

# The Quaker City Philatelist.

OFFICIAL ORGAN OF THE QUAKER CITY PHILATELIC SOCIETY AND SECTION PHILADELPHIA  
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## HISTORICAL SUMMARY OF THE POST-OFFICE IN SCOTLAND.

TO show the difficulties in the way of rapid communication in 1678 from the condition of the roads in Scotland, it may be stated that an agreement was made to run a coach between Edinburgh and Glasgow (a distance of forty-four miles), which was to be drawn by six horses, and to perform the journey to Glasgow and back in six days. The undertaking was considered so arduous that the contractor was to receive 200 merks (a merk is equal to 1s. 1½d. sterling) a year for five years to assist him; but the speculation turned out so unprofitable it was soon abandoned.

In 1698, Sir Robert Sinclair of Stevenson had a grant from King William of the whole revenue of the post-office in Scotland, with a pension of £300 per annum to keep up the post. The post-office at this time appears to have been anything but a profitable concern, as Sir Robert, after due deliberation, gave up the grant, thinking it disadvantageous.

When Mr. Anderson took office on the 12th of July, 1715, there was not a single horse post in Scotland, foot-runners being the usual means of conveyance for the mails. In this manner direct bags were conveyed from Edinburgh as far north as Thurso, and westward to Inverary. There were three mails a week from Edinburgh to Glasgow, and three in return; the runners set out from Edinburgh each Tuesday and Thursday at twelve o'clock at night, and on Sundays in the morning, and the mails arrived at Glasgow on the evenings of Wednesday and Friday, and on the forenoon of Monday. For his services the post-office paid £40 sterling per annum; but from the fraudulent dealing of the postmaster, of Falkirk, who made the payments, the runners seldom received more than from £20 to £25.

In 1716, the Duke of Argyle, who had then supreme control in Scotland, gave orders to Mr. Anderson to place relays of horses from Edinburgh to Inverness, for the purpose of forwarding despatches to, and receiving intelligence from, the army in the Highlands under General Cadogan. These posts worked upon two lines of roads: the one went through Fife and round by the east coast, passing through Aberdeen; the other took the central road, *via* Perth, Dunkeld, and Blair Athole. These horse-posts were, however, discontinued immediately after the army retired.

In 1730, the yearly revenue of the post-office establishment in Scotland was £1194.

About the year 1750, the mails began to be conveyed from stage to stage, by relays of fresh horses, and different post-boys, to the principal places in Scotland; but the greater portion of the mails was still carried by foot-runners. Before the system of relays was introduced on the North Road, the mode of conveying the mails was very tedious. For instance, "a person set out with the mail from Edinburgh for Aberdeen; he did not travel a stage, and then deliver the mail to another post-boy, but went on to Dundee, where he rested the first night; to Montrose, where he staid the second; and, on the third, he arrived at Aberdeen, and, as he passed by Kinghorn, it behoved the tide, and sometimes also the weather, to render the time of his arrival more late and uncertain." In this manner the mail was conveyed thrice a week. The communication by post between London and Edinburgh was not much better. The condition of the roads, however, in Scotland would not admit of anything like rapid traveling. The best roads, even in the populous districts, were often to be found in the channels of streams. The common carrier from Edinburgh to Selkirk, thirty-eight miles, required

a fortnight for his journey, going and returning; the channel of the river Gala, which for a considerable distance ran parallel with the road, being, when not flooded, the track chosen as the most level, and easiest to travel in. Between the principal cities, the means of traveling were little better. It took a day and a-half for the stage-coach to travel from Edinburgh to Glasgow.

In the year 1757, the mail was upon the road from London to Edinburgh 87 hours; but from Edinburgh to London 131 hours. At this time, from a representation from the committee of Royal Burghs, such regulations were adopted, that the time was reduced to 82 hours from London to Edinburgh, and 85 hours from Edinburgh to London.

In 1763, a further improvement was made on the London mail, by having it despatched five times a week instead of three, as formerly. Previously, it had traveled in so dilatory a manner, that, in winter, the letters which were sent from London on Tuesday night, for the most part, were not distributed in Edinburgh till Sunday between sermons.

In 1776, the modern stage-coach was introduced into Scotland, the first coach arriving at Edinburgh on the 10th April. It performed the journey to London in 60 hours. And in the same year, the first Penny Post in Scotland was established in Edinburgh, by Peter Williamson, an eccentric native of Aberdeen, who in consequence of keeping a coffee-shop in the hall of the Parliament House, was frequently employed by gentlemen attending the courts, to forward letters to different parts of the city. This kind of business increased so much that he opened an office and established a regular penny post delivery of letters throughout the city. He had hourly deliveries, and agents at various parts of the town to collect letters. The men who delivered, of whom there were four (in uniform), also collected letters, and for this purpose they rang a bell as they proceeded on their rounds, to give information of their approach.

Williamson's success soon induced others to attempt a similar undertaking; but the authorities of the general post-office, seeing the importance of this branch of business as a source of revenue, gave Williamson a pension for the good will of the business, and the penny post was then attached to the general establishment.

A direct mail between London and Glasgow was not established before 1788, when, on the 7th July, the first mail-coach from London arrived at Glasgow. Previously, the correspondence between those cities passed through Edinburgh; where it was detained twelve hours to be sent with the mail to Glasgow at night.

Having followed the Scottish post-office down to the close of the eighteenth century, it may be observed that for a long time after its introduction and establishment, it was conducted solely with a view to the convenience and security of the correspondence of the public, and that it frequently received assistance from the Scottish Government by pecuniary grants. And if we except the periods of rebellion, when a certain amount of *surveillance* was exercised by the agents of the Government as a measure of State security, the post-office in Scotland appears to have been conducted with great integrity and with freedom from abuse.

In April, 1713, the Edinburgh post-office was removed to the first story of a house opposite the Tolbooth on the north side of High street. At a later time it occupied the first floor of a house near the Cross, above an alley which still bears the name of the Post-office Close. It was removed from this to a floor on the south side of the Parliament Square, which was fitted up like a shop, and the letters were dealt across an ordinary counter like other goods. At this time all the out-of-door business of delivery was managed by one letter-carrier. From the Parliament Square the post-office was removed to Lord Covington's house; thence, after some years, to a house on the north bridge; and, finally, it was removed to the present office in 1821, at which period the despatch of the mails was conducted in an apartment about thirty feet square. This apartment was purposely kept as dark as possible, in order to derive the full advantage of artificial light employed in the process of examining letters to see whether they contained enclosures or not.

## LIST OF RUSSIAN DISTRICT STAMPS—CONTINUED.

BY F. E. P. LYNDE.

## CHARKOFF.

*Type I.* Rectangular. In four corners figure 5k; centre double oval, outer containing inscription Rural post of the district of Charkoff 5 kop.; inner oval divided by horizontal line, upper half a cornucopia and caduceus on line ground, lower half figure 5 on dotted ground; surcharged, Of the Rural administration of the district of Charkoff.

*Type II.* Similar, but perforate and larger, and figures in lower corners inverted.

*Type III.* Similar, but no surcharge; perforate.

*Type IV.* Similar, but upper half of inner oval has some kind of an animal's head in place of cornucopia and caduceus.

1871	Type I,	5	kopecs,	black and red.
"	"	I,	"	" " blue, unpaid.
1876-82	"	II,	"	" " red.
"	"	II,	"	" " blue, unpaid.
"	"	II,	"	" " pale blue, unpaid.
1884-85	"	III,	"	red.
"	"	IV,	"	blue.

## CHEREPOVETZ.

*Type II.* Rectangular. Figure 3 in four corners, upper two inverted; on dotted ground in centre Rural post of Cherepovetz; in circle 3k.

*Type II.* Rectangular. Perforate; in four corners figure 3 in circle; in centre on background of lattice work double oval, outer one contains inscription Postage stamp of Cherepovetz, inner oval arms on shield, a mixture of bears, mountains, suns, etc.

1869-84	Type I,	3	kopecs,	blue.
"	"	II,	3	" emerald green.

## CHERSON.

*Type I.* Rectangular. Background wavy perpendicular ground, four corners figure 10; at bottom and surrounding central oval inscription reading Stamp of the Rural post of the district of Cherson 10 kopecs; central oval contains sheaf of wheat, scythe, sickle, rake, etc.

*Type II.* Rectangular. Perforate; fancy border containing in four corners figure 10; on four sides inscription reading Rural postage stamp of the district of Cherson 10 kopecs; centre circle containing a man on horseback.

*Type III.* Similar, but much smaller; perforate.

*Type IV.* Similar to type but unperforate, and circle containing man is made with single heavy line.

*Type V.* Rectangular. Perforate; four corners figure 10; centre surrounded in semicircle by inscription Rural postage stamp of district of Cherson; at bottom on scroll kopecs below a figure 10; arms on shield in centre divided, lower half horse-man, upper the Russian double-headed eagle.

1869-74	Type I,	10	kopecs,	yellow.
"	"	II,	10	" black and rose.
"	"	III,	10	" " " "
"	"	IV,	10	" " " "
"	"	V,	10	" brown, blue and gold.

(To be continued.)

## THE AMERICAN PHILATELISTS AND THE CHALMERS' BUBBLE.

OUR readers will, possibly remember that we related how last year, at its annual meeting, held in Chicago, the American Philatelic Convention, with what appeared to us to be a faith that was so child-like as to believe that there was nothing in the world in the nature of "humbug," pronounced in favor of the claims of the late James Chalmers to be regarded as the originator of the adhesive postage stamp. Our American friends, however, in order to decide this question, adopted the simple plan of hearing one side only of the case, a course which eminently tended to shorten debate, and to lead to one result only; for though Mr. James Chalmers himself, by his letter of 18th May, 1840, withdrew all claim of his own, yet neither this letter nor the other original documents were brought to the notice of the American Philatelic Societies.

The Philatelic Society of Philadelphia, adopting the unreasonable view that both sides ought to be heard, recently brought forward a proposal that a committee should be appointed to make a complete investigation; but the proposition, we are told, was "howled down," and rejected by a large majority, an effectual method doubtless of preserving consistency, however much it might cost in loss of respect for the societies' opinions. But we believe from our information that the American philatelists are thoroughly sick of the whole question, and do not care one straw whether the inventor was Julius Cæsar or J. C. of Dundee.

This somewhat ludicrous procedure reminds us of the juryman who saw the case before him to be perfectly clear and evident till he heard the other side, to which he wished he had never listened, as his former notions were all upset, and his brains reduced to a state of absolute muddle. Our American friends have taken care to keep clear of this difficulty by a more simple process than might have been predicted from their proverbial cuteness. They certainly cannot be accused, as was the unjust though crafty judge, of trying to "seem fair" while working injustice.—*Philatelic Record*.

### JOTTINGS FROM JERSEY.

IN the current number of the *Collectors' Ledger*, I stated that I had discovered sheets of the 2c. present issue U. S. stamps containing some specimens only partly perforated on the side. Since writing that I have found some one-cent sheets with specimens only partly perforated at top.

The postmaster at Indianapolis, Ind., is a Democrat to the backbone, and in order to show his loyalty he has adopted a stamp for canceling postage stamps bearing pictures of Cleveland and Thurman, with the words "Our Choice" underneath. He may have cause to regret his choice before the year is out, and in the meantime collectors will be on the lookout for the "stamp photographs."

A new postal card is soon to be issued by the Post-office Department. It will be very much like a double card of the present pattern, with the back fold split diagonally and opening like a four-pointed star. The four corners are folded and joined in the centre when the card is ready for mailing, the folds being fastened with a piece of gummed paper. The card will contain no more writing than the present one, but will be of greater advantage in the privacy given.

The contractors who furnish the Government with postage stamps are now charged with substituting an inferior article for the gum arabic called for in the contract, as the proper adhesive article to be used. This is a matter which concerns every liberty-loving citizen of the land, and if the charge is proven the "licking" should be transferred from the stamps to the contractors.

ALVAH DAVISON.

STRAUS' NEW LIST, just issued, contains some bargains for our dealers.

## LOCAL POSTAL REFORMS.

*From the North American, Philadelphia, January 11, 1862.*

BLOOD'S Dispatch, which has so long monopolized the business of carrying city letters in Philadelphia, has at length come to an end. The proprietors advertise their determination to stop their enterprise and to acquiesce in the arrangements made by the U. S. Post-office for transacting the business. Several previous attempts were made to accomplish this, but they have always proved failures in consequence of the opposition of Blood's Dispatch which had succeeded in obtaining a hold upon the popular confidence. The present result has been brought about by the efforts of Postmaster Walborn, and we congratulate the community that at length, through his persevering energy, all difficulties in the way of the undertaking have been removed.

Blood's Dispatch had twenty-four carriers. The government dispatch will have thirty-two. The whole city has been carefully divided into routes, and each sub-post-office has been made the centre and distributing point for a set of routes, so as to avoid as much as possible the necessity of taking the letters to the general post-office for assorting. Between these sub-post-offices and the general office post wagons will go regularly, and some of the most experienced men connected with Blood's Dispatch have been retained to organize the new system. The latter, in fact, has been modeled after the one in use in London, and as we cannot doubt its complete success, Philadelphia will soon have the benefit of the first government local delivery system in the Union.

Boston and New York are awaiting the results of this undertaking, having thus far failed in their own attempts. For the intelligence and business-like energy he has applied to this enterprise Postmaster Walborn merits more praise than he has thus far received. We observe that he has lately perfected another change which has escaped notice. Much of the difficulty always experienced in getting rid of inefficient, dishonest, or improper carriers, had arisen from the fact that the post-office had no official system of distinct and recognized routes. The carriers alone seemed to know them, and, even when removed for cause, had to be paid to teach their successors. To remedy this Mr. Walborn has made a diagram of all the routes, laid them out anew, and thus the carrier can be dispensed with at any moment. The routes thus become the property of the government instead of the carriers.

ONE of the neatest price-lists we have seen is issued by Henry Gremmel, of New York City. Most collectors will find something in it of interest to them.

A FRANKLIN CARRIER STAMP used on part of the original letter has recently been found in Philadelphia. Leading dealers and collectors incline to the opinion that used specimens of this stamp are among the rarest of the United States stamps.

THE American Philatelic Association is making rapid advancement; it now numbers over 600 members and is only two years old. Who can predict its size two years hence? The Exchange Department is well patronized and plenty of bargains can now be obtained from the exchange books. Every philatelist should join the Association. S. B. Bradford, Ottawa, Ill., will furnish all information of the workings of the association.

*The Philatelic Herald*, Vol. V, No. 3, has appeared and makes a creditable appearance. Its struggles to catch up were not successful, but it now seems determined to exist in the face of its many difficulties.

MR. W. A. MACCORT, one of the prominent collectors of Williamsport, gave us a call, while in town.

# The Quaker City Philatelist.

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**THE QUAKER CITY PHILATELIC SOCIETY** will have an auction sale on the 14th of November. It is not the intention of the members to offer large numbers of stamps, and those offered will be of the cheaper class of desirable stamps.

No charge for purchasing will be permitted beyond postage expenses, and those who desire to purchase are given this advantage. Catalogues will be sent on application to W. H. Corfield, care of **THE QUAKER CITY PHILATELIST**.

THE Undine Stamp Co. have moved to 1422 Master street, Philadelphia. Collectors patronizing them will be served more promptly than ever.

MR. GEO. H. RICHMOND has taken entire charge of *Plain Talk*, which means that it will be one of our best collectors' papers. Whatever Mr. Richmond does is well done.

SEND at once for a catalogue of the Quaker City Philatelic Society's auction sale, which will take place November 14. Catalogues will be sent free by Mr. W. A. MacCalla, and bids may also be sent to him.

WE have been favored with sample sheets of the Staten Island Philatelic Society's Permanent Album. This album in our judgment is just what collectors have been looking for. It is bound to be a successful venture.

THE A. P. A. members do not seem to take kindly to whole envelopes. The Philadelphia Branch sent out some cheap ones which were returned. It is reported that the Philadelphia Branch takes more stamps off the Exchange Books than any other branch.

ONE of Kansas' four American Philatelic Association members, Mr. H. A. Malin, of Fort Scott, has been visiting our city dealers and increasing his collection. Mr. Malin, as an old Philadelphian, knows that good bargains are to be had in the City of Brotherly Love.

OUR foreign collectors are appreciating the sterling worth of the Cyclopædia of Philately. It is just what it claims to be, a directory of stamp terms and a short description of all stamp-issuing countries, with their rulers, area, money value, etc. All collectors should obtain a copy.

ALL collectors interested in the subject of reprints should read Wm. P. Brown's article in the October *American Philatelist*. Major Evans will have an article on the same subject in a following number. The more light thrown on reprints the better it will be for the collectors' interests.

THE collection of blocks of rare stamps is a phase of collecting which has been little looked for by dealers, and many are disposed to pooh-pooh the idea. This may suit their purpose, but it will not deter collectors from continuing the practice and placing a high value on such novelties.

WILL M. CLEMENS is now editor and proprietor of the *Sunday News* of San Diego, Cal., and has the largest circulation of any paper in Southern California. Mr. Clemens' love of philately no doubt has been of great benefit to him, in fitting him for his present success. We wonder if, in after-life, our present philatelic editors will not be found occupying positions of trust and honor. A stamp journal is a good school for our bright young men to graduate from.

IN our various visits to the establishment of Durbin & Hanes, we are more and more convinced of the fact that Mr. Hanes has the interest of collectors at heart. Since moving into their larger quarters, compelled by their growing business, they have put in a safe weighing over 10,000 pounds, to contain their more valuable stock. Their stock of U. S. and foreign is larger than ever. Mr. Durbin had during his life-time one of the largest stocks of stamps, which has constantly been increased, until now it is the largest of any American establishment.

MR. Hanes' collection is nearly complete, as it should be, as he is one of the veterans in collecting, having been continuously a collector since 1861.

MR. A. LOHMEYER, of Baltimore, has unearthed another philatelic fraud, J. T. McFarland, alias L. L. Troeder, alias A. M. Andrews, of Boston, Mass., who has under these and probably other names secured stamps from a number of dealers during the past six months.

Every credit is due Mr. Lohmeyer, and dealers owe him a full vote of thanks for hunting up this party. Once or twice a year this kind of swindler succeeds in taking in the dealers extensively, only to be hunted down and punished in the end. A singular feature of these swindles is the fact that discovery often happens after the swindler believes himself safe. Certainly this was the case with this party and also in the case of G. P. Coffin, who assumed Mr. F. L. Perry's name, and who was finally run down owing to this mistake, as Mr. Perry was obliged to investigate the matter to save himself, which shortly resulted in the arrest of Geo. P. Coffin, Yarmouth, Maine, who has, we understand, paid up.

Let these and similar cases be a warning to all intending swindlers; as we find such cases now receive more attention from dealers and officials, owing no doubt in part to the many plain-spoken utterances on the subject by THE QUAKER CITY PHILATELIST.

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# C. of P. Cyclopædia of Philately

Should be in the hands of all Collectors.

You find a stamp with "*Fuera de Hora*" on it, and wonder what it is. Looking in the Cyclopædia of Philately, you find it means "*Too late*" issue of Uruguay, 1879-82.

"*Chiffre Taxe*" we find, by referring to the Cyclopædia, is the inscription on a French stamp, meaning unpaid.

Part II, gives a list of the different stamp-issuing countries, their rulers, etc. \* \* \* \* \*

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