivery was attempted. The snow-shovel and oval due marking were struck [in blue] on the wrapper and when the letter was delivered, the notice/receipt was removed and the recipient signed it at the bottom to verify delivery and the notice was returned to the post office. Two examples are shown, one unopened and the other opened to show the text of the notice/receipt and the recipients’s signature. From an original find.

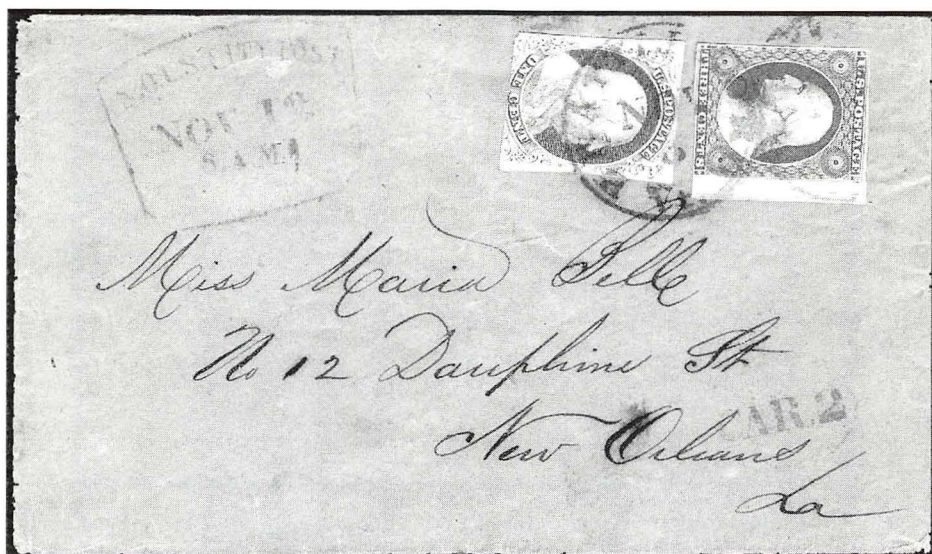


Figure 14. This is one of the most important surviving covers delivered by the N.O.U.S. City Post. It is a double carrier cover or prepaid way fee cover that was delivered by the carrier service upon arrival in New Orleans. The one cent pickup fee [or way fee] was prepaid by the 1c Type II stamp of 1851 and the inter-city single letter rate was prepaid by the 3c stamp of 1851 [SCN 7 + 10]. The carrier delivery fee of two cents for a letter from the mails was collected from the recipient. That delivery by carrier was intended is shown by the street and number included in the address. This is the only cover with such usage recorded from New Orleans. There are very few double carrier covers known from any city during the carrier period which lasted until free home delivery was inaugurated on 1 July 1863.

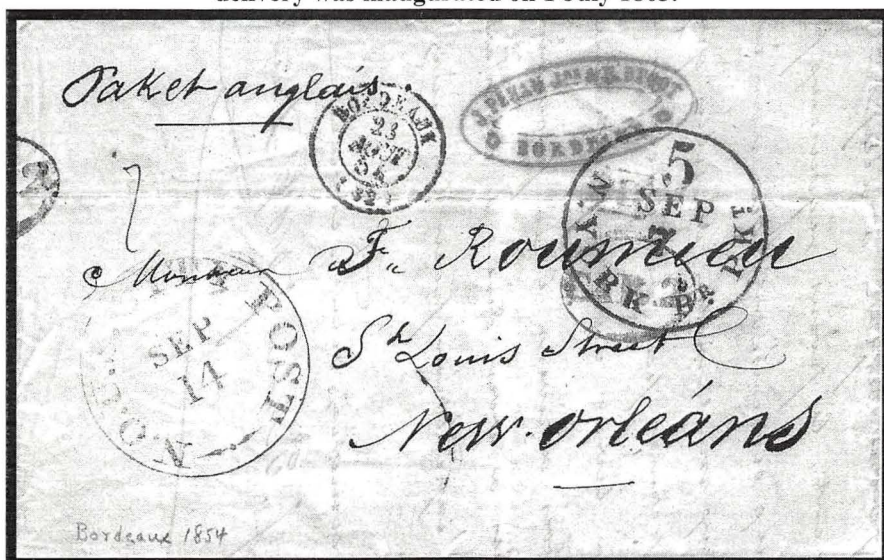


Figure 15. This is the earliest recorded example of the circular type II carrier marking, initially struck in blue, on "SEP/14" [1854]. Note that the strike of the new circular device is sharp and fresh compared with the somewhat worn state of the oval rate marking. Both carrier markings were struck in blue ink on an incoming stampless folded letter from France.



Figure 16. This outbound letter dated “DEC/28” [1854] shows the new circular marking struck in blue. No rate marking is present as no fee was charged for picking up the letter for the outgoing mails. Note the strong dent over the “C” of “CITY” in the circular marking on this cover; this dent is perceptible in all strikes of this marking recorded after 24 December 1854. The latest recorded strike in blue is March 24, 1855. All markings recorded after this date are in black. It continued to be used on carrier-delivered mail until late in 1861 [CSA period] and possibly early 1862.

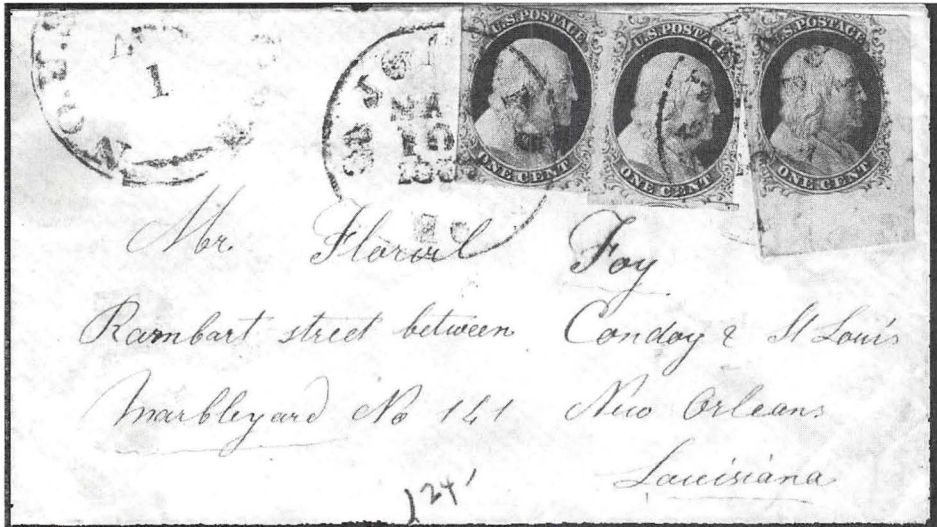


Figure 17. Shown here is an intriguing example of mixed franking on a N.O.U.S. City Post cover. It bears a pair of the recut 1c stamps [68-69L1L – SCN 9] and a single 1c corner sheet margin stamp from plate two [100L2 – SCN 7]. This cover, dated for carrier delivery on “APR/1” [1857]. The two cents for carrier delivery was due from the recipient. The oval marking is missing and is rarely seen on the later carrier covers marked with black ink. Evidently, the amount of postage due for carrier delivery of incoming letters was well known and this marking was no longer necessary. The one or two examples of the due marking in black which have been seen are the “CAR.I.” for local delivery [one of those recorded is a valentine cover of local origin].

is very rarely seen used with the type II marking in black. It is not known for certain that the fees for carrier service remained unchanged until the uniform reduction to one cent in 1860, but no indication of any prior change has been found.

Figure 18 illustrates a rather remarkable incoming letter from Paris with the circular marking in black. It is fully prepaid to New Orleans by three different French adhesives with a total value of thirteen decimes. The street and number are included in the address showing intended carrier delivery and the recipient, M. Adolphe Avenel, paid only the carrier fee for delivery. By this time, the circular marking had become worn and is rarely as legible as the strike dated "JUN/2" [1855] appearing on this cover.

In **Figure 19**, an incoming entire from Louisville, Ky., is shown with a quite legible strike of the circular marking together with the very scarce boxed "NOT FOUND" and the boxed "ADV.1."; all are struck in black. Earlier, the recorded strikes of the advertised marking were in deep red ink. Letters were advertised one week after the attempted carrier delivery which resulted in the boxed "NOT FOUND" marking.

In **Figure 20**, intended prepayment of the carrier fee by a trisected 3c stamp of the 1851-56 issue is illustrated. The trisect is tied to a full stamp which pays the regular postage on a cover from Richmond, Texas, to New Orleans with the carrier marking dated "NOV/25" [1856]. Note the full street address confirming intended carrier delivery, and the inverted "NOV" in the carrier marking. This cover and the CSA cover illustrated in **Figure 21** are the only examples recorded to date with prepayment [or intended prepayment] of the carrier fee by postage stamps. Another cover delivered early in the Confederate Use Period [United States rates] is shown in **Figure 22**. This cover, fully prepaid in France, bears the "N.O.U.S. CITY POST" marking dated "MAR/25" [1861] and indicates carrier service in New Orleans two months after Louisiana joined the Confederacy. Later, after the Confederate Postal System was in operation (see **Figure 21**), a pair of the 2c blue New Orleans postmaster's provisionals prepaid the drop letter plus carrier fees on a letter from September 3 [1861]. The presence of a precise street address indicates the intent of the sender to have the letter delivered by the city post.

The City Post and Valuable Letter Notices

One of the most interesting aspects of the use of the carrier services in New Orleans is the combination notices and receipts for "Valuable Letters" used by Postmaster Kendall in 1854. These notices (see **Figure 13**) have intrigued and puzzled postal history students since they were first discovered.

According to Huber and Wagner (1949, p. 122), a registry system was introduced in New Orleans in August 1851, "the earliest record of a registry system in any U. S. Post Office." Letters were referred to as "Registered" or "Valuable Letters." The earliest known registered cover from New Orleans is dated November 20, 1851. In April 1853, William G. Kendall succeeded Michel Musson as Postmaster of New Orleans. He maintained a Registry Account Book and appointed a special clerk to handle the registry division. This was before the Postal Act of 3 March 1855 [effective 1 July 1855] which established the registry system throughout the Post Office Department. It was Kendall who had the combination Valuable Letter Notices and Receipts printed. (Huber and Wagner, 1949, p. 122)



Figure 18. This is a choice example of an incoming letter with the circular N.O.U.S. City Post marking in black. It is fully prepaid to destination by three different early French adhesive stamps with a total value of thirteen decimes. Intended carrier delivery is shown by the presence of the street and number in the address and the recipient, M. Adolphe Avenel, paid only the carrier fee for delivery. The black carrier marking is somewhat worn or blurred on many covers and is not common with a legible strike as seen here. From the Avenel original find.

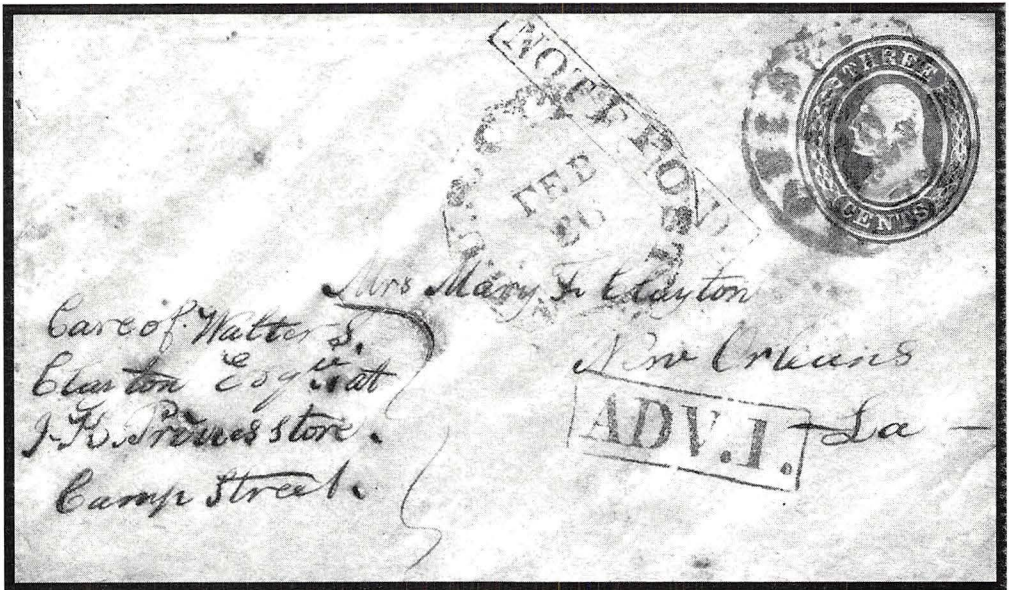


Fig. 19. An incoming letter from Louisville, Ky., with a quite legible strike of the circular marking together with the very scarce "NOT FOUND" and the boxed "ADV.1."; all markings are struck in black. On earlier covers, the recorded strikes of the advertised marking are all in deep red ink. When the carrier attempted delivery but did not locate the recipient, the "NOT FOUND" marking was struck on the cover, the letter was placed in General Delivery for one week, after which it was advertised with an advertising fee due of one cent.

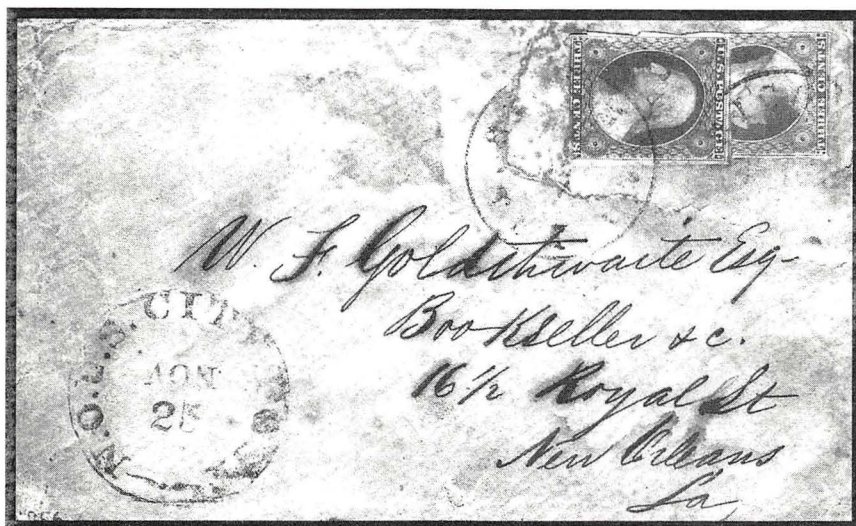


Figure 20. This cover is franked by a trisected 3c stamp of the 1851-56 issue as intended prepayment of the two cent carrier fee for an incoming letter at New Orleans. The two-thirds trisect is tied to a full stamp which paid the regular inter-city single letter postage on this cover from Richmond, Texas, to New Orleans with the carrier marking dated "NOV/25" [1856]. Note the full street address confirming intended carrier delivery and the inverted "NOV" in the carrier marking. This and the Confederate cover shown in figure 21 are the only examples recorded to date with prepayment [or intended prepayment] of the carrier fee by adhesive postage stamps. From an original family correspondence found in New Orleans.



Figure 21. This cover was franked with a vertical pair of the rare 2c blue New Orleans postmaster's provisional stamps [SCN 62X1] used to prepay the drop letter + carrier delivery fee on "SEP/3" [1861] after the Confederate postal system began operating. Apparently, John L. Riddell saw no reason to cease delivering letters by the carrier system even though the postal authority had changed. Scott R. Trepel has stated (RAS 832 sale catalog, November 16, 2000, p. 30) "This unique cover represents an extraordinary event in Confederate postal history — the use of postmaster's provisional stamps to prepay the carrier fee and drop rate for intra-city mail. Nothing else even remotely comparable to this cover is known in Confederate philately." Ex Needham, Skinner

The notices are printed on single sheets of bluish paper about 5-1/2 inches by 8 inches, and all of those seen are dated early in 1854. There are several puzzling aspects. The notices are signed by "W. G. KENDALL, P. M." and are clearly *from* the New Orleans Post Office, but the rates and carrier fees indicate otherwise. The notices are generally trifolded and endorsed with the name of the recipient or addressee; but only one of the four recorded has a street address. Each, however, bears the snow-shovel in blue and the "CAR.2" due marking – indicating the (two cents) ordinarily charged for a letter received from the incoming mails. Further, one notice bears a manuscript "10" (see **Figure 13**) indicating ten cents postage due and another, amazingly, is marked "'Steam 10" showing origin on the Mississippi River! These factors have made the understanding of the usage of these notices quite difficult. After several years of consultation with other postal history students without significant results, the writer has finally worked out a possible solution. It is suggested that Postmaster Kendall had the combination notice and receipt printed to expedite the delivery of Valuable Letters by using the carrier service, while retaining the necessary written control over the delivery of the letters. These notices may have been folded around the Valuable Letter like a wrapper, endorsed with the proper postage due for the enclosed letter and the carrier fee due for its delivery. Then, when the carrier delivered the letter, the addressee signed for it on the receipt and the form was returned to the post office as proof of delivery. If so, no postage or carrier fee is attached to the use of the form and the markings on the notice itself refer to the charges for the enclosure. This writer will welcome the comments and suggestions of readers.

The City Post in the Confederate Period

The circular N.O.U.S. CITY POST marking was used in New Orleans at least until late 1861 and possibly January 1862. That a United States carrier service continued to operate under the Confederacy is curious and believed to be unique in the Confederate postal system. A brief resume of what is known about the postmaster of New Orleans at this time may help explain this occurrence.

The remarkable John Leonard Riddell was born at Leyden, Massachusetts, in 1807. He received his advanced education from the Cincinnati Medical College, graduating in 1836 with the M.D. degree. The same year he came to New Orleans to join the faculty of the Medical College of Louisiana [now Tulane University of Louisiana] as professor of chemistry, a post he held until his death in 1865. John L. Riddell, physician, chemist, botanist, and the author of research papers on the yellow fever epidemics, was a man of many talents and varied interests. He invented the binocular microscope in 1851, built a working model in 1852, and displayed his innovation before the American Association for the Advancement of Science in July 1853. Microscopes of this type are much used today in geology, zoology, botany, and medicine. Dr. Riddell was appointed melter and refiner at the New Orleans Mint, and in August 1860 he was appointed postmaster of New Orleans by President James Buchanan. Evidently an able politician, he managed to retain his position as postmaster after Louisiana seceded from the Union [January 26, 1861], and throughout the Confederate period until the city was occupied by federal troops under the command of Major General B. F. Butler [May 1, 1862].

Apparently, Riddell remained loyal to the federal government during his

tenure as postmaster. This he stated in a letter to General Butler on May 3, 1862. Further evidence includes the fact that he never resigned as United States Postmaster. He was never appointed to the office of postmaster by Jefferson Davis, nor did he ever relinquish control of the post office to any Confederate official. Two men received appointments as postmaster of New Orleans from the Confederate government, but the first, J. M. Reed, was not confirmed, and the second Lionel Berthe, apparently never attempted to take possession of the office. Amazingly, Riddell continued to pay his accounts to the federal government in Washington; the last account was sent on the 27th of August, 1861! Such a phenomenon received wide publicity in the North. The following quote, reprinted from *Pat Paragraphs* (No. 5, November 1931, p. 90) is typical of the news articles:

“A model Postmaster: The late postmaster at New Orleans, J. L. Riddell, has paid promptly every draft drawn upon him by the Post Office Department, even those drawn subsequently to the secession of Louisiana. and as late as August 15 he forwarded through Adam’s Express his accounts, all perfectly squared up. His loyalty and honesty deserve all praise. He is a noble exception to the Southern office holders.”

In addition to the above, John L. Riddell preserved “some twelve or fourteen thousand dollars worth of U. S. postage stamps and stamped envelopes” which he offered to be returned to Washington or “have enumerated and destroyed by a commission” to be appointed by General Butler.

The Confederate postal system was slowly put into operation. The initial requirement that all postage be prepaid in cash was so unsatisfactory that Riddell made arrangements to have provisional stamps printed with values of two cents and five cents for use in the New Orleans post office on June 6th, 1861. At the same time he had fractional currency or “stamp money” prepared in denominations of one-half cent to five dollars (see Skinner *et al.*, 1986, pp. 254-258). Thus, he solved the problem of prepaying postal fees and that of making change at the post office as well!

As no change in postmasters occurred during the Confederate period in New Orleans, and as Postmaster Riddell evidently saw no reason to discontinue the accustomed service to his patrons, the carrier service continued to operate. A cover from France delivered by the city post early in the Confederate period (25 March) is shown in **Figure 22**. Relatively few city post covers have been recorded from 1861 and it was not until 1973 that a cover bearing the New Orleans provisionals and the city post marking came to notice (see **Figure 21**). This cover, dated 3 Sept (1861) and bearing a vertical pair of the 2c blue Riddell provisionals, is remarkable for several reasons. It is a local cover delivered by the city post which is uncommon throughout the 1851-1861 period and, further the carrier fee is prepaid by stamps; only one other cover (see **Figure 20**) with prepayment by stamps has been recorded. The latest unquestionably genuine city post cover known to this writer is from 22 November 1861. Two city post covers bearing the first Confederate adhesive and purportedly from January 1862 have been seen, but both are fraudulent in the opinion of this writer who believes the date circle postmark to be of recent origin and the stamps to have been added to these covers.

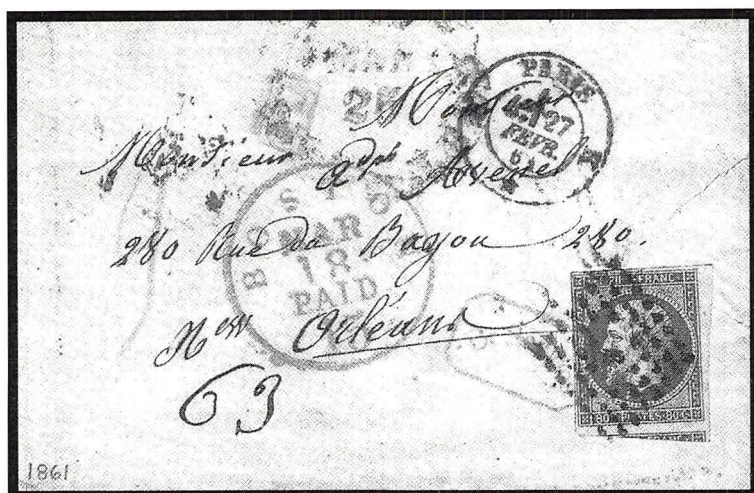


Figure 22. A foreign cover bearing the 80c rose stamp [SCN 20, 8 decimes = 15c U.S.] applied in France in full prepayment of the postage to New Orleans and delivered upon arrival by the N.O.U.S. City Post on “MAR/25” [1861] two months after Louisiana joined the Confederacy; thus, an example of carrier delivery during the Confederate Use Period [U.S. rates continued in effect until June 1]. From the Avenel find.

Figure 21. A local letter from “3 SEP” (1861) bearing a vertical pair of the 2c blue New Orleans provisional stamps as prepayment of the drop letter plus carrier fee. It is the only cover recorded with the carrier marking used in combination with the New Orleans provisionals and one of the two known (see also figure 20) with the carrier fee prepaid by stamps. The type II carrier marking and the town circle are struck in black, as usual.

Acknowledgements

The writer expresses deep gratitude to the late Elliott Perry for coining the charming name “snow-shovel,” for writing the first significant account of the N.O.U.S. City Post, and for his generous guidance and counsel whenever called upon. Also, to those philatelic friends who have loaned material to be photographed or recorded, his most sincere appreciation is extended. To preserve confidence and for purposes of security, they will not be listed; however, without such kind assistance, this comprehensive study of postal markings could not have been accomplished. The present article is a reprise of the writer’s earlier article published in the American Philatelic Congress Book for 1973 with some corrections and additions. This writer acknowledges the encouragement and insistence of John D. Bowman who advocated this republication of the story of the N.O.U.S. CITY POST for the current generation of students and collectors dedicated to study of the early semi-official carrier services. The scans of covers used to illustrate this article were produced by my friend and editorial consultant, Edgar W. Jatho, Jr.; his assistance and masterful expertise are gratefully acknowledged.

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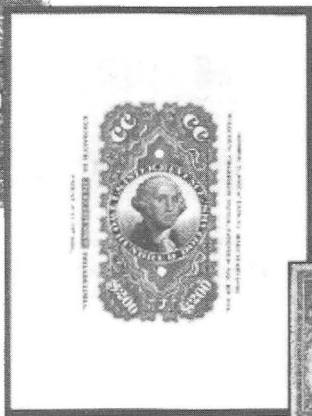
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