

JULY 2012

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VOL. 20 NO. 3

THE PENNY POST

Official Journal Of The Carriers And Locals Society



A green Swarts' Zachary Taylor stamp on a local cover dated April 2, 1850. Is this the light green (136L1) stamp or the dark green (136L2) stamp? Learn the easy identification trick in this issue.

INSIDE THIS ISSUE

MOTOR POST AND CHAIN DELIVERIES STAMPS

EXPRESS CATALOG UPDATE – PART 3

SWARTS' ZACHARY TAYLOR STAMPS

AND MORE

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Editor's Message

By
Larry Lyons

Greetings fellow Carrier, Local Post, Eastern Express and Forgery collectors. Our Society's annual meeting was held at NAPEX in early June at McLean, Virginia. Unfortunately, I was unable to attend due to a family obligation. This was only the second meeting I have missed in the last fifteen years. I particularly enjoy these great shows and getting together with my friends and fellow collectors. Special congratulations to member Mark Schwartz for winning the NAPEX Grand Award and also the American Philatelic Congress Award and the U.S. Philatelic Classics Society Medal for his exhibit "Salem Postal History 1740-1845." Good luck to Mark at the Champion of Champions event at StampShow in Sacramento in August. I also want to congratulate Marty Richardson on his Gold Medal award for his exhibit "Boyd's Local Post-New York City 1844-1911." Our Assistant Penny Post Editor, John Bowman was a single frame Gold Medal winner for his exhibit "Overton and Company's stampless covers 1844-1845." This was the first time this exhibit has been shown. Congratulations John! Happy collecting and I hope to see you at StampShow in Sacramento in August.

The following editor's report was delivered for me at NAPEX by Assistant Editor John Bowman:

I have been the Editor-In-Chief of *The Penny Post* since January 2000, a period of thirteen years. We have published 79 issues of *The Penny Post* since January 1991. Gordon Stimmell was the editor for the first 30 issues and I have done 49 so far through May 2011. The 79 issues of *The Penny Post* contain some 4,340 pages of research. *The Penny Post* has won 20 gold medals in literature and two Reserve Grand Awards. We have an entry at NAPEX. Only six of the 25 periodicals entered won a gold medal at this show last year. *The Penny Post*, and its Editor, has won the coveted Diane D. Boehreit award for excellence in literature three times. (1994, 2009 and 2011).

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. We have a great fraternity! The co-authoring and pooling of knowledge has taken us far and will continue to do so 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 and hard work. Special thanks to Alan Cohen and John Bowman for being my constant critics and proofreaders for the last thirteen years and counting. I wish to extend a special thank you to Alan Cohen for being our Auction Manager. We have had 21 auction 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. Sale #22 will be on Thursday July 19th.

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

Editor's Choice Award

The Editor's Choice Award is given by me for my choice of the best article in the previous year. For 2011 my four favorite articles were:

1. Buck's Richmond Express-Simplified Identification Tips by Clifford Alexander, Bruce Mosher and John Bowman, with a follow-up article-Buck's Richmond Express, The Forgers by Justin Polkis.
2. Bates & Co. New Bedford and New York Express by John Bowman.
3. The Expressing and Messenger Waifs of Chicago by Bruce Mosher.
4. American Letter Mail Company-Indecision at Philadelphia Creates a Rarity by William Sammis.

Last year Bruce Mosher was the recipient of this award for his article-Wells Fargo Express Operations in New Jersey. This award was given in 2010 to Vernon Morris for his pioneer article on Newly Discovered Philadelphia Eagle cancelations. In 2009 the award was given to Bill Sammis for his work on John S. Jerome Express. In 2008 the award went to John Bowman and Gordon Stimmell for their work on the American Letter Mail Company. Hubert Skinner won this award in 2003 for his work on the New Orleans Carriers. When I visited his home in 2008 the award was on his bookshelf.

This year's award goes to Bruce Mosher for his article on the Waifs Chicago Express and Messenger Service. Congratulations to Bruce Mosher. Bruce was not at the meeting to accept the award. It will be shipped to him.

Note: The award is a handcrafted blue and violet square plate. The bottom of the plate reads "Editor's Choice Award 2011" and it is signed "Larry."



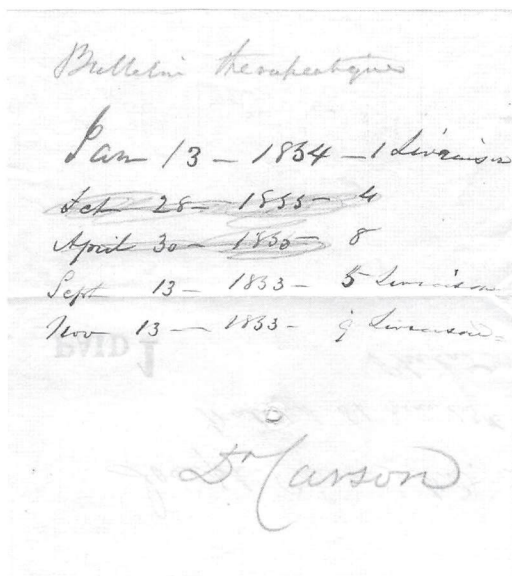
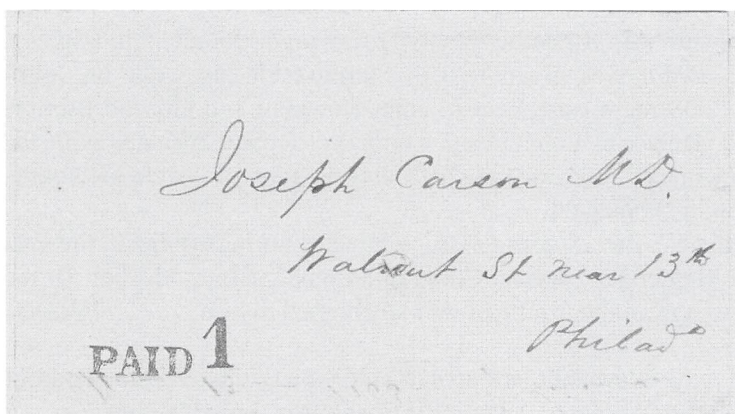
The 2011 Editor's Choice Award which was won by Bruce Mosher for his article on the Waif's Chicago Express and Messenger Service.

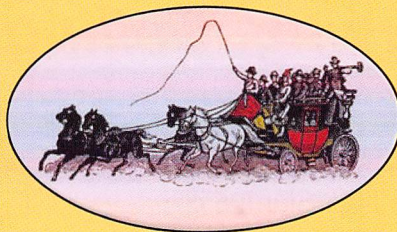
A What's It?

By
Norman Shachat

I have had the cover shown in **Figure 1** in my collection for at least 30 years. It is a Philadelphia local letter with a **PAID 1** marking indicating that 1 cent was paid to someone to deliver the letter. I have never seen another example of the marking. The inside (**Figure 2**) simply contains several references to the *Bulletin Therapeutique* dating from 1853 to 1855, suggesting that the letter was sent after April 30, 1855 and likely during the latter part of 1855.

By 1855, Blood's was by far the predominant independent local post in Philadelphia, but I have never seen, and there is not reported, a similar Blood's marking. Likewise, there is not reported nor have I ever seen a Philadelphia carrier marking or a Philadelphia P. O. drop letter marking like that on the letter. So my question is: "Who delivered the letter to Dr. Carson?"





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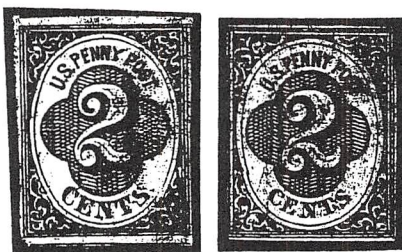
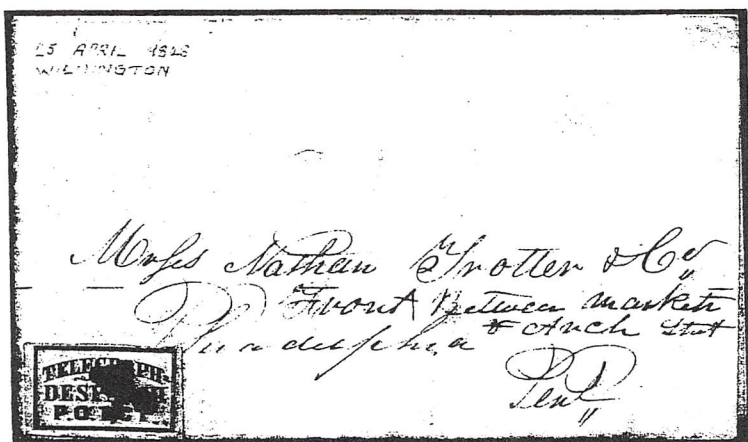
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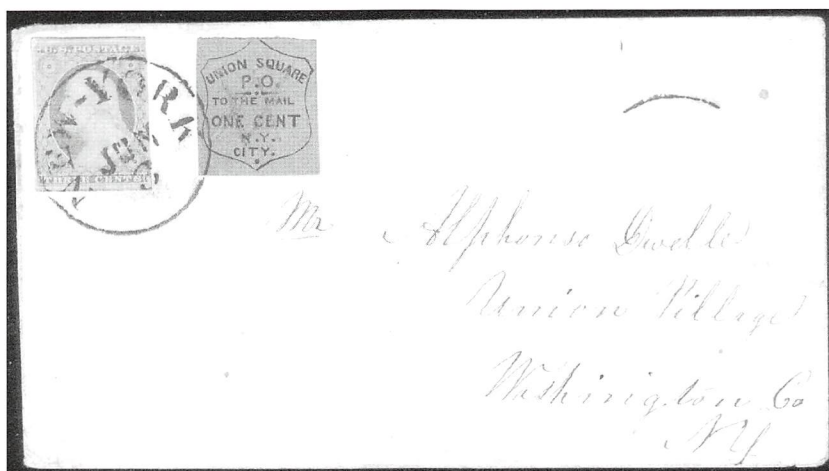
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Motor Post and Chain Deliveries Stamps

By

Bruce H. Mosher, Clifford J. Alexander and John D. Bowman

The Motor Post, Inc., Chain Deliveries, Inc., and Chain Deliveries Express, Inc. stamps from the 1930's and 40's are very well recognized and sincerely sought after by many U. S. Cinderella collectors.¹ Examples of the six different stamp types that were contemporarily used by the three business identities of this company are depicted in **Figure 1**.



Figure 1. The six different stamp types that were issued.

Two seminal articles describing the attributes of these adhesives were published in the philatelic press quite some time ago; however, the illustrations in both articles were monochromatic, a definite visualization detriment when characterizing and appreciating this colorful series of prepaid delivery stamps.^{2,3} The authors have uncovered additional information about Chain Deliveries and its

¹ These were the three chronological business names for a single continuing company. Hereinafter within this article referred to simply as "Chain Deliveries" for general citations relating to the company.

² Irvin Burns and Charles H. Hermann, "Chain Deliveries Express Inc. 1933-1941," *The American Revenuer*, September 1967, pp 59-61.

³ Jim Czul, "Chain Deliveries stamps raise questions," *Linn's Stamp News*, June 3, 1985, pp 62-3.

stamps that help fill in some of the gaps in the company's historical record. In addition, we can now illustrate previously unreported Motor Post and Chain Delivery stamp varieties and also firmly establish that the numbers imprinted on all of the Motor Post and Chain Deliveries stamps and coupons represent monetary denominations and not values of weight as previously speculated by earlier writers.

This article will appear in *The Penny Post* as a four part series. This first part discusses the history and background of Chain Deliveries plus it introduces the stamp designs that it used. Part II will cover the known characteristics of all stamp designs and the authors' current information on earliest and latest uses. Part III will analyze the issued configurations of the six different stamp types. Part IV will address cancellations and paper characteristics plus talk about the competition that Chain Deliveries faced.

History of the Chain Deliveries Company

The company reportedly was established in New York in 1932 as Motor Post, Inc. However, the first record of a filing with the New York Department of State (DOS) was on March 6, 1933. Its charter specified that it was organized to engage in the business of delivering and forwarding general commodities. In May of 1934, the corporate name was changed to Chain Deliveries, Inc. and a filing was made with the DOS on June 12, 1934 to reflect the new name. In the winter of 1936, the name was again changed, this time to Chain Deliveries Express, Inc. but a DOS filing was not made until October 27, 1936 to document the revised name.

Only three years after Motor Post, Inc. was organized, the federal Motor Carrier Act of 1935 (Act) was enacted. This statute — one of many New Deal laws precipitated by the Great Depression — was intended to assure the financial stability and quality of motor carriers by requiring companies to obtain a certificate of public convenience and necessity before establishing a new interstate carrier service or extending an existing service. The Act covered bus and trucking companies, their contract carriers, their brokers, and certain express companies. Companies already in business were required to file with the Interstate Commerce Commission (ICC) an application for a grandfather exemption.

The intended public benefits of the Act were believed to include greater assurance that there would be adequate motor carrier service throughout the country, elimination of “fly-by-night” operators and greater safety through regulation of the busing and trucking industry. Another consequence, of course, was reduced competition — a significant benefit to companies already in business that were the first to obtain an ICC operating permit.

In 1940 Chain Deliveries filed an application for a permit under the grandfather clause to allow it to continue to operate as a broker under the Act. The ICC, however, held that Chain Deliveries was not a motor carrier subject to the Act because it did not itself own or operate any trucks and that it did not fit within any of the definitions of the other types of companies subject to the Act. The ICC consequently dismissed the application.⁴

⁴ Chain Deliveries Express, Inc., Broker Application 22 M.C.C. 223 (Mar. 18, 1940); clarified 26 M.C.C. 407 (Oct. 25, 1940).

The Act subsequently was amended to include regulation of freight forwarders operating in interstate commerce. Chain Deliveries filed another application on November 10, 1942 seeking a permit to continue operation as a freight forwarder of general commodities. This application was granted on December 23, 1943.⁵ The transcripts of the three relevant ICC decisions provide a good description of the company's method of operation, which is summarized below.

By 1947, the business of the company apparently deteriorated and it voluntarily filed for bankruptcy protection in the U.S. Court in the Southern District of New York. The filing was made in December 1947 under Chapter XI, which permitted the owner of a bankrupt company to reorganize its debts and continue operating its business. Chain Deliveries proposed that payments to its creditors be deferred while it continued to operate.⁶ Chain Deliveries most likely emerged from bankruptcy in 1948 or 1949, but the exact date is not presently known.

Irvin Burns and Charles H. Hermann reported that in 1965 they contacted the parent of Chain Deliveries, CDX Merchandise Express, for additional company information. In response, CDX advised them "Chain Deliveries Express has not issued stamps for at least 20 years and no more are available. The original owners lost control in the late 1940s and the company has not been operated along the lines of the original concept since that time."⁷

Despite this downturn of events, Chain Deliveries continued to operate a parcel delivery service under the name "Chain Deliveries Express, Inc." for a number of years after 1947, reportedly without issuing any company stamps. In 1961, the *New York Times* reported that the Company was part of a group of 14 firms and associations opposing a proposal by the U.S. Post Office Department to raise the maximum weight and size of parcel post mail for deliveries over 150 miles from 20 to 50 pounds and from 72 total inches (length plus girth combined) to 100 total inches.⁸

Research of the New York State files indicates that Chain Deliveries was not dissolved as a corporation until August 28, 1985. But, it is not known whether the company provided any commodity delivery services during its final years before it officially expired.

Description of the Business

According to 1938 ICC records, the basic principle underlying Chain Deliveries' operation in the performance of its agreements with the chain stores was the concentration and consolidation of numerous small packages into one shipment. Chain Deliveries received packages destined for various chain stores by picking them up at remotely located factories, or via independent delivery to an agent of the Chain Deliveries company. These agents and depots, other than Chain Deliveries

⁵ No. FF-34, Chain Deliveries Express, Inc., Freight Forwarder Application, 260 I.C.C. 149 (Dec. 23, 1943).

⁶ "Business Records" *The New York Times* (Dec. 16, 1961) p. 42.

⁷ Irvin Burns and Charles H. Hermann, p. 59.

⁸ "14 Groups Oppose Parcel Post Plan," *The New York Times* (Dec. 16, 1961), p. 86(?).

main terminals, were maintained by truck companies under contract with Chain Deliveries to perform some portion of its transportation service. Packages received from factories at the depots or agencies were consolidated and then forwarded via motor carriers, forwarding companies, water carriers, or rail carriers to one of Chain Deliveries six main terminals at rates commensurate with the quantity shipped. There the aggregate packages were again consolidated and forwarded in a similar manner to their final chain store destinations.⁹

Reportedly, since the early part of 1937, Chain Deliveries had entered into agreements with a number of motor carriers, which it termed "express contracts." At the 1938 ICC hearings the Company admitted to consummating such agreements with 24 motor carriers: four motor carriers with headquarters in New York City, four in New York State, two in New Jersey, three in Massachusetts, two in Pennsylvania, three in Illinois, two in Connecticut, and one each in Iowa, Ohio, Wisconsin, and Minnesota.¹⁰

Later during the 1943 Congressional hearings the following informative characterization of the Company's business was provided:¹¹

Chain Deliveries confines its operations to the handling of small parcels. Its principal competition is with the United States parcel-post service. Its business generally differs from that conducted by contemporary package-forwarders in the following respects:

(1) The packages it forwards are smaller than those usually handled by other forwarders;

(2) the consignees of its shipments are almost exclusively chain stores;

(3) its transportation charges are not predicated on any classification, but are based solely on the number of packages handled and their weights;

(4) no description of the shipped commodities is usually given in Chain Deliveries' bill of lading or memorandum of receipt;

(5) its bill of lading or receipt differs from other forwarders' ordinary bill of lading in that it is designed to meet the requirements of the specialized traffic which Chain Deliveries handles; and

(6) Chain Deliveries' tariffs define rates only between delivery/pickup zones rather than point-to-point rates.

During the 1963 hearings before Congress, Chain Deliveries was described as a privately owned freight forwarding company that was licensed by the Interstate Commerce Commission to operate in 32 States and the District of Columbia. It was also characterized as a private transportation company.¹²

⁹ No. MC-31856, Chain Deliveries Express, Inc., Broker Application, 22 M.C.C. 223 1940 (Aug 30, 1938—March 18, 1940), p 224.

¹⁰ Ibid, p. 225.

¹¹ No. FF-34, pp 151–2.

¹² United States. Congress. House. Committee on Post Office and Civil Service, Vol. 2, 1963 Hearings, p 301.

During at least part of the seven-year period from 1936 to 1943, when it was involved in ICC proceedings, it appears that Chain Deliveries may only have serviced four significant clients: F.W. Woolworth, W.T. Grant, J.J. Newberry and McLellan's five and dime (a.k.a. variety or chain) stores. The contracts with these firms specified that Chain Deliveries would only transport small packages with total dimensions up to 100 inches and no more than 70 pounds in weight. In addition, the company did not transport alcoholic beverages, bullion, currency, animals, refrigerated products, dangerous items or items with a value of more than 50 cents per pound.

Except for a period during the Second World War when there was a labor shortage, Chain Deliveries operated six main terminals located in New York City (4), Boston (1) and Chicago (1) through which it funneled all shipments. In addition, it had as many as 53 "subreceiving and distributing stations," most of which were operated by independent motor carriers that served as consignment agents for Chain Deliveries. Variety store employees typically would bring the packages to be delivered to the closest terminal or subreceiving station. Packages brought to subreceiving stations were transported by truck to one of the six main terminals operated by Chain Deliveries where they were sorted by destination. Chain Deliveries would then ship the packages to addressees primarily through its trucking agents, but sometimes by rail for long delivery distances.

The trucking companies and railroads used by Chain Deliveries were paid by it and not its shipping customers. The 1943 ICC decision contains this general description of how Chain Deliveries charged its delivery fees:

"Applicant's [*i.e.*, *Chain Deliveries Express, Inc.*] rates vary according to the weights of the parcels shipped, the zones of the origins, and the destinations of the shipments, and are slightly lower than the corresponding charges made by the United States Post Office Department for parcel-post service. Applicant's rates are prepaid by the consignors, and they average about \$12 per 100 pounds.

"The average weight of the packages is approximately 12 pounds.¹³ Upon receipt of parcels, applicant issues to the shipper its bill of lading or memorandum of receipt, which names the shipper, the consignee, the number of parcels, the weight of each parcel, and the charges prepaid by the shipper. Prepayment of these charges is indicated by coupons [*a.k.a.* stamps] attached to the packages. These coupons are sold by applicant to shippers."

At the present time we have not located any bill of lading (or memorandum of receipt) papers that were contemporarily issued by Chain Deliveries.

Early in its business lifetime, R. C. Bennet was president of Chain Deliveries (in 1937) when it was headquartered in New York City. A quarter of a century later in 1963, Aaron Hoffman was president of Chain Deliveries Express

¹³ These 'average' numbers calculate to an 'average' delivery charge of \$1.44 per package. However, no more than \$0.78 in prepaid stamps is presently known on the remnants of a single package delivered by Chain Deliveries as reported in this article.

then located in Red Bank, N.J. The circumstances and transition dates for these presidential changes are not known since company records for the intervening 26 years are not currently available. Other company presidents may have served between the two named officials; however, their names are unknown.

Additional company operational information recorded in the 1943 ICC report follows:¹⁴

- Chain Deliveries employed approximately 100 persons, and in addition was assisted by employees of the motor carriers that acted as its agents.
- Chain Deliveries operated at net profits of \$32,359.86 in 1939, \$27,055.72 in 1940, and \$9,796.61 in 1941. In 1941, its freight revenue was \$902,323.65. As of December 31, 1941, it had total assets of \$140,720.21, and current liabilities of \$41,602.14, leaving \$10,000 capital stock and \$89,118.07 earned surplus.
- For some years prior to May 16, 1942, and continuously since, Chain Deliveries had held itself out to the general public to forward commodities generally, in parcels or packages not in excess of 100 inches, length and girth combined, and weighing not more than 70 pounds each, in interstate commerce from points in Connecticut, Delaware, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, and Wisconsin to the District of Columbia and destinations in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

Although Chain Deliveries operated for over 30 years, there were a number of potential risks inherent in its business model. Foremost was that its principal competitor was formidable—the U. S. Post Office. In addition, competition from the Railway Express Agency's ground delivery service, the upstart United Parcel Service and many other independent package-delivery firms was certainly of significant concern. Up until 1943, Chain Deliveries also appears to primarily have had only a few large clients, all of whom at some point could decide to operate their own parcel distribution systems or switch to a delivery competitor. In addition, because it did not own or lease its own trucks, it had limited control over important delivery costs and the quality of transportation service. We do not know exactly when or why the owners discontinued the method of operations originally conducted by Chain Deliveries Express in the late 1940's. But it is likely that their business model did not adapt very well to the changing market environment indigenous to that era.

¹⁴ No. FF-34, pp 152–3.

Six Stamp Designs

The **Table I** chart summarizes the significant characteristics of the six stamp designs issued by the three Chain Deliveries' corporate identities. The cited Type numbers are copied from the original identifications published by Burns and Hermann. The five-cent stamp of each Type is illustrated in **Table I** to provide representative examples for visual comparison. Depictions of additional denominations that were issued for each of the six stamp Types are documented later in this report. It is presently believed that each stamp Type was issued in values of 1, 2, 3, 4, 5, 10, 15, 20 and 40; however, eight of those potential stamp values (out of 54 stamp-variety possibilities) have not been seen for Type 2 and Type 3 stamps as is mentioned under Characteristics in **Table I**.

Because the issuing dates for each stamp Type are not accurately known, the estimated year of issue appears in the Table. Also listed are the earliest known usage (EKU) dates found among Chain Deliveries' cancellations on used specimens of each individual Type. The last known usage (LKU) is reported as well, based on observed company cancellation dates on used stamps. For some Types, the EKU also serves to define the estimated issue year. The overall period of Motor Post and Chain Deliveries stamp usage is estimated to have encompassed 1933 through 1947. Examples of individual EKU and LKU cancellation dates cited in **Table I** are illustrated later in Part II.

The use of the "ESPC⁰" repeating safety design in the Type 5 and 6 stamps' paper (see **Figure 2**) made washing and subsequent reuse of washed delivery stamps very difficult. Additional information regarding the Eureka Specialty Printing Company (a.k.a. ESP Co.) and its safety paper product is provided in Part IV under the **Eureka Specialty Printing Company** heading.















Figure 2. Visible "ESPC⁰" design on the back of a Type 5 stamp.

Defining the Stamp 'Currency'

The absence of a stated denomination 'currency' on the Chain Deliveries (and also Motor Post) stamps leaves collectors and historians with an identification dilemma—do the imprinted numbers represent *cents* or *pounds*? This question was previously raised by Burns and Hermann and then repeated by Czyl. All three philatelic authors failed to develop a hypothesis or firm definition for the 'currency' of the Chain Deliveries stamps. To resolve the 'currency' identification dilemma, the following analysis will be advanced to demonstrate that *cents* is the correct 'currency' definition.

Table I. Summary of Chain Deliveries Stamp Characteristics

Type	5¢ Stamp Illustration	Winged Package Detail (Corporate Name Filing Date)	Estimated Issue Year	EKU Date	LKU Date	Characteristics
1		 (March 6, 1933)	1933	3/3/34 (Figure 7)	8/31/35 (Figure 9)	<ul style="list-style-type: none"> • Perf. 12 • 42x23.5 mm oval • Surface colored paper
2		 (June 12, 1934)	1934	4/11/35? (Figure 11)	11/8/35 (Figure 11)	<ul style="list-style-type: none"> • Unknown values: 3, 4, 15, 20, 40 • Perf. 14.5 • 43x23.5 mm oval • Surface colored paper
3			1935	5/23/35 (Figure 13)	11/15/35 (Figure 14)	<ul style="list-style-type: none"> • Unknown values: 1, 2, 40 • Perf. 12 • 42x23 mm oval • Paper colored through
4			1935	4/28/35 (Figure 16)	2/12/37 (Figure 17)	<ul style="list-style-type: none"> • Perf. 12 • 47x23 mm design • Colored gingham border outside oval
5			1935	10/25/35 (Figures 23 & 24)	5/15/37 (Figure 25)	<ul style="list-style-type: none"> • Perf. 12 • 47x23 mm design • ESP Co. safety paper
6		 (October 27, 1936)	1936	1937 (Figure 27)	5/17/44 (Figure 27)	<ul style="list-style-type: none"> • Perf. 12 • 47x23 mm design • ESP Co. safety paper • Bankrupt in Dec 1947

A very illustrative example supporting the *cents*-currency interpretation can be understood by examining the Chain Deliveries 5-stamp cluster (shown in **Figure 3**) that is attached to a single package wrapper. The hosting package was probably shipped around November 1935 based on available relevant information. The sum of the individual stamp values is 78 *cents* or 78 *pounds* depending on one's view of the currency definition. These stamps are pasted to a thin card (actually the outer layer of a corrugated cardboard box) that served as the underlying package's outer surface. All five of the depicted stamps are tied to the thin card by Chain Deliveries' wavy-line dated cancellations.

After reviewing the ICC's decisions involving Chain Deliveries we find that a 70-pound weight limit was imposed on the packages the companies were permitted to transport. This limit may have existed as early as the beginning of operations under the Motor Post, Inc., corporate name. In light of this limitation, the stamps on the illustrated **Figure 3** package piece must have represented 78 *cents* in shipping payment, and most certainly not 78 pounds of weight. This single example provides convincing proof that all Chain Deliveries' stamps are uniquely denominated in *cents*. Additionally, it will be used as 'grandfathered proof' to cover Motor Post, Inc. stamps. It is highly probable that other contemporary examples of Chain Deliveries' stamp usage can be found that will illustrate use of greater than 70 cents in stamps on single packages. Discovery of such items would provide further proof that the numbers on its stamps represent denominations in *cents*. The authors would appreciate reports with illustrations of any relevant stamp items.



Figure 3. Five Type 4 stamps worth 78¢ paid the underlying package's delivery fee.

Based on the foregoing analysis, the authors' conclusion, which will be reflected in the rest of this article, is that all Chain Deliveries stamp denominations should be characterized as *cents*. In fact, this definition has already infiltrated some of the foregoing explanations.

Given the aforementioned Chain Deliveries average shipping-rate of \$12 per 100 pounds (i.e., 12 cents per pound), and disregarding potential differences due to shipping zones, we would estimate that the package originally hosted under the **Figure 3** group of 78¢ stamps would have weighed approximately 6.5 pounds. This is certainly a reasonable weight for a package of merchandise that was being shipped by Chain Deliveries to any of its variety store clients. Unfortunately, we do not know the shipping location or destination area for this package because such information has been excised from the **Figure 3** specimen.

In addition to weight limits, historical references confirm that Chain Deliveries also adopted dimensional restrictions on consigned packages. They could not exceed 100 inches in length and girth combined. However, in a 1963 application to the ICC, Chain Deliveries requested the 100 total inches and 70 pound weight restrictions be removed for all its shipping traffic between Washington, D.C. and New York City.¹⁵ This interesting disclosure leads us to believe the 70-pound package limit was in force until at least 1963. It is not known whether the ICC granted this requested relief to Chain Deliveries in 1963 or afterward.

TO BE CONTINUED

MOVING

Let us know.



¹⁵ John Guandolo, *Transportation Law*, W. C. Brown Co., 1983, p. 200.

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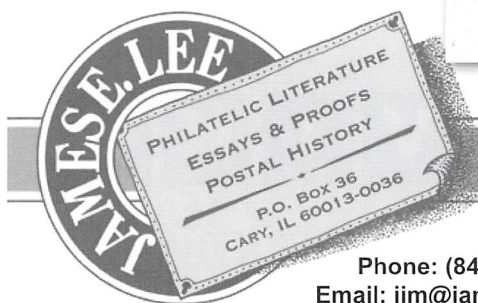
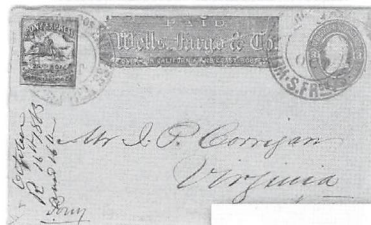
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Swarts, Part II

The Zachary Taylor Stamps

By
Larry Lyons

In the April 2012 issue of *The Penny Post*¹ Part I of this series of articles began with a history of Aaron Swarts and the Swarts' City Dispatch Post. The various handstamps were presented along with a census of 1847 stamps on covers without Swarts adhesives but having Swarts' handstamps. This second article in the series will explore the Zachary Taylor stamps. Zachary Taylor became President in 1849.

In his quest to secure central Manhattan as his local carrier area, Aaron Swarts bought out Bouton's City Despatch Post on January 15, 1849. Bouton's had issued his second stamp, 18L2, with the image of Zachary Taylor and the "Rough and Ready" logo inside the vignette. Aaron Swarts created his first adhesive stamp which was modeled after the Bouton's Zachary Taylor stamp. When Swarts bought out Bouton's he acquired the left over Bouton's Zachary Taylor stamps on which he inscribed the name "Swarts" in magenta manuscript at the top of each stamp.

The Swarts Manuscript Overprint Stamps, 136L13

The Bouton's stamp with the Swarts' manuscript overprint is listed in the *Catalogue* as 136L13. It was not the thirteenth stamp issued, it was really the first. I was able to find 11 covers with this stamp. Two are local use and nine were taken to the mails. See **Figure 1**. Ten of the covers are dated and the predominant period of use is January 30, 1849 to March 29, 1849 with two of the stamps being used in the fall of 1849. One of the covers has an 1847 US #1a and one has two U.S. #1 stamps. Four of the covers have the Type B Swarts handstamp and one has the Type C handstamp. Four of the covers have the Swarts "PAID" in a lozenge. In addition to the 11 covers there are two examples on piece dated February 3, 1849 and April 1849. About ten single off cover stamps are recorded.

Under the listing for the Bouton's 18L2 stamp is a category "on cover, tied by Swarts' handstamp". This is a usage under the Swarts ownership after January 15, 1849 and really belongs in the Swarts section of the *Catalogue*. Swarts did accept Bouton's adhesives for payment for his services. These adhesives were in the hands of the public who had purchased them from Bouton's. I have been able to locate the records of five such covers, three have the 18L2 stamp and two have the 18L1 adhesive. See **Figure 2** and **Table II**. Three of these covers have the Swarts "PAID" Type B handstamp and four have a Swarts "PAID" handstamp. Three of the covers are from January 1849 with one letter dated January 15th and datestamped on January 16th and another datestamped January 15th. These covers actually belong first in the Swarts section of the *Catalogue*.

¹ Lyons, Larry, *The Penny Post*, Vol. 20, No. 2, April 2012, pages 41-57.



Figure 1. Swarts manuscript, 136L13 stamp, on a cover dated January 29, 1849 and datestamped January 30th. The earliest recorded use of Bouton's stamp with Swarts' manuscript overprint. Siegel (Hall), November 13-14, 2000, Lot 763.

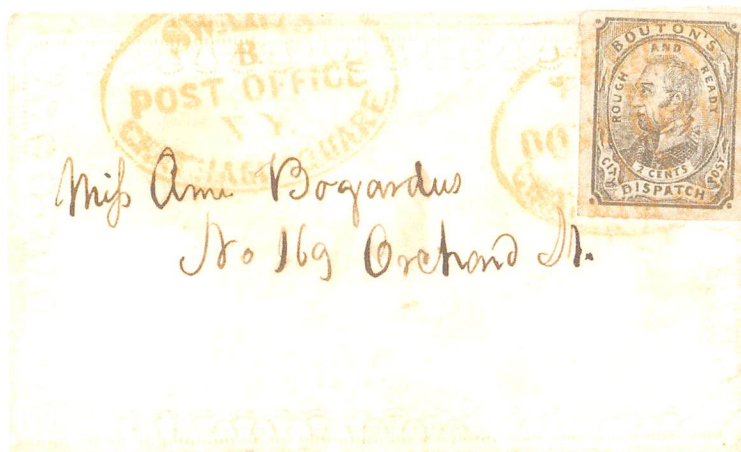


Figure 2. A rare use of a Bouton's stamp with Swarts handstamps used during the provisional period before Swarts made his own stamps. Bouton's stamps were accepted for use after Swarts purchased Boutons. Cherrystone, April 25-26, 2012, Lot 168, PF.

Bouton's and Swarts' PAID Handstamps

In the first part of this series of articles I showed the Swarts "PAID" handstamp in a lozenge. That handstamp got worn and the lozenge mostly deteriorated over time but usually has a little of the lozenge visible. In addition to that "PAID" handstamp Swarts also had a straightline "PAID". The Swarts straightline "PAID" is 5.5mm x18.5mm with serifs on the letters. The "I" has only a top left serif, the "D" has long serifs and the "P" has a forward bottom serif. See **Figure 3**. Bouton's also had a straightline "PAID" which measures 6mm x 16.5mm.

The Bouton's straightline "PAID" can be found on the following covers:

1. Siegel, May 13, 2000, Lot 85.
2. Wolffers, Oct. 19-20, 1994, Lot 659.
3. Bartels, German sale, Nov. 3-5, 1921, Lot 722.
4. Siegel, December 12-13, 1997, Lot 1947.
5. Siegel, June 27-29, 2000, Lot 1662.
6. Siegel, December 8-9, 2004, Lot 2050.

See **Figure 4**.

The Different Stones used to make the Swarts Zachary Taylor Stamps

It is nearly impossible to distinguish the black on light green (136L1) stamp from the black on dark green (136L2) Zachary Taylor stamp by looking at the color alone. It is very easy to tell them apart if you know the design difference between the two stamps. The black on dark green stamp (136L2) was printed from Stone I and the black on light green stamp (136L1) was printed from Stone II. The stones used to print the stamps are not listed in the *Scott Catalogue* for any of the Zachary Taylor stamps. This article will give you this information and provide the period of use of each of the colors of the Swarts' Zachary Taylor stamps and summarize the order in which these stamps were printed.

Stones I and II

Stamps from Stone I show a finely printed early impression with no colored dash at the front of the forehead pointing toward the "H" in "ROUGH". On Stone II stamps there is a colored dash at the front of the forehead pointed to the "H" in "ROUGH". See **Figure 5**. Stone I was used to print the grayish black on blue gray paper stamps (136L7) and the black on dark green surfaced glazed stamps, (136L2).

Stone II was used to print the black on light green surface glazed paper, (136L1) stamps, the blue on white paper stamps (136L5), the pink on bluish paper stamps (136L6) and the red on bluish paper stamps (136L6). The Stone II stamps were printed in a sheet of 100 (10x10) with a spacing of 2.25mm horizontally and 3mm vertically.

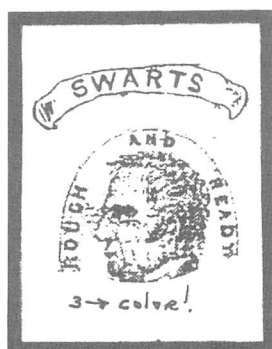
The pink or red stamps on white wove paper (136L3 and 136L4) must be identified by Stone types. The pink (136L3) stamp was printed from Stone II and the red (136L4) stamp was printed twice using Stones II and III. See **Figure 6**.



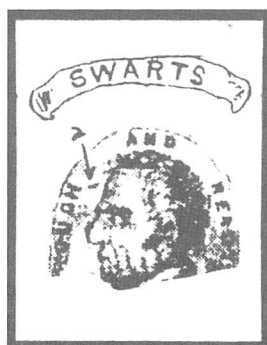
Figure 3. A Swarts straightline “PAID” on a cover dated March 18, 1849. Siegel (Mirsky), April 24, 2012, Lot 2704. PF 504489.



Figure 4. Bouton's straightline “PAID” on a locally addressed cover. Siegel, June 27-29, 2000, Lot 1662.

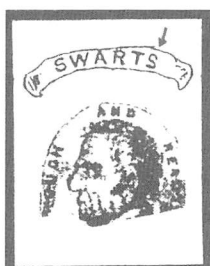


Original
Stone I

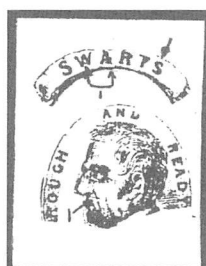


Original
Stone II

**Figure 5. The Stone I and Stone II distinguishing characteristics.
Stone II has a dash in front of the forehead.**

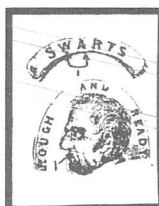


Original
Stone IIa



Original
Stone III

Figure 6. Stone IIa and Stone III characteristics.



Original
Stone III



Original
IV



Original
Stone III



Original
Stone IV

**Figure 7. Scratch lines are visible in the Swarts Stone III stamps.
The Stone III and Stone IV red stamps differ in color.**

Stones III and IV

The transfer used for Stone III was scratched and every subject on the stone shows some traces of the same scratch marks. These scratch marks cross the stamp diagonally and are visible as fine lines of color. They are particularly noticeable through “SWARTS”, parts of “READY” and on the portrait. See **Figure 7**. Stone III was made for Benjamin Lockwood after he had purchased Swarts Chatham P.O. in 1857. There are 10 transfer types.

Stone IV produced the remainders. Stone IV impressions are flawed and there are eight transfer types. The spacing between the stamps is 1mm in each direction. The panes were 5x5. The colors of the printing are Palish to Deeper Dull Red. There are two types of gum:

- a. The gum is hand applied, yellowish, streaky and slight crazed.
 - b. The gum is smooth and was machine applied.
- Stamps without gum are from remainders.

Transfer Types for Stone III

- (A) There is a triangular patch of shading to the left of the chin. The top left of the “R” of “READY” is broken or damaged on stamps 1, 2, 4, 5, 7, 8 and 10 (in the vertical row). The shading after “T” of “POST” is weak, missing or replaced by a dot on stamps 1, 3, 4, 6, 7, 9 and 10 (in the vertical row).
- (B) The dot in the chamfered S.E. corner is joined to the frame by a colored flaw.
- (C) The top of the “A” of “SWARTS” is joined to the frameline above; the “R” of the same word has a colored flaw attached to the right side of the upper curve of the letter.
- (D) There is a colored flaw (short oblique stroke) attached to the outside of the left frame opposite or level with “AND”. Small colored dot between top of “SP” of “DISPATCH”.
- (E) The shading at the left end of the ribbon bearing “SWARTS” is more extensive than in any other position.
- (F) Colored flaws below “D” of “DISPATCH” joining the letter to the frame below.
- (G) Short colored spur projecting below “D” of “AND”. Foot of “T” of “SWARTS” slanting and with one or two small colored dots below and to the left.
- (H) Colored flaw (short stroke) below and to the left of the ball in the S.E. corner.
- (I) Top of “D” of “AND” broken; inner oval frame line above this broken. White flaw in the upright of “T” of “DISPATCH”.
- (J) White nick in the upper part of the upright of “R” of “SWARTS”.

See **Figure 8**.

Most Stone III stamps encountered are later reprints. The color of the Stone III printings are dull vermilion on thin wove paper without gum and dull carmine on thin wove paper without gum. The spacing between the stamps is 2-2.5mm horizontally and 1mm vertically. More information on the transfer positions can be found in the Lyons Identifier.² Some Stone III red stamps are genuine and are late printings of the red 136L4 stamp. The red 136L4 stamp can be found as Stone II or Stone III. The Stone III red stamps can be distinguished by their red color as opposed to the dull carmine and dull pale red colors of the Stone IV stamps. Some Stone IV stamps are almost red in color but most Stone IV stamps do not have gum and the Stone III stamps all have gum. The gum found on some Stone IV stamps does add to the confusion but the spacing of the stamps will help with the identification. It has been written that the Stone IV stamps are an imitation made for Hussey.³

Transfer Types for Stone IV

- (A) Lower part of upright stroke “R” of “READY” broken.
- (B) Short spur at lower end of right upright of “H” of “ROUGH”. Line over first “S” in “SWARTS”.
- (C) Dot over “I” of “CITY”.
- (D) Left side of horizontal stroke of “T” of “CITY” missing. White flaw in dark line below second “S” of “SWARTS”.
- (E) White flaw in head of “P” of “DISPATCH”.
- (F) White flaw in vertical shading at N.W. corner.
- (G) Break in edge of ribbon above first “S” of “SWARTS”.
- (H) Flaws in first two strokes of “W” of “SWARTS”.

See **Figure 7**.

The above may seem complex but most genuine stamps can be identified by Stones I and II and only the red stamps need further scrutiny.

Stone IIa

Stamps from Stone II have the constant dash in front of the forehead which is not found on any other stone. There are some red stamps that show all of the characteristics of Stone II but do not have the distinguishing dash. These stamps have been designated as Stone IIa stamps by Robson Lowe. See **Figure 6**. They are not Stone I, which was not used to make any red stamps. The Zachary Taylor

² *The Identifier for Carriers, Locals, Fakes, Forgeries, and Bogus Posts of the United States*, Larry Lyons, Springfield Printing, 1998, Pages 1008-1010.

³ USA1, Robson Lowe, March 15, 1972, Page 42, PF After, Lot 1263.

stamps show no denomination so that they could be sold for either one cent or two cents as appeared expedient.⁴ Stone Ila stamps can be found used contemporaneously with Stone II stamps.

Table I
Bouton’s Stamp with manuscript “Swarts”, 136L13
Black on gray blue

*	**	<u>Date</u>	<u>To</u>	<u>Record</u>
		March 22, 1849	New Haven	Siegel (Geisler), Dec. 3, 2008, Lot 1251 Siegel (Golden), Nov. 15-17, 1999, Lot 1504
C				
		Oct 3, 1849	Riegelsville	Mohrmann, Oct. 22-24, 1974, Lot 727 Siegel (Lilly 5), Sept. 13-14, 1967, Lot 878
#11		Jan. 30, 1849	Troy	Siegel(Hall), Nov.13-14, 2000, Lot 763, Ex. Y. Souren Harmer Rooke (Vanston), June 4, 1958, Lot 365 Harmers (Y.Souren), Oct. 31, 1951, Lot 928 Knapp, May 6, 1941, Lot 1355, Ex. Emerson
	<u>PAID</u>	March 29, 1849	Guilford	Frajola, Sept. 14, 1986, Lot 312 J. Kaufmann, Nov. 28, 1978, Lot 206
B	<u>PAID</u>	Feb. 13, 1849	Ovid, N.Y.	Frajola (Middendorf), May 1990, Lot 758
#1a	<u>PAID</u>	March 1849	Baltimore	Ivy, Mader, Dec. 13-14, 1995, Lot 1056 Siegel Rarities, April 20, 1985, Lot 60, PF Sol Salkind, Feb 27, 1974, Lot 248 Siegel, Aug. 14-15, 1973, Lot 476 Siegel, Dec. 2-4, 1952, Lot 818
2 - #1a		Nov. 3, 1849	Illinois	Kaufmann, Jan 25, 1983, Lot 297, PF Siegel, Oct. 21, 1982, Lot 267
B		Feb. 18, 1849	New Haven	Harmers, July 22, 1976, Lot 1343 USA1, Robson Lowe, March 15, 1972, Lot 1265, PF Siegel, April 9-12, 1969, Lot 399
C	<u>PAID</u>	Feb. 1849	50 John St.	Siegel (Golden), Nov. 15-17, 1999, Lot 1503 Fox (Hollowbush), Aug. 15, 1966, Lot 347
		Feb 29, 1849	Litchfield	Mohrmann, Oct. 16-17, 1973, Lot 170
		1849		Harmer Rooke (Duckworth), March 27, 1963, Lot 263, Ex. Mason

* Handstamp type, see Part I, *The Penny Post*, April 2012, pages 41-57.

** PAID is the PAID in a lozenge.

⁴ USA1, Robson Lowe, March 15, 1972, Page 42, PF After, Lot 1263.

On Piece

		<u>Date</u>	<u>To</u>	<u>Record</u>
		Feb. 3, 1849		Siegel (Golden), Nov. 15-17, 1999, Lot 1502
		April 1849		Siegel (Hall), Nov.13-14, 2000, Lot 764

Table II
Bouton's Stamp, (18L1), with Swarts "PAID"

		<u>Date</u>	<u>To</u>	<u>Record</u>
B		1849		Kaufmann, June 6, 1985, Lot 181, PF Cherrystone, April 25-26, 2012, Lot 168
	<u>PAID</u>	Jan 16, 1849		Siegel (Hall), Nov. 13-14, 2000, Lot 762 Ex. Brown.

Bouton's Stamp 18L2, with Swarts Handstamps

		<u>Date</u>	<u>To</u>	<u>Record</u>
B		1849		Siegel, Dec. 13-14, 1994, Lot 1615, PF
B		Feb 28, 1849		Siegel (Schwartz), June 27-29, 2000, Lot 1910

Table III
The Zachary Taylor Adhesives
Black/light green 136L1 (Stone II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
B	<u>PAID</u>	Jan 1,1851	NYC	Kaufmann, July14, 1990, Lot 858 Siegel, April 27, 1990, Lot 546
C			NYC	John Fox, March 31, 1961, Lot 674
C	<u>PAID</u>	1849		Fox (Hollowbush), Aug. 15, 1966, Lot 323
		June 11, 1850	Newburgh	Lowe, Feb. 16, 1979, Lot 1472
		Feb. 6, 1850	Newburgh	Lowe, Jan. 26, 1978, Lot 786, Ex. Waterhouse
C	<u>PAID</u>	Bicolley	NYC	Lowe, Sept. 10,1981, Lot 797
		June 21	Lairdsville	Knapp, May 6, 1941, Lot 1323
C		Oct 1849	NYC	Frajola (Middendorf), May 1990, Lot 747 Siegel (Geisler), Dec. 3, 2008, Lot `1253
C	<u>PAID</u>	May 6 (1849)	NYC	Siegel (Hall), Nov. 13-14, 2000, Lot 766, Ex. German sale
		April 23, 1849	Lairdsville, NY	Frajola, Sept. 14, 1986, Lot 314 also Siegel, Sept. 26-28, 1972, Lot 1888, Ex. Knapp
B	Boxed PAID Swarts		NYC	Ursula, Nov. 21-22, 1980, Lot 74
C	<u>PAID</u>	Bradley	NYC	Lowe, Sept 10, 1981, Lot 797

		<u>Date</u>	<u>To</u>	<u>Record</u>
#1 C, D1		June 12, 1849	New London	Siegel, Nov. 15-16, 2006, Lot 1686 Kaufmann, June 9, 1979, Lot 224
C		1849	NYC	Siegel (Golden), Nov. 15-17, 1999, Lot 1505
	Swarts to RR	Sept. 25, 1849	New Haven	Siegel, Dec. 13-16, 1983, Lot 1776
		Dec. 18, 1850		Frajola, March 21, 1992, Lot 294
B	<u>PAID</u>	April 3, 1850	NYC	Aldrich, June 23, 2001, Lot 548

Black/dark green, 136L2 (Stone I)

		<u>Date</u>	<u>To</u>	<u>Record</u>
C	<u>PAID</u>	52 Smith St NYC		Harmer Rooke, July 1, 1958, Lot 305
		Sept 25, 1849	New Haven	Siegel (Schwartz), June 27-29, 2000, Lot 1911
#1	<u>PAID</u>			Siegel, Oct. 31, 1957, Lot 308
B				Harmer Rooke, March 27, 1963, Lot 261
		Dec. 18, 1850	Phila	Fox (Hollowbush) Aug. 15, 1966, Lot 324
#10	<u>PAID</u>	March 28, 1852	Phila	Siegel, Nov. 15-16, 2006, Lot 1687 Siegel, March 25, 1993, Lot 379 Fox (Hollowbush), Aug. 15, 1966, Lot 325
#11				Fox (Hollowbush) Aug 15, 1966, Lot 326
	<u>PAID</u>	Aug 26	New Orleans	Lowe (USA1) March 15, 1972, Lot 1270, Patton Pg. 38
C	<u>PAID</u>		NYC	Harmers (Caspary), March 1957, Lot 969
#1 C, D1		June 12, 1849	Burlington, N.J.	Christies, Sept. 27, 1995, Lot 4012 Ex. Brigham
		1850	NYC	Bennett, June 7-8, 2004, Lot 575
B	<u>PAID</u>		NYC	Siegel, Dec. 13-14, 1994, Lot 1644

Pink, 136L3 (Stone II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
#11	Heavy Cross	Oct 5 (1852)	Phila	Lowe (USA1), March 15, 1972, Lot 1288
		Oct 11 (1852)	Providence	Harmers, July 22, 1976, Lot 1381
#11		Oct 11 (1852)	Reading, Conn	Christies, June 14, 1989, Lot 2933
Paid 3cts	Circle of wedges	June 7 (1852)	Boston	Siegel, Nov. 15-16, 2006, Lot 1691

Red, 136L4 (Stone's II and III)

		<u>Date</u>	<u>To</u>	<u>Record</u>
HS		Description		Auction
B	Star	Emily Harrison	NYC	Siegel, Jan. 30-31, 1992, Lot 317
	Star	Nov 13, 1853	Norwich	Harmers, Jan. 18-20, 1965, Lot 963, Ex. Knapp
		July 23, 1852	New Bedford	Harmers, Jan. 18-20, 1965, Lot 964, Ex. Knapp
B	<u>PAID</u>	July 28, 1852	NYC	Harmers, April 8, 1969, Lot 206, Ex. Knapp
#11	Stone II	May 28	Newport	Siegel, Dec. 16-18, 1986, Lot 696
		Hudson River Mail Nov 6	Canadaigua	Siegel, Sept. 20-24, 1974, Lot 146
		April 1850	Gilmanton Center, N.H.	Robbins (dos Passos), Sept. 23, 1981, Lot 1932
#11		Nov 4	Ovid, N.Y.	Robbins (dos Passos), Sept. 23, 1981, Lot 1933
		June 1850		Lowe, Oct. 26, 1973, Lot 1858b
		Jan 23	Saratoga Springs	Siegel (Schwartz), June 27-29, 2000, Lot 1913
		1851	New Haven	Siegel, March 31, 1965, Lot 844
B	<u>PAID</u>	1852	Spring St	Siegel, May 4, 1995, Lot 744
		Aug 6	Phila	Siegel, March 25, 1993, Lot 381
		Dec 1847 (not possible)		Siegel, April 27, 1990, Lot 547
#11			N.H.	Siegel, March 10-13, 1965, Lot 430
#1		Oct 9, 1850	Port Chester	Shreve (Richmond), Jan 24, 1998, Lot 81, Ex. Matthies, Wyer, Garrett Kelleher, Jan. 20-22, 1988, Lot 150, Ex. Matthies, Wyer, PF
		June 7	Boston	Kelleher, Dec. 2, 1986, Lot 1178
	Stone II	1852	Boston	Siegel, May 19-20, 1965, Lot 656
	Stone III	1858	Germany	Weiss, May 25, 1991, Lot 3124
#11		Oct 14		John Fox, March 31, 1961, Lot 675
	5-sided star	Oct 22	Dayton, OH	John Fox, May 30, 1981, Lot 335
B	<u>PAID</u> Stone II	June 18, 1852	NYC	Ivy Shreve & Mader (Middendorf), Dec. 12-14, 1990, Lot 2360, Ex. Caspary
B			Lee, Mass	Harmers, May 22, 1961, Lot 333
#11		1850	NYC	Fox (Hollowbush), Aug. 15, 1966, Lot 328
	7 bars	Oct 2, 1850	New London	Fox (Hollowbush), Aug. 15, 1966, Lot 330
	Stone II	1852	New Brunswick	Lowe, Feb. 16, 1979, Lot 1474
			Newark	Lowe (USA1) March 15, 1972, Lot 1280

		<u>Date</u>	<u>To</u>	<u>Record</u>
		July 7, 185(0?)	Cincinnati	Lowe (USA1) March 15, 1972, Lot 1281
		Aug 1852	Baden, Germany	Lowe (USA1) March 15, 1972, Lot 1286
B		Dec 1852		Lowe (USA1) March 15, 1972, Lot 1287
B	III		NYC	Lowe (USA1) March 15, 1972, Lot 1303
#26	III	Gail Nov 25, 1858	Baltimore	Lowe (USA1) March 15, 1972, Lot 1304
#26	III	Nov 29, 1858	Long Island	Lowe (USA1) March 15, 1972, Lot 1305
B	<u>PAID</u>	April 4, 1851	Stumpy Point, N.C.	Lowe, Sept. 10, 1981, Lot 799
		Jan 31 (1850)	Saratoga Springs	Feldman, Nov 19-23, 1985, Lot 35325
#1	PAID	Hotel, star	New Haven	Knapp, May 6, 1941, Lot 1328
		1850	NYC	Nutmeg, June 18, 2002, Lot 1384
	Stone IIa?	March 18 (1850 ?)	NYC	Frajola (Middendorf), May 1990, Lot 750
B		Millard Fillmore 1850?		Kaufmann, Sept. 9, 1989, Lot 1686
	Boxed PAID Swarts Stone III		NYC	Frajola, Jan 27, 1995, Lot 446
B	PAID	Sept 5, 1850	NYC	Harmers (Caspary), March 1957, Lot 971
	3¢ piece was attached	Aug 10, 1852	Detroit	Kaufmann, Sale #3, Lot 157
#10	Exp. Mail 5-sided star	Aug 2 (1851)	Newport RI	Siegel, Dec. 17-19, 2001. Lot 1646
		Jan 27	Washington	Kaufmann, Dec. 17, 1988, Lot 79, Ex. Judd
B	PAID	Charles G. Haran	NYC	Kaufmann, Nov. 1, 1984, Lot 430
B	Boxed PAID Swarts	Mrs Grace Dayton	NYC	Frajola, March 19, 1994, Lot 311
	Exp Mail	Jan 2, 1851	Boston	Frajola, March 19, 1994, Lot 312
		1852	France	Siegel, April 9-12, 1969, Lot 398
	Drop rate	Jan 5	NYC	Siegel (Golden), Nov. 15-17, 1999, Lot 1509
		Sept 3, 1852	Phila	Siegel (Golden), Nov. 15-17, 1999, Lot 1510
	Hollow star	Jan 15, 1851	Somerville, N.J.	Siegel (Golden), Nov. 15-17, 1999, Lot 1511

		<u>Date</u>	<u>To</u>	<u>Record</u>
	Arc paid	Dec 9,1850	Washington	Siegel (Golden), Nov. 15-17, 1999, Lot 1512
#11		July 26, 1852	New Haven	Siegel (Golden), Nov. 15-17, 1999, Lot 1513
#26	III	Nov 5, 1857	Chicago	Siegel (Golden), Nov. 15-17, 1999, Lot 1514
#11	Exp mail		Nashua, N.H.	Kaufmann, July 10-11, 1981, Lot 391
#26	III	Sept 23 (1857-8)	Stony Brook	William Fox, May 26-27, 1991, Lot 543
#11	II	Aug 6	Phila	Shreve, Sept. 26, 1996, Lot 196, Ex. Tito, Hackmey
#11	II	Oct. 8	Poughkeepsie	Shreve, Sept. 26, 1996, Lot 197, PF
#11	B	Aug 19, 1852	From Princeton, ARK	Siegel, Dec. 20,2006, Lot 1508 Kaufmann, Dec. 10, 1990, Lot 47 Fox, March 20, 1982, Lot 159
#7	Hollow star	1851	NYC	Siegel, June 4, 2005, Lot 547 Ex. Hackmey Wolffers, April 29-30, 1992, Lot 545
B	Boxed PAID Swarts	Woodbuff	NYC	Baby Nutmeg, March 21,2006, Lot 15610
#11	II	Dec ? 1853	Luettoville, N.Y.	Schuyler Rumsey, June 2, 2006, Lot 242.
		Dec 31	Saratoga Springs	Fox, Jan 6, 1967, Lot 742
#11		Nov	Greenport, LI	Suburban, May 30, 1998, Lot 124
		July 24, 1850	Bavaria, Germany	Siegel, Nov. 15-16, 2006, Lot 1694
#26		Nov 9 (1857-8)	Wisconsin	Schuyler Rumsey, Dec. 10-12, 2003, Lot 1414
B	PAID, II	1852	NYC	Ivy, Mader, June 9-10, 2004, Lot 1814
#11		May 1852	Phila	Knapp photo files
B	PAID	Dec 1,1852	NYC	Harmers, June 12, 1968, Lot 1154
E	PAID Swarts	March 7	NYC	Harmers, June 12, 1968, Lot 1155
		Dec 29 (1850)		Newman, Nov. 8-9, 1994, Lot 727
		Nov 29 (1858)	Stony Brook	William Fox, Dec 4-5, 1991, Lot 468
C	PAID	1850	NYC	Suburban, Nov. 15, 1997, Lot 232
#1		May 20, 1850	Boston	Shreve, Sept. 30, 2005, Lot 508
		June 24, 1852	Windorville, Conn	Kukstis, Nov. 24, 1997, Lot 1196

Pale Red Brown (Type II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
B	PAID	Pale red brown 1850		Lowe (USA1) March 15, 1972, Lot 1279

Pink/blue, 136L5 (Stone II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
B	<u>PAID</u>		Clarkstown	Harmers, Jan 18-20, 1965, Lot 965. Ex. Caspary
Cds tied		Nov 25, 1858	Baltimore	Lowe, Oct. 26, 1973, Lot 1859
#11		Sanford	NYC	Knapp, May 6, 1941, Lot 1331, Ex. Emerson
B	<u>PAID</u>		NYC	Harmers, Jan 18-20, 1965, Lot 965 Harmers (Caspary), March 1957, Lot 974
B	<u>PAID</u>		NYC	Harmers (Caspary), March 1957, Lot 975
			Goshen	Mozian (Jonas) June 3, 1965, Lot 1360

Red/blue, 136L6 (Stone II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
w/10	Star	Jan 13	Shrub Oaks, NY	Siegel, May 3-4, 1972, Lot 1128
B	<u>PAID</u>	1851		Siegel, Dec. 16-18, 1986, Lot 697
B	<u>PAID</u>			Siegel, April 27, 1990, Lot 549
		1851		Siegel, April 27, 1990, Lot 550
B	<u>PAID</u>		NYC	Schuyler Rumsey, April 15-17, 1999. Lot 1492
	Dec 18		Auburn	Siegel (Schwartz), June 27-29, 2000, Lot 1914
		Aug 5, 1851	Guilford, Conn	Siegel, April 27, 1990, Lot 226
B	PAID		NYC	Schuyler Rumsey, Dec. 1-3, 1998, Lot 1107
		1852		Siegel, Aug. 17-21, 1965, Lot 226
		April 5, 1851	New Milford	Wolffers, Oct.19-20, 1994, Lot 672, Ex. Waterhouse
		June 21, (1850-1)	New Milford	Ivy, Shreve & Mader (Middendorf), Dec. 12-14, 1990, Lot 2361
Bway City Exp	Stone IIa			Fox (Hollowbush), Aug. 15, 1966, Lot 334, Ex. Emerson, Knapp Patton, Page 43
		Jan 15		Lowe (USA1), March 15, 1972, Lot 1282
#11, B			Mount Vernon	Lowe (USA1), March 15, 1972, Lot 1283
#11			Newport	Lowe (USA1), March 15, 1972, Lot 1284
B	PAID	Wood	NYC	Bartels, Nov. 3-5, 1921, Lot 965

		<u>Date</u>	<u>To</u>	<u>Record</u>
			Henderson, Ill.	Knapp, May 6, 1941, Lot 1333
			Benton	Knapp, May 6, 1941, Lot 1334
		Sept 24, 1851	Phila	Kelleher, Feb. 18, 1998, Lot 1719
		July 28	Ohio	Siegel, Sept. 17-21, 1979, Lot 2120
B		Jan 5, 1852	NYC	Siegel (Hall), Nov. 13-14, 2000, Lot 770 Ex. Emerson, Knapp, Schenck
	5-sided star	Aug 15, 1850	New Orleans	Siegel (Hall), Nov.13-14, 2000, Lot 771
#7	Hollow star		NYC	Siegel (Wagshal) Sept. 30, 2010, Lot 709 Frajola, Jan 13, 1989, Lot 523
#7	5-sided star	Jan		Irwin Haimann, Feb. 24, 1965, Lot 186
#10	Hollow star	Aug 26 (1851)	Sherwood Corners	Wolffers, April 29-30, 1992, Lot 546 Harmers (Caspary), March 1957, Lot 926
#10	5-sided star	1851	Westchester	Harmers, July 22, 1976, Lot 1383, noted by Schwartz to be 136L6
	Hollow star	April 5, (1851)	Hillsdale, N.Y.	Harmer-Schau, Jan. 20-22, 2006, Lot 660 Kaufmann, Sale #3, Lot 158
B	Boxed PAID Swarts		NYC	Frajola, Sept. 14, 1986, Lot 315
		Feb. 4, 1852	Bristol, R.I.	Kaufmann, Jan 25, 1984, Lot 797
B		Chase & Hacker 1851	From E. Brooklyn	Kaufmann, March 3, 1988, Lot 439
#10	Exp mail	Oct 15, 1851	Boston	Siegel, Sept 20-24, 1974, Lot 347 Siegel, Dec. 13-16, 1983, Lot 1782
		Aug 21 (1850 or 1851)	Amity, N.Y.	Siegel (Geisler), Dec. 3, 2008, Lot 1254 William Fox, May 26-27, 1991, Lot 544 Ex. Green
#11 copper brown	NYC 3-bar slug 5-sided star	Elizabeth Hart	Shrub Oaks	Schuyler Rumsey, June 2, 2006, Lot 243
		June 10, 1851		Mayflower, Feb. 15, 1968, Lot 826
#11	Hollow star	Oct 11 (1851)	Phila	Mohrmann, Oct. 22-24, 1974, Lot 723
		April 3, 1851	Vershire, VT	Bennett, June 7-8, 2004, Lot 579 Ex. Morgan
B	<u>PAID</u>		NYC	David Snow collection

Black/blue gray, 136L7 (Stone I)

		<u>Date</u>	<u>To</u>	<u>Record</u>
		Aug 1, 1849	New Haven	Siegel (Schwartz), June 27-29, 2000, Lot 1915
B		Val. (1850)(LKU)	NYC	Ivy, Shreve & Mader (Middendorf), Dec. 12-14, 1990, Lot 2362 Ex. Caspary
C		1850		Fox (Hollowbush) Aug. 15, 1966, Lot 337
		Aug 30, 1849	New Haven	Lowe (USA1) March 15, 1972, Lot 1267
C		Jan 7, 1850		Lowe (USA1) March 15, 1972, Lot 1269
		Sept 22, 1849		Harmers of S.F., May 2-3, 1979, Lot 556
			Delaware City	Harmers (Waterhouse), June 30, 1955, Lot 922
C		Bleecker St. 1850	NYC	Frajola, Sept. 21, 1991, Lot 475
	arc PAID	Nov 6, (1849)	Middletown	Siegel (Hall), Nov. 13-14, 2000, Lot 767, Ex. Brown, Mason, Ackerman
B		Feb 11, (1850)	New Orleans	Schuyler Rumsey, April 26-29, 2001, Lot 2900, Ex. Klein, Sampson
C		July 24, 1849 (EKU)	New Haven	Aldrich, June 23, 2001, Lot 564, Ex. Duckworth, Mason
C		Aug 8, 1849	NYC	Siegel (Golden), Nov.15-17, 1999, Lot 1506, Ex. Abt
#2		Aug 1, 1849	Drakestown, N.J.	Kaufmann, May 13, 1989, Lot 313
C	PAID	Dec. 31, 1849	NYC	Wolffers, April 29-30, 1992, Lot 547
		Sept. 10, 1849	Ovid, N.Y.	Siegel, March 17, 2006, Lot 4979
C	PAID Stone I		NYC	Siegel, Nov. 15-16, 2006, Lot 1688
		August 1, 1849	New Haven	Siegel (Geisler), Dec. 3, 2008, Lot 1255, Ex. Sinclair, Mason

Blue, 136L8 (Stone II)

		<u>Date</u>	<u>To</u>	<u>Record</u>
	PAID	Treasury Dept		Siegel, Jan 30-31, 1992, Lot 318
	PAID	Dec. 29, 1849	New Haven	Feldman, April 16-19, 1986, Lot 22772
		Aug 3, 1850	Somers, N.Y.	Siegel, April 25-27, 2007, Lot 534 Kaufmann, Sept. 9, 1989, Lot 1687 Siegel, Jan. 6-7, 1966, Lot 280
		Feb 4, 1850	Benzinger, P.A.	Christies (Jarrett), Oct. 10, 1991, Lot 1211 Lowe, Oct. 26, 1973, Lot 1858a, Ex. Seybold
	II	Dec 12, 1849	Phila	Siegel, April 27, 1990, Lot 551
B	II	Dec 4 (1849)	Reading	Schuyler Rumsey, Dec. 1-3, 1998, Lot 1108

		<u>Date</u>	<u>To</u>	<u>Record</u>
		Dec 18, 1849	Phila	Wolffers, Oct. 13-14, 1993, Lot 1292
C	<u>PAID</u>	Jan 10, 1850	N.Y.C.	Ivy, Shreve & Mader (Middendorf), Dec. 12-14, 1990, Lot 2363, Ex. Caspary
Stamp Horiz				Lazarus, Feb. 2-3, 1962, Lot 329
C			NYC	Fox (Hollowbush), Aug. 15, 1966, Lot 340
		Jan 28, 1850		Fox, March 23, 1967, Lot 992
		Jan 27, (1850)	Norwich	Lowe (USA1), March 15, 1972, Lot 1278 Fox (Hollowbush), Aug. 15, 1996, Lot 339
	<u>PAID</u>		Washington City	Knapp, May 6, 1941, Lot 1336
	<u>PAID</u>		Pelham, N.Y.	Knapp, May 6, 1941, Lot 1337
U9				Siegel, Dec. 2-4, 1952, Lot 816
		Feb 4, 1850	Elk Co. P.A.	Harmers, July 22, 1976, Lot 1385, PF
B			NYC	Haimann, Feb. 24, 1965, Lot 187
		Jan 25, (1850)	Pelham	Harmers (Caspary), March 1957, Lot 980
	<u>PAID</u>	Dec 15 (1849)	Phila (?)	Fox, Oct. 29, 1954, Lot 687
PAID	2-136L8	Feb 17 (1850)	Michigan	Siegel (Rarities), Feb 23, 1967, Lot 163, Ex. Ferrari
B	<u>PAID</u>		NYC	Siegel(Golden) Nov. 15-17, 1999, Lot 2507
B	<u>PAID</u>	April 5, 1849	N.J.	Kaufmann, July 10-11, 1981, Lot 393
	<u>PAID</u>	Dec. 7 (1849)	New Haven	Stolow, Oct. 25, 1982, Lot 39
		Dec 19 (1849)	Phila	Siegel, 2010, Lot 108
	<u>PAID</u>	Jan 4, 1849	Phila	Siegel (Geisler), Dec.3, 2008, Lot 1256, Ex. Brown and Sheriff, Lot 186

Table IV
Swarts with Other Local Posts

		<u>Date</u>	<u>To</u>	<u>Record</u>
50L2 Cornwalls	Boxed PAID Swarts			John Kaufmann, Nov. 28, 1978. Ex. Caspary
26L Broadway	Boxed PAID Swarts			Christies (Jarrett), Oct. 10, 1990, Lot 1171 [del by Swarts]
26L2 Broadway	Boxed PAID Swarts			Kelleher (Turner), Dec. 2, 1980, Lot 1040, Ex. Green Siegel, April 27, 1990, Lot 421 Siegel, Dec. 13-16, 1983, Lot 1651 Kelleher, March 5-6, 1991, Lot 1401
26L Broadway	Boxed PAID Swarts			Siegel (Schwartz) June 27-29.2000, Lot 1676, Ex. Mason and Ackerman John Fox, May 30, 1981, Lot 329

Order of Issue of the Zachary Taylor Stamps

Recorded Use	
Jan. 16, 1849	Bouton's stamp (18L1) with Swarts "PAID" or Swarts Handstamp
Feb. 28, 1849	Bouton's stamp (18L2) with Swarts handstamp
Jan. 30, 1849 – Nov. 3, 1849	Bouton's stamp with manuscript "Swarts," 136L13
June 12, 1849 – Mar. 28, 1852	Stone I Black on dark green surfaced colored paper, 136L2
July 24, 1849 – Feb. 14, 1850	Stone I Black on blue gray 136L7
June 12, 1849 – Jan. 1, 1851	Stone II Black on light green surface colored paper, 136L1
Dec. 4, 1849 – Aug. 3, 1850	Stone II, Blue on white, 136L8
1850	Stone II Pale red-brown on white
January 31, 1850	Stone II Carmine on white, 136L4 variation
January 1850	Stone IIa Bright red on white, 136L4 variation
Aug. 15, 1850 – Feb. 4, 1852	Stone II Bright red on bluish, 136L6
May or June 1852	Stone II Red on white, 136L4
June 7, 1852 – Oct. 11, 1852	Stone II Pink on white, 136L3
Nov. 5, 1857 – Nov. 29, 1858	Stone III Deep carmine on white, 136L4a

Conclusions

Based on the preceding list the order of issue of the Swarts Zachary Taylor stamps is 136L13, 136L2, 136L7, 136L1, 136L8, 136L4 (Stone II), 136L6, 136L3, and 136L4a (Stone III).

If you have any new or additional information on the dating of the Swarts Zachary Taylor stamps please drop me a message at llyons@philatelicfoundation.org.

Swarts Conjunctive Uses with Other Local Posts

This author records three covers delivered by Swarts for the Broadway Post Office, a local post found listed in the *Scott Specialized Catalogue* as 26L. See **Figure 9**. One cover is also recorded from Cornwall's Madison Square Post Office delivered by Swarts. See **Figure 10**.

The next issue of *The Penny Post* will contain Part III, a study of the small square SWARTS| FOR| U.S. MAIL ONE CENT| PRE-PAID stamps.

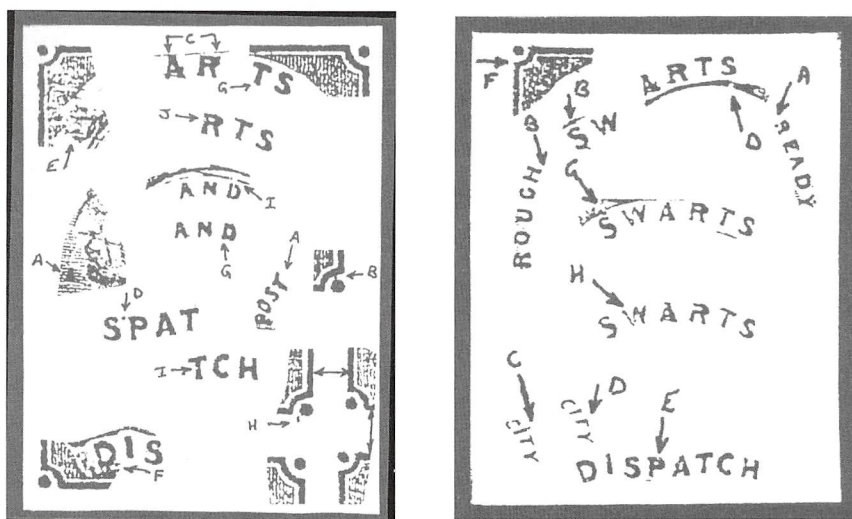
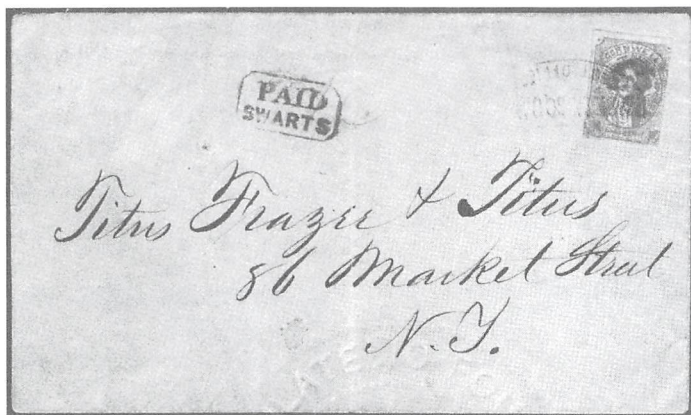


Figure 8. Transfer type differences for Stones III and IV.



Figure 9. Swarts delivery of a letter for the Broadway Post Office Local Post. The 26L2 stamp is tied by the boxed PAID/SWARTS handstamp.
PF



**Figure 10. Swarts delivery for Cornwall's Madison Square Post Office.
PF 472159.**

ADVERTISERS IN THIS ISSUE

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Park Cities Stamps	Inside Front Cover
Eric Jackson	Inside Back Cover
Robert A. Siegel Auction Galleries, Inc.	Back Cover

Express Catalog Update – Part 3

By Bruce H. Mosher
(c) 2012 Bruce H. Mosher

The following express and delivery company listings are new additions to the *CATALOG OF PRIVATE EXPRESS LABELS and STAMPS* published in 2002. The same terminology and conventions used in that *Catalog* also apply here.

New feature: Many corner card images are surrounded by a rectangular frame of dashes that define the boundary of a potential "cut square" section of the cover. These framing dashes are not part of the design for any listed corner card.

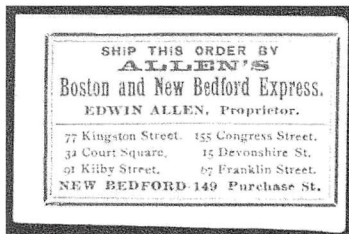
SECTION I UNITED STATES OF AMERICA

— A —

ALLEN'S EXPRESS (1887^B–1911^B)

Local parcel express company that operated between Boston and New Bedford, Mass.

LABEL



Year Unkn. Imperf. 52x30 mm
ALNX-L1 Black/Orange 35.00
----- O ----- O -----

NOTES

- Part 1 of the *Express Catalog Update* was published in the October 2003 issue of *The Penny Post*, pp 22–30. Part 2 appeared in the October 2006 issue, pp 61–72.
- The *Catalog of Private Express Labels and Stamps* was reviewed by Richard C. Frajola on page 4 in the July 2002 issue of *The Penny Post*.
- Many Corner Card (CC) valuation entries are marked "Unkn." because the corresponding 'cut square' portions of the hosting cover are not known in 'cut square' form.

*AVE = Appleton's Valentine Express.

APPLETON'S VALENTINE EXPRESS (1866^R–70^R)

Local post that operated annually for two weeks prior to Valentines Day. Proprietor David E. Appleton also owned a stationary and book store (D. E. Appleton & Co.) at 508 and 510 Montgomery Street in San Francisco, Calif.

COVER



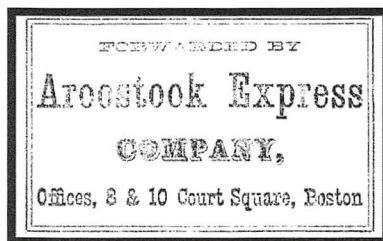
Year Unkn.
APVP-C3 Buff envelope 1,000.00

Refs: AVE* ads in the *San Francisco Chronicle*, 1866–70.
----- O ----- O -----

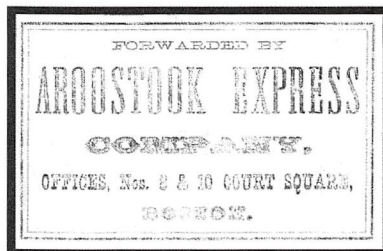
AROOSTOOK EXPRESS COMPANY (1872^B–80^B)

Regional parcel express company that operated between Boston, Mass., and several towns in Maine. Succeeded by the American Express Company.

LABELS



Year Unkn. Imperf. 78x48 mm
ARSX-L2 Black/Green 60.00



Year Unkn. Imperf. 112x70 mm
ARSX-L10 Black/Dark Green 75.00
----- O ----- O -----

AUBURN LIVERY AND EXPRESS CO. (1903^C-08^C)

Local parcel express and livery company that operated in the Chicago, Ill., area.

CORNER CARD



ca. 1906 Printed Size Unkn.
ABNX-CC1 Red/Amber Unkn.

CC COVER



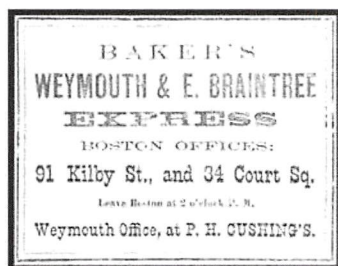
ca. 1906
ABNX-C1 Amber envelope 50.00
[Known with February 1906 POD cancel]

B

BAKER'S EXPRESS (1859^B-1913^B)

Local private mail(?) and parcel(?) express company that operated between Boston, East Braintree and Weymouth, Mass.

LABEL

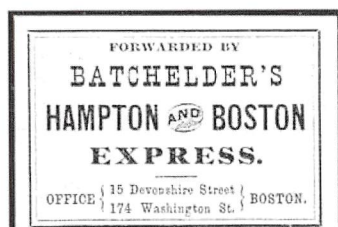


Year Unkn. Imperf. 55?x42? mm
BKEX-L5 Black/Green 35.00

BATCHELDER'S EXPRESS (1884^B-88^B)

Local parcel express company that operated between Boston, Mass., and Hampton, N.H.

LABEL



Year Unkn. Imperf. 54.5x36.5 mm
BCRX-L1 Black/Orange 35.00

BEAN & CO.'S EXPRESS (1866^B-69^B)

Local private mail and parcel express company that operated between Boston, Berlin, Clinton, Fayville, Framingham, Marlboro, Northboro and Southboro, Mass.

LABELS



ca. 1866 Imperf. 44x24 mm
BENX-L1 Black/Orange 40.00
[Known used on July 1866 merchandise order]

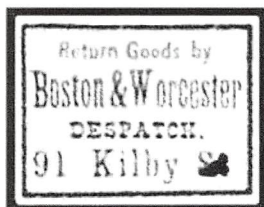


ca. 1866 Imperf. 35x28 mm
BENX-L2 Black/Green 40.00
[Known used on November 1866 folded letter]

BOSTON & WORCESTER DESPATCH (1877^B–1911^B)

Local parcel delivery company that operated between Boston and Worcester, Mass.

LABEL

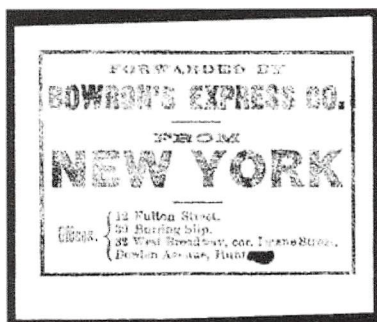


Year Unkn. Imperf. Size Unkn.
BWOD-L1 Black/Orange 30.00

BOWRON'S EXPRESS CO. (1880^{NY}–93^{NY})

Local parcel express company that operated in New York.

LABEL

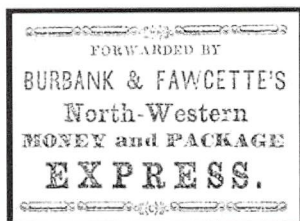


Year Unkn. Imperf. 67x48 mm
BOWX-L1 Black/Red 35.00

BURBANK & FAWCETTE'S EXPRESS (ca. 1852^{RI}–54^{RI})

Regional parcel express company that operated between Galena, Ill., and St. Paul, Minn.

LABEL



ca. 1852 Imperf. 39.5x29 mm
B&FX-L1 Black/Yellow 40.00

Ref 1: Advertisement, *Crawford County Courier* (Prairie du Chen, Wisc.), August 18, 1852, p. 4.
Ref 2: "Early Express in Minnesota," *Express Gazette*, Sept. 30, 1884, p. 327.

— C —

CARTER, AYER & CO.'S EXPRESS (1888^B–1901^B)

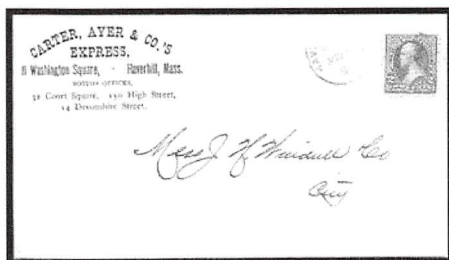
Local private mail(?) and parcel(?) express company that operated between Boston and Haverhill, Mass.

CORNER CARD



ca. 1896 Printed 59.5x31 mm
CRYX-CC1 Black/White Unkn.

CC COVER

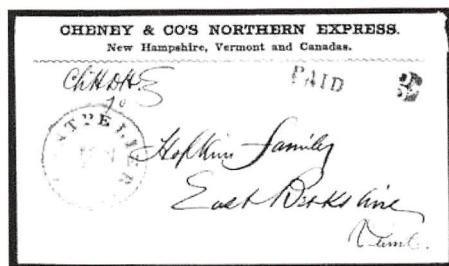


ca. 1896
CRYX-C1 White envelope 40.00
[Known with August 1896 POD cancel]

CHENEY & CO.'S NORTHERN EXPRESS (Unkn.)

Regional private mail and parcel(?) express company that operated in New Hampshire, Vermont and Canada.

COVER



Year Unkn. Printed
CHNX-C1 Brown envelope 200.00

CITY & HARLEM EXPRESS (1908^{NY}-15^{NY})
Local parcel express company that operated in New York City.

LABEL



"S. Reutlinger" facsimile signature below center.

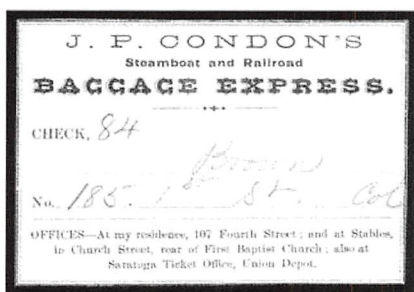
Year Unkn. Imperf. 69x43 mm
C&HX-S3 15c Black/Yellow 50.00

----- O ----- O -----

[J. P.] CONDON'S BAGGAGE EXPRESS (Unkn.)

Local baggage express company that operated in the Saratoga, N.Y. area.

LABEL



Year Unkn. Imperf. 90.5x61 mm
CBGX-L1 Black/White 40.00

— D —

DANFORTH & CO. EXPRESS (1887^B-1907^B)

Local private mail(?) and parcel(?) express company that operated between Boston and Brookline, Mass.

LABEL



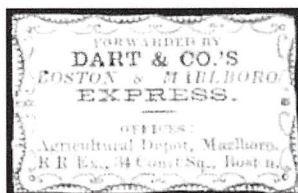
Year Unkn. Imperf. 61x35 mm
DANX-L1 Black/Orange 40.00

----- O ----- O -----

DART & CO.'S EXPRESS (1857^B-1918^{B+})

Local parcel express company that operated between Boston and Marlboro, Mass.

LABEL



Year Unkn. Imperf. 58x35.5 mm
DRTX-L1 Black/Orange 40.00

----- O ----- O -----

DUNLAP'S EXPRESS (1874^{R1}-1910^{R2})

Local private mail(?) and parcel(?) express company that operated in New York City plus Jersey City and Hoboken, N.J. Taken over by the Manhattan Delivery Co. in March 1910.

CORNER CARD

The illustrated image is expected to have appeared in the upper right corner of company envelopes.



ca. 1901 Printed Indicia 42x47 mm
DLPX-CC1 Red/Brown 25.00

NOTE: Printed perforations are 6.5 gauge. No covers containing this printed indicia are known.

Ref. 1: Mosher, B. H., "New Jersey Private Express Companies: Part 8A," *NJPH*, February 2006, pp 21-22.

Ref. 2: "Eastern Notes," *Express Gazette*, March 15, 1910, p. 88.

MOSHER NUMBERING SYSTEM

Permission is granted to use the Mosher numbering system herein and all item numbers reported in this Update with proper credit.

— E —

EATON'S EXPRESS (1851^B–99^B)

Local parcel express company that operated between Boston, Needham and Newton Upper Falls, Mass.
NOTE: This express label was cited (but not illustrated) in the initial "Express Catalog Update."

LABEL



ca. 1861 Imperf. 38x28 mm
ETNX-L1 Black/Orange 40.00
[Known used on October 1861 merchandise order]

— O — O —

EWERT & RICHTER EXPRESS & STORAGE CO. (1905^R–18+)

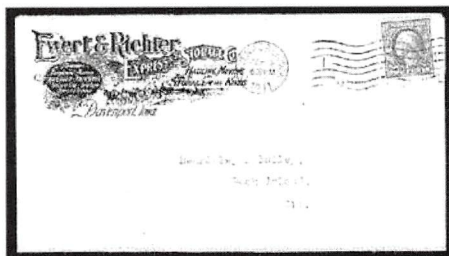
Local heavy haulage, parcel express and storage company that operated in Davenport, Iowa.

CORNER CARD



ca. 1911 Printed Size Unkn.
E&RX-CC1 Black/White Unkn.

CC COVER



ca. 1911
E&RX-C1 White envelope 40.00
[Known with February 1911 POD cancel]

Ref. "Iowa/Davenport," *The Transfer and Storage Directory*, 1916, p. 77.

— G —

GORDON'S EXPRESS (Unkn.)

Possibly a local newspaper delivery company that operated in an unidentified area (possibly the Riverside and Smith's Ferry communities in Massachusetts or Pennsylvania).

LABEL



Unkn. Roul. 6.5 29x31 mm
GORD-L1 Black/Light Yellow 50.00

— H —

HATCH & WHITING'S EXPRESS (1865^B–68^B)

Local parcel express company that operated between Boston and New Bedford, Mass..

LABEL



Year Unkn. Imperf. 46x24.5 mm
H&WX-L1 Black/Orange 35.00

— O — O —

ABBREVIATIONS

Bro. = Brother	POD = Post Office
ca. = circa	Department
CC = Corner Card	Roul. = Rouletted
hh = height	UL = Upper Left
Horiz. = Horizontal	Unkn. = Unknown
Imperf. = Imperforate	UR = Upper Right
LL = Lower Left	Vert., V. = Vertical
LR = Lower Right	ww = width
mm = millimeter	
m/s = manuscript	
Perf. = Perforated	

HURD'S EXPRESS (1868^B-88^B)

Local parcel express company that operated between Boston, Newton and Newton Falls, Mass.

STAMP



Left V. Roul. 13(?)
Year Unkn. Otherwise Imperf. 27x42 mm
HURX-S6 15c Dark Brown/White 30.00

J

JENISON'S EXPRESS (1863^B-97^B)

Local parcel express company that operated between Boston, Auburndale and West Newton, Mass.

LABEL



Year Unkn. Imperf. 100x74 mm
JSNX-L1 Black/Green 50.00

IMAGE SIZES

Illustrations are not to scale relative to each other. The dimension entries reveal the actual and relative sizes of the listed items.

The "ww x hh mm" entries define the outer dimensions of outer frame lines, or other measurable design extremes.

Unknown sizes are marked "Size Unkn." Uncertain dimensions are followed by a question mark.

L

LAWRENCE'S EXPRESS (1875^B-76^B)

Local private mail(?) and parcel(?) express company that operated between Boston, Mass., and Farmington, Rochester and Wolfeboro, New Hampshire.

LABEL



Year Unkn. Imperf. 32x24 mm
LARX-L1 Black/Light Orange 35.00

----- O ----- O -----

LINDSAY'S MAIL AND EXPRESS DELIVERY (1879^{R1}-83^{R2})

Local post that was operated in Huntingdon, Penna., by Hugh Lindsay, the owner, editor and publisher of *The Semi-Weekly News* in Huntingdon.

CORNER CARDS

Illustrated images appear in the upper right corner of Lindsay's envelopes.



ca. 1879 Printed Size Unkn.
LMEP-CC2 Black/White Unkn.



ca. 1881 Printed 50x40 mm
LMEP-CC3 Black/White 75.00

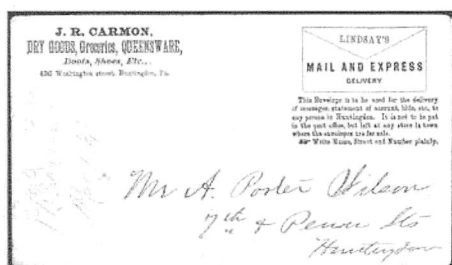
(Continued on next page)

CC COVERS



Unkn.

LMEP-C2 White envelope 250.00



ca. 1881

LMEP-C3 White envelope 250.00
[Covers known docketed April 1881, February 1883]

Ref. 1: Sloane, George, *Stamps*, March 6 & 20, 1937.

Ref. 2: Stimmell, Gordon, "Lindsay's Mail & Express," *The Penny Post*, July 1995, p. 30.

Ref. 3: Hahn, Calvet M., "The Lindsay Locals," *The Penny Post*, July 2001, pp 22-25.

----- O ----- O -----

LOVEJOY & RAND'S EXPRESS (1876^B-83^U)

Local private mail(?) and parcel express company that operated between Boston, Forge Village and Lowell, Mass.

LABEL



ca. 1883 Imperf. 34x17.5 mm

L&RX-L1 Black/Orange 35.00

[Known used on July 1883 m/s dated postcard]

----- O ----- O -----

FIRST PARCEL DELIVERY FIRM

The Lyman and Harvey Parcel Delivery is the first "parcel delivery" firm that has been found listed in early Boston city directories. This firm is believed to be the first "parcel delivery" titled business in the entire United States.

LOVEJOY'S EXPRESS (1867^B-69^B)

Local private mail(?) and parcel(?) express company that operated between Boston and Lowell, Mass.

LABEL



Black dashes that approximate the roulette gauge are present at the edges on all sides.

ca. 1867 RouL. 25 25.5x12 mm

LOVX-L1 Black/Orange 35.00

----- O ----- O -----

LYMAN AND HARVEY PARCEL DELIVERY (1880^B-90^B)

Local parcel delivery company that operated between Boston, Charlestown and South Boston, Mass. Previously known as the Lyman & Harvey Express (1876-79).

LABEL



Dark blue control number "63." Dark blue dashes that approximate the roulette gauge are present across the top edge. "Stamp" value is unknown.

Top: Horiz. RouL. 25

Bottom: Horiz. Perf. 11

Year Unkn. Vert. Imperf. 53x26.5 mm

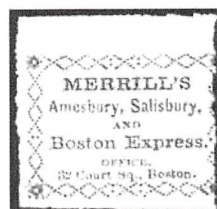
LYHD-L1 Rose/Buf 40.00

----- M -----

MERRILL'S EXPRESS (1861^B-69^B)

Local private mail(?) and parcel(?) express company that operated between Boston, Amesbury and Salisbury, Mass.

LABEL



Year Unkn. Imperf. 27x20 mm

MRLX-L1 Black/Red 35.00

----- O ----- O -----

MESERVE'S EXPRESS (1883^B-90^{B?})

Local parcel express company that operated between Boston, Mass., and Alton, Alton Bay, Exeter, Farmington, Great Falls, Milton Mills, Newmarket, Rochester and South Newmarket, New Hampshire.

LABEL



Year Unkn. Imperf. 62.5x37 mm
MSVX-L1 Black/Red-orange 35.00

----- O ----- O -----

MILLER & CO'S EXPRESS (1847^U-49^P)

Local parcel express company that operated in cities located near the Atlantic Seaboard from Boston, Mass. to Weldon, N. C. This company's home office was in Philadelphia, Penna.

LABEL



ca. 1847 Imperf. 43x31 mm
MLRX-L1 Black/Brown 70.00

[Known used on cover with November 1847 enclosure]

----- O ----- O -----

MORRILL & JONES' EXPRESS (1866^B-67^B)

Local private mail(?) and parcel(?) express company that operated between Boston, Mass., and towns in New Hampshire.

LABEL



Year Unkn. Imperf. 37x23 mm
M&JX-L1 Black/Orange 35.00

----- N -----

NEW ENGLAND EXPRESS COMPANY (1866?-18??)

Regional parcel express company that operated in the New England area. Reportedly absorbed by the American Express Co. (date unknown).

LABEL



Pasted on cover of book containing express receipts bearing m/s 1868 dates.

ca. 1868 Imperf. Approximately 105x83 mm
NENX-L1 Black/Orange 40.00

----- O ----- O -----

COMPANY OPERATING DATES

The superscript letters after the company's start and end years define the literature source for the cited year.

All superscripts (except "R" and "U") define the first or last annual City/Business Directory that list the company by name. These dates may, or may not, be the actual business start and termination years because old City/Business Directories were not always entirely accurate.

Definitions of the superscript letters:

B = Boston City/Business Directory

Bn = Brooklyn City/Business Directory

C = Chicago or Lakeside City/Business Directory

M = Montreal, Canada City/Business Directory

Nk = Newark, N.J. City/Business Directory

NY = New York City/Business Directory

P = Philadelphia City/Business Directory

Pr = Providence, R.I. City/Business Directory

The "R" superscript defines the business start or termination year which is reported in the referenced material that is cited at the end of that company's listings. The "U" superscript denotes a verified usage year, usually on a dated cover.

NEW EXPRESS CO. (1878^U?-1907?)

Regional parcel express company that operated between cities located near the Atlantic Seaboard. A subsidiary of the Adams Express Co.

LABEL



Year Unkn. Imperf. 36x21 mm
NEWX-L1 Black/Dark Blue-green 35.00

----- O -----

[The] NEW YORK TERMINAL EXPRESS CO. (1892^R-94^{NY})

Local parcel express company that operated in the New York City and Northern New Jersey areas.

CORNER CARD



ca. 1893 Printed 37x37 mm
NYTX-CC1 Dark Blue/Brown 20.00

NOTE: No covers containing this CC are known.

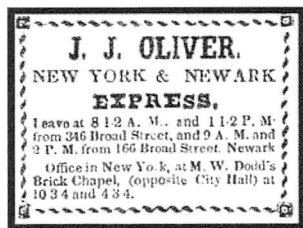
Ref.: Advertisement, *Express Gazette*, Apr. 10, 1892.

— O —

[J. J.] OLIVER EXPRESS (Unkn.)

Local private mail(?) and parcel(?) express company that operated between New York City and Newark, N.J.

LABEL



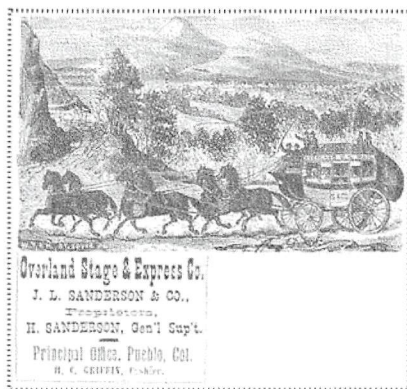
Year Unkn. Imperf. 43x32 mm
OJX-L1 Black/Yellow 35.00

----- O -----

OVERLAND STAGE & EXPRESS CO. (1860?-90?)

Regional Stagecoach and parcel express company that operated between the Missouri River and the Pacific Coast.

CORNER CARD



Year Unkn. Printed Size Unkn.
OSTX-CC1 Black/White Unkn.

CC COVER



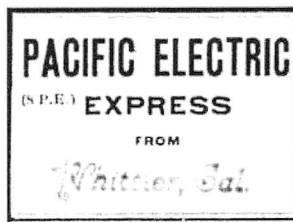
Year Unkn. (pre-1884)
OSTX-C1 White envelope 250.00

— P —

PACIFIC ELECTRIC EXPRESS (1901?-18+)

Regional parcel express company that operated on the Pacific Electric Railroad (1901-58) in Southern Calif.

LABEL



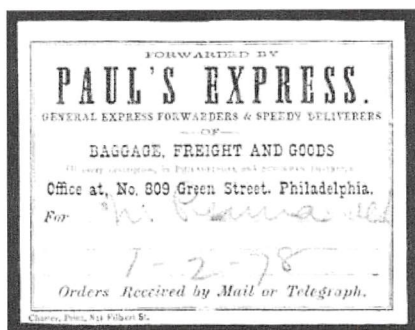
ca. 1905 Imperf. 44.5x35 mm
PCEX-L1 Black/Red 35.00

----- O -----

PAUL'S EXPRESS (1878^U-80^P)

Local baggage, freight and parcel express company that operated in Philadelphia, Penna., and its suburbs.

LABEL



"Charter Print, 831 Filbert St." at LL below the frame.

1878 Imperf. 109x80* mm
PAUX-L1 Black/Orange 75.00
* Excluding bottom imprint.

----- O ----- O -----

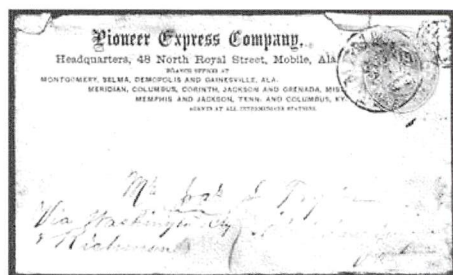
PIONEER EXPRESS COMPANY - in the South (1860^R-66^R)

Regional private mail express company that operated in Alabama, Kentucky and Mississippi during the Civil War era. This firm was headquartered in Mobile, Ala.

CORNER CARD



ca. 1865 Printed 98x26 mm
PINX-CC1 Black/White Unkn.
CC COVER



ca. 1865
PINX-C1 White envelope 300.00
[Known with November 1865 Company cancel]

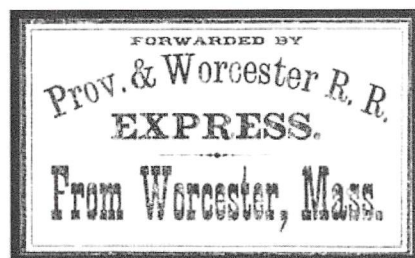
Ref. <http://www.tngenweb.org/records/madison/history/goodspeed/bios.html>

----- O ----- O -----

PROVIDENCE & WORCESTER RAIL ROAD EXPRESS DEPARTMENT (1880^{Pr}-84^{Pr})

Regional parcel express company that operated on the Providence & Worcester Rail Road (1847-89) in Rhode Island and Massachusetts.

LABEL



Year Unkn. Imperf. Size Unkn.
PWRX-L1 Black/Orange 35.00

----- R -----

[W. C.] REEBIE & BRO. EXPRESS CO. (1892^C-94^U)

Local parcel(?), furniture express and storage company that operated in the Chicago, Ill., area.

CORNER CARD



ca. 1894 Printed Unkn.
R&BX-CC1 Black/White Unkn.

(Continued on next page)

CC COVER



ca. 1894

R&BX-C1 White envelope 50.00
[Known with November 1894 POD cancel]

REINHARD'S CITY EXPRESS CO. (1885^{NK}–1918^{NK+})

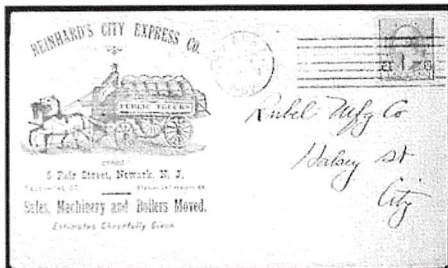
Local parcel(?) and heavy machinery express company that operated in the Newark, N.J. area.

CORNER CARD



ca. 1892 Printed 65x73 mm
RINX-CC1 Black/Light Brown Unkn.

CC COVER

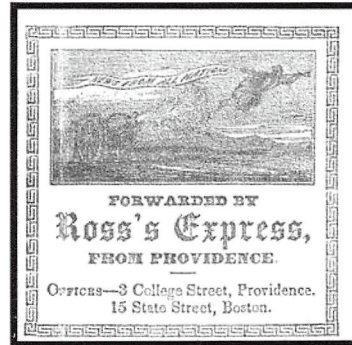


ca. 1892
RINX-C1 Light Brown envelope 50.00
[Known with August 1892 POD cancel]

ROSS'S EXPRESS (1846^U–59^{R?})

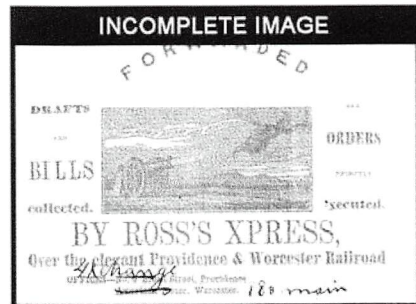
Regional parcel express company that operated mostly on the Providence & Worcester Railroad (1847–89) in Rhode Island and Massachusetts. NOTE: Not found in the 1861+ Providence City Directories.

LABELS



Flying banner near top of vignette reads:
"NEWS FROM ALL NATIONS".

ca. 1846 Imperf. 65x63.5 mm
RSSX-L1 Dull Red/Tan 150.00
[Known used on March 1846 cover]



Label is cutoff across the top. Flying banner near top of vignette reads: "NEWS FROM ALL NATIONS".

Date Unkn. Imperf. 96x66+ mm
RSSX-L5 Dull Red/Buff 120.00

Ref.: 1859 Express Cover with m/s endorsement "Ross Express." Schuyler Rumsey Sale 31, Lot 330.

NOTES

- Valuations are for complete sound copies even when partial images are illustrated.
- All valuations are in U.S. Dollars (USD).
- Phantom labels were issued by non-existent firms. A totally fictitious entity is recorded on the phantom label.

— S —

SARATOGA BAGGAGE EXPRESS CO. (ca. 1869–1903)

Local baggage express company that operated in Saratoga, N.Y. Purchased by the American Express Company on July 30, 1903.

LABEL



Complete illustration is not available.

Year Unkn. Imperf. 105x?? mm
SBGX-L1 Black/White
----- O ----- O -----

SHAW & CO.'S EXPRESS (1869^B–81^B)

Local parcel express company that operated between Boston and Middleboro, Mass.

LABEL



Year Unkn. Imperf. 107x62.5 mm
SHAX-L1 Black/Violet 50.00
----- O ----- O -----

STAIT & CO'S EXPRESS (1858^P?–59^P?)

Local parcel express company that operated in Philadelphia, Penna. William Stait is listed as operating an “express post” in the 1858 and 1859 Philadelphia City Directories. No directory listing has been found for “Stait & Co’s Express.”

LABEL



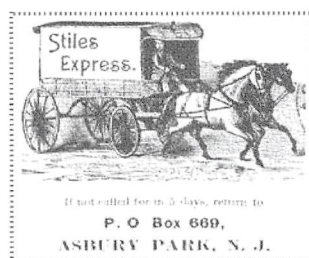
Label may be truncated on all sides.

Year Unkn. Imperf. 56x36.8 mm
STTX-L1 Black/Blue-green 45.00
----- O ----- O -----

STILES EXPRESS (Unkn.)

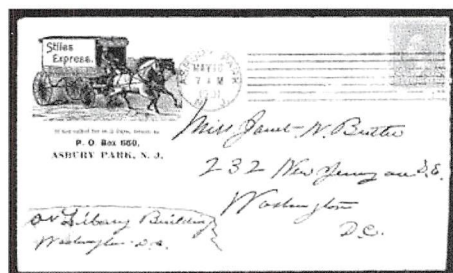
Local parcel express company that operated in Asbury Park, N.J.

CORNER CARD



ca. 1901 Printed 30.5x25 mm
STLX-CC1 Black/Rose Unkn.

CC COVER



ca. 1901
STLX-C1 Rose envelope 50.00
[Known with May 1901 POD cancel]

— T —

[E. C.] THOMPSON & CO.'S EXPRESS (1857^B–68^B)

Local private mail(?) and parcel(?) express company that operated between Boston and Haverhill, Mass.

LABEL



Year Unkn. Imperf. 28.5x17 mm
TOMX-L1 Black/Orange 30.00
----- O ----- O -----

TOBY'S EXPRESS (1857^R–58^R)

Regional private mail and parcel(?) express company that operated in New Orleans, La., with steamer service to Mobile, Ala. Previously known as Toby's City Package Express (1855–57).

CORNER CARD



ca. 1858 Embossed 48.5x37.5 mm
TBYX-CC1 Dark Blue/White Unkn.

CC COVER



ca. 1858
TBYX-C1 White envelope 1,250.00

Refs.: Advertisements and articles appearing in 1857–58 *New Orleans Daily Picayune* newspapers.

----- O ----- O -----

TRIFET'S EXPRESS (Phantom)

Phantom label that may have been associated with Ferdinand M. Trifet, a well-known Boston stamp dealer from 1867 through 1899.

LABEL



Year Unkn. Imperf. 28x28.5 mm
TRFX-L1 Black/Yellow 50.00

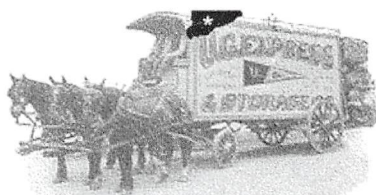
Ref.: Mosher, B. H., "Trifet's Express in Boston," *The Penny Post*, January 2012, pp 31–36.

— U —

U. C. EXPRESS & STORAGE CO. (1902^R–18^{U4})

Local heavy hauling express company that operated in Berkeley, Calif. "U. C." was probably an abbreviation for "University of California."

CORNER CARD



* INCOMPLETE IMAGE Area

ca. 1914 Printed(?) Size Unkn.
UCSX-CC1 Multicolored/White Unkn.

CC COVER



ca. 1914
UCSX-C1 White envelope 50.00*

* Without 10c Registration stamp present.

[Known with December 1914 POD cancel]

Ref.: "California/Berkeley," *The Transfer and Storage Directory*, 1916, p. 37.

----- O ----- O -----

UNION DESPATCH (1855^{R1}–59^{R1})

Local parcel delivery company that operated in the Chicago, Ill., area. May also have been known as "Stile's Union Dispatch."

STAMPS



Year Unkn. Perf. 14 35x35 mm
UDSD-S1 5c Red/White 625.00



Year Unkn. Roul. ?? 35x35 mm
UDSD-S2 5¢ Red/White 900.00



Year Unkn. Perf. 13.25 35x35 mm
UDSD-S3 10¢ Brown/White 1,000.00
(May be a forgery?)



Year Unkn. Perf. 13.5 35x35 mm
UDSD-S5 20¢ Green/White 700.00

Illustration is not available.

Year Unkn. Roul. 14.5? 35x35 mm
UDSD-S6 20¢ Green/White ---

STAMP FORGERIES

Four different forgeries of the five-cent stamp have been reported; all are illustrated in Reference 3.

Ref. 1: Stimmell, Gordon, "State of the Union Despatch," *The Penny Post*, July 1995, pp 10-13.

Ref. 2: Kane, Carl, "New Ten Cent Stile's Union Despatch Adhesive," *The Penny Post*, January 2003, pp 16-17.

Ref. 3: Lyons, Larry, "Union Despatch [Stile's] Chicago, Illinois," *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Vol. III, 1998, pp 1042-45.

----- O ----- O -----

UNION EXPRESS CO. - in Massachusetts (1855^B-58^B)

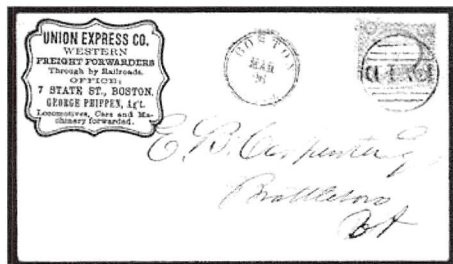
Regional freight express company that operated by rail between Boston, Mass., and cities to the west.

CORNER CARD



ca. 1858 Printed 48x38 mm
UNOX-CC1 Black/Pale Yellow Unkn.

CC COVER

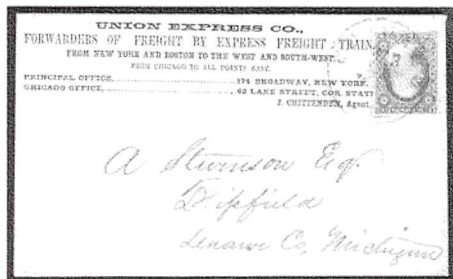


ca. 1858
UNOX-C1 Pale Yellow envelope 200.00
----- O ----- O -----

UNION EXPRESS CO. - in NYC (1851^{NY}-60^{NY})

Regional freight express company that operated by rail between Boston, Mass., New York City and Chicago, Ill.

COVER

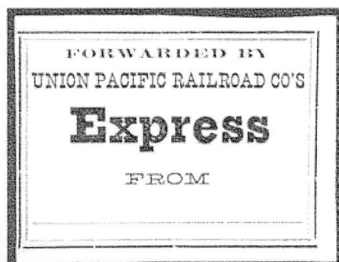


ca. 1857 Printed
UNYX-C1 Yellow envelope 200.00
[Known with March 1857 POD cancel]
----- O ----- O -----

UNION PACIFIC RAILROAD CO'S EXPRESS (1871^{U?}–79^R)

Regional parcel express company that operated on the Union Pacific Railroad (1864–Present). It was merged into the Pacific Express Co. on November 1, 1879.

LABEL



Year Unkn. Imperf. 55x39.5 mm
UPRX-L1 Black/Orange 100.00

Ref.: "History of the Pacific Express," *Expressman's Monthly*, January 1880, p. 4.

— W —

WARE'S CITY EXPRESS (Unkn.)

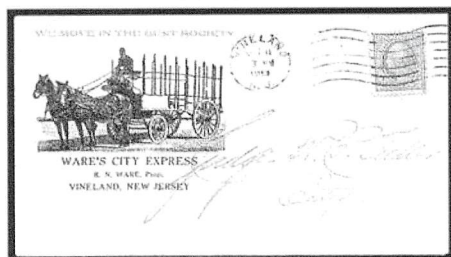
Local parcel express company that operated in Vineland, N.J.

CORNER CARD



ca. 1913 Printed(?) Size Unkn.
WRCX-CC1 Black, Light Red/White Unkn.

CC COVER



ca. 1913
WRCX-C1 White envelope 50.00
[Known with October 1913 POD cancel]

WESTAWAY'S EXPRESS (1884^{Bn}–1900^{Bn})

Local parcel express company that operated between New York City and Fort Hamilton (in Brooklyn), N.Y.

LABEL



Year Unkn. Imperf. 71x41 mm
WAYX-L1 Black/Dull Orange-brown 35.00

— O — O —

WEST JERSEY EXPRESS COMPANY (1862^R–1908^R)

Regional parcel express company that operated on the West Jersey Railroad (1857–96) and West Jersey & Seashore Railroad (1896–1930) in Southern New Jersey. Sold to the Adams Express Co. on Oct. 1, 1908.

LABEL



ca. 1901 Imperf. 66x41 mm
WJYX-L1 Black/Yellow 50.00
[Known used on May 1901 POD canceled cover]

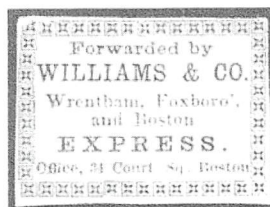
Ref.: Mosher, B. H., "New Jersey Private Express Companies: Part 4," *NJPH*, May 2004, pp 72–82.

— O — O —

WILLIAMS & CO. EXPRESS (1858^B–88^B)

Local parcel express company that operated between Boston, Foxboro*, and Wrentham, Mass.

LABEL



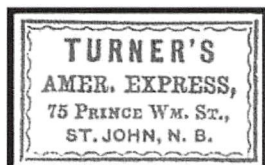
Year Unkn. Imperf. 32x24 mm
WIMX-L1 Black/Orange 40.00

SECTION II COMMONWEALTH OF CANADA

TURNER'S AMERICAN EXPRESS (1855^R-69^{B?})

Regional private mail and parcel express company that operated in New Brunswick, Canada. Successor to Street's Express.

LABEL



Year Unkn. Imperf. 25x15 mm
TNAX-L1 Black/Green

Ref: Jephcott, Greene and Young, "Section 2. Express Companies," *The Postal History of Nova Scotia and New Brunswick 1754-1867*, 1964, pp 215-16.

----- O ----- O -----

VANIER EXPRESS REG'D (1916^M-18^M)

Local private mail(?) and parcel(?) express company that operated in the Montreal, Canada area.

LABEL



ca. 1917 Rouf. 7 32x32 mm
VNRX-L1 Brown/White 60.00

SECTION III FOREIGN* EXPRESSES

AMERICAN-EUROPEAN JOINT STOCK EXPRESS & EXCHANGE CO. (1856^{NY}-58^{NY})

Overseas private mail and parcel(?) express company that operated via steamer between New York City and cities in Europe.

CORNER CARD

The illustrated image appears centered on the back flap of company envelopes.



ca. 1857 Embossed? 48.5x30.5 mm
AEEX-CC1 Dark Blue Unkn.

CC COVER



ca. 1857
AEEX-C1 Light Blue envelope 200.00
[Known with June 1857 POD cancel]

----- O ----- O -----

* Replaces the "OVERSEAS" heading that appears atop Section III in the 2002 Catalog.

ACKNOWLEDGEMENTS

Many thanks to the following contributors for sharing their express and delivery company information to make this update possible:

Fritz Angst, Larry Ballantyne, Alan Cohen, H. J. W. Daugherty, Richard Frajola, Yamil H. Kouri, Jr., Ron Lafreniere, Larry Lyons, Bobby

McDearmon, the late Frank Q. Newton, Jr., Bill Sammis, and Gordon Stimmell.

Images were also downloaded from these websites: Collectors Club of New York, eBay Auctions, Kelleher Auctions, Schuyler Rumsey Philatelic Auctions, and Robert A. Siegel Auction Galleries.

CARRINGTON & CO'S EXPRESS (1855^R-ca. 1868^R)

Overseas private mail and parcel(?) express company that operated via steamer between New York City, Cuba, the West Indies and South America.

LABEL



"JOHN W. CARRINGTON, NEW-YORK" at LL. "YORICK JOHNSON, HAVANA" at LR.

ca. 1855 Imperf. 73x43 mm
CGTX-L1 Black/Yellow 100.00
[Known used on February 1855 folded letter]

Ref.: Kouri, Yamil H. Jr., "Carrington & Co.'s New York & Havana Express," *The Penny Post*, October 2011, pp 10-14.

----- O ----- O -----

[R. F.] DOWNING & CO. EXPRESS DEPARTMENT (1856^{NV}-1918^{NV+})

Overseas private mail(?) and parcel express company that operated via steamer between New York City and cities in Europe. Also known as Downing's Foreign Express.

CORNER CARD

The illustrated image appears centered on the back flap of company envelopes.



ca. 1894 Printed 47x33 mm
DOWX-CC1 Green/White Unkn.

CC COVER



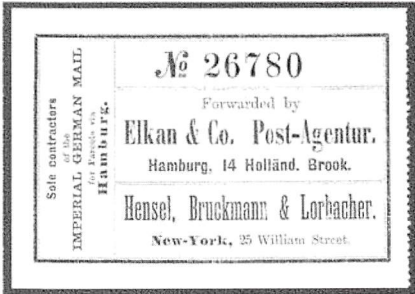
ca. 1894
DOWX-C1 White envelope 30.00
[Known with March 1894 POD cancel]

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HENSEL, BRUCKMANN & LORBACHER (1878^{NV}-1918^{NV+})

Overseas private mail and parcel(?) express that operated via steamer between New York City and cities in Germany.

LABEL



Right V. Perf. 11

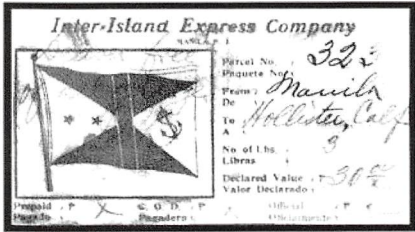
Year Unkn. Otherwise Imperf. 83x52 mm
HBLX-L1 Black/Yellow 40.00

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INTER-ISLAND EXPRESS COMPANY (Unkn.)

Regional private mail(?) and parcel express company that operated in the U.S. Philippine Islands with service to Calif.

LABEL



ca. 1905-10 Imperf. 120x64.5 mm
IIDX-L1 Deep Purple/Buff 40.00

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ITALO-AMERICAN EXPRESS CO. (1898^{NY}–1914^{NY})

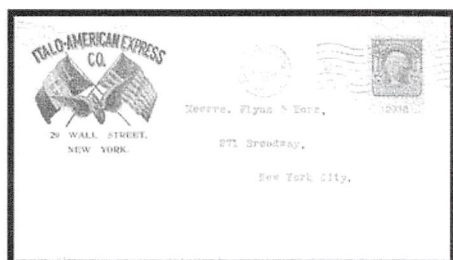
Overseas private mail(?) and parcel express company that operated via steamer between New York City and Italy.

CORNER CARD



ca. 1907 Printed(?) 51x46 mm
ITAX-CC1 Blue/Buf. Unkn.

CC COVER

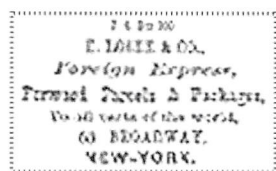


ca. 1907
ITAX-C1 Buff envelope 40.00
[Known with February 1907 POD cancel]

[E.] LOSEE & CO. FOREIGN EXPRESS (1875^{NY}–91^{NY})

Overseas parcel express company that operated via steamer between New York City and all other parts of the World.

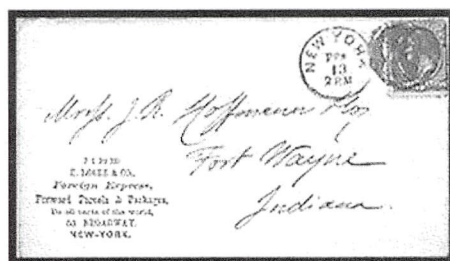
CORNER CARD



Clear illustration not available.

Year Unkn. Printed Size Unkn.
LOSX-CC1 Black/Buf. Unkn.

CC COVER



Year Unkn. (Pre-1884)
LOSX-C1 Buff envelope 25.00

PORTO RICAN EXPRESS COMPANY (1906^R–18^{U+})

Overseas private mail(?) and parcel express company that operated via steamer between New York City, New Orleans, La., and towns on the island of Porto (now Puerto) Rico.

LABEL



Year Unkn. Imperf. 23x19.5 mm
PRTX-L1 Unkn./White(?) 25.00

Ref: "Eastern Notes," Express Gazette, Aug. 15, 1906, p. 230.

[The] SPANISH, AMERICAN & EUROPEAN EXPRESS (Unkn.)

Overseas parcel express company that operated via steamer between New York City and Havana, Cuba. Successor to Bombalier's Express.

LABEL



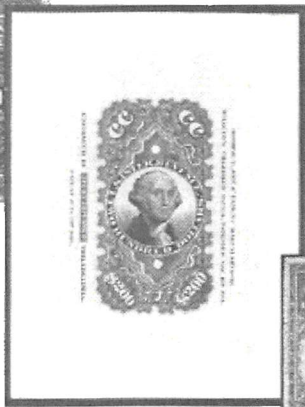
Year Unkn. Imperf. 98.5x58 mm
SAEX-L1 Black/Orange 45.00

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