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THE PENNY POST

Official Journal Of The Carriers And Locals Society



An 1862 patriotic envelope used as a money package to send \$85.75 from Chicago to Aurora, N.Y. by way of the American Express Company.

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PATRIOTICS

AMERICAN LETTER MAIL COMPANY'S OFFICE IN CONNECTICUT
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HANDSTAMPS

BOYD'S BOSTON & SASCO EXPRESS

OVERTON & COMPANY CITY MAIL – THE DAVENPORT
CONNECTION

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Editor's Message

By
Larry Lyons

Greetings to my fellow collectors. If you haven't taken my advice to visit a large stamp show I urge you to do so. The socializing with fellow collectors is exhilarating and rewarding. I went to the StampShow in Atlanta with my friend, Ron Cipolla, and had a very good time. We attended the Tiffany dinner in honor of our mutual friend, John Barwis, who won last year's Champion of Champions competition with his exhibit, "The Half-Lengths of Victoria, 1850-1859".

John gave a fascinating talk for an hour about his life's adventures. At the end he said, "It was an honor to be a member of this fraternity of collectors." That exactly describes it for me. So give it a shot and attend a fraternity gathering. You won't regret it.

Expertization Certification

It is a good time to review the stamps and covers in your collection and submit valuable items to the Philatelic Foundation for certification of genuineness. The PF will also tell you if the handstamps and cancellations are genuine. The PF certificate is a valuable asset when it comes time to sell your stamps and covers. Presently the turnaround time is about 30 days, so you will be getting a quick response. I have had several different collections through the years and I can assure you in my opinion, it is wise to get stamps and covers certified. My personal rule was to certify anything with a value of \$200.00 or more. The fee is 5% of catalogue value with a minimum fee of \$27.00 and a maximum fee of \$650.00. The minimum fee for a cover is \$40.00. There is presently a special bargain deal for covers valued at \$500.00 or less. The fee is \$20.00 plus handling and shipping. You should review your collection often for items to submit. I have seen catalogue values go from \$50.00 to \$1,500.00 in under a decade so something you may have gotten for a bargain could now use a certificate based on present value. The Philatelic Foundation is a not-for-profit organization which is committed to philatelic education. It is an organization worth supporting and using their expertizing services is a means of support. I am presently the Executive Director of the PF. You can email or write to me for applications at llyons@philatelicfoundation.org you can visit the PF website at www.philatelicfoundation.org.

In This Issue

We have six research articles for you in this issue of *The Penny Post* on a variety of subjects. John Bowman continues to provide us with his research and study of the American Letter Mail Company. This issue contains Part VI of his series of articles; this time with a focus on the company office in Connecticut. We have two articles by Bill Sammis for you. One is a presentation of the American Express Company Civil War patriotic labels and the second research article is on "Boyd's Boston & Sasco Express"—the other Boyd's. We have an article by Justin Poklis entitled "Warwick's City Dispatch Post—A Con Job." The title tells you what you can expect. We have an article by Cliff Alexander on those odd and rare labels

which are printed on matter and are entitled “Take It 2 Thyself.” ‘This issue contains Part V, the final segment, of the Overton & Co. series of articles written by Cal Hahn before his death. The articles have been illustrated by this editor. My assistant editor, John Bowman assisted with the final article and also provided the introduction before Part I. John and I are committed to publishing Cal Hahn’s unpublished works so they are not lost. Both of us had been given these articles by Cal Hahn before his death. I have begun a series of articles on Swarts and the first installment is an introduction and a review of their stampless covers and handstamps. Special thanks to authors Bowman, Sammis, Poklis, and Alexander for their excellent research.

At the end of most research articles you will find a note indicating “if you have any additional information please forward same to the author (and editor).” Additional information could be concurrence or an alternate conclusion. Our journal will present educational responses and allow the readers to draw their own conclusions. Additional census information will appear in later issues of *The Penny Post* as does other opinions, thus the educational process continues.

I would like to take this opportunity to greet new members to the C&LS. I promise to present some general articles which will help the new “students” and solidify some ideas for more advanced “students.” Our foundation is based on this being a life-long learning process in which we are all “student.”

Final Message

My message to you is to relax and get away from it all by looking, examining, researching, exhibiting, sharing and talking with fellow stamp collectors and Society members. Forget the world and enjoy your stamps and covers.

I would be remiss if I didn’t thank our advertisers without whose support our journal would not be possible. Extra thanks to Scott Trepel for his efforts in our field and for being our patron saint in remembrance of Richard Schwartz.

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Overton & Company City Mail

Part V

By

Calvet M. Hahn

Introduction by John D. Bowman Prior to Part I

Illustrated by Larry Lyons

The Boston Office and Davenport¹

At some point close to the beginning of June 1845, the Boston office at 29½ State Street was taken over by the firm of Davenport & Co., which was operated by Benjamin Davenport, who put his manuscript note on a Hale letter as early as March 10, 1845. The latest Overton marking is on a cover dated May 30, 1845 and is addressed to J. M. C. Daniel, Concord, N.H. The oval is brown and there is also a brown handstamp '6'. This cover was acquired by John Hall from Harry Kieffer's Collectors Shop sales. There is no record of who operated this Boston office under Overton. However, there is a Providence to New York letter of August 28, 1844 to Beebe & Parshall, 22½ Wall St. that is franked 'free B.W.W.' and has a crayon 'zero' to confirm the cover was free franked at New York where it received the New York Overton strike. The writer, B. W. Wheeler, notes that a reply can come via Harnden or Overton (3 Broad) as either comes direct to his office.

When the Boston Overton operation was taken over, Davenport used a brown 34 x 21 mm oval identical to the Overton one with the DAVENPORT & CO. name in the center. The earliest I record is one of June 2, 1845 addressed to New Bedford, Mass. reported by Blake in his Boston Postmarks to 1890. It seems to be the item sold as lot 295 in the Collectors Shop auction of April 22, 1948, and bears a small brown handstamped '6' rate.

A second Davenport brown oval is found on a cover dated June 16, 1845 (Harmer lot 568 in their June 22, 1988 sale), which bears a pen '8' rate (2c city delivery plus a 6c intercity independent mail charge). The third example datelined June 18, 1845 ties the Davenport local to Mr. Overton's New York City Mail operation. See **Figure 1**. It is a Boston origin cover sent to Henry C. Schroeder, 72 William St. in New York with the brown Davenport oval and a brown '5' rate (in the upper right corner), and a pen '7' to cover the New York City Mail delivery charge as well together with the red name-omitted CITY MAIL numeral-omitted Broad Street oval. The contents discuss counting money in a New York store. A fourth Davenport oval cover is found on a June 25, 1845 cover from Bangor, Me. to New Bedford, Massachusetts; it bears a handstamp '6' rate. See **Figure 2**. So far I record two Davenport examples with the '6' rate and one with the '5'. Another example found by the illustrator can be seen in **Figure 3**.

As can be seen from the above, none of the Boston items fall later than the independent mail period which ended July 1, 1845. This was not true of the New

¹ Cal Hahn's information about Davenport & Co. is a good beginning but is dated. Research is continuing regarding this company and its transition to being an express business. (John Bowman)

York City Mail operation where the City Mail operation falls into three phases; those with the Overton handstamp, those without Overton's name or which used a new address, and the 'late Overton' adhesive local that was introduced June 3, 1845, but all of whose CITY MAIL 6 Wall St. handstamped covers are after July 1, 1845 and actually after August 6, 1845.

The final Davenport item is a black oval seen on a cover originating in England that was struck twice and directed to New York where a red circled NEW YORK /US CITY MAIL. handstamp dates its use to the government's carrier service in 1849-1851. This is well past the Overton period. The item sold as lot 194 in the Collectors Shop auction of April 22, 1948 and was reported by Blake.

Summary

Overton & Co. lasted for approximately a year during which it had operations in four areas. However, cover examples of only two--the independent mail and local operations are known. No examples of express or foreign forwarder covers are recorded. The company absorbed two others — Damon & Co. and a competitor, Wyman & Co. The first used handstamps and the second issued adhesives. Overton's rates were 5 cents to Boston and 6¼ cents elsewhere (although all recorded covers show only a 6 cents conjunctive service charge except on double rated letters.) Service was expanded by July 22, 1844 to provide for conjunctive service. Nevertheless, covers showing conjunctive use are scarce and those showing conjunctive adhesive use are very rare. Overton adhesives have two forms (with and without a FREE below) on thin greenish paper with possibly a pink paper version. J. Hayward & Co. of Boston lithographed them. The Wyman adhesives were also lithographed but we don't know by whom.

Local delivery began by December 7, 1844 by a new CITY MAIL company and new adhesives advertised. However, only two or three covers are known with adhesives authentically used, and none are unquestionably from the independent mail period. At this time a new CITY MAIL handstamp was introduced at New York to replace the old 'FORWARDED' one; no change was made at Boston. By February 15th another change occurred. The New York City Mail firm was now referred to as 'late Overton'. By March 22nd, 1845, the address was changed from 3 to 7 Broad Street, as confirmed by ads on June 3rd and also the date the Boston local operation was transferred from Overton to Davenport & Co. and new brown handstamps introduced there. By June 13th, 1845, the Overton name and street number were excised from the New York CITY MAIL handstamp.

The Boston operation ceased operation by the close of the independent mail period on July 1, 1845. New York continued with a new box handstamp CITY MAIL/10 Wall St., Overton's brokerage house address; all the City Mail adhesives usages date from this period.

There are about 25 covers and about six pieces with Overton adhesives and about 33 Wyman examples recorded. About five examples of the City Mail adhesives exist, and about eight stampless City Mail handstamped covers. I record four Damon independent mail covers-- two with handstamps.

[Note by John Bowman – Hahn’s research on Overton’s is outstanding in its detail. It is likely he relied on Perry’s unpublished independent mail manuscripts, which in large part have been lost to philately today. If he had not given his manuscript to me, with strict instructions not to show it to anyone, this research might have been lost forever. I have no misgivings about its publication today, in memory of his contributions to our hobby. While this series can admittedly be updated, it provides current students a sound foundation for understanding Overton & Company, a much smaller competitor in the independent and local post areas of 1844 and 1845 than such companies as Hale & Co., American Letter Mail Co., and Pomeroy & Co. It is my and the editor’s sincere hope that collectors will add to this study by Cal. Hahn.]

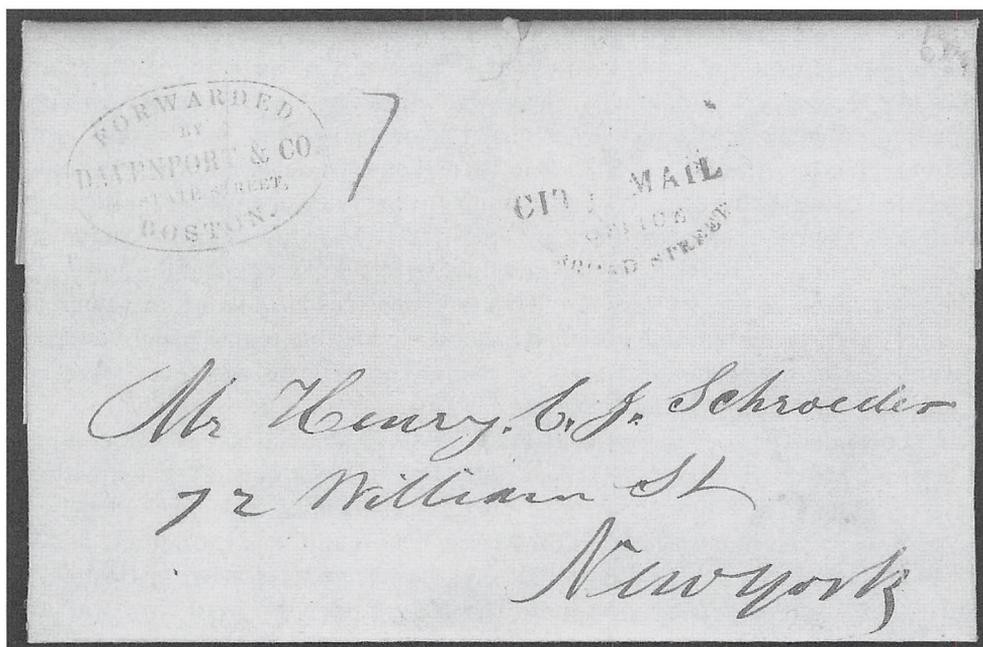


Figure 1. June 18, 1845 Forwarded by Davenport to Overton City Mail Office from Boston to New York just before the independent mail period ended. Note that Davenport has used both the Overton City Mail oval and the red “5”, which was the rate from Boston to New York from the beginning of Overton’s service.

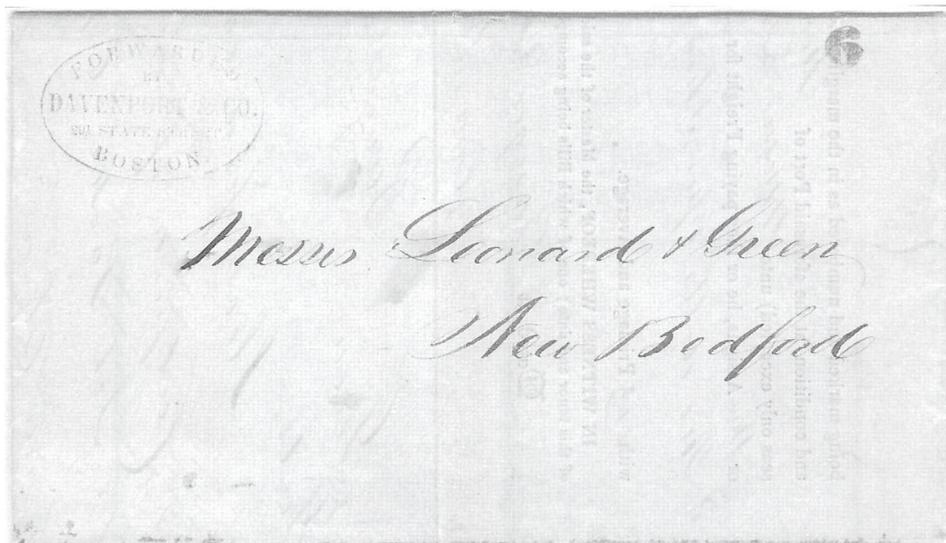


Figure 2. A Davenport & Co. forwarded handstamp on a cover dated June 25, 1845 from Bangor, Maine to New Bedford, Massachusetts. This is after Davenport acquired Overton & Co. From the William Sammis collection.

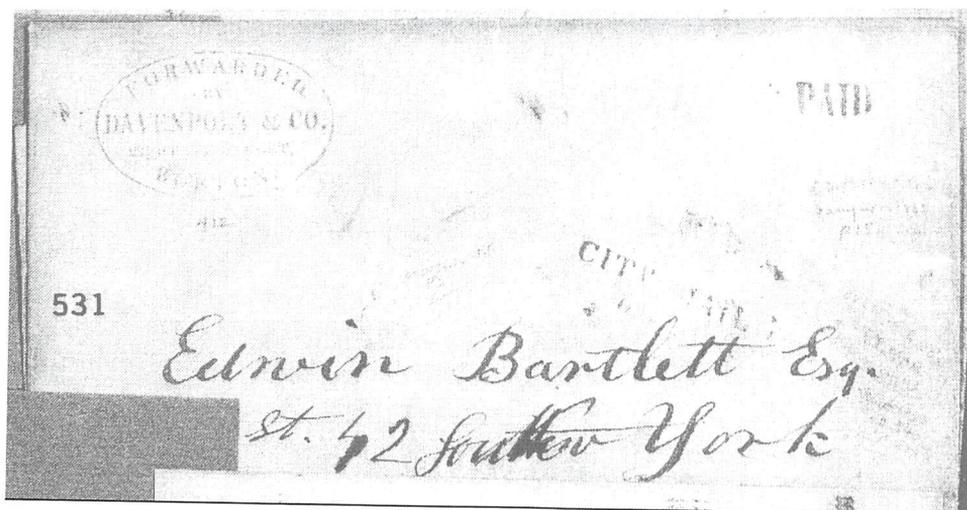
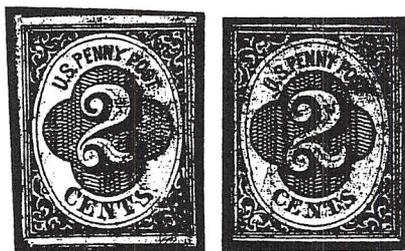
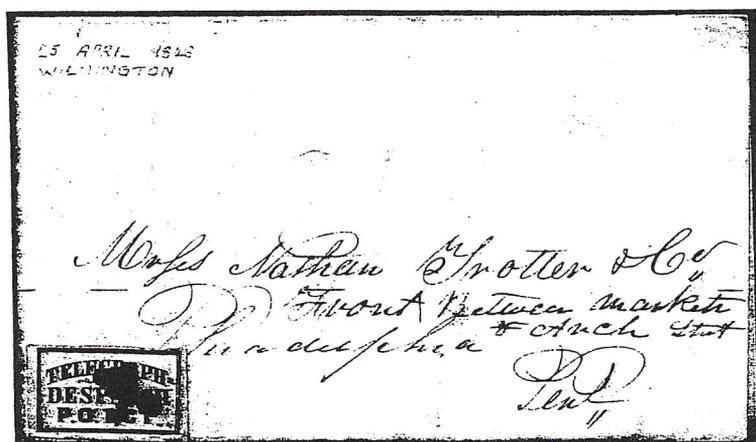


Figure 3. An 1845 folded letter from Boston to New York by Davenport & Co. and delivered by the City Mail Co. Robert Kaufman, April 6, 1991, Lot 531.

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The American Express Company Their Civil War Patriotics

By
William W. Sammis

I think we would all agree that every bit as important as the philatelic treasures we have been privileged to encounter are the friendships we have formed while pursuing this wonderful hobby. I must be aging as, regrettably, a number of these collectors can no longer be reached on the phone (or even e-mail!) but are only available possibly through a séance. One such departed soul is Frank Q. Newton, Jr. Frank is likely more familiar to our west coast members where he was an enthusiastic researcher and active in the Western Cover Society from its earliest days. Frank was “old school”, not unlike east coast researcher and author, Cal Hahn. If you were fortunate enough to be on their list of correspondents you could look forward to receiving multi-paged single-spaced hand typed letters providing information that they had accumulated through a lifetime of research, possibly from before I was born. Frank was like Cal in another way; he too held strong opinions. When, years back, I mentioned that I felt American Express labels, such as in **Figure 1**¹, should be considered Civil War Patriotics, Frank objected. He pointed out, and rightfully so, that this company used the flag in other of its designs and not just during the Civil War. To bolster my case I would like to show some philatelic evidence. (If the membership hears that the author has been struck by a lightning bolt it can be assumed that Frank disagrees...strongly.)

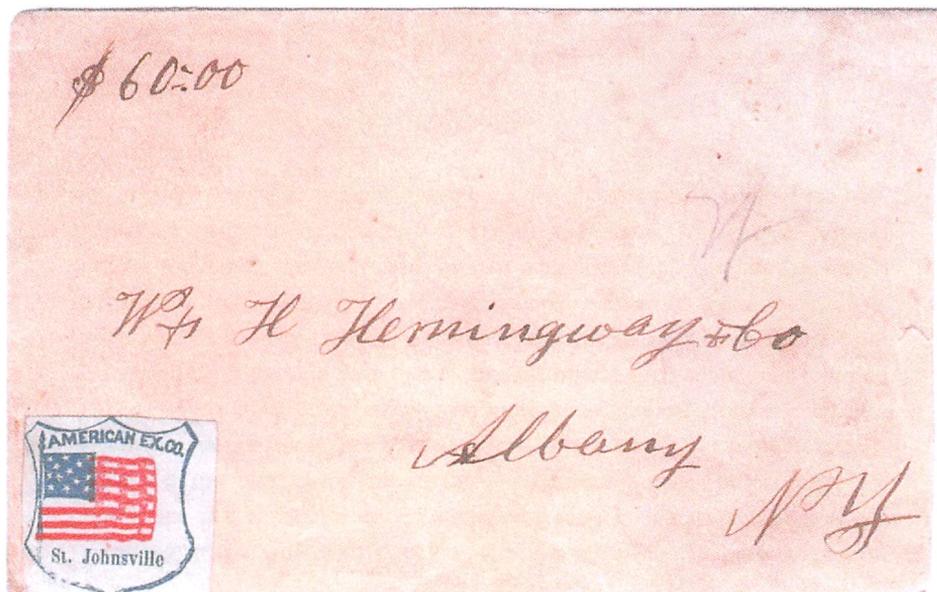


Figure 1. A Money Package from St. Johnsville, N.Y. to Albany, N.Y.

¹ AMEX-L480 Bruce H. Mosher, *Catalog of Private Express Labels and Stamps*, 2002, page 28.

The American Express Company was founded in March of 1850. All seven members of the original Board of Directors were born in the northeast:

- | | |
|--|--|
| Henry Wells – Thetford, Vermont | Johnston Livingston – Tivoli, New York |
| John Butterfield – Utica, New York | James D. Wasson – Duaneburgh, New York |
| William A. Fargo – Pompey, New York | James McKay – Buffalo, New York (?) |
| William A. Livingston – Livingston Manor, New York | |

It was a foregone conclusion that the American Express Company would support the Union cause during the Civil War. It is my opinion that this support was intentionally and enthusiastically demonstrated by the vignettes that they chose to use during the war years on many of their forwarding labels, envelope cornercards, money packages and C.O.D. envelopes.

From about 1862 the American Express Company used forwarding labels of the **Figure 1** design on express items originating in or passing through various towns and cities within New York State served by them whether using railroads (most commonly), steamships or canal boats. Labels for twenty-eight such locations have been identified to date. The labels measure 24 mm. X 24 mm. and, with one exception (noted below), they are printed in shades of blue and red. The labels are listed here in alphabetical order. A listing number has been assigned with the hope that new-finds can be inserted later. George B. Sloane's columns from the July 14th and August 25th, 1951 issues of *Stamps* magazine will serve as further introduction:

Sloane's
Column

Weekly column conducted by George B. Sloane, 116 Nassau St., New York 28, N. Y., recognized philatelic expert and authority.

American Express Patriotic Labels

An interesting adhesive label of patriotic significance was used by the American Express Co. in Civil War days, and is sometimes found affixed to covers that were delivered through their facilities. While there were numerous express companies then operating in the same field, the American seems to have been the only one (or one of the very few), who affixed anything in the nature of a patriotic device to letters they handled.

The label is bi-colored, printed in blue and red, on white paper, a 13-star flag set within a shield, with the name of the city, office of origin, at the bottom. The stripes of the flag are in red and the label cut to shape. The American Express Co., maintained offices in many states but I have found the labels only from cities in New York state, and I have the following: Syracuse, Auburn, Rochester, Seneca Falls, Albion, Utica and Geneva. Probably there are others and I would be glad to hear of any cities not listed.

They were used at a period when thousands of vividly colored "patriotic" envelopes were constantly seen in the daily mails, and possibly the American Express Co., felt it would be good business policy to adopt a patriotic stamp of their own that could so easily be attached to letters entrusted to them by the public for delivery.

In the 1860's, the various express companies customarily carried letters over their routes. They were somewhat restricted by Post Office objections and could not carry "mail" or "correspondence" of a social nature but they seem to have skirted the regulations if the enclosure was an order for goods, from one firm to another, or if the envelope transmitted money or other valuables, and many such covers, carried by the express companies of the time, are so marked, "order," or "valuable."

In earlier days the labels were, apparently, regarded as collectible items and at least one old album spaced them among the stamps of the U. S. Local posts. I have only the piece of an album page, but it seems to have been one of the French albums of the latter 1860's.

George B. Sloane 7/11

American Express—Patriotic Labels

In my column of July 14th, I illustrated a neat little label, portraying the U. S. flag in colors set in a shield-shaped frame, which was used in various cities throughout New York State by the American Express Co., during Civil War days. The company affixed these labels to letters sent by the public through their facilities and apparently as a patriotic gesture. The labels bear the city names at the bottom of the design and I reported seven items as follows: Syracuse, Auburn, Rochester, Seneca Falls, Albion, Utica and Geneva. Dr. W. L. L. Peltz has shown me additional varieties from Medina, and St. Johnsville, and Harry S. Lauer, Jr., reports another from Kingston.

George B. Sloane

<u>Listing Number</u>	<u>New York Office Name</u>	<u>Label @ 80%</u>	<u>Notes</u>
1.	Albion		Dark Blue and Dark Red Cut Square
2.	Amsterdam		Blue and Red Cut To Shape Noted: Money package from Wells, N.Y. via Amsterdam to Albany June 29, 1866
3.	Auburn		Dark Blue and Red Cut Square Noted: Two paid covers to Titusville, Penna.
4.	Batavia		Dark Blue and Dark Red Cut Square
5.	Buffalo		Blue and Red Cut To Shape
6.	Canastota		Dark Blue and Dark Red Cut To Shape
7.	Chittenango		Blue and Red Cut Square

<u>Listing Number</u>	<u>New York Office Name</u>	<u>Label @ 80%</u>	<u>Notes</u>
8.	Fonda		Dark Blue and Dark Red Cut Square
9.	Fulton		Dark Blue and Dark Red Cut Square, Die-Cut (?)
10.	Geneva		Blue and Red Cut Square
11.	Ithaca		Dark Blue and Dark Red Cut Square
12.	Kingston		Blue and Red Cut Square
13.	Little Falls		Dark Blue and Dark Red Cut Square
14.	Lockport Serifed Type Face		Blue and Red Cut Square Noted: Money package to City Point, Virginia

<u>Listing Number</u>	<u>New York Office Name</u>	<u>Label @ 80%</u>	<u>Notes</u>
15.	Lockport <i>Sans Serif Type Face</i>		Blue and Red Cut To Shape
16.	Lyons		Dark Blue and Dark Red Cut Square
17.	Medina		Dark Blue and Dark Red Cut Square Noted: 1862 Money Package to Albany, New York; Money Package to Clayton, Michigan
18.	Newark		Blue and Red Cut Square Annotated "1864"
19.	Newburgh		Dark Blue and Dark Red Cut Square
20.	Oneida		Blue and Red Cut Square
21.	Oswego		Dark Blue and Red Cut Square

<u>Listing Number</u>	<u>New York Office Name</u>	<u>Label @ 80%</u>	<u>Notes</u>
22.	Rochester		Dark Blue and Dark Red, Blue and Red Cut Square, Die-Cut (?) Noted: Money Package to Auburn, New York October 17, 1865
22a.	Rochester		Light Blue and Red Cut Square Noted: Two Money Packages To Auburn, New York June 5, 1865; "Valuable Papers" to Chicago.
23.	St. Johnsville		Blue and Red Cut Square Noted: Two Money Packages To Albany, New York (one "PAID" the other collect two bits: "2/-").
24.	Schenectady		Dark Blue and Dark Red, Blue and Red Cut Square
25.	Seneca Falls		Blue and Red Cut Square
26.	Syracuse Serifed Type Face		Blue and Red Cut Square, Die-Cut (?)
27.	Syracuse Sans Serif Type Face		Orange-Red Cut Square Noted: Paid Money Package to Auburn, New York January 23, 1866.

<u>Listing Number</u>	<u>New York Office Name</u>	<u>Label @ 80%</u>	<u>Notes</u>
28.	Troy		Dark Blue and Dark Red Cut Square, Die-Cut (?) Noted: Money Package clipping from Plattsburgh, New York via Troy to Ilion, New York.
29.	Utica		Dark Blue and Dark Red Cut Square, Die-Cut (?) Noted: Company Money Package to Mannsville, New York; Label on an unused envelope.
30.	Watertown		Blue and Red Cut Square Noted: Money Package to Sandy Creek, New York

Label Design: A flag with thirteen stars was selected for this label possibly for two reasons. There was a patriotic impact by referencing the 1776 flag of the original union when that union was now in jeopardy. In addition, given the small size of the label, it would have been difficult to fit in the period-correct thirty-four stars without reducing them to mere dots.

Label Separation: The labels were typographed with an unknown number of subjects assembled to make up a sheet. The individual images were separated by 6 mm. The sheets were generally released imperforate with the labels subsequently cut-square or cut to shape presumably at the office of use. However, some labels give the appearance of having been die-cut, such as the Troy label (#28) shown above. When suspected die-cut labels are compared they appear to have identical outlines with no irregular scissor or knife marks apparent.

Color Shades: Shade information is noted with the following caveats: Labels of the same colors do not always reproduce faithfully when scanned separately. The typed color descriptions are my best effort to communicate what my eye is seeing versus the label image that is reproduced above. Additionally I am often at the mercy of color reproductions of labels taken from my files. Therefore the color-shade descriptions of these labels represent the author's best estimate. The "Light Blue" shade (#22a) is quite dramatic and therefore received, at the author's discretion, a separate listing.

Color Registration: The stripes of the flag in red and the rest of the vignette in blue are often printed well out of alignment either vertically, horizontally or both (e.g., #1

and #4). One label user, whether a company employee or a customer, apparently took offense that Old Glory was printed in such an ignominious manner. This person, at Utica, cut out the stripes of the flag and then glued them in proper relation to the rest of the flag and the flagpole (**Figure 2.**). The modified label is found affixed to an unused period envelope, possible one of a number readied in advance for use.



Figure 2. Hand modified label.

Typeface: The majority of the labels were printed using *sans* serif type font for the office location, exceptions being Albion, Kingston, Lockport, Medina, Newark, St. Johnsville and Syracuse. Labels for Lockport and Syracuse were printed using both serifed and *sans* serif typeface.

Varieties: For anyone caring to take this study to the next level there are plate flaws that repeat, such as the dent in the border to the left of the flagpole ball and the flaw in the border at four o'clock both of which can be seen in **Figure 2.**

Scope: Why known labels are found only from towns and cities within the borders of New York State is open to debate. By the Civil War the American Express Company was doing business well west of Chicago. It could be argued that the New York State routes were still significant to the company. Henry Wells and John Butterfield, as proprietors of the New York Division, had strong ties to the state and this patriotic gesture may have been at their behest.

Syracuse Label in Orange-Red: By current research Syracuse was the only New York State location served by the American Express Company that used this patriotic label in a color other than blue and red. Two examples of this label in orange-red are in my files. The one on cover (**Figure 3.**) is dated January 23, 1866 and was likely printed after the blue and red serif typeface Syracuse label (#26). On the one hand, printing in just one color solved the misregistration problem mentioned above. On the other hand, printing our country's flag in an inaccurate color may have proved to be unacceptable to American Express Company clients and the label's use may have been discontinued. This would account for its scarcity.

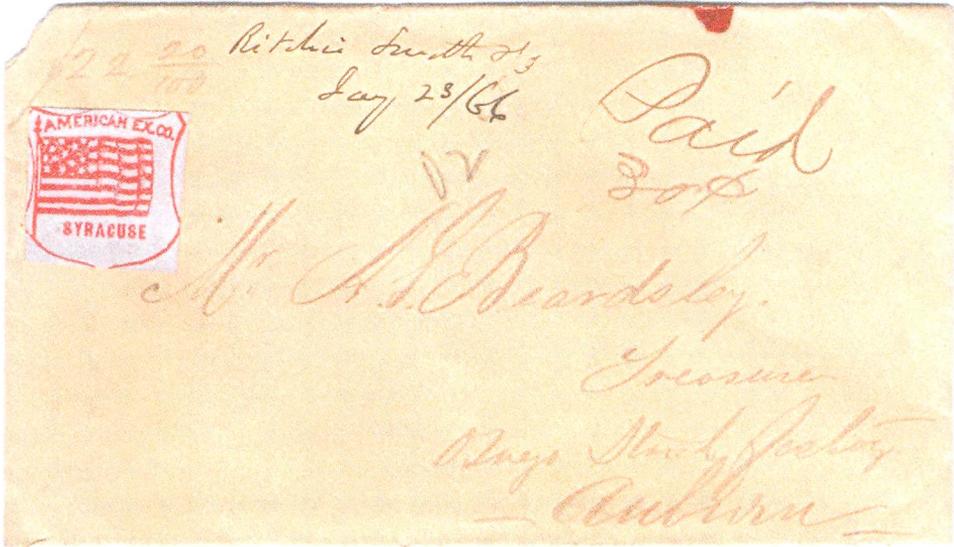


Figure 3. A “Paid 30¢” Money Package from Syracuse to Auburn, N.Y. January 23, 1866.

Art Groten has recently written about the Union patriotic labels of the Civil War. **Figure 4²** shows a strip of five labels determined by Art to have been printed by Fowler & Wells of New York City. Of interest is the similarity to the labels printed by the American Express Company and more importantly, the fact that Dr. Groten states having seen these labels in both sheet form as well as die-cut.

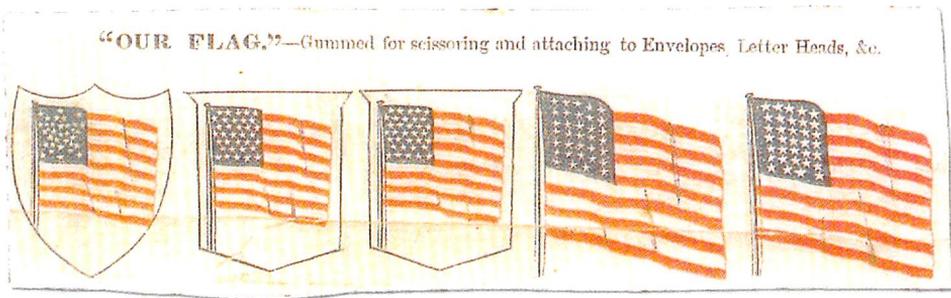


Figure 4. Civil War Patriot Labels printed by Fowler & Wells.

² Arthur H. Groten, M.D., “Union Patriotic Labels of the Civil War Part I”, *The American Stamp Dealer & Collector*, November-December 2009, p.23.

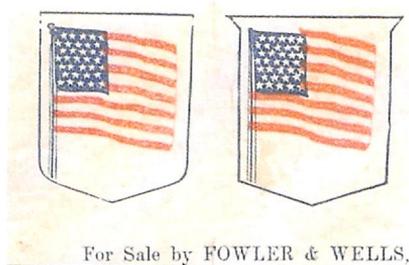


Figure 5.³ Patriotic Label with colors misaligned.

Figure 5 shows that getting colors to align was a problem not only for the printer of the American Express Company labels.

The American Express Company did not limit their Civil War printed patriotic efforts to adhesive labels. **Figure 6** shows a company printed money package from Utica, New York to Mannsville, New York. A #29 label has been affixed as a patriotic gesture. I believe that the American Express Company elected a more efficient and dramatic means to make “patriotics” by adding a flag vignette to their money packages. **Figure 7** shows the results of this decision. Note that the money package, just like the **Figure 6** example, is printed in black. The flag, printed in blue and red, has been added in a separate step.



Figure 6. American Express Company Money Package (reduced) with Patriotic Label.

³ Arthur H. Groten, M.D., “Union Patriotic Labels of the Civil War”, *Collectors Club Philatelist*, Vol. 90, No. 2, March-April 2011, p. 124.



Figure 7. Company Money Package (reduced) from Buffalo, N.Y. to Illion, N.Y.

After the flag had been added to all of the remaining **Figure 6** money packages, a new company patriotic money package was printed (**Figure 8.**⁴). Black ink is no longer used, the resulting red and blue printing being, in my opinion, quite spectacular.

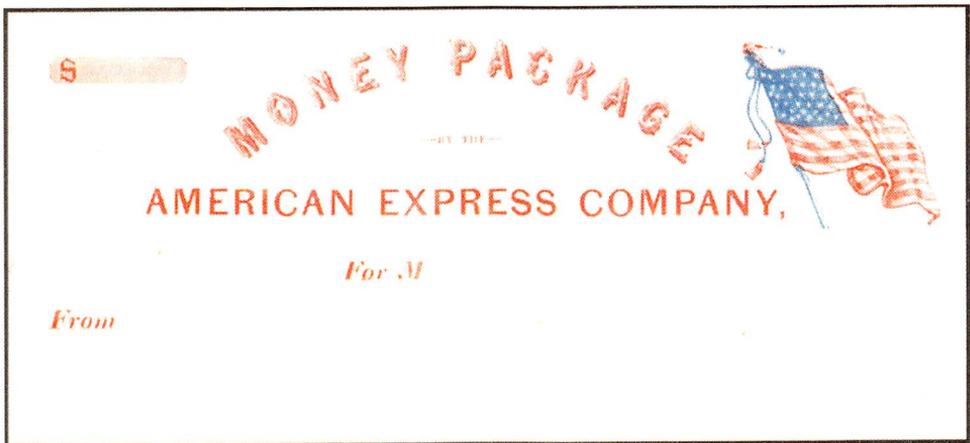


Figure 8. Patriotic Company Money Order printed in Red and Blue (reduced).

The New York Division also printed patriotic C.O.D. collection envelopes. **Figure 9** shows one intended for use in 1863 out of the American Express Company office in New York City. Like the **Figure 8** money package it too is printed in red and blue.

⁴ Nutmeg Stamp Sales, Inc., Sale 162, January 15, 2008, lot 3447.



for collection,
From
On

BILL TO BE COLLECTED ON DELIVERY OF GOODS
Bill to be sent with this Envelope, without delay.
Do not deliver the whole or any part of the goods accompanying this bill, until you receive the pay therefor; and be careful to note what orders you receive, and as far as possible send the same unaltered, except the title required, and follow the special instructions of it - shippers, if any are given on the title. It must be filled up by the person to whom it is sent, and be filled up by the person to whom it is sent, with correct and clear, and well defined instructions. Give date of presentation and payment. C. O. D. packages must never be forwarded from the office or Agent sending the Goods. It is - hence - sent to the above instructions strictly to every instance.

New-York, 1863.

REMARKS.
C. O. D.

Date of Presentation. 1863.
Date of Payment. 1863.

Figure 9. A Patriotic Company C.O.D. envelope (reduced) from 1863.



Figure 10. An 1862 Patriotic used as a money package from Chicago to Aurora, N.Y.

Envelopes imprinted with patriotic vignettes were very popular with Northern citizens as a way to express their support for the Union cause. Hundreds of different designs exist and are well documented in, for instance, the 1934 compilation of the George Walcott collection. **Figure 10** illustrates a typical example, the flag being a popular element.

Coincidentally this envelope was used as a money package and was carried outside-the-mails by the American Express Company from Chicago to the Cayuga Lake Academy⁵ at Aurora, New York in 1862.

Inspired by the times and the popular custom of using patriotic envelopes, the American Express Company commissioned their own patriotic cornercard highlighted by a thirty-four star flag (**Figure 11**). As advertised on the cover-back the printing was done by “J.H. Duyekinck, Printer, 164 Pearl St., N.Y.”. William R. Weiss, Jr. in his *Catalog of Union Civil War Patriotic Covers* (1995) lists J. Duyekinck in his list of “Publishers, Printers & Vendors”. This letter was carried outside-the-mails to Syracuse, N.Y. Because it contained letter-matter, postage was affixed to honor the Post Office Department monopoly, although by regulation, postal stationery should have been used.



Figure 11. Company letter-matter correspondence carried outside-the-mails.

⁵ The Academy was founded in 1797 with Millard Fillmore eventually attending. Also at Aurora, in 1868 Henry Wells, a co-founder of the American Express Company, established the Wells College for women. Serendipity: The addressee, George M. Bogue, came from Chicago to attend the Academy. From age 14-16 and again later he worked for the Merchants Despatch Fast Freight where an older brother was an agent. More serendipity: George became very successful in real estate and had dealings with Hetty Green (“The Witch of Wall Street”) whose son, Colonel “Ned” Green is well known to philately.

The American Express Company committed more than printer's ink to the Union cause. From the July 10, 1862 *Portland Daily Advertiser* newspaper (Portland, Maine) comes the following:

At a meeting of the Directors of the American Express Company held in New York, it was unanimously resolved that any of their present employees who may promptly enlist under the recent call for troops, shall continue to receive half pay during their term of service in the war, and their situations be restored to them on their return. There are 2000 men in the regular employ of the Company, at an average salary of over \$600 per annum.

In the spirit of full disclosure it should be noted that the Civil War created unimagined growth opportunities for an express industry that was already incredibly successful. Doing express business for the Union troops was particularly beneficial to the American Express Company and Adams Express Company. That is not to say that the postal history pieces noted in this article were not generated by sincere patriotic zeal.

I wish to thank the following for opening their collections to the author: Cliff Alexander, John Bowman, Jim Czul, Dale Forster, Joe Lavella and Michael McBride. Special thanks to friend Bruce Mosher who thankfully does not charge me consultants scale. Correspondence welcomed at cds13@cornell.edu

Diane D. Boehreit Award To *The Penny Post* – August 2011

From time to time the American Philatelic Congress presents the Diane D. Boehreit Award to recognize excellence in literature. The award recognizes both the journal and the editor. This year an award was presented at Columbus Ohio to *The Penny Post*. We previously won this coveted award at StampShow 2009 and also in 1994. This is our third such award. Special thanks to all who have contributed with research articles, editing and proofreading resulting in this wonderful award.

American Letter Mail Company's Office in Connecticut Part VI of the Series

By
John D. Bowman

The American Letter Mail Company (ALMCo) established offices in Connecticut in Hartford, New Haven and Norwich according to published advertisements or editorials.¹ In addition, covers are known to and from New London. By comparison, Hale had offices in Hartford, Middletown, New Haven, New London, Norwich and Stonington.² These companies seemed to be in direct competition with each other in Connecticut, as I know of no conjunctive uses between these companies originating or ending there.

As Mike Gutman has pointed out, steamship lines connected New Haven and New London with Boston, Providence and New York. Situated on the Connecticut River, Hartford could use steamships for mail down to the coast and to steamships destined for the same cities.

My records contain 8 ALMCo covers originating in Connecticut, compared with 95 Hale covers noted by Gutman. These are listed in **Table 1** below.

Table 1

Date	Origination	Destination	Comments
?	Hartford	New York City	NYC-F09, NYC-P03
1/9/1845	Hartford	Philadelphia	NYC-F09, NYC-C05
3/25/1845	Hartford	Philadelphia	PHL-F12, PHL-C04
7/19/1844	New Haven	New London	5L1 half removed, ms. "Free"
8/24/1844	New Haven	Philadelphia	PHL-F11, NYC-C05
10/4/1844	New Haven	Philadelphia	PHL-F11, NYC-C05
9/18/1844	New London	New York City	5L2 horizontal pair ms. "X"
10/12/1844	New London	New York City	NYC-F09, NYC-C05, PHL-C08
10/25/1844	New London	New York City	NYC-F09, NYC-C05, PHL-C08
11/18/1844	Norwich	New London	5L2
12/20/1844	Norwich	New London	5L2 pair, ms "triple"

I record covers going to Connecticut other than the intra-state usages in **Table 1**. These are recorded below in **Table 2**.

¹ Bowman JD and Stimmell G. "Offices of the American Letter Mail Company." *The Penny Post*, 14(4):28-38, October 2006.

² Gutman MS. *Hale & Co., Independent Mail Company, 1843-1845*. Michael S. Gutman, 2005.

Table 2

Date	Origination	Destination	Comments
?	Philadelphia	Hartford	PHL-F12
?	Philadelphia	Hartford	PHL-F12, PHL-C04
?	Philadelphia	Hartford	PHL-F12, ms. "8"
7/18/1844	Philadelphia	Hartford	PHL-P05, ms. "8"
7/30/1844	Philadelphia	Hartford	PHL-C11
8/8/1844	Philadelphia	Hartford	PHL-F10, ms. "6"
8/19/1844	Philadelphia	Hartford	PHL-F10, ms. "8", "6"
8/24/1844	Philadelphia	New Haven	5L1, PHL-F10
8/26/1844	Philadelphia	Hartford	PHL-F10, ms. "6", ms."8"
8/28/1844	Philadelphia	Hartford	PHL-F10, ms. "6", pencil "8"
5/14/1845	Philadelphia	Hartford	PHL-F12
7/16/1844	New York City	Hartford	NYC-C05 twice (double rate), ms. "14" for 2c local delivery fee
12/27/1844	New York City	Hartford	5L2 blue ms. "EHB", ms. "2"
2/5/1845	New York City	Hartford	5L2 ms. "EHB", NYC-P03
8/27/1844	New York City	New London	NYC-C08 twice (double rate)
12/26/1844	New York City	New London	5L3, NYC-F09, ms. "Paid"
5/29/1845	New York City	New London	5L2, NYC-F09
8/1/1844	New York City	Norwich	NYC-C05 twice(double rate)
8/20/1844	New York City	Norwich	NYC-C05
6/26/1845	Boston	Hartford	BOS-F04, BOS-C02
7/26/1844	Gardiner ME	Hartford	5L1, GAR-F05
8/5/1844	Cleveland	New Haven	5L2

The figures illustrate various usages going to and from Connecticut. Of interest is the fact that some of the scarcest ALMCo handstamps are noted on these covers.

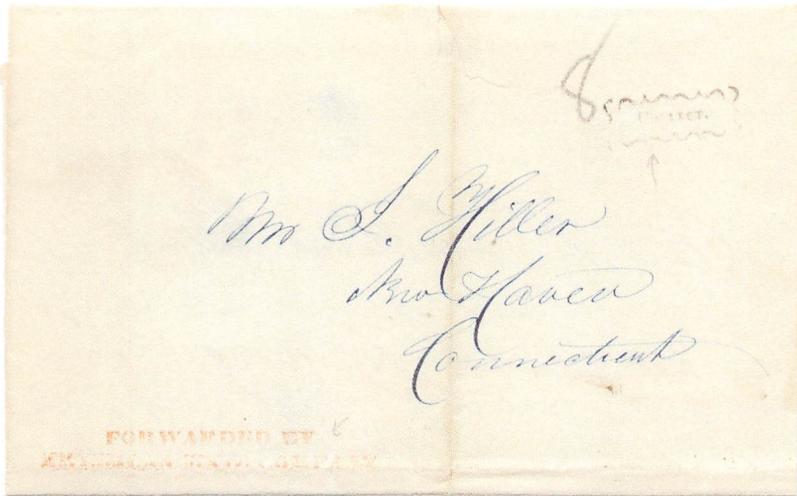


Figure 1. July 18, 1844 folded letter from Philadelphia to New Haven with partial red BOS-F02 handstamp and black PHL-C10 handstamp, with pencil “8” which included two cents for local delivery. There are only about ten known of each of these handstamps.

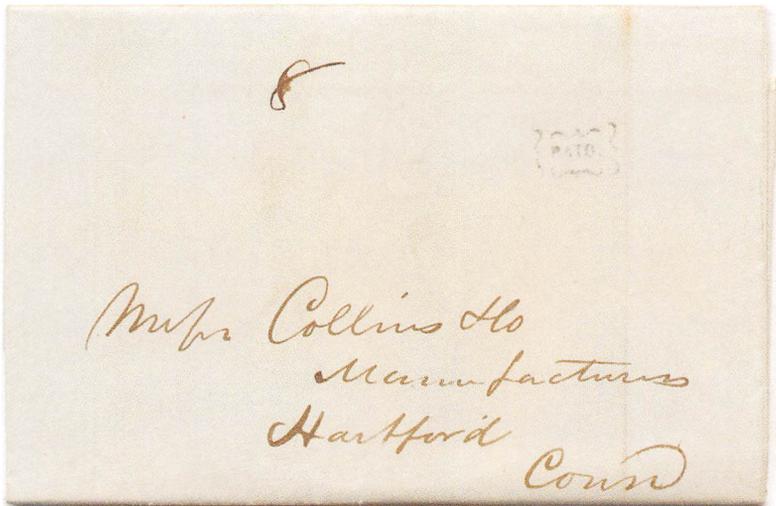


Figure 2. July 18, 1844 folded letter from Philadelphia to Hartford with ALM-PHL-P05 black handstamp and manuscript “8” which included two cents for local delivery. One of three known covers with this handstamp.



Figure 3. July 30, 1844 folded letter from Philadelphia to Hartford with rare ALM-PHL-C11 red collect handstamp. One of two known covers with this handstamp.

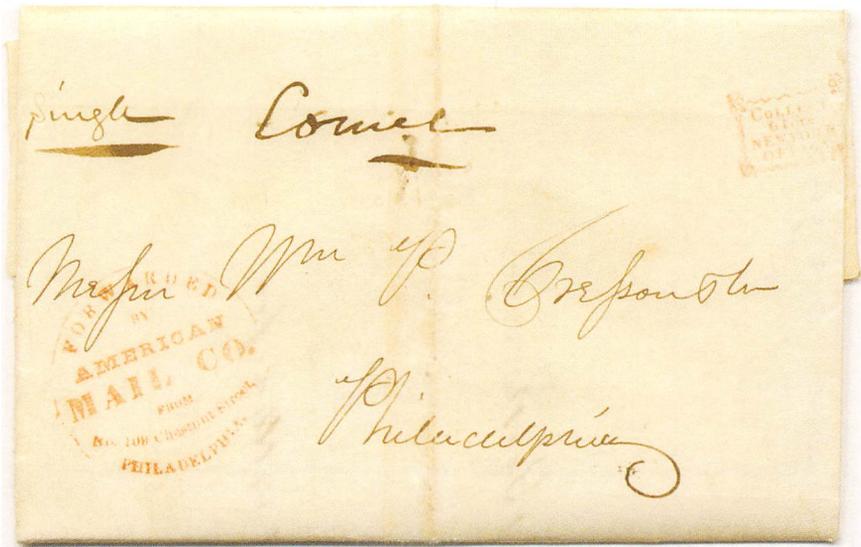


Figure 4. August 24, 1844 folded letter from New Haven to Philadelphia with red ALM-PHL-F10 and ALM-NYC-C05 handstamps.



Figure 5. August 28, 1844 folded letter from Philadelphia to Hartford with ALM-PHL-F10 red handstamp, manuscript “6” and pencil “8” which included two cents for local delivery, although no address is noted.



Figure 6. September 18, 1844 folded letter from New London to NYC with a pair of 5L2. Whaling Bank is datelined and their main office was New London. The pair indicates double-weight franking.

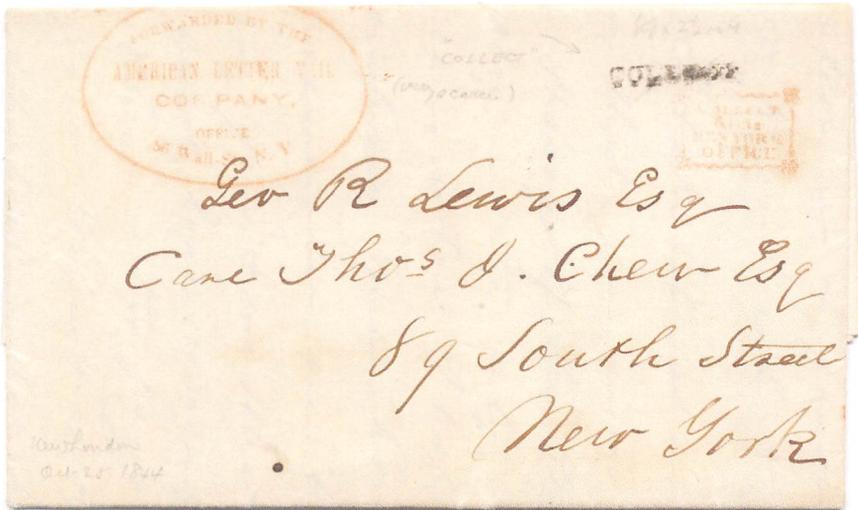


Figure 7. October 25, 1844 folded letter from New London to NYC with ALM-NYC-F09 red handstamp, ALM-NYC-C05 red handstamp, and ALM-NYC-C08 black handstamp. The NYC-C08 “COLLECT” handstamp appears similar to the “telescoping” handstamp reported earlier by Steve Roth.

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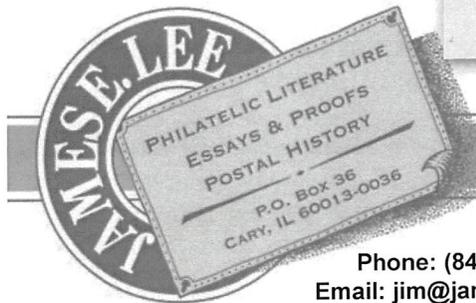
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Take It 2 Thyself

By

Clifford J. Alexander

Old collections of carriers and locals often include stamps and labels that are difficult to research or identify. One such item is the “Take It 2 Thyself” stamp. The Lyons *Identifier* lists it as a “bogus post” and includes an illustration, but does not provide any information on it.¹ Nor have there been any articles on the stamp.

In the January 2004 *Penny Post*, John Halstead, former Forgeries Editor, wrote that it is a stamp with a fake perforation design. Halstead described it as “red on very soft, fibrous white wove paper.” He identified two varieties. Bogus 1 has a period after the word “THYSELF.” See **Figure 1**. In Bogus 2, the letters and number “2” are thinner and there is a fault at the bottom of the “F” in “THYSELF” that connects the period to the bottom of the upright and causes the “F” to appear to be an “E (**Figure 2**).”

Halstead appears to have been mistaken in two respects. First, all of the examples of the stamp that I have seen are on soft manila paper. **Figure 1** shows Type I in blue on manila and a red on manila, as well as the red on manila version of Type II. I have not seen any examples on white paper. If any readers have one on white paper, I would very much appreciate receiving a scan.

Second, Halstead characterized the stamp as having been cut from “postal cards.” I have recently acquired an original printed on a manila wrapper, shown in **Figure 3**. This wrapper is very similar to the wrapper illustrated by Halstead in the January 2004 *Penny Post* (**Figure 4**). It appears that he had only a photocopy of the item and not the original. It was reasonable to assume that the 1¢ Franklin stamp might have been used on a postal card.

However, 1¢ also was the rate for other mail, including certain printed matter. Congress established third-class mail in 1863, which included circulars, handbills, and other printed materials other than newspaper and periodicals. Wrappers generally were charged 1¢ per 2 ounces from 1872 to 1925.² Accordingly, the evidence indicates that the “Take it 2 Thyself” stamp was printed on wrappers for mailing business catalogs and price lists.

The Two Known Wrappers

The author has only recorded two wrappers with the stamp, one printed for “Weaver and Hohl, Druggists” and the other for “Dr. Kilmer & Co.” The two are similar in most respects. They both have the same illustration of a postman reaching out to deliver an envelope to a hand in a doorway. The recipient cannot be seen. They both have a red Take It 2 Thyself imprint at the top right corner, and both have a 1¢ Franklin postage stamp. Neither has a date.

¹ Larry Lyons, *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States* Part III (1998), at p. 1025.

² Except for a short period from 1875 to 1876, when the rate was 1 cent per ounce. See Post Office Department, “U.S. Domestic Postage Rates 1789-1956.” (POD Publication 15).

There are two principal differences. The Dr. Kilmer wrapper was delivered from Binghamton, NY, where the company headquarters were located, to “J. Whaley/Rome/NJ.” The Weaver & Hohl wrapper was delivered locally in Easton, PA, where the druggists were located.

The second difference is the wording of the notice centered at the top of the wrapper. The Weaver & Hohl wrapper states “If not called for in 30 days, P.M. will please notify Weaver & Hohl, Druggists, Easton, Pa. who will send stamps for their return.” In addition to the different company name, the Dr. Kilmer wrapper has 35 days, and is missing the words “who will send.”

The stamp on both the Dr. Kilmer and the Weaver & Hohl wrappers is the 1¢ Franklin, which was part of the large bank note issue that was printed by all three bank note companies with Post Office Department contracts during the latter part of the 19th century. The particular stamp in both cases appears to be the 1881 re-engraved issue version (Scott No. 206) printed by American Bank Note Company on which the upper part of the stamp has a solid appearance. The large bank note stamps were primarily used for about 20 years, which narrows the dates of the two wrappers to the last two decades of the 19th Century.

Dr. Kilmer & Co. was an interesting company. Dr. Andral S. Kilmer was born in December 1840 and studied homeopathic medicine and botonic practices. In the mid 1870s, he moved to Binghamton, where he established a medical practice and dispensary. The business flourished and, in the early 1880s, the company built a large, five floor building with laboratory and manufacturing facilities (**Figure 5**).

One of the company’s most successful products was the swamp root medicine. The original bottles read “THE GREAT/DR. KILMER’S/ SWAMP/ROOT/KIDNEY/LIVER & BLADDER/CURE/SPECIFIC.” For over 30 years (at least from 1911 to 1943), Dr. Kilmer and Co. published a “Swamp Root Almanac” that contained information on such things as weather forecasts, horoscopes and medical advice (**Figure 6**), as well as numerous advertisements extolling the benefits of Swamp-Root. The Almanac also noted “the small quantity of alcohol which it contains is used for the purpose of preserving the vegetable ingredients from fermentation,” an ingredient to many people during prohibition.

The second wrapper was for Weaver & Hohl, Druggists. John Weaver was first listed in the Easton city directory as a druggist in 1877. The city directories list “Weaver & Hohl” as druggists only from 1884 to 1889. The name was then changed to Weaver & Solliday. The six years that Weaver partnered with Hohl further narrows the date of this wrapper to the second half of that decade.

“Take It 2 Thyself”

What is the meaning of the phrase “Take It 2 Thyself”? One possible explanation is that it refers to carrier delivery of mail. During the latter half of the 19th century, the Post Office Department was actively expanding home delivery and collection of mail throughout the U.S. And the illustration at the left side of the wrapper depicts a post office carrier handing a letter to (or receiving a letter from) an unseen patron.



Figure 1. Identified by John Halstead as Bogus 1. These two are in blue and in red.

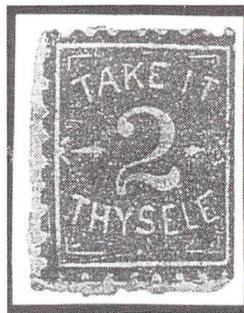


Figure 2. Identified by John Halstead as Bogus 2. This variety has a fault at the bottom of the “F” in “THYSELF” that it connects to period to the bottom of the upright and causes the “F” to appear to be an “E”.

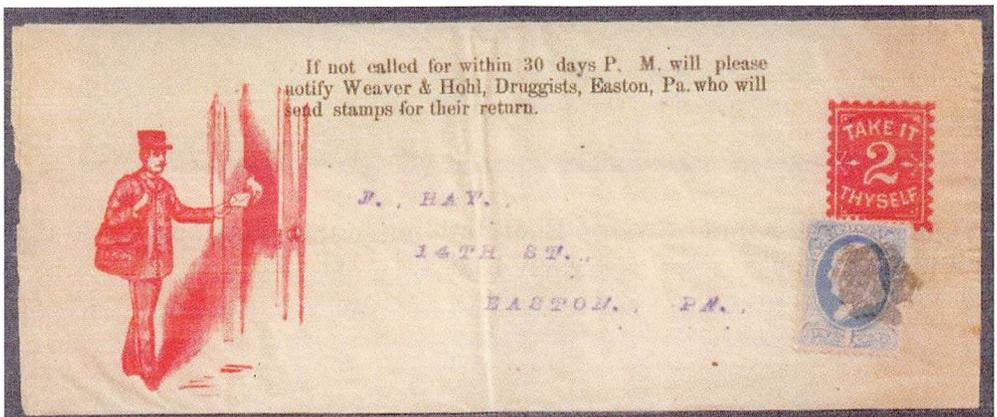


Figure 3. The author’s example printed on a manila wrapper.

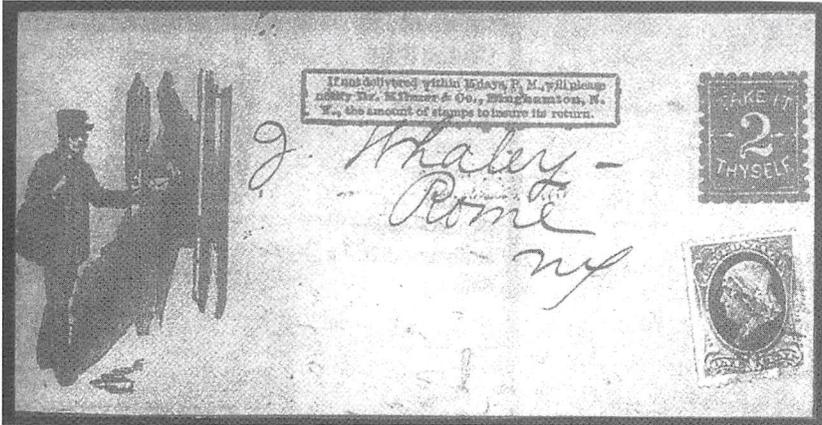


Figure 4. The Bogus 1 printed label on a post card with an 1880 postage stamp. This was pictured by John Halstead.



Figure 5. The Kilmer Swamp Root building built in Binghamton in the early 1880's.

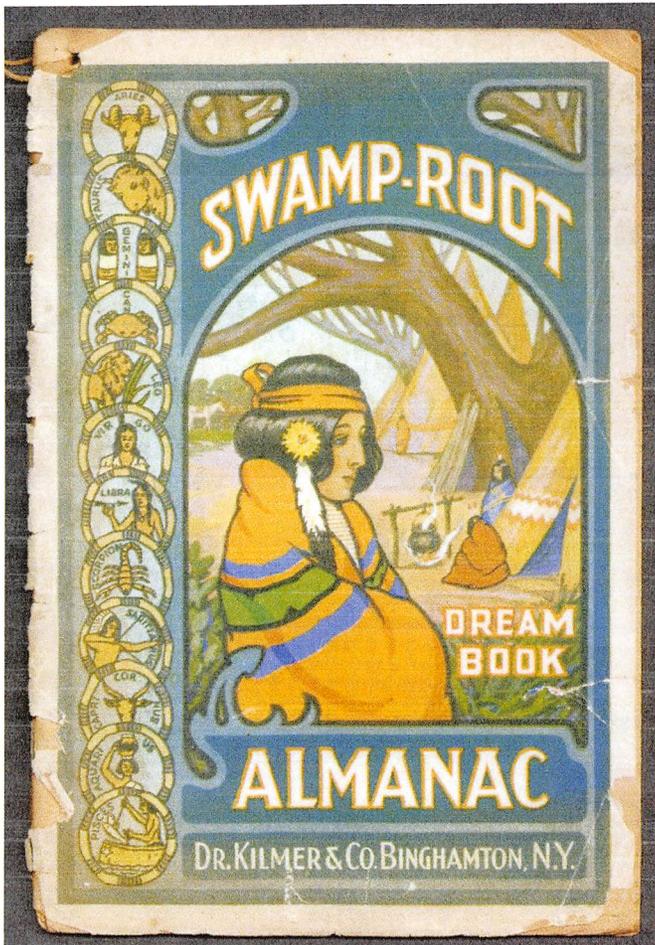


Figure 6. Cover of a “Swamp-Root Almanac” by Dr. Kilmer & Co., Binghamton, N.Y.

The most likely explanation is that the phrase was a religious slogan. “Take it to thyself” is one possible translation of a line in the Book of Job 5:27: “We have examined this, and it is true. So hear it and take it to thyself.” Modern translations, such as the New Living Testament (2007), translate this bible passage as “We have studied life and found all this to be true. Listen to my counsel, and apply it to yourself.”

Interestingly, the phrase is also found in the Egyptian “Book of the Dead,” which has been called “The Sarcophagus Texts.” This is a collection of religious prayers and spells intended to help the Egyptian dead navigate passage from this world to the netherworld. For example, in Chapter 22, it was written “put on the eye of Horus, [The Egyptian symbol of protection], take it to thyself, that ... thy mayest go out in it, and that the gods may see thee adorned with it.”

I would appreciate receiving scans of other versions of this fantasy stamp and any related covers or wrappers. You can send a scan to me at clifford.alexander@klgates.com.

WESTERN EXPRESS

Research Journal of Early Western Mails

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Western Cover Society

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Warwick's City Dispatch Post – A Con Job

By

Justin L. Poklis

In the October 2011 issue of the Penny Post I suggested a candidate for the genuine Warwick's City Dispatch Post stamp. Since that time I have located the following article in the December 4, 1858 issue of the New York Times. It confirms the existence of the Dispatch, names it's proprietor (alias and family name), gives the number of boxes placed around the city, confirms the post issued stamps, confirms the postal rate was two cents and reports on the scandal which caused the demise of the Post. See below.

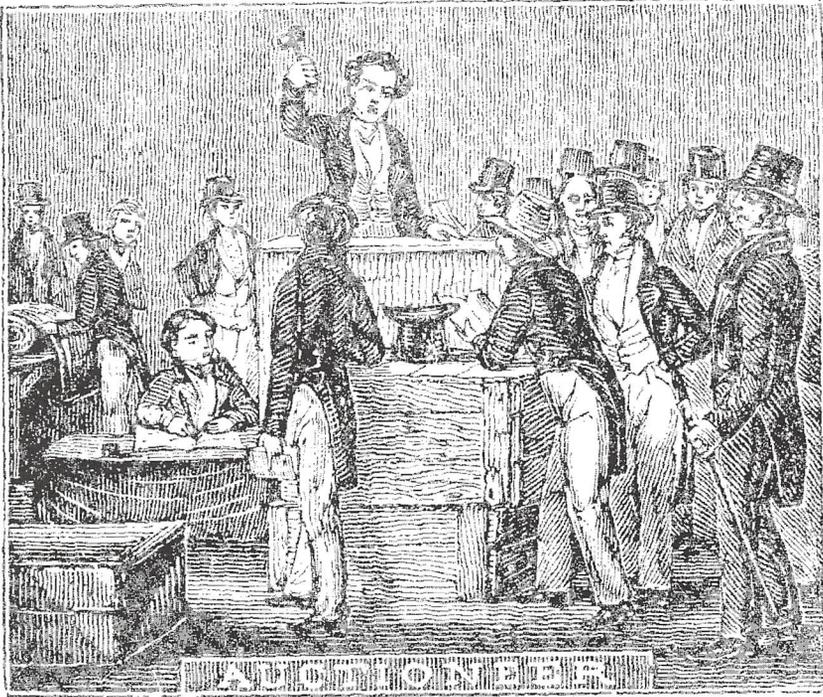
Police Reports.

OPENING LETTERS AND STEALING MONEY FROM THEM.—A man who has passed under the name of Charles S. Warwick, the proprietor of Warwick's City Dispatch Post, was arrested yesterday, charged with opening letters deposited in his boxes and appropriating money inclosed in them. A German made a complaint against him at the Mayor's Office on Tuesday, and Sergeant Birney, of the Mayor's squad, took the matter in charge. The officer deposited two decoy letters containing bills marked with the initials of Capt. Walling in one of Warwick's boxes, and yesterday Officer Armstrong arrested Warwick, who said his name was Hull, in Pearl-street, trying to pass one of the marked bills. He was searched, and the letters deposited by Sergeant Birney and about thirty others were found on his person opened. He said he had received these letters from North Carolina. He resided at the Central House, New-Bowery, and employed a boy to get the letters from some 200 boxes which he had posted in various parts of the City. He was taken before the Recorder and committed to answer. The following is the circular of this concern, by which, doubtless, many people have lost money without knowing it:

WARWICK'S CITY DISPATCH POST.

Postage two cents, in all parts of City south of Fifty-fourth-street. Letters for the United States Mails must be prepaid, (according to act of Congress passed March 3, 1855,) or they will not be forwarded from the General Post-Office. No moneyed or valuable letters will be accounted for in any case, unless when given personally to the carrier, who will give a receipt for the same. N. B.—Society notices delivered at reduced rates. Stamps for sale by the carriers.

CHARLES S. WARWICK, Proprietor.



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Auction #22

Thursday, July 19, 2012

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June 8, 2012

To our Auction Manager, Alan E. Cohen

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Email: alanecohen@mindspring.com

NEXT APRIL

Several members have expressed an interest in doing “spoof” articles. I am giving everyone a year’s advance notice that next year’s April issue will be a full “fools” issue of fun articles. Don’t wait, just because it is 12 months away—start getting the paper to the pencil and pen your article. You can try for a smile, a chuckle or a full-out laugh. Use your light side and shine some light on the spectacularly interesting. The rules can be found between the parentheses (). The date for the articles is February 1963 and forward “back to the future” by a half century.



The only bicolored Hussey messenger who was the inspiration for Spiderman by running on the ceiling.

Swarts' City Dispatch Post

Part I

The Stampless Covers and the Handstamps

By
Larry Lyons

It is my intention to present a series of research articles on Swarts' City Dispatch Post. My personal records include about 2,500 auction records of sales for this local post, a number only exceeded by my records for Boyd's, Hussey's, and Bloods. Most collectors and hobbyists are familiar with the mail carried by these other three local posts but may not be aware of the importance and size of the Swarts' City Dispatch Post. This series of articles will present lots of new study and research findings with regard to Swarts. As is true for all of these four major posts, there are rarities and items of major importance. These will be presented. I intend on presenting as much census data as possible. For the most common adhesives the author will try to indicate a usage period.

The intention of this first article is to familiarize the reader with the various handstamps found on Swarts' mail and provide some of the early history of this local post. Part I will include a census of Swarts' stampless covers with 1847 stamps used to pay the postage. This study will indicate the handstamp types found on the covers and draw conclusions for the period of usage of the various handstamps. This is new original research and requires much study due to the volume of cover material available for review. First let's introduce the proprietor and the company's colorful early history. In July 1941, the American Philatelic Society issued a small handbook in *The American Philatelist*.¹ This handbook entitled "*The Chatham Square Post Office and Swarts' City Dispatch Post*" presented a good historical study and a little bit about the stones, reprints and forgeries of the Swarts adhesives. Only two covers were shown in the entire special study. The handbook was based on an original article written by Elliot Perry. The handbook was arranged and written by Arthur G. Hall. One of the reasons the handbook was written was to clean up the wrong assumptions, conclusions and misrepresentations of an article written on this subject in 1921. The early errors are not repeated in this article you are now reading. In conclusion the article states that "the handbook should be regarded as a basis for a more complete study by someone who is looking for an uncompleted subject on which to work." It's been over 70 years and it is time for adding to, continuing, and building on the early foundation laid so long ago.

The Beginning

Alexander M. Grieg started his (Grieg's) City Dispatch Post on February 1, 1842 and had his principal office at 46 William Street. This local post was purchased by the government and on August 16, 1842 it became known as the U.S. City

¹ *The Chatham Square Post Office and Swarts' City Dispatch Post*, Arthur G. Hall, *The American Philatelist*, Volume 54, Number 10, July 1941, 34 pages.

Despatch Post, a New York City carrier service operated by Alexander Grieg. The main office of the United States City Despatch Post was at the U.S. Post Office in the Park until it was moved to Nassau Street on or about August 12, 1844.

When the New York Post Office was moved $\frac{3}{8}$ of a mile south from the Rotunda in the Park to a building which had been the Dutch Reformed Church on Nassau Street between Cedar and Liberty Streets, a new Branch Office was established in Chatham Square for the accommodation of that part of the city lying north of Chambers street and its eastward extension, New Chambers street, this section having been inconvenienced by the change in the location of the main post office. The Chatham Square Branch Office was $\frac{3}{8}$ of a mile northeast of the Rotunda and $\frac{3}{4}$ of a mile from Cedar Street. The New York directories for 1845 and 1846 state, "the Branch Office is situated at the corner of East Broadway and Chatham Square".²

Aaron Swarts was a grocer in 1893. In 1845 and 1846 Swarts was a U.S. carrier employee at the Chatham Square branch of the Post Office. On Tuesday, January 5, 1847 it was announced in the *New York Tribune* that the Branch Post Office in Chatham Square was discontinued. The closing of the U.S. Post Office branch at Chatham Square was met with heavy protest. The closing of the government branch post office at Chatham Square was due to the shutdown of carrier service in New York City on November 28, 1846. This shutdown resulted from the post office having raised its rates.

Ten days later, on January 15, 1847 Aaron Swarts announced in the *New York Tribune* the following:

BRANCH POST OFFICE. - The Public is hereby informed that a "Branch" has been opened by Mr. A. Swarts, (formerly employed in the U.S. Branch) at No. 6 Chatham-square, (in the same building) where letters and newspapers can be mailed from 8 A.M. till 11 P.M. City letters delivered with dispatch. Postages received till 11 P.M.

Swarts chose to call the local delivery post and private mail station which he established so promptly in Chatham Square a "Branch Post Office". His reasons should be obvious. But his new city dispatch in the same area where the official Branch Post Office had been for about two years did not stop the agitation for a branch of the U.S. Post Office in that section of the city.

The Swarts' City Despatch Post was a private local post and was not the Chatham Square branch of the New York Post Office. That branch was closed and discontinued before Swarts started his local post as an opportunistic entrepreneurial venture. The Swarts operation was never recognized as "Branch B" of the government post office and in fact at this time there was no "Branch A" or "Branch B." They would eventually be established nine years later in 1856. Swarts cleverly used a handstamp, which is Type B, and which says "SWARTS' | B. | POST OFFICE | NY | CHATHAM SQUARE". The "B." was actually an abbreviation of

² Ibid, page 2.



Figure 1. Bouton's Manhattan Express 17L1



Figure 2. Franklin City Despatch Post 16L1



Figure 3. The Bouton's City Despatch Post Rough and Ready stamps.



Figure 4. The "PAID" in the Bouton handstamp is very similar to the Swarts "PAID" shown in Figure 19.



Figure 5. A Bouton's stamp on a folded letter dated January 16, 1849 cancelled by a Swarts' "PAID". Siegel (Hall), November 15-17, 2000, Lot 762.



Figure 6. A Bouton's adhesive on a folded letter with the manuscript "Swarts" across the stamp. The earliest is January 29, 1849. This is 136L13. Siegel (Golden) November 15-17, 1999, Lot 1503.

the word “Branch” and was not “Branch B” of the U.S. Post Office which of course didn’t exist. Swarts was very careful to never use “United States” or “U.S.” in any connection with the title of or handstamps of his local post. Swarts never had a legal right to “Branch B of the U.S. Post Office” and he therefore skillfully didn’t commit a crime. Swarts wanted to be the office for the post office, just like Alexander Grieg, but he fell short of this goal. More on this colorful story in a moment. Until 1864 there seems to have been no law against anyone calling his own private business a “branch post office” and several of the local posts in New York City used that term. “Broadway,” “Jefferson Market,” “East River,” “J. A. Sparks” and “Union Square” are some examples of local posts whose name was followed by “Post Office.” None were officially designated and they did not have any official standing.

The Swarts office was at 6 Chatham Square. The U.S. branch of the Post Office had been at the corner of East Broadway and Chatham Square. This was not the same location.

The Purchase of Bouton’s Post

William V. Barr started the Manhattan Express as early as October 1845. He sold the post to John Bouton sometime during April 1847.³ Bouton called the post “Bouton’s Manhattan Express” and issued the 17L1 adhesive with this name. See **Figure 1**. Bouton also owned and operated the “Franklin City Despatch Post” (16L1). See **Figure 2**. In 1848 the Post was known as “Bouton’s City Despatch Post” and the “Rough and Ready” adhesive stamps were issued depicting Zachary Taylor (18L1 and 18L2). See **Figure 3**. Zachary Taylor was elected president in November 1848 and took office January 7, 1849. Bouton’s office was at 20 Spring Street in 1847 and at 29 Spring and 175 Bowery in 1848. All three addresses are within a half mile north of Chatham Square. Bouton was in position to compete with Swarts and he was known to be enterprising and aggressive. To gain control in the area it was important for Swarts to purchase Bouton’s.

Bouton’s used a “PAID | BOUTON.” handstamp which can be found cancelling most of their adhesives but can also be found on Bouton’s stampless covers. An example can be seen in Lot 566 of the Golden sale.⁴ That example is dated January 5, 1848. See **Figure 4**. The “PAID” in the handstamp is quite similar to the “PAID” in the Swarts lozenge. See **Figure 19**.

The latest known Bouton’s City Dispatch Post handstamps on stampless covers is reported to be December 1848.⁵ It is believed that Swarts acquired Bouton’s company prior to January 16, 1849. A Bouton’s 18L1 stamp is known on a cover cancelled by a Swarts “PAID” handstamp. The date of this folded letter is January 16, 1849.⁶ See **Figure 5**. The same Bouton’s stamp is known on a folded letter dated January 29, 1849 with the manuscript “Swarts” across the stamp.⁷ See **Figure 6**. This is the earliest known date with a Bouton’s Rough and Ready stamp

³ Siegel (Hall), November 13-14, 2000, Lot 481.

⁴ Siegel (Golden), November 15-17, 1999, Page 57.

⁵ Correspondence with Eric Karell, June 21, 2005.

⁶ Siegel (Hall), November 15-17, 2000, Lot 762.

⁷ Siegel (Golden), November 17-19, 1999, Lot 1503.



Figure 7. Some carrier stamps issued February 3, 1849.

with a manuscript overprint “Swarts” (136L13). Swarts had hatched a “great plan” in November or December 1848 and this was one step toward putting it all together and carving out an area of Manhattan as his domain.

January 1, 1849

The carrier rate for delivery from the post office had been two cents and combined with the two cent drop rate the total was four cents. This rate was instituted on July 1, 1845. This rate was responsible for the closing of the government carrier service in New York on November 28, 1846. The local posts were charging two cents and the post office could not compete and had succumbed. This competitive difficulty confronting the government carrier service, which had caused their closing in New York City, was overcome or perhaps “by-passed” is a better phrase, in an ingenious manner. On January 1, 1849 the carrier service was reorganized to operate so that local mail which it handled did not pass through the post office as did ordinary drop letters. The two cent drop letter rate was avoided. The Postmaster General established a carrier fee of one cent to the post office and one cent from the post office in New York City (and some other large cities). In addition carrier stamps were issued February 3, 1849 in New York (and in Boston and Philadelphia, followed soon after by Baltimore), for prepayment of the carrier fee. See **Figure 6**. It is not clear if Aaron Swarts was an instigator for this clever scheme.

November 7, 1848 – January 1, 1849

Following the election of Zachary Taylor to the Presidency on November 7, 1848 one of the last acts of the lame duck administration of President Polk was an unsuccessful attempt by the Post Office Department to obtain a larger share, if not a monopoly, on the letter delivery business in New York.

“Some weeks before the above described plan was put into effect in New York the Postmaster General seems to have had another idea in mind and this second scheme was so intimately connected with Swarts and with the other plan that it is not difficult to believe that Swarts was largely responsible for both projects. The Postmaster General intended to divide New York into two districts on the line of Chambers street, appointing Swarts as agent to supervise the carrier service north of that line. The district to the south was to be supervised by John T. Boyd, who for several years had been operating an important local delivery mail service known as

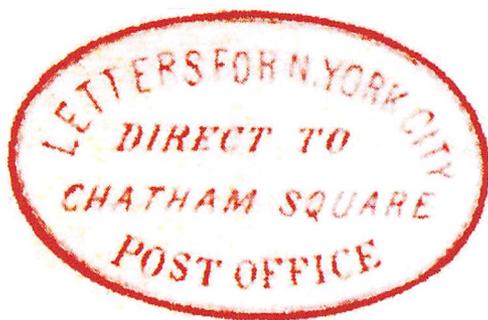


Figure 8. The Swarts handstamp Type D1.



Figure 9. The Swarts handstamp Type A.



Figure 10. The Swarts handstamp Type B.



Figure 11. A forgery of the Swarts Type B handstamp.



Figure 12. The Swarts Type C handstamp.



Figure 13. The Swarts Type D2 handstamp.



Figure 14. The Swarts Type E handstamp.

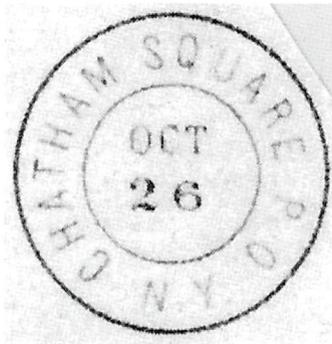


Figure 15. The Swarts Type F handstamp.



Figure 16. The PAID Swarts handstamp.

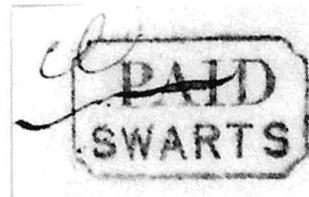


Figure 17. A variation of the PAID Swarts handstamp.

Boyd's City Express Post. Boyd's office at 45 William street, (between Wall and Pine), was in the financial district near the southern end of New York City. Carriers of Swarts Chatham Square Post Office would have become the government letter carriers in one district and Boyd's carriers would have served similarly in the other district.

Late in December 1848 Swarts announced that he had been appointed, but Boyd claimed ignorance of such an arrangement regarding himself. Postmaster Morris immediately denied Swarts' claim in such definite and comprehensive terms that there remains no room for doubt on the essential fact, viz: whatever the Postmaster General may have contemplated, the plan failed to become effective and died aborning."⁸

The Swarts Type A Handstamp

The earliest known Swarts handstamp is an eagle with the words "Branch Post Office" in the middle. There are only two recorded examples. The marking was made from a standard metal device with space at the center for the insertion of type. One example is on a valentine poem docketed January 1847. (It was obviously sent after January 15th when Swarts opened for business. See **Figure 8**.⁹ The second example is dated January 20, 1847 and is shown in **Figure 9**.¹⁰ The second Swarts' handstamp would try to convey a more deceptive image.

The Swarts' Type B Handstamp

The second Swarts handstamp is an oval handstamp found in red or orange-red reading "SWARTS | B. | POST OFFICE | N.Y. | CHATHAM SQUARE". See **Figure 10**. The earliest recorded use on a folded letter with an 1847 stamp paying the postage is December 15, 1847.¹¹ The reader is advised that forgeries of this handstamp exist. See **Figure 11**. The literature says that after 1851 the handstamps can be found in black.

The Swarts' Type C Handstamp

The third Swarts handstamp is an oval found in red reading "Post Office | * Swarts * | Chatham Square." See **Figure 12**. This handstamp appears predominately in April-July 1849. Some late examples are confirmed in January and February of 1850. Quite often it is found with the Swarts' advertising handstamp Type D1 and sometimes with the Swarts' "PAID" handstamp.

Swarts' Handstamp Type D1 –

"Letters for N. York City | Direct to | Chatham Square Post Office"

Covers have been found dated in May, June and July of 1849 and later, on the rear of which the red oval handstamp Type D1 appears as indicated above. See **Figure 8**. The purpose of this marking was to induce correspondents of his

⁸ *The American Philatelist*, Ibid, page 8.

⁹ Siegel (Golden), November 15-17, 1999, Lot 1523.

¹⁰ Siegel (Hahn), June 4, 2005, Lot 546.

¹¹ *The United States 1847 Issue: A Cover Census*, Thomas J. Alexander, The U.S. Philatelic Classics Society, Inc. 2001, page 391.



**Figure 18. A forgery of the PAID Swarts handstamp.
Note the “R” in “Swarts”.**



Figure 19. The Swarts boxed “PAID” handstamp.

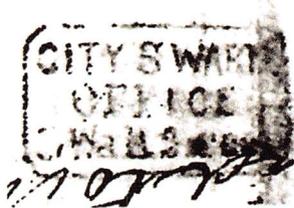


Figure 20. The Swarts handstamp from their office in lower Manhattan.



Figure 21. The “N” handstamp. It possibly indicates a “night” delivery.

customers to address their replies to his business office. Mail so addressed would be given at the New York Post Office in lower Manhattan to Swarts or his agent and Swarts could obtain the fee for delivery to the addressee. Mail not so addressed would be delivered by a U.S. letter carrier and the carrier department would have collected the fee for delivery. The existence of this handstamp was given by Elliot Perry as evidence that Swarts was not an official letter carrier.

The Swarts; Type D1 & D2 Handstamps

As discussed, the intent of this handstamp was to advertise to addressees to use the Swarts City Despatch Post by requesting delivery by Swarts. The handstamp is a large oval containing the four lines “letters for N. York City | Direct to | Chatham Square | Post Office”. See **Figure 8**. The D2 handstamp has “N.Y. City” instead of “N. York City”. That is the only wording difference. The Type D2 handstamp is in a double line oval. See **Figure 13**. These handstamps are found from April to July 1849.

The Swarts’ Type E Handstamp

The Swarts Type E handstamp was his first to contain a date. The three lines read “SWARTS’ POST OFFICE | DATE | CHATHAM SQUARE” in an elongated oval. See **Figure 14**.

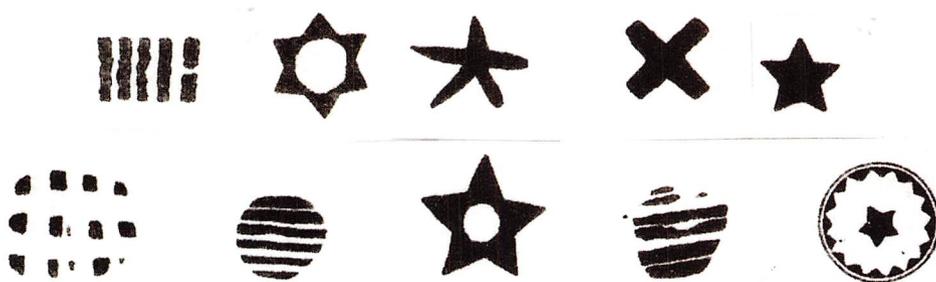


Figure 22. Ten postmarks used by Swarts.¹⁴



Figure 23. The “X” postmark used by Swarts. Here it is on 136L13, the pink Zachary Taylor stamp.

The Swarts Type F Handstamp

This was the only double oval round handstamp that Swarts created. It obviously was made to look official and mimic a carrier datestamp. It reads “CHATHAM SQUARE P.O.” around the circle with N.Y. in the bottom and with the month and day at the center. See **Figure 15**.

Other Swarts Handstamps

There are three other handstamps that are found used by Swarts. The first is the “PAID | SWARTS” in a fancy rectangle. See **Figure 16**. There seems to be two types of this handstamp. See **Figure 17**. An example of a forgery of this handstamp can be seen in **Figure 18**.

The Swarts “PAID” handstamp is quite unique and recognizable. The word “PAID” is in a rectangle with rounded corners and a thin top line and a very heavy bottom line. The word “PAID” is near the top of the box and the overall appearance seems to be kind of three dimensional. See **Figure 19**. Quite often only the heavy bottom line appears.

Figure 20 shows a “CITY SWARTS | OFFICE | 3 WALL STREET” message in a rectangle. This was apparently Swarts’ office near the post office in lower Manhattan.

Figure 21 shows the letter “N”. Gordon Stimmell wrote a research article on this subject.¹² It is possible that the “N” indicated “Night”. The “N” can be seen on a Bouton’s stampless cover.¹³

Postmarks Used by Swarts

Figure 22 shows 10 postmarks that can be found on letters carried by Swarts.¹⁴ **Figure 23** shows the “X” postmark used to cancel a Swarts’ adhesive.

Census

Table 1 contains a census of 45 covers with Swarts handstamps and the US #1 adhesive. There are also two covers with Swarts handstamps and the US #2 adhesive. There is one cover in combination with the 9x1 provisional. This census only includes Swarts stampless covers. Covers with Swarts adhesives will be presented in later parts of this article.

Conclusion

The reader is now apprised of the Swarts handstamps and Aaron Swarts’ desire to be an official post office carrier. More on the Swarts adhesives in Part II of this series.

¹² *The Chronicle*, Gordon Stimmell, 2010, Issue 227, page 202.

¹³ Siegel (Golden), November 15-17, 1999, Lot 567.

¹⁴ *The Chatham Square Post Office and Swarts City Dispatch Post*, Arthur G. Hall, *The American Philatelist*, Volume 54, Number 19, July 1941, page 33.

Table I
Swarts' Stampless Covers with the 1847 Stamps

U.S.	Swarts HS Type	Date	To	Auction Record
1, Dk Brown	B	Dec. 15, 1847	Albany	Alexander, P391
1, Brown	B	Dec. 16, 1847	England	Siegel, June 18-19, 1991, Lot 165 Am. Phil. Brokers, May 8, 1979, Lot 1028 J. Kaufmann, Sept. 21, 1974, Lot 470, PF Fox (Hollowbush), Aug. 15, 1966, Lot 307 Alexander, P391
1a, Dk Brown	B	Feb. 22, 1848	Bucks County, PA	David Phillips, May 14, 1994, Lot 177 Don Tocher, March 29, 2004 Don Tocher, Nov. 7, 2003
1a, Dk Brown	B	Mar. 20	Boston	Siegel, Oct. 31, 1957, Lot 309 Alexander, P441
1a, Dk Brown	B	Feb. 22, 1848	Upper Blacks Eddy, Pa.	Harmers, Dec. 3, 1968, Lot 2140 Alexander, P393
1a, Dk Brown	B	May 26	Glen's Falls, N.Y.	Kaufmann, May 13, 1989, Lot 269
1a, Dk Brown	B	Jan. 24	Glen's Falls, N.Y.	J. Kaufmann, Nov. 19, 1981, Lot 95 Alexander P436 Frajola, Nov. 24, 1984, Lot 393
1a, Dk Brown	B	Mar. 2, 1848	Poughkeepsie	Frajola, Nov. 26, 1988, Lot 393 Alexander, P394
1a, Dk Brown	B	Jan. 11, 1848	New Bedford	Siegel, May 4, 1995, Lot 171 Alexander, P392
1a, Dk Brown	PAID	Feb. 28, 1849	Baltimore	Bennett (Craveri), June 12, 2003, Lot 409 Alexander, P405, PF
1a, Dk Brown	B	March 8, 1849	Chester, Conn.	Siegel, Feb. 17-19, 1993, Lot 1183 Alexander, P407, 440
1a, Dk Brown	C, D1, PAID	May 5, 1849	Peekskill	Siegel, Dec. 12, 1997, Lot 1340, PF Christies, Sept. 25, 1991, Lot 98, PF Siegel, Sept. 22, 1981, Lot 606 Alexander, P407

U.S.	Swarts HS Type	Date	To	Auction Record
1a. Dk Brown	C, D, <u>PAID</u>	May 18, 1849	Philadelphia	David Phillips, May 14, 1994, Lot 178 Frajola, June 15, 1985, Lot 352 Siegel (Meyersburg), June 25, 1997, Lot 387 Ex. Meroni Siegel, March 26, 1996, Lot 316 Alexander, P408
1a, Blackish brown	B	Feb. 20, 1848	Albany	Siegel, Dec. 8-9, 2004, Lot 1870 Alexander, P439
1	B	Jan. 8, 1848	Poughkeepsie	Alexander, P392
1	B	Feb. 10, 1848	Philadelphia	Alexander, P393
1	B	Feb. 17, 1848	Remsen	Alexander, P393
1	B	Feb. 26, 1848	New Haven	Alexander, P393
1	B	March 1, 1848	Boston	Alexander, P393
1	B	March 21, 1848	Easthampton	Alexander, P394
1	B	March 1848	Poughkeepsie	Alexander, P395
1	B	May 20, 1848	Albany	Alexander, P408
1	B	June 6, 1849	Deposit, N.Y.	Alexander, P409
1	C, D1	June 11, 1849	Purchase, N.Y.	Alexander, P409
1	<u>PAID</u>	Nov. 10, 1850	Philadelphia	Alexander, P426
1	C, D1	Jan. 10, (1850)	Philadelphia	Alexander, P434, PF
1	<u>C, PAID</u>	April 18, X	Middletown	Alexander, P443
1, Brown	B	March 2, 1848	East Hampton	Fox, July 20-21, 1988, Lot 128 Frajola, March 14, 1987, Lot 473
2-1, Brown	B	Feb. 12	Park Chester, N.Y.	Fox (Hollowbush), Aug. 15, 1966, Lot 12
1, Brown	B (on reverse), C			Siegel, Oct. 31, 1957, Lot 310
1, Brown	C,D1	June 5, (X)	Newburgh, N.Y.	W. Kaufman (Hart), April 30, 1990, Lot 229 Alexander, P445
1, Brown	C, D1	May 28, 1849	Utica	Bennett, (Como), Nov. 2, 2002, Lot 121 Alexander, P408
1, Red brown	B	Jan. 18, 1848	Boston	Siegel (Golden), Nov. 15-17, 1999, Lot 1525 Alexander, P392

U.S.	Swarts HS Type	Date	To	Auction Record
1, Red brown	B	Mar. 7, 1848	Remsen, N.Y.	Siegel, Sept. 26, 2007, Lot 97 Alexander, P394, 440
1, Red brown	B	Jan. 8, 1848	Poughkeepsie	Bennett (Como), Nov. 2, 2002, Lot 124
1, Red brown	C		Cumberland, Md.	Siegel, Oct. 21, 1982, Lot 258, PF Alexander, P458 J. Kaufmann, April 30, 1974, Lot 575 Siegel (Kuphal), Nov. 15-16, 2006, Lot 1706 Siegel, Dec. 12-14, 1995, Lot 506.
1, Red brown	C, D1	Apr. 1?	Middletown, Conn.	Kaufmann, Dec. 17, 1988, Lot 80
1, Red brown	PAID	Mar. 1, 1850	Great Barrington, Mass.	Kaufmann, June 6, 1985, Lot 26, PF Alexander, P418 Bennett (Como), Nov. 2, 2002, Lot 123, PF
1, Red brown	C, PAID	Jul. 3, 1849	Rahway, N.J.	Siegel, Oct. 31, 1957, Lot 311 Alexander, P411, PF
1, Red brown	D1, PAID	APL 1	Middletown, Conn.	W. Fox, Dec. 5-6, 1990, Lot 394
1, Red brown	C, PAID	May 16	New Haven	Siegel, July 13-15, 1983, Lot 45 Bennett (Como), Nov. 2, 2002, Lot 122, PF Alexander, P444
1, Red brown	C, D2, PAID	June 9, 1849	Peekskill	Siegel (Golden), Nov. 15-17, 1999, Lot 1524 Siegel, March 13-15, 2006, Lot 1499, PF Bennett, April 1-2, 2005, Lot 1137 Alexander, P409
1, Red brown	B	Jan. 10	Philadelphia	Bennett (Como), Nov. 2, 2002, Lot 120, PF Fox, June 4, 1985, Lot 44
1, Red brown	B	Mar. 11	Bridgewater, Mass.	Kelleher, Feb. 22-23, 1989, Lot 455 Alexander, P728
1, Red brown	C, PAID	Apr. 23	Albany	Bennett (Craveri), June 12, 2003, Lot 408 Alexander, P443

U.S.	Swarts HS Type	Date	To	Auction Record
2, Black	B	May 2, 1849	Pittsburgh	Siegel, Oct. 31, 1957, Lot 312 Ex. Gibson Siegel (Golden), Nov. 15-17, 1999, Lot 1526 Alexander, P473
2, Black	B	Jan 19, 1849	Pittsburgh	W. Kaufmann (Hart), April 30, 1990, Lot 230 Ex. Caspary Alexander, P463
9X1	B	Feb. 26	Michigan	Byron Sandfield

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Join Us!

Boyd's Boston & Saco Express The Other Boyd's

By
William W. Sammis

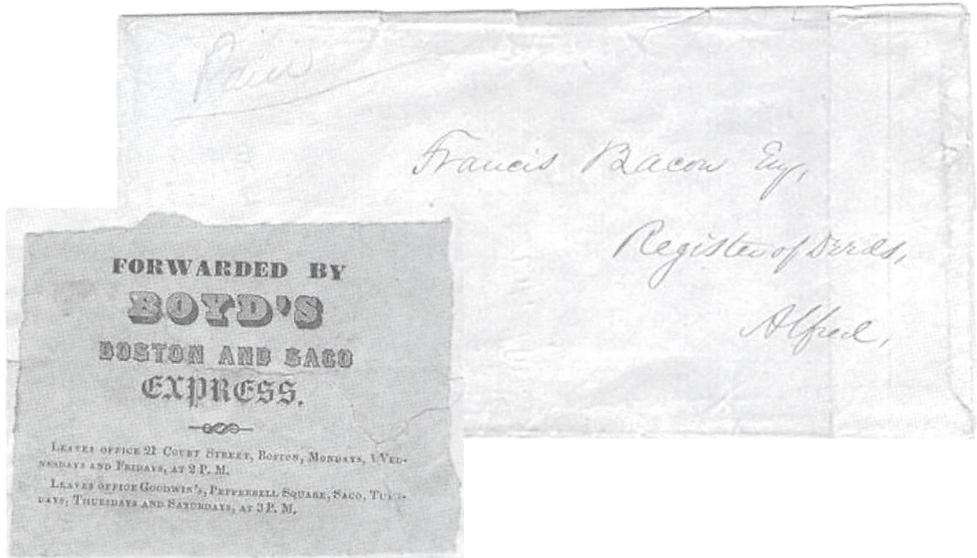


Figure 1. Boston via North Berwick, Maine to Alfred, Maine May 5, 1847

Boyd's Dispatch of New York City, in various iterations, remained in business for many years leaving behind thousands of philatelic artifacts for our enjoyment. Its history would make a substantial book. On the other hand only one cover from Boyd's Express, my subject here, is known, to mark its passing and, to our editor's dismay, the story of Boyd's Express can be told in a few pages.

In 1846 James L. Boyd was working as a clerk in the Boston freight house of the Boston & Worcester Railroad. This familiarity with the railroad industry inspired him to launch an express company under his name later that year.

The earliest reference to Boyd's Express that I can find is a note of appreciation published in the October 28, 1846 issue of the *Boston Daily Atlas* referencing the delivery of election results from Saco, Maine:

By Last Night's Mails.

BY BOYD'S SACO AND BOSTON EXPRESS.

Of the copies of the *Boston Pathfinder & Business Intelligencer* available to me, Boyd's is found three times in the express section:

1-4-1847: “Boyd, 21 Court St. Mon, Wed & Fri., 2 P.M.”
(Serving Saco, North Berwick, Wells & Kennebunk)

6-7-1847: “Boyd, 21 Court St. Mon, Wed & Fri., 2 P.M.”
(Serving Saco, North Berwick, Wells & Kennebunk)

8-16-1847: “J.L. Boyd, 9 Court St. Daily, 2 P.M.”
(Serving Saco, North Berwick, Wells & Kennebunk)

The Portland, Saco & Portsmouth Railroad was completed on November 21, 1842. It entered into a lease agreement with the Eastern Railroad, which gave it access to Boston. The four towns in Maine that Boyd advertised as being his route (Saco, North Berwick, Wells and Kennebunk) were all stations on the PS&P line. Boyd’s 2 P.M. closing time for his dispatches gave him a half hour to catch the 2:30 P.M. Eastern Railroad train scheduled to depart from the Eastern Railroad Depot located in Boston at the intersection of Commercial Street and Eastern Avenue.

Boyd, perhaps courting failure from the start, chose a route already served by two established express companies. Charles W. Child had been running Child & Company’s Express over this route using the PS&P and Eastern Railroads since 1843 as had Benjamin I. Longley of Longley & Company’s Express from 1845. Boyd faced an uphill battle and to put himself at a further disadvantage he initially offered service only three times a week while Child and Longley ran a daily express. Another impediment to success was the fact that Child and Longley both operated out of general express offices in Boston that attracted much business. Boyd, located at 21 Court Street, did not¹. About a year after opening, both of these shortcomings were addressed. By August 16, 1847 Boyd had moved to 9 Court Street, Boston; a general express location housing dozens of express companies (initiated by Harnden & Co. but better known as the home of Adams & Company’s Express from 1840). Also by this date Boyd advertised daily service.

These changes may have been to no avail. By December 2, 1847 Boyd’s Express is no longer listed in the Boston *Pathfinder and Business Intelligencer*. Barnes’ Express, operating out of 12 State Street, was now serving Kennebunk, North Berwick, Saco and Wells. Barnes, also competing against both Child & Company and Longley & Company appears to have fared no better than Boyd and was gone by October of 1848.

¹ In 1847, 21 Court Street in Boston was occupied by merchant tailors Jacobs (James M.) & Deane (John K.) with Deane also residing at that address. More often stationers or booksellers represented express companies. Nevertheless Jacobs & Deane may have acted as agents for Boyd’s Express, holding express matter at 21 Court Street for pick up by James Boyd. Twenty-one Court Street likely appealed to Boyd because it was located in an “express neighborhood”, just a few doors down from the general express offices at 8 Court Street (Harnden & Company et al.) and 9 Court Street (Adams & Company et al.) with the general express office at 7 State Street a little further up the block.

Figure 1 shows the only postal history for Boyd's Express of which I am aware. This cover is dated May 5th (1847) and was carried on the afternoon train from Boston to North Berwick, Maine and by stage to Alfred, Maine. The letter contained court documents that were treated as valuables and thus not in violation of the Post Office Department's letter matter monopoly. The forwarding label was used to seal the folded letter. As expected the label contains the same information noted above as published in the spring of 1847 before the move from 21 Court Street to 9 Court Street. Additionally the Saco office is advertised with dispatches at 3:00 P.M. on Tuesday, Thursday and Saturday. (The westbound PS&P train was scheduled out of Portland, Maine at 3:00 P.M. to reach Saco at 3:30 P.M. Just as on the eastbound run, Boyd allowed himself one half hour to catch the train.) This schedule implies a one-man operation with Boyd likely being that man. He would have been on the road six days a week completing three round trips between Boston and Saco. This would further explain why, at least initially, he couldn't offer daily service. He needed at least one more employee that being accomplished around August of 1847.

Epilogue

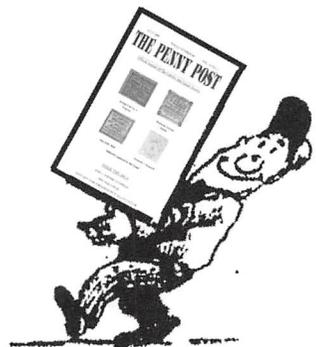
After his brief and, it would appear unsuccessful foray into expressing, James Boyd apparently moved out of state to try something different. The Boston Evening Transcript of June 20, 1848 is quoted:

CANNELTON COAL MINES. A correspondent of the New York Spirit of the Times gives an account of a recent visit which he paid to the Cannelton Coal Mines in Indiana. He says that James Boyd, late of Boston, and a member of the Company, is the lessee and active manager of the business...

I invite members to sort through their Boyd's Dispatch covers. If something with a peculiar Maine-Massachusetts route is uncovered I am on call 24-7: cds13@cornell.edu.

M O V I N G

Let us know.

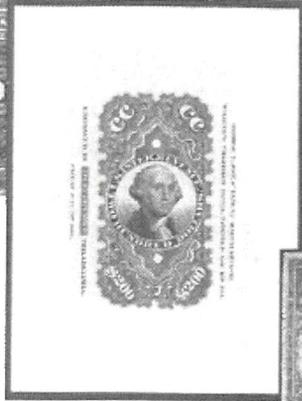


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