

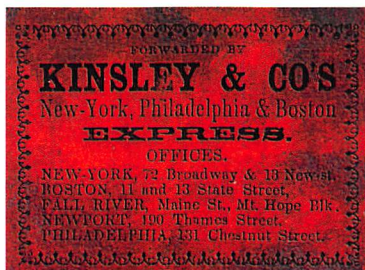
JULY 2010

WHOLE NUMBER 72

VOL. 18 NO. 3

THE PENNY POST

Official Journal Of The Carriers And Locals Society



Articles on these subjects appear in this issue of
The Penny Post.

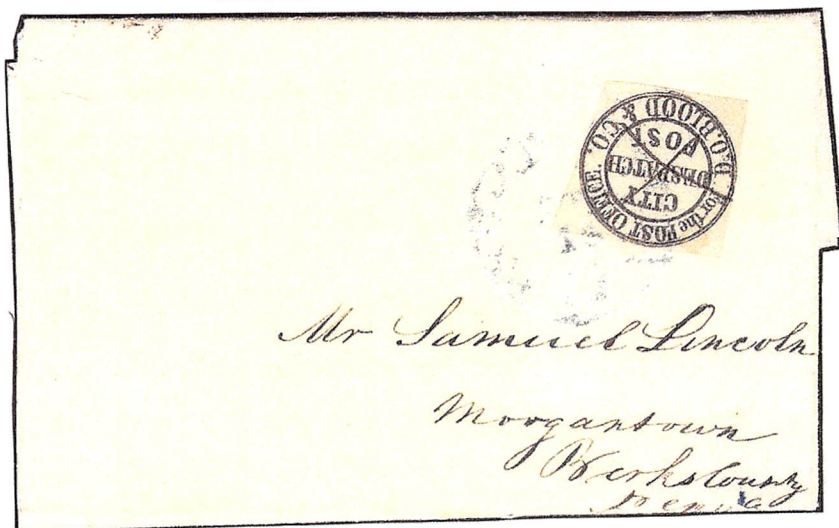
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KINSLEY & COMPANY EXPRESS
AMERICAN LETTER MAIL COMPANY – PART V
BROWN & MCGILL'S U.S.P.O. DESPATCH
GAUTHIER FRERES – SIMPLIFIED IDENTIFICATION
AND MORE

Byron J. Sandfield
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THE PENNY POST

VOL. 18 NO. 3

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Editor's Message

By
Larry Lyons

Collecting

I want to share with you some words from two of my friends and colleagues in the philatelic world. I appreciate these people enormously on a personal level and I felt compelled to share their eloquence with you in my Message. Both of these are excerpts from their writings:

My whole life has been involved with stamps. Like you, I love stamps and our hobby.

Things are kind of topsy-turvy right now with the economy and other big issues of the day. I know they can weight me down if I let them. While I trust better days are coming—now, as always—stamp collecting gives me relief from my everyday concerns. Even an hour spent with my stamps provides me with a big dose of relaxation and simple joy. I call it my “mini-vacation.”

When I look at my stamps, they transport me to other places and other times. So much history has taken place since the first stamp was issued almost 170 years ago. Wars were fought to keep us free, countries created, inventions making our lives easier, science revealing the world around us, the wonders of the universe discovered, art and literature enriching our lives, and stamps, like tiny mirrors, reflecting and chronicling it all.

I even feel like I'm preserving all this history with my stamps!

So when you need a break, and want to do something your way, get your stamps out, and take your own mini-vacation. Remember that with your stamps, you are in control. Only you and you alone decide what you're going to collect, how that collection is going to be laid out and organized, when and where you're going to relax with it. Isn't it great?

Get that feeling of accomplishment and pride when you realize your collection is preserving history for future generations. Feel the challenge, the stimulation and the pure enjoyment.

You don't have to buy more stamps to enjoy the stamps in your collection, to get value from them, and to escape with them. You just have to pull them out and relax.

Look, discover, and enjoy.

—Don Sundman, owner of Mystic Stamps.

This is a portion of an email message sent to his clients.

A hobby can help you weather the emotional rollercoaster of a recession.

When my children were young, they would play a game (unknown to me) during our dinner table discussions. They would keep track of the number of open ended questions I would ask them during dinner. One

night when the number of questions asked reached 25 they let me in on the game. This leads me to my experience at Home Depot this past weekend.

I was wandering about the store looking for white duct tape. The store manager came to my aid. While walking around the store with him I continued in my usual questioning manner by asking a simple question: "How's business?" His response: "very mixed." I then asked: "What's selling?" He responded that paint is their best seller. I took that as a very positive sign. Painting is a very calming experience that provides instant gratification once the project is finished. Usually you don't have to invest a lot of money to brighten up your environment. What a great way to ride out a recession.

The same can be said for the hobby of philately. During tough times you may cut back on the amount of money you spend on your collection. However, you can still enjoy your hobby by remounting or just studying the material already in your collection. Like painting, stamp collecting is a very calming experience.

—Jim Lee. This appeared in James E. Lee's *Philately*,
Whole No. 53.19, Winter 2009.

So my message to you is to relax and get away from it all by looking, examining, researching, exhibiting, sharing and talking with fellow stamp collectors and Society members. Forget the world and enjoy your stamps and covers.

Expertization Certification

It is a good time to review the stamps and covers in your collection and submit valuable items to the Philatelic Foundation for certification of genuineness. The PF will also tell you if the handstamps and cancellations are genuine. The PF certificate is a valuable asset when it comes time to sell your stamps and covers. Presently the turnaround time is about 30 days, so you will be getting a quick response. I have had several different collections through the years and I can assure you in my opinion, it is wise to get stamps and covers certified. My personal rule was to certify anything with a value of \$200.00 or more. The fee is 5% of catalogue value with a minimum fee of \$27.00 and a maximum fee of \$650.00. The minimum fee for a cover is \$40.00. You should review your collection often for items to submit. I have seen catalogue values go from \$50.00 to \$1,500.00 in under a decade so something you may have gotten for a bargain could now use a certificate based on present value. The Philatelic Foundation is a not-for-profit organization which is committed to philatelic education. It is an organization worth supporting and using their expertizing services is a means of support. I am presently the Executive Director of the PF. You can email or write to me for applications for submissions or you can visit the PF website at www.philatelicfoundation.org.

In This Issue

We have seven research articles for you in this issue of *The Penny Post* on a variety of subjects. John Bowman continues to provide us with his research and study of the American Letter Mail Company. This issue contains Part V of his series with a focus on Baltimore and "An Important Historic Note Concerning the Struggle

of Free Enterprise Against the Government.” We thank John for providing us with this fine and thought-provoking article on this Independent Mail Company.

We have for you an article on Kinsley & Company’s Express by Bill Sammis, our Express Section Editor. His internet research led him to conclude the proprietor of this company was James Morrell, Jr. In his always entertaining style, Bill points out this is “A story with a Morrell.” As usual Bill shows his incredible knowledge of Eastern Express mail and his fascinating search for truth and justice in the American way.

Clifford Alexander, our Forgeries editor, continues his series of articles on “Simplified Identification Tips.” Today’s subject is Gauthier Freres & Co. This is a subject which requires close scrutiny to tell the seven bogus types from each other. Special thanks to Cliff for doing and presenting this research.

John Bowman and Cliff Alexander have teamed up to provide us with a research article on “Souter & Co. City Letter Dispatch.” In this article they explain how they believe “Souter” evolved. They provide us with numerous pictures and an extensive early list of catalogue references which they scrutinized. Much thanks to my two friends for their work to produce this article.

I continue my research and census investigations to bring you articles on the 15L7 D.O. Blood & Company adhesive, the 34LU6 and 7 California Penny Post stationary and the Brown & McGill’s Carrier Service in Louisville, Kentucky.

Annual Meeting

The Carriers and Locals Society will hold its Annual Meeting at Stampshow in Richmond which is being held August 12-15th. Many of us will be there. It promises to be a great time. We will join with the U.S. Classics Society for dinner on Friday and most of us will attend the Awards Dinner on Saturday. Hope to see you there. This issue will be at press before the show. We will update you on our meeting in the next issue of *The Penny Post*.

Campaign

We are on a campaign to add a significant number of members to our Society. If you have a friend who you would like to share our journal with please buy them a subscription. A hearty welcome to this month’s eight new members. Special thanks to Jim Lee for including our application form in his client mailing.

John Bowman

At StampShow in Richmond John Bowman stepped down as President of our Society. John became President at the same time I became the Editor in 2000. We have served and worked together for over ten years. Over that time we have maintained a close friendship which is not ending with him no longer being President of our Society. We have probably generated 3,000 emails between us. We have attended countless philatelic events together, always sitting together This too shall continue.

John has been a very active author, helping to provide you, the reader, with the products of his research. He will now have more time to do research. He has been one of my proofreading editors and he cantankerously asks for more proof and

more research on articles I write. He learned that from Cal Hahn who was a mentor to us both.

John has actively been our leader in getting updates and corrections to the *Scott Specialized Catalogue*. He organized and ran our meetings and scheduled our speakers for philatelic events. He did all of those things for over a decade and I want to thank him for it from all of us.

Clifford Alexander

At Stampshow in Richmond, Cliff Alexander became our new Society President. John Bowman had been “grooming” him for a number of years to be his replacement. Over the last several years Cliff had been a part of the “inner group” who share information and provide assistance to one another. He has been a very active author and has served as our Forgeries Section Editor since June 2008. He has joined John Bowman and I at events and the three of us have been inseparable. I can only think of the time the three of us spent together in Bellefonte at the Symposium as “mystical.” Cliff and I were both presenters of “papers” at that event. Recently we have conferred together on Carrier & Local Society matters. I’m sure that Cliff will bring new energy into our Society and lead us well as we go forward. I wish him all the best and I’m very pleased he is my friend.

Mission Statement

The purpose of *The Penny Post* is to present original research articles in the fields of United States Carriers, Local Posts and Eastern Expresses. Forgeries in these areas are also researched. Any article in these fields can be submitted to me for publication (email: lyonsentrp@aol.com). These articles are reviewed and assistance is provided by the Editor’s section heads who comprise the editorial board. *The Penny Post* continues to be at the top of society publications.

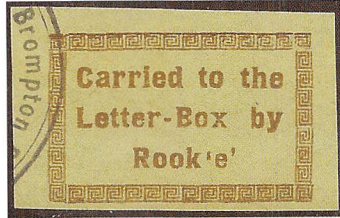
I hope you enjoy this issue of *The Penny Post* and Happy Collecting. Take that mini-vacation and visit your collection and enjoy its calming effect.

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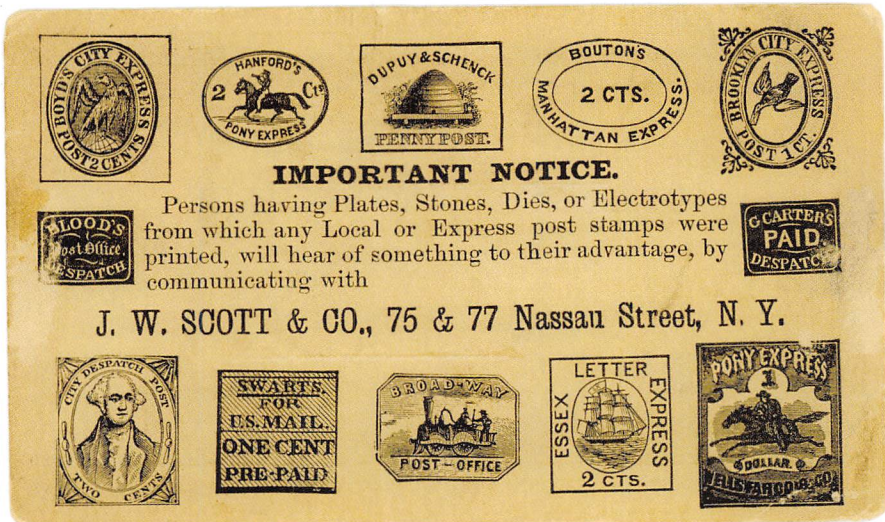
Here is something that is not in any of the literature. What is it?

From John Bowman



This has not appeared in any of the literature. What is it? Does anyone have one?

Received from Gordon Stimmell



This is a post card sent by John Walter Scott advertising he is buying plates, stones, dies of electrotypes of locals and express post stamps. All of the pictured stamps are Scott forgeries.

From Larry Lyons

Kinsley & Company's Express A Story with a Morrell

By

William W. Sammis

To paraphrase Abraham Lincoln, philatelists will little note nor long remember what I write here. The postal history content of this article is not earth shattering (though I hope still entertaining). It is however my intent to emphasize the research tools available on the Internet.



Figure 1.

Figure 1 shows a cover containing cash (commonly called a money package) that was carried by Kinsley & Company's Express to New York City in 1858¹. Because of the contents Kinsley & Company could carry such "letters" for a fee and not be in violation of the Post Office Department's letter-matter monopoly. The embossed cameo cornercard is both eye-catching and rare. I have seen three examples, this being a sub variety with a smaller shield.²

¹ In 1846 Rufus B. Kinsley established his Boston-Fall River (Massachusetts)-Newport (Rhode Island) Express was working as an expressman at 1 Wall Street, New York City, the same address as James F. Gay's Express. In 1848, after establishing a Philadelphia office under the name of Kinsley & Company's Express, a merger created Gay, Kinsley & Company's Express. Major offices were located at Philadelphia, New York City, Boston, Fall River, Newport and Providence. In January of 1849 the company was renamed Kinsley & Company when Rufus Kinsley bought out partner James Gay.

² Cornercard express envelopes were also used to alert customers that freight in their name was being held and for bills of lading directly accompanying a shipment, as well as for other company business sent either outside the mails or entering the federal system.

Being a generous soul (cough) I offered this cover to a society member who specializes in Philadelphia locals and expresses. In that my largess came with a price tag attached, Vern...I mean the unnamed member... understandably wanted confirmation that the cover had originated at Philadelphia. In that this cornercard envelope was intended for use at Kinsley's Philadelphia office we were reasonably certain that this was case. Nevertheless I went looking for confirmation and turned to the wax seal, found on the cover-back, for clues.

For security purposes money package envelope flaps were usually sealed with melted wax that was impressed while still hot, with a devise leaving a legible and identifiable imprint. Commonly the accepting express company would impress the seal with a devise that identified both the express company and also the office location. **Figure 2** shows a seal that reads "Adams Express Co. Richmond, VA." It is found on a Civil War era money package that traveled from Richmond, Virginia to North Jay, Maine in 1865 (**Figure 3**).



Figure 2.

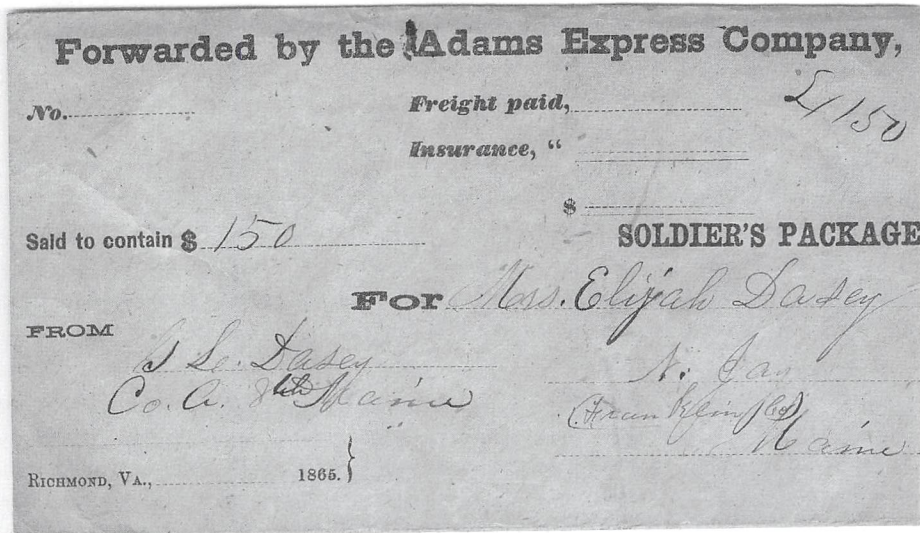


Figure 3.

The seal shown in **Figure 4** reads "FOR PUBLIC USE TOMBSTONE, A.T." and requires some explanation. The accepting express company would often

supply sealing wax and a devise to customers “For Public Use”. This was not just a courtesy. In allowing customers to seal their own money packages the accepting express company was intentionally not verifying the contents. This limited the express company’s liability and the contents (cash amounts) were not guaranteed. Transportation rates, that could include insurance, were modified accordingly.



Figure 4.



Figure 5.

Figure 5 shows a seal that employs a variation of this same procedure. The impression reads “EASTERN EXPRESS CO. PUBLIC.” It is on the back of a money package that was carried from Biddeford, Maine to North Waterford, Maine on March 5, 1869 (**Figure 6**).

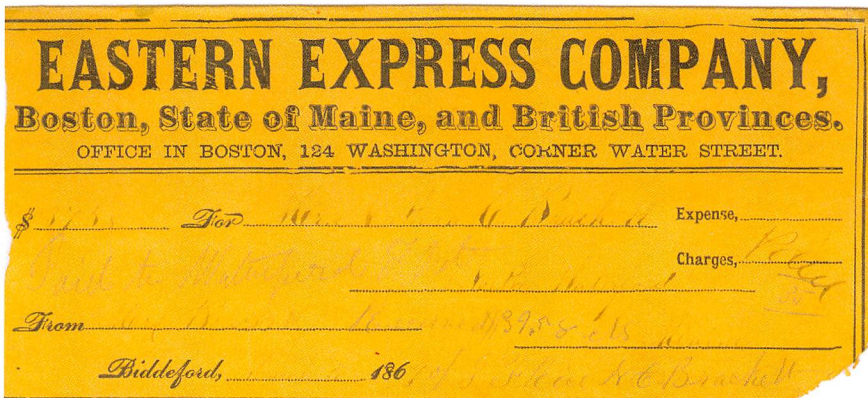


Figure 6.

The **Figure 7** cover further illustrates this point. Cheney, Fiske & Company’s United States & Canada Express at North Lawrence, N.Y. accepted this conjunctive money package and although the Potsdam, N.Y. destination was only twenty miles away it was handed off to the American Express Company for delivery.

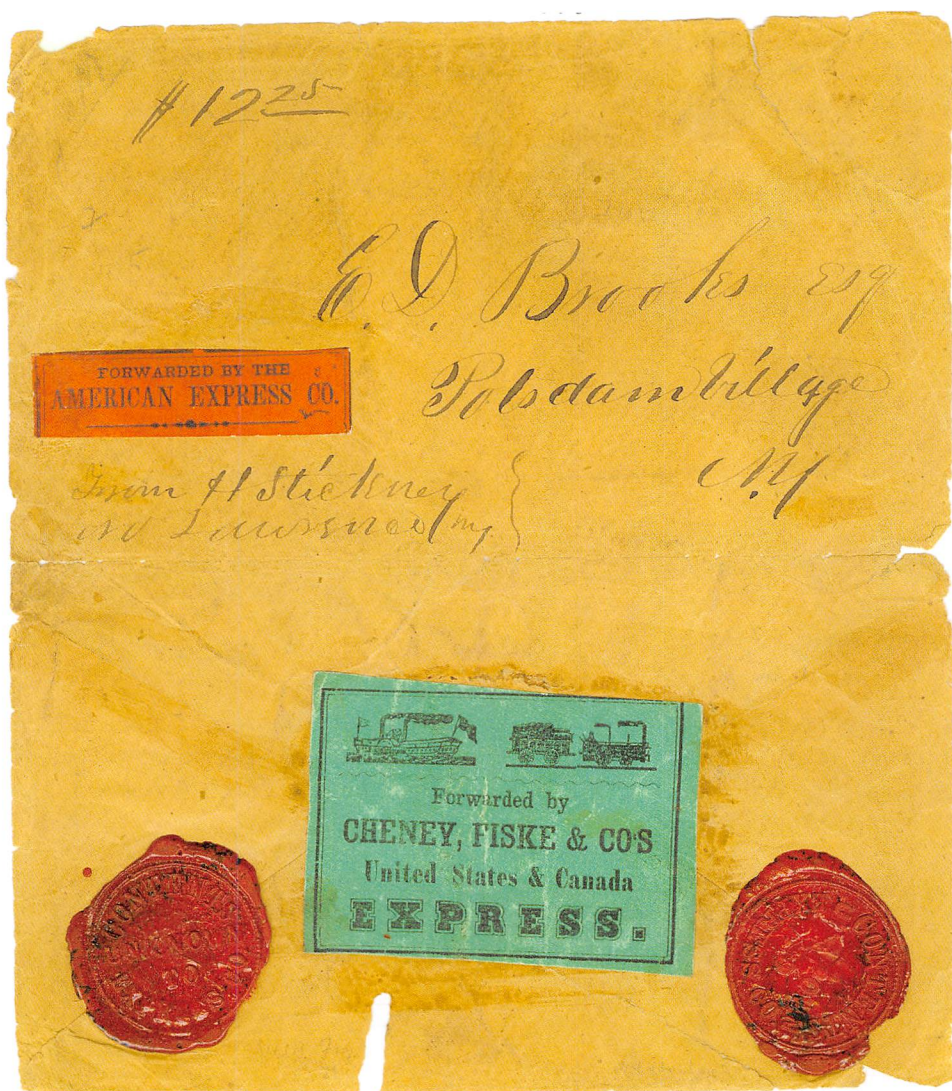


Figure 7.

The wax seal reads "CONTENTS UNKNOWN TO EXPRESS CO." meaning that the \$12.25 claimed to have been enclosed by the sender was not verified or guaranteed by the express company.

Customers were also known to seal money packages using their own imprint devices prior to receiving service from the express company. **Figure 8** shows a money package that was likely prepared in advance by a client and presented already sealed at the Portland, Maine office of the Canadian Express Company. The envelope cornercard and seal impression ("SWAN & BARRETT BANKERS & BROKERS PORTLAND") are from the same company. The railway coupons traveled from Portland to Canton, Maine circa 1880. (I have encountered other seals that were impressed with a signet ring, reproducing the customer's initials or Masonic emblems.)

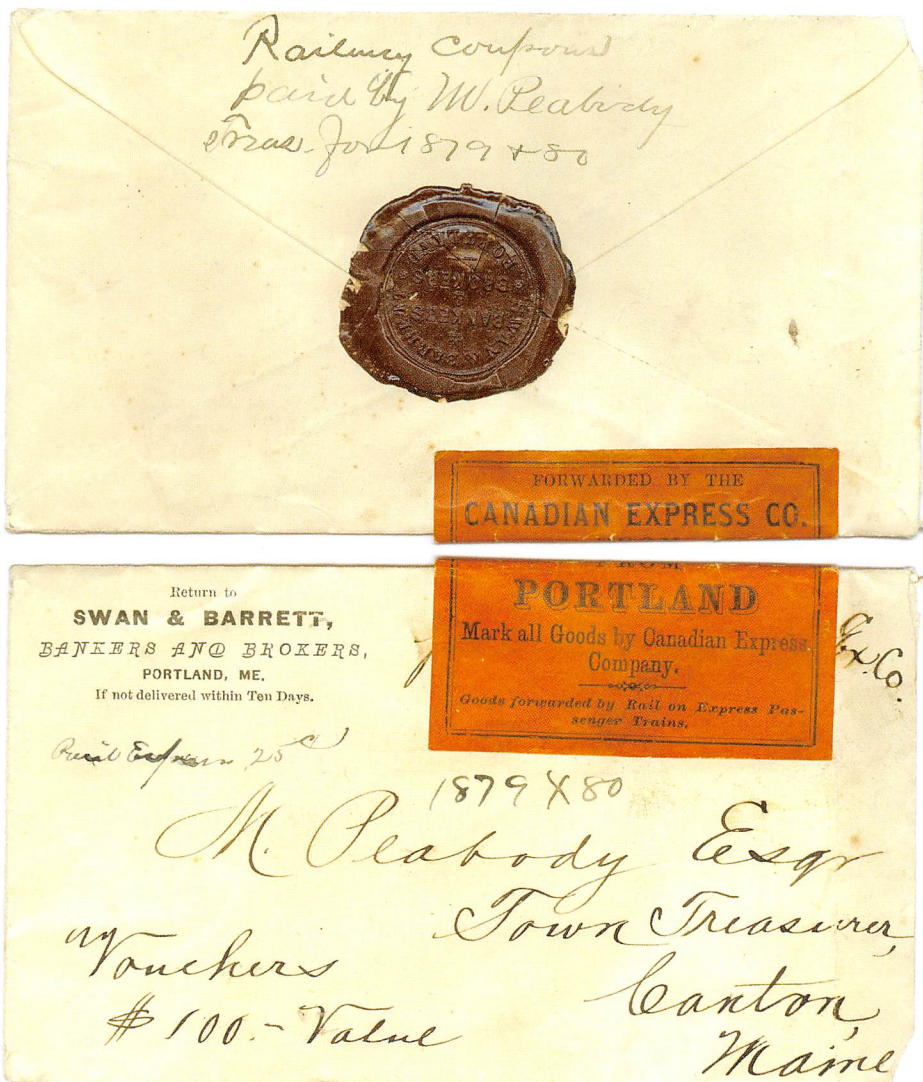


Figure 8.

As a further security precaution express companies also commonly included a number in the devise being used. Presumably a record backed up this number, listing the clerk to whom the devise had been assigned. **Figure 9's** seal reads "THE ADAMS EXPRESS CO. NASHVILLE, TENN. 45." This Soldier's Package contained \$380.00 dollars and traveled from Nashville to Elkhorn, Wisconsin on July 23, 1864 (**Figure 10**).



Figure 9.

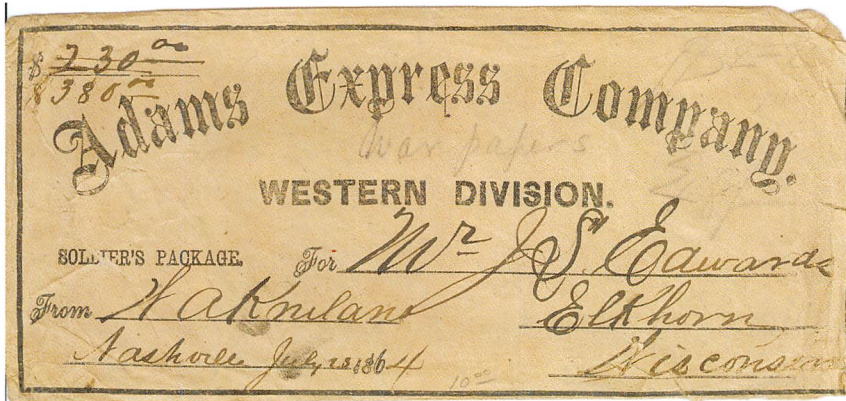


Figure 10.



Figure 11.

This same security measure was utilized by supplying company clerks with devices that recorded the employee's name when used. **Figure 11.**'s seal reads "ADAMS EXPRESS CO. WASHINGTON, D.C./B.G. WILSON MONEY CLERK." and is found on the back of an Adams Express Company money package that traveled from Washington, D.C. to North Waterford, Maine on March 31, 1864 (**Figure 12**).

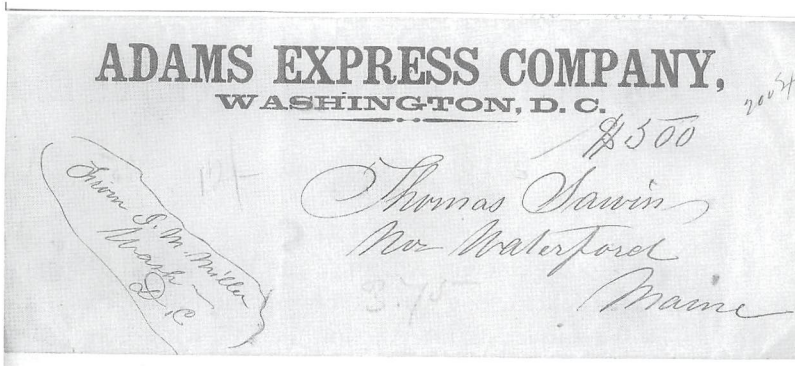


Figure 12.

This leads us back to the Kinsley & Company’s Express money package. The impression on the seal (**Figure 13**) reads simply “MORRELL”.



Figure 13.

Was this seal affixed by a client or an employee of Kinsley & Company and was the origin Philadelphia? For an answer I turned to the Internet and the resources of footnote.com³ and their copies of Philadelphia city directories.

In 1854 James Morrell, Jr. was working as a clerk in Philadelphia. In 1855 he is listed as an express agent working at 139 Chestnut Street. (We’re getting warmer.) In 1856 Kinsley & Company was located at 131 Chestnut Street. In 1857 James Morrell, Jr. was working for Kinsley & Company at 131 Chestnut Street. (Bingo!) Morrell continued as Kinsley’s agent in 1858 as well as in 1859 and 1860 at the company’s new Philadelphia address of 341 Chestnut Street. In 1861 he was an express agent working at 4th and Chestnut Streets (presumably for Kinsley). In 1862 he was Kinsley’s agent at N.E. 4th and Chestnut Streets and in 1863-1868 Morrell was their superintendent at 341 Chestnut Street. Finally, in 1869, Morrell is listed as a clerk working at S. 11th Street (no longer working for Kinsley)⁴.

As always I invite correspondence at: cds13@cornell.edu.

³ Footnote.com can be subscribed to and offers access to a significant holding of city directories and other resource materials, searchable by key word.

⁴ Kinsley had offices at Philadelphia and Boston. Checking the 1869 City Directories for these two cities reveals no listing for Kinsley. From July 1, 1854 Kinsley & Company had been part of the parent company, Adams Express. It may have been about this time (1869) that the name of “Kinsley & Company” was no longer used by Adams. I record a receipt issued by Kinsley & Company dated May 28, 1868.

Souter & Co. City Letter Dispatch

Did The Company Or Its Stamp Ever Exist?

By
Clifford J. Alexander
John D. Bowman

The Carriers & Locals Society Auctions, run by Auction Manager Alan E. Cohen, always offers many interesting stamps, covers and related materials. One of the authors noticed in the July 17, 2008 Auction the following item: “Lot 132 ... Souter & Co. City Letter Dispatch 1¢ multicolored artist’s creation. Unlisted in Lyons.” He was intrigued and bought it. **(Figure 1)** That purchase was the beginning of a search for the Souter & Co. local post.

The Souter & Co. fantasy offered in the Society’s auction obviously is hand drawn in black ink and also hand colored, possibly by water color. It is 27.5 mm wide and 21 mm tall. There are three frame lines, with the center line thicker than the inner and outer. The drawing is on thin buff-colored paper. The word “CITY” is in capital letters and colored red over a horizontal yellow ribbon. And, the denomination “1 cent.” is in blue-colored lower case letters.

Souter & Co. City Letter Dispatch was listed in a number of the early philatelic catalogs published during the 1860s. Calvert Hahn once noted that “the early catalog listings are strong evidence for the existence of a half dozen genuine locals now branded as bogus.”¹ And Hahn argued in that article Souter & Co. was one of those likely to have existed. However, the authors question not only whether Souter & Co. existed, but also whether a Souter & Co. bogus stamp was produced during the 1860s.

Hahn believed that the term “bogus post” in many cases is a misnomer. In two articles, Hahn explained that a number of the so-called bogus posts were in fact real companies operating a local post or express business under the names found on stamps. One of these articles was the sixth installment of “The Incunabula of Philatelic Literature on Locals and Carriers,” in which he argued for the existence of Hanley’s City Express Post as well as Souter & Co.² In a later 1998 article in *The Chronicle*, Hahn presented evidence – in some cases very persuasive -- that Baldwin’s, Bancroft’s City Express, Winslow & Co., Ker, International Express, Hourly Express, Page & Keyes, Turner, Utah Mormon and Murr’s Express were real companies that operated local post or express businesses, and he speculated that some of them may have issued adhesives.³

In Incunabula-Part VI, Hahn stated that the Souter & Co. stamp “is illustrated in the Moens’ 1862 second edition supplement as well as in his 1864

¹ Calvert M. Hahn, “The Incunabula of Philatelic Literature on Locals and Carriers – Part VI, *Collectors Club Philatelist*, (March-April 1994) (referred to as “Incunabula—Part VII”), at p. 97.

² Incunabula—Part VI, at p. 96.

³ Calvert M. Hahn, “Are There Really Bogus Posts,” *The Chronicle*, Vol. 50, No. 4 (November 1998, at pp. 257-261.

illustrated catalog.” Hahn described the stamp as depicting “a dove carrying a letter, somewhat like the Brooklyn City Post...”

Unfortunately, neither statement is accurate. The Moens 1862 Second Supplement and 1864 catalog do list a Souter & Co. “1 cent lilas” stamp. However, there is no illustration of it. Both Moens publications also list the Squire & Co. City Letter Dispatch, a genuine post whose stamp in fact depicts a dove carrying a letter.⁴ (Figure 2) And the authors believe that Hahn misread the name in the illustration and mistakenly thought that the Squire & Co. stamp was for “Souter & Co. City Letter Dispatch.”

In his Incunabula – Part VI article, Hahn also stated that “Both Perry and Sloane discussed this local in their books.” But the authors have found no reference to Souter & Co. in either Perry’s or Sloane’s books.

Souter & Co. in Catalogs and Price Lists

Table 1 identifies the philatelic catalogs and price lists published from 1861-1865. It indicates whether Souter & Co. was included and, if so, how its stamps were described.

Table I
Early Catalogue References To Souter & Co. City Letter Express

<u>Catalogue (Year)</u>	<u>Reference</u>
Berger-Vevrault (Sept. 1861)	No listing
Frederick Booty (1862)	No listing.
Berger-Levault (June 1862)	“1¢”
Kline 1 st Ed. (Dec. 1862)	No listing.
Moens (Dec. 1862)	“1 cent lilas”
Mount Brown (May 1862)	“1 cent.”
Kline 2 nd Ed. (Nov. 1863)	“1 cent”
Oppen (Jan. 1863)	“Oblong, erect.” “Coloured ink, 1c.”
Kline Price List (Early 1864)	No listing
Moens (1864)	“1 cent lilas”
Moens Viner Trans (1864)	1 cent lilac
Ballieu (1865)	No listing.
Kline 3d Ed. (1865)	“Black imp. 1 cent, 2 cents”
Maury (1865)	No listing.
Gray (1866)	“Black impression.
	1 cent, 2 cents.”
Lesley (1868)	“1 cent lilas”
	2 cent rouge.”

⁴ J.B. Moens, *Les Timbres-poste illustres continent la nomenclature generale de tous les timbre-poste et la reproduction de toces lis timbres types emis jurqu’ a ce jous, dous list divers pays de l’univers* (1840-1864) (1864).

Souter & Co. was not in the September 1861 Berger-Vevroult catalog or the catalogs issued by Frederick Booty and Kline in 1862. However, a 1 cent Souter & Co. stamp was listed by Mount-Brown in their catalog published in May 1862, in Berger Lervault's June 1862 catalog, and in the Moens' Second Supplement that was also published in 1862.

Only the 1 cent lilac on white paper was listed in catalogs until Kline's 3d Edition in 1865 included two Souter & Co. stamps, "Black imp., 1 cent, 2 cents." Gray's 1866 catalog repeated Kline's listing of both a 1 cent and 2 cents stamp. In 1868, Lesley's catalog listed a "1 cent lilas." But in 1868, Maury listed two Souter & Co. stamps, "1 cent lilas, 2 cent rouge."

In addition to catalogs, early dealer price lists are another important source of information for carriers and locals research. Herbert Trenchard wrote an exceptional seminal research article that illustrated and discussed price lists issued by the principal dealers in, and counterfeiter of, carrier and local stamps from 1862 to 1866.⁵ Trenchard reported that "The first dealer price lists appeared in 1862."⁶ None of the price lists discussed in Trenchard's article included Souter & Co. The only listing of Souter & Co. was by Arthur Maury in the 3rd edition of his priced catalog that was not issued until 1868. Maury's priced catalog had the following listing:

Souter et Co (colombe)

	noufs	
237.	1 cent lilas	10
238.	2 cent rouge	10

It is also interesting that Charles Coster, a respected early student and collector of U.S. locals posts, not only failed to list Souter & Co. in his treatise, he neglected to even mention the name. Coster wrote the first comprehensive treatise on U.S. carriers and locals. This work first appeared during 1874-1875 in a series of articles on U.S. carriers and local posts that appeared in J. Walter Scott's philatelic journal, *The American Journal of Philately*.⁷ The articles formed the basis for a book by Coster that was published by Scott in 1877. In the 1877 book, Coster stated that "I desire to mention a few labels which I have purposely excluded from the chapters that follow, for want of sufficient proof as to their character."⁸ Souter was

⁵ See Herbert A. Trenchard, "Deceit and Dispersal." Part I was in *The Penny Post*, Vol. 6, No. 3 (July, 1996), at pp. 22-34. Part II was in *The Penny Post*, Vol. 6, No. 4 (October 1996), at pp. 4-21.

⁶ Herbert A. Trenchard, "Deceit and Dispersal," *The Penny Post*, Vol. 6, No. 4 (October 1996), at pp. 18-19.

⁷ Charles H. Coster, "The United States Locals and Their History," *The American Journal of Philately* (1874-75).

⁸ Charles H. Coster, *The United States Locals and Their History* (1877) at p. 9. Two years later Scott reprinted Coster's book as an Appendix to his, *Revised List of the Postage Stamps and Stamped Envelopes of All Nations*, New York (1879).

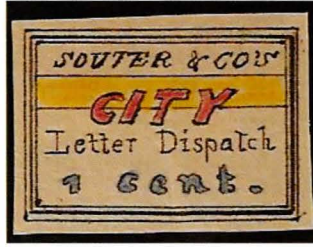


Figure 1. An artist's creation of a Souter & Co. City Letter Dispatch stamp. Carrier & Locals Society Auction, July 17, 2008, Lot 132.

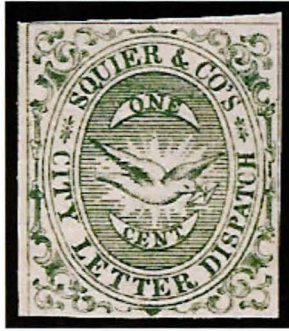


Figure 2. The genuine Squier & Co. City Letter Dispatch adhesive.

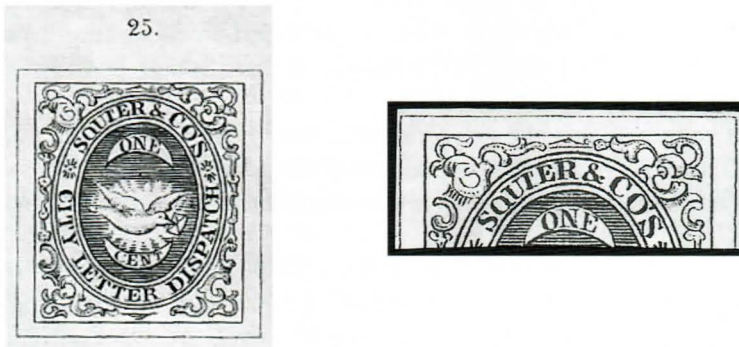


Figure 3. The Moen's catalogue cut number 25 for the Squier & Co. City Letter Dispatch adhesive. The blow-up at the right shows a defect in the right serif of the "I" of "Squier" making it look like a "T".

not listed as a genuine post in the articles or the book, and it was not among the names characterized as “dubious labels.”

The authors believe that omission of any mention by Coster was significant. At least seven catalogs or price lists published prior to 1877 included Souter & Co. as a local post. Yet Coster did not even include it among the local posts that he considered bogus. Our conclusion is that Coster probably determined that Souter & Co. should be ignored because it was neither a local post nor even a bogus post whose stamps were being distributed.

New York City Directories

In *Incunabula-Part VI*, Hahn also discussed the results of his research for Souter & Co. in New York City directories. Hahn did not find any reference to a local post or delivery company with the Souter name during the 20 years from 1842 to 1863. Hahn found listings for four men named Souter. None were in the mail, local post, delivery or express business or appeared to engage in any related activities.

The authors also researched the 1850 and 1860 U.S. census records using *ancestry.com*. We found three adult males in the 1850 census: Fredrick Souter, a bookkeeper in Brooklyn; James F. Souter, a merchant in Queens; and Robert Souter, a stone cutter in New York City’s Ward 18, who also was identified by Hahn from the city directories. In the 1860 census, we found four adult males: James T. Souter, a banker in Queens; Jno G. Souter, a baker in Brooklyn; James F. Souter (the same Queens merchant); and John Souter, a peddler in New York City’s Ward 17. None of these men were identified as being in the mail, local post, delivery or express business; and none of them were in what we would consider to be a related business.

Conclusions

If there never was a Souter & Co. local post, as the authors have concluded, was there ever a Souter & Co. bogus stamp? As noted above, Hahn was mistaken when he wrote in *Incunabula-VI* that Moens included an illustration of a Souter & Co. stamp in his 1862 and 1864 publications. In fact, Souter & Co. was listed by Moens but there was no illustration.⁹

What then explains the appearance in mid 1860 catalogs of Souter & Co. City Letter Dispatch? And what explains the short life of those listings, and their abrupt disappearance from catalogs without any mention in contemporary philatelic literature?

The authors believe that, like Hahn, contemporary collectors and dealers also may have misread the Moens’ illustration of Squire & Co. City Letter Dispatch. The Moen’s illustrations were made from copper engravings and normally showed clear and sharp lines. However, the Moens’ illustration of Squire & Co. had a defect in the top right serif of the “I” of “SQUIRE” that could result in the name appearing to be “SOUTER.” The authors have reproduced the top portion of the Moens’ illustration at three times its normal size to highlight the defect. (**Figure 3**)

⁹ We also note that there is no listing for Souter & Co. City Letter Dispatch in Larry Lyons’ *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, 1998, Vol. I-III, at pp. 966-968.

In addition, one of the S. Allan Taylor forgeries (Forgery E) of Squire & Co. drops the tail of the “Q” and has serifs at the top of the “I” that could also be interpreted to be a “T.” (Figure 4) If someone were to examine only this stamp and try to make sense of the word, a reader might easily conclude that the name was “SOUTER.” The authors also have reproduced the top portion of Taylor’s Forgery E at three times its normal size to highlight this.

Did Taylor intend for this forgery to depict a Souter & Co. stamp? The authors do not believe so for two reasons. The first is that, although Taylor price lists included Squire & Co., none included Souter.¹ Given that Souter & Co. was listed in most catalogs issued from 1865 to 1876, if Taylor had intended for his creation to be sold as a Souter & Co. stamp, he surely would have included the name in his own price lists.

In addition, Taylor published a journal titled “Stamp Collectors Record” from February 15, 1865 to October 1876. Of the 43 issues that he published, 34 appeared in the middle of the 1860s, from 1865 to 1868. In this publication, Taylor often included price lists as well as reports on discoveries of new local posts and stamps. In some cases, Taylor was the one who had created the newly “discovered” stamps. If Taylor had intended for this stamp (the Squire & Co. Forgery E) to be considered by collectors to be a product of Souter & Co., it is very likely he would have mentioned it in his publication. In fact, the authors have read every issue of the “Stamp Collectors Record” and found not one reference to Souter & Co. In particular, the December 1871 issue of the “Stamp Collector’s Record” includes a list of 117 locals and carriers stamps that Taylor was offering for sale. The list included Squire & Co. but not Souter & Co.

This does not explain the listing of a 2 cents Souter & Co. stamp. The authors believe it was likely an error by Kline. The 2 cents first appeared in his 3d Edition, which was published in 1865. Maury’s 1868 prices list also included it, which appeared to be an effort to publish a comprehensive list of all U.S. carriers and locals reported to have been issued by others. It is not likely that Maury ever saw some of the stamps in his catalog, much less had copies for sale to collectors.

The authors have seen only one other fantasy purporting to be a Souter & Co. stamp. It is a photocopy of one that is exactly like that in Illustration 1. (Figure 5) It also is hand drawn and, as a result, has slight differences in the lettering. It must have been made by the same person.

We would very much appreciate receiving any information that members of the Society might have on Souter & Co. and these fantasies. Does anyone know who created them, when they were made and how many of them exist? If we do discover more about Souter & Co. and the fantasies we will report what we learn in an upcoming issue. You may e-mail the authors at clifford.alexander@klgates.com.



Figure 4. The S. Allan Taylor Forgery E of the Squier & Co. stamp is shown at the left. The blow up shows the “I” in “Squier” could be mistaken for a “T”. The “Q” is clearly shown as an “O” so someone looking at this stamp could easily conclude the name was “Souter”.



Figure 5. A photocopy of another example of the Souter & Co.'s City Letter Dispatch stamp similar to the one shown in Figure 1.
Compliments of John Bowman.

Brown & McGill's U.S.P.O. Despatch

By
Larry Lyons

Recently with the sale of the Barry Schwartz Kentucky collection and the sale by Schuyler Rumsey of a collection not seen for over half a century we have been able to see more Brown & McGill's covers than previously seen at one time. Perhaps a census of the Brown & McGill's covers would give us a better understanding of the period of usage. Also an examination of the groups of correspondence themselves might also result in some helpful information. In short, a full study of this carrier service could produce a more thorough understanding than the scant amount of information known today.

Information Previously Documented

Carrier service in Louisville, Kentucky was first established by the Louisville Post Office about 1854, with one carrier, David B. Wharton appointed as a carrier in 1856. Wharton issued an adhesive stamp in 1857 (probably late in the year) and it is believed that few, if any, of his stamps saw any usage because he was replaced soon after his stamps were printed. See **Figure 1**. This author does not know of any genuine covers with a Wharton adhesive. Also no used single examples are recorded. Brown & McGill were the carriers who succeeded Wharton and they issue stamps with the Brown & McGill's U.S.P.O. Despatch name in April 1858.¹ This date will be disputed by my new research. The Brown & McGill's carrier stamps were used to pay the two cent carrier fee in effect.²

New Research

The Wharton's adhesives were printed in green. The first Brown & McGill's adhesive was the one printed in black, 5LB3, followed by the one issued in blue, 5LB2. The census of these covers produced this information. The black adhesive, 5LB3, was only in use for a short period of time and that is the reason for its rarity. There are only three examples of the black 5LB3 stamp, on cover. Only one example has the 5LB3 stamp tied and that cover has the three cent U.S. stamp removed and replaced. All three examples have Philatelic Foundation certificates. The dates of the three 5LB3 covers are February 14, 1858, April 13 (1858), and August 14, 1858. There is one tied example on a piece with a three cent red type II (#26) stamp. The date on this is March 18, presumably 1858. The Valentine's Day cover with the tied example tells us that Brown & McGill's were already running the Louisville Carrier Department by February 1858. This changes our previously known early date from April to February 1858. The latest recorded cover usage date for the black 5LB3 carrier stamp is August 14, 1858. There is an unused example of the black 5LB3 stamp on a piece with a date of August 26, 1858. The earliest date I record for the blue 5LB2 carrier stamp is November 20, 1858. So the switch was

¹ 2010 *Scott Specialized Catalogue*, page 480.

² Frajola, Middendorf, May 1991, before Lot 169 on page 32.

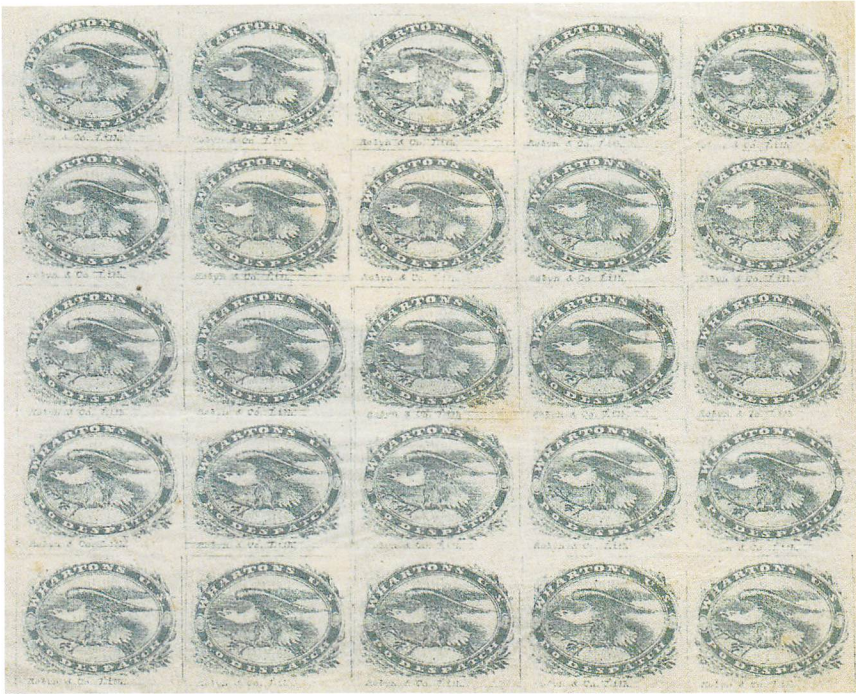


Figure 1. A pane of 25 of the green Wharton's U.S.P.O. Despatch stamp, 5LB1.



Figure 2. An example of the blue Brown & McGill's U.S.P.O. Despatch stamp, 5LB2, on a cover dated May 25, 1859. Siegel sale, December 10, 2009, Lot 4090.

Example of 5LB3 On Piece

<u>Tied</u>	<u>Date</u>	<u>Destination</u>	<u>Source</u>
Yes	March 18 (1858)		Siegel (Barry Schwartz) Dec. 10, 2009, Lot 4092 Siegel (Golden), Nov. 15-17, 1999, Lot 288 Ex. Harbeck, Chapman, Caspary Boker Caspary, March 20, 1957, Lot 291

Note:

A cancelled stamp with two defective covers was sold in the 1921 “German sale” and was subsequently repaired. It was certified by the Philatelic Foundation as having a counterfeit cancel.



Figure 3. An example of the black Brown & McGill’s U.S.P.O. Despatch stamp, 5LB3, on a cover dated April 13 (1858). The U.S. postage was paid by the 3¢ dull red, Type II (26) stamp. The addressee is Mr. W. Gail in Baltimore. This is a well known correspondence.

made from the black, 5LB3 stamps, to the blue, 5LB2 stamps, sometime between August 26, 1858 and November 20, 1858.

The one used tied example of the black 5L3 stamp, with a three cent dull red Type II U.S. stamp, on a piece dated March 18 is the only recorded off cover used example and its realization of \$15,000.00 resulted in the *Scott Specialized Catalogue* price for this stamp. The *Scott Catalogue* refers to another used example but I believe that example is defective and repaired and was certified by the Philatelic Foundation as having a counterfeit cancel. I was able to find about fourteen unused examples of the black 5LB3 carrier stamp which has a 2010 *Scott Specialized Catalogue* price of \$4,500.00 in the condition of very fine.

Doing the census for the blue 5LB2 carrier covers would be far more exhausting. I was able to census thirty-one cover with the blue 5LB2 carrier stamp. Of these, I found twelve examples tied by the circular date stamp and two tied by the file fold. About twenty of the covers are month and year dated. One cover is dated October 3, 1857. The Brown & McGill's stamp could not originate on a cover with this date since Brown & McGill's did not start until February 1858. The earliest recorded usage appears to be November 20, 1858 for the blue 5LB2 Brown & McGill's carrier stamp. This stamp is not tied on the cover but the cover is from the well-known Paducah, Kentucky correspondence. There is a December 8, 1858 cover to Charleston, Indiana which has a tied blue Brown & McGill's stamp so the November 20, 1858 date is very plausible. I was able to find ten covers with the blue 5LB2 stamp from 1859 and fourteen covers from 1860. The latest date I record is September 11, 1860. This example is not tied. The next earlier example is dated August 12, 1860. This example is tied by the file fold and an August 4, 1860 example is tied by the circular datestamp, so usage through August 1860 or September 11, 1860 is probably accurate. See **Figure 2**.

Known Correspondence

There are five covers to Paducah, Kentucky with the blue, 5LB2 carrier stamp. There are three covers to Mt. Sterling, Ohio with the blue 5LB2 carrier stamp, all are tied. There are three covers addressed to Gail in Baltimore, Maryland with the blue 5LB2 carrier stamps, all are tied. There is one cover to Gail in Baltimore, Maryland with the black 5LB3 carrier stamp. This was the first cover in this group of correspondence. See **Figure 3**.

Conclusions

The black 5LB3 carrier stamp preceded the blue 5LB2 carrier stamp. The black 5LB3 carrier stamp is found used between February 14, 1858 and August 14, 1858. The blue 5LB2 carrier stamp is found used from November 20, 1858 to August 12, 1860 and perhaps to September 11, 1860.

**Brown & McGill's U.S.P.O. Despatch
The Blue Stamp, 5LB2
Census**

	<u>Tied</u>	<u>Date</u>	<u>Destination</u>	<u>Source</u>
1.	Yes	August 4, 1860	Mt. Sterling, Ohio	Siegel, (Kuphal), Nov. 15-15, 2006, Lot 1206 Siegel, March 25, 1995, Lot 336
2.	Yes w/26	August 1, 1859	Mt. Sterling, Ohio	Siegel, March 26, 1996, Lot 65 Ex. Boker Feldman, Nov. 19-23, 1985, Lot 35202 Robson Lowe, Oct. 26, 1973, Lot 2072
3.	Yes	1858		Siegel, Jan. 9-12, 1968, Lot 1693
4.	Yes	Dec 8, 1858	Charleston, Indiana	Siegel, Dec. 13-14, 1994, Lot 1604 Kaufmann, July 10-11, 1981, Lot 287 Fox, Sept. 20, 1967, Lot 232
5.	No w/26	Docket Jan 1860	Logansport, Indiana	Siegel, (Golden), Nov. 15-17, 1999, Lot 284 Kaufmann, July 10-11, 1981, Lot 288 Siegel, May 12-14, 1966, Lot 1302
6.	Yes	April 24, 1860	Paducah, KY	Siegel, May 18, 2002, Lot 2400 Ex. Ferrary, Hind, Brown, Hall Siegel (Hall), Nov. 13-14, 2000, Lot 116
7.	No	April 29, 1860	Paducah, KY	Kelleher, Feb. 18-19, 1998, Lot 1707 Ivy, Oct. 25-29, 1993, Lot 2001
8.	No w/25	Oct 3, 1857 Not a genuine usage.	Gaurittsville, Ohio	Robson Lowe, Oct 26, 1973, Lot 2075 Robson Lowe, March 1, 1973, Lot 1521 Siegel, Lilly Sept. 13-14, 1967, Lot 547 Harmer Rooke, Dec. 2-5, 1940, Lot 94
9.	Yes	June 13, 1860	(Gail) Balt, Maryland	Ivy, Shreve & Mader, Dec. 15, 1990, Lot 4706 Ex. Chapman, Worthington Frajola (Middendorf), May 1990, Lot 177
10.	On flap	1860		Robson Lowe, March 1, 1973, Lot 1520
11.	Pen File fold		N.Y.	Bartels (German sale), Nov. 3-5, 1921, Lot 648

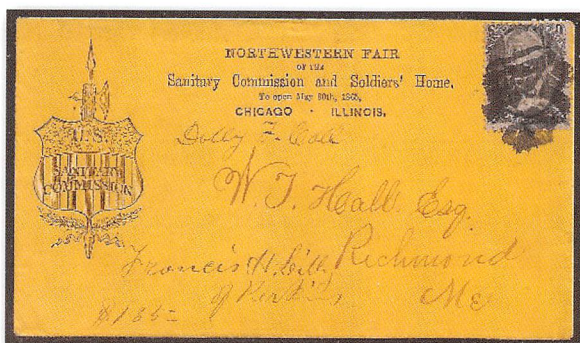
	<u>Tied</u>	<u>Date</u>	<u>Destination</u>	<u>Source</u>
12.	Yes w/26	January 26, 1860	Mt. Washington, KY	Ivy Mader, Dec. 13-14, 1995, Lot 1029, Ex. Caspary, Middendorf Frajola (Middendorf), May 1990, Lot 178 Ivy, Shreve & Mader, Dec. 12-14, 1990, Lot 2099 Harmers (Caspary, March 20, 1957, Lot 289
13.	Tied w/26	May ?, 15 ?, 1859		Robert Laurence, Nov. 15, 1940, Lot 327
14.	File fold/ w/26	August 12, 1860	Smithland, NY	Siegel, May 15, 2002, Lot 676 Siegel (Johnstone), Dec. 19-20, 2002, Lot 2549
15.	Tied	June 18 ?	Mt. Sterling, Ohio	Siegel (Geisler), Dec. 3, 2008, Lot 1024 Mohrmann, April 2-4, 1974, Lot 194 Siegel, May 19-20, 1965, Lot 642, Knapp Lot 357 Fox (Meroni), April 8, 1958, Lot 391 Siegel, Dec. 2-4, 1952, Lot 719 Laurence & Stryker, May 7-10, 1948, Lot 620
16.	No	_____ 25, 1859	Paducah, KY	Siegel, April 20-22, 1976, Lot 897
17.	Yes w/26	May 24, 1860	Somerset, KY	Siegel (Barry Schwartz) Dec, 10, 2009, Lot 4091 Ex. Mason, Hall Siegel (Hall), Nov. 13-14, 2000, Lot 117 Ex. Mason
18.	Yes	Jan 1, 1860 ?	(Gail) Balt, MD	Siegel (Hall), Nov. 13-14, 2000, Lot 118
19.	Yes	June 12	(Gail) Balt, MD	Frajola (Middendorf), May 1990, Lot 179 Ex. Caspary Harmers (Caspary), March 20, 1957, Lot 284
20.	No	March 3, 1859	Washington, D.C.	Siegel (Johnstone), Dec. 19-20, 2002, Lot 2550 Siegel, April 27-29, 1999, Lot 1464 Siegel (Meyersburg), June 25, 1997, Lot 164 Fox, Jan. 17, 1985, Lot 356
21.	No		KY	Bournemouth, Jan. 5, 1978, Lot 794

Continued on Page 28.

Robert and Marjorie Sered Kantor Collection of Sanitary Fair Postal History, Proofs, and Stamps The Second and Final Part

In 1995 the Robert A. Siegel auction firm sold the main part of the Kantor collection. The core of their collection, the greatest ever formed, was comprised of the material held by Elliott Perry, Dr. Ludwig Simon, William W. Steele, J. William Middendorf II, and Vincent Domanski. The Kantors offered us the balance of the collection in April of this year. It contained almost 400 Fair, Sanitary, and Christian Commission covers, a large number of reprinted Great Central Fair trial color proofs, and stamps (both mint and used).

This material is on our website at: www.jameslee.com listed under essays and proofs - Schemikow Die Essays & Great Central Fair Proofs and Stamps, and Postal History – Civil War.



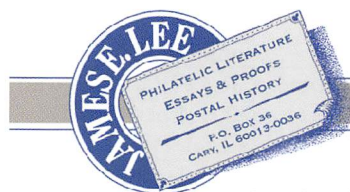
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\$500.00



Metropolitan Fair for the U.S. Sanitary Commission cover
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	<u>Tied</u>	<u>Date</u>	<u>Destination</u>	<u>Source</u>
22.	Yes, pencil w/25	May 25, 1859		Siegel (Barry Schwartz), Dec. 10, 2009, Lot 4090 Ex. Golden Boker, Meyersburg, PF Siegel (Golden), Nov. 15-17, 1999, Lot 785 Siegel (Meyersburg), June 25, 1997, Lot 162 Ivy, March 17-19, 1989, Lot 2064
23.			Local use	Siegel, March 31- April 1, 1965, Lot 545
24.	No	Nov (20?) 1858	Paducah, KY	Schuyler Rumsey, Dec.1-3, 1998, Lot 1078
25.	No w/26	March 24, 1859	Lebanon,KY	Siegel (Mayflower), Oct. 10, 1968, Lot 874 Ex. Green Fox, Sept. 20, 1967, Lot 234
26.	No	Jan 13, 1860	Paducah, KY	Siegel (Meyersburg), June 25, 1997 Siegel, May 12-14, 1975, Lot 1374 Stryker (Col. Green), Feb 1-3, 1944, Lot 1084
27.				Harmers (Hessel), Oct. 21-23, 1975, Lot 931
28.	No w/26	Sept 11, 1860		Simmy's June 15-16, 1976, Lot 150
29.	w/26	Aug 19, 1859	Pleasant Hill	Schuyler Rumsey, Nov. 17-20, 2009, Lot 1948
30.	U10	Nov 24, 1859	Cooperstown, NY	The Philatelist, Sept 1963, Page 19
31.	No	April 1		Robson Lowe, Oct 26, 1973, Lot 2073

**The Black Stamp, 5LB3
Census**

	<u>Tied</u>	<u>Date</u>	<u>Destination</u>	<u>Source</u>
1.	No	August 14, 1858		John Kaufmann, Aug. 20, 1983, Lot 674, PF Robert Kaufmann, June 12, 1982, Lot 678 Simmy's June 15-15, 1976, Lot 151
2.	No	April 13 (1858)	(Gail) Baltimore	Siegel (Barry Schwartz), Dec. 10, 2009, Lot 4093 Ex. Chapman, PF Siegel, Dec. 17-19, 2001, Lot 1565
3.	Yes 3¢ missing and replaced	Feb 14, 1858	Pleasant hill, KY	Schuyler Rumsey, Nov. 17-20, 2009, Lot 1949 Ex. Mason, PF Laurence (Mason), Nov. 15, 1840, Lot 329

The Vermillion California Penny Post Ovals, 34LU6 and 34LU7

By
Larry Lyons

In the July and October 2005 issues of *The Penny Post* I wrote extensively about the California Penny Post Co. which operated from June 25, 1855 to June 2, 1856 under the general management of Henry L. Goodwin. The 7¢ vermillion California Penny Post envelopes were printed and embossed by George F. Nesbitt who printed the U.S. government envelopes U9 and U10. The California Penny Post company charged two cents for mail picked up in one city and five cents for deliver in another city. Service was available from about nine cities to San Francisco. The government was supposed to carry the mail between the two post offices but the government did not do any pick-up or delivery of mail until many years later. Sometimes the California Penny Post bypassed the post offices and carried or arranged for the private carriage of the mail between the cities. They did this to provide timely service.¹ One could drop mail at a post office and it would be available for pick-up at another post office.

Envelopes were printed with a seven cent paid rate to prepay for both the pick-up in one city and the delivery in another city. The vermillion California Penny Post oval on buff, U10 envelopes were very widely used and are among the most common California Penny Post envelopes. Unused examples can frequently be found. In July of 2005 I did a census of California Penny Post envelopes.² In that census I listed 22 used type 34LU7 7¢ vermillion on buff U10 envelopes with a note “many unused covers.” No census for 34LU6, 7¢ vermillion on white U9 envelopes was done at that time. Revisiting the subject I was able to find auction record errors with regard to the “white” U9 envelopes and the “buff” U10 envelopes.

In April of this year the western cover collection of Irwin Vogel was auction by Schuyler Rumsey in their Westpex sale #37. Lot 190 featured a 34LU6 cover on a white U9 envelope. See **Figure 1**. This letter originated in Mission San Jose, California and is manuscript dated Setember 29th (1855). The California Penny Post did not have an office in Mission San Jose but they did receive this cover in the San Francisco post office and they delivered it to Mrs. Miller & Peabody at 26 Clay Street. Technically the seven cent vermillion enveloped overpaid the five cent delivery rate by two cents. This cover sold for \$2,760.00. The only other 34LU6 used cover on a white U9 envelope that I can find, appeared in the Dale-Lichtenstein sale held at H.R. Harmer’s on May 13, 2004. That was lot 1046, which is shown in **Figure 2**. This lot sold for \$11,000.00. The “POSTAGE PAID | THE PENNY POST” rectangular handstamp on this cover is possibly the only recorded example

¹ *California Penny Post Co., The Penny Post*, Larry Lyons, Vol. 13, No. 3, July 2005, page 13.

² *California Penny Post Census, The Penny Post*, Larry Lyons pages 50-72.

of this handstamp on a California Penny Post envelope. I also record two unused 34LU6 envelopes.

It is quite provable that white U9 envelopes were in much less supply than buff U10 envelopes. Here is a list of The California Penny Post envelopes on white U9 versus buff U10 paper from my own census.

<u>White U9</u>	<u>Recorded</u>	<u>Buff U10</u>	<u>Recorded</u>
34LU1a	0 ?	34LU3a	16
34LU6	2	34LU7	22
34LU8(a)	0	34LU9a	4
34LU10a	3	34LU11a	14
34LU12	3	34LU11B	18
34LU15	1	34LU16	3
Totals	<hr/> 9		<hr/> 77

Thus it is concluded that there were 8-9 times more buff U10 envelopes than U9 envelopes available to the California Penny Post Company during the period of June 1855 to June 1856.

An example of a 34LU7 cover on a buff U10 envelope is shown in **Figure 3**.

The price of a used 34LU6 cover is improperly underpriced in the *Scott Specialized Catalogue*. The average sale price based on the two recorded examples is \$6,880.00.

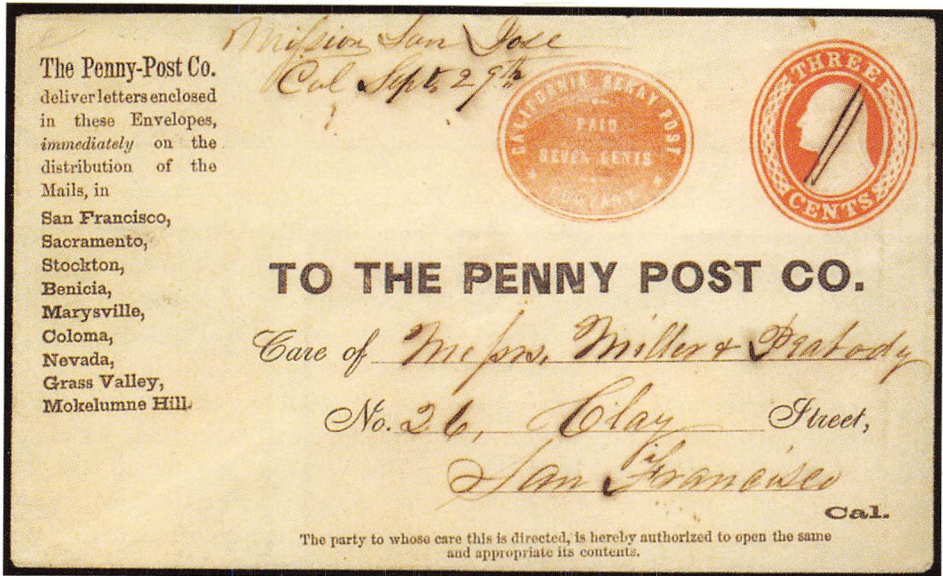


Figure 1. A 34LU6 cover addressed to Mrs. Miller & Peabody at 26 Clay Street in San Francisco. Schuyler Rumsey (Irwin Vogel), April 22-25, 2010, Lot 190.

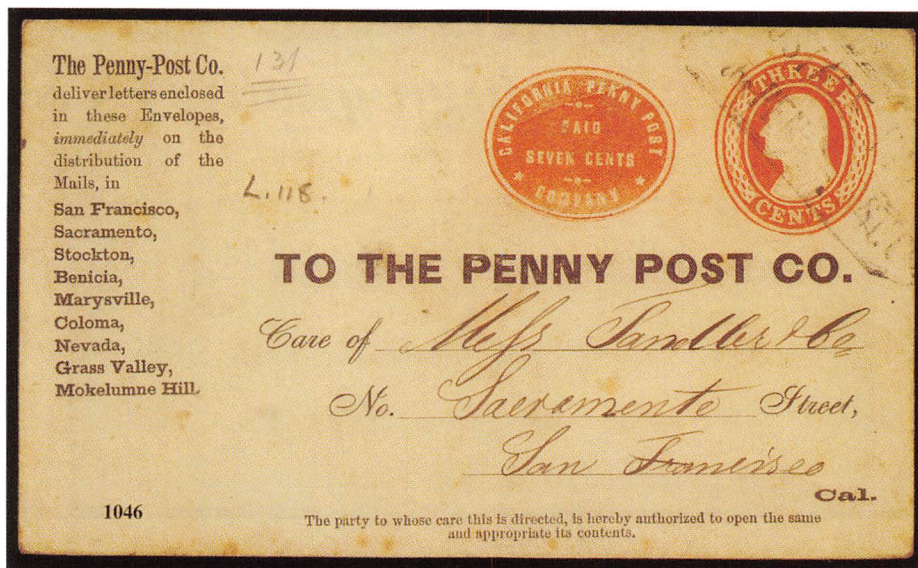


Figure 2. A 34LU6 cover addressed to Mrs. Tandler & Co. at Sacramento Street in San Francisco. H.R. Harmers, (Dale-Lichtenstein), May 13, 2004, Lot 1046.

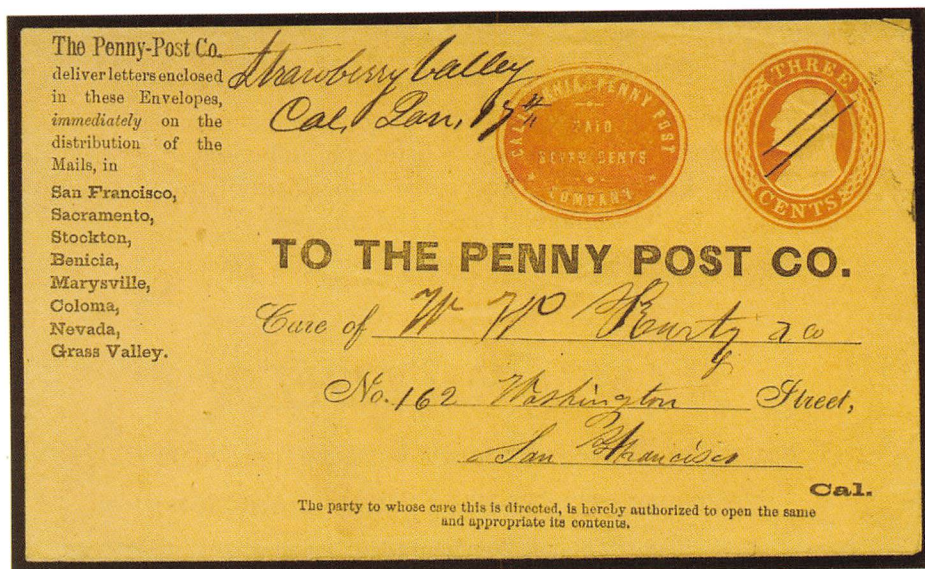
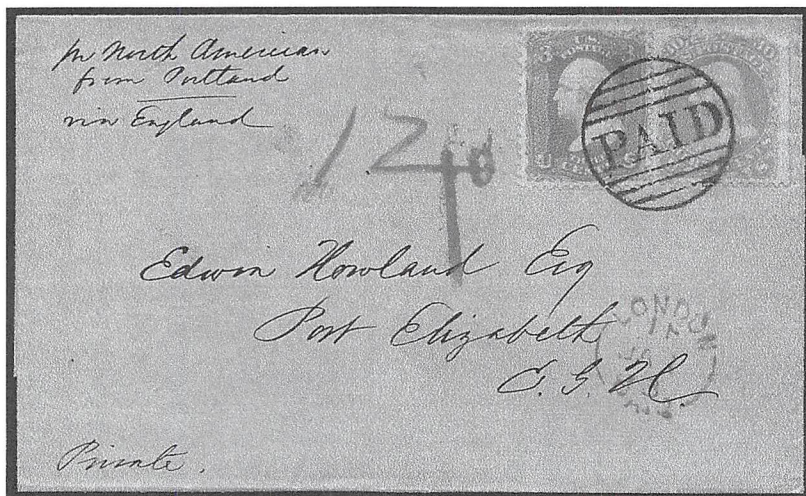


Figure 3. A 34LU7 cover on a buff entire U10 addressed to W.W. Kurtz & Co. at 162 Washington Street in San Francisco. This cover originated in Strawberry Valley where the California Penny Post did not have an office. The cover is dated January 17 (1856). Siegel (Rarities), June 4, 2005, Lot 597.

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Gauthier Freres & Co.

Simplified Identification Tips

by
Clifford J. Alexander

Gauthier Freres et Cie was a transatlantic steamship company that reportedly began operations in February 1856 and lasted only about one year.¹ The principal reason given for its demise was the loss of a ship in November 1856.

Charles H. Coster believed that it “Never existed.”² However, the company did in fact exist and at least ten copies of the genuine stamp have been reported: six singles off cover, two singles on cover and a vertical pair on part of a letter.

One of the genuine stamps off color and one of the stamps on a cover are blue on white. The other eight are red on white. It is possible that the red stamp was used for single weight mail and the blue for double weight. However, there is no value indicated on the stamps.

The genuine stamps are easy to distinguish because they have a period after “AMERICAINE” and a thick stream of black steam from the smoke stack that extends to and touches the left side of the inner frame line. All of the reported genuine stamps have “G F & C” precancelled in manuscript letters on the face of the stamp. As noted below, Bogus 4 is the only forgery with a period after “AMERICAINE”; however, the steam is totally white and does not have a color outline around it.

The Lyons’ Identifier³ lists seven forgeries of the Gauthier stamp. Four of the forgeries – Bogus 1, 2, 3 and 6 – are by Taylor. The Taylor forgeries can be easily identified by the shape of the steam coming out of the smoke stack. In every case, it is a thin rectangle that measures 1mm high by 4mm long. The rectangle of steam from the smoke stack shows no faults in early printings, but most have one or more small pieces missing.

It appears that Bogus 1 represents the first printings by Taylor and do not have any obvious faults in the background. In Bogus 2, which appears to be a later printing of Bogus 1, faults inside the horizontal background lines behind the ship’s flag create the appearance of “clouds.” Bogus 3 appears to be a heavily inked version of Bogus 2. Bogus 6 is a version of Bogus 2 that is distinguished by missing marks in the two clovers in the top corners of the stamp.

The following summaries are Simplified Identification Tips for distinguishing the Gauthier Freres & Co. forgeries.

¹ E.W. Argyle, “Gauthier Freres et Cie – Compagnie Franco Americaine,” *The Cinderella Philatelist*, (Jan 1962), at p. 4.

² Charles H. Coster, *The United States Locals and Their History* (1877) at p. 8. Two years later Scott reprinted Coster’s book as an Appendix to his, *Revised List of the Postage Stamps and Stamped Envelopes of All Nations*, New York (1879), Appendix.

³ Larry Lyons, *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Vol. II (1998), at pp. 505-507.

Genuine



Only the genuine stamp has a period after "AMERICAINE" as well as black steam that extends from the smoke stack to touch the left inner frame line.

Bogus 1



This stamp has the 4mm by 1mm rectangle of steam coming from the smoke stack characteristic of the Taylor forgeries. There are no ink spots (or "clouds") inside the horizontal background lines left of the flag and all four corner clovers have marks inside the leaves. Because of the missing "defects," these most likely were the earliest printings by Taylor. (Taylor)

Bogus 2



This forgery has the features of Bogus 1 plus ink spots between the background lines behind the ship's flag that look like clouds. (Taylor)

Bogus 3



This stamp appears to be a very heavily inked version of Bogus 3. (Taylor)

Bogus 4



This stamp has a small period after "AMERICAINE." Unlike the original, the steam coming out of the smoke stack is totally white, without even any color outline. It has the fine, sharp lines typical of the Moens 1864 engravings. (Moens)

Bogus 5



The steam from the smoke stack is dark and thick but it does not extend all the way to left inner frame. There do not appear to be any horizontal background lines behind the flag and the flag staff. (Gold Sheet)

Bogus 6



This late Taylor forgery has clouds behind the flag like Bogus 2 but there are no marks (or only one) inside the leaves of the two clovers at the top left and right corners. (Taylor)

Bogus 7



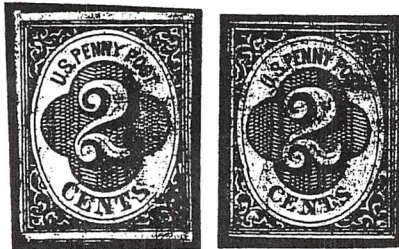
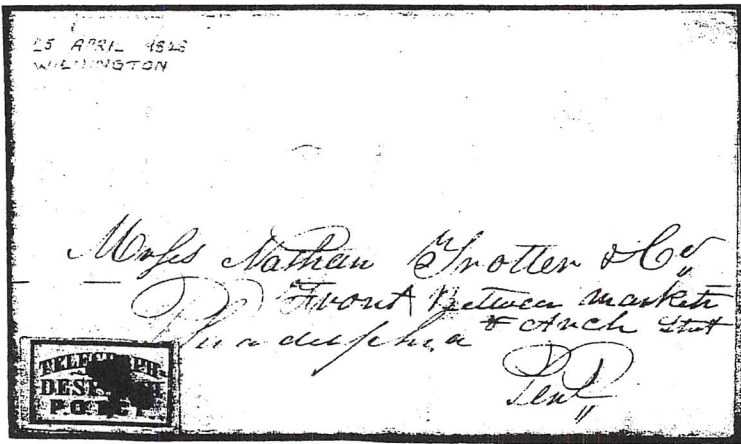
The steam from the smoke stacks is white, like Bogus 4, but this typographical printing is blurry and lacks the sharpness of the Moens engraving.

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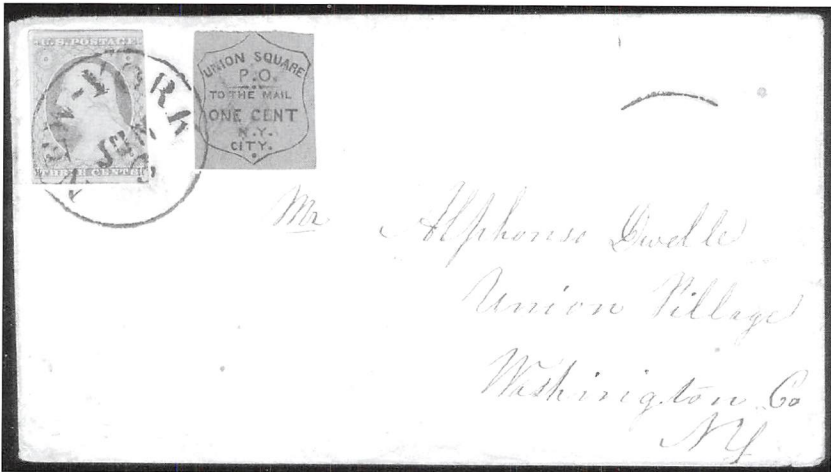
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American Letter Mail Company in Baltimore (Part V of the Series)

An Important Historic Note Concerning the Struggle of Free Enterprise Against the Government

By
John D. Bowman

The initial advertisements of Lysander Spooner's American Letter Mail Company indicated that services would commence from New York City to Boston and Philadelphia on Jan. 23, 1844, from Boston on Jan. 24 and from Baltimore on Jan. 25. The ads noted that the Baltimore office was located in the Museum Building, northwest corner of Baltimore and Calvert Streets.

There were a number of unsuccessful attempts to challenge the position of the US Post Office that the Constitution had conferred a monopoly for the government when it granted it the power to establish post offices and post roads.¹ Most of these challenges arose in the courts when private carriers and the railroads which transported them were defending the government's attempts to fine them and/or enjoin them from carrying the mails. However, Lysander Spooner actively defied the government on this position and wanted his case brought before the Supreme Court.

In 1844 Spooner published a treatise in the form of a pamphlet entitled "Unconstitutionality of the Laws of Congress, Prohibiting Private Mails."² It is very likely that this is the pamphlet that is noted for sale at his office in the first published advertisement for the American Letter Mail Company, in the *Boston Courier* of January 25, 1844.

Spooner prepared adhesive stamps (Scott No. 5L1) prior to opening his offices. His rate of 6 ¼ cents for single-weight letters was one-third of the US Post Office rate, and he discounted his postage to five cents as noted on the stamp: "20 for a dollar." There was no question that government rates were much too high. It cost 18 ¾ cents to send a letter from Boston to New York and 25 cents to send one all the way to Washington DC. A letter sent from Boston to Albany, NY written on a 1/4-ounce sheet of paper and carried by the Western Railroad, cost 2/3 as much as the freight charge for carrying a barrel of flour the same distance.

Spooner obviously had carefully planned his enterprise, and perhaps more important to him than business success was his desire to challenge the US Post

¹ Steven M. Roth. *The American Mail Company in Philadelphia. Pennsylvania Postal Historian* #112, Vol. 19(1), 1992, pp. 8-14.

² Printed for the American Letter Mail Company by Tribune Printing Establishment, New York.

Office's mail rates and services by demonstrating that private enterprise could do the job more cheaply and with better service.

Who Was Lysander Spooner?

Lysander Spooner (1808-1887) studied law in Worcester, MA as a young man, but failed to pass his examination for admittance to the bar. He worked as a law clerk for a firm of lawyers in Worcester for a number of years before starting the American Letter Mail Company. He published a number of pamphlets or essays on various controversial topics of the times from 1834 until 1886.³

Spooner challenged the Postmaster General to try his case permitting private carriage of mails before the Supreme Court, as did George Pomeroy. However, no such case was ever taken up by this court. In 1850, he published a public letter entitled "Who caused the reduction in postage? Ought he to be paid?"⁴ Addressed to Mr. E. B. Phillips, Spooner began:

You were pleased to suggest to me, as have many others, that the public were indebted to me for the Cheap Postage Law, that was passed in 1845. And you and others have proposed that those persons who have realized large savings from the reduction of postage, be requested to recognize the obligation. With this view you have desired me to put on paper the facts necessary to enable the public to understand my agency in the matter.

Of course, Spooner was never reimbursed for what he believed was his distinct role in reducing postal rates in 1845. He goes on to say:

It was my intention - had I been sufficiently sustained by the public - to carry the question [the right of the States and individuals to establish mails] to the last tribunal. But after a contest of some six or seven months, having exhausted all the resources I could command, I was obliged to surrender the business, and with it the question, into the hands of others, who did not see sufficient inducement for contesting the principle, after the reduction of postage had taken place.

This essay is filled with details of the history of congressional action against the private independent mail companies during the 1844-45 period.

In 1844, hearing from citizens from every party and under pressure to reform the postal system, Washington lawmakers and the Postmaster General had no intention of sitting still for any of "that Spooner's shenanigans." Suits against Spooner and his cohorts began. Railroad heads were given full warning that contracts for government mails would be removed and fines imposed unless space and passage were refused to private letter carriers. It was "round one" for the government when an agent of Spooner's company in Baltimore was found guilty and fined for transporting letters in a railroad car over a post road of the United States. Spooner himself was arrested in New York on Mar. 7 on three charges by special

³ http://www.lysanderspooner.org/bib_new.htm

⁴ Wright & Hasty's Press, No. 3 Water Street, Boston, 1850.

agents of the Post Office. Another of his agents, Calvin Case, was held on bail for \$100 around Mar. 23 for carrying letters on the train.

Public sentiment against the high rates of postage and limited carrier delivery service was running high in early 1844. The franking privilege was abused by government officials. Intra-city delivery was not always regular, for example as reported in the Philadelphia *North American and Daily Advertiser* of Apr. 1:

The Louisville Journal of the 26th of March says "The mail failed yesterday morning east of Philadelphia, and this morning it failed altogether beyond Cincinnati; so that now the mail from New York is two days behind. The mails fail more than half the time. The Post Office Department itself is a failure.

Other newspapers were more critical. The *New York Tribune* characterized the Post Office as a "wasteful, profligate, heedless, rickety, behind-the-age establishment." The increasing public demand for better and cheaper government mail services led to Congress taking the matter up. However, the Postmaster fought against the proposed new postage bill, claiming it would have the opposite effect, and punished newspapers who published negative editorials by dropping their advertising for mail not yet picked up.

"Round two" went to Spooner when U.S. District Judge Sprague advised a jury that owners of conveyances were not liable under law if, unknown to the owners, a letter carrier brought mail aboard a train or steamboat. The "not guilty" verdict was sustained by the U.S. Circuit Court which expressed doubt that the U.S. had the right to monopolize the transportation of mail. This was tantamount to a commendation of Spooner's theories, and other private companies began to file suits against the Postmaster General for illegally seizing and opening letters passing through the US mail that might have been carried to the post office by private carriers.

Finally, the Postmaster General felt he had to bow to the issues and went before Congress to plead for the authority to lower postal rates.

Lysander Spooner became legendary for his open defiance of poor government service. Although he offered more reliable and cheaper letter service than the US Post Office, and this was what the public wanted, Congress resolved to improve its own system instead of allowing free enterprise to compete.

Spooner said he surrendered his business after six or seven months to an unknown party (around July or August of 1844 by his 1850 account.)

The Act of Mar. 3, 1845, effective July 1, 1845, finally halted all inter-city private mail-carrying operations, although intra-city local posts continued to operate and challenge the meaning of the postal route law in courts. None of the independent mail companies continued to deliver letter mail as of July 1, although package delivery services continued to flourish.

Service in Baltimore

On Jan. 19, 1844 *The Baltimore Sun* noted "An Opposition Post Office - We learn from the Philadelphia Enquirer that a company has been formed, and is now going into operation, for the transmission of letters at a cheap rate of postage throughout the United States. It is proposed that the highest rate for single letters, not weighing more than half an ounce, shall be six and a quarter cents to any part of the country, while envelopes will be sold at a lower rate - twenty or more for a dollar. The persons engaged in this enterprize [sic], content that the laws of Congress prohibiting private mails, are unconstitutional, and they are anxious to have them tested on this point, as speedily as possible. An office is to be opened in Baltimore in a few days."

Thomas Finley was Postmaster for Baltimore from May 6, 1841 until April 8, 1845, when he was succeeded by James M. Buchanan, who is known as one of the postmasters who issued provisional stamps prior to the 1847 adhesive stamp issues. Finley announced in June 1842 that seven depots were available in Baltimore for receipt of letters to be taken to the Post Office, each being in a district where an individual letter carrier was designated.⁵ It seems that Finley took exception to incursions on his authority to deliver the mail, as is evidenced in newspaper accounts concerning Spooner's enterprise in Baltimore.

A series of ads in *The Baltimore Sun* shows the trouble that Spooner encountered in Baltimore. On Jan. 26 it was reported that:

The Opposition Post Office - We learn that the agents of the new private post office establishment between this city and Boston, have been stopped by the railroad companies along the route, and prohibited from carrying any mailable matter. The Post Office Department holds a tight rein over all the companies that carry the mail, and we suppose the question will now be whether these companies have the power, under their charter, of excluding a passenger on such grounds.

And on Feb. 1:

The Private Post Office - We learn that a gentleman supposed to be the traveling agent of the American Mail Company, was treated rather unceremoniously by the Philadelphia rail-road company on Tuesday evening. Having purchased his ticket at the Pratt street depot he proceeded with valise in hand to take his seat in the cars, when an agent of the company took possession of his valise and handing it over to the conductor of the train, requested him to deliver it to the president of the company in Philadelphia. We suppose this will lead to a settlement of the question whether a rail-road company

⁵ Denwood N. Kelly. *The Carrier Service in Baltimore Prior to 1863. The Collectors Club Philatelist*, Vol. 51 (3), pp. 144-159.

possesses the power of examining the baggage of its passengers.

On Feb. 2:

The American Mail Company - We learn that the agent of this company, whose valise was taken from him by the railroad company in this city, on Tuesday evening last, recovered it again on his arrival in Philadelphia. Before leaving the depot in that city, he informed them that if it was not sent to him the next morning by 9 o'clock, he would institute proceedings against the company, and it was accordingly sent unopened. Mr. Spooner, the projector of the company, has published a card, denying that his agents have been prohibited from carrying the letter bags of the company over the Camden and Amboy railroad.⁶

And on Feb. 16:

The New Mail Company - The Philadelphia Gazette, of Wednesday evening, say: - "We learn that the traveling agent for the American Letter Mail Company between Baltimore and this city, was this day prevented from taking passage in the cars on the Baltimore Railroad. The agent, after ineffectual remonstrances with the conductor, who it seems had positive orders to exclude him, rode away in a cab, with his large package of letters."

The Baltimore Sun published a transcript of the proceedings in US District Court which occurred on March 11, 1844 for United States v. John C. Gilmore. A Judge Heath presided, with District Attorney Z. C. Lee, Esq., prosecuting the case, consisting of a charge that Mr. Gilmore carried letters to Philadelphia via the railroad on behalf of the American Letter Mail Company. The court action was intended to recover a fine of \$50 for violation of the Act of 1825, which prohibited the use of any vehicle or sailing vessel that followed post roads from conveying letters, and prescribed a fine of \$50 against those who defied the Act or assisted in the perpetration of the crime. The first testimony was obtained from Malcolm W. Mearis, who stated that a package of letters was made up at the office under the Museum known as Mr. Brown's Express Office, and that Mr. Gilmore took them to the railroad depot and departed for Philadelphia on the night of Feb. 6, 1844. Mearis stated that these letters were carried for the American Mail Company, and Gilmore

⁶ Spooner published this card after a Baltimore newspaper reported that the Camden and Amboy Rail Road Company refused to let his agents travel with packages of letters. This report was retracted a few days later as inaccurate, and in fact stated that his carriers have been making four trips daily, except Sundays, between New York and Philadelphia.

was permitted to go on the train although he had informed the train's agents of this fact. Mearis said he was employed by Thomas Finley, postmaster, "to keep watch on these parties, and that was my reason for being there." The only persons that Mearis identified as being in the office were Brown, Ellis and Gilmore.

The same Malcolm Mearis who gave testimony at this trial established the Baltimore City Despatch Post in January of 1846.

From the court transcript, one can obtain an understanding of how the independent mail companies functioned outside of their primary offices. Apparently, the American Letter Mail Company had a desk inside of Brown's Express Company office which was below the Museum Building. Gilmore, one of the principals of Brown's, acted as an agent for the ALM in Baltimore, and letters dropped off for mailing to Philadelphia were carried nightly on the line owned by the Philadelphia, Wilmington and Baltimore Railroad. Gilmore would purchase a passenger ticket, and carry his mail in a valise to Philadelphia.

The Philadelphia *North American and Daily Advertiser* noted on Mar. 13, 1844 that two more similar suits were pending against Gilmore in Baltimore.

Richard Frajola discovered a letter that is a first day of usage from Baltimore, and thus would be the earliest usage of any independent mail adhesive as well as possibly the earliest usage of a stamp to prepay inter-city postage.⁷ It is datelined Jan. 25, 1844 from Tiffany, Ward & Co. which apparently was located in Baltimore, and sent to New York City, answered on Jan. 29. It also bears the 5L1 adhesive cancelled by a red ink smear (**Figures 1 and 2**).

From Denwood Kelly's correspondence, it seems that neither Elliott Perry nor George Sloane had records of ALM letters originating from Baltimore. Kelly recorded two covers, both franked with 5L1 and cancelled with a smear of red ink.⁸ One was to NYC and datelined Jan. 26, 1844, received Jan. 28 (**Figure 3**). The other was to Philadelphia, Feb. 8, 1844 (**Figure 4**). Roth reported in 1997 that his records indicated no more than the two that Kelly recorded.⁹

The Siegel sale of the David Golden collection (Nov. 15, 1999) included a folded letter with 5L1 tied by the red field of stars cancellation from Baltimore to New York and datelined March 4, 1844 (**Figure 5**).

The Siegel sale of March 6, 2001 included a lot that was described as possibly originating in Baltimore addressed to Philadelphia and dated Nov. 28, 1844. Calvet Hahn noted a cover from Baltimore to New York dated June 24, 1845. Clarence Kelly noted a cover that was possibly from Baltimore to New York with no date or origination noted. No other American Letter Mail Company covers purported to originate from Baltimore are known to me.

In addition, there are no covers to Baltimore that were transmitted via the American Letter Mail Company.

My conclusion is that service by ALM from Baltimore was short-lived, and apparently did not resume following Spooner's tribulations in court.

⁷ <http://www.rfrajola.com/almc/almceku.htm>

⁸ Denwood Kelly. *CCP* Vol. 50(6), p. 361.

⁹ Steven M. Roth. *Census, With Occasional Commentary: Covers Carried by Private Mail Posts in Baltimore, Maryland. Chronicle* 173, Vol. 49 (1), 1997, pp. 11-22.

Acknowledgement

Thanks to Richard Frajola for reviewing this article and his suggestions, as well as his discovery of a third ALM Baltimore cover.

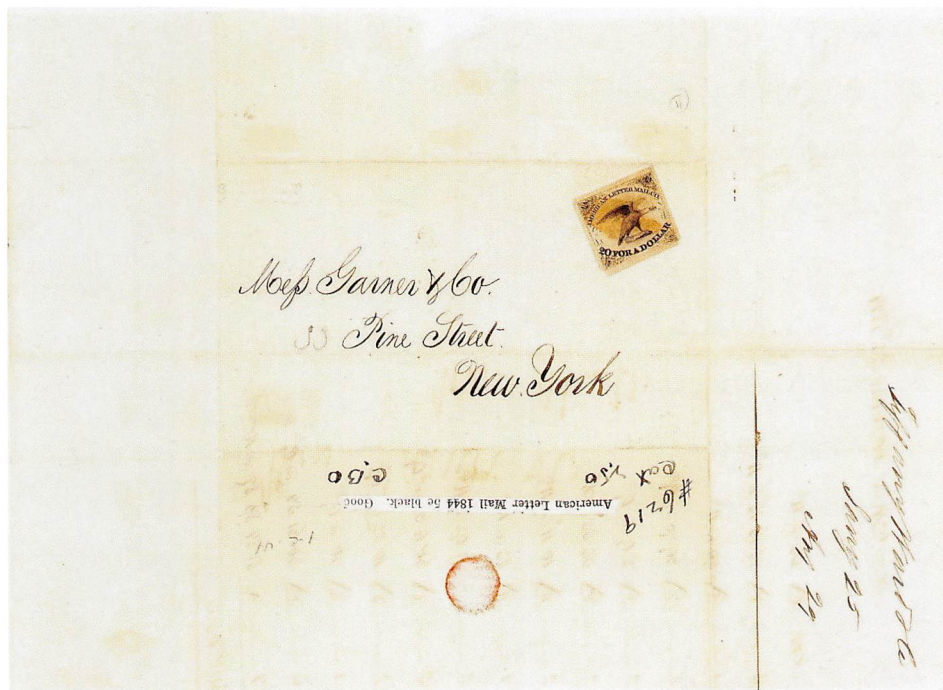


Figure 1. Cover from Tiffany, Ward & Co. determined by Richard Frajola as apparently from Baltimore. Dated January 25, 1844 and used with 5L1 and red smear cancellation. This is the earliest known use of an American Letter Mail Company adhesive and a first day of use from Baltimore.

Moore's Sales January 25th 1844.

1 base \triangle C 35 @ 11 $\frac{1}{2}$ ✓
3 m. m. \triangle F 15. 16. 18 @ 11 $\frac{1}{2}$ ✓
1 m. m. \triangle H 90 @ 11 $\frac{1}{2}$ ✓
2 m. m. \triangle Z 69. 70 @ 9 $\frac{1}{2}$ ✓
2 m. m. \triangle Y 8. 9 @ 9 $\frac{1}{2}$ ✓
2 m. m. \triangle P 53. 55 @ 8 $\frac{1}{2}$ ✓
2 m. m. \triangle H 10. 11 @ 11 $\frac{1}{2}$ ✓
1 m. m. \triangle H 83 @ 11 $\frac{1}{2}$ ✓
2 m. m. \triangle H 91. 92 @ 11 $\frac{1}{2}$ ✓
5 m. m. \triangle I 60 to 64 @ 9 $\frac{1}{2}$ ✓
2 m. m. \triangle Y 10. 22 @ 9 $\frac{1}{2}$ ✓
1 m. m. \triangle K 40 @ 9 $\frac{1}{2}$ ✓
3 m. m. \triangle E 60. 61. 54 @ 9 $\frac{1}{2}$ ✓
4 m. m. A. 81. 84. 86. 87 @ 10. ✓

31 bases. C.T.C. ✓

Figure 2. Reverse of cover in Figure 1.



Figure 3. Baltimore to NYC. Docketing January 26, 1844. Red brush stroke cancellation. Ex-Kelly, Golden.



Figure 4. Datelined Baltimore, Feb. 8, 1844 to Philadelphia. Tied by red ink smear. Ex-Kelly, Golden; Siegel Sale 817, Lot 445.

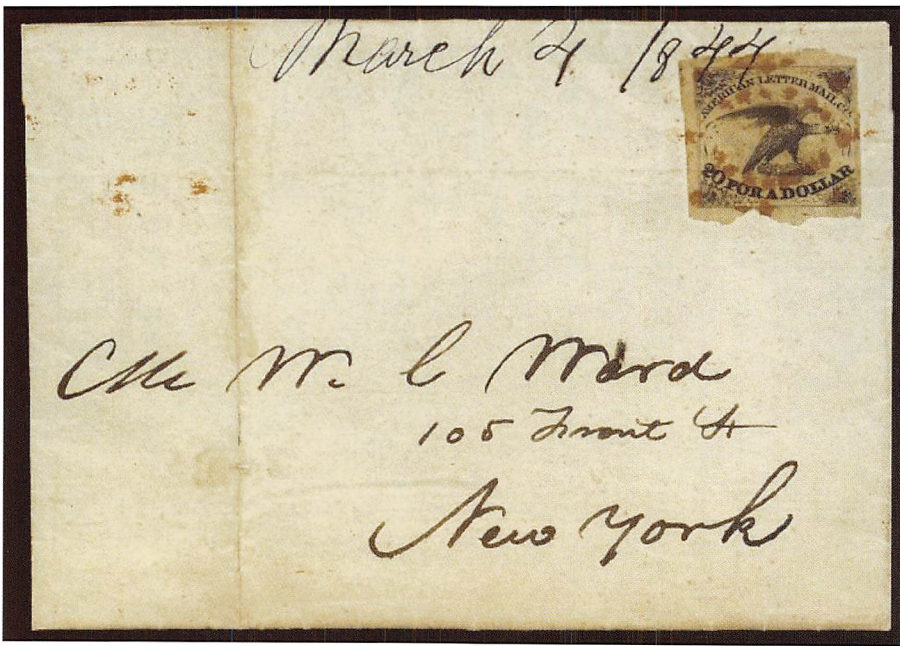


Figure 5. From Baltimore to NYC, docketed March 4, 1844. Stamp tied by red oval of stars. Ex-Golden; Siegel Sale 817, Lot 444.

MOVING

Let us know.



D. O. Blood & Co.

For the Post Office City Despatch Post

The 15L7 Stamps

By
Larry Lyons

D. O. Blood & Co. issued three round “For the Post Office” stamps in 1846-47. These stamps have *Scott Specialized Catalogue* numbers 15L7 through 15L9. These circular type stamps were used on outbound letters carried by Blood’s to the post office. The 15L7 stamp has “CITY | DESPATCH | POST” in the middle and the other two have “CITY | DESPATCH | PAID” in the middle. See **Figure 1**. I have noticed that the 15L7 stamp is particularly difficult to obtain and is somewhat scarce on cover. I decided to explore the rarity of this stamp by doing a census and examining the results.

A Look at Major Name Sales

The David Golden collection contained one example of a cut-to-shape 15L7 stamp on a cover. This was Lot 502 which sold for 575.00 + 10% against an estimate of 300-400. The catalogue value of a cut-to-shape example on cover in 2010 is now \$1,100.00. In 1999 when the Golden sale took place only a full corner on cover was listed at a value \$500.00.

The Hall sale held in November 2000 had a cut-to-shape example on cover which was ex. Caspary. It sold for \$1,000.00 + 10% against an estimate of \$500-750 and this established the catalogue price we have today, a decade later. The Hall sale also contained a single off cover 15L7 stamp with a red PAID cancel. This stamp was also ex. Caspary. It sold for 270.00 + 10% against a 2000 *Catalogue* value of 90.00. This stamp is shown here in **Figure 2**. It is also the picture shown in the *Scott Catalogue* as cut L33. It has a portion of the stamp below so you can see how closely the stamps were printed to each other. It is noted that this stamp has a crease and a thin and still sold for three times the catalogue price.

The Middendorf collection had an example on cover cut-to-shape with octagonal cuts. That cover was dated July 29, 1846.

The Kuphal sale, held at the Siegel Auction Galleries, November 15-16, 2006 had an octagonally cut to shape example on a cover dated July 1, 1846. This example sold for 862.50 including the buyer’s premium.

The Martin Richardson collection of Blood’s Local Post was sold at Siegel Auction Galleries on December 20, 2006. This specialized collection contained an example on a piece with lots of toning which sold for \$230.00 which is higher than the 2010 catalogue value. The Richardson collection also contained a square cut full corner tied on a cover dated November 16, 1846. This example sold for \$1,150.00 against a catalogue value of \$1,750.00. The cover was torn at the upper left.

On a March 26, 1996 a very impressive sale of a Carrier and Local Post collection was held at the Siegel Auction Galleries. Lot 163 contained an example of

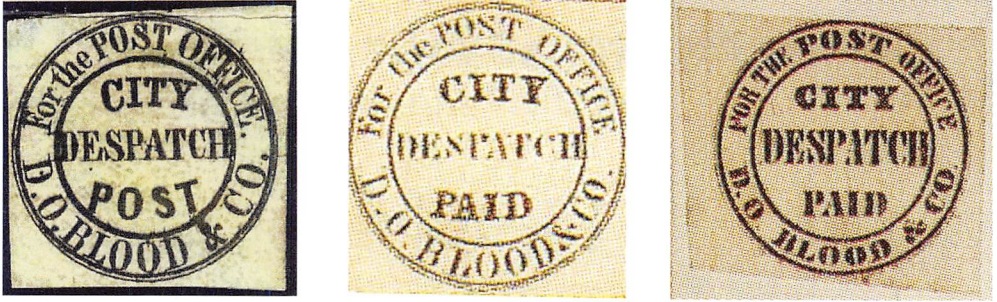


Figure 1. The three designs of the “For the Post Office” stamps issued by D.O. Blood & Co. in 1846-47.



Figure 2. A used off cover example of the 15L7 stamp showing a portion of the stamp below. Ex. Johnstone, Hall, Caspary.

a cut-to-shape 15L7 on a cover. The stamp was not tied to the cover which was dated May 14, 1846. This example sold for \$1,100.00 to Bob Meyersburg.

The Meyersburg collection was sold at the Siegel Auction Galleries on June 25, 1997. The example described in the previous paragraph was resold in lot 356 for \$825.00. It received a Philatelic Foundation certificate in 1997. This same cover was sold at Siegel Auction Galleries on March 6-7, 2001 in lot 719. This time it realized \$546.25. It lost half its value in the five years 1996 to 2001. A philatelic occupational hazard.

More recently at a Schuyler Rumsey sale held on November 17-20, 2009, lot 1966, a full corner tied on a cover sold for \$920.00. This example from an old time collection had been off the market for over 50 years. See **Figure 3**.

Knapp did not own a 15L7.

The Don Johnstone sale was held at the Siegel Auction Galleries on December 19-20, 2002. Johnstone had the used full margin single ex. Caspary and Hall. It sold for \$275.00. The catalogue value for a used stamp in 2002 was \$300.00 based on the sale of this stamp in the Hall sale. This example has a crease and a thin.

The Census for Full Cornered 15L7 Stamps on Cover

I did a thorough census and found 12 full cornered examples on cover with only two of these examples being tied by the Philadelphia cds. Both of the tied examples have been at public auction in the last four years. Only two of the 15L7 full corner stamps on cover have valid Philatelic Foundation certificates.

The Census for 15L7 Cut-to-Shape Stamps on Cover

My census research found 15 cut-to-shape examples on cover with only six of these examples being tied by the Philadelphia cds. One of the tied examples is missing a piece of the 15L7 stamp. Two of the tied examples haven't been seen in over 25 years. Only two of the sound examples tied on cover have been at public auction in the last decade. Only one of the cut-to-shape examples on cover has a valid Philatelic Foundation certificate.

The 15L7 off Cover Stamps

The used 15L7 stamp is particularly difficult to find. My census is as follows:

Used 15L7 Stamps

1. On piece with handstamp
Ventura sale 158 Lot 81 PF \$750.00
2. Red Paid cancel and showing a portion of another stamp at the bottom.
(See **Figure 2**). Ex. Johnstone, Hall, Caspary
3. Cut Hexagonally with red paid and manuscript lines
German sale (Bartels), Nov. 3-5, 1921, Lot 694
4. Used but uncanceled on piece, A full corner with extensive toning, PF
Siegel, December 20, 2006, Lot 1073

Unused 15L7 Stamps

1. Full corner, no gum
Morris collection, 2010 PF 483644

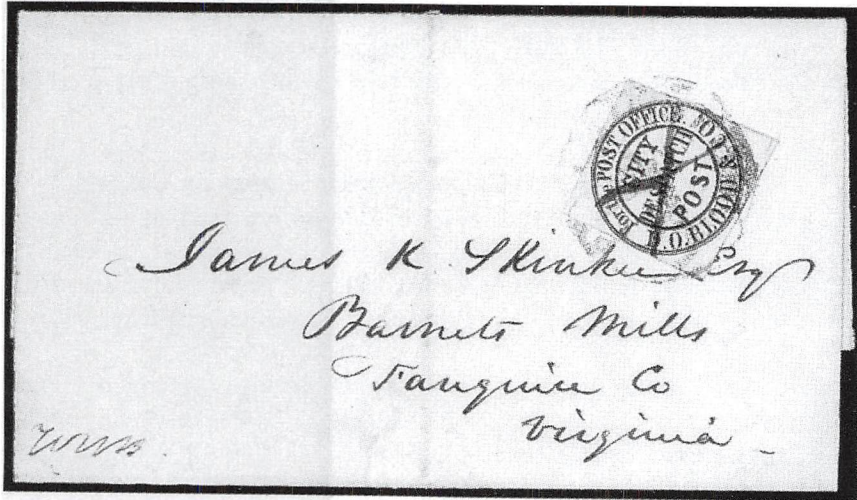


Figure 3. A full corner 15L7 stamp tied on a cover. Schuyler Rumsey, November 17-20, 2009, Lot 1966.

Circulars

On June 1, 1846 Blood's released some advertising circulars. Two of those circulars are recorded with full corner 15L7 stamps on them. See **Figure 4**. According to the circular the striding messenger stamps were for local mail and the "For the Post Office" stamps were for mail going to the Post Office. There was a volume discount for the purchase of the 15L7 stamps.

Census of 15L7 Full Stamps on Cover

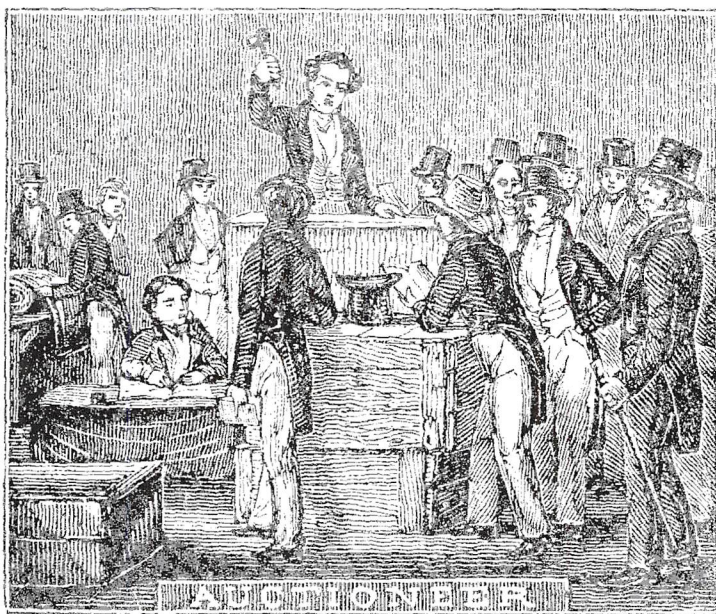
	<u>Date</u>	<u>Tied</u>	<u>To</u>	<u>Record</u>
1	1847	No	New York	Mohrmann, Oct. 22-24, 1974, Lot 623
2	Dec. 7, 1847	No	Burlington, N.J.	Ventura Sale 153, Harmers (Waterhouse), June 30, 1955, Lot 832 Harbor, Jan. 18-20, 2006, Lot 1762, PF
3	Oct. 20, 1846	No	Ohio	Harmer Schau, Jan. 20-22, 2006, Lot 634
4	Nov. 16	Yes	Morgantown	Siegel, Dec. 20, 2006, Lot 1074 Park Cities

	<u>Date</u>	<u>Tied</u>	<u>To</u>	<u>Record</u>
5	Dec. 7	No	Howard P.O., PA	Siegel (Geisler), Dec. 3, 2008, Lot 1089, PF Siegel, April 27, 1990, Lot 446 Siegel, Oct. 6, 1981, Lot 494
6	1846	No	Craftsbury, VT	Siegel, June 12-13, 1980, Lot 1196, PF Decline Opinion
7	April 25, 1846	No	Newark, N.J.	Harmer Rooke, Feb. 15, 1977, Lot 103.
8	Nov. 12, 1846	No	Pottsville	Siegel, March 3-April 1, 1965, Lot 652.
9	Oct. 17, 1846	No	Pottsville	Lowe, March 1, 1973, Lot 1657, Ex. Gibson
10	1846	Yes	Barnett Mills, Virginia	Schuyler Rumsey, Nov. 15-17, 2009, Lot 1966
11	N.P.	No	New Rochelle	Lowe, March 1, 1973, Lot 1656 Lowe, Oct. 26, 1973, Lot 1904
12	N.P.	No	Worcester, NY	Lowe, Oct. 8, 1974, Lot 230

Census of Cut-To-Shape 15L7 Stamps on cover

	<u>Date</u>	<u>Tied</u>	<u>To</u>	<u>Record</u>
1	July 1	Yes	Milford, MA	Siegel, Nov. 15-16, 2006, Lot 1301 Wolffers, April 29-30, 1992, Lot 422
2	March 12, 1846	Yes	Baltimore	Fox, March 31, 1961, Lot 524 Fox, March 23, 1967, Lot 855 Siegel (Golden), Nov. 15-17, 1999, Lot 502
3	Nov. 17, 1846	No	Trenton, New Jersey	Weiss, Sept. 15, 1990, Lot 2066
4	Dec. 1, 1846	No	Robert Leslie, Esq.	Suburban, Nov. 15, 1997, Lot 187
5	July 30, 1846	No	Pottsville	Frajola, (Middendorf), May 1991, Lot 388
6	Oct. 12 (torn)	Yes	Bordontown, N.J.	Koerber, Dec. 2-3, 1983, Lot 1084
7	1846	No	New York	Christie's, June 20-21, 1984, Lot 586
8	May 13, 1846	No		Harmer Rooke, Dec. 15, 1997, Lot 105
9	May 19, 1846	No		Harmer Rooke, Dec. 15, 1997, Lot 104

	<u>Date</u>	<u>Tied</u>	<u>To</u>	<u>Record</u>
10	May 14, 1846	No	Princeton, N.J.	Siegel, March 17, 2006, Lot 4601 Siegel, March 26, 1996, Lot 163 Siegel, March 6-7, 2001, Lot 719, PF Siegel (Meyersburg) June 25, 1997, Lot 356
11	March 18, 1846	Yes	Middletown, CT	Harmer Rooke, Feb. 20, 1974, Lot 729
12	June 22, 1846 (Piece missing)	Yes	Milton Hill, Mass.	Siegel, July 16, 1998, Lot 1733. Siegel, April 27-29, 1999, Lot 1494 Siegel (Geisler), Dec. 3, 2008, Lot 1090
13	1846	No	Burlington, N.J.	Harmers (Waterhouse), June 30, 1955, Lot 832
14	July 14	Yes	Washington	Siegel (Hall), Nov. 13-14, 2000, Lot 445 Ex. Caspary
15	Dec. 4, 1846	No	Newark, N.J.	Lowe, Sept. 10, 1981, Lot 745



Public Stamp Auction

See Page 56.

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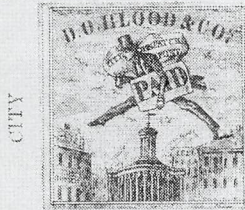
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2 "	-	-	20 "
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Figure 4. A Blood's advertising circular released on June 1, 1846. John Kaufmann, May 29-31, 1987, Lot 812, Ex. Ferrari.

Carriers & Local Society Auctions

Auction Results Auction #18 July 15, 2010

The Society Auction hammered about \$8,000.00 in realizations and a little over 60% of the lots were sold. This is down from our usual averages but is still quite good for these economic times.

The Society has been hosting two auctions per year for the last 9 years. Special thanks to Alan Cohen, our Auction Manager and to Marty Richardson who maintains our website where the images can be viewed.

Carriers and Locals Society Auction #19

Thursday, January 20, 2011

Closing date for consignments
December 27, 2010

To our Auction Manager, Alan E. Cohen

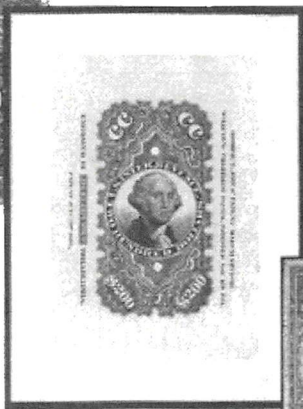
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