

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



At top: "THREE CENTS" Business College stamp on a practice cover. A sample letter is enclosed dated March 30, 1879. Business schools taught the proper preparation of mail for postal expediency.

At bottom: Geo. W. Knox Express corner cover dated March 17, 1887. Compliments of Bill Sammis. (Digitally repaired)

## INSIDE THIS ISSUE

KNOX EXPRESS

COLLEGE STAMPS

DOWN TOWN NYC LOCAL POSTS

LANGDON'S EXPRESS

S. ALLAN TAYLOR COVER

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



6LB1 w/red "U.S. City Despatch  
Post Sep 10" w/top of "U.S."  
showing at the bottom. only a  
few with this cancel. F/VF with  
small thin. ex-Middendorf &  
ex-Golden. Net price \$975.00.



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The Carriers & Locals Society

# THE PENNY POST

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## Official Journal Of The Carriers and Locals Society

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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.

*THE PENNY POST / Vol. 18 No. 4 / October 2010*

# President's Note - September 5, 2010

By

John D. Bowman

This is my last note as President, since Cliff Alexander has succeeded me as President at our Annual Meeting in Richmond, VA, Aug. 12-15, 2010, APS StampShow 2010. Cliff has been First Vice President for the past year, so this was a planned succession.

After ten years at the helm, it is time for me to step down. I moved to Texas in 2007 to a new job, which has kept me too busy to attend to the Society's needs in the way that I want. Some of you may recall that in 2000 the C&LS was dormant. Past President Steve Roth and prior editor Gordon Stimmell had exhausted all their resources to continue the society. Their combined efforts resulted in many fine journals as well as a much needed update of the Scott catalog, ridding it of the numerous J. W. Scott forgery images that have plagued collectors for over a hundred years. However, their pleas for articles went unanswered by many of us, and we went dormant for a while. Larry Lyons, Marty Richardson and I decided to revive it, and I am greatly pleased to report that the results have been outstanding. Both Steve and Gord have given us unlimited assistance and support during these past years, and I thank them for this.

As I reflect on the past decade of our Society, I recall the publication of Volume I of Larry Lyons' *Identifier* in 1998, followed by two more volumes and ultimately a pricing guide to forgeries in 2007. In addition, we have seen the sales of several wonderful collections of US locals and carriers. To name but a few I can include Golden, Hall, Schwartz, Hahn, Meyersburg, Johnstone, Kuphal and Middendorf. *The Penny Post* has grown to 72 pages and includes color images, and also has won several gold awards at philatelic literature competitions. Our editor, Larry Lyons, has been untiring in publishing our journal in a timely fashion. He has now retired from his former work and serves as Executive Director of The Philatelic Foundation in addition to his role as our editor.

Thanks to Alan Cohen we have had highly successful auctions twice yearly that have not only brought even more material to market but also have provided a revenue source for the Society.

We have increased our philatelic presence through a number of educational sessions jointly sponsored by our Society and the USPCS beginning with one by myself and Wilson Hulme some years ago at the Garfield-Perry show.

Back to our annual meeting – those in attendance included me, Marty Richardson, Larry Lyons, Cliff Alexander, Vern and Pam Morris, Byron Sandfield, Steve Roth, Bruce Mosher, Alan Parsons and Dick Colberg. We amended the Bylaws to change our fiscal year to January 1 through December 31. There was discussion about a number of issues. We ought to provide a Press Release along with each issue of our journal. Digitizing the past issues was discussed in a positive way; some recent issues are already available in a format which can easily be digitized, while older issues would require scanning. It was generally agreed that hard copy printed issues must continue. But digital issues could be made available to members and to non-members at some cost.

There was also a discussion about providing life membership and also multi-year memberships. Life membership was not encouraged by our Treasurer. Multi-year memberships are a good idea, and the Treasurer will implement this for one, two and five year terms.

Our Treasurer also pointed out that we have lost advertising revenue amounting to \$600 per issue. Additional ad revenue needs to be sought, and the use of half and quarter page ads might be a way to accomplish this. Our editor reminded us of the need to identify a person who could serve as Ad Manager for the Society.

Our membership currently totals 175 plus 4 foreign members. Six members have joined thanks to the recent inclusion of our application by Jim Lee in his mailing list.

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### **Carriers and Locals Society Auction #19**

Thursday, January 20, 2011

Closing date for consignments  
December 27, 2010

To our Auction Manager, Alan E. Cohen

Tel: (212) 280-7865 Fax: (212) 280-7864  
Email: [alanecohen@mindspring.com](mailto:alanecohen@mindspring.com)

# Editor's Report

By  
Larry Lyons

## **Delivered August 14, 2010 at StampShow in Richmond**

I have been the Editor-In-Chief since January 2000. We have published 72 issues of *The Penny Post* since January 1991. Gordon Stimmell was the editor for the first 30 issues and I have done 42 so far, through July 2010. The 72 issues of *The Penny Post* contain some 3948 pages of research. The Penny Post has won 16 Gold medals in literature and two Reserve Grand Awards. Our string of 15 straight gold medals was just broken in a competition where we received a vermeil. No gold medals were awarded in that show! Those judges were stingy!

## **What Keeps Me Going**

The enormous spirit of cooperation among our members is extremely satisfying. The camaraderie and friendship in our Society make for an overall very enjoyable hobby experience. The co-authoring and pooling of knowledge has taken us far and will continue into the future. Drop me a line if you want to join our "friendship circle."

## **Appreciation**

I wish to thank the section editors for their contributions to *The Penny Post*. Special thanks to Alan Cohen and John Bowman for being my constant critics and proofreaders for the last eleven years and still counting. I wish to extend a special thank-you to Alan Cohen for being our Auction Manager. We have had 18 sales since we began. The Society would not be able to continue without the commissions generated from these sales. We sell approximately \$10,000 of material, on average in each sale. Also, a thank-you to Marty Richardson for posting the sales on our website.

## **Future Articles**

Future articles are planned in the following areas:

1. Boyd's stationery
2. Eastern Expresses
3. Review of basics for beginners and neophytes
4. S. Allan Taylor forgeries
5. Simplified identification of forgeries
6. A look at the New York City local posts
7. Local post covers with classic U.S. stamps

## **Further Comments**

We presently have no backlog and would appreciate submissions of articles in any area. We will provide additional information and scans for any material requested.

I want everyone to know I am still enjoying the job of Editor and I am happy to provide research articles.

Cliff Alexander assumed the position of Forgeries Editor in May 2008 and has been very active. I thank him for his participation and research. He is now our President and I look forward to working with him.

On a personal note, I have retired from my career and am now working as the Executive Director of the Philatelic Foundation. It's a second career for me—this one in my hobby field. My technical assistant, Deborah Davis, has been hired to do special projects for the Philatelic Foundation. She will also continue to do the final technical work necessary to bring you *The Penny Post*.

### **Editor's Choice Award**

We now get to the Editor's Choice Award given by me for my choice of the best article in 2009. My three favorites were:

1. The Commercial Express Company by Larry Ballantyne
2. Carriers and Locals on Labels and Souvenirs by Cliff Alexander
3. Two Newly Discovered Philadelphia Eagle Cancellations, A New LRD and A New Theory by Vernon Morris

This award was given last year to Bill Sammis for his work on John S. Jerome's Express with Honorable Mention to John Bowman, Cliff Alexander and Marty Richardson for their work on Blood's Postal Envelopes. Two years ago it went to John Bowman and Gordon Stimmell for their work on the American Letter Mail Co. Previously it has been awarded to Hubert Skinner for his epic work on New Orleans Carriers. When I visited his home, it was on his bookshelf.

This year's award goes to Vernon Morris for his pioneer work on the Philadelphia Eagle Carrier. Congratulations Vern. Vern was at the meeting to accept the award.

Note: The Award is a solid acrylic with a three dimensional ship, animal or bird inside. The bottom of the acrylic reads "Editor's Choice Award 2009." A case is also included.

# Editor's Message

By  
Larry Lyons

The StampShow in Richmond was a spectacular event. One of my favorite parts of a national show is to see the exhibits, speak with the exhibitors and judges and give and hear walking tours of the exhibits. This was a great show for this because it was the annual Champion of Champion show which presents all of the Grand Award winners from all the national shows held in the previous year. The Carriers and Locals Society was well represented with Grand Award winning exhibits by Marty Richardson's "Boyd's Local Post in New York City 1844-1911," Mark Schwartz' "Boston Postal History 1703-1851" and my own "All Roads Lead to San Francisco: Private Companies that Carried the Mail in the Early West." The Champion of Champions was won by Richard Malmgren for his exhibit "Hawaiian Postage Stamps."

In the open competition my exhibit "Carrier Service in the major U.S. Cities 1842-1863" won the Grand Award and also the Best Postal Division, Postal History Society Award and the United States Stamp Society Statute of Freedom Award. I am presently revising and improving the exhibit for its showing in the Champion of Champions World Series at Columbus, Ohio StampShow in August 2011. The Carriers and Locals Society will hold its annual meeting at that show. Ohio is about equally distant from Texas, New York and the West so please plan on coming. I promise you will have an enjoyable experience. Let's break bread together!

## Literature Palmares

Thirty philatelic societies entered their journals in the literature competition at StampShow in Richmond. Only six journals received gold medals and *The Penny Post* was among them. This was our 17<sup>th</sup> Gold Medal for literature. We continue to have what it takes to be among the very top philatelic journals. On the evaluation form we are "commended for expanding the local post collecting universe."

## In This Issue

Cliff Alexander has been studying the private companies who operated in Washington D.C. for many years. In this issue he has provided us with an in depth study of *Knox Express*. For many of us this is our first introduction to this express company and I'm sure you will enjoy the story and ten illustrations. Special thanks to Cliff Alexander for providing us with this article.

John Bowman has provided us with an article about Langdon's Express from Boston, another obscure express company. We thank John for his article.

We also have an article from Cliff Alexander presenting a *fascinating S. Allan Taylor cover*. His article explores the stamps on this cover which are a blend of revenue stamps, a match & medicine stamp and Canadian postage! It's definitely unique and Cliff tells us about this creation. Much thanks to Cliff for presenting this to us.

I have started my research on the local posts operating in New York City focusing on their areas of operation based on their office locations. This will be a

three-part article. The article is titled "Where Were the Local Posts of New York City Located." Part I presents the Down Town region.

I have done some research on college stamps which I also present in this issue of *The Penny Post*. I include my opinion on college stamps I believe were produced by S. Allan Taylor. The basic text and various college stamps is presented thanks to a book "*College and School Stamps*" by James N. Drummond. James has provided me with many of the images I show. Special thanks to James Drummond for his cooperation.

### **Honors List**

Special thanks to the 29 members who gave a contribution to the Carriers and Locals Society beyond the basic yearly dues. For those that didn't send a contribution please check your conscience and your wallet and write us a check. We need your funds to enable us to provide you with this fine journal. The Honors List can be found on page 29 in honor of the 29 donors.

### **Campaign**

We are on a campaign to add a significant number of members to our Society. If you have a friend who you would like to share our journal with please buy them a subscription. A hearty welcome to this month's new members. Special thanks to Jim Lee for including our application form in his client mailing.

### **Clifford Alexander**

At Stampshow in Richmond, Cliff Alexander became our new Society President. John Bowman had been "grooming" him for a number of years to be his replacement. Over the last several years Cliff has been a part of the "inner group" who share information and provide assistance to one another. He has been a very active author. He has joined John Bowman and I at events and the three of us have been inseparable. I can only think of the time the three of us spent together in Bellefonte at the Symposium as "mystical." Cliff and I were both presenters of "papers" at that event. Recently we have conferred together on Carrier & Local Society matters. I'm sure that Cliff will bring new energy into our Society and lead us well as we go forward. I wish him all the best and I'm very pleased he is my friend.

### **Mission Statement**

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

I hope you enjoy this issue of *The Penny Post* and Happy Collecting. Take a mini-vacation and visit your collection and enjoy its calming effect.

# Where Were The Local Posts of New York City Located?

## Part 1 – Down Town

By  
Larry Lyons

This series of three articles will focus on the locations of the local post offices in New York. In the 1840-1880 time period New York City could be viewed as being divided into three regions.<sup>1</sup> The first of these regions was Down Town which was the area of Manhattan below Fulton Street. The second region was Central New York City which was the area of Manhattan from Fulton Street to Houston Street and the third region was Up Town which was from Houston Street north to 37<sup>th</sup> Street. Maps will be presented for each of these regions with the locations of the local post offices. Each of the regions will be presented in a separate article. This first article will present the local posts located in Down Town. By approaching the local posts by this new direction of office location and knowing the dates they were at those locations we will see new patterns and clarify some old theories and show some new information which has previously not been discovered or explored.

In the April 2009 issue of *The Penny Post*<sup>2</sup> John Bowman and Cliff Alexander presented a listing of carrier stamps and private posts by state and city. Their compilation shows the *Scott Catalogue* number and the probable dates of operation of each company. If you are thinking of specializing in the local posts of a particular city or state, this listing is a good place to start looking at your subject. Their listings include all of the local post adhesives but not the local posts that did not issue adhesives. Under the category of New York City the reader will find fifty companies in the Bowman-Alexander listing. This article will arrange the fifty companies by region and pinpoint the location of each company office. A few of the local posts had more than one office and these companies will appear in two different regional studies. The private posts that operated in New York City but did not issue adhesives will be included in this study. The arrangement and presentation of private mail carrying companies by region is a different approach and will shed new light on these businesses. It will be seen that various companies succeeded each other in an order which continued the service from a particular location. Examinations of the private companies by dates of operation serving a specific location will be beneficial to a deeper understanding of the private mail carrying companies.

The locations of the offices of some local posts have not previously been reported. As part of this study the actual letters have been examined by this writer to pinpoint the probably location of each of these local post offices. This research will

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<sup>1</sup> *The Private Local Posts of the United States of America*, Donald Patton, New York 1967, page viii.

<sup>2</sup> *The Penny Post*, John Bowman and Clifford Alexander, Vol. 17, No. 2, April 2009, pages 56-64.

show the vicinity of the unknown local post offices based on their office being close to the place where the sender was located. If the vicinity chosen is off by a few blocks it would not affect the placement of the office of a private local post in a particular region and the main intent of this article is to show the local posts by region.

### **The Stampless Private Posts**

There is one private post which did not issue adhesive stamps which this author locates in the Down Town region. This author has also identified at least ten local posts which did not have adhesive stamps that had offices in the Central region and these will be presented in the second article in this series. In this article my focus is on Down Town and including the one private post that operated out of an office in that region.

### **City Express Post**

Only one letter has been recorded with this particular handstamp. See **Figure 1**. The envelope is addressed to 14 Broadway and the cover has been dated 1851. The rate was two cents and the cover indicated that one cent was paid by the sender and one cent was “COLLECT” from the recipient. The recipient was W.G. Stewart, the Mexican Consul at 14 Broadway. The handstamp is a 29mm black circle with a space before “CITY EXPRESS POST” where a name was excised. It is this writer’s belief that this was Adams City Express Post which became “CITY EXPRESS POST” sometime in 1851. The adhesives of Adams City Express Post can be found in the *Scott Specialized Catalogue* as 2L2 through 2L5 with only 2L2 having the name Adams at the left. The other adhesives have scroll designs at the left where the name Adams was previously found. See **Figure 2**. The office of the Adams City Express was at 59 Broadway which is approximately two blocks from the recipient’s address at 14 Broadway. I have attributed this cover to the Down Town region.

### **Locating the Local Posts**

Donald Patton gave the location of about 35 of the more than 60 local posts which operated in New York City.<sup>3</sup> He states “the location of posts not included have not been established.” This author will establish the vicinity, exact office location, or region of the 25 local posts not included in Patton’s list. Most of these will be located in the Central region; however, I do find three local posts which did issue adhesive stamps and they can be located in the Down Town region. The Patton list contains seventeen local posts with offices in the Down town region. I will add three more local posts which issued adhesive stamps to that list as well as the one stampless company added above.

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

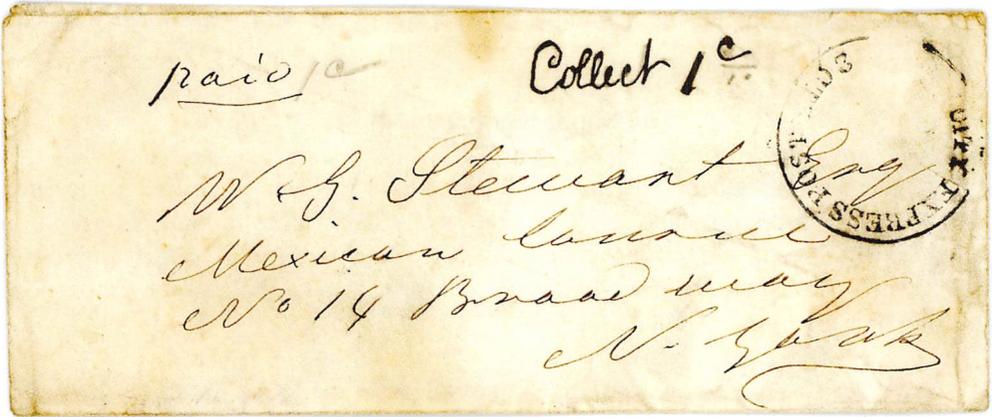


Figure 1. “\_\_\_ City Express Post” handstamp on a cover from 1851, to W.G. Stewart the Mexican Consul at 14 Broadway. This author believes the excised name was “Adams” who had their office at 59 Broadway. This is the only recorded example of this handstamp.

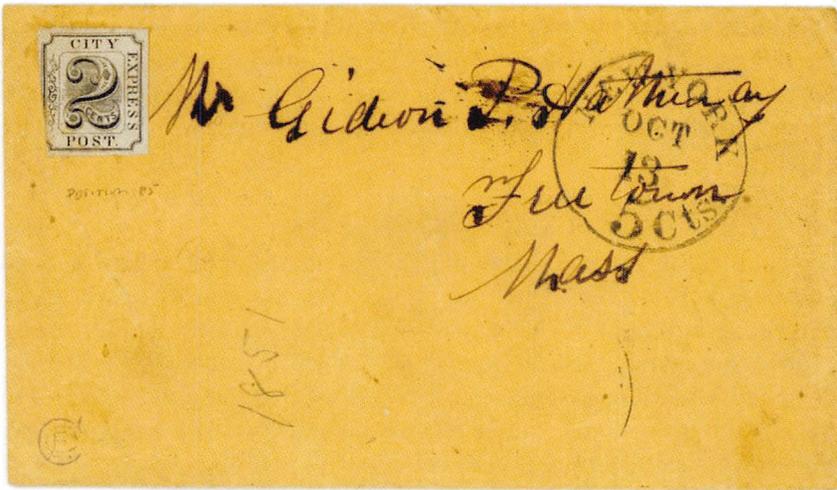


Figure 2. A cover carried by the Adams City Express Post to the post office in 1851. The stamp is the Adams City Express Post 2L4 which has the Adams name replaced with scrolls at the left. PF

A list of the private local posts for which I find offices in Down Town New York City can be found in **Table I**.



**Figure 3.** Letter dated March 27, 1847 which was taken to the post office by the Locomotive Express Post, and has their 97L1 adhesive. The letter was sent by R.W. Howes & Co. which was located at 129 Water Street. This is the only recorded example of this local post.

- 
- HOWELL B. H. & CO. grocers, 233 Front
  - Howell M. A. & Co paperhangings, 188 Pearl
  - Howell & Pearsall, com. mers. 182 Front
  - Howensline Wm. B. grocer, Gouverneur cor. Cherry
  - Howes Amos, mer. 26 South, h. 133 Eleventh
  - Howes Chester B. drygoods, 414 Grand
  - Howes Mulford, mer. 26 South. h. 133 Eleventh
  - Howes Reuben W. mer. 129 Water, h. 78 St. Mark's pk
  - Howes Samuel, carpenter, 47 Gold, h. Williamsburg
  - Howes R. W. & Co boots. 129 Water
  - HOWES, GODFREY & CO. mers. 26 South
  - Howeth William, trunks, 110 Essex
  - Howey Thomas, smith, 11 Downing, h. 19 Downing
  - Howk Valentine, baker, 47½ Clarkson
  - Howkins Richard, bootmaker, 24 Clark

**Figure 4.** The 1848 City Directory listing for R.W. Howes & Co. The author places the Locomotive Express Office in the vicinity of 129 Water Street.

## New Research

### Local Posts Added to Patton's List in the Down Town Region

#### Hall & Mills

The first local post I add to the Down Town region is Hall & Mills who issued an adhesive stamp which is listed in the *Scott Specialized Catalogue* as 76L1. Hall and Mills was established in 1847 by Amasa C. Hall and Gustavas A. Mills. By December of 1847 Mills was the sole owner of the post and he issued his similar adhesive stamp which is listed in the *Scott Specialized Catalogue* as 109L1. The first office address was 6 Wall Street and there is no reason to believe Hall & Mills would have been located elsewhere.

#### Locomotive Express Post

The Locomotive Express Post had an adhesive stamp which is listed in the *Scott Specialized Catalogue* as 97L1. There is only one recorded example and it is on a cover addressed to Mrs. Morgan & Lapham in Glenfalls, New York. See **Figure 3**. The folded letter was taken to the post office by the Locomotive Express Post. Examination of the folded letter shows it was written on March 27, 1847. The letter is business correspondence written by R.W. Howes & Co. A search of the New York City Directory indicates R.W. Howes & Co. was in the boots business and was located at 129 Water Street. See **Figure 4**. It is therefore deduced by this writer that the Locomotive Express Post was located in the vicinity of 129 Water Street, in the Down Town region in March 1847.

#### New York City Express

The New York City Express Post can be found listed in the *Scott Specialized Catalogue*. They issued an adhesive in two different colors. Covers are found used from June to October 1847. There are about 15 recorded covers, all addressed to locations outside of New York City. Four of the covers have the orange stamp (111L2) and eleven have the green stamp (111L1). It has been suggested that the owner of this post was J&E Brooks Publishers operating out of 1 Nassau Street. The adhesive stamp they used was very similar to the Boyd's City Express adhesive. Perhaps they were mimicking Boyd's because they were only one block away and everyone knew of Boyd's. At any case, I would locate the office of this local post in Down Town in the vicinity of 1 Nassau Street.

#### Summary of Posts and Locations

The list of local posts operating in Down Town New York, from 1842 through 1859 includes only twenty private companies. Three companies can be found in the 1870-1881 time period. These are Boyd's City Despatch operating under Blackham's ownership, Crosby's City Post (1870) and the Empire City Despatch which possibly operated very briefly in 1881. No covers emanating from the Empire City Despatch are recorded. It is noted that the Congressional Act of 1861 put the local posts out of business. Boyd's and Hussey's continued to operate as messenger services for the delivery of notices, bills and announcements. Crosby's City Post and the Empire City Despatch were quickly contained.

**Table I**  
**Private Local Posts with Offices in Down Town New York City**

|     | <u>Name of Post</u>                  | <u>Office Location</u>                          | <u>Year of Operation</u> | <u>Catalogue Number</u> |
|-----|--------------------------------------|---|--------------------------|-------------------------|
| 1.  | (Grieg's) City Despatch Post         | 46 William St.                                  | 1842                     | 40L1                    |
| 2.  | Cumming's City Post                  | 42 ½ Nassau St.                                 | 1844                     | 55L1-7                  |
| 3.  | Boyd's City Express Post             | 45 William St.                                  | 1844-1860                | 20L1-15                 |
| 4.  | City Mail Office (Overton)           | 3, 7 Broad/6 Wall                               | 1845                     | 46L1                    |
| 5.  | Hanford's Pony Express               | 35 Cedar St.                                    | 1845                     | 78L1                    |
| 6.  | (Meads) City Despatch Post           | Liberty& Nassau                                 | 1846                     | 40L2                    |
| 6A. | Cummings & Wright                    | 42 ½ Nassau St.                                 | 3/47-11/47               | 40L3                    |
| 7.  | Dupuy & Schenck                      | 21 Cliff St.                                    | 1846-47                  | 60L1-2                  |
| 8.  | (Coles) City Despatch Post           | 38 Wall St.                                     | 1847-52                  | 40L4-8                  |
| 9.  | Hall & Mills Despatch Post           | Vic. 6 Wall St.                                 | 1847                     | 76L1                    |
| 10. | G.A. Mill's Despatch Post            | 6 Wall St.                                      | 1847                     | 109L1                   |
| 11. | New York City Express Post           | Vic. 1 Nassau                                   | 1847                     | 111L1-2                 |
| 12. | Locomotive Express Post              | 129 Water St.                                   | 1847                     | 97L1                    |
| 13. | Adams City Express Post              | 59 Broadway                                     | 1850-51                  | 2L2-5                   |
| 14. | City Express Post                    | Vic. 59 Broadway                                | 1851                     | Stampless               |
| 15. | Hussey's Post                        | 84 William St.<br>50 William St.<br>54 Pine St. | 1854-1882                | 87L1-77                 |
| 16. | Metropolitan's Errand & Carrier Exp. | 11 Pine St.                                     | 1855                     | 107L1                   |
| 17. | Price's City Express                 | 18 Liberty St.                                  | 1857-58                  | 119L1-3                 |
| 18. | McIntire's City Exp. Post            | 11 Pine St.                                     | 1859                     | 99L1                    |
| 19. | Crosby's City Post                   | 19/29 William St.                               | 1870                     | 54L1                    |
| 20. | Boyd's City Despatch                 | 39-41 Fulton St.                                | 1874 <sup>4</sup> -1882  | 20L26-56                |
| 21. | Empire City Despatch                 | 23 Dey St.                                      | 1881                     | 64L1                    |

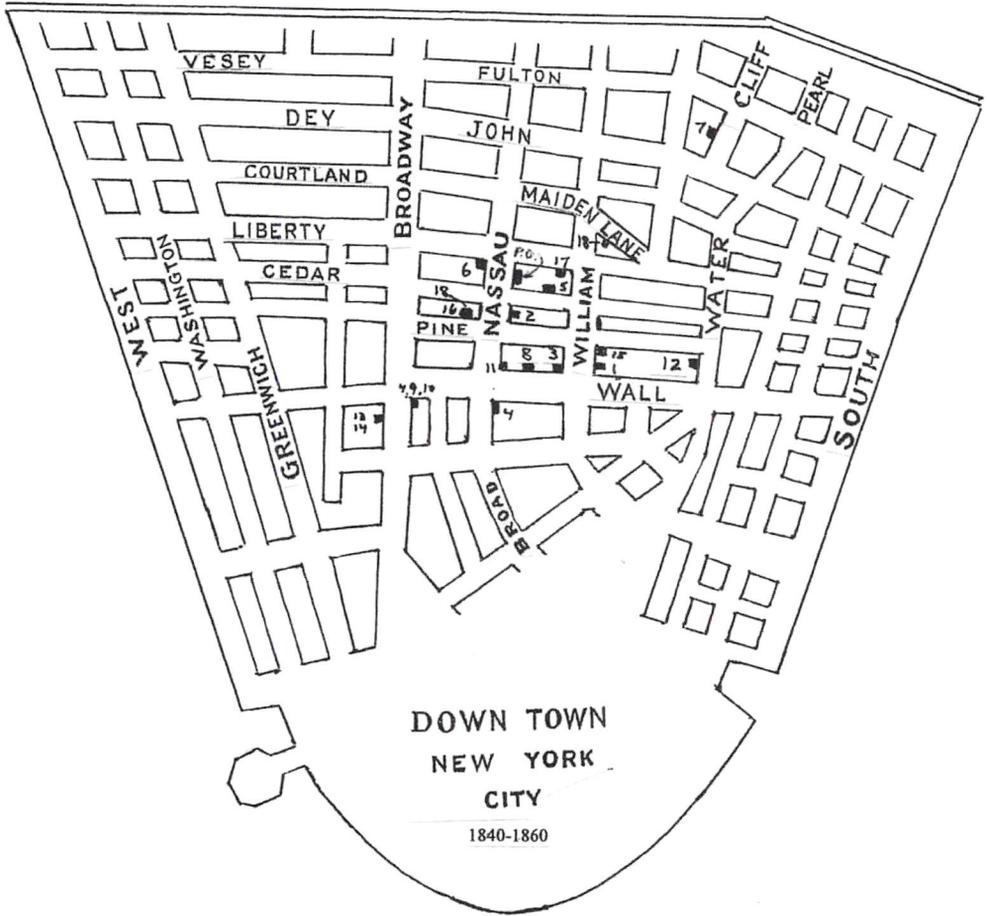
#### Further Discussion

**Figure 5** shows a map of Down Town New York City circa 1840-1860 with the private local posts located on the map. The numbers come from the list in **Table I**. The *Scott Catalogue* numbers are given so the reader who is not familiar with these local posts can see them in the *Scott Specialized Catalogue* or in auction catalogues.

Looking at the corner of Broadway and Wall Street you can see the locations of five local posts but none were there at the same time! See **Figure 6**. These five local posts at this location are as follows:

4. City Mail Office (Overton) 1845
9. Hall and Mills Despatch Post 1847 succeeded by
10. G.A. Mills Despatch Post 1847
13. Adams City Express Post 1850-51
14. City Express Post 1851 (Probably Adams)

<sup>4</sup> 1860 Ownership change but name not changed until 1874.



**Figure 5. Map of Down Town New York City with the private local posts who operated 1842-1861 located on the map. The numbers relate to Table I. The Post Office location is noted “P.O.”**  
**Fifteen of the local posts were located by Donald Patton and this author has added three and has redrawn the map with all of the local post locations. The basic outline of this may was done by Donald Patton.**

These companies did not compete with each other for the local services in their immediate area!

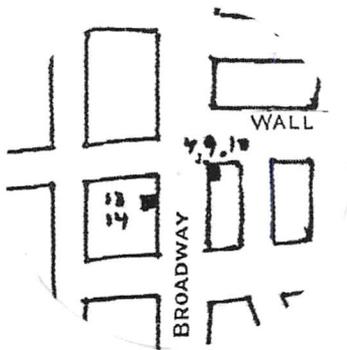
In the three blocks between Liberty and Wall St. and the two blocks from Broadway to William Street we find a cluster of eleven local post companies. See **Figure 7**. These are as follows:

|     |                                    |            |
|-----|------------------------------------|------------|
| 1.  | City Despatch Post (Grieg's)       | 1842       |
| 3.  | Boyd's City Express                | 1844-1860  |
| 5.  | Hanford's Pony Express             | 1845       |
| 2.  | Cummings City Post                 | 1845-1847  |
| 6.  | (Meads) City Despatch Post         | 1846       |
| 6A. | Cummings & Wright                  | 3/47-11/47 |
| 8.  | (Coles) City Despatch Post         | 1847-52    |
| 11. | New York City Express Post         | 1847       |
| 15. | Hussey's Post                      | 1854-1882  |
| 16. | Metropolitan Errand & Carrier Exp. | 1855       |
| 17. | Price's City Express               | 1857-58    |
| 18. | McIntire's City Exp. Post          | 1859       |

We know that Grieg's City Despatch Post existed from February 1, 1842 until August 15, 1842. Grieg's City Despatch Post became the U.S. City Despatch Post, a government Carrier which existed from August 16, 1842 until November 30, 1846. At that time the government went out of the carrier business and gave the operation over to Mead who operated it as a private local post from 1846-1847. Alfred H. Cummings operated Cummings' City Post as early as December 1845 through 1847. Alfred H. Cummings and Robert Wright joined to take over the City Despatch Post Office from Abraham Mead by March 1847. This lasted briefly before being succeeded by Charles Coles' ownership. The New York City Express Post (111L1-2) has less than 15 recorded covers. These covers are from June 20, 1847 through September 16, 1847, a period of less than three months. The stamp is a knock-off of the Boyd's design perhaps in an attempt to gain validity and provide the same messenger services. By the number of surviving covers one concludes they didn't last very long and were not competitive. Their office has been stated to be in the vicinity of 1 Nassau Street. The distinctive stamps of Cummings City Post picturing cupid or a letter sealed by a heart, tie this post's activities primarily to the valentine season. Mead's City Despatch Post was succeeded by Cole who operated the post from 1847-1852. The Metropolitan Errand & Carrier Express comes into existence in 1855. Price's City Express existed from 1857-1858 and McIntire's City Express Post operated in 1859. The Boyd's and Hussey's operations were more of a corporate messenger service used to deliver notices, bills and announcements. Boyd's City Express operated from 1844-1860 when Boyd sold out to Blackman. The post continued to operate and issue adhesive stamps until 1882. Blackman changed the name of the post to Boyd's City Post Despatch in 1874. Excluding these two companies which operated as express messenger services we are left with eight local posts that did not exist at the same time and did not compete with each other! This is not entirely true—there was an alternative for valentines; the Cummings City Post. They clearly catered to a different class of clients. They also operated as a

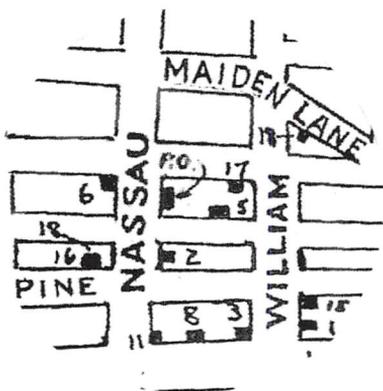
Cummings' City Express Post. There is only one surviving stamp on cover from this express post supporting the conclusion that they did not do very much letter business, and were successful in only carving a market in the business of letters of love.

Dupuy & Schenck was located in the northeastern area of Down Town New York City. Dupuy & Schenck was established by Henry J. Dupuy and Jacob H. Schenck who were former carriers for Grieg's City Despatch Post and the U.S. City Despatch Post. They went into business together when the government carrier service failed and closed on November 30, 1846. Their location was at least six blocks from the nearest grouping of local post locations that I have presented. They had their own clientele in their area.



- 4. City Mail Office (Overton) 1845
- 9. Hall and Mills Despatch Post 1847 succeeded by
- 10. G.A. Mills Despatch Post 1847
- 13. Adams City Express Post 1850-51
- 14. City Express Post 1851 (Probably Adams)

**Figure 6. The local posts which were in the vicinity of Broadway and Wall Street—but not at the same time.**



- 1. City Despatch Post (Grieg's) 1842
- 3. Boyd's City Express 1844-1860
- 5. Hanford's Pony Express 1845
- 2. Cummings City Post 1845-1847
- 6. (Meads) City Despatch Post 1846
- 6A. Cummings & Wright 3/47-11/47
- 8. (Coles) City Despatch Post 1847-52
- 11. New York City Express Post 1847
- 15. Hussey's Post 1854-1882
- 16. Metropolitan Errand & Carrier Exp. 1855
- 17. Price's City Express 1857-58
- 18. McIntire's City Exp. Post 1859

**Figure 7. The local posts which were in the Nassau Street area—but not at the same time.**

### Other Important Events

In February 1849 the government carrier service restarted. They had originally operated from August 16, 1842 until November 30, 1846 when they closed. The first carrier service in New York was known as the U.S. City Despatch Post. It was established by the government purchase of Grieg's City Despatch Post on August 16, 1842. The second government carrier service was a successful operation after 1849 and the local posts were being put out of business. In 1856 the Post Office reorganized by opening branch post offices. At this point the government carrier service was growing strong and gave the local posts only a little market share. Boyd's and Hussey's continued to operate because they were messenger services. As previously stated, late local post upstarts such as Crosby's City Post and the Empire City Despatch were quickly suppressed by the government. No genuine usages of Empire City Despatch stamps on cover are recorded but a few used stamps do exist. Great quantities of unused stamps of both Empire City and Crosby's are known.

### Cover Analysis

Let's look at some examples of local post covers originating from Down Town New York City.

**Figure 8** shows a meeting notice dated January 6, 1845 from James Harper. The notice was sent via the City Mail Office of Overton & Co.'s located at 3 Broad Street. James Harper was a printer who lived at 254 William Street.

**Figure 9** shows a folded letter cover sheet dated July 21, 1846 and addressed to Honorable R.J. Walker, Secretary of the Treasury in Washington. The letter was given to Hanford's Pony Express at 35 Cedar Street for the trip to the post office.

**Figure 10** shows a folded invitation for a concert to be held Monday, March 22, 1847. The invitation was sent via Dupuy & Schenck whose office was at 21 Cliff Street. The invitation is from Mr. William King whose address was 139 Pearl Street which is near Cliff Street.

**Figure 11** is a folded letter dated May 12, 1848 from Mr. Thomas M. Sloan addressed to the cashier of the State Bank of New York. Sloan gave the letter to Mr. Gurney to post. Mr. Gurney used the services of Coles City Despatch Post located at 38 Wall Street. Mr. Theodore Gurney lived at 18 Wall Street.

**Figure 12.** On June 14, 1850, Adams City Express Post carried this folded address sheet from their office at 59 Broadway to the post office. The letter went to Baden, Germany.

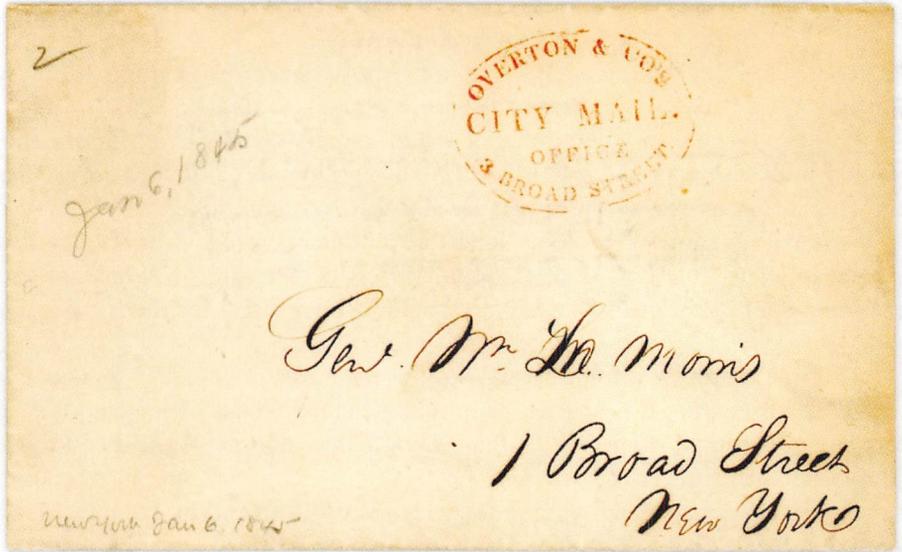
**Figure 13** is an 1855 envelope addressed to A. Dickerson, Esq. at 5 Wall Street. The sender used the services of the Metropolitan Errand & Carrier Express who had their office at 11 Pine Street.

**Figure 14** is an invitation from Dr. Willard Parker dated June 24, 1858. Mr. Parker gave the invitation to Price's City Express for local delivery. Price's office was located at 18 Liberty Street.

### Conclusions

It has been very advantageous to look at the local posts in Down Town New York City by seeing their locations and proximity to one another. It is concluded by this writer that very little competition existed between the local posts in Down Town New York City. Mostly the companies superseded one another, operated in different time frames or different locations. Per **Table I**, nineteen local posts operated in Down Town New York prior to 1859. Four local post companies are recorded after 1859 with Boyd's and Hussey's being messenger services and Empire having no recorded covers. Crosby's existed briefly in 1870 having an office south of Wall Street. There are a lot of unused Crosby and Empire stamps.

Part II of this article will tell a different story about the region of "Central" New York City.



**Figure 8. January 6, 1845 meeting notice from James Harper who lived at 254 William Street. The notice was sent via the City Mail Office of Overton & Co.'s located at 3 Broad Street. The notice was delivered to General William Morris at 1 Broad Street.**



Figure 9. Folded letter cover sheet dated July 21, 1846 addressed to Honorable R.J. Walker, Secretary of the Treasury in Washington. The letter was given to Hanford's Pony Express at 35 Cedar Street for the trip to the post office. The local post fee was two cent.



Figure 10. Invitation for a concert to be held Monday, March 22, 1847 from Mr. William King who lived at 139 Pearl Street. The invitation was sent via Dupuy & Schenck whose office was at 21 Cliff Street. Pearl Street is near Cliff Street. The invitation is addressed to Mrs. M.A. Smith at 87 Franklin Street. The letter was redirected to 112 Thompson Street. The Dupuy & Schenck adhesive is black on white glazed paper (60L1) and cost the sender one cent.





**Figure 13.** 1855 envelope addressed to A. Dickerson Esquire at 5 Wall Street. The sender used the local post services of the Metropolitan Errand & Carrier Express who charged the sender two cents and handstamped the black “PAID” over their embossed indicia. The Metropolitan Errand & Carrier Express office was at 11 Pine Street.



**Figure 14.** Invitation from Dr. William Parker dated June 24, 1858 to Mr. Francis at 1 Bond Street. The sender used the local post services of Price’s City Express at a cost of two cents. The Price’s City Express office was located at 18 Liberty Street.

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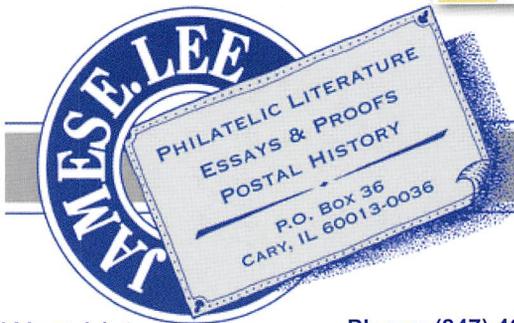
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# Langdon's Express, Boston

By  
John D. Bowman

There are any number of little-known small express posts that operated in the late 1840's and the 1850's. Their stories are largely untold because they were often one-man operations that served a very particular need in a geographic area, and they did not need nor want to advertise their services in the news media.

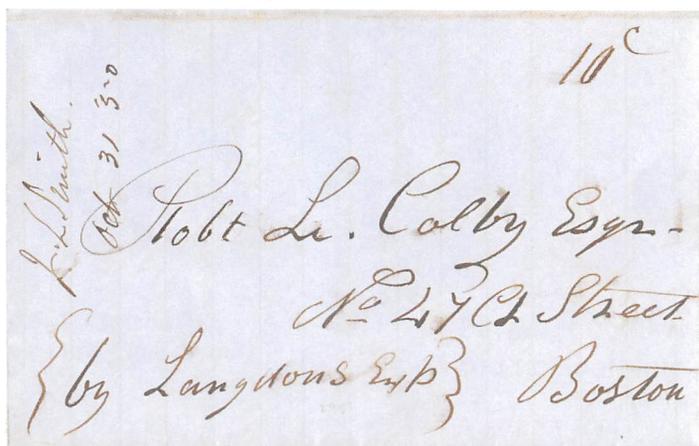
One of these was Langdon's Express, which apparently operated within Boston as a private messenger. The only artifact of this business known to me is shown in **Figure 1**. It is a folded letter from Jona. L. Smith to Robt. L. Colby Esq., dated October 31, 1850.

What is unusual about this folded letter is that it is a local letter within Boston, yet was rated at 10c. William Sammis tells me he has seen a number of high collect rates in Boston in the 1850's. It is possible that by charging such high rates, the USPO would not see a major threat and ignore the violation of their monopoly for carrying letter matter locally.

The Boston City Directory for 1850-1851 published by George Adams indicates that Robert L. Colby is a counsellor living at 47 Court, the address on the folded letter. Jonathan L. Smith is listed as living on Canton St.

The letter contents are quite interesting (**Figure 2**). Smith wants to know new representative Colby's viewpoints on two questions. First, Smith asks whether he agrees whether the "fugitive slave bill" recently passed by both houses of Congress and receiving the President's signature is in accord with the US constitution and the "Act of 93." Second, he asks whether Colby believes the course of Daniel Webster in the last Congress "was such as we might approve as freemen living in free states."

Apart from the clear references to the issue of slavery, the letter is rated "10c" in manuscript, seemingly an exorbitant fee for local delivery. I have mentioned it again because the rate is rare.



**Figure 1. Folded letter dated October 31, 1850, carried by Langdon's Express in Boston.**

Thanks to William Sammis for his assistance. Readers who may have further information are invited to correspond with me at jbowman@stx.rr.com.

Robt L. Collyer Esqr. Boston Oct. 31/50  
Dear Sir.

As I notice your name among others, on the list of Representatives to our next Legislature, and knowing that you have recently come into the State, and also quite young for the position which you now occupy before the public, I take this opportunity to know your views on one or two questions - First do you think the fugitive Slave bill so called which has recently passed both branches of Congress, and has the signature of the President, is in full accordance with the constitution and the act of 93<sup>d</sup>, and do you believe it ought to be so regarded by the citizens of the free States? Secondly do you believe the course of the Hon. Dan. Webster, in our last Congress was such as we might approve as a man living in free States?

Yours  
John L. Smith

(P.S. What is your opinion of the protective act -)

Figure 2. The internal letter sheet of the October 31, 1850 letter.

# Fascinating S. Allan Taylor Cover

By

Clifford J. Alexander

A fascinating cover with a corner advertisement for S. Allan Taylor was recently sold by Auctionshaus Chirstoph Gärtner Gmbh & Co. Kg in Germany. It was posted by Taylor in Boston in 1869 about eleven days before Christmas. On the back of the cover is a red cds “BOSTON DEC 14 PAID.” The arriving hand stamp also on the back of the cover is a black cds “LONDON S.W./AS/DEC 27/69.” This cover most likely was carried on the first mail voyage of the Cunard *Marathon*, which left New York on December 16, 1869 and arrived in Queenstown on December 27.

Tracking down explanations for unusual postal history items can be one of the most enjoyable aspects of collecting, and this cover was interesting for a number of reasons. One is the Taylor advertisement at the top left corner that includes a return address of “81 Washington Street, Boston.” Taylor lived in Boston off and on for a number of years. He had a store at 81 Washington Street from 1868 to about 1876, when he moved to New York City. Covers with the advertisement in the top left corner are not unique, but I have only seen a few of them.<sup>1</sup>

The addressee is “Dr. C.W. Viner.” Charles William Viner, a British collector and author, was born in 1812 and lived until 1906. Viner translated “Postage Stamps Illustrated,” the 1864 publication of J.B. Moens, from French into English. He also was the original editor of one of the earliest philatelic journals, *The Stamp Collectors Magazine*, which was first published in London in 1863.

We can only speculate on the contents. Did the correspondence relate to a March 1869 article in *The Stamp Collectors Magazine* that questioned the character of certain “Stamp Dealers of Boston.” That issue cautioned its readers that “there does exist at Boston a set of importers, who conspire a plan on collector’s stamps of their own invention and fabrication.”<sup>2</sup> The May 1869 issue of Stamp Collectors Magazine identified the following five Boston dealers as “a set of people who do infinite harm to collecting:” S. Allen Taylor, Ferdinand Trifet, C.P. Wright, Joseph M. Chute and George Baucroft.<sup>3</sup>

Viner was not editor of *The Stamp Collectors Magazine* in 1869. He only edited the first four numbers of the magazine from 1863 to 1866. Viner became editor of Oppen’s Catalogue from the Ninth Edition in 1867 to the Thirtieth Edition in 1891. Perhaps the correspondence related to a listing in Oppen’s 1869 Catalogue.

There is a large “55” in blue manuscript at the right side. This number does not appear to represent payment for postage as the rate at that time was 12¢ (or 6 pence). The cover must have been properly prepaid because there is no due marking to indicate that Britain treated the cover as unpaid or underpaid. If the cover had

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<sup>1</sup> A similar cover when Taylor was at 21 Washington Street in Boston is illustrated in the February 2010 issue of the Chronicle at page 68.

<sup>2</sup> The Stamp Collectors Magazine Vol. VII, No. 74 (March 1, 1869) at pages 38-39.

<sup>3</sup> The Stamp Collectors Magazine Vol. VII, No. 76 (May 1, 1869) at page 69.

been unpaid or underpaid, Britain would have charged an additional 4¢ (2 pence) penalty and indicated the amount due by a numerical handstamp.

The author also considered whether the number 55 might have referred to Taylor's stamp package being sent by Taylor to Viner. In addition to individual stamps, Taylor sold numbered packets of stamps during his career as a stamp dealer. However, Taylor did not offer a packet No. 55 during this period. A review of his publication, "The Stamp Collectors Record" indicates that Taylor's packet numbers did not exceed "31" while he was at 81 Washington Street in Boston.

There is also an unusual small purple handstamp below the street address. It has the letters "HS" or "HB" over a five-pointed star. This does not resemble any post office handstamp seen by the author. It most likely is the mark of a prior owner of this cover, which was unfortunately applied to the front of the cover, rather than the back.

The following sentence is handwritten in pencil at the lower left corner of the cover front: "Kolky pouzite jako znáky." This was added to the cover by a prior Czech owner and translates to "Revenue stamps are used as postage stamps."

Most interesting are questions surrounding the four revenue stamps that Taylor affixed to the cover. There is a pair of the orange 1863 U.S. Inland Exchange 6¢ revenue stamps, one blue 1864 A. Dougherty 4¢ private die playing card stamp, and a blue 1868 Canadian 30¢ bill revenue stamp.

Each of the four stamps is cancelled with a black circle of eight wedges obliterating cancel. This cancel is listed in "Postal Markings of Boston Massachusetts" by Blake and Davis as Number 965B among the "Boston Foreign Mail Obliterating Cancels."<sup>4</sup> There is no local Boston handstamp. The red Boston "PAID" cds on the back indicates that Taylor paid the required 12¢ international postage to a postal clerk at the harbor or at the main post office. This cds is listed by Blake and Davis as No. 938 among the "Boston Foreign Mail Postmarks."<sup>5</sup>

On January 1, 1856, the use of postage stamps for payment of mail within the U.S. became mandatory. However, stamps were not required for prepayment of transatlantic and other international postage until the Universal Postal Union Treaty became effective on June 1, 1875. As a result, the revenue stamps on the cover were superfluous.

The back flap of the cover is partially cut off. However, the back of the cover has portions of two cork cancels. They appear to be the same Blake and Davis obliterating cancel number 965B that killed the revenue stamps. The lower cancel appears to show the outline of perforations. The distance between the ends of the cancels is about 25 mm, which is consistent with the length of many U.S. postage stamps issued prior to 1870. So it is likely that Taylor did, in fact, affix a valid postage stamp on the back, that was subsequently cut off the back flap of the envelope.

Boston had a small downtown community in 1869. The lack of a Boston post office handstamp on the front suggests that Taylor might have walked the few blocks from his office at 81 Washington Street to the harbor or the main post office

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<sup>4</sup> Maurice C. Blake and Wilbur W. Davis, *Postal Markings of Boston Massachusetts to 1890*, (1949), Plate 59, at page 195.

<sup>5</sup> Id.; Plate 57, at page 191.

to mail the envelope. It would not be surprising that postal employees were familiar with Taylor and his stamp business. It is possible that a clerk paid no attention to the stamps and missed the fact that they were not proper payment. However, if Taylor paid the clerk, since postage stamps were not required for international mail, there was no reason for a clerk to object that Taylor had affixed revenue stamps to the envelope.

Did a busy clerk cancel the stamps without paying attention to them? Or did the clerk apply the foreign mail obliterating cancel as a philatelic favor to Taylor? Interesting questions that will not likely ever be answered. However, this colorful and unusual cover adds an interesting footnote to the colorful history of S. Allan Taylor.

The author would like to thank Dwayne Littaner and Kamila Kirke for their helpful assistance. If any readers have additional thoughts or information on this cover, please forward them to [clifford.alexander@klgates.com](mailto:clifford.alexander@klgates.com).



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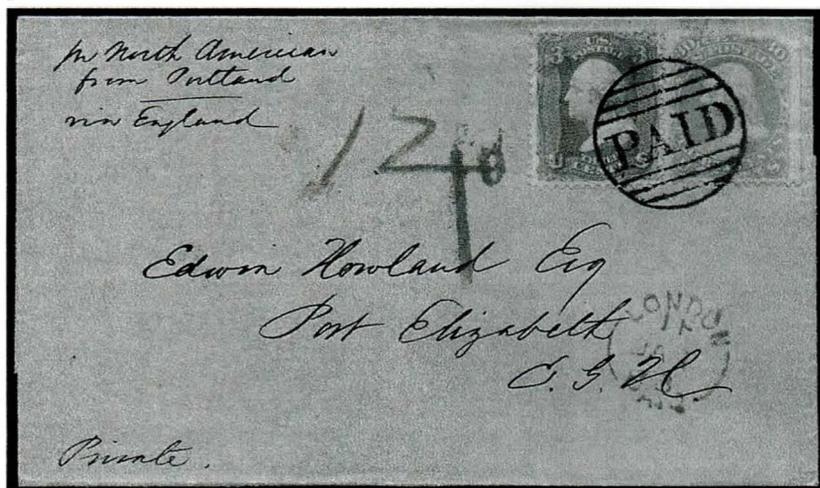
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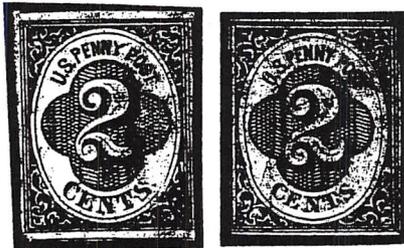
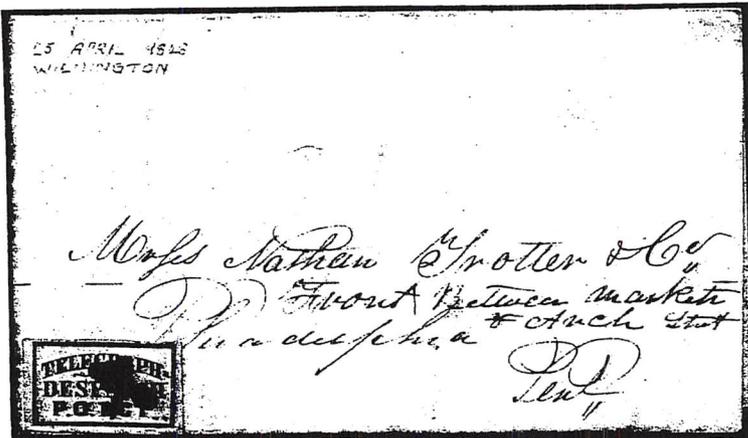
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# College Stamps

By  
Larry Lyons

In preparation for doing this research article I asked all my close philatelic friends what they had in college stamps. Most collectors have a few and a few collectors have what I believed was a pretty good amount. No one, to my knowledge, has a collection anywhere remotely close to being complete. There are a great number of stamps and everyone will be fascinated, I hope, by many items they have not seen before. An early bonanza of information came my way when Bill Sammis asked me if I had a copy of James Drummond's book.<sup>1</sup> I quickly located a copy in my office at the Philatelic Foundation. The Drummond book has 236 pages and presents a history with pictures, franks and, of course, stamps from more than seventy colleges and schools. In his acknowledgement, Drummond talks about setting out to do this book and having enough information for about 40 pages until he was referred to six individuals who added greatly to his knowledge. He then spent two more years compiling information after he had thought he was done and



**Baltimore Business College**  
Baltimore, Maryland  
2¢, 3¢, 5¢, 25¢



**Alliance Business College**  
Alliance, Ohio  
1¢, 2¢, 3¢, 10¢  
Compliments of Bill Sammis



**Becker's Business College**  
Worcester, Massachusetts  
1¢, 2¢



**Possibly  
Curtiss Business College**

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<sup>1</sup> *College and School Stamps*, James N. Drummond, Self published, Porter Ranch, California, 2007.

was ready to publish. He had started with Sherwood Springer's information.<sup>2</sup> Drummond's book has 42 references and is a major accomplishment.

My aim in this article is to show the reader some of the genuine U.S. college and school stamps which were created. My primary focus is to give my opinion on which college stamps I believe to be S. Allan Taylor forgeries. If the reader wants to read the history, see the franks and associated stationery and cards, I would strongly recommend obtaining the Drummond book.

### **Definitions and How School Stamps Came About**

It has been written in the early philatelic journals that college and school stamps were created by schools to familiarize students with the proper methods of affixing postage and revenue stamps, thus making the gestures of study more realistic.<sup>3</sup> Various schools issued labels for use in their class work in simulation of the usage of real stamps in real business. They appear to have been popular from around 1864 through 1900. Very little is known about these "stamps", their origins, and how they were used. We know from covers that have survived, some of these "stamps" saw "use." Most of the college stamps do not give the school name or the city of origin. Many have no numerical value. Some fail to indicate whether the use is for postage or revenue. There are distinctive emissions definitely tied to Canada and the Canadians are our superiors in the identification of their college stamps. S. Allan Taylor knew about college stamps and, in my opinion, he was a master forger of bogus stamps in this area. This article will attempt to show the college stamps I believe were created by S. Allan Taylor.

### **Genuine College and School Stamp Categories**

The Drummond book has the history, corner cards and associated ephemera from over seventy schools. Of these he presents stamps from more than fifty schools. Drummond divides the college and school stamps into four categories or groups. Type I is a stamp made to mimic a revenue stamp. In the mid to late nineteenth century the government required tax stamps on checks, bonds or other financial instruments. The private business colleges made stamps to mimic the tax stamps for use by students learning business procedures.

Some schools had facades constructed inside classrooms, with partitions for a bank, post office, or express office. The students took turns being a banker, a postmaster, a merchant, or a customer. The items that survive today are from the envelopes and class work of students at these learning schools.

The Type II category is bogus school stamps created by dealers, such as S. Allan Taylor, to capitalize on early collector interest in school stamps. I hope to add subjects to this category in this article and in the next issue of *The Penny Post*.

The Type III category is for real schools who issued private stamps to denote the prepayment of fees for transportation of college mail to the local post office. These are the local stamps such as Friends Boarding School (151L1 with

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<sup>2</sup> Springer's *Handbook of North American Cinderella Stamps*, Sherwood Springer, Ninth Edition, Hawthorne, CA, 1980, pages 48-53.

<sup>3</sup> *Philatelic Gossip*, E.R. Vanderhoof, May 17, 1941, page 311.

three types) and Westtown (145L1 and 145L2 with the first known in four types and the second in three types).

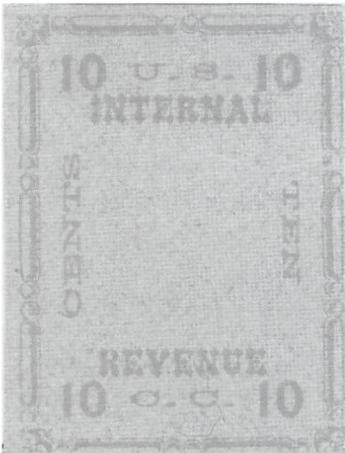
The Type IV category refers to stamps used for dorm room to dorm room mail or from the school to a local business. These are primarily British.

### **Genuine U.S. School Stamps**

I'm going to picture these with school names so the reader can learn the origin of some of these stamps. The information comes from Drummond's book. As mentioned earlier, the school name was most often left off of the stamp and the reader needs a guide to help identify where these originated. I am often sent scans of these stamps with the question "What is this?" This listing is aimed at answering those questions. I am going to limit this showing to only U.S. school stamps.

### **Sources**

1. *Cinderella College Stamps Used by Business Schools in Early 1900s* by John M. Hotchner, Linn's Stamp News, September 22, 2008, page 6.
2. *Handbook of North American Cinderella Stamps*, Sherwood Springer, Ninth Edition, Hawthorne, CA 1980, pages 48-53.
3. *Philatelic Gossip*, E.R. Vanderhoof, May 17, 1941, page 311.
4. *College and School Stamps*, James N. Drummond, Self-published, Porter Ranch, California, 2007.

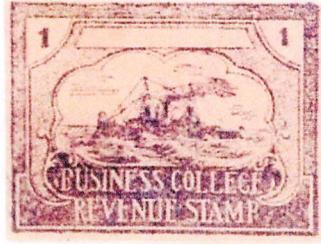
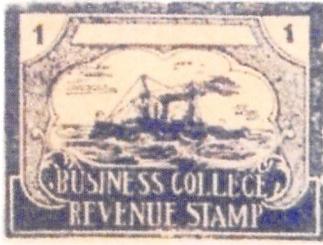


#### **Auburn Commerical College**

Auburn, Maine  
2¢, 5¢, 10¢, 50¢, \$1.00



**Aydelotte's Business College**  
Oakland, California



**Business College Revenue**  
Various Schools



**Capital City Commercial College**



**Chamberlain Institute**  
Randolph, New York



**Coleman National Business College**  
1¢, 2¢, Two designs



**College Postage, Type I**  
Various Locations  
1¢, 2¢



**College Postage, Type 2**  
Location unknown  
2 colors



**College Revenue for Business Practice**  
Various Locations  
Compliments of Bill Sammis



**College Stamp**  
San Francisco  
2¢, 5¢, 10¢, 25¢, \$1.00



**Commercial postage**  
Various locations  
Compliments of Cliff Alexander



**Detroit Business University**  
Detroit, Michigan



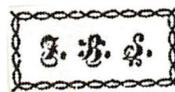
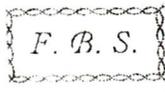
**Eastman National Business College**  
Poughkeepsie, New York



**Eastman Business College**



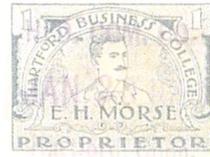
**Episcopal Academy**  
Cheshire, Connecticut



**Friend's Boarding School**  
Barnsville, Ohio



**Hannum's Hartford Business College**  
Hartford, Connecticut



**Hartford Business College**  
Hartford, Connecticut  
1¢ gray green, 2¢ red



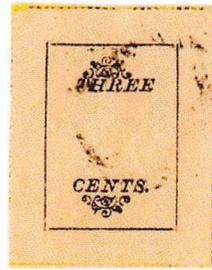
**Heald's Business College**  
San Francisco, California



**Imitation Postage**  
Various locations  
Lyons collection



**High School Postage**  
Location unknown



**Jamestown Union School and Collegiate  
Institute**  
Jamestown, Chautauqua County, N.Y.  
Lyons collection



**Moore's Business College**  
Atlanta, Georgia



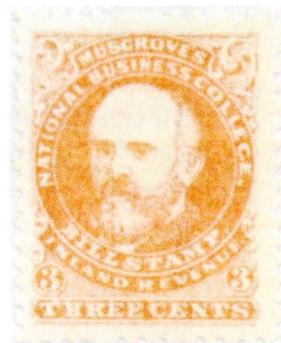
**M.P.S.S.**  
Location unknown  
Lyons collection



**Musgroves' Evening Business College**  
Philadelphia, Pennsylvania ?  
2¢, 3¢, 5¢, 10¢, 20¢ 30¢, 40¢, 50¢, 60¢



**Musgrove's National Business College**  
Ottawa, Ontario, Canada  
1¢, 2¢, 3¢





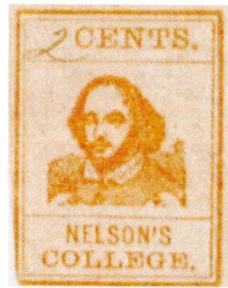
**National College of Business**  
New Haven, Connecticut



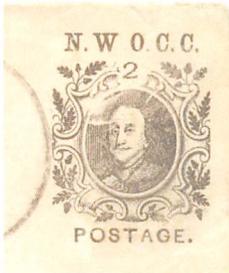
**National Union Business College**  
Philadelphia, Pennsylvania ?  
Compliments of Bill Sammis



**N.B.C.**  
Local unknown



**Nelson's Business College**  
Cincinnati, Ohio  
6 types



**Northwestern Ohio Normal School**  
Ada, Ohio  
2 types



**P.B.C.**  
New York ?



**Peirce's Union Business College**

Philadelphia, Pennsylvania

Type 1 2¢, 3¢

Type 2 2¢, 5¢, 10¢

Compliments of Bill Sammis



**Peirce School**

Philadelphia, Pennsylvania

1¢, 2¢



**Proprietary**

Various Locations?



**Quaker City Business College**

Philadelphia, Pennsylvania



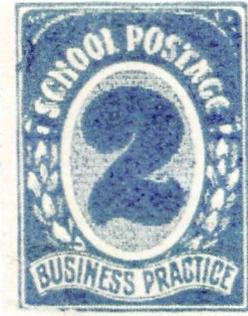
**St. Paul's Church**

Location unknown

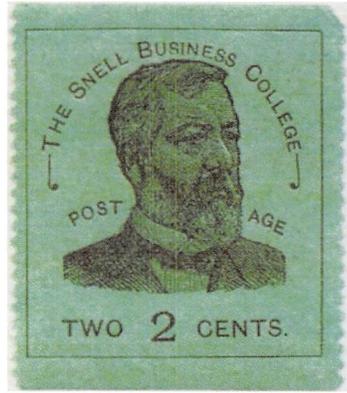


**Salem Commercial School**

Salem, Massachusetts



**School Postage Business Practice**  
Various locations



**The Snell Business College**  
Location unknown, Probably Connecticut



**Spalding's Commercial College**  
Kansas City, Missouri



**Stamp**  
Location unknown



**Sunday School Postage**  
Various locations



**Wallace Business College**  
Denver, Colorado



**Western Normal College**  
Shenandoah, Iowa or Bushnell,  
Illinois



**Wichita Business College**  
Wichita, Kansas



**The Williams College of Actual  
Business Practice**  
Allegheny, Pennsylvania



**Worthington and Warner's Commercial  
College**  
Various Locations



Avery  
Unknown

## Author's Proposed Proof of College Stamp Forgeries Made by S. Allan Taylor

Some college stamps have previously been attributed to S. Allan Taylor. These are the British American College stamp, West Town, B.S. & Co. College stamp from Montreal and the B. S. & Co. Eagle stamp from Boston. B. S. & Co. stands for the Bryant and Stratton chain of business colleges. Examples of these stamps are shown in **Figure 1**.



**Figure 1. Examples of college stamps previously attributed to S. Allan Taylor.**

This author has been doing extensive research on stamps made by S. Allan Taylor. One rule which has been used is that a new form is established when two or more colors have at least seven subject matches. This rule was a result of a full analysis of the forms proposed by Sherwood Springer.<sup>4</sup>

This author has found about 350 color groups which are proven products of S. Allan Taylor. Taylor would choose a group of subjects and print them in two or more colors. This author is doing research to reconstruct the formed subjects before they were cut up.

Having spent over 3,000 hours looking at Taylor colors, my antenna is tuned to knowing his work. Once I suspect a stamp was made by Taylor I put the stamp

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<sup>4</sup> *The Penny Post, Forms Emerge, The S. Allan Taylor Project*, Larry Lyons, January 2010, Volume 18, Number 1, pages 39-51.

into its color grouping and look for other color groups which would have the same subjects. A new “form” is proven once seven subjects match. The work is still ongoing and the results presented here are not final. More subjects could be added to the newly reconstructed forms and some might be moved into another group. The work requires a lot of checking and cross-checking and is quite time-consuming. The subjects that are presented here are just to show they were made by S. Allan Taylor.

**B. S. & Co.**

**M. O. College**

**Eastman National Business College**

Now I am going to present to you my preliminary original research of what I believe is conclusive proof of some college stamps which I attribute to S. Allan Taylor.

**Author’s Opinions on Taylor Forgeries**

There are three groups of college stamps which caught my attention because they are colors I attribute to S. Allan Taylor. All of these stamps are known cut close, which is a trait of S. Allan Taylor forgeries. See **Figures 2** through **4**.

**Figure 2** shows four B. S. & Co. college stamps depicting quills and an ink pot which also say “Rev & P.O.” In addition I also have the red stamp on vertically laid paper.



**Figure 2. Four colors of the B. S. & Co. pens and ink well stamp.**

**Figure 3** shows two examples of the “M.O. College stamp, and **Figure 4** shows three examples of the Eastman National Business College stamp.



**Figure 3. Two examples of the M.O. College stamp.**



**Figure 4. Three examples of the Eastman National Business College stamps.**

**Figures 5 and 6** present a group of 17 subjects in the colors of red on yellow and in red. All of these are forgeries attributed to S. Allan Taylor. Not only did S. Allan Taylor create the three college stamps including the B.S. & Co. Eagle from Boston, the Eastman National Business College and the M.O. College; he printed some of them in the same colors! Seven of these same subjects also can be found in green but more work needs to be done in that area. There are at least 4 or 5 more subjects under consideration for these color groups. More investigation and study needs to be done to confirm them. It is quite clear to this writer that S. Allan Taylor produced the B. S. & Co. Eagle from Boston, the Eastman National Business College stamp and the M.O. College stamp.

S. Allan Taylor was also known to print forgeries on scraps of paper or newspaper with printing on the back. Collectors of forgeries have these in their collections. Some are rare with only a few known and they are usually limited to only a couple of subjects. **Figure 7** shows an Eastman National Business College stamp thought to be a cut out from a printed document. It is in fact a Taylor forgery printed on the back of printed matter. The THREE CENT M.O. College stamp was similarly printed in the same drab color on the back of printed matter. This is a further example of Taylor's work. The forgeries are 21.5x25.5mm. The genuine stamps are 21x25mm.



Figure 5. A group of 17 subjects in red on yellow including three college stamps, B. S. & Co. Eagle from Boston, Eastman National Business College and M. O. College. See Figure 6 for the same subjects in red. Variations in color shown here are a result of scanning on different machines.



Figure 6. A group of 17 subjects in red, including three college stamps, B. S. & Co. Eagle from Boston, Eastman National Business College and M. O. College. Figure 5 presents this group in red on yellow.



Figure 8. A possible Taylor form in blue.



Figure 9. A possible Taylor form in red.



Figure 10. The B.S. & Co. Washington stamp which can be found in multiples and in a pane. Lyons collection.



**Figure 7. The Eastman National Business College Stamp and the M. O. College stamp both with printing on the back. The author believes these are S. Allan Taylor forgeries.**

### **B. S. & Co.**

#### **Quills and Ink Pot Stamps**

These stamps can be found in four colors. See **Figure 2**. **Figure 8** shows a group of 14 subjects in blue and **Figure 9** shows the same subjects in red. All of these subjects can also be found in yellowish-gray and in purple. In my opinion all the B. S. & Co. quills and inkpot stamps were printed at the same time from the same form in four different colors.

#### **B. S. & Co. Washington Stamps**

I had previously believed this stamp was probably produced by S. Allan Taylor. See **Figure 10**. In James Drummond's book on page 62 he presents a pane of 24 of these stamps (3x4 Tete-beche to 3x4). There are also some known pairs. This would lead me to conclude this stamp was not made by S. Allan Taylor. I have looked closely at my own example and it is the same size (22x27mm) as the one pictured in the Drummond book. Mine is also an exact match to the details of the ones pictured by Drummond. This stamp still perplexes me. It does not seem genuine to me and I don't believe there are any examples on documents. I would not rule out the possibility that this stamp could have been made by Lyford or one of the other Boston gang members.

### **Conclusions**

I believe I have presented enough proof to show the B.S. & Co. quills and ink pot stamps, the Eastman National Business College stamps and the M.O. College stamps were made by S. Allan Taylor. Previously the B. S. & Co. Eagle stamps from Boston, the British American College stamps, three different types of West Town stamps and the B. S. & Co. College stamps from Montreal were attributed to S. Allan Taylor. This is a total of nine different stamps. There could be more and work on this subject will continue and a lot more study will be presented in the next issue of *The Penny Post*.

# Knox Express

By  
Clifford J. Alexander

In 1862, John D. Knox, a seventeen year old from Maine, arrived in Washington, D.C. After two years, he decided to open an express company and sent for his older brother, George W. Knox, to join him. Although the company name is not widely known, Knox Express was the largest and most successful locally-owned express company in Washington throughout the second half of the 19<sup>th</sup> century. It operated continuously from 1864 to 1912, when it merged with another local delivery company.

The first Knox Express advertisement appeared in the 1866 Washington City Directory and stated that the company “Calls For, and Delivers Baggage, Packages and Merchandise to Any Address in Washington and Georgetown.” See **Figure 1**. George was listed as the proprietor of the business in this first advertisement and continuously through the rest of the 19<sup>th</sup> century. It is possible that John (and perhaps, his family, as well) did not believe the residents of Washington would trust their property to a 19-year old expressman. George was the older brother by seven years, was married, and had three children. He also might have put up the money to start the company.

Today, most people associate the express company business with delivery of packages from one city to another. During the 1800s, however, local delivery companies -- some of which were what we today call “moving companies” -- also were called express companies. Both types were listed under the heading of “Express Companies” in city directories.



**Figure 1.** The first Knox’s Excelsior Express advertisement which appeared in the 1866 Washington City Directory.

## The Civil War Period

The Civil War contributed to an increase in the number of express companies operating in Washington, D.C. From 1842 to 1857, only Adams Express Company (originally Adams & Co.’s Express) had an office in Washington, and

from 1858 to 1860 there were only two or three express companies. The number more than tripled during the war and in 1864 there were 10 listed in the Washington City Directory. Following the end of the war, many of these went out of business. By 1870, although individuals may have been in the delivery business, only two express companies were listed in the City Directory, Adams Express and Knox Express.

Table I shows the number of local and national express companies that were listed in Washington City Directories from 1862 to 1870.

### **Knox Express Offices**

When young John Knox arrived in Washington in 1862, there were seven express companies listed in the Washington City Directory. Although there is no record of it, it is conceivable that he worked for one of these companies and recognized that the express business represented an attractive opportunity. His company was added to the ranks in 1864.

**Table I**  
**D.C. Express Companies (1861-70)<sup>1</sup>**

| <u>Year</u> | <u>Local</u> | <u>National</u> | <u>Total</u> |
|-------------|--------------|-----------------|--------------|
| 1862        | 5            | 2               | 7            |
| 1863        | 5            | 2               | 7            |
| 1864        | 6            | 4               | 10           |
| 1865        | 2            | 2               | 8            |
| 1866        | 5            | 3               | 8            |
| 1867        | 4            | 2               | 6            |
| 1868        | 2            | 2               | 4            |
| 1869        | 1            | 2               | 3            |
| 1870        | 1            | 1               | 2            |

Initially called Knox Excelsior Express, John and George Knox operated the company as a partnership under a number of names. From 1867 to 1869, it advertised as Knox City Express. From 1869 to 1889, the two brothers simply called it Knox’s Express. In 1890, they decided to incorporate the company as “The Geo. W. Knox Express.” George was elected president. John was Treasurer and chief financial officer, titles he continued to hold until his death in 1909.

Knox Express appears to have operated as a local Washington company for its entire 48 year history. The author has found no record of an office outside of Washington except for a branch office at No. 7 North Washington Street in Alexandria, Virginia for two years in 1874 and 75. Although the Alexandria office was closed in 1875, Knox continued to advertise that it would pick up and deliver goods in Alexandria, as well as Georgetown and Washington.

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<sup>1</sup> DC City Directories.



**Figure 2. Knox’s Express advertisement of 1871 indicating a principal office a 603 Pennsylvania Avenue.**

The first Knox Excelsior Express office was opened at the corner of Pennsylvania Avenue and 4½ Street (currently the site of the Barrett Prettyman Federal Court House). In 1869, Knox Express moved its principal office to 374 Pennsylvania Avenue (currently the site of the Department of Labor headquarters) and opened two branches at the corner of Pennsylvania and 17<sup>th</sup> Street, the corner of New York Avenue and 15<sup>th</sup> Street, and in Georgetown.

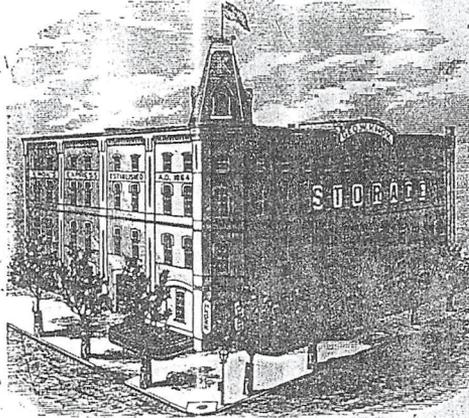
In 1871, Knox advertised a new principal office at 603 Pennsylvania Avenue (currently, the site of a small office building with a restaurant on the ground floor). (**Figure 2**) This address served as its main office until 1884 when the company outgrew its space and moved to the corner of Second and B Streets, N.W., which was also the location of its storage warehouse (currently the site of the Department of Labor headquarters). By 1885, Knox’s Express had become successful enough that it purchased a full-page advertisement in the City Directory. See **Figure 3**.

### **Knox Express Services**

Knox Express appears to have been the moving company of choice in D.C. for big projects. In its 1877 City Directory, the company ran an advertisement that said “Heavy Hauling A Specialty.” In its 1885 City Directory advertisement, this was expanded to read “Heavy Hauling, Moving Iron Safes, Boilers, Etc., a Specialty.” In 1891, this statement was replaced with “Hauling of All Descriptions. Iron Safes, Boilers and Machinery Placed in Position.” A Knox Express 1909 newspaper advertisement boasted that the company “has hauled and erected 90 percent of the statues which adorn our public parks; all material for the State, War, and Navy Departments, Washington Monument, Library of Congress, National Museum; has hauled and erected many large power plants... It is now hauling material for the contractor for the new City Post Office ....”

In 1878, Knox began to advertise another service, offering “Excursion Wagons for Picnics, Etc., on Reasonable Terms.” In 1883, it also advertised that “Omnibuses,” as well as excursion wagons, were available. These wagons often brought residents from the city to Glen Echo a few miles north of Georgetown (**Figure 4**). Glen Echo was established as a religious, arts and education retreat in 1891. An amusement park operated there for 68 years, from 1900 to 1968.

# KNOX'S EXPRESS.



GEO. W. KNOX,

SOLICITOR AND SHIPPER OF

FREIGHT OF ALL DESCRIPTIONS.

OMNIBUSES AND EXCURSION WAGONS FOR PICNICS, &c. ON REASONABLE TERMS.

Baggage Called for and Checked to Destination. Heavy Hauling, Moving Iron Safes, Boilers, &c., a Specialty.

KNOX'S STORAGE WAREHOUSE,

FOR FURNITURE, PIANOS, BAGGAGE, VALUABLES, &c.

SEPARATE ROOMS OF ANY SIZE.

MAIN OFFICE AND STORAGE WAREHOUSE:

Second and B Sts. N.W., one block north of Penn. Avenue.

Branch offices: 603 Pa. Ave. N.W.; N. Y. Ave., cor. 15th N.W.; 1208 32d N.W., and Penn. Ave. and 2d Streets S.E.

Figure 3. Knox's Express full page advertisement in the 1885 City Directory featuring the warehouse building.

In 1896, Knox advertised that they were “Freight Delivery Agents [For] Pennsylvania R.R.” This arrangement continued in effect for a number of years. In a 1909 advertisement, Knox stated that the company was the freight delivery agent for “Norfolk & Washington Steamboat Co.,” as well as the Pennsylvania R.R. The N&W Steamship Co. carried passengers and baggage up and down the Potomac River during the late 19<sup>th</sup> century until after World War II.

Thanks to Bruce Mosher, we have a copy of an invoice of Knox Express dated Dec. 29<sup>th</sup> 1879. See **Figure 5**. The company charged \$12.00 for hauling “1 Car H.H. Goods” to the “B&P RR.” During this period, express companies often advertised that they would pick up and deliver household goods. In this case, the goods were delivered to the Baltimore & Potomac RR, which had a freight depot at 9<sup>th</sup> and Maryland Avenue SW. The goods were shipped to “Hon. C.F. Conant” in Boston. Conant had been a U.S. government official, including Acting Secretary of the Navy, during the 1870s and most likely returned to Boston in 1879.

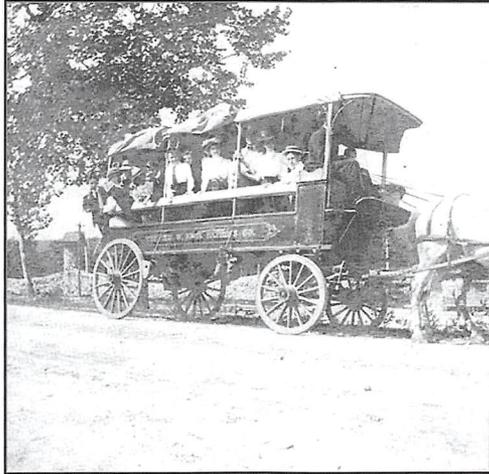
Unlike many express companies, it does not appear that Knox issued labels. An express company label did not evidence prepayment of a fee, instead, it primarily served two objectives: One was to advertise the express company brand; the second was to help agents track packages being forwarded by another express company. Knox most likely utilized baggage labels, similar to the illustrated, to help with the tracking and delivery of goods. See **Figure 6**. However, no Knox Express baggage labels have been reported.

### **The Great Fire**

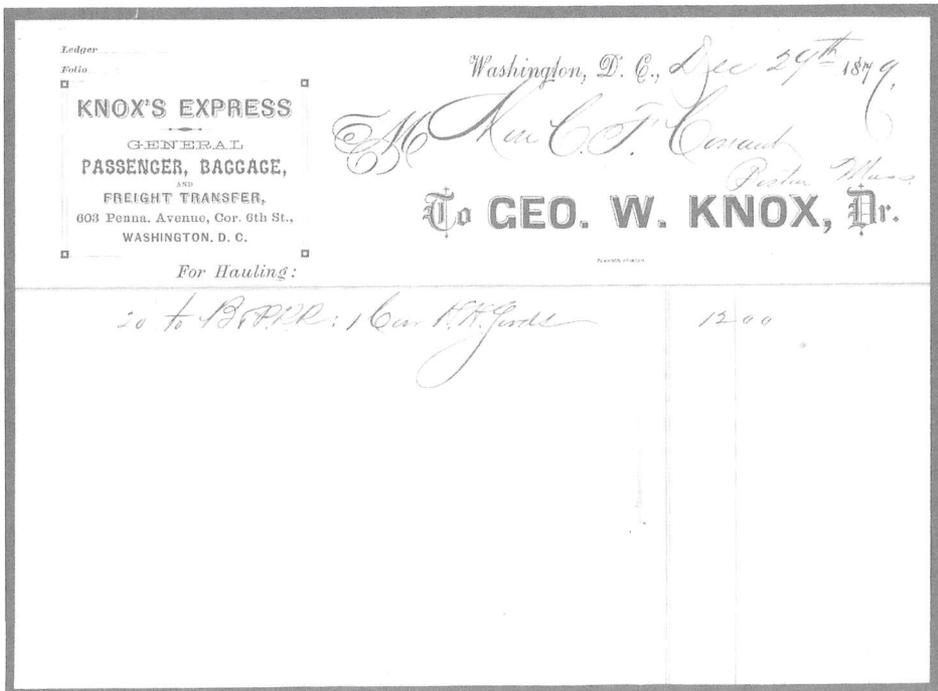
As noted above, beginning in 1884, the company’s main office, warehouse and stables were at Second and B Streets N.W. The building occupied a quarter of a block, was a source of great pride to the company, and was featured prominently on advertisements and stationery. Interestingly, in the 1891 to 1894 City Directories, Knox advertised that it had “INSTANTANIOUS FIRE-ALARM AND STAND PIPE ON EVERY FLOOR” (All caps in original). The building was four stories tall and made of brick. Most likely, the bricks were baked in ovens located on North Capitol Street a few miles away. The old brick ovens can still be found on government land surrounded by a tall fence.

Disaster struck early in the morning of July 25, 1894. A fire was discovered at 2:30a.m. by employees sleeping in the company’s warehouse and stables. The fire apparently started in the back of the second floor of the building and employees only had time to save themselves.

A general alarm was sounded and every fireman and piece of fire equipment in the city was sent to the scene. Nothing could be done to save the building. A large supply of hay for the horses was stored in the stables area, as well as all types of merchandise. Firemen from Company 1 were among the first to reach the scene. They carried water hoses into the building in an effort to put out the fire, but it had already spread and part of the building collapsed on the men.



**Figure 4. Excursion wagons such as this one were available through Knox. They advertised these in 1878. Courtesy of District of Columbia Historical Society. (ca 1900).**



**Figure 5. Invoice of Knox Express dated December 29, 1879. Compliments of Bruce Mosher.**

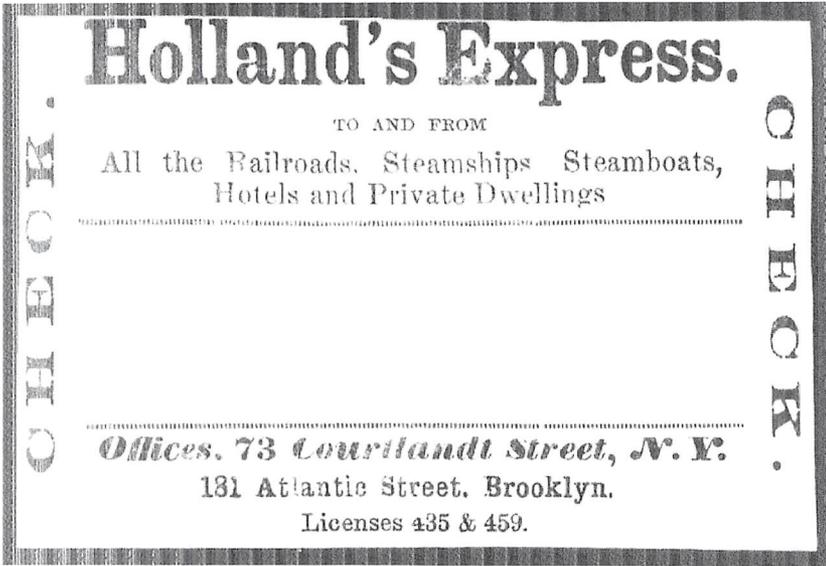
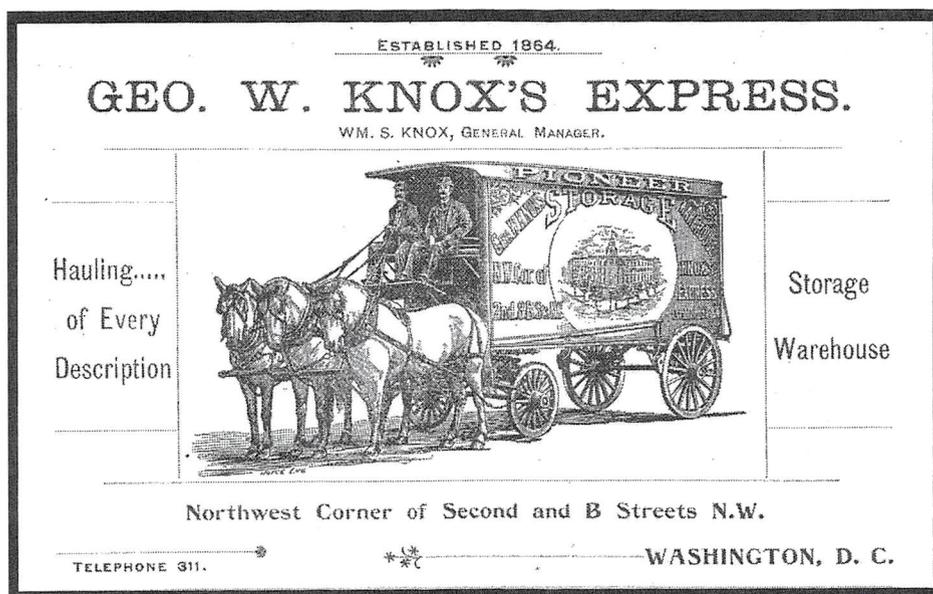


Figure 6. Examples of Express Company Baggage labels.

For its day, this was a major national catastrophe on every level. The fire was reported in newspapers all over the country. Three firemen died and four were injured. One Knox Express employee died and five were injured. Over 200 Knox Express heavy draft horses died. In addition to the building and its contents, nearly all of the company's wagons were destroyed. See **Figure 7**.

Next door was the Adams Express Company stables. Adams Express employees were able to save the 150 horses but the building was destroyed. Ten residences located near the warehouse also were destroyed and about eight other residences partially burned. A blacksmith shop next to the warehouse was crushed by a falling wall. At the time, the total losses were estimated to exceed \$250,000.

The company rebuilt the warehouse three blocks away at 4½ and C Streets, N.W. But the building was no longer illustrated in company advertisements or on stationery. See **Figure 8**. That building also was destroyed seven years later by a fire in the early morning of March 5, 1901. The loss was estimated at \$100,000.



**Figure 7. A Knox Express Delivery wagon (1892).**

# KNOX'S EXPRESS.

ESTABLISHED 1864.

## GEO. W. KNOX EXPRESS,

Office, Corner Sixth and C Streets N. W.,  
WASHINGTON, D. C.

## HAULING OF ALL DESCRIPTIONS.

Iron Safes, Boilers, and Machinery Placed in Position.

ESTIMATES FURNISHED.

Furniture, Pianos, and Household Goods Moved in Upholstered Furniture Vans.

SOLICITORS AND SHIPPERS OF  
FREIGHT OF ALL DESCRIPTIONS.

Omnibuses and Excursion Wagons for Picnics, Etc., on Reasonable  
Terms. Baggage Called for and Delivered to Railroad Depots, Steam-  
boat Wharves, Hotels, and Private Residences. Heavy Haul-  
ing, Moving Iron Safes, Boilers, Etc., a Specialty.

## STORAGE.

GENERAL STORAGE IN SEPARATE SPACES.

HOUSEHOLD GOODS and PIANOS

STORED IN PRIVATE ROOMS.

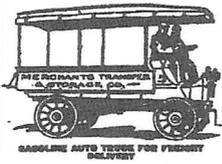
FURNITURE, PIANOS, AND ALL KINDS OF GOODS

PACKED FOR SHIPMENT.

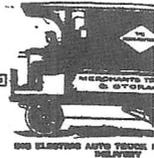
Telephone Call 311.

(583)

Figure 8. First Knox Express advertisement after the July 25, 1894 fire.  
From the 1895 City Directory.



GASOLINE AUTO TRUCK FOR FREIGHT DELIVERY



ELECTRIC AUTO TRUCK FOR PACKAGE DELIVERY

# The Merchants' Transfer & Storage Co.

Announce That They Have Taken Over the Business and Good Will of the

## Geo. W. Knox Express Co.

Together with all of its employes and equipment, and will transact the business of both companies from the main office of the Merchants' Transfer & Storage Co., 920-922 E St. N. W. This gives to the Merchants' Transfer & Storage Co. unequalled facilities for executing orders in the various departments enumerated below.

### Storage

Our fireproof storage warehouse, 920-922 E Street, offers absolute safety for the storing of household goods. Capacity, 840 separate Fireproof Locked Rooms of various sizes. Rates, \$2 per month up. Every room is fireproof, dust-proof, vermin-proof, and burglar-proof.

### Packing

Reliable and expert white men for packing china, bric-a-brac, furniture, &c. Upon request, packers sent to other cities. Estimates furnished. Agents Pennsylvania Railroad for delivery of freight. Agents Norfolk and Washington Steamboat Co. for delivery of freights and baggage. General contractors for hauling structural steel, stone, builders' supplies, safes, boilers, machinery, monuments, &c. Parcel Delivery Distributors (both city and suburban), for Washington's leading merchants.

### Moving Household Goods

Padded vans and careful, trustworthy men for moving. Rates made by the load or contract. Estimates furnished. Suburban work a specialty.

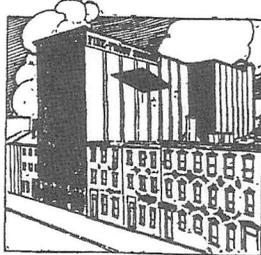
### Shipping Domestic and Foreign

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Main Office 920-922 E Street Northwest Fireproof Storage Warehouse

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FLEMING NEWBOLD, Secretary-Treasurer.  
C. R. BUCK, Manager.  
JED GIDDINGS, Asst. Mgr., in charge of office.  
J. E. WILLIAMSON, in charge of Parcel Delivery Department.



F. T. GARY, in charge of Contract Dept.  
WALTER PRIGG, in charge of Penna. R. R. Freight Delivery.  
R. L. CRAWFORD, in charge of Moving and Storage Dept.  
E. C. COLFORD, in charge of Accounts.



ELECTRIC AUTO TRUCK FOR PACKAGE DELIVERY

We Move Anything

We Move Anything



THREE-HORSE PADDED VAN FOR MOVING

Figure 9. 1912 City Directory Advertisement of the Purchase of Geo. W. Knox Express Co. by The Merchant's Transfer & Storage Co.

### After the Fires

When Knox Excelsior Express opened for business in 1864, there were only seven express and delivery companies listed in the D.C. City Directory. By 1899, there were 60. However, only 10 of these appear to have been companies and the other 50 listings were names of individuals.

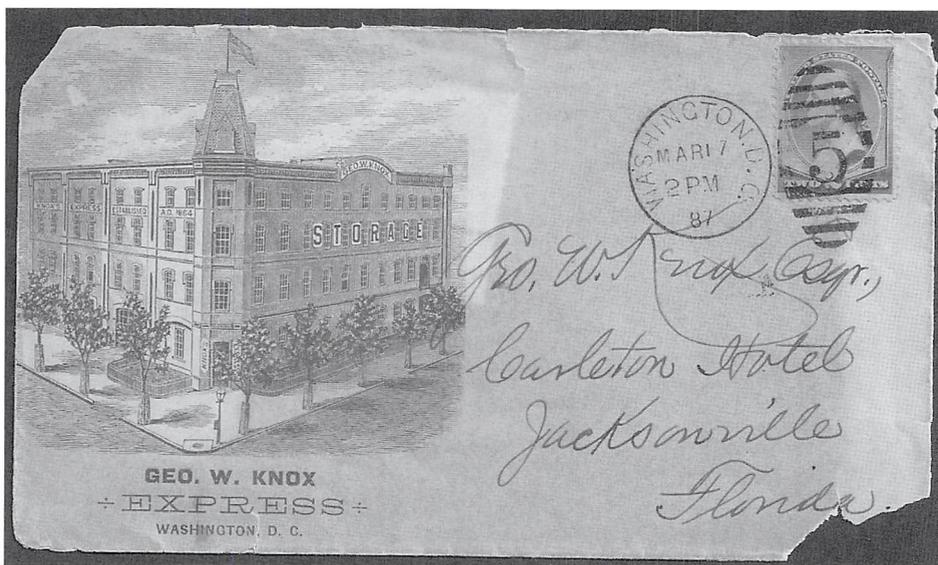
Members of the Knox family continued to operate the company until July of 1912, when it was acquired by another Washington delivery company, "The

Merchant's Transfer & Storage Co." See **Figure 9**. The sale to Merchant's might have been in response to prospective government action permitting the U.S. Post Office to enter the parcel post business. Readers might recall that Congress passed a law in August 1912 authorizing the new service (and the production of parcel post stamps) effective January 1, 1913.

Thanks to Bill Sammis, the author has a Knox Express cover cancelled by a March 17, 1887 Washington, D.C. duplex with an illustration of the warehouse that was burned in 1894. See **Figure 10**. It is addressed to "Geo. W. Knox Esq." at the Carlton Hotel in Jacksonville, Florida. Presumably, this is where George spent his winters later in life.

There are no reported labels issued by the company. If any of our readers has a Knox Express item of interest, the author would very much appreciate being contacted at [clifford.alexander@klgates.com](mailto:clifford.alexander@klgates.com).

The author would like to thank Bruce Mosher and Bill Sammis for their very helpful assistance with research for this article.



**Figure 10. Geo W. Knox Express Corner Cover with the warehouse illustration (March 17, 1887). Compliments of Bill Sammis.**

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