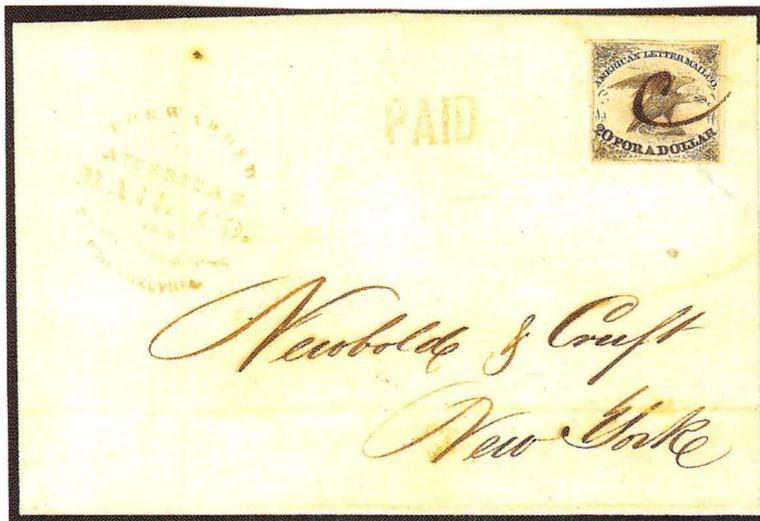


# THE PENNY POST

Official Journal Of The Carriers And Locals Society



American Letter Mail Co., with 5¢ black thin paper (5L1) tied by ms “C”. The red circular forwarded handstamp from Philadelphia was used from Aug. 2 to Nov. 19, 1844 and has been designated as ALM-PHL-F10. The “PAID” was applied in Philadelphia and has been designated as ALM-PHL-P01. This “PAID” handstamp was used from July 3 to Nov. 15, 1844. For an understanding of the handstamps and other markings of the American Letter Mail Co. see the article inside this issue.

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HANDSTAMPS OF THE AMERICAN LETTER MAIL COMPANY

PLATING THE BROWNE’S EASTON DESPATCH  
WASHINGTON STAMP

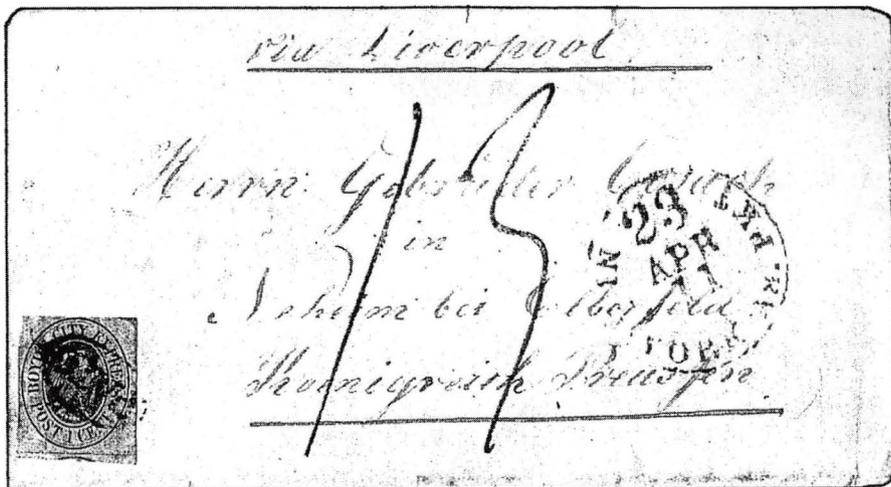
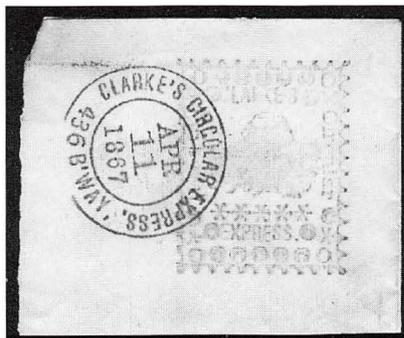
ALVIN ADAMS: ENTREPRENEUR AND BUSINESS PIONEER

RAIL ROAD EXCHANGE CIRCULAR DIE-CUT  
FORWARDING LABELS

AND MORE

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# THE PENNY

VOL. 14 NO. 2



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*THE PENNY POST / Vol. 14 No. 2 / April 2006*

# Editor's Message

By  
Larry Lyons

I have found that the enormous spirit of cooperation of our members is allowing us to bring to you very special in depth research articles which would not have been possible without this sharing of information. I find this camaraderie to be extremely satisfying and compelling. We are finding links, connections and explaining new discoveries all the time. I am learning from my fellow collectors every time we pool our knowledge or attempt to answer each other's questions.

## **American Letter Mail Company**

An understanding of all the facets of the American Letter Mail Company is extremely complex and difficult to unravel. John Bowman and Gordon Stimmell have teamed up to explore this vast independent mail company operation. Their first article appears in this issue and attempts to show the reader the handstamps and markings from various cities of operation of the American Letter Mail Company. This article has been a long time in the making and is rooted in the unpublished Perry-Hall manuscript. As you will note in the acknowledgement at the end of the article, at least nine people were involved in some sort of assistance which all helped to provide the best possible research article at this time. It is a very worthy article with more parts to follow. Special thanks to John and Gordon for their wonderful efforts.

## **Alvin Adams: Entrepreneur and Business Pioneer**

Calvet Hahn was the express editor from April 2002 until his death in the spring of 2004. During this time period he authored many articles. Prior to his leaving us he had provided to me a draft article of his research and study of Alvin Adams. Cal was particularly interested in Adam's various business ventures and piecing together a study of the man's life with Cal's conjectures and deductions as to what companies he might have been involved with as a partner or investor. This article attempts to resolve the origin of some handstamps for which we previously had no known proprietor.

About a year after Cal's passing I found an envelope with xerox copies of some of the pictures which would belong to the Alvin Adams article. The March 17, 2006 sale at Siegel Auction Galleries, featuring some of Cal's material also provided some of the missing images. I could not find them all, not by a long shot. I attempted to edit this article, which I misplaced for several months. Together with participation from Bruce Mosher, our knowledgeable express section editor and Bill Sammis, also a strong student in the express field, which I consider a vast, little explored wilderness.

I guess the editing of this article gives new meaning to the term "ghost writing." Hopefully Cal would not be too angry with what we have done. This is a posthumous publication. The research is important and it is published so it won't be lost.

### **Railroad Exchange – Circular Die Cut Labels**

In this issue we have a very extensive and thorough research article by Bill Sammis on the circular die-cut labels of 1850-1853. These all have the same basic design but are from five different companies. This amazing article is the first time all of these labels have been presented at the same time. The number of students who have seen all of these labels is probably limited to the fingers on one hand. In this article you are bound to see some things you haven't seen before. Very special thanks to Bill Sammis for presenting this amazing research. Express section editor Bruce Mosher lent his assistance while my mouth remains open as I am awe struck.

We hope you enjoy this issue of *The Penny Post* and "Happy Stamping."

### **Plating the 30L3 Browne's Stamp**

Although the majority of the classic US stamps have been plated over the years by some of our greatest philatelists, many of the US carriers and locals have not. They were issued in the same classic period, and in much smaller quantities. Although multiples of US locals and carriers are generally much scarcer than their front-of-the-book counterparts, the small print runs often result in a single plate used for a given stamp. As a result, most of our readers should find plating these stamps easier and more affordable than some of the classic US issues. A case in point is the stamp of Browne's Easton Despatch, *Scott Catalogue* no. 30L3. The stamp is very scarce, and it is likely that only one setting of subjects was used to prepare stamps. Using illustrations of the stamps from auction catalogs, I am able to propose a completed plating of this stamp.

## **Carrier and Local Society Auction**

### **Our Tenth Auction is scheduled**

### **for June 15, 2006**

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# Handstamps of the American Letter Mail Company

By  
John D. Bowman and Gordon Stimmell  
All Rights Reserved

The American Letter Mail Company (ALM) was organized by Lysander Spooner in January of 1844. Spooner apparently surrendered his business to unknown parties around June or July of 1844, and it continued until all independent mail companies were forced out of business by the US as of July 1, 1845. The first advertisements indicated that services would commence from New York City to Boston and Philadelphia on Jan. 23, 1844, from Boston on Jan. 24 and from Baltimore on Jan. 25. Later advertisements show that ALM had offices or agents in a number of other cities in the Northeast. Postage fees were established at 6 1/4 cents per half ounce, and stamps were to be sold at 20 for the dollar, as indicated on the face of the stamp (Scott No. 5L1).

Most surviving covers bear handstamps of the offices in New York City, Philadelphia and Boston. Handstamps used in other cities are scarce to rare. The fact that the offices in Philadelphia and Boston changed addresses is born out by their handstamps. The Boston office was at No.12 State Street until around March 15, 1845, when it moved to No.16 State Street. The Philadelphia office was at 109 Chestnut Street until late September, 1844, when it relocated to 101 Chestnut Street. The New York office was at 56 Wall Street.<sup>1</sup> The Baltimore office never used a handstamp and was closed shortly after it opened.

From May until August, 1844, the name of the company may have been changed to "American Mail Company" according to dated handstamped covers serviced by the Boston and New York City offices, but it reverted back to "American Letter Mail Company". An exception is the Philadelphia office which used "American Mail Company" handstamps from its first one in August, 1844 through its last in June, 1845. It is certainly possible that the company was known popularly by both names.

The early covers of ALM do not bear handstamps, which first appeared around May, 1844. Stamps on these early covers were initially cancelled by a red or black brush and later by a handstamp consisting of a field of red stars. Straight-line postmarks were in use from about the middle of June until about the middle of August, 1844, from New York City, Boston and Gardiner, Maine. Oval handstamps were then introduced in Boston and New York, and a circular handstamp in Philadelphia. Other handstamps were used to indicate the amount due for collection or to indicate prepayment. (However, no handstamps are known from the Baltimore office, probably because it was closed early in the post's history.) Adhesive stamps

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<sup>1</sup> It has been reported in the past that this office also had an address at 4 Wall Street, but the authors have not found any confirming information to support this.

were usually cancelled by manuscript initials or an "X". Various combinations of handstamps on covers exist, making this a rich collecting area.

Fortunately, most ALM covers include a date and city of origin, and a database has been formed by the author (JB).

This article will describe the known handstamp markings of ALM using a classification for listing that can be applied to other independent mail companies. The known markings are based on the Hall-Perry manuscripts<sup>2</sup> and from the authors' collections and compliments of several collectors acknowledged below. This classification system is based on Elliott Perry's and Mike Gutman's work.<sup>3</sup> This is a work in progress, and the authors may have included handstamps not actually used by ALM or failed to include others not yet identified as ALM.

Almost all of the ALM handstamps were in red ink, with a few black known. Perry noted that on about 50% of 94 covers examined, the postmark was applied as a receiving mark on arrival at the office to which the letter was addressed. On 40%, the handstamp was that of the office where the letter originated. Ten percent of the covers bore the postmark of the originating office as well as that of the receiving office. The authors note that some covers bear handstamps used as transit markings for covers originating elsewhere and forwarded through the transit office.

### **Classification of Handstamps**

The letters "ALM" are used to indicate a marking of the ALM in this article. These letters are followed by three letters indicating the city office for which the handstamp is associated: "NYC" for New York City, "PHL" for Philadelphia, "BOS" for Boston, etc. Another letter is added to indicate the type of handstamp used: "F" for forwarding and office markings, "C" for collect markings, and "P" for "PAID" handstamps. A two-digit number is added after the type since several different handstamps are known under a category such as "PAID."

Images are provided at approximately 100% of the handstamp size. Dates of usage are based on the Hall-Perry manuscript as well as the authors' knowledge. However, these dates should be regarded as tentative, and we hope readers will provide additional information. It is not clear if all the handstamps reported herein belong to the ALM. Manuscript cancellations on adhesives are noted but not provided a listing designation. These will be discussed in a future article.

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<sup>2</sup> Elliott Perry and John Hall conceived a book on the Independent Mails, but it was never published. Manuscripts in various stages of completion are in the possession of several individuals. The Philatelic Foundation purchased the remaining manuscripts and donated them to the Carriers and Locals Society. They are currently in the hands of the USPCS, which has promised to return them to the C&LS.

<sup>3</sup> John D. Bowman. Towards a classification system for handstamps of independent mail companies. *Penny Post* Vol. 14 No. 1, Jan. 2006.

### **Cancellations on Stamps**

Adhesive stamps were apparently available at the time ALM opened for business. They were cancelled initially with a red or black cork, or a brush or blob of red or black ink. The first handstamp known used on 5L1 was a cork on January 26, 1844 from Boston, two days after the office opened. The same day, a cork was used on a 5L1 from Baltimore to Philadelphia, three days after the Baltimore office opened.

There is a red handstamp resembling a flower that is noted on a cover bearing two 5L1 adhesives sent from Philadelphia on Feb. 15, 1844 to New York City. It may also be known on other covers.

Shortly after opening, the Boston office employed a handstamp with red ink that has been referred to as a “field of stars.” In fact, there may have been two similar handstamps used but they are difficult to distinguish. This red field of stars handstamp has been noted from Feb. 24 – May 1, 1844. The handstamp is large enough to cover the stamp and tie it to cover.



Boston Red Field of Stars

Manuscript pen cancellations in black are often seen, less often in blue. Often these were a dash or “X,” but initials and words are also seen. The adhesives are not often tied to cover. If there were precancels, these have not been identified as such. Occasionally, handstamped “Paid” or “6” was used to cancel the stamp. A subsequent article will provide details of markings on adhesives.

### **Forwarding and Office Markings**

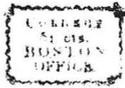
These markings were applied by the office of origination, the forwarding office, or the receiving office. Most are markings of the major offices in Boston, New York City and Philadelphia and are stamped with red ink. Two handstamps were applied in black ink, from Gardiner ME and Newport RI, the only two towns other than the three major offices that utilized handstamps as forwarding markings.

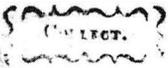
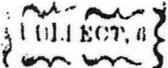
ALM-BOS-F01	43 x 9 mm Red	Aug. 3 – Oct. 12, 1844	FORWARDED BY AMERICAN MAIL CO No. 12 STATE ST. – BOSTON.
ALM-BOS-F02	53 x 9 mm Red	June 13 – July 18, 1844	FORWARDED BY AMERICAN MAIL COMPANY Office 12 State Street, Boston
ALM-BOS-F03	42 x 27 mm Red	Aug. 7, 1844 – March 14, 1845	
ALM-BOS-F04	42 x 27 mm Red	March 18 – June 26, 1845	
ALM-GAR-F05	39 x 10 mm Black	Aug. 25 - 30, 1844	FORWARDED BY AMERICAN MAIL CO. GARDINER ME.
ALM-NPT-F06	32 x 5 mm Black	Aug. 21(?) - 27, 1844	Forwarded by the American Mail Co., from Newport, R. I.
ALM-NYC-F07	44 x 9 mm Red	June 2 – July 25, 1844	FORWARDED BY AMERICAN MAIL CO. No 56 WALL ST. – N. Y.
ALM-NYC-F08	54 x 9 mm Red	May 20 – Aug. 28, 1844	FORWARDED BY THE AMERICAN LETTER MAIL CO Office 56 Wall Street N. Y.
ALM-NYC-F09	41 x 27 mm Red	July 18, 1844 – June 24, 1845	

ALM-PHL-F10	33 mm Red	Aug. 2 – Nov. 19, 1844	
ALM-PHL-F11	32 mm Red	Sept. 27, 1844 –Jan. 18, 1845	
ALM-PHL-F12	32 mm Red	Sept. 28, 1844 - June 23, 1845 (?)	
ALM-NYC-F13	42 x 8 mm Red	May 14 - 30, 1844	

### Collect Handstamps of ALM

A number of collect handstamps are known, including boxed, numerals and straight-line “COLLECT.” With at least three exceptions in black, all are struck in red.

ALM-BOS-C01	16 x 11 mm Red	May 4, 1844 –May 14, 1845	
ALM-BOS-C02	12.5 x 13 mm Red	May 17 – June 26, 1845	
ALM-PHL-C03	12 x 13 mm Red	May 29 – June 6, 1845	

ALM-PHL-C04	17 x 16 mm Red	Dec. 2, 1844 – Dec. 21, 1844, then Mar. 5 – May 26, 1845	
ALM-NYC-C05	18 x 12 mm Red	May 5, 1844 – June 15, 1845	
ALM-NPT-C07	10.5 x 4 mm Black	Aug. 23 - 27, 1844	
ALM-NYC-C08	17 x 2.5 mm Black	July 24 – Aug. 19, 1844	
ALM-PHL-C09	18.5 x 2.75 mm Red	July 26, 184 (?) Dec. 2 - 21, 1844	
ALM-PHL-C10	21 x 7 mm Black	June 13 - July 18, 1844	
ALM-PHL-C11	21 x 8 mm Red	July 26, 1844	
ALM-PROV-C12	8.5 x 10 mm (6) Red	July 10-18, 1844	
ALM-PROV-C13	8.5 x 10 mm Red	July 23, 1844	
ALM-BOS-C14*	12 x 13 mm Red	May 28 – June 24, 1845	

\* C14 has been added as a Boston cancel. However, it is hard to tell the difference between this handstamp and ALM-PHL-C03 because they are so similar.

### PAID Handstamps of ALM

ALM-PHL-P01	15 x 8 mm Red	July 3 – Nov. 15, 1844	
ALM-PROV-P02	14 x 4 mm Red	Apr. 17 - Mar. 1, 1845	
ALM-NYC-P03*	14 x 4 mm Red, Black	June 25, 1844 – June 24, 1845 (R); Dec. 3, 1844 (B)	
ALM-BOS-P04	10 x 4 mm Red	Sept. 30, 1844 – June 11, 1845	

ALM-PHL-P05	13 x 8 mm	July 9 - 18, 1844	
ALM-P06*	14 x 4 mm Red	July 2, 1844 – June 7, 1845	

\* P03 and P06 differ in the space between I and D, and also the width of the uprights in the letters. In addition, the author has found it exceedingly difficult to differentiate between P03 and P06, thus the city of usage of P06 remains undetermined, but is likely either NYC or Philadelphia.

### **Acknowledgements**

We thank Larry Ballantyne, Richard Frajola, Mike Gutman, Fred Kappelman, Larry Lyons, William Sammis and David Snow for information, images and comments. Without their willing help and time, this article would not be as accurate.

### **Request for Input from Collectors**

Because we have attempted to identify earliest and latest known dates of handstamps, and our information is admitted incomplete, the authors hope readers will submit information they may have about handstamp usages. In addition, we would like information about covers, including for each cover datelined origin city and date, destination city and any docketing, adhesives used and their cancellation, handstamps used, and conjunctive use with other independent mail companies, or as much of this information as may be available from the cover. One of us (JB) has developed a database of dated covers, but there are many items the authors and assistants do not know about. Please submit your information to the authors. A scan is not necessary, but if you send one, please include interior or docketing information to help place the city and date of origin.

# More on Brainard & Co.

By  
Larry Lyons

In the January issue of *The Penny Post* an article was presented on Brainard & Co.<sup>1</sup> The intent of the presentation was to give a comprehensive analysis of this major independent mail company and to explain the handstamps and markings. Eight tables were presented to provide census information on the adhesive stamps and the handstamps. As I shoehorned the article to fit into the magazine, the pages with some of the figures were dropped. Those images will be presented here along with additional census data. I wish to thank Gordon Stimmell and John Bowman for generously providing additional information.

## Handstamp Consensus

Several students of the independent mails have indicated that the handstamp shown in **Figure 1** is most likely a Brainard handstamp.



**Figure 1. This handstamp appears to be a Brainard & Co. handstamp from their Albany office. (The sketch is a total reconstruction from some bad strikes.)**

In Mike Gutman's Hales's book<sup>2</sup> the author makes the following statement on this handstamp:

"This 16 x 12 mm handstamp has often been attributed to Hale, but no indication can be found that it was used in any Hale office. In Albany it appears to have been used by Brainard, American Letter Mail and Pomeroy. It appears on Albany letters with the F-1 forwarding handstamp starting 3/22/45 and never appears with a Brainard forwarding handstamp. Perhaps at this point Brainard was no longer acting as Hale's agent in Albany."

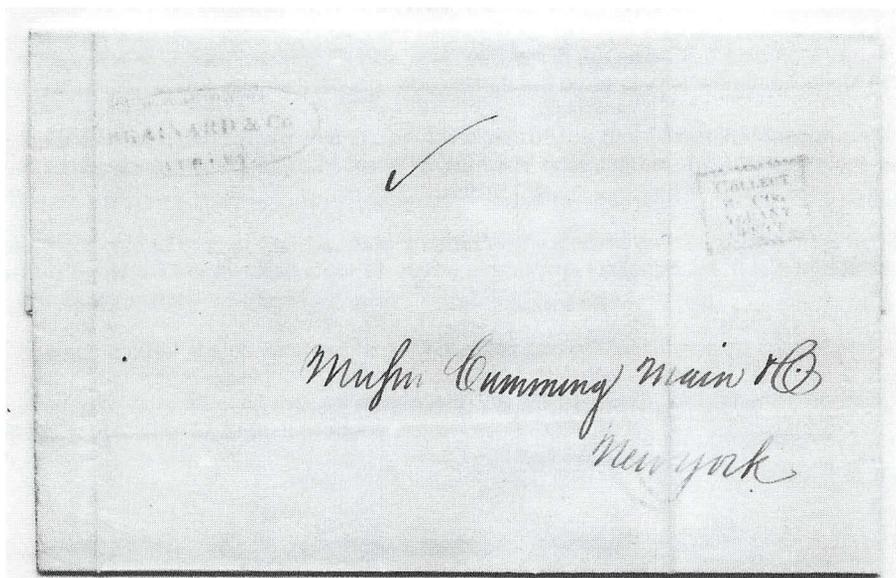
The cover shown in **Figure 2** shows Brainard's forwarding oval from Albany and the boxed Collect handstamp. This cover is dated January 9, 1845. Another dated January 21, 1845 has the same handstamps. It is surmised that this is

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<sup>1</sup> *Brainard & Co. Clearing up Misconceptions and Presenting a Census*, Larry Lyons, *The Penny Post*, Vol. 14, No. 1, pages 51-72.

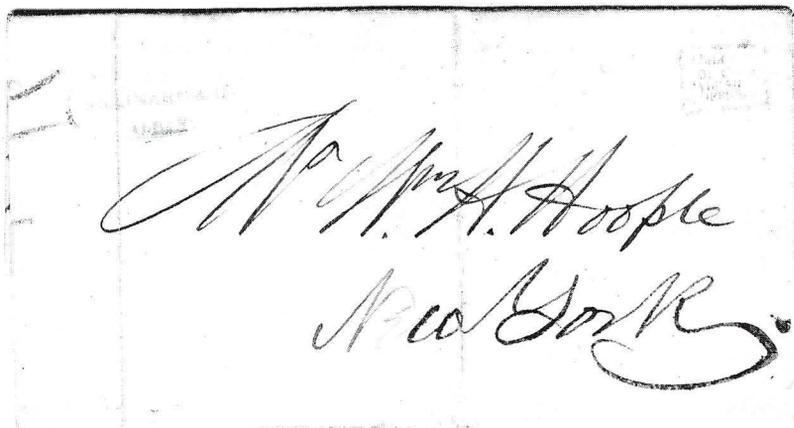
<sup>2</sup> *Hale & Co., Independent Mail Company 1843-1845*, Michael S. Gutman, 2005, page 254.

a Brainard handstamp and should be designated BRA-ALB-C01. The Hudson River was frozen at this time and the mail likely traveled overland via Western R.R.



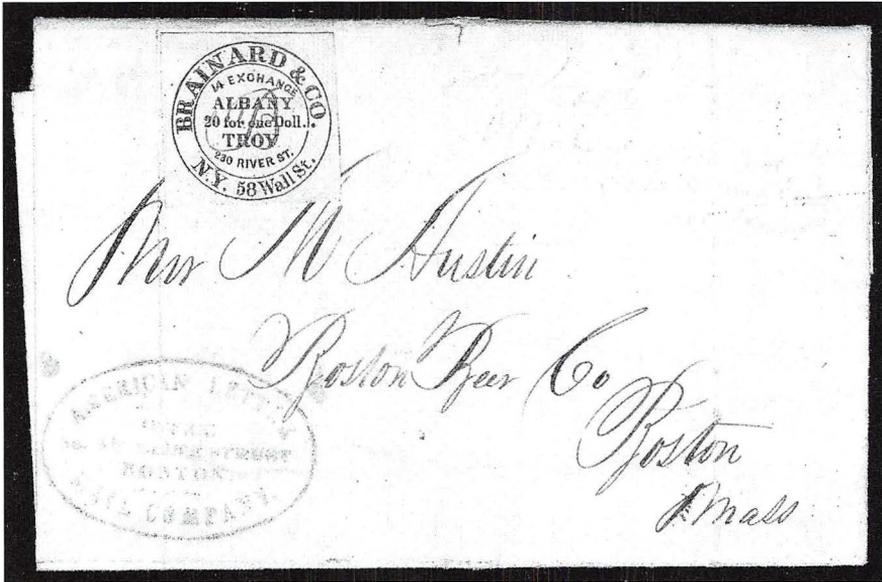
**Figure 2. Stampless cover dated January 9, 1845 with Brainard’s forwarding oval (BRA-ALB-F01) and presumably Brainard’s boxed collect handstamp (BRA-ALB-C01). (Compliments of John Bowman.)**

Figure 3 shows a Brainard stampless cover from Albany dated February 21, 1845 which is #11 in the Albany stampless cover census. This is an example of the boxed “COLLECT/SIX CENTS/FOR/HALE & CO.” handstamp which is designated HLE-NYC-C02.



**Figure 3. A cover dated February 21, 1845 from Albany to New York City with the Brainard & Co. Albany oval (BRA-ALB-F01) and the Hale’s Boxed Collect Handstamp (HLE-NYC-C02).**

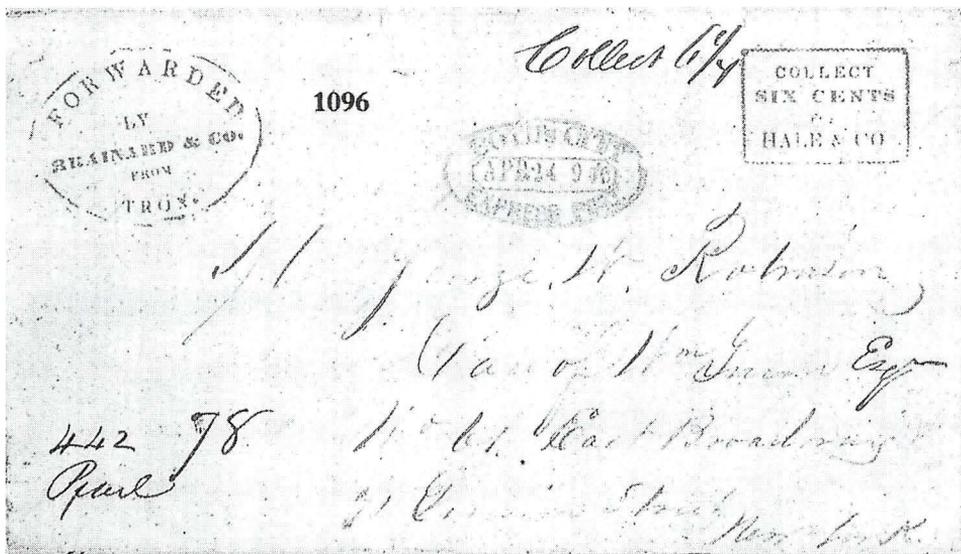
There are at least six known covers indicating that Brainard also connected with the American Letter Mail Co. for mail delivery from Albany and Troy to Boston. The cover shown in **Figure 4** has a faint red forwarded by Brainard & Co. oval from Albany (BRA-ALB-F01) and the conjunctive red American Letter mail Company office, 12 State Street, Boston handstamp (ALM-BOS-F03). The cover has an uncut blue 24L2 adhesive with a manuscript “B” cancel applied presumably by Brainard’s agent in Albany. The cover originated in Troy. The cover also has a pencil manuscript “PAID/ALM”.



**Figure 4. A Conjunctive use cover handled by Brainard and the American Letter Mail Company. The Brainard & Co. forwarded oval (BRA-ALM-F01) is faint. The American Letter Mail Company (ALM-BOS-F03) has a clearer strike. The cover dated August 23, 1844 made the trip to Boston. The adhesive is the Brainard & Co. blue (24L2) with the manuscript “B” presumably applied by Brainard’s agent in Albany. Siegel, Hall sale, November 13-14, 2000, Lot 239.**

At least four stampless covers are known where Hale & Co. used Boyd’s for local delivery in New York City. This would be a triple conjunctive use. The cover shown in **Figure 5** is just such a cover. This cover was forwarded by Brainard & Co. from Troy (BRA-TRY-F02). The boxed Hale’s handstamp is C-3 and the Boyd’s datestamp is Figure 6<sup>3</sup> in John Bowman’s analysis of Boyd’s handstamps.

<sup>3</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Larry Lyons, Volume III, 1998, Addenda 27.



**Figure 5. Triple conjunctive use cover dated April 24, 1845. The forwarders oval of Brainard & Co. from Troy and Hale’s boxed “COLLECT SIX CENTS”. The cover was delivered locally by Boyd’s City Express Post. Christies, October 10, 1990, Lot 1096.**

<b>Table 1</b> <b>Brainard &amp; Co. Covers dated during the December 11, 1844</b> <b>to February 24, 1845 period when the Hudson River was frozen</b> <b>and steamboats didn’t operate.</b>			
<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Stampless or Adhesive</u>	<u>Number in Census</u>
January 9, 1845 Mrs Cumming Main & Co. New York	Brainard from Albany Boxed “COLLECT 6 CENTS ALBANY OFFICE”	Stampless	#32 (Albany)
January 21, 1845 Theodore Sedgwick Esq. Counsellor New York	Brainard from Albany Boxed “COLLECT 6 CENTS ALBANY OFFICE”	Stampless	#33 (Albany)

<b>Table 2</b> <b>Stampless Brainard covers from Albany</b> <b>with a Brainard's Albany oval</b>			
<u>No.</u>	<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/ Record</u>
32	January 9, 1845 Msrs Cumming Main & Co. New York	Boxed "COLLECT 6 CENTS ALBANY OFFICE"	John Bowman
33	January 21, 1845 Theodore Sedgwick Esq. Counsellor New York	Boxed "COLLECT 6 1/4 CENTS ALBANY OFFICE"	Gordon Stimmell

<b>Table 3</b> <b>Stampless Brainard covers from Troy</b> <b>with a Brainard's Troy oval</b>			
<u>No.</u>	<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/ Record</u>
7	October 8, 1844 (Rec'd Oct. 9) Msrs. Wm Jessop & Sons Merchants New York	"6"	Gordon Stimmell
10	November 18, 1844 Philip Schuyler Esq. 215 Tenth New York	BOYD'S CITY EXPRESS ms COLLECT 6 1/4 CENTS "6"	John Fox (Hollowbush), July 8, 1966, Lot 611. Siegel, March 17, 2006, Lot 4540.
49	Dec 16, 1844 (Dec 9) Msrs Shepard & Co. New York	BOYD'S CITY EXPRESS ms COLLECT 6 1/4 "6"	John Bowman
50	April 24, 1845 Msrs. Cumming Main & Co. Fulton St. New York	(C-3) "COLLECT/SIX CENTS/FOR/HALE& CO.".	Gordon Stimmell

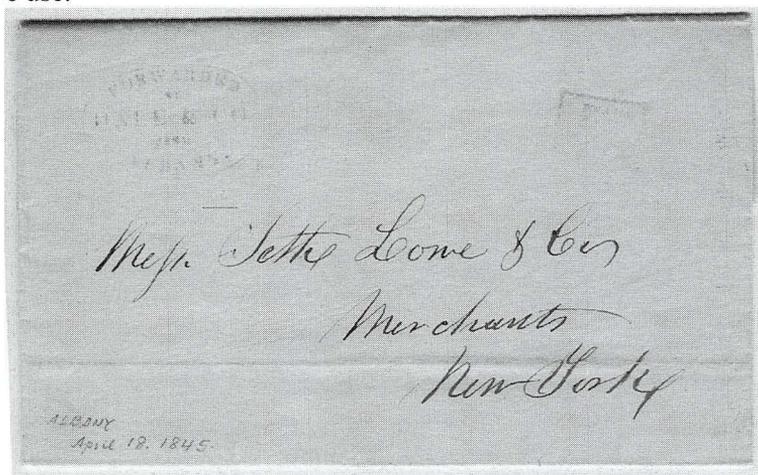
<b>Table 5</b> <b>Brainard covers with</b> <b>Blue Adhesive 24L2</b>			
<u>No.</u>	<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/ Record</u>
17	October 29, 1844 Mesr Prince Ward & King New York Probably from Albany	ms "Paid" 24L2 CTS	Gordon Stimmell

<b>Table 5</b> <b>Brainard covers with</b> <b>Blue Adhesive 24L2</b>			
<u>No.</u>	<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/ Record</u>
18	August 27, 1844 Mr. Hamilton Fonday Elizabeth, New Jersey from Albany	NY cds ms "6" 24L2 cut octagonally with ms "B"	Gordon Stimmell

**Table 1** which contains the Brainard & Co. covers dated during the December 1, 1844 to February 24, 1845 period when the Hudson River was frozen and steamboats didn't operate is revised to contain 12 covers.

**Table 2** which is a listing of the stampless Brainard covers from Albany is revised to contain 33 covers. **Table 3** which is a listing of the stampless covers from Troy is revised to contain 50 covers. **Table 5** which is a census of the Brainard covers with blue adhesives, 24L2 is revised to contain 18 covers.

**Figure 6** shows a cover with a forwarded by Hale & Co. oval from Albany and the same boxed "COLLECT / 6 1/4 CTS/ ALBANY / OFFICE handstamp as the one shown in **Figure 1**. This could be an example of a Brainard-Hale conjunctive use.



**Figure 6. A cover dated April 18, 1845 with Hales-ALB-F01 and BRA-ALB-CO1. Compliments of David Snow.**

#### **Acknowledgement**

I wish to thank Gordon Stimmell and John Bowman for generously providing the additional information which made this article possible. I Also received information analysis and advisement from Mike Gutman and David Snow.

# Brainard's Express

By  
Larry Lyons

As indicated in my January article about Brainard & Co., the founding proprietor of Brainard & Co. was Elijah Brainard.<sup>1</sup> The *Scott Specialized Catalogue* incorrectly lists Charles H. Brainard of Boston as the proprietor. Charles H. Brainard was from Boston and was the proprietor of Brainard's Express, a totally separate company from the larger independent mail company.

## Charles H. Brainard

According to the Boston City Directories, Charles H. Brainard gave his address as 9 Court Street in 1842 and 13 Court Street in 1843. In the directories of 1844 and 1845 he was listed as the proprietor of a bookstore at 82 Washington Street. This is the address cited in the handstamps of the Brainard's Express. Because the Brainard's Express only operated for about two and a half months, the mail operation was not listed in the Boston City Directory for either 1844 or 1845. Had the company operated for a few months longer it would have made the 1845 directory but it was not there when the "census" for that directory was made.<sup>2</sup>

Only four covers are recorded from Brainard's Express in Boston at 82 Washington Street. The handstamp is an oval measuring 36 x 21 mm and appears on all four covers. See **Figure 1**. The "BE" stands for Brainard's Express. The "BOS" means Boston and the "F01" means this is a forwarding handstamp.



**Figure 1. The handstamp of the Brainard's Express in Boston at 82 Washington Street. Covers are known from April 29, 1845 to May 24, 1845. (BE-BOS-F01) (Handstamp totally retouched for clarity.)**

A list of the known Brainard's Express covers can be found in **Table 1**. A red boxed 16 x 11 mm "COLLECT/3/CENTS." and a red 14 x 5 mm "PAID" are associated with the Brainard's Express oval handstamp. See **Figure 2**.

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<sup>1</sup> *The Penny Post*, Larry Lyons, January 2006, page 52.

<sup>2</sup> *The Brainard Independent Mail Companies*, Calvet Hahn, Collectors Club Philatelist, May-June 1984 Vol. 63, No. 3, Page 181.



**Figure 2. The Brainard’s Express boxed COLLECT/3/CENTS” (BE-BOS-C01) and their “PAID” (BE-BOS-P01) markings.  
(Retouched for clarity).**

It should be recorded that during 1843 W.B. Kimball was listed as Brainard’s partner in the firm of Charles H. Brainard & Co. This was at the bookstore when it was located at 13 Court Street. This was also the address of Hale & Co.’s Boston office in 1843 through at least 1844. Hale moved to 23 State Street by March 1844 and continued there until the closing of the Independent mail operations by the government on July 1, 1845. A letter addressed to W.B. Kimball at the City Despatch at 23 State Street led Cal Hahn to suggest that Kimball was Hale’s Boston resident partner in 1844-1845.<sup>3</sup>

**Table 1**  
Brainard’s Express  
82 Washington St. Boston  
Stampless Covers

<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/Record</u>
April, 29, 1845 Messrs. Baldwin, Burnham & Wilton Boston from New York	“COLLECT 3 CENTS”	John Fox, March 31, 1961, Lot 701.
May 7, 1845 Messrs. Baldwin, Burnham & Wilton Boston from New York	“COLLECT 3 CENTS”	John Fox, March 31, 1961, Lot 702.
May 14, 1845 Messrs. Baldwin, Burnham & Wilton Boston from New York	“COLLECT 3 CENTS”	John Fox, March 31, 1961, Lot 703.

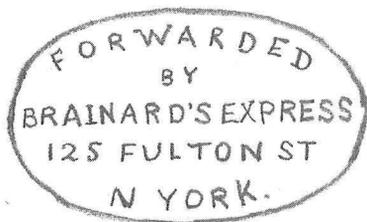
<sup>3</sup> Ibid, page 183.

<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/Record</u>
May 24, 1845 Messrs. Baldwin, Burnham & Wilton Boston from New York	“COLLECT 3 CENTS”	Siegel (Blake), Dec. 9-12, 1969, Lot 1535.

**Table 2**  
Brainard’s Express  
125 Fulton St. New York  
Stampless covers

<u>Date/Addressee</u>	<u>Handstamps</u>	<u>Auction/Record</u>
June 13, 1845 Mr. Henry Tobias New York	“PAID”, ms “Paid”	Knapp collection
April __, 1845 Mr. Jonus C. Lynch	“COLLECT 3 CENTS”	Kaufmann, March 31, 1983, Lot 451.
1845 Msrs. W.A. Hansom & Co. New York	“COLLECT 3 CENTS”	Siegel (Golden) Nov. 15-17, 1999, Lot 784.
April 15, 1845 Miss Lynch c/o Judge Lynch 20 Chambers St. New York from Boston	“COLLECT 3 CENTS”	Paige, Dec. 1, 1950, Lot 897.
John Ward, Esq. Mrs. I Ward 42 Wall St. New York	“COLLECT 3 CENTS”	Ivy, Shreve & Mader (Middendorf) Dec. 12-14, 1990, Lot 2215. Ivy, Shreve & Mader, July 14-16, 1993, Lot 3231. Schwartz collection.
April 3, 1845 Capt. Delano C/o Messrs. Grinnell Minturn 78 South Boston from London	“COLLECT 3 CENTS”	Robson Lowe, Nov. 28, 1975, Lot 652. Ex. A.G. Hall.
June 21, 1845 E.P. Clarke #2 Wall from Boston	ms “Pd 2 cts” ink “2 cts”	Stolow, June 21, 1982 Ex. Harris.
June __, 1845		Perry records

An identical handstamp for Brainard's Express is known from 125 Fulton Street in New York. This handstamp measures 36 x 21 mm. The similar boxed "COLLECT/3/CENTS." and the "PAID" markings match to the Brainard's Express from Boston, so it was surmised by Cal Hahn that this was the other end of the route. The handstamp is a red oval measuring 35 x 26 mm. See **Figure 3**. The red boxed "COLLECTS/3/CENTS." measures 15 x 10 mm. and the "PAID" measures 14 x 5 mm.



**Figure 3. The handstamp of the Brainard's Express in New York at 125 Fulton St. Covers are known between April 3, 1845 and June 21, 1845. (BE-NYC-F01). (Totally retouched for clarity.)**

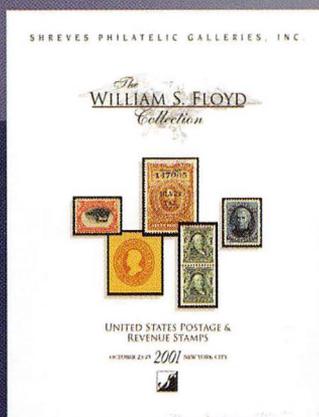
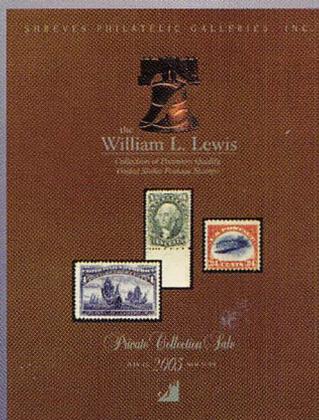
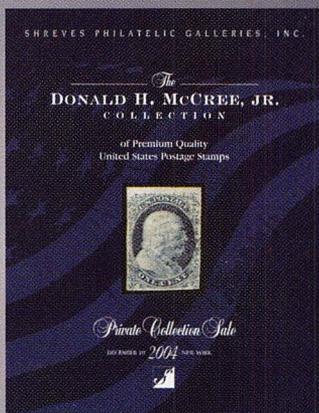
I was able to find eight examples of the Brainard's Express at 125 Fulton Street. See **Table 2**. Two of the covers are addressed to Boston, two are from Boston, three are local in NYC and one is from London headed for Boston.

There is evidence from the covers that Brainard's Express had an intercity rate of three cents. This is based on the "COLLECT 3 CENTS" handstamp on the 82 Washington Street covers to New York. The manuscript marking of "Pd 2cts" on the June 21, 1845 cover led Cal Hahn to believe that the prepaid rate was two cents.<sup>4</sup>

The Brainard's Express Company was completely separate from Brainard & Co. The two companies had totally different proprietors and routes. It is hoped that this clears up this misconception and that the *Scott Catalogue* will be revised to indicate the proper proprietor for Brainard & Co.

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<sup>4</sup> Ibid, page 185.



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# A John Walter Scott Forgery Pair Of Two Different Subjects

By  
Larry Lyons

My years of studying forgeries have led me to believe that John Walter Scott usually made his forgeries by grouping different subjects together. This is different from George Hussey who made large multiples of the same subject. Many large multiples of the Hussey forgeries exist to this day. This is true because Hussey produced a large volume of forgeries. Some of John Walter Scott's different subject multiples have survived. They are quite rare since Scott produced far less quantities of forgeries than Hussey and most of his different subject multiples have been previously cut apart. The study of these multiples help to provide information on which Forgery types John Walter Scott produced. It is also my belief that the early *Scott Catalogues* illustrated only Scott forgeries. I usually refer to the 1879 and the 1933 *Scott Catalogues* for pictures of the Scott forgeries.

The reason all of the Scott forgeries have not previously been identified is that forgeries exist that resemble the Scott forgeries but were probably made by other individuals. I consider these forgeries that imitate the Scott forgeries as being "after Scott" just as forgeries made from the Moens plates are considered "after Moens".

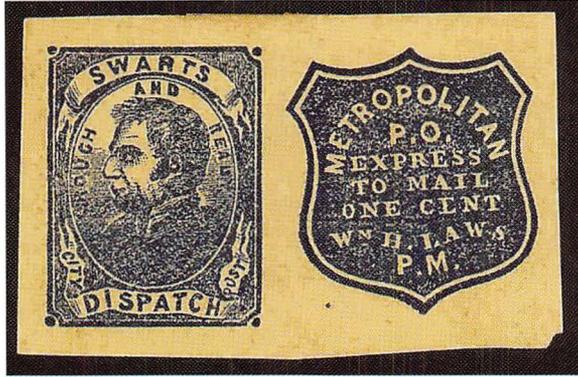
Recently I came across the pair of forgeries shown in **Figure 1**. The Swart's stamp at the left is Forgery A which is identified by the horizontal line on the forehead above the eye. The various Swarts forgeries are shown and described in the *Lyons' Identifier* on pages 1011-1014. Forgery A1 is a heavy ink production of Forgery A which makes the background inside the outer frame and the uniform very dark. The Scott Forgery of the Swart's Zachary Taylor Stamp has not previously been positively identified. Donald Patton theorized that Forgery A was "probably the work of Scott."<sup>1</sup>

The Metropolitan P. O. Express stamp at the right of **Figure 1** is Forgery D2 (Type IV) which is shown and described on pages 824-828 of the *Lyons' Identifier*. Forgery D of the Metropolitan P.O. Express stamp has previously been attributed to Scott. The D2 variety is missing the center arm of the "E" in "CENT". On page 828 the color of Forgery D2 is given as dark blue on white. This is the color of the pair of stamps shown in **Figure 1**.

**Figure 2** is the Swart's stamp from Chapter IV, page 29 of the 1879 *Scott Catalogue*. I note that this is the same as Forgery A which is shown in **Figure 1**. In particular the final "s" in "Swart's" is the same. This letter is different and there are other variations in Forgery B of the Swart's stamp which somewhat resembles Forgery A. See **Figure 3**. The Forgery B is a Forgery "after Scott". It is also noted that Forgery B mimics the colors of Forgery A. The line on the forehead appears on Forgeries A and B and in Stone III of the original. All of the reprints are Stone III.

---

<sup>1</sup> *The Private Local Posts of the United States of America*, Donald Scott Patton, Robson Lowe Ltd., 1967, page 42.



**Figure 1. A John Walter Scott Forgery pair of Swart's Forgery A and Metropolitan P.O. Express Forgery D2 (Type IV). The pair of stamps are dark blue on amber bond paper.**

The dark blue stamps shown in **Figure 1** are on amber bond paper. I have a pink Swart's Zachary Taylor stamp Forgery A1 and a pink Metropolitan P.O. Express Forgery D. Both stamps are on the same amber bond paper and were probably produced together in the same format as **Figure 1**. When placed side by side the two pink stamps have the same spacing as the pair shown in **Figure 1**, as if they were separated by a single scissor cut. Perhaps other colors can be similarly shown to have come from the same printing.

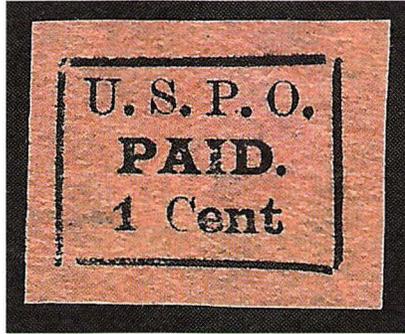
It is concluded that Forgery A of the Swart's Zachary Taylor stamp was produced by John Walter Scott. Similar studies will lead to further identification of Scott forgeries. The key is to find and study undivided multiples. Readers are urged to submit color copies or scans of Scott multiples for future articles.

# Forgery Update

By

John P. Halstead

U.S. P.O., Philadelphia Carrier



## Forgery W (7LB6-9)

1. The word "PAID" is in serified capitals unlike the original.
2. The lettering of "U.S.P.O." and "Cent" is shorter and broader than in the original.
3. The letter "C" is very thin unlike the rest of the word "Cent".
4. There is no period after "Cent".
5. The paper is mesh paper.



## Forgery position D1 (7LB1-5)

1. Similar to Forgery D, but the word "PAID" is shifted slightly to the left.
2. The top and bottom borders extend past the left border and are short of the right border
3. The border size is 14 3/4 x 11 3/4 mm.

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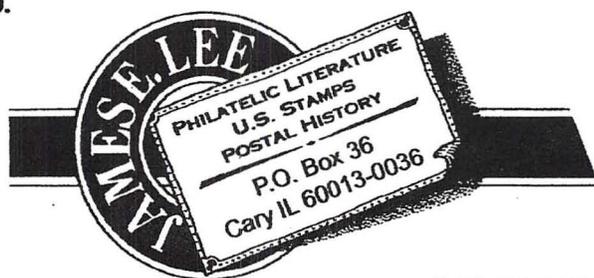
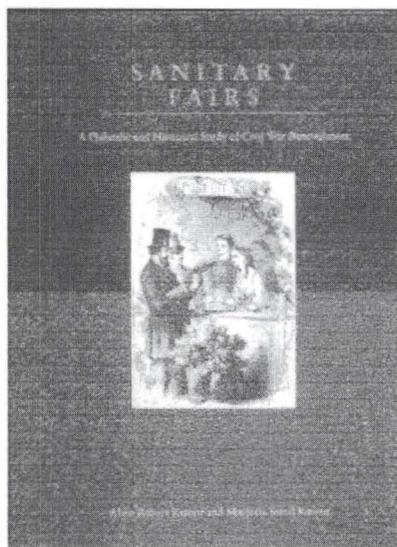
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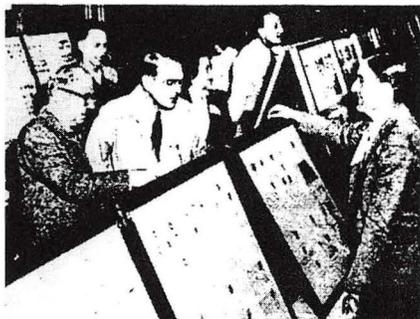
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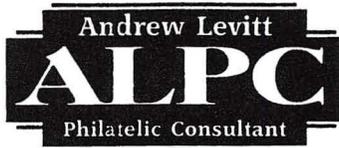
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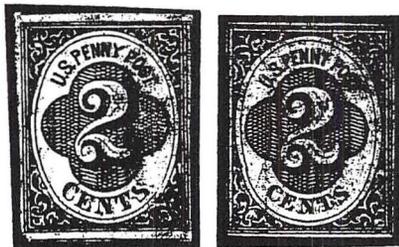
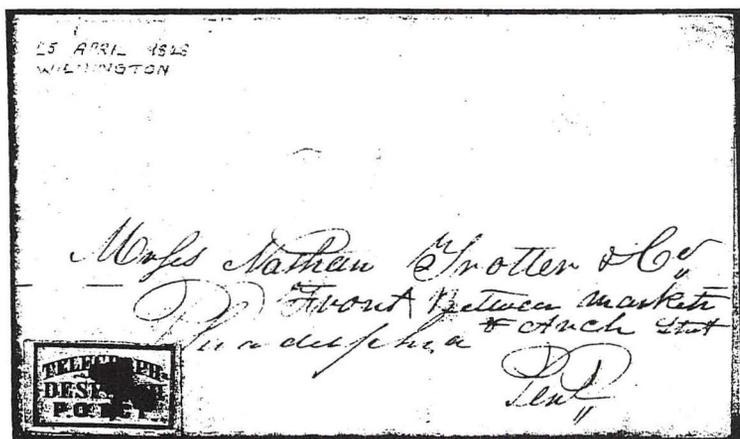
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# Plating the Browne's Easton Despatch Washington Stamp

By  
Larry Lyons

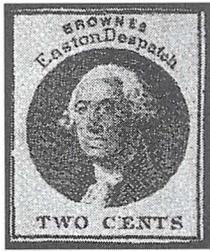
In the David Golden collection there was a block of six of the Brownes Easton Despatch Washington stamp.<sup>1</sup> The same lot offered a horizontal pair of stamps which does not plate to the block of six. This horizontal pair can be seen at the top left of **Figure 1**. The block of six has a large margin at the right and it was theorized by George Sloane that the plate probably comprised ten subjects arranged in two horizontal rows of five. This would make the block of six contain positions 4-5/7-10. The pair could be positions 2-3 or 1-2. I find no reason to move the pair from the position 2-3 placement shown in the Siegel sale. See **Figure 1**.

After examining the stamps closely I found that the positions could be easily identified. There are different sizes to the lettering at the top and this results in the letters of "BROWNES" being located in different distinct positions relative to the letters of "Easton Despatch" directly below. I noted the differences for the eight different stamp positions and went looking for the missing two positions.

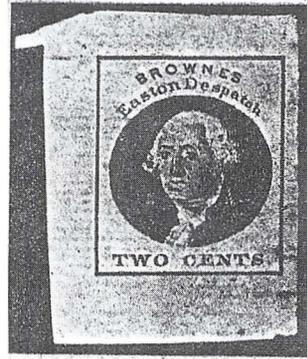


**Figure 1.** The David Golden (Siegel, November 15-17, 1999, Lot A850.) block of six consisting of a block of four at the right with two additional stamps at the lower left. A block containing different plate positions has been inserted at the top left. Two stamps are missing at the left side. The missing positions would be positions 1 and 6. This stamp is *Scott Catalogue* number 30L3.

<sup>1</sup> Siegel (Golden), November 15-17, 1999, Lot A850.



**Position 1.**



**Position 6.**

**Figure 2. The two positions missing from the eight shown in Figure 1.**

Using my lettering placement analysis for the eight stamps already assigned positions, I was easily able to identify the plate positions of every single stamp and pair of stamps in my records. This article contains a census of the stamps I have recorded and gives their plate positions. I assume the plate size was 10 and I attempted to confirm this by plating the 26 single stamps that I could find.

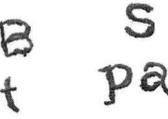
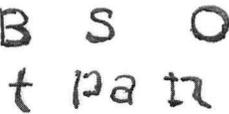
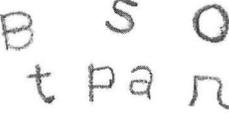
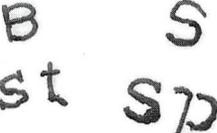
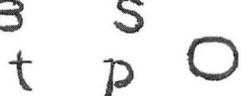
**Previously Unknown Positions 1 and 6**

I was very fortunate to find two stamps with different plate positions than the eight already analyzed from my plating of the David Golden block of six plus pair. The bottom left corner stamp found in the Sloane's notes must be position 6. It was noted that brown gum was applied over the stamps but not fully up to the margins. The gum on the back of the stamp helped identify the bottom left corner margin copy which is position 6. The other stamp must therefore be position 1 (or 3 if the pair is position 1-2 and not 2-3).

The following position identifier can be used to plate the ten different positions.

**Positions Identified**

<p><u>Position 1</u> (assigned)          Right side of "B" over "t" in "Easton"          and very small "S" between "s" and "p"          in "Despatch"          Also "n" and "D" touching in "Easton          Despatch"</p>	
<p><u>Position 2</u>          Right side of "B" over "t" in "Easton"          and "S" over "a" in "Despatch"</p>	

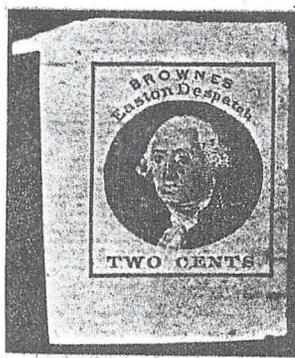
<p><u>Position 3</u> Left side of “B” over “t” in “Easton” and “S” over “p” in “Despatch”</p>	
<p><u>Position 4</u> Left side of “B” over “t” in “Easton” and “S” between “p” and “a” in “Despatch” (actually closed to the “a” than halfway between)</p>	
<p><u>Position 5</u> Right side of “B” over “t” in “Easton” and “S” between “p” and “a” in “Despatch” and “O” not over the “n” in “Easton”</p>	
<p><u>Position 6</u> Right side of “B” over “t” in “Easton” (actually slightly to the left of the “t”) and “s” between “p” and “a” in “Despatch” and “O” over “n” in “Easton”</p>	
<p><u>Position 7</u> “B” is between “s” and “t” of “Easton” and “S” is between “s” and “p” in “Despatch”</p>	
<p><u>Position 8</u> Right side of “B” over “t” in “Easton” and “s” over “p” in “Despatch” Round “O” in “BROWNES”</p>	
<p><u>Position 9</u> Right side of “B” over “t” in “Easton” and middle of “S” over left side of “p” in “Despatch”</p>	
<p><u>Position 10</u> Right side of “B” over “t” in “Easton” and “S” over “p” in “Despatch” Squarish “O” in “BROWNES”</p>	



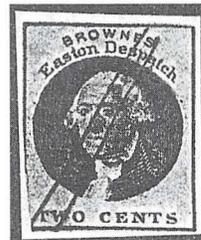
Position 10  
Census #21



Position 1  
Census #22



Position 6  
Census #23



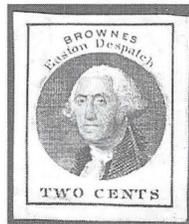
Position 10  
Census #24



Position 2  
Census #25



Position 10  
Census #26



Position 4  
Census #15



Position 10  
Census #3

**Figure 3. Some of the single stamps from the census.**

It should be noted that positions 1 and 3 have small lettering in "BROWNES". I own a stamp from position 3 and upon seeing the small lettering I embarked on this plating analysis. I first thought I was looking at a forgery. The portrait of Washington and other factors led me to quickly conclude that the stamp was not Forgery A, B or C. I next looked at the known genuine stamps and after studying the Golden block I concluded that my stamp was genuine position 3 which has smaller lettering in "BROWNES" and a larger space between "Easton" and "Despatch". I proceeded to identify the plate positions and search for the missing two stamps from positions 1 and 6.

**Census of Browne's Easton Despatch  
Washington Stamps (30L3)**

<u>No.</u>	<u>Plate Positions</u>	<u>Used Unused</u>	<u>Auction/Record</u>
1.	2-3,4-5/ 7-10	unused	Siegel (Golden), Nov. 15-17, 1999, Lot A850. Robson Lowe, Oct. 26, 1973, Lot 1977. Siegel (Lilly), Sept. 14-16, 1967, Lot 674. Harmers (Y. Souren), Oct. 31, 1951, Lot 873. Ex. Weeks, Souren, Boker, Lilly, Golden

<u>No.</u>	<u>Plate Positions</u>	<u>Used Unused</u>	<u>Auction/Record</u>
2.	9	used pen strokes	Siegel (Golden), Nov. 15-17, 1999, Lot A851.
3.	10	HS	Ventura Sale 154, Lot 75. Bennett, Dec. 2, 2001, Lot 2402. Harmers (Caspary), March 20, 1957, Lot 677. Weiss, Feb. 10, 2001, Lot 1386. Siegel, March 9-11, 1983, Lot 617.
4.	6	unused	Kaufmann, May 13, 1989, Lot 780.
5.	1	unused	Harmer Rooke (Carroll T. Sinclair), April 17, 1959, Lot 567.
6.	4	unused	Hugh Barr, March 17-19, 1949, Lot 342.
7.	9	unused	Siegel, June 24-30, 1953, Lot 653.
8.	9	unused	Harmers (Caspary), March 20, 1957, Lot 673.
9.	No picture	unused	Harmers (Caspary), March 20, 1957, Lot 674.
10.	2-3	unused	Harmers (Caspary), March 20, 1957, Lot 675. Frajola (Middendorf), May 1991, Lot 453.
11.	2-3	unused	Harmers (Caspary), March 20, 1957, Lot 676.
11A.	2-3	unused	Ivy & Mader, June 2002, Lot 2310. (Probably same as Number 11). Weiss, Feb. 10, 2001, Lot 1388.
12.	No picture	used	Harmers (Caspary), March 20, 1957, Lot 678.
12A.	7	used Pen strokes	(Description seems to match Number 12 above) Harmers, May 15-17, 1979, Lot 1513. John Fox (Hollowbush), July 8, 1966, Lot 636. Harmer, June 18, 1968, Lot 531.
13.	8	unused affixed to cover	Siegel, Jan. 18-19, 2000, Lot 945.
14.	8	unused	Siegel (Hall), Nov. 13-14, 2000, Lot 520. Bennett, April 13-14, 2002, Lot 1264. Venture sale AD-16, Lot 403.
15.	4	unused	Siegel (Hall), Nov. 13-14, 2000, Lot 521.
16.	4-5	unused	Harmers (Y. Souren), Oct. 31, 1951, Lot 872.
17.	9	unused affixed to cover	Harmers (Y. Souren), Oct. 31, 1951, Lot 874.
18.	Bottom sheet pair, no picture	unused	Bartels, Jan. 8, 1913, Lot 79.
19.	10	unused	Siegel (Schwartz), June 27-29, 2000, Lot 1687.
20.	9	unused	Weiss, Feb. 10, 2001, Lot 1387.

<u>No.</u>	<u>Plate Positions</u>	<u>Used Unused</u>	<u>Auction/Record</u>
21.	10	unused	cut around on border.
22.	1	unused	Sloane's notes
23.	6	unused	Sloane's notes
24.	10	used	Sloane's notes
25.	2	unused	Sloane's notes
26.	10	unused	Sloane's notes

### Known Examples

The above census contains at least 37 examples of the Browne's Easton Despatch Washington stamp. Besides the reconstructed block of 8 there are 3 or 4 unused pairs, 17 unused singles, 3 used singles with pen strokes and 1 used single with a handstamped cancel.

There are at least five auction records of sales of 30L3 stamps with no pictures. There is no way to know if these stamps are in my census. This stamp most probably was also contained in some large lots and collections. Again these stamps would not have been recorded. If you have information on, or own an example not in this census I would love to have a scan or a hard copy for my records. I will publish census updates in the future.

### Stitch Watermark

Census Numbers 3 and 15 in the above census are noted in the auction records as having a stitch watermark. These are positions 10 and 4 respectively. See **Figure 4** for a diagram of the stitch watermark on the position 4 stamp.



**Figure 4. A sketch of the stitch watermark on one of the position 4 stamps. There is no certainty or guarantee that every sheet printed would show a stitch watermark. It is also likely that it would appear in different places on different sheets of paper.**

### Acknowledgement

Special thanks to John Bowman for his assistance which added to the clarity of this article.

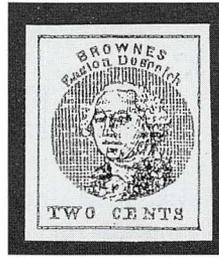
## The Forgeries



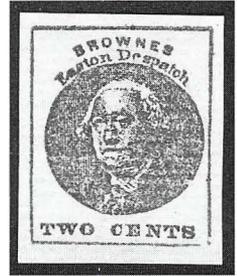
**Forgery A  
(Scott)**



**Forgery B  
(Taylor)**



**Forgery C  
(Coster  
Illustration)**



**Forgery D  
(Probably  
French)**

## Quick Identification



**Forgery A**



**Forgery B**



**Forgery C**



**Forgery D**

### Forgery A

1. The background and Washington differ from the original.
2. There is a detached middle bar in the "E" in "BROWNES".

### Forgery B

1. The background and Washington differ from the original.
2. The "R" in "BROWNES" is squarish.
3. The "S" in "CENTS" is easily identifiable.

### Forgery C

1. The background is a large grid.
2. The "sp" in "Despatch" are very close and the "s" has a top stroke.

### Forgery D

1. The background and printing are muddy.
2. There is a break in the outer border at the bottom right.
3. My stamp is on horizontally laid paper.

# Alvin Adams: Entrepreneur and Business Pioneer

By

Calvet M. Hahn

Edited and Illustrated by Larry Lyons

Alvin Adams was born June 16, 1804 at Andover, VT, ninth of eleven children and was orphaned at age eight when his parents died of spotted fever. He stayed on the family farm with an elder brother going to the local common school until he was fifteen. The following year he met and was employed by Robert Booker, a stage and hotel proprietor in Woodstock, VT, working there until he was twenty. At age twenty he went to the Marlboro House in Boston where he worked for a year. He tried several professions in the provisions field but in the Panic of 1837, six years after marrying Ann Rebecca Bridge of Boston, he lost his capital and was \$10,000 in debt. He went to New York to recoup but with insufficient capital had to close up and return to Boston. Learning that the Boston & Norwich railroad was about to open, he applied to run an express over it as Harnden had been doing on the Stonington Railroad. He bought two season tickets between New York and Boston and began service as the **People's Express** with his partner on May 4, 1840. Alvin Adams also quickly began the Burke & Co.'s Express. His competitor, William Harnden, said that **Burke & Co.'s Express** didn't have quite a hatful of packages on its first run. Adams' senior partner and backer was P.C. Burke who left the company sometime between mid-July and November 1840 when Adams, who was somewhat of a prude, broke with him over Burke's profanity and personal immorality.

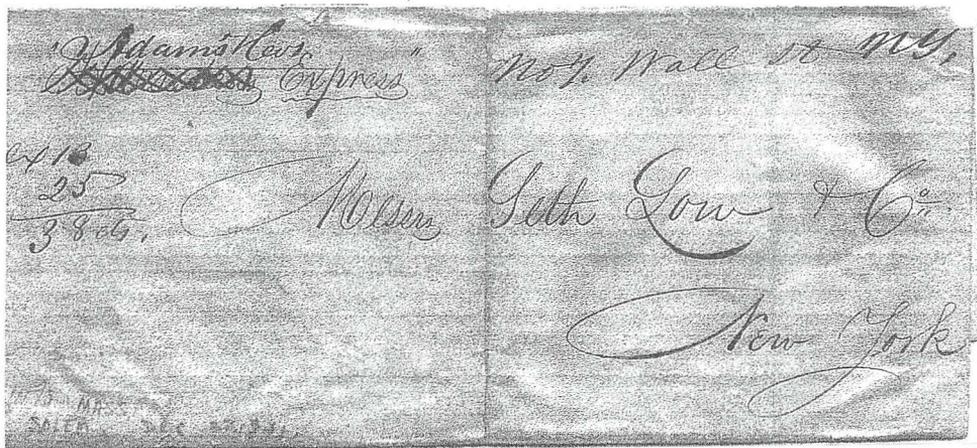


*Alvin Adams*

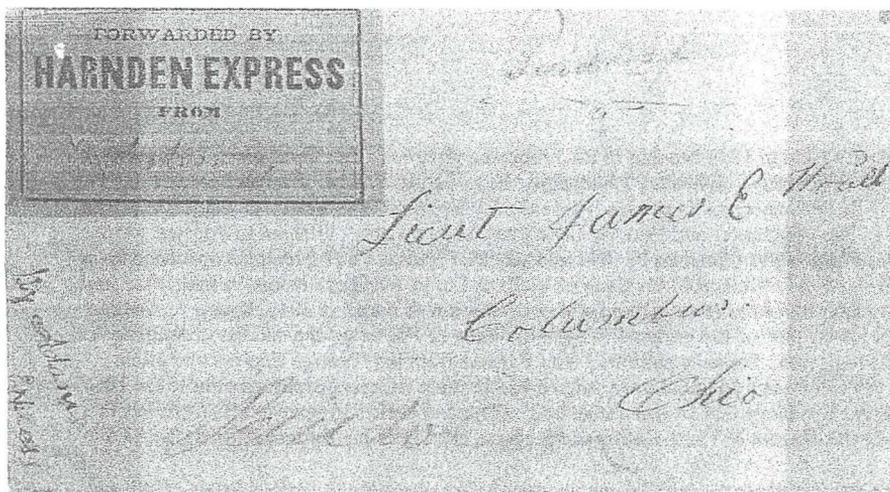
Adams first advertisement as the newly formed **Adams Boston Package Express** which began November 27, 1840 with a Mr. Farnsworth as his New York partner. In Boston he relied upon a friend, E.H. Brainard, a relative of the Brainard of **Brainard's Express**, to do his carting until 1842. Brainard liked him so much he did it for free while the competition had to pay. Adams carried on alone as messenger, cashier, receipt-clerk, label boy and porter until a fellow Vermonter, Addison Gilmore, a Norwich R.R. director, alerted him that Harnden was quitting the Norwich branch and to apply immediately for the post.

Adams got the contract on May 28, 1841 two days prior to Harnden's losing his position as the government route agent and advertised as the **Adams & Co.'s**

**Express.**<sup>1</sup> Farnsworth left the company within five months and was replaced in late October by R. Moore as the New York agent at 46 William St. During that summer, 32-year old William B. Dinsmore was employed as clerk and messenger in the New York office. He had previously traded in the south and was a bookkeeper for a New York stationer. Dinsmore was so helpful that he was made a partner replacing Moore and they moved the New York office to 7 Wall St. by December 4, 1841. By 1850 he was to replace Adams as president of the **Adams Express Company**, formed in 1854. It is in December 1841 that we get the first philatelic evidence of Adam's activities. See **Figure 1**. During the summer of 1841, Adams engaged in a



**Figure 1.** The earliest recorded Adams cover, December 22, 1841.



**Figure 2.** Harnden under Adams operation as denoted by ms at left.

<sup>1</sup> Much of the information is taken from Cal Hahn's May-June 1990 *Collectors Club Philatelist* article on the Adams' Express.

number of businesses to raise funds. He sold cabs made in Newark, N.J., and was advertising “tickets, berths and staterooms” on the Norwich steamboats then owned by Wm. Vanderbilt who also owned the Norwich R.R. It is probable that Adams’ industriousness and winning personality appealed to the Commodore who may have backed him financially.

During the depths of the great 19<sup>th</sup> century depression, Adams was actively growing and building his business framework of personnel and contacts. By 1844 Adams was doing more business than Harnden, who died insolvent. Adams bought **Harnden’s Package Express & Foreign Letter Office** also named **Harnden’s Express** upon Harnden’s demise, renaming it **Harnden & Co.** See **Figure 2.**

During the years 1841-1842, Adams employed his brother-in-law Mr. Hall as a clerk in Boston, replacing him with Charles Haskell in 1843. Haskell’s brother eventually was sent to California in 1849 to set up the **Adams California Express** operation there. The Boston waybill clerk was James R. Cholwell, who employed his family in the independent operation called **Cholwell’s Daily Express** in 1842 at 98 Hamersey in New York, where he and his brother George R. Cholwell lived and from which George ran a pocket book business beginning in 1838 and James ran the express. In 1849, Alfred Cholwell, a descendent, operated as **Cholwell’s Merchant’s Exchange and Letter Office** at 1 Nassau Street using a handstamp on his letters. See **Figure 3.**

In Boston, Samuel L. Woodward, a paid employee, replaced the free services of Brainard as wagon driver. He was a major generator of new business for Adams. George B. Fisher, the company’s Boston bookkeeper served as a messenger in 1842 along with Swett and Fisher who were witnesses in the 1843 trial where the government tried to put Adams out of business. A fellow Adams’ messenger was Mr. Stevens, who was the conductor arrested by the government in that trial. Yet another of the early Adams messengers was Thomas O. Goold who won a watch from Adams in 1846 for his assistance to passengers in the steamer *Atlantic* sinking disaster of that year.

In 1843, Adam’s New York office at 7 Wall St. had Daggett as the custom house man, with Dinsmore’s runner being John Hoey, who was working for **Beecher’s Express** out of the Adams Office and shifted over that year to Adams. He rode a pony to the Long Island rail station in Brooklyn to meet the trains and beat the Harnden Express newspaper deliveries of Boston papers. Hoey is famed for his “Adams’ Free for the Regiment” Civil War markings.<sup>2</sup> In 1850 he along with John K. Stimson, brother of the express chronicler A.L. Stimson, created **Hoey & Co.’s New York and Charleston Steamship Express.** In later years Hoey was an important Adams Express official and wrote Adams obituary in 1877. Service as far as New Orleans had been attempted as early as December 5, 1843 using **Roger & Co.’s Southern Express** for conjunctive service to Cincinnati, Louisville and St. Louis.

Amos Smith of Brooklyn handled Adams’ New York wagon business. Smith advertised as **Hurlbut & Co.’s Hartford and New Haven and Springfield Package Express** in November 1841 along with Jaret Hurlbut of Hartford. It operated initially out of 46 William St. and then from December out of the Adams

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<sup>2</sup> See Cal Hahn’s 1971 article in *American Philatelist* on this Civil War operation.

office. As Hurlbut sold out to Harnden, Amos Smith set up his own express line over the route February 12, 1842 as **Smith's Hartford and Springfield Express**. Around 1842, an express wagon was obtained for the New York deliveries and Warren Studley, subsequent founder of the **Railway Baggage Delivery Express Co.**, was hired to drive it. Studley was replaced in 1843 by James D. Wallace who was replaced in the spring of 1844 by John M. Freeman, whose Adams operations in Panama and the West were known as **Freeman's Express**.

With Harnden's acquisition of **Beecher's Express**, the founder of that express, Benjamin Beecher, Jr. moved over to work for **Webb & Co.'s New Haven Express** in New York. This was operated by William Webb and Henry B. Plant around June of 1845. That firm was taken over in turn by Adams around 1848 along with **Phillips & Co.**, with Henry Plant becoming an important Adams official, having shifted over in 1847. It was Henry Plant who obtained the exclusive *Treasury Department contract* to carry specie from the Philadelphia mint to the N.Y. Customs House, an important component in the company's growth. This contract was extended to other specie deliveries later. Plant eventually headed up the **Southern Express Company** in 1861 when Adams spun that operation off to evade confiscation during the Civil War. See **Figure 4**.

Adams got an exclusive transport contract with the Union Transportation Co. to begin March 14, 1842, through Edward S. Sanford, probably a relative of Capt. M. Sanford, a Vanderbilt partner and owner of the Independent Line to Philadelphia. Sanford became the Adams man in Philadelphia and eventually a director and vice-president of the Adams Express Co. and joined with Samuel Shoemaker to form **Shoemaker & Sanford's Express** from Philadelphia to Baltimore. By December 15, 1843, Adams had its own Baltimore office and used Shoemaker & Sanford to connect south to Petersburg, VA. Adams' agent in Pittsburgh was Richard G. Berford, who later founded **Berford & Co.'s** western express.

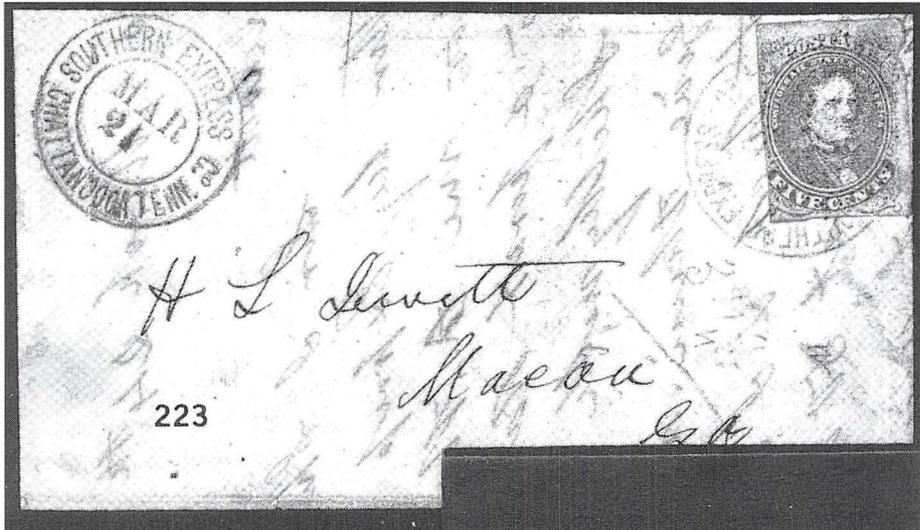
Characteristic of Adams' operations was both secrecy and joint stock company organization with Adams being a silent or secret partner in many other transportation companies. This was also typical of Vanderbilt's operations, from which Adams may have learned it.

On July 1, 1854, the **Adams Express Company** was organized as a limited stock company. The eight components were a) Adams & Co., b) Harnden & Co. c) Hoey & Co.'s Charleston Express, d) Kinsley & Co. e) Thompson & Co. f) Livingston, Winchester & Co.'s Savannah Express, g) Thompson, Livingston & Co., and h) Livingston's Philadelphia Express.

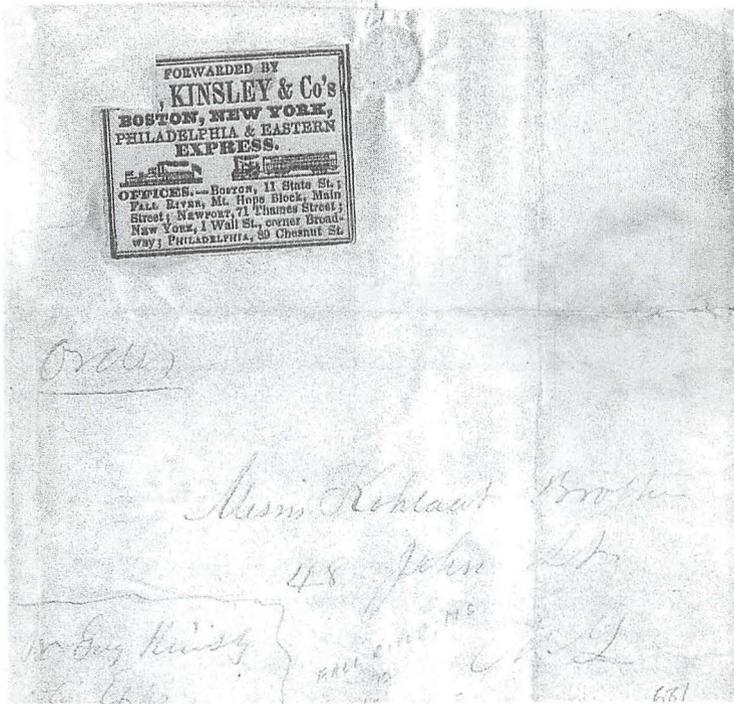
**Kinsley & Co.** had been formed in 1850 when Rufus B. Kinsley, a Newport, R.I. banker joined with Sanford and Shoemaker to buy out Gay and C.H. Valentine's portion of the **Gay, Kinsley Express** which was formed from several local expresses on May 18, 1847. See **Figure 5**. **Thompson & Co.** had been formed when J.M. Thompson had purchased the Albany-Boston Harnden route from Harnden for \$3,000 and in 1843 brought in R.L. Johnson. See **Figure 6**. The **Thompson, Livingston & Co.** had J.M. Thompson, Johnston Livingston, E.S. Sanford, S.M. Shoemaker and L.W. Winchester (N.Y. manager) as its owners, while the **Livingston, Winchester & Co.'s Savannah Express** had L.W. Winchester and Wm. A. Livingston as its owners. William Livingston formed the **Livingston**



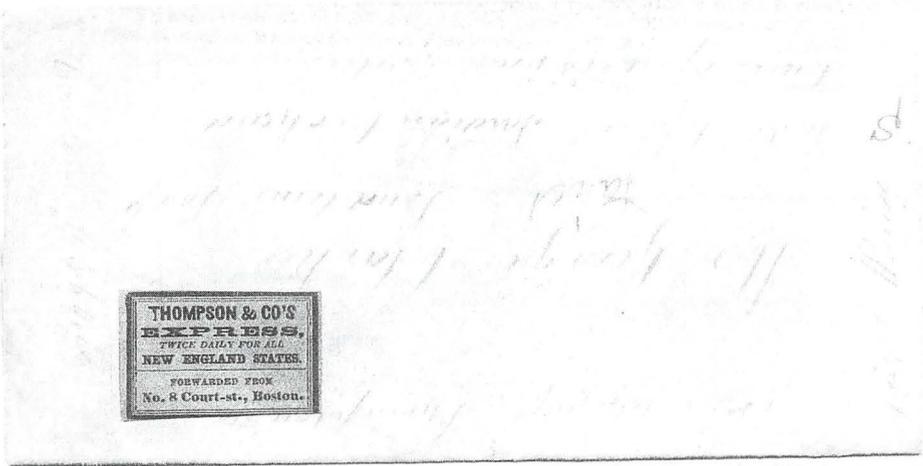
**Figure 3. One of two examples of the Cholwell local handstamp Merchant Exchange New York 11/15/4? to Trenton, N.J. Siegel, March 17, 2006, Lot 4823.**



**Figure 4. Early use of the Southern Express handstamp after Adams decided to split its business so that the revenue from the south would not be lost. Christies, March 25, 1987, Lot 223.**



**Figure 5. Fall River 5/20/51 order for gold fringe from Kohlsaat of 48 John St., New York City. per Gay, Kinsley but used with the Gay removed from the label. This shows the early establishment of the needles trade business in New York. It was an immigrant's business.**



**Figure 6. Example of Thompson & Co.'s label on a Boston 1/11/53 letter sending \$356 for rye and discussing his train trip—short stop no preferred seats.**

**Philadelphia Express** in 1844 and acquired Harnden's Philadelphia operation upon the latter's death. Henry Wells sold his share of Wells & Co. to William Livingston soon after, and William Livingston moved to Buffalo and formed Livingston & Fargo in 1845. See **Figure 7**. William Livingston had been part of Livingston, Wells & Pomeroy, the successor company to Pomeroy's Express, when Pomeroy had split his Letter Express from his Package Express operation.

It's not clear what financial stake Adams had in these express operations prior to the 1854 consolidation, but it is likely that he was a stockholder or secret backer in some or all. Certainly this was the case of the **Adams & Co.'s California Express** even after his Eastern partners decided to pull out.

In a similar manner we find Adams involved in the operation of various locals. Only one, the **Adams' City Express Post** of New York bears his name. They issued the adhesive stamp Scott 2L2. By the time of the company's second name **City Express Post** Adams' name was removed.<sup>3</sup> These adhesives are *Scott* listed as 2L3 and 2L4. The Adams name is also missing from the handstamps of this local. See **Figures 10** and **11**. Operating out of 59 Broadway, the new Adams Express Company building in 1853, is the **Manhattan Express Co.**, founded in 1851 by Robert F. Westcott of **Westcott's Express** and subsequently merged with **A. S. Dodd's Express** to become the **Manhattan Express Co.** See **Figure 8**. It is not unlikely that Westcott operated the Adams' City Express.<sup>4</sup> Westcott operated its New York office out of the Adams Express Company building. He was also the source for plates used by Hussey for printing some locals. Hahn's conclusion was that Westcott's Express was an Adams' Company.



**Figure 7. Livingston & Co. order of 1/10/184? from Philadelphia.**

<sup>3</sup> *Adams City Post and City Express Post*, Calvet M. Hahn, *Postal History Journal*, June, September 1992 and *Collectors Club Philatelist* January-February 1994.

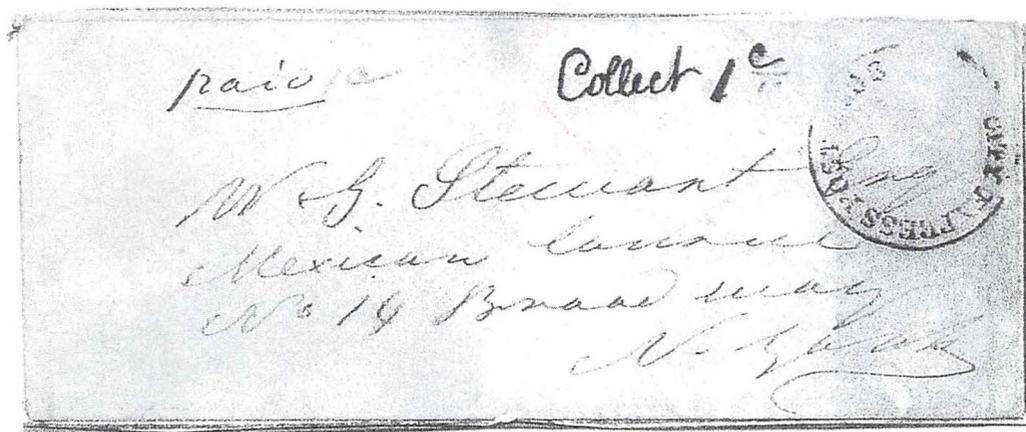
<sup>4</sup> *Incunabula of Philatelic Literature on Locals and Carriers, Part V*, Calvet Hahn, *Collectors Club Philatelist*, January-February 1994 issue, page 17.



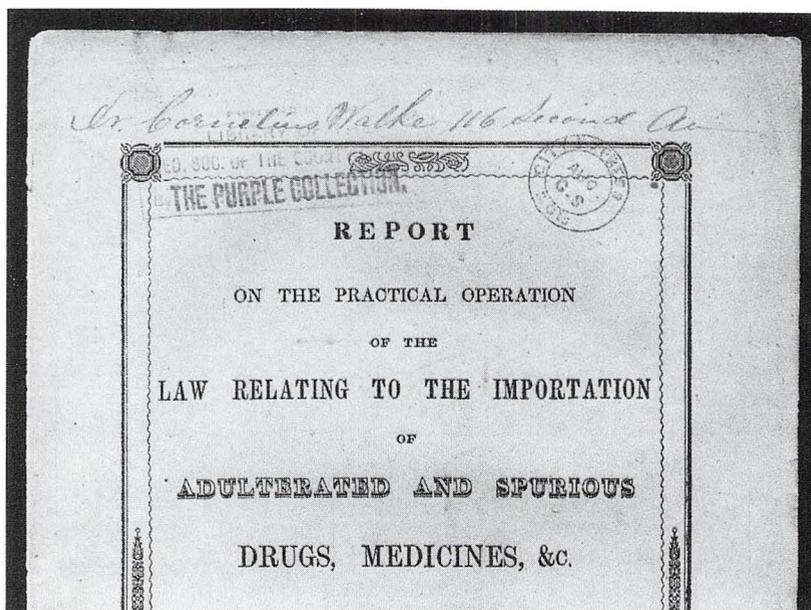
**Figure 8. Label reading “FORWARDED BY THE WESTCOTT EXPRESS COMPANY/ 327 Washington St., City Hall Square/ BROOKLYN” on a cover to Boston marked “Paid 30”. The label’s printer is E.B. Brainard Stationers, 26 John St.**



**Figure 9. Adams’ Southern Coast Express found on a cover from San Diego to San Francisco May 11, 1854 carried by the 754 ton *Southerner* and charged 25¢. At this time only 200 Americans lived in San Diego. Siegel, March 17, 2006, Lot 4076.**



**Figure 10. Unlisted 29mm black circle CITY EXPRESS POST 2CTS with Adams name excised, with ms 'paid 1c' and 'collect 1c' on cover to the Mexican Consul at 14 Broadway. Siegel, March 17, 2006, Lot 4834.**

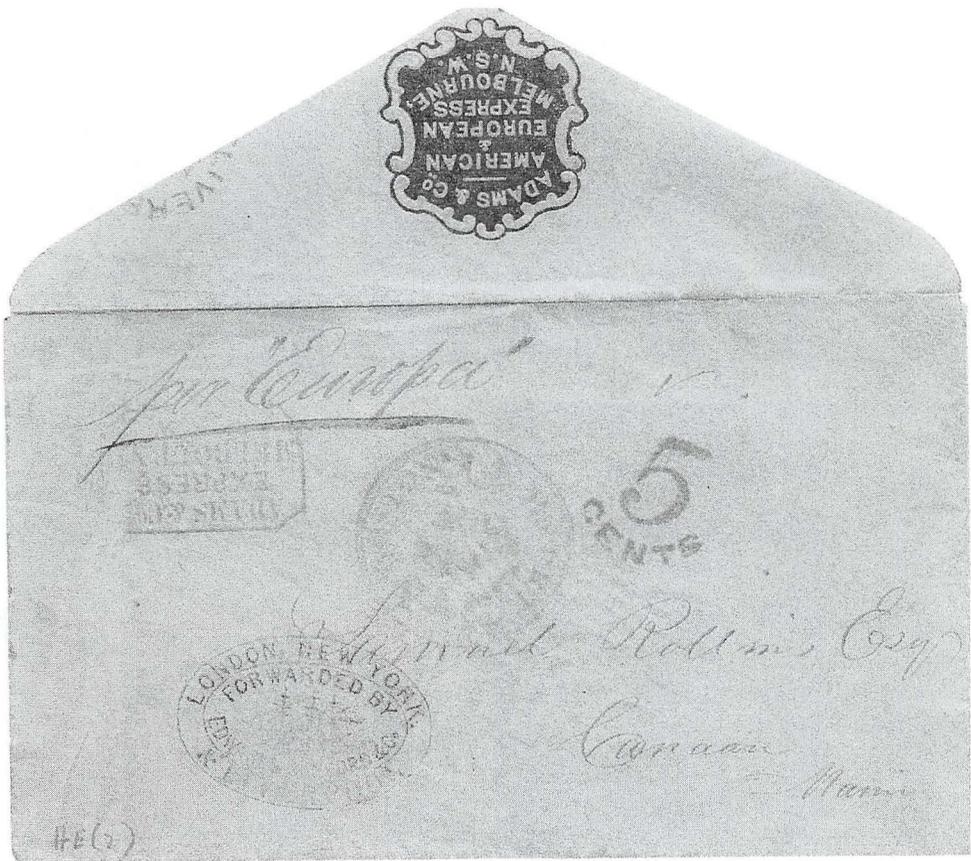


**Figure 11. Unlisted handstamp in 1849, black 19mm black CITY EXPRESS/AUG/G.S./POST on magazine. Siegel (Golden), Nov. 15-17, 1999, Lot 970.**

With the “gold rush” Adams sought business opportunities in California and created a separate company there that went bankrupt and closed on February 23, 1855. Along the way he used Freeman to handle operations through Panama. The Adam’s Southern Coast Express marking was used at this time. See **Figure 9**.

Following the “gold rush” period, Adams also opened offices in Australia. This can be seen on a back flap corner card shown in **Figure 12**.

Alvin Adams was truly a giant entrepreneur in the express business. **Figure 13** is a sampling of some of the Adams & Co.’s labels.



**Figure 12. Back-flap corner card cover to Maine that went from the company’s office in Melbourne, Australia as handstamped via the London ‘Edward Sanford & Co.’ forwarding agent and the Cunarder *Europa*. While this one went via Europe, the other covers crossed the Pacific to or from California.**



Figure 13. Some Adams & Co. labels from the Bill Sammis collection. Bruce Mosher's catalog has a showing of the huge number of Adams & Co. labels.<sup>5</sup>

<sup>5</sup> Catalogue of Private Express Labels and Stamps, Bruce H. Mosher, 2002, pages 1-16.

# Rail Road Exchange Circular Die-Cut Forwarding Labels: 1850 – 1853

By  
William W. Sammis

William F. Harnden is generally credited with pioneering the express industry when, in February of 1839, he started carrying letters, small packages and valuables for hire between Boston and New York City. Within a few years, and at least by June of 1843<sup>1</sup>, express company adhesive forwarding labels were in use. These labels were intended to emphasize that the affixing company was responsible for transporting the express matter while at the same time advertising and promoting the firm.

The vast majority of all forwarding labels were produced in a rectangular format. However, a few appear as circular die-cut labels<sup>2</sup>. There are rare instances where companies shared the same forwarding label design.

From 1850–1853 a printer, presumably in Boston, used the same basic design in three paper and ink combinations to supply five different companies with circular die-cut labels. These companies were Carpenter & Company Kennebec Express, Hodgman & Company Bangor Express, Longley & Company Portland Express, Bigelow & Company Eastern Express and Winslow & Company Eastern Express. Their shared address information, “RAIL ROAD EXCHANGE COURT SQUARE BOSTON”, is repeated on each label.



**Figure 1.**

The label design measures 26 mm. in diameter; die cut to 28-29 mm. in diameter. It was first printed in gold on black glazed surface-colored paper. The earliest usage I have noted was by Carpenter & Company Kennebec Express on April 25, 1850 (CPNX-L2b) (**Figure 1.**). Carpenter used this label until at least November 4, 1850.

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<sup>1</sup> Pullen & Copp's Express label PUCX-L1 is known used on a cover dated June 24, 1843. (The label number is from Bruce Mosher's *Catalog of Private Express Labels and Stamps*. Bruce's catalog numbers are used throughout this article.)

<sup>2</sup> Aside from the labels delineated in this article I note the following nineteenth century circular die-cut examples in the Mosher catalog: Carr's Bangor Express (CARX-L1, -L4), Cheney & Company's Express (CHYX-L1, -L1b), Davenport & Mason's (& Co.) Express (D&MX-L1, DMCX-L1), Gray & Company (GHGX-L1) and Philadelphia & Reading Railroad Express (Complimentary Frank P&RX-F1).



**Figure 2.**

At about this same time a label in this general format, printed in the same ink color on the same paper, was provided to the Hodgman & Company Bangor Express (HDGX-L10a) (**Figure 2.**). Hodgman used this label from at least May 11, 1850 through October 24, 1850.



**Figure 3.**

The third company to be supplied with this “Rail Road Exchange” label on black paper was Longley & Company Portland Express (LNGX-L10) (**Figure 3.**). Observed dates of usage are from May 27, 1850 through July 26, 1850.



**Figure 4.**

A second printing of the “Rail Road Exchange” label was made to replace the gold on *black* first printing. It was printed in red ink on white paper and was supplied to the same three companies that had been customers for the first printing. The earliest known usage was on July 15, 1850 by Hodgman & Company (HDGX-L10b) (**Figure 4.**). Hodgman used this label until at least October 9, 1851.



**Figure 5.**



**Figure 6.**

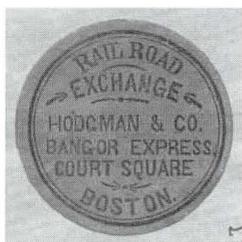
Carpenter & Company used this label from September 26, 1850 through October 10, 1851 (CPNX-L2d) (**Figure 5.**) as did Longley & Company from March 22, 1851 through circa February 15, 1852 (LNGX-L10a) (**Figure 6.**).

Shades of this red ink have been noted to include pinkish-red and rose. Subsequent research may establish a chronology for the printing of these shades. It is possible that the lighter ink shades were used first with the dark red appearing later but this theory is only tentative and needs corroboration.



**Figure 7.**

A third printing of the “RAILROAD EXCHANGE” label was made using black ink on magenta colored-through paper. Its earliest known usage (“E.K.U.”) is by Carpenter & Company on August 10, 1851 (CPNX-L2) (**Figure 7**) who continued to use the label until at least October 24, 1853.



**Figure 8.**



**Figure 9.**

Hodgman & Company used this label circa November 1, 1851 through October 28, 1853 (HDGX-L10) (**Figure 8.**) as did Longley and Company from October 1852 through January 17, 1853 (LNGX-L10c) (**Figure 9.**).



**Figure 10.**

From the collection of Larry Lyons, **Figure 10** shows a Hodgman & Company label on magenta paper (HDGX-L10). It is cut square rather than die-cut in a circle. This loose label is the only known example of the Hodgman label cut square. As no examples are known on cover I assume that the printer saved it for posterity and that only labels in their finished die-cut format were sold to customers.



**Figure 11.**



**Figure 12.**



**Figure 12A**

The label on magenta paper was also prepared for Bigelow & Company Eastern Express (**Figure 11.**) presumably in early 1853. It is interesting to note that on this label the ampersand used in the company's name more closely resembles an "8". This is the only known example of this label. The reasons for its rarity and for the fact that it is cut square are discussed later in this article under the history of Bigelow & Company.

The fifth and final company to receive a "RAIL ROAD EXCHANGE" label was Winslow & Company Eastern Express (**Figure 12.**). It should be noted that the Winslow label is very rare and is not listed in any philatelic reference works. The illustrated example, with a July 1853 date of usage, is the only example on cover that I have encountered. This label on magenta colored-through paper has also been recorded in an imperforate cut square format (**Figure 12A**). Presumably this label, like the Hodgman example shown in **Figure 10**, was remaindered by the printer.

**TABLE I: DATES OF LABEL USAGE**

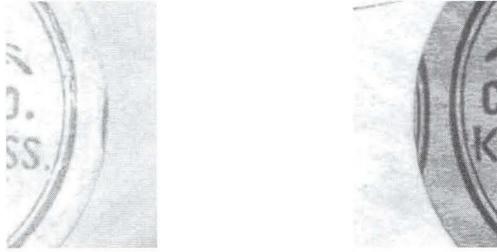
**Label Ink and Paper Color**

	<b>Gold on <i>Black</i></b>	<b>Red on <i>White</i></b>	<b>Black on <i>Magenta</i></b>
<b>Carpenter &amp; Co.</b>	04-25-1850 Thru 11-04-1850	09-26-1850 Thru 10-10-1851	08-10-1851 Thru 10-24-1853
<b>Hodgman &amp; Co.</b>	05-11-1850 Thru 10-24-1850	07-15-1850 Thru 10-9-1851	11-01-1851 Thru 10-28-1853
<b>Longley &amp; Co.</b>	05-27-1850 Thru 07-26-1850	03-22-1851 Thru ca. 02-15-1852	10-1852 Thru 01-17-1853
<b>Bigelow &amp; Co.</b>			Early 1853
<b>Winslow &amp; Co.</b>			07-1853

**Table I** summarizes the usage of the various labels by the five companies to whom they were supplied. It will be noted that in some cases the latest known use of a label is actually a later date than the E.K.U. for a subsequent printing. For instance in October of 1850 Carpenter & Company was using both the gold on *black* label and the red on *white* variety that was presumably printed later. Such overlapping of dates is not surprising. These labels were distributed to many company offices. It is to be expected that different offices would deplete their supplies of a given label printing at different times. It is also possible that different printings of the label became commingled at any given office and were then used randomly.

From available data it appears that the label on black paper (the first printing) was used for approximately six months. The second printing (on white paper) was used longer, approximately nineteen months. The printing on magenta paper apparently saw the longest usage with a run of at least twenty-six months.

I have assumed that the printer was only producing one paper and ink combination at a time. If that is the case, the gold on *black* labels were only printed for about a three-month period (capturing the time between the E.K.U. of 04-25-1850 the E.K.U. of the red on *white* label, which, using current data, is 07-15-1850). Likewise the red on *white* label may have been printed over thirteen months. (Its E.K.U. is 07-15-1850 and it was replaced by the black on *magenta* variety by at least 08-10-1851.)



**Figure 13.**

The layout of the sheet from which the individual labels were die-cut is unknown. The spacing between the positions appears to have been 1.50-1.75 mm. (Figure 13. CPNX-L2d and L2 @ 200%).



**Figure 14.**

**Figure 14** is a label (HDGX-L10) that apparently was cut from a position in the top row of the sheet.



**Figure 15.**

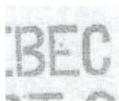
**Figure 15** shows two labels (HDGX-L10 reproduced here from a black and white Xerox and CPNX-L2) that were die-cut from the sheet with the machine out of alignment. The Hodgman label has been cut into from adjacent sides. It will be noted that these examples are both from the third printing of the label. Such misalignments are encountered less frequently on the first two printings.

In addition to the three paper and ink combinations that I have noted others are listed in philatelic literature. *The American Stampless Cover Catalog*<sup>3</sup> mentions the Carpenter & Company die-cut label observed printed in gold on white surface colored paper, a variety I have been unable to verify. (Earlier, Carpenter had used a rectangular forwarding label printed gold on *white*. It is CPNX-L1 with a known use of August 1848.) Bruce Mosher notes the Longley die-cut label printed on *red* (LNGX-L10b.), as well as the *magenta* paper (LNGX-L10c.). Bruce also notes the Carpenter label in red on *buff* (CPNX-L2c.) and black on *rose* (CPNX-L2a.) in addition to the red/*white* and black/*magenta* varieties that I have listed. I have also noted auction lot descriptions referring to a *pink* paper. Shades of paper exist, just as shades of the red ink exist as mentioned earlier. Subsequent research is invited to better characterize these paper shades and to determine their chronology.

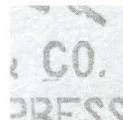
The “Rail Road Exchange” labels would also seem to lend themselves well to future plating studies. Even a cursory examination notes flaws and irregularities that may be unique to a position, a plate printing or are indications of plate wear:



**Figure 16.**



**Figure 17.**



**Figure 18**

**Figure 16** (@ 300%): A dot between the “A” and “I” of “RAIL” (noted on LNGX-L10, L10a and HDGX-L10b). A frame break of varying size above the “I” of “RAIL”(noted on LNGX-L10, L10a, HDGX-L10b and CPNX-L2b).

**Figures 5 and 6:** The central dot in the ornament below “EXCHANGE” punches through the paper (noted on CPNX-L2, L2d and LNGX-L10a).

**Figure 17** (@300%): A dot above the middle stroke of the “E” of “KENNEBEC”(noted on CPNX-L2, L2b and L2d).

**Figure 18** (@ 300%): A line under the “C” of “CO.” (noted on HDGX-L10, L10a and L10b).



**Figure 19.**

<sup>3</sup> Phillips, David G., “Eastern Independent Letter Mail and Express Markings,” *American Stampless Cover Catalog, Vol. II*, Fourth Edition, 1987, p. 11.

It is interesting to note the similarities that exist between the rare Winslow & Company label (**Figure 12.**) and Samuel Allen Taylor’s bogus creations (**Figure 19.**)<sup>4</sup>, examples of which he was selling in Montreal by February of 1864<sup>5</sup>. These similarities include a circular format the border of which is made up of two lines, the outer border line being thicker; ornaments above “EXPRESS” and “WINSLOW” on the fake similar in shape to those that exist above “EXCHANGE” and “WINSLOW” on the original; a curved line above “MONTREAL” in the same placement as the ornament above “BOSTON” on the original; “WINSLOW & Co” centrally located on both labels; “MONTREAL.” and “BOSTON.” placed at the bottom of the label with their corresponding city addresses found in the label text and ornaments before and after “MONTREAL.” that are similar to those found before and after “EXCHANGE” in the original. I am of the opinion that Taylor had a legitimate Winslow’s die-cut label available to him when he created his illegitimate label. Copying the general design could only lend an air of authenticity to his efforts.

In addition to borrowing design features from a genuine label, Taylor also may have known that Winslow’s business ceased in 1857 making it a candidate for his manipulations. He also apparently knew that Winslow had served a route between Montreal and Portland, Maine. In July of 1853 the Atlantic & St. Lawrence Railroad reached Montreal giving that city access to the all-weather port of Portland. In August of 1853 Winslow & Company advertised express service on this route using this railroad. Taylor was happy to include the Montreal-Portland route information in the text of his bogus emissions.

By late 1864 Taylor was selling his Winslow creation as both a cut-square label and as an envelope with the vignette likely printed as a cornercard<sup>6</sup>. Here again Taylor was perhaps borrowing from legitimate precedence.



**Embossed Corner Card  
(UR and UL)**



**Circular Die Cut Label**

**Figure 20.**

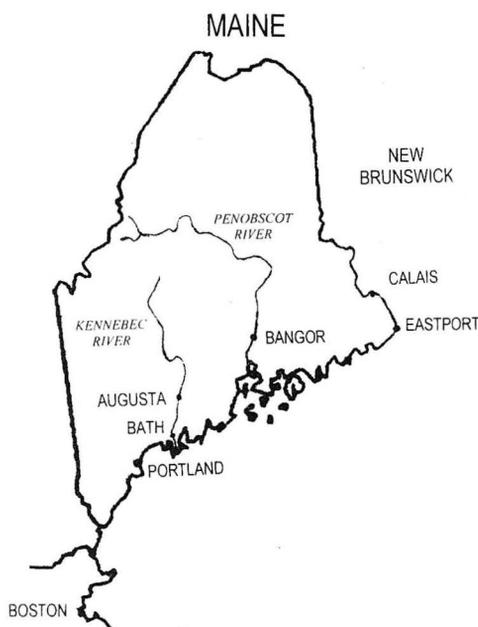
<sup>4</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States* by Larry Lyons, vol. III, p. 1231.

<sup>5</sup> Herbert A. Trenchard, “Deceit and Dispersion”, *Penny Post*, Vol. 6, No. 4, October 1996, p. 7.

<sup>6</sup> *Ibid*, p. 9.

In the 1850s, Cheney & Company's Express used the same design as the basis for both a cornercard envelope (CHYX-C1,-C1a.) and an adhesive label (CHYX-L1,-Lb.) (**Figure 20.**)

No cornercard envelopes using the legitimate "RAIL ROAD EXCHANGE" design are recorded.



### The Companies

Examining the companies that used these labels more closely, reveals an interconnectedness that makes a shared label design appropriate.

First, and most obvious from the text of the labels, all five companies had offices located at the Rail Road Exchange. The Rail Road Exchange was a general express office housing dozens of individual express companies under the same roof with hundreds of express destinations available to the public. It was located in Boston with a street address of 7 Court Square<sup>7</sup>. The 1849 edition of the New England Mercantile Union Directory lists Carpenter & Company and Hodgman & Company at "Railroad Exchange, 7 Court Square, Boston". The "7" in the street address was not regularly used as the Rail Road Exchange was well known as was its location on Court Square. Bigelow & Company simply used "R.R. EXCHANGE" (**Figure 21**) in their cornercard (BIGX-C1) to indicate their Boston address.

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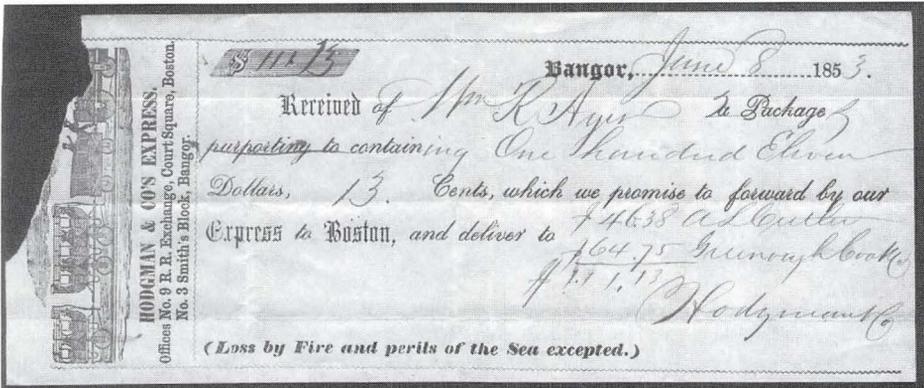
<sup>7</sup> In subsequent years the Rail Road Exchange moved to 35 Court Square and then to 32 Court Square.



**Figure 21.**

More commonly “Rail Road Exchange, Court Square, Boston” was used as an address such as on the labels that are the subject of this article.<sup>8</sup>

Within the Exchange individual companies held an office or kiosk number. For example Hodgman & Company was at number nine within the Rail Road Exchange (**Figure 22**).



**Figure 22.**

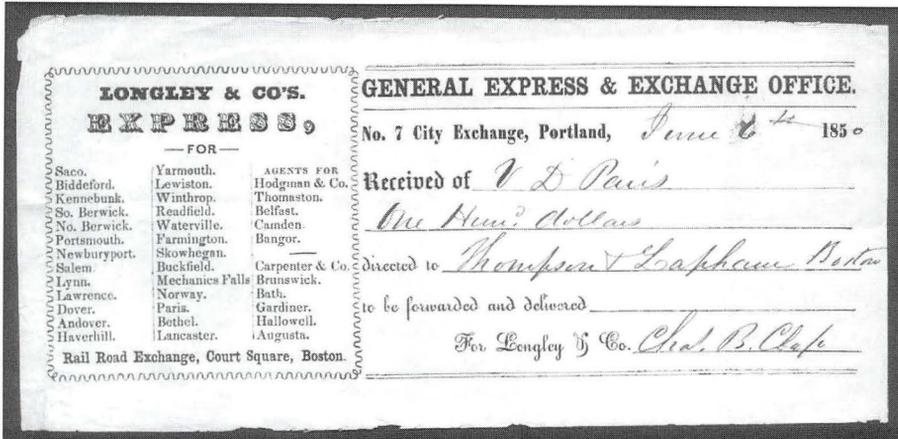
Like the Court Square street number, these office numbers were not regularly used, as their omission did not hinder either walk in business or correspondence.

In addition to the Rail Road Exchange there were a number of other general express offices located in Boston over the years. At this time one was located nearby at 10 Court Square. Expresses competing over the same route would not hold office space at the same general express location. Although all five of the companies that we are considering ran express routes between Boston and

<sup>8</sup> Other examples of this address being used by tenants of this general express office on their forwarding labels are Baker & Penniman’s Express (BAKX-L1), Carpenter & Company (CPNX-L1), Cheney & Company (CHYX-L1), Forbes’ Express (FRBX-L10), Hodgman & Company (HDGX-L5, L15 and L20) and Longley & Company (LNGX-L2, L4 and L8).

destinations in Maine none of them competed against each other while holding offices at the 7 Court Square Rail Road Exchange (and sharing the die-cut “Rail Road Exchange” label design).

Benjamin I. Longley formed **Longley & Company** in 1845. He served the Boston-Portland, Maine express route by railroad and later expanded his network into western Maine as more track was laid.



**Figure 23.**

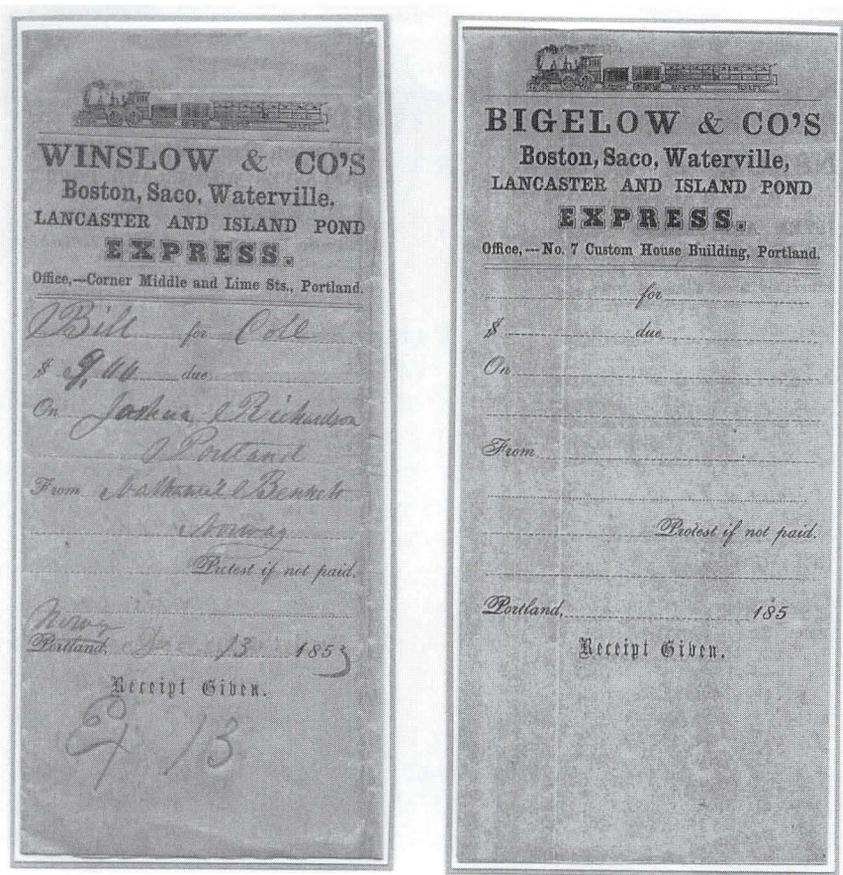
The **Figure 23** receipt shows Longley’s range in 1850. It also advertises the conjunctive arrangements in place at Portland with Hodgman & Company and Carpenter & Company.

Frederic H. Hodgman formed **Hodgman & Company** in the fall of 1847. He used steamships for transportation between Boston and the Penobscot River Valley reaching Bangor, Maine. The vessels that he used often included Portland as a scheduled stop. When eastbound Hodgman could pick up express originating at Portland bound for the Penobscot River through the conjunctive arrangement with Longley & Company. When westbound, express originating for example at Bangor, that was destined for Portland could be handed off to Longley for delivery there. Jerome & Company was Hodgman’s main competition. And, as stated above, business adversaries would not have operated out of the same general express office at Boston. While Hodgman did business at the 7 Court Square Rail Road Exchange, Jerome & Company maintained offices at the general express located at 7 State Street, Boston.

**Carpenter & Company**, founded in 1848, was the fourth express formed by George S. Carpenter. It used steamships and eventually railroads to serve the Kennebec River Valley to Augusta, Maine from Boston. Like Hodgman & Company, Carpenter could put off or receive appropriate express at the intermediate port of Portland using Longley & Company.

Starting in 1847 Liberty Bigelow built a significant network under the name of Bigelow’s Express. He sold some of his lines in 1851 and reorganized as

**Bigelow & Company's Express.** It is likely that on February 3, 1853 Bigelow purchased Longley & Company's rail connections out of Portland and took office space at the 7 Court Square Rail Road Exchange. Longley's business ceased. At this time the printer of the die-cut labels was using magenta paper to supply Longley & Company, Carpenter & Company and Hodgman & Company. Now, with Bigelow & Company stepping in for Longley, a label was prepared for Bigelow (Figure 11.). As was noted this label is cut square and not die-cut. I speculate that it was never sold to Bigelow & Company in its finished state, which would have been die-cut. No examples are known on cover, in fact the Bigelow label shown in Figure 11 is the only example that I have encountered. I suspect that this label, like the Hodgman label in Figure 10, was remaindered by the printer because less than three months after taking over Longley's route, Bigelow & Company was in turn bought out by James N. Winslow of Winslow & Company's Express. This occurred on April 20, 1853. I speculate that sometime after that date the Bigelow & Company labels were ready for the customer, at least in a preliminary imperforate sheet format, but that by then Bigelow's company no longer existed.



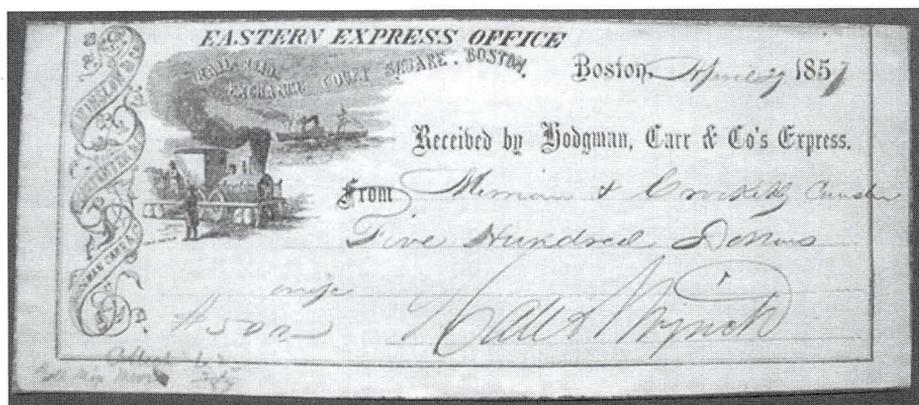
Copy of Cover Back

Figure 24.

Another example of how these fast-moving times left a printer (perhaps the same printer) in the lurch is shown in **Figure 24**. Bigelow & Company apparently ordered this collection form sometime after February 3, 1853, the date that Bigelow took over Longley's Portland route. The form was intended for use out of their Portland, Maine office. Presumably, by the time the printer had finished his work, Bigelow & Company was no longer in business having been bought out by Winslow & Company on April 20, 1853. The resourceful and frugal printer simply turned the form over and added his new customer's information. The route, as advertised on the form, was the same, with Winslow occupying a different office address at Portland. Winslow & Company used this particular collection form from Norway, Maine to Portland on December 13, 1853.

James N. Winslow had introduced expressing to Maine in 1840. Winslow & Company's Express, the second venture bearing his name, started business around April 2, 1850. This company competed against Longley & Company out of Portland, Maine and later against Bigelow & Company. Winslow & Company took up offices at the 7 Court Square Rail Road Exchange in Boston after purchasing Bigelow & Company on April 20, 1853. As a result, the printer of the die-cut labels prepared one on magenta paper for Winslow (**Figure 12**). Both before and after that date Winslow advertised an office location at the general express exchange located at 10 Court Square, Boston where the bulk of his business was transacted. This, and the fact that Winslow & Company eventually moved to 35 Court Square may account for the scarcity of their die-cut label on magenta paper.

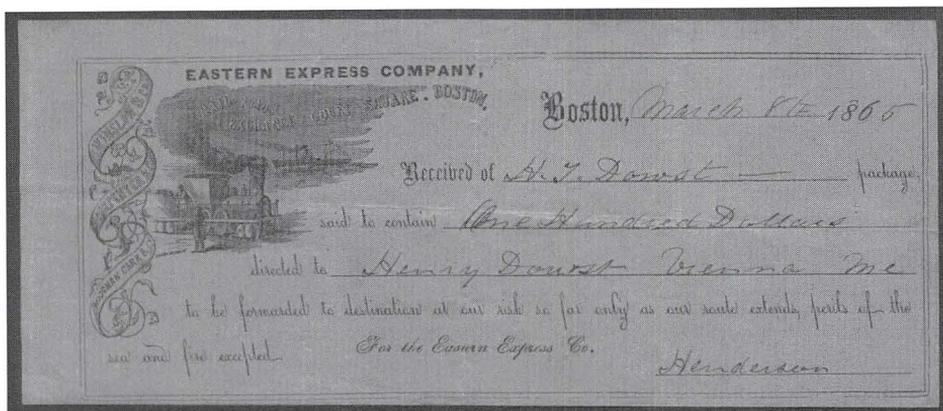
In early 1854 Hodgman & Company's Express merged with competitor F.W. Carr's Bangor Express to form Hodgman, Carr & Company. This company, along with Winslow & Company and Carpenter & Company continued to work out of the Rail Road Exchange where they shared interactive business arrangements.



**Figure 25.**

**Figure 25.** shows a receipt dated April 27, 1857, printed for use by Hodgman, Carr & Company that advertises all three companies working out of the Rail Road Exchange, here referred to as the "Eastern Express Office". By this date

the general express exchange office used by these companies was located at 35 Court Square. They were no longer using the circular die-cut “RAIL ROAD EXCHANGE” labels.



**Figure 26.**

On May 1, 1857 Hodgman, Carr & Company, Winslow & Company and Carpenter & Company merged to form the Eastern Express Company with offices at 35 Court Square, Boston. F.W. Carr became Eastern’s office superintendent at Boston while Fredric H. Hodgman, James N. Winslow and George S. Carpenter held the same positions at Bangor, Portland and Augusta respectively.

For all practical purposes the three merged companies gave up their individual identities and ceased to exist. Handstamps, forwarding labels and money packages refer to the “Eastern Express Company” after the merger. However, it is interesting to note that receipts for the Eastern Express Company continued to show the names of the earlier companies. **Figure 26** shows an Eastern Express Company receipt dated March 8, 1865. “WINSLOW & Co.,” “CARPENTER & Co.” and “HODGMAN CARR & Co.” are printed in the scrollwork on the left side just as they had been on receipts used prior to the merger (**Figure 25.**). This was likely intended to take advantage of the good public relations built up by the previously independent companies. Receipts in this format were used into 1865. At that time the Eastern Express Company moved from the Rail Road Exchange located 35 Court Square to new offices at 124 Washington Street, Boston and a new receipt (**Figure 27.**) was put in use. The 124 Washington Street address was not a general express location.

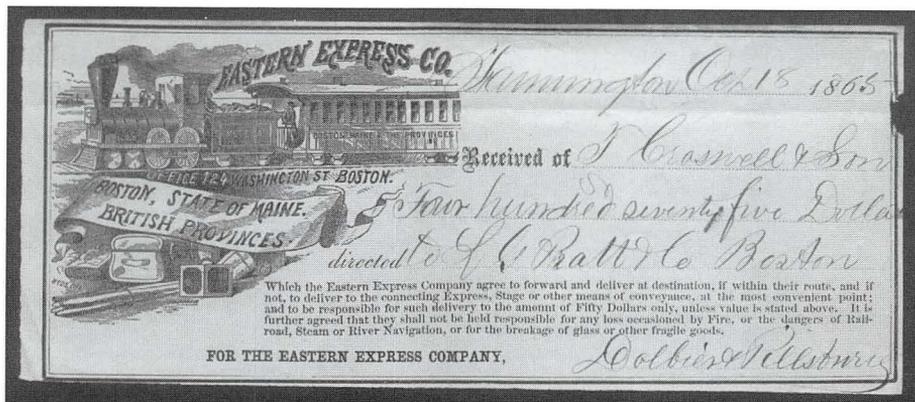


Figure 27.

Selected Postal History:

Carpenter & Company



Label CPNX-L2b (Gold on Black)

Figure 28.

This money package was sent from Bath, Maine to Boston, Massachusetts on April 25, 1850. It is the earliest use of die-cut labels of this design that I have recorded. Transportation could have been over the Kennebec & Portland, Portland, Saco & Portsmouth and Eastern Railroads or on the steamship *Ocean* as April 25<sup>th</sup> was a Thursday and on that day of the week Carpenter used the train from Bath at 8:00 A.M. and 2:30 P.M. and the steamer at 8:00 P.M.

The twenty-five cents collect rate was a common money package fee. Delivering money did not violate the Post Office Department's letter matter

monopoly and helped express companies stay in business after the Independent Mails Period ended on July 1, 1845. I believe the "G.R." is an abbreviation for "Get Receipt", a service routinely provided.



Copy of Turned Letter

**Figure 29.**



Label CPNX-L2d (Red on White)

**Figure 30.**

This folded letter (**Figures 29. and 30.**) was carried from Calais, Maine (near the New Brunswick border) to Bath, Maine by the U.S. Post Office Department on July 16, 1851. It was rated five cents collect as a zone 1 not-prepaid

letter under the rates that became effective two weeks prior on July 1, 1851. At Bath, on July 18<sup>th</sup>, the letter was turned, addressed to a third party and consigned to Carpenter & Company for delivery over the Kennebec & Portland, Portland, Saco & Portsmouth and Eastern Railroads. Carpenter & Company received payment at Bath to carry the letter to Boston. This violated the Post Office Department's monopoly on letter mail. If caught Carpenter & Company could have been fined.

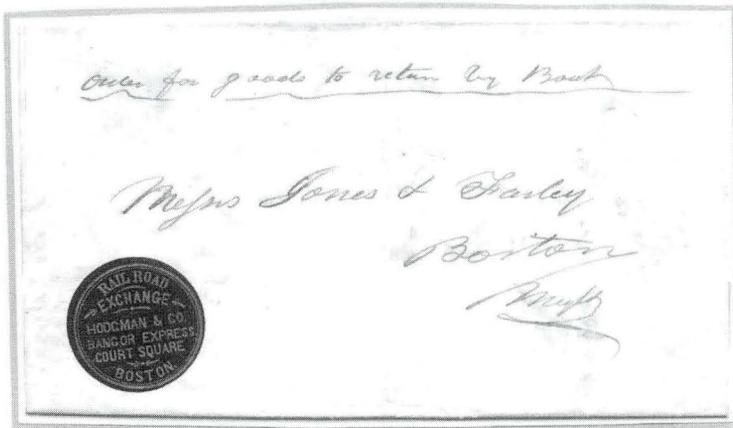


Label CPNX-L2 (Black on *Magenta*)

**Figure 31.**

This letter was carried from Augusta, Maine to Boston, Massachusetts on October 1, 1852 using the same railroads cited above. Collecting the twelve-cent rate again put Carpenter & Company in violation of the Post Office Department's letter mail monopoly.

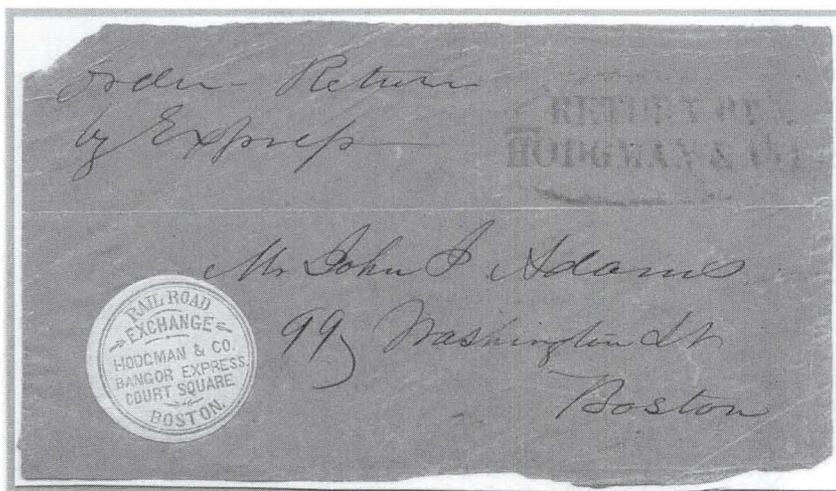
**Hodgman & Company**



Label HDGX-L10a (Gold on *Black*)

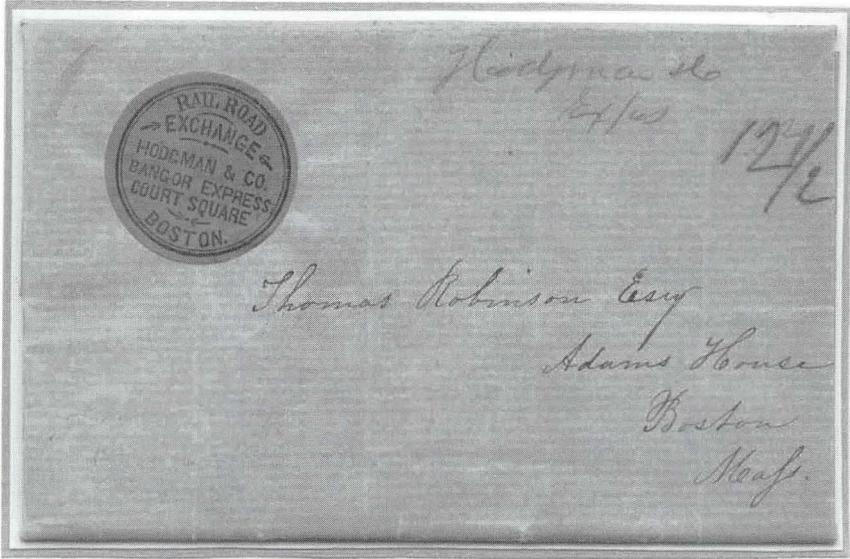
**Figure 32.**

This "Order for goods to return by Boat" was carried from Bangor, Maine to Boston, Massachusetts aboard the steamship *Admiral* July 1, 1850. No fees were charged to deliver this order therefore the P.O.D.'s letter matter monopoly was not violated. Hodgman & Company anticipated revenue for transporting the filled order.



Label HDGX-L10b (Red on *W*)  
**Figure 33.**

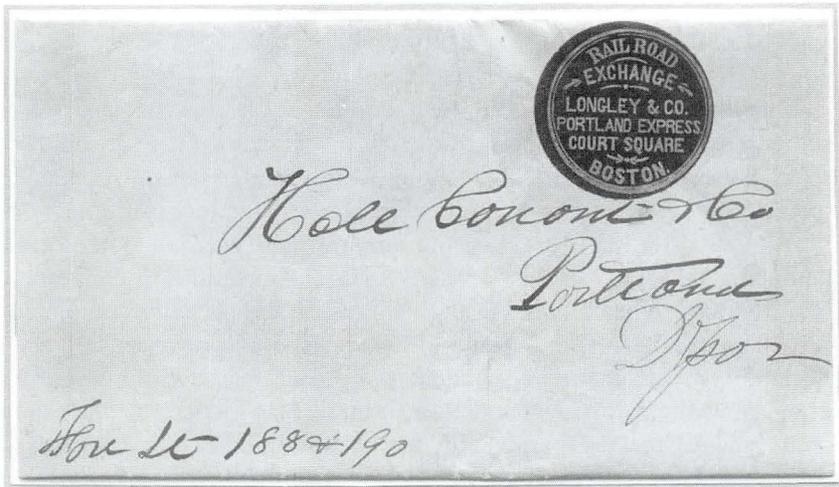
This cover (ex Knapp) was carried from the Penobscot River area to Boston. It, like the previous cover, is an order for goods delivered by Hodgman & Company at no charge. The "RETURN BY HODGMAN & CO." handstamp was used to help secure the business of transporting the filled order.



Label HDGX-L10 (Black on Magenta)  
**Figure 34.**

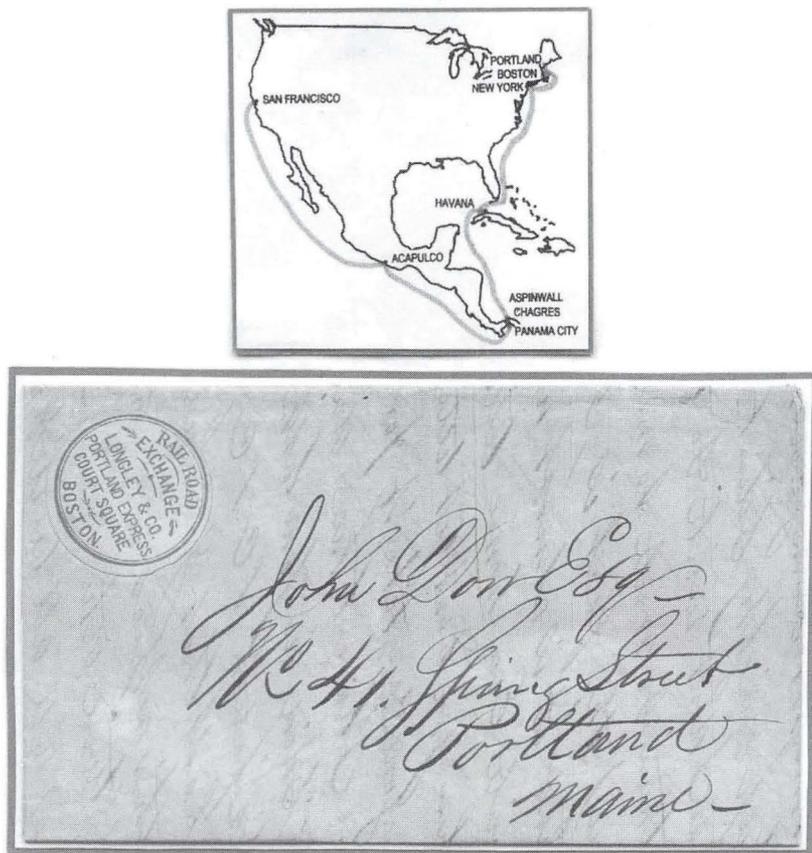
This personal letter was written at Ellsworth, Maine on May 5, 1852. It was accepted and rated at Hodgman's Bucksport, Maine office for service to Boston aboard the steamship *Granite State*. Collecting 12 1/2 cents at Boston violated the federal letter mail monopoly.

Longley & Company



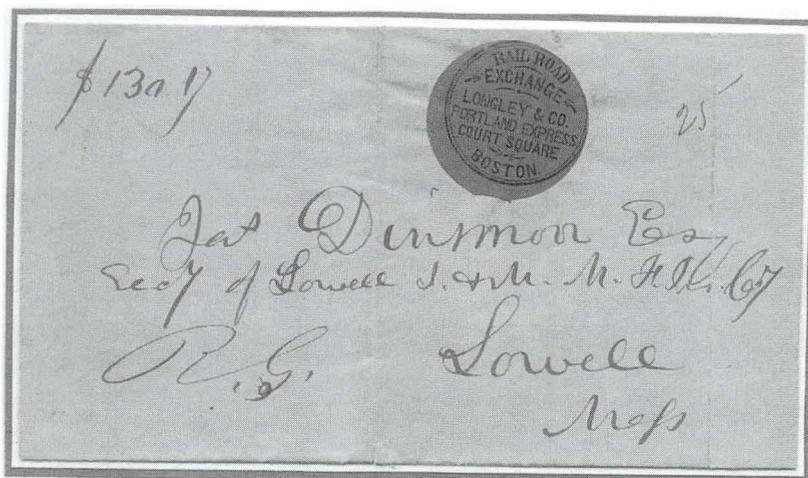
Label LNGX-L10 (Gold on Black)  
**Figure 35.**

An order for goods delivered from Boston to Portland, Maine at no charge July 26, 1850 over the Eastern and Portland, Saco & Portsmouth Railroads.



**Figure 36.**

John Dow wrote this gold rush era letter aboard the sternwheeler *S.B. Wheeler* in transit between Benicia, California and San Francisco on January 21, 1852 to his father, John Dow, Sr., residing at Portland, Maine. At San Francisco, Adams & Company's Express accepted the letter and fees for transportation to Boston. As was often their practice the amount paid was not noted on the letter. The steamship *Golden Gate* was used for transportation to Panama City via Acapulco, Mexico. After traversing the isthmus on the partially completed Panama Railway Company, steamship service via Havana would have carried the letter to New York City. Steamship service across Long Island Sound to Stonington, Connecticut, and the railroad connection through Providence, Rhode Island would have been used to reach Boston with arrival around February 15th. Adams & Company handed the letter off to Longley & Company for rail transportation to Portland. Although unrated, other letters from this correspondence would indicate that Longley collected either twelve or twelve and one half cents (one bit) at Portland as compensation for their service.

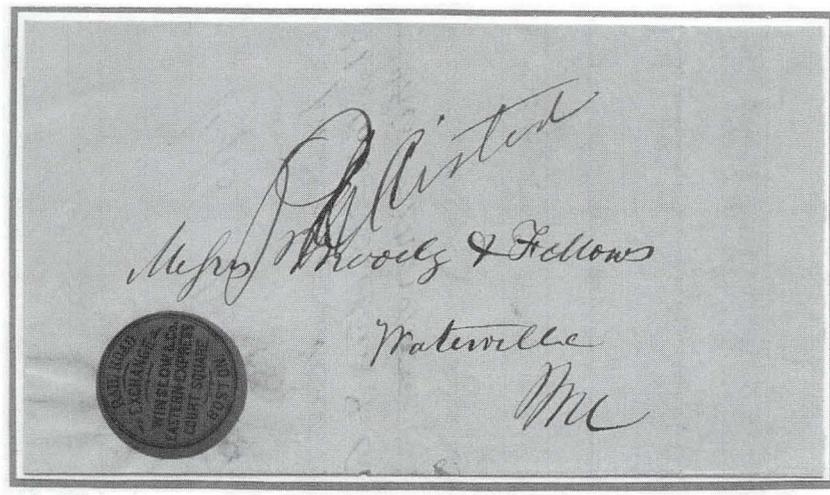


Label LNGX-L10c (Black on Magenta)

**Figure 37.**

A money package from Biddeford, Maine to Lowell, Massachusetts dated January 17, 1853. The Portland, Saco & Portsmouth and Eastern Railroads were used by Longley to reach Boston. Service to Lowell would have been over the Boston & Lowell Railroad possibly through a conjunctive arrangement with Sargent's Express. The twenty-five cent (two bits) collect fee was a common rate for money packages.

**Winslow & Company**



Label: Black on Magenta

**Figure 38.**

A letter of inquiry sent at no charge from Boston to Waterville, Maine in July of 1853. Routing was over the Portland, Saco & Portsmouth, Atlantic & St. Lawrence and Androscogin & Kennebec Railroads. This is the only example of the Winslow die-cut label on magenta paper that I have encountered. (A cup of coffee to the member who can decipher the word written across the face of this cover.)

No forwarding labels on cover from the period 1850-1853, regardless of the company, are commonly encountered. And, the labels examined in this article should not be considered “common” either. I was, however, able to capture information from fifty-eight covers. I invite correspondence with members who would like additional information on this material. I also solicit correspondence from members that own **any** express covers that traveled into or out of Maine between 1840 and 1865. I can be reached at 436 Thomas Road, Ithaca, N.Y. 14850-9653, (607) 539 7875 or [cds13@cornell.edu](mailto:cds13@cornell.edu).

# An Interesting Conjunctive Usage Cover Bates & Co. to Overton City Mail Nantucket MA to New York City

By  
Larry Lyons  
Edited by John Bowman

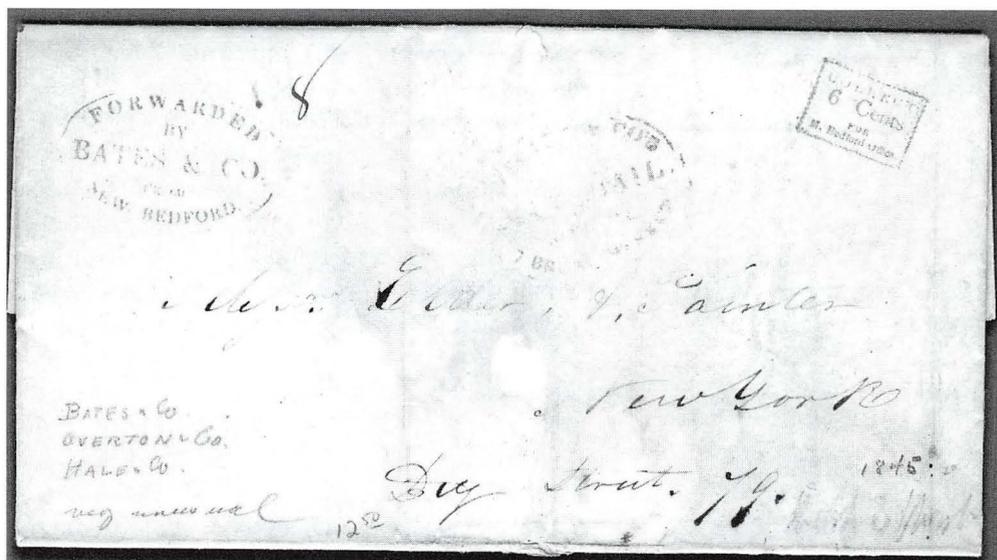


Figure 1. A folded letter with the handstamps of Hale & Co., Bates & Co. and Overton & Co. Mock-up images of the three handstamps are shown above.

The folded letter shown in **Figure 1** is dated May 2, 1845. It is datelined from Nantucket and is addressed to Messrs. Elder & Painter at 79 Dey Street in New York City. At the upper right there is a ‘COLLECT/6 Cents/For/N. Bedford office’ handstamp (16.5mm x 11.5mm). This is Michael Gutman Hale’s handstamp type C-10 which can be found on page 190 of his Hale & Co. book.<sup>1</sup> On page 54 of this book one can find a description of the Hale’s handstamp described as 17mm x 12mm; however, Amos Bates, who is advertised as Hale’s agent in New Bedford, MA, also used the same handstamp in his own independent mail service, Bates & Co.

The top left corner has the oval handstamp of Bates & Co. which reads “FORWARDED/BY/BATES & CO./FROM/NEW BEDFORD.” Established in 1844, Bates & Co. was a letter service operating between New Bedford, Boston and New York City. It is likely that Bates & Co. forwarded this letter from Nantucket to New Bedford, MA, because he also handled mail to and from Nantucket.

The center red oval handstamp reads “OVERTON & CO.’S/CITY MAIL/OFFICE/7 BROAD STREET.” See **Figure 2**. Founded about July 1844 by Richard C. Overton, this company operated inter-city letter routes plus a local delivery service in New York City. Overton advertised conjunctive service with other companies. The charge for local delivery was two cents. This handstamp was used, as its name indicates, for local mail delivery in New York City. The distance from the Overton & Co.’s office at 7 Broad Street to 79 Dey Street was about 12 blocks.

Next to the Bates & Co. handstamp there is a manuscript “8” which was the total charge from Nantucket including delivery in New York City in lower Manhattan. It is likely Overton added this due rate and collected it on delivery, crediting Bates & Co. with six cents.

This conjunctive use is most unusual because Bates & Co. often delivered mail from New Bedford to NYC, and some covers indicate he also delivered to street addresses there. There seems to be no reason for him to turn this letter over to Overton for local delivery, yet, he did in this case. Where Bates gave it to Overton is not clear; possibly in New York City, or perhaps on a ship at New Bedford.

By decree of the government all independent mail service ceased on June 30, 1845. Letters after that date were ordered to travel by U.S. mail.

The latest use of the “COLLECT/6 Cents/For/N. Bedford Office” box is given in Michael Gutman’s Hale’s book as May 11, 1845. This letter dated May 2, 1845 is nine days prior to the last known date of usage.

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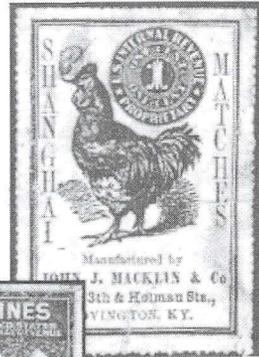
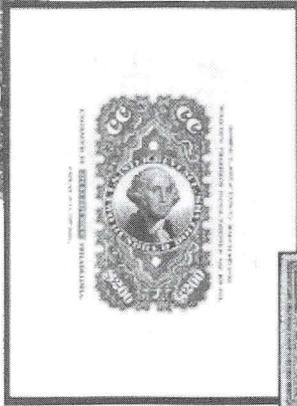
<sup>1</sup> *Hale & Co. Independent Mail Company 1843-1845*, Michael Gutman, 2005.

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