

THE PENNY POST

Official Journal Of The Carriers And Locals Society

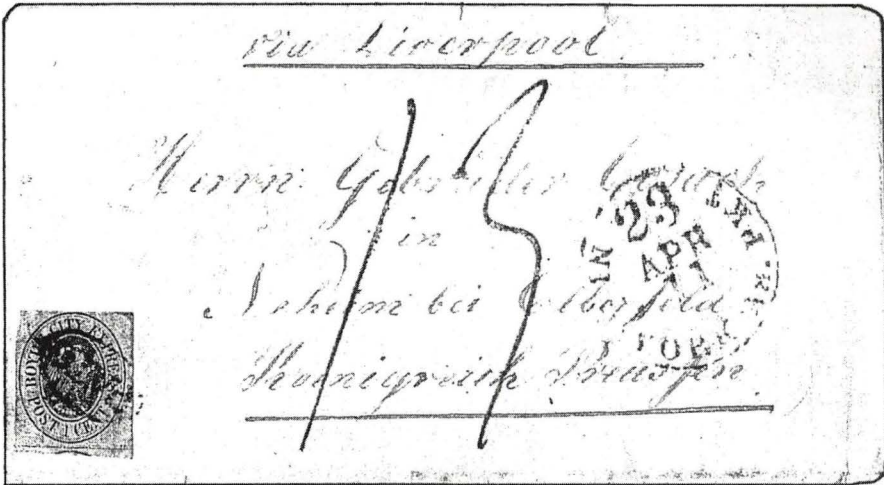
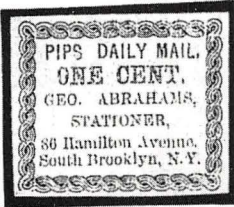


Swarts' City Despatch Post, red 136L15 "For The Mails" stamp on cover to Piffard, N.Y. datestamped Nov 1 and docketed 1851. The 3¢ 1851 stamp is orange brown. Eight covers are known with the red 136L15 stamp. One is not dated. The others have a usage range from June 24, 1851 to May 7, 1852. Four of the covers are known in combination with the orange brown 1851 stamps. The late cover has a brownish carmine 1851 stamp. The orange brown color adhesives were printed in 1851.

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 EXPRESS BUSINESS: ORIGINS AND DEFINITIONS, PART IV

Byron J. Sandfield
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Address changes should be sent to the Secretary, also back issue orders, other correspondence to the Editor-in-Chief. Reports of new items or articles should be submitted to the appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be protected but no liability attaches to an editor or the Society.

THE PENNY POST / Vol. 12 No. 2 / April 2004

Letter from the President

March 2004

By
John D. Bowman

Research is ongoing in a number of areas concerning US locals and carriers. Scott Trepel has published a monograph in the Penny Post regarding Pomeroy adhesives and how to classify the originals and reprints, with suggestions for the *Scott Specialized Catalog*. In addition, he has published an exhaustive exposition on the plates of the City Despatch Post stamps of 1842-1852. This is available through Siegel Auction Galleries.

Larry Lyons and I are continuing our effort to prepare a valuation guide for forgeries of the adhesives listed in the Lyons' *Identifier* series. This guide is based on a census of forgeries compiled by Larry with the input of a number of collectors, and will represent a major step in updating the *Identifier* and providing collectors and dealers alike with a means of evaluating many of the forgeries.

Thanks to information provided by David Petruzelli of the Philatelic Foundation, the history of ownership of the Thomas Wood memorandum book that accounts his printings for Hussey is known. The Wood book was first acquired by Eugene Costales, perhaps from the Wood family. It then passed to George B. Sloane, then John Fox, then Cyril dos Passos, and finally to a New Jersey attorney. Elliott Perry had access to the book and published his observations in Hale's *Byways of Philately*.

Wilson Hulme published a study of the deterioration of a Baltimore handstamp that was often applied to covers with Baltimore semi-official stamps (*Chronicle*, November 2002). This study was further refined by Wilson and me into a joint educational presentation for the Garfield-Perry stamp show on March 28, 2004, on behalf of the USPCS and the C&LS. The subject of this presentation was "Detecting Altered or Fraudulent Baltimore Carrier Covers." We seek further input from members in order to refine the database so that more definitive conclusions can be offered regarding covers with Baltimore carrier stamps and US three cent stamps. We appeal to all members to submit to Wilson Hulme their covers that meet the following criteria: (1) a Baltimore semi-official carrier adhesive is affixed, and (2) the cover can be year-dated by enclosure, docketing or handstamp. If a Baltimore circular date cancellation is present, which would occur when a three cent US stamp was applied, Wilson can very likely year-date this handstamp, so these items should also be submitted even though the year of use may not be evident. Please provide your cover information to Wilson Hulme at whulme@npm.si.edu or at 12 Manette Road, Morristown, NJ 07960. He would like a scan or photocopy, including any information on the back of the cover or the enclosure relating to dating.

Because a number of covers exist with Baltimore semi-official stamps either not tied or pencil-tied, it has been confusing to ascertain whether the adhesive originated on the cover. In those cases where the carrier stamp was applied to a cover with a three cent stamp for "to the mails" usage, we have identified a number of covers in which the carrier stamp was fraudulently applied. In addition, there are several covers for which the Baltimore post office used the wrong year date in the

handstamp. Finally, there are other covers which fall outside what seems to be the usual period of usage, and these outliers need to be scrutinized more carefully than the information we have from auction descriptions, published articles, etc.

Following our discussion of Baltimore carrier covers at Garfield-Perry, Larry Lyons presented a very interesting discussion and handout of US local stamps used in conjunction with the first U.S. 3¢ stamp of 1851-1857. A number of such usages are extremely rare and interesting.

Finally, Tom Allen of Cleveland gave a presentation on the carrier and local mail delivery services of Cleveland. He focused on the history of the Cleveland post office and its relationships with Bishop and Kellogg, the semi-official and private local delivery posts known to exist in Cleveland. In addition, Tom pointed out the other parties involved in local mail delivery service in Cleveland and Ohio City, with a thorough examination of records including newspaper announcements and city directories.

A number of other areas of research are continuing, and members who have their own areas of research are encouraged to contact me or Larry for the opportunity of potential networking for other collectors who may have information or data to support their research efforts. My email address is johndbowman@charter.net. Larry's email address is lyonsentrp@aol.com.

The Carriers and Locals Society will hold its next annual meeting at WESTPEX in San Francisco in 2005. In 2006, we will convene at the major international event in Washington DC.

The current board of directors and officers will continue their positions until the 2005 annual meeting at WESTPEX when new board members will be elected and officers will be appointed by the board. See the Penny Post masthead for the current officers and board members.

We continue striving to achieve our membership goal of 200 members. We are not there yet. I appeal to members to help expand our membership. We need at least 200 members to achieve reduced postal rates for mailing our journals. Each year, we seem to gain as many members as we lose.

The Board of Directors has conveyed honorary life membership to Robert Meyersburg in recognition of his lifelong dedication to our field and many contributions to the literature and exhibitions.

The Board of Directors has approved the acquisition of rights to a set of US carrier and local album pages. We can provide the electronic Adobe Acrobat file on a CD for \$10 for members. We will advertise it as free to new members. These pages should be available by this summer. Check our website for further details. Collectors can print only those pages that they desire on their home printer, in color or in black and white. We hope this acquisition of high-quality album pages in electronic format for a nominal price will attract new collectors to our area, and also serve current members who would like to have a means of mounting and displaying their stamps.

Our society auctions continue to be a win-win situation for both consignors and bidders. Let me encourage each of you to consider submitting your extra material at a reserve price that you establish, and to bid on items in our auction. For material that would not usually be individually lotted by the major auction houses, our society offers the best milieu. Ebay is great for some material, but our auctions

fill that big void between very common items and very expensive items. Just look at our website for the past auctions to see the kinds of items that are offered and the prices realized. As a buyer or a seller, you really can't do better elsewhere.

On a final note, let me ask that you, as a member and supporter of our society, strongly consider a donation to us in order to sustain our existence and strength in philately. Our journal costs more than the cost of membership. We are only able to maintain our current membership fees because of the generosity of Siegel Auction Galleries and the willingness of our advertisers to support us. As a result, we need you to acknowledge our advertisers and Siegel by mentioning the society when you make purchases from them. But in addition, we have doubled the size of the Penny Post and added color to our issues. If these enhancements are to your liking, please consider a tax-deductible donation to the Society beyond your membership fee. This is the only way that we can keep our dues at \$35 annually and still maintain a large, colorful publication.

Editor's Message

By
Larry Lyons

Those of you who didn't get a chance to come out to the Garfield-Perry show for our annual Society meeting missed a very nice show, good seminars and a great social gathering. The two dinners that I attended were first-rate. Cleveland, I am told, has made a nice turnaround in just a few short years. I didn't know what to expect and I was very pleasantly surprised. Of course, chats with other collectors were a source of great enjoyment. If you've never attended one of these events I urge you to consider joining us next time.

In last year's April issue I ran a fictional spoof written by Eric Karell. I didn't catch any grief for that article so in keeping with a theme of having one article with "April 1st" flavor we have a fictional piece entitled "Blood's of Philadelphia" by Vernon Morris. Although the characters are fictional the postal history and covers are accurate. I believe that you will enjoy and learn from this article. I did. It will have an exciting conclusion in Parts IV and V which will be in our next issue. Suspense is a good thing.

We have an Eastern Express article by Bill Sammis. Thanks to Bill for his Gilman's presentation. We continue with Calvet Hahn's part IV of his express series. We also have a short article on a March 30, 1780 pay order by express mail to George Washington. Much thanks to Calvet Hahn for his two articles.

My article in this issue is about local stamps on cover with the first U.S. three-cent stamp of 1851-1857. This was presented by me at a seminar at Garfield-Perry.

I hope that you enjoy this issue of *The Penny Post* and "Happy Collecting" to you all.

Carrier & Local Society Auction #6
Auction Date: Mid-June

Gilman's Express: Their Handstamps & Forwarding Labels

By
William W. Sammis

Henry Gilman had express experience as a partner in 1843 at Winslow's Express, which ran from Portland, Maine east to Bangor and west to Boston. Winslow's routes were sold in 1844 and by June of that year Gilman had established Gilman's Express to provide steamship express service between Boston and the Penobscot River valley to Bangor competing against Jerome & Company's Express. Conjunctive arrangements were in place with Child & Company's Express, Hale & Company and the American Letter Mail Company to bolster incoming volume at Portland and Boston, and to extend Gilman's delivery range for outgoing express. In addition to manuscript markings Gilman's express is known to have used two handstamps and four forwarding labels, recorded here in perceived chronological order.

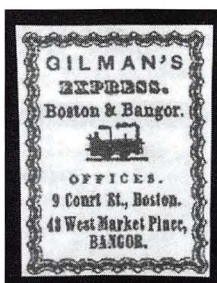


Figure 1.

Forwarding label GLMX-L1¹ (Figure 1) was printed black on yellow paper. It is known on a June 25, 1844 cover and advertises Gilman's office addresses at Boston and Bangor. Nine Court Street, Boston was a general express address shared by Gilman with Adams & Company's Express and Child & Company's Express.

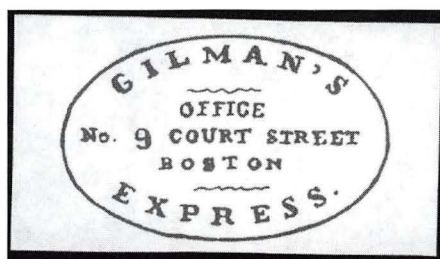


Figure 2.

¹ *Catalog of Private Express Labels and Stamps* by Bruce H. Mosher, p. 80. Mosher catalog numbers are noted for Gilman's forwarding labels.

Well known, if uncommon, is Gilman's handstamp #417² (**Figure 2**). Examples in red are recorded on covers dating from September 14, 1844 through at least February 14, 1846. Manuscript cancels are known from as early as September 10, 1844 through sometime in 1845. These dates overlap with the handstamps.



Figure 3.

About this same time Gilman used a "PAID" handstamp in red at their Bangor office (**Figure 3**). It measures 10 x 3 mm. and should not be confused with the similar handstamp, ALMP04³ (**Figure 4**) used during this period by the American Letter Mail Company, which measures 10 x 4 mm.



Figure 4.

In 1845 Gilman started using two forwarding labels, GLMX-L5 (**Figure 5**) and GLMX-L10 (**Figure 6**).

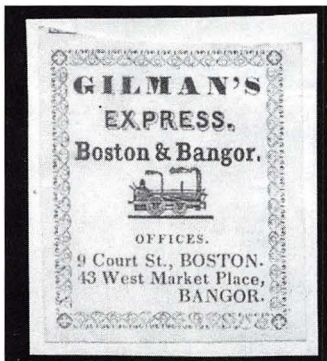


Figure 5.

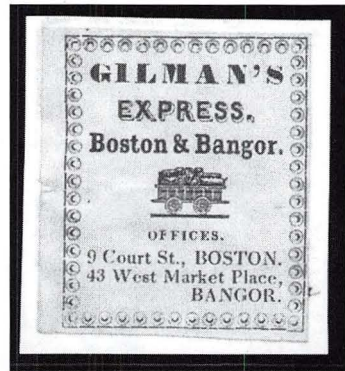


Figure 6.

² *Boston Postmarks to 1890* by Maurice C. Blake and Wilber W. Davis, p. 87.

³ Perry-Hall unpublished manuscript, "The American Letter Mail Company", p.37.

Printed in black on flesh colored paper these labels share other similarities. They both measure 31.5 x 38.5 mm. with the same layout of text. Both are also found on manila paper (GLMX-L5b. See Ivy & Mader January 23-24, 2004 auction, lot #2313 for the type L10 label). The central vignettes and borders differ.

It is my opinion that these two labels were printed *se-tenant*. **Figure 7** shows the top portion of the GLMX-L5 label shown in **Figure 1** at 300%. **Figure 8** shows the top portion of a GLMX-L5b label (manila paper) also at 300%. The border of an adjoining label is visible and of the type found on the L10 labels. The L5 label is also known on light blue-green paper (GLMX-L5a). Perhaps a member can provide an example of an L10 label on the same light blue-green or a type L10 label with sufficient margins to show portions of adjoining labels to help confirm my hypothesis.

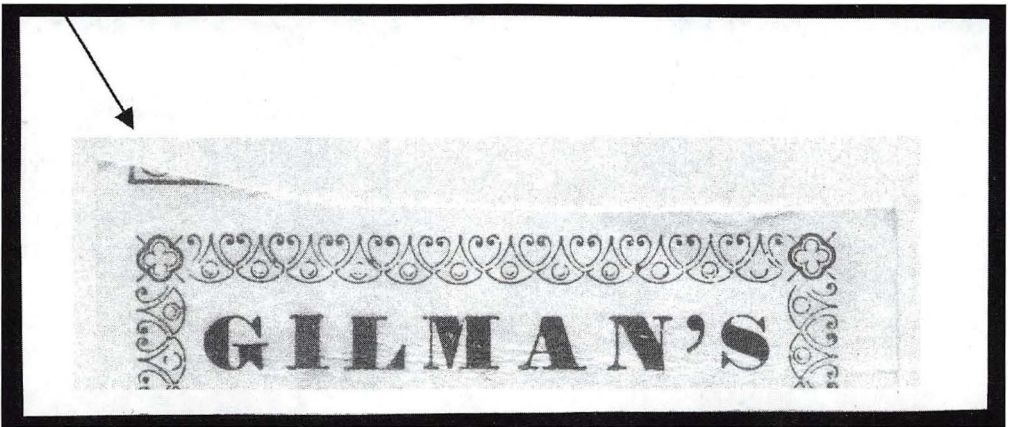


Figure 7.

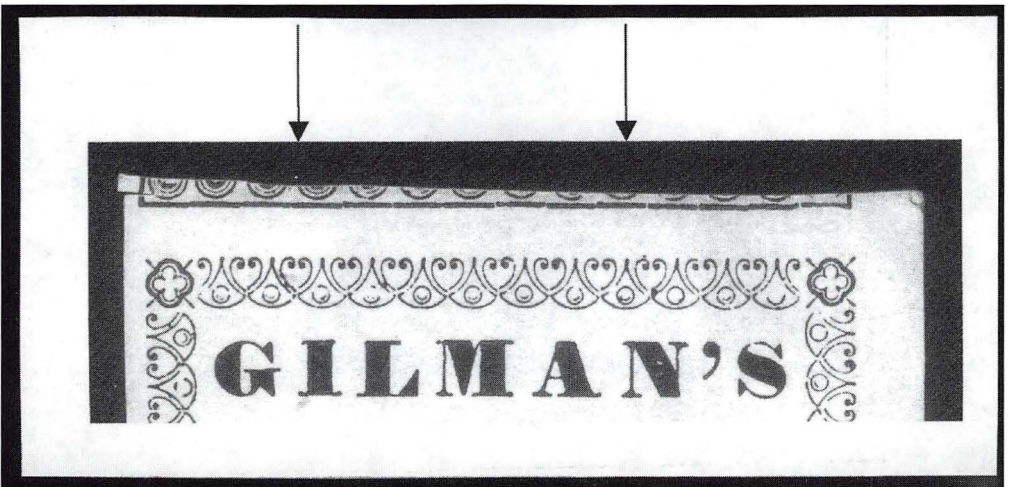


Figure 8.

It is perhaps noteworthy that Harnden & Company's Express used forwarding labels, circa 1845, that may have been prepared by the same printer (in Boston?) that supplied Gilman. Found on pink paper, HRNX-L5 (**Figure 9**) and HRNX-L8 (**Figure 10**) have the same measurements as the Gilman L5 and L10

labels (31.5 x 38.5 mm.) The border is the same as that found on the type L10 Gilman label. In addition the same typeface is used to print "EXPRESS." with the spacing changed. The locomotive vignette is shared by the Gilman L5 and the Harnden L8 labels. It is possible that these two Harnden labels were also printed *se-tenant*.

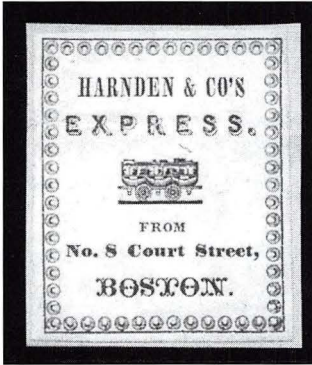


Figure 9.

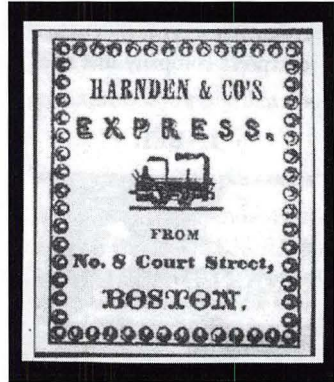


Figure 10.

When Gilman changed office addresses at Bangor, from 43 West Market Place to 3 Smith's Block, a new forwarding label was required. GLMX-L15 (Figure 11) was printed in black on pale yellow paper.

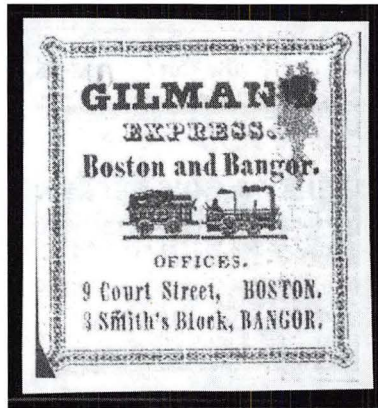


Figure 11.

This label may date from circa 1848. I note that Hodgman & Company's express used the 3 Smith Block address from at least February 5, 1848. (It is possible that Hodgman bought out Gilman & Company.) In addition the Gilman label shares border elements and some type fonts found on Harnden & Company's Express labels HRNX-L25-30 used from at least 1849. Figure 12 shows an HRNX-L25 label.



Figure 12.

I invite correspondence to replace my speculation concerning the end of Gilman's Express. [cgs13@cornell.edu](mailto:cds13@cornell.edu).



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Blood's of Philadelphia

By

Vernon Morris, M.D.

Part I

August 1847

In August 1847, Jonathan, 16, lived with his parents Sarah and Phillip Prugal on Water Street, which today is Delaware Avenue, just above Race Street in the northeast corner of the Old City of Philadelphia (between the Delaware and Schuylkill Rivers, Vine Street, and South Street). Philadelphia was the second most populous city of the period with approximately 100,000 people living in the Old City and another 300,000 in Philadelphia County. In 1847 Thoreau had just come out of two years seclusion at Walden Pond near Boston in protest of the country's transportation and industrial revolution. Unlike many cities, the Philadelphia Postmaster did not print provisional stamps during the years 1845-1846. The carrier departments in large cities were connected with the post office, but operated as a separate entity with autonomous bookkeeping.

Jacob Prugal, a cousin, lives on the other side of the Old City at 12th and Pine Street. Jonathan has an important letter for Jacob, who has a serious crush on Betsy who lives next door to Jonathan. Recently, she had been asking about Jacob.

Jonathan said to his mother, "While I'm at the store I can drop the letter in the Blood's box instead of walking 7 blocks to the Post Office." **(Figure 1)**. "In either event, I'm sure Jacob would pay either Blood's or the carrier the 2 cent delivery fee because he will want this letter. I would rather not try to catch the carrier, and besides he will ask *me* to pay. I was never sure if we should use Blood's. What a frightening name! Are they loyalist holdovers from the bloody English?" Sarah said, "No, the word *Blood's* actually comes from a man's name. I believe the owner is Daniel Blood. I heard he took over the original Philadelphia Despatch Post owned by Mr. Robertson. Remember several years ago those weird patches attached to letters with wax? **(Figure 2)**. That was **Robertson & Co**¹. His next stamp was much better showing a postman leaping over the Philadelphia Post Office of all things! **(Figure 3)**. Come to think of it, Robertson & Co. charged 3 cents, collect, to deliver letters around the city. He was more expensive than the carriers, so he must have been doing something better. He was more expensive and I never used him. Well, **D. O. Blood & Co.** has the same leaping messenger stamps, and last year charged only 2 cents, the same as the post office! **(Figure 4)**. Blood's is poking fun at the post office, literally running circles around their carriers, or rather leaping right over them like child's play! They have a great location above the Girard Bank (formerly the failed First Bank of America) and next to the Public Ledger. Actually, every one is talking about how well their business has been doing since starting up only two years ago. He's beating up on the Philadelphia Post

¹ Morris, Vernon R. Jr. M.D., "Robertson and the City Despatch," *The Chronicle*, Vol. 54, No. 3, August 2002, P. 173-185.

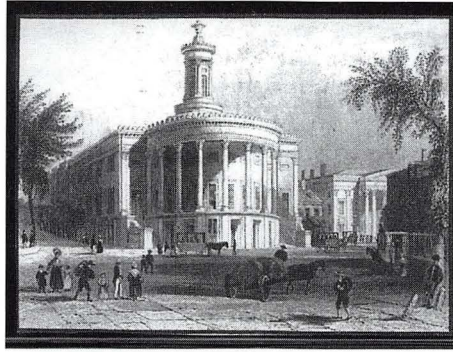


Figure 1. The Merchants Exchange Building at 3rd and Dock Street in the Old City housed the Philadelphia Post Office until 1863. It stands today, and is commemorated on *Scott Catalogue* #1782.



Figure 2. 15L1 on July 28, 1843 cover to Burlington (New Jersey). Manuscript initialed “R&Co,” cancelled by small red outline “3”, red Phila. cds, and blue manuscript “6” rate. 14 adhesives exist, all on cover. Robertson & Co. was the fourth entity in the world to issue adhesive stamps, and the first local post in Phila. advertising on Dec. 8, 1842.



Figure 3. 15L3 on a December 7, 1844 cover to Natchez, Miss. Manuscript initialed “R&Co,” manuscript “x” cancel, and blue Phila. cds, blue manuscript “25” rate. The so-called “Striding Messenger” stamp of Robertson & Co. was the first pictorial stamp in the world.

Office so bad that some of my friends think that's why the company is called Blood's!"

Jonathan Prugal returned from the store after dropping his letter in the Blood's tin collection box and picking up some supplies for his mother. He declared, "Mom, you wouldn't believe how cheap Blood's can be if you buy a whole bunch of their stamps. If you send me back with a dollar I can buy 96 of the messenger stamps. For you, me, and Dad, too. Just think how long they would last. That's about 1 cent each. Prepayment is a bargain! Why it's almost double that to send a letter collect, by either the carrier or Blood's. And if I walked all the way down to Dock Street and "dropped" it at the Post Office window, they would charge an outrageous 4 cents (2 cent windows "drop" which went to Washington D.C. and 2 cents carrier delivery fee for a street address which went to the carrier salaries)². I also saw Blood's circular stamp (**Figure 5**), for outbound letters. In large quantities they are even cheaper, 3/4 of a cent each! (**Figure 6**). It makes sense since they are only going part of the way through town. Blood's company is smart! I'm going to tell all my friends about this."

Sarah responded "Yes, D.O. Blood & Co. know what people want. As a tailor your father earns less than a dollar for working twelve hours. You know what Ben Franklin said about every penny. Blood's charges less to deliver a letter, but by doing so gets most of the business. People mail more letters than they would otherwise, and prepayment is guaranteed money in their pocket. The receiver won't refuse the letter because it has already been paid for and is not collect. And the merchants like to have a Blood's collection box because it brings in customers."

"But Mom," responded Jonathan "wasn't the United States Post Office coming around? Two years ago they reduced the charge of a one-half ounce letter to Uncle Roger in Boston from an outrageous 25 cents to only 5 cents?"³

"That's right" said Sarah, "for 25 cents, you could stay overnight in a fine hotel in New York City, with meals included. But they reduced the price only because they had to. Do you remember those other two companies down on Chestnut Street, the American Letter Mail Co. (**Figure 7**) and Hale & Co? (**Figure 8**). They were closer to us for out of town mail, and much cheaper, six cents to Boston! But, they are gone. The government shut them down. On top of that Washington had the nerve to increase some of their other charges, such as dropping a letter at the post office window doubling to 2 cents! How much is involved in simply holding a letter? And of course, all of the inbound Mail automatically goes to their city carriers for house delivery and 2 cents collect. I wish Blood's could pick up at the post office. I wish Uncle Roger was able to instruct his post office in Boston to have Blood's deliver his letters in Philadelphia to our house. But that may not help. I'm afraid the Philadelphia Post Office would charge the same 2 cents (drop) to just hold the letter for Blood's to pick up! They are going to get 2 cents from every letter that comes into the city, so they may as well work for it!

² Perry, Elliot, "U.S. Letter Carrier Stamps of Philadelphia Under the Fee System 1849 to 1863," *National Postal Museum*, Vol. 6, No. 4, p. 489.

³ *2002 Specialized Catalogue of United States Stamps & Covers*, p. 40A, 2002, Scott Publishing Co.



Figure 4. 15L6 on a August 6, 1847 cover to New Haven, Conn. Manuscript “x” cancel; 1847 Scott #1. Blue “PAID” in octagon, and matching blue cds. Of the four types of “Striding Messenger” stamps, only two covers exist in combination with an 1847 general issue stamp.

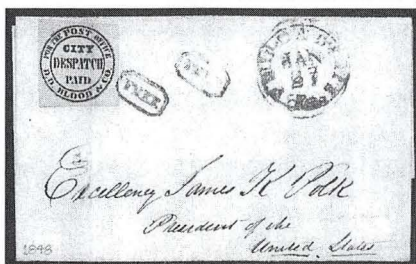


Figure 5. 15L9 on a January 27, (1848) cover to President Polk, cancelled by blue Philadelphia “FREE” in lozenge, and matching blue Phila. cds. The “double circle” stamp was issued for outbound letters.

CIRCULAR.

SIR:
Your attention is invited to the prompt, cheap and convenient method of conveying Letters, Papers, and Small Parcels to the Post-Office, and from one part of the City and District to another, (except Kensington and Spring Garden,) through the medium of

D. O. BLOOD & CO'S CITY DESPATCH.

By personal attention to the business, the proprietors mean to deserve the confidence of all who wish to make use of their facilities. Boxes are placed in several banks in various parts of the City, from which three deliveries are made each day, at the low rate of 3 cents each letter.
City Letters may be pre-paid, or paid by the persons to whom addressed.
All Letters for the Post-Office must be prepaid.
Paid Stamps, at 3 cents each, may be had at most of the Five Star-shops.
(Insert in your immediate vicinity may be found)

Deliveries Daily, Twice a Week

Persons making constant use of the City Despatch, will find it convenient to have Stamps always on hand. To such a notice of the following prices of City and Post-Office Stamps (to be had at the Office, 48 South Third Street,) may be interested:

CITY	POST OFFICE	POST OFFICE	STAMPS
1 dozen	10 Cents	2 stamps	2 Cents
1 "	20 "	1 dozen	15 "
1 "	35 "	1 dozen	20 "
1 "	60 "	20 stamps	40 "
1 "	80 "	100 "	75 "
1 "	\$1.00		

For General Notices, Circulars, Notices of Meetings, &c., (in quantities) delivered with promptness, at low rates.
N. B.—All of our Boxes have the name of D. O. Blood & Co. on them in large Letters.

DANIEL G. BROWN, }
WALTER G. BROWN, }

D. O. BLOOD & CO.
Office, 48 South Third Street,
(Above the Glass Beer.)

Three Deliveries, 7 A.M., 10 A.M., & 3 P.M.

Figure 6. June 1846 circular announcing the D.O. Blood & Co.'s City Despatch rate reduction, adhesive examples, and purpose. Five examples are known to the author.



Figure 7. Two 5L1 adhesives on a February 15, 1844 cover to New York, each cancelled by a red floral design. The earliest known “fancy cancel” handstamp in the United States known to the author.

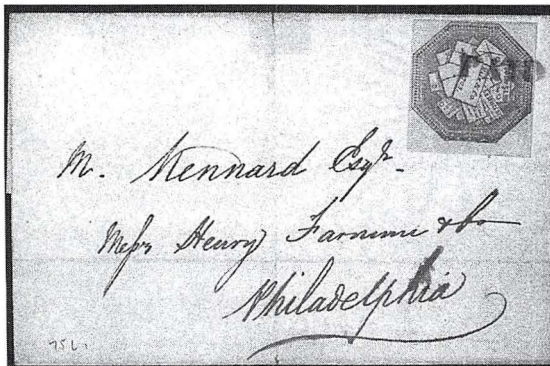


Figure 8. 75L1 on a November 18, 1844 cover from Boston to Philadelphia. Red “PAID” handstamp cancel. The American Letter Mail Co. transported intercity mail until June 30, 1845.



Figure 9. 15L6 on an undated local cover. Manuscript “x” cancel, and pink Blood’s advertising label. The “Striding Messenger” stamps were mostly used for local city mail.

“I don’t want to use the post office any more!” declared Jonathan. “The government is taking advantage of us. The post office is a rip. And besides, I like the Blood’s labels (**Figure 9**) with messages, and the messages are free! Jacob will be ecstatic to hear about Betsy. I’ll bet he will be over here as quick as a Blood’s messenger.”

Part II

May 1849

Almost two years have past. The population and commerce in Philadelphia is booming. Many other mom and pop local posts are springing up hoping to repeat Blood’s success. Most didn’t have staying power except Staits Despatch. D.O. Blood & Co. reorganized in 1848 to emerge as **Blood’s Despatch**.⁴ The Philadelphia Post Office was jealous and resentful of this juggernaut. Jonathan Prugal was 18 years old and wanted to attend the University of Pennsylvania and major in history. Attorney Carpenter was an acquaintance of the family.

“Mom, do you think Mr. Carpenter would be nice enough to write me a letter of recommendation for entrance into college?”

Sarah said, “I would think so, especially if you send *him* a nice letter.”

“That would be great,” responded Jonathan. “The University was founded so long ago and by none other than Ben Franklin. I have never thought twice about using Blood’s, but did you notice how strange their stamps were last year? (**Figure 10 and 11**). Both disappeared quick enough and were each replaced with little rectangular stamps. (**Figure 12 and 13**). I don’t think Blood’s had liked them much either. Although they aren’t the striding messenger, these are all easier to handle and store in large numbers. Blood’s made it even easier in January by charging 1 cent per stamp without having to purchase a hundred (**Figure 14**). We’re used to buying large numbers and will probably continue anyway.”

Sarah said, “Did you see that the Philadelphia Post Office recently started letter carrier stamps of their own?” (**Figure 15**)⁵

“Yes,” said Jonathan, “but they are as boring as old dishwater! The Post Office is just following Blood’s lead again. They’re always years behind.”

“The Post Office is trying”, responded Sarah, “and they reduced their carrier delivery fee down to 1 cent as well.”

Jonathan said, “You have to prepay for their stamps. And still have that terrible 2 cents drop charge at the post office window. To use the carrier service, I have to find the letter carrier on his route and pay him the penny. He applies the boring stamp and takes the letter back to the Post Office. Since Mr. Carpenter probably has a box there they charge his account 2 cents. (a blue numeral 2 in a circle handstamp is applied) That’s 3 whole cents to get it half way to him, and he pays for most of it.

⁴ Harvey, Edwart T., “Blood’s Despatch,” *The Chronicle*, Vol. 41, No. 4, November 1989, p. 230-246.

⁵ Perry Elliot, “The Carrier Stamps of the United States/ Philadelphia,” *The Chronicle*, Vol. 35, No. 1, February 1983, p. 16-30.

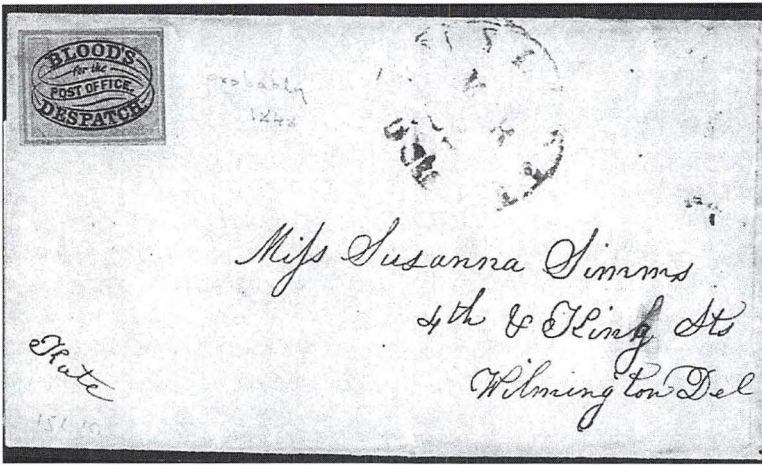


Figure 10. 15L10 on a March 22, (1848) cover to Wilmington, Del., uncanceled (as typical), and blue Philadelphia cds. In 1848 this issue replaced the “double circle” stamps for outbound letters, and retained the phrase “for the Post Office”.



Figure 11. 15L11 on an undated local cover. Two strikes of six bar grid cancel. In 1848 this issue replaced the “Striding Messenger” stamp for city mail, and retained the phrase “PAID”.

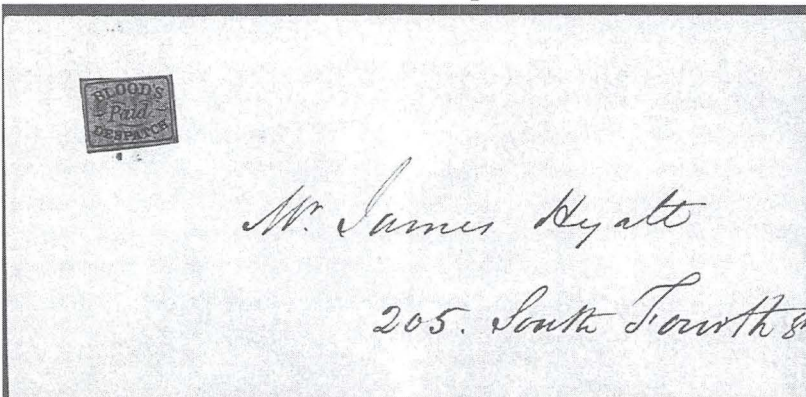


Figure 12. 15L12 on an undated local cover, cancelled by four bar grid cancel. This stamp quickly replaced 15L11 for city mail and continued the “PAID” indication.



Figure 13. 15L17 on a September (1848-1850) cover to Illinois with acid cancel. 1847 #2 stamp. Blue Philadelphia cds cancel, and matching cds to left. This stamp quickly replaced 15L10 for outbound letters and continued the phrase "Post Office".

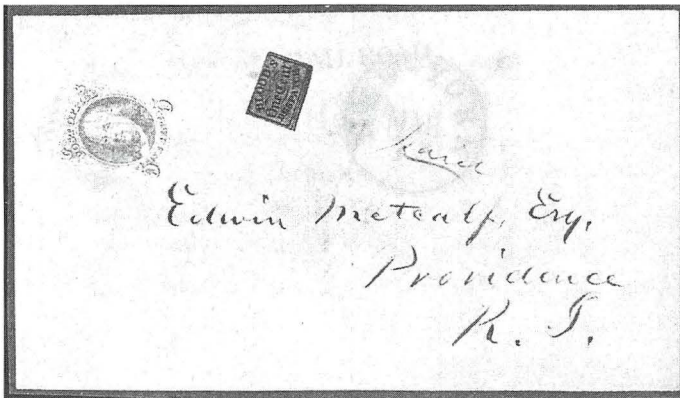


Figure 14. 15L13 on a March 13, (1851) cover to Providence, R.I. Red straightline "PHILADA R.R." cancel; 1847#1 with red box grid cancel and red N.Y. cds. The first Blood stamp stating the new standard rate.



Figure 15. 7LB5 on a August 28, (1849-1850) cover to West Chester, Pa., uncanceled (as typical); 1847 #1 with blue seven bar grid cancel, and blue Philadelphia cds. Two "J J" initialed 7LB5 adhesives are recorded. Nine types of 1849-1851 Phila. Carrier typeset stamps exist.

This is bad! **(Figure 16)**. That's no way to get a letter of recommendation."

But Sarah says, "Well, Blood's isn't as close to us as before. Last year they moved to 28 South 6th Street."⁶

Jonathan retorted, "That doesn't affect us. They come right by the grocery and the drug store and for that matter hundreds of stores. Three times a day! They do practically all the business in the town. People don't care for the post office. I feel sorry for all the other little private posts because they can't touch Blood's either. I'll wager that Blood's outgrew their office space. They are probably on street level now. Besides, the city is growing away from the Delaware, and that location is more central."

"Let's get back to Mr. Carpenter," says Jonathan. "Blood's Despatch will get this letter to him for one cent, I'm sure. In fact, maybe I'll be real fancy and mail this in an *envelope*. Envelopes protect the letter from getting banged around in the mail pouches from all that handling. And the Blood's is right on top of the latest. They just produced these neat embossed envelopes⁷ that you buy instead of fussing with a little stamp! **(Figure 17)**. Yes, I want this recommendation. And there is only one proper way for me to get it."

Part III

December 1851

Jonathan Prugal is home for the Christmas holidays. He is a sophomore at Columbia University in New York. The Federal Government issued a new set of adhesive stamps on July 1, 1851 including 1 and 3 cent denominations **(Figure 18)** and demonetized the original 5 and 10 cent issues of 1847. At the same time, postage rates were reduced further by prepayment, the drop rate reduced to 1 cent, and carrier service "To the Mails" became free in large cities.⁸

Jonathan says, "It's great to be home. I've been able to keep in touch more often this school year because the mail is cheaper. I don't mind prepayment. In fact it seems usual thanks to Blood's Despatch. By prepaying 3 cents I can send a letter from New York to Philadelphia, or almost anywhere. The Philadelphia Post Office at one time charged 4 cents to carry a letter to their office boxes and hold for pick up." (2 cents carrier to the post office and 2 cents drop charge).

Sarah responds, "The government takes its time but it does get there. This summer the United States Post Office reduced that hateful 2 cent "drop" charge to 1 cent, and their stamps aren't that expensive anymore **(Figure 19)**. The Postmaster General himself said the carriers would take outbound letters to the Post Office for free!"

⁶ Harvy, op. cit, 235.

⁷ Roth, Steven M., "Blood's Revisited," *The Penny Post*, Vol. 1, No. 4, November 1991, P. 4-24.

⁸ Roth, Steven M., Tabulation of Carrier Fees in Philadelphia During the Fee Paid Period," *The Penny Post*, Vol 4, No. 4, October 1994, p. 35.

“It’s been free in New York, but not in Philly,” says Jonathan. “The carriers here apparently are not going for it. Also, in both cities they still charge you 2 cents to deliver letters to a street address. That really bothers me. Ninety miles from my door in New York to the Philadelphia Post Office for 3 cents prepaid, or 5 cents collect, then half a mile for another 2 cents. If entirely collect that would be 7 cents! And their stamps are still boring”.

Sarah said, “That’s why Blood’s is still on a roll. They doubled their office space recently and expanded next door to 26 South 6th Street.” **(Figure 17).**

Jonathan asks, “How did they grow so fast? Their house to house (city) delivery is 1 cent just like the post office.”

Sarah answers, “The Philadelphia Post Office only delivers once a day in the winter and twice a day in the summer. Except for the carriers on their street route, until recently they had only one fixed collection location – at the Post Office.⁹ Blood’s has 400 letter collection boxes throughout the city. In September Blood’s increased their daily house deliveries to 4, and to the *post office* deliveries to 5 times a day! Incredible. It doesn’t matter that the Federal Government is trying to help the big cities. A few months ago as part of the new stamp issue they came out with those slightly different Ben Franklin blue ones which don’t have a price on it and only say *carriers / stamp* **(Figure 20)**¹⁰ with little stars in the corners.

Jonathan responds, “I saw a few of them in New York too. I wasn’t sure what was going on. They don’t specify a value. I’ve never seen that before. If you noticed, Franklin is looking in the other direction. What does that mean? It appears rather shifty. Which way is he looking and what are they charging me?”

“It is confusing,” said Sarah. “The Federal Government already replaced the Franklin Carrier stamps last month with lovely Eagle Carriers. Take a look at this one.” **(Figure 21).**

Jonathan said, “Pretty! I do like the red star cancels too. Very patriotic. I haven’t seen that in New York.”

Sarah said, “The red stars remind me of Betsy Ross. Blood’s has been using acid to cancel their stamps so they can’t be used over again. They also have been using several *boring* handstamps **(Figure 22)**. It seems like the trends are reversing. The government is trying to get fancy while Blood’s is more business-like. Other private posts like Briggs **(Figure 23)** are mimicking Blood’s stamps. Another small company, Priests, is too, but using brilliant colors”. **(Figure 24)**¹¹

Jonathan said, “Five deliveries a day. That’s service. That’s what counts. Neither the government nor those other posts can get enough steam up. Blood’s is setting the pace. The others are playing catch up. They just copy and try to look fancy.”

“Along with the new stamps this July,” said Sarah, “I read that the Federal Government declared the city streets are postal routes.¹² It reminds me too much of

⁹ Perry, Elliot, “The Carrier Stamps of United States /Philadelphia, “ *The Chronicle*, Vol. 34, No. 3, August 1982, P. 173-178.

¹⁰ Perry, op. cit., Vol. 35, p. 24.

¹¹ Lowe, Robson, “Philadelphia Local Posts, “ *The Chronicle*, Vol. 28, No. 2, May 1976, p. 84-86.

¹² Perry, op. cit., Vol 34, p. 176.

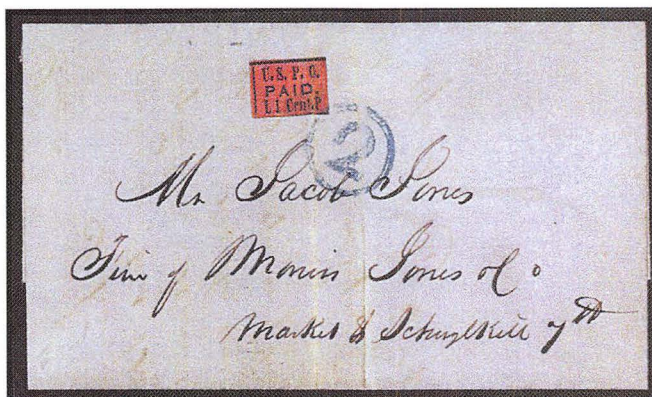


Figure 16. 7LB1 on a November 24, 1849 local cover, cancelled by blue numeral “2” in double circle. Ten reported covers bear the “L P” initialed stamp. Less than 10% of this series was local city mail.



Figure 17. 15LU4 entire to Paris, France January 8, 1852, blue Philadelphia cds, red “PHILA / PAID” in octagon, manuscript “6”, manuscript “21c paid”, manuscript “Steamer via New York”. In 1849 Blood’s was the first entity to produce prepaid embossed envelopes.



Figure 18. US #7 and #11 on an October 3, 1856 cover to St. Paul, Minnesota, each cancelled by a Phila. cds. The 1851 one cent general issue adhesive was used to prepay carrier collection service “To the Mails” after the stock of Eagle Carrier stamps was exhausted in 1856.

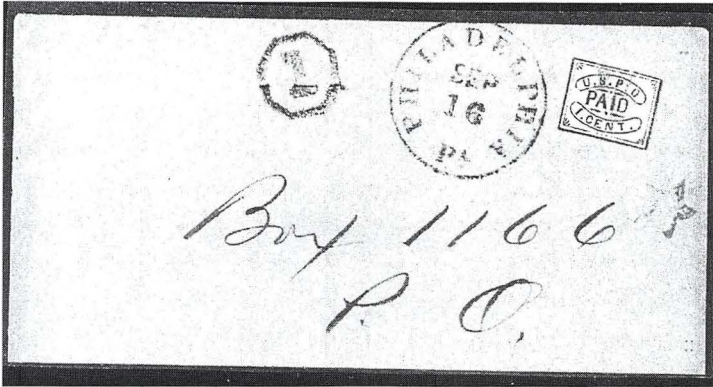


Figure 19. 7LB13 on a September 16, (1852) drop letter to a P.O. Box. Red star cancel with a second strike below, Philadelphia cds, and numeral “1” in octagon handstamp.

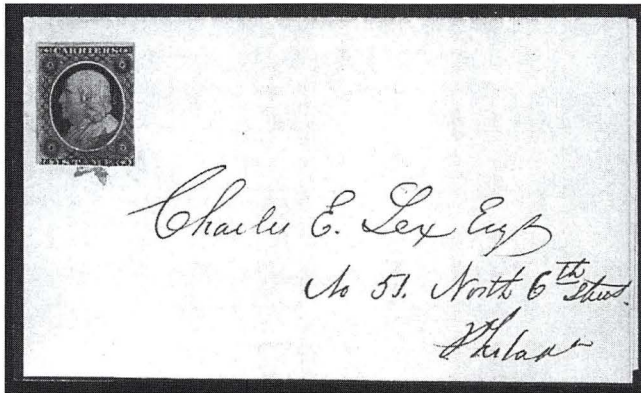


Figure 20. LO1 on a January 25, 1852 local cover, red star cancel. Nineteen “Franklin Carrier” covers are recorded, fourteen from Philadelphia, ten with a red star cancel, only one is tied.



Figure 21. LO2 on a June 14, (?) cover to New York, red star cancel, and blue Philadelphia cds. The Eagle Carrier adhesive replaced the Franklin Carrier within five weeks by late November 1851.

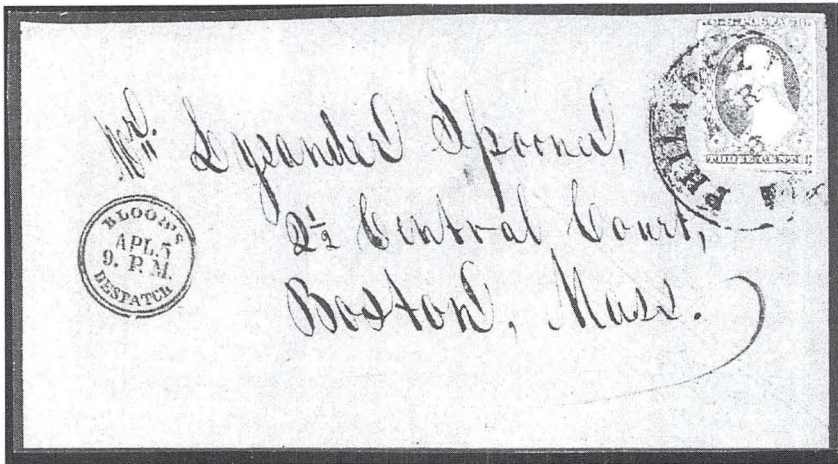


Figure 22. US #11 on a April 5, (?) cover to Boston, Mass., cancelled by Phila. cds, and Blood's Despatch double circle datestamp. Addressed to Lysander Spooner, founder of the defunct American Letter Mail Co.



Figure 23. 25L6 Brigg's Despatch on September 28, 1848 local cover, manuscript cancel; two strikes of Briggs "2"(due) handstamp, with overstrike of Briggs "PAID" handstamp. One example of the "Gold on Pink" adhesive has survived.



Figure 24. 121L9 Priest's Despatch on an undated local cover. Only one example of the "Black on Emerald" adhesive exists.

what happened in 1845 to eliminate the Independent Mails. Do you remember the American Letter Mail Co. and also Hale & Co.? I have to hand it to Blood's though. In the newspaper this summer Blood's Despatch offered to service the local mail for the post office!"

Jonathan asked, "Was the government interested?"

"Never heard anything further," said Sarah. "It's strange. The Postmaster General in Washington announced many proposals, many of which never came to pass, at least here in Philadelphia. Such as the free delivery to the post office for outbound mail (**Figure 25**). I thought it might help me mail you letters this fall. I'm still waiting. If it came, it already went."

Jonathan answered, "The New York Post Office must be listening better to their boss in Washington. I was so happy to see the New York carriers stopped charging the 1 cent collection fee for my letters to you."

"I heard that a fire destroyed the Blood's office Friday night."¹³ (December 26-27, 1851) said Jonathan. "I passed it off as an accident. But now that you're mentioning all this, I'm not so sure."

Sarah replied, "That thought had crossed my mind too, but people tell me the fire began across the street before it traveled up several stores to Blood's."

Jonathan said "I wish I could give them a big Christmas present to get them going."

"Don't worry about Blood's Despatch. They are still operating out of the remaining space. They are moving around the corner onto Chestnut Street into the Arcade Building," said Sarah.

"If anybody can rise to the occasion, it is Blood's Despatch," said Jonathan. "I wish them the very best of luck."



Figure 25. LO2 on an undated transatlantic cover to Liverpool (England); US #17 pair, faint red smudge cancel, red numeral "19" handstamp, and red Liverpool handstamp. The Phila. Carrier Dept. ignored the Postmaster General's offer in 1851 of free "To the Mails."

-- To Be Continued --

¹³ Blood, W. Otis Sr., "Recollections of Blood's Despatch Post," *The Penny Post*, Vol. 5 No. 2, April 1995, P. 4-9.

Local Stamps on Cover with the U.S. Three-Cent Stamp of 1851

By
Larry Lyons

The local post adhesives first saw use in 1842 beginning with the City Despatch Post in New York, which was issued February 1, 1842. The first U.S. stamps for general use were issued July 1, 1847. There are many 1847 issue stamps used on cover in combination with local post adhesives and handstamps.

Some private local posts existed in the 1840's. In 1844 the Independent mails were a group of posts that also operated intercity. Around this time, and for the next few years, there were many private local posts that moved mail locally within cities and made connections for out of town delivery. Prior to July 1, 1863 the payment of U.S. postage only covered the carriage of mail between post offices. Many local posts provided the service of bringing the letters to the post office. A few also provided service from the post office to the addressee with the addressee hiring the local post to pick up their mail.

Scope of This Study

The 1847 U.S. regular issue was demonetized July 1, 1851. The 1851 issue replaced it. The focus of this article is the period of usage of the first U.S. three-cent stamp from the 1851-1857 issue used in combination with local stamps. According to Carroll Chase¹ there were fourteen plates used to make the first three-cent U.S. stamp. The first date of issue was July 1, 1851. This stamp saw usage into 1861 when it was demonetized due to the outbreak of the Civil War.

Many of the local posts did not survive into the 1850's. However, a number of companies are known having their stamps used in combination with the 1851-57 issue three-cent stamp. This study is a focus on adhesives; therefore it excludes locals who only had handstamps and it excludes government carried mail that did not have a government adhesive applied to the cover. This article will focus on the local companies that took mail to the post office during the time that the 1851-57 three-cent stamp was in use.

Having defined the scope of this study let's now see the local posts on cover with the first U.S. three-cent stamp.

Barr's Penny Dispatch, Landcaster, Pa.

These are rare local post stamps on cover. They come in red (8L1) and in green (8L2). No red Barr's stamps are known certified in conjunction with a U.S. stamp for out of town delivery. The cover shown in **Figure 1** is the only Barr's adhesive that I was able to find where it was carried by Barr's to the post office and the cover received a U.S. 1851 3¢ red #11 adhesive. The Barr's stamp in **Figure 1** is the green adhesive, 8L2.

¹ The 3¢ Stamps of The United States 1851-1857 Issue, Carroll Chase, Tatham Stamp & Coin Company, 1929 revised 1942.

D.O. Blood & Co., Philadelphia

The small rectangular Blood's stamps were issued beginning in 1848. These stamps have catalogue listings as 15L12 thru 15L17. The number of covers with these adhesives is enormous. The number of covers in conjunction with U.S. adhesives is also quite large. One can find covers with the small Blood's stamps with U.S. #10, #11, #14, #24, #25, #26, #64, #64b, #65 and others. Covers are known with three #7 or with three #9. One cover has two 12¢ #17 adhesives. Most of the rectangular Blood's adhesives were cancelled with acid and a very high percentage have the Blood's stamp on a different portion of the cover than the U.S. stamp. Sometimes the stamps were placed close together and received a Philadelphia cds which tied both stamps to the cover. In **Figure 2** note the Blood's Despatch datestamp at the lower right of the cover. The earliest recorded use of a U.S. local adhesive in conjunction with the 1851 issue is an orange brown #10 on cover with a Blood's 15L13. The datestamp is "July 2", the second day of use of the 1851 U.S. three-cent stamp.²

Boyd's City Express, New York

Like Blood's in Philadelphia, Boyd's City Express in New York was a large active mail carrier. Much of the mail was for local delivery but usages to the post office with U.S. stamps are not particularly rare. Boyd's stamps are almost always cancelled by a Boyd's marking. **Figure 3** shows a Boyd's 20L10 on cover with a US #11 to Amherst, New Hampshire.

Boyce's City Express Post, New York City

Only a few covers are known from this local post which began in 1852 and possibly existed to 1855. **Figure 4** shows the green local stamp 19L1 on piece with a dull red US #11. The dull red color of the three-cent stamp is known used in the 1853-1855 period. A manuscript notation on the piece says 1853.

Bradway's Despatch, Millville, N.J.

Figure 5 shows a Bradway's Despatch adhesive on cover with a US #11 to Phoenix, R.I. It is believed that Bradway's Despatch was established by Issac Bradway in 1857. Only two Bradway's covers have survived and this cover is unique with the US #11. It is an 1857 usage.

Broadway Post Office, New York

Not a great many Broadway Post Office covers exist. The cover shown in **Figure 6** shows a 26L2 on cover with a US #11 used in 1853. This post was started by James C. Harriot in 1849 or 1850. He sold it to Benjamin Lockwood and Mr. Dunham in about 1854. The post lasted until at least December 1859. About ten covers are known in combination with US #11.

Bronson & Forbes' City Express Post, Chicago, Illinois

W. H. Bronson and G. F. Forbes operated this local post in Chicago from mid 1856 through early 1857. Fewer than a dozen Bronson & Forbes covers are

² Siegel Auction, March 25, 1993, Lot 347.

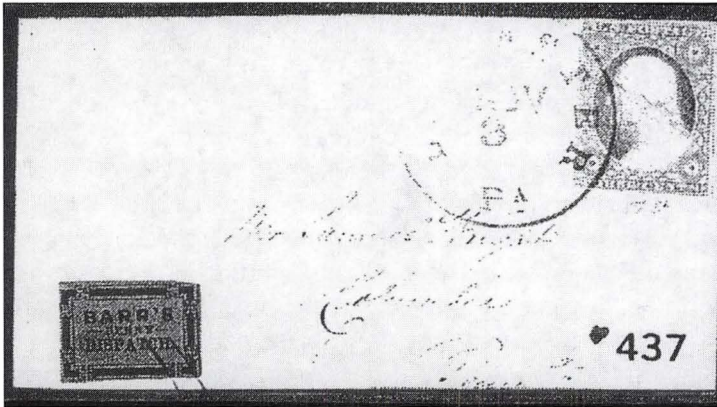


Figure 1. Barr's Penny Dispatch, Landcaster, Pa., black on green 8L2 on cover with 3¢ red US #11 to Colombia, Pa., November 7 (185?). An extremely rare combination, possibly unique.

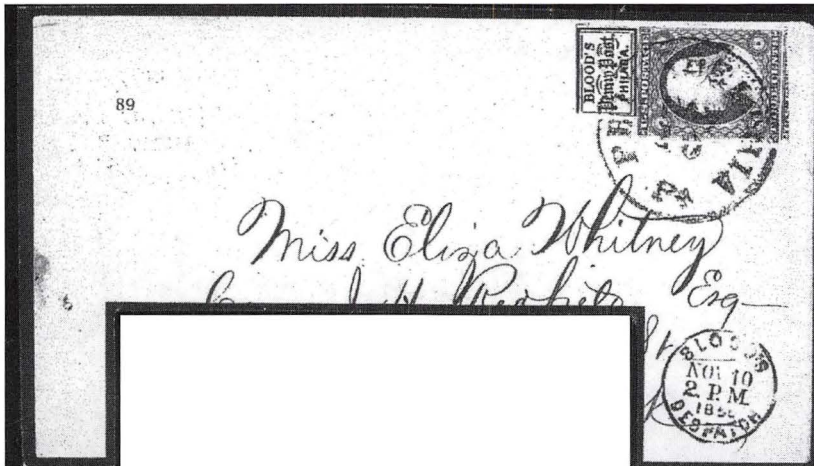


Figure 2. D.O. Blood & Co., Phila., 15L14 on cover with US #11 to New York, November 10, 1856. Many Blood's covers exist with US #11 and other general issue stamps.



Figure 3. Boyd's City Express, NYC, 20L10 on cover with US #11 to Amherst, N.H., January 2 cds.



Figure 4. Boyce's City Express Post, NYC 19L1, on piece with US #11 dated November 23 (1853).

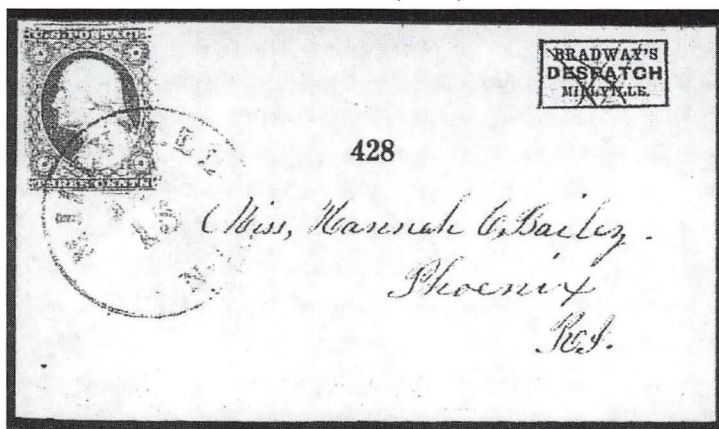


Figure 5. Bradway's Despatch, Millville, N.J., 21L1 on cover with US #11 to Phoenix, RI, January 15 (1857). Only two Bradway's stamps are known on cover and this cover is a unique combination.



Figure 6. Broadway Post Office, NYC, 26L2 on cover with US #11 to Constantia, N.Y., October 8, 1853.

known. Several are hotel covers. All but two covers have uncanceled local stamps. The example shown in **Figure 7** is a tied example in conjunction with US #11 to Iowa City, Iowa. The datestamp is May 3. Since the post ceased to operate in early 1857, the most probable year date of this cover is 1856.

Brooklyn City Express Post, Brooklyn, N.Y.

The Brooklyn City Express Post had a variety of proprietors during the time period of 1854 to 1864. Previous to that it was known as Boyd's Brooklyn City Express Post, Walton & Co. and Kidder's. The name had become Brooklyn City Express Post when the post was sold to Issac Snedecker in 1851. He sold it in 1854 and there were several different owners over the next ten years. Quite often the Brooklyn City Express Post stamp is found on the opposite side of the envelope as the US stamp and is often pen or pencil cancelled. The cover partly shown in **Figure 8** has the 28L5 and the US #11 both tied by the Brooklyn, N.Y. cds.

Browne & Co., Cincinnati, Ohio

This local post was started by John W. S. Browne in 1852. Covers are known for local delivery and to the post office. The usage period dates from 1852 to 1854. **Figure 9** is a cover with a 29L2 and US #11 to Philadelphia.

Carter's Philadelphia Despatch Post

This local post was established by George Carter in 1848. It operated in Philadelphia into 1852. A cover with the G. Carter's Despatch local stamp 36L1 with a US #26 is known. Two Carter's stationery envelopes exist with 1851 stamps. One has a US # 10 and the other has a US #11. See **Figure 10**.

Chestnut Street Line, Philadelphia

The Chestnut Street Line local stamp is believed to have been issued in 1856 for use on letters dropped into mail receptacles mounted on omnibuses on the Chestnut Street route which included the location of the Philadelphia Post office on the dock street side of the Merchants Exchange Building. There are two known covers both with US #11 stamps. One is dated May 20 (1856) and the one shown is dated June 7 (1856). See **Figure 11**.

City Letter Express Mail, Newark New Jersey

This local post was established by Augustus Peck and Thomas Jacques on June 12, 1856 to provide delivery service to the city of Newark because the government did not have carriers operating at that time. The post only operated for a few months. The cover shown in **Figure 12** is a 45L1 on cover with a US #11. The cover is datestamped October 28, 1856, and it is addressed to Waterbury, Connecticut. It is the only known example of this post on cover.



Figure 7. Bronson & Forbes' City Express Post, Chicago, Ill., 27L1 on cover with US #11 to Iowa City, Iowa, May 3 (probably 1856).

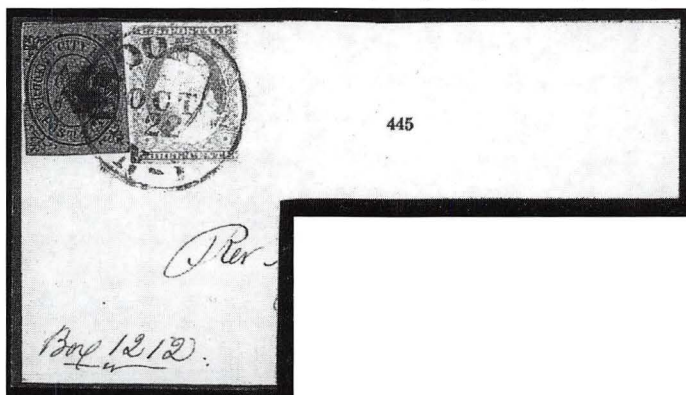


Figure 8. Brooklyn City Express, NYC, 28L5 on cover with US #11 to Conn.

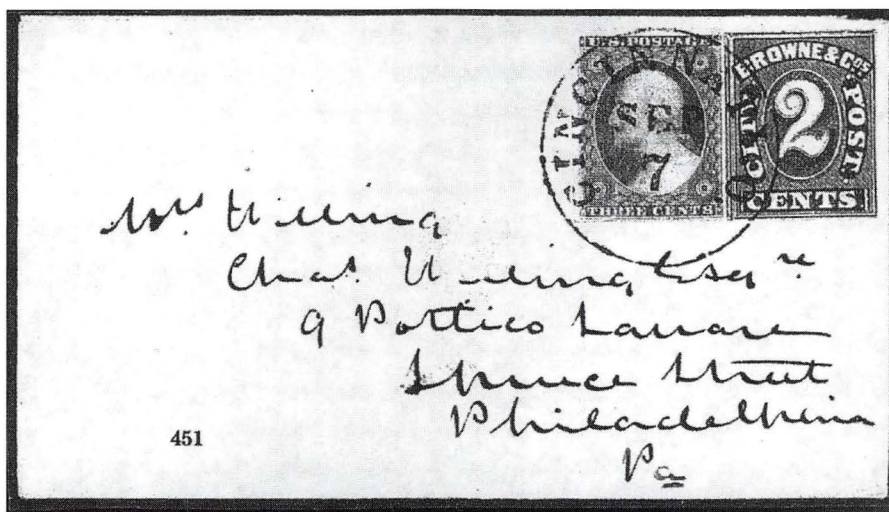


Figure 9. Browne & Co., Cincinnati, Ohio, 29L2 on cover with US #11 to Philadelphia, September 7. This post existed from 1852-4.



Figure 10. G. Carter's Dispatch, Philadelphia, 36LU1 embossed envelope with US #10 on cover delivered to the Phila. & Baltimore R.R., December 1, (1851).

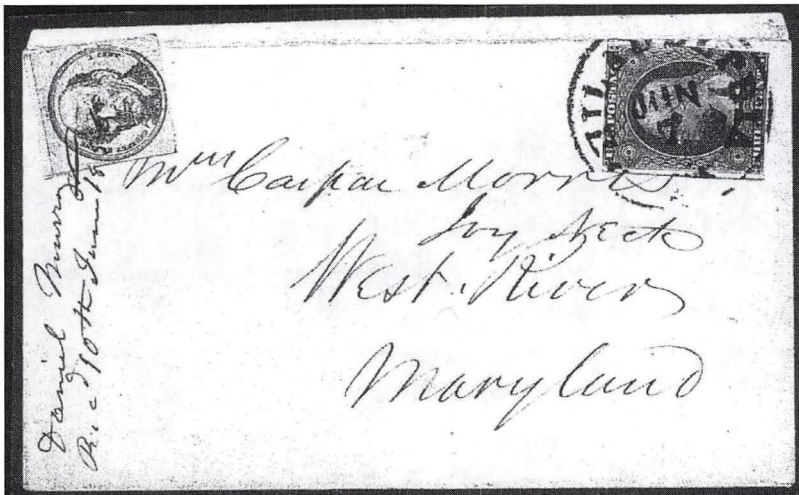


Figure 11. Chestnut Street Line, Philadelphia, with bright rose red US #11 to West River, Maryland, dated June 7, 1856.



Figure 12. City Letter Express Mail, Newark, N.J. 45L1 on cover with US #11 to Waterbury, Conn., October 28, 1856. The only known example on cover.

Cressman & Co.'s Penny Post, Philadelphia

Vernon Morris' research article in the Collectors Club *Philatelist*³ narrowed the usage of this local post to 1854. This was established by the Type 68 Philadelphia handstamp appearing on one cover. This handstamp is only known from January 28, 1854 to September 18, 1855. One cover is dated December which would have to be 1854 to fall in the datestamp usage period. One cover is known in combination with US #11 and is dated April 12 (1854).

East River Post Office, New York City

This local post was established by Jacob D. Clark and Henry Wilson in 1850. The post was sold to Jacob Adler in 1852 and run by him until 1865. Later usages are known on cover with US #26 and US #65 stamps. **Figure 13** shows the 62L1 local stamp tied in cover with US #11. The cover is dated April 27. The year is most probably 1852.

Glen Haven Daily Mail, Glen Haven, New York

This local post was begun in 1850 by the Glen Haven Sanitarium proprietors to carry mail from the local sanitariums and health facilities to the post offices in Scott, Homer and Tully New York. **Figure 14** shows a 71L2 on cover with a dull red US #11.

Grafflin's Baltimore Despatch, Baltimore, Maryland

This local post operated in Baltimore, Maryland and was established by Joseph Grafflin in about 1856. **Figure 15** shows a 73L1 on cover with US #11. The cover is dated May 27, 1857. Another cover is recorded with a Baltimore datestamp of May 13, 1857.

Homan's Empire Express, New York City

This post was probably started by Richard S. Homan and operated for a short period of time in 1852. The four known covers are dated January 30th through May 8th. **Figure 16** shows the 83L1 on cover with US #11.

Hopedale Penny Post, Hopedale, Pennsylvania

This local post was created by a farm community in Hopedale, Pennsylvania by a community meeting held February 2, 1849 to provide local mail service to and from the post office in Milford. **Figure 17** shows the 84L1 local on cover with US #11 to Upton, Massachusetts. The cover is dated January 14 (1852). There are about 17 Hopedale covers from 1852-55. Of these 14 still have US #11 stamps affixed.

Jenkins' Camden Dispatch, Camden, New Jersey

This local post was established in 1853 by Samuel Jenkins for local delivery in Camden, New Jersey. Upon the death of Samuel Jenkins his brother William took over the post and ran it until 1861. Some covers are known to-the-mails. The

³ Cressman & Co., Vernon Morris, Collectors Club *Philatelist*, Sept-Oct 2002, pages 237-246.



Figure 13. East River Post Office, NYC, 62L1 on cover with US #11 to Cornwall Bridge, Conn., dated April 27 (probably 1852).

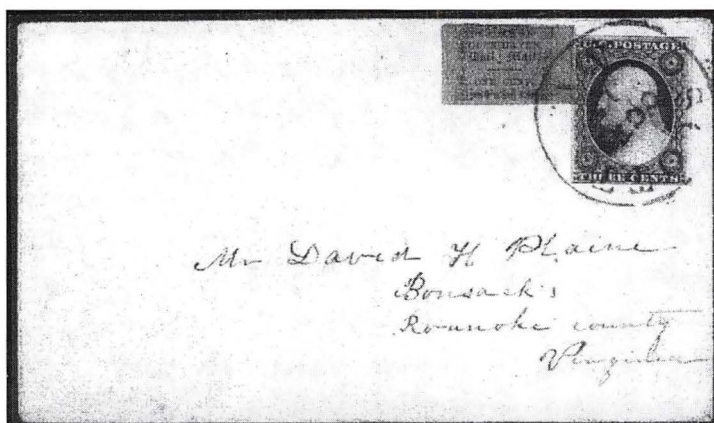


Figure 14. Glen Haven Daily Mail, Glen Haven, N.Y., 71L2 on cover with US #11 to Bonsack, Virginia, October 15, (1853-55). The cds. is Scott, N.Y. Glen Haven posted mail at Scott, Homer or Tully, N.Y.

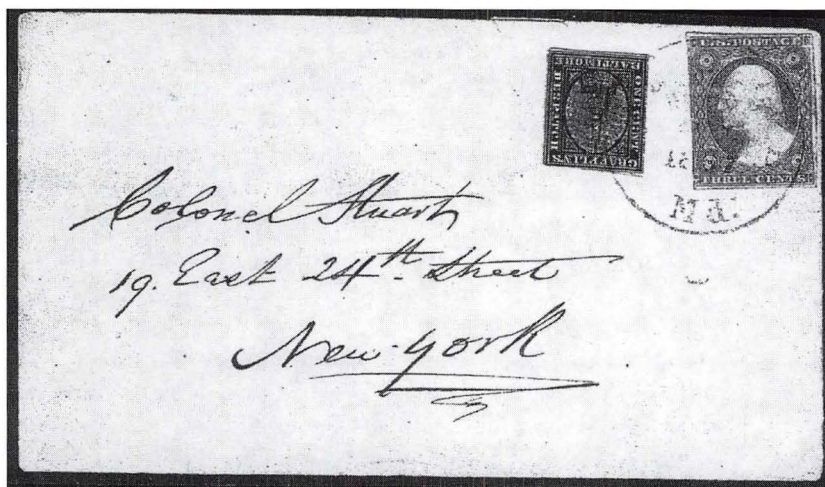


Figure 15. Grafflin's Baltimore Despatch, Baltimore, MD, 73L1 on cover with US #11 to New York, May 27, 1857.



Figure 16. Homan's Empire Express NYC, 83L1 on cover with US #11 to Boston, May 6, 1852. Only four to-the-mails covers are recorded.

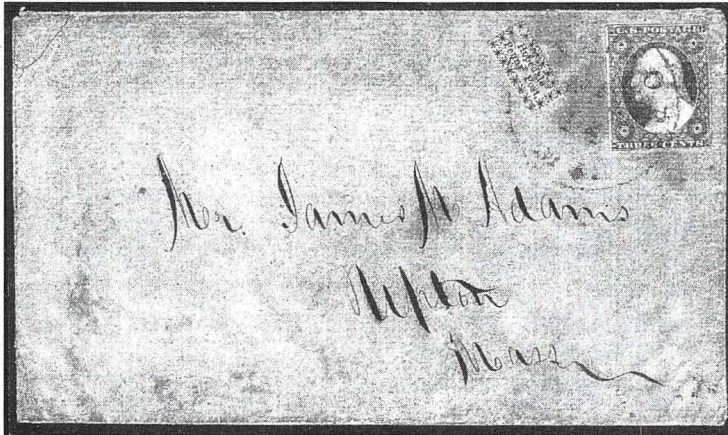


Figure 17. Hopedale Penny Post, Hopedale Pennsylvania, 84L1 on cover with US #11 to Upton, Mass, January 14 (1852).



Figure 18. Jenkins' Camden Dispatch, New Jersey, 89L2 on cover with US #11 to Ohio, dated September 6 (probably 1854).

cover shown is the only one the author could find with a US # 11 stamp sent to Ohio probably in 1854. See **Figure 18** which shows the 89L2 local stamp.

Kellogg's Penny Post & City Despatch, Cleveland, Ohio

This local post existed in Cleveland, Ohio. Usages are known from 1853 and 1854. All of the known usages are to-the-mails. **Figure 19** shows the 92L1 on cover with US #11 to Canton, Ohio. The cover is dated September 27 (1853). The other Kellogg's covers do not have U.S. stamps.

E. H. L. Kurtz Union Despatch Post, New York City

This local post with adhesive 94L1 is known by the one cover bearing the unique stamp. The cover is dated April 15 (1853) and it has a 3¢ rose US #11 stamp. See **Figure 20**.

Hussey's Post, New York City

The Hussey's Post was established by George Hussey in 1854 with his first adhesive stamps appearing in 1856. In 1873 Hussey sold the post to Robert Easson. The post continued until 1889. Almost all of Hussey's business was local delivery of letters, bill and circulars. The first Hussey stamp 87L1 is known on cover with US #11.

Messenkope's Union Square Post Office, New York City

This local post was founded by Charles K. Messenkope in late 1847 or early 1848. In 1850 the post was sold to Joseph E. Dunham who ran it until 1853 or 1854. He then sold the post to Phineas C. Godfrey who operated it until 1856. **Figure 21** shows the 106L1 local stamp with US #11 to Homer, N.Y. The cover is dated October 27 (1851). **Figure 22** shows the 106L1 on cover with US #11 to Litchfield, CT. This cover is dated July 31 (1851). Some students believe that Joseph Dunham was trying to hide the Messenkope's stamp by placing the US #11 over it.

Metropolitan Errand & Carrier Express Co., New York City

In 1855 Abraham L. Hinkley, Hiram Dixon and others opened this post. **Figure 23** shows the 107L1 local on cover with US #11.

Metropolitan Post Office, New York City

The original proprietor of this post was Lemuel Williams who started operations in 1854. Ownership switched to William H. Laws in 1856. The post operated into 1857. **Figure 24** shows the 108L1 stamp on cover with US #11. One spectacular cover exists with the 108L1 local stamp used with a strip of 3 US #17 stamps and a pair of US#11 stamps. This unique cover is dated January 17, 1854 and was sent to Greece.

Moody's Penny Post Dispatch, Chicago, Illinois

The Moody's Penny Dispatch operated in Chicago in 1856. Robert J. Moody was the proprietor. The Moody's datestamp is usually clearly struck. A cover is known in combination with three US #9 stamps. The unique "Henny" for "Penny" error stamp is on cover in combination with a three-cent dull red US #11

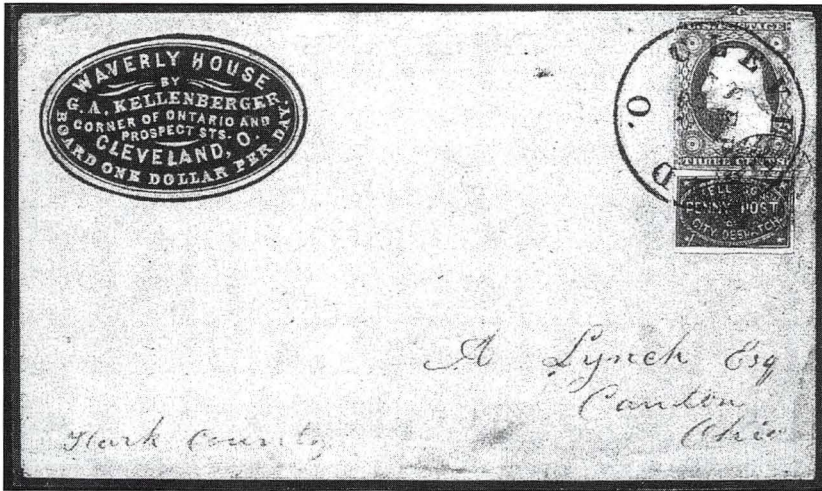


Figure 19. Kellogg's Penny Post & City Despatch, Cleveland, Ohio 92L1 on cover with US #11 to Canton, Ohio, September 27 (1853). Only three Kellogg's covers are recorded.

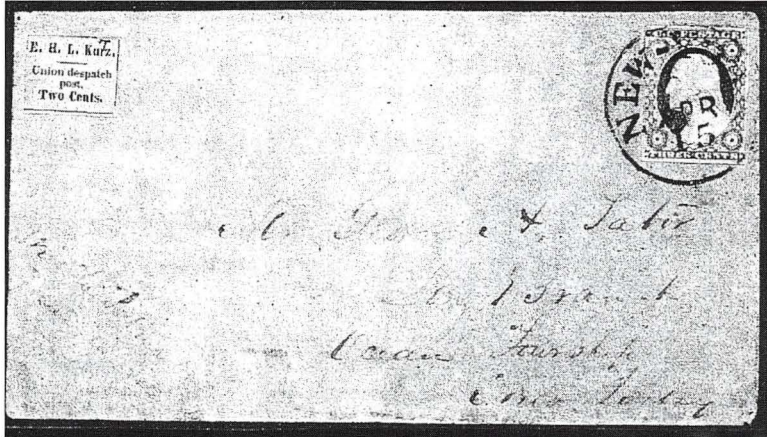


Figure 20. E.H.L. Kurtz Union Despatch, NYC, 94L1 on cover to Long Branch, New Jersey, with US #11 dated April 15 (1853).

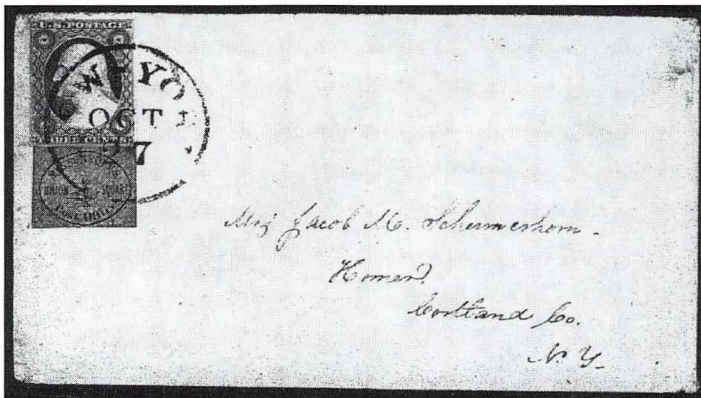


Figure 21. Messenkope's Union Square Post Office, NYC., 106L1 on cover with US #11 to Homer, N.Y., October 27 (1851)



Figure 22. Messenkope's Union Square Post Office, NYC., 106L1 on cover under US #11 to Litchfield, CT, July 31 (1851).



Figure 23. Metropolitan Errand & Carrier Express Co., NYC., 107L1 on cover with US #11 to Swanzy, Mass.

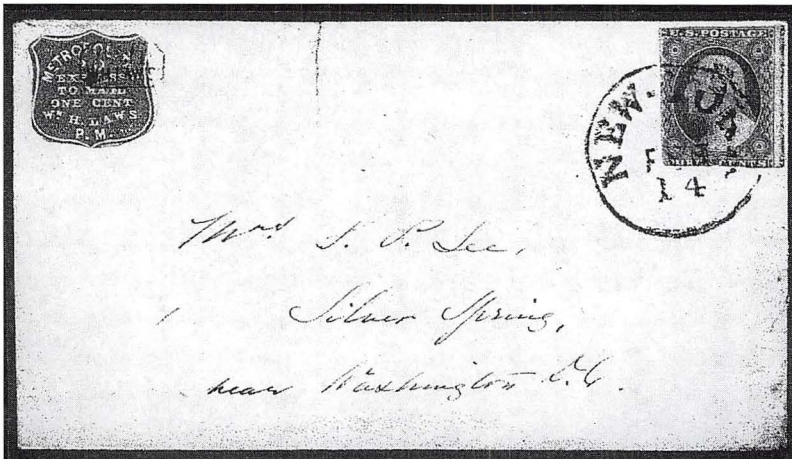


Figure 24. Metropolitan Post Office, NYC, 108L4 on cover with US #11 to Silver Spring, MD, February 14 (probably 1857).

stamp. **Figure 25** shows a Moody's 110L1 stamp on cover with a three-cent dull red US #11. The Chicago datestamp is September 29, 1856. The Moody's datestamp is September 29, 1856.

(Wiley's) One Cent Despatch, Washington, D.C.

This local post was established by John Wiley in early 1856 in Washington and in Baltimore in late 1856. Local stamps without "Washington City" in the bottom tablet are from Baltimore. **Figure 26** shows an 112L1 on cover with US #11 to New London, Connecticut. This cover is dated August 2, 1856. Almost all of the Wiley's One Cent Dispatch covers have clear, easy to read local post datestamps.

Price's City Express Post, New York City

It is believed that this post was established in about 1849 to service the Fulton Street ferry area. Covers date as late as 1856 or 1857. **Figure 27** shows a 119L1 on cover with a US #11 to Washington D.C.

Price's Eighth Avenue Post Office, New York City

This local post was the successor to the Eighth Avenue Post Office local post. The new proprietor in 1854 was James Price. He sold the post to David Russell probably later in 1854. **Figure 28** shows the 120L1 local on cover with US #11 to Philadelphia. This cover is dated April 28, 1854. There are six or seven known covers with the 120L1 stamp. Of these about five are to-the-mails with US #11 stamps.

Priest's Despatch, Philadelphia

This local post was established by Solomon Priest in the early 1850's. Covers are known with usages in 1851 and 1852. **Figure 29** shows the 121L6, black on yellow local stamp on cover with US #11. Six 121L6 covers are known and four of these are 1851 combination covers.

Russell 8th Avenue Post Office, New York City

In late 1854 David Russell bought Price's Eighth Avenue Post Office from James Price and renamed it Russell's 8th Avenue Post Office. This local post serviced the area of Abingdon Square in New York until 1858. **Figure 30** shows the 130L1 on cover with US #11.

Swarts' City Dispatch Post, New York City

This local post was established by Aaron Swarts in 1849 due to the closing of the U.S. Post Office servicing the area of Chatham Square. This post operated until early 1856 when Aaron Swarts sold to Benjamin Lockwood, the proprietor of the Broadway Post Office. **Figure 31** shows the 136L6 red on blue local stamp on cover with US #11. **Figure 32** shows the Washington stamp 136L9 red local stamp on cover with US #11. The third type of Swarts stamps says "Swarts/ For/ U.S. Mail/ One Cent/Pre-Paid". These blue local stamps 136L14 are known used with US #11 stamps. The orange local stamp 136L15 can be seen on cover with US #11 in the Hall sale, Lot 775.

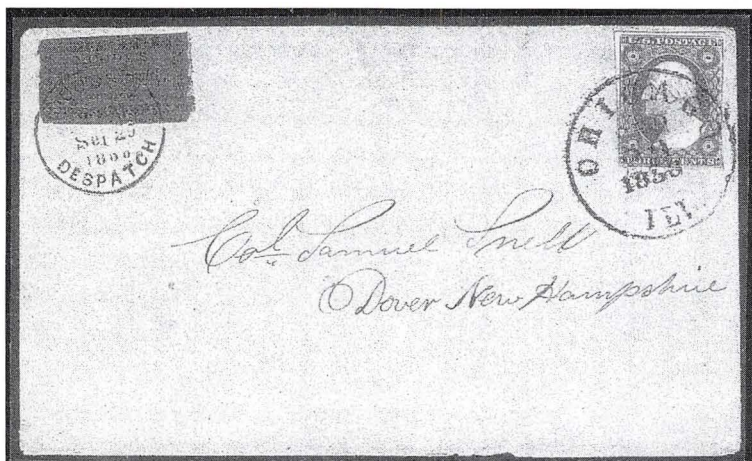


Figure 25. Moody's Penny Dispatch, Chicago, Ill, 110L1 on cover with US #11 to Dover, N.H., September 29, 1856.



Figure 26. (Wiley's) One Cent Despatch, Washington, D.C. 112L1 on cover with US #11 to New London, Conn., August 2, 1856.



Figure 27. Price's City Express Post, NYC, 119L1 on cover with US #11 to Washington, D.C., March 27. This post operated 1849-1857.



Figure 28. Price's Eighth Avenue Post Office, NYC, 120L1 on cover with US #11 to Philadelphia, April 28, 1854.



Figure 29. Priest's Despatch, Phila., 121L6 on cover with US #11 to Boston, September 21(1851 or 1852). Six 121L6 covers are known and four of these are 1851 combination covers.



Figure 30. Russell 8th Avenue Post Office, NYC., 130L1 on cover with US #11 to Pennington, N.J., September 6. (Operated 1854 thru 1858)

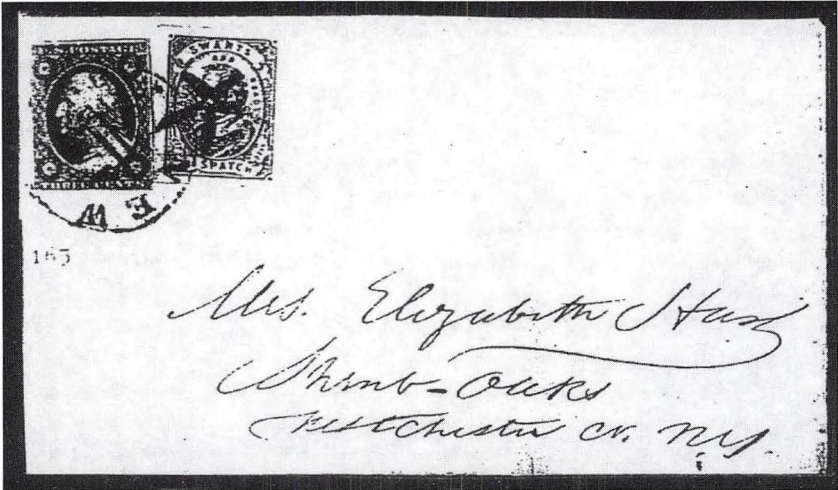


Figure 31. Swarts' City Dispatch Post, NYC, 136L6 with US #11 on cover to Shrub Oaks, Westchester, N.Y.



Figure 32. Swarts' City Dispatch Post, NYC 136L9 with US #11 on cover to Philadelphia.

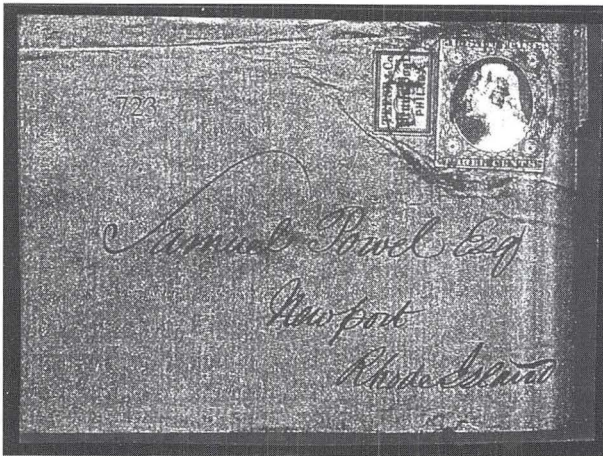


Figure 33. Teese & Co. Penny Post, Philadelphia, 137L1 on cover with US#11 to Newport, R.I., August 7, 1853.

Teese & Co. Penny Post, Philadelphia

Very little is known about this post which operated in Philadelphia from very late in 1852 through 1854. The probably proprietor was Mitchell Teese who had been a letter carrier for the Carrier Department of the Philadelphia Post Office.⁴ **Figure 33** shows the Teese local stamp, 137L1 on cover with a three-cent US #11 addressed to Newport, R.I. dated August 7, 1853. **Figure 33** also shows a partial cover to Baltimore with the US #11 tied together with the Teese local stamp.

Third Avenue Post Office, New York City

Although Rothenheim is believed to have been the proprietor of this local post it is not known whether he was the founder in 1855 or 1856. **Figure 34** shows the 139L7 black on pink local stamp on cover with US #11. The cover is dated September 16 (1855) and is the only known cover with the black on pink stamp. **Figure 35** shows the 139L1 black on green local stamp tied on piece with a US #11.

Union Square Post Office, New York City

This local post was bought from Messenkope's by Joseph E. Dunham in early 1850. In 1854 Dunham sold the post to Phineas C. Godfrey who operated the post under the Union Square Post Office name until 1855 or 1856. **Figure 36** shows a 141L2 black on light apple green local stamp on cover with US #11. The cover is dated November 10th and the contents date the cover as 1852.

Westtown School, Westtown, Pennsylvania

The Westtown School was established in 1799. In 1853 the school authorities decided that all outgoing letters carried by stage to the Westchester, Pa. post office should pay a fee of two cents. Prepaid stamps were placed on sale at the school. The stage went to a different post office after March 4, 1859. **Figure 37** shows a Westtown stamp 145L1 on cover with a rose red US #11. The cover is dated stamped June 14, 1854.

Zieber's One Cent Despatch, Pittsburgh, Pa.

Very little is known about this local post. **Figure 38** shows the only fully intact cover with a Zieber's 150L1 local stamp and a US #10. This cover is dated July 2, 1851, the second day of use of the U.S. orange brown stamp. Another cover has a portion of a Zieber's stamp. That cover is dated July 23 (1851).

Epilogue on Year Dating

The three-cent stamp of the 1851-1857 issue was ordered demonetized approximately in May 1861. Covers are known with usages through January 1, 1862. This gives us about a ten and a half year period of usage. During this period of time the three-cent stamp was printed an enormous number of times in an incredibly large number of colors. A color variety chart has been established by scholars but the differences in shades can be extremely difficult to distinguish. On pages 154-158 of the Carroll Chase book he describes the colors that appear in each of the years. On page 158 he gives a summary of the colors by year.

⁴ Teese & Co., Steven Roth, *The Penny Post*, Vol. 3, No. 4, October 1993, pgs 26-27.

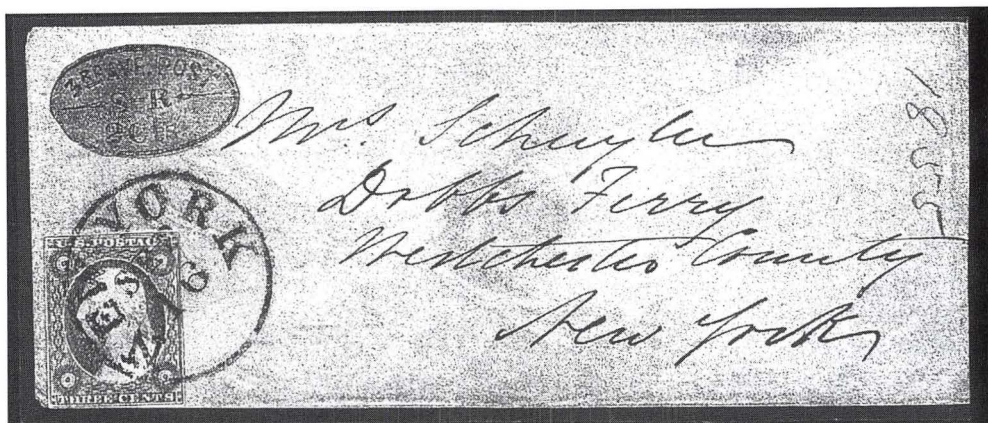


Figure 34. Third Avenue Post Office, NYC, 139L7 on cover with US #11 to Dobbs Ferry, N.Y., September 16, (1855). This is the only 139L7 on cover. One off cover example is recorded.

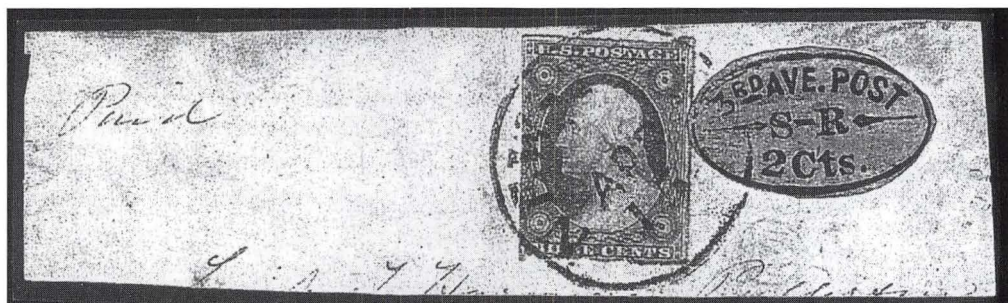


Figure 35. Third Avenue Post Office, NYC, 139L1 tied on piece with US#11.

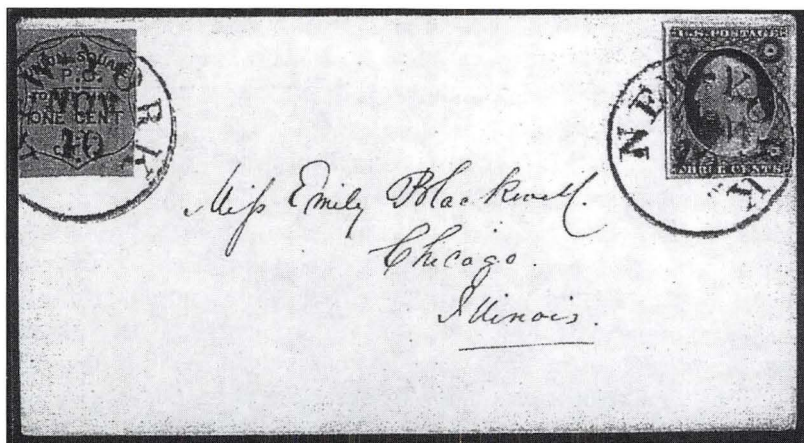


Figure 36. Union Square Post Office, NYC, 141L2 on cover with US #11 to Chicago, Ill., November 10 (1852).



Figure 37. Westtown School, Westtown, Pa., 145L1 on cover with US #11 to Sinks Mills, Penn., May 1857.



Figure 38. Zieber's One Cent Dispatch, Pittsburgh, PA 150L1, on cover with US #10 to New York, July 2, 1851.

Another method of dating the three-cent stamp of the 1851-1857 issue is by distinguishing the plate number. This is done by changes that occur in both the inner lines and the upper right diamond block as well as the top label, frame lines and other recutting. On pages 145-147 of the Chase book we find a chart of the various plates and the approximate normal period of usage. These periods of time range from as little as ten days to 3-6 months. A few have a usage time in years.

The dating of local stamps covers can be a very short period of time or one spanning several years. It was uncommon to have the year in the datestamp. Sometimes the contents of the envelope produce a dated letter or circular. Knowing the period of usage of the local stamp can be very helpful in dating a cover. One is cautioned that the lack of quantity of covers of a given post can produce statistically unsafe results.

The conclusion I am heading for here is that the dating of the U.S. three-cent stamp can and should be used to confirm the usage date of a cover. In turn the dating of the three-cent stamp may lead to a definitive conclusion that the local stamp did not originate on the cover based on the data produced. This subject lends itself to joint study by *The U.S. Philatelic Classics Society* and *The Carriers and Locals Society*.

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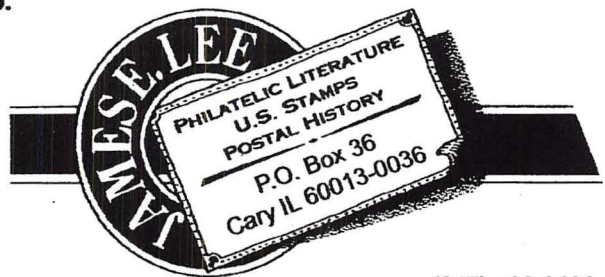
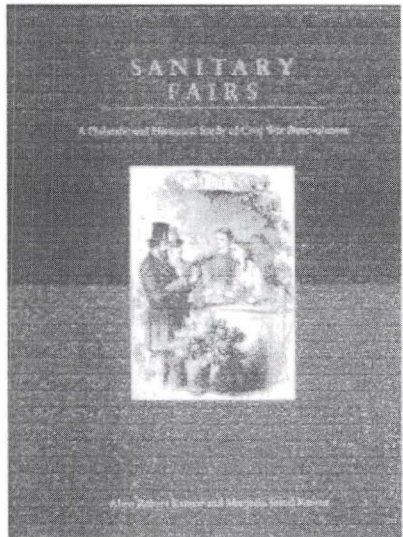
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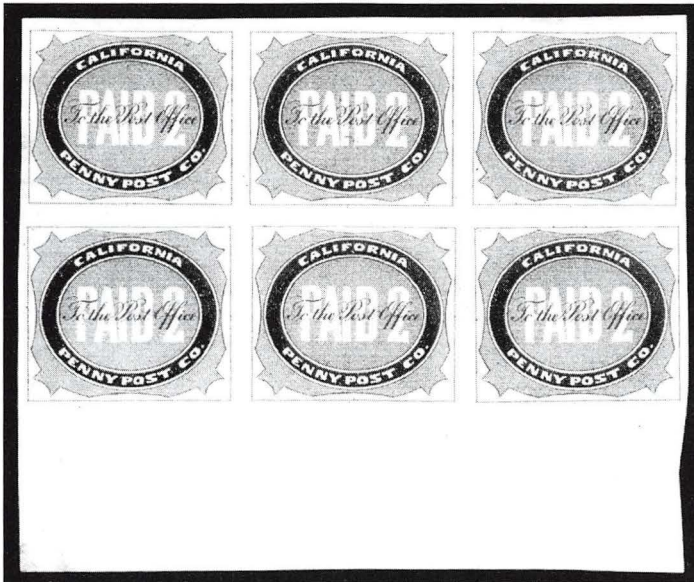
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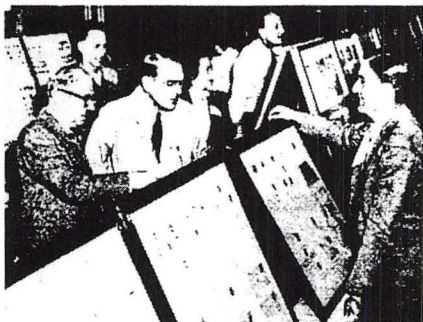
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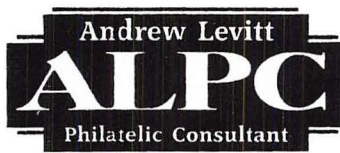
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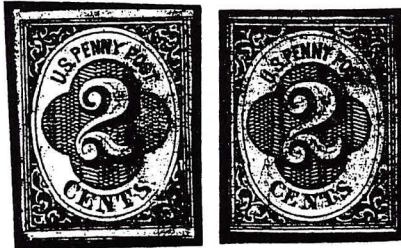
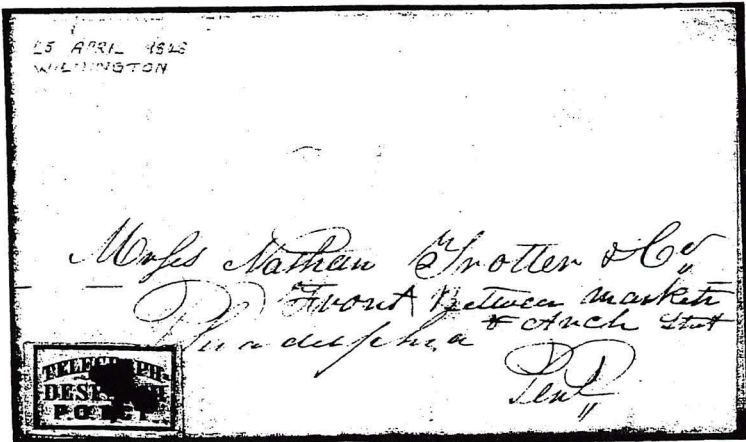
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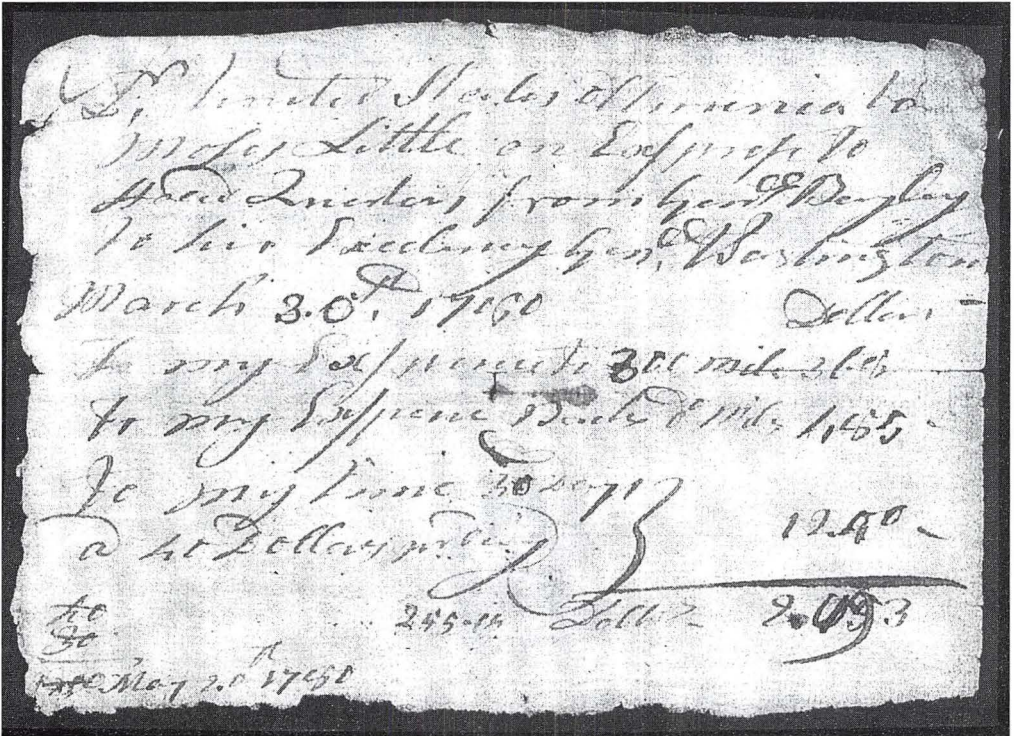
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The date ten days before General Benjamin Lincoln was forced to surrender Charleston which was invested by the British forces and the entire American southern army originally misled me into believing it might involve that disastrous event, particularly when I failed to find General Bayley in any of the standard references or in the DAR lists, although the rider, Moses Little, was in the DAR lists of Revolutionary War express riders. The solution came when a NYPL librarian descendent of English loyalists driven out of America referred me to an article¹ on the attempt to kidnap General Jacob Bayley of Newbury, VT in 1782. This in turn led me to a biography of Bayley from the *Vermont Historical society Proceedings 1917-1920* published by a descendant, Fred P. Wells, in the 1920 volume pages 58-92.

Bayley was born July 19, 1726, the 9th child of Joshua and Sarah Coffin Bayley of Massachusetts, who moved to Hampstead, NH while Bayley was a young



March 30, 1780 Pay order by express mail to George Washington.

¹ Maguire, J. Robert "The British Secret Service and the Attempt to Kidnap General Jacob Bayley of Newbury, Vt., 1782" *Vermont History* 1976 44 (3), pages 141-167.

man and he died March 1, 1815 at age 81. He became a soldier at 23 and served at Fort William Henry in 1757 barely escaping the massacre there, he then was at Ticonderoga and participated in the 1759 siege of Montreal. In 1762 he was at Crown Point, where he wrote his brother-in-law, the express rider, Moses Little of Newbury, MS², to purchase cattle for him and reported he had 40 families ready to move to found Newbury, VT in Coose County. He became a general June 1775 and was at the American siege of Boston, was with Ethan Allen's Green Mountain Boys at the capture of Ticonderoga and participated in the defeat of Burgoyne at Saratoga at which time he was both Brigadier General and Commissary General of the Northern Department under Gates. In 1779 he constructed the first 20 miles (to Wells River) of the 100-mile Bayley-Hazen Military Road from Newbury to St. Johns in Canada.

Amidst the welter of claims to the area (New York, Massachusetts and New Hampshire) Bayley declined to support Ethan Allen in opposing joining New York and supported such a decision in 1777; however, by 1780 he became an advocate of Vermont as an independent state. In 1781 he was involved in recruiting Indian Rangers from the Abnaki along with Timothy Bedel (1737-1787). On May 1, 1780 he sent Washington a list of 17 Rangers used to patrol the Canadian frontier, whom he had enlisted on his own surety for years. He comments "a much larger number had been here at times, but are now rambling in the woods (;) Thos have been serviceable as scouts, &c." These apparently are the Indian Rangers referred to in *New Hampshire Colonial Records* 8, pg. 137, "Muster Roll of Capt. John Vincent's company of Indian Rangers." Bayley never was compensated for his services and wrote Washington in September 1782 regarding pay from November 1778 to February 1781. At the time of his death he had already sold his estate to pay the obligations and was \$60,000 in debt.

British General Frederick Haldimand apparently subverted Ethan Allen, who had been captured by the British in 1775 and exchanged in 1779. At the close of the war Haldimand conceived the idea of detaching Vermont from the U.S. and eliminating Bayley who would be a major opponent. Haldimand had at his command British secret service agent Capt. Justus Sherwood (who was 28 in 1776), a one-time Green Mountain Boy, who led the Indian raid on Royalton, VT of October 16, 1780 that killed some and captured 32 men as well as endangering the entire upper Connecticut Valley. He also had as well as Dr. George Smythe of Ft. Edward (code name Hudibras) the Albany agent in 1780-1781. According to the Canadian archives³, their task was to,

"capture General Bayley and bring him in but if he was not able to walk to kill him and bring his papers."

The raid, with 47 scouts from the Loyal Block House on Dutchman's Point, which took place on June 15, 1782 failed due to jealousy and suspicions among the officers and scouts.

² Of the four contemporary Moses Littles, this is probably the one born May 8, 1724, who died May 27, 1798. The others were born in 1738, 1742 and 1747 respectively and were much younger.

³ Canadian Archives Haldimand B 1770-1782 page 196.

Express Business: Origins and Definitions

By

Calvet M. Hahn ©2002

Part IV

Parcel Delivery Operations

The city directories in the early 1800s have listings of stage wagon delivery companies such as the 10-15 Bernard Biales saw in the Boston directories when researching other subjects and communicated to me.¹ These stage wagon operations were the bulk carriers of the period, but they weren't as fast for small parcels as were the growing network of stagecoaches, which were to become the parcel express operators during the early Federal period. The comparison between the two can be seen in the following example along the main route into Canada.

The route north to Canada was still not wholly in New York State when **Figure 47** was sent to Judge Silas Hubbell at Champlain, NY, a border town. Sent from Albany July 11, 1804, this cover stated that the firm of Blount and Bleecker had not been successful in forwarding Judge Pliny Moore's cask of sugar to Troy as intended as the stage driver found it too heavy to take it in his carriage, but the half barrel of spirits was sent on. The sugar was later sent on to Skensborough (later Whitehall), at the south end of Lake Champlain for the price of \$2.50. From that point it would go by boat, but not steamboat as there was not yet one on the lake.

On May 1, 1825, P. R. Halstead wrote from Westport, Essex county, N.Y. to George Tibbits at Troy sending 172 bars of iron via his brother, Jacob Halstead, master of the canal boat *Troy* at \$4.50 a ton, **Figure 48**. As this ex-Faultstich cover was a letter accompanying cargo it would not have needed postage even if the boat were traveling on a mail route. It traveled on Lake Champlain and then on the canal, which was not a post road, down to Troy.

The first stage north from Albany to Skensborough began in the summer of 1795. While Champlain town was a postoffice, with Moore as postmaster, Champlain, itself was not a Federal postoffice until the following year. Consequently this letter went, as stated on its face, outside the postal system by bearer prepaid—"1/- paid to bearer".

Opening the West to the Expresses

At the time the Constitution was ratified, much of New York was still a frontier of unbroken wilderness forests and swamps. It remained so much later than the Midwest, **Figure 49 (A & B)**. In fact, the Adirondack region was still a frontier

¹ Additionally, in 1800 Boston had 27 different stage lines with 119 arrivals according to the 'List of Stages from Boston' *Isaiah Thomas Jr.'s Almanack* for 1801, while in 1820 there were 40 lines and 165 scheduled arrivals listed in the 1825 *Boston Directory* pages 18-23.

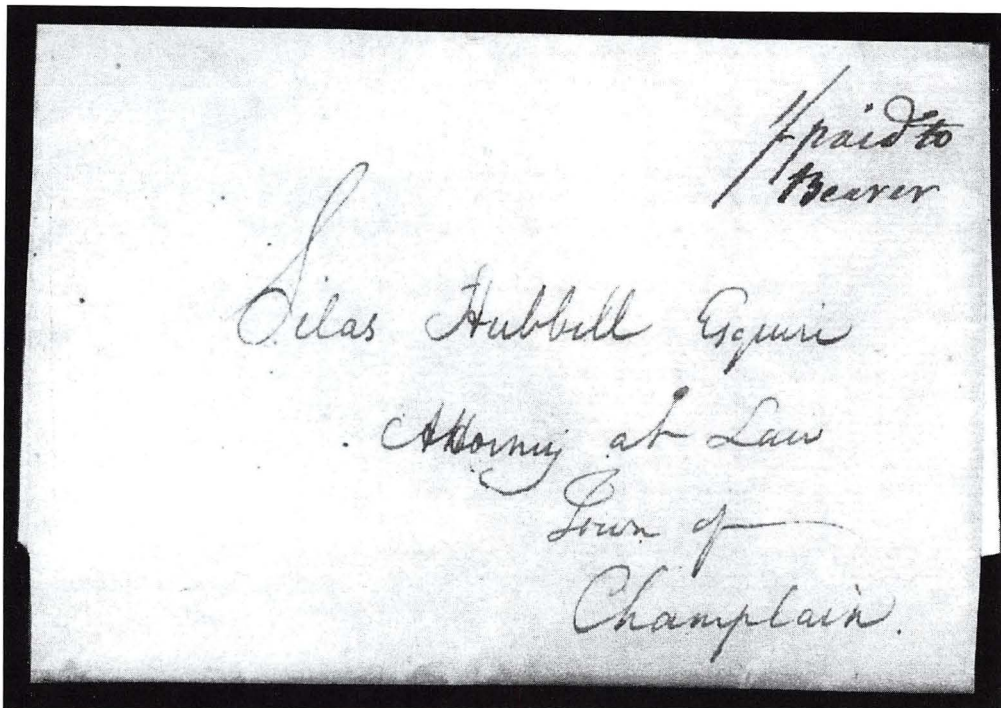


Figure 47. July 11, 1804 cover from Albany to Champlain, N.Y.

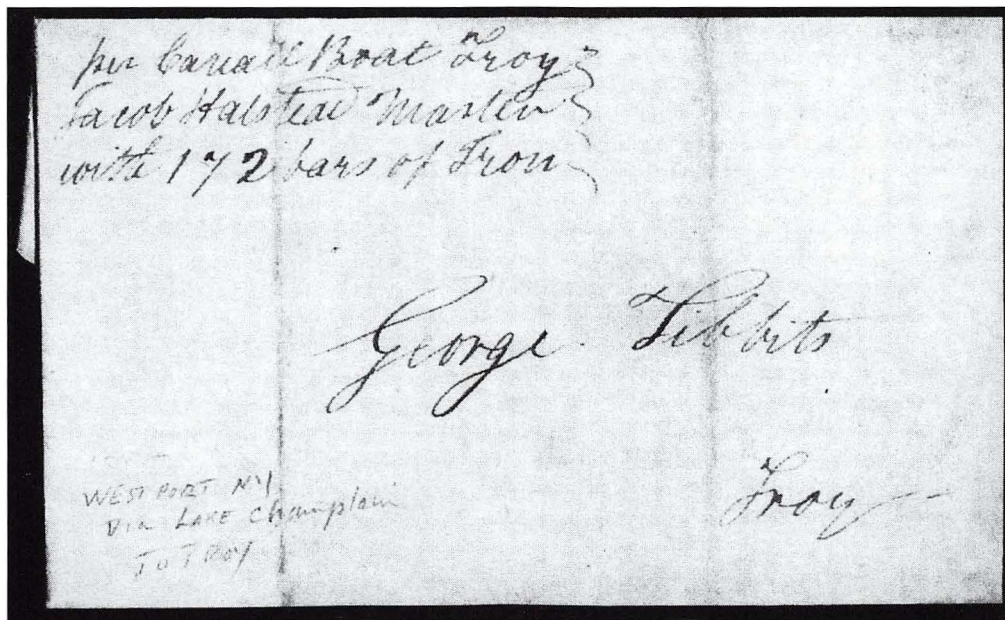


Figure 48. May 1, 1825 cover from Westport, N.Y. to Troy via Lake Champlain.

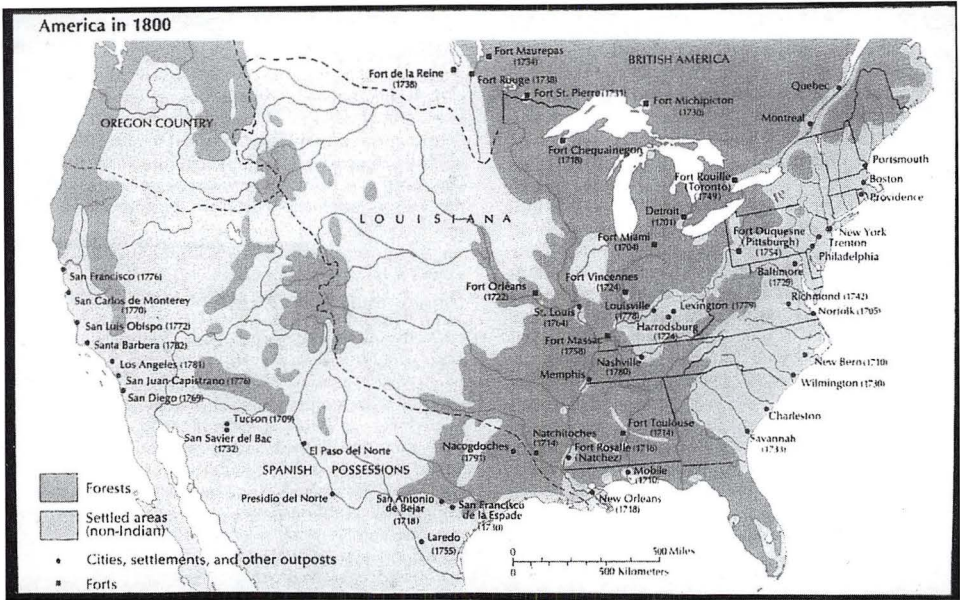


Figure 49A. Settled areas in American in 1800.

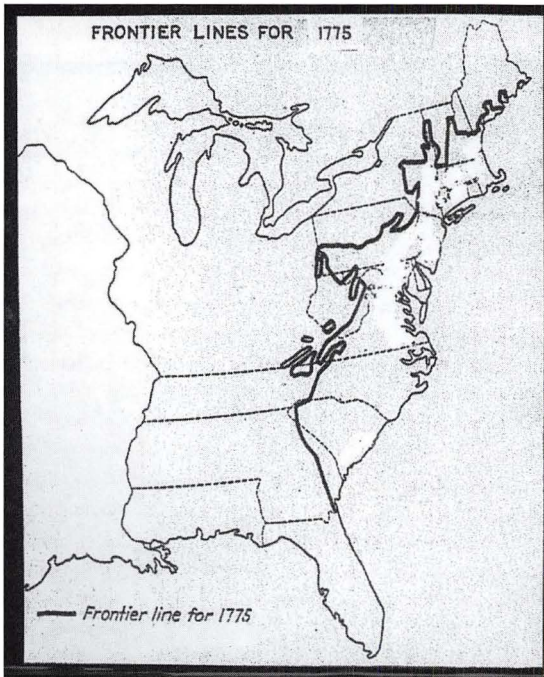


Figure 49B.

PARKER'S
Mail Stage,
From Whites town to Canajoharris.

THE Mail leaves Whites town every Monday and Thursday, at two o'clock P. M. and proceeds to Old Fort Schuyler the same evening; next morning starts at four o'clock, and arrives at Canajoharris in the evening; exchanges passengers with the Albany and Cooperstown stages, and the next day returns to Old Fort Schuyler.

Fare for passengers, Two Dollars; way passengers, Four Pence per mile; 24lb. baggage gratis; 150wt. rated the same as a passenger.

Seats may be had by applying at the Post-Office, Whites town, at the house of the subscriber, Old Fort Schuyler, or at Captain Roof's, Canajoharris.

JASON PARKER.
 August, 1795. 80

Figure 50. Ad for Parker's Mail Stage, August 1795.

into the 20th century. The Treaty of Fort Stanwix (now Rome, NY a private postoffice from 1784 to 4/1/1796) in 1784 affirmed that the land west of Lake Seneca was Indian Territory². To the eastward Utica, NY was known as Old Ft. Schuyler (postoffice erected by February 15, 1795) and civilian settlement began shortly after the end of the Revolution with Utica's first inn being erected in 1788. Further eastward settlements had already been made along the Mohawk—Canajoharie, Little Falls, Schenectady and Albany.

On the route west of Rome, the first white settlement around the Onondaga Castle salt works was in 1786 (now part of the suburbs of Syracuse, NY). Auburn was not settled until 1793, while Geneva was settled in 1787. The final outpost of civilization for many years was Canandaigua (settled 1789 on the remnants of the Indian village of the same name destroyed in 1779 by General John Sullivan).

The first stage service westward from Albany began in May 1793 but a competitor shortly shut it down and in the summer of 1794, Jason Parker, the private post-rider, between Canajoharie and Whitestown began to run a stage over his route and won a government mail contract. **Figure 50** shows his advertisement. Another private subscription post connected Whitestown and Canandaigua from 1789 until October 1, 1794 when a Federal postoffice was erected at Canandaigua. The British had held on to Ft. Niagara until 1796 and until the following year the government had no incentive to establish a postal route west of Canandaigua, but On October 10, 1797 a postoffice was established at Niagara and New York was fully traversed by a postal route.

An advertisement in the *Albany Register* of July 16, 1811 signed by Powell Parker, Baker & Co./ Parker & Powell/ Hosmers & Co./ and Landen & Co. shows that the mail stage from Albany west to Buffalo and Niagara Falls was a 'subscription stage.' It ran daily at 4 a.m. from Albany as far as Utica (fare \$5.50 per person) and left the famous Bagg's Hotel in Utica three times a week also at 4 a.m. and reached Geneva (\$5.00) and Canandaigua (\$4.75 per person) the following day. It left twice weekly from Canandaigua to reach Buffalo and charged not a flat fee but 6¢ a mile.

Two national manias helped improve the transportation situation. One was the drive to replace ferries with bridges, particularly in the northeast. It began with the Boston to Charleston Bridge in 1786, at the time the longest bridge in the world and continued with the result that wooden and stone bridges began to blossom in New England making the country there picturesque. Among the notable ones was the 970-foot long Trenton bridge and the 3,000-foot long West Boston Bridge.

The second mania was the building of turnpikes. These were gated toll roads. Even before McAdam went to England in 1783 and macadamized the English roads beginning in 1816, the Salem and Boston Turnpike, the Essex Turnpike and the Newburyport Turnpike were in operation. The first American turnpike was built from Alexandria, VA to the Shenandoah in 1785-1786. ³As the

² Petri, Pitt, 'The Postal History of Western New York' 1960

³ In New England the 'Father of the Turnpike' was the previously discussed Captain Levi Pease (1739-1824), because he obtained the first Massachusetts charter for a turnpike, which was erected from Boston to Worcester in 1808. Pease had marched in 1776 to help take Ticonderoga and who was later a despatch rider for General Thomas and then aide to

common stage wagons used to carry goods cut grooves in the macadamized roads, a number of turnpike companies passed free all wagons with wheels six inches broad or wider.

The 16-mile long turnpike west from Albany to Schenectady began in 1797, while the 68-mile extension one from Schenectady to Utica began in 1800; it had 12 portcullis gates at which tolls were collected. The major road going west was the 60-foot wide federally financed National Turnpike extending initially 130 miles from Cumberland, MD to Wheeling West VA with proposals to extend it to St. Louis. It reached Columbus, O in 1833 and Vandalia, IL in 1844. Proposed in 1797, provisions for construction began in 1806, construction began in 1811 and the first U.S. mail coach traveled over it to Wheeling in August 1818. The stage was owned by James Reeside (1789-1842), called the 'Land Admiral' because of his staging activities⁴. The predecessor to the stage on the National Turnpike was the packhorse system, which served as the earlier common goods carrier. Soon after the Revolution, 500 packhorses at a time could be seen winding their way west to Pittsburgh; a given packhorse operator might own up to 200 horses and they resented and fought the widening of the road and introduction of wagons and stagecoaches.

Handling Valuables in the Stagecoach Era

Large amounts of valuables were carried by the mail stages. Stages on the 'great mail' route frequently had pouches containing \$50,000 to \$100,000 in banknotes plus the substantial sums carried by passengers. Gorham Worth, a pioneer Cincinnati businessman, reported in 1851 that when he set out in the Pittsburgh mail stage in 1817 he had a large sum of money, too large indeed to be mentioned with prudence even now.⁵

Nevertheless thefts from the mail stages were relatively rare possibly due to the death penalty in the *Postal Act of 1792*, modified to 10-years in prison and 40 lashes in 1799. One robbery outside Havre de Grace, MD on March 12, 1818 netted over \$90,000 worth of negotiables. Two of the robbers were hung September 10, 1818 and the third got ten years.⁶ Nevertheless five months later the Philadelphia to New York stage was robbed of well over \$25,000, but a Philadelphia merchant successfully concealed \$33,000 being carried to a New York bank in the straw on the floor and another hid a large number of bills in the stage lining. All three robbers were caught within three weeks.⁷ **Figure 51** shows an example of the

the commissary general to purchase horses for the French army which he followed from Newport RI to Yorktown. He began building his stagecoach empire in 1783, helped the Post Office establish the one federally owned stage line, and retired in 1810 selling off his staging interests.

⁴ At the peak of his operations Reeside had over 400 employees and owned over 1,000 horses. He was the largest mail contractor in the U.S. and controlled most stage lines between Philadelphia and New York.

⁵ 'Recollections of Cincinnati' 1851 Albany, NY

⁶ *Niles Weekly Register* September 19, 1818 issue; *Pirate's Own Book* Philadelphia 1846; Alice Earle's *Stagecoach and Tavern Days* pages 384-388

⁷ *Ibid* April 17, 1819

Via Mail Coach
With
1 Demijohn of Brandy
Mr G W Sillett
Bourneville

Figure 51. Example of “Express Parcel” mail carried by mail stage to Bourneville, O with a demijohn of brandy.

Rev. Peter van Pelt Jr.
cor. 2d. & 7th. Sts. P. E. Chi.
Philadelphia

Figure 53. Private express mail from Green Bay, Wisconsin to Philadelphia. The letter is dated March 23, 1832 is just prior to the Act of June 15, 1832 setting up a post route.

The extreme haste I am in, compels me to abridge my
letter - I have but two hours to take an opportunity
of all my friends "in this world" - for at least, some
months -

During the winter, almost the only variety of amuse-
ment is hearing from my friends, by an express which
we shall establish via Detroit, to St. Louis, St. Paul,

Regt

MACKINAC ISLAND
MICHIGAN TERR
OCT 26, 1822

FREE

My

the

Whi

for

med
me,

2
2

LIBRARY
NOV 20

Julius C. Hubbell, Esq -

Postmaster -

Chazy -

(Clinton county -
New York)

H. Smith

J. C. Hubbell Esq -

Chazy

Postscript - Give your answer to - G. Henry Smith,
2nd Regt. Inf.,
Sault de St. Marie
via Detroit. Quick!

Figure 52. Letter from Mackinac Michigan dated October 26, 1822. At the top "Writing in extreme haste" and "expects to hear from friends by an express, which is to be established via Detroit." This letter was among the first to go out via military express.

‘express parcel’ mail carried by these mail stages. It was sent to Bourneville, O via mail coach with a demijohn of brandy.

In his 1946 *Steelways of New England*, Alvin Harlow commented upon stage thefts and the amounts of funds carried,

“Stage drivers at first carried things in their tall hats...Business presently grew too heavy even for a beaver hat. At times the drivers carried thick packages of paper money or bonds, merely thrust under the coach-seat, though some of them equipped themselves with bags or boxes. They were purely informal passengers, not legally licensed to carry and under no bond, but although there were 106 stage lines running out of Boston in 1832, and several times that number of drivers, this writer has in years of newspaper research found no recorded instance of a driver’s absconding. Every morning a wallet containing \$30,000 to \$40,000 in notes would be handed by a clerk from the Suffolk Bank in Boston to a stage driver for delivery to a Providence bank. He gave no receipt for it—yet it was always delivered, and so far as we can discover without a dollar missing.”

Three Famous Stage and Express Riders

Several of the National Road stage drivers became famous. One, Montgomery Demming, known as ‘Old Mount’ was a 400-pound 6-footer who first drove for the brief June Bug Line in 1836 and drove for various lines until 1851 when he retired to run the Eagle House in McKeesport, PA until his death in 1855. It was commonly commented that with him up front, it would balance all the baggage in the rear.

A contemporary was Redding Bunting 6 1/2 ft tall who was known for two famous express runs. The first was in 1838 when it was desired to get President Van Buren’s message quickly from the B&O RR station at Frederick City, MD to Wheeling. He made the 222-mile trip in 23 1/2 hours. Later, in 1848, Bunting picked up President Polk’s declaration of war on Mexico at the Cumberland, MD station at 2 a.m. and made the 131-mile run to Wheeling in 12-hours delivering it in Wheeling at 2 p.m.

Perhaps the most famous of the New England stage drivers was Ginery Twichell (1811-1883). At nineteen Twichell was a post rider; he then became a stage driver, stage owner (circa 1837), a noted express rider making the 60 mile express ride from Worcester MS to Hartford in 3 hours 20 minutes through deep snow on January 23, 1846, railroad superintendent of the Boston & Worcester R. R. by 1850, and the line’s president by 1861. He was a member of Congress as Alice Earle describes in her book when she saw him in 1867 driving his special coach that could carry up to 62 people⁸. He was later President of the Atchison, Topeka and Santa Fe RR in 1870, having successfully mastered the shift from stages to railroads.⁹ In addition to the two Bunting and the Twichell express rides just discussed there were a number of other news express rides. They began to be

⁸ Ibid, *Stagecoach and Tavern Days* pages 301-307 where she describes seeing him as a girl in 1867

⁹ Gleed, Charles S., *The Cosmopolitan* February 1893.

significant after the War of 1812 as business conditions improved and foreign contacts resumed.

A Reason for New Express Types

News expresses became a significant factor when the first transatlantic regular packet services began with the Black Ball Line in January 1818, followed by other packet lines. While to many newspaper readers it might be only gossip about Queen Caroline's divorce in 1820, but for businessmen there was more. Albion expresses it well,

"To many Americans, the news from abroad often meant something far more vital than the gratification of idle curiosity. A temporary suspension of the British corn laws (*as happened in 1818*), which would mean the chance to export flour or grain to England, or a rise of two-pence a pound in the price of cotton at Liverpool might mean fortunes to those who learned of it before the general public. This advance knowledge would, of course, make it possible to buy flour or cotton at normal prices before the news produced a boom. That was one of the advantages of packet ownership. The incoming liner bearing news of financial moment often sent a mate ashore on Long Island with instructions to carry such information to the owners privately. The packet, meanwhile, would dawdle along toward Sandy Hook to give ample time for profits to be made by the advance information. Even when the news was published, New York had a decided advantage over Philadelphia and its other rivals... During the cotton boom of 1825 and the panic of 1837, such advance news brought by the packets was of special economic significance."¹⁰

The Cotton Speculation Expresses

Jeremiah Thompson (12/9/1784-11/10/1835), one of three Yorkshire Quaker brothers whose family owned woolen mills came to New York in 1801 following his younger brother Francis who came to America in 1798; the two were among the founders of the Black Ball Line in 1818. Jeremiah operated on his own behalf as well by 1815, and together with his brother William who remained in England became the foremost cotton trader in the world by the early 1820s controlling over 150,000 bales. He was also the largest ship owner in America. He, brother William, and his partners in the Liverpool house of Cropper, Benson & Co. decided to corner the cotton market in 1824 to force up prices. A similar boom occurred in New Orleans when news of the corner reached there. Thompson sent a fast pilot boat with word to his New Orleans agents who included Vincent Nolte¹¹ to buy.

¹⁰ Albion, Robert Greehalgh. *The Rise of New York Port (1815-1860)*, page 53, 1930 Scribner.

¹¹ Vincent Nolte was born in Leghorn, Italy son of John Henry Nolte on 11/21/1779 and died 8/18/1856. He studied in Hamburg and first came to the U.S. to arrange a major transfer of Mexican silver, coming back to New Orleans in early 1812, where he served in the local militia during the War of 1812. He married in 1820, was involved in the 1824-5 cotton speculation, was insolvent in 1826 and left New Orleans permanently in 1829. He wrote *Fifty Years in Both Hemispheres* in 1853, translated into English the following year,

However a competitor there, John Russell, who happened to own coastal packets heard the news two days ahead and made heavy advance profits. According to one account one of the speculators paid a mail contractor \$300 to send their purchase order along 120 miles of the postal route and to hold back regular mails until their order got through¹².

By mid-April 1825 the Liverpool market began to crack when an unexpected supply of Brazilian cotton arrived. This news reached New York via the May Black Ball packet *Florida*. Prices dropped in New York but New Orleans was still ignorant of the change and Nolte was upriver paying top dollar for cotton. When news reached New Orleans the market fell and Nolte failed as a result, as did a number of others. Thompson weathered the storm richer than ever but went under three years later when Cropper, Benson refused to honor his drafts for heavy consignments of cotton in September 1827 and he became bankrupt in 1828. The overall economic impact of the speculations can be judged by the fact that cotton exports from Charleston and New Orleans (\$16-million in 1824), jumped by almost 50% to \$23-million in 1825.

The rise of private express services paid for by merchants such as Thompson to provide the latest market information, particularly as regards the New Orleans cotton market reached such a point in 1825 that Postmaster General McLean sought to institute a special 'express mail' between major commercial centers. On May 12, 1825 he solicited bids for a proposed express between Boston and Augusta, GA¹³ using a series of riders who would carry only a few letters (each under 1/2 - ounce) and newspaper slips and use relays of horses 12-15 miles apart to get a speed of 8-11-miles per hour; letters would be triple rated. It would not be a regular express but one initiated by local postmasters, perhaps only three times yearly, when they learned of a sudden, unanticipated market change.¹⁴

The mail time from New York and New Orleans was cut from sixteen days to seven. This presage of the express mails of 1836 was commented upon in a letter from I. S. Skinner to Richard Douglas of Baltimore dated May 25, 1825 cited in Rich's *History of the Post Office* page 101. Additional discussion of the proposal is found in John's *Spreading the News*¹⁵. However, I have never seen any philatelic cover evidence that McLean's idea was actually instituted.

First Day Cover of 1822 Michigan Military Express

Lt. Henry Smith of the 2nd U.S. Infantry writes from Mackinac, Mich. October 26, 1822 that he arrived last evening from Green Bay having been for many hours in a major lake storm and is embarking this evening in a bateau for Sault de Saint Marie, 90 miles away where his regiment is being attached for the winter. **See Figure 52.** He had been on an "arduous and unpleasant duty at Green Bay" since June where he learned French and the local Indian language. He would have liked

which was an important work for the depiction of New Orleans life during the War and 1820s. Subsequently he devoted himself to literature during the rest of his life.

¹² *Richmond Enquirer* May 6 and June 14, 1825.

¹³ Circular in Letter book D on page 441, Record Group 28 National Archives

¹⁴ The McLean Papers 'The Express Mail' (1827) Library of Congress

¹⁵ John, Richard R. 'Spreading the News' pages 83-86. 1995 Harvard University Press

to be based at Sacketts Harbor, N.Y. As he stated at the top of the last page he is writing in extreme haste and expects to hear from his friends by an express, which we shall establish via Detroit. This is the first letter to go out via the new military express. It apparently went all the way to Albany via military express in 25 days arriving November 20th to enter the postal system to go on to Chazy, N.Y.

The Chicago-Green Bay Express of 1832

Figure 53 is a **private express mail** item manuscript rated 25¢ posted at Green Bay, Wisconsin March 23, 1832 to Philadelphia. The text, which discusses deeds, notes,

“Mail by which this letter will be transmitted will close in the course of this day...**The express to Chicago travels slowly**, it is not probably this letter will reach the Committee much before a communication by the first vessel in Spring...**As the express will soon leave G. B.** I have little opportunity of thinking respecting the subject.”

Green Bay had been a post office since 1823 but without revenues reported for that year; covers are known as early as January 3, 1825, but this **land express letter is just prior** to the Act of June 15, 1832 setting up a post route.¹⁶ The Ewing report gives the following information about that post route,

“By the Act of the 15th day of June 1832, a mail route was established from Chicago to Green bay, in the Territory of Michigan; but in the proposals published by the department on the 24th of July following, this route is not included and no notice whatever was published by order of the department for proposals on that route. O.B. Brown, an officer in the department who made out the list of proposals being sworn, stated it as his belief that the omission happened in consequence of the law establishing the post routes not having been published at the time he made out the advertisement, and that he took it from a copy of the bill which afterwards underwent alterations. It appears that the law was approved on the 15th day of June, 1832; the advertisement was signed by the Postmaster General on the 24th of July following; and it further appears that this route was upon the bill as it was first introduced into the House, and was never struck out or underwent the slightest alteration during its progress.

John T. Temple, *then a clerk in the department*, made out a bid in the name of Asahel Savery, of Michigan, by which he offered to transport the mail on horseback on that route, once in two weeks, for \$3,000, or once a week for \$3,500 a year, which was accepted. There was afterwards a representation made by Asahel Savery, in the hand-writing of *John T. Temple*, stating that the bid was too low, and that he would suffer very heavy loss by the contract. The distance is two hundred and fifty miles. The fair value of the service does not exceed \$1,200 or \$1,500.

¹⁶ Page 10 of *Report by Ewing of June 9, 1834 23rd Congress 1st Session* inquiring into the condition of the Post Office.

The Postmaster General, upon this representation, made an additional allowance of \$1,000 a year, and the contract was accordingly executed by Savery, and assigned to Temple.

In this manner Dr. Temple, by means of his situation in the department, obtained a contract giving him \$4,500 for carrying the mail 250 miles on horseback weekly, for which service, it is believed, \$1,500 would be a very large compensation; much more indeed than the state of things would justify. The route is an unimportant one; the net amount of postage received upon it, after leaving Chicago to its termination at Green bay inclusive, falls short of the one-tenth part of the sum given to Temple on this contract, which aggregate sum equals, it is believed, the net proceeds of postages received in the whole Territory of Michigan.”

The Newspaper Expresses of 1833

Various newspapers and newsrooms had made a practice of tapping the international news via pilot boats or special yachts such as the 52-ton *Journal of Commerce* acquired from Baltimore in 1828 or the rival 100-ton *Courier & Enquirer* boat of 1832. Earlier in Boston, Topiloff’s Newsroom in the coffee house had arriving captains record information of commercial interest received from abroad in his logbooks, which were available at a price to the Boston papers.¹⁷

A newspaper express of significance was the New York *Journal of Commerce* express started by owners David Hale and Gerard Hallock, to cover the nullification proposals in South Carolina and President Jackson’s response¹⁸. The *Journal’s* express made about fifteen trips between January 14 and February 1, 1833. It had eight relays on the 90-mile route from Philadelphia and New York with its agents removing the Washington papers from the mails in Philadelphia and conveying them to New York one day in advance of the mails¹⁹. The other New York papers joined together and created a **second newspaper express**, which lasted for a week in January 1833. On January 31, 1833, the Post Office was forced to step in with an official **postal express**²⁰.

James Reeside, the postoffice contractor between New York and Philadelphia was instructed to have a horse relay in advance of his stages to transport newspaper exchanges and some letters. Both the New York and Philadelphia postoffices were told to,

“Always have your office open at night for the receiving of the express, and to keep it open for the immediate delivery of the exchange papers and the letters that may be received by it.”

¹⁷ Ibid Albion page 306; Pages 155 and 391 *List of American-Flag Merchant Vessels That Received Certificates of Enrollment or Registry at the Port of New York 1789—1867, Vol. I*, 1968 National Archives; Schoenfeld, Abe ‘Coffee House and Newsroom Mail’ 1942 *Stamp Specialist*

¹⁸ *Senate Doc. 83, 23d Cong., 2d session, page 290. 1835* Postmaster General William Barry’s reply to the Senate postoffice Committee of December 30, 1834.

¹⁹ Ibid page 300 David Hale’s testimony

²⁰ Ibid page 290 Barry’s reply

They were also told to notify editors that they could get their exchange papers and letters whatever the hour of their arrival.

Noting that the government still carried the mail south of Philadelphia on the Chesapeake and Delaware River steamboats, the *Journal of Commerce* shifted to using a horse relay express for the Washington to Philadelphia trip, picking up local newspapers from the south and carrying them to Philadelphia where they now entered the mails, still maintaining their one day news advantage. The editors of the *Courier and Enquirer*, the *Daily Advertiser*, *Mercantile Advertiser*, *Advocate and Journal*, *Standard* and the *Gazette* again complained to Postmaster General Barry,

“We call your attention to the subject, in the hope that the department over which you preside will immediately nip the plan in the bud, by putting on a similar express, which we presume need not last more than a week or two, and which would, effectively put a stop to such proceedings. Confident in the belief that you will consider the measure expedient, we shall refrain from doing anything until we receive your reply to this communication.”²¹

The action and reaction were as might be expected. Barry instructed the Philadelphia postmaster not to accept any mail from the *Journal's* express riders for transport to New York,

“To prevent the express of the department from being in any way auxiliary to the express established by the editors.”²²

The *Journal* countered by carrying the news and letters all 227-miles from Washington to New York using 24-horses in less than twenty hours, boasting,

“The editors of the *Journal of Commerce* have made arrangements to receive the Washington papers during the remainder of the session of Congress, *on the same day that they are printed*, being one day in advance of the Government express, and two days in advance of the mail.”²³

The *Journal of Commerce* ran its express ten times between February 12 and March 5, 1833, carrying the president's inaugural address on its last run. Papers as far south as the Norfolk Va. *Beacon* copied Washington news from the *Journal*, which they had gotten by steamboat from New York in advance of the mails directly from Washington. Hale boasted that it cost less than the government express to run probably because it only ran northbound whereas the government express ran both ways. When Congress reconvened the postoffice express was resumed.²⁴ In December 1835, the *Journal of Commerce* revived its express relays taking the *Courier and Enquirer* (which reported one month's outlay for them was \$7,500) into

²¹ Ibid page 297

²² Ibid page 293 O. B. Brown's letter to the Philadelphia Postmaster of February 9th (1833)

²³ Ibid page 197 citation of a *Journal of Commerce* notice dated February 7th

²⁴ Ibid pages 300-302 Hale's testimony. Contractor Reeside was paid \$3,150 in extra compensation to run a government express on the same route between Philadelphia and New York according to page 12 of the *Ewing Report* already cited.

partnership to cut costs and calling it the ‘Black Pony Express’ this time, and designating its purpose as,

“...to bring us a record of the proceedings of Congress, DAILY, THROUGH THE SESSION (Sunday excepted), and deliver it at our office in FIFTEEN TO EIGHTEEN HOURS after the earliest publication of the same intelligence in Washington.”²⁵

Other Post Office Expresses of the Period

Apparently related to the newspaper expresses is the Reeside **express mail contract between Philadelphia and Pittsburgh of 1832**. This express mail was authorized on May 5, 1833 at a rate of \$3,150 annual allowance to begin April 1, 1832²⁶.

The *Ewing Report* was particularly critical of these expresses stating,

“The monopoly set up by the establishment of these *additional* daily mails and *express* mails, is of the most pernicious tendency. They enable the large mail contractors to put down and ruin any man who shall attempt to compete with them in the transportation of passengers; and thus, for want of that wholesome competition which the natural course of things would otherwise create, are travelers delivered over to the mail contractors and their servants as a kind of property to be dealt with, and disposed of, for the time being, according to their good pleasure...

The express mails which have been above noticed by your committee, are as far as they can ascertain, nothing more nor less than another line of mail coaches—sent for no special purpose, or on any special emergency; probably applied for because it was found *profitable* to run a third line of coaches for the transportation of passengers, and granted because they were applied for...

It is also noted on the contract and stated in the report of March 3, 1834, (*Document 138* page 251) that the express mail from Baltimore to Lancaster (PA) is discontinued; but no mention is made in that report or elsewhere, as your committee can discover, that such express mail was ever established. The improvements for which this enormous sum of \$20,150 are allowed are not indicated in any report made to Congress.”

Several major consequences followed from the successful *Journal of Commerce* expresses of 1833–1835. The first was the *Post Office Act of July 21, 1836*, which established what philatelists know as the eastern express mail and incorporated into the act the provision of conveying slips from newspapers in lieu of exchange papers (a deliberate slap at the *Journal* to cut its circulation by substituting slips).

The second and so far as I can ascertain previously unnoticed consequence was the **beginning of newsrooms** such as Gilpin’s (1833), Hudson’s (December 1835), **See Figure 55**. Hales (1838), and Sun (1844) in New York, Northern

²⁵ *Journal of Commerce* December 8, 1835

²⁶ *Ibid Ewing Report* page 13

Liberties (1835) in Philadelphia, Topiloff's (1832) in Boston, and Van Benthuyzen's (January 1845) in Lansingburgh, NY and Brigg's in Boston (1838). See **Figure 54**.

Briggs News Room

This Boston letter was sent October 1, 1838 to go on the 4th return voyage of the *Great Western* to London departing October 4th, but missed that sailing at New York and went on the second return of the steamer *Royal William* leaving October 20th and arriving November 5th at Liverpool where it was rated as a double 3/2 to London. It is only the second cover I record with the 44x28mm dotted black oval FORWARDING OFFICE/BRIGG'S/NEWS ROOM/BOSTON. Both were struck with red incoming ship letters, this at Liverpool and the other, which did travel on an earlier *Great Western* trip with a Bristol one. As Topiloff's is not known with a handstamp, this is the only Boston newsroom with one. See **Figure 54**. In Philadelphia the best known was the Northern Liberties.

First Type Hudson's News Room Letter

Hudson's News Room and Foreign Ship Letter Office began in the fall of 1835 with this black 52x34mm strike of which this example datelined at Providence January 3, 1836 is the third earliest recorded example (others are 10/23, 12/25). It reports the great New York fire of December. See **Figure 55**. A rare marking, this was replaced by the more common 38x35mm black Hudson's News Room oval by January 26, 1836 and the same oval in red by November 24, 1836.

The office was located in the Tontine Coffee House at Wall and Water Street. James Hale's Foreign Letter Office bought out the Hudson News Room in turn, by October 3, 1838. The Hudson News Room markings have been combined or confused in both the Rowe *Postal History of the Forwarding Agents* book and the *American Stampless Cover Catalog*. Both combined either sizes or dates or both.

The addressee is the daughter of the U.S. Consul William Hunter at Rio De Janeiro. He was consul at Cowes, England from 1826-34 and again in 1838-40. During both periods he used both manuscript and handstamped forwarder markings. A reply to this letter was received according to the docketing via the *Eagle* arriving at New York July 1, 1836.

Mexican Government Texas Express

As a prelude to the Mexican War and the Texan Republic, in 1821 as part of the Florida Treaty ratification, the U.S. gave up claims to Texas, but in December of that year, Mexico granted Moses Austin the right to settle 300 families in Texas. His son Stephen Austin established an American colony at San Felipe de Austin on the Brazos River. By 1834 the Anglo-American population in Texas had grown to almost 20,000 whites and 2,000 slaves, outnumbering the Mexicans in Texas 4:1. Stephen Austin was able to control the swashbuckler emigrants such as Sam Houston, David Brunet and the Bowie brothers even after April 1834 when Santa Ana seized the government and proclaimed a unified constitution that abolished states rights under the seven laws of 1836. **Figure 56** represents a **Mexican government express** from this period. It went from Bexar, Texas July 19, 1835 to

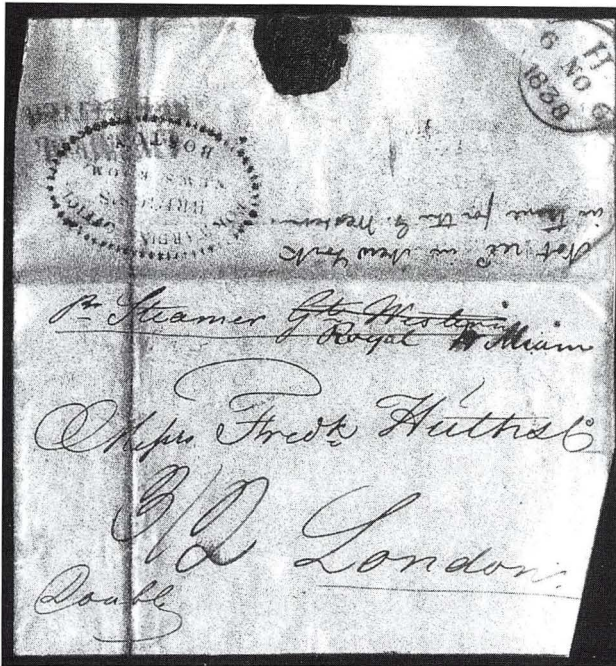


Figure 54. Boston's Brigg's News Room dated October 1, 1838. This is one of two recorded examples.

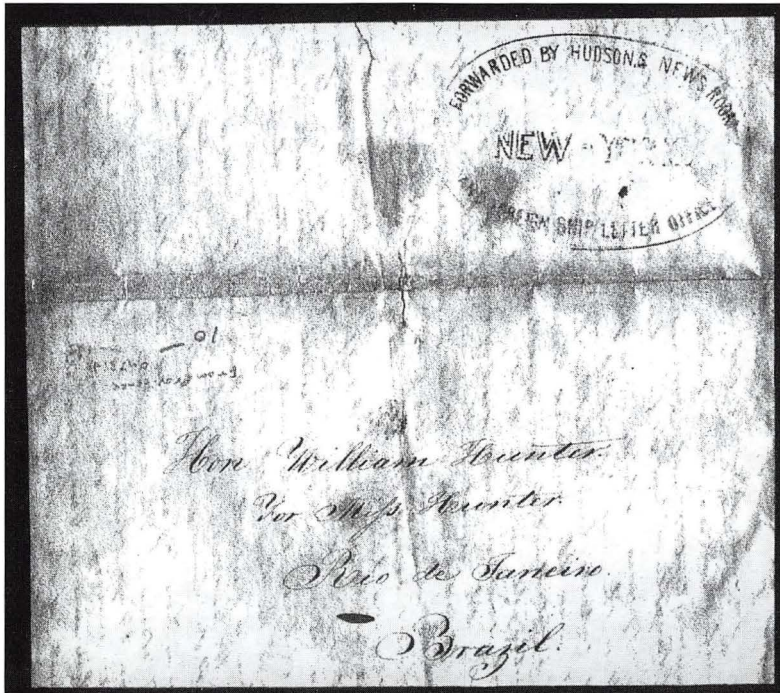


Figure 55. Hudson's News Room Letter dated January 3, 1836. The answer was sent by the *Eagle* to N.Y.C. July 1, 1836.

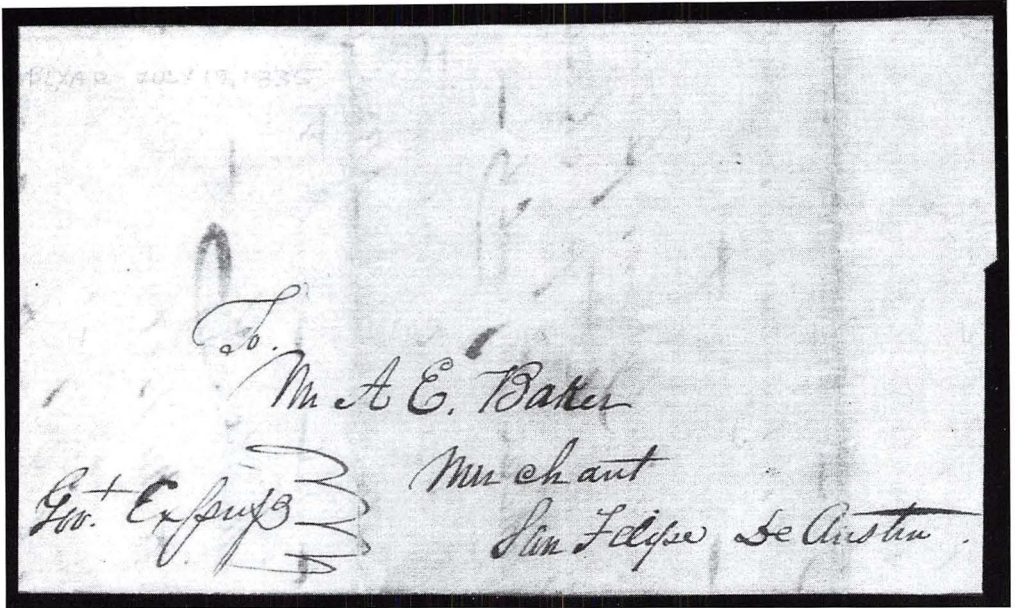


Figure 56. By Mexican government express from Bexar, Texas to San Felipe de Austin. The letter is dated July 19, 1835.

San Felipe de Austin and enclosed a document from General De C'os²⁷ that the merchant writer hoped would be the means of restoring peace and confidence so that he could sell his goods and leave. It didn't.

The American colonists met at San Felipe de Austin from October to November 1835 at which point under Austin's influence they rejected independence and recommended joining the Mexican liberals. However, a provisional government was already being formed under Henry Smith who wanted independence and hostilities began on October 2nd at Gonzales followed by Bowie's defeat of a Mexican force at Mission Conception on the 28th and the fall of Bexar on December 11th. Santa Ana retaliated by capturing the Alamo March 6, 183 and slaughtering its 183-man garrison and on the 20th capturing J. W. Fannin's 371-man force slaughtering all but 20. Sam Houston then took command and surprised Santa Ana at San Jacinto on April 21st defeating him and bringing the war to an end.

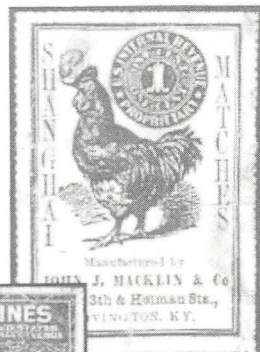
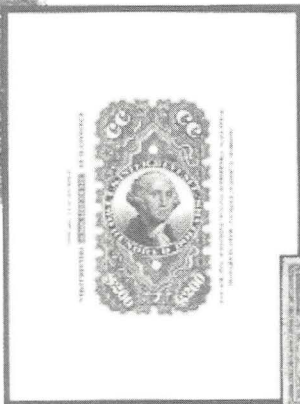
²⁷ This may well be the liberal Mexican anti-clerical general Comonfort.

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