

JULY 2004

WHOLE NUMBER 48

VOL. 12 NO. 3

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



Cover originating in San Francisco in early September 1861, reaching New York September 25, and then traveled via Prussia noted by the to Aachen/Franco marking. The final destination was Switzerland. Wells, Fargo & Co. Pony Express \$1.00 red adhesive tied by light blue running pony cancel. The 10¢ Nesbitt green entire bears two copies each of the 3¢ and 10¢ 1857 regular issue stamps. Dale-Lichtenstein sale at H.R. Harmer LLC, May 13, 2004, Lot 1517. A unique pony cover to Switzerland.

## INSIDE THIS ISSUE

TRIBUTES TO CALVET HAHN

PROOFS AND ESSAYS OF LOCAL STAMPS, PART I

BROWNE & CO.'S CITY POST OFFICE

BLOOD'S OF PHILADELPHIA – THE CONCLUSION

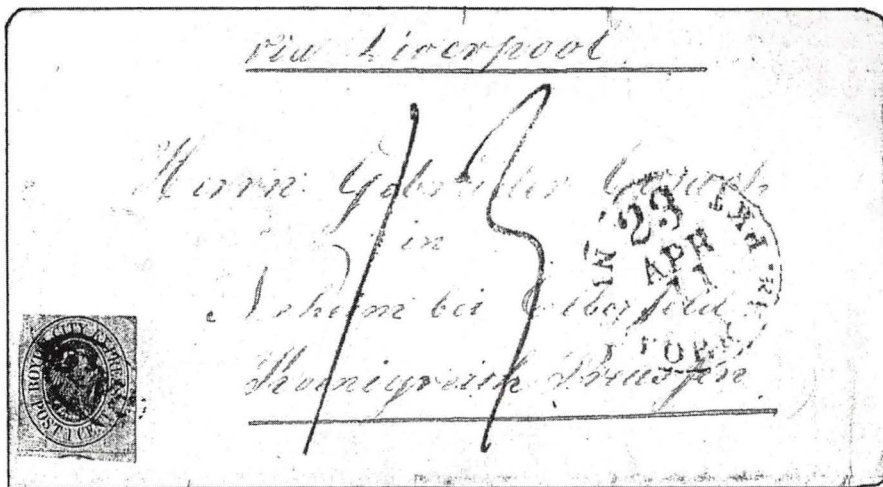
THE DWIGHT JOHNSON CORRESPONDENCE CARRIED BY WELLS' LETTER EXPRESS

EXPRESS BUSINESS: ORIGINS AND DEFINITIONS, PART V

---

---

Byron J. Sandfield  
 Major Buyer & Seller of  
 Carriers & Locals  
 For Advanced & Beginning Collectors



**PARK  
 CITIES  
 STAMPS** 6440 North Central Expressway  
 Suite 316  
 Dallas, Texas 75206  
 Phone: 214/361-4322  
[www.parkcitiesstamps.com](http://www.parkcitiesstamps.com)

Member - ASDA, APS, TSDA, ARA  
 The Carriers & Locals Society

# THE PENNY POST

VOL. 12. NO. 3



JULY 2004

2000 The Carriers and Locals Society, Inc.  
APS Affiliate 211

---

## Official Journal Of The Carriers and Locals Society

---

Published quarterly in January, April, July and October.  
Price per issue: \$10.00 for members, \$12.00 for non-members.

**Website: [www.pennypost.org](http://www.pennypost.org)**

### CONTENTS

Editor's Message .....	Page 2
List of Advertisers .....	Page 3
Honors List .....	Page 3
The Professor is Silent by Vernon Morris.....	Pages 4-5
My Mentor is Gone by John Bowman .....	Pages 6-8
Proofs and Essays of Local Stamps by Larry Lyons and John Bowman.....	Pages 9-16
Browne & Co.'s City Post Office by Larry Lyons .....	Pages 17-30
Blood's of Philadelphia by Vernon Morris .....	Pages 31-37
A Review of the recent Dale-Lichtenstein sale at H.R. Harmer LLC by Larry Lyons.....	Page 38
The Dwight Johnson Correspondence carried by Wells' Letter Express by Larry Lyons.....	Pages 47-51
Express Business: Origins and Definitions, Part V by Calvet Hahn.....	Pages 52-64

### OFFICERS OF THE SOCIETY

President: .....	John Bowman, 232 Leaf Lane, Alabaster, AL 35007 E-mail: <a href="mailto:JohnDBowman@charter.net">JohnDBowman@charter.net</a>
First Vice President: .....	Stephen Gronowski, 1039 Rudgear Rd., Walnut Creek, CA 94596
Second Vice President: .....	Byron Sandfield, 6440 N. Central Exp., Suite 316, Dallas, TX 75206
Secretary / Treasurer: .....	Martin Richardson, P.O. Box 1574, Dayton, OH 45401-1574 E-mail: <a href="mailto:MartinR362@aol.com">MartinR362@aol.com</a>
Auction Manager: .....	Alan Cohen, P.O. Box 929, New York, NY 10025

### DIRECTORS

Alan Cohen, Eric Karell, Larry Lyons, Tom Mazza, Vernon Morris,  
Martin Richardson, Bill Sammis, Byron Sandfield, Gordon Stimmell, Scott Trepel.

### EDITORIAL BOARD

Editor-in-Chief.....	Larry Lyons, 7 Brightfield Lane, Westport, CT 06880
Local Posts.....	Stephen Gronowski, 1039 Rudgear Rd., Walnut Creek, CA 94596
Carriers.....	Scott R. Trepel, 60 East 56th St., New York, NY 10022-3219
Expresses .....	Bruce Mosher, P.O. Box 33236, Indialantic, FL 32903
Fakes and Forgeries.....	John P. Halstead, 63 Southwick Drive, Orchard Park, NY 14127

Address changes should be sent to the Secretary, also back issue orders, other correspondence to the Editor-in-Chief. Reports of new items or articles should be submitted to the appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be protected but no liability attaches to an editor or the Society.

# EDITOR'S MESSAGE

By

Larry Lyons

Lots of news in the *Carriers & Locals Society*. We mourn the passing of Calvet Hahn who served as the section editor for the express section. He was also my personal friend. Over the last 4-5 years it seemed that Cal had adopted John Bowman, Vernon Morris and myself as his three protégés. He continually mentored us about different aspects of philately. Through recent conversations with John and Vern, it was clear that he spoke to each of us often and about the same subjects. It was not unusual for Cal to pop into my office and stay for a few hours. I had the privilege of giving a joint presentation with Cal to the New York chapter of the *Classics Society*. The subject was "The Local Posts of Brooklyn". Cal presented the stampless covers and I presented the adhesives on cover. We prepared the presentation together and it was very well received.

I have lots of personal stories and remembrances about Cal which I will not recount here for sentimental reasons. I attended Cal's memorial service in New York and was able to say a few words to the many collectors, dealers, relatives and friends who came to pay their respects. We do have two memorial letters for you in this issue written by John Bowman and Vernon Morris. Sincere condolences to his sister Carole and his nephew Allan.

We welcome Bruce Mosher as our new express section editor. I hope that he and his fellow express collectors can write articles for us to enjoy. This is still a very unexplored subject.

We held our sixth annual *Society* auction in June. The event was extremely successful. Thanks to all who consigned material or made purchases or both. Special thanks to Alan Cohen, our hard working Auction Manager. Please contact Alan about consigning for our December sale.

I am pleased to announce that *The Penny Post* received a gold medal at NAPEX. This was the fourth gold medal received since I became editor in January 2000. I urge you all to send in some articles so we can keep up our successful image of being the best philatelic society journal.

John Bowman and I are co-authoring an article on the proofs and essays of local stamps. Part I appears in this issue. We also have for you the conclusion of Vernon Morris' fictional piece entitled "Blood's of Philadelphia". His first part appeared in the April issue and was very well received. It is a very educational article based on real covers and real facts. Thanks Vern.

My research and study led me to the Dwight Johnson correspondence carried by Well's Letter Express. I was able to connect some of the stamps to each other and follow the string of known correspondence and draw some interesting conclusions.

Last we have Part V of Calvet Hahn's series on the express businesses. Fortunately I had edited this piece prior to his passing. This article is presented as a tribute to Calvet Hahn.

I hope that you enjoy this issue of *The Penny Post* and gain insights into different aspects of our hobby.

# HONORS LIST

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

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

Robert A. Siegel Auction Galleries, Inc.

## **Patron Member (over \$500)**

Larry Lyons

## **Sustaining Members (\$51 to \$500)**

Tom Adams	Howard Karlin
John Balfe	Lawrence LeBel
Matthew Bennett, Inc.	Vernon Morris, MD
John D. Bowman	William Steele
Walter H. Hoffmann	Scott R. Trepel

## **Contributing Members (\$50)**

C. J. Alexander	Gregory A. Hoefler	James J. Phair
James K. Avery	Jon A. Hussey	T. Lee Pomeroy II
Larry F. Ballantyne	Eric Jackson	Martin D. Richardson
David J. Beeby	Donald B. Johnstone	Charles Shreve
Steven R. Belasco	Millard H. Mack	Hubert C. Skinner
Harvey Bennett	Thomas A. Miller	Mark Stucker
Henry H. Conland	Jack E. Molesworth	Mark Taylor
Stephen L. Gronowski	John Petsco, Sr.	Herbert A. Trenchard
Kurt Gronowski		Jay M. Weiss

## **ADVERTISERS IN THIS ISSUE**

	Page
Matthew Bennett, Inc.	39
James E. Lee	40
Schuyler Rumsey Philatelic Auctions	41
Nutmeg Stamp Sales	42
Stanley Piller	43
H.R. Harmer LLC	44
Shreves Philatelic Galleries, Inc.	45
Alan E. Cohen	46
Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

# The Professor is Silent

By

Vernon R. Morris, Jr., MD

I met Cal Hahn at the Ishikawa auction in 1993. Although he sported a tie, I quickly realized he was different from the rest. Eleven years later I see him as special. His knowledge of grilled stamps and secret marks was overwhelming. It was only a few years earlier that I began collecting stamps, and had just become aware of “perfect” mint and color cancel U.S. classics. None of those dingy ratty covers that I now collect.

As I became more familiar with Cal, I asked him what he collected. “Stampless New York State” seemed rather obscure and certainly didn’t pertain to me, but I was impressed that he began with the 1942 Knapp sale buying covers for one dollar each. He was just barely a teenager turning bids in. Furthermore, I couldn’t have been more impressed by his multi-page authorship bibliography.

My phone calls to Cal lasted 1-3 hours. Should he call me they lasted 1-2 minutes. It was better to call Cal after the 11:00 pm radio news was over. He did not own a TV. Before 11 pm, he was preoccupied as a bid agent, but in the wee hours of the night he would freely share his enormous volume of knowledge including early American and world history. It was hard to get a word in sideways to keep him on the track you wanted. Many times I woke up and he was still talking.

I didn’t get to really develop a relationship with Cal until the late 1990’s when I made the great leap from stamps to postal history. I wanted something different from the general issue adhesives and turned to Carriers and Locals. I rediscovered Cal. His knowledge was incredible, especially for New York City. Although I never became embroiled in any disputes with him over Philadelphia, he possessed a penchant for questioning conventional thinking and offering plausible alternatives. I gained an appreciation that many philatelic issues will never be resolved with any certainty. Nonetheless, Cal was the consummate researcher.

Cal admired Elliot Perry. He also respected George Sloane and Herb Block. Cal was a self-proclaimed iconoclast, took on anybody, and of course, was usually begrudged. He was not on speaking terms with many philatelic giants such as Hubert Skinner.

Unfortunately, he was shunned. Except for winning the Brookman award in 1984, he was consistently overlooked for the many other awards which he truly deserved. He was bitter. He felt unappreciated. He exclaimed that he would reject certain awards and did not want them posthumously.

However, in 2000 he won the APS Luff award to be bestowed at Stampshow in Providence, R.I. To get him to Providence was no easy task. But I realized how important it was to him, so I drove him up and back. What an experience! I picked him up like a hitchhiker on the fly in Harlem at an on-off ramp of I-95. He wore a tie and joyously accepted the award. That Sunday morning he ran around the show floor like a child on Christmas morning. He felt accepted. I think he felt loved for a change.

On the ride home, we stopped at Newport and toured the Vanderbilt estate. Cal wore very old denims and an undershirt which resembled swiss cheese. For all

appearances the homeless were calling on the Vanderbilts. However, Cal was the only one in our large tour group to stump the tour guide. What a sight. He seized everyone's attention. On the drive down I-95 the opportunity presented itself for Cal to open up about his formative years, personal life, family relationships and problems.

I visited Cal in his fourth floor apartment on several occasions. No elevator. No air conditioning. No TV. The kitchen belonged in a museum. No walls, only bookcases filled with text and stamp albums. Tall heaps of paper on the floor. Chaos. The cushy armchair herniated chunks of foam. The table lampshade was torn and exposed a very bright light bulb. The bedrooms were the worst. What visitor would ever guess they were directly behind Carnegie Hall? Dick Cavett was once a downstairs neighbor. Cal's rent was negligible because it dated back to the early 1970's under the infamous rent control. Cal was quite content with this. His landlord was not happy. Cal reminded me of a dear hybrid of William Thoreau, of Walden Pond, and the legendary Elliot Perry, the fiery and bright philatelist. The "Hermit behind Carnegie Hall." But if I was ever lonely, I could always call Cal. He would talk for as long as I wanted.

A tremendous amount of Carrier and Local material has come to light recently. Meyersburg in 1997, Golden in 1999, Schwartz in 2000, Hall in 2000, Johnstone in 2002, D.K. in 2003, and Gordon John in 2003! What a field day for researchers, and of course Cal. Larry Lyons, John Bowman, and myself have taken full advantage of this opportunity to engage Cal in this pursuit. Cal was willing to be the *Penny Post* section editor of the Expresses, if I would pay his \$35 society dues. He produced enormous quantities of often rather obscure information, which if not readily usable today, is important to be in print for future reference. Cal stimulated many discussions and provoked many controversies often played out in dueling *Penny Post* articles. However the three of us would often pause and remark what a great loss Cal would be someday. Too much remaining in his brain and not yet on paper.

His points always had merit and had to be considered. Unfortunately, so much is unknown about these little companies of 150 years ago. Many controversies and theories will never be resolved with certainty. This is one reason why our field is so intriguing, trying to piece together the puzzle; solving age old riddles.

Recently Cal fractured his hip. While convalescing in the hospital, I telephoned to make sure it was alright to visit him. He answered, "I have no objection to visitors." I was at his bedside for 4 hours on Easter weekend. He seemed truly lifted by my visit. Reminded me of Providence a bit. He was reading the John Adams biography. He rambled on about the Grinnell Hawaiian stamps. They were going to cut off his telephone that day, because he didn't want to pay the five dollars a day. Since the telephone was his umbilical cord to the rest of the world, I picked up his remaining ten days. Who would think he owned 55,000 covers?

Cal was my mentor. The next week was the Dale/Lichtenstein sale of Western Express/Pony Express. I would have been on the phone with him for hours learning about this fascinating area. But he is silent. A huge loss for philately.

I miss Cal.

# My Mentor is Gone

By

John D. Bowman

I don't recall when I first began talking with Calvet M. Hahn by telephone, but I quickly learned that he was a great storehouse of knowledge on many philatelic subjects. I gradually became aware of his huge number of published articles as he told me about them and as I discovered them through the APRL. He told me he thought he had published around 800 articles. I did not know Cal for more than a few of his many years of philatelic research, and cannot appreciate, much less write about, his many accomplishments in philately. Yet, I feel obligated to jot down a few comments about my mentor to memorialize him.

Cal had a quick dry wit, he always had a quip to respond to my puns. He often took positions that were unpopular with mainstream philately, and questioned many seemingly settled issues. He was very interested in the Grinnell controversy and although he published his thoughts in 2003, he was still responding to other opinions.

Cal could, and often would, criticize almost any published article. I think editors tired of his endless diatribes and contradictions to items published in their journals, and he gradually had fewer and fewer outlets for his thoughts. Although he often thought "outside of the box," he also was guilty of not footnoting his references in his own articles. I talked with him about this more than once after I became aware that some of his statements and conclusions were not accurate and needed references so readers could independently verify or reject his interpretations and hypotheses. He finally agreed, albeit, begrudgingly.

Cal alienated himself not only from editors, but also from fellow collectors with his pointed comments about their level of scholarship and knowledge. One had to have a thick skin to sustain a relationship with him, but once Cal accepted you as a willing student, he was very generous about sharing his knowledge and performing research to check your opinions. I asked him if he would be interested in reviewing a draft of my article on Bayonne's, mainly because I knew if I published it without his input that he would have many criticisms to offer in response. Cal completely rewrote my draft. I accepted some of his changes but went on to publish it in the *Penny Post*. During the writing process, Cal told me that the article should not be published without a plating study of the stamp. He was aware that no multiples existed, but insisted that I had the skills to do it. I complained to no avail. So, I delayed sending in the article while I retrieved every auction catalog that had photographs of the stamp. I scanned them all and enlarged them to full page size. I studied them for hours, and discovered two previously unreported double transfers, but could make no headway on plating. I called him to tell him that I could not do it, and he was most disappointed in me, and said I should not publish the article at all. I told him I was going to anyway and offered to send him all my blow-ups of the stamps for him to work on. He agreed. The article was published and Cal continued to complain about its lack of plating. Nonetheless, Cal was also unable to plate the stamp, although his comments about it in the New York chapter of the USPCS did not reflect my efforts, except for an acknowledgment of my discovery of the double



transfers. I realized that Cal's main criticism was that I was merely reporting what had already been published in the philatelic literature and auction catalogs. I tried to convince him that Mitchell's and others' articles from the nineteenth century just were not available to the average collector and needed to be reviewed, but I think he trivialized this point because he was very familiar with all the old literature, and assumed anyone else could do the same with some effort.

That's the way Cal was. He often wanted to be viewed as the discoverer of new knowledge about stamps, and on occasion threatened to sue people if they published information that he believed he had developed himself. He claimed to copyright every article he wrote, as though that would prevent others from using ideas or information he had published.

After knowing Cal only through telephone conversations for a couple of years, and having received his invitations to visit his apartment to learn more about subjects that we discussed, I decided to visit him in December of 2002. I planned to do some research at the Siegel Auction galleries and also attend auctions that week. I knew that staying at a nearby Manhattan hotel would cost more each night than Cal's monthly rent, yet, I was a bit apprehensive about staying with him for an entire week, so I asked Scott Trepel about that. He immediately responded, "It depends on how much you value your sanity." With that in mind, I decided to stay with Cal.

It was like living with your most critical parent. I could do nothing right that week. During my stay with Cal, I learned that he lived like a pauper in order to spend every spare cent on covers. He thought this was completely logical, and suggested I learn to do the same.

The bookshelves in Cal's apartment lined most every room from bottom to top. They were bent with the weight of their contents. I feared for our lives should a tremor strike the city. On these bookshelves were countless volumes of books, auction catalogs, and the like. Opening a volume, I found both covers and photocopies of covers. The valuable originals were in his bank vault, he said. Regarding my own special interest, Boyd's, I noticed he not only had some rare stampless items but also some early or earliest usages. He also had annotated his pages with dates of use of other covers known to him from auctions or other sources. I have no clue how Cal was able to recall where he kept information when he needed it, but he seemed to be able to retrieve his notes and records on almost every subject without much trouble.

At night, Cal walked me all over Manhattan. One night I took him to dinner at a bar and grill that had been there since he first moved to the city, and he seemed to really enjoy it. On our walking tours, he gave me a lot of the history of the city and its residents. He knew which apartment Marilyn Monroe lived in and pointed it out to me.

On one night of walking, I decided to invite Cal to ask Larry Lyons about assuming the section editorship for expresses in the *Penny Post*. He was intrigued and favorable, but wanted complete control. I insisted that Larry was Editor-in-Chief and would always have the final word on publishing, and he finally relented. I also told him that he would have to become a member of the *Society* to hold this position, and that he had to learn to become a team player. He refused to spend the money to join the society, saying that he already got the journal because he was an author. Later that night, Vern Morris called Cal's apartment, and when I talked to

him Vern immediately said he would pay for Cal's membership. But Cal's term as section editor became rocky at times; he wanted to review every article regardless of subject before it was published, take time to research and comment on it, and ask the authors to make the appropriate revisions. I told him this was beyond the scope of his duties, and would delay things too long for timely publication. More than once, he threatened to quit his membership and require us to remove all material on our website associated with him; yet, I managed to talk him out of doing that. He complained about the job I was doing as President, the job Larry was doing as Editor-in-Chief and the job Marty was doing as Secretary-Treasurer and webmaster, as well as the articles our authors submitted. He did not seem to accept the fact that our *Society*, like most, depended on volunteers to do the work, and that we needed to nurture and thank them rather than criticize or threaten them.

Cal was a misfit by intention. He did not act as though he cared what others thought about him, but I believe that in fact he was bitter about not being widely acknowledged for his accomplishments. That he was lonely is attested by the fact that he always had hours to chat with me about various subjects that he was working on. I just had to be careful not to interrupt his planned weekly viewing of "The West Wing" on TV, his nightly National Public Radio news at 11:00 p.m., or his dinner. Actually, he did not mind my calling during dinner, because he complained about it but would not let me hang up to call later.

Cal was technologically challenged. He did have a computer, fax machine and color copier, all gifts from his friends. I tried to teach him some more word processing skills during my visit, but he found it difficult. Cal has published part of his planned multi-part series on the history of the express posts in the US in the *Penny Post*, and I believe the rest is on his hard drive. His next project in this area, he told me the week that he died, was a major piece on the history of the Adams Express Company.

Contrary to what Vern Morris said in his article in this issue, Cal did own a TV and a VCR. I spent several hours trying to make these work, but could not. To watch his favorite and only TV show, "The West Wing," Cal would go to an apartment that he was paid to keep up while its owner was out of the country.

Cal was a great host. I had free run to view any of his albums and books. I was allowed to photocopy anything I wanted, but I had to use the lightest mode to minimize the drain on his ink cartridges, and I had to use both sides of the paper.

Cal always told me he collected covers, not stamps, yet he owned stamps and wrote about them. He was interested in everything from the colors of the 1847 five cent issue to the Hawaiian Grinnell's. He taught me more than I could retain, and became aggravated when I could not always recall details of things he had already told me once. Yet, he constantly believed that I was a better philatelist than I gave myself credit for.

Calvet M. Hahn was demanding, opinionated, blunt, offensive, defensive, paranoid and yet self-assured. He took me under his wing and tried his best to teach me new things and new ways of doing philatelic research. While I sometimes disagreed with his conclusions as well as his methods, we always talked openly about these things, and he only hung up the phone on me once or twice in disgust. That was the Cal I knew.

# Proofs and Essays of Local Stamps

## Part I

By

Larry Lyons and John Bowman

As far as we know there has never been an article identifying the proofs and essays of local stamps. Much of the material reported in this article has not been previously recorded. The 2004 *Scott Specialized Catalogue* is woefully lacking in this area and has only a single listing.<sup>1</sup> This article is intended to provide the information for the *Scott Catalogue* to be updated. There is very scant information on proofs and essays of local stamps so we encourage our readers to write to the editor of any knowledge of items which are not covered in this article.

Before getting started on the stamp descriptions a brief explanation and definition of terms is to be reviewed.

### Definitions

An essay is a stamp design that was not adopted for use. If some aspect of the design changed before the final design was used for printing the issued stamp then the early design is an essay. If the design does not change and the issued design is tested on card, india or bond paper in the issued color, these would be proofs (P) of the issued stamp. If the issued design is tested in colors other than the issued color these would be trial colors (TC). Currently the Scott catalog lists proofs and trial colors separately, although in some cases the issued color or proof was printed at the same time and on the same paper type as the trial colors.

The above are standard definitions followed by students of philately. Let us look at some other possibilities which stray from the norm.

If the plate is resurrected at a later date and a proof is printed, this we would describe as a late proof. It would be sufficient to provide the year date for the reader to understand that the item was printed later. Sometimes these are referred to in the literature as reprint proofs. If a change was made to the die, the resulting proof would be a hybrid proof. The same is true of trial colors printed at a later date. Usually the die is scratched, defaced or worn when it is used many years later and the images are easily identified as late productions.

If a new essay is made of a stamp design at a later date this could be considered a late essay or a reprint essay.

It should also be noted that the *Scott Catalogue* lists some items under the locals section that some experts believe may be essays or trial color proofs. We will not review these items.

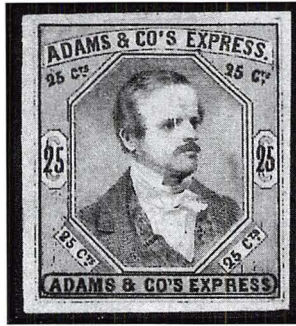
We will now present to you the proofs and essays of local stamps.

### Adam's & Co.'s Express (1L6P3)

Examination of the stamp indicates that it is a proof on india paper. The stamp has a PSE certificate number 47500 issued January 11, 2001. The authors believe it to be unique. See **Figure 1**.

---

<sup>1</sup> 2004 *Scott Specialized Catalogue*, page 619.



**Figure 1. Adam's & Co.'s Express (1L6P3).  
A small proof on india paper.**

### **American Letter Mail Co.**

Several proof and trial color items exist for the American Letter Mail Company. The eagle was engraved by Durand, Perkins & Co. and the die was purchased by Rawdon, Wright, Hatch & Edson. It is possible that this company printed 5L1. The first proofs were made in 1844. There are several known sheets of the issued stamp. These are printed as 5 x 4 subjects in panes of 20.

Of interest is a column in the *Philatelic Journal of America* from 1888 which commented on a note from the *American Philatelist*.<sup>2</sup> This column is reproduced in its entirety:

Next in size and importance to Hale & Co., ranks the American Letter Mail.

By whom this concern was operated, I have never been able to discover. Its establishment probably dated from the year 1843, being brought into existence, as were, in fact, all the other companies of this class, by the immense success of Hale & Co., as rivals of the Government mails.

It is evident that the company was backed by an ample capital, as it was successful from the first, and covered large routes, which must have cost a large sum to open. These routes were much the same as those of Hale & Co.

The stamps of the first type are from a steel engraved plate, still in possession, I think, of a prominent Bank Note Co.

Proofs are often met with in vermilion, brown, blue and yellow. I believe that many of the stamps now offered for sale, of this type – in fact, all unused ones in the hands of dealers – are reprints. Original specimens which have passed through my hands, on original letters, have always been printed on *parchment*; unused copies that have come to my notice are always on crisp bank-note paper – a poor substitute for the material on which all originals that I have ever seen were impressed.

Unused sheets of these stamps can be obtained at a very low price. My advice is, to *let unused ones alone*. – W. W. Thomas in *American Philatelist*.

The writer seems to depend on Coster's work for his information regarding the history of the local posts.

It is well known historical fact that Lysander Spooner established this post, January 23, 1844.

The balance of his remarks display ignorance of the stamps or an utter disregard of facts. The plate is not in the hands of any Bank Note Company, nor have the stamps ever been reprinted. The plate together with the remainder recently came into the possession of Mr. E. A. Holton, from the estate of Lysander Spooner. This will

<sup>2</sup> Anon. *Philatelic Journal of America*, Vol. IV, No. 8, Whole No. 44, August 1888, pages 217-8.

account for the unused specimens recently put on the market. The plate is damaged so that it would be impossible to reprint a complete sheet and as the remainders in Mr. Holton's possession are in complete sheets it is proof that they have not been reprinted.

Richard Schwartz noted that in 1887, Boston stamp dealer E. A. Holton, obtained the original plate from the estate of Lysander Spooner.<sup>3</sup> Holton stated that the plate was so badly corroded that a full sheet of 20 could not be printed from it. Nonetheless, Schwartz notes that, in 1887 he made a trial printing. A sheet from that printing exists, on soft white paper 6 to 6.5 mils thick. It shows the corrosion damage along the upper left margin and in scattered places in the pane itself. Position 7 shows a plate bruise across the rock on which the eagle stands. The plate was cleaned to some degree, and reprints were made in deep black on white paper approximately 2.5 mils thick. This paper is watermarked OLD HAMPSHIRE BOND USA, a watermark not used earlier than the second half of 1895.

Schwartz also notes that in 1933 the Frank P. Brown Stamp Company of Boston printed a quantity of sheets in six colors: magenta, yellow orange, ultramarine, apple green, orange, and light vermillion and marketed them to stamp dealers as "trial color proofs from the original plate." Also offered were the stamps mounted in sets of the six colors. Early sets bore a rubber-stamped "proof" on the back of each stamp. Schwartz stated that in 1934 the Brown Company failed, and the remaining proof sets and plate were to be sold. The whereabouts of the plate are unknown today.<sup>4</sup>

Schwartz noted that a modern facsimile, lithographed, occurs in black, green, purple, yellow and red on stiff yellowish-white paper, accurately resembling the original stamp but with poor detail. It came from a single-subject stone, not the full 20-subject original plate, so it is not a true reprint, but a facsimile. In fact, "Facsimile 1974" is handstamped on the reverse of each stamp.

No doubt Richard Schwartz had a draft of the Hall-Perry manuscript, which contains even more information. For the readers' benefit, the text is reproduced entirely:

Two proofs in the George Sloane collection appeared to be die proofs, or if not they had been printed from a plate containing only a single impression. Both proofs were unmounted, one printed in black on India paper, the other in bright green on bond. They exist also in grayish blue, vermillion, and olive brown. Mounted proofs in black, vermillion, brown and green on light India paper have also been seen. All were printed after the die or single impression had become scratched; fine lines are visible along the top and left side. Who printed these proofs and when is not known.

It had been said by Spooner that when he left the American Letter Mail Company he did so because his money was gone. At his leaving he took with him the plate used for printing the Type 1 stamp and with it either a good supply of printed stamps or an unused supply of stamp paper.

During the 1860's, when the first of the remainders and imitations came on the market, an opportunity was presented to Spooner to regain a small portion of the money

---

<sup>3</sup> Schwartz, Richard. The Forgeries of American Letter Mail Company. *The Penny Post*, Vol. 3, No. 4, October 1993, pages 32-35.

<sup>4</sup> Donald Patton noted in his series of articles in *The Philatelist* that the reprints were printed on very white wove paper in chocolate brown, rose red, bright green, orange, blue, and mauve purple. The discrepancies in color descriptions are noteworthy.

which he had lost. He or someone else placed enough remainders or reprints on the market to debase to this day the value of this stamp. They were evidently introduced so quietly that their arrival caused little or no stir, as it was not until some time after 1880 that the philatelic press became aware that a distribution of remainders had taken place.

In 1887 a Boston stamp dealer, E. A. Holton, traced a recent sale of a sheet of a Type 1 stamp to the Boston Historical Society and found that the seller was the executor of the estate of Lysander Spooner. The executor had the original plate and a small quantity of sheets. Holton stated that by now the plate was so badly corroded that a full sheet could not be printed from it. He purchased the stamps but said nothing about the plate. The above statements appear in a handbill dated July 1, 1887 in which Holton offered to sell the better panes of stamps to historical societies and libraries for \$5 and individual stamps to collectors for 50c.

If Holton had not acquired the plate in 1887, he must have done so before 1895 as in that year he tried a trial printing from the corroded plate on soft paper 6 to 6.5 mils thick. In a Harmer Rooke sale October 1952 a sheet of black on soft white paper was sold. Pencil on the back was "E. A. Holton 1895." The sheet clearly showed corrosion damage to the plate.

After an attempt was made to clean the plate, an action only partially successful, reprints were made. No statement has been found of the quantity printed. The ink was a deep black on paper approximately 2.5 mils thick. The paper is watermarked OLD HAMPSHIRE BOND USA, a watermark not used earlier than the second half of 1895.

The December 1, 1906 issue of "Mekeel's" carried an advertisement of the Holton Stamp Company referring to an earlier announcement of Holton's retirement from the stamp business. The entire stock, catalog value \$50,000, was to be sold at auction in Boston by B. L. Drew and Company. No mention was made of remainders or of the American Letter Mail plate.

The plate next appeared when the Frank P. Brown Stamp Company printed a quantity of sheets in colors in 1933 and in 1934 advertised them to stamp dealers as "trial color proofs from the original plate." They were offered as sets at wholesale rates: "10 sets \$1, 25 sets \$2, 50 sets \$3, 100 sets \$5...a few larger quantities are available; prices on request." A "proof" in magenta, yellow brown, ultramarine, apple green, orange, and light vermilion comprised a set. They were also offered retail at six sheets for \$2.

Individual stamps from the "trial color proofs" were also sold in sets of the six colors mounted on small sheets with the stamps outlined in black. Each stamp in the first sets to be sold were rubber stamped "proof" on the reverse. Later sets omitted this marking and some sets appeared on sheets that differed slightly in size and type face.

On November 24, 1934 the following advertisement appeared in "Stamps": "American Letter Mail Plate and Proofs. The entire remaining stock of about 27,000 sets and the original plate of the American Letter Mail Company were withdrawn from the Receiver's sale of the Frank P. Brown Co. The undersigned will receive offers for these two items until December 20, 1934. A sample sheet of the proofs will be furnished interested parties against references. The above constitutes a splendid opportunity for a dealer with either a wholesale or retail outlet. Brayton Morton, Receiver. Frank P. Brown Co., 20 Kilby Street, Boston, Mass."

For sixty one years the plate lay dormant, surfacing in 1995 as an inconspicuous lot in a West Coast auction. It is now owned by a collector of independent mails who has vowed to retire it forever.

### **Original Proofs 5L1TC2**

1. A die proof on india with die control number 25874 printed under the stamp image is known. The size is 21 x 27 mm and is pasted to a tan piece of paper measuring 36 x 56 mm. This was sold at Siegel's, May 6, 1997 Lot 270. The color is black. See **Figure 2**.
2. A second die proof on india is known. It has a PF certificate number 0212493 dated August 16, 1989. This item was sold at a William Fox sale, September 8-9, 1990 Lot 673. It was previously sold at a Kaufman sale, May 13, 1989 Lot 766. It received the authenticity certificate after the earlier sale. This proof was owned by Franz, Herman and appeared in the sale of his collection at J.C. Morgenthau, June 8, 1921, Lot 533.
3. Proofs in black on white india paper, and in bright green, grayish blue, vermilion and olive brown on bond paper are known. The proofs on india are 30 x 28 mm. The mounting card is 37 x 57 mm. Mounted proofs in black, vermilion, brown and green on light india paper have also been seen.



**Figure 2. American Letter Mail Co. (5L1TC2)  
A die proof on india paper. (Compliments of Stanley Piller)**

### **1895 Proofs 5L1P4 var (Pane of 20)**

1. These are in black on a large die sunk card. The card is 8 1/2" x 11" (212 x 274 mm) and the die sinkage is 136 x 106 mm. The card is glazed. These are scarce. Two of these proofs appeared in the Siegel sale (Gordon N. John), November 14, 2003, Lot 2086. These previously were in a Siegel sale, March 28-29, 2000, Lot 127. One proof card was described as having a pencil notation "from plate in '95)". This was described in Siegel sale, March 6-8, 1968, Lot 2050. Another proof card appeared in the Golden sale, Siegel's, November 15-17, 1999, Lot 450. It is unknown if the following three auction records of sales of proof cards represent different items from the three seen more recently. The earlier auction records are Suburban, November 15, 1997, Lot 342 where the card is described as glazed. Weiss sale, January 7, 1997, Lot 1061 and Weiss sale, May 25, 1991, Lot 806.

### **1888 Reprint Trial Colors 5L1TC3**

These were printed on India in five colors. The colors were black, brown, dull blue, green and dull red. The auction records show items sold at Siegel's, March 6-7, 2001, Lots 687 and 688. Also at Siegel's, May 12-14, 1966, Lots 1327-9. A slate blue trial color on India of size 29 x 30 mm. was sold at a John Fox sale, January 5, 1966. An olive brown trial color on India of size 29 x 28mm. was sold at a John Fox sale, January 5, 1966, Lot 1201. A black trial color (described as a proof) on India of size 38 x 41 mm. was sold at Suburban, May 11, 1991, Lot 248. "Printer's waste" panes have been noted being mis-cut and double printed.

### **1933 Reprint Trial Colors 5L1TC**

These are on bond paper. The pane of 20 (5x4) is a sheet of size 5 1/8" x 5 1/2" (128 x 137 mm). These exist in great numbers. The colors are red, brown, blue, orange, magenta and green. Many have the word "proof" handstamped on the reverse. The six individual stamps can be found hinge mounted on a card which has printed at the top "American Letter Mail" and "Trial Color Proofs" at the bottom. These sets were offered by a dealer named T.K. Barker & Company in San Francisco at a price of 25¢ per set. He evidently got these from Frank P. Brown & Co. who printed them in Boston in 1932 or 1933. Frank P. Brown & Co. offered the same items in Boston in 1933-4. In 1934 Frank Brown advertised to sell his remaining stock of 27,000 sets. Some stamps show plate wear. See **Figure 3**.



**Figure 3. 1933 Reprint Trial Colors 5L1TC**

**The colors are red, brown, blue, orange, magenta and green.  
The word "proof" may be handstamped on the back.  
The six stamps can be found hinge mounted on a card.  
The four stamps shown above show plate wear.**

### **Blood's Penny Post, The Henry Clay Stamp**

This design was created by the engraver, Drapper, Welsh & Co., in Philadelphia in 1855 when the Blood's Penny Post was acquired by the general manager, Charles Kochersperger after Daniel O. Blood had died.

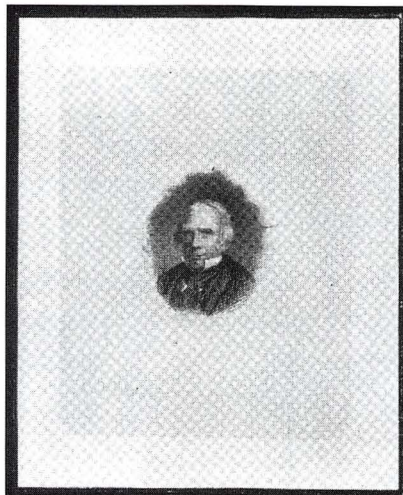
The essay has "Philadelphia" spelled out with a dash before and after "Blood's. Penny Post." The issued stamp has Philadelphia abbreviated as "PHILADA" with the final "A" being very small with a period underneath. On the issued stamp the upper and lower inscriptions are separated at either side by an eight-pointed white star with a black center.

Trial color essays exist on india paper and trial color proofs exist on wove stamp paper. All of the trial colors and essays were presumably created in 1855 before the stamps were issued. A summary of the known items is as follows:



### **Vignette only 15L18-V**

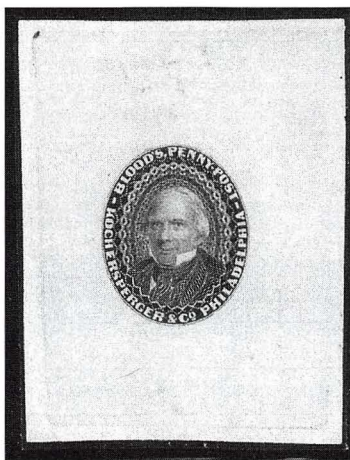
This was printed on india and mounted on card. It is unique. The auction record is from a Siegel sale, May 12-14, 1966, Lot 1349. This reappeared in the Robson Lowe sale, September 10, 1981, Lot 760. See **Figure 4**.



**Figure 4.** An india proof mounted on card of the vignette only for the Henry Clay stamp. Blood's was under the ownership of Charles Kochersperger in 1855.

### **Large Die Essay on card 15L18E1**

The essay was printed on india paper and was mounted on a die sunk card. The card size is 43 x 57mm and the die sinkage measures 39 x 53 mm. The known color is green and this is believed to be unique. The auction record is Siegel sale, May 12-14, 1966, Lot 1351. This item recently transacted privately. See **Figure 5**.



**Figure 5.** A large die essay on india paper and mounted on a die sunk card. The color is green. The essay has "Philadelphia" spelled out with a dash before and after "Blood's Penny Post".

### Large Die Essay on India 15L18E2

The authors have not examined this item but it is in the literature. A red essay on india has been noted. It is Blood's Clay stamp.

### Small Die Essays 15L18E

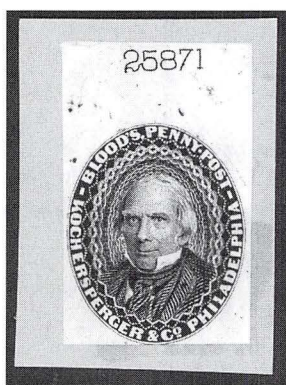
These were printed on white wove paper in the following colors: Black, green, blue, red and brown.<sup>5</sup> These are engraved stamps.

### Plate Proofs 15L18

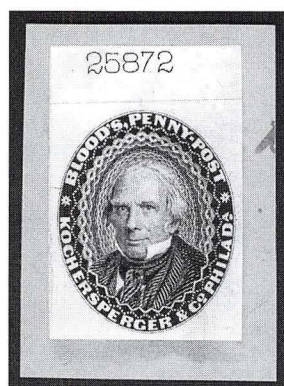
The proof design was engraved on white wove paper, both thick and thin, sometimes gummed. Frame lines have been added.<sup>6</sup>

### Numbered Proof and Numbered Essay

The two items shown in **Figure 6** are numbered and mounted on paper.

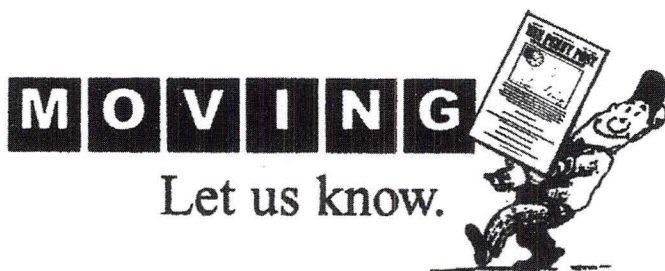


Numbered Essay



Numbered Proof

**Figure 6.** Previously not seen numbered items. This information is provided compliments of Eric Jackson.



<sup>5</sup> *Lyons Identifier*, Larry Lyons, 1998, p. 132.

<sup>6</sup> *Lyons Identifier*, Larry Lyons, 1998, p. 133.

# Browne & Co.'s City Post Office

By  
Larry Lyons

This local post operated in Cincinnati, Ohio beginning in 1852. Browne advertised the opening of his business with an ad on April 15, 1852. See **Figure 1**. I will pinpoint the beginning and end dates later in this article. The post was established by John W.S. Browne for local delivery from and collection to the post office. An error was made in the spelling of the proprietors name on the one-cent stamp. The one-cent stamp reads "Brown & Co.'s" and the two-cent stamp has the correct "Browne & Co.'s" name. How do we know that this wasn't two different posts? The answer is in the handstamped cancels. A few one-cent stamps are tied on covers with "Browne & Co City Post/PAID" handstamps. See **Figure 2**.

## "City Post" handstamp

One cancel found often on both one-cent and stampless covers is "City Post" in a circle with a star at the bottom. See **Figure 3**. It is due to covers like the one shown in **Figure 3** that allowed previous students to associate this cancel with the Browne & Co.'s City Post.

Is there a specific time frame for which the "City Post" circular handstamp can be attributed? I was able to find nine one-cent covers with the "City Post" handstamp and two stampless covers. The period of usage based on these eleven covers is from May 29, 1852 to May 2, 1853.

**BROWNE'S CITY POST**  
IS NOW in complete operation, and affords a cheap and speedy means of intercourse between all parts of the CITY and to the Postoffice.  
There are three deliveries of Letters a day, viz :  
**COLLECTIONS.**  
Letters posted before the undermentioned hours :  
8 A. M.,  
12 at noon,  
4 P. M.  
**DELIVERY.**  
Will be delivered by 12 at noon,  
4 P. M.,  
9 o'clock next morning,  
unless intended for the Postoffice, where they will be dispatched in time for the mail the same evening.  
*No letters will be dropped in the Postoffice unless pre-paid.*  
**POSTAGE ONE CENT!**  
All letters must be pre-paid by BROWNE'S City Post Stamps, or they will be advertised and charged double! and no money or valuable whatever will be transmitted unless booked at the Central office and paid for in proportion to the risk incurred.  
Business Circulars and Accounts will be distributed on very moderate terms.  
Boxes are put up at the corners of the principal streets in the city, but for lists of receiving houses and further information, apply at the central office, southeast corner of Third and Sycamore streets. ap15-1m

Figure 1. Browne advertisement, April 15, 1852.  
See Pat Paragraphs. (Compliments of John D. Bowman.)



Figure 2. One-cent Brown & Co.'s adhesive tied on cover by Browne & Co.'s City Post/PAID handstamp.  
Christie's sale, October 26, 1990, Lot 1156.



Figure 3. Browne & Co.'s "City Post" handstamp.  
Hall sale, Siegel's, November 13-14, 2000, Lot 518.

### **“Browne’s City Post/PAID” handstamp**

I was able to find this handstamp on five one-cent stamped covers, four two-cent stamped covers and two stampless covers. Based on these eleven covers the period of usage is from May 20, 1853 to February 15 (or 20), 1854.

It is apparent that the “Browne’s City Post/PAID” handstamp followed the “City Post” handstamp with seemingly no overlap.

### **“A. J. M. Browne” handstamp**

There is evidence that another member of the Browne family other than John W.S. Browne worked at and was instrumental at Browne & Co.’s. The A.J.M. Browne handstamp can be found on a June 1852 issue of the Western Horticultural Review. This item can be seen in Lot 849 of the Golden sale held at Siegel’s November 15-17, 1999. It is ex. Hollowbush. How do we link this to Browne & Co.’s? The answer is found on a cover to Miss Lizzie Frey, care of Wm. Frey, Esq., near Marion, Indiana. This cover also has the one-cent Brown & Co.’s stamp tied by the “City Post” handstamp. The US 3¢ 1851 stamp is tied by a Cincinnati cds and the “City Post/A.J.M. Browne” circular handstamp is on the cover at the bottom left. See **Figure 4**. This is how the linking of the cancels is confirmed.



**Figure 4. One-cent Brown & Co.’s adhesive tied by “City Post” handstamp. The “City Post/A. J. M. Browne” circular handstamp appears at the bottom left.**

**Robson Lowe, March 1, 1973, Lot 1609**

*THE PENNY POST / Vol. 12 No. 3 / July 2004*

### Cincinnati circular datestamps

Many to-the-mails covers do not have handstamps from Browne & Co.'s. They can be found with the Browne & Co.'s adhesive tied by Cincinnati circular datestamps.

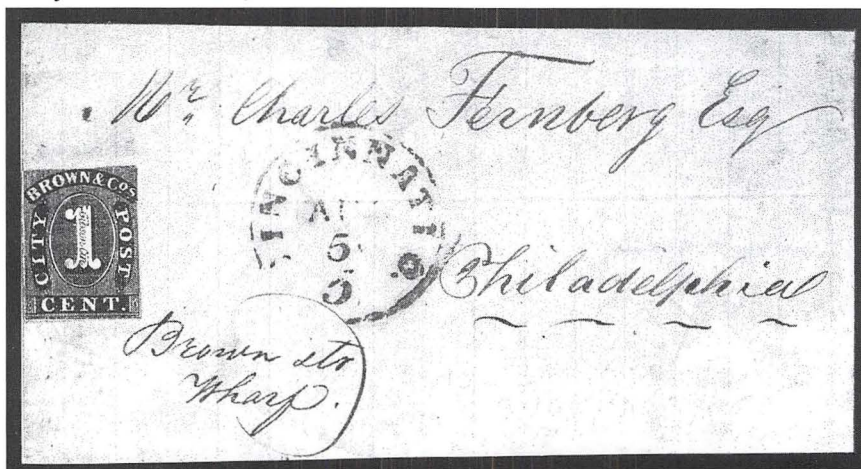
The Cincinnati datestamps on Browne & Co.'s letters fall into three main types. One type has "Cincinnati.O." all together with a large space at the bottom. The second main type has "Cincinnati" with the "O." centered at the bottom.

The first type datestamp with "Cincinnati.O." was used for a period of time over which it first got dents and then showed breaks in the outer circle. A new datestamp with the same configuration then appears with a very clean clear datestamp. Overall I was able to find a usage period of May 29, 1852 to June 2, 1854. The new clear handstamp seems to appear about May 26, 1853. This analysis is based on sixteen covers.

The second type of Cincinnati datestamp has the "O." centered at the bottom. The range of usage period for this handstamp on Browne & Co.'s covers is May 20, 1853 to January 19, 1854. This second type with the "O." centered isn't found until 1853 according to the *American Stampless Cover Catalog*<sup>1</sup>.

Another type of Cincinnati datestamp has a "5" centered at the bottom.

If the U.S. government postage stamp is not on the envelope you will find that the Cincinnati circular datestamp will contain the amount paid to the post office at the bottom center of the cds. See **Figure 5**. For out of town mail one can also find "3 PAID" at the bottom of the cds in lieu of a 3¢ U.S. 1851 stamp. The Golden sale, Lot 843 shows a one-cent Brown & Co. adhesive on a transatlantic cover to London, England. The notations on that cover are ms. "24" unpaid rate and a handstamped "21" New York Exchange office debit handstamp, "1/-" ms due in England. Two transatlantic covers from the same correspondence are known handled by Browne & Co., in Cincinnati.



**Figure 5.** Cover dated August 5, 1853 to Mr. Charles Fernberg, Esq. Michael E. Aldrich, December 2, 2000, Lot 791. Carrier and Local Auction, June 14, 2004, Lot 83.

<sup>1</sup> American Stampless Cover Catalog, David G. Phillips, Volume I, page 311.

There are six Browne & Co.'s covers with the "5" cent stamped in the datestamp.

There is one Browne & Co.'s cover with a "1" stamped in the datestamp. This cover will be discussed in this article.

### Clarification

I want to explain some of the thinking that went into year dating the Browne & Co.'s covers.

One oddball is a recently appearing cover addressed to the Commissioner of Pensions in Washington, D.C. This cover has a two-cent Browne & Co.'s adhesive. It is listed in my census as item 8 in the two-cent listing. This cover was shown as lot 1604 in the Siegel sale of December 17-19, 2001. The Cincinnati "5" datestamp is February 24. I suspected that this should be 1853 or 1854. What confuses the process is docketing at the left that says "NY Dec 52". This must have been noted long before the cover traveled out of this envelope to Cincinnati. The cover was taken to the post office in Cincinnati by Browne & Co.'s and is addressed to Washington, D.C. the "5" in the Cincinnati cds is crossed out in pen and the word "FREE" is written in manuscript at the top. When I checked the records at the Philatelic Foundation I found this cover had been certified more than 50 years ago. The picture at the Philatelic Foundation showed pencil docketing of registry on February 20, 1854. My suspicion was confirmed and this cover can be attributed to 1854.

### Another clarification

The cover to Timothy Kirby has a May 29 datestamp with a "1 PAID" in the blue cds. This cover is census number 1 in the two-cent Browne & Co.'s listings. The "1 PAID" is only known 1852-1853 according to the *American Stampless Cover Catalog*. The "Browne's City Post/PAID" cancel on this cover is known from May 20, 1853 to February 15, 1854, therefore by reasoning this May 29<sup>th</sup> cover should be 1853.

### Correspondence

There are four letters addressed to Mr. Charles Fernberg, Esq. in Philadelphia. These are as follows:

	<u>Census#</u>	<u>Date</u>
1¢	6	June 2 (1852 or 1853)
1¢	10	November 15, 1852
1¢	23	August 5, 1853
2¢	12	July 4, 1854

There are two covers to Mr. Anderson in London, England

	<u>Census#</u>	<u>Date</u>
1¢	1	May 29, 1852
1¢	8	August 17, 1852

There are three covers to Miss Catherine A. Morehead in Moreheadville, PA. All three are carpenters corner cards.

	<u>Census#</u>	<u>Date</u>
1¢	2	May 31, 1852
1¢	11	December 7, (Probably 1852)
1¢	26	October 20 (?), 1853

There are two covers to Thomas Means, Esq. Centreville, Indiana.

	<u>Census#</u>	<u>Date</u>
1¢	17	April 23 (possibly 1852 or 1853)
2¢	6	November 4, 1853

There are two covers to Ross in Ohio.

	<u>Census#</u>	<u>Date</u>
1¢	9	October 16 (1852 or 1853)
2¢	33	September 13 (1852 or 1853)

### **Conclusions**

My census records 33 covers with the one-cent Browne & Co.'s adhesive and 15 with the two-cent adhesive. The earliest cover usage is May 29, 1852 and the latest cover usage is July 4, 1854. The one-cent stamps seem to have been used from May 29, 1852 until October 20, 1853. The two-cent stamps on cover mostly have usages from September 7, 1853 to July 4, 1854. This range excludes the two-cent census #1 cover which has been hypothesized as May 29, 1853 but may possibly be May 29, 1854. This is the Timothy Kirby cover discussed above with the "1 PAID" in the Cincinnati cds. The two-cent census #2 is dated July 6, 1853 and would be earlier than the range stated above. This cover has never been expertized and hasn't been seen in 31 years. This cover helps to fill the gap in the early covers.

A vertical pair of the one-cent Brown & Co.'s exists as does a horizontal pair of the two-cent Browne & Co.'s. Both were in the Boker collection.



## **Browne & Co. 1¢ Covers recorded (29L1)**

1. Mr. Anderson, London, England  
May 29, 1852 received June 14, 1852 1¢ at BL  
#11 at TR "5" cancel 1993 PF 272, 256  
John Fox, March 31, 1961, Lot 601  
Siegel's, December 9-12, 1969, Lot 1147  
Siegel's, March 5, 1993, Lot 361  
Kelleher, March 15-16, 1994, Lot 1427  
Siegel's, March 26, 1996, Lot 211  
Siegel's, May 9, 1998, Lot 100  
Siegel's, April 27, 1990, Lot 424
2. Mrs. Catherine Morehead, Moreheadville, PA  
May 31, 1852 Brownish carmine #11 & 1¢ tied  
Carpenters corner card  
Caspary, Harmers, March 20, 1957, Lot 664  
Siegel's, June 4, 1970, Lot 426  
Christie's, June 14, 1989, Lot 2926 (#11 described as #10)  
PF 211,406
3. \_\_\_\_\_ Paterson, N.J.  
May 31, (probably 1852) #11 tied by cds, damaged 1¢ tied by Black "CITY  
POST"  
Knapp, May 6, 1941, Lot 1143  
Golden, Siegel's, November 15-17, 1999, Lot 846
4. S. Galloway, Esq., Columbus, Ohio  
June 4, 1852, FL 1¢ tied by CITY POST, 3¢ tied by cds.  
David Phillips, July 27, 1996, Lot 996  
Meyersburg, Siegel's, June 25, 1997, Lot 147
5. A. Miller, Esq. PA  
June 15, (probably 1852) 1¢ upside down at TR #11 at TL both tied,  
Additional CITY POST cancel  
Harmer Rooke, July 1, 1958, Lot 290  
Corinphila, December 5, 1960, Lot 4427  
Siegel's, March 25, 1993, Lot 362
6. Mr. Charles Fernberg, Esq. Philadelphia  
June 2, (1852 or 1853)  
City Post cancel tied  
Cincinnati O. 5¢ cds.  
PF 109, 556

7. Miss Lizzie Fry, care of Wm. Frey, Esq. near Marrion, Indiana  
 August 7, (probably 1852) cds ties #11  
 "CITY POST AJM BROWNE" by itself, 1¢ tied  
 Siegel's, October 22-25, 1968, Lot 880  
 Robson Lowe, March 1, 1973, Lot 1609
  
8. Mr. Anderson, Dalston London, England  
 August 17, 1852, received September 2, 1852 #11 at TR  
 City Post cancel  
 Sotheby's, October 30, 1979, Lot 361  
 Golden, Siegel's, November 15-17, 1999, Lot 843  
 Ex. Brown PF 349,326
  
9. \_\_\_\_\_ Ross, Ohio  
 October 16, (1852 or 1853) signed CJP (Chas. J. Phillips) and E. Perry  
 Wiltsee, Harmer Rooke, November 19, 1946  
 Siegel's, May 12-14, 1966, Lot 1379  
 Hollowbush, John Fox, July 8, 1966, Lot 634
  
10. Mr. Charles Fernberg Philadelphia  
 November 16, 1852 Tied  
 Harmer Rooke, March 6-7, 1951, Lot 252  
 Siegel's September 26-28, 1972, Lot 1757  
 Gronowski collection
  
11. Miss Catherine A. Morehead, Moreheadville, PA  
 December 7, (probably 1852) Brownish carmine #11  
 Carpenters corner front  
 John Fox, June 27, 1967, Lot 877  
 John Fox, February 19, 1968, Lot 509  
 Meyersburg, Siegel's, June 25, 1997, Lot 149 (passed)  
 Siegel's, April 27-29, 1999, Lot 1507
  
12. Mr. Vincent \_\_\_\_\_ Ohio  
 December 27, (probably 1852) cds "5" ties 1¢  
 Schuyler Rumsey, April 26-29, 2001, Lot 2890  
 Ex. Worthington
  
13. Mrs. Lizzie Mellen Local Cover  
 Valentine, (probably 1853) right margin copy tied by CITY POST  
 Hall, Siegel's, November 13-14, 2000, Lot 518  
 Ex. Mason

14. Msr. Hornaday & Co., West Elkton, Ohio  
 February 20, 1853 #11 Dull red Both tied  
 Siegel's, June 24-30, 1953, Lot 651  
 Siegel's, September 26-28, 1972, Lot 1758  
 Frajola, September 14, 1986, Lot 282  
 Rarities sale, Siegel's, October 3, 1992, Lot 270  
 Ex. Malcolm
  
15. Stewart, Esq. Detroit, Michigan Partial cover  
 March 1, (1853 ?) "3 PAID" cds 1¢ at BL untied,  
 thick "PAID" upside down  
 Eric Jackson May-December 2002  
 Eric Jackson March-April 2003
  
16. Mrs. Margaret Caldwell, Muscatine, Iowa  
 March 17, (probably 1853) 1¢ at TL  
 Siegel's, September 9-11, 1970, Lot 1196  
 Harmer's, July 22, 1976, Lot 1353  
 Frajola, March 19, 1994, Lot 295
  
17. Thomas Means, Esq. Centreville, Indiana  
 April 23, (possibly 1852 or 1853) 1¢ and #11 tied by cds  
 John Kaufman, March 27, 1976, Lot 606  
 PF 49,871
  
18. Messrs. Parks & Elwood, Juliet, Illinois  
 May 20, 1853 3¢ Dull red #11 tied, 1¢ tied by  
 "BROWNE'S CITY POST PAID".  
 Siegel's, January 6-7, 1966, Lot 261  
 Christie's, October 26, 1990, Lot 1156  
 Gronowski collection  
 Ex. Mason, Haas, Boker
  
19. Mrs. Widlees Colweld, Newport, Kentucky  
 May 26, (probably 1853) 3¢ Orange brown #10 tied by cds,  
 1¢ tied by 2 strikes of "BROWNE PAID" in red  
 John Fox, February 11, 1954, Lot 423  
 Pelander, September 23, 1955  
 Rarities, Siegel, October 3, 1992, Lot 269  
 Schuyler Rumsey, December 1-3, 1998, Lot 1095  
 (says 3¢ dull red and 8 reported)  
 Ex. Schenck, Brown  
 PF 265,821 (Identifies 3¢ US stamp as #11)

20. Mr. J. H. Harris, Waynesville, Ohio  
 June 7, 1853 1¢ tied by "BROWNE PAID" red cancel  
 Wolfers, April 29-30, 1992, Lot 485  
 PF 259,290
21. Dr. Charles Snow, Tuscaloosa, Ala  
 June 22, 1853, 1¢ not tied 3¢ tied by cds  
 Golden, Siegel's, Nov 15-17, 1999, Lot 846
22. Edward Taylor, Esq. Burlington, N.J.  
 July 27, (probably 1853) Dull red #11 tied 1¢ at TL untied  
 William Fox, September 12-14, 1978, Lot 33  
 Siegel's, December 13-14, 1994, Lot 1621  
 Schuyler Rumsey, December 3-5, 1996, Lot 846  
 Shreves, June 6, 1997, Lot 965  
 Schuyler Rumsey, November 11-13, 1999, Lot 1848
23. Mr. Charles Fernberg, Esq. Philadelphia  
 August 5, 1853 Cincinnati 5¢ cds 1¢ not tied  
 Meyersburg, Siegel's June 25, 1997, Lot 148 (Passed)  
 Siegel's, April 27-29, 1999, Lot 1506 (Passed)  
 Michael Aldrich, December 2, 2000, Lot 791  
 Carrier & Local Society Auction, June 17, 2004, Lot 83.
24. Mrs. John W. Fisher, Rising son, Indiana  
 August 14 (probably 1853) Dull red #11 PF 171963  
 Knapp, May 6, 1941, Lot 1141  
 Laurence & Stryker, May 7-10, 1948, Lot 637  
 Bruce Daniels, June 4-5, 1954, Lot 574  
 Duckworth, Harmer Rooke, March 27, 1963, Lot 212  
 Harmer Rooke, January 26, 1966  
 Christie's, October 30, 1986, Lot 997  
 Kaufman, January 9, 1987, Lot 590
25. Mrs. Hannah L. Scott, Westford, Vermont  
 September 13, 1853 #11 not tied  
 Robson Lowe, March 26, 1974, Lot 508  
 Robson Lowe, October 8, 1974, Lot 339  
 Siegel's, August 27-28, 1997, Lot 513
26. Miss C.A. Morehead, Moreheadville, PA  
 October 20(?), 1853 1¢ at BL not tied  
 Carpenters corner  
 Siegel's, March 31-April 1, 1965 Lot 745  
 Siegel's, February 17-19, 1993, Lot 99  
 (stamp partially lifted to confirm it belongs)  
 Surburban, November 15, 1997, Lot 204  
 PF 339,514

27. Vertical Addressee  
 1853 FL Bluish black "CITY POST" tied 1990 PF 226,670  
 Kaufmann, September 16, 1981, Lot 808  
 Siegel's, January 18-19, 2000, Lot 994
28. Messrs. Gould, Pierce & Co., Local cover  
 Stamp at TL Just barely tied black "CITY POST" cancel  
 Siegel's, March 26, 1996, Lot 212 (says 1 of 2 known local post covers with 1¢,  
 12 covers known)
29. Mrs. Charlotte F. Miller, No. 6 Finley Street, Cincinnati Local cover  
 3 singles on cover. Special delivery by Browne, pencil cancel  
 No date  
 Knapp, May 6, 1941, Lot 1142  
 Laurence & Stryker, May 7-10, 1948, Lot 636  
 Caspary, Harmers, March 20, 1957, Lot 665  
 Middendorf, Frajola, May 1990, Lot 449  
 Middendorf, Ivy Shreve & Mader, December 12-14, 1990, Lot 2227  
 Christie's, March 10, 1992, Lot 2039  
 Golden, Siegel's, November 15-17, 1999, Lot 844
30. \_\_\_\_\_ Maine (N. P.)  
 #11 cds, 1¢ pencil cancel  
 Siegel's, May 19-22, 1970, Lot 699
31. 20 ? #11 tied by cds, 1¢ not tied at TL  
 John Fox, November 12, 1959, Lot 601
32. \_\_\_\_\_ Johns.... Local cover  
 1¢ tied at TL by upside down "CITY POST" cancel, repaired  
 Siegel's, October 22-25, 1968, Lot 879  
 Meyersberg, Siegel's, June 25, 1997, Lot 146
33. Ross, Ohio  
 September 13 US #11  
 1978 Wolfer's sale  
 Gronowski collection

## Browne & Co. 2¢ Covers recorded (29L2)

1. Timothy Kirby, Esq., Cincinnati (Local Cover)  
May 29, (1853 or 1854) cds local cover with "1 PAID" in blue cds  
Browne's red "PAID" City Post cancel  
Caspary, Harmers, March 20, 1957, Lot 668  
Ex. Judd  
Frajola, March 19, 1984 Lot 296  
Bennett, December 2, 2001, Lot 2401  
Ventura sale 161, Lot 184  
PF 321,781
  
2. \_\_\_\_\_ Top margin copy upside down  
July 6, 1853 signed Geo. Sloane  
Hollowbush, John Fox, July 8, 1966, Lot 635  
Robson Lowe, March 1, 1973, Lot 1611
  
3. Franklin S. Hwey, Esq., Philadelphia  
September 3, (probably 1853) 3 PAID PAID cancel in orange red  
John Fox, November 12, 1959, Lot 602  
Harmer, Rooke, April 9, 1974, Lot 234  
Meyersburg, Siegel's, June 25, 1997, Lot 150  
Bennett, June 7-8, 1998, Lot 624  
Ex. Gallagher  
PF 327,935 Decline option
  
4. Mr. Chas. Willing, Esq., Philadelphia  
September 7, (probably 1853) #11 Claret  
Middendorf, Frajola, May 1991, Lot 451
  
5. Anna Moendenhall, Mt. Pleasant, Ohio  
October 26, (probably 1853) W/#11 Rose Red 1959 PF  
Siegel's, March 25, 1993, Lot 363 (Pix is 362)  
1959 PF 11,353
  
6. Thomas Means, Esq., Centreville, Indiana  
November 4, 1853 W/#11 1976 PF 55,026  
John Kaufman, March 27, 1976, Lot 607  
William Fox, February 21-22, 1979, Lot 54  
William Fox, June 23-24, 1982, Lot 107  
Frajola, March 31, 1984, Lot 144  
Ivy & Mader, December 13-14, 2002, Lot 3521

7. Mr. Edward Austin Colombia, Indiana  
Cincinnati.O. "5" No cancel on 2¢, clean copy  
December 25, (probably 1853)  
PF 13,692 Decline opinion, Gronowski collection, Ex. Boker
8. Mrs. Margaret Stauffer Wilmington, IN  
Jan 3, (probably 1854) Cincinnati.O. clear cancel  
No cancel on 2¢ Hor. file fold  
PF 312,694 Decline opinion
9. Miss Rosa Woodruff, Cincinnati (Local Cover)  
February 15, 1854, letter dated January 26, 1854  
Harmers, July 22, 1976, Lot 1354  
William Fox, September 9-10, 1989, Lot 557  
Ex. Boker and Brown
10. Commissioner of Pensions, Washington, D.C.  
February 24, 1854 "5" in cds ms "FREE" February 20, 1854/ R6391  
Caspary, Harmers, March 20, 1957, Lot 669  
John Fox, March 31, 1961, Lot 602  
Richard Frajola, January 13, 1989, Lot 511  
Siegel's, December 17-19, 2001, Lot 1604  
PF 7,865
11. Judge Wm. L. Holeman, Esq., Aurora, Indiana  
June 2, 1854 with #11  
Wolfer's, April 29-30, 1992, Lot 486  
PF 259,291
12. Mr. Charles Fernberg, Philadelphia  
July 4, 1854 (cds tied)  
John Fox, October 21, 1958, Lot 487  
William Fox, May 26-27, 1991, Lot 508  
Meyersburg, Siegel's, June 25, 1997, Lot 151 (Passed)  
Regency, August 25, 2001, Lot 289  
Regency, December 8, 2001, Lot 1682  
Regency, March 2, 2002, Lot 1994  
Regency, May 18, 2002, Lot 1674  
Regency, November 16, 2002, Lot 2023  
Regency, October 11, 2003, Lot 1731
13. Miss Edna A. Vanpelt, Cincinnati (Local Cover)  
No date stamp  
Sotheby's, October 30, 1979, Lot 362  
Golden, Siegel's, November 15-17, 1999, Lot 845  
Schuyler Rumsey, April 26-29, 2001, Lot 2891  
Siegel's, November 15, 2003, Lot 3313

14. \_\_\_\_\_ Marlboro, Mass  
 No date #11  
 H.R. Harmers, November 12, 1953, Lot 1389
15. Miss Catherine McCall (Local cover)  
 No date. 2¢ Left margin copy, ragged at bottom  
 City Post tied  
 Cover missing piece at BR  
 PF 9,794

## Stampless Covers

### Browne & Co. City Post/PAID

- January 19 Mr. Joseph B. Boyd., St. Joseph, LA U2 entire  
 Hollowbush, John Fox, July 8, 1966  
 William Fox, September 9-10, 1989, Lot 555  
 Kaufman, April 30-May 1, 1990, Lot 2124  
 Bennett, June 7-8, 2004, Lot 562
- July 19 3¢ Red Nesbitt entire U2 same PAID cancel  
 Mrs. Mary E. Smith, Crittenden, KY  
 Schwartz, Siegel, June 27-29, 2000, Lot 1684  
 Fox, November 18-19, 1987, Lot 414  
 Hollowbush, John Fox, July 8, 1966, Lot 632 says "probably 1854"

### City Post

- April 30, 1853 to Charleston, S.C.  
 Handstamped "CITY POST" and Star in red circle  
 Knapp, May 6, 1941, Lot 1140
- May 2, 1853 to Charleston, SC  
 Handstamped "CITY POST" in red and Star in red circle  
 Golden, November 15-17, 1999, Lot 848

### City Post/A.J.M. Browne

- June 1852 Western Horticultural Review  
 Hollowbush, John Fox, January 5, 1966, Lot 1441  
 John Fox, November 18-19, 1987, Lot 413  
 Golden, Siegel's, November 15-17, 1999, Lot 849



# Blood's of Philadelphia

By  
Vernon Morris, M.D.

## Part IV

March 1857

Twenty-four year old Jonathan Prugal graduated from Columbia College and Law School in New York. Obtaining a job from a Philadelphia law firm has brought him home. He works in the Old City, but lives modestly across the Schuylkill River in West Philadelphia, which has always been part of Philadelphia County. The Pennsylvania Consolidation Act of 1854 expanded the Old City to the boundaries of the county. The city grew from 2 square miles and one post office into 176 square miles and 22 post offices. Thirteen years were required though to fully integrate them into a single postal system.<sup>1</sup> Also, prepayment of intercity mail was compulsory during the past two years. Blood's reorganized in 1852 as Blood's Penny Post.<sup>2</sup>

"I haven't lived full time in Philadelphia for seven years," said Jonathan. Sarah asked, "Has much changed?" He responded, "Many things. Such as Blood's dominance of city mail. I am older and work in the business world. I pay attention to such matters now. I know that my firm would rather not deal with the carriers. They get faster and cheaper service with Blood's. I'm paying attention for myself as well. The fire several years ago apparently did not slow Blood's down for long (not many 1852 dated Blood's Despatch covers remain). The new manager Charles Kochersperger has come on with a vengeance."

"They did change their name to Blood's Penny Post," said Sarah. "It has a nice ring to it, and reminds me how inexpensive and simple life can be. For several years Blood's has been sending Special Messengers to deliver large fancy valentines. How romantic! I'll bet your cousin Jacob has been one of their favorite customers." **(Figure 26)**<sup>3</sup>

Jonathan snapped, "Yes but for 5 cents! Love is not inexpensive. But you're right. He would do it."

Sarah continued, "I also like the Blood's stamps better recently. **(Figure 27 and 28)** The government must have liked the Blood's embossed envelopes because a few years ago they began selling them too, but four years after Blood's."

"I noticed that," said Jonathan. "What does Blood's Penny Post do for an encore? Use the government embossed envelopes onto which they emboss their own emblem. **(Figure 29)** Although the envelopes no longer show an address, I heard

---

<sup>1</sup> Stets, Robert J. and Kay, John L., *Independent Post Offices of Philadelphia County 1800-1867*, p. 3, 1979, The Associated Stamp Clubs of Southeastern Penna. & Delaware, Inc.

<sup>2</sup> Harvy, op. cit., p. 239.

<sup>3</sup> Shachat, Norman, "Some Comments on Blood's Despatch Revisited," *The Penny Post*, Vol. 2, No. 3, August 1992, p. 30-34.

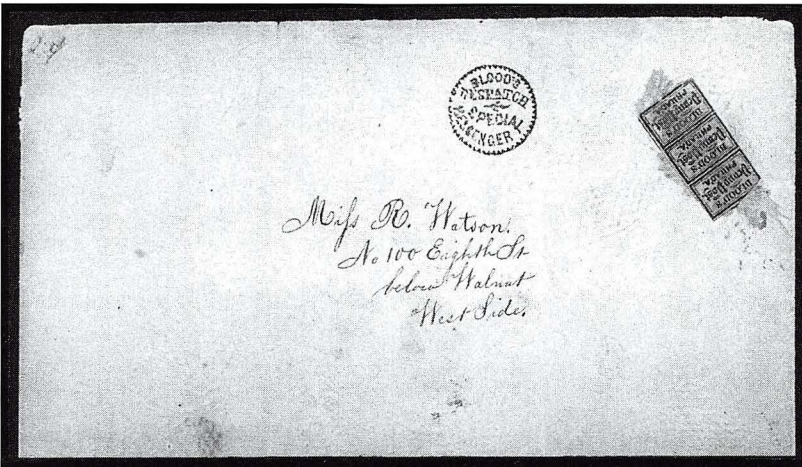


Figure 26. 15L14 vertical strip of three, acid cancel, on local valentine cover, Blood's Despatch Special Messenger handstamp, and manuscript "2 c". Five cents was charged for immediate delivery service.



Figure 27. 15L15 on a December 3, (?) cover to Washington D.C. US #11 cancelled by manuscript "Way", and Blood's Despatch double circle datestamp. The 1¢ "blue and pink on bluish" was released in 1853.

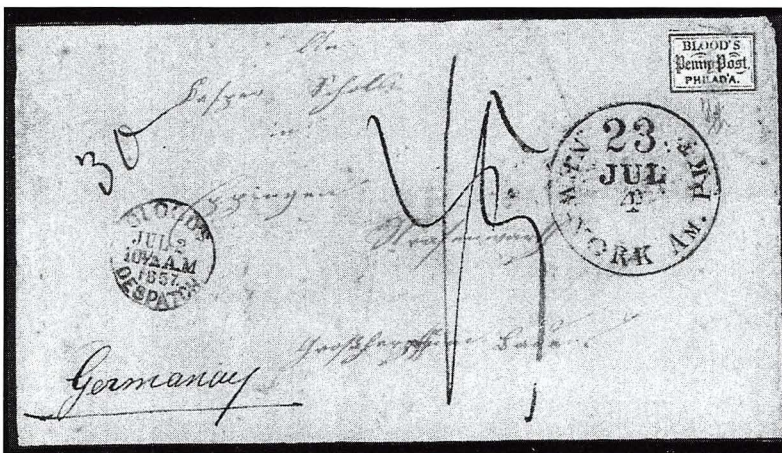


Figure 28. 15L14, acid cancel, on a July 2, 1857 cover to Germany. New York cds, Blood's Despatch single line datestamp, manuscript "30", and manuscript "45". The "bronze on lilac" adhesive was released in 1854.

they moved last year to 28 South Fifth Street. Kochersperger bought the rest of the company in 1856 from the heirs following the death of Daniel Blood.”

“Mr. Kochersperger is a fierce competitor,” said Sarah. “I’m sure the late Mr. Blood and for that matter Mr. Robertson would be proud of the tradition he has carried on. Blood’s Penny Post has 500 letter collection boxes in the city, and makes 8 collections and deliveries each day!”

“Meanwhile the Post Office in Philadelphia is a sad affair,” declared Jonathan. “The carriers still charge 2 cents cash at your door to deliver the incoming mail. Also, if you catch a carrier to give him a letter, he may only apply little scrap adhesives on your envelope (**Figure 30**) to keep track of the money he collected.”<sup>4</sup> “Did you ever look closely at them?” asked Sarah. “I believe these stamps are made from the paper margin remains of real stamps sold at the Post Office!”

Jonathan retorted, “I’ve noticed them. I’ve actually seen some of those woeful stamps cut up into quarter pieces. (**Figure 31**) Amateurs! What annoys me the most is if I mail a letter from West Philadelphia to your door it costs 5 cents. (Ironically, individual post offices in the City of Philadelphia were still charging the 3 center intercity rate)! That’s why I don’t use my own post office, but rather wait until I get to work and then use Blood’s Penny Post for 1 cent.”

“The Philadelphia Post Office is taking its good old time,” said Jonathan.

Sarah agreed and said, “Not only that, in 1854 the city changed all the addresses in town (**Figure 32**). Each large street block is now designated by a series of hundreds. Makes sense. But how confusing. There are a lot of unhappy people around here.”

## Part V

### April 1864

Jonathan Prugal is a thirty-two year old skilled attorney in Philadelphia. Washington reformed the postal system in July of 1860 and again in 1863, the latter ending the carrier fee system. The Civil War has been raging on for over three years.

“These are terrible times,” said Sarah. “So many have been injured. Who would have thought this would have lasted so long?”

“Especially frightening are the battles here in Philadelphia. The Union did well last summer in Gettysburg. But that’s too close to home, and where will it be next?” asked Jonathan.

“We have to put our faith in President Lincoln and the Government,” declared his mother.

“That’s what scares me,” responded Jonathan. “Lincoln has started a military draft, and you know how I feel about government. In Philadelphia, the government couldn’t even beat Blood’s Penny Post. Or do so fair and square anyway. Washington may have had it in for Blood’s more so than any other private post in this country.”

---

<sup>4</sup> Perry, Elliot, “The Carrier Stamps of the United States/Philadelphia,” *The Chronicle*, Vol. 35, No. 2, May 1983, p. 94-98.



Figure 29. 15LU5b entire, April 9, (?) cancel, addressed to Phila. with Belvidere & Delae. R.R. N.J. cds. "From the Mails" special use to Elbert Kochersperger, brother of Charles, who also worked at Blood's P. P.



Figure 30. 7LB18, uncanceled, on a March 23, (?) Nesbitt entire, cancelled by a Phila. cds., and addressed to Hartford, Connecticut.

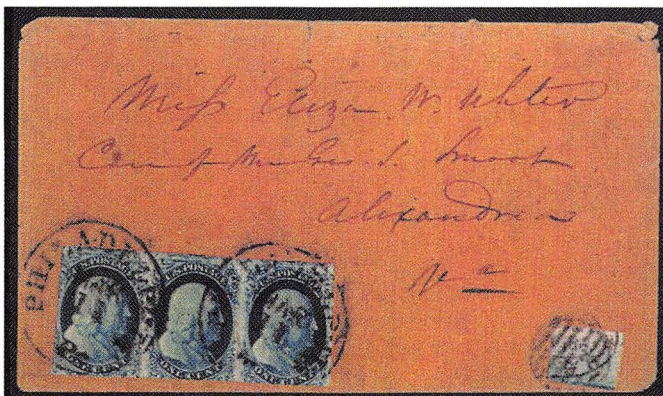


Figure 31. 15LB18 quarter sectioned selvedge adhesive, grid cancel, on a March 11, (?) cover to Alexandria, Va. strip of three US #7s, cancelled by Philadelphia cds, twice.

“But Mr. Kochersperger made them really work for it,” replied Sarah. “He held the government at bay for ten years (from the Act of July 1, 1851) until Blood’s closure on January 12, 1862). I remember the Blood’s Penny Post stamp which bore his name, Kochersperger & Co. Philada”. **(Figure 33)**. It was supposed to be Henry Clay, but people told me it was his likeness. When those stamps came out in 1858 Blood’s was making deliveries every daylight hour. In the summer from 7 am until 8 pm., for 1 cent! Those days are gone.”<sup>6</sup>

“Yes they are,” Jonathan agreed. “In the summer of 1860 the Government finally came down to the 1 cent fee **(Figure 34)** for all city mail, included house delivery of letters from New York, no extra drop charges, or tricks by adding various components. One cent for everything local. What happened to Blood’s? They thrived anyway. They provided better service and they had the public’s confidence; however, the following year they were legislated out of business with adverse consequences for us. Last summer the Government doubled the price of city mail to 2 cents. **(Figure 35)**.<sup>7</sup> And there aren’t very many deliveries. People are not happy.”

Sarah said, “Some people are wondering if that extra money is helping to pay for this terrible war. We all know that local mail can be profitable at 1 cent. Blood’s demonstrated that.”

“No competition is the problem,” said Jonathan. “The Government for the most part can do whatever it pleases now. Anyway, I know you like the stamps, Mom. What do you think of the black 2 cent stamp that we’re now using for city mail? The ‘big head’ stamp of Andrew Jackson.” **(Figure 36)**

“It reminds me of the black Kochersperger stamp,” Says Sarah. “Whatever became of Mr. Kochersperger since he was driven out of business?”

Jonathan answered, “Would you believe he joined the Seventy-First Regiment (Philadelphia Brigade) of the Pennsylvania Infantry. He saw action at Gettysburg and as we speak is commanding them in Virginia at as a lieutenant colonel.”<sup>8</sup>

“What a saint,” Sarah said. “I feel safer already”.

---

<sup>6</sup> Roth, op. cit., November 1991, p. 24.

<sup>7</sup> Evans, Don L., *The United States One Cent Franklin 1861-1867*, p. 203, 1997 Linn’s .

<sup>8</sup> Harvy, op. cit., p. 241.

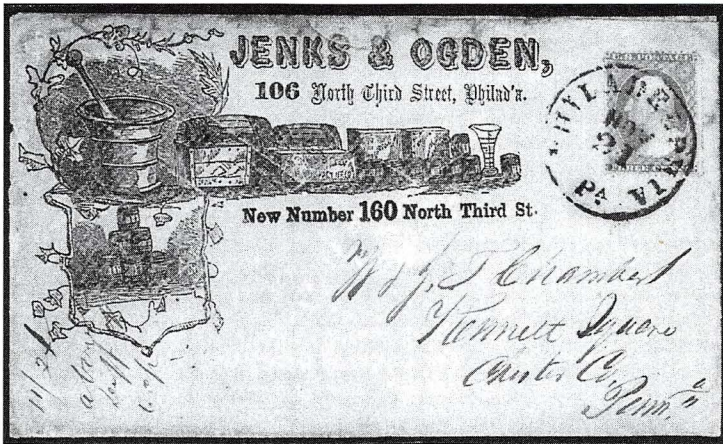


Figure 32. US#11 advertising cover addressed to Chester Co./Penna., cancelled by a November 21, (1854) cds. A leftover envelope printed “106 North Third Street, Philad’a” was handstamped “New Number 160 North Third Street.”



Figure 33. 15L18 grid cancel on a February 25, 1860 local advertising cover with Blood’s Penny Post double circle handstamp. Although Charles Kochersperger became the sole owner of Blood’s in 1856, this adhesive was not released until 1858.

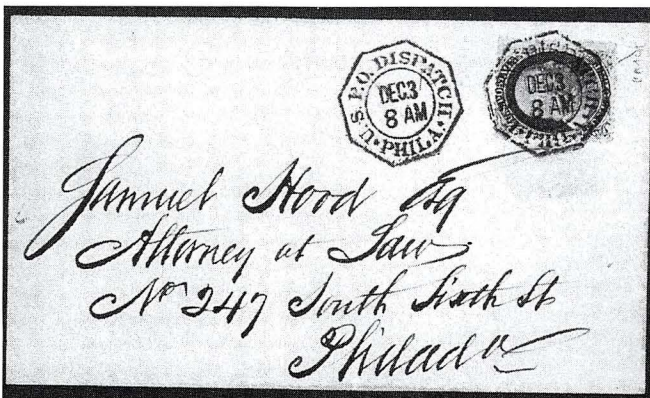


Figure 34. US #24 on December 3, 1851 city mail cover, cancelled twice by the “U.S.P.O. Dispatch Phila” in octagon handstamp. The 1857 one cent general issue was used for carrier service.

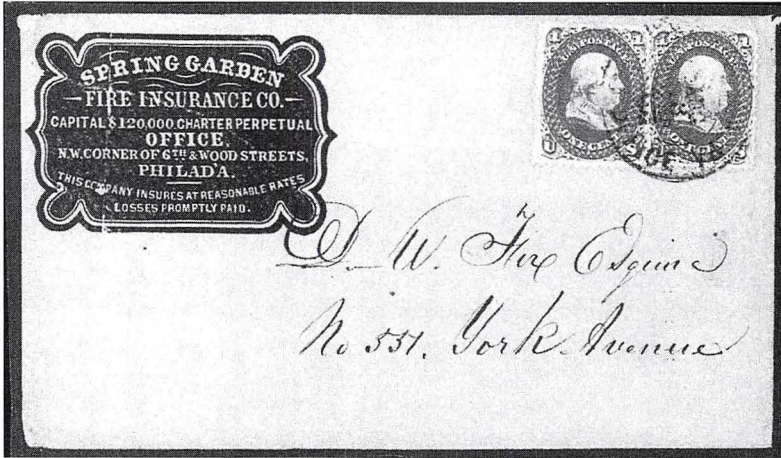


Figure 35. US #63 pair, cancelled by Phila. cds, on a December 13, 1861 city mail advertising cover. The 1861 one cent general issue stamps were used for carrier service. Two were required after July 1, 1863.



Figure 36. US #64, Phila. cds cancel, on an April 4, 1864 "Great Central Fair for the Sanitary Commission" illustrated cover. The two cent US stamp of 1863 prepaid city mail, now also called drop mail since the introduction of lamp post boxes, which were patented in 1858.

# A Review of the recent Dale-Lichtenstein sales at H.R. Harmer LLC

By  
Larry Lyons

This collection assembled by a father/daughter “team” was begun in the early 1920’s and was continued for more than 40 years. The Western Express catalogue featured 360 lots. The sale held on May 11-13, 2004 was well attended by collectors and dealers and most realizations exceeded the estimates.

The Western Express stationery of the California Penny Post is *Scott Catalogue* listed under the Locals section. The *Scott Specialized Catalogue* values of 34LU6 and 34LU7 are \$1,000.00 and \$1,750.00 for used copies. The values are given in italic. The examples of these were lots 1046 and 1047. They respectively sold for \$10,000.00 and \$7,000.00 plus the 15% auction commission.

Lot 1243 was an example of the Private Post Office in San Francisco. This item on white U58 is *Scott Cataloged* as 123LU2a. A used example does not have a price in the *Scott Specialized Catalogue* being rarely encountered. The cover sold for \$4,250.00 plus 15%.

Lot 1249 featured a bear frank of Robinson & Co.’s Express on a 3¢ pink on buff entire. This cover realized \$2,500.00 plus 15%.

Lot 1041 featured a beautiful California & Arizona Stage Company pictorial with a 3¢ green bank note stamp. See **Figure 1**. This cover realized \$3,250.00.

The pony portion of the sale had only 45 lots. The word “only” doesn’t apply to the magnitude of the pieces presented which comprised a spectacular group. The covers are astounding and the realizations were commensurate with the appeal of the material.

The catalogs for these sales are filled with rare items and should be on your reference shelf.

The market for rare material and nice covers continues to be very strong.



Figure 1. A California & Arizona Stage Company pictorial cover.



## AN EXHIBITION COLLECTION

*What do these philatelists have in common?*

VISION. When it came time to consign their stamps and postal history to auction, they trusted the philatelists at Matthew Bennett International to translate that vision into their own *Exhibition Collection Sale* catalogue.

*William McCarren*

*Michael D. Rubin*

*George Jay Kramer*

*The Metzger Collection*

*Dr. Eugene Joyce*

*John Hill, Jr.*

To properly show off your collection, our unique *Exhibition Collection Sales* series is the perfect vehicle. It allows collectors to appreciate your efforts and achievements, undiluted by competing items. When you believe you have completed work on an item or specialized area, let us create the catalogue you deserve.



MATTHEW BENNETT INTERNATIONAL

UNITED STATES • SWITZERLAND • HONG KONG

1954 Greenspring Drive Suite LL18

Baltimore, Maryland 21093

(410) 453-9784 Fax (410) 453-9789

[www.bennettstamps.com](http://www.bennettstamps.com)

Professional Philatelists Licensed Auctioneers Member: ASDA, APS

# Sanitary Fairs

A Philatelic and Historic Study  
of Civil War Benevolences

By Alvin Robert  
Kantor and Marjorie  
Sered Kantor

WE HAVE ACQUIRED THE  
REMAINDER OF A GREAT BOOK  
OF INTEREST TO COLLECTORS  
OF LOCALS AND CARRIERS

Published in 1992, *Sanitary Fairs* has 304 pages and 16 color plates. We sold just over 200 copies of this book at \$75.00 each when it came out in 1992. Recently, we purchased the remainder of this hardbound work.

A lifetime of study by Marjorie and Alvin Kantor went into creating the premier work on the Civil War Sanitary Fairs. It is a lavishly illustrated work that provides the historical background of both the U.S Sanitary and Christian Commissions, their Fairs, postal emissions and postal history.

The nucleus of the Kantor collection was formed in the early 1960s by acquiring the collections of Elmer Stuart and Elliott Perry. Perry's collection was significant in that he had acquired, over the years, many of the previous great Sanitary Fair collections. By the time the Kantor's book was published in 1992 they had combed the country adding other great major and minor holdings and had put together the greatest assemblage of this material ever formed. Their collection is the source of the illustrations in the book.

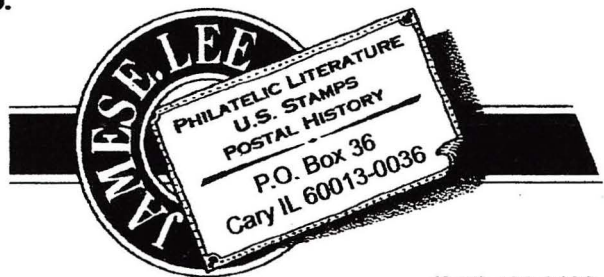
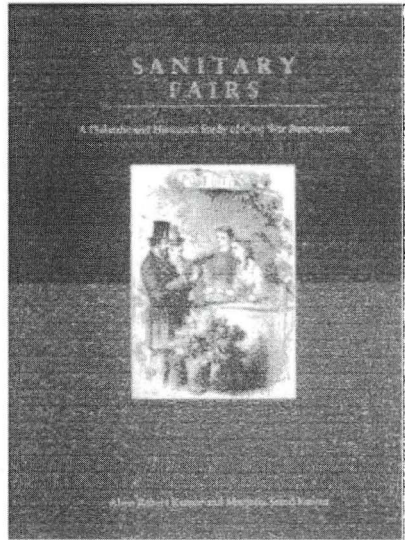
Originally priced at \$75.00.

**Special Sale**

**Price: \$40.00**

**plus \$4 shipping.**

**We've Moved!**  
**Please note our**  
**New Address and**  
**Phone and Fax**  
**Numbers**  
**and our New**  
**E-mail Address.**



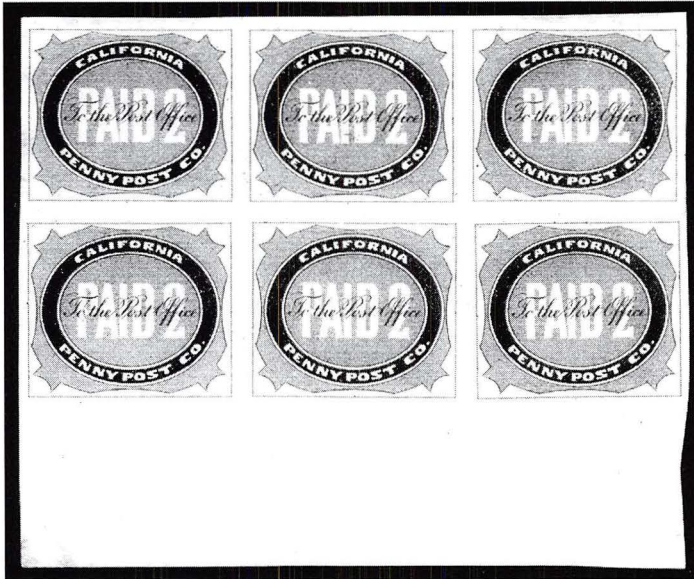
(847) 462-9130

Fax: (847) 462-9140

E-Mail: jim@jameslee.com

Website: www.jameslee.com

## Now Accepting Consignments For Future Sales



Please visit our website at:  
[www.rumseyauctions.com](http://www.rumseyauctions.com)

email: [srumsey@rumseyauctions.com](mailto:srumsey@rumseyauctions.com)

Schuyler  
Rumsey  
Philatelic  
Auctions

1255 Post Street  
San Francisco  
California 94109  
t: 415-351-2124  
f: 415-351-2127

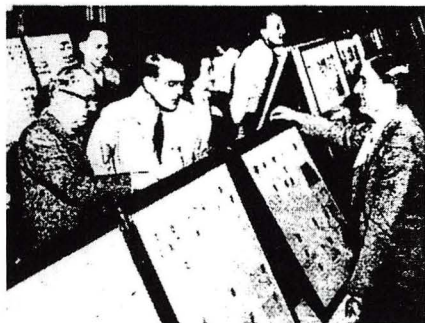
**HERE'S A SIGNIFICANT NEW  
SOURCE FOR GREAT U.S.  
CLASSIC STAMPS AND COVERS...**

Call or write us for  
your **FREE** catalog  
for our next sale!

From the largest array of Civil War patriotics ever offered, to the entire spectrum of 19th century stamps and postal history, Nutmeg continually brings great classic material to the marketplace.



As a U.S. classics specialist, you'll find Nutmeg to be a key source for thousands of auction lots of outstanding specialized United States stamps and covers.



An early photograph showing collectors assembling the exhibit frame for the APS convention in 1966. Andrew Levitt was there.

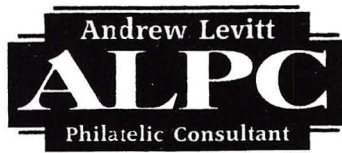
**Selling? Place Your  
Trust In Our 40 Years  
Of Experience In Working  
With Many Of The Great  
Classics Society Members.**

We are America's #1 buyer of U.S. and world-wide stamps and postal history—and have enjoyed our lasting relationships with many Classics Society members through the years. Up to \$10 million is available at all times. We urge you to give us the opportunity to compete for your collection when it is for sale. Call, write or e-mail us today for our bank letters of credit.

**The market continues to be strong for classic U.S. material...**

Find out today why we're paying the highest prices we have ever offered to purchase practically every kind of philatelic property you can imagine. We're very anxious to talk to you personally—and today—about all stamps, covers and collections you have for sale. Call for our bank letters of credit. Find out how serious we are! Phone: (203) 792-3862.

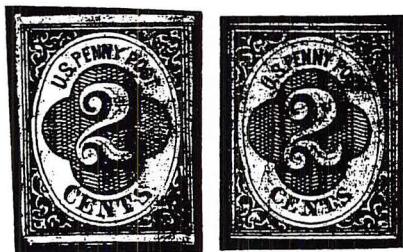
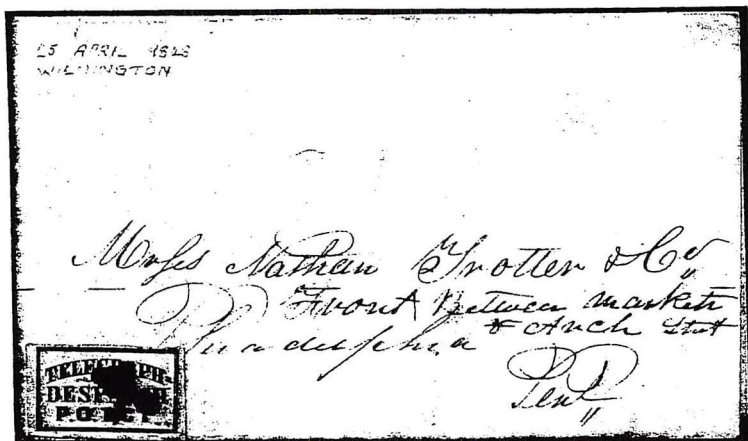
Post Office Box 4547  
Danbury CT 06813



(203) 792-3862  
Fax: (203) 798-7902  
E-mail: [info@nutmegstamp.com](mailto:info@nutmegstamp.com)

## Buying, Selling & Appraisals

- ★ Classic U.S. Stamps & Postal History
- ★ U.S. 19th Century Proofs & Essays
- ★ Confederate Stamps & Covers



### **STANLEY M. PILLER**

3351 Grand Ave. • Oakland, CA 94610

Phone (510) 465-8290

Fax (510) 465-7121

Email: [stmpdlr@aol.com](mailto:stmpdlr@aol.com)



## *Just a Few Million Reason\$...*

why you should sell your stamps through  
H. R. Harmer Inc. in New York ...  
where the great and the near-great collections rub shoulders  
with thousands of satisfied vendors.

Alfred H. Caspary	17.2 million	1955-58
Sandra Ilene West	4.5 million	1980
Paul Beaver	2.2 million	1994
Caesar Cone	3.4 million	1979-85
Consul Weinberger	5.0 million	1975-92
Erwin Griswold	3.9 million	1979
Sidney Hessel	4.5 million	1975-76
Arthur Hetherington	3.0 million	1980-83
Sir Henry Tucker	3.7 million	1978-79
Richard Canman	1.4 million	1988-89
James J. Matejka	1.1 million	1979
William Moody	1.7 million	1950-51
And of course Franklin D. Roosevelt	2.1 million	1946

*\*1997 dollars U.S. Dept. of Labor Statistics*

## **H.R. HARMER LLC**



3 EAST 28TH STREET, NEW YORK, NY 10016  
Telephone: (212) 532-3700 Fax: (212) 447-5625  
Seller's: (800) 223-6076

# Results as Spectacular as Your Stamps.



Scott #R158B, used, PFC  
Catalog value: \$ 10,000.00  
Realized Price: \$ 25,300.00  
The \$25,300.00 realization in  
Shreves January 2000 Sale is the  
highest price ever achieved for  
a non-error U.S. revenue stamp



Scott #R139a, used, PFC  
Catalog value: \$ 8,000.00  
Realized Price: \$ 27,500.00  
A record price for this inverted  
center rarity - sold in Shreves  
January 2000 Sale



Scott #RG56, used, PSE  
Catalog value: \$ 7,500.00  
Realized Price: \$ 24,200.00  
Sold in Shreves January 2000  
Sale - the highest price ever  
paid for any Silver Tax revenue

*If* you want an auction firm that invests more resources in  
the promotion, presentation and successful sale of  
your stamps or covers, call Shreves Philatelic Galleries.  
Our results speak for themselves.

*Expect the Extraordinary.*



*Accept Nothing Less ...*

SHREVES PHILATELIC GALLERIES, INC.

1•800•556•STAMP

[www.shreves.com](http://www.shreves.com)

DALLAS & NEW YORK

14131 Midway Road • Suite 1250 • Dallas, Texas 75001-9841 • 972/788-2100 • FAX 972/788-2788  
145 West 57th Street • 18th Floor • New York, New York 10019 • 212/262-8400 • FAX 212/262-8484

Auction License: New York • Tracy L. Shreve #914454, #914455

*THE PENNY POST / Vol. 12 No. 3 / July 2004*

*If you collect high quality U. S.*



Order your free copy of our latest, fully illustrated Net Price Catalogue today or go online at [www.alanecohen.com](http://www.alanecohen.com) to view this month's listings in full color.

Want Lists graciously accepted with sensitivity to your individual needs and concerns.

*ALAN E. COHEN*

*P. O. Box 929 • Cathedral Station • New York, N. Y. 10025*

*Telephone: (212) 280-7865 • Fax: (212) 280-7864*

*Email: [alanecohen@mindspring.com](mailto:alanecohen@mindspring.com)*

ASDA, APS, Classics Society, CCNY, USSS, Carriers & Locals Society, APC

*Serving collectors since 1974*

*THE PENNY POST / Vol. 12 No. 3 / July 2004*



# The Dwight Johnson Correspondence carried by Wells' Letter Express

By  
Larry Lyons

In the auction records, I have been able to find nine covers addressed to Dwight Johnson, Esq. in New York. These covers all have Wells' Letter Express adhesives. One group of four covers originated from the same source in Cleveland and all four of these letters have the letter express 10¢ black on pink stamp (96L3). These four covers are the main focus of this article but first I will describe the other five covers addressed to Dwight Johnson, Esq.

## Letter Express, 5¢ Black/pink (96L1)

There are three covers addressed to Dwight Johnson, Esq. with the 5¢ black on pink stamp (96L1). One cover dated September 14, 1844 originated from Cuyahoga Falls, Ohio. It has four cut to shape 96L1 stamps on the cover to pay double the 12 1/2 cent rate to New York. The 5¢ black on pink Letter Express stamps were 6 1/4 cents each but were available at 20 for a dollar so they are catalogued as five-cent stamps. The handwriting on this cover does not match any other covers.

There are two covers addressed in the same hand from Cleveland. These two covers are dated September 24, 1844 and October 19, 1844. They are shown in **Figure 1**. Both covers have vertical pairs of 96L1 adhesives applied upside down at the top left of the folded letters. It is quite conceivable that these two pairs of Letter Express stamps, which were bought and applied by the sender were from the same sheet of 20 and perhaps are adjoining pairs.



**Figure 1. Two covers to Dwight Johnson, Esq. addressed by the same hand. The cover behind with stamps at left is dated September 24, 1844 and the cover on top with stamps at right is dated October 19, 1844.**

### **Letter Express, 5¢ Black/green (96L2)**

I found one cover addressed to Dwight Johnson, Esq. with the 5¢ black on green stamp (96L1). The cover is dated August 24, 1844. The place of origin is not noted and the handwriting does not match any other cover. The only interesting notation is a “2” in red crayon as a charge for the local delivery and “104 Broad” in red crayon. This is the street address applied in the Boyd’s office and matches the same notation seen on another cover to Dwight Johnson which has a 96L3 stamp.

### **Letter Express, 10¢ Black/pink (96L3)**

As indicated earlier, this section is the most interesting aspect of this article and is the main focus. I found four covers addressed to Dwight Johnson, Esq. from the same writer in Cleveland. These covers are dated by the Boyd’s markings or the contents. The dates are July 23, July 31, August 8 and August 19, 1844. The writers name is John Hollingsworth. The contents of one letter talks about wheat and the threshing into flour. John confides business is “more dull...than I have every known it to be. Receipts are a mere nothing and as yet all accounts agree that the farmers are doing nothing in the way of threshing out an delivering wheat”.

In addressing the two July letters John Hollingsworth left out the street address which was provided in crayon by the Boyd’s office. Presumably Dwight Johnson replied to his letters and John wrote the “104 Broad” in his own hand on the two August covers.

The first three letters sent by Hollingsworth have his initials “JH” written by him on the front. The July 31<sup>st</sup> letter has the Pomeroy stamp initialed “P” by Pomeroy. The July 23 letter has the initials “W&C” on the Pomeroy stamp for “Wells’ & Co.”

It is my strong belief that John Hollingsworth took advantage of the discount in buying Letter Express stamps at 20 for \$1.00. He cut and applied a bottom margin single, upside down on the July 23<sup>rd</sup> letter. See **Figure 2**. On July 31<sup>st</sup> he cut and applied a top margin single upside down. See **Figure 3**. On August 8<sup>th</sup> he cut a horizontal pair of stamps and applied them vertically. See **Figure 4**. On August 19<sup>th</sup>, he cut a top margin single and applied it upside down. See **Figure 5**. The August 8<sup>th</sup> letter paid a double rate. At the top of that letter John Hollingsworth wrote “double-BL”. I believe that this means that he paid double rate due to a bill of lading. The reason I say this is because in the July 31<sup>st</sup> letter he mentions a “B.L.” to follow for furniture”.

I hope you agree that the story is incredibly interesting thus far but I have saved the best for last. It is my conjecture that John Hollingsworth, being a creature of habit, as exhibited by his initials, placement of stamps, etc. used his purchased sheetlet of 20 stamps by cutting them apart starting at the bottom left and working upward, then moving to the next row and working upward. It is my belief that the July 31<sup>st</sup> and August 19<sup>th</sup> stamps are adjourning top margin singles! See **Figure 6** for my reconstruction of John Hollingsworth usage of stamps from his purchased sheet.

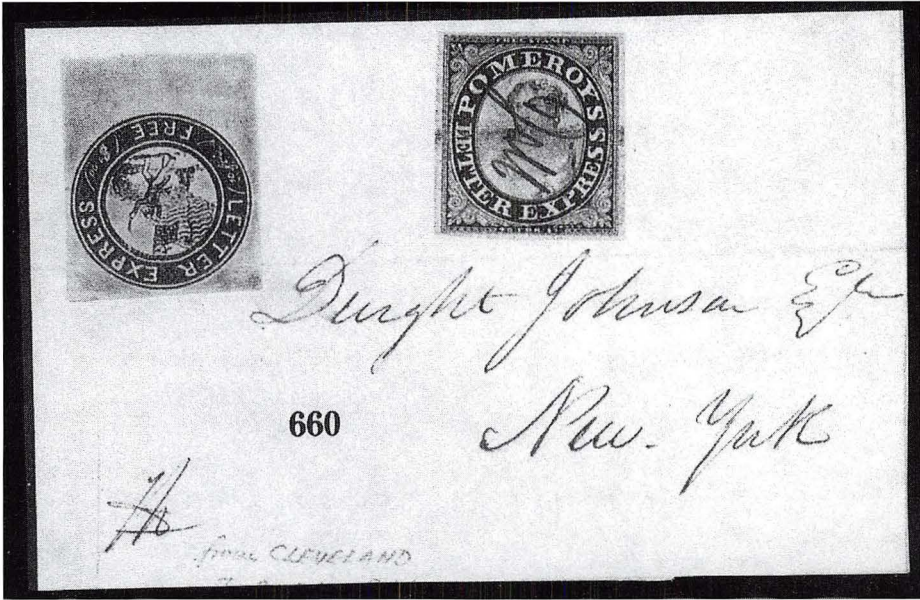


Figure 2. First of four covers to Dwight Johnson, Esq. addressed by the same hand. This one is dated July 23, 1844.



Figure 3. Second of four covers to Dwight Johnson, Esq. addressed by the same hand. This one is dated July 31, 1844.

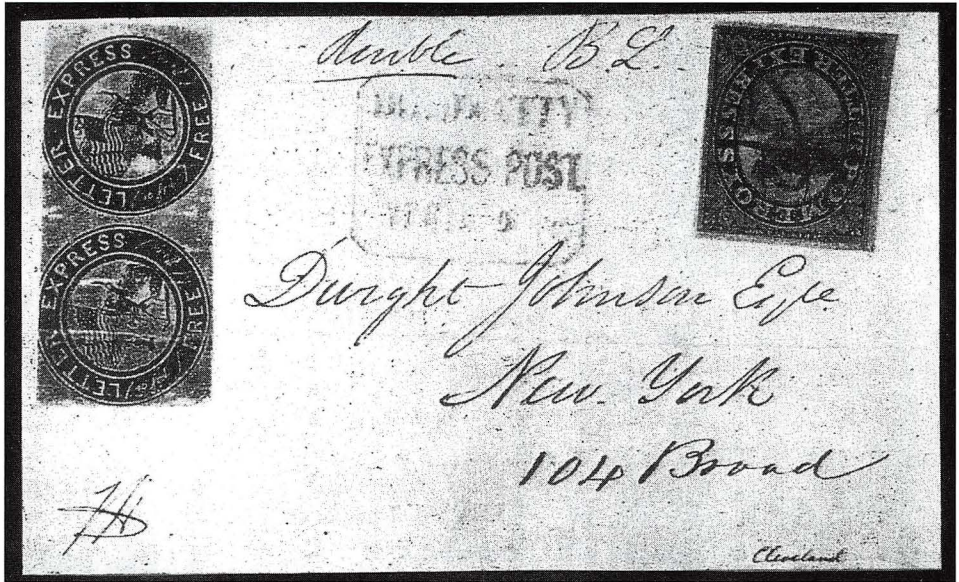


Figure 4. Third of four covers to Dwight Johnson, Esq. addressed by the same hand. This one is dated August 8, 1844.

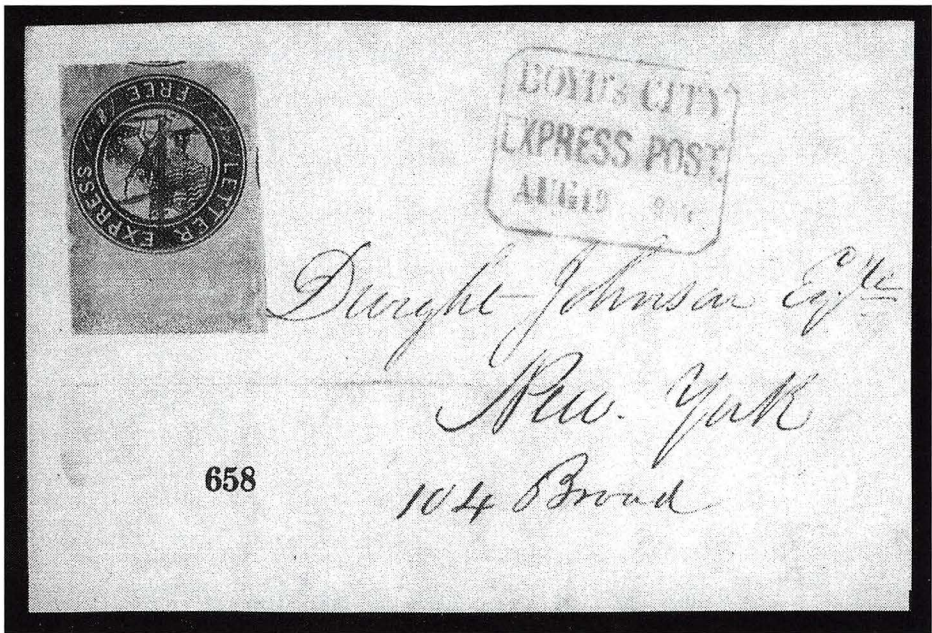
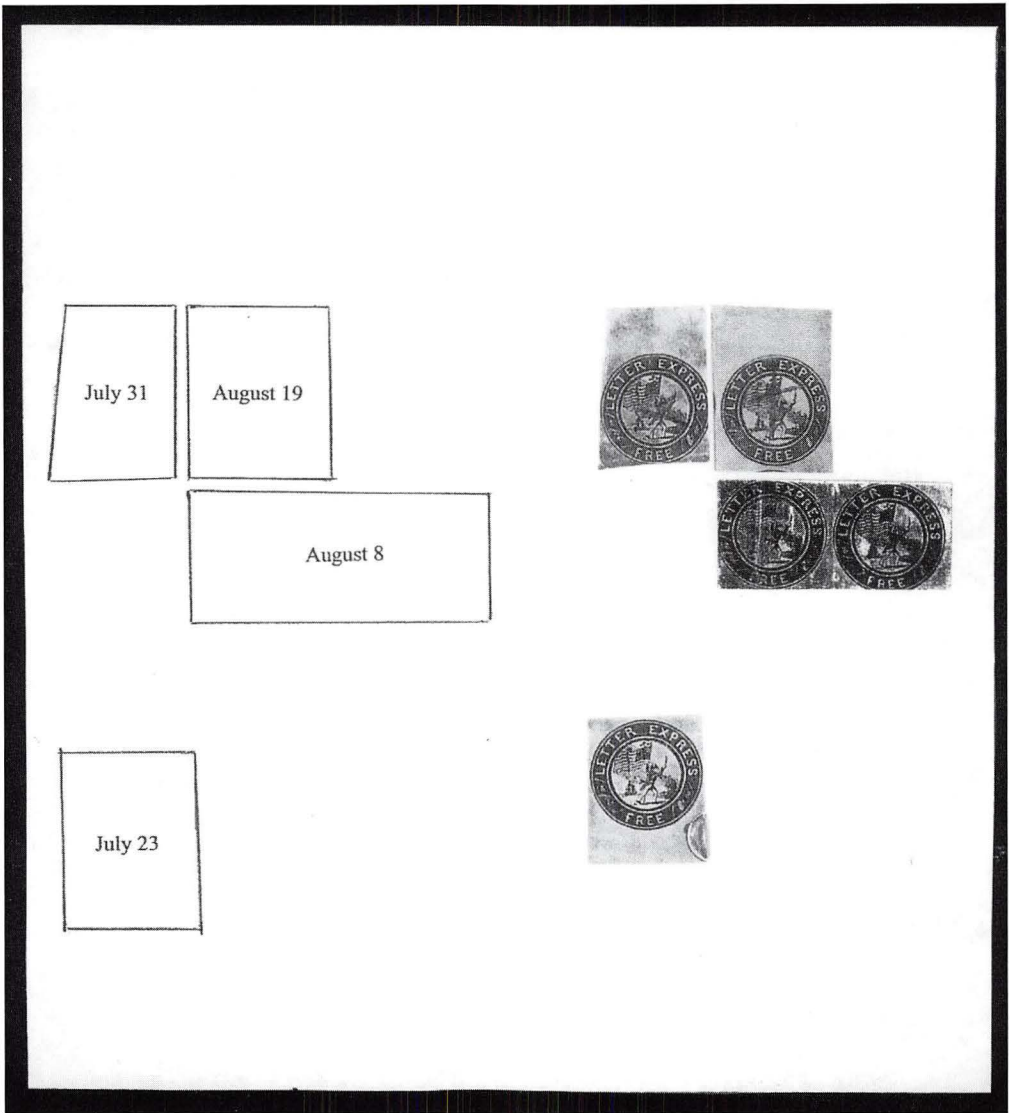


Figure 5. Fourth of four covers to Dwight Johnson, Esq. addressed by the same hand. This one is dated August 19, 1844.



**Figure 6. Possible reconstruction of portion of senders sheet of Letter Express stamps by dates of usage on the covers shown in Figures 2, 3, 4 and 5.**

# Express Business: Origins and Definitions

By

Calvet M. Hahn ©2002

## Part V

### The Eastern Pony Express of 1836-1839

Except for the precedents of the earlier 1830s expresses detailed above, the Eastern Pony Express is well known to philatelists and need not be discussed here. By 1838 there were four major express routes set up by Postmaster General Amos Kendall: a) New York to Washington (by rail), b) Washington to New Orleans (partially by rail, partly by rider and partially by steamboat) via Richmond, Columbia, Charleston, Montgomery and Mobile, c) Washington to St. Louis via Wheeling, Cincinnati and Indianapolis and d) Cincinnati to Montgomery via Louisville and Nashville.<sup>1</sup> These express routes were abandoned in 1839 when the speed of the regular mails began to approach that of the express mail.

Covers on the western route from Dayton, O. to St. Louis are rarities, while covers traveling the western route, which opened October 1, 1837, are scarce. **Figure 57** is an example posted at Mobile August 31, 1838 that entered the mails the following day and was addressed to Frankfort, KY. It traveled the normal route as far as Montgomery, AL and then cut north to Huntsville, Nashville and Louisville to Frankfurt, KY. The route continued on to Cincinnati and Dayton where it connected with the route to St. Louis. The letter reported that regular mail took 20 days because of election documents. A reverse cover on this route is seen as **Figure 58**. It was posted at Greensburgh, KY March 27, 1838 and is sent to New Orleans and reports that two boats have arrived safely and a third is shortly expected. The writer discusses shipping losses and insurance on the river as well as the effects of the Panic of 1837.

Nevertheless, various newspapers still occasionally ran their own express relays. The most aggressive of the New Orleans newspapers the *Picayune* teased its rivals the *New Orleans Bee* and *Bulletin* and ridiculed Kendall's efforts,

“Three of Amos' express boys were passed—one was fastened in the ice of the Roanoke—another was joining in a coon chase in South Carolina—and the other was perfectly swamped in the bottoms of the Chattahoochee.”<sup>2</sup>

### The 1845 Express Mails

In January 1845 James Gordon Bennett's aggressive *New York Herald* set up another news express using the New Orleans newspaper *Crescent City* as news gatherer to get Mexican War news just as the *Journal of Commerce* had set up its

---

<sup>1</sup> Norona, Delf 'The Express Mail of 1836-1839' *American Philatelist* September 1943; Milgram, Dr. James W. 'The Express Mail of 1836-1839', 1977 Collectors Club of Chicago

<sup>2</sup> Copeland, Fayette *Kendall of the Picayune* page 35. 1943 University of Oklahoma Press  
*THE PENNY POST / Vol. 12 No. 3 / July 2004*

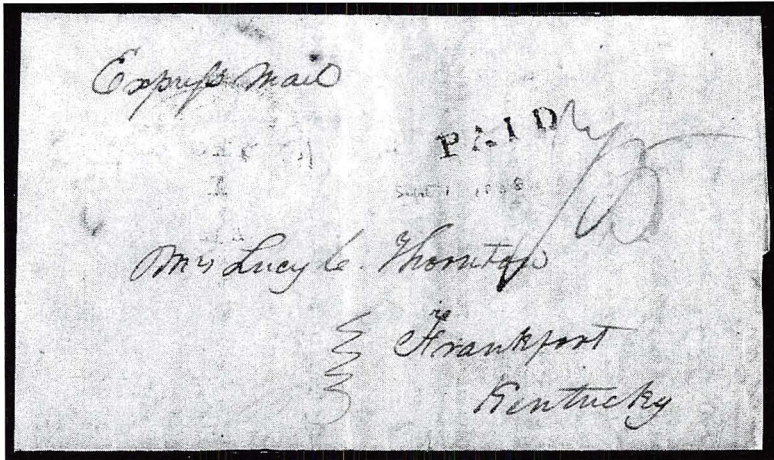


Figure 57. Cover to Frankfort, Kentucky posted at Mobile August 31, 1838 which entered the mails September 1, 1838.



Figure 58. Cover to New Orleans posted at Greensburg, Kentucky March 27, 1838.

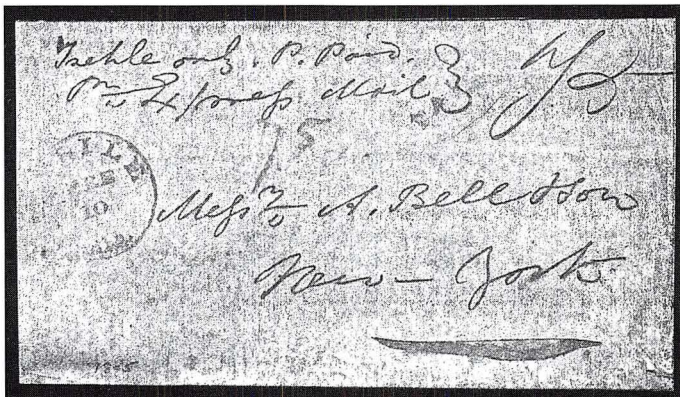


Figure 59. Express cover from Mobile to New York dated February 10, 1845. The government express was discontinued on March 1<sup>st</sup>.

earlier express in 1833 to get news from the south regarding Calhoun's 'nullification' concept. Bennett boasted that his express beat the U.S. mails by one to four days. Competitors chose to compete by persuading the government to set up the well-known 1845 government express mail.

Rather than compete, the other New York papers prevailed upon New York postmaster James Lorimer Graham to use his influence to combat this express. The Senate directed the Postmaster General to report on the facts concerning the new private express mail established between Covington, GA and Montgomery AL on the 'Great Mail' route. The response was to run government expresses between the two points and such was announced January 27, 1845 in Washington and January 29<sup>th</sup> in a notice signed by Graham in the *New York Journal of Commerce*. This issue also noted only three private expresses had run to that date, but on February 19<sup>th</sup>, the owners of the **Crescent City Express** proposed to continue their line between Montgomery and Mobile. This express was still running as late as February 27, 1845. As many as 100 letters from the competing government express service of 1845 may survive. One of the earliest is seen as **Figure 59**. The government express was discontinued on March 1<sup>st</sup> ostensibly because the new summer schedule rendered it unnecessary. Postmaster General Charles Wickliffe ended the Crescent City express when he insisted upon arresting one of the paper's owners for using public post roads to transport private mails<sup>3</sup>, this was Major O'Callaghan who was arrested on March 17, 1845.

### **The Mexican War Delta Express**

Again in 1847, George Wilkins Kendall of the *Picayune* and James L. Frearner of the *New Orleans Daily Delta* went to Mexico to cover the war and each set up a private express and both allowed military officer friends to utilize their private mail operation to avoid waiting for the uncertain departures of the military expresses from there. Two covers with different straightlines are known datelined Mexico City September 23<sup>rd</sup> (**Delta Express**) and December 19, 1847 (**Delta Courier**) are recorded in the *American Stampless Cover Catalog Vol. II*.

### **Significance of the Eastern Pony Expresses**

These late expresses are of interest at this point because they bridge the period between the rider and stage coach expresses and the use of the railroad as the chief means of forwarding mail and small parcel expresses.

Originally there was a shift from foot travel to horse travel in the colonial period when the forest paths widened sufficiently to permit horse and rider transit. The next major shift in transportation technology that affected the development of the expresses was the introduction of the stagecoach by Stavers in the early 1770s and the Confederation period movement of mail onto stagecoaches in 1786-1787 with a number of contractors serving as independent mail operators.

The next major technological shift took place with the development of turnpikes, bridges along the roads, and steamboats on the rivers during the first two decades of the 19<sup>th</sup> century. This enabled more rapid express transit and the opening up of western New York and the Midwest areas. Another transportation revolution

---

<sup>3</sup> Seitz, Don C. *The James Gordon Bennets*, 1928 Bobbs-Merrill pages 121-122.



occurred with the introduction of regularly scheduled packets from abroad, such as the Black Ball line and its competitors so that there was now an incentive to get commercial news in advance of the mails by the 1820s. Then came the introduction of railroads. Finally with the invention of the telegraph in 1844 intelligence could be sent without paper by means other than smoke signals, semaphores or heliographs for the first time. An experimental government financed and operated line between Washington, D. C. and Baltimore opened to the public beginning April 1, 1845 and there are three known telegrams in philatelic hands from this government operation period according to material supplied me by Robert Dalton Harris. The government leased the line to private parties in December 1846.

### **The Newsrooms and the Independent Mails**

As noted earlier the development of the newspaper expresses showed the concern of merchants with timely news. To provide this in key cities, there developed a series of newsrooms such as Topiloff's in Boston, the Northern Liberties in Philadelphia and Gilpin's and Hudson's in New York. Hudson's newsroom lasted from 1835 to late 1836 at which time James Hale, known better for his independent mail operations, acquired it. Hale's newsroom and foreign letter express handstamps are first known from 1838.

The great depression of 1837-45 put economic pressure upon the patrons of the newsrooms as well as upon the users of forwarders. Merchants were used to sending ten or more letters daily and the high postage rates of the period gave them incentive in the depressed economic conditions to seek lower costs. As the foreign letter operations, such as Hale, were serving a forwarder function and the major forwarders such as Goodhue and Middleton were arranging for the delivery by ship captains or pursers, it was logical to ask them to carry letters along the Long Island Sound waterways. Such a cover from New Orleans and carried by Goodhue privately to Boston in 1841 can be seen in *Penny Post* whole #33 (October 2000). Similar covers carried by other forwarders can be found, while Hale was definitely handling mail along this main mail route. He did not want to handle the domestic side of the business and thus was the man to suggest that Harnden get into the independent mail business in 1839, although he became a major factor in the independent mail business just a few years later.

### **The Rise of the Railroad Expresses**

The concept of wagons on iron tramways dates back to the mid-1600s when they were used to bring the coal supplies to Newcastle, England with iron wheels introduced about 1734; however, it was introduction of the steam locomotive such as the *Puffing Billy* of 1813 that is important. Passenger railways began with the October 10, 1825 introduction of the *Experiment* on the Darlington & Stockton R.R. in England and Stephenson's *Rocket* of 1830. The initial American locomotive was his *America* of January 1829 built for the Delaware & Hudson Canal Co., which first ran August 9, 1829 but the English *Stourbridge Lion* was the first practical locomotive on American rails. In September 1829 the South Carolina RR adopted the locomotive as its traction power and it was the first road to have 100 continuous miles of track. In 1830, the *Best Friend* of Charleston made at West Point was the

first American built locomotive. It carried mail on the South Carolina R.R. that year.

Cars began to run fifteen miles over the Boston and Providence RR in September 1834 and a mail contract was signed September 15, 1834, while in August 1834 a special mail went by train from New York and Philadelphia to Trenton, NJ. A letter from O. B. Brown to Boston Postmaster Nathaniel Green of March 19, 1832 was the first to suggest James Reeside's use of the railroads for his contract between Philadelphia and New York; he began to do that in the middle of February 1834. Reeside had already been using the rails for newspaper mails when a letter of May 19, 1834 asked him to find out and tell the railroad agent where the trouble delaying them lay<sup>4</sup>.

In his *Steelways of New England*<sup>5</sup>, Alvin Harlow paints a picture of the development of the railroad expresses, the ones that philatelists have always classified as expresses because at a later point they used adhesive labels,

“When the first short railroads were built they co-operated with the drivers of the stage lines, which they were displacing. For example, when the Eastern Railroad ran only from Boston to Salem, the stage drivers coming down from Portsmouth, NH, had passes and when they left their stages at Salem, they would take the train into Boston to carry letters and parcels committed to them in the back country, make collection, and do other errands for clients along their route...The railroad conductors took up where the stage drivers left off and added considerably to their incomes by their work as carriers—of which, by the way, one never finds a word of complaint on the part of the railroads. On some roads the trainmen augmented their pay by buying fruits, vegetables and poultry at country stations and selling them at good profits to Boston provision dealers, who would often be waiting to meet the train and get their goods.”

Alvin Adams in 1858 gave a similar explanation<sup>6</sup>. He told Stimson that,

“The fact is, that it is not we who have made the Express business; it has been made by circumstances. When the old mail-stage lines had to step out before the incoming railroads, and the drivers were consequently compelled to abandon the routes which they had so long accommodated by their parcel and errand work it created a public want, and Harnden, Adams, Wells, and the rest, who were in at the outset of this business, came forward to do the work. It has grown upon our hands, certainly, but we are not entitled to any credit for it.”

The Boston to Providence route was one of the busiest in the country, with the Citizen Stage Line, headed by **Timothy Gay** having some 300 horses in service. Gay later an expressman (operating Gay's Express), noted that once the railroads were built the larger bankers and brokers in New York, Boston, Philadelphia and

---

<sup>4</sup> *History of the Railway Mail Service*, Government Printing Office 1885, pages 20-23

<sup>5</sup> Harlow, Alvin F. *Steelways of New England*, pages 404-5. 1946 Creative Age Press New York

<sup>6</sup> Stimson, A. L. *History of the Express Business* 1881 page 329

Baltimore employed 'bank messengers' to journey to neighboring cities carrying bonds, money and other valuables just as passengers had on the stage lines as already observed. As soon as the Boston and Providence line was fully opened September 12, 1834, B. D. and L. B. Earle began shuttling back and forth holding the 'franchise' as bank messengers on the line. They later formed the firm of **Earle's Express**, which still later became Earle and Prew<sup>7</sup> when Henry Prew one of their deliverymen worked his way up to partner. So far they seem to hold the title of the first of the railroad expresses.

The Boston & Lowell railroad opened a 27-mile line June 24, 1835 and Harlow<sup>8</sup> reported that almost immediately **Silas Tyler** ran a little four-wheel car attached to its passenger trains and seems to have been a sort of partner with the rail line. He sold out in 1836 to W. C. Gray, who as **Gray's Express** added a bank messenger service to the parcel carrying operation. Harlow added that there was still in Boston a pass dated October 26, 1837 for a free seat in the cars for six months as well as Gray's leather mail and express matter bag, which he illustrated on page 11 of his 1934 *Old Waybills*, taken from the *Express Gazette*.

One of the other early rail lines out of Boston was the Boston & Worcester, which was completed to Worcester July 4, 1835. The first express operator to set up on it was **David T. Brigham** at the beginning of 1836 using a 2 1/2 by 1 1/2 express box in the Belvedere car and paying \$8 a week for the privilege. He soon gave up because conductors such as **William Frederick Harnden** were carrying packages on the line. Also in 1836 **Dean and E. F. Davenport** began carrying letters and packages between Boston and Taunton on the New Bedford line. As soon as it opened as far as Haverhill, MS in 1838 the Boston & Maine R. R. had **Dow's Express** operating over it to that city. **R. W. Whiting** advertised in the Worcester newspapers in 1838 that he would go to Boston on the morning train and come back in the afternoon to both carry packages and transact such other business as he might be entrusted with.

Along with the rise of the railroad expresses, there was a parallel use of the waterways, which since 1825 when the Erie Canal was opened, had provided slow but steady service to delivery bulk goods across the country. A typical example is seen as **Figure 60** where on April 28, 1841 a bale of Muslin is sent from the Cornwall factory in Newburgh to the Townsend firm in Albany by steamboat on the Hudson along with an order for a shipment of steel sheeting to be sent down to Newburgh.

### **Harnden's Express**

The early period ended with 26-year old Harnden's Boston newspaper notice of February 23, 1839 that he was going to institute a package express beginning March 4<sup>th</sup> and running four times a week between Boston and New York. Trained as a bookkeeper, he served as a conductor on the Boston & Worcester by 1836 and then as a ticket clerk in Worcester. In 1838 he was listed as the railroad's ticket-master living at 7 Newton Place. He finally concluding he wanted a more outdoor and active life and decided to begin a package express between Boston and

---

<sup>7</sup> Hahn, Calvet M. 'Earle's Express' *Stamp Collector* January 10, 1981.

<sup>8</sup> Ibid page 405

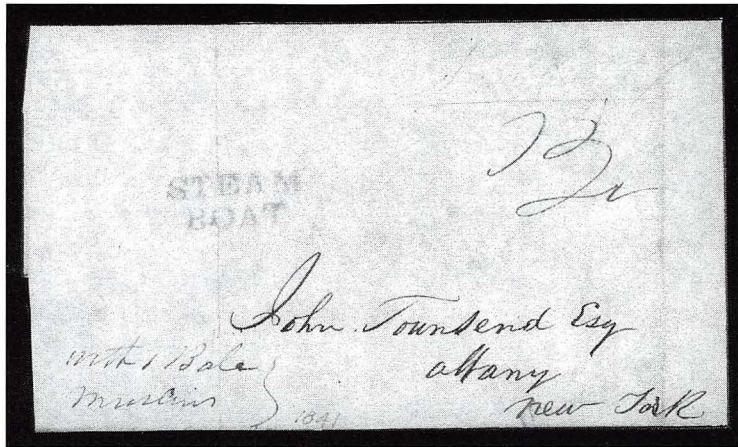


Figure 60. Cover dated April 28, 1841 accompanying a bale of muslin from Newburgh to Albany by steamboat.

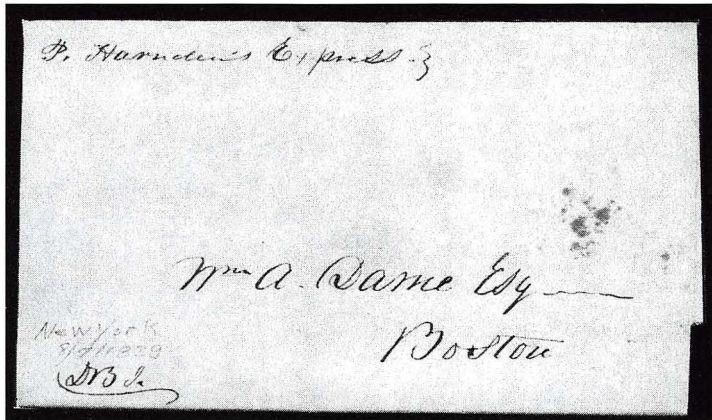


Figure 61. Early Harnden cover dated August 7, 1839 with "P. Harnden's Express" written in Harnden's own hand as confirmed by other documents.

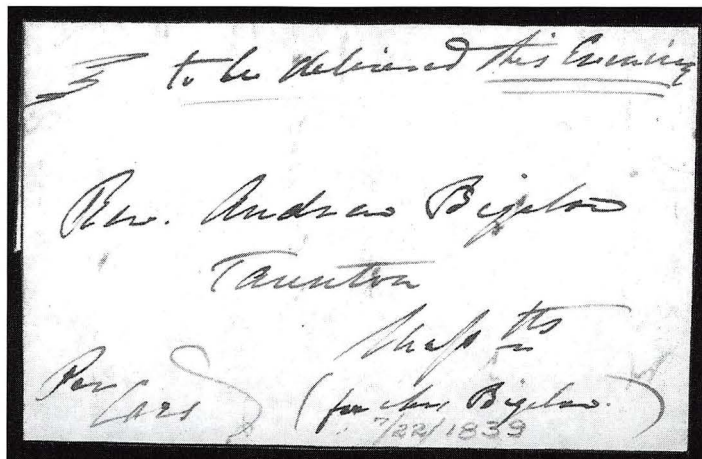


Figure 62. Cover dated July 22, 1839 from Boston to Taunton. The "per cars" manuscript indicates the handling by conductors on the railroad.

New York, after a vacation in New York where he consulted with James Hale in the latter's Newsroom and Foreign Letter Office in the Tontine Building. Hale, who was also agent for the Providence steamship line, had taken over the old William Hudson newsroom operation in late 1837.

There are no recorded philatelic covers from either the pioneer railroad express agents or Harnden before the summer of 1839. The **earliest Harnden** item is seen as **Figure 61**. The 'P. Harnden's Express' is apparently in Harnden's own handwriting as confirmed by later documents in his hand. Ex-DeWindt and known to Elliott Perry, it is dated at New York August 7, 1839 and is from **Dexter Brigham Jr.** stating he can't help the Boston addressee, as he is pre-committed. Dexter was Harnden's uncompensated volunteer messenger and clerk; later he was a partner and successor owner of the company. He was probably a relative of the David Brigham noted above as the first of the railroad expresses on the Boston & Worcester in 1836.

There are several earlier recorded '**Per Cars**' covers handled by the conductors on the railroads, but none identified as being in Harnden's handwriting. **Figure 62** is an example sent from Boston July 22, 1839 to Taunton, MS from one sister to another. It may have been carried either by a conductor or Davenport, the expressman on the New Bedford line.

Harnden was still using manuscript markings on December 9<sup>th</sup> when an example was sent from Salem to Seth Low in New York that was in the Richard Schwartz holding. The handwritten 'Harnden's Express' on it however is not in Harnden's handwriting, who formed his 'H's' and other letters differently, nor is it in the hand of the writer suggesting that at this early stage already someone else was Harnden's agent at Salem.<sup>9</sup> The Eastern RR had been constructed from East Boston to Salem by August 18, 1838 so a conjunctive express was likely.

However, Harnden's black 36mm Boston handstamp circle was used to backstamp a cover sent by the *British Queen*, sailing on October 1, 1839 from New York to England, arriving at Portsmouth on the 15<sup>th</sup> and London on the 16<sup>th</sup>.<sup>10</sup> It was written by N. F. Jones and addressed to John Howarth, Bolton, England and rated double 1/8 for inland postage of the up to 170 miles from London to Bolton. Already at this time Harnden was a U.S. postoffice agent for the mails between Boston and New York as I explained in my *Beginnings of Adhesive Philately*.

The earliest conjunctive use of a Harnden handstamped cover is one with Earle's Express. It was a **money and document package letter** sent December 21, 1839 to Providence, RI with documents and \$100 and was struck with the apparently unique open circle 27mm HARNDEN'S/EXPRESS and a manuscript note 'Mr. Earle will get a receipt for \$100 and return here.' A docketing note on the face notes that it was 'Rec'd Dec. 23, 1839. Paid 50 cts for same. Sam'l W. Perkhams'. While this gives us some idea of rates for an early package express, it is not clear if the charge is for a double letter or due to the conjunctive use.

---

<sup>9</sup> In First Assistant PMG S. R. Hobbie's attachment D to the *Postmaster General's Report* of 1841, A. Law of the Lynn road and Potter of the railroad are listed as then operating expresses from Salem.

<sup>10</sup> *Penny Post*, Volume 6, No. 1. January 1996, page 9.

Harnden's Liverpool office was using labels as early as March 1844, while his U.S. office was using them by June of that year. However, the first labels we find are those of the English Cheap Postage Association. An example of July 1840 was illustrated as Lot 2716 of the Cavendish Auction of September 6, 2002, although earlier probably exist from the 1839 campaign.

### **The Rise of Express Label Adhesives**

There are two basic reasons for the existence of express label adhesives. The first is promotional advertising. This was the precedent created by **forwarders** over the previous centuries when they put their name or handstamp on letters they handled to inform the recipients of who was responsible for getting the letter to them. In terms of his own time, Harnden was a master of promotion so it is logical that labels should be among the things he introduced. After all he is known for his circa 1842 famous red placards as Stimson notes in his express history<sup>11</sup>,

“Young Smith, in H. & Co.’s Boston office, received an order from Nat. Greene, at that time to get a thousand white cards printed, relative to the enterprise; the size of them to be somewhat smaller than his hand. ‘His hand!’ exclaimed Harnden, when he heard of the order, ‘have them a foot square, five thousand of them, and the color red. If a thing is worth doing at all, it is worth doing thoroughly.’ Then writing down the order explicitly, he handed it to Smith; and in two weeks afterwards there was hardly a hotel, steamboat, or depot in the United States in which was not seeing one or more of those large showy flaming-red placards. A thousand or more, also, were conspicuously posted at the railway stations, and other appropriate places, in England, Ireland, Scotland and on the Continent.”

The second reason<sup>12</sup> for the existence of railroad express labels is to be able to track letters and packages as they moved from one rail system to another. In the early days of railroads, there was not sufficient crossover from one rail system to another for express agents on one to need to track parcels onto the second. This situation changed during the 1840s as the U. S. rail network grew, **Figure 63**. These is why the express labels of the 1850s and 1860s frequently bear the names of junction or transfer point town and why multiple labels are found on the same letter or parcel.

The express companies made extensive use of labels and it was common for a given office to have up to four different design labels as print runs were short and there was no reason to attempt to standardize them in detail. In the afore-cited seminar, a quotation was give from pages 2-5 of Charles Coster's 1882 edition of

---

<sup>11</sup> Stimson, A. L. *History of the Express Companies* pages 76-77 of the 1858 second edition

<sup>12</sup> In a seminar of the New York Chapter of the U. S. Classics Society on February 10, 1998, the 10-page leave-behind concerning the U.S. Express Company, which is available at [www.nystamp.org](http://www.nystamp.org) the nature of these labels and the quantities issued was discussed. The [www.penny.post.org](http://www.penny.post.org) website has illustrations of well over 100 of this company's labels.

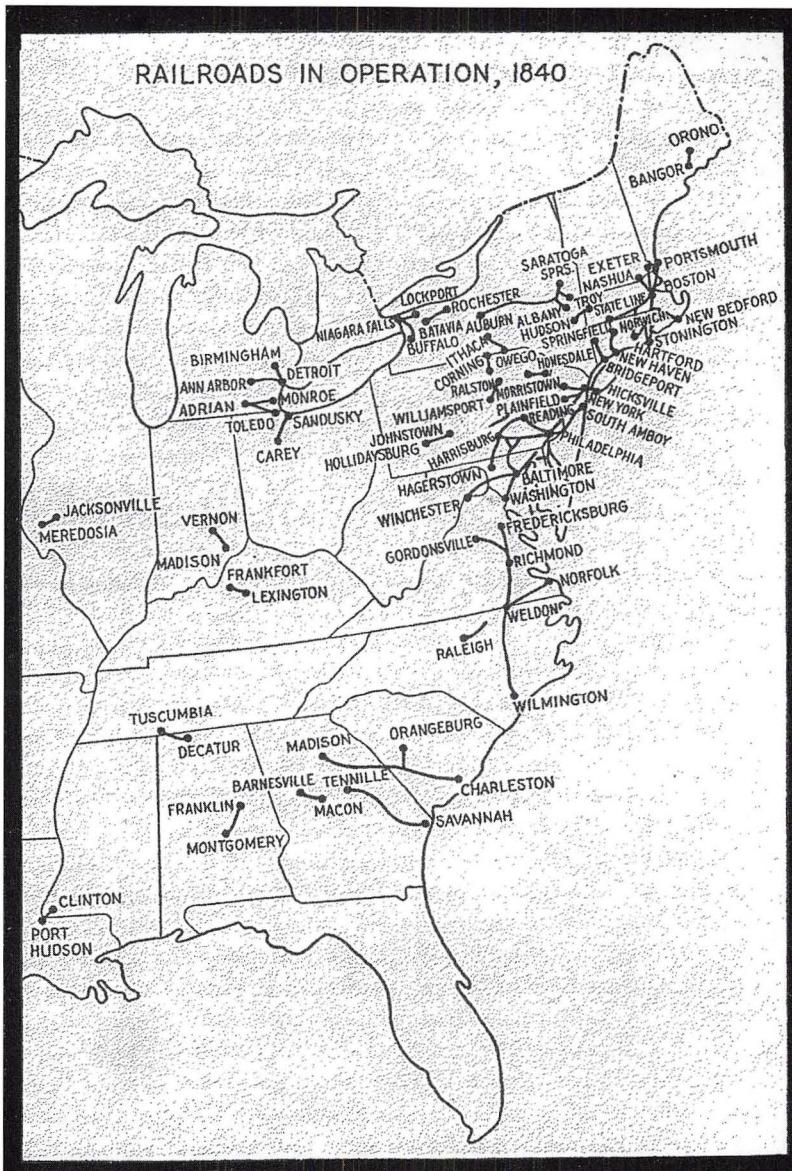


Figure 63. Map of the U.S. rail network in 1840.

*Les Postes Privées des États-Unis d'Amérique* in which he gave his views on the two purposes of the labels, which he called claim-check labels,

“...The U. S. has a prodigious quantity of claim-check labels. These labels are placed everywhere on packages, letters, and printed on envelopes. The express companies moreover make great use of advertising labels, which they apply on the packages, which they transport. These have not the least postal value and do not cover any part of the cost of transport. When one of these labels is found glued on a letter or printed on an envelope it does

not follow that they represent a stamp. It is therefore good to exclude from stamp collections or catalogs such American labels...All the express companies who carry correspondence make no use of stamps; the tax is paid in kind; but these companies make no distinction between letters and do not distinguish the object entrusted to them and apply their labels in a general fashion as a means of claim-checks and not as stamps...The Express Companies desiring to bring their firms to the notice of the public and put forth the concept of claim checks ever where and always, employ the labels without the least burden of transporting letters, or envelopes printed with various designed...These letters are carried by the government post like all other letters of the public..."

Coster was partially correct and partially incorrect in this analysis. The labels of Gay's express between New York and Boston, operated beginning in 1842 by James F. Gay (possibly a relative of the Citizen's Stage Line Timothy Gay) and E. Littlefield can illustrate the advertising or promotional function. **Figure 64** is a cover dated at Boston in which the writer noted on April 23, 1845 he was sending a bag of goods by 'Henry & Co.' (an express whose 40 x60mm black on buff labels indicate it was a daily express between New York and Buffalo, via Albany and Troy) but he changed his mind and wrote in Gay & Co. Gay and Littlefield had a trunk for parcels but no contract when they ran between Boston and New York via Stonington.

While I do not record manuscript markings of this express, Gay was using the red oval handstamp found on this cover as well as the promotional label as late as this cover, which James Gay personally marked paid and signed. He did not make a correction in the New York office address, which occurred by March 10, 1845 from 58 Wall Street to 70 Wall. These labels, **Figure 65** shows the earliest of the 70 Wall St. address, are the more common version and are used until about November 1846 when the New York address changed to No. 1 Wall and the Boston office became 7 State St according to a labeled cover from the Knapp holding. By October 19, 1849 other labels indicate the Boston office had again moved to 11 State St. As the changing addresses show, the labels advised those who received letters or orders from them of the current address where they could contact the express. This is advertising or promotion.

Coster was wrong to contend that the parcel expresses did not carry the letters bearing labels. The 1845 Act effective July 1<sup>st</sup> eliminating the independent mails had a number of exceptions that permitted the parcel expresses to continue carrying letters such as those accompanying goods, or letters containing orders. The Act of March 3, 1855, effective April 1<sup>st</sup> also did not prohibit express companies from carrying mail matter but did require that U.S. postage be paid on it. Further, Coster's contention that labels should not be included in collections and catalogs was responsible for the destruction of many thousands of labels and the covers bearing them.

It is my opinion that Coster misconstrued the nature of a number of the 1850s and later parcel express labels when he termed them only 'claim checks'. With the growing network of railroads after 1850, each with possibly different



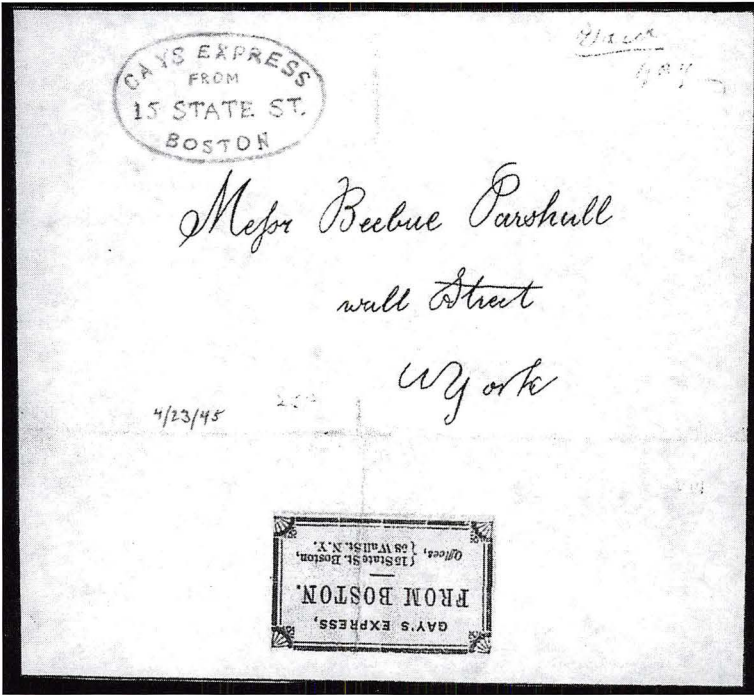


Figure 64. Cover dated April 23, 1845 noting a bag of goods being sent by Henry & Co. from Boston to N.Y. The writer sent the cover by Gay & Co.

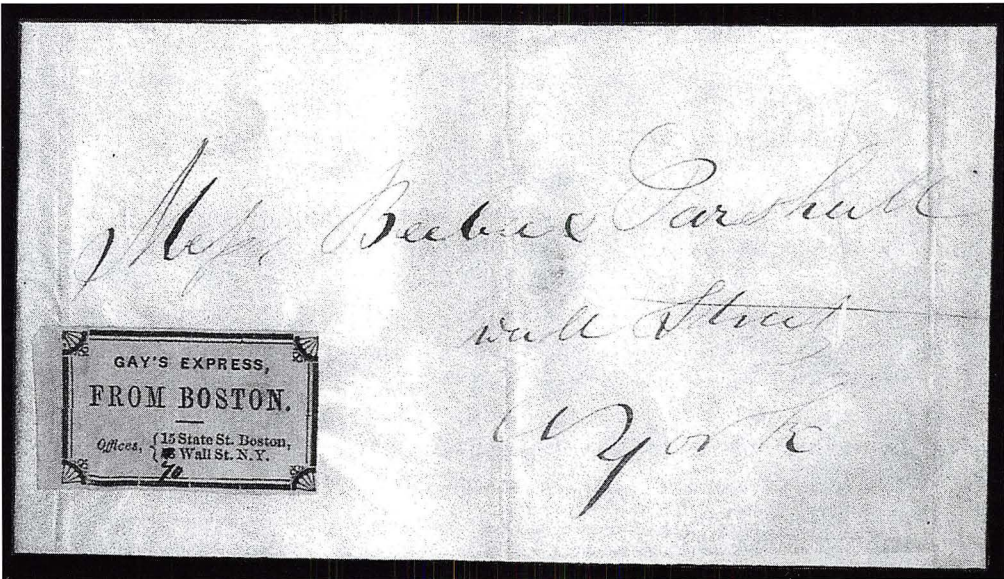


Figure 65. Gay changed their New York office from 58 Wall to 70 Wall by March 10, 1845. They did not make new labels and changed the address by manuscript.

contracts with the parcel expresses, labels were needed at transfer points to define responsibility and routing for a given package as well as allocation of the parcel express fees for transport. This explains the use of multiple labels on the same money package.

In the *Appendix* to his cited 1858 express history, Stimson gives supporting evidence. He notes that the early parcel expresses were not common carriers (a term reserved for the lines over which they traveled) but as **forwarders or agents**<sup>13</sup>. They were to execute due diligence and fidelity in regards to the business entrusted to them. As early as 1845-1847 (when Livingston & Wells was operating), a law case, *Russell & Annis v. Livingston & Wells* determined who was responsible for a money package given by the tellers of the Farmers' Bank of Amsterdam, N.Y. to Livingston & Wells and directed to Russell & Annis, Port Gibson (NY) c/o Dawley, Express Agent, Vienna (NY). Livingston & Wells were held only to be responsible for service between Amsterdam and Vienna, which they provided, and that Dawley was the agent of Russell & Annis for the rest of the journey to Port Gibson, which was on a side route off the line of the Central Railroad from Albany to Buffalo and to which Livingston & Wells did not provide service. An express label applied at Vienna would have shown this shift in responsibility. In the cited U.S. Express Company seminar a number of examples were shown where the labels matched junction points on the rail lines.

Stimson also provides an example of determining express company charges<sup>14</sup> in the 1853 case of *Holford v. Adams et al.* In 1851, Holford's agent, Robb & Co. in New Orleans, gave a package of \$40,000 in Arkansas bonds, with coupons attached to Stimson, who was agenting for Adams & Co. to be transported by steamer to New York and delivered there to Holford. It was the first transaction between the two parties. Upon delivering the package Adams & Co. asked for a fee of \$400 and Holford offered \$20. Express labels helped determine the allocation of express fees but they did not represent postage. In this case, Stimson testified that Robb & Co. designated the value of the package at \$40,000, which was written on the face and in the receipt (which did not provide coverage for insurance) despite the fact that the bonds had been bought shortly before for \$26,000.

Stimson testified that Adams normally carried both valuable packages and those of little value and the valuable ones compensated for the others. He added that the usual compensation was 1% of the value transported and that the steamers charged an equivalent amount on their freight. He added when no value was stated; the bonds would travel as a common parcel, which in this case would have been \$1.50. He admitted that he had not been in the express business prior to working for Adams & Co. and that there were about 60 express offices in New York, including local ones. A jury trial, which was set aside, held the fee was correct, but a new trial was ordered on the basis that there was no proof that Robb & Co. knew of the 1% fee rate in advance.

---

<sup>13</sup> Ibid pages 203-205

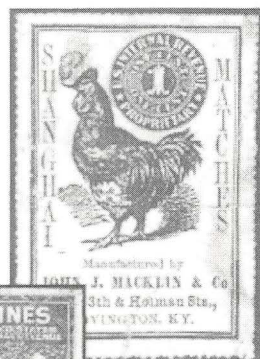
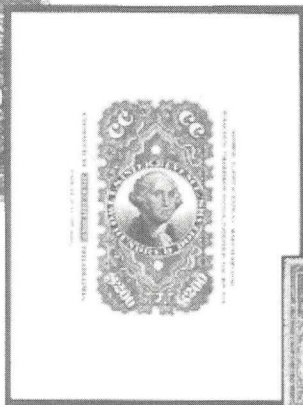
<sup>14</sup> Ibid pages 211-224. Stimson was a witness in this case.

# Phenomenal.

**Our Website Is Always Changing. Shop Our Auction & Hundreds of Stamps In Full Color!**



By the way, you can view our latest giant price list at our site...or send for it by mail. It's free!



## U.S. Revenue Stamps

Penny Post readers can relax in the comfort of their home and review one of the world's largest stocks of revenue stamps at our Internet web site. Locals and Carriers are there, too!

But wait, there's more! Our very large web site is one of philately's most exciting. It's full of entertaining full-color graphics and up-to-date information on the revenue stamp world. And it changes all the time...so one visit is never enough.

Scott listed revenues, embossed & stamped paper, beer stamps, taxpaid revenues, possessions revenues, proofs & essays, local stamps, and philatelic literature. America's finest stock. Write, call or visit our site to get our latest price list or send your want list for custom approvals tailored to your needs.

# Eric Jackson

P.O. Box 728 · Leesport PA 19533-0728

(610) 926-6200 · Fax: (610) 926-0120

Email: [eric@revenueer.com](mailto:eric@revenueer.com)

[www.ericjackson.com](http://www.ericjackson.com)



When the most valuable collections of  
Carriers and Locals are sold,  
one firm is chosen again and again.



When David Golden decided on the firm to handle his collection of Carriers and Locals—the largest and most valuable ever sold—he chose Siegel Auction Galleries.

When Richard Schwartz, past president of the Carriers and Locals society, decided to sell his massive collection, he chose the Siegel firm.

And, when the Hall family looked for an auction firm with the ability to sell one of the most important collections of Carriers and Locals ever assembled, they chose the Siegel firm.

Our knowledge, relationships with collectors, and state-of-the-art presentation (print and digital) qualify us above all others to handle collections of Carriers and Locals.

Buying or selling, it makes sense to deal with the leader.

*Robert A. Siegel*

AUCTION GALLERIES, INC.

**[www.siegelauctions.com](http://www.siegelauctions.com)**

60 East 56th Street, 4th Floor, New York, NY 10022  
Phone (212) 753-6421 Fax (212) 753-6429 E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)