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Official Journal Of The Carriers And Locals Society



The only record example of the 1¢ blue Eagle Carrier (L02) used in Cleveland. It is likely that this cover was mailed by someone passing through who had in his possession an Eagle Carrier stamp. Ex Johnstone, Siegel Auction Galleries, December 19-20, 2002, Lot 2483. This issue has an article about L02 usages outside of Philadelphia, Washington D.C., Cincinnati and Kensington, Pa.

INSIDE THIS ISSUE

AT THE PF: THE FRANKLIN CARRIER

L02 USAGES OUTSIDE OF PHILADELPHIA, WASHINGTON D.C.,
CINCINNATI AND KENSINGTON, PA

THE HOPEDALE COMMUNITY

CHESTNUT STREET LINE LOCAL

EXPRESS BUSINESS: ORIGINS AND DEFINITIONS

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The Carriers & Locals Society

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CONTENTS

Editor's Message	Page 2
List of Advertisers	Page 2
John Boker, In Memoriam by Calvet M. Hahn	Pages 3-5
It's Magic Again: Review of the D.K. Sale by Larry Lyons	Page 6
At the P.F.: The Franklin Carrier by David Petruzelli	Pages 7-8
LO2 Usages Outside of Philadelphia, Washington, D.C., Cincinnati and Kensington, PA by Steven Gronowski	Pages 9-22
Honors List	Page 22
The Hopedale Community by Eric Karell	Pages 23-31
Hopedale Single Stamp Census by Larry Lyons	Pages 32-33
Chestnut Street Line Local by Scott Trepel	Pages 43-45
Express Business: Origins and Definitions by Calvet M. Hahn	Pages 46-72

OFFICERS OF THE SOCIETY

President:	John Bowman, P.O. Box 382436, Birmingham, AL 35238-2436
First Vice President:	Stephen Gronowski, 1039 Rudgear Rd., Walnut Creek, CA 94596
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THE PENNY POST/Vol. 11 No. 3 / July 2003

EDITOR'S MESSAGE

By

Larry Lyons

On Friday evening, June 6, 2003 two bus loads of philatelists were transported to the Smithsonian to visit the National Postal Museum. The tour and display of their holdings is breathtaking. Our guides for the evening were Norval Rasmussen and Wilson Hulme. We saw proofs of U.S. stamps and revenue stamps and other great postal items. The dinner was held in the great hall featuring the 1847 Exhibit containing 140 covers. The exhibit samples special towns, markings, registered, steamboat, foreign, way, and carrier and local usages. The carrier cover exhibited is the U.S. Mail one cent black on rose (6LB9) from Schnectady dated 8-13-49 and listed in the Alexander census on page 518. There were also two covers with Blood's circular handstamps of different types.

On Saturday evening *The Carrier and Locals Society* held its club dinner at a "A Taste of Saigon", a Vietnamese restaurant with spectacular food. A great time was shared by the ten people who attended. Most of the evening's conversations centered around, you guessed it, stamps and postal history.

On Sunday, the third day of NAPEX activities for me, we held a joint educational session with the *U.S. Philatelic Classics Society*. The three speakers were Marty Richardson, Vernon Morris and myself. The presentations were very well received and we will do this again next year. I spoke about carriers and locals on 1847 covers. Next year I will speak about carriers and locals on cover with 1851 adhesives.

Special thanks to authors Stephen Gronowski, Calvet Hahn, Eric Karell, David Petruzelli and Scott Trepel for their research articles appearing in this issue.

A special welcome to our two new directors elected at our yearly meeting. They are Alan Cohen and Bill Sammis.

A hearty congratulations to Bruce Mosher for winning the Carroll Chase Cup Award from the *U.S. Philatelics Classics Society* for his *Catalog of Private Express Labels and Stamps*.

ADVERTISERS IN THIS ISSUE

	Page
Matthew Bennett, Inc.	34
Schuyler Rumsey Philatelic Auctions	35
Andrew Levitt	36
Nutmeg Stamp Sales	37
Stanley Piller	38
H.R. Harmer LLC	39
Shreves Philatelic Galleries, Inc.	40
James E. Lee	41
Alan E. Cohen	42
Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

John Boker, In Memoriam

John R. Boker, Jr. died April 12, 2003 at his Scarsdale, N.Y. home at the age of 90.

John was the scion of the family that founded H. Boker & Co. in 1837 to make cutlery, hand tools and the well-known and well-regarded quality Boker or "Treebrand" pocketknives sought after today by antique dealers and knife collectors.

A Phi Beta Kappa graduate from Yale in 1933, Boker served as a Major in the Infantry during World War II for which service he received the bronze star. He worked closely with American and British intelligence during the war and particularly in the post-war era when he was involved in interrogation with the newly formed CIA. As a result of his services, Boker was elected in 1990 to the Hall of Fame of the Military Intelligence Service.

Boker's philatelic awards include the Smithsonian's Lifetime Achievement Award (2002), the Robson Lowe Memorial Medal (2000), the Berlin Philatelic Club's Lindenberg Medal (1981), The Philatelic Foundation's 'Meritorious Service' Medal, the Luff Award (1978), the Collector's Club Medal (1970), the Lichtenstein Award (1967) and the Tilleard Medal (1967). He signed the Roll of Distinguished Philatelists in 1964.

Since 1956 Boker served on international philatelic juries and was a member of the 1978 CAPEX honor's jury, and Chairman of the 1971 Anphilex Invitational Exhibition. He was President of the Pre-cancel Stamp Society and the New York Pre-cancel Club as well as a 25-year member and former President and Chairman of the Board of Governors of the New York Collector's Club as well as Chairman of the Expert Committee of the Philatelic Foundation.

Precancels

Beginning at age 8 John fell in love with U.S. precancels when he came into possession of a box of stamps that were primarily New York and New Jersey precancels that his father had brought home from Mozian in 1923 (three turned out to be real rarities). This love of precancels lasted his entire life. In the 1947 International he exhibited two precancel collections.

Never a general collector as were Ferrari, Burrus or Caspary, Boker did form important specialized collections such as Australian States, Argentina (Buenos Aires) and the Philippines in addition to his preeminent precancel holdings. The best known and the most outstanding of the Boker collections is his Old German States, which was dispersed in a series of Köhler auctions between 1985 and 1988 for an estimated \$27-million. His outstanding collections of U.S. provisionals and locals were dispersed through the Mohrmann firm in the 1970s.

Carriers

The most famous of Boker's New York covers is the ex-Ferrari Wilson provisional cover with its magenta manuscript 'United States'. He also owned a remarkable corner copy cover of the Grieg stamp used October 18, 1842 after the government took over the local.

Boker owned the only known multiple of the Williams 9LB1 stamp (a mint pair) and lamented the fact that this stamp or 'two blue Eagle stamps'(L02) could be used, as no such double Eagle item has survived. He also owned the Bishop 10LB1 cover and remarked that the 'poached egg' appearance was probably deliberate as Bishop intended to insert the value by hand '2 or 4¢' as needed. He also owned the only known 10LB2 cover with its manuscript notation 'Paid H.S.B.' in Bishop's hand. Among the Philadelphia carriers he had most on cover including the unique 5¢ 1847 cover with its 7LB5 uncanceled carrier. However, he only had three off the five known off cover examples of the St. Louis 8LB1.

U.S. Locals

In speaking before the Royal, John said, "The catalog mixes up locals and independent mails, and even includes a few express labels such as Bigelow, Fiske and Jabez Feary, which should be deleted from the locals listings." He quoted Hale on the confusion between locals and independent mails, "I do not see how Scott can call my stamps local stamps when one would carry a 1/2-oz. letter 1,000 miles."

According to the catalog Boker's holding of locals and independent mail was largely complete with the majority of the items on cover, the way he preferred to collect.

He noted his stampless Brady cover is from Brady himself deferring a \$10 debt repayment because of the expense of 'starting in the penny post business' giving us an insight into the size of the businesses.

Among the many unique pieces owned by Boker was the Broadway black and gold (26L1) written up by Stimmell in *Penny Post* Vol. 5 #3, as well as an unlisted block of 11 of 26L2. While Scott only lists a block of 6 of 30L3, Boker owned a block of eight. He also owned the embossed Bury (one of two known and the only embossed local), as well as the unique Bush (157L1). He had the unique handstamp tied Cheever and Towle 37L1, and the only two known St. Louis City Dispatch (42L1), one on cover and one off. Boker noted the off-cover example was found on family correspondence in 1956 at which time it was soaked. The significance of this, according to John was that at least a dozen great local rarities were found since World War II and more should be expected.

He owned three of the four known Clark & Hall 49L1s, all of which have different settings and are from the same correspondence.

He also owned the only tied Cook's, which was from the Roosevelt collection where the family had presented it to FDR. He noted the resemblance of the unique ex-Worthington Cutting's cover to the Hanford's locals. He drew attention to his 61L1 East River cover as one of the most outstanding local covers known not only because of the unique stamp but also because of its appearance. He suggested that the then listed 62L2 did not exist as a genuine stamp. (It is now delisted.)

Boker's ex-Knapp Deming's cover is the only one with a tied stamp and he also owned the only uncanceled off-cover stamp, both of which were later sold in the Golden sale. He owned the only on cover example that was not cut-

to-shape of the four Eagle post handstamped adhesive 61L1s, whose use is 1848, but are misdated in Scott as 1847. W. Stait initialed this copy and it was used for the catalog illustration.

His unique Magic Letter Expresses together with the signed and authenticated broadside established the listing for this local. In his opinion the 101L1 Mason's, which he owned on cover, was not a 1/2¢ stamp but a dual use as in the case of the Bishop's. He owned the wonderful 156L2 Spaulding on cover as well as the unique unused 156L1. He had the unique Sullivan 135L2 and 135L3 examples on cover or on magazine. He owned the unique Swarts 1¢ black on cover 136L17 as well as the one with 11 copies of 136L15 used to Canada and the unique Zieber's cover used with the second day of Scott #10.

A true lifetime stamp collector, John Boker was recently dabbling in 1847s and fancy cancels.

Calvet M. Hahn

This is an edited version. For more details see our website.

Articles in Upcoming Issues

McRobish & Co. – A New Look at An Old Mystery

by Herbert A. Trenchard and John D. Bowman

Hanford's Revisted by Eric J. Karell

Understanding Independent Mail Mixed Frankings by Scott Trepel

The Essays and Proofs of the Franklin Carrier by Larry Lyons

The Development of Express Businesses – Part II by Calvet M. Hahn

Floyd's Penny Post – Two Artifacts of Thomas Wood, Husseys Printer by
John D. Bowman

The American Letter Mail Co. – Kennebec Express: A Conjunctive Cover
by William W. Sammis

Express Catalog Update by Bruce Mosher

Proofs and Essays of Local Stamps by John D. Bowman and Larry Lyons

Forgery Update by Larry Lyons

THE PENNY POST/Vol. 11 No. 3 / July 2003

It's Magic Again: A Review of the D. K. Sale

By
Larry Lyons

On May 31st, 2003, the Siegel Auction Galleries auctioned the D. K. collection of U.S. Carriers and Locals and other related consignments. This sale was not for the faint of heart and featured 112 lots of rarities and great rarities, some of which were previously seen in the David Golden sale held at Siegel's November 15-17, 1999 and the Hall sale, also at Siegel's November 13-14, 2000. Some items were privately obtained from the Dick Schwartz collection and have not been seen at auction in a long time.

One of the main features of this sale was lots 56-59, a group of four Berford & Co. Express covers. The first two covers with Tete-Beche pairs (11L3a) were sold to different collectors for hammer prices of \$70,000.00 and \$62,500.00 respectively. The cover with four cut to shape Berford stamps (1 - 3¢, 2 - 6¢ and 1 - 25¢) went to third collector and the cover with four 10¢ cut to shape (11L3) Berford adhesives went to a fourth collector.

A Philadelphia Despatch Post (3¢) Black on grayish "R & Co" striding messenger (15L3) was described in Lot 62 as the earliest recorded use of the 1843 striding messenger issue. The cover has a circular datestamp of October 10, 1843 and was from the Schwartz collection, ex-Hollowbush. This cover sold for \$21,000.00 plus 10%.

The unique 1¢ Magic Letter Express cover was presented in lot 89 and lot 90 was the only recorded 2¢ Magic Letter Express adhesive. The adhesive is cancelled with a "Richmond July 4, '65" manuscript. This post operated for a brief period of time in June and July 1865, just after the Civil War. The origins of the post have been previously documented. The history was presented in the Golden Sale in lot 1326 and can also be found on the Siegel Auction website which is www.siegelauctions.com/enc/carriers/magic.htm. The magical Magic Letter Express cover sold for \$37,500.00 plus 10% and the unique 2¢ single stamp with a provenance of Needham, Boker, Richardson, Moyer, Golden and D. K. has moved on to a seventh owner.

The Spaulding Penny Post adhesive from Buffalo which shows an ornamental border and full text surrounding the central design sold to an "E" bidder for \$37,500.00 plus 10%. This was one of seven lots purchased by the same internet bidder. The Spaulding Penny Post stamp is a fabulous local post adhesive and was featured on the cover of the Golden sale catalogue, Part III.

Lot 15 in the D. K. sale was a cover with the Boston Carrier (3LB1) at the top left and two 5¢ brown #1s. The description noted that this is the only 10¢ rate cover with the Boston Carrier stamp and the 1847 issue. The cover has a circular datestamp of May 2, (1849). The hammer price for this lot was \$8,000.00 plus 10%. This lot was one of the many unique pieces in the D. K. sale.

I noted that 32 different collectors made purchases from this sale. Congratulations to all the new owners.

At the P.F.: The Franklin Carrier

By

David Petruzelli

It was inevitable that the availability of 1¢ Franklin Reprints (L03) would, over the years produce a large number of submissions to the Philatelic Foundation, with nearly every one sent in with the hope of it being certified as an unused original (L01). Considerably less in number, though equally predictable in intent, are the 1¢ stamps submitted as “used,” which turn out to be nothing more than reprints with fraudulent cancellations.

Since 1945, the Foundation has certified approximately forty Franklin reprints with a wide variety of these cancels, which range from bonehead fantasies to creations skillful enough to suggest the forger had at least done a little research. Among the off-cover submissions are townmarks from Philadelphia and New York, fancy cork obliterations, pen cancels, various grid, and even postmarks from Chicago and Hartford. The on-cover examples include a single tied by a New York City square grid, and a very intriguing 3¢ 1851 usage from New Orleans with the carrier stamp tied by a black grid which appears identical to the genuine one tying the 3¢ stamp. In addition, the stamp, when partly lifted, still displays gum which bears a close resemblance to gum found on the 1851 issue. The cover also has a genuine “Way 1” in manuscript. During the unusually long submission process, the cover generated a great deal of interest (and controversy) among postal historians and members of the expert committee, before being declared bogus. Surprisingly, only three or four submissions include attempts at replicating the Philadelphia red star, even though this would seem to be the most likely candidate for forgery.

Virtually none of these submissions have been donated to the P.F., however the John Luff reference collection does contain a number of Franklin carriers that have been proven indispensable in authentication. They include two examples of an 1851 original: one with a red star, and the other with a faint red postmark (probably New York), but still retaining much of its original gum. Among the 1875 reprints are three examples of the first reprint showing different shades of the rose paper. The “used” copies include a red grid, another with a light cork cancel, and one with a black ellipse-style barred “4” cancel, probably from Boston (**Figure 1**). The latter stamp, which is creased and worn, upon close inspection appears to have a genuine cancel. I am not trying to suggest that any of the reprints were available for postage; rather like the various Hawaiian reprints and re-issues that passed through the mails in the 1890’s. Surely one 19th century collector or dealer decided to use a Franklin carrier reprint on a letter. None of the submitted stamps include this cancel or anything resembling it, but it seems likely that other philatelic usages exist. Unfortunately there are no notes by Luff that might indicate where he obtained it.

Among the second reprints, there is one copy on pale rose paper with a fraudulent red postmark. There are also six examples from Toaspern’s “Group III” – second reprints which under UV Fluoresce a deep green: two unused, two with a red Philadelphia postmark (**Figure 2**), another with a blue datestamp (Chicago?) and one with a segmented cork cancel, all counterfeit. Rounding out this page are several segmented plate proofs on India and card. The latter have not been

identified by printing. There is also a single copy of the orange trial color plate proof on wove paper.

Finally, the Philatelic Foundation is privileged to have a genuine example of the very rare perf 12 Franklin on white paper (L04). As noted in Volume 1 of the David Golden sale (Siegel, Lot 23), quoting Elliott Perry, this copy (**Figure 3**) was sold to Luff by John Klemann, who obtained it from the widow of Charles F. Steel, a National and Continental Bank Note Co. employee. With only five copies recorded, one of which is part of the Miller collection (and as a consequence is locked away from public viewing by the New York Public Library), this is one of the most valuable and important stamps in the Luff reference collection. Since the Philatelic Foundation began expertising, just three perforated Franklin “patients” have been submitted: a shaved and perforated card proof; a perforated first reprint; and a genuine pair–ex. Green, Lilly, Sherriff–still intact, and needless to say unique. For students and experts alike, the Luff copy is absolutely essential for examining any other examples that might surface in the future.



Figure 1. Franklin 1st reprint L03 with black ellipse-style barred “4” cancel.



Figure 2. Franklin 2nd reprint. Fake red Philadelphia cancel.



Figure 3. Genuine L04, ex Klemann and Luff.
THE PENNY POST/Vol. 11 No. 3 / July 2003

LO2 usages outside of Philadelphia, Washington D.C., Cincinnati and Kensington, Pa.

By

Stephen Gronowski

Carrier service in the United States dates back to at least 1689, when the Postmaster of Boston was instructed 'to receive all letters and deliver them at 1d'.¹

By an order of August 1, 1842, the Postmaster General established Carrier service in New York under the auspices of the July 2, 1836 Act of Congress.² This Carrier service was to become known as the United States City Despatch Post and became the first such service to utilize adhesives (Scott #6LB1-6LB7). The United States Post Office actually purchased Alexander Greig's local City Despatch Post (Scott #40L1), appointed him as a United States letter carrier and initially used his adhesives (Scott #40L1). The post commenced operation on August 16, 1842.

On March 3, 1851 (effective July 1, 1851) the Federal Government under the Acts of 1825 and 1836, provided for the collecting and delivering of letters to the Post Office by carriers "for which not exceeding 1 or 2 cents shall be charged."³ In the vast majority of cities the rate was 1 cent. Delivery in New Orleans was 2 cents and the fee for inner-city delivery in Cincinnati was also 2 cents.

Under the auspices of the March 3, 1851 Act the Postmaster General authorized the printing of two Carrier adhesives. These are the LO1 and LO2 "Franklin" and "Eagle" Carrier stamps. The LO1 adhesive was issued on September 29, 1851 but was shortly replaced on November 17, 1851 by the LO2.⁴ The relative short period of usage of the LO1 has lead to it being a somewhat scarce stamp. Usage of the LO2 was widespread until 1856.

The LO1 and LO2 are commonly referred to as "Official" Carrier issues, in that they were issued by direct authority of the United States Post Office and their use was not limited to one city. Conversely "Semi-Official" Carrier stamps (i.e. Williams' City Post, Honour's City Express, Bishop's City Post, etc.) were produced and issued by individuals WHO WERE EMPLOYED AS CARRIERS BY THE UNITED STATES GOVERNMENT. The use of these stamps was limited to the city of their issuance. The "Semi-Official" Carrier stamps comprise all those adhesives exclusive of the LO1 and LO2.

According to a footnote in *Scott's Specialized Catalog*, the LO2 was "used principally in Philadelphia, Cincinnati, Washington, D.C. and Kensington, Pa."⁵ This is in fact a bit of an understatement.

The vast majority of LO2 usages in fact originated from Philadelphia. Much less common than Philadelphia usages, but hardly rare are usages from Cincinnati. Over the years LO2 usages from Cincinnati have been referred to as "rare". This is actually not the case, as the June 25, 1997 Meyersburg sale alone contained 19 such

¹ 2003. *Scott U.S. Specialized Catalogue*, Introduction to Carrier section.

² Ibid.

³ Ibid.

⁴ *Postage Stamps of The United States*, John Luff, pg. 192.

⁵ 2003 *Scott U.S. Specialized Catalogue*.

usages. The covers are better deemed “desirable”, perhaps due to the attractive Williams’ City Post red and blue (much less common) squared target cancellations that grace some of the LO2 usages from Cincinnati.

LO2 usages from Washington D.C. although certainly not as common as Philadelphia, are also not rare. The Meyersburg sale featured 14 such covers.

Among the “Principal” city usages, LO2s used from Kensington, Pa, are the scarcest. Yet I would venture to say that there at least 10 such usages, including 3 in the Meyersburg sale.

Conversely LO2 usages outside of the aforementioned 4 cities are exceedingly rare. As set forth above, the LO1 and LO2 adhesives were hypothetically valid in any city where Carrier service was provided by the United States Post Office. The reports of the Postmaster General for the years 1854, 1856, 1857, 1858 and 1859 indicate the existence of Carrier service in New York, Philadelphia, Boston, Baltimore, New Orleans, Harrisburg, Pa., Lowell, Ma., Syracuse, N.Y., Manchester, N.H., Rochester, N.Y., Troy, N.Y., Providence, R.I., Roxbury, Ma., Washington, D.C., St. Louis and San Francisco. Unfortunately the cities mentioned in these reports were only mentioned for statistical purposes and there is no indication that Carrier service was limited to these cities during the relevant time periods.⁶ It is most likely that Carrier service existed in many other cities. In fact due to adhesives issued by “Semi-Official” Carriers, we know that such service also existed in Charleston, S.C. (Honour’s City Express #4LB1-4LB13, Kingman’s City Post #4LB14-4LB15, Martin’s City Post #4LB16, Beckman’s City Post #4LB17 and Steinmeyer’s City Post #4LB19-21), Cincinnati, Oh. (Williams’ City Post #9LB1), Cleveland Oh. (Bishop’s City Post (#10LB1-10LB2) and Louisville, Ky. (Warton’s U.S.P.O. Despatch #5LB1 and Brown & McGill’s U.S.P.O. Despatch #5LB2-5LB3).

As set forth in the census below, we also know that Carrier service existed in other cities, as evidenced by LO2 usages in such. This census looks at these usages as well as LO2 usages in cities serviced by “Semi-Official” Carrier service.

Andalusia, PA.

The cover in **figure 1** bears a strip of three of the LO2 carrier tied by a brown red September 12 Andalusia, Pa, CDS, as well as a U.S. #26. Both the Carrier stamps as well as the U.S. #26 also bear manuscript cancellations. The cover is addressed to Philadelphia. Andalusia is located in Bucks County not too far from Philadelphia.

In reality this is not a true carrier usage of the LO2 adhesives from this city. The cover is most likely explained as follows: The sender in Andalusia was under the mistaken impression that the three 1-cent Eagle carriers would be valid for the 3-cent U.S. postage rate from Andalusia to Philadelphia. When they brought the letter to the Post Office at Andalusia for mailing, the Postmaster informed them that this was not the case and that they would have to purchase a 3-cent U.S. stamp to pay for the postage. The sender did this and affixed the U.S. #26 to the letter. Subsequently all four stamps were cancelled in manuscript. The letter was then sent onto Philadelphia.

⁶ *Postage Stamps of The United States*, ibid at pg. 161.



Figure 1. Strip of three of the L02 Eagle Carrier with a 3¢ #26. The Eagle strip is tied by the Andalusia, Pa. c.d.s.



Figure 2. L02 Eagle Carrier tied on piece by Boston c.d.s.

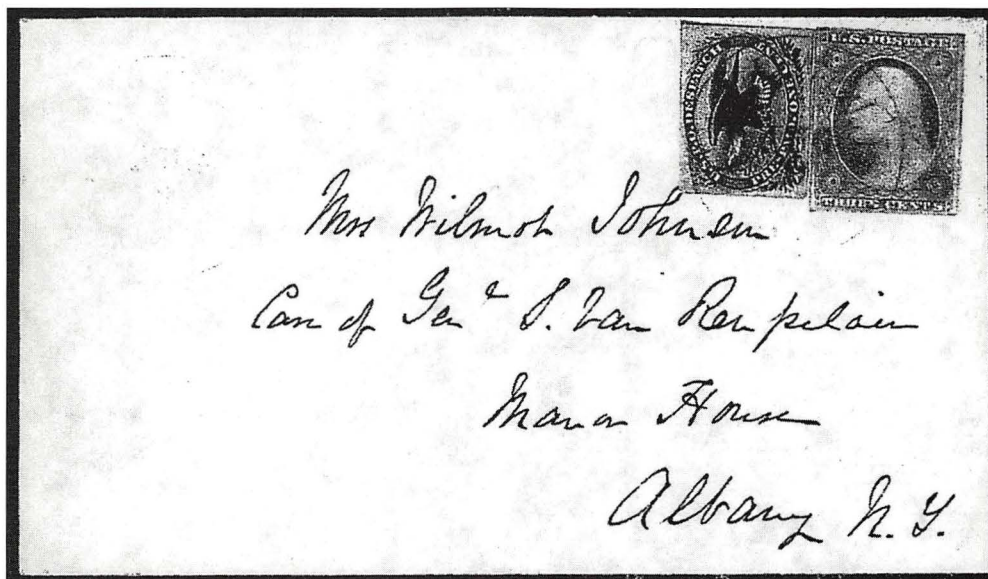


Figure 3. L02 Eagle Carrier and 3¢ U.S. all tied by Caldwell, N.Y. c.d.s.

This is also quite a late attempted use of the Eagle carrier, as the U.S. #26 was in use from 1857-1861. By 1856 the one-cent Carrier fee in many cities was being paid by U.S. regular issue 1-cent stamps (Scott #18-24 and #63).

This cover was sold as lot 41 (\$90.00) in the Caspary sale on March 18, 1957 and as lot 247 in the 1983 Siegel Rarities sale. The Siegel auction firm sold this cover again as part of the Sheriff sale, June 18, 1986, Lot 103.

Boston, MA.

On February 28, 1849 James H. Patterson and his carriers were appointed as the Carriers for the city of Boston.⁷ Patterson issued two different Carrier adhesives (#3LB1 and 3LB2). The 3LB1 adhesive was issued on or about November 8, 1849 and saw use until at least April 26, 1851. The 3LB2 adhesive was issued on or about July 20, 1850 and saw use until 1856.⁸ Covers with both of these adhesives are rather common.

The LO2 shown in **figure 2** is a copy of the stamp on piece from the author's collection. It is tied by a black Boston CDS and as far as I know it is the only LO2 known used from Boston. It has a P.F. certificate certifying it as a genuine usage.

As the supply and use of the 3LB1 and 3LB2 adhesives was plentiful, there did not appear to be a great need for the LO2 adhesive. Furthermore Elliot Perry states in *Pat Paragraphs* that "No record appears of a supply of the Eagle carrier being sent to Boston and no copy being used there has been found."⁹ Nonetheless at least on this one occasion the stamp was in fact used from this city. The CDS on this stamp is black while most of the CDSs on the 3LB1 and 3LB2 usages are red. I am unsure which year this LO2 was used.

Caldwell, N.Y.

Lot 21 of the Meyersburg sale contained the only known use of the LO2 from Caldwell, N.Y. The cover shown in **figure 3** also bears a U.S. #11 and is addressed to Albany, N.Y. Both of the stamps are tied by an orange red August 9 Caldwell, N.Y. CDS. According to the Siegel description, "Caldwell (now Lake George) did not have carrier service; therefore this use of the Eagle Carrier stamp was intended to prepay the fee for delivery to Manor House in Albany."

Apparently an LO2 made its way to Caldwell, although it was actually paying for Carrier service rendered in Albany. The cover realized \$5,750.00. It previously appeared in the Siegel sale of April 27, 1990, Lot 356.

Cleveland, OH.

Carrier service in Cleveland, OH. began in 1853, when the United States Postmaster General appointed Henry Bishop as a Carrier for the city. A January 16, 1854 advertisement for Bishop's City Post indicated a 1 cent fee for "Letters for City Post Office" and 2 cents for "Delivery Letters".¹⁰ The "Delivery Letters" most

⁷ *Pat Paragraphs*, Elliot Perry, pg. 242.

⁸ *Postage Stamps of The United States*, ibid at pg. 169.

⁹ *Pat Paragraphs*, ibid at pg. 246.

¹⁰ Ibid at pg. 254.

likely referred to either “from the mail” deliveries or “inner-city” deliveries. Bishop issued two stamps (Scott #10LB1 and #10LB2). The 10LB1 is without value and most likely was issued as a “dual purpose” adhesive, which could have either the 1-cent or 2-cent rate written in manuscript in the oval. The 10LB2 has a “2” in the center oval and was clearly issued for “Delivery Letters”.

Lot 2483 of the Siegel sale of the Donald Johnstone collection of carriers contained the only known usage of an LO2 from Cleveland (**See figure 4**). The adhesive is tied by a black Cleveland CDS, which was in use in 1854 and is commonly seen on many covers from the same period bearing the Kellogg’s Penny Post & City Despatch adhesives (Scott #92L1). It has been suggested by Elliot Perry that Bishop reorganized Kellogg’s into the Cleveland carrier system.¹¹ This position may have some validity as the latest dated Kellogg’s cover is dated January 21, 1854, or a mere 5 days after Bishop’s ad announcing the formation of his post.

The use of only one LO2 stamp on this cover is somewhat strange as it is locally addressed to Cleveland. Was the rate for “inner-city” deliveries also only 1 cent? If this was the case then the “Delivery Letters” referred to in the January 16, 1854 ad would have to refer to “from the mail” usages. If the “Delivery Letters” were in fact “inner-city” usages then this letter had the 2-cent rate most likely paid by the adhesive and cash.

This cover brought \$3,500.00 at the Johnstone sale.

Doylestown, PA.

Lot 57 of the Meyersburg sale contained the only known usage of an LO2 from Doylestown, Pa. (**See figure 5**). Doylestown is located in Bucks County Northeast of Philadelphia. The cover is addressed to Philadelphia. As carrier service was not available in Doylestown this is another pre-paid carrier cover similar to the Caldwell cover discussed above.

In all likelihood the sender of the letter obtained a copy of the LO2 in nearby Philadelphia where they were readably available. They then applied the adhesive to the letter to pre-pay the “from the mails” carrier service in Philadelphia. The cover failed to sell in the Meyersburg sale.

New York, N.Y.

As previously set forth, United States Carrier service in New York began on August 16, 1842. The United States City Despatch Post operated until 1846 (issuing its own adhesives Scott #6LB2-6LB7) when it was taken over by Abraham Mead and once again became the City Despatch Post.

In 1849 and 1850 New York once again issued Carrier adhesives (Scott #6LB9 – 6LB11). These stamps are known used on covers dated from 1849-1851.

The cover shown in **figure 6** is from the author’s collection and is the only known cover from New York bearing a copy of the LO2. The adhesive is tied by a red New York September 23 integral-rate circular date stamp that indicates that the 3 cents U.S. postage from New York to New Canaan Connecticut was paid. This handstamp was in common use during the 1850’s. I have seen it on covers dating from 1851-1854.

¹¹ Ibid at pg. 254.



Figure 4. L02 Eagle Carrier tied by Cleveland, Ohio c.d.s.

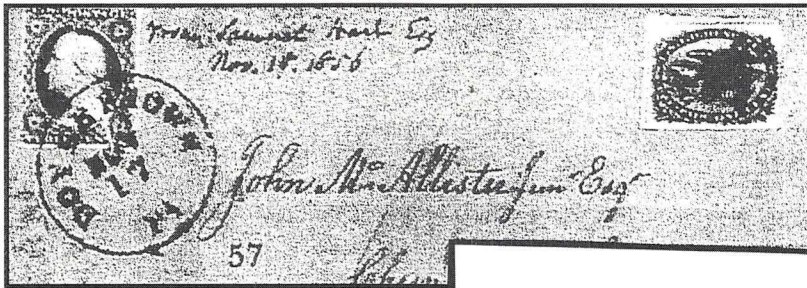


Figure 5. L02 Eagle Carrier on cover from Doylestown, Pa.



Figure 6. L02 Eagle Carrier on cover tied by New York c.d.s.

Another example of an LO2 used from New York was sold as lot 185 in the February 17-19, 1993 Robert Siegel sale (**See figure 7**). This off cover single is cancelled by a portion of a red New York cancel that was originally used on foreign mail in 1845 and was altered for reuse in the Mid-1850's.

Both of the above items show that the LO2 saw at least limited use in New York. It is somewhat hard to fathom though that more of these adhesives were not used in this large city. U.S. Carrier service was certainly available there during that period of time.

Poolesville, MD.

Lot 186 of the February 17-19, 1993 Robert Siegel sale contained a vertical pair of the LO2 cancelled by what was described as a strike of a "(??) colesville(??)" Oct. 25" CDS (**See figure 8**). The true identification of this town remained a mystery to me until I reviewed the October 21-23, 1975 H.R. Harmer sale of the Sidney Hessel collection. Lot 794 of that sale contained a vertical pair of the LO2 cancelled by a "Poolesville, ILL." CDS. Although the pair is not pictured in the Hessel sale, it is undoubtedly the same pair as lot 186 of the Siegel sale.

My research failed to uncover a city of Poolesville in Illinois. It however did reveal the city of Poolesville in Maryland. I believe this is the mostly likely candidate for the origin of this pair.

Poolesville, Md. is located in Montgomery County approximately 20 miles Northwest of Washington, D.C. According to the city of Poolesville website (<http://ci.poolesville.md.us/>) the brothers John and Joseph Poole in 1760 came to the area that is now Poolesville from Anne Arundel County (near Annapolis). They each purchased tracts of land and commenced building various structures. ON DECEMBER 5, 1810 JOHN'S SON JOHN JR. ESTABLISHED THE FIRST POST OFFICE IN POOLESVILLE OPERATING OUT OF A STORE HE OWNED. Dennis Lackland a clerk in John Jr.'s store was Poolesville's first Postmaster.

Given the relative proximity of Poolesville to Washington, D.C. (where LO2s were distributed) and knowing for a fact that a Post Office was established there by 1810 this city is the most likely origin of this pair.

As there is no evidence that Carrier service was available in Poolesville the most likely explanation for this pair is one of two scenarios. The pair was either affixed to the cover as a pre-paid carrier fee similar to the Doylestown and Caldwell covers described above. This would of course assume that it was sent to a city that required a 2-cent carrier fee for delivery "from the mails" (such as Cleveland). I believe this scenario to be unlikely. A much more likely scenario is that someone from nearby Washington, D.C. brought copies of these stamps to Poolesville believing that they were valid for U.S. postage (as is the case of the Andalusia cover described above and the Wilmington cover described below). They attempted to pay the 3-cent rate with this pair and a single LO2 stamp. This of course was invalid postage and 3 cents was required from the sender as U.S. postage or 5 cents from the addressee as the due rate.

This pair brought \$72.50 in the Hessel sale and \$300 in the later Siegel sale.

Wilmington, DEL.

In 1850 the population of Wilmington, Del. was 13,979. By 1853 this had increased to 16,163. This was apparently a large enough city to warrant the necessity of inner-city deliveries, “from the mail deliveries” and “to the mail deliveries” as evidenced by the establishment of Roche’s City Dispatch in 1850 (for more on this post see my article in the July 1995 Penny Post). There is no evidence that James Roche (the proprietor of the post) was ever employed by the United States government as a carrier. Nonetheless Carrier service was available in Wilmington during this relevant period of time.

Figure 9 is lot 36 from the November 13-14, 2000 Robert Siegel sale of the Hall collection. This cover bears an LO2 as well as a U.S. #26, both are tied to the cover by separate strikes of a Wilmington January 16 CDS. The cover is addressed to New London, Conn. and also has a Philadelphia, Wilm. & Balt. R.R. Co. illustrated corner card. The LO2 on this cover paid the Carrier fee to the Wilmington Post Office. The cover bought only \$200 in the Hall sale, most likely due to its rather ragged condition.

This is a rather late use of the LO2. The earliest known use of the U.S. #26 is September 14, 1857. Therefore the earliest that this cover could be is January 16, 1858. Most LO2 uses are from between 1851 and 1856, although usages as late as May 27, 1863 exist (i.e. lot 71 of the Meyersburg sale). In fact the Carrier fee period ended on June 30, 1863.

Figure 10 shows another use of the LO2 to pay the Wilmington Carrier fee to the Post Office. This cover was lot 72 in the Meyersburg sale where it brought \$1,500 and is currently in the author’s collection.

The cover bears a U.S. #11 tied by a June 29 Wilmington CDS. The LO2 has a black cancellation but is not tied. The cover is addressed to Philadelphia. It also has a grocer’s corner card.

The final example of an LO2 used on a cover from Wilmington is shown in **Figure 11**. The cover bears three singles of the LO2 all tied to the cover by a September 28 Wilmington, Del. CDS. Like the aforementioned cover from Andalusia, the LO2s on this cover did not pay any carrier fee but were an invalid attempt to pay the 3 cents U.S. postage from Wilmington to Philadelphia. The Postmaster at Wilmington realized this and applied the due “5” cent handstamp. The cover appeared as lot 41 in the Caspary sale realizing \$90.00. It next appeared as lot 33 in the Middendorf sale where it sold for \$5,000.00.

Albany, N.Y.

The inclusion of an LO2 usage from Albany, N.Y. in this article is simply based on a Robert Meyersburg’s reference to such, in his “Eagle Carrier From Maine” article in the August 1991 issue of *The Penny Post*. As this information is merely anecdotal, I will not include it in my census.

Baltimore, MD.

As set forth by Richard Frajola in the introduction to the Baltimore Carrier section in the Middendorf catalog, in 1842 the Baltimore Postmaster Thomas Finley announced the location of seven carrier depots for the delivery of letters to and from the Post Office. In February of 1849 several carrier boxes were placed throughout

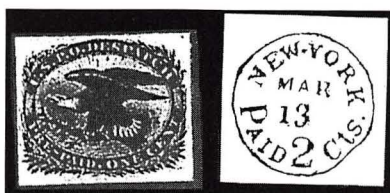


Figure 7. L02 Eagle Carrier with New York c.d.s.



Figure 8. Vertical pair of L02 Eagle Carrier with Poolesville, Md. c.d.s.

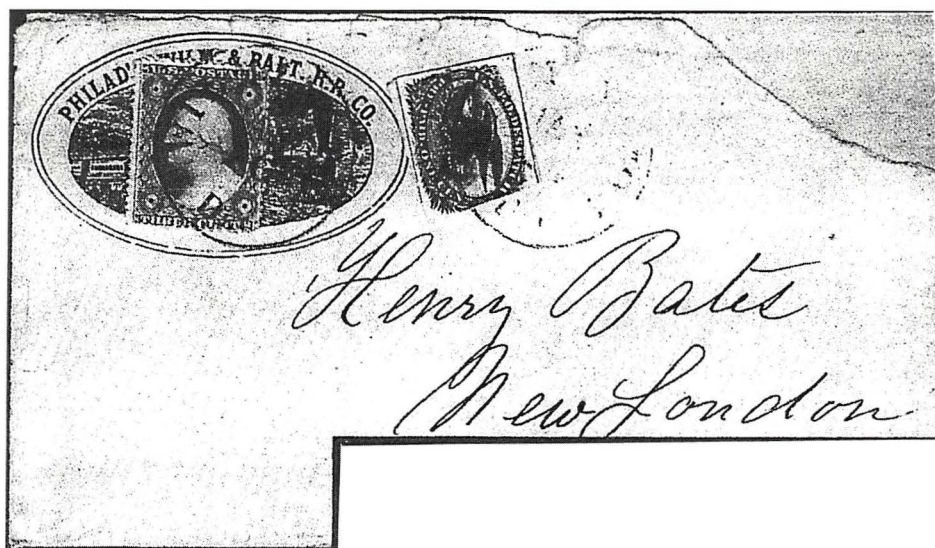


Figure 9. L02 Eagle Carrier and 3¢ U.S. #26 both tied by separate strikes of Wilmington, Delaware c.d.s.

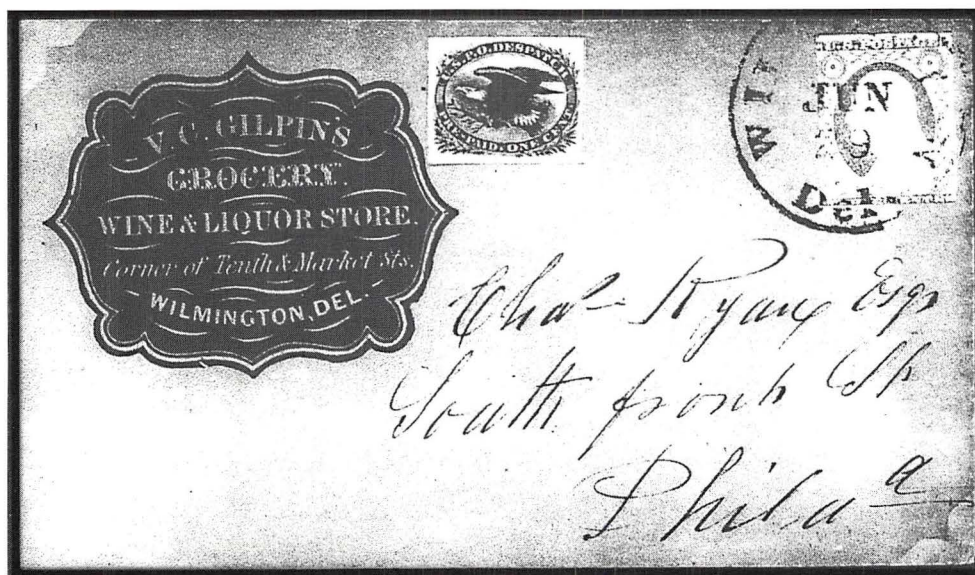


Figure 10. L02 Eagle Carrier on cover from Wilmington, Delaware.

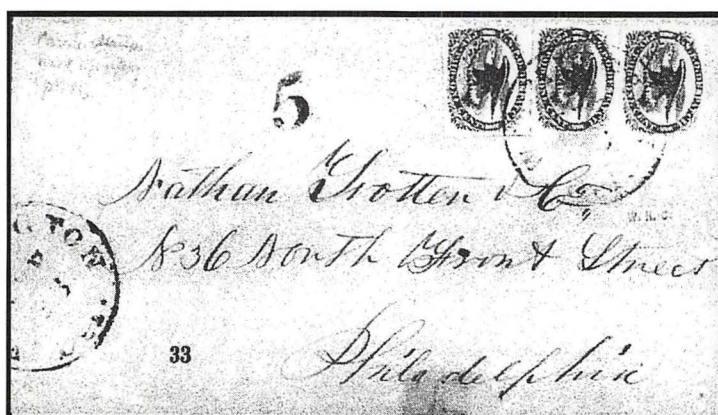


Figure 11. Three single L02 Eagle Carrier adhesives tied on cover by Wilmington, Delaware c.d.s.

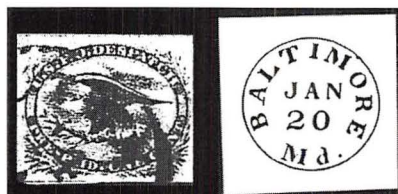


Figure 12. L02 Eagle Carrier cancelled by Baltimore c.d.s.

the city to expand the service. Adhesives were introduced in October 1850 to prepay the carrier fee.

Three different types of semi-official carrier stamps were issued and used in Baltimore from 1850-1863. The “Oblong” design (Scott’s #1LB1-1LB5). The “Eye” design (Scott’s #1LB6-1LB7) and the “Horseman” design (Scott’s #1LB8-1LB9). John Luff in *Postage Stamps of The United States* gave dates of usage of these issues as September 18, 1852 to June 1861 (#1LB1-1LB5), January 1, 1856 to May 10, 1861 (#1LB6-1LB7) and August 19, 1857 to March 18, 1861 (#1LB8 – 1LB9).¹² Conversely Scott Trepel in the *Golden* catalog (more accurately based on actual usages seen), gave date of 1850-55 (#1LB1-1LB5), 1856-63 (#1LB6-1LB7) and 1856-63(#1LB8-1LB9).

Figure 12 was sold as lot 296 in the September 12-13, 1992 Lowell S. Newman & Co., Inc. sale. It realized \$210. The L02 is cancelled by a red Baltimore CDS. Most of the Baltimore CDSs on Baltimore semi-official carrier covers are in black and blue and it is somewhat hard to date this usage. Nonetheless I believe in all likelihood, the sender of the letter that this stamp was originally attached to, obtained the stamp in nearby Washington, D.C. and used it to pay the carrier fee in Baltimore.

Bangor, ME.

Figure 13 was sold as Lot 376 in the February 24-27, 1982 Robbins sale. The cover bares a U.S. #11 in addition to an L02 and both are tied by a Bangor, Me. CDS. The cover is addressed to Greenland, N.H. It was described in the sale as the “Only known carrier use from Bangor Maine”.

In fact there is no evidence that carrier service was ever available in any Maine city. Interestingly enough as set forth above, Robert Meyersburg in the August 1991 issue of *The Penny Post* described an L02 tied on by a fake cancellation TO BANGOR from an indecipherable Maine city. The cover is docketed October 19, 1859.

Like it’s “Meyersburg sister” I believe that the cover in the Robbins auction is also a fake. The stamp is rather precariously tied at the bottom right hand corner. In all likelihood the L02 was added to this cover and the cancellation drawn in. This cover is not included in my census.

Charleston, S.C.

In 1849 John Honour was appointed as a letter carrier in Charleston. He subsequently engaged his brother-in-law E.J. Kingman to assist him in the business. In March 1858 Mr. Kingman retired and was replaced by Joseph Martin. In the summer of 1858 John Steinmeyer was added as a carrier. In 1860 Mr. Honour retired and was replaced by John Beckman. Mr. Martin retired in 1861, but two other carriers carried on the service until 1865.¹³ Each of the aforementioned individuals issued their own adhesives (Scott’s #4LB1-4LB21).

Figure 14 is an L02 used on cover from Charleston, S.C. to Abington, PA. The cover also bears a U.S. #11. Both stamps are tied by separate (the strike tying the L02 being considerably lighter) strikes of a Charleston CDS, which is commonly

¹² *Postage Stamps of The United States*, ibid at pgs. 165-168.

¹³ Ibid at pg. 170.

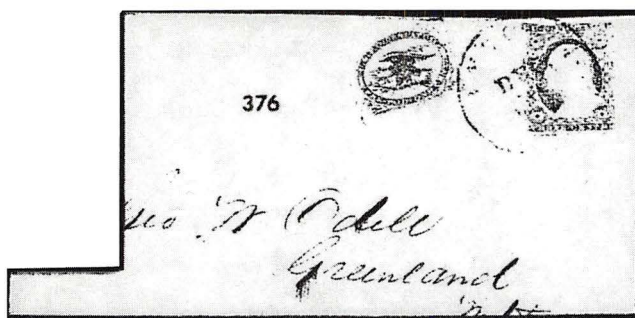


Figure 13. L02 Eagle Carrier with 3¢ U.S. #11 tied on cover by Bangor, Maine c.d.s.

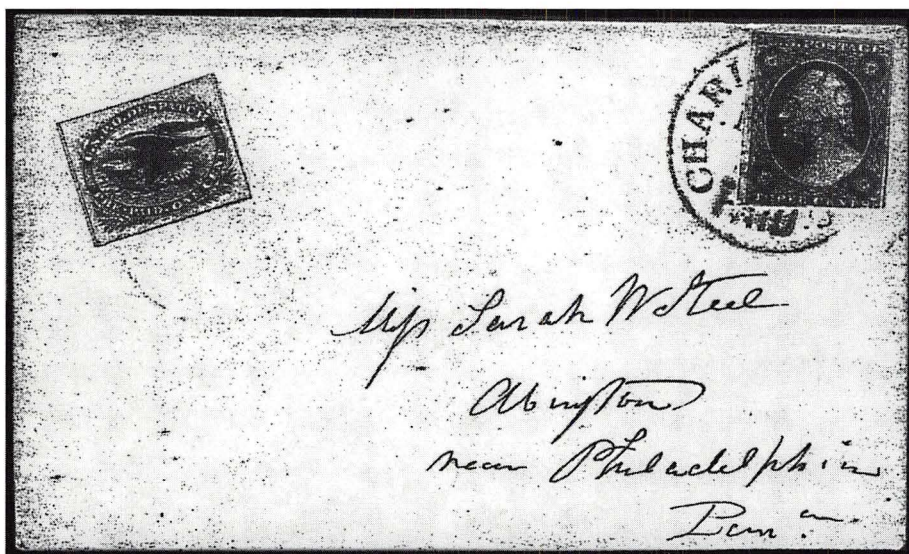


Figure 14. L02 Eagle Carrier used on cover from Charleston, S.C. to Abington, Pa.

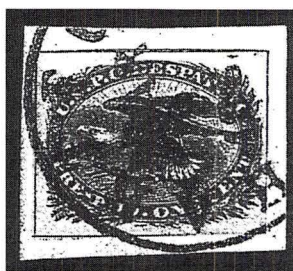


Figure 15. L02 Eagle Carrier tied on piece by Hartford, Connecticut c.d.s.

seen on covers bearing Charleston carrier adhesives circa 1852-55. The cover was sold as lot 1231 in the May 11-12, 1984 Lowell S. Newman & Co. sale and is most likely explained as follows.

The destination of this cover is key. Abington is near Philadelphia. In all likelihood the sender was from Philadelphia and carried an L02 with him when he traveled to Charleston. When he mailed the letter back to Abington he simply applied the stamp to pay the carrier fee in Charleston.

Hartford, Conn.

As previously set forth, the reports of the Postmaster General for 1854, 1856, 1857, 1858 and 1859 do not indicate the existence of carrier service in Hartford, Conn. These reports would not necessarily preclude the existence of such, as they were not all inclusive. The Postmaster General's report for 1863 DOES indicate the existence of two carriers in Hartford who received a combined income of \$1,200 for that year.

Figure 15 is an L02 on piece tied by a Hartford CDS. The item was sold as lot 2170 in the February 27-28, 2003 Robert Siegel sale, where it realized \$525. It was identified as being Ex Middendorf, but it was not sold as an individual lot in that sale.

As set forth above, the carrier fee system was abolished on June 30, 1863. It is possible that this is a very late (circa 1863) use of the L02, as we know that carrier service was available in Hartford by no later than 1863. It is also possible that carrier service was available in Hartford prior to 1863 and that this usage is from that time.

CONCLUSION

In summation my census shows fourteen uses (nine covers, two singles on piece, one off cover pair and two off cover single) of the LO2 used in eleven cities outside of the four "principal" LO2 cities of Philadelphia, Cincinnati, Kensington and Washington, D.C.

Of these fourteen uses, three were pre-paid Carrier services to towns that provided such (the Caldwell to Albany, Doylestown to Philadelphia and Charleston to Abington covers). Three of the uses were definitely or most likely invalid attempts to use LO2s as U.S. postage (the Andalusia and Wilmington cover as well as the Poolesville pair). The remaining eight uses were legitimate or most likely legitimate Carrier usages providing Carrier service (either "to the mails" or inner-city) in the city in which the letters were posted.

Why then have so few LO2 usages survived from cities such as Wilmington, New York, Cleveland and Boston? In the case of Cleveland and Wilmington I believe that there simply was not a great demand for such services. The only local post to operate in Wilmington was Roche's City Dispatch and this was apparently only in business for one year in 1850. The stamps are exceedingly scarce. Similarly the only local post to operate in Cleveland was Kellogg's Penny Post & City Dispatch, which most likely existed from only 1853-1854 and was probably absorbed into Bishop's City Post. The stamps of both Bishop's City Post and Kellogg's Post & City Dispatch are also quite rare.

¹⁴ *Pat Paragraphs*, Ibid at pgs. 229-230.

It is logical to believe that if there was a great desire for Carrier service in Cleveland and Wilmington more local posts would have existed. The multitude of posts in New York, Philadelphia and Chicago were a likely testament to the high demand for Carrier type services in those cities.

The scarcity of LO2 usages from Boston and New York may be due to the fact there was too much competition from the local posts in these cities or in the case of Boston that other adhesives were used (Scott #3LB1 and #3LB2).

I am sure that other LO2 usages exist from outside the four principal cities and I would strongly suggest that *Society* members submit such to future issues of *The Penny Post*.

I would like to thank Larry Lyons for additional information provided for this article.

HONORS LIST

We honor the following members who have generously contributed financial support to the Carriers and Locals Society over and above their basic dues.

Endowment in memory of Richard Schwartz (\$5,000)

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Henry Conland	Walter Maurer	Jay Weiss
Kurt Gronowski	Thomas Miller	David Zlowe

The Hopedale Community

By
Eric Karell

"...a large farming community southwest of Milford.."

Scott catalog

"...a systematic attempt to establish an order of Human Society based upon the sublime ideas...as taught and illustrated in the Gospel of Jesus Christ."

Adin Ballou, Founder of Hopedale

In 1839 the 36 year old Rev. Adin Ballou led a group of ministers in signing a *"Standard of Practical Christianity,"* a set of principles reflecting their belief that Christianity as practiced and preached by the nominal church was too focused on the hereafter. In Rev. Ballou's words, "I had long before outgrown my early belief that the religion of the New Testament was chiefly concerned with the condition of mankind in a future state of being." Rather, the idea was that the principles of the New Testament should form the basis for our day-to-day life both as individuals and in the form of our society. The principles espoused in the *"Standard"* encompassed pacifism, temperance, and reflected a disdain for the political and economic organization of the country at large. It also aligned the signers with some of the controversial causes of their day – particularly the antislavery movement.



Figure 1. Letter dated 2 April 1852 from W. Heywood , one of the founding ministers of Hopedale. In it he mentions that 500 of the envelopes were printed to “force ourselves on public notice.”

Now there are many ministers today who would get in trouble with their congregations if they were to preach some of these ideas - and so it was back then. To provide a way for the signers of the "Standard" to avoid compromising their principles in order to keep their jobs, the idea of establishing a series of self-sustaining communities was proposed. The basic ground rules for such a Community were set forth in a model Constitution written in January of 1841. Included in this were the tenets of belief and behavior that all members of such a Community were obliged to accept, and the basic provisions for the economic organization of the Community. Capital for the purchase of land and construction of buildings would be raised through sale of joint stock. Any holder of joint stock would be eligible for a dividend and had the right to sell those shares back to the Community at par should they desire to leave. Wages for members were set at a uniform rate of 50 cents per 8-hour day (note that at this time a dollar a day was more typical). Room and board was set at \$1/week. Free education and the relief of orphans and widows were envisioned.

This plan was put into action later that same year with the purchase of a 258-acre farm (known as the Dale) near Milford, Mass. By June of 1842 the Fraternal Community No. 1 - as Hopedale was originally designated - numbered some 45 persons all sharing the 120 year-old original farmhouse.

COMMUNITY AFFAIRS.

We have now on the Hopedale Estate, about 45 persons great and small. These are all boarded in one general family. There are 13 men, 12 women, and 20 children and youth under fifteen years of age. We have 13 cows, 4 yokes of oxen and steers, 2 horses and 6 swine. We have planted with garden sauce for market and our own use some 3 acres, with Indian corn 4 or more, with potatoes and beans 10 or more, in all from 17 to 20 acres. We have made numerous repairs in and upon our old buildings, erected a new building 32 by 14 feet, one and a half story above the basement; calculated for a Printing Office, school room, two upper sleeping rooms, and two basement shop rooms, all of course on a small scale. The brethren have just commenced building a dam and the foundation of a Mechanics shop to be 30 by 40 feet, two stories high above the basement, designed for various machines to be operated by water power. The erection and furnishing of this establishment will occupy all the labor and resources which we can spare from other demands for several months to come. Our little school will

Figure 2: Account of the early days of the Hopedale, Massachusetts settlement. From the June 11, 1842 edition of the *Practical Christian*, a newspaper published by the Community.

Through 1842 the Community weathered the tensions inevitable in having so many people living in close quarters. But it was clear that if Hopedale was to grow, better accommodations were needed. So in the following year individuals who had the desire and means were permitted to build houses on lots purchased from the

Community. In time Hopedale continued to grow as new members and probationers arrived, until by the end of 1846 there were 107 residents.

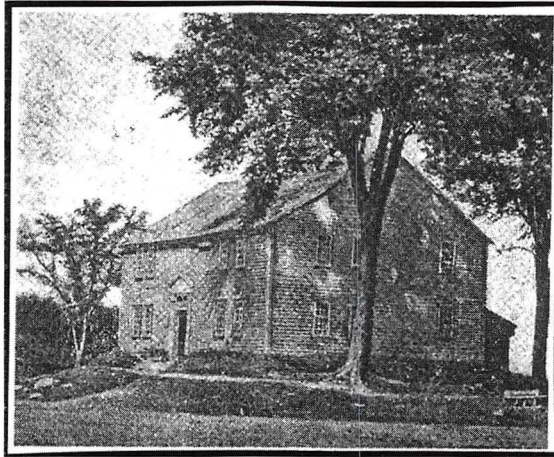


Figure 3. The Old House. Common home to the first Hopedalians.

Although primarily conceived of as a farming community, Hopedale was also home to a number of varied industrial pursuits, including soap, shoe, cabinet, and box making. These industries were not established according to a formal business plan; rather they stemmed from a desire to allow every new member to exercise their particular talent. Not surprisingly it was the economic organization of the Community that seemed to give the Rev. Ballou the most trouble. Almost every year between 1843 and 1850 the *History*¹ discusses changes made to the way the Hopedale work force was organized, often accompanied by turmoil and the defection of dissatisfied members. The general trend of these reorganizations was to allow Community members to carry out a certain amount of business on their own account.

Things seemed to settle down by the 1850's and the Community continued to grow. By 1853 there were 223 residents of which 150 were adults. The *History* provides no hint of trouble until a request by the treasurer to delay the 1855 financial report while audits were completed of the various industrial activities. When the report was issued in February 1856 it was a bombshell. Instead of being financially solvent, as the prior year's reports had indicated, the Community was, while not bankrupt, at best in a terminal state. The gist of the matter was that the Community had failed to accurately account for depreciation of its capital investments, and had in prior years confused the success of individual endeavors with those of the Community as a whole. Unwilling to continue to fund the Community, the two largest holders of joint stock (two brothers) decided to withdraw their capital in April 1856. By common consensus the remaining assets of the Community were liquidated and all outstanding debts were paid. From that moment Hopedale ceased to exist as a self-governing entity. At the time there were 300 residents.

¹ Adin Ballou, *History of the Hopedale Community*, 1972 reprint (Porcupine Press) of the original published in 1897.

It would only be fair to share the last word on the accomplishments of the Hopedale Community by Rev. Ballou...

"As a matter of fact, no one who knew us and was disposed to be just towards us could deny that...we were a self-supporting company, industrious...and putting our means to good uses. We spent nothing on military trappings...political maneuvering or masquerade; nothing on police supervision or litigation - no occasion for the former ever existing and all our differences or controversies among ourselves or with our neighbors being settled by peaceful arbitration. As to constables, sheriffs, criminal prosecutions or court proceedings ...we had no use for them."

The Hopedale Post Office

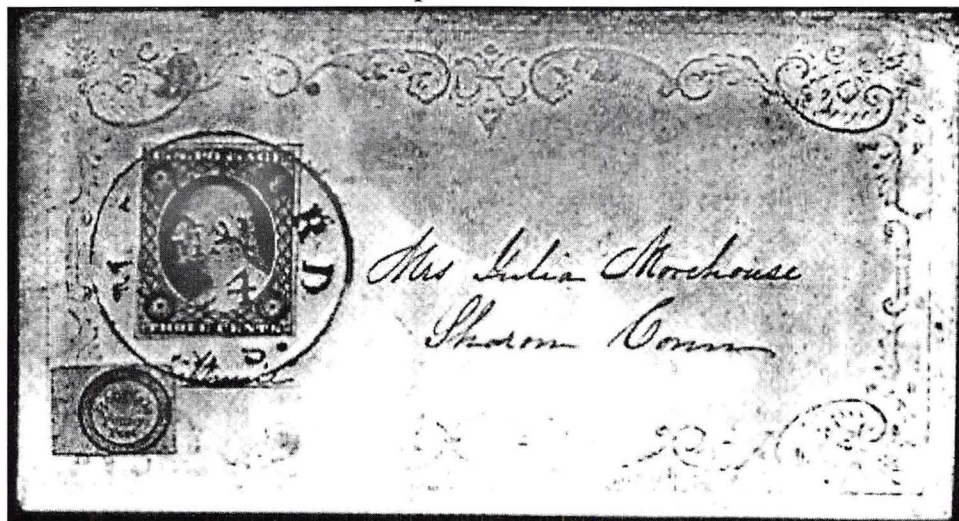


Figure 4. Hopedale adhesive 84L3 on cover to Sharon, Conn. Courtesy Richard Frajola.

In 1910 a delightful little book was published entitled "Hopedale Reminiscences,"² a collection of stories told by and about the people who had been residents of Community. One of these is entitled "The Post Office" and I present it below in slightly abridged form:

Had you chanced to be in Hopedale fifty years ago, or a little earlier, you might have seen a chubby, rosy girl, with brown eyes and hair, who, every evening, except Sunday, between seven and eight traveled over that part of Hopedale between Hope Street and the Corner.

In one hand she carried a lantern, a queer four-sided lantern, three sides of which were of glass and the fourth side had a handle to carry it by, and

² *Hopedale Reminiscences*, Hopedale School Press, 1910.

would also open, so the lamp could be taken out to be filled with whale-oil. In the other hand she carried a carpet-bag from which she took sometimes a letter and sometimes a paper, which she left in a house near by.

So, allow me to present to you, Susie Thwing, one of the first mail carriers of Hopedale.

When the Community was first started the mail for Hopedale was brought from the Milford Post Office by any one who happened to go there. About 1853 when Appendix A of the Constitution of the Community was written, Enactment 8 provided for establishing a Post Office in Hopedale. Soon after my mother, Mrs. Almon Thwing, was elected Post Mistress. All mail leaving Hopedale was carried to my father's, who lived where Mrs. Charles M. Day's house is.

The letters were counted and securely locked in a bag, which was carried to the Milford Post Office by Mr. Pliny Southwick, or whoever drove the "express" to and from the railroad station. There were two mails daily, each way. The first arrived here in the middle of the forenoon, and the other, about half past six in the afternoon, but the carriers were only on duty after the latter.

Some of the older residents will no doubt remember the sign, "Letter Box," over a hole cut in the south side of my father's house, where the mail could be dropped into a box in the woodshed.

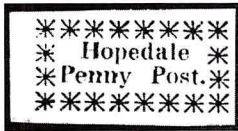
To pay for the work of carrying and caring for the mails, a little stamp was issued which cost the sender or receiver of a letter, living in Hopedale, **one and one half cents**. The first issue was a pink, oblong stamp, about an inch long, and the second was square and yellow, and both had printed on them, the words "Hopedale Penny Post." When carrying the mail I also carried a supply of these stamps in a pen-box in my bag, and if the receiver of a letter had no little stamp to give in return, he usually tendered a silver three-cent piece, and I gave him a stamp. **On the outgoing mail the Hopedale stamp was affixed to the middle of the back of the envelope.**

I think the little stamp was used until Hopedale had a regular United States Post Office. These stamps have now become objects of interest to stamp collectors.

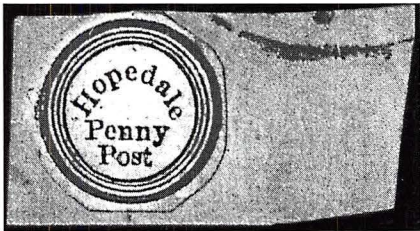
One has recently been sold by a Hopedale lady for five dollars, and had it been a perfect stamp it would have brought her more money.

Now let's see if we can corroborate Susie's recollections with our other sources. We should bear in mind that when the above article was written, some 50 years had passed since Susie had been that letter carrier. The *Scott Specialized Catalogue* lists four Hopedale stamps: 84L1 and 84L2 both varieties of Susie's "oblong stamp," and 84L3, the "square yellow" stamp. Examples are illustrated below in **Figure 5**. The "square yellow" stamp also exists on pink paper as 84L4.

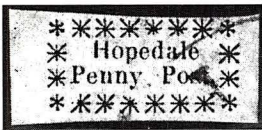
This variety is very rare, although it is the only Hopedale stamp known to exist as a multiple (a pair was lot 1188 in the Golden sale). It is not known on cover, but there is one example on a piece with pen cancel and a partial cds.



84L1
Rayed asterisks in corners



84L3



84L2
Plain asterisks in corners

Figure 5. Examples of 84L1, 84L2 and 84L3. Courtesy of Larry Lyons.

Before looking further at Susie’s recollections I’ve prepared a preliminary census of Hopedale covers, presented below in Table 1. For items that could not be definitely dated I have provided the most probable date, or range of dates. The criteria for assigning these dates are more fully described below.

Table 1. Preliminary Census of Hopedale Covers.

Date ^a	Stamp	To	3c Type	Reference
1-14-[52]	84L1	James M. Adams, Upton, Mass.	#11 Brownish Carmine	Hall, Siegel sale Nov 13-14, 2000, lot 668; Robson Lowe 3/1/73 Lot 1589;.
3-19-[52]	84L1	Gillbert Fuller Esq. Lebanon, Ct.	#11 Brownish Carmine	Hollowbush, John Fox 8/15/66 Lot 285. Robson Lowe 10/26/73 lot 1783, Golden, Siegel sale, Nov. 15-17, 1999, lot 1181
4-2-52 ^b	84L1	Porter P. Heywood, Arcadia, Wayne Co., N.Y.	#11 Brownish Carmine	Cover with Hopedale Community corner card. ex Sandfield stock. Fig. 1

³ Kaufmann sale 1/25/84 lot 736.

Date ^a	Stamp	To	3c Type	Reference
5-13-[52]	84L2	[..]ton Willard	#11 Brownish Carmine	Caspary, Harmers 3/21/57 Lot 828 On piece. Robson Lowe 2/16/79, Lot 1485; Golden Siegel sale Nov. 15- 17, 1999, lot 1183.
7-13-53 ^b	84L1	Mr. Thomas Barley Towbridge, England	None	Hopedale on back flap. Cover with Hopedale Community corner card. Robson Lowe sale of 9/16/82, lot 519. Discussed in <i>Penny Post</i> 4/4 pp 30-31. Previously Col. Green, Laurence & Stryker 2-1-44, Lot 1110.
2-17-54 ^b	84L1	Mr. Porter P. Heywood, Portsmouth, VA	#11	Vertical stain down front. ex Sandfield stock.
7-3- [53,54]	84L2	Miss J. A. Morehouse Sharon, Ct.	#11 Dull Red	Hall, Siegel sale, Nov. 13- 14, 2000, lot 671 probably Eugene Klein 5-20-31 Lot 335. PF 0365998
9-4- [53,54]	84L1	To Boston	#11 Dull Red	Frajola 11/26/88 lot 382 Affixed to back flap.
3-23- [53,54,55]	84L1	Dr. J. H. Hero Westboro, Mass.	#11 Dull Red	Golden, Siegel sale, Nov. 15-17, 1999, lot 1182; Hollowbush, John Fox, 8- 15-66, lot 285
7(?) -29-??	84L1	Mrs. John A. Gould	#11	Front only, Caspary, Harmers 3-21-57, Lot 827, Lilly, Siegel sale 9-13-67 Lot 787.
10-14-[53- 54]	84L2	Ms. Harriet A. Goff, Dighton, Mass.	#11 Dull red	PF
	84L2	To Leicester, Mass.	#11	on back flap, Hollowbush, John Fox 7-8-66 Lot 661
??	84L1	To Boston	Missing	Hall, Siegel sale, Nov. 13- 14, 2000, lot 670 ex Ferrari. Affixed to back flap.
?-11- [53,54,55]	84L2	Miss Morehouse Hopedale, Mass.	#11 Dull Red	From Providence, RI Harmer Rooke 3/6/51 lot 323; Turner, Kelleher sale 12-2-80 Lot 1043 Ex. Enos, Frajola 9/14/86 lot 287.

Date ^a	Stamp	To	3c Type	Reference
5-11- [55]	84L3	To Leicester, Mass	Missing	Affixed to back flap. Golden lot 1187 Col. Green, Laurence & Stryker 2-1-44, Lot 1114, on back flap. Hollowbush sale, John Fox 7-8-66 Lot 662 on back flap
9-21-[55]	84L3	Miss J.A. Morehouse Housatonic Institute, New Milford, CT	#11 Dull red	Cover with Hopedale Home School corner card. now on front, Middendorf, Frajola 5-91 lot 621.
3-24-[55,56]	84L3	Mrs Julia Morehouse, Sharon, CT	#11	Tied on Front. ex Boker. Figure 4

Note (a): When given, the year date in square brackets it is the most probable date.

Note (b): Dated by enclosure.

Let's first take up the issue of dates. Susie stated that the post was founded in 1853. This is clearly incorrect, as we have dated examples from early 1852. While it is true that a formal revised version of the Constitution was published in 1853, and that it provides for a Post Office, the first actual mention of the Post Office was in the Community meeting minutes of February 1849. The text of the resolution states simply that "...the Trustees be requested to make arrangements for the regular transportation of the mail, and that letters and papers be taxed to pay the expense thereby incurred." No mention of stamps was made. Almon Thwing, presumably Susie Thwing's father, was listed as one of the trustees at this meeting.

Susie's account runs into trouble with the end usage date as well. Hopedale received a U.S. Post Office in May 1861, but our evidence does not support such a long period of usage. The actual end date is probably in April of 1856, when the dissolution of the Community took place. In his *History* Adin Ballou states that upon the dissolution the Community lost the Post Office. While that may only mean that the Community lost *control* of it, I suspect that the unused stamps were redeemed at that time and no longer used after that date. I know of no example of a Hopedale stamp in conjunction with a 3c of 1857 (i.e. Scott #25 or 26).

What about the sequence of issues? Can Susie's account that the 84L3 followed the 84L1 and L2 be substantiated? Here we are severely hampered by lack of dated examples. There is really only one 84L3 example that can help, that is the ex-Middendorf example with the Hopedale Home School corner card and Sep. 21 cds. The Home school was founded in October 1854 and closed at the outbreak of the Civil War. Thus, it is entirely possible that the Middendorf cover could have been issued in 1854 or 1855. I discount 1856 primarily because September 21, 1856 was a Sunday and secondarily because that puts it significantly after the dissolution of April 1856. My own opinion is that this cover is from 1855, based on a statement in the *History* that the school was of a rudimentary character in 1854. The corner card in the Middendorf example speaks more to a well-established outfit; it would have been out of character for the Community to promise more than it could deliver. The only other

84L3 cover that can help is the ex-Golden May 11th cover. Again May 11th was a Sunday in 1856 so my estimate is that this cover dates from 1855.

So to summarize: I think that the 84L1 and L2 were issued in 1852 and used through the middle of 1855 (3.5 years). The 84L3 was issued in early to mid 1855 and continued in use until the end in April 1856 (1 year). The ratio of surviving covers (4:1) bears this out.

The stamps sold for 1 1/2 cents each and postage had to be paid on each incoming and outgoing letter. This explains the one “from the mails” cover from Providence, RI. Perhaps in this case the correspondent in Providence kept a supply to save the recipient the cost.

I do not have the inclination to try and identify particular subtypes of the 84L1 and 84L2, but I think I could go out on a limb and make some observations about the way the 84L1 and L2 were printed. **Figure 6** below is a detail of the corner card of the cover illustrated in **Figure 1**. It is surrounded by 98 of the same stars used to form the border of the 84L1 and 84L2 stamps. Each of the 84L1 stamps uses 20 of the stars, so if the type set used by the Community press had only 98 stars, we would expect a plate of 5 stamps, one of them requiring 2 of another type (so the compositor balanced the design by using a different type in each corner) -giving us the 84L2 design. I note that the stamp on the envelope in **Figure 1** has a star with a missing top ray, as does one of the stars in **Figure 6**. The 84L1 and L2 usage dates provided in the **Table 1** census indicate that they were probably issued concurrently. If anyone is interested in pursuing this I would be glad to send a scanned image of the corner card.

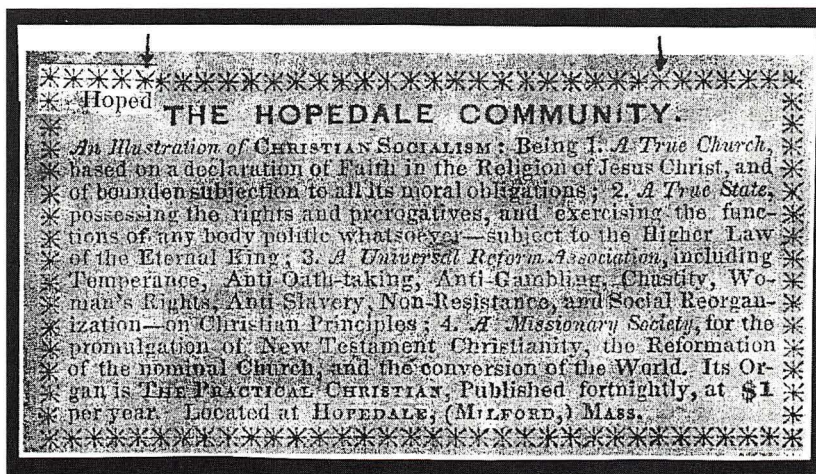


Figure 6. Comparison of the stars used in the corner card to the 84L1 on the cover in Figure 1. Arrows point to corresponding stars with the top ray missing.

Acknowledgements

I would like to thank Larry Lyons for providing the auction catalog listings that provided the bulk of the census, and Ellen Stuter from the APRL for looking up some old articles on Hopedale. I would also like to thank Richard Frajola for providing information concerning Hopedale covers he had in his records and Byron Sandfield for making material available from his stock for me to examine.

Hopedale Single Stamps Census

By
Larry Lyons

84L1	Large margin light cancel faint thins	No Pix. Siegel sale 3-31-65, Lot 811
84L1	Part town cancel	Carroll T. Sinclair, Harmer Rooke, 4-17-59, Lot 647.
84L1	Uncancelled close margins, creases	Middendorf, Frajola 5-91, Lot 618; Middendorf, Ivy , Shreve & Mader 12-12-90 Lot 2302
84L1	Pen cancel, top margin	Middendorf, Frajola 5-91, Lot 619; Middendorf, Ivy & Shreve, 12-12-90, Lot 2303
84L1	Uncancelled on piece, cut at TR	Hall, Siegel sale 11-13-2000 Lot 669
84L1	Pen cancel, fine	Hugh Barr 3-17-49, Lot 393
84L1	Fine, tied on small piece by blk pmk	Bruce Daniels 6-4-54, Lot 452
84L1	Uncancelled left sheet margin	PF-0148780
84L2	Top left sheet margin, pen cancel	Golden Siegel sale 11-15-99, Lot 1184 PF-0148779
84L2	Cut Close at top and bottom, thin	Hugh Barr 3-17-49, Lot 394
84L2	Pen cancel	Col. Green Laurence & Stryker, 2-1-44, Lot 1111
84L3	Pen cancel on small piece	Golden, Siegel sale 11-15-99, Lot 1185 Ex. Worthington, Caspary, Harmers 3-21-57, Lot 829, Lilly
84L3	Cut to shape uncancelled on piece	Carroll T. Sinclair, Harmer Rooke, 4-17-59, Lot 648; Lilly Siegel sale 9-13-67, Lot 789; Robson Lowe, 3-1-73, Lot 1590; Robson Lowe 10-26-73 Lot 1784; Robson Lowe 2-16-79 Lot 1485
84L3	Uncancelled, scissor cut into design, on piece	Middendorf, Frajola 5-91, Lott 620 Middendorf, Ivy, Shreve & Mader , 12-12-90, Lot 2304
84L3	Uncancelled, cut to shape, on piece with trace of circular datestamp on piece	Golden Siegel sale, 11-15-99, Lot 1186, Ex. Boker, Lilly PF-0350550
84L3	Uncancelled, cut to shape into outer circle, affixed on piece	Hugh Barr 3-17-49, Lot 395; Hall, Siegel sale, 11-13-2000, Lot 672 Ex. Mason
84L3? Described as 84L4 on Buff	Cancelled left sheet margin	Eugene Costales 5-22-51, Lot 447
84L3	Uncancelled cut to shape, slight cut in at bottom	Col. Green, Laurence & Stryker 2-1-44, Lott 1112; Siegel sale 12-13-83, Lot 1710
84L3	cut to shape on piece of cover (could be duplication)	Col. Green, Laurence & Stryker, 2-1-44, Lot 1113

84L4	Vertical Pair, top stamp defective	Robson Lowe, 10-26-73, Lot 1785; Lilly Siegel sale 9-13-67, Lot 790; Golden at Siegel sale 11-15-99 Lot 1188 ex. Boker
84L4	Pen cancel and cds, irregular at TR	Kaufmann 1-25-84, Lot 736
Unknown		
84L__	Blue, off cover with MS cancel	Kaufmann, Summer 1988, Lot 669

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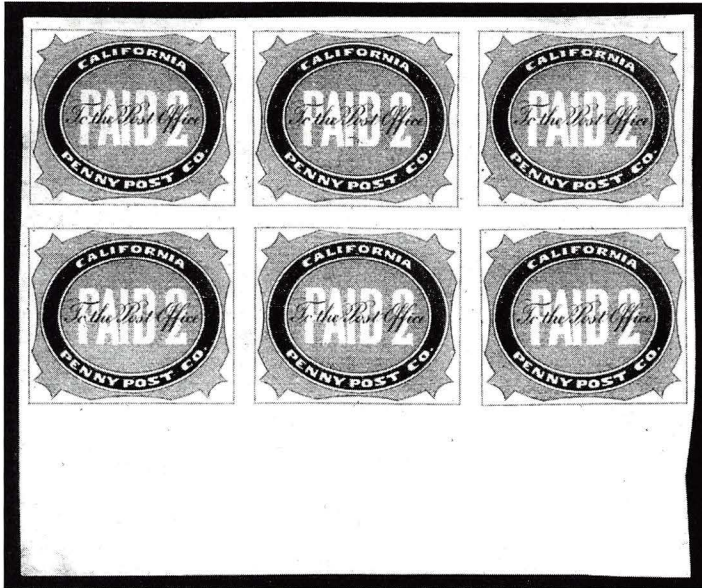
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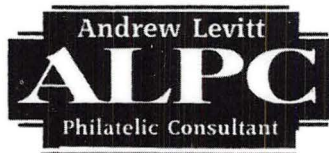
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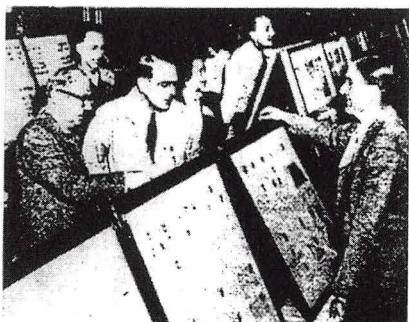
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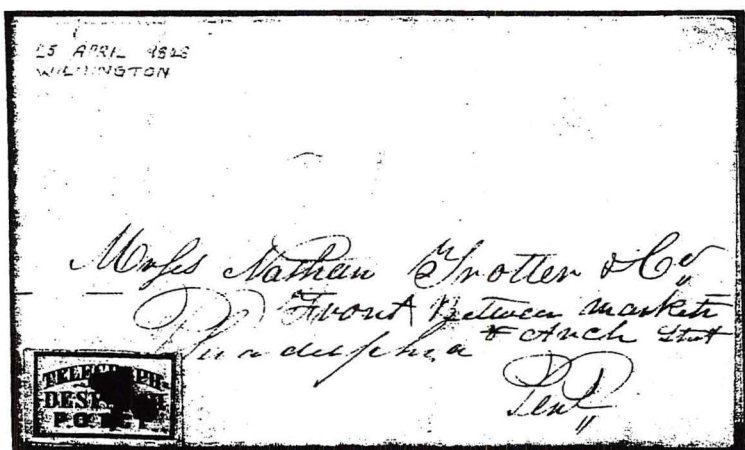
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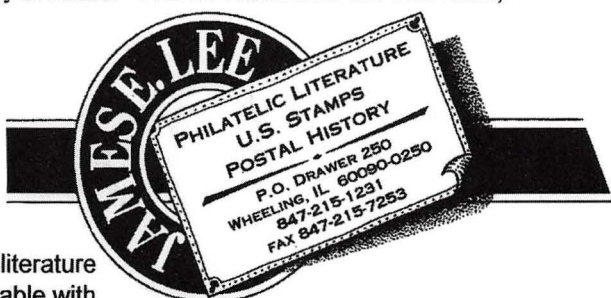
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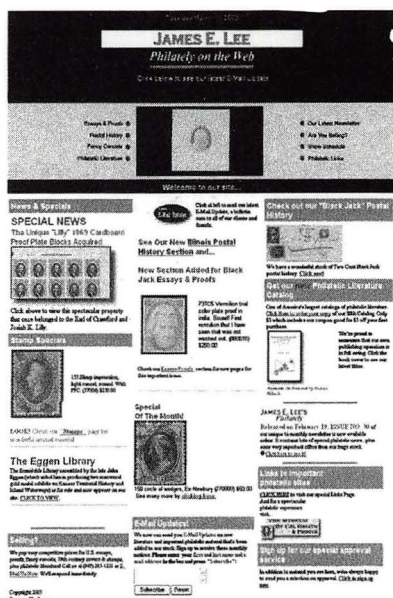
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Chestnut Street Line Local

By

Scott R. Trepel

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The Chestnut Street Line local stamp is believed to have been issued in 1856 for use on letters dropped into mail receptacles mounted on omnibuses on the Chestnut Street route, which included the location of the Philadelphia post office on the Dock Street side of the Merchants' Exchange Building. Although no contemporary advertisements or records mention this particular post, there are records of other such traveling mail-drop boxes on omnibuses serving areas such as Southwark and Kensington (according to Perry). This service was more than a mere convenience to people living as much as two miles away from the main post office.

The Chestnut Street Line local stamp was documented as early as 1863 by John W. Kline ("A. C." Kline), the Philadelphia stamp and coin dealer, in his publication *Stamp Collectors Manual* (2nd edition, 1863). Kline did not list the Chestnut Street Line stamp in his 1862 edition, which indicates he first saw it in 1863. The entry reads: "Chestnut St. Line (Philadelphia Omnibus), drop letter, 1 cent, bust of [Stephen] Girard, black imp [impression], square on pink [paper]." At the time he wrote this, Kline lived in Philadelphia and was privy to first-hand accounts of the post, which would logically be the source of his attribution. The item on which Kline's 1863 report is based is illustrated in **figure 1**. The second known Pink stamp was acquired by Sloane in 1953 from a Florida collector who, years earlier, tore it off a cover from old family correspondence that included other locals (Blood's etc.). The stamp on Yellow paper, used on cover (**figure 2**), was part of the Henry Abt collection. His source of acquisition is not known.

Although recognized as a Philadelphia local in 1863, the sole recording example—the stamp on this cover—was lost to philately for more than 30 years until it was "rediscovered" by Bogert & Durbin, Philadelphia stamp dealers. They published a report in the September 1895 *Philately Monthly*, announcing the "newly discovered" local and illustrating a cut made from the stamp on this June 7th cover—the tying ink marks are visible in the illustration. The 1895 report misread the date of the docketing as "1845", which it obviously cannot be. The same item was reported again in the March 1898 *American Journal of Philately*, which identified Bogert & Durbin as the source. Probably at this time the cover was sold to Ferrary, because it next appears in the 10th sale of Ferrary's collection, held in Paris on June 18-20, 1924. For several years during the period of Ferrary's ownership, beginning in 1900, the Chestnut Street Line local achieved *Scott Catalogue* recognition. However, it was later dropped, presumably because the controversial Henry Needham claimed that the stamp was clipped from an omnibus ticket and dismissed as a bogus post. Perry refuted Needham's statement by pointing out that the omnibus fare was never one cent and that the horse carriages did not begin operating until 1859. Needham himself seems to have changed his mind, because he acquired the cover in the 1924 Ferrary sale and retained it as part of his collection. However, the cloud of mistrust he created hung over the cover at the Ferrary sale, because it was included in a mixed lot with the eloquent description "Chestnut fantaisie 1c noir

THE PENNY POST/Vol. 11 No. 3 / July 2003

sur rose colle sur une enveloppe affranchie avec Yvert No. 4.” The rough English translation is “a fantasy on a cover with 3c 1851.”

In the early 1950’s Needham’s collection came into the marketplace through Eugene N. Costales, and the Chestnut Street Line cover was submitted to the Philatelic Foundation in 1956. Despite opinions of genuineness from Perry and Sloane, the Expert Committee on Feb. 6, 1956, declined to render an opinion. Winthrop S. Boggs, in a letter to Sloane, remarked “We gathered what information we could, but the Committee felt that it was insufficient to arrive at any definite conclusions. Perhaps in due time the students of locals will find further information so that the status of this label can be settled.” Perry evidently held to his opinion and brokered the sale of the cover over to Frank A. Hollowbush in 1958. It next appeared in the John Fox Aug. 15, 1966, sale of the Hollowbush collection.

Most of the stamp’s design is devoted to a full-face portrait that almost certainly depicts Stephen Girard, the wealthy Philadelphian who died in 1836 and left his \$6 million fortune to the city. His close association with Chestnut Street and the similarity of this rendering to the portraits of Girard are fairly overwhelming evidence supporting the contention that the stamp depicts Girard. We illustrate an engraved three-quarter portrait of Girard and invite comparisons.

After the 1999 Siegel sale of the Golden collection, both the Pink on cover and Yellow on cover were certified as genuine by the Philatelic Foundation. The *Scott U.S. Specialized Catalogue* has not yet listed the two stamps, but it is expected that the catalogue editors will soon recognize the stamps’ legitimacy in light of the P.F. certificates.

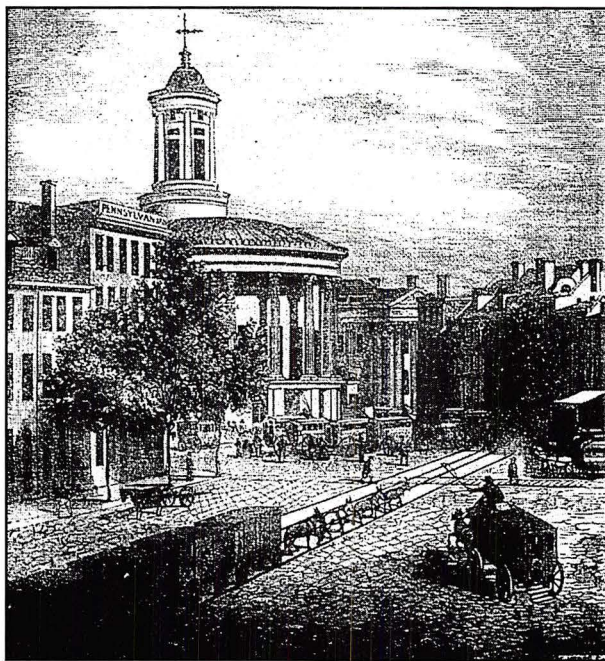


Figure 1. View of omnibus in foreground and Merchants Exchange building in background (courtesy of Library of Congress).



Figure 2. Chestnut Street Line, Philadelphia, Pa., 1c Black on Pink Glazed (unlisted in Scott) One of two recorded examples on Pink paper.



Figure 3. Chestnut Street Line, Philadelphia, Pa., 1c Black on Yellow Glazed (unlisted in Scott) The only recorded example on Yellow paper.

EXPRESS BUSINESS: Origins and Definitions

By

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Part I

That part of philately that appeals to readers of *The Penny Post* has its origin deep in history, being based upon human needs. While original causes can be tracked back to our origins overseas, taking just the American experience shows that the early colonial settlers needed first to communicate back to the Old World, second to move themselves and their goods to new locations in the New World and then to communicate back to their original locations¹. **Forwarders**, who were located at seaports and saw that letters and packages went on the best ship to get back to the home country, met the first function. The earliest American record of such an operation is the 1639 authorization of Richard Fairbanks' Blue Anchor Inn in Boston to receive letters and charge a fee for the service.² This law has often been misrepresented in philatelic literature as authorizing the first American postoffice, which it didn't.

Figure 1 is a London letter put on board the *Peggy*, Capt. Conningham, of October 10, 1742 from the Vernon correspondence. It reports inability to get insurance for a ship and sending goods via the *Mercury*, Capt. Tim MacDaniel, sailing August 23rd to Boston. There, Quaker **William Coffin, Jr. forwarded** it. This is one of the earlier (earliest according to Rowe³) surviving American forwarder covers.

In England, public access to the postal system began under Sir Bryan Tuke as Master of the Posts (1512-1545), but was not confirmed until the Postal Act of 1635. In America the first formal mail was established at New York by instructions of August 6, 1652 when a box was set up in the New Warehouse in Amsterdam, as a Dutch ship letter office,

"In which every one may place his letters at any time to be dispatched by the first ship sailing. We deem it advisable to inform you hereof, that the same may be done in New Netherlands and that the letters, put into a bag for greater security be sent here to use to be delivered upon arrival to those to whom they belong."⁴

The instructions were not carried out until June 13, 1657 when the New Netherland Ordinance provided a **compulsory post law**,

¹ Hahn, Calvet M. 'A Short History of the Origins of the Posts in England and America' *Stamp Specialist* September 2002 contains a brief summary discussion of postal matters from the classic Roman era until the period of the American colonial postal service.

² Hahn, Calvet M., 'First American 'Post' Law' *Collectors Club Philatelist* January 1973.

³ Rowe, Kenneth, *The Postal History of The Forwarding Agents* 1984 Published by Leonard H. Hartmann.

⁴ *New York State Documents Relating to the Colonial Period*, Volume XIV. page 186.

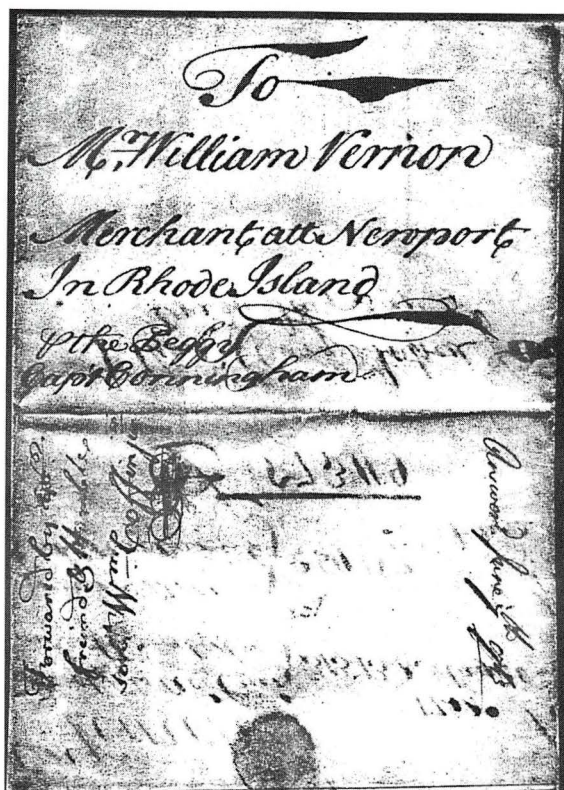


Figure 1. London letter carried by Peggy, October 10, 1742.

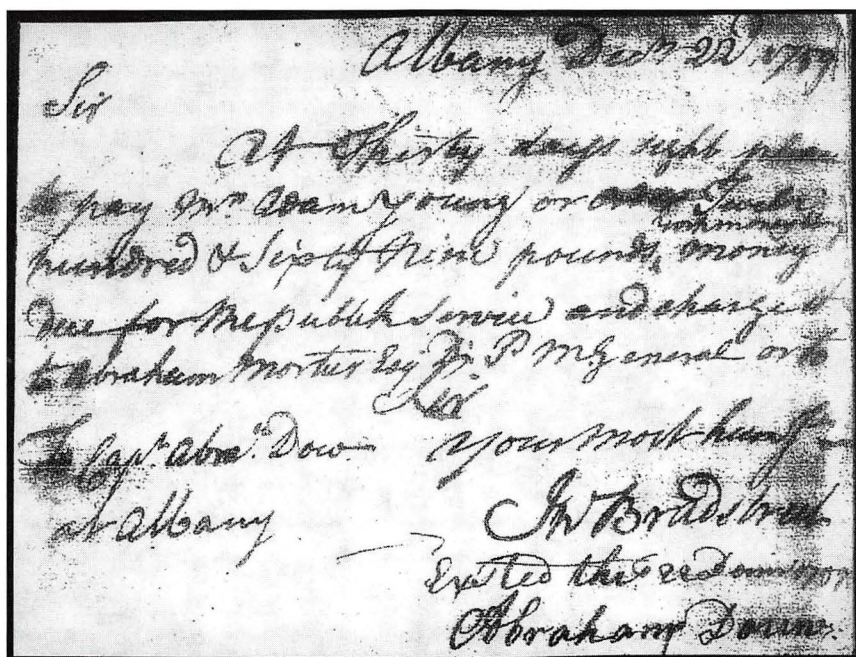


Figure 2. French and Indian War pay order to pay Adam Young dated December 22, 1759.

“...Neither the Skippers nor the Supercargo shall deliver any Letters except such as belong to the Director General and Council to any person before and until a proper list is made of the letters brought with them whether at sea or in port in order to be sent according to said list to the right man or owner. For the trouble of making out the list and numbering, the Ships Supercargo may demand and receive three stivers for each letter.”

This could be paid in wampum at 12 beads to the stiver or a rate of three English pennies by 1662. In 1660 the place in New Amsterdam (New York) for the letters to be deposited was the Secretary's Office where a box would be kept and receipts given upon payment of three stivers in wampum.⁵ This first American **postoffice** was located within the Fort, (just to the right of the Broadway gate just next to the present location of ground zero). In 1660 the Secretary and therefore postmaster was Cornelius Van Reyven, who had succeeded redheaded Cornelius Van Tienhoven, who had been secretary at the time the 1652 ordinance was received. To the southward, the Delaware portion of New Netherland had Andries Hudde as secretary while to the north Dirck Van Schellunge was secretary and postmaster at Albany in 1660.

Boston did not get a formal postoffice until John Haywood's appointment June 1, 1677 several years after the Connecticut General Court had established 25 offices in that colony including one at Springfield, MS on October 8, 1674. He was appointed postmaster because merchants and others complained that letters were thrown upon the exchange where anyone could pick them up⁶. William Penn set up a Pennsylvania postal system under the direction of Henry Waldy in July 1683 that ran from The Falls (Trenton, N.J.) to New Castle, and Lewes, Delaware and Ann Arundel, MD (Annapolis) via Chester, PA; however, I don't record a formal Philadelphia postmaster until May 22, 1695, when Maryland governor Nicholson appointed John Perry as a rider to carry mail eight times a year between that city and the Potomac⁷. (John Perry was also later involved in the post between Boston and Hartford.) No names of individual postmasters in the towns have been reported.

A formal inter-colonial system didn't begin until January 1673 when New York Governor Francis Lovelace inaugurated it by franking a letter to Manor Lord John Archer who blazed the Old Post Road route on his way to Hartford and Boston⁸ from the New York postoffice, then in charge of Matthias Nicolls. A royal favorite, Master of the Mint, Thomas Neale was given a 21-year patent to set up a North American post on February 17, 1692. However, Neale's deputy as well as successor as American Postmaster General, Col. Andrew Hamilton, did get the Pennsylvania legislature to establish a Philadelphia office in 1693⁹. Under the patent Duncan

⁵ 'Ordinance of June 2, 1660' found on pages 379-380 of *New York State Documents Relating to the Colonial Period Vol. XIV*.

⁶ *Records of Massachusetts* Vol. V page 147.

⁷ Hahn, Calvet M. 'Early Town Postmarks On Colonial Covers' SPA Journal July 1982.

⁸ Hahn, Calvet M. 'Postal Services of New Netherland' (four parts *American Philatelist* Feb-May 1973).

⁹ Joyce, Herbert, *The History of the Post Office from its Establishment Down to 1836*, pages 110-111. Published 1892 Bentley & Son London. The original postmaster was

Campbell was named Boston postmaster, Peter Hayman was postmaster of Virginia and Maryland, while Mr. Sharpus kept the letter office in New York.

With the erection of official postoffices, there became a need to get letters from the postoffices to recipients, who did not regularly come into the office. This need was recognized as early as the Neale Patent laws of 1692-3, the New York version of which gave a monopoly on carrying, re-carrying, and **delivery of letters**, while the Massachusetts enactment specified that if letters or packets remained uncalled for over 48 hours the postmaster could send them out charging one English penny (2¢) per letter. This was formalized in the 1711 Act of 9 Anne, published in the *Boston News-Letter* of February 12, 1712.¹⁰ This was the final formal authorization for '**penny posts**' or a **carrier** system for delivery of letters from the postoffice.¹¹ However, there may have been an earlier Boston carrier.¹² Another problem was getting mail to the ships for transatlantic delivery. Just as Richard Fairbanks handled incoming mail at Boston in 1639, we find Campbell's *Boston News-Letter* of October 18, 1706 noting that all post-paid letters from New York and elsewhere had been delivered to the mast fleet before it sailed from Piscataqua (Portsmouth, NH).¹³

One of the first functions of the embryonic American postal system was a provision for **express mails**¹⁴. These had been extant in the British postal system at least as early as 1673, when a December 27, 1673 note found in the Peover Papers¹⁵ (the Post Office Archives of the period) notes,

"Plymouth December 17. Mr. Blackborne, When he sends expresses to private persons he must take the money beforehand or they will be placed to his account."

There are basically three elements in the concept of expresses and these were handled inside the postal system or outside by private competition. First, sometimes letters or documents had to go faster than the regular mail service and were sent by express. News reports of possible Indian raids are one example, as

replaced April 23, 1694 and a second replacement was made February 12, 1697. The last named may have been Patrick Robinson, who petitioned on Hamilton's behalf for back payment on June 23, 1701 for £20 per year for three years.

¹⁰ Hahn, Calvet M. 'First Publication of Queen Anne Act In America' *SPA Journal* January 1982.

¹¹ Hahn, Calvet M. 'The Early Development of Carrier Service In America With Particular Emphasis On Service In New York Before 1850'. A 55 page Website Presentation available in the Fall of 2002 on www.pennypost.org.

¹² Sewell, Samuel, *History of Suffolk County, Mass. 1671-1680 ii*, pg. 449 mentions the younger John Hayward as a letter carrier; his father, the scrivener, was Boston's first postmaster as of December 27, 1677 and reappointed in 1680.

¹³ At this time the mast fleet, which took New England lumber to England to build ships, and the tobacco fleet from Virginia were the only regular sailings.

¹⁴ The word 'express' merely meant fast in colonial times through the early Federal period. It did not necessarily imply a special messenger although they were usually used. Newspaper used it to underscore the lateness of their news.

¹⁵ These form the earliest day-to-day record of the detailed administration of the English Post Office and cover the period October 1672 to October 1677.

THE PENNY POST/Vol. 11 No. 3 / July 2003

were the **expresses** sent from Albany to Lake Ontario during the French and Indian War. **Figure 2** shows a French and Indian War express pay order to pay Adam Young £1,269; in York money that was to be charged to Albany postmaster, Abraham Mortier, or to Captain John Bradstreet (1711-1774) who commanded a force of 300 to defeat a French and Indian force at Fulton, NY on July 3, 1756. It shows the close link between the postoffice and military at Albany. A Sergeant Young was a rider for the Albany mails in 1752, while Colonel Young commanded the Rangers who carried mail north to Canada, as General Gage noted on November 2, 1761.

Figure 3 is an order, dated Boston August 30, 1755, from Spencer Phips¹⁶ of Massachusetts outlining some of the requirements of express riding at the time William Shirley was governor. Here he authorized Benjamin Alvard to impress horses as needed and to travel on Sundays. This order also required officers and civilians to require whatever aid Alvard might need and not to hinder him in any way. Spencer Phips was acting governor 1749-1753 and 1756-1757. Shirley was also commander of the British forces in North America, leading the first expedition against Louisburg in 1745 and the Oswego expedition of 1755, as well as serving as Massachusetts's governor in 1741-1749 and 1753-1756.

Figure 4 is another French and Indian War express pay order. Written at Fort Williams, June 24, 1756 (located near present day Rome, N.Y.) and signed by Major General Jonathan Bradstreet this covers payment for the express rider at the nearby Great Oneida Carrying Place, at Rome, which is on the western French and Indian War express route to Oswego, N.Y. Fort Bull (on Wood Creek destroyed by the French and Indian forces in March 1756) and Fort Williams (on the Mohawk river destroyed August 1856) were built to protect the carrying place. A number of express covers from the Bancker find originated at Oswego, or the Great Carrying Place, which was unfortunately misidentified by ter Braake as being in Maine when he illustrated my cover originating there.

Figure 5 is a cover from Fort Oswego on Lake Ontario sent to Bancker's brother in Albany September 27, 1759 over this express mail line. A fort had been put up at Oswego in 1727 (also known as Ft. Pepperrell) and the French captured and burned it and the settlement August 15, 1756, but the fort was restored in 1759 as reported in the following letter by John Bancker's last of several letters to his brother Evert are reported. It reports as follows:

"Oswago September the 27 1759

Dear brother

Thes few lines comes to acquaint you that I am in good health as I hope
these may find you in the same and that I expect to go down to new york in

¹⁶ Spencer Phips was born in 1685, son of Dr. David Barnett but apparently adopted by Sir William Phips (2/5/1665-2/28/1695) who married Mary Spencer, a wealthy widow; Sir William Phips was governor of Massachusetts from 1692-1694. During King William's war (1680-1697 the first of the French and Indian wars) he commanded the expedition that captured Port Royal in April 1690, but his July expedition to take Quebec was a failure. Sir William Phips was also the governor who had to preside over the Salem witchcraft trials, which even involved accusations against his wife.

By his Honour the Lieutenant Governor
 Whereas Benjamin Alward is employed
 in riding Expresses in his Majesty's Service
 which requires the greatest dispatch and makes
 it necessary for him to have Power to pass
 through all the Towns and Villages and to travel on the
 Lord's day
 These are to empower the said
 Benjamin Alward if need be to impress a
 Horse or Horses for the said Service and to
 Travel on the Lord's day and all his Majesty's
 Officers and others whom it may Concern are
 hereby required to be aiding and assisting
 to him in all things as becometh them and
 not to give him any Molestation or hindrance
 on any pretence whatsoever for all which
 this shall be a Sufficient Warrant
 Given under my hand and seal at
 Boston the thirtieth day of August 1755
 In the twenty seventh Year of his Majesty's
 Reign

Figure 3. Order from Spencer Phips dated August 30, 1755 outlining requirements of express riding.

Fort Williams June 24th 1756
 These certify that there is Due to Christian Dophner
 Six pounds fifteen Shillings for riding at this great
 carrying place
 To Hendrick Frye Esq^r
 Major General in the French War
 See Brev. Dist.

Figure 4. Pay order covering payment for an express rider. The order is dated June 24, 1756.

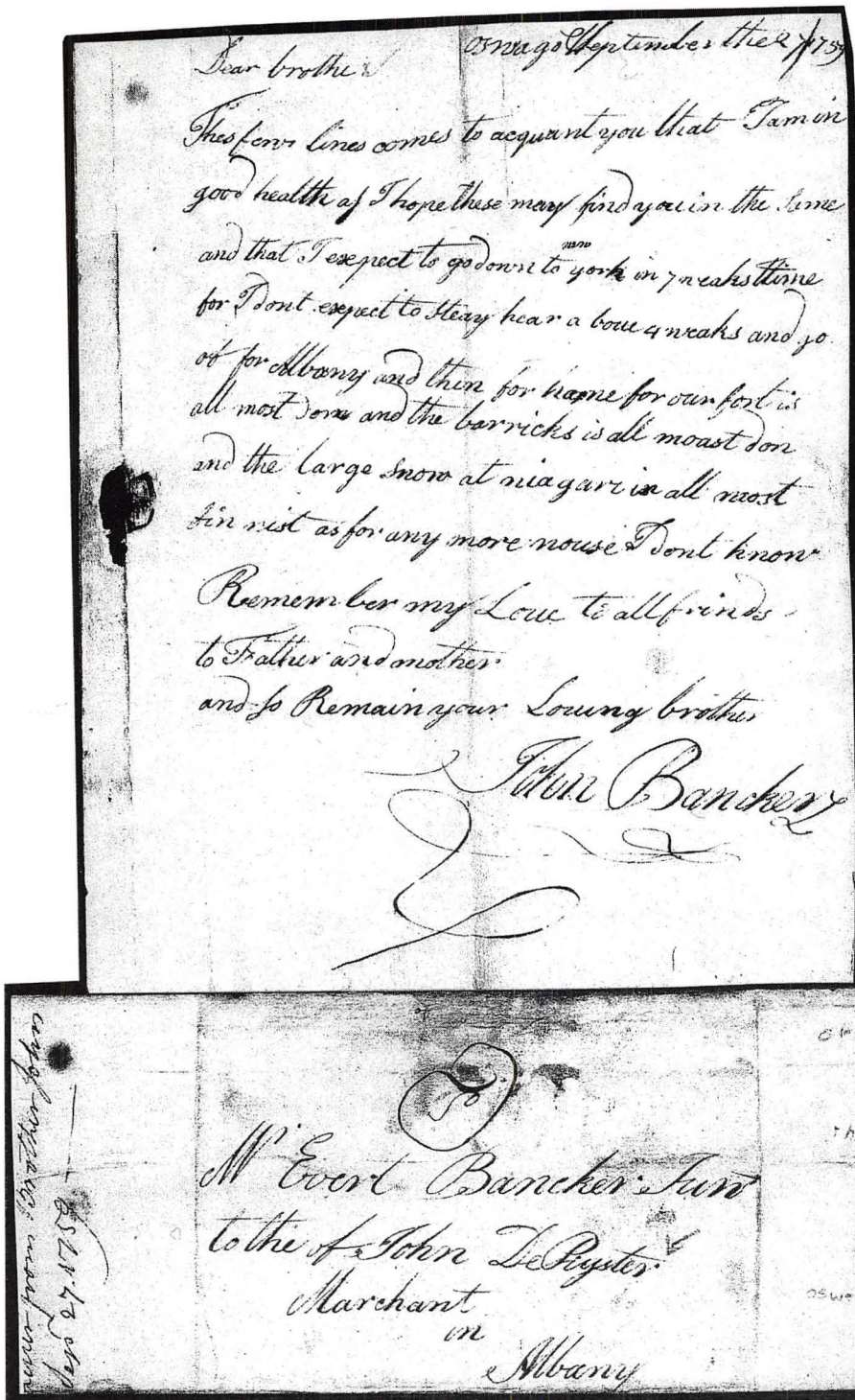


Figure 5. Cover from Fort Oswego on Lake Ontario to Albany dated September 27, 1759 sent over this express mail line.

7 weeks time for I dont expect to steay here above 4 weeks and go of for Albany and then for home for our fort is all most done and the barracks is all moast done and the large Snow (a two masted ship being built on the lake) at niagari is all most finnist as for any more nouse I don't know Rembember my Love to all frinds-to Father and mother and so Remain your Loving brother.
/s/John Bancker”

Another cover from the Bancker find was written June 4, 1758 from another point on this major express mail route. Figure 6 shows this one from Fort Hendrick at Canajoharie, N.Y. He is on his way to Oswego, where he reports there is a combined assault force of 4,000 Canadians and Indians with bums and carrying guns; the Indians friendly to Americans do not know whether the force is headed to Ohio or coming east to Canajoharie and Albany.

Hendrick Montensen had carried mail north from Albany as an **express** to the French governor of Canada September 16, 1658 with a Mohawk escort, for which he was paid 100 guilders. An **express yacht** was sent down the Hudson from Esopus with a packet of letters at about this time, while on September 24, 1659, the founder of Schenectady was going to the Mohawk castle at Kaghnywage (Amsterdam N.Y.) and received there an express packet of letters brought down by Mohawks from Trois Rivieres in Canada.¹⁷

The second express concept is that some destinations might be beyond the end of the official Parliamentary postal route (called the Grand Line of Posts). A discussion of some of these is contained in my study of *'The Post Office During Confederation.'*¹⁸ One early record colonial record of express mail is in the British *Colonial State Papers for 1702*. There, item 593 is the Minutes of the Council of Massachusetts Bay report on June 11, 1702,

“The Council receiving intelligence this morning by an express from Marblehead of H. Excellency's arrival there yester evening in *HMS Centurion*...”

With the beginning of newspapers in America, the early 1704 issues of the *Boston News-Letter* began listing news reports brought by **express** either in advance of the regular mail or from beyond the formal postal system. In 1704, Lord Cornbury, New York governor, wrote home that if he had any letters to sent to Virginia or Maryland he must send by express (which he noted took a minimum of three weeks) or by private passenger. In his express mail book, Dr. James Milgram illustrates a franked express cover from New Hampshire governor Wentworth of April 21, 1746 to Col. Wingate at Northampton giving orders as to how to prevent an Indian attack.¹⁹

¹⁷ Hahn, Calvet M. 'The Colonial Great North Post' (two parts *American Philatelist* October-November 1973).

¹⁸ Pages 170-173 *Collectors Club Philatelist* May-June 1991.

¹⁹ Milgram, Dr. James W. *The Express Mail of 1836-1839*, page 12.

One express sent beyond the line of posts is of particular interest to the exploration of the interior. It is recorded in *Rivington's Gazette* beginning December 15, 1774 and again on December 29th. The notice reads:

"NIAGARA, DETROIT &C/notice is hereby given that the winter express will set out for these places from Schenectady on the 18th day of January next, to which all persons interested in that connection are desired to give due attention, and forward their dispatches to their friends at Schenectady. 87"

In this issue of January 5, 1775 it was noted that,

"The Niagara Express will Depart from SCHENECTADY on the 10th Instant."

Then on the 26th the notice reads,

"NIAGARA—An Express will set out from Schenectady to Niagara on the 26th of Next February."

On February 9th, this was revised to note,

"The Express for Niagara will not depart from Schenectady until the 1st of March."

A twice yearly summer (by boat) and winter express apparently was standard in the late colonial period. The wife of Lt. Governor Simcoe of Upper Canada noted in her diary on November 5, 1792 at Newark (Niagara-on-the-Lake),

"The winter express indeed will afford an opportunity of sending some dispatches. it arrives here from Quebec late in January and after going to Detroit, returns here; it was established for the use of the merchants, and travels on snowshoes, coming by way of Fort Oswego."²⁰

Colonial Origin of Parcel Expresses

As settlers moved inland they had to have their goods moved from the coast either by themselves or hired services. A small business in moving goods sprang up and was the origin of the familiar later **parcel expresses**. This is the third express concept, the movement of goods or valuables either within the postal system or typically outside it. Stagecoaches (as contrasted with the earlier chariots or whirlicotes—a bed on wheels, which dates to Richard II) had been introduced in England in 1555 for the Earl of Rutland and the Queen the next year, while the first coaches in America were the one presented by New Netherland Governor Colve to his successor Edmund Andros in 1674, Virginia Governor William Berkeley's one of 1677, Massachusetts Governor Simon Bradstreet's hackney coach (1679-1686) and Connecticut's John Winthrop (1685)²¹. These were private possessions of the official class. The earliest road in America upon which provision was made for public transport of goods and services was that between Perth Amboy and Burlington, NJ, which opened in 1634. Public wagons or stage service began around 1700. In a reply to a remonstrance of May 12, 1707, dealing with a patent

²⁰ Petri, Pitt 'The Early Postal History of the Niagara Frontier.'

²¹ Holmes, Oliver W. and Rohrbach, Peter T., *Stagecoach East*, 1983 Smithsonian Institution Press, pages 4-6.

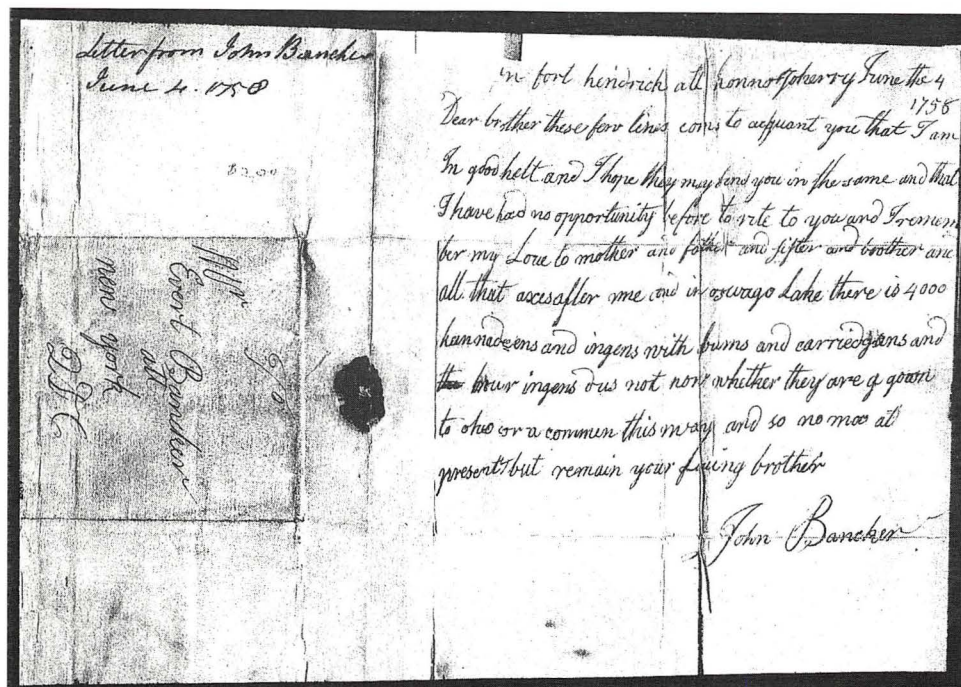


Figure 6. Cover from same correspondence as that shown in Figure 5. This one written June 4, 1758 from another point on this major express mail route.



Figure 7. Letter from Jonathan Stevens dated November 30, 1771 carried by penny post to the Burlington Stage.

granted to Hugh Huddy of Burlington, N.J. to set up a stagecoach or wagon to carry goods and passengers from Burlington to Perth Amboy Lord Cornbury stated,²²

“When I first was applied to for a Patent for the allowing this Waggion, which was by one Dell (a man who in Coll. Hamilton’s time (1699-1702) was permitted to drive a Waggion for the carrying of goods, though under no regulation...)”

William Dockwra, of penny post fame, reported on June 14, 1711 that Huddy was considering fleeing New Jersey because he was so worried at a prosecution ordered against him for a monopoly about setting up his invention of Carriages for carrying goods through the Province. Huddy died in 1717. It was the next year that another parcel service began. This was Jonathan Wardell (a Boston hackney coachman) and John Franklin’s Boston to Rhode Island stage service, advertising to begin October 15, 1716 with ads running until May 13, 1718²³ from the Orange-Tree Tavern in Boston. A new proprietor, John Blake, advertised in the *Boston News-Letter* of April 4-11, 1720, but the ads quickly disappeared. Permanent Boston to RI service did not take place until 1767.

Nevertheless, the Burlington stage operation provides us with the earliest example of a **penny post** operation in New York and the earliest philatelic relic of such an operation. **Figure 7** is a letter from Jonathan Stevens in Burlington, N.J. November 30, 1771, ex-Herbert Bernstein, that is docketed as received December 11th by penny post, showing that the penny post met the stages or the stage boats from Perth Amboy. We do not know the name of this penny post, which was operating almost two decades before the first identified New York penny post, Hugh Duncan. Duncan’s name is found in the first New York city directory in 1789.

In New Jersey, the Redford Ferry at Perth Amboy advertised in 1729 that a stage wagon was kept there for transport of passengers and goods, whenever freight presents. Business was apparently good, for in 1733, Solomon Smith advertised they kept two stage wagons and made the round trip once a week or oftener if business permitted. It was 1734 when a wagon service was advertised between Trenton and New Brunswick. In 1740, Joseph Borden, Sr. of Bordentown advertised the beginning of the Bordentown Stage, which continued into the 1780s and provides us with the earliest handstamped **independent mail** marking, that of the **Bordentown Stage Service**. **Figure 8** shows the earliest of the five recorded Bordentown stage handstamped covers. I also record three in manuscript. Originating from George Ryale, one mile out of Trenton this August 23, 1786 letter is signed by Jacob Downing and addressed to Richard Waln, Walnford (Wallingford, CT). A January 5, 1775 advertisement notes the stage was for through passengers and goods only, and that henceforth the proprietors will not take cash entrusted as there is no place to secure the money.

The government post riders actually provided a good deal of this service as

²² *Archives of the State of New Jersey Series I*, Documents Relating to the Colonial History of the State of New Jersey.

²³ Earle, Alice Morse *Stage-Coach & Tavern Day*; page 260 of the 1969 Dover Press reprint of the 1900 edition.

Hugh Finlay reported in his *Journal*²⁴ where he stated that he learned at the Falmouth postoffice that there were two or three vessels called packets constantly employed between Boston and Falmouth and each trip they carry hundreds of letters and that the masters state each letter accompanies a package on freight although it is well known that not one letter in ten accompanies goods.

In the Portsmouth entry he notes the postmaster reported that some years previous (circa 1771) Bartholomew Stavers began to drive a stagecoach between Portsmouth and Boston and they carried so many letters so artfully concealed that Stavers was given the mail contract to avoid losing the postal revenue. This meant better service (twice a week) and no loss, as the mails Stavers brought more than paid the £10 salary given Stavers. This was the first mail contract on a stagecoach in any place under English rule and preceded the Palmer stage contracts in England²⁵. (Bartholomew, a noted Tory, fled to England during the war abandoning his wife and unborn son, and again engaged in stagecoach operation, where his experiences were the inspiration for Palmer's London to Bristol mail stage of August 2, 1784. His brother John stayed in America.) In a later entry Finlay noted that Peter Mumford the post rider between Boston and Newport, RI;

“carries more letters for his own private profit than are sent from all the offices he stops at, to the office at Boston. He transacts a great deal of business on the road, loads his carriage with bundles, buys and sells on commission, and in short but carries the mail by the by as it helps to defray his expences.”

Under the New London listing he reports that,

“It is the custom on every stage that I have surveyed, for the Post rider to execute commissions on the road-I have been informed that Peter Mumford the rider between Newport and Boston makes above £100 Str. yearly of his employment over and above his wages from the Post office.”

Under the New Haven listing he states,

“The riders come loaded with bundles, packages, boxes, canisters &c.—every package has a letter affixed to it, which the rider claims as his own property and perquisite; nay sometimes a small bundle of chips, straw or old paper accompanies a sealed packet or large letter, and the riders insist that such letters are exempted from postage” The Portmanteaus seldom come locked: the consequence is that the riders stuff them with bundles of shoes, stockings, canisters, money or anything they get to carry.”

Finlay stopped the same type of parcel-carrying operation by the post riders earlier in Canada. A private operator took up the challenge as seen by a notice dated Quebec-14 December-1768 by S. Sills published in the Quebec Gazette and quoted by Boggs in his work on Canadian postal history²⁶,

²⁴ *Journal Kept By Hugh Finlay 1773-1774* reprinted from the original edition published by Frank H. Norton 1867 by U. S. Philatelic Classics Society in 1975.

²⁵ Hahn, Calvet M. ‘When Did Postal Services First Become Mechanized?: Mail on Wheels’ (two parts *Stamp Collector* 3/14, 3/21/1981).

²⁶ Boggs, Winthrop S., *The Postage Stamps and Postal History of Canada*, page 6. Published 1945 by Chambers Publishing Co., Kalamazoo, Mich.

“...the Courier being forbid to take Charge of them: Therefore, for the Conveniency of those who may have Occasion to send small Parcels, to Montreal, Three-Rivers, or any other part of the road, a cover’d Slay will be sent to Montreal, next week for the Post House here, and continue to go every fortnight during the winter Season, to perform the Journey (Weather permitting) in four Days, those therefore who may want to send small Bales, Bundles, Parcels &c. may have them carried on moderate Terms, and carefully delivered by their most obedient servant, S. SILLS.
N.B. Whatever Effects are sent from hence will be enterid in a Book and Receipts taken on their Delivery to prevent any Mistakes that may Happen.
Quebec, 14th December 1768”

Mr. Sills’ **parcel express** operation is the earliest that I record that issued receipts or parcel waybills, but it is likely that other earlier operators also issued them.

Another predecessor model for the independent mails of the 1840s was the **subscription post** of the 1770s. From the earliest days, American newspapers had been closely tied to the postal system with many publishers also serving as postmasters of the towns where they published. Competitors were forced to find alternatives to use of the mails and created the subscription posts. Individuals might also set up a subscription post to obtain better service²⁷. **William Goddard** had proposed such a post as a ‘constitutional post’ alternative to the British official post in 1773 and toured the colonies speaking to the various provincial committees of correspondence and safety on the subject. He instituted one between Philadelphia and Baltimore. Goddard was not alone in proposing the concept.

On May 5, 1774, **Silent Wilde**, News-Carrier, advertised his subscription post in the *Boston Gazette* from Boston via Lancaster, Rutland to Northampton and Deerfield, MS, which had been in operation ‘for the first half-year of his *last* engagement’, e.g. since November 1773, but possibly since November 1772. Another subscription post operator was **William Williams**, a member of the Glastonbury MS Committee of Correspondence. His ad was in the *Boston Gazette* of February 28, 1774; his post went from Boston to Fitchburg, via Cambridge and Lexington. A third Massachusetts subscription post was that run by **Josiah Town**, who published in the *Massachusetts Gazette* of April 15, 1774 an advertisement that he would carry Boston papers along with letters, bundles &c. as well as transact whatever business may be entrusted to him from Mill & Hicks printing office in Boston through Dedham, Medway, Medfield, Holliston, Bellingham, Mendon, Sutton, Oxford, Dudley, Sturbridge and Brimfield.

In Connecticut, the *Hartford Courant* had an advertisement on April 3, 1775 for **Amos Alden**, who ‘rode as a News Carrier to Litchfield county and the towns adjacent about eighteen months past.’ This route due west from Hartford was into an area that would obviously not have regular postal service. Another subscription post in the colony was seen in a back post rider advertisement that handled subscriptions to *Rivington’s New York Gazetteer* and ran to Hartford, CT. **Isaac Mitchell and Nathan Percy** of Woodbury, CT ran this post. Percy advertised on August 3, 1775 that having nearly completed a year of riding, he proposed riding weekly another

²⁷ Hahn, Calvet M., ‘Provisional Posts of the United States’ (seven published parts; *Collectors Club Philatelist* May 1974-May 1975).

year beginning September 15th and had taken John Clark into partnership.

The new advertisement stated that letters, parcels, &c. &c. would be handled upon usual terms. The route went via White Plains, Northcastle, Bedford, Pound Ridge, Salem, Ridgefield, Danbury, Newtown, Woodbury, Waterbury, and Farmington to Hartford. The fee was 6/- New York money per subscription. An advertisement of October 5, 1775 indicated that the post has been converted from a subscription post to a formal operation in connection with the new American Constitutional Post system. On February 29, 1776, a note in *Holt's New York Journal* noted that **Nathan Dudley** had replaced Percy, who requested those payments still due him.

South from New York was the **Morristown subscription post**. This was advertised in the March 9, 1775 issue of *Holt's New York Journal*. It called for **Constance Cooper** of Morristown to ride post from there to New York, as he had done for several years, and to 'erect a complete and commodious Stage Wagon' to carry goods up from his house in Hanover via Morristown, Chatham, Springfield, Winins, Passaic River and Newark to Powles Hook (opposite New York City), with bundles &c. belonging to passengers and not exceeding 14 pounds carried free. By the ad of April 11, 1776 in Loudon's New York Packet, ownership had changed to **Daniel Burnet, Joseph Conliffe and Silas Burnet** and the origin was now Hackettstown. In 1772, Burnett had advertised his weekly stage from Morristown to Powles Hook with a charge of four shillings per hundredweight for "any kind of lumber or produce, suitable for a stage to carry."²⁸

According to an advertisement in the March 20, 1775 *Dunlap's Pennsylvania Packet*, the **Egg Harbor, NJ stage wagon** charged 1d per mile per pound for dead carriage and by retail 1/8d per pound compared to 4d for letters prepaid and five shillings a year for newspapers. An advertisement for the Kings Arms Inn in Princeton stated,

"As the Stage Waggons from New-York to Philadelphia, and back, put up at his House, any Person inclining to send Goods or Parcels by that Conveyance may depend on their being carefully forwarded."

Advertisements tell us of other package carriers south of Philadelphia. **Joseph Tatlow's stage boat** ran between Philadelphia and Baltimore via Newcastle and Charleston that was advertised as early as November 20, 1773 as well as in the August 27, 1774 *Pennsylvania Gazette*. **James Parker**, an important staging manager had a boat between Philadelphia and Cohawsey Bridge, NJ, which he advertised October 10, 1774. It was paralleled on land by the **Bennoni Dare subscription post**, which ran a stage wagon between Greenwich (just north of Cohenson) 60 miles via Hancock's Bridge and Salem through Woodstown up to Woodbury and to Camden before crossing by William Cooper's ferry to Philadelphia. The rate was one shilling for 100 pounds of luggage from Greenwich to Salem and 4/6d onward from Salem to Philadelphia. Letters were carried

²⁸ *New Jersey Archives* Vol. 28, page 235

²⁹ *New York Gazette* June 20, 1768.

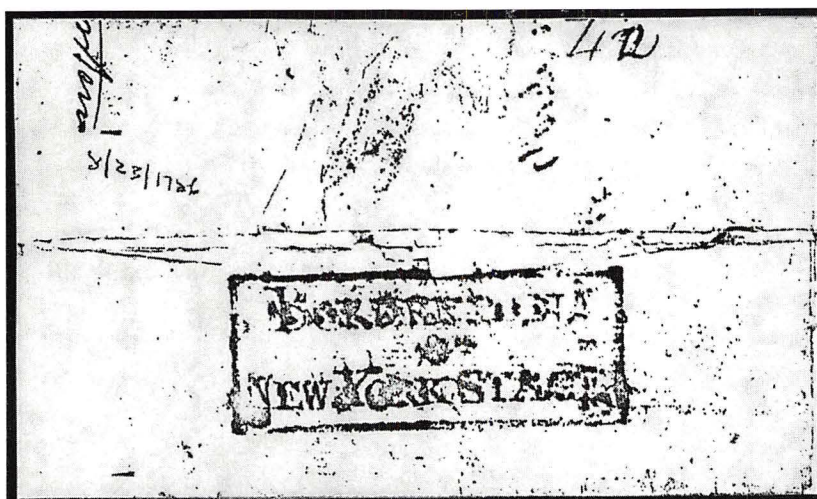


Figure 8. Earliest handstamped independent mail marking. Earliest Bordentown Stage service usage dated August 23, 1786.

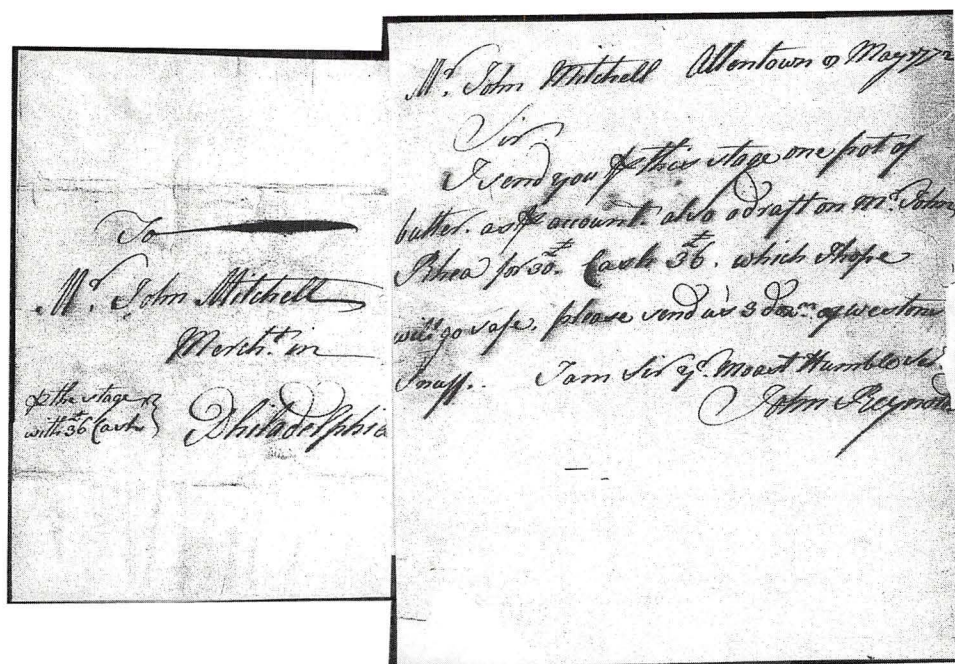


Figure 9. Parcel service via the Allentown stage. The letter is dated May 9, 1772.

at 4d each, prepaid according to the advertisement in the March 2, 1774 *Pennsylvania Packet*.

The *Pennsylvania Journal* of August 30, 1775 bore a subscription post ad of the **Allentown Post** rider going once a week to convey newspapers, letters etc. during this 'alarming crisis' via Germantown, Buffeltown, Newtown, Durham, Easton and Bethlehem. There was also a parcel service via the Allentown Stage, as seen by, the first of three recorded Allentown stage covers. It is a letter from John Reynolds at Allentown May 9, 1772 sending £36 cash and a pot of butter and asking for three dozen of Weston snuff, **figure 9**. A second letter of June 16, 1772 discusses an escaped prisoner while ordering two thousand 2-inch springs and four dozen milk-pans **figure 10**. A subsequent 1773 Allentown stage letter from Reynolds' clerk discusses a shipment of loaf sugar as well as timber (the latter going by water.)

As has hopefully been demonstrated above, except for the collecting area of locals, all the back of the book areas that appeal to readers-carriers, package expresses, expresses, and independent mails along with forwarders-were flourishing in the colonial era, albeit philatelic artifacts may be extremely scarce. They did not begin in the 1840s as is commonly believed. What has not been demonstrated is what happened between the colonial period and the 1840s.

Wartime Express Activity

The Revolutionary War put a severe strain on the postal facilities in America and it was up to Ebenezer Hazard to rebuild the system during the Confederation era. The extent of the injury and Hazard's program for revival is discussed in Part III of my *'Post Office During Confederation'*³⁰. During the war a major consideration was express mail to deliver intelligence and package express delivery of needed goods for the government. Express mail was generally considered a function of the postal service at the time when hostilities broke out.

Probably the most important express of the Revolution was the Lexington Express. This was the express that spread the news of the battle at Lexington and Concord throughout the colonies and solidified the American decision to fight. The battle took place the morning of April 19, 1775 and as the British retreated toward Boston at 2 p.m. they met at Charlestown 700 Americans under command of future postmaster general Timothy Pickering who engaged the 1,000 men Lord Percy brought from Boston to secure the retreat.

Word of the battle was immediately dispatched by rider to all the colonies with varied versions of the original messages as the letters were combined and recopied by the various Committees of Safety along the way. One copy ended up in the papers of U.S. Safety President Boudinot. This copy noted the original addressee was Capt. Isaac Sears, a radical member of the New York Committee of Safety. A second slightly different copy is found in the Pennsylvania Historical Society, where Postmaster General Ebenezer Hazard deposited it after the war. This copy states that the bearer, Israel Bissell is charged to alarm the countryside as far as Connecticut. The outside of a fourth copy, together with the contents page showing transit across New Jersey is seen as **figure 11**, by that society's gracious permission.

³⁰ See pages 176-192 of the May-June 1991 *Collectors Club Philatelist*.

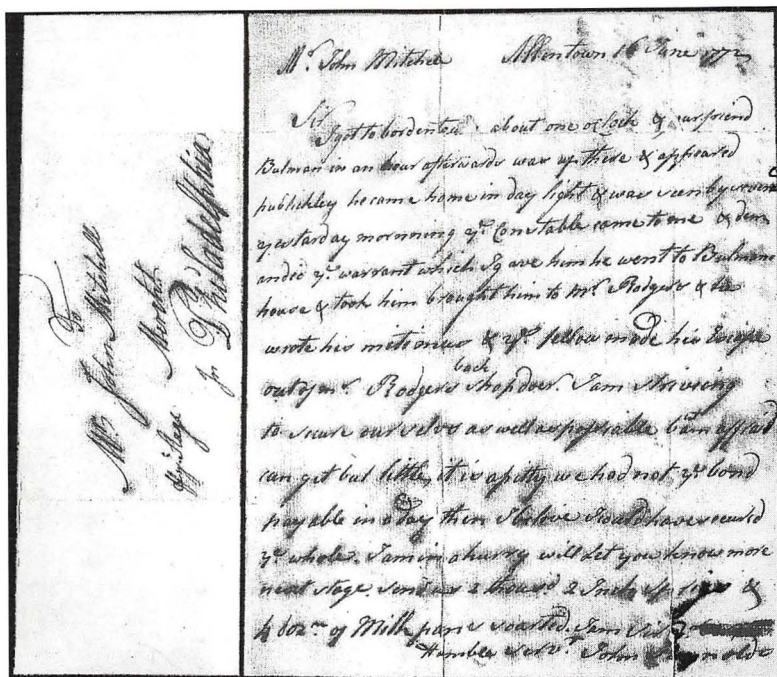


Figure 10. A second Allentown stage letter from the same correspondence. This letter is dated June 16, 1772.

It was deposited in the Maryland Historical Society and shows the express went by night and day, yet because of bad roads and the need to ferry across rivers, etc. the elapsed time showed the express traveled at 5.2 miles an hour from Boston to New York and then dropped to 3.5 miles from there to Philadelphia declining to a snail-like 2-miles an hour from Philadelphia to Charleston, S.C.! So much for speedy expresses! **Figure 12** shows sections of the transcript from the Hazard copy as it crossed Connecticut with various postmasters along the way signing not as colonial postmasters but as members of the various Committees of Safety.

Prior to the appointment of Benjamin Franklin as Postmaster General, July 26, 1775, there had been a series of horse expresses such as John Brown used to carry the news relative to the taking of Ticonderoga received May 18, 1775, and a subsequent express letter carried by John Wendall from Albany which led to the meeting of May 29th to consider the best way to establish posts for conveying letters and intelligence. Following Franklin's formal appointment, express operations were under authority of the Postmaster General.

Congress then continued to authorize paying express riders such as John Powell (\$45.34) and James Alexander (\$172.30) directly, although on October 10th the Elizabeth, NJ committee on claims advanced express payments, which Congress then paid following their presentation to the Congressional Committee on Claims. Timothy Matlack paid Joseph Brown for an express to Cambridge (\$45.90), which claim he filed November 6th. On the same date various wagon masters claims were filed for delivery of goods. Congress also paid for holding expresses as when John

Wendall was kept in Philadelphia for 12 days. Claims were filed for a boat and five men to carry powder to Trenton, horse hire for expressmen and their entertainment. On December 2nd Congress set up a 3-man committee (Franklin, Francis Lewis and Silas Deane) to devise the best way to have express messengers posted along the roads to convey early and frequent intelligence. By January 15, 1776, **Jacob Hilzheimer** of Philadelphia was recorded as handling the government's expresses and was paid \$356.10 for them on that date. However, the question was not yet resolved for on February 1, 1776 Franklin was asked to contact local postmasters and learn on what terms expresses could be obtained.

It was not until April 18th that Hilzheimer was officially referred to as the **express master for the postoffice**. It is not clear if he handled both the wagon and horse expresses or only one of them. And on July 5th, the PMG was ordered to have a line of expresses established between Philadelphia and New York. **Figure 13** is a letter from Clement Biddle of July 20, 1776 at the Camp at Perth Amboy, NJ addressed to Trenton that asks for men and stores-tents, flints but no more flour and to pay the wagons; the arms in the Trenton barracks are to be sent in a wagon immediately. He also asks for camp kettles, his buckles, shirts, stockings, jacket, powder puff and all baggage. Timothy Pickering is to be asked to supply nails. This letter reflects the panic caused by the British landing on nearby Staten Island. It is postally rated 1.8 dwt and 'public service.' On August 30, 1776, post riders were ordered to be established every 25-30 miles to travel three times a week day and night to speed the mails.

On November 5th, Postmaster General Bache (formally appointed on the 7th) was ordered to employ more riders to the headquarters of the armies at White Plains and Ticonderoga to convey reports and that these expresses who carried private letters or packets should not receive the wages they would otherwise be entitled to³¹. On November 12, 1776, General Green's intelligence from Albany is ordered to be sent by express to the southern states and on the 18th, Joseph Beck, the express to South Carolina is paid. On November 30th, these expresses were ordered to go daily if the regular post is interrupted or not yet ready with the Committee on Intelligence responsible for this supplemental operation. While not labeled 'express' on its face, the cover illustrated as figure 3 in the previously cited Milgram book from President Henry Laurens to General Washington in 1778 asking for a reply by the returning courier is an example of the special expresses of the period.

An express letter of this period is seen as **figure 14**. It is from governor Jonathan Trumbull, and franked by him, to Major General Heath at Peekskill, N.Y. This was sent circa November 1776 at which time Washington assigned Heath to Peekskill with 4,000 men to block and harass the British while he retreated through New Jersey.

On December 2, 1776, Col. Stewart sent express to General Lee at Peekskill, NY to find out what is going on; he is paid £37.1.7 for this service on January first. On January 18, 1777, Jacob Hier is paid \$90 for keeping express horses at Princeton, while on the 30th, Joseph Throop brings an express from Nova Scotia and is paid \$200. George Weiss rides express to Esopus, NY and Boston on May 22, 1777 and is paid \$186.67, while on July 10th, Seth Griffin rides express

³¹ Printed in the *Pennsylvania Gazette* November 13, 1776.

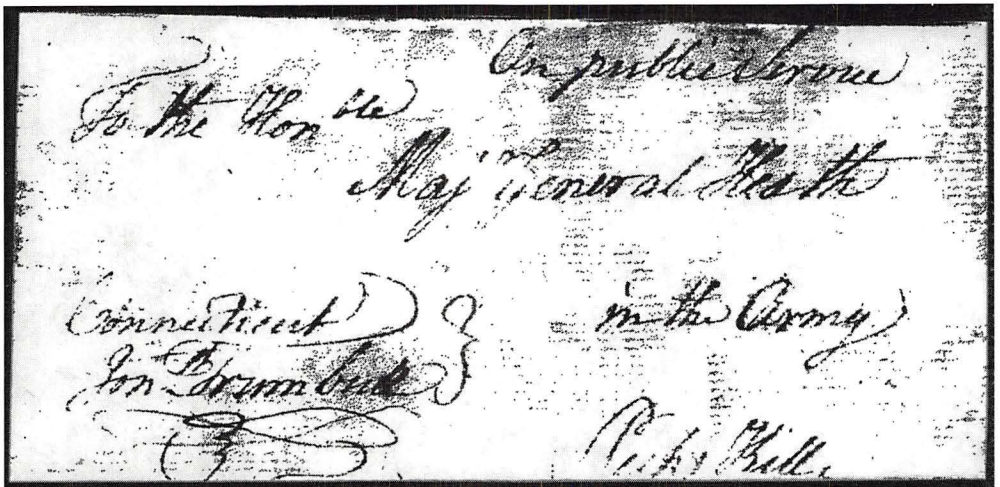


Figure 14. Express Letter from Gov. Jonathan Trumbull to Major General Heath at Peekskill, N.Y. circa November 1776.

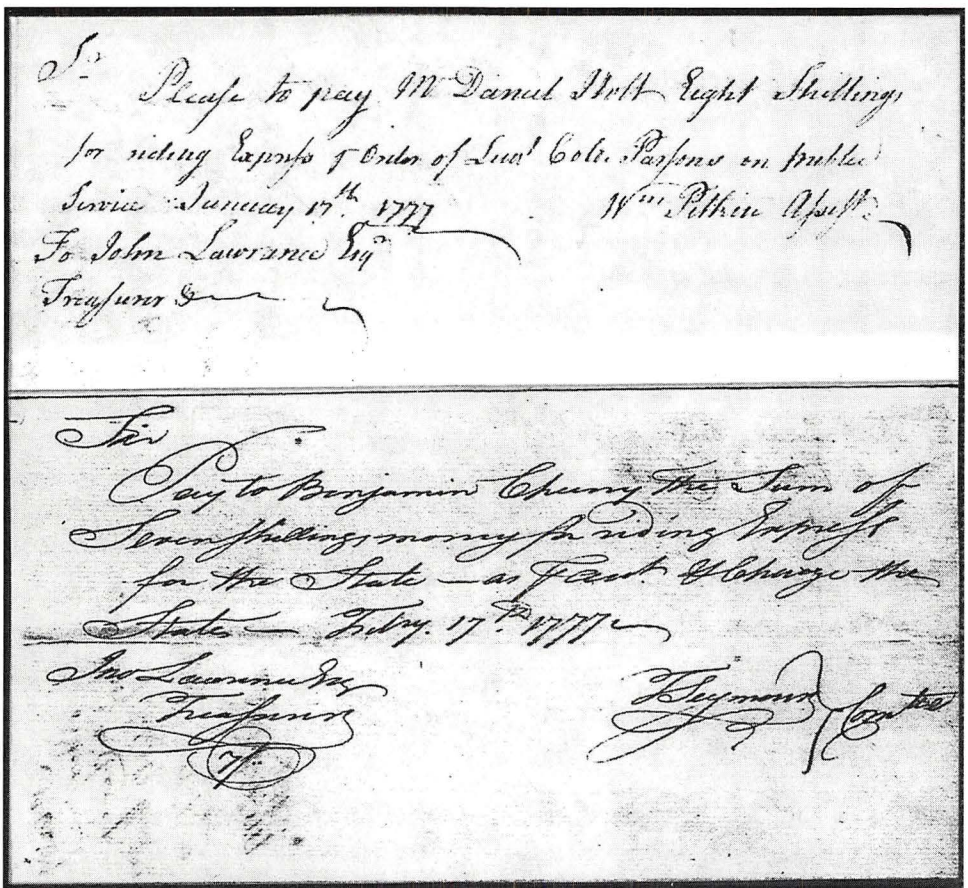


Figure 15. Pay orders for riding express, dated January 17, 1777 and February 17, 1777.

from Bedford, NY to New London and back to Philadelphia for which he is paid \$108. On August 5th, Cornelius Robertson is paid \$34.34 for an express to Philadelphia from Brigadier B. Dagworth; he had to impress horses on the road. Two pay orders for riding express are seen as **figure 15**. One is to Daniel Holt of January 17, 1777 and the second to Benjamin Chany dated February 17, 1777. On October 17, 1777, the postmasters on both sides of army headquarters are authorized to carry expresses to the army to avoid having posts diverted.

Figure 16 shows an express carried letter on public service from Miller & Tracy in Boston dated July 24, 1778 to Asa Waterman in Providence. It reports the express arrived the previous evening and caused General Heath to inquire about the state of the magazines and agreed that Waterman can have 150 casks of rice from Medfield, 100 bbl beef and 100 bbl flour from Watertown and can get large quantities of salt fish, which the troops will accept one day a week; the writer adds that last week they sent on 1,000 bbl of salted provisions to Gen. Washington's army. This was to support his harassment of the British as they withdrew from Philadelphia and marched across New Jersey to New York. This cover shows how private contractors used the express mails on military business.

A late use of the express mail of this nature is seen as figure 4 in the Milgram book. It is written from the Camp near Veule Town December 19, 1779 and addressed to David Sayres at Long Hill. The contents report that Col. Biddle wanted a report on all forage available by the bearer. **Figure 17** represents a civilian use of the express mails in this late period. It is a legal letter from Colchester, VT to Dover, NH datelined October 1, 1779. On December 27, 1779, Congress ordered an end to the express riding under the postoffice and that all riders be discharged.

Figure 18 is a northern front express cover from Machias, ME dated August 29, 1779 from Col. John Allan, a Nova Scotian who joined the Americans in the Revolution. He was in charge of Indian affairs on the northeast frontier. Here, he orders Major George Stillman to proceed with all expedition to Passamaquaddy to capture five deserters who took off the preceding night. He is to regard everyone there as enemies and inspect every vessel and seize them if there is any reason to do so. Keep the Indians within bounds of moderation but do not affront them. Nova Scotia put a price on Allan's head and in 1804, Congress gave him 2,000 acres in Ohio as compensation for his losses.

Beginning January 7, 1780, application for express riders were to be made to the Board of War, who would provide them, along with the Postmaster attending the Army, (John Durham Alvey was the northern Headquarters army postmaster; he was later replaced by Christopher Meng for the northern army). The mail handled by the army headquarters postmaster was not just military as seen by Meng's notice in the Fishkill newspaper reporting a list of 55 unclaimed letters at Headquarters, which needed to be called for by October 1, 1783³². In addition to obvious military ones there were addresses to Newburgh (Headquarters), New Windsor, Goshen, Shawangunk, West Point, Warwick, Chester, New Cornwall, Esopus, and Wallkill as well as one for Nassau St. in Manhattan.

³² *Fishkill New York Packet & American Advertiser* issue #331 advertisement of August 25, 1783.

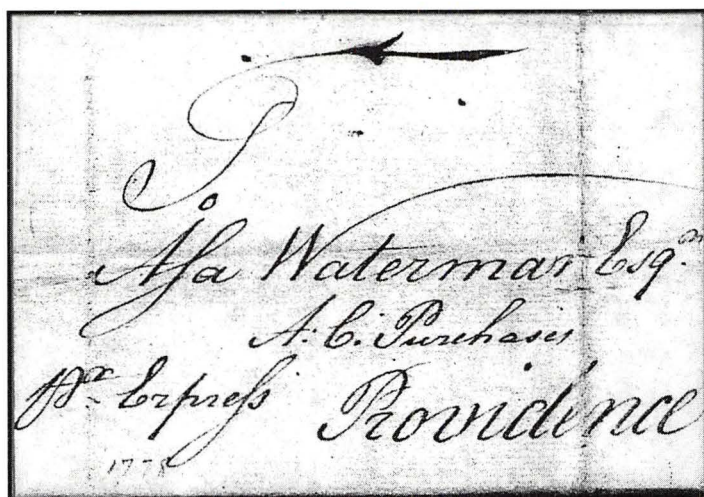


Figure 16. An express letter carried on public service from Miller & Tracy in Boston dated July 24, 1778 to Providence. This cover shows private contractor use of express mails on military business.

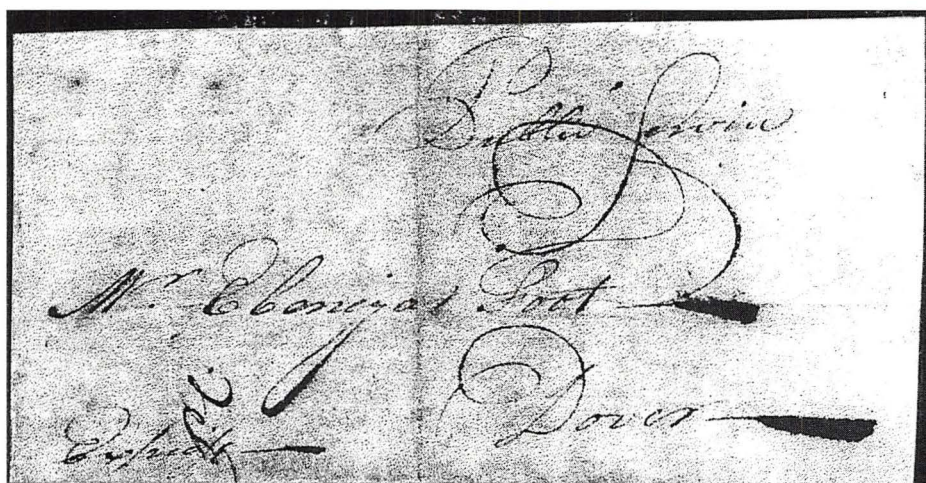


Figure 17. Civilian use of the express mails.

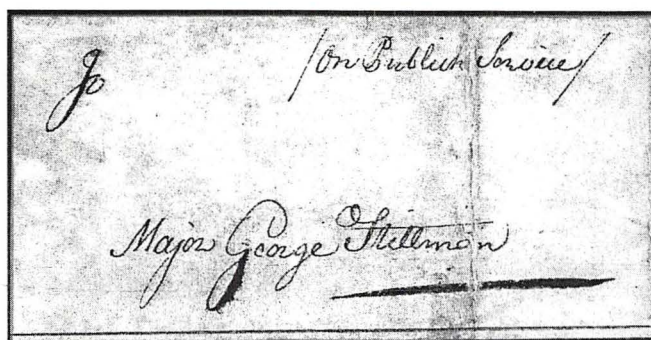


Figure 18. A Northern front express cover dated August 29, 1779.

By the end of January 1780, 112 riders (28 at Philadelphia) were discharged. On January 12, 1780 both General Green and General Washington wrote letters on the expresses that are forwarded to the Post Office Committee. Washington asked to keep the ten expresses assigned to the Main Army, 1 in the Highlands, 5 at Fishkill and 1 at Fort Pitt. On January 27, 1780, express riders are ordered to be under the direction of the postmaster of the army.

However, in the south, Governor Jefferson of Virginia had set up a line of expresses on June 15, 1780 from Richmond to Philadelphia and on June 29th he was ordered to continue that southward and northward to keep the southern armies in contact with Congress. The post riders were then ordered to run only once a week while Jefferson's expresses were operating.

In the north, Washington wrote on July 31, 1780 to set up a 'chain of expresses' between Rhode Island and Army headquarters³³. These would be civilian riders accompanied by Dragoons from the Army. The full chain was in operation by August 8th and abandoned on December 8th as the Quartermaster General didn't have the money to furnish an express even upon the most urgent occasion. **Figure 19** is a letter by express during this gap period. It is from Governor Jonathan Trumbull to Nehemiah Hubbard the late Deputy Quarter Master General at Hartford dated January 9, 1781 sent by express but noting Hubbard could make any return he pleased by any opportunity. **Figure 20** is a second express cover during this gap period. It was sent from Fishkill, N.Y. at 9 pm. on December 14, 1780 and reports receiving a letter from Col. Timothy Pickering (at Newburg) instructing the writer, Major Jonathan Keese to send an express to David Wolfe at Claverack to collect teams to bring all the salt from there to Poughkeepsie as a number of cattle are to be slaughtered at West Point and the beef will spoil if not salted. Wolfe is advised that water transport is precarious at this time and he should arrange for the vessels if he can otherwise use the teams.

The service was reestablished January 30, 1781 and abandoned again by January 1782. Because of possible disruption of the regular post by the British or their sympathizers, this Dragoon express was set up again for the third time around the middle of August 1782 and was finally dissolved December 29, 1782. An example of the Mohawk Valley express mail during this third period is seen as **figure 21**. It is a letter from Teller Fonda at Fort Herkimer to Pliny Moore of Col. Williams regiment at Fort Rennsylaer dated November 7, 1782 discussing a lost letter carried by Lt. Shener. Presumes it was a call for the monthly returns of Captains Livingston and Harrison, which he usually got at Schenectady, but often he had to send to the different places where they were stationed. Washington also sought a 'chain of expresses' southward to Lafayette in Virginia apparently supplementing Jefferson's express line with military expresses.

An example of the southern '**dragoon express**' is seen as **figure 22**. It is a letter on public service from Wm. Smallwood, commander of the Maryland regiments to Col. Hollingsworth at Head of Elk, the jumping off point for Washington's naval approach to investing Cornwallis at Yorktown. The southern 'dragoon expresses' were still in operation on February 21, 1782.

³³ Olenkiewicz, John S. 'George Washington's Chain of Expresses' *Collectors Club Philatelist* May-June 2000, pages 133-143

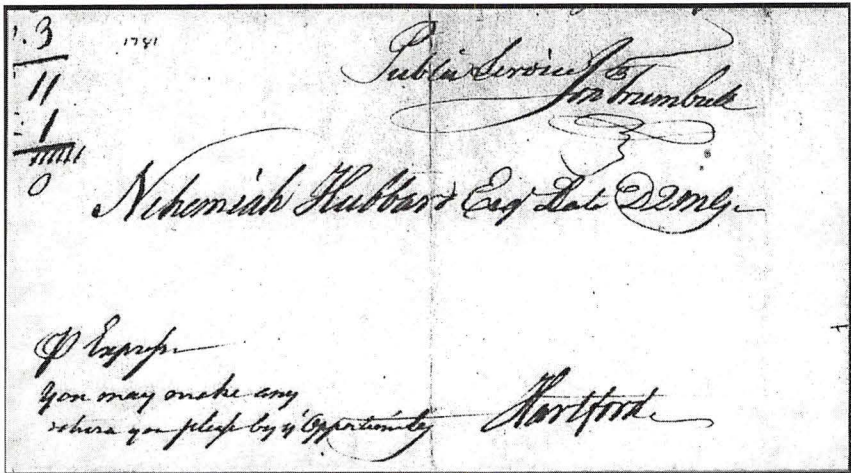


Figure 19. Letter dated January 9, 1781 sent after establishment of a chain of expresses from Rhode Island to army headquarters. This was manned by civilian riders accompanied by dragoons from the army.

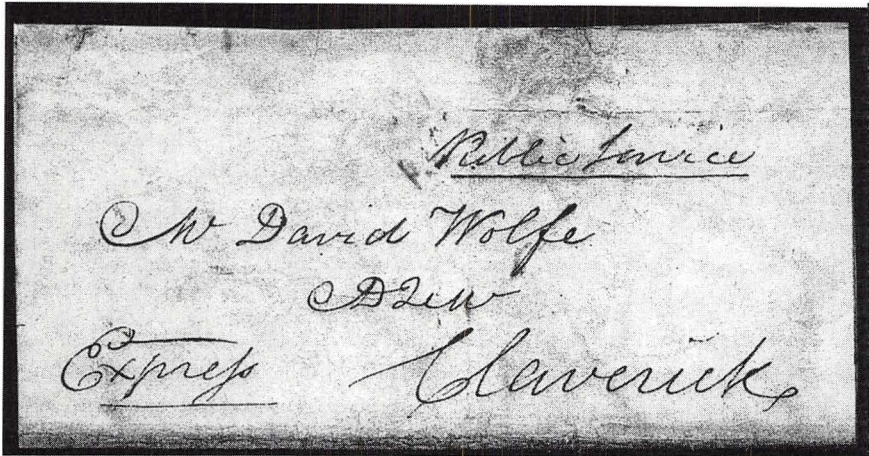


Figure 20. Letter dated December 14, 1780 sent by chain of expresses.

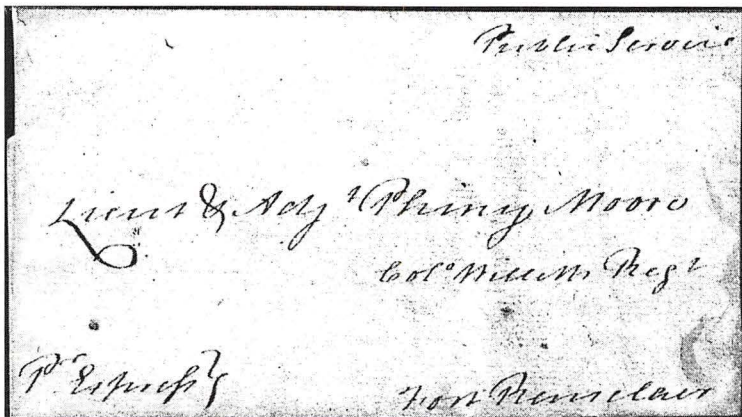


Figure 21. Letter dated November 7, 1782 sent by Mohawk Valley chain of expresses.

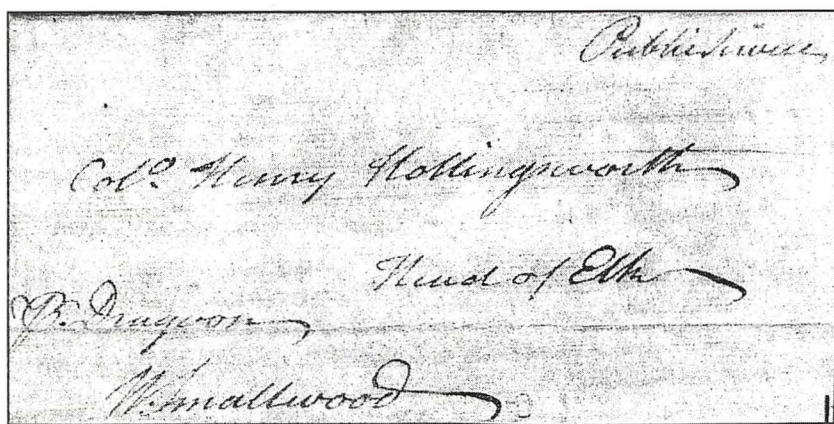


Figure 22. Letter carried by the southern 'Dragoon Express'.

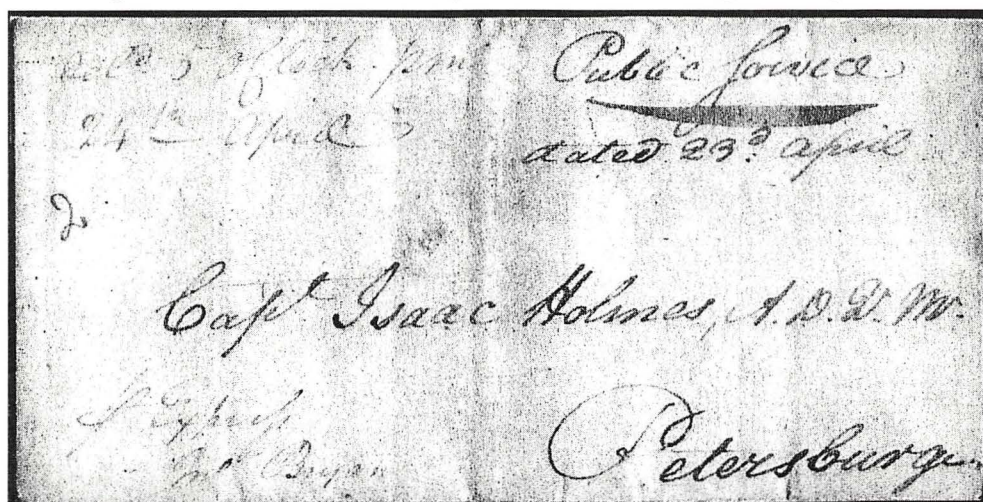


Figure 23. Express letter dated April 23rd (1781). The section editor surmises the possible contents.

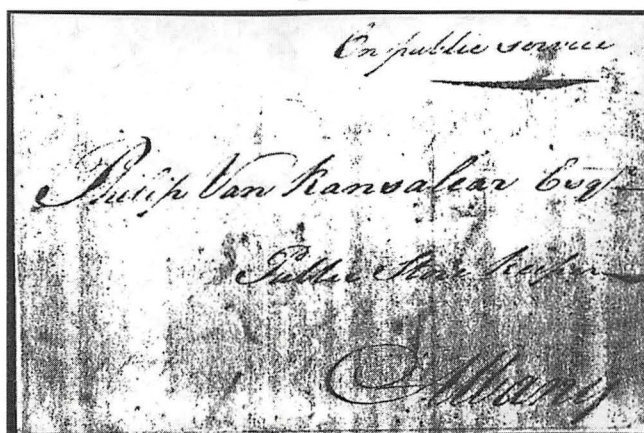


Figure 24. Express by packet boat. The letter is dated August 19, 1779.

A very interesting express letter is seen as **figure 23**, unfortunately with no contents, but they probably were a warning that from the south 3,000 British under General William Phillips, who succeeded Benedict Arnold and his tobacco burners, were about to attack Baron von Steuben's 1,000 militia who were holding the town. This express letter via Jonathan Bryan is noted as dated April 23rd and received at 5 o'clock p.m. on the 24th at Petersburg. The Americans were defeated and Cornwallis who abandoned Wilmington N.C. on April 25, 1781 moved unopposed to join Phillips in Petersburg, Va., which he did bringing the British forces to 7,200 in Petersburg although Phillips was killed May 13th. Lafayette's shelling of the town dislodged him on July 6th, and resulted in the battle of Greenspring³⁴ after which Cornwallis moved to Yorktown when Lafayette retreated with his small force to Malvern Hill.

Following Cornwallis's surrender October 19, 1781, all the express operations of the postoffice were ordered to cease activity effective at year's end.

Wartime Stage and Parcel Expresses

In addition to the wagon master claims of November 5-6, 1775, and the cartage and express expenses advanced by the Committee of Claims of Elizabeth, NJ on October 11, 1775 (\$98.30) the concept of parcel expresses came up again on December 9, 1775 when **William Chew** rode express to the salt peter rock in Virginia and brought back samples (he was paid \$83.30) and again on September 7, 1776 when Bernard Keppelar, Nathaniel Hoop were paid for wagon trips and **Matthias Koop** was paid to bring gun powder from Philadelphia to Bergen Point, NJ (Bayonne), **Andrew Read** was paid to bring medicine from Philadelphia to New York and **Robert Erwin** was referred to as **wagon master general**.

Hiltzheimer was paid an additional \$437.38 on May 14, 1777, while President Henry Laurens was paid \$2,147.62 to cover money advanced for expresses and an additional \$2,000 for future ones. He was given another \$3,000 on June 26, 1778. On October 13, 1779, Hiltzheimer was ordered to provide for the horses of members of Congress. On February 26, 1780 he was given a warrant for \$20,000 to provide forage for horses with additional warrants for \$40,000 each dated March 23, 1780, April 20th and June 20th; the figure was raised to \$60,000 as of July 25th. On September 1, 1780, the amounts were to be in new currency as of February 16, 1780 at \$40 per month with \$600 to cover previous services.

In addition to using riders, **figure 24** shows that **packet boats** were also used. In this letter to Phillip Van Ranslear the Public Store Keeper at Albany, Samuel Hodgdon writes from Chester, PA on August 19, 1779 that he has sent on the packet sailing between Newburgh, N.Y. and Albany four boxes marked 'PVK' with an enclosed letter from the Commissary General of Military Stores at Philadelphia.

Part II will appear in the next issue of The Penny Post.

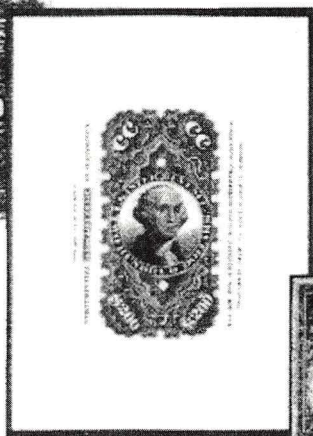
³⁴ This battle also unleashed the redoubtable Sir Banastre Tarleton and his cavalry to nearly capture Governor Jefferson at Charlottesville after Benedict Arnold had chased Jefferson out of Richmond.

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