

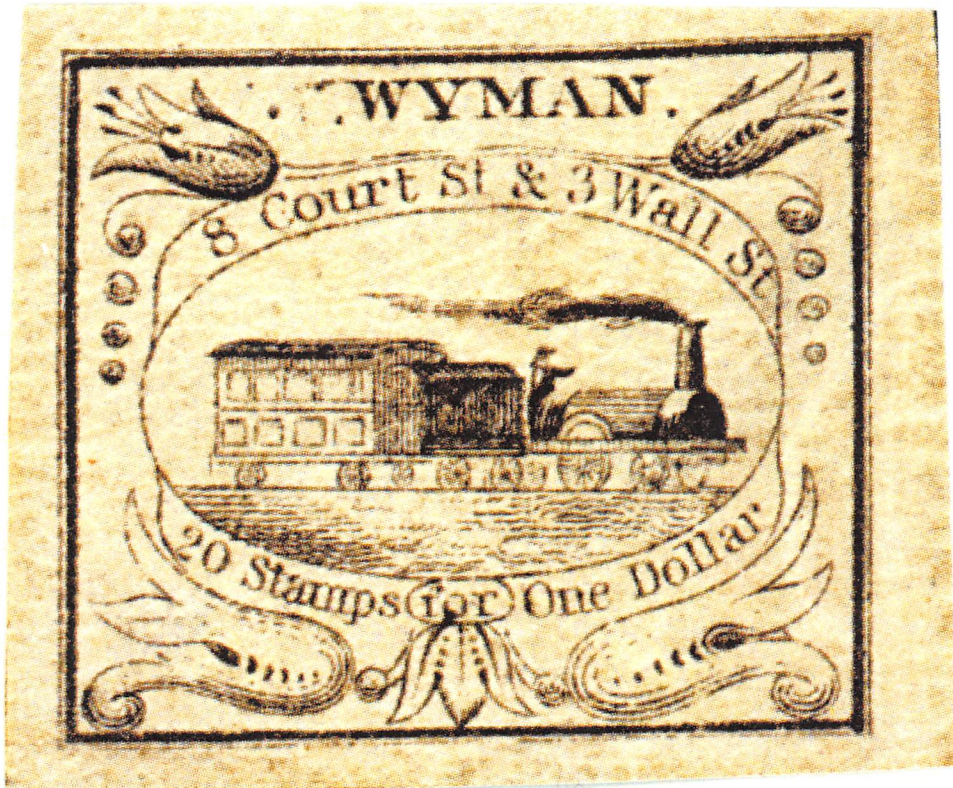
OCTOBER 2011

WHOLE NUMBER 77

VOL. 19 NO. 4

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



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WARWICK'S CITY DISPATCH POST  
CARRINGTON & CO.

AMERICAN LETTER MAIL COMPANY  
NEW ORLEANS LKU SNOWSHOVEL  
STARTING A LOCAL POST COLLECTION  
OVERTON & CO. – IDENTIFICATION TIPS  
W. WYMAN

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# THE PENNY POST

VOL. 19 NO. 4

OCTOBER 2011



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# Editor's Message

By  
Larry Lyons

I am happy to report *The Penny Post* continues to be recognized as one of philately's best society journals. Our journal won a Gold Medal at NAPEX in June 2011 where only six of the 25 journal entries received gold medals. At StampShow 2011 at Columbus, Ohio I attended the literature critique at which *The Penny Post* received a lot of praise and other editors were encouraged to see our journal. I was surprised by the comments. I knew our journal had been awarded a gold medal but I did not know *The Penny Post* was going to receive the Reserve Grand Award for Literature the next day.

## Stamp Auction #20

The stamp market has stalled due to the tough economic times. Our 20<sup>th</sup> Society stamp auction brought in total revenue of about \$7,000.00, which resulted in \$1,554.00 going to the Carriers and Locals Society. We have consistently had over \$10,000.00 in revenue sales for most of our auctions. Now the stamp market seems to be improving. Please help our Society by bidding on lots in our next auction.

## In This Issue

We have an interesting variety of articles for you. First is an article by Justin Poklis questioning if two Warwick's City Dispatch Post stamps are genuine since they don't match to the forgeries. If you have any further information on this or any research article, please drop us a note. Yamil Kouri, Jr. has also provided an article on Carrington & Co., a New York and Havana Express Company. Special thanks to Justin and Yamil for their research.

Bill Sammis, our Eastern Express editor, has a research article for us on the American Letter Mail Company and a specific letter from Philadelphia dated July 15, 1844. Thanks to Bill for all he does for us.

I tell the story of a new LKU green New Orleans snowshovel cover and the trade I made to get it. We have a number of new members, perhaps 30, and I have an article on "Getting Started with a Local Post Collection." This article is an introduction to carriers, local and eastern express collecting.

Cliff Alexander continues his simplified identification tips with Overton & Co. Have a look and see the seven different stamps with birds on them.

Last up is an article by Calvet Hahn. It is Part III of a series with this one focusing on W. Wyman. This was a Cal Hahn manuscript with no pictures. I have done the illustrating and it has been painful work. Cal was known for giving wrong references and misidentifying dates, etc., so he could catch plagiarizers. His writing has caused me a lot of grief finding the images but I've been persistent and I'm told it's a good thing that the article wasn't buried for good.

Don't miss our President's Report which immediately follows.

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



# The President's Report

By

Clifford J. Alexander

I would like to welcome our new member of the Board of Directors. David Snow has been a collector for 40 years. His primary collecting area is the Independent Mail Companies. We are very pleased to have him on the board.

In addition, I should thank our outgoing Director, Tom Mazza. Tom was one of the founders of the Society and served on the Board from the beginning. We very much appreciate Tom's many contributions to philately and the Society.

There have been a number of important recent developments that I would like to report. These involve initiatives that have been in the works for some time during John Bowman's tenure as President and are now showing significant progress.

## Membership

The Officers and Directors have been actively soliciting new Society members in a number of ways. We have been providing materials on the Society's benefits to dealers at shows, discussing reciprocal advertisement arrangements with other societies, and personally encouraging collectors we meet to join. Thanks to two officers, we have also offered a free one-year membership to collectors who have an interest in carriers and locals. We are pleased to report that these efforts are showing good results and the Society now has over 180 members, which is close to its all-time high.

Like other societies, we lose a number of members each year for various reasons. One way to help the Society and enhance interest in our collecting area is for all of our members to encourage their philatelic friends to join.

## Financial Condition

At the meeting in Columbus, our Secretary-Treasurer, Marty Richardson, gave a positive financial report. The Society began 2011 with \$13,893.43 in the bank, adjusted for expenses, as compared to at the beginning of 2010 with \$14,197.80.

The principal expense of the Society is printing of *The Penny Post*, the award-winning journal edited by Larry Lyons. We will be soliciting members in the future on their view with respect to whether *The Penny Post* should be delivered exclusively or primarily electronically.

## Website

Marty Richardson has done a terrific job revising the Society's website. If you have not looked at it recently, you should take a few minutes to do so. You will be pleased and impressed.

The covers to *The Penny Post* back issues are on the site and can be seen by non-members as well as members. We are working to put all of the contents of back issues in a member only section of the website.

### **Album Pages**

Alan Cohen, who has done a terrific job running the Society's auctions since they first began, has recently taken on responsibility for the Society's carriers and locals stamps album pages project. He is working with Scott Trepel and John Zuckerman of Robert A. Siegel Auctions Galleries, Inc., who have been great supporters of the Society for many years. As a result of Alan's efforts, and with Scott's and John's help, this project is back on track.

### **Auctions**

And please keep Alan and the Society's auctions in mind when going through your collections. If you have duplicates and other items you do not need, the Society auction is a great way to sell items that are not necessarily suitable for the big auction houses and also benefit the Society. I might note that, in the past, some members have donated sales proceeds to the Society.

### **Cumulative Index**

We are planning on updating the cumulative index which now contains Volumes 1-16 through October 2008. The new index will add three years of articles to the index.

### **Assistant Editor**

We are in need of an assistant editor to help Larry Lyons with *The Penny Post*. Larry has been the editor for 12 years since January 2000 and has produced 48 issues of *The Penny Post*. Please contact Larry if you are interested.

### **Advertising Manager**

We are in need of an advertising manager to make calls and sell ads for *The Penny Post*. This is an important job which does not require a lot of time. Please contact me or Larry if you are interested in helping.

### **NAPEX**

This is a reminder that the Society's next general membership meeting will be at NAPEX, June 1-3, 2012 at the Hilton McLean Tysons Corner just outside of Washington, D.C. Our Society, the U.S. Stamp Society, U.S. Philatelic Classics Society and Confederate Stamp Alliance are just some of the philatelic groups that will hold annual meetings at NAPEX 2012 in the newly-renovated Hilton conference facility.

Collectors are already saying that NAPEX will be one of the best shows of 2012, and we are making plans for major exhibits and presentations by Society members. We hope to make this an especially interesting and educational show for carriers and locals. If anyone has an interest in exhibiting, presenting or helping, please feel free to contact me.

I think you will agree that a number of positive initiatives are in the works. As always, your questions, suggestions or offers of help are always appreciated. I can be reached at 202-778-9068 and [clifford.alexander@klgates.com](mailto:clifford.alexander@klgates.com).



# Another Genuine Warwick's City Dispatch Post Stamp?

By  
Justin L. Poklis

Three types of Warwick's City Dispatch Post stamps were reported in the *Cataoque des Timbres-Poste Cree dans les Diver Etats du Globe* in December of 1861.<sup>1</sup> It is thought that these stamps were used at a postal service in New York located on Grand Street near Orchard.<sup>2</sup> The 1861 catalog listing predates the earliest known forged United States local stamps. The earliest forgeries were created by George Hussey and S. Allan Taylor. Hussey's Warwick City Dispatch Post stamps are believed to be reprints.<sup>3</sup>

*The Identifier for Carrier, Locals, Fakes, Forgeries and Bogus Post of the United States* type 1-Warwick's reprints were printed in panes of four (**Figure 1**) containing two sub types; sub-type a, position 1 and sub-type b, positions 2-4. A candidate for the genuine type 1 sub-type a stamp (**Figure 2**) was proposed and described by Carl E. Kane.<sup>4</sup> A candidate for the genuine sub-type b stamp (**Figure 3**) is described here-in. A second copy of this proposed genuine type 1 sub type b stamp (**Figure 4**) was located on Richard Frajola's website.<sup>5</sup> These stamps are similar to the Hussey reprints of sub-type b but they differs in several minute ways from the Hussey reprints. The most notable difference is the top of the "I" is above both the "C" and "TY" of "CITY". The stamp in figure 3 was examined by the author. It matches Kane's description of his candidate for the genuine type 1 sub-type a stamp in both ink and paper. The ink is a light black or bluish gray ink whereas the ink used on the Hussey reprints is darker and shiny. The paper used on the purposed genuine stamps is slightly darker then the Hussey reprints. The author believes the proposed type 1, sub-type a and b stamps are genuine Wawick's City Dispatch Post type 1 stamps. The genuine type 2 and the third stamp listed in the *Cataoque des Timbres-Poste Cree dans les Diver Etats du Globe* have yet to be identified.

---

<sup>1</sup> *Cataoque des Timbres-Poste Cree dans les Diver Etats du Globe*, Potiquet A., 1861, Librairie Scirm-tifique Industrielle, Paris.

<sup>2</sup> "Local Post in the City of New York" Coster, CH., *The Collector's World* 1879; 1/10:73-75

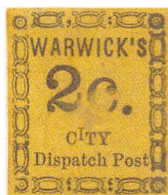
<sup>3</sup> *Identifier for Carrier, Locals, Fakes, Forgeries and Bogus Post of the United States*, 1998, Lyons L.

<sup>4</sup> "A Genuine Warwick's?" Kane CE., *The Penny Post*, 1997 7/3:12

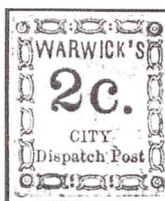
<sup>5</sup> <http://www.rfrajola.com/mocks/mocks.htm>



**Figure 1. Type 1 Warwick's City Dispatch Post Hussey reprints, sheet of four.**

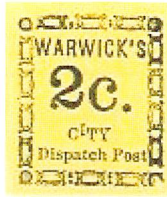


**Figure 2. Carl E. Kane's genuine sub-type a of the Warwick's City Dispatch Post.<sup>4</sup>**



**Figure 3. The genuine sub-type b of the Warwick's City Dispatch Post.**





**Figure 4. A second copy of genuine sub-type b of the Warwick's City Dispatch Post.<sup>5</sup>**

**Diane D. Boehreit Award  
To *The Penny Post* – August 2011**

From time to time the American Philatelic Congress presents the Diane D. Boehreit Award to recognize excellence in literature. The award recognizes both the journal and the editor. This year an award was presented at Columbus Ohio to *The Penny Post*. We previously won this coveted award at StampShow 2009 and also in 1994. This is our third such award. Special thanks to all who have contributed with research articles, editing and proofreading resulting in this wonderful award.

**Carriers and Locals Society  
Auction #21**

Thursday, January 19, 2012

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December 1, 2011

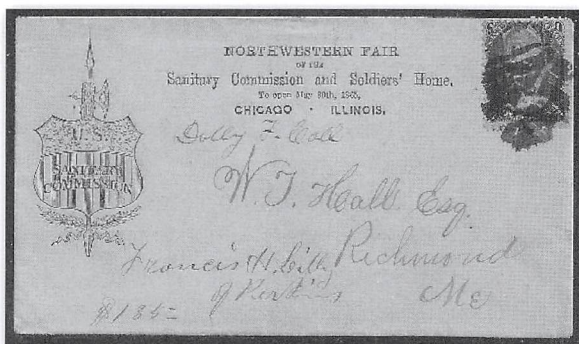
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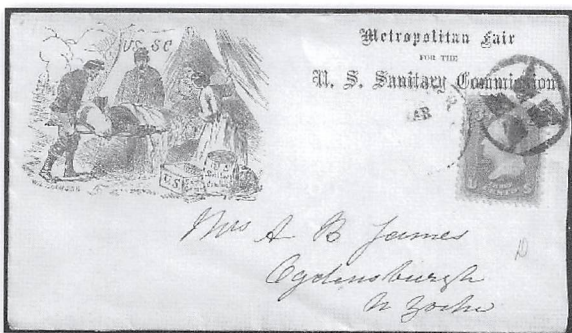
# Robert and Marjorie Sered Kantor Collection of Sanitary Fair Postal History, Proofs, and Stamps The Second and Final Part

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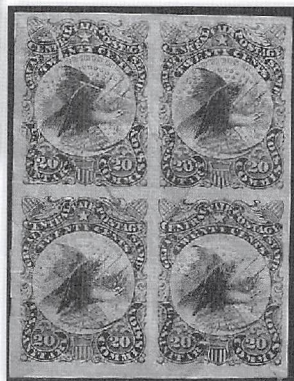
This material is on our website at: [www.jameslee.com](http://www.jameslee.com) listed under essays and proofs - Schemikow Die Essays & Great Central Fair Proofs and Stamps, and Postal History – Civil War.



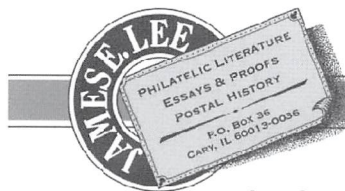
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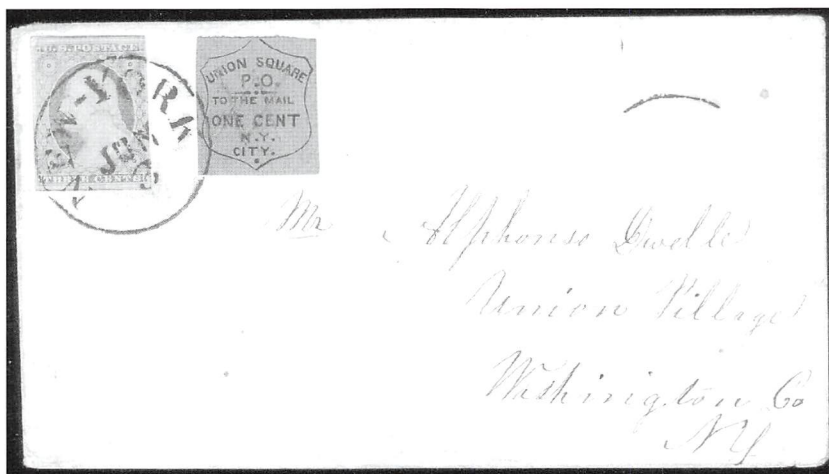


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# Carrington & Co.'s New York & Havana Express

By  
Yamil H. Kouri, Jr.

John W. Carrington spent more than three decades in the express company business and was considered one of its early pioneers. By his early 30's he was working for Adams & Co.'s California department in New York City. A little over a year later, Carrington began advertising his own purchasing agency, with services to Panama and South America, and later California and all parts of the United States and Canada. In 1851 he formed Carrington & Company, in which a number of his brothers and James Owen were partners. John W. Carrington maintained his association with Adams & Co. until at least 1853 and often used the latter's embossed printed envelopes for his correspondence to his brother Robert in San Francisco, and also in Australia. He was fluent in Spanish and French, and had a wide range of business experience both at home and abroad. In 1854 he started working as the New York agent of A. M. Hinckley, who provided a package delivery and express service between Chagres and Panama, but after a short time their association was dissolved. Carrington then became an authorized agent for the sale of California passage tickets. At around 1855 he formed the Havana Express Company, which apparently was well patronized.

During the following two and a half decades John W. Carrington specialized in providing an express service to Cuba. By 1868 he had expanded his reach to include several other Latin American countries, and his company was named Havana, Mexican, Brazilian, and General West Indian Express Co. This business was also referred to by several sources as Havana and Brazilian Express Company, or United States and Brazilian Express Company. Carrington undoubtedly took advantage of the establishment of the United States and Brazil Mail Steamship Company in late-1865, which provided regular sailings to several Brazilian ports via St. Thomas, to offer his express service to South America. He established a number of business contacts in Cuba, and was listed as an agent of the Island of Cuba Express, servicing every major city within the island.

New York City directories listed his address at four different locations on Broadway between 1854 and 1870, subsequently at Bowling Green from 1871 to 1878, and finally at Beekman and Fulton streets until his name was no longer mentioned, in 1882. His company was eventually absorbed by Baldwin Brothers & Co. (American-European Express).

At various times between 1855 and 1873 John W. Carrington also had several business associates or partners, some of whom included several of his brothers and his son, John W. Jr.

John W. Carrington's business consisted of shipping merchandise abroad and domestically, as well as filling orders for the purchase of goods in New York to be sent, predominantly, to Latin America. After receiving a circular from Colonel James Gardner, who for 20 years was proprietor and editor of the Augusta, Georgia,

newspaper the *Constitutionalist*, announcing his new position as Vice President and Secretary of the Carrington firm, the Georgia newspaper *Macon Telegraph* printed the following description of Carrington & Co. Express on October 9, 1866:

*The business of the Company is to purchase, to order, any article that may be wanted, singly or in quantity, in New York, or Europe, and at prices as low as could be obtained by the customer in person. Orders from editors and publishers will be filled at one-half the usual rate of commission.*

*Through their Express, the Company forward all parcels and freight to all parts of the Island of Cuba, and the West Indies generally, Vera Cruz, Mexico, Rio de Janeiro, &c, &c.*

*The well known character of the gentle men composing the firm will commend it to Southern confidence.*

A piece from the Georgia newspaper *Augusta Chronicle* on October 10, 1866, in addition to the information quoted above, sheds light on some of the details of Carrington & Co.'s operation, the extent of their business, and its reputation:

*Sums under ten dollars may be advanced, and are payable on delivery of goods by the Express Company. Over that amount must be covered by funds or city acceptance. In connection with this agency they have opened a West Indian, Mexican and Brazilian Express and forwarding house. The rapid increase in business intercourse between the people of the United States and those countries, will render this feature of the company one of great public importance, and the union of the ripe experience, sound judgment, extended personal influence and ample means, possessed by Col. Gardner, with the known energy and efficiency of Mr. Carrington, must be regarded a fortunate combination.*

Evidently, Carrington also handled some correspondence from Cuba in transit through New York. Several years ago I came across a very interesting item with a bright yellow label on the back over the flap, with black letters and frame, advertising John W. Carrington's New York and Havana Express (figure 1). This type of label, whose thicker outer frame measures 73 x 43 mm, has not been previously reported. So far, after looking for similar items for many years, I have not found any other examples. In addition to the label, the cover's front has a large horizontal oval handstamp in red ink reading NEW-YORK & HAVANA / EXPRESS / CARRINGTON & CO. / NEW YORK (figure 2). One example of a matching handstamp has also been recorded but reading instead HAVANA & NEW YORK / EXPRESS / CARRINGTON & CO. / HAVANA. Both types of markings are known used in 1855.

This cover was sent from Havana to Paris on January 21, 1855. It was likely carried on board the American contract steamer *Black Warrior*, that departed Havana on January 28 and reached New York on February 2, but it was sent out of, the mail, avoiding the payment of the ten cent steamship fee. Another possibility is



that it was sent to New York inside another cover with other letters to be forwarded. This was a common practice on mail from Cuba. In New York Carrington applied its oval handstamp on the front and affixed its label on the back over the flap. It was then sent prepaid 21 cents by the American steamer *Pacific* (Collins Line) by way of Liverpool to London, where it was received on February 24. The faint entry circular marking ETATS-UNIS PAQ.AM.A. / PARIS was applied the following day to indicate that the letter was carried across the Atlantic by an American steamer via Great Britain (British open mail). The addressee was charged eight *decimes* postage due for a letter not exceeding 7½ grams.

Yorick Johnson, whose name appears on the label, then in his mid-30s, was John W. Carrington's partner based in Havana in 1855. Johnson travelled to Havana with his family as a child and was probably fluent in Spanish as well. His association with John W. Carrington appears to have been very brief, lasting only about a year. In 1856 Y. Johnson was listed in a New York City directory as operating an express company from 78 Broadway, which was also John W. Carrington's address.

As an interesting side note, the sender of this letter, Felipe Poey (1799-1891), was a very distinguished scientist and the most famous Cuban zoologist of all time. He specialized in butterflies and fish, authoring numerous papers and books on these subjects. Some of his many accomplishments were the founding of the Cuban Museum of Natural History in 1839, becoming the first professor of zoology and comparative anatomy at the University of Havana, taking part in the creation of the Academy of Sciences, and being president of the anthropological society. He was also a member of the *Société Entomologique de France* and sent a large number of specimens to his colleagues in France. Poey has been immortalized on two sets of Cuban stamps issued in 1974 and 1999. One can only wonder if John W. Carrington was also involved in shipping Poey's animal specimens from Cuba to Paris.

John W. Carrington's later years were spent in manufacturing pursuits. He died in 1895 at the age of 78.

### Acknowledgements

The author is grateful to Dale Forster and William Sammis for the valuable information they provided for this article, and for reviewing the manuscript.

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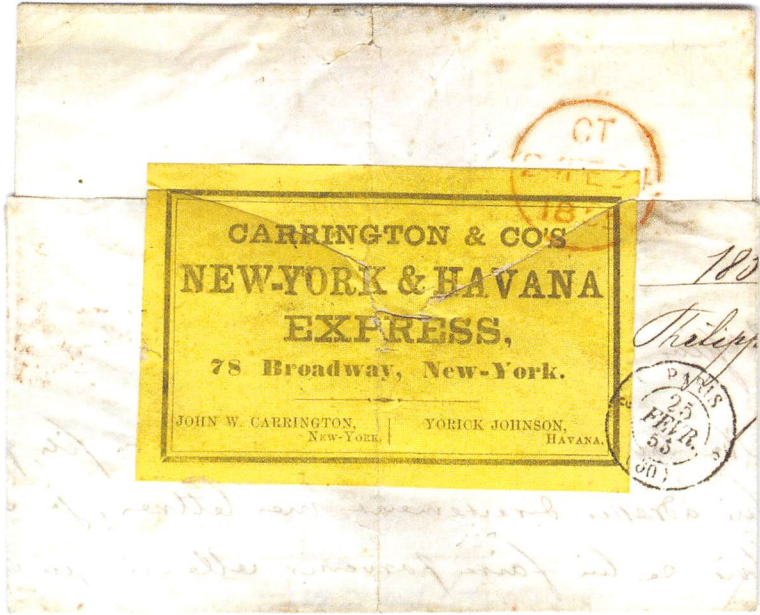


Figure 1.



Figure 2.

*The Express Gazette*. Volume 20, 1895, p. 104.

*Troy's New York City Directory*. 1856.

Tyng, C.D. *A Stranger in the Tropics: Being a hand-book for Havana, and guide book for Cuba, Puerto Rico and St. Thomas*. American News Company, New York, 1868, pp. 81-84.

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[www.immigrantships.net/v10/1800v10/active18320613.html](http://www.immigrantships.net/v10/1800v10/active18320613.html)

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# American Letter Mail Company Indecision at Philadelphia Creates Rarity

By  
William W. Sammis

In mid 1844 the Philadelphia office of the American Letter Mail Company used distinctive “COLLECT.” and “PAID.” handstamps. These two handstamps share design elements and are most certainly siblings supplied by the same manufacturer. Curved bracket-like pieces have been assembled from type pieces to form a border of, as described in the Perry-Hall unpublished manuscript, a cartouche design. The handstamps measure 22 x 9.5 mm and 13 x 9.5 mm respectively, black ink being used. John Bowman and Gordon Stimmell have assigned numbers ALM-PHL-C10 (collect) and ALM-PHL-P05 (paid) to these handstamps.<sup>1</sup> John and Gord record the brief period during which these handstamps were used (according to current census data): June 1–July 18, 1844 for the C10 and July 9–July 18, 1844 for the P05. Correspondence with John confirms expected scarcity: eight or nine examples of the C10 known and only two of the P05. (One example of the P05 has previously appeared in the *Penny Post*<sup>2</sup> and is shown in **Figure 5**.) I can now report an additional example of each of these handstamps...and on the same cover (!).



**Figure 1.**  
From Philadelphia July 15, 1844

<sup>1</sup> John Bowman and Gordon Stimmell, “Handstamps of the American Letter Mail Company”, *The Penny Post*, Vol. 14, No. 2, April 2006, p. 9-10.

<sup>2</sup> William W. Sammis, “American Letter Mail Company – Kennebec Express: A Conjunctive Cover”, *The Penny Post*, Vol. 11, No. 4, October 2003, p. 18-21.

The **Figure 1** cover is a folded business letter written at Philadelphia on July 15, 1844 and is addressed to the well-known Springfield, Massachusetts bookseller G. & C. Merriam. The American Letter Mail clerk at Philadelphia initially handstamped the cover “COLLECT.” (for collection at Springfield) and subsequently over-hit that marking with the “PAID.” (at Philadelphia) handstamp (**Figure 2**). **Figure 3** shows the handstamps after separation (i.e. Wite-Out® applied and the result rescanned).

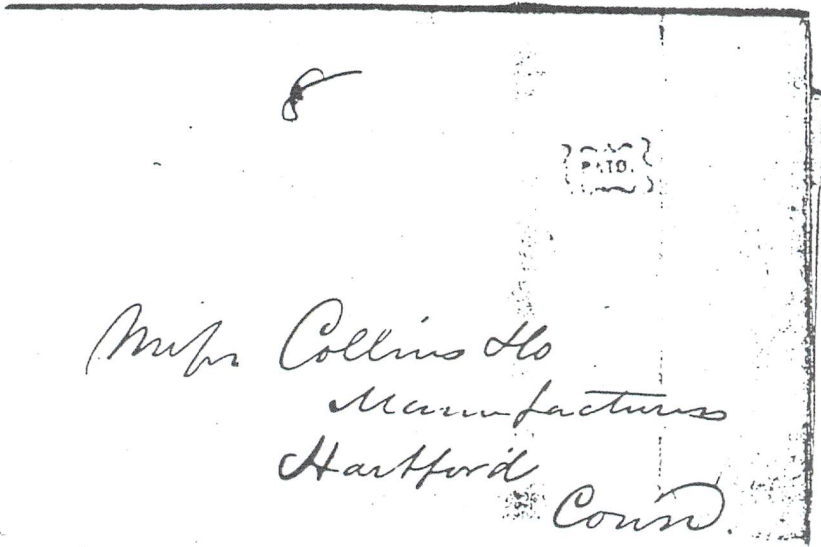


**Figure 2.**



**Figure 3.**

I noticed that the P05 handstamp on the July 15<sup>th</sup> new-find cover did not show the period after “PAID”. I was hoping to have found, in addition to all else, a variety of the handstamp, although I felt this unlikely given its limited use and short lifespan. I made enlarged transparencies of all three known examples of this handstamp (a July 18<sup>th</sup> cover from the Perry-Hall manuscript -**Figure 4**- and July 9<sup>th</sup> cover -**Figure 5**-<sup>2</sup>). Overlaying the transparencies confirmed that the three handstamps are, with the exception of the missing period, identical. The late Cal Hahn used to point out that over-inking and under-inking could result in anomalous handstamp examples. That appears to be the case here.



**Figure 4.**  
From Philadelphia July 18, 1844



**Figure 5.**  
From Philadelphia July 9, 1844



Another interesting piece of this postal history puzzle is the fact that the American Letter Mail Company only carried this letter as far as New York City. There, on July 16<sup>th</sup>, they handed it over to the Post Office Department for service to Springfield, Massachusetts where it was received on July 19<sup>th</sup>. The letter received a zone three (81–150 miles) single-letter rate and 12 ½ cents was collected at Springfield. Could this help explain the indecision on the part of the accepting American Letter Mail clerk at Philadelphia?

We know that very occasionally and only out of necessity, the American Letter Mail Company would fall back on the Post Office Department for service.<sup>3</sup> We also know that on July 15<sup>th</sup>, the posting date of this letter, the American Letter Mail Company was apparently still three weeks away from opening their office at Springfield, Massachusetts (see **Figure 6**)<sup>4</sup>.

## American Letter Mail Co. Old Line.

**T**HE American Letter Mail Co. would respectfully inform the citizens of Springfield that they will forward letters to and from Springfield, Worcester, Boston, Providence, Norwich, New London, Salem, Newburyport, Portsmouth, Exeter, Dover, Portland, Bangor, and all the principal towns on the Kennebec and Penobscot Rivers and Eastport and Calis. Postage 6 1-4 cents. 20 stamps for \$1.00.

Office at the Depot Cheap Publications, 4 State-st.  
W. B. BROCKET, Agent.

August 3

2wisd

**Figure 6.**

*Springfield Republican*, Springfield, Massachusetts August 3, 1844

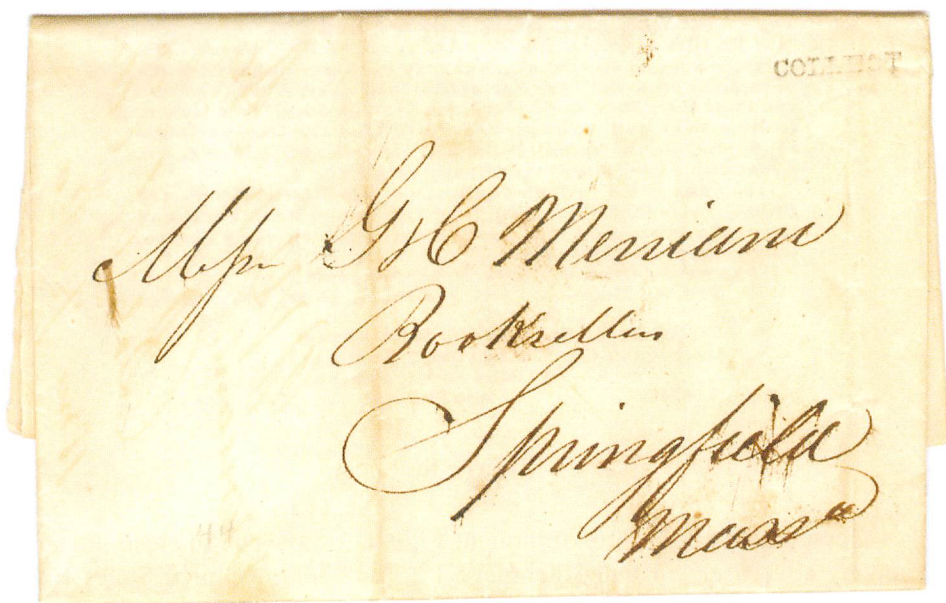
The Philadelphia American Letter Mail clerk handstamped this cover “COLLECT.”, 6 ¼ cents due upon delivery at Springfield and then possibly reversed himself and collected the single-letter rate at Philadelphia, perhaps realizing there was as yet no Springfield company office to collect fees. He may have sent the letter on to New York City in good faith assuming/hoping that some arrangement was in place to reach Springfield. (We know from the **Figure 5** American Letter Mail Company cover, that receipt of “PAID” fees at Philadelphia was acceptable when conjunctive service was anticipated.) As it turned out the only “arrangement”

<sup>3</sup> William W. Sammis, “American Letter Mail Company and the Post Office Department: Conjunctive Partners”, *The Penny Post*, Vol. 15, No. 4, October 2007, p. 22-25.

<sup>4</sup> This is the earliest advertisement for the ALM in the Springfield, MA newspapers that I have been able to find. To say that it represents the opening date of their Springfield office, if not unwarranted, is still an assumption nevertheless.

in place from New York City was to give both the Post Office Department and the recipient the business. (Had the Post Office Department carried this letter from Philadelphia the charge would have been the zone four rate of 18  $\frac{3}{4}$  cents. This in fact turned out to be the same total cost with the American Letter Mail Company involved: 6  $\frac{1}{4}$  cents paid to the American Letter Mail Co. at Philadelphia and 12  $\frac{1}{2}$  cents paid to the Post Office Department at Springfield. The mailer did, however, miss out on the eras "Cheap Postage!" as offered by the "People's Mail".)

**Figure 7** shows a letter sent from New York City to the same G. & C. Merriam bookseller at Springfield on August 22, 1844. Now, with the Springfield office of the American Letter Mail Company open, collection of fees (ALM-NYC-C08 handstamp) is possible; the same service our July 15<sup>th</sup> letter would have received from Philadelphia but for some unfortunate timing. (It is possible that by the August 22<sup>nd</sup> the American Letter Mail had opened its own direct route from New York City through Connecticut to reach Springfield. This would have been the same route used by the Post Office Department when it carried the July 15<sup>th</sup> cover.)



**Figure 7.**  
From New York City August 22, 1844

An aside: It should be noted that the Boston newspapers advertised American Letter Mail service to Springfield, Massachusetts on June 20, 1844. This service may have been provided through a conjunctive partner such Thompson & Company's Express as it appears, as noted above, that the Springfield office of the American Letter Mail Company had not yet opened. To receive outside-the-mails service, our July 15<sup>th</sup> letter would have had to have been routed from New York City through Boston. The American Letter Mail clerk at New York City was either



unaware of this option or chose to use the Post Office Department to access its direct, but more expensive, route through Connecticut to Springfield.

A further aside: On August 1, 1842 Harnden & Co. opened a Springfield-New York City express route running through Hartford and New Haven (**Figure 8**). This would have made Harnden an ideal conjunctive partner for transporting the July 15, 1844 American Letter Mail cover. However Harnden was disinclined to participate in the Independent Mail Period. Harnden’s advertisements consistently describe his focus as being to transport “Specie, Bank Notes, Parcels, Packages of Goods, &c.” and to “collect and pay Drafts, Notes and Bills...”. By 1844 the only **letter** bags that Harnden was interested in filling were those going to and from Europe. This is why, when we think of the companies that made up the “People’s Mail” during the Independent Mails Period (Hale & Company, American Letter Mail Company, Wells’ Letter Express, Pomeroy’s Letter Express, Overton & Company, etc.) we generally do not include Harnden & Company or do so with an asterisk.

**SPRINGFIELD, HARTFORD, NEW HAVEN AND NEW YORK EXPRESS.**

**M**ESSRS HARNDEN & CO. respectfully inform their friends and the public, that they have established a branch of their Express between Springfield and New York, and will run their Cars from Springfield, via Hartford and New Haven to New York daily (Sundays excepted,) for the transportation of Specie, Bank Notes, Parcels, Packages of Goods, &c. &c. Responsible agents will accompany each Car.

HARNDEN & Co will also collect and pay Drafts, Notes, and Bills at Springfield, Hartford, New Haven and New York, and transact any business that may be entrusted to their charge, with promptness and care.

OFFICES.—James M. Thompson, Springfield.  
 Geo. A. Hamilton, No. 7 Central Row, State street  
 Hartford.  
 W. Webb, 56 State street, New Haven.  
 Harnden & Co. 3 Wall street, New York.  
 “ 8 Court street, Boston.

Aug. 1. 1842. aug5

Figure 8.

Along this (express) line of thought **Figure 9** shows an interesting Harnden & Company advertisement dated February 12, 1842 for a “United States Express Mail”, appearing in the Boston *Daily Atlas*. Harnden was not interested in ushering in the era of the Independent Mails and challenging the Post Office Department (that would be left for James Hale, Lysander Spooner and others): “The postage on such letters must be pre-paid, or they will not be forwarded.” (How remarkable it would be if we could refer to William F. Harnden as not only the “Original Expressman” but also as the “Pioneer Independent Mail Carrier”.)

**UNITED STATES EXPRESS MAIL.**

**H**ARNDEN & CO. No. 8 Court street, will receive letters for New York and the South daily, Sundays excepted, until half past 3 o'clock, P. M. The postage on such letters must be pre-paid, or they will not be forwarded.

F12 1m

Figure 9.



Adding to the interest of this advertisement is the fact that it appeared five months before the initiation of the federal Boston-New York City "Express Mail" program. (On July 20, 1842 Harnden & Company, as General Mail Agents, were authorized to "supervise and direct" "sworn Messengers attached to the Department<sup>5</sup>" carrying express mail between Boston and New York City. Federal "U.S. Express Mail" datestamps from this route are well known.)

Can a member pick up this ball and run with it? Was the February 1842 service run as a government operation or were these letters for "New York and the South" carried outside-the-mails by Harnden & Company and only subsequently consigned to the Post Office Department for service? Are they marked in anyway to indicate Harnden's involvement? If this was a privately initiated express what did Harnden & Company receive for this "Express Mail" service? Is "United States Express Mail" referring to the triple-rate "Eastern Pony Express"?

As always the author invites correspondence at [cgs13@cornell.edu](mailto:cds13@cornell.edu).

**M O V I N G**

Let us know.



---

<sup>5</sup> Elliott Perry, *Pat Paragraphs*, Turner and Stanton 1981 B.I.A. 1981 compilation, p. 320.

# The Green New Orleans Snowshovel

## A New LKU

By  
Larry Lyons

I have been studying the New Orleans Carrier Department as part of my eight frame exhibit entitled "Carrier Service in the Major U.S. cities 1842-1863." This exhibit won a Grand Award at the Richmond Stamp Show in August 2010. One frame of the exhibit is devoted to "New Orleans Carriers from 1851-1860." The New Orleans carrier frame with some modifications has won three Grand Awards as a single frame exhibit. The material in the exhibit is a combination of the New Orleans carrier holdings of both Hubert Skinner and Calvet Hahn with additional pieces from the collections of Johnstone, Meyersburg and some that I acquired on my own. Having all this material allowed for the study regarding the time periods of use of each of the different handstamps employed by the New Orleans Carrier Department. These handstamps include the green and blue snowshovels, and the blue and black circular N.O.U.S. handstamps. In addition, my personal library contains about 400 pages of auction sales of New Orleans carrier covers. The New Orleans Carrier Department never issued a carrier adhesive.

### The Story of the Discovery

I knew that my friend and close confidant John Bowman had developed a relationship with Hubert Skinner. On occasion I was invited to join them and listen to stories and take postal history lessons from Hubert Skinner. John and I were also students of Calvet Hahn who I saw quite often as he had a habit of dropping into my office whenever he went grocery shopping. I knew that John Bowman had been rewarded for his friendship with Hubert Skinner by being allowed to purchase a small collection of New Orleans carrier covers from Hubert, presumably Skinner's cast off of unwanted duplicates. I asked John for scans of his New Orleans covers because I was on a research trail that I believed could uncover some new information and a new LKU for the green snowshovel handstamp resulted from my research.

### Background

In April 2003 Hubert Skinner was persuaded to write an article for *The Penny Post*.<sup>1</sup> This article on the history of the carrier service in New Orleans was rich in information not previously presented in *The Penny Post*. As editor I was very impressed with the article and I awarded it The Editor's Choice Award for 2003. This award stood proudly on Hubert's bookshelf behind his desk when I visited his home in 2008 after his passing.

On page 54 of Hubert's article he states "the earliest snowshovel recorded is August 19, 1851." I have not to date found an earlier example. The August 19, 1851

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<sup>1</sup> The Postal History of the U.S. Carrier Service in New Orleans 1851-1861, Hubert C. Skinner, April 2003, Vol. 11, No. 2, pages 48-71.

green snowshovel cover also has a green “NOT FOUND” marking which is the earliest of the three recorded examples of this handstamp. This cover is in my exhibit.

Skinner also states “the large bold ‘slug’ in place of the hour marking appears as a feature common to early covers [August-December 1851].” On page 57 Skinner theorized that Postmaster Musson was unable to set up his thrice daily delivery schedule before 1852.

The latest green snowshovel recorded by Hubert Skinner was November 12, 1852. Hubert also stated that the green “CAR.1” handstamps, which indicated unpaid local letters (CAR.2 handstamps indicated unpaid incoming mail) were known until February 1853. Beginning in mid-March 1853 the color of the cancelling ink was changed to blue.

While doing the research for my exhibit I determined the usage period for the blue snowshovel to be March 15, 1853 to December 7, 1854. This left a large gap from November 12, 1852 to March 15, 1853 with no reported examples. I believed the green markings were used thru at least the end of 1852 and I set out to find if any examples were to be found.

### **The Slug versus the Time**

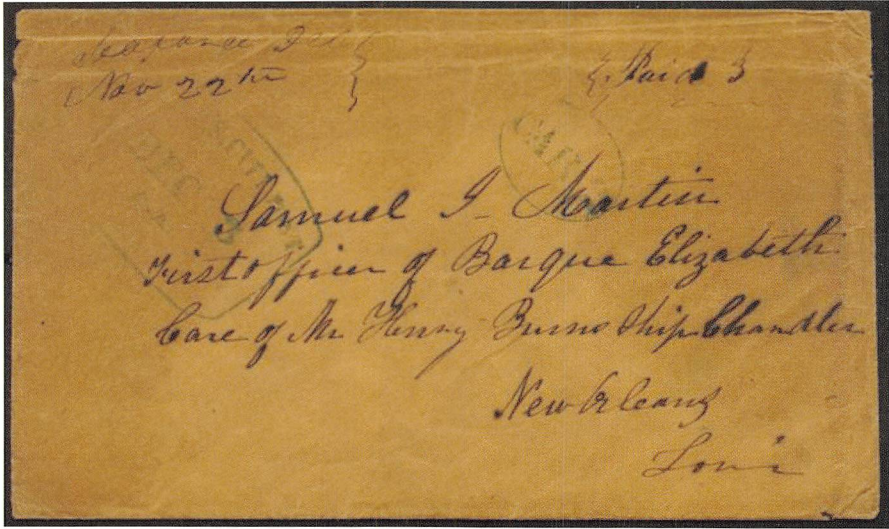
I encountered some covers with no year dates and having poor strikes of the green snowshovel handstamp. Two covers in John Bowman’s collection caught my interest. Both had green snowshovel handstamps and one was dated November 20, 1852 to Lexington, Kentucky and the other had a green “DEC 3” in the snowshovel on an incoming letter from Seaford, Delaware. The magnified study of the green snowshovel indicated a trace of “8 A” which was 8 A.M., the time of the first delivery. See **Figures 1 and 2**.

This left me with a few questions to answer. First, was the slug still in use on December 3, 1851 and was this handstamp typical of a late 1852 use?

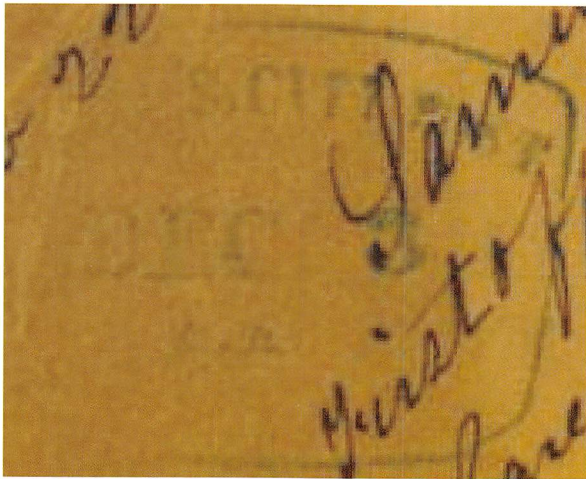
The example shown in **Figure 3** is an incoming letter from Philadelphia to New Orleans which was mailed on December 5, 1851 and was received in New Orleans on December 13. The slug in the green snowshovel does not indicate a time of delivery. There is a green “CAR.2” in an oval indicating the two cents due on carrier mail from the post office. This cover is well known being Ex-Emerson, West, Gibson and Skinner and is now in the Lyons collection and exhibit. It is a December 1851 green snowshovel with a slug and it is not from the same year as the Dec. 3<sup>rd</sup> cover I was seeing in the Bowman collection.

The example shown in **Figure 4** is an outgoing letter to Topsham, Maine. The green snowshovel datestamp indicates pickup by the carrier on December 31, (1851). The blank slug in the oval leads me to conclude the year is 1851. The carrier dropped the letter at the post office on the same day. There was no carrier charge on outgoing letters. From this cover I conclude the slug was used in the green snowshovel handstamp thru December 31, 1851. The slug handstamp is sharp and crisp and is unlike the appearance of the green snowshovel a year later after a lot of use. In addition, the CAR.2 green oval is broken and missing a section at left by December 3, 1852 and is a completed oval on the December 31, 1851 cover shown in **Figure 3**.





**Figure 1. An incoming letter from Seaford, Delaware to New Orleans delivered by the New Orleans carrier department. The snowshovel date is December 3. Proof of this being an 1852 use would prove this cover to be the latest recorded use of a green snowshovel with a time of delivery.**



**Figure 2. A blow-up of the green snowshovel from the cover shown in Figure 1. There are traces of the 8 A.M. time of delivery.**



Figure 3. An incoming cover from Philadelphia sent on December 5, 1851 and delivered by the New Orleans carrier department on December 13, 1851. The blank slug was in place in lieu of the time in 1851. The green snowshovel is not worn in 1851 and the CAR.2 oval does not have the break seen on 1852 covers.



Figure 4. An outgoing letter to Topsham, Maine, The green snowshovel datestamp indicates pickup by the carrier on December 31, (1851). The latest recorded example of the green snowshovel with a slug in lieu of the time.



### **The Trade**

Over a period of nearly three years I tried to acquire the Dec. 3 New Orleans green snowshovel from John Bowman. My friend John is not quick to part with anything. Keep in mind the cover doesn't have the best appearance and is also brittle. Eventually John and I were exchanging scans of Boston carrier handstamps and John spotted one he wanted. Despite the fact that the Boston carrier cover was worth 3 or 4 times the New Orleans carrier cover, I offered to make the trade. John accepted and I was able to do the research and write this article. In addition, John has agreed to write about the Boston carrier cover he received from me. I would consider this a win-win situation and I look forward to his article. This was not quite as big a trade as the well publicized "Z Grille" for the Jenny invert block but an important trade nonetheless.

Tell us about trades you have made.

### **Conclusion**

The New Orleans green carrier snowshovel handstamp existed in two formats. The first format had a slug at the bottom under the date and the second format had the time of delivery at the bottom. The times of delivery were 8 A.M., 11 A.M., and 3 P.M. According to this writer's research the period of use of each of the green snowshovel handstamps is as follows:

- Green snowshovel with slug - August 19, 1851 to December 31, 1851
- Green snowshovel with time - January 1852 to December 3, 1852

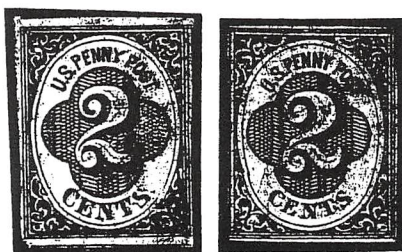
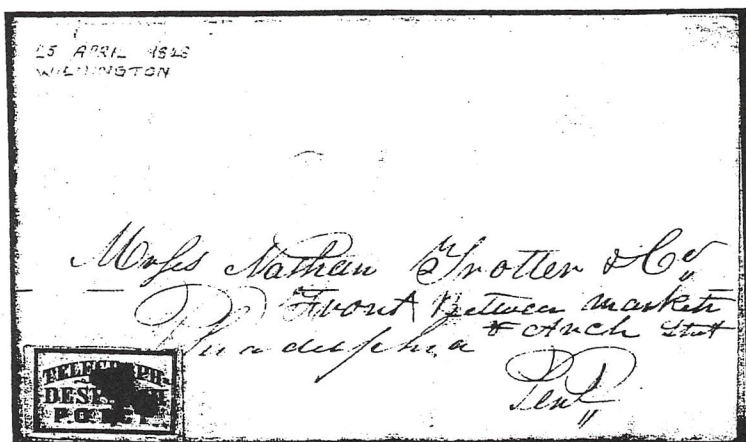
## **Complete Runs of The Penny Post**

The Carriers and Locals Society is offering a special price of \$150.00 for a complete run of The Penny Post. This is only available to members. The first year's issues will contain some photocopies since we no longer have any stock on the first few issues. Please place your order with our Secretary/Treasurer, Mr. Martin Richardson.



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# Getting Started with a Local Post Collection

By  
Larry Lyons

There seems to be an infinite number of ways to put together a local post collection. If you are new to this field this article will give you some options that could be chosen to create a subject for study. The first reference I have to suggest is reading an article entitled “A List of Carrier Stamps and Private Posts by State and City” authored by John Bowman and Clifford Alexander.<sup>1</sup> This article tells you where the local posts were located and a city of interest could be chosen. There are more than a dozen cities which issued multiple local post stamps. **Figure 1** shows a cover from Brooklyn, one of the cities in the listing from which 13 different local posts originated from 7 different posts.

I have met collectors who are interested in obtaining all local post stamps valued under a fixed price. I know some collectors who fill in the gaps with forgeries of the more valuable local post stamps. Forgeries are readily available and are inexpensive. See **Figure 2**. There are collectors who only collect forgeries with some who collect forgeries on cover. Some major collectors focus on a single local post such as Boyd’s, Bloods, or Hussey’s. See **Figure 3**.

Some of the companies listed in the local post section of *The Specialized Catalogue* are really Independent Mails. The Independent Mail Companies carried mail inter-state and often had to join forces with another independent mail company to get the letter carried to its destination. When two companies are involved it is known as a “conjunctive use.” See **Figure 4**. If three companies were used to get the letter to its destination, it is known as a “triple conjunctive use.” The Independent Mail Companies were put out of business by an act of March 1845 which became effective July 1, 1845.

Some collectors limit their collections by date. I have heard of collectors stopping at 1846, 1848 or 1850.

If you have an interest in what is depicted on the stamps a topical collection could be sought featuring horses, birds, messengers or letter sheets. See **Figure 5**.

Since the Carriers and Locals Society also encompasses the carriers and eastern express companies, these topics are also fertile fields to choose a collecting area. A carrier stamp is one issued with the authority of the Post Office Department. They were used to carry mail to and from the post office sometimes in competition with the local posts. Some carrier stamps were issued for multi-city use but many of the adhesives were used by city carrier departments in at least eight major cities. See **Figure 6**. Another good source of reference to learn more about local posts would be the cumulative index of *The Penny Post*. The index has a section arranged by subject or one could read the works arranged by author.

There is a great interest in local and carrier stamps on cover with the general issue stamps of 1847, 1851, and 1857. The local or carrier brought the letters to or from the post office and the Post Office Department transported the mail from one post office to another. See **Figure 7**. One can also find local and

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<sup>1</sup> *The Penny Post*, April 2009, Vol. 17, No. 2, pages 56-64.





**Figure 1. Brooklyn City Express Post, black on green (28L2) tied on cover to Attleboro, Mass. The Brooklyn double circle datestamp is November 9, 1863. Siegel (Hall) November 13-14, 2000, Lot 516.**



**Figure 2. Some local post forgeries. The Brooklyn City Express Post was made by S. Allan Taylor, the Brown & Co.'s was made after Moen and the Broadway was made by Scott.**

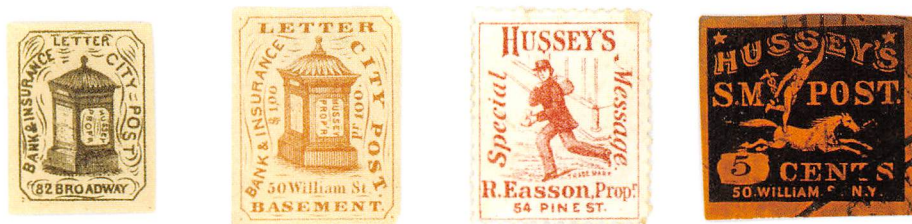


Figure 3. Examples of stamps from Hussey's Post which can be found in the *Catalogue* under 87L.



Figure 4. Cover to Detroit with a pair of American Letter Mail Company stamps paying the 10 cent rate to Detroit. The American Letter Mail Company agent turned the letter over to Pomeroy at Buffalo. The Pomeroy agent linked with the Wells Letter Express for routes to Ohio, Illinois and Michigan. The letter express bisect represents half of the original postage paid to the American Letter Mail Company. The two red "PAID" markings were applied by Pomeroy. This is an example of a triple conjunctive use cover. Siegel (Kuphal), November 15-16, 2006, Lot 1013.





**Figure 5. Typical examples of horses, birds, messengers or lettersheets on local post stamps. Some of the stamps pictured here are forgeries of the original stamps.**



**Figure 6. The “City Post” stamp was issued by the Charleston carrier department under John Henry Honour. It can be found in the *Catalogue* under 4LB3. The carrier stamp is cancelled with the manuscript “H” of John Honour. The folded letter dated July 22, 1854 is to Statesburg, S.C. The postage was paid by the US #11, dull red stamp. Siegel (Golden), November 15-17, 1999, Lot 252.**





Figure 7. A black on rose, 7LB3, carrier stamp on a folded letter dated August 22, 1850 from Philadelphia to New York with the 5 cent 1847 stamp paying the postage. Mirsky collection. Siegel (Kuphal), November 15-16, 2006, Lot 1242. Three such combinations are recorded.



Figure 8. The bicycle mail route stamp (12L1), was issued in 1894 during the railroad union strike. This example is tied on a cover dated July 16, 1894. The 1 cent blue entire along with the 1 cent blue #219 stamp paid the postage to Fresno, California. Siegel (Golden), November 15-17, 1999, Lot 488.

carrier stamps used on U.S. government postal stationery. These are envelopes which are embossed for postal use. See **Figure 8**. Eastern Express examples can be seen in **Figure 9**.

No matter what you choose as a topic you will find the search and study very rewarding. Carriers, locals and eastern express stamps and covers are available from select dealers, at auction including the Carriers and Locals Society auction and on the internet. I caution you about purchases on Ebay where many forgeries are presented as genuine stamps. A good way to get started is to ask someone who already collects in this area.



**Figure 9. Two examples of letters carried by eastern express companies. Siegel (Kuphal), November 15-16, 2006, Lots 1037 and 1053A.**



# Overton & Co.

## Simplified Identification Tips

By Clifford Alexander

Overton & Company was founded at least as early as July 1843 by Richard C. Overton and operated between Boston and various cities in Rhode Island and New York. It closed its independent mail operations on June 30, 1845, as a result of the passage of the Act of March 3, 1845 (effective July 1, 1845), which prohibited private companies from carrying mail on post roads between U.S. cities.

The *Identifier* lists five forgeries (with one variety) of the Overton stamp and two bogus stamps (with one variety). The prolific forger, S. Allan Taylor, was responsible for Forgeries B, C and C-1, none of which have a period under the “o” of “Co.”. Taylor also created Bogus 1 and 1A. J.W. Scott is credited with Forgery A.

The following are some key differences that should help collectors distinguish the types of forgeries and bogus stamps.



**Original**



**Forgery A**



**Forgery B**

Original: There is one period centered under the “o” of “Co.” that appears to be followed by a comma.

Forgery A: There are two periods under the “o” of “Co.” (Scott)

Forgery B: There is a period after “EXPRESS” but no period under the “c” of “Co.” The outer circle is broken over the “ER” of “OVERTON.” (Taylor)





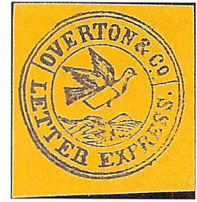
**Forgery C**



**Forgery C-1**



**Forgery D**



**Forgery E**

Forgery C: There is no period after “EXPRESS” or under the “o” of “Co.” There are breaks in the outer frame line under the “EXP” of “EXPRESS.” (Taylor)

Forgery C-1: The characteristics of Forgery C are present and there is also a break in the outer frame line above the “N” in “OVERTON.” (Taylor)

Forgery D: There are two periods under the “o” of “Co.,” but the lettering (especially the ampersand) are very heavily inked and the “R” in “LETTER” has a long foot. (Moens)

Forgery E: In this poor copy of Forgery A, the “T” in “OVERTON” has a long left bottom serif and only a faint dot or right serif. (Sterling)



**Bogus 1**



**Bogus 1A**



**Bogus 2**

Bogus 1: The eagle vignette is aligned horizontally with the words; the eagle’s head points to the empty space at the right and its tail points to the empty space at the left. (Taylor)

Bogus 1A: The eagle vignette is turned upward to the right and the eagle’s head points to the “C” of COs” and its tail points to the “X” of “EXPRESS.” (Taylor)

Bogus 2: This typographed fabrication is a combination of the frame lines and wording of Scott’s Overton Forgery A and the messenger vignette from Scott’s Forgery of Gordon’s City Express.

# Overton & Company (Including Damon, Wyman, City Mail) Part III W. Wyman

By

Calvet M. Hahn

Introduction by John D. Bowman Prior to Part I

Illustrated by Larry Lyons

## The Wyman Takeover

On its basic New York to Boston run, Overton was in direct competition with other independent mail operators such as Hale and Harnden. William Wyman was one of the one-man independent operations along this corridor. He is only listed in the Boston directories in 1842, 1843 and 1844 working out of 8 Court Street. The Harnden office was there. On January 21, 1841 Harnden had listed him as his New York agent, where he served to at least November 12, 1841 before returning to Boston. Wyman had begun operating his own express August 1, 1844, as conveyed by his advertisement in the *Boston Evening Transcript* of September 21, 1844. It had earlier appeared in the *Boston Advertiser and Patriot* of July 19, 1844. His offices were the same as Harnden's.

### LETTERS FOR NEW YORK

The undersigned takes this method to inform his friends and the public that he has opened offices at No. 8 Court street, Boston and 3 Wall Street New York, through which to transmit letters between the two cities; also between Boston and Lowell; at the low rates of postage; 20 stamps for \$1. Please name the location of correspondent.

The bags for New York will close at 4 P.M.

For the faithful performance of the business I am at liberty to refer to:--

Messrs. Eben'r Francis

J. E. Thayer & Bros.

Hon Albert Lawrence

H. B. Stone Esq.,

Pres. Suffolk Bank

August 1, 1844

WM. WYMAN

Wyman's independent mail operation lasted until December 14, 1844, at which point it was sold to Overton. Mr. Wyman was terminally ill when he sold and died within a month. Earlier he advertised an expansion of his service in the *Advertiser and Patriot* of September 25<sup>th</sup> as follows:

### W. WYMAN EXPRESS MAIL

Having increased my facilities I am now able to forward letters to nearly all the principal cities and villages in the United States where any of the independent mails are sent on the most rapid conveyances. For the better accommodation of my customers I have bags at Exchange Place, J. M. Dodd, No. 72 State Street, opposite

Kilby Street, where letters for New York and the West may be deposited until a quarter to 4 P.M. Postage six cents, 20 stamps for \$1.00.

REFERENCES:

<i>Boston</i>	<i>New York,</i>
Messrs. Ebenezer Francis,	Messrs. John Ward & Co.
J. E. Thayer and Brother,	Jacob Little & Co.
Hon. Abbott Lawrence,	Samuel Ward, Esq.
Hon. R. B. Stone,	J. J. Fisk, Esq. Cashier
President Suffolk Bank,	American Exchange Bank
Sept. 24 3 ind M W F is 8 W	WM. WYMAN

The September expansion date is somewhat later than the Overton expansion, but it indicates that **most of the independent mail operations in New England got together probably in late July to join forces and provide conjunctive service.** It confirms the earlier *Boston Advertiser* notice. However, we know there was earlier conjunctive service than indicated by that notice.

The earliest Wyman cover I record is one with a 4-margin adhesive with a large left margin, ex-Ackerman, docketed July 29, 1844 that is addressed to H.P. Knight, Cashier, Providence, R.I. (*The Wyman stamp was added to this Hale's cover – Lyons*). It also bears a weak strike of the New York Overton 3 Broad Street forwarded marking. In the Hall holding, this predates opening of the service but was probably carried on Wyman's first trip north. The earliest Wyman stamp on cover is a letter of September 13, 1844. See **Figure 1**. A second example is that of August 4, 1844 with a red Wyman 30 x 13 mm serrated box reading WM. WYMAN'S /LETTER OFFICES/8 Court Street Boston/3 Wall St. N. York. I also record August dated covers of 8/8, 8/9, 8/15, 8/23, and 8/27 as well as later ones. The cover of August 9<sup>th</sup> was written up in the April 1995 *Penny Post* by Richard Schwartz as one of three triple conjunctive covers known to him. See **Figure 2**. This cover is addressed to Elias S. Hawley, Buffalo and was given to Wyman who applied his handstamp PAID, a red 9 x 2½ mm version. It then went to American Letter Mail's Boston office where it had that company's adhesive applied and killed with their PAID. It then was turned over to the Pomeroy company at Albany where it received the large red Pomeroy PAID to cover delivery to Hawley in Buffalo. The August 15<sup>th</sup> cover is to Henry Leverich, New York and has the boxed red Wyman and PAID as well as a penned 'pd 6' and a red crayon '2' for the New York delivery. There are at least a half dozen Wyman covers with delivery rates of '2', most prior to the Overton's City Mail December 1844 local delivery operation so that it is unlikely that the company delivered them. Only Boyd operated a private New York local delivery system in 1844.

Although J. Walter Scott called it a copper engraving in 1888, the Wyman adhesive is lithographed, but we don't know the lithographer. It is black on white or cream wove paper with at least two positions sometimes missing the 'W' initial, suggesting a lithographic production. Multiples are not known and only one uncanceled copy is known. While Lyons records a number of forgeries, his listing for forgeries A-F are based upon those made by Richard Schwartz in the January 1994 *Penny Post*. An old time collector reports that forgery E, black on yellow-buff paper, is found on an undated cover to Dr. Meredith Clymer 80 Beaver St., New



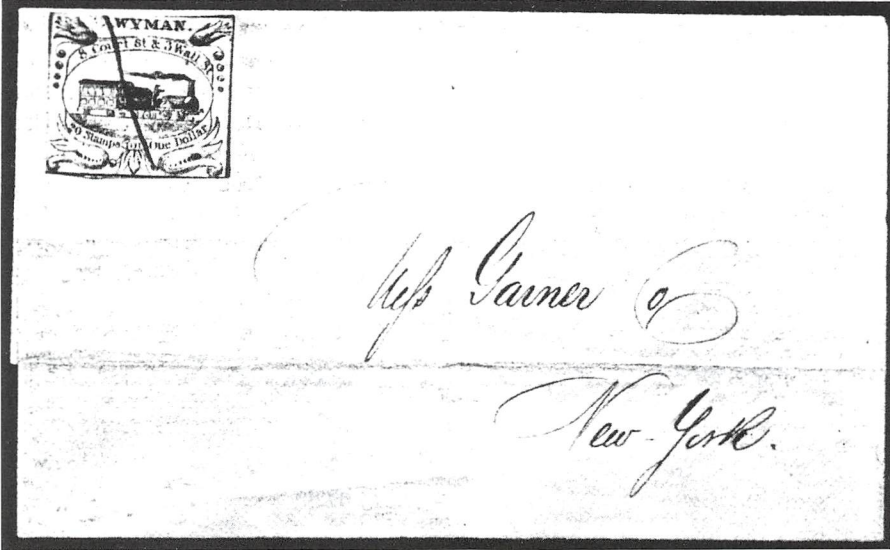


Figure 1. The earliest recorded Wyman stamp on a cover dated September 13, 1844.

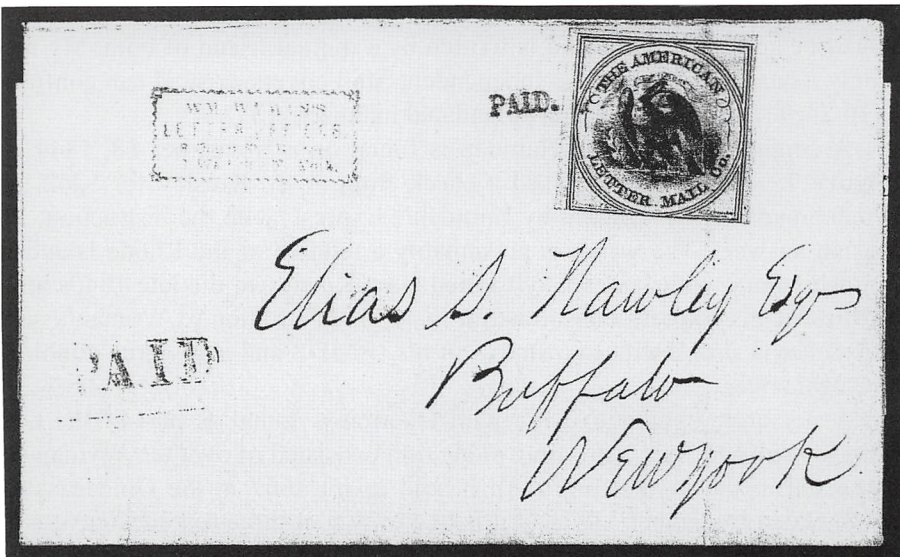


Figure 2. A triple conjunctive use cover involving Wyman's, American Letter Mail Company and Pomeroy's for transportation from Boston to Buffalo. The cover is datelined August 9, 1844. Wyman gave the letter to the American Letter Mail Company (ALM) in Boston for transmission to Albany. In Albany ALM arranged with Pomeroy to bring the letter to its final destination. The large red "PAID" was applied by Pomeroy. Siegel (Golden), November 15-17, 1999, Lot 452.

York that had a New York Wyman cancel. He also notes it as having “all ornaments delicately shaded by crossed lines.” While the colors and papers of forgery E are typical of S. Allan Taylor productions, Schwartz reports no Taylor forgeries are known and the fine lines seen on this on-cover example are not typical of Taylor productions. Could forgery E be modeled on this cover, or is it an example of that forgery on cover? See **Figure 3**.

The August 20<sup>th</sup> cover is another conjunctive use. See **Figure 4**. Another American Letter Mail conjunctive use sold as lot 1610 in the Golden sale and is in the Carmen Paliafito holding. It bears the manuscript ‘Wyman’ at top left and his serrated box handstamp below, and is addressed to Waln & Learning Philadelphia. It received the circular American Mail Co. 109 Chestnut Street circle upon receipt, after being transferred to that Independent Mail Company in New York, as well as that company’s Collect box killing the Wyman ‘paid’. A second Waln & Learning Philadelphia cover, ex-Blake, is shown in **Figure 5**. It is from A. & A. Lawrence in Boston and has a manuscript directional ‘Wyman’ at lower left and a serrated dotted box that Blake recorded as 472A, a variety of his 426 that is recorded on this date. It is the second American Letter Mail conjunctive use to Philadelphia.

Another conjunctive use of August 27<sup>th</sup> is in my collection. See **Figure 6**. It is addressed to Dr. J. C. Curtis, Lowell, Mass. and also has the 35 x 14 mm serrated J.W. LAWRENCE’S/LETTER OFFICES/ 8 Court St. Boston/ 1 John St., Lowell. This cover was part of Blake’s Lowell exhibit and the cover originated in New York as denoted by the manuscript ‘N.Y. 6’ at the top. It discussed differences between the addressee and a Dr. Allen and is written by a mutual friend of both. My records show only a handful of Lawrence Independent Mail covers exist. (I can confirm six-8/27, 10/24, 11/3, 11/25, 12/1 and an undated manuscript.)

A conjunctive use with Harnden is found on a November 18, 1844 cover. See **Figure 7**. This cover enclosed a check from A. B. Kinsley for \$262.10 and asked that an answer be returned by Harnden’s Express, with the instruction ‘Please wait for an answer’. The writer is presumably a relative of the Rhode Island R. B. Kinsley who along with James Gay formed Gay, Kinsley in the late 1840s and was part of the Adams Express consolidation in 1854. In addition to Wyman’s serrated box this cover is struck with two strikes of his ‘PAID.’ and is a scarce double letter rated 12 cent cover.

A not quite conjunctive use with Overton is found as part of the Geo. S. Robbins 38 Wall St., New York find. (This find consisted of over ten Wyman covers that appeared in the market in 1923). It sold as lot 1607 in the Golden sale. See **Figure 8**. Dated December 31, 1844 it is one of two or three recorded covers where Overton accepted Wyman adhesives after that company was acquired. In addition to the tied Wyman adhesive it bears a light pencil strike ‘2’ for delivery and the Overton City Mail handstamp. The second cover shown in **Figure 9** is dated even later (January 26, 1845) and bears two untied Wyman adhesives, in addition to the Overton City Mail strike. It is addressed to Charles C. King, N.Y. and has a PF certificate 167,058. Both covers, and an off-cover Wyman stamp with an Overton City Mail killer, were written up by Richard Schwartz in *Opinions V*. He did not explain the use of two Wyman stamps on the same cover other than to suggest the defunct stamp might have overpaid the 2 cent delivery charge.

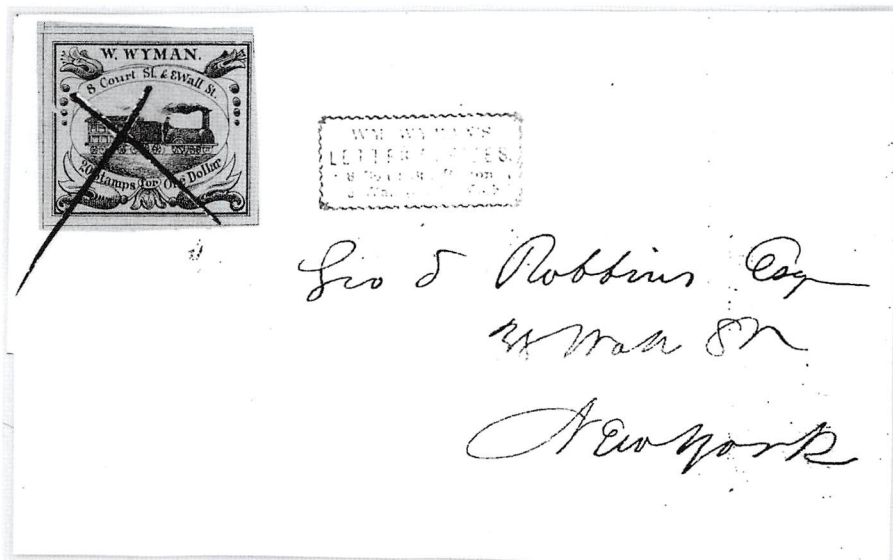


Figure 3. Wyman's Forgery E on cover. This is believed to have originated in Europe.

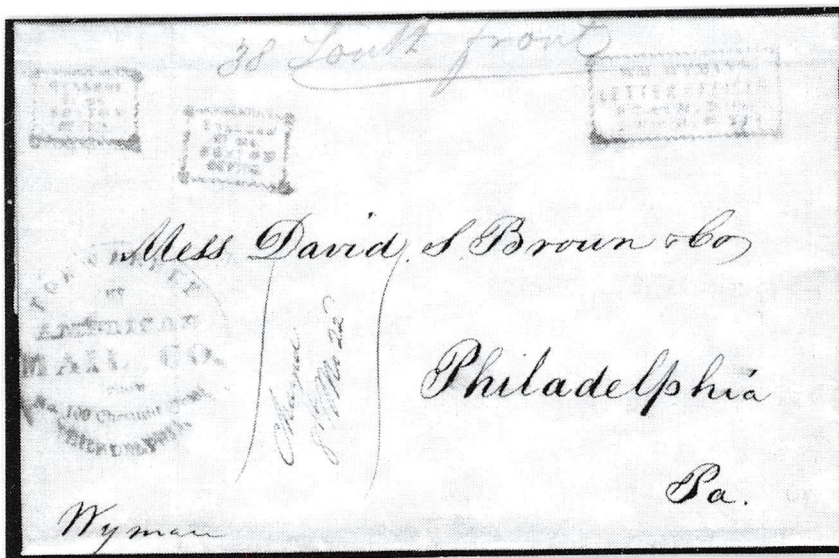


Figure 4. August 20, 1844 folded letter from Boston to Philadelphia, conjunctive use with American Letter Mail. Schuyler Rumsey, November 11-13, 1999, Lot 1835.



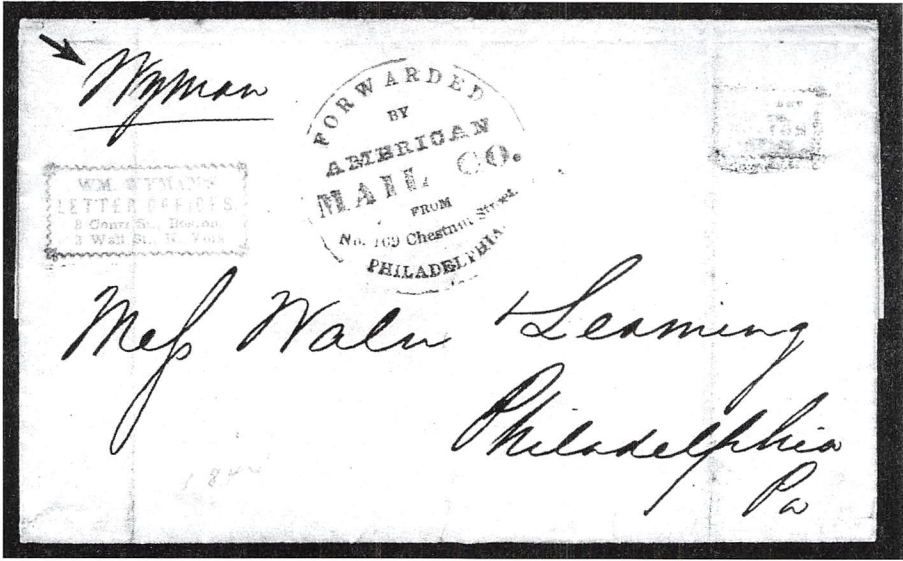


Figure 5. An August 13, 1844 conjunctive use from Wyman's to the American Letter Mail Company for the trip to Philadelphia. This letter has the sender's notation "Wyman" at the file fold at the top left. Siegel (Golden) November 15-17, 1999, Lot 1610.



Figure 6. Conjunctive use with J.W. Lawrence's Letter Office. Letter dated August 23, 1844. J.W. Lawrence carried the letter from Boston to New York. Lawrence manuscript "6" rate. Ivy, Mader, January 23-24, 2004, Lot 2319.

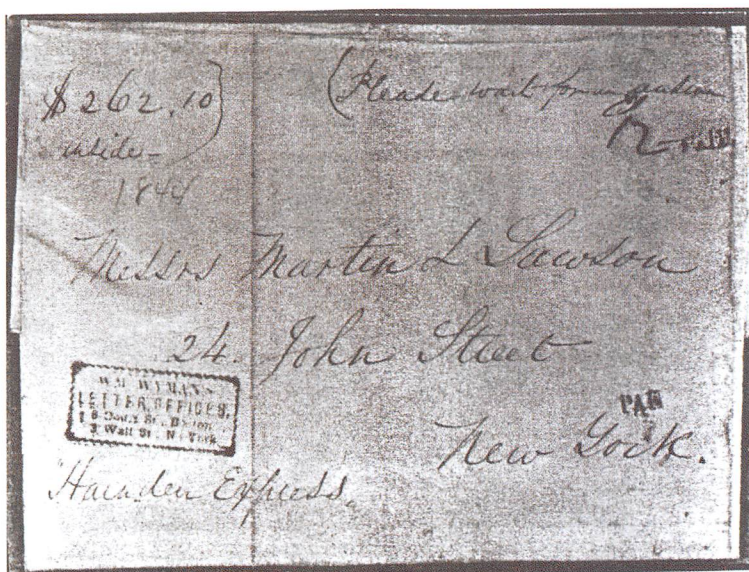


Figure 7. A Harnden to Wyman conjunctive use on a letter containing \$262.10 in cash. The manuscript rate is “12”. There are two “PAID” markings. Siegel, December 19-20, 2007, Lot 2831.

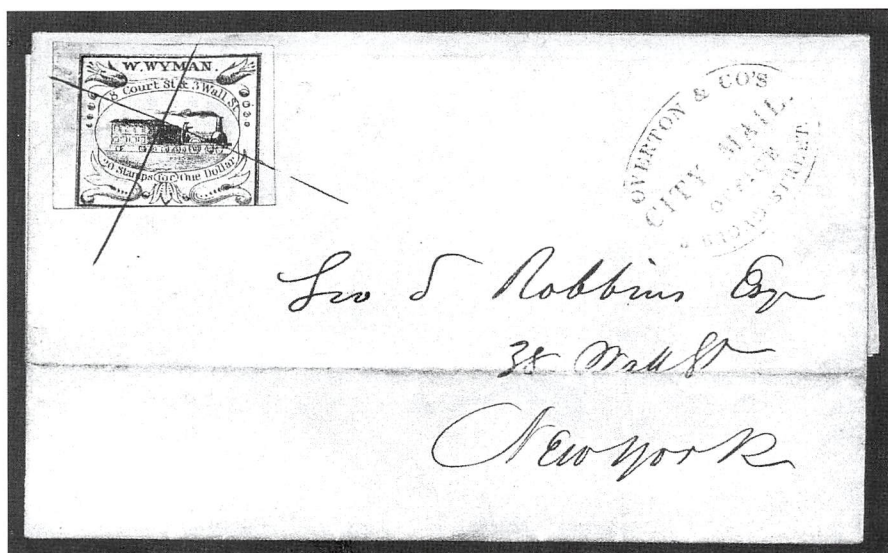


Figure 8. Rare use of a Wyman's stamp on a letter after the takeover by Overton. On December 14, 1844 Wyman sold the business to Overton. He announced his stamps could be redeemed or used on mail given to Overton. This letter is dated December 31, 1844. Siegel (Golden), November 15-17, 1999, Lot 1607.



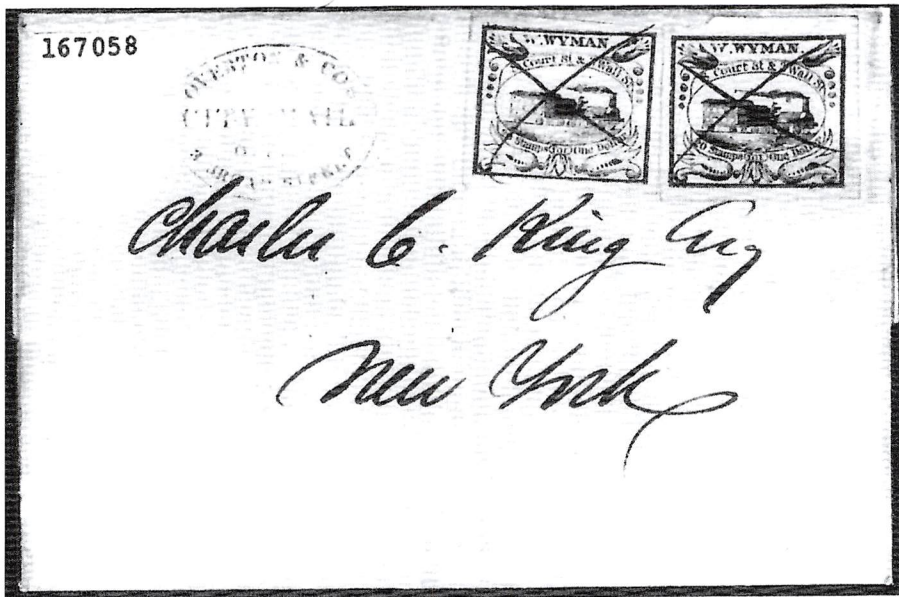


Figure 9. Last known use of a Wyman’s stamp on a double rate letter dated January 26, 1845 with the Overton’s handstamp. Opinions V, 1988, Richard Schwartz, page 161, PF 167058. Also Siegel, (Geisler), December 3, 2008, Lot 1069.

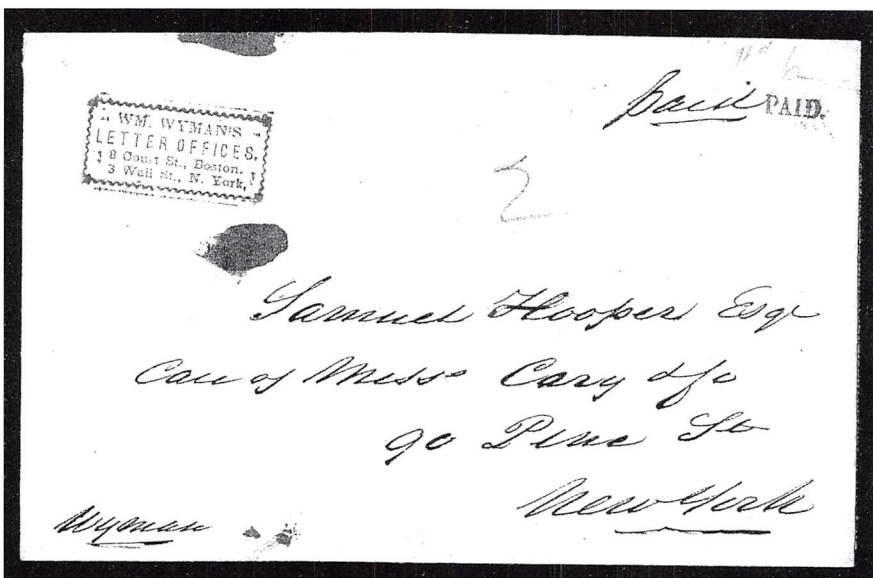


Figure 10. “Wyman’s” manuscript at lower left, probably written by the sender. There is a manuscript “6” and “PAID” at the top right. The pencil “2” was the charge for local delivery. Siegel (Hall), November 13-14, 2000, Lot 389.



A fourth Overton conjunctive example was in the Boker collection, ex-Duckworth. It is a stampless cover, addressed to Gould Banks & Co., Law Booksellers in New York and bearing both the Wyman manuscript and serrated handstamp at top left as well as the Overton City Mail 3 Broad handstamp in center. It also has a 6 cent manuscript rate mark and a manuscript 'Wyman' manuscript at upper left, which was described as his autograph, but which is identical to the one shown in **Figure 10**, and probably is not in Wyman's hand. A fifth conjunctive or late use was lot 597 in the Shanahan sale of September 20, 1958. It was addressed to Rossi & Schuchards and has both the handstamp Overton City Mail 3 Broad strike and an untied Wyman's adhesive. No date was given.

Among the other stampless Wyman items are a Boston cover of October 26, 1844 to Howland & Aspinwall, 54-55 South St., New York that has the red Wyman box and a tiny PAID as well as a pencil '2' and a  $6 + 2 = 8$  rating. See **Figure 11**. A Boston cover of November 5, 1844 enclosing three notes from Savannah is addressed to Snider Lathrop & Newell, in New York. It has only the Wyman box and an ink '6' rate. My records also show a November 12<sup>th</sup> cover triple-rated 'P 18' addressed to David Pingree, 69 Front St. New York. as well as one of November 19<sup>th</sup> that is a conjunctive use with Harnden. There is also a Boston November 20, 1844 cover to Samuel Hooper, 90 Pine St., N.Y. with the red Wyman box and PAID and a pencil '2' rate. A November 25, 1844 example is to Charles Singer; and it is a conjunctive use with the Lawrence Independent Mail operation similar to the one discussed above as **Figure 6**. A cover of December 7<sup>th</sup> goes from Boston to Miss Helen Mears, 42 Pheirpont (sic) St., Brooklyn, N.Y. It bears a crayon '6' rate and also has the Boyd handstamp of December 11, 8 o'clock for the New York arrival. There is also a crossed off directional 'Hale.'

Almost all the stamped and stampless Wyman covers are used southbound from Boston. A rare exception is an October 22, 1844 letter from Kent Kendall & Atwater with an enclosure so that it was double rated '12'. It bears the directional 'pr Wymans Express' as well as the boxed Wyman handstamp and his 'PAID.' together with a manuscript 'paid'. In Boston it is given delivery directions to 'cor Warter & Congres' streets by a Boston-accented carrier. This cover from the Waterhouse sale, H.R. Harmer Ltd., London, June 27-30, 1955, Lot 945 where it was not pictured. A similar cover is shown in **Figure 12**. There is apparently one northbound adhesive cover as well. Possibly the reason for the lack of surviving northbound mail into Boston is the Boston fire of the summer of 1845. Two additional Wyman covers of interest can be seen in **Figures 13** and **14**.

The first notice of the ending of Wyman's operation appeared on December 14, 1844 in the *New York Courier & Enquirer*. It stated he was discontinuing business and turning his operation over to Overton:

#### WYMAN'S LETTER EXPRESS

The subscriber begs leave to give notice that he has discontinued the business of carrying letters from here to Boston. All persons holding his stamps can have them redeemed at Overton & Co.'s Letter Express Office, No. 3 Broad Street, where letters will be taken and forwarded as usual.

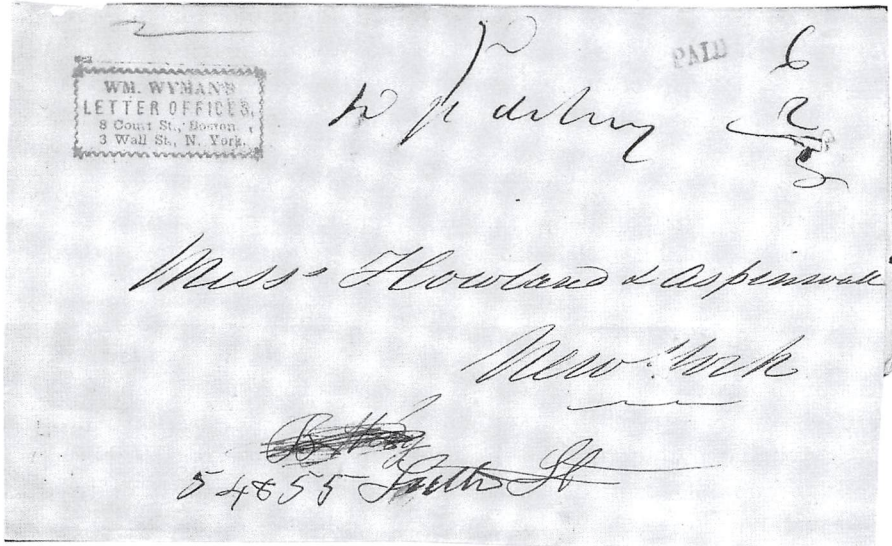


Figure 11. A very clear strike of the Wyman's serrated handstamp giving the Boston and N.Y. addresses on a folded letter dated October 26, 1844. Manuscript "6" and "2" and "8" for express charge plus 2 cents at top left for local delivery. Siegel, November 15-17, 2011, Lot 1305.

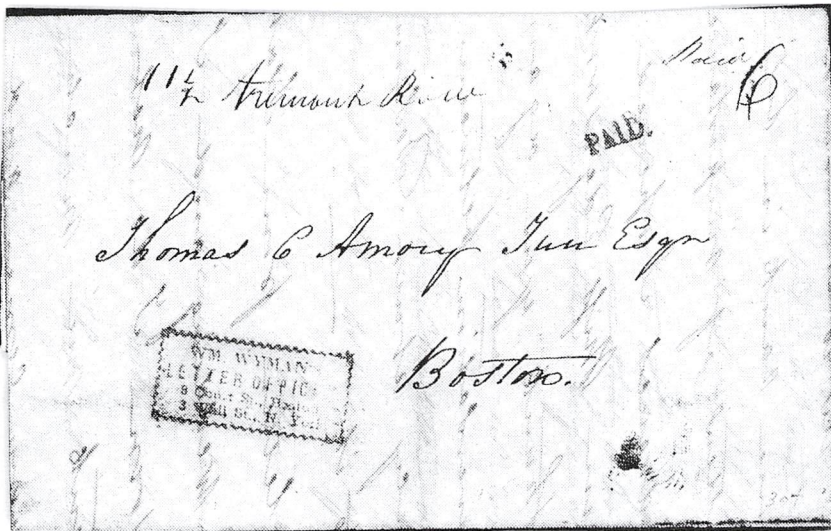
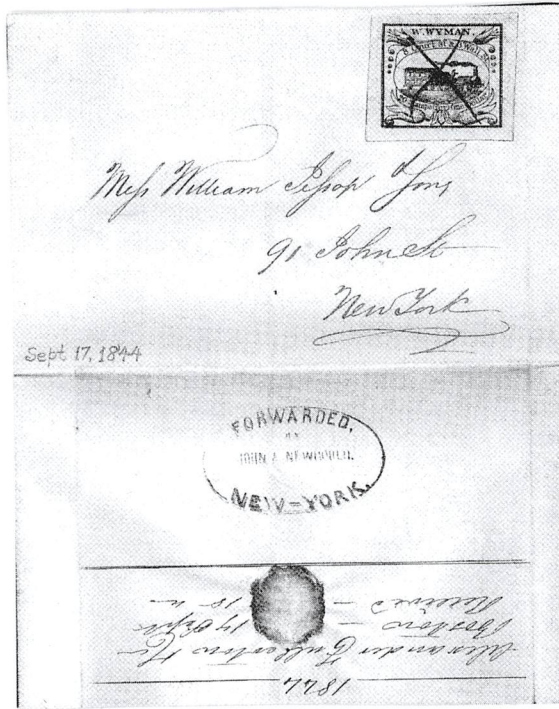
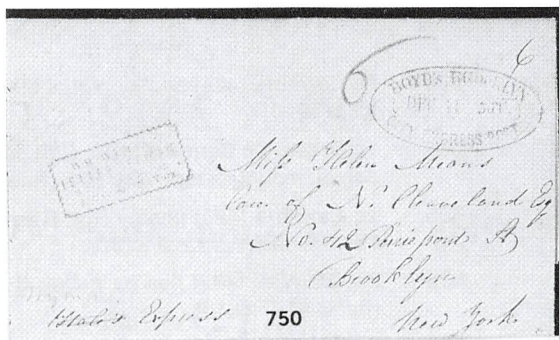


Figure 12. Rare northbound letter dated October 1844 from New York to Boston. The delivery directions were added in Boston. Nutmeg, November 6, 2001, Lot 1526.





**Figure 13. Wyman’s adhesive on a cover to New York. The backflap indicates “Forwarded By, John A. Newbould, New York. This is an Independent Mail Company combination with a forwarder. Siegel, January 18-19, 2000, Lot 997. PF. Also William Fox, May 26-27, 1991, Lot 548 where it notes signed by Meyersburg. Another example can be found in Schuyler Rumsey, November 17-20, 2009, Lot 2048.**



**Figure 14. A Wyman’s carried cover to New York delivered by Boyd’s. Originally “pr Hale’s Express” but crossed out and “Wyman’s” substituted in pencil. William Fox, September 9-10, 1989, Lot 581. Robert Kaufmann, December 10, 1990, Lot 750.**



I take pleasure in recommending Messrs. Overton & Co. to my late patrons.  
Dec 14, 1844 WM. WYMAN.

Several days later the *Boston Advertiser* had a similar notice:

WYMAN'S EXPRESS MAIL

I would inform my friends and patrons that I have discontinued the Letter Business, and take pleasure in recommending Messrs. Overton & Co., 29½ State St. (Brazer's Building) where my stamps will be received, or I will pay cash for them, at No. 8 Court St.  
Dec. 17, 1844 WM. WYMAN

Wyman died within a month of this notice. His wife was listed the next year in the city directory as a widow, and the *Boston Traveler* of April 26, 1847 gives details of what happened.

Petition of Abigail R. Wyman of Brooklyn in New York, guardian of William C. Wyman, a minor, son of William Wyman, formerly of Boston... but late of New York... Minor seized of real estate 1/8 of ½ a lot on Washington street with a wooden building, 1/8 of 13/16 on Washington (formerly Newbury).  
A. R. Wyman, Witness Henry Russell

While Wyman did engage in conjunctive uses during his normal periods of independent mail operation, all of the so-called Overton conjunctive uses are from the takeover period when Overton was redeeming Wyman stamps and running the post as part of their regular Boston to New York operation. The quantity of surviving Wyman adhesive mail (33 covers) is about the same as the much longer running Overton operation (31 covers). (Census not included with this article.)

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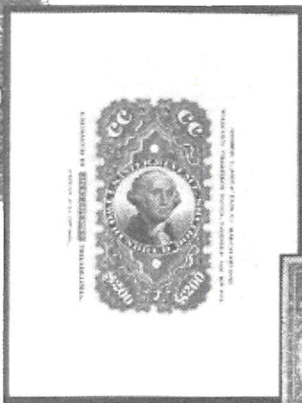
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