

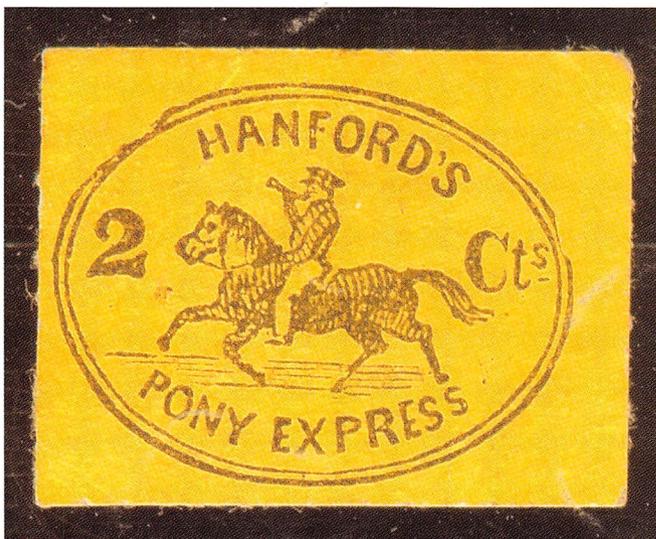
JANUARY 2008

WHOLE NUMBER 62

VOL. 16 NO. 1

THE PENNY POST

Official Journal Of The Carriers And Locals Society



A scarce genuine unused Hanford's Pony Express adhesive.
Four main identifying characteristics of the genuine stamp are:

1. The "O" in "PONY" is very round.
2. There are two shading lines above the "P" in "PONY".
3. The front leg of the horse is above the uppermost line of shading.
4. There is a short line under the "s" of "Cts".
5. None of the ten different forgeries have these characteristics.

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HUSSEY'S CIRCUS RIDER SPECIAL DELIVERY SERVICES

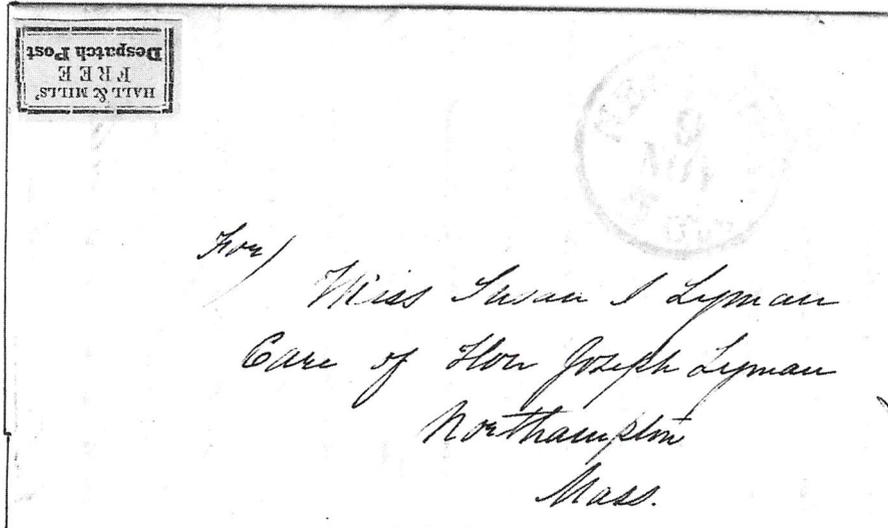
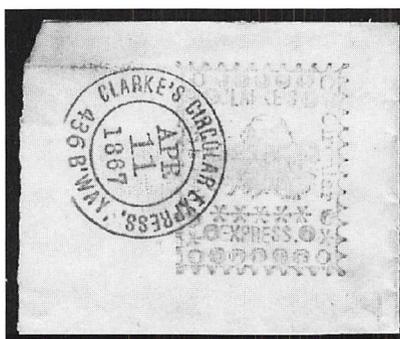
THE CALIFORNIA CITY LETTER EXPRESS

126TH PENNSYLVANIA REGIMENT CARRIER STAMP

HANFORD'S PONY EXPRESS

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VOL. 16 NO. 1



JANUARY 2008

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

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Editor's Message

By
Larry Lyons

One of the feature sections of the Siegel Auction sale of December 19-20, 2007 was the Calvet M. Hahn collection of eastern expresses and independent mails. The carrier, local and expresses sections of this sale consisted of more than 340 lots and included items by other consignors. Competition was hectic as this material was absorbed by collectors who have been starving for new material. Bruce Mosher, our Express section head, has provided an article for us based on five of the express covers that appeared in that sale. His article gives us a thorough postal history study of these covers providing all of the known information on these extremely rare and seldom encountered express labels. Special thanks to Bruce for his wonderful research article, which was provided on very short notice. I have also provided a short article on a few of the highlights of the local post section of that sale.

Cliff Alexander has done some difficult research into the 126th Pennsylvania Regiment Carrier stamp. This is an item which is seldom encountered with only four reported examples, three on cover and one on piece. This article is the first extensive research article on this subject. Cliff's historical research adds greatly to an understanding of this subject. Special thanks to Cliff for another great contribution to our philatelic collecting knowledge.

John Bowman has provided us an article on the Circus Rider Special Delivery Services of Hussey's Post. This is a subject with limited recorded information on the use of the Hussey circus rider stamps, which were used for special delivery services. Thanks to John for his research in this area. John asks readers to provide copies or scans of Hussey circus rider special delivery covers so he can study them and sort out answers to the questions he has. In fact all authors request readers to supply additional information and "letters to the editor" are encouraged. Don't just be a reader, be a participant in our award-winning journal.

Our other articles include one by John Bowman on buying at auction 120 years ago at the Thomas Cunningham Sale and an article by this writer on variations in the California City Letter Express stamps. The *Scott Specialized Catalogue* says there are other varieties of 33L1-8 and this article explores these varieties. This is the first research article in this area.

Some subjects evolve over time. Hanford's is such an example. Two previous articles by Eric Karell had a focus on different aspects than this "third look" which attempts to give a census and review of the covers with adhesives.

Hope you enjoy this issue of *The Penny Post*.

In November 2007, the Chicago Philatelic Society gave *The Penny Post* a gold medal at CHICAGOPEX. This is our eleventh gold medal since I became editor in January 2000, eight years ago. Let's keep up the good work as the leading society journal in all of philately!

Happy New Year and Happy Collecting! I wish you all the best for Philatelic Phun in 2008!

Letters to the Editor

Dear Editor,

Re: Patriotic Covers Carried By Private Local Posts

Mr. Alexander's article, *Patriotic Covers Carried by Private Local Posts*, in the October 2007 edition of *The Penny Post* was very enjoyable. It was a concise and well-organized article. I found it easy to follow even though I'm not familiar with the subject.

In closing Mr. Alexander requested readers to write with any additional information. I would like to point out two additional covers that might qualify as part of this topic. Both can be found in the R. A. Siegel auction catalog for Sale 766A, May 1995. Lot 1175 depicts a hospital tent scene in the upper left corner and a Metropolitan Fair for the U. S. Sanitary Commission imprint in the upper right corner. See **Figure 1**. It has a cds from Boyd's City Post 39 Fulton St. dated Jan 28, 1864 and an oval PAID handstamp. The second is lot #1132. See **Figure 2**. This cover depicts a view of the Union Volunteer Refreshment Saloon and Hospital and is canceled with three U. S. Penny Post Phila. Pa. octagon datestamps.

It has been pointed out (to me) that the Sanitary Fairs rightly belong to a different topic group such as hospital or medical and not patriotic covers. I would agree that the U. S. Sanitary Commission would best fit another topic, however I would contend the Sanitary Fairs could be considered "patriotic". The Sanitary Commission was authorized by President Lincoln but no funding was authorized to support the Commission's functions. The Fairs were organized by private citizens, *in a patriotic effort*, to raise funds for the Commission. Therefore the presences of the Fair imprint on a cover could be considered a "patriotic image".

Marty Graff

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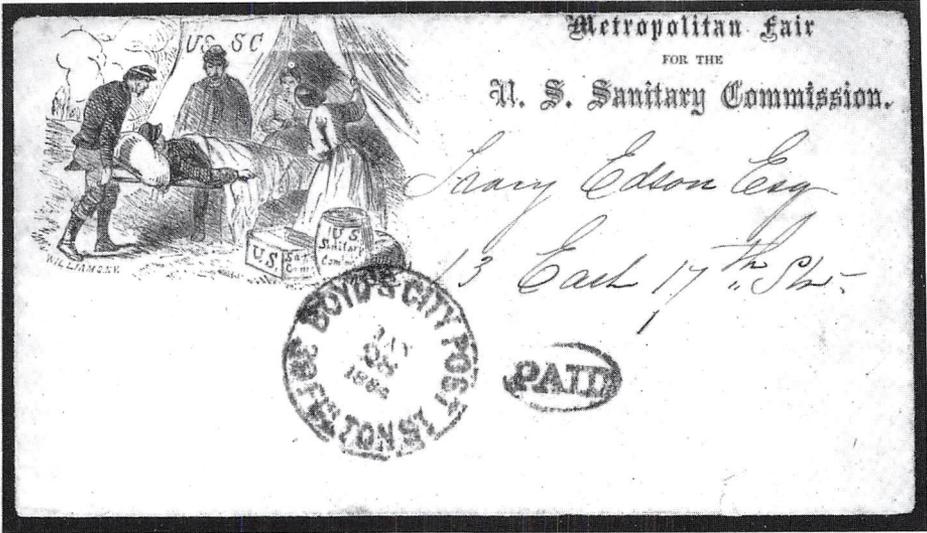


Figure 1. Boyd's handstamp type 20 dated January 28, 1864 with Boyd's PAID handstamp Type 18 on a Metropolitan Sanitary Fair cover. Siegel, May 5, 1995, Sale 766A, Lot 1175.

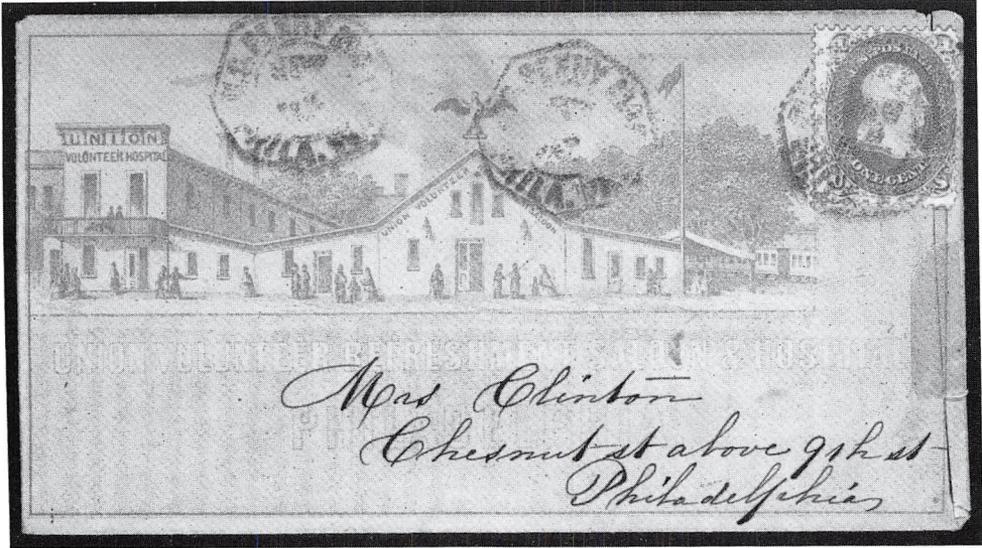


Figure 2. A pictorial cover showing the Union Volunteer Refreshment Saloon and Hospital. The cover is cancelled with three U.S. Penny Post Phila. Pa. octagon datestamps. Siegel, May 5, 1995, Sale 766A, Lot 1132.

Locals Sell at Siegel Auction

December 19-20, 2007

By
Larry Lyons

I was able to personally attend a portion of this sale and the most significant observation I was able to gain by being there was there were a great number of bidders. The auction house confirmed to me that an unusual number of different bidders participated in the local and express sections of the sale. The number is actually significantly larger because the auction agents represented many clients.

Lot 2530 was a Blood's handstamp on a cover with a beautiful straw goods and hatters blue cameo corner. This cover attracted a lot of bidders and was sold for a hammer price of \$1,600.00 against an estimate of \$300-400. Blood's stampless covers are usually a dime a dozen but beautiful cameos are difficult to obtain and are in demand.

The Blood's Kochersperger stamp 15L18 has a mint catalogue value of \$35.00 but a block of 18, lot 2536 with a **Draper Walsh & Co., Phila Imprint** is another story. This item sold for \$5,250.00 (Hammer).

The three line handstamp "Forwarded by /American Mail Co. /Gardiner Me." on a letter to Portland sold for \$1,500.00 (Hammer). Only two examples of this handstamp are reported. This was lot 2578.

Lot 2664 was a Harnden's cover to London. What made this cover special was the reportedly unique negative mirror image "PAID" handstamp. This cover was hammered for \$1,500.00.

A Harnden's cover to Providence, R.I. with a very early docket date of December 23, 1839 brought \$3,250.00. This was lot 2714.

Harnden covers to Canton China are highly prized as can be seen by lot 2725 which sold for \$3,500.00.

Lot 2681 was the only reported example of a "Hale's" two-line marking from Baltimore. This cover brought \$2,600.00. See **Figure 1**.

Lot 2690 was a Hale's cover with a manuscript marking from Newark. This cover brought \$1,000.00.

Lot 2708 was a reportedly unique Hale's cover from Wareham, Massachusetts. This cover brought \$2,700.00. See **Figure 2**.

Rare Pomeroy handstamped covers also brought high prices. Lot 2791 featured a red Pomeroy negative oval. This cover brought \$2,400.00. Lot 2801 with a Pomeroy straight-line spelling error (Pomiroy's) sold for \$1,200.00.

A Pomeroy's straight-line handstamp on cover with a conjunctive red Boyd's handstamp brought \$800.00 in lot 2802.

In conclusion I can only say that this sale had a lot of spirited bidding and achieved very strong results.

See the review of some express covers by Bruce Mosher on pages 53-63 in this issue.

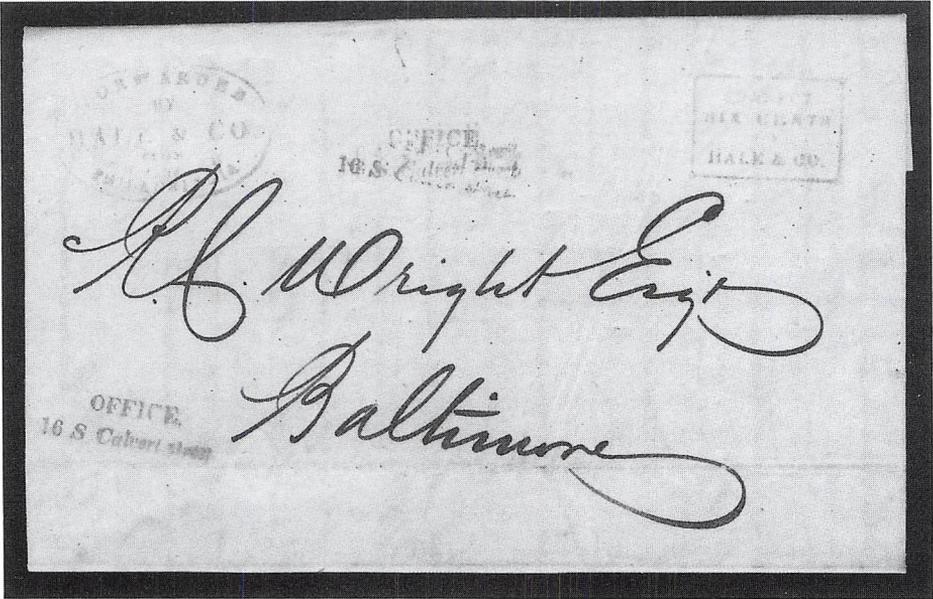


Figure 1. The only reported example of Hale’s Baltimore address handstamp “Office /16 S. Calvert Street”. Siegel, December 19-20, 2007, Lot 2681.

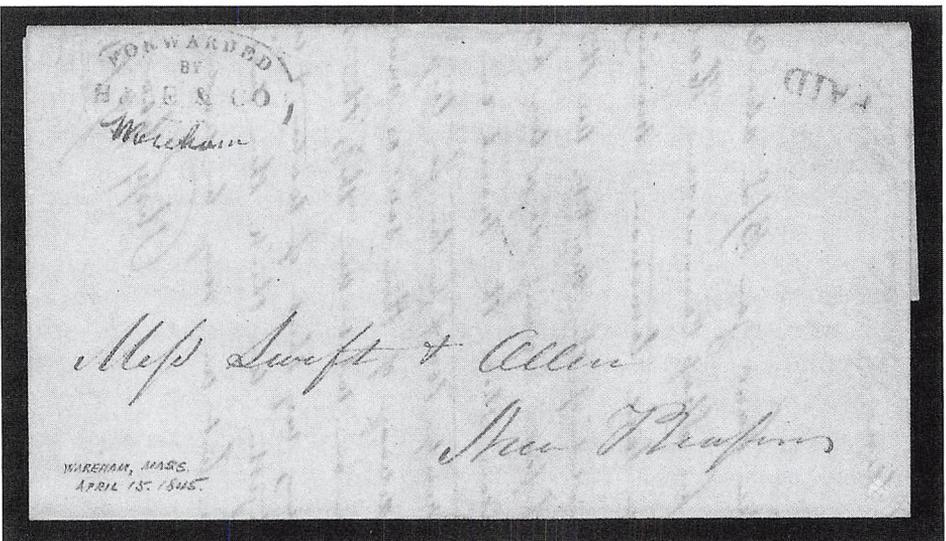


Figure 2. The only reported Hale’s cover from Wareham, Massachusetts. Siegel, December 19-20, 2007, Lot 2708.

Hussey Special Delivery Services

By
John D. Bowman



Figure 1. 87LE2 used single (?). Is this a favor or forgery cancel on an authentic stamp? Whether favor or authentic, used singles are certainly uncommon for these special delivery stamps with the circus rider motif.

How much significant knowledge of philatelists is never published? It's hard to imagine, but certainly worthwhile to share it while we are alive, and to find it from our predecessors. The following 1949 letter from H. Warren K. Hale to Henry E. Abt concerning Hussey's is a good case in point. I discovered this original letter in a group remainder lot of Hussey special delivery stamps, *Scott* Nos. 87LE1-LE7.

H. Warren K. Hale is the stated author of *Byways of Philately*, but it was actually written by Elliott Perry after Hale's death and published in 1966. This book includes the most substantial research about Hussey and his stamps ever published. Unfortunately, it is marred by the failure of the publisher to include captions for the illustrations and confusion has resulted.

The following letter is datelined February 15, 1949, Montreal.

Mr. Henry E. Abt
Brand Names Foundation
119 West 57th Street
New York 19, NY, USA

Dear Mr. Abt: Herewith I return your "package" with comments.

Cover to "Berry" at "1st St." 20c 87-LE-4

Hussey's delivery charges in 1862, presumably prior to the issue of his Special Delivery stamps, were:

20 cents to Prince Street
25 cents to 14th Street, etc.

In 1863, after the special stamps were issued and presumably till the Post was moved to Pine Street, they were: 20 cents to Canal Street
25 cents to 10th Street
30 cents to 23rd Street, etc.

One would think that the Berry cover should have been rated under the latter tariff. But under either list, the proper rating should have been at least 25 cents.

Cover to "Coles" at "11th St." 25c 87-LE-5

The addressed destination of this cover is just outside the 25-cent zone, according to the 1863 tariff. The stamp used has condensed figures of value. This condensed movable type for the numerals is generally considered to have been used for printings subsequent to the reprints. Therefore, while the 1863 rates did not come into effect until December 1st of that year, it does not seem possible that this cover, if actually posted and delivered, could have been rated, properly, under the 1862 schedule of prices. We have no evidence, so far, that Hussey's Special Delivery stamps were issued as early as January, 1862, the date of the first circulated notice showing a special-delivery tariff. But even under an hypothesis that the special stamps were issued at the same time as the first published tariff (or subsequent thereto but prior to the second tariff) it would be reasonable to suppose that the first printing of these stamps would have sufficed for the needs of the Post for a period which would have been, at the maximum, only one year and eleven months. Hussey's special delivery service could hardly have absorbed that many stamps, though it is possible that, in combination with his philatelic sales, the issue might have become exhausted, notwithstanding that specially delivered letters were not invariably prepaid with stamps. The first printing of the Special Delivery stamps had extended or broad type-face in their numerals.

If the conclusion to my hypothesis is sound, it rules out the possibility of the Coles cover having been rated under the first special-delivery tariff.

On the grounds given, I think we may fairly conclude that both of these two covers show an underpayment of postage, provided necessarily that the published rates were duly enforced. While, in my opinion, there can be no appraisal made with a definite assurance of correctness, the meager evidence to be obtained from the covers, combined with the unrefuted testimony of various writers that Hussey, and his manager and later successor, Eason (who took over about 1875), made a practice of cancelling stamped covers "to order", indicates a probability that these two covers were so cancelled.

There is no way for us to know how strictly the office of the Post adhered to the published rates. Delivery of single letters for a fee was not even against the law (as was, in general, Hussey's collection and delivery business) and, of course, there was no control of the charges imposed in any particular case through any higher authority than Hussey's or Easson's own decision.

Hussey's Post moved to Pine Street about 1872 and special delivery from that office was under still another tariff, slightly higher. I mention this merely to show that the fees for this service progressively increased, a fact that supports, to a certain extent, the foregoing argument.

As a matter of possible interest, I call your attention to the fact that, if the Coles cover had been prepaid at the scheduled rate with a single stamp, the 30-cent stamp so used would have borne the figures of its value in manuscript – a very rare bird of paradise, of which I have seen only one specimen, my own copy; and I have never even heard of another. I believe *Scott* could improve his listing of the two varieties that bear no printed face-values as follows:

87-LE-6	30c to 45c	gold, <u>red</u>
87-LE-7	50c and up	<u>green</u>

(Sorry. Looking at the catalogue reminds me that my handwritten value stamp is the 50-cent green. But the remarks apply.) The last tariff published for special service called for a fee of 80 cents up to 52nd Street, and for greater distances an unspecified "Additional" fee.

Some of Hussey's specially delivered letters carried rubber-stamped serial numbers. I have seen a stampless cover of this class, undated, bearing the number "392". The period of the use of these serial numbers is unknown to me.

Cover to "Howell Aspinwall" (1c) 87-L-6

The stamp on this cover was improperly identified by the auctioneer. It is not a Scott's No. 87-L-5. Hope you didn't bid on it as an 87-L-5.

I would have no hesitation in accepting this item as a genuinely used cover, passed through Hussey's Post. I own a similar cover, with stamp 87-L-6 tied with the same cancellation, same size orange envelope, same Adams Express corner card, in same handwriting to same addressee at the same address; except that the name contains an ampersand, reading: "Howell & Aspinwall". I have other covers similarly addressed; the mailing clerk at the Adams Express office seems to have habitually used the name "Howell" instead of "Howland".

Photograph of cover to "Titus" 1c 87-L-4 brown red
or 87-L-5 black

This cover, stamp and cancellation all appear to be correct, but I would have to see the cover itself before venturing a verdict. The stamp may be either of the two varieties numbered above. The color is not stated.

Photograph of cover to "Titus" 1c 87-L-26 brown red
or Reprint brown red
or Reprint black

The stamp is probably 87-L-26 of the original printing, and the cover looks right to me. However, the color is not stated, and the stamp may possibly be a late reprint in brown red or in black. I do not think so, but cannot say without examination. These reprints were available for postage, but I have never seen a used black reprint on or off cover. The red reprints are common enough. The black reprints, unused, are not uncommon, but not as common as many of Hussey's other reprints.

Hope you don't get tired reading all this.

Sincerely yours,

H. W. K. Hale

It should be noted that Hale's *Byways* illustrates several handbills describing the special messenger service and rates. The covers to "Titus" may or may not be genuine, and this needs further research. They exist with various adhesives, so assume a clouded mantle over their authenticity.

Larry Lyons' *Identifier* Volume II compiles information from Hale's *Byways* and other sources, and is an excellent resource for collectors. He illustrates and describes position data for plates I, II, I/II, III and IV for most values, and illustrates panes for plates V and VI. Whenever possible, he has included photographs of panes of ten or sheets of twenty, and used singles and multiples in preference to unused ones.

It is commonly accepted that George Hussey stated publicly that any of his stamps were acceptable for postage, yet we also know that he made forgeries of many stamps and probably reprints of his own. We assume that some handstamps are not legitimate, while others could be regarded as "favor" handstamps, used on stamps or covers to sell to philatelists. Perhaps some handstamps were used in both manners. The result is that Hussey collectors and expertizing agencies deal with uncertainty concerning Hussey's emissions.

Thus, letters like the one above from Hale are valuable sources of information. Hale might be regarded as the best student of Hussey's post to date.

Discussion

The special delivery stamps of Hussey need more research. One major area concerns identifying legitimate used examples of the adhesives, on or off cover. A second major area is identifying unused originals from reprints or reproductions.

Stamps used on cover are scarce. Used singles are also scarce. Which items are authentic and which are not should be explored, but it appears that even "favor" handstamps are scarce and probably are incorporated into the *Scott* catalog value.

The circus rider stamps were first printed in 1863 using a lithographic (or typographic?) process where ten clichés from the original die were placed in a 2 x 5 arrangement to form a pane of ten stamps, which was probably repeated to make a sheet of twenty. Rectangular openings were cut into the oval value tablets so that value types could be set to print the initial printings. In these original plates, all the oval tablets are uniform in shape. As many as four reprintings of this plate may have been produced.

Thomas Wood prepared reprints on Feb. 16, 1866, of 1000 copies of the five cents stamp. He apparently also prepared reprints of the other values that were not recorded in his memoranda book. Wood's reprints are referred to as State 2, in which positions 7 and 8 show a rectangular shape for the value tablet ovals. Using Perry's terminology, these include Plates I, II and I/II (the latter is also referred to as Plate VII in *Byways*.)

A third group of printings can be referred to as the Reproduced Plates, as all five values of the series were reproduced from new plates that derived from the original plate that Perry described as Plate I. However, only one cliché from the plate was used to prepare all ten positions of each pane of ten, and the values were fixed in the plate, so that the Reproduced Plates have no characteristics to clearly identify individual positions on the pane of ten, as is the case with the earlier printings. More than one printing was made of the Reproduced Plates, according to differences in the paper and gum characteristics observed. Using the terminology of Hale and Perry in *Byways of Philately* and Lyons in his *Identifier*, these would include Plates III, IV, V, and VI.

Determining how to sort these stamps out and understand the possible printing and reprintings needs more research. The solutions not only involve the position characteristics which have been described, but also the paper characteristics such as thickness, gum and fluorescence.

Many forgeries are listed in the *Lyons Identifier*. However, these are uncommon or rare.

I would like to obtain as many scans of Hussey special delivery covers as I can in order to sort some of these questions out. Please email them to me at jbowman@stx.rr.com and let me know if I should acknowledge you or not. Everyone who submits a good scan will receive a copy of the work in progress before publication.



Figure 2. 87LE5 tete-beche sheet of 20, plate IV with small numerals and only position 3 with decimal point after value.

California City Letter Express The Three Types and the Variations

By
Larry Lyons

The California City Letter Express is listed in the *Scott Specialized Catalogue* under 33L where one sees eight stamps listed. The first three (33L1-3) have a center message beginning with the words “wedding cards...” The outer design on these stamps has scrolls at the left and right sides. The first three listed stamps are in the colors of red, blue and green respectively. The next three *Scott* listed California City Letter Express stamps (33L4-6) have a center message beginning with the words “If you have...” These three stamps also have scrolls at the left and right sides. These stamps with the second type of inside message are also in the colors of red, blue and green respectively. The last two *Scott* listed California City Letter Express stamps (33L7-8) have almost the same message beginning with the words “If you have...” but the outer stamp design does not have any scrolls. The colors of the last two stamps are red and blue respectively.

A note in the *Scott Specialized Catalogue* at the end of the California City Letter Express sections says, “The other varieties of nos. 33L1-33L8 are all rare.” What does this mean and to which stamps does this refer? This article will answer this question, which has never before been researched.

The Type 1 design (stamps 33L1-3), (L92 design) can be seen in **Figure 1**.



Figure 1. The L92, Type 1 design found on stamps 33L1-3.

Upon careful examination I cannot find any design differences between the red (33L1), the blue (33L2) and the green (33L3) stamps. The messages are exactly the same with the lettering in the exact same position on all three stamps. Similarly, the outer design breaks and the scrolls are the same on all three stamps. The green stamp seems to have a slight variation at the bottom right. See **Figure 2**.



Line of color at bottom right

No inner border line at bottom right

Figure 2. The left scan is from the stamp on cover addressed to Mr. G. Walcott Brooks. The right stamp is the only known used single from Siegel's sale, March 17, 2006, Lot 4818. The bottom right corner of the design shows some differences.

The differences in the bottom right corner of the two examined green (33L3) stamps could indicate a position difference or possibly a correction to the printing design made after examination of the stamp with the extra line to eliminate this line. Based on position differences found on the Type 2 stamps I believe this difference in the bottom right corner is a position variation.

The red stamp of the first design (33L1) has a larger space between the "M" and the "o" in "Montgomery". See Figure 3.

418 M ontgomery St.

418 Montgomery St.

Address on the red stamp (33L1)

Address on the green stamp (33L3)

Figure 3. The red stamp has a larger space between the "M" and the "o" in "Montgomery".

The second design (L93) appears on stamps 33L4-6. Here my research indicates tiny differences. A comparison of two green 33L5 stamps shows some tiny differences. See **Figure 4**.

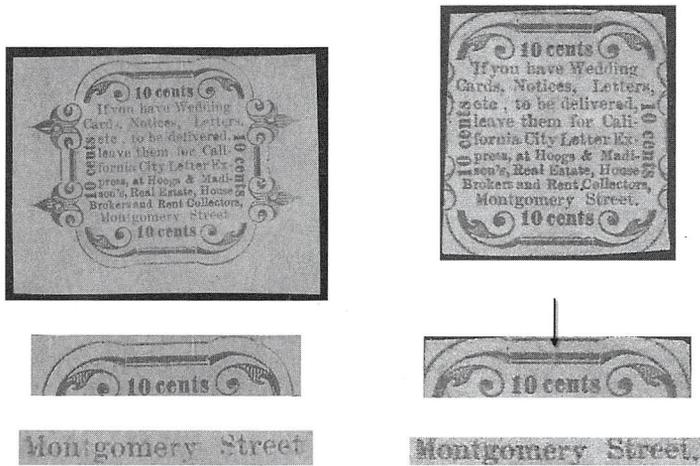


Figure 4. A comparison of two 33L6 stamps. The left stamp does not have a period after “Street” in the last line. The right stamp does. The right stamp has an extra border break at the top center.

A more significant variation can be found comparing a blue 33L5 stamp and a green 33L6 stamp. See **Figure 5**. This difference is one of a different word being used. The 33L6 green stamp says “... leave them for California City Letter Express” and the blue 33L5 stamp says “leave them at California City Letter Express”.



Figure 5. The left scan is of the fourth and fifth lines of the green 33L6 stamp and the right scan is of the same lines from a blue 33L5 stamp. One word is different.

There are two recorded blue 33L5 single stamps and no covers recorded with this stamp. Both examples have the “at” instead of “for” in line four of the message. There are three recorded green 33L6 single stamps and one on cover. All four examples have the “for” in line four of the message. There are differences in the green 33L6 stamps as explained and shown in **Figure 4**.

The last two California City Letter Express stamps are the red 33L7 and the blue 33L8. This new third design has no side ornaments and the message has been changed slightly. See **Figure 6**. The first three lines of the message on the third design are the same as on the Type 2 L93 design, (33L4-6) stamps. The fourth line

has been changed on the third design stamps (those without side ornaments). The last word is “Cali-” on the L93 (33L4-6) stamps and it is “Cal’a,” on the third design stamps. The spacing and word placement changes on lines 5-7 and line 6 has “Hoogs & Madison’s” in larger type and all on one line. In the examples shown in **Figure 6** the 33L8 blue stamp has a period after “delivered.” instead of a comma. Both examples shown do not have a period after “Street”.



Figure 6. An example of the Type 2, L93 design, green 33L6 stamp is shown at the left and a Type 3 blue 33L8 stamp is shown in the right. Lines 4 and 6 have significant differences in the messages.



Figure 7. The two know examples of the blue 33L8, Type 3 have significant differences in the message. The main difference is the absence of the word “office” in the eighth (next to last) line of the message on the stamp shown at the right. Stamp at left from cover, Kuphal sale, Siegel’s, November 15-16, 2006, Lot 1443.

There are differences in the two recorded examples of 33L8. One example has a period after “delivered” and the other does not. This is minor but after the “Hoogs & Madison” line one stamp says “Real Estate, House Bro-/kers & Rent Collectors Office” and the other reads “Real Estate and House/ Brokers and Rent Collectors.” The word “ Office” does not appear on one example and the sentence ends with a comma. **This is a significant variation, which has not been indicated, in any of the preceding research. It is a major subtype.** See Figure 7.

The two recorded red Type 3 design, 33L7 stamps both have the word “office” at the end of line eight and both have a comma after “delivered” and a period after “Street.” There is, however, one error in the 33L7 single stamp from the Schwartz collection. In the seventh line the word “House” seemingly has an “n” instead of a “u”. See **Figure 8**.

This could be due to extraneous extra red ink from the printing process.



Figure 8. The scan at the right is from the red Type 3 design 33L7 stamp from the Schwartz collection. The word “House” in line 7 seems to have an “n” instead of a “u”. The scan at the left is from the blue 33L8 stamp. This could be due to extraneous extra ink from the printing process.

The Type 1 stamps, design L92, have the address at the bottom as “418 Montgomery St.” The Type 2 design, L93, and the Type 3 design stamps have no number before “Montgomery St.” According to the Sloane’s notes “Hoogs” was a printer and publisher who operated at the dispatch office on Montgomery Street at the corner of Commercial. The “Dispatch Office” must refer to the California City Letter Express. J.W. Hoag was the proprietor of the California City Letter Express, which he organized to do local delivery. He was also the proprietor of J.W. Hoag’s Contra Costa Express, which operated between Oakland and San Francisco. Hoogs and Hoag were not related. The corner of commercial and Montgomery Streets is not at 418 Montgomery St.

Figure 9 shows a stampless cover of the California Letter Express Co. I find four recorded examples of this design of which one is very defective.

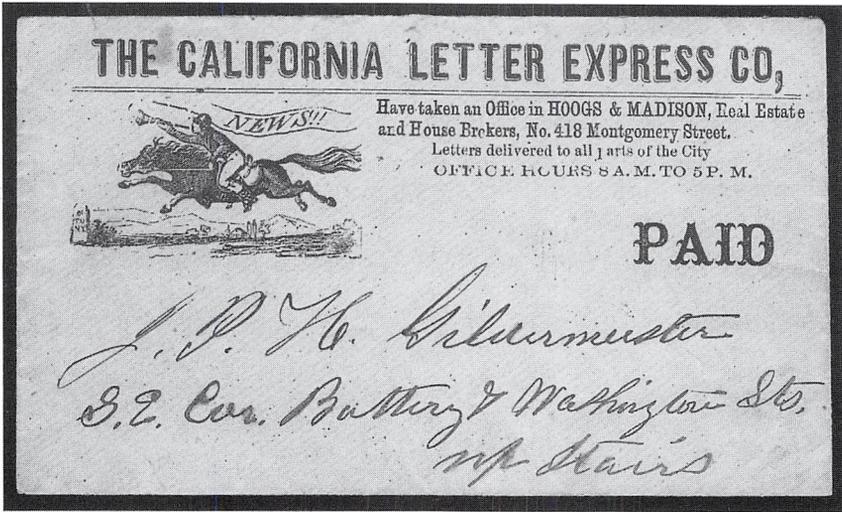
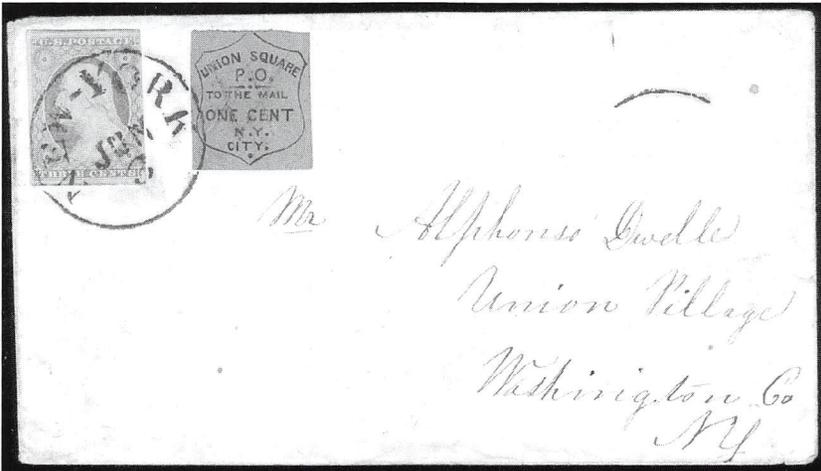


Figure 9.



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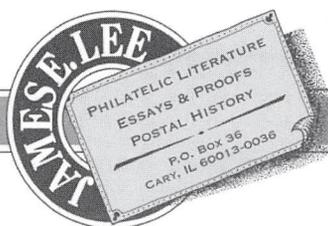
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- *Handbook of Private Local Posts*, Hurt & Williams, 1947 ed., 169p, HB. Covers local posts of the world (Billig's handbook no. 6). \$40.00
- *Boyd's Local Posts in New York City: 1844-1882*. Patton, 49p, CC. \$15.00
- *The Local Posts in Brooklyn, NY: 1844-1882*, Patton, 28p, CC. \$10.00
- *Private Local Posts of the United State: Volume 1 – New York State*, Patton, 1967, 350p, HB. \$45.00
- *U.S. Letter Carrier Stamps of Philadelphia under the Fee System*, Perry, 1954, 18p, CC. \$10.00
- *Byways of Philately: Privately Owned Posts and Early Locals*, Perry & Hale, 1966, 281p, HB. \$37.50
- *One Hundred Years Ago*, Perry & Hale, 1942, 68p, CC. Story of City Dispatch Posts. \$30.00
- *Pat Paragraphs*, Perry, 1981 reprint, 648p, HB. \$55.00

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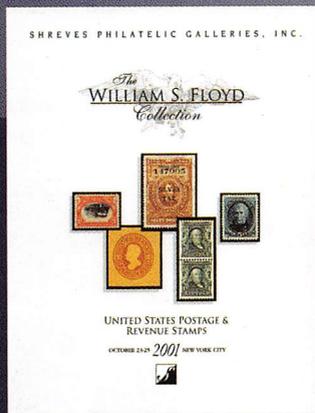
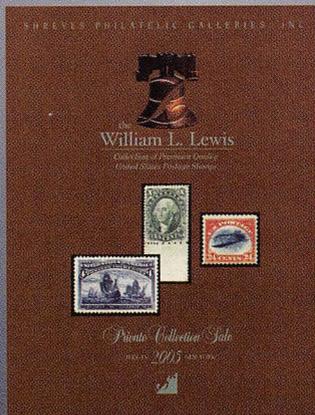
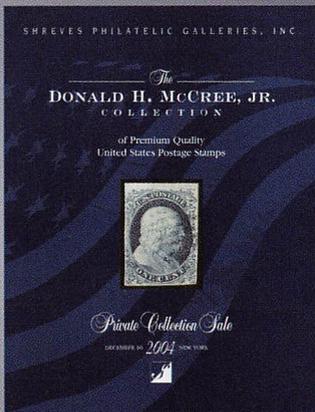
- *Amb. J. William Middendorf II Collection of Carriers and Locals*, Frajola net price sale no. 4, • 1990, 787 lots, illustrated. \$25.00
- *Alfred Caspary Collection of U.S. Carriers and Locals*, HRH, 1957, 1046 lots. \$40.00
- *Cyril F. dos Passos Collection*, Robbins, 1981, 299 lots of Boyd's, Hussey's and Swart's. \$15.00
- *Josiah K. Lilly Collection – Part V*, Siegel, 1967, 402 lots of locals and carriers. \$35.00
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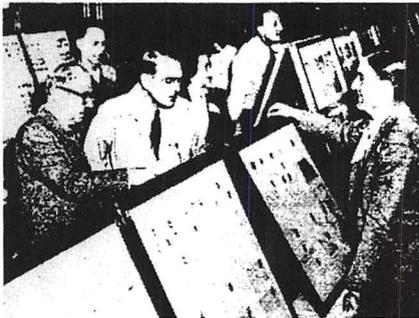
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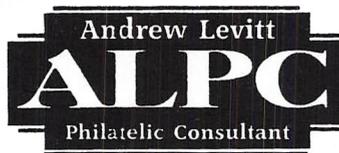
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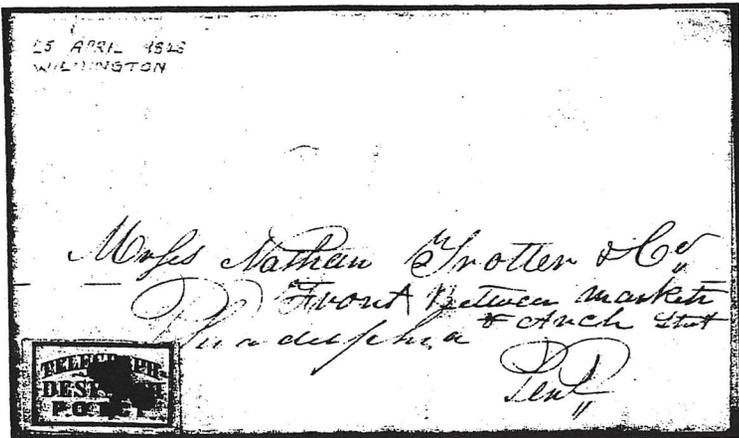
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126th Pennsylvania Regiment Carrier Stamp

By

Clifford J. Alexander

For a brief period during 1862, a carrier service operated between northern Virginia and the Washington D.C. post office. Although it may have carried mail for other Union soldiers, the service apparently was established for the men of the 126th Pennsylvania Regiment. From Sunday, August 16, 1862 until Sunday, September 7, 1862, the 126th Pa. Reg. was stationed in Virginia just west of Washington City very near to the present location of the Pentagon. Alexandria, Virginia was only four miles to the southeast, but its residents generally supported the Confederacy. Letters must have been carried across Long Bridge (which was located at the site of the present day Fourteenth Street Bridge) to the Washington City Post Office. Letters to the soldiers from family and friends very likely were also picked up at the Washington City Post Office for delivery to the soldiers of the Virginia camp.

This appears to have been the only carrier or express service for Union troops that issued an adhesive. Only four examples have been reported – three on cover and one on a piece. The stamp is black on green colored paper and has a chain link border that is 21 mm. by 17 mm. In serifed capital letters, it reads “Carrier” on the top line and “126 PA REG” on the bottom line. (Figure 1).

The chain link border is not unique. A similar border is found on a number of genuine stamps utilized by carriers and locals, as well as bogus issues. This border was first used during the 1850s by Honour’s City Post (Scott 4LB13) in Charleston, South Carolina (Figure 2). It also was used in the mid 1850s by Glen Haven Daily Mail in Glen Haven, New York (Scott 71L3 and 71L4) (Figure 3).

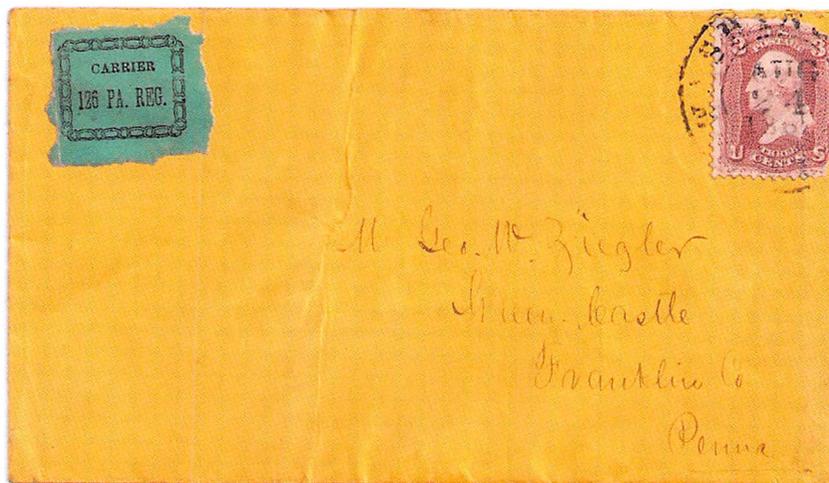


Figure 1. Cover dated August 24, 1962 with 1862 126th Pa. Reg. carrier stamp.

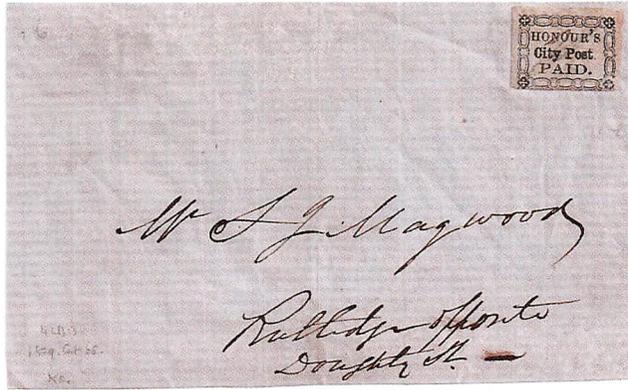


Figure 2. Honours City Post stamp with rectangular chain links border.



Figure 3. Glen Haven Daily Mail with rectangular chain link border.

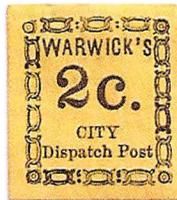


Figure 4. Three bogus post stamps with chain link borders.



Figure 5. 126th Pa. Reg. carrier stamp from "Pat's Paragraphs."

S. Allen Taylor used the rectangular chain link border to create his bogus Hall & Neils Despatch Post stamp. J.G. Petrie adopted a square border of chains when he printed his Cheatem, N.J., bogus post stamp. Similar borders were used on a number of the bogus stamps of Roadman's Penny Post and Warwick's City Despatch Post, some of which were produced by Taylor (**Figure 4**).

The 126th stamp's border has four large and five small links across the top and bottom, while the genuine Honour's and Glen Haven stamps have three large and four small. The 126th stamp has three large and four small links on the sides; Honour's and Glen Haven have two large and three small. In addition, the Honour's and second Glen Haven stamps have small ornaments at each corner, which are not present on the 126th stamp or the first Glen Haven stamp.

Perry's and Sloane's Research Efforts

Elliott Perry and George B. Sloane both attempted to learn more about the stamp and the service but may have been hampered in their efforts by the fact that the name of the officer who has been credited with setting up the service was misspelled. Perry was the first to report on the existence of the 126th stamp.¹

Perry wrote that he was aware of two covers, dated August 21 and August 22, 1862. His article included a picture of the stamp that may have been cropped from the August 21 cover (**Figure 5**). His article ended with the request, "Who can produce another copy or state what fee the stamp represented, if any?"

Sloane reported in 1954 that he was aware of three covers dated August 21, 22 and 24. His article included a picture of the stamp from the August 24 cover (**Figure 6**). He also wrote that "some time ago a reader reported another copy of the stamp, torn out of the envelope, but the letter was still there."

The reader referred to by Sloane was Miss Elisabeth Rupley of Lewistown, Pa., who wrote to him seeking information on the stamp. She said that "The stamp is not on a cover, but a square of paper containing the stamp was cut from an envelope." Miss Rupley quoted from a letter in her possession that apparently had been in the envelope on which the 126th stamp was affixed. The letter was written by her great-uncle, Sergeant Simon W. Rupley, who was killed on March 30, 1863, in the battle of Chancellorsville. Sergeant Rupley's letter was headed "Camp, near Alexandria, August 23, 1862" and gave the following account:

Here I am on the sacred soil of Virginia about four miles from Alexandria, about one quarter of a mile from the Manassas railroad. We left Harrisburg yesterday a week at noon, arrived at Baltimore at dark. We left in the cars for Washington about eleven o'clock, arrived there after a very tiresome ride about 4:00 o'clock in the morning, took up a line of march through Alexandria to where we are now. Write soon, direct in care of Col. James G. Edes, Co. K, 126 Reg. Pa., Washington, D.C.

¹ Elliott Perry, "Pat Paragraphs" No. 35, p. 1012 (March 1938).



Figure 6. Picture of 126th Pa. Reg. stamp on August 24 cover from Sloane's column.

Sloane concluded that “the labels unquestionably saw bona fide use” and asked his readers for additional copies and information. He wrote the National Archives requesting additional information and was told that “the National Archives has no information on this carrier service.”²

A picture of the label on the August 21 cover can be found in “The Cover Corner,” a regular column by Scott Gallagher, at page 88 of the January 1982 issue of *The Chronicle* (Issue No. 70). The stamp is tied by a Washington, D.C. cds (Taylor No. 45). The 1861 3¢ stamp is tied by a cork grid killer. Unfortunately, the article provides no information about the addressee and only a small portion of the cover with the label is pictured. Mr. Graham offered the following comments about the collection and delivery of Union regimental mail and the 126th Pa. Reg. label:

Union regiments in the vicinity of Washington received their mail through the Washington post office – this was also true of regiments a great deal further away than was the 126th Pennsylvania. Generally, all mail collections were handled at the company and battalion levels by a “regimental post boy” or “postmaster” at regimental headquarters, whose duty it was to collect and distribute mail. He took it along to higher headquarters, or, when a regiment was on detached duty, could pick up and deliver regimental mail to the Washington (or other) post office. What would be more natural for the postmaster of a newly arrived regiment than to have his own carrier stamp printed up? And, we imagine that if a fee was involved, the military authorities suppressed the labels rather speedily. And if no fee was involved, then why the labels?

Siegel Auctions Inc. offered the August 22 cover in its sale of March 26, 1996 (**Figure 5**). Siegel’s description of the cover included the following: “The 126th Pa. Regt. carrier label is known on very few covers, all of which were evidently carried by Colonel James G. Edes....” Siegel apparently carried forward the misspelling of the Colonel’s name that occurred in Sloane’s column. His name

² George B. Sloane, “Sloane’s Column,” *Stamp Magazine*, Vol. 37, No. 10 (June 1954).

was Elder, not Edes. And this might help explain why Perry and Sloane had difficulty learning more about the Colonel and the carrier service.

The History of the 126th

The 126th Pennsylvania Regiment had an interesting, and in one respect most unusual history during its nine months of service. On July 21, 1862, Pennsylvania Governor Andrew G. Curtin issued a call to arms for 30,000 volunteers. From August 6 to 10, over 700 men from three adjacent counties assembled at Camp Curtin near Harrisburg. The men of eight companies came from Franklin County except that a part of one company also included men from Fulton County. Two other companies were organized with men from Juniata County.

On Thursday, August 13, the men held an election to select officers and voted for Elder to lead them. Although not binding, Governor Curtin on the following day ratified the soldiers' vote and commissioned Elder to serve as Colonel (**Figure 7**). The election by the troops suggests that Elder was well known and respected in his community. The 1860 census lists him as having been born in 1823, so that at age 29 in 1862, he may have been older than many of the other volunteers. His occupation was listed as "saddler" and his real property was valued at \$1,500, which is evidence that for his day he was a reasonably successful and financially well-off businessman.

At 4:00 in the morning on Saturday, August 15, the regiment struck tents and moved by train to Baltimore. They then boarded a second train and traveled to Washington, D.C., arriving early on Sunday. Upon arrival, the troops rested near Union Station close to the United States Capitol. At noon, they marched through Washington, over Long Bridge, which was at or near the site of the present-day 14th Street Bridge. They continued their march down Long Bridge Road to Camp Stanton, near Fort Albany, arriving at 6:00 p.m. **Figure 8**).

Fort Albany was one of many fortifications around Washington City. Virginia seceded to join the Confederacy, and Maryland was the home of many persons sympathetic to the South. Because President Lincoln was concerned about its vulnerability, 60 forts eventually were built around the City.³ The forts typically were little more than tents and buildings surrounded by tall wooden posts. This series of protected encampments is sometimes called "Lincoln's Ring of Forts." Fort Albany was strategically situated west of Long Bridge, the main bridge into Washington City and just southwest of where the Pentagon is located today. The 14th Street Bridge currently spans the Potomac River at the same site and continues to serve as the main access to Washington, D.C. from Virginia.

From August 16 to August 21, the surgeons joined the regiment and non-commissioned officers were appointed. On Saturday, August 22, the regiment was moved to Alexandria and from there to "Mrs. Scott's house," near Cloud's Mill. Cloud's Mill was on Holmes Run just east of what is now Shirley Highway, or Interstate 395. This highway runs east-west and is a major rush hour artery to

³ See Benjamin Franklin Cooling III and Walton H. Owen II, *Mr. Lincoln's Forts, a Guide to the Civil War Defenses of Washington*, White Mane Publishing Company (1988).

Washington from Virginia that crosses over the very spot where Fort Albany originally was built and feeds into the 14th Street Bridge. The regiment was attached to the 1st Brigade of the Third Division of the Fifth Corps, along with the 91st, 129th and 134th Pennsylvania Volunteers.

On Sunday, August 23, Col. Elder received orders to be in readiness to proceed to Warrenton, Virginia, where the second battle of Bull Run (called Manassas by the South) was taking place. On the following Wednesday, the regiment's baggage was loaded onto trains and sent to Warrenton, but the men remained at Camp Stanton for three more days.

On Sunday, August 31, Lt. Col. Rowe, one of Elder's subordinates, received orders to take six companies of the 126th and a section of artillery to Bull Run Bridge and hold it. The men never made the move because later that day word came back that the bridge had been destroyed.

On Tuesday of that week, the Confederate army marched east closer to Washington and the 126th was moved to Camp Wade, one mile from Alexandria to help protect the city of Washington. On the following Saturday, September 6, Rev. Samuel J. Niccols was appointed Chaplain of the regiment, filling the last open commissioned officer position.

During the approximately three weeks that the regiment was camped near Alexandria, a most unusual series of events occurred. The account was reported by the anonymous author of a history of the regiment titled "A Sketch of the 126th Regiment Pennsylvania Volunteers Prepared by an Officer, and Sold for the Benefit of the Franklin County Soldiers' Monumental Association."

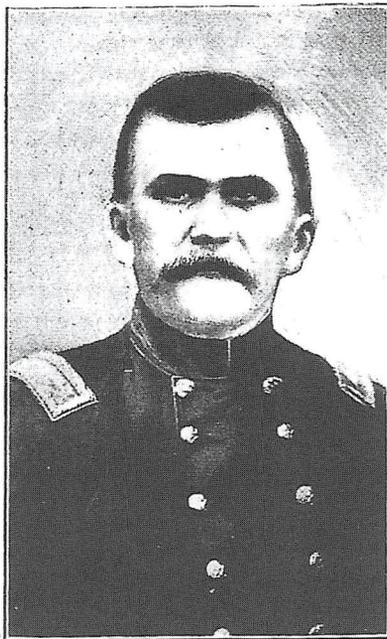


Figure 7. Colonel James G. Elder.

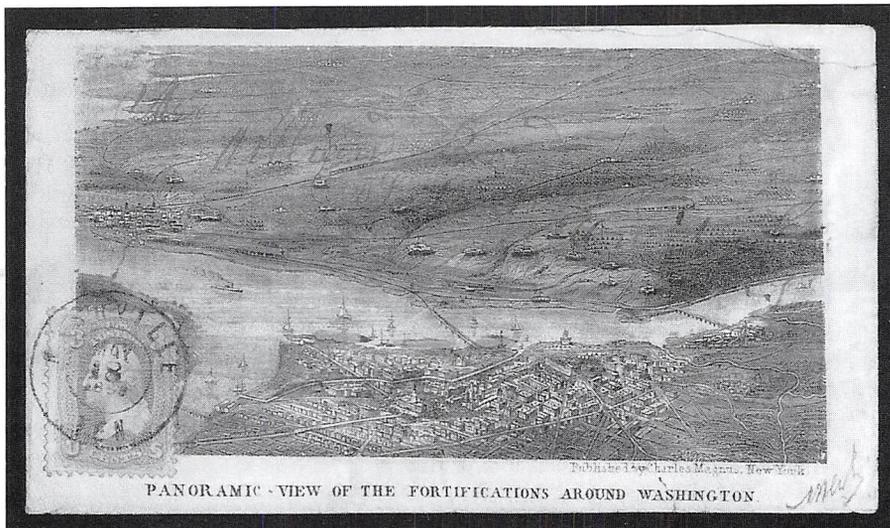


Figure 8. Patriotic cover showing Long Bridge (to the south) and Northern Virginia fortifications.

William Fitzpatrick, of Western Virginia, loved or was loved by Frances Day. Fitzpatrick enlisted in company F, from Juniata county, and went to the war with the One Hundred and Twenty-Sixth regiment. In a short time he fell ill, and on the 24th day of August, 1862, whilst the regiment lay at Cloud's Mills, he died in the hospital at Alexandria. On the day he died, Frank Maine, a Sergeant of company F, unaccountably deserted. When he enlisted he was a stranger to all the men of that company, but in a few days he had so ingratiated himself with his comrades and officers as to be promoted to Sergeant. He was not heard of any more while the regiment remained in service. But long after, in the far West, a soldier, wounded badly in a great battle, could not conceal her sex, and Frances Day then told how she had followed Fitzpatrick into the army and become herself a soldier and a Sergeant in the One Hundred and Twenty-Sixth Pennsylvania Volunteers; of her desertion upon her lover's death, and the abandon and despair which led her to seek again the ranks of the army. To verify her story, letters were written to the officers of Company F, at Mifflintown, and thus the mystery of the Sergeant's desertion was dispelled.

On Sunday, September 7, the entire brigade marched up the Potomac to Camp Whipple, near Fort Richardson. Unknown to them, Confederate troops had just crossed the river farther north and were setting up camp near Frederick, Maryland. The regiment remained at Camp Whipple for five days.

On Friday, September 12, the brigade, including the 126th Pa. Regiment, marched south through Georgetown to Meridian Hall, near what is now the eastern (or city) side of the 14th Street bridge. On Sunday, September 14, the brigade turned around and moved north through Rockville, Maryland, to the Monacacy River. The brigade reached the Monacacy and set up camp on Tuesday, September 16.

To the north, the battle of Antietam began at dawn on the following day. The brigade started a 15-hour forced march of about 26 miles from the Monacacy to Antietam, stopping for only one hour rest. The brigade, however, was held in reserve and never joined the battle at Antietam. The brigade camped one mile from Sharpsburg, where many of the soldiers were near their homes, until October 30, when it moved back to Virginia. Its next posts were Warrenton and Falmouth in Virginia.

Although there were battles throughout Virginia and Maryland during this time, the volunteers of the 126th did not see fighting for four months. Their first encounter with the Confederate army was at Fredericksburg on December 13 where it participated in the unsuccessful charge of Gen. Humphrey's division up Mary's Heights. The 126th Regiment suffered 77 deaths and casualties. Colonel Elder was one of the men seriously injured that day. His left leg was shattered and there were some concerns for his life. Col. Elder later was moved to Washington City where he remained until his regiment was mustered out. The 126th's next battle was not until May 3 at Chancellorsville.

On May 30, 1863, the regiment was mustered out of service at Harrisburg. The men had volunteered for nine months of service, and their tour had come to an end. During that time, 31 men of the 126th died as a result of battles and 34 died of disease.

After his tour of duty ended, Elder returned to his wife, Mary, and children in Franklin County where it appears he was a successful banker and farmer. In 1865, Col. Elder and Col. J.C. Austin established the Franklin County Bank, which eventually became the Valley National Bank. Elder died in 1888.

Carrier and Express Service Labels of the Confederacy

Although the 126th Pa. Reg. stamp appears to be the only adhesive utilized by a carrier service for Union Army soldiers, at least two Southern carrier services issued adhesives. During the Civil War, the strategy of the North was to control the Mississippi, one of the principal transportation avenues of the Confederacy, and to cut off the western from the eastern states. Mail service was seriously disrupted, which led to complaints by newspapers and other businesses, as well as citizens. The Confederate Postmaster General used special agents to surreptitiously carry mail across the Mississippi. In addition, a number of private express and carrier services were organized to get around the Union blockade.

E.H. Cushing, the editor of the Houston Daily Telegraph, established a service in April of 1862 to bring news from the East for his newspaper. He later utilized the service to deliver mail. Cushing printed at least six different labels that were affixed to covers **Figure 9**). Arthur H. Edey established a carrier service at about the same time as Cushing. Edey and his agents carried mail between the soldiers in the 5th Texas Regiment and their family and friends. Edey had printed a label generally about 70 mm x 11 mm that read "FORWARDED BY ARTHUR H. EDEY, AGENT, 5TH Reg't, Texas Volunteers." (**Figure 10**).

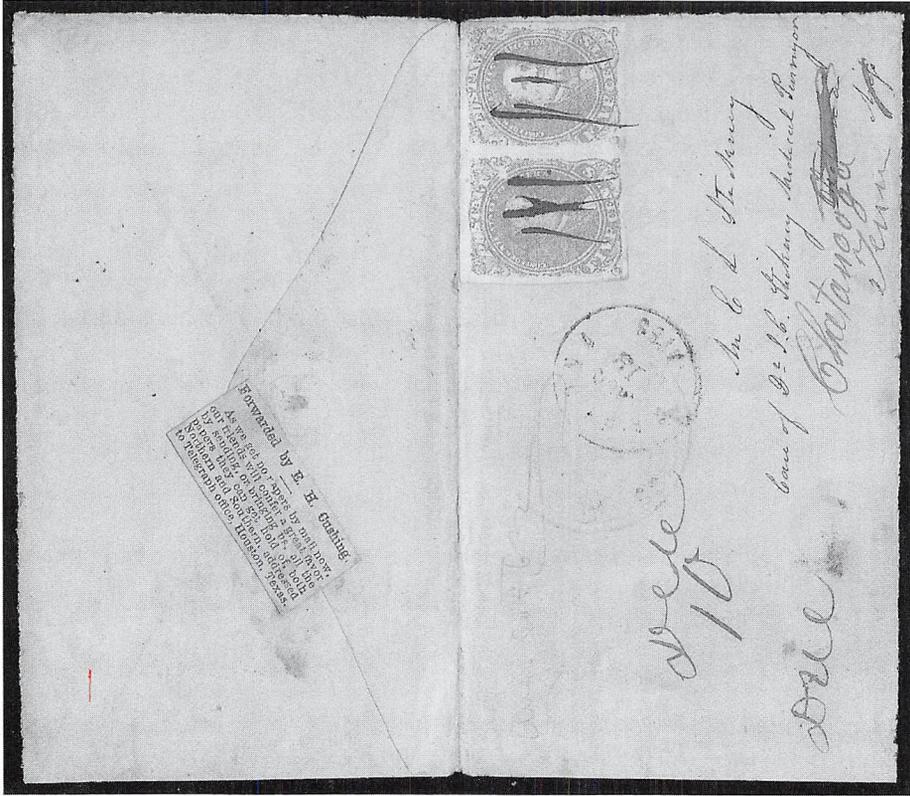


Figure 9. Cover with E.H. Cushing Southern carrier service label.

A Survey of the Stamps

The history of the 126th Regiment's movements indicates it was stationed at Camp Stanton and Cloud's Mill from August 16 to September 7. On that day, it moved to another camp in Virginia across from Washington, D.C. where it remained until September 12. It is possible that the carrier service delivered mail to the Washington, D.C. post office only for 22 days when the troops were stationed at Camp Stanton. But, it also might have continued to operate for another five days until they moved out of Virginia, or even throughout the nine-month life of the regiment.

Based on the three known covers, we can only be certain that it operated for at least four days, from August 21 to 24. The following table lists the three known covers and off-cover use.

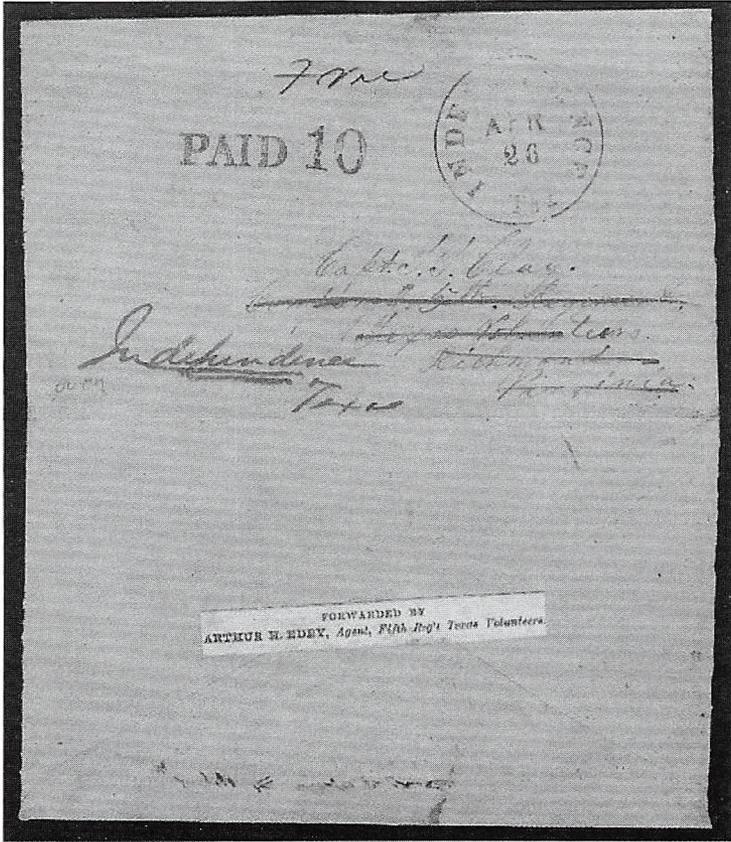


Figure 10. Cover with Arthur H. Edey Southern carrier services label.

The author has only been able to find photocopies of two of the covers. The August 22 cover is addressed to “Mrs. Emma C. Swift/Fulton House/Farr Co./Pa.” (Figure 3). It must have contained a letter from Dr. Daniel Swift to his wife. Dr. Smith was a surgeon for the 126th regiment.

The August 24 cover is addressed to “Mr. Geo. M. Ziegler/Greencastle/Franklin Co./Penn.” (Figure 4.) Although the family name on the cover is spelled “Ziegler,” Census and Union Army records indicate that the family’s name typically was spelled “Zeigler.”

Date	Addressee	Description	Auctions
August 21	Unknown	Cover bears carrier label and 3 cent 186/; carrier stamp is tied by "Washington/D.C./Aug./21/1862" cds.	Ex Philip G. Strauss (Described in <u>Pat. Paragraphs</u>) and <i>The Chronicle</i> , Issue 113, Vol. 33 P 88.
August 22	"Mrs Emma C. Swift/Fulton House/Jun[iata?] Co./Pa."	Cover bears untied carrier label at bottom left corner and 3 cent 1861 at top left corner, tied by "Washington/D.C./Aug./22/1862" cds. "August 22, 1862" handwritten at top of cover front.	Siegel Auction No. 773 (Mar. 26, 1996) Item #144 Ex Eugene Klein
August 23	Off Cover	Stamp on a piece accompanied by letter dated August 23, 1862 from Sergeant Simon W. Rupley to a relative.	None known
August 24	"Mr. Geo. M. Ziegler/Greencastle/Franklin Co./Penn"	Cover bears untied carrier label at top left corner and 3 cent 1861 at top right corner tied by "Washington/D.C./Aug./24/1862." cds.	Matthew Bennett 212 th Pub Auction (Nov. 12, 1999) Item #208 Ex George B. Sloane. Author's collection

Acknowledgement

The author gratefully acknowledges the assistance and advice provided by Richard Frajola.

Hanford's Pony Express

A Third Visit

By
Larry Lyons

Eric Karell has provided us with two research articles on Hanford's. The first article was published in the October 2000 issue of *The Penny Post*, pages 18-22. That article had a focus on a manuscript "Paid" and addressed the possibility that this was a precancel. At that writing there was no census of the adhesive stamps on cover and not enough information was gathered to draw any conclusions on the usage of the small "Paid" handstamp associated with Hanford's. The early words only handstamp was given a Type I designation. See **Figure 1**, and the pony handstamp was given a designation as Type II. See **Figure 2**. This was a very good start on a difficult and previously uncharted subject. The difficulty arises from a preponderance of untied adhesives on cover and the possibility of tampering to produce covers on which the adhesives did not originate.

Eric Karell's second research article was published in the October 2003 issue of *The Penny Post*, pages 39-45. The focus of that article was to correct and specifically determine the usage periods for the red pony handstamp, Type II and the black pony handstamp Type II. The second question also being addressed was whether the presence of the "PAID" marking on a cover also implied that an adhesive should be there. Based on information Eric Karell received from Cal Hahn, a possible late usage of the Type I handstamp and an early usage of the red Type II handstamp were removed. This removed the overlap between the Type I and red Type II handstamps. The removal of an early usage of the black Type II handstamp resulted in a sequential transition from the Type I to the red Type II handstamp in October 1846. This was followed by a period starting around July 1848 when the type II handstamp began being struck in black. Adhesives overlapped the Type I handstamp from around March 1846 through October 1846. The adhesives overlapped the red Type II handstamps from October 1846 through the end of the use of adhesives, which seems to have been in early 1848. Eric Karell provided a chart to show the usage period of the handstamps and the adhesives. In **Figure 3** this author has slightly modified that chart based on the census material gathered by this author in 2007. All of this was great progress on the Hanford's research and clarified the handstamp usage periods. Eric Karell encouraged further study on this local post, especially in the area of adhesive usage.

The focus of this article is on the adhesives on cover. A census is presented which contains 55 examples. This is new research, which has not been previously compiled. In addition a census of 14 of the Type I handstamps is presented and a census of 42 dated Type II handstamps. Many more Type II handstamps exist but only dated examples were gathered. Before a cover analysis is given a little history review is presented.

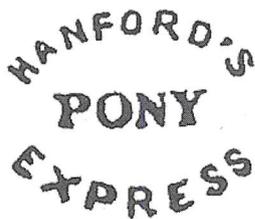


Figure 1. The Type I Hanford handstamp known used from February 14, 1845 until August 29, 1846. The example shown at the right is the error variety with the final “s” backwards and Hanford’s misspelled with an additional “D”. (Handford’s)



Figure 2. An example of the Hanford’s Type II pony handstamp.

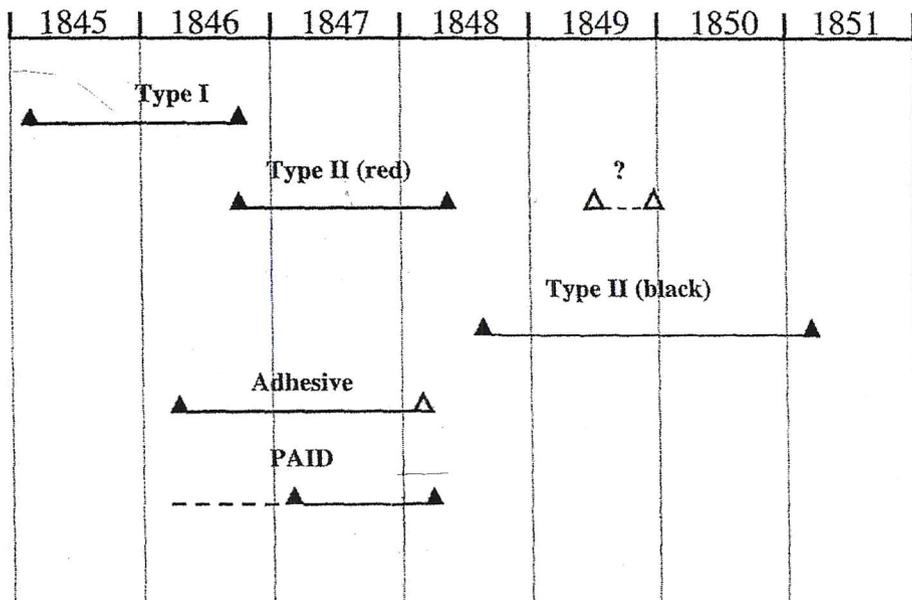


Figure 3. Periods of known usages of the different Hanford’s markings. Dashed lines and open triangles indicate uncertainty.

History of the Hanford's Pony Express

John W. Hanford was a resident of Williamsburgh, which is now a portion of the borough of Brooklyn, New York. He established his local post at 35 Cedar Street in New York City in 1845. The concern was generally known as Hanford's Williamsburgh Express. They carried freight and express matter between New York City and Brooklyn. They also delivered mail matter and circulars between these two places and to and from the New York City Post Office.¹

Up into the late 1960s the *Scott Specialized Catalogue* listed a black on orange stamp 78L2. This was possibly a Taylor Forgery D stamp or just an error that was corrected. The 78L2 stamp listing also appeared in Patton on page 188.

Listings of the Type II pony handstamps used to appear as 78LU1-6 on various colored papers and in red or black inks in the *Scott Specialized Catalogue* through 1971. After that date there has appeared a note after the 78L1 stamp listings, which states "The handstamp in black or red formerly listed as Nos.78LU1-6 is illustrated in the local handstamped covers section. It was used as a postmark and there is no evidence that any prepaid handstamped envelopes or letter sheets were ever sold." The Type I Hanford's handstamp does not appear in the *Scott Specialized Catalogue*. The number of surviving covers, both with adhesives and stampless indicate a very viable business which operated for 6½ years. Their delivery of circulars and announcements allowed them to avoid shutdown as a local post.

The forgery Types A to J can be found in the *Lyons Identifier* on pages 554-560. Forgery A was made by Thomas Wood for Hussey and has six positions which can be identified. Some of the forgeries have caused difficulty over the years and at least one appears on a cover in the records.

Analysis of the Lyons Census Information

My adhesives on cover census information contains a listing totaling 55 examples. Of the 55 covers, 38 are dated. Six covers have no year date but 4 are probably 1846-1847 and 2 are probably 1847-1848. Eleven covers have no dates indicated on the covers or in the literature from which they were gathered.

Of the 38 year dated covers, 14 are from 1846, 16 from 1847 and 8 from 1848.

The earliest example of a Hanford's adhesive on a cover with the adhesive "tied" is March 13, 1846. There is one adhesive on cover dated February 12, 1846 which is untied and it is a plausible candidate for the earliest known usage of a Hanford's adhesive on cover. There is one Hanford's cover with an adhesive dated August 1845, which has been deemed too early to be a genuine usage. That cover is number 42 in the census and is from the Schwartz collection. This cover does have two small "PAID" handstamps, which are genuine. The 16 recorded covers from 1847 include usages from every month except March and November. There are 8 dated covers with Hanford adhesives from 1848, seven of which have the month indicated. One is from January, one is from February, two are from March and two are from April. There is one cover dated December 4, 1848 which by nature of its date I have given the designation MNO, which stands for may not originate. The

¹ Article by Henry C. Needham quoted in the Knapp notes.

latest Hanford's cover with an adhesive may therefore be April 28, 1848. There is also an April 20, 1848 cover with an adhesive closely before the latest one.

The Philatelic Foundation has seen twenty Hanford covers with adhesives. Eleven have received "genuine usage" certification, seven have received "decline opinions" and two have received condemnation. The seven "decline opinions" indicate how difficult it is to definitively determine genuine usage.

There are at least five genuinely certified Hanford covers with adhesives that are tied by a circular datestamp that do not have a Hanford's small "PAID" handstamp. These certified covers without a small "PAID" handstamp are all to the mails covers to destinations out of town. No study was done to determine if the small "PAID" should appear on local use covers with adhesives. Eric Karell cautions questioning those covers of local use, with adhesives and without the small red Hanford's "PAID" handstamp. The handstamp is sometimes difficult to see and may have been overlooked on early cover descriptions. **Figure 4** shows a stampless Hanford's cover with a red Pony handstamp Type II and a small "PAID" handstamp.

Eric Karell postulated that covers without Hanford's adhesives were sent "collect". There are some covers with Hanford's pony handstamps and with Hanford's adhesives and also have the small Hanford's "PAID". Were these covers going to be "collect" but were marked "PAID" when the adhesive was added? Does manuscript "PAID" indicate payment to the delivery person? There are at least ten pony handstamped covers without adhesives that are from out of town. These were presumably delivered but did not get marked "PAID". Did these fall into the same category as local covers which were all "collect"? There is room for more research and explanation.

The census presented here has 42 covers with the Type II pony handstamp and no adhesive. There are also 14 covers with the Type I Hanford handstamp and no adhesive. Does this mean that half the mail was sent "collect"? There is one cover, number 49 in the adhesive cover census, which has a Type I Hanford's handstamp, an adhesive and a small "PAID" handstamp. How do we judge this cover? The only thing we know for certain is it must be after February 1846 when the adhesive began usage and prior to August 1846 when the Type I handstamp was discontinued. Not an impossibility.



Figure 4. A Hanford's stampless cover with an orange red Type II pony handstamp. At the right is the 4x11mm Hanford's "PAID".

The census of 42 pony handstamped covers contains 25 dated covers. There are also 10 year dated covers. The 35 year dated covers have a year usage breakdown as follows:

<u>1846</u>	<u>1847</u>	<u>1848</u>	<u>1849</u>	<u>1850</u>	<u>1851</u>
3	8	8	10	5	1

The pony handstamp Type II seems to appear in October of 1846 and Cal Hahn recorded the latest use as February 7, 1851.

The earliest recorded Type I Hanford's handstamp is February 14, 1845 and the latest is August 29, 1846. Fourteen covers appear in the census. Four covers are recorded with the final "s" in Hanford's reversed.

Boyd's Conjunctive Use

There are two recorded covers which Hanford presumably gave to Boyd's for local delivery farther north. The Boyd's 39 Fulton Street office was five blocks north and east of the Hanford's office.

Additional Commentary

One cover to Berthoud Freres in Paris has a cut to shape Hanford's adhesive with a small red "PAID" on the adhesive. See **Figure 5**. This cover was written up in *Opinions VII* as a forgery by this author.² The adhesive is the Hussey Forgery A. The small "PAID" handstamp is very sharp and clear and is a forgery. Another cover, census #30 should be carefully studied to see if it is also a forgery.

Cal Hahn told me that he believed the cover, census number 25, to James Polk, President was a genuine usage. The adhesive is tied by the docketing dated September 7, 1847. See **Figure 6**. He believed there was a letter writing campaign to major political figures in Washington originating in the New York area where Hanford's was operating. The first cover to Hon. R.F. Walter, Secretary of Treasury is dated July 29 and is backstamped 1846. The Hanford's adhesive is tied by the cds. See **Figure 7**. The second cover is dated August 28, 1847 to Hon. N.L. Macy, Secretary of War. This cover has a genuine certificate of usage from the Philatelic Foundation and is number 26 in the census. See **Figure 8**. Cal Hahn believed that one individual caused the writing of these three letters by perhaps neighbors or members of a protest group. Since two of the covers are genuine usages of the Hanford's adhesive Cal Hahn felt the tying docketing on the Polk cover was genuine and this too was a genuine usage of the Hanford adhesive. An intriguing argument. This cover will be resubmitted to the Philatelic Foundation and I will advise when an opinion is rendered.

² *Opinions VII*, The Philatelic Foundation, Larry Lyons, Editor, 2006, pages 162-171, article by Larry Lyons.



Figure 5. A Hanford's forgery on cover with a forgery of the "PAID" handstamp.

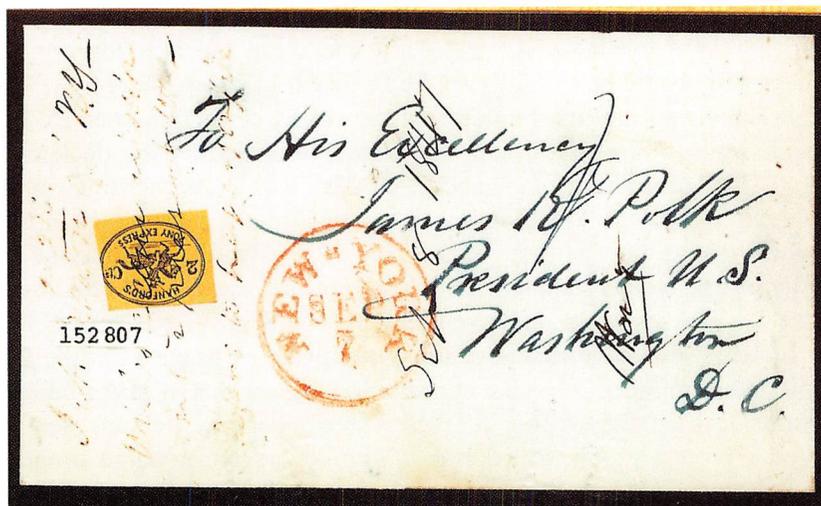


Figure 6. Cal Hahn believed this to be a genuine usage of the Hanford's adhesive. He believed there was a letter writing campaign to major political figures in Washington originating in the New York area where Hanford's was operating. The proof for this cover comes from the cover shown in Figure 7.

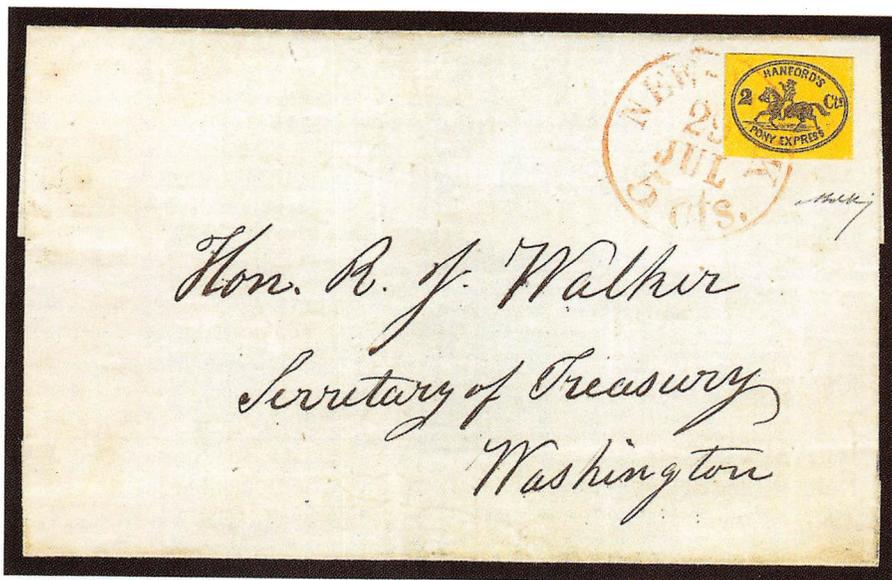


Figure 7. Cover datestamped July 29 and backstamped 1846. It was postulated by Cal Hahn that this cover was part of a letter writing campaign to major political figures in Washington originating in the New York area where Hanford's was operating. He said this genuine cover vouched for the genuineness of the cover in Figure 6.



Figure 8. A third cover from the letter writing campaign to major political figures in Washington taken to the post office by Hanford's. This cover has a PF certificate of genuineness.

It is hoped that this search will add constructively to the readers' knowledge of the Hanford's Pony Express Post. Comments, differences of opinion and further research are welcomed.

Hanford – Stamps on cover

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
1.	Miss Cornelia E. Boardman, New Milford, Conn		Aug. 12 (1846 or 1847)	Siegel (Hall) Nov. 13-14, 2000, Lot 663. Ventura sale 153, Lot 186. Ventura sale 158, Lot 188. Ventura sale 161, Lot 186. Ex. Brown, Mason, Ackerman PF 367,556
2.	Isaiah Mattison North Benington, VT		Oct. 8, 1846	Schuyler Rumsey, Dec. 2-4, 2005, Lot 856. Siegel (Hall), Nov. 13-14, 2000, Lot 664.
3.	Mrs. Bethune 147 Hudson St.	sm. SL. (PAID)		Kukstis, April 25-26, 1997, Lot 234. Harmers, June 23-24, 1981, Lot 1011.
4.	McHenry Zantzinger, Phila	(tied)	May 7, 1847	Christies, March 14, 1990, Lot 2050. Harmers, July 22, 1976, Lot 1364. Robson Lowe, March 15, 1972, Lot 1122. Siegel, May 12-14, 1966, Lot 1398. Harmers (Caspary), March 1957, Lot 818. PF 57,154
5.	Freeland, Esq. Bleecker & Lawrence	small PAID	Dec. 4, 1848	Siegel, June 22-24, 1966, Lot 1650. (MNO)
6.	Mr. Albert Fiske, Taunton, Mass	(tied)	Aug. 18, 1847	Harbor, June 20-22, 2007, Lot 441. Bennett, June 27, 2002, Lot 221. Siegel (Golden), Nov. 15- 17, 1999, Lot 1154. PF 350,414
7.	J.H. Mitchell Esq. No. 11 Pine St.	small PAID		Siegel (Golden), Nov. 15- 17, 1999, Lot 1155.

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
8.	Mr. Bartlett 42 South St. NYC	small PAID	March 13, 1848	Siegel, Sept. 5-6, 1991, Lot 493. Frajola, Sept. 10-11, 1988, Lot 794. Frajola, Sept. 14, 1986, Lot 306. PF 248, 217
9.	Talcott Hartford, Conn	curved PAID ms PAID	Feb. 12, 1846	Siegel, Dec. 12-13, 1997, Lot 1971. Siegel (Meyersburg) June 25, 1997, Lot 377. Siegel, March 26, 1996, Lot 278. Zimmerman, Dec. 3, 1974, Lot 186. Siegel, Dec. 9-12, 1969, Lot 1151.
10.	Rev. William M. Lam Washington City, D.C.	(tied)	Jan. 8 (prob. 1848)	Wolffers, Oct. 13-14, 1993. Lot 1284. Wolffers, April 29-30, 1992, Lot 519. Siegel, Sept. 26-28, 1972, Lot 1819.
11.	Hon. R. F. Walker Sec. of Treasury Washington, D.C.	(tied)	July 29, 1846	Siegel (Rarities), June 12, 2004, Lot 569. Siegel (DK), May 31, 2003, Lot 81. Christies, March 10, 1992, Lot 2048. Siegel, Sept. 26-28, 1972, Lot 1820. Fox, March 31, 1961, Lot 629. Gilbert Burr, May 16, 1958, Lot 392. Ex. Malcolm, Jarrett PF 400,899
12.	Mrs. Gamble & Bolton Canada	curved PAID (tied)	March 13, 1846	Siegel, Sept. 26-28, 1972, Lot 1821.

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
13.	Mr. David H. Chase Middletown, Conn	Lge. curved PAID	March 31, (prob. 1846 or 1847)	Schuyler Rumsey, April 26-29, 2001, Lot 2898. Siegel, Jan. 18-19, 2000, Lot 970. Ivy & Mader, Dec. 13-14, 1995, Lot 1048. Robson Lowe, March 15, 1972, Lot 1121. Harmers (Waterhouse), June 30, 1955, Lot 895. Bartels (German sale), Nov. 3-5, 1921, Lot 852. PF 217,059
14.	Major R.S. Baker Water V Liet Arsenal, N.Y.		Feb. 10, 1847	Schuyler Rumsey, Dec. 1-3, 2001, Lot 492. PF 373,517
15.	Mr. Henry M. Ros. Bridgehampton, LI		Dec. 19 (1846 or 1847)	Christies, Oct. 30, 1986, Lot 1002.
16.	Mrs. L. Kind	(HS) Pony small PAID	Feb. 14 (1847 or 1848)	Kaufmann, Dec. 17, 1988, Lot 350. Siegel, May 17, 1985, Lot 690. PF 149,932 (DO)
17.	From Sheffield, England	red pony	Dec. 31, 1847	Harmers (Caspary), March 1957, Lot 817.
18.	A.B. Belknap Esq. 331 Pearl St.	red pony hs small Paid	Oct. 23, 1846	Siegel (April 27-28, 2004) Lot 1207. Siegel (Schwartz), June 27-29, 2000, Lot 1790. Siegel (Rarities), Oct. 3, 1992, Lot 42. PF 414,126
19.	Leptha Wilkinson Fireplace, Suffolks, Co. N.Y.		July 3, 1847	Kukstis, April 25-26, 1997, Lot 233. Lowell Newman, Jan. 12-13, 1993, Lot 284. Siegel, March 12, 1986, Lot 706.
20.	Mr. Andrew Guenther Phila.		Jan. 7, 1847	Kelleher, March 5-6, 1991, Lot 1415. Knapp, May 6, 1941, Lot 1244.
21.	Charles Wm. Dustan Newport, RI		Jan. 21 (1847 or 1848)	Knapp, May 6, 1941, Lot 1245.
22.	Catskill			Knapp, May 6, 1941, Lot 1243.

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
23.	James Landman Norwich, Conn		April 6, 1847	Feldman, April 16-19, 1986, Lot 22765. Feldman, Nov. 19-23, 1985, Lot 35314. PF 133, 349 (DO)
24.	Peter C. Powell New Hampshire		May 6, 1846	Feldman, Nov. 19-23, 1985, Lot 35313.
25.	James Polk President Washington D.C.	(tied by docketing)	Sept. 7, 1847	Siegel, Sept. 6-7, 1984, Lot 982. PF 152, 807 (DO)
26.	Hon. N.L. Macy Secretary of War Washington	per Mr. Cash "LF" (Letter Free)	Aug 28, 1847	Christies, March 10, 1992, Lot 2049. PF 251,441
27.	Hamilton Fish Esq.		1846	Kaufmann, Feb. 26, 1977, Lot 938.
28.	Msrs. Pierpont Mallory New Haven CT		April 16, 1847	Siegel, June 27, 2000, Lot 1790. Kaufmann, July 10-11, 1981, Lot 360.
29.	72 Wall St.			Siegel (Hall), Nov. 13-14, 2000, Lot 663. William Fox, Feb. 19-20, 1992, Lot 283.
30.	Monsignor Mayor Fluren Dept. de la Novel Rianisi France	(suspect stamp)	1847	Siegel, Dec. 13-14, 1994, Lot 1641. PF 288,079 (DO)
31.	Augustus Flemings Esq. 10 Bond St.	ms PAID pony hs	Feb. 23, 1848	possible addition of stamp to stampless cover?
32.	John Frederick Schneider, Jr. N.Y. (cts)	Pony hs small PAID		Bennett, June 7-8, 1998, Lot 630. Ventura sale 134, Lot 183. PF 321,780
33.	Mr. Ian Duntin No. 4 Boston		Feb. 8, 1847	Nutmeg, July 8, 1999, Lot 2204. Siegel, Dec. 12-13, 1997, Lot 1972.
34.	To Hooksett, N.H.		1846	Paige, March 24, 1961, Lot 666.
35.	Mr. James Cole Catskill		June 15, 1847	Suburban, Nov. 15, 1997, Lot 211.
36.	To Hamburg, Pflaz, Bavaria Germany			Siegel, May 14, 2003, Lot 845. PF 393,677 (DO)
37.	Mr. John Deen 64 Front St. N.Y.	small PAID + Pony hs broken oval	(prob. 1848)	Siegel, March 26, 1996, Lot 1837.

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
38.	Pupporit Mallory Lee New Haven		May 7, 1847	Siegel (April 27-28, 2004), Lot 1207. Siegel (Schwartz) June 27- 29, 2000, Lot 1790. Siegel, Nov. 11-13, 1998, Lot 1838.
39.	Mr. Hammers 58 Rutger Street	(2) small PAID	March 12, 1848	Siegel, Nov. 11-13, 1998, Lot 1125
40.		Large curved PAID	Sept. 5 (prob. 1846)	John Fox, Oct. 12, 1981, Lot 648.
41.	To Canton, Mass		1846	Kukstis, Sept. 5, 1997, Lot 200.
42.	John Grieg Esq.	2 small PAID	August 1845	Siegel (Schwartz) June 27- 29, 2000, Lot 1789. (DNO, too early)
43.	N.J.			Harmer Rooke, Dec. 2-5, 1940, Lot 140.
44.	Msrs. R.W. Blackwell 146 Front St.	2 small PAID	April 20, 1848	Siegel (April 27-28, 2004), Lot 1206.
45.	Bridgeport	curved PAID	Oct. 13, 1847	Zimmerman, Dec. 7, 1976, Lot 168. Eugene Klein, May 20, 1931, Lot 320.
46.	Bryant 4 Amity Pl.	small PAID		Siegel, Dec. 8-9, 2004, Lot 2063.
47.	Wm. Woolworth & Co. Baltimore	ms "Paid"	May 13 (possibly 1846)	Records
48.	To Paxton, Mass		April 28, 1848	Apfelbaum, Sept. 20, 1968, Lot 38.
49.	Morning Courier	small "Paid" with Type I	must be prior to August 1846, but after Feb, 1846	Hahn records
50.	Mr. L. Cobb Jon. (78L1 removed)	small "Paid" red pony	Feb. 24, 1847	Siegel (Golden), Nov. 15- 17, 1999, Lot 1164. Fig. 3 PP Oct. 2003, page 42.
51.	Unk.	small "Paid" red pony	unk.	John Fox, Feb 8, 1960, Lot 1295.
52.	Baker Esq. Wisconsin		July 30, 1847	PF 20,171 (DO)
53.	George Hackett Cortlandt, Maine		July 30,	PF 146,396 (DO)
54.	Albert Hurd Tauton, Mass.			PF 350,414

	<u>Addressee</u>	<u>Handstamps</u>	<u>Date</u>	<u>Auction/Record</u>
55.	Mr. N. Currier corner Office 1 Nassau St.	ms Paid red pony		PF 182,270 (DNO) cft typing cancel See PP, Oct. 2000, Page 18.

Hanford Stamps on Cover (Not Good)

<u>Addressee</u>	<u>Handstamp</u>	<u>Date</u>	<u>Auction/Record</u>
Berthoud Freres, Paris	CFT	May 16, 1845	Feldman, April 22-24, 1985, Lot 11172. PF 362, 672 (CFT)
Mr. N. Currier, N.Y. w/hs from Cleveland	DNO ms Paid red pony	Dec. 27, 1847	Siegel, Jan. 18-19, 2000, Lot 969. Siegel, Dec. 16-18, 1986, Lot 694. PF 182, 270 (DNO)
John Grieg Esq.	DNO	Aug. 1845 (too early)	Siegel (Schwartz), June 27-29, 2000, Lot 1789.

Hanford Words Handstamps (Type I)

	<u>Addressee</u>		<u>Date</u>	<u>Auction/Record</u>
1.	Mrs. Mary Livingston	(s reversed)	Feb. 14, 1845	Siegel, March 17, 2006, Lot 4885. Siegel (Golden), Nov. 15-17, 1999, Lot 1157. Robson Lowe, March 15, 1972, Lot 1123.
2.		no error	Nov. 22, 1845	Siegel (Golden), Nov. 15-17, 1999, Lot 1158.
3.	Mrs. D&A Kingsland & Co. 55 Broad St.	s reversed ?	May 5, 1846	Schuyler Rumsey, Dec. 2-4, 2005, Lot 853. Siegel (Schwartz), June 27-29, 2000, Lot 1286. Zimmerman, May 17, 1976, Lot 197. Harmers, Nov. 17-18, 1969, Lot 980.
4.	Colby		Nov. 24, 1845	Sotheby's, Nov. 12-13, 1980, Lot 38.
5.	Msrs.	(s reversed)	Feb. 14, (1845)?	Lazarus, Sept. 13-14, 1965, Lot 267.
6.		no error	Feb. 14,	Lazarus, Sept. 13-14, 1965, Lot 266.
7.	Mrs. A&S Wittels 303 Pearl St.	no error	May 1846	Christies (Jarrett) Oct. 10, 1990, Lot 1192.
8.	1846 City Fire Notification	no error	1846	Kaufmann, March 27, 1976, Lot 608.
9.	1845 Notice of Complaint for Encumbering the sidewalk		1845	Spelman, Nov. 13, 1981, Lot 143.

	<u>Addressee</u>		<u>Date</u>	<u>Auction/Record</u>
10.	John Adriaule		1846	Kaufman, Sept. 29, 1991, Lot 414.
11.	Mr. Sanford 12 Warner	ms paid s reversed	Aug. 29, 1846	Harbor, June 20-22, 2007, Lot 442. Siegel (Schwartz), June 27-29, 2000, Lot 1785.
12.			1845	Kaufman, 2 nd sale, Lot 214.
13.	Griffen		Sept. 29, 1845	Siegel, March 17, 2006, Lot 4887.
14.	William Pierson 101 Chambers St.		Feb. 1846	Siegel, March 17, 2006, Lot 4886.

Hanford Pony Handstamp (Type II)

	<u>Addressee</u>	<u>Hand-stamp</u>	<u>Date</u>	<u>Auction/Record</u>
1.	Mesrs. CP & E Williams	red	August 31, 1847	Schuyler Rumsey, Dec. 2-4, 2005, Lot 854. Siegel Hall), Nov. 13-14, 2000, Lot 662.
2.	John D. Wendell, Esq.		July 10, 1849	Kaufman, Sept. 5, 1985, Lot 376. Sotheby's, Nov. 12-13, 1980, Lot 39.
3.	From Boston	black	May 15, 1850	Robson Lowe, Sept. 10, 1981, Lot 787.
4.	Mitchell No. 11 Pine St.	red	April 12, 1848	Siegel (Golden), Nov. 15-17, 1999, Lot 1159.
5.	(Free B W. Stone) Williams Esq.	red	July 30, 1847	Siegel (Golden), Nov. 15-17, 1999, Lot 1160.
6.	Woodcraft & Robinson 44 Front St.	black	Dec. 14, 1849	Siegel (Golden), Nov. 15-17, 1999, Lot 1161. Catalogue error says 1847
7.	___kill Esq.	black	Nov. 9, 1849	Siegel (Golden), Nov. 15-17, 1999, Lot 1162.
8.	Mr. Mitchell No. 11 Pine St.	red	Jan. 16, 1847	Siegel (Golden), Nov. 15-17, 1999, Lot 1163.
9.	Mr. Wilson	(black)	1848	Ivy & Mader, March 29-31, 1995, Lot 1090.
10.	Notice	(red)	1846	Siegel, June 18-19, 1991, Lot 254.
11.	from Bouton, N.J.	(red)	1846	Siegel, June 18-19, 1991, Lot 255.
12.	Msrs. Wm. Lisso Jr. & Son from New London	red	May 17, 1847	Knapp, May 6, 1941, Lot 1247.
13.	Miller Jr. E.	(red)	Oct. 1846	Christies (Jarrett), Oct. 10, 1990, Lot 1193. Kelleher (Turner), Dec. 2, 1980, Lot 146.

	<u>Addressee</u>	<u>Hand-stamp</u>	<u>Date</u>	<u>Auction/Record</u>
14.	ington from Bouton, N.J.	(black)	May 1850	Christies (Jarrett), Oct. 10, 1990, Lot 1194.
15.	Harnden Circular	(black)	Jan. 30, 1949	Harmers, Jan. 18-20, 1965, Lot 942.
16.			1850	Christies, Oct. 6, 1987, Lot 1890.
17.	Miss Susan Reynolds		Feb. 14	Schuyler Rumsey, April 15-17, 1999, Lot 1489. Butterfield, Oct. 7, 1996, Lot 1701.
18.	Gold & Harnden circular	(black)	July 10, 1849	Kelleher, Nov. 1, 1983, Lot 487.
19.	Mr. H.A. Gerow 40 Reade St.			Mazza Exhibit
20.	Mrs. Wm. J _____ from New London	(red)	1847	Phillips, Nov. 2, 1979, Lot 821.
21.	Harnden circular from Boston	(black)	1848	Kelleher, March 5-6, 1991, Lot 1416.
22.	Chatham Sherman Jr.			Siegel, Feb. 17-19, 1993, Lot 109.
23.	from Boston	(black)	Feb. 19, 1949	Siegel, March 26, 1996, Lot 278.
24.	Lowe Esq.			Siegel, Nov. 11-13, 1998, Lot 1836.
25.	D&A Kingsland 55 Broad St.	black	July 1, 1848	Schuyler Rumsey, Dec. 2-4, 2005, Lot 855. Siegel (Schwartz), June 27-29, 2000, Lot 1787. Harmers, Nov. 17-18, 1969, Lot 979.
26.	Name out Institution for the Blind	w/Boyds hs. black	July 7, 1848	Siegel (Schwartz) June 27-29, 2000, Lot 1788. Bowman collection.
27.			1849	Kaufman 7 th sale, Lot 448.
28.	A.B. Hunt Esq. 23 City Hall Place Notice from Friends of Temperance	red	March 16, 1847	Bennett, Dec. 2, 2001, Lot 2409. Patton, page 192.
29.	Mr. Marcus Hunter No. 9 East Eleventh St.			Kaufmann, July 14, 1990, Lot 834.
30.	Buck, Esq.			Kaufman, July 14, 1990, Lot 834.
31.	Hon. Fred'k F. Connell 209 Fifth St. from Montville, N.J.	red ?	Dec. 15, 1849 (?)	Nutmeg, Nov. 6, 2001, Lot 1432.
32.	Boston to N.Y.	(black)	1849	Gilbert Burr, May 16, 1958, Lot 340.

	<u>Addressee</u>	<u>Hand-stamps</u>	<u>Date</u>	<u>Auction/Record</u>
33.	Mr. Mo Kany			Knapp
34.	Wilkins 8 Ferry St.	black	Feb. 7, 1851	recorded by Cal Hahn Siegel, March 17, 2006, Lot 4889.
35.	Fish 21 Stuyvesant St.	red	Oct. 27, 1847	Siegel, March 17, 2006, Lot 4888.
36.	From Riverhead	red	March 19, 1847	Kaufman, July 13, 1983, Lot 1050.
37.		black	Sept. 11, 1848	Cal Hahn article.
38.	Mitchell 11 Pine St.	black	Oct. 6, 1848	Siegel (Golden), Nov. 15-17, 1999, Lot 1146.
39.		black	March 22, 1848	Siegel (Golden), Nov. 15-17, 1999, Lot 1146.
40.		black	July 4, 1849	Siegel (Golden), Nov. 15-17, 1999, Lot 1146.
41.		black	Dec. 14, 1850	Hollowbush, Lot 284.
42.	printed wine catalogue	black	Dec. 1850	Bennett, Dec. 2, 2001, Lot 2410.

Note: There are many more but only dated covers were chosen.

PDNO = Probably did not originate

MNO = May not originate

DNO = Did not originate

NO = No opinion on origination

DO = Decline opinion on origination

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jbowman@stx.rr.com

Some Interesting Old Express Covers

By
Bruce H. Mosher

The recent auction¹ of many of Calvet Hahn's, private express covers brought to market many historical items that were in Cal's estate and we suspect had previously been seen by very few collectors and historians. Cal certainly had a good propensity for purchasing the seldom seen artifacts of the lesser known express companies and he most likely obtained them when they were offered at auction years ago. Five of Cal's label bearing, express covers have been selected for spotlighting and discussion in this article which is dedicated to the memory of Calvet M. Hahn.

Clement's Express (1849–57?)

The folded letter shown in **Figure 1** is dated November 17, 1850 and originated in Milford, Massachusetts according to the docketing at lower left. The manuscript entry at upper left reads: "Via Express. Clements/ With ~~Package~~ Enclosure \$ 92 =," so apparently the original sender changed his mind regarding its contents before placing this money letter in the express company's care.



Figure 1. Clement's Express folded letter in Siegel's Sale 950, Lot 2627.

This letter is addressed to Mr. Benjamin Livermore in Hartland, Vermont. Clement's Express was a Local Boston express and it is highly doubtful they

provided service to any section of Vermont. This letter was probably handed over to another express company for final delivery in Vermont, possibly Bigelow's Express, who was known to operate an express route northward through that state in 1850. At that time, Clement's main office was at the Railroad Exchange building in Boston and Bigelow simultaneously maintained an office at that location. The illustrated letter could have been handed over to Bigelow at the Exchange after Clement's transported it from Milford. Unfortunately, there is no visual evidence of such a handover on this money letter.

In Cal Hahn's 1991 article about the Bigelow Express², he included the **Figure 2** map of that company's express routes. Hartland is on the New Hampshire – Vermont border approximately 22 miles north of Charlestown, N.H., at the approximate location where *HARTLAND* is superimposed on Hahn's map. Charlestown was on Bigelow's northern route and could have been the second drop point for the letter, then another carrier took it further north to Hartland. In late 1850, Bigelow was recorded as running a daily express from Boston to Ludlow, Vermont,³ a town that was a little northwest of Charlestown. Presumably Bigelow's 1850 route was via Charlestown as indicated on the map.

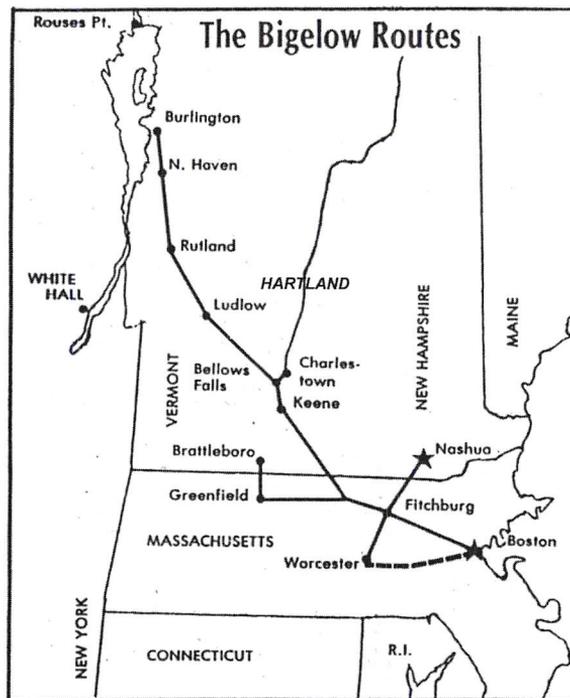


Figure 2. Bigelow's 1850 express routes in New England.

The first directory listing of Clement's Express is found in 1849,⁴ citing an office at 45 Brattle Street in Boston and service to Mendon, Milford and Uxbridge,

Mass. By the Spring of 1850 the company had moved to the Railroad Exchange building and express service had been added to Billingham, Franklin, Holliston, Medway, and Whittinsville, Mass. Boston annual business-directory information concerning private expresses is very sketchy throughout the 1850's, but we do find this firm again in the 1855 Boston Directory. No Boston express listings are available during 1856, 1857, or 1858, however, we find that Clement's Express is not present in the 1859 Boston directories or thereafter. We can only speculate that Clement's Express ceased operations sometime during the 1856 to 1858 time frame, perhaps around 1857.

The large label on the illustrated cover was printed in black on vermilion paper. The outer frame design measures 49 x 31 mm at its extremes. Clement's Express service to Boston, Holliston, Milford, Mendon, Upton and Uxbridge (all in Massachusetts) is documented on the label. The vintage four-car train image is similar to that used by several other contemporary expresses on some of their labels. Clement's then-current express-office location at "R. R. Exchange, Court Square, Boston" is also printed on the label.

At this time, no other Clement's Express covers or individual labels are known in collector's hands and no additional historical information has been uncovered concerning this enterprise.

Drake & Co's Express (1849?–1867?)

Drake & Co., began as a daily express that operated eastward from Providence, R. I., to Taunton, New Bedford and Nantucket, Massachusetts. In 1849 (this may have been its inaugural year) the company maintained an office at 22 Westminister Street in Providence.⁵

Although Drake & Co., was apparently a Providence based company, the Drake name eventually appeared among the Expresses listed in later Boston business directories. This probably occurred after the original company (or another firm named Drake Express) established an express office in Boston (date unknown). The first directory confirmation of this information that has been seen was recorded in the 1855 Boston Almanac as "Leonard Drake, Stoughton express, 34 Court square." Approximately the same citation (minus the first name) is found among the 1859 through 1865 Express listings in the pertinent Boston city directories. There are no references to a 'Drake' express in the 1866 and later Boston directories. It is possible that the original Drake & Co., may have expanded its express routes to include Boston to/from Stoughton, Mass. Or perhaps another expressman by the name of 'Drake' initiated the express so named between Boston and Stoughton.

Early Rhode Island business directories are not readily available to the author, so we are not presently able to confirm whether 'Leonard Drake' was the original, as well as the only proprietor, throughout the postulated eighteen-year

business life of the Drake express companies. Also, the name of this company may have become ‘Drake’s Express’ at sometime during its existence. Some additional information that specifically concerns Drake & Co., is found on its express label which is affixed to the cover illustrated in **Figure 3**. Inscriptions on this label, used circa 1863, identify its company office locations in Taunton (2 Bank Exchange), Providence (34 Dorrance Street), and New Bedford (142 Union Street). This express label is the only reported example bearing the name ‘Drake & Co.,’ or similar, and no additional information has been found regarding any New England based express firm containing the name ‘Drake.’

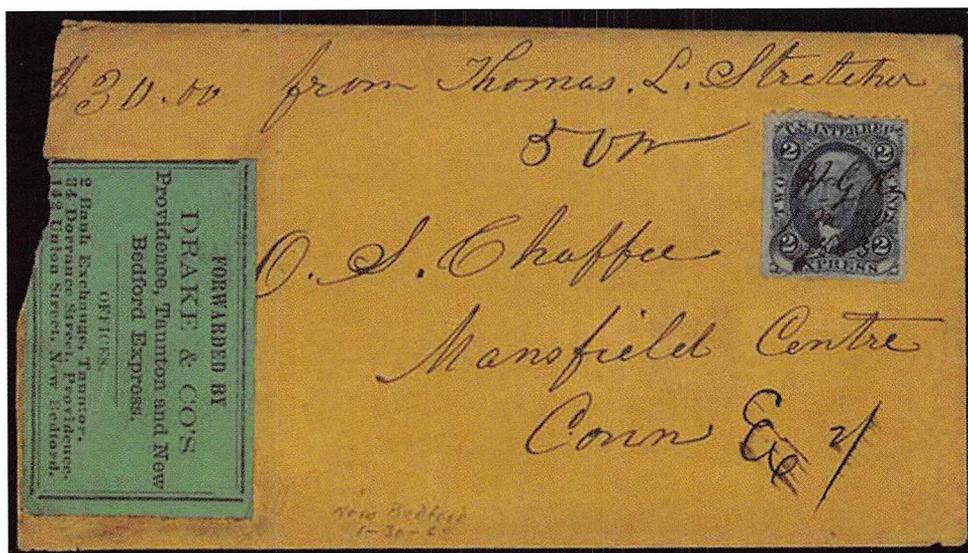


Figure 3. Drake & Co’s Express cover in Siegel’s Sale 950, Lot 2639.

The pictured express cover is quite unusual because it is ‘franked’ with a two-cent Express revenue stamp (Scott R9b) that most probably paid the tax on the \$30.00 contents being expressed from Thomas L. Stretcher, the presumed sender. Perhaps only cash was enclosed within this cover, without any additional accompanying paperwork (such an enclosed document, if existant, would have been the normal host for the revenue stamp). This revenue stamp bears a manuscript “HGR 1mo30 1863” cancellation which was probably of Quaker dating style that translates to a January 30, 1863 usage date. The significance of the ‘HGR’ letters are unknown at this time, but they may have been the initials of an express messenger who worked for Drake & Co. The express carrier’s fee for delivering this money letter is annotated as “Ex 2/” at lower right, meaning that two bits (i.e., 25 cents) was collected. This cover is addressed to Mansfield Centre, Conn., which is approximately 35 miles west of Providence in Tolland County. Perhaps the Drake & Co’s express routes included the eastern portion of Con-

necticut which would have facilitated their personal delivery of this money envelope to O. S. Chaffee (the addressee) in 1863.

The large label affixed to the pictured cover measures about 51 x 32 mm across its outside frame lines. It is printed in black on light green paper. As previously mentioned, this label cites express service to Providence, Taunton and New Bedford and lists their contemporary office locations in each of those towns. We note that neither Stoughton or Boston are mentioned on this label.

Durfee's Express (1854-57?)

J. H. Durfee established his express between Chicago and Janesville, Wisconsin, in the fall of 1854. He used the Chicago, St. Paul and Fond du Lac Railroad as the principal conveyance for carrying express matter between the two cities. In 1856, Durfee's Express maintained an office at 18 Dearborn Street in Chicago and by mid-1857 he had moved to 47 La Salle Street to an office under the Marine Bank building.

Three Durfee's Express advertisements that appeared in 1850's Wisconsin newspapers are reproduced in **Figure 4**. The left ad is among the earliest found and is dated August 22, 1856,⁶ while the middle ad documents Durfee's January 1, 1857 expansion to serve Delavan, Wisconsin.⁷ The right ad is the last one seen and was in the June 15, 1857, Janesville Morning Gazette. Since later ads have not been found in old Wisconsin newspapers, perhaps Durfee's Express went out of business in mid-1857. We have discovered that J. H. Durfee was employed as a purchasing agent for the Chicago office of the American Express Company in early 1860,⁸ so we do not believe that he was operating an independent express company after 1859 and perhaps not even after 1857.



Figure 4. 1856-7 Wisconsin newspaper advertisements.

The foregoing bit of express history brings us to the Durfee Express label

that is affixed to the **Figure 5** cover. Was this label legitimately used in conjunction with any portion of the transport of this cover? The visual evidence resident upon this cover will be examined in order to attempt an answer to this question. The cover is franked with a 3-cent dull red stamp that was issued in the 1853–55 time frame (Scott #11), and is certainly appropriate for the postulated operating time of Durfee’s Express. The stamp is tied with a “Great Falls N-H July 7” circular datestamp and the cover is addressed to Box 2157 in Chicago.

Great Falls, New Hampshire is a long way from the Durfee’s Express route between lower Wisconsin and northern Illinois and this raises our first suspicion about the legitimacy of the label. The normal scenario for a mid-1850s feeder express (like Durfee’s) would involve picking up a local letter and subsequently delivering it to a larger express company or to a Post Office for continued travel to its ultimate addressed destination. This normal scenario does not appear to apply to this cover and raises questions about the possible service that Durfee’s Express could have provided concerning the journey this cover experienced.



Figure 5. Durfee’s Express cover in Siegel’s Sale 950, Lot 2640.

Since the cover appears to initially have been placed in the U.S. Mails at Great Falls, NH, and it is addressed to a Post Office box in Chicago, it seems quite logical that the Post Office Department could have easily handled the total routing and delivery of this cover—thus fueling our second suspicion regarding the necessity for an express company to be involved. We should also explore potential alternative routings for this cover. Perhaps this envelope was not deliverable by the POD (although no visual evidence of this has been reported on the cover), and they resorted to seeking help from an arch rival—Durfee’s Express

(all private expresses were POD rivals during that era) to effect delivery. Such a delivery-based liaison between the POD and a private express was extremely rare, so we can probably dismiss this conjectured alternative as untenable. There was also the possibility that after its receipt, Mrs. William H. Mendell (the addressee) sent this cover to another midwest destination via Durfee's Express. But, there is no evidence of this routing on the cover, except the presence of Durfee's Express label (plus an imaginative observer).

Siegel's auction-lot description does mention that a rectangular portion of the back flap on this cover is missing and they further speculate the excision might have been the result of another (unknown) label being cut from the flap. This fact only adds to the mystery surrounding this cover and does not provide any useful history concerning it. Bottom line for this cover — we don't think the originally mailed and delivered version of this cover ever needed a Durfee's Express label affixed to it and may never have hosted such!

The Durfee's Express label contains black inscriptions on green paper. This label measures approximately 26.5 x 18 mm across the fancy outside border. Having strongly speculated that the Durfee's label is probably a fraudulent usage, the question remains as to whether the label itself is genuine. Since no other Durfee's Express labels have surfaced to date, and no documentation is known to exist that could be used to authenticate this label, it is practically impossible to accurately assess its heritage. On the supportive side, we know that there was a Durfee's Express company operating during the same probable time frame as this cover and that Durfee's company did serve the Chicago area. We will have to wait until someone uncovers additional factual information concerning Durfee's Express and its utilization of express labels before this label's authenticity can possibly be confirmed. However, we strongly doubt this will ever happen.

Lewis' Express (1847–49)

William Lewis is listed as an express agent at 314 Broad Street in both the 1847 and 1848 Newark city directories, but not in the 1846, nor 1849 directories. Also, Lewis' Express is not listed in Wilson's 1850–51 Business Directory of New-York City, nor thereafter, but it was listed in the 1848 and 1849 New York directories with an office at 18 Wall Street. This information bounds Lewis' Express business operations, as far as can be determined, to 1847–49.

Only one labeled cover is known from Lewis' Express; it is shown in **Figure 6**. This folded letter from Newark to New York City is dated February 21, 1848, the same as docketed on the outside under the label. The faint "1/-" at upper right on the cover indicates that Lewis charged one bit (12.5 cents) to deliver this letter. There is an unintelligible entry at lower left that may contain information on the location of the addressee, but we are not sure of this.

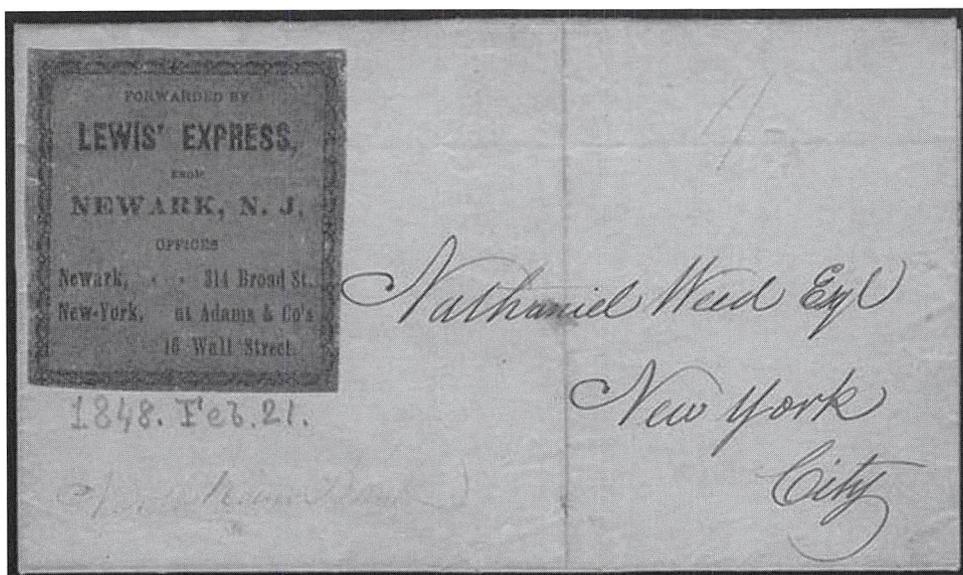


Figure 6. Lewis' Express folded letter in Siegel's Sale 950, Lot 2765.

The Lewis' Express label is printed in black lettering on orange paper. The outer dimensions of the ornamental frame are about 45 x 49 mm. This label reveals that Lewis' New York office was at Adams & Co.'s, 16 Wall Street facility which strongly suggests Lewis was a semiautonomous express agent in the greater New York City area who enjoyed strong company relations with Adams & Co. We also note that Adams & Co.'s, 1849 New York office did additionally occupy the 18 Wall Street address that was cited earlier as the Lewis' Express office location. No other information has been found regarding Lewis' Express at this time.

Moore's Newspaper & Parcel Express (ca. 1849)

Information about Moore's Express was initially learned from a 1955 Mekeels newspaper article describing that company's 1849 cover.⁹ A portion of the Mekeels report reads as follows:

Having visited Cape May, N. J. since early manhood and owning a cottage at that point for many years, we were naturally interested in a cover just shown us by Donald M. Steele. The letter written from Philadelphia on August 20, 1849, is addressed to a well-known Philadelphian then in Cape May. The letter is addressed to "Cape Island" and in the lower left hand corner we note a stamp or label measuring 1 3/8" x 15/16" printed in black on light green paper reading in nine lines "Moore's Newspaper and Parcel Post Express daily between Cape May and Philadelphia. Office No. 272 Chestnut St., Phila. and opposite Mrs. Reynolds American House, Cape Island.

There was no illustration accompanying this article, but an independent rendition of the Moore's Express label (plus presumably a supplementary description of the same cover) appeared in a 1987 catalog.¹⁰ The catalog illustration exhibited very poor image quality, however, it is reproduced in **Figure 7** because it becomes involved in the story of this express. The 1987 catalog reported that the Moore's Express cover contained a manuscript "7¢" notation (also shown in **Figure 7**, but not mentioned in the Mekeels article) in addition to the label. The 7¢ marking could have been entered by Moore's Express agent in Philadelphia to document the prepaid charge for express delivery to Cape Island.



Figure 7. 1987 image of the Moore's Express label.

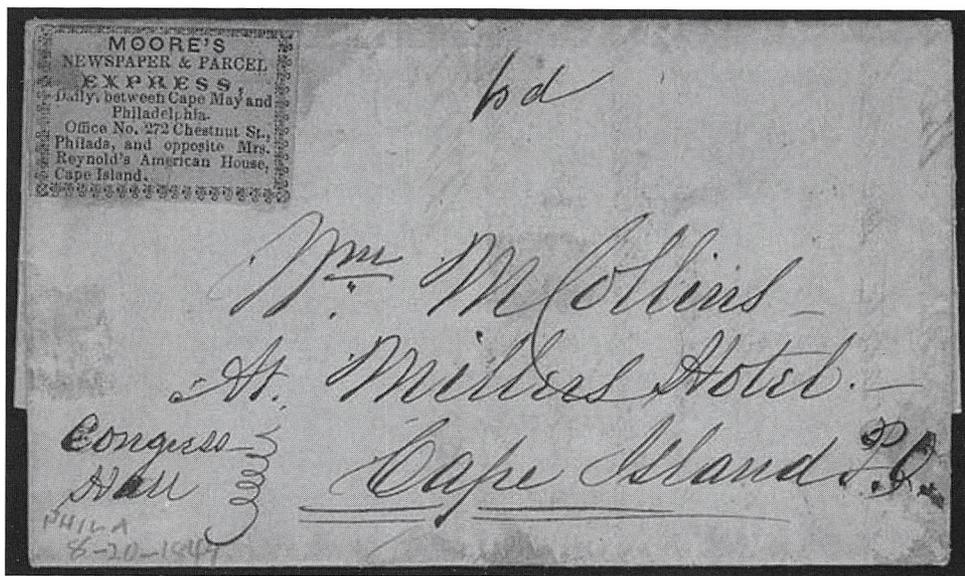


Figure 8. Moore's Express folded letter in Siegel's Sale 950, Lot 2767.

Another and very similar Moore's Express cover is shown in **Figure 8**. The Moore's Express label is affixed to the upper left corner of the hosting folded letter. The docketing at lower left indicates this letter was also written in Philadelphia on August 20, 1849. There is no "7¢" notation on the front of this cover, however, "pd" appears in the top middle indicating that an undefined express fee had been paid in Philadelphia. There are some additional manuscript differences on this cover relative to that previously described, most notably the "Congress Hall" notation at lower left and the "P. O." inscription that appears after Cape Island. The addressee and the local destination in Cape Island that was written on

the previous cover is not defined, so we cannot tell whether they were the same as seen on the **Figure 8** example.

By comparing the two known label images (see **Figure 9**), we definitely see that two different Moore's Express labels were used. Note the abbreviated spelling of Philadelphia — "Philada." on the left label and "Phila." (same as cited in the Mekeels' report) on the right label. The type fonts for the word "EXPRESS" and the ornamental border designs also appear to be somewhat different (its hard to accurately assess this because of the poor image from the catalog). More obviously, many line-to-line character positions are not registered the same on both labels. We also note that neither illustrated label contains the word "Post" as reported in Mekeels, but that citation may simply have been an erroneous observation or transcription by the initial reporter.

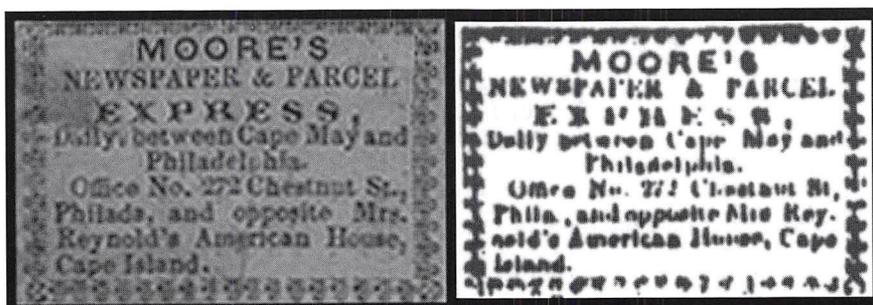


Figure 9. The two known Moore's Express labels, magnified.

Nevertheless, the evidence documented here indicates there are at least two different Moore's Express covers in collector's hands. The location and owner of the originally reported Moore's Express cover is unknown at this time. Plus there is some possibility that a third cover exists if the 1987 catalog excerpt is not describing the same cover that was discussed in the Mekeels' 1955 article (e.g., is there more to the singular reports of the presence of the "7¢" and "Post" markings?) Any reader input would be most welcome that can corroborate the existence of a third Moore's Express cover.

It might be noticed that both Moore's Express labels cite "Cape May" and "Cape Island" as delivery destinations. These are two different names for the same residential area near the southern tip of New Jersey. The following explanation helps to clarify the historical interchangeability of the Cape Island vs. Cape May city names:¹¹

Early islanders incorporated as Cape Island Borough in 1848. They received a charter as the City of Cape Island on March 10, 1851. On Jan. 15, 1869 a charter amendment changed the name to the City of Cape May. At the same time, the Cape Island Post Office officially changed its name to the Cape May Post Office. . . . In 1875 the state of New Jersey granted a new charter to the city of Cape May, which is the City's incorporation date.

The business longevity of Moore's Express is unknown at this time. From the two known covers it certainly appears they were in business in 1849. Research into Philadelphia business directories and many Cape May historical newspapers from around the 1849 time frame did not reveal a single reference to this express company. The lack of documented recognition for Moore's Express company is very frustrating for the historical researcher. At this time, no additional information has been found concerning Moore's Newspaper & Parcel Express.

Epilogue

Only five of the multitude of ex-Hahn express covers are highlighted in this article. A plethora of additional private express covers from Cal Hahn's estate were included and sold in Siegel's Sale - 950¹ and most of them can be viewed online at www.siegelauctions.com, including posted prices realized. Hahn's express covers can be found among Lots 2557 through 2856.

Congratulations to all Auction winners of Cal's express material in the recent Siegel auction. No doubt other *Penny Post* articles can be composed that are based upon Cal's express material. Do we have any volunteer writers?

Thank you, Cal Hahn, for preserving your terrific accumulation of 19th Century, private express history for our study and enjoyment. May you rest in peace.

Footnotes

1. Siegel, Robert A., Auction Galleries, Inc., *Sale 950: United States and Confederate Postal History*, December 19–20, 2007, New York City.
2. Hahn, Calvet M., "Fiction confounds local express study," *Stamp Collector*, May 18, 1991, page 12.
3. "Directory to Expresses", *The Pathfinder and Business Intelligence*, October 28, 1850, Boston.
4. Dickinson, S. N., "Expresses," *The Boston Almanac for the Year 1849*, 1849, Boston, pp 202–03.
5. French, S., Proprietor, "Rhode Island," *New England Mercantile Union Business Directory*, 1849, New York City, page 273.
6. *Janesville Free Press*, Janesville, Wisconsin, August 28, 1856, page 7.
7. *The Wisconsin Messenger*, Delavan, Wisconsin, January 7, 1857, page 4.
8. "American Express Company—Purchasing Agency.," *Geneva Lake Mirror*, Geneva, Wisconsin, March 8, 1860, page 2.
9. "Philadelphia-Cape May Express, 1849," *Mekeels Stamp News*, September, 16, 1955, page 2.
10. Philips, David G., Editor in Chief, "Moore's Express—c. 1849," *American Stampless Cover Catalog*, Volume II, Fourth Edition, 1987, page 26.
11. Bailey, John, "WCM is not on Cape Island," *Cape May Star and Wave*, September 18, 2003, page A4.

Buying at Auction 120 Years Ago The Thomas Cunningham Sale of September 22, 1887

By
John D. Bowman

I'm a baby boomer. But I knew I was born too late when I was too young to drive to Woodstock. After recent head-spinning auction results for carriers and locals, it was another reminder of my too-late arrival on this planet when I looked over the Thomas Cunningham sale of September 22, 1887.

This was Thos. L. Bucken & Co.'s Twelfth Sale, held on Broadway in New York City. Joseph J. Casey prepared the catalogue for this sale.

Joseph Casey was a major figure in organized philately during the 1870's and later. In his youthful recklessness, Casey created imitations of the rare Berford & Co. stamps, and called them reprints from the original plates. Casey was expelled from the National Philatelic Society in 1887 because of these activities.

Let's recount Casey's story. Member Herbert A. Trenchard published an article in 2000 detailing Casey's philatelic life.¹ Joseph Casey began collecting stamps in the early 1860's while he was a teenager. At this time, Upham, Hussey and S. A. Taylor were making the first forgeries and fantasies of stamps in North America. In 1866, young Casey created a "Walker's Penny Post" fantasy along with a "3-Aspers" Egyptian stamp. These actions plagued him as he tried to maintain a legitimate philatelic reputation.

In 1873, J. W. Scott named Casey as editor of the *American Journal of Philately*. Casey was the driving force for the creation of the National Philatelic Society in October of 1874. During this time period, Charles H. Coster was writing a series of articles on US locals for the *AJP*, published in book form by Scott in 1877.

In 1874, an article appeared by S. Allan Taylor, of all persons, in a short-lived philatelic rag called *The Timbrophilist*. Taylor accused Casey of selling lithographic imitations of Berford's local stamps as reprints from the original plates. J. W. Scott asked Casey for an explanation, but when he did not receive one, fired Casey as editor. Over the succeeding years, Casey fought his case against his detractors, until he left philately in 1881. A few years later he returned to a new career as a stamp auction organizer and cataloguer lasting until 1893.

During his career, Joseph J. Casey published and edited important early research and helped organized philately. However, he did make imitations and became defensive when confronted about this in the philatelic press. Thus, his reputation over the years was quite volatile.

What follows is a listing of lots 307-343 of the sale of September 22, 1887. The estimates, prices realized and the buyer notations have been compiled from notations in an actual auction catalogue. **Figures 1** and **2** show the auction catalogue pages for lots 307-343.

¹ Herbert A. Trenchard. 'The Berford Abominations' – Joseph James Casey, A.M., and His Times. *American Philatelist*, Sept. 2000, pp. 818-832.

<u>Lot</u>	<u>Description</u>	<u>Est</u>	<u>Sold</u>	<u>Buyer</u>
307	Baltimore '51, 1c black, horseman, fine * stamp	1	1.75	C
308	Baltimore, '51, 1c red, cut close at bottom, fine * stamp	1	2.70	Burger
309	Baltimore, '51, 1c dull red, fine (c) stamp	1	4.70	Burger
310	New Haven, '45, 5c blue on white with red sig, reprint	1	8.00	Burger
311	New Haven, '45, 5c red on white with blue sig, reprint	1	4.50	Burger
312	New York, '42, US City Dispatch Post, 3c, b'k on green, placed (c) on front of original letter	1	2.50	C
313	New York, '45, NYPO, large head, 2 fine (c) copies on one original letter	2	1.75	C
314	New York, '45, beautiful unsevered pair (c) on original letter, one has small nick	2	3.05	C
315	'49, US Mail – One Cent – Prepaid, b'k on yellow glazed paper on entire original letter	1	1.80	?
316	Providence, 5c, unsevered * pair, one with period after CENTS; from lower left corner of sheet	2	1.65	?
317	Providence, 5c, unsevered pair, different from last, from lower right corner of sheet	2	1.70	Hale
318	Providence, 5c, unsevered pair, different from last, from right centre of sheet	2	1.60	Burger
319	Providence, 5c, 10c, unsevered pair, only one 10c occurs with each sheet	2	3.75	Burger
320	St Louis, 5c, die A, (c) with two small pen-strokes. I have no record of this die ever being sold. Very fine and ex. rare	1	55.00	Burger
321	St. Louis, 10c, die A (c) in red p.m'k. Very fine, good margins and very rare	1	41.00	Burger
322	New York, Central Fair Postage, 10c, 20c, 30c, v. fine * set	3	80	C
323	New York Adams Ex. Company, winged head to right in oval, un-described type, entire sheet of 50, printed in prismatic colors	50	26	?
324	New York, Boyd's 2c, b'k on green on entire letter	1	2	Hay
325	Baltimore, Carrier's Dispatch, rose on white, fine * stamp	1	60	Brent ?
326	Charleston, Honour's City Post-Paid link border; lower corner gone; on entire p'm'k'd envelope; guaranteed in writing	1	8.00	C
327	Charleston, Kingman's City Post Paid 2cts, border of beads; (c) on entire letter; small piece out; ex.rare and guaranteed in writing	1	25.00	C
328	Pomeroy's, blue, sheet of 14; black, sheet of 18; believed to be originals	32	3	Brown
329	Pomeroy's red, sheet of 37 and sheet of 13; also believed to be originals	50	2.50	Sterl
330	Pony Express, \$2 red (c) in blue; fine margins, genuine original	1	80	Burger

<u>Lot</u>	<u>Description</u>	<u>Est</u>	<u>Sold</u>	<u>Buyer</u>
331	Pony Express, \$4 green (c) in blue; genuine original	1	2.00	St.
332	Pony Express, \$4 green (c) in blue, small hole at top; genuine original	1	1.25	C
333	Boyd, Metropolitan, etc; good lot	18	1	?
334	Different lot, some reprints	18	0.50	C
335	Hussey's locals, all different	25	1	?
336	Hussey's S. M. Post in unsevered pairs etc.	19	1	St.
337	American Rapid, complete * set	16	3	Brown
338	Am. Rapid, B & O, both series; W. U. '84; all used	16	8	C
339	Postal Telegraph, 25c	1	60	Burger
340	Mutual, '82, '83; Western, no date, '84, '85, B&O (Kendall) set of 4	9	5	C
341	Express Franks, various	7	3	Brown
342	License stamps, some scarce ones; a fine lot	59	13	C
343	Western Union, sheet of 36, with experimental prismatic colors; unique	36	3	St.

Cal Hahn sent me a photocopy of the locals section of this catalog, lots 307-343, which was annotated with buyer and hammer price for each lot offered. Hahn suggested that the buyers above were as follows:

Burger – the Burger brothers

C – Casey or Chapman

Hale – H.K. Warren Hale or postal markings forger William P. Hale

Sterl and/or St. – Sterling

Brown – William P. Brown

Another possibility for buyer “C” is Charles H. Coster, who was forming his collection or stock of US locals at the time. Herb Trenchard told me that all of these hypothetical buyers were possible.²

I assume that all the numbers in the “Est” above are in whole dollars. I do not know about the “Sold” numbers. Nonetheless, I would be interested in quite a few of these lots today!

Maybe some of us have items from this or other early sales in our collections. The history of our hobby is a large part of my enjoyment!

² Personal communication, June 27, 2007.

- 11 -

Sh	2	298	Unused Check stamps, 40 entire, 4 cut, 12 designs	44
Jo	2	298a	Ten used Check stamps, eleven unused, ten of which are Essays with names of various states	21
C	1	299	Cut used Check stamps, 14 designs	36
CONFEDERATE STATES.				
C	20	300	'61, 5c. green, blue; 10c. blue, each on entire (c) envelope	3
"	30	301	'61, 5c. blue, two unsevered pairs: 5c. green, pair: all (c) on original envelopes	6
"	30	302	'61, 5c. blue (c); '63, 1*, 5*, 10*, 20*, and unsevered pair * of last	8
Kings	3	303	'63, "Ten Cents", fine * stamp	1
Art.	100	304	'63, 5c. fine perforated stamp	1
"	80	305	'63, 10c. d.k. blue, fine perforated stamp	1
Brown	20	306	'63, 5c. unsevered pairs (8); 10c. (5), all (c) on original envelopes	13
Hay	4			
LOCALS.				
C	1.75	307	BALTIMORE: '51, 1c. black, horseman, fine * stamp	1
Bugs	2.70	308	— '51, 1c. red, cut close at bottom, otherwise fine * stamp	1
Bugs	4.70	309	— '51, 1c. dull red, fine (c) stamp	1
"	800	310	NEW HAVEN: '45, 5c. blue on white with red signature, one of the few authentic reprints	1
"	4.50	311	— '45, 5c. red on white with blue signature, one of the few authentic reprints	1
C	2.50	312	NEW YORK: '42, U. S. City Dispatch Post, 3c, b'k on green placed, (c) on front of original letter	1
"	1.75	313	— '45, N. Y. P. O., large head, two fine (c) copies on one original letter	2
C	3.05	314	— '45, beautiful unsevered pair (c) on original letter; one has small nick	2
Jo	1.80	315	'49, "U. S. Mail— One Cent—Prepaid," b'k on yellow glazed paper on entire original letter	1
"	1.65	316	PROVIDENCE: 5c, unsevered * pair, one with period after "Cents"; from lower left corner of sheet	2
Hale	1.70	317	— 5c, unsevered pair, different from last, from lower right corner of sheet	2
Bugs	1.60	318	— 5c, unsevered pair, different from last, from right centre of sheet	2
"	3.70	319	— 5c, 10c in unsevered pair; only one 10c. occurs in each sheet	2
"	5.50	320	ST. LOUIS: 5c. die A, (c) with two small pen-strokes. I have no record of this die ever having been sold. Very fine and ex. rare	1
"	4.10	321	ST. LOUIS: 10c. die A (c) in red p.m'k. Very fine, good margins and very rare	1
C	80	322	NEW YORK: "Central Fair Postage," 10c, 20c, 30c, v. fine * set	3
Sh	26	323	— Adams Ex. Company, winged head to right in oval, undescribed type; entire sheet of 50, printed in prismatic colors	50
Hay	2	324	— Boyd's 2c. b'k on green on entire letter	1
Brown	60	325	BALTIMORE: Carrier's Dispatch, rose on white, fine * stamp	1
C	800	326	CHARLESTON: "Honour's City Post-Paid" link border; lower corner gone; on entire p'm'k'd envelope; guaranteed in writing	1
"	2.50	327	— "Kingman's City Post-Paid 2cts; border of beads; (c) on entire letter; small piece out; ex. rare and guaranteed in writing	1

Figure 1. Excerpt from the Thomas Cunningham sale of September 22, 1887, lots 298-327.

	328	<i>Pomeroy's</i> , blue, sheet of 14; black, sheet of 18; believed to be originals	32
St- 2	329	<i>Pomeroy's</i> red, sheet of 37 and sheet of 13; also believed to be originals	50
Bayer 8	330	<i>Pony Express</i> , \$2 red (c) in blue; fine margins, genuine original	1
St. 200	331	— \$4 green (c) in blue; genuine original	1
C 12	332	— \$4 green (c) in blue, small hole at top; genuine original	1
P 1	333	<i>Boyd</i> , Metropolitan etc; good lot	18
P 2	334	Different lot, some reprints	18
St. 1	335	<i>Hussey's</i> locals, all different	25
St. 1	336	<i>Hussey's</i> S. M. Post in unsevered pairs etc	19
Bayer 3	337	<i>American Rapid</i> , complete * set	16
C 3	338	<i>Am. Rapid</i> , B & O, both series; W. U. '84; all used	16
Bayer 6	339	<i>Postal Telegraph</i> , 25c.	1
C 5	340	<i>Mutual</i> , '82, '83; Western, no date, '84, '85; B & O (Kendall) set of 4	9
Bayer 3	341	<i>Express Franks</i> , various	7
C 12	342	License stamps, some scarce ones; a fine lot	59
St- 3	343	<i>Western Union</i> , sheet of 36, with experimental prismatic colors; unique	36
UNITED STATES POSTAGE.			
	344	'47, 5c. two unsevered pairs (c) on original letters	4
	345	'47, 5c. (c) on original letters	5
	346	'47, 5c. light and dark, (c) on original letters	2
	347	'47, 10c. fine specimen (c) on original letter	1
	348	'47, 10c. creased, (c) on original letter	1
	349	'47, 10c. good specimen (c) on original envelope	1
	350	'47, 10c. cut in half and (c) on original envelope; ext. rare	1
	351	'51, Carrier's (Eagle); (c) on original envelope	1
	352	'51, Carrier's (Eagle), block of six * originals	6
	353	'51, Carrier's Eagle; 47, 5c (2 v.), 10c; N. Y. P. O., nicked in lower corner; all (c)	5
	354	'51; (imp), 1c*, 3c*, 10*, 12 (c); all fine	4
	355	'51, 24c. (imp)*, v. broad margins on sides; v. fine and rare	1
	356	'51, 3c. unsevered (imp) pair; '57, 3 (p); all *	3
	357	'51, 3c (.), various shades, some remarkable appearing as if printed in two colors	14
	358	'51, 1c, strip of 3; 3c, three unsevered pairs; 1c, 3, 10; '47, 5c; all (c)	13
	359	'57, (p), 1, 3, 5, 10, 12, 24, 30, 90, in unsevered pairs, originals with gum	16
	360	'57, (p), 1, 3, 5, 10, 12, 24, 30, 90, originals with gum	8
	361	'57, (p) another set originals, gum washed off in dismounting	8
	362	'57, 5c (p) with projecting ornaments at top and bottom, and perhaps the rarest of this value; fine (c) stamp	1
	363	'57, 3c (3 v.); 10c; '51, 1c (imp) all (c); '63, 2c. proof in lake, second P. O. seal, etc	9
	364	'57, 1, 3(2), 10, 12, all fine (c) stamps	5
	365	'61, 3c. scarlet, fine * stamp	1
	366	'61, 3c. lilac-brown, uncatalogued shade; (c) v. rare	1
	367	'61, 5c. yellow, unused and the finest ever sold at auction	1
	368	'61, 5c. yellow, almost as fine as last, but (c)	1
	369	'61, 24c. greenish lilac, and greenish gray; two rare (c) shades	2

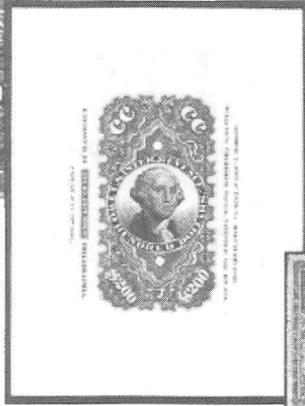
Figure 2. Excerpt from the Thomas Cunningham sale of September 22, 1887, lots 328-369.

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