

THE PENNY POST

Official Journal Of The Carriers And Locals Society



Metropolitan Errand and Carrier Express Co.

Top: Bank note with engraved stock dies.

Right: Die-essay composite with a "V".

INSIDE THIS ISSUE

PROOFS AND ESSAYS OF LOCAL STAMPS, PART 2

GRIEG'S GOVERNMENT STAMPS AND CITY DESPATCH POST

CANCELS ON FORGERIES

NEW YORK EXPRESSES IN 1848

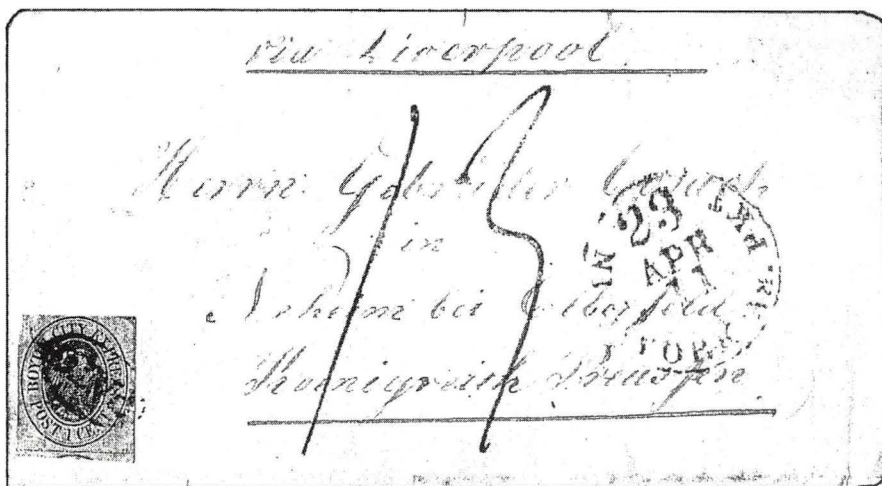
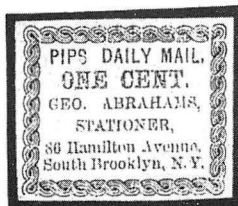
C & W DESPATCH, A HISTORY

THE HALE-JEROME CONNECTION

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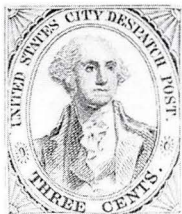
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The Carriers & Locals Society

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CONTENTS

Editor's Message	Pages 2-3
List of Advertisers	Page 3
Hale & Company: Rude in Boston? by William Sammis.....	Pages 4-10
Proofs and Essays of Local Stamps, Part 2 by John Bowman and Larry Lyons	Pages 11-24
Cleveland's Express: You're not in Ohio Anymore by William Sammis.....	Pages 25-26
Differentiating Grieg's 6LB1 Government Stamps and Covers from same by Grieg's City Despatch Post by Larry Lyons.....	Pages 27-33
First Day of Operation of Grieg's City Despatch Post by Larry Lyons.....	Pages 34-36
Baltimore Carrier Cover to Germany by Larry Lyons.....	Page 37
Cancelled Forgeries by Larry Lyons.....	Pages 46-50
New York Expresses in 1848 by Calvet Hahn	Pages 51-52
More on the 1848 New York Expresses by Bruce Mosher	Pages 53-55
C & W Despatch by Carl Kane	Pages 56-60

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THE PENNY POST / Vol. 12 No. 4 / October 2004

Editor's Message

By
Larry Lyons

I am very pleased to announce that *The Penny Post* was awarded a gold medal with felicitations at the APS Stampshow held in Sacramento. This was the first time our journal has been chosen as the best in its class. There were 38 periodicals in the competition. The judges awarded 2 gold medals, 13 vermeils, 16 silvers, 4 silver bronzes and 3 bronze medals. The judges then went on to award the felicitations to *The Penny Post*. This was the fifth gold medal received since I became editor in January 2000.

I am pleased with our successes. The carrier, local and eastern expresses field has gained recognition as to its importance in philately. Our subjects are part of the early foundations of stamp collecting and postal history. We are closely connected to the early U.S. classics and we consider our society a "sister" to the U.S. Philatelic Classics Society. We have held three yearly joint sessions with the Classics Society. John Bowman and Wilson Hulme did a joint presentation at the 2004 yearly seminar. Our presentation subjects were chosen as being relevant to both societies. We, thereby, offer a learning experience to all who attend. John Bowman and Wilson Hulme examined the Baltimore cancels on carrier mail with an eye toward year date identification. I have previously presented 1847 adhesives on cover with carrier and local stamps and locals to the post office with 3¢ 1851 stamp applied. We plan on joining up with our "sister" organization again in the future. We voted to hold next year's meeting in San Francisco in order to visit with our west coast friends and members. In 2006, everyone will be in Washington for the International Philatelic Exhibition. The previous International Philatelic Exhibitions held in the U.S. were Ameripex 86 and Pacific 97.

So now back to my main stream of thought here. *The Penny Post* is successful but I need your help. Yes, money is nice and we could use your special donations to help publish our fine journal, but I also need your written contributions. We have no backlog of articles. So here is what you can do. Write a few words about your favorite local or express cover. Write about a distinguishing plate position difference in a genuine stamp or forgery. Prove the name of the forger of a given forgery. Explore the history of a local post. Examine the census of a local post. Write about the travels of a local or express cover. Show us a valentine, carried by a carrier or local post. (This could be a good display for the January issue). Show us interesting letter contents. Write a research article. Explore the territorial areas of an eastern express company.

Don't worry about article presentation; my editorial staff of four will add their expertise. Don't worry about English and grammar; my proofreaders are doing a great job. If you haven't noticed *The Penny Post* has shown tremendous improvement in the literary area. "We ain't what we was." The point is don't be afraid to try. We can handle the gamut from handwritten to .pdf files. Don't wait; go do it now while the urge is there.

This issue has the second article in a series on essays and proofs of local stamps. The authors are John Bowman, our esteemed President, and myself. We

believe that “there could be others” so drop us a line if you have knowledge of an item that hasn’t been presented. My thanks to John for carrying the burden on much of Part II. We have an interesting history of the C&W Bridge stamp by Carl Kane. This should put to rest a search for a genuine stamp of this certifiably bogus post.

We have an express company article by Bill Sammis about a Cleveland’s Express that is not in Ohio. We have two other express company articles on 1848 New York Expresses. The first was written by Cal Hahn prior to his passing and the second is by Bruce Mosher, our express section editor. We also bring you an article on cancelled forgeries and you hopefully will be pleased with our color pictures of the forgeries and the proofs and essays. Much thanks to our authors for their contributions.

I hope that you enjoy this issue of *The Penny Post* and I hope that your heart is moved to put your pencil to the paper.

ADVERTISERS IN THIS ISSUE

	Page
Schuyler Rumsey Philatelic Auctions	38
James E. Lee	39
Nutmeg Stamp Sales	40
Stanley Piller	41
H.R. Harmer LLC	42
Shreves Philatelic Galleries, Inc.	43
Alan E. Cohen	44
Matthew Bennett, Inc.	45
Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

Hale & Company: Rude in Boston?

By William W. Sammis

Between 1842 and June 30, 1845 James W. Hale built a prodigious interurban letter express under the name of Hale & Company. The success of this company was instrumental in pressuring Congress to pass postal reforms on March 3, 1845. This legislation became effective on July 1, 1845 ending the Independent Mails Period and Hale & Company's operations.

During its brief and tumultuous existence,¹ Hale & Company advertised a network bounded by St. John, New Brunswick, Chicago and Baltimore. **Figure 1**, from a July 25, 1844 Boston newspaper,² promotes much of this range.

**HALE & CO.'S
INDEPENDENT MAIL ARRANGEMENT.**

Postage 1-4 cents.—OFFICE, 23 STATE STREET.
OFFICES AND AGENTS.

Boston, HALE & Co. 23 State street; New York, HALE & Co. 58 Wall street; Providence, HALE & Co. corner of North Main and Market squares; Philadelphia, HALE & Co. 37 So. Third street; Nahant, P. DINEY, Esq.; New Bedford, AMOS HATEN, 92 Union street; Worcester, D. GLASSON, 154 Main street; Haverhill, J. BRADLEY; Norwich, JOHN H. GRACE, 130 Main street; Salem, S. PHELPS, 51 Washington street; Manchester, J. S. TAPPAN; Danvers, E. W. STAPTON; Topsfield, JOHN LAKE; Newburyport, H. T. GORROD; Portsmouth, C. E. BLUNT; Portland, C. RACKLYET, Land Bank Building; West Thomaston, ———; East Thomaston, O. H. PALER; Hallowell, M. LACE, Jr.; Hockport, F. BRYERSON; Frankfort, J. HENNEY, Jr.; Hampden, S. DAVIS; Camden, E. GUINNIN; Bangor, JEROME & Co.; Bath, PETER KNIGHTS; Gardiner, H. SMITH & Co.; Hallowell, GLAZIER, MASTERS & SMITH; Augusta, E. FENNO; Eastport, J. GUINNIN; Lubec, ANDREW KING; Calais, BEDLOW & LEVASON; St. Andrews, N. H., THOMAS SIMS; St. John, N. B., J. D. ASHBURGH; Northampton, A. W. THAYER; Springfield, W. HISHOR; Hartford, HALE & Co.; New Haven, WEBB & PLANT; Pittsfield, E. P. LITTLE; Albany, POMEROY & Co. 5 Exchange; Utica, D. H. DAVIDSON; Rome, H. LEONARD; Syracuse, T. A. SMITH; Auburn, J. LIGHTBODY; Geneva, JOHN FAROE; Canandaigua, J. U. BIERMAN; Troy, L. FARWELL, 239 River street; Rochester, H. HASTINGS; Buffalo, C. K. SMITH; Niagara, CHARLES WELLS.

Letters forwarded to Cleveland, Detroit and Chicago—Postage 12½ cents.

Mails close for New Bedford and Providence, at 7, AM. and 3, P. M., daily.

Albany, Troy and the West, at 8, PM., daily.

Worcester, Norwich, New York and Philadelphia, at 4, PM. daily.

Nahant, at 8½, AM., daily. Salem, Danvers, Topsfield and Manchester, at 12, M., and 5, PM., daily.

Newburyport, Portsmouth and Portland, 13, PM., daily.

Bath, Hallowell and Gardiner, at 6, PM. Bangor and intermediate places, on Tuesdays and Fridays, at 9, PM.

Calais, Eastport, St. John and St. Andrews on Mondays and Thursdays, at 11, A. M. ½ Postage to St. John, &c. 12½ cents.

Particular attention paid to Foreign Letters by our Agents.

July 25 1844 HALE & CO. BOSTON.

Figure 1.

¹ As a result of his confrontations with the Post Office Department and the federal government Hale later referred to himself as "the most arrested man in the world."

² Courtesy Michael S. Gutman

Much of this service was provided through conjunctive arrangements entered into by Hale & Company with other inter-urban expresses, letters being handed off and received at shared junction points. For instance, Hale & Company had offices in Boston from 1842 and in Portland, Maine from June of 1844, but to serve the Penobscot River valley, (including Bangor, Maine) Hale & Company relied upon Jerome & Company's Express³. This arrangement allowed Jerome in turn, to hand off letters at Portland and Boston and take advantage of Hale's network to the south and west.

Hale & Company was the much larger of the two companies both in terms of letter express volume and range and, it appears, when wielding a handstamp at their Boston office, Hale's clerks would assert their preeminence.

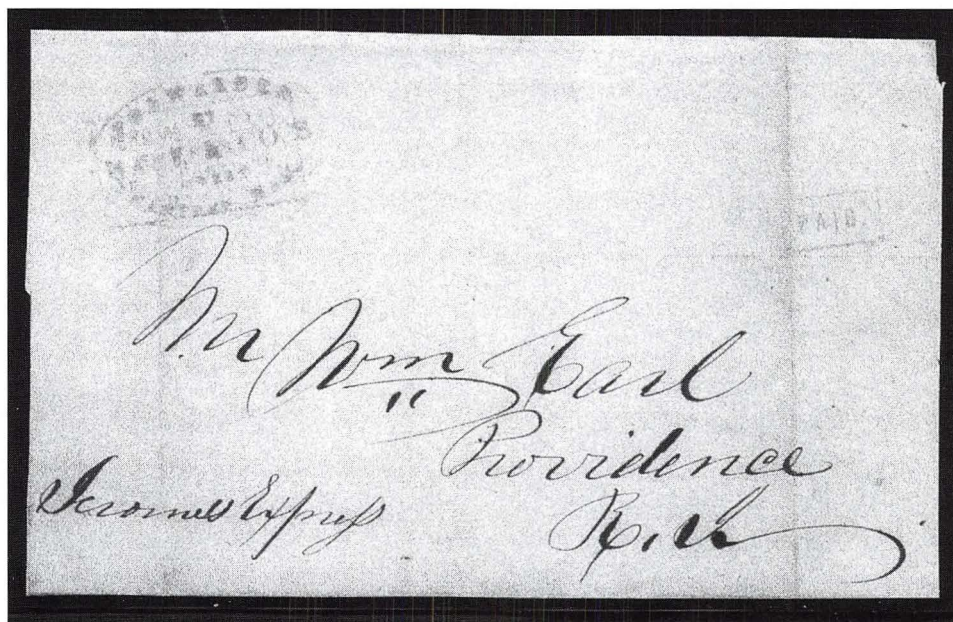


Figure 2.

Figure 2 is a paid May 10, 1845 letter accepted by Jerome and struck with their handstamps #445 and #446⁴ (**Figures 3 and 4**⁵). The letter was handed off to Hale & Company at Boston. Hale's clerk intentionally over-struck Jerome's handstamp with one of their own #423⁶ (See **Figure 5**).

³ J.J. Jerome founded Jerome & Company's Express in 1843 primarily to provide steamship express service between Boston and ports on the Penobscot River often touching at Portland, Maine. The company adapted to the Post Office Department monopoly on letter mail imposed on July 1, 1845 and soldiered on until circa 1849.

⁴ *Boston Postmarks to 1890* by Maurice C. Blake and Wilbur W. Davis, p. 91.

⁵ A period follows "PAID" in this handstamp. It is not shown in the Blake and Davis plate likely because if found it is often faint. The period has been added in **Figure 4** by the author of this article.

⁶ Blake and Davis, p. 89.

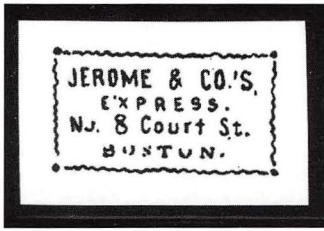


Figure 3.

Handstamp #445

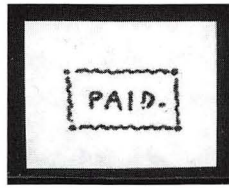


Figure 4.

Handstamp #446



Figure 5.

Handstamp #423

Of the thirteen noted covers received by Hale from Jerome that have a Jerome handstamp #445 (**Figure 3**) on the front of the cover and have either a Hale's handstamp #423 (**Figure 5**), #422⁷ (**Figure 6**) or #425⁸ (**Figure 7**), ten have Hale's handstamp struck on top of Jerome & Company's handstamp (77%). These twelve covers are summarized in **Table 1**.



Figure 6.

Handstamp #422



Figure 7.

Handstamp #425

This practice is noted on both collect and paid letters. It could perhaps have been justified on the collect letters. Hale & Company would have been collecting the charges and might have wanted the presented letter to confirm that they were providing the service. The fact that they over-struck Jerome's handstamps on both collect and paid letters leads me to believe that their intent was to emphasize that they were the service provider and at the same time to perhaps diminish Jerome & Company's involvement.

Of additional interest are two covers that traveled from Bangor, Maine to Salem, Massachusetts in 1844 (**Figures 8 and 9**). Both received Jerome's handstamp #445 at Bangor and were likely put off the steamship at Salem prior to reaching Boston. The receiving clerk at Salem struck them with their Hale's office handstamp. In one case (**Figure 8**)⁹ he "cancelled" the Jerome handstamp, the practice regularly employed at Boston. In the other case (**Figure 9**)¹⁰ the Jerome marking is left untouched.

⁷ Ibid. p. 89.

⁸ Ibid. p. 89.

⁹ Kelleher Sale 06/20/81, Lot #911. Contains "PAID." from Jerome (Handstamp #446), but it does not show in **Figure 8**.

¹⁰ E-Bay cover dated 09/28/1844.

Conversely, did Jerome & Company's Express feel it necessary to deface Hale's handstamps with their own when such letters were handed off to them at Boston for delivery at, for instance, Bangor? The following example and data would indicate that Jerome's clerks made a consistent effort to avoid placing their company's handstamp on top of that of Hale & Company.

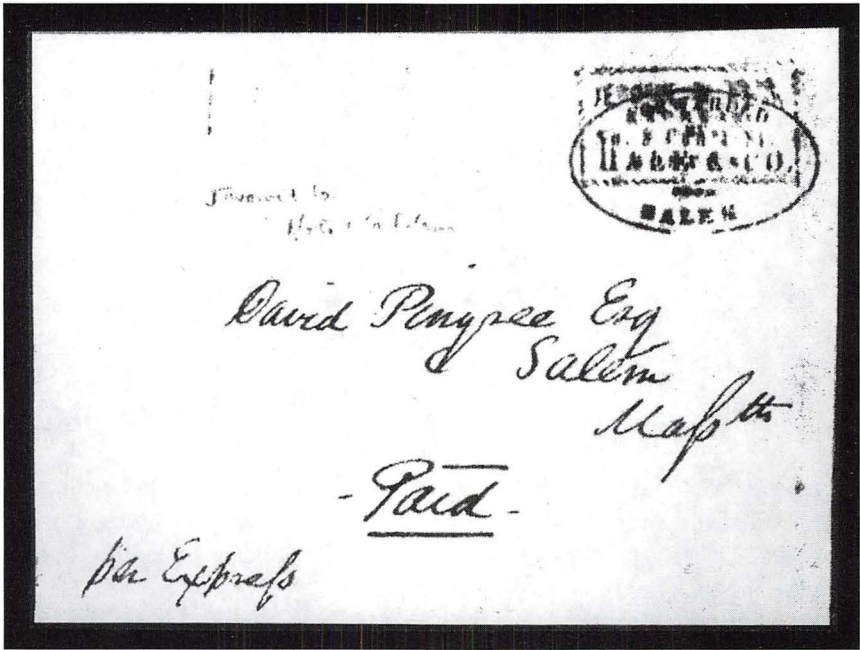


Figure 8.

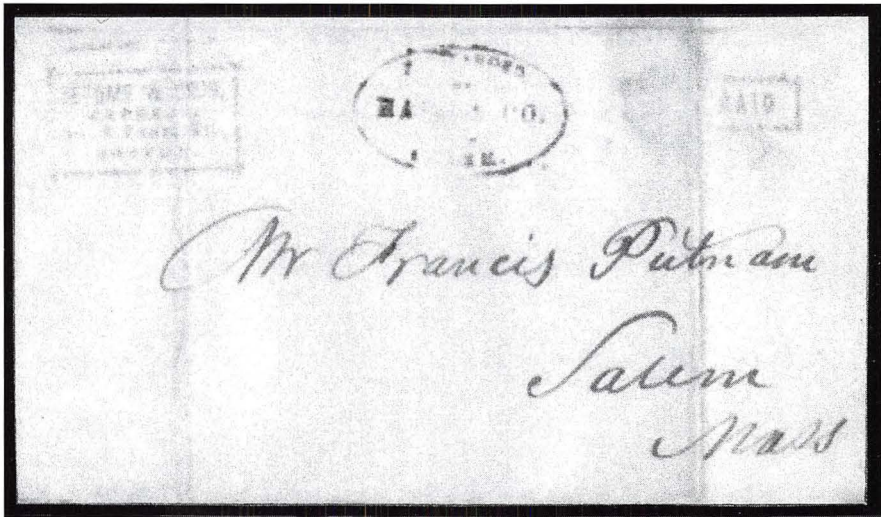


Figure 9.

Figure 10 is a September 26, 1844 letter that Hale & Company carried from New York City and passed to Jerome at Boston for service to Bangor. Jerome found an empty space on the cover front upon which to strike their handstamp.

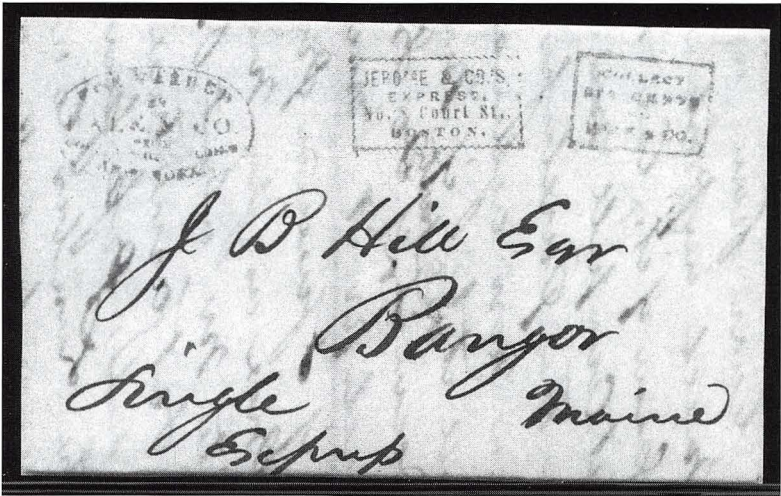


Figure 10.

I have recorded fourteen examples struck by Jerome with handstamp #445 on letters received from Hale & Company. All examples have been struck as is the **Figure 10** cover. The Jerome handstamps do not obliterate any Hale’s markings. These fourteen examples are listed in **Table 2**.

I thank members, particularly the late Cal Hahn, who shared information from their collections as well as editors Bruce Mosher and Larry Lyons. I invite correspondence to add to the Table 1 and 2 databases: <cds13@cornell.edu>.

Table 1. Hale & Company: Received from Jerome & Company’s Express

Criteria:

1. Express received by Hale from Jerome
2. Jerome handstamp #445 present on the front of the cover
3. Cover struck with either Hale’s handstamp #s. 422, 423 or 425

Hale Overhit								
Jerome #445								
yes/no	Date	Hale #422	Hale #423	Hale #425	Jerome #445	Origin	Destination	Source
Y	7/19/1944			Y	Y	Camden, ME	Boston	Frajola sale 5/90 Lot #649
Y	8/14/1944		Y		Y	Frankfort, ME	N.Y. City	Siegel sale 791, Lot #376

Hale Overhit								
Jerome #445								
yes/no	Date	Hale #422	Hale #423	Hale #425	Jerome #445	Origin	Destination	Source
Y	8/27/1944		Y		Y	Thomaston, ME	N.Y. City	Collector
Y	9/13/1944		Y		Y	Bangor, ME	New Bedford, MA	J.A. Fox sale 3- 31-61 Lot #726
N	9/25/1944		Y		Y	Bangor, ME	Boston	Collector
Y	10/12/1944		Y		Y	Frankfort Mills, ME	Boston	Collector
Y	10/21/1944		Y		Y	Camden, ME	?	Collector
Y	10/22/1944 (?)	y			Y	Bangor, ME (?)	N.Y. City	Siegel sale 773, Lot #274
Y	1/31/1945		Y		Y	Bangor, ME	Boston	Collector
Y	5-10-45 (Fig. 2)		Y		Y	Bangor, ME	Providence, RI	Collector
N*	5/21/1945		Y		Y	Belfast, ME	Boston	Rumsey sale 8, Lot #1788
Y	6/25/1945		Y(?)		Y	E. Thomaston, ME	?	Collector
Y	1845		Y		Y	Bangor, ME (?)	Philadelphia	D.G. Phillips

* What I believe to be Jerome’s handstamp #445 is very faint. Because it is indistinct the handstamp was perhaps misidentified by the auction house as a “faint Hale Boston Office boxed handstamp”. Hale’s clerk at the Boston office may not have noticed this faint handstamp and as a result did not “cancel” it.

Table 2. Jerome & Company’s Express: Received from Hale & Company

Criteria:

1. Express Received by Jerome from Hale
2. A Hale handstamp from their accepting office is on the cover front
3. Jerome used their handstamp #445 on the cover.

Jerome Overstruck						
Hales HS						
yes/no	Date	Hale & Company handstamp	Jerome #445	Origin	Destination	Source
N	8-6-44 (?)	Boston #423	Y	Boston	Bangor, ME	Siegel sale 9-28-72 Lot #1803
N	Ca. 8/20/44	Boston #423	Y	Boston	Bangor, ME	Penny Post V.4 #3
N	9/6/1944	New York City	Y	N.Y. City	Bucksport, ME	Frajola sale 1/84, Lot #275
N	9-16-1944	Boston #423	Y	Boston	Orono, ME	Siegel sale 830, Lot #350
N	9/26/1944	New York City (Figure 10)	Y	N.Y. City	Bangor, ME	Collector
N	10/28/1944	Boston #422	Y	Boston	Bangor, ME	Levi Files
N	11/4/1944	New London, CT	Y	New London, CT	Frankfort, ME	Siegel sale 830, Lot #312
N	11/13/1944	Boston #425 New York City	Y	New York City	Frankfort, ME	Collector
N	11/16/1944	Boston #425	Y	Boston	Bangor, ME	Levi Files
N	11-30-44 (?)	New York City	Y	New York City	Bangor, ME	Frajola sale 1/84 Lot #277
N	12/1/1944	Boston #423 (?)	Y	Duxbury, MA	Bangor, ME	Knapp sale, 5/41 Lot #848
N	?/?/44	Boston #425	Y	Freeport, ME	Bucksport, ME	Kaufmann sale 3/27/76, Lot #617
N	1/21/1945	New Bedford, MA	Y	New Bedford, MA	Bangor, ME	Siegel sale 817, Lot #1127
N	?	Boston #423	Y	Albany, NY	Maine	Frajola sale 5/90, Lot #429

Proofs and Essays of Local Stamps

Part 2

By

John D. Bowman and Larry Lyons

This article is part 2 of a series on proofs and essays of US local stamps. For the most part, this information has never been published in philately, and the authors depend on readers to provide corrections and updates.

Correction – American Letter Mail Company

The sentence “Printer’s waste panes have been offered for sale, being mis-cut, double-printed, etc.” should have appeared at the end of the section “1933 Reprint Trial Colors 5L1TC” instead of the section “1895 Reprint Trial Colors 5L1TC3” on page 14 of the last issue.

Boyd’s City Dispatch and Boyd’s Dispatch

Boyd’s City Dispatch (framed eagle design) and Boyd’s Dispatch (Mercury design) are both known in a variety of trial color proofs. These will be the subject of separate articles.

Boyd’s City Post - The Envelope Stamps.

This design of the first issue envelopes was not adopted, and was previously considered an essay. Some students believe it to be a forgery. There are three known forgeries of this essay by J.W. Scott and S. Allan Taylor.¹

The item in question is scarce and is sought after by collectors. It is embossed on wove paper that is colored through. The colors are red on orange and deep blue on orange. See **Figure 1**. Whether it is an essay or a forgery remains to be proven. No entires are known.

Even scarcer is an embossed design similar to the framed eagle design of Boyd’s, printed in the same colors and paper as the previous item. See **Figure 2**. It is also unclear whether these are essays or forgeries. No entires are known, but an albino impression cut square is known to exist.

California Penny Post Co. 34L1TC and 34L1LA-P

Two items are known to the authors. The first is a pair of the 2¢ stamps in dull plum. See **Figure 3**. They are india paper mounted on card. The second is a blue proof of the 3¢ stamp. This is mounted on a card cut to a small size. Guide lines show at the left. The color is the issued blue.

34L1TC Dull plum
34L1AP1 Blue

¹ *Lyons Identifier*, Larry Lyons, 1998, pages 226-227.

Cincinnati City Delivery 39L1TC

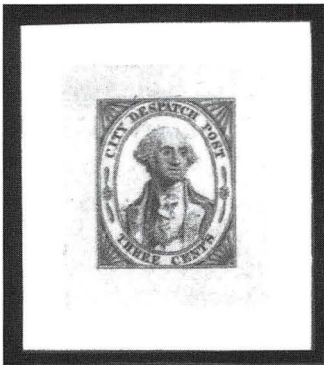
This post was established and operated by J. Staley in 1883. A trial color proof is reportedly known imperforate in green. See **Figure 4**. The issued stamp is perf 11 in carmine.

39L1TC1 Green

City Despatch Post 40L1E

This essay was printed on bond paper and mounted on card. The *Lyons Identifier* notes this item on Addenda page 53 at the back of Volume III. There is an apostrophe in "CENT'S" and the side ornaments are different from the issued stamp. There is only one reported example, which was offered in the Middendorf sale, Richard Frajola, May 1990, Lot 477, described as "40L1E, 3c Black, die essay with apostrophe in cents, printed on bond paper, mounted on card, minute tone spot, the only reported example, ex Caspary." Because it is an essay of the very first adhesive stamp used in the United States, it is the very first US essay, and an important philatelic item. See **Figure 5**.

40L1E1 Black, bond paper mounted on card



40L1E



40L1 Issued stamp

Figure 8. An essay printed on bond paper and mounted on a card. The side ornaments are different from the issued stamp.

40L1E Compliments of Richard Frajola.

City Despatch Post 40L1TC

The issued stamp was engraved by Rawdon, Wright & Hatch and may have been available on February 1, 1842, the first day the post opened for business. In 1892, die reprints were made in black on grayish white, orange, crimson and green glazed surface colored paper. According to the 2004 *Scott Specialized Catalogue* (page 388) only four sets were made. These original die reprints are also known as late trial color die proofs.



Figure 1. Boyd's envelope essays.



Figure 2. Boyd's envelope essays.



Figure 3.
34L1TC



Figure 4.
39L1TC



Figure 10.
87L72TC2



Figure 11.
87L72TC4



Figure 6.
40L1TC1

Figure 6.
40L1TC2

Figure 6.
40L1TC3

Figure 6.
40L1TC4

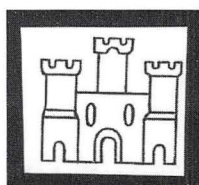


Figure 12. 87L72TC3 and watermark



Figure 22. 143L6P1

According to Donald Patton, in 1892 Dr. William Mitchell, a dentist in Bayonne, NJ, “and a well-known philatelist and writer on local post stamps, borrowed the original Greig die from Greig’s grandson for the purpose of having reprints made.”² During the process, the die became cracked across the stamp design. The reprints were printed in black on white, on yellow, on crimson and on green and are now very rare, presumably the total printing was small. See **Figure 6**. The original die is still in existence and in the early 1950’s was again used to produce reprints, in black on white. These show the crack on the die and are defaced by a line drawn across the die.”

Because a few impressions were made from the original die by Mitchell in four colors before the die cracked, these scarce but beautifully detailed engraved impressions may be termed late trial color die proofs, while the later 1950’s impressions made on large cards with a defacing mark can be termed late defaced die proofs.

- 40L1TC1** Black, *white glazed*
- 40L1TC2** Black, *yellow glazed*
- 40L1TC3** Black, *crimson glazed*
- 40L1TC4** Black, *green glazed*

City Despatch Post 40L1P

An 1890(?) proof in black is known as a large die proof on card and may be regarded as a late die proof. See **Figure 7**. An 1892 proof is also known on card with a Vulcan sideways vignette. See **Figure 8**. An 1892 proof on laid battone with a Vulcan vignette is also known. There are known 1892 late die proofs on bond paper.

- 40L1P1** Black on card
- 40L1P1V** Black on card with Vulcan
 - a. laid batonne
 - b. bond paper

United States City Despatch Post

These carrier stamps were engraved and printed by Rawdon, Wright & Hatch beginning in 1842. The 6LB2 stamp is black on rosy buff. No used copies are known and only about six unused copies exist. The *2004 Scott Specialized Catalogue* has a footnote which states “some authorities consider 6LB2 to be an essay.” Since it has the same design as the issued stamps 6LB3-6 it would technically be a trial color by definition. The authors believe that the 6LB2 is an issued stamp with no known used copies. The black on pink stamp, designated 6LB6, is unique and is on a cover. This cover has been certified as a genuine usage. The C24 type is known in at least seven colors and there seems to be no reason to single one color out as a trial color proof or essay.

² *The Private Local Posts of the United States*, Donald S. Patton, 1967, page 115.

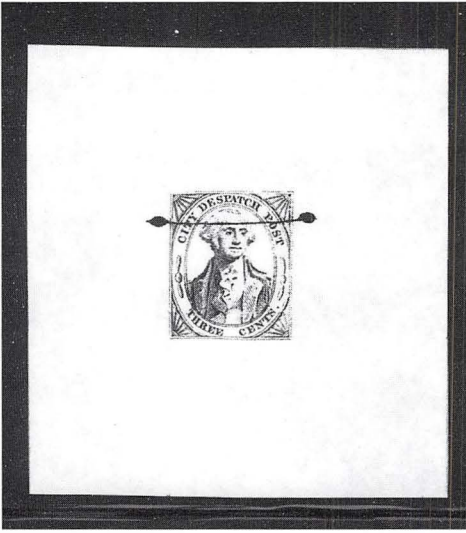


Figure 7. Large die proof. 40L1P
109mm x 141mm
PF 67,927

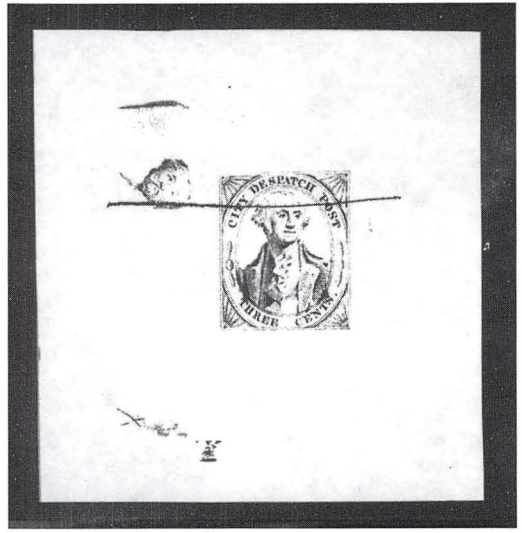


Figure 8. A proof with the
sideways Vulcan vignette.
40L1P1V

City Despatch, Philadelphia 41L1P

This lithographed stamp was first issued in 1860. Two different stones were used and thick to thin wove paper examples are found for both stones. An example on grayish paper is known which could be a proof.

Crosby City Post 54L1TC

This local post was established by Oliver H. Crosby in 1870. The stamps were printed by J.W. Scott & Co. A trial color proof has been reported in black on yellow paper colored through which is diagonally laid.

54L1TC1 *Black/yellow laid*

Central Post Office

According to Warren Hale, "Most of the existing specimens are reprints made by Taylor in 1877 or 1878. Stamps from the first printing, if they exist, may be classed as essays, usage not having been established, but no criterion for distinguishing the two or more printings is known to the writer."³ The reprints are attributed to S. Allan Taylor and the essay is attributed to Hussey.⁴

This item does not meet the acceptable criteria for a catalog listing under essays and proofs. It should be thought of as an essay-forgery.

³ *The Private Local Posts of the United States*, Donald S. Patton, 1967, page 255.

⁴ *Lyons Identifier*, Larry Lyons, 1998, pages 327-328.

Dupuy & Schenck Penny Post 60L1P

This proof is part of a salesman's sample of examples of lathework, numbers and ornamental designs. It is black on wove paper. This was sold in a Siegel sale, May 4, 1995, Lot 697. See **Figure 9**.

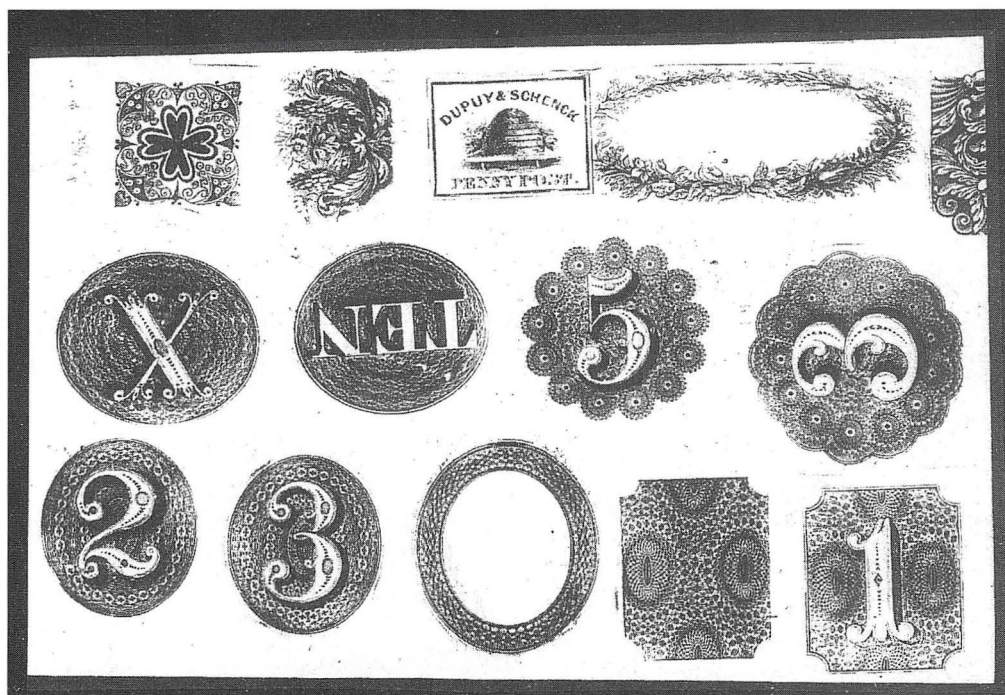


Figure 9. 60L1P. A printer's sample of lathework with a Dupuy & Schenck stamp included. Used as a salesman's display.

Hussey's Express 86L73-75TC

These 1880 lithographed stamps were printed by N.F. Seebeck at 97 Wall Street in New York City as noted in the imprint within the design (Type I) or below the design (Type II). The stamps were printed in several colors on glazed wove paper. Patton notes the Type I stamp is printed in brown and ultramarine on white glazed wove paper. Patton also states that the brown is the later printing, and is found imperforate and imperforate between, as well as imperforate in black on laid batonne paper, sometimes showing the papermaker's watermark in the shape of a castle. Hale further describes the watermark as a castle with a taller tower or section between two shorter parts, below "Imperial Linen" in script appears above "F.H.D. & Co." The brown stamp is better described as orange brown.

In fact, examples of Type I on wove paper are known imperforate in both orange brown as well as a very pale ultramarine. A gummed block of four of the orange brown is known. Hale noted a block of six with gum in the Hollowbush collection. These may be plate proofs, or unfinished stamps.

Trial color plate proofs of Type I are known on horizontally laid paper (see **Figures 10, 11 and 12**). This is probably the same paper mentioned previously, laid batonne paper sometimes showing the papermaker's watermark. Type I examples of these plate proofs exist in singles, pairs and blocks in black, lake, blue and red (carmine). Both Patton and Hale note a block of eight in black on horizontally laid paper without gum, and Hale notes a block of twenty (4 X 5) of the black in the Hollowbush collection. This is the largest known multiple of the trial color proofs, except for another block of twenty in blue that was in the Elliott Perry collection. Hale notes a strip of three in pale ultramarine with top sheet margins and a row of vertical perforations through the fourth stamp at the far left. Hale also noted an imperforate gummed block of four of the pale ultramarine on wove paper in the Sloane collection.

Patton noted imperforate examples of the Type II stamps on laid paper are known in black, carmine, blue and dark red. However, this is incorrect as the examples known in black, blue and dark red (lake) are all Type I.

Imperforate singles and pairs exist for the red (carmine) Type II stamp, and are scarce. Hale believed that these should be referred to as unfinished stamps, as none were known used to him. It is also possible that these are plate proofs in the issued color.

The authors suggest that the imperforate Hussey's Express stamps should be regarded in two groups, one of imperforate unused examples (unfinished stamps) and the second of trial color plate proofs:

87L73c Orange brown, type I, imperforate (unused only) – already listed

87L74a Ultramarine, type I, imperforate – already listed

87L75a Red, type II, imperforate – already listed

87L72TC1 Black, horizontally laid paper

87L72TC2 Blue, horizontally laid glazed paper

87L72TC3 Lake, horizontally laid glazed paper

87L72TC4 Red, horizontally laid glazed paper

McIntire's City Express Post

Issued in pink in 1859, examples of the original design are known in black on white paper that is thicker than the paper used for the originals. Unlike most originals, this example includes all four frame lines around the stamp and is very likely a proof See **Figure 13**. Patton illustrated a black example of Forgery A that he thought was intended to represent a proof, but the authors have not seen an example of this item.

99L1P Black/white

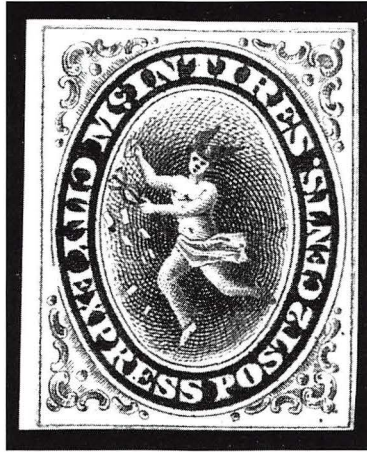


Figure 13. 99L1P, Black/white

Metropolitan Errand and Carrier Express Co.

Donald Patton simply notes “Die and plate proofs on bond and india papers exist for all values and occur printed Grey-Black, Dull Green, Grey-Blue and Sepia. The die proofs of the 5c. and 10c. were printed se-tenant.”⁵ Some auction sales seem to describe the bond paper as “proof paper.”

The one cent stamp (and perhaps the rest) were printed in sheets of 100 (10 x 10) by Baldwin, Bald & Cousland, New York, with each stamp centered within a gridline inscribed on the plate. Their imprint is found above the bottom frame line between positions 94 and 95 on the plate, and also outside the right frame line on the lower right quadrant of the plate.

The front cover shows a bank note printed by Baldwin, Bald & Cousland with engraved stock dies, including the shield used as a model to create the Metropolitan stamp design. **Figure 14** shows a stock certificate.

Figure 15 illustrates a die-essay in black on india paper that is a composite of 107L1 with an impression of a “V” within engraved frame below. It is also known in orange and perhaps other colors. (See front cover).

Figure 16 is an essay of the stamp design for 107L1 without an outer line in black printed directly on bright white card.

Figure 17 shows a se-tenant die proof on bond paper in red-orange, the issued color. It is a die proof because there are no dividing frame lines around the stamp. These se-tenant stamps exist in blue, red-orange, gray-brown, dull green and black, on both india paper as well as bond paper. When cut wide enough, they may show markings along the left edge, as in this illustration.

Trial color plate proofs on india with dividing lines are also known in blue for 107L1; dull green for 107L2; yellow-brown, gray-brown and black for 107L3;

⁵ *Ibid.*, p.198.

and red-orange and black for 107L4. Other colors may exist but are not known to the authors. Trial color plate proofs mounted on card are noted in blue and red-orange for 107L1, dull green and red orange for 107L2, yellow-brown, gray-brown and red-orange for 107L3, and red-orange for 107L4.

It should be noted that the reprints were printed in dark blue and red-brown, different in color from any of the trial colors.

There are examples of die cut stamps on medium paper printed in blue for 107L1, dull green for 107L2, and gray-brown for 107L3 that should be regarded as trial color proofs.

In addition, there are examples of the dark blue reprint color printed on stamp paper with perforated "SPECIMEN" diagonally. These are gummed, and it is not known whether they were perforated privately with intent to fraud collectors, or represented a type of trial color specimen.

Die proofs have no layout lines dividing stamps. Plate proofs have these lines, and singles almost always show a portion of the dividing line unless cut too closely.

Bond paper is stiffer to touch than india paper.

The following listing includes those examples known to the authors. It seems likely that missing colors exist and we hope readers will report them. We have proposed an a-b-c-d-e-f format for the six known colors of proofs, with "a" being the accepted red-orange color for the authentic stamps.

Essay, No Outer Frame Line

107L1E1 Black on thick white card

Essay, Vertically Se-Tenant, 107L1 Over "V" in Circular Frame

107L1E3 Black

107L1E4 Red orange

Die Proofs on India, Se-Tenant

107L2-107L1P1a Red orange, mounted on amber wove paper

107L2-107L1P1b Black, mounted on amber wove paper

107L2-107L1P1d Dull green, mounted on amber wove paper

107L2-107L1P1e Gray-brown, mounted on amber wove paper

Die Proofs on Bond, Se-Tenant

107L2-102L1P2a Red orange

107L2-102L1P2b Black

107L2-102L1P2c Blue

107L2-102L1P2d Dull green

107L2-102L1P2e Gray-brown

Die Proofs on India

107L3P1b Black
107L3P1e Gray-brown
107L4P1a Red orange
107L4P1d Dull green

Die Proofs on Bond

107L3P2a Red orange
107L3P2d Dull green
107L4P2a Red orange
107L4P2b Black
107L4P2c Blue
107L4P2d Dull green
107L4P2e Gray-brown

Plate Proofs on India

107L1P3c Blue
107L2P3c Blue
107L2P3d Dull green
107L3P3e Gray-brown
107L3P3f Yellow-brown
107L4P3a Red orange

Plate Proofs on India Mounted on Card

107L1P4a Red orange
107L1P4c Blue
107L2P4a Red orange
107L2P4d Dull green
107L3P4a Red orange
107L3P4e Gray-brown
107L3P4f Yellow brown
107L4P4a Red orange

Plate Proofs on Stamp Paper Gummed and Perforated “SPECIMEN”

107L1SP Blue
107L2SP Blue
107L4SP Blue

Proofs Die Cut on Medium Paper

107L1P5c Blue
107L2P5d Dull green
107L3P5e Gray-brown

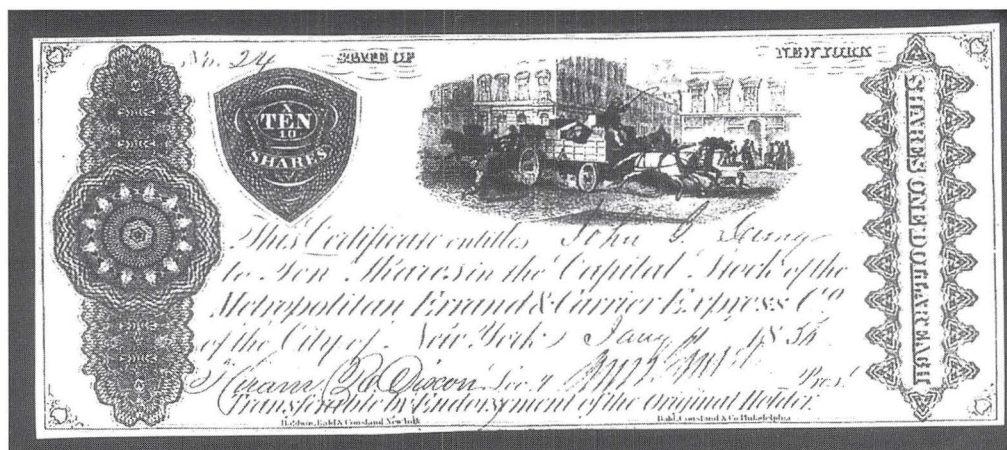


Figure 14. Metropolitan Errand & Carrier Express Co. stock certificate printed by Baldwin, Bald & Cousland who also printed the local stamps.



Figure 16. Essay 107L1E1
Black on thick white card



Figure 17. Se-tenant die proof on bond
paper, printed in five colors.

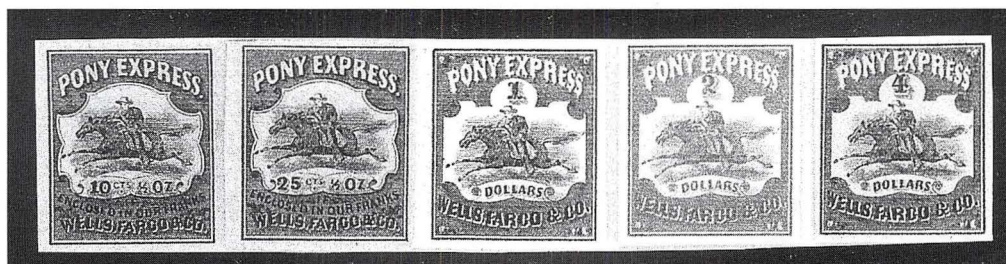


Figure 18. The 1897 Wells Fargo & Co. reprint-essays.

Swarts' City Dispatch Post The Washington Stamp 136L11TC

The genuine Swarts Washington stamps were lithographed in two colors in 1852. The red on bluish paper is *Scott Catalogue* number 136L11 and the pink on bluish paper has been given catalogue number 136L12. In February 1889, J.W. Scott stated in the *American Journal of Philately* that these are known engraved in black and in rose. In the *Lyons Identifier* in Volume III on page 1018, the engraved trial proofs are described as grayish black on white and carmine on white. George Sloane jotted a note that he found an engraved copy in an old collection that he bought June 29, 1931. The authors have not seen these examples.

136L11TC1 Black

136L11TC2 Rose

Wells Fargo & Co. Reprint – Essay

The original stamps were engraved by Jacques & Rey in the employ of Britton & Co. Lithographers. One of the partners of the firm was Joseph Britton. In 1865 Mr. Rey became a partner and the firm became known as Britton & Rey. In April 1897 Mr. Britton asked for permission to make some stamps for one of his sons. Since the original dies or plates were worn and damaged, a new design was created. There are many differences between the original stamps and the 1897 printing but the most obvious is that the horse's mouth is wide open and there is no shading in front of the horse's nostrils.⁶ The fact that these printings were made late and from new plates creates problems in cataloging.

Since this was an authorized printing by the original lithographers it could be variously described as a reprint-essay, a late essay, or simply a facsimile.

The 1897 late reprint-essay can be found in black, blue, green, brown and red. These reprint-essays are in denominations of 10¢, 25¢, \$1, \$2 and \$4. They can be designated 143L1-5, 7-9E. See **Figure 18**.

A black proof sheet is known consisting of 20 subjects (5x4) with each vertical row representing a different denomination, from left to right, \$4.00, \$2.00, \$1.00, 25c, 10c. The \$4.00 column of four subjects has been defaced with an "X" over the impression. This proof sheet should be designated 143L1-5, 7-9 EP. One such essay-proof sheet was sold in the Y. Souren sale at Harmer Rooke, October 22, 1952, Lot 630. The David Golden sale had one, Siegel, November 15-17, 1999, Lot A1581. Only a few of these essay-proof sheets exist. See **Figure 19**.

Another item of separate interest is a numbered essay-trial proof. This shows the retouched outer border without the vignette of the 10¢ stamp and the full \$1 stamp with the trial numerals "2234" at the upper right and "25,25,25" at the lower left. The black composite should be given designation 143LE-TP. The Weiss sale of October 22, 1994 Lot 384 shows one 43x 95 mm. The Weiss sale of June 14, 2003, Lot 337 shows one 50 x 95 mm. The David Golden sale had one, Siegel's November 15-17, 1999, Lot A1580, where it was noted "described by W. S. Boggs

⁶ The Pony Express by M .L. Nathan and W. S. Boggs, *The Collectors Club*, 1962, pgs. 68-76, 97-104.



Figure 19. A Black proof sheet with the \$4.00 value defaced because black was the issued color.

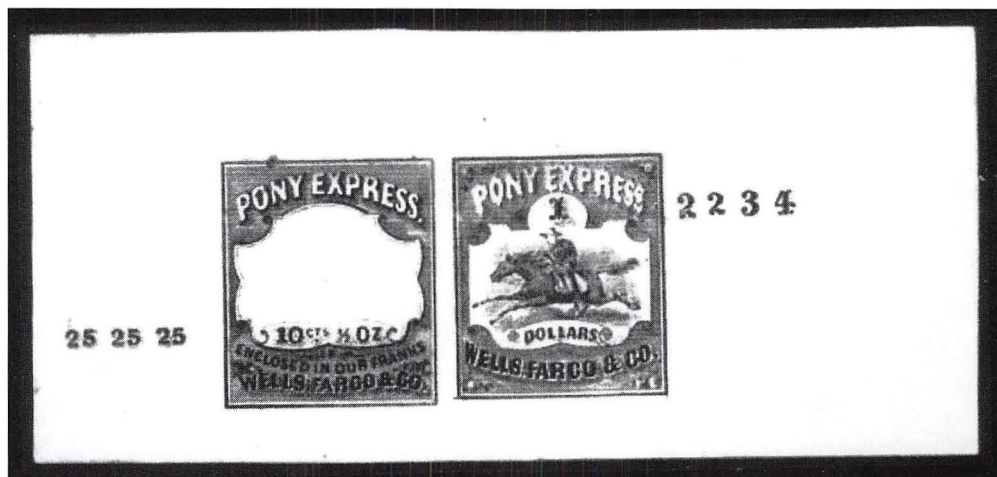


Figure 20. A black essay trial proof showing the border of the cents stamps and the border and vignette of the dollar values with numeral trials at the left and right.

as ‘The last state of the original die retouched for the reprints showing the denomination figures separately. This shows that the \$1.00 and the 10c were the last made.’” It is a very rare or unique trial color die proof/essay. See **Figure 20**.

Wells Fargo & Co. The Garter Stamp 143L6P

Plate proofs on card in blocks of 4 exist with a part manuscript “sample” applied. One block sold at the Golden sale, Siegel, November 15-17, 1999, Lot A1576 with the comment that a photocopy of the three recorded blocks accompanies with 1983 PF Certificate. Another block sold at Siegel, May 13, 2000, Lot 430. See **Figure 21**.

143L6P1 Blue, plate proof on card, block of 4

Pomeroy’s Letter Express

In *The Penny Post*, Vol. 12, No. 1, January 2004, pages 21-30, Scott Trepel presented an article about the reclassification of the Pomeroy issues. On page 26 he noted a bright yellow stamp which may be a trial color.

Forgeries

Some stamps and reprints have been pasted onto sunken cards to resemble proofs. these can be dangerous to recognize. **Figure 22** is a common Pomeroy stamp in orange pasted on a sunken card to resemble a proof. **Figure 23** is a Metropolitan Errand and Carrier reprint pasted on a sunken card to resemble a die proof. Readers are urged to advise us of similar items in their collections.

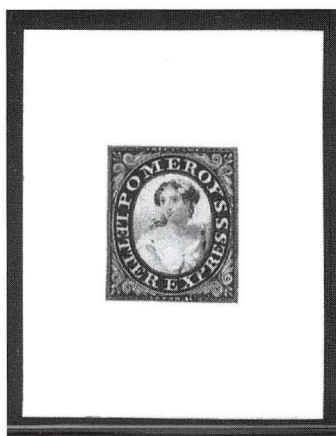


Figure 22.
A fake Pomeroy proof.

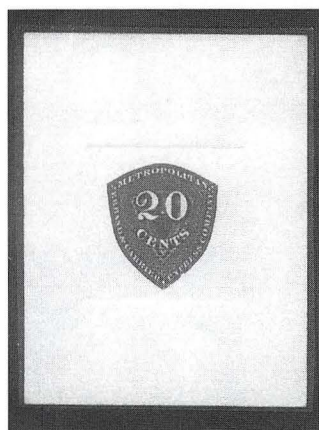


Figure 23.
**A fake Metropolitan
Errand and Carrier proof.**

Summary

The authors request readers’ input concerning corrections and information on any items which may have been omitted or overlooked in our study.

Cleaveland's Express: You're not in Ohio anymore

By
William W. Sammis

Cleaveland's Express offered private express service between Portland, Maine and Bath, Maine with intermediate stops circa 1848-1849 using railroads for transportation. Services would have included transporting goods, money packages and other matter not protected by the Post Office Department's legal monopoly on letter mail which had been in place since July 1, 1845. Orders for goods were considered to be letter mail but would have been delivered at no charge thus avoiding the obligation to pay postage. Revenue for the express company would have been derived from transporting filled order of (nonletter matter) goods. Bills of lading (letter mail) were permitted as long as they directly accompanied the listed goods.

This little known and short-lived company advertised in the Portland papers on October 3, 1848.¹ Cleaveland's Express did not maintain a Portland office but had entered into a conjunctive arrangement with Child & Company's Express. Eastbound express for Cleaveland's small route would have been collected from Child's Boston to Portland railroad express route and handed off at Child's 30 Exchange Street office in Portland to Cleaveland's Express. This arrangement would also have allowed Cleaveland's Express to transfer westbound express, addressed to, for instance, Boston, to Child & Company.

From Portland, Cleaveland's Express used the Atlantic & St. Lawrence Railroad to serve North Yarmouth, Maine, eleven miles to the northeast. North Yarmouth was a junction point between the Atlantic & St. Lawrence and the Kennebec & Portland Railroads. Cleaveland's Express changed trains there and used the Kennebec & Portland Railroad to serve Freeport, Maine, an additional six miles. At the time this railroad only extended to Brunswick, Maine, another ten miles. As a result that was necessarily Cleaveland's network service limit.

By the spring of 1849 Cleaveland's situation had changed. Child & Company was no longer in business. Longley & Company Express, a competitor of Child's since 1845 may have bought out Child & Company or simply filled the void left by Child's departure. In either case Longley & Company became Cleaveland's conjunctive partner as evidenced by a Longley & Company receipt dated May 5, 1849. **(Figure 1).**

In 1849, however, Longley & Company served North Yarmouth, Maine on the Atlantic & St. Lawrence railroad. Cleaveland's route started at North Yarmouth instead of Portland. It continued on the Kennebec & Portland Railroad through Brunswick, Maine and on to Topsham, Maine, their northern terminus. By then a branch line had been completed over the nine miles between Brunswick and Bath, Maine. This became Cleaveland's end-of-line to the east.

¹ *Maine Postal History and Postmarks* by Sterling T. Dow, page 61.

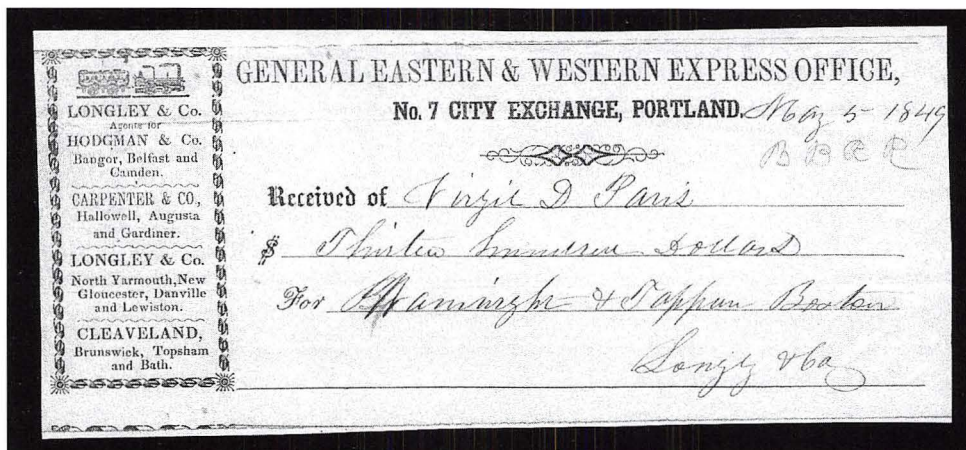


Figure 1.

When the figurative “end of the line” occurred for Cleaveland’s Express I do not know. However, by June of 1850 Longley & Co. was using a conjunctive partner to serve Brunswick and Bath as can be seen from a receipt dated June 6, 1850. (Figure 2). Carpenter & Company, a well-established concern that had been working conjunctively with Longley & Company serving Hallowell, Augusta and Gardiner, Maine by steamship, now also took over express service to Brunswick and Bath. Cleaveland’s Express was presumably out of business.

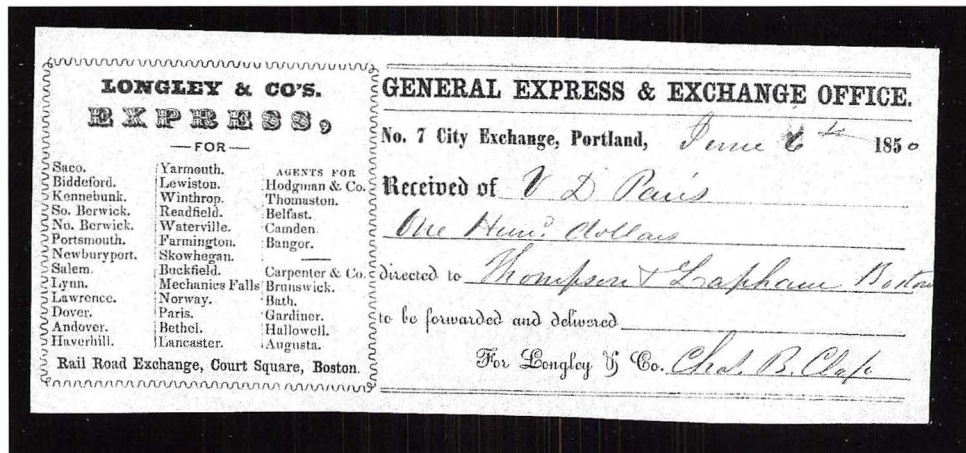


Figure 2.

To my knowledge no postal history exists from Cleaveland’s Express. A manuscript marking on a cover would seem possible and I challenge the membership to make such a find. A handstamp, forwarding label or printed receipt would perhaps be too much to hope for. (This challenge is also being offered to the Maine Postal History Society).

I invite correspondence on this or other express companies:
cds13@cornell.edu.

Differentiating Greig's 6LB1 Government stamps and covers from same by Greig's City Despatch Post

By
Larry Lyons

The City Despatch Post was started February 1, 1842 by Alexander M. Greig and Henry T. Windsor. The history about the beginnings of the City Despatch Post can be found in an earlier article by Calvet Hahn (*Penny Post*, October 1995, Vol. 5, No. 4, pages 12-22). The history about the origins of the U.S. City Despatch Post can be found in earlier article also by Calvet Hahn. (*Penny Post*, January 1996, Vol. 6, No. 1, pages 16-24). Readers are also directed to a series of articles by Scott Trepel (*Penny Post*, January 1992, Vol. 2, No. 1, pages 18-25 and continued in *Penny Post*, April 1992, Vol. 2, No. 2, pages 26-34 and continued in *Penny Post*, August 1992, Vol. 2, No. 3, pages 14-19 and continued in *Penny Post*, November 1992, Vol. 2, No. 4, pages 14-19). The Trepel article explores in fascinating detail the markings of the Greig's City Despatch Post and the United States City Despatch Post under Greig. The foundation of Trepel's series of articles is the Dr. Leonard A. Kapiloff collection.

The basic historical concept is that the City Despatch Post run by Greig started February 1, 1842 and ended August 16, 1842 when the U.S. Post Office Department acquired the City Despatch Post, turning it into an official U.S. carrier run by Greig.

The stamps printed by Greig were the first adhesive stamps used by the U.S. government. Greig used his three-cents City Despatch Post stamps to start off the U.S. City Despatch Post. These are the black on grayish paper stamps. Subsequently in 1842 Greig created a new design (C24) with the words "United States City Despatch Post" at the top with a change in side ornaments as well.

This new design was printed in at least seven different colors. There is no difficulty in identifying the second design.

The difficulty in identifying the first Greig's U.S. government stamps is that they can be identified from the earlier Greig's City Despatch Post stamps only by the applied cancels. All uncanceled stamps are identified as Greig's City Despatch Post (40L1) stamps.

The Greig's City Despatch Post cancels are either a red framed "FREE" or a "CITY DESPATCH POST" handstamp. The U.S. City Despatch Post cancels are a red "US" in an octagon or the red circular "US DESPATCH POST" handstamp. See **figure 1**.



City Despatch Post

U.S. City Despatch Post

Figure 1. The differentiating cancels.

A census of the Greig's covers and single stamps will indicate the scarcity of this first U.S. Government stamp. I was able to find records of 19 covers with the 6LB1 U.S. government stamp. Census Item #1 is the famous Geisenhaimer cover dated August 16, 1842, the first day of service of the U.S. City Despatch Post and the very first First Day Cover in U.S. philately.

I was asked to census the known single stamps since readers find them very difficult to acquire. In the Hall sale, Scott Trepel theorized in Lot 122 that "a dozen or so off cover stamps" could possibly be found. I was only able to find ten. The repeated sale of a stamp can confuse the expected quantity. A comparison has to be made to eliminate repetition. **Figure 2** shows a U.S. government 6LB1 stamp with the U.S. City Despatch Post cancel. **Figure 3** shows a cover addressed to Thomas, O'Connor, Esq. This is #5 in my census list. This cover is from the Meyersburg collection and has a clear strike of the U.S. Despatch Post handstamp. The date is August 25, 1842, nine days after the Geisenhaimer cover was posted and the U.S. government service began.

Figure 4 shows a City Despatch Post cover (40L1). The framed "FREE" ties the stamp and the City Despatch Post handstamp clearly has "N.Y." at the bottom. This August 4, 1842 cover is eleven days before the City Despatch Post ceased to operate on August 15, 1842 with the U.S. City Despatch Post beginning on August 16, 1842. I hope that the descriptions in this article help the reader to understand the differences between the private local post the U.S. government City Despatch Post both operated by Alexander Greig.

Greig's 6LB1 Cover Census

1. August 16, 1842 Rev. F. W. Geisenhainer (says Geisenhammer)
Harmers, June 12, 1968, Lot 1087
Andy Levitt Stock
Linn's May 11, 1992
Rarities, Siegel, October 3, 1992, Lot 217
Ex. Hunter, Brooks, Wilson
PF 830 No opinion
1991, PF 227,475
2. November 23, 1842 S.S. & A.F. Smithy, Counsellors at Law
Hall, Siegel's Nov. 13-14, 2000, Lot 122 says 15 covers and a
dozen or so off cover stamps.
D. K. Siegel's, May 31, 2003, Lot 39
3. August 24, 1842 Francis Bekeart Front only
Robson Lowe, Christies, Sept. 12, 1991, Lot 1359
William Fox, February 19-20, 1992, Lot 273
Johnstone, Siegel's, Dec. 19-20, 2002, Lot 255
Gordon N. John, Siegel's, Nov. 14, 2003, Lot 2002
1991 PF 239,547
4. August 19, 1842 Mr. J. Wilson
Harmers, November 27, 1950, Lot 268
Mohrmann & Co., October 15-17, 1973, Lot 53
Ex. Ferrari
5. August 25, 1842 Thomas O'Connor Esq.
Meyersburg, Siegel's, June 25, 1997, Lot 195
6. December 2, 1842 Barrett Ames, Esq.
Hollowbush, John Fox, October 14, 1965, Lot 1323
John Fox, December 1, 1984, Lot 466
Rarities, Siegel's, October 3, 1992, Lot 221
Ex. Pope PF 412,385
7. September 19, ____ Miss Fanny Hogan
Siegel's, May 6, 1997, Lot 267
Schuyler Rumsey, April 15-17, 1999, Lot 1486
Ex. Hind

8. January 12, 1843 E. Keteltas, Esq.
Duckworth, Harmer Rooke, March 27, 1963, Lot 171
Middendorf, Frajola, May 1990, Lot 188
Ivy, Shreve & Mader, December 15, 1990, Lot 4707
Rarities, Siegel's, October 3, 1992, Lot 220
Siegel's, February 17-19, 1993, Lot 39
Ex. Mason
1991 PF 235,818
9. October 18, 1842 Mr. H. Peugnot
Caspary, Harmers, March 19, 1957, Lot 295
Klein, Christies, September 27, 1988, Lot 1 (says 7 covers known)
Siegel's November 20, 1993, Lot 335
Frajola, March 19, 1994, Lot 317
Christies, September 27, 1995, Lot 4143
Ex. Boker
Ex. Kapiloff
PF 200,875
10. February 15, 1843 Miss A. Olivia Edwards
Caspary, Harmers, March 19, 1957, Lot 294
Christies, October 6, 1987, Lot 1882
Siegel's, June 5, 1995, Lot 345 (says, "only example tied by datestamp")
Signed Ashbrook, WHC (Colson)
Ex. Hart
11. August 20, 1842 M.B. Obeffewbeds
Waterhouse, Harmers, June 30, 1955, Lot 810
Middendorf, Frajola, May 1990, Lot 187
Ivy, Shreve & Mader, December 12-14, 1990, Lot 2107
Siegel's, June 5, 1995, Lot 346
PF 235, 819
12. August 8, (1844?) John Moore & Co.
Edson Fifield, October 26-27, 1950, Lot 535
Rarities, Siegel's February 24, 1965, Lot 144
Rarities, Siegel's April 20, 1991, Lot 728
Mazza Collection
WHC (Colson)
(Year dated based on single Circle City Despatch datestamp.)
PF 233,101

13. December 3, 1842 A.R. Laurence Esq.
Heist, Harmers, February 19, 1960 Lot 124
Hind's Harmers, January 23, 1968, Lot 1
Robson Lowe, USA1, March 15, 1972, Lot 1011
Golden, Siegel's, November 15-17, 1999, Lot 292
(says 15 covers and a dozen or so off cover examples)
PF 38,295
14. November 1, 1843 Mr. Chas. Osborn
Harmer Rooke, December 2-5, 1940, Lot 95
15. November 16, 1842 Mr. Geo. H. Houghton
Rarities, Siegel's, October 3, 1992, Lot 222
1990 PF 225,082
16. November 10, 1842 Mr. Robert M. Ludlow
Office of the Camden & Amboy, Railroad Co.
Frajola, January 13, 1989, Lot 534
Rarities, Siegel's, October 3, 1992, Lot 223
PF 205,121
17. October 15, 1842 Rev. F.W. Geissenhainer
Hessel, Harmers, October 21-23, 1975, Lot 934
Rarities, Siegel's, October 3, 1992, Lot 218
1976 PF 52,323
18. No Date folded wine list
No Address
Rarities, Siegel's, May 19, 1990, Lot 390
Siegel's, Feb 17-19, 1993, Lot 40
Seacrest, Harmers, September 25, 1997, Lot 474
PF 321,415
19. ? ?
Col. Green, Harmer Rooke, May 26-28, 1973, Lot 486
U.S. Cancel on stamp does not match any of the known covers
address and date not showing in picture.

Not Counted

Barriwett Esq. tied by Black X
Stolow, April 8, 1956 Lot 123
Probably 40L1

September 8 John Mace, Esq.
did not originate PF 145,325

March 16 Genl. A.L. Nitch
did not originate PF 10,181

Greig's 6LB1 Single Stamp Census

1. Schwartz, Siegel's, June 27-29, 2000, Lot 1488
2. February 13, (probably 1843) U.S. City Dispatch cancel
Rarities, Siegel's, February 24, 1965, Lot 143
Siegel's, November 20, 1993, Lot 334
3. February 15, (probably 1843) U.S. City Dispatch cancel
Siegel's June 24-30, 1953, Lot 469
Middendorf, Frajola, May 1990 Lot 185 (says Sept. 10)
Middendorf, Ivy, Shreves & Mader, December 12-14, 1990, Lot 2106
Golden, Siegel's November 15-17, 1999, Lot 294
4. September 7, (probably 1842) on piece Edwin Bartlett
Y. Souren, Harmers, February 28, 1951, Lot 998
Mozian, January 19, 1956, Lot 145
Rarities, Siegel's, February 24, 1966, Lot 155
PF 22,950
5. Faint "US"
J&H Stolow, October 25, 1982, Lot 18
Sheriff, Siegel's, June 18, 1986, Lot 132
PF 112,993
6. "US" upside down, Guide line at left
Robson Lowe, March 15, 1972, Lot 1011
Golden, Siegel's, November 15-17, 1999 Lot 293
Ex. Patton.
PF 26,741 and PF 38, 296
7. Tied to piece with US
Frajola, September 7, 1989, Lot 404
8. Nick out of stamp at left
Siegel's, October 22-25, 1974, Lot 859 (Pix 857)says,
desirable despite the nick and slight toning)
9. U.S. Cancel
Col. Green, Harmers, May 26-28, 1943, Lot 486
PF 97,904, repaired, rejoining right hand portion of stamps.
10. Blotchy U.S. faint cancel
PF 60,980

Unconfirmed

1. David Feldman, April 10-15, 1983, Lot 21725
2. Stamp with "US" in purple ink ms.

No Good

1. 1 1/2 "US" strikes
Harmers, November 27, 1950, Lot 267
APS
PF 279 Fraudulent cancel
PF 31,951 Fraudulent cancel
2. PF 418 fraudulent cancel

Forgeries of Greig's City Despatch Post



Forgery A.
By J.W. Scott



Forgery B.
By S. Allan Taylor



Forgery C.
Maker Unknown



Forgery D.
By Sperati

.First Day of Operation of Greig's City Despatch Post

By
Larry Lyons

The commencement date for Greig's City Despatch Post established in New York February 1, 1842 has some controversy attached to it. Donald Scott Patton wrote the following:

"During the first week of its existence the Post only delivered copies of its printed circular to prospective patrons, some with and some without the adhesive stamp.

An advertisement of the Post fixes the actual commencement of deliveries as Monday 7th February.

A week later the Post was swamped with valentines and on 16th February another advertisement appears under Greig's name apologized for any inconvenience caused by the *enormous influx of letters* received on St. Valentine's Day *notwithstanding ten additional carriers were on duty.*"¹

This subject was thoroughly researched and presented by Scott Trepel in an earlier article (*The Penny Post*, January 1992, Vol. 2. No. 1, pages 18-25). This was the first of a series of four articles presented by Scott Trepel based on a study associated with the Dr. Leonard A. Kapiloff collection.

Greig's own advertisement declared the post operational on February 7, 1842. Very few first week usages have survived to provide sufficient evidence to prove or disprove the declared start date.

It is of particular importance to note that for the approximate period of February 1st through February 25th, 1842 the City Despatch Post used a circular datestamp with double outer rings and the letters "N.Y." **inverted** at the bottom of the circle. These inverted letters distinguish the early City Despatch datestamps.

Four known datestamps prior to February 7, 1842 were presented in Scott Trepel's article with discussion about each one. The reason for his analysis was to pinpoint the first patron letter delivered by the U.S. government.

The first cover addressed to Mathias Clark is shown in **figure 1**. The cds that ties the Greig's (40L1) stamp is dated February 1, (1842) at 9 o'clock. The controversy with this cover is that it has a second cds dated February 25, (1842) at 9 o'clock. The second strike of the circular datestamp has led some students to speculate that certain letters, this among them, could not be delivered until much later than February 1st.

¹ The Private Local Posts of The United States of America, Volume I New York, Patton, 1967, page 114.

The second item presented was a circular addressed to Stephen Hale, Esq. with a datestamp of February 3, (1842). There is no time indicated in the datestamp. This validates Patton's statement that only circulars were handled the first week.

The third item presented is another circular addressed to James Gallatin. This item has a date stamp of February 3, (1842). The "3" has a manuscript line through it and a "4" under the line. There is debate over whether this is a manuscript "14" or a line and a "4". Again this is not a patron cover.

The fourth item presented is a stamp on a piece of a circular. The datestamp reads "Feb 4" with a printed vertical bar just after the "b" of "Feb." There is no time indicated on the clock. Again this is not a patron cover.

The cover shown in **figure 2** from the Kapiloff collection was put forth in Scott Trepel's 1992 article as being the earliest government patron mail.² This cover addressed to Mr. Seth Lowe has a datestamp of February 11, (1842) and also has 9 o'clock as the time. This cover is in the Mazza collection.

The conclusion of Scott Trepel's Part I article is affirmation that circulars were handled the first week and the carrying of patron mail began on February 7, (1842) as announced by Alexander M. Greig.

The cover shown in **figure 3** is a patron letter to Miss Elizabeth H. Green dated February 7, (1842). This cover precedes the Lowe cover by four days and is datestamped on the first day that Greig carried patron mail.

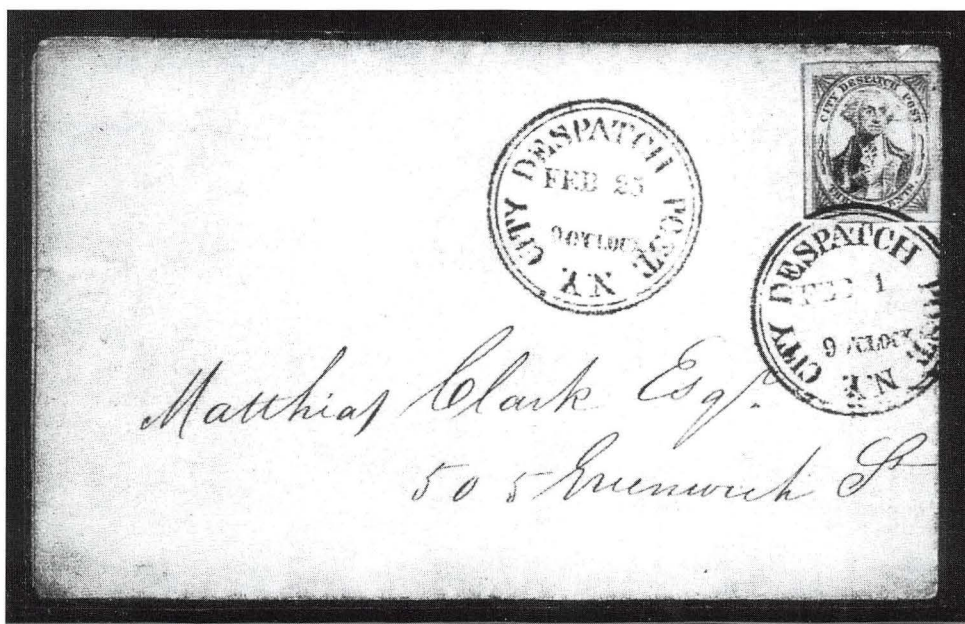


Figure 1. Patron letter to Matthias Clark, Esq. The cds tying the stamp is dated February 1, (1842), the first day of Grieg's operation. The second cds of February 25, (1842), has led students to speculate that some letters were not delivered until much later than February 1st.

² The Penny Post, Volume 2, No. 1., January 1992, pages 18-25.

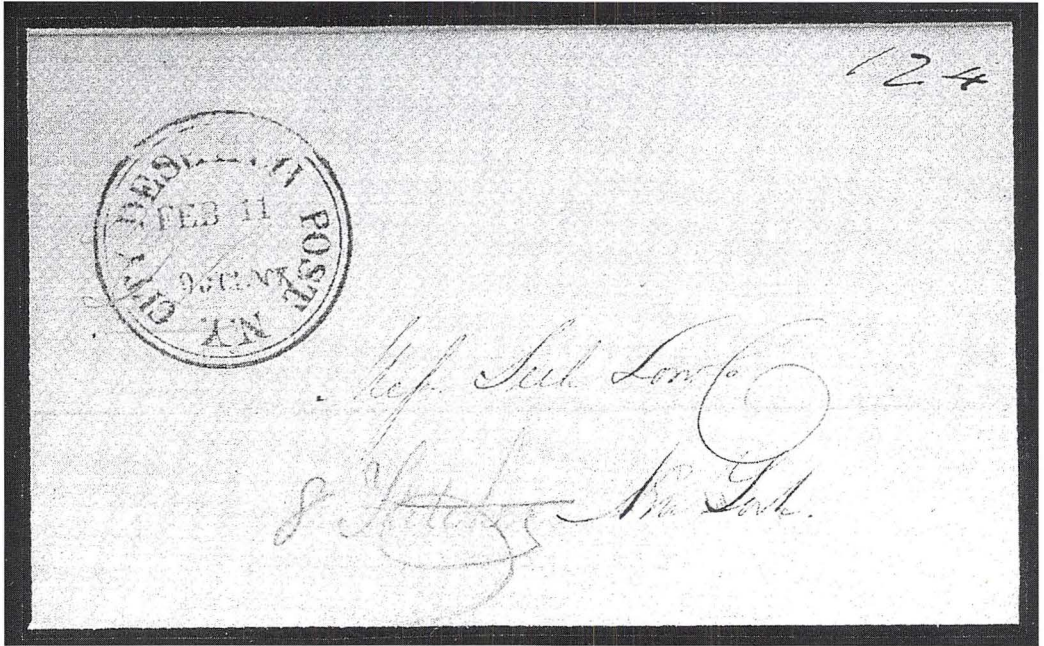


Figure 2. Patron letter to Seth Lowe datestamped February 11, (1842). The previously considered earliest patron letter delivered by Grieg until the discovery of the cover in Figure 3.



Figure 3. Patron letter to Miss Elizabeth H. Green dated February 7, (1842) carried by Grieg's City Despatch Post. The earliest known patron letter of that post.

Baltimore Carrier Cover to Germany

By
Larry Lyons

The cover pictured in **figure 1** traveled on an interesting and long journey. The cover was picked up by carrier in Baltimore and was datestamped at the post office by a blue cds on April 23, 1861. This datestamp is a Norona-Miller type 22 town marking which was used in Baltimore from April 1859 to July 1861. The carrier stamp is the 1¢ black horse and rider (1LB8). This carrier stamp saw service from 1857 to 1863. John Bowman and Wilson Hulme presented a Baltimore Carrier cancels study at Garfield Perry in March 2004 which has been helpful in studying this cover.

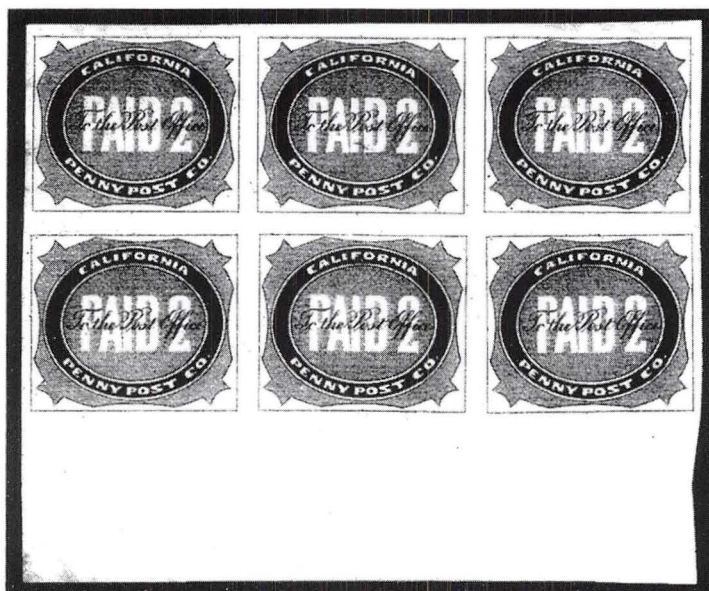
This cover went on to New York and has a "N.York Am Pkt 27 April 27" debit datestamp. The manuscript "45" is the rate for German transit. The printed "30" is a red Aachen transit marking. There are receiving backstamps.

This cover was sold at the Blake Myers sale held at Siegel's September 29, 2004 where it was described as "the only foreign-bound cover known to us that shows use of any of the Baltimore Carrier stamps."



Figure 1. Baltimore Carrier (1LB8) on cover to Saxony, Germany. Siegel's, September 29, 2004, Lot 2078. Ex Mason, Hall and Myers.

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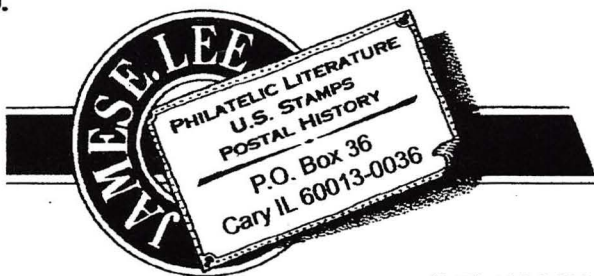
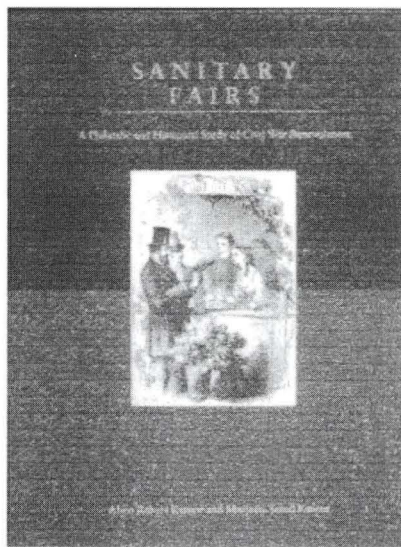
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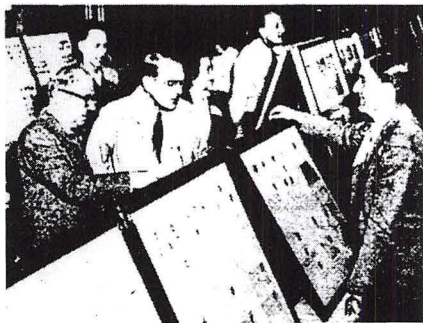
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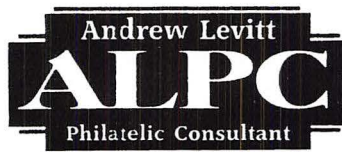
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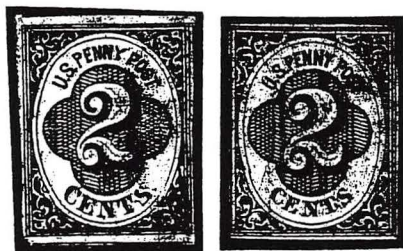
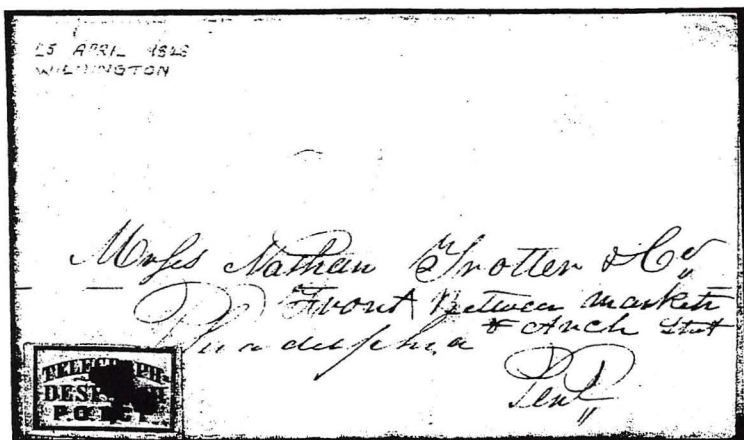
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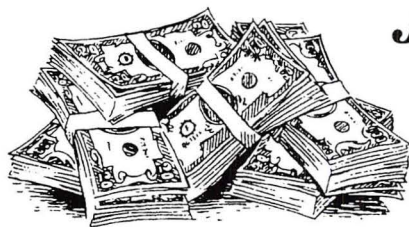
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Cancelled Forgeries

By
Larry Lyons

I have heard some very good students of local stamps tell beginners that cancels on locals are a good indication that the stamps are genuine. This statement always causes my hair to stand up. The truth is that there is no shortcut to actually learning how to distinguish the genuine stamps from the forgeries. The *Scott Specialized Catalogue*¹ states in the preface to the local stamps section that “counterfeits exist of many local stamps, but most of these are crude reproductions and would deceive only the novice”. We all start out as novices and have to go through a learning process to be able to detect local stamp forgeries. The learning process never ends and as an advanced student I am still unraveling mysteries about local stamps. It is true however, that most forgeries are easily detected.

Sources of Information

The *Scott Specialized Catalogue* has had most of the forgery pictures replaced by pictures of the genuine local stamps. There are still a few items to be addressed. Prior to Gordon Stimmell’s efforts to make these corrections, in the early years of the Carriers and Locals Society, the *Scott Specialized Catalogue* was peppered with pictures of forgeries. Gordon Stimmell was the Editor-In-Chief of *The Penny Post* from January 1991 to April 1998 (Issues 1-30). Gordon did an excellent job of providing information to the Scott Publishing Company to get corrections made. He continues to be vigilant in this regard and works with John Bowman and myself to continue to upgrade the *Scott Specialized Catalogue*. If you happen to have a *Scott Specialized Catalogue* of 1980’s vintage or earlier, you are seeing pictures of mostly John Walter Scott forgeries. Yes, the creator of the *Scott Catalogue* was a prolific forger. He used his forgeries to illustrate his catalogue and album pages. Since the *Scott* album pages have pictures of forgeries this is not a good source for seeing pictures of genuine stamps.

The recent spectacular “name” auction local stamp sales of Golden, Hall, Schwartz, Johnstone, Myersberg, D.K. and Middendorf are an excellent source for pictures of genuine local stamps. There are a few errors because even excellent scholars make mistakes.

*The Identifier for Carriers, Locals, Fakes, Forgeries, and Local Posts of the United States*² is a three-volume set of books which attempts to illustrate and distinguish between the different types of forgeries. The *Lyons Identifier* is based on independent research, the research printed in *The Penny Post* and material which can be found in Patton’s book³, Patton’s articles in *The Chronicle*, Pat Paragraphs⁴,

¹ 2003 Scott Specialized Catalogue, page 380.

² Larry Lyons, 1998, Self published.

³ The Private Local Posts of the United States of America, Volume I, New York, 1967, Robson Lowe Ltd.

⁴ Pat Paragraphs, Elliot Perry, Bureau Issues Association, Inc., 1981.

Sloane's column⁵, the Sloane Reference Collection and various other sources. I would guess that there are approximately 1000 collectors of local stamp forgeries.

Cancelled Local Stamps

The cautionary message of this article is "don't be lulled into not looking closely and using your sources and knowledge just because a stamp is cancelled."

Figure 1 is a Kidder's stamp with two cancels. The left "PAID" cancel is in red and the "PAID" in the rectangular enclosure is in black. The color of this stamp is black on pale blue which is close to the listed color of the original stamp. Reprints match the original design but the reprints are green. The stamp shown in **Figure 1** is Forgery A made by J.W. Scott.

Figure 2 is a Bronson & Forbes City Express stamp with a curved "Express Post." partial cancel in black. This stamp is black on green which is the listed color of the original stamp. This stamp is Forgery C and is easily distinguished by the lettering.

Figure 3 is an Overton & Co. Letter Express stamp with a red boxed "PAID" cancel. This stamp is black on green. The listed color of the original is black on greenish. The color of the genuine stamp doesn't look anything like this stamp which is Forgery B made by S. Allan Taylor.

Figure 4 is an American Express Company stamp with a small circular cancel. This black on green stamp is the same as the listed color. In recent years the genuine stamp has gained recognition and certification. This stamp is Forgery A made by George Hussey.

Figure 5 is a cancelled Allen's Dispatch stamp in the listed pink color. Closer examination will reveal that this is Forgery B by S. Allan Taylor. The black cancel is "Feb 6, 187__" in black with no city name. Last but not least, the perforations are fraudulent.

Figures 6 and 7 shouldn't fool anyone. **Figure 6** is a Jones' City Express stamp with a different rendition of George Washington. The stamp is Forgery A by J. W. Scott. **Figure 7** is a Boyd's Type V in red on bright yellow. A beautiful stamp which never appeared genuine in this color. The stamp is Forgery A by S. Allan Taylor.

Figure 8 is a California Penny Post Co. stamp. It is not pictured in the *Scott Catalogue* because it is a bogus stamp. The "Penny Post" cancel in black is fraudulent. The stamp is Bogus 2 created by S. Allan Taylor. The color is blue.

Figure 9 is a D.O. Blood & Co.'s stamp similar to the L31 picture in the *Scott Specialized Catalogue*. It is in black as listed. The cancel is a small black maltese cross. The 15L5 stamp has a catalog value of 250.00 in used condition. This stamp is however, Forgery D made by J.W. Scott.

Figure 10 is a Browne's Easton Despatch stamp in the specified black color. The portrait is all wrong. The stamp is Forgery B and the picture comes from Coster's 1879 catalogue. The cancel tries to hide the stamp.

Figures 11 and 12 are easy. **Figure 11** is a large Carnes bear in green on yellow. The stamp was never made in this color except by S. Allan Taylor. It is Forgery A. **Figure 12** is a Kerr's City Post bogus stamp This one was produced by

⁵ Sloane's Column, George Tanner, Bureau Issues Association, Inc., 1961.



**Figure 1.
Forgery B**



**Figure 2.
Forgery C**



**Figure 3.
Forgery B**



**Figure 4.
Forgery A**



**Figure 5.
Forgery B**



**Figure 6.
Forgery A**



**Figure 7.
Forgery A**



**Figure 8.
Forgery B2**



**Figure 9.
Forgery D**



**Figure 10.
Forgery B**



**Figure 11.
Forgery A**



**Figure 12.
Bogus 6**



**Figure 13.
Forgery C**



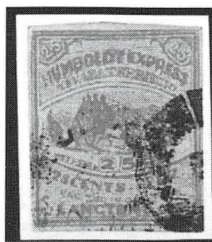
**Figure 14.
Forgery C**



**Figure 15.
Forgery B**



Figure 16.
Forgery B



Forgery A

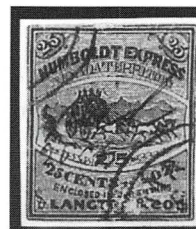


Figure 17.
Forgery B

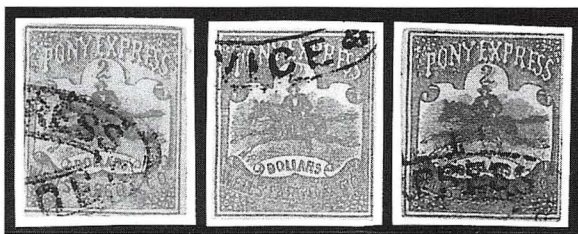


Figure 18. Three Pony Express stamps, Forgery A

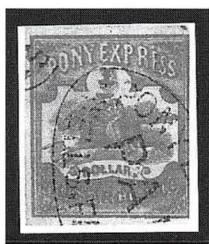


Figure 19.
Forgery L

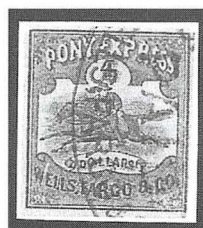


Figure 20.
Forgery P

S. Allan Taylor and is Bogus 6. **Figure 12** shows a stamp which is orange with a nice purple five bar oval cancel, unfortunately the stamp and cancel are bogus.

Figure 13 is an East River P.O. 18 Ave. D stamp. Nine different forgeries of this stamp were produced in the listed black on green color. This stamp has a cancellation consisting of small blue rectangular dots. Consulting *The Identifier* the picture can be positively identified as Forgery C.

Figure 14 is a light violet Berford & Co., Express stamp with a four bar black cancel. The genuine stamp is very valuable. The *Scott Specialized Catalogue* only pictures the 6¢ stamp. This is the 10¢ stamp. This stamp is Forgery C made by J. W. Scott.

Figure 15 is an Honour's City Express Stamp in black on brown rose. It could be mistaken for 4LB1 which is very valuable. This stamp has a double oval cancel at the bottom and the initials "J.MC" at the top. This stamp is Forgery B Type I and is shown in the *Lyons Identifier* on page 576. A closer look will reveal that "HONOUR'S" is spelled "HONDURS" with a "D" instead of an "O". If you look in the 1988 *Scott Specialized Catalogue*⁶ you will find this forgery pictured as the genuine stamp.

Figure 16 is a fun forgery. The color is brown which was an unissued remainder color. The genuine stamp is fairly common. The overprint on this one says "Forgery". A quick look and the overprint could have been mistaken for "Pomeroy". This is Forgery B and it is an S. Allan Taylor product.

Figure 17 shows two Humbolt Express stamps. Neither stamp is the listed brown color. The left stamp is orange and the right stamp is black on yellow. The left stamp is Forgery A and the right stamp is Forgery B. The left stamp is an S. Allan Taylor creation.

Figure 18 shows three Pony Express Wells Fargo & Co. stamps. The stamps are \$2 red, \$2 green and \$2 brown. The cancels are fraudulent and all of the stamps are Forgery A by S. Allan Taylor. Many of these can be found. The crudity should not fool anyone.

Figure 19 is a \$1 red Pony Express Wells Fargo stamp with a blue cancel. The stamp is Forgery L. **Figure 20** is a \$4 black Pony Express Wells Fargo stamp with a blue cancel. The stamp is Forgery P. The stamps shown in **Figures 19** and **20** could fool a collector who doesn't look closely.

Summary

Don't be fooled by cancels that may look good. All of the twenty cancels shown here are not genuine. There is no substitute for examining a stamp to see if it is a forgery. *The Penny Post* editorial staff is committed to providing its members with educational articles on Carrier and Local stamps. It is strongly recommended that a certificate of genuineness be obtained from one of the major organizations providing this service. It's good to have a professional opinion.

⁶ 1988 Scott Specialized Catalogue, Page 501, Figure C8.

New York Expresses in 1848

By
Calvet M. Hahn

With the passage of the Express Act of 1845 eliminating the independent mail operations, those companies that had combined mail and package express services, shed the letter mail portion of their business. Local posts and forwarding agents continued to operate as previously. A listing in the *New York Pathfinder* of January 31, 1848 gives us a contemporary listing of the package express operations operating out of New York.

Operations south and west of New York were almost entirely in the hands of the Alvin Adams' group of companies, while those in New England still remained somewhat fractured into smaller independent operations. Only a few truly local operations were recorded. To reach the 116 destinations listed in the paper, there were some 18 companies listed (including several that were part of the Adams group). There was competitive service to places such as Baltimore (2), Boston (3), Cincinnati (3), Elizabethtown (2), Fredericksburg, (2), Harrisburg (2), Louisville (3), Nantucket (2), Newark (2), New Bedford (2), Philadelphia (3), St. Louis (3), Stonington (2), Taunton (2), Washington (2), and Wheeling (2).

These included **Adams & Co.**, at 10 Wall St. operating to Albany, and at its main office at 16 Wall operating to Amherst, Baltimore, Boston, Brattleboro, Brownsville, Charleston, Cincinnati, Farmington, Fredericksburg, Georgetown, DC, Greenfield, Harrisburg, Hartford, Lancaster, Louisville, Meriden, New Haven, New London, Norfolk, Northampton, Norwich, Petersburg, Philadelphia, Savannah, Springfield, St. Louis, Thompsonville, CT, Unionville, Washington, Wheeling, Wilmington, Windsor CT, and Worcester.

Baldwin at 6 Wall St. operated to Newark, NJ.

Callow operated at 45 Fulton to East Brooklyn.

Ewins & Co. at 16 Wall operated to Providence and Stonington.

Gay & Co. (later merged into the Adams Express Co. in 1854) at 1 Wall operated to Augusta, ME, Bangor, Boston, Fall River, Newport, and Portland.

Gilmore & Co. at 6 Wall St. operated to Elizabethtown, New Brunswick, Princeton, Rahway, and Trenton, NJ.

Godfrey & Co. at 6 Wall St. operated to Nantucket, and Taunton, MA

Harnden & Co. (already owned by Adams) at 6 Wall St. operated to Boston, Philadelphia, and Stonington.

Hewins at 17 Wall St. operated a local express to Williamsburg.

A. D. Hope at 41 Cortlandt operated to Bound Brook NJ, Easton, PA, Elizabethtown, New Market, Plainfield, Scotch Plains, Somerville, and Westfield, NJ.

Lewis at 16 Wall (probably already part of the Adams group) operated a local express to Newark.

Livingston & Co. (later part of the 1854 Adams Express Co.) located at 6 Wall operated to Baltimore, Cincinnati, Cumberland, Fredericksburg, Harrisburg, Louisville, Philadelphia, Phoenixville, Pittsburgh, Port Clinton, Pottstown, Pottsville, Reading, St. Louis, Washington and Wheeling.

Munro at 17 Wall St. operated to Nantucket, New Bedford and Taunton.

Pierson at 17 Wall St. operated a local express to Brooklyn.

Pullen & Co. operating at 10 Wall went to Troy, NY.

Virgil & Rice at 10 Wall St. went to Montreal and Quebec.

Vixen at 10 Wall St. operated a local express to Newburgh, NY.

Wells & Co. (another major express operation operating in western NY onward to St. Louis) at 10 Wall St. In New York, it serviced Albany, Amsterdam, Auburn, Ballston, Batavia, Buffalo, Canandaigua, Fonda, Genoa, Herkimer, Little Falls, Oneida, Oswego, Rochester, Rome, Saratoga, Schenectady, Syracuse, Utica, Waterloo, Watertown and Waterville. Westward it serviced Cincinnati, Louisville, and St. Louis.

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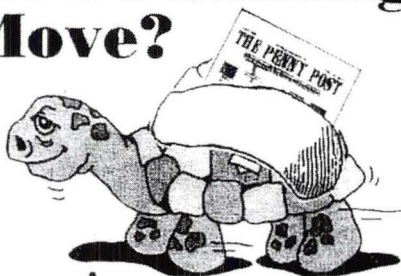
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More on the 1848 New York Expresses

By
Bruce H. Mosher

Review of Cal Hahn's *New York Expresses in 1848* article brought to mind another reference that contains similar information. A list of contemporary Expresses was also published in the *New York City Directory* for 1848—1849.¹ This list is very similar to that reported in the January 31, 1848 issue of the *New York Pathfinder*. We suspect that Doggett's account was obtained and published later in 1848, possibly around midyear (probably the reason for the '1848-49' edition, but the actual publication date is unknown) and this may account for some of the differences in the listed Express Companies and the specific towns they serviced. Of course, another reason for any diversification in listings is the possibility that two different editors manually compiled the information and therefore their individual research is reflected in each compilation. The observable informational differences in the two published listings indicates that there was not much collaboration (maybe none?) between the express company compilers from the *Pathfinder* and the Doggett Directory.

In Doggett's General Information Appendix² we find:

“EXPRESSES.

Adams & Co., 16 Wall; Boston, Worcester, Norwich, Philadelphia, Baltimore, Washington, Wheeling, New Haven, Hartford, Springfield, Newark, Elizabethtown, Rahway, New Brunswick, Princeton and Foreign

Baldwin's, Newark, 6 Wall

Carman's, Brooklyn, 20 Liberty

Ewins & Co., Stonington, Providence, Newport and Fall River, 16 Wall

Franklin and Manhattan City Express Post, for letters and small hand packages, John Bouton, 175 Bowery

Gay & Co., Newport, Fall River, Providence, Boston, &c., 1 Wall

Godfrey & Co., 6 Wall; Taunton, New Bedford, and Nantucket

Harnden's, 6 Wall; Boston, Providence, Philadelphia and Foreign

Hewin's, Williamsburg and City, 11 Cedar

Livingston & Co., 6 Wall; Philadelphia, Baltimore, Washington, Pittsburg, and South

Livingston & Fargo, from Buffalo to Chicago [ed. No NYC address given]

Livingston & Wells, 10 Wall; Albany and Buffalo, and on the Erie R. R., as far as finished

Lucas' City Express, 33 Cedar

Munro's, Taunton, New Bedford, and Nantucket, 17 Wall

¹ Doggett's *New York City Directory*, Illustrated with Maps of New York and Brooklyn. 1848—1849. Seventh Publication. New York: John Doggett Jr., Publisher and Proprietor, 64 Liberty St., Sandstone Buildings.

² *Ibid.*, p. 16.

Nixon's, 10 Wall; Newburgh
Pullen & Co., 10 Wall; Troy & Northern
Stanley's, 35 Cedar; Brooklyn
Virgil & Rice, 10 Wall; Montreal & Quebec"

We can readily find contemporary express labels that were issued by many of these companies and are imprinted with the above cited New York street addresses. Keep in mind that most of the indicated express companies were in business longer than just during 1848. However, we can assume that the following defined labels were used in 1848, and probably some other years, by these express companies. Mosher's Catalog numbers³ are used to identify the pertinent corner cards and labels.

- Adams & Co., 16 Wall St. (Doggett and Pathfinder lists)
 Corner cards: A&CX-C16, C17
 Labels: A&CX-L12, L16 (see Figure 1), L18, L22, L28, L30, L32, L36
- Baldwin, 6 Wall St. (Doggett and Pathfinder lists)
 Labels: BLDX-L3, L5, L7 (see Figure 2), L9, L10, L11
- Ewins & Co., 16 Wall St. (Doggett and Pathfinder lists)
 Label: EWND-L1⁴
- Gay & Co., 1 Wall St. (Doggett and Pathfinder lists)
 Labels: GAYX-L5, L10, L12, L14, L16
- Godfrey & Co., 6 Wall St. (Doggett and Pathfinder lists)
 Label: G&MX-L1 (Godfrey & Munro's Express)
- Harnden & Co., 6 Wall St. (Doggett and Pathfinder lists)
 Labels: HRNX-L25, L28, L32, L35
- Lewis, 16 Wall St. (Pathfinder list)
 Label: LEWX-L1⁵
- Livingston & Wells, 10 Wall St. (Doggett list)
 Label: L&WX-L1
- Pullen & Co., 10 Wall St. (Doggett and Pathfinder lists)
 Labels: PULX-L1, L2, L3, L5, L6
- Virgil & Rice, 10 Wall St. (Doggett and Pathfinder lists)
 Label: V&RX-L1⁶

No express labels containing proper street addresses have been reported for the other Doggett/Pathfinder, 1848-listed, New York express companies.

Some of the cited 1848-used labels were owned on cover by Cal Hahn. Figures 1 and 2 show two of these covers from his collection.

³ Mosher, B.H., *Catalog of Private Express Labels and Stamps, United States 1839-1918*, etc., 2002.

⁴ Mosher, B.H. "New U.S. Express/Delivery Company Listings," *The Penny Post*, October 2003.

⁵ Ibid.

⁶ Ibid.

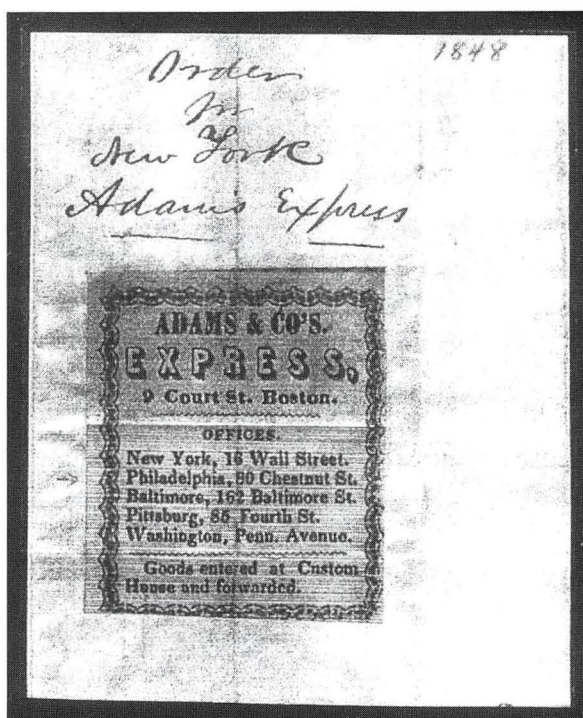


Figure 1. January 24, 1848 folded order to New York. Light green A&CX-L16 label affixed. Scanned from Cal Hahn's photocopy.

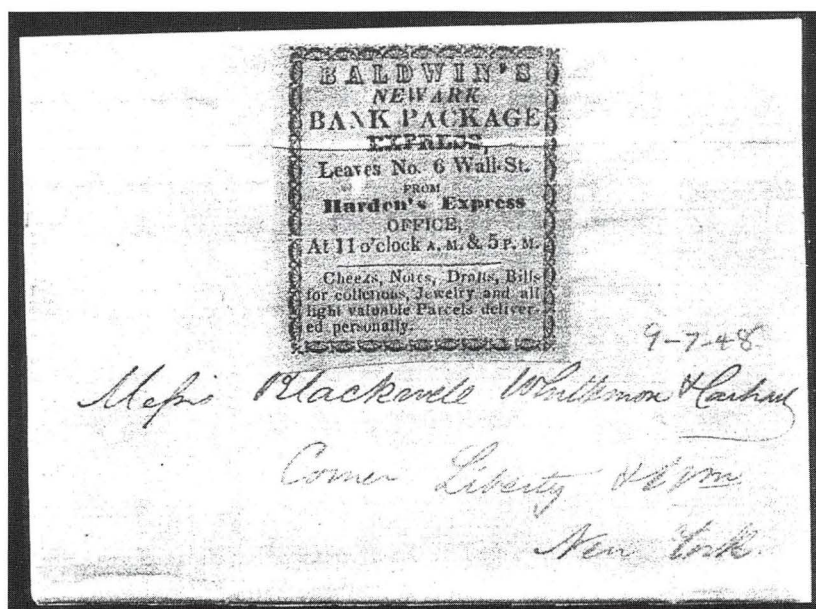


Figure 2. September 7, 1848 folded letter to New York. BLDX-L7 green label affixed. Scanned from Cal Hahn's March 2002 photocopy.

C & W Bridge Despatch, A History

By
Carl E. Kane

I am a collector of stamps and a major collector of forgeries including local stamp forgeries. I also qualify for an entry in "The Paper Chase". On one of my outings I made the lucky purchase of a huge collection of early philatelic periodicals. For 20 years or more, I have been leafing through them and occasionally find long lost bits of philatelic history. This one is the story of the C&W Bridge Despatch stamp.

It is listed as a bogus US local in *Lyons' Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Vol. I, page 405. An article about the C&W Bridge Despatch stamp can also be found in *The American Collector*, published in Piney Creek, Maryland in 1896. Here is the text of that article. **Figure 1** is the picture contained in that article.

The C. & W. Bridge Despatch.

By E. E. Weaver.

It is said that the unusual antics of men or strange freaks of nature, frequently disclose occurrences long since forgotten or things never before known. Taking an example of every day occurrences, we find that at the present writing, a leading candidate for the high office of President of the United States, is confronted with a record of twenty years of public life, in which record is found expressions apparently directly contradictory to his professions and belief now. Yet this is no unusual occurrence. Nor is it to be wholly condemned, since that man has never yet come forward in politics whose record has been wholly consistent. But it serves to illustrate our point that inconsistency, or "unusual antics," as we have called it, seldom go unnoticed. Likewise a strange freak of nature may bring before us something before unknown, or something long since forgotten. This last statement we intend to illustrate in the story of one of those strange, though not unusual occurrences, which happen in the life of that still *strange freak of nature*, the collector of stamps.

The readers of the public press throughout the country, will remember that quite recently, on September 29th, a violet storm swept over the eastern part of the United States, doing much damage. One of the many "freaks" or results, more properly speaking, was the lifting of the long wooden bridge, which spanned the Susquehanna river at Columbia, Lancaster County, Pa., from its piers, and dropping it in the river. This bridge is reputed to be the longest covered structure of its kind in the United States, being a little over one mile in length.

But we intend to speak of an occurrence which the destruction of this bridge recalled recently to the mind of the writer, and though we are not the *exclusive* possessors of the truth of its occurrence, yet we think we are the first to give it to the public. If any reader of this article knows of any other published version purporting to be the truth and can prove it to be such we will be glad to make our claim over to the one to whom honor is due.

The writer has for several years been aware of the story as here given, but not until recently did he investigate for himself. Securing a letter of introduction from a mutual acquaintance, we had a personal interview with one of the "syndicate," from whom we learn the story. To another member we addressed a letter, the reply to which we here give, or that part of it which is of importance. By personal request names are withheld, but we assure our readers that the living members of this "syndicate" are highly respectable and influential citizens, one living in Lancaster, Pa., the other an editor of a technical magazine in New York City. here is the true story of the "C.&W. Bridge Despatch" stamp.

New York, Oct. 9th 1896

E. E. Weaver, Esq.,
My Dear Sir:

The history of the "C.&W. Bridge Despatch" is briefly as follows:

About 1862 I was one of a syndicate of boy stamp collectors. We then dealt quite largely, for us, with a dealer in stamps, now dead. We later discovered that he had been selling us a lot of bogus European "uncancelled" stamps and sought means of getting square with him, as he declined to refund. The craze then was for private "dispatch" stamps, and he always told us to look out for any such in our neighborhood and we determined to find one for him. The Columbia bridge, as you know, is a mile long structure connecting Columbia and Wrightsville, and we invented a business venture proposing to carry letters across for "one cent." I was a committee of one to get up the stamp and finding a little ornamental border in a printing office, I set up, with some type I had, the words: C. & W. BRIDGE DESPATCH, ONE CENT. The *original* impressions were printed upon a curiously mottled glazed ribbon paper oxidized and colored by lying for years on the shelves of a country store. They were printed in black, within a figured border, or an ornamental one.

As I remember the cut it was about as follows: the "C. & W." were very "fat" letters, more so than in the reprints. The size was about the same width as the reprint but a little longer. We used this to print about 300 stamps, on a little hand press, and one of these stamps was "accidentally" shown to the dealer as fastened in a stamp album. He, naturally, had never seen it before and "bit" at once. In answer to his query, we said "we got them in Lancaster" and had "some more." He at once opened negotiations for the lot. When it came to price we carefully figured up the outlay of the syndicate in bogus European stamps, amounting to about \$9 and sold him the lot for this sum.

The sequel is that the dealer sold them and now every stamp catalogue here, in England and in France carries and describes this stamp. "Original" stamps bring \$5 each, and a "second edition," counterfeits of our bogus stamp are also sold and are to be found in well-stocked stamp establishments. I am sorry to say, I have neither original nor counterfeit, as I foolishly sold my whole collection for a song long ago.

Yours very truly,

* * * *

The editor, R. M. Miller, then added his footnote.

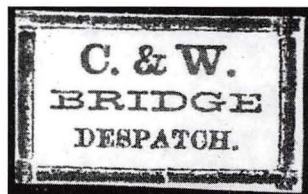
The above is the true, true history, of the "C. & W. Bridge Despatch" stamps. *Three hundred were issued, none of which were ever used or intended to be used.* They are genuinely bogus, and any dealer who sells them as legitimate issues, is imposing upon the collector a wrong, a wrong in which the dealer should be exposed. Had this bridge never been destroyed, this interesting piece of history would never, perhaps have been told.

[These stamps were always described and catalogued as having a plain border and printed in bronze ink on green and red papers. I have specimens on both green and red paper which I purchased of an old collector some years ago.

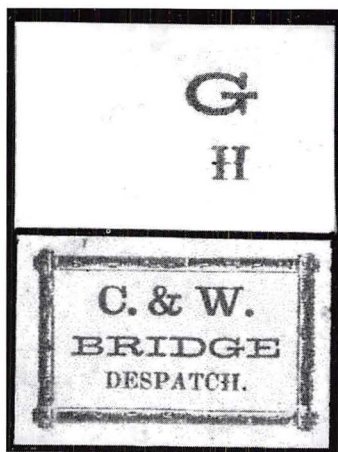
Editor.]



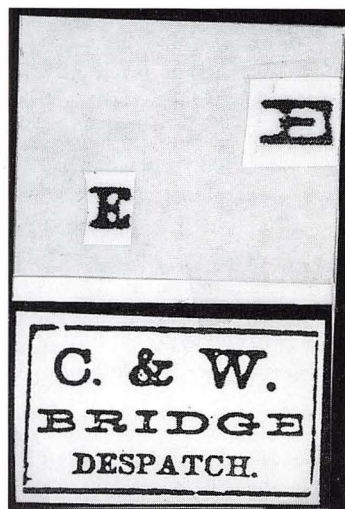
Figure 1. Picture in 1896 article in *The American Collector* by E.E. Weever.



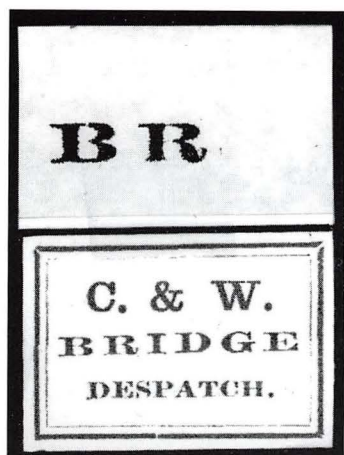
**Bogus 1.
Maker unknown**



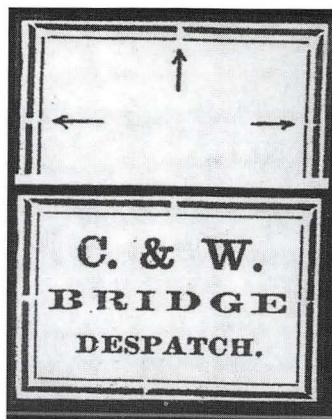
**Bogus 2.
E.E. Weever**



**Bogus 3.
Scott cut**



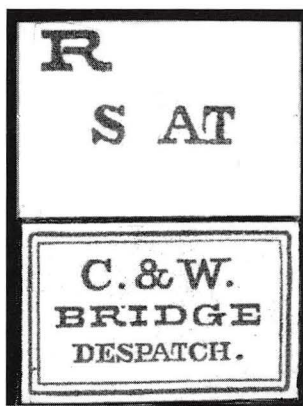
Bogus 4.
S.Allan Taylor



Bogus 4A.
By S.Allan Taylor



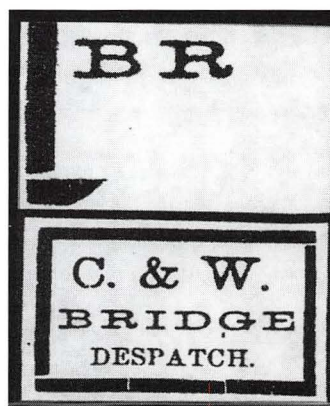
Bogus 5.
By S.Allan Taylor



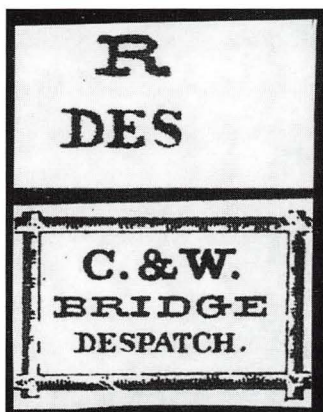
Bogus 5A.
By S.Allan Taylor



Bogus 6.
Maker Unknown



Bogus 7.
By J.W. Scott



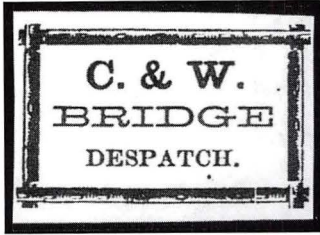
Bogus 8.
Moens cut



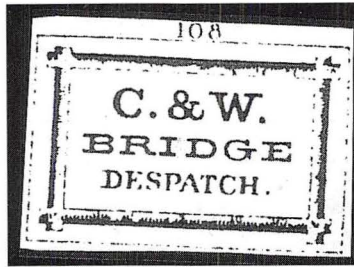
Bogus 9.
By Stirling



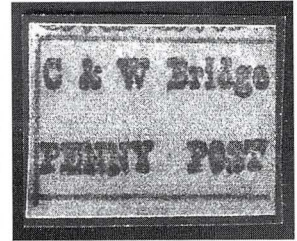
Bogus 10
By Stirling



Bogus 11.
Scott 1879 cut



Bogus 12.
Moens 1864 cut



Bogus 13.
Maker unknown

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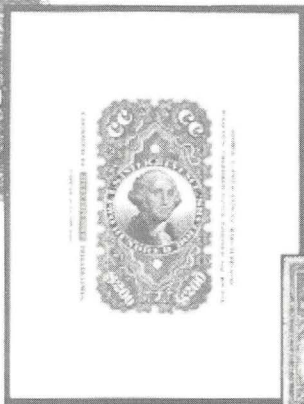
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