



SPECIMEN



SPECIMEN

THE EASTERN PHILATELIST.

Official Organ of the New England Philatelic Association.

Published by
F. H. PINKHAM.
NEWMARKET, N.H.

VOL. XVI., No. 4.

DECEMBER, 1895.

WHOLE No. 94.

The Hartford Local.

The collection of United States locals, while not as extensively pursued, even by specialists, as is the acquiring of certain other provisional labels identified with the earlier days of slow transportation and limited mail facilities, is yet a very interesting and rather fascinating feature of the stamp hobby. While in a collection of revenue stamps there is a general similarity of design governing each series, in a fairly complete acquirement of locals there is afforded an almost unlimited field of study, and as many delineations as there are emissions. Originals or reprints of a good many of these locals are to be found in the average collections, while of others but a few known copies are extant. In this latter class must be enumerated the labels issued in 1845 by Messrs. Parsons and Fuller of Hartford. They are not only rare, but extremely so, less than a score of originals being at the present time definitely located, and of those but about half a dozen are used. Mr. Parsons, at the time of their emission, was engaged in the book business in Hartford, and among his acquaintances was a Mr. Fuller, who was a terminal agent for the Thompson & Co. express line, of Springfield. These gentlemen conceived an idea that it was possible to operate a letter route by express, on their own responsibility, at a less rate per ounce than Uncle Sam charged, and make something on the venture. In pursuance of this scheme they had the design prepared, familiar to every collector who has looked through the pages of Scott's Catalogue, of a man with one foot on the Western Hemisphere and the other on the Eastern half of the world, an ocean steamship centering the device. The idea, as Mr. Parsons informs me, was suggested by a Shakespearian metaphor, which some of our readers may recall. Over the left shoulder of the figure is thrown a mail sack on which appears the inscription, "Mail." The word "Hartford" does not appear as a part of the design, but was written on the face of the stamp by way of cancellation and also to show its emanation and the point from which the letter it franked came. On all the specimens we have seen, the word is written either down the stamp or diagonally across it.



The plate from which the stamps were printed was a small one, of metal, electrotyped, and containing not over ten duplicates. The stamp was, of course, imperforate, the paper employed being of a thin wove texture, with a light brownish gum. There were two varieties of these stamps issued—one on a buff glazed paper, which were put up in packages of twenty and sold for \$1.00, and one on a pink glazed paper, of which ten were given for \$1.00.

The rate charged by the government at this time was $6\frac{1}{4}$ and $12\frac{1}{2}$ cents per half-ounce and per ounce respectively, and so, to win some of Uncle Sam's business, the inventors sold their stamps at the above prices.

It was the intention at first to carry letters only between the larger cities, as New York and Boston, and as patronage developed gradually to increase the facilities and distances. Before, however, the system had gotten well under way an agent of the government interviewed the projectors, with the result that the issuance of both kinds was at once discontinued. Of the buff value not over 100 in all were printed and of the pink a lesser number, so the comparative rarity and value of these labels can readily be surmised.

On the suppression of the stamps the plate remained in the possession of Mr. Fuller for several years, when, it is claimed, it was destroyed. Of the known copies of the 5c. value, three are in the possession of Mr. Parsons, and not purchasable at any price; two others are owned by grandchildren; two are in the books of old Hartford collectors, and another, on the original cover, which had been to New York and was subsequently secured, is the property of another Hartford party. Several of the originals are also owned in New York city.

Of the pink, or 10c. variety, but two copies are known to the writer, and a good specimen would find a quick market at \$50.00. It is stated that reprints exist, but we have never seen one. Such specimens as have been submitted to the writer from time to time for an opinion have in every instance been counterfeits, pure and simple—some excellent specimens, but nevertheless counterfeits. Mr. Fuller, through whom some some few reprints might possibly have reached the market, passed away over a decade ago, while his partner in the enterprise, Mr. E. W. Parsons, is yet a hale, well-preserved gentleman, on whom the hand of time has rested but lightly.

W. H. BRUCE.

How Tip Saved the Home.

A STAMP STORY.

As every true story has of necessity a location, this story is located in the centre county of New York State, in the thriving and beautiful city of Cortland, the county seat of Cortland county.

Tippecanoe Casey, the subject of this sketch, in the year 1892, aged 15 years, lived with his mother and two sisters in a delightfully located home in the city of C—.

It is not at all needful to personally or morally describe our Tip (as he was familiarly called) any further than to say he was not a model of perfection, but just a wide-awake, well-balanced, truthful,

Plate
was of
12
subjects



— OFFICE OF —

THE INDEPENDENT PHILATELIST,

No. 27 WEST EIGHTH STREET,

P. O. BOX No. 265,

BAYONNE CITY, N. J., Jan 22 1891

Mr J Ammon's Lumball
Hartford Conn
Respected Sir

It has been called to my attention that among some of your collections of relics and antiquities you have a Private Passage Stamp used for transiting prepaid mail between Hartford Conn. and New York. by the Adams Express Company. Kindly let me know if you would let the specimen be photographed for illustration in the Independent Philatelist to be done in your city at our expense. and by a photographer of your choice.

"EDWARD WILLIAMS PARSONS

Death of Well-Known Business Man Yesterday.

Edward Williams Parsons, one of the best known business men of this city, died at his home, No. 145 Capitol avenue, about 5 o'clock yesterday afternoon. Mr. Parsons had been in failing health since January and had been unable to pay any attention to business during that period. He had, however, been able to be out riding frequently in pleasant weather. The immediate cause of death was acute pneumonia, which developed on Saturday and which the enfeebled condition of his physical system left him without power to resist. He was attended by Dr. Charles E. Morris.

Mr. Parsons was born in Amherst, Mass., 23 December 1817, and was in his 82d. year. He was the son of David Parsons of Amherst and Elizabeth (Williams) Parsons of East Hartford. He gained his education in the public schools, and at the age of 16 years went to Troy, N.Y., where he found employment in a flour mill. He came to this city in 1836, and was in the service of William H. Imlay at the flour mills, which were then located on the Park River, about where the tool house is now located on the east bank of the river, north of the Capitol. He afterwards became the partner of the late Flavius A. Brown in the book business, the firm name being Brown & Parsons. The firm was then located on State street in the Eagle Hotel building and afterwards removed to the southwest corner of Main and Asylum streets. Mr. Parsons dissolved partnership with Mr. Brown to take the position of superintendent of the New England division of the Adams Express Company, with headquarters in this city. He left this position to become the first president of the Connecticut General Life Insurance Company, and was succeeded by Thomas W. Russell, the present president, when he retired from the company, about twenty-five years ago. Since then Mr. Parsons had not been engaged in business actively, but had been the trustee and manager of several estates, in which he had displayed marked business ability and sagacity. He was for a period a clerk for the late D. F. Robinson, the father of the Hon. Henry C. Robinson, and at the death of Mr. Robinson was appointed with Henry C. Robinson and the late Roland Mather, one of the executors and trustees of the D. F. Robinson estate. He had held that position for about thirty-five years. He was also for many years an auditor of the old Connecticut Western Railroad Company and was one of the auditors of the Connecticut Mutual Life Insurance Company, a position which he had held for a long period of years. He was also the financial agent in this city of the Norwich Savings Bank. Mr. Parsons was one of the members of the old town farm committee, his original associates on the committee being the Hon. Alfred E. Burr and the late George W. Fowler. He was the active selling agent of the committee and as such contributed largely to the success of the committee in selling the land.

Mr. Parsons was a cousin of the late Major John Caldwell Parsons, his father being a brother of Judge Francis Parsons of this city. He was a member of the Veteran Foot Guard Association and took much interest in the affairs of the association and also those of the active company.

Mr. Parsons was an ardent republican in politics and was a member of the board of selectmen for a great many years. He was also first selectman for a period but never held other political office. For many years he had been afflicted with pen paralysis and deafness which did not, however, affect his genial disposition, which made him an agreeable man

in his intercourse with his business associates. He was a man of strong character, inflexible integrity and much courage in his convictions. He was considered a superior business man in the management of estates and a good judge of the value of real estate. He was a man of excellent habits and took much pleasure in the society of his family, being essentially a home man. He was a regular attendant at the South Church and was the only surviving member of the building committee of the Pearl Street Church, which was erected in 1851, largely under his direction.

Mr. Parsons leaves a wife, two children, and seven grandchildren. One daughter, Miss Caroline Parsons, died about 18 years ago. The surviving children are Mrs. Elizabeth Parsons Goodrich, the wife of Frederick E. Goodrich of Boston, and Charles H. Parsons of New York. The grandchildren are: D. Parsons Goodrich of this city, Harold Beach Goodrich of Mexico, and Miss Theodora C. Goodrich of Boston, children of Mr. Parsons' daughter; Miss Charley A. Parsons, Louis M. Parsons, Miss Mabel G. Parsons and Miss Madeline T. Parsons, children of the son. Many of Mr. Parson's descendants are of musical tastes which they inherited from Mrs. Parsons, who was for many years a vocalist in this city and who was the soprano singer of the Center Church choir for several years.

Mr. Parson's funeral will be attended at his late home at 2 o'clock tomorrow afternoon. The Rev. Dr. E. P. Parker will officiate and the interment will be in the Cedar Hill Cemetery, where Mr. Parson's daughter is buried."

DATE 11-17-60

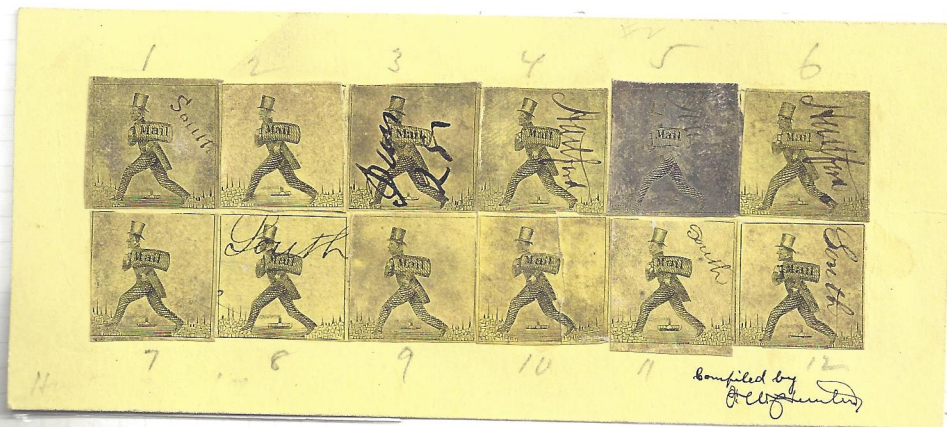
To: Mr. Metdalf
From: Marian Lechner
Subject: Edward W. Parsons

The same obituary on Mr. Parsons appeared in the
HARTFORD-TELEGRAM on 9-26-98.

Mr. Parsons was a director of Connecticut Mutual from
1851-1855. This is not mentioned in the obituary but
it has been verified from Connecticut Mutual records.



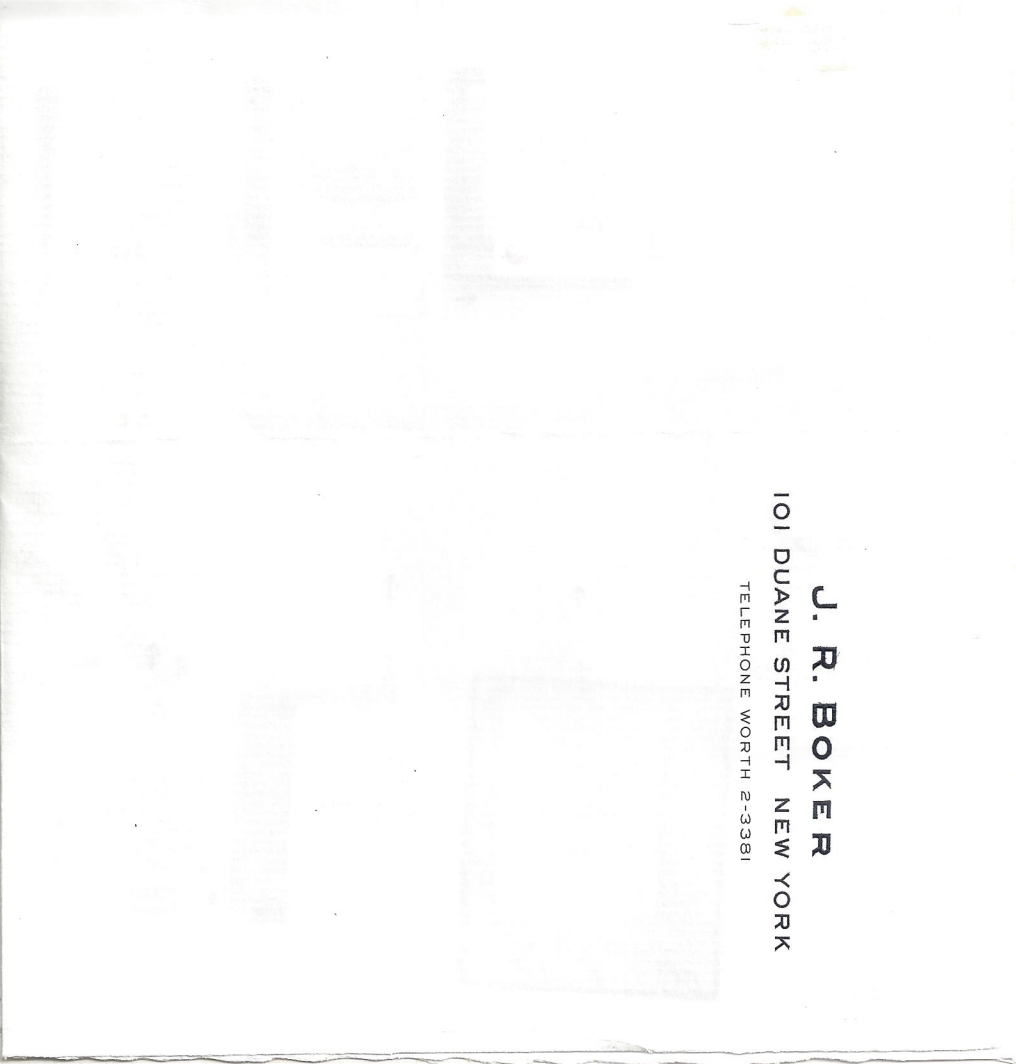
HARTFORD PENNY POST
STAMPLESS POST



PLATING OF J. W. HUNTER
(EX. HUNTER COLLECTION)



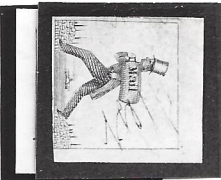
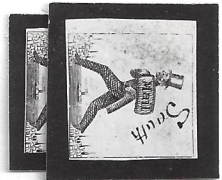
PLATING OF GEORGE SLOANE AND J. R. BOKER



J. R. BOKER
101 DUANE STREET NEW YORK
TELEPHONE WORTH 2-3381

PLATING DATA FOR ABOVE

NEW YORK
KEEP



→ 7

→ 8

←

9 →

→

10

11

12

1

2

3

4

5

6

flurry 5

flurry 4

#42
#122

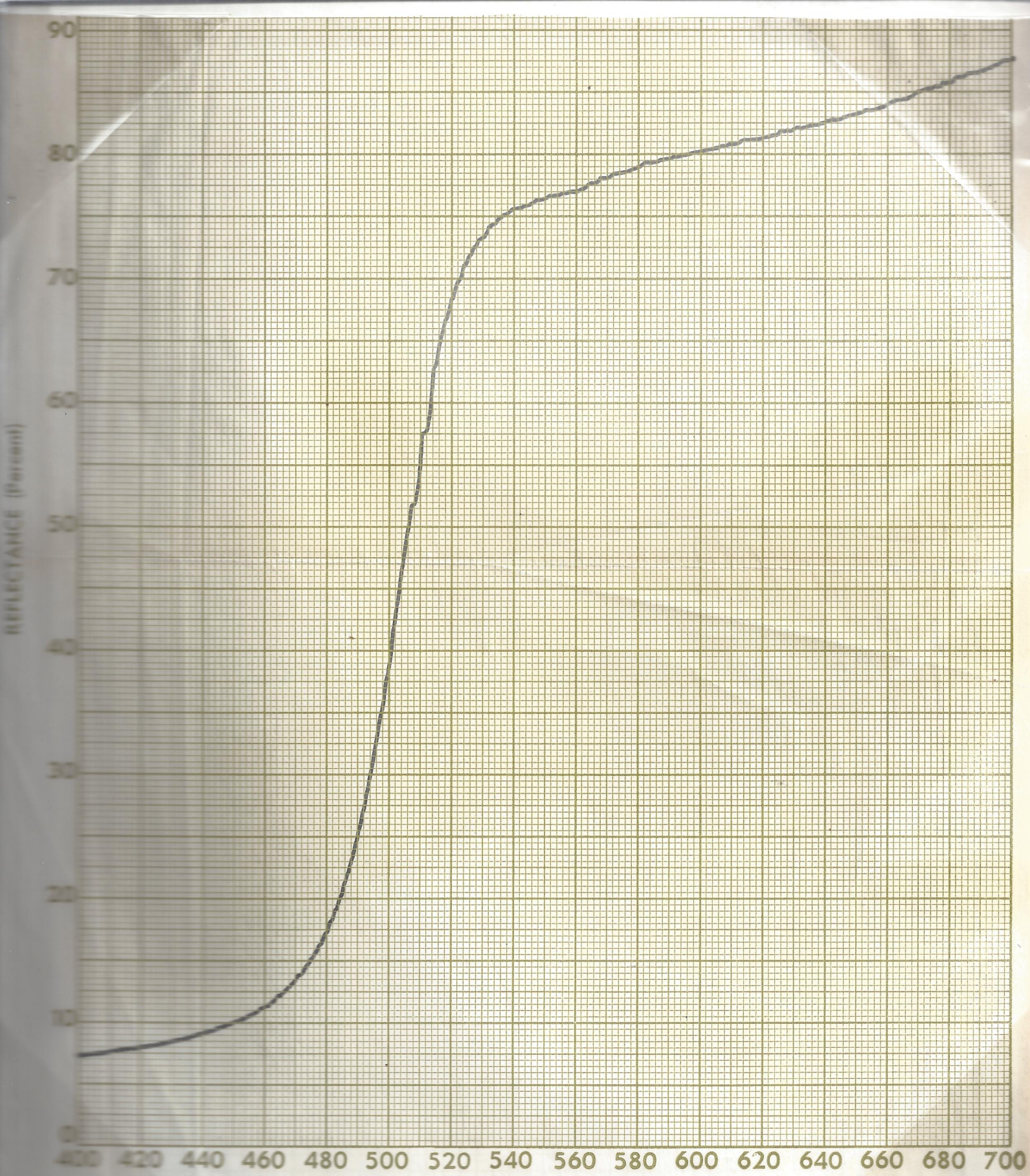
#5 Country #4 (T.L. Conner)
see #11 (copy line)



YELLOW PAPER USED FOR CEREMONIAL
PURPOSES; STAINED WITH DYE FROM
THE ROOT OF THE TUMERIC TREE
(CURCUMA LONGO). MADE IN ANTSAHAI-
KURMIRA -- THE PAPER MAKING CENTER
OF DACCA IN BENGAL.



PINK PAPER STAINED WITH THE DYE
MADE FROM THE SAFFLOWER (CARTHAMUS-
TINCTORIUS). DYE KNOWN AS KUSUMBHA.
MADE IN THE UNITED PROVINCES IN THE
VILLAGE OF ANTSAHAI (BENGAL)



Date _____
Test No. _____

WAVELENGTH
(millimicrons)

Color Measurements Lab.
Mass. Inst. of Tech.



SO-CALLED "BUFF"
(EX BOKER)

TYPE III



TYPE II
(EX BOKER)



TYPE VI
(EX BOKER)



TYPE XII
(EX EMERSON)



TYPE XI
(EX TAYLOR)

TYPE I



TYPE II



TYPE III



TYPE IV



TYPE V



TYPE VI



TYPE VII



TYPE VIII



TYPE IX



TYPE X

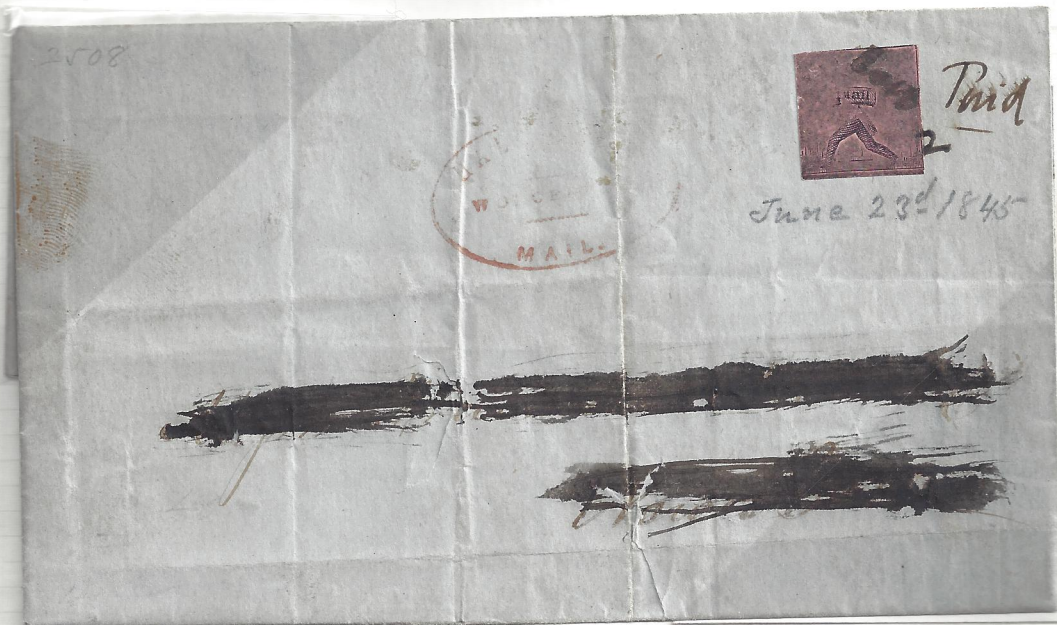


TYPE XI



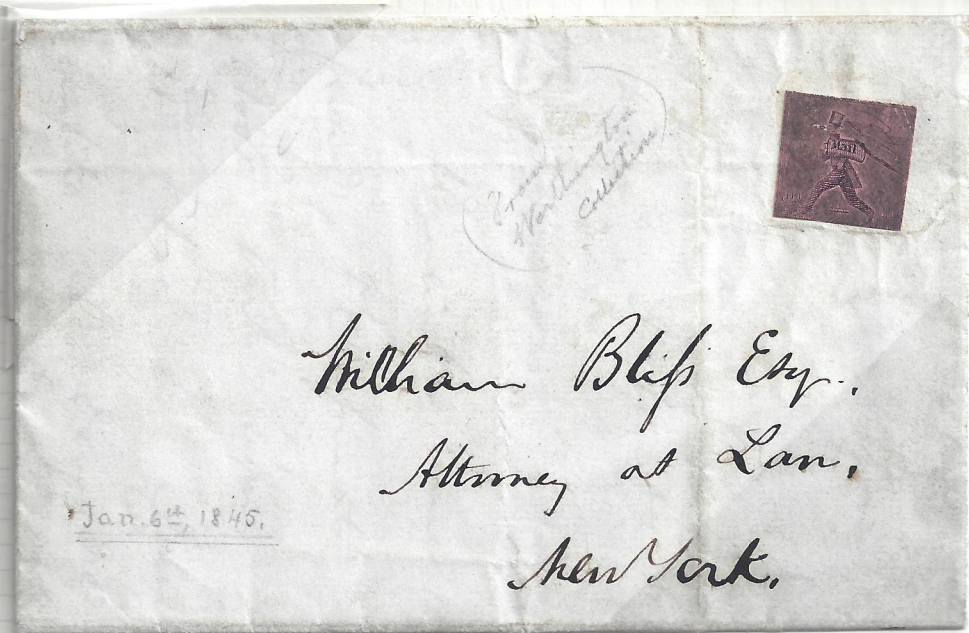
TYPE XII





From Emory Drury advising of merchandise for N.P. Thomas, apparently of Worcester, Mass. June 23, 1845. Only tied pink known. Hale & Co. Worcester cancellation. Ex E. Harrison Sanford (From Scott Stamp & Coin); Ex Redfield; Ex Taylor to F.E.S.

TYPE IX



from John H. Butler, serving at "Retreat for the Insane," to classmate William Bliss, Jan. 6, 1845. Ex Hunter (Scott Auction of 1/2/08) to Worthington; Ex Worthington 10/25/17; to Henry J. Redfield, Ex Redfield to F.E.S. 12/10/43

TYPE V



List of Flower Seeds from E. W. Bull, Hartford, Conn. on letterhead of Hudsons Bath. No date but immediately after March 19, 1845. Hale & Co. cancellation from Hartford; Ex Boker to F.E.S.

TYPE VIII



Blank letter; no date. Red Steamer 5 Cancellation

TYPE XI



List of Flower Seeds from E. W. Bull, Hartford, Conn. on letterhead of Hudsons Bath. No date but immediately after March 19, 1845. Hale & Co. cancellation from Hartford; Ex Boker to F.E.S.

TYPE VIII



Blank letter; no date. Red Steamer 5 Cancellation

TYPE XI



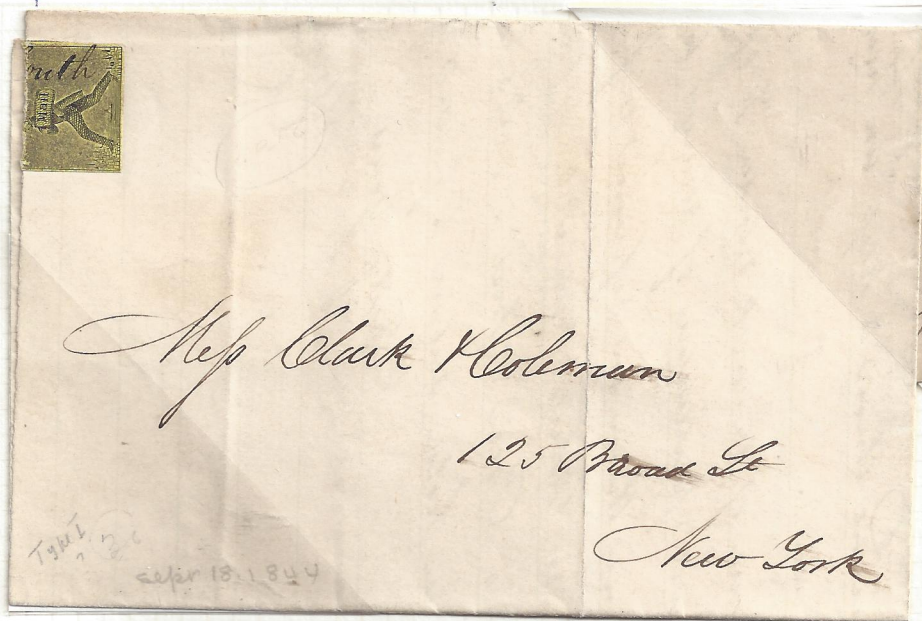
- From T. Preston & Co. on letterhead of Hudson's Bath dated Aug. 22, 1844. Hale & Co., Boston with "H" cancellation and Hartford Local. Previous letter of Aug. 5, 1844 in Ham collection covers original request for price and type of corn. Ex Hunter; Ex Redfield to F.E.S. 12/10/43.

TYPE XII



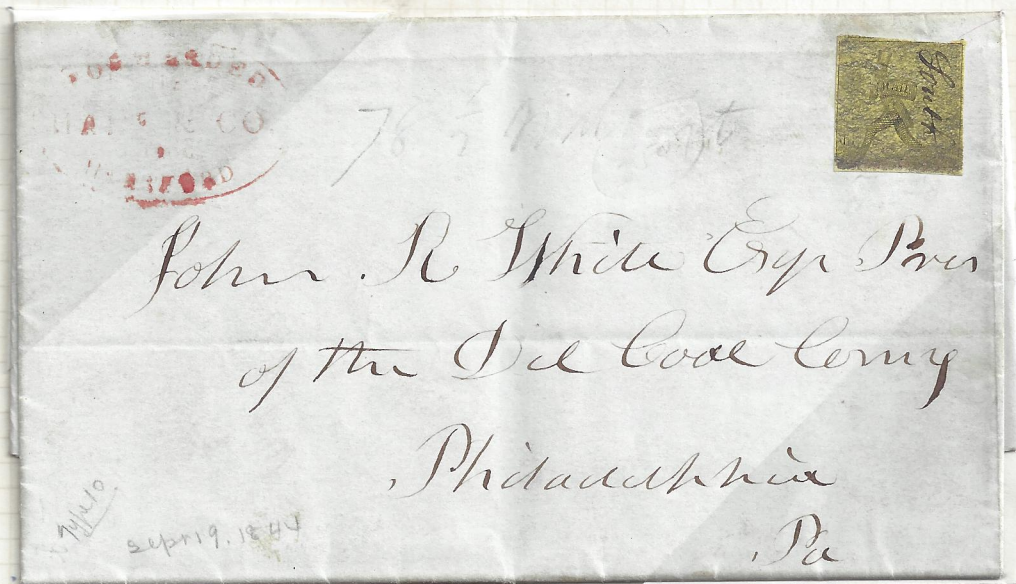
Blank cover marked "Ans. 25 Aug. 1844". Ex Hunter; Ex Green; Ex Redfield

TYPE IV



From Alfred Gill dated Sept. 18, 1844 acknowledging letter of Sept. 17, 1844 from Clark and Coleman asking for instructions for sale of feathers consigned by Gill to them. Ex Taylor

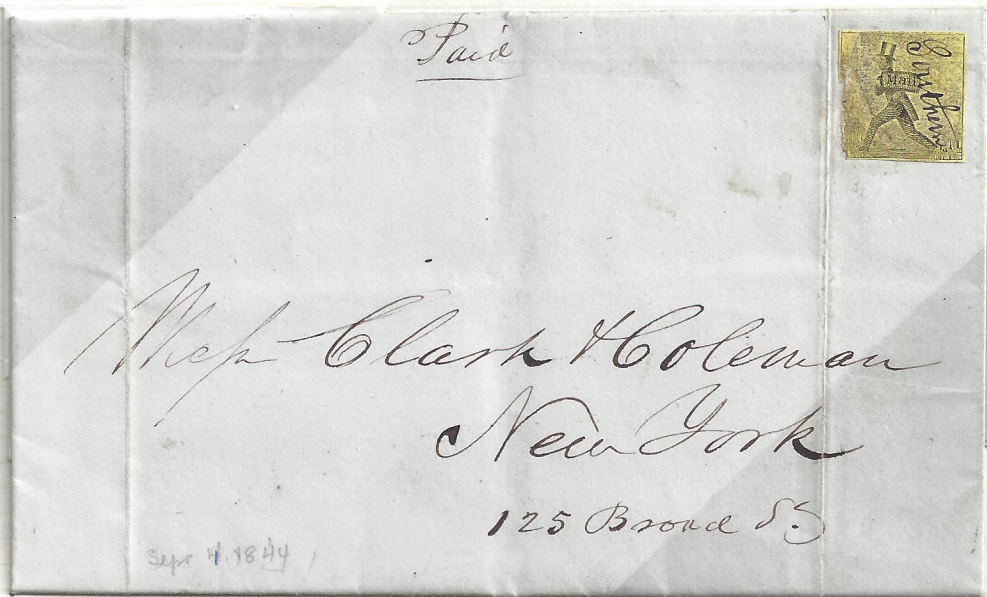
TYPE I



From Frederick Tyler dated Hartford, Sept. 19, 1844 supplementing earlier order for coal with an additional quantity to be shipped via Schooner Banner. Hale & Co., Hartford cancellation.

Ex B & B Co. Jan. 9, 1897; Ex Green

TYPE X



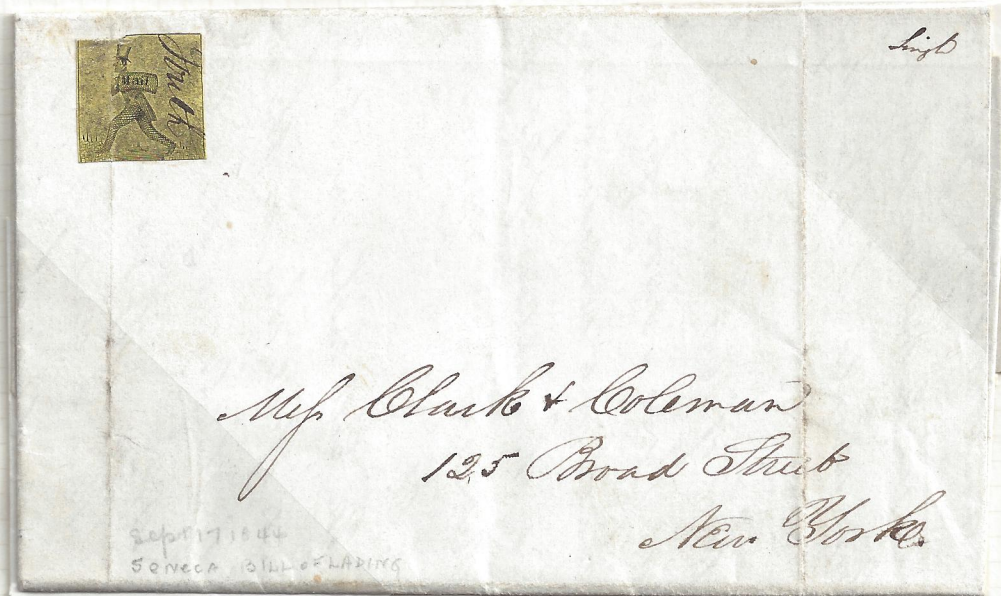
From Porter & Moore dated Hartford, Sept. 4, 1844 soliciting price of 20 bbls. of "sceet, hard and white" lard. Paid cancellation. Ex Green.

TYPE I



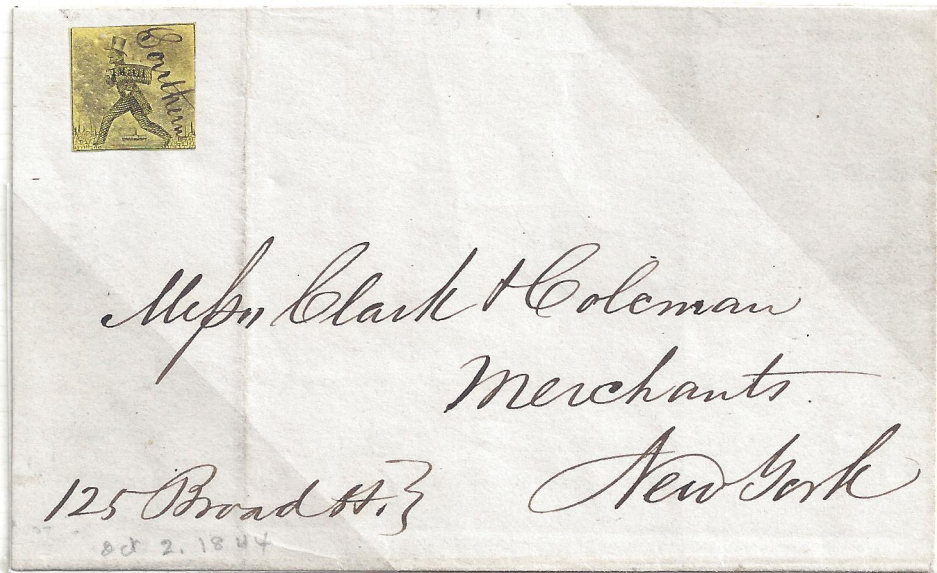
From C. Sigourney & Son dated Hartford, Dec. 26, 1844 inquiring as to availability of $1/2$ " #8 screws pending arrival of large shipment due from England. Letter routed via "Hales Express, Dec. 26, paid". Ex Green

TYPE IX



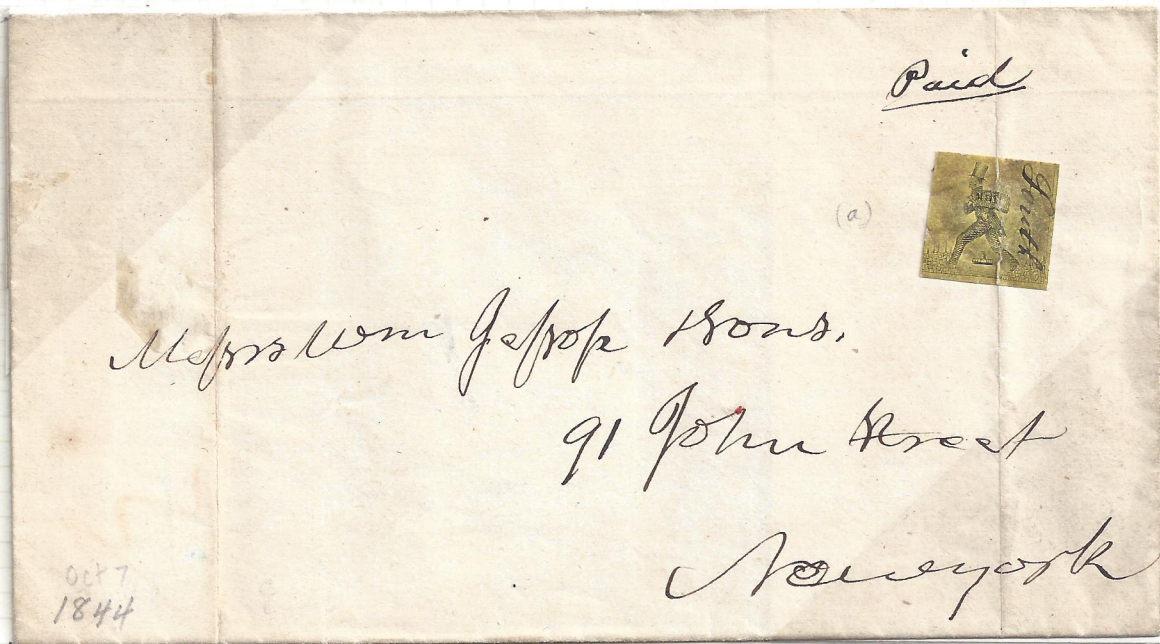
From E. Clark, Jr. dated Sept. 17, 1844 on second sheet of Bill of Lading. Bill of Lading sold by Brown & Parsons in Hartford, owners of the book store of which Parsons was a partner. Bill of Lading is dated Sept. 17, 1844 and calls for 5 bundles of Russian sheet iron, 25 ditto sheet iron and 1 ditto round rods weighing 41 tons and consigned to G. N. Hopkins & Co. in Constantine, Mich. Bill of Lading is signed by J. Spencer Stillman, Master of the Steam Schooner Seneca sailing Sept. 18, 1844. Said schooner subsequently foundered on the rocks in Long Island Sound. Ex Lee; Ex Robbins; Ex Taylor.

TYPE VII



From T. Preston & Co. blank cover dated Hartford, Oct. 2, 1844.
Ex Emerson

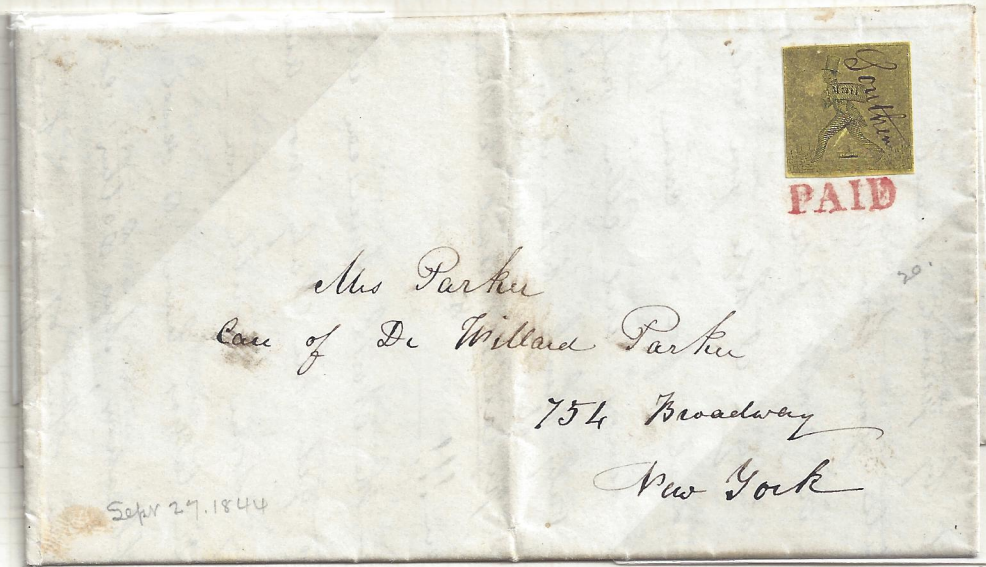
TYPE IX



From Ripley & Co. dated Hartford, Oct. 7, 1844 and received in
New York, Oct. 8. Paid cancellation. Ex Taylor

TYPE XI

Other
Correspondence



From Mrs. G. W. Perkins, Sept. 27, 1844. A "gossipy" letter between two friends. Notation on reverse establishes 5¢ rate. Red "Paid" cancellation. Ex Redfield
TYPE XI

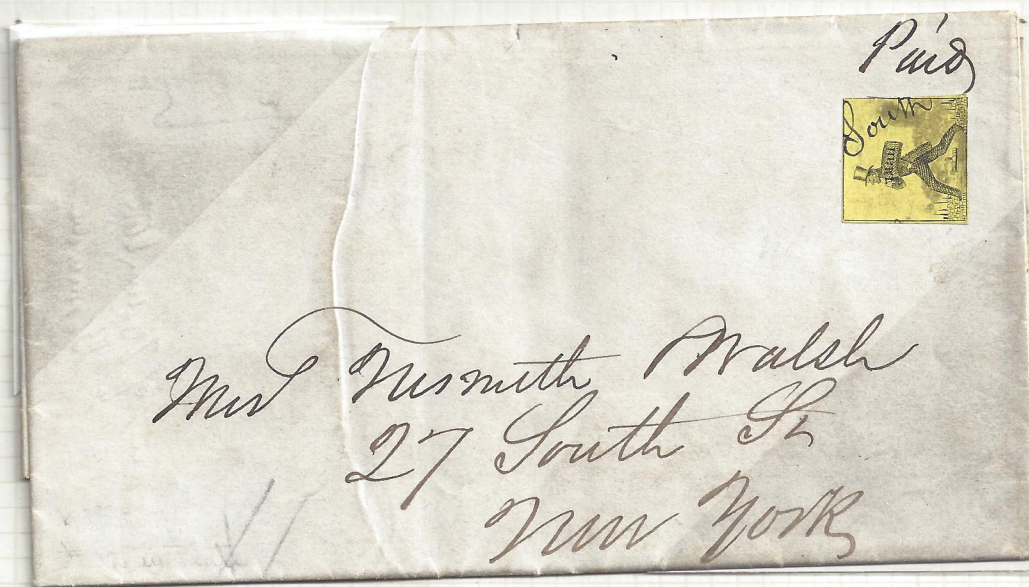


From T. Preston & Co., Hartford, Oct. 15, 1844. Hudson Bath letterhead. Acknowledges letter of 10/14/1844 and shipment of corn and flour. Ex Legg; Ex Hunter
TYPE VI



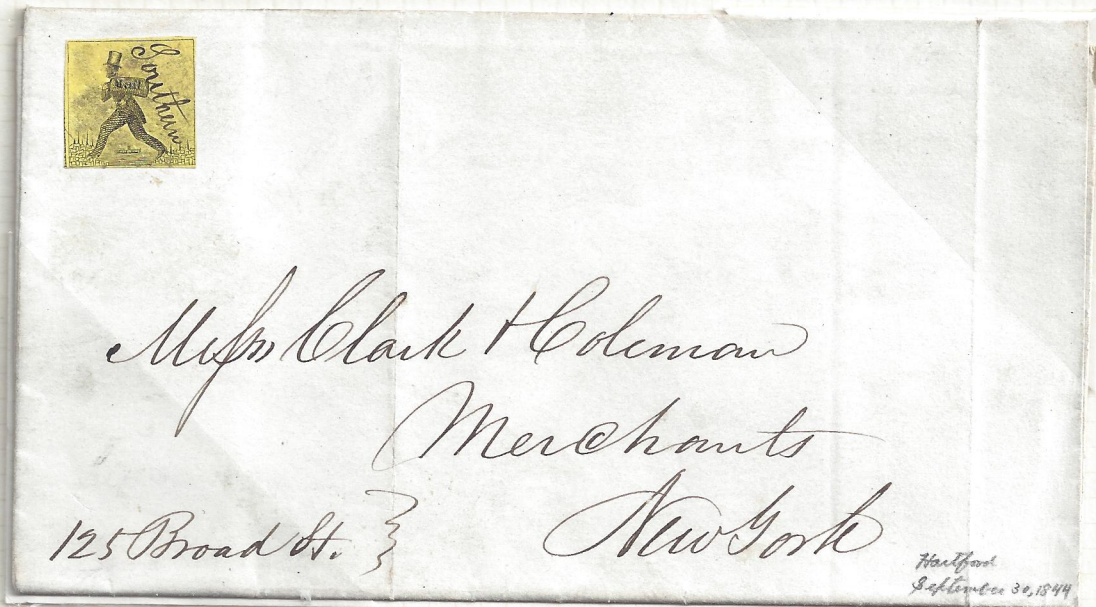
From T. Preston & Co. dated Hartford, Nov. 1, 1844. Enclosure of check for \$1000 and note for \$1200. Ex Col. Green

TYPE V

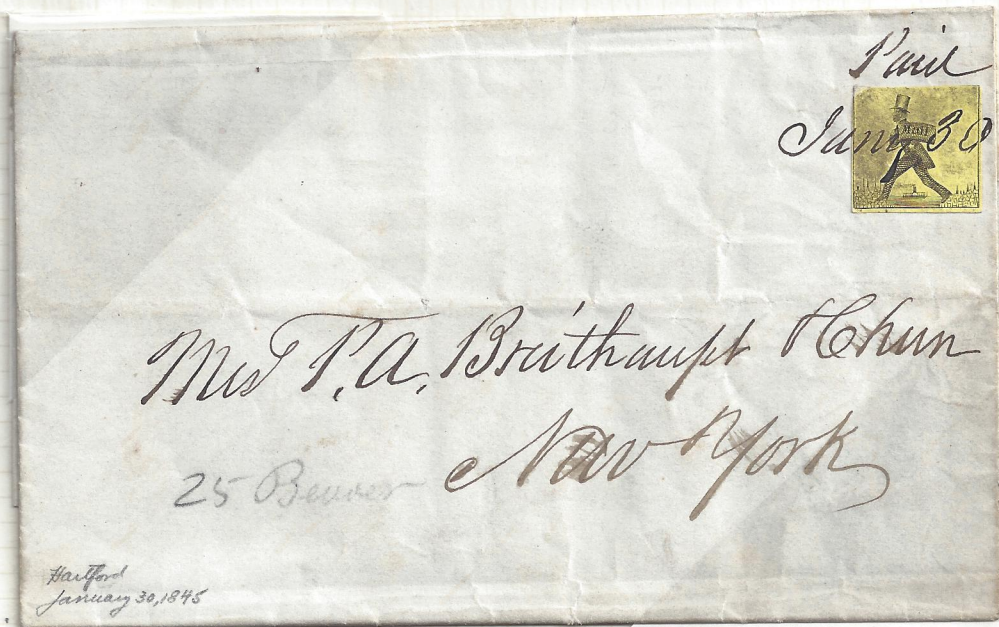


From A. H. Bull, dated Hartford, Nov. 13, 1844. Inquiring as to shipment of four packages to "Montego Bay" via Kingston. Tied "Paid" cancellation. Ex Keleher; Ex Emerson.

TYPE IX



From T. Preston & Co., Hartford, Sept. 30, 1844. Remittance of \$600 and advice of return of "sour" Southern flour. Ex Boker.
TYPE X



From A. H. Bull, Hartford, Jan. 30, 1845. Enclosing note for \$468.56 and inquiring about other drugs purchased. Tied pen cancellation with date. Ex Ackerman; ex Boker.

TYPE VIII



*Single
Paid*

*Mr Spencer M. Clark
Care Clark & Coleman*

*125 Broad St
New York,*

*Feb 1. 1845
Hartford Conn*

From E. Clark, Jr., Hartford, Feb. 1, 1845 to his brother Spencer M. Clark, New York, suggesting purchase of stock in "N. A. Trust" on commission - 2½% if profitable - 1% only if not. "Single Paid" cancellation. Ex Ferrari.

TYPE IX

*Mrs C & S Rossett
New York*



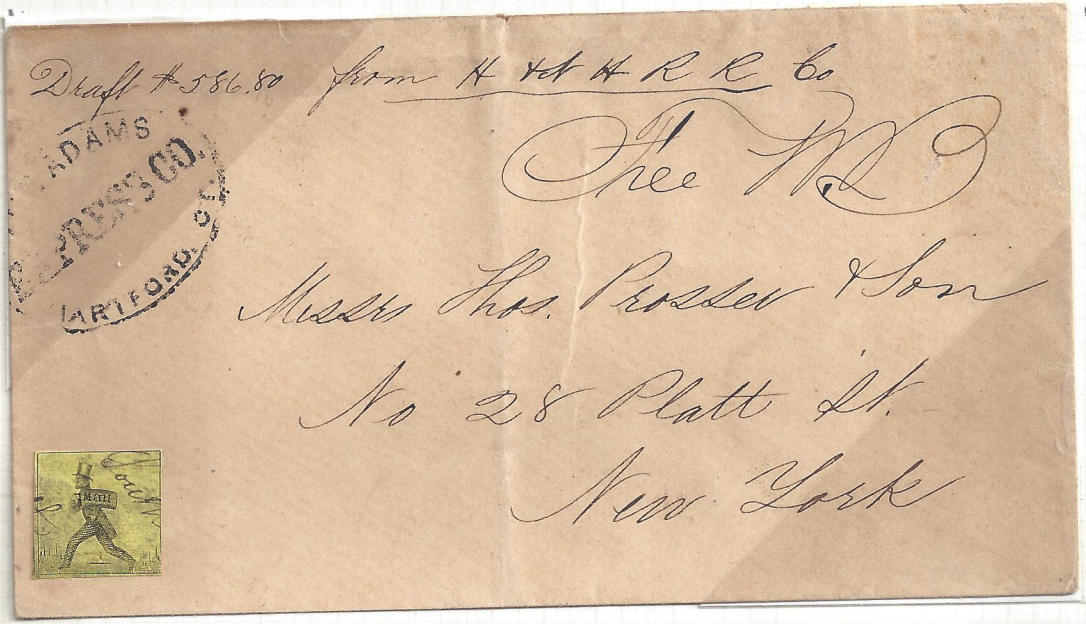
*Hartford Ct
June 30. 1845*

?
*Bein 235
Cover*

From Allen Porter, June 30, 1845. Latest usage known by F.E.S. as of July 1962. Ex Redfield.

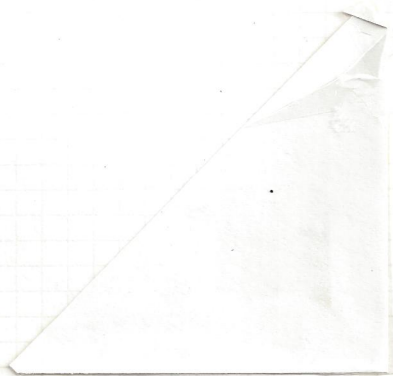
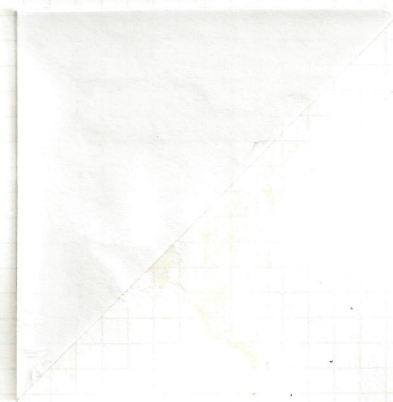
TYPE II

ADAMS MATERIAL
CA 1850?



Very rare combination: "The Adams Express Co., Hartford, Conn." and Hartford Local as well as "Free Frank" of Hartford & N.H. Railroad Co. Pen cancellation clearly shows "South" on each side of stamp, proving cancellation before separation. Ex Emerson.

TYPE IX



From Clark Gill & Co., Hartford, Nov. 19, 1844. Only known pair.
"Paid Double Only". Cancellation bears date of Nov. 19 and South.
Letter complains of rust damage to iron rods. Enclosed \$100 draft
and "Owner's Oath" for import of iron hoops. Ex Ferrari;
Ex Sloane; Ex Boker.

TYPES I and VII

PLATING IN BRITISH MUSEUM - TAPLING COLLECTION

1. Large, deep steamer; square box like ear.

2. Long and narrow steamer; black hat.

3. Short, closed hand; long steamer.

4. Both cities sloping toward the water.

5. Large bag with large handle.

6. Fingers of left hand very distinct.

7. Large letters in Mail; small boat.

8. Both cities slanting to left; deep black hull.

9. Black pants.

10. Idiotic face and long head.

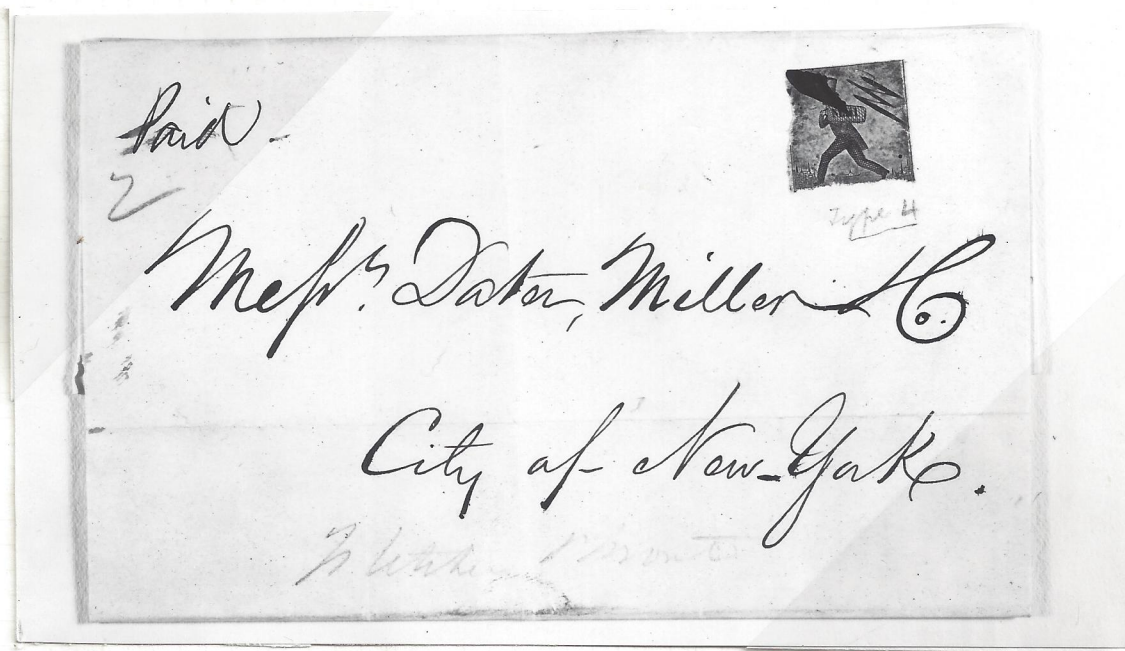
11. Feet high up; shallow boat.

12. Feet high up; large handle.

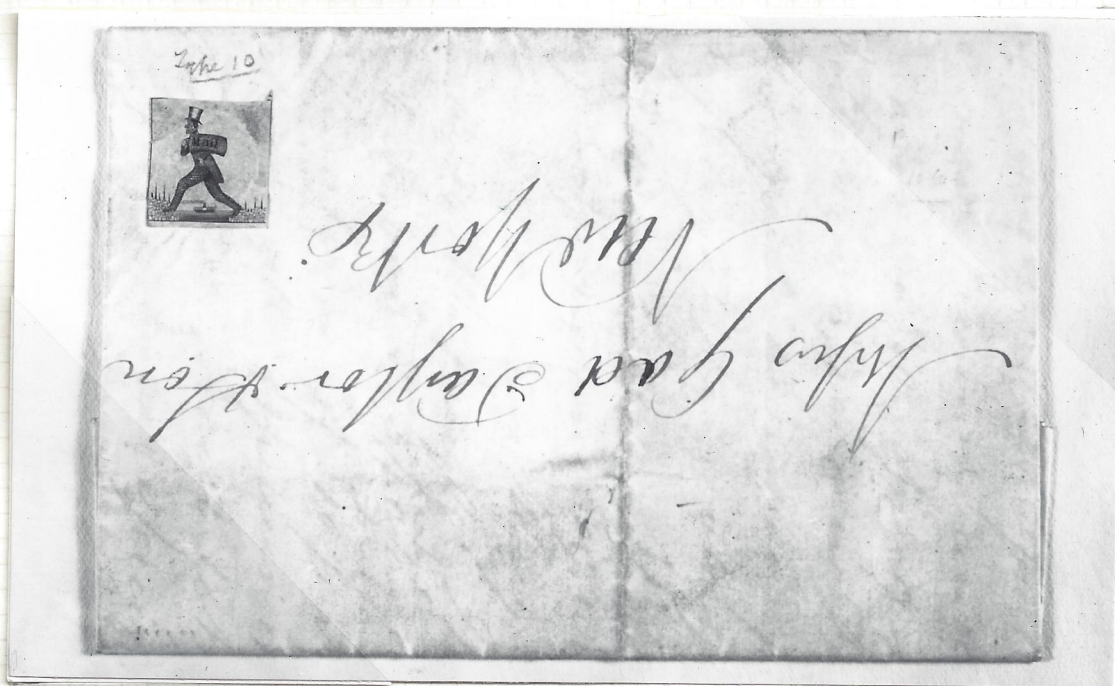
Plating corrections:

| <u>British</u> | <u>Correct</u> | <u>British</u> | <u>Correct</u> | <u>British</u> | <u>Correct</u> |
|----------------|----------------|----------------|----------------|----------------|----------------|
| 1 | VIII | 5 | VI | 9 | V |
| 2 | II | 6 | IV | 10 | VII |
| 3 | IX | 7 | I | 11 | X |
| 4 | III | 8 | XI | 12 | XII |

COVERS IN BRITISH MUSEUM - TAPLING COLLECTION

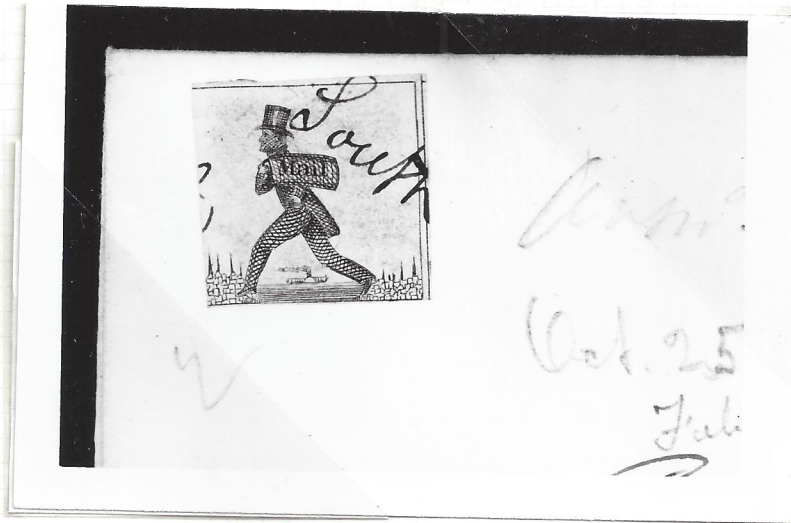


Pink TYPE III
Incorrectly plated as TYPE IV
Pen cancellation probably the "W" of West



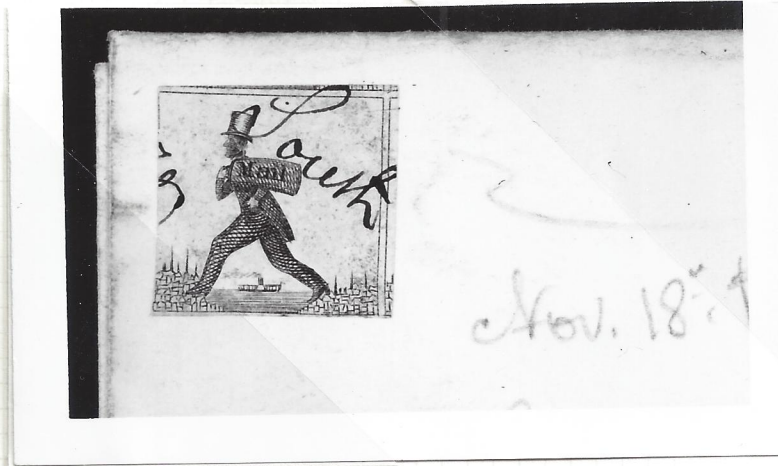
TYPE VII
Incorrectly plated as TYPE X
Stamp affixed in inverted position in lower
right corner of cover dated Sept. 30, 1844

TWO COVERS SOLD IN THE HERST SALE OF FEB. 1963



TYPE II
Oct. 25, 1844

OWN
Judge Fay Sale
#1400.
H-83
PF 136934
8-3-84



TYPE X
Nov. 18, 1844

OWN
Judge Fay Sale
#1150.
H-83
PF 136933
8-3-84

COVERS ORIGINALLY IN THE GEORGE SLOANE COLLECTION

Pink
Type II
1844

So-called "Buff"
TYPE III
Jan. 31, 1845

Siegel
#417 Lot 1822
R350
9/28/92



W. Joseph Gaddaggon
197 Maiden Lane
3^d Story
N. York

"Hals' Express" Jan. 31. 45

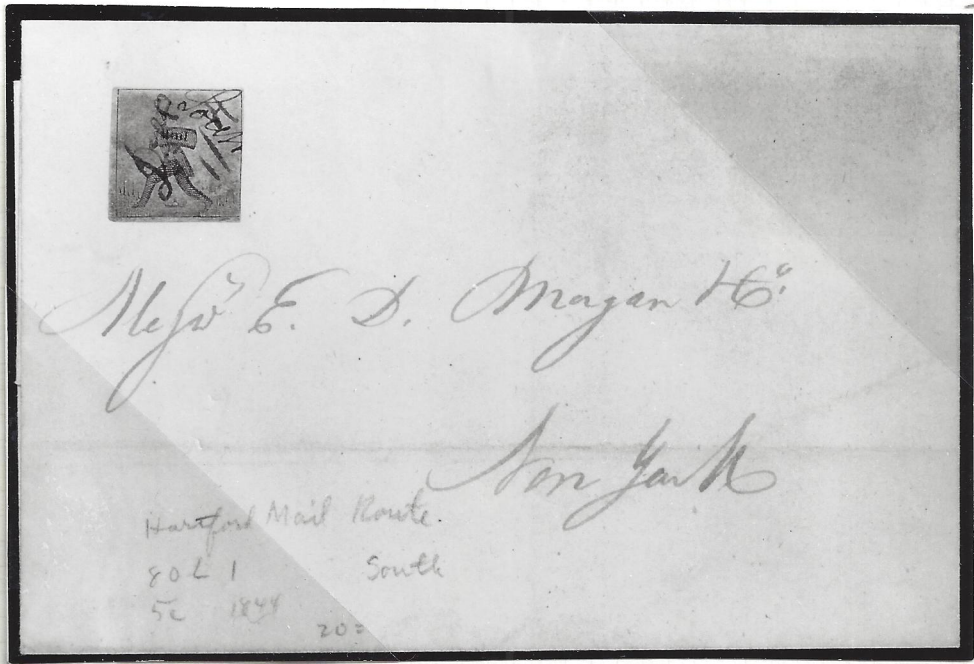


27 Feb

W. Joseph Gaddaggon
197 Maiden Lane
Third Story
N. York

"Hals' Express" paid Feb. 27.
Rec'd. March 7

Yellow
TYPE IX
Feb. 27, 1845
Rec'd. in
New York
Mar. 7, 1845



OWN
MATHIAS
H.

TYPE VII
Dec. 11, (1844) pen cancellation on stamp



TYPE I
Single paid cancellation and oval stamp of American Letter Mail Co., New York. Also a stamped paid cancellation.



1244

So-called "Buff"
August 5, 1844

TYPE I

Messrs Clark & Coleman
Merchants
125 Broad St., New York

6547



NY

Messrs J. & W. Kirkoff & Co
Percy St New York

TYPE I

TYPE I

6546



Pink

TYPE VII

Only known
cover to
Mullicahill,
New Jersey

Elijah Bowers
Mullicahill
N. Jersey

6548

FRANCIS E. STERN
201 WALNUT STREET
HARTFORD 5, CONNECTICUT

January 3, 1947

Copy

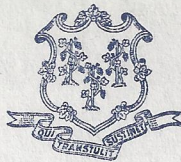
The Hon. Wilbert E. Snow
Governor of Connecticut
Hartford, Conn.

My dear Governor:

It came to my attention a few days ago that you took official notice of the 100th anniversary of one of our great institutions in Connecticut - G. Fox & Co.

When I learned of their proposed helicopter delivery, I offered to G. Fox the right to photograph one of my rarest stamps contained in a unique collection of Hartford Locals.

In about 1843 there was established here in Hartford a company which rendered service in the rapid transportation of letters, invoices, bills of lading, etc. to the north, west and south of Hartford. As far as is known, this Company travelled by the then most rapid means of transportation, namely by river and postcoach to points along the road between here and New York, here and Albany, and down the Connecticut River. Many years of research have failed to disclose the exact nature of the routes or the services rendered. It is known, however, that this service was far more rapid than the then neophyte postal service and it continued in general use probably until sometime in the late 40's. I say probably, because I have no specific record of any service performed after 1845, although I believe that it probably continued several years thereafter. It was not until 1847 that the first official U.S. postage stamps were printed by our government. Until then, other than provisional issues issued by Postmasters, local companies, of which Hartford had at least one, performed the most rapid service.



STATE CAPITOL
HARTFORD

January 3, 1947

Mr. Francis E. Stern
45 Beverly Road
West Hartford, Connecticut

Dear Mr. Stern:

I was very interested in hearing from you of your very unique collection of HARTFORD LOCAL stamps which I understand served as the most rapid form of mail delivery in Hartford 100 years ago.

When you told me that you had permitted one of these stamps to be photographed and reproduced in connection with the 100th anniversary of one of our great Connecticut institutions, I thought you would find it of great interest to have one of these stamps affixed to a letter from me during my tenure of office as Governor coincident with the first commercial helicopter delivery by a Connecticut institution.

Whereas, of course, the stamp can no longer serve as official postage, I am sure that you will enjoy the addition of this quasi-official use of the stamp 100 years later.

Sincerely yours,

Wilbert Swan



Governor

Former Governor Wilbert
Swan of Middletown who
served for 13 days back in
1946-47 when Governor Bald-
win went to the U.S. Senate.



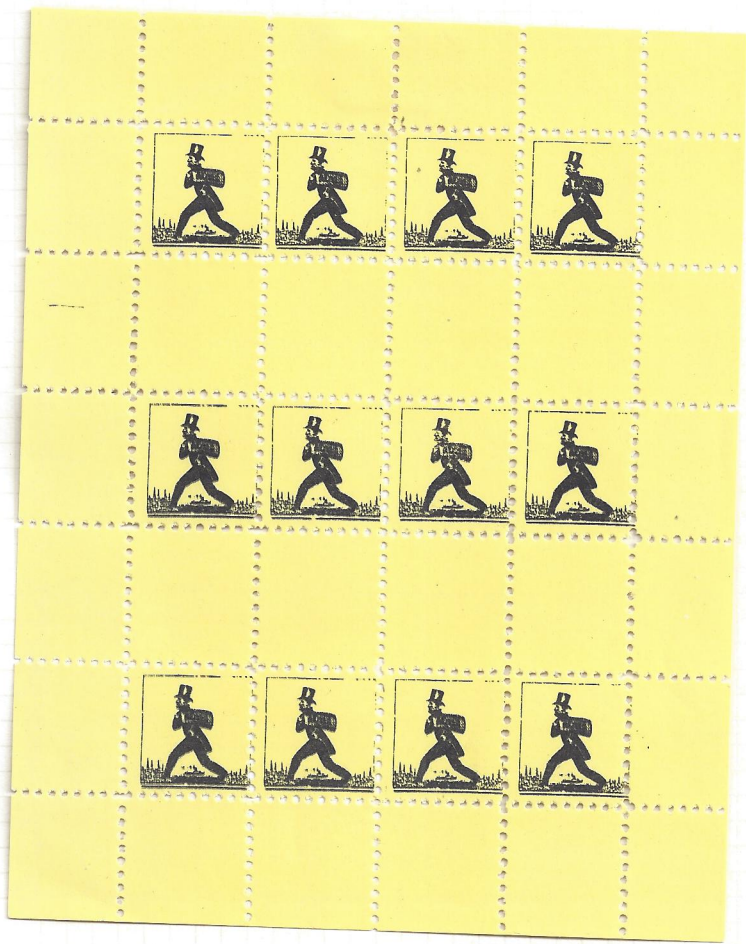
Helicopter Diary

Jan 4, 1947

Roy P. Lee

Mr. Francis E. Stern
45 Beverly Road
West Hartford, Connecticut

Letter from Governor Snow bearing
signature of helicopter pilot who
delivered same.



1947 Reproductions



To Mr. Francis Stern

West Hye, Conn.

HAD YOU RECEIVED THIS LETTER IN 1847 IT
WOULD HAVE CARRIED THE HARTFORD LOCAL
STAMP WHICH WOULD HAVE BROUGHT IT TO
YOU QUICKER THAN ANY OTHER KNOWN WAY
AT THAT TIME. YOU MAY WISH TO PRESERVE THIS
REPRODUCTION OF THE UNIQUE STAMP THAT
PRE-DATES UNITED STATES OFFICIAL POSTAGE.

Local Stamp Figures In Plane Test

Rare Hartford Issue Serves to Emphasize Present Day Delivery

Details of a struggle 100 years ago between government and private enterprise over postal deliveries were outlined Saturday by a local philatelist engaged in research on the Hartford Local stamp of the 1840's.

The stamp, issued by a company here prior to printing of the first United States postage stamp in

1947, was loaned for use in the one hundredth anniversary helicopter delivery program of G. Fox and Company, by Francis E. Stern, prominent West Hartford stamp collector.

Congress passed a law effective July 1, 1947, declaring illegal the use of postmaster's stamps or "of any stamp not authorized by the Postmaster General," said Mr. Stern, who has spent 10 years gathering material for a book on the history of the Hartford Local stamp. This federal law, however, did not prevent the Hartford delivery firm from using "one of the most rapid delivery methods of the time, namely postcoach, on routes between Hartford, New York, Albany, Boston and points along the Connecticut River," he stated.

Local Post Rapid.

"As a local post, the Hartford company could legally have con-

tinued as late as 1883, when all local posts were suppressed by law," he added.

The Hartford Local service for transportation of letters, invoices, bills of lading and other business communication is known to have been "far more rapid than the then neophyte postal service," said Mr. Stern. "Established in about 1843, it probably continued in general use until sometime late in the 1840's."

The delivery service started here over a century ago was similar to that which grew up in other parts of the United States to fill needs unsatisfied by the government's postal system of the day. In the 1840's, Mr. Stern said, street-corner mail boxes were unknown, as were door-to-door deliveries by federal postmen.

The Hartford Local stamp bears a picture indicating one of the firm's most rapid delivery methods: a top-hatted, tail-coated gentleman running full tilt with a mail bag slung over his shoulder. The company's services were used primarily by businessmen for inter-city communications, the local philatelist said.

The contrast between delivery methods of 1847 and the present day was noted by Mr. Stern Saturday. His wife was one of two West Hartford residents to receive a parcel delivered by helicopter in the G. Fox and Company anniversary experiment.

MONDAY, JANUARY 6, 1947.

Old Stamps Once Used Locally



Shown above is a block of Hartford Local stamps, affixed to packages and letters delivered by a local concern in the 1840's, prior to the United States Post Office Department issue of stamps for delivery service. Francis E. Stern, president of Stern and Company, Inc., and prominent Hartford philatelist, loaned the stamps to G. Fox and Company for use in its one-hundredth anniversary ceremonies.

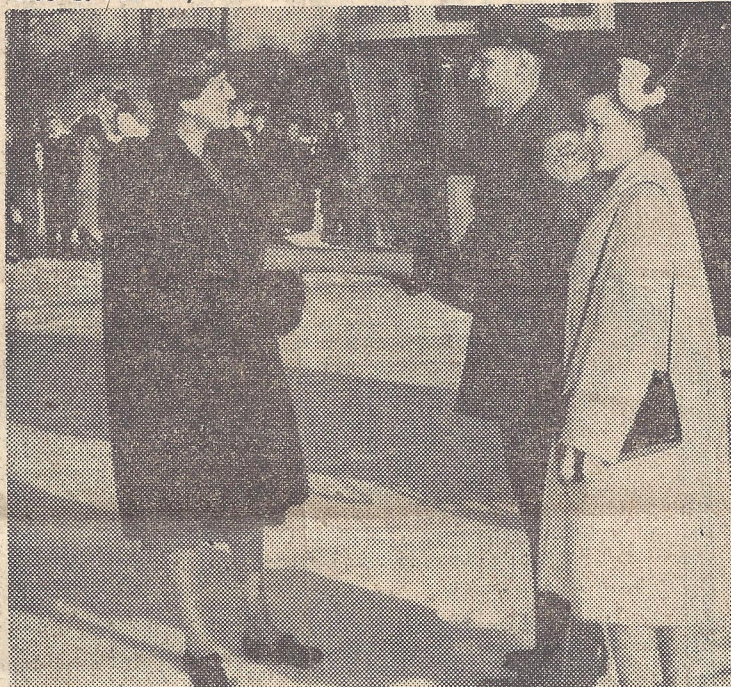
Lodge To Be Visited

gregational Church parish mem- A. J. Keeney.—L.A.V.

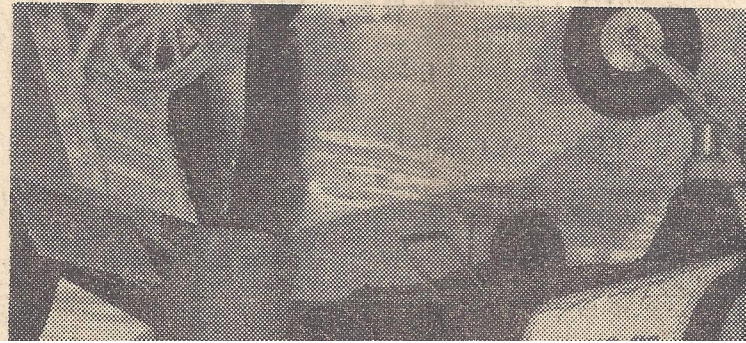
G. Fox Helicopter Speeds To West Hartford Landing



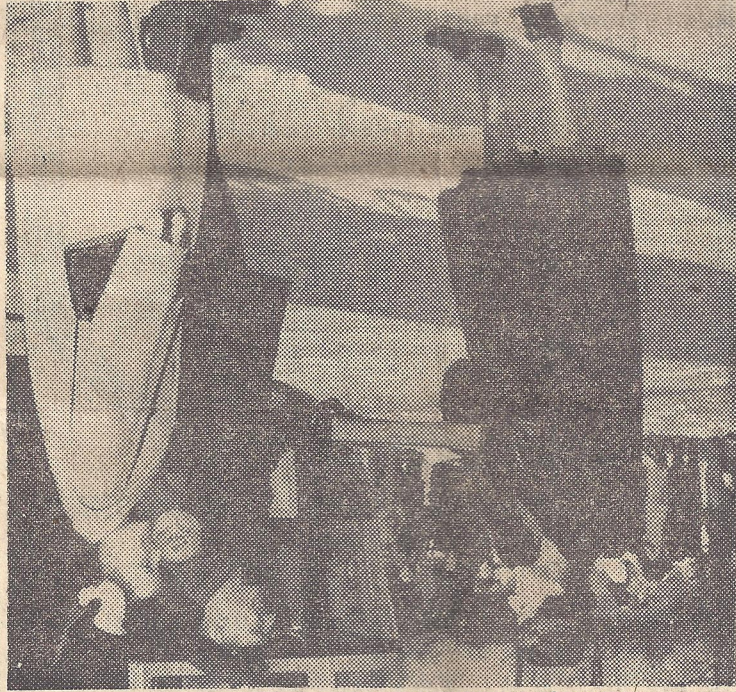
MILESTONES of a century of progress of G. Fox & Co., are portrayed by the wheelbarrow, used to deliver packages 100 years ago, and helicopter used today. Ted Rau, left, and Nicholas C. Pozniak, transfer the merchandise.



ZIP! ZOOM!—Three minutes after it left Bushnell Park, the helicopter landed in West Hartford to make deliveries. Mrs. Francis Stern, 45 Beverly Rd., receives a book from Ted Rau, left. Mrs. Charles E. Foye Jr., 459 Prospect Ave. looks on.



MILESTONES of a century of progress of G. Fox & Co., are portrayed by the wheelbarrow, used to deliver packages 100 years ago, and helicopter used today. Ted Rau, left, and Nicholas C. Pozniak, transfer the merchandise.



ZIP! ZOOM!—Three minutes after it left Bushnell Park, the helicopter landed in West Hartford to make deliveries. Mrs. Francis Stern, 45 Beverly Rd., receives a book from Ted Rau, while Mrs. Charles E. Ferree Jr., 459 Prospect Ave., looks on.

Within three minutes after G. Fox & Co.'s No. 2 helicopter soared into the air from Bushnell Park, the wingless blue and silver bird arrived at the American School for the Deaf, North Main St., West Hartford, and made its package delivery.

Coming in quickly from the east, the speedy helicopter was unnoticed by many of the 300 persons on hand to watch the historic air delivery until it had started to circle the building from the north.

Gliding in on graceful curve, the plane stopped its forward motion within 15 feet of the ground, then made a perfect three-point landing on the front lawn, less than 60 yards from the front of the building.

DELIVERYMAN Ted Rau jumped quickly from the plane, carrying a parcel wrapped in blue paper which he handed to Mrs. Francis Stern, 45 Beverly Rd., West Hartford. It contained two books.

The helicopter remained on the snow-crusted campus for about three minutes, giving newspaper photographers and amateur lens-said. "Today, is it the helicopter!"

On each package was a small yellow stamp, reproduced from one issued in 1843 by a Hartford delivery concern, showing a runner carrying a bag. The original stamp was given to G. Fox & Co. recently by Mrs. Stern's husband, well-known local collector.

"One hundred years ago, when Fox's was founded, the runner was considered the fastest means of parcel delivery," Mr. Stern said. "Today, is it the helicopter!"

THROUGH AN APPARENT

mixup, there was no package on hand for Mrs. Charles E. Ferree, 459 Prospect Ave., West Hartford, to receive a helicopter-delivered parcel.

On each package was a small yellow stamp, reproduced from one issued in 1843 by a Hartford delivery concern, showing a runner carrying a bag. The original stamp was given to G. Fox & Co. recently by Mrs. Stern's husband, well-known local collector.

"One hundred years ago, when Fox's was founded, the runner was considered the fastest means of parcel delivery," Mr. Stern said. "Today, is it the helicopter!"

mixup, there was no package on hand for Mrs. Charles E. Ferree, 459 Prospect Ave., West Hartford, to receive a helicopter-delivered parcel.