

THE PENNY POST

Official Journal Of The Carriers And Locals Society



Embossed valentine cover, (ca. 1850) to New Haven, which was taken to the post office in New York by Dunham's Union Square P.O. In the 32-year history of *The Penny Post* no article has been written about Dunham's until now. PF 431858.

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Editor's Message

By
Larry Lyons

Greetings

I hope you have enjoyed reading *The Penny Post* as much as I have enjoyed bringing it to you. I have been officially retired as Editor-in Chief by the Board. On that same day I was named on the APS list of the 175 most influential and important living philatelists in the world. A couple of days later I was named a Fellow by *The Royal Philatelic Society*. Not recognition that is bestowed lightly or often. But, back to *The Penny Post*. I served as Editor for 22 years and produced 88 of the 117 issues of the Journal. A lot of enjoyable hard work over a long period of time. I will leave it to my friends Cliff Alexander and John Bowman to summarize my accomplishments in the next article. I leave the job in good spirits, and in good health and I will continue to do research and write articles. I must extend my hearty and heartfelt thanks to David Snow, John Bowman and Alan Cohen for all their assistance in peer review and proofing of authors' articles. They are lifelong friends for whom I feel deeply. During my tenure we brought you about 675 research articles. I am also very thankful to have had Deborah Davis as my assistant responsible for setting up all 88 issues of *The Penny Post*. It's been a good, long, satisfying run.

In This Issue

John Bowman has been collecting and studying Boyd's City Express Post for more years than *The Penny Post* has existed. In this issue he shares with us some finer points and thoughts on Boyd's based on this deep knowledge of the subject. He has written two related articles for us.

Cliff Alexander always tries to connect other philatelists to our field of study. In this issue his subject is "transcontinental covers with a 10¢ green stamp and a General Issue stamp paying the carrier collection fee." A very fascinating connection to collectors of U.S. regular issue stamps. These types of articles are difficult to put together and Cliff has done a masterful job of presenting this subject.

David Snow has been the major "peer" review of articles for *The Penny Post*. He was responsible for the Hoyt's, Pomeroy's and Wells' Letter Express sections in the book "Eastern Independent Mail and Express Mail Companies 1840-1845." We both share the same interests and I admire him greatly. In this issue he authors an article on "an enigmatic use of Pomeroy's Letter Express stamp." The article contains a lot of research and is based on a very deep knowledge of the Pomeroy subject. Special thanks to David for his article which is his first for *The Penny Post*.

Bruce Mosher, who authored the "Catalog of Private Express Labels and Stamps" has provided us with an article on the "Railway Express Agency, Incorporated of Virginia." We thank him for sharing this research article with us.

I have included an article authored by me about the Adams City Express Post and City Express Post. I wrote this to clear up the inaccuracies in an earlier article by another author.

We also have an associated article on "Why did the Adams City Express Post change its name to the City Express Post" by Justin Poklis. This article

had been tabled with mine and now they are seeing the daylight. Belated thanks to Justin for writing this article.

And last but not least, I have written an article on Dunham’s Union Square Post Office, a local post on which nothing has been written in *The Penny Post*, ever.

Mission Statement

The purpose of *The Penny Post* is to present original research articles in the fields of United States Carriers, Local Posts and Eastern Expresses. Forgeries in these areas are also researched. Any article in these fields can be submitted to me for publication (email:editor@pennypost.org). These articles are reviewed, and assistance is provided by the Editor’s section heads who comprise the editorial board. *The Penny Post* continues to be at the top of society publications.

Thank You Advertisers

I would be remiss if I didn’t thank our advertisers for their continued support of our journal. I hope you study the ads and use the services of these fine dealers and auction houses.

Appreciation

I wish to give thanks to David Snow, Alan Cohen, and John Bowman for “peer review” and proofreading of the articles you get to read and enjoy. It takes a lot of people, all working for free, including me, to bring the award-winning *Penny Post* to you.

Final Message

It’s not easy saying goodbye. I’ve had your ears for 22 years. If you have read my messages you know I am an emotional person who craves social interaction. Rest assured that my Carriers and Locals Society friends will continue to be my friends.

Best wishes to the new Editor.

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Celebration of Larry Lyons, Editor of The Penny Post (2000 to 2021)

By

Clifford J. Alexander and John D. Bowman

Larry Lyons is stepping down as editor of the Carrier and Locals Society's award-winning journal, *The Penny Post*, with this issue. His milestones are not likely to be surpassed:

- 22 years as Editor
- 88 issues
- Over 175 articles authored by him

This is a commemoration and tribute to Larry's service and contributions to the Society. First, a brief history of the Society's first ten years is necessary to understanding his importance.

The Society is relatively young. It was established in November 1990 and the first *Penny Post* was published in January 1991. The original directors were names well-known to collectors: James Czul, Richard Frajola, Eric Jackson, Thomas Mazza, Robert Meyersburg, John Nugent, Martin Richardson, Richard Schwartz and Gordon Stimmell. Richard Schwartz served briefly as President in 1991, when Steven M. Roth became President.

The Society's objectives were "1) To further the understanding of the operations of private mail companies of the 19th century....[and] 2) To study the postal emissions and the postal history of these private mail companies and the official and semi-official government Carriers and to study and catalog the proliferation of reprints, imitations and phantasies...." It would do this primarily by publishing a quarterly journal, promoting research, encouraging exhibits and holding annual auctions.¹

Gordon Stimmell was the first editor of *The Penny Post*, serving in that capacity for 30 issues, until April 1998. When he resigned, Gordon wrote he "fervently hope[d] that someone on reading this has the background, energy and knowledge to take up the task of being editor."²

The Society went into a hiatus for one and a half years until, in late 1999, John Bowman took the helm as President and Larry Lyons became *Penny Post* Editor. They revitalized the Society, which began to attract new members and new authors.

The future of the Society was up in the air when Larry agreed to recommence publication of *The Penny Post*. He not only had the background, energy and knowledge to be editor, he devoted 22 years of loyal and distinguished service both as editor and on the board of directors.

¹ Richard Schwartz, president, "Society Objectives," *The Penny Post*, Vol. 1, No. 1 (January 1991), at page 2.

² Gordon Stimmell, "A Fond Farewell from the Editor," *The Penny Post*, Vol. 8, No. 2 (April 1998), at page 2.

Larry's leadership, research and authorship have been instrumental in making *The Penny Post* an award-winning philatelic journal. His frequent presentations at conferences and shows have educated philatelists, promoted the mission of the Society and greatly contributed to knowledge in the philatelic world about carriers, local posts, independent mail companies and express companies.

Among our favorites are his *Penny Post* articles that appealed broadly to all U.S. collectors, including: "Stampless Carrier and Drop Rate Covers from Cities other than Boston, Philadelphia and New York" (July 2007); "Locals on Cover with the 3¢ Stamp of 1851" (April 2004); "Collecting Areas that Overlap Local Posts" (April 2003); and "West to East 'Out of the Mail' Delivered by Local Posts" (January 2003).

In addition, Larry published a three-volume series of books that compiled existing literature and collectors' input about identifying authentic stamps from forgeries or other bogus carrier and local stamps.³ This series serves as the basic reference for collectors today.

Larry also has been the Society's most prolific exhibitor. He has shown three eight-frame and nine one-frame award winning exhibits throughout the U.S. and in foreign countries. These include one-frame exhibits on the carrier postal history of Charleston, Baltimore, Philadelphia, New Orleans, Valuables carried to San Francisco by Wells, Fargo & Co., Honour's City Express Post, and the U.S. City Despatch Post in New York. Other subjects of his exhibits are Pomeroy's Letter Express, Valentines Carried by Local Posts, Swarts City Despatch, Carrier Service in the Major U.S. Cities, All Roads Lead to San Francisco, and Hussey's Post. His exhibits won 27 Grand Awards and "America's First Stamp—The U.S. City Despatch Post" won the Champion of Champions in 2015. He was also active in promoting carriers and locals at the Collectors Club of New York where he won their single frame competitions five times; the only person to accomplish this feat in exhibiting. He also won the Collectors Club multi-frame exhibit in 2014 for "All Roads Lead to San Francisco."

Larry's contributions to philately go beyond his service to the Carriers and Locals Society. Scott R. Trepel, President of Robert A. Siegel Auction Galleries, Inc., stated it well in his introduction to Siegel's 2015 sale of Larry's outstanding western private mails collection:

"Larry Lyons has collected and exhibited some of the most challenging areas in United States philately. His exhibits of Carriers and Locals have received top awards in numerous competitions, including the coveted Champion of Champions bestowed by the American Philatelic Society. Larry's published research and editorship of *The Penny Post* have earned him numerous accolades, including the U.S. Philatelic Classics Society Carroll Chase Cup (1998) and the Diane D. Boehret Award twice (2009, 2011) for Excellence in Philatelic Literature. His work as Executive Director of The Philatelic Foundation has helped to strengthen that vital organization."

³ Larry Lyons, *The Identifier of Carriers, Locals, Fakes, Forgeries & Bogus Posts of the United States*, Volumes I-III, 1998.

More important to the Carriers and Locals Society, as editor of *The Penny Post*, Larry has been the glue that helped hold together the Society for many years. Under Larry, *The Penny Post* has not just been a prominent philatelic journal and primary benefit of Society membership, it has continually helped bring together philatelists with common interests in postal history. Under Larry's leadership as Editor *The Penny Post* won the Diane D. Bohrets Award twice and a reserve grand award for literature, the Grand Award is given to a published book.

Carriers and Locals Society members have been fortunate to enjoy and benefit from Larry's stewardship. All philatelists are fortunate that Larry will continue his collecting, research, authorship and presentations. The Board of Directors has created an annual award to honor his commitment to the society as editor in chief—the "Larry Lyons Outstanding *Penny Post* Article Award."

Larry Lyons



Editor 2000 - 2021

Transcontinental Covers with A 10¢ Green Stamp and A General Issue Stamp paying Carrier Collection Fee

By
Clifford J. Alexander

The U.S. Post Office Department issued the first 10¢ green stamp after the Postal Act of March 3, 1855, established a 10¢ postage rate for “transcontinental” letters carried 3,000 miles or longer. In the April and October 2006 issues of *The Penny Post*, Michael Perlman and I published two articles on covers with a 10¢ green stamp and a government carrier stamp or local post stamp that paid for collection and delivery to the post office.¹ The April 2006 article was on east to west covers and the October 2006 article on west to east covers.

The subject of this article is transcontinental covers with a 10¢ green stamp paying the transcontinental rate and 1¢ U.S. general issue stamp paying a carrier collection fee. It describes and illustrates some of the more unusual and interesting covers and includes at the end a table with a census of the nineteen covers I have found. The following summarizes the findings:

- Seventeen covers entered the U.S. mails in New York City and three in Boston, all addressed to California.
- Eight of the covers have 1857 issue stamps and eleven have 1861.
- Three of the covers have New York City Ocean Mail circular date stamps (CDSs).
- Eleven from New York City were part of the Greenwell correspondence.
- The three covers from Boston were part of the Weatherbie correspondence.
- Only two covers were addressed to cities other than San Francisco.

The 10¢ Green Stamps

There was no prepaid 10¢ rate or 10¢ stamp when the 1851 issue of U.S. stamps appeared. The Postal Act of March 3, 1851, established only two rates for prepaid mail: 3¢ if the distance did not exceed 3,000 miles and 6¢ for 3,000 miles and over. Addressees were charged 5¢ and 10¢, respectively for mail not prepaid.

¹ See Clifford J. Alexander and Michael Perlman, “1855, 1857 and 1861 10¢ Green Stamps on Cover with Carrier, Local Post and Express company Stamps—Part I: Government Carriers and Local Posts,” *The Penny Post*, Vol. 24, No. 2 (April 2016), pages 17-28; and “Part II: Western Expresses and Local Posts,” *The Penny Post*, Vol. 24, No. 4 (October 2015), pages 5-19.

Only three denominations of stamps were issued in 1851 for the new prepaid rates, 1¢, 3¢ and 12¢.

The Postal Act of March 3, 1855, required all domestic letters to be prepaid and established a new rate of 10¢ for distances of 3,000 miles and more. The 1855 Act also required prepayment of letters to be by stamps, effective January 1, 1856.

The 10¢ green stamp was issued in April 1855 for the new rate, which is often called the “transcontinental” rate. The 1855 Act also authorized issuance of 10¢ stamped envelopes. However, I have not found any westbound transcontinental 10¢ stamped envelopes.

The *Scott Specialized Catalog* has eleven listing numbers for 10¢ green stamps. Four numbers (13 to 16) for the four types of imperforate stamps issued in 1855, five numbers (31 to 35) for the five types of the 1857 perforated issue and two numbers (62B and 68) for the 1861 issues. This article does not discuss the differences. The website of the U.S. Philatelic Classics Society has a good description at www.uspcs.org. **Figure 1** illustrates the three major design types.



No. 13



No. 35



No. 68

Figure 1.

Determining Year Dates

Nine of the markings and covers do not have a year date. As a result, the census lists some covers with two possible year dates. The following explains how covers without a year date have been categorized.

First, the earliest date a transcontinental cover with a 10¢ green stamp should have a 1¢ U.S. general issue stamp prepaying the carrier collection fee is April 3, 1860. Although the 10¢ transcontinental rate was in effect for eight years and one month (April 1855 to June 1863), the Postal Act of March 3, 1855, contained a provision that eliminated the carrier fee for mail deposited in a collection box and delivered by a carrier to the post office for an out-of-town destination. The Postal Act of April 3, 1860, changed this to require prepayment by a stamp of 1¢ for the carrier fee for letters deposited in collection boxes, effective that April 3.²

Second, the 10¢ transcontinental rate was eliminated by the Postal Act of March 3, 1863. Effective July 1, 1863, all mail was charged 3¢ per ½ ounce

² See Steven M. Roth, “Summary of Drop letter and Carrier Postal Rates New York City (1794-1885)” *The Chronicle*, Vol. 26, No. 4 (November 1974), pages 210-212.

regardless of distance. As a result, there were only 39 months when a cover with a 10¢ green stamp could have a 1¢ stamp properly prepaying a carrier collection fee.

Third, I have assumed that the 1857 and prior issues of stamps would not have been used after September 1861. Older stamps were demonetized at the start of the Civil War to prevent the Confederacy from selling U.S. stamps held by post offices to finance their war efforts. However, Post offices were required to announce the availability of the new stamps and allow people to exchange older stamps for new ones. As a result, post offices in different cities followed their own schedules regarding acceptance of old stamps after August 1861 and there was no uniform end date for use of the older stamps.

Fourth, the 1861 issue 10¢ green should only genuinely appear on cover with a stamp properly prepaying the 1¢ carrier fee from August 1861 to June 1863, the end of the carrier fee period. The 1861 issue stamps were first delivered to post offices in mid-August 1861.

There are no 1855 issue and eight 1857 10¢ green stamps in the census. Based on these factors, undated covers with 1857 issue stamps should fall into the following three categories of years: (1) October to December 1860; (2) January to March 1861; (3) April to September 1860 or 1861.

Year dates for the eleven covers with 1861 issue stamps could range from August 1861 to June 1863 and should fall into the following three categories: (1) August to December 1861 or 1862; (2) July 1862; (3) January to June 1862 or 1863.

Determining a Cover's Mail Route

During the 39-month period when a west-bound transcontinental cover with a 10¢ green stamp might have a 1¢ U.S. stamp paying the carrier collection fee, the Post Office Department had three principal mail routes to California and Oregon. One was by ocean vessel and the other two by land.

On the ocean route, mail was carried by steamers twice a month from New York City and New Orleans to the east coast of Panama. Mail then was brought across the Panama isthmus by railroad and placed on ships for California and Oregon.

Mail on the southern overland route was brought from the east by railroad either to St. Louis or Memphis. The two spurs connected in Fort Smith, Arkansas, on the Oklahoma border about halfway between Memphis and Oklahoma City. It continued to San Francisco via El Paso, Tucson, San Diego and Los Angeles.

The central overland mail route was from St. Joseph, Missouri, across the mountains to San Francisco via Fort Laramie, Wyoming, Salt Lake City and Placerville, California.³

The Post Office Department adopted a default system for determining the route on which a letter was carried. Letters were sent on the default route in effect at the time unless a directive was written on the envelope. In that case the letter was sent by the route that the sender requested. The following are the default routes during the eight years and one month period of this article:

³ Source of this information is Steven C. Walske and Richard C. Frajola, *Mails of the Westward Expansion, 1803 to 1861*, (Western Cover Society 2015).

- From 1848 until its contract expired on December 17, 1859, the default route was the ocean route on steamers operated by the U.S. Mail Steamship Company from New York City and New Orleans via Panama.
- The southern route operated by John Butterfield's Overland Mail Company was the default route from December 17, 1859, until about March 21, 1861, when southern states seceded and took control of Butterfield's property.
- Following its loss of the southern route, the Overland Mail Company negotiated a new contract with the Post Office Department and began operating the central route between St. Joseph and San Francisco. The Overland Mail Company took over the route effective July 1, 1861; and it continued to operate the central route until the transcontinental railroad was completed in 1869.
- During the three-month April to June 1861 period between the termination of the southern route and start-up of the New Overland Mail Company central route operation, the default route again was by steamship via Panama.

As noted above, senders could specify which route they wanted a letter to take. However, I have not found any covers that designate a route that was not already the default route at the time. Two covers in the census have route directives. In both cases, the directive specified an overland route at a time when the central overland route was the default route. These two covers are discussed below and illustrated in **Figures 2 and 5**.

Although the ocean route via Panama was not the default route at the time, three covers in the census with no directives have New York City Ocean Mail CDSs and were sent by steamer via Panama. The three covers have the same CDS, which was labeled as Type III in an article by W. Scott Pollan, M.D., in the February 1964 issue of *Western Express*.⁴

Two of these are discussed below and illustrated in **Figures 6 and 7**. None of the three have dates in the three-month period April to June 1861. Because they do not have directive endorsements, it is possible that clerks in the New York post office knew a steamer was leaving within a few days and elected to send them by ship via Panama because they could be expected to arrive in San Francisco sooner.

Interesting and Unusual Covers in the Census

The earliest cover in the census with a year date has an "AUG/7/1860" New York CDS and is addressed to "Andrew Wheelock Nichols Esq" San Francisco. See **Figure 2**. It is docketed "Received Sep 3 60" indicating it arrived after a 26-day trip. This is one of only two covers where the sender designated the route by an

⁴ W. Scott Pollan, M.D., "The New York Ocean Mail Postmarks via Panama to California and Oregon," *Western Express*, Vol. XIV, No. 1 (January 1964), at pages 5-18.

endorsement on the envelope. The central overland route was the default route at the time. "Overland" is written on the bottom left presumably to make it clear that the letter should not be sent by steamer via Panama.

As noted above, eleven of the covers were collected by a carrier in New York City and carried in the mails to William E. Greenwell, an employee of the U.S. Coast Survey. All appear to be in the same handwriting. Greenwell arrived in California in 1855 and served in the USCS for thirty years surveying islands along the coast. **Figure 3** is a typical Greenwell cover with a *Scott* #24 and #35. Because the New York CDS is dated July 18, this cover must have been sent in 1861.

Figure 4 is a black and white illustration of one of the three covers addressed to Henry Weatherbie in San Francisco. I include it because it is one of only two double weight transcontinental covers in the census. The Boston post office determined it was underpaid and applied a "10" handstamp to show that the San Francisco post office should collect 10¢ from Mr. Weatherbie. Although mail was required to be pre-paid, partially pre-paid mail was forwarded to its destination where the addressee was required to pay the difference.



Figure 2.

The three covers addressed to Weatherbie appear to be in the same handwriting. There was a prominent Weatherbie family in Boston during the 1860s, but I have not been able to determine whether Henry was a member of that family. The three covers were prepaid by *Scott* #63 and #68 and have the same type of Boston CDS with month dates of August, September and December. The December cover would have been mailed in 1862 and possibly the other two as well.

Figure 5 is an exceptional example from a Steven Walske Exhibit that has been posted on the Richard Frajola website, "Overland Mails of the Westward

Expansion: 1832 to 1869.”⁵ This cover has a London October 19, 1861, dateline. It apparently was carried privately to New York City where the 10¢ stamp was applied for the transcontinental rate and a 1¢ stamp added to pay the carrier collection fee. It first was endorsed “Pony Express,” and then re-endorsed “Overland via St Joseph.”

The second double weight cover was addressed to James Pullman in San Francisco. It has *Scott* #24 and #35 tied by a November 12 New York City Ocean Mail CDS and a black “Due 10” handstamp. See **Figure 6**. It was listed by Tom Mazza on the Richard Frajola website with the following description: “Carried NY to Aspinwall by Northern Light, Tinklepaugh, Panama to San Francisco by Sonora, F. R. Baby (Nov. 30 to Dec. 1). (33-day transit).”

As noted above, two covers were addressed to cities other than San Francisco; both have *Scott* #24 and #35. One cover with the stamps tied by a New York City Ocean Mail CDS was addressed to “Mr. William McCormick / Carey House/ Placerville / California.” See **Figure 7**. The Carey House Hotel was built in 1857 on Main Street and still offers rooms today. It reportedly is haunted by at least six ghosts of former customers who died or were murdered at the hotel.

The second cover to a city other than San Francisco is shown in **Figure 8**. It is addressed to “Mr Joseph McKeown / Alvarado / Alameda Co / California.” The stamps are tied by a New York City “Jan / 21 / 1861” duplex handstamp. The cover originally was transported by mistake to the city of Alameda, also in Alameda County, California. The Alameda city post office wrote “Missent” at the top left corner, applied an Alameda February 23 handstamp and forwarded it to Alvarado.

The latest cover in the census has a “FEB/27/1863” CDS and is addressed to William E. Greenwell in San Francisco.

**Table: Census of 10¢ Green and 1¢ U.S. Stamps
on Transcontinental Covers**

	Date (Figure)	Stamps	From - To	Comments & Source
1.	Aug 7, 1860 (Figure 2)	24 & 35	NYC to Nichols, San Francisco	Frajola PhilaMercury #2805 (T. Mazza Coll.); endorsed “Overland”
2.	Sep 13, 1860	24? & 35?	NYC to Greenwell, San Francisco	Meyersburg Exhibit; see May 1992 Meyersburg Chronicle article
3.	Oct 1, 1860 (Figure 7)	24 & 35	NYC to McCormick, Placerville CA	NYC Ocean Mail CDS; Siegel 1006, lot 1345; Alexander Collection
4.	Nov 12 (1860) (Figure 6)	24? To 35?	NYC to Pullman, San Francisco	Double weight with “Due 10” handstamp; NYC Ocean Mail CDS; Frajola PhilaMercury

⁵ Richard Frajola’s website is found at <https://www.rfrajola.com/>.

	Date (Figure)	Stamps	From - To	Comments & Source
5.	Jan 21, 1861 (Figure 8)	24 & 35	NYC to McKeown, Alvarado CA	Alexander Collection: ex Neinken
6.	Aug 11, 1861	24 & 35	NYC to Arey, San Franciscp	NYC Ocean Mail CDS; Rumsey 81, lot 558; PF #565716
7.	July 18 (1860- 61) (Figure 3)	24 & 35	NYC to Greenwell, San Francisco	Siegel 1063, lot 1419; Siegel 820, lot 60; ex Chase and Gibson
8.	? 12 (1860-61)	24? & 35?	NYC to Greenwell, San Francisco	Johnstone Exhibit
9.	Oct 5, 1861	63 & 68	NYC to Greenwell	Henry Nowak Exhibit
10.	Nov 3, 1861 (Figure 5)	63 & 68	NYC to Wilson, San Francisco	Steve Walske Exhbit (Frajola Website); Johnstone Exhibit; endorsement "Pony Express" stricken and "Overland via St. Joseph" added
11.	April 7, 1862	63 & 68	NYC to Greenwell, San Francisco	John Bowman Collection
12.	July 9 (1862)	63 & 68	NYC to Greenwell, San Francisco	Kenneth Gilbert Exhibit
13.	Aug 11, 1862	63 & 68	NYC to Greenwell, San Francisco	Donald Evans Exhibit; Evans Book at p. 323. ⁶
14.	Oct 15, 1862	63 & 68	NYC to Greenwell, San Francisco	Siegel 853, lot 2573
15.	Feb 28, 1863	63 * 68	NYC to Greenwell, San Francisco	Frajola PhilaMercury #24342; David Snow Collection
16.	Aug 30 (1861/62) (Figure 4)	63 & 68	Boston to Weatherbie, San Francisco	10¢ HS due for double weight letter; Johnstone Exhibit
17.	Sep 12 (1861/62)	63 & 68	Boston to Weatherbie, San Francisco	Evans book at p. 188

⁶ Donald L. Evans, "The United States 1¢ Franklin 1861 – 1867 and An Introduction to the Postal History of the Period," (Linn's Stamp News 1997).

	Date (Figure)	Stamps	From - To	Comments & Source
18.	Dec 31(1862)	63 & 68	Boston to Weatherbie, San Francisco	Siegel 1106, group lot 3084; ex Wilson born
19.,	May ? (1862/63)	63 & 68	NYC to Greenwell, San Francisco	Siegel 1106, group lot 3084; ex Wilson born
20.	Unclear (1861-63)	24? & 35?	NYC to Greenwell, San Francisco	Eugene Reed Exhibit

**Note: Unless noted, exhibits were found and are available on the USPCS website.⁷*

Because there likely were at least 50 cities in the late 1850s and early 1860s with carrier service, it is surprising that all the covers except the three from Boston originated in New York City. This estimate is based on an analysis of covers and a list of 48 cities that qualified for free carrier service as of July 1, 1863, published in the 1863 Report of the Postmaster General.

The author would like to receive examples of transcontinental covers with a 10¢ green stamp and 1¢ general issue stamp. In addition, I plan to publish an article in 2022 on transatlantic covers with a 10¢ green stamp and 1¢ U.S. general issue stamp prepaying the carrier collection fee. You may send scans to me at chairman@pennypost.com. I also would like to thank David D'Alessandris, Ken Gilbert and John Bowman for their assistance with this article.

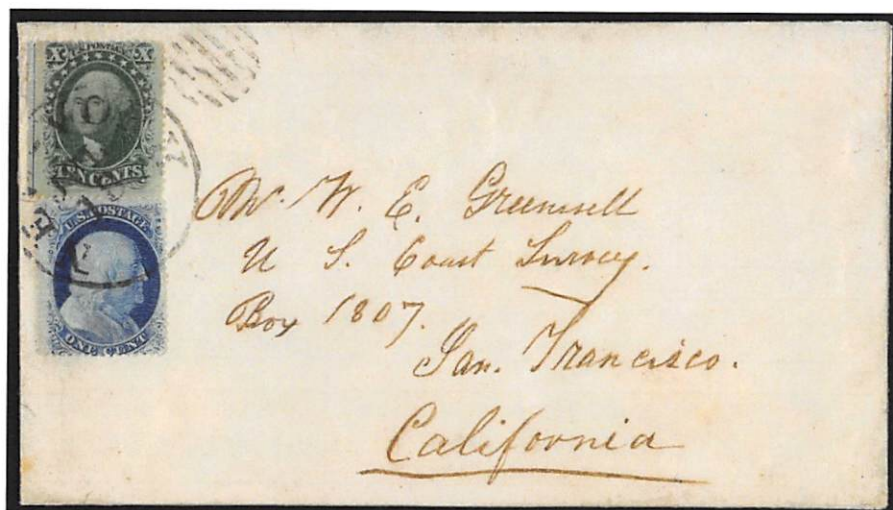


Figure 3.

⁷ Exhibits can be found under "Resources" on the U.S. Philatelic Classics Society website at <https://www.uspcs.org/resource-center/philatelic-exhibits/>.



Figure 4.



Figure 5.



Figure 6.

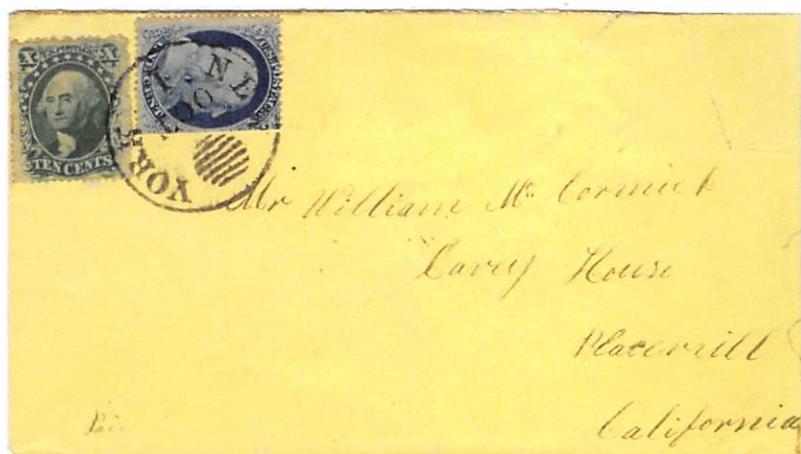


Figure 7.



Figure 8.

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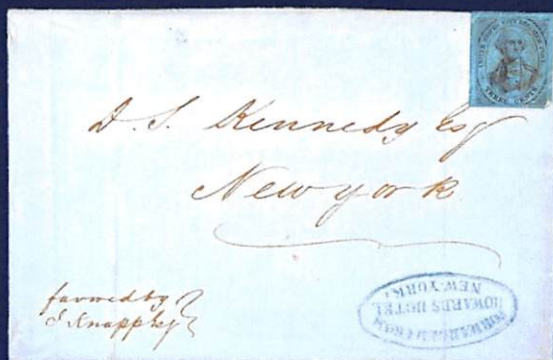
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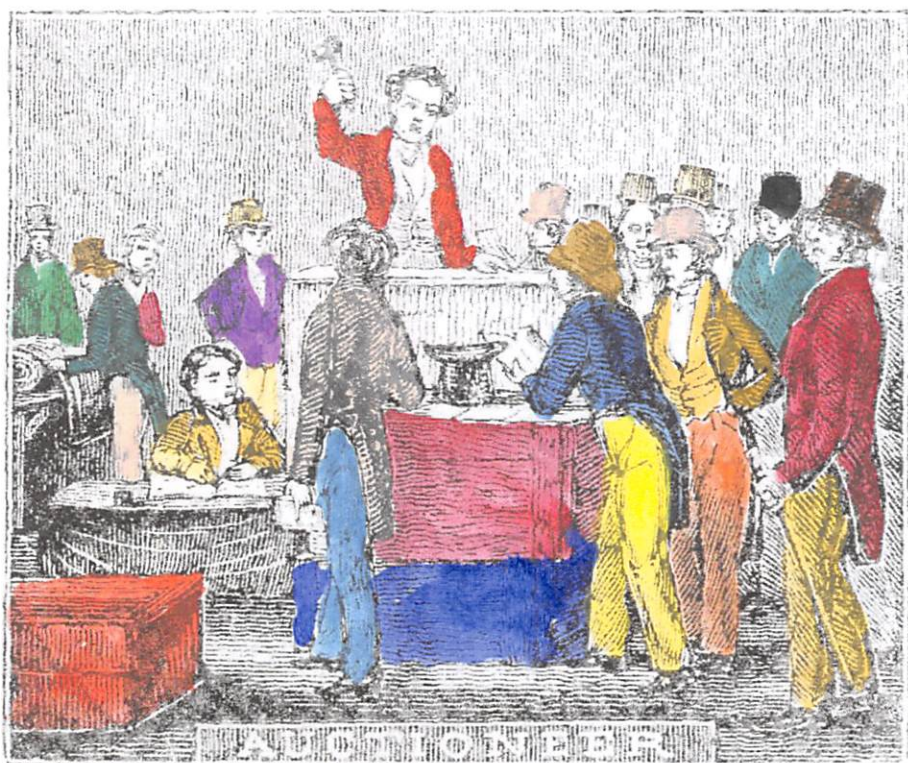
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Auction #34**

February 2022

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Questions About Boyd's City Express

By

John D. Bowman

Over the years that I've collected Boyd's stamps and covers, I have gotten occasional questions from others, and have asked many myself. I thought it might be useful to share some Q&A with our readers. I will refer to the numbering system used by the *Scott Specialized Catalogue of Stamps and Covers*, including the image designations when appropriate.¹ Both beginners and advanced collectors may find useful information here.

For collectors seeking more information about Boyd's, quite a few articles have been published in *The Penny Post*. Both Donald Patton and Henry Abt, with Elliott Perry's help, wrote extensively about Boyd's.^{2,3} A listing of the various handstamp types can be found in the July 1997 issue, Volume 7, No. 3. (It is a bit out of date now, but still includes almost all the known handstamps.)

Why is 20L4 Much More Common than 20L1-20L3?

John T. Boyd embarked on his business venture on 17 June 1844 at 45 William Street in New York City. He had no idea how successful that business would become, so he procured a small number of stamps (20L1) made locally by lithographic process. The idea to "free" a cover by prepayment signified by an adhesive stamp was pioneered by Alexander Greig's City Despatch Post in early 1842. Boyd very likely worked as a letter carrier for Greig because he was employed along with Greig's other carriers by the US City Despatch Post as of 15 August 1842 when the US Post Office Department purchased Greig's private post.⁴

Boyd's business rapidly took off, and he had to order more stamps (20L2), which are known used in September 1844. He ran out by January 1845 and ordered even more (20L3). Perhaps he was in a hurry, or was unhappy with his first supplier, because several examples have double transfers, likely due to poor workmanship by the new printer. As a result, Boyd had a new stamp prepared, 20L4, whose work was more skillful. No reprints were made of the first three stamps, and only a few forgeries exist, which are easily distinguished. All used examples show a red "FREE" handstamp, although sometimes it is not clear.

The fourth design (20L4) began use in May of 1845, if not sooner, and was in use through 1848 and beyond. The plate was used so often that the design shows stages of wear, as shown in the background shading behind the eagle, shown here in **Figure 1**. The original die developed a crack which was reproduced on every subject of the plate. It is a short, vertical line extending down from the inner oval below the

¹ 99th Edition (2021), Amos Media, Sydney, OH.

² Henry E. Abt wrote a series of articles about Boyd's post that were published in *The Collectors Club Philatelist* beginning in July of 1849. I consider them to be essential reading for collectors of this local post. Unfortunately for students, Abt did not complete the series.

³ Donald S. Patton, *The Private Local Posts of the United States, Volume I, New York State*, 1967, Published by Robson Lowe Ltd., London.

⁴ *United States Federal Register*, 1841-1843.

“C” of “CITY” into the eagle’s wing tip. See in **Figure 2**. The intermediate printing shown here is the dull or darker green shade seen in 1847-48, sometimes along with the 1847 regular issue on covers.

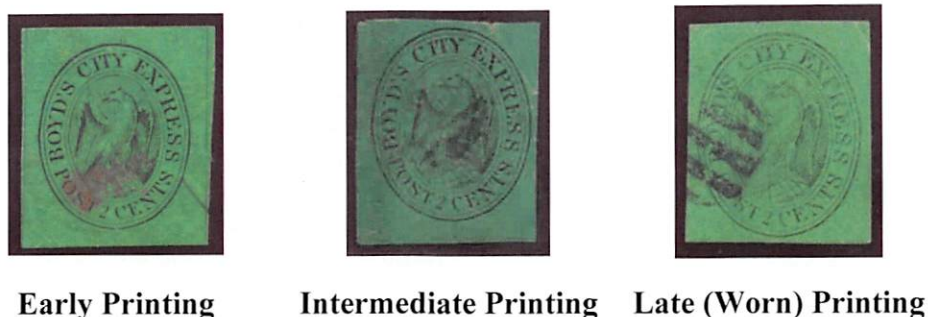


Figure 1. 20L4 States of wear. (200%).



Figure 2. Constant flaw on 20L4 due to crack in master die.

What About 20L5 and 20L6?

The next design change for Boyd was 20L7, used extensively from 1848-52. Scott 20L5 is listed as gold on cream with image designation L54, the same image as 20L4 so it is not pictured in the catalogue. This is a very rare stamp and is enigmatic. On the one hand, there are no more than half a dozen covers known, several which have been certified as genuine by the Philatelic Foundation, one of them on a cover dated 1848. On the other hand, all examples show no wear in the background shading, suggesting they were among the very first printed from the 1845 die as though they were trial color proofs. Were they proofs saved by Mr. Boyd and given out sparingly over the next several years for unknown reasons? We don't know.

There is no 20L6 in the catalogue but there used to be. This was referred to as black on white, although purported copies are more of a cream or off-white shade. Some experts believe they are 20L4 stamps that were chemically altered, while others suggest they were a separate printing. Examples can be seen on the Philatelic Foundation's website and by using Robert A. Siegel Auctions "Power Search" function. If these examples were 20L5 stamps in which the gold color "tarnished" or changed to black, I have to ask why they show evidence of design wear like 20L4 examples did.

Are Forgeries and Reprints of Boyd's Stamps Often Found?

Yes and no. There are some forgeries of 20L1 through 20L7, but the first reprints occurred with design L56, Scott 20L8 and 20L9. Reprints were made from the same printing plate as originals, but after the stamp was no longer in use. *This statement has two general but important implications for collectors new to carriers and local posts:*

- 1) used examples are more likely to be genuine than unused examples, and
- 2) unused examples might be reprints (or *remainders*.)

Good references exist to tell forgeries from genuine stamps, but what about reprints, which have the same design as originals? First, the reprints were produced later and often on a paper of a different type, or a different shade of color, or different gum or surface glazing. Second, we often overlook the notes in the *Scott Specialized Catalogue* following each new design. In the case of 20L8, the catalogue states "No. 20L8 was reprinted in 1862 on unglazed paper, and about 1880 on glazed paper without rectangular frame."



Figure 3. 20L8 (note the frame or layout lines), reprint with forged cancellation, and two shades of the 1880 reprint. Reprints do not have layout lines.

Figure 3 shows a genuine unused 20L8 with frame or layout lines, which completely enclose each subject on a sheet, including those at the margins. The second item is a blue-green reprint with a fake cancellation. The third and fourth stamps are the 1880 reprints, found in two distinct shades, neither like the original. Lyons' *Identifier* refers to the three reprint shades in Figure 3 as Setting C, Setting A,

and Setting B respectively. Settings A and B have four transfer types, and those in Figure 3 are both transfer type I, with an exclamation point instead of period after the "S" in "CENTS". All three reprints shown exhibit considerable wear in the background shading lines.

Figure 4 is a sheet of 72 (12x6) of Setting A, the 1880 reprint, with transfer types arranged in vertical columns of 1-2-3-4-1-2 according to Patton (but there seems to be minor variations in these subjects from column to column.)

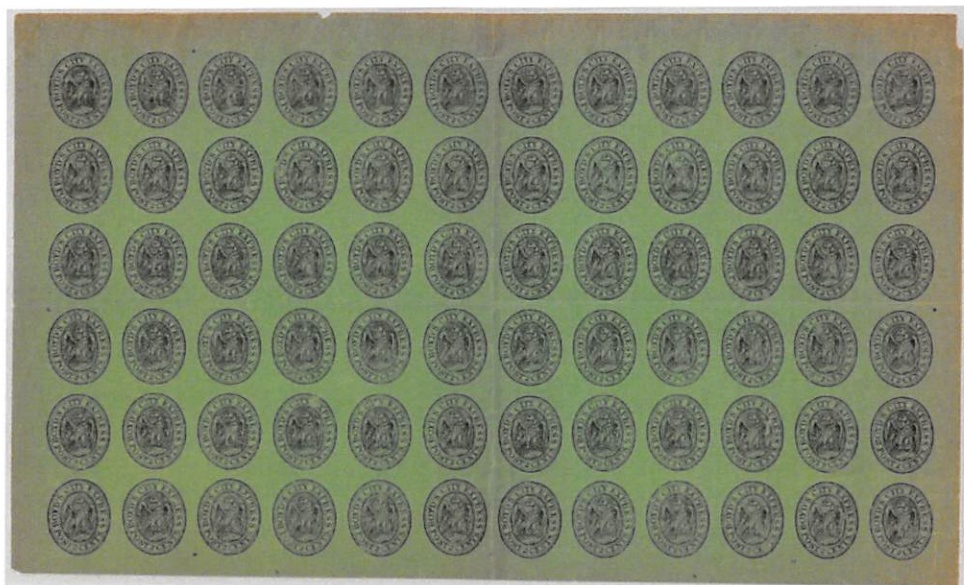


Figure 4. Reprint sheet of 20L8 said to be made in 1880, with four transfer types.

It is possible that Setting C is the same item referred by the *Catalogue* as an 1862 reprint, but if so, the *Catalogue* could be clarified by stating that none of the reprints have layout lines, as stated in Lyons' *Identifier*.

This would be a good time to note that 20L8 is much scarcer than its *Catalogue* values indicate, yet reprints are plentiful. To identify originals, look for very black ink, a good impression, frame lines on one or more sides if not cut close, and note that the glazing can wash off in water. **Be careful when soaking glazed stamps in water since it may remove some glazing as well as the surface color or design.**

Oh, yes, I mentioned above that unused examples could be reprints or remainders. *Remainders*, of course, are simply unused stamps that were not used or sold during the life of the post. Why not simply call them unused? I would say that *remainders* are unused stamps that exist in much greater quantities than used examples or are "discovered" in an attic or other place long after their period of use. For example, the *Scott Catalogue* lists several locals which existed for a very short time in the 1870s or later, such as Allen's City Dispatch, Crosby's City Post, Douglas' City Despatch, and Empire City Dispatch. These posts were put out of existence so

quickly that most of their stamps were never used. And many that appear to be used may have been cancelled as a “favor” for collectors.

The other reason to differentiate between unused examples and remainders is to maintain philatelic friendships. Please don’t joke with a collector who has an unused example of US number 2 by suggesting it’s a remainder!

And What About the Second Gold Stamp that Boyd’s Issued?

20L9 is the same design as 20L8. It is printed in gold on white glazed paper, not cream-colored like 20L5. See **Figure 5**. It apparently was used in 1856 at least, although fewer than 20 examples tied to cover are known. The glazed surface often resulted in the two-line “PAID J.T.B.” handstamp being smeared and somewhat illegible. Unused examples are not scarce, and even blocks are known. This is an ideal circumstance to add a stamp to a cover to which it does not belong, so it helps to know that they were always cancelled.

Previous students have believed that this gold stamp was produced for use on social letters, and several covers are, in fact, addressed to a “Miss” so-and-so. In every case I have seen, covers used locally bore two strikes of the two-line “PAID / J.T.B.” cancellation and one of a Boyd’s oval datestamp, while those used for letters to other cities do not have any of Boyd’s markings. I am skeptical about covers whose stamp is not tied.



Figure 5. 20L5, 20L9, and 20L19. (200%).

What Other Reprints of Boyd’s Were Made for Collectors?

Both George Hussey and John W. Scott, as well as others, advertised to buy the plates of older private post stamps, and likely contacted some proprietors and printers directly. Stamp collecting was new and early catalogs did not contain images. Early periodicals sometimes made woodcuts resembling originals to illustrate what they looked like, and some of these woodcuts were used to prepare forgeries.⁵

Boyd’s 20L10 was produced in 1854 and replaced by 20L11 in 1855. See **Figure 6**. When used for city delivery, the stamp was always cancelled with a black two-line “PAID / J.T.B.” handstamp, which was struck again on the cover along with an oval Boyd datestamp. If used on mail brought to the post office, the 20L10 may have been “killed” with a black obliterator or sometimes tied to the cover with the

⁵ This is often what is meant when one reads about “Scott cuts”.

New York datestamp. If soaked in water, the design is easily removed. **Figure 7** is a block of four with gum that shows some variation in the density of the black ink and wear in the design that I believe is a reprint.



Figure 6. 20L10. The first two stamps are used, early and later printings showing plate wear in the background and the second stamp showing evidence of soaking. The second two stamps are probably reprints, likely made at different times owing to their differences in hue and ink density. (150%).



Figure 7. 20L10 mint block of four, likely a reprint. (150%).

The L58 design used for 20L11, 20L12, 20L13 and the later 20L23 was reprinted more than once. The original stamps were apparently typographed from a plate of 25 subjects, laid out in five rows with wide margins. The original printing of 20L11 was done on olive green paper colored through without a surface glazing and is referred to as Plate A. See **Figure 8**. Plate A was also used to print 20L12 and 20L13. No multiples exist from this plate, and originals are not at all common.

In **Figure 8** note the oval cut stamp. This is an example of a diecut stamp, an inexpensive means of separating stamps from the imperforate sheet. Boyd's did this

for customer convenience with several of his eagle on globe issues and is said to have sold them in boxes of 100 for a discount. Diecut stamps are easily distinguished from scissors-cut oval stamps and are worth more. Many collectors prefer the square-cut stamps in their collections, but it is worth pointing out that very few local posts provided this experimental means of separation (California's early documentary stamps of the same era are often found diecut).

The olive green 20L11 was printed early in 1856, followed by the "dull orange" on white 20L13 in the summer. See **Figure 9**. The "brick-red" on white 20L12 was printed last in December 1856. Because of the smaller plate size of 25 subjects (it is believed that earlier designs were printed in larger sheets), the change from Boyd's trademark black on green surface-colored paper could have been experimental in nature. Whatever the reason for this printing or its short period of use, the next design (L59 or 20L14) was printed in larger quantities in 1857 and in the usual black on green motif. Please note that the three L58 stamps were all printed from the same 25-subject plate (Plate A) and multiples are very rare.

After the 20L11-13 stamps were printed, the plate (call it Plate A) was set aside, and after Boyd's post was sold, the new owners used it to produce 20L23. Apparently anticipating much use, they created a secondary Plate B from Plate A, and many positions showed one or more tiny flaws. These were combined to print a block of 50 on a sheet, which was then turned around and an inverted block of 50 printed next to the first, making a sheet of 100 subjects with 20 horizontal *tete-beche* pairs. The first printings were in a deep black on red surfaced paper, and large blocks of remainders exist. Another arrangement of Plates A and B were used to make a smaller quantity of grayish black on orange-red stamps. Finally, a third stone or typographic Plate C was made from Plate B, with additional flaws showing in most positions See **Figure 10**. Plate C was used to make reprints of 20L11-13 as well as 20L23.



Figure 8. Authentic 20L11 used and unused diecut stamps from Plate A. Two reprints, both position 25 from Plate C. (150%).

Reprints of 20L11 and 20L12 are not too difficult to tell from originals due to shade differences, but 20L13 and 20L23 are more difficult. My best advice is to obtain used examples if you can, or else not care if you have an original, reprint, or remainder. Otherwise, look for as many examples as you can, preferably in blocks (20L23), and begin identifying the various positions on each plate. I will take up 20L23 later in its normal sequence of *Scott Catalogue* numbers.



Figure 9. Authentic brick red 20L12 and dull orange 20L13, square- and die-cut. The Boyd handstamp is difficult to make out due to its wear. This series of stamps are quite scarce. (150%).

1	2	3	4	5	25	24	23	22	21
6	7	8	9	10	20	19	18	17	16
11	12	13	14	15	15	14	13	12	11
16	17	18	19	20	10	9	8	7	6
21	22	23	24	25	5	4	3	2	1
1	2	3	4	5	25	24	23	22	21
6	7	8	9	10	20	19	18	17	16
11	12	13	14	15	15	14	13	12	11
16	17	18	19	20	10	9	8	7	6
21	22	23	24	25	5	4	3	2	1
1	2	3	4	5	25	24	23	22	21
6	7	8	9	10	20	19	18	17	16
11	12	13	14	15	15	14	13	12	11
16	17	18	19	20	10	9	8	7	6
21	22	23	24	25	5	4	3	2	1

1	2	3	4	5	1	2	3	4	5
6	7	8	9	10	6	7	8	9	10
11	12	13	14	15	11	12	13	14	15
16	17	18	19	20	16	17	18	19	20
21	22	23	24	25	21	22	23	24	25
25	24	23	22	21	25	24	23	22	21
16	17	18	19	20	16	17	18	19	20
11	12	13	14	15	11	12	13	14	15
6	7	8	9	10	6	7	8	9	10
1	2	3	4	5	1	2	3	4	5

1	2	3	4	5	25	24	23	22	21
6	7	8	9	10	20	19	18	17	16
11	12	13	14	15	15	14	13	12	11
16	17	18	19	20	10	9	8	7	6
21	22	23	24	25	5	4	3	2	1
1	2	3	4	5	25	24	23	22	21
6	7	8	9	10	20	19	18	17	16
11	12	13	14	15	15	14	13	12	11
16	17	18	19	20	10	9	8	7	6
21	22	23	24	25	5	4	3	2	1

Figure 10. Settings I, II, and III as proposed by Donald S. Patton with Elliott Perry.

Figure 11 includes five examples of 20L13, dull orange, that seem to plate to Plate B. In my opinion, they are struck by fraudulent handstamps. Although Boyd's did employ a datestamp much like this from 1855-60, it was NOT used to cancel the stamp. Stamps from this period are cancelled with the PAID / J.T.B. device. Please refer to my earlier comment about 20L9 examples.



Figure 11. Reprints of 20L13 in dull orange on white from Plate B (or C) and struck with a fraudulent handstamp. Note a portion of a second handstamp in the upper right of the fifth stamp. (125%).

Banks Fail and John T. Boyd Falls Ill

Bank failures abounded in 1857, followed by hard times for businessmen and their families. Recovery began in 1858 but Boyd's health was declining. He tried to sell his business but did not have a buyer. In mid-1859, John T. Boyd died.

In 1857 Boyd's needed more stamps and ordered 20L14. Perhaps it was a sign of the hard times, but the stamp design was less well executed than prior printings, and the surface color was easily removed by rubbing or with water. See **Figures 12 and 13**. After his death, his son may have been involved in the business but it had already begun its decline. For the first time in its history, Boyd's City Express reduced its rates to one cent. To accommodate the change, the plate of 100 subjects for 20L14 was quickly (and sloppily) altered to erase the "S" of "CENTS" and to change the "2" to "1". Quite a few full sheets of 100 were found many years after the post closed, and as a result unused examples of 20L15 are among the most common of Boyd's stamps.



Figure 12. 20L14 and 20L15 blocks of four from upper left of sheet, illustrating the poor quality of printing. (150%).



Figure 13. Only known full sheet of 20L14, with original gum that is stained and aged.

Some have said that 20L14 was reprinted, but that is hardly possible since the plate was reworked in 1860 to make one-cent stamps. Neither was 20L15 reprinted. The *Catalogue* lists a "1 CENTS" variety in which the "S" was not completely obliterated. However, there are several positions that might qualify for this status. One might as well obtain a full sheet rather than sort through dealers' stocks looking for one, as these remainder sheets are not rare. That way, you will be sure to have it!

William and Mary Blackham Acquired Boyd's Business

The Blackham's had a new two-cent stamp prepared shortly after taking ownership in December 1860. Perhaps to highlight the change while reminding customers of Boyd's excellent service, the new 20L16 kept the eagle on globe design but changed its color to black on red. Sheets of 100 were prepared, but oddly the top row was inverted in relation to the subsequent rows, resulting in ten vertical tete-beche pairs. See **Figure 14**. (I know of two full sheets, one with surface damage.)



Figure 14. Block of 30 of 20L16 from top of sheet of 100, showing ten vertical tete-beche pairs.

Printings of the same design in gold ink on white, green, blue, and crimson surface-colored paper were made, possibly during the 1860s to satisfy the new craze of stamp collecting (20L19-20L22). See **Figure 15**. Tete-beche examples of each are known, including one full sheet of 100 gold on blue stamps. Others on cover are not contemporary and I regard them as philatelic, or “favor” uses. The gold on white stamp is very rare while the others are uncommon. The gold ink did not show up well on the blue or crimson examples, and copies that show the design clearly are difficult to find.

My conclusion that the gold stamps on green, blue, and crimson papers were made for collectors may not be well-received by some collectors because (1) they are listed in the *Scott Catalogue* with no cautionary footnote, (2) the gold on blue 20L21 is listed as used on cover, and (3) the Philatelic Foundation has certified three 20L21 stamps tied to covers as genuine.

But W.H. Mitchell wrote in 1885, “The gold Boyd’s (Coster type 10) on green, blue and crimson glazed paper were never used, so says Blackham, Boyd’s successor. Mr. Geo. B. Mason also states that he has never seen one genuinely cancelled in twenty years’ experience.”⁶ A letter dated 31 July 1933 from H. W. K. Hale to Elliott Perry states “The four 2c varieties in gold ink, Nos. 6297-6300, were sold over the counter according to all authorities, but admittedly were made

⁶ W.H. Mitchell, *The Independent Philatelist*, Bayonne City, N.J., Vol. II, No. 5, February 1885, p. 21.

principally for collectors and mostly sold to them or to dealers. I have never seen any of them used on covers.”⁷

There is one cover bearing a 20L21 tied by a Boyd’s PAID in circle handstamp that was in the C.H. Chapman collection that bears a note signed by George B. Sloane that states “I believe this to be a thoroughly authentic usage on cover.” See in **Figure 16**. This is Philatelic Foundation certificate number 0339568 and is the listing cover in the *Scott Catalogue*. The Boyd’s handstamp was first used in 1867, long after the 1861 date of probably printing of the gold stamps and was probably accepted as an accommodation by the post. Other covers with gold stamps are generally tied with a magenta oval cancellation used in the 1880’s, sometimes without an address. Such covers were not serviced by Boyd’s. See **Figure 17** for an example. And **Figure 19** shows two fake cancellations applied to the gold on green 20L20. The “PAID / I.T.E.” looks as though drawn in with a Sharpie, and of course those are not the initials of John T. Boyd.



Figure 15. 20L19 – 20L22, either trial color proofs or printed for sale to stamp collectors.

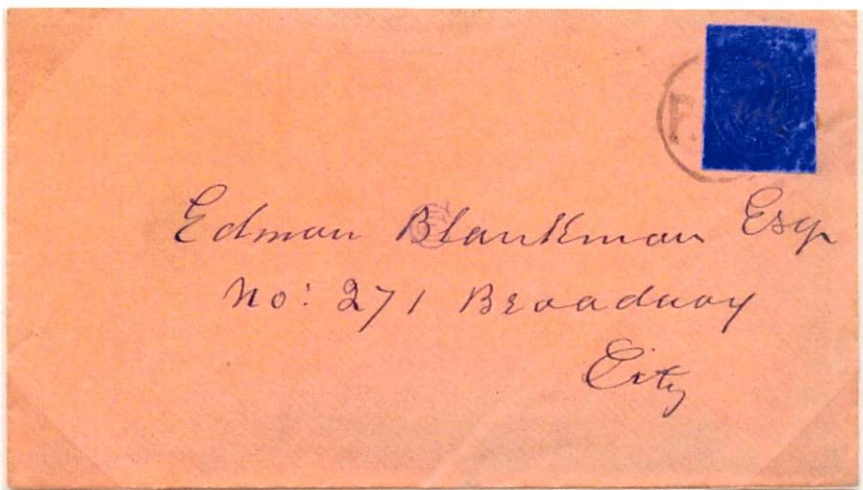


Figure 16. Boyd’s 20L21 tied to cover by black PAID in circle. C.H. Chapman’s monogram visible on the front, an early “warranty” of authenticity. Nonetheless, the handstamp was placed into use at least six years after the stamp was produced.

⁷ Elliott Perry Correspondence Files, American Philatelic Research Library, Bellefonte, PA.

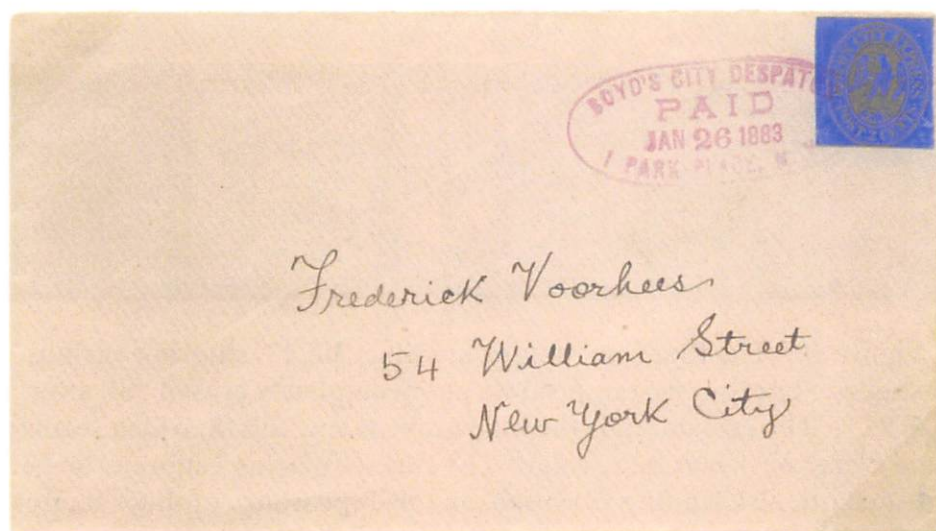


Figure 17. Boyd's 20L21 tied by magenta 1883 oval handstamp. The stamp was printed in 1861. I have seen several covers with the same addressee and various Boyd's stamps that are similar to this cover.



Figure 18. Gold on green 20L21 with fake cancellations.

The Blackham's Version of Boyd's City Express

The Blackham's had one cent stamps prepared, for mail brought to the post office and for circulars or bulk mail, while the two cent stamps were for intracity delivery. The one cent stamp is listed in black on lilac and black on blue gray colors, 20L17 and 20L18, although several shades of lilac exist. See **Figure 19**. Since these shades exist on both used and unused examples, it is difficult to determine if any reprints were made.



Figure 19. The first four stamps are lilac, 20L17, showing various shades. The fourth stamp shows an incompletely erased “S” after “CENT”. The last stamp is the blue gray stamp, 20L18, which seems to be more consistent in its color. The surface glazing can wear or be washed off, also lending variations in the appearance of these stamps.

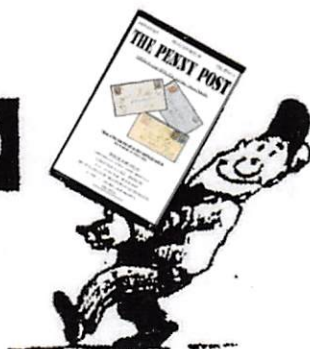
To Be Continued?

I suppose that is up to our readership. I stop here so that I can get a manuscript off to our editor. Perhaps I have bored some and enlightened others, and undoubtedly have made a few mistakes. Please point those out to me at jbowman@stx.rr.com. Many thanks are due to fellow Boyd’s collector Lawrence LeBel for his careful and thoughtful review.

~*~*~*~*~*~*~

MOVING

Let us know.



Where is the 1860 Boyd's "1 CENTS" Variety?

By
John D. Bowman

John T. Boyd opened his private local post in New York City on 17 June 1844. His business did quite well until the Panic of 1857. The failures of banks, railroads, and businesses led to an economic downturn that affected commercial activity throughout the northeast United States. Boyd's competitors including George Hussey were taking some of his already-declining mail volume. In 1859 Joseph Holt became Postmaster General and aimed to improve U.S. postal services to the point that the private city mail services could not continue. Boyd's business suffered and finally closed in 1860.¹

In 1857 John T. Boyd engaged an unknown printer to prepare a lithographic stone of 100 subjects, presumably to replenish his supply of two-cents stamps. These are listed in the *Scott Catalogue* as 20L14 and modeled after previous stamps. Lithographic printing was less expensive than typography. The results were of much lower quality than the prior issue (20L11-20L13), and resembled the similar 20L10 printing. Early in 1860, Boyd's reduced the rate for locally delivered letters to one cent.² The lithographic stone of 20L14 was altered by erasing the "S" of "CENTS" and altering the "2" to become "1".

Each of the 100 positions on the stone was altered by hand, producing many differences. One variety has been given a sub-listing in the *Scott Catalogue*, the "CENTS" instead of "CENT" variety which is designated 20L15a. The *Catalogue* notes that many traces of the "S" remain, and one can also see many variations of the "1". One might presume from this sub-listing that the complete and unaltered "S" remains in only one position on the sheet. If so, which position is it?

Over the years, I've tried in vain to find an unaltered "S" even though I felt sure there must be a "Where's Waldo?" answer. I have included the positions that I think could be the most likely candidates, and let you, the reader, decide.

The images are enlarged 250%. I can make out the shape of an "S" in the first three images, and I think the next three are a little better. The last image, position 81, has my vote for the closest to an unaltered "S" on the sheet. Next to it is an image of the same position from a sheet of 20L14.

Check your collection. Perhaps you've got a position 29 or 38 and believe these are the true "S" varieties, faint though they may be. I hope no one else has been searching in vain for years for an unaltered "S". It doesn't exist.

1 New proprietors Mary and William Blackham acquired Boyd's post in December 1860, and reopened Boyd's City Express in early 1861.

2 Abt discussed a possible 1859 cover that led J.W. Scott to list this as the date of issue. Henry E. Abt, *Boyd's City Express Post, Collectors Club Philatelist*, Vol. 29 (No. 4), page 226.



Position 16

Position 29

Position 38



Position 51

Position 66

Position 98



Position 81 (20L15)

Position 81 (20L14)

Dunham's Union Square P.O. It Don't Get Any Respect

By
Larry Lyons

Many local post collectors do not show any interest in Dunham's Union Square P.O. because they did not issue adhesive stamps. This article is intending to show the collectors several covers that are spectacular and have fascinating connections to the 1847 issue, Western Express, incoming trans-atlantic mail, railroad use and other collected subjects. The reader of this article should gain some respect for Dunham's Union Square P.O.

History of the Post

Dunham's Union Square P.O. was formerly Messenkope's, Union Square P.O., operating in the Union Square area of New York City. Messenkope's was started in late 1847 by Charles F. Messenkope who sold the post in January of 1850 to Joseph E. Dunham. Messenkope's Union Square Post Office issued adhesive stamps (106L1-2) and these can be found on cover in conjunction with the 1847 issue. Dunham honored the Messenkope's adhesives and they can be found on cover in conjunction with the 1851 General Issue under the Dunham's ownership of the post. Dunham's Union Square P.O. handstamps can be found on covers from January 30, 1850 to April 22, 1852. It is reported that in late 1853 Dunham sold the post to Phineas C. Godfrey who operated the Union Square Post Office under that name until 1855 or 1856.

Dunham's EKU and LKU

Figure 1 shows a cover that is datelined "*Washington January 30, 1850*" to a New York City street address. A red Baltimore R.R. straightline and a red "5" in a circle indicate how the letter traveled and that five cents was due. The Dunham's Union Square Post Office handstamp indicates the local post picked up the letter and delivered it to the addressee and collected the postage due. Dunham's probably charged two cents for the pickup and delivery of the letter. This cover is a scarce combination of a local post and railroad route agent's markings. It is also the earliest known usage for Dunham's.

Figure 2 shows a printed meeting notice dated April 22, 1852 to a local street address with Dunham's red oval handstamp and a straightline "PAID" indicating Dunham's was paid for its delivery of the letter, This is the latest known usage for Dunham's that this author had found. This is Ex-Schwartz.

Dunham's Business

Figure 3 shows a folded letter from Providence, Rhode Island to New York dated February 1, 1850 with a Dunham's Union Square Post Office handstamp indicating delivery by Dunham's. It is clear from the above three examples that Dunham's picked up mail and delivered it to the recipients.

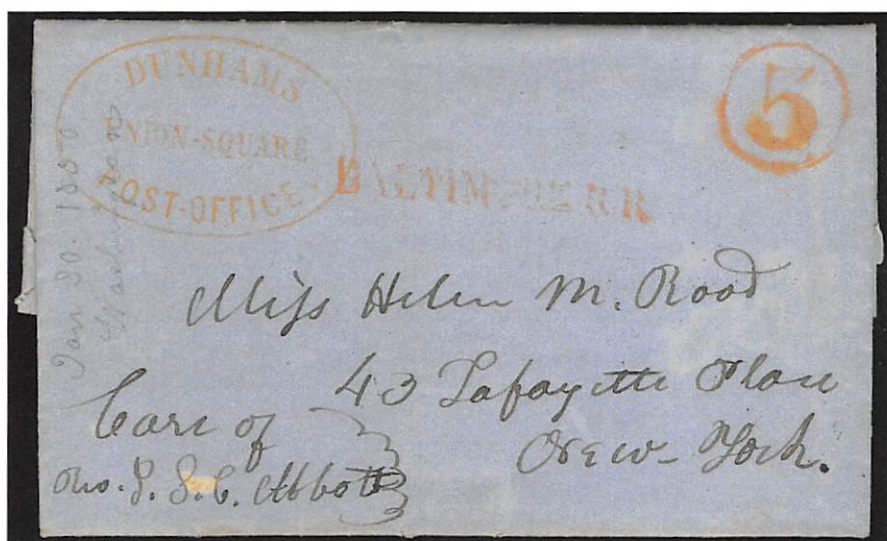


Figure 1. Cover dated January 30, 1850 from Washington to New York City carried on the Baltimore Railroad and delivered by Dunham's Union Square P.O. This is the ECU for Dunham's. Siegel, March 17, 2006, lot 4997.



Figure 2. A printed meeting notice dated April 22, 1852 delivered by Dunham's. This is the LKU for Dunham's. Siegel, March 17, 2006 lot 4998.

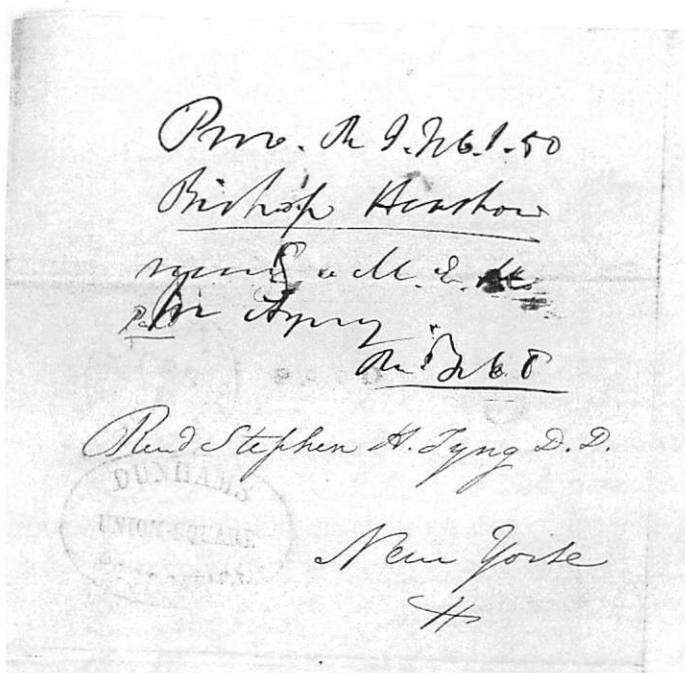


Figure 3. Incoming letter to New York from Rhode Island dated February 1, 1850 and delivered by Dunham's. Dunham's picked up mail from the Post Office and delivered letters to its constituents in the Union Square area. Ex-Cal Hahn.



Figure 4. Cover dated December 1851 originating in San Francisco and carried to New York by Gregory's Express where it was picked up by Dunham's and delivered for a two cent fee. Christie's, June 14, 1989, lot 2545.

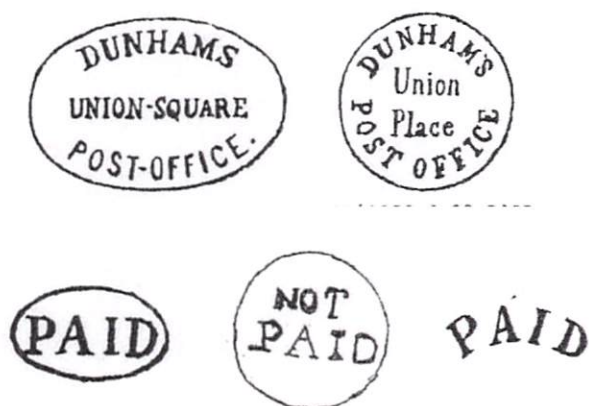


Figure 5. The Dunham's handstamps and "PAID" markings . The "NOT PAID" is not listed in the *American Stampless Cover Catalog*.



Figure 6. An April 1, 1852 cover with the Dunham's Union Place handstamp and a red "PAID" in an arc. Siegel, June 4, 2005, lot 526.



Figure 7. A five-cent 1847 stamp used to pay the postage on a valentine going from New York to New Haven after being brought to the Post Office by Dunham's. Siegel, June 9, 1992, lot 100.

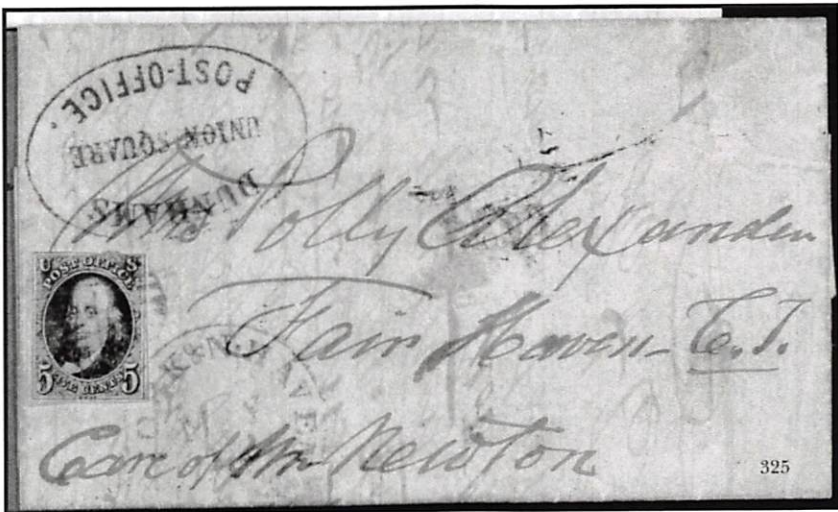


Figure 8. A five-cent 1847 stamp used to pay the postage from New York to Fair Haven after having been brought to the New Haven Railroad Route agent by Dunham's. Siegel, March 26, 1996, lot 325.

Figure 4 shows a cover dated December 1851 originating in San Francisco and carried to New York by Gregory's Express where it was picked up by Dunham's Union Square Post Office and delivered to the recipient. The manuscript "PAID" in the sender's hand indicates prepayment for the service to Gregory's in New York where they engaged the services of Dunham's Union Square Post Office to make the local delivery. Cal Hahn noted that this Gregory marking is rare, used in 1851 and is not listed in the *Stampless Cover Catalog* nor illustrated in *Letters of Gold*. There is a manuscript "Z" on the letter indicated that two cents was due from the recipient for the delivery of the letter by Dunham's. This is a scarce, if not unique use of a letter handled by both Gregory's and Dunham's. It is scarce to find covers with use of the private mail carriers where the western carrier was not Well's, Fargo and Company. This cover indicates that Dunham's was available to pick up and deliver from a Western Express office. This cover is a great artifact of Western and local post conjunctive mail service. It appeared in Christies, October 10, 1990, lot 1244, the David Jarrett sale.

Dunham's handstamps can also be found on meeting notices showing the company was for hire to delivery meeting notices in the Union Square area. Some are from the New York Academy of Medicine.

Dunham's Markings

Dunham's had two handstamps and three "PAID" markings. Two of each are listed in the *American Stampless Cover Catalog*.¹ See **Figure 5**. **Figure 6** shows a lovely folded letter with the red Dunham's Union Place handstamp in a red circle with a red "PAID" in an arc. This cover is an April 1, 1852 use. Based on this cover and the one shown in **Figure 2**, one can conclude that both the oval and the circle Dunham handstamps were in use in april 1852. One also concludes that both the straightline "PAID" and the arc "PAID" handstamps were also both in use at the same time. The "PAID" in a red oval was in use in 1852 based on Siegel sale of May 12-14, 1966, lot 1389. Lot 592 in a Bennett sale of June 7-8, 2004 contained a cover with a Dunham's large oval red handstamp and red "NOT PAID" in a circle. This must be the one reported in the *American Stampless Cover Catalog*.

Dunham's with 1847 Stamps

Local post covers with 1847 stamps are exciting to philatelists and have appeared in most important collections and in many award-winning exhibits. **Figure 7** shows a five cent 1847 stamp on an embossed valentine envelope going from New York to New Haven, Connecticut after having been brought to the post office by Dunham's Union Square P.O. The valentine to Martha W. Read is enclosed in the 7¾ x 5½" envelope. The valentine is most probably from February 1850. This spectacular valentine cover last sold at a Swiss auction for a large sum and is Ex-Kapiloff, Craveri, and Hackmey. It has great interest for valentine, 1847 stamp and local post collectors. Only a limited number of local posts have 1847 stamps used with them due to the limited time period of overlapping use. This valentine cover is spectacular!

¹ *American Stampless Cover Catalog*, Volume II, page 62, David g. Phillips Publishing Co., Inc. 1987.

Figure 8 is yet another example of an 1847 stamp on a letter also from New York to Fair Haven, Connecticut. It has an orange date stamp from the New Haven R.R. dated May 13, 1851. Dunham's Union Square P.O. took this letter to the northbound train where it was cancelled by the route agent. The Dunham's office was at 848 Broadway at this time. This cover has interest from railroad enthusiasts, local post collectors and 1847 stamp collectors. Another spectacular collectible.

Dunham's Delivery of Incoming Trans-Atlantic Mail

This is another subject of great interest to advanced local post collectors. There are a limited amount of local posts that have examples of delivery of incoming trans-atlantic mail. The Union Square area was inhabited particularly by immigrants from England, Germany and Ireland so the chances of finding a cover incoming from these countries and delivered by Dunham's is increased. **Figure 9** shows a letter from Great Britain with a 1 shilling green embossed stamp, cut to shape and tied by "13" in a oval grid. The backstamp on the letter is June 7, 1850 with a red British packet June 24, PAID 24 circular datestamp, "5 cents" credit. The cover has a pencil notation "27 5th Avenue" street address provided by Dunham. The envelope has the letter enclosed. A spectacular and extremely rare cover of inbound trans-atlantic mail with a foreign stamp paying the postage. Such examples are particularly rare and this example with Dunham's is of course unique. The cover is Ex-Golden.

Conclusion

We started with a local post that did not issue adhesive stamps and wasn't getting any respect from local post collectors. This post was never the subject of an article in *The Penny Post* and was mostly ignored. Now I have shown you examples that are used with 1847 stamps, railroad markings, a valentine, usage with Gregory's Express and an incoming trans-atlantic cover with a British stamp! All handled by the Dunham's Union Square P.O. Quite spectacular for a short-lived local post. Dunham's has my respect, hope it has gained yours,



Figure 9. An incoming trans-atlantic letter dated June 7, 1850 from Great Britain to New York which was picked up by Dunham's and delivered to 27 5th Avenue. Siegel, November 15-17, 1999, lot 1567.

An Enigmatic Use of a Pomeroy's Letter Express Stamp

By
David W. Snow

Background information

Pomeroy's Letter Express was in operation from June 26, 1844 until it announced in a newspaper notice of August 9, 1844 that it was discontinuing its letter mail service, due to government pressure and lawsuits. Critical to the company's decision to cease operations was the threat of lawsuits to the railroad lines that carried Pomeroy's letter mail – the Post Office announced their intent to levy a fine of \$50 for every time the railroads transported any of Pomeroy's agents on their lines. Denied the use of the railroad network between Albany and Buffalo, Pomeroy decided to curtail his letter mail operation, at least in open defiance of the Post Office. Notices were published in newspapers starting on August 12 that the company would redeem their unused stamps from the public for cash. However, Pomeroy did not immediately cease operations. Operations were curtailed gradually, and letters bearing Pomeroy adhesives and handstamps continued to be transported by the firm through August and September, although in steadily reduced numbers. The express kept a low profile by hiding their activities and no longer running their ads, to escape the notice of the Post Office. Pomeroy's letter mail operations ceased completely by October 19, 1844, based on the latest genuine use of a Pomeroy's adhesive on letter.

Knowing these facts consider the enigmatic cover in **Figure 1**. It is a folded outer letter sheet, without contents, bearing a genuine Pomeroy's Letter Express stamp, 5c black on yellow glazed (Scott #117L1), and was delivered by Boyd's City Express Post to a street address in New York City on March 6, 9 O'C, likely 1845. The earliest recorded use of this style Boyd's red oval marking (Bowman type 6) is from September 1844. Because this cover does not have the usual red "PAID/J.T.B." marking as seen on letters with Boyd adhesives or those paid in cash, it was delivered collect with 2c due from the recipient, the Pomeroy stamp notwithstanding. There are no Pomeroy markings on this cover, nor the usual pen cancel on the stamp, which is logical as the company's letter express operations had ceased five months earlier. The stamp, however, is struck with a red "PAID" marking which is so strongly impressed that the serifs of the "P" are clearly impressed through the stamp and letter sheet, effectively tying it. For enlargement of stamp see **Figure 2**. This PAID marking appears similar to a handstamp known to be used by Hale & Co. from 9/2/44 to 6/24/45 (Gutman type P-8). This pins down the date of the cover to March 6, 1845 if handled by Hale. See **Figure 3** for a Hale & Co. cover with their PAID marking used in New York.

The cover has been expertized twice by the Philatelic Foundation, with clear certificates dated 1998 and 2007, which both state that "It is a genuine usage". In addition, the cover bears the violet circular handstamped monogram of Clarence E. Chapman in the address panel. This marking is located over the 'll' of "Connolly". Chapman collected U.S. local posts and carriers and exhibited his extensive collection



Figure 1. Pomeroy 5c black on yellow glazed (117L1) Boyd's local use
Mar 6 1845 New York City.



Figure 2. Enlargement of Pomeroy stamp in Figure 1.

at the International Philatelic Exposition in New York City, held October 27 to Nov. 1, 1913, where it won several gold medals. In the opinion of students of U.S. local posts and carriers, the author included, all covers marked with his Chapman's monogram are genuine. No ex-Chapman covers have been proven to be altered or faked. See **Figure 4** for another Boyd's cover with Chapman's monogram marking in the address panel, the usual location. Note the freak die cut stamp. Chapman was a partner of the firm Chapman Ballard, located at 2 Wall Street, New York, not far from the Water Street address in lower Manhattan of the cover in question.

I took a close look at the red handstamped "PAID" marking on the stamp in question, shown in **Figure 2**. It measures 17 x 5mm. I compared the marking to the seven examples in my collection of the Hale & Co. PAID marking used at New York, Gutman type P-8. All those Hale markings measure 20 x 5mm, as shown in **Figure 3**. I then did a side-by-side comparison of the two markings. This revealed not only is the PAID marking on the Pomeroy stamp 3mm shorter than the Hale marking, but in addition the "P" has a different shape. See **Figure 5**. The markings do not appear to be identical.

The PAID marking under discussion bears a striking resemblance to the medium-size PAID marking PLE-P-2 used by Pomeroy's Letter Express on page 468 of the author's Chapter 13, Pomeroy's Letter Express in the "Eastern Independent Mail and Express Mail Companies 1840-1845" book listed in the references at the end of this article. The PLE-P-2 marking is recorded as 17mm long, which is the same length as the PAID marking in question. An example of that Pomeroy marking on cover would have to be studied in person to see if it is a match for the mystery PAID marking. Of all the various Pomeroy PAID markings recorded, this is the only one that might be a match. It is unknown what happened to the Pomeroy handstamps after the business closed. The seven known examples of the PLE-P-2 marking date from 7/20/44 to 8/17/44 and are believed to have probably been used in Albany on covers in transit. Although there is a small chance it could have been used at destination in New York. At least one such example was conjunctive with Boyd's, which also has a "PAID/J.T.B." marking. See **Figure 13-40** in above referenced book, page 468.

The cover under study is addressed to C. M. Connolly, who had his office at 45 Water Street. Note that no city name is given in the address, only the street address, which is a significant clue. We will get to that later. Charles M. Connolly (1807-1869) was an Irish-born Catholic merchant who founded in 1836 the successful tobacco firm of Charles M. Connolly & Co., which was in operation for over 30 years. See **Figure 6** for an advertisement of his firm published in 1845 by *Sheldon & Co. Business or Advertising Directory, New-York*, published by John F. Trow & Co. for various U.S. cities on the East coast. Note the 45 Water Street address. Connolly lived in a mansion at West 182nd Street at Cabrini Boulevard, just north of today's George Washington Bridge. When he died in 1869 his will stipulated that \$1,000 be donated towards the building of St. Patrick's Cathedral in Manhattan, under construction at the time. Connolly evidently was generous to Catholic charities.

The back of the letter sheet has the contemporary docketing "*Friendly Sons of St. Patrick*", presumably written by Connolly upon receipt. See **Figure 7**. It refers to the New York chapter of the Society of the Friendly Sons of St. Patrick. It was formed in 1784 to help the unusual number of impoverished and displaced Irishmen,

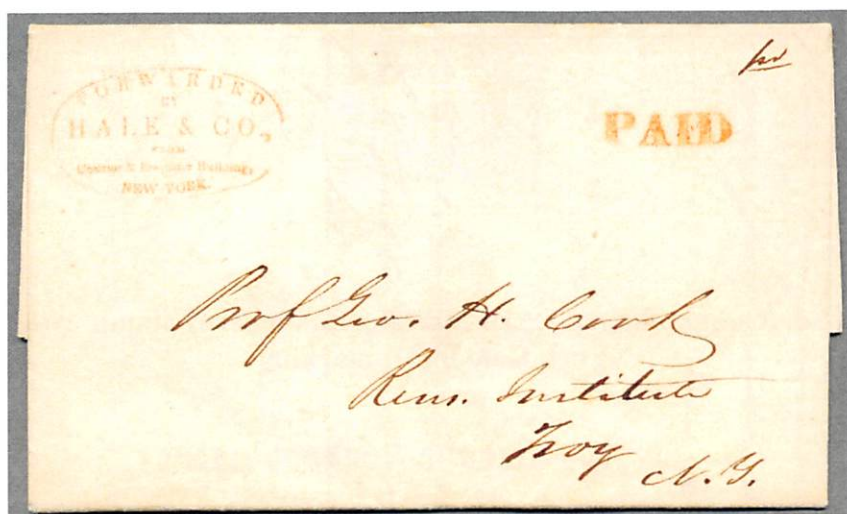


Figure 3. Hale & Co. New York Mar 31 1845 to Troy, NY with PAID marking.



Figure 4. Boyd's 2c black on yellow green (20L7a) Oct. 22 circa 1850 ex-Chapman.



Figure 5. Comparison of PAID marking on Pomeroy stamp with New York Hale PAID marking.

Connolly, C. M.	<p>THE VIRGINIA TOBACCO AGENCY, No. 45 Water-street, NEW-YORK. ESTABLISHED IN 1836. CHARLES M. CONNOLLY, COMMISSION MERCHANT, AND AGENT For the Sale of MANUFACTURED TOBACCO. Has always on hand at the above Agency, a full supply of MANU- FACTURED TOBACCO, of all brands and descriptions, direct from the Virginia Factories. <i>For Sale on liberal terms.</i></p>
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Figure 6. Charles M. Connolly advertisement 1845.

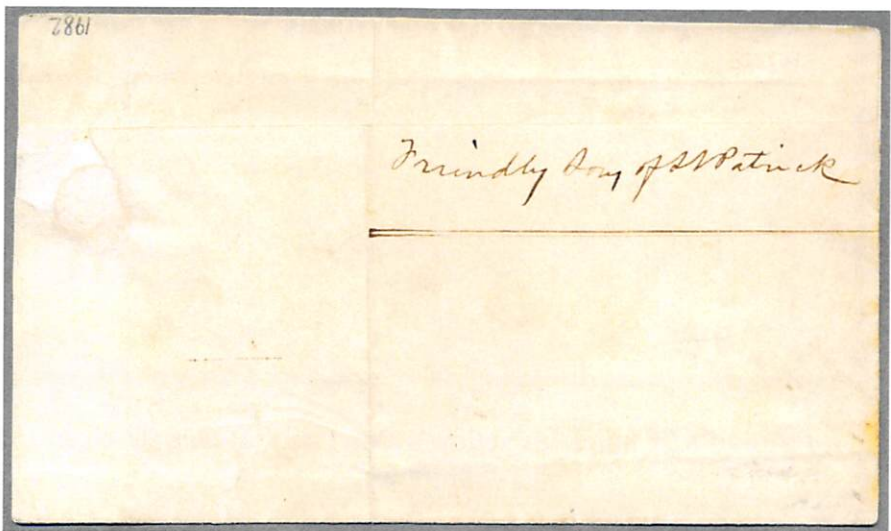


Figure 7. Docketing on back of letter sheet to Charles M. Connolly.

who had arrived in New York in the wake of the British evacuation. During 1784, and in subsequent years, they provided money, food, clothing and shelter to the less fortunate fellow countrymen. These were acts of personal and collective charity. At first the Society's New York chapter membership was limited to one hundred. By 1898 the number had grown to five hundred. And it has one thousand active members today. I recently contacted the Society to inquire if Charles M. Connolly was a member in 1845. I was advised by the Secretary that she doubts that the Society's records go back that far but will check into it once she returns to the Society's offices in New York City. Presently she is working remotely from her home in Ireland due to the epidemic. However, I think it is likely that Connolly was a member of the Society. I thought it interesting that this cover from the Society is dated eleven days before St. Patrick's Day. It has been a long tradition for the Society to hold four meetings per year, with a social portion and entertainment. Perhaps the letter was an invitation to a celebration and dinner.

Note that the letter does not have a city specified in the address, which suggests having originated in New York City for local delivery, rather than coming from out-of-town. The numerous 19th Century letters in my collection that have been privately carried to New York outside of the mails and deposited with a local post or city carrier service always without exception have the city specified, in addition to a street address. Letters locally delivered frequently only have the street address specified, such as the cover under discussion, as it is understood to be New York. I believe this probably rules out Hale & Co. from bringing this letter from out-of-town to Boyd's.

It should be noted that Pomeroy's Letter Express and Boyd's had a mutually beneficial working arrangement from the beginning of their services in June 1844, in which Pomeroy would bring their out-of-town letter mail to Boyd's for local delivery. Unless a Paid marking was on such a cover Boyd's would charge 2c to the recipient. See **Figure 8** for an example of a prepaid conjunctive use of Pomeroy and Boyd's, originating from Rochester, NY July 11, 1844 to New York City. This cooperative arrangement lasted until the final closure of Pomeroy's Letter Express in October 1844. Since there was a practice of letters bearing Pomeroy stamps being turned over to Boyd's for local delivery in New York City, perhaps that might have had some bearing on the cover under discussion.

Conclusion

It is unknown who applied the PAID cancel on the adhesive, which only could have been from 1845 to 1847 based on the known uses of the Boyd's marking. Most likely the cover dates from 1845. Boyd's had a red "PAID/ J.T.B." marking in use starting in early July 1844, see **Figure 9** for an 1847 example. Of interest, the PAID upper portion of that Boyd's marking, 17 x 5mm, closely resembles the PAID marking on the Pomeroy stamp in question, and its dimensions match those of that marking, which may be significant or not. That "PAID/J.T.B." handstamp device saw much hard use by Boyd's over the years; perhaps the device broke, leaving only the upper line usable. But then again if the Pomeroy stamp was accepted as payment the cover would bear the usual "PAID/J.T.B." marking on the cover itself, as the faint PAID strike is not easily readable on the adhesive itself. A study of the various PAID



Figure 8. Pomeroy 5c blue (117L3) Rochester, NY July 11, 1844 to NYC with PAID/J.T.B. marking.



Figure 9. Boyd's 2c black on green (20L4) Flushing NY Sept 16 1847 to NYC with PAID/J.T.B. marking.

markings used by Pomeroy & Co.'s Express, the original parent company of Pomeroy's Letter Express, showed nothing identical. Its successor, Livingston, Wells & Pomeroy's Express, the package express company with its offices at 2 Wall Street in New York when Pomeroy's Letter Express was in operation, used manuscript markings and express labels on the express letters associated with packages it delivered. No handstamped Paid markings were utilized. It shared the same offices at 2 Wall Street along with Pomeroy's Letter Express.

What is certain is that the Pomeroy stamp was invalid for postage by the time the cover was given to Boyd's for local delivery, and that the cover originated in New York City. If there was a Hale & Co. connection, it would have involved someone dropping off the letter at Hale's office, and they in turn would have brought it to Boyd's for delivery as a courtesy for the customer. But there would be no reason to cancel an invalid stamp. The mystery remains. All covers shown in this article are from the author's collection. If anyone has any ideas or wishes to share information, please contact the author at dwsnow@centurylink.net.

References and for further reading:

- 1.) Eastern Independent Mail and Express Mail Companies 1840-1845, by the Eastern Independent Mail Company Study Group 2016, Michael S. Gutman.
- 2.) "Boyd's Postal Markings" by John D. Bowman and Lawrence LeBel, *The Penny Post*, Vol. 7, No. 3, July 1997.
- 3.) For biographical information about Charles M. Connolly, see: "Villas on the Hudson: An Architectural and Biographical Examination" by Janet Butler Munch, Lehman College, City University of New York, 1993.
- 4.) The Society of The Friendly Sons of St. Patrick in the City of New York. Website: www.friendlysonsnyc.com
- 5.) For additional contemporary business information about Charles M. Connolly, see "The New England Business Directory and Gazetteer, published by George Adams, Boston, 1856."
- 6.) "The Mystique of Clarence E. Chapman: An Early Major Collector and Expertizer of US Carriers and Locals" by John D. Bowman and Gordon Stimmell, *The Penny Post*, Vol. 17, No. 4, October 2009.

Adams City Express Post and City Express Post – Clearing Up the Inaccuracies

By
Larry Lyons

This article is in opposition to a previous article by Tom Mazza on this subject which appeared in the September-October 2014 issue of the *Collectors Club Philatelist* on pages 284-289. In my opinion The Mazza article contains many inaccuracies and many errors. On first reading the article I came away with the feeling that the article was written to attack Scott Trepel. Upon looking deeper I found that Mazza clearly misstates Trepel's earlier stated position and then uses the misstatement to find fault with him. Mazza also has many other serious factual errors in his article on which he bases his inaccurate conclusions.

First let's address the bent facts and misaim against Scott Trepel. This involves the only recorded example on cover of the blue 2¢ City Express Post stamp. In the middle of page 288 Mazza states the "likely genuine range" is "September and October 1851," for the 2¢ City Express Post covers (without Adams' name at left). He then lists seven covers. The last two of the covers he lists are:

April 10? 1852 blue, New York Integral Paid 3 cts to Amity, N.Y.
April 12 1852 pen N.Y. "X" Cancel to Willsborough, N.Y. P.F.C.

The blue 2¢ stamp on cover was last seen in the Siegel Auction Galleries sale of March 17, 2006, lot 4567. This was the sale of the Alan Geisler collection. It is known as the "McConnell" cover. Mazza is now calling this cover an 1852 cover and by his reasoning it would not be genuine and Scott Trepel would have to make a refund to the buyer. The last line of the auction description states "It is accompanied by articles published during the lengthy PF review process (and) a cover from same correspondence and other documentation." Scott Trepel clearly stated his opinion that this cover is a genuine use of the blue stamp. His extensively researched article on this cover can be found in *The Penny Post*, Vol. 9, No. 2, April 2001, pages 17-23. Mazza makes no mention of this article and the reasoned conclusions put forth by Scott Trepel. Early in 2001 this author disagreed with Scott Trepel on the validity of this cover but I later agreed with his findings that the McConnell cover is genuine. The cover had been sent to scholar Calvet Hahn for review. Calvet Hahn wrote a "Commentary on the Adams City and City Express Post." On page 2 of the Hahn commentary Cal says he was able to year date the McConnell cover to be 1851. In his opinion it could not be 1852 because in December 1851 the cds acquired a break under the "cts" which appears after that date. The Philatelic Foundation reviewed all of the research on the McConnell cover, which included other examples to the same addressees, and concluded the cover is genuine. It received PF certificate 421,566 on November 4, 2005 and a *Scott Catalogue* listing of 2L5. Mazza neglected to mention the McConnell cover has a PF certificate and seemingly objects to the *Scott Catalogue* listing for this cover. There

has not been a second example of the 2¢ blue on white paper City Express Post stamp on cover. See **Figure 1**.

Mazza lists another example of a 2¢ City Express Post cover after the blue stamp example. As indicated previously he calls this:

April 12, 1852 Pen "X" cancel to Willsborough, N.Y. PFC.

The cover is to C.J. Morhous and was missent to Williamsburgh, N.Y. and forwarded to Williamsburgh. The cover is from the Chapman and Needham collections where it is noted "there is pencil docketing of 1851." The 2¢ City Express Post is tied by the New York circular datestamp. These facts were omitted by Mazza. The cover is from Siegel auction sale of March 17, 2006, Lot 4566. The cover has a PF certificate, PF 349,309. It does not have a fake datestamp and is a genuine cover. See **Figure 2**. This is Mazza's second major error in his research and his limiting of the usage period to September and October 1851 really limits the period of use to allow all the known covers to be genuine when his census is corrected for the last two covers to properly year date them as 1851 and not 1852.

Let's now have a closer look at the black on buff Adams' City Express 2¢ stamps. On page 287 Mazza says "likely genuine range shown April to August 1851." Mazza list five covers as too early to be genuine, five as likely genuine and two as too late to be genuine. Oddly enough on page 287 of Mazza's article he shows an April 8, 1851 cover which is not among the five likely to be genuine. Mazza also states on page 287, "It is also not a good bet that any report of an 1847 adhesive in conjunction with a City Express Post stamp is legitimate." No facts given. So perhaps Mazza has condemned the pictured April 8th 1851 cover he pictures. Since it is not obvious that Mazza believes the April 8th cover to Edwin Morgan is not genuine, the editor of the Collector's Club Philatelist, not reading exactly what Mazza says, chose the April 8th example for the front cover of the journal! Now, forever, the front cover shows a cover from an article in which the author says it's probably no good.

Passing judgment on the January 20, 1852 cover to Germany by Bremen Mail Mazza says it could not be genuine, but the stamp was tied by a genuine circular datestamp. This cover is a non-issue however because the cover was in poor condition and the stamp was removed. The cover doesn't even exist! See Siegel sale of November 13-14, 2000, lot 407 of the Hall sale where the auction description provides the above description while auctioning this single off-cover stamp.

Mazza lists the June 14, 1851 2¢ buff stamp on cover to Switzerland in his census as having a proper date but in his opinion it is not genuine despite the Philatelic Foundation certificate. With no facts Mazza just wants to express his disdain for the Philatelic Foundation by his inference and another attack on the scholarship of Scott Trepel. Mazza does list the October 11 (1851) cover with a 2¢ black on gray stamp addressed to Baden via LeHavre as genuine this has a stamp torn out and replaced per the lot description in Siegel sale of November 13-14, 2000, lot 406 which presents the June 14th cover to Switzerland. This cover was reviewed by the major postal history experts and found to be genuine. The Philatelic Foundation certificate is number 365,798 issued May 31, 2001. See **Figure 3**. The cover is indeed genuine.

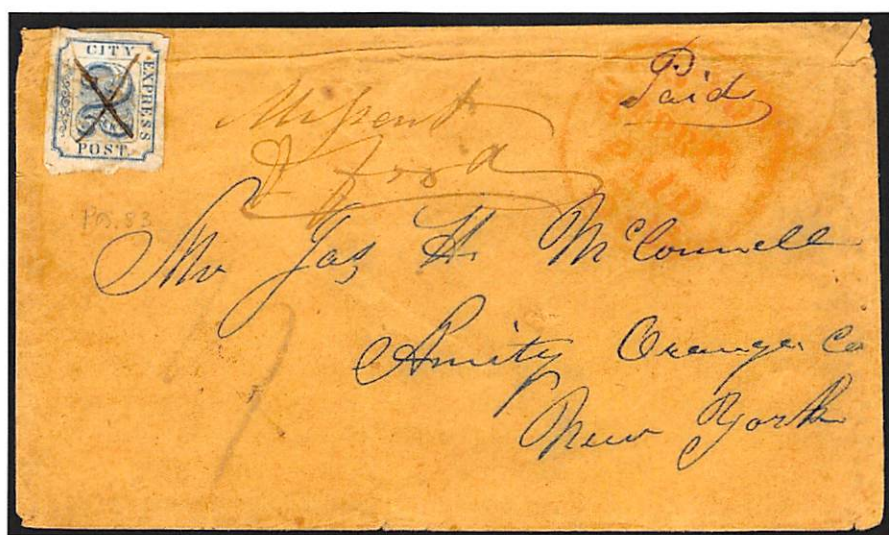


Figure 1. The unique 2¢ blue on white paper City Express Post stamp, 2L5, on cover. The cover has a certificate number 421,566. The date of the cover is believed to be April 11, 1851. Ex. Perry, Schwartz, Geisler.



Figure 2. The 2¢ black on gray stamp, 2L4 tied on cover. The cover has PF certificate number 349,309. The date of the cover is believed to be April 12, 1851. Ex. Needham, Golden.



Figure 3. The 2¢ back on buff paper Adams' City Express Post stamp, 2L2, on a cover to Nassau, Baden, via Bremen. The cover has PF certificate number 365,798. The origin date is June 12, 1851.
Ex. Hall and D.K.

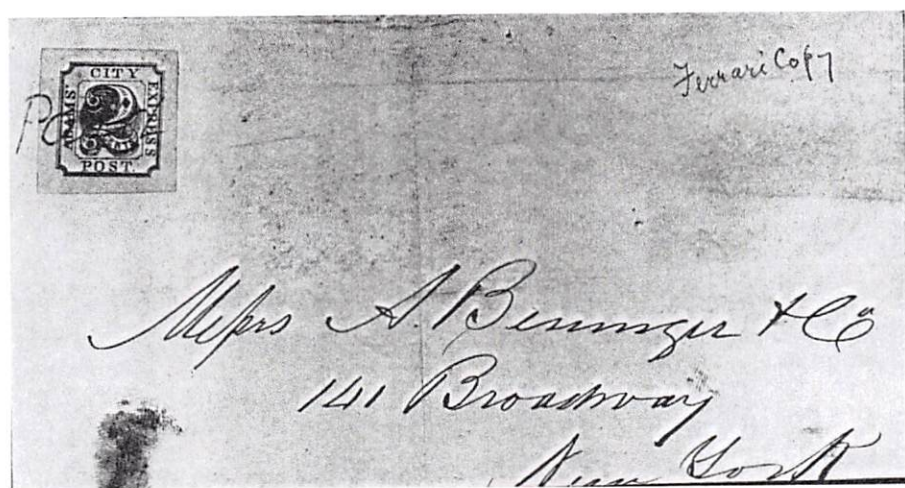


Figure 4. A Black on white paper Adams' City Express stamp on cover. The cover contains a letter dated "Newark, February 23, 1850." The "PAID" marking is believed to be non-contemporary and the usage of the stamp on this cover is considered highly doubtful.

Going back to Mazza's "discovery" of articles about Henry and Ferdinand Fuller having been arrested for operating a set of boxes labeled "Adams Express" it seems Mazza has drawn some very incorrect conclusions. First, he quotes the *New York Daily Tribune* of August 28, 1851 where it was reported that the Fuller brothers "had issued a large number of stamps with the figure '2' in the center and 'Adam's City Express Post' in the margin." Having read this Mazza incorrectly assumed these were the black on buff stamps listed in the *Scott Catalogue* as 2L2. This was more than likely a wrong assumption and therefore his whole theory and article is not sound. It is likely the Fuller brothers did not print their stamps on buff paper. Mazza fails to state that the Adam's City Express stamps with "2" in the middle and "ADAMS" at the left are also known on white paper instead of the buff paper used for the genuine stamp. See **Figure 4**. Mazza didn't consider that the Fuller brothers probably made a stamp that is easily recognized today as being different than the one used by the real express company. The authorities probably destroyed most of the Fuller stamps. It is also noted that the margins on the stamp shown in **Figure 4** would make it impossible to have originated on the sheet of 200 used to produce the blue 2¢ City Express stamp. Additionally, there is no evidence the Fuller brothers printed blue stamps. To make matters even worse, Tom Mazza fails to mention the so-called reprint-counterfeits that plague this particular stamp. One needs to be able to recognize these stamps from the originals—something Tom Mazza is unable to do. In the April 2001 issue of *The Penny Post* I authored an article entitled "The City Express Post and Adams City Express Post."¹ On the first page of that article I explain that printer Thomas Wood made reprints for George Hussey of both the 2¢ City Express Post stamp and the 1¢ stamp. Wood was a printer who printed most of Hussey's stamps and most of the Hussey's facsimiles of other posts which he sold to collectors. Today these are known as forgeries. Wood kept a notebook of his printing work done for Hussey and that book has been extensively researched by Warren Hale and Elliott Perry in "Byways of Philately" and later by this writer in *The Penny Post*.² The 2¢ City Express Post stamps were printed by Wood for Hussey eight times, as indicated in Wood's log. The printing dates range from March 20, 1862 to June 22, 1866. This writer was able to determine the eight different ink and paper types. Four of the types were black ink. One was on amber wove, one was on amber laid and one was on creamy laid. The 2¢ stamp pictured by Mazza on page 1 of his article is probably one of these forgeries printed in 1862-1866. It is clearly not on gray paper (2L4) and is not an original stamp. Mazza's image has no caption to tell the reader if these are genuine stamps or forgeries or a combination of genuine stamps and forgeries.

Mazza's third image shows a 1¢ City Express stamp on a cover dated November 23, (1852). The caption says "Undated, corner card with Adams Express Co, Phila (probably 1854)." The caption clearly does not belong to the image. The November 23, cover has a genuine 1¢ City Express stamp 2L3.

¹ *The Penny Post*, Larry Lyons, April 2001, Vol. 9, No. 2, pages 6-16.

² *The Penny Post*, Larry Lyons, October 2001, Vol. 9, No. 9, No. 4.

The Penny Post, Larry Lyons, January 2002, Vol. 10, No. 1.

The Penny Post, Larry Lyons, April 2002, Vol. 10, No. 2.

The images of the three stamps that Mazza shows before his text begins are clearly all different. No explanation by Mazza. In addition he failed to show the stamps that the Fuller brothers might have produced. What a mess.

No mention is made in the Mazza article of the “___ CITY EXPRESS POST” handstamp which has been dated to 1851. See **Figure 5**. Somehow this handstamp is a part of the story on Adams City Express Post.

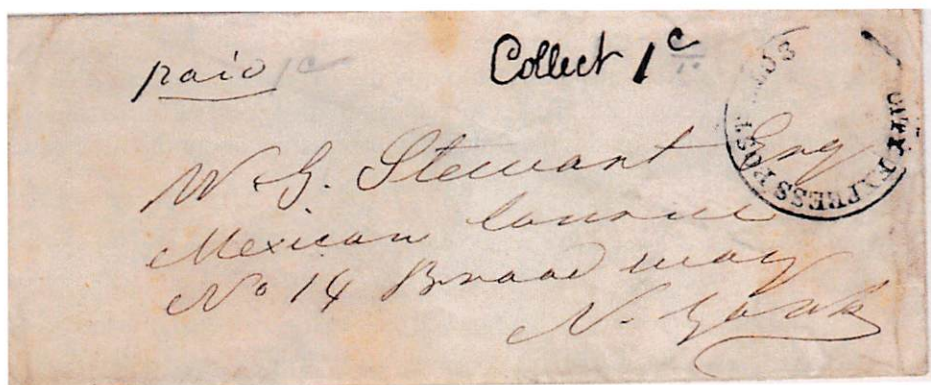


Figure 5. The “___ CITY EXPRESS POST” handstamp on a cover which has been dated as 1851. The only recorded example of this handstamp.

Conclusion

It is hoped that this article clears up some of the “fake news” on the Adams City Express Post.

Why did the Adams City Express Post Change its Name to the City Express Post?

By
Justin L. Poklis

Charles. H. Coster in his 1877 book, *The United States Locals and Their History* tells us that "Adams' Express Post seems to have been the predecessor of the City Express Post". Besides Coster's statements, very little confirmable information about these post have been published. A recently discovered newspaper article from the Thursday Morning August 28, 1851 edition of the Semi-Weekly Courier and New-York Enquirer (**Figure 1**) provides the following information about the Adams' City Express Post.

1. The office was located on Cedar Street in New York (Lower Manhattan?).
2. There were approximately one hundred drop boxes associated with this post. One of these boxes was located at Twentieth Street and Third Avenue, about 2.5 miles from Cedar Street in Lower Manhattan.
3. The "Adams City Express" was sold by a Mr. Adams to two young men who kept the name.
4. Money sent throught the Adams' City Express Post went missing.
5. On August 28, 1851 the two men were arrested and a committee for examination on a false pretense charge for using the name Adams.
6. The two men were not committed for examination because of the missing money. Had they only acquired the post in the last three weeks, after to the time when the money went missing?
7. The description in the article of the stamp used by this post matches the Adams' City Express Post stamp show in **Figure 2**.

A note found in the August 29 1851 issue of the New York Daily Tribune (**Figure 3**) state that the letters from the Adams' City Express were placed in the hands of the Post Office. The arrest and confiscation of the mail likely resulted in the end of the Adams' City Express Post or at least the end of the use of the name.

A list of known covers found with an Adams' City Express Post was included in the April 2001 issue of the Penny Post.¹ The year of use of some of these covers was speculated on. Three of the six genuine cover have a known year of use, 1851. Table 1 list the genuine covers in order by month and disregards the speculated years. Assuming all the cover were used in 1851 the dates of operation of the Adams City express post was some time prior to April, 1851 until August 27, 1851, the day prior to the arrest of the owners and confiscation of the mail.

¹ "The City Express Post and Adams City Express Post," Lyons Larry, *The Penny Post*, April 2001 Vol. 9 No. 2, pages 6-16.

The information in the Semi-Weekly Courier and New-York Enquirer provides a reasonable explanation for the Adams' City Express Post to change its name to the City Express Post. This name change is further supported by the dates of use of the five know genuine covers from the City Express Post. The dates are all post August 27, 1851. Two are dated from October of 1851 and one from October no year given. The remaining two covers were used in April 1852.

Table 1. Genuine Covers - 2 Cent Adams City Express, Black on Bluff

Date	Year	Addressed to	US stamp	Cancellation
April 8 th		Hon. D, Moran Al	5c 1847 issued	NY date stamp
April 22 nd		Miss Adeline B Harmon, East Boston		NY date stamp
May 12 th	1851	McAlister & Co. Philadelphia	5c 1847 issued	NY date stamp
June 10 th	1851	MC Allister & Co. Philadelphia	5c 1847 issued	NY date stamp
June 14 th	1851	Adolf Schafer Nassau, Baden via Bremen		Black "New York 24 Jun. 14"
Aug 24 th		Mrs. Rodamund Clark care of David Brust Waterford, New York	5c 1847 issued	NY date stamps

Serious Charge.—Officer BILSON of the 2nd District Court, yesterday morning, arrested two young men who do business in Cedar street, on a charge of false pretences, preferred against them by Mr. CHARLES C. H. VANNOY. The accused, it appears, kept a letter express office at the above number, which it is alleged they called "Adams' City Express." Their receiving-boxes were distributed in various parts of the city, and numbered in all about two hundred. The complainant on oath alleges that three weeks ago he deposited a letter, containing \$10, in one of the boxes, corner of Twentieth street and Third avenue, marked as above, and said letter never reached its intended destination. The accused state that they purchased the establishment in question, from a Mr. ADAMS, and consequently did not alter its name. The false pretence charge is that the name of ADAMS was used with intent to defraud the public. Justice McFARLANE, on hearing what Mr. VANNOY and others had to say, committed the accused parties for examination.

The officers who made the arrest, found in the office of the accused over three hundred letters, of which he took possession. Also a book containing a portion of the routes.

The same express company have in circulation letter stamps with "two cents" marked in the centre, and "Adams' City Express" on the margin.

Figure 1. Article from the Thursday Morning August 28, 1851 Edition of the Semi-Weekly Courier and New-York Enquirer.



Figure 2. Adams City Express Post stamp
(from www.siegelauctions.com).

THE PURLOINED LETTERS.—We understand that the letters found in possession of the pretended "Adams City Express" have been placed in the hands of Mr. Eells at the Post Office, where persons interested may call.

Figure 3. Note from the August 29 1851 issue of
the New York Daily Tribune.

Railway Express Agency, Incorporated, of Virginia

By
Bruce H. Mosher

Occasionally, we come across a Railway Express Agency (REA) label that is inscribed “Railway Express Agency, Incorporated, of Virginia” and have often wondered why the state of Virginia received such special notoriety on these REA labels. **Figure 1** is an example of such a label, while **Figure 2** shows an enlargement of the pertinent inscription that is printed in the label’s header.

FROM
STREET ADDRESS
CITY AND STATE
Camp Peary, Va.

For
Street
and No.

Apt. No.

City

State

Value \$ Date of Shipment

RAILWAY EXPRESS AGENCY
INCORPORATED
RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA

RAILWAY EXPRESS AGENCY

(772-AV-3-43)

Figure 1. 1943 REA address label from Virginia.



Figure 2. Header printed on the Figure 1 address label.

The majority of the many ‘normal’ REA general-use address labels that exist do not include the “Railway Express Agency, Incorporated, of Virginia” inscription, nor any substitute words for this unique text (see **Figure 3**).



Figure 3. Header that is printed on a September 1945, non-Virginia subsidiary, Form 772-A address label.

The *Railway Express Agency, Incorporated, of Virginia* was a subsidiary of the nationwide Railway Express Agency, Inc., and is described in a 1940 Interstate Commerce Commission (ICC) report as follows:¹

OPERATIONS OF THE AGENCY'S SUBSIDIARIES

Railway Express Agency, Incorporated, of Virginia.—The entire capital stock of this company is owned by the Agency [REA, Inc.]. It owns no property but uses jointly the property of the Agency. It conducts express operations within Virginia over 14 steam railroads, 1 electric line, and 3 boat lines. It operates motor vehicles between Buena Vista and Lexington, Va., 7.5 miles, to handle express traffic, supplementing inadequate train service, and between Richmond and Amthill, Va., 3 miles. The traffic handled on these motor routes consists of regular express shipments, moving partly in train service.

The ICC report continues to explain this subsidiary was created by REA, Inc., to “perform operations that it could not conduct itself.” The aforementioned express operations over three boat lines stands out as a probable example of one REA, Inc., inadequacy in Virginia. This subsidiary transports express traffic moving in interstate or foreign commerce using REA, Inc., express rates and classifications. The revenues derived therefrom, after deduction of operating expenses, revert to the Agency; and if such revenues are insufficient to meet their expenses, the deficit is supplied by REA, Inc.² Information published by REA, Inc., that defines/describes/discusses their Virginia Subsidiary is unknown at this time.

The REA made a significant addition to its ‘Virginia’ style label that can be readily discerned in the enlargement in **Figure 4**. The label’s form number is printed at lower right as ‘772-AV—8-43’.

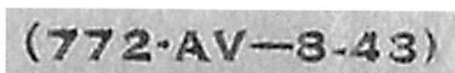


Figure 4. REA 1943 form number printed on the Figure 1 label.

The “772-A” notation is the REA’s standard form number for its general-use address label. This alphanumeric was inscribed on many AREC³/REA/REAX⁴ general address labels that were issued. The “8-43” indicates that the Figure 1 label was initially issued in August 1943. However, the “V” was included in the Figure 1’s inscribed form number to indicate it is a Virginia subsidiary label. None of the many other, REA non-Virginia labels that are known (includes address and all other service types) contain form-number inscriptions that include a “V”.

¹ “No. MC-66562, Railway Express Agency, Inc., Determination of Status, Decided December 27, 1939.” *Interstate Commerce Commission Reports, Volume 21—Motor Carrier Cases*, December 1939-February 1940. Page 176.

² *Ibid*, page 177.

³ American Railway Express Company, 1918–29.

⁴ REA Express, Inc., 1960–75.

Two other REA-issued address labels are presently known to be of the unique Virginia-type and there are probably more issues to be ‘discovered.’ Form 772-AV—11-46 and 772-AV—6-53 Virginia address labels have been reported and Figure 5 illustrates examples that were issued in 1946 and 1953.

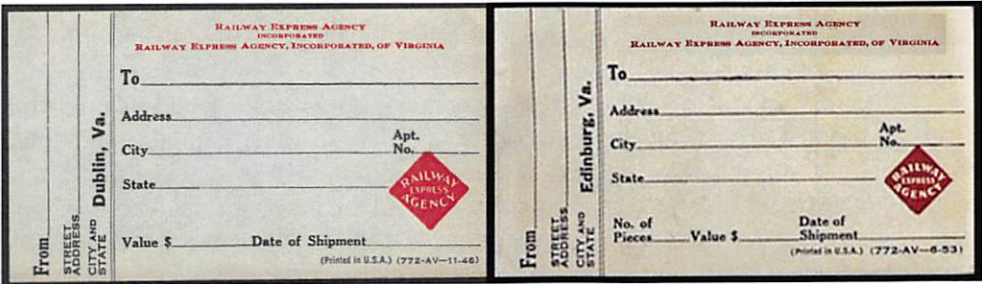


Figure 5. November 1946 and June 1953 REA Virginia-type address labels.

There are no beginning or cessation issue-dates known for the Virginia-type REA address labels. As reported above, the earliest known Virginia-type address label was issued in August 1943 while the last recorded Virginia-type issue was in June 1953. But we do note that at least eleven, additional non-Virginia address labels were randomly issued by the REA/REAX beginning in March 1929 and continuing through January 1972 for normal use throughout the lower 48 states (47 states if Virginia is excluded). The inventory of known REA/REAV⁵/REAX 772-A address label issues is listed in Table I. The exact date is not known when the Virginia subsidiary began operations (REA, Inc., began in March 1929) and whether it went out of business prior to 1975 when REA Express, Inc., was dissolved.

Table I. Known Form 772-A Address Label Issues.

REA, Inc.	REA, Inc.–Virginia Type	REA Express, Inc.
March 1929		
July 1934		
January 1936		
March 1940		
	August 1943*	
September 1945		
July 1946		
November 1946	November 1946†	
June 1953	June 1953†	
December 1956		
		November 1961
		August 1963
		October 1968
		January 1972

* See Figure 1. † See Figure 5.

⁵ REA Express, Inc.–Virginia subsidiary.

Since REA/REAX created a special subsidiary for their Virginia-based operations, why didn't they do similarly for their express operations in other states? Interestingly, the 1940 ICC report also mentions existence of two additional REA subsidiaries,⁶ 1) *Railway Express Agency, Incorporated, of California* and 2) *Railway Express Motor Transport, Incorporated, of Indiana*. However, no REA issued labels have been reported (to the Author's knowledge) with either *California* or *Indiana* special inscriptions.

Recent reports of other REA-issued, Virginia-type labels show this subsidiary utilized special business labels for a variety of other express operations. Six additional Virginia-type labels as listed below have been identified and examples of each are depicted in **Figure 6**. No doubt other special Virginia-type labels were issued for additional REA business operations, but we wonder if any examples of these scarce 1930's–1970's labels have also survived?

- A) Form 1-AV—8-43 COLLECT label.
- B) Form 2-AV—8-43 PREPAID label.
- C) Form 3-AV (1-48) LOT COLLECT label.
- D) Form 4-AV 8-43 and (1-54) LOT PREPAID label.
- E) Form 775-AV—8-43 PERISHABLE label.

Examples of any REA express labels bearing the Virginia subsidiary imprint are extremely difficult to find and certainly have eluded the author's constant searches for them. When found, these labels do not seem to command a very high price in today's philatelic market places; however, this is probably due to the seller's unfamiliarity with the scarceness of these issues and/or just a lack of collector interest. Reports of any additional Virginia-type REA express labels are welcomed by the author. Please send color scans of such items to expressbiz@earthlink.net. Thank you!

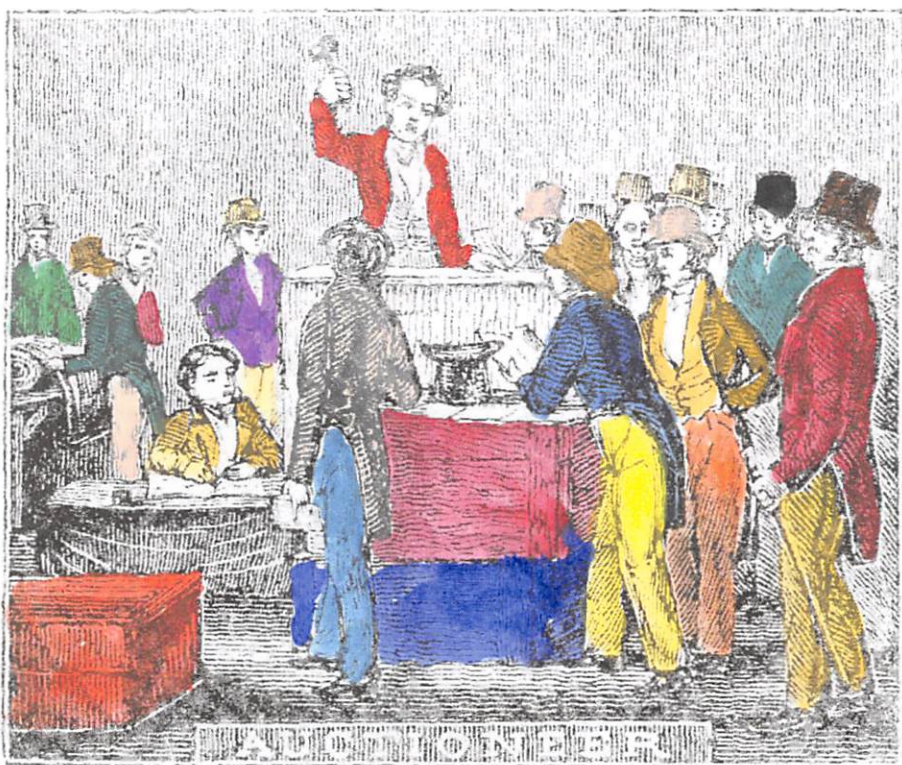
⁶ "No. MC-66562, etc.", page 177.

<p style="text-align: center; font-size: small;">RAILWAY EXPRESS AGENCY (1-AV-8-43) INCORPORATED RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA</p> <p>From EDINBURG, VA.</p> <p>Route No. _____ Tally No. _____</p> <p style="font-size: 2em; text-align: center;">COLLECT</p> <table style="width: 100%; border: 1px solid black;"> <tr> <td style="width: 50%;">Value \$</td> <td style="width: 50%;">No. Pieces</td> </tr> </table>	Value \$	No. Pieces	<p style="text-align: center; font-size: small;">RAILWAY EXPRESS AGENCY (2-AV-8-43) INCORPORATED RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA</p> <p>From EDINBURG, VA.</p> <p>Shipper _____ Route No. _____ Tally No. _____ or to whom paid</p> <p style="text-align: center; font-size: 1.2em;">PREPAID by Shipper</p> <table style="width: 100%; border: 1px solid black;"> <tr> <td style="width: 25%;">Weight</td> <td style="width: 25%;">Value Charge</td> <td style="width: 25%;">Express Charges</td> <td style="width: 25%;">Tax</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> <table style="width: 100%; border: 1px solid black;"> <tr> <td style="width: 50%;">Value \$</td> <td style="width: 50%;">On Pieces</td> </tr> </table> <p style="font-size: x-small;">If shipment bears a collect delivery sheet or collect delivery sheet label or collect serial numbered label, prepare Form 22, Prepaid Over Delivery Sheet and Prepaid Over Advice. The charges on the collect delivery sheet should be signed and reference made to the prepaid over delivery sheet and prepaid over advice.</p>	Weight	Value Charge	Express Charges	Tax					Value \$	On Pieces
Value \$	No. Pieces												
Weight	Value Charge	Express Charges	Tax										
Value \$	On Pieces												

<p style="font-size: 2em; font-weight: bold;">LOT COLLECT</p> <p style="font-size: x-small;">When parts of this shipment are on separate delivery sheets agent at destination will adjust charges to proper amount on the number of pieces received</p> <p>FORWARDING OFFICE Edinburg, Va. (1147-B)</p> <p>RECEIPT No. _____ DATE _____</p> <p>DECLARED OF ENTIRE SHIPMENT (No. PIECES) WEIGHT OF ENTIRE SHIPMENT VALUE \$ _____</p> <p style="font-size: x-small;">(3-AV) 1-48</p> <p style="text-align: center; font-size: x-small;">RAILWAY EXPRESS AGENCY INCORPORATED RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA</p>	<p style="font-size: 4em; font-weight: bold; text-align: center;">PERISHABLE NO DELAY! KEEP FROM HEAT OR COLD</p> <p style="font-size: x-small; text-align: center;">RAILWAY EXPRESS AGENCY, INCORPORATED RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA (775-AV-8-43)</p>
---	---

<p style="font-size: 2em; font-weight: bold;">LOT SHIPMENT PREPAID</p> <p style="font-size: x-small;">(4-AV-8-43)</p> <p>FORWARDING OFFICE Edinburg, Va. (1147-B)</p> <p>DELIVERY SHEET No. _____ DATE _____</p> <p>DECLARED OF ENTIRE SHIPMENT (No. PIECES) WEIGHT OF ENTIRE SHIPMENT VALUE \$ _____</p> <p style="text-align: center; font-size: x-small;">RAILWAY EXPRESS AGENCY INCORPORATED RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA</p>	<p style="text-align: center; font-size: small;">RAILWAY EXPRESS AGENCY, INC. (4-AV) RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA (1-54) Printed in U.S.A.</p> <p style="font-size: 2em; font-weight: bold;">LOT PREPAID</p> <p style="font-size: x-small;">If all pieces of a lot shipment do not move via the same route a separate delivery sheet, completely filled out showing number of pieces, weight and charges, with complete routing on back, should be prepared by destination agent for each part of the lot that moved via each route.</p> <p style="font-size: x-small;">When parts of this shipment are on separate delivery sheets agent at destination will adjust charges to proper amount on the number of pieces received.</p> <table style="width: 100%; border: 1px solid black;"> <tr> <td style="width: 50%;">Edinburg, Va. (1147-B)</td> <td style="width: 50%;">Routing No. _____</td> </tr> <tr> <td>DECLARED OF ENTIRE SHIPMENT</td> <td>Date _____</td> </tr> <tr> <td>VALUE \$ _____</td> <td>Weight, Number Shipment _____</td> </tr> </table> <p style="font-size: x-small;">Employees must stamp routing in spaces below—when piece does not bear delivery sheet.</p> <table style="width: 100%; border: 1px solid black;"> <tr> <td style="width: 50%;">(1) Harrisonburg Tk.</td> <td style="width: 50%;">(4) _____</td> </tr> <tr> <td>(2) _____</td> <td>(5) _____</td> </tr> <tr> <td>(3) _____</td> <td>(6) _____</td> </tr> </table>	Edinburg, Va. (1147-B)	Routing No. _____	DECLARED OF ENTIRE SHIPMENT	Date _____	VALUE \$ _____	Weight, Number Shipment _____	(1) Harrisonburg Tk.	(4) _____	(2) _____	(5) _____	(3) _____	(6) _____
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DECLARED OF ENTIRE SHIPMENT	Date _____												
VALUE \$ _____	Weight, Number Shipment _____												
(1) Harrisonburg Tk.	(4) _____												
(2) _____	(5) _____												
(3) _____	(6) _____												

Figure 6. Examples of six Virginia-type REA express labels.



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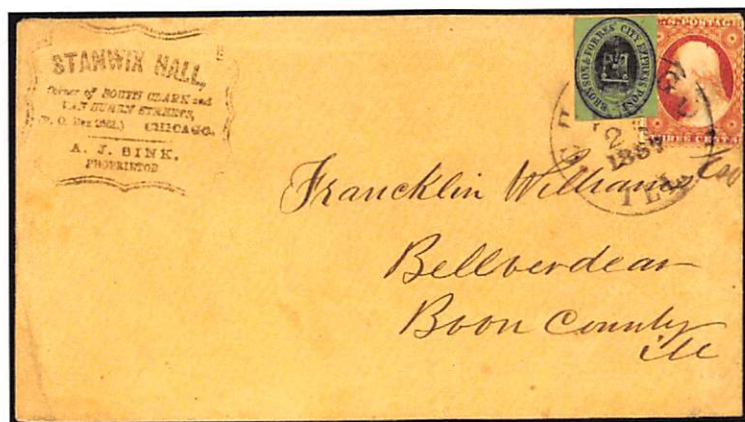
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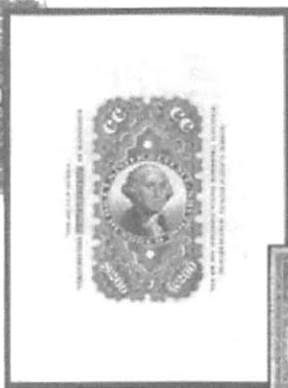


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