

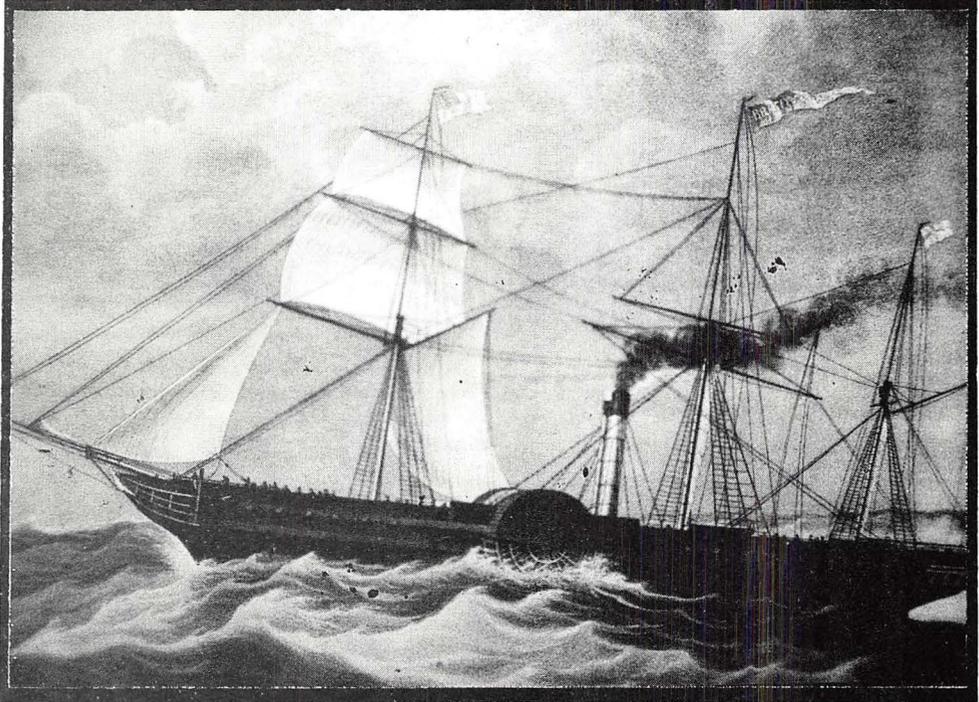
JANUARY 1996

WHOLE #21

VOL. 6 NO. 1

THE PENNY POST

Official Journal Of The Carriers And Locals Society



The British Queen, a trans-Atlantic mail steamer of 1839.

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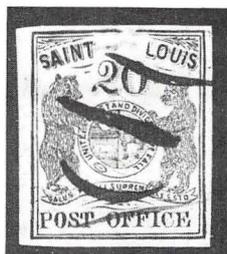
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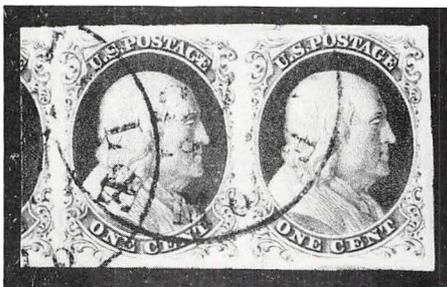
PORTLAND, MAINE CARRIER COVERS

A FROM THE MAIL WESTTOWN LOCAL

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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THE PENNY POST



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JANUARY 1996

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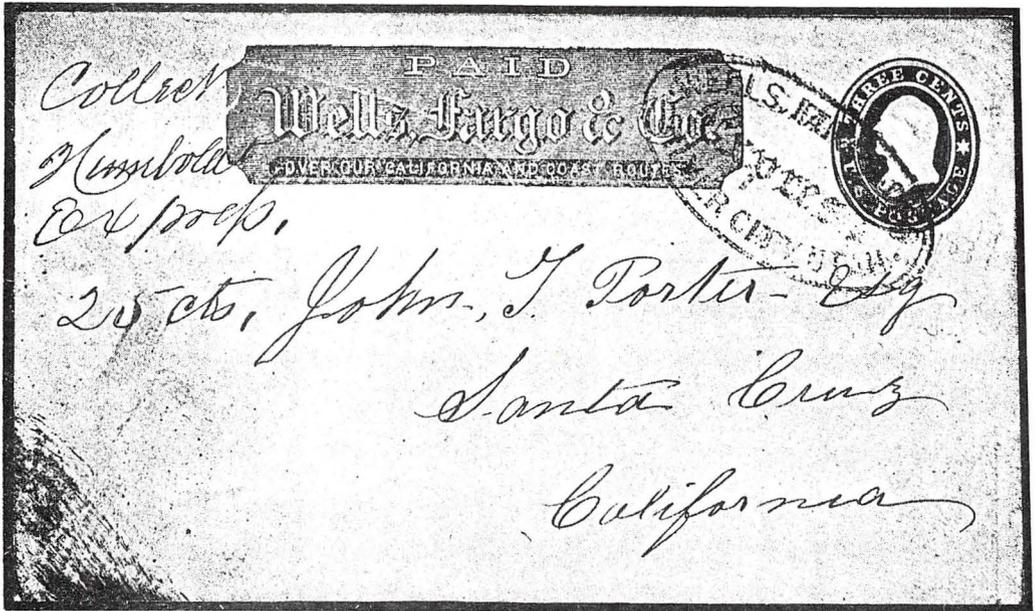


Figure 1. 1860 postal stationery issue, 3 cent star die with ms “Collect /Humboldt / Express /25 cts.” and Silver City Utah, Wells Fargo Express handstamp used in Silver City from 1860 to 1862 even though Nevada Territory was created in 1861.

LANGTON’S HUMBOLDT EXPRESS

By James Gamett

In the newspapers of the early 1860s, the term “Washoe” referred to the region surrounding Virginia City. “Humboldt” was used to describe the mining region along the Humboldt River north of Washoe. Mining activity began in the Humboldt region in 1860, but because of Indian trouble, most miners left before the winter of that year.

However, in the spring of 1861 a rush began which resulted in the establishment of Unionville and Humboldt City. By 1862 Star City had also been founded and the Humboldt district was alive with numerous smaller camps and diggings. Today, what is mostly left are ghost towns.

Is the cover shown in **Figure 1** the earliest Langton’s Humboldt Express cover? If so, the manuscript “Collect /25 cts” marking is the forerunner to the scarce 25 cents brown

adhesive used by the Humboldt Express (see **Figure 3**).

Fundamental questions must be answered to determine if this is indeed a Langton’s Humboldt Express cover. First, since the cover can be dated within a certain period, is that period consistent with activity in the Humboldt District? Second, is this a known correspondence from Nevada Territory? Third, what rate was charged on the Humboldt Express and did Langton’s Express connect with Wells Fargo? Fourth, what was the route between the Washoe mines and the Humboldt district? And finally, was there any other Humboldt Express that could account for this cover?

The cover is definitely consistent with the period of initial activity in the Humboldt region, as it was used in 1861 before the new



Figure 2. Scarce Langton & Co. adhesive, used 1862-63. Genuine covers and used singles are handstamped by Langton ovals from Unionville and Star City. Stamp denoted prepayment of 25 cents per 1/2 oz. letter express rate from Humboldt region.

issue of postal stationery reached the territory. As well, the cover comes from a known correspondence with at least one other similar three cent star die cover, except that it lacks the manuscript express marking. This cover is similar to the Pardon Brown correspondence, which had many covers carried by Snowshoe Thompson, but only one with his express marking. It seems conceivable that only letters sent Collect received such notations, thus only one cover of the many from the correspondence would have this marking.

No one has been able to verify exactly when Samuel Langton established his express in the Humboldt area. Some writers suggest 1860, others 1861. What is known is that Samuel Langton's Pioneer Express operated after 1855 in the Downieville and Nevada, California area. In 1860 Langton expanded into Washoe, opening offices in the towns listed in the **chart** and advertising his service (see **Figure 5**).

It is worthy of note that the Unionville newspaper, the *Humboldt Register*, reported on May 2, 1863, "Langton's Pioneer Ex-

press has placed us under such a weight of obligations for favors and back charges, that we scarcely know how to commence an acknowledgment...." It is obvious the express had been in operation for some time. It is reasonable, therefore, to assume that Langton's was one of the first, if not the earliest, express concern to service the region. Between 1861 and the fall of 1863 it operated a virtual monopoly along the route between Washoe and Humboldt. It wasn't until after Aug. 8, 1863 that Wells Fargo established offices in the principle mining camps in the region (*Humboldt Register*, Aug. 8, 1863). Apparently Wells Fargo was content to connect with Langton's until that late date. Subsequently, on Oct. 3, 1863, the *Register* reported that Langton's & Co's. had ceased operations. Samuel Langton would later start a pony run to Unionville carrying mail, which would ultimately result in his death.

With this background we can address the third question. Langton's Humboldt Express obviously charged a 25 cent rate and utilized a 25 cent brown adhesive to denote prepayment of the express fee on its enve-

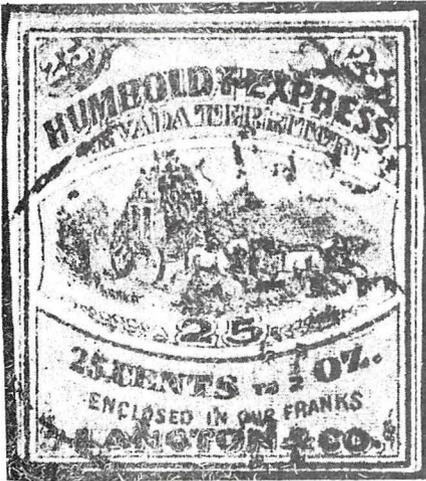


Figure 3. Enlarged copy of the 25 cent brown adhesive. Design similarity to the Pony Express adhesives of Wells Fargo Co. led experts to suggest they were printed by the same firm, Britton & Rey of San Francisco.

lopes from the Humboldt region (see **Figure 2**). The fee was apparently charged on outgoing mail (see Footnote). There are four covers known used with the brown adhesive and tied by Langton's Pioneer Express ovals, two from Star City and two from Unionville. (There are four other covers known), detailed in the accompanying census). No inbound cover is known cancelled with the express company oval. A notable cover in the Wells Fargo Wiltsee collection shows the stamp used inbound from California. This cover is Number 6 in the census. The stamp, however, is not tied and has a manuscript cancel. If genuine, this would appear to be an isolated use, since other incoming mail

connecting with Langton's for Humboldt does not show evidence that any additional charge was necessary. For example, **Figure 4** shows an inbound cover carried by Wells Fargo from San Francisco to Carson City, where it connected with Langton's Pioneer Express for delivery in Unionville. Notice that no adhesive was used in Carson City.

In conclusion, outbound and inbound covers both show connecting service with Wells Fargo during the 1861-63 period with examples known from Carson City, Virginia City, and Nevada, Cal. The **Figure 1** cover is the only one known connecting with Wells Fargo in Silver City, but it is consistent with the other known covers and the rate charged is consistent with the adhesive rate on 1862-63 known uses.

Which brings us to the most interesting question of all. Was Silver City on the route between Washoe and Humboldt where a cover placed with the Humboldt Express in Unionville or Star City would logically connect with Wells Fargo? Today the main roads travel between Carson City and Reno through the Washoe Valley and then along the Humboldt River, bypassing Virginia City and Silver City. But the account of the accident that resulted in the death of Samuel Langton provides evidence to answer this question. According to the *Humboldt Register*, Samuel Langton had contracted with the government for the mail route between Washoe and Humboldt. According to the paper, service had been irregular to Humboldt City and on Aug. 20, 1864 the paper reported as follows:

"Our mail irregularities. At length we have a full, and in part a very painful ex-

<u>OFFICE</u>	<u>AGENT</u>	<u>REFERENCE</u>
Carson City	J.S. Albro	Kelly's Directory
Virginia City	J.G. Bloomer	Kelly's Directory
Silver City	Boisset & Wilcox	Kelly's Directory
Dayton	----	Kelly's Directory
Gold Hill	M. Frankenheimer	Kelly's Directory
Unionville	Rutherford/Ewing	Humboldt Register
Star City	----	Cancels known
Washoe City	----	Cancels known

LANGTON'S PIONEER EXPRESS



LEAVES CARSON CITY, DAILY, FOR
SILVER CITY, GOLD HILL,
VIRGINIA CITY.

ALSO, LEAVES EVERY OTHER DAY, FOR
DOWNIEVILLE, SAN JUAN,
NEVADA, MARYSVILLE,
And all the principal places in Sierra, Plumas, Nevada and Yuba
Counties.

OFFICE—At TREADWELL & CO'S BRICK STORE,
CORNER OF CARSON AND THIRD STREETS.
J. S. ALBRO, Agent.

LANGTON & CO'S PASSENGER LINE

A FOUR-HORSE STAGE LEAVES CARSON CITY DAILY,
at Two o'clock, P. M., for
SILVER CITY, GOLD HILL,
And VIRGINIA CITY.

RETURNING,
LEAVES VIRGINIA CITY, DAILY, AT 8 A.M.

Through to DOWNIEVILLE on Sundays and Wednesdays.

The DAYTON Stage leaves Carson City, daily, at 8 o'clock, A. M.
Returning, leaves DAYTON at 2 P. M.

J. S. ALBRO, Agent.

Figure 5. Advertisement for Langton's Pioneer Express printed
in Kelly's First Directory of Nevada Territory, 1862.

planation of the recent disturbance in our mail arrangements. S. W. Langton ... contracted with Murphy for the carrying service between Murphy's Station and this place (Unionville) ... Murphy carried for

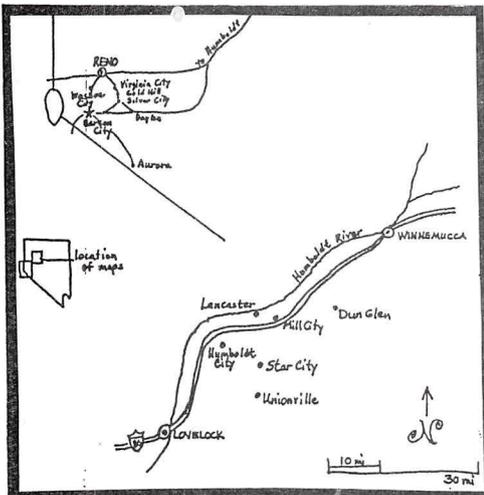
one month, and sent word to Langton that he would carry no longer — as the price did not pay. Langton ... started in a sulky to come out. Between Carson and Virginia, on the 12th, he met with a most serious

mishap – as will be seen by the following notice in the *Enterprise* of the 14th:

“A Sad Accident. Night before last, Mr. S. W. Langton, of Langton & Co.’s Express, while on his way to this city from Carson, met with a terrible accident. Just in the lower part of Silver City ... an ox team loaded with lumber ... crushed his vehicle and threw him under the wheels of the heavy ox wagon.”

Langton would eventually die from the injuries suffered in this accident. But the significance of this report is that Langton was on his way to Unionville via Silver City. This provides the proof that this was indeed an established route of that time, and since Silver City was on the road between Carson and Virginia City, and since other covers are known with both of these towns as connecting points, it makes the Silver City connection point very plausible.

Finally, Langton’s Humboldt Express is the only express service known to be using this route, charging the 25 cent rate, and marking envelopes with evidence of handling. Although other expresses and stage companies operated in the Humboldt region, none are known to have marked envelopes. Patten and Bunker’s Humboldt Express is known only from several corner cards, none of which show express markings, and Sale and Barber’s Humboldt Express is known only with a frank applied to Langton’s Pioneer Express franked envelopes, with no additional markings. And Wells Fargo & Co. did not, of course, operate offices in the Humboldt District until August of 1863.



In conclusion, an explanation of the cover in **Figure 1** is that the 25 cents fee was not prepaid on this letter, and because it was necessary to send the letter by Wells Fargo Express to its final destination, the letter was marked for the Wells Fargo agent in Santa Cruz to collect 25 cents, which was to be paid to the Humboldt Express. This cover is therefore the earliest known express cover from the Humboldt district of Nevada Territory, and the earliest known Langton’s Humboldt Express cover, predating the use by Langton of the 25 cent brown adhesive.

OFF COVER COPIES OF THE STAMP

Footnote: Concerning Scott 86L1, in addition to the eight covers listed in the census below, I have documented 23 off-cover adhesives, 19 of which were cancelled with the distinctive Langton’s Pioneer Express oval. This includes one pair and a reattached single that forms a block of three. At least ten of these ovals can be identified as having either Star City or Unionville town marks, while the others show only small portions of the oval. None can be clearly identified as coming from any other town. The four other copies include three unused and one copy cancelled diagonally across the face with a large lettered PAID. One of the unused copies was heavily damaged and one was mounted on unused postal stationery, Scott U2, with a printed Langton’s frank. In other words, 95% of the known genuinely used adhesives were at one time tied to covers by the company oval handstamp.

CENSUS OF LANGTON’S HUMBOLDT EXPRESS COVERS

COVER #1: Scott U34 w/black Langton’s Pioneer Express frank addressed to J.S. Bendle, Bidswell Bar, Calif. The adhesive is upside down, placed on cover in such a way as to be tied by the same blue Unionville company oval cancel that cancels the U34.

COVER #2: A companion to #1, Scott U34 as above, except the adhesive is right side up, but tilted diagonally to the left.

COVER #3: Scott U34 w/black Langton’s Pioneer Express frank addressed to G.F. Borza, Placerville, Calif. Both adhesives and

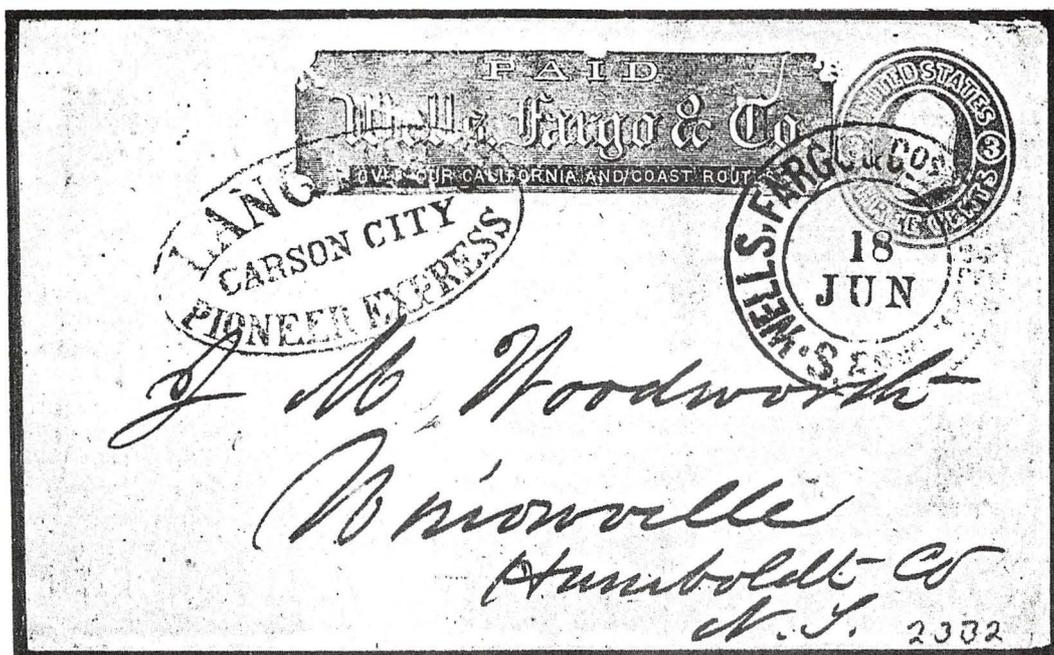


Figure 4. A cover sent by Wells Fargo Express from San Francisco to Carson City, where it was placed with Langton's Pioneer Express for delivery in Unionville. Typically, mail carried inbound was not charged the 25 cent rate.

U34 are cancelled by the same Star City company oval. Additional Wells Fargo Nevada (Calif.) express oval ties the adhesive, showing connecting service to Placerville.

COVER #4: Scott U 34 w/black Langton's Pioneer Express frank addressed to S. W. Holladay, San Francisco, Calif. Both adhesive and U34 are cancelled by the same Unionville company oval. An additional postage stamp, Scott #65 with a PAID cancel is tied to the cover by a blue Wells Fargo Nevada (Calif.) oval showing connecting service.

COVER #5: Scott U 35 w/Wells Fargo frank and blue Carson City Wells Fargo oval cancelling the U35. Red Unionville Langton's Pioneer Express oval at left of printed frank with 25 cent adhesive placed over the top of the cancel and tied by a Wells Fargo type PAID marking. Although this cover has a PF certificate, many authorities question its authenticity.

COVER #6: Scott U35 w/black Langton's Pioneer Express frank with a faint cancel tying the U35, but not the adhesive, which is cancelled by manuscript with the initials of the Express agent in North San Juan, Calif. Addressed with a paste up to Frank Clark in Starr City, N.T. The paste up is a union

patriotic with a Virginia City Langton's oval. This cover is in the Wiltsee collection in the Wells Fargo Bank Museum and the usage is difficult to explain.

COVER #7: Scott U35 w/Greenhood & Newbauer Express frank on a front which has been skillfully repaired. The Humboldt Express stamp is tied by the same Greenhood & Newbauer double circle that cancels the U35. This use is difficult to explain.

COVER #8: Scott U35 with Langton's Pioneer Express black frank. Stamp is placed tilted slightly to the left and over the right portion of the Langton's frank. Cover bears a red oval "Langton's Pioneer" partially visible strike adjacent to the stamp at the top between the frank and the 3 cent stamp. This oval is not the typical cancel used by Langton's in Nevada, as illustrated in **Figure 2**. Pink entire is cancelled with a Wells Fargo/Nevada oval, which is Nevada City, California. Cover is addressed to "Mr. S. Goodman/ San Francisco/ No. 410 Sac. St." This cover was offered in Wolffer's Sale #176 in 1993 with a 1990 PF Certificate. Since there are no Nevada markings on this cover, just what does the usage represent?

THE BEGINNING OF ADHESIVE POSTAGE IN THE U.S. – PART II

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POLITICAL SITUATION DURING THE ADHESIVE INTRODUCTION ERA

During the Jacksonian era, the various opposition groups gradually coalesced into the Whig party which was led by Daniel Webster and Henry Clay. Its tenets were unionist, nationalist, imperialist, republican and a devotion to American primacy. Both leaders wanted the presidency in 1840, but Webster was overseas and bowed out. Rather than select Clay, the Whigs chose a popular compromise candidate, General William H. Harrison, and coupled him with John Tyler, who was expected to bring in Southern votes, the famous 'Tippicanoe and Tyler, too' campaign that introduced the first campaign covers.

Harrison's new Whig administration was sworn in March 4, 1841; one month later, the General was dead and John Tyler became the first succession president. His views did not match the Whig Congressional majority. He soon vetoed Clay's national bank bill and its substitute 'fiscal corporation' bills. On September 13, 1841, his cabinet resigned en masse except for Secretary of State Daniel Webster, who was then heavily involved in negotiations with England over the Maine boundary. Webster resigned in 1843 and was succeeded by Abner Upshur and then in 1844 by John C. Calhoun, a Whig Democrat. Tyler replaced the four Clay cabinet resignees with former Democrats.

The new, and able, Tyler Postmaster General was Charles A. Wickliffe of Kentucky (a peace concession to Clay). He was apparently named September 13th and sworn in on

October 12, 1841 as noted in the *Federal Register*. He had the unfortunate experience of having to acknowledge a five per cent decline in postal revenues in his first *Annual Report* dated December 2, 1841.

Not only was President Tyler isolated from the party that elected him, he also presided over a major populist unrest called 'Dorr's rebellion.' In Rhode Island, the issue of full manhood suffrage arose with a legislative party advocating a limited version and Thomas Dorr advocating full suffrage. Dorr was elected governor and pushed his views strongly in May 1842. He had considerable out-of-state support from the New York 'barnburner' Democrats and Mike Walsh's 'Bowery B'hoys.' On May 17, 1842, Dorr's men unsuccessfully stormed the Providence Arsenal. With the failure of the attack he was informed his government had 'resigned.' He left the state but returned June 21st with New York supporters. Again, his supporters were not ready for violence, and he formally resigned.

The opposition 'legislative government' suppressed Dorr's resignation and on June 26th declared martial law and for six weeks ran Rhode Island under a military government. Hundreds were arrested and warrants sent out for Dorr's arrest. In 1843 a new R.I. constitution was adopted and Dorr returned. He was almost immediately arrested and indicted for high treason. A biased Whig-only jury indicted and convicted him, but the events created such a populist revulsion that he was completely exonerated by 1854.

As the above shows, the Tyler period was

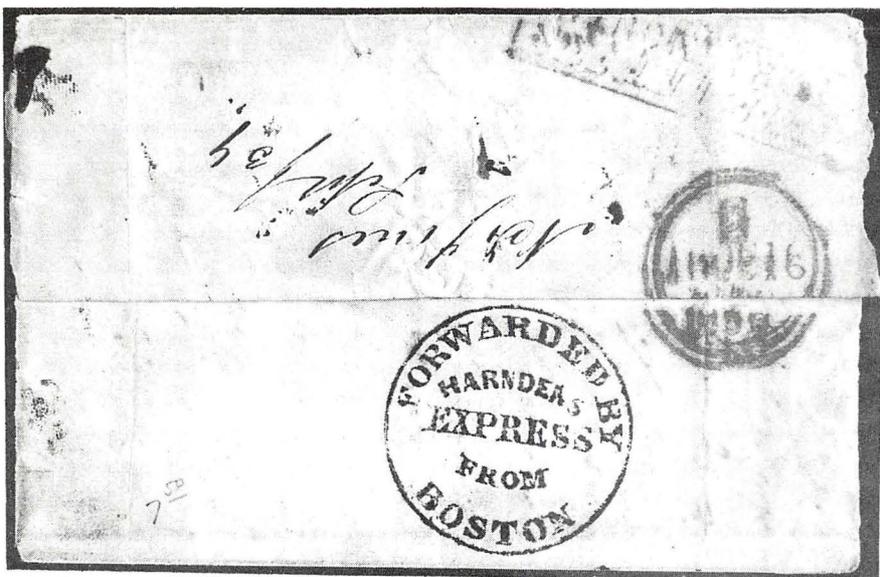


Figure 17: While Harnden manuscript markings are known from early August, 1839 (ex-DeWindt), the first handstamp is a black 36mm circle on a September, 1839 letter sent on the *British Queen*, departing New York October 1, 1839 and arriving Portsmouth on the 15th. Harnden was a government route agent and paid the postage on this direct to the post office so no postal markings are shown for the U.S. carriage. The *British Queen*'s owners charged 25 cents a letter in freight money which Harnden had to pay.

a politically sensitive one for an ambitious program of reform. In July 1842, Wickliffe rejected a proposal by Pomeroy & Co. to handle all the mails between New York and Buffalo for \$7,500. As outlined in *Chronicle #124*, he alleged his agents could do the job for \$6,400, but omitted to include over \$73,000 in railroad contract payments. Again, in the summer of 1844, when Tyler was seeking election in his own right, the Post Office was approached by Henry Wells, acting for himself, Pomeroy, and others with a proposal to take over the entire postal system, including delivery, at five cents a letter. It was quickly rejected as 'it would throw 16,000 Postmasters out of office!' The Pomeroy adhesives were not about to become the first U.S. general issue, and the postal service was not privatized.

WICKLIFFE'S PROGRAM

In his first *Annual Report*, Wickliffe noted:
 "While the Department should not be regarded as a source of revenue to the na-

tion, it should never become an annual charge to its Treasury... The income of the Department is always liable to be affected by the fluctuations of the business community ... Besides this cause of fluctuation in its income, other causes of a reduction, more or less in every year may be found in the increased facility which the travel upon railroads and steamboats furnishes for transmission of letters by private conveyance; secondly, in the great extension, to say nothing of the abuse, of the franking privilege; thirdly, the recent establishment of private expresses upon the great mail routes of the United States; fourthly, in the fraud practiced upon the Department, in evading, by various devices, the payment of the postage imposed by law."

Because of the revenue shortfall, Wickliffe was not prepared to recommend a rate reduction, but he did suggest a rate rationalization, to more closely accord with the smaller coin of the U.S., as well as a revision of the laws regarding newspapers, par-

ticularly in regard to prepayment, and a re-classification of periodicals masquerading as newspapers.

Wickliffe definitely wanted private expresses banned. He also proposed that Congress settle a one-time payment to the railroads that would permanently abolish the annual payments using the current recession as a negotiating tool. He also proposed abolishment of the franking privilege with the government to pay for official mail. Much of this program was eventually enacted in the postal acts of March 3, 1845, just before he left office. Those laws included rate reduction, curtailed franking, elimination of the independent mails and expresses, reforms in contract lettings and the establishment of an American steamship line to carry the mails abroad.

His first move was to reduce the commissions of postmasters, effective January 1, 1842. A second move was enacted by Congress as the Act of May 18, 1842 which adopted his ideas on curbing the emoluments of postmasters in the major cities derived from renting boxes and 'letters not

for transmission' (drop letters). He next began his move against the independent mails.

The attack on the independent mails such as Pomeroy & Co. and Adams & Co. was to be through a new 'express mail' service that was the equivalent of the British 'late fee' or the later 'supplementary mail' operations. A new group of route agents were to be appointed to handle this mail and they were also authorized to carry packages and other express type material on their own account. There were four routes involved: New York to Boston, Boston to Albany, New York to Albany, and Albany to Buffalo. The last two should be considered as one. The plan was developed early in 1842, at least by May 23, 1842, when letters refer to a proposed government express between New York and Albany.

In looking at the background of this scheme, I note that Col. S. A. Hobbie, First Assistant Postmaster General, in attachment D to the 1841 *Annual Report*, already cited, noted that:

"... some two years since (e.g., 1839), Mr.

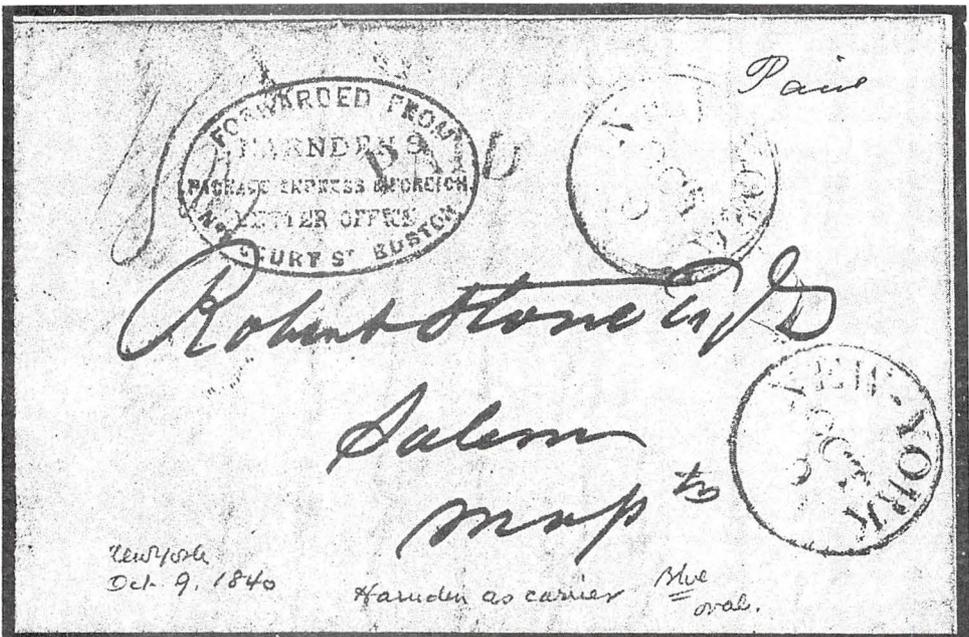


Figure 18: New York letter of October 9, 1840 with pencil 18-3/4 cent rate addressed to Salem and prepaid was carried by Harnden as a U.S. mail carrier with his blue 40 x 26 mm Boston office handstamp, ex-DeWindt.

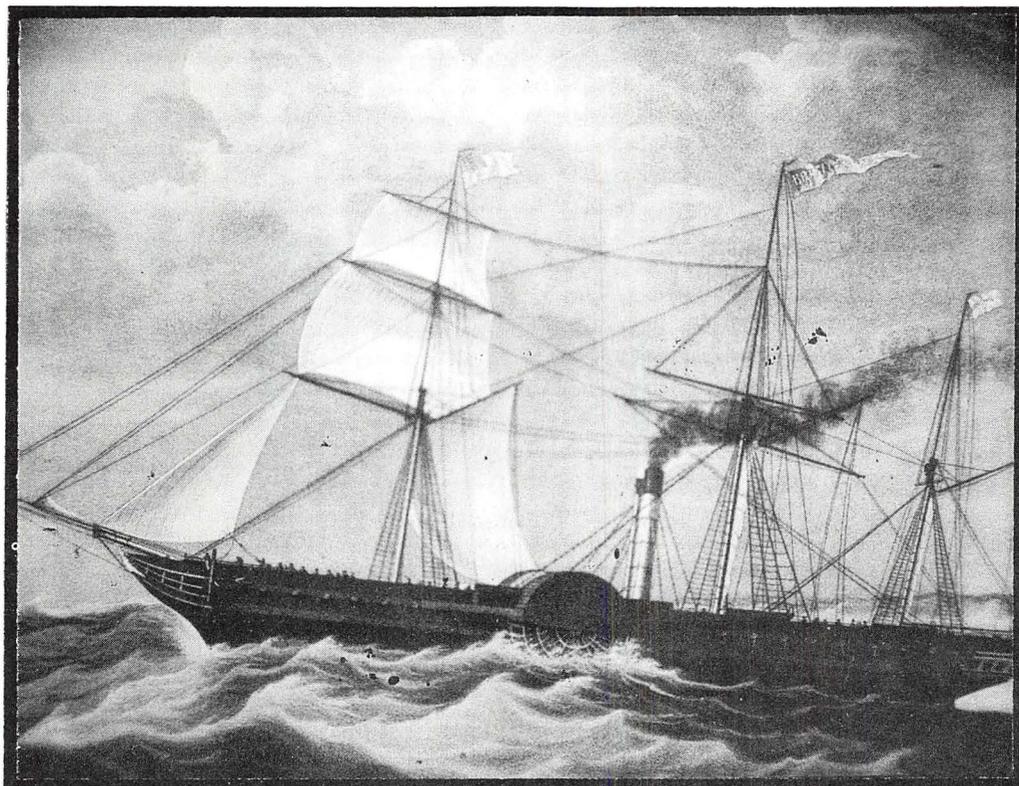


Figure 19: The *British Queen*, a 1,863-ton vessel of 500 h.p. as it looked in 1839.

Harnden entered into contract with the Department, at a nominal amount, to convey paid letters between Boston and New York under United States mail lock, and took the oath as a carrier; thus placing himself under additional liabilities to punishment provided by law against such as stated in those relations, for any acts in violation of the Post Office policy of the United States... It expired on the 30th June last and has not yet been renewed... On the establishment of the Cunard English steamboat line, Mr. Harnden's reputation for enterprise and honesty attracted the attention of the proprietors of that line and he was offered the *exclusive* agency of the line for management of its freighting business... Mr. Harnden is now in Albany, for the purpose of signing a contract with the managers of the Western railroad, (from Boston to Albany) which will place him in something like the same relation to the freight transported over that road that he already bears towards that

transported in the British steam packets... (The Boston postmaster stated that because overseas mail was not always delivered by other means to the Cunarders, Harnden was asked to carry the letters and he approached the post office through the Boston postmaster)... the final result was an arrangement by which he was appointed a mail carrier, gave bonds, and took the oath. By this arrangement he received the foreign letters from the merchants, put them up in parcels directed to himself in New York, brought them to the office and paid the postage on them; they were then locked with the post office lock, and the bag confided to the hands of Harnden, to be conveyed to the New York post office... I recollect that, in conversation, you considered it an objection to the present system that Mr. Harnden collects the postage on the letters singly and pays it in aggregate, by weight, thereby saving a difference in his own favor..."

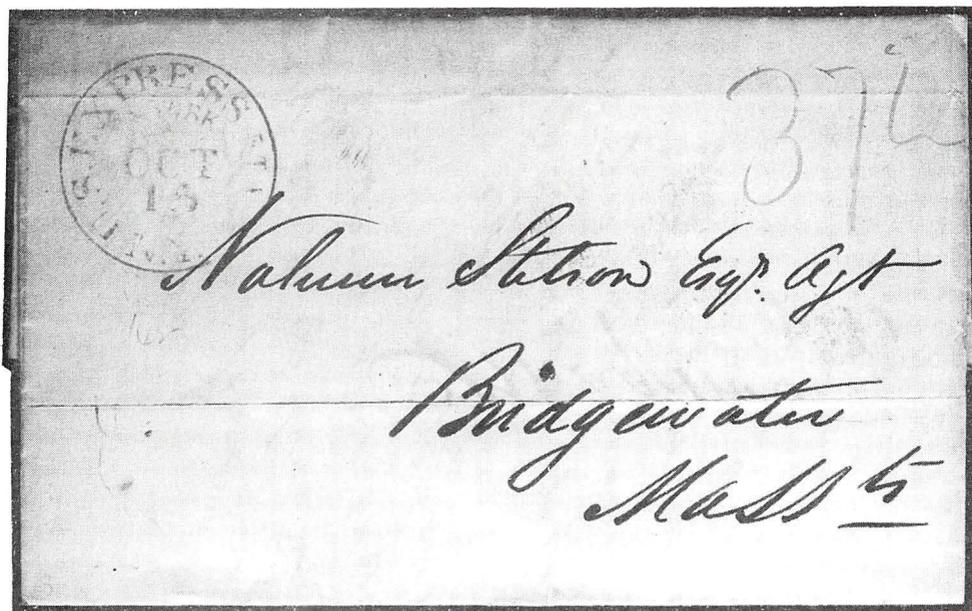


Figure 20: Earliest recorded example of U.S. Express Mail/ N. York under Harnden's second route agent contract. Oct. 15, 1842 use from N.Y. and double rated 37 1/2 cents.

A new appointment, dated February 21, 1842, was given Harnden. Between this date and the express mail contract, Harnden was a government carrier (see **Figure 24**).

The consequence of the above is that Harnden was a government carrier from 1839 until June 30, 1841 and again from February 21, 1842 until his dismissal in February 14, 1844, and that Harnden markings during those periods have to be considered official postal markings (see **Figure 17**). Had he created adhesives they would have been the first government adhesives. It explains the use of New York c.d.s. markings on letters carried by Harnden to Boston in 1840 (see **Figure 18**). A new 'express mail' contract was signed with Harnden & Co., effective July 8, 1842 providing for the carriage of 'express mail' between New York and Boston with Edward Lamb Stone and James Gay as the route agents (see **Figure 20**). They were appointed route agents July 21, 1842. The earliest recorded 'express mail' handstamp used on this route is October 15, 1842.

The Annual Report remark about Harnden then being in Albany is confirmed by the

use of a Harnden Albany oval on an ex-Knapp cover from Albany to Paris dated August 6, 1841 indicating that successful arrangements had been completed by that date (see **Fig. 21**). The ex-Knapp cover was an express or independent mail use by Harnden.

Two subsequent Harnden Albany covers show him as a route agent following his reappointment February 21, 1842 (see **Figure 22**). One, of February 1843, has both the Harnden oval and an Albany postmark. The other, rated in the same hand, has a Boston Harnden marking on a letter from Rufus King to Thurlow Weed dated August 14, 1843 (see **Figure 23**). This is after the sale of this route by Harnden to J.M. Thompson's express which took place May 11, 1843 according to the *New York Journal of Commerce*.

According to research by John Kay, reported in Charles Towle's *U.S. Route and Station Agent Postmarks* (1986), the Harnden & Co. contract agents on this route were Josiah Taylor and Ira Hollis (2/21/42 - 8/27/43) with Edward Bailey added (8/25/42 - 8/27/43). Only these three covers have thus far been recorded from this Harnden Albany operation, one is his indepen-

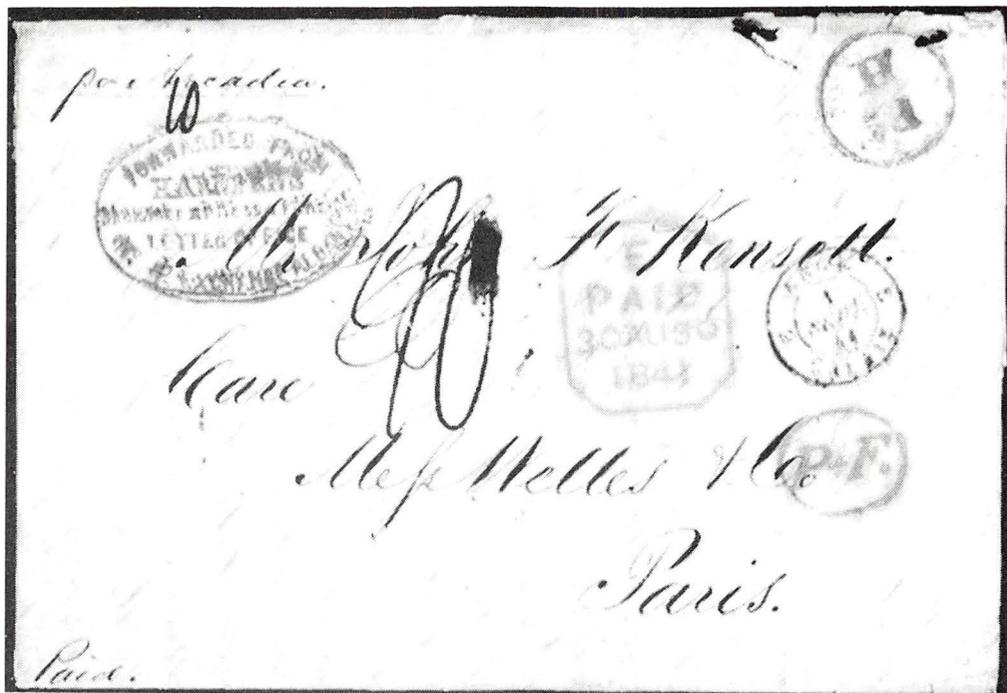


Figure 21: The ex-Knapp cover with Harnden's red Albany oval on a cover dated Aug. 6, 1841 during the period when Harnden was not employed by the government. Contents note that Thaddus Pomeroy has given up his store for a farm, burning of the steamboat *Erie* in Buffalo with a loss of 180 people as well as the blowing up of the steamboat *South American* on the Hudson River run. There is a good discussion of the temperance movement and reformed drunks. Notes it takes 17 hours to go from Albany to N. Y. by land.

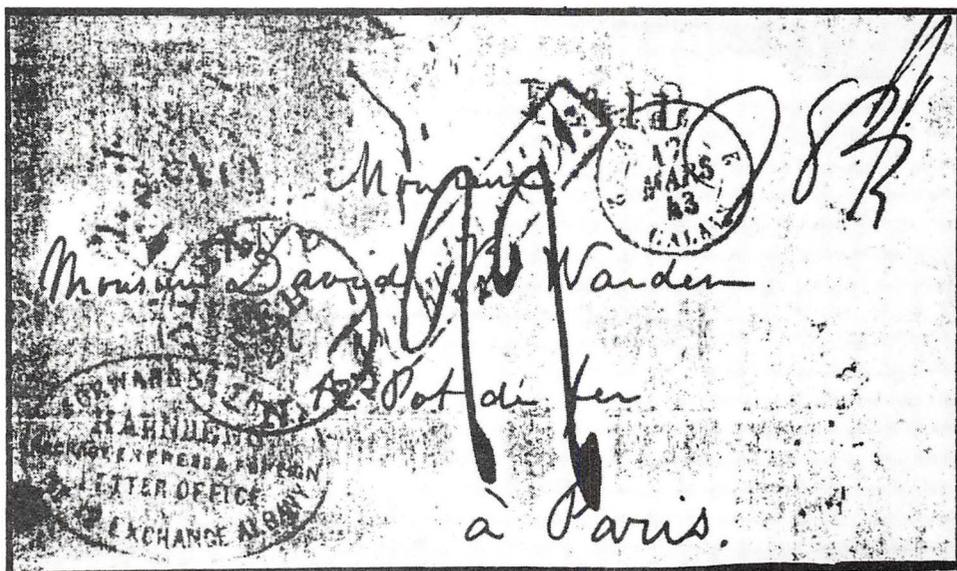


Figure 22: Harnden's Albany office under the government's control is seen in this second of the known Albany markings. Note the Albany red circle of Feb. 27, 1843 prepaid to Boston where it caught the Cunarder *Acadia* sailing March 1, 1843 reaching Liverpool on the 14th, London on the 15th, Calais on the 17th. Ex-Spencer Anderson.

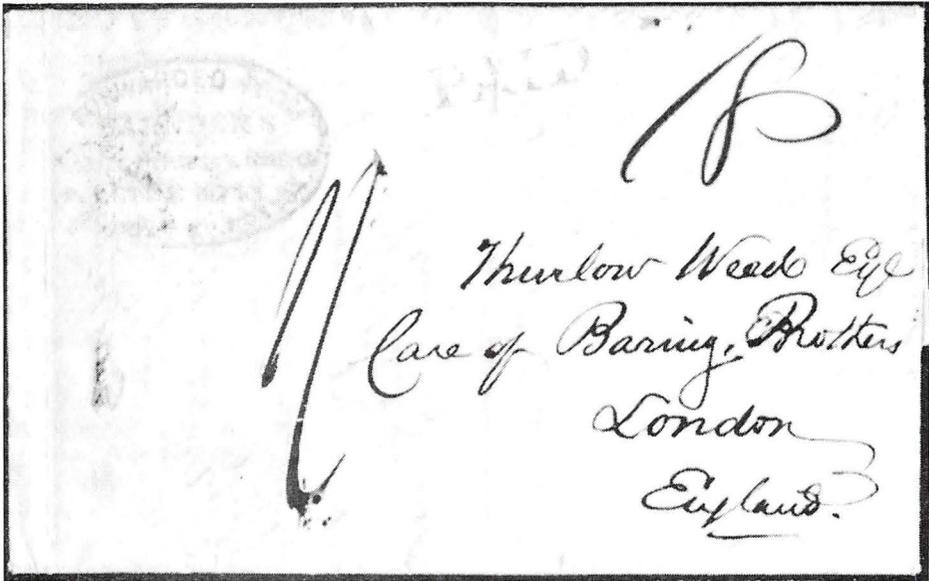


Figure 23: Letter from Rufus King (son of signer of Declaration of Independence) to Thurlow Weed, well-known editor and politician addressed inside as ‘Dear Mr. Dictator’ telling him not to return for six months when his ‘foreign correspondent’ contract ends. Notes 4,500 people are touring at Saratoga Springs. The red Harnden “PAID” differs from that of Brainard, Hale, Overton and Pomeroy. This letter of Aug. 14, 1843 is after Harnden has sold the Albany to Boston route to J.M. Thompson who took over as the government’s sworn agent on it.

dent mail operation, one is him as a route agent, and one is the Harnden contract after he sold it to Thompson (see **Figure 23**).

Regarding the New York to Albany route, upon which we know U.S. express mail handstamps, Harnden advertised his service to begin July 8, 1841 (when he was no longer a sworn U.S. agent.) E. Jerome Humphrey, who was named in 1842 to head the U.S. express mails from New York to Buffalo, was a special agent and messenger for New York banks, but he was appointed a U.S. route agent July 21, 1841, an appointment that lasted until December 20, 1844.

Upon the resumption of through steamboat service on the river on February 4, 1842, Harnden, who was now a sworn route agent, advertised on March 19th, his resumption of service and noted,

“They also make up an Express Mail for Letters which closes at No. 3 Wall street at 4 1/2 o’clock, P.M. thereby giving the busi-

ness community the advantage of mailing letters 1 1/2 hours later than the General Post Office, and also of an immediate delivery on their arrival.”

On March 26th, the ad stated that,

“So far as we are informed the arrangements have been made with the knowledge and concurrence of the Post Office Department.”

On June 6, 1842, New York postmaster John Lorimer Graham, advertised that an additional mail would be sent to Albany by the 7 p.m. boat, beginning on the 8th and closing at the post office at 6:30 p.m. Harnden’s interest in this route was sold to Pullen & Co. at the beginning of the 1843 navigation. The river did not open until April 13, 1843 – the latest between 1800 and 1860.

It is not clear what relationship, if any, existed between Harnden and Humphrey in the Spring of 1842. On July 15, 1842, Graham announced the beginning of a U.S.

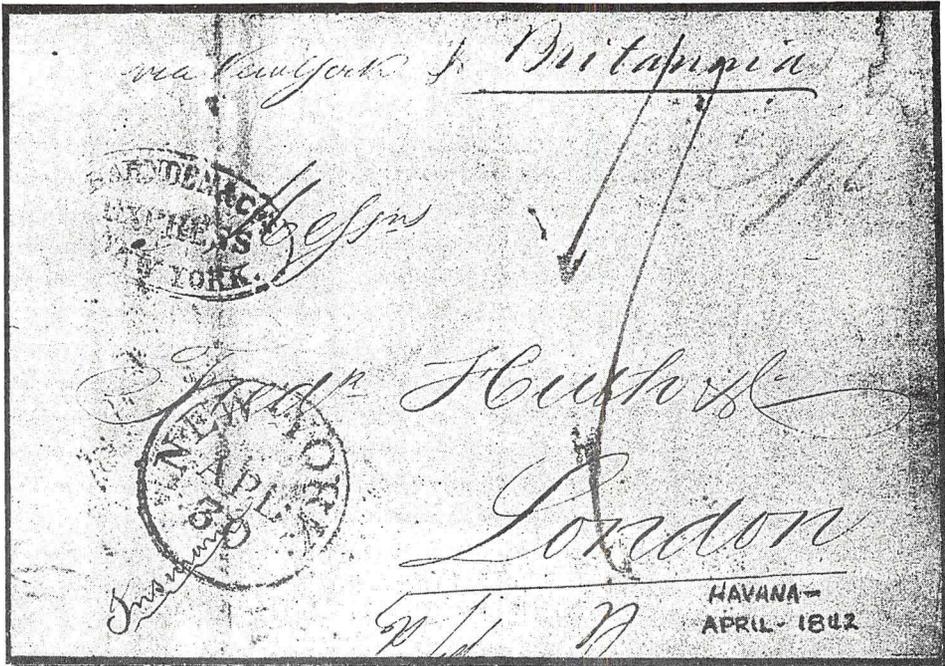


Figure 24: Havana letter of April 16, 1842 sent via N.Y. to London and carried by Harnden to Boston to go on Cunarder *Britannia* sailing May 1, double rated 37 1/2 cents. Note New York postmark of April 30, 1842 showing letter entered mails prior to Harnden service as route agent. I record his red oval from Nov. 1840 to April 4, 1843.

Express Mail between New York and Buffalo under Humphrey's direction to commence on the 20th (see **Figure 25**). In this connection, J.A. Ostram was appointed July 21, 1842 as route agent on the Hudson River steamboats. Humphrey had been working this portion of the line and it is not clear how he could do that and also supervise the rest of the line west from Albany. The earliest recorded postmark on the N.Y.-Albany route is Sept. 30, 1842 (see **Figure 26** for the second earliest west from Albany). Special Agent Lewis Eaton, who signed the early 'express mail' ads was appointed Feb. 15, 1842, even before Harnden's appointment.

It is quite clear from the dates that Wickliffe was more than disingenuous when he told Pomeroy on February 27, 1842, in reply to Pomeroy's letter of the 23rd, that the Department would be ready to make an arrangement, and, with Pomeroy if they would agree, by the time the railroad should be completed from Attica to Buffa-

lo. (See Pat Paragraphs 1981 compilation Pg. 307 where this story is reprinted from the Albany newspapers.) Wickliffe had no intention of using Pomeroy, for he had already appointed Harnden and Humphrey was already route agent.

Wickliffe's move regarding postmaster emoluments in May 1842 involved payments not only for box rents and branch post office service (in the few cities like New York where they existed), it also involved his view that these emoluments and those for 'letters not for transmission' (later called drop letters) should become postal revenues. This was accomplished in the series of March 3, 1845 acts. He also evidenced a desire for greater control over carrier operations.

The possibility that the locals would encroach upon the perceived postal monopoly was not apparently on his mind at the time of his 1841 *Annual Report*, for the New York Penny Post, the only successful local

competition, was moribund by the close of 1841. However, by the time of the May 18, 1842 act, Greig's city local was developing into a formidable competitor to the government's carrier operations, and Greig was working with the express and independent mail companies. In the Perry/Ashbrook letters, Perry indicates that the government may have made early arrangements with Greig and Windsor to take over the operation should it prove successful. In the 1950's Perry indicated he had some evidence to support this thesis. It was apparently a late discovery in his U.S. City Despatch Post supplement series in the *Collectors Club Philatelist* and was never published due to the breakdown of his arrangements with that publication that stopped the supplements.

It was in May 1842 that Wickliffe began to reevaluate the government's carrier policies. He had asked General Duff Green, who was making a private trip abroad, in November 1841, to make reports regarding the English and French postal systems. These reports were sent back May 16, 1842. They were a supplement or update of the comprehensive reports by George Plitt,

who had toured Europe from June 13, 1839 to August 3, 1840 reporting on postal conditions to the department. Plitt's reports were available to Wickliffe in the *Annual Reports* of his predecessors.

Plitt reported the French used only one set of carriers to deliver all letters locally, whereas the English had a general post delivery from the mails as well as a twopenny city post or city delivery as well. Based upon the recommendation of John Lorimer Graham, the New York postmaster, Wickliffe opted for the English system. Graham stated he made his recommendation after consultation with the city's oldest carriers.

ORIGIN OF THE U.S. CITY DESPATCH POST

As Graham reported on November 24, 1842, Wickliffe ordered the establishment of a United States City Despatch Post (but not under that name) on May 31, 1842. This was followed up by the formal appointment of William Seymour to head the city despatch, effective July 1, 1842.

Upon July 21, 1842, Graham reported to Wickliffe that he had contacted Greig and made an arrangement with him to: a) appoint Greig a letter carrier, b) buy for \$1,200 all Greig's 'fixtures and paraphernalia' and c) to make the new business a despatch post under Greig's care, jointly with Seymour. Graham noted that to do this, he required Washington's authorization to spend the \$1,200 and to shift the name of the new operation to that of 'United States City Despatch Post', which would make it possible to use all Greig's letter boxes as well as the Greig adhesives, which could be converted,

"...by simply adding the words 'United States' to the stamps and to the labels on the boxes. This arrangement has been fully explained to General Eaton (Lewis Eaton the Special Agent, who issued the notices announcing the new express mails) and Mr. Bridge (the Special Agent for the New England states), and is approved of by them. It



Figure 25: Advertisement from the *Rochester Daily Democrat* of Nov. 3, 1842 indicating the route was still not complete to Buffalo.



Figure 26: Second earliest example of the U.S. Express Mail run from Albany west toward Buffalo is seen on this Nov. 2, 1842 letter to Utica. (Earliest is Oct. 25, 1842). Note the route agent's pencil 'Schenectady' under the 10 cent rate.

will go into operation on the 1st of August, and I shall be happy, at your earliest convenience, to have your approval, which I can not doubt will be at once accorded, as it will commence at once in its great accommodation to the public. The special messengers employed to carry out this plan will be approved of by me, and will give a reasonable sum as security..."

First Assistant Postmaster General Col. S.R. Hobbie replied to Graham on August 1, 1842, that an order had been made on Saturday (July 30), but journalized Monday (1st), to establish a United States City Despatch Post to convey letters from one part of the city to another at 3 cents each, and to employ Alexander Greig as a letter carrier. Strangely, the *Federal Register* notes his formal appointment as a clerk in the city despatch post as beginning 'fr. Jan. 1' 1843, (see **Figure 27A**) in contrast with that of Seymour's July 1, 1842 appointment (see **Figure 27B**). I conclude from this that Greig, although he cosigned part of the 1842 *Annual Report*, was not a federal employee but was employed only by Graham. Hobbie's reply

went on to authorize obtaining the, "... necessary fixtures, pouches, boxes, labels, stamps, etc. at not exceeding \$1,200 for the whole, and to appoint a clerk to superintend said establishment at not exceeding \$1,000 per annum."

Hobbie also asked Graham to report the date the arrangement would begin. Ten carriers were appointed effective August 15, 1842 (John T. Boyd, Jr., George F. Lynch, Moses E. Ward, James King, J.H. Schenck, Samuel Lewis, Henry Dupuy, Andrew Heister, John Walker, B.F. Cheesman) while Charles D. Klyn was appointed August 26, John Mitchell on September 1, James B. Cisco on October 1, A. Clinton McLean on November 15, Greig on January 1, 1843 and V.F. Sherwood on April 1, 1843. The *Annual Report* for 1842 gave the official date of the new operation as August 16th.

As late as August 9, 1842, Greig was still using his handstamp with the 'N.Y.' at bottom. On the 13th he announced the takeover by the government and stated that all stamps issued by his City Despatch would be accepted by the government. There was no

statement that his stamps would continue to be sold. In his notice of the same date, Graham reported 'government stamps' had been ordered, and that this new government stamp 'has been prepared.' Covers dated August 12, 13 and 14, 1842 show that Greig reverted to the old inverted 'N.Y.' c.d.s. handstamp. It has been suggested this was so that the regular handstamp could be used as a model for the new U.S. City Despatch Post c.d.s. This new handstamp was first used August 16th. The old Greig 'FREE' handstamp was retained, but a new octagon 'U.S.' killer was introduced for the new service.

Following the cited notices and dates what we now have as the first adhesives used in the U.S. service are: a) a U.S. provisional created by adding the words "United States" to the existing Greig adhesives in line with Graham's proposal of July 21, 1842. b) Greig remainders that were in the hands of the public, which were to be recognized by the government. c) a newly created and printed government adhesive.

THE SURCHARGED PROVISIONAL

A cover addressed to J. Wilson, 50 Nassau St., is datelined August 14, 1842 and bears about a 1 1/8th" Greig adhesive with the words "United States" across the top and partially at the bottom on the partial stamp (see **Figure 28**). The c.d.s. reads 'AUG 16 (inverted)/ 1 O'-CLOCK'. It has been misrepresented in print as August 19th because of the inverted '6' but that date does not accord with the interior dateline. It first surfaced in the collection of Hiram Deats and was reported in John Luff's 1902 masterwork, who commented about the inverted '6', and that the surcharge was in red-violet manuscript. It is also ex-Ferrari, Moody and John Boker, selling as lot 53 in the October 15, 1973 Mohrmann sale of Boker material for 4,200 marks (see **Figure 29**). It is initialed by Warren Colson.

The surcharge shows clearly in the Ferrari sale photograph, but Boker noted it was faded on his page mounting and the sale catalogue did not even note its existence. Be-

for city post	Name	Period	Amount
	W. Seymour, fr.	July 1, '42, to June 30, 1843	1000 00
	John T. Boyd, fr.	Aug. 15, '42, to June 30, '43	276 00
	Geo. F. Lynch, fr.	Aug. 15 to Sept. 30, 1842	42 00
	Moses E. Ward, fr.	Aug. 15, '42, to June 30, '43	276 00
	James King	.....do.....do.....do.....	276 00
	J. H. Schenck	.....do.....do.....do.....	276 00
	Samuel Lewis	.....do.....do.....do.....	273 00
	Henry Dupey	.....do.....do.....do.....	276 00
	Chas. D. Klyn, fr.	Aug. 26, '42, to June 30, 1843	262 00
	John Mitchell, fr.	Sept. 1, '42, to June 30, '43	274 00
	Andrew Heister, fr.	Aug. 15, '42, to June 30, 1843	273 00
	John Walker	.....do.....do.....do.....	274 00
	B. F. Cheesman, fr.	Aug. 15, '42, to March 31, 1843	196 00
	James B. Cisco, fr.	Oct. 1, '42, to June 30, '43	234 00
	Clinton McLean, fr.	Nov. 15, '42, to June 30, 1843	193 75
	A. M. Greig, fr.	Jan. 1 to June 30, 1843	296 25
	V. F. Sherwood, fr.	April 1 to June 30, 1843	61 00

Figures 27 a and b: *Federal Register* for 1843 shows personnel at the N. Y. post office as well as at the branch office and U.S. City Despatch Post for the first year of operation, e.g. until September 30, 1843.

POST OFFICE DEPARTMENT—Clerks.		
	Names.	Compensation.
N. Y.	Nath'l Marsh, fr. Oct. 1, '41, to Aug. 31, '42.	1383 29
	Geo. Slight, from Nov. 1, '41, to June 30, '43	205 00
	James Hooton, from Mar. 1 to April 30, 1842	15 09
	John H. Douglass, jr., fr. March 1 to April 15, 1842	75 00
	A. Spencer Graham, fr. April 1, '42, to June 30, 1843	833 34
	Seymour J. Strong	833 33
	Robt. Sargeant, fr. June 1, '42, to June 30, '43	750 00
	A. F. Dunham	650 00
	Wm. Watson, fr. May 1, '42, to June 30, '43	466 67
	Jas. F. Raymond, fr. April 15, '42, to June 30, 1843	750 00
	Symington Phillips, fr. April 15 to Aug. 31, 1842	225 09
	Ward B. Burnett, from April 15, 1842, to June 30, 1843	1450 00
	James B. Mower, fr. April 1, '42, to June 30, 1843	1500 00
	Ambrose S. Gilchrist, fr. June 1, 1842, to June 30, 1843	541 66
	Alonzo K. Eaton, fr. April 1, 1842, to June 30, 1843	933 33
	Peter M. Borst, fr. July 1 to Sept. 26, 1842	15 00
	Wm. H. Groesbeeck, fr. Sept. 1, 1842, to June 30, 1843	408 33
	Jas. F. Auchincloss	333 33
	Wm. E. Allen	416 66
	A. B. Totten, fr. Sept. 1, '42, to Jan. 31, '43	233 33
	Henry S. Brown, fr. Sept. 1, '42, to June 30, 1843	458 33
	J. L. Benedict	666 67
	A. M. Greig, fr. Aug. 1 to Sept. 30, 1842, \$166 67, and fr. Jan. 1 to Mar. 31, '43, \$250	416 67
	J. F. Ogden, fr. Nov. 1, '42, to June 30, '43	200 00
	Wm. C. R. English, fr. Oct. 1, '42, to June 30, 1843	1275 00
	L. W. Fisher, fr. Feb. 1 to June 30, 1843	208 33
	Augustus L. Preuss, fr. April 1 to April 29, 1843	20 00
	Henry Wilson, fr. April 1 to June 30, 1843	100 00
	Jeremiah Miller	100 00

cause of its unique status, the fading of the surcharge and the error of the inverted date slug, this example of the first U.S. government adhesive has not reached its proper

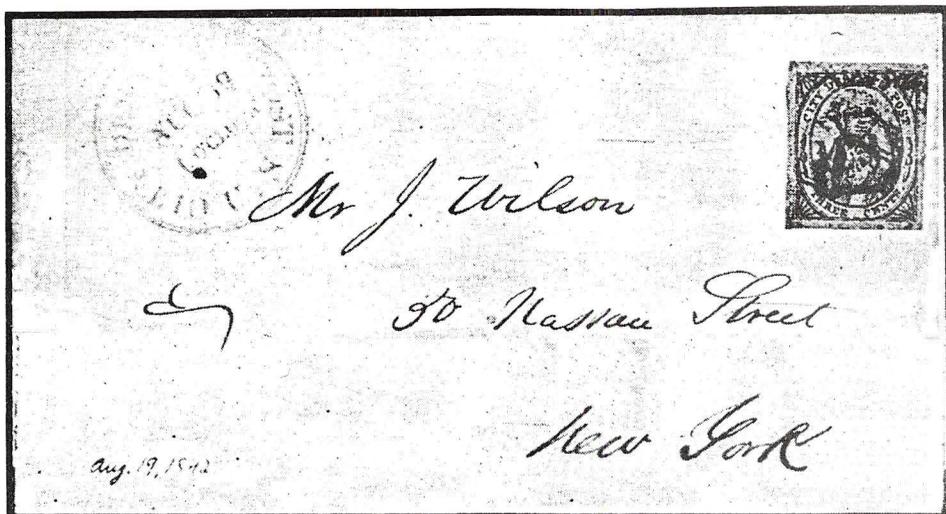


Figure 28: The Ferrari catalogue illustration of the first U.S. 'provisional surcharge' shows the magenta penned 'United States' at the top and on the part stamp at the bottom, on this August 16, 1842 cover to J. Wilson.

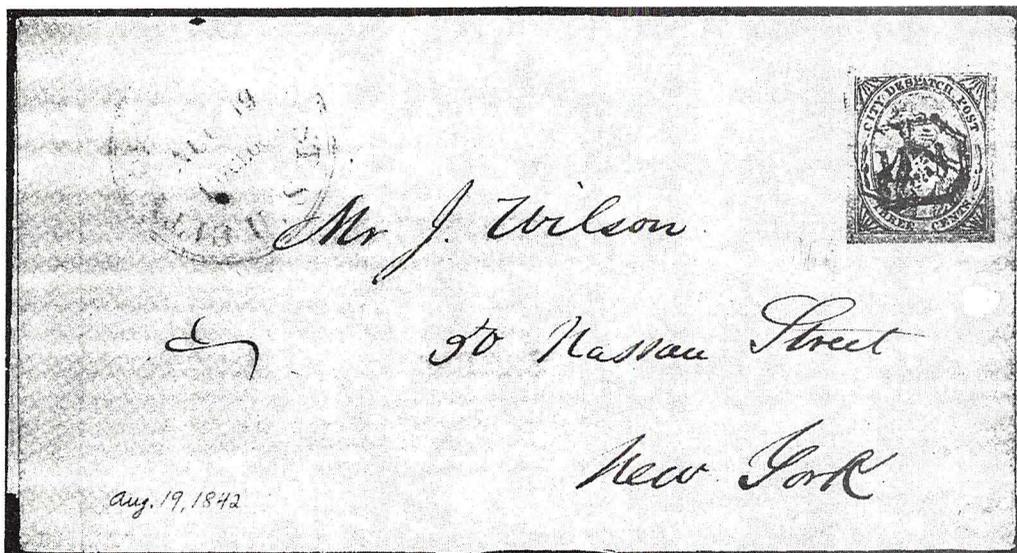


Figure 29: Same cover in Boker sale at Edgar Mohrmann decades later shows manuscript surcharge has faded and/or has been partially cleaned. Adhesive has octagon 'U.S.' killer.

status as one of the premier pieces of American philately. Its existence, however, makes moot the provisional status of the Greig stamps in public hands. They cannot be provisionals after a new government surcharged adhesive is issued.

THE GREIG REMAINDER USE

Scott Trepel reports he knows of 'approximately 15 examples of Scott 6LB1' used after the takeover by the

government. Of these he reports eight were in the Kapiloff holding and one from a family correspondence kept in an album of non-descript status. He includes the surcharged provisional in his count. I record 18 excluding this.

In addition to the surcharged provisional, there is a 6LB1 folded letter addressed to Rev. F.W. Giessenhainer which bears an untied Greig adhesive with an orange-red 'U.S.' in octagon. The cover has an August 16 c.d.s.

It was reportedly found in 1916 by a grandson. Although it is signed inside (behind the stamp) by F.W. Hunter, as Elliott Perry pointed out it could never have been part of the Hunter collection which was dispersed earlier. John Klemann obtained it and sold it to Harold Brooks and it then was obtained by Ashbrook who placed it with Clarence Wilson. It is docketed 'Ans. Aug. 17, 1842.' confirming the date. Although Perry called this cover a first day he noted 'no definite proof appears that the stamp was used on this cover.' It is illustrated in the August 1992 *Penny Post*.

The next earliest item is also illustrated in the same issue. It is an example postmarked August 20 with an untied position 37 adhesive. This cover is ex-Middendorf and Kapiloff. Its addressee and address have been altered to conceal its original source.

The next item is an adhesive tied by a September 7, 1842 c.d.s. addressed to Robert Green. It sold in the Mozian Norvin Green sale. Following in date order is one dated September 10th, the September 24 Seybold item, a cover of October 15 from the Giessenhainer find, one from October 18, ex-Caspary, Boker, Patton and Klein, and October 20 that is ex-Hessel. There is a November 22nd cover, ex-Hale, and a December 2nd cover, ex-Hollobush (Sale I, lot 1323), as well as a December 3rd cover, ex-Patton.

I also record a number of 1843 uses. There is a January 2nd item, ex Mason and Duckworth, a 26th example addressed to C.R. Wright that sold as lot 783 in the 1921 German sale as a single on cover without other postal markings but addressed to Hoboken, N.J. A February 15, 1843 example, signed by Colson and Ashbrook, is ex-Crocker, Caspary and Hart. There is also a June 26, 1843 example (possibly a misidentification with the January 26 item), and the July 24, 1843 Storrow/Green copy. In late uses there is a November 18, 1844 copy (Harmer sale of November 12, 1953), and a copy socked on the nose by a New York 5 cent c.d.s. of October 13, 1845. It is addressed to Lt.

George Campbell in Philadelphia. The adhesive prepays the carrier to the post, while the 5 cent due c.d.s. covers the rest to Philadelphia. It is ex-Middendorf.

As can be seen, there is a good scatter of dates with no concentration right after the government takeover, as might be expected if the government had continued to release stocks of the Greig stamps. I also draw attention to the fact that only one item is recorded in the period from August 16 to September 7, and that is August 20. Actually, during late August and early September, there are a number of stampless examples, either with no adhesive (even under black light) or only a 1 cent marking for the government's share of the 3 cent rate. A high proportion is to be expected in this era.

DATING THE NEW GOVERNMENT ADHESIVE

There is a question of just when the government was ready to release its new adhesive. Some contend it was August 16th or immediately thereafter, while a second school holds for the beginning of September. Trepel puts the best case for the later date in the *Penny Post*, stating he firmly believes the earliest use is September 1, 1842 (lot 553 in Siegel's 285 sale.) To justify this date, he must reject the August 19th cover with its 23R adhesive that was accepted by Perry. The arguments on this cover will be presented later.

Trepel's support for the September 1 date is based upon:

a) A fairly continuous series of dates uses in early September (9/1, 9/2, 9/5, 9/8)

b) The announcement by Postmaster Graham dated September 1842, stating that letters or newspapers 'for the mails' must have an adhesive attached if they are deposited in the boxes of the U.S. City Despatch.

c) Trepel argues that there is a substantial time gap between the August 16 takeover of Greig and the first continuous series of government adhesives during which three Greig adhesives were used, e.g. August 16 (the Giessenhainer cover, about which Perry

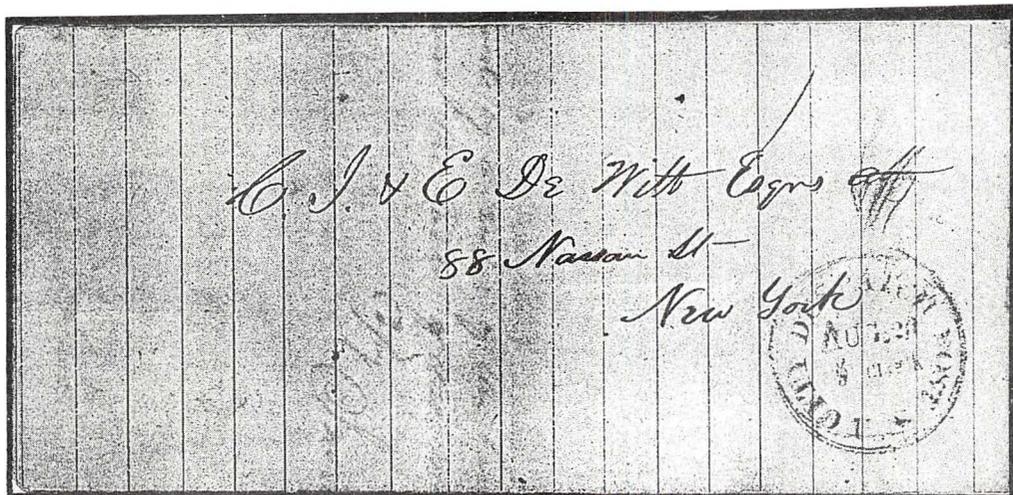


Figure 30: Typical of the stampless covers used in late August, 1842 is this cover from the DeWitt correspondence used on August 26, 1842. Note the U.S. City Despatch strike is not particularly strong. Only the 1 cent due the postal service out of the 3 cents is marked on the cover – the 2 cent carrier portion is not noted.

noted there is no proof the stamp originated), the 'August 19' example, ex-Boker, which is actually an August 16th provisionally surcharged Greig adhesive, and a late use on the 20th bearing an untied adhesive.

d) A fourth argument is not presented in his *Penny Post* series, but Mr. Trepel proposed it to me personally. It is that there was insufficient time for new adhesives to be created prior to the beginning of September. In my opinion there was time.

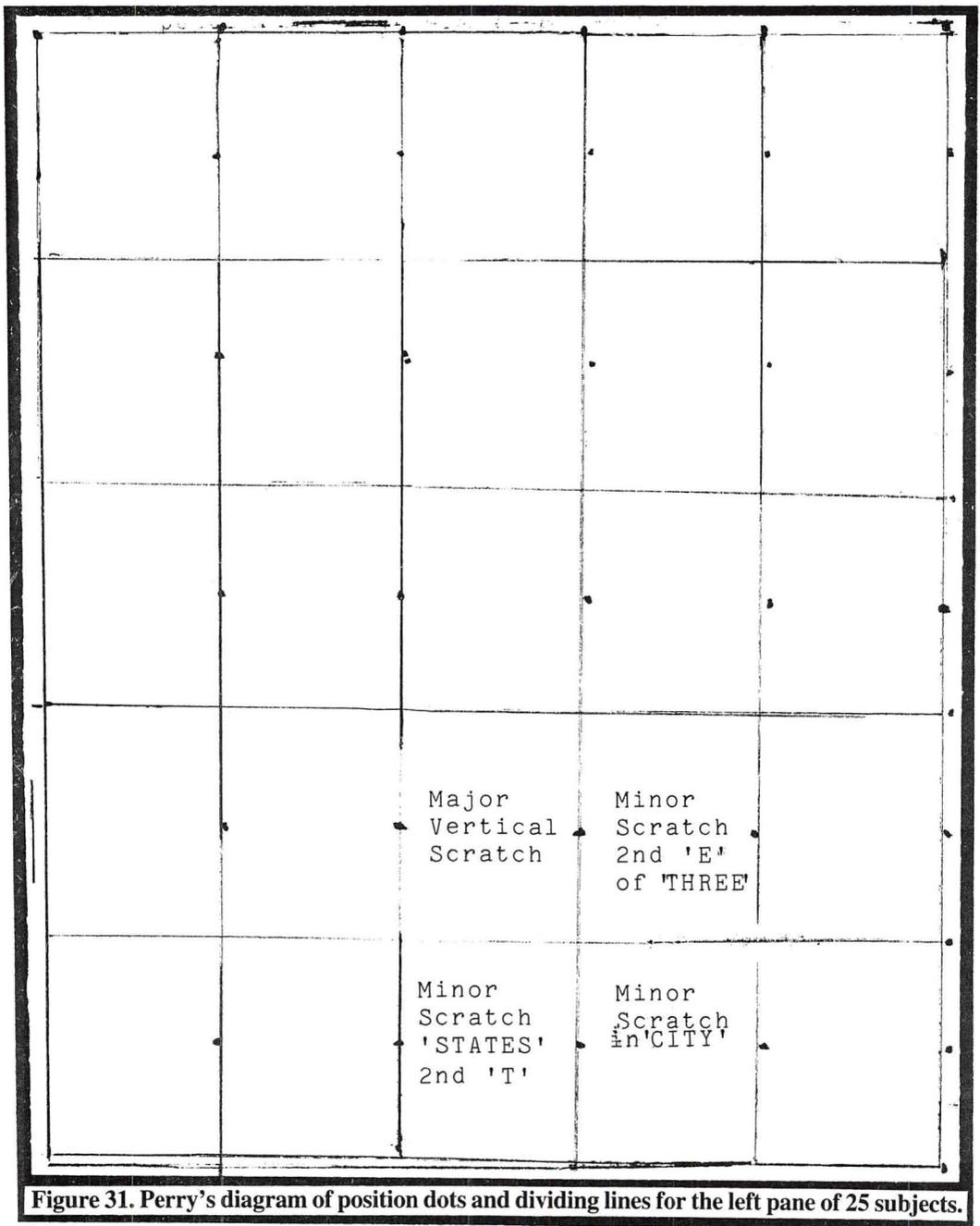
There is no question there was a series of dated covers beginning in September and not before. However, this may not be as significant as Mr. Trepel concludes. Gaps in philatelic records are not uncommon. In regard to the second point, we don't know the date in September when the Graham announcement was made, but even assuming it was done on the first, it can be countered. The August 1st authorization from Washington was only for carrying letters 'from one part of the city to another.' It said nothing about carrying letters to the mails, which was a fairly uncommon practice during the Greig period, albeit clearly intended by Greig as his ads show.

The gap between the provisional use on August 16 and the run of regular govern-

ment adhesives beginning September 1, is a bit more critical. The problem is what was used during that period. Greig reported daily deliveries prior to the takeover were 437 and that this figure rose to 610 per diem by mid-September. This means between 5,680 and 7,930 covers were carried during the 13 working days in late August. What was on them? Only one is recorded with a Greig adhesive, the cover of the 20th with an untied adhesive.

(Author's note: In Part I, there is an important conceptual error. This latter appears on pages 16-17 in the quantity analysis of the Greig printings. The 1,760 sheets of adhesives applies to the use of adhesives on every cover, which did not occur. A study of the August 16, 1842 to December period shows that adhesives covers were 3.5% to 4.2% of the total carried. A similar application to the Greig period suggests 60-75 sheets were printed in total, rather than 1,760. Consequently, there may not have been multiple printings, even though the gum description does suggest more than one printing.)

It is improbable that 135-190 sheets of the Greig stamp were in stock when the government took over. As will be shown later, using the 3.5% to 4.2% formula, between



200 and 330 covers should have carried adhesives in this 13-day period. Scott prices the 'U.S.' use of Greig items at five times the items used in the Greig period, which seems unlikely if such quantities had existed. In terms of the gap, it might be noted there is a somewhat larger gap between the 'U.S.' Greig item of the 20th and the next recorded use on September 7.

A number of stampless covers are recorded for this period, all bearing a '1' rate for the government's 'drop letter' portion of the 3 cent rate; however, they are no more common than the stampless Greig items (see **Figure 30**).

The ratio of stamp to stampless seems to be constant. In my opinion, the basic adhesive use in this period was the new government

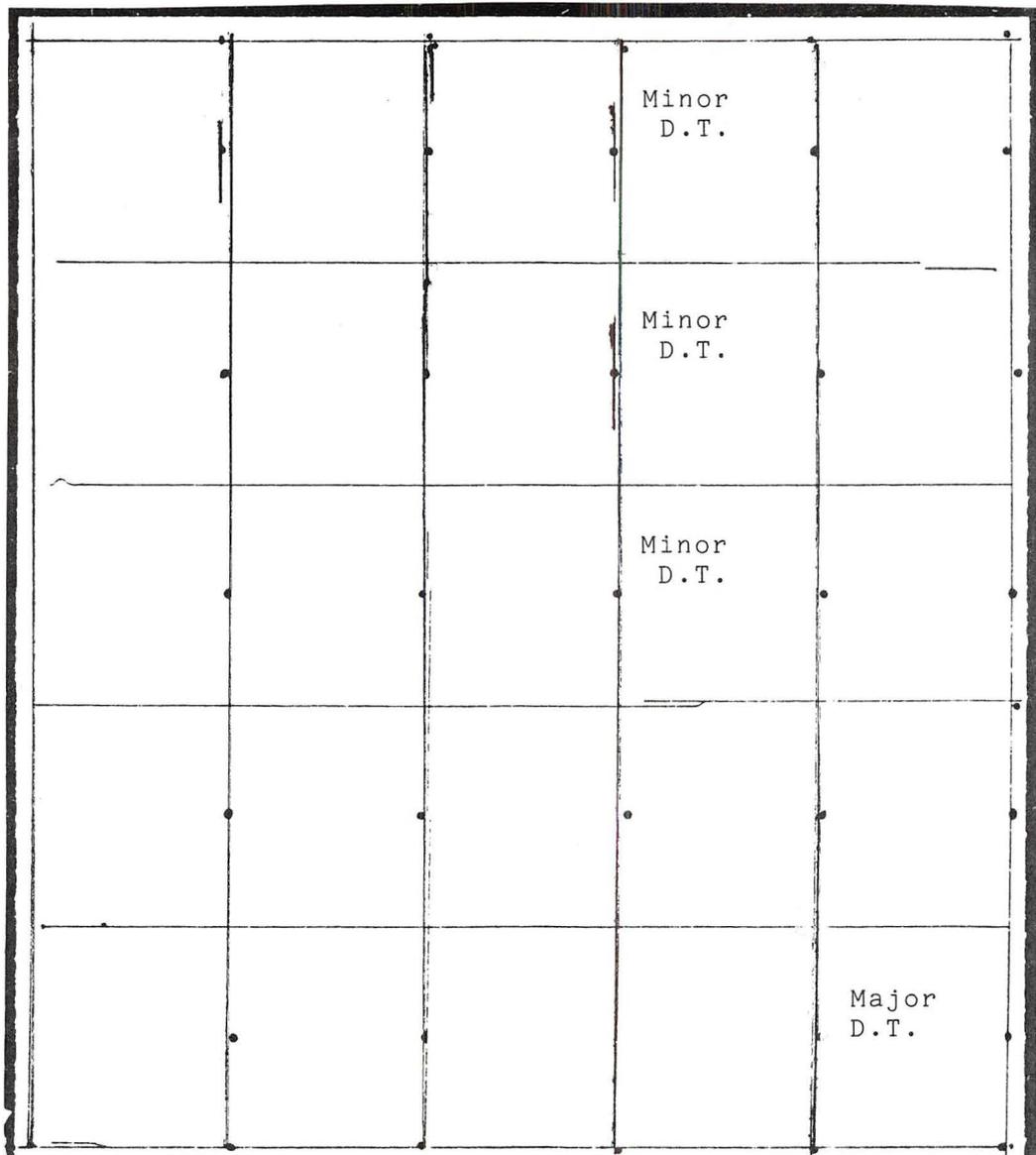


Figure 32. Perry's plating of dividing lines and position dots of 25 subjects in the right pane.

adhesive, with copies soaked years ago by collectors seeking examples. Until this century postal history or cover use didn't count.

Was there time for the production of a government adhesive by August 16 or shortly thereafter? I first began to reexamine the time required to produce a classic adhesive in 1986 while studying the 1847 issue. In my *CCP* series on the 1847 colors, I noted it took 23 days from the receipt of the 1847 order on June 3 to the availability of adhe-

sives on June 26. It took slightly over two weeks in 1851 to move from the first order to create a new Canadian beaver adhesive to delivery of this first pence issue.

Earlier in this paper, I reported it was just 15 days from the acquisition of the New York Penny Post (and thus the final decision to create the Greig local post) to the earliest known tied adhesive on February 1, 1842 or February 3 for a second one. In a separate study of the New York provisional,

I note the records show the adhesive was available on July 12, 1845, but that Postmaster Robert Morris had shifted from a stamped envelope. He probably would not have done that before the envelopes were tested on July 1, 1845, leaving just 11 days for production – probably only ten.

Based upon the above time structures, there was ample time from August 2, 1842 (when Washington's approval of the Greig purchase reached New York) and August 16 when the new post started. A new adhesive could be generated in that time span.

Graham's August 13, 1842 notice in one of the papers that a new government adhesive 'has been prepared' suggests it was not yet ready on that date, but would be shortly thereafter, during the week of August 16.

THE NEW GOVERNMENT ADHESIVE

Apparently the government did not pay to have the plate of the new adhesive made, although it did become government property. There is no accounting item for a printing in the record of accounts as of November 19, 1842, and Graham specifically wrote the Postmaster General of November 24, that, "This great accommodation to the public has been carried on up to the present time without additional expenses to the Department, except the original boxes and fixtures incident thereto."

This quotation also explains why Greig does not show up on the federal payroll until January 1, 1843. His presence in the department was part of the purchase price.

The plate, which produced sharper images than did that of the Greig adhesive, consisted of two panes of 25 subjects each. It was used for printing some nine different adhesives (Scott #6LB2, 6LB3, 6LB4, 6LB5, 6LB5b, the former 6LB5a, 6LB6, the former 6LB6a, and 6LB7). The plating information can be used for all of them.

Unlike the Greig City Despatch adhesive, the transfer roll for the U.S. City Despatch was entered in vertical rows, rather than horizontal and began from right to left beginning at position 5. The transfers were rocked in top to bottom rather than side to side. The dividing lines on the right pane appear to have been laid out first, then those of the left pane, for there are more corrections on the right pane. (See **Figures 31** and **32**). Transferring also began with the right pane as indicated by the position 25 double transfer.

In the next instalment (Part III), Hahn examines the intricacies of the first U.S. government issue – with a discussion of dies and essays, possible trial color proofs, plus the Perry plating of both the left and the right panes.

SOCIETY DUES

Basic \$25.....Contributing \$26-50.....Sustaining \$51-100.....Patron \$250 and up.

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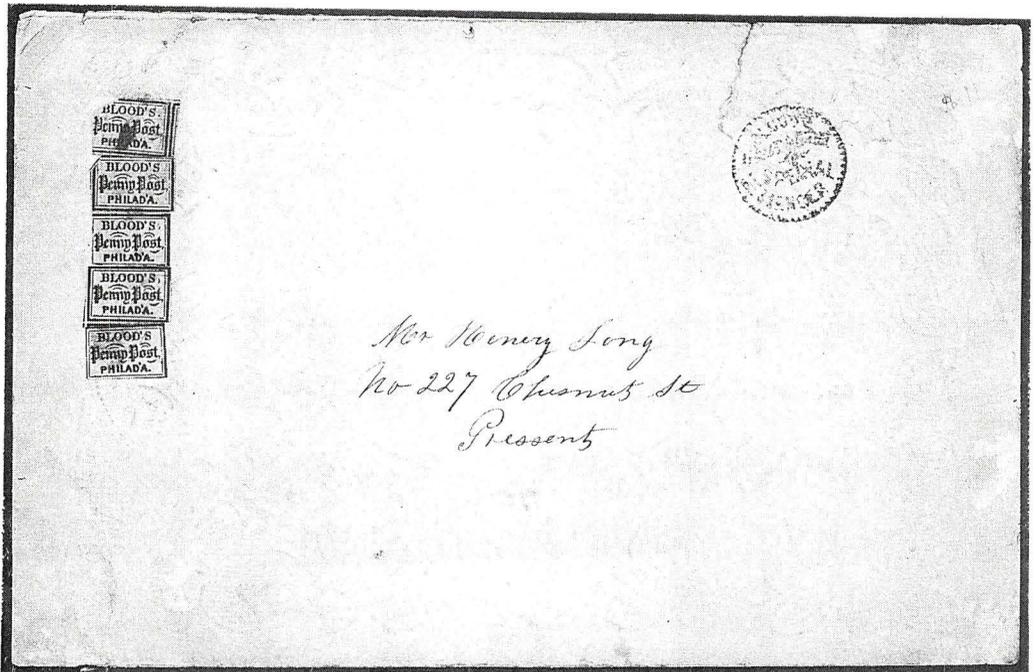


Figure 1: A Special Messenger Valentine envelope bearing five 15L15s.

BLOOD'S VALENTINE WITH FIVE ADHESIVES

By Stephen Gronowski

Steven Roth in his definitive article on Blood's Despatch (*Blood's Despatch Revisited*, Nov. 1991 *Penny Post*) dealt extensively with covers having multiple adhesives. Roth concluded there are four categories of Blood's Despatch covers which bear several adhesives. These are:

- 1). Large Valentines.
- 2). Covers for which more than one service was rendered by Blood's Despatch.
- 3). Covers that were not prepaid.
- 4). Covers for which there is no explanation for the multiple adhesives.

Dealing specifically with the large Valentine, Roth states that the rate for delivery was 5 cents or 10 cents based on distance. As

evidence for this he cites an ad in the Feb. 11, 1856 edition of the *Public Ledger* which stated that "large or costly Valentines will be delivered only by Special Messengers of Blood's Despatch. Price 5 cents and 10 cents, according to distance, from the Principle Office, 28 So. Fifth St."

Until recently it was thought that most of the known Valentine covers carried by Blood's Despatch special messenger service bore adhesives as well as manuscript notations which added up to a total of 5 or 6 cents. Interestingly enough, I know of no Valentine bearing a 10 cent rate. Apparently the senders of these Valentines would apply adhesives and make up the difference in cash at the Blood's Despatch office – this would

be indicated in manuscript on the cover.

As stated, some of the Valentines bore adhesives and manuscript notations adding up to 6 cents. Why the discrepancy?

Norman Shachat in his followup to Roth's article (Aug. 1992 *Penny Post*) hypothesizes that the 5 cent and 10 cent rates may have actually been a sliding scale based on distance, thus resulting in the 6 cent rate. I find this proposition somewhat untenable.

The 6 cent rate is only found on one cover. Furthermore a sliding scale based on distance would have been arduous and time consuming. In all likelihood this 6 cent rate was simply an oversight with Blood's Despatch miscounting the adhesives. In addition there is nothing in any contemporary newspaper or other source to suggest a sliding scale.

Now to the punch line. As stated, until recently no cover was known bearing five or ten adhesives. Fortunately a short while ago I was able to purchase a rare cover bearing five adhesives (see **Figure 1**). The cover is in fact a Valentine bearing the Blood's Despatch Special Messenger handstamp.

It is of course locally used and the five adhesives are cancelled by acid. The existence of this cover would seem to refute another proposition in Shachat's article that acid cancellations on a larger number of adhesives may have marred the appearance of the Valentine. Conversely Shachat may be absolutely correct in his assumption as this cover appears to be unique. Nonetheless this does to some extent clear up the mystery of why no covers were previously known to exist with five or ten adhesives.

PHONEY



EXPRESS

Loyal reader and Society member William Sammis of Ithaca, NY, submitted this item, for which I had no ready response. I forwarded it to one of the foremost authorities on Cinderella material, noted author Varro E. Tyler, who, after extensive searching, found an article explaining this stamp. On April 20, 1987 in *Linn's Stamp News*, L.N. Williams unearthed the following facts. There were four stamps, a 1 cent horseman (above); a 3 cent sail/steam vessel; a 5 cent train; and a 10 cent framed seascape with steamer. They were first chronicled as possible revenues in 1900, and later mentioned as possible essays. They are neither. These emissions bear a virtually illegible tiny tablet marking which the Department of Manuscripts of the British Library was eventually able to decode as: "A BAGUET GR 58 STRASBOURG PARIS." Well known counterfeiter Alfred Baguet was the man who 'done it'. This "Paris essay" is a prince of a Cinderella.

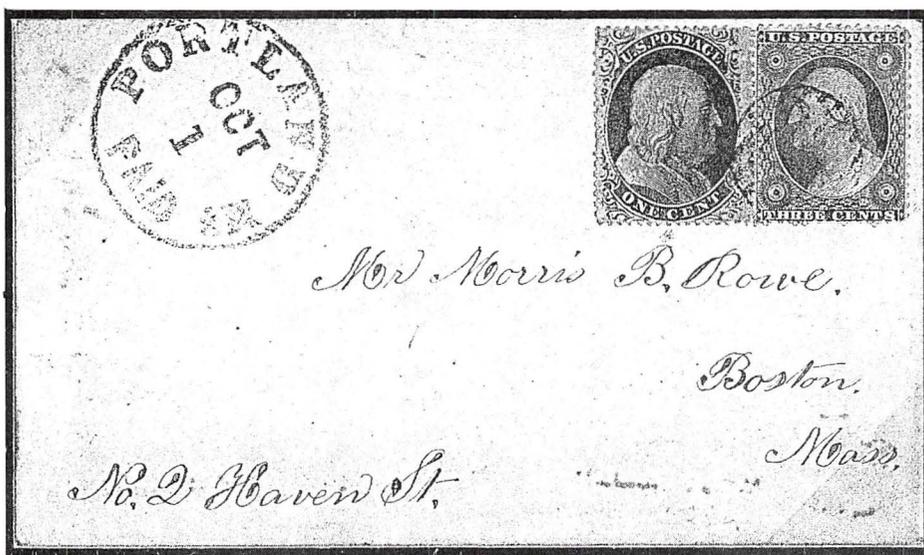


Figure 2: Possible prepaid carrier collection in Portland.

PORTLAND, MAINE CARRIER COVERS

By Donald B. Johnstone

There are a number of cities known to have had post office carriers operating during the carrier fee period, but evidence on existing covers is sparse or lacking. This is not surprising, as most if not all activity was delivery from a post office, wherein carrier markings were seldom employed.

Some years ago, a stamped envelope posted in New York City on May 28, 1863 and addressed to Portland, Maine was recorded with a carrier handstamp on the reverse, presumably indicating carrier delivery in Portland. A tracing of the May 29, 1863 marking is shown in **Figure 1**.

Editor's note – This cover was also detailed in the unpublished book on carriers by Elliott Perry where it was further described as “a ten cent stamped envelope of 1861 on buff...with black carrier handstamp struck at Portland the next day.”

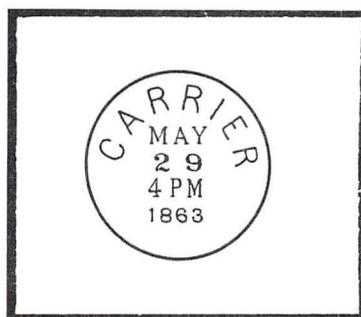


Figure 1: On back of cover.

Evidence of prepaid carrier collection in Portland has been questioned for years, and covers with 1 cent additional postage have been variously thought to represent carrier collection in Portland, prepaid Way fees to Portland, or attempts to prepay delivery in the cities of destination.

Figure 2 is an undated cover posted in Portland, bearing a 1 cent and 3 cent stamp of the 1857 issue, and addressed to Boston. It

shows a Boston street address, and one might assume it represents an attempt to prepay delivery in Boston. However, it might also be an example of prepaid carrier collection in Portland.

A second item, shown in **Figure 3**, is a cover posted in Portland, and addressed to Canada on August 21, 1862. Postage of 11

cents in stamps could represent the 10 cent prepaid postage to Canada plus a 1 cent carrier collection fee in Portland.

Do our readers possess other examples that might help to provide insight to this?

Please address comments to:

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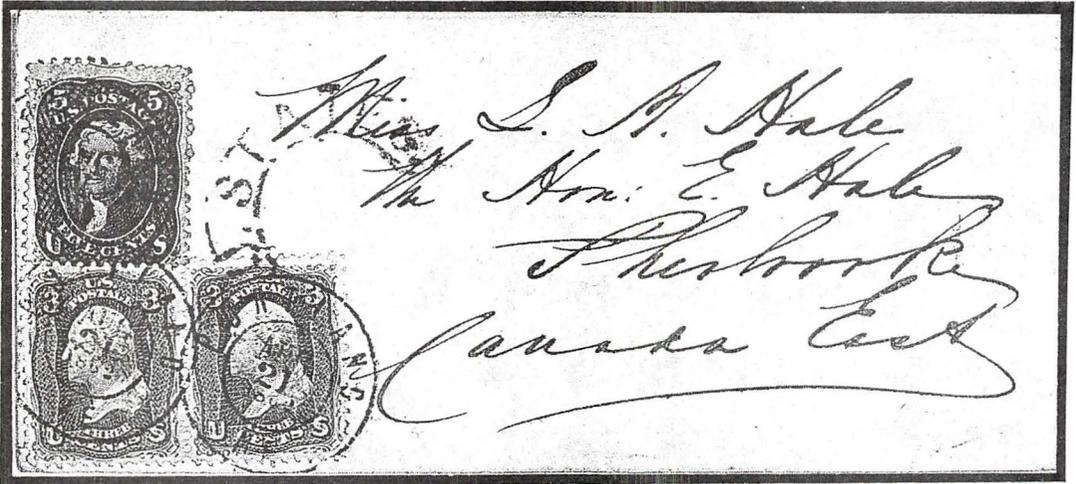


Figure 3: Ten cent prepaid to Canada plus a 1 cent carrier collection fee?

THIS EAGLE HAS NOT LANDED

Society member and stamp dealer Geoff Rosamond of London, England has submitted this item, with this note: "I was looking through an auction lot – masses of dirty U.S. revenues and a few tattered and torn locals – when I found this. The color is pink, colored through, with a peculiar brown around the eagle and black in the outer frame. At 'One Cent' I assume it must be a relic of the last century, as I doubt anyone has delivered much in NY for that since 1900..." A decade ago, the editor submitted a copy of this stamp to Sherwood Springer, who wrote back that there were hundreds of delivery stamps in the last century, many never recorded or in any catalogue. If any reader knows more about this specific delivery outfit, please send details to the *Penny Post* editor. -- G.S



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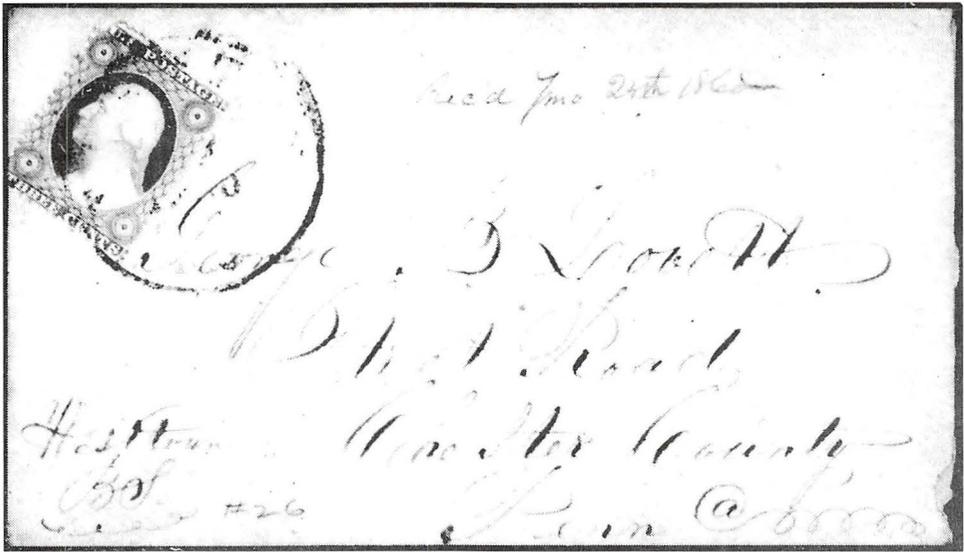


Figure 1: In lower left, “Westtown B.S.” on a from the mails cover.

A ‘FROM THE MAIL’ WESTTOWN SCHOOL LOCAL

By Stephen Gronowski

The Westtown School local is by no means a rare emission. Over the years I have seen well over 100 covers bearing adhesives of this post, which were in use from 1853 to 1878. As explained more fully in Arthur Gregg’s article on the post (April 1992 *Penny Post*) the school issued stamps which paid for postage from the school to the post offices at Westchester or later, Street Road – the closest post offices.

Obviously, homesick students made good patrons of the post and it was utilized frequently. Many of these covers have survived as poignant mementoes, of parents, students and their friends and relatives.

Postage from school to post office is referred to as a “to the mail” usage. Until recently I had never seen an example of the adhesive paying postage in reverse, from the post office to the school. This would be known as a “from the mails” usage.

About a year ago I bought a very large collection of locals and carriers. Included in

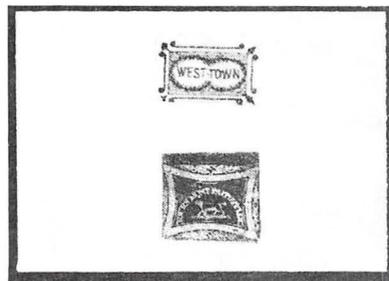


Figure 2: Stamp and label on back of cover.

this collection is the only example I have ever seen of a Westtown School local used “from the mail” (see **Figure 1**).

The cover bears a U.S. #26 tied by an indecipherable CDS. On the reverse is an uncanceled Westtown School adhesive as well as a small label (see **Figure 2**). The cover is addressed to George B. Lovett, Street Road, Chester County, Penn.

In the lower left corner the cover is also addressed to “Westtown B.S.” (Boy’s School). It is fortunate that this reference exists as

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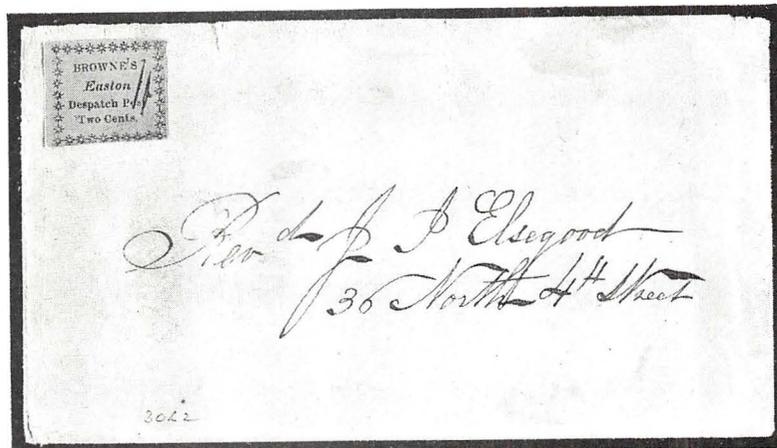
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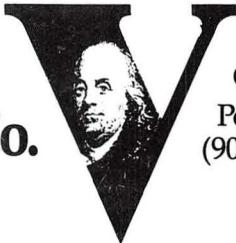
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