

APRIL 1994

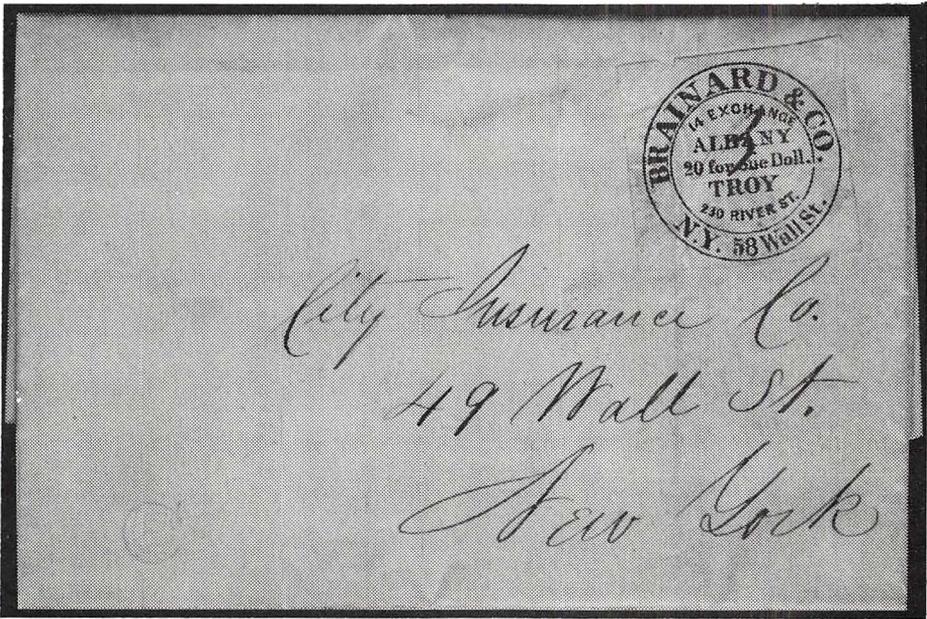
Vol. 4 No. 2

# THE PENNY POST

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Official Journal Of The Carriers And Locals Society

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Genuine blue Brainard stamp, Feb. 8, 1845, Albany-NYC cover, ex Chapman.

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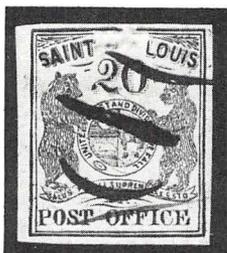
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RICKETTS & HALL IN BALTIMORE  
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A PHILADELPHIA EVENING

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# RICHARD WOLFFERS AUCTIONS, INC.



USA: 1845 20c St.  
Louis Bear Provisional  
on greenish paper



USA: 1851 1c blue, Type IIIa,  
Horizontal pair

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in the West, it's Wolffers!**

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# THE PENNY POST



Vol. 4 No. 2

APRIL 1994

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APS Affiliate 211

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Official Journal Of The Carriers And Locals Society

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Donald Johnstone, Thomas C. Mazza, Martin Richardson,  
Steven Roth, Byron Sandfield, Richard Schwartz, Gordon Stimmell.

# THE EDITOR'S DESK

**T**he lineup for this issue hops all over the eastern seaboard and spans several decades of nineteenth century postal history.

In chronological order, we begin with Steven Roth's analysis of an 1813 folded letter sent from Philadelphia to Harrisburg which carries the tantalizing penned inscription "Post boy" — indicating the presence of a Penny Post not noted in historical annals. Roth uses this folded letter as a springboard for his exploration into the existence of carriers in Harrisburg.

Shifting to Baltimore, Stephen Gronowski expounds on one of his favorite local posts, Ricketts & Hall, which breathed for a few brief months in 1857. Gronowski delves into the question of proprietors as well as tackling the controversial carrier status once assigned to the post. He also provides a solid census, which members are urged to add to from their own holdings.

The third major article in this issue pedals into the Gay Nineties to look at a rather rare Bicycle Local about which precious little has been written, the Concord Bicycle Company Public Messenger Service in New Hampshire. Evidence in Concord newspapers and directories supports the authenticity of the known specimens of this stamp which may have preceded the famous 1894 Fresno and San Francisco Bicycle Mail adhesives.

Brainard & Company is the focus of the latest Perry-Hall instalment by Richard Schwartz, with a full rundown of known forgeries discovered so far of this prominent Independent Mail company of 1844-45.

We've launched a couple of new features as well to round out the issue.

A Philadelphia Evening spotlights a few prime frames from Steven Roth's award-winning exhibit of Philadelphia postal history which was an evening topic at the Collector's Club of New York City not long ago. Hopefully, we'll be able to illumine other award-winning exhibits by members in future issues.

A grouping of unrecorded forgeries submitted by Thomas A. Miller provided the perfect excuse for launching another feature, Forgery Clinic, where I reproduce his finds and descriptions and intersperse those with my comments on the particular forgeries based on my own findings. This would be nice to repeat as a forum, but we need other members' submissions to make it work on an ongoing basis.

A note to members with production expertise: I am taking a two-month sabbatical from my newspaper duties after the July issue has been sent to press. Our fearless leaders are seeking individuals, who can do what I do, to produce the October book. That means typing, proofreading, editing and setting stories into galley form, shooting half-tones and lineshots on camera and creating printer-ready layouts matching the style and fonts of the *Penny Post*. Any volunteers? Let our President, Steven Roth know as soon as possible.

A special welcome aboard to new 1994 members Glen R. Lafontaine, Don G. Reuter, Michael D. Reed, Art Thompson, C. Martin Raymer, Richard Malmgren and Joseph G. Reinis.

— *Gordon Stimmell*

# PRESIDENT'S MESSAGE

**T**he Board of Directors met at Garfield-Perry on March 19.

Before I report on business conducted, I want to share with you the exciting news that once again exhibits by members of the Society made a very strong showing — this time among a very strong group of exhibits overall.

We had six exhibits in our subject area, plus one by a member outside our study area. Of the six, three received Gold Medals, two received a Vermeil; one, because it was one frame, was not eligible for a medal. The exhibit by member Bob Stanger (New Hampshire stampless covers through 1857) also received a Gold Medal as well as the Reserve Grand Prize!

The Grand Award (Best in the Show) went to Marty Richardson for his "D.O. Blood & Co., 1845-1862". Marty also took a Gold Medal, an award for the Best U.S. Postal History Exhibit and the BIA Southgate Award. Thomas C. Mazza received a Gold Medal and the U.S. Philatelic Classics Society Medal for his "Street Fighting — New York City Carrier and Local Mail, 1840-1863". I received a Gold Medal and the APS Pre-1940 Medal of Excellence for my "Philadelphia's Local Posts, Independent Mails and the Government Carriers They Opposed".

One of two highlights was Wink Brown's three-frame "Non-Governmental Mail Service in Upstate New York, 1792-1860's". It is rare to have the opportunity to see a concentrated display of the elusive Independent Mail Companies and Package Expresses. Wink received a Vermeil Medal.

The other show highlight was Dick Schwartz' one-frame "An Introduction

to the Independent Mails of 1844-45". Although the exhibit was not eligible under the rules to receive an award, Dick showed material I can only dream about. His exhibit demonstrated just how strong a 12-page frame can be if it is filled with all blockbusters.

Finally, Larry LeBel earned a Vermeil with his ever improving "Boyd's City Post, 1844-1871: The People Demand Cheap Postage". It is obvious Larry is a serious student of this post, and that he has been using research to continually improve his showing.

Now for some business. Too many of you — about 70 at press time — have not sent in 1994 dues. Please send your \$25 today to keep those *Penny Posts* coming! Notwithstanding the slow pace of renewals, because of the generosity of Sustaining and Contributing Members for 1994, we have the equivalent of 225 members (calculated at \$25 each).

I was re-elected President for another two year term commencing January 1, 1995. No other Offices and no Directorships were up for renewal at the time of the meeting.

You are receiving with this issue (or a week or so later) the first Cumulative Index for Volumes 1-3. This was prepared by Charles Peterson, a respected bibliographer who is President of the U.S. Philatelic Classics Society. Charlie has offered to update the Index at the end of each volume so we can regularly distribute it to members.

Also in this issue of *The Penny Post* is the second instalment of the Society's Newsletter from John Halstead, which fleshes out more fully the details of the Director's Meeting.

— Steven Roth

# THE CONCORD BICYCLE STAMP

By Gordon Stimmell

**M**any collectors are familiar with the famous diamond-shaped 1894 California Bicycle Mail Route stamp, listed for decades in the Locals section of the Scott Specialized Catalogue. Fewer are aware that another Bicycle Post stamp was issued and used locally during the Gay Nineties — in Concord, New Hampshire.

While many differences can be drawn between these two unofficial postal operations, intriguing parallels exist between the two stamps.

First, I'd like to very briefly touch on the California bicycle post.

## BICYCLE MAIL ROUTE

**T**his post has been extensively documented, most notably in Lowell B. Cooper's *The Fresno and San Francisco Bicycle Mail of 1894*, the basic Bible of Scott 12L1. Lowell Cooper, who is 90 and still going strong, does a magnificent job detailing the post's history in his 1982 book.

Other writers have deepened knowledge, including Bert Schapelhouman, past President of the Bicycle Stamps Club and a member of our Society. His articles on the Fresno post and a pioneering piece on the Concord, NH Bicycle Post have appeared in *Bicycle Stamps*, their official publication.

Basically, the California post was created by Arthur C. Banta, the Manager of Victor Cyclery in Fresno, as a means of moving mail and merchant's goods by bicycle during the American Railway Union strike. The post operated from July 7 to July 18, 1894

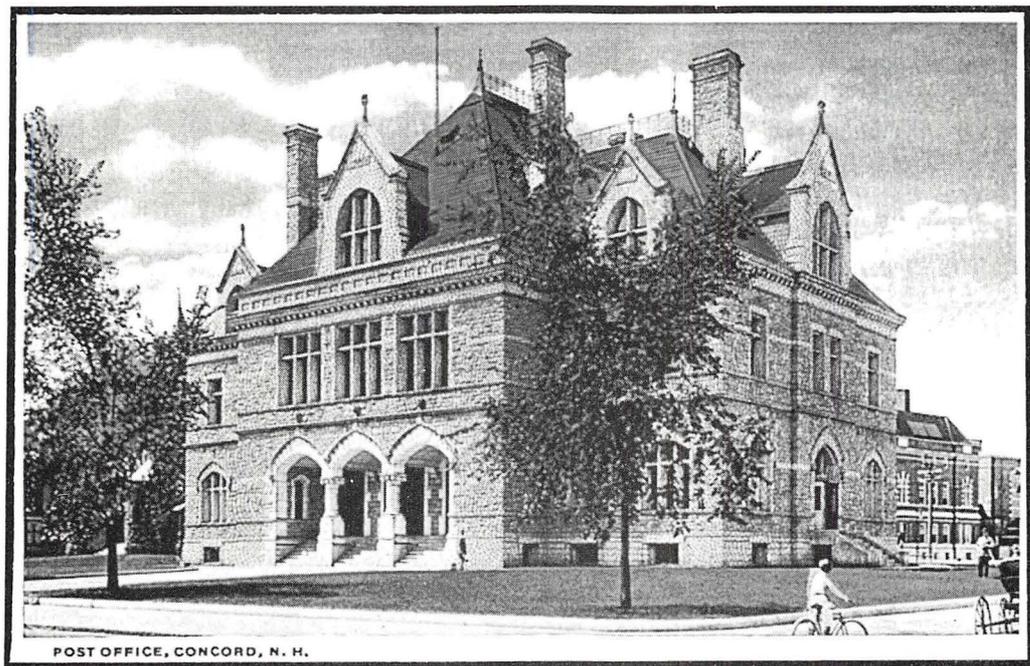
between Fresno and San Francisco, using relays of riders taking 18 hours each way over 210 miles of rugged dirt roads. The going rate was 25 cents.

The Fresno stamp was the world's first to be issued as a result of a strike, says Schapelhouman, and America's second emergency mail stamp after the Blizzard Mail stamp of March 12-16, 1888 (Scott 163L1). The adhesive could be categorized, loosely, as a very late inter-city mail stamp.

## THE CONCORD STAMP

**M**y first close encounter with the Concord Bicycle Company Public Messenger Service stamp came while examining the George B. Sloane locals reference archive, now in the possession of Richard Frajola. What especially excited me was that Concord, NH is only 30 miles from my ancestral home and current cottage in Northwood, NH and yet, I'd never heard of such a stamp. Neither had my late grandfather, George Gordon Jr., who operated between New Hampshire and New York City for 50 years as a stamp dealer, and who had examined hundreds of collections in New England.

One summer day three years ago I drove to Concord and did a bit of research into the Concord Directories at the New Hampshire Historical Society and in the New Hampshire State Library, where I perused 15 years of the *Concord Evening Monitor* newspaper on microfiche.



Concord P.O. at turn of century was a short hop from Crapo's Bicycle Livery.

What emerged is proof that the stamp was legitimate, that F.H. Crapo whose printed signature appears on the design, was the manager of the Concord Bicycle Company and that, as Bert Schapelhouman noted in his brief article, "it is probably the earliest Bicycle Local Mail stamp of America."

## DIRECTORIES AND ADS

**E**arliest mention of the family name Crapo was not F.H., but E.B. Crapo, a clothing merchant who sold "laces, corsets, hosiery and ribbons" out of his store at 70 North Main St. in Concord. His ads run from Feb. 11, 1885 through the mid-1890s.

Frank H. Crapo first crops up in the 1889-90 Concord Directory as "clerk." In the 1891-92 Directory he is listed as "Crapo, Frank H., clerk, 103 No. Main, and Bicycle repairer, r. 70 do., bds. 55 South."

The 1892-93 Directory gives three listings:

"Crapo, Frank H., clerk, 103 No. Main St. and bicycles rear 70 do., boards 55 South.

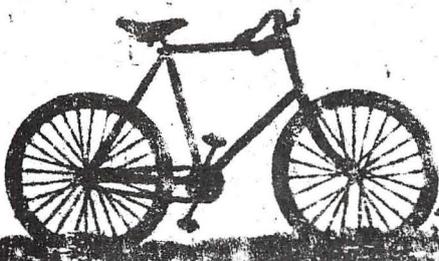
"Concord Bicycle Co. (F.H. Crapo, prop.) r. 70 North Main.

"Concord Bicycle Co's Rapid Messenger Service, F.H. Crapo prop., rear 70 No. Main."

What relation E.B. Crapo and F.H. Crapo had is not certain, but operating out of the front and the back of the same building one can safely presume they belonged to the same family. Probably E.B. was the father, but he could also have been an uncle, or even an older brother. The 1890 Concord Census, which I have not accessed, may provide the link.

What is clear is that Frank H. Crapo began his bicycle repair and Public Messenger Service out of the back of the store, likely delivering notes and goods to customers of the elder E.B. Crapo.

In the Concord Directory for 1895 (Littlefield Publishing Co.) Frank has moved out of the family store, being listed solely as:



**Bicycles at Cut Prices.**

1894 New Model sells everywhere for \$115. Ours only, to \$100. This is one of the handiest and best wheels on the American market. We have a \$25 machine, the price of which we cut to \$64.25. It has a diamond frame, tangent spokes, Morgan & Wright tires, drop forgings. Call and see them. Supply limited.

**Bicycle Livery.**  
New wheels to let by the hour, day, or month. Reduced rates.

**Easy Payments.**

**Concord Bicycle Co.,**  
3 Depot St. F. H. CRAPO, Manager.

May 1894: F.H. Crapo's ad used same bicycle cut as Banta's Fresno handstamp.

"Concord Bicycle Co. F.H. Crapo, prop., 3 Depot."

The 1897 Concord Directory No. 16 (W.A. Greenough & Co.) shows the last year for "Concord Bicycle Co. F.H. Crapo, prop. 5 Depot." In the 1898-99 Directory the Concord Bicycle Co. is no more, and Frank H. is listed only as "clerk at 103 No. Main H. 55 South."

The imaginative ads run in the *Monitor* newspaper by Frank Crapo show the changing nature of his business. His first ad ran on Oct. 7, 1893 and these early ads feature mainly bicycles in fanciful illustrations. No ad specifically mentions the Rapid Messenger Service. Remarkably, one of the ads (three are shown here) showed the same model bicycle illustration used several months later on the West Coast by the Fresno Victor Cyclery in its large handstamps on mail during the railway strike. It is likely both were sourced from the same national bicycle catalogue illustration, as both Banta and Crapo were managers for bicycle sales outfits.

In Nov. 1894, the Concord Bicycle Company expanded and became agents for Densmore Typewriters. By December 1894, the inventory had grown to include skates, sleds, sweaters and sporting goods. In 1895-96 mocassins and snowshoes were added. By May, 1896, Crapo's name vanished from the ads, which suddenly boasted a full range of fishing tackle.

It must be emphasized that the only Directory listing for the "Rapid Messenger Service" is 1892-93. I could locate no surviving Directory for the year 1894 to officially confirm its continued existence. However, the Sloane copy is back-dated "Feb. 10, 1895". It should be noted that the stamp reads "Public" Messenger Service, not "Rapid" Messenger Service. Rarity of the stamp indicates a very brief window of usage, but so far not enough data has emerged to assign an exact date of emission. If the large watermark on the stamp can be re-assembled from known copies perhaps the printer can be determined and a search for his records begun.

**RIDING TIME.**



At this time of the year—when the air is fresh, the roads good, and all nature beautiful—is not the time. If you have no wheel you are lacking one of the greatest pleasures of life. Come in and see the "Victor wheel" and let us show you how easy it is to own one.

You make no mistake when you buy

**THE CALIGRAPH**

**Writing Machine.**

It will do better work and more of it than any other typewriter.

**CONCORD BICYCLE COMPANY.**

F. H. CRAPO, Manager Dept. 22.

CONCORD, N. H.

Oct. 3, 1894: Crapo's bicycle business was transitioning into typewriters.

**THE IDEAL WHEEL**



For family use is much simpler than the above. In fact in its simplicity lies its great advantage. An examination of the

**Victor, Lovell Diamond, New Mail, Waverly, Monarch, and Templar Bicycles will show their superiority in all respects.**

We shall be pleased to put in any office on trial, the celebrated

**CALIGRAPH WRITING MACHINE.**  
Come in and let us show you how easy it is to own a wheel or a typewriter.

**CONCORD BICYCLE COMPANY.**

3 Dept. 22.

F. H. CRAPO, Manager

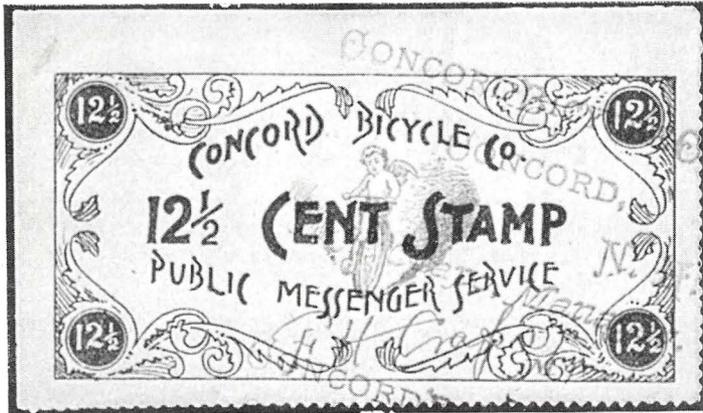
June 11, 1894: Fanciful ad is reminiscent of cupid on Crapo's bicycle stamp.

An earlier note from a librarian at the Concord Library, and quoted by Schapelhouman in his brief 1990 article, extends our knowledge a bit more: "Mr. F.H. Crapo was still in business in 1895-96 as owner of the Concord Bicycle Company with three drop stations for the Messenger Service. Around 1900 he became a travelling salesman and around 1906 moved to New York City. He died towards the end of the First World War, but this has not been confirmed."

Schapelhouman also added a personal touch in his article: "I have seen a photocopy of a used one ... pasted onto a

page of an old album and, on the reverse of the page, the following inscription was penned: 'I knew Frank Crapo well and can vouch for its genuineness. The Highwheel was used. Rare item.' The inscription was signed W.W. Rich."

A diligent search by members of our Society of philatelic publications in New England in the 1890's may yield further clues of a contemporary nature. A check of the William C. Stone Index, the Kimbel Index and Rickett's U.S. Index revealed no early articles on this stamp.



Concord Bicycle Co. stamp with purple handstamp.

## THE ADHESIVE

**T**he stamp is very large, 1 9/16" X 3 1/8+" and printed in two colors. An ornate scroll frame design surrounds an inscription reading: "CONCORD BICYCLE Co. PUBLIC MESSENGER SERVICE, 12 1/2 CENT STAMP". Four numeral "12 1/2"s in circles occupy the corners. This preceding part of the design is orange red. The central design of a cupid on a High-wheeler and the printed signature inscription, "F H Crapo Mgr" are in grey blue as well as foreshadowing and backshadowing lines near the unicycle. Like many bi-color stamps, the grey blue part of the design shows horizontal and vertical shifts in relation to the

overall orange red on surviving copies which could give us a clue as to how many sheets were printed.

The stamp is printed on porous white wove paper, perforated 11 1/4 by 11 1/4 but all copies known have a straight edge on the left. The stamp has a watermark of double-lined letters running vertically so that if the stamp is held with its left edge down, the watermark lettering reads left to right. Size of the full pane remains unknown but I would speculate it was no larger than 10 or 12 stamps, probably 2 X 5 or 2 X 6.

The cupid riding a large wheel with no pedals (he has wings, who needs pedals?) reminded me of a Valentine's



The only known cover: Date too late, wrong city, forged Nashua handstamp.

motif so I checked bracketed Valentines dates for any ads relating to the post in the *Concord Monitor*, but found no such classified or display advertisements for any February in the span of the post. The high 12 ½ cent fee and the “dated” Sloane copy might also signify Valentine’s use, but the stamp no doubt saw service on parcels as well as mail, which could account for the rate. One copy exists with a company handstamp, in purple, reading in four lines:

“CONCORD BICYCLE CO/ CONCORD,/ N.H./ F.H. Crapo, Manager.”

The last line is set in italic type. Most copies known still have original gum, indicating potential sale of remainders.

## RECORDED COPIES

**A**t least 8 copies exist. Three are owned by Lowell B. Cooper, author of the Fresno book. One copy is in Frajola’s Sloane archives. Bert Schapelhouman owns one. Norman Batho, Honorary Secretary of the Bicycle Stamps Club, purchased his copy from stamp dealer Richard Champagne, who obtained it from relatives of a deceased stamp dealer who in turn had found it on a basement floor when

they were sorting out the estate. My corner copy, shown here, has the handstamp, and was bought at Lowell S. Newman auctions. One copy is known on cover, last reported in the collection of Jean-Pierre Mangin of Barle-Duc, France.

This sole cover, illustrated here, is not, to my eyes, very convincing. It’s posted from the wrong city, Nashua, NH, with which Crapo had no known connection. The date of usage, March 21, 1904, is nearly 10 years too late for the documented span of the post and the 3 cent Washington stamp is obsolete by two decades. Capping it all, the Nashua handstamp is faked, says noted NH postal historian Bob Stanger.

Was the Concord Bicycle Post stamp a true local, or should it be classified as a delivery stamp? Lacking any decisive evidence pointing to either camp, its status must remain a moot matter.

One thing is certain. The bicycle company, its owner and his post existed, and the stamp remains one of the great and eagerly sought after rarities in the topical field.

Anyone with additional knowledge of surviving stamps or usages is kindly urged to contact the author.



Figure 1. The early Harrisburg, Pa. "Post Boy" cover.

# THE HARRISBURG POST BOY

By Steven M. Roth

## I. The Folded Letter

**T**he letter (Figure 1) originated in Philadelphia on August 6, 1813. The post office clerk applied a partial strike of Philadelphia CDS Type 1 (Figure 2), which has been reported used from September 8, 1798 to March 30, 1816. The Philadelphia clerk also wrote out the correct single letter postage rate ( $12\frac{1}{2}\text{¢}$ ) for the distance to Harrisburg — approximately 96 miles.<sup>1</sup>

The letter also has inscribed on its face (written in Harrisburg, I believe), in an ink which is different in color from that used to write the postage due (and which is in a hand unlike that which rated the letter in Philadelphia), the phrase "Post boy". To the right of this phrase, immediately below the " $12\frac{1}{2}\text{¢}$ ", this same hand wrote the numeral "2" and also wrote the sum of these two numerals, " $14\frac{1}{2}\text{¢}$ ".

## II. The Penny Post Before 1836

**T**he penny post in this country did not spring forth in 1792 with the passage of the first postal legislation under the Constitution.<sup>2</sup> Indeed, Congress did not even address the penny post in this first statute. Rather, the penny post had existed in North America since the passage of the very first postal legislation, under which Richard Fairbanks of Boston operated. The Neale Patents in 1692 also authorized a penny post; and, the Act of Queen Anne 1710 incorporated this idea.<sup>3</sup> A penny post was mentioned in the *New York Post Boy* in 1753, when it was written that,

"All letters for Persons living in the Town that remain uncall'd for on Post Nights will, on Monday Morning, be sent out by a Penny Post provided for that Purpose..."<sup>4</sup>

In July 1762, postmaster William Dunlap in Philadelphia placed the following notice in William Bradford's *Journal*:

"The lad who was lately employed at the Post office as penny-post having ran (sic) away, the gentlemen who expect letters are requested to call for them until a suitable person can be procured to carry them."<sup>5</sup>

Goddard in his proposals in 1774 for a constitutional post to operate in opposition to the Parliamentary Post also included a penny post concept.<sup>6</sup>

We have long known that some of the larger cities, such as New York and Philadelphia, operated penny posts in the earliest days of the United States. In Philadelphia, for example, Clement Biddle's *Philadelphia Directory* names William Blake, living at 68 Spruce Street, as a letter carrier for 1791 and 1792; James Hardie's *Philadelphia Directory and Register* shows William Blake as a letter carrier at 6 Carter's Alley in 1793. Blake continued to be listed as a letter carrier in 1794, when he was joined in this listing by Josiah Johnson, 6 Carter's Alley.<sup>7</sup> On the other hand, we could not be sure until recently about the existence of penny posts in the smaller towns and cities without primary evidence such as folded letters and government documents or without having seen secondary sources, such as newspaper notices and city directories. We now have the evidence we need to document that several small towns and cities either operated penny posts or were requested to operate penny posts by the Postmaster General.

This evidence was recently published by Robert J. Stets who convincingly demonstrated from his studies of Postmasters General's Letterbooks that many towns and cities either were authorized to operate a penny post or had been asked to begin one.<sup>8</sup> Mr. Stets revealed in his article that this situation existed in such places as Alexandria, Va., Catskill, N.Y., Fredericktown, Md.,

Portland Me., Richmond, Va., Baltimore, Md., Washington City and Wilmington, Del.<sup>9</sup> But there is no reason to conclude from this listing that these towns and cities represented the only places where penny posts operated during the first two decades of the 19th century.<sup>10</sup> On the contrary, since the Letterbook information recounted by Mr. Stets reflected only (i) those functioning penny posts about which a complaint had been sent to Washington, or (ii) those towns and cities which did not have a delivery process, but where there was a felt need to have a penny post, it is likely that other penny posts were in operation in other small towns and cities. These, however, were not the subject of citizens' complaints and Postmasters General's correspondence. Harrisburg, Pennsylvania would have been such a town, I believe, as evidenced by the folded letter shown as Figure 1.

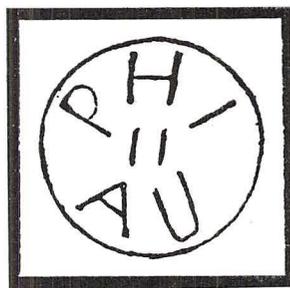


Figure 2. CDS Type 1.

We have very little knowledge about how the penny posts operated before 1836, although we do know some things from our studies of contemporary folded letters. For example, the early penny posts, we believe, were established to deliver mail *from the post office* when letters arrived from another town or city. They did not carry letters *to the post office*; and, the penny posts did not deliver city mail (i.e., letters mailed in one city to be delivered by the penny post in the same city). We are able to conclude that the penny posts delivered mail from the post office,



Figures 3 and 4. Penny Posts delivered incoming mail from the post office.



even in the absence of special carrier markings (which were not in use at this time), both from the rates inscribed upon the folded letters (see, for example Figure 3 and Figure 4) and, later, from the clear language of the postal act of 1794. Thus, Section 28 of that Act provided, in pertinent part,

“...that letter carriers be employed at such post-offices as the Postmaster General shall direct for the delivery of letters in the places, respectively, where such post-offices are established; and for the

delivery of each such letter, the letter carrier may receive of the person to whom the delivery is made two cents; *Provided*, That no letter shall be delivered to such letter carrier for distribution, addressed to any person who shall have lodged at the post-office, a written request that his letters shall be detained in the office...”<sup>11</sup>

By clear inference, any letter that arrived at any city or town having a post office, where the Postmaster General had directed that a penny post be

established, should have been delivered by the penny post, absent written instructions from the addressee to the contrary. Because we have been unable to find any record *so far* that the Postmaster General had ordered the creation of a penny post in Harrisburg, it has been assumed that no such service existed in the early period of the development of the Harrisburg Post Office.<sup>12</sup> The folded letter shown in Figure 1 belies such a conclusion.

### III. The Penny Post After 1836

Congress in 1836 enacted comprehensive legislation affecting the entire postal system.<sup>13</sup> Section 41 of that Act reorganized the carrier system, bringing it under the centralized control of Washington, with local deputy postmasters of the Postmaster General.<sup>14</sup> Among the reforms effected by this legislation were provisions for (i) the collection of letters by letter carriers for delivery to the post office, (ii) the giving of some discretion to each deputy postmaster to establish carrier fees within his jurisdiction, (iii) the authorization to create a general fund to

be used as the source of payment to the letter carriers, and, (iv) the bonding of letter carriers.

### IV. Did Harrisburg Have Carrier Service After 1836?

John N. Luff, writing in 1902,<sup>15</sup> stated that the Annual Report of the Postmaster General for 1856 acknowledged carrier service in Harrisburg. The implication was that prior to this date no such service existed. Luff went on to say that statistical information about cities having carrier service ceased with the Annual Report for 1859. Elliott Perry corrected this, at least with respect to Luff's latter assertion.<sup>16</sup> Interestingly, however, in its listing of cities having carrier service in 1863, the Annual Report does not list Harrisburg.<sup>17</sup> Indeed, the Reports' listings for Harrisburg end with the year 1861.

That Harrisburg had carrier service in the 1850s is evidenced by the cover shown as Figure 5. Unfortunately, the cover neither contains dated contents nor is it docketed. However, research done and records maintained by Richard A. Leiby, Jr. establish that the 30 mm blue Potts Ville Pa. CDS was used from 1840 through 1851.<sup>18</sup>

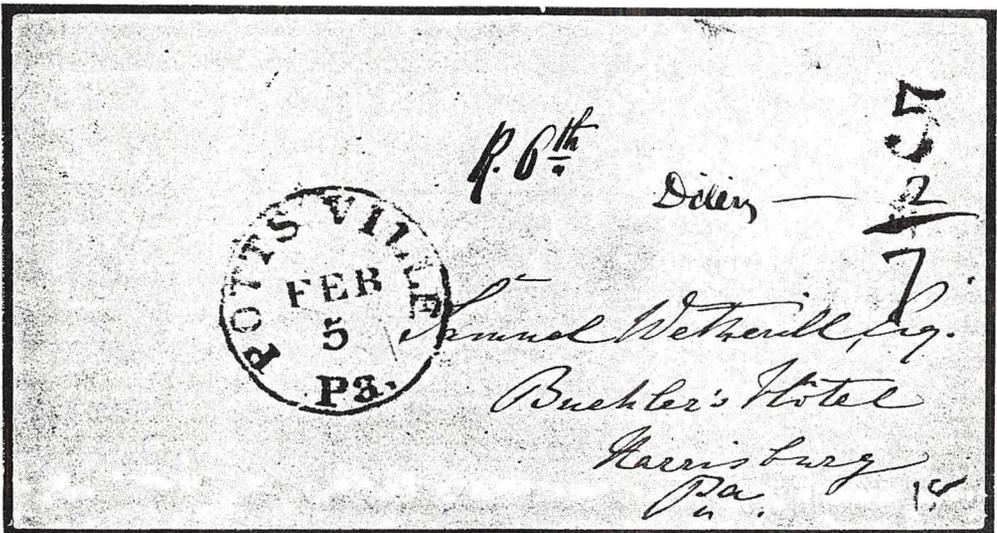


Figure 5. Evidence of carrier service in the 1850 period.

The cover was rated five cents due when it left Pottsville. When it arrived in Harrisburg, it was given to the Carrier Department, rated "Delivery - 2" (2¢ due), and totaled. Clearly the letter was carrier serviced.

Beyond this tangible affirmation that such service existed in Harrisburg, at least in the late 1840s and 1850s, we have other primary and secondary evidence in the form of the Postmaster General's Journal (Order Book) and some Harrisburg City Directories.<sup>19</sup> For example, the Order Book shows the appointment of David Smith as letter carrier in Harrisburg on Jan. 13, 1837.<sup>20</sup> On Nov. 17, 1838, Jonas Rudy was appointed.<sup>21</sup> John P. Spofford was appointed letter carrier on Oct. 15, 1845 in place of Jonas Rudy, and J.J. Rudy was reappointed on July 4, 1853. He held his position until April 1, 1863. There was no record of his replacement. This, of course, does not agree with the omission of Harrisburg from the Postmasters General's Reports after 1861, as reported by Perry.

The few City Directories I was able to examine fill in some of the gaps in dates. Sturtevant's *Harrisburg Directory And Stranger's Guide* for 1839 lists Jonas Rudy (2d bet Mulberry and Vine) and David Smith (Walnut betwn 2d and 3d) as letter carriers. H. Napey, in his *Harrisburg Directory And Stranger's Guide*, for 1842 lists Jonas Rudy (Raspberry Alley between Mar-

ket and Walnut Streets), but gives no profession for him. This same Directory did not show either John P. Spofford or David Smith. On the other hand, J.A. Spofford's *Harrisburg Directory for 1843* gives the following: William Colder, Mail Contractor (15 North Second St., dh 16, North Second); James Peacock, Postmaster (7 North Second St., dh do); Jonas Rudy, letter carrier (Raspberry Alley, between Walnut and Market); and, David Smith, Clerk Post Office (39 Walnut St). Finally, in 1845, we see listed by Spofford & Napey, in their *Harrisburg City Directory* James Peacock, postmaster (7 Market Sq. n. Second St.), Jacob Rudy, waggoner (54 n. Second St), Jame Rudy, victualler (cor Tanner's and Cranb'y Alleys), David Smith, clerk (n. 4th St betwn Walnut and Market Streets), and Jacob A. Spofford, printer (Front St rear State St). Spofford's October 15th appointment as a letter carrier probably came after the Directory had been compiled.

## Conclusion

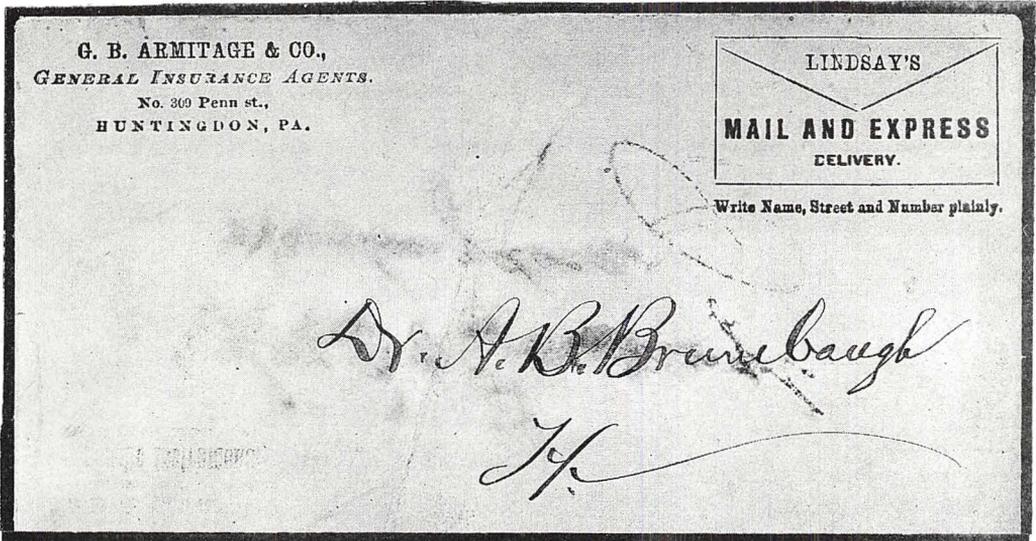
While there is still much work to be done concerning the letter carrier system in Harrisburg, both before and after 1836, up to the end of the fee paid period on June 30, 1863, it is clear that the service existed beyond what Luff or Perry believed.

## FOOTNOTES

1. Act of April 30, 1810, for distances 90-150 miles.
2. Act of February 20, 1792, effective June 1, 1792.
3. For a good discussion of this subject, see C. Hahn, *Letter Carrier Service in New York*, beginning in 80 *Chronicle* 246 (nov. 1973).
4. *Id.* Quoting from Mr. Hahn's article.
5. Quoted in Watson, *Annals of Philadelphia and Pennsylvania in the Olden Time*, Vol. III (Hazard ed. 1891), p. 475.
6. See, for example, C. Hahn, *The Provisional Post of the United States*, beginning in 53 *Collectors Club Philatelist*, No. 3, 158 (1974).
7. For a listing of Philadelphia post boys from 1785 to 1803, see S.M.Roth, *Philadelphia Carriers, The Penny Post*, Vol. 1, No. 3 (July 1993).
8. R.J. Stets, *Penny Posts in the United States Before 1809*, *The Penny Post*, Vol. 3, No. 3 (July 1993).
9. Surprisingly, as Mr. Stets' article discloses, Boston, Mass. did not operate a penny post in 1799.
10. Mr. Stets did not suggest this conclusion in his article.

11. Act of May 8, 1794; effective June 1, 1794, S-28. This subject has been more extensively treated in S.M. Roth, *A 5¢ 1847 Letter Revisited: Was it a Carrier Delivered Overpaid Drop Letter?*, 157 *Chronicle* 21 (Feb. 1993).
12. While I have not been able to find such an Order, it is possible that one exists and that I will find it in further searches of the Letterbooks. However, since S-28 does not appear to have given the Postmaster General *exclusive authority with respect to the establishments of penny posts* (but merely stated what should follow when he has ordered them to be established), it is conceivable that postmasters, such as in Harrisburg, might have created penny posts on their own. This would support the absence of known Postmasters General's Orders creating penny posts in those cities complained about which were discussed in Robert J. Stets' article, cited earlier at Footnote 9, *supra*. Furthermore, because the penny posts were local, decentralized operations at this time, there were no official appointments from Washington. Indeed, the post boys were employees of the postmaster, not of the Post Office Department. So there were no official records comparable to later Official Registers from which we can learn the names of the post boys. We must rely on secondary sources such as random newspaper notices and city directories.
13. Act of July 2, 1836; effective July 2.
14. For a fuller treatment of this subject than is presented here, see S.M. Roth, *The Reform of the Penny Post in 1836*, 159 *Chronicle* 161 (Aug. 1993).
15. *The Postage Stamps of the United States* (NY 1902), 161.
16. *Pat Paragraphs* (BIA 1981), p. 228.
17. *Annual Report of the Postmaster General* (1863), Doc. No. 3.
18. R.A. Leiby, Jr., *7 Cents Due at Buehler's Hotel*, *Historian*, Vol. 20, No. 3 (Whole #119) (1993), p. 6. Also conversations with author.
19. Unfortunately, I had access to very few Harrisburg City Directories. My omission of a Directory for any year does not imply that the Directory did not exist for that year or that it did not contain relevant information.
20. *Journal of the Postmaster General*. The Postmaster General's Orders are set forth chronologically in the *Journals*.
21. The spellings of the appointees' names varied in the Order Books, even when the same individual was reappointed. It is likely that the spellings in the City Directories are the most reliable. Nonetheless, all spellings are given here as they appeared.

## A MYSTERY COVER



This imprint, Lindsay's Mail and Express Delivery, occurs ca. 1879 to 1882 on envelopes in Huntingdon, Pa. At least three more envelopes, with a variety of imprint messages below the design, have been recorded. Who knows the history behind this local express post? Does anyone else own an example?

If you've never  
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we'd like to give you  
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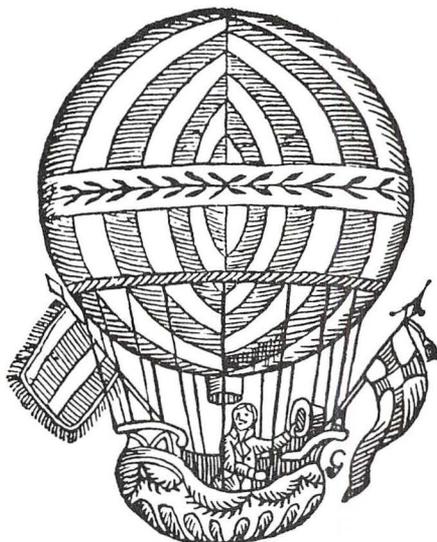
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# RICKETTS & HALL ONE CENT DISPATCH

By Stephen Gronowski

## I. The Proprietors of the Post

**T**he city directories for the city of Baltimore from 1856 to 1859 provide the first clue to the proprietors of Ricketts & Hall's local post. Unlike modern-day telephone books, directories from the mid-19th century listed not only addresses, but also occupations.

The Baltimore City Directories of 1856-59 contain listings for four individual Ricketts and an entity by the name of Ryan and Ricketts. Two of the individuals were druggists, two were printers and Ryan and Ricketts were in the business of typefounding.

Of these choices, the most likely candidate for proprietorship of Ricketts & Hall has been deemed to be John Ricketts (one of the printers) located at 4 North Holiday Street. This conclusion is based on the fact that 4 North Holiday Street is situated only a block away from Rechabite Hall, where the post was located.

Directories from 1856-60 list a number of Halls living in Baltimore. Elliott Perry believed that the Hall of Ricketts & Hall was Amasa Hall.<sup>1</sup> This is based on Henry Needham's assertion that Amasa Hall was also the Hall of Hall & Mills Dispatch Post of New York City.<sup>2</sup> Needham was apparently of the belief that Amasa Hall came to Baltimore and started Ricketts & Hall after Hall & Mills went out of business.

However, Denwood Kelly believed

that a Robert Hall, listed as a tailor living at 4 Rechabite Hall was the other proprietor of Ricketts & Hall.<sup>3</sup> I concur with Kelly's conclusion as I do not believe that it is mere coincidence that Hall lived at the same address as Ricketts & Hall.

## II. Establishment of the Post

**R**icketts & Hall was established in Baltimore, Maryland in 1857. An advertisement which appeared in *The Sun* on February 10 and 11, 1857 announced the formation of the post:

**"ONE CENT DISPATCH, INSIDE"**  
Pre-pay your postage!  
Pre-pay your postage!  
The undersigned offer their services  
to the public for prompt delivery of



Figure 1.

### III. Local or Carrier?

Perhaps the most intriguing aspect of the post is the existence of two copies of the stamp, both missing the outer ring. One of these stamps is on cover, showing that the outer ring was removed prior to use. An article in the *Philatelic Journal of America* dated August 15, 1910 suggests that this was a carrier use of the stamp. This article states that "when the local post was suppressed and the carriers of same entered the service of the U.S. Government, the same stamps were used with the outer border removed." This article, however, provides no evidence, nor have I seen any proof, that either Robert Hall or John Ricketts were ever employed as carriers by the United States government.

Kelly also found the carrier theory untenable. He concluded that the existence of the Baltimore semi-official carriers in use during this period would obviate the need for carrier service provided by Ricketts & Hall.<sup>5</sup> I believe that the notion that the owner of a local post would have to remove its name from its stamps when it became a carrier is ridiculous. In fact, several carriers bore the names of their operators.



Figure 3.



Figure 2.

all Letters, Valentines &c. that should be offered to our care. Postage in advance. Paste the stamp where the letter is sealed.  
RICKETTS & HALL  
No. 4 Rechabite Hall  
Corner of Frederick and Fayette Sts.

The significance of the formation date is in its proximity to Valentine's Day, a high volume day for local posts. Obviously, the founders of the post wanted to get off to a good start. In fact one of the three Ricketts & Halls on cover is on a Valentine's envelope.

It has been stated that the post was the successor to Cook's Dispatch, which was located at the same address and established in 1853/4. In fact, Scott's *1994 U.S. Specialized Catalogue* concurs with this conclusion. However, there is no evidence to support this: It is unlikely Cook's Dispatch was in existence for four years, given the extreme scarcity of its stamps.

Regardless of its origins, Ricketts & Hall was very short-lived. Known examples on cover are dated from February 17 to May 15, 1857.

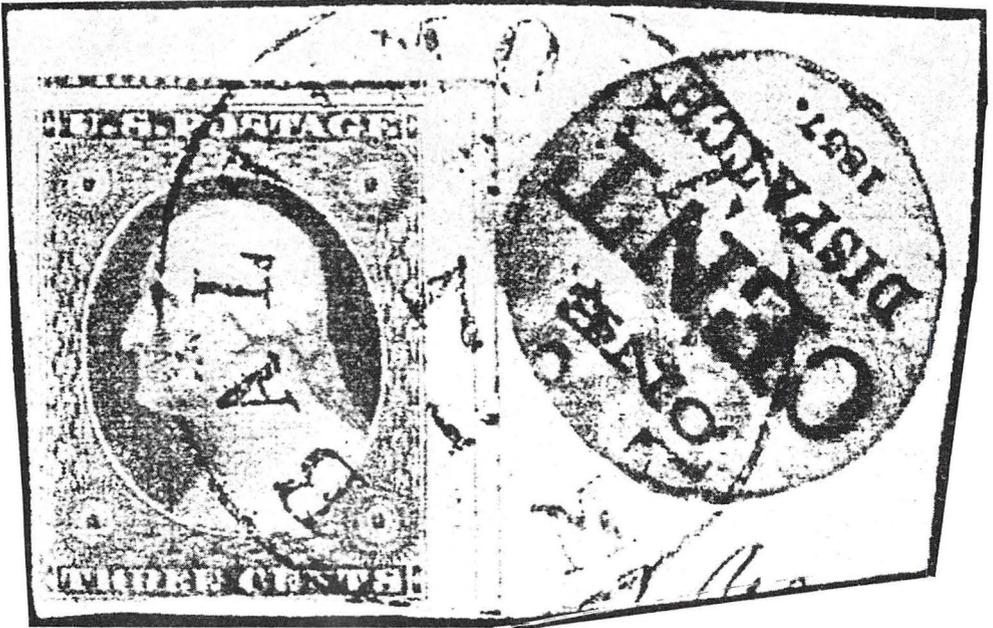


Figure 4.

In addition, the Frazer & Co. locals (Scott #s 69L2-8) were used without the stamp being altered during the period of time that Hiram Frazer was employed as a carrier from Feb. 3, 1848 to June 30, 1849. This further argues against the removal of the outer ring indicating the stamp having status as a carrier.

If the removed outer ring is not due to carrier usage, the more likely explanation would be that Ricketts & Hall was purchased by new proprietors who removed the outer ring. Alteration of local stamps by new owners was fairly commonplace. Examples of this include the Swarts' City Dispatch Post — which is actually a Bouton's City Dispatch Post with Swarts written on top; William E. Loomis Letter Express which is the Carne's City Letter Express with the word "Carne's" removed; and Messenkope's Union Square Post Office which exists with the word "Messenkope's" crossed out, excised by the subsequent owner of the post, Joseph Dunham.

If the removal of the outer ring was due to the post being sold, the question then arises as to who succeeded Ricketts & Hall as owners. Although there is

no definitive answer to this question, it is stated in the March 1, 1973 Robson Lowe Uncommon Market Auction catalogue that the outer ring was removed after the stamp was sold to Virtue, Emmins & Co.

Furthermore, the theory of removal of the outer ring due to a new owner makes sense in this instance as the outer ring contained Ricketts & Halls address. To avoid confusion, the new owners therefore would not only want the name removed, but also the address.

I recently encountered a copy of the Ricketts & Hall stamp with outer ring removed on piece with a U.S. #11 both tied by a blue Baltimore Md. CDS, proving conclusively that the outer ring was deliberately removed prior to use.

#### IV. Forgeries

There are no known forgeries of the Ricketts & Hall stamp.

#### V. Known Copies

There are four known copies of the Ricketts & Hall stamp off cover and three known copies on cover.

## A. The Stamps

1). Cut to shape. Pencil cancellation. This copy is generally considered the finest off cover example. It sold as lot 950 in the March 21, 1957 Caspary auction sale #8 for \$110. The buyer was presumably William Middendorf. The copy was sold in the May 1990 Richard C. Frajola, William Middendorf net price sale as lot 729 for \$3,500 to the author. (Figure 1).

2). Cut to shape. Pencil cancellation. This copy was used for the U.S. Scott Specialized Catalogue illustration. It was discovered in Baltimore, Md. in 1912 by Walter Smith and was responsible for the Scott listing being added in 1937. Sloane believed this was possibly the copy in the Ferrari collection and in the H.C. Needham holding. It was subsequently sold by Sloane to Frank Hollowbush in April 1954 for \$500. It was next sold as lot 1767 in the Dec. 15, 1983 Robert A. Siegel sale for \$900. Purchaser was Robert Kaufmann (Figure 2). It was sold in the May 29-31, 1987 John W. Kaufmann, auction for \$1,600.

3). Unused. The outer ring of the stamp has been removed, as described

above. This copy was in the Maurice Burrus collection. (Figure 3).

4). Cut to shape. On piece with U.S. #11 both tied by blue Baltimore, Md. CDS. This piece was sold in the Park Cities Stamps July-August 1991 net price sale for \$1,000 (Figure 4).

## B. The Covers

1). Cut to shape. On cover with a U.S. #11. This cover is addressed to the Honorable George Whiting, Commissioner of Pensions, Washington City, D.C. This cover was discovered in 1913 in Washington, D.C. by Howard Beck. The cover was sold by Eugene Klein to Sloane, who later sold it to John Boker. It was last sold for \$375 as lot 856 in Josiah Lilly's sale, Part 5, on Sept. 14, 1967 (Figure 5).

2). Manuscript cancellation. This stamp is on a Valentine cover and was discovered in 1969. The stamp is the only known cut square copy. There is no record of it in any auction I have seen. Whereabouts unknown (Figure 6).

3). On front of a U.S. #U9 dated May 15, 1857. The outer ring has been removed. The cover is addressed to Mr. George Forney of Hanover, York County, Pa. This cover was discovered in 1909 by

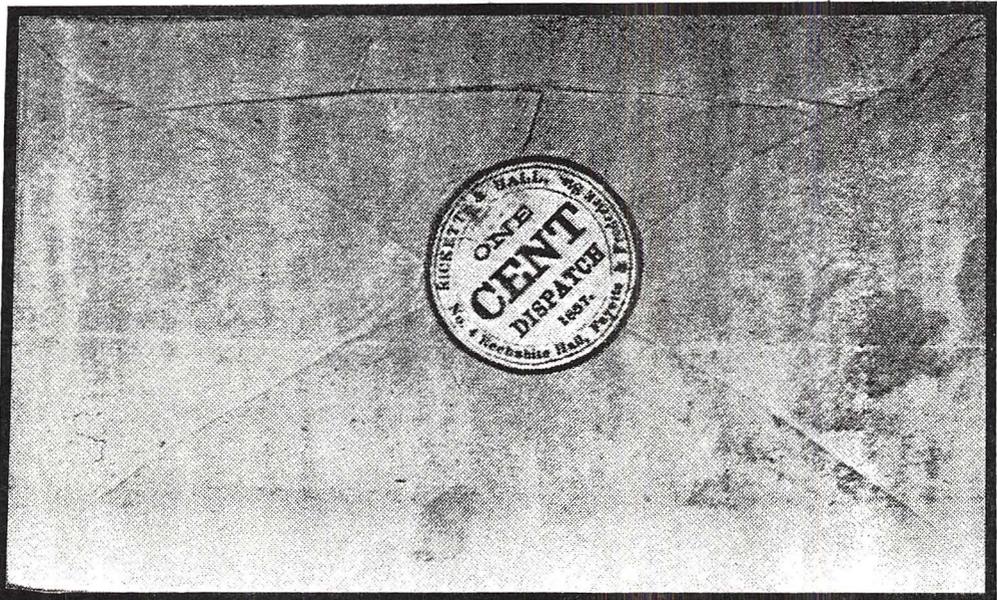


Figure 5.

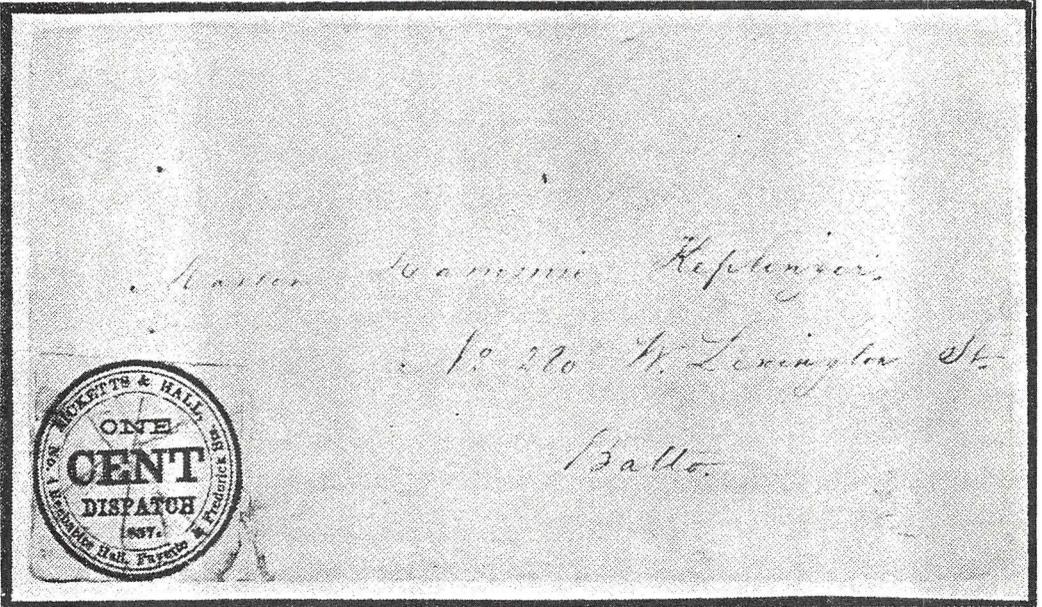


Figure 6.

Robert Wirt. It was once in the Hollowbush collection and in the holding of Robson Lowe. It was sold as lot 536 in an auction on July 16, 1968 for \$300. It next sold as lot 1538 for 1900 Swiss francs at Robson Lowe's Uncommon Market Auction on March 1, 1973. It sold in Richard C. Frajola Inc.'s Sept. 14, 1986 auction for \$1200 (Figure 7).

I would like to thank my wife Katy for her assistance with this article as well as Richard Frajola for his loan of the Sloane records.

#### FOOTNOTES

1. *Private Posts in Baltimore, 1844-1860*. Denwood N. Kelly, *The Collector's Club Philatelist*, Vol. 50, No. 6, p. 357.
2. *Ibid.*
3. *Ibid.*
4. *Ibid.* at 355.
5. *Ibid.* at 359.

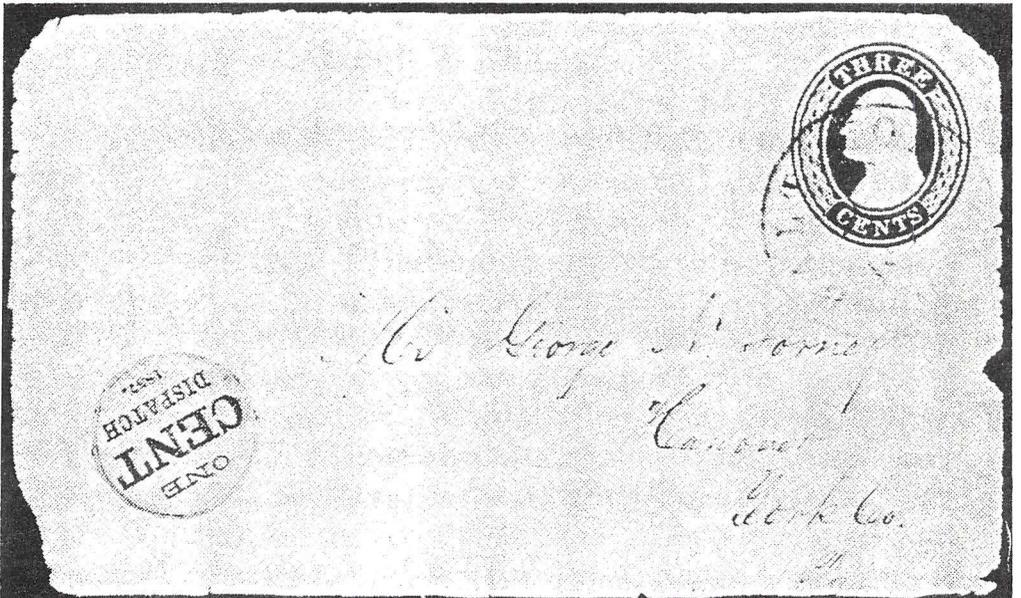
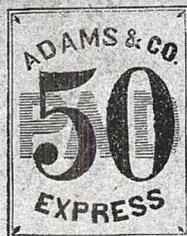


Figure 7.

# UNRECORDED COMBINATION



This Adams & Company California cover is submitted by Byron Sandfield of Park Cities Stamps as a "new find". Although Scott U.S. Specialized Catalogue lists the 50 cents black with the 3 cent U9 (Scott 1LU3) nothing is noted of this combination of the 50 cents Adams imprint with the six cent U14. The Lilly collection contained two unlisted covers with U10 3 cent red on buff and the 50 cent imprint. Byron notes "the 6 cent rate would have been used for sending mail from California to the east coast but it is unknown what the 50 cent rate was used for." Copies of both L6a (25 cents) and L6b (50 cents) occur cancelled, apparently cut from their envelopes and used as adhesives. Can our California correspondents illuminate this "discovery" cover?

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# A PHILADELPHIA EVENING

**T**he guest speaker at the October 20th meeting of the Collectors Club of New York was Steven Roth with his "Philadelphia Postal History. A Selection of Local Posts and Independent Mails."

It has been a consistent winner at major shows, having been awarded the Grand at Napex '92 plus the APS Pre-1900 Medal, the Postal History Society Special Award, the Faulstich Memorial Grand Award, and the Classics Society Medal; a Gold at Garfield-Perry '93; and at WESTPEX '93 a Gold and a Special Award for Best Research.

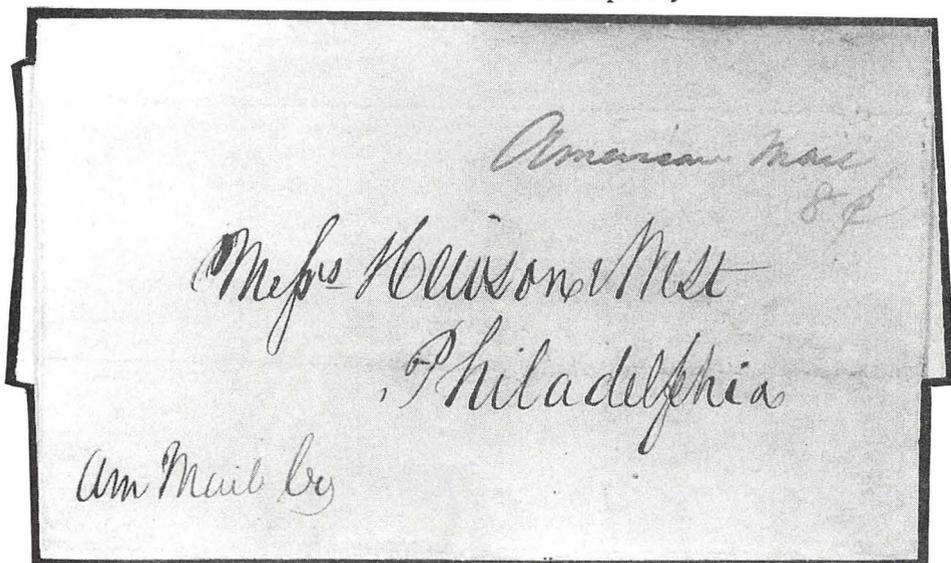
Those of you who attended the Society's third annual meeting at CHICAGOPEX this November had a chance to enjoy it. You'll recall it received a Gold Medal, plus the Ben Newman Memorial Award for Best U.S. Postal History Exhibit as well as the Cancellation Club award.

As is true with most major exhibits, Roth's is not static, being continually fine tuned, in this case evolving into its present eight-frame, 128-page dissertation on a significant facet of Philadelphia postal history, that of the unremitting competition between the local posts and independent mails vs. the government Post Office. This ceased when private postal delivery was legislated out of business.

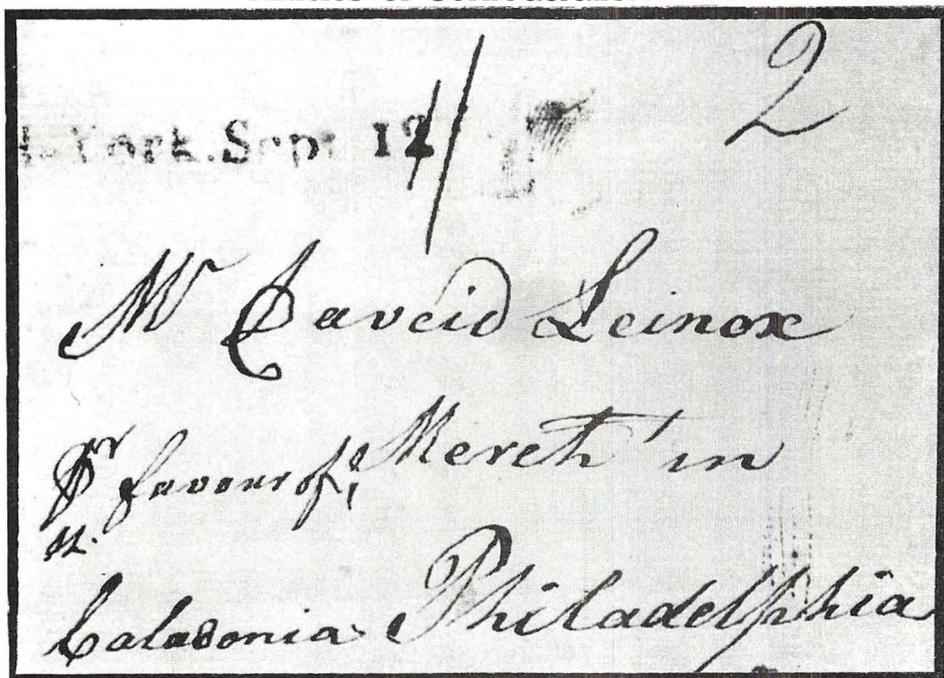
It is interesting to note that in the same meeting room two years earlier Tom Mazza mesmerized a Club audience with his "Street Fighting", the story of the running warfare between local posts and the Post Office carrier service of New York City.

Some significant covers from Roth's story are shown here with the captions from their mounted pages.

## American Mail Company

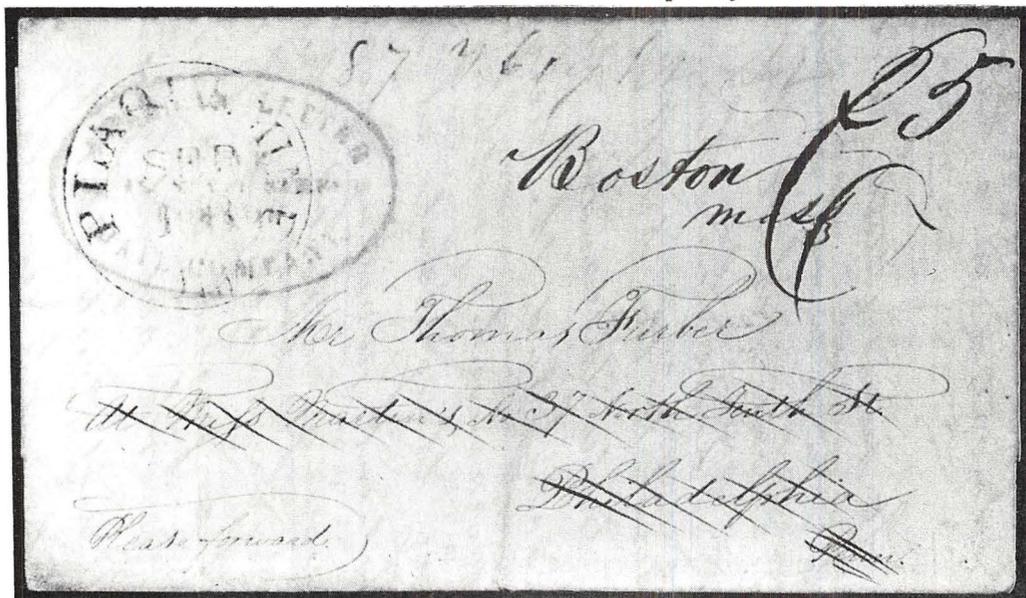


**Independent Mail (Inter-City) Company** — Founded on Jan. 23, 1844 by Lysander Spooner, this Company privately carried mail along 400 miles of the Atlantic Seaboard. It ceased operations on June 30, 1845. Cover: Forerunner to Company Handstamp Feb. 13, 1844. The earliest reported handstamp is May 1844. Rated "American Mail/8c". Of this charge, 6¢ was for carriage to Philadelphia, and 2¢ was for delivery to the addressee.



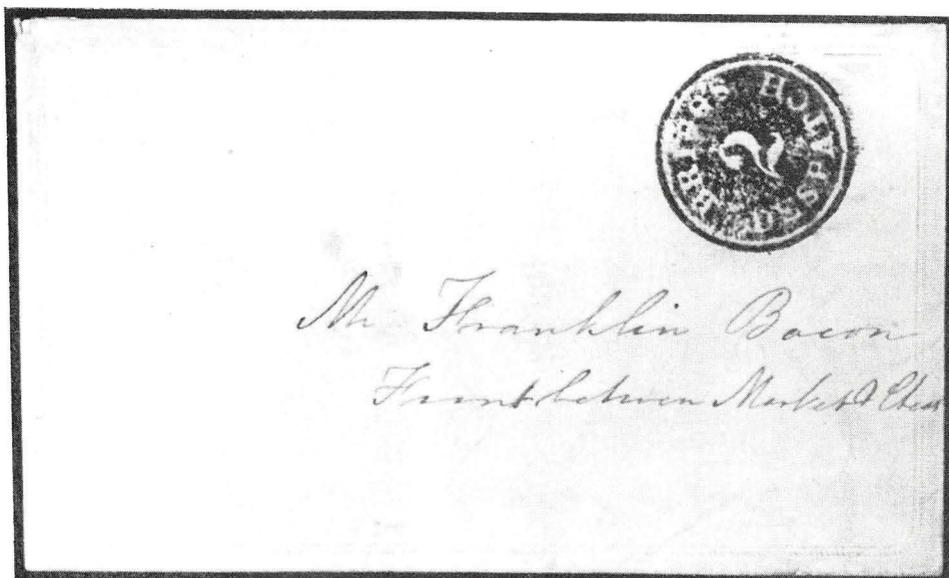
Government Carrier Service – Sept. 12, 1785. Rated “2” Pennyweights (=10 Pence) in New York City, but rated “1/” (One Shilling) (=12 Pence) in local currency in Philadelphia. The extra two Pence probably was a charge for Carrier delivery from the Philadelphia Post Office.

American Mail Company



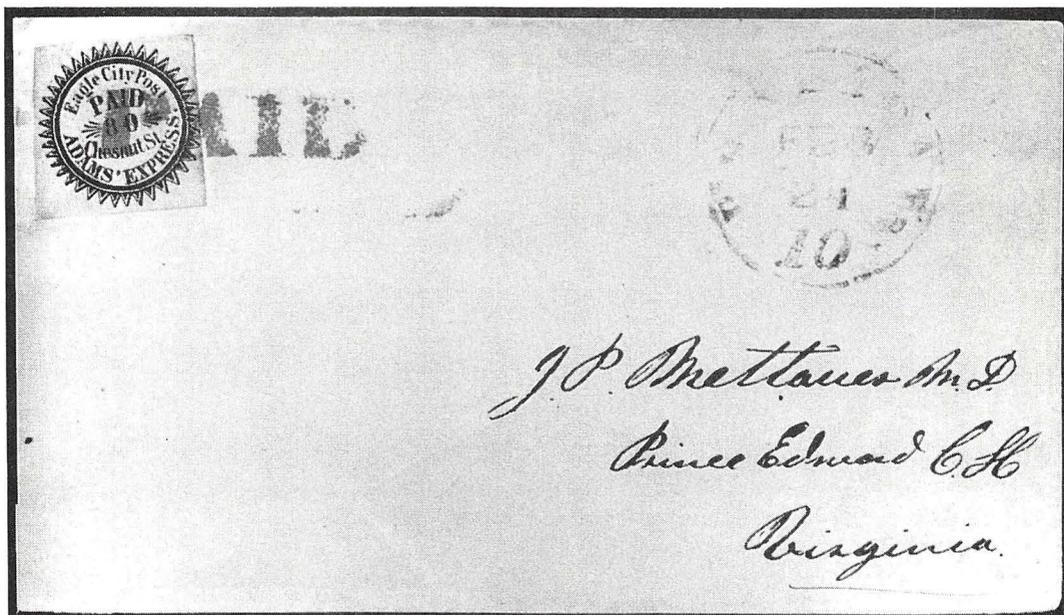
Forwarded Letter Shows Disparity (X3) Between Government Post and Private Rates. 1844. Letter carried from Plaquemine, La. to Philadelphia by U.S. Post Office; then forwarded to Boston via American Mail Company. If this letter had been forwarded to Boston by U.S. mail, the postage would have been 18½¢ rather than the 6½¢ charged by private express.

Brigg's Despatch



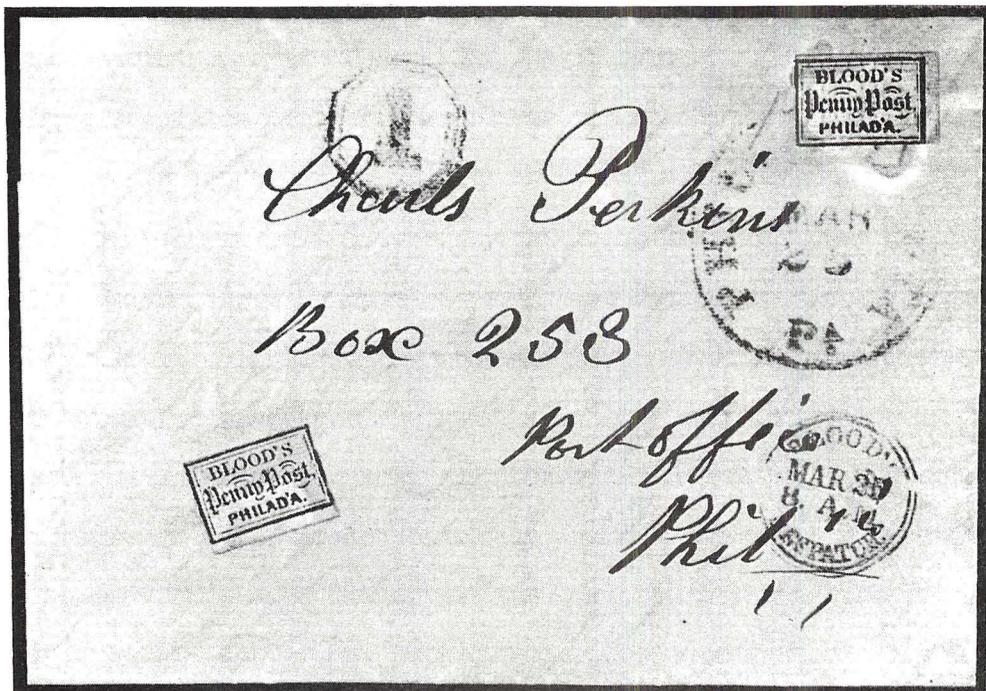
This Post operated from its offices at 61 South 8th Street in 1848 and 1849. Cover shows Type "2" (Due) handstamp. A "PAID" handstamp exists.

Eagle Post



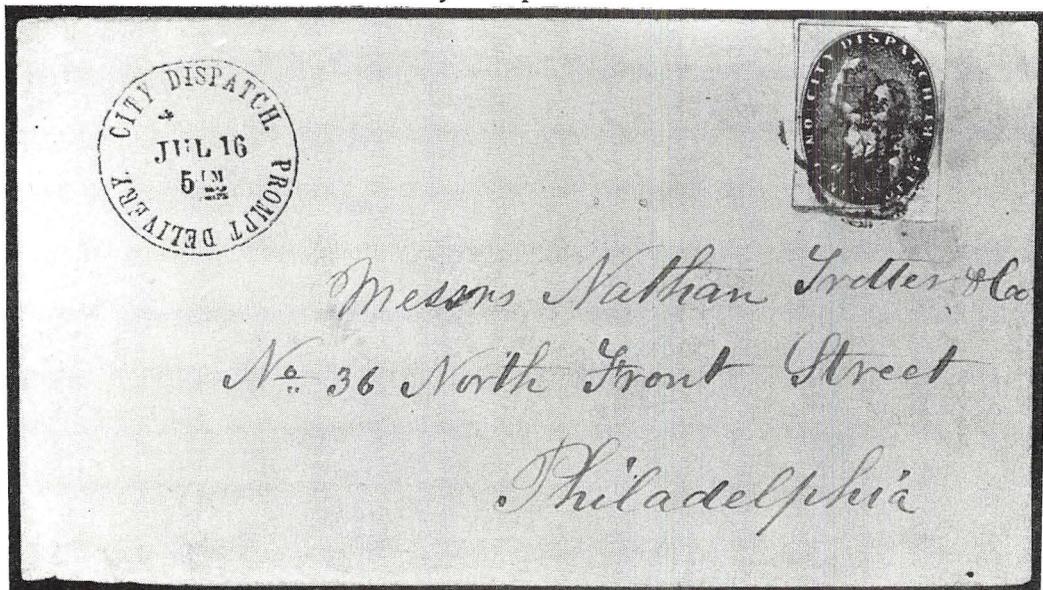
This local post was started by the Adams Express Co. to supplement its income after Congress passed the Act of 1845 prohibiting the inter-State carriage of letters by Express Companies. The cover: No date, CDS Type 46 (reported 1848-50). This is the only reported example of this adhesive tied by the Company handstamp. Type I adhesive (39 points). This post went through many name changes: Eagle City Post; Eagle City Post & Mag. Telegraph Messengering Dept.; and, Stait's Despatch Post.

Two Services Provided by Blood's



It appears this folded letter (internally dated March 23) was delivered by Blood's to the Post Office, placed in "Box 253" and rated 1¢ (Due) as a Drop Letter. This would account for one adhesive. Thereafter, it appears Blood's retrieved the letter from the Post Office (and paid the 1¢ due) and probably delivered the letter to Mr. Perkins, charging the additional penny for this service. No year date. Blue on pink paper adhesive.

City Dispatch Post



"CITY DISPATCH./PROMPT DELIVERY", a handstamp reported from July 13-25, 1860 only. Dated July 16, 1860. Stamp has the grid cancellation.

# THE FORGERIES OF BRAINARD & CO.

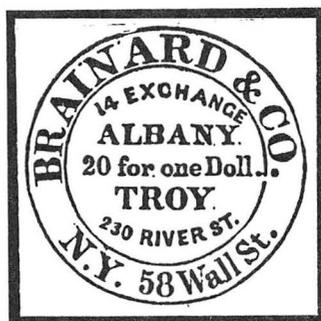
Edited from the Perry-Hall manuscript on Independent Mails

By Richard Schwartz

**Brainard & Co. operated to and from New York, Albany and Troy using the Hudson River steamboats in 1844 and early 1845. This Brainard is sometimes confused with Brainard's Express, an unrelated mail company serving Boston and New York. Brainard's Express issued no stamps.**

## GENUINE Scott 24L1-24L2

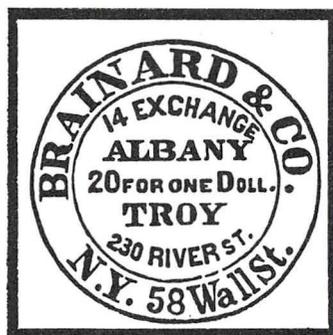
Typographed. Printed in black and in blue on white paper. The blue stamp is much the scarcer. None of the following forgeries successfully duplicate the letters of the original, most notably in the "20" and in the "5" of "58". Originals can be easily identified by the break in the inner circle between the periods after "Doll." and "CO." No forgeries exhibit this defect.



GENUINE 24L1-2

## FORGERY A

Attributed to S. Allan Taylor. Easily identified by the capitalized "FOR ONE DOLL." The serif of the left arm of the "Y" in "TROY" is incomplete. Noted in black, in milky blue, and in blue, all on white. Also in black on cream and in blue on deep purple and in blue on green. (Patton B).



Forgery A

## FORGERY B

Perry-Hall also attributed this forgery to Taylor, as a later production. The horizontal connecting line in the "B" and "R" of "BRAINARD" are broken and appear as dots. The "N" is missing a top left serif. The left serif of "A" in "ALBANY" is exaggerated and the bottom serifs of "BAN" are connected. Known in the following colors: black on white, on cream, on pink surfaced paper, on orange surfaced paper, and blue on white, blue on pale purple laid paper. (Patton C).



Forgery B

## FORGERY C

A George Hussey production. A distinctive identifier is the open top of the "o" in "one". The bottom serifs of "BRAINARD" are usually joined together. This forgery comes in a horizontal multiple of eight (4X2) and cut into smaller multiples and singles. Colors seen are black on white and on cream, blue on white in two paper thicknesses and in dark blue on grayish. (Patton E).



Forgery C

## FORGERY D

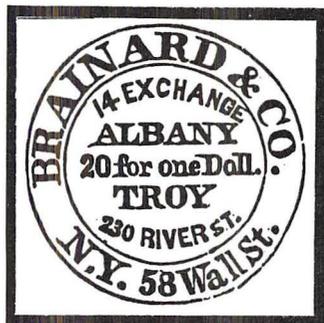
A Scott forgery, used between 1877 and 1895 to represent the original stamps. The bottom serifs of "AINARD" are joined, the curved foot of the "R" touches the "A" of "BRAINARD", the "E" in "EXCHANGE" touches the inner circle. Seen in black and in blue on white, both in two thicknesses of paper. (Patton A).



Forgery D

## FORGERY E

This is a second Scott forgery, appearing in their catalogs from 1896 to 1944. The outer circle has a small break over the "O" of "CO." The last "E" of "EXCHANGE" touches the inner circle. The left serif of "N" in "N.Y." is extended, as is the left serif in "A" of "ALBANY". In black and in blue on white. (Patton D).



Forgery E

## FORGERY F

A scarce forgery, seen by Perry and Hall in 1950 as a single strip of five in black on white. Attribution could not be established. It is copied from the 1921 Bouvez "*Les Timbres Locaux des Etats-Unis d'Amerique*", page 11. The top serifs of the "Y" in "ALBANY" are connected in positions 1,2,4, and 5. The "O" in "TROY" has a small dot in its center and a smaller dot beneath it at 7 o'clock. There is no top left serif in the "N" of "BRAINARD".



Forgery F

# FORGERY CLINIC

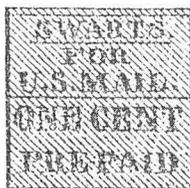
**T**he following letter from member Thomas A. Miller puts forward a number of forgeries which merit comment, as most are unrecorded. After his descriptions, I add my observations. Members are urged to contribute their own knowledge as well.

— The Editor.

Dear Mr. Stimmell,

As a long time local collector I have always had a great deal of difficulty finding information on posts not in Patton's book. Although I do have the full run of his material there are still a great number of gaps.

In my own collection I have several stamps that do not appear in Patton or anywhere else I have seen. The following is a list of them with some points of identification.

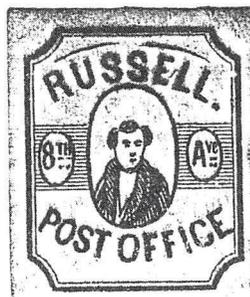


1) Swart's City Dispatch Post 136L14

- a) does not plate to original
- b) does not match reprint/counterfeits
- c) periods after "SWARTS" & "MAIL"
- d) "T" of "CENT" clear of right frame
- e) center of "O" in "ONE" narrow

Noted in blue on white.

*Ed. Note: This is Forgery B as properly described by Patton but not depicted. The Swart's cuts are screwed up — showing as "Forgery C" and "Forgery B" the identical forgery (C) by Taylor. The shot of this, Forgery B, which imitates closely the Moens cut, somehow got lost in the typographic jungle.*



2) Russell's Eighth Ave. P.O. 130L1-5

- a) semi-circular white flaw on R frame just below NW corner
- b) lower serif of "E" in "OFFICE" touches or close to inner frame line
- c) under "TH" two lines & two dots
- d) under "VE" one line & two dots

Noted black on thin white paper.

*Ed. Note: Another classic era forgery missing in Patton. Both my copies are black on very pale flesh rather than on white, ex Perry collection.*



3) D.O. Blood & Co. 15L9

- a) one outer frame line
- b) "O" of "Co" closed at bottom
- c) center serifs of "F" & "E" do not touch vertical
- d) bar of "H" in "THE" does not touch vertical.

Noted black on white.

*Ed. Note: This is the common forgery by J.W. Scott, matching his early cuts. Why Patton failed to include it in his Nov. 1960 Blood's article is an oddity I have always wondered about.*



4) Carnes City Letter Express 35L1

- a) Horizontal shading to rear of hind leg
- b) One horizontal shading line between front legs

Noted in black on red surface colored, black on light yellow colored through, black on green surface colored.

*Ed. Note: A significant discovery I have never encountered. What kind of paper? Is it 19th or 20th century? Is it lithographed? Electrotyped? Does anyone else possess these? It's always humbling to discover how infinite the forgery field can be.*



5) Union Square PO 141L3

- a) "S" of "CENTS" touches frame line
- b) "T" of "Two" does not touch frame
- c) "O" of "P.O." center large
- d) all lettering heavy & uniform

Noted in black on tan colored through.

*Ed. Note: Yes, unrecorded and quite similar to details of original. Although I do not own one, this previously unnoted fraud has been reported by another member, also on tan CT.*



6) Robinson & Co. 128L1

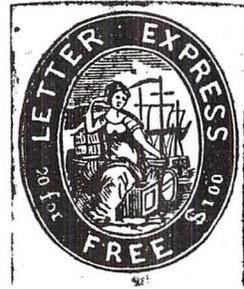
- a) center oval on envelope not shaded but

does show distance lines with blotchy appearance

- b) middle bar of "R" and "B" in Robinson does not touch the vertical line
- c) letters well formed, uniformly thick
- d) UL corner of envelope flap does not touch the envelope frame line

Noted in black on blue surface colored.

*Ed. Note: Not recorded in Patton, but Elliott Perry did depict this type in Pat Paragraphs earlier; Patton must have simply overlooked it. The two shades, black on peacock blue and black on blue green SC, match colors Scott used for his Kidder forgery but inking and paper do not. Fairly scarce.*



7) Letter Express 96L1

- a) black on white vertical laid paper
  - b) shading lines in sky solid
  - c) box behind right arm has vertical shading lines in all four sections
- Noted in black on white.

*Ed. Note: Uncommon forgery with similarities of design to the Hussey version, but details differ significantly. I note black on white as well as black on dark grayish rose, a shade of paper similar to oxidized originals of 96L1. Author unknown.*

8) Boyd's 20L9

I also have a Boyds 20L9 that is black on white, if you know any information please let me know. — Thomas A. Miller.

*Ed. Note: I also possess this darkling and presume the gold ink was lacking for some of the printing. The gold original occurs in a range of shades, all containing a black component, to greater or less degree. I believe this stamp to be genuine, but a color variant.*

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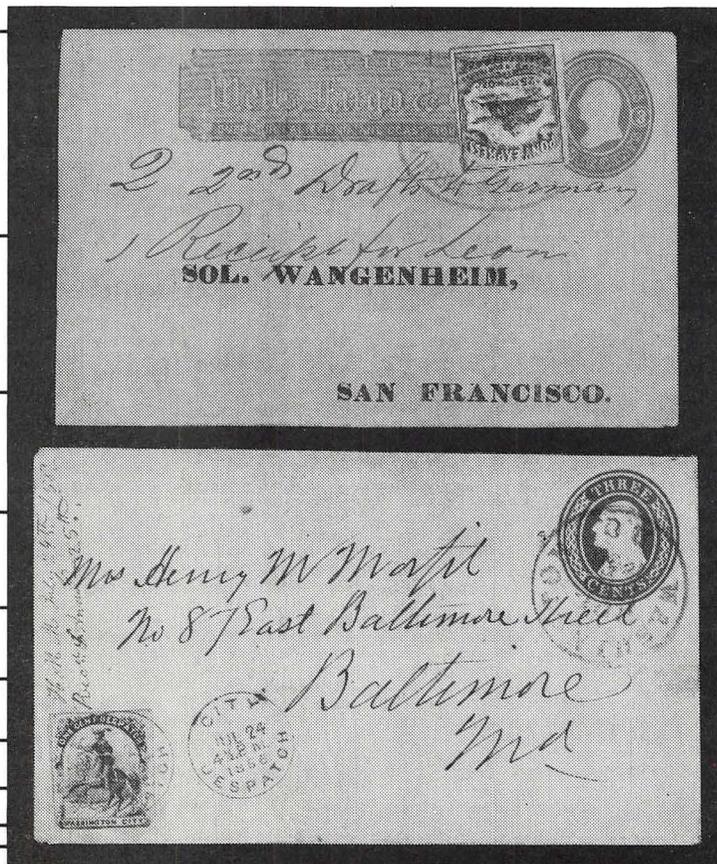


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