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VOL. 21 NO. 4

THE PENNY POST

Official Journal Of The Carriers And Locals Society



A reconstructed early Motor Post cancel.

INSIDE THIS ISSUE

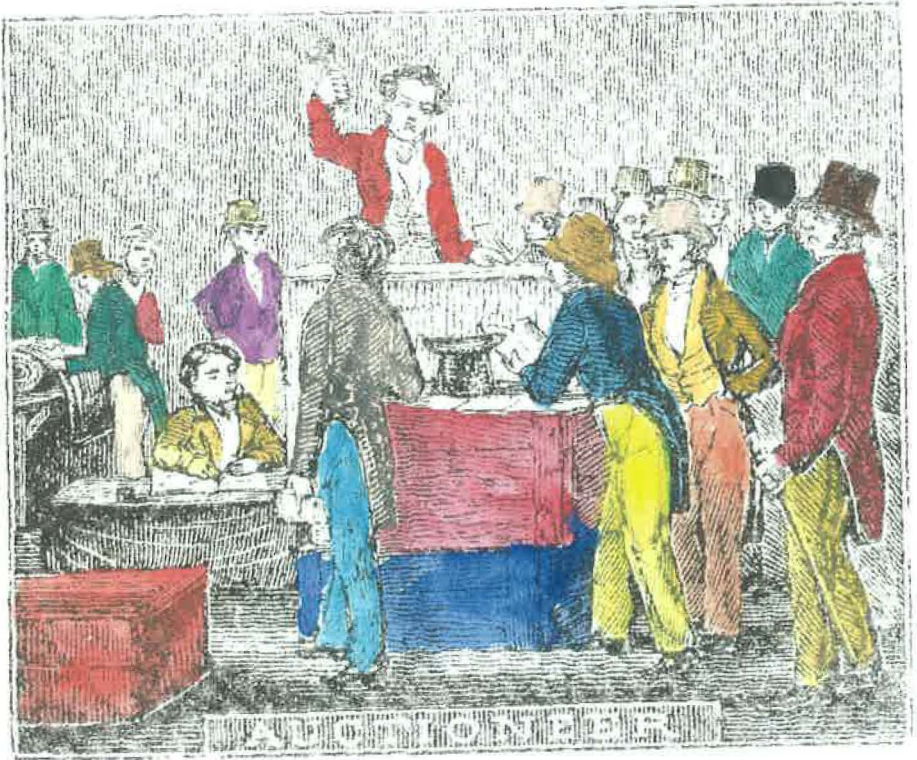
BLOOD'S PART 4: 15L4

HUSSEY'S FIRST STAMP DESIGN

SPERATI FORGERY OF THE CITY DESPATCH POST

MOTOR POST AND CHAIN DELIVERIES STAMPS, PART IV

DONALD JOHNSTONE – AN AUTOBIOGRAPHY



Public Stamp Auction

Carriers and Locals Society Auction #25

Thursday, January 23, 2014

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December 30, 2013

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THE PENNY POST

VOL. 21 NO. 4

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Editor's Message

By

Larry Lyons

StampShow in Milwaukee, August 10, 2013

I have been the Editor-In-Chief of *The Penny Post* since January 2000, a period of fourteen years. We have published 84 issues of *The Penny Post* since January 1991. Gordon Stimmell was the editor for the first 30 issues and I have done 54 so far through July 2013. The 84 issues of *The Penny Post* contain some 4,640 pages of research. *The Penny Post* has won 22 gold medals in literature and four Reserve Grand Awards. *The Penny Post*, and its Editor, has won the coveted Diane D. Behreit award for excellence in literature three times. (1994, 2009 and 2011).

What keeps me Going

The enormous spirit of cooperation among our members is extremely satisfying. The camaraderie and friendship in our Society make for an overall very enjoyable hobby experience. We have a great fraternity! The co-authoring and pooling of knowledge has taken us far and will continue into the future. Drop me a line if you want to join our "friendship circle."

Appreciation

I wish to thank the section editors for their contributions and hard work. Special thanks to Alan Cohen and John Bowman for being my constant critics and proofreaders for the last fourteen years and counting and David Snow, who joined the proofreading group in the fall of 2012. I wish to extend a special thank you to Alan Cohen for being our Auction Manager. We have had 24 auction sales since we began. The Society would not be able to continue without the commissions generated from these sales.

I want everyone to know I am still enjoying the job of Editor and I am happy to continue to provide research articles.

Editor's Choice Award

The Editor's Choice Award is given by me for my personal choice of the best article in the previous year. For 2012 my four favorites were:

1. Westervelt's Post series by John Bowman and Robert Markovits.
2. American Letter Mail Company Office in Connecticut by John Bowman.
3. Motor Post and Chain Deliveries Stamps parts I and II by Bruce Mosher, Clifford Alexander and John Bowman.
4. Westervelt's Post Through the Journalistic Lens of S. Allan Taylor's Publication-The Stamp Collector's Record by Clifford Alexander.

Last year Bruce Mosher was the recipient of the award for his article on the Waifs Chicago Express and Messenger Service. In 2011 Bruce Mosher was the recipient of this award for his article-Wells Fargo Express Operations in New Jersey. This award was given in 2010 to Vernon Morris for his pioneer article on Newly

Discovered Philadelphia Eagle cancellations. In 2009 the award was given to Bill Sammis for his work on John S. Jerome Express. In 2008 the award went to John Bowman and Gordon Stimmell for their work on the American Letter Mail Company. Hubert Skinner won this award in 2003 for his work on the New Orleans Carriers. When I visited his home in 2008 the award was on his bookshelf.

This year's award goes to John Bowman and Robert Markovits for their articles on Westervelt's Post. Congratulations to John and Bob. John Bowman and Robert Markovits were not at the meeting to accept the awards which were shipped to them. Note: The award is a decorative mantel clock. Both authors received duplicate awards. The bottom of the clock reads "Editor's Choice Award 2012."

After the Show

The Penny Post won a gold medal in literature at StampShow in Milwaukee (#23) and also received the Reserve Grand Award (#5). *The Penny Post* is recognized as being among the best Society Journals.

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Sperati Forgery of The City Despatch Post Stamp

By

Clifford J. Alexander

S. Allan Taylor is well known among stamp collectors – especially collectors of carriers and locals – as a creator of fakes and forgeries. Less well known but more deceptive and dangerous was Jean de Sperati. Taylor's many forgeries typically have a number of obvious differentiating features, and often were printed in wrong colors. Sperati liked to describe his reproductions as works of art. And his stamp forgeries were so well made that they deceived many experts.

Jean de Sperati

Over a period of more than 40 years, Sperati created over 550 forgeries of approximately 400 stamps from around the world. Seventeen of the forgeries involved U.S. stamps: New York (Scott 9X1) and Providence 5c (Scott 10X1) Postmaster Provisionals; 1847 issue 10c Washington (Scott 2); Confederate "10c" Thomas Jefferson (CSA 2); Confederate "TEN CENTS" Jefferson Davis (Scott CSA 9); the City Despatch Post 3c (Scott 40L1); and 11 issues of Hawaii stamps.¹ Thus, only one Sperati U.S. forgery was a stamp issued by a carrier or local post.

Sperati was born Giovanni Desperati in Pisa, Italy in 1884. He was educated as a chemist, which greatly aided his forgery business. But he learned engraving and printing from his mother and two brothers whose business was raided by Italian police in early 1909 because they were selling stamp forgeries. Most of Sperati's forgery activities occurred in France from 1909 to 1953 where printing and sale of reproductions were legal as long as the stamps were so identified. During the last ten years of his activities, to comply with the letter of the French law, Sperati wrote "reproduction" on the back of each stamp in a light pencil that was easy to erase.

Sperati was charged with a crime by the French government in 1943, but not for selling reproductions. A shipment of his stamps was seized under a French law enacted during World War II prohibiting the exportation of capital and valuable artifacts. Sperati's defense was that these were not valuable genuine stamps, but only reproductions of little value. At the trial, which did not take place until 1948, philatelic experts testified that the stamps were genuine. They were thoroughly embarrassed when Sperati proved to the satisfaction of the court that he was telling the truth. Sperati was found guilty of misrepresentations under a different French law; and he paid a fine but avoided jail due to his age.

In 1958, the British Philatelic Association, with the assistance of Robson Lowe, purchased most of Sperati's remaining forgeries and clichés. The BPA received Sperati's printing equipment and remaining inventory together with a promise from the 70-year-old that he would stop making forgeries.

¹ For a list of the stamps acquired by the British Philatelic Association, see *The American Philatelist*, Vol. 72, No. 2 (Nov. 1958), pages 126-7.

City Despatch Post

As noted above, the only carrier or local post stamp reproduced by Sperati was issued by the City Despatch Post, which was established in 1842 by Alexander Greig and Henry Windsor. They are credited with creating the first U.S. adhesive stamp (Scott 40L1). It has a vignette of George Washington in the center of an oval with the words "City Despatch Post" at the top and "THREE CENTS" at the bottom and is black on grayish paper. (Figure 1) Since the founding of Carriers & Locals Society, this stamp has been its trademark.

Sperati made his forgeries by the contact photography method. As a result, Sperati was able to create a nearly identical reproduction. Although his reproductions will not have the same sharpness or shading, these differences are slight and difficult to discern. Sperati sometimes re-touched the negatives to clean them. Nevertheless, all Sperati forgeries have some flaws that can help identify a Sperati forgery.²

The BPA has identified eight differences in the Sperati forgery of 40L1 from the original: (1) a white spot in the middle of the "I" of "CITY"; (2) doubling of lower serif of "D" in "DESPATCH"; (3) small scratch below the "D"; (4) the left upright of the "T" of "DESPATCH" is higher than the right; (4) nick at the bottom right of the "O" in "POST"; (5) small dot right of the top serif of the "S"; (6) black spot on the loop of the "R" in "THREE"; (7) series of dots above the "TS" of "CENTS"; and, (8) the inner frame line under the second "E" of "THREE" is broken and retouched with curved lines.³ (Figure 2)

In addition, Sperati appears to have sometimes added a small distinguishing feature to his stamps. In the case of the City Despatch Post stamp, Sperati modified the bottom shading line of Washington's right coat lapel. (Figure 3)

Sperati created five types of reproductions of 40L1 and other stamps: unused stamps; used stamps; die proofs in black on white paper; die proofs in issued colors; and used stamps on covers and pieces. Sperati sometimes signed the back of his stamps and typically signed the die proofs. (Figure 4) According to the BPA, the City Despatch Post die proof was reproduced in black on white paper and black on colored paper, as well as used and unused. I have seen only one possible Sperati cover with a U.S. or confederate stamp. It is pictured in the Crowe article and has a Sperati forgery of the New York Postmaster Provisional tied by a fake cancel.⁴

Because he printed forgeries for over more than 40 years negatives probably deteriorated, and it is not surprising that he would sometimes create them from different genuine stamps. For example, the BPA has identified two types of the Sperati CSA 9 forgeries – Type A and B.⁵ In addition, Steven M. Roth has

² See William T. Crowe, "The Fatal Flaw: The Five Cent New York Postmaster's Provisional" *OPINIONS III* (1985) at page 22.

³ British Philatelic Association, "The Work of Jean De Sperati Part II the Plates" (Second Edition 1956), "(BPA 1956 Edition)", page 197.

⁴ Ibid. fn. 2.

⁵ For a description of Types A and C, see Kaufmann, Crown and Palazolo, "Confederate States of America Catalog and Handbook of Stamps and Postal History" (Confederate Stamp Alliance, Inc. 2012) page 371. In Type C, the "T" and "E" of "TEN" are not joined.



Figure 1. Genuine 40L1.



Figure 2. Enlarged photocopy of the Sperati forgery showing the distinguishing characteristics identified by the BPA.

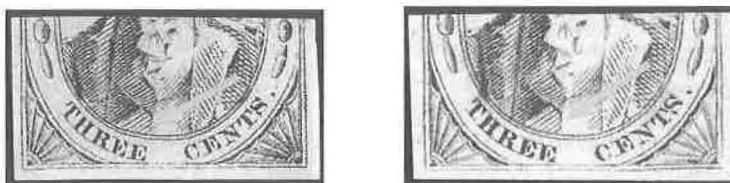


Figure 3. Enlarged photocopies of the lower portion of the Sperati and genuine stamps showing the difference in right coat lapel.



Figure 4. Signed Sperati 40L1 proof on white paper.



Figure 5. Sperati 40L1 forgeries on pieces with fake cancellations.

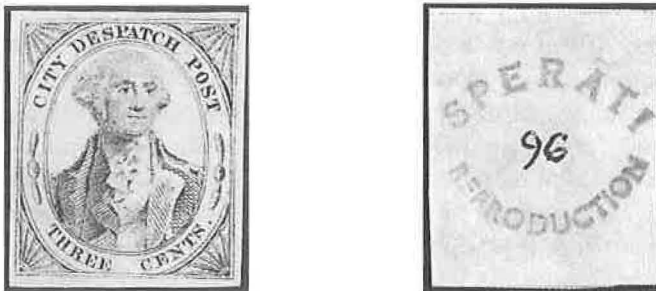


Figure 6.

Figure 6. Left: BPA reproduction of Sperati 40L1 forgery (front and back). Right: Sperati 40L1 on white paper with the “REPRODUCTION INTERDITE” handstamp.

discovered a third Type C. The BPA states that “There are probably two reproductions [of the City Despatch Post stamp], one of which has not been seen by the BPA.”⁶

Sperati’s contact photography method of reproducing stamps sometimes allows collectors to identify the original plate position of the genuine subject used. The first detailed article on plating the City Despatch Post Stamp was written by Frank S. Levi, Jr., who concluded that the Sperati forgery illustrated in his article was a reproduction of position 42, the bottom right stamp on the sheet of 6 by 7.⁷ However, Sperati sometimes cleaned the photographic negative, so that plating is not always easy or possible.

Part of Sperati’s modus operandi was to purchase cheap documents, covers and stamps from the period, generally 1845 to 1865. He used these genuine old papers to create used forgeries on pieces. Sperati also would chemically wash the color from cheap stamps from the same issue. He printed his reproductions on the clean rectangle and thus assured that the paper watermark and perforations would be genuine. These tricks helped fool even experienced and well-known experts who often place significant reliance on paper.

Sperati also created very good reproductions of cancellations which he added to genuine stamps. However, Sperati was not always careful to make sure the cancel was appropriate for a particular stamp. Knowledgeable collectors have recognized that genuine stamps are sometimes found with a Sperati cancellation that could not have been genuinely used on that stamp.

Sperati reproduced two City Despatch Post cancellations. Both are in red and can be found with the Sperati stamp on pieces (**Figure 5**). One is the “FREE” octagonal double line handstamp. The second is a double line circular date stamp that reads “CITY DESPATCH POST/N.Y.” at the bottom. Like the genuine handstamp, it has the date and month on the first line in the center and the hour and word “O’CLOCK” immediately below it.⁸ The BPA example of this cds indicates that, unlike the genuine, it is missing a period after the “Y.”

I have not seen a Sperati forgery of 40L1 on a cover and have only seen two Sperati forgeries of 40L1 on pieces; and these were offered in auctions.⁹ In both cases, the bottom of the cds was missing. As a result, it is easier to determine whether the stamp is genuine than a cancellation.

The BPA helped expand collectors’ knowledge and also finance its purchase of the Sperati inventory by publishing two sets of books on Sperati and his forgeries. A first edition with dark green binding limited to 500 copies was published in 1955, and purchasers were permitted to purchase some reproductions at an additional cost. See **Figure 6**. The BPA reproductions of individual stamps are clearly identifiable by a purple handstamp on the back that reads “SPERATI REPRODUCTION” and the number of the reproduction written in ink at the center (**Figure 7**). Some Sperati

⁶ BPA 1956 Edition Part II, at page 197.

⁷ Frank S. Levi, Jr. “The Plating of the City Despatch Post Stamps 1842-1850,” *The Collectors Club Philatelist*, Vol. XXXIV, No. 11 (1955) page 61 at page 64.

⁸ BPA 1956 Edition, Part II, Plate 133.

⁹ Robert A. Siegel Sale No. 875 (April 27, 2004), Lot 1194; and Schuyler Rumsey Westpex Sale No. 26 (April 27-29, 2007) Lot 2105.

proofs have a purple one-line handstamp "REPRODUCTION INTERDITE" on the top front.¹⁰ The 500 copy second edition with red binding and no reproductions was published in 1956, one year before Sperati died.

Figure 8 shows a Sperati forgery on a piece with a fake red cds and a fake red "FREE" cancellation.

I would like to see other examples of Sperati's 40L1 forgery to determine whether there are more than one type. Scans can be sent to me at clifford.alexander@klgates.com.

Much of the information on Sperati's life and methodology came from the following excellent publications: The 1955 First Edition of the BPA Sperati publication; the BPA's 1956 Edition; a 1997 Bendon reprint of the BPA 1956 Edition; Robson Lowe's "The Life of Jean de Sperati (1991) and the 2001 second edition by Lowe and Carl Walske, "The Life of Jean de Sperati II." I would like to thank Steven M. Roth and Leonard Hartmann of Philatelic Bibliophile for assistance they provided.

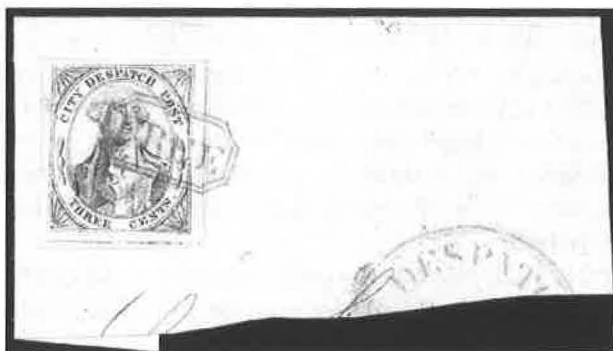


Figure 8. Sperati 40L1 forgery on a piece with fake red cds and "FREE" cancellations. Rumsey Auctions, Sale 26, Lot 2105.

¹⁰ Sotheby's Auction of "The Philatelic Collection formed by Sir Gawaine Baille, BT, Volume X (London January 19, 2007), Lot 1668, at page 374.

Hussey's First Stamp Design

By
Larry Lyons

Sometimes it is a very tedious job to extract a census record. Working on Hussey's Post is one of those posts like Blood's and Boyd's with a lot of auction data. My Hussey records are contained in 11 binders containing about 2200 pages of information. In order to get the census for the first Hussey stamp on cover I would have to dive in and grit it out—so I did. The resulting census of the first Hussey stamp on cover is very short with five recorded covers of which four are dated. See **Table 1**. The four dated covers are all clustered in date from April 21, 1856 to June 23, 1856 with two covers from May 1856. The data is very telling. First an understanding of the handstamps is required.

The Early Handstamps

The handstamp designations originate in *Byways of Philately* compiled and arranged by Elliott Perry in memory of H. Warren K. Hale.¹ The first two letters of each designation are always PM (postmark) and the third letter is the shape of the handstamp. "C" is circular, "O" is oval, "S" is straight-line, "R" is rectangular, and "F" is fancy. The third letter is followed by a dash and then each handstamp of that particular shape is given a small letter from "a" to as many as are recorded. Fake handstamps are included and described. All totaled, there are about 50 different handstamps in the Hales' book. It is noted that several genuine handstamps exist that were not recorded by Hale.

The April 21, 1856 cover is the only cover with a straightline "PAID." See **Figure 1**. Richard Schwartz examined this cover in 1981 and proclaimed it genuine. The Philatelic Foundation also examined this cover in 1981 (PF 96446) and found it to be genuine. The cover had been submitted by Al Apthekar, a noted United States stamp dealer at that time. Sometime later the cover found its way into the Schwartz collection. Some students consider the "PAID" to be suspect.

Four of the covers with Hussey's first stamp have the oval handstamp PMO-a. See **Figure 2**. Four of the covers have the straightline "FREE" handstamp, PMS-a. See **Figure 3**. The oval handstamp also appears on three stampless covers for a total census of seven examples. The dates of use of the "distributing office" handstamp span from February 11, 1855 to June 23, 1856. The straightline "FREE" handstamp, PMS-a, is recorded as 21x4.5mm. and is found used from May 22, 1855 to November 3, 1859. I record twelve examples. The earliest cover with the "FREE" handstamp is dated May 22, 1855 and also has the early oval handstamp PMO-a shown in Figure 2. This cover is shown in **Figure 4** and has the oval and the "FREE" handstamps in red. This cover predates the earliest cover with the first Hussey stamp by about 11 months.

¹ *Byways of Philately*, H. Warren Hale, J.W. Stowell Printing Co. Federalsburg, Maryland, 1966. Compiled and arranged by Elliott Perry.

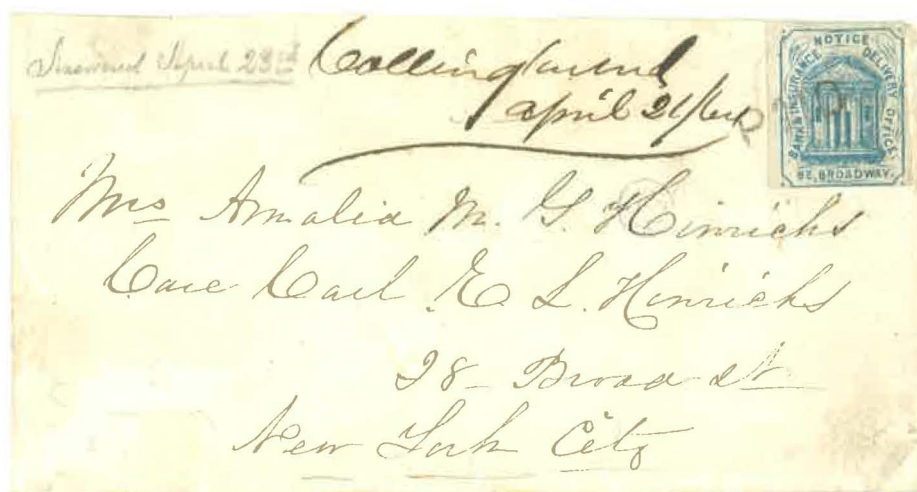


Figure 1. Cover with the first Hussey stamp, 87L1, and a straightline “PAID” handstamp. PF



Figure 2. Hussey’s first oval handstamp, PMO-a.



Figure 3. Hussey’s “FREE” handstamp, PMS-a.



Figure 4. The earliest cover with the “FREE” handstamp dated May 22, 1855. The early oval handstamp PMO-a is also present on this stampless cover.

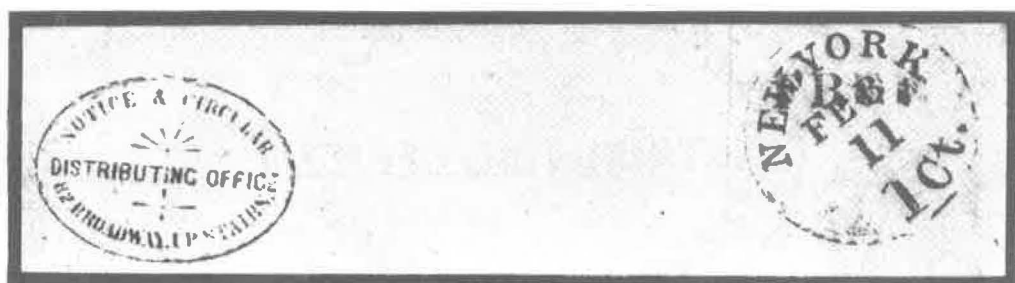


Figure 5. The earliest recorded Hussey cover. The date of this cover is February 11, 1855.



Figure 6. The first Hussey stamp design, with “NOTICE” at the top and “82 BROADWAY” at the bottom and the image of a Greek temple. The stamp is 87L1.



Figure 7. The second Hussey stamp design, with “LETTER” at the top, “82 BROADWAY” at the bottom and an image of a mailbox. The stamps are 87L2 and 87L3.

<i>Quantity</i>	<i>Description</i>	<i>Price</i>	<i>Date</i>	<i>Quantity</i>	<i>Description</i>	<i>Price</i>	<i>Date</i>
No 1 32,500		1854 1/6	Monday Feb 11 1854 Eng 9	No 7 1085		1862 1/6	Mar 20 matt 4.00
No 2 20,000		1856 1/6	5/4 Eng 5 11.00 7.00	No 8 1130		1862 1/6	Mar 20 " 4.00
No 3 26,000		1857 2/6	5/4 Eng 4 13.24	No 9 1173		1862 1/6	Mar 20 " 6.00
No 4 47,200		1858 2/6	5/4 Eng 2 Eng "Hamel" 25.55 5.00	No 10 1210		1862 1/6	Mar 20 " 6.00
No 5 400		1862 1/6	Mar 12 Lot 1.00	No 11 1000		1862 1/6	Apr 19 4.00
No 6 1100		1862 7/6	Mar 20 matt 4.00	No 12 1000		1862 7/6	Apr 19 4.00

Figure 8. An excerpt from Wood's notebook showing entries 1-12.

The earliest recorded Hussey cover has long been known to be February 11, 1855. See **Figure 5**. This is a stampless cover that this author has not examined. It has the oval Hussey handstamp PMO-a as shown in **Figure 2**.

Hussey's First Two Stamps

The first Hussey stamp, 87L1, is a "NOTICE" stamp with a Greek temple design. See **Figure 6**. The second Hussey stamp, 87L2, is a "LETTER" stamp with a picture of a mailbox. See **Figure 7**. Hussey's second stamp is also scarce on cover and is recorded being used from June 26, 1857 to May 8, 1858. This is clearly later than the period of uses of the first Hussey stamp by a year. Now the dilemma.

The Stamp Printings

Thomas Woods was a printer for Hussey. Some students have conjectured that Hussey had more than one printer. Perhaps this study will shed more light on this idea. Wood's kept a diary notebook detailing the quantity of each stamp he printed for Hussey and the dates and prices. A detailed study of the Wood's

memorandum was done by this author in the October 2001 Penny Post.² An excerpt of the Wood's notebook entries 1-12 are shown in **Figure 8**. As noted on page 10 of the October 2001 article, Wood's number 1 is 87L2 and Wood's number 2 is 87L1. The date of the printing for 87L1 stamps in a quantity of 20,000 is given as September 9, 1856. This could not be the date of the printing of the 87L1 stamps because according to my census the 87L1 stamps were used from April 21, 1856 to June 23, 1856! There are no reprints or Hussey forgeries of the first Hussey stamp designs, which has "NOTICE" at the top and "82 Broadway" at the bottom. When the Wood's entry (87L1?) stamps were printed on September 9, 1856 Hussey was still at 82 Broadway. The quantity of 20,000 is large and the number of known genuine stamps does not seem to support this being either of Hussey's first two stamps. We need an explanation or hypothesis here. Got any ideas?

The first Wood's entry is October 21, 1854 for a printing of 32,800 stamps presumed to be 87L2 but this stamp is not recorded being used until June 26, 1857. In fact there is no genuine Hussey stamp use of any kind until April 21, 1856. What was printed in 1854? Again, I am at a loss here and need some fresh ideas?

Many of the Hussey stamps listed in the Wood's notebook do correlate to the stamps and reprints but the early ones do not. There seems to be evidence here of another printer working for Hussey in 1856 and 1857.

If you put a gun to my head and forced me to given a response to this dilemma, I would stammer that I believe Wood's printed some other forgeries for Hussey in 1854 and 1856. These were not Hussey stamps. Perhaps Hussey was in the stamp business selling forgeries for more than two years before he opened his post. Any other ideas?

The author requests responses to him at llyons@philatelicfoundation.org.

Table I.
Census of 87L1 Covers

<u>Dated</u>	<u>Handstamps</u>	<u>Addressee</u>	<u>Auction</u>
April 21, 1856	PMC-b	28 Broad St.	Siegel, Oct. 6, 1981, Lot 511
May 12, 1856	PMO-a, PMS-a		Lowe, Mar. 15, 1972, Lot 1484
May 21, 1856	PMO-a, PMS-a	177 Prince	Siegel, June 4, 2005, Ex. Hollowbush, Golden
June 23, 1856	PMO-a, PMS-a	49 Chambers	Harmers, June 12, 1968, Lot 1147
Undated	PMO-a, PMS-a	149 Chambers	Siegel (Hall), Nov. 13-14, 2000, Lot 680

² *Identification of the Hussey reprints and forgeries as listed in the Thomas Wood's memorandum, Larry Lyons, The Penny Post, Vol. 9, No. 4, October 2001, pages 4-29.*

Seven Decades with Philately

By

Donald B. Johnstone

The first U.S. stamp of particular interest to me that I remember appearing on family correspondence was the so-called Liberty Bell stamp which was issued in May of 1926. A small Scott album called "The Imperial Stamp Album" of 1925 was a present to me on my 7th birthday, and strange enough, it is still reposing on my book shelf, but devoid of its contents. As time went by, another gift came my way as the 1928 "Scott International Junior". My father had shown me his 1899 Scott album which increased my interest in stamp collecting. This was coupled by his efforts to try to make me a good student in school. He went to Boston frequently, and on one trip stopped at a stamp dealer's shop and purchased two dozen of the then recent U.S. stamps in mint condition. He would permit me to select one from the group each time I brought home a paper from school marked 100%. The stamps I recall vividly as including the first and second sets of the air mails, Pilgrim Tercentenary, Huguenot Walloons, Lexington-Concord, and Norse American issues. It was difficult for me to acquire them. 90 or 95% papers were not uncommon, but 100% was very infrequent. I had no idea which stamp was more valuable than another, only that I had a blank space to fill with an attractive stamp, and the longer I waited, the more attractive the item became when once it came my way.

One recollection from childhood days springs to mind. My father who, although no longer a stamp collector had in addition to his album, a candy box full of stamps, largely mint stamps in part sheets and odd size multiples. Included were several denominations of the Columbian issue. One day my sister, two years younger than I, decided to be of help to me by separating all those unsevered stamps. I had been looking forward to seeing a few of those Columbian blocks of four in my collection, but hadn't yet approached my father on this. Needless to say, I never had to do so.

By high school days, several of us were into stamp collecting, exchanging, and even displaying our items at a stamp show in the school library. We would form one page exhibits that were judged by adult collectors from the community. (Newport, R.I.) The first prize I ever received was in 1935 with a display of early Swedish stamps. These were the days of Postmaster General Jim Farley, when special printings were in vogue. U.S. plate block collecting took over as the way to go, and first day covers were becoming popular.

As college days came along, interest in stamp collecting waned, and it was not until I had completed college, gone through World War II, and was busy in graduate school that I again took an interest in stamps.

The Centenary International stamp Exhibition of 1947 was held in New York City, and only a short train ride from Rutgers Univ. in New Brunswick, N.J. where, at the time, I was about to finish my doctoral degree. Attending this stamp show served to reawaken my interest in stamps, and as I moved later to Vermont as an assistant professor at UVM in January of 1948, I began accumulating U.S. classic issues. Soon after arriving in Burlington, I joined the local stamp club (Burlington Stamp and Coin Club) and became acquainted with Dr. Douglas Green. This

developed into a friendship that was to last 38 years until he passed away in 1986. Doug and I travelled widely to stamp clubs, shows, and dealer shops. We frequently went to Montreal to attend the weekly meetings of the Westmount Stamp Club., and attended stamp auctions in both Boston and New York. Together, we attended such international stamp exhibitions as CAPEX 1951 in Toronto, FIPEX 1956 in New York, and SIPEX 1966 in Washington DC. I was fortunate to be an exhibitor in each of the two in this country.

The first stamp show I remember in Burlington was sponsored by the Burlington club in June 1949. Held in the Fleming Museum of the Univ. of Vermont, there were 37 frames on display from 20 local exhibitors. It was non-competitive with no awards.

In 1951 I participated in a stamp show in Rutland and received my first award in the form of a cup for a display of scientists on stamps. In 1953 Rutland presented me another first place cup for a display of U.S. carrier stamps. From then on, I was involved in studying and building a collection of carrier stamps as well as regular issues used for carrier fee payment. This activity encouraged me to enter such material in the American Philatelic Congress shows, SOJEX, APS, Canadian Philatelic Soc., Nat'l Phil. Museum, 1857 Centennial Expo., International shows including Stockholmia '55, London '60 and those mentioned above.

In the mid 50's I thought there was sufficient interest in Vermont to have a statewide philatelic organization. Two clubs, Rutland and Burlington, had been offering shows in alternate years. Hence, I began a newsletter in 1956 entitled "The Vermont Philatelist" which became the precursor to The Vermont Philatelic Society. This was officially organized during the week-long stamp show in Burlington called "BURLPEX" in 1957. Thereafter, the society sponsored a show known as "VERPEX" every two years. Other clubs came into being, the Washington County stamp Club in Montpelier and the Brattleboro Stamp Club. I edited and published the "Vermont Philatelist" for a few years, and was pleased when George Slawson agreed to replace me as editor and Lhoyd Hayward as publisher.

My first efforts to write for national publications began about 1959 and involved two areas of collecting interest one was the postal history of Lake Champlain steamboat mail and the other was the study of U.S. carrier stamps and their related postal history. As the 1960 Centennial for the issuance of the so-called star die envelopes approached, I wrote an article covering their carrier use which was published in the November issue of the "American Philatelist". In June of that same year, my first article devoted to "The Steamboat Mail Service of Lake Champlain" appeared in the "Postal History Journal". It was well received, and I was honored the following year when the Postal History Society presented me their first medal given for the best article to appear in their journal during the year. A second article on the same topic, but with emphasis on the steamboat markings; was published in the same journal ten years later in 1970. These two articles became the reference source for the postal history of mail on Lake Champlain in the next several editions of the Stampless Cover Catalogue edited by Nort Sampson. Meanwhile, the Centennial for the end of the carrier fee period came in 1963, and I wrote the "U.S. Carrier Fee System Ends" which appeared in the June issue of the "American Philatelist".

Mention was made earlier that I had once exhibited some Swedish stamps in a high school show. As an adult, the early issues of Sweden were avidly studied along with other classic issues including those of Denmark. The latter was enhanced during my sabbatical period from the University of Vermont which was spent in Denmark in 1964. Collecting Canadian stamps was of major interest when Doug Green and I made monthly trips to the Westmount Stamp Club in Montreal during the 60's. I was able to put together a specialized study of the half-cent issues including multiples, proofs, and usage. Doug Green and I became interested in the Canadian issues following our trip to Toronto attend the first CAPEX in 1951. Our mutual interest extended to the stampless covers with the postal history of cross border and exchange office markings of both the U.S and Canada.

Whereas I have had a great interest in Vermont postal history over the years as a reflection of the numerous articles by others in the "Vermont Philatelist", Burlington became a special effort. This culminated in 1992 with my publication of the "Postal History of Burlington, Vermont, The First 100 Years". Another area of interest were letters sent in Vermont with WAY markings. This study resulted in a series of articles in the "Vermont Philatelist" devoted to Vermont Way Mail.

Many friends were acquired via my philatelic meanderings, especially in connection with my long-time involvement with the study of U.S. carrier stamps and related postal history. The foremost authority, Elliott Perry, became a mentor, and much is owed to his kind and thoughtful encouragement in the 1950's and 60's. Along the way, I became acquainted with the noted author, Donald Patton, whom I visited on two occasions in England, Clarence Brazer, Julian Blanchard, Denwood Kelly, Bill Middendorf, Ezra Cole, Lester Downing, and Dick Graham, to mention but a few. Correspondence with Stanley Ashbrook, Carroll Chase, Maurice Blake, and Theodore Steinway enhanced my knowledge. Dealers and agents as Bob Siegel, Pat Herst, Sam Paige, Lou Robbins, and Frank Mandel enhanced my collection.

Henry Meyer was a close friend whom I had first met at the 1857 Centennial Meeting in Philadelphia, and consulted with on the steamboat markings. When he retired as a mathematics teacher in the 60's, he looked forward to more time to devote to his steamboat postal history, but unfortunately, he passed away before his desires were realized.

Dick Graham has been a good friend over the years with whom I've shared information on postmarks, and more recently concerning the first duplex handstamp patents of the infamous Marcus P. Norton.

Bob Stets has shared two of my collecting interests. For a time, he was actively studying the carrier markings of Philadelphia. Later, he became interested in the post office records of early postmaster appointments. We shared information on Vermont postmasters with special emphasis on Burlington for his recently published book. We had corresponded for years, and finally met, unexpectedly, as we shared a taxi during a WESTPEX meeting in San Francisco in the late 80's.

Speaking opportunities often coincide with exhibiting one's collection. Over the years, I've been asked on a number of occasions to provide a program at various clubs including those in Burlington, Montpelier, and Rutland. In addition, there were similar engagements at the Fort Orange Club in Albany, and the Collector's Club in New York City. In some cases, illustrations via projection slides were employed.

This became a problem in 1963 for my first color slide show to the Essay Proof Society at the N.Y. Collectors Club. In order to show slides of stamped covers, it was necessary to place black paper over each postage stamp, even though cancelled. There was no restriction on the carrier stamps. Also, it was necessary to show one slide with the message from the Secretary of the Treasury that this had been given his permission.

In my professional life as a research microbiologist, I was familiar with microscopy and analytical instrumentation. Some of my research involved the fluorescence of bacterial pigments under ultraviolet light. Early on in collecting carrier stamps, I could not help but apply some of this laboratory examination to stamps. This led to the study of pigments in printing and cancelling inks as well as engraving lines, paper thickness, etc. In this effort, a number of discoveries were made that proved helpful as distinguishing characteristics. This was particularly so with various carrier proofs and reprints. Often in scientific research, an observation is made and recorded without knowing its significance, only to find years later an explanation occurs. Such was the case with the different Franklin carrier 1875 reprint types I had discovered in the 1950's. It wasn't until Bill Mooz in 1996 uncovered the original records of the different reprintings that we can now show the reason for the different types.

After communicating some of my early observations to Elliott Perry, he responded with considerable interest. On one of my business trips to New York, I took the opportunity to meet this great philatelic authority in Westfield, New Jersey. His greeting was a little surprising. "So you want to visit this irascible stamp man." Having read some of his "Pat Paragraphs" with an occasional invective and an offhand comment in a letter from Stanley Ashbrook in which he advised me not to mention something to Mr. Perry, I was somewhat prepared. However, I was delighted to meet this man who seemed to want to project himself as irascible, and I experienced a very friendly and memorable association with him for many years.

From the early 1950's, Elliott Perry was a constant source of knowledge and inspiration for my carrier studies. We visited each other on a number of occasions both here in Vermont and in Westfield, New Jersey. On one occasion Doug Green, Sidney Harris and I drove to Elliott's home, stayed overnight with the Perry's, and continued the next day with Elliott to the APS meetings in Atlantic City. Sometime in the 1960's Elliott asked me to review his type script for his carrier book that was in progress. He had previously asked me to write some of the chapters devoted to the Franklin and Eagle carrier stamps in order to reflect the detail about the various known proofs. I edited a number of chapters and retyped most of them. Sometime before Elliott died, he asked me to send page copy of the book to Bill Middendorf as he was to forward it to Robson Lowe in England for publication. Some of this was eventually arranged by Maurice Williams and published in Lowe's "Philatelist" in the 1970's. Some of the unpublished balance was later acquired by Bob Meyersburg and re-edited for the U.S. Classics Society Chronicle.

The appearance of these carrier articles in the early 1980's by Meyersburg and, some just previously by Kohlhepp were the first on this subject in a number of years, and had a very profound effect upon me. It renewed and stimulated my interest in the postal history of the U.S. carrier fee system of the 1850's and 60's:

Beginning in 1984, I published in the *Classics Chronicle*, a series of articles on the Franklin and Eagle carrier stamps which received the Neinken award in 1985 by the U. S. Philatelic Classics Society. Bob Meyersburg and I exchanged stamps, covers, and ideas. One innovative idea came into fruition. Each of us had exhibited portions of our carrier collections. Noting that each had important items missing from the other's holdings, it was decided to try a cooperative display effort. We approached the Garfield Perry show directors and received permission in 1990 to present a joint non-competitive display in several frames. Thus, we were able to bring together in a single display the best material from each collection.

It is said that as we grow older, our memories of early events become sharper. As I reread some of which I have just written, my mind reflects upon small insignificant things that loomed large to me at the time. ---Like the bright sunny day in May when I sat on a park bench in New York at noon chatting about carrier stamps with columnist George Sloane. He had arranged this short noon hour meeting because he was busy at the time describing the enormous Caspary collection for Harmer's auctions. Like the late 1~80's when I served on the Board of Directors of the Classics Society, and learned what a splendid editor Susan MacDonald was for the *Chronicle*. Like the day in 1966 when three of us arrived in Washington for SIPEX by train from Vermont. Doug Green handed George Slawson and me a cane with a folding seat with which to relax in front of stamp frames. He had previously observed a similar seat-cane used by Sir John Wilson, curator of the British collection, during CAPEX in 1951, and thought it a good idea. I note that Ann Triggles, a present day stamp judge, also uses such a device. Like the overnight visit to Lester Downing's home in Cambridge to view his U.S. collection in the late 50's. We had become acquainted at a Sam Paige auction in Boston, and found we enjoyed mutual interests in certain carrier covers. He was well known for hosting the Boston area collectors once a year. Like the time Bill Hicks persuaded me to join the Classics Society which, at the time, was known as the 1851-57 Unit of the APS. It was sometime in 1957, and my Route Agent number became 313. This opened a rewarding communication with Tracy Simpson on carrier markings.

I have never been enthusiastic about special event postmarks or cachets. However, as a high school boy, I did send a letter to myself from the Antarctic via Admiral Richard Byrd in 1935. As an adult, I happened to be present at the scene of the first atomic bomb test at Bikini Atoll, and sent home a letter postmarked on that occasion, July 1, 1946. And in 1993, I was involved along with Ruth Henson in providing a cachet ferry cover on the 80'th birthday cruise of the Lake Champlain ferry "Adirondack".

As mentioned previously, I provided an exhibit of carrier stamps and covers at four different international exhibitions, the last being SIPEX in Washington, DC in 1966. It garnered a silver medal, much to my delight, but it was my last effort of this kind for over 23 years. My next attempt was as a result of encouragement by a close philatelic friend, Richard Marek, who persuaded me to enter a display at CHICAGOPEX in 1989. Dick, a Chicago attorney, had taken a serious interest in Vermont postal history, and in a few short years had become one of the most knowledgeable Vermont history buffs with a major holding of Vermont stampless covers. He is a frequent contributor to the content of the "Vermont Philatelist". His

exhibiting of this material has resulted in numerous awards including a WSP grand award at SEPAD. His interest in Vermont reached a point where he and his wife, Linda, recently purchased a house in Newfane, Vermont as a second home.

I would be remiss if I didn't mention how pleased I was to receive a very attractive crystal glass globe as the Founder of the VPS. It was presented to me by Dick Marek at the meeting in 1991.

The Carriers and Locals Society, a relatively new organization was born in 1990 with its exceedingly fine journal, "The Penny Post" appearing in 1991. In due course, I became a member of the Board of Directors, contributed articles, and have chaired a committee to review the Scott U.S. Specialized Catalogue listings for the purpose of advising the Scott Publishing Company.

Encouraged by my renewed exhibiting experience at CHICAGOPEX, I have been led to enjoy a number of gold awards at other national venues.

Honorary memberships sometimes come with one's longevity. Whereas the APS conferred life membership on those of us who had been members 35 years or more" several more came unexpectedly to me in 1993. First, the US. Classics Society, second the Vermont Philatelic Society, and then following a talk at the Rutland County Stamp Club, I was honored with a life time membership in their organization. Just as with my professional societies, honorary life time members are excused from paying annual dues. However, as Dick Marek put it at the Vermont Philatelic Society meeting, "New Life time members should be so grateful that they will want to pay a higher dues rate".

So, as 1996 comes to an end, I look back on seventy years of this avocation called stamp collecting along with its various related pursuits with tremendous nostalgia. It has taken me to other vistas, both domestic and foreign. It has generated a wide variety of research efforts, both scientific as well as historic. It has enabled me to convey to others some acquired information through various publications. And lastly, it has brought me many lasting friendships over the years, and these mean the most to me. For all this I say "Amen."

A Sampling of Philatelic Articles Published

Ludwig Hesshaimer, Essay Proof Jour. 51:172 1956.

U.S. Star Die Envelopes and Their Carrier Usage, Amer. Phil. 74:115-119, 1960.

U.S. Carrier Fee System Ends, Amer. Phil. 76:657-662, 1963.

Franklin and Eagle Carrier Stamps, Chronicle U.S. Classic Postal Issues, 36:2-37:1.

Manchester, N.H. Carrier Service, Chronicle U.S. Classic Postal Issues, 40:2, 1988.

Franklin Carrier Proofs and Essays Revisited, The Penny Post, 3:3 1993.

Lowell Carrier Stars, The Penny Post, 4:4 1994.

Portland/Maine Carrier Covers, The Penny Post, 6:1 1996.

Attempts to Prepay Carrier Delivery, The Penny Post, 6:2 1996.

Charleston 3+1? The Penny Post, 6:3 1996.

Eagle Carrier Small Die Proof, The Penny Post, 7:1 1997.

The Charleston Carrier Service, The Penny Post, 7:4, 1997.

Motor Post and Chain Deliveries Stamps

Part IV

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

This installment is the completion of the Motor Post and Chain Deliveries Stamps article that previously appeared in the July 2013 issue of The Penny Post.

Company Stamp Cancellations

Several unique stamp cancellations were employed first by Motor Post agents and then by the ensuing Chain Deliveries agents. Most of the company's known manual cancellers exhibited the current month, day and year when properly adjusted. When used to cancel stamps, the complete cancel date imprint did not always adhere to the cancelled stamps thus creating the kind of partially dated stamps and package wrappers that frequently frustrate collectors and historians. We also note that the cancels do not identify specific Chain Deliveries' subreceiving stations or terminals that were involved in dispatching packages.

Motor Post Cancels

The initial Motor Post stamp cancel consisted of an approximately 30 mm-diameter circle containing "MOTOR POST, INC." placed around the inside plus a three-line calendar date in the center exhibited as a month over day over year display. An asterisk also appears inside the circle opposite the company name. Only purple inked cancels have been seen so far. No complete images of the Motor Post cancel have been preserved, but two of the best partial strikes are shown on the stamps illustrated in **Figure 45**.



Figure 45. Partial strikes of the Motor Post stamp cancellation (enlarged).

The reconstructed cancel shown in **Figure 46** was created by merging complimentary segments of the cancellation strikes from several used Motor Post stamps. Although this recreation is not minutely accurate, it is representative of the earliest cancellations applied by Motor Post agents. The canceling device contained a settable date calendar at its center which may have been a 'slug' type since the month (i.e., "MAR") is seen to be rotated clockwise about 90 degrees in the

Figure 47 illustrated cancel. All of the actual Motor Post cancel strikes seen to date were made using purple ink (none were in black as depicted in the figure).



Figure 46. Reconstructed complete Motor Post, Inc. cancel.



Ex-Charles Hermann.

Figure 47. Rotated canceller's date slug (enlarged).

There is a possibility that a second cancel design was employed to void Motor Post stamps. This is the straight-line dater shown in **Figure 48**. Only two examples have been seen so far that exhibit this kind of cancel. The partial cancel shown in **Figure 8** is the other known representation of a straight-line dating device. There does not appear to be any "Motor Post" inscription associated with this straight-line dater, so perhaps these strikes resulted from using an ordinary office dater that was put into temporary use for canceling stamps.



Figure 48. March 27, 1934 straight-line cancellation on a 40¢ Type 1 stamp.

Chain Deliveries Cancels

The first Chain Deliveries cancel appeared as a circle with the new company name arched around the interior. It was similar to (and the same size as) the Motor Post circular cancel. Only one example of this purple strike has been seen, so details are derived from the single specimen that is shown in **Figure 49**. There may be a calendar dater in the center, but it is hard to ascertain that from the illustrated example. The fact that this cancel appears on a Type 1 stamp in all likelihood means the stamp was used as a remainder after the company name changed to Chain Deliveries. The paucity of examples of this particular cancel probably indicates that it was not in use for a very long time.



Courtesy Jim Czyl.

Figure 49. First Chain Deliveries cancellation that was employed (enlarged).

Sometime in 1935, the design of a completely different Chain Deliveries hand-canceller design was adopted and is illustrated in **Figure 50**. The complete date information is now oriented in a straight line just above center and the inking is black. If you look closely between the residual stamp images in the figure, one can appreciate the entire cancel design. The word "CANCELLED" can be seen 'riding the middle wave' in the seven wavy-lines portion of the cancel. On some strikes, "CANCELLED" does not appear very clearly or it may be absent altogether. This could be due to poor inking or light strikes, consequently at this time we are unsure if two canceling designs were employed—one with and another without—the word "CANCELLED" present.

The actual date in the **Figure 50** cancel is MAY 28 1935, even though part of "MAY" did not reproduce and "28" is partly hidden behind the big '3.' The illustrated CHAIN DELIVERIES cancel was used more than seven times on the seventeen Type 4 stamps comprising the entire package-top piece that is shown in **Figure 34**. One cropped and enhanced cancellation from that large piece is depicted

in **Figure 50**. The approximate size of the pictured Chain Deliveries cancel is 53x43 mm.

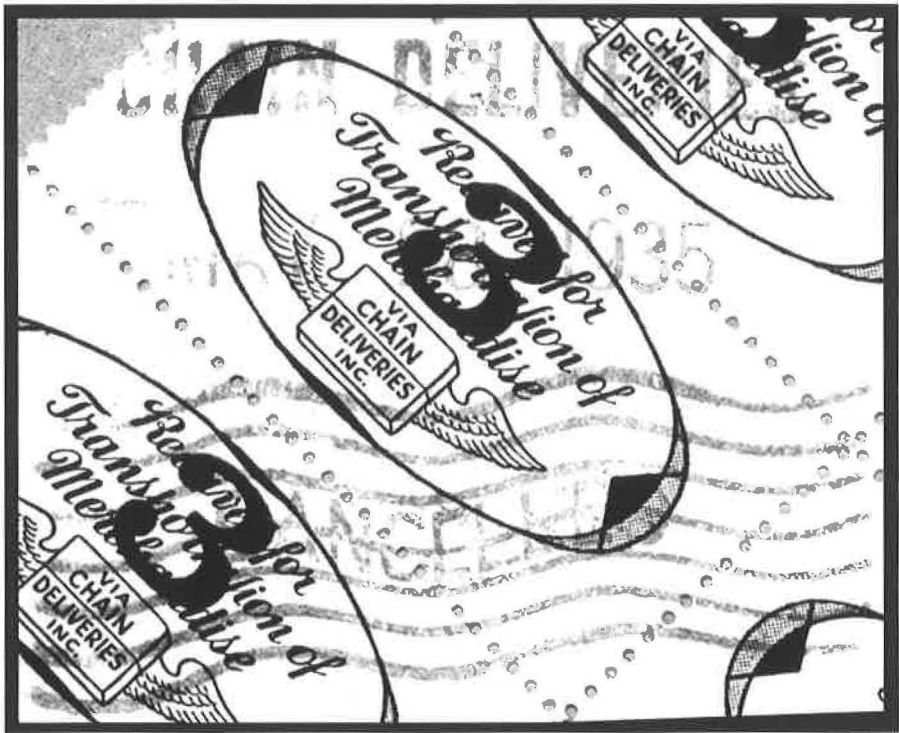


Figure 50. 1935 Chain Deliveries stamp cancellation (enlarged).



Courtesy Jim Czyl.

Figure 51. Chain Deliveries Express wavy-line dated cancel.

Chain Deliveries Express Cancel

The last cancel that is known bears the Chain Deliveries Express, Inc. name and appears to have been created from the previous design shown in **Figure 50**. It

may have been introduced in 1936 when the word “CANCELLED” was removed from around the middle wavy line. Then the straight-lined date was repositioned into a newly created opening where mid-portions of the previous middle wavy-lines were erased. The downward relocation of the date line allowed room for “EXPRESS, INC.” to be added under “CHAIN DELIVERIES.” This cancel design turned out as illustrated in **Figure 51**. It measures 53x49 mm and has been found in black, blue and purple colors.

Perforated Initials

Two different perfin hole patterns have been found on Chain Deliveries stamps, the first of which is depicted in **Figure 52**. The right side illustration is a mirror image of the reverse side of the perforated stamp shown to its left. The illustrated “BFG” pattern was owned by the B.F. Goodrich Company. The control hole over the upper left edge of the ‘B’ indicates this perfin came from the company’s Akron, Ohio office. It has been identified as perfin number B116-2 in John Randall's perfin catalog.¹⁷

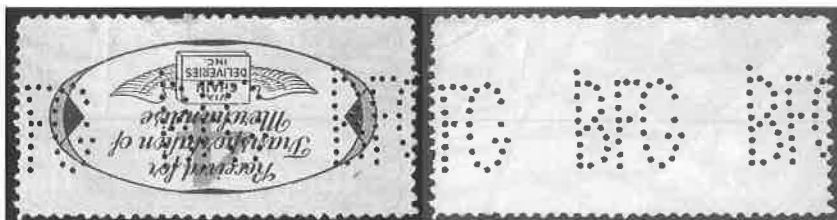


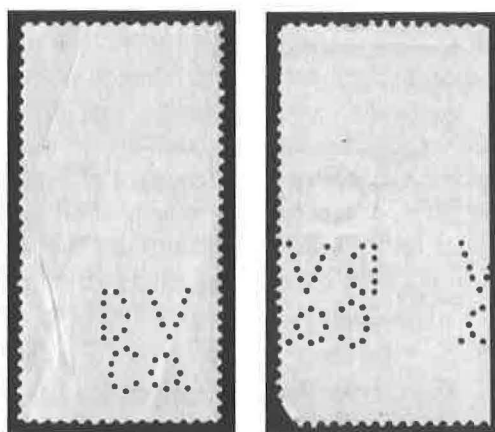
Figure 52. BFG (B. F. Goodrich) perfin in a Type 4 Chain Deliveries stamp.

The second perfin style is depicted at left in **Figure 53** on the back of a ten-cent Type 6 Chain Deliveries Express stamp. Jim Czyl initially identified this “DV/Co.” perfin style in his 1985 article. The same perfin appears on the No. 03221 plate single shown in **Figure 44** and has also been found on a 40-cent Type 6 stamp. Additionally, a horizontally reversed version of this perfin is known on a 20-cent Type 6 stamp as depicted at the right in **Figure 53**.

The “DV/Co.” perfin belongs to the DuPont Viscoloid Company of New York, N.Y., but we also find Leominster, MA and Wilmington, DE addresses for this firm. This perfin has been identified as number D135.¹⁸ Since the Viscoloid manufacturing plant was in Leominster, we suspect that their package shipments facilitated by Chain Deliveries originated from that plant. Interestingly, the bottom of the package-piece shown in **Figure 9** exhibits the upper portion of the well-known “DUPONT” logo and the package represented by this piece may have been shipped from New York or Leominster even though none of the coexistent Motor Post/Chain Deliveries stamps show evidence of DuPont’s perforated initials.

¹⁷ John Randall, Editor, *Catalog of United States Perfins*, 1998, pages B-32 and B-33.

¹⁸ *Ibid*, pages D-16, 17.



Courtesy Jim Czul. Bruce Mosher Coll.

Figure 53. The backs of a 10¢ Type 6 stamp at left and a 20¢ Type 6 stamp at right.

The existence of Chain Deliveries stamps exhibiting perforated initials from both the B.F. Goodrich and DuPont Viscoloid Companies most likely indicates that at one time both those firms were significant Chain Deliveries' clients.

Eureka Specialty Printing Company

The printing and paper for the last two Chain Deliveries stamp issues were from Eureka Specialty Printing Company (ESP) for most, if not all of the time they were printed. In 1903, Forest F. Hendrickson acquired a failing company in Scranton, Pennsylvania called Eureka Cash Register and Credit Company. He renamed it and changed its business to specialty printing. An early advertisement extolling the company's printing and manufacturing capabilities is shown in **Figure 54**.¹⁹

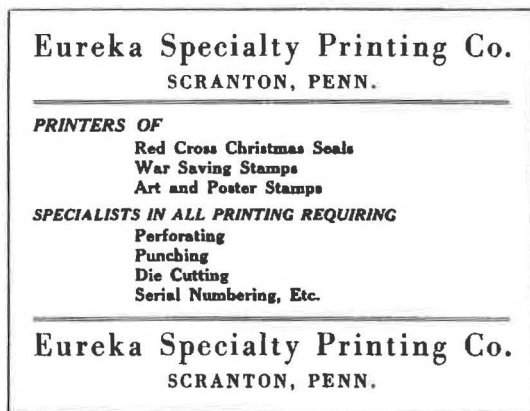


Figure 54. 1918 catalog advertisement.

¹⁹ *Journal of the Outdoor Life*, December 1918, page 385.

From 1903 until at least the end of the 1960s, ESP printed Christmas seals, state revenue stamps, foreign country official stamps, store coupons, household labels (see **Figure 55**), merchant's trading stamps, and probably many additional items of a similar nature. ESP also printed booklets of stickers for children and scrapbooks that pictured such things as Easter eggs, Halloween figures and antique automobiles (see **Figure 56**). A recent eBay search turned up 14 items printed by ESP, including 6 Christmas seals, 3 different values of Ohio liquor tax stamps and 4 packages of colorful stickers. ESP's name was changed, effective May 31, 1965, to the Eureka-Carlisle Co; and on August 3, 1969 the company was acquired by Litton Business Systems, Inc.

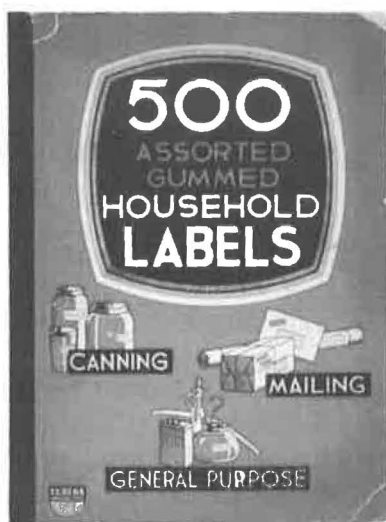


Figure 55. 1930's Eureka book of canning, mailing and general-purpose household labels. The "ESPCO" logo from lower left on the book cover is magnified in the image shown below.





Figure 56. Novelty seals printed in 1954 and 1961 by Eureka Specialty Printing Co.

One of ESP's many products was a safety paper that was used in the manufacture of the Type 5 and Type 6 Chain Deliveries stamps. It does not appear to have been used for the Types 1-4 stamps. As previously illustrated, the Type 5 stamps have "via Chain Deliveries Inc." inscribed in the winged package, and the Type 6 stamps show "Chain Deliveries Express Inc." The earliest usage date we have recorded for Type 5 adhesives is October 25, 1935 and sometime in 1937 for Type 6 stamps.

The ESP paper has the letters "ESPC⁰" printed on it in a number of colors that are visible on the backs of the stamps: blue, greenish blue, orange and brownish orange (see **Figure 57**). The brownish orange letters appear to have been printed

only on the three-cent and ten-cent Types 5 and 6 stamps. Sometimes the brownish orange ink bled through and colored the front of the stamps (see **Figure 58**).

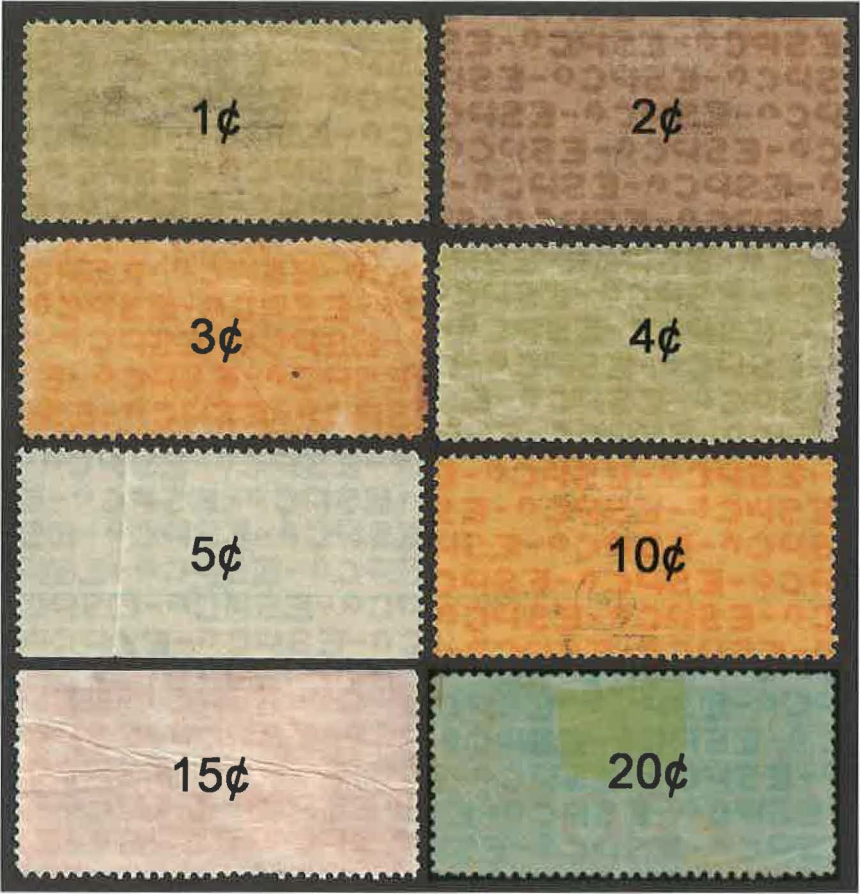


Figure 57. “ESPC⁰” safety pattern appears on the backs of Types 5 or 6 stamps.



Figure 58. Types 5 and 6 stamps colored by the “ESPC⁰” Safety pattern.

In his 1985 *Linn's* article, Jim Czul noted that the “ESPC⁰” design on Chain Deliveries stamps was water-soluble and would disappear completely if a stamp was soaked in water for a period of time. This paper-impregnated printing was implemented to prevent the reuse of stamps after washing them to remove

cancellation inks. As a result, the authors have numerous examples of Type 5 and 6 stamps that appear to be on white paper without the "ESPCo" safety printing. However, we assume that these were originally printed on safety paper and that the safety imprint has been washed away.

Understanding the Competition

Chain Deliveries undoubtedly encountered a lot of contemporary rivalry by similar firms that were also operating in its avowed business of delivering and forwarding general commodities. While we will never know the extent of its competition, discussion follows about two formidable opponents with considerable parcel delivery experience that it may have faced while garnering the apparently few delivery contracts it maintained. The principal competitor to Chain Deliveries must have been the U.S. Post Office Department (POD) parcel post system. But another speedily expanding rival in the Eastern U.S. could well have been the United Parcel Service.

The Parcel Post

The following statement concerning Chain Deliveries operations was previously cited as part of the records from the 1943 ICC Proceedings:

Applicant's [*i.e.*, *Chain Deliveries Express, Inc.*] rates vary according to the weights of the parcels shipped, the zones of the origins, and the destinations of the shipments, and are slightly lower than the corresponding charges made by the United States Post Office Department for parcel-post service.

Since the Chain Deliveries' shipping-fee details are presently unknown, it should be informative to examine the U.S. POD's charges for parcel post delivery during the Chain Deliveries business era. Applying the ICC statement that Chain Deliveries' rates were "slightly lower than the corresponding charges made by the U.S. POD" will then allow some insight into possible delivery charges levied by the Chain Deliveries companies.

The earliest relevant POD rates for this comparison are its 1932 package delivery-charges that were in effect when Motor Post was established. **Table III** summarizes the government rate schedules for parcel post shipments mailed late that year through 1959. The potential delivery distances encountered by Chain Deliveries during the 1932-59 period probably never involved many of the higher, parcel-post delivery Zones cited in **Table III**. Nevertheless, the entire POD rate structure for the period is documented in **Table III** to provide a complete record of government-levied parcel post charges as extracted from pertinent Postal Bulletins.

PAGE MISSING

One benchmark for illustration from among the many stated POD rates in **Table III** is the 1943 postage charged to deliver a package (meeting the size restrictions) 200 miles away (i.e., within POD's third delivery zone—see the shaded **Table III** entries). The rate consistent with this distance is nine cents for the first pound plus two cents for each additional pound or fraction thereof. Given the Chain Deliveries' rates were characterized as "slightly lower" in 1943, these savings may have materialized as reduced fractions-of-a-cent per pound substitutes for the POD extended rates beyond the first pound. For example, the government's parcel-post charge for delivering a twelve-pound package at distances of 150 to 300 miles was 31 cents in 1943. If Chain Deliveries employed a similar rate structure for deliveries, but only charged 1.75 cents per extra pound (87.5% of the POD's two cents), its delivery fee would have been 29 cents for twelve-pounds, a two-cent reduction. This would certainly qualify for a "slightly lower" rate.

Obviously, other rate comparisons can similarly be created based on different assumptions concerning Chain Deliveries' rates relative to the known POD charges listed in **Table III**. As commented earlier, we have not seen Chain Deliveries' delivery rate information, but can now estimate what charges it may have assessed its customers for package deliveries. In fact, if we extrapolate our delivery-charge estimating technique to the 78¢ package represented in **Figure 3**, we can estimate that package's weight and delivery distance. For this exercise the Chain Deliveries extended rate (i.e., "Each additional pound") is estimated to be 90% of the POD's rate and the applicable years will be 1935 through 1943. Under these assumptions, we estimate the possible shipping characteristics for the **Figure 3** "78¢ package"²¹ as follows:

- Approximately a 70-pound package (1.11¢/lb) at Zone 2 distances (50 to 150 miles),
OR
- Approximately a 39-pound package (2¢/lb) at Zone 3 distances (150 to 300 miles),
OR
- Approximately a 23-pound package (3.4¢/lb) at Zone 4 distances (300 to 600 miles),
OR
- Approximately a 15-pound package (5.2¢/lb) at Zone 5 distances (600 to 1000 miles),
OR
- Approximately a 12-pound package (6.5¢/lb) at Zone 6 distances (1000 to 1400 miles).
OR
- Approximately a 7.9-pound package (9.9¢/lb) at Zone 6 distances (1400 to 1800 miles).

²¹ This no-more-than 70-pound package was delivered at least 50 miles away under the postulated assumptions.

These estimates are quite different than the 6.5-pounds previously calculated for this package using 1943 average charges per pound (quoted by a Chain Deliveries' representative), but without considering the delivery distance. In order to get closer to the previously cited average transportation rate of 12¢-per-pound, the POD's extended rates in this algorithm must be *INCREASED*²² in order to approach such an average. *OR*, our cost estimating model must be characterized quite differently. *OR*, maybe the quoted averages just do not apply to the 78-cent package.

It should be noted that the **Table III** listed parcel-post rates in the "Oct. 1, 1953" column remained in effect through January 31, 1960. Beginning on February first of that year a new schedule of parcel post rates were legislated that amounted to a modest increase in charges over those shown in the Table.

United Parcel Service²³

Prior to 1930, the United Parcel Service (UPS) operated mainly as a restricted delivery company in cities along the U.S. West coast from California to Washington. While UPS was a contracted parcel-delivery business somewhat similar to Chain Deliveries, it did operate quite differently. UPS owned and maintained its own fleet of delivery vehicles and employed many dedicated messengers and drivers. After dominating the contracted package-delivery business in the West, UPS expanded aggressively eastward across the United States in the 1930s sometimes by acquiring and absorbing smaller delivery firms that fit into its growth plans. A brief review of United Parcel Service's post-1930 expansion endeavors into the Eastern and Midwestern cities illustrates how the UPS could have been a serious threat to Chain Deliveries' business.

In July 1930 the Associated Dry Goods Corporation, composed of Lord & Taylor and McCreery's in New York and Hahne's of Newark, N.J., (all three were substantial department stores) turned over all their package deliveries to the United Parcel Service. Then UPS purchased the rolling stock and other facilities, and absorbed the employees of the Eleto Company, a store-owned service that had been handling parcel deliveries for the Associated Dry Goods Corp. On July 14, 1930 the first brown UPS cars appeared on New York streets as United Parcel commenced delivery operations in the City's metropolitan area. Additional UPS contracts were soon successfully negotiated and by the end of its first year in New York, United Parcel Service was delivering packages for 123 merchandise stores.

Eventually Macy's, the world's largest department store, turned over all its merchandise deliveries to United Parcel Service in 1946. With the addition of Macy's business, UPS reportedly became the delivery carrier for every department store and all major specialty shops in the New York Metropolitan area, a total of

²² However, in addition to violating known POD parcel post rates, theoretically increasing the POD rates would also be incompatible with the quoted "slightly lower" characterization of Chain Deliveries contemporary charges.

²³ Most of the cited UPS information was extracted from the pamphlet: "United Parcel Service Observes its 50th Anniversary" published by UPS in 1957.

more than 400 clients. More than likely a few variety (a.k.a. chain) stores were also among its New York area customers.

The advent of similar UPS service in the Midwestern region began in 1934 when the UPS was invited by local merchants to take over all the deliveries of four leading department stores in Cincinnati, Ohio. Then in August 1938, UPS inaugurated its service in Milwaukee, Wisconsin. The following month four of the largest department stores in Philadelphia turned over all their delivery business to the United Parcel Service. Two years later the UPS established operations in the country's second largest city, Chicago, Illinois. Subsequently, in 1944 during the Second World War, UPS began deliveries in Detroit, Michigan and the list of new cities steadily grew after that—Minneapolis in 1946, Pittsburgh in 1950 and Cleveland in 1954. Eventually in 1975, the United Parcel Service forged its self-defined "Golden Link" and UPS ground service was in operation across the entire continent between every city, town and hamlet in the 48 contiguous States.

Because UPS had established individual package delivery contracts with each store it serviced, no contemporary delivery-charge schedules have survived from that era. However, in 1953 UPS began a "Wholesale Division" in Chicago where it provided a mostly overnight delivery-service for all shippers (including individuals, but excluding retail stores) within 100 miles of the city. By the end of 1954 UPS was operating this service in eight major cities, most of which were in the Midwestern and Northeastern States.

The Wholesale Division's package-delivery rates in February 1958 are the oldest documented UPS rates preserved at the UPS Archives in Atlanta. These charges were simply stated as:

- Area A: 19 cents per package plus 3 cents per pound.
- Area B: 19 cents per package plus 4 cents per pound.

The delivery distances for the two designated Areas are not recorded, but can be reasonably estimated as less than 25 miles for Area A and 25–100 miles for Area B. The highest package weight handled by United Parcel Service's Wholesale Division may have been 40 pounds in 1958 (the highest listed on the UPS rate chart) and is known to have increased to 100 pounds maximum by 1963.

A comparison of 1958 delivery charges by the POD's parcel post versus that charged by the United Parcel Service can now be documented. The pertinent rates for delivery distances to 100 miles are listed in the **Table IV** chart. In the minimal distance Local Zone and Area A, the POD charges were less than UPS by approximately 20% to 45% depending on package weight. However, the 1958 rates for POD Zones 1 & 2 versus UPS Area B are almost identical, differing by only 1.25%. It should also be noted that the UPS rates always included \$100 of insurance while the POD's parcel post rates did not include any shipping insurance.

Table IV. Comparison of 1958 Parcel Post vs. UPS Package Delivery Rates.

Delivery Service	Zone	Distance	Charge per Package		
			1 st pound	+	Add'l pounds
POD Parcel Post	Local	Est. <25 miles	18¢	+	1.45¢ per pound
	Zones 1 & 2	25 to 150 miles	23¢	+	3.95¢ per pound
			Basic Fee	+	Weight Fee
UPS Wholesale Delivery	Area A	Est. <25 miles	19¢	+	3¢ per pound
	Area B	Est. 25 to 100 miles	19¢	+	4¢ per pound

During the 1960's, the quickly expanding Eastern empire of United Parcel Service negotiated private delivery contracts with department and specialty stores at a seemingly rapid rate, plus it provided its "Wholesale Division" service to individual shippers. The resulting UPS competition with visible presence almost everywhere in the metropolitan Eastern and Midwestern cities may help explain why Chain Deliveries' growth possibly did not do well during the post-1960 time frame.

Acknowledgements

The combined Motor Post and Chain Deliveries stamp collections of all three authors were used as reference material in generating this report. We are very appreciative to Jim Czyl, Jim Drummond, Mike McBride and Bill Sammis for sharing their Chain Deliveries holdings for examination and illustration within this article. We are also grateful to Eric Jackson for making Charles Hermann's collection of Chain Deliveries stamps available for study. Thanks also to Dr. Anthony Wawrukiewicz for his help in defining the pertinent POD parcel post rates, to Art Mongan for his assistance with the perfin company identifications, and to Jill Swiecichowski (UPS Archivist/Historian) for supplying the vintage UPS package delivery rates.

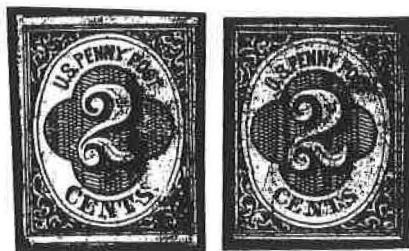
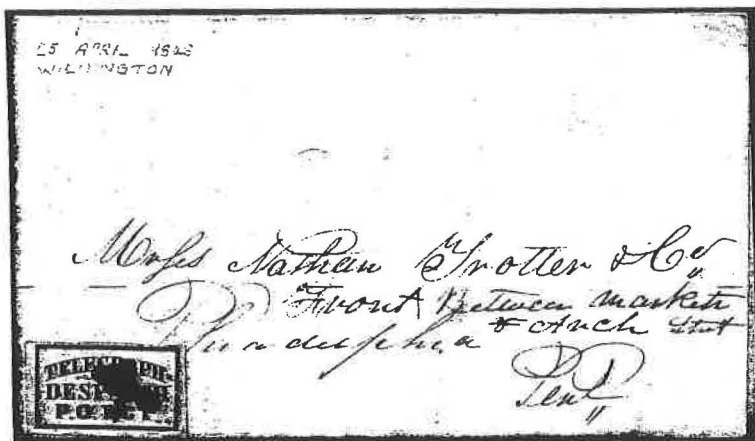
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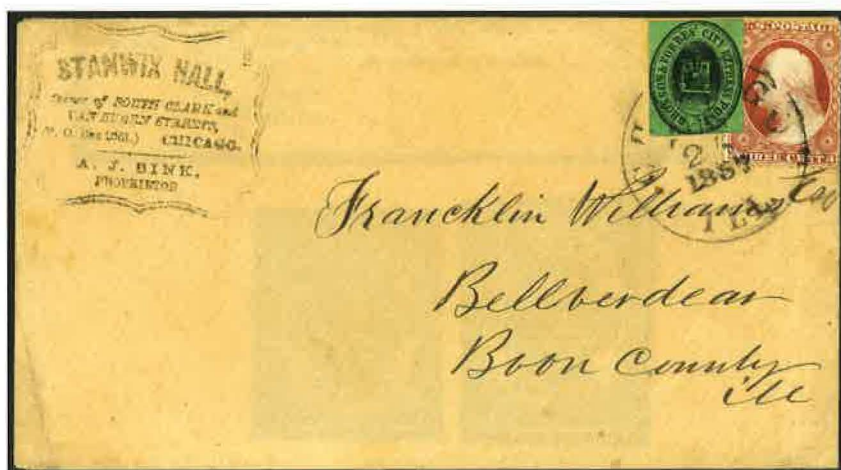
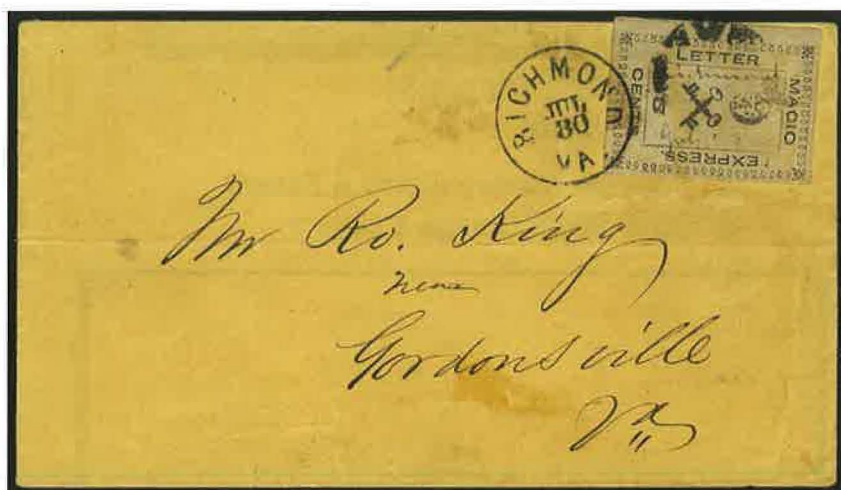
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BLOODS Part 4: 15L4

By

Vernon R. Morris, Jr., MD

Congress passed The Postal Act of March 3, 1845, which became law on July 1st. Inter-city rates were dramatically reduced to 5 cents for up to 300 miles, and only 10 cents over 300 miles, the approximate market level established by the "Independent Mail Companies." The United States Post Office was granted monopoly status on postal roads between post offices, with no private competition allowed. Remote towns without post offices were exempt. Express companies were permitted, but government postage was required, in addition to the company charge.

During the spring of 1845 only three private posts existed in the country dedicated exclusively to local service. The Philadelphia Despatch Post since December 5, 1842,¹ Boyd's City Express since June 17, 1844 in New York,² and Jones City Express, also in New York, by January 29, 1845.³ These three and subsequent companies were not allowed on roads between post offices. Their use of numerous city streets was not clearly forbidden, although given the political climate probably not without some potential risk.

Sale of the Philadelphia Despatch Post (City Despatch Post) on the last day before the Act of 1845 went into effect was probably not coincidental. Robertson most likely concluded the risk of forced government closure was not worth the reward of continued business. By the same token, a buyer may have been able to negotiate a lower price. **Sale of the City Despatch Post on June 30, 1845 to D.O. Blood & Co.**, was announced in the Public Ledger on Wednesday July 2, 1845, **Figure 1**. In the same notice Daniel Blood confirmed his purchase, and reassured the public: "All paid stamps now out will be received as good." Ongoing research for this Penny Post series has produced this earlier advertisement.⁴ Iconic private post scholars Robson Lowe declared the sale date was July 7, 1845,^{5,6} while Cal Hahn cited July 5, 1845.⁷ Neither provided a source for their information. The former was referenced in the first three articles of this series. Blood's second advertisement, however, was indeed July 7, 1845, **Figure 2**.

¹ Vernon R. Morris Jr., MD, "Bloods Part 1: 15L2," *The Penny Post*, Vol. 21, No. 1, January 2013, Whole Number 82, page 17.

² Vernon R. Morris, Jr., MD, "Bloods Part 1: 15L2," *The Penny Post*, Vol. 21, No. 1, January 2013, Whole Number 82, page 5.

³ Robert Siegel Auction Galleries, June 18, 2011, sale 1010, lot 148.

⁴ Courtesy of Mark Schwartz.

⁵ Robson Lowe, "Philadelphia Local Posts," *The Chronicle*, Vol. 28, No. 2, Whole No. 90, May 1976, page 86.

⁶ Edward Harvey, "Blood's Despatch," *The Chronicle*, Vol. 41, No. 4, Whole No. 144, November 1989, page 232.

⁷ Calvet M. Hahn, "The Beginning of Adhesive Postage In The U.S.," *The Penny Post*, Vol. 5, No. 4, October 1995, page 24.

TO THE PUBLIC.—The subscribers have this day disposed of their right, title and interest in the *City Despatch Post* to **D. O. BLOOD & CO.**, who will hereafter conduct the business and attend to all transactions connected therewith
Philadelphia, June 30, 1845.

ROBERTSON & CO.

CITY DESPATCH POST.—The subscribers having purchased the above, hereby inform the public that they will conduct the business with attention and promptness. It is their determination to make this well known establishment of the greatest utility and convenience possible to all who desire to take advantage of its facilities.

In addition to the Letter-boxes already established in the stores and at the corners and public places through the city and districts, many more will be established, new routes laid out, and many general improvements made, of which due notice will be given in a few days.

All paid stamps now out will be received as good
Times of delivery from the Press at 9 A.M. & 3 P.M.
Jy 2-21-45
D. O. BLOOD & CO.

Figure 1. On Wednesday July 2, 1845 a Public Ledger notice from both Robertson & Co. and DO Blood & Co. announced their sale on June 30, 1845.

Daniel O. Blood

Daniel Otis Blood was born in Onondaga County, New York on June 22, 1818.⁸ He was not content assisting on his father's farm, and yearned for a mercantile life in a large city. His half brother, William Swain was the senior partner of a new newspaper in Philadelphia, the "Public Ledger." Its first publication was March 26, 1836. Blood saved his money and arrived in Philadelphia during the summer of 1838 as he turned 20 years old.⁹

The Public Ledger proprietors, Mess. Swain, Abell, & Simmons, offered Blood a position as bookkeeper. The Public Ledger building was a large six story structure on two lots occupying the Southwest corner of Third and Chesnut Street [sic] **Figure 3.**¹⁰

⁸ W. Otis Blood, Sr., "Recollections of Blood's Despatch Post," *The Penny Post*, Vol. 5, No. 2, April 1995, page 4.

⁹ W. Otis Blood, Sr., "Recollections of Blood's Despatch Post," *The Penny Post*, Vol. 5, No. 2, April 1995, page 4.

¹⁰ W. Otis Blood, Sr., "Recollections of Blood's Despatch Post," *The Penny Post*, Vol. 5, No. 2, April 1995, pages. 5,7.

CITY DESPATCH POST.—The subscribers, having become Proprietors of the Philadelphia City Despatch Post, are prepared to receive and deliver **LETTERS, PAPERS, SMALL PARCELS**, &c, from any part of the city or vicinity to another with *promptness and despatch*. **LETTER BOXES** are stationed in the hands of careful persons, (who have kindly offered to keep them for the accommodation of their neighbors, customers and friends) at most of the public places and at a corner of nearly every square, where *Letters, Papers, &c.* if deposited by 9 o'clock, A. M., will be delivered the same forenoon. Or if deposited by 3 o'clock P. M., will be delivered the same afternoon. Those for the forenoon delivery may be deposited at the *Principal Office* No 48 South Third Street, below Chesnut, as late as 10½ o'clock A. M., and those for afternoon delivery as late as 4½ o'clock P. M.

Postage **THREE CENTS**, payable when delivered. Those who wish to pay in *advance* will find at the box stations *paid stamps* that may be attached to the letter, paper or parcel, which will secure their delivery without additional charge.

Prices of Stamps, three cents each, or 25 cents per dozen.

Funeral Notices, Notices of Meetings, Circulars, &c., in quantities, will be delivered on reasonable terms by special arrangement at the principal office.

NOTICE—All matter sent by the *City Despatch Post*, should be *carefully and definitely* directed, to insure a prompt delivery.

Misdirected Matter will be deposited in the Post-Office, or returned to the forwarder, if the address is attached.

N B—All letters or papers to be taken to the Post-Office must be *paid in advance*.

***The public may be assured that all business in connection with the *City Despatch Post* will be punctually and carefully attended to.

357-17m&thg D. O. BLOOD, & CO,
No. 48 South THIRD street, below Chesnut.

Figure 2. The second advertisement in the Public Ledger was July 7, 1845. D.O.Blood & Co. listed their office at 48 South Third Street, below Chesnut [sic].



Figure 3. The Public Ledger was located on the southwest corner of Third and Chesnut[sic], occupying two lots on Third. The building changed many times during the nineteenth century, and this is the earliest sketch circa 1851.

D. O. BLOOD & CO.
Office, 48 South Third Street,
(Above the Girard Bank.)

Figure 4. D.O. Blood & Co. address of 48 South Third Street was confirmed by this circular as located “Above the Girard Bank.”

Blood soon advanced to “Chief Clerk and Cashier,”¹¹ which he held until 1851.¹² The indefatigable and enterprising Blood soon established a large Steam Laundry business, which was patronized by many hotels and transatlantic steamship companies.¹³

¹¹ Vernon R. Morris, Jr., MD, “Bloods Part 1: 15L2,” *The Penny Post*, Vol. 21, No. 1, January 2013, Whole Number 82, page 26.

¹² W. Otis Blood, Sr., “Recollections of Blood’s Despatch Post,” *The Penny Post*, Vol. 5, No. 2, April 1995, page 5.

¹³ W. Otis Blood, Sr., “Recollections of Blood’s Despatch Post,” *The Penny Post*, Vol. 5, No. 2, April 1995, page 5.

Office Location

Daniel Blood found himself in a very good neighborhood. For his own private post Blood had secured a strategic location, only a few doors south of Third and Chestnut Street and the Public Ledger. 48 South Third Street was *above* the venerable Girard Bank, confirmed in **Figure 4**.¹⁴ This Greek Revival building was built in 1795 for the First Bank of the United States, chartered by Congress at the urging of Alexander Hamilton. When Congress failed to renew its twenty year charter in 1811, the bank closed, and the building was taken over by Stephen Girard.¹⁵ The Girard Bank and Blood's office were almost directly across Third Street from the Philadelphia post office in the Merchants Exchange Building at Third and Walnut,¹⁶ **Figure 5**.

Six years later the Second Bank of the United States was chartered, from 1817 until 1836, but located around the corner and one block away at Forth and Chestnut, another Greek Revival building designed by Strickland. **Figure 6** is a map of the vicinity of Third and Chestnut streets circa 1845.

The Public Ledger was located diagonally across Third and Chestnut from several express companies on the northeast corner, **Figure 7**. Many had an address on Third Street. Harnden & Co was on the northeast corner since August 1840,¹⁷ and by August of 1844 Livingston & Co. opened at the same address, 43 South Third Street. In mid-1843 Hatch & Co., took over for Harnden at 42 South Third.¹⁸ Hale & Co. opened in May of 1844¹⁹ a few doors north at 37 South Third, **Figure 8**. Many were located on Chestnut Street. In early 1842 Adams Express was established at 85 Chestnut. Robertson & Co had relocated to 93 Chestnut Street. The American Letter Mail Co was several doors further west at 101 Chestnut Street.²⁰

DO Blood & Co may not have actually moved into 48 South Third Street until September 2, 1845.²¹ If correct, during the meantime Blood & Co probably had access to Robertson's office at 93 Chestnut Street. The second Blood & Co. advertisement on July 7, 1845, however, had already indicated (**Figure 2**) their principal office was 48 South Second St.

¹⁴ Edward T. Harvey, "Blood's Despatch," *The Chronicle*, Vol. 41, No. 4, November 1989, Whole Number 144, page 234.

¹⁵ Edward T. Harvey, "Blood's Despatch," *The Chronicle*, Vol. 41, No. 4, November 1989, Whole Number 144, page 233.

¹⁶ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, page 36.

¹⁷ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, page 37.

¹⁸ Robert Siegel Auction Galleries, December 20, 2007, sale 950, lot 2740.

¹⁹ Mike Gutman, personal electronic communication Sept 11, 2013.

²⁰ Robert Siegel Auction Galleries, January 18, 2000, sale 820, lot 911.

²¹ W. Otis Blood, Sr., "Recollections of Blood's Despatch Post," *The Penny Post*, Vol. 5, No. 2, April 1995, page 5.



Figure 5. A wonderful color print showing the Greek Revival style and close proximity of the Merchants Exchange Building and the Girard Bank.

15L4 “Black on Grayish”

On the first day of business, Blood & Co. reassured the public they would make good on any outstanding stamps. The new company also sold identical City Despatch Post striding messenger postage stamps. However, they are listed in the *Scott Catalog* as 15L4 “Black on Grayish,” **Figure 9**, and different from 15L3 by the manuscript validated “*D.O.B.&Co’s*” control mark. It is indeterminate whether the initial stamps sold by Blood were un-validated remainders, or expedient printing from the previous plates, or both.

In either scenario, the “*D.O.B.&Co’s*” 15L4 adhesive stamps were “provisionals” until regular issues could be printed by Blood & Co. A slightly modified striding messenger stamp design incorporated the namesake DO Blood & Co^s, Scott 15L5, and the topic of the next article.

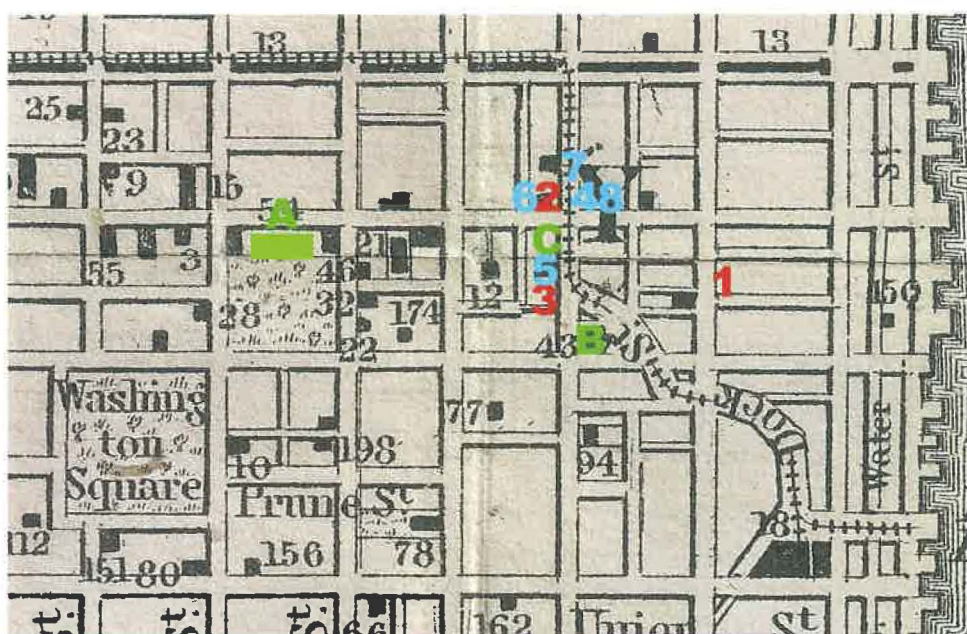


Figure 6. In 1845 Third and Chestnut was *the* postal center. Red numerals represent private posts. Light blue numerals represent Independent Mail Companies or Express Companies. Green capital letters represent government or newspaper operations. Disregard black markings which derive from the original map template.

1. Robertson & Co. first office at 83 South Second Street.
2. Robertson & Co. second office at 93 Chestnut Street.
3. DO Blood & Co. above the Girard Bank at 48 South Third Street.
4. Harnden & Co. at 43 South Third Street on the northeast corner of Third and Chestnut.
5. Hatch & Co. at 42 South Third Street.
6. American Letter Mail Co. second office at 101 Chestnut Street.
7. Hale & Co. at 37 South Third Street.
8. Adams Express at 85 Chestnut Street.
- A. Independence Hall on Chestnut between Fifth and Sixth Streets.
- B. Philadelphia Post Office in the Merchants Exchange Building at Third and Walnut.
- C. Public Ledger Building at southwest corner of Third and Chestnut Street.

15L4 Description Census

- (1) August 5, (1845); (folded letter); outbound Boston; manuscript red "*D.O.B&Co's*"; manuscript "X" cancel, tied by blue Clarke 60a Philadelphia cds, matching numeral 10 in double circle handstamp. To: "Frederick O. Prince Esq / 30 Court St / Boston". Lowe March 1, 1973 lot 1636. *Chronicle* Vol. 28, No. 2, May 1976, Whole No. 90, page 85.
- (2) August 8, 1845; (folded letter); outbound New York; manuscript "*D.O.B&Cos*"; cross hatch pen stroke cancel; blue Clarke 59a Philadelphia cds, matching numeral 5 in double circle handstamp. To: "Atlantic Mutual Ins Company / New York". Lowe March 1, 1973 lot 1630; Frajola June 7, 1990 lot 380, Middendorf; Siegel 868 November 14, 2003 lot 2058. Ex Hollowbush, Schwartz. July 20, 2011 PFC 498067. Snow collection.
- (3) August 11, 1845; folded letter; outbound Pennsylvania; manuscript "D.O -----", large corner town off; manuscript "X" cancel; blue Clarke 57aa Philadelphia cds, matching numeral 5 in double circle handstamp. To: Sarrah Harris / care of Mr Risch / Upper Dublin / Post Office / Montgomery County / Penn". Carriers and Locals Society auction 24, July 17, 2013, lot 35. August 26, 2013 PFC 514260. Morris collection.
- (4) August 12, (1845); folded letter; outbound Boston; red manuscript "*DOB&Co's*"; manuscript "X" cancel, tied by manuscript address; red New York cds, matching PHILADA RAILROAD straightline handstamp. To: "Frederick O. Prince Esq / 30 Court St / Boston". Siegel 723 April 27, 1990, lot 443. September 9, 2002 PFC 387657. Shachat collection.
- (5) August 16, 1845; folded letter; outbound New York; manuscript "*D.O.B&Co's*"; two pen strokes cancel; red PHILADA RAILROAD straightline handstamp, manuscript "5". To: "Mr. J. A. Rohe / 46 Maiden Lane / New. York". Siegel 285 March 31, 1965, lot 643; Siegel 830, November 13, 2000, lot 436, Hall. Ex Mason.
- (6) August 28, 1845; folded letter; local delivery; manuscript "*(D)O.B&Cos*", upper left corner missing; cross hatch pen stroke cancel. To: "Robt Smethurst / Esq. / 51 N 6th Street / below Arch Street.". Siegel 875 April 27, 2004, lot 1168. PFC 514749. ex Stimmell. Morris collection.
- (7) September 6, 1845; (folded letter); outbound New Jersey; manuscript "*DOB&Cos*"; cross hatch pen stroke cancel; (blue) Clarke 60a Philadelphia cds ties stamp, matching numeral 5 in double circle handstamp. To: "Dr. Wood" on Schoolly's Mountain, New Jersey. Lowe October 8, 1974 lot 222.
- (8) September 8, 1845; folded letter; outbound New York; manuscript "*DOB&Cos*"; manuscript "R" cancel, tied by red PHILADA RAILROAD

straightline handstamp. To: J.A.Rohe / Amsterdam ave / New York". Frajola June 6, 1990 lot 379, Middendorf. Ex Gibson. Corwin collection.

- (9) September 16, (1845); folded letter; outbound Boston; manuscript "DOB&Cos"; uncanceled; red New York cds, matching PHILADA RAILROAD straightline handstamp. To: "Frederick O. Prince Esq / 30 Court St / Boston". Siegel 927 December 20, 2006, lot 1064, Richardson; January 27, 2010 PFC 483750. Morris collection.
- (10) September 22, 1845; folded cover; outbound New York; manuscript "DOB&Cos"; penstroke cancel; tied by blue Clarke 60a Philadelphia cds, matching numeral 5 in double circle handstamp. To: "Martin & Lawson / No 24 John St / New York". Siegel 830 November 13, 2000, lot 435, Hall. Ex German, Brown, Hurd. April 17, 2009 PFC 475676.
- (11) September 30, 1845; (folded cover); local delivery; manuscript "DOB&Cos"; cross hatch pen stroke cancel. To: "N.B. Browne Esq. / 114 Walnut Street / Philadelphia". Harmer 1071 March 20, 1957 lot 566, Caspary; Frajola June 6, 1990 lot 381, Middendorf.
- (12) September 30, 1845; folded cover; outbound Pennsylvania; manuscript "DOB&Cos"; pen manuscript "W" upside down cancel; blue Clarke 60a Philadelphia cds, matching numeral 5 in double circle handstamp. To: "Rev. John C. Jacobson / Nazareth Hall / Nazareth, / Penn". Rumsey 35 November 18, 2009, lot 1963. June 10, 2009 PFC 476840. Ex Morris. Stimmell collection.
- (13) October 13, 1845; (folded cover); outbound New York; manuscript "DOB&Cos"; manuscript "X" cancel; tied by blue Clarke 60a Philadelphia cds, matching numeral 10 in double circle handstamp. To: "E.R.Mascow M.D. / Adams Jeff Co / New York". Christies June 20, 1984, lot 585, Gibson. Gronowski collection.
- (14) November 12, (1845); partial folded cover; outbound Baltimore; "DOB&Cos", manuscript "W" cancel; tied by blue Clarke 60a Philadelphia cds tied, partial matching numeral 5 in double circle handstamp. To: "James A Gillmer / at the Merchants Hotel / Baltimore-". Siegel 791 June 25, 1997, lot 353. April 27, 2010 PFC 486180; July 29, 1997 PFC 317259. Morris collection.
- (15) December 15, 1845; folded letter; local delivery; "DOB&Cos"; uncanceled; tied by blue Clarke 60a Philadelphia cds, matching numeral 2 in double circle handstamp. To: "Mssrs Merrick & Towne / Philada." Siegel 820 November 15, 2000, lot 916. June 27, 1991 PFC 242789. Ex Emerson, Lyons. Morris collection.

- (16) Unknown; (unknown); local delivery; “DOB&Cos”; red “PAID” handstamp cancel. To: “Mr Wm.. L. Gibson / Care Thos Borbridge Esq / 272 Market St / Philada.”. October 19, 1912 PFC 507685.
- (A) Undated; (folded cover); local delivery; “DOB&Cos”; manuscript “X” cancel; tied by blue Clarke 60a Philadelphia cds, matching numeral 6 in double octagonal handstamp. To: “Charles Picot / Washington Square 15 / Philadelphia”. Siegel 285 March 31, 1965, lot 644; Lowe October 8, 1974 lot 223.
- (B) November 12, 1845; Folded letter; outbound Reading, Pa.; manuscript “R&Co”; penstroke cancel; blue Clarke 60a, matching numeral 5 in double circle. To: “Mr C.L.Heitzman / Reading / Pa”; May 19, 1991 PFC 240913; April 17, 2012 PFC 503780, WARNING: “The local stamp, with faults, did not originate on this cover and the tying portion of the cancel is painted in.”

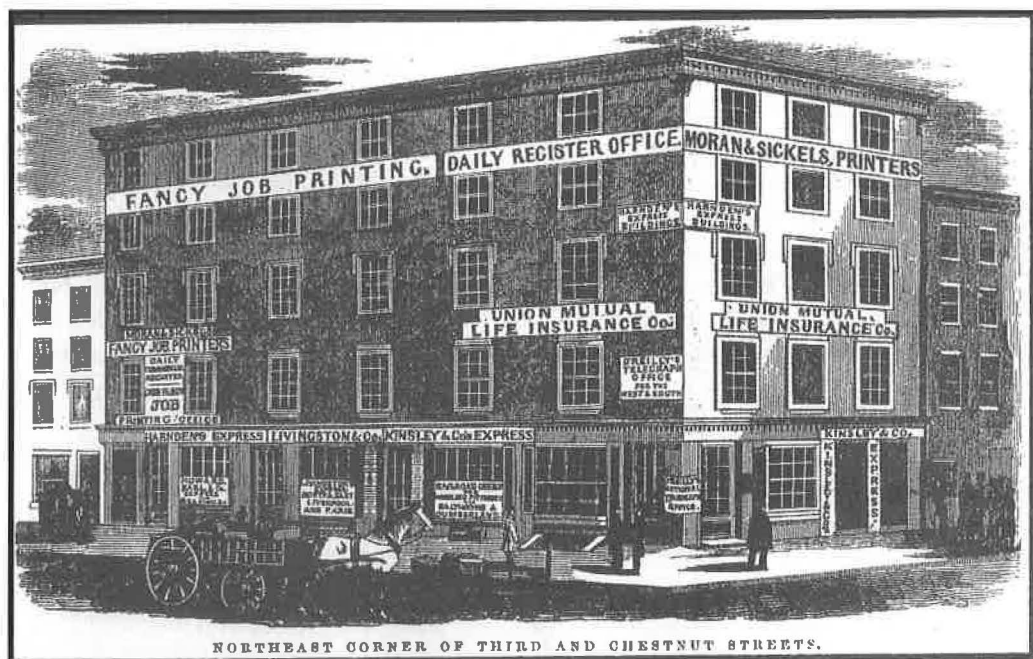


Figure 7. Diagonally across Third and Chesnut [sic], on the northeast corner was the Harnden Building shown by sketch circa 1850.

EXPRESSES—*Packages and letters.*

Adams & Co. 85 Chestnut
Hale & Co. (letter) 37 South 3d

EXPRESSES—PACKAGES.

Adams & Co. 85 Chestnut
Blood D. O. & Co., (Despatch Post) 48 S 3d
Livingston & Co. 43 S 3d

Figure 8. McElroy's city directory listed "Packages and Letters" in the business section at the back of the book. Figure 5a was 1845 which listed Adams and Hales. Figure 5b was 1846 which listed Adams, Livingston, and Blood.

Excluded Covers

Two covers are excluded from the 15L4 census of genuine covers. Census number (A) was excluded as an incoming ship letter handstamped at the Philadelphia "port of call" by the postmaster with a blue "numeral 6 in octagon."²² The ship's captain was obligated and paid to deliver the mail bag to the postmaster, and not allowed to deliver letters to any private individual or company. No photograph of the entire cover exists. It lacks a dateline, and has not been seen in public for over 40 years. Philadelphia blue "numeral 6 in octagon" precludes service by DO Blood & Co.



Figure 9. Scott catalog 15L4 was branded with a manuscript "D.O. Blood & Co." control mark.

²² Tom Clarke, *A Catalog of PHILADELPHIA POSTMARKS, 18th Century to Present, Part II*, pages. 12-46; 1990, Clarke.

Census number (B) is a 15L3 stamp incorrectly submitted in 1991 to the Philatelic Foundation as 15L4. PF certificate 240913 declared the stamp did not originate. The opinion of Paul Alcuri of England on May 11, 1994 was "Scott 15L4 Type II used on cover is genuine." Submitted again to the Philatelic Foundation on April 17, 2012 correctly as a 15L3, PFC 503780 reiterated "The local stamp, with faults, did not originate on this cover and the tying portion of the cancel is painted in." A genuine tied blue Philadelphia cds required an obligatory "offset" clear space immediately adjacent to the stamp, to accommodate the thickness of the stamp paper which prevented contact of the handstamp. Absence of "offset" indicates the stamp did not originate on the cover prior to a government handstamp, but was carefully placed directly next to the cds *after* the handstamp (perhaps by many years).

In summary, exclusion criteria was (A) incoming ship letter, and (B) painted in "tied" cancel absent clear "offset." They are mentioned for future scholarship and auctions.

15L4 Photographic Census

Images of the 16 surviving genuine covers, and two recorded counterfeits are posted on the Carriers and Locals Society website. Several representative examples are shown in this article

15L4 Cover Data Base

Table 1 is the Data Base of 15L4 stamps genuine on cover. All sixteen covers have been photographed, all in color except two (census number 1 and 7), derived from auction catalogs some 50 years ago. All stamp designs are identical to 15L3 "striding messenger," and differ only by the manuscript "*DOB&Co's*" control mark. All sixteen covers are apparently folded letters. No wrappers, Harnden circulars, letter contents, or front only address panels have been identified.

Assuming a 4% survival rate²³ the original number of "provisional" 15L4 stamps serviced by D.O. Blood & Co. was approximately 400.

15L4 Service Time

The period of 15L4 service by DO Blood & Co. can be viewed in several ways. Confirmed service period is obtained from surviving dated genuine covers. Fifteen of the sixteen are dated. The earliest recorded is August 5, 1845, **Figure 10**. The latest recorded is December 15, 1845, **Figure 11**. The fifteen covers span four months and ten days, approximately 4.3 months. The one undated example is taken to fall within this time range. The 15L4 timeline of D.O. Blood & Co. dated "provisional stamp" evidence is demonstrated by bar graph in **Figure 12**.

In a broader view, the company was founded on June 30, 1845, and advertised by July 2, 1845. Many "provisional stamps" may have been serviced later than December 15, 1845, due to the lag time between the final sale and use of the postage stamps. Perhaps six of seven months witnessed "provisional stamps" in Philadelphia.

²³ Calvet M. Hahn, "The Beginning of Adhesive Postage in the U.S.," *The Penny Post*, Vol. 5, No. 4, October 1995, page 22.

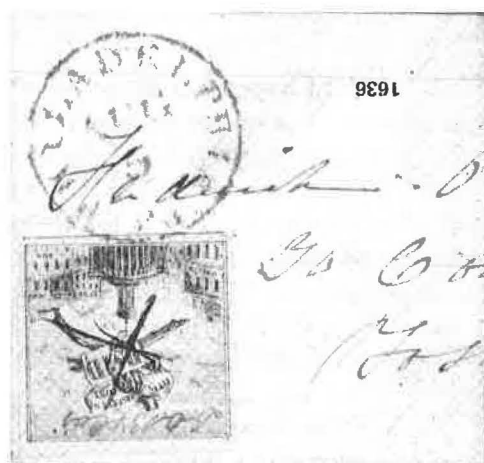
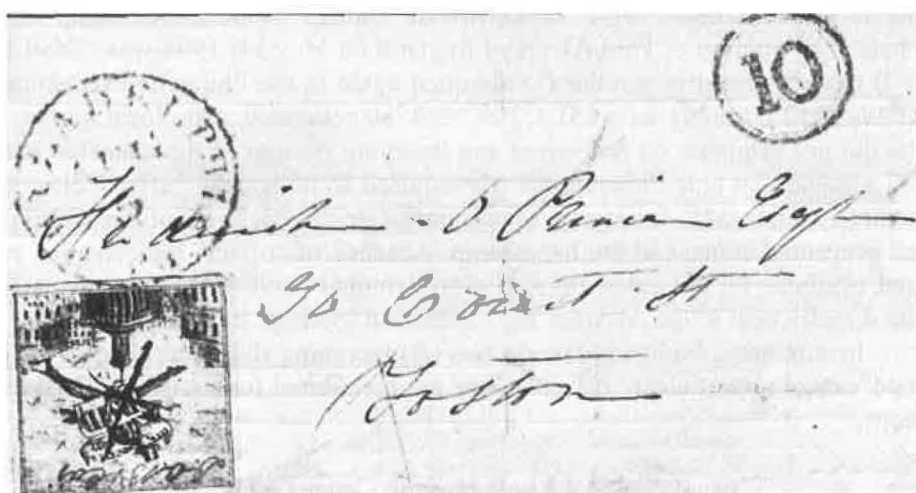


Figure 10. The earliest recorded 15L4 on cover was dated August 5, 1845, five weeks after D.O.Blood & Co. formation. This example has not been seen in public for forty years.

Table 1. Data base of sixteen surviving genuine 15L4 stamps on cover.

DATE	COVER	15L4	15L4 CANCEL	TIED
1. August 5, (1845)	folded Letter	red "D.O.B&Co's"	manuscript "X"	blue Phila cds
2. August 8, 1845	(folded Letter)	"D.O.B&Cos"	manuscript cross hatch	
3. August 11, 1845	folded Letter	"D.O.-----"	manuscript "X"	
4. August 12, (1845)	folded Letter	red "D.O.B&Co's"	two pen strokes	(address)
5. August 16, 1845	folded Letter	"D.O.B&Co's"	two pen strokes	
6. August 28, 1845	folded Letter	"(D)O.B&Cos"	manuscript cross hatch	
7. September 6, 1845	(folded Letter)	"D.O.B&Cos"	manuscript cross hatch	
8. September 8, 1845	folded Letter	"D.O.B&Cos"	manuscript "R"	red Phila RR
9. September 16, (1845)	folded Letter	"D.O.B&Cos"	uncancelled	
10. September 22, 1845	folded Letter	"D.O.B&Cos"	pen stroke	blue Phila cds
11. September 30, 1845	(folded Letter)	"D.O.B&Cos"	manuscript cross hatch	
12. September 30, 1845	folded Letter folded Letter	"DOB&Co's"	manuscript "W"	
13. October 13, 1845	(folded Letter)	"DOB&Co's"	manuscript "X"	blue Phila cds
14. November 12, (1845)	folded Letter partial	"DOB&Co's"	manuscript "W"	blue Phila cds
15. December 15, 1845	folded Letter	"DOB&Co's"	uncancelled	blue Phila cds
16. Unknown	unknown	"D.O.B&Cos"	red PAID	

Table 1. (continued.)

AUXILIARY MARKINGS	ADDRESSEE	OUTBOUND
blue (Clarke 60a) Philadelphia cds matching blue numeral 10 in double circle	Frederick O. Prince Esq / 30 Court St / Boston	BOSTON
blue (Clarke 59a) Philadelphia cds matching blue numeral 5 in double circle	Atlantic Mutual Ins Company / <u>New York</u>	NEW YORK
blue (Clarke 57aa) Philadelphia cds matching blue numeral 5 in double circle	Sarrah Harris / care of Mr Risch / Upper Dublin / Post Office / <u>Montgomery County / Penn</u>	PENNSYLVANIA
red New York cds matching red PHILADA RAILROAD	Frederick O. Prince Esq / 30 Court St / Boston	BOSTON
red PHILADA RAILROAD manuscript "5"	Mr. J.A. Rohe / 46 Maiden Lane / New York	NEW YORK
none	Robt Smethurst / Esq. / 51 N 6th Street / below Arch Street.	
blue (Clarke 60a) Philadelphia cds matching blue numeral 5 in double circle	Unknown	NEW JERSEY
red PHILADA RAILROAD manuscript "5"	J.A.Rohe / Amesterdan ave / New York	NEW YORK
red New York cds matching red PHILADA RAILROAD	Frederick O. Prince Esq / 30 Court St / Boston	BOSTON
blue (Clarke 60a) Philadelphia cds matching blue numeral 5 in double circle	Martin & Lawson / No 24 John St / New York	NEW YORK
none	N.B.Browne Esq. / 114 Walnut Street / Philadelphia	
blue (Clarke 60a) Philadelphia cds matching blue numeral 5 in double circle	Rev. John C. Jacobson / Nazareth Hall / Nazareth / Penn	PENNSYLVANIA
blue (Clarke 60a) Philadelphia cds matching blue numeral 10 in double circle	E.R. Mascow M.D. / Adams Jeff Co / New York	NEW YORK
blue (Clarke 60a) Philadelphia cds matching blue numeral 5 in double circle	James A Gillmer / at the Merchants Hotel / Baltimore-	BALTIMORE
blue (Clarke 60a) Philadelphia cds matching blue numeral 2 in double circle	Mssrs Merrick & Towne / Philada.	
none	Mr Wm.. L. Gibson / Care Thos Boelidge Esq 272 Market St / Philada.	



Figure 11. The latest recorded 15L4 on cover is December 15, 1845. It is also, the only example of a “drop letter,” collected by Blood & Co. and delivered to the post office to be picked up. The Philadelphia post office circular datestamp fortuitously tied the private post stamp to the cover.

To the contrary, an exceedingly narrow time period of “provisional stamps” may also be considered if termination is defined by sale of the next stamp issue, Scott catalogue 15L5. As will be demonstrated in the next article, the earliest 15L5 date is debatable, and dependent upon the degree of certainty for specific covers. Reported in the literature but un-photographed is August 27, 1845.²⁴ The earliest photographed but untied example is September 17, 1845. Greatest certainty is the earliest photographed and tied example, November 5, 1845. All suggest an early conversion process from 15L4 to 15L5. Perhaps the “provisional stamp” exclusive period may have been as small as three weeks, from August 5, 1845 until August 27, 1845.

Given no Table I “far outlier” dates, evidence based data of 4.3 months has been selected. Otherwise, a reasonable philatelic time period may have been as great as six months, from July 1, 1845 until December 31, 1845.

D.O.BLOOD & CO.				
Year	1845	1846	1847	1848
15L4				
Company Existence				

Figure 12. Evidenced based data for the 15 dated examples in blue revealed the 15L4 timespan was only 4.3 months.

²⁴ Robson Lowe, “Philadelphia Local Posts,” *The Chronicle* Vol. 28, No. 2, Whole No. 90, May 1976, page 86.

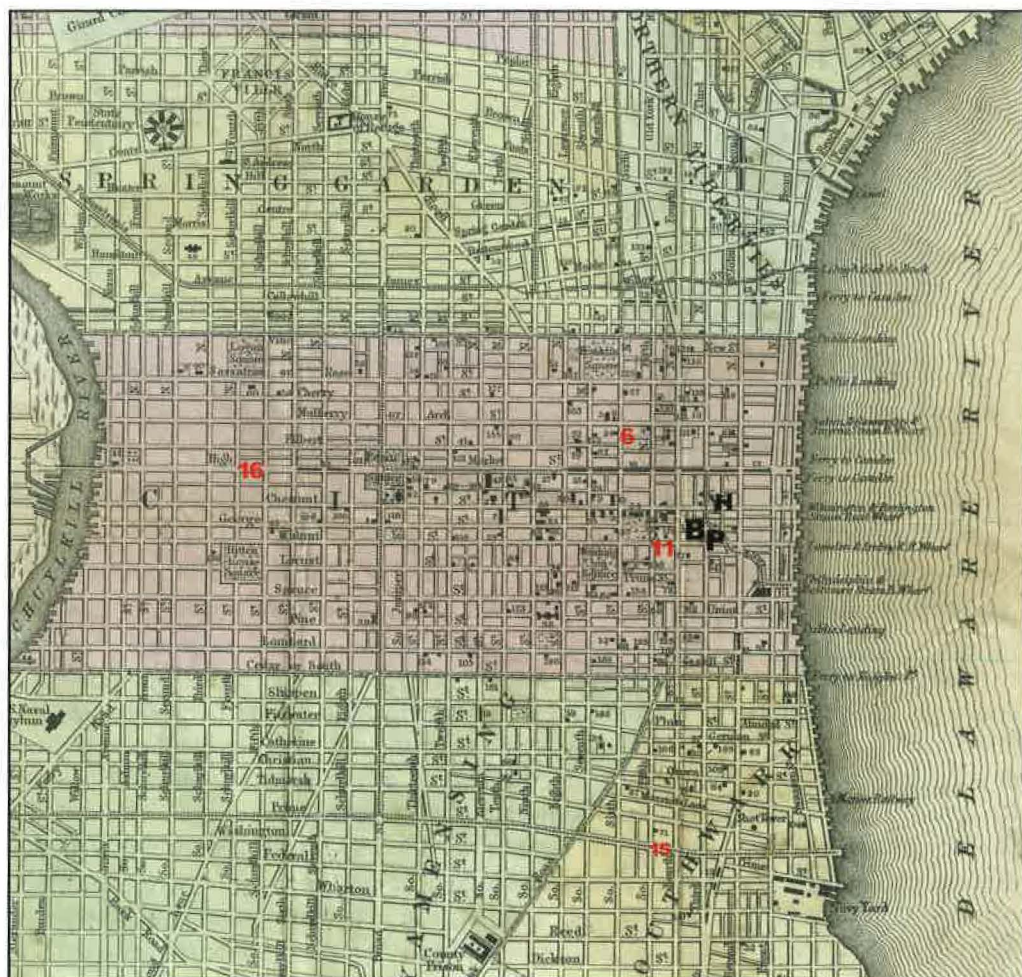


Figure 13. Contemporary map identifies the three street locations that 15L4 was delivered by Blood & Co in the old city. “B” is Bloods & Co office, and “P” is the Philadelphia post office across Third Street in the Merchants Exchange Building. Small number 15 is in the District of Southwark, the address of the only “drop letter” shown in Figure 12.

15L4 Service Location

Final destinations are identified in **Table II**. Twelve of the sixteen covers, or 75%, were *outbound letters*. Five were addressed to New York City (census number 2, 5, 8, 10, and 13). Three were addressed to Boston (census number 1, 4, and 9). Two were addressed to Pennsylvania outside of Philadelphia (census number 3 and 12). One each to Baltimore and New Jersey (census number 14 and 7 respectively).

A thirteenth cover was delivered to the Philadelphia post office, but held as a “drop letter” for a local business in the District of Southwark (census number 15).

More likely than not, the addressee or his representative not infrequently visited the city's business center, one of many reasons was to pick up the mail.

Blood & Co. delivered only 3 covers, less than 20%, to a local street address in the City of Philadelphia (census number 6, 11, and 16). **Figure 13** is a contemporary map showing the four Philadelphia addressee locations. Furthermore, during the second half of 1845 no examples have been identified delivered by Blood & Co. outside of the old city to adjacent districts.

None of the sixteen covers had been inbound, or "bootlegged" outside of the government mail system, and hand carried to Philadelphia for Blood & Co. to deliver.

15L4 ADDRESS		
Total	Location	Census Number
3	Philadelphia Old City	6, 11, 16
1	Southwark District	15
5	New York, NY	2, 5, 8, 10, 13
3	Boston, MA	1, 4, 9
2	Pennsylvania	3, 12
1	New Jersey	7
1	Baltimore, MD	14
16	All Types	

Table II. Identified the 15L4 census destinations. Most were outbound letters.

Correspondence

Two sets of correspondence have been identified. All three covers to Boston were addressed to Frederick O. Prince Esq. at 30 Court Street (census number 1, 4, and 9).

The second correspondence was in New York. J. A. Rohe received two (census number 5 and 8) of five addressed to New York City.

15L4 Cancel Types

Various 15L4 cancellations are listed in **Table III**. *Manuscript cancel* was by far the most common and more than 80%, 13 of sixteen examples. Several manuscript styles or subsets have been identified. Four, or 25 % of the total were "cross hatch" manuscript, **Figure 14**. Three, almost 20%, were manuscript "X," shown in **Figure 10**. Three examples, almost 20% of the total, were alphabet letters in manuscript; letter "W" (census number 12 and 14), and letter "R" (census number 8).

Only one red "PAID" cancel has been identified (census number 16) much like the former Robertson & Co., **Figure 15**. Two stamps on cover, 12%, were uncanceled (census number 9 and 15), although not inconsistent with the previous

15L3 issue.²⁵ Authenticity of uncanceled examples may be reasonably scrutinized. One was most certainly genuine since it was tied by government cds. None of the fourteen Blood & Co cancels “tied” a 15L4 stamp to its cover.

15L4 CANCEL		
Total	Cancel Type	Census Number
4	Manuscript cross hatch	2, 6, 7, 11
3	Manuscript "X"	1, 3, 13
3	Manuscript pen stroke	4, 5, 10
2	Manuscript "W"	12, 14
1	Manuscript "R"	8
1	Red "PAID" handstamp	16
2	Uncancelled	9, 15
16	All Types Known	

Table III. Identified the various 15L4 cancels. Most were manuscript.



Figure 14. Example of “cross hatch” manuscript cancel on 15L4.

Auxiliary markings provide additional postal information regarding handling and delivery, but were not intended to cancel stamps and prevent reuse. Auxiliary markings may be manuscript or handstamped. The various auxiliary markings on covers bearing a 15L4 stamp are listed in **Table IV**.

²⁵ Vernon R. Morris, Jr., MD, “Bloods Part 3: 15L3,” *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, pages 49, 53, 57.



Figure 15. The only 15L4 cancelled by red PAID.

15L4 Cover Auxiliary Markings

Over 80%, or 13 covers show an auxiliary marking of some type. Only one was a manuscript rate (census number 5). Almost 70%, or 11 covers were branded by a government circular datestamp. Of these eleven, nine were Philadelphia cds of varying types (**Figure 11**), and every one was accompanied by matching blue rate in double circle handstamp. Of the same eleven, two were red New York cds (census number 4 and 9), **Figure 16**. New York also employed a red straightline handstamp “PHILADA RAILROAD” marking on four, or 25% (census number 4, 5, 8, and 9) of the data base; two were accompanied by red New York cds and two were not.

Only 3 covers had no auxiliary markings (census numbers 6, 11, and 16), and all were local deliveries by Blood & Co.

15L4 AUXILIARY HANDSTAMPS		
Total	Handstamp Type	Census Number
7	Philadelphia (Clarke 60a) cds	1, 7, 10, 12, 13, 14, 15
1	Philadelphia (Clarke 59a) cds	2
1	Philadelphia (Clarke 57aa) cds	3
6	Numeral 5 in Double Circle	2, 3, 7, 10, 12, 14
2	Numeral 10 in Double Circle	1, 13
1	Numeral 2 in Double Circle	15
2	Red New York cds	4, 9
4	Red PHILADA RAILROAD	4, 5, 8, 9
2	Manuscript "5"	5, 8
	None	6, 11, 16
26	All Types	

Table IV. Identified the auxiliary makings on covers with 15L4 stamp. Most were handstamped by the post office in Philadelphia or New York.



Figure 16. Outbound census number 9 entered the mails in New York where a red New York circular datestamp and matching red PHILA RAILROAD straight line handstamp were applied.

15L4 Tied to Cover

15L4 stamps “tied” to cover all resulted from auxiliary markings, and none by cancel. **Table V** identified 6 of sixteen examples, or 37%, were tied. By far the most common was the Philadelphia circular datestamp, since five of the six (census number 1, 10, 13, 14, and 15) fortuitously struck the private post adhesive stamp, shown in **Figure 11**.

Of the four covers which were handstamped in New York, only one coincidentally struck the stamp with their red “PHILADA RAILROAD” marking (census number 8).

15L4 TIED to Cover		
Total	Marking Type	Census Number
5	Philadelphia CDS	1, 10, 13, 14, 15
1	Red PHILADA RAILROAD	8
0	Manuscript	0
6	All Types	

Table V. Identified that over one third of the 15L4 stamps were tied to their cover, usually by the Philadelphia circular datestamp on letters delivered by Blood & Co. to the Philadelphia post office.

Government Combinations

No federal government postage stamp combinations were possible prior to July 1, 1847, the first date prepayment stamps were printed for intercity service.

Transition

During the last half of 1845, D.O. Blood & Co. was a new business name in town, probably with little or no name recognition. However, the "City Despatch Post" name had been in existence for two years, and appeared in several Public Ledger advertisements (September 4, 1845, September 29, 1845, and February 17, 1846). The name "City Despatch Post" had also appeared on all striding messenger stamps for almost two years. Throughout 1845 a circular handstamp "CITY DESPATCH" appeared on many stampless covers.²⁶ All were helpful to facilitate continuity of service.

Furthermore, Blood was located in an excellent neighborhood and the business center of Philadelphia. Blood & Co was headquartered in the stately Girard Bank building. Daniel Blood's personal connections at the Public Ledger may have been an intangible benefit. D.O. Blood & Co. was within a half block of the Philadelphia post office, Merchants Exchange, Public Ledger, and several parcel express companies. Third and Chestnut was a very key location for a postal operation. Blood & Co. was in *the postal center* of Philadelphia.

Philadelphia County

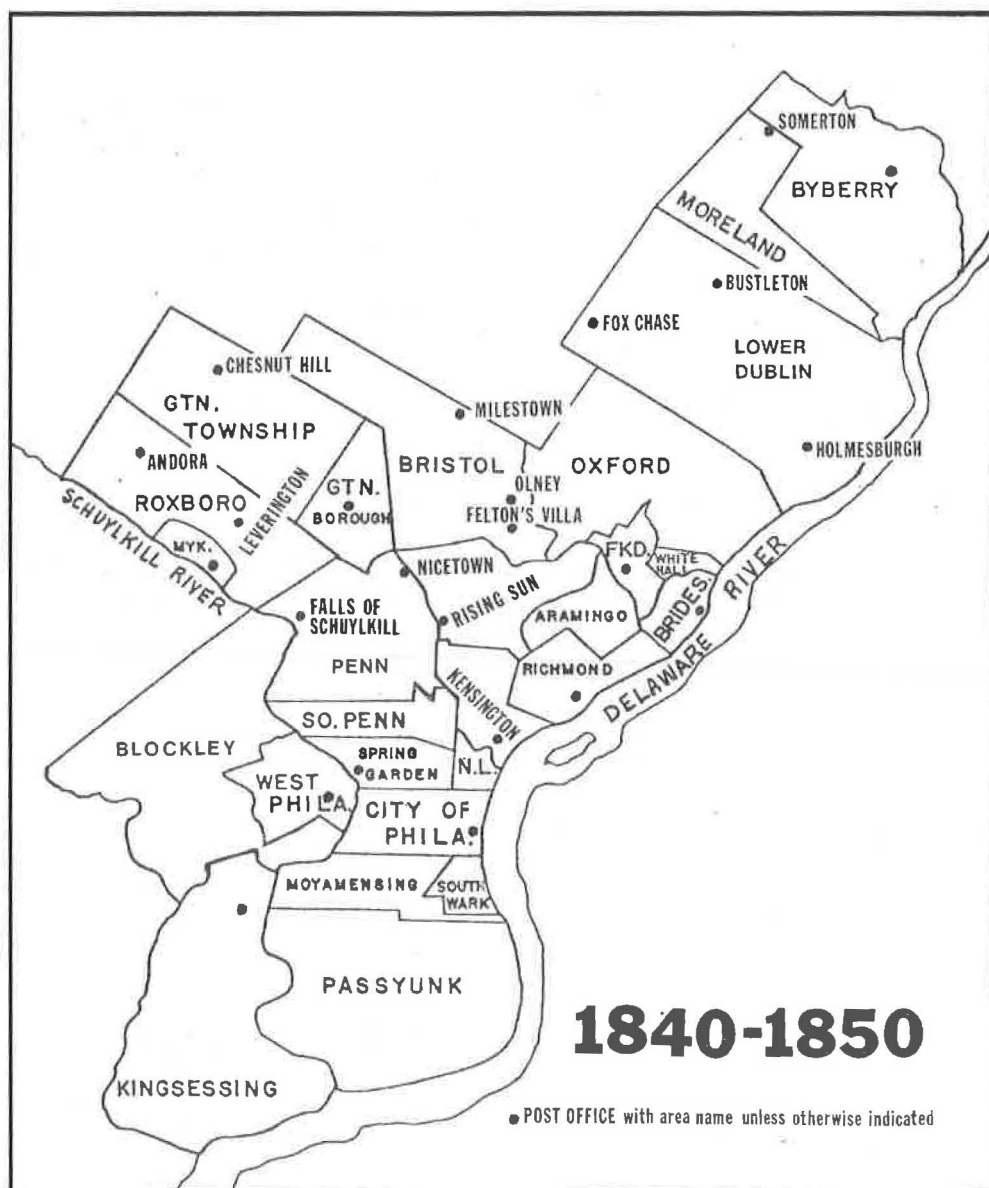
In 1681 Philadelphia County was chartered by William Penn. The Pennsylvania Assembly Act of 1784 created Montgomery County, and reduced Philadelphia county to 129 square miles, only 2 of which were in the City of Philadelphia. The boundary line for the old city was Vine Street on the north, South Street on the south, Delaware River on the east, and Schuylkill River on the west. According to the 1850 census, county population was 287,000, and city 120,000. The number of post offices serving them respectively, however, was 21 in the county and only 1 in the city.²⁷

The Consolidation Act of 1854 was effective February 2nd, and extended the City of Philadelphia to the County of Philadelphia boundary line. Great open areas existed between the old city and 28 other Districts, Boroughs, and Townships.²⁸ To incorporate all post offices into one city postal system required approximately ten years. The 1860 census reported a combined population of 600,000, a growth of approximately 33% in ten years. Philadelphia was the third largest English speaking city in the world.

²⁶ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, pages. 51, 55, 57, 61, 62.

²⁷ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 3, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.

²⁸ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 3, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.



**Figure 17. Sketch map of Philadelphia County in the 1840's showing 24 post offices were open at one time or another during that decade.
From Stets and Kay.**

Forbidden

Following the Post Office Act of March 5, 1845, by definition “post roads” within Philadelphia County were between 22 post offices, and off limits to competitive private postal service,²⁹ **Figure 17.** Blood & Co. was relatively safe if they remained within the City of Philadelphia where only one post office existed, and numerous busy streets were present. The adjacent districts may have been tempting, especially given that an organized post office system was many years away. However, if Blood & Co. used the post roads connecting the old city to the other 21 post offices, they would be guilty of functioning like former “Independent Mail Companies.”

For example, the District of Kensington was formed in 1820 along the Delaware River less than one mile northeast of the old city limits, and had a post office as early as 1826.³⁰ The road between the Philadelphia post office and the Kensington post office was clearly forbidden.

Many districts within Philadelphia County, however, did not have a dedicated post office, and several were contiguous with the old city. South of the old city and along the Delaware River was the District of Southwark, formed in 1784. South of the old city and along the Schuylkill River, the District of Moyamensing existed although not officially formed until 1848.³¹ Neither one ever had a post office or post road. Their residents were remote, and exempt from a “forbidden zone.”

North of the old city was more complicated. Likewise, two districts shared the city’s northern boundary, Northern Liberties east of 6th Street, and Spring Garden west of 6th. In 1803 the Corporation of Northern Liberties was formed, but never had their own post office.³² Their residents had to travel to Kensington or Philadelphia for a post office. The post road from the old city to Kensington, however, must have passed through the very southern fringe of Northern Liberties along the Delaware River. Most of Northern Liberties was far from the post road, and may have been arguably exempt from the new postal law.

In 1813 the Spring Garden District was formed, and in 1827 extended west to the Schuylkill River. By 1835 to serve a small village along the Schuylkill River a post office may have been established in the west at 24th and Callowhill Street.³³ However, the great bulk of Spring Garden was well east, and not very close to either the Spring Garden or Philadelphia post office. A government post road may have existed between the old city and western part of Spring Garden, but probably passed through only the southwestern portion of the Spring Garden District. Much of Spring Garden was remote and perhaps exempt.

²⁹ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 8, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.

³⁰ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 25, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.

³¹ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 3, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.

³² Vernon R. Morris, Jr., MD, “Cressman & Co’s,” *Collectors Club Philatelist*, Vol. 81, No. 5, September-October 2002, page 241.

³³ Robert J. Stets and John L. Kay, *Independent Post Offices of Philadelphia County 1800-1867*, page 39, The Associated Stamp Clubs Of Southeastern Penna & Delaware, 1979.

In summary, during the early years DO Blood & Co. apparently had no “firewall” at all to the south of the old city, and arguable reasons to service relatively select remote populations of the two adjacent northern districts. DO Blood & Co. penetration into these areas may have been discretionary, provocative, and not without risk. **Figure 18** shows the adjacent contestable areas.



Figure 18. Sketch map of the Districts adjacent to the City of Philadelphia, and the post offices during the 1840's. From Stets and Kay.

Electrical Telegraph

New technology was about to create a new paradigm in human communication. Through his involvement in the news industry at the Public Ledger, Daniel Blood had to be aware of potentially competing communication business models. More than a year before he founded DO Blood & Co., on May 24, 1844, Samuel Morse sent the first long distance electronic message. “What hath God wrought” was instantly transmitted from the Supreme Court Chamber in the U.S. Capitol in Washington DC to the Baltimore railroad depot. **Figure 19** reveals demonstrations given to the general public. The first commercial telegraph line was being installed between Harrisburg, Pa and Lancaster, Pa. on Pennsylvania Route 230, when Blood purchased a private post, and during the period of 15L4 covers. The first commercial application of a telegraph was on January 8, 1846, only six months after DO Blood & Co. opened for business.³⁴

³⁴ http://en.wikipedia.org/wiki/Electrical_telegraph

GREATEST WONDER

Of the Age!

PROF. MORSE'S ELECTRO Magnetic Telegraph!!

This truly wonderful machine will be kept for
EXHIBITION,
THIS DAY & EVENING,
AT THE HALL OF THE YOUNG MEN'S ASSOCIATION,
In the Exchange.

The apparatus is sufficiently extensive for
writing or sending intelligence across the street.

A full and definite description will be given
to all. The names of persons, who may desire
it, will be written in Telegraphic Characters.

ADMISSION 12½ CENTS.

Albany, Feb. 6 1845.

Figure 19. Broadside advertising August 5, 1844 demonstration to the public of the new electric telegraph.

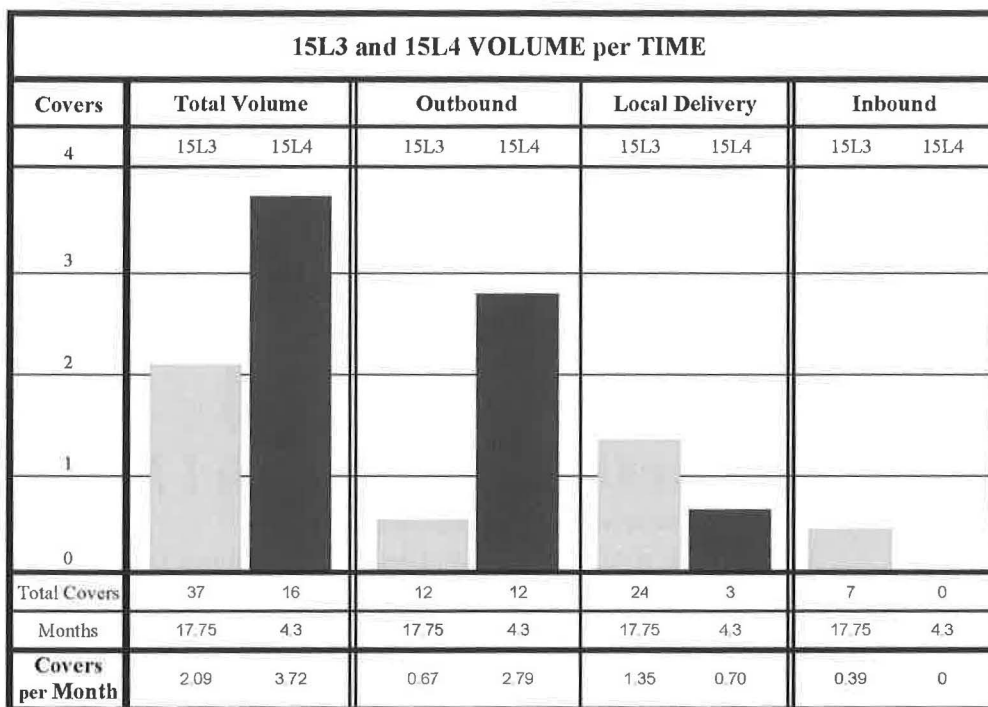


Figure 20. Bar graph of 15L3 and 15L4 volume per month of surviving covers.

Volume - Time Analysis

Fifteen of sixteen surviving covers with 15L4 stamp were dated, and ranged from August 5, 1845 until December 15, 1845, approximately 4.3 months. Of the preceding 15L3 striding messenger stamps,³⁵ twenty-seven of thirty-seven were dated evidence which ranged from October 10, 1843 until May 3, 1845, approximately 17.75 months. A much smaller number of 15L4 examples at first suggests Blood & Co. initial business declined. However, a much shorter time period is a very important variable.

Business activity may be better approximated from the data of surviving examples per unit of time, and perhaps provides a more valid assessment of ownership transition during this very eventful period. Evidence based data in **Figure 20** suggests that volume per time did *not* diminish during the sale, but rather increased! Based upon total surviving covers per month, 15L3 was 2.09 compared to 15L4 at 3.72. *DO Blood & Co. total volume per month increased almost 80%! Despite the onerous government take over of inter city postal service, public sentiment for private service may have apparently held firm or increased.*

Inbound letters had been a not insignificant source of business for the predecessor Philadelphia Despatch Post, almost 20% of 15L3 covers (seven of thirty

³⁵ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, pages 44, 45, 49.

seven).³⁶ Source possibilities were word of mouth and express companies. However, no 15L4 covers were generated by individuals privately carrying letters into Philadelphia. The data suggests that the new Blood & Co. lost this source of business. Possibly the effects of the very recent legislation against the "Independent Mails." Perhaps lack of name recognition, i.e. new name, new business location, and uncertainty among non residents traveling to Philadelphia.

The primary initial business of D.O.Blood & Co. was delivery of *outbound letters to the post office*, 75%, or twelve of sixteen. Double the percentage of the predecessor Philadelphia Despatch Post for 15L3 examples which by percentage was only 33% (twelve of thirty six covers with known destination).³⁷ Outbound volume per time, for 15L3 was twelve over 17.75 months (0.67 covers per month), and increased for "provisional" 15L4 to twelve over only 4.3 months (2.79 covers per month). The new company more than *quadrupled the volume per unit time of outbound letters*. On July 1, 1845 the Independent Mail Companies closed their doors, and all outbound mail belonged to the government. Perhaps seventy letter collection boxes throughout the city now owned by DO Blood & Co. assisted the public deliver outbound letters to the post office.

To the contrary, D.O.Blood & Co. *delivery to a local street address* was exceedingly modest. Only three of sixteen 15L3 examples, less than 20% of Blood's business was local delivery (0.70 surviving covers per month). Robertson & Co. by comparison delivered twenty four of thirty six 15L3 with known addresses, or 65% of their work production, during 17.75 months (1.35 covers per month), and approximately *double Blood's*.

Summary

The Postal Act of 1845 profoundly affected private mail service in the United States. All nine Independent Mail Companies closed, Express Companies continued under unfavorable conditions, but the three private local posts in the United States remained "under the government radar" for the time being. On June 30, 1845 Robertson made a business decision to sell the Philadelphia Despatch Post (City Despatch Post), to Daniel Blood. Although the communication industry was on the threshold of a new paradigm of technology via the electric telegraph, and the government was greatly emboldened by the Postal Act of 1845, Daniel Blood made a risk-reward decision which he probably never regretted.

A "provisional stamp" was created from predecessor stamp remainders and/or expedited new printings of former "striding messenger" stamps. They can be distinguished by manuscript branded "D.O.Blood & Co.", creating *Scott Catalog* 15L4. The time period for this stamp may be considered as large as the final six months of 1845, or as little as three weeks until the first reported 15L5 appearance. However, for the purpose of this article the philatelic period has been defined by evidenced based data of 15 dated genuine examples on cover, over 4.3 months, from August 5, 1845 until December 15, 1845.

³⁶ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No. 84, pages. 50, 55.

³⁷ Vernon R. Morris, Jr., MD, "Bloods Part 3: 15L3," *The Penny Post*, Vol. 21, No. 3, July 2013, Whole No.84, pages. 55, 57.

The great majority of 15L4 on cover were outbound letters collected by Blood & Co. throughout the city and delivered across the street to the Philadelphia post office to enter the inter-city government mail. One delivered to the post office was a "drop letter" held for the addressee to pick up. Only three covers, less than 20% were delivered by Blood & Co. to a local street address.

Almost 90% of the stamps were cancelled, usually by various manuscript markings. Only one red PAID cancel has been recorded, much like several preceding Robertson & Co. examples. Two were not cancelled. However, "not cancelled" does not necessarily mean "not genuine," proven by an uncanceled 15L4 tied by government handstamp (census number 15).

Over 80% of the covers demonstrated auxiliary markings, although never intended to prevent reuse like a cancel. Only a few auxiliary markings were manuscript, whereas the great majority were handstamped. City namesake specific cds, either Philadelphia or New York, and/or rate handstamps were typical.

Of the sixteen examples, 37% of the 15L4 stamps were tied to their cover. All by fortuitous government handstamp, but none by Blood & Co. cancel.

Only sixteen survivors may suggest low business volume by the new Blood & Co. Time related volume in comparison to the final issue of the predecessor company Philadelphia Despatch Post (City Despatch Post) was analyzed by work type. DO Blood & Co. lost the business for inbound letters privately transported to Philadelphia. However, Blood & Co. collection of outbound letters throughout the city for delivery to the Philadelphia post office *quadrupled*. Blood's business of local delivery to a street address, nonetheless, was modest, and only half of what Robertson's had achieved. Evaluated by total volume over time, Blood & Co. almost doubled Robertson & Co.! Quite impressive given the events and dynamics of 1845.

A great unknown during late 1845 for Daniel Blood was eligibility of private postal service penetration into districts adjacent to the old city of Philadelphia, to reach residents of districts with no post office, and even populations not directly on government post road between post offices.

Carriers and Locals Society Auction #25

Thursday, January 23, 2014

Closing date for consignments
December 30, 2013

To our Auction Manager, Alan E. Cohen

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