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# THE PENNY POST

Official Journal Of The Carriers And Locals Society



May 23, 1935 cancel on a partial package wrapper with 3¢ and 20¢ Type 3 Motor Post and Chain Deliveries stamps and a 10¢ Type 4 stamp.

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SWARTS' CITY DISPATCH POST – THE SMALL SQUARE STAMPS

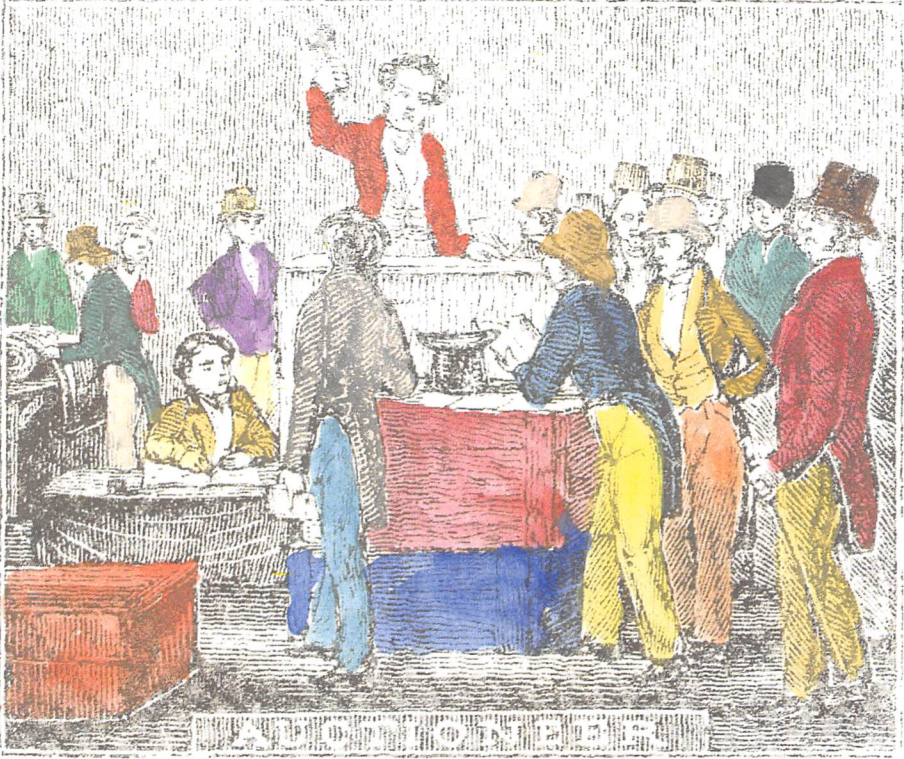
THE METROPOLITAN ERRAND AND CARRIER EXPRESS CO.

TWO RARE USES OF A PENNY POST

AND MORE

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# THE PENNY POST

VOL. 20 NO. 4

OCTOBER 2012



The Carriers and Locals Society, Inc.  
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# Editor's Message

By  
Larry Lyons

A rousing “hello” to all my fellow collectors and our expanding *Society*. Hello to our newest member, John Wright, who is member #563 and hello to James Czyl who is member #2. The *Carriers and Locals Society* began in January 1991 and 2013 will be our 23<sup>rd</sup> year. A special hello to Gordon Stimmell who was the Editor of *The Penny Post* for our first 30 quarterly issues and yes he is still an active local post collector. Gordon is member #8. The issue you are now holding is #81 and I have been the Editor for the last 49 issues. The January 2013 issue will be my 50<sup>th</sup> issue as Editor and we have just past the *Society's* 80<sup>th</sup> issue. Landmarks, landmarks.

## Looking Forward

I just want to take a moment and tell you what is in the works for our 82<sup>nd</sup> issue. Vern Morris is going to begin a long series of articles on the Bloods stamps and covers with a target starting date of January 2013. Hi Vern—please ignore the pressure to get it done now that is announced. In addition, Vern has challenged John Bowman to do the same with the Boyd's stamps and covers. Hi John—please ignore the pressure to get it done now that it is announced. Hopefully the readers know I am very close friends with both Vern and John, at least until I wrote these last few sentences.

This issue contains Part III of my series on Swarts and there will be two more parts. Part IV will focus on the Swarts Washington stamps and Part V will bring it all together and discuss the results of all of this research including unpublished commentary by Cal Hahn.

## Auctions and an Album

Alan Cohen, our Auction Manager, reports that Auction #22 ranks low as a success. We had 175 lots and sold 71 of them (41%). The total sales were just over \$10,000.00 and the fees collected for the *Carrier and Locals Society* were \$1,978.00. We have two auctions per year and yes, Alan has been doing this work for us for a long time. Please contact Alan about a consignment to our next auction. The auction houses have a minimum of \$200 and our *Society* has a minimum of \$5. This is a good place to sell your stamps, covers, forgeries, ephemera and literature. We often sell items valued in the thousands of dollars. You can place a minimum reserve on your item and if this is reasonable our auction manager will accept your consignment. On the buy side—where are you going to find most of these things? Don't put it off—send in your consignment now. Also very special thanks to Marty Richardson for doing the Treasurer's job for all of our 22 years, and also being our Secretary since January 1996. Marty is member #80. May I have the pleasure of thanking both Marty and Alan again 5, 10, 15 and 20 years from now.

Alan Cohen is also working on an album for the *Carriers and Locals Society*. The intent is to provide this free to our members. The album will be very comprehensive and extensive and you will be able to download and print only the pages you want. This project is proceeding well and already has reached the stage of

having a full listing. We are presently sorting out the bugs, making corrections and getting it into a final format. After it goes online we will still be able to make corrections as they are reported. Very special thanks to my buddy Alan Cohen for all his spectacular work.

### **Typing, Scanning, Insertions and Corrections**

Special thanks to Deborah Davis who has been doing the set-up work for *The Penny Post* since 2001. Without her help you would not be reading such a fine journal. I also need to thank my three proofreaders: Alan Cohen, John Bowman and David Snow.

### **Section Editors**

Special thanks to Bill Sammis for all his work in bringing express articles to us. Also thanks to our Fakes and Forgeries editor, Cliff Alexander.

### **Vice Presidents**

Much thanks to our vice presidents, John Bowman and Byron Sandfield. John is also our Assistant Editor. Both John and Byron are long time members of our Society and have made many contributions over the years.

### **Advertisers and our Patron**

I would be remiss if I didn't thank our advertisers without whose support our journal would not be possible. Extra thanks to Scott Trepel for his efforts in our field and for being our patron saint in remembrance of Richard Schwartz.

### **Your Participation**

You have just read my thanks to those whose participation give our *Society* life. "Ask not what the *Society* can do for you but what you can do for the *Society*." We still are in need of an advertising manager. This person will have to make 6-8 phone calls and perhaps a call or letter to place an ad. I will help. Please volunteer. We are always in need of articles. Please write about one cover or stamp or do a research piece. My editors and friends will help with information and answers to your questions. If you have something of interest or are puzzled by something please write a letter to the editor which I will place in *The Penny Post*.

### **And Now Our Feature Presentation**

I have already mentioned my Swarts Part III article which focuses and explains the small square "SWARTS | FOR | U.S. MAIL| ONE CENT| PRE-PAID" stamps.

We have a substantial research article for you on "Motor Post and Chain Delivery Stamps – Part II." Much thanks to the primary author, Bruce Mosher, and his two contributing authors, Cliff Alexander and John Bowman. We also have two shorter articles for you by John Bowman and Bob Rawlins. Thanks John and a special welcome to Bob for joining our ranks of contributing authors. I have also written a piece on the Metropolitan Errand and Carriers Express Company.

### Final Comments

If you can't give of your time to do some work for the *Society* and you cannot write an article—please make a financial contribution to allow us to continue to bring this award-winning journal to you. Printing this journal is expensive and our low dues cover less than the cost of two issues a year. We are dependent on your generosity to help pay our expenses.

My parting message to you is to relax and get away from our harsh and scary world by looking, examining, researching, exhibiting and sharing and talking with fellow stamp collectors and *Society* members. Leave all your troubles outside and enjoy your stamps and covers.

## Carrier and Local Society Awards

2011	Chicagopex	Gold
2011	Napex	Reserve Grand and Gold
2011	Diane D. Boehret Award for Excellence in Philatelic Literature	
2010	Napex	Gold
2009	StampExpo 400, Albany, NY	Reserve Grand and Gold
2009	The Diane D. Boehret Award for Excellence in Philatelic Literature	
2009	APS StampShow, Pittsburgh, PA	Gold
2009	NAPEX	Gold
2008	StampShow, Hartford, CT	Gold
2007	Chicagopex	Gold
2007	APS StampShow, Portland, OR	Reserve Grand and Gold
2006	StampShow, Chicago, IL	Gold
2005	New Zealand Philatelic Literature Exhibition	Large Silver Gold
2005	APS StampShow, Grand Rapids, MI	Gold
2004	National Philatelic Exhibition of Washington, NAPEX	Gold
2004	APS StampShow, Sacramento, CA	Gold With Felicitations
2003	APS StampShow, Chicago, IL	Gold
2002	APS StampShow, Chicago, IL	Gold
2001	Sescal, California	Gold
2001	APS StampShow, Chicago, IL	Gold
1994	The Diane D. Boehret Award for Excellence in Philatelic Literature	
1994	StampShow, Pittsburgh, PA	Vermeil
1994	Sescal, California	Vermeil
1993	StampShow, Houston, TX	Gold
1992	Sescal, California	Vermeil

# Motor Post and Chain Deliveries Stamps

## Part II

By

Bruce H. Mosher, Clifford J. Alexander and John D. Bowman

*This installment is a continuation of the Motor Post and Chain Deliveries Stamps article that began in the July 2012 issue of The Penny Post.*

### Known Stamp Varieties

The author's current belief is that all six Motor Post and Chain Deliveries stamp types were issued in denominations of 1, 2, 3, 4, 5, 10, 15, 20, and 40 cents. However, as previously pointed out, we have not seen examples of five of the Type 2 stamps and three of the Type 3 stamps. In 1967, when Burns and Hermann published the inaugural article concerning these issues, ten stamp denominations were unknown including the 20-cent Type 1 stamp.

During the intervening forty-four years, two previously unreported stamps were 'discovered' by one of the authors, both within the last ten years. The two latest discoveries are shown in **Figure 4** — the 20-cent Type 1 stamp and the ten-cent Type 2 stamp. The 20-cent version is heretofore described as "Gray with orange numerals," while the ten-cent variety will be known as "Light green with gold numerals." Verification of these two previously unreported varieties should provide hope that the other eight unknown Chain Deliveries' stamps will surface sometime in the future.

Type 1 - 20¢

Type 2 - 10¢



**Figure 4. Recently discovered Motor Post and Chain Deliveries stamp values (enlarged).**

### Type 1 Stamps

Motor Post was reportedly established sometime in 1932 and the first filing record of this corporate name with the New York Department of State was on March 6, 1933. Sometime after it was organized, Motor Post began issuing its own unique prepaid stamps for transporting packages consigned by its clients. If the stamps were not initiated during that period, they perhaps materialized shortly after the company's March 1933, New York State filing.

All nine Type 1 stamp denominations are now known and the entire colorful group is illustrated in **Figure 5**. No additional values are suspected of having ever

been issued by Motor Post. When comparing the colors exhibited in the depicted Type 1 stamps with Burns and Hermann's descriptions (reproduced at lower right in **Figure 5**), a significant difference is immediately noticed for the ten-cent stamp colors. They originally described the ten-cent as "Pink with light blue numeral." Currently known ten-cent Type 1 stamps residing in five different collections are all *green with gold or yellow numerals*. Three of these ten-cent stamps are shown in **Figure 6** and a fourth is found in **Figure 5**. Throughout the current research project, we have not seen nor heard of a pink ten-cent Type 1 stamp. Interestingly, a review of Charles Hermann's long-sequestered collection of Chain Deliveries stamps reveals it did not contain a ten-cent Type 1 stamp of any description.



**Figure 5.** The entire family of nine Type 1 Motor Post, Inc. stamps (with the Burns and Hermann reported colors in the box).





John Bowman collection.

Courtesy Jim Czul.

Courtesy Bill Sammis.

**Figure 6. Three of five known green, 10¢ Type 1 stamps.**

We also note that in Burns and Hermann’s entire compendium of six different stamp types, the Type 1 ten-cent and 15-cent adhesives are the only varieties where the same basic stamp color is repeated for consecutive denominations. Both are described as pink, but the ten-cent stamp is reported with a light blue numeral and the 15-cent with deep blue numeral. This duplication suggests that something might be awry with their stated colors for at least one of those listings. Because Hermann apparently did not own a pink ten-cent stamp and the authors have not seen one, it is likely that Burns and Hermann’s color descriptions for the Type 1 ten-cent stamp was in error.

As might be expected, the Post Office Department probably was not happy to see the word “Post” on the Motor Post’s issued stamps. Although we have found no specific record of rejection or request for change by the government, it is not surprising the Motor Post business name may only have been used for a short time before a less-contentious corporate name graced the faces of its stamps. In fact, use of the word ‘Post’ in their corporate name may have been reason enough for the company to have dutifully changed their business identity to Chain Deliveries, Inc. in mid-1934.

Finding readable cancels on Type 1 stamps is a real challenge because there is not a lot of surviving Type 1 stamps to examine. So far our research has only produced the ‘legible’ EKU cancel of MAR 3 1934 that is shown in **Figure 7**. This one-cent stamp was found in Charles Hermann’s recently surfaced collection. We suspect the Type 1 stamps were issued and used earlier than 1934, perhaps sometime during 1933, but no readable cancels have been found that validate a 1933 date.



Ex-Charles Hermann.

**Figure 7. EKU (MAR 3 1934) cancellation on a Type 1 stamp (enlarged).**

A particularly frustrating example of the unreadable cancel phenomena that is found on many early stamps is illustrated in **Figure 8**. The pictured Motor Post Type 1 stamp retained a large part of its cancellation date that is readily recognized as “SEPT 28 193\_.” But what is the last digit of the year impression? The fuzzy and incomplete last numeral is just not reliably decipherable. A ‘3’ that would complete the year as “1933” would be a very informative and rare gem, but, alas, we just don’t know!



Courtesy Jim Drummond.

**Figure 8. What is the year in this cancel date? (Enlarged).**

Establishing LKU dates for Type 1 stamps was easier than expected, because those stamps were used deep into 1935 when remaining stocks were being liquidated during combined usage with new stamp issues. For example, the one-cent Type 1 stamps in **Figure 9** were used with five-cent Type 3 stamps to pay the delivery charge of 12 cents for the underlying package. The Chain Deliveries cancel across these stamps is recognizable as AUG 31 1935, and this date becomes the Type 1 LKU seen so far.

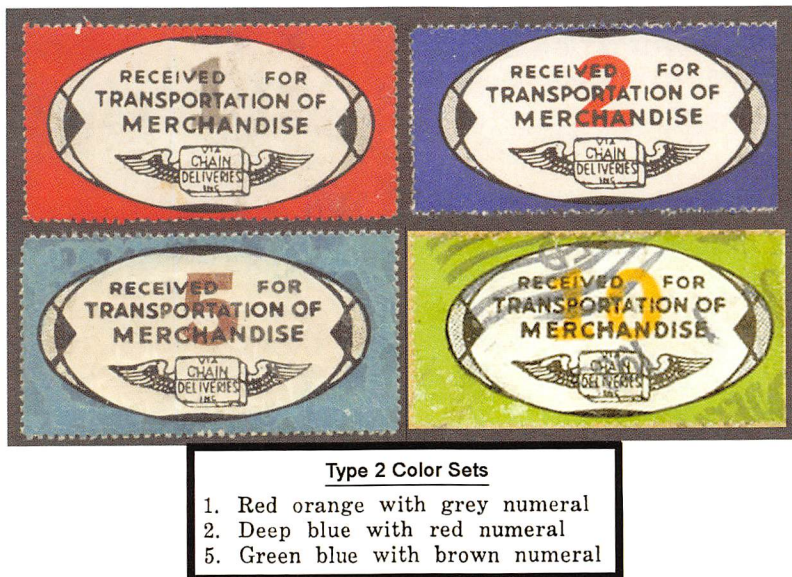


**Figure 9. LKU (AUG 31 1935) cancel on two 1¢, Type 1 stamps.**

## Type 2 Stamps

The revised corporate name of *Chain Deliveries, Inc.* was first filed with the Department of State in New York on June 12, 1934. This change in identity was reflected on their second-design set of company stamps (Type 2). The Type 2 stamps (see **Figure 10**) are the most difficult varieties to find examples of, especially the three-cent (none reported), four-cent (none reported), ten-cent (one reported—illustrated in **Figure 10**), 15-cent (none reported), 20-cent (none reported), and 40-cent (none reported) denominations. As previously mentioned, all of the unreported values are believed to have been issued and used. But perhaps the presently unseen values were not printed in large quantities. This situation, if true, may be responsible for their infrequent usage and consequent extreme rarity.

Descriptions of the three Type 2 stamp color sets known to Burns and Hermann are reproduced in the box at the bottom of **Figure 10**. The three 1967-described stamp colors match the illustrated examples. The colors on the newly discovered ten-cent stamp are “light green with gold numerals” as reported above. However, we do note that at least two examples of this stamp exist in lighter green with yellow numerals (see the right-most stamp in **Figure 6**).



**Figure 10. The four known values of Type 2 Chain Deliveries, Inc. stamps.**

The paucity of Type 2 stamp examples has made it very difficult to find printed cancellation dates for EKU and LKU identification. One noticeable characteristic of the Type 2 stamps (and Type 1's as well) is the inability of the colored frame area (surrounding the central oval) to retain ink that provides legible cancellations. This means that most fully recognizable date-cancels must predominantly be located within the stamp's central oval area in a 'socked-on-the-nose' style. This condition precludes many promising dated cancels from being

readable for contiguous month and year dates. Of course, finding cancelled Type 2 stamps on larger package pieces could provide larger canceling areas over which to find a discernable cancellation date. The drawback here is that the authors have not seen any examples of early used Type 2 stamps on piece.

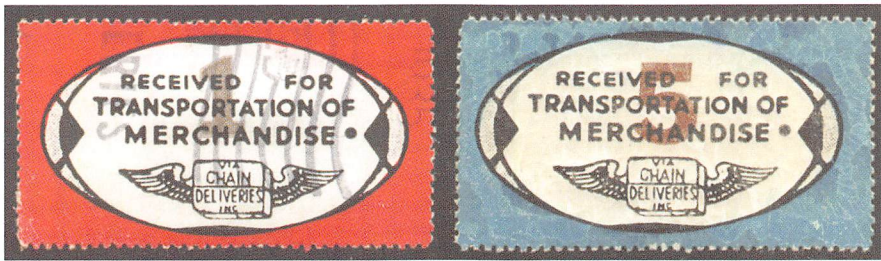
Nevertheless, an EKU and a LKU cancel on Type 2 stamps have been located and are depicted in **Figure 11**. Once again, caution should be exercised in reading too much into these dates, especially given the relatively few cancelled examples that are available to be examined. Remember also that LKU dates can many times be found occurring long after a replacement stamp has been issued because it does not appear that Chain Deliveries prohibited the use of old stamp varieties.



**Figure 11. EKU (APR 11 1935?) and LKU (NOV 8 1935) dates on Type 2 stamps (enlarged).**

A unique, but small, design variant of these stamps has been noticed and identified by writer Jim Czul as Type 2A.<sup>16</sup> This subtype is characterized by the addition of a 1.4 mm diameter black dot immediately after the word “MERCHANDISE” as illustrated on the two stamps in **Figure 12**. The existence of the black dot at the same location on two differently denominated stamps would indicate that its presence was not caused by a printing anomaly. The authors do not have an explanation for the black dot’s appearance on the two illustrated examples. Up to now, the other two known Type 2 stamps (two-cent and ten-cent values) have not been found in the Type 2A style, but they may also exist.

<sup>16</sup> Jim Czul, “Chain Deliveries stamps raise questions,” *Linn’s Stamp News*, June 3, 1985, page 62 (Note that only the 1¢ Type 2A stamp was reported in Czul’s article).



Courtesy Jim Czyl.

Bruce Mosher collection.

**Figure 12. Type 2A 1¢ and 5¢ stamps (enlarged).**

### Type 3 Stamps

The issue date for Type 3 Chain Deliveries stamps is not known. Based on the above Type 2 discussion, it would not be too surprising to find that Type 3's first appeared very early in 1935. The earliest clearly readable cancel on Type 3 stamps is MAY 23 1935 as shown in **Figure 13**. A later cancel of NOV 15 1935 on a one-cent Type 3 stamp is identified as the LKU (see **Figure 14**). These two dates are only separated by about six months, which is considerably shorter than the anticipated useful longevity of the Type 3 stamp issues. Hopefully, future collectors and postal historians can locate more representative EKU and LKU cancels related to Type 3 stamp usages.



**Figure 13. EKU (MAY 23 1935) cancel date on 3¢ and 20¢ Type 3 stamps.**



Figure 14. LKU (NOV 15 1935) cancel date on two 15¢ Type 3 stamps (enlarged).



- Type 3 Color Sets**
- 3. Light rose with red numeral
  - 4. Light yellow with red numeral
  - 5. Light green blue with red numer.
  - 10. Light green with red numeral
  - 15. Medium blue with red numeral
  - 20. Pink with red numeral

Figure 15. The six known values of Type 3 Chain Deliveries, Inc. stamps.

Although the authors believe that nine denominations were issued for every type, we have not seen examples of the one-cent, two-cent or 40-cent Type 3 stamps. The six known stamp values in the Type 3 series are illustrated in **Figure 15**. The colors for these six stamps are the same as those reported by Burns and Hermann whose list is replicated in the box at the bottom of the illustration. Notice that all the numerals in the known Type 3 stamps are colored red and perhaps that characteristic will also appear on the three unknown values if they are found.

#### Type 4 Stamps

The initial issue date of the Type 4 Chain Deliveries stamps is not presently known, but it may have been during the early months of 1935. A date of (MA)R or (AP)R 28 1935 appears on the ten-cent stamp depicted in **Figure 16**. Since the exact month is indeterminate, the least optimistic EKU date of April 28, 1935 is adopted, but earlier usage might have existed.



Ex-Charles Hermann.

**Figure 16. EKU cancel of (AP?)R 1935 on a 10¢ Type 4 stamp (enlarged).**

The Type 4 LKU example of FEB 12 1937 in **Figure 17** noticeably occurred 21 months after the EKU date. But once again, this date may be another example of a late remainder usage. Given the “Chain Deliveries, Inc.” corporate name reportedly existed for 28.5 months, during which four different company stamp designs were issued bearing exactly the same business name (i.e., Types 2–5), significant overlap in usage dates is surely to be expected.



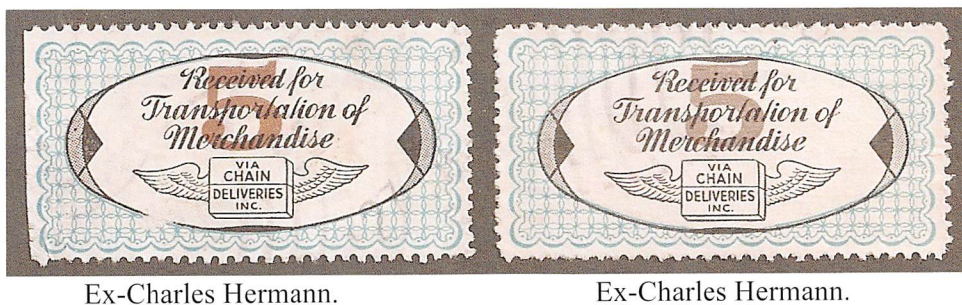
Figure 17. LKU cancel (FEB 12 1937) at the top of a 4¢ Type 4 stamp (enlarged).



Figure 18. The entire family of nine Type 4 Chain Deliveries, Inc. stamps.

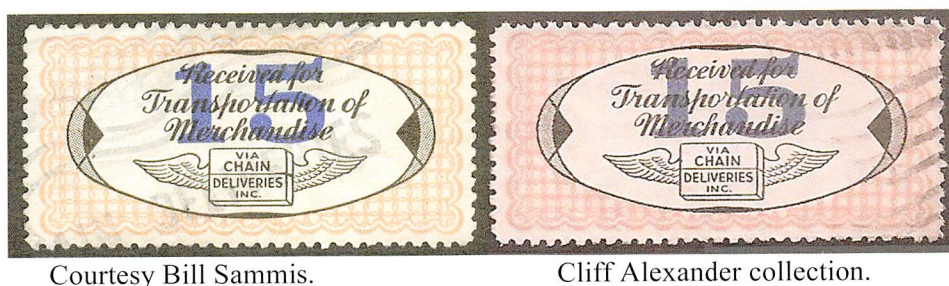


The entire series of nine Type 4 Chain Deliveries stamps are well known and more plentiful than the three predecessor types. **Figure 18** depicts examples of all the basic Type 4 stamps and the Burns and Hermann defined colors are copied in the box at lower right. Most of the color descriptions match up with the illustrated examples except for the 15 and 20-cent values (to be subsequently discussed). The five-cent stamp's colors were previously described as "Light blue with brown numeral" and are consistent with the **Figure 18** and **Figure 19** (left) pictured stamps. The Hermann-listed five-cent "a." variety was described as exhibiting a grey numeral and is illustrated at the right in **Figure 19**.



**Figure 19. The two 5¢ Type 4, numeral-color varieties (enlarged).  
Type 4a is shown at right.**

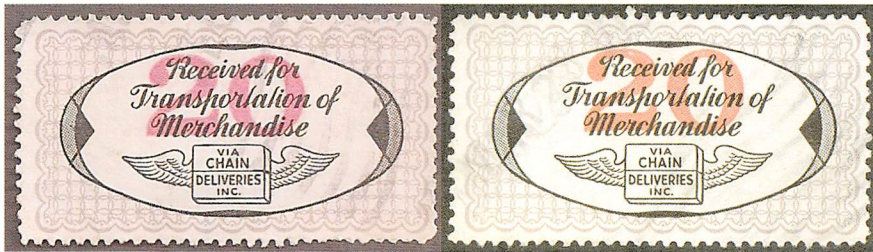
The 15-cent variety has been described as "Orange with blue numeral" as shown in the **Figure 18** collage. The 15-cent version of 'orange' is much paler than exhibited on the three-cent orange stamp in this series. A 'dull orange' or 'light orange' color description for the 15-cent stamp seems much more appropriate. We also have identified a sub-variety of this stamp where the gingham background design is light pink as illustrated in **Figure 20**; however, its numerals are still blue. The pink color does not appear to be a color changeling of the orange stamp. Only a single example of the pink colored stamp has been seen and reader reports of additional examples are sincerely solicited so this stamp can 'officially' be recognized as a Type 4 subvariety.



**Figure 20. Previously unreported light-pink version of the 15¢ Type 4 stamp at right, normal dull-orange 15¢ stamp at left (enlarged).**

Another anomaly in the reported Type 4 stamp colors has been noticed on the 20-cent stamps of this series. The originally described “Rose buff with light red numeral” presents an identification dilemma because “rose buff” is not a readily recognized color. However, the 20-cent stamp pictured at left in **Figure 21** was found in Hermann’s collection, so we will assume it epitomizes the “rose buff” background color he stated.

Hereafter, the authors recommend that the background color of this stamp be identified as “dull mauve.” Additionally, the authors have several other examples of this 20-cent stamp that exhibit a lavender-gray background design with red-orange numerals as shown at the right in **Figure 21**. This stamp should be recognized as a Type 4 subvariety.



Ex-Charles Hermann.

Courtesy Bill Sammis.

**Figure 21. Two different background-colored, 20¢ Type 4 stamps (enlarged).**

### **Type 5 Stamps**

The Type 5 Chain Deliveries stamps exhibit a significantly different pattern resulting from a design overhaul that only preserved the central winged-package detail from the Type 4 issues. Like Type 4, the Type 5 stamps appear to be abundantly represented in current collections and accumulations. All nine varieties of the Type 5 stamps are accounted for and depicted in **Figure 22**. The colors reported by Burns and Hermann are reproduced in the box at bottom right in **Figure 22** and are consistent with the colors known to exist by the authors.



**Figure 22. The entire family of nine Type 5 Chain Deliveries, Inc. stamps.**

A Type 5 EKU date of OCT 25 1935 has been identified (see **Figure 23** and magnified in **Figure 24**) on a two-cent stamp. In addition the LKU date of MAY 15 1937 is shown in the **Figure 25** cancel on a three-cent Type 5 stamp.



Figure 23. EKU (OCT 25 1935) dated 2¢ Type 5 stamp.

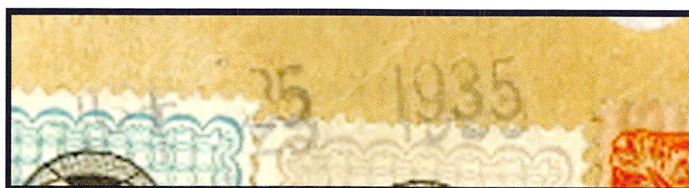


Figure 24. Enlarged Type 5 EKU double cancellation.



Ex-Charles Hermann.

Figure 25. Type 5 LKU (MA)Y 15 1937 cancel on a 3¢ Type 5 stamp (enlarged).

One production anomaly has been observed on a three-cent Type 5 stamp and it is shown in **Figure 26**. The right-side vertical perforations are offset approximately 7 mm from normal giving the stamp an elongated horizontal appearance. Only the single illustrated specimen is currently known, but it is a definite indicator that the entire printed sheet of three-cent stamps that once hosted this specimen was similarly misperforated.



Courtesy Bill Sammis.

**Figure 26. Vertically misperforated 3¢ Type 5 stamp.**

### Type 6 Stamps

The Type 6 Chain Deliveries Express Inc. stamps are also plentiful in all nine varieties. This is most certainly attributable to as many as eleven years of production and use. The entire group of Type 6 stamps is illustrated in **Figure 28** along with the colors previously published by Burns and Hermann. The Type 6 stamp colors known to the authors are consistent with their prior report.

An EKU date of 1937 has been identified based on the year-dated cancel on the left ten-cent Type 6 stamp illustrated in **Figure 27**. The month this cancel was applied did not print out; however, it is the only 1937 cancel reported so far on Type 6 stamps. The LKU date of MAY 17 1944 is shown on the right ten-cent Type 6 stamp in **Figure 27**.



**Figure 27. Type 6 EKU (1937) and LKU (MAY 17 1944) cancels on 10¢ stamps (enlarged).**



**Figure 28. The entire family of nine Type 6 Chain Deliveries Express, Inc. stamps.**

Several small detailed differences can be observed when comparing the Type 5 and 6 stamp designs under magnification. Besides the obvious change in wording in the winged package, there are subtle differences in some of the design elements. It appears that the plate used to print the Type 5 stamps (exterior to the winged package area) became worn or damaged in a few isolated areas and was recut before being employed to print Type 6 stamps. Significant variations appear along the right and lower-right edge ornamentation plus among the interior 45-degree grid-lines. The major differences are highlighted in the **Figure 29** stamp images. These identical design differences appear on all nine values of Types 5 and 6 stamps.



Figure 29. Detail differences between Type 5 (top) and Type 6 (bottom) designs.

TO BE CONTINUED

# Swarts' City Dispatch Post

## The Small Square Swarts Stamps

### Part III

By  
Larry Lyons

The study of the Swarts small square stamps must include a look at the rates, the colors and spacing of the stamps, the stones from which the stamps were produced and the thicknesses of the paper. All will be explored, studied and explained in this article. The author will also provide census data for these small square stamps which say "SWARTS-FOR-U.S. MAIL-ONE CENT-PRE-PAID" in five lines. This is Part III in a series of studies of the Swarts' City Dispatch Post. Part I was a focus on the handstamps and included a study of 1847 stamps used on Swarts stampless covers. Part II fully explored the Swarts Zachary Taylor, "Rough and Ready" stamps including the use of Bouton's stamps and manuscript overprints. Part III will begin with a presentation of the Swarts rates so the reader will understand why these small square stamps were created.

#### Swarts Rates

It is believed that the Zachary Taylor stamps of the Swarts City Dispatch Post were sold at two cents each until 1851 and at one cent each after that date.<sup>1</sup> In December 1848, Swarts made a statement in the newspaper in regard to his appointment as a government agent (See Part I of this series of articles for the story of the failure of Swarts' hope to have a letter carrier monopoly in the Chatham Square area.<sup>2</sup>) indicating that he intended to charge one cent instead of two for the delivery of letters from the government mail.<sup>3</sup> When Aaron Swarts realized that he would not receive the appointment as an agent of the U.S. Post Office, he may well have doubted that the government could maintain service at a one cent fee against Swarts' competition, and therefore he purposely omitted placing a value on his Zachary Taylor stamps so that they could be sold at one or two cents to be competitive with the rates the U.S. carrier service might adopt. In January 1849 Postmaster Morris announced that the fee for government letter carriers was to be one cent per letter and government carrier service was reinstated in New York City with the issuance of the small round words only stamps. These stamps, 6LB9-11 say "U.S. MAIL | ONE CENT | PRE-PAID." Beginning in the summer of 1851 the government carrier department charged no collection fee for taking a letter to the New York post office for the out of town mails.<sup>4</sup> The earliest known small square

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<sup>1</sup> *The Chatham Square Post Office and Swarts City Dispatch Post*, Handbook of American Philatelic Society, Elliot Perry, 1941, page 10.

<sup>2</sup> *The Penny Post*, Larry Lyons, Vol. 20 No. 2, pages 19-38.

<sup>3</sup> *The Chatham Square Post Office and Swarts City Dispatch Post*, Handbook of American Philately Society, Elliot Perry, 1941, page 10.

<sup>4</sup> *The Chatham Square Post Office and Swarts City Dispatch Post*, Handbook of American Philatelic Society, Elliot Perry, 1941, page 25.



“SWARTS | FOR | U.S. MAIL | ONE CENT | PRE-PAID” use is believed to be a blue stamp on a cover dated April 1, 1851 for local use. See **Figure 1**. The earliest known use of a small square stamp on a letter to the mails is August 16, 1851 on a letter to Cleveland.<sup>5</sup> Based on the issue date and the wording of the Swarts small square stamps it is a reasonable assumption that they were issued in answer to the reduced government carrier rate for mail to the post office heading out of town. Most of the covers recorded by this author are to the post office headed out of town. There is a unique cover to Canada dated September 13 (probably 1851) which has eleven red small square Swarts stamps. See **Figure 2**. The sender paid Swarts for the ten cents postage to Canada with Swarts stamps but Swarts had to pay the ten cents at the post office and kept the one cent for his fee to carry the letter to the post office. The bottom stamp has been lost on this cover. This was the story given by Elliot Perry; however, later it was determined that the bottom stamp did not originate on this cover. The handstamp was under the stamp, and the stamp was subsequently removed. When this cover appeared in the Merroni sale, John Fox, November 12, 1952, Lot 950 it only had ten stamps.

### The Printings

It was determined by Robson Lowe that two different stones were used to print the genuine stamps. Stone I was used to produce the red on white, 136L15 stamps, the pale blue on white 136L14, stamps the black on white 136L17 stamps and the red on bluish 136L16 stamps. Only nine red on white stamps are known on cover. Only three pale blue on white stamps on cover have been recorded. Similarly there has only been one red on bluish paper stamp recorded and only two black on white stamps are known. There are too few examples and no blocks from which to identify the size of the Stone I sheetlet. The plating of the Stone I stamps is also unknown. It was previously noted that Stone I has “wide spacing”. I have been able to determine that the space between the stamps in the vertical direction is at least 1.5mm. If the stamps were cut apart anywhere near half way the vertical spacing could have been 3mm. The stamps from Stone I do not have large margins at the left and right. It is presumed the horizontal spacing was in the .5mm to 1.0mm range.

Stone II was used to produce the deep dark blue stamps, 136L14, on thicker white paper as well as blue stamps on medium white paper also 136L14 light blue. The Stone II stamps were used from the summer of 1853 through the fall of 1855. Stamps on thin white paper were also produced by Stone II and are designated 136L14a. Most of the 136L14a stamps were remaindered and at least six panes of 25 stamps (5x5) are recorded. One sale, Kelleher, October 2-3, 1984, had three lots (1626-1628) with the first called a sheet of 25 and the other two called blocks of 25. Most blocks look like the one shown in **Figure 3**. The horizontal spacing of the columns in this block are 4.5, 0.5, 1.0, and 1.0mm. Note there is a 2mm margin at the right. The vertical spacing is .5mm to 1.0mm. Blocks of 4, 6 and 20 also exist of the blue stamps on thin white paper. The stamps show five transfer types with each row being a different transfer type. The block of 25 has all of the full pane positions. There is no explanation for the 4.5mm space other than poor set-up by the printer. The position identification for the five transfer types is as follows:

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<sup>5</sup> U.S.A.1, Robson Lowe, March 15, 1972, Lot 1292 and Patton, Page 48.



Figure 1. Local cover dated April 1, 1851 with a pale blue, 136L14 stamp. The Swarts' stamp is tied by the Swarts hollow star cancel.



Figure 2. A remarkable cover to Canada West with 11 Swarts stamps presumably paying the ten cents postage to Swarts and the one cent local post fee to Swarts. It was determined that the bottom stamp did not originate on this letter and it was subsequently removed. From "The Chatham Square Post Office," Elliott Perry, July 1941. Color digitally added with the cover reconstructed.



Figure 3. A fully gummed remaindered pane of 25 of the 136L14a, thin paper stamps. Note the color is much lighter than the deep blue Stone II stamps.



Figure 4. A 136L14a, stamp used on a cover to Bloomingburgh, New York. The date of the cover is July 24 (1855). Bennett, June 7-8, 2004, Lot 584.

## ORIGINAL Stone II

Lithographed (Note: Check for reprint-counterfeit faults first)

The five transfer types are distinguished as follows:

- (A) In the N.E. corner the 2<sup>nd</sup> and 3<sup>rd</sup> diagonal lines do not touch the right frame line. To the left of the left upright of the “M” of “MAIL” there is a thin, nearly horizontal line joining two of the diagonals and making a triangle. There is an additional fine short line parallel with the diagonal line attached to the bottom left serif of the “R” of “SWARTS”.
- (B) The diagonal lines between “N-E” of “ONE” are broken. Attached to the upper right serif of “E” of “PRE” there is a crescent shaped thickening.
- (C) The southwest corner of the frame is rounded or blunt. Along the lower edge of the bottom frame line there are five or six colored dots, opposite “ID” and to the S.E. corner, looking as if the ends of the diagonal lines had been prolonged. The “O” of “ONE” is larger (slightly higher) than the “N”.
- (D) “ON” of “ONE” practically touching; closer than in any of the other four types. Small white nick in right side of lower part of “I” of “MAIL.”
- (E) Ends of diagonal lines project slightly at left side of upper half of left side frame. “A” of “SWARTS” smaller than other letters of this word. Top left of “R” of “FOR” bent upwards to touch horizontal line above.



A



B



C



D



E

The red stamps and all the blue stamps except the blue on thin white, 136L14a, are rare. The 136L14a stamp is rare on cover but is plentiful as a remaindered stamp. See **Figures 3 and 4**. This seems to indicate they were discontinued shortly after production. They were probably replaced by the Swarts Washington stamps which were valued at one cent. The Zachary Taylor stamps had been valued at two cents. It is the author's belief that the 136L14a, thin paper stamps, were printed in July 1855 and were not used by Benjamin Lockwood after he purchased the Swarts' City Dispatch Post in March 1856. The Washington stamps are known used after that date.

The two known examples of the black, 136L17, stamps could have been proofs that got used.

### **Reprint – Counterfeits**

George Hussey got the transfer plates and produced the reprint-counterfeits. See **Figure 5**. This is Wood's #13 produced on April 19, 1862. See *The Penny Post*, Larry Lyons, October 2001, Vol. 9, No. 4, pages 4-29. The horizontal spacing follows from the genuine Stone II stamps but there are only three vertical rows printed *tete-beche*, work and turn, with three more vertical rows. The vertical spacing is 8 to 9.5mm. These stamps were printed in red and in blue on soft amber bond paper. Some of the reprint-counterfeits are gummed. The blue stamps can be found in light blue, medium blue and dark blue. The reprint-counterfeits have flaws which can make for easy identification of the five transfer positions as follows:

#### **AA**

1. There is a vertical white scratch in the SE corner alongside the "D" of "PAID" to the "T" of "CENT".
2. There is a very fine white scratch above the "U" in "U.S." to alongside the "S" in "SWARTS".

#### **BB**

1. There is a large dent in the top border directly above the "S" in "SWARTS".
2. There is a vertical white fault about 2.5mm long in the NW corner to the left of "SWARTS".
3. There is a vertical white flaw through the "A" of "SWARTS".
4. There is a white vertical scratch between the "S" and the "W" of "SWARTS".
5. The outer frame is missing above the "R" and "T" of "SWARTS".
6. There is a break in the lower frame below between the "P" and the "R" of "PRE-PAID".

#### **CC**

1. At the top half of the right side a large chunk of the border is missing.
2. There is a break in the top border above the "W" in "SWARTS".
3. There is a white scratch below the "P" of "PAID".



**Figure 5. The reprint-counterfeits printed by George Hussey on April 19, 1862 from the transfer plates. These stamps were printed in red and in blue. Lyons collection.**

### CC (VARIETY)

1. The break at the right side is smaller.
2. There is no break above the “W” in “SWARTS”.
3. There is a white scratch below the “P” of “PAID”.

### DD

1. The right side of the top border is cut away and a piece is severed off.

### EE

1. The top border is missing over the space between the “T” and “S” of “SWARTS”.
2. At the right border there is a white flaw to the right of the “D” in “PAID” which extends under the “D”.
3. There is a dark flaw inside the bottom border at the SE side.
4. There is sometimes a break in the right border opposite the foot of the “T” in “CENT”.

### EE (VARIETY)

1. There are additional scratches in the top and bottom borders.

#### Order of Issue

Stone I	Black on white	136L17
Stone I	Pale blue on white	136L14
Stone I	Dull red on white	136L15
Stone I	Dull red on bluish	136L16
Stone II	Deep blue on thick white	136L14
Stone II	Blue on medium white	136L14
Stone II	Blue on thin white	136L14a

#### Census Observations

**Tables I to V** give this author’s census information for the 136L14 through 136L17 covers. From **Table I** we see that the red on white, 136L15, stamps were used from May or June 1851 through February 20, 1852. There are nine covers in the census. The blue on white stamps are listed all together in **Table II**. It is difficult to separate out the Stone I covers from the Stone II. There are three confirmed 1851 covers with blue stamps which are presumed to be Stone I. This author has not personally examined all of these covers. Most of the confirmed Stone II covers are from the summer of 1853 through the fall of 1855. There are 35 covers in the census. **Table III** lists the one confirmed blue thin paper stamp on cover. This cover is dated July 24, probably 1855. **Table IV** lists the unique example of the red on bluish paper stamp on cover and **Table V** shows the two recorded examples of the black on white stamp.

Readers with additional information are urged to contact the author at [llyons@philatelicfoundation.org](mailto:llyons@philatelicfoundation.org).

The next and last article in this series will explore the Swarts Washington stamps.

**Table I**  
**136L15 Red (Stone I)**

#11	8-sided star	May 7 (Prob. 1851)	Deckertown, N.J.	Siegel, May 13, 2000, Lot 424
#11	5-sided star	Feb 14 (1852)	New Brunswick, N.J.	Christies, June 18, 1985, Lot 59 Knapp, May 6, 1941, Lot 1359 Siegel, May 9, 1998, Lot 380 Siegel (Geisler), Dec. 3, 2008, Lot 1262
#11	5-sided star	Nov 1, 1851	Piffard, N.Y.	Siegel (Hall) Nov. 13-14, 2000, Lot 775
	5-sided star	June 24, 1851	Woburn, Mass	Siegel, March 26, 1996, Lot 321 Siegel, Nov. 15-16, 2006, Lot 1704
#10		Dec 16, 1851	N.J.	Siegel, March 25, 1993, Lot 384 Siegel, April 27, 1990, Lot 564
	5-sided star 10 stamps	Sept 13 (Prob 1851)	Canada West	Fox (Merroni), Nov. 12, 1952, Lot 950
	5-sided star	Oct 6, 1851	Deer Isle, Me	Siegel (Golden), Nov. 15-17, 1999, Lot 1521
	Broadway City Express			Fox, Nov. 12, 1959, Lot 692
#11	5-sided star	Feb 20 (1852)	New Brunswick, N.J.	Siegel, Dec. 9-11, 2009, Lot 3032

**Declared Not a Genuine Usage**

#1	PAID	March 25, 1849	Philadelphia	Siegel, April 29-30, 1969, Lot 1161 Ex. Knapp, Emerson Knapp, May 6, 1941, Lot 1358 Harmers, March 17, 1998, Lot 628
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**136L14 Blue (Stones I and II)**

#11			Albany	Siegel, March 10-13, 1965, Lot 432
#11		March 9	Far Rockaway, LI	Christies, June 18, 1985, Lot 58 Harmer Rooke (Duckworth), March 27, 1963, Lot 265 Siegel, Nov. 15-16, 2006, Lot 1702
#11		Jan 7, 1855	Ithaca, posted in Troy	Siegel, March 25, 1993, Lot 383 Siegel, Sept. 17-21, 1979, Lot 2124
#11		April 11		Siegel, April 27, 1990, Lot 562
	Pale blue Stone I	Aug 16, 1851 (EKU)	Cleveland	Lowe (USA1), March 15, 1972, Lot 1292 Patton, page 48 Fox (Hollowbush), Aug 15, 1966, Lot 351 Siegel, Nov. 15-16, 2006, Lot 1703



#11	Dark blue Stone II		Keene, N.H.	Lowe (USA1), March 15, 1972, Lot 1293
#11		April 4	Chanceville, N.J.	Lowe (USA1), March 15, 1972, Lot 1294
#11		April 4	Albany	Lowe (USA1), March 15, 1972, Lot 1295
#11A			Patterson, N.J.	Knapp, May 6, 1941, Lot 1356 Siegel, Dec. 3, 2008, Lot 1260
#11			Auburn, N.Y.	Knapp, May 6, 1941, Lot 1357
#11	Star in circle	Feb 14	Danbury, Conn	Siegel (Golden), Nov. 15-17, 1999, Lot 1520 Frajola (Middendorf), May 1991, Lot 759
#14	34LU13A	Sept 20 (1855)	San Francisco	Christies (Grinin), Mar. 25, 1987, Lot 57 Ex. Jessup Siegel (Rarities), March 23, 1971, Lot 172, Ex. Baker
#11		Jul 3	Throgs Neck, N.Y.	Harbour, April 23-25, 2001, Lot 2707
#11		Nov 6	Ithaca	Frajola (Middendorf), May 1991, Lot 760
#11		July 25	Binghampton	Frajola (Middendorf), May 1991, Lot 761 Siegel, July 16, 1998, Lot 1741.
		Nov 1	Philadelphia	Frajola (Middendorf), May 1991, Lot 762
#11A on top		Aug 4	Chanceville, N.J.	Siegel, April 27-29, 1999, Lot 1526 Fox (Hollowbush), Aug 15, 1966, Lot 349, PF Siegel, Dec. 3, 2008, Lot 1261
#11		June 2	Conn.	Siegel, Sept. 9-11, 1970, Lot 1204
		Jan 1855		Zimmerman, March 3, 1973, Lot 161
#10	Prob. Stone I	Nov 2 (1851)	Ithaca	Suburban, May 30, 1998, Lot 125
#11		April 1, 1854		Lazarus, Jan 7-8, 1966, Lot 355
#11			New Hurley, N.Y.	Siegel, Dec. 16-18, 1986, Lot 700
#11		June 25	Binghampton	Christies, Feb 28, 1995, Lot 1101, PF
			Rockaway, LI	Herst, Oct 30, 1969, Lot 1571
#11		Jan 25	Vanettingville	Harmer, April 8, 1969, Lot 209 Feldman, Oct 24-27, 1984, Lot 40468
	5-sided star	Aug 22, 1853	Elmira, N.Y.	Bennett, June 7-8, 2004, Lot 585
#11	6-grid circle	Nov 25	Malta, N.Y.	Bennett, June 7-8, 2004, Lot 586
			Richmond	Lowe, Oct. 26, 1973, Lot 1863
#11	Stone II, Medium	Sept 30	Canadaigua, N.Y.	Fox (Hollowbush), Aug. 15, 1966 Lot 350 Kelleher, Nov. 12-13, 2003, Lot 1154

U9		1854	Stoneham, Mass	Lowe, Jan 26, 1978, Lot 789 Lowe, Feb 16, 1979, Lot 1479 Ex. Whitmore
#11	6-grid circle	Jan 18, 1855	Constantia, N.Y.	Bennett, Feb 22-24, 1998, Lot 544
#11	5-grid rectangle	Nov 6		Fox, March 31, 1961, Lot 683
#11	May 9		Far Rockaway	Siegel, Feb 17-19, 1993, Lot 133
U10		U.S. Exp. Mail (Prob. 1854)		Siegel, Sept. 11-12, 1964, Lot 543 Harmers (Caspary), March 21, 1957, Lot 988
2- #11		Aug 16 & Aug 19	Rahway	Byron Sandfield
	B, Stone I, hollow star	April 1, 1851	Hall of Records	PF 506942

**Table III**  
**136L14a Thin paper (Stone II)**

#11		July 24 (Prob 1855)	Bloomsburgh, N.Y.	Siegel, Jan 30-31, 1992, Lot 320 Siegel, March 22, 1956, Lot 14 Bennett, June 7-8, 2004, Lot 584
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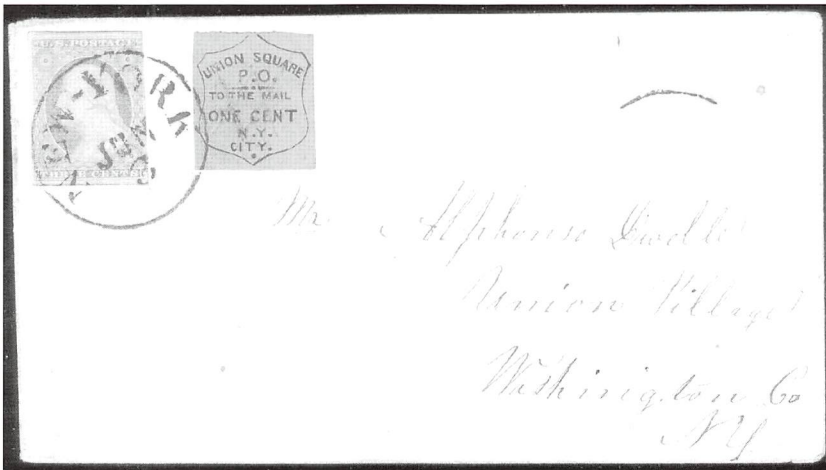
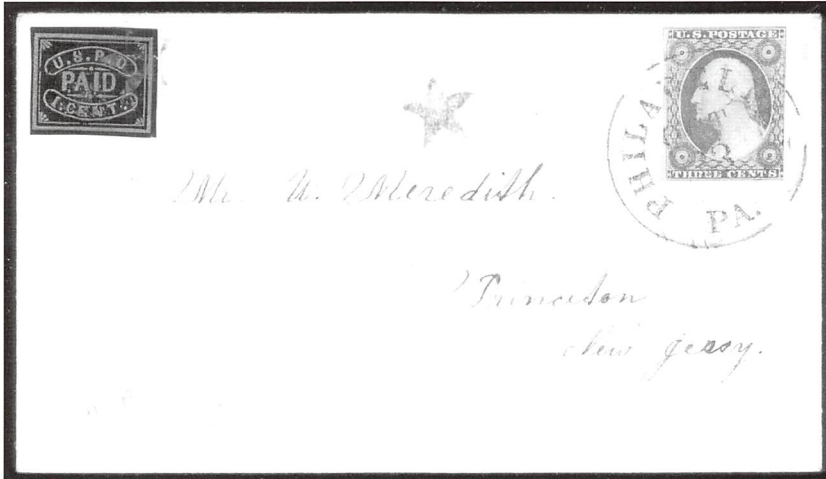
**Table IV**  
**136L16 Red on Bluish (Stone I)**

C	PAID, 5-sided star	375 Pearl St. (Prob 1851)	NYC	Siegel, May 13, 2000, Lot 423 Ex. Caspary, PF
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**Table V**  
**136L17 Black (Stone I)**

Front	5-sided star	May 23 (Prob 1851)	Belvedere, N.J.	Butterfield, Oct 7, 1996, Lot 1849 Siegel, May 6, 1997, Lot 283, PF Siegel, Rarities, June 16, 2007, Lot 319 Siegel, Nov. 15-16, 2006, Lot 1705
On Piece	5-sided star			Harmers (Caspary), March 21, 1957, Lot 991

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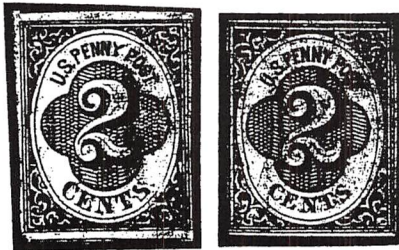
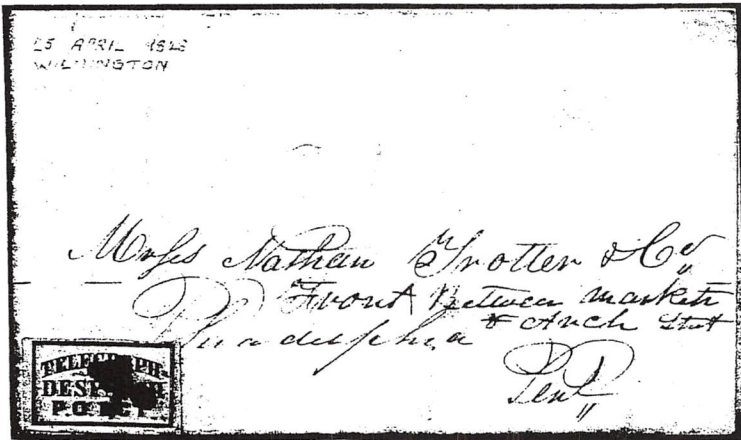
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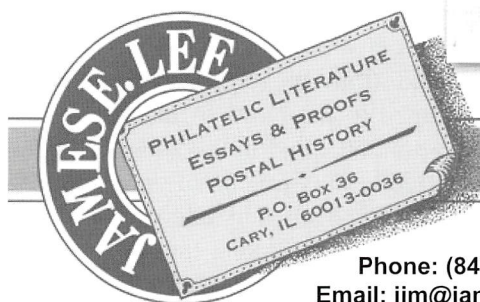
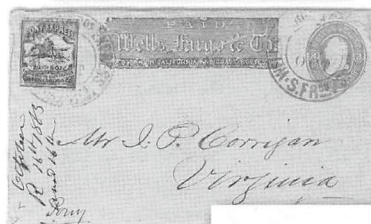
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# Two Rare Uses of A Penny Post

By  
Bob Rawlins

I've been a naval cover collector for over forty years. I began with covers from nuclear powered ships then expanded my interest into a full range of USN submarine covers, hand done cachets on naval covers, error, freaks, and oddity ship cancels, and other specialties which happened to intrigue me. About twenty years ago, I found some interesting naval mail from the 19<sup>th</sup> century and began collecting naval mail back to 1800: covers from the Quasi-War with France to the Spanish American War, Philippine Insurrection and Boxer Rebellion and everything in between. My first exhibit in that area was one frame which garnered a silver award. The jury was kind.

The exhibit has grown by bits and pieces to ten frames which showed most recently at the APS show in Sacramento, California in August. Five years ago, a dealer friend offered me two pieces about which I had no knowledge, but were interesting enough to snap up. At that point, I knew that there were carrier services before the US Post Office established a monopoly over mail delivery, but that was the extent of it.

So I did what every red-blooded philatelist would do and Googled the Carriers and Locals Society, found John Bowman's name and opened an email correspondence with him.

The first cover, **Figure 1**, has a Boyd's local post stamp with an accompanying APS expertizing certificate claiming both stamps were genuinely used on this cover. I sent John a scan and was quickly told that the Boyd's stamp, for several specific reasons, was not 20L24 as the APS certified, but 20L18. I really didn't care since the use of a local post stamp on a cover addressed to a naval ship, in this case USS CALYPSO, was indeed a rare find for me. The history of the cover was fascinating enough to include in my "19<sup>th</sup> Century Naval Mail" exhibit. Here is the story my research uncovered. Confederate steamer CSS CALYPSO was captured 11 June 1863 off Wilmington, NC by side wheel steamer USS FLORIDA, 9 guns, and purchased from the prize court in October 1863. Thereafter, USS CALYPSO was assigned to the North Atlantic Blockading Squadron (NABS) and patrolled off Wilmington, NC, and in the New River carrying supplies to the Army. The letter was addressed to the Surgeon of the ship at Hampton Roads, Virginia, the headquarters of the NABS. Mail thus addressed was simply placed aboard one of several dispatch ships which ran along the Atlantic seaboard delivering personnel, mail and supplies to the vessels on blockade duty and picking up same for the return journey. Boyd's was aware of this route and forwarded the letter to the post office to meet the departing vessel.

**Figure 2**, a single folded letter (SFL) which has a Messenkopes Union Square Post Office black on green stamp (106L1) <sup>1</sup> and a New York postmark of 8 February (1850). The letter was sent "Free" since the addressee is the Honorable (U.S. Senator) Roger S. Baldwin (Act of 1 March 1847 allowed free mail from and to Congressmen in office). Of course, what attracted me is the ship address, USS



**Figure 1. Letter to Surgeon USS CALYPSO New York 4 April (1864)  
with Boyd's City Express stamp (20L18.)**

WASHINGTON. More on that later. The meaning of the scribbled “8” on the FL is not clear to me since there appears to be no reason for due postage. Perhaps that indicated the pier at which the ship was berthed.

The letter is datelined New York, 7 February 1850 and begins “Dear Husband.” The tenor of the letter is such that husband and wife appear to have been apart for some days, perhaps a week or so. Mrs. Baldwin (Elizabeth) recounts a visit to friends in Philadelphia where she saw “all the sights that I wished to see.” She left [on a] Monday and reached her destination in New York safely but had a letter the next morning saying that her domestic arrangements were about to be “unsettled.” Jane (their cook) had accepted a proposal of marriage and wished to be married the following week. Accordingly, Elizabeth remained in New York until she could engage a replacement cook. She was able to do so in two days and so reported to her husband that she was packed and leaving at noon. She addressed the FL and engaged a Messenkope’s courier to take it to the post office where it was postmarked the following day and presumably delivered to the WASHINGTON which was then in New York, having recently returned from assisting US forces in the capture of the Mexican stronghold at Tuxpan.

So far, not much of a tale, but the real story of the ship goes back to 1839 at which time WASHINGTON was a US Revenue Cutter assigned survey duties off Long Island. On 26 August 1839, she happened on a suspicious vessel anchored off the eastern end of Long Island. The cutter’s Commanding Officer, Lt. Thomas R. Gedney, sent an armed party to investigate. He found the schooner *LA AMISTAD*, of Spanish registry, had been taken over by its African passengers, former slaves being transferred from Havana, Cuba to Puerto Principe, Cuba. The slaves had managed to free themselves, kill the captain and cook during a struggle, allowing two sailors to flee in a small boat but kept alive two Cubans masters to navigate and a third Cuban

to translate. The Africans demanded they be returned to Africa, but the Cubans instead sailed *AMISTAD* north along the coast of America stopping at the hamlet of Montauk to replenish supplies. Lt. Gedney took the ship and passengers into custody, sailed to Connecticut where he placed the Africans in the custody of the U.S. District Court of Connecticut and filed an Admiralty claim for the African captives and cargo as having been seized on the high seas.



**Figure 2. Folded letter from the wife to Senator Roger S. Baldwin, c/o USS WASHINGTON with Messenkopes black on green stamp (106L1), February 8 (1850).**

The case attracted great interest throughout America. In January 1840, the District Court of Connecticut ruled that the Africans were not pirates or mutineers and should be turned over to the President of the United States for return to Africa. The United States District Court affirmed this decision which was then appealed to the U.S. Supreme Court. Roger Baldwin, then a representative in the Connecticut General Assembly, made the opening argument in favor of the Africans since he had defended them earlier in a lower court. Former President John Quincy Adams, made the closing argument also in favor of the Africans. On 9 March 1841, the Court upheld the lower court's decision that the Africans were free men who had been illegally transported from Africa to Cuba and, thus, were to be immediately released from the custody of the court. The court further overturned a lower court ruling that it was America's responsibility to return the Africans to their homeland. Abolitionist societies subsequently raised funds and, in November 1841, arranged passage for the 35 remaining Africans and the translator to travel to Sierra Leone to establish a Christian Mission there.

Back to Senator Baldwin. The records available to me do not indicate the



purpose of his visit aboard the WASHINGTON so we can only speculate. It appears that his visit perhaps over a period of days was scheduled in advance since his wife knew how to contact him by mail. Perhaps this was a celebration of the decision of the District Court of Connecticut some 10 years earlier in which the Senator had argued to free the Africans. Perhaps the meeting involved discussions on the upcoming Fugitive Slave Act being considered in Congress and passed in September 1850. But whatever the reason, we can draw a direct line from *AMISTAD* to WASHINGTON and Senator Baldwin with this folded letter.

To conclude, after the great help of John Bowman, I quickly joined The C&LS and have enjoyed *The Penny Post* ever since.

**End Notes:**

1. I compared the Messenkope's stamp with the pages describing his service which John Bowman sent me (presumably from the Lyons Identifier) and am convinced that the stamp on the FL is genuine, not a forgery.

**Reference:**

1. Dictionary of American Naval Fighting Ships, Vol. III, U.S. Government Printing Office
2. <http://www.answers.com/topic/amistad-1841> (United States v. Amistad)

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# A Glimpse from the Past – Don Johnstone and Elliott Perry

By  
John D. Bowman

In March of this year, Don Johnstone sent me the postcard illustrated in this note. Don was an enthusiastic collector of US carrier covers, and worked closely with Bob Meyersburg and Elliott Perry. His exhibit photocopy is available for purchase from the US Philatelic Classics Society. It is an outstanding reference for those that collect carrier covers beyond the adhesives listed in the catalog. Meyersburg published a series of articles in *The Chronicle* based on Elliott Perry's research. Don acquired the Perry files of carriers by city, missing the major cities, and sent them to me several years ago. (They are identical to what is published.) The Carriers and Locals Society awarded Don an honorary lifetime membership some years ago, but I believe he is still paying annual dues.

His letter is here:

Dear John,

Of my friends who are still alive, you may be the only one who might be amused by the odd history of the enclosed picture post card.

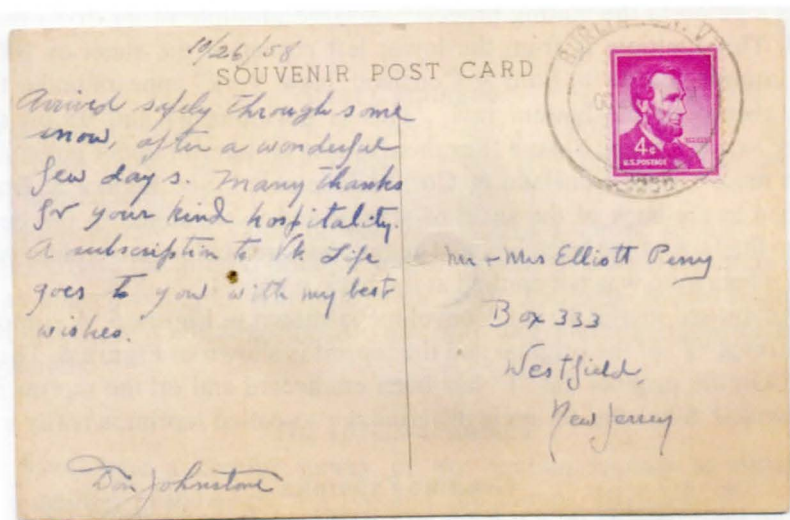
In 1958, Elliott Perry made arrangements for me to visit him and also drive him to some philatelic show or auction. I drove from Vermont to Westfield, N.J. and stayed overnight with the Perrys. The post card was my note of thanks for their hospitality. Many years later when some of Elliott's material was examined for auction, a kind and thoughtful friend saw this card and returned it to me. Don't bother to return it now.

As I write this, I can't help but notice that Elliott's P.O. Box number was 333. My present apartment number in this senior center is 333.

As for me, I'm fine, and enjoy the "Penny Post," and have just renewed my membership. I gave up driving last year when I turned 92.

With my best regards,  
Don Johnstone

The postcard is dated October 26, 1958, and at one time made a sound when squeezed. It bears a reprint of a Bouton's stamp. Don notes "Arrived safely through some snow, after a wonderful few days. Many thanks for your kind hospitality. A subscription to Vt. Life goes to you with my best wishes. Don Johnstone."



# The Metropolitan Errand and Carrier Express Co.

By  
Larry Lyons

The designated *Scott Catalogue* numbers for the Metropolitan Errand and Carrier Express Co. is 107L1-4 and for the embossed envelope it is 107LU1. Let's look at the embossed envelope first. Only one type of genuine envelope was printed to change the price from one cent to two cents. The style of this printing does not exist as a one cent embossed envelope. Under the *2012 Scott Specialized Catalogue* for the 107LU1 envelope we find the following notes:

*No. 107LU1 has been reprinted on amber wove, diagonally laid or horizontally laid paper with narrow lines. The embossing is sharper than on the original.*

The value of an unused genuine 107LU1 entire is \$125.00 and the value of a genuine used 107LU1 entire is given as a dash. A genuine used 107LU1 entire appeared in the Schuyler Rumsey Sale 35, held November 17-20, 2009 as lot 2034. This lot sold for \$1,035.00. See **Figure 1**. This is a locally addressed envelope to A. Dickerson, Esq. at 5 Wall Street. The Metropolitan Errand and Carrier boxed "PAID" cancels the embossed indicia. This boxed "PAID" cancel is the same as the one found on one cent, 107L1 covers. See **Figure 2**.

The 107L1 stamps were printed in sheets of 100 (10x10) and were cut apart for use as local post adhesives. Each stamp was printed with thin separation lines for use as a guide in the cutting process. A large multiple of 20 (5x4) is shown in **Figure 3**. This multiple is from the lower left corner of the sheet of 100 and the printer's imprint "Baldwin, Bald & Cousland. New York" appears under the fourth and fifth stamps of the bottom row. This is positions 94 and 95 on the sheet. According to notes in the Sloane files there is also an imprint under positions 96 and 97 which reads "Bald, Cousland & Co., Philadelphia." See **Figure 5**. Brown glue was applied to the back of the sheet of stamps and this resulted in the gum toning evident on the face of the large block. The untuned area below the bottom row and at the left is where gum was not applied at the back.

An unused reprint 107LU1 envelope is shown in **Figure 5**. A comparison of the overprinted "2" of the original and the reprint is shown in **Figure 6**. They are not the same! On the original the "1" has been eradicated and on the reprint it has not been eradicated. Since the design is different the so-called reprint is really a forgery.

## Genuine Examples

The Levi records do not have any 107LU1 examples. I did a full search in my library thru about 800 pages of auction lots for the Metropolitan Errand & Carrier Express Co. and I did not find another genuine used example of a 107LU1

entire. Lot 554 in the Harmer Rooke sale (Y. Souren) held October 22, 1952 does not have a photo but the lot description could be a description of the cover shown in **Figure 1** and discussed here. A notation on the back of the cover indicates it was bought by Elliot Perry for \$30.00. A seemingly used “reprint” example addressed to “Edwards & Co | 140 Pearl St | City” was declared a fake by George Sloane. I personally have not examined a genuine unused entire. The reprint entires were embossed after the envelopes were folded and the embossed impression is visible on the back and on the back flap. I have cut squares of the 107LU1 reprint which are gummed with old gum. My search of previous auction sales of 107LU1 covers found the following examples, all unused.

Lot 685 in the Middendorf sale, Frajola, May 1991. I believe it is a reprint.

Lot 742 in the Siegel Auction Galleries sale of May 4, 1995. I believe it is a reprint.

Lot 1177 in the Phillips sale of May 17, 1985. I believe it is a reprint.

Lot 2459 in the Weiss sale of February 9, 2002. I believe it is a reprint.

Lot 2345 in the Nutmeg sale of January 30, 1999. I believe it is a reprint.

Lot 3038 in the Nutmeg sale of December 12, 2006. I believe it is a reprint.

Lots 724-5 in the Lowell Newman sale of November 8-9, 1994. There are no photos.

Lots 555-6 in the Harmer Rooke sale of October 22, 1952. There are no photos.

### **Scott Catalogue**

The picture in the *2012 Scott Specialized Catalogue* matches the genuine example I have shown in **Figure 1** here. I can only conclude that genuine cut squares or unused entires exist.

In conclusion the value of the used 107LU1 entire should be listed as \$1,035.00. Perhaps the unused price should be a dash. The John Bowman collection contains an unused example. The note in the *Scott Catalogue* should be amended to indicate a forgery and not a reprint. Anyone with any additional information should contact the author.

### **The 107L2-4 Stamps**

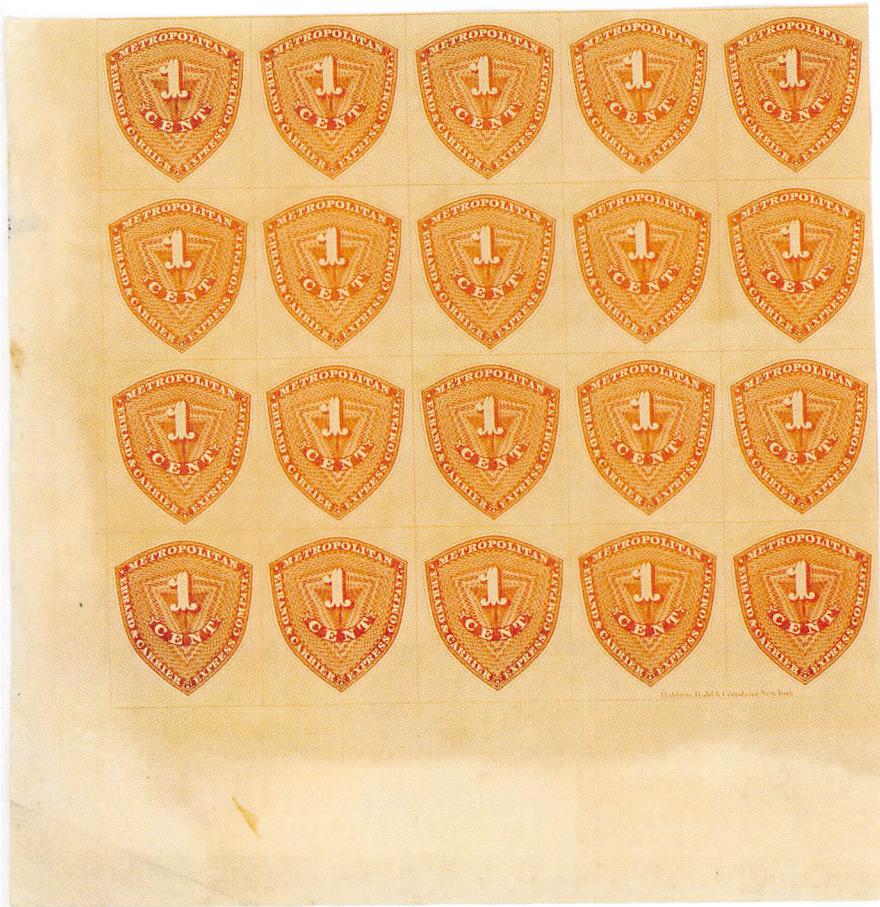
I have done a careful survey of my auction records to determine the recorded quantities of the single 5¢, 10¢ and 20¢ stamps, 107L2-4. The census can be seen in **Table I**. I have recorded nine of the 107L2 5¢ stamps. I was only able to find five 107L3, 10¢ stamps and three 107L4 20¢ stamps. Based on this census one can see that the 10¢ and 20¢ Metropolitan Errand and Carrier stamps are rare.



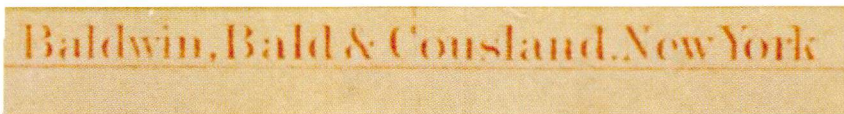
**Figure 1. A genuine original 107LU1 Metropolitan Errand & Carrier embossed envelope, perhaps unique. PF certified. Schuyler Rumsey, Sale 35, November 17-20, 2009, Lot 2034.**



**Figure 2. A genuine 107L1 adhesive on cover with the same boxed "PAID" as the cover in Figure 1. PF certified. Lyons collection.**



**Figure 3. A bottom left block of 20 of the 107L1 adhesives. The printer's imprint "Baldwin, Bald & Cousland, New York" appears under the fourth and fifth stamps of the bottom row. These are positions 94 and 95.**



**Figure 3A. An enlargement of the printer's imprint on the block shown above.**

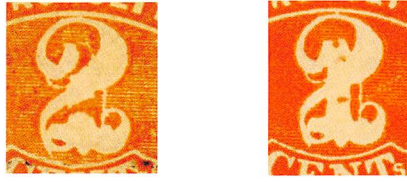


**Figure 4. An imprint block of positions 86, 87, 96, and 97.**



**Figure 5. An embossed unused envelope, 107LU1R which is really a forgery.**





**Figure 6. The “2” from the genuine used 107LU1 cover is shown at the left and the “2” from the 107LU1 reprint is shown at the right.**

There are trial color examples and proofs of the Metropolitan Errand and Carrier stamps. Please see the article in the July 2004 *Penny Post* entitled “Proofs and Essays of Local Stamps” by authors Larry Lyons and John Bowman, Vol. 12, No. 3, pages 9-16.

More on the covers and stampless covers of the Metropolitan Errand and Carrier Express Company will appear in a future issue of *The Penny Post*.

**Table I.  
Metropolitan Errand & Carriers 107L2-4  
Single Stamp Census**

**5¢, 107L2**

1. Frajola (Middendorf), May 1991, Lot 682; Harmers Caspary, March, 1957, Lot 882; Christies, March 10, 1992, Lot 2051.
2. Harmers (Caspary), March 1957, Lot 883.
3. Robson Lowe, USA1, March 15, 1972, Lot 1395 pen-cancelled (no photo); Whittier Philatelic Services, Jan 1985, Lot 1902.
4. Siegel (Lilly), Sept. 13-14, 1967, Lot 819.
5. Siegel, May 4, 1995, Lot 707; Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 546.
6. Am. Phil. Brokers, Dec. 16, 1978, Lot 316 with fake blue cancel.
7. Harmer Rooke, July 1, 1958, Lot 300 (no photo), Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 547.
8. Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 548 (cts); Eugene Klein (Tuttle), July 22, 1944, Lot 45.
9. Eugene Klein (Wilson), Nov. 15, 1941, Lot 253 with imprint.

**10¢, 107L3**

1. Frajola (Middendorf), May 1991, Lot 683.
2. Harmers (Caspary), March 1957, Lot 884.

3. Siegel, June 27-30, 1953, Lot 770.
4. Sotheby's, Oct. 9-10, 1979, Lot 1312; Shreves, Oct. 18-19, 2002, Lot 996.
5. Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 548 (cts).

**20¢, 107L4**

1. Frajola (Middendorf), May 1991, Lot 684; Harmers, Capary, March 1957, Lot 885.  
Siegel, Dec. 13-16, 1983, Lot 1750 (no photo); Robson Lowe, Sept. 16, 1982, Lot 525 (no photo)
2. Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 550 signed CJP.
3. Harmer Rooke (Y. Souren), Oct. 22, 1952, Lot 551, fine, thin, Eugene Klein (Wilson), Nov. 15, 1941, Lot 254.

**Carriers and Locals Society  
Auction #23**

Thursday, January 17, 2013

Closing date for consignments  
December 12, 2012

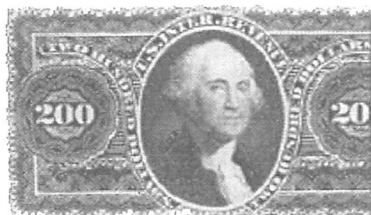
To our Auction Manager, Alan E. Cohen

Tel: (212) 280-7865 Fax: (212) 280-7864

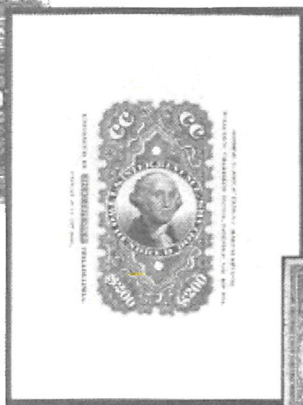
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