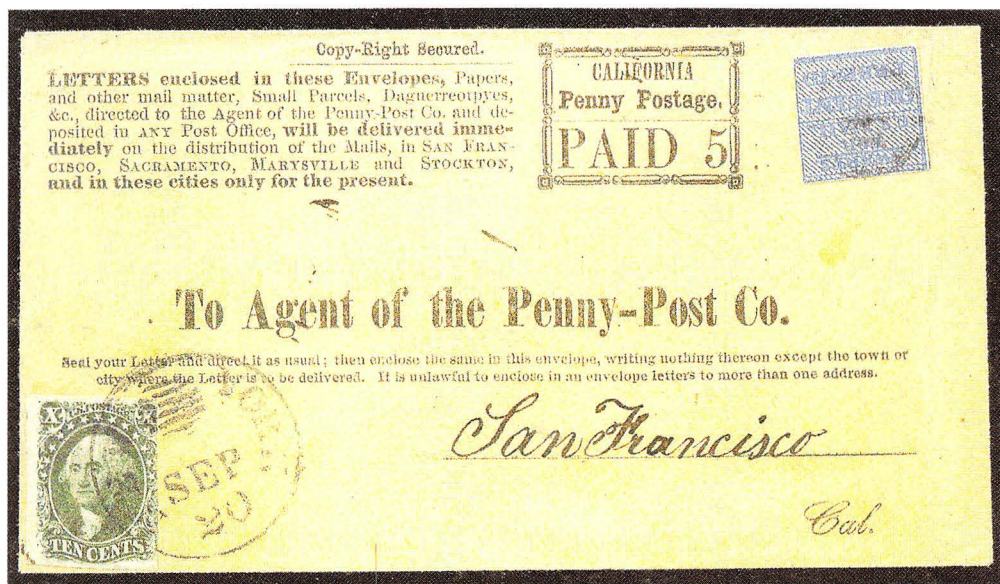


THE PENNY POST

Official Journal Of The Carriers And Locals Society



East to California delivered by The Penny Post Co. Swarts Local Post (136L14) delivered this letter to the New York Post office, New York cds of September 20, (1855). The U.S. 10¢ green type II (#14) paid the rate to San Francisco where the letter was delivered locally by The Penny Post Co. The envelope was by law to contain only one letter.

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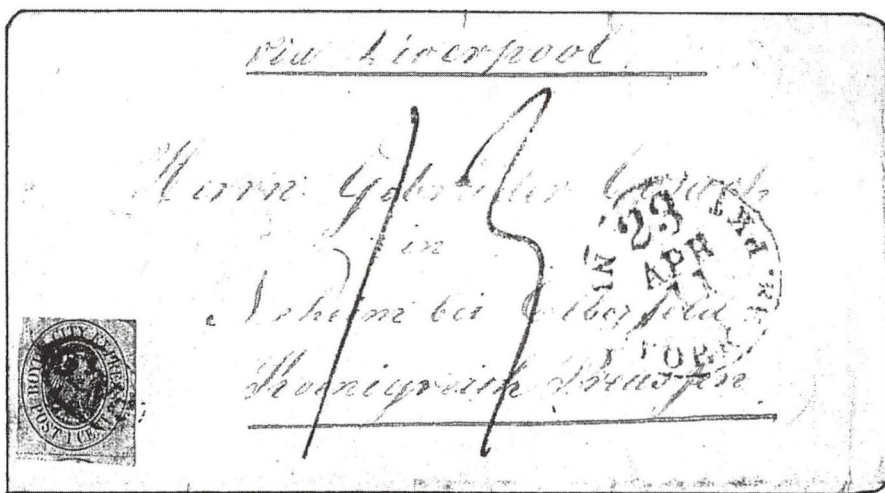
CALIFORNIA PENNY POST COMPANY

WHATEVER HAPPENED TO DUPUY & SCHENCK?

UNITED STATES EXPRESS COMPANY PATRIOTIC LABELS

AND MORE

A circular postmark from Clarke's Circular Express, New York. The text "CLARKE'S CIRCULAR EXPRESS" is curved along the top and sides, and "NEW YORK" is curved along the bottom. In the center, the date "APR 11 1867" is stamped. The postmark is slightly faded and overlaps with the perforated edge of the letter.



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THE PENNY POST

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President's Report

By
John D. Bowman

The Society's 8th auction was a resounding success, hammering at around \$16,000 and bringing 20% of that back to the Society. Out of 176 lots consigned, 150 were sold. We thank both the consignors and bidders and hope that all were happy with their results. Keep those consignments and bids coming!

There was not a lot of interest in the 16 lots of carriers, although a 6LB3 tied to piece and ex-Caspary sold for \$450. A 5L1 trial color plate proof pane of 20 in orange red on stiff buff bond made in 1933 sold for \$115, a surprising price for only part of a sheet of a twentieth-century reprinting, yet a rare paper type. A 15L4 used Blood with creases went for \$500 (CV \$400). A 15L10 unused with margins in at left went for \$300 (CV \$350). A Blood Kochersberger trial color die proof in green sold for \$150. A nice 15LU6A cover was bought for \$300 (CV \$350). A 23L1 Brady's with margins just in at bottom and thin spots went for a bargain price of \$160 (CV \$650). The 24L1 Brainard & Co. with faint stain and thinning brought \$600, seemingly another bargain for someone (CV \$1000).

A set of five Brown's City Post (31L1-L5) in mixed condition sold for \$850 against a CV of \$1000, while a 31L1 XF unused fetched \$325 (CV \$200). With a start price of only \$220, a 31L5 Brown's on cover damaged at right with a tear in the stamp sold for \$925 (CV \$800). The Brown's stamps were issued late (1876) and are philatelic in nature, yet are scarce and obviously a collectible item right now. In fact, a supposed Taylor forgery of Brown's City Post, the Three Limps to the Post Office Parody, brought an unprecedented \$560 for the red on light green variety!

A very presentable 38L1 Chicago Penny Post with slightly touched margin at right, pen cancel and two tears was sold for \$625 (CV \$800). Another bargain was had for the 152L1 Faunce's Penny Post for \$175 (CV \$225), which was a gem copy but signed J. A. Fox.

The 70L1 scarce Gahagan & Howe City Express sold for \$475 against a catalog of \$400, and an unused 70L3 went for \$50 versus a CV of \$40. A 75L2 Hale's cut to shape tied on cover brought \$800 (CV \$1000). Hussey sheets and stamps sold well as usual. A VF Price's 129L2 sold for \$325 with CV of \$250. The rare tete-beche pair of Teese's 137L1a sold for \$120 (CV \$100).

A scarce "reprint" sheet of Westervelt's in black on green glazed with three images of the Grant design and one of the eagle sold for \$95 although it had the usual tears from stiff gum and age.

Almost all of the reference material, including an old map, a number of books and pamphlets, and auction catalogs sold for much higher realizations than the consignors' minimum bids.

Our auctions are now selling \$300-plus items very well. Please help us continue to develop our high quality auctions by consigning items from \$10 to \$1000 or higher.

We will hold our next Annual Meeting at Washington 2006, but as of this writing I have not been informed of what day we will meet there. In the future, we

will try to hold all of our Annual Meetings in conjunction with the US Philatelic Classics Society.

We also hope in the near future to offer additional CD's for sale. If you have a collection of significance that you would be able to scan and give to the Society for sale, please do so. We do not have funds to offer you, but our CD's have sold well and provide additional funds to the Society, helping us keep our dues less than the cost of the journals. I call your attention to the successful exhibit photocopy program of the USPCS and suggest we do something similar with CD's.

Thanks to the efforts of Gordon Stimmell and Bob Robie, the *2006 Scott US Specialized Catalogue* should contain color images of nearly all carrier and local stamps. The C&LS purchased the rights to Bob Robie's album pages, and although these pages have not been prepared for sale yet, we have many images. I sent them to the catalog people.

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UFO in Philately?

By
Carl Kane

For many people UFO means unidentified flying object, and others hold that it means utterly foolish opinion, but here in the philatelic world there is another possibility.

Just recently an unidentified disc landed on my desk. It has a Fulton ST, N.Y. address on it. That makes it an unidentified Fulton object, UFO.

This label is printed in red on orange paper like the orange manilla paper used on 19th century envelopes and is die-cut. The inscription around the center design is S.A.BROWN. 28 & 30 FULTON ST. N.Y. The center design is a handsome monogram with the letters SAB.

Certain other local stamps come in this same shape, for example those of the H&B Penny Post and the Faunce Post. Boyd's local envelope stamp carries the address 39 FULTON ST. This UFO has the look and feel of a 19th century local stamp.

So now we have a philatelic UFO. Who was S. A. Brown? What was he doing at the Fulton St. address? When? Why was the stamp die-cut? Has this design appeared on envelopes or other stationery pieces?

Did S. A. Brown have an association with his neighbor, John T. Boyd, at 39 Fulton St.?

One last fling. Do the initials stand for Samuel Allan?

Do you now believe there is a philatelic UFO?



S. A. Brown. A philatelic UFO.

Whatever Happened to Dupuy & Schenck?

By
Eric Karell



Figure 1. Partial letter sheet bearing both the Dupuy & Schenck adhesive and the Franklin's City Despatch Post handstamp with Franklin's name removed. September 9, 1847.

The above is one of the three known examples of covers bearing both the Dupuy & Schenck adhesive and the Franklin's City Despatch Post handstamp with Franklin's name removed. This particular example was last sold at the Hall sale and has since been restored to its larger original size. The Dupuy & Schenck adhesive has been reaffixed approximately in the original location as verified by the German sale, lot 808. Along with the "name-removed" handstamp it has a partial straight-line "PAID" marking (no "D") applied to the adhesive with a matching strike on the cover. On the reverse is docketing dated September 9, 1847.

Researching the name-removed covers bearing Dupuy and Schenck adhesives, I found about as many explanations for this combination as there are examples. The Hall sale catalog described them as having been stamped for delivery by Dupuy & Schenck but being subsequently delivered by Bouton's; Cal Hahn suggested that they represented the acquisition of Dupuy & Schenck by Swarts,¹ and the example in the Middendorf sale was described as not having originated. As for the ASCC, it lists the name- removed handstamp as belonging to Dupuy and Schenck.

¹ Calvet M. Hahn, "Beginnings of Adhesive Postage," *The Penny Post*, Vol. 10 No. 2 (April 2002): 45.

As it turns out, the first of these explanations is probably nearest the truth, but to explain why requires a digression into the origins of Bouton’s City Dispatch Post. But first we’ll look at the known examples of the name-removed handstamp. I’ve listed these in **Table 1** below.

Table 1. Examples of the Franklin City Despatch handstamp with ‘Franklin’s’ name removed.

Date	To	Comments	Reference
09/09/47	B. H. Tallmadge	Adhesive with “PAI” s/l cancel	Siegel, Hall sale Lot 607; ex German sale Lot 808
09/17/47	Hon. Luther Bradish	Adhesive removed subsequent to Middendorf sale	Penny Post Vol.10 No.2 page 44; Middendorf lot 542; ex Caspary
09/25/47	Hon. Luther Bradish	Adhesive uncanceled, affixed with red wax seal, sent from 11 Pine Street.	Siegel, (Schwartz), June 27-29, 2000, Lot 1734; ex Boker, Lilly, Schwartz

The important thing to note is that all of these date to the last weeks of September 1847. And while other Dupuy and Schenck adhesives are found on “to the mails” covers in September, we have no evidence of a handstamp bearing the name *Dupuy and Schenck* being used after September 1, 1847.² This latest published usage is illustrated in **Figure 2** below.

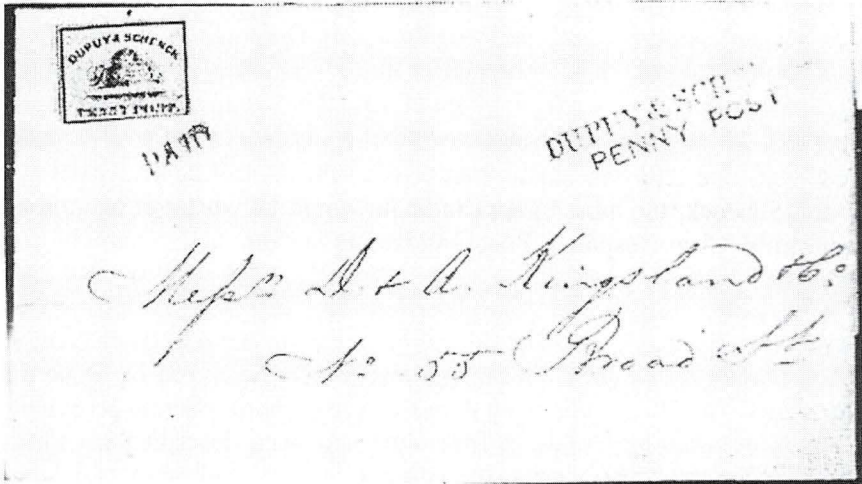


Figure 2. Dupuy & Schenck cover with printed date September 1, 1847. Siegel sale #825, lot 1735. Harmer November 18, 1969, Lot 978.

² Ibid.

The date sequence and the adhesive are not the only things linking this 1 September Dupuy and Schenck cover with the subsequent name-removed covers. As it turns out, the partial straight-line “PAI” marking in **Figure 1** appears to have been made by the same “PAID” handstamp used on the Dupuy and Schenck cover in **Figure 2**. The two markings are compared in **Figure 3** below. It is interesting to note that the marking is not used again on any of the covers bearing adhesives, presumably because it was considered too damaged to be useful.



Figure 3. Comparison of partial “PAI” strike with the Dupuy and Schenck marking of September 1, 1847.

This evidence indicates that during the first week of September 1847 the Dupuy and Schenck operation was sold to, or merged with, another operation such that it was no longer appropriate to use Dupuy and Schenck’s name in the postmark. However, operations continued at that office, and a provisional handstamp was prepared from one ready at hand. As to the identity of the outfit that acquired Dupuy and Schenck, the most likely candidate would be whatever operation owned the Franklin’s City Despatch Post handstamp at the time- namely Bouton’s Manhattan City Express.

Bouton acquired Barr’s Manhattan Express in April 1847 and prepared an oval handstamp with the name Bouton’s Manhattan Express that same month. He then acquired Franklin’s City Despatch Post in May of 1847, and continued to use Franklin’s adhesives with Bouton’s ms surcharge. No corresponding change was made to Franklin’s handstamp at that time.³ It appears that Franklin’s operation was merged into the existing Bouton’s Manhattan Express. **Figure 4** below provides evidence of this operational arrangement.

³ Ibid., p. 43.



Figure 4. Franklin's City Despatch adhesive surcharged "Bouton" tied to cover with Bouton's Manhattan Express handstamp, no date. Christie's Robson Lowe sale of March 9-10, 1992, lot 2033.⁴ ca. May – September 2, 1847.

It seems that in September of 1847 a consolidation of all of Bouton's operations took place – perhaps catalyzed by the acquisition of, or merger with, Dupuy and Schenck. After this we see no compelling evidence that Dupuy and Schenck, Bouton's Manhattan Express or Franklin's City Despatch existed as separate entities. The last appearance of a **tied** Dupuy and Schenck adhesive is on a "to the mails" cover dated 18 September.⁵ (*See Editor's Note.*)

The Franklin's adhesive surcharged "Bouton's" is last known on a piece bearing a NYC cds dated 2 September.⁶ The Bouton's Manhattan Express handstamp is not known used after September 1, 1847.⁷ And while it is true that a Bouton's Manhattan Express adhesive (17L1) exists on a March 1848 cover, I consider this usage to be difficult to reconcile with the above information.⁸

Editor's Note: Two untied examples dated Sept. 19 and Nov. 8 exist.

⁴ It should be noted that Hahn questioned the authenticity of the handstamp type (without lozenge) used on this cover. See Hahn, "John Bouton's Posts – Their History and Handstamps," *The Chronicle*, Vol. 25 No. 2 (May 1973): 71-72. The case really rests on one single dubious cover dated July 1848. In my view there is not enough evidence to condemn all of them, at least until the 1848 cover is available for study.

⁵ Hahn, "Beginnings of Adhesive Postage". The cover is ex Malcolm. I disagree with Hahn that the Jan 20th cds example he cites implies a 1848 usage; rather it fits more closely with an 1847 usage, particularly as the EKU of the handstamps is February 1847 and there are no intervening examples between September and January.

⁶ Calvet M. Hahn, "The Manhattan Express Local", *Collectors Club Philatelist*, Vol. 65 No. 1 (Jan-Feb 1986):19. This example was in the Golden sale.

⁷ Hahn, "John Bouton's Posts – Their History and Handstamps," p. 71.

⁸ The example was sold in the R. A. Siegel 2000 Rarities sale.

Replacing all the above (Dupuy & Schenck, Franklin's and Bouton's Manhattan Express) we see the Bouton's City Dispatch Post oval handstamp, the earliest published usage of which is 8 September 1847; **Figure 5** below. And, if the 18L1 on cover front in the Caspary sale with an 18 September cds can be interpreted as 1847, we have the first use of Bouton's new adhesives.⁹

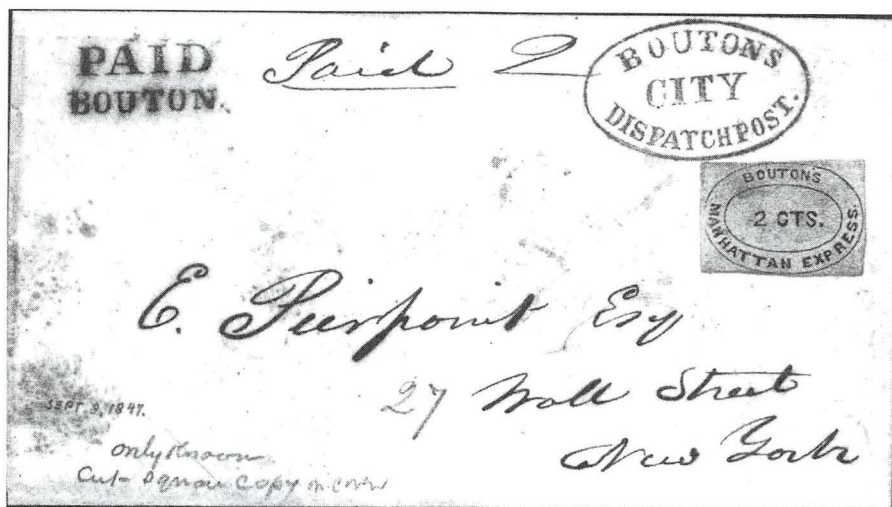


Figure 5. Earliest published usage of the Bouton's City Dispatch Post oval handstamp, 8 September 1847. Siegel sale of May 25, 1986, lot 1367.¹⁰

Conclusion

To tie this together I'll speculate a little.....In the middle of 1847 Bouton has successfully merged the Manhattan Express and Franklin's post. His competition is Boyd's and to some extent the Post Office City Despatch, both of which deliver into his area but may not have the local collection facilities to be fully competitive there.¹¹ But Bouton has the identical problem with the downtown area. However, there are a lot of operations based downtown that were marginal - based on the scarcity of their material today. Perhaps one of them would be interested in a merger or sale? Dupuy and Schenck was chosen and my assumption is that their office at Wall, or Cliff Street remained open at least throughout September and continued to receive and process letters collected there. We know that one of the examples in **Table 1** originated at nearby 11 Pine Street. At any event it was felt that the downtown office needed a new handstamp to identify letters posted there. Being a thrifty man, Bouton sent the modified Franklin's handstamp downtown

⁹ Hahn provides reasons for dating the October cover to 1847 in "John Bouton's Posts – Their History and Handstamps," pages 72-73. The September example is dated solely on the pencil annotations on the front and warrants further confirmation.

¹⁰ Whether the adhesive originated is doubtful -in Schwartz's copy of the sale catalogue was his notation that the adhesive didn't belong.

¹¹ Henry E. Abt, "Boyd's City Express Post Chapter III," *The Collector's Club Philatelist*, Vol. XXIX No. 1:16, 24.

where it was used until no longer needed - either because that office closed, handling procedures changed, or a duplicate of the Bouton's City Dispatch oval was prepared. Outstanding Dupuy and Schenck adhesives continued to be honored, or perhaps existing stocks continued to be sold until replaced by Bouton's own adhesives.

Acknowledgements

I would like to acknowledge the help of John Bowman and Larry Lyons. Their kind help in providing me with information from their files, Richard Frajola for his detailed examination of the **Figure 1** cover, and Ellen Stuter of the APRL for her work in tracking down auction sales.

Editor's Note: More on Dupuy & Schenck will appear in our next issue. If you have some information to contribute please let us know.

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California Penny Post Co.

By
Larry Lyons

This research article will have a complete analysis of the stamps, covers and envelopes of the California Penny Post Co. The line items in *The Scott Specialized Catalogue* of 2005 for the California Penny Post are virtually the same as can be found in all *Scott Catalogues* back to 1988. My research will show the many omissions in this section and try and correct the fallacies. I will point out the various printing errors on the envelopes and by analyzing the printed notations on the envelopes attempt to explain the previously unexplained use of multiple U.S. regular issue stamps on some covers. I will also postulate on other unexplained anomalies. A census of several of the various envelopes will be presented as well as a census of the stamps found on cover. The different style envelopes will be presented and their time of usage will be explored. It is important to the understanding of the full operation of this remarkable company to know it's history, local circumstances and modus operandi. This business was a sort of early special delivery or special handling of prepaid mail to and from the U.S. Post Offices.¹

The History

The California Penny Post Company was incorporated June 25, 1855 by J. P. Goodwin. All further references indicate that Henry L. Goodwin was the agent, superintendent and General Manager of the company which was headquartered in San Francisco.² There are many references, advertisements, and even letters addressed to H. L. Goodwin which support him as being in charge of the California Penny Post Company.

The California Penny Post Company commenced operations as a city delivery post. The firm delivered letters deposited with them to the government post office in time for the outgoing mails. When incoming mails arrived, the company distributed throughout the cities where it had offices those letters addressed to it's care.³

The California Penny Post Company announced in the *Herald* the opening of an office in Marysville on June 28, 1855. That ad read as follows: "Letters placed in any of their mail boxes throughout the city, will be delivered in San Francisco to the parties to whom directed immediately upon the arrival of the mail, the entire charge being 8 cents". The breakdown of the initial 8 cents charge was 3 cents for the U.S. postage, and 5 cents for delivering a letter from the U.S. Post Office.

The Penny Post Business

The initial advertisement of the Penny Post Company (June 26, 1855) stated that they were in business to transmit letters, papers and other matter that could be mailed, including daguerreotypes and small parcels between San Francisco,

¹ Private Printed franks on U.S. Government envelopes, Austin P. Haller, page 70.

² The Philatelic Gazette of June 1917.

³ Western Expresses, October 1990, Robert O. Livingston, page 33.

Sacramento, and Marysville and between San Francisco and Stockton, at the rates of five cents if prepaid, and ten cents if not prepaid, for each single letter weighing not more than half an ounce. They advertised that “Letters for San Francisco, Stockton or Marysville enclosed in the envelopes of the Penny Post Co. and deposited in any post office including the one at Sacramento will be delivered promptly on the arrival of the mails. Letters for Sacramento if wanted before 9 o’clock should not be deposited in the post office, but will be transmitted from our office outside the mails.” This initial advertisement was illegally avoiding the government post office.

The Penny Post Company stated that “By authority of the agent of the Post Office Department, the Penny Post Company has a box on board the Sacramento and Stockton boats. Letters deposited in those boxes up to the time of departure will be delivered at the earliest business hours.”

The Penny Post Company commenced city delivery from their offices at 6:30 a.m. They commenced additional deliveries at 1 p.m. and 4:30 p.m. They received letters at their boxes until a half hour before they departed to make deliveries.

The Offices

The initial operations of the Penny Post were confined to four cities as indicated on the envelopes themselves with offices located as follows:

<u>City</u>	<u>Office of The Penny Post</u>
San Francisco	135 California Street, One door below Montgomery
Sacramento	Next to the Post Office
Stockton	At the Post Office building
Marysville	at Messrs. Force & Co.

The Postal Laws

1. Act of 1845. This act prohibited private expresses from carrying matter that could be mailed, over roads that had been designated as postal routes.
2. Act of August 31, 1852. With this act Congress nullified the Act of 1845. The Postmaster General admitted awareness that the illegal conveyance by expresses was common and now legitimized the practice as long as such mail was in stamped envelopes. In effect this legalized California’s already common practice, but also required the expresses to carry only prepaid mail.
3. Act of March 31, 1855. Effective April 1, 1855 all domestic mail must be prepaid with affixed postage stamps or be placed in stamped envelopes after January 1, 1856.⁴
4. Act of January 1, 1856. Unstamped letters were expressly forbidden from this date onward.

The provisions of 1855 and 1856 incensed the California express companies because the postal system in California was operating ineffectually and the express companies were delivering most of the mail. They objected to the use of government envelopes especially on mail handled exclusively by an express

⁴ Letters of Gold, Jesse L. Coburn, U.S.P.C.S. & PF, 1984, page 56.

company. They objected to a required 10¢ rate for distances over 3000 miles when an express company could deliver to the ship and have the mail picked up by express at the destination. The expresses considered this regulation to be an illegal tax especially since the U.S. mail service within California was of doubtful use.

The Postmaster Objects

Almost immediately the California Penny Post Company felt the wrath of the U.S. Post Office. On July 4, 1855, Mr. Charles L. Weller, the postmaster at San Francisco met with Henry L. Goodwin to voice his objections to the operations of the California Penny Post Company. The complaint by the Post Office was based on the Act of August 31, 1852. The earlier Act of 1845 prohibited private expresses from carrying matter that could be mailed, over roads that had been designated as postal routes. In California the Act of 1845 was ignored. The Act of August 31, 1852 was drafted by the Postmaster General to legitimize the illegal conveyance of mail by express companies “as long as such mail was in stamped envelopes”. The rule in effect required the expresses to carry only prepaid mail and the postmaster at San Francisco was intent on enforcing this law. Mail was not to be carried between cities by express; only the government post office was to be used. The U.S. Postage rate between the cities in California was three cents. All subsequent letters handled by the California Penny Post Company are predominately seen with three cents U.S. postage.

The Act of March 31, 1855, effective April 1, 1855 mandated that all domestic mail must be prepaid with affixed postage stamps.

After more initial problems with the San Francisco post office, the *Herald* reported on July 28, 1855 that “The Penny Post now has adopted a new sort of envelope which answers every purpose and makes the system work like a charm.” No one previously has ever indicated the various types of Penny Post envelopes by color. The types of envelopes created were as follows:

The Early Penny Post Envelopes			
Scott #	Value	Indicia	Envelope
34LU1	Paid 2	To the Post Office Care of the Penny Post	white
34LU3	Paid 5	From the Post Office Care of the Penny Post	buff
unlisted	Paid 5	City Delivery Care of the Penny Post	yellow
34LU4	Paid 7	To and from the Post Office Care of the Penny Post	orange

Further adherence to the post office objections required the use of three cent prepaid U.S. government envelopes U9 (white) and U10 (buff). These types of California Penny Post envelopes were as follows:

Scott #	Value	Indicia	Envelope
34LU1a	Paid 2	To the Post Office Care of the Penny Post	U10 buff
34LU3a	Paid 5	From the Post Office Care of the Penny Post	U10 buff
34LU(4a) unlisted	Paid 7	To and from the Post Office Care of The Penny Post	U10 (light buff)

The Penny Post Expands

Within a few months of opening, the Penny Post expanded its services to include nine cities. The earliest documented use of the new envelopes created to advertise this purpose is September 4, 1855 on type 34LU11B. **Figure 17** shows the back of this style envelope. **Figure 9** shows the front of a 34LU7 envelope showing nine cities of operations. The five new city offices were at Benica, Coloma, Nevada (Cal.), Grass Valley and Mokelumne Hill, in addition to the original four offices at San Francisco, Sacramento, Stockton and Marysville.

The Penny Post Acknowledges Doing an Express Business

What follows is a letter from H. L. Goodwin, the superintendent of the Penny Post to the Postmaster General of the United States. The letter is dated August 4, 1855, just a little over a month after the Penny Post Company began business.

"I now beg to inform you most respectfully that the Penny Post Co. which I represent is not an express company.---We aim to have all our letters go by MAIL, and we "express" them only when the postmasters so neglect their duty that it becomes necessary to do so.

Between this city and Sacramento we send from 150 to 200 letters per day. As the Postmaster there will not open the office till 8 o'clock, we are compelled to send by express. So, between this city and Marysville, we forward letters daily, and mail all that we can; but as there are many letter received after the mails are closed, we send those by express to Sacramento, where the boat arrives at not later than 12. But as the Sacramento postmaster closes the mail at 9 P.M., (though it does not leave the office till 6 A.M.) we have to pay the stage for taking up our bag. THIS IS WHY WE DO AN EXPRESS BUSINESS, not because we desire to, but because we are compelled to.----"

Breaking the Law

It was illegal to convey mail by express except in stamped envelopes either using U.S. stamps or a prepaid U.S. Government envelope. The act of March 31, 1855 and effective April 1, 1855 was being violated by the Penny Post Company. **Figure 33** shows a Penny Post envelope created for city delivery. The envelope reads "City Delivery. Penny Postage PAID. 5." The rate is the Penny Post rate for delivery east of Taylor and Fourth Streets. This would be a totally out-of-the mail carriage. The rate could also cover the delivery of a letter from the post office. If it was from the post office this small envelope would have been within a larger envelope addressed to the Penny Post and possibly containing two or more of these letters in the same envelope. As long as the weight did not exceed a half-ounce the outer envelope would have had only three cents U.S. postage. This was against the law. In the Jarrett sale at Christie's, October 10, 1990, Lot 1175 we find one of these unstamped envelopes and a notation that these were reportedly only used in 1855. These envelopes were forbidden after January 1, 1856. These were replaced by the envelope shown in **Figure 31**. The top of the envelope reads as follows:

"Letters enclosed in this envelope *alone* cannot be forwarded, as the postage is not Paid. Seal your letters, then enclose in envelope addressed to the Penny-Post Co. Write plain. Give occupation, number and name of street when known."

The notation added to the envelope seemingly explains the law which was probably being violated.

It is my belief that the post office caught some of these letters addressed to the Agent of the Penny-Post and charged for the additional letters contained within as if they were individual letters. This was the law. The cover shown in **Figure 11** is an example of four stamps on one envelope which could mean a total of four letters were contained in the one envelope. The government was not going to be deprived of their postage.

In support of this theory it is noted that some envelopes contain the printed statement "letters enclosed in this envelope should not be sent by mail." Was this a notice to the Penny Post agent to open and deliver the enclosed letters separately? At least one cover has indications that the post office detained the letter for postage.

Trouble Continues

In order to curtail the operations of the Penny Post Company the Postmaster in San Francisco decreed an enormous charge for box rental for mail addressed to the care of the Penny Post. The cover shown in **Figure 22** indicates the Penny Post box Number 5150. Box 5150 was not the only Penny Post box. A 34LU14 cover dated February 21 (1856) has box 5005 noted at the bottom.

H. L. Goodwin responded by sending out the following letter to its customers:

Office of the Penny Post Co.

GENTLEMEN:

We mail you this from a neighboring town—a town through which the mail and two expresses pass daily—too small to support an express agency, yet having a post office.

Please observe the date of the post-mark, as we wish to demonstrate to you, that your letters can be brought by mail and delivered at your doors by the Penny Post Co. with equal promptness and at cheaper rates than charged by the Express Companies; and this, too, notwithstanding the numerous obstacles the Postmaster at San Francisco has thrown in our way in order to retain the onerous imposition of Box Rents, which nearly equal if they do not fully exceed ALL the postage collected in your city.

On the subject of Box Rents, allow us to make a suggestion: The first \$500 of each quarter's

box rent go to the Post Master. Every dollar that is thus paid may be considered by him as an endorsement of his conduct. On the other hand, every dollar that is withheld may also be considered by him as evidence of your disapproval of his conduct.

Yours,

THE "PENNY POST CO."

PER H. L. GOODWIN, Supt.

The Printed Envelopes

The reader is urged to understand the different *Scott Catalogue* listings to be able to easily distinguish the different types. A great many auction or dealer descriptions make errors in the *Scott Catalogue* numbers. Some of this is attributed to the missing listings for various items. Hopefully this article will lead to corrections to the *Scott Catalogue* and fewer errors in the future.

The PAID. (Rate) Type (*Scott 34LU 1-4*)



The large boxed PAID. (rate) envelopes with the function of the particular envelope written over the PAID.(rate) were the first envelopes used by the Penny Post Company. These envelopes can be found without U.S. government stamps, having traveled out of the mail, or with U.S. stamps or on government prepaid 3¢ U.S. envelopes either white (U9) or buff (U10). **Figure 4** shows a PAID.5 yellow envelope with "City Delivery Care of the Penny Post Co." inscribed over the PAID.5. **Figure 6** shows a PAID.7 orange envelope with "To and from the Post Office Care of the Penny Post Co." **Figure 5** shows a PAID.5 buff U.S. envelope U10. **Figure 7** shows a PAID.7 buff U.S. envelope U10 which is not listed in the *Scott Catalogue*.

Most of the PAID. (rate) envelopes were used from the June 25th business opening date thru August of 1855. The earliest date I have recorded is July 10. Perhaps an earlier date will surface within those first two weeks of operation.

Some of the PAID. (rate) envelopes got used in the period after August 1855. Some of these have lines thru the "care of" portion of the message at the upper left. I note one with a U.S. 3¢ #11 stamp dated Oct. 6. See **Figure 1**, which is a 34LU1 envelope.

The cover shown in **Figure 2** has a U.S. 1¢ 1851 stamp. This was to pay the drop rate for mail brought to the post office to be picked up by the addressee. Since this a Penny Post envelope, the Penny Post made the pick up and delivered the letter. The Penny Post advertised that "Letters for Sacramento if wanted before 9 o'clock should not be deposited in the post office but will be transmitted from our office outside the mails". This cover could very well be one of those transmissions. There is no post office cds. It is likely that this cover was carried illegally outside of the mails.



Figure 1. 34LU1. PAID. 2 on white with U.S. 3¢ #11, carried out of the mails by Wells Fargo & Co. Express from San Francisco. Harmers (Dale-Lichtenstein) May 13, 1004, Lot 1044.



Figure 2. 34LU1 PAID. 2 on white with U.S. Type IV 1¢ 1851 #9, with Penny Post San Francisco double-line circle. Christies, Robson Lowe (Grunin), March 25, 1987, Lot 14.

The cover shown in **Figure 3** seems to be different. The word "CIRCULAR" appears at the top right.



The Oval Vermilion Type (Scott 34LU6-7)

The 7¢ vermillion envelopes with *Scott Catalogue* designations 34LU6 and 34LU7 are on U.S. envelopes U9 and U10 respectively. The U10 envelope is quite common. Most of these envelopes can be found used during the September, October and November 1855 time period. There are, of course, occasional later usages. **Figure 8** shows an example of a 7¢ vermillion on buff envelope (34LU7) which had to have been printed earlier than most of the envelopes of this type. I note this because only eight cities of operation are listed and service from Mokelumne Hill is not yet indicated. This envelope was probably printed before August 1855. This cover was not used until January 17, 1856. Only a few covers are known with Mokelumne Hill either deleted or not yet appearing. I don't believe that service was discontinued to this city at some point because there are many envelopes with nine cities listed.

The 7¢ vermillion California Penny Post envelopes were printed and embossed by George F. Nesbitt who printed the U.S. government U9 and U10 envelopes. This conclusion has been drawn by the color of the ink.



The Boxed California / Penny Postage. / PAID (rate) Type (Scott 34LU13A, 14, and 15)

The large boxed California / Penny Postage. / PAID 5 or PAID 7 envelopes are *Scott Catalogue* listed as 34LU13A, 34LU14 and 34LU15. These envelopes can be found in eight different varieties. Only three are currently listed in the *Scott Catalogue*. The messages on the envelopes are meaningful and give indications as to when each type was printed. **Figure 30** shows one of the earliest types. This envelope is on yellow paper. The message indicates delivery in "San Francisco, Sacramento, Marysville and Stockton, and in these cities only for the present". As previously indicated the Penny Post had service to nine cities by September 4, 1855. This message places the printing of this yellow envelope in the June-August 1855 time period. It is also noted that a back pencil notation indicates a June 28 date. In these very early printings the word daguerreotype can be found misspelled, ending in "tpyes" with the "p" and "y" reversed.

It is also noted that Adams & Co. in California went out of business on February 23, 1855. On March 2, 1855 a group of Adams & Co. employees started the Pacific Express Co. with an office in San Francisco. The mail to Adams & Co. was probably directed to them. The Penny Post also carried mail addressed to Daniel Haskell, the previous manager of the Adams & Co. in California.

The cover shown in **Figure 23** is similar to the yellow envelope just discussed. The message is the same with daguerreotypes misspelled and four cities of operation "only for the present". This type is preprinted "To Agent Penny-Post Co. /San Francisco,/ Cal." in large bold letters. The datestamp is Marysville May 6

(1856) which means this envelope lied around a while before being used. It was probably printed in August 1855.

Figure 21 is another type of early envelope printing from the June-August 1855 time period. This cover is datestamped July 27 (1855) from Knights Ferry. This is a PAID 5 envelope which is *Scott Catalogue* listed as 34LU13A. It is a buff envelope. The message is the same as the previously discussed yellow envelope with the daguerreotypes misspelling. This envelope indicates "Copy-Right Secured." It is also pre-addressed "To Agent of the Penny-Post Co. The message states "Seal your letters and direct it as usual; then enclose the same in this envelope, writing nothing thereon except the town or city where the letter is to be delivered. **It is unlawful to enclose in an envelope letters to more than one address.**" Was this a result of H. L. Goodwin's meeting with the San Francisco postmaster on July 4, 1855? Were they previously enclosing more than one letter in an envelope? This seems likely.

A fourth type of early envelope is shown in **Figure 24**. This envelope has a *Scott Catalogue* listing as 34LU14. It is a buff envelope and has no place for a government stamp. The message at the top says "Letters enclosed in this envelope alone cannot be forwarded, as the postage is not paid. Seal your letter, then enclose in an envelope addressed to the Penny-Post Co." Could more than one of these envelopes been enclosed "To The Agent of the Penny-Post Co." and have attempted (or succeeded) in avoiding the government postage? This is a PAID 7 envelope which is 2¢ for pick-up and 5¢ for delivery. Could this envelope have been used out-of-the-mails and illegally avoided the post office? H.L. Goodwin admitted as much in his letter to the Postmaster of August 4, 1855 but he said "we do this not because we desire to but because we are compelled to."

Figure 25 is a 34LU14 envelope with a 3¢ #11 stamp. This is a buff envelope and is *Scott Catalogue* listed without a subtype. The word daguerreotypes is misspelled.

Figure 28 is a sixth example of a very early type envelope. This type has a different message than the three examples of PAID 5 or PAID 7 (34LU14, 34LU15) just shown. This message has five towns of service with Coloma being added to the original four cities. The message here is the predecessor to that found on the 7¢ vermilion envelopes. In this early message the word "letters" is misspelled as "leters" with only one "t". The words "Copy-Right Secured" appear below the PAID 7 box. This is a U10 envelope. The cover is datestamped September 17, (1855), San Jose and traveled thru the government post office to San Francisco.

Figure 29 is an example of *Scott Catalogue* listed 34LU15 on a U9 envelope. This envelope has the words Daguerreotypes spelled correctly. The style of the envelope is different and the note at the bottoms says "Letters enclosed in this envelope should not be sent by mail". This envelope was sent by mail from San Jose to San Francisco. The datestamp from San Jose is September 18, (1855). At the very top the postmaster, presumably at San Francisco, required the payment of an additional 6 cents. Either there were a total of three letters (my belief) or the weight exceeded the allowable half-ounce by three times.



Figure 3. 34LU1. PAID. 2 with additional word "CIRCULAR". This cover was held for postage and has 4-3¢ 1851 stamps. Frajola, December 14, 1985, Lot 173.

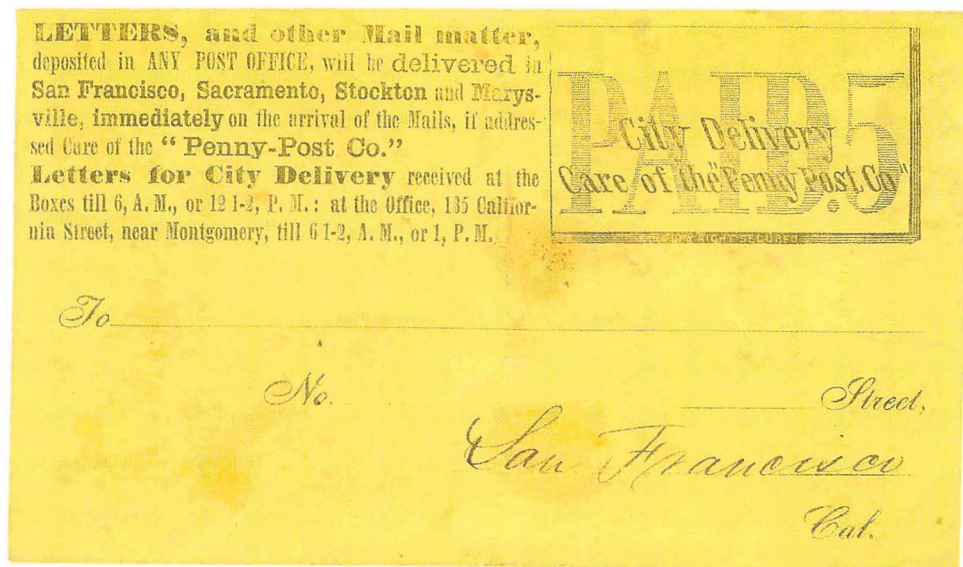


Figure 4. Proposed 34LU3A. PAID. 5 "City Delivery Care of the Penny Post Co." on yellow.

Figure 27 is a printed envelope just like the white one just described. This is a buff U10 envelope and should have a separate listing.

These are the eight main varieties of the 34LU14 and 34LU15 envelopes.



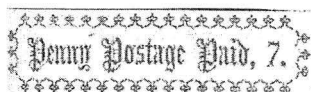
**The Long boxed "PENNY-POSTAGE PAID", (rate) Type
(*Scott* 34LU8-11, and 11C)**

The long rectangular block lettered envelopes with *Scott Catalogue* designations 34LU8-11 and 11C have a thin inner and outer border with a bolder border between. These envelopes are either PENNY-POSTAGE PAID, 5. or PENNY-POSTAGE PAID, 7. The very top of the envelope always reads "TO THE PENNY POST CO." Sometimes there is a small line at the bottom of the envelope which reads "The party whose name is on this Envelope is hereby authorized to open the same and appropriate its contents." **Figure 10** is the PENNY-POSTAGE PAID, 5. envelope on buff without an indicia (34LU9). **Figure 12** is the PENNY-POSTAGE PAID, 7. envelope on white with a 3¢ indicia U.S. U9 (34LU10a). The envelope shown in **Figure 13** is a PENNY-POSTAGE PAID, 7. envelope on buff without an indicia but with a US 3¢ #11 stamp and **Figure 14** is a PENNY-POSTAGE PAID, 7. envelope on buff with a 3¢ indicia U.S. U10 (34LU11a).

Figure 16 shows the buff "Collect Penny Postage" (no denomination) envelope which is *Scott Catalogue* listed as 34LU11C. It is listed as picture type L98A which it isn't. It is of this type but with different words as indicated obliquely in the *Scott Catalogue*.

A third printing of this type of envelope has a very small "care of" between the top "TO THE PENNY POST CO." and the rectangular boxed "PENNY-POSTAGE PAID, 7." This printing is in blue on U.S. buff envelope U10. An example of this type can be seen in **Figure 15**. This blue printing with the small "care of" deserves a new separate listing in the *Scott Specialized Catalogue*.

I note that the 34LU9-11 series was used between October 1855 and the end of the post in June 1856.

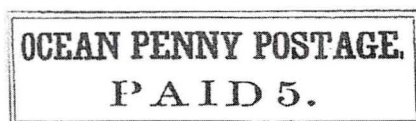


**The Ornate Border Type
(*Scott* 34LU11B and 12)**

The design with an ornate border on buff envelope U10 (34LU11B) can be found used during the same October 1855 to June 1856 time period. The ornate border on the white U9 envelope is quite rare but the few known examples indicate usage on September 7, 1855 and January 19, 1856. It might be true that the Penny

Post predominately bought buff (U10) envelopes and only a few white envelopes were purchased. There may have been a limited number of white U9 envelopes available in California.

The back of the 34LU11B envelope, with Penny-Postage Paid, 7. in an ornate border is worth noting. See **Figure 17**. Here we see a listing of the nine cities of usage. The 34LU11B is on buff U10 and the 34LU12 is on white U9. Both have the same printing on the back. These envelopes came after the 34LU13A, 34LU14 and 34LU15 printing which had at least eight varieties. **Figure 19** shows an unlisted collect Penny Postage, 10. envelope on U10 with an ornate border.



The Ocean Penny Postage| PAID 5. Type (Scott 34LU13)

There is only one known cover of this type. It is shown in **Figure 18**. This cover has the Penny Post circular origination handstamp from San Francisco. The cover was sent to Canada via Nicaragua. The cover has two 1¢ 1851 stamps and one 3¢ 1851 stamp. Another stamp of higher denomination has been removed from the cover. The stamps on the cover are tied by handstamps reading "N. York Steam Ship". The *Scott Catalogue* designation of this type of envelope is 34LU13.

Additional Unlisted Envelopes

The Penny Post advertised a rate of five cents for delivering a letter from the post office if prepaid. (See **Figure 46.**) Penny Post envelopes were available for purchase for five cents on which the patron would provide the government stamp by purchase at the post office. The patron would save two cents by bringing the letter to the post office himself. A letter could also be sent collect at the double rate of ten cents. One Penny Post advertisement stated that they would provide delivery at 7 am. for 5¢ if prepaid and 10¢ collect. The Penny Post also provided envelopes for this purpose. **Figure 19** is such an envelope. This cover addressed to Mr. John H. Moody bears the Penny Post handstamp of San Francisco. This envelope did not go to the post office (no post office cancel) and was delivered to Sacramento where the ten cents was collected from Mr. John H. Moody. The left side of the envelope has the list of nine cities serviced by the Penny Post. This list wording and frame are not the same as is found on the 34LU11B and 34LU12 covers (See **Figures 17 and 20**). This cover is on a buff U10 envelope. Since the style is similar to the 34LU11B and 34LU12 envelopes it is suggested that this unlisted cover should be added after those two listings.

The cover shown in **Figure 16** is another example of a "Collect Penny-Postage." envelope. This is similar to the rectangular boxed envelopes which have *Scott Catalogue* designations as 34LU8-11. This item is *Scott Catalogue* listed as 34LU11C. The figure is given as picture L98A with "Collect Penny Postage" (no denomination). The cover shown here has a 3¢ 1851 stamp. The envelope is buff.

Figure 34 shows a cover that has a message that is similar to the boxed CALIFORNIA| Penny Postage.| PAID (rate) series that has *Scott Catalogue* listing as 34LU13A and 34LU14-15. The message is different, however, and daguerreotypes is misspelled. There is a box around where the U.S. stamp is to be placed with the message "POSTAGE must be PRE-PAID." inside the box. The ornate box matches the ones on the 34LU13A and 34LU14-15 types of envelopes. The cover shown has a manuscript notation at the bottom which reads "These letters detained". The government objected to the operations of the Penny Post and held back mail addressed in Care of the Penny Post or to the Agent of the Penny Post Co. This resulted in a lawsuit and the ultimate end of the Penny Post Co.

The cover shown in **Figure 32** was designed strictly for City Delivery. The envelope reads "City Delivery. Penny Postage Paid." An unused similar envelope has "Copy Right Secured" printed under the top line. The San Francisco at the bottom may indicate the usage of these envelopes only in San Francisco. These light buff envelopes were intended to carry mail that did not pass thru the government post office. The back of the envelope bears the following message at the bottom:

"To secure dispatch Letter-writers will please bear in mind the importance of describing the *place where* a letter should be delivered. They will also much facilitate the convenience of all by giving their own address *on the envelope*, as well as in the letter; as by this means, answers will be the more promptly delivered: and beside, such letters as fail to reach the parties addressed, can be, at once, returned to their writers."

The Penny Post was indeed a forerunner of mail delivery facilitation by requesting return addresses. On the Penny Post envelope shown in **Figure 25** they printed a message "To Write Plain. Give Occupation, number and name of street when known". Some patrons complied and wrote "architect" which could have facilitated delivery, certainly a street address was very helpful, since there was no city directory.

The cover shown in **Figure 33** is very similar to the previous one. This one says "City Delivery. Penny Postage Paid. 5." The words "Copy-Right Secured" appear under the top line. This is a smaller envelope and more than one could easily fit inside the various other envelope types.

Manuscript "Penny Post"

Figure 37 is a 3¢ U10 envelope which traveled out of the mails on the steamer, Guadalupe. It is addressed to Mr. H. L. Goodwin, in San Francisco, the proprietor of the California Penny Post. The manuscript "Penny Post" indicates by whom this cover was transported.

Manuscript PP

One student of the California Penny Post topic has pointed out what looks like a manuscript "PP" as being the initials of the Penny Post. A cover with this ms notation is shown in **Figure 49**. This discovery is attributed to Richard Frajola.

Advertising "East to California" Service

The California Penny Post Co. advertised the following:

"Prepared envelopes from the East to California, Ten Dollars per Hundred; for the Atlantic States, via Nicaragua, Fifteen Dollars per Hundred."⁵

An example of this advertising card is shown in **Figure 47**.

Misdescribed

Care should be used in reading auction catalogue listings for the California Penny Post Co. section. Mistakes are often encountered. Sometimes the catalogue number listed does not match the style of envelope being shown. The boxed "PENNY-POSTAGE PAID, 7" is *Scott Catalogue* listed as 34LU11 without an indicia and is 34LU11a if on a US buff U10 envelope. These are often improperly tagged. Also the PENNY POSTAGE, 7 in an ornate border is *Scott Catalogue* listed as 34LU12 on a US white U9 envelope and 34LU11B on a US buff U10 envelope. Sometimes these are confused with the boxed type listings. At least ten types of envelopes are not listed in the *Scott Specialized Catalogue* and some of these have been incorrectly described. The missing listings have also led to description errors.

Handstamps

There are at least ten known covers and newspapers with circular Penny Post handstamps and no Penny Post Company frank. Many of these covers were carried out of the mails. **Figure 35** is such a cover. It is marked "Per Northern Lights" and traveled on the Nicaragua line in advance of the mails to San Francisco. The circular handstamp is of the Penny Post Co. in San Francisco. Other covers are known carried by the Penny Post to this addressee.

Figure 36 shows a cover which was taken to the post office by the Penny Post Co. in San Francisco. It is addressed to Mrs. Sarah Haskell in Fitchburg, Massachusetts. The U.S. stamp is a 10¢ green type II which is *Scott Catalogue* listed as US #14.

Large Boxed Handstamp

The partial cover shown in **Figure 48** has a large handstamp on the indicia which reads "POSTAGE PAID| the PENNY POST CO." There seems to be a double border which is heavier at the outer line and is indented at the corners. Nothing is known about this handstamp. There is no indication that this cover went thru the post office so it traveled out of the mails. The seven cent rate would cover pickup and delivery at another city. Did the Penny Post Co. collect the three cents just to pay for the envelope? This is the case on most letters that they carried out of the mails.

Spelling Errors

The following list of spelling errors are noted on California Penny Post covers and advertising cards.

⁵ Western Express, January 1955, A.J. Hertz, page 4.

34LU13A, 34LU14	"Daguerrotypes" misspelled "Daguerrotpyes"
Also 34LU15(A) on yellow	"Daguerrotypes" misspelled "Daguerrotpyes"
34LU15 var. on U10	"Letters" misspelled "Leters"
Advertising card	"Sold" misspelled "Sald"

The Penny Post Stamps

Nothing has been written about the usage of the stamps of the Penny Post Co. We know that most of the business of this post was done by means of prepaid envelopes. The stamps themselves impart a message. Here is what they say.

	<u>Stamp</u>	<u>Message</u>	<u>Figure</u>
unlisted	Small Paid 2	To The Post Office	41
34L1	Large Paid 2	To The Post Office	38
34L1A	3 cent	City Delivery	39
34L2	5 cent	City Delivery	42
34L3	10 cent	City Delivery	43
34L4	Paid 5	From The Post Office	40

The 5-cent, 34L2, was probably intended for city delivery east of Taylor and Fourth Streets. See **Figure 42**.

The 10-cent, 34L3, was probably for city delivery west of Taylor and Fourth Streets. See **Figure 43**.

The stamp shown in **Figure 41** is an unlisted genuine stamp. This stamp was known by the 1860 forgers who imitated it. The genuine stamp has a Philatelic Foundation certificate.

The above two deductions are from the "Rates of Penny Postage if prepaid by Stamps." See **Figure 46**.

There is only one example of the "PAID 2" stamp (34L1) on cover. See **Figure 38**.

There are three known covers with the 3-cent, *Scott Catalogue* designated 34L1A stamp. One cover went from Marysville to Brooklyn, New York and is dated August 9 (1855). See **Figure 39**. The other two covers went from Downieville to New York and are dated September 20, 1855 and October 17, 185(5) respectively.

Could the 3¢ Penny Post stamp on the three known covers be for catching the Overland Stage? This would be city delivery of a special nature.

The pair of stamps shown in **Figure 44** is a trial color in reddish brown. This item should be designated 34L1A-TC.

There are at least ten known covers with the large "Paid 5 From The Post Office" stamp, *Scott Catalogue* designated 34L4. See **Figure 40**. All except one of these covers traveled east by steamer. This could indicate that this stamp was for special delivery to the ships. The one cover that did not travel east probably went into the Penny Post mailbag in Sacramento for steamer delivery to San Francisco. This represents an out of the mails express usage.

One theory is that the letters arrived too late for the "Via Nicaragua" ship and the Penny Post was hired to convey the letter to the post office to await the next steamer. I don't see any validity to this theory.

At any rate, the Penny Post was involved and received five cents by sale of a stamp for its services.

<u>Largest Recorded Stamp Multiples</u>	
34L1	Block of 6
34L2	Block of 20 consisting of two panes of 10 (2x5)
34L4	Strip of 3

Newspaper Wrappers

Shown in **Figure 45** are two newspaper wrappers that the California Penny Post Company used for two different newspapers. The wrappers shown here are for the *New York Tribune* and the *New York Journal of Commerce*. The weekly and semi-weekly newspapers had a distribution of 40,000 each issue. These were delivered by the Penny Post Company at rates which varied by city. The Knapp collection shows the rate schedule to 17 cities, reprinted from the *San Francisco Union* of November 8, 1855.

Quantity of Mail Handled

It is my belief that the Penny Post Company over the course of its existence handled between 150,000 and 200,000 pieces of mail. At San Francisco they handled 200 pieces or more each day and they had eight other offices. In all they probably handled about 700 letters per day. They were in business for 49 weeks.

The number of surviving used Penny Post envelopes is around 150. This would be a survival rate of .1% to .075%. For comparison, the known survival rate for 5¢ 1847 covers is .27%. The envelopes of the Penny Post Company were not particularly desirable and were more readily discarded, with the survival rate being less than 1/3 of that of the 5¢ 1847 covers. I believe this to be plausible.

The End Comes

The active hostility of the San Francisco Postmaster was directly responsible for crippling the Penny Post Company business.⁶ Operations ceased after about a year of service due to government pressure.⁷ Undoubtedly the San Francisco Postmaster put an end to the Penny Post's services ending its competition by its authority and ultimately its ability to assume the function for which it was created.

Suggested Changes to the Scott Catalogue

Add the following:

34L1B	Small PAID 2 stamp. List before 34L1
34L1A	On cover, based on PF 350,571
34L1A-TC	Trial color, pair in reddish brown

⁶ Letters of Gold, Jesse L. Coburn, U.S.P.C.S., & PF, 1984, page 64.

⁷ Knapp Sale, California Penny Post, introduction before Lot 1145.

34LU3A	"PAID 5" City Delivery on yellow with a picture
34LU4a	"PAID 7" on U10
34LU11A	PENNY-POSTAGE PAID, 7. Blue on U10
34LU14a	CALIFORNIA Penny Postage. PAID 7 on U10
34LU14b	CALIFORNIA Penny Postage. PAID 7, 5 cities with "Leters" error
34LU15A	CALIFORNIA Penny Postage. PAID 7 on yellow
34LU16	Collect Penny Postage, 10 on U10. Insert after 34LU12
34LU17	Letters enclosed in this envelope <i>alone</i> cannot... on yellow
34LU18	City Delivery. Penny Postage Paid. on buff
34LU18a	City Delivery, Penny Postage Paid 5. on buff
34LU19	The Penny Post Co. No Penny Post value, on U10
34LU4	*

* The only one seen by this author is on an orange envelope.

Cover Forgeries

The cover shown in **Figure 50** has a forged cancel of the circular Sacramento Penny Post Co. handstamp. The addressee has been written in to resemble another known genuine Tandler & Co. cover. A genuine remainder envelope has been used. This is a 34LU3a of which I have been able to identify at least four extremely similar forgeries.

The cover shown in **Figure 51** has counterfeit Wells Fargo & Co. Express Sacramento handstamps. This cover has the addressee written in on a genuine 34LU9 remainder envelope. **Figure 15** shows a genuine Wells Fargo & Co. Express Sacramento handstamp. The period is missing after Sacramento in the counterfeit as well as other lettering variations. I have been able to identify at least six extremely similar forgeries to the same addressee.

At least six covers exist with counterfeit Wells Fargo & Co. Express Sacramento handstamps on 34LU7 remainders. Some have the same addressee as shown in **Figure 51**, but others are addressed to Mrs. Miller & Peabody or Mrs. Ransset Huger Co.

The Stamp Forgeries

Many forgeries of the California Penny Post stamps exist having been made by J. W. Scott and S. Allan Taylor. Both of these forgers also made bogus stamps of this post. A bogus stamp means that the design does not exist as a genuine stamp. **Figure 52** shows the forgery and bogus stamps of the Penny Post Co.

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 - m. Shreves
 - n. Ivy, Shreves & Mader
 - o. Wolfers
 - p. Feldman
 - q. and others

Cover Census

This will be presented in the next issue of *The Penny Post*.

It is hoped that this research article results in significant changes to the *Scott Catalogue* and provides the reader with a complete study of the California Penny Post Company.

The author has not found a 34LU2 cover which is listed as the Penny Post paid.5 in blue on blue paper. Anyone with any information on this type of envelope is urged to drop me a note.

Anyone with any additional information or comments is urged to write to me. New information, corrections and comments will appear in the next issue of *The Penny Post*.

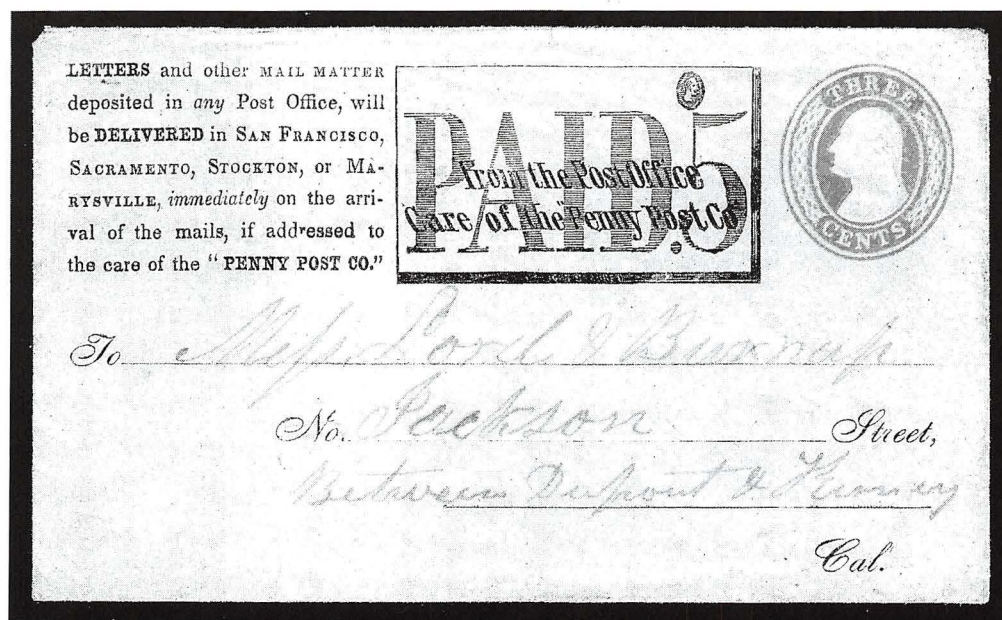


Figure 5. 34LU3a. PAID. 5 "From the Post Office Care of the Penny Post Co." on U.S. 3¢ buff U10. Siegel (Rarities), June 4, 2005, Lot 594.

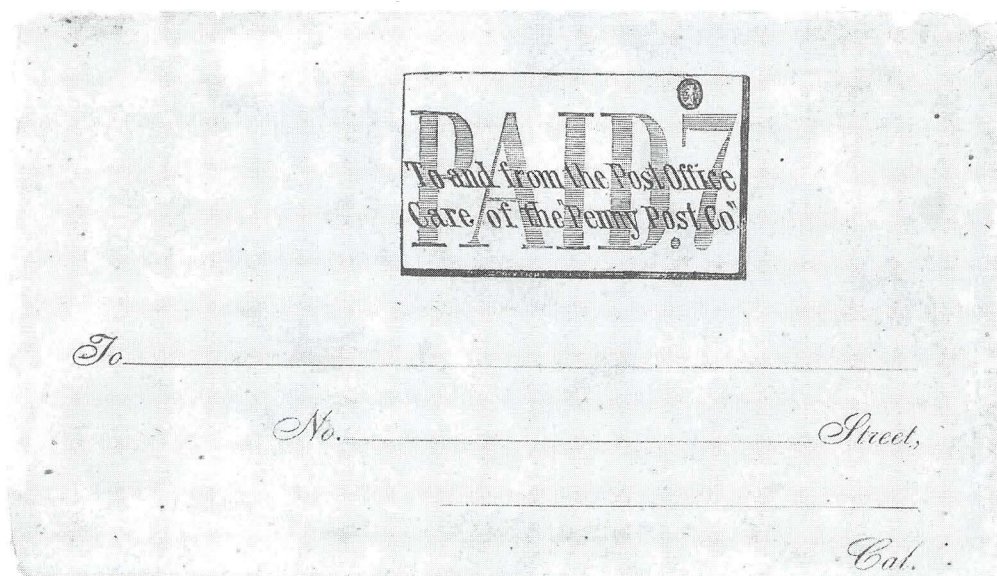


Figure 6. 34LU4. PAID. 7. "To and from the Post Office Care of the Penny Post Co." on orange.

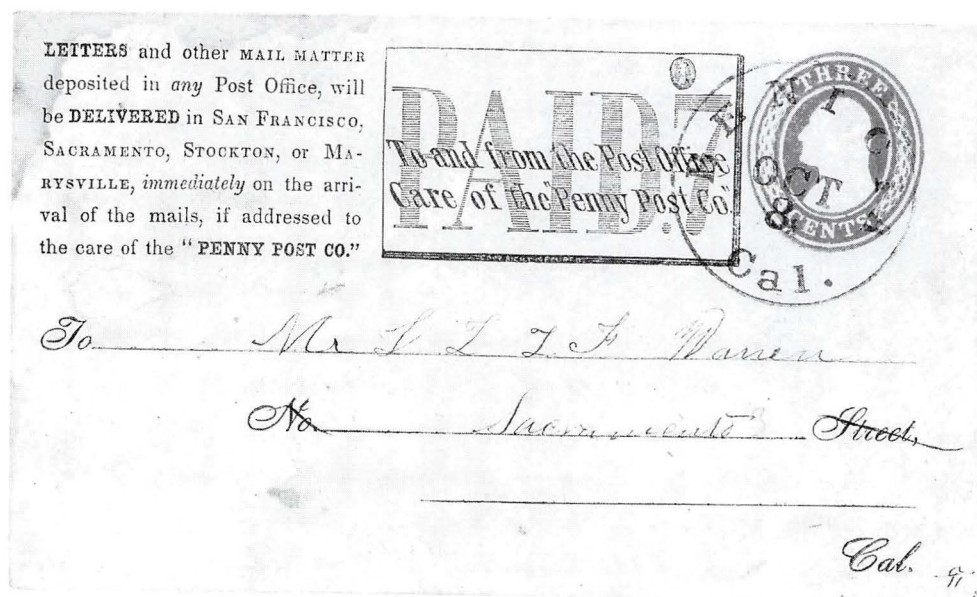


Figure 7. Proposed 34LU4a. PAID. 7. On 3¢ US buff U10, dated October 8, (1855). Siegel, December 13-14, 1994, Lot 1624. PF 23,308.

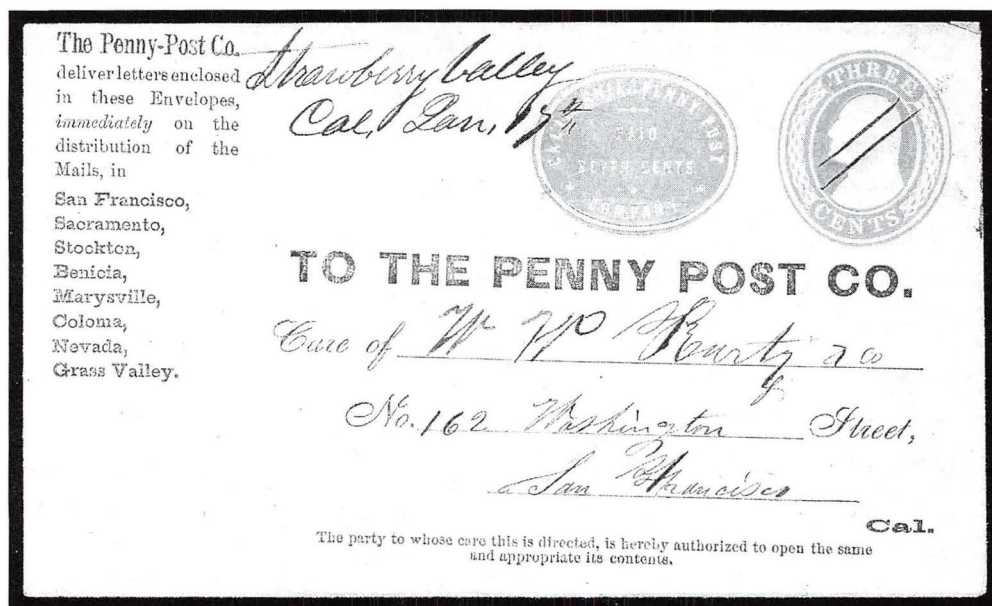


Figure 8. 34LU7. California Penny Post Co. PAID SEVEN CENTS in vermilion (same color as 3¢ red indicia), ms strawberry Hill, Cal., Jan 17, (1856). Eight cities of operation are listed at the left. Mokelumne Hill is not yet listed. Siegel (Rarities), June 4, 2005, Lot 597.

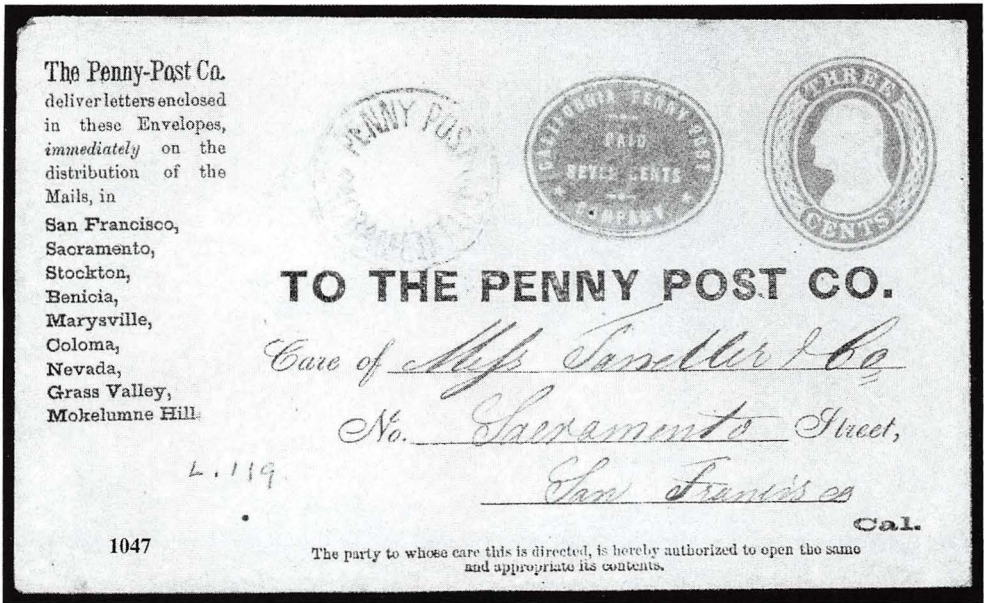


Figure 9. 34LU7. California Penny Post Co. PAID SEVEN CENTS in vermilion. (same color as 3¢ red indicia). Penny Post Sacramento circular handstamp. Nine cities of operation are listed. Harmers (Dale-Lichtenstein) May 13, 2004, Lot 1047.

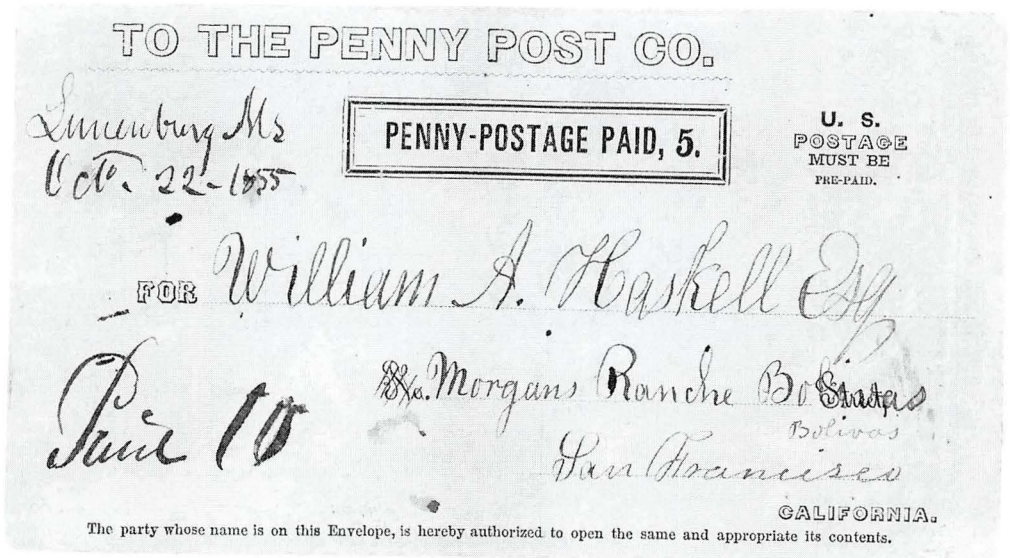


Figure 10. 34LU9 Penny-Postage Paid, 5. On a buff envelope from Lunenburg, Mass. to San Francisco, October 22, 1855.

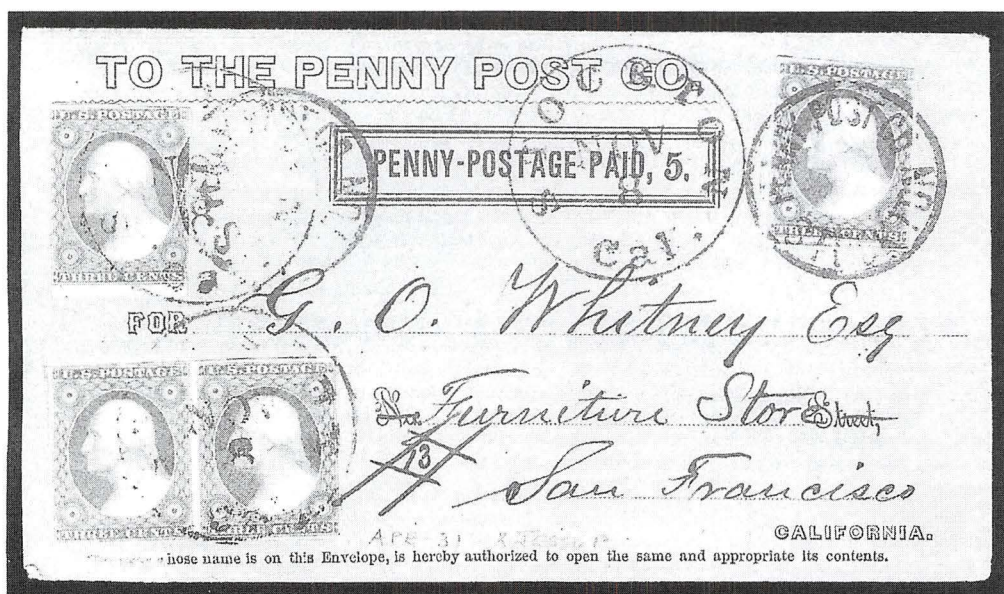


Figure 11. PENNY-POSTAGE PAID, 5. With 4 - 3¢ 1851 stamps, from Stockton to San Francisco. Two Penny Post Stockton circular handstamps and two Stockton, Nov. 8 (1855) cds, Siegel|McCuster, March 30, 2005, Lot 206.

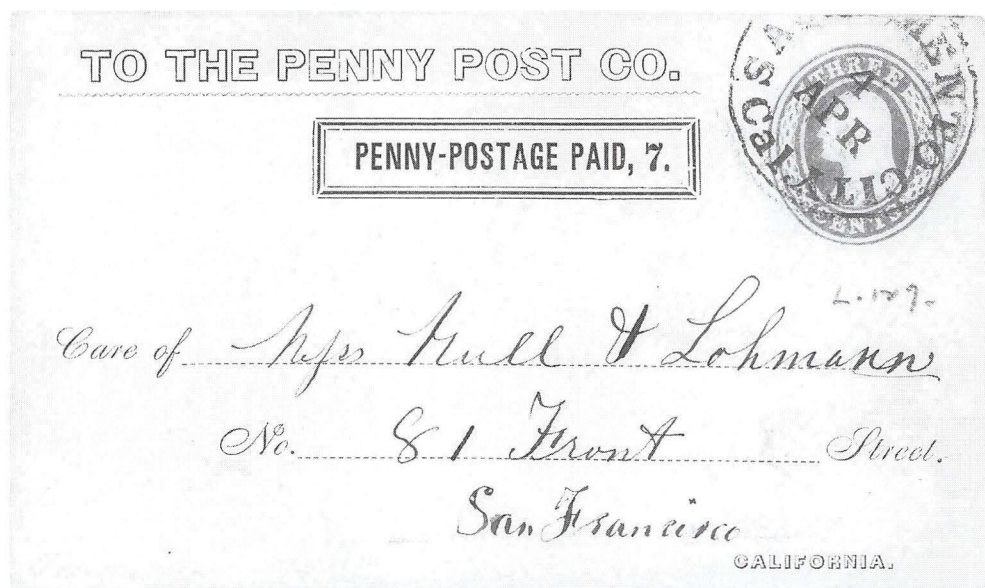


Figure 12. 34LU10a. PENNY-POSTAGE PAID, 7. on U.S. 3¢ white U9, from Sacramento City to San Francisco. Sacramento City cds April 4, (1856). Harmers, September 25, 1997, Lot 258.



Figure 13. 34LU11. PENNY-POSTAGE PAID, 7 on a buff envelope with 3¢ 1851, #11 stamp from San Jose to San Francisco. San Jose cds of Oct. 19, (1855), Siegel (Rarities), June 4, 2005, Lot 598.

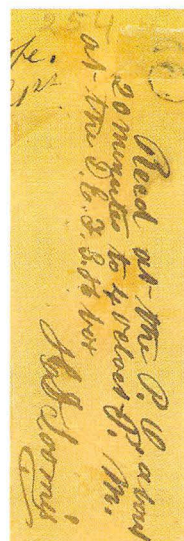
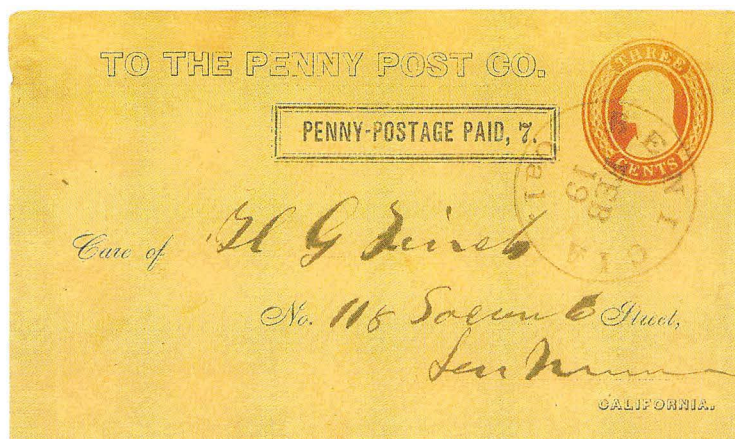


Figure 14. 34LU11a. PENNY-POSTAGE PAID, 7 on a U.S. 3¢ buff U10 envelope, from Benecia to San Francisco. Benecia cds of Feb. 19 (1856). Siegel (Hall), Nov. 13-14, 2000, Lot 532. A portion of the back is shown with a note about Reed written by H.D. Loomis.

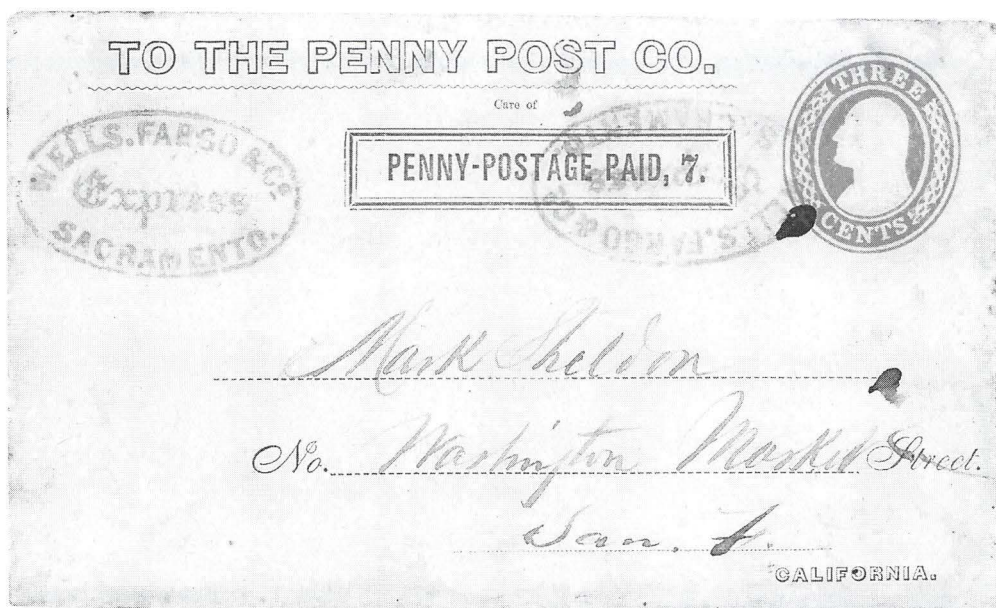


Figure 15. Proposed 34LU11A. PENNY-POSTAGE PAID, 7 in blue on U.S. 3¢ buff U10 envelope from Sacramento to San Francisco. This letter was carried out of the mails by Wells, Fargo & Co. Express as indicated by two red handstamps. The "To The Penny Post Co." and the tiny "care of" are also in blue. Siegel (Golden), Nov 15-17, 1999, Lot 880.

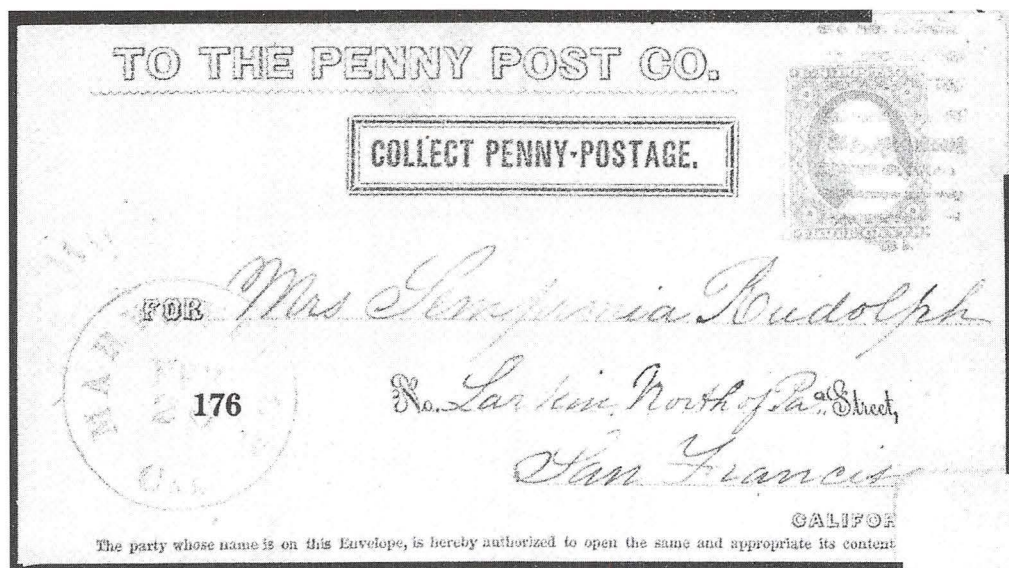


Figure 16. 34LU11C. Collect Penny-Postage. on a buff envelope with a 3¢ orange red 1851 (#11), from Marysville to San Francisco. Marysville cds of Feb. 26 (1856). Siegel, March 25, 1993, Lot 367.

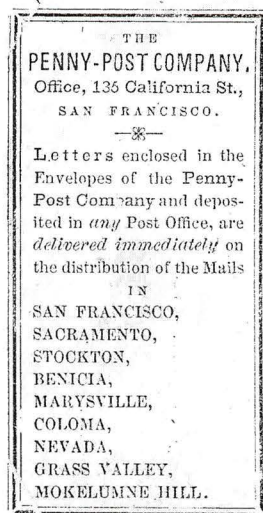
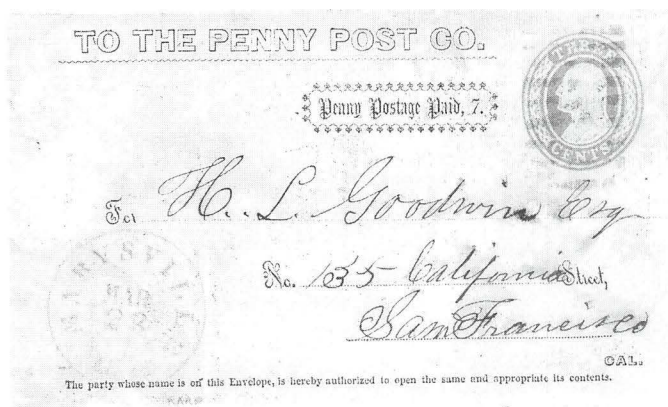


Figure 17. 34LU11B. Penny Postage Paid, 7 in ornate border on US 3¢ buff U10 envelope from Marysville to San Francisco. Marysville cds of March 28 (1856). A portion of the back is shown with a nine cities service list.

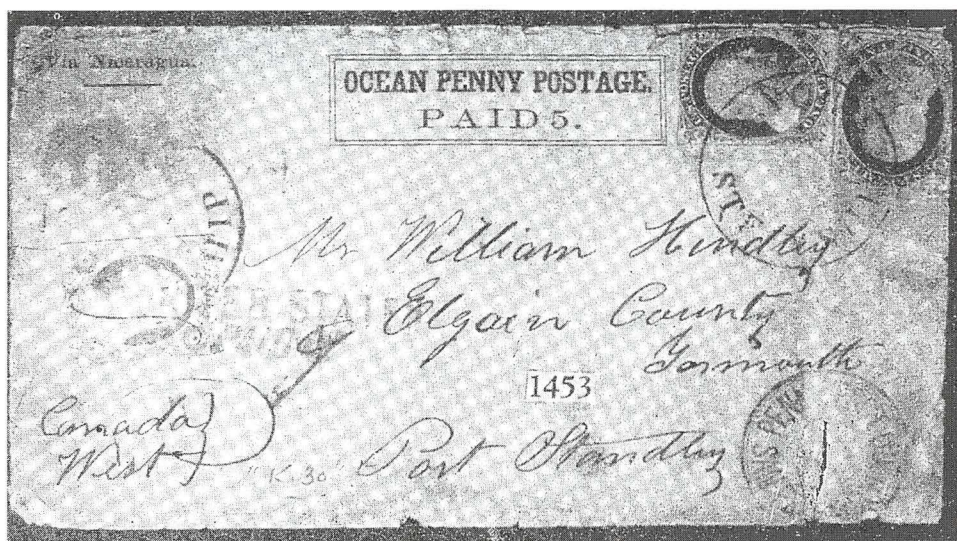


Figure 18. 34LU13. OCEAN PENNY POSTAGE, | PAID 5. in a rectangular border on a buff envelope from San Francisco to Canada with 2-1¢ 1851 stamps and 1-3¢ 1851 stamp. Another stamp has been removed. San Francisco Penny Post handstamp and N. York steamship handstamp. Via Nicaragua from New York to San Francisco. Knapp, May 7, 1941, Lot 1453.

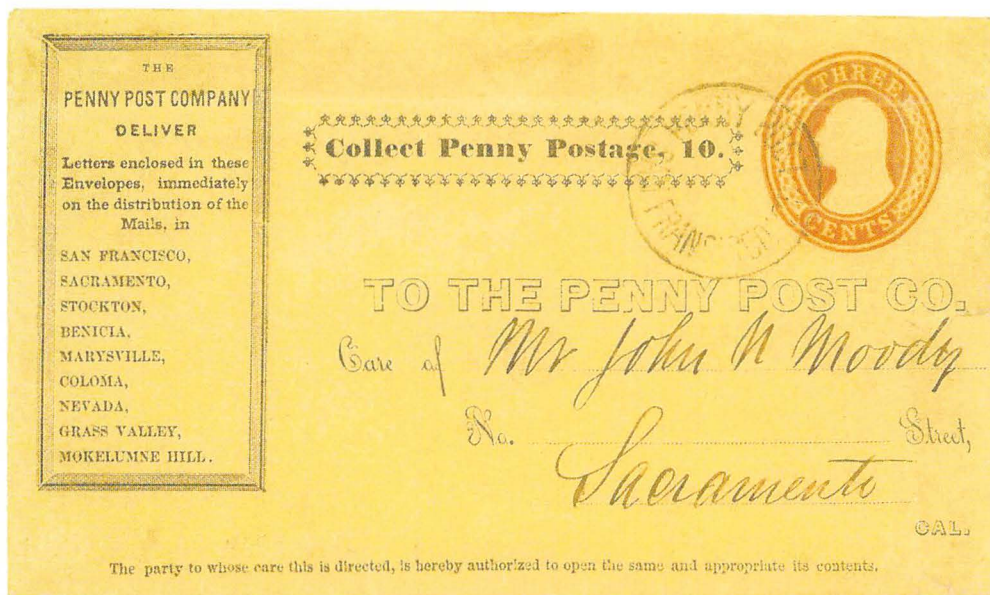


Figure 19. Proposed 34LU16. Collect Penny Postage, 10. in ornate border on US 3¢ buff U10 envelope. San Francisco Penny Post handstamp. Siegel (Golden), Nov. 15-17, 1999, Lot 886.

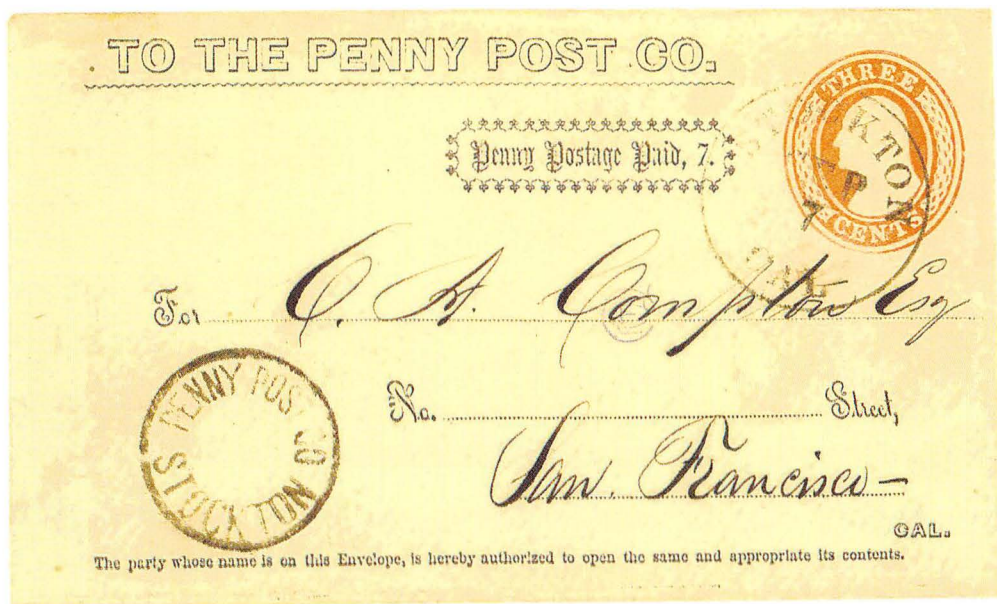


Figure 20. 34 LU12. Penny Postage Paid, 7 in ornate border on US 3¢ white U9 envelope from Stockton to San Francisco. Stockton Penny Post handstamp and Stockton cds of Sept. 7 (1855). Siegel (Hall), Nov. 13-14, 2000, Lot 533.

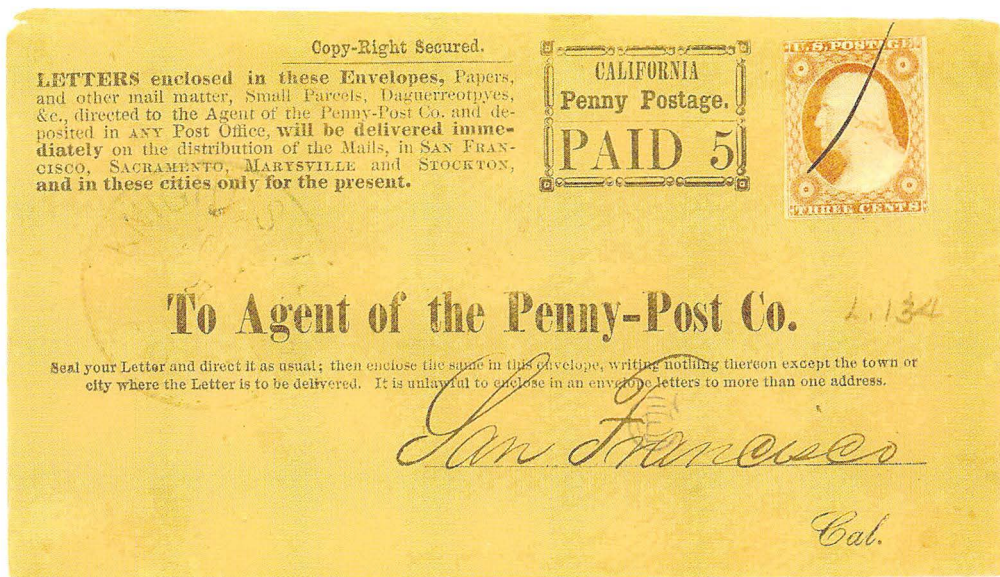


Figure 21. 34LU13A. CALIFORNIA | Penny Postage. |PAID 5 on a buff envelope with a U.S. 3¢ 1851 stamp from Knight's Ferry to San Francisco. Knight's Ferry cds of July 27 (1855). Harmers (Dale-Lichtenstein), May 13, 2004, Lot 1052.

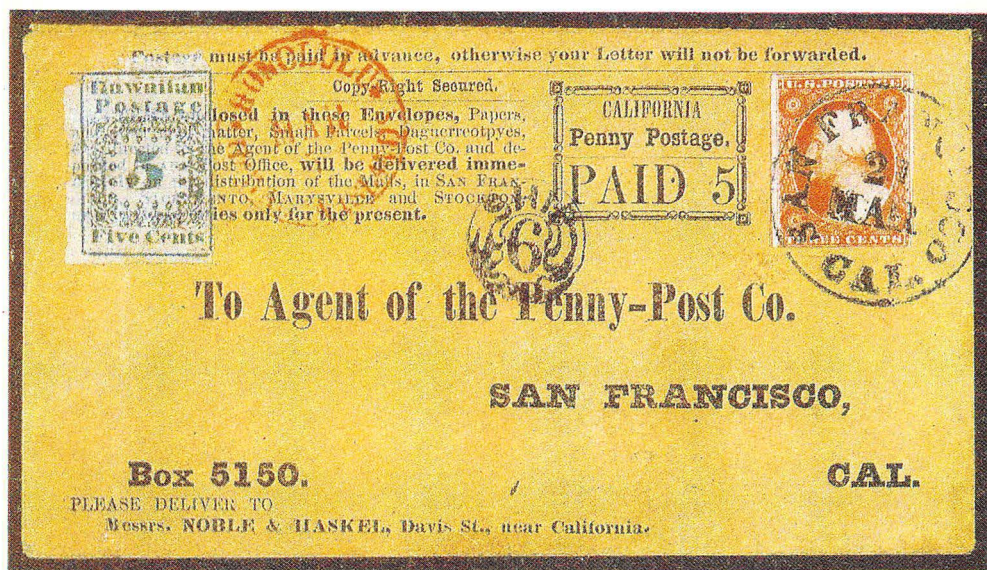
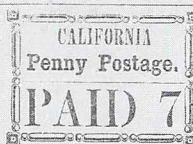


Figure 22. 34LU13A. A spectacular cover from Honolulu Hawaii to San Francisco. Honolulu cds of March 5 (1856) and San Francisco receiving cds of March 21 (1856). 5¢ Hawaiian postage and 3¢ 1851 (#11) U.S. postage. Note the Penny Post box number 5150 at the San Francisco post office.

Seal and direct your Letter as usual, then enclose it in this Envelope, writing nothing thereon.

Copy-Right Secured.

LETTERS enclosed in these Envelopes, Papers, and other mail matter, Small Parcels, Daguerreotypes, &c., directed to the Agent of the Penny-Post Co. and deposited in ANY Post Office, will be delivered immediately on the distribution of the Mails, in SAN FRANCISCO, SACRAMENTO, MARYSVILLE and STOCKTON, and in these cities only for the present.



To Agent Penny-Post Co.

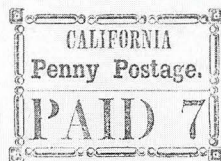
San Francisco,

Cal.

Figure 23. 34LU14. CALIFORNIA| Penny Postage. |PAID 7 on a buff envelope with a 3¢ 1851 stamp from Marysville to San Francisco. Marysville cds of May 6 (1856). Siegel (Golden), Nov. 15-17, 1999, Lot 883.

Letters enclosed in this Envelope *alone* cannot be forwarded, as the Postage is not paid. Seal your letter, then enclose in an envelope addressed to the Penny-Post Co.

Write plain. Give occupation, number and name of Street when known.



To _____

No. _____ Street,

Cal.

Care of the Penny-Post Co.

Figure 24. 34LU14. A different style on a buff envelope with no place for a U.S. stamp.

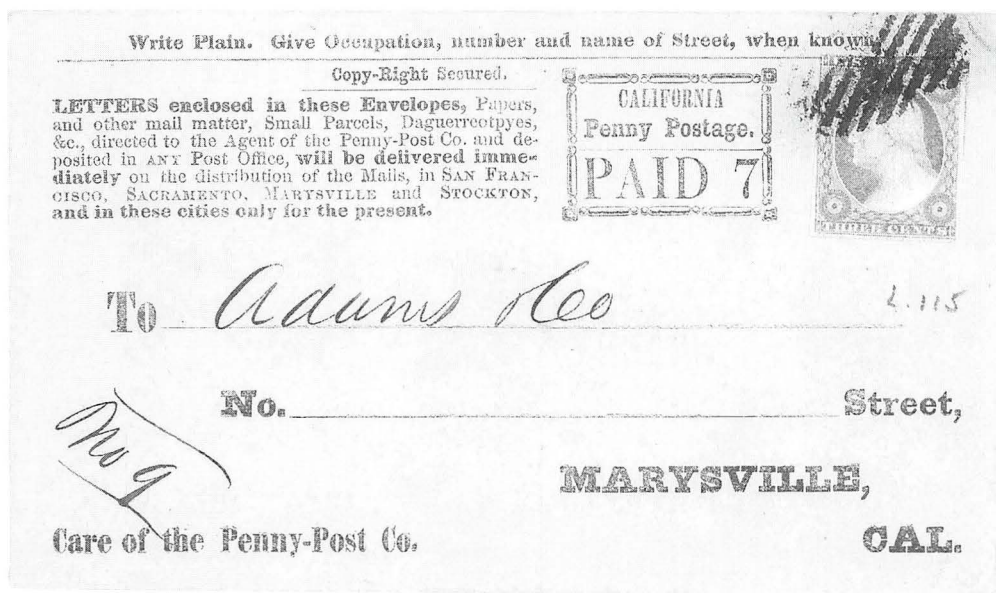


Figure 25. 34LU14 var. This envelope is different from the one shown in Figure 23. There is a bar cancel on a 3¢ 1851 stamp. The envelope is buff. Harmers (Dale-Lichtenstein), May 13, 2004, Lot 1053.

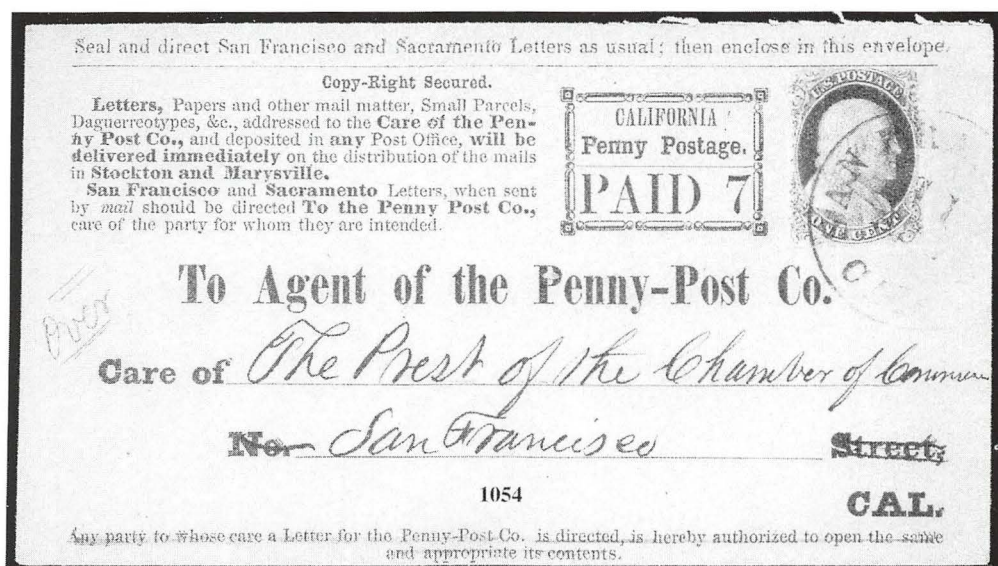


Figure 26. 34LU14 var. This envelope is different from the ones shown in Figures 23 and 25. The 1¢ 1851 stamp paid the drop rate at the S.F. post office for a letter to be picked up. The San Francisco cds is August 11 (1855). Harmers (Dale-Lichtenstein), May 13, 2004, Lot 1054.

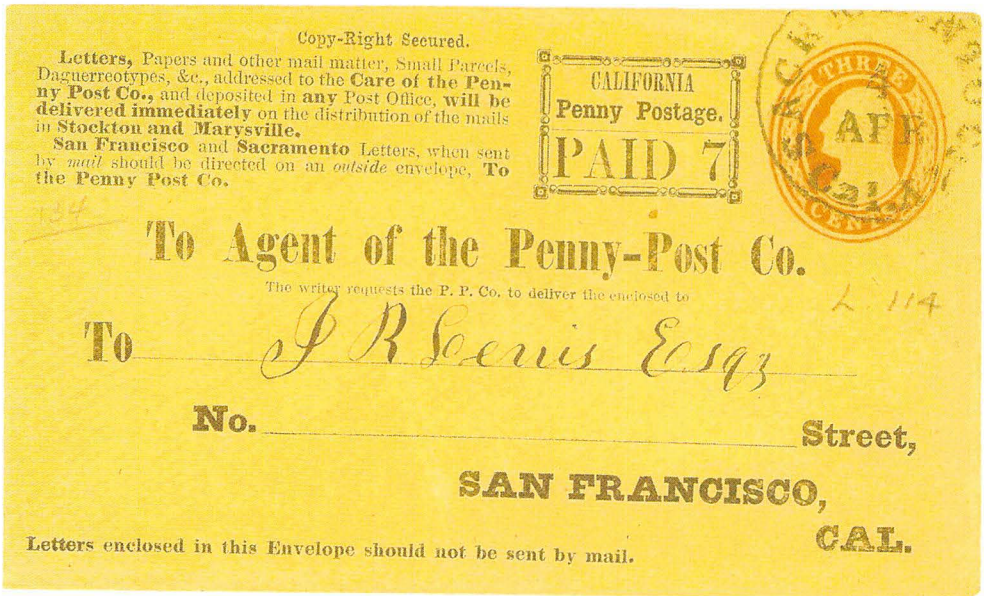


Figure 27. Proposed 34LU14a. Similar in style to 34LU15, on US 3¢ buff U10, from Sacramento City to San Francisco with a Sacramento City cds of April 4 (1856). Siegel (Golden) Nov. 15-17, 1999, Lot 884.

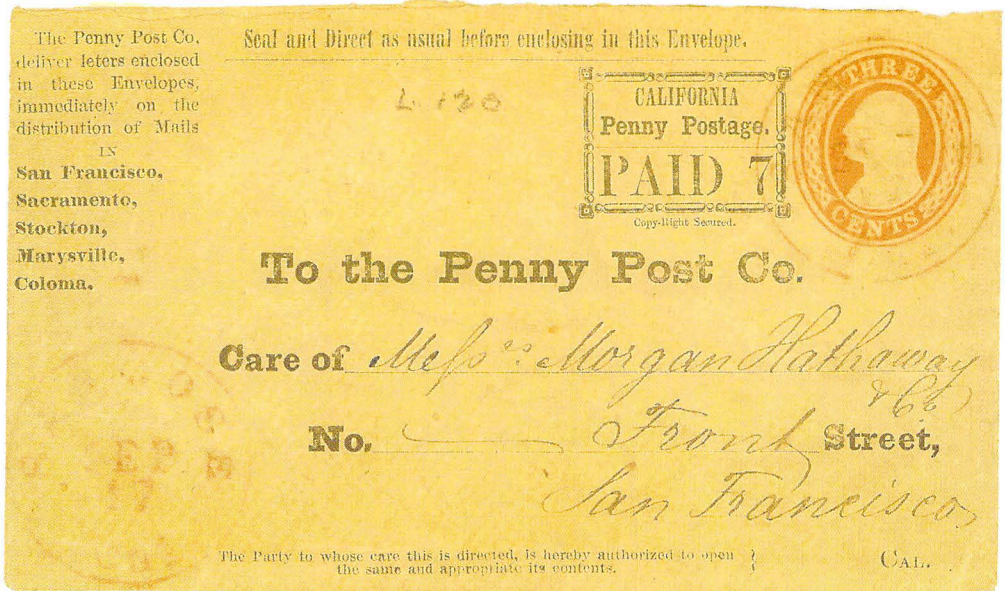


Figure 28. Proposed 34LU14b. A very early style envelope listing five cities of operation, on US 3¢ buff U10, from San Jose to San Francisco, with two San Jose cds of September 17 (1855).

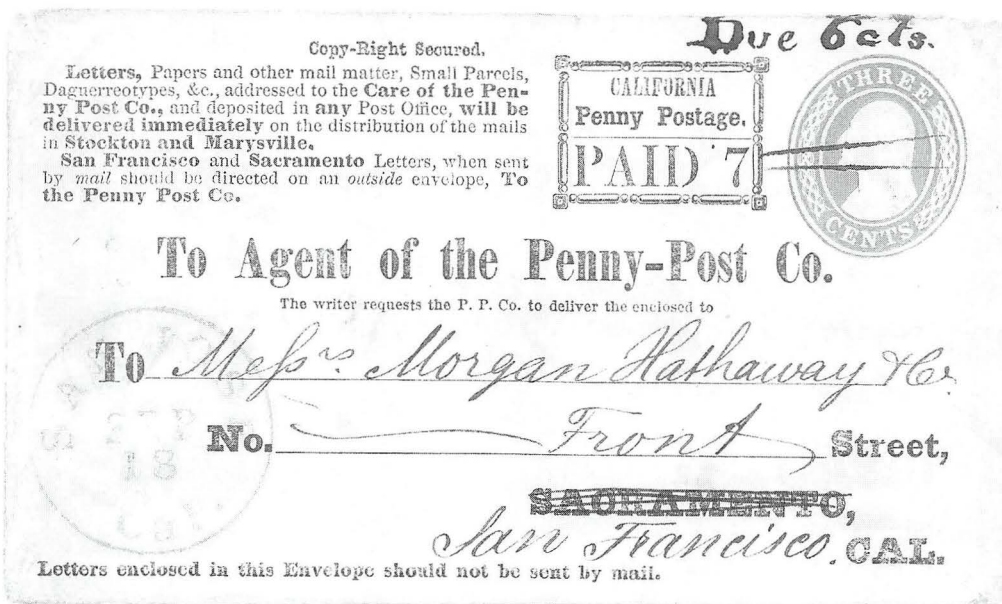


Figure 29. 34LU15. CALIFORNIA Penny Postage. | Paid 7 on a U.S. 3¢ white U9 envelope with ms due 6 CTS. From San Jose to San Francisco. San Jose cds of September 18 (1855). Siegel (Golden) Nov. 15-17, 1999, Lot 885.

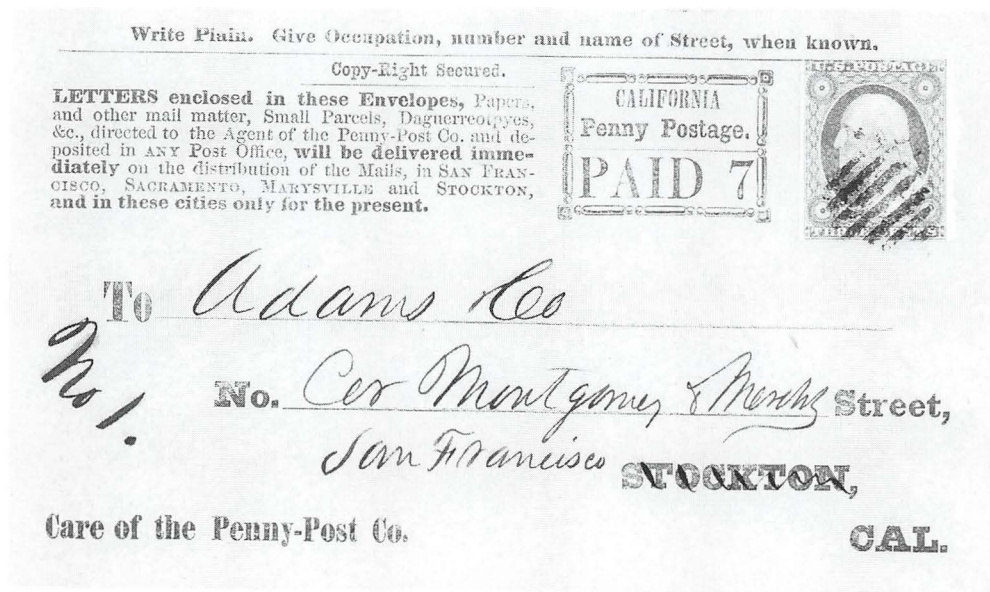


Figure 30. Proposed 34LU15A. The same message as on 34LU14 except this is on a yellow envelope with a 3¢ 1851 stamp, addressed to San Francisco. There is no cds but the 3¢ stamp is cancelled.

Letters enclosed in this Envelope *alone* cannot be forwarded, as the Postage is not paid.
Seal your letter, then enclose in envelope addressed to the Penny-Post Co. Write plain.
Give occupation, number and name of Street when known.

To *Mrs. Tandler & Co.*
No. *Custom House Block* Street,
San Francisco
Cal.

Care of the Penny-Post Co.

Figure 31. Proposed 34LU17. A yellow envelope with the Penny Post San Francisco handstamp for local delivery in San Francisco.

City Delivery. Penny Postage Paid. K. 94

To

No. Street.

K. 94 - *San Francisco.*

Figure 32. Proposed 34LU18. A buff envelope for prepaid City Delivery in San Francisco. The envelope reads "City Delivery. Penny Postage Paid."

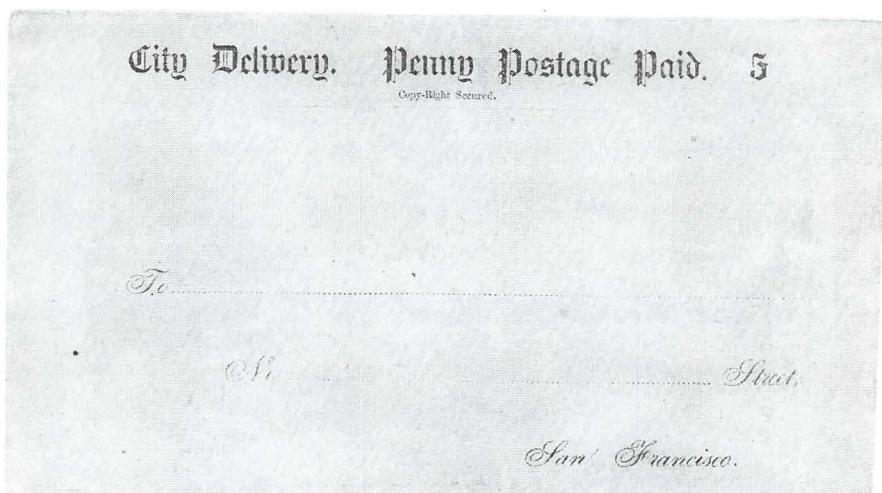


Figure 33. Proposed 34LU18a. A buff envelope for prepaid city delivery in San Francisco similar to the one shown in Figure 32. This envelope reads "City Delivery . Penny Postage Paid. 5"

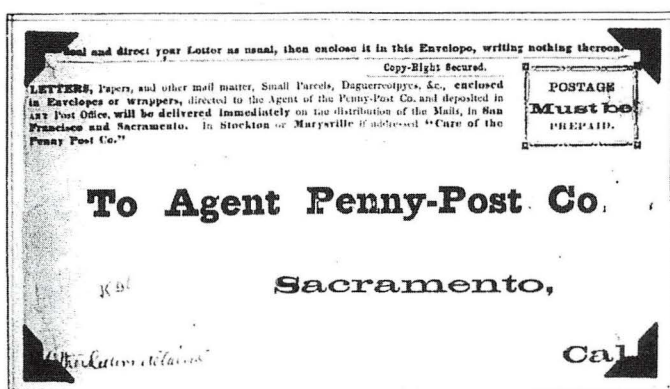


Figure 34. An early Penny Post envelope with a box indicating "Postage | Must be | Prepaid". Note the word Daguerreotypes is misspelled. Knapp collection.

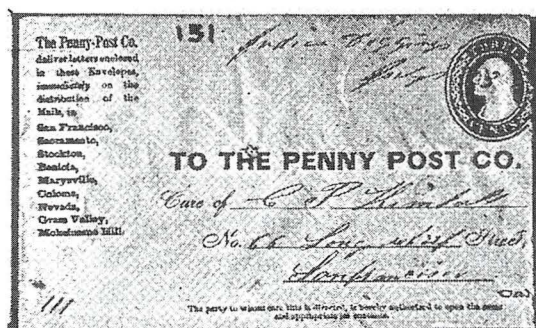


Figure 35A. 34LU7 var. same as 34LU7 except the vermillion Penny Post frank is missing. Laurence & Stryker, March 30-31, 1942, Lot 151.



Figure 35. San Francisco Penny Post Co. circular handstamp on folded letter bearing three copies of U.S. 3¢ 1851 (#11) plus one 1¢ 1851 stamp all uncanceled. This letter was carried out of the mails "per Northern Light". Oval handstamp of Nicaragua Line in advance of the mails. The 10¢ postage was legally required even though the letter was carried by express. Siegel (Golden), November 15-17, 1999. Lot 889.



Figure 36. San Francisco Penny Post Co. circular handstamp on cover dated Sept. 20 (1855) taken to the S.F. post office where it was datestamped and delivered to Fitchburg, Mass. The U.S. 10¢ stamp is Type II (14). Siegel, January 18-20, 2000, Lot 122.

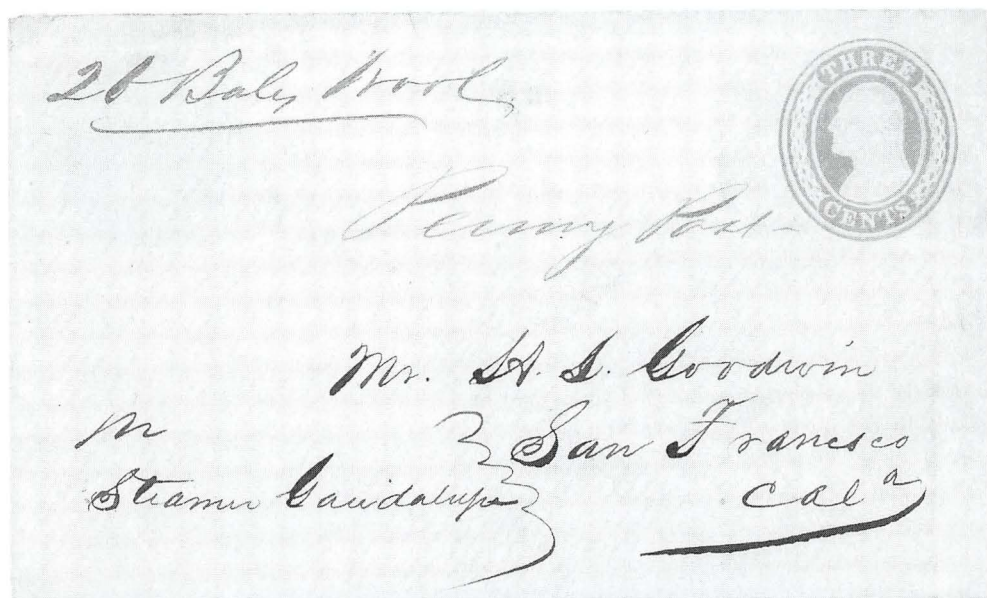


Figure 37. A. U.S. 3¢ buff U10 envelope addressed to Mr. H.L. Goodwin, the general manager of the Penny Post. This cover traveled out of the mails on the Steamer Guadalupe to San Francisco. Ms "Penny Post" indicates how this cover traveled. Siegel, June 27-29, 2000, Lot 1689.



Figure 38. 34L1 on cover from Marysville to San Francisco carried by Wells Fargo & Co. and delivered by the Penny Post. Siegel (Rarities), May 15, 1999, Lot 8.

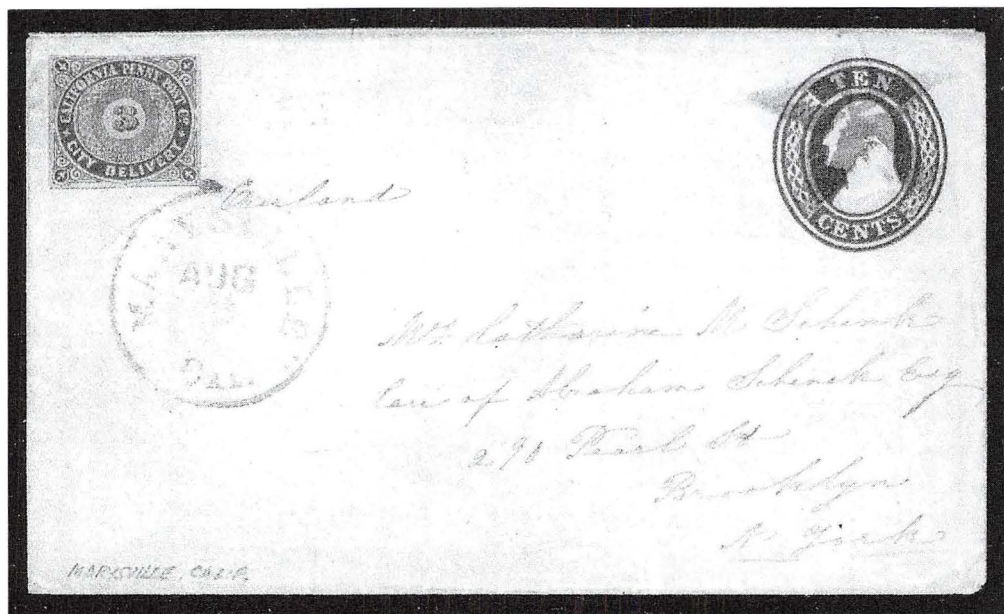


Figure 39. 34L1A on cover from Marysville to Brooklyn, N.Y. dated August 3 (1855). The Penny Post carried the cover to the post office at Marysville where the post office cds was applied and the 5-point star was applied over the 10¢ U.S. Nesbitt indicia. The sender indicated the route instructions with the word "overland". Sigel (Golden) November 15-17, 1999, Lot 869.

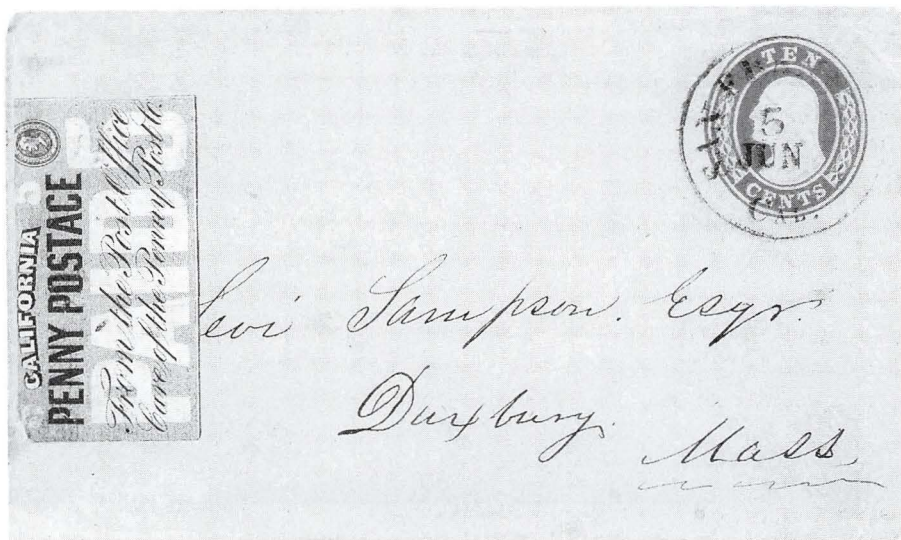


Figure 40. 34L4 on cover from San Francisco to Duxbury, Massachusetts dated June 5 (1856).

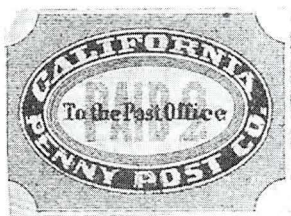


Figure 41.
Unlisted stamp
2¢ Blue



Figure 42.
34L2
5¢ Blue

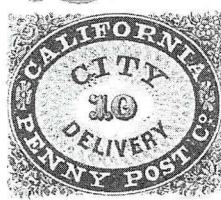


Figure 43.
34L3
10¢ Blue



Figure 44. 34 L1A-TC Brownish red

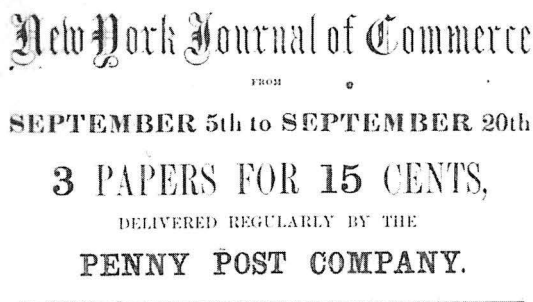
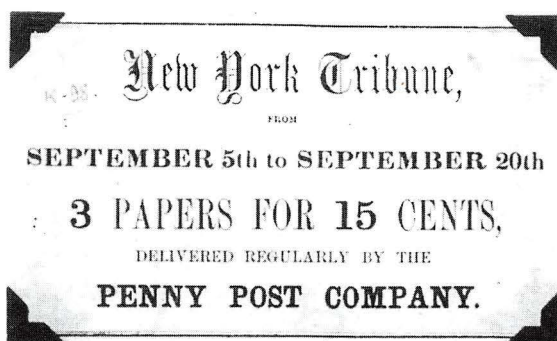


Figure 45. Newspaper wrappers from the *New York Tribune* and the *New York Journal of Commerce*, September 5-20 (1855).
Knapp Collection.

RATES OF PENNY-POSTAGE.	
(If Pre-paid by Stamps.)	
For Conveying a Letter to the Post Office.....	2 cts
For Delivering a Letter from the Post Office.....	5 cts
For Conveying a Letter to the Post Office in one city and delivering the same in another.....	7 cts
For Transmitting, by Express, letters received after the Mails are closed.....	7 cts
U. S. Postage <i>must</i> , in all cases, be pre-paid.	

RATES OF PENNY POSTAGE

IF PRE-PAID BY STAMPS.

For Conveying a Letter to the Post Office, - - -	2 cts.
“ Delivering a Letter from the Post Office, - - -	5 cts.
“ Conveying a Letter to the P. O. in one city and delivering the same in another, - - -	7 cts.
“ Transmitting by Express letters received after the Mails are closed, - - -	7 cts.
“ City Delivery east of Taylor and Fourth streets, - - -	5 cts.
“ “ west of “ “ “ “ - - -	10 cts.

San Francisco City Delivery commences from the Office, 135 California street,
at 7 A. M., 1 P. M., and half-past 4, P. M.

Figure 46. Rates of penny postage advertised by the California Penny Post Co.

THE

Penny Post Co.

HAVING DELIVERED
10,000 LETTERS,
At less than
One-Third the Express Rates,
Will Deliver
THE NEXT 100,000
At 25 per cent. less than the Re-
duced Express Rates.

LETTERS UNPAID BY PENNY POST STAMPS,
Delivered for Ten cents.

PARTIES WHO WISH A
REDUCTION in Express Freight,
Will find it for their interest to send by
THE PENNY POST CO.

PRE-PAID ENVELOPES
For California.....\$10 00 per Hundred.
For Atlantic States, via { 15 00 “ “
Nicaragua,

Sold in Packages of 25 or less, at the Office, 135
California St. below Montgomery, San Francisco.

Merouville Job Presses, 130 Sansome Street San Francisco.

Figure 47. Advertising card for the Penny Post Co.



Figure 48. Handstamp reads "Postage Paid/The Penny Post".

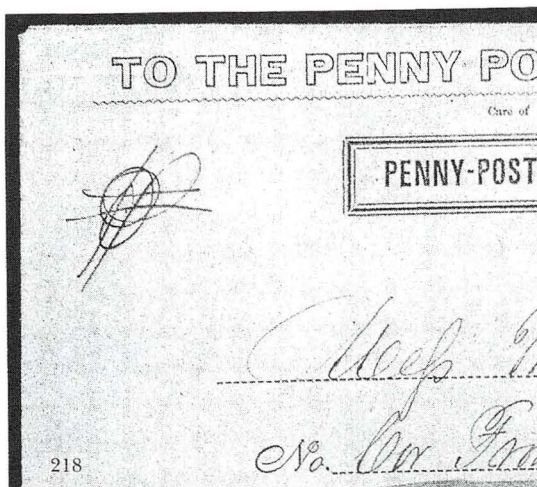


Figure 49. 34LU11a envelope with "PP" in manuscript. Siegel, March 26, 1996, Lot 218.



Figure 50. Counterfeit Penny Post Sacramento cancel.

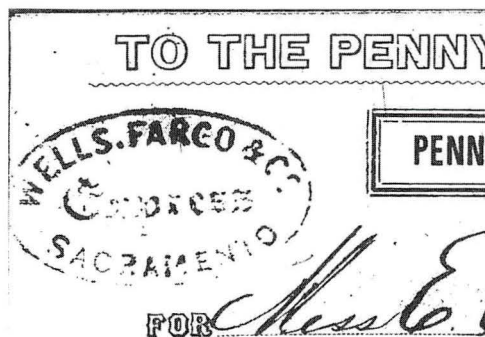


Figure 51. Counterfeit Wells Fargo Express SACRAMENTO handstamp.



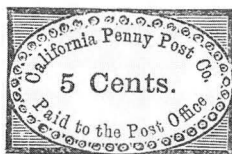
Forgery A
by J. W. Scott



Forgery B
By S. Allan Taylor



Bogus 1
By J. W. Scott



Bogus 2
By S. Allan Taylor



Forgery A
By J. W. Scott



Forgery B
By S. Allan Taylor



Bogus 2
By S. Allan Taylor
with fake cancel



Bogus By S. Allan Taylor



Genuine Stamp
34L1
Fake Cancel



Genuine Stamp
34L2
Fake Cancel



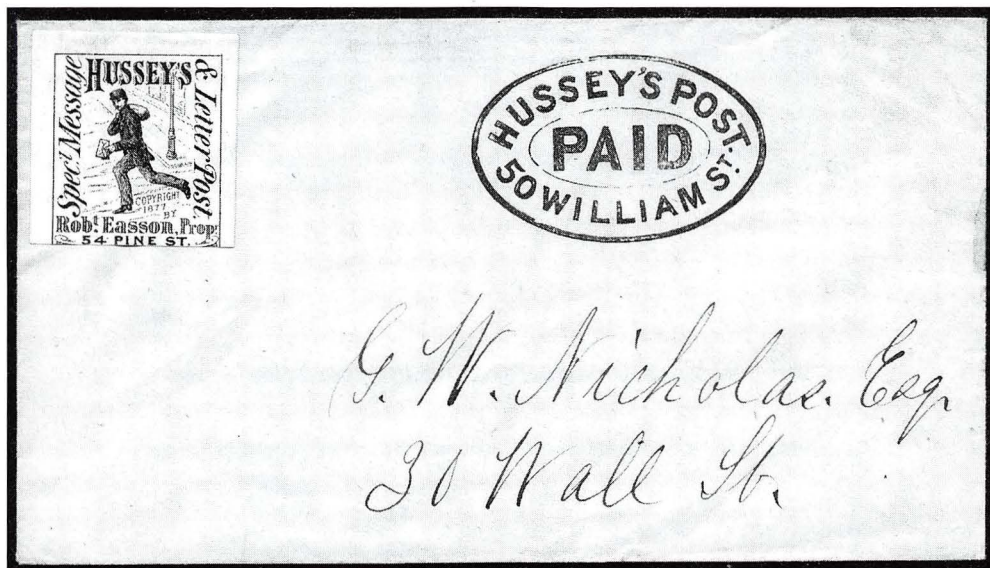
Genuine Stamp
34L3
Fake Cancel

Figure 52. The various forgeries and bogus stamps made by J. W. Scott and S. Allan Taylor. Some genuine stamps with fake cancels. Lyons Identifier, 1998, Volume I, pages 304-313.

Question Cover

Hussey's 87L55 on Cover with Double Circle Hussey's Post Paid

By
John D. Bowman



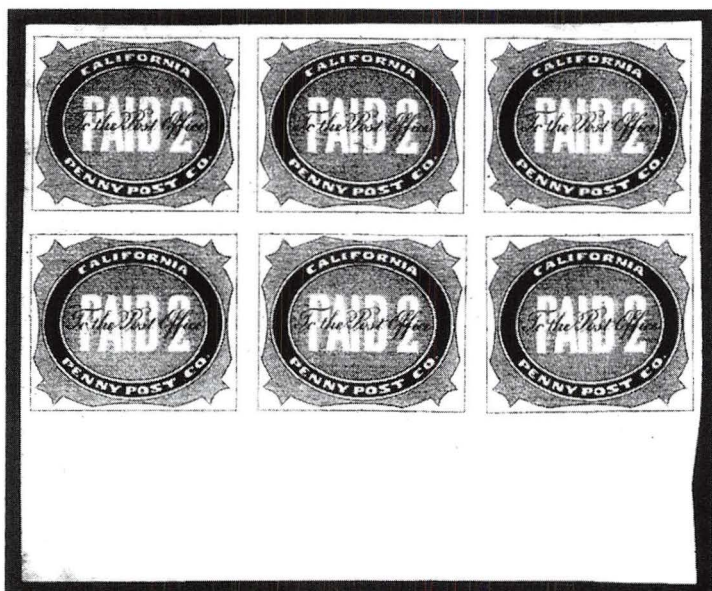
Collecting Hussey's stamps and covers is daunting because of the philatelic nature of many of the stamps, the numerous reprintings and handstamps of dubious nature.

Here is an authentic 87L55 adhesive, a scarce stamp, applied to a cover to which it probably did not originate according to its PF certificate # 401524. It certainly looks that way to me too. However, I must admit I have not seen a used example of 87L55, so I wonder what handstamp was used with this adhesive, and also wonder if the stamp was issued but never used. Perhaps our attorney members can comment on why this stamp, with the "Copyright 1877" inscription was apparently not used, while the subsequent "Trademark" stamps were.

Beyond the question of use of the 87L55 stamp is the handstamp on this cover. It is a bold black double circle, and so bold that it could have been printed on the envelope rather than handstamped. What was the function of this handstamp or printed envelope? When was it used?

Readers, please offer your opinions.

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A Philatelic and Historic Study of Civil War Benevolences

By Alvin Robert
Kantor and Marjorie
Sered Kantor

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REMAINDER OF A GREAT BOOK
OF INTEREST TO COLLECTORS
OF LOCALS AND CARRIERS

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A lifetime of study by Marjorie and Alvin Kantor went into creating the premier work on the Civil War Sanitary Fairs. It is a lavishly illustrated work that provides the historical background of both the U.S. Sanitary and Christian Commissions, their Fairs, postal emissions and postal history.

The nucleus of the Kantor collection was formed in the early 1960s by acquiring the collections of Elmer Stuart and Elliott Perry. Perry's collection was significant in that he had acquired, over the years, many of the previous great Sanitary Fair collections. By the time the Kantor's book was published in 1992 they had combed the country adding other great major and minor holdings and had put together the greatest assemblage of this material ever formed. Their collection is the source of the illustrations in the book.

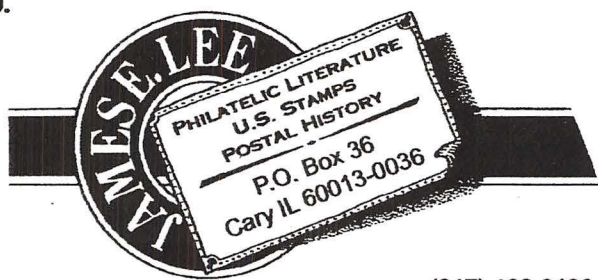
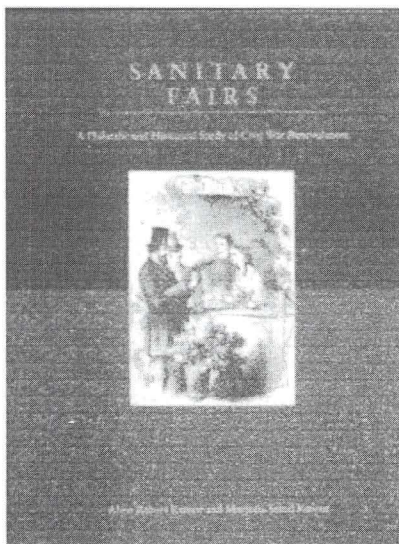
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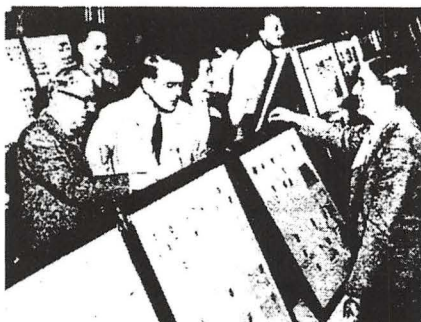
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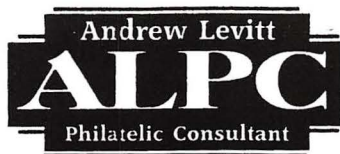
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S. Allan Taylor Forgery of Wells, Fargo & Co. Omaha N.T. Frank

By
Larry Lyons

This early frank of 1854 is difficult to find. The genuine frank is a waving banner 15 x 74 mm. in size. The color is red. Only the ends have shaded lines. The words "PAID-VIA" appear beginning under the final "L" in "Wells". The words "OMAHA-N.T." appear under the "O" of "Fargo" with the "O" in "OMAHA" squarish. The crossbar of the "A" and "H" in "OMAHA" is not detached in the original. The genuine frank is shown in **Figure 1**.

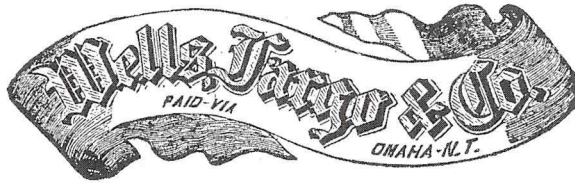


Figure 1. Type WF-A (Haller). The genuine red Wells, Fargo & Co. Omaha N.T. (Nebraska Territory). Frank on white.

Not one to ever miss a chance to make a cut square forgery, S. Allan Taylor made a fine copy of the original. His cut square can be identified by the detached crossbars of the "A" and "H" in "Omaha". The color is carmine on orange paper colored thru.

The detached lettering, the color of the ink and the color of the paper have led me to conclude that this forgery is a product of S. Allan Taylor. The forgery is shown in **Figure 2**. It is requested that anyone with another forgery or a different color provide this information to me for ongoing research.



Figure 2. Type WF-A (Haller). A cut square forgery of the frank in carmine on orange paper colored thru.

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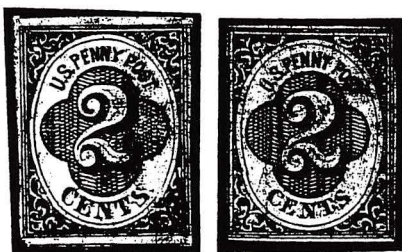
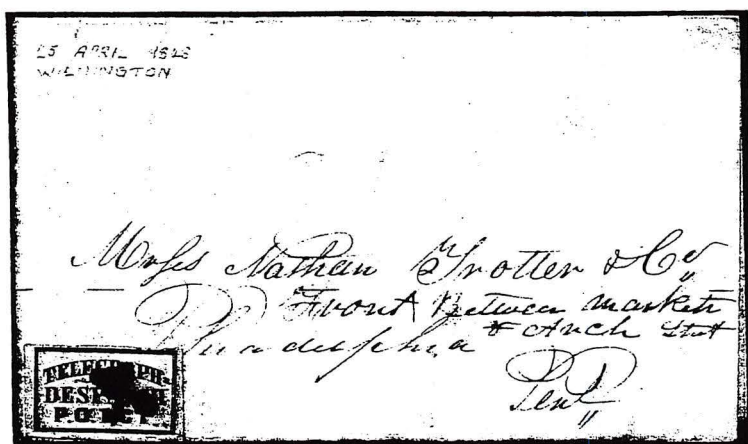
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Hale & Co. Independent Mail Company 1843 – 1845

By
Michael S. Gutman

A Book Review by Larry Lyons

Our society is truly blessed to have a member like Michael Gutman who has studied and been a devoted student of Hale & Co. for 35 years. I have been privileged to have attended a presentation given by Michael Gutman at the Collectors Club in New York and to have been able to see his marvelous collection of Hale & Co. He is a true master of his subject and over the years he has consulted and conversed with Richard Frajola, Scott Trepel, Richard Schwartz, John Bowman and others as he added to his knowledge.

He has self-published a wonderful new book on this interesting subject which fully explains in great detail the workings of Hale & Co. The Perry-Hall manuscript was lacking in both content and comprehensiveness. Michael Gutman has spent many years reorganizing the information and expanded it to create this marvelous text.

The book is nicely bound in hard cover on quality paper and contains 345 pages.

The five major chapters cover the foreign mail service and the package express business, the offices routes and agents, the adhesive stamps including plating and counterfeits, and the rates and markings and the postal history by state. The four appendices have a wealth of information including a 75L2 letter census, EKU and LKU handstamp data, and rate schedules.

James W. Hale was an incredible entrepreneur. When Hale & Co. was up and running there was a cooperative effort which encompassed 110 offices and 1100 employees who handled more than 50,000 letters a day. Hale's independent mail business was predicated on his promise to deliver mail anywhere in his system for less cost than the government postal system charged, and with speed "ahead of the mails". As Michael points out, the incredible Hale story is told mainly through the large number of surviving letters and the significant amount of advertising. The focus of his book is to explain the complex Hale operation by breaking the subject down into parts.

There are sixteen pages in color at the middle of the book. The pictures are a marvelous display of conjunctive use covers, rare handstamps, rates and all of the adhesives. The book contains a very large quantity of pictures of covers and identifies all of the various handstamps and other markings of Hale & Co.

If you have been ignoring the Hale & Co. subject it is time to understand the markings, town usages and conjunctive usages. Perhaps you have a rare cover and don't know it. This book is a must for the understanding of Hale & Co. Special congratulations to Michael Gutman for giving us this wonderful gift of his knowledge. I highly recommend the purchase of this book. It is a definitive work.

HALE & CO.
INDEPENDENT MAIL COMPANY
1843-1845

Michael S. Gutman 2005

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This book should be of interest to students of the independent mails and postal historians

Offered by the author for \$75.00 postpaid via media mail in the United States. For international rates, please inquire. Payment with order to:

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Blood's Advertising Labels: A Preview

By
William W. Sammis

As Doctor Morris thoroughly chronicled in his recent article, "Blood's of Philadelphia"¹, this was an innovative company with a keen business sense. Their ingenuity led to the production of small advertising labels encountered on the front of surviving Blood's covers but also used as seals on cover backs or edges.

The labels promoted Blood's services, rates and office locations. Testimonials from satisfied customers and poems were put forth. Long before the existence of Madison Avenue's advertising executives, Blood's came up with *bon mots* ("As money is to the miser so is Blood's City Despatch to the cripple"). In the recent past Mr. Zip has reminded us of the need for legible and complete addresses to help move the mails. Blood's had their own advice almost one hundred and fifty years prior:

"If you would by Despatch
have
Your Letters speed attain,
You should have them di-
rected
Both definite and plain."

The labels were printed in sheet format with more than thirty different labels per sheet. The individual labels were then cut from the sheet for use. At least two different printings of the labels are known corresponding to the company's history. The first printing (e.g. **Figure 1**²) advertises "D.O. Blood & Co's City Despatch", "Blood & Co's City Despatch", and "Blood's City Despatch".

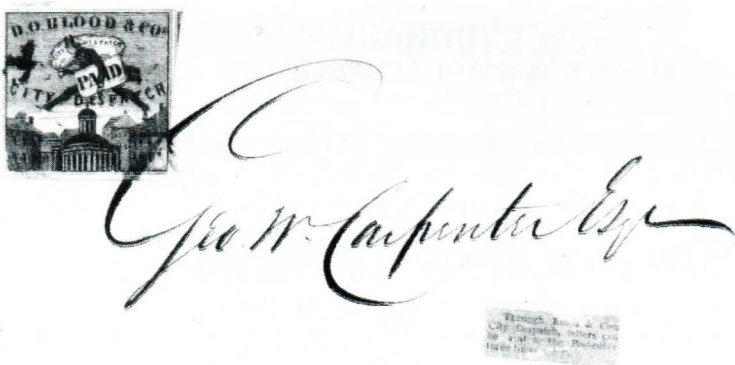


Figure 1.

¹ Morris, Vernon R. Jr. M.D., "Blood's of Philadelphia", *The Penny Post*, Vol. 12, No. 2, April 2004, pages 10-23; Vol. 12, No. 3, July 2004, pages 31-37.

² Copy courtesy Dr. Vernon R. Morris, Jr.

A second printing of the labels was prepared to reflect the company's reorganization into "Blood's Despatch" (**Figure 2.**).

To date I have noted ninety labels, different by text. At least eight different papers, both colored through and glazed surface-colored, were used. It is therefore likely that a thousand different labels, or more, are waiting to be cataloged.

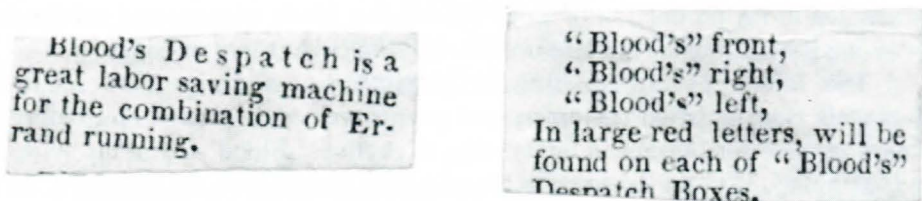


Figure 2.

I have been drafted to compile information on these labels for publication in *The Penny Post*. So that the work will be as complete as possible I ask the membership to contact me regarding labels that they either own or may have encountered. And, I thank members that have already contributed. William W. (Bill) Sammis, 436 Thomas Road, Ithaca, N.Y. 14850-9653. (607) 539-7875 <cds13@cornell.edu>

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Turn of the Century United States Express Co. Patriotic Office Labels (1897 - 1903)

By Bruce H. Mosher

A casual examination of the United States Express Co. label shown in **Figure 1** raises a question on whether that company was in the business of providing registered mail or ‘registered’ express services. The word “**REGISTERED**” is conspicuously printed in dark blue at the left of this label’s bottom red stripe. The design history of this colorful label needs to be examined before the postulated question can be answered.

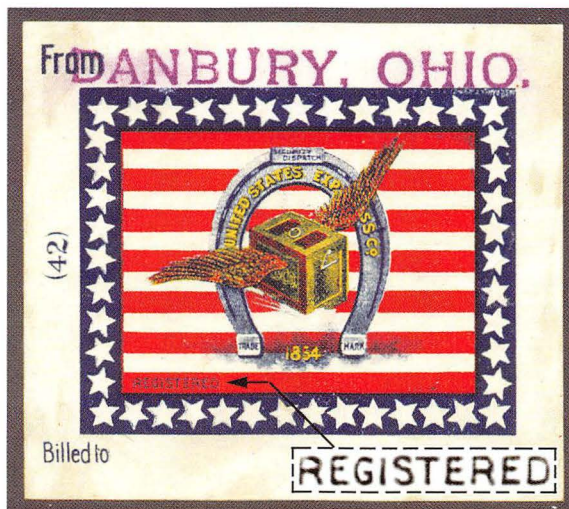


Figure 1. United States Express patriotic label.

The apparent design rationale for this patriotic looking label began with an arrangement that incorporated most of the elements seen in the then-current United States Flag, and then the standard United States Express Co. logo (horseshoe and winged strongbox) was superimposed in the center. The seven red and six alternating white stripes that form the central background exactly duplicate the thirteen stripes on a U.S. Flag. Then, instead of using a rectangular star-field, this label distributes its stars around the outside of the stripes within a dark-blue frame-border that is slightly less than six mm wide.

The outer extremes of the blue border on this label measure 60 x 48 mm. The additional margins beyond the border define a label that is approximately 75 x 68 mm in size. There are 13 stars across the top portion of the border, 14 stars across the bottom part and nine stars vertically in-between along the right and left border sides. In total, 45 white stars are present in the label’s design. A review of our

U.S. Flag history reveals that the 45-star Flag became official on July 4, 1896, just six months after Utah was admitted to the Union (January 4, 1896) as the 45th state.

The United States Express Co.'s impetus for creating and issuing this patriotic looking label is not presently known. Perhaps it was the events leading up to the Spanish-American War (1898), or even the war itself. Regardless, if the label's design was based on then-current U.S. Flag elements, as might be reasonably assumed, it was probably issued after July 1896. The U.S. 46-Star Flag did not become official until July 4, 1908 after Oklahoma became a state (November 16, 1907.) Consequently, a twelve-year period existed when 45 stars would have been historically correct. Obviously, this period spanned the Spanish-American War time frame.

The three left-side alphanumeric entries on this label are printed in dark blue and were used, or were defined, as follows:

From - the top of the label was reserved for identifying (handstamped or preprinted) the United States Express Co.'s issuing office (usually a town or railroad station name). This was also the office from which the label-affixed express parcel was shipped. Because of this entry, this label qualifies as an 'office label' per contemporary express company definitions.

(42) - the United States Express Co. form number for this label.

Billed to - the bottom of the label was reserved for recording (handwritten or handstamped) the express destination (express office name) to which the United States Express Co.'s transportation fees were prepaid by the shipper, when appropriate. On many of these labels this remained blank (e.g., **Figures 1, 4, 5, and 8**).

The central company logo is the standard trademark design that was employed by the United States Express Co. for many years in the 19th Century, and into the early 20th Century. In fact, the left heel pad of this horseshoe emblem contains the word "TRADE", and "MARK" is printed in the right heel pad. The "1854" between the heel pads commemorates the May 1, 1854 inaugural business date of the United States Express Company. The winged strongbox symbolizes the pervasive security that was paramount in this company's express operations. This is further emphasized by the "SECURITY DISPATCH" imprint at the top of the horseshoe.

One of the most useful historical books that helped to explain this patriotic label is the *United States Express Co. Shipping Guide with Rates from New York City*. This book is shown in **Figure 2** and was issued in December 1904 by the United States Express Co.'s, Office of Superintendent of Traffic in New York.

The most noticeable difference in the **Figure 3** design image is the absence of a “REGISTERED” imprint. But this omission is conveniently explained by the statement printed directly below the image that reads “Registered According to Act of Congress, United States Patent Office March 15, 1897.” We now can construct an answer to our opening question. The United States Express Co. was not engaged in the delivery of registered mail, nor ‘registered’ express matter. They were just documenting the March 1897 registration of their patriotic label design on the label itself. It is conservatively estimated that this label first appeared in 1897, perhaps as early as March 15th. These dates are all very compatible with the 45-star, U.S. Flag official timeframe.

United States Express label-types similar to Figure 1 have been seen with eight different towns printed on them. The known 1897 labels are described in Table I by office name, their printing method on the label, and the railroads that provided contemporary express privileges to the United States Express Co. at each cited office. Additional examples with other towns (office names) are also expected to exist today. Reports of any different offices that are imprinted on these labels would be appreciated.

The transporting railroad information in Table I was obtained from *The Mercantile Agency Special Edition of Bullinger’s Postal and Shippers Guide for the United States and Canada, Edition of January 1899*. This information is also believed to be pertinent during 1897. Multiple railroad names are listed when more than one road maintained a station in the office-imprint town.

Table I. 1897 United States Express Co. Patriotic Labels

OFFICE IMPRINT	PRINTING METHOD	TRANSPORTING RAILROADS
Asbury Park, N.J.	Preprinted	NY & Long Branch RR (run by CRR)
DANBURY, OHIO (Figure 1)	Handstamped	<ul style="list-style-type: none"> • Lake Shore & Michigan Southern RR • Lakeside & Marblehead RR
FRANKFORD, Phila., Pa	Preprinted	Philadelphia & Reading Railway
High Bridge, N.J. (Figure 4)	Preprinted	Central RR of New Jersey (CRR)
KANSAS CITY, Mo.	Preprinted or typed	<ul style="list-style-type: none"> • Chicago & Alton RR • Chicago, Milwaukee & St. Paul RR • Chicago, Rock Island & Pacific RR
Montclair, N.J.	Preprinted	Delaware, Lackawanna & Western RR
Philadelphia, Pa.	Preprinted	<ul style="list-style-type: none"> • Atlantic City RR • Baltimore & Ohio RR • Philadelphia & Reading Railway • Phila., Newton & New York RR
WAVERLY, N.Y.	Preprinted	Delaware, Lackawanna & Western RR

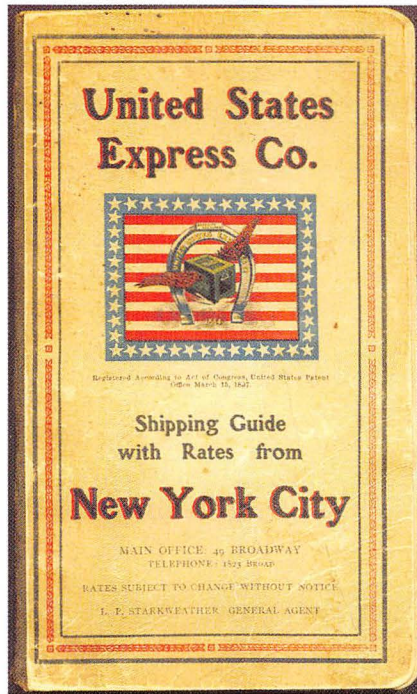


Figure 2. December 1904 Shipping Guide.

The cover of this Shipping Guide contains an illustration very similar to the design portion of the patriotic label that is being discussed. This image (see the **Figure 3** enlargement) contains the same quantity of red/white stripes and perimeter stars that are in identical locations as those within the patriotic label. The company logo in the center is very similar with only minor differences, one of which is a small spelling variation at the top of the horseshoe that reads “SECURITY DESPATCH” vice “SECURITY DISPATCH”.

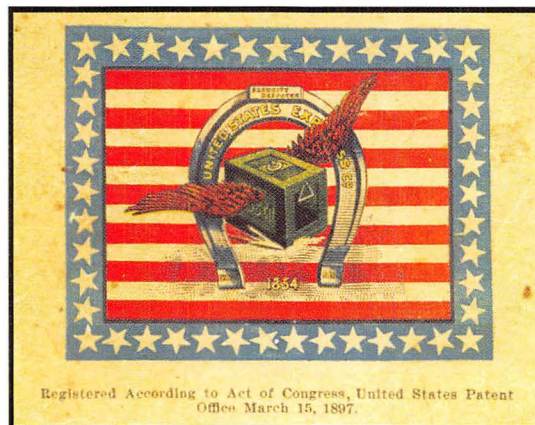


Figure 3. Enlarged Shipping Guide cover segment.

An example of an 1897 patriotic label where the express office name was preprinted is illustrated in **Figure 4**. Express companies routinely preprinted the express office name on their office labels when there was sufficient express business to justify this. The preprinting probably involved a minimum print quantity such as a thousand or more labels. Smaller offices were given blank office labels where the express agent was required to handstamp his labels with the office name in the appropriate space (e.g., the **Figure 1** label.) Note that the word “REGISTERED” is quite smeared on the **Figure 4** label and it may not be decipherable unless some clearly imprinted labels are also examined for comparison.

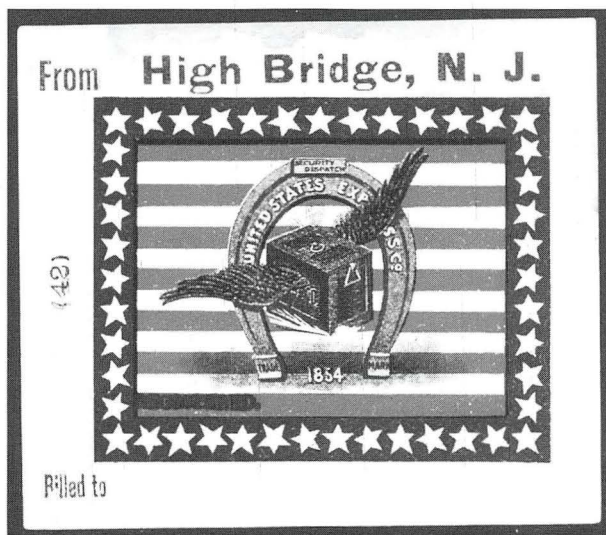


Figure 4. 1897 Preprinted express office town.

Several small design differences have been noticed among the Table I listed examples of these labels and these variations are identified as follows:

- 1) “From/(42)/Billed to” printed in dark blue or black
- 2) “REGISTERED” printed in dark blue or black; printed in Gothic or serified letters
- 3) “TRADE” appears in normal or italicized font
- 4) “REGISTERED” printed in the bottom red stripe or bottom white stripe.

Revised Patriotic Label

There is another version of the United States Express patriotic label that, at first glance, looks the same as previously illustrated. But this label really contains some different image characteristics that can readily be discerned after careful scrutiny and comparison. This label variant is shown in **Figure 5** and it is the same size as the 1897 patriotic label in all respects.

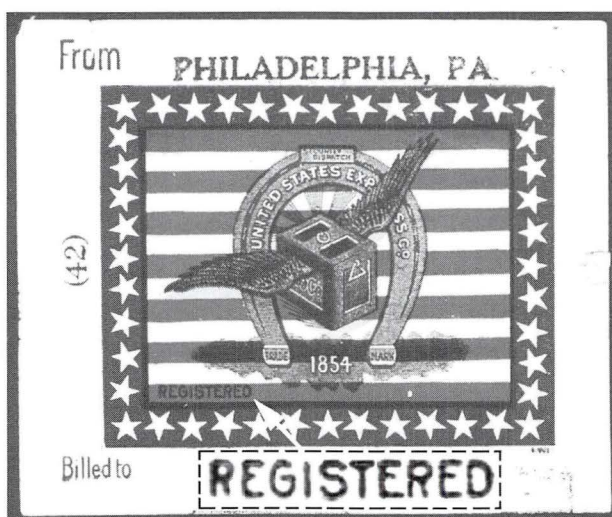


Figure 5. Second patriotic label design.

Two significant design differences exist that handily distinguish this second label type. First, a tiny blue ‘smudge’ appears under the lower right corner star. Magnification of this area (see **Figure 6**) reveals a blurred “6.1903” image, or at least this appears to be a reasonable interpretation of the blurred image. Incidentally, all examples of this revised label that have been examined so far show a blurred lower right ‘smudge,’ some are much less legible than in the **Figure 6** illustration. We further interpret the “6.1903” to mean that the design of this label was revised in June 1903. An illustrated report from any reader showing a clearer lower-right ‘smudge’ image on this label-type would be most welcome.

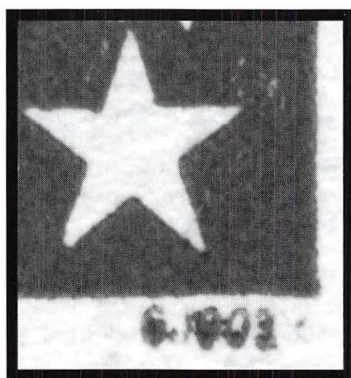


Figure 6. Magnified lower right label portion.

The second significant difference is the deletion of one star in the bottom border strip. This is clearly seen in **Figure 7** where the bottom star row from the 1897 label appears above the bottom row from the 1903 label. The image of each

1903-version star has also been recast as a slimmer and pointed star-image when compared to the 1897 label's 'chubby' stars.

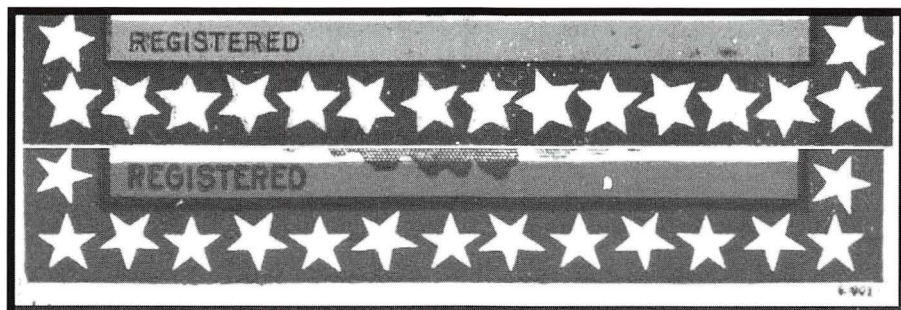


Figure 7. Comparison of the bottom row of stars (14 at top; 13 on bottom).

The deletion of one star makes the bottom row identical with the label's unchanged top row at 13 stars apiece. Now, however, there are a total of only 44 stars in this label's image! What significance does this star count portray, if any? The '1903' label is not time-aligned with the U.S. Flag star count anymore, as 44 stars were official from July 4, 1891 to July 3, 1896. Is it possible that we misinterpreted the blurry corner image and the **Figure 5** patriotic label was actually issued prior to the 1897 label? We would guess it was possible, although it doesn't seem totally plausible. What then is printed at lower right on the **Figure 5** label if not "6.1903", and what might it mean? Did the United States Express Co. abandon its contemporary U.S. Flag relationship in favor of design symmetry?

One thing is certain--there are definitely two different, United States Express, patriotic label designs. For reporting identification purposes, these labels will continue to be referred to as the 1897 and 1903 types or versions. In addition to the two 'significant' design differences, several other design feature changes are noticed when comparing the 1903 labels to the 1897 labels, e.g.,

- 1) The shaded irregular 'cloud' at the base of the horseshoe is larger, better defined and more pronounced,
- 2) The lower-left front portion of the strong box isn't partially erased,
- 3) The four bands of vertical rays emanating from the top of the strong box are always present and are darker,
- 4) Most of the white stars are slimmer and are pointed on all sides,
- 5) Many of the dark horizontal stripes are a darker shade of red,
- 6) The feather details in both wings are different,
- 7) "1854", "TRADE" and "MARK" are larger type.

Cognizance of these differences is especially useful for identifying the correct version of partial patriotic labels of both types.

So far, we have not seen any historical documentation that indicates a different (or modified) registration of the 1903 label design had been made with the U. S. Patent Office. A search of the 1903 Patent Office registrations might provide the sought after information. Interestingly, the cited United States Express Co.

Shipping Guide was published in December 1904 and it does not contain any recognition of the June 1903 label-design changes.

Table II. 1903 United States Express Co. Patriotic Labels

OFFICE IMPRINT	PRINTING METHOD	TRANSPORTING RAILROADS
BLOOMINGTON, ILL. (Figure 8)	Hamdstamped	<ul style="list-style-type: none">• Chicago & Alton RR• Lake Erie & Western RR
ELIZABETH, N.J. (C.R.R.)	Preprinted	Central RR of New Jersey
LOUISVILLE, KY.	Preprinted	Baltimore & Ohio Southwestern Railway
MONTCLAIR, N.J.	Preprinted	Delaware, Lackawanna & Western RR
PHILADELPHIA, PA (Figure 5)	Preprinted or handstamped ?	<ul style="list-style-type: none">• Atlantic City RR• Baltimore & Ohio RR• Philadelphia & Reading RailwayPhiladelphia, Newton & New York RR
UTICA, N.Y.	Preprinted	Delaware, Lackawanna, & Western RR

The 1903 United States Express patriotic labels have been seen with six different office names on them. We note that no constant, minor design variations have been observed between the six examined labels. Many additional labels from other offices are expected to also have survived the intervening years and illustrated reports of any additional offices on 1903 patriotic labels would be appreciated. The known 1903 labels are described in Table II by office name, office printing method on the label, and the railroads that provided contemporary express privileges to the United States Express Co. at each cited office. The transporting railroad information in Table II was obtained from *Bullinger's Postal and Shippers Guide for the United States and Canada, Edition of January 1903*.

An example of a 1903 patriotic label with a handstamped (we think) office name on it is shown in **Figure 8**.

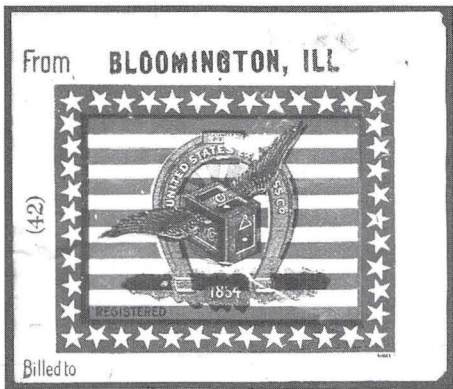
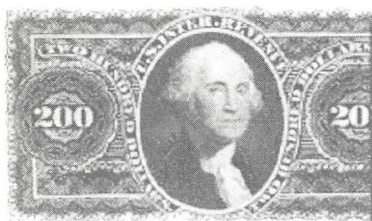


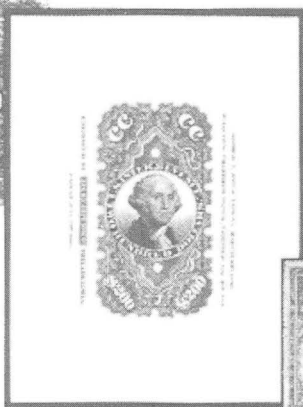
Figure 8. Handstamped 1903 label.

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