

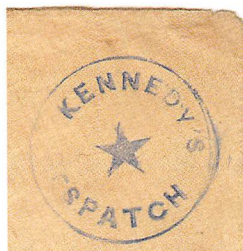
VOL. 16 NO. 3

---

Official Journal Of The Carriers And Locals Society



## Footwear License Stamp



## Kennedy's Despatch

## Subjects explored in this Issue

## INSIDE THIS ISSUE

JOHN J. JEROME'S EXPRESS

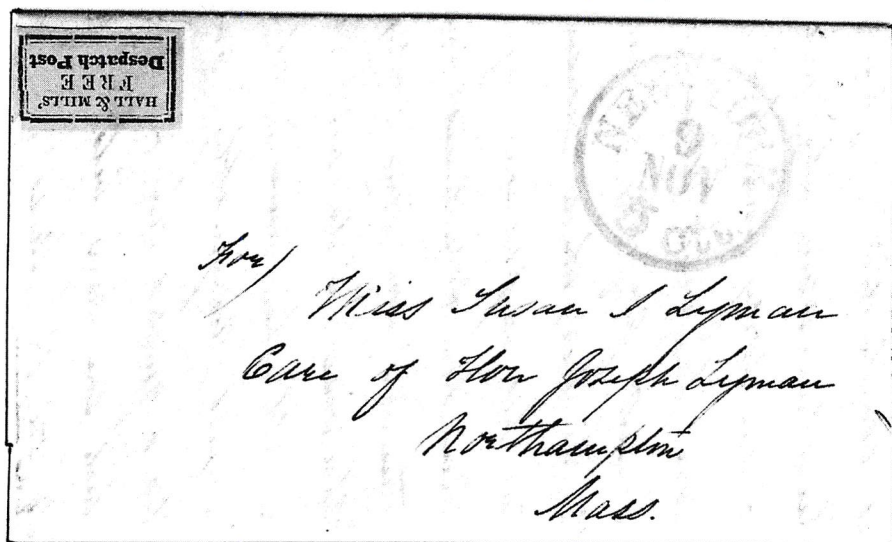
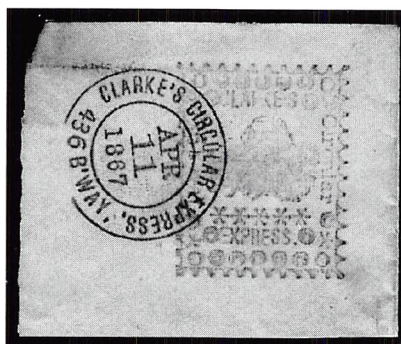
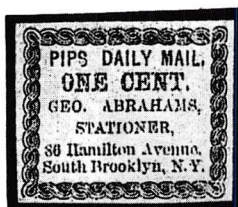
PIPS DAILY MAIL

SANITARY FAIR FORGERIES BY S. ALLAN TAYLOR

## KENNEDY'S DESPATCH

## AND MORE

Byron J. Sandfield  
Major Buyer & Seller of  
Carriers & Locals  
For Advanced & Beginning Collectors



**PARK  
CITIES  
STAMPS** | 6440 North Central Expressway  
Suite 316  
Dallas, Texas 75206  
Phone: 214/361-4322  
[www.parkcitiesstamps.com](http://www.parkcitiesstamps.com)

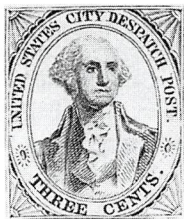
Member - ASDA, APS, TSDA, ARA  
The Carriers & Locals Society



# THE PENNY POST

VOL. 16 NO. 3

JULY 2008



2000 The Carriers and Locals Society, Inc.  
APS Affiliate 211

---

## Official Journal Of The Carriers and Locals Society

---

Published quarterly in January, April, July and October.

Price per issue: \$10.00 for members, \$12.00 for non-members.

**Website: [www.pennypost.org](http://www.pennypost.org)**

### CONTENTS

Editor's Message .....	Page 2
Pips Daily Mail by Clifford Alexander and John Bowman.....	Pages 3-15
Two Bates to Hale Covers to New York by Doug Clark .....	Pages 19-20
John J. Jerome's Express – A "Patient" Cover by William Sammis.....	Pages 22-42
Sanitary Fair Stamps – The Taylor Forgeries by Larry Lyons.....	Pages 46-52
Things You May Find in Locals Collections, Part I – Footwear License Stamps.....	
by Larry Lyons .....	Pages 53-60
The Mystery Surrounding Jesse K. Furlong and the Kennedy's Despatch .....	
by Larry Lyons .....	Pages 61-64

### OFFICERS OF THE SOCIETY

President: .....	John Bowman, 14409 Pentridge Dr., Corpus Christi, TX 78410 E-mail: <a href="mailto:jbowman@stx.rr.com">jbowman@stx.rr.com</a>
First Vice President: .....	Stephen Gronowski, 55 Oak Trail Ct., Alamo, CA 94507-2502
Second Vice President: .....	Byron Sandfield, 6440 N. Central Exp., Suite 316, Dallas, TX 75206
Secretary / Treasurer: .....	Martin Richardson, P.O. Box 74, Grosse Ile, MI 48138 E-mail: <a href="mailto:MartinR362@aol.com">MartinR362@aol.com</a>
Auction Manager: .....	Alan Cohen, P.O. Box 929, New York, NY 10025

### DIRECTORS

Alan Cohen, Eric Karell, Larry Lyons, Tom Mazza, Vernon Morris,  
Martin Richardson, Bill Sammis, Gordon Stimmell.

### EDITORIAL BOARD

Editor-in-Chief.....	Larry Lyons, 7 Brightfield Lane, Westport, CT 06880
Local Posts.....	Stephen Gronowski, 55 Oak Trail Ct., Alamo, CA 94507-2502
Carriers .....	Scott R. Trepel, 60 East 56th St., New York, NY 10022-3219
Expresses .....	Bruce Mosher, P.O. Box 33236, Indialantic, FL 32903
Fakes and Forgeries .....	Clifford Alexander, 8721 Bluedale St., Alexandria, VA 22308

Address changes should be sent to the Secretary, also back issue orders, other correspondence to the Editor-in-Chief. Reports of new items or articles should be submitted to the appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be protected but no liability attaches to an editor or the Society.

# Editor's Message

By  
Larry Lyons

## Exhibiting

Exhibiting allows the collector to share his material and knowledge of that material with the vast world of collectors. The preparation of a multi-frame exhibit is quite time consuming but it allows the individual to research and thoroughly investigate his stamps and covers and it increases the collector's knowledge on his subject. It is truly a labor of love and it leads to further recognition in one's field while it also solicits discussion and new information from one's peers. I had previously prepared some exhibits but I had not done one in my major field of interest. Looking forward to our Society Gathering at NOJEX this past Memorial Day I began preparations far in advance to have both a single frame and an eight frame exhibit.

My single frame exhibit entitled "The Carriers of Charleston, S.C. 1849-1859" won a gold medal at NOJEX and then I was stunned to hear I won the Grand Award in the single frame competition.

My eight frame exhibit entitled "All Roads Lead to San Francisco: The Private Companies That Carried the Mail in the Early West" was a postal history combination of my very strong collection of San Francisco local posts and my western express collection of covers to and from San Francisco. I prepared maps for each of the frames to show the routes the mail traveled as depicted in each frame. The exhibit tells a good story, one on which I am very enthusiastic. This exhibit won a Gold Medal at NOJEX and the Grand Award. In addition it garnered a special Sectional award, a U.S. Stamp Society Award and a Postal History Award. I must say with all sincerity that the winning of these awards at NOJEX was one of the most exciting days in my philatelic life.

I attended the Champion of Champions competition at Hartford StampShow which was a stupendous size show with over 200 booths and about 16,000 pages of exhibits. I did not win the C of C. I did receive the Prix d'Honneur medal. I have found the whole experience to be very rewarding. I cherish the new friends I have met and I look forward to seeing them at future events. I would recommend the world of exhibiting to anyone who has not tried it.

In conjunction with the U.S. Classics Society, the Carriers and Locals Society gave a joint seminar at StampShow entitled "The Local Posts of San Francisco". Yours truly was the speaker.

Congratulations to Lawrence Lebel on winning a Gold Medal for his Boyd's exhibit as well as the U.S. Cancellation Club-Charles D. Root Memorial Award.

The Penny Post received its 12<sup>th</sup> Gold Medal in the literature competition.

## This Issue

Special thanks to three wonderful authors who have provided extensive articles for this issue. We have a Jerome's Express article from Bill Sammis and a study on Pip's Daily Mail prepared jointly by Clifford Alexander and John Bowman. I am blessed to have these authors as my friends.

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



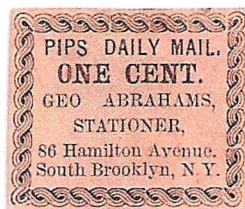
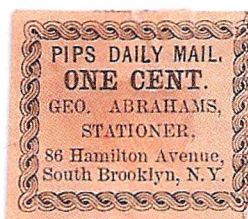
# Pips Daily Mail

By

Clifford J. Alexander

John D. Bowman

Very little has been written and not much is known about the Brooklyn, New York local post Pips Daily Mail. Some information comes from the face of the stamp itself. It identifies the proprietor of the service as "Geo. Abraham, Stationer, 86 Hamilton Avenue, South Brooklyn, N.Y." and bears a denomination of "ONE CENT" (Figure 1).



**Type I:**

1. Comma after "Avenue"
2. No break in border above "D" of "Daily"
3. No break in SW corner

**Type II:**

1. Period after "Avenue"
2. Clear break in border above "D" of "Daily"
3. SW corner is broken

**Figure 1. Original black on buff Pips Daily Mail adhesives. Type I on the left and Type II on the right.**

For 40 years, Scott's *Specialized U.S. Catalogues* have listed five types of Pips stamps: black on white (Sc 116L1); black on buff (116L2); black on yellow (116L3); black on dark blue (116L4); and black on rose (116L5). An examination of books and catalogs on U.S. locals suggests that there has been a good deal of confusion concerning the paper colors of Pips stamps. Since Pips was first reported in 1865, different catalogs have listed two, three, four and five colors for its stamps. The authors have never seen an example of the black on white and question whether it exists. The authors also question whether the black on rose should be separately listed or is just a slightly lighter shade of the black on buff.

Few copies of Pips stamps have been offered in stamp auctions, which suggests they are undervalued in today's catalogues. Perhaps this is because very little has been written about Pips or, it may be the result of questions that have been raised concerning whether Pips was a legitimate post. The purpose of this article is to shed some light on Pips Daily Mail by reviewing the sparse literature on Pips and the history of its listings in the *Scott's Catalogues*. We also describe for the first time the two principal varieties of Pips stamps and six plate positions. And we review three types of known forgeries. In addition, we encourage readers who believe they have a copy of the black on white or rose to provide us with a color scan.

## Was Pips Daily Mail A Genuine Local Post?

### The Arguments Against

The earliest philatelic note about Pips comes from none other than S. Allan Taylor, publisher of the first stamp periodical in North America. In the May 1865 edition of his own periodical, the *Stamp Collector's Record*, he wrote<sup>1</sup> "PIP'S DAILY MAIL, ONE CENT. – George Abrahams', Stationer, 86 Hamilton Avenue, Brooklyn, oblong design; impression on fawn-colored paper." George Sloane believed that Taylor may have been promoting his own version of Pips. In his reference file, Sloane wrote "This is the earliest chronicle of the stamp and since Taylor likes listing his own fake, the original undoubtedly appeared a year or two before."

Taylor seven years later questioned whether Pips was a genuine philatelic post in the November 1872 edition of the *Record* where he alleges that William P. Brown, a stamp dealer at 75 Nassau Street, who Taylor disliked at the time, was responsible for Pips. Although we thought the phrase "Cool" originated in the 1950s, that was the title of this short piece:<sup>2</sup>

The erudite inventor of the "rare Local" called Pip's Daily Mail, and the general manufacturer and patentee of the Jenkin's Camden Despatch, in many colors, makes some inferential derogatory remarks regarding us, in his plagiaristic outrage on Josh Billings yclept the K. K. Kabinet.

The name of this aspiring individual is Brown, his front name being William, and as might be expected, he is another of the agents of Alfred Smith & Co., and by virtue of that agency, is a citizen of facetious virtue and flexible conscience. He is at liberty to apply to himself such portion of our benevolent remarks towards his master, Smith, as may seem good in his eyes: like master, like man.

Josh Billings was the pen name of the humorist born Henry Wheeler Shaw (April 20, 1818 to October 14, 1885). Although Shaw's reputation has not been as well known to later generations, he was perhaps the second most famous humor writer and lecturer in the United States in the second half of the 19th century after Mark Twain.<sup>3</sup> The *Kuriosity Kabinet* was a publication of Alfred Smith & Son.

Brown advertised in the early editions of the *Record*. Brown, who created Brown's City Post in 1867, and he and Taylor later had a falling out. In a note published later in 1872, Taylor wrote that "Limping Billy is a Hard-shell Baptist, and can pray for six hours in a stretch."<sup>4</sup> In fact, Brown was inducted into the American Philatelic Society Hall of Fame in 2007.

---

<sup>1</sup> S. Allan Taylor, *The Stamp Collector's Record*, Albany (May 1, 1865), No. 5.

<sup>2</sup> S. Allan Taylor, "Cool," *The Stamp Collector's Record*, Boston (November 1872), No. 38.

<sup>3</sup> Wikipedia.com

<sup>4</sup> S. Allan Taylor, in *The Stamp Collector's Record*, Boston (July, 1872), No. 41.





**Figure 2. Pips adhesive with New York City Double Circle Date Stamp.**



**Figure 3. Fake Pips Stamp and Cancel from Philatelic Foundation Files.**



**Figure 4. Block of six Tete Beche.**

The authenticity of Pips as a legitimate local post was also questioned by Charles H. Coster, a respected early student of US local posts. During 1874-1875, Coster published a series of articles on U.S. carriers and local posts that appeared in *The American Journal of Philately*. The March 20, 1875 issue included a brief note that Pips Daily Mail “is a very dubious character, hence I give it no more than a

passing notice.<sup>5</sup> The articles formed the basis for a book by Coster that was published by J. W. Scott Stamp & Coin Co. in 1877. In it, Coster stated that “I desire to mention a few labels which I have purposely excluded from the chapters that follow, for want of sufficient proof as to their character, viz...Pip’s Daily Mail.”<sup>6</sup>

Coster later revised and expanded his book on U.S. locals. The first revised version was published in French by J.B. Moens in 1882<sup>7</sup> and covered only adhesives. Coster again excluded Pips from his listing of genuine local posts in the 1882 edition. Three years later Moens published a second book that covered stamped envelopes.

As discussed below, based upon Coster’s research and writings, the early *Scott Catalogues* excluded Pips. However, in the 1890-91 edition, the *Scott Catalogue* began to list Pips as a genuine post.

### **The Arguments For**

Although Coster questioned the authenticity of Pips, most authorities have accepted it as a genuine post. We know that a George Abrahams in fact had a stationery shop on Hamilton Avenue in the early 1860s. A letter sent on Nov. 19, 1955 to George B. Sloane from the Librarian at The Long Island Historical Society provides the following listings in connection with Sloane’s request for information about Pips Daily Mail or Geo. Abrahams, Stationer:

- 1860 Abrahams, George, stationer, 246 Court, h. 17 W. Baltic
- 1860 Abrahams, George, teacher, h. 70 Hamilton ave
- 1863 Abrams, George, teacher, 84 Hamilton ave., h. 3 Hamilton ave
- 1864 Abrahams, George, newspapers, 84 Hamilton ave
- 1865 Abrahams, George, newspapers, 84 Hamilton ave
- 1868 Abrams, George, clerk, h. 24<sup>th</sup> n 4<sup>th</sup> ave
- 1869 Abrams, George B., adv. Agt. H. 24<sup>th</sup> n 4<sup>th</sup> ave

Interestingly, the directory lists George Abrahams’ stationery store at 84 Hamilton Avenue, not the 86 address on the Pips stamp. Of course, 86 would be next door to 84, and if a local post had been connected with the stationery store, there would be business reasons to operate it next door.

A number of contemporary collectors and authors believed Pips to be a genuine local post. W. Dudley Atlee wrote a series of articles on local posts that appeared in the 1871 and 1872 volumes of *The Stamp Collector Monthly*. Atlee was a British collector who was assisted by two knowledgeable American correspondents that reviewed drafts of the first four articles. Atlee stated that Pips “was in existence about five years.” He also listed three paper colors: “yellow,” “pale fawn,” and “blue,” noting that “The last is the rarest, although none of the

---

<sup>5</sup> Charles H. Coster, “The United States Locals and Their History, *The American Journal of Philately* (Mar. 20, 1875) at p. 44.

<sup>6</sup> Charles H. Coster, *The United States Locals and Their History* (1877) at p. 9. Two years later Scott reprinted Coster’s book as an Appendix to his, *Revised List of the Postage Stamps and Stamped Envelopes of All Nations*, New York (1879), Appendix.

<sup>7</sup> Les Postes Privés des Etats-Unis d’Amerique, Moens (1882 and 1885).



varieties are easily to be obtained.”<sup>8</sup> Beginning with Part V, in late 1871, Atlee announced that Joseph J. Casey had agreed to assist Atlee. Unfortunately, Casey shortly after was to be found to have been responsible for the printing of fake Berford stamps.

Harry C. Needham also listed Pips as an authentic local post in a series of articles that appeared in the *American Philatelist* in the 1920s. Needham included Pips based, at least in part, on information that he received from William P. Brown who had advised Needham that he had personally visited the George Abraham stationery store. Needham wrote the following:

PIPS DAILY MAIL  
Brooklyn, N.Y.

It seems strange that we are unable to find authentic data as to this Post.

Mr. William P. Brown, still living, states that in the late sixties he went to Brooklyn and called at the Stationery Shop, 86 Hamilton Avenue; he there found several of the stamps of the Post, but could procure no further information.

It is claimed that the stamp was issued in 1862. We find it mentioned by Moens in 1868 and by Scott in the *American Journal of Philately* in 1872.

We have never seen the stamp used on cover. We have never seen the stamp described below as black on white paper; we list the same, however, following precedent.<sup>9</sup>

Needham went on to list a black on white, black on buff, black on yellow and black on dark blue.

Donald S. Patton believed that Pips was a genuine local post. He wrote that Pips Daily mail “appears to have operated about 1862 but little or no authentic information is available.”<sup>10</sup>

There are no known covers with a Pips stamp to confirm that Pips was real. There is only one authentic Pips stamp tied to a piece by a New York City cancel, date unknown. It is a copy of the black on buff that was pictured in Patton’s book “The Private Local Posts of the United States”<sup>11</sup> (**Figure 2**). It was offered by Robert A. Siegel in its 2000 Rarities of the World Sale 824 and its 2004 Rarities of the World Sale 878. The 2004 Siegel catalogue stated that “The double-circle date stamp is typical of the style used in New York City in 1862 and 1863, when the post is reported to have operated.”

The picture of a counterfeit copy is in the certificate files of the Philatelic Foundation (“PF”) (**Figure 3**). PF Certificate 62101 states that both the stamp and

---

<sup>8</sup> W. Dudley Atlee, “Notes on the United States Locals,” *The Stamp-Collector’s Magazine*, Vol. X (1872), at p. 93.

<sup>9</sup> Henry C. Needham, “United States Local Stamps – A Concise History and Memorandum,” *The American Philatelist*, Vol. XXXIII, No. 8 (May 1920), at p. 300.

<sup>10</sup> Donald Patton, , *The Private Local Posts of the United States of the United States of America* (1967) at p. 289.

<sup>11</sup> *Id.*

cancel are counterfeit. The stamp appears to be a cut, or copy of an illustration, from an early catalog. Later in this article, we refer to examples such as this as Forgery 3.

Was Pips Daily Mail a genuine post? Although some authorities questioned it, a number were convinced that it did in fact operate in Brooklyn for about five years. The only artifact that supports this is the used adhesive described above. If they were made to sell to collectors, why have so few survived? We believe Pips' adhesives should continue to be listed in the *Scott Catalogue*, and note that several other "later" short-lived local posts are listed which have questionable backgrounds.

### **Brief History of Pips in *Scott Catalogues***

Scott Publishing Company today publishes the primary reference catalogue in the U.S. for carrier and local stamps. The company traces its history back to the J.W. Scott Stamp & Coin Co., which John Walter Scott founded shortly after he emigrated to the U.S. from England in 1863. In 1867, Scott began selling stamps in New York City. In June of that year, he printed the first of his 15 monthly price lists. In September 1868, Scott published his first stamp catalogue (which he labeled the "Sixteenth Edition").

Scott's first two full catalogues (the Sixteenth and Seventeenth Editions) were offered in 1868 and 1869 and did not list any locals. In the 10 editions that followed from 1870 to 1874, Scott only included Wells Fargo & Co. but noted "For other 'Locals' see 'Packet Lists.'" Scott first included a full listing of locals in the 28<sup>th</sup> Edition that was offered in 1874. Not surprisingly, this catalogue mirrors the information on locals contained in the Coster articles that Scott also published in his *American Journal of Philately*. Scott initially did not include Pips in the locals section. This is not surprising, because the Coster articles and books, upon which Scott to some extent relied, do not include Pips. (However, Scott did list Pips Daily Mail in yellow, flesh and blue paper in the last installment of his "United States Local Posts" series that appeared in the March 1872 issue of *The American Journal of Philately*.)

Scott sold a majority interest in his company to the Calman brothers in 1885 but continued to edit the catalogue until 1889, when the Calmans acquired his remaining interest and Scott left the company. Shortly after Scott left, the Scott Catalogue added Pips in the 51<sup>st</sup> Edition (1890-1891), which listed two types, the black on yellow and black on buff. The very next catalogue (the 52<sup>nd</sup> Edition for 1891-92) added a third type, black on white.

Scott continued to list only three types of Pips until the black on blue was added in the 1909 *Scott's Supplementary Catalogue on Locals*.<sup>12</sup> These four types of Pips stamps were listed in *Scott Catalogues* for 58 years. In the 1967 edition, Scott added a fifth listing, the black on rose.<sup>13</sup> A brief article on the new catalogue edition in *Scott's Monthly Stamp Journal* simply noted that: "The editors have

---

<sup>12</sup> The Scott Stamp and Coin Co., *Scott's Standard Catalogue of the Local Stamps of the United States and China* (1909), at p. 21.

<sup>13</sup> Scott Publications, *Scott's Specialized Catalogue of United States Stamps*, 44<sup>th</sup> Ed. (1967), at p. 527.



added 14 new listings [to the locals section], including a 1¢ black on rose for Pips Daily Mail of Brooklyn.”<sup>14</sup>

A review of other catalogues published in the 19<sup>th</sup> and early 20<sup>th</sup> century indicates that their editors believed Pips to have been a genuine local post but were not sure how many types of stamps were issued. Stanley Gibbons began publishing his stamp catalogues in 1888 and included U.S. locals until the early 1900s. Gibbons listed only three types of Pips stamps: the black on white, yellow and buff colored paper.<sup>15</sup> Another book on the history of local posts and their stamps that was published in 1921 by J-Bouvez, *Les Timbre Locaux des Etats-Unis d’Amerique*, included Pips but listed just two types – the yellow (“jaune”) and buff (“chamois”).<sup>16</sup>

### **The Paper Colors of Pips Stamps**

Pips stamps are not as common as the *Scott’s Catalogue* values would suggest. Tapling had one copy each of the black on buff (Sc 116L2) and black on blue (SC 116L4). Dos Passos had one copy of the black on yellow (Sc 116L3) and what was described as black on rose (116L5). The Luff collection at the PF has three copies: the black on buff, black on yellow and a third copy that is a lighter shade of the buff. Boker owned the only known multiple, a block of six on buff colored paper, which is by far the most common. Richard Schwartz, who purchased the Elliott Perry collection, had six originals. His notes identified one as 116L2; two as 116L3; one as 116L4 and two (including the unique used) as 116L5.

*Black on White (116L1)*. Needham commented that he had “never seen the stamp described as black on white paper; we list the names, however, following precedent.”<sup>17</sup> Like Needham, the authors have never seen a black on white. A search of auction catalogues has not produced any item describing a Pips stamp as black on white paper. We question whether it exists.

*Black on Buff (116L2)*. This is by far the most common of the Pips stamps. Although we have found only three auction catalogues that offer a copy of the black on buff, we have recorded 12 copies of what appear to be the black on buff; however, as discussed below, auction catalogues in the past may have described some of these as black on rose.

*Black on Yellow (116L3)*. We have recorded only four copies of the black on yellow. One is in the Luff Reference collection of The Philatelic Foundation.

*Black on Blue (116L4)*. We have recorded only three copies of the black on blue. One of these is in the Tapling Collection of the British Library in London.

*Black on Rose (116L5)*. The *Scott Catalogue* has listed a black on rose colored paper since 1967. We have found only two auction catalogues that offered a Pips stamp described as black on rose. One is item 534 of the February 19, 1968 John A. Fox sale. This stamp is described as “Pips Daily Mail, 1c Rose, full margin, Very Fine.” The second was item 1927 of the September 22-23, 1981 Robbins Auctions, Inc. sale of part of Dr. Cyril F. dos Passos’ collection. It was described as

---

<sup>14</sup> “U.S. Specialized for 1967,” *Scott’s Monthly Stamp Journals* (Nov. 1966), at p. 283.

<sup>15</sup> Stanley Gibbons Limited, “Part III. Local Postage Stamps of the World,” 1<sup>st</sup> Edition (1888).

<sup>16</sup> J. Bouvez, *Les Timbre Locaux des Etats-Unis d’Amerique* (1921) at p. 31.

<sup>17</sup> *Ibid*, note 9.

“1c black on rose (116L5) clear margins to touched, F-VF.” Neither catalogue included pictures of the stamps.

A black and white page from the files of Richard Schwartz, who purchased Elliott Perry’s collection of carriers and locals, has two copies of Pips stamps that are labeled “116L5.” One of these is the unique used stamp that was illustrated in Perry’s book. This stamp was offered in Robert A. Siegel’s Rarities auctions of 2000 and 2004. Interestingly, when the used copy was sold by Siegel, it was described in both catalogues as black on buff.

The used stamp is now in the collection of Larry Lyons. The front of the used Pips stamp does show signs of a rose color. However, looking at the back, there does not appear to be a pronounced color difference between it and copies of the black on buff.

As noted above, the Luff collection has three genuine Pips stamps. John Luff was an avid collector of carriers and locals whose collection was sold to the Scott Company and later donated to The Philatelic Foundation. One is black on buff and the other is black on yellow. A third copy is on paper that appears to be a lighter shade of buff. These are not identified, and we do not know whether Luff believed they were different stamps or simply different shades of buff.

Is there a black on rose, or do we have a case of mistaken identity? The color of this stamp is very similar to that of the first Westervelts’ stamp (Sc 144L1), which is also described by Scott’s as being black on buff. Because the black on buff has somewhat of a pink tone, perhaps some collectors in the past have identified it as being on “rose” colored paper, thus leading to different descriptions of the same stamps.

### The Pips Varieties

There is one known multiple of the black on buff -- a block of six with the bottom right stamp positioned on its left side (**Figure 4**). It was in the John R. Boker, Jr. collection and offered in the “Flintstone” USA sale by Robson Lowe (Basil) in 1973.<sup>18</sup> The block was offered by Kelleher<sup>19</sup> two years later and John Kaufman the following year.<sup>20</sup> This block is illustrated in Larry Lyons article titled “Tete-Beche Pairs” in the October 2005 issue of *The Penny Post*.<sup>21</sup>

A close examination of the block of six reveals there are two varieties of the original. Type I occurs as the first and second stamps in the left column and middle stamp of the right column. This type has a comma after “Avenue” and no defect in the lower left corner of the border.

Type II occurs as the middle stamp in the left column and the top and bottom stamps in the right column have a period after “Avenue.” Type II has a period after “Avenue” and the bottom portion of the lower left corner of the border is missing.

---

<sup>18</sup> Robson Lowe Ltd., “The Flintstone U.S.A.” sale (October 26, 1975) Lot No. 1880. This sale also offered a black on buff and black on yellow in Lot No. 1879.

<sup>19</sup> Kelleher (March 6-7, 1975), Lot 1462.

<sup>20</sup> John Kauffman (June 12, 1976) Lot. No. 826.

<sup>21</sup> *The Penny Post*, Vol. 13 No. 4 (Oct. 2005).

Because the stamps are not common and the authors have only seen a photocopy of the block of six, plating the six positions has been difficult. The following is a preliminary effort based on current information:

Position 1 (top left):	Type I. The outside line of the second wave from the bottom on the right side has a large break.
Position 2 (top right):	Type II. In "STATIONER," the "I" has no bottom serifs and the "o" is broken at the bottom. The "o" in "Hamilton" is broken at the bottom. The inside line of the fifth wave from the bottom has a small break.
Position 3 (middle left):	Type II. The comma after "Brooklyn" may be broken.
Position 4 (middle right):	Type I. There is a v-shape defect to the top right of the first "T" in "STATIONER."
Position 5 (bottom left):	Type I. The inside line on the bottom frame between the fourth and fifth waves from the left have a break.
Position 6 (bottom right):	None of the above characteristics are present.

There is also one copy known to the authors with an unusual double print (**Figure 5**). It appears that the printer passed the same sheet of paper twice through the printing process. Instead of allowing an adequate buffer zone, the second printing overlapped the first. As a result, this stamp has the right border of position 2 printed over the bottom border of position 5.

### Forgeries

Distinguishing the original Pips from forgeries is not difficult. The original has a large gap at the side of the top frame. It also has small gaps between each pair of woven cables. The original also has a large period after "cent," a small period after "Geo" and a rectangular period after "Mail."

All of the forgeries are black on a shade of buff. However, there are obvious differences in the borders. The forgeries have periods of the same size. In addition, the borders of Forgeries A and B as listed in the Lyons's Identifier are very different from the original. Only Forgery 3 that was cut, or copied from an old album, has a border with a woven cable pattern like the original. But this forgery has no gaps in the border.

Lyons describes a Forgery A having a border consisting of "a uniform wavy line with flowers."<sup>22</sup> The Philatelic Foundation has two blocks and a strip of three of Forgery A in its Luff collection reference library. One is a block of 23 (**Figure 6**). The Philatelic Foundation also has a block of 4 tete-beche with the Westervelt's Forgery B (**Figure 7**) and a strip of three of Pips Forgery A that has been over

<sup>22</sup> Larry Lyons, *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Vol. II (1998) (The "Identifier") at p. 874.



printed with the Westervelt's and Pips tete-beche block (Figure 8). This forgery is also found in a pronounced overprint variety (Figure 9). Lyons reports that Westervelt's Forgery B was probably created by William P. Brown.<sup>23</sup> If that is true, Brown presumably also created the Pips Forgery A.

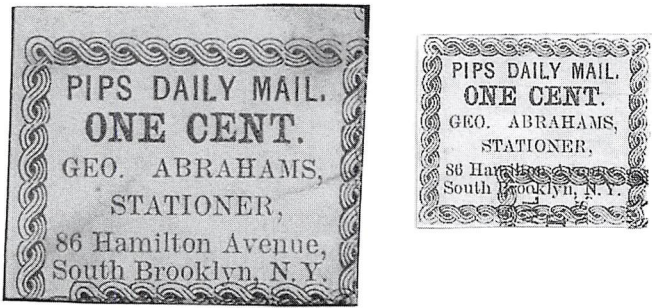


Figure 5. Pips genuine adhesives with two types of double printing.



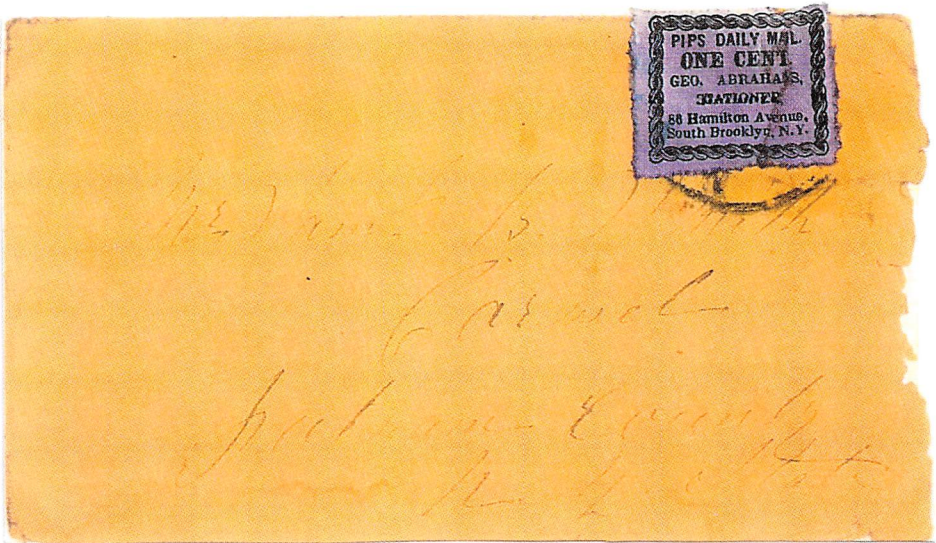
Figure 6. Pips Forgery A block of 23.  
(Courtesy of The Philatelic Foundation)

<sup>23</sup> Id., at p.1169.

Lyons notes that Westervelt's Forgery B is "known tete-becke with "PIPS Daily Mail" and lists it in black on three paper colors: pale grayish red, gray blue and greenish blue. However, the Identifier lists Pips Forgery A only as "black on Flesh paper colored through." The authors believe that the first Westervelt's Forgery B should also include a black on flesh paper colored through.

Lyons lists a second forgery that he designates "B" (**Figure 10**). It is found only in black on a darker buff colored paper than the original. Lyons describes its border as having "two rows of circles with the alternating circles filled solid."<sup>24</sup> Lyons attributes Forgery B to S. Allan Taylor.

The authors are aware of a third version of the Pips stamp that has sometimes posed as an original. Its border closely resembles the design of the authentic stamp (**Figure 11**). However, it can be distinguished from the original in that it does not have a gap at the right end of the top border. This fake appears to be a cut out of a Pips illustration in an early stamp catalog. Scott, Moen and Bouvez publications all had illustrations of Pips stamp with no gaps in the cable pattern border.



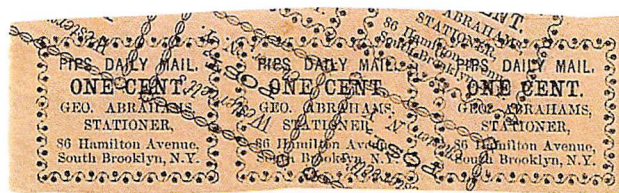
**Figure 11. Pips forgery on cover which was made from a stamp album cut which is stained purple.**

<sup>24</sup> Id., at p. 874.





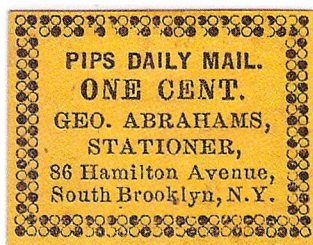
**Figure 7. Pips Forgery A tete-beche with Westervelt's Forgery B  
(Courtesy of The Philatelic Foundation)**



**Figure 8. Pips Forgery A overprinted with Westervelt's Forgery B.  
(Courtesy of The Philatelic Foundation)**



**Figure 9. Pips Forgery A double transfer.**



**Figure 10. Pips Forgery B attributed to S. Allan Taylor**

### Conclusions

The authors have in their collections copies of the Pips black on buff, yellow and dark blue. Based on their own nonscientific survey, the black on buff appears to be much more common than the black on yellow and black on blue. We are aware of only about 20 examples altogether, seven of which are on yellow and blue papers. A single example tied to small piece by a NYC handstamp seems to authenticate these stamps, but more convincing evidence that these stamps provided for paid carrier



service to the post office is needed. It seems doubtful that more evidence will come to light at this late date.

The authors have not seen any copies of the black on white or black on rose. We would be most grateful if any reader who believes he owns, or has seen, a *Scott*-listed 116L1(black on white) or 116L5(black on rose) would send a scan or copy to [clifford.alexander@klgates.com](mailto:clifford.alexander@klgates.com).

**Acknowledgments**

The authors gratefully appreciate the assistance they were provided by the officers and staff of The Philatelic Foundation.

**ADVERTISERS IN THIS ISSUE**

	Page
Matthew Bennett, Inc.	16
Schuyler Rumsey Philatelic Auctions	17
James E. Lee	18
Stanley Piller	21
H.R. Harmer, Inc.	43
Nutmeg Stamp Sales	44
Shreves Philatelic Galleries, Inc.	45
Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

## AN EXHIBITION COLLECTION

*What do these philatelists have in common?*

VISION. When it came time to consign their stamps and postal history to auction, they trusted the philatelists at Matthew Bennett International to translate that vision into their own *Exhibition Collection Sale* catalogue.

*William McCarren*  
*Michael D. Rubin*  
*George Jay Kramer*  
*The Metzger Collection*

To properly show off your collection, our unique *Exhibition Collection Sales* series is the perfect vehicle. It allows collectors to

*Dr. Eugene Joyce*  
*John Hill, Jr.*

appreciate your efforts and achievements, undiluted by competing items. When you believe you have completed work on an item or specialized area, let us create the catalogue you deserve.



MATTHEW BENNETT INTERNATIONAL

UNITED STATES ■ SWITZERLAND ■ HONG KONG

1954 Greenspring Drive Suite LL18

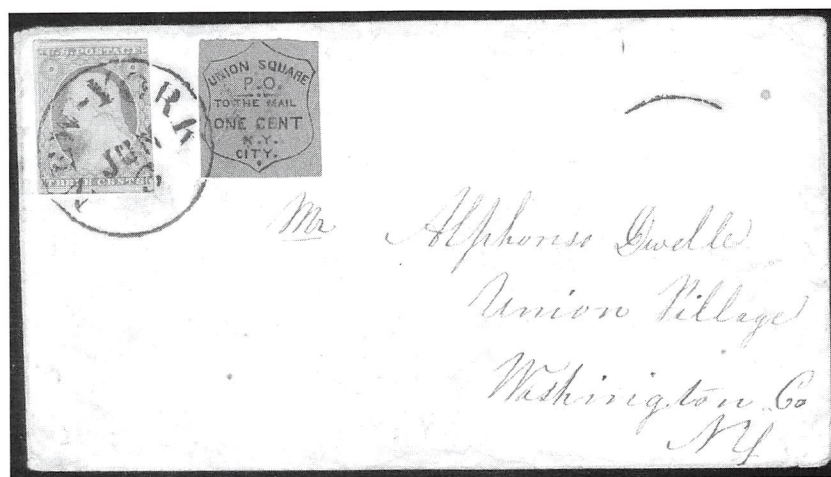
Baltimore, Maryland 21093

(410) 453-9784 Fax (410) 453-9789

[www.bennettstamps.com](http://www.bennettstamps.com)

Professional Philatelists Licensed Auctioneers Member: ASDA, APS

The finest collections are built with  
passion and precision.



Please visit our website at:  
[www.rumseyauctions.com](http://www.rumseyauctions.com)

email: [srumsey@rumseyauctions.com](mailto:srumsey@rumseyauctions.com)

Schuyler  
Rumsey  
Philatelic  
Auctions

47 Kearny Street  
San Francisco  
California 94108  
t: 415-781-5127  
f: 415-781-5128

Please note our new address and phone numbers.



# Local Posts Literature and Auction Catalogs

Listed below is a sampling of the titles available from our inventory  
of Locals and Carriers related titles.

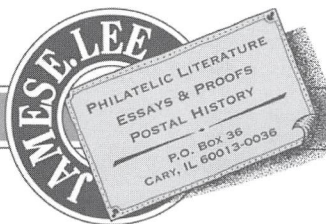
For a complete listing visit our website: [www.jameslee.com](http://www.jameslee.com).

## Books

- *The Fresno and San Francisco Bicycle Mail of 1894*, Cooper, 1982, 134p, HB. \$50.00
- *The Chatham Square Post Offices and Swarts City Dispatch Post*, Hall, 1941, 34p, CC. \$10.00
- *Handbook of Private Local Posts*, Hurt & Williams, 1947 ed., 169p, HB. Covers local posts of the world (Billig's handbook no. 6). \$40.00
- *Boyd's Local Posts in New York City: 1844-1882*, Patton, 49p, CC. \$15.00
- *The Local Posts in Brooklyn, NY: 1844-1882*, Patton, 28p, CC. \$10.00
- *Private Local Posts of the United State: Volume 1 – New York State*, Patton, 1967, 350p, HB. \$45.00
- *U.S. Letter Carrier Stamps of Philadelphia under the Fee System*, Perry, 1954, 18p, CC. \$10.00
- *Byways of Philately: Privately Owned Posts and Early Locals*, Perry & Hale, 1966, 281p, HB. \$37.50
- *One Hundred Years Ago*, Perry & Hale, 1942, 68p, CC. Story of City Dispatch Posts. \$30.00
- *Pat Paragraphs*, Perry, 1981 reprint, 648p, HB. \$55.00

## Auction Catalogs

- *Amb. J. William Middendorf II Collection of Carriers and Locals*, Frajola net price sale no. 4, • 1990, 787 lots, illustrated. \$25.00
- *Alfred Caspary Collection of U.S. Carriers and Locals*, HRH, 1957, 1046 lots. \$40.00
- *Cyril F. dos Passos Collection*, Robbins, 1981, 299 lots of Boyd's, Hussey's and Swart's. \$15.00
- *Josiah K. Lilly Collection – Part V*, Siegel, 1967, 402 lots of locals and carriers. \$35.00
- *David Golden Collection of U.S. Carriers and Locals*, Siegel, 1999, 1620 lots. Two vol. HB \$100.00. Three vol. SB in slip case \$75.00.



Order by phone, fax or e-mail. Terms: check, Visa or Master Card info with order. Shipping: \$5.00 for the first book, \$1.00 for each book thereafter. Foreign orders: additional postage.

James E. Lee LLC  
P. O. Box 36-LC, Cary IL 60013-0036  
(847) 462-9130 • Fax (847) 462-9140  
E-mail: [jim@jameslee.com](mailto:jim@jameslee.com)

**Visit our website: [www.jameslee.com](http://www.jameslee.com)**

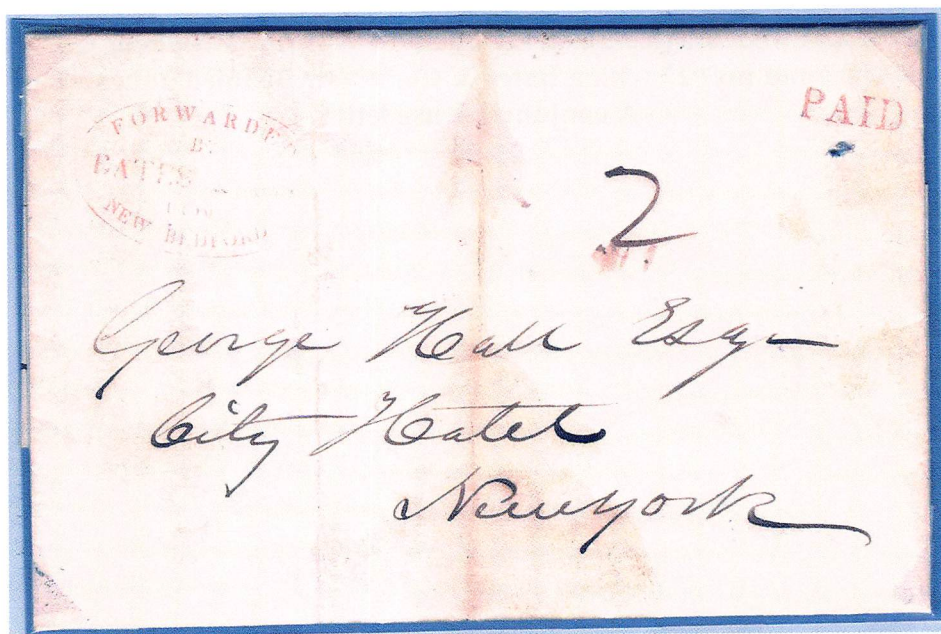
Use this direct link to check our large stock of Confederate literature:  
[www.jameslee.com/books.htm](http://www.jameslee.com/books.htm)

# Two Bates to Hale covers to New York

By  
Doug Clark

Pictured here are two folded letters from the same correspondence addressed to George Hall, Esq. at the City Hotel in New York. Inside both covers is the correspondence from “Holmes Hole”, a town on Martha’s Vineyard that is today called “Vineyard Haven.” These folded letters were carried by Bates & Co. who forwarded them. The one in **Figure 1** has the rectangular Hale “Collect 6 cents” marking and the one in **Figure 2** has the red “PAID” and ms “2”. The **Figure 2** letter is dated October 7, 1844 and the **Figure 1** letter is dated October 1, 1844.

These are additional illustrations to the article featuring an interesting triple conjunctive usage cover Bates to Hale to Overton by Larry Lyons and edited by John Bowman that appeared in *The Penny Post* of April 2006 (Vol. 14, No. 2, pages 71-72).



**Figure 1. A folded letter dated October 1, 1844 with rectangular Hale’s “Collect 6 cents” and Bates & Co.’s New Bedford handstamp. A conjunctive use letter.**

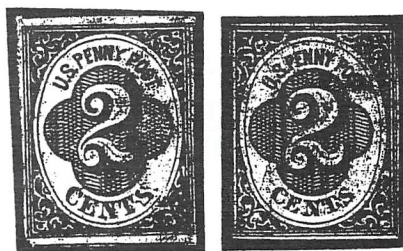
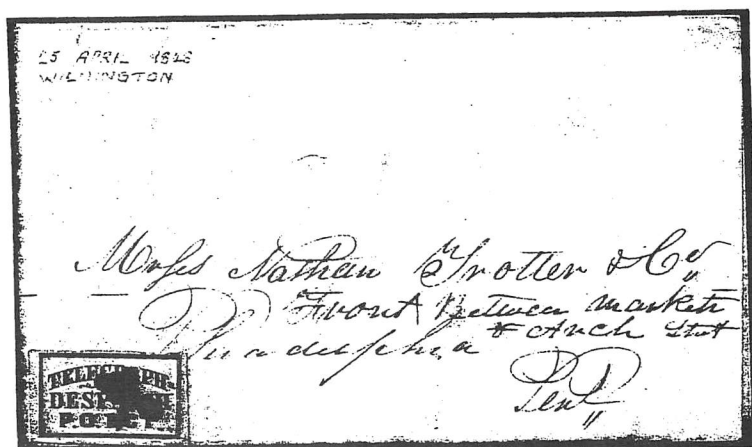


**Figure 2. A folded letter dated October 7, 1844 with a Hales & Co. red "PAID" and ms "2" with a Bates & Co.'s New Bedford handstamp. A conjunctive use letter.**



# Buying, Selling & Appraisals

- ★ Classic U.S. Stamps & Postal History
- ★ U.S. 19th Century Proofs & Essays
- ★ Confederate Stamps & Covers



## STANLEY M. PILLER

800 S. Broadway • Walnut Creek, CA 94596

Phone (925) 938-8290

Fax (925) 938-8812

Email: [stmpdlr@aol.com](mailto:stmpdlr@aol.com)

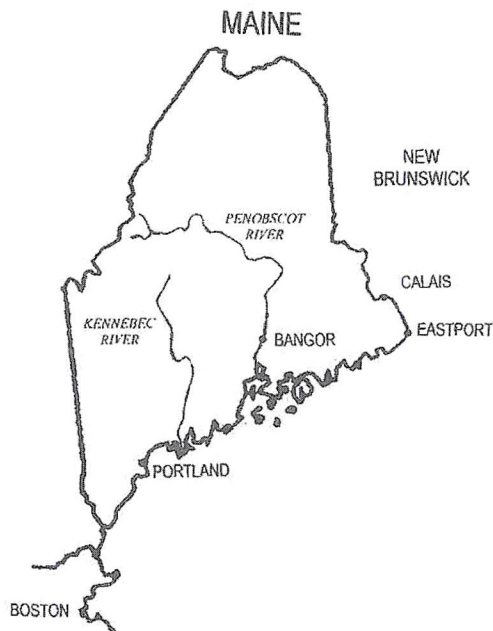
# John J. Jerome's Express

## A "Patient" Cover

By  
William W. Sammis

Beginning about May 31, 1843 and continuing into 1849 John J. Jerome ran a well-known express between Bangor, Maine on the Penobscot River and Boston, Massachusetts. Such a straightforward statement does not allow for all of the convolutions that were common to private expresses doing business before, after and during the Independent Mails Period (1843-June 30, 1845). Jerome's Express was no exception.

William F. Harnden "invented" the expressing of letters and small packages in 1839 running between New York City and Boston. James N. Winslow introduced the industry to Maine in 1840 when he pioneered a route from Portland, Maine using steamships to connect with Harnden & Company's Boston office located at 8 Court Street. Subsequently Winslow extended his business to Bangor. On May 24, 1843 Winslow took in Henry Gilman and Joshua W. Richardson as partners and Winslow's Express became Winslow & Company's Express.



Initially it was the Winslow & Company's Boston-Portland-Bangor route against which Jerome competed. **Figure 1** shows Jerome's advertisement entered on May 31, 1843.<sup>1</sup>

<sup>1</sup> *Bangor Daily Whig & Courier* August 3, 1843. (All advertisements reproduced in this article are from various editions of this paper and can be viewed at the following website: [www.newspaperarchive.com](http://www.newspaperarchive.com).)

**JEROME'S  
BANGOR, PORTLAND AND BOSTON**



**PACKAGE AND BUSINESS EXPRESS.**  
THE undersigned solicits a share of the Express business, and will leave Bangor every **MONDAY** and **THURSDAY** Mornings at 5 o'clock, in the Steamer **CHARTER OAK** for Frankfort, Bucksport, Belfast, Camden, Thomaston, Portland, and Boston, and attend to all Express business entrusted to his care in these places, and through Messrs. Adams & Co. of Boston, in the Southern and Western cities.

**OFFICES.**

JOHN LOWELL & Co next to the P. Office, Bangor.  
At J. J. BROWN'S, Exchange-st. Portland.  
At ADAMS & Co's, 2 Court-st. Boston.  
may 31 J. J. JEROME.

**Figure 1. Jerome's May 31, 1843 advertisement in the *Bangor Daily Whig & Courier*.**

**WINSLOW & CO'S.  
BANGOR, PORTLAND AND BOSTON  
PACKAGE EXPRESS.**



THE Subscribers have this day formed a co-partnership in the "Express" business between this City and Boston. Mr. Samuel Seymour will for the present leave Bangor by Mail Stage every **WEDNESDAY** for Portland and Boston, at 10 P. M., returning leaves Boston every **SATURDAY** at 10 P. M.

Any and all business in the Express line entrusted to their care will meet with prompt attention. All Express Business on the lower route from Bangor to Bath will be attended to.

Returns for orders sent by their Express will be made with all possible despatch.

Small packages will be forwarded from Office daily for Portland and Boston, by a safe and sure conveyance to J. N. Winslow, Portland, and immediately to Boston through his Express.

The patronage of the public is respectfully solicited.

**OFFICES.**

No. 4 Smith's Block, Bangor;  
No. 41 Exchange street, Portland;  
No. 8 Court street, Boston.

J. J. JEROME, Bangor;  
J. N. WINSLOW, Portland; } Agents.  
JOHN R. HALL, Boston;  
J. N. WINSLOW,  
SAMUEL SEYMOUR.

Dec. 5, 1843.

**Figure 2. Winslow's December 5, 1843 advertisement in the *Bangor Daily Whig & Courier*.**

Later in 1843 there were changes in Jerome's competition. On August 25, 1843 Gilman and Richardson left Winslow & Company to form Gilman & Company's Bangor-Portland-Boston Express. Samuel Seymour was taken in by Winslow as a partner to replace them.

Both Jerome's Express and Winslow & Company's Express used the steamship *Charter Oak* for transportation by which they could offer two round trips a week. The Eastern and Portland, Saco & Portsmouth Railroads were used to supplement this service connecting Boston with the intermediate stop at Portland. Jerome only competed on this route until December of 1843 at which time the express pot received another good stirring.

On December 5, 1843 a truce was called and an alliance was formed between Jerome and Winslow. Winslow advertised that John J. Jerome was the Bangor agent for Winslow's Boston-Portland-Bangor Express. See **Figure 2**.



Jerome, for his part, although still operating out of Bangor was going in a different direction, literally. He had abandoned the Bangor-Portland-Boston run and was now advertising a short-lived Bangor to Houlton, Maine service, Houlton being



located northeast of Bangor on the border with New Brunswick with his Bangor advertisement starting on December 23, 1843. See **Figure 3**.

**JEROME & CO'S.,**  
**BANGOR AND HOULTON PACKAGE**  
**EXPRESS,**  
**W**ill leave Bangor for Houlton on Tuesday  
 next, and Houlton for Bangor on Saturday  
 next.  
 Packages, Parcels, and Bundles received and  
 forwarded with promptness and dispatch.  
 All business in the Express line, personally and  
 faithfully attended to.  
 Office at LOWELL'S next to the Post-office.  
 dec. 23. dt

**Figure 3. Jerome's newspaper advertisement of December 23, 1843.**

**JEROME & CO.**  

  
 SUCCESSORS TO  
**Winslow & Co's Express.**  
**J.** J. JEROME will run through to Boston every  
 trip per Steamer CHARTER OAK  
 commencing on THURSDAY Morning and con-  
 tinuing every MONDAY and THURSDAY and  
 attend PERSONALLY, promptly and expressly, to  
 the purchase and sale of Merchandise, the Collec-  
 tion of Notes, Drafts and Bills, the reception and  
 delivery of Packages, Parcels and Bundles, and  
 their transportation, through Messrs. Harnden &  
 Co's. to the South and West.  
 Packages and orders received at the office next  
 to the Post-Office and at BUGBEE'S.  
 Offices and Agents.  
 JOHN R. HALL, at Harnden & Co's. No 8,  
 Court Street. Boston.  
 J. N. WINSLOW, No 44, Exchange Street,  
 Portland.  
 S. DAVIS, Hampden.  
 J. HERSEY, Jr. Frankfort.  
 SMITH & ROBINSON, Bucksport.  
 DUTTON & WILLIAMS, Belfast.  
 E. CUSHING, Camden  
 J. T. GLEASON, West Thomaston.  
 O. B. FALES, East "  
 J. J. JEROME, Next to the P. Office, Bangor.  
 april 8.

**Figure 4. Jerome's newspaper advertisement of April 8, 1844.**

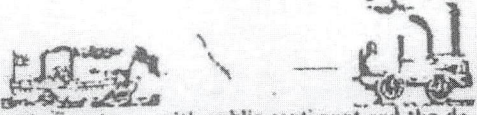
At this time Jerome's Express became Jerome & Company's Express. Subsequent advertisements indicate that the new partner may have been John A. Jerome (a son?). To avoid confusion the new partner/agent, working out of the Bangor office, was often referred to as "J. Adams Jerome".

By April 8, 1844 Jerome had returned to the Bangor-Portland-Boston run when he purchased Winslow & Company's interest in this route. See **Figure 4**. Winslow continued to operate between Portland and Boston. An arrangement allowed Jerome to drop off express from Bangor bound for Portland and likewise receive from Winslow business originating in Portland and destined for Bangor. Eventually Child & Company's Express provided this same service for Jerome, Winslow having sold his Boston-Portland interests to Charles W. Child on July 17, 1844.

Hand-offs at Boston gave Jerome access to Hale & Company's significant network during the Independent Mails Period, a relationship that is alluded to in the advertisement shown as **Figure 5** dated August 3, 1844. (Judge Story, mentioned in the ad. had dismissed charges brought against Hale & Company by the government.

This allowed Hale to continue operating an opposition post versus the Post Office Department, at least temporarily.)

**Postage Reduced !**  
**ORIGINAL INDEPENDENT MAIL!**  
**20 Stamps for a Dollar!!**



**I**N accordance with public sentiment and the decision of Judge Story which is the best story we can tell—the undersigned will receive, forward and deliver per Steamboat and Rail Roads, to most of the principal cities and towns in the Union, Letters, Papers and Packages at 6 1/4 cts each for single letters, &c.

Personal and express attention paid to the reception and delivery of Letters, &c. on the River and Eastern Rail Road routes and in Boston.

Orders for Goods delivered early as usual in Boston, by

**JEROME & CO.**  
 Next the Post-Office, (up stairs.)

**[ ] All packages should be marked JEROME & CO'S. EXPRESS.**

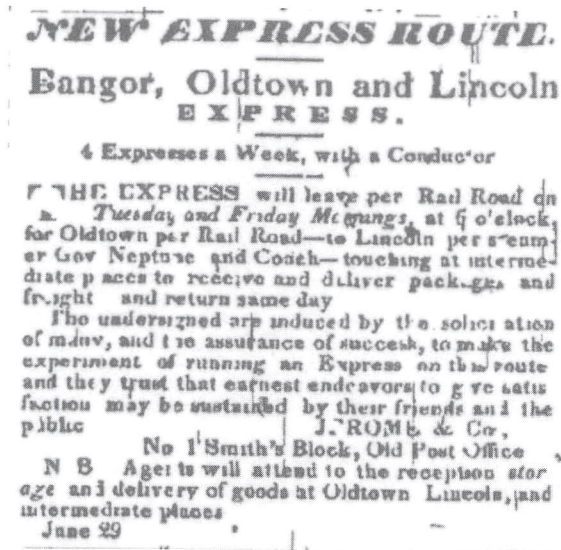
— Referents. —

HARDEN & Co's.	} Boston, New York and
ADAMS & Co.	} Philadelphia.
J. W. HATHWAY, Esq. Boston.	
FRED' C. HOBBS, Esq.	} Bangor
Messrs. GODDARD & JENKINS,	
GEO. THACHER, Esq. Belfast.	

aug 3

**Figure 5. Jerome's advertisement of August 3, 1844. The independent mail connection was with Hale & Company.**

On June 29, 1847 Jerome & Company advertised a route extension. See **Figure 6.** Service was offered between Bangor and Oldtown by rail and by steamship to Lincoln, Maine located north of Bangor on the Penobscot River. Based upon the dearth of postal history surviving from this route, I would guess that it was of little consequence.



**Figure 6. Jerome's advertisement of June 29, 1847 of a route extension.**

From May 15, 1848 John J. Jerome worked as a Post Office Department Steamboat Letter Carrier. This allowed him to collect mailable matter for the government while collecting packages for his private express from the same customers.

Jerome & Company's Express went out of business in 1849. John J. Jerome may have contracted a case of gold fever as he died at Benicia, California on February 7, 1851 and "his funeral was attended by all Bangoreans there."

### **Conjunctive Arrangements**

In addition to cooperating with Hale & Company, Winslow & Company's Express and Child & Company's Express as mentioned earlier, Jerome & Company definitely had arrangements in place with Gay, Kinsley & Company and Overton & Company at Boston. Jerome's advertisements also confirm the use of Joseph Gunnison's Express to Eastport and Calais, Maine as well as Harnden & Company and Adams & Company, available for service from Boston to New York City and Philadelphia. It is also likely that arrangements were in place with the American Letter Mail Company and Davenport & Company, which late in the Independent Mails Period took over Overton's Boston office, located at 29 ½ State Street.

**Figure 7** shows a conjunctive cover received by Jerome & Company at Bangor on February 25, 1845. The cover is recorded as having been paid by Jerome's rectangular handstamp. Winter routing was by stage to Bath, Maine and by steamship to Boston via Portland where the letter was handed off to Overton & Company for delivery. It is the only surviving example of postal history from this conjunctive arrangement that I have recorded.





**Figure 7. A possibly unique Jerome's conjunctive use cover with Overton & Company who delivered the letter in Boston. The rectangular "PAID" records payment to Jerome & Company.**

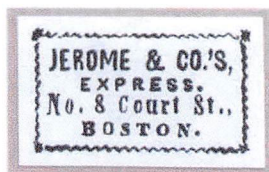
#### Handstamps

Markings on the few surviving covers from the early "Jerome's Express" (May 31, 1843 - December 22, 1843) are manuscript. **Figure 8** shows a cover dated November 5, 1843 that traveled from Charlestown, Massachusetts to Bangor, Maine.



**Figure 8. A folded letter dated November 5, 1843 during Jerome's manuscript marking period.**

During the Independent Mails Period Jerome & Company's Express put handstamps into use. The most well known of these, and the one most frequently encountered, is rectangular in shape (30 mm. x 17 mm.) and advertised Jerome's Boston office located at 8 Court Street. See **Figure 9**. It was used at other of Jerome's offices in addition to the Court Street facility. I record dates of usage from July 10, 1844 – June 25, 1845 in either red or black ink.



**Figure 9. This Jerome & Co.'s handstamp is found in black or red. The author finds a usage period of July 10, 1844 to June 25, 1845.**

A convention of the time called for collect letters to be hit using black ink while red ink was reserved for paid letters. However, I believe Jerome commonly used the black ink at their Boston office while using red ink at Bangor with no implication of prepayment or nonprepayment. **Figure 10** shows a cover that originated at Boston on October 2, 1844. By my theory it was hit there in black ink and was hit a second time in red ink upon arrival at Bangor.



**Figure 10. The author believes the black handstamp was applied in Boston and the red one in Bangor, Maine.**

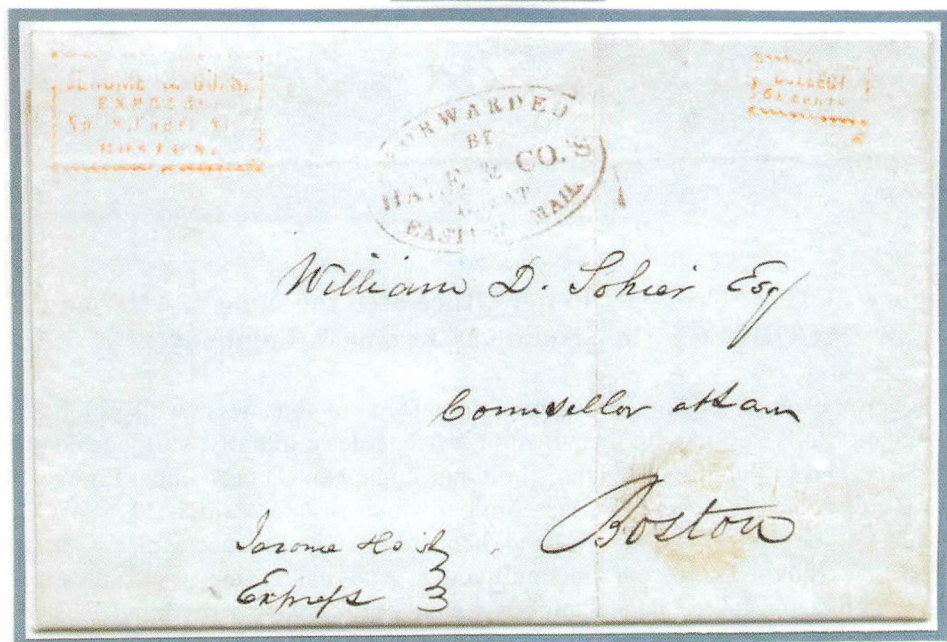


Figures 7 and 11 show Jerome & Company's "PAID." handstamp (15 mm. x 8.5 mm.). My records indicate usage of this handstamps from August 21, 1844 – May 22, 1845.



**Figure 11. The author finds usage of the Jerome's "PAID" handstamp from August 21, 1844 to May 22, 1845.**

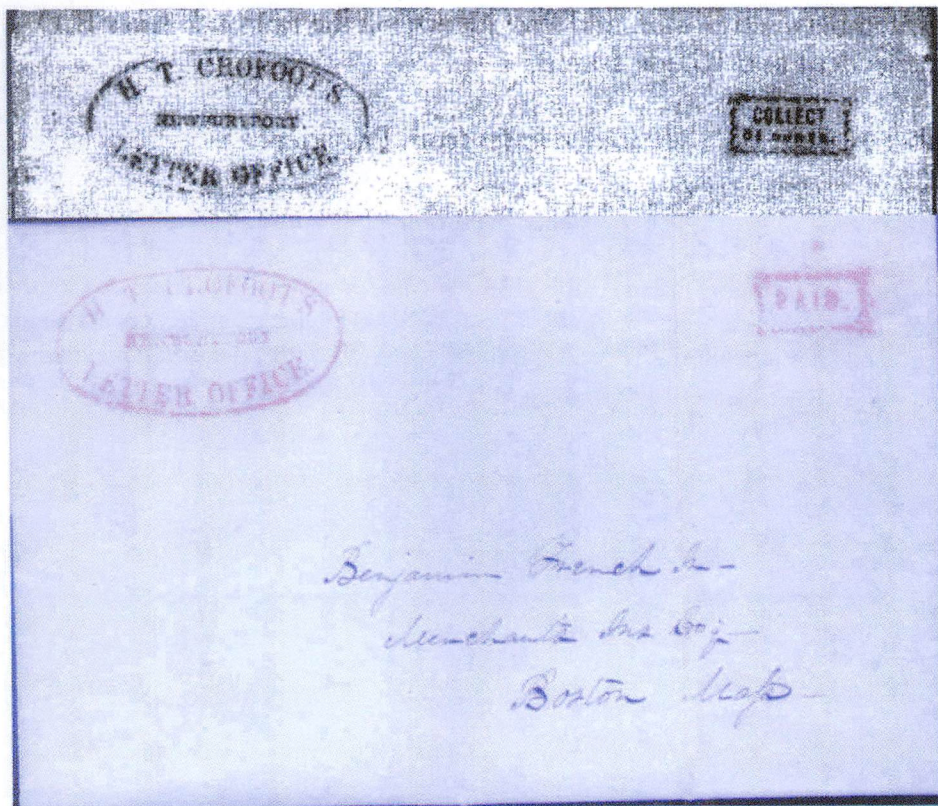
A less common sibling to this boxed "PAID." marking is Jerome & Company's "COLLECT 6 ¼ Cents" handstamp (17 mm. x 9 mm.) used circa August 21, 1844 – May 22, 1845. An example is shown as **Figure 12** on a letter originating at Bangor on November 13, 1844 and handed off to Hale & Company for Boston delivery. This marking, like the "PAID." handstamp appears to have been used only during the Independent Mails Period with no examples noted after June 30, 1845. Both handstamps have only been recorded in red.



**Figure 12. The author finds the Jerome's "COLLECT" handstamp with the same usage period as the "PAID" handstamp. These markings seem to have only been used during the Independent Mails Period.**

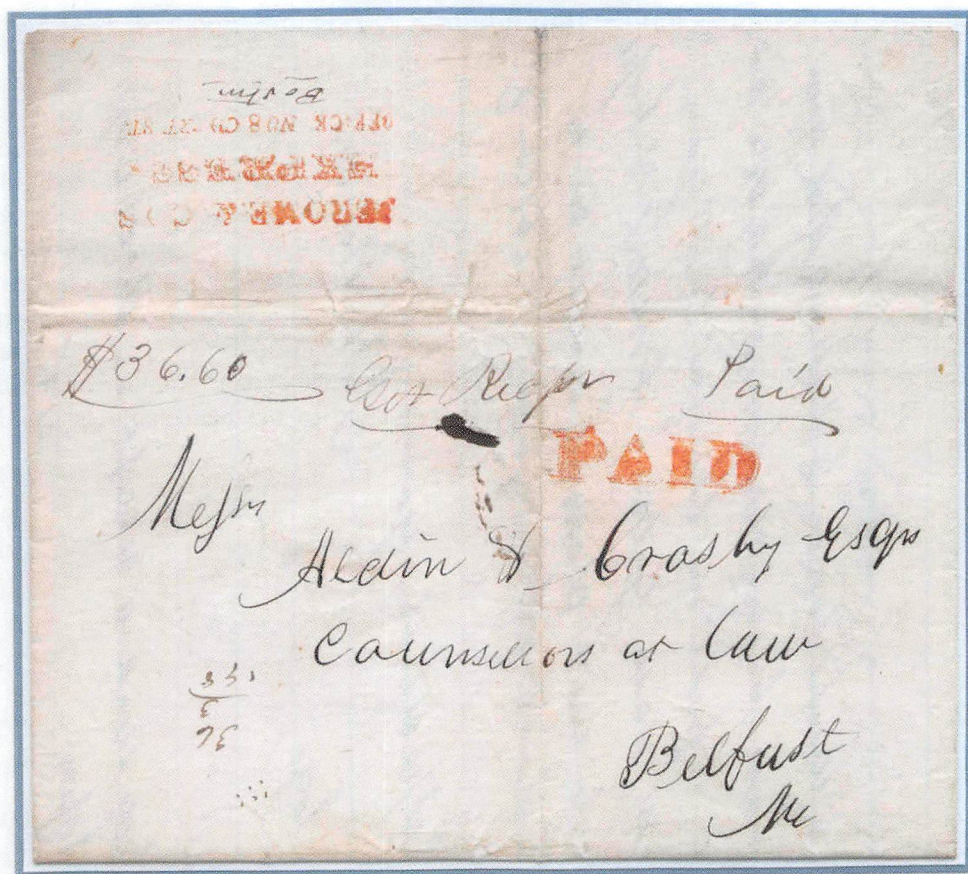
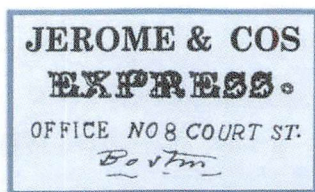


Interestingly both the “PAID.” and “COLLECT...” handstamps were also used during this period by H.T. Crofoot’s Newburyport Letter Office (**Figure 13**). They too are found only in red. It is likely but speculative that these four handstamps originated from the same supplier (at Boston?).



**Figure 13. H. T. Crofoot’s Letter Office used the same “PAID” and “COLLECT” handstamp as Jerome & Company.**

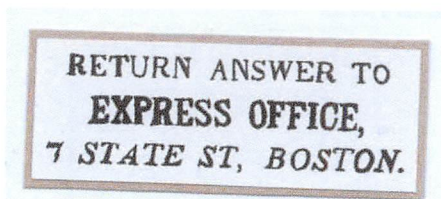
Jerome & Company’s Express remained in business well after the Independent Mails Period with their Boston office, at least initially, still located at 8 Court Street. From the late Cal Hahn’s holdings come two (!) new-finds. **Figure 14** shows a cover from Bangor to Belfast, Maine, which is dated March 20, 1847. On the back of the cover is a three-lined handstamp with a spectacularly ornate “EXPRESS” shown as a reproduction/tracing. The handstamp is handicapped because, unlike the boxed handstamp shown in **Figure 9**, this marking does not indicate that the “No. 8 Court St.” address is located in Boston. This information was entered manually. On the front of the cover is Jerome & Company’s previously unreported (and unique?) 30 mm. x 7 mm. “PAID” handstamp.



**Figure 14. Both the ornate Jerome's handstamp and the "PAID" are the only recorded examples of these handstamps.**

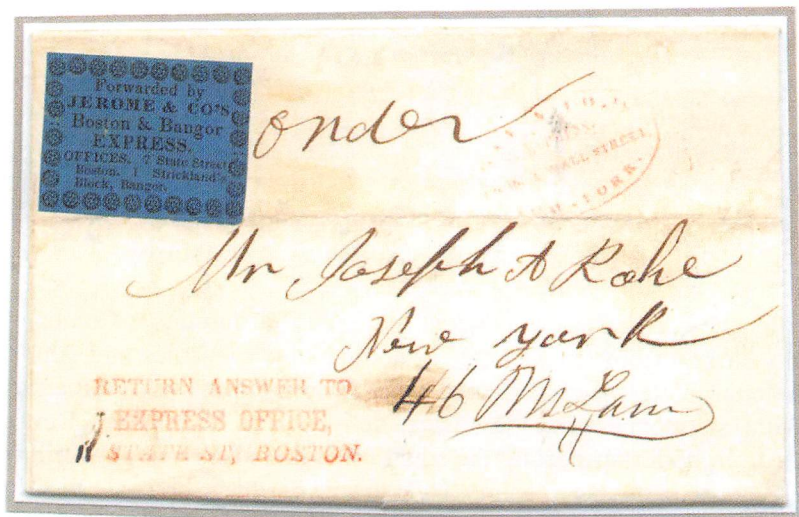
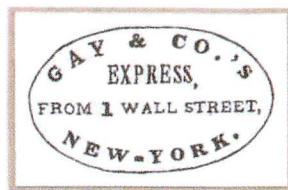
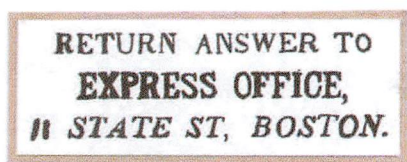
After the end of the Independent Mails Period, Jerome & Company's focus of necessity shifted from letter matter to nonmailable valuables and goods. Orders for goods (letter matter) were collected at order boxes and, to avoid the Post Office Department's statutory fines, they were delivered at no charge. Revenue was anticipated from both transporting the filled order and also from delivering the cash to the merchant to settle the account. To better insure these opportunities Jerome & Company used a "RETURN ANSWER TO..."handstamp shown in **Figure 15**. I note examples in red used from August 14, 1848 – September 17, 1848. (Jerome & Company's Boston office was by this time located at 7 State Street.)





**Figure 15. Jerome's handstamp found in red from August 14, 1848 to September 17, 1848.**

What has been called a provisional handstamp is shown as **Figure 16**. It is stamped on an order for goods sent from Bangor via Boston to New York City dated August 17, 1848. Note that the "7" street address has been written over to read "11 State St." Jerome & Company was never located at this address. Gay, Kinsley & Company was the conjunctive partner used for service between Boston and New York City and they wanted to insure that the filled order was routed through their Boston office located at 11 State Street. This explains the manuscript alteration to the handstamp. (The Gay & Company's New York handstamp on this cover is obsolete, as by this date Rufus B. Kinsley had joined the firm.) Another of these conjunctive covers with the same manuscript change to the handstamp is dated August 24, 1848.



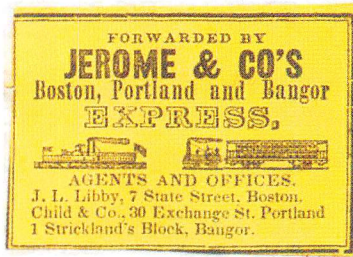
**Figure 16. These handstamps are called provisional handstamps. The change to "11 State St." is a routing thru Gay, Kinsley & Company's office. By this date in August 1848 Kinsley had joined Gay & Company.**



### Forwarding Labels

Jerome & Company moved the location of their Boston office to 7 State Street sometime between October 29<sup>th</sup> and November 19, 1847. They elected to advertise this change using adhesive forwarding labels, supplementing the **Figure 15** handstamp rather than continuing with handstamps in the style of those used earlier (**Figures 9** and **14**). Bruce Mosher in his catalog notes six label types. I note six different colored-through papers being used with one label found on papers of three different colors.<sup>2</sup>

**Figure 17** shows label JRMX-L15<sup>3</sup>, the design of which is markedly different from Jerome & Company's other forwarding labels. It implies steamship service (Boston-Portland-Bangor) and railroad service (Boston-Portland) with J.L. Libby serving as their Boston agent and Child & Company's Express (conjunctively) filling that capacity at Portland. The label is known on yellow and pink<sup>4</sup> papers and although found on undated covers it was likely used in 1848.



**Figure 17. This label implies steamship service between Boston-Portland-Bangor and railroad service between Boston-Portland using agents J. L. Libby and Child & Company.**

**Figure 18** shows the JRMX-L1 on cover with the "Forwarded by" in upper and lower case lettering. The cover is dated September 7, 1848 and traveled from Castine, Maine via Belfast, Maine to Boston on the steamship *Governor*. Usage dates for this label are noted from August 14, 1848 – September 10, 1848 printed on both blue and greenish-blue colored papers.

---

<sup>2</sup> These labels are rare. I have recorded some sixteen examples of which perhaps ten are found on dated covers. I think it likely that some of these label types were printed on colored papers in addition to the ones that have been captured to date e.g., Konwiser and Mason cite an 1848 label on red paper (*The Stamp Specialist*, Volume I, Part II 1940, p.188.)

<sup>3</sup> Label catalog numbers are taken from the Mosher Catalog: *Catalog of Private Express Labels and Stamps* by Bruce H. Mosher.

<sup>4</sup> My files indicate pink paper for this label but this is uncorroborated.



**Figure 18. Cover dated September 7, 1848 from Castine, Maine via Belfast, Maine to Boston on the steamship *Governor*.**

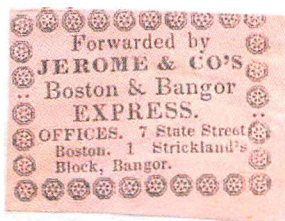
**Figure 19** shows a setting variety of this label. The colons in the top and right-hand borders have been placed differently, there is a comma after “Street” and “Boston” has been entered as “Botton”.



**Figure 19. A setting variety of the label shown in Figure 18.**

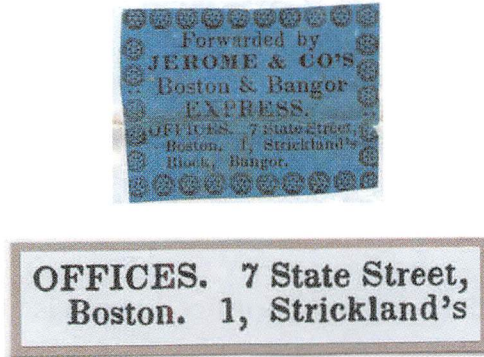
Another “Forwarded by” label is listed as JRMX-L10 and is shown in **Figure 16** and **Figure 20**.

It is known printed on blue, greenish-blue and pink colored papers with recorded dates of usage from August 14-29, 1848.



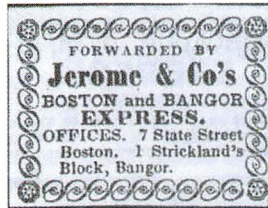
**Figure 20. This is another style Jerome & Co.’s label with different border ornaments.**

A setting variety of this label also exists and is shown as **Figure 21**. There is a comma after “street” and after the “1” of “1 Strickland’s Block”.



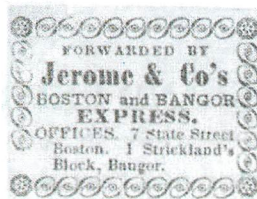
**Figure 21. Another setting variety with a comma after “Street” and after “1”.**

Three additional labels are in many ways similar to the Type L1 and L10 labels but with “FORWARDED BY” all in capital letters. **Figure 22** is the illustration of label JRMX-L3 taken from the Mosher catalog. It is known on yellow paper.



**Figure 22. Another label type with “FORWARDED BY” in capital letters.**

Label JRMX-L5 (**Figure 23**<sup>5</sup>) is similar but with an ornament missing. It is known printed on yellow colored-through paper on a cover dated August 24, 1848.



**Figure 23. A similar label to the one shown in Figure 22 but with an ornament missing.**

<sup>5</sup> Richard C. Frajola, Inc., Public Auction January 28, 1984, Lot #237.



Finally Type JRMX-L20 shown in **Figure 24** shows Jerome & Company's Boston office address to be 16 State Street. It is found printed on light blue and pink papers with the one recorded cover dated October 25, 1848.



**Figure 24. A similar label but the office address is “16 State Street.”**

In that the L1, L3, L5, L10 and L20 labels share design features, paper colors and were apparently used during a brief ten week period it is possible that some of the label types were printed *se tenant*<sup>6</sup>.

### Rates

During the Independent Mails Period Jerome & Company's letter rates mirrored those of other period companies. Their collect or paid single-letter rate was six and one-quarter cents (one-half bit based upon the Spanish and Mexican Real) or six cents; the two rates being used concurrently. For this fee the letter would generally be held for pick up at the company office, a two-cent additional fee being charged for city delivery. The American Letter Mail Company advertised that unclaimed letters would be sent out for delivery by one of their carriers or consigned (collect) to the Post Office Department<sup>7</sup>. I have no evidence that Jerome and Company followed these procedures. I do, however note a cover that Jerome handed off to Hale & Company, which incurred the additional two-cent fee for city delivery in Boston.

### Rates with Hale & Company

This conjunctive partnership is perhaps the most well known of the Independent Mails Period. In spite of this, exactly how each company accounted for and was reimbursed for carrying each others letters is not understood with certainty. As a rule the company that received the letter from a customer would mark it up as being either paid or collect. The company that received the letter from its conjunctive partner would make no changes in the rate. **Figure 25** is an example of Hale providing service from Boston to Providence, R.I. apparently with no charges to the customer beyond what Jerome had collected from the sender at Bangor. The cover is dated May 10, 1845.

<sup>6</sup> Gilman's Express did this in 1845: "Gilman's Express: Their Handstamps & Forwarding Labels" by William W. Sammis, *The Penny Post*, Vol. 12 No. 2, April 2004, p. 7.

<sup>7</sup> John D. Bowman and Gordon Stimmell. Offices of the American Letter Mail Company. *The Penny Post*, Vol. 14, No. 4 (Oct) 2006, p. 28.



**Figure 25. Cover dated May 10, 1845 carried by Jerome from Bangor to Boston and by Hale & Co. from Boston to Providence, R.I. Apparently there was no additional charge to the customer beyond what Jerome collected from the sender. This rate was 6¼ cents.**

Likewise **Figure 26** shows a cover that Hale & Company accepted at Brooklyn, N.Y. fees being paid with their 75L5 stamp. Jerome carried the letter from Boston to Belfast, Maine. The cover, dated October 24, 1844, does not indicate any remuneration paid to Jerome for this service.



**Figure 26. Cover dated October 24, 1844 carried by Hale & Co. from Brooklyn, N.Y. to Boston and by Jerome & Co. from Boston to Belfast, Maine.**



Was a quid pro quo arrangement in place with no accounting kept? Or, was a count kept at Boston, where the letters were exchanged, with a periodic balancing of the ledger through an exchange of cash between the two companies, all fees being split? We do know that Jerome advertised Hale's rates. This is shown in **Figure 5** and that Jerome would "forward and deliver...to most of the principal cities and towns of the Union, Letters, Papers and Packages at 6 ¼ cts. each for single letters, &c." In addition Jerome offered their Bangor customers the opportunity to buy Hale's stamps at the discounted rate of "20 Stamps for a Dollar!!"

It appears that occasionally if not consistently, Hale's adhesive stamps were used at Boston as a means of prepaying services to be provided by Hale on letters received from Jerome. **Figure 27** apparently is such an example. The letter was carried from Newport, Maine to Boston by Jerome and is dated September 13, 1844. Upon receipt at Boston Hale affixed a stamp, having precanceled it using rule-lined pen strokes.<sup>8</sup> Interestingly the stamp covers up Jerome's boxed "PAID." handstamp (**Figure 11**), which would have been struck at Newport.



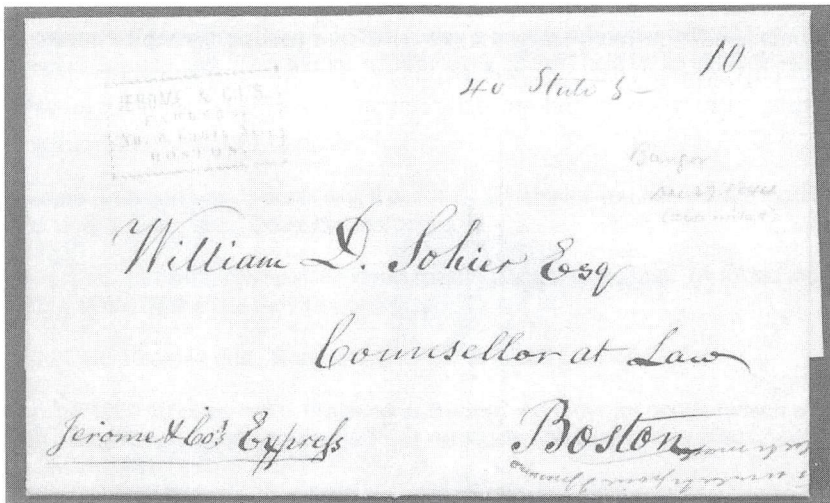
**Figure 27. The Hale's stamp on this cover was used to prepay for Hale's service on a letter received from Jerome & Company.**

#### Other Rates

Jerome relied upon Hale & Company to deliver the majority of their letters address to Boston. **Figure 28** is an example of a letter that Jerome apparently handled through to delivery. Interestingly it is rated ten cents collect. Because the letter is dated December 27, 1844 I speculate that the higher rate may have been charged because winter-route stages were required out of Bangor. (I record another cover from the 1844-45 winter originating at Bangor that is dated January 5, 1845. It too was handled entirely by Jerome and is also rated ten cents collect at Boston.)

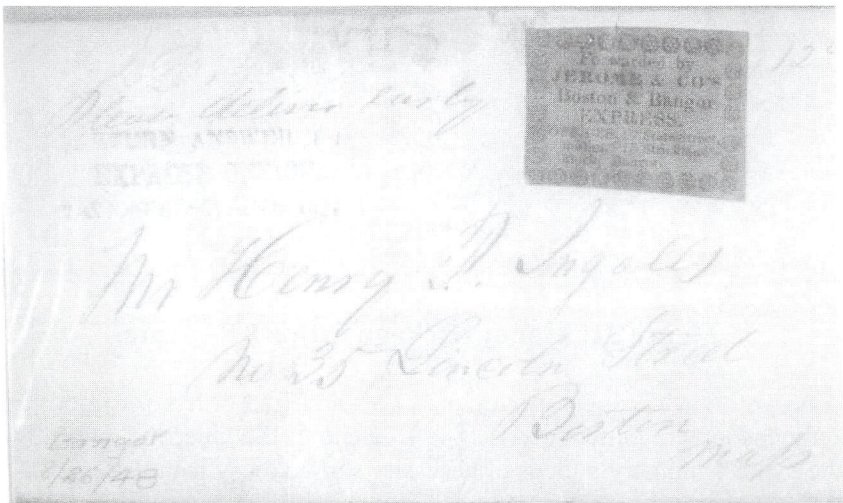
<sup>8</sup> Hale & Co. *Independent Mail Company 1843-1845* by Michael S. Gutman, p. 60.





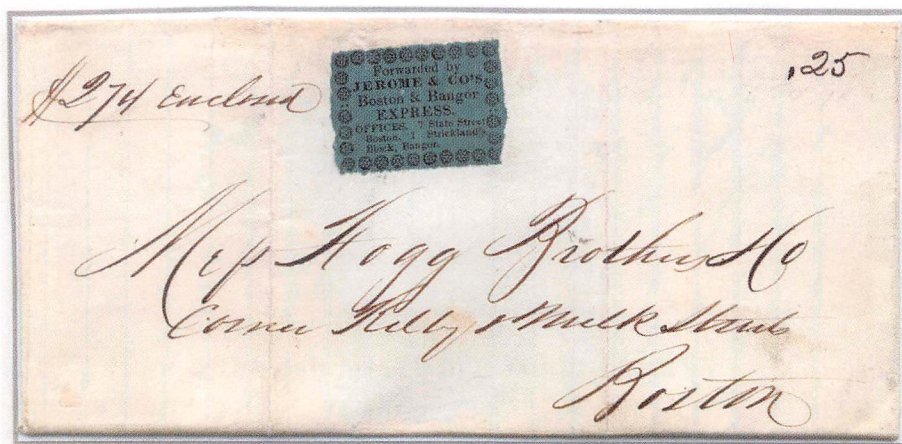
**Figure 28. Jerome handled this folded letter dated December 27, 1844 through to delivery. The 10-cent rate may have been charged because of the winter route stage.**

**Figure 29** is an example of another peculiar and rare Jerome letter rate. The letter is dated August 26, 1848 originating at Bangor and addressed to Boston. Twelve and one-half cents ("one bit") is indicated as the collect amount. This rate is lower than would be expected for a money package and if a letter (mailable matter) it would violate the P.O.D.'s monopoly. (It has been suggested that after the Independent Mails Period some private companies maintained a letter rate much higher than the federal inland rate in the hope that the government would not see this as posing serious competition and turn a blind eye.)

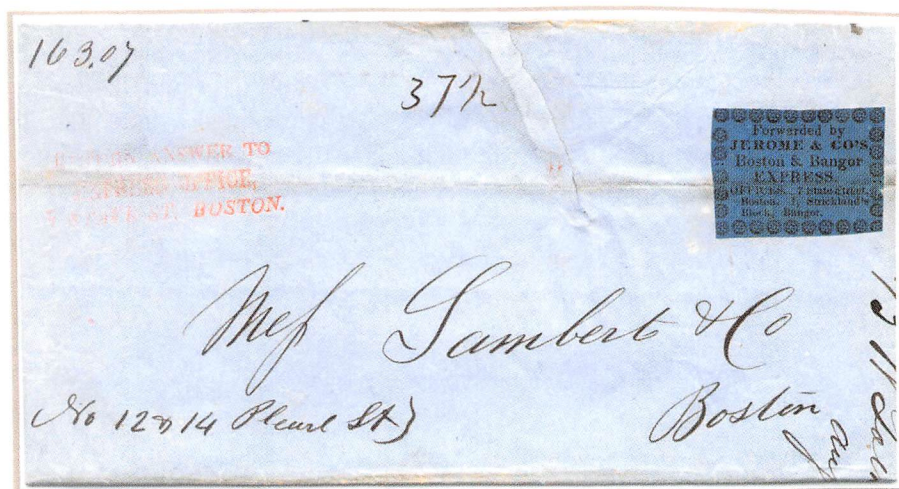


**Figure 29. This letter is dated August 26, 1848 from Bangor to Boston. The rate charged is 12½ cents. The author gives a speculative reason for the rate.**

Money package rates started at twenty-five cents (“two bits”) as shown in **Figure 30**. This was a rate common to many private companies for this service. Also known is a thirty-seven and one-half cents (“three bits”) rate which is shown in **Figure 31**.



**Figure 30. Money package with a 25¢ rate.**



**Figure 31. Money package with a 37½¢ rate.**

As you would expect money packages and free orders for goods are more commonly encountered after July 1, 1845 (the end of the Independent Mails Period) when the express industry’s focus of necessity shifted away from letters.

#### A “Patient” Cover:

In 2000 I purchased the Jerome cover shown in **Figure 32**, which is dated September 6, 1844 and was carried from Bangor to Boston. The cover has two of Jerome’s early handstamps one of which advertises their 8 Court Street, Boston



office address, in addition to an adhesive label listing their Boston office location as 16 State Street.



**Figure 32. Cover with Jerome handstamps showing an address of 8 Court Street and a label showing 16 State Street. After years of study the author offers an explanation.**

I noticed a crease in the label that did not match up to a corresponding fold in the letter but as this damage could have occurred while Jerome was holding the label in stock I realized such evidence in and of itself was not damning. However, I still thought it prudent to have the cover expertised. I sent the “patient” in to a nationally known service and received a good certificate. I then had to explain to my own satisfaction the two Boston addresses on the same cover, 8 Court St. on the handstamp and 16 State St. on the label. Did Jerome occupy both addresses at the same time? Was the label an indication that the company had moved their Boston office around the September 1844 date of this cover? The answer took some time.

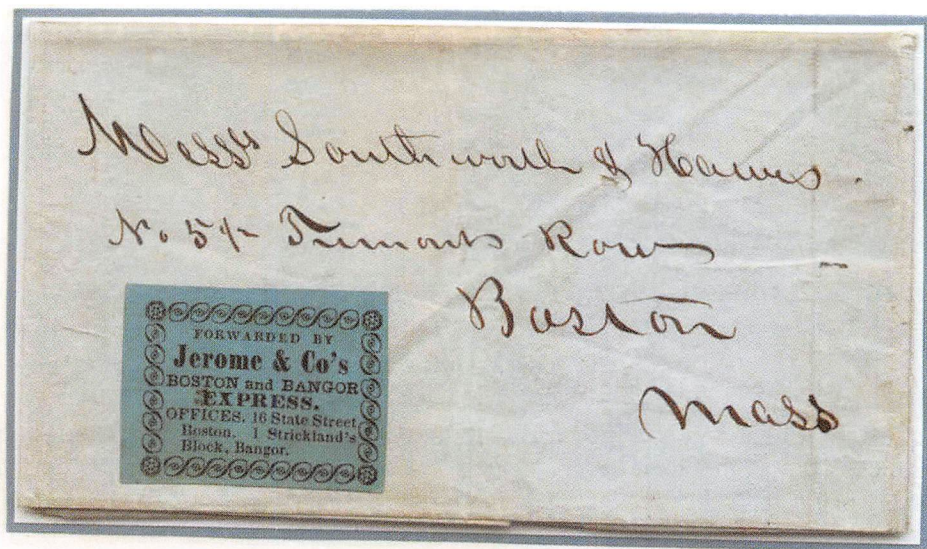
Eight years ago I thought I knew quite a bit about Jerome & Company’s Express. However, that was before having had the opportunity to grind through thirty-five thousand pages of period Bangor newspapers. The late Cal Hahn would perhaps have referred to my early understanding of the company as spotty and incomplete and he would have been correct. The use of primary sources as invaluable sources of postal history information was something in which Cal believed. That is a torch that I will gladly carry.

Looking at available city directories, almanacs and the aforementioned Bangor newspapers I could find no mention of Jerome having occupied offices in Boston at 16 State Street. Further, when Jerome left their 8 Court Street, Boston address (ca. November 1, 1847) they moved to 7 State Street and not to 16 State Street, the address on the “patient’s” forwarding label. Subsequently Jerome started advertising the 7 State Street address with their “RETURN ANSWER TO...”



handstamp (**Figure 15**) and Type JRMX-L1, L3, L5, L10 and L15 forwarding labels.

The key piece of evidence surfaced in the holdings of the late Cal Hahn. **Figure 33** shows a cover dated October 25, 1848 that traveled from Bangor to Boston. On this order for goods is a forwarding label, on light blue paper, advertising the 16 State Street Boston address; the same street address found on the "Patient" forwarding label. It appears that Jerome made the move from 7 State Street to 16 State Street late in the company's history. This would explain why I was unable to find any references to this address. It also appears that this rare label, two copies now having been recorded, was modeled after the earlier Type JRMX-L3 and L5 labels.



**Figure 33. Cover dated October 25, 1848 with a Jerome & Co.'s label indicating a 16 State Street address.**

Jerome & Company's Express used their rectangular 8 Court Street handstamp during the Independent Mails Period. According to available data they did not put into use any adhesive forwarding labels, regardless of design, until over three years later. I am of the opinion that the label was added to the "Patient" cover.

The author invites correspondence at 436 Thomas Road, Ithaca, N.Y. 14850-9653 or e-mail at [cds13@cornell.edu](mailto:cds13@cornell.edu).

Continuing to build on one of American  
philately's greatest traditions.



Alfred F. Lichtenstein



Louise Boyd Dale



H.R. Harmer (1869-1966)



Franklin D. Roosevelt

Originally founded by Henry Revell Harmer early in the last century, H.R. Harmer, Inc. has been an American philatelic institution since our offices in New York opened in 1940. The company has a tradition of offering many important and valuable single owner collection sales—from the Alfred Lichtenstein-Louise Boyd Dale holdings to the monumental sales of the Franklin D. Roosevelt and Alfred Caspary collections.

This tradition now continues with renewed energy and enthusiasm. While Keith Harmer remains involved with the company, Andy Kupersmit now serves as its president. If you wish to participate in the continuing tradition of important philatelic auctions, either as a bidder or a consignor, please contact us today.

The company has actively assisted in the formation and sale of a wide variety of collections, and will work very hard to assist you.

Auction catalogues will always be sent to Carriers and Locals Society members without charge.



**H.R. Harmer, Inc.**  
[www.hrharmer.com](http://www.hrharmer.com)

775 Passaic Avenue • West Caldwell, N.J. 07006

Phone: (973) 882-0887

Email: [hrharmer@hrharmer.com](mailto:hrharmer@hrharmer.com)





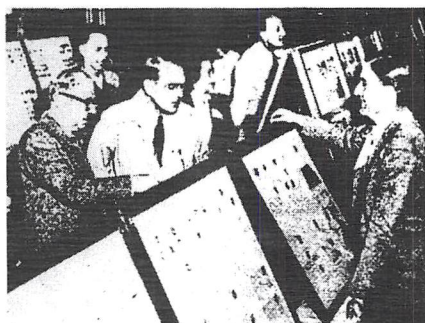
**HERE'S A SIGNIFICANT NEW  
SOURCE FOR GREAT U.S.  
CLASSIC STAMPS AND COVERS...**

Call or write us for  
your **FREE** catalog  
for our next sale!

From the largest array of Civil War patriotics ever offered, to the entire spectrum of 19th century stamps and postal history, Nutmeg continually brings great classic material to the marketplace.



As a U.S. classics specialist, you'll find Nutmeg to be a key source for thousands of auction lots of outstanding specialized United States stamps and covers.



An early photograph showing collectors assembling the exhibit frame for the APS convention in 1966. Andrew Levitt was there.

**Selling? Place Your  
Trust In Our 40 Years  
Of Experience In Working  
With Many Of The Great  
Classics Society Members.**

We are America's #1 buyer of U.S. and world-wide stamps and postal history—and have enjoyed our lasting relationships with many Classics Society members through the years. Up to \$10 million is available at all times. We urge you to give us the opportunity to compete for your collection when it is for sale. Call, write or e-mail us today for our bank letters of credit.

**The market continues to be strong for classic U.S. material...**

Find out today why we're paying the highest prices we have ever offered to purchase practically every kind of philatelic property you can imagine. We're very anxious to talk to you personally—and today—about all stamps, covers and collections you have for sale. Call for our bank letters of credit. Find out how serious we are! Phone: 203-743-5291.

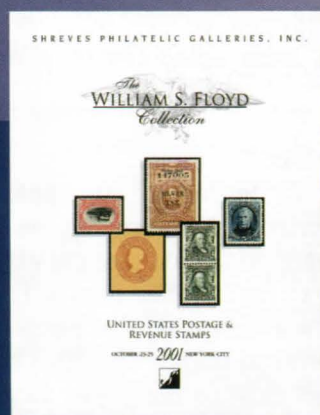
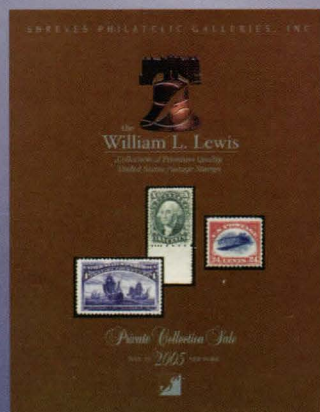
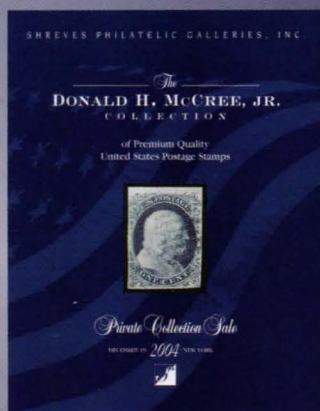


Post Office Box 342  
Danbury CT 06813



(203) 743-5291  
Fax: (203) 730-8238  
E-mail: [info@nutmegstamp.com](mailto:info@nutmegstamp.com)





# OUR CATALOGS SPEAK VOLUMES...

A Shreves auction catalog says a great deal about our company. Unsurpassed attention to detail. In-depth philatelic knowledge. Award-winning marketing expertise. Record-breaking prices realized. Teamed with our famous "First Class" service for every client, Shreves has been able to attract many of the most well-known and acclaimed collections to come on the auction market. Discerning buyers and sellers alike know that high quality U.S. and foreign stamps and covers deserve a superior catalog - and auction firm - that continues to set the standard for excellence.



**SHREVES**  
PHILATELIC GALLERIES, INC.

800 556 STAMP 800.556.7826  
[www.shreves.com](http://www.shreves.com)

## Dallas & New York

14131 Midway Road, Suite 1250 • Addison, Texas 75001-9829 • 972/788-2100 • FAX 972/788-2788  
145 West 57th Street, 18th Floor • New York, N.Y. 10019 • 212/262-8400 • FAX 212/262-8484

# Sanitary Fair Stamps

## The Taylor Forgeries

By  
Larry Lyons

We have not had an article on the Sanitary Fair stamps in *The Penny Post*. As you will see these stamps were extensively faked by S. Allan Taylor. I have been fortunate enough to have owned all of the original stamps and this article will also serve the function of how to tell the difference between the originals and the forgeries. I have frequently been asked to assist with the identification of the genuine sanitary fair stamps and wish to share with you my knowledge on this subject.

### History of the Sanitary Fairs

At the start of the Civil War it became evident that there was no established organization or institution to take care of the soldier's needs. As a result the Sanitary Commission was formed. This organization asked the Secretary of War for no legal authority but just the official sanction of the government for them to confer with the Medical Bureau and the War Department. The Surgeon General urged the President to acknowledge this need and the U.S. Sanitary Commission was established June 13, 1861. The function of the Sanitary Commission was to supervise all things pertaining to soldier's outfits, cleanliness, infection and diseases. Any question of ill-cooked food, or an irregular or careless regimental commissariat would fall under the jurisdiction of the Sanitary Commission. This commission would also inquire into the organization of military hospitals and determine the regulations by which the services of patriotic women of the country could be made available as nurses. This commission was the forerunner of the Salvation Army and the American Red Cross which was founded by Clara Barton in 1881 as an aftermath of her experiences with the Sanitary Commission.<sup>1</sup> Fairs were scheduled to promote proper sanitation.

### The Albany Bazaar Post Office

This sanitary fair was held from February 22 to March 30, 1864. By September 1864 S. Allan Taylor was already advertising his forgeries on this subject.<sup>2</sup> The genuine sanitary fair type SF1 stamps were printed on rose (WVI) and in black (WV2) and depict an eagle on a perch facing to the left. See **Figure 1**. The Taylor forgery has a squarish bottom tail feather and a different type of perch than the original stamps, as you can see in **Figure 2**. The original stamps also have hatch shading lines around the body of the eagle which do not exist on the Taylor forgery, but these can be difficult to see on the rose colored originals. I have been able to find Taylor forgeries of this stamp in 11 different colors. Taylor printed these stamps in

<sup>1</sup> The Sanitary Fair Commission and Its Stamps, *Stamps*, Article by George B. Wray, October 24, 1953, pages 122-126.

<sup>2</sup> *Deceit and Dispersal, Hussey and Taylor and Their Products*, by Herbert A. Trenchard, Part II, *The Penny Post*, October 1996, Vol. 6, No. 4, pages 6 and 9.



three different shades of rose red which could cause difficulty and he also printed his forgery in black which is the same color as the second original. The various colors of the Taylor forgeries are shown in **Figure 7**.

### **Brooklyn Sanitary Fair**

This sanitary fair was held from February 22 to March 8, 1864. The original type SF3 stamps were printed in two colors with different denominations. The denomination was unstated. The green (WV4) stamp was valued at 15¢ and the black (WV5) stamp was valued at 25¢. These are scarce to rare genuine stamps. The Taylor forgery, and I have only found one, is a rare forgery. The Taylor forgery is in green mimicking the original green stamp but the Taylor forgery is on light tan paper while the original is on white paper. This is a quick identifying characteristic of this Taylor forgery. There are also other details that are clearly different. See **Figure 3**. I like to look at the arrows and the perch. The Taylor forgery has the bottom arrow head much larger than the other two and the leaves at the left clearly differ from the original.

I believe the Taylor forgery of the Brooklyn Sanitary Fair stamp to be quite rare. If you have one let me know.

### **Springfield Soldiers Fair**

This Massachusetts fair was held December 19-24, 1864. By mid-1865 the forgeries appear. George Hussey sold the Taylor Albany Bazaar P.O. stamps and the Taylor Springfield Soldiers Fair stamps. The Springfield Soldiers Fair forgeries fit into my newly developed Taylor forms for these colors. An example is shown in **Figure 4** to confirm this is a Taylor forgery.

The original type SF8 stamp (WV14) was printed in the color of lilac. The two Taylor forgeries I have found are both shades similar to the original, making them dangerous. In fact this is a stamp, which can fool a collector. I have a simple way to identify these Taylor forgeries. The originals have the name Chubbuck at the bottom right inside the design and the Taylor forgeries are blank in this area. See **Figure 5**. The design of the original stamp was by Thomas Chubbuck. Other characteristics to look for on a genuine stamp are five buttons on the uniform and the "SS" letters in "MASS". The original has a period after "MASS." And the Taylor forgery is missing the period.

### **Stamford Soldiers Fair**

This Connecticut fair was held July 27-29, 1864. The value stated on the bottom of the stamp is "FIFTEEN CENTS". The original type SF9 stamp (WV5) was printed in the color described as pale brown and which appears yellow. This is a rare stamp.

Taylor was prolific in making forgeries of the Stamford Soldiers Fair stamp. I have thus far recorded 13 different colors. It is difficult to see the details on the original stamp. The colors are a quick determining factor on the Taylor forgeries. Although at least two Taylor forgeries are light brown, they do not appear yellow like the original. The soldier is also a determining characteristic. See **Figure 6**.

The various Taylor forgery colors are shown in **Figure 8**. A list of the paper and ink descriptions is as follows:



**WV1 & WV2 Albany Bazaar Post Office, Type SF1**

Red on amber  
Crimson on thin hard white  
Pinkish red on creamy  
Blue on thin hard white  
Navy blue on amber  
Black on white (Form 9)  
Black on bright pink surface colored paper, unglazed (Form 9)  
Black on scarlet surface colored paper, glazed mesh paper (Form 9)  
Blue-green on yellow paper colored through  
Red on light gray violet surface colored paper, glazed  
Carmine on blue surface colored paper, glazed

**WV4 Brooklyn Sanitary Fair, type SF3**

Dark green on tan paper

**WV14 Springfield Soldiers Fair, Type SF8**

Pale gray violet on white horizontally laid paper  
Pale violet on amber bond paper

**WV15 Stamford Soldiers Fair, Type SF9**

Chocolate brown on creamy paper  
Dark Brown on creamy paper  
Orange brown on amber paper  
Green on hard amber paper  
Ultramarine on amber wove paper  
Red on reddish paper colored through  
Black on light purple paper colored through  
Black on greenish vertically laid paper colored through (Form 10)  
Green on pale gray brown paper colored through, watermarked  
Black on light blue surface colored paper, lightly glazed (Form 3)  
Black on bright navy surface colored, glazed (Form 10)  
Black on bright green surface colored, highly glazed (Form 3)  
Black on magenta tinted paper, surface colored, unglazed (Form 3)

Anyone with any stamp in a color not shown here should send me a scan with a description of the type of paper, i.e. colored through, surface colored, glazed, horizontally or vertically laid, etc.

All of the stamps shown here will appear in the future in forms I am continually grouping. These have been previously categorized as coming from "unlisted forms".



Figure 1. The genuine Albany Bazaar Post Office Sanitary Fair Stamp.

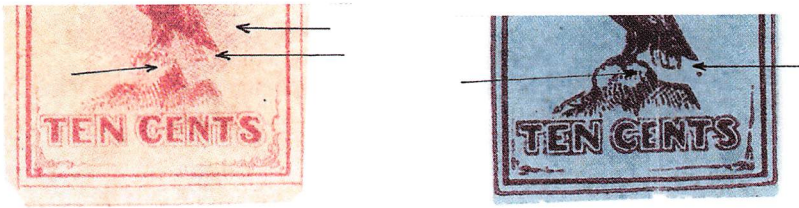


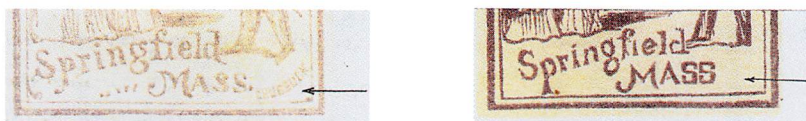
Figure 2. The Albany Bazaar Post Office stamps. The details of a genuine stamp are shown at the left and the forgery is shown at the right. The tail feather, perch and shading lines around the eagle are defining characteristics.



Figure 3. The Brooklyn Sanitary Fair stamps. The details of the genuine stamp are shown at the left and the Taylor forgery is at the right. The arrows and the perch differ significantly.

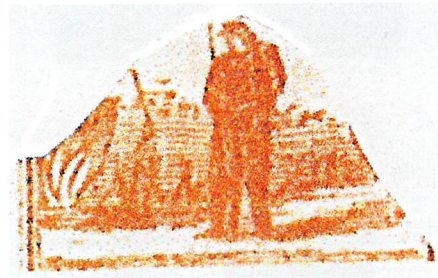


**Figure 4. The genuine Springfield Soldiers Fair stamp is at the left and the Taylor forgery is at the right.**



**Figure 5. The Springfield Soldiers Fair. The details of the genuine stamp are shown at the left and the Taylor Forgery is at the right. The designer's name appears on the genuine stamp and this area is blank on the Taylor forgery.**





**Figure 6. The Stamford Soldier Fair. The genuine stamp is shown at the left and the Taylor forgery is shown at the right. Color is the primary distinguishing characteristics but the soldier is also different.**



**Figure 7. The various colored Taylor forgeries of the Bazaar Post Office.**



**Figure 8. The various colored Taylor forgeries of the Stamford Soldiers Fair.**



# Things You May Find in Locals Collections

## Part I – Footwear License Stamps

By  
Larry Lyons

There are a lot of associated interesting things that one finds in local collections. Some of these items may not be recognizable for what they really are. I have found many local stamp collectors who also collect “random oddities”. I for one have a “mock collection” of bogus local posts to which I am constantly adding things I find.

This article is a focus on footwear, meaning boots and shoes. The connection to local posts or more accurately to forgeries is that S. Allan Taylor made some of these items which are from ca. 1860.

I have found an article on this subject from *Scott's Monthly Journal*, Vol. 25, No. 2, April 1944 written by Henry W. Holcombe which is interesting reading.

### SHOES

By Henry W. Holcombe



Illustrations and descriptions herewith are from “Check List of License and Royalty Stamps” by the author. Copyright 1935.

In this day and age there are many things we take for granted as though they always existed—for instance, shoes. No doubt recent O.P.A. regulations limiting our purchases have made us more “shoe-conscious.”

A few generations ago, “boots” were slowly and laboriously made entirely by hand. As a fact, they were so poorly made that men often preferred to go barefoot. At best they were a luxury which only the well-to-do could afford.

In 1856 Lyman R. Blake, a cobbler of South Abington, Massachusetts, conducted a contract-stitching room for sewing the tops of boots. A sweep pulled by an old horse supplied the power for machinery that stitched three thicknesses of leather.

A remarkable if rather inexperienced machinist, Blake was considered a character in Abington. At one time he made wheels which could be fastened to boots—a generation before roller skates came into use! People snickered. Now he wanted to sew soles with the same needle used to sew boot tops! “Not with the firm’s money,” said his partners, when they refused to pay the expenses of his experiments. A local wheelwright and a brother-in-law machinist, however, figured there might be something in it. So with their help, arduous labor after hours and few dollars of his own, Blake fashioned wooden models from which the wheelwright made castings. Thus was produced the original model of the world-known sewing machines which, though crude in many respects and most temperamental, was pretty nearly perfect in every essential.

Some time later Gordon McKay, a mechanic and once the manager of a Lowell machine shop, watched cobbler Blake operating his new machine in a little room on Tremont Row, Boston. The uppers were fitted snugly over the last of the foot and temporarily fastened on the sole in the old way. Then Blake took out the wooden model or last and inserted a stationary horn. The latter had a thread and looping device or whirl which wound the thread around and into the barb of an eyeless, hooked needle. This formed a lock-stitch and closed a seam that held together the outer sole, the upper and the insole.

Blake had secured Patent No. 20,775 on July 6, 1858 but not being a business man, felt he could not promote his machine properly. So he had given an option to purchase for \$50,000—\$10,000 in cash to Edgar M. Stevens representing some Lynn shoe manufacturers. McKay, too, was much interested but wishing to further assure himself tried out the machine in the Gilmore Brothers factory in Raynham, Bristol County. Then the canny Scot offered Blake \$70,000 in case the Lynn men did not buy--\$8,000 in cash and \$62,000 out of the earnings. The moment the option expired, McKay handed \$8,000 to Blake. Immediately afterward the Lynn men appeared with their money.

In acquiring the Blake “Leather-Stitcher” McKay was not alone. He purchased two-fifths interest, while Messrs. Hubbard, Houghton and J.B. Crosby each took one-fifth. Seven years of court action was necessary before their rights were fully established.

Blake labored incessantly to make the machine suitable for introduction to public use. Some improvements were effected under McKay’s watchful eye. Patent No. 29,561 titled “Improvement in the Manufacturer of Boots and Shoes” was granted to Lyman R. Blake on August 14, 1860. The claim read:



Uniting the bottoms and vamps of books or shoes with stitches, made without passing the end and length of the unused thread through the parts united, by interlocking one loop of the thread with another, and extending through the said parts substantially as shown and described.

At first McKay undervalued the inventor's part of it—later came to bemoan his absence. Blake, because of his lungs, had taken his \$8,000 cash and moved to Staunton, Virginia where he opened a shoe store. McKay wrote him a number of times imploring that he return, as his experts "thus far have fallen down on the job completely." The ominous war clouds and a confidential warning as to the danger of a Yankee remaining in business in the south, settled it. Blake and his family rode on the last train out of Richmond bound for Washington in the spring 1861. The Rebels seized his stock of goods and his money.

Soon after returning to Boston, Blake bought out Hubbard's one-fifth interest and went to work with McKay in an effort to iron out the wrinkles. Robert H. Mathies, Blake's brother-in-law realizing that the stationary horn could sew only the sides leaving the toe and heel to be nailed, devised a rotary horn. On May 6, 1862 Patent No. 35,165 was granted to Gordon McKay for an "Improved Process of Sewing the Soles of Boots and Shoes.—The object of this invention is to enable the seam to be made completely around the shoe, thus facilitating the sewing and making a stronger seam." Patent No. 36,163 was secured by McKay and Mathies on August 12, 1862 for an "Improvement in Sewing Machines" on which this work was done.

Up to that time shoemaking was an industry which held little profit, either to the maker or wearer. Working conditions were poor, wages were low and the output was small. Scattered through New England small cobbler's shops and shops containing teams of five cobblers made shoes on a division-of-labor basis.

The urgency of soldiers' footwear became so great that these groups were increased to six. Such a team working from seven in the morning until nine at night could turn out 15 pairs of "fade-aways" which were pegged shoes with imitation seam marks made by a wheel—called "fudge welts."

What were pegged shoes? Simply shoes to which the soles had been attached by means of wooden pegs. The pegs were compressed between hot rollers, so moisture was withdrawn from the wood and the peg reduced in size. When driven into the sole the peg absorbed the moisture of the leather and expanded, making a secure fastening. A cumbersome device for pegging shoes was in use until the 60's when it was replaced by a machine-pegger.

### **The Civil War Gives McKay His Chance**

When the War broke out many shoemakers simply went off and left work undone—much as Putnam left his plow.

Now the Government was demanding shoes for the army, more and better shoes than had theretofore been made. McKay and Blake began to adapt the machine to army-shoe sewing, working with others under great pressure. It wasn't long before the McKay machine could do in one hour what the journeyman did in eighty.

The War could not have come at a more opportune time for McKay. He carried samples sewed on his machine to Washington, and after receiving assurance that McKay would warrant the sewing, Secretary of War Stanton accepted them. McKay returned to Boston with a government contract for 25,000 pairs of shoes or "bootees" as those brogans were called. Manufacturers did not fancy the notion of offending their hand operatives by introducing labor-saving machines; nor did they have any desire to invest their capital in them. But this large order changed their minds and scored for McKay the first of a brilliant series of successes in making shoes by machinery.

Gordon McKay kept his Scotch eye on stock dividends as well as on public service. From the very first he decided it would not be a good thing for manufacturers to purchase his machines too rapidly—this would block chances of selling them an improved model later. Also, a steady income stretched over years ahead would be more beneficial than large immediate sales. He therefore determined not to sell his machines outright and made it known he would lease them. The saving in labor cost was to be equally divided. Royalties had been collected for the use of machinery before—for example, in connection with the Watts steam engine, but in practice this did not work out so well because McKay had no way of knowing how any pairs were sewed. This was not satisfactory as it was too easily manipulated.

All army bootees were "straights," that is there were not rights and lefts. To meet government specifications Mathies channeled a track for the seam on the sole. This was done with a hand tool until the McKay channeling-machine appeared. After sewing in this channel the machine left it and continued the seam round and round toward the center on the flat surface to strengthen the sole. These were called "quilted soles."

Blake trained operatives to sew soles for the Massachusetts Light Artillery Company and stayed on the job until this outfit was fully equipped. Later he set up machines in many New England shoe factories with orders to hasten the work on army shoes. In 1863 English shoe manufacturers paid his expenses to cross the Atlantic and demonstrate the McKay machines.

The McKay stitcher gained in favor as the machines came into wider use from the factories overworked to produce them. They continued to be improved and operators were soon able to turn out 600 pairs of shoes per day, though part of the finishing had to be done by hand. The Government required each manufacturer to stamp his name on every pair. This gave a warranty in case the stitching proved faulty and the same time provided somewhat of a means for McKay to check on royalty payments.



At first McKay seems not to have fully realized that his machines in factories paid an income to both the manufacturer and himself only when they were in operation. He quickly found, to his surprise, that when a machine broke down his income stopped. It was obviously up to him to get the machine back to work. To that end he trained men to be sent wherever needed. This was the beginning of an industrial service that has not been paralleled in any other business.

Asa How of Rowley, Massachusetts in recalling these exciting days, said:

And so in that little old shop in Rowley we six cordwainers made fudge shoes for Uncle Sam during the last six months of 1861, through '62 and '63 and then, early in '64, as Uncle Sam could now get McKay sewed shoes a plenty, five of our number, including myself, enlisted.

### **After The Civil War**

On the return of peace McKay, of course, lost the Government as a customer—thus the cream of his new business vanished into thin air. The call to arms in 1861 put patriotism ahead of shop and factory jealousies, but the cessation of hostilities started rumblings of discontent.

The McKay machines had multiplied without much opposition from organized labor. Manufacturers were not willing to go back to the old hand methods when the machines increased their output a hundred-fold—yet they felt McKay was taking too great a share of the labor-saving. Wages had not been increased proportionately and operatives chose “slow-down” methods. But it wasn’t long before these obstacles had been overcome. Next door to McKay on Tremont row in Boston, was the establishment of John C. Plumer, M.D. The latter had secured Patent No. 32,487 on a health shoe of his invention. Several values and varieties of stamps were printed in red and black. Dr. Plumer sold these license stamps to manufacturers who used his patent and one was stuck to each pair of boots or shoes made.

McKay thought the idea was a good one and adopted it. Small horizontal-rectangular license stamps bearing the name “Gordon McKay—Boston” on a background of “Patented Aug. 14, 1860” repeated many times in fine type, were issued in blue or black. These were sold to the lessees of the McKay machines at from ½ to 10 cents each and one, of appropriate value depending on the selling price, was to be affixed to each pair made.

In the years immediately following all those who introduced machines, or shoemaking methods, were compelled to adopt the same means and it continued as an inherent practice in the industry. Among the many, many others who followed the Plumer example were the Merkle Seamless Shoe Co.; Sheffield & Coburn--“Wire Quilted Shoes”; Ventilating Water-Proof Shoe Co.; Coykendall Dirt-Excluder Shoe; Saddle Seam boot; and Shaw’s Pat. Corded Lap Seam. Perhaps the names give a vague idea of the claims made in the patent applications.

Not very long after the fall of Richmond, McKay took up the problem of nailing shoe soles. He hired inventors, bought practically every device invented for attaching soles by nails or screws and gradually made metallic fasteners a success for the stouter grades of boots and shoes. This portion of his interests centered in Winchester, Massachusetts. He is responsible for the thin slip-sole inserted in the shoe which protects the foot from the cold nails. McKay's name is identified with the introduction of the first shoes, either stitched or nailed by machine, that came into general use.

The McKay sewing machine was continually being worked upon and improved. Within a few years its form had changed completely. Then came the organization of the McKay Sewing Machine Company. New license stamps were engraved in three types, with values from ½ to 4½ cents—indicating that license fees had been still further reduced. Later the center design was removed from this die and the imprints of licensees inserted in its stead. For example, "T. Miles—& Son—Makers," Phila."—"John—Woolledge—& Co.—Lynn" and "Zeigler—& Sutton—makers, Phil." There followed a stamp inscribed "McKay Heeling Mach. Co.," similar to the one described above but with a shield of stars and stripes in the center.

When Blake applied for an extension of his patents in 1876 he testified that from July 1861 to the same month in 1876—177,665,135 pairs of shoes had been sewed on the McKay machines at an average saving of 18 cents per pair. Shoemakers affirmed their health had improved, as well as their wages; the machines enabled them to stand while sewing and breathe normally, instead of bending over their work and cramping their lungs. Tuberculosis, commonly called consumption, among shoemakers had greatly decreased.

But Blake's application raised a storm of protests, particularly from Western shoe manufacturers. When McKay undertook to explain to the trade at a meeting in Cincinnati why the extension should in justice be granted to him, the feeling became so intense that he slipped out of the city in a cab rather than run the risk of being mobbed; however, the extension was finally granted and Blake's contract with McKay renewed.

Then came the formation of the McKay Sewing Machine Association. The idea was, of course, to increase the use of the various McKay machines and the revenue therefrom. One share of stock par value \$5, was given to manufacturers as an inducement for purchasing \$100 worth of the new license stamps. The 'McKay Sew. Mach Association' stamps were die cut 16mm. in diameter with serrated edges. They were sold in manila packets containing 100, the price depending on the face value. There were a multitude of values, varieties and colors.

Factory men were generally apprehensive and took the stock premium offered them as a joke. But when the McKay stock had climbed in the market from \$5 to \$70, it proved the best joke of that and many seasons, for thus laid the foundation of scores of private fortunes in New England.

The story is told of an Albany, New York shoe manufacturer with esthetic tastes. It seems he pasted these gilded stock certificates on his office walls. The next tenant first painted and then wallpapered over them.



Years later the former owner was unsuccessful in excavating and removing his precious wall decorations.<sup>1</sup> The joke was on him.

A second stamp inscribed "McKay Sew; Mach: Asso:" diamond-shaped,

was issued in values from ½ to 2 cents. This referred to Patent No. 31,929 granted to L. & S. B. Holden of Woburn, Massachusetts and subsequently assigned to Gordon McKay. It was a method of turning the soles and uppers "in such a manner as to bring both faces of the seam on the outside of the work while the sewing is being performed."

Old time shoemakers sewed women's shoes "inside out" and then turned them. If he could turn them without starting the seams, he was an expert workman. The McKay 'turn-sole' machinery was developed to do this so skill, except in the operation of the machine, was no longer essential.

Then came a combination stamp 27½ mm. in diameter, showing the use of the McKay machines in conjunction with another.

The revenue of the McKay companies rose to \$750,000 a year as the system was successful. This continued until the fundamental patents on the McKay machines had expired.

Despite the ingenuity of Robert H. Mathies and the many contributions he made to the industry, his wages were never above those of an ordinary mechanic. In despair, he finally committed suicide.

Charles Goodyear, Jr., son of the inventor of vulcanized rubber, was born in Germantown, near Philadelphia, in 1833. Gordon McKay and Goodyear were associated in the Goodyear Boot & Shoe Machinery Co. formed in 1871. But when Goodyear was struggling with the difficulties of his welt machine, McKay thought nothing would come of it and withdrew.

Both the McKay and Goodyear firms employed inventors seeking improvements in their machines. It was only natural their work should overlap and this kept the two companies in court a great deal of the time. As a fact, there was no let-up from 1876 to 1880 when the Goodyear & McKay Sewing Machine Association was formed. The agreement provided an exchange of patent rights which left the McKay group free to promote its machines for making the heavier grades of boots and shoes, including the metallic fastenings for bottoming shoes.

Then the Goodyear & McKay Sew. Mach. Association license stamps came into use. These were cut from the sheet with scissors. The control numbers were consecutively printed in red and the stamps had values from 1 to 7½ cents.

Unfortunately consumption fastened upon Lyman R. Blake and, at the age of 48, in 1883, he died at his home in Newton, Massachusetts. His originality and skill had been recognized both here and abroad.

The shoes of fashion were "straights" until about the time of the Civil War, as were all the "bootees" McKay made for the army. Women's shoes continued "straights" till sometime in the 80's. A few years before "crooked shoes" as rights and lefts were called, had been introduced and for a while people laughed heartily at them.

---

<sup>1</sup> This reads much like a story related about the V.R. Powell private die match wrappers in Troy, New York.

Gordon McKay had not been able to attend Harvard because of ill health, and this seems to have been his keenest regret. But for many years he lived in the Winthrop House, Arrow Street, in Cambridge. There he enjoyed the society of the college community and the distinction that public service bestows. After 1890 he allowed the control of the various corporations with which he was identified to pass from his hands, when the interests were sold to the Goodyear stockholders. McKay, nearly 80, thereafter lived in retirement in Newport, Rhode Island where he died August 25, 1903.

Pictured below are some of the footwear license stamps which were found in a large locals stamp collection. These items are seldom seen.



**1¢ Yellow**



**1¢ Orange**



**2¢ Blue**



**3¢ Gray**

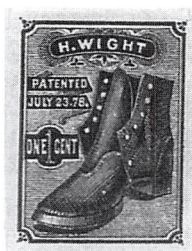


**2¢ Red**



**1¢ Blue**

**Genuine license stamps shown above.**



**S. Allan Taylor shoe stamps.**



# The Mystery Surrounding Jesse K. Furlong and the Kennedy's Despatch

By  
Larry Lyons

Very little has appeared in print regarding Kennedy's Despatch. In his book, *Pat Paragraphs*, Elliott Perry wrote one paragraph on this company.<sup>1</sup> His notation is repeated here:

## Kennedy's Despatch

Handstamped in ultramarine blue on a stampless buff envelope addressed to J. K. Furlong, Esq., 21 Felix St, City (Brooklyn, N.Y.). Courtesy of George B. Sloane. Note the Furlong article in Pats page 388 and also illustration at bottom of page 443.

In this article I am going to relay all the information I have been able to gather and the reader can draw his own conclusions.



**Figure 1. The only recorded example of Kennedy's Despatch on cover. This handstamp is believed to be bogus. The cover is now in the Lyons collection under "Mock Locals".**

Jesse Furlong was the first president of the National Philatelist Society in 1874, which was quite an honor. Charles H. Coster was one of the founders of the National Philatelist Society and served as the first vice president. Furlong and Coster asked the Society to censure Joseph J. Casey over the "Berford Abominations" made by Casey. J. J. Casey was the acting editor of the *American Journal of Philately*. In the Lyons Identifier we find that the Berford Forgery A

<sup>1</sup> *Pat Paragraphs*, Elliott Perry, Bureau Issues Association, Inc. 1981, page 430.

stamps in denominations of 3¢, 6¢, 10¢, and 25¢ were made by Casey.<sup>2</sup> The Society failed to censure Casey and both Furlong and Coster and others resigned over the matter. This would seemingly indicate their strong disfavor of forgers and forgeries. The National Philatelist Society nearly disappeared around 1880 but was re-energized by new members. They helped found the Collectors Club in 1896 and a few years later ceded their assets to the Collectors Club.

The sale of the property of J. K. Furlong, Esq. indicated he enjoyed and recognized value and rare carrier and local stamps. His holdings were sold without reserve at auction by Leavitt & Co., Clinton Hall, 8<sup>th</sup> Street near Broadway in New York. The catalogue was prepared by Scott & Company. It was sale No. 30 and took place on March 24, 1880. Jesse Furlong had been a strong collector in the 1870's and into early 1880. In addition to some rare foreign items he had some very rare carrier and local items including the Franklin carrier stamp (L01) on cover with a U.S. 3¢ stamp of 1851. I don't know if the stamps were tied on the cover and whether or not this was a genuine usage. He also had the 6¢ red Staten Island Express Post stamp on an original letter dated August 18, 1851 and with a Boyd's handstamp of the same date. The local stamp is not tied but the folded letter is addressed in the hand of Hagadorn, the proprietor of the Staten Island Express Post. The cover is ex Ferrary and Needham and has a very early PF certificate. This cover has not reappeared in a very long time. The Siegel firm records only three examples of the 6¢ Staten Island stamp on cover and this is a great rarity. In 1880 the cover sold for \$8.25 a very high price at that time and the second most valuable piece in the sale behind the Franklin carrier cover which sold for the exorbitant sum of \$10.00. To give it some perspective, this was about four days pay for the common wage earner. Furlong also had a rare Swarts black on blue stamp (136L8) on cover. Clearly Jesse Furlong has a good eye for collecting rare carrier and local stamps.

I have previously written about Jesse Furlong. In my article on the Brooklyn City Express Post<sup>3</sup> I noted that much of the history of this post comes from proprietor McNish's statements to Jesse Furlong in the summer of 1880. Jesse Furlong did not publish the account of his interview with McNish until 1889. It appeared in the *American Journal of Philately*. This is Perry's reference to see page 388 which concerns the Brooklyn City Express Post. My *Penny Post* article was based on a thorough study of the Jesse Furlong report as it appeared in the *American Journal of Philately* in 1889.

We also know of Jesse Furlong from our census information on the Brown's City Post (31L1-5). The article on this subject was written by Steven Belasco.<sup>4</sup> In the census on that article we find three covers addressed to Jesse K. Furlong, Esq. These are numbers 2, 8, and 28 in the census. These are covers carried by Brown's Despatch and have the various color Brown's City Post stamps on them. The Furlong covers have stamps 31L1 (bright red), 31L3 (green) and 31L5 (vermillion) respectively. One of the covers is in my collection and is shown in Figure 7 of that article. Someone added the S. Allan Taylor parody stamp to the cover. This is the

---

<sup>2</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, published by Larry Lyons, 1998, pages 76-79.

<sup>3</sup> *The Penny Post*, April 2007, Larry Lyons, Vol.15, No. 2, pages, 30-72.

<sup>4</sup> *The Penny Post*, July 2006, Steven Belasco, Vol. 14, No. 3, pages 39-48.



stamp showing the devil and says “3 LIMPS TO THE POST OFFICE”. This cover was in the Dick Schwartz collection. If the parody stamp was applied by the sender one has to ask why? Was this a legitimate attempt to provide Furlong with this collectible forgery or was someone trying to get his goat since he was known to strongly dislike forgeries? At least two of three covers addressed to Mr. J. Furlong went to his address at 293 Broadway. Another cover was sent to Coster. It is interesting that covers exist that were sent to the past president and vice president of the National Philatelist Society. On the other hand both Coster and Furlong were active philatelists so why not.



**Figure 3. A cut out of a Kennedy's Despatch handstamp courtesy of Gordon Stimmell. A great rarity and possibly unique.**

Jesse Furlong was also instrumental in discovering a Baltimore local cover which he wrote up in the American Journal of Philately. This was the Wiley's One Cent Despatch. This is the other oblique reference by Perry to see page 443, which concerns the Wiley's One Cent Despatch.

Now that I have prepared you with background information on Jesse Furlong, we come to the crux of this presentation.

### **The Kennedy's Despatch**

To the best of my knowledge only one cover exists on this subject and it can be seen in **Figure 1**. The cover is addressed to J.K. Furlong, Esq. at 91<sup>st</sup> Felix St., City. In pencil it is noted “Brooklyn, N.Y.” It is faintly noted vertically at the left “REC'D APRIL 3, 1880”. This has been written again at the bottom left by another individual. This cover was in the collection of Jesse Furlong. This cover is pictured in Sloane's reference literature with Sloane's note “probably bogus”. Did someone create this handstamp and give or deliver the cover to Furlong? Did Furlong keep the cover because philatelists don't throw anything out? Is it possible that Furlong made the cover and put it in his collection? A cut to shape cut out from an envelope is also known. See **Figure 3**.

I have two other pieces of information to tell you. In 1950 George Sloane saw the C. H. Coster family correspondence. He notes that he saw a cover addressed to “J. Kennedy Furlong” c/o Blaukman, 289 Broadway, N.Y.” This address is two buildings south of Furlong's address. Sloane surmised that Kennedy was likely a Furlong family name and may have been Jesse's middle name. How many people would know this? Does it incriminate Jesse himself?

The second story concerns the cover shown in **Figure 2**. This cover was in the Worthington collection but originated from Jesse Furlong. The cover is a tied example of a 1-cent blue Metropolitan Errand and Carrier stamp with a U.S. 3¢ #26 stamp. The New York cds cancel has been found to be a fake. This cover was accepted by Coster as the solitary specimen of the 1¢ blue Metropolitan Errand and





**Figure 2. A blue Metropolitan Errand & Carrier stamp tied on cover by a fake New York City circular datestamp. This was from the Jesse Furlong collection.**

Carrier stamp affixed to an original letter. Coster states that the cover “was found in 1874 by Jesse K. Furlong among the letters belonging to one of his relatives”. George Sloane found Furlong’s explanation to be far-fetched and stated “Furlong was one of those who was much interested in locals and there is no doubt he made up this fake himself. Such things were not beyond him”. The blue Metropolitan stamp is not a common reprint but is the thin paper type that were used by the company for advertising which were distributed to promote business. Only a very astute local collector would know this and know it would make a convincing fake.

Now you, the readers, have the entire story as I know it and you can draw your own conclusions about Jesse K. Furlong and the Kennedy’s Despatch. Anyone with additional information is urged to send it to me.

#### **Acknowledgment**

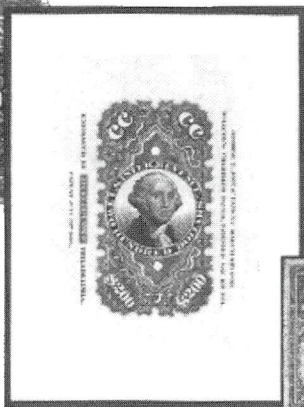
I wish to especially thank Herb Trenchard for information he provided which is contained in this article. Herb was my “go to” guy for information on Jesse Furlong. Herb provided much factual information and did not give a personal conclusion or opinion on the reputation of Jesse Furlong. All opinions in this article are those of George Sloane and Larry Lyons.

# Phenomenal.

**Our Website Is Always Changing. Shop Our Auction & Hundreds of Stamps In Full Color!**



By the way, you can view our latest giant price list at our site...or send for it by mail. It's free!



## U.S. Revenue Stamps

Penny Post readers can relax in the comfort of their home and review one of the world's largest stocks of revenue stamps at our Internet web site. Locals and Carriers are there, too!

But wait, there's more! Our very large web site is one of philately's most exciting. It's full of entertaining full-color graphics and up-to-date information on the revenue stamp world. And it changes all the time...so one visit is never enough.

Scott listed revenues, embossed & stamped paper, beer stamps, taxpaid revenues, possessions revenues, proofs & essays, local stamps, and philatelic literature. America's finest stock. Write, call or visit our site to get our latest price list or send your want list for custom approvals tailored to your needs.

## Eric Jackson

P.O. Box 728 · Leesport PA 19533-0728

(610) 926-6200 · Fax: (610) 926-0120

Email: [eric@revenueer.com](mailto:eric@revenueer.com)

[www.ericjackson.com](http://www.ericjackson.com)





When the most valuable collections of  
Carriers and Locals are sold,  
one firm is chosen again and again.



When David Golden decided on the firm to handle his collection of Carriers and Locals—the largest and most valuable ever sold—he chose Siegel Auction Galleries.

When Richard Schwartz, past president of the Carriers and Locals society, decided to sell his massive collection, he chose the Siegel firm.

And, when the Hall family looked for an auction firm with the ability to sell one of the most important collections of Carriers and Locals ever assembled, they chose the Siegel firm.

Our knowledge, relationships with collectors, and state-of-the-art presentation (print and digital) qualify us above all others to handle collections of Carriers and Locals.

Buying or selling, it makes sense to deal with the leader.

*Robert A. Siegel*

AUCTION GALLERIES, INC.

**[www.siegelauctions.com](http://www.siegelauctions.com)**

60 East 56th Street, 4th Floor, New York, NY 10022  
Phone (212) 753-6421 Fax (212) 753-6429 E-mail: [stamps@siegelauctions.com](mailto:stamps@siegelauctions.com)