

OCTOBER 2009

WHOLE NUMBER 69

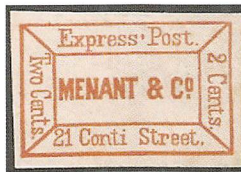
VOL. 17 NO. 4

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



**U.S. Mail**  
Carrier adhesive  
**Black/rose**



**Menant & Co.**  
Forgery A-1



**Clarence Chapman**  
Handstamp



**Crane & Co.'s**  
Express



**Commercial Express Co.**

Items from articles in this issue.

## INSIDE THIS ISSUE

THE U.S. CITY MAIL ADHESIVE PERIOD  
THE MYSTIQUE OF CLARENCE E. CHAPMAN  
THE EASTERN EXPRESS COMPANY  
MENANT & CO. – SIMPLIFIED IDENTIFICATION  
COMMERCIAL EXPRESS CO.  
AND MORE

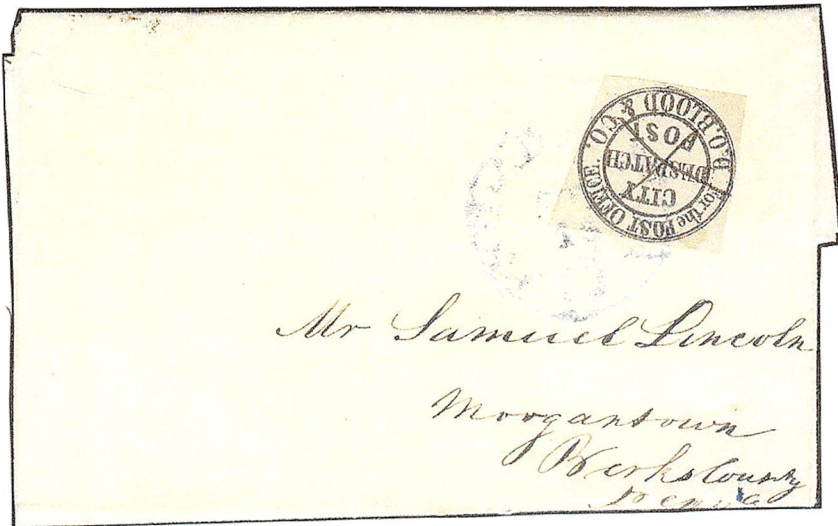
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Byron J. Sandfield  
Major Buyer & Seller of  
Carriers & Locals  
For Advanced & Beginning Collectors



6LB1 w/red "U.S. City Despatch  
Post Sep 10" w/top of "U.S."  
showing at the bottom. only a  
few with this cancel. F/VF with  
small thin. ex-Middendorf &  
ex-Golden. Net price \$975.00.



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The Carriers & Locals Society

# THE PENNY POST

VOL. 17 NO. 4

OCTOBER 2009



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### OFFICERS OF THE SOCIETY

President: .....	John Bowman, 14409 Pentridge Dr., Corpus Christi, TX 78410 E-mail: <a href="mailto:jbowman@stx.rr.com">jbowman@stx.rr.com</a>
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Address changes should be sent to the Secretary, also back issue orders, other correspondence to the Editor-in-Chief. Reports of new items or articles should be submitted to the appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be protected but no liability attaches to an editor or the Society.

## Carrier and Local Society Awards

2009	StampExpo 400, Albany, NY	Reserve Grand and Gold
2009	The Diane D. Boehret Award for Excellence in Philatelic Literature	
2009	APS StampShow, Pittsburgh, PA	Gold
2009	NAPEX	Gold
2008	StampShow, Hartford, CT	Gold
2007	Chicagopex	Gold
2007	APS StampShow, Portland, OR	Reserve Grand and Gold
2006	StampShow, Chicago, IL	Gold
2005	New Zealand Philatelic Literature Exhibition	Large Silver Gold
2005	APS StampShow, Grand Rapids, MI	Gold
2004	National Philatelic Exhibition of Washington, NAPEX	Gold
2004	APS StampShow, Sacramento, CA	Gold With Felicitations
2003	APS StampShow, Chicago, IL	Gold
2002	APS StampShow, Chicago, IL	Gold
2001	Sescal, California	Gold
2001	APS StampShow, Chicago, IL	Gold
1994	The Diane D. Boehret Award for Excellence in Philatelic Literature	
1994	StampShow, Pittsburgh, PA	Vermeil
1994	Sescal, California	Vermeil
1993	StampShow, Houston, TX	Gold
1992	Sescal, California	Vermeil

# Penny Post Bulletin Board

(Responses should be made to the Editor-In-Chief for forwarding)

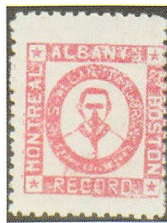


I thought this might be of interest to you and the readers. It appears to be printed on wove paper colored all the way through. The printing is somewhat weak.

Marty Graff

*Answer from Larry Lyons:*

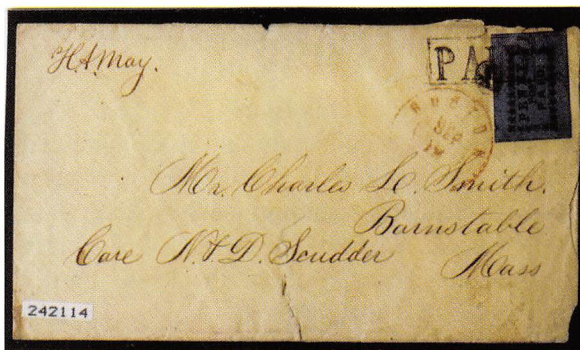
*I believe this is a forgery of French origin.*



I recently purchased copies of your books on local fakes and forgeries. They are excellent. I have attached a scan of a S. Allan Taylor advertising label that was not included under the Taylor section.

I also was wondering if you know where it is possible to get photocopies, images of a book, journal etc. of the 36-page ledger kept by printer Thomas Wood between 1854 and 1866 of the stamps he printed for George Hussey and copies of the known print forms used by S. Allan Taylor. Any help would be greatly appreciated.

Justin Polkis



Thought this might be of interest. This forgery is not in the *Identifier*. The "PAID" is obviously a forgery. The Boston cds is genuine.

Betsy Diaz

# Editor's Message

By  
Larry Lyons

Lots to report on the awards scene. Very, very special congratulations to C&LS member Roland Cipolla, II on his winning the World Series Champion of Champions with his superb exhibit, "How the Post Facilitated Distribution of the Printed Word 1775-1870". The World Series of Philately 2009 was held at StampShow in Pittsburgh, August 6-9. *The Penny Post* won its 14<sup>th</sup> consecutive Gold Medal in the literature competition at Pittsburgh. *The Penny Post* was also entered in the literature competition at StampExpo 400 held in Albany, September 25-27. There were 30 entries including 12 handbooks. *The Penny Post* won its 15<sup>th</sup> Gold Medal and went on to win its second Reserve Grand Award. Wait, it gets better.

I am very pleased to announce that the American Philatelic Congress awarded the coveted Diane D. Boehret Award to *The Penny Post* at StampShow 2009 in Pittsburgh. This special award is given from time to time for a handbook or philatelic journal found "to offer significant content with an impact on philately." Previously in 1994 with Gordon Stimmell as editor, *The Penny Post* also received this coveted award. Special thanks to all who contributed research resulting in this wonderful award.

Back to the exhibit award scene. I won a Grand Award at BALPEX held September 4-6 for my eight frame exhibit, "All Roads Lead to San Francisco: The Private Companies that Carried the Mail in the Early West". This exhibit also won the Postal History Society Medal and the U.S. Stamp Society BIA Statue of Freedom Medal. I attended the show with C&LS member and friend Mark Schwartz whose nine frame exhibit "Boston Postal History 1703-1851" won a Gold Medal and was declared one of the three best exhibits in the show which featured 31 multi-frame exhibits. Mark received the U.S. Philatelic Classics Society Medal, the APS pre-1900 Medal of Excellence and the Ed Rickle Memorial Award for Excellence in U.S. Postal History. Special kudos to Mark Schwartz. There's more.

At BALPEX my single frame exhibit "The Carriers of Charleston, S.C. 1849-1859" won gold and The Best One Frame Exhibit.

## This Issue

We have an extensive research study on the Commercial Express Company written by Larry Ballantyne. This article presents a lot of original research on an express company of which little has been previously written. It answers the question how much of the mail was carried from New Orleans to New York City and from New Orleans to Mexico and Texas. Special thanks to Larry Ballantyne for his extensive research on this express company.

We have an article written jointly by John Bowman and Gordon Stimmell explaining "The Mystique of Clarence E. Chapman, an early major collector and expertizer of U.S. Carriers and Locals". We thank them for a most informative article.

William Sammis has an express article for us on Crane & Company and the Eastern Express Company. Once again we are the readers reaping the benefits of original research. Much thanks to Bill for providing us with this article.

Cliff Alexander, our forgeries editor, continues to provide us with identification tips. This time the subject is Menant & Co.'s Express, a particularly difficult set of forgeries hopefully made easier to identify. Thanks to Cliff for this study.

I continue with my research on carriers. This issue's focus is on the U.S. City Mail adhesive period.

I would be remiss if I didn't mention our Society summer auction was another success grossing over \$12,000.00. A special thanks to our auction manager, Alan Cohen.

*The Penny Post* Bulletin Board continues to provide interesting items.

I hope you enjoy this issue of *The Penny Post* and Happy Collecting.

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# The Second New York City Carrier Department February 1849 to July 1851 The U.S. City Mail Adhesives Period

By  
Larry Lyons

In the entire history of *The Penny Post* we have not had a research article on the second try in New York City to have a government carrier service. In addition the *2009 Scott Specialized Catalogue* only provides us with a span of years during which the U.S. MAIL/ONE CENT/ PRE PAID adhesives were used. There are three different color adhesives and all can be found used in conjunction with the five cent general issue stamp of 1847, *Scott #1*. This article will provide census information on these conjunctive usages.

This article will provide some additional historical insight into this carrier service, show the handstamp this author believes was used by the carrier service and provide some census and dating research for the covers with these relatively common adhesives.

## History

The U.S. City Despatch was the first government carrier service in New York City and that service was discontinued on November 28, 1846 because of the competition from local posts.<sup>1</sup> The government had been at a disadvantage because they charged a higher rate for service. This was a result of the 2 cent drop rate fee established July 1, 1845. Because of this higher rate, government carrier service in New York City had been forced to stop its operations and would not appear again until 1849, when the U.S. Mail adhesive, 6LB9, was issued.

It was announced on February 3, 1849 that the post office letter carriers' department was reopened for business.<sup>2</sup> See **Figure 1**. This announcement was made by Robert Roberts, the superintendent of the City Post placed in charge of the New York City Carrier Department. Robert Roberts had been nominated for this position by New York Postmaster Robert H. Morris. The Postmaster General at that time was General Cave Johnson who had wanted to buy out the competition from Boyd's and Swarts but was unable to make those acquisitions.

New rates established on December 21, 1848 were a one cent carrier fee for delivery to or from the post office and two cents for local use letters. This two cent rate was to cover the one cent drop rate plus a one cent carrier fee. In January 1849 a one cent fee was established for all types of carrier service.<sup>3</sup>

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<sup>1</sup> *America's First Carrier Service, The U.S. City Despatch Post*, Larry Lyons, *The Penny Post*, January 2009, pages 4-15.

<sup>2</sup> *Pat Paragraphs*, Elliott Perry, Bureau Issues Association, Inc., 1981, Page 259.

<sup>3</sup> Richard Frajola, Middendorf Sale, May 1990, Above lot 181.



## SPECIAL NOTICES.

### POST OFFICE, LETTER CARRIERS' DEPARTMENT, NEW YORK, February 3, 1849.

The following stations are established as Branch Post Offices, by authority of the Post Office Department, viz. :—

Spaulding & Shepherd, bookellers, 189½ Broadway.  
Merchants' Exchange, (late Dunning's Hotel,) corner Washington and Corlandt.

Wood & Mabbett, coal dealers, cor. Chambers and Washington.  
Theodore B. De Forest, druggist, 42 Greenwich, corner Morris.  
S. Bell & Mott, stationers, 20 Wall, corner Nassau.  
George F. Nesbitt, stationer, 84 Wall street, corner Water.  
Peter W. Anderson, drugs, 30 Fulton, corner Water.  
S. M. Crane, bookseller, 374 Pearl street.  
William P. Miller & Co., hides and leather, 85 Gold.  
Bell & Gould, stationers, 158 Nassau street.  
William B. Mann, druggist, 278 Broadway, corner Chambers.  
T. T. Green, druggist, 349½ Broadway, corner Walker.  
James Syme, physician, 461 Broadway, corner Grand.  
Henry D. Felter, wines, 509 Broadway, corner Prince.  
Chester Briggs, grocer, 681 Broadway, corner Amity.  
Augustus F. Cammeyer, looking glasses, 708 Broadway.  
John Cook, grocer, 755 Broadway, corner 8th street.  
Mercereau, druggist, 856 Broadway, corner 14th street.  
James Osgood, druggist, 325 Bowery, corner 2d street.  
Frederic R. Lee, hardware, 245 Bowery, corner Stanton street.  
John Axford, bookseller, 168 Bowery.  
Henry A. Patterson & Co., hardware, 27 Bowery.  
John Morrison, thread and needles, 135 Chatham, corner Roosevelt.

G. H. & S. A. Bunce, stationers, 37 Chatham, and 227 William street.

And the Sun Office.

Each station will be visited four times a day, at 7 A.M., 12 M., and 2 and 6 o'clock, P.M., by persons appointed for that purpose.

City Letters collected at 7 o'clock, will be delivered by the Mail Letter Carriers, with their first and these at 12 o'clock, with their second delivery, at one cent.

Letters for the mails deposited before 2 o'clock, will be carried to the Post Office in time for the afternoon mails. The collection at 6 o'clock will be for the mails which are closed in the night and early in the morning. One cent to be prepaid for each letter.

Stamps receivable for City Postage only, are for sale at the several stations the Letter Carriers' window in the Post Office, and by the Carriers.

Circulars left at the Letter Carriers' window in the Post Office, or at any of the Branch Post Offices, delivered at one cent each, prepaid.

Branches will be established in other parts of the city, as soon as the arrangements can be completed.

R. ROBERTS, Sur't of the City Post

Figure 1. The February 3, 1849 announcement that the Post Office Letter Carriers' Department was reopened for business.

In an attempt to compete with the local posts the government set up 220 stations for mail to be dropped. During the same period Boyd's increased their mail drop locations from 1,000 to 2,000.<sup>4</sup> The new competitive rate established for the government carrier service was not going to be successful because the service was lacking. Most mail handled locally continued to be carried by the local posts. This is evident by the relative scarcity of local mail carried by the government carrier service.

### The First "U.S. Mail" Carrier Adhesive, 6LB9

The black on rose adhesive was the first color issued in February 1849. See **Figure 2**. I reviewed all of the auction lots in my library for dated black/rose adhesives on cover and found 136 examples which I have scheduled by month in the table shown in **Figure 3**. The earliest reported cover may be February 6, 1849 and the latest could be December 12, 1849. At any rate the black on rose adhesive saw usage over a period of about 11 months. **Figure 13** shows a black on rose U.S. mail adhesive, 6LB9 on a cover to England. Only six U.S. City Mail adhesives of any color are recorded to a foreign destination. Only two examples of the black/rose adhesive are recorded on a cover to a foreign destination.

### Probable Usage Period for the 6LB9 Black/Rose Adhesives

<u>Date</u>	<u>Quantity</u>
February 1849	11
March 1849	14
April 1849	16
May 1849	23
June 1849	22
July 1849	15
August 1849	17
September 1849	5
October 1849	8
November 1849	2
December 1849	3

**Figure 3. The research data for the dated covers found with the 6LB9, black/rose adhesive.**

<sup>4</sup> Tom Mazza, *Street Fighting*, Exhibit.

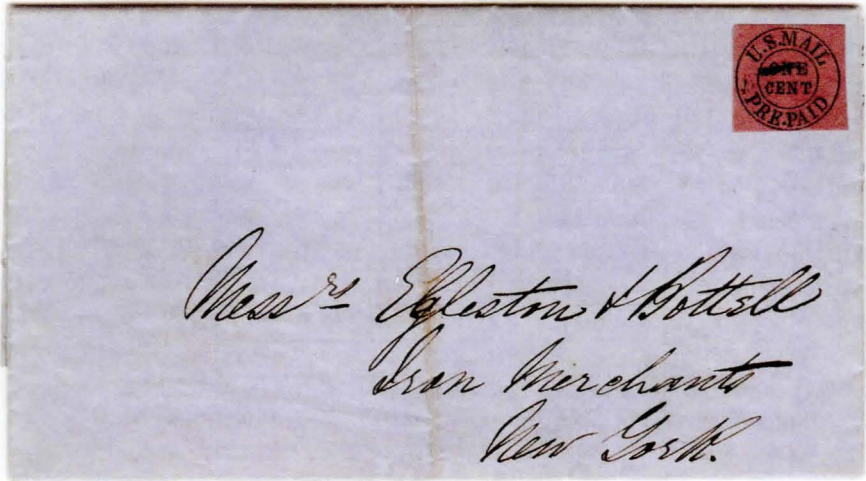


Figure 2. At the top is a local use of the black/rose 6LB9 adhesive on a price list dated September 8, 1849. At the bottom is an example on a letter dated March 6, 1849 to the Postmaster in Sconodova, New York.

**Probable Usage Period for the 6LB11 Black/Buff Adhesives**

<u>Date</u>	<u>Quantity</u>
December 1849	2
January 1850	2
February 1850	2
March 1850	5
April 1850	2
May 1850	5
June 1850	8
July 1850	10
August 1850	0
September 1850	1
October 1850	7
November 1850	1
December 1850	6
January 1851	2

**Figure 4. The research data for the dated covers found with the 6LB11, black/buff adhesive.**

**Probable Usage period for the 6LB10 Black/Yellow Adhesives**

<u>Date</u>	<u>Quantity</u>
June 1850	1
August 1850	4
September 1850	13
October 1850	6
November 1850	7
December 1850	7
January 1851	7
February 1851	5
March 1851	7
April 1851	9
May 1851	4
June 1851	8
July 1851	4

**Figure 5. The research data for the dated covers found with the 6LB10, black/yellow adhesive.**

### **The Second “U.S. Mail” Carrier Adhesive, 6LB11**

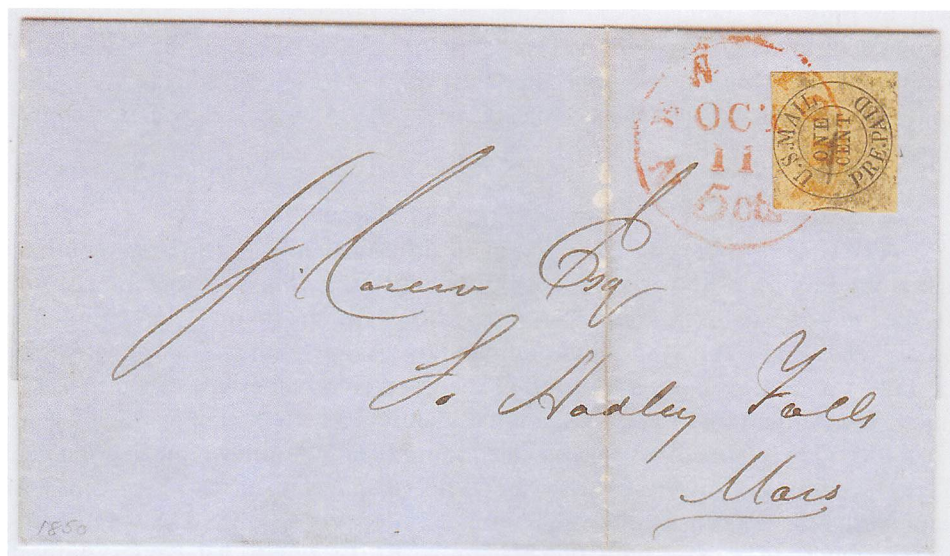
The second New York carrier “U.S. Mail” adhesive to be issued was the 6LB11, black on buff adhesive. See **Figure 6**. This stamp was issued in December 1849. Again I used my auction catalogue library to find dated black/buff adhesives on cover. The table in **Figure 4** shows my research results. I was able to find 53 dated covers. The earliest reported cover could be December 17, 1849 and the latest could be January 11?, 1851. At any rate the black on buff adhesive saw usage over a period of about 14 months. The predominant use was thru July 1850 after which the black/yellow adhesive, 6LB10, came into use. **Figure 9** is an example of the black/buff, 6LB11 adhesive on a letter dated June 15, 1850 to Falmouth, Massachusetts. The manuscript “Paid 10” is crossed out in pencil and rerated “5”. The red “PAID” indicates payment received. This is an unusual usage with the rate corrected by the carrier. The only recorded pair of any U.S. mail stamp with one stamp sideways is shown in **Figure 8**.

### **The Third “U.S. Mail” Carrier Adhesive, 6LB10**

The third color adhesive for the U.S. mail New York carrier adhesives was the black on yellow stamp which was issued in June 1850. See **Figure 7**. This probably is the reason for the decline in black on buff adhesives on covers dated after July 1850 as the remainders were probably being used up. Again I used my auction lot library to chart the dated black on buff adhesives on cover. The table shown in **Figure 5** tabulates the results of that research. I was able to use 82 examples to establish the table. The earliest recorded date of use of the black/yellow adhesive could be June 8, 1850 and the latest recorded use could be July 24, 1851. At any rate the black on yellow adhesive saw usage over a period of about 12 months.

### **Usages with the 1847 Issue**

The first U.S. general issue stamps were issued July 1, 1847 and continued in use until July 1, 1851 when they were demonetized. Some usages are recorded after demonetization. The New York U.S. Mail carrier stamps were used from February 1849 until July 1851 and combination usages with the five cent regular issue 1847 stamp are recorded for each of the three color adhesives of the U.S. Mail stamps. See **Figures 10 to 12**. No combination usages with the ten cent 1847 stamp are recorded. There are covers that traveled more than 300 miles requiring ten cents U.S. postage and these were paid by the collect handstamp or two five-cent 1847 issue adhesives. My census of 1847 combination covers with the U.S. Mail carrier adhesives finds 14 covers with the black/rose 6LB9 stamp, 10 covers with the black/yellow 6LB10 stamp and 15 covers with the black/buff 6LB11 stamp. The census lists are included with this article.



**Figure 6.** At the top is a local use of the black/buff adhesive 6LB11, on a letter dated December 7, 1849. At the bottom is an example on a letter dated October 11, 1850 to South Hadley Falls, Massachusetts.

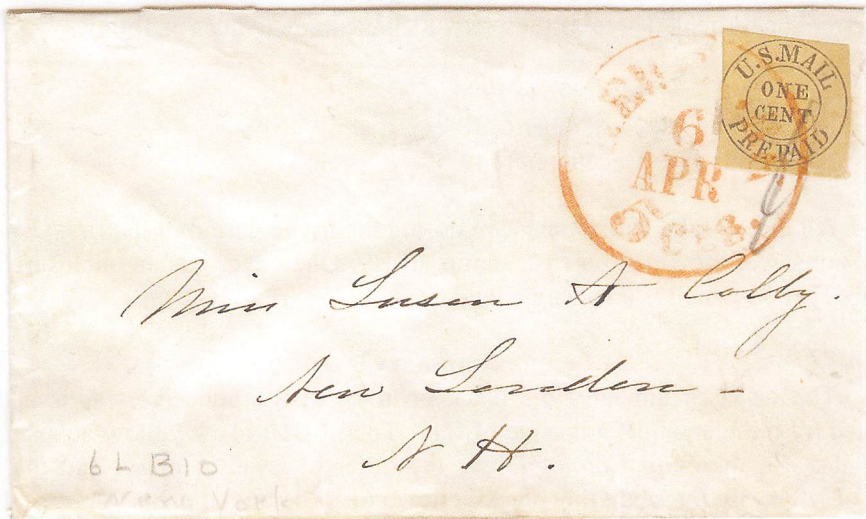


Figure 7. At the top is a local use of the black/yellow adhesive 6LB10 on a family letter dated March 15, 1851. At the bottom is an example on a cover dated April 6, (1851) to New London, New Hampshire.



**Figure 8. The only recorded pair of the black/buff, 6LB11, with one stamp sideways.**

### **The U.S. City Mail Handstamp**

The handstamp shown in **Figure 14** is the only handstamp of the New York carrier department during the second department years of February 1849 to July 1851. There are two varieties. The first has “U.S./CITY/MAIL” inverted in the “New York” circle and the second variation has no circular border. I record only one example of the inverted center which is shown in **Figure 15**, and one example of the handstamp without a circular border which can also be seen in **Figure 16**. I have recorded eleven total examples of the U.S. City mail handstamp including the two varieties. The straightline “PAID” marking found on these covers was only used by the carrier department. Three of these covers have known dates as follows:

May 17, 1849  
 November 6, 1849  
 December 1849

All three of the above dates are during the usage period of the first U.S. Mail carrier adhesive, the black on rose stamp, 6LB9. One cover has an enclosure dated January 1, 1853 which is an acceptable date.

### **Summary**

The research indicates the black on rose, 6LB9, adhesive was issued first followed by the black/buff adhesive 6LB11. The 6LB10 black/yellow adhesive was issued last. So the *Scott Catalogue* has the order of issue incorrect and the listed dates of 1849-50 for both the black/yellow, 6LB10, and the black/buff, 6LB11, should be given more exactly as follows:

6LB9	Black/rose	February 1849 – December 1849
6LB11	Black/buff	December 1849 – January 1851
6LB10	Black/yellow	June 1850 – July 1851





Figure 9. An example of the black/buff, 6LB11 adhesive on a letter dated June 15, 1850 to Falmouth, Massachusetts. The manuscript “Paid 10” is crossed out in pencil and rerated “5.” The red “PAID” indicates payment received. This is an unusual usage with the rate corrected by the carrier.



Figure 10. An example of the black on rose 6LB9 adhesive with a U.S. #1 stamp on a cover dated March 15, 1849 to Princeton, New Jersey. PF



**Figure 11.** An example of the black/yellow adhesive 6LB10 with a U.S. #1 stamp on a letter dated August 23, 1850 to Baltimore. PF



**Figure 12.** An example of the black/buff, 6LB11 adhesive with a U.S. #1 stamp on a letter dated May 6, 1850 to Providence, Rhode Island. PF

**6LB9, Black/rose, with the 1847 Issue**

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
1.	w/#1		Farmington, Me.	Siegel, Aug. 14-15, 1973, Lot 446. Kelleher, Jan. 20-22, 1988, Lot 147 PF
2.	w/#1	July 15(?) (1849)	To Troy	Kaufmann, April 30, 1990, Lot 215. Harmers, Oct 25, 1962, Lot 1405.
3.	w/#1 front only 6LB9 round cut	June 1 (1849)	To Phila.	Christies, March 10, 1992, Lot 2020. Fox, May 26-27, 1991, Lot 479. Weiss, (Worley), Sept. 15, 1990, Lot 2143. Christies, June 14, 1989, Lot 2580.
4.	w/#1		To Phila.	Butterfield, Oct. 7, 1996, Lot 1814.
5.	w/#1		Abbott Farmington, Me.	Siegel (rarities), Apr. 20, 1985, Lot 51. Kaufmann, May 13, 1989, Lot 263.
6.	w/1a	March 15 (1849)	To Princeton, N.J.	Bennett, June 12, 2003, Lot 384. Frajola (Middendorf), May 1991, Lot 226. Ventura, Sale 141, Lot 170 PF
7.	w/#1	Oct. 4 (1849)	To Middletown, Conn.	Siegel, Sept. 14-16, 1983, Lot 651. Siegel, (Meyersberg), June 25, 1997, Lot 215.
8.	w/#1	Feb. 27 (1849)	To Newark, N.J.	Frajola, May 21, 1994, Lot 283. Siegel, Mar. 26, 1996, Lot 86.
9.	w/#1	Aug. __1849	Ward Esq. Mass.	Siegel, Mar. 31-Apr. 1, 1965, Lot 570.
10.	w/#1	March 16 (1849)	To Newark, N.J.	Bennett, June 7-9, 1998, Lot 654.
11.	w/#1	June 20 (1849)	To Cambridge, Mass.	Siegel, Mar. 26, 1996, Lot 87.
12.	w/#1	Aug. 13, 1849	From Schenectady	Siegel, Dec. 13-14, 1994, Lot 1698.

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
13.	w/#1	May 1, 1849	To New London	Shreves, Mar. 29-30, 1996, Lot 29. PF
14.	W/2- #1	Nov. 22, 1849	To Toronto, Canada	Bennett, Mar. 13-15, 2006, Lot 1495.

**6LB10 Black/yellow with the 1847 Issue**

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
1.	w/#1	Sept. 25 (1850)		Kaufmann, Mar. 31-Apr. 1, 1982, Lot 1689.
2.	w/#1	May 10 (1851)	To Natick, Mass.	Siegel, Aug. 14-15, 1973, Lot 448. Siegel, Dec. 12-14, 1995, Lot 495.
3.	w/#1	October 20 (1850)	To Middletown, Conn.	Kaufmann, Dec. 17, 1988, Lot 75. Ex. Dick Siegel, Oct. 31, 1957, Lot 295.
4.	w/#1	November 15 (1850)	To Troy	Kaufmann, July, 14, 1990, Lot 192.
5.	w/#1	February 12 (1851)	To Bordentown, N.J.	Feldman, Mar. 29-30, 1984, Lot 12156.
6.	w/#1	October 17 (1850)	To Washington, D.C.	Christies, Feb. 1, 1996, Lot 560. Christies, June 25, 1996, Lot 16. Ex. Sampson, Miller
7.	w/#1	August 23, 1850	To Baltimore	Drews, Aug. 24-25, 2000, Lot 916. Ex. Hind, PF Bartel (German sale), Nov. 3-5, 1921, Lot 665. Bennett (Como), Nov. 2, 2002, Lot 109, Ex. Hind, Weissman.
8.	w/#1	September 23 (1850)	To Elizabethtown, N.J.	Siegel, Apr. 27-29, 1989, Lot 1476. Sotheby's, Oct. 24-25, 1978, Lot 369. Siegel (Meyersberg), June 25, 1997, Lot 221. Bennett (Como), Nov. 2, 2002, Lot 110.
9.	w/2 - #1	January 13 (1851)		Frajola, Sep. 21, 1991, Lot 484.

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
10.	w/#1	August 22 (1850)		Kelleher, Oct. 23, 1990, Lot 207.

**6LB11 Black/buff with the 1847 Issue**

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
1.	w/#1b	March 2, 1850	To Baltimore	Siegel, Aug. 14-15, 1973, Lot 449. John Fox, Oct. 22, 1962, Lot 45. Nutmeg, July 8, 1999, Lot 2193 Siegel, Dec. 8-9, 2004, Lot 1871 Siegel (Meyersberg), June 25, 1997, Lot 229.
2.	w/#1	July 11 (1850)	To Boston	Kaufmann, Apr. 30, 1990, Lot 216.
3.	w/#1	May 14, 1850	To Philadelphia	Siegel, July 18-20, 1978, Lot 203. Siegel, May 20-21, 1969, Lot 217.
4.	w/#1	May 24 (1850)	To Albany	Siegel (Golden), Nov. 15-17, 1999, Lot 321. Kaufmann, May 13, 1989, Lot 751. Bennett, Feb. 22-24, 1998, Lot 423. Siegel, Nov. 30-Dec. 2, 1987, Lot 99. Siegel (Meyersberg), June 25, 1997, Lot 228.
5.	w/#1	May 6, 1850	To Providence, RI	Siegel (Rarities), May 13, 2000, Lot 83. Knapp, May 10, 1941, Lot 2293. Siegel, Aug. 17-21, 1965, Lot 705. Bennett, June 12, 2003, Lot 385.
6.	w/#1	October 4 (1850)	To Connecticut	Siegel, Feb. 15, 1973, Lot 856, Ex. Brown.
7.	w/#1	July 2 (1851)	To Philadelphia	Siegel, May 6, 1997, Lot 39.
8.	w/2 - #1	May 17, 1850	To Montgomery, Alabama	Robson Lowe, Oct. 8, 1974, Lot 208.

	<u>Stamps</u>	<u>Date</u>	<u>Addressed</u>	<u>Auction</u>
9.	w/2 - #1	March 16 (1850)	To Washington, D.C.	Knapp, May 10, 1941, Lot 2206. Nutmeg, June 20, 2006 PF-DO Bennett, Mar. 14-15, 2006, Lot 1220. Bennett, June 12, 2003, Lot 386. Mohrmann, Oct. 22-24, 1974, Lot 59.
10.	w/#1	January 21 (1850 or 1851)	To Cambridge, Mass.	Siegel (Meyersberg), June 25, 1997, Lot 227.
11.	w/#1	February 12 (1850)	To Bordentown, N.J.	Siegel, Mar. 31-Apr. 1, 1965, Lot 577. Robson Lowe (USA 1), Mar. 15, 1972, Lot 1332. Bennett, June 7-8, 2004, Lot 325.
12.	w/#1	October 20 (1850)	To Middletown, Conn.	Kelleher, Jan 20-22, 1988, Lot 148.
13.	w/#1	August 22, 1850	To Burnt Hills, N.Y.	Kelleher, Jan. 20-22, 1988, Lot 149.
14.	w/#1	May 20 (1850)	To Albany	Siegel _____, Lot 99.
15.	w/#1	March 28 (1850)	To Morristown, N.J.	Bennett, Mar. 13-15, 2006, Lot 1493. 1987 & 2005 PF Bennett, Apr. 1-2, 2005, Lot 1139.

**New York carrier to the post office to  
a foreign destination  
New York to Battle, England**



**Figure 13.**

Letter dated August 18, 1849.

Carried on Cunard packet *America* which departed August 22, 1849.

Arrived at Liverpool Sept. 3, 1849.

Entered British mail Sept. 4, 1849.

Arrived at Battle in Essex, Sept 4, 1849.

More than 800 U.S. City Mail covers have survived. Of these at least 39 are known in combination with the 1847 general issue adhesives.

Only six **U.S. City Mail** adhesives of any color are known to a foreign destination.

**Only two recorded examples of the black/rose adhesive are known on cover to a foreign destination.**

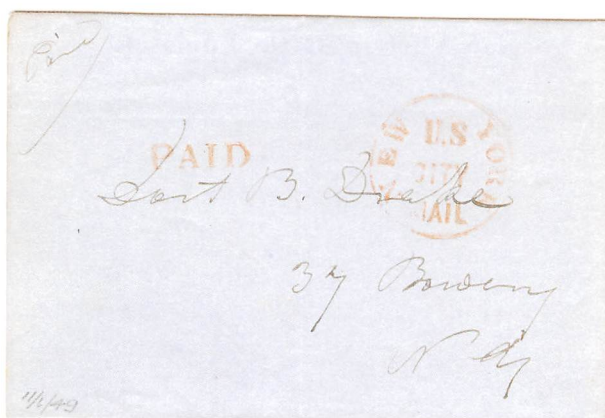


Figure 14. The U.S. City Mail carrier handstamp on a folded letter dated November 6, 1849. The matching “PAID” was only used by the carrier Department.

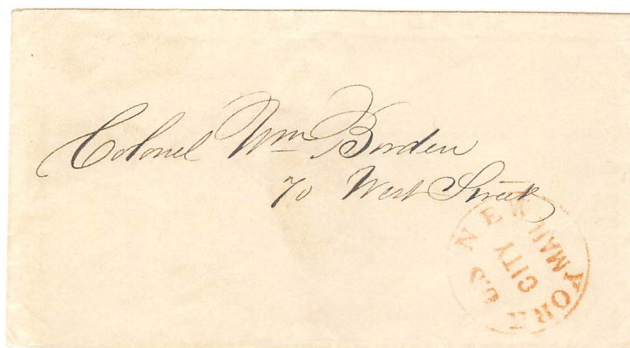


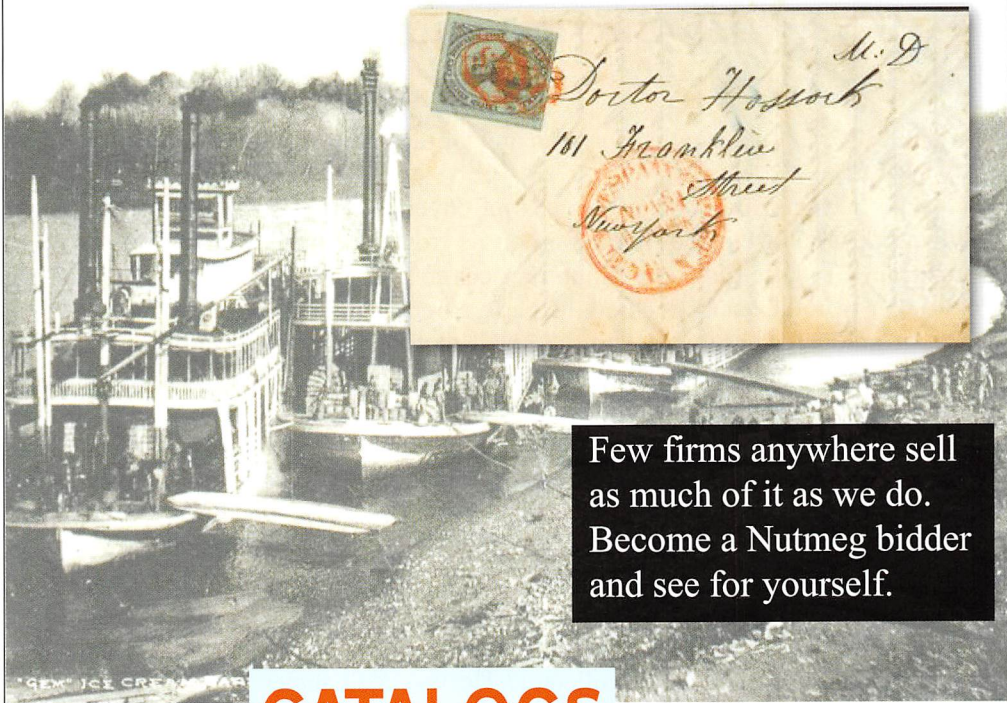
Figure 15. Local cover with the U.S. City Mail Carrier handstamp with the center inverted. The only reported example.



Figure 16. The U.S. City Mail carrier handstamp on a wrapper. The outer circle is missing. The only reported example.

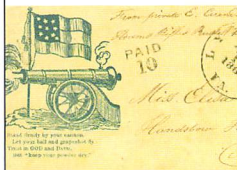


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# The Mystique of Clarence E. Chapman

## An Early Major Collector and Expertizer of US Carriers and Locals

By

John D. Bowman and Gordon Stimmell

As I began to collect US locals on cover, I would occasionally run across one that had a handstamped monogram on its front for “CEC” (**Figure 1**). At first I thought, how rude to deface an important cover by placing one’s ownership on the front rather than the back! Even on the back, a permanent mark bothers me.

I gradually became aware that each of the similarly tagged covers I came across were genuine in all respects (**Figure 2**). In fact, to this day I do not remember seeing one of these that did not ultimately prove to be authentic! It seemed to me - this mark’s presence was not so much an obnoxious graffiti as an indication of genuineness! Who was this guy? Was it Charles Coster, noted writer for J.W. Scott’s nineteenth-century journals?

I learned early on that CEC stood for Clarence E. Chapman, a collector, from the turn of the twentieth century. But it took more digging and questioning experts in the field over many years to flesh out more details about this man. I engaged Gordon Stimmell to help in this quest.

Who was this mystery collector? He was a financier in New York whose business interests were in mining and shipbuilding.<sup>1</sup> He was elected a member of the New York Stock Exchange on March 16, 1900 (*Wall Street Daily News*). He built a summer home in New Jersey that today is a retreat for the Carmelite monks, purchased by Father Brice Riordan, O. Carm., in 1954. His 32 room summer mansion included two separate houses in addition to the main residence, and Chapman named it “Welawiben,” a name he made up to represent good health and fellowship for his business visitors. Chapman was ultimately forced to sell his 72 acre estate due to the Great Depression of 1929.

Member Herb Trenchard provided vital information in his seminal article for *The Chronicle* in its *Special Issue* for the Washington 2006 international stamp show held May 27 – June 3, 2006.<sup>2</sup> He comments:

In the competitive class at the New York international, there were several important U.S. collections. Clarence E. Chapman showed material second only to Worthington’s.<sup>3</sup> He had quickly and discreetly acquired a fabulous collection of U.S. by purchasing several leading collections. For

---

<sup>1</sup> Anon., “Carmel Retreat Center,” [www.carmelretreat.com/html/about/history.html](http://www.carmelretreat.com/html/about/history.html). Accessed May 25, 2009.

<sup>2</sup> Trenchard, Herbert A., United States Classics at U.S. International Exhibitions, *Chronicle* 210 May 2006, 58(2):88-108.

<sup>3</sup> *Op cit.* George H. Worthington won a Grand Gold award in the Championship class at this exhibition.

his exhibited material, he earned three gold medals: U.S. General Issues, Postmaster Provisionals and Carriers and Locals.

The catalog for the exhibition mentioned “an unusually fine lot of Honour’s, including dropped letter varieties, Hopedale, Mass., rectangular type black on pink and circular type black on buff (the only copy known). New York City Despatch, 2c red. Philadelphia, 1851, 1c black; also the rare handstamped types: C31, 1c blue on buff, and C31 and C32 stamped in black on margins of the 1c 1851, Government Issue.” (Figure 3)



**Figure 1. Blue or purplish blue handstamp of Clarence E. Chapman.**



**Figure 2. Rare 20LU16a used entire with Chapman’s monogrammed handstamp.**

The exhibition catalog entry for Chapman is illustrated in **Figure 4**, along with that of John A. Kleeman<sup>4</sup>, both of whom exhibited in the “U.S. Local Stamps” section.

**Figure 5** shows a *Philatelic Gazette* 1913 announcement of what was to be at this international exhibition of Chapman’s collection. Afterwards, it was this journal (Vol. III, November (1913), No. 15, pp. 362-367+) that reported Chapman had won gold medals for his US Postmasters and Carriers Stamps exhibit, as well as his US Locals exhibit. It noted “The Chapman locals are undoubtedly the finest in the world. This collection contains the pick of the Sanford, Hunter and Harbeck collections, as well as many fine things added independently by Mr. Chapman. Almost everything is on the original cover, and there is hardly a known rarity that is not represented. Mr. John A. Kleeman also exhibited a splendid collection of locals.”

But tragedy struck. The same issue of the *Philatelic Gazette* reported that five of Chapman’s U.S. 1869 inverts were stolen at the Exhibition, and that a \$500 reward was offered for their return. Reports of the theft differ: **Figure 6** mentions that only two of the 1869 inverts were stolen. The *Daily Oklahoman* of Nov. 11, 1913 specifies which ones were stolen, not reported in the philatelic news: two of the 15c value, two of the 24c value and one of the 30c value. I have not located reports of their recovery. The *Duluth News – Tribune* of Nov. 2, 1913 indicated the value of these stamps according to Chapman was \$2500.

So we wondered, what happened to his US carrier and local material? We looked everywhere but could not find his collection in Morgenthau’s or any other sale of the early twentieth century.

Then we found a New York Times article on the internet from May 2, 1915 (**Figure 6**). It reported that John A. Kleeman<sup>4</sup> purchased Chapman’s locals at private treaty, price unknown. The article reports that the net value was put at \$125,000, which was a lot of money in 1915! It was also reported that Chapman had acquired the collections of Sussdorf and Hendrickson, the St. Louis stamps from the Ayer collection, and postmaster provisionals and carriers from the Bowers sale.

**Figure 7** is an ad from a March 1914 *Mekeel’s* concerning Nassau Stamp Co.’s sale of Chapman’s collection of front of the book US stamps.

What did Kleeman do with the Chapman locals? We still do not know. It seems unlikely that either Henry Needham or Elliott Perry acquired them *in toto*, but we often never learn about the private treaty sales.

At last, we can finally stop looking for the auction catalog that might have contained a listing of lots and perhaps even photographs of his collection, because it does not exist. We should be happy to have even one of his handstamped covers. If any reader has one that is not authentic, please burst the bubble!

---

<sup>4</sup> John A. Kleeman has also been spelled John A. Klemann. Kleeman is famous for his successful lawsuit over buying what he determined were fake Hawaiian missionary stamps from Grinnell. He was sent by Caspary to buy these items.

### Acknowledgement

Special thanks to Herb Trenchard for his continuing historical research into carriers and locals and his correspondence and encouragement to me to prepare this article. Mr. Trenchard provided details that we could not otherwise have obtained.

## SECTION II. U. S. POSTMASTERS' AND CARRIERS' STAMPS.

32. **CHAPMAN, C. E.**:—A large portion of the stamps are on original covers. Among the choicest things are: Baltimore, 5c black on white, on entire; two copies of 5c black on bluish, on entire, one being the earliest known date of use, Nov. 9th, 1845; envelope, 5c blue on salmon, entire. Brattleboro, 5c black on buff, on entire (No. 10 in plate) and an unused copy with margin at top (No. 2 in plate). Millbury, 5c on bluish, on large piece of cover. Providence, 5c on cover, postmarked Aug. 10, 1846. St. Louis, plate I complete, on greenish paper, also two pairs of 5c unused; plate II complete on gray-lilac paper, also strip of three 10c on cover, and a 5c and two 10c in a block. Retouched 5c on greenish and on gray-lilac, both unique; 20c on greenish (only three copies known). Plate III, pelure paper, complete. New Haven, 5c red on buff, cut square, the finest copy known, and 5c blue on buff, the only copy known.

Among the Carriers' stamps are an unusually fine lot of Honour's, including dropped letter varieties. Hopedale, Mass., rectangular type black on pink and circular type black on buff (the only copy known). New York City Despatch, 2c red. Philadelphia, 1851, 1c black; also the rare handstamped types: C31, 1c blue on buff, and C31 and C32 stamped in black on margins of the 1c, 1851, Government issue.

33. **GIBSON, Henry C.**:—Including: St. Louis, plates I and II complete. New York specialized, including two strips of four, block of three and two signed "R. H. M." on cover, also a nearly complete reconstructed sheet composed of pairs.

**Figure 3. International Philatelic Exhibition, New York City, Oct. 27 – Nov. 1, 1913, catalog of exhibits. Compliments of Herbert A. Trenchard.**

## SECTION XI. U. S. LOCAL STAMPS.

53. **CHAPMAN, C. E.**:—The collection represents the best copies from the collections of the late E. Harrison Sanford, F. W. Hunter and Charles T. Harbeck, to which have been added many fine copies and rarities. Nearly all the copies are on original covers and the collection is almost complete as to known varieties. Among its choice features are:  
Berford & Co.'s Express, complete on entires.  
City Despatch Post, 2c yellow.  
City Mail Co. (only two known).  
Gordon's City Express, red (the only known copy).  
Jenkin's Camden Despatch, an uncatalogued variety.  
Letter Express, bisected.  
Messenkope's Union Square P. O., red.  
New York City Express Post, 2c orange (the only known copy).  
Penny Express, entire sheet of twelve (the only one known with gum).  
Wells Fargo & Co., carriers used between St. Joe, Mo. and Placerville, Cal. by the Overland Pony Express route, July to Oct. 1861.  
Wood's City Despatch (the only known copy).
- 54.\* **KLEMANN, John A.**:—A collection in five volumes, two containing stamps on original covers, one with stamps not on covers, one with reprints and one with counterfeits, (the last two are for reference). A few notable items are:  
Barnards Cariboo Express, red, size 21x33mm., uncatalogued.  
D. O. Blood & Co., two uncatalogued 3c stamps, similar to type L23, signed B & Co and surcharged "3" in red, on entire covers, dated Jan. 8, 1843 and Mar. 8, 1844.  
Cumming's City Post, cupid type, 2c black on green glazed, on entire envelope with proper postmark.  
Davis' Penny Post, 1c lavender, on entire.  
Magic Letter Express, 5c black on buff, on entire advertising circular, giving rates of postage, hours of delivery, etc., uncatalogued.  
Russell's Eighth Avenue P. O., black on yellow, on entire (the only known copy).  
California Penny Post Co., entire newspaper wrapper, for *New York Tribune* (the only one known entire).  
Gahagan & Howe, 423 Washington St., blue, complete sheet of 25, two rows tete-beche.  
Penny Express, 5c blue, 5c red, complete sheets of 32.  
The collection of counterfeits is the most complete one known.

Figure 4. International Philatelic Exhibition, New York City, Oct. 27 – Nov. 1, 1913, catalog of exhibits. Local posts of Clarence E. Chapman and John A. Kleman. Compliments of Herbert A. Trenchard.

In U. S. Postmasters Stamps, Carriers and Locals, the chief entry is that of Mr. Clarence E. Chapman, of New York. Mr. Chapman's possessions in these lines exceed anything that can be shown by anyone else in the world. He has recently added to his previously fine accumulations the famous Harbeck Collection of U. S. Locals; and some idea of the present size and caliber of his collection may be gained from the fact that his exhibit is valued at no less a sum than \$80,000.

Figure 5. Excerpt from "What Will be Shown at the Exhibition,"  
*Philateli Gazette* 1913, p. 329.

## **44th AUCTION SALE**

**MARCH 12, 1914**

THE PROPERTY OF

**MR. CLARENCE E. CHAPMAN**

Consisting of all the used portion and unused duplicates of his superb United States Collection. Received Gold Medal at the New York Exhibition.

WRITE FOR CATALOGUE

**NASSAU STAMP CO.**

**118 Nassau Street, NEW YORK, N. Y.**

Figure 7. Mekeel's Weekly Stamp News, Vol 28(10):85, March 7, 1914,  
Whole No. 1210.

## RARE STAMPS ARE SOLD.

\$125,000 Chapman Collection Is Bought by J. A. Kleeman.

The stamp world is interested in the sale just made by Clarence E. Chapman of Oakland, N. J., of his famous collection of postmasters', carriers' and United States stamps to John A. Kleeman. The amount of the purchase cannot be learned, but the net value of the collection is put at \$125,000. It was completed as far as he could do so by Mr. Chapman, and he will now take up some other branch of philately.

There are in all about 7,000 stamps contained in five volumes. At the International Philatelic Exhibition of 1913 he was awarded a gold medal for his United States issues and another gold medal for his postmasters' and carriers' stamps. It was from his collection, in the closing hours of the exhibition, that two rare stamps of the 1869 issue with inverted medallions were stolen. They have never been recovered.

Among the postmasters' stamps are the Annapolis, the Baltimore, (five,) Brattleborough, Millbury, Mass., red and blue; three plates of the St. Louis stamps, with additional blocks of the 20-cent and the 5-cent retouched on greenish and gray lilac paper; the New Haven and the Tuscumbia. His carriers' stamps are the most complete lot in existence. Some of the copies are the only ones known. They include the Brown and McGill of Louisville 2-cent black on cover; the City Despatch Post 3-cent black on white with "C. O.," issued by the United States City Despatch, and the Philadelphia 1-cent blue on buff, U. S. P. O. with eagle, and the U. S. P. O. black on gray.

Mr. Chapman's collection absorbed the Sussdorf and Hendrickson, his St. Louis stamps were from the Ayer collection, and he got practically all of the postmasters and carriers out of the Bowers sale.

## PLANS FOR FLEET REVIEW.

President Will Be on Mayflower,  
Anchored Off Statue of Liberty.

Cornelius Vanderbilt, Chairman of  
the Citizens' Committee, announced by

MAY 2, 1915 / NYT

Figure 6. New York Times article, May 2, 1915. There is an error in that five of the 1869 inverts were stolen, not two as stated.



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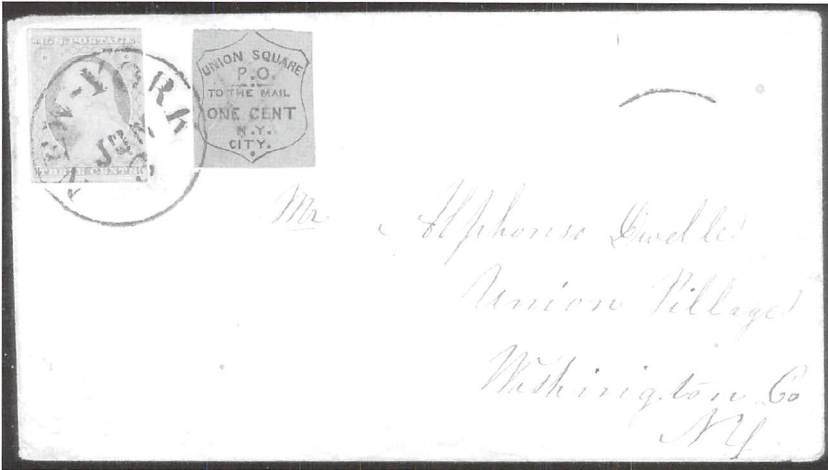
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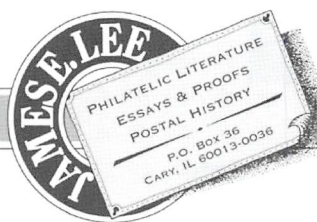
# Local Posts Literature

Listed below is a sampling of the titles available from our inventory of Locals and Carriers related titles.

For a complete listing visit our website: [www.jameslee.com](http://www.jameslee.com).

## Books

- *The Fresno and San Francisco Bicycle Mail of 1894*, Cooper, 1982, 134p, HB. \$50.00
- *The Chatham Square Post Offices and Swarts City Dispatch Post*, Hall, 1941, 34p, CC. \$10.00
- *Handbook of Private Local Posts*, Hurt & Williams, 1947 ed., 169p, HB. Covers local posts of the world (Billig's handbook No. 6). \$40.00
- *Sanitary Fairs - A Philatelic and Historical Study of the Civil War Benevolences*, Kantor, 1992, 304p, HB. Published in 1992 at \$75.00. Now just \$30.00. (Only ten copies left)
- *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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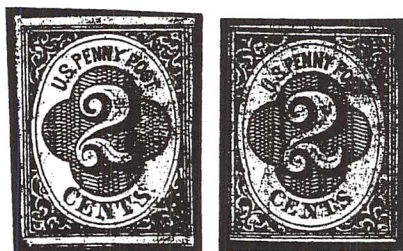
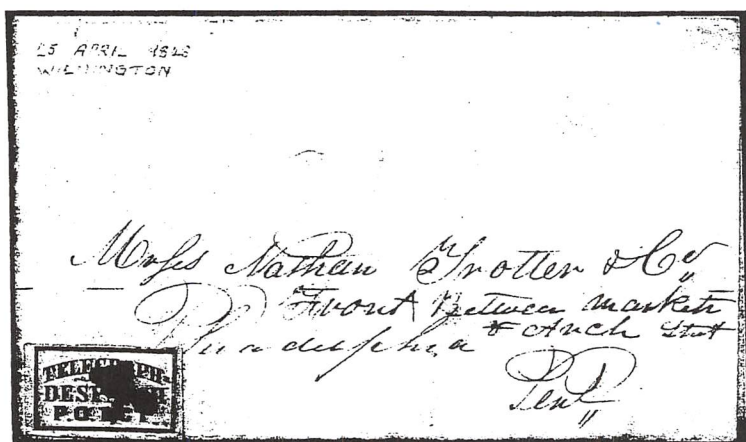
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## *Obituary*

### **Carl Kane**

#### **A Goodbye To A Friend**

By

Glen Lafontaine

I met Carl Kane through an ad in the January 1993 issue of Penny Post. He was offering local post forgeries at 25 for \$25. When the stamps came, there was a letter enclosed inquiring about my collection and inviting me to his home to view his collection. Being about three hours away, I took him up on his offer.

I expected to spend a couple of hours with another collector as I have many times in the past. Instead I spent all day with the most gracious, knowledgeable, interesting person that I have ever met. Since that day we have met two or three times a year and have spent countless hours in phone conversations. He has built my collection and my knowledge in ways that I could never have imagined. Carl was a collector of worldwide forgeries although Carriers and Locals were one of his favorite areas. He would always introduce me to different areas whenever we would get together. Carl possessed a world class reference collection of every area you could possibly imagine. We together studied obscure areas of philately like Bavarian Retour stamps, and the Danube Steamship Company. The depth of his understanding of forgeries constantly amazed me, as did the amount of reference material at his fingertips.

As the years went by, our conversations often turned to other matters, sometimes philosophical, political, religious, and even scientific. I have never met anyone else who I could have an interesting conversation with on any subject that was brought up. In recent years it became clear to me that Carl was a world class student of not only stamps but of life. Few people can claim that. The lessons I have learned from him I will carry throughout my own life.

Yesterday I received the phone call from Carl's wife, Lee, informing me that he had passed away. It has been a long time since I have felt such an empty space inside of myself. He had been my philatelic mentor, trusted advisor, and cherished friend. He will be sadly missed, and never forgotten.

# Hidden Treasures

## A Cover Worth A Second Look

By  
William W. Sammis

The Eastern Express Company was formed on May 1, 1857 through the merger of Hodgman, Carr & Company, Carpenter & Company and Winslow & Company. These companies represented four of the major routes operating within the state of Maine: Boston-Portland, Boston-Augusta, Boston-Bangor and Portland-Bangor. Both steamships and railroads were used to serve dozens of towns in addition to these major cities.

The owners were retained as proprietors:

Frederick H. Hodgman at Bangor            George S. Carpenter at Augusta

James N. Winslow at Portland            Francis W. Carr at Boston

John R. Hall, who had been a partner with Longley & Co., Bigelow & Co. and Winslow & Co. in addition to representing numerous companies as an agent, was also at Boston.

**Figure 1** shows the advertisement from the *Eastern Argus* (Portland, Maine) announcing the formation of the Eastern Express.

In addition to the owners of the three predecessor companies being retained to run the new company as proprietors, we also know that the names of those companies were retained, in at least a limited respect, and continued to be printed on the receipts of the Eastern Express Company. This semi-autonomous condition continued until 1865<sup>1</sup>. It is possible that the arrangement was modeled after the one put in place when the American Express was formed seven years earlier:

On March 26, 1850, as the result of what has been called the Treaty of Buffalo, rivals Wells & Company and Butterfield, Wasson & Company along with Livingston, Fargo & Company's west-of-Buffalo express, formed the American Express Company. This company was not a corporation but rather a secretive and privately controlled "unincorporated joint-stock association."

Two operating units ("proprietors") were formed: Livingston, Fargo & Company and Wells, Butterfield & Company. This arrangement allowed for the efficient movement of express matter within the American Express Company's network but was primarily intended to maintain a balance of power between the two proprietorships: "...both operating units remained autonomous, and so separate that they did not even report the basic business details of profit and loss to each other, or to the American Express board as a whole."<sup>2</sup>

---

<sup>1</sup> William W. Sammis. "Rail Road Exchange Circular Die-Cut Forwarding Labels: 1850-1853" *The Penny Post* April 2006 14(2): 62.

<sup>2</sup> Peter Z. Grossman. *American Express*: 48.

The Eastern Express Company's network expanded and before being taken over by the American Express Company on October 1, 1879 included all of the state of Maine, Boston, New Brunswick, Nova Scotia and Prince Edward Island.

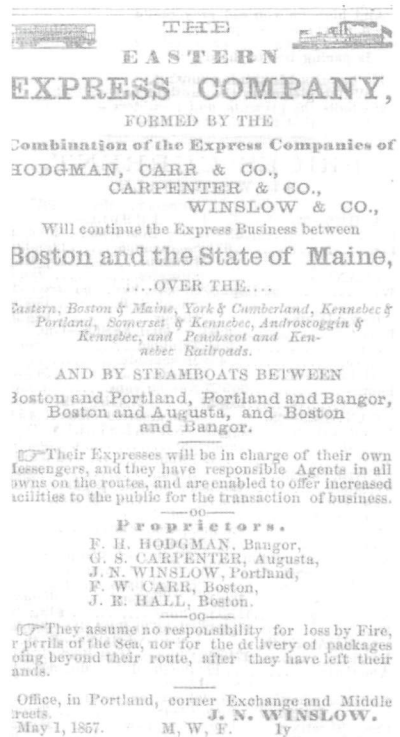
Transporting money did not violate the Post Office Department's mailable-matter monopoly and was an important source of income for express companies from the "invention" of the industry by William F. Harnden in 1839. This aspect of the business reached its zenith during the Civil War, when enormous amounts of cash and script were sent north by Union soldiers. (Postal Money Orders, authorized by Congress in 1864, diminished but did not completely deter this aspect of private expressing.)

**Figure 2** shows a money package of a general style first seen in the 1850s. The printed year date ("186\_") indicates that it was intended for use during or after 1860. The money package contained \$11.25 and traveled from Gorham, Maine to Boston on December 1, 1862 over the York & Cumberland, Portland, Saco & Portsmouth and Eastern Railroads. It was rated at twenty-five cents collect.

Points that make this cover more remarkable:

- By statute the Civil War tax stamp matches the service being rendered. (This legal requirement was rescinded on December 25, 1862.
- This is a very early usage of the one cent perforated tax stamp (Scott R-1c).

I was also aware that this money package was of a slightly different style when compared to another Eastern Express Company money package from my collection, also used during the Civil War. The second money package (**Figure 3**), although prepared for use in the 1850s. ("185\_"), was used by the Eastern Express Company on February 12, 1863, two and a half months after the **Figure 2** money package. (Although no longer required by law, the Express revenue stamp still matches the service being taxed.) It traveled over the Somerset & Kennebec Railroad from Hallowell, Maine to Skowhegan, Maine.



**Figure 1.**

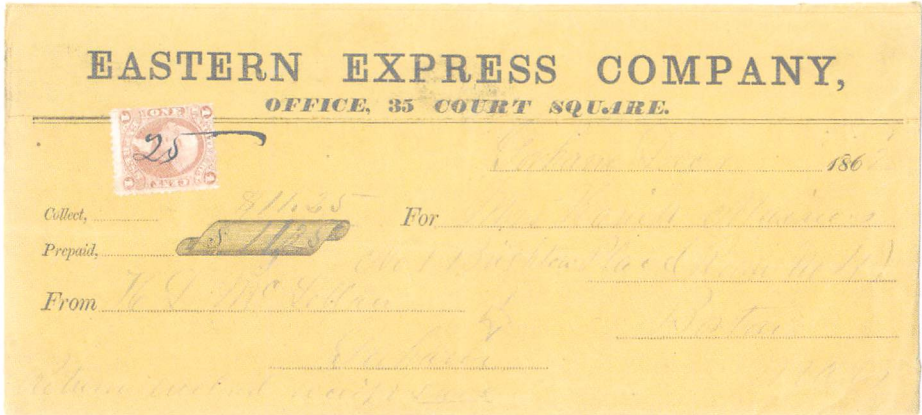


Figure 2.

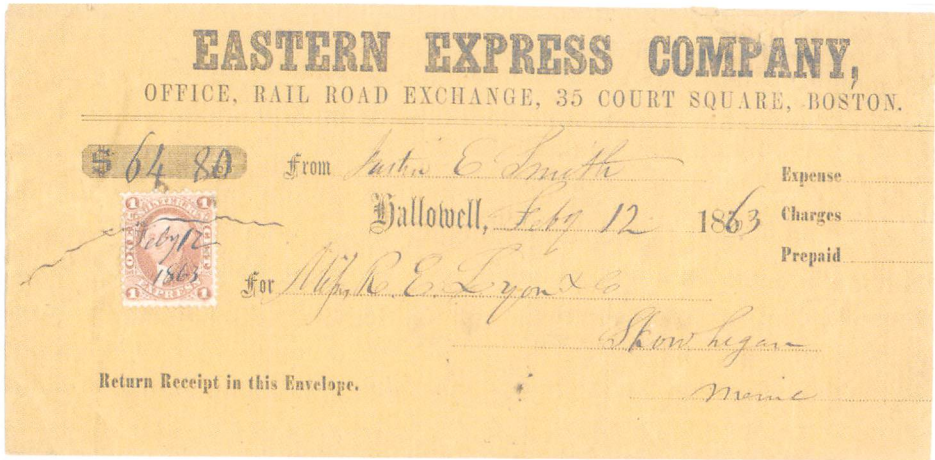


Figure 3.



Figure 4.

In that the typeface and composition of the top two lines of print on these money packages are different (as well as other obvious elements) I have always felt that (during my ten plus years of ownership) these two money packages complemented each other nicely and I therefore mounted them together side by side.



Recently, while remounting the **Figure 2** cover, I noticed for the first time that “EASTERN EXPRESS COMPANY,” and “OFFICE, 35 COURT SQUARE.” are not printed directly onto the front of the money package envelope. Rather, this information was printed onto a separate piece of paper, which was then glued across the top portion of the cover; a patch if you will. **Figure 4** points out the barely visible seam.

Candling the envelope I could see printing on the face of the money package that had been intentionally covered over by the attachment. (At this point I was in a mild panic as I wasn't sure what manner of philatelic beast I was dealing with whether fish or fowl...or worse yet, possibly foul.) The printing reads:

CRANE & CO'S BANGOR AND BOSTON EXPRESS,  
City Exchange Building, 5 Congress Square,  
and 12 Devonshire Street, BOSTON.  
Kenduskeag Bridge, BANGOR.

(And Sammis started to breathe a little easier)

Crane & Company's Express is less known both historically and philatelically than the Eastern Express Company. It was formed November 5, 1858 by partners Charles L. Crane and Loomis Taylor when they took over (Joseph H.) Bryant's Bangor Express. Crane & Company moved into the offices previously occupied by Bryant & Company: 11 State St., Boston and 3 Strickland's Block, Bangor. They served the Penobscot River Valley using steamships as well as railroads from Bangor, the Penobscot & Kennebec Railroad having been completed on August 7, 1855. Crane & Company connected both Bangor and Portland, Maine to Boston. **Figure 5**<sup>3</sup> is the advertisement announcing the start of their business.

---

<sup>3</sup> Bangor Daily Whig & Courier

**Crane & Co.'s  
Bangor & Boston Express.  
Successors to Bryant's Express.**

Offices—No. 8 Strickland's Block, Bangor.  
No. 11 State Street, Boston.

MESSESS. CRANE & CO. desire to inform the public, that having purchased the interest that Mr. J. H. BRYANT had in the "Bryant's Express," they are now prepared to do all business usually done through an Express, in a prompt and faithful manner. Money and Merchandise forwarded to all parts of the World where suitable medium of transportation is established. Notes, Drafts, Bills, &c. collected. Bills of Exchange purchased at short notice. Orders for the purchase of Goods, of any description, promptly attended to.

*Receipts for all Money sent will be returned as soon as practicable.*

Mr. CRANE, who will act as the Messenger for the Co., having been engaged in the business for the past three years between Bangor, Portland and Boston, will give his personal attention, as far as possible, to all business entrusted to our care. Agents established at all landings on the Penobscot River, who will pay attention to the wants of our patrons.

The Express, for the present, will run from Bangor to Boston and back, per Steamer M. Sanford, leaving Bangor every Monday and Thursday, at 11 o'clock A. M., arriving in Boston Tuesday and Friday mornings. Returning, will leave No. 11 State Street every Tuesday and Friday evening, at 4 o'clock, arriving in Bangor Wednesday and Saturday.

... Agents on the Penobscot River....

Hampden—T. H. WASCOTT.  
Frankfort—G. S. SILSBY  
Bucksport—W. W. WHITE  
Searsport—A. O. EBLE.  
Bellevue—D. D. PIERHAM.  
Castine—O. H. WITHELLE.  
Camden—J. W. K. NORWOOD.  
Rockland—E. M. COCHRAN.  
Thomaston—E. P. MERRILL.

**CRANE & CO.**

C. L. CRANE. | LOOMIS TAYLOR.  
Bangor, Nov 5, 1856

(Times and Union)

Figure 5.

The only piece of postal history from Crane & Company of which I am aware was sold by Richard Frajola as lot 214 in his auction dated January 28, 1984. This cover was at one time owned by well-known Maine postal historian and collector, Bruce Hazelton, and is shown as **Figure 6**. The cover has a "Paid" pencil notation and was sent from St. George, Maine (on the Atlantic Coast between the mouth of the Penobscot River and Portland, Maine) to Boston July 22, 1860. A green (presumably surface-colored) glazed forwarding label is affixed (CRAX-L1<sup>4</sup>).

<sup>4</sup> Bruce H. Mosher. *Catalog of Private Express Labels and Stamps*.

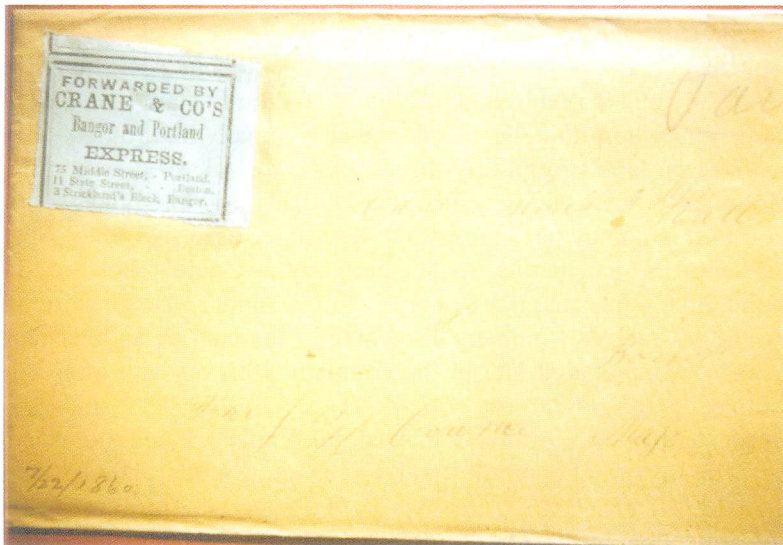


Figure 6.

As shown in **Figure 7**,<sup>5</sup> Crane & Company and the Eastern Express Company competed directly even using the same steamships. This competition likely lasted less than two years with the Eastern Express Company surviving.

**Crane & Co.'s Express**  
 Will leave Bangor for Boston direct per steamer DANFORD every MONDAY and THURSDAY at 11 o'clock A. M. Also for PORTLAND and BOSTON per steamer DANIEL WEBSTER every MONDAY, WEDNESDAY and FRIDAY, at 6 o'clock A. M.  
 Office No. 3 Strickland's Block. BANGOR.  
 BANGOR April 5, 1860. CRANE & Co.

**Eastern Express Company.**  
 Our Expresses to Portland and Boston will continue as usual for the present season:  
 By Railroad Daily.  
 By Steamer DANIEL WEBSTER, Mondays, Wednesdays, and Fridays.—W. L. HARRIS, Messenger; and  
 By Steamer M. SANFORD, Mondays and Thursdays.—G. W. HARRIS, Messenger.  
 BANGOR, April 12, 1860. M. H. HODGMAN, Agent.

Figure 7.

Crane & Company's Express appears in the 1859-60 Bangor, Maine Directory<sup>6</sup> (published July 1, 1859) as doing business at Kenduskeag Bridge. ("Kenduskeag Bridge" and "Strickland's Block", as noted in Crane's advertisements and on their forwarding label, are synonymous.) The 1860 Boston Directory (published July 1, 1860) lists Crane's office address as 11 State Street with service

<sup>5</sup> *Bangor Daily Whig & Courier* May 3, 1859 (advertisements entered in April 1859).

<sup>6</sup> Samuel S. Smith. *Bangor-Directory* 1859.

to Bangor. The cover mentioned above that is dated July 22, 1860 is the latest evidence of company activity that I can find.

I speculate that a printer prepared the “186\_” money package (**Figure 2**) for Crane & Company and was subsequently stuck holding the completed order with no company left from whom to collect as Crane & Company had folded. Being frugal the printer made up labels to modify the envelope for sale to the surviving Eastern Express Company. (Another reason that I had not previously noticed the modification to this money package is that the printer used the same paper for both the envelope and the patch; they match perfectly.) Crane’s Boston addresses as printed on the money package (“5 Congress Square, and 12 Devonshire Street”) are not advertised by Crane & Company elsewhere. This may be another clue that this money package was prepared late in the company’s history and after a previously unknown move.

This example of a printer’s un wasteful Yankee Ingenuity is not without precedence. In my article, “Rail Road Exchange Circular Die-Cut Forwarding Labels: 1850-1853”, *The Penny Post*, April 2006 page 60, a printer was stuck with an order of collection forms for the defunct Bigelow & Company’s Express and reprinted them to sell to Winslow Company’s Express.

In that this is only the second example of postal history surviving from Crane & Company (albeit unused by them) a very nice cover has now been rendered more significant.

# Menant & Co. Express Post Simplified Identification Tips

By  
Clifford J. Alexander

Menant & Co. was a local post that operated in New Orleans, Louisiana, from about 1853 to 1856. Larry Lyons' *Identifier*<sup>1</sup> lists five different forgeries, and there are two additional varieties of Forgery A. However, Forgeries C, D and E appear to be illustrations cut from albums or catalogues, rather than separately printed stamps.

Distinguishing Forgeries A (and its two subtypes) and Forgery B can be especially confusing. One reason is the similarity of the stamps. Another is due to the comment in the *Identifier* that in Forgery A "The top frame line is thickened at the middle." In the January 2004 issue of *The Penny Post*, John P. Halstead pointed out that the thickened top frame line "is believed to be an inking flaw."<sup>2</sup> Halstead also described a second variety of Forgery A. In fact, the thickened top line can be found on all of the varieties of Forgery A. It is possible that the varieties of Forgery A are different positions from one sheet.

There are three bogus stamps, all of which are creations of S. Allan Taylor. It appears that Taylor used the same borders for all three bogus stamps. However, he used three different interior designs with the words "CITY EXPRESS POST." Differences in the size and letters easily distinguish the three types.

The three Taylor bogus stamps also have a constant fault in the inner circle that deteriorated over time and indicates the order of printing. All copies of Bogus 1 and many versions of Bogus 2 show a thin portion of the inner circle below the "O" in "POST." In some copies of Bogus 2, deterioration of the print block results in a break with just a few dots of color instead of a solid line. Bogus 3 has a complete 1 mm break below the "O."

The black on blue surface colored paper version of Forgery 2 has not only the 1 mm break below the "O," it also has a 1 mm break below the "S" of "POST" and the bottoms of the "POS" are missing. The author believes this should be a new variety of Bogus 2 (**Figure 1**). Based on this fault, it appears that, with one exception, Bogus 1 and 2 were early printings, and the black on blue surface colored paper version of Bogus 2 was the last of the Bogus 2 printings. Bogus 3 was the last version printed. Taylor likely created a new middle section with the words "CITY EXPRESS POST" because of the severe deterioration of the word "POST" in the blue on blue stamp.

The following is a description of the principal differences that should help collectors distinguish the forgeries and bogus stamps.

---

<sup>1</sup> Larry Lyons, *The Identifier for Covers, Locals, Fakes, Forgeries and Bogus Posts of the U.S.*, Vol. 2 (1998), at p. 797-801.

<sup>2</sup> John P. Halstead, "Forgery Update," *The Penny Post*, Vol. 14, No. 2 (Jan. 2004), at p. 25.

- Original            There is a flaw inside the bottom of the “e” in “Express” that appears to be an elongated serif, and the bottom of the “t” in “Conti” is slightly below the other letters.
- Forgery A            The crossbar of the “A” in “MENANT” is detached at both sides, and the center line of the “e” in “2 Cents” does not touch the back of the “e.”
- Forgery A-1        The crossbar of the “A” in “MENANT” touches at both sides and the center line of the “e” in “2 Cents” touches the back of the “e.”
- Forgery A-2        The cross bar of the “A” in “MENANT” touches at the left side but not the right, the center line of the “e” in “2 Cents” touches the back of the “e.” and the “en” of “2 Cents” touch.
- Forgery B            The three letters of “TWO” touch, and the “t” touches the diagonal line connecting the outer and inner frame lines at the top left corner.
- Forgery C            The two “ss” of “Express” do not have serifs, and the “o” of “two” has a small line projecting at the top right.
- Forgery D            There is no period after “Post” and the number 744 may appear above the center of the top frame line.
- Forgery E            The middle upright of the “M” in “MENANT” is too far left, and the “2” of “21” is connected to the inner frame line by a fault.
- Bogus 1             The word “Express” has serifs, and there is a period after “POST.” The words “CITY” and “POST” are small.
- Bogus 2             The word “Express” has no serifs, and there is no period after “Post.”
- Bogus 3             The word “Express” has serifs but the “E” is much bigger than the other letters, and there is no period after “Post.”

This article concludes with a progression of faults in the Taylor bogus stamps. These faults appear on bogus 2 and 3.



**Original**



**Forgery A**



**Forgery A-1**



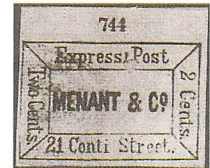
**Forgery A-2**



**Forgery B**



**Forgery C**



**Forgery D**



**Forgery E**



**Bogus 1**



**Bogus 2**



**Bogus 3**

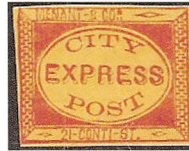
**Figure 1.**

## Progression of Faults in the Taylor Bogus Stamps of Menant & Co.

An early printing of Bogus 2 shows some weakness in the frame line below the “O” of “POST”.



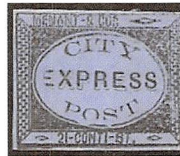
The weakness then produces a small break in the line below the “O”.



The break becomes larger.



In a late printing of Bogus 2 we find an additional break over the “Y” of “CITY” and breaks at the bottom of the letter in “POST”.

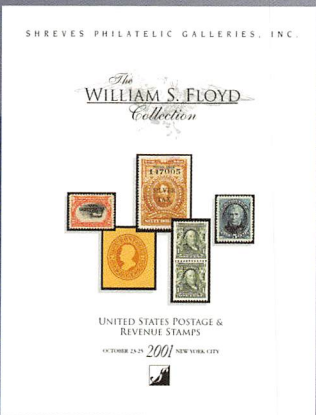
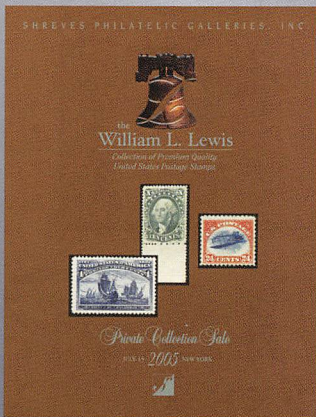
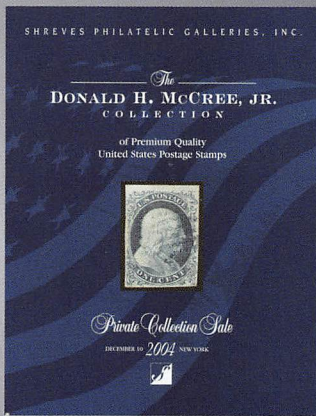


The break extends to a full 1mm in Bogus 3.



**Figure 2.**





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# Commercial Express Company

By  
Larry Ballantyne

The Commercial Express Company was a private express company with headquarters in New Orleans, Louisiana, that operated from July 1864 until February 1866.

Little has been written in the philatelic literature about the Commercial Express Company. *The American Stampless Cover Catalog, Vol. II* states that “in 1865, the Commercial Express operated at New Orleans during the post war disruption of the mails” and that the company “prepared adhesive labels for use on letters”.<sup>1</sup> Alex L. ter Braacke in his book, *Texas, The Drama of its Postal Past*, quotes one newspaper article about the Commercial Express Company.<sup>2</sup> Little else has been published concerning this company.

The author has been able to find additional information about the company by going through old issues of *The Galveston Daily News*, the *Houston Tri-Weekly Telegraph*, *The Matamoros Daily Ranchero*, the *New Orleans Daily Picayune* and other contemporary sources. From these sources it was learned that the initial business route for the Commercial Express Company was between New Orleans and New York City. Additional routes would subsequently be established (A) into Mexico and Texas and (B) within Louisiana and into Mississippi, Alabama, and Tennessee. This study will look at each of these areas individually. In addition, the author will provide a census of known Commercial Express Company covers.

## Beginning and Early Mail Route – New Orleans to New York City

The first mention of the Commercial Express Company appeared in an article in the *New Orleans Daily Picayune* dated July 9, 1864.<sup>3</sup> The article reads:

John S. Gray, Superintendent of the Commercial Express Company, leaves this morning, on the *Evening Star*, with large consignments of money, valuable packages, letters, etc., for the North and Canada. He will, while there open offices for the company in New York and Boston.

The following day in the July 10th, 1864, issue of the *New Orleans Daily Picayune* there is the first Commercial Express ad that reads in part:

---

<sup>1</sup> *American Stampless Cover Catalog, Vol. II*, David G. Phillips Publishing Co., Inc., North Miami, FL, (1987), 306 pages, pg. 12.

<sup>2</sup> ter Braacke, Alex L., *TEXAS, The Drama of Its Postal Past*, The American Philatelic Society Inc., State College, PA, (1970), 298 pages, pg. 166.

<sup>3</sup> The *New Orleans Daily Picayune* microfilm skips from May 25, 1864 to July 9, 1864. It is, therefore, possible an earlier mention of Commercial Express Company does exist.

Special attention will be given to the forwarding and delivery of Letters in U.S. Government envelopes.

Information respecting rates and the business facilities of the Company will be cheerfully furnished at the principal office, 81 and 83 Common street.

J. J. McKeever was listed in the ad as Manager (in later ads he would be listed as President). He was the former head of the New Orleans office of the **Adams Express Company** up until October 1860. Then in October of that year he became President of the **Southwestern Express Company**. He would continue as President of the Southwestern Express Company until it ceased operations sometime in 1863 or 1864.

While most of the write-ups on the Commercial Express Company have it operating within Louisiana and between New Orleans and Texas and Mexico, it is clear from the above article that the initial route was between New Orleans and New York City. This is not surprising because in July 1864, while Union forces occupied New Orleans and along the Mississippi River, most of the surrounding area was still in Confederate hands. And the Union forces would not have allowed a private company to conduct business between Union occupied New Orleans and “rebel” occupied areas.

Beginning with the following article from the July 17th, 1864, issue of the *New Orleans Daily Picayune* steamship sailing announcements would be made by the Commercial Express on a more or less weekly basis:

Mr. McKeever advertises that the company will forward by the steamship Fung Shuey, (Good Luck,) on Thursday next, all such things as express companies usually take charge of, as well to Canada as to Northern cities, and that they will collect bills, notes, drafts, etc.

Meanwhile, the Adams Express Company had a virtual monopoly on the express business in New Orleans from May 15, 1862 (when they re-established an office in New Orleans following the Federal capture of New Orleans and occupation by Gen. Banks on May 9, 1862) until the Commercial Express Company began operating in July 1864.

Prior to July 1864, the Adams Express Company seemed to take all of the New Orleans express business for granted as only an occasional Adams Express ad would appear in the local newspapers. However, once the Commercial Express Company came upon the scene with J. J. McKeever, the former head of Adams' New Orleans operations, as the President of the new company, Adams began advertising daily from July 1864 through at least October 1864 highlighting their vast range of operations. Below is a partial transcription of the Adams Express Company ad that began appearing daily in the *New Orleans Daily Picayune* on July 20, 1864:

ADAMS EXPRESS COMPANY.

-----  
Great Eastern, Western and Southern  
EXPRESS FORWARDERS

-----  
ADAMS EXPRESS COMPANY  
5 MAGAZINE STREET  
NEW ORLEANS

Offer better facilities than any other Company for the safe and rapid conveyance of Merchandise, Valuable Packages, Money, &c., to all parts of the United States has unsurpassed facilities for the prompt collection of Notes, Drafts, Bills, Quartermaster Vouchers, and all claims on the U. S. Treasury at Washington, we also forward packages to all the Military Camps for Soldiers.

The Adams Express Company has offices in Boston, New York, Philadelphia, Baltimore, Washington, Cincinnati, St. Louis, Cleveland [sic], Pittsburg, Indianapolis, Columbus, Louisville, Nashville, Wheeling, Sandosky[sic], Fortress Monro[sic], Norfolk, Newbern, Port Royal, Vicksburg, Memphis, Natchez, Baton Rouge, and all intermediate cities and towns.

Packages received for all parts of Great Britain, France, Germany, and the principal cities on the European Continent, connecting at New York with Austen[sic], Baldwin & Co.'s European Express. Freight and valuables also received for California, Oregon, and all points on the Pacific coast, connecting with Wells Fargo & Co.'s Express.

A *New Orleans Daily Picayune*, article in the October 15th and 30th, 1864, issue states that the Commercial Express Company had “completed arrangements for the transmission of Money, Valuable Packages and Merchandise to England, Ireland, France and Germany, and are prepared to forward at very low rates. For further particulars apply at the principal offices, 60 Broadway, New York, and 117 and 119 Common street, New Orleans.” Referring back to the initial July 9th, 1864 *New Orleans Daily Picayune* article that states John S. Gray would be going north to establish offices in New York City and Boston, evidently no office was ever established in Boston. Note also that the New Orleans office location had changed from 81 and 83 Common Street to 117 and 119 Common Street. A short time later it would change again to 120 and 122 Common Street where it would remain until they finally ceased operations.

**Table 1** at the end of this article contains a census of Commercial Express covers known to the author. Covers #1 and #2 are the only ones known that were carried by the Commercial Express Company on the New York City to New Orleans route.

Cover #1 (**Figures 1 and 2**) originated in Boston with a “Boston Mass Mar. 14” (1865) circular datestamp and a quartered cork handstamp tying a 3¢ 1861 issue stamp on the cover. It was carried by the U.S.P.O. from Boston to the Commercial Express Company’s office in New York City at 60 Broadway. It was then carried by the Commercial Express Company from New York City to New Orleans outside of

the U.S. mails and charged “8/-” (8 bits or \$1.00). Either in New York or in New Orleans, the Commercial Express Company added two 10¢ 1861 issue stamps to the cover. In New Orleans a Commercial Express label was added to the back of the cover (**Figure 2**). It was then placed in the U.S. mails where two “New Orleans Mar. 31, ‘65” datestamps and two target cancels tied the two 10¢ stamps and where it was carried to Matamoros, Mexico. It arrived in Matamoros on April 6 (boxed cancel on lower left). The franking on the cover is a bit strange. It went from Boston to New York City at the single letter rate (3¢), however from New Orleans to Matamoros it appeared to go at the double letter rate (the U.S. single letter rate to Mexico in 1865 was 10¢ by steamship out of New Orleans to Matamoros - this was similar to steamship service from New York City to England). Also, it is not clear where or how the Commercial Express Company expected to collect their 8 bits.

Cover #2 originated in New York City and was carried outside of the U.S. mails by the Commercial Express Company to New Orleans. This time four 10¢ 1861-issue stamps were added to the cover by the Commercial Express Company. “Col - 2.25” (or \$2.25) in manuscript appears on the cover, presumably this was the fee owed to the Commercial Express Company. Once again a label similar to the one on the back of cover #1 was added and the cover was taken to the New Orleans Post Office where it was cancelled by a “New Orleans Mar. 31, ‘65” datestamp and target cancels tying the 10¢ stamps. It was carried in the U.S. mails to Matamoros where the Mexican Post Office added a boxed Matamoros cancel.

Besides the unusual rates, the other curious thing about these covers is that during this time period (March and April of 1865), the Commercial Express Company also operated an express route out of New Orleans to Matamoros as will be seen in the next section. So the question is why did the Commercial Express Company only carry these covers from New York City to New Orleans instead of all the way to Matamoros when they were already operating a route to Matamoros. In fact, in the March 29th 1865, issue of the *New Orleans Times Picayune* there is an advertisement that in part reads “The COMMERCIAL EXPRESS COMPANY will dispatch a Special Messenger per steamer Gov. Bailey, on SATURDAY, April 1st, in charge of letters, papers, money, valuable packages.” This was likely the same steamship that the U.S. mails used to carry Covers #1 and #2 from New Orleans to Matamoros.

### **From New Orleans to Mexico and Texas**

The first mention of the Commercial Express operating routes into either Mexico or Texas comes in a short ad appearing in the February 9th, 1865, issue of the *New Orleans Daily Picayune*. The ad reads in part "Office Commercial Express Co... The regular Mexican Express for Matamoros, Monterey, and Vera Cruz will close on Friday, 10th inst., at 4 P. M." Matamoros, Mexico, was just across from Brownsville, Texas, at the mouth of the Rio Grande River. From the closing dates on subsequent ads the Commercial Express' "Mexican Express" operated initially on a once a week service. Subsequent ads would also state that the service consisted of

handling "Letters, Papers, Money, Valuable Packages and Bills for Collection, and all descriptions of Freight".<sup>4</sup>

Besides handling the express business from New Orleans to the port cities of Matamoros, Monterey, and Vera Cruz, the Commercial Express Company offered to handle "valuable packages and mail" to the interior city of San Luis Potosi, Mexico per the April 13th ad in the *New Orleans Daily Picayune* (**Figure 3**).

Cover #3 (**Figure 4**) is another anomaly similar to Covers #1 and #2. Here again in the midst of the Commercial Express Company advertising service from New Orleans to Matamoros, Cover #3, instead of being carried by the Commercial Express Company from New Orleans to Matamoros, this cover was evidently carried by the U.S. mails from New Orleans to Matamoros. The cover is of unknown origin and was initially carried by the Commercial Express into New Orleans where it was datestamped with their small double circle "Commercial Express / PAID / May 18" handstamp. It was then turned over to the New Orleans Post Office where their "New Orleans / May 18 '65 / LA" datestamp and target cancel tying a 10¢ 1861 issue stamp were applied. It was then carried in the U.S. mails to Matamoros.

Covers #4 (**Figure 5**) and #5 were both carried by the Commercial Express from Bagdad, Mexico by ship to New Orleans. Both have the "Forwarded by / Commercial Express / Bagdad, / Mexico" 5-line fancy frame handstamp and a "Ship 8" circular handstamp applied by the New Orleans Post Office. Cover #4 is dated May 22 (1865). Although Cover #5 is not dated, it is of the same approximate time period, as the Commercial Express Company would be out of Mexico by the end of September 1865.

*The Daily Ranchero* (Matamoros, Mexico), which began publication with their first issue on June 1st, 1865, quickly began printing Commercial Express ads. A June 8th, 1865, issue ad reads:

**COMMERCIAL EXPRESS COMPANY**  
GENERAL EXPRESS FORWARDERS.

Have completed arrangements for the transmission of LETTERS, MONEY, VALUABLE PACKAGES and MERCHANDISE to Matamoros and Bagdad, Mexico, Havana and all parts of the United States, Canada, Great Britain, France, Spain and Germany.

Principal Office, 120 and 122 Common street, New Orleans, La.

Office in Matamoros, next door to the DAILY RANCHERO Office.

D. L. McFARLAND, Agent.

While earlier, the service between New Orleans and Matamoros was once a week, in the June 28th issue of *The Daily Ranchero*, there was a notice reading, "THE COMMERCIAL EXPRESS CO., are authorized agents for United States Transports. Steamers will leave every other day for *New-Orleans via Brazos, touching at Galveston*. For passage or freight apply at the office of the company at Matamoros or Bagdad." While the route was via Brazos and "touching at Galveston," the Commercial Express at this time did not have any offices at either of those ports.

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<sup>4</sup> March 26th, 1865, issue of the *New Orleans Daily Picayune*.



Figure 1. Cover #1 dated March 4, 1865, carried from Boston to New York City by the U.S. mails and then from New York City to New Orleans by the Commercial Express Co. where it entered the U.S. mails again for final delivery to Matamoros.

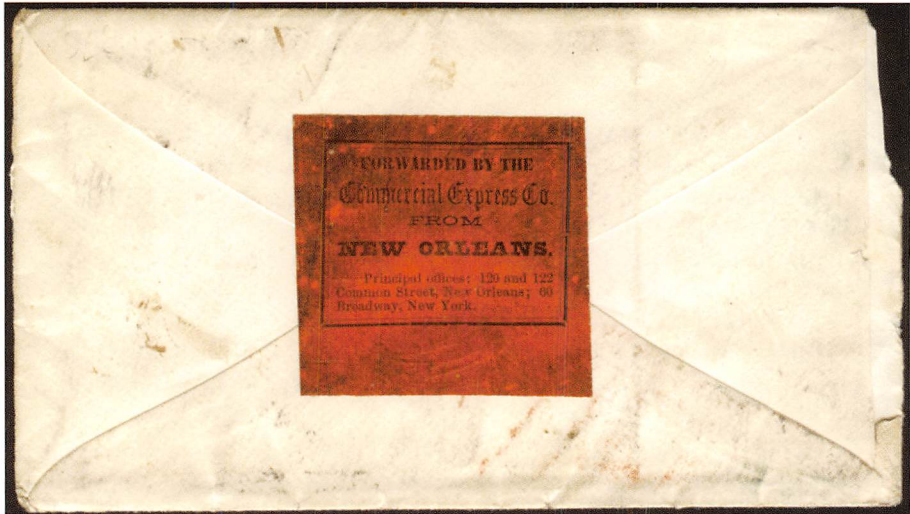



Figure 2. Reverse of Cover #1 showing Commercial Express Co. label.



**NEW STAGE LINE**  
FROM  
**Monterey to San Luis Potosi, Mexico,**  
Connecting with the Matamoras Stages.



The subscribers will run a line of first class overland Coaches from Monterey to San Luis Potosi, carrying the **COMMERCIAL EXPRESS COMPANY'S VALUABLE PACKAGES and MAIL.**

Leave Monterey at 8 o'clock A. M. every **WEDNESDAY**, connecting with the coaches from Matamoras.  
Leave San Luis Potosi every **WEDNESDAY**, connecting at Monterey with the coaches to Matamoras.  
Commencing Wednesday, April 5, 1865.

**GABRIEL ABRAMS;  
L. SARGENT.**

Matamoras, March 27, 1865. ap

Figure 3. April 13, 1865 ad in the *New Orleans Daily Picayune*.



Figure 4. Cover #3 dated May 18, 1865, carried initially by the Commercial Express Co. to New Orleans where it was turned over to the New Orleans Post Office for delivery by the U.S. mails to Matamoras.

The August 3rd, 1865 issue of *The New York Times* reported “Mr. D. L. McFarland, agent of the Commercial Express, yesterday removed his office from Matamoros to Brownsville. We will now have a daily express to Brazos Santiago, to connect with the transports for New-Orleans.”

The first mention of an office in Texas other than in the Rio Grande area of Matamoros / Brownsville comes in the August 4th, 1865, issue of the *Galveston Daily News (Houston)* in the following ad:

**COMMERCIAL EXPRESS COMPANY**

HAVE OPENED AN OFFICE in this City, and are now prepared to forward MONEY, VALUABLE PACKAGES and MERCHANDISE, to all parts of the United States, Canada and Europe.

For rates, &c., inquire at the Office, MARKET STREET, near Centre st., (Rosenberg’s brick building.)

J. S. GRAY, General Superintendent.

J. J. McKEEVER, President

Galveston, August 4, 1865

That ad with only a Galveston office location for the Commercial Express Company would be modified on August 6th to include a Houston office located at Perkins’ Hall with A.M. Gentry listed as Manager in Houston. Subsequent ads would also mention they handled letters.

The Commercial Express Company was not alone in moving into Texas. The Adams Express Company, which had been in Texas prior to the Civil War, was anxious to re-establish an operation in Texas. Their move back into Texas is noted in the following article in the August 1st, 1865, issue of the *New Orleans Daily Picayune*:

**ADAMS EXPRESS COMPANY.**

New Orleans, July 31, 1865

**EXPRESS TO TEXAS**

THE ADAMS EXPRESS COMPANY are prepared to express, money, valuable packages, parcels and freight of all descriptions to GALVESTON,

HOUSTON, and

other points in

TEXAS.

Freight taken at very low rates

au l

A. LOCKWOOD, Agent

Besides the normal freight carried by the Commercial Express Company, they began shipments of cotton samples from Texas to New Orleans per the August 13th, 1865, issue of the *New Orleans Daily Picayune*:

TEXAS COTTON – The Commercial Express Company have sent us a sample of a bale of cotton received by them from Galveston – the first bale received from Texas by sea. It is new cotton.



Figure 5. Cover #4 dated May 22, 1865, carried by the Commercial Express Co. from Bagdad, Mexico to New Orleans. It exhibits the Commercial Express' 5-line fancy frame handstamp.



Figure 6. Cover #7 dated July 14, 1865, carried entirely outside of the U.S. mails by the Commercial Express Co. from New Orleans to Matamoros. Fee was "4/-" or 50¢.

The first indication of what the Commercial Express charged for carrying letters comes in an ad in the August 19th, 1865, issue of the *Galveston Daily News (Houston)* that reads in part “WILL FORWARD LETTERS, in U.S. Government Pre-paid Envelopes, to any part of the country for twenty-five cents each. Special Messengers dispatched daily over all the Railroads in Texas, and by every steamer leaving Galveston for New Orleans.” While the rate within the U.S. was 25¢ per letter, apparently the rate from the U.S. to Mexico was 4 bits or 50¢ per letter as seen in Covers #7 and #8 in Table 1.

Cover #7 (**Figure 6**) originated in New Orleans with a “Commercial Express / Jul 14, 1865 / N.O.” circular datestamp tying a 10¢ 1861 issue stamp to Matamoros, Mexico. Manuscript markings include “per Commercial Express” and “Paid 4/-” or 50¢. It was carried entirely by the Commercial Express Company traveling by steamship from New Orleans to Matamoros.

In addition to carrying their own letters (per the August 19th *Galveston Daily News (Houston)* ad mentioned above), the Commercial Express was carrying U.S. Post Office mail from New Orleans westward into Texas as a courtesy to their patrons. This was being done because of the lack of U.S. Government post offices / postmasters / postal routes in the former Confederate state of Texas. The *Galveston Daily News (Houston)* of September 2nd, 1865, carried the following article:

The Commercial Express Company has received from New Orleans, a large number of letters, addressed to individuals in Texas, and all those expecting letters from the States are requested to call at their office.

September 2nd was a Saturday and evidently the letters were received too late in the day for people to pick-up their mail, so the *Galveston Daily News (Houston)*, in their September 3rd edition on Sunday morning, announced “The Commercial Express office will be open this morning from 7 to 10 o’clock for the purpose of distributing the Eastern and Foreign mails.”

Additionally, the *Galveston Tri-Weekly News* issue of Sept. 18th, 1865, commended the services of the Commercial Express in an article that reads in part:

Since the opening of the Port of Galveston we are informed, the public are indebted to this company for the large quantity of citizen’s mail, which had been brought over and gratuitously distributed over their lines, and we are also assured that they will continue this until the regular postal routes are established.

The end of the Commercial Express’ operations in Mexico is noted in the September 27th issue of *The Daily Ranchero* with the following article:

Mr. J. J. McKeever, President of the “Commercial Express Company,” notifies the public that his company has no agents in Mexico and that all business with that concern has to be transacted with the Agent, C.E. McCarthy Esq., at Brownsville.

Once again, it is reported in the September 29th, 1865, issue of the *Houston Tri-Weekly Telegraph*, that the Commercial Express was distributing a substantial quantity of U.S. mail:

The Commercial Express Company received 2,500 letters from Galveston yesterday. They are directed to persons in nearly every town in the State, and will be forwarded by every possible means.

Finally, the end of all Commercial Express operations in the Rio Grande valley (whether in Matamoros or Brownsville) was reported in the October 11th, 1865 issue of *The Daily Ranchero* which reads in part “The office of the Commercial Express Company at Brownsville is closed, and the Company has now no agent in this vicinity... All the letters uncalled for have been turned over to the Adams Express Company, at Brownsville.” It was signed by Charles E. McCarthy who had been the Commercial Express’ agent in Brownsville. He would leave the area and go on to become the Commercial Express Company’s route agent in central Louisiana.<sup>5</sup>

Another Commercial Express cover anomaly is found on Cover #9 (**Figure 7**). It has a manuscript marking “Paid 4/-B / Oct 23” and a large double line “Commercial Express / Oct 27, 1865” datestamp tying a 3¢ rose 1861 issue (Scott #65) to Matamoros. The origin is unknown. This is the first time we see the large double circle datestamp (it also appears on Cover #10). Unfortunately, there is no city name in the datestamp unlike the small double circle in the earlier New Orleans markings (Covers #3, 6, 7, and 8). Either the New Orleans office changed their datestamp or one of the other main Commercial Express offices (e.g., Houston) was using the large double circle datestamp. The anomaly is that it appears to be carried all the way to Matamoros by the Commercial Express Company. So, were the above Sept. 27th (no agents in Mexico) and October 11th (McCarthy closing shop in Brownsville) announcements in error? The author doesn’t think so, it appears likely that at some point the cover was turned over to the Adams Express Company for final delivery to Matamoros.

The October 12th, 1865, issue of the *New Orleans Daily Picayune*, notes the continued help of the express companies in delivering the U.S. mails. However, ever so slowly things were beginning to return to normal with the opening of the Galveston Post Office. The article reads in part:

The enterprising Commercial Express Company, we understand, will continue to take over the U. S. mails to Texas free of charge to the Government. They took over last week 4000 letters. The post office is opened at last at Galveston... but the contractor to carry the mails from this port is not yet prepared, we understand, to put vessels on the line... The Commercial Express and the Adams Express of this city, and two Texas expresses – one from Columbus to San Antonio, and one, just established, from Indianola to San Antonio – have done much to deliver letters; but we trust the Post Office Department will not allow so extensive a reading and

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<sup>5</sup> November 7th, 1865, issue of the *New Orleans Daily Picayune*.

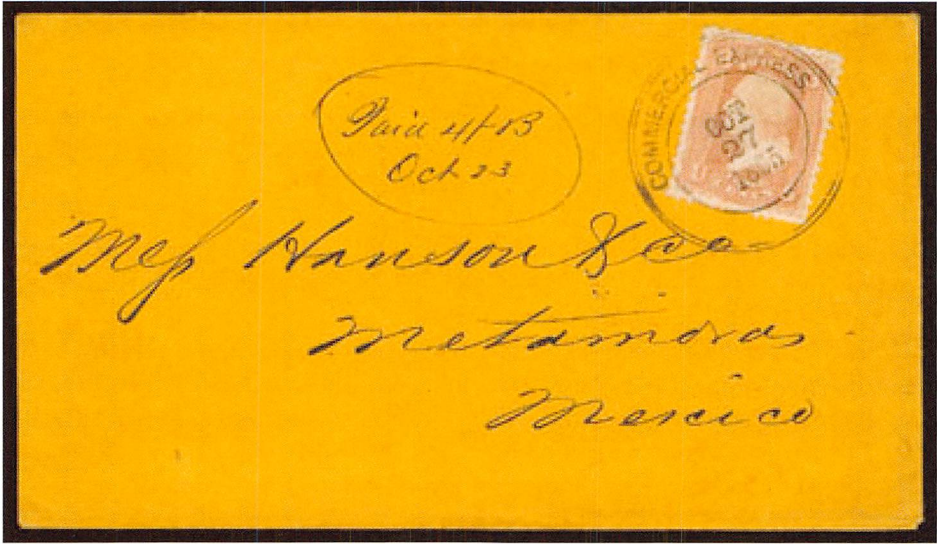


Figure 7. Cover #9 dated Oct. 27, 1865, carried entirely outside of the U.S. mails partially by the Commercial Express Co. and then possibly by Adams Express Co. to Matamoros.

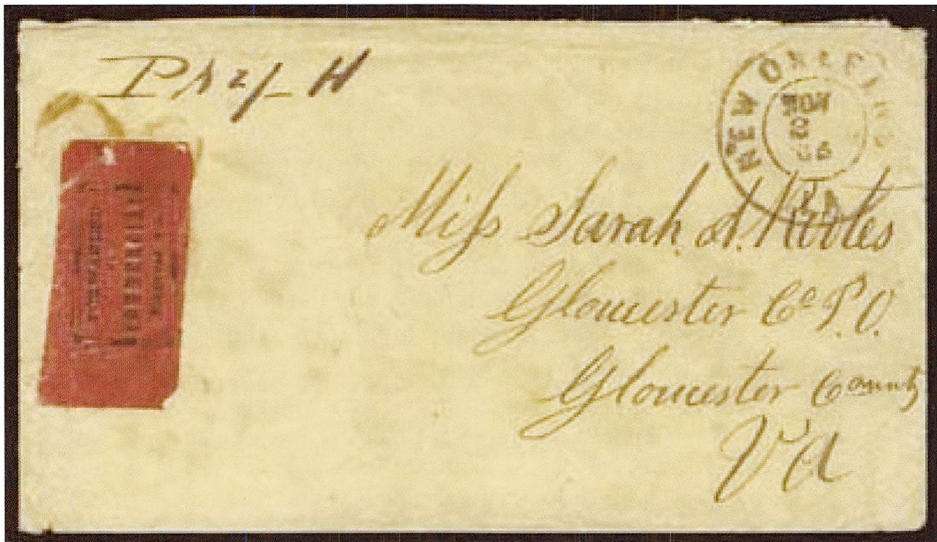


Figure 9. Cover #11 dated Nov. 2, 1865. Magenta on black express label. Carried by the Commercial Express Co. to New Orleans for a fee of 50¢. U.S. mails then delivered it to Gloucester, Virginia.

business community as that included within the Sabine and the Rio Grande and the Red River and the Gulf to go much longer without the reestablishment of mail routes.

The above article mentions “two Texas expresses – one from Columbus to San Antonio, and one, just established, from Indianola to San Antonio.” The express from Columbus to San Antonio was the **Alleyton and San Antonio Express**. The other express from Indianola to San Antonio was the **San Antonio Express**. Both were short-lived and did not appear to be a major threat to either the Commercial Express Company or the Adams Express Company.

In the November 15th, 1865, issue of the *Houston Tri-Weekly Telegraph*, we read that the Houston Post Office was up and running. After which there would be no further announcements of the Commercial Express carrying the U.S. mails. The November 15th article reads:

The Post office in this city has now got underway, and Mr. Taft, the energetic Postmaster, is working hard to have everything in working order. Mails for New Orleans and the North leave regularly and the mails for the different offices in this State where Postmasters have been appointed, are sent regularly forward.

At this point in time, the only other post offices operating in the State of Texas were the Galveston and San Antonio Post Offices. One of the reasons for the slow recovery of the U.S. Government mails can be found in the following article in the November 22nd, 1865 issue of the *Houston Tri-Weekly Telegraph*, which reads in part:

There seems to be considerable trouble in finding Postmasters throughout the State, who can take the oath required by the Post Office Department, viz.: “That they have not voluntarily given any aid or comfort to the rebellion.”

That oath would seemingly preclude a large potential workforce of returning Confederate soldiers to become U.S. Postmasters. On the other hand, the Commercial Express Company was more than willing to employ former Confederate soldiers. C.S.A. Generals Robertson and Moore were employed in the company’s Galveston office.<sup>6</sup>

There were two General Robertsons in the Confederate Army, a Brigadier General Felix Huston Robertson and a Brigadier General Jerome B. Robertson, both were originally from Texas and returned to Texas after the war so we don’t know which one worked for the Commercial Express in their Galveston office.

The other General in the Galveston office was Brigadier General John Creed Moore. He was born on February 28, 1865, in Tennessee and graduated from West Point in 1849. He joined the Confederate Army after the war began and rose to the rank of Brigadier General. He fought at the Battle of Shiloh and at the Siege of

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<sup>6</sup> November 29th, 1865, issue of the *Houston Tri-Weekly Telegraph*.

Vicksburg. After the war he moved to Texas where he spent the majority of his time teaching.<sup>7</sup>

The author has been unable to find a complete list of Commercial Express offices in Texas; however, some indication of the extent of the Commercial Express' operations can be inferred from an ad in the November 25th issue of the *Houston Tri-Weekly Telegraph* (**Figure 8**) that reads in part:

Having established an office in this city and completed contracts for the transportation of all species of Merchandise, Valuable Packages, Money and Letters from the termini of the roads at Alleyton, Brenham and Millican, to San Antonio, Austin, Waco, and all intermediate points on these routes... a like agency in Indianola... and at the subordinate agencies at Brenham, Alleyton, Waco, Austin, San Antonio and Gonzalez.

The termini mentioned in the above ad were of the Buffalo, Brazos and Colorado Railroad, the Galveston, Houston and Henderson Railroad, and the Houston and Texas Central Railroad over which the Commercial Express Company had messengers.<sup>8</sup> Another indication of the size of the Commercial Express' operations is that the 1866 Houston City Directory listed 16 residents in Houston alone as employed by the express company.

The Commercial Express Company's chief competitor in Texas had been the Adams Express Company. However, the Adams Express Company withdrew from Texas at the end of December 1865, to be replaced by the **Southern Express Company**. Notice of this change appeared in the December 29th, 1865, issue of *Flake's Bulletin (Galveston)* that reads:

In pursuance of the original agreement made between the Adams Express Company and the Southern Express Company, five years since, by which the former transferred by sale all their property in the Southern States and their right in the express business in said States to the latter, the Adams Express Co. will withdraw on December 25th, 1865, from such railroads and express routes as they operated during and since the late war, and will transfer their business to the Southern Express Co.

The Southern Express Company would thus replace the Adams Express Company as the chief rival to the Commercial Express Company for the 1866 express business in Texas.

### **From New Orleans into Louisiana, Mississippi, Alabama, & Tennessee**

Besides the Commercial Express Company's initial route between New Orleans and New York City and its subsequent routes into Mexico and Texas, it also operated in Louisiana and to the east. The first mention the author could find was in the *New Orleans Daily Picayune* issue of May 31st, 1865:

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<sup>7</sup> [http://en.wikipedia.org/wiki/John\\_C.\\_Moore](http://en.wikipedia.org/wiki/John_C._Moore) (general). August 12, 2009.

<sup>8</sup> 1866 Houston City Directory.



**COMMERCIAL EXPRESS CO.**

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**GREAT**

**EASTERN, WESTERN & SOUTHERN**

**EXPRESS FORWARDERS.**

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HOUSTON, Nov. 15th, 1865.

Having established an office in this city and completed contracts for the transportation of all species of Merchandise, Valuable Packages, Money and Letters from the termini of the roads at Alleyton, Brenham and Millican, to San Antonio, Austin, Waco, and all intermediate points on these routes, with Messrs. N. A. Milton and W P Graves, who will leave the above points every Tuesday upon the arrival of the cars, and all goods intrusted to the care of this Company will be receipted for and forwarded over these routes with the utmost care and dispatch. Merchants and others purchasing goods in this city, Galveston, New Orleans, or New York, have only to consign them to the care of this Company who will at once assume all the labor and responsibility attendant upon their transportation.

We have special Messengers leaving this office three times a week for New Orleans.

Also, daily messengers from New Orleans, to Mobile, Baton Rouge, Natchez, Vicksburg, Memphis, Cairo and St. Louis, and special messengers to all points North and East, as well as throughout Mississippi, Tennessee and Kentucky, and all the Southern States.

Having a like agency in Indianola, we are prepared to receive for, and forward to, all points in southern and western Texas.

For information relative to the rules and rates of transportation, inquire at the Company's Office in Perkins' Building; near the Rusk House, Houston; or at 120 and 122, Common Street, New Orleans, and at the subordinate agencies at Brenham, Alleyton, Waco, Austin, San Antonio and Gonzales.

E. L. HERRIOT, Agent.

R. B. GILBERT,  
Sup'td for Texas.      nov16d&wtgn

Figure 8. November 25, 1865 ad in the *Houston Tri-Weekly Telegraph*.

EXPRESS TO MOBILE - Mr. J. J. McKeever gives notice that the enterprising company (Commercial Express) of which he is President, has completed its connections with Mobile. Our business community should make a note of it.

The next mention was in the *New Orleans Daily Picayune* issue of June 25, 1865, which reads, "By the courtesy of the managers of the Commercial Express we have received late Alabama and Mississippi papers."

**Baldwin's South Louisiana Express** was another express company that operated during the post Civil War disruptions of the U.S. mails. However, no previous mention in the philatelic press, that the author is aware of, notes the connection between Baldwin's and the Commercial Express Company as mentioned in the September 9, 1865, issue of the *New Orleans Daily Picayune*. Baldwin's ad reads as follows:

**Express Notice,**

A. J. BALDWIN, of SOUTH LOUISIANA EXPRESS, would respectfully notify his friends and the public generally that he has effected arrangements with the COMMERCIAL EXPRESS COMPANY, and is now prepared to receive and forward LETTERS, MONEY, VALUABLE PACKAGES and MERCHADISE[sic] to the following places in Louisiana:

Brashear City,	Pattersonville,
Centreville,	Lafayette,
Franklin,	Grand Cotean[sic],
Jeaneretta[sic],	Opelousas,
New Iberia,	Washington,
St. Martinsville.	

For rates, etc., inquire at the office of Commercial Express Company, 120 and 122 Common street. au30

The October 18th, 1865, issue of the *New Orleans Daily Picayune*, notes the Commercial Express Company's employment of former C.S.A. Army officers:

The Commercial Express Company are doing a heavy "general" business – there being no less than five general officers, late C.S.A., in their offices, (two major and three brigadier generals,) all hard at work, here, at Mobile, and at Houston – four of whom are West Point graduates. Gen. Forney is in charge of the Mobile office.

Three generals were employed in New Orleans - Confederate Brigadier General William Robertson Boggs, Confederate General Franklin Gardner, and Confederate Major General Dabney H. Maury. General Boggs was born on March 18, 1829, in Augusta, Georgia. He graduated from West Point in 1853. After Georgia's secession, Boggs resigned his U.S. commission. In November 1862 he was promoted to Brigadier General and served as General Kirby Smith's chief of

staff in the Confederate Army's Trans-Mississippi Department. After the war, Boggs would eventually return to Georgia to practice Civil Engineering.<sup>9</sup>

General Franklin Gardner was born on January 29, 1823 in New York City. He graduated from West Point in 1843 and shortly thereafter served in the Mexican War. In 1861 he joined the Confederate Army as Colonel and rose to the rank of General. He was the Confederate commander during the Siege of Port Hudson. After the war he eventually retired to a family farm in Louisiana.<sup>10</sup>

Confederate Major General Dabney H. Maury was born on May 21, 1822, in Fredericksburg, Virginia. He graduated from West Point in 1846. When the Civil War began, Maury was the Assistant Adjutant General in the New Mexico Territory. He soon resigned from the U.S. Army. In the Confederate Army he ultimately rose to the rank of Major General. He participated in army operations around Vicksburg, Mississippi, and in defense of Mobile, Alabama. His post war career included being appointed by President Grover Cleveland as U.S. Ambassador to Colombia.<sup>11</sup>

The above article states that "Gen. Forney is in charge of the Mobile office." There were two General Forney's in the Confederate Army, a General John H. Forney and a General William Henry Forney. They were brothers; however, we don't know which of the brothers was in charge of the Commercial Express' Mobile office.

The full extent of the Commercial Express Company's operations within Louisiana and to the adjoining states is not known. However, a good "feel" for the extent can be gained by going through contemporary issues of the *New Orleans Daily Picayune*. The October 25th, 1865, issue reads in part, "The Commercial Express... have completed arrangements to forward freight and valuable packages to all points on the Jackson and the Southern and Mississippi Central Railroads." The November 7th, 1865, issue contains an ad reading:

#### EXPRESS TO CENTRAL LOUISIANA.

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The Commercial Express Company have completed arrangements and are now prepared to receive and forward per N. O., O. and G. W. R. R., connecting at Berwick's Bay with the steamer AnyOne, freight, money and valuable packages for Vermilionville, Sebastopol, Abbeville, and all places on Bayou Vermilion.

"N.O., O. and G.W.R.R." was the New Orleans, Opelousas, and Great Western Railroad. Also, the ad in the November 25th issue of the *Houston Tri-Weekly Telegraph* (**Figure 8**) states in part, "daily messengers from New Orleans, to Mobile, Baton Rouge, Natchez, Vicksburg, Memphis, Cairo and St. Louis, and special messengers to all points North and East, as well as throughout Mississippi, Tennessee and Kentucky, and all the Southern States."

Finally, the December 20th, 1865, issue of the *New Orleans Daily Picayune*, contains an ad noting in part "Articles for Northern cities will be transferred to the

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<sup>9</sup> [http://en.wikipedia.org/wiki/William\\_R.\\_Boggs](http://en.wikipedia.org/wiki/William_R._Boggs). August 12, 2009.

<sup>10</sup> [http://en.wikipedia.org/wiki/Franklin\\_Gardner](http://en.wikipedia.org/wiki/Franklin_Gardner). August 23, 2009.

<sup>11</sup> [http://en.wikipedia.org/wiki/Dabney\\_H.\\_Maury](http://en.wikipedia.org/wiki/Dabney_H._Maury). August 12, 2009.

NATIONAL EXPRESS COMPANY, at New York, connecting with MORRIS'S EUROPEAN EXPRESS.”

Cover #11 (**Figure 9**) has a “Forwarded by / Commercial / Express Co.” magenta on black label on cover and is addressed to Gloucester, Virginia. Origin is unknown. A manuscript marking of “Pd 2/-H” (paid two bits or 50¢ and agent’s initial) is on the upper left corner. It was carried by the Commercial Express Company to New Orleans where it was turned over to the New Orleans Post Office on Nov. 2, 1865, for delivery by the U.S. mails to Gloucester, Virginia.

### **The End of the Commercial Express Company**

The *New Orleans Daily Picayune*, of February 8th, 1866, announced that the Commercial Express Company had sold all of their operations, except for Texas, to the Southern Express Company thus ending the operation that was headquartered in New Orleans. The article reads as follows:

It is understood that the Commercial Express Company have sold out to the Southern Express; the former, however, retaining the Texas business and the Southern retiring from that State.

The *New Orleans Daily Picayune*, of February 22nd, 1866, announced the combination of the Commercial Express Company’s and the Southern Express Company’s operations in Texas to form a single entity entitled the **Texas Express Company**. A transcription of the article follows:

The Commercial Express and Southern Express Companies have consolidated their interests in Texas into the “Texas Express Company,” with A. B. Small as President, and J. J. McKeever as General Superintendent. The new company will commence operations on 1st March.

While the Commercial Express Company ceased to exist after March 1, 1866, its successor, the Texas Express Company, would subsequently spread beyond Texas and back into Louisiana at a later date.

**Table 1**  
**Commercial Express Co. Cover Census**

No.	Date	Franking (Scott #)	Markings & Route	Comments
1	Mar. 14, 1865	1 - #65, 2 - #68	Boston Mar. 14, 1865 cds; New Orleans Mar. 31, 1865 cds and target cancels; Matamoros boxed date stamp (Apr. 6). Also ms. marking “Col. 8/-”. Boston to Matamoros.	Black on orange “Forwarded by the Commercial Express Co. from New Orleans” label on back of cover. Siegel Sale No. 766, lot 111. See Figures 1 and 2.

No.	Date	Franking (Scott #)	Markings & Route	Comments
2	Mar. 31, 1865	4 - #68	New Orleans Mar. 31, 1865 cds and target cancels; Matamoros boxed date stamp (Apr. 6). Also ms. marking "Col. 2.25". New York City to Matamoros.	Black on orange "Forwarded by the Commercial Express Co. from New Orleans" label on back of cover. Siegel Sale No. 766, lot 112.
3	May 18, 1865	1 - #68	"Commercial Express Co. / Paid / May 18 / NO" small double circle datestamp; New Orleans May 18, 1865 cds. "Franco" oval backstamp. Also ms. marking "pr. Commercial Express". New Orleans to Matamoros.	Siegel Sale No. 958, lot 563. See Figure 4.
4	May 22, 1865	Stampless	"Forwarded by / Commercial / Express / Bagdad / Mexico" 5 line handstamp on stampless cover originating in Mexico carried by ship to New Orleans. New Orleans May 22 cds and "Ship / 8" circle handstamp. Also ms. markings "Pr. Commercial Express" and "Pd5/-". Bagdad, Mexico to New Orleans.	Christies Oct. 13, 1989 sale (Weill Confederates), lot 1824. See Figure 5.
5	Unknown	Stampless	"Forwarded by / Commercial / Express / Bagdad / Mexico" 5 line handstamp on stampless cover originating in Mexico carried by ship to New Orleans. Large Mexican Eagle handstamp (reign of Emperor Maximilian) and "Franco" handstamp and "Ship / 8" circle handstamp. Bagdad, Mexico to New Orleans.	Siegel Sale No. 795, lot 1417; Siegel Sale No. 820, lot no. 432
6	May 24, 1865	Unknown	"Commercial Express Co. / Paid / May 24 / NO" small double circle datestamp. New Orleans to Thibodaux, La.	Only the cancel is shown (not the cover) in <i>The Great Mail – A Postal History of New Orleans</i> by Leonard V. Huber and Clarence A. Wagner, on page 84.

No.	Date	Franking (Scott #)	Markings & Route	Comments
7	July 14, 1865	1 - #68	"Commercial Express Co. / Jul 14" small double circle datestamp. Also ms. markings "per Commercial Express" and "Paid 4/-". New Orleans to Matamoros.	R. Kaufmann Sale No. 58, lot 493; Shreves Pacific '97 Sale, lot 969. See Figure 6.
8	July ?, 1865	1 - #68	"Commercial Express Co. / Jul ?" small double circle datestamp. Also ms. markings "pr. Express" and "Col 4/-". New Orleans to Matamoros.	
9	Oct. 27, 1865	1 - #65	"Commercial Express / Oct 27, 1865" large double circle datestamp. Also ms. marking "Paid 4/-B / Oct 23". Origin unknown to Matamoros.	Siegel Sale No. 801, lot 167. See Figure 7.
10	Oct. 28, 1865	U59	"Commercial Express / Oct 28, 1865" large double circle datestamp. Also ms. marking "Pd". Origin unknown to New Orleans.	R. Kaufmann Sale No. 64, lot 722.
11	Nov. 2, 1865	Stampless	New Orleans Nov 2, 1865 cds. Also ms. marking "Pd 2/- H". Origin unknown to New Orleans and onto Gloucester, Virginia.	Black on magenta "Forwarded by the Commercial Express Co." label on front of cover. Siegel Sale No. 832, lot 3226. See Figure 9.
12	Unknown	U59	"Southern Express Company / From" imprint. Also ms. marking "C. X. Co." and "D.H.". "C. X. Co." for Commercial Express Co. Southern Express label on back. Origin unknown to Memphis.	R. Kaufmann Sale No. 64 (3/3/90), lot no. 723
13	Unknown	----	----	Black on green label listed in <i>Stamp Specialist</i> . <sup>12</sup> No other information given.

The author wishes to thank Bruce Mosher and Michael Perlman for their help with this article. If anyone has additional information about the Commercial Express Company or knows of additional covers to add to the cover census in **Table 1**, please contact the author at [lballantyne@att.net](mailto:lballantyne@att.net).

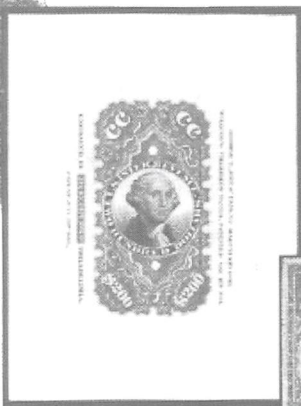
<sup>12</sup> Konwiser, Harry M., *The Stamp Specialist Mahogany Book*, H. L. Lindquist, New York, NY, (1947), pg. 27.

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