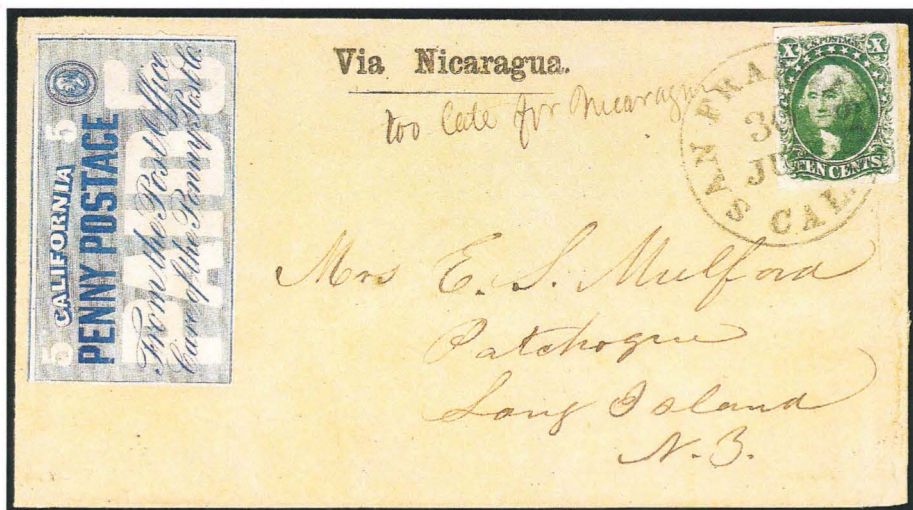


THE PENNY POST

Official Journal Of The Carriers And Locals Society



The earliest recorded cover with a 10¢ green stamp (US #14) from California. Manuscript note reads "Too late for Nicaragua," apparently having missed the ship sailing. Taken to the San Francisco Post Office on June 30, 1855. This is believed to be a genuine use of the California Penny Post, 5¢ blue on white, 34L4 local post stamp.

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IDENTIFYING A BOYD'S MERCURY TYPE IV STAMP ON WOVE
PAPER

PREVIOUSLY UNDISCOVERED BOYD'S 1864 ENVELOPE TYPES
AND MORE

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Editor's Message

By
Larry Lyons

In This Issue

We have been running alternating issue styles; one has several short articles and the next issue has an in-depth extensive research study. This issue will have short articles and our next issue will have a lengthy Blood's article.

We have an article from Cliff Alexander on "The Franklin Carrier Stamp in New Orleans." The Franklin Carrier stamp, L01, is quite rare on cover with only 18 recorded examples of which only one example was used in New Orleans. Cliff has also done the research on Franklin Carrier off-cover stamps used in New Orleans and the results are quite low as you will read in his article. Thanks to Cliff Alexander for bringing us this interesting carrier stamp study.

In the April 2016 issue of *The Penny Post* Cliff Alexander started a series on 10¢ green stamps used with carrier and local posts. The second article in this series appears in this issue. Again, special thanks to Cliff for compiling this research and presenting it to us.

I have written an article on "Identifying Printings of the Hussey Circus Rider Stamps." There will be four articles in this series and Part I appears in this issue identifying the printings of the 5-cent Circus Rider stamps. This research series takes us beyond the work presented in "Bylaws of Philately" written by H. Warren K. Hale and compiled and arranged by Elliott Perry. Hope you learn from it.

My second article explains the thorough review of a never seen before Boyd's Mercury Type IV stamp and how it was concluded that the stamp is not genuine and furthermore is a previously unknown Scott forgery. Beyond the face value of this article is the underlying discovery of a new Scott forgery for those seeking to identify all the Scott forgeries of carrier and local stamps and show the forms from which they were printed.

The third article I have written is a continuation of my theme of presenting new discoveries and items not compiled in the *Scott Specialized Catalogue*. This particular article is on the Boyd's City Post Envelopes of 1864 which can be found in the *Scott Catalogue* with image L66. The *Scott Catalogue* lists 12 colors and papers for these envelopes and the study presented in this issue adds 3 more for a total of 15. It is noted that 152 years have passed since the envelopes were issued and as we can see new discoveries are still coming to light.

You, the readers, are invited to provide articles or show new discoveries for the future issues of *The Penny Post*. It would be appropriate to repeat our Journal's mission statement at this time.

Mission Statement

The purpose of *The Penny Post* is to present original research articles in the fields of United States Carriers, Local Posts and Eastern Expresses. Forgeries in these areas are also researched. Any article in these fields can be submitted to me for publication (email: llyons@philatelicfoundation.org). These articles are reviewed

and assistance is provided by the Editor's section heads who comprise the editorial board. *The Penny Post* continues to be at the top of society publications.

Annual Meeting

The date of our next annual meeting has changed. We will be meeting at NOJEX but the dates of that show and its location have changed. The new dates are **September 8-10, 2017** and the show will be held in **Newark, New Jersey**. The Carriers and Locals Society has agreed to be the featured Society at the NOJEX show and there will be an astounding number of carrier and local post exhibits. You should plan on attending. There will be a Friday Night Society dinner at a nearby quality restaurant as well as a Saturday Night Awards dinner. Walking tours of the exhibits will occur and the Society booth will have some surprises.

Appreciation

I wish to thank the section editors for their contributions and hard work. Special thanks to Alan Cohen for proofreading for the last seventeen years and counting and thanks to David Snow for joining this group three years ago.

Patron Saint of the Carriers and Locals Society

In the year 2000 we lost Dick Schwartz, one of the founding fathers of the Carriers and Locals Society. Dick was also a friend and mentor to me. In Dick's memory Scott Trepel and the Siegel organization became the patron saint of the Carriers and Locals Society by providing financial assistance with a sizeable yearly grant to ensure the continuing existence of the Society Journal. All good things must eventually come to an end and the grant has ended but the support of Scott Trepel and the Siegel organization will continue. We are a subject dear to Scott Trepel's heart and he will continue to applaud our efforts. When you see Scott Trepel please give him our thanks for all his support.

Advertisers

I would be remiss if I didn't thank our advertisers without whose support our Journal would not be possible. As you meet these advertisers at shows and auctions please thank them for their support. And now would be a good time to mention your participation.

Your Participation

"Ask not what the *Society* can do for you but what you can do for the *Society*." Someone needs to step up to the plate and answer our call for an Auction Manager. Training will be provided. Also, we are always in need of articles. Please write about one cover or stamp or do a research piece. My editors and friends will help with information and provide answers to your questions. If you have something of interest or are puzzled by something please write a letter to the editor which I will place in *The Penny Post*.

Final Message

My message to you is to plan on participating more. I know you enjoy the hobby, the Journal, and the collecting but if you don't give a contribution the

Society will come to an end. Don't leave it up to the other guy. Also, our auctions are critical to our existence and we are in need of an Auction Manager. To fill the gap I have made a list of stamps I have available for you. The list can be found in this issue. I pledge to donate 10% of the proceeds to the *Carriers and Locals Society*.

Very Final Message

I would be remiss if I didn't encourage you to talk with your fellow collectors. I have always felt the strong positive social aspect of our hobby and I urge you to "feel" its soothing effects. If you are puzzled by an item you have in your collection, drop me a line and I will use my friends to find you an answer. There is still more to discover and research and study is a never-ending work-in-progress. We will continue to provide you with interesting articles and studies.

My parting message to you is to relax and get away from it all by looking, examining, researching, exhibiting, and sharing and talking with fellow stamp collectors and *Society* members. Forget the world and enjoy your stamps and covers.

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1855, 1857 and 1861 Issue 10¢ Green Stamps on Covers with Carrier, Local Post and Express Company Stamps

Part II: Western Expresses and Local Posts

By
Clifford J. Alexander
and
Michael Perlman

This concludes a two-part series that surveys 10¢ green stamps used prior to July 1, 1863 on covers with carrier, local post and express company stamps. Part I was published in *The Penny Post* Issue 95 (April 2016) and included a discussion and census of covers with eastern carrier and eastern local post stamps on covers with a 10¢ green stamp. This article has a discussion and census of the 10¢ green stamp on covers with stamps issued by western express companies and western local posts.

We found stamps of only two western companies on covers with 10¢ green stamps: California Penny Post and Wells Fargo & Co. The stamps of both are listed in the Locals Section of the *Scott Specialized Catalog of United States Stamps and Covers*.

Because of spotty government postal service in the West, express companies flourished in California during the 1850's. The Postal Act of August 31, 1852 expressly permitted companies to carry letters outside the mails as long as full U.S. postage was paid for the total distance as evidenced by the use of a U.S. stamped envelope.

A number of letter delivery companies operated after the first 10¢ green stamps was issued in 1855, both on the east and west coasts. However, only a few issued adhesives to facilitate payment of fees, and the few that did issue stamps, had discontinued the practice by 1862. The latest cover with a 10¢ green and express company stamp was carried by Wells Fargo and has an initial postmark date of October 24, 1861.

The 10¢ Green Stamp

As noted in Part I, the 10¢ green stamp with an image of George Washington was issued primarily to prepay the rate for transcontinental mail when the Postal Act of March 3, 1855, raised the postage rate from 6¢ to 10¢ per 1/2 ounce for letters sent 3,000 miles or farther. The first 10¢ stamp issued in 1847 had been demonetized in 1851 and was no longer valid to prepay postage.¹

¹ See Thomas J. Alexander, "Demonetization of the 1847 Issue," *Chronicle* 173, Vol. 49, No. 2 (May 1997), at page ii.

The 1855 design was printed by Toppan, Carpenter, Casilear & Co. of Philadelphia, and was issued both imperforate and perforated until a demonetization program was implemented after the start of the Civil War. At that time a new 1861 issue of stamps was printed, which included a different 10¢ green stamp design.

The *Scott Specialized Catalog* has 11 separate listings for the 1855, 1857 and 1861 10¢ green issues that were in use prior to July 1, 1863. Part I of this article identified the six types of the 10¢ green stamps issued before July 1, 1863 that have been found on covers with carrier, local post or express company stamps.

We found seven covers with 10¢ green stamps and a stamp issued by the California Penny Post and eleven covers with stamps issued by Wells Fargo & Co. The following three sections highlight some of the covers. In addition, **Table 1** has a census of the seven covers with California Penny Post and 10¢ green stamps. **Table 2** is a census of the six covers with Wells Fargo horse and rider and 10¢ green stamps. **Table 3** is a census of the five Wells Fargo covers with a \$1 garter and 10¢ green stamps.

California Penny Post

California Penny Post was established in June 1855 by J.P. Goodwin. It operated an express service from a number of offices in California cities and also a local mail delivery service in San Francisco and a few other California cities. The San Francisco postmaster quickly took steps to disrupt the company's business and by July 1856, the company was forced to discontinue its business.

An excellent discussion of the company and compilation of research materials is on the Richard Frajola website at www.rfrajola.com/cpp/cpp.htm. A two part article on the company's adhesives and envelopes by Larry Lyons was published in the July and October 2005 issues of *The Penny Post*.

West to East Mail

One of the services offered by California Penny Post was called "Ocean Penny Postage." Advertisements announced that for 5¢ the company would bring letters addressed to the east coast to the San Francisco wharf and hand them over to a "special messenger." The Frajola census records six covers with a blue on white "PAID 5" California Penny Post adhesive that was issued to facilitate prepayment for delivery of letters from the post office. Five of these covers have a 10¢ green stamp.

Mail brought to the wharf by the California Penny Post then would be carried as loose letters outside the mails on non-contract ships to the west coast of Nicaragua. From there the letters were carried across the country to a ship that sailed from the east coast of Nicaragua to New York. In New York, these letters were required to be delivered to the post office where the 10¢ green stamp was properly cancelled with a New York "SHIP" marking. After that, they were treated like regular mail. The history of the Nicaragua mail route is described in Chapter Eight of "Mails of the Westward Expansion 1803 to 1861" by Walske and Frajola, available at www.rfrajola.com/MWE/MWE.

None of the recorded letters with a California Penny Post 5¢ blue on white adhesive is tied. This makes the task of determining genuineness of use difficult. In addition, covers with a San Francisco post office postmark would have been carried

to New York on a Post Office Department contract ship as regular mail. Only covers with a New York "SHIP" postmark would have traveled outside the U.S. mails on the California Penny Post "via Nicaragua" route.

Figure 1 is the earliest recorded cover with a 10¢ green stamp from California. The cover was addressed to Patchogue Long Island NY. A handwritten note on the front reads "Too late for Nicaragua." The letter likely had missed the ship's sailing when it arrived at the wharf. It is also possible that the letter was dropped off at the California Penny Post office too late for it to be brought to the wharf in time for the sailing. In either event, it appears that the Penny Post brought the letter to the post office where the 10¢ green stamp was cancelled by a "San Francisco 30 Jun" postmark. This is believed to be a genuine use of the 5¢ blue on white California Penny Post adhesive that was carried to New York in the U.S. regular mail.

The second west to east cover is illustrated in **Figure 2** and was bought to the wharf in time for the sailing. It was treated as a loose ship letter and received the correct "NEW YORK/SHIP/SEP 8" cancellation on arrival in New York. The letter was addressed to Dorchester MA but carried by mistake to Gloucester. The Gloucester post office applied a September 10 postmark and redirected it to Dorchester.

Three additional west to east covers with 10¢ green stamps and the large blue on white "PAID 5" adhesive are illustrated in the Frajola census of California Penny Post covers. One addressed to Patchogue, Long Island, NY, left San Francisco at the end of June 1855, and received a July 25 "SHIP" cancel at the New York post office. Another addressed to Caroline Center NY left San Francisco on July 16, 1855, and arrived in New York on August 11. This cover has a circular date stamp rather than a New York "SHIP" cancel. It is possible that the California Penny Post adhesive on this cover was not a genuine use. In addition, there is an incomplete illustration from an auction catalogue of a fifth cover that is missing the 10¢ green stamp and has a partial New York "SHIP" cancel.

East to West Mail

We found two covers that were carried from east to west. The California Penny Post sold preprinted envelopes with a "PAID 5" printed design. The envelopes were addressed to "Agent of Penny Post Co." in San Francisco. Under the law, these types of preprinted envelopes were permitted to contain one letter. One could place a letter addressed to San Francisco inside the printed envelope, and the California Penny Post would deliver it within the city for five cents.

Figure 3 is a California Penny Post printed envelope that originated in St. Louis MO. It was carried by the post office as regular mail to an agent of the California Penny Post in San Francisco where the letter inside was delivered to its addressee. The printed envelope has both a 10¢ green and a 3¢ 1851 issue dull red stamp tied by a "MAR 1" circular date stamp. It is not clear why the 3¢ stamp is also on the cover. Perhaps it was carried from another city to St. Louis and the writer or post office clerk thought the 3¢ stamp was required.

A fourth California Penny Post printed envelope originated in New York and has a blue on white 1¢ Swarts City Despatch Post stamp that suggests it might have been brought to the post office in New York by a messenger of Swarts.

However the Swarts stamp is not tied and there is no Swarts handstamp visible on the cover. The 10¢ green stamp is tied by a New York ocean mail postmark dated “SEP 20” indicating it was carried on a ship in a locked bag as regular mail to San Francisco where it may have been delivered by the California Penny Post. See **Figure 4**.

Wells Fargo Horse and Rider Stamps

The pony express is an iconic mail service operated by Wells Fargo between San Francisco and St. Joseph MO for only 19 months—from early April 1860 to the end of October 1861. The history of Wells Fargo is discussed in “The Pony Express A Postal History” by Frajola, Kramer and Walske, which is available at www.rfrajola.com/pony/ponybook. Wells Fargo issued six stamps for prepayment of its fees. Five of these are referred to as horse and rider stamps: one \$1, two \$2, and two \$4 stamps. These were cancelled by a postmark with an illustration of a running horse and date.

The sixth adhesive stamp was the \$1 garter stamp that was only used for the last four months of operations. It typically was cancelled by a circular postmark with a date in St. Joseph. The two types of handstamps are shown in **Figure 5**.

An online “Pony Census” of Wells Fargo covers has been compiled by Richard Frajola, Steve Walske and George Kramer that lists 28 covers with 10¢ green stamps. It can be found on the Frajola website at www.rfrajola.com. Six of the 28 covers in the Pony Census with 10¢ green stamps have Wells Fargo horse and rider stamps. We have illustrated three of these. Persons interested in seeing the others can view them on the Frajola website.

Figure 6 is the earliest recorded cover with a Wells Fargo and 10¢ green stamp. The \$2 horse and rider stamp is tied by a “MAY 29” Pony Express handstamp. It had both a 10¢ green and 5¢ [red brown] tied by the “ST JOSEPH Mo JUN 10” postmark. The letter was addressed to Charlotte Town Prince Edward Island and was charge 10¢ for the distance over 3000 miles and 5¢ for the distance from the line to PEI.

Figure 7 is a triple weight letter from San Francisco to New York City listed in the Pony Census. It has two 10¢ green stamps. It also has a \$1 red and \$2 green horse and rider stamp.

Another unusual cover listed in the Pony Census went from San Francisco to Ticino, Switzerland. It has an early September Pony Express handstamp tying a \$1 red horse and rider stamp. “SEP 25” New York handstamps tie two 3¢, two 10¢ green and the printed stamp on the envelope. See **Figure 8**.

Figure 9 originated in San Francisco and was carried to Salem, MA. It is unusual in that the 10¢ green and embossed stamps are tied by an “ATCHISON KAN” double circle postmark. It is one of only three covers with the green \$2 horse and rider stamp.

Wells Fargo \$1 Garter Stamp

The Frajola-Walske-Kramer Pony Census lists five covers with the \$1 blue on white garter stamp issued by Wells Fargo in early August 1861. This was only

four months before completion of the transcontinental telegraph, which made the pony express obsolete.

The five covers with the \$1 garter stamp originally were described in the Special Services publication by Stanley Ashbrook who named each one based on the owners at the time, and we have also identified them in this way. A sixth is listed in the Pony Census with the conclusion that the \$1 garter stamp did not originate on the cover. We have been able to locate photocopies of four of the five genuine covers, which are described and illustrated below.

The Needham cover is the earliest recorded with a 10¢ green and \$1 garter stamp. It originated in New York on August 24, 1861, and left on the stage for San Francisco on the August 29 trip. The two adhesives are on a green 10¢ stamped envelope. See **Figure 10**.

The Hackett cover has the second earliest recorded date. See **Figure 11**. It originated in Boston on October 11, 1861 and was carried to San Francisco on the October 17 trip. This cover has a strip of four of the \$1 and also four of the 10¢ green stamps.

Two covers were carried on the last pony express trip, which left St Joseph on October 27, 1861. One of these is the Knapp cover, which originated in Boston on October 19, where the post office applied the typical "PAID" handstamp in a rectangular box. **Figure 12**. The second is the Caspary cover, which originated in New York on October 19. See **Figure 13**.

Conclusions

We would like to thank Kenneth Gilbert, Steven M. Roth, Martin Richardson, John Bowman and Lawrence Le Bel for the assistance they provided the authors. We also very much appreciate the valuable research information available on Richard Frajola's website and in the Frajola-Walske-Kramer Pony Census.

If any readers are aware of additional covers that should be included in this survey, we would appreciate an e-mail and scan. Please send to clifford.alexander@klgates.com and also to greenstampcollector@hotmail.com.

Table 1

CALIFORNIA PENNY POST

<u>Cover No.</u>	<u>10¢ No.</u>	<u>Scott No.</u>	<u>Initial Date</u>	<u>Addressee</u>	<u>Source/Comments</u>
1	14	34L4	6/30/55	Mrs. E.S. Mulford, Long Island NY	Siegel 1075 #1047 Earliest recorded use of 10¢ 1855 issue from California. Ex Eno, Jessup, Pearce, Haas and Kapiloff. "Too late for Nicaragua." Frajola #703
2	?	34L4	6/30/55	Mr. R. Field/Bridgeport/NY	Frajola #702
3	?	34L4	7/16/55	Mrs. Charlotte Hungerford/Carolina Center/New York	Frajola #704
4	14	34L4	9/18/55	New York NY/Mifs Harietta L. Wales, Dorchester MA	Siegel 925 #1449; Siegel 799 #125. "Via Nicaragua" imprint cover. Only cover with "MISSENT" straightline. 1987 PFC. Frajola #705
5	?	34L4	?	?	Frajola #706
6	13	34LU9	3/1/56	St. Louis MO/Henry Coad, San Francisco CA	Siegel 1041#344; Ex Dale - Lichtenstein and Hackney.
7	14	34L4 13A And 136L14	9/20/55	New York NY/Agent of Penny Post Co. San Francisco	Siegel 391#172; Grunin 1#57. "N.Y. Ocean Mail" postmark. Frajola #202

Table 2

WELLS FARGO PONY EXPRESS STAMPS

<u>Cover</u> <u>No.</u>	<u>10¢</u> <u>No.</u>	<u>Scott No.</u>	<u>Pony Date</u>	<u>From/Addressee</u>	<u>Source/ Comments</u>
1	35	\$2 Red	5/29/61	St. Joseph/ Angus McFadyen/Charlotte Town/Prince Edward Island BNA	Frajola Census #E87.
2	35	\$1 Red	7/13/61	St. Joseph/Eli Wiley/Charleston/Illinois	Frajola Census #E113.
3	35 (x2)	\$1 Red \$2 Green	8/3/61	San Francisco/CS. Parsons/New York	Frajola Census #E132.
4	35 (x2)	\$1 Red	9/7?/61	San Francisco CA/Mr. Pietro Martino Ticino/Switzerland	Frajola Census #E155.
5	35	\$2 Green	9/21/61	San Francisco/Linsley/New York	Frajola Census #E162. The \$2 green stamp did not originate.
6	68	143L4	10/14/61	San Francisco CA/Robert Brookhouse, Salem MA	Siegel 528 #271, Ex Barkhausen. Frajola Census #178.

Table 3

WELLS FARGO \$1 GARTER STAMP

<u>Cover No.</u>	<u>10¢ No.</u>	<u>Scott No.</u>	<u>Trip Date</u>	<u>From/Addressee</u>	<u>Source/Comments</u>
1	68	143L6	10/19/61	Boston MA/Prindle, San Francisco CA	The Knapp cover. Double rate, Harmer Rooke (Wm Crocker) Sale, Lot 763, Harmer Rooke (Knapp) Sale, Lot 1580; Harmer Rooke (Moody) Sale, Lot 197. Frajola Census #W68.
2	35	143L6	8/29/61	New York/Alex. Forbes/ San Francisco, CA	The Needham cover. Double rate cover Harmer Rooke (William Crocker) Sale, Lot ?; Siegel (Kuphal) Sale, Lot 1061; Siegel (Twigg-Smith) Sale, Lot 979. Philatelic Foundation Cert. No. 482729. Frajola Census #W52.
3	68 (x4)	143L6	10/11/61	St Joseph MO/Mrs. Louise Melanc or/William A. White/c/o Messr. Wells Fargo & Co/ San Francisco CA	The Hackett cover. Illustrated in article by Daniel K. Stern on George Hackett in "WESTWAYS," the magazine of the Automobile Club of Southern California: Asbrook Special Service Issue 74 (5/1/57), p. 601. Frajola Census #W64.
4	68	143L6	10/19/61	New York/Wm. H. Cronise Esq./San Francisco CA	The Caspary cover. Illustrated in "Wells Fargo & Company 1861 Pony Express issues" by Scott R. Trepel (Robert A. Siegel Auction Galleries Inc., 2005) at p. 17. Siegel (Rarities) Sale 350, Lot 233; Frajola PhilaMercury Postal History Census ID #16208. Frajola Census #W66.
5	-	143L6	10/24/61	Not Known	The Wiltsee cover. Listed in "The Stuart de Repolie Wiltsee Memorial Collection of Early Western Stamps, Franks and Postmarks," Wells Fargo Bank Museum Collection.

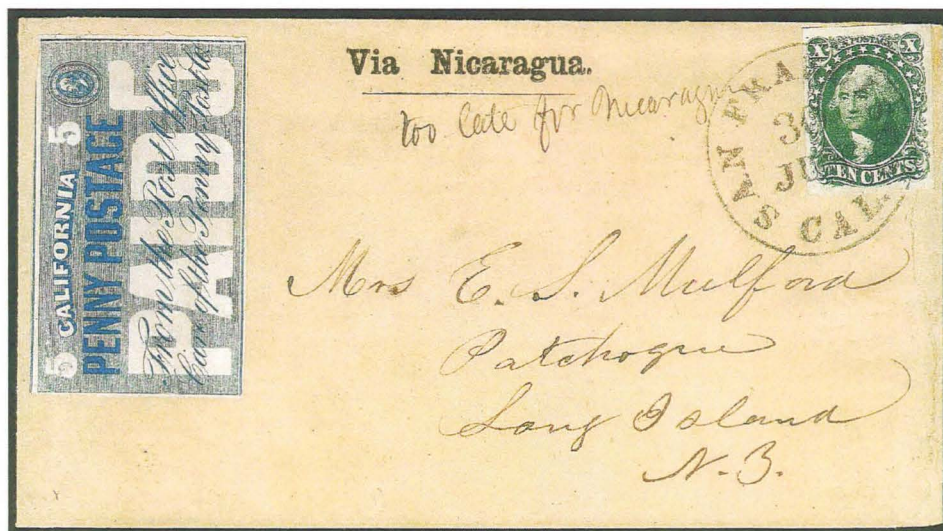


Figure 1. Siegel sale 1075, Lot 1047.



Figure 2. Siegel sale 925, Lot 1449.

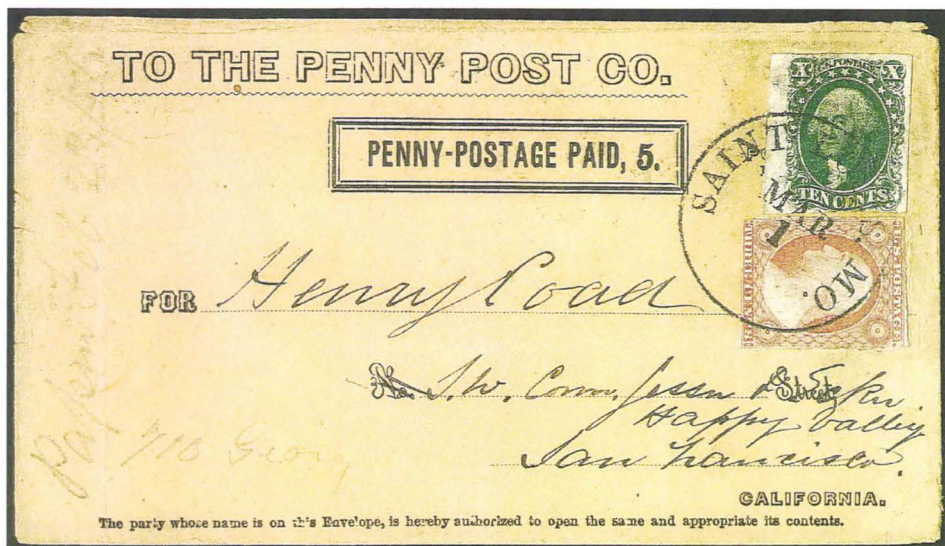


Figure 3. Siegel sale 1041, Lot 344.

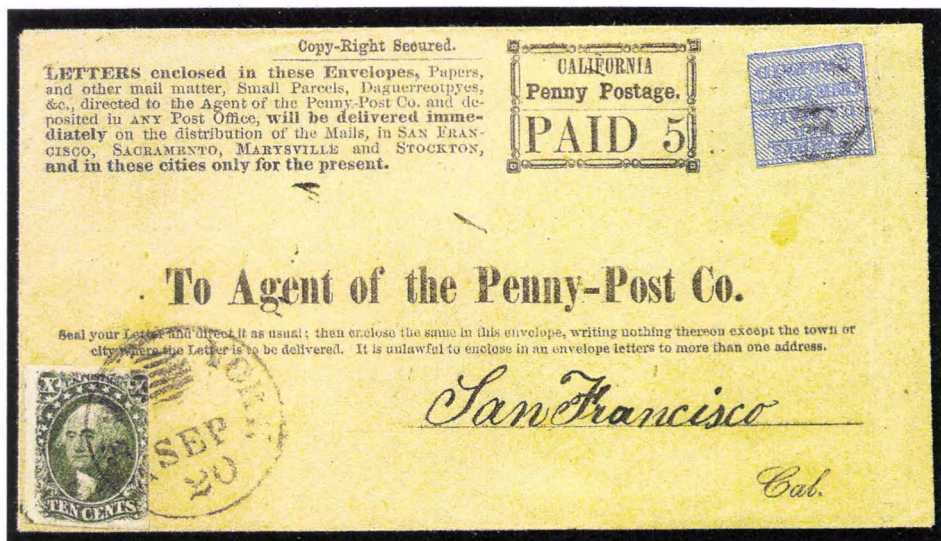


Figure 4. Penny Post Issue 52, July 2005.

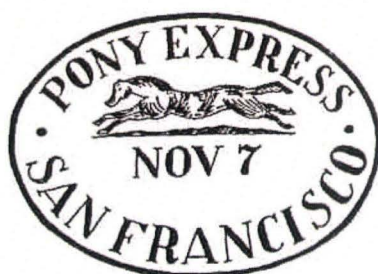


Figure 5a. Leutzing “The Handstamps of Wells Fargo”, page 236.

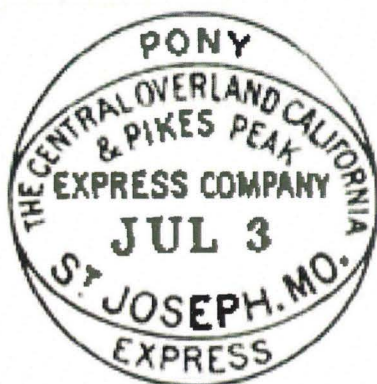


Figure 5b. Frajola website. (www.rfrajola.com).



Figure 6. Frajola #E87.



Figure 7. Frajola #E132.



Figure 8. Frajola #E155.



Figure 9. Siegel sale 528, Lot 271.



Figure 10. Philatelic Foundation #482729, (Needham cover).

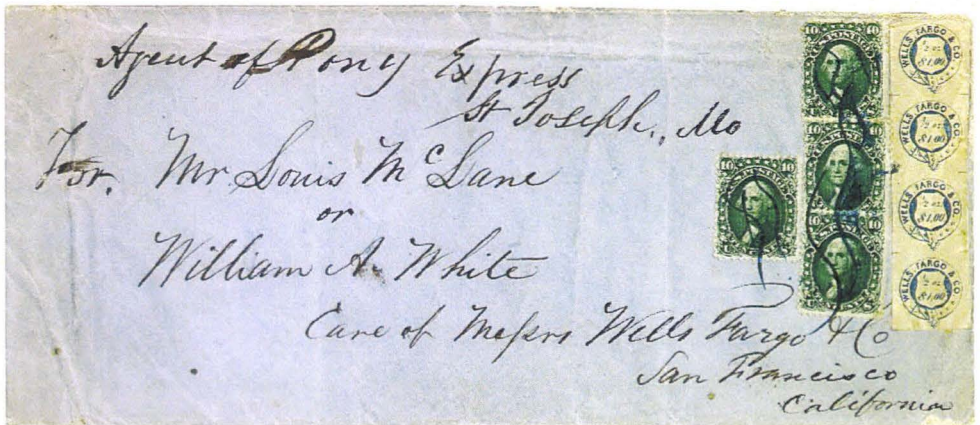


Figure 11. Frajola #W64 (Hackett cover).



Figure 12. Frajola #W68 (Knapp cover).

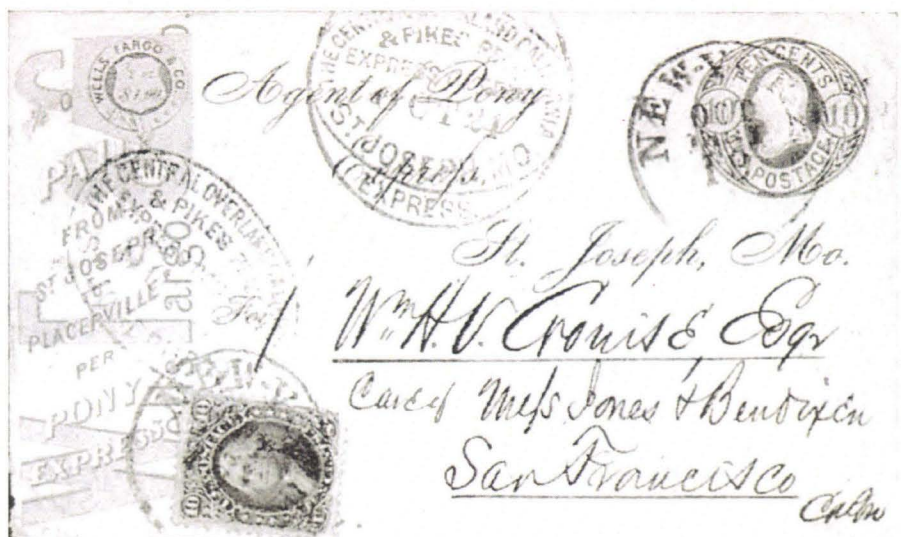


Figure 13. Frajola #W66 (Caspary cover).

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A Boyd's Mercury Type IV Stamp on Wove Paper: What is it?

By
Larry Lyons

The Boyd's Dispatch Mercury stamps come in five types. These are shown in the *Scott Catalogue* as Figures L65, L65a, L65b, L70 and L71 and are Types I thru V respectively. See the *Lyons Identifier* page 221 for accurate images. The patient shown in **Figure 1** is clearly a Type IV as per figure L70. The straight line which looks like upturned toes makes identification easy. The Type IV Mercury design also has some shading omitted in the banner and no period after "Dispatch." The patient has these characteristics. This design is from 1878 and is known in nine colors on diagonally laid paper and in red on wove paper. The patient is black on crimson, surface colored, on wove paper. The color is extremely similar to the 20L39 stamp which is Type I, imperforate, and 20L43 which is also Type I and is perf. 12. **Figure 2** shows the patient next to the Type IV design for a design comparison. **Figure 3** shows a Type V stamp in black on crimson next to the patient for color comparison. If the patient is genuine it would be a 20LU42A new listing in black on crimson. What else could it be?

Thorough Review

The first test that was done was a comparison of the paper and ink for 20L39 and 20L43 which were issued by Boyd's in the same year as the Type IV series in 1878. The paper and ink do not match. So what is our patient? My next thought was to see if it could be a forgery. The only Mercury stamp forgery known is the Taylor forgery. The Taylor forgery which has been designated Forgery A had many design differences which are easily recognized. In the Taylor forgery the wing on the ankle does not connect to Mercury's outfit, there are four horizontal lines after the "B" in "Boyd's", and there is distinctive shading at the back of the leg and not at the front of the leg. There are many other distinctive differences which make the Taylor Forgery A easily recognizable. See **Figure 4**. There are no other recorded forgeries of the Boyd's Mercury stamp.

It occurred to me that perhaps another forgery was produced by someone who paid more attention to detail and created more deceptive forgeries. Clearly the design on this patient is very similar to an original. I decided to take a close look at the work of John Walter Scott.

The Work of John Walter Scott

After 1988 the *Scott Catalogue* was updated. An attempt was made to change all of the images to those of genuine stamps. Up until that date all of the images were Scott cuts and not genuine stamp images. **Figure 5** shows the five Scott cuts of the Mercury Types I through V. **Figure 6** shows the patient next to the Scott cut for Type IV. The "S" in "Boyd's" is a perfect match to the patient as are other minute details. My conclusion would be that the patient is a previously unknown Scott forgery. See **Figure 7** for the Philatelic Foundation opinion.



Figure 1. The patient, Mercury Type IV, black on crimson, on wove paper.



Figure 2. The patient color compared to the Boyd's Mercury Type I stamp. The patient is at the left.



Figure 3. The patient compared to the Boyd's Mercury Type IV design. The patient is at the left.



Type I



Type II



Type III



Type IV



Type V

Figure 5. The 1988 Scott cut images of the five types of Boyd's Mercury stamps.



Figure 6. The patient compared to the design of the Scott cut for the Mercury Type IV stamp. The patient is at the left.

Final Comments

Thanks to old *Scott Catalogue* cuts many Scott forgeries have been identified. Some Scott forgeries were printed in very small quantities and in the case of the patient studied in this article the stamp stayed undiscovered for about 135 years. This stamp could be unique but I will leave it to the readers to look in their collections and see if they have one.

		The Philatelic Foundation 341 West 38th Street • 5th Floor New York, NY 10018 EXPERT COMMITTEE		No. 524354 07/19/2016
We have examined the enclosed item, of which a photograph is attached, and <i>described by the applicant</i> as follows:				
Country: UNITED STATES OF AMERICA				
Cat. No.	Issue	Denom.	Color	
20LU42P	1878		black on crimson	
Scott's unless otherwise specified. UNUSED,				
AND WE ARE OF THE OPINION THAT: IT IS NOT SCOTT 20LU42P, RATHER IT IS A SCOTT FORGERY. *****				
				
524354				
For The Expert Committee  Chairman				
Photocopies of this Certificate are not valid.				
Submitted by LARRY LYONS				

G 287391

Figure 7. Philatelic Foundation certificate for Patient 524354.

Newly Discovered Boyd's City Post Envelopes of 1864

By
Larry Lyons

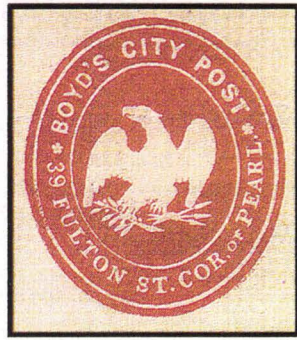
Bill Sammis submitted to The Philatelic Foundation a cut to shape, used, light blue envelope corner, Type L66 for an opinion. See **Figure 1**. It turned out the envelope corner in question was determined to be a genuine 20LU4 variation in color on white diagonally laid paper. The opinion was issued on certificate number 537,247. See **Figure 2**. It is suggested that this item be listed as 20LU4A, light blue. After seeing this item I decided to check my own 1864 Boyd's City Post envelopes to see if I might have any that are not listed in the *Scott Specialized Catalogue*.

The example shown in **Figure 3** is an albino envelope corner on orange wove paper. There is a tiny spot of red ink in the "D" of "BOYD'S." The listing of red on orange wove paper is 20LU9 so it is suggested that this albino example be listed as 20LU9A. The 20LU9 is a great rarity. A full entire with a serious tear appeared in the Golden sale as Lot A741 and brought a hammer price of \$2,000. That entire is ex-Hollowbush and I believe it to be the only recorded 20LU9 entire. I record two additional used cut squares of the 20LU9. One of the cut squares has been certified by The Philatelic Foundation. It was certificate number 410,165. In the turn of the millennium years I valued the cut squares at 20% of the value of entires. Many \$175 entires from this set had cut squares which were sold by dealers and collectors for \$25 to \$35. Based on this type of value assessment the 20LU9 cut squares would be priced at \$375 to \$500. The albino 20LU9A would have a dash for a value.

I have found a cut to shape example which is red on blue wove paper. See **Figure 4**. None of the present twelve listings are on blue paper. The suggested listing is 20LU9B. The example I have found has a trace of a cancel at the left and should be considered used.

While we are on the subject of the Boyd's City Post envelopes of 1864 it is worth looking at the 20LU5 examples which are described as blue on diagonally laid amber paper. There is a *catalogue* footnote indicating there are several shades of blue. I have three examples to present to you in **Figure 5**. The blue inks are clearly different. I would suggest that the middle example is on cream paper. The blue envelope corner on creamy wove paper has a catalogue listing as 20LU10. See **Figure 6** for an example. The creamy wove paper example seems to be a color match for the possible creamy diagonally laid example shown in **Figure 5**. The blue color appears on wove paper which is catalogued as both creamy, 20LU10, and on amber paper as 20LU11A. Is it not unusual to expect the same amber and creamy colored papers in the laid section of the 1864 envelope corners.

The Boyd's City Post envelopes of 1864 have a great number of reprints and forgeries. These and the genuine examples are a marvelous area for study.



L66

Figure 1. the L66 *Scott* cut of Boyd's City Post envelope corners from 1864.



Figure 2. The cut-to-shape example of an envelope corner certified on PF 537,247. This is a 20LU4 variation in light blue.



Figure 3. An albino envelope corner on orange wove paper. A suggested listing is 20LU9A.



**Figure 4. A cut-to-shape envelope corner in red on blue wove paper.
The suggested new listing is 20LU9B.**

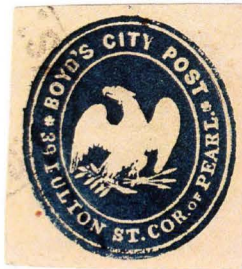


Figure 5. Three examples of 20LU5 on diagonally laid paper. Are all the papers amber or is the middle example on cream paper? If the middle stamp is on creamy paper it would need a listing as 20LU5A.

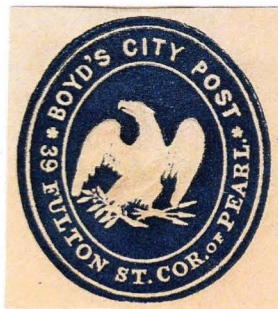


Figure 6. An example of 20LU10 which is on creamy wove paper. Is this paper a match for the middle example shown in Figure 5?

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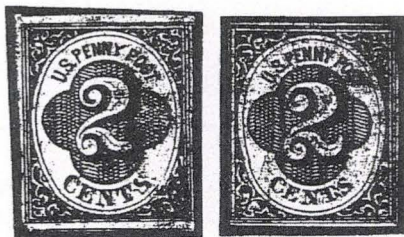
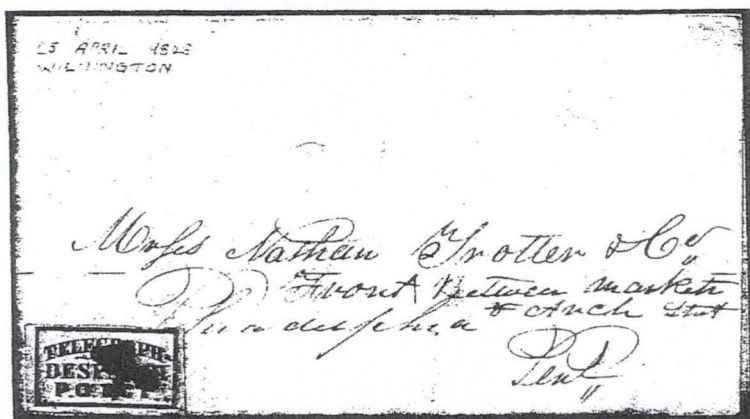
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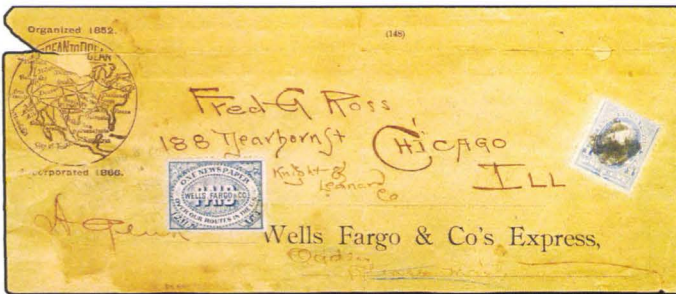


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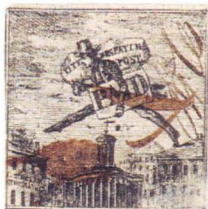


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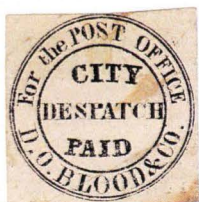
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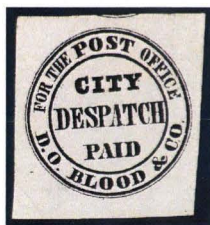
See Next Page for the List



15L3



15L8



15L9



27L1



31L2



31L3



31L



34L2



35L2



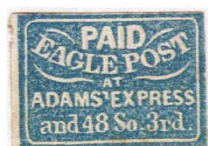
38L1



54L1



59L6



61L4



65L1



66L1



73L1



112L2



117L3



143L4



143L6

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3L2 unused	10.00
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5L2 used, fine	125.00
8L2 unused	225.00
12L1 unused	125.00
12L2 unused	35.00
12L2 1935 deface die, pane of 6	300.00
12L2 reprint signed banta	75.00
15L3 PF 484583	650.00
15L8 used VF	75.00
15L9 unused VF	100.00
26L2 unused	200.00
27L1 unused PF 483743	685.00
27L1 unused Cut Corners	250.00
31L1 used, tied on piece, scuffs	150.00
31L2 used	275.00
31L3 used, tied on piece, CR	200.00
31L carmine "3 limps" perforated	300.00
34L2 unused	250.00
35L1 unused	100.00
35L2 XF	200.00
36L1 unused	200.00
37L1 used cts	120.00
38L1 unused	800.00
39L1 used	12.00
52L1 used	750.00
52L2 used XF	350.00
53L1 used, faulty	75.00
54L1 used	40.00
55L3 used corner missing	150.00
59L1 unused	15.00
59L2 used	30.00
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59L4 used	100.00
59L5a unused pair	75.00
59L6 unused	150.00
59L6a unused	10.00
60L2 unused	150.00
61L2 unused 39 points	125.00
61L4 unused	175.00
62L4 unused, faults	50.00
65L1 faults	300.00
66L1 XF w/gum	250.00
68L1 used XF	125.00
69L3 PF 357747	2,400.00
69L7 PF 416317	1,500.00
73L1 used	300.00
74L1 unused	30.00
74L2 used	50.00

75L1 used cts on piece	15.00
78L1 used tiny faults	320.00
89L1 unused	350.00
95L1 unused	300.00
96L1 used	125.00
96L2 unused, cr, thin, pinhole	200.00
99L1 unused, blk of 4	70.00
105L3 unused, fine	250.00
106L1 used on piece, crease	35.00
106L1 unused	90.00
107L1 used	25.00
108L3 unused die cut as all are	250.00
108L4 used die cut as all are	75.00
108L5 used die cut as all are	100.00
112L1 used Type I	125.00
112L1 used Type II	150.00
112L2 used	200.00
114L2 blk of 4	60.00
114L3 blk of 4	50.00
116L2 unused	300.00
117L1 used VF	100.00
117L3 used VF	500.00
117L4 used	150.00
119L3 used	175.00
122L1 used	100.00
122L1 sheet of 40	500.00
123LU2a full cut corner	200.00
155L1 unused VF	75.00
155L1 blk of 4	250.00
144LU3 unused V.L.	100.00
144L1 sheet of 6	500.00
143L1 unused F	85.00
143L2 unused F	145.00
143L4 unused VF	250.00
143L4 unused F	125.00
143L5 unused VF, corner cr	130.00
143L7 unused	30.00
143L8 unused	50.00
143L8 used	100.00
143L9 unused	25.00
143L6 pen line, cr	400.00
143LP3 unused pair	100.00
143LP3 unused F	10.00
143LP4 unused F	35.00
143LP5 unused F	15.00
143LP6 unused	15.00
143LP7 unused F	8.00
143LP8 unused F	12.00
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The Franklin Carrier Stamp in New Orleans

By
Clifford Alexander

The term “carrier” refers to the individuals who collected and delivered mail primarily in larger cities. They delivered mail from post offices and also collected mail from boxes in cities for delivery to addressees within the cities or to the local post office. Until at least the mid 1800’s, letter carriers were often called “penny posts.”

A carrier stamp with the vignette of Benjamin Franklin was issued in September 1851 to facilitate prepayment of fees owed letter carriers for collection of mail from boxes placed throughout large cities. It was only used for two months in three cities--New Orleans, New York and Philadelphia--before being withdrawn and replaced by a new carrier stamp with a vignette of an Eagle. This article discusses the Franklin Carrier stamp in New Orleans and the few recorded used copies.

History of Carrier Service and Laws

Carrier delivery of mail from post offices has existed in North American cities since at least the seventeenth century. Richard Fairbanks was authorized to operate as a “voluntary post” in Boston as early as 1678.

One of the first acts of Joint Postmasters General Benjamin Franklin and William Hunter in late 1753 or early 1754 was to issue official instructions to post masters that included a section 9 directing them “to cause all Letters and Pacquets, received by you for persons living in Town, which remain uncalled for on those days they are brought to the Office, to be carefully delivered the next morning...”

Figure 1 is a folded letter dated July 4, 1764, from Birmingham England to Philadelphia via London, the Falmouth Packet and New York that enclosed an invoice for “Three Casks Hatts.” In Philadelphia, the addressee was charged 3 dwt, or pennyweights, for the distance from New York. Pennyweights were a book-keeping system and had to be converted to local currency at Philadelphia where the post office rated it “1/5.” Three dwt was equal to 9 pence, which was multiplied by an inflation factor of 1.67. To the resulting sum of 15 pence was added an additional 2 pence for the carrier fee, for a total of 17 pence, or 1 shilling and 5 pence.

The carrier fee compensation system was continued by the Postal Act of March 2, 1825, pursuant to which the Postmaster General could authorize post offices to employ letter carriers for the delivery of mail and receive two cents a letter unless the addressee “shall have lodged at the post office a written request that the letter be detained at the office.”

The next major postal law, the Act of July 2, 1836, carried forward the provisions of the 1825 Act. In addition, the 1836 Act expressly authorized carriers to collect letters for delivery to the post office. It provided that carriers could receive “letters at such places in the said city as the Postmaster General may direct, and for the deposit of the same in the post office.”

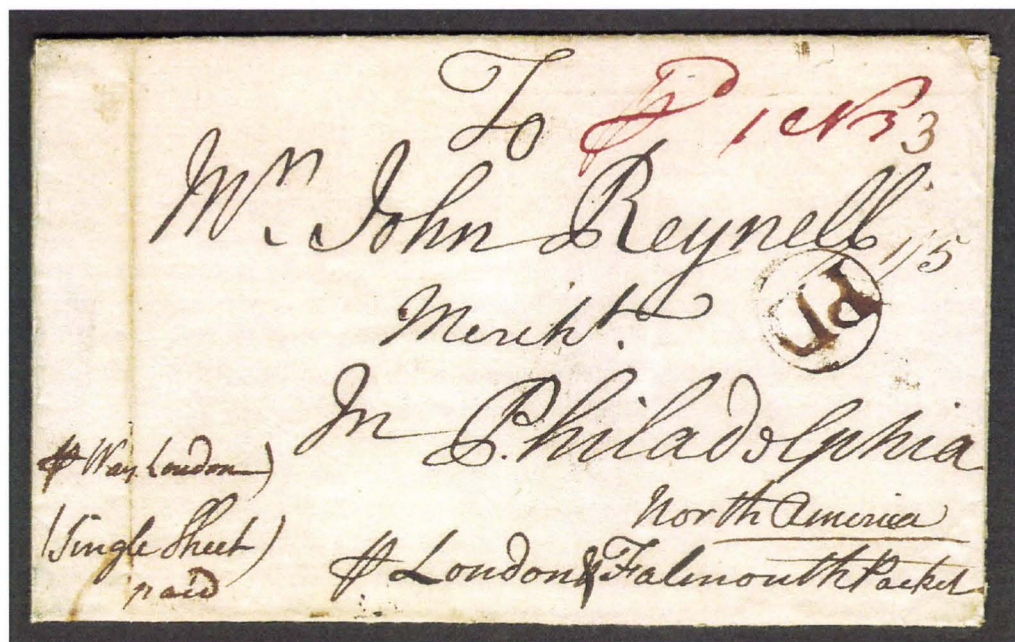


Figure 1. Folded letter dated July 7, 1764 from England to Philadelphia via London and New York. Two pence of the 17 pence was the carrier fee.



Figure 2. The earliest known letter with a snow shovel handstamp. The letter with a date of August 8, 1851. The snow shovel date is August 19, 1851.

Carrier Service in New Orleans

It is likely that a large port city such as New Orleans had some type of carrier service in the early 19th century if not before. It is not clear when the first letter carrier was appointed in New Orleans. And there is no record of the New Orleans carrier department issuing semi-official carrier stamps for prepayment of the carrier delivery and collections fees. Semi-official stamps were adhesives printed by the carrier departments of a number of large cities to facilitate prepayment of carrier fees.

More research needs to be conducted regarding early New Orleans carrier service. Elliott Perry was unable to find any records of carrier service prior to October 1851, when the Franklin Carrier stamps were first used. At that time Vallery Wiltz was listed as the superintendent of the carrier department. Perry also reported that "Ten carriers were appointed in the later part of 1851."

In the summer of 1851, a distinctive handstamp of the New Orleans carrier department appeared. At that time, the department began using a green postal marking in the shape of a snow shovel with the words "N.O.U.S, CITY POST" and the date. The earliest known cover with a snow shovel handstamp is dated August 8, 1851. See **Figure 2**. The handstamp continued to be used in green and then blue until late 1854.

The Franklin Carrier Stamp

The Postal Act of March 3, 1851 authorized the Postmaster General to have printed a 1¢ carrier stamp as well as 1¢, 3¢ and 12¢ general issue stamps. The Post Office Department contracted with Philadelphia printers Toppan, Carpenter, Casilear and Company to print 330,000 carrier stamps at a cost of \$3,300.

The design selected was a rectangular stamp with a bust of Benjamin Franklin in a vignette within a tessellated frame. It has a rectangular panel at the top with the word "CARRIERS" and one at the bottom with the word "STAMP." Four rosettes are located inside the corners.

It has been reported that a total of 310,000 copies were delivered in September 1851--- Philadelphia received 10,000, New York 250,000, and New Orleans 50,000. An August 3, 1851 advertisement of the New Orleans Post Office announced the following:

"With a view to carry out the provisions of said 10th section, the Postmaster of New Orleans has divided the city in convenient Route and Delivery Districts, as per Table appended below, and has nominated to the Postmaster General available persons to be employed as Letter Carriers, who have been appointed. And are duly sworn and under bond with sufficient surety for the faithful performance of their duties.

"The carriers have fixed upon reliable and proper points in their respective Districts for the establishment of places of deposit of letters, and for this purpose have put up substantial and secure Letter Boxes, each of which will be visited three times a day...."

The advertisement also stated that carriers in New Orleans would receive the following fees for their services:

- 2¢ for delivery of mail from the Post office.
- 1¢ for collection of mail and delivery to the Post Office
- 1¢ for delivery of circulars and other printed matter, except newspapers and pamphlets;
- ½¢ for delivery of newspapers and pamphlets

The carrier stamp was intended to be used by carrier departments and not for prepayment of mail postage. The Franklin Carrier Stamp was printed on pink paper and the bust is facing left. However, the Post Office Department quickly became concerned that it would be confused with the 1¢ general issue stamp, which was also blue but on white paper with the bust of Franklin facing right.

The Post Office Department quickly ordered a new carrier stamp with a vignette of an Eagle and withdrew the Franklin carrier stamp. The Eagle Carrier stamp replaced the Franklin stamp on November 17, 1851, when remaining stocks in the three post offices apparently were returned to the Post Office and were believed to have been destroyed. Franklin stamps already sold continued to be used and accepted to prepay carrier fees after October 1851.

Use of the Franklin Carrier Stamp in New Orleans

The August 8, 1851 advertisement of the New Orleans postmaster referred to above announced that stamps “of the denominations of 12¢, 3¢ and 1¢ *for the prepayment of postage*, and a carrier’s stamp of 1¢ *for the prepayment of the carrier’s charge*” would soon be made available. (Italics in original) This was one month before the Franklin Carrier stamp was issued.

Elliott Perry and Robert Meyersburg in *Chronicle* 127 reported that 50,000 stamps were delivered to New Orleans. Despite this large number, I have recorded only ten used stamps from that city. The table below lists each of the singles and combinations and also provides a reference source. The four used single stamps with New Orleans postmarks are illustrated in **Figure 3**. The one pair and strip of three are illustrated in **Figure 4**. The only recorded cover from New Orleans with a Franklin Carrier stamp is shown in **Figure 5**.

Because the Franklin Carrier stamp was withdrawn shortly after it was issued, there are not many used copies from any jurisdiction. The eleven total used copies from New Orleans compares with about three dozen from Philadelphia and two dozen from New York that the author has seen.

Although the Eagle Carrier replaced the Washington Carrier stamp, it is interesting that there is no record of the Eagle Carrier stamp being sent to New Orleans or used there after the Franklin Carrier stamp was withdrawn. In this respect, New Orleans was like New York, which also does not appear to have received copies of the Eagle Carrier stamp. Philadelphia is the only city that used both the Washington Carrier and Eagle Carrier stamp. In New Orleans, carriers continued to use their snow shoe cancel until late in 1854.



Miller Library
Collection



Also red cancel
No cds
PFC 40122



Alexander collection
APS 143079
PF 126173



Schwartz collection
PFC 360605

Figure 3. The five used single Franklin carrier stamps the author has found used in New Orleans.



Hessel collection
PFC 52669



Ex Caspary and Bailer collections

Figure 4. The one used pair and one strip of 3 of the Franklin carrier stamps the author has found used in New Orleans.



**Figure 5. The only recorded Franklin Carrier cover used at New Orleans.
One stamp is missing.**

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Survey of Franklin Carrier Stamps

No.	Type	Source	Description
1	Single	Miller Collection (New York Library)	N.O. grid cancel at top corner and red cds.
2	Single	APS #143079; PFC 126170	N.O. grid cancel at right
3	Single	PFC #40122	N.O. grid cancel at left and red cds
4	Single	PFC#360605 (Schwartz)	Three N.O. grid cancels
5	Pair on Piece	PFC 52669 (Ex. Hessel)	Four N.O. grid cancels and edge of snowshoe cancel at bottom left
6	Strip of three on piece	(Ex Caspary and Bailar)	Two N.O. grid cancel and red cds
7	Cover	(Ex Waterhouse, Middendorf and Golden)	On cover with 3 cent orange brown (Scott 10)

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Identifying Printings of the Hussey Circus Rider Stamps

Part I: The 5-cent Stamps

By
Larry Lyons

Introduction

These stamps are known as the “Special Message Post” stamps or “S.M. Post” stamps for short. They are commonly called circus rider stamps because they depict a figure of Mercury poised on the haunch of a running horse. The stamps are considered very common in unused condition. But there were many printings and over the course of nearly 150 years no one has described the printing and gum differences of the different printings. This series of articles will attempt to untangle this mess and give it some structured order as well as explain the order of the various printings.

Why Now?

Over the course of many years this author acquired several major collections of Hussey circus rider stamps in order to study them in depth. Concentration was on obtaining intact clichés for exhibiting and study. This year I obtained the David Nussmann collection, which contains very good forgery studies and the plating of many common local post stamps. The section on the Hussey circus rider stamps is the most comprehensive I have ever seen. I salute David Nussmann for his most excellent research. Nussmann’s research was never published. It is meticulous research and fills over 110 pages which contain only about 600 circus rider stamps. Most of the panes were not in his collection, but I had obtained them in previously acquired collections. Prior to obtaining the Nussmann collection I had acquired and assembled nearly 3,000 circus rider stamps. Previous students of this subject had differentiated some of the designs and had separated stamps into batches many titled “as yet unidentified.” The “unidentified” batches exceeded the “identified” groups.

In 1966 H. Warren K. Hale’s book *“Byways of Philately”* was compiled and arranged by Elliott Perry and printed in memory of H. Warren Hale. In the ensuing years Perry tried to distance himself from the *Byways* book as research errors came to light. In the preface, Warren’s wife Esther Hale expresses appreciation to Elliott Perry for undertaking the task of compiling and assembling the *Byways* book. Credit is also given to George Sloane, a long intimate friend of Warren Hale. The last paragraph of the preface gives an inkling today of the troubles within the book. It reads as follows:

I am particularly grateful to John A. Fox for his considerable time and valuable assistance, all freely given, which have helped greatly in expediting the publication of this book.

It is noted by Nussmann that Hale would have benefitted from research done by others at the time but this research was ignored by Hale. So for the last 50 years we the students of the Hussey circus rider stamps have been left with a printed work which does not begin to unravel and identify the complicated printings of the various denominations of the circus rider stamps.

Back to the Nussmann Research

The Nussmann study includes all of the images from the *Byways* book. The *Byways* circus rider section is contained in only 26 pages. Nussmann did not own a good deal of the studied material but included images obtained from other students. In putting together my Hussey exhibit it was necessary to study the circus rider material repeatedly and at great length. Hale does note the difficulty of the study of the circus rider stamps and calls his setting sequence “arbitrary.”¹

The Plate Types

David Nussmann makes it clear in his study that to him the settings are the most important, but one must be able to identify the types first. Many or most collectors will not have a clear understanding of the identification of the types so let's start there.

Plate I

Unfortunately Plate I of the 5¢ circus rider stamps is the most complicated because there are different settings. Simply put, Plate I is identified by position 2 which has the top left serif on the “N” in “CENTS” missing. See **Figure 1**. The value numerals on positions 7 and 8 are in rectangular holes and there is a short flag on the “5” of “50” only in position 1. See **Figures 2 and 3**. In position 9 the terminal ball on the “5” is missing. See **Figure 4**. The ovals that contain the numeral “5” are pretty easily identified by faults in the ovals. See the full pane in **Figure 5**. Plate II would differ from Plate I in that the top left serif on the “N” in “CENTS” is not missing in position 2. No 5¢ clichés of Plate II are recorded. I record four examples of Plate I printed three times without Plate II. See **Figure 6**. All three of the position 2's have the top left serif of the “N” in “CENTS” missing. This is the first state of Plate I and is designated setting a1. In setting a1 flaws at positions 2, 6 and 8 are missing, having not yet occurred. It is also noted that the first gum used was heavy hand applied dark gum which is fluorescent.

The second state of Plate I will be called setting a2 and it is identified by an adhesion on the “5” in position 6. See **Figure 7**. The gum used in setting a2 is heavy, hand applied, crinkled and non-fluorescent. I have found setting a2 as two tete-beche clichés with a large gutter between the clichés. See **Figure 8**. The second plate setting a2 has a second gum type which is irregular, amber in color, heavily applied, very crinkled and non-fluorescent. Nussmann calls this second gum type a middle transfer where many small flaws seen later are not present and there is no major damage at the upper left of position 7.

A third state of Plate I will be called setting a3. It is characterized by a major damage at the upper left of position 7. See **Figure 9**. This late third state of

¹ H. Warren Hale, *Byways of Philately*, 1966, The J.W. Stowell Printing Co., page 113.

Plate I has smooth, yellow fluorescent gum. **Figure 10** is a partially reconstructed pane of the third, late state, of Plate I. I hope I have not lost you so far. It gets easier from here. There is just one more complication. Going back to the first setting a1 of Plate I it was noted and shown in **Figure 4** that position 9 is missing the terminal ball on the “5.” David Nussmann was able to find a position 9 stamp without a missing terminal ball on the “5”! He called this setting “q”. A position 6 stamp was also found without an adhesion on the “5” which was shown in Figure 7. This stamp was also designated as coming from setting “q”. Setting “q” is pure and simple, the first state of Plate I. In this setting position 2 would not be missing the top left serif on the “N” in “CENTS” (so technically this would be Plate II which preceded Plate I but as previously mentioned Nussmann felt that the plate numbers are immaterial and only the setting designations matter). Setting “q” can also be identified by the impression of the denomination numeral “5” showing through on the reverse. This would be very rare on later printings. The denomination numeral “5” is very crisp and sharp, in the “q” settings. The paper for setting “q” is light cream with strong black offsets on the reverse due to the ink not being dry when the sheets were stacked. The gum is white, evenly applied and is now finely crinkled. The paper viewed from the back is pale yellow fluorescent either from the paper itself or from a continued presence of yellow fluorescent gum. See **Figure 11**. The choice of “q” for the plate I earliest setting is explained by an interesting story told by David Nussmann. Here is what he has written:

THE FUN OF IT ALL (BIBLICAL SCHOLARS TAKE NOTE)
Isn't it FUN that the SOURCE, or FIRST state of this plate, which was a “mystery” for so long, should be called Setting “Q”?

After all, biblical scholars use the name “Q” (for the German “Quelle”, or “Source,”) for the postulated document from which Matthew and Luke draw common sayings about Jesus. The “Q” document as so conceived is an “original” state of the life of Jesus.

A summary of the printings of Plate I are as follows:

<u>Settings</u>	
q	Earliest State
a1	First State
a2	Second State
	Two gum types
a3	Third state

There are no condensed numerals of the 5 cent circus rider stamps.

Now for identifying characteristics for Plates IV and VI of the 5 cent circus rider stamps. There is only one setting for each of these plates.

Plate IV

Plate IV is identified by block numerals. See **Figure 12**. This confused me in 1998 when I wrote the “Identifier” books. The Plate IV stamps are similar to the Moens catalogue cut. I thought they were forgeries. Not so. They are one of the earliest of the special delivery stamps. The basic ten plate positions have all the identifying characteristics. The stamps have vertically streaked amber gum. No clichés are recorded and it is believed that there are less than 20 recorded examples. David Nussmann did a plate reconstruction after obtaining images from four major collectors. See **Figure 13**. Plate IV of the 5 cent circus rider stamps has been designated setting “i”.

Plate VI

Plate VI is identified by it having all of the numerals in ovals and no rectangles at positions 7 and 8. All of the “5’s” in “50” have the ball extended. Position 9 does not have a missing ball on the “5”. See **Figure 14**. The gum was applied vertically in heavy ridges and is crackled. The sheets were stacked too soon after gumming and black ink adheres to the backs of most stamps. No intact clichés are recorded. Figure 14 is a block of 8 with positions 1 and 2 added to complete the reconstruction. Position 2 does not have a missing serif on the “N” in “CENTS”. Plate VI of the 5 cent circus rider stamps has been designated setting “o”.

Additional Information

There are no reprints of the 5 cent circus rider stamps. Plates III and V were not used to make any 5 cent circus rider stamps.

The circus rider “Special Message Post” stamps were created to pay for messenger service to distant locations. **Figure 15** shows an ad created by George Hussey in 1863 indicating the rates to different streets. **Figure 16** shows a Robert Easson ad circa 1877 which indicates the rates to different streets. Note that 10 cents is the lowest rate. The 5 cent stamp was to pay 30 cent rates using a 25 + 5 for delivery from Hussey’s office to streets between 15th and 23rd. The covers shown in **Figure 17** are considered “favor cancels” and some have been certified as such. Hussey was of course in the philatelic business of providing as many different uses as possible. He also cancelled stamps as a favor for his friends and clients. **Figure 18** is a block of 4 of the 5 cent circus rider stamps with a genuine favor cancel.

Final Comments

This was a very difficult puzzle to solve. The credit for the solution belongs to David Nussmann. He credits all the scholars for their participation which helped to solve this complex subject.

The next article in this series will look at the 10 cent circus rider stamps and their various settings.

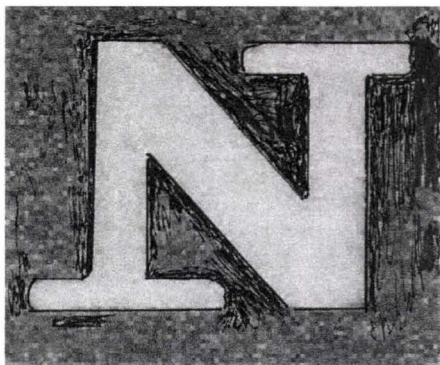
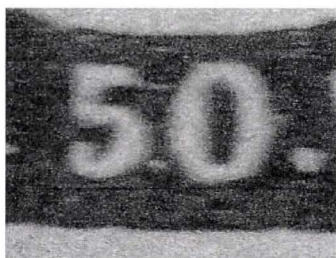


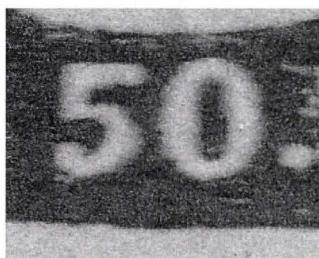
Figure 1. Plate I is identified by the missing top left serif on the “N” in “CENTS.”



Figure 2. In Plate I the value numerals on positions 7 and 8 are in rectangular holes.



Position 1



Positions 2-10

Figure 3. In Plate I there is a short flag on the “5” of “50” only in position 1.



Figure 4. In Plate I, position 9 is missing the terminal ball on the “5” in the oval.



Figure 5. The positions of Plate I can be easily identified by faults in the ovals and rectangles which contain the numerals.



Figure 6. Three clichés of Plate I. This is the first state of Plate I and is designated setting a1.

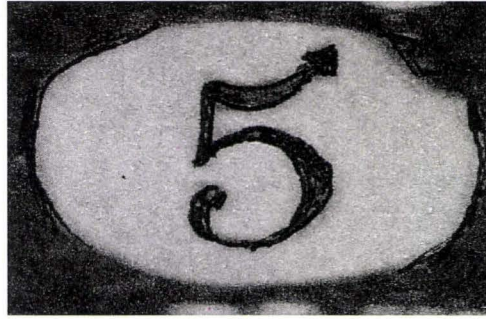


Figure 7. The second state of Plate I, called setting a2, is identified by an adhesion on the '5' in position 6.



Figure 8. Plate I, setting a2 as two tete-beche clichés.

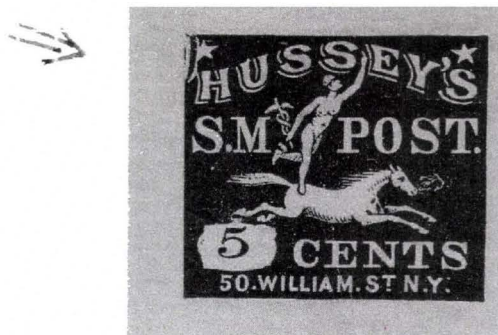


Figure 9. Third state of Plate I, setting a3 has a major damage at the upper left of position 7.

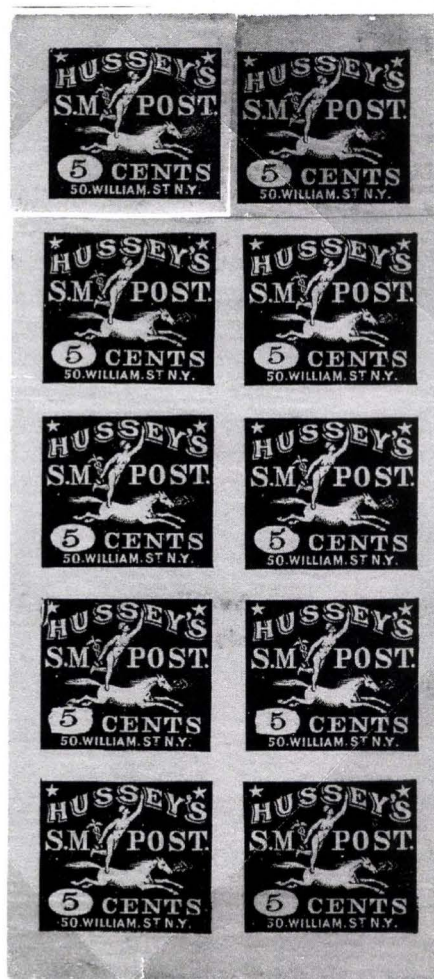


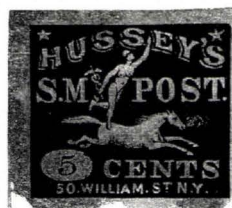
Figure 10. A reconstructed pane of the a3, third late state of Plate I.



Setting "q"
Position 9



Setting "q"
Position 6



Setting "q"
Position 2

Figure 11. The very early setting "q" of Plate I does not have the flaws found in setting a1.



Figure 12. Plate IV of the 5 cent circus rider stamps have block numerals.

5¢ Value
Block numeral
Plate Reconstruction






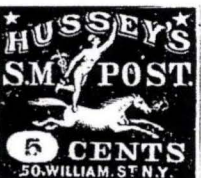




EP			EP	<p>So scarce that only the combined wealth of the classical collections of this stamp could assemble a "complete plating."</p> <p>EP = Elliott Perry CdP = Cyril Dos Passos WWS = Wm W Steele HTR = Hugh Tim Richardson</p>
CdP			WWS	
HTR			CdP	
HTR			HTR	
HTR			HTR	

Figure 13. A plate reconstruction of Plate IV, setting "i", which needed input from several major students to complete due to the rarity of these stamps.



Figure 14. A cliché reconstruction of the Plate VI 5 cent circus rider stamps. This is setting “o.”

GRATIS!

GRATIS!



"TIME IS MONEY."

HUSSEY'S
Special Message Post,

50 WILLIAM STREET,

(BASEMENT.)

For Receipted or Guaranteed Deliveries of Letters or Messages, at the following Charges, at instant command, from 8 A. M. to 6 P. M.

Charge to CANAL STREET,	-	20 Cents.		
" 10th "	-	25 "	"	For Replies,
" 23d "	-	30 "	"	Additional
" 34th "	-	35 "	"	Charges.
" 42d "	-	40 "	"	

A deduction from above charges when some TIME CAN BE ALLOWED for the delivery.

Drafts for Acceptance or Certification, 15 cents, received till 11.30 A. M.; also, Checks can be collected or disbursed; Bills, Notes, or Tax Bills paid, etc. Wedding and Visiting Cards delivered, unstamped and clean, at two cents each.

#129

GEORGE HUSSEY,

Proprietor.

Issued December 1st, 1863.

Figure 15. An ad created by George Hussey in 1863 indicating the rates to different streets based on distance.

PRIVATE ENTERPRISE

HUSSEY'S Special Message Post,

54 PINE STREET, Basement,

Established 1854.

Time is Money. Notice to the Public.

AT INSTANT COMMAND!

To Fulton Street, on the line of Broadway,	10 Cents.
" Chambers Street, " " "	20 "
" Canal Street, " " "	25 "
" Spring Street, " " "	30 "
" Fourteenth Street, East or West,	40 "
" Thirty-fourth Street, " " "	50 "
" Forty-second Street, " " "	60 "
" Fifty-second Street, " " "	70 "
Beyond,	Additional.

Replies, Ten Cents and upwards.

Special Messengers always on hand at the Office to make deliveries.

A DISCOUNT from above prices when an increased time may be allowed for delivery, AND YET SPECIAL.

Hand Parcels, Bags, Valises, &c. delivered to and brought from any part of this and adjacent Cities.

Directed Circulars, (sealed) delivered at 90 Cents per 100.

Do. Do. Do. Do. \$8 per 1000.

ANYTHING NOT FOUND RETURNED.

Directories Fifty Years Back at the Office.

Reference to Banks, Insurance Companies, Firms and Individuals.

#132

ROBERT EASSON, Proprietor.

W. T. Sullivan, Printer, 23 Liberty Street, New York.

Figure 16. A Robert Easson ad, circa 1877 which indicates the rates to different streets based on distance.

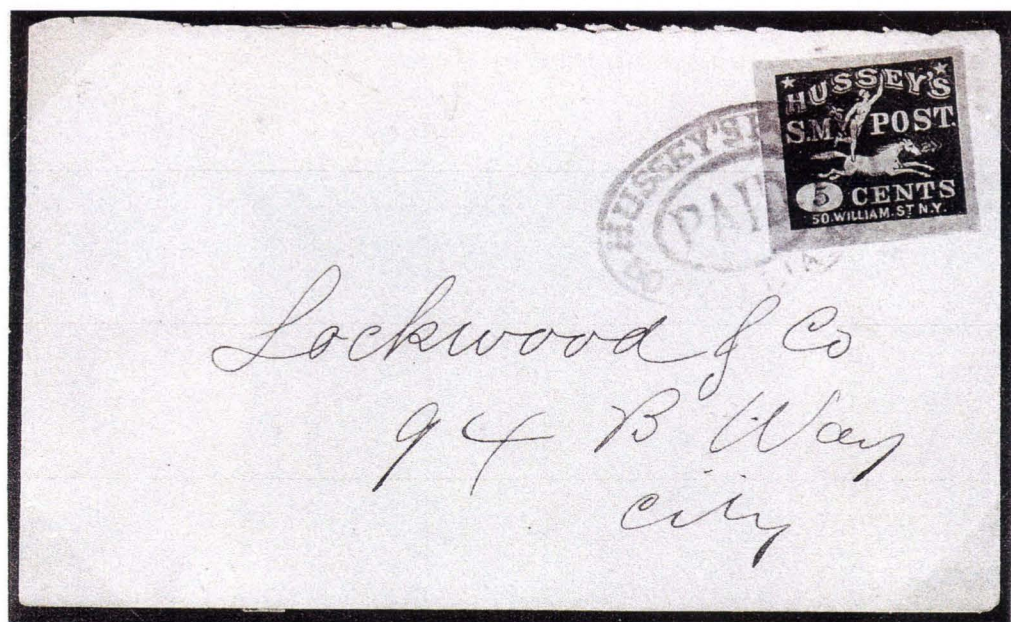
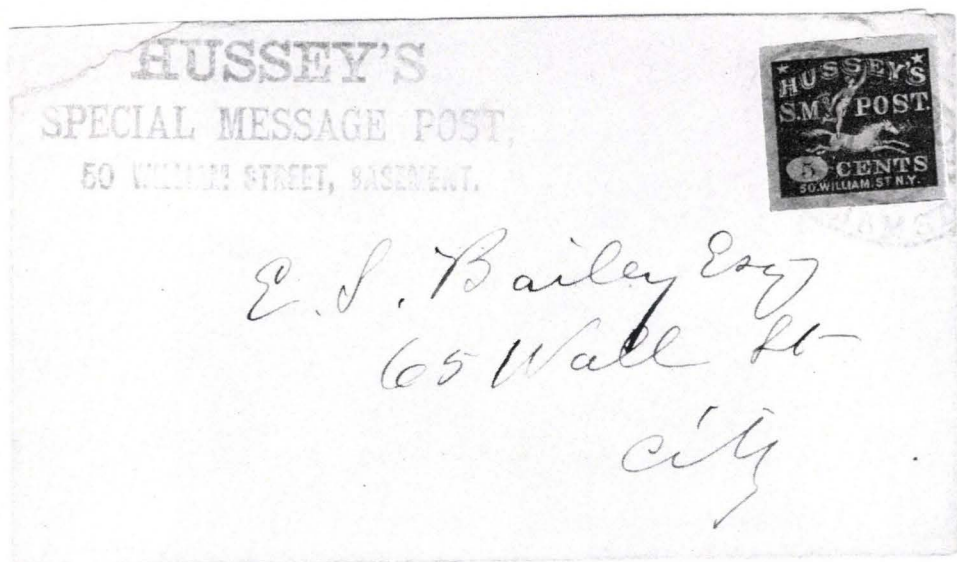


Figure 17. 5 cent circus rider stamps with genuine Hussey cancels. These are considered “favor cancels” because 10 cents was the lowest rate for Special Message Post service.



Figure 18. A block of 4 of the 5 cent circus rider stamps with a “favor cancel” applied by Hussey’s Post.



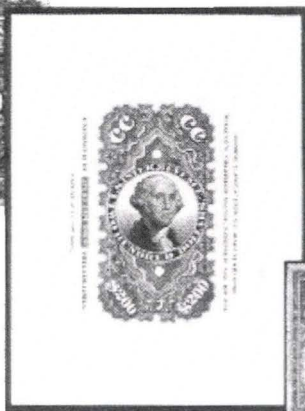
Value numeral missing, Plate I, Position 10, second state of the plate.
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