

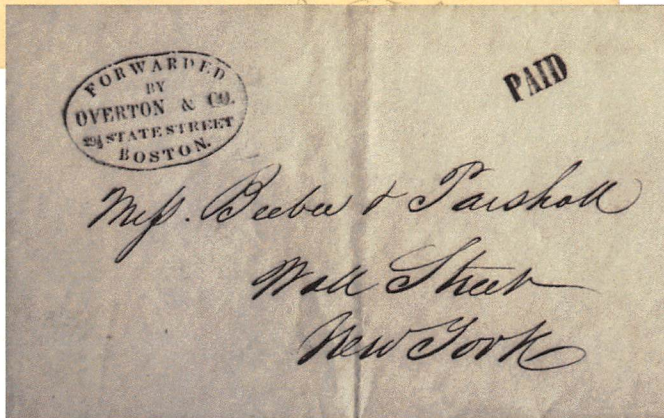
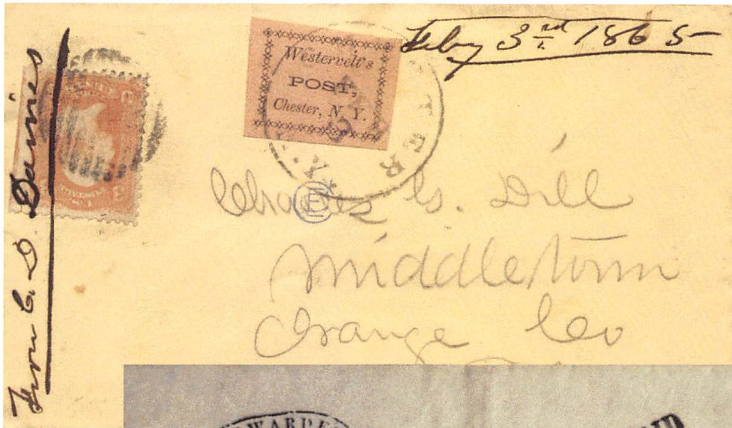
April 2011

WHOLE NUMBER 75

VOL. 19 NO. 2

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



Serial articles on Westervelt's and Overton & Co.  
begin in this *Penny Post*.

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LOCAL COVERS WITH U.S. 3¢ STAMPS 1851-1857

WESTERVELT'S POST

THE SPRINGSIDE POSTAGE STAMP

POMEROY'S IDENTIFICATION TIPS

LANGDON'S EXPRESS – BOSTON

BUCK'S RICHMOND EXPRESS – THE FORGERS

OVERTON & COMPANY

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# THE PENNY POST

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APRIL 2011



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# Editor's Message

By

Larry Lyons

We have seven articles for you in this issue and for the first time we have eight different authors. I put out the word that I needed help and the response was excellent. Keep it up!

John Bowman and Robert Markovits are working together on a multi-part article on Westervelt's. Part I focuses on Charles H. Westervelt himself. This article is just the primer for more to come.

Marty Graff has done some research into the Springside postage stamp and that is presented here. Anyone with more information is urged to put it into print in *The Penny Post*.

Clifford Alexander continues to provide us with simplified identification tips and this time he presents Pomeroy's Letter Express including a new forgery.

There is scant information on Langdon's Express in Boston but here we have some further information presented by William Sammis and John Bowman.

Our previous triple-authored article on Buck's Richmond Express has flushed out some more information in an article by Justin Poklis including more denominations and a presentation on the forgers of these stamps.

Before Calvet Hahn passed away, he had given a long article to John Bowman on Overton & Company. John has written an introduction and I have illustrated the article. There will be two more parts to this long story.

In the last issue of *The Penny Post* I presented local posts from the first half of the alphabet on cover with the U.S. three-cent stamps of 1851-1857. The second part here covers the locals from M-Z.

Special thanks to the authors who wrote articles. Why not join the fun and send in an article. Show us one of your favorite things, present a study, or send in something for the Bulletin Board.

## Annual Meeting

The Carriers and Locals Society will hold its Annual Meeting at Stampshow in Columbus, Ohio which is being held August 11-14<sup>th</sup>. Many of us will be there. It promises to be a great time. We will join with the U.S. Classics Society for dinner on Friday and most of us will attend the Awards Dinner on Saturday. We will also present an interesting seminar. Hope to see you there.

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

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# President's Letter

By  
Clifford Alexander

## Carl Kane

There have been two auctions so far this year of interest to collectors of carriers and local posts. The Schuyler Rumsey Auctions on April 1 sold a large number of lots from the Carl Kane collection of U.S. and foreign forgeries. The tribute to Carl described him as "an expert in the areas of forgeries, fantasies, Cinderellas, and ephemera, as well as philatelic literature and periodicals." Carl died in 2009. He was an important contributor to the Society, having authored 13 articles published in *The Penny Post*.

## Matthew Bennett Sale

Matthew Bennett also offered a nice group of carrier and locals covers in its February auction. These sales remind me that there were a number of great collections of carriers and locals postal history and stamps in the late 1990s and early 2000s. I know, from talking to collectors, that these sales prompted a number of collectors to become interested in our area. Hopefully, there will be a regular supply of collectible material available that will stimulate more interest and new collectors to our area.

## TEXPEX

The U.S. Philatelic Classics Society held its annual meeting at TEXPEX this year on April 15-17. Our Society did not meet at TEXPEX, but, on Saturday morning, April 16, I gave a joint presentation with the USPS on the use of the Eagle Carrier stamp in Washington, D.C. The Eagle Carrier stamp is found on Washington, D.C. covers from 1852 (shortly after it was issued) until 1863, after the civil war demonitization and just before the end of the carrier free period.

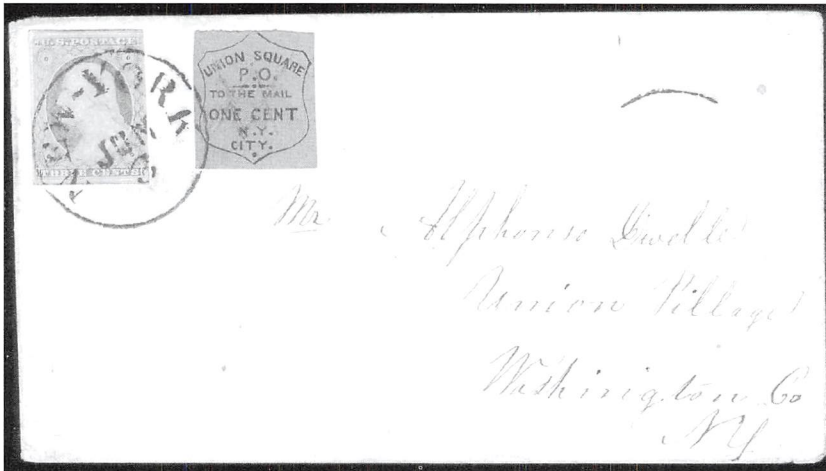
## C&LS Annual Meeting

This year's annual meeting of the *Society* will be held in conjunction with the American Philatelic Society meeting in Columbus, Ohio on August 11-14, 2011. This was selected primarily because it is in a centrally-located city with relatively easy access for many of our members. A number of *Society* members will try to arrive early and meet for dinner informally on Thursday evening before the show. If you plan to attend the show and would like to join us, please get in touch with me.

## Member Contributions

Members can help the *Society* in a number of ways. One is to help find new members. In addition, the *Society's* auction and *The Penny Post* are great benefits. Many of us have duplicate covers and stamps that we do not need. I would ask you to consider consigning them to the *Society's* auction that is managed by Alan Cohen. And, *The Penny Post* is an award-winning publication edited by Larry Lyons that is always looking for articles and new contributors.

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# **Local Stamps on Cover with the U.S. Three Cent Stamps of 1851-1857 Part II**

By  
Larry Lyons

This is Part II of an article to show some of the local post stamps on cover with the U.S. three cent stamps of 1851-1857. Part I of this article appeared in the previous issue of *The Penny Post*.<sup>1</sup> Part I showed examples on cover with local posts whose names began with the letter “A” through the letter “K”. Part II will show combination usages in the second half of the alphabet. Let’s now see more of the local posts on cover with the first U.S. three cent stamps of 1851-1857.

## **Messenkope’s Union Square Post Office New York City**

This local post was established by Charles F. Messenkope in 1848. He sold the post to Joseph E. Dunham in 1850. Dunham ran the post until late 1853 or early 1854. See **Figure 1**.

## **Metropolitan Errand & Carrier Express Co. New York City**

The Company was organized August 1, 1855 by Abraham M. Hinckley, Hiram Dixon and others. They intended to be more than a local post as evidenced by their issuance of stamps in denominations of 5¢, 10¢, and 20¢. There are no known used examples of these higher denomination stamps. See **Figure 2**.

## **Metropolitan Post Office New York City**

This local post was established by Lemuel Williams in 1854. He later took William H. Laws as a partner and ownership switched to Laws in 1856. The post ceased operating in 1857. See **Figure 3**.

## **Moody’s Penny Dispatch Chicago, Illinois**

The proprietor of this local post was Robert J. Moody. This local post operated briefly from September 1856 through December 1856 and possibly into January 1857. See **Figure 4**.

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<sup>1</sup> *Local Stamps on cover with the U.S. Three Cent Stamps of 1851-1857*, Larry Lyons, *The Penny Post*, January 2011, Vol. 19, No. 1, pages 10-22.

**Wiley's One Cent Despatch  
Baltimore, Maryland  
Washington, D.C.**

This local post was established by John H. Wiley to deliver mail in Washington, Georgetown and Baltimore. The rate was one cent if prepaid or two cents payable by the recipient. See **Figures 5 and 6.**

**Price's City Express  
New York City**

This local post was established in about 1849 by either James E. Price, John Price or Philo Price. Their area of operation is believed to have been the Fulton Street Ferry area. The post operated until about 1856. See **Figure 7.**

**Price's Eighth Avenue Post Office  
New York City**

This local post was originally established as the Eighth Avenue Post Office in 1852 and was renamed Price's Eighth Avenue Post Office in 1854. The proprietor was James Price. The post was sold to David Russell later in the same year. See **Figure 8.**

**Priest's Despatch  
Philadelphia Pennsylvania**

This local post was established by Solomon Priest in about 1851. The post operated into 1852. There are two types of adhesives issued in a variety of colors. Type I has no rays at the sides of "PAID" and Type II has the rays. See **Figure 9.**

**Putnam's Penny Post  
Fitchburg, Massachusetts**

This local post delivered mail from the Fitchburg Post Office in 1856. Putnam sold out to Ira Younglove in 1857. An example under the Younglove ownership is also known on a cover on an outgoing letter with a three cent U.S. stamp having paid the postage. See **Figure 10.**

**Roger's Penny Post  
Newark, New Jersey**

This local post was established by Alfred H. Rogers, a bookseller at 194 Broad Street in Newark, New Jersey. The post probably operated briefly in 1856. The *Daily Advertiser* indicates they took mail to the Newark Post Office and always had "stamps on hand", to prepay postage. See **Figure 11.**

**Russell 8<sup>th</sup> Avenue Post Office  
New York City**

In late 1854 David Russell bought Price's Eighth Avenue Post Office from James Price and issued his own adhesive stamps. The post serviced the area of Abingdon Square until 1858. The local post stamps were two cents each. See **Figure 12.**



**Squier & Co. City Letter Dispatch  
St. Louis, Missouri**

This Local post began to operate as a local carrier on July 6, 1859. They operated into early 1860. Jordan & Co. took over the company about January 1, 1860. Jordan & Co. used the one cent green stamp of Squier which was imperforate, in a roulette format. Jordan & Co. also issued a rose brown adhesive. See **Figure 13**.

**Swarts' City Dispatch Post  
New York City**

This local post was established by Aaron Swarts at Chatham Square in 1847 and became one of the largest local posts in the city. In 1849 Swarts absorbed Bouton's City Dispatch Post. In early 1856 Swarts sold his local post to Benjamin Lockwood, who was the proprietor of the Broadway Post Office. Three different adhesives were issued by Swarts in a variety of different colors. See **Figures 14 and 15**.

**Teese & Co. Penny Post  
Philadelphia, Pennsylvania**

This local post operated in Philadelphia 1852-1854. Mitchell Teese was a former letter carrier for the Post Office. His local post adhesives were sold for one cent each. See **Figure 16**.

**Third Avenue Post Office  
New York City**

This local post was operated by S. Rothenheim in 1855. He was a former letter carrier for Boyd's City Express. All stamps were hand cut to shape before being sold. The rate was two cents. Different color local post stamps were issued on both glazed surface colored paper and on unsurfaced paper colored through. See **Figure 17**.

**Union Square Post Office  
New York City**

This local post was established by Joseph E. Dunham about 1850 when he bought Messenkope's Union Square Post Office. In 1854 Dunham sold his local post to Phineas C. Godfrey who operated the post until late 1855 or early 1856. Dunham issued a one cent stamp in black on dark green and in black on light apple green. A similar two cent stamp was issued in black on rose. See **Figure 18**.

**Westtown  
Westtown, Pennsylvania**

In 1853 the Westtown School decided to carry letters from the school to local post offices for two cents each. The Westtown School stamps were usually affixed to the reverse of the letter sheet or cover. See **Figure 19**.

**Zieber's One Cent Dispatch  
Pittsburgh, Pennsylvania**

Little is known of this short-lived local post which operated in Pittsburgh. The owner was Peter Zieber. There are two surviving covers and both are from July 1851. One cover went to Painesville, Ohio and the other went to New York, so the local post operated to the post office. The adhesive stamps were one cent each. See **Figure 20**.

**Bibliography**

1. *The Private Local Posts of the United States*, Donald Patton, Robson Lowe Ltd, 1967.
2. Frajola sale, Ambassador J. William Middendorf II, Sale #4, May 1991.
3. *2011 Scott Specialized Catalogue*, Scott Publishing Co., October 2010.

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Auction #20**

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**Figure 1. A Messenkope's Union Square Post Office local post adhesive, 106L1, tied on a cover to Homer, N.Y. with a three cent dull red U.S. #11 stamp. The cover is dated October 27 (1851). Siegel sale (Golden), November 15-17, 1999, Lot A1349.**



**Figure 2. A one cent Metropolitan Errand and Carrier Express Company local post adhesive, 107L1, tied on a cover to Wethersfield, Connecticut. The cover is dated May 13. Siegel sale (Golden), November 15-17, 1999, Lot 1357.**



**Figure 3. A one cent blue Metropolitan Post Office stamp, 108L5, tied on a cover, to Poland, Maine, with a three cent dull red U.S. #11 stamp which is tied by a January 14<sup>th</sup> datestamp. Siegel sale (Kuphal), November 15-16, 2006, Lot 1633.**



**Figure 4. A Moody's Penny Dispatch adhesive; 110L1, tied on a cover to Dover, New Hampshire, by the local post circular datestamp of September 29, 1856. The postage was paid by the three cent dull red U.S. #11 stamp which is tied by the Chicago datestamp of September 29, 1856. Siegel sale (Hall), November 13-14, 2000, Lot 724.**



**Figure 5. A Wiley's One Cent Despatch local post adhesive, 112L1, on a cover to Pictou, Canada. The local post stamp is tied by the local post circular datestamp of June 16, 1856 at 8:00 AM. Part of the postage was paid with the three cent dull red US #11 stamp. The cover was pencil rated "10" cents and the 6d in a circle is the amount due. The U.S. three cent stamp is tied by the Washington, D.C. circular datestamp of June 16, 1856. Siegel sale (Hall), November 13-14, 2000, Lot 729. This is the only Wiley's One Cent Despatch local post stamp on a cover to a foreign destination.**



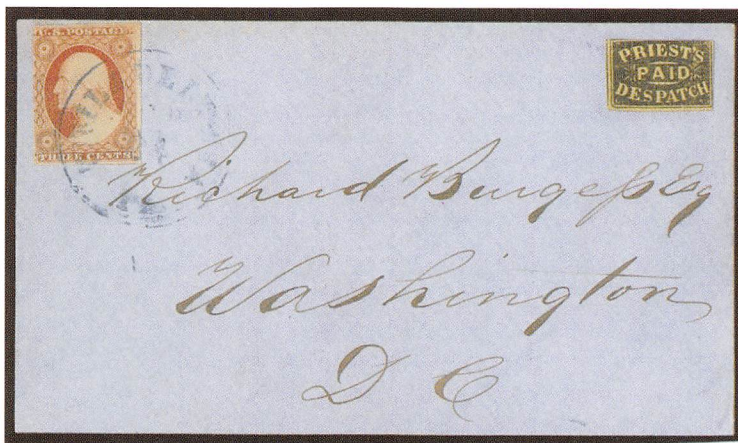
**Figure 6. A Wiley's One Cent Despatch local post adhesive, 112L2, on a cover to Woodstown, New Jersey. The local post stamp is tied by the local post datestamp of October 15 (1856) at 8:00 AM and by the Baltimore datestamp of the same date. The Baltimore datestamp ties the three cent dull red #11 U.S. stamp which was used to pay the postage. Siegel sale (Golden), November 15-17, 1999, Lot A1398.**



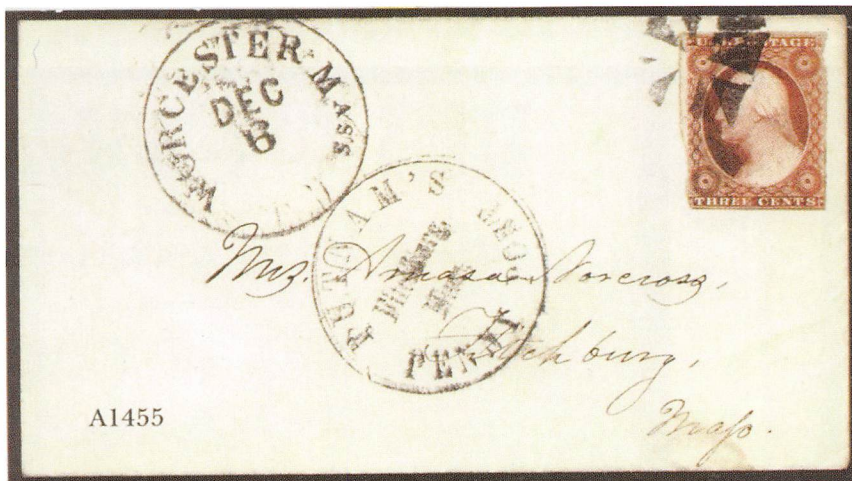
**Figure 7.** A Price's City Express orange local post adhesive, 119L1, on a cover to Washington, D.C. The postage was paid by the three cent dull red U.S. #11 stamp which is tied by the New York circular datestamp of March 27. Frajola sale (Middendorf), May 1990, Lot 722.



**Figure 8.** A Price's Eighth Avenue Post Office adhesive, 120L1, on a cover to Middlebury, Ohio. The postage was paid by the three cent dull red US #11 stamp which is tied by the New York datestamp of June 22. Siegel sale (Hall), November 13-14, 2000, Lot 740.



**Figure 9.** A Priest's Despatch black on yellow, Type 2 stamp with rays at the sides, 121L6 adhesive on a cover to Washington, D.C. The postage was paid by the three-cent dull red US #11 stamp which is tied by the Philadelphia circular datestamp of September 24. Siegel sale (Kuphal), November 15-16, 2006, Lot 1655.



**Figure 10.** A Putnam's Penny Post handstamp on a cover from Worcester, Massachusetts and delivered locally in Fitchburg by Putnam's Penny Post. The postage to Fitchburg was paid by the three cent dull red U.S. #11 stamp which was tied by a cork cancel in Worcester. Siegel sale (Golden), November 15-17, 1999, Lot 1455.

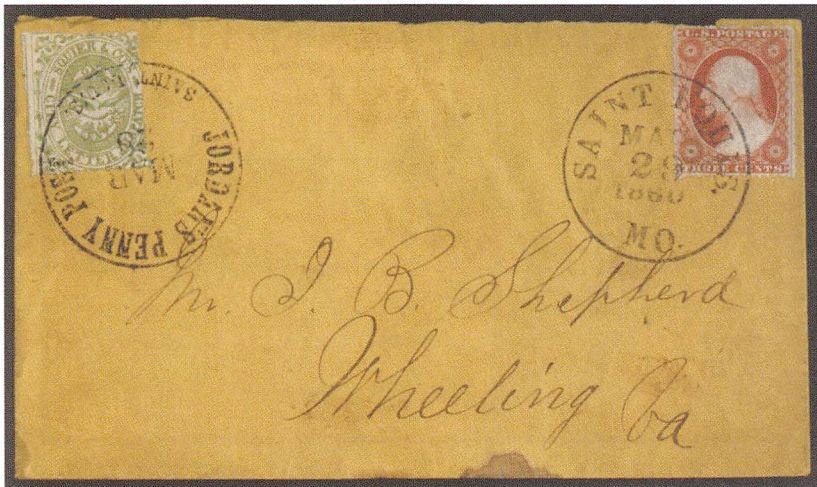


Figure 11. A Rogers' Penny Post handstamp on a cover to Brooklyn, New York. The postage was paid by the three cent orange red U.S. #11 stamp which is tied by a Newark, N.J. circular datestamp of August 12 (ca. 1856). The Rogers handstamp indicating carriage to the Newark Post Office has a manuscript "Aug 12". Rogers advertised "Letters to the mails" in the *Daily Advertiser*. Siegel sale (Golden), November 15-17, 1999, Lot 1466.



Figure 12. A Russell 8<sup>th</sup> Avenue Post Office adhesive in black on yellow, 130L2, on a cover to Bloomfield, New Jersey. The postage was paid by the three cent dull red U.S. #11 stamp which is tied by the New York circular datestamp of December 8. Siegel sale (Golden), November 15-17, 1999, Lot 1467.

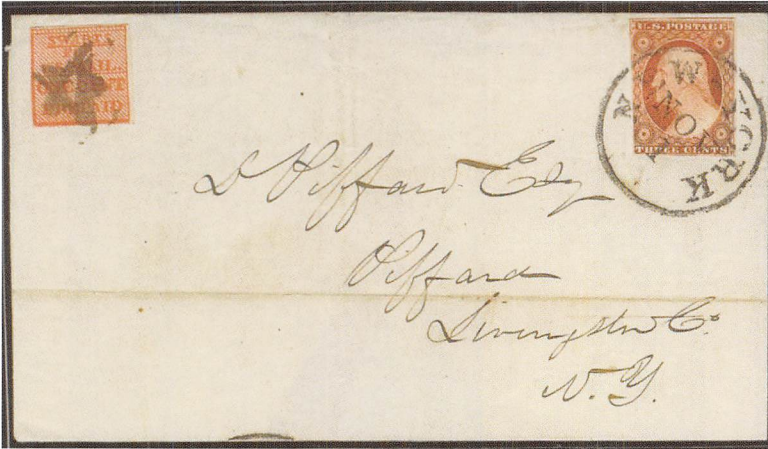




**Figure 13.** A Squier & Co. City Letter Dispatch adhesive, 132L4, on a cover dated March 29, 1860 to Wheeling, Virginia. The local post adhesive is tied by the Jordon's Penny Post circular datestamp indicating March 28<sup>th</sup>. The postage was paid by the three-cent dull red U.S. #26 Siegel (Golden), November 15-17, 1999, Lot 1487.



**Figure 14.** A red wove Swarts' City Despatch Post adhesive, 136L4, on a cover to Ovid, New York. The postage was paid by the three cent brownish carmine U.S. #11 stamp. Both stamps are tied by the New York circular datestamp of Nov 4. Siegel sale (Kuphal), November 15-16, 2006, Lot 1692.



**Figure 15.** A red Swarts “For the Mails” adhesive, 136L15, on a cover dated November 1, 1851 to Piffard, New York. The postage was paid by the three cent orange brown U.S. #11 stamp. The Swarts stamp was one cent and these stamps were issued when this rate was introduced in July 1851 by Swarts. Siegel sale (Hall), November 13-14, 2000, Lot 775.



**Figure 16.** A Teese & Co. local post adhesive, 137L1, on a cover dated August 7, 1853 to Newport, Rhode Island. The postage was paid by the three cent dull red Type II, U.S. #11A stamp. Both stamps are tied by the Philadelphia circular datestamp of August 7. Siegel sale (Geisler), December 3, 2008, Lot 1263.



**Figure 17.** A Third Avenue Post Office blue adhesive, 139L4, on a cover dated may 19 (ca. 1856) to Brunswick, Maine. The postage was paid by the three cent dull red U.S. #11 stamp. Siegel sale (Kuphal), November 15-16, 2006, Lot 1713.



**Figure 18.** A black on light apple green Union Square Post Office local stamp on a cover dated Monday, November 8 (must be 1852) to Chicago, Illinois. The postage was paid by the three cent brownish carmine, U.S. #11 stamp. The local post stamp and the U.S. stamp are tied by separate New York City circular datestamps of November 10. Siegel sale (Golden), November 15-17, 1999, Lot 1558



Figure 19. A Westtown School adhesive, 145L1, on a cover dated June 14, 1854 to Philadelphia. The postage was paid by the three cent, dull red U.S. #11 stamp. The circular datestamp of Westchester, Pennsylvania ties the two stamps to the cover. The Westtown adhesive was most often placed on the back of the cover. Siegel sale (Kuphal), November 15-16, 2006, Lot 1729.



Figure 20. A Zieber's local post adhesive, 150L1, on a cover dated July 2, 1851 to New York. The postage was paid by the three cent orange brown US #10 stamp. Ferrari sale, 1924, Lot 152.

# Westervelt's Post

## Part I

### Charles H. Westervelt

### Who Was He?

By

John D. Bowman and Robert L. Markovits

The story of Charles H. Westervelt (**Figure 1**) and his private local post has been told several times and in several ways over the years of recorded philately. This article is the first of a comprehensive series on this post, and in part one we will tell what is known about the proprietor.

One of the earliest philatelic references to Westervelt is an 1867 article by Overy Taylor entitled "Some Suspicious Characters".<sup>1</sup> Overy Taylor, no relation to S. Allan Taylor the famous forger, openly opined about the forgeries of the early 1860's which ultimately dampened collectors' interest in US locals and Confederates. Overy Taylor referred to the Confederate Blockade Postage and Buck's Richmond Express stamps as suspicious. His adjective has hardly been assuaged by the passage of time, and these stamps remain today as collectible for their early manufacture but not much more than a fictional bogus issue designed to sell to stamp collectors of the day. Taylor goes on to say that he possessed a large number of Westervelt's stamps obtained from "an unimpeachable source" and "a most respectable quarter of our acquaintance." Yet, he says "it is equally certain that not a few have been invented for purposes of sale." He continues by quoting a couple of items from *The Stamp-Collector's Record*, where Westervelt informed collectors of many stamps on hand in different colors and again that many General Grant stamps were available in quantity.

Overy Taylor also states: "Rather suspicious characters, our readers will say, though, probably, there are persons on the other side ready to swear that these new Westervelt stamps are quite what Caesar's wife ought to be."

These are rather strong words from a contemporary of Mr. Westervelt. So who was Westervelt and why did he prepare stamps?

#### Philatelic Accounts

An anonymous author in 1872 reported that C. H. Westervelt established a post between the villages of Chester, Chester Depot and East Chester, Orange County in the state of New York in 1861.<sup>2</sup> He went on to say that "This concern was carried on until 1868" and that all stamps were printed on any paper that became handy and they were all used for franking letters.

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<sup>1</sup> Overy Taylor, "Some Suspicious Characters," *Stamp Collectors Magazine*, Vol. 5, p 17, Feb. 1, 1867.

<sup>2</sup> Anon., "Westervelt's Post," *Stamp Collectors Magazine*, Vol. 10, p. 94, 1872.



**Figure 1. Photograph of Charles H. Westervelt, from Elliott Perry collection.**

Charles H. Coster reported in 1874 that only the typeset adhesive was issued for postal purposes while the rest were pretentious.<sup>3</sup>

William Evans became intrigued with the post and began to write about Westervelt's post in 1894 and did so until 1932. In 1894 he reported that "in 1863 a number of these stamps were in use at the village of Chester, N.Y."<sup>4</sup> He explained that Chester was a village in southeastern New York, actually consisting of two

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<sup>3</sup> Charles H. Coster. *The American Journal of Philately*. Vol. 8:93, June 20, 1874.

<sup>4</sup> William Evans. "Westervelt's Post," *Eastern Phil* Vol. 13(3):48-50, May, 1894.

villages, one of which was situated on the railroad and the other about a half a mile distant. Westervelt conducted a general store and hotel in the inland part of the village, which was known as “the upper village.” According to Evans, citizens of the upper village left their mail with Mr. Westervelt, accompanied by one or two cents more than the regular postage. Westervelt in turn would deliver the mail to the lower village in time for every outgoing mail, and all incoming mail was delivered by him from his place of business gratuitously. Evans went on to state that the use of these stamps was discontinued in 1867, but Westervelt continued to carry the mail from the upper to the lower village, and this custom was continued after he went out of business and was still in existence as of Evans’ writing in 1894. He said that Westervelt died in October of 1893. Evans believed that all of his emissions, in the three types and many colors, were legitimately used by the post.

Evans in 1895 went on to say that Westervelt accepted outgoing mail from residents of the upper village and it required his stamp plus the regular US postage to deliver to the lower village post office.<sup>5</sup> Evans now says that this plan was continued “until 1867, when a letter bearing one of the local stamps went astray, and was sent to the Dead Letter Office. Inspectors were sent to investigate the matter, and the further use of the stamps was forbidden, although the carrying of the mail was still permitted, and this custom is continued at the present time.” It is most interesting to note that Evans said the stamps were printed by the *Goshen Democrat* of Goshen, NY, and their proprietors stated “We have no means of ascertaining how many stamps we printed (for) Mr. Westervelt, as our journals of the year you mention have not been preserved. We have a plate in the office, from which we printed these stamps, a proof of which we enclose to you. Yours truly, Mead & Roys.” And a further response “The design you mention with the Indian’s head, we cannot furnish you as they were never made in plates – set up with type and they have been thrown away years ago.” Evans states that “Half of the copper plate and one of the wood blocks they kindly presented to me. The stamps in my possession were obtained from a gentleman who purchased of Mr. Westervelt all of his remainders about a year before his death, which occurred in October, 1893.”

Evans continued his basic account of the post until 1904.<sup>6</sup> He continued his thesis about the services of this post and that all its stamps were genuine.

A respected collector by the name of C. E. Severn noted in 1907 that “There is no record of reprints of the Westervelt Locals, the low quotations on certain of the stamps at this day, being due to the liberality with which the specimens were distributed by Mr. Westervelt during the period of the post’s existence, and afterwards. It seems that Mr. Westervelt was not unaware of the possibilities of profit through the sale of his stamps and we are told that he sold and distributed complimentary little envelopes containing his stamps and including color and paper varieties and also envelope stamps which are not catalogued, nowadays.”<sup>7</sup>

In 1914, Iver R. Johnson published a treatise on Westervelt’s Post which was reprinted by the US Stamp Company Herald. He continued the original story of the post by Evans, and added that “Westervelt was the proprietor of the village

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<sup>5</sup> William Evans. “The Chester N. Y. Local,” *Phil J America* Vol. XIII, pp 11-13, 1895.

<sup>6</sup> William Evans. “Westervelt’s Post,” *Virginia Philatelist* Vol. 6:137-39, 1904

<sup>7</sup> C. E. Severn, *Mekeel’s* Vol. 21(20), p. 1, May 18, 1907.

Cigar, Tobacco and Confectionery shop (a veritable store of unhealthy habits by today's terms!), which was located on the square in the center of the village. His store was known for miles around the countryside by the name 'Young America' from the large sign bearing these words placed over the doorway. He supplied toys and sweets to the children and catered to the grown-ups as well. In season he made a specialty of oyster suppers and his place of business was a natural meeting place for everyone. Westervelt was eccentric on the subject of colors. The front of his store was painted in several vivid colors, and no opportunity to bring his store to prominence through the lavish use of colors was overlooked. This probably accounts for the many colors of paper and ink used in the production of his stamps." Indeed, a similar explanation for the many Westervelt stamp colors was advanced by Evans.

### Historical Accounts

Chester, New York, was a town that consisted of Chester proper, West Chester and East Chester.<sup>8</sup> Elliott Perry's collection of Westervelt's included a hand-drawn map prepared by Iver Johnson of the area including pertinent business and landmarks (**Figure 2**).

Westervelt was apparently a jack of all trades, a master salesman and self-promoter.<sup>9</sup>

His store, the American Store, was located in a building owned by the Durland family for generations, and was a landmark. The building was painted in many colors: red, blue and green. He sold a variety of products, perhaps notions, ribbons, soft goods, candies, etc.

Westervelt was an elder of the local Presbyterian Church, which enhanced his status in the community of the three Chester villages. His emporium was about a mile from the Post Office and Erie Railroad station where mail came into the villages. He was elected Justice of the Peace for the Chester villages (**Figure 3**).

He contracted with the Independent Republican newspaper printing shop in Goshen, Orange County, New York (about six miles further north from New York City but also on the Erie Railroad line), to print stamps which he sold to his store customers to pick up and deliver mail from the village post office in East Chester (see the map in **Figure 2**). It is believed that he employed local youth as runners to cover the one mile course from store to post office, although he also ran this route himself, supposedly in his horse and carriage.

Westervelt's dates of birth and death have not been located, other than Evans' 1895 report which implies he died in October of 1893 or 1894, but it seems probable that he was in his 40's when he started his stamp and delivery business. Like his contemporaries, he discovered that he could make more money with less work by catering to philatelists. In this regard, he deserves credit (some would say discredit) for being a forerunner. His reprints, bogus and forgeries are well-known to philatelists, and telling good from bad is no easy task.

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<sup>8</sup> E. M. Rottenber and L. H. Clark, *History of Orange County, New York*, 1980 Vol. 2, p.616.

<sup>9</sup> Bob Markovits, personal communication, Sept. 12, 2008.



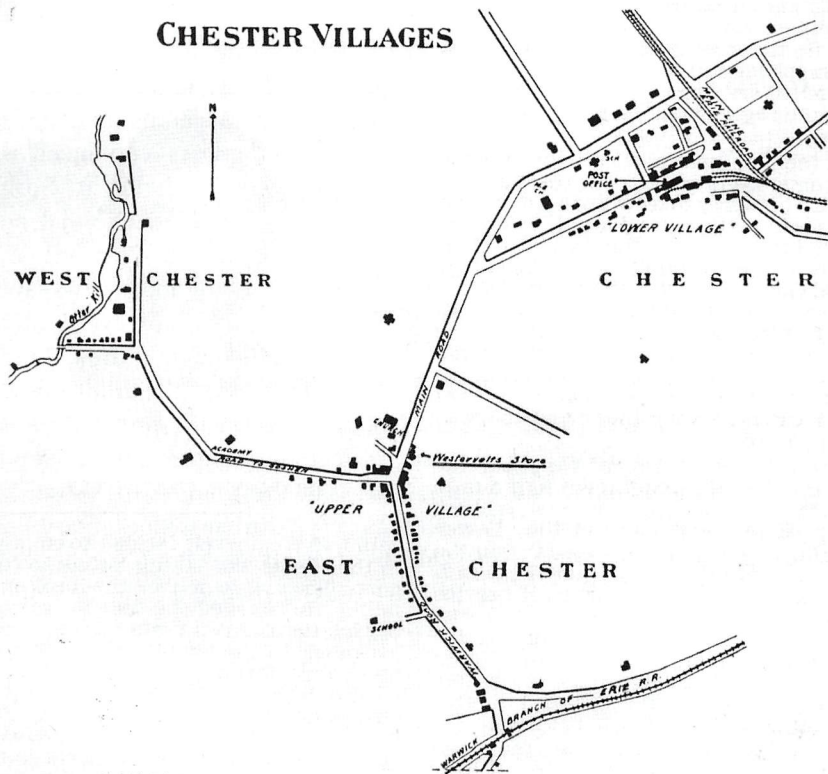


Figure 2. Hand-drawn map of the Chester villages, from Elliott Perry collection.

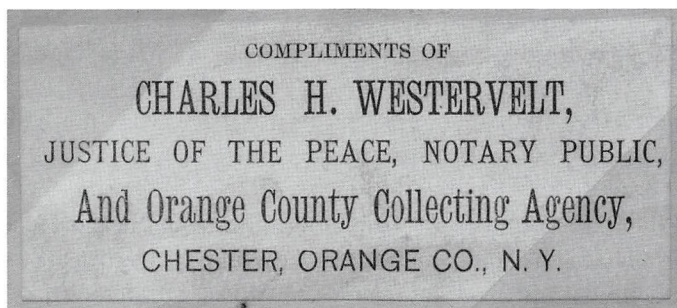


Figure 3. Westervelt's business card applied to small envelope in which he distributed his stamps, from Elliott Perry collection.

# The Springside Postage Stamp

By  
Marty Graff

As an avid collector of U. S. Sanitary Fair stamps it was inevitable that I would encounter the mystery of the Springside Post. S. Allan Taylor fakes of this Post have been known for years as are a couple of genuine stamps that appear to be the basis for the Taylor fakes. Dealer Richard C. Frajola is convinced that the Springside stamp was an emission of a Sanitary Fair held at Springside, Massachusetts now a part of Pittsfield, Massachusetts. The evidence that points to Pittsfield includes a genuine stamp with a cds that matches the Post Office cancel used at Pittsfield during the years 1856 and 1863-4. And “the local newspaper used an eagle, similar to the design on this stamp, for a masthead.” However, nothing has been found to date to substantiate that a Fair was held in this area. Further no research has produced evidence of a local post that operated in the area at that time.

I started my search with a quick Google search for Springside Post. The search results included a link to Vassar College in Poughkeepsie, New York. Following that thread I found that Matthew Vassar, the founder of Vassar College called his local estate “Springside”. Vassar was very familiar with Sanitary Fairs and was instrumental in the staging of the Dutchess County and Poughkeepsie Sanitary Fair held in Poughkeepsie, New York in 1864. Vassar owned a large carriage house known as “Fredericks Carriage Shop” and donated its use as a venue for the Fair.

I had the bug for continuing my search! I checked my maps and determined that Poughkeepsie, New York and Pittsfield, Mass were approximately eighty miles apart. I theorized it was possible that the Springside Postage stamps were produced at Vassar’s direction and named for his estate. As president of a college he would have had access to printers and as a supporter of Sanitary Fairs he would have been familiar with Fair Post offices. It was completely plausible that a visitor to the Poughkeepsie Sanitary Fair bought a Springside stamp and later applied it to a letter in Springside, Massachusetts where it was processed by the Pittsfield Post.

I contacted Vassar College historians for information. They were kind enough to forward my query to Springside Landmark and the Dutchess County Historical Society as well. Historians found no knowledge or record of a stamp (of any kind) having been produced at Vassar. I further searched the Poughkeepsie Daily Eagle, Poughkeepsie Weekly Eagle and the Daily Press, with no results. Not all Sanitary Fairs included a Post Office and only eight of those that did issued stamps for the fair. By all accounts the Post Office was the highlight of the Poughkeepsie Fair and raised \$113.91 for the cause, but there was no mention of postage stamps used on Fair letters.

About midway through my research a light came on and I realized I would not prove my theory or find the origin of the Springside stamps to be the Poughkeepsie Fair. This came from an examination of the purportedly genuine stamp. The denomination of the Springside stamps is 1/8 cent! Stamps sold at Sanitary Fairs were sold to raise money. As much money as they could. The least expensive denomination for a known Fair stamp is 5 cents for the Young Ladies of Brooklyn, black on rosy buff stamp, *Scott Catalogue* number WV6. Denominations

for other Fair stamps are .10, .15, .20, .25 and .30. It is simply not logical to think that a stamp sold to raise money would be sold so cheaply.

At this point I would guess the mostly likely source of the Springside stamp was for use as a practice stamp in a business college or possibly for use on internal postage at a college for mail between students.

While the mystery remains unsolved, Vassar College and the Dutchess County and Poughkeepsie Sanitary Fair can be ruled out as the source of the Springside Postage stamps.



**Figure 1. A Pittsfield, Massachusetts datestamp on a cover is shown at the bottom. The Pittsfield cancelled Springside postage stamp is superimposed on the cover at the top to show it is a genuine cancel.**



**Figure 2. This is the S. Allan Taylor forgery of the Springside Post Office.**



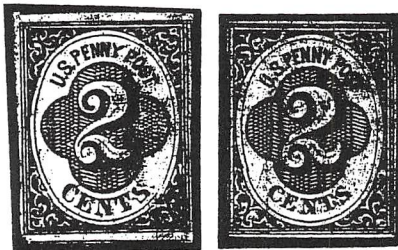
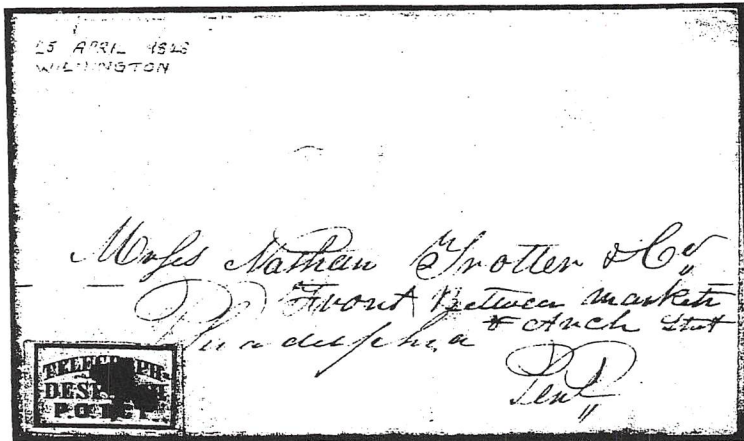
**Figure 3. A genuine used example of the Springside postage, 1/8 cent stamp of unknown origin.**

**M O V I N G**  
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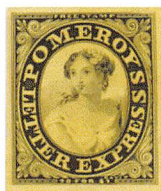
# Pomeroy's Letter Express Simplified Identification Tips

By  
Clifford Alexander

Pomeroy's Letter Express was established in Buffalo, New York by George Pomeroy in June 1844. This was a separate company from the independent mail company that he established in 1841. In the same month, he retained Gavit in Albany, New York to print stamps with the portrait of a lady. Robson Lowe speculated that she was the wife of Mr. Gavit and also the twin sister of George Pomeroy's wife.

The *Identifier*<sup>1</sup> lists nine different forgeries of the Pomeroy's stamp. In addition, a new tenth forgery has been discovered and is being published here for the first time.

For more detailed descriptions of the originals and forgeries, collectors should consult the *Identifier*. The following are simplified identification tips for distinguishing the originals and forgeries of Pomeroy's Letter Express stamps.



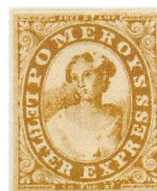
**Original**



**Forgery A**



**Forgery B**



**Forgery B-1**

- |             |   |
|-------------|---|
| Originals   | These all have sharp engraved images. The serifs of the "XP" of "EXPRESS" connect at the top, but none of the other characteristics of Forgeries C are present. |
| Forgery A   | The \$1 value in the inscription "20 for \$1" is blank.   |
| Forgery B   | The \$1 value in the inscription "20 for \$1" reads "ST."   |
| Forgery B-1 | The inscription reads "10 for \$1."   |
| Forgery C   | These are on a pelure or transparent paper and appear to read "120 for \$1." There is a fault at the top of the "P" in "EXPRESS."                               |
| Forgery D   | The name of GAVIT" is missing above the "\$1"; and the shading along the lady's cheeks, chin and neck are dotted lines.   |

<sup>1</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Larry Lyons, 1998.



**Forgery C**



**Forgery D**



**Forgery E**



**Forgery F**



**Forgery G-1**



**Forgery G-2**



**Forgery H**



**Forgery I**

- Forgery E "GAVIT" is missing and the first "E" in "EXPRESS" may have no serif on the top arm in some examples. The foot of the letter "R" in "Pomeroys" is distinctive.
- Forgery F The inscription reads "25 for \$1."
- Forgery G-1 This and G2 are the gold sheet versions. The "X" of "EXPRESS" is broken above the bottom left foot.
- Forgery G-2 There is a diagonal line above the woman's left eye.
- Forgery H The left crosses of the "T"s in "LETTER" and "GAVIT" are missing. This is a cut from the engraved 1864 Moens sheet.
- Forgery I This is the recently discovered new forgery. It has dotted lines on the lady's lower cheeks but not on her chin, and jagged lines resembling lightning bolts emanating from the button on her blouse.

# Langdon's Express, Boston

## Further Information

By

John D. Bowman and William Sammis

In the October 2010 issue of *The Penny Post*, John Bowman wrote about the only Langdon's cover known, which was dated Oct. 31, 1850. It was rated 10c although it was a local delivery cover. Member Bill Sammis has provided additional information about this post, and surely more covers may come to light.

**Figure 1** is an advertisement in the *New Hampshire Patriot* out of Concord dated Plymouth, Sept. 21, 1848 for Langdon & Co.'s Meredith and Boston Express, in which Langdon states his arrangement with the Boston, Concord and Montreal Railroad to run cars with transmissions of packages, money, merchandize, etc. and the forwarding of all letters between Meredith and Boston. Letters must be postpaid.

The ad also indicates that Langdon's offices are located at Railroad Exchange, Boston and at the Passenger Depot, Meredith. It is "signed" by D. R. Burnham and James F. Langdon. This ad ran through Jan. 14, 1852.

**Figure 2** is an advertisement from the *New Hampshire Patriot* out of Concord dated Concord, Jan. 1, 1852 for a new company named Cheney, Langdon & Co.'s Express. This ad first appeared in the newspaper of Jan. 21, 1852. It notes the exclusive contract with the Boston, Concord and Montreal Railroad to run cars with the Passenger Trains daily between Warren and Boston for transmission of packages, money, merchandise, etc. No mention is made of letters.

The offices are located at Cheney & Co.'s Express in Boston, in the ad, and also on the line of the various roads running north, and at the several passenger stations on the railroad. The ad is "signed" by B. P. Cheney, James F. Langdon and Nathaniel White.

The Boston city directories affirm the newspaper ads, with the 1849-1851 directories noting "Langdon & Co.'s Express, Railroad Exchange," and the 1852 directory showing "Cheney, Langdon & Co., express Railroad Exchange."

Notably, the Boston directories do not show that a James F. Langdon lived or worked in Boston during these years. It seems likely that he operated the northern portion of the express and lived in New Hampshire.

**Figure 3** illustrates an advertisement that appeared in the *New Hampshire Patriot*, Concord, New Hampshire issue of Jan. 7, 1852. The ad is dated Sept. 20, 1849. This ad, like the one in **Figure 2**, mentions an exclusive contract but with different railroads. Thus, while each company had "exclusive contracts" with railroads, their routes duplicated each other between Concord, NH and Boston.

It is very likely that Langdon's and Cheney merged out of convenience instead of attempting to compete with each other. The benefit to Cheney was access to more of New Hampshire, and Langdon's did not have to worry about transmission between Concord and Boston.



During his lifetime Benjamin P. Cheney was involved with many express companies. Some of them were Cheney, Rice & Co.; Cheney, Hill & Co.; Cheney, Fiske & Co.; U.S. & Canada Express; British & American Express; Canadian Express; American Express; Wells Fargo Express Co. and the National Express Co. This suggests his business model was one of collaboration for mutual benefit rather than competition for a monopoly for mail and money letter carriage. Ben Cheney continued operating Cheney & Co.

Nathaniel White had represented Cheney & Co. at Concord, and became one of the three partners in the new Cheney, Langdon & Co. (see **Figure 2**), presumably representing the company's interests at Concord (where he also kept his previous job with Cheney & Co.) Langdon's business partner D. R. Burnham (See **Figure 1**) apparently left the company, perhaps because he worked out of Concord and was no longer needed.

We also note that Langdon's ad refers to Meredith, NH on the Boston, Concord & Montreal railroad route (see **Figure 1**). It is about 37 miles north of Concord. After merging with Cheney, the line was extended another thirty-three miles north to Warren, NH as noted in the ad (see **Figure 2**). Warren is about 70 miles north of Concord and five stations past Meredith along the same railroad.

Readers who may have further information are invited to correspond with us at [jbowman@stx.rr.com](mailto:jbowman@stx.rr.com) and [cgs13@cornell.edu](mailto:cds13@cornell.edu).

## WANTED

We need a volunteer to work as an ad manager to solicit new ads and keep our ad information current. This individual will work with Cliff Alexander and Larry Lyons to relieve some of the burden on the President and Editor. Basically the job is making calls and sending emails and coordinating the responses. Do we have a volunteer?

1849-12-27

New-Hampshire Patriot

## **LANGDON & CO'S MEREDITH AND BOSTON EXPRESS.**

**WWW** THE subscribers having made an exclusive contract with the Directors of the Boston, Concord and Montreal Railroad to run Cars with the Passenger Trains daily between Meredith and Boston for the transmission of Packages, Money, Merchandize, &c., respectfully give notice that they will forward all articles in their line of business between Meredith and Boston, daily, each way, (Sundays excepted.) Packages will be forwarded to all parts of New Hampshire until further notice.

All goods left at either of their offices will be forwarded on reasonable terms and without delay. We wish it distinctly understood that we shall refuse to forward letter- unless previously mailed and post paid.

All packages intended for us should be marked "Langdon & Co.'s Express."

Offices—at Railroad Exchange, Boston, and at the Passenger Depot, Meredith.

N. B. The subscribers are alone responsible for the loss or damage on any articles or property of any description entrusted to their care, nor is the risk assumed by any of the Railroad corporations over which they pass.

D. R. BURNHAM,  
JAMES F. LANGDON.

Plymouth, Sept. 21, 1848.

if

Figure 1.

## CHENEY, LANGDON & CO'S EXPRESS.

~~THE~~ THE subscribers  
exclusive contract with the Directors of the Boston, Concord and Montreal Railroad to run Cars with the Passenger Trains daily between Warren and Boston, for the transmission of Packages, Money, Merchandise, &c., respectfully give notice that they will forward all articles in their line of business, daily, each way, (Sundays excepted). Packages will be forwarded to all parts of New Hampshire until further notice.



All packages intended for us should be marked "Cheney, Langdon & Co's Express."

Offices—at Cheney & Co.'s Express offices at Boston and on the line of the various roads running north, and at the several Passenger stations on the R. C. and M. Railroad.

A B—The subscribers are alone responsible for the loss or damage on any articles or property of any description entrusted to their care, nor is the risk assumed by any of the Railroad corporations over which they pass.

B. P. CHENEY,  
JAMES F. LANGDON,  
NATHANIEL WHITE.


Concord, Jan. 1, 1862.

tf

Figure 2.

Concord for Warren at 10.30 A. M.  
Lake Village at 3.45 P. M.  
JAS. N. ELKINS, Agent.  
Concord, Dec. 1, 1857. 11

## CHENEY & CO'S EXPRESS.

 THE subscribers having an exclusive contract with the Directors of the Concord, Northern, Vermont Central, Passumpsic, and Concord and Claremont Railroads, to run Cars with the Passenger Trains daily on said roads, for the transmission of Packages, Money, Merchandise, &c., respectfully give notice that they will forward all articles in their line of business, daily, each way, (Sundays excepted.) Packages will be forwarded to all parts of New Hampshire, Vermont, and the Canadas.

Offices at RAILROAD EXCHANGE, Court Square, Boston; on Main Street, one door South of Columbian Hotel, and at Railroad Depot, Concord; at J. S. Cheney's, opposite City Hall, Manchester; at Emerson's Store, Hanover; at J. W. Howe's, Montpelier, Vt.; at N. V. Express Offices, Burlington, Vt., and Montreal, Canada; R. Tubbs, Wells River, Vt.; S. C. Butler, Stanstead.

The Express Train for Montreal and Stanstead leaves Boston on Tuesday, and returns on Saturday, of each week.

N. B.—The subscribers are alone responsible for the loss or injury of any articles or property of any description entrusted to their care, nor is any risk assumed by the Railroad companies that are designated.

NATHANIEL WHITE, Concord, N. H.  
B. P. CHENEY, Railroad Exchange,  
Court Square, Boston.

Concord, Sept. 20, 1849. 11

Figure 3.

# U.S. Postal History.

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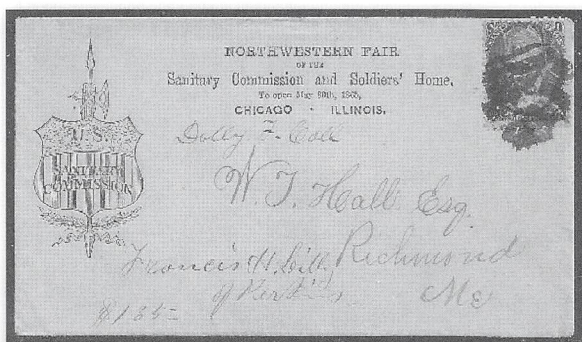
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# Robert and Marjorie Sered Kantor Collection of Sanitary Fair Postal History, Proofs, and Stamps The Second and Final Part

In 1995 the Robert A. Siegel auction firm sold the main part of the Kantor collection. The core of their collection, the greatest ever formed, was comprised of the material held by Elliott Perry, Dr. Ludwig Simon, William W. Steele, J. William Middendorf II, and Vincent Domanski. The Kantors offered us the balance of the collection in April of this year. It contained almost 400 Fair, Sanitary, and Christian Commission covers, a large number of reprinted Great Central Fair trial color proofs, and stamps (both mint and used.).

This material is on our website at: [www.jameslee.com](http://www.jameslee.com) listed under essays and proofs - Schemikow Die Essays & Great Central Fair Proofs and Stamps, and Postal History – Civil War.



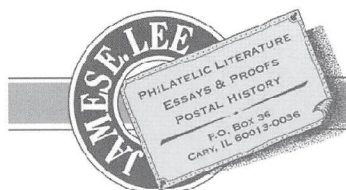
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# More on the Bucks Richmond Express Stamps

By  
Justin L. Poklis

The Bucks Richmond Express Confederate States Only stamps have not been linked to a real express company and are believed to be a completely bogus issue. George B. Sloane, noted philatelist and author of “Sloane’s Column” is accredited with telling the story of their possible genuine heritage. He was heard to remark that they were produced by Hoyer & Ludwig, the printers of the first Confederate stamps, for a free black man named Buck in lieu of payment for work done. These stamps were used in Bucks’ business of transporting baggage to and from the railroad stations in Richmond. More of these stamps were turned out by the printers at Hoyer & Ludwig when it was discovered that Buck was exchanging these stamps for money.<sup>1</sup>

The Bucks Richmond Express stamps were first reported in the philatelic literature in April of 1863 in Mount Brown’s *A Catalogue of British, Colonial, & Foreign Postage Stamps*.<sup>2</sup> They were illustrated as early as 1864 by Jean-Baptiste Moens in *Les Timbres-Poste Illustres*.<sup>3</sup> In August of 1865 J.M. Stourton described three types in *Postage Stamp Forgeries; or the Collector’s Vade Mecum*.<sup>4</sup> The most comprehensive listing of the Bucks Richmond Express stamps can be found in the January 2011 issue of *The Penny Post* article “Bucks Richmond Express Simplified Identification Tips.”<sup>5</sup> This list is based on the 1969 Confederate Philatelist article “*Crazy Confederate or Bogus Adhesives*.”<sup>6</sup> I will attempt to add some previously unidentified stamps to the list of known Bucks Richmond Express stamps and put forth a case for the source/printer of one of the earliest known Bucks Richmond Express stamps, Type I.1. See **Figure 1**.

## Previously Unlisted Bucks Richmond Express Stamps

All of the following newly listed Bucks Richmond Express stamps have either been seen by, or exist in, the author’s reference collections.

- Type I.2a New Value: 15c (See **Figure 2**)
- Type I.3- I.4 – A revaluation of the listing – For Types I.3, I.3A, I.3b, I.4 and the newly added stamps with the same frame type as those listed should all be considered the same group. The main

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<sup>1</sup> “*Crazy Confederate or Bogus Adhesives*,” Rooke, HF, Confederate Philatelist 1969; 7:36.

<sup>2</sup> *A Catalogue of British, Colonial, & Foreign Postage Stamps*, Brown, M., 1863, F. Passmore, London.

<sup>3</sup> *Les Timbres-Poste Illustres*, Moens, JB., 1864, J.-B. Moens, Bruxelles.

<sup>4</sup> *Postage Stamp Forgeries; or the Collector’s Vade Mecum*, Stourton, JM , 1865, Trubner & Co., London.

<sup>5</sup> “*Bucks Richmond Express Simplified Identification Tips*,” Alexander, CJ., Mosher, BH. and Bowman, JD. *The Penny Post* 2011; 1:5-9.

<sup>6</sup> “*Crazy Confederate or Bogus Adhesives*,” Rooke, HF, Confederate Philatelist 1969; 7:36.

difference appears only to be the number contained in the frame. This may be the result of plate positions or from different printings; the author is inclined to believe the latter.

- I.3 New type of number in frame: 1 cent with horizontal line under the bar of the “1” and the “1” is slightly farther to the left than in Type I.3b. (See **Figure 3**)
- I.3 New style of number in frame: 5 cent unlike the two shown in the January issue of *The Penny Post*. (See **Figure 4**)
- I.3 New style of number in frame: 15 cent narrower than the stamp illustrated in the January issue of *The Penny Post*. (See **Figure 5**)
- Note: Type I.3a should not be part of the above listings. The author believes this stamp was produced after the above listed stamps. The print quality is poorer than either of the one cent stamps listed above. It can easily be identified by the line through the “Y” of “ONLY”. Only the one cent stamp is known. (See **Figure 6**)
- Type II.A2; New Sub Type: This is the same frame as the Type II.C stamp where the “ts” of “Cents” is complete and there is a break in the lower left frame and ornament. There is also a nick on the left side of the outer frame line between the “M” and “O” of “RICHMOND”. Values: 2, 5, and 25 cent (See **Figure 7**)
- Type II.E1; New Sub Type: Same frame as above, Type II.A2. Values: 10 cent (See **Figure 8**)
- Type III; New Values: 2, 5, 15, and 20 cent (See **Figure 9**)
- Type IV; Souvenir Card for Vapex 75, October 31- November 2, 1975 Richmond, Virginia. Souvenir card contains 5, 10 and 15 cent, Type I.1 Bucks Richmond Express stamps (See **Figure 10**)

### **The Source of the Type I.1**

At the present time only two identified sources for the Buck Express stamps are known. John Baptist Moens is thought to have produced the Type I.5 stamps (See **Figure 11**) and S. Allan Taylor is believed to have produced all the Type II stamps. The Moens’ stamps were produced using the printing block used in his 1864 *Les Timbres-Poste Illustres*.<sup>7</sup> They are printed in a plethora of colors and paper combinations. At the present time the author’s conservative list of Taylor’s

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<sup>7</sup> *Les Timbres-Poste Illustres*, 1864, J.B. Moens, Bruxelles.



Bucks Richmond Express stamps stands at 89 different color paper, value and frame type combinations.

The source for the Type I.1 Bucks Richmond Express stamps has not been previously identified. These stamps can be linked to C&H Gloyn by examining the early philatelic literature and Confederate forgeries, facsimiles and bogus stamps produced in the first half of the 1860's. The identification of the source of the Type I.1 Bucks Richmond Express stamps starts by examining an advertisement for the Alpha, Acomb House, of Manchester found in the February 1863 issue of *Stamp Collector Magazine*.<sup>8</sup> (See **Figure 12**). This advertisement included ten Confederate provisional stamps, too rare to be genuine, and thirteen other Confederate stamps sold used or unused.

### **Alpha, Acomb House, Manchester**

No advertisement for the Alpha, Acomb House of Manchester appears in the *Stamp Collectors Magazine* after the February 1863 issue. Starting in the April issue advertisements appear for C.G., Acomb House, Manchester. It appears that The Alpha, Acomb House changed their name to the C.G., Acomb House in April of 1863. In September of 1863 Gloyn, Alley & Gloyn of Manchester issued the *Once a Month* or *The Stamp Collector's Advertiser*. This journal was then followed by *Once a Month*; or, *The Stamp Collector's Advertiser* published by C&H Gloyn, Acomb House.<sup>9</sup> The Acomb House sold stamps and published its' own house organ in the 1860s. They would have had the ability to print their own forgeries and bogus stamps.

### **The Stamps Listed in the Alpha, Acomb House Advertisement**

It is known from pricelists of George Hussey, local post operator and stamp dealer, and S. Allan Taylor, stamp dealer, they were supplying the Samuel Curtis Upham facsimiles of Confederate stamps to the European stamp market as early as 1863.<sup>10</sup> Upham was known to have produced fifteen facsimiles of Confederate stamps (See **Figure 13**). He wrote "...I printed these from the 12 of March, 1862 to the 1st of August, 1863" and "I printed in all twenty eight varieties of facsimile rebel notes, shinplasters, and fifteen different postage stamps."<sup>11</sup> All fifteen of the Upham facsimiles have been identified by the advertisement found at the bottom of the sheets of six stamps; "Fac-Simile Rebel Postage Stamp.-Sold Wholesale and Retail, by S. C. Upham, 403 Chestnut St. Philadelphia" (See **Figure 14**). The Upham facsimiles account for the ten provisional stamps listed in the advertisement, but not the other thirteen Confederate stamps listed. Upham only produced five general issue stamps. The advertisement also states that the Confederate stamps were available used and unused. The Upham facsimiles are not found used in any

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<sup>8</sup> *Stamp Collector Magazine*, "Alpha, Acomb House, Manchester", 1863; 1:16.

<sup>9</sup> *The Philatelic Library. A Catalogue of Stamp Publications*, 1874, Tiffany, JK., Published by the Author, St. Louis.

<sup>10</sup> "Deceit and Dispersal: Hussey and Taylor and Their Products," Trenchard, HA., *The Penny Post* 1996; 6:22-34.

<sup>11</sup> *The Currency of the Confederate States of America*, 1875, Lee, WM., Published by the Author, Washington.

quantity or with a consistent cancellation. So these stamps must be some forgery other than Upham facsimiles.

There are very few Confederate forgeries found used with a consistent cancellation. There are three different types of Confederate forgery or bogus stamps regularly found cancelled that can be dated to the early 1860's. The first type of forgeries are the Blockade Postage stamps found roulette on bond paper (See **Figure 15**). They were first reported in 1864 in *Le Timbre-Poste*.<sup>12</sup> These stamps are found used but not unused and therefore can be eliminated as the stamps referred to in the advertisement. The second type is an imitation of the Upham facsimile that is described in 1865 in *Postage Stamp Forgeries* by J.M. Stourton as "Forgery No. 2".<sup>13</sup> (See **Figure 16**). This stamp is noted as being printed in purple, yellow, red, blue, green, and black. They are found unused and cancelled with a single lined oval reading "CONFEDERATE STATES". The third stamp type is the Type I.1 Bucks Richmond Express stamps. This stamp is also found unused and with the same single lined oval cancellation reading "CONFEDERATE STATES" as found on Stourton's general issue "Forgery, No. 2" (See **Figure 17**). Since both the Bucks Richmond Express and Stourton's general issue "Forgery No. 2" are found with the same cancellation it is reasonable to believe they originated from the same source. Harry F. Rooke in *Crazy Confederate or Bogus Adhesives* notes that the Type I.1 Bucks Richmond Express stamps are the most common type found in Britain and therefore they likely originated in Britain.<sup>14</sup> Alpha Comb House, Manchester is, of course, located in Britain.

Since both the Stourton's general issue "Forgery No. 2" and the Type I.1 Bucks Richmond Express stamps are found unused and used with the same cancellation; they can be dated to the early 1860's; and appear to originate in Britain; and since the Acomb house produced a stamp journal starting in 1863 we know that they were capable of printing forged stamps; it is reasonable to conclude that they are the stamps listed in the Alpha, Acomb House advertisement. The two groups of stamps, Bucks Richmond Express Type I.1 and Stourton's general issue "Forgery No. 2", only accounts for twelve of the thirteen stamps listed in the advertisement. The other stamp may be an unlisted color variant or an unidentified stamp. The easiest identification of this unknown stamp would be by locating a stamp with the single line oval reading "CONFEDERATE STATES". It may be possible that C&H Gloyn was responsible for other Confederate, local forgeries and bogus stamps. A review of their journals and pricelists might reveal other nefarious products.

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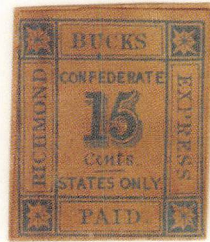
<sup>12</sup> Le Timbre-Poste, "Chronique," 1864, 2:73-74.

<sup>13</sup> *Postage Stamp Forgeries; or the Collector's Vade Mecum*, Stourton, J.M., 1865, Trubner & Co., London.

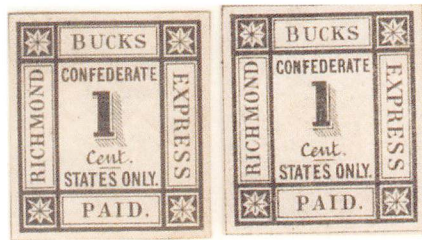
<sup>14</sup> "Crazy Confederate or Bogus Adhesives." Rooke, HF., *Confederate Philatelist* 1969; 7:36.



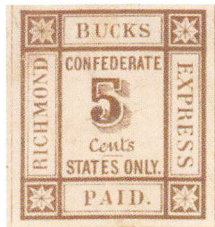
**Figure 1. Set of the Type I.1 Stamps Sold and Printed by C. Gloyn of the Acomb House of Manchester, England.**



**Figure 2. Type I.2a; Unlisted 15 Cent Stamp.**



**Figure 3. The Two Types of the I.3 One Cent Stamp.**



**Figure 4. Type I.3; Unlisted 5 Cent Stamp.**



Figure 5. Type I.3; Unlisted 15 Cent Stamp.

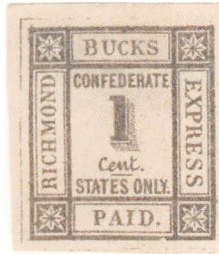


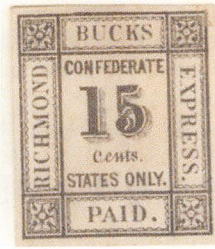
Figure 6. Type I.3a.



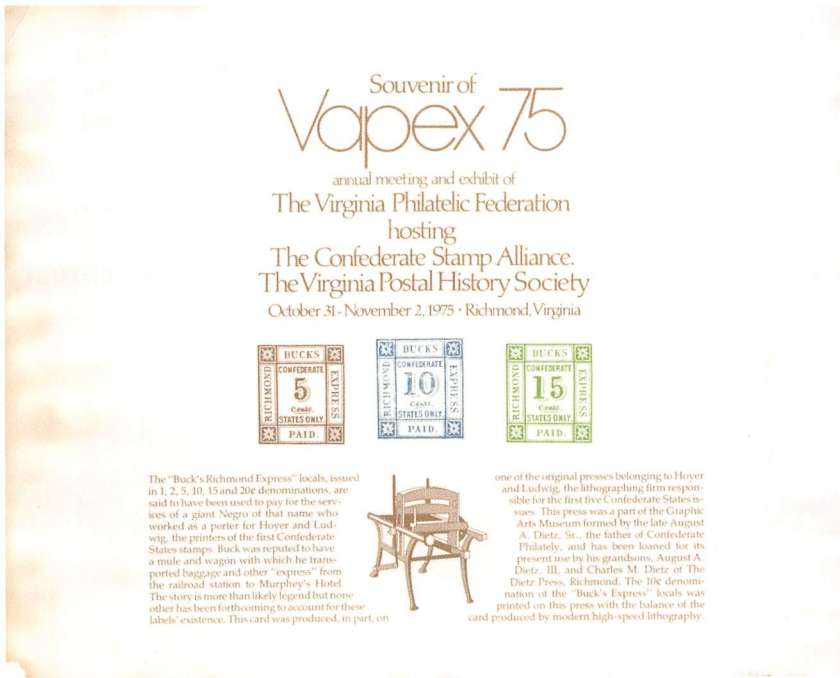
Figure 7. Types II.A, II.A1 and Newly Listed Type II.A2.



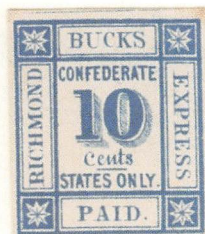
Figure 8. Types Type II.E and Newly Listed Type II.E1.



**Figure 9. Type III; Unlisted 15 Cent Stamp.**



**Figure 10. Type IV; Unlisted Souvenir Card from Vapex 75**



**Figure 11. Type I.5; Attributed to Jean-Baptiste Moens.**

**Alpha, Acomb House, Manchester, has** Several Thousand Stamps for Sale, of which the following are a few Examples :—Bremen, 2s. 6d. the Set of Six Stamps; Bergedorf  $\frac{1}{2}$  sch. at 2d. each, or 1s. 3d. per dozen; Danish Essays, 4 R.B.S., 8 R.B.S., at 1s. 3d. each; Mobile 5 cents, Baton Rouge 5 cents, New Orleans 5 cents (two kinds), Nashville 5 cents (slate), ditto (red), New Orleans 2 cents (red), ditto (blue), 1s. 3d. to 1s. 6d. each; also 13 kinds of Confederate States, at 1s. each *used*, or 1s. 6d. *unused*.

**Alpha, Acomb House, Manchester, has** several Collections to dispose of—100 different Stamps for 5s., 200 ditto, 15s., 500 ditto, £3 10s.; also Collections of any number made up on application. N.B.—Persons wishing to purchase should at once apply for his Price List of several hundred varieties, price 4d.

**Alpha, Acomb House, Manchester, has** above 20,000 Stamps for Sale, at the lowest possible prices. He has 1200 varieties for Sale.

Figure 12. Alpha, Acomb House Advertisement from the February 1863 issue of *The Stamp Collectors Magazine*.



Figure 13. The Fifteen Samuel C. Upham Facsimiles of Confederate Stamps.



**Figure 14. Samuel C. Upham Imprint on Sheet of Six Five-Cent New Orleans Postmaster Provisional Stamps.**



**Figure 15. Blockade Postage Bogus Confederate Stamp.**



**Figure 16. J.M. Stourton Confederate States General Issue “Forgery No. 2”.**



**Figure 17. J.M. Stourton Confederate States General Issue “Forgery No. 2” and the Bucks Richmond Express Type I.1 with the Same Cancellation.**

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# Overton & Company (Including Damon, Wyman, City Mail) Part I

By

Calvet M. Hahn

Introduction by John D. Bowman

## Introduction

Those of us who knew Cal Hahn miss his vast knowledge of US philately, particularly in the areas of express companies, locals and independent mails. Robert A. Siegel sales of his holdings over the past several years provided us with his lifetime postal history collection particularly stampless mail.

Cal Hahn gave me this article in electronic version a number of years ago, with strict instructions not to show it to anyone. I did as instructed. But now, several years after his untimely death, I will publish it in his memory. I cannot in good conscience, however, do so without stating what must be stated for our readers. First, Hahn was notorious for not using footnoted references. He preferred to place his references in the text of his article. There are only a few in this article, a result, no doubt, of my pleading with him to do so. **Without references, no one could possibly verify his interpretations and conclusions.** He seemed to gradually accept this basic premise of scientific writing. Second, those of us who knew his ways understood that he was inclined to place incorrect information in his articles. His purpose, as he told me, was so that he might catch someone plagiarizing him, and sue the philatelic author who might purloin his precious research and conclusions. The misinformation might take the form of a slightly incorrect year date, which could be chalked up to a typo. Hahn was extremely protective of his intellectual property, telling me that he copyrighted everything with the proper forms and would sue anyone who violated his copyright. Finally, he mentions appendices in his last paragraph, which he never sent to me and might have been on his hard drive when he died.

I had hoped to verify all of Hahn's statements in this exhaustive treatise on Overton's, but have not had time to go through the three editions of Stimson's railroad history books that were Hahn's most recommended reading concerning express company history. At a future date, I will publish an article on Overton & Company based on the historical artifacts surviving today. This work is already in progress.

The caveats having been duly supplied, here follows Hahn's important article, perhaps ten years after he wrote it:

Overton & Co. was one of the half dozen more important independent mail companies. This company is selected for presentation here because it illustrates all of the four functions how a company could operate. These four functions are independent mail, package express, local delivery and international mail forwarder. Overton & Co. was



Figure 1. Overton labels created by S. Allan Taylor.

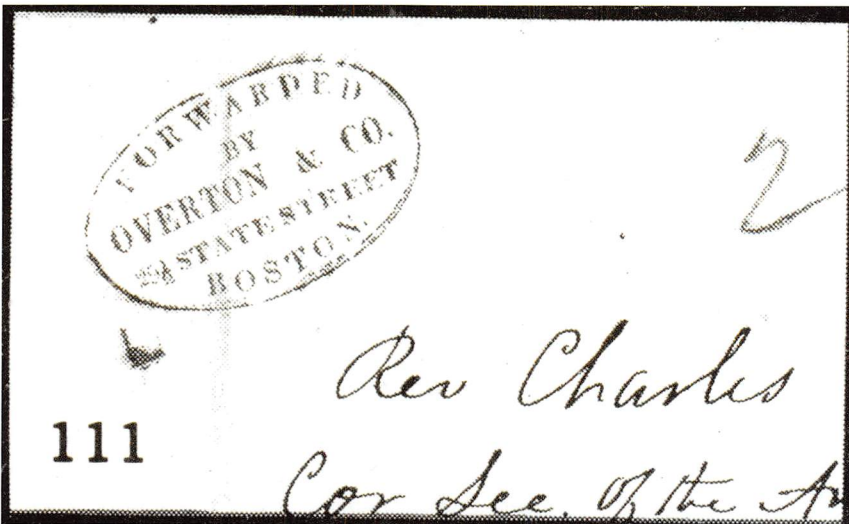


Figure 2. The earliest dated Overton & Co.'s cover with a date of July 13, 1844. Christie's, September 19-20, 1985, Lot 111.

apparently founded circa July 3, 1844 by Richard C. Overton, who resided at 12 Allen Street in New York, although one city directory listed his residence at 15 Allen Street. Overton was partners for a while with William L. Talman in the firm of Overton & Talman. Talman appears to have lived in Brooklyn, although Elliott Perry did not find a listing for him there.

The 1840's New York city directories such as *Rodes* and *Doggett* are a basic information source for the independent mail period. They were normally compiled in the March through May period and issued about the first of July of each year, with titles showing that year and the succeeding one. These directories show Mr. Overton had a brokerage office at 22 Nassau Street in 1841-2, moving to 6 Broad Street in 1843. In 1843-5, both Richard Overton and Overton & Talman, custom-house brokers, were listed at 3 Broad Street, while both were listed at 6 Wall Street in 1845-6. It is only in the 1845-6 directory that Overton & Co. was listed. It was reported as being at 7 Broad Street.

Although the company's operations only lasted about a year, they fell into the areas of a) independent mails, b) package express, c) local delivery, and d) international mail forwarder. The initial purpose was to operate a 'cheap postage' letter express between New York and Boston by steamer and railroad. This was its advertised purpose in the initial advertisements. It became a **package and parcel express** by early August of 1844 when it acquired Damon & Co.'s Hudson River Letter and Package Express to expand operations northward to Albany in addition to the initial New York to Boston service.

The package express function was further expanded according to an advertisement in the *Courier & Enquirer* of November 19, 1844 that stated the company would send 'small packages and parcels' through the Atlantic & Mississippi express:

ATLANTIC AND MISSISSIPPI EXPRESS—To Charleston, Savannah, Mobile. Apalachicola, New Orleans. St. Louis. and all the intermediate towns on the Mississippi.

OVERTON & CO., No. 3 Broad street. near Wall, have completed arrangements to forward without delay, small PACKAGES and PARCELS to responsible agents, at the above places, by fast sailing packets at the earliest opportunity. Receipts will be given, insurance effected and charges paid when required, on all parcels entrusted to their care.

Merchants and others can send by their Express with less trouble and expense, than any other way. Great care will be taken to prevent damage and secure an early delivery.

Charges may be paid here or at destination.

A subsequent notice ran in the same paper on January 5, 1845. It added another service in the South.

NEW ORLEANS PACKAGE EXPRESS—The subscribers have made arrangements to send small packages and parcels to New Orleans which

will be delivered immediately after arrival at a low charge. Jan 6, 1845,  
Overton & Co., (Overton & Talman?) No. 3 Broad street near Wall street.

These two notices seem to refer to the same service and indicate there may have been a problem with the original concept. It is likely that the service involved Adams & Co., for the New York Herald in an 1845 editorial on the value of the three major express companies referred to "Adams & Co.. the Great Eastern Southern and Southwestern forwarders..." and said the others operated elsewhere. Further in his 1858 edition of History of the Express Companies A. L. Stimson noted, "It is almost incredible that (expresses) were not at all in use in most of the slaveholding States until 1850."

To date no examples of this Overton package express operation have been recorded. Elliott Perry in *Pat Paragraphs* notes a black on yellow 'label' reading OVER-TON & CO'S/ EXPRESS in a double circle around an eagle central ornament, which he wrote in April 1941 was possibly an imitation of a genuine unrecorded express label. Richard Schwartz noted in *The Penny Post* of October 1994, Overton labels created by an S. Allan Taylor as a fantasy and noted the central eagle is a moveable type ornament for it is known in several positions. Larry Lyons terms it a Taylor bogus item. Most examples are typographed on a number of papers (typical of Taylor) and the eagle is centered. The yellow is only found on white wove paper. One version, only known in black on white laid paper, has the eagle tilted so the beak points at the 'C' of 'CO'. See **Figure 1**.

The Overton & Co. function as a traditional foreign letter forwarder is recorded early in its operation. However, no covers representing this service have yet been recorded. Although it doesn't quite qualify, the closest example is a cover from England on the Hibernia arriving on 2/19 or 5/6/45 at Boston and addressed to Harry Tobias, 29 Nassau in New York which was hit with a black Overton handstamp and '5' rate mark and a manuscript '7' (for delivery). It was part of Knapp lot 1298. In advertising as a forwarder, Overton offered to do what Harnden had done in regard to the British Cunard steamers and other overseas mail. The following notice, which appeared in the New York Express on July 15, 1844 referred to the first sailing by the Cunard steamers after Overton began operations.

LETTERS FOR THE STEAMER BRITANNIA. at Boston, to sail on Tuesday, the 16th inst., will be received at No. 3 Broad street. near Wall, until half past 4 o'clock on Monday afternoon, and forwarded by.

OVERTON & CO' S Daily Letter Express to Boston

Subsequent advertisements appeared for various later Cunard sailings. However, on January 31, 1845, a rate of 10c was first noted in the *Daily Express*:

STEAMER LETTERS, TEN CENTS EACH - OVERTON & CO., No. 3 Broad Street, near Wall street, will receive letters for the Steamer at Boston, until a quarter to 4 O'clock this day. The public may rely upon the certainty of their arrangements as in no case have they yet failed.

The last remark about failure was a crack about competitor Harnden's operation, where a mail bag had been left on the dock at Providence. In fact, Harnden lost his contract as a U.S. mail agent on February 14, 1844 as a result of the Providence incident.

Overton's fourth function, as a local delivery operator, or penny post was the last service to be provided. It began December 7, 1844 and will be described later. Although most Overton covers were handled as stampless, the company did have adhesives available from its very beginning. (Hahn is referring to the independent mail period and adhesives 113L1).

### Initial Operations

The earliest record we have of Overton & Co. is a series of advertisements published in the New York newspapers on July 3, 1844, while the earliest dated cover is that of July 13, 1844. See **Figure 2**. The initial ads ran in the *New York Herald Tribune*, *Daily Express*, and *Journal of Commerce*. Each headlined a new 'cheap postage' of 5¢ per letter to Boston and each advertisement recorded that the operation was a daily independent mail letter express with adhesives available at \$4 per hundred, which was a quantity discount so that volume purchasers paid only 4c a letter.

Letters were scheduled to leave the 3 Broad Street headquarters at 4:30 p.m. daily, and would be picked up at fourteen other letterbox locations at 4 p.m. The initial letterboxes were all located below Canal Street. They were: 27 South Street, 231 Pearl Street, 1 Franklin Square, 4 Chatham Square, 18 William Street, 46 Prince Street (corner of William), 84 Cedar Street, 64 Wall (corner of Wall), the *Tribune* office on Chatham (opposite the Park), the Express newspaper office at 112 Broadway, the Astor hotel, the Northern hotel (at West and Courtland), 7 Conties Slip, at Water Street, and 260 South Street (corner of Rutgers.)

Two oval postmarks were introduced for this service. At New York there was a 34 x 21 mm oval reading FORWARDED/BY/OVERTON & CO./3 BROAD STREET/ NEW YORK which is recorded in black on July 23, 1844 and in red by July 26, 1844 through to December 7, 1844. See **Figure 3**. At Boston the handstamp was a matching 34 x 21 mm oval reading FORWARDED/BY/OVERTON & CO./29 ½ STATE STREET/BOSTON, which is recorded in black from July 31, 1844 through April 29, 1845 and in red from April 18, 1845 to May 30, 1845—the latest date yet recorded. See **Figure 4**. This last dated oval is in brown. This meant a color differentiation - Boston in black and New York in red - as well as different wording throughout most of the period of application of the handstamps. A typical example showing both markings was the 'CP' (Carmen Paliofito) example of August 19th addressed to Rev. Milton Badger, American Home Missionary Society, N. Y. In addition to the black Boston and red New York ovals it has a pencil 'Paid', a red crayon '2' to cover local delivery and a total in pen '7'. See **Figure 5**. Boston used a black 11 x 4 1/2 mm condensed 'PAID', as both handstamp and killer, while New York used a red 14 x 4 1/2 mm version for the same purpose. A brown condensed Boston version is seen on a cover from Concord, N.H. to New York. A typical use of the period is in the 'CP' holding. It is a September 23 cover from Providence to



Figure 3. The FORWARDED |BY| OVERTON & CO.| 3 BROAD STREET| NEW YORK handstamp which is known in red and in black.

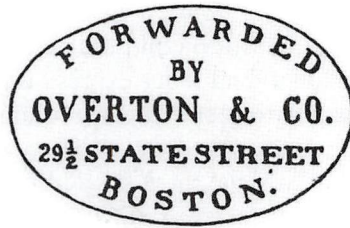


Figure 4. The FORWARDED |BY| OVERTON & CO.| 29 1/2 STATE STREET| BOSTON handstamp which is known in red and in black.

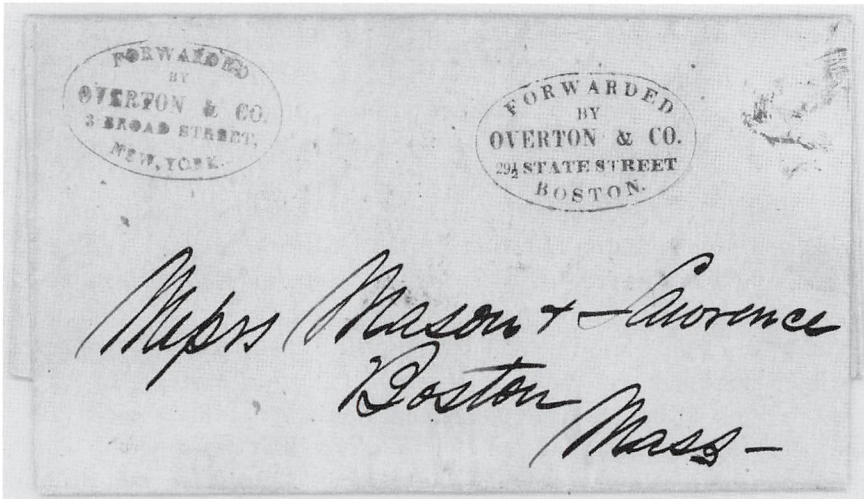


Figure 5. A cover with examples of both handstamps.

Charles Connoley, 45 Water St., New York that was received on the 24th and rated '6' + 2 for an '8' total. Although picked up along the route from Boston it was charged the higher 'beyond Boston' rate.

A black hand stamped 5 x 6 mm '5' rate mark was also used on unpaid arriving mail, with at least six examples recorded between August 13, 1844 and March 27, 1845, or in red (one example recorded April 18, 1845). The August 13<sup>th</sup> letter from Boston is to Jessup & Sons, 91 John St., New York. It has the Boston black oval and a black 5 rate mark for transit to New York as well as a red crayon '2' and a new total of '7' applied upon receipt to cover delivery in New York. Two black 5's were used to make a 10c double rate on a cover of December 24, 1844. A rarely used black 6 x 6 mm handstamp '6' is found on conjunctive mail north of Boston on April 5, 1845, with a May 30th example in brown. Ratings are usually in manuscript, however.

As late as July 18, 1844, the intercity service was solely to Boston, and the single letter rate was five cents per letter. Ads on July 22<sup>nd</sup> announced a large expansion of the geographic service along with a rate increase, which presumably covered new conjunctive service use. The old Boston rate of 5c per letter was maintained, but otherwise the letter rate was raised to 6¼c each (a half bit or medio which was a common coin), with the adhesives now increased in price to 20 for \$1, when bought in quantity (an effective cost of 5c each), the same as the American Letter Mail Company. No 6¼c rates have been observed; the higher charge marked on covers is always 6c. A typical example is an October 14, 1844 letter northbound from New York to Anthony Fletcher, Councilor, Concord, N.H. that has the New York red Paid and a six-cent rate. It was originally acquired from Harry Kieffer's New Haven Stamp Shop. The comparable item from Boston is a December 17, 1844 letter to Charles Brewster, Journal Office, Portsmouth, N.H. with the black Boston oval and the small condensed Boston PAID. Although stampless covers are known from New York (as discussed later) used during this initial period, there are, as yet, no recorded adhesive covers from the first period of operation.

The earliest adhesive cover is shown in **Figure 6**, a cover with a missing stamp addressed to Thos. Clark 2<sup>nd</sup>, Maumee City, Ohio with manuscript docketing New York 3 Sept. 1844. The remaining adhesive is manuscript killed with an 'x' and the cover is rated coll 12½' to cover the double rate conjunctive use with Pomeroy and Wells. It was lot 348 in the Harmer Rooke sale of the famous Amos Eno locals holding, and has a PF certificate #101,606. This cover was known as early as September 1888 when J. Walter Scott recorded it in the *American Journal of Philately*. The missing stamp was sold off cover as lot 135 in the 10<sup>th</sup> Ferrari sale; it should probably be restored to the cover. Scott noted the lithographer as G. Hayward & Co. of Boston and also noted the stamp existed in pale pink and pale straw.<sup>1</sup> His forgery book, deposited by his son at the New York Collectors Club also records these items along with a thin green and thin gray.

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<sup>1</sup> *A History of Postage Stamps* by J. W. Scott American Journal of Philately September 1888.

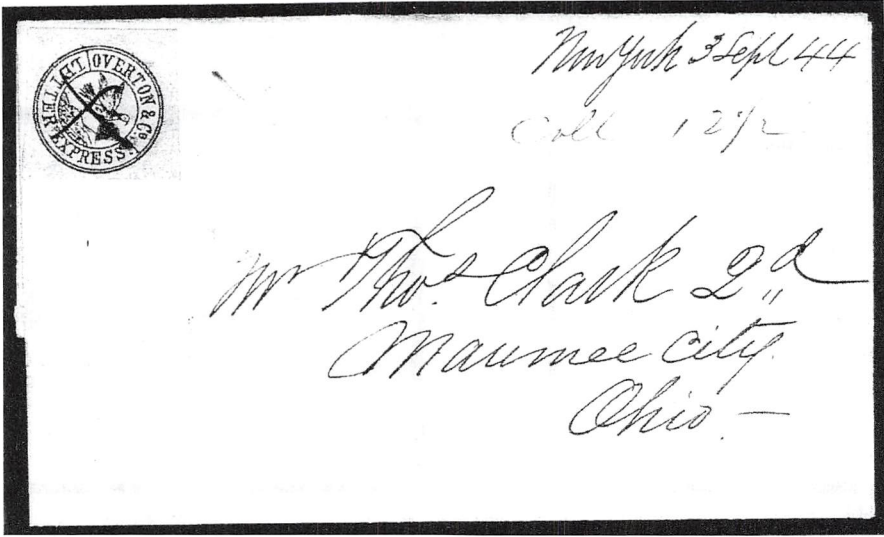


Figure 6. The earliest Overton & Co.'s adhesive cover, dated September 3, 1844. One adhesive is missing. Schuyler Rumsey, November 11-13, 1999, Lot 1807.

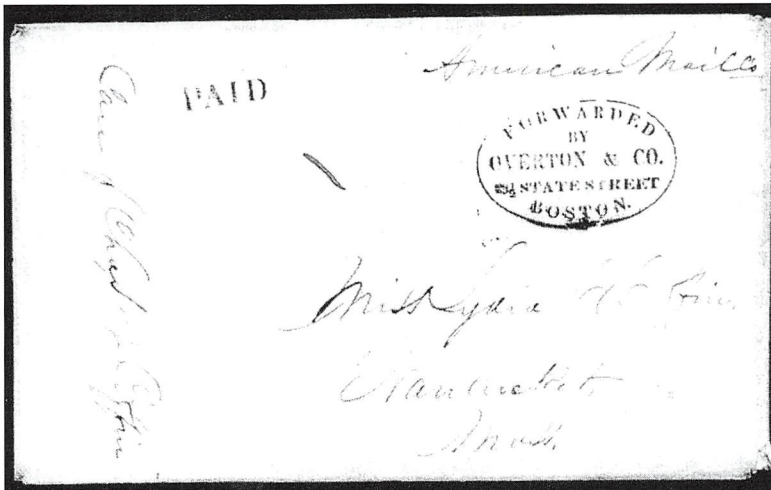


Figure 7. A certified example of a cut to shape adhesive on piece. Philatelic Foundation certificate 27,188 from 1968. Harmer Rooke, March 6-7, 1951, Lot 350. Described as pink, but not certified as pink and the pink paper was delisted.





**Figure 8. An Overton & Co.'s | Express| 11 & 13 STATE STREET | BOSTON oval handstamp which is recorded on a cover with a bogus stamp and is presumed to be bogus. From Philatelic Foundation certificate 17,130.**



**Figure 9. A conjunctive use cover with the American Letter Mail Company. Schuyler Rumsey, December 4-6, 2002, Lot 1487.**

The Overton adhesive is lithographed black on thin greenish paper with a double-bordered double circle design with a bird carrying a letter over mountains in the center surrounded by OVERTON & Co./LETTER EXPRESS. The bird has a parrot-like beak not seen on any of the recorded forgeries. According to Larry Lyons<sup>2</sup>, most forgeries, except for the Moens, are typographed. In his *Penny Post* article<sup>3</sup>, Schwartz discusses the two types of accepted Overton adhesives - those without FREE and those with FREE below. To repeat, in 1888, J. Walter Scott reported that G. Hayward & Co., of Boston lithographed them.

Both the straw colored and pale pink examples originally recorded by Scott in 1888 have been delisted from the *catalogs* although a pink example on cover ex-Eno (lot 350 in the Eno Harmer Rooke sale) has been certified by the Philatelic Foundation, certificate #27,188, and a second copy from the Klep holding has also been recorded. See **Figure 7**. The Eno item is on piece with the 1845 CITY MAIL handstamp; the adhesive is described as 'discolored', which seems dubious in light of the date of its first recording by 1888. The Klep copy is cut-to-shape and killed with an unrecorded 'OVERTON & CO'S /EXPRESS/11 & 13 STATE STREET/BOSTON' oval, which is only otherwise known on two examples of a bogus stamp (one has Philatelic Foundation warning certificate 17,130). See **Figure 8**. One used the image from the Sterling forgery of the Gordon local, and one is an on-cover adhesive that may be based on Scott's forgery A that is addressed to H. L. Clesston (?), 170 Nassau St. in New York; it also bears the red Overton PAID used at New York.

A July 22<sup>nd</sup>, 1844 ad offered conjunctive service southward to Newark and Philadelphia (extended on August 5, 1844 to Baltimore), presumably through the new owners of the American Letter Mail Company, who had taken over from the company's founder, Lysander Spooner, about July 18, 1844. Covers showing conjunctive use between the two companies are recorded. See **Figure 9**.

A second expansion of operating area noted in the July 22, 1844 advertisement was service north from New York to Albany. The towns cited in the ad show that this was in conjunction with Damon's new independent mail operation, Damon & Cos. Hudson River Letter and Package Express, that began operations July 8, 1844, and lasted until it was acquired by Overton on August 7, 1844. Damon's New York office was at the Harnden New York headquarters, 3 Wall Street, and his rate was 6c per letter.

*Part II beginning with Damon & Co. will be presented in the next issue of The Penny Post.*

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<sup>2</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts*, Vol. II by Larry Lyons 1998.

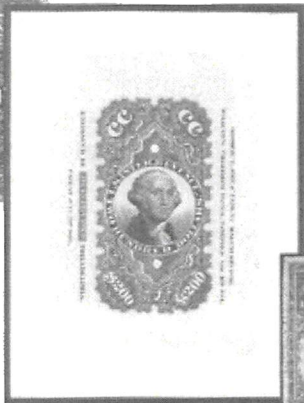
<sup>3</sup> *The Forgeries of Overton & Co.* by Richard Schwartz *Penny Post* October 1994.

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