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WHOLE NUMBER 99

VOL. 25 NO. 2

# THE PENNY POST

Official Journal Of The Carriers And Locals Society



A red on gray green “second original printing” of the Grant adhesive on a cover dated March 12, (1868) to Orange County. PF 542186.

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IDENTIFYING PRINTINGS OF THE 10-CENT HUSSEY CIRCUS RIDER STAMPS

AND MORE

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# THE PENNY POST

VOL. 25 NO. 2



APRIL 2017

The Carriers and Locals Society, Inc.  
APS Affiliate 211

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## Official Journal Of The Carriers and Locals Society

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# Editor's Message

By  
Larry Lyons

Greetings to my fellow carrier, local and eastern express enthusiasts. We have another great issue of *The Penny Post* for you. This journal is devoted to the presentation of original research articles in the fields of **United States** carriers, local posts and eastern expresses. Forgeries in these areas are also researched. If you have a topic on which you want to write we will help you with a sharing of information the likes of which you would not have thought possible. (Unless there is no information). We stand ready to assist you. If you have a question, please ask.

## In This Issue

We have a wide diversity of articles for your study and enjoyment. First up is an article on the use of the Eagle carrier stamp on U.S. stamped envelopes by Clifford Alexander, our Chairman. Much thanks to Cliff, for another fine piece of research.

William Sammis, our Eastern Express editor, has researched and written an article on P.C. Hale. Who? Read it and find out about the other Hale. Thanks to Bill for his thorough research.

I have researched and written an article on the Westervelt's stamps and covers. This is all new information from the collection of Robert Markovits. Much of the data was compiled by Richard Frajola decades ago but it has never been published until now.

This journal is based on the free expression of ideas and theories. With that basis in mind we have an article by John Bowman whose alternate viewpoint wants to condemn the Hussey's 87L52 stamp to that of being a "forgery." A response to his article follows his piece.

Last but not least I have provided my research on identifying printings of the 10-cent circus rider stamps. This is the second article in the series and this information and study has not been published before. Hope you enjoy it and learn from the research and presentation.

## Next up in *The Penny Post*

The forgeries of Westervelt's stamps will be presented in two articles in our next issue. We will also have part 16 of Vernon Morris' saga on Blood's. Other subjects are in the works but I'm going to keep you in suspense until next time.

## The Past – The Future

The Penny Post began in January 1991 with a 32-page issue in black and white. In 2017 we have evolved into a 72-page issue usually in full color. The cost of publication is staggering. The future will most likely usher in an age of a digital journal. The time of holding the journal in your hands (as well as newspaper and books), is going to pass into being a remembrance of the good old days. Many of us still like to hold "the printed word" in our hands. If you like what we have done



over the years, you should support the Society with your generous donation. (We are a tax-exempt 501(c)(3)a organization and your donation is tax deductible.) It will be too late to complain when we can no longer afford to publish a printed version of *The Penny Post*. Show your support and send in your check today.

### **Mission Statement**

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

### **Thank You Advertisers**

I would be remiss if I didn't thank our advertisers for their continued support of our journal. I hope you study the ads and use the services of these fine dealers and auction houses.

### **Final Message**

Happy Collecting and hope you enjoy this issue of *The Penny Post*. Please re-read the paragraph above entitled "The Past – The Future."



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# Use of the Eagle Carrier Stamp on U.S. Stamped Envelopes

By  
Clifford J. Alexander

This article discusses, and provides a census of, the Eagle Carrier stamp used on U.S. stamped envelopes. It is one of a series of articles I am writing on the Eagle Carrier stamp on covers.

The Post Office Department ordered the Eagle Carrier stamp to replace the Franklin Carrier stamp shortly after the latter's issuance because of concerns that the blue Franklin design would be confused with the blue 1¢ general issue stamp that also had a vignette of Franklin.

The Eagle Carrier stamp was used from November 1851 until the end of the carrier fee period on June 30, 1863, primarily in four cities: Cincinnati, Kensington, Philadelphia and Washington DC. Kensington and Philadelphia appear to have run out of their supplies in 1857 or 1858; and Cincinnati apparently ran out sometime in 1860. Stephen Gronowski also recorded use of the stamp in eleven other cities.<sup>1</sup> Only five Eagle Carrier stamps on covers with dates after 1860 have been recorded, and all were from Washington DC and none are on stamped envelopes.<sup>2</sup>

Although the Eagle Carrier stamp was available for ten years to prepay carrier fees, I found only 23 used on U. S. stamped envelopes. **Table 1** lists ten stamped envelopes with an Eagle Carrier stamp from Cincinnati. **Table 2** lists seven from Philadelphia, but the author believes one is not likely genuine because of the late use. **Table 3** lists five from Washington DC. There is also one from New York. I recently published an article with a census of the 27 covers I have found with an Eagle Carrier stamp that originated in Kensington, but none of the Kensington covers are stamped envelopes.<sup>3</sup>

## Description of U.S. Stamped Envelopes

The Eagle Carrier stamp was originally issued only to prepay the 1¢ carrier fee for intra-city mail and for collection of letters brought to the post office for inter-city mail. All of the stamped envelopes in the census are used on 3¢ rate stamped envelopes that were addressed to other cities. This is not surprising because the Post Office Department did not issue a 1¢ stamped envelope for intra city mail until December 1860.

Congress passed an act authorizing stamped envelopes in 1852 and a contract was awarded to the George F. Nesbitt Company, which manufactured three issues of stamped envelopes from 1853 to 1863. The first issue, called "Nesbitts,"

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<sup>1</sup> Stephen Gronowski, "LO2 Usages Outside of Philadelphia, Washington D.C., Cincinnati and Kensington, Pa.," *The Penny Post*, Vol. 11, No. 3, July 2003, pages 9-22.

<sup>2</sup> Clifford J. Alexander, "Use of the Eagle Carrier Stamp With the 3¢ 1861 Issue After Demonetization," *The Penny Post*, Vol. 23, No. 4, October 2015, pages 5-9.

<sup>3</sup> Clifford J. Alexander, "The Eagle Carrier Used in Kensington," *The Penny Post*, Vol. 25, No. 1, January 2017, pages 5-15.

was first delivered to postmasters in July of 1853; and the earliest recorded use is dated July 6 of that year. The second, called the “star die” issue, became available in 1861. And a third issue was ordered later in August 1860 following demonetization of old stamps at the start of the Civil War.

No Eagle Carrier stamps have been found on either a star die or third issue envelope. All of the envelopes in the census are from the first issue. Five types of first issue stamped envelope designs are listed by the *Scott Catalog*. Each of the five designs was printed on white and buff paper, producing ten different *Scott Catalog* numbers.

The principal distinguishing feature of the five types is the width of the labels at the top with the word “THREE” and the patterns at the ends of the labels. **Figure 1** illustrates a complete design of Type 1 together with examples of the other four labels.

The first three types have short labels and the other two have longer labels. (1) Type 1 has a short label and curved ends; (2) Type 2 has a short label and octagonal ends; (3) Type 3 has a short label and straight ends; (4) Type 4 has a long label and straight ends; and, (5) Type 5 has a medium length label with curved ends.

The stamped envelopes in the census primarily fall into three *Scott Catalog* numbers. Ten of the 22 stamped envelopes in the census that appear to have genuine Eagle Carrier uses are Type 5 on buff colored paper (*Scott* U10); four are Type 5 on white (*Scott* U9); and six are Type 1 on buff (*Scott* U2). The census includes one Type 1 on white paper (U1) from Washington and one Type 2 on buff paper (Type 4) also from Washington. The census also includes two stamped envelopes with Eagle Carrier stamps that do not appear to be genuine uses of the stamp.

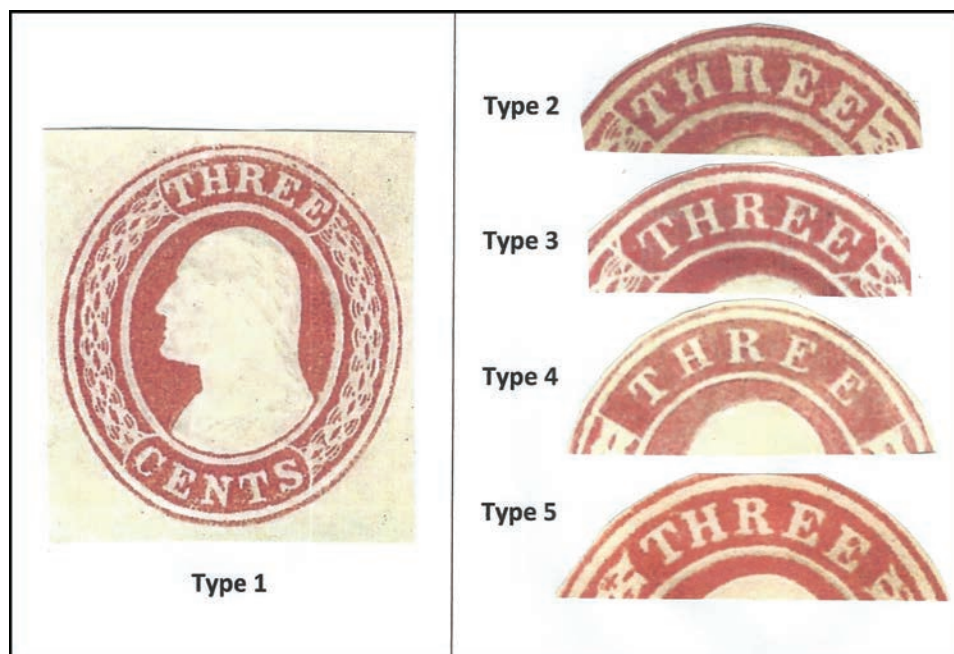
### **Census of Stamped Envelopes with Eagle Carrier Stamps**

This section summarizes the results of the census and discusses some of the more unusual and interesting stamped envelopes in the census.

**Cincinnati.** All but one of the ten stamped envelopes in the census with an Eagle Carrier stamp from Cincinnati is tied. Six of the Cincinnati envelopes are from two correspondences. Four are addressed to a Mr. Daniel Horne in Blue Licks Springs, Kentucky. Two envelopes are addressed to a Mr. F. S. Pease in Buffalo.

The March 8 stamped envelope (*Scott* U10) was acquired by the author years ago from David Phillips during a visit to his office in Miami. See **Figure 2**. Based on a letter Phillips had received from Robert Meyersburg dated 2 April 1992, Phillips believed that the smudged cancel on the Eagle Carrier stamp is a late stage of the Cincinnati squared circle cancel.

Meyersburg was a prominent collector and exhibitor of carrier covers and was section editor for a number of years of the Carriers and Locals section of *The Chronicle*. Meyersburg had examined a number of Cincinnati covers with the red squared circle cancel and he concluded it had deteriorated over time and eventually became unrecognizable.



**Figure 1. The five types of Nesbitt envelopes issued in 1853.**



**Figure 2. Use of an Eagle Carrier adhesive to pay the carrier fee in Cincinnati. The envelope is a buff U10.**

**Philadelphia.** Only two of the seven Eagle Carrier stamps on stamped envelopes used in Philadelphia are tied. The November 25 envelope (*Scott* U10) has an Eagle Carrier Stamp tied both by a Philadelphia date stamp and also a red star marking that was used by the Philadelphia carrier department during the 1850's. See **Figure 3**. This envelope has a manuscript docketing that indicates it was mailed in 1853. It is the only stamped envelope with a genuine Eagle Carrier use from Philadelphia for which the year of use can be determined.

There is one Philadelphia envelope that the author believes is likely not a genuine use. A December 3 stamped envelope to "Messrs. Greenwalt & Hutchinson" in Fayette County has an Eagle Carrier stamp that is not tied. The envelope is cancelled by a circular date stamp with the year 1862. It is likely the Philadelphia Post Office ran out of the stamps in 1857 or 1858. Although the stamp was not demonetized at the beginning of the Civil War, there is no evidence it was used anywhere except in Washington DC after 1860. An 1862 use in Philadelphia is unlikely to be genuine.

**Washington DC.** Five stamped envelopes from Washington with Eagle Carrier stamps have been recorded. Washington covers are interesting because this is the only city where carriers pre-cancelled Eagle Carrier stamps with their initials.

**Figure 4** is a July 27 stamped envelope from Washington. The stamp is not tied but Philatelic Foundation Certificate #459732 identifies it as a Type 2 on white paper (*Scott* U4) and states that "it is a genuine use." It has a Nesbitt imprint on the back flap. The stamp was pre-cancelled with the carrier initials, "CJW." These were the initials of Charles J. Wright, a Washington carrier from about 1853 until at least 1863.

The envelope is from a large correspondence from an attorney, who had a law office in Washington from about 1820 to 1860, to his wife in Baltimore. A number of covers from the correspondence indicate the attorney regularly used carrier service. The wife typically would record on the left side of each envelope the day she received a letter and replied, which was July 28, 1853, which makes this an early use during the first month that Nesbitt envelopes were available to the public. Although it is likely the Eagle Carrier stamp was used in Washington during 1862, this is the earliest documented date I have recorded for any Washington cover with an Eagle Carrier stamp.

The September 15 envelope is addressed to a Mrs. Craven in New York City and apparently was mailed to her three days after another envelope in the census. See **Figure 5**. This is one of six Type 1 envelopes on buff colored paper in the census (*Scott* U2). It was in the Meyersburg and Middendorf collections and also was illustrated in an article written by Meyersburg based on a manuscript by Perry on the carrier stamps of the United States.<sup>4</sup> The stamp was pre-cancelled with a manuscript "H" by Thomas F. Harkness, who was a Washington carrier from about 1855 to at least 1863.

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<sup>4</sup> Elliott Perry and Robert B. Meyersburg, Editor, "The Carrier Stamps of the United States: Washington (City) D.C.," *The Chronicle*, 121, Vol. 36. No. 1 (Feb. 1984), p. 121 at p. 129. Elliott Perry died in 1972.





Figure 3. A November 25, 1853 use of an Eagle Carrier adhesive in Philadelphia.



Figure 4. An 1853 use of an Eagle Carrier adhesive in Washington on a U4 Nesbitt envelope. The carrier stamp has the initials “CJW” for carrier Charles J. Wright.



**Figure 5.** An Eagle Carrier adhesive used in Washington DC on a U2 envelope. The carrier stamp has the initial “H” for carrier Thomas F. Harkness.



**Figure 6.** Another use of an Eagle Carrier adhesive in Washington, D.C. on a U2 envelope. The carrier stamp has the initial “J” for carrier Vincent R. Jackson.

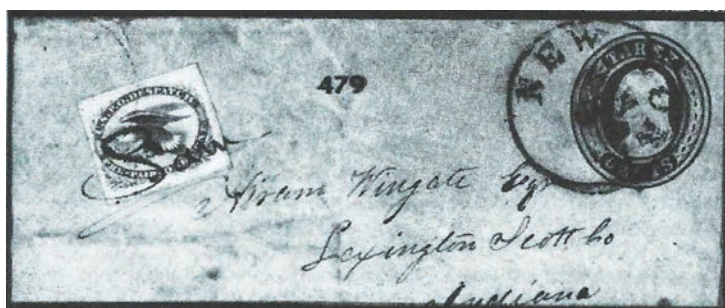
A third illustrated Washington envelope is dated December 13 and is a Type 1 on a buff colored envelope (Scott U2). See **Figure 6**. The envelope is addressed to “Miss Belle Martin” care of Dr. L. G. Martin, who is most likely her father. It was not proper etiquette to send letters directly to unmarried young women. The stamp is not tied but Philatelic Foundation Certificate #482537 states that “it is a genuine usage.” The stamp was pre-canceled with a manuscript “J” by Vincent R. Jackson, a Washington carrier from about 1855 to at least 1863.

**New York.** I found one stamped envelope from New York with an Eagle Carrier stamp. The envelope is a Type 5 on buff (Scott U10). See **Figure 7**. This cover was offered in a June 9 1974 Kauffman Auction sale as lot #479. It was addressed to “Hiram Wingate Esq” in Lexington Kentucky. Unfortunately, the image is poor and the author has not seen the envelope or a good photocopy of it. However, the Kaufman description states that the Eagle Carrier stamp is “tied by red ms ‘8 am’ & faint partial CDS.” The use of the Eagle Carrier stamp in New York will be the next article in this series.

**Oskaloosa IA.** One other stamped envelope with an Eagle Carrier stamp should be mentioned. This envelope has a “NOV 2/ OSKALOOSA/Ioa” circular date stamp and is docketed at the left “Nov 19 1854.” The Eagle Carrier stamp does not appear to be tied. This envelope was in the Markovits collection. There is no record of Oskaloosa or the city of the addressee, Madisonville, Ohio, having carrier service. I do not believe this is a genuine use of the Eagle Carrier stamp on the envelope.

### Conclusions

The Carriers and Locals Society plans to begin adding a census of covers with Eagle Carrier stamps on its website in 2017. We would appreciate receiving a scan of, and information on, any stamped envelopes missing from the census that follows. Information can be sent to Clifford Alexander at [Clifford.alexander@klgates.com](mailto:Clifford.alexander@klgates.com). I would like to thank Dr. Vernon Morris and the American Philatelic Research Library for assistance with this article as well as the Robert A. Siegel Auction Galleries, Richard Frajola, and the Philatelic Foundation for their valuable online searchable databases.



**Figure 7. An Eagle Carrier adhesive used in New York and tied by a manuscript “8 a.m.”**

1.	January 3	U10 (Buff)	“Hon. Y. A. Hendricks Commissioner/ of the General Land Office/ Washington City/ DC”	Tied. Siegel Sale 965 #1003; Siegel (Kuphal) Sale 925 #1149, Ex Geister.
2	March 8	U10 (Buff)	“Dr. Benjamin Tappan/ Steubenville/ Jefferson County/ Ohio”	Tied. Fox 9/77 Sale #94. Possible late state of red Cincinnati squared circle cancel. Ex David Phillips collection.
3.	April ?	U10 (Buff)	“Daniel H. Horne Jr./ Blue Licks Spring/ Kentucky”	Not tied? Levi Records on two Corinthia Sales Lot #4418 and 5868.
4.	April 11	U10 (Buff)	“Daniel H. Horne Jr./ Blue Licks Spring/ Kentucky”	Tied. Number “11” of cds is upside down. Frajola PhilaMercury #1639.
5.	April 12	U9 (White)	“Daniel H. Horne Jr./ Blue Licks Spring/ Kentucky”	Not tied. eBay 2016 listing.
6.	April 15	U9 (White)	“Daniel H. Horne Jr./ Blue Licks Spring/ Kentucky”	Tied. Siegel Sale 817 #47.
7.	June 5	U9 (White)	“Mr. F. S Pease/ Buffalo/ NY”	Tied. Siegel Sale 4825 #1423.
8.	June 6	U10 (Buff)	“Mefrs. Nurdyke Hans & Co/ Richmond/ Wayne County/ I.A.”	Tied. Siegel Sale 464 #1214, Siegel Sale 825 #1419. Ex Robert Markowits collection.
9.	Nov. 20	U10 (Buff)	“Mr. F. S. Pease/ Buffalo/ NY”	Tied. Siegel Sale 966 #2337; Siegel (Hall Sale 830 #21. Frajola PhilaMercury #21307 (misidentified as Philadelphia).
10.	Dec. 12	U10 (Buff)	“Master Sheldon F. Kellogg/ Care James F. Edmonds/ No. 5 Commerce St/ Boston/ Mass”	Tied. Siegel Sale 853 #2481; Page 12/61 Sale #600. Ex Donald Johnstone collection.

**Table 1. Cincinnati Stamped Envelopes**



1.	March 11	U2 (Buff)	"Mr. James Williams/ Smyrna/ Delaware"	Not tied. Philatelic Foundation ("PF") Cert #28945, which states "genuine used."
2.	March 20	U2 (Buff)	"Mr Saml Canby/ Wilmington/ Delaware"	Tied. PF Cert 195690, which states "It is a genuine usage."
3.	September ?	U2 (Buff)	[not available]	Not tied. Camara 5/77 Sale #1983.
4.	September 11	U2 (Buff)	"James Kay Esq/ Willow Grove/ Montgomery Co/ Tenn"	Not tied. Private collection.
5.	November 25	U10 (Buff)	"William Thaddeus Harris Esq/ Cambridge/ Massachusetts"	Tied. Docketed "Rec'd 28 Nov. 1853." PF Cert #356824. Siegel Sale 435 #441.
6.	December 3	U10 (Buff)	"Messrs Greenwalt & Hutchinson/ Fayetteville County/ Pa"	Not tied. The cds has an 1862 year date. This is too late a use in Philadelphia and almost certainly not genuine on cover. Embossed ad for "Martin & Wolof." Private collection.
7.	December 19	U10 (Buff) ?	"Rev Wm Marhoo/ West Walnut Street/ Philadelphia"	Not tied. PhilaMercury #2490. The address is crossed out and it was forwarded to "York Street/ Burlington/ New Jersey."

**Table 2. Philadelphia Stamped Envelopes**



1.	July 27	U4 (Buff)	"Mrs. Henry M. Morfit/ No. 87 East Baltimore Street/ Baltimore Md"	Not tied. PF Cert #459732 states the stamped envelope is a U4 and that "It is a genuine use." Firby 11/07 Sale #1524. Docketing at left side "HMM July 27 <sup>th</sup> /53 Rec'd & Ans'd 28 <sup>th</sup> ." Stamp pre-canceled "CJW" by Washington carrier Charles J. White. Ex Marcus White and Robert Markowits collections. Nesbit imprint on back flap. Month slug in cds was inserted below the "27."
2.	April 5	U1 (White)	"Mr William Weir/ 525 Minor Street/ Philadelphia/ Penn"	Tied. Lowe USA 1 Basel Sale 1838.
3.	September 12	U9 (White)	"Mrs E. R. Craven/ Summerville/ NJ"	Tied. Manuscript "Via new York" is at bottom left. Siegel (Golden) Sale 817 #39; Siegel (Meyersburg) Sale 791 #59. Stamp pre-canceled "H" by Washington carrier Thomas F. Harkness. Illustrated in Perry and Hall article "U.S. Stamped Envelopes Used to Prepay Carrier Fees," <i>Chronicle</i> (May 1986) p. 93.
4.	September 15	U2 (Buff)	"Mrs E. R. Craven/ Summerville/ NJ"	Tied. Manuscript "Via New York" at bottom left. Siegel Sale 1051 #1621; Frajola (Middendorf) Net Price Sale 4 #45; Siegel Sale 773 #18; Fox 3/61 Sale #470. Stamp pre-canceled "H" by carrier Thomas F. Harkness. Illustrated in Perry and Meyersburg article "The Carrier Stamps of the U.S.," <i>Chronicle</i> (Feb 1984), p. 28.
5.	December 13	U2 (Buff)	"Miss Belle Martin/ Dr. L. G. Martin/ Baltimore/ Md."	Not tied. PF Cert 482537. Siegel Sale 825 #1419. Pre-canceled "J" by Washington carrier Vincent R. Jackson.

**Table 3. Washington DC Stamped Envelopes**

# P.C. Hale: The Other Hale

By

William W. Sammis

James W. Hale is one of the best known figures from the Independent Mails Period (1843-June 30, 1845). In part, his letter express, Hale & Company, supplied the pressure that led to the federal postal reforms that went into effect on July 1, 1845. P.C. Hale, on the other hand, is less well known. He operated a parcel express from November 16, 1840, ending August 31, 1842. In that both Hales worked out of Boston in the same business during the same general time period, there is room for confusion.

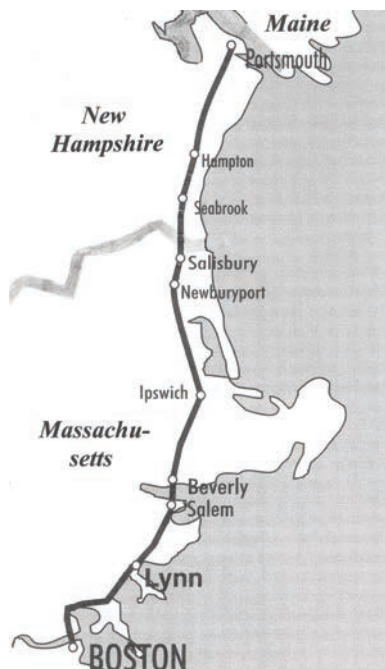
P.C. Hale advertised his company as “Hale & Co.’s Eastern Express”, “Hale & Co.”, and “Hale & Co.’s Express”. James W. Hale used a handstamp that read in part, “Hale & Co.’s Great Eastern Mail” and extensively advertised under the name of “Hale & Co.” as well as “Hale & Co.’s Independent Express Mail”, etc. James Hale opened “Hale’s News Room” in New York City in 1837, hanging letter bags for out-going ships bound for foreign destinations. It operated through the Independent Mails Period. Sterling T. Dow in his *Maine Postal History and Postmarks* quotes an April 1, 1841 advertisement placed by “Hale & Co.’s Eastern Express and General Forwarding Office”. (This is one of P.C. Hale’s ads.) Calvet (Cal) M. Hahn, in one of his postal history columns published by the *Western Stamp Collector* references a mention of “Hale & Co.” in the July 4, 1840 edition of the *Boston Notion*. (This is a reference to James Hale’s Wall Street newsroom.) A closer look at the life and work of P.C. Hale will clear up the confusion. However, he deserves more time in the spotlight for reasons other than just sharing a last name with James W. Hale. P.C. Hale was early into the express industry; at times he represented George E. Pomeroy, Henry Wells, William G. Fargo, and Crawford Livingston, this being just part of his story.

Philetus C. Hale was born at Westhampton, Massachusetts on October 5, 1816. It is a presumption on the part of the author to say that he did not care for his first name, but in the majority of his business dealings he used “P.C. Hale”. By 1840 he had made his way to Boston and was working as a conductor on the Eastern Railroad. Undoubtedly Hale was aware of the pioneering efforts of William F. Harnden who we know as “The First Expressman”. Harnden, like Hale, had previously worked for a railroad (the Boston & Worcester 1834-1838) and from March 4, 1839<sup>1</sup> had been running a parcel express between New York City and Boston, in part over the line of his former employer. P.C. Hale, following Harnden’s lead, quit his conductor’s job and, taking advantage of his familiarity with the Eastern Railroad used it in running a parcel express between Boston and Portsmouth, New Hampshire opening business on November 16, 1840. This was just a few days after the Eastern Railroad completed the Boston-Portsmouth line and undoubtedly provided the impetus for Hale opening his express (**Figure 1**). The **Figure 2** advertisement, dated November 21, 1840, gives the specifics of Hale’s

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<sup>1</sup> Harnden advertised from February 26, 1839 e.g. in the *Boston Traveler*.

parcel express business plan. It ran in Boston, Portsmouth, and Newburyport newspapers and is noted as early as November 16<sup>th</sup>. The paragraph at the end of the ad is a disclaimer absolving the Eastern Railroad of any liability incurred from damaged merchandise and is co-signed by railroad superintendent Stephen A. Chase. Chase subsequently published this same disclaimer under the ads of other express companies using his road.



**Figure 1.<sup>2</sup>**  
**The Eastern Railroad**

#### **HALE & CO'S EASTERN EXPRESS AND GENERAL FORWARDING OFFICE.**

**P** C. HALE & CO. having made arrangements with the Eastern Rail Road Co., will run a Crate with each passenger train between Portsmouth and Boston, for the purpose of transporting PACKAGES, small bundles of goods, &c. They will pay particular attention to collecting and paying Notes, Drafts, Bills, &c and all business entrusted to their care will receive prompt attention.

They will forward Packages to Dover, N. H., Alfred, Portland, Augusta, and Bangor. Me., and, through Harnden & Co's Express, to New-York, Philadelphia, London and Liverpool.

All packages must be marked *Hale & Co's Express*, and sent to their offices, at Harnden & Co's, No 8 Court-street, Boston; Ward's Buildings, Salem; No 11 State-street, Newburyport, and GEORGE MASENT, Congress-street, Portsmouth. Packages, &c. should be left not later than 1-2 hour before the departure of the trains.

References—Chandler, Howard & Co. Boston; Neal & Co. Salem; Joseph Lord, Jr. Ipswich; Jeremiah Colman, Newburyport; I. Goodwin, Portsmouth.

And notice is hereby given that it is agreed between said Hale & Co. and the Eastern Rail Road Company, that in no case whatever is the said Company to be liable for any damage or loss that may happen to property of any description that may be committed to the care of said Hale & Co.

S. A. CHASE, Supt. E. R. Co.  
HALE & CO.

Nov 21 1840

**Figure 2.**  
**Portsmouth Journal of Literature and Politics,**  
**November 21, 1840**

The station-stops of the Eastern Railroad that Hale advertised serving (including subsequent advertisements) were Boston, Salem, Ipswich, and Newburyport (all in Massachusetts) as well as Hampton and Portsmouth in New Hampshire. Hale advertised service to areas beyond the trackage of the Eastern Railroad. These areas were reached through conjunctive arrangements in place with other express companies and stage routes<sup>3</sup>, whether named or unnamed. This was a common and necessary practice of the time as relatively small companies, such as Hale, attempted to attract business.


Hale worked out of office space procured at Harnden's 8 Court Street, Boston premises. (In that Harnden advertised parcel express service to Salem,

<sup>2</sup> Map template courtesy Robert M. Lindsell, *The Rail Lines of Northern New England*, 2000.

<sup>3</sup> J.H. Brown advertised on February 9, 1841 that his stage route would carry Hale & Company's Express business between Hampton, N.H. and Exeter, N.H.

Massachusetts it was likely provided through a conjunctive arrangement in place with tenant, Hale & Co. With the arrangement working both ways it was through Harnden that Hale could reach New York City, Philadelphia and Europe.) The 8 Court Street location grew to become a general express office making available to customers the services of dozens of individual companies, all located under one roof. It competed against another general express office that grew out of Adams & Company's 9 Court Street, Boston location, Harnden and Adams being competitors.

**Figure 3** is Hale's most ambitious advertisement dating from April 24, 1841. Like Harnden, and working with Harnden, Hale tailored his business plan to serve the needs of individuals migrating from Europe to the Midwest.



**P. C. HALE & Co's EXPRESS**  
**EXTENDED,**  
**FOR MERCHANDISE, PASSENGERS & THEIR**  
**BAGGAGE,**  
**TO Western New-York via Albany and**  
**Buffalo, to Pennsylvania, Ohio, Michigan, Illinois,**  
**Indiana, Missouri, Kentucky, Iowa and Wisconsin, South**  
**via Philadelphia to Pittsburgh.**

Having made arrangements with the *American Transportation Company* for forwarding **GOODS & PASSENGERS** to the various Ports on the Erie Canal, Lake Erie, Ohio Canals and Upper Lakes, and with *Bingham's & Brother's Line* on the Pennsylvania Canals and Rail Roads to Pittsburgh.

We are now prepared to give **PASSAGE TICKETS** and **BILLS OF LADING** to any of the above places. Families moving on, or Merchants shipping Goods, will find this arrangement very much to their advantage in saving time and money.

In addition to our line on the Eastern Rail Road, in connection with **JAMES N. WINSLOW** of Portland, & Messrs **CARPENTER & HARRIS** of Augusta, we have arranged with the proprietors of the John W. Richmond, Portland and Bangor Steamboats, to forward Packages and Bundles of Goods to Portland, Augusta and Bangor, and the intermediate towns. Packages, &c. for all of the towns on the line of the Eastern Rail-Road and vicinity, taken by every train of cars.

Particular attention given to paying and collecting Notes, Drafts and Bills; purchasing and selling merchandise, &c.

All Packages should be marked *Hale & Co's Express*, and left at *Mr Manent's Office, Congress-street*. Large Bundles will be called for if suitable notice is given.

April 24 P. C. HALE & Co.

**Figure 3. *Portsmouth Journal of Literature and Politics*, April 24, 1841**

Two other conjunctive partners are named, “James N. Winslow of Portland, Messrs. Carpenter & Harris of Augusta” both being noteworthy. On April 1, 1840 Winslow had opened a parcel express between Portland, Maine and Boston using steamships. This was the first express within the state of Maine. It later became Winslow & Company’s Express and was incorporated into the Eastern Express Company which was formed on May 1, 1857, James Winslow being a partner. On March 1, 1841 George S. Carpenter and Samuel L. Harris formed an express bearing their names. It was the first express to serve Augusta, Maine, and towns along the Kennebec River.<sup>4</sup> The company became Carpenter’s Express on April 13, 1842 (still advertising the conjunctive arrangement with P.C. Hale & Company) and later Carpenter & Company’s Express. It too was folded into the Eastern Express Company on May 1, 1857, George Carpenter being a founding partner.

An ad dated July 28, 1841 taken out in the *Nantucket Inquirer* by the New Bedford Package Express run by E. Sampson, Jr., A.D. Hatch and C.F. Davenport indicates that a conjunctive arrangement was in place allowing P.C. Hale to reach the Nantucket Island-New Bedford area.

Competition is an expected consequence of going into business. The **Figure 4 (left)** advertisement indicates that by June 21, 1842 William Conant and Amos Whitten had formed an express to compete on the thirty-seven mile route between Boston and Newburyport. They, like P.C. Hale & Company, used the Eastern Railroad. Subsequently Conant and Whitten formed expresses under their individual names while still serving the same route.<sup>5</sup> Hale’s ad ran in the same paper next to that of Conant & Whitten and is also shown in **Figure 4 (right)**.

<p align="center"><b>NEWBURYPORT AND BOSTON EXPRESS.</b></p> <p><b>W</b>M. CONANT &amp; AMOS WHITTEN have made arrangements with the Eastern Railroad Company and will run a crate, with each passenger train, between Newburyport and Boston, for the purpose of transporting packages, small bundles of goods, &amp;c.</p> <p>They will give particular attention <i>personally</i>, to collecting and paying <i>Notes, Drafts Bills &amp;c.</i> and all those who will favor them with their business may depend that every exertion will be made to promote their interest.</p> <p>Packages for any of the towns or vicinities, through which the Eastern Railroad passes, will be forwarded without delay—and, through Adam’s Express to New York, &amp;c. &amp;c.</p> <p>Office in Newburyport, State St. corner of Prospect St. in Boston, No. 9, Court St. ; and City Tavern, Brattlestreet.</p> <p>REFERENCES. In Newburyport,, John Harrod, Esq Charles W. Story, Esq. In Boston John Tyler Esq. and Messrs Weeks, Jordan &amp; Co.</p>	<p align="center"><b>BOSTON, NEWBURYPORT, AND PORTSMOUTH PACKAGE EXPRESS</b></p> <p><b>P</b>C. HALE &amp; CO. having made arrangements with the Eastern Railroad Co. will run a Crate with each passenger train between Portsmouth and Boston, for the purpose of transporting packages, small bundles of goods, &amp;c. They will pay particular attention to collecting and paying <i>Notes, Drafts, Bills, &amp;c.</i>, purchasing Goods, Stocks, &amp;c, and all business entrusted to their care, will receive prompt attention.</p> <p>H. &amp; Co will promptly transact all business entrusted to their care in all the towns in the vicinity of the Eastern Railroad. They will also forward Packages, &amp;c., through Harnden &amp; Co’s Express to New York, Philadelphia, Albany and Buffalo and through the different Expresses to most of the principal Towns in New England.</p> <p>All packages must be marked <i>Hale &amp; Co’s Express</i> and sent to their offices, No 8, Court Street, Boston to Wm Forbes, No 11 Cornhill, Newburyport, or to 15 Congress Street, Portsmouth. Large packages called for, if timely notice is given.</p> <p align="right">P. C. HALE, WM. FORBES.</p>
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**Figure 4. *Newburyport Herald*, June 21, 1842**

<sup>4</sup> The author is not aware of surviving postal history from this company. Can a member help me remove this from my bucket list?

<sup>5</sup> See Bruce Mosher’s, *Catalog of Private Express Labels and Stamps*, 2002.



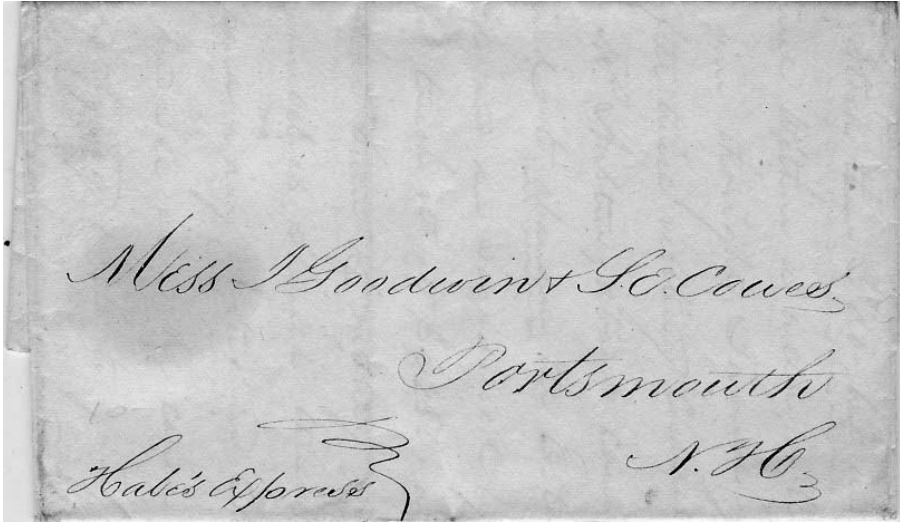
In that these two companies were competing for the same customers at Boston it would have been awkward if they had both occupied the same office area. The solution was that Hale worked out of Harnden's general express offices at 8 Court Street while Conant & Whitten worked out of Adams & Company's general express offices at 9 Court Street. Rarely did express companies who were competing over the same line occupy office space at the same Boston address. This sensible arrangement can be observed as other general express locations were established at Boston, e.g. the Railroad Exchange at Court Square as well as the locations of 7 and 11 State Street.

On September 1, 1842 P.C. Hale & Company went out of business (**Figure 5**). The "Eastern Railroad Express" owned and operated by William Forbes and Jeremiah Prescott replaced it, Forbes having previously been a partner with P.C. Hale. William Forbes had represented P.C. Hale & Company's interests at Newburyport, Massachusetts.

**EASTERN RAILROAD EXPRESS.**  
**T**HE connexion of P. C. Hale & Co. in the Express line on the Eastern Railroad, has been dissolved, and from and after the 1st of Sept. the business will be assumed by the subscribers, who continue to forward packages as usual, and attend to any business in the sale or purchase of Merchandize, collection or payment of notes, drafts, &c. or any other business which may be entrusted to them.  
 WM. FORBES,  
 JEREMIAH PRESCOTT.  
 Newburyport, Sept. 1, 1842.

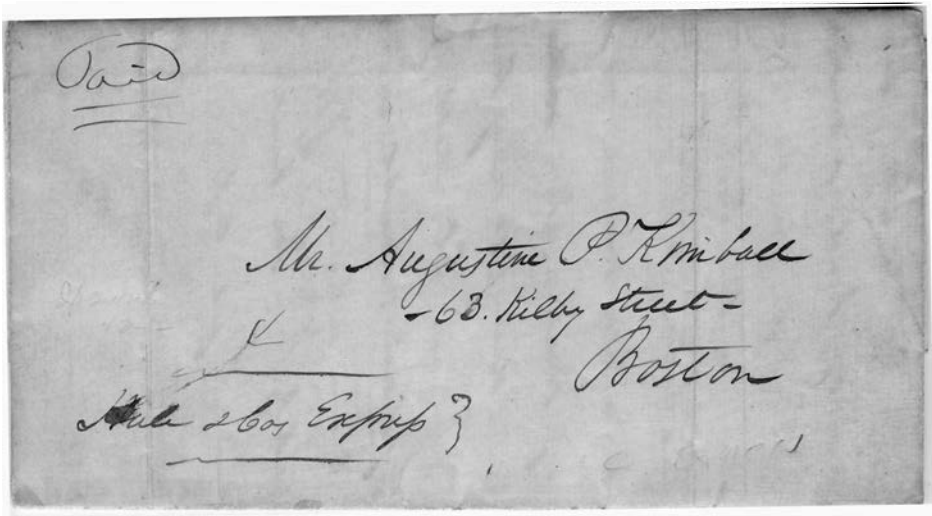
**Figure 5. *Newburyport Herald*, September 1, 1842.**

In spite of P.C. Hale's ambitious plans his Boston-Portsmouth Express was in business for less than two years. This, along with the fact that business-volume might not have lived up to expectations, may account for the scarcity of surviving postal history. (Now that members understand the timeframe and the route I am hopeful that a few more covers may be captured.) **Figure 6** is a letter datelined at Boston, June 15, 1842, for a recipient at Portsmouth. This business letter indicates that it contained a draft for one thousand two hundred dollars. While it was common practice for express companies to deliver orders for goods free of charge (in anticipation of securing the business of transporting the ordered good and carrying the money with which to pay for them) it is unusual to deliver letters containing valuables at no charge. Fees for this letter may have been collected but were not annotated. It is also remotely possible that the client was important to Hale and a free service was provided. A third possibility is that a misguided postal historian subsequently erased rate markings. (The late Cal Hahn was known to rail against such degradations...and rightly so.)



**Figure 6. Boston – Portsmouth, N.H., June 15, 1842**

A second Hale & Company artifact is shown as **Figure 7**. This is a family letter internally dated 1842, on the twenty-first day of a month that is illegible. It originated at Ipswich, Massachusetts, going to a Boston address. Marked “Paid” this letter provides evidence that despite P.C. Hale’s focus as a parcel express he was not above delivering letter-matter.



**Figure 7. Ipswich, Massachusetts – Boston, June 15, 1842, “Paid”**

In 1842, within days of relinquishing P.C. Hale & Company’s Express, Mr. Hale headed west and never again fronted an express company under his own name.

Nevertheless we need to follow him a ways further as his long and successful business career does contain some bits of interest to postal historians.

In September of 1842 Hale made his way from Boston to Milwaukee, Wisconsin Territory (statehood not being achieved until May 29, 1848 for part of the territory and March 3, 1849 for the rest). He traveled from Buffalo to Chicago, in part using the steamship *Great Western*. In October he opened the first bookstore and lending library in the territory, located at 7 Wisconsin Street, Milwaukee. The bookstore was successful and led to publishing as well as other business opportunities for Hale. However, expressing was still in his blood.

POMEROY'S EXPRESS.—By an advertisement in to-day's paper it will be seen that Mr. Pomeroy has established an agency in this place for the transmission of letters, packages &c. P. C. HALE is the Agent.

**EXPRESS AGENCY.**

**T**HE undersigned is now prepared to receive letters, parcels, packages, or light freight, at Milwaukie, for any of the principal places in New York and New England.

Letters will be carried to the following places from Milwaukie, and at the following rates:

New York, Albany, Utica, Syracuse, Auburn, Geneva, Canandaigua, Rochester, Batavia, and Schenectady,	12½ cts.
Buffalo, Detroit, Cleveland, and other places on the lakes,	6½
New England and Philadelphia,	18½
100 Free Stamps, each stamp valued at 12½ cts for \$10 00	

Mr P C Hale will act as agent for the Express to receive and deliver parcels at Milwaukie.  
 July 24 1844                      GEO. E. POMEROY.

**Figure 8. July 27, 1844 *Milwaukee Weekly Sentinel*.**

The July 24, 1844 advertisement (**Figure 8**) is of interest for two reasons. It indicates that P.C. Hale was back in the express business, now acting as George Pomeroy's agent at Milwaukee. Of perhaps more interest is George Pomeroy advertising an express under his name west of Buffalo, that being the recognized terminus of his Albany-Buffalo run.

Twelve days earlier, on July 12<sup>th</sup>, Pomeroy advertised in the *Rochester* [New York] *Democrat* as "Pomeroy's Letter Express" with service to, for example, Michigan, Ohio, and as above, Milwaukee, W.T.<sup>6</sup> In addition, other July, 1844 notices (not advertisements) are found mentioning letter service as far west as

<sup>6</sup> Elliott Perry, *Pat Paragraphs*, Bureau Issues Association, Inc., 1981, p. 308.

Detroit and Chicago referencing “Pomeroy & Company”: July 2<sup>nd</sup>, New York City *Evening Post* and July 11<sup>th</sup>, Pittsfield, Massachusetts *Berkshire County Whig*.

Previously George Pomeroy had run a parcel express under the name of “Pomeroy & Company”. On January 12, 1844 Pomeroy had advertised Buffalo-Detroit service by his “Pomeroy & Co.’s West’rn Express” (*Buffalo Commercial Advertiser*). Miller & Company had previously served Milwaukee. Pomeroy & Company took over Miller’s routes so George Pomeroy was certainly familiar with the Milwaukee area. On February 21, 1844 Wells & Company was formed to serve this parcel express route. Pomeroy & Company fell back to Buffalo with a conjunctive agreement in place with Wells & Company. It would appear that the letter service Pomeroy was advertising in July also relied upon Wells west of Buffalo in general and out of Milwaukee in particular. (The July 12<sup>th</sup> Rochester ad mentions “20 free stamps for \$1” while the **Figure 8** July 24<sup>th</sup> Milwaukee ad references “100 Free Stamps...for \$10.00”. These stamps sold individually for either 6 ¼ or 12 ½ cents if not discounted for bulk sale and were issued by Wells’ Letter Express. We know them as *Scott 96L1-4*.) Regardless of any conjunctive arrangement in place between Pomeroy and Wells the **Figure 8** ad indicates that George Pomeroy intended to put his name on the letter express at Milwaukee. A July 12, 1844 ad is found in the *Cleveland Herald* for the “Daily Letter Express”. No proprietor is listed but an editorial in the same paper says that Wells & Company placed the ad<sup>7</sup>. The ad promotes a delivery range that includes Michigan but interestingly omits any mention of Milwaukee or for that matter Chicago. Is this because of George Pomeroy’s advertisement in Milwaukee?

Regardless of the above conjecture, George Pomeroy, or at least his name, did not remain associated with letter expressing in Milwaukee for long. Whether because of Wells’ insistence or Pomeroy’s voluntary withdrawal, just one week later, on July 31, 1844 a new ad appears in the *Milwaukee Weekly Sentinel* under the name of “Wells & Company’s Express” (**Figure 9**). (This ad only mentions the lower denomination stamps.) It is unknown whether George Pomeroy remained in the area representing the interests of Wells & Company. In that he was facing legal pressure supplied by P.M.G. Wickliffe, we may be seeing a segment of Pomeroy’s withdrawal from the letter expressing business. Germane to our story, P.C. Hale was advertised as Wells’ agent at Milwaukee.

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<sup>7</sup> On July 17, 1844 in the same paper and with the same agent (M.C. Younglove) a foreign letter service is advertised as “Pomeroy’s Letter Express”.

**Wells & Co's Express.**  
**W**ILL receive and forward letters and packages daily to the following places:

Chicago,	Southport,	Racine,
Milwaukee,	Detroit,	Toledo,
Monroe,	Sandusky,	Huron,
Cleveland,	Fairport,	Painesville,
Ashtabula,	Coneaut,	Erie,
Buffalo,	Batavia,	Rochester,
Canandagua,	Geneva,	Waterloo,
Ithaca,	Auburn,	Syracuse,
Oswego,	Utica,	Schenectady,
Troy,	Albany,	New York,
New Haven,	Hartford,	Norwich,
Providence,	Springfield,	Worcester,
Portland,	Bangor,	Boston,
Salem,	Lynn,	Newburyport,
Haverhill,	Lowell,	Portsmouth,
Philadelphia.		

Postage to all places between Chicago and Buffalo 6 cts; east of Buffalo to New York City 12 cts; places in the Eastern States, and Philadelphia 18 3/4 cts; 20 free stamps for \$1; one stamp to Buffalo and intermediate places, two stamps for places between Buffalo and New York, 3 stamps to places in the Eastern State Philadelphia. P. C. HALE, Agent, Milwaukee.  
 jv31

**Figure 9.**  
**July 31, 1844**  
**Milwaukee Sentinel**

**Wells & Co's Buffalo & Milwaukee Express.**  
**WINTER ARRANGEMENT—1844-45.**  
**D**URING the Winter this Express will run once a week from Buffalo to Milwaukee, via Central Rail Road and Chicago. The facilities offered by this Express for the transportation of Specie, Bank Notes, Bales and Bundles of light and valuable Goods, the collection and payment of Notes, Bills and Accounts, are not surpassed by any eastern line. Each Express will be accompanied with a competent and trusty Conductor, who will if necessary attend to any matters of importance at the different places.  
 Packages will be forwarded to and from all the principal places east of Buffalo.  
 Unsealed orders for Goods to be returned by Express will be forwarded free; but in no case will any mailable matter be transported by this Express or its Conductors.  
 The first Express will leave Milwaukee December 16th, and each Monday morning thereafter. All packages should be left at the office by 8 o'clock on Saturday evening previous.  
 nov 27. P. C. HALE, Agent.

**Figure 10.**  
**November 27, 1844**  
**Milwaukee Sentinel**

The **Figure 10** ad ran in the *Milwaukee Sentinel* from November 27, 1844 and marks the approximate end of Wells' Letter Express. The ad states that "Wells & Company's Buffalo and Milwaukee Express" will focus on parcels, etc. and "...in no case will any mailable matter be transported by this express or its Conductors." Hale continued to act as Wells & Company's agent at Milwaukee and did so until at least into June of 1846.

P.C. Hale represented one more express luminary from the period (**Figure 11**). Crawford E. Livingston, along with brother William A. Livingston and cousin Johnston Livingston, was a well-known expressman being associated with a number of different companies prior to his death on November 5, 1847. In this instance Livingston was advertising a company focused on immigrant services, P.C. Hale representing him at Milwaukee.



**FOREIGN AGENCY.**—The subscriber would inform the public that he has completed his organization for the transaction of all kinds of foreign business in England; Ireland, Scotland, Wales, the Isle of Man, Guernsey and Jersey, and in France, Germany, Belgium, Holland, Switzerland, &c.

His arrangements are of the best description, and comprise every department which emigrants and others doing business with the old countries, require such as—

The forwarding of letters, parcels and packages by sailing ships and steamers, and inland to any point of Europe and America that may be desired: Freights and postages can be prepaid if the parties wish it.

Remittances in large or small sums made at this agency, in a manner entirely different from that practiced by other houses, and which prevents the possibility of loss or delay. For particulars apply at this office.

The settlement of accounts and estates, and the collection of monies in Europe, will be attended to by the most competent agents, and may frequently prevent the necessity of parties visiting Europe, on such business.

Passengers sent to or brought out from the leading ports of Europe, such as London, Liverpool, Havre, Bremen, Hamburg, Marseilles, Genoa, &c.

Arrangements have been made to forward passengers, freight, packages by the Isthmus of Darien, [via Chagres and Panama] to the west coast of America and all parts of the Pacific.—Parcels and letters can be prepaid through to Panama if desired by the parties; and for parcels and letters to all parts of the East Indies, China, &c., by the British steamers to Alexandria, and across the Isthmus of Suez.

Patent Rights will be secured in all countries, and the rights sold there, if parties wish it. Inventors will find it for their interest to call and learn particulars.

G. LIVINGTON, 2 Wall street, N. Y.  
P. C. Hale, agent, Milwaukee W. T.

Figure 11. *Milwaukee Sentinel* December 16, 1844.

P.C. Hale lived a long, productive, event-filled life both personally and professionally: He suffered the murder of one son who was pursuing the trapping trade within the territory and, more happily, saw another son graduate from Beloit College; he successfully entered the insurance industry; in recognition of his association with the transportation industry e.g. regional agent for the Merchants' Dispatch Fast Freight Line, a subsidiary of the American Express Company, he was honored when a station of the Chicago, Milwaukee & St. Paul Railroad was named after him; as early as March of 1843 he was the major supplier of stationery for the Wisconsin Territorial Legislative Assembly. Any histories of the pioneer period of

the Wisconsin Territory feature him prominently. P.C. Hale died at Milwaukee on May 28, 1887.

Before closing the book on P.C. Hale's life we need to first consider perhaps his most significant contribution to the express industry in the United States, even if that contribution was made indirectly. P.C. Hale had a nephew, John R. Hall (b. 8-26-1821, d. 10-4-1890). The opening of P.C. Hale's package express enticed John Hall, at the age of nineteen in 1840, to migrate from Greenfield, Massachusetts to Boston. There he represented his uncle's express at a counter section of Harnden's 8 Court Street location.

From this inauspicious start Hall eventually worked as an express agent representing, among others, Carpenter's Express, Carpenter & Company, Child & Company, William Forbes, Gilman & Company, Gunnison's Express, Gunnison & Company, Jerome & Company, Walker & Jackson and Winslow's Express. He became the manager of the 8 Court Street general express and when it became overcrowded he partnered with the well-known expressman, Benjamin P. Cheney, to lease floor space at Court Square, Boston opening a new general express office known as the Railroad Exchange. He served there as manager and primary agent. Hall became a full partner in Bigelow & Company, Hodgman & Company, Hodgman, Carr & Company, Longley & Company, and Winslow & Company. On May 1, 1857 Hodgman, Carr & Company, Carpenter & Company, and Winslow & Company merged to form the Eastern Express Company. From this date until retiring prior to the company being bought out by the American Express Company on October 1, 1879, Hall served variously as Superintendent, President, Chief Executive Officer, General Business Manager, and principal owner.

With their roots grounded in the early days of expressing in this country, both P.C. Hale and John R. Hall are worthy of our remembrance; we postal historians need to acknowledge them.

Special thanks to research assistant, Max Woodhull Sammis Abraham. As always the author invites correspondence at cds13@cornell.edu or 436 Thomas Road, Ithaca, New York 14850-9653.

# A Westervelt's Post Update

By  
Larry Lyons

Recently the Bob Markovits collection of the Westervelt's Post was auctioned at Robert A. Siegel Auction Galleries.<sup>1</sup> Together with my other extensive auction records and correspondence with other students of the subject it became apparent to me that an in-depth study would produce a lot of information on Westervelt's Post including several new discoveries and confirmation of some theories presented to me by Bob Markovits. This article will present those findings.

## A Brief History

Westervelt's Post was founded by Charles H. Westervelt in Chester, N.Y. in 1862. This local post offered no competition to the government post office because Westervelt's Post serviced an area not reached by regular mail service. Charles H. Westervelt was the proprietor of the East Chester Cigar, Tobacco and Confectionary Shop in the center of East Chester, N.Y. See **Figure 1**. Westervelt issued stamps that were not gummed and were never cancelled by Westervelt. The Westervelt stamps paid for the local post service to the post office. On some occasions Westervelt also picked up some letters at the Chester Post Office manuscript marked for his service. Westervelt's rate for service was 1 cent for letters and 2 cents for packages carried to the post office. The sender was required to prepay the government postage.

Following the business practices and other proprietors of local posts, Westervelt also issued reprints to sell to dealers and collectors. Philately was in full swing and there was much demand for "facsimile" stamps and reprints. Charles Westervelt was eager to cash in on the heavy demand for reprints and issued them in several colors. He also issued the "genuine" stamps in a variety of colors and issued a "second genuine" set of stamps, some of which saw postal use. George Hussey, S. Allan Taylor and others made forgeries of the Westervelt stamps. More on the history of Westervelt's Post can be found in a three part series on the post written by co-authors John Bowman and Robert Markovits.<sup>2</sup> The article you are now reading will focus on the stamps and covers of Westervelt's Post.

## The "Words Only" Typeset Stamps 144L1 and 144L2

Donald Patton<sup>3</sup> pictures and describes the positions 1-6 found on the black on buff block of 6, an example of which was in the Markovits exhibit.<sup>4</sup> See **Figure 2**.

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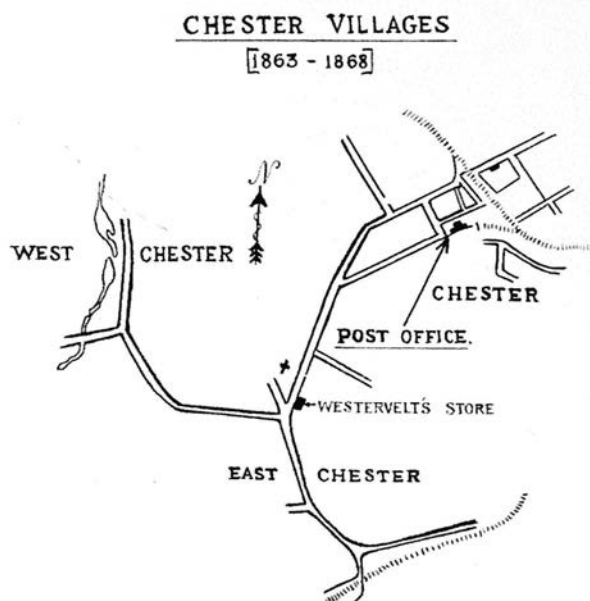
<sup>1</sup> Robert A. Siegel Auction Galleries, Inc. Sale 1146, December 15, 2016, Lots 1537-1549.

<sup>2</sup> *Westervelt's Post, Part I*, John Bowman and Robert Markovits, *The Penny Post*, April 2011, pages 19-23.

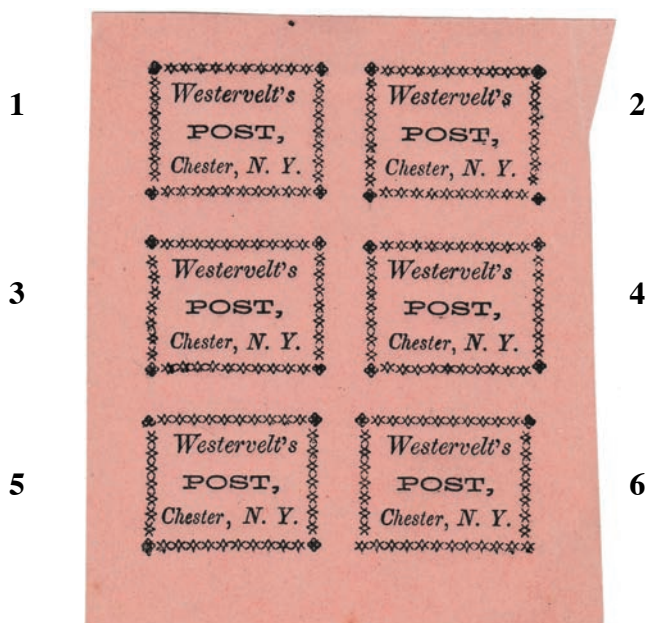
*Westervelt's Post, Part II*, John Bowman and Robert Markovits, *The Penny Post*, July 2011, pages 4-10.

*Westervelt's Post, Part III*, John Bowman and Robert Markovits, *The Penny Post*, January 2012, pages 18-28.

<sup>3</sup> *The Private Local Posts of the United States of America, I*, Donald S. Patton, 1967, Robson Lowe LTD, pages 306-309.



**Figure 1. Charles H. Westervelt was the proprietor of the East Chester Cigar, Tobacco and Confectionary Shop in the center of East Chester, N.Y.**



**Figure 2. The Markovits exhibit example of the black on buff block of 6. These are types 1-6.**

<sup>4</sup> Robert A. Siegel Auction Galleries, Inc. Sale 1146, December 15, 2016, Lot 1547.

The black on buff stamp was earlier called black on flesh or black on pink. Patton also pictures types 7-12 described by Lowe as “six other identifiable types.” Lowe’s type 7 was soon regarded as a reprint. Lowe also identified two sub-types of type 10 which he called types 10a and 10b. All of the types 1-6,7-10 and 10a and 10b were found in black on buff and types 11-12 were found in black on lavender. Lowe had found 13 types of the black on buff stamp.

Richard Frajola identified many of these types using letters a-h for black on buff and l and k for the two types found in black on lavender. Frajola had 10 types of the black on buff stamps. In the Lyons Identifier,<sup>5</sup> the 10 Frajola types are matched up with 10 of the Patton types. Additional types 10b and 10c are pictured as are the two types found in black on lavender. Correspondence to this author from Bowman and Stimmell suggests that position type 9(i) is a late deteriorated version of position type 10(j) and is technically a subtype of 10(j). It has also been suggested that position 10c discovered by this author is a printing of position 10(j) with a complete ornament at the top left and two ornaments which have moved, one at the left side and one at the right side. The reader will have to decide if this deserves to be a position type or a subtype. It has also been suggested that Lyons position 10b is a much deteriorated printing of position 10(j). Enough on the technicalities of the printing types. It can be concluded that typeset stamps exist with differences from the six basic types on buff paper.

### Markovits’ Study

The Markovits’ exhibit (mounted by Richard Frajola) shows examples of the 10 Frajola types a-j of the black on buff stamps. Markovits did extensive and exhaustive study of the black on lavender stamps which yielded new evidence. Besides the two types of black on lavender stamps, types (k) and (l) (Frajola lettering). Markovits found the black on lavender stamps in a type j, and a new type y, for a total of 4 types. The new type y is type b with the left serif of the “Y” in “N.Y.” missing and with the right serif of the second “t” in “Westervelt’s” broken at the right. See **Figure 3**. Clearly the black on lavender stamps were printed after the black on buff stamps. In his exhibit Markovits showed these 6 examples and ended his section on the words only, typeset adhesives with the following commentary:

“The typeset adhesives were probably issued and used by Westervelt without philatelic intent, at least initially. The black on pale grayish red (known as buff today) was probably issued first. It was printed in sheets of six. A later printing was made with individual clichés substituted. It is from this later printing that subtypes g through j appear. The black on pale blue (now known as lavender) adhesive was printed from yet another setting that included clichés from the previous two printings.”

I am in agreement with Markovits’ statement with the following additional commentary:

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<sup>5</sup> *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States, Volume III*, Larry Lyons, 1998, Self-published.

Based on the years of use of the words only typeset adhesives I believe the three printings were done early and consecutively. This conclusion is based upon the 1862 use of the black on lavender adhesives and the later use of the black on buff adhesives. The earliest printing was held for postal use at a later time. It is also noted that the only two recorded examples on cover of the black on lavender stamps are written in Westervelt's hand. The Chester date stamps were dated to 1862 by an independent study. Markovits' exhibit contained a used example of the black on lavender stamp, type j. See **Figure 4**. I have only been able to locate one other used example of the black on lavender stamp. It has a Philatelic Foundation certificate number 428050. This stamp is type l with the top left serif on the "Y" in "N.Y." missing. With only two recorded examples this author suggests the *Scott Catalogue* value of \$75 is probably inaccurate by a factor of 25 to 30. Used examples of the typeset stamp in black on buff are also very rare.

I have studied the black on lavender stamps on the two covers found in the Siegel sale of the Markovits material, lots 1542 and 1543. The stamp on the cover in Lot 1542 is subtype y which is subtype b with the left serif of the "Y" in "N.Y." missing that the "t" of the second "t" in "Westervelt's" missing the left portion of the cross of the "t". In addition this stamp is a *double impression*. I have found another off cover example of this type y adhesive as a double impression. See **Figure 5**.

The black on buff typeset adhesive is known in a block of 6. (**Figure 2**.) There are approximately 5 or 6 recorded examples. The *Scott Catalogue* value of a block of 6 of 144L1 is \$675.00. Bob Markovits exhibited his block of 6 of the black on buff stamps as "genuine originals." The six positions do not appear to be deteriorated and support his conclusion.

An uncanceled example of the black on buff stamp, 144L1, is known on a piece. It is subtype 5(e). It is tied by a crease but offers no other valuable evidence and would not meet any criteria as a used example.

### **The Black on Apple Green Typeset Adhesive**

Three examples are recorded of a pale apple green typeset adhesive, See **Figure 6**. These stamps have fine printings on thick paper which matches the thickness of the black on buff stamps. The fine printing suggests an early printing and therefore they are not believed to be reprints. Two examples seem to be type 12 (l) which is one of the positions used for the early black on lavender stamps. The third example is an early printing of type 11(k). See **Figure 7**.

### **The Black on Buff Typeset Adhesives on Cover**

My research census for the black on buff typeset adhesives on cover yields five examples. Two of the examples have Philatelic Foundation certificates and perhaps more will be certified in the near future. All of the examples have a U.S. #65 stamp paying the postage. At least three of the examples have the 144L1 stamp tied. Two of the as yet uncertified examples are from a known correspondence which is well documented. The fifth example is an incoming letter to Chester, N.Y. from Paterson N.J. with a manuscript notation "care of C.H. Westervelt." The lot description (Markovits Lot 1541) states "the local stamp was likely affixed by the recipient on receipt." The cover is ex-Kuphal and is signed by George Sloane as



**Type j**



**Type k**



**Type l**



**Type y**

**Figure 3. The types of j, k, l and y of the black on lavender stamps.**

- Type j: N.E. corner ornament trimmed at left. Broken first “e” in “Chester”
- Type k: S.W. corner ornament trimmed at left. Left serif of “Y” in “NY” missing.
- Type l: N.E. corner ornament broken on right of lower lobe. Right border misplaced to left.
- Type y: Type b with the left serif of the “Y” in “NY” missing and with the right serif of the second “t” in “Westervelt’s” broken at the right.

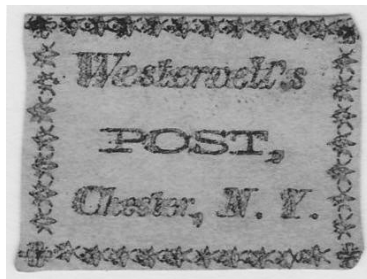


**j**



**k**

**Figure 4. Two recorded used examples of the black on lavender typeset adhesive. The June 18 handstamp most probably would have to be 1862. This would be the earliest use of a Westervelt’s adhesive.**



**Figure 5. A double impression example of the black on lavender typeset adhesive.**



genuine. It is this author’s belief that these five covers are all genuine uses. A study of the position types indicates the following:

<b>144L1 Stamps on Cover</b>	
<b><u>Cover Date</u></b>	<b><u>Stamp Position Type</u></b>
Feb 3	Type 6
April 29	Type 1?
July 17	Type 6
Sept 1	Type 2
Oct 16	Type 2
Additionally	Type 3 recorded by Robson Lowe Ex. Waterhouse <sup>6</sup> Type 10a recorded by Elliot Perry <sup>7</sup>

**Used Singles**

Robson Lowe reported seeing three used 144L1 singles. One was type 1 and two were type 2. From this study we learn the covers all contain genuine 144L1 stamps. This all refuted the early findings of C.J. Phillips who considered these stamps reprints and therefore counterfeit.

It has been written that the Westervelt Post rate for packages taken to the post office was two cents. The piece shown in **Figure 8** has been cut from a package. The block of four of the U.S. Stamps is 70a, brown lilac. The two black on buff Westervelt typeset stamps are from positions 1 and 6. There is evidence of two other stamps having been removed. One was an adjoining 24 cent stamp.

**144L2 Stamps on Cover**

Nov 21	Type y which is type b with the y missing the serif. (double impression)
Oct 8	Type l

Both examples are not reprints or forgeries.

**The Indian Head Adhesives**

This is a subject which I believe will yield eye opening results. In his exhibit Bob Markovits wrote this about the genuine Indian Head adhesives:

“The first printing of the Indian Head type adhesives was in a sheet of six, three over three. These were printed in eight different colors. The clichés were re-used for a second (genuine) printing with some minor differences. Because earlier authors on this subject could not view enough examples to determine the second printing consisted of minor differences to the six positions of the first genuine printing they called them reprints rather than a second genuine printing. The fact that some of these exist genuinely used on cover leads me to call them second (genuine) printings rather than reprints.”

<sup>6</sup> *The Private Local Posts of the United States of America, I*, Donald S. Patton, 1967, Robson Lowe LTD, page 309.

<sup>7</sup> Ibid.



Type (l)

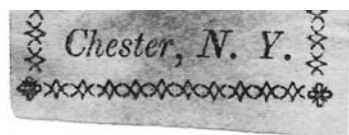


Type (l)

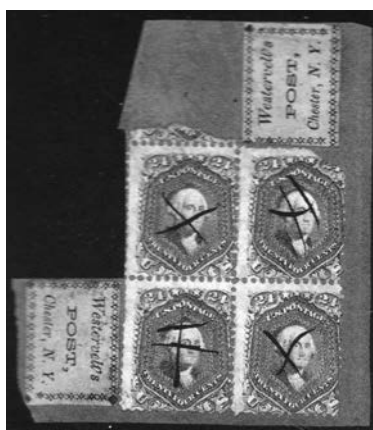


Type 11 (k)

**Figure 6. The three recorded examples of the pale apple green typeset adhesive. Left – Stimmell collection, middle – Bowman collection, right – Lyons collection.**



**Figure 7. An example of the pale apple green adhesive from position k early vs. the lavender adhesive from position k. The right serif of the “Y” in “N.Y.” is not short on the pale apple green adhesive.**



**Figure 8. A piece cut from a package. The Westervelt package rate was two cents. Siegel Auctions, October 23-24, 1986, Lot 451.**

The old Scott Catalogue listed 19 colors for the Indian Head stamps.<sup>8</sup> See **Figure 9**. Taking into account that the nomenclature of colors is notoriously difficult and that such descriptions may possibly refer to the same color or to shades thereof, and having no further studies or proof the students elected to delete 18 of the listed colors and only list 144L9, red on pink.

Markovits' studies concluded that the first genuine printing of the Indian Head adhesives were printed in eight different colors. In his exhibit Markovits listed these eight colors as follows:

- Black on white
- Black on pink (buff)
- Black on yellow
- Black on blue
- Red on white
- Red on blue
- Red on pink
- Red on yellow

Markovits also studied the stamps he considered to be from the second genuine printing of the Indian Head adhesives and concluded they were printed in six different colors. This determination was based upon the plating of the six positions of the first genuine adhesive and the plating of the six positions of the second genuine adhesive. This was done by finding blocks of six and multiples which all could be determined as coming from the first genuine printing or the second genuine printing. Covers believed to be genuine uses also collaborated this study. In his exhibit Markovits indicated the second genuine printing of the Indian Head adhesives were printed in the following colors:

- Black on pink
- Black on white
- Red on yellow
- Red on pink
- Black on yellow
- Red on white

The position characteristics of the first original printing of the Indian Head adhesives can be found in the *Lyons Identifier* on page 1171 of Volume III or in Patton on page 314. The position characteristics of the second original printing of the Indian adhesives can be found in the *Lyons Identifier* on pages 1172-3 of Volume III. The title should not be "Reprints." It should read "Second Originals."

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<sup>8</sup> *The Private Local Posts of the United States of America, I*, Donald S. Patton, 1967, Robson Lowe LTD, page 315.

**Westervelt's Post, Chester, New York.**  
 Business operated by Charles H. Westervelt. Rate  
 was one cent for letters and two cents for packages  
 carried to the post office.



L273

**Typeset.**

**Wove Paper.**

**1863**  
 144L1 L273 (1c) *flesh* ——— 175.00  
 On cover with 3c # 65

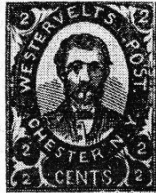
**CANCELLATION.**  
 Black grid |

144L2 L273 (1c) *lavender* ———  
 144L3 " (1c) *yellow* ———  
 144L4 " (1c) *pink* ———  
 144L5 " (1c) *gray green* ———  
 144L6 " (1c) *blue* ———



Indian Chief

L274



General U. S. Grant

L275

**1864** Six varieties of each.

144L7 L274 (1c) *pink, green* ———  
 144L8 " (1c) *pink, fawn* ———  
 144L9 " (1c) *pink, pink* ———  
 On cover with 3c # 65 125.00  
 144L10 " (1c) *pink, yellow* ———  
 144L11 " (1c) *pink* ———  
 144L12 " (1c) *pink, red* ———  
 144L13 " (1c) *pink, blue* ———  
 144L14 " (1c) *red, yellow* ———  
 144L15 " (1c) *red, blue* ———  
 144L16 " (1c) *red, gray green* ———  
 144L17 " (1c) *fawn* ———  
 144L18 " (1c) *yellow* ———  
 144L19 " (1c) *blue* ———  
 144L20 " (1c) *green* ———  
 144L21 " (1c) *lavender* ———  
 144L22 " (1c) *black* ———  
 144L23 " (1c) *pink* ———  
 144L24 " (1c) *red* ———  
 144L25 " (1c) *buff* ———

**1865**

**Typographed**

144L26	L275	2c black	—	—
144L27	"	2c <i>lavender</i>	—	—
144L28	"	2c <i>pink</i>	—	—
144L29	"	2c <i>yellow</i>	—	—
144L30	"	2c <i>gray green</i>	—	—
144L31	"	2c <i>blue green</i>	—	—
144L32	"	2c <i>blue</i>	—	—
144L33	"	2c <i>rose</i>	—	—
144L34	"	2c <i>brown</i>	—	—
144L35	"	2c <i>fawn</i>	—	—
144L36	"	2c <i>red, green</i>	—	—
144L37	"	2c <i>red, yellow</i>	—	—
144L38	"	2c <i>red, buff</i>	—	—
144L39	"	2c <i>red, fawn</i>	—	—
144L40	"	2c <i>red, pink</i>	—	—
144L41	"	2c <i>red, blue</i>	—	—
144L42	"	2c <i>red</i>	—	—

Nos. 144L4 to 144L26 have been reprinted.



L276

**ENVELOPES.**

144LU1	L276	(1c) <i>red, white</i>	—
144LU2	"	(1c) <i>red, orange</i>	—
144LU3	"	(1c) <i>black, bluish</i>	—
144LU4	"	(1c) <i>black, buff</i>	—

**Figure 9. The 1965 Scott Catalogue listings for Westervelt stamps.**

These characteristics also appear in Patton on pages 314-5 where they are described as reprints. Close scrutiny of the identifying characteristics of the six positions of the “first originals” and the “second originals” shows very little differences and some descriptive differences which contradict the order of the printings. For instance the description for position 3 indicated “a malformed left arm” on the “Y” in “N.Y.” for the “first original” and “the right arm of the “Y” is not malformed” in the “second original.” To confuse the matter further the Lyons preface to the original Indian Head stamps found on page 1171 states “the first setting (two printings) are referred to as originals.”

The reason for Markovits’ conclusions about the change in designation from reprints to second genuine originals comes from the following review:

“The black on pink Indian Head stamp on the Nov 3, 1862 cover is a second printing genuine stamp from position 6. This cover is addressed in Westervelt’s hand and has been determined to be a genuine use based on the origination and handwriting.<sup>9</sup> The Philatelic Foundation concluded the cover was a genuine use and issued PF certificate number 542185.”

The next step in the understanding of the “first” and “second” original printings of the Indian Head stamps and the conclusion that originals came from both printings would come from a study of confirmed genuine uses of these stamps. What follows is a study of genuine uses of Indian Head stamps, with plating.

### Position Plating of Genuine Indian Stamps

<u>Color</u>	<u>Date of Use</u>	<u>Plating</u>
Red/pink	Dec 26 (1862)	First original position 2
Red/pink	Jan 10 (Prob. 1863)	First original position 1
Black/yellow	Feb 1 (1864 or later)	Second original position 3
Black/white	Nov 24 (1868)	Second original position 6
Black/pink	Nov 3 (Prob. 1864)	Second original position 6

Based on the above five certified genuine use examples it can be seen that the “first genuine original Indian stamps were used in the fall of 1862 and early 1863. These were the red on pink stamps. The other colors of the Indian Head stamps seem to be “second genuine originals” with appearances from 1864 through 1868. See **Figure 10**.

Bob Markovits assumed the Indian Head stamps were printed in eight colors in both a first original printing and again in a second original printing. He was able to find second original printings in each of the six colors indicated. See **Figure 11**. He was not able to find first original printings in those six colors except for a red on pink example and of course there are the two red on pink first original examples on cover. One could conclude that the black on pink, black on white, red on yellow, red on white and black on yellow Indian Head stamps were only printed as “second originals” but time will tell as genuinely used on cover stamps are plated and identified.

<sup>9</sup> Siegel Auctions, December 15, 2016, Lot description for Lot 1544.



**Black/yellow**



**Black/white**



**Black/pink**

**Figure 10. The three “second genuine originals” of the Indian Head adhesives which have been found genuinely used on covers.**



**Red/yellow**

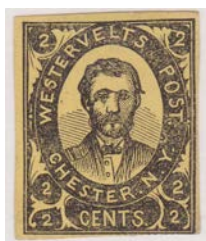


**Red/white**



**Red/pink**

**Figure 11. Markovits concluded that these three colors were also “second genuine originals” of the Indian Head adhesives.**



**Figure 12. Markovits identified 7 colors of the “first original printings” of the Grant adhesive.**

### **The Type L275 General U.S. Grant Adhesive**

Bob Markovits begins the Grant adhesive section of his exhibit with the following preface:

“The Grant portrait adhesives were issued primarily for collectors although some passed through the mails. They exist from at least four different printings. Very clearly printed stamps on somewhat harder paper are arbitrarily referred to as originals and the other (three printings) as reprints.”

A study of examples found on covers tend to dispute Markovits’ statement and point toward there being two original printings.

First I will list the seven colors that Markovits found as first printing originals.

Black on yellow (144L29)  
Black on gray green (144L30)  
Red on pink (144L40)  
Black on buff (sometimes called gray orange paper)  
Red on green  
Black on pale red  
Black on pale blue horizontally laid

There used to be 17 listed colors of original Grant stamps. Markovits concluded that 7 of the colors were “first original printings.” See **Figure 12**. The *Lyons Identifier* lists these seven colors of the genuine Grant first printing adhesives as genuine adhesives on page 1175.

Auction records reveal four different color Grant stamps on covers. I was able to find five examples on cover with two being red on pink stamps. Before giving an analysis of the five examples recorded on cover a description of the second printing of the Grant adhesives is necessary. From the Markovits exhibit the description of the second printing of the Grant adhesives is as follows:

“The second printing of the Grant portrait adhesives are clearly printed on somewhat softer paper than the originals. They were printed in blocks of six, the top row being Indian Head original designs and the lower row being Grant designs.”

In Lot 1549<sup>10</sup> Markovits had 4 pairs, 2 singles and one block of 4 from the second Grant printing. The colors of the pairs were as follows:

---

<sup>10</sup> Siegel Auction Galleries (Markovits), Sale 1146, December 15, 2016.



Black on dark blue  
Black on flesh (buff)  
Red on green PCT  
Black/green PCT

Note: I believe the pairs have Grant above the Indian. See **Figure 13**.

The first two colors, black on dark blue and black on buff are listed in Markovits' list of second genuine originals for the Indian Head stamps. The other two colors are red on green and black on green and may be very rare if not unique. Now for a small leap to a theory: **If the second printing of the Indian Head stamps are originals then it stands to reason that the Grant adhesives printed with them are also second printing originals.** This theory would account for the four different Grant stamps on cover. They would all be genuine uses of "second original printings" of the Grant stamp. One example is already certified. It is a red on gray green Grant adhesive on a cover dated March 12 (1868) to Orange County. It is ex-Schwartz and has PF certificate number 542186. See **Figure 14**. Another example can be seen in the Siegel sale of the Markovits material in Lot 1548. The picture shows the black on buff (dull pink) stamp on a cover to Washington, D.C. The 3¢ U.S. stamp is on top of the Westervelt's stamp and is tied to the cover. This Westervelt stamp is a "second printing original" of the Grant adhesive.

I note that the red on pink Grant adhesives from the first printing are extremely scarce. It is quite likely that most collectors have a black on pale red example of a genuine Grant adhesive and not a red on pink genuine example.

Patton did not know of the "second printing originals" of the Grant stamp which were printed *tete-beche* with the "second printing originals" of the Indian Head stamps. He had not ever seen them. I also had not ever seen these pairs until the 2016 sale of the Markovits material. The *Lyons Identifier* incorrectly called these stamps reprints and miscategorized them as the second reprint of the General Grant stamps on page 1177. Three of the four colors were identified as being on paper colored through. The black on green was missed. In his book Patton wrote: "The General Grant issue was mainly a philatelic one, only a few copies being known on cover. Reprints were made in large quantities by Westervelt for sale to collectors and dealers."<sup>11</sup> These would be the third printing.

### **The Grant Reprints**

The third printing of the Grant stamps was reprints for sale to collectors and dealers. In his exhibit Markovits showed the reprints and described them with the following description:

"The third printing of the Grant portraits are blurred to very blurred impressions on softer paper. They were apparently printed in blocks of six se-tenant three over three with a typeset design reprint (at the top right)." See **Figure 14**.

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<sup>11</sup> *The Private Local Posts of the United States of America, I*, Donald S. Patton, 1967, Robson Lowe Ltd, page 318.



**Black/dark blue**



**Black/buff**



**Red/gray green**

**Figure 13. Markovits identified three colors of the “second original printing” of the Grant adhesive.**



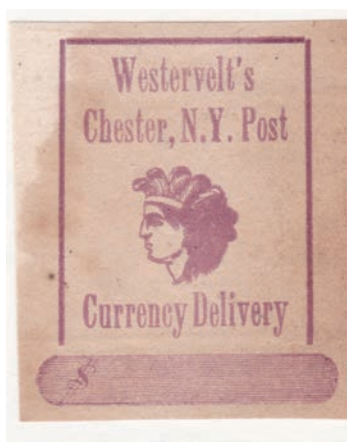
**Figure 14. A red on gray green “second original printing” of the Grant adhesive on a cover dated March 12, (1868) to Orange County.  
PF 542186.**



**Figure 15. Shade varieties of the third printing of the Grant stamps.  
These are reprints.**



**Figure 16. An example of the fourth printing of the Grant adhesive.  
This is a second reprint done about 1900.**



**Figure 17. The Westervelt's currency delivery stamp.**

Markovits found the third printing Grant reprints in the following 8 colors:

Black on pale red  
Black on cream  
Black on yellow  
Black on pale green  
Red on white  
Red on blue  
Red on yellow  
Red on pink

I note that shade varieties exist. See **Figure 15**. These are described in the *Lyons Identifier* on page 1177 under the title of “Second Reprint of General Grant.”

The fourth printing of the Grant adhesive was a second reprint printing about 1900. The printing was in a horizontal strip of four with three se-tenant examples of the Grant adhesive and one example of a reprint (second) of the Westervelt envelope stamp at the left. See **Figure 16**. These are described in the *Lyons Identifier* on pages 1176 and 1177. They are reported in four different colors as follows:

Black on white wove paper  
Black on green paper colored through  
Gold on blue paper colored through  
Black on green surface colored glazed paper

### **Currency Delivery**

The Markovits collection included a pair and a strip of 3 of the currency delivery stamp. These are the only examples this author has seen. See **Figure 17**.

### **Forgeries**

The *Lyons Identifier* pictures and describes the forgeries of the Westervelt's typeset stamp, Indian Head stamps and Grant stamps. Updates and further studies will be provided in a future article in *The Penny Post*.

### **Conclusions**

1. The black on lavender, 144L2, typeset adhesives were used first in 1862.
2. The double impression of the black on lavender adhesive should be *Scott* listed.
3. The price of the used examples of the black on lavender typeset adhesives should be increased or shown as a dash.
4. The black on buff, 144L1, type set adhesives were printed first but used later.

5. The price of the used examples of the black on buff typeset adhesives should be increased or shown as a dash.
6. The black on apple green typeset adhesives are genuine and should be *Scott* listed.
7. The first genuine printing of the Indian Head adhesives were printed in 8 colors. There are 7 colors which should be added to the *Scott Catalogue*, as well as the known covers with certificates.
8. The second genuine printing of the Indian Head adhesive were printed in six colors and these should be added to the *Scott Catalogue* as well as the known covers with certificates.
9. The first genuine printing of the Grant stamp is known in 7 colors and these should all be listed in the *Scott Catalogue* as well as the known covers with certificates.
10. The second genuine printing of the Grant stamp is known in 4 colors and these should all be listed in the *Scott Catalogue* as well as the known covers with certificates. The stamps are very rare and should have a dash for a price.
11. The price for the 144L40 Grant adhesive in red on pink should be changed to a dash.
12. The price for the black on pale red Grant adhesive should be \$50.00.

### **Summary**

One hundred and fifty years after the Westervelt stamps were issued we were able to examine the largest and most comprehensive collection of Westervelt stamps and covers. The Bob Markovits collection and exhibit contained some studies and stamps not viewed by students in the past. I was asked and urged by Bob Markovits to write this article and it is dedicated to his memory. Anyone with additional information is urged to provide scans and details to me at [llyons@philatelicfoundation.org](mailto:llyons@philatelicfoundation.org).

### 144L1 Black/buff with U.S. #65

Feb 3, 1865	To Middletown, NY	Siegel Auctions, Dec. 16, 2016, Lot 1539 Note: Lotting description error stating July 3 PF 349343. Ex. Chapman, Caspary, Middendorf, Golden
July 17	To Patterson, N.J.	Siegel Auctions, Dec. 16, 2016, Lot 1540. Ex. Knapp, Grant
April 29	To Chester N.Y. Care Westervelt	Siegel Auctions, Dec. 15, 2016, Lot 1541, Previously Bennett March 29, 1999, Lot 1526, Heiman, Feb 24, 1965, Lot 192, (Where it was misdescribed as black on lavender) Lowe, signed, Percy Drane Ex. Kuphal.
Sept 1	To Warwick, N.Y.	Robbins, Dec. 6-7, 1985, Lot 749 PF 157944
Oct. 16	To Paterson, N.J.	Harmers (Waterhouse), June 30, 1955, Lot 937, Siegel, Dec. 15, 2016, Lot 1547

### 144L2 Black/Lavender with US #65

Nov 21(1862)	To Paterson, N.J.	Siegel Auctions, Dec. 16, 2016, Lot 1542
	Note: Westervelt's Hand? Ex. Needham, Schwartz	
Oct 8 (1862)	To Paterson, N.J.	Siegel Auctions, Dec. 16, 2016, Lot 1543
	Note: Westervelt's hand Ex. Needham, Schwartz	

### 144L9 and 144L9 VAR L274 Indian Chief with US #65

Red/pink		
Jan 10 (Prob. 1863)	To Poughkeepsie, N.Y.	Kaufmann, Nov. 1, 1984, Lot 433 Siegel, Sept. 27-28, 1994, Lot 127 PF 473863
Dec 26 (1862)	To Patterson N.J.	Siegel, April 27, 1990, Lot 570 PF 226212
March 12	To Patterson N.J.	Ex. Geisler, Kuphal, Hall, Schenck, Knapp, Scheer Description says 1864-5.
March 30	Same hand as July 31 to Lawton	Siegel, Jan. 20-23, 1970, Lot 2075
	Tied on piece, #65	Harmers (Waterhouse), June 30, 1955, Lot 938



**Black/pink**

Nov 3	To Princeton, N.J.	Siegel Auctions, Dec. 16, 2016, Lot 1544 Note: In Westervelt's Hand PF 542185, Ex. Schwartz
Oct 16	To Patterson, N.J.	Kaufmann, Dec. 16, 1981, Lot 765, Robson Lowe, Feb 16, 1979, Lot 1480 Harmers (Waterhouse), June 30, 1955, Lot 937
Aug 13	To Patterson, N.J.	John Fox, Sept. 20, 1967, Lot 263, Siegel Auction, Dec. 15, 2016, Lot 1548
July 23	To Patterson, N.J.	
Feb 24	To Poughkeepsie, N.Y.	Siegel, Sept. 27-28, 1994, Lot 127

**144L9 and 144L9VAR L274 Indian Chief with US #94**

<b>Black/pink (buff)</b>		
	To Guilford, Conn.	Robbins, Dec. 6-7, 1985, Lot 752
Nov 21 (1868)	To Guilford, Conn.	Robbins, Dec. 6-7, 1985, Lot 751
	To Poughkeepsie	Harmers (Waterhouse), June 30, 1955, Lot 941 (Says 3 covers to Poughkeepsie) This 144L8, 10 Again Siegel, Sept. 27-28, 1994, Lot 127
? 24 (1864 or later)	To Binghamton, N.Y. on U58	Siegel (Markovits), Dec. 15, 2016, Lot 1548

**L274 Indian Chief with US #65****Red/yellow**

April 23	To Chester, N.Y.	Harmers (Waterhouse), Lot 939 Kaufmann, Dec. 16, 1981, Lot 766
June 2	To Ithaca,	Siegel (Markovits), Dec. 15, 2016, Lot 1548

### **Black/yellow (144L29) with U.S. #73**

Jul 31 (1863 or later)	To Lawton, Orange Co. N.Y.	Lowell Newman, Jan 25-26, 1994, Lot 1170
Feb 1 (1864 or later)	To Poughkeepsie with US #65	John Kaufmann, Aug 11, 1987, Lot 458
<b>Black?/ yellow</b>	To Patterson	Harmers (Waterhouse), June 30, 1955, Lot 940 PF 320430
<b>Red/white</b>		
April 30 (1864 or later)	To Goshen	Robbins, Dec. 6-7, 1985, Lot 750 Pos. 5. Patton, page 313.
<b>Black/white</b>		
March 22 (1868)	To Poughkeepsie with #94	Siegel (Markovits), Dec. 15, 2016, Lot 1548
Nov 24 (1868)	To Guilford, Conn #94 PF 283692	Siegel (Markovits), Dec. 15, 2016, Lot 1547

### **144L29, 30, 40, VAR L275 General U.S. Grant**

<b>Red/gray green</b>		
On U59		
March 12 (1868)	To Orange County, N.Y.	Siegel (Markovits), Dec.16, 2016, Lot 1545. PF 542186 Ex. Schwartz
<b>Red/pink</b>		
Aug 10	To Suffield, Conn	John Fox, Sept. 20, 1967, Lot 262
Dec 13	To Suffield, Conn W/ #94	Robbins, Dec. 6-7, 1985, Lot 754
<b>Black/(buff)</b>		
16, (____)	To Washington, D.C. w/#65	Siegel, (Markovits), Dec. 16, 2016, Lot 1548
<b>Black/yellow buff</b>		
	To Guilford, Conn, w/#65	Robbins, Dec 6-7, 1985, Lot 753
May 12	To Patterson w/#65	Siegel, Sept 22-28, 1994, Lot 128 Siegel(Markovits), Dec. 16, 2016, Lot 1548

### **144LU2 L276 Envelopes**

August 20, 1866	To Woonsocket, N.Y.	Siegel Auctions, (Markovits), Dec 16, 2016, Lot 1546.
	Note: Lotting error says 144LU3 Sold for \$1,610.00 Pictured in Patton on Page 319	Ex. Schwartz, John Fox Sept. 20, 1967, Lot 264.

### **Westervelt Handstamps only**

May 21, 1862	“C.H. Westervelt’s Post” To Patterson, N.J. Note Westervelt’s hand	Siegel Auctions (Markovits), Dec. 16, 2016, Lot 1538
Feb 24	“Westervelt’s Despatch” To Poughkeepsie	Siegel Auctions (Markovits), Dec. 16, 2016, Lot 1538
Feb 1	To Brooklyn, N.Y. “Westervelt’s Despatch” 144L1 which does not belong	Frajola (Middendorf), May 1991, Lot 784 Ivy, Shreve & Mader, Dec. 12-14, 1990, Lot 2375 PF 320429
Nov 28, 1864	Letter written by Charles H. Westervelt	Knapp, May 6, 1941, Lot 1380

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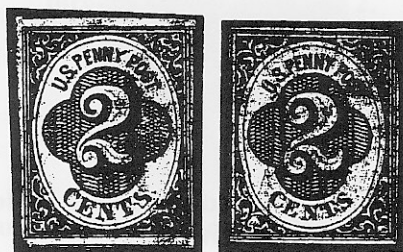
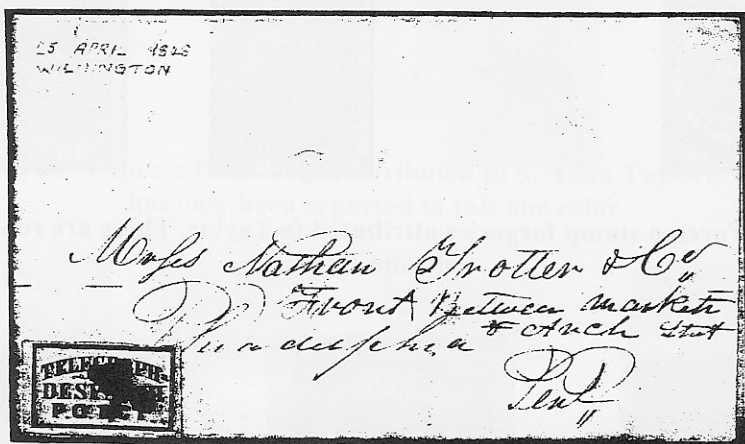


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# Hussey's Post Letter Box Issues – An Alternative Viewpoint Concerning Scott 87L52 and the So-Called “Hussey's Rule”

By  
John D. Bowman

George Hussey was one of the earliest and most prolific of all of the forgers of the 1860's. He provided private local post services, but also produced forgeries and reprints of his own and other local posts for sale to stamp dealers and collectors. For over 150 years, stamp collectors have been challenged to identify Hussey's genuine emissions, in part because of his statement that he would accept for postage any stamp bearing his name. The purpose of this paper is to review what is known about one of Hussey's stamp designs and provide an alternative viewpoint concerning a recent *Penny Post* article.

The subjects of this analysis are the five “letterbox” issues of Hussey's Post with the “82 Broadway” address at the bottom. The Scott catalog lists the original issue and two later variations; the original 1856 issue (Scott 87L2 and 87L3, type L171 in black and red), the 1863 issue (Scott 87L24 and 87L25, type L179 in black and red), and an 1875 issue (Scott 87L52, type 179 in blue.) See **Figure 1** for a comparison chart.

The original 1856 issue has dots in each corner and is scarce to rare. The 1863 issue is a “reprint” made without the corner dots and available today in full panes. The 1875 issue has no corner dots but has a triangular shape in the flourish next to the “C” of “CITY.”

In the April 2007 issue of *The Penny Post*, William Steele, supplemented with comments by *Penny Post* editor Larry Lyons, presented a case for catalog changes related to the current Scott 87L52 and a proposed new listing for 87L54 (L179(A)).<sup>1</sup> Scott 87L52 (L179, **Figure 2**) is a blue Hussey stamp described in the catalog as issued in 1875 with a note that “Some authorities believe Nos. 87L52-87L53 are imitations made from new stones. Attributed to J. W. Scott.” Examples of this design in red and black also exist, and Mr. Steele presented a case for catalog recognition of these colors. The Philatelic Foundation has certified all three colors as genuine or genuine varieties.<sup>2</sup> The premise for catalog listing seems to rest on a matter of opinion that imitations made by or for J. W. Scott represent genuine stamps of the post. The catalog listings for several other Hussey stamps will be mentioned because of their similar nature.

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<sup>1</sup> William W. Steele, “The Strange Case of the Black Hussey Type L180(A).” *The Penny Post* Vol 15(2), April 2007, pages 6-13. The title of Steele's article also refers to a variety of 87L26, the proposed 87L54, which will not be discussed here.

<sup>2</sup> The Philatelic Foundation website, accessed Sept. 15, 2016.



87L2 (1856)  
Type L171



87L3 (1856)  
Type L171



87L24 (1863)  
Type L179



87L25 (1863)  
Type L179



87L52 (1875)  
Type L179

**Figure 1. Comparison images of the five letterbox “82 Broadway” Hussey designs listed in the *Scott Catalogue*.**



**Figure 2. 87L52 (type L179), PFC #488161. Enlarged to show details of design.**

Mr. Steele's conclusion relied on a so-called "Hussey's Rule." Steele states<sup>3</sup> "that he [Hussey] would accept for postage any stamp bearing his name. Of course, there was more to it than that. Hussey was talking about any stamp that was printed from his dies or his plates and which were printed during the operational period of his post." Steele referenced an article by Lyons<sup>4</sup> who wrote "These stamps would not usually qualify for catalog listing except for the fact that Hussey would accept all of his stamps for postal use."

### **What Was "Hussey's Rule"?**

George Hussey (1812-1876) opened his business in New York in 1854, issuing his first stamp, type L170, which clearly stated his business as a "Bank & Insurance Notice Delivery Office" (Scott No. 87L1). Lyons<sup>5</sup> quotes Perry: "Probably the business never was a local post in the usual sense of the term, i.e., that a street or store letter-box system and delivery of letter mail was operated for the general public." Lyons further states that "Hussey issued many stamps, few of which were required or necessary to his post and indeed, many of the Hussey stamps when seen on covers were either fixed to envelopes or were cancelled after the post had ceased existence." These statements agree with those made by earlier students of local posts. Hussey never claimed to be in the business of delivering letter mail to local addresses, perhaps to avoid trouble with the government.

For reasons that are unknown, when Hussey issued his second issue in 1856, Scott 87L2 and 87L3 in black and red, the wording was changed to "Bank & Insurance Letter City Post" and bore the image of a street letter box. George Sloane, with Warren Hale's help, found that the source of the image was an 1855 *Illustrated London News* article concerning that city's newly installed letter boxes.<sup>6</sup> This image was retained in the design for the two stamps with Hussey's William Street address change of 1858. There is no record that Hussey installed letterboxes of his own in New York.<sup>7</sup>

Perry<sup>8</sup> summarizes Hussey's issues of 1854-58 (87L1-87L5):

The issues of 1854-58 were postage stamps made for postal use only. The later varieties of the three designs mentioned were made for stamp collectors but were recognized as valid by the post and may occur genuinely used, or with genuine postmarks that were applied at uncertain dates to covers not handled in the regular deliveries of the post.

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<sup>3</sup> Steele, *op cit.*

<sup>4</sup> Larry Lyons, "Paper Identification for the Genuine Scott Listed Hussey Post Stamps." *The Penny Post* Vol 10(1), Jan. 2002, pages 3-25.

<sup>5</sup> *Ibid.*

<sup>6</sup> George B. Sloane, "Hussey's Letter Box Stamp." *Stamps* Nov. 10, 1951, pages 194-5.

<sup>7</sup> Apparently authentic Hussey local delivery covers other than bank and insurance notices exist, such as those handed off to Hussey by Wells Fargo. Yet, many covers that seem to involve local letter delivery are philatelic or otherwise contrived.

<sup>8</sup> Perry, *op cit.*

Charles H. Coster,<sup>9</sup> a contemporary of Hussey and author of the first book on US carriers and locals in 1877, wrote:

It is but justice to Mr. Hussey to add, that while Types VI, VII, and VIII, also many of the colors of Types X, XI, and XXI, were made for sale to collectors, as were, likewise, the reprints alluded to in the preceding paragraph, they were all recognized by him; and any stamp that he ever issued, if in an uncanceled state, was available to prepay the charges on matter passing through his post.

In 1889 J.W. Scott wrote:<sup>10</sup>

To give genuine character to his many speculative issues and counterfeits, he advertised that any unused stamps bearing his name would be received for postage, moreover, he was a very obliging man and never objected to cancelling any of his labels brought to him for that purpose.

George Sloane, Elliott Perry, and Warren Hale all commented that Hussey claimed his stamps were “available for postage” as noted in the *Scott Catalogue*. Thus, the “Rule” is based on Hussey’s claim and not the intended reason for his later printings, which was, in many cases, to sell to stamp collectors through stamp dealers.

Existing covers bearing the stamps of 1854-58 are extremely scarce. Perhaps this is because the notices were considered to be “junk mail,” or perhaps it was an indication of a low volume of use. In either case, stamp collecting began around this time and the earliest stamp dealers had very few items to offer their customers. The early forgers perceived a business opportunity, and Herb Trenchard reported that by 1862, Upham was advertising his Confederate stamp imitations, George Hussey had ordered his first imitations of US locals posts from Thomas Woods, and S. Allan Taylor in Canada began creating his imitations and fantasies of local posts.<sup>11</sup> Trenchard noted that the first dealers to sell the products of Hussey and Taylor were two English publishers of philatelic journals in 1862. Dr. Viner in a Nov. 1, 1863, article was the first to refer to Hussey’s emissions as suspicious, pointing to “Mr. Hussey’s legions of postal offspring.”<sup>12</sup> It was around this time at the end of 1863 that Hussey distributed his first price list, in which he offered the Upham Confederates as facsimiles and his own stamps by the dozen.<sup>13</sup>

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<sup>9</sup> Charles H. Coster, “Coster’s U.S. Locals.” *United Stamp Company Herald* 1912, Chicago.

<sup>10</sup> J. Walter Scott, “A Revised List of the Postage Stamps and Stamped Envelopes of All Nations.” *American Journal of Philately* Jan. 1889, page 5.

<sup>11</sup> Herbert A. Trenchard, “Deceit and Dispersal.” *The Penny Post* Vol 6(3) July 1996, pages 22-34.

<sup>12</sup> *Ibid.*

<sup>13</sup> Herbert A. Trenchard, “A Brief History of Stamp Collecting in New York City.” *Collectors Club Philatelist*, July-August 1996, pages 215-223.

While Hussey's stamps could have been used for his business purposes per Hussey's assertion, the fact is that types L177, L178, L179, and L180 (Scott Nos. 87L22, 87L23, 87L24, 87L26,<sup>14</sup> and with a single exception, 87L25) are not known used, and are still available in full sheets. Elliott Perry believed that these five stamps of 1862-63 including the letterbox 87L25 and 87L26 (Figure 2) are imitations or counterfeits; they are not reprints because the original lithographic stones of 1854-58 were not available.<sup>15</sup> Today we would classify them as forgeries. Perhaps the reason these stamps have sometimes been called reprints rather than forgeries is due to Hussey's claim that they were available for postage.

Existing covers of the 1862-63 period support Perry's statement that stamps that are inscribed "Special Message" were the type used for the regular business (types L176 and L182, **Figure 3**, described by Hale as the "words only" issues.)<sup>16</sup> In fact, the words "Special Message" are used on the subsequent issues of the post except for the additional forgeries attributed to J. W. Scott. Made in 1875-76, these forgeries include designs like L173, L174, L178, L179, and L180 as noted in the catalog below the listing for 87L26.<sup>17</sup>



**87L14 (1862)**  
**Type L176**

**87L38 (1865)**  
**Type L182**

**Figure 3. Examples of Types L176 and L182, bearing Hussey's handstamps.**

<sup>14</sup> The *Scott Catalogue* lists 87L26 tied on cover, based on an ex-Judd cover sold in Siegel sale 825, June 27, 2000. The stamp is tied to an 1859 insurance notice. However, the stamp was prepared and sold in 1863, calling into question the authenticity of the tying handstamp.

<sup>15</sup> Perry, *op cit.*

<sup>16</sup> Perry, *op cit.*

<sup>17</sup> In addition, the catalog includes a footnote beneath the 1878 Easson issues 87L64-66 (type L190) that imperforate varieties are "reprints." Below the 1880 items is a note that "The authenticity of Nos. 87L70-87L72 has not been fully established."

Hussey's price list of mid-1866 identifies Robert Easson as manager of the post. Easson eventually became its proprietor, as noted by the stamps of 1877 (Hussey died in 1876.) It is not clear when Easson took over; Elliott Perry stated that Easson took over in 1872,<sup>18</sup> while Lyons stated that Hussey sold his post to Easson in 1873 without a reference.<sup>19</sup> Cal Hahn noted that the Brooklyn City Directory for 1870-71 lists Hussey as living there and in the real estate business.<sup>20</sup> "Hussey's Rule" as interpreted by Steele includes the condition that the "Rule" applied even after he had sold his post to Easson, and to even later printings made by J. W. Scott for sale to collectors.<sup>21</sup> This assumption is not based on any facts that can be checked.

Hale stated that 87L52 is Scott's forgery of the reprint that Hussey ordered of his original Type L171 design.<sup>22</sup> Examples in all three colors show a thin porous paper like other Scott forgeries.

Since the *Scott Catalogue* already includes footnotes identifying "reprints" that were available for postage, I see no reason to add the "new" 87L52 varieties to numbered catalog status. These are more properly called forgeries and not reprints since they were not printed from the original plates, and because they were prepared for sale to collectors. In the Editor's Note included in Steele's article, Lyons stated that "in the past the L179(A) and L180(A) designs were called 'reprints' by Sloane, Perry, Patton and Lyons. Lyons, after extensive study, now sees these as genuine new designs."<sup>23</sup> Based on the analysis above, I disagree with that opinion.

L179(A) may be a new design, or it may have been modified from the original printing stone, but examples do differ from the design shown as L179 in the catalog. Examples that look like **Figure 2** represent the design that is listed in the catalog as 87L52. The fact that the Philatelic Foundation has certified examples as genuine or genuine varieties of 87L52 is reasonable, since the specimens so certified are genuine examples of the Scott-listed item. However, because a forgery is listed in the Scott catalog and also is certified as genuine by the PF, does not imply that it was intended or used for any business of the post.

### Is L179(A) a New Design?

This is a problem that has vexed students for many years because examples of 87L52 are decidedly scarce. The most apparent design difference in examples is the triangular shape of the third flourish below the letters "ER" in "LETTER" at the top. In addition, there is a dot between the flourishes over "BROADWAY." Full sheets of 30 of L179 (87L24 and 87L25) do not show this triangle or dot. Warren Hale states on page 28 of *Byways of Philately*:

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<sup>18</sup> Perry, *op cit.*

<sup>19</sup> Lyons, *op cit.*

<sup>20</sup> Calvet M. Hahn, written communication faxed to Larry Lyons, Jan. 28, 2002.

<sup>21</sup> There is an internal inconsistency in Steele's article, in which he states at one point that the "Rule" applied to stamps printed from his dies or plates, and later where Lyons stated that the 1875-76 printings would have been accepted for postage by Hussey.

<sup>22</sup> Hale, *op cit.*, page 28.

<sup>23</sup> Steele, *op cit.*

It is Scott's imitation of #87L23 [this is a typo for 87L24] which was Hussey's imitation of Hussey's second stamp (87L2 – type L171). It was printed from a new stone showing many slight differences in design. Sloane noted a dot of color between the middle flourishes over "BROADWAY" and that to the left of "C" in "CITY" the nearest flourish is thickened to become triangular. (These imitation stamps do not "plate" on the original sheets.) Properly used copies are unknown and it is not likely that a stamp which J. Walter Scott made to sell to collectors would have been accepted as valid by Easson after Hussey had been out of the post for years.

**Figure 4** is duplicated from the Steele article illustrating the design differences between L179 and the proposed L179(A).<sup>24</sup> He highlights the triangular mark but not the dot above BROADWAY. He does note an extended protrusion at the bottom of the "B" in "BANK" and the upper line inside the top left loop being much shorter. The reader can readily spot other minor differences in the two stamps. Note that these stamps are both red.

While 87L25 and 87L26 are known only in black and red respectively, 87L52 is listed in blue but is also known in black and red. These are the Steele proposed L179(A) designs. As of this writing, the Philatelic Foundation has issued certificates as genuine for six examples of the blue 87L52. All show the distinctive triangular marking and central dot above "BROADWAY" as described by Hale, but two do not show a protrusion below the "B" of "BANK" as noted by Steele. Also given certificates as genuine varieties of 87L52 are two black and one red example.

As previously mentioned, the L179(A) design is scarce. In my collection of Hussey's, most of which was offered as a single lot in Siegel sale 1025 in 2012, there were three examples of 87L52 in blue, nine examples in red, and eight examples in black. Other collectors have additional examples, with the blue color seemingly the scarcest.

**Figure 5** is a full pane of 87L25 (type L179). **Figure 6** shows one example from the pane and a black 87L52. A comparison readily shows many more similarities than differences, suggesting that the "new design" was perhaps a later printing from the same stone.

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<sup>24</sup> Steele, *op cit*.





**L179**



**L179(A)**



**Figure 4.** This is Figure 2 from the Steele article.



**Figure 5. Full pane of 87L25 (type 179). Compliments of Martin Richardson from the Elliott Perry collection.**



**Figure 6. An example from the full pane of 87L25 and a black 87L52.**

Stamps from the lithographed pane of 30 subjects of 87L25 likely can be plated to their positions, although this has not been reported. A number of small flaws or variations exist which permit plating. For example, position 5 shows a triangular flaw in the top flourish below the “TE” of “LETTER.” Position 10 shows a large circular flaw northwest of the “8” in “82.” Position 21 does not show the dot or line of color between the legs of the “A” in “BANK.”

Examples of the type L179(A) design (87L52) also show small flaws but do not correspond to those found on 87L24 and 87L25. Yet so many design details are reproduced on L179(A) that the printing stone must have been the same as 87L25. Notably, there is a dot beneath the right leg of “R” in “PROP’R” that is nearly at the exact center of the stamp design and is present on every example of types L179 and L179(A). What differs about L179(A) seems to be the presence of new lithographic flaws and the absence of those present in the pane of L179.

I am not aware of any multiples of the L179(A) design, but there are examples that share the same lithographic flaws (see **Figure 7** for example). Rarely, the prominent triangle-shaped flourish to the left of “C” in “CITY” does not appear (**Figures 8-9**).





**Figure 7. 87L52 in blue and red, showing large dot above “8” in “82 Broadway.”**



**Figure 8. 87L52 with and without triangular flourish to left of “C” in “CITY.” (Ex-Elliott Perry, compliments of Martin Richardson)**



**Figure 9. Small or no triangular flourish to left of “C” in “CITY.”**

What can we conclude from examining 87L24-25 and the new proposed listing type L179(A) in blue, black, and red? First, it is likely that either the printing stone or the lithographic plate for 87L24 was used to prepare examples of type L179(A), retaining all the primary design features but containing different lithographic printing varieties. No multiples have been seen from which to draw inferences about the size of the printing stone, although examples have been noted with a portion of an adjoining design in a widely-cut margin.

### **Conclusions**

The so-called “Hussey’s Rule” should not be employed to suggest that any stamp bearing the name of Hussey was intended for use in normal business operations of the post or for local letter mail delivery. As Hussey never had collection boxes, any possible letter mail with a Hussey adhesive or handstamp must be examined carefully on its own merits. A number of fraudulent or philatelic items exist.

The type L179(A) design as described herein and in Steele’s article is Scott 87L52. It not only exists in blue, but also red and black. These were prepared by J. W. Scott years after Hussey died and should not be considered genuine emissions of the post.

Hussey items described in the *Scott Catalogue* as “reprints available for postage” should not be considered as adhesives intended for the regular business of the post, but rather as material to be sent to stamp dealers in quantity for sale to unsuspecting collectors of the day, and might be better described as forgeries.

# Response to the Alternative Viewpoint Concerning the Hussey 87L52 Stamp

By  
Larry Lyons

The situation is best understood by turning a focus on the terminology used by authors. The printing of the 1863 Hussey stamps 87L23, 24 and 25 was an “imitation” of the 87L2 and 3 stamps. The differences between the two designs are numerous. Some of the major differences include the following:

87L3 has dots in the corners, 87L25 does not.

87L3 has a period after POST, 87L25 does not.

87L3 has a period after BROADWAY, 87L25 does not.

87L3 has 3 flourishes after CITY, 87L25 has 2.

87L3 has 4 flourishes after the “E” of LETTER, 87L25 has 3.

The flourishes on the two stamp designs are all different.

These are not “reprints.” In modern times the word “reprint” means a use of the same plates that produced the first printing. The creation of a new design modeled after a previous printing is an “imitation” of the first design. Clearly the same plates were not used to produce the 1863 letter box stamps. The error in the use of the wrong terminology comes from the terms used in the 1860’s. Hussey himself called the 1863 letter box stamps a “reprinting of the subject.” He did not mean a “reprint” using the same plates. Understanding the proper terminology is crucial to understanding the subject being disputed.

The recorded story is that in 1875 Hussey loaned the plates used for the 1863 to J.W. Scott. The *Scott Catalogue* presently has the notation “some authorities believe Nos. 87L52–87L53 are imitations made from new stones attributed to J.W. Scott.” William Steele pointed out that the design differs in the triangle before the word “CITY” and the dot over the “8” in “82” and proposed that the new design be designated L179A. The 1875 printing of the Hussey stamp by Scott was done on stiff hard thicker paper not similar to the earlier stamps printed in 1863. There seems to be some unsureness as to whether the 1875 printing used the same stone as the 1863 printing. **Figure 1** shows the two images superimposed on each other. The 1863 printing is colored red and the 1875 printing has been changed to green to contrast the differences. The VSC6000 was used to produce this image. The reader can judge for himself if there was a reuse of the original plate with only slight modifications.

It is my belief that the 1875 stamps should not be called “forgeries.” It is noted that J.W. Scott did make a forgery of both the 87L2, 3 design which is Type I, Forgery B and the 87L23, 24, 25 design which is Type IV Forgery A. See **Figure 2**.



**Figure 1. The images for the 1863 and 1875 printings are similar but not exactly the same. The 1875 image shows some changes to the 1863 plate.**

**The 1863 printing is shown in red and the 1875 printing is shown in green. The images are superimposed. The reader can judge if there was a reuse of the original plate, with slight modifications.**





**Type I – Forgery B**



**Type IV – Forgery A**

**Figure 2. The Scott forgeries of the 1856 and the 1863 letter box stamps.**

I believe the 87L52 has been properly listed in the *Scott Catalogue* and the red and black stamps of the same design, L179A, deserve to be listed. Saying the 87L52 design is the same as the 87L24, 25 design is equivalent to saying US #5 through US #9 are all the same stamp.

The *Scott Catalogue* Review Committee will determine the proposed action. I am a member of the Committee and I will recuse myself from the decision vote on this subject. The Committee will decide among the following three choices.

1. List the 87L52 stamps in black and in red and call them 87L52A, B and C.
2. Delete the 87L52 listing.
3. Do nothing.

Readers are urged to write to Cliff Alexander and Steven Roth to voice their opinions. Steve Roth is the chairman of the Committee.

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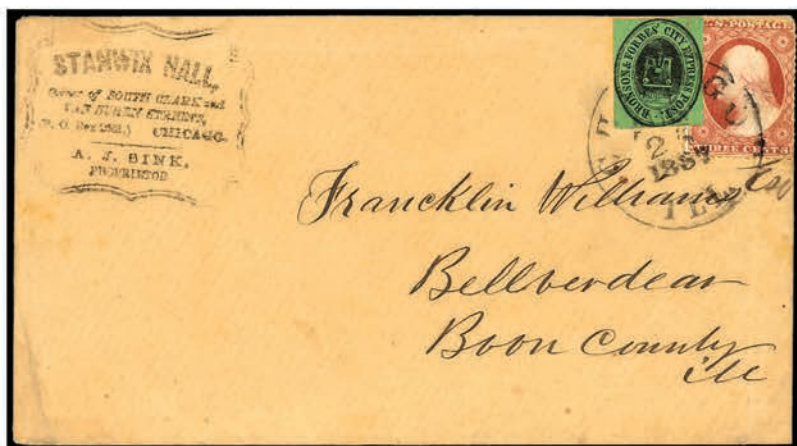
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# Identifying Printings of the Hussey Circus Rider Stamps

## Part II: The 10-cent Stamps

By  
Larry Lyons

This is the second article in a series about identifying the printings of the Hussey Circus Rider stamps. The first article identified the printings of the 5-cent circus rider stamps.<sup>1</sup> The first article identified the collection of David Nussmann and his research as being the predominant basis for these articles.

I must repeat that David Nussmann made it clear in his study that to him the settings are the most important. I also stressed that one must be able to identify the various types first. The first article explained plate types I, IV and VI. Those three plate types were important in the identification of the 5-cent circus rider stamps. Four settings of type I were identified. One setting of the type IV and one setting of type VI were presented. Now let us have a look at the 10-cent circus rider stamps.

### Printing Method

The Hussey Special Delivery Circus Rider stamps were printed from a master plate. The printing was done by typography or letter press printing. Raised portions of the plate received the ink. There were ten clichés put together to create a mold. These were tacked to a block in a 2x5 format to form the printing plate. The original first plate produced the 10-cent circus rider stamps with all positions in ovals. See **Figure 1**. This original plate was first used to print setting “f” which has the 10-cent values in condensed numerals. The gum on the 10-cent condensed numeral stamps indicates two different applications. On one type the gum is dark amber, vertically brushed, is uneven and is crinkly. The dark brown gum was virtually always removed for stamp preservation. In the second type the gum is white. The original plate was used again to print setting “s” which has the 10-cent values in large numerals. The setting “f” was identified by Hale as plate III but it was indeed the first state of the plate and the earliest printing of the 10-cent circus rider stamps. This conclusion was reached by David Nussmann by identification of plate position wear over the course of several printings. See **Figure 2**.

Setting “s” is the second state of the plate and is identified by positions 7 and 8 which have the numerals in irregular rectangular ovals at these two positions. Hale called this plate I/II but it was a printing made after setting f. See **Figure 3** for a photograph of the second state of the original plate used to print setting “s” of the 10-cent circus rider stamps. Note the irregular rectangular ovals at positions 7 and 8. **Figure 4** shows the printing block used to print setting “s” and **Figure 5** shows the face of the block used to print setting “s” with a clearer picture of the block and cut out rectangular apertures for the type to be inserted.

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<sup>1</sup> Identifying Printings of the Hussey Circus Rider Stamps, Part I: The 5-cent Stamps, Larry Lyons, *The Penny Post*, October 2016, Vol. 24, No. 4, pages 41-56.



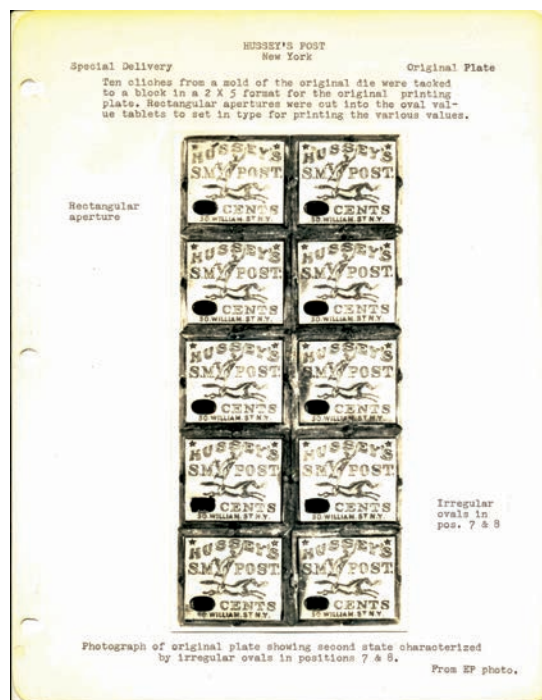
Figure 1. Original plate with all positions in ovals.



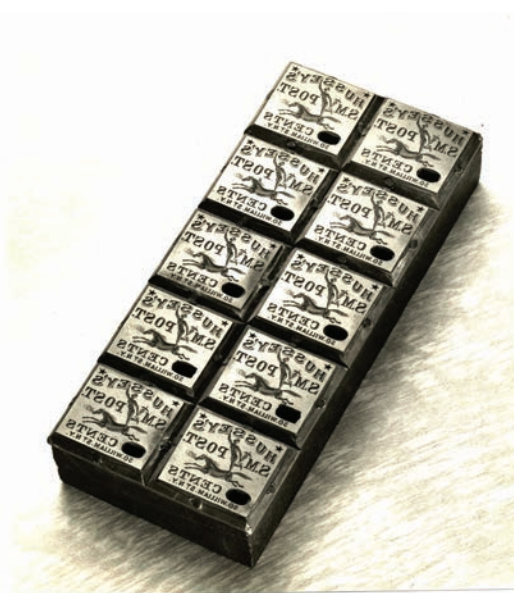
Figure 2. Setting “f” which was printed with the original first plate.

These are the rare condensed numerals of the 10-cent circus rider stamps. The top row has no periods on the bottom line or weak at N.Y.

The bottom row has all the periods present on the bottom line.



**Figure 3. A photograph of the second state of the original plate used to print setting “s” of the 10-cent circus rider stamps. This photo was taken by Elliott Perry. Compliments of Martin Richardson.**



**Figure 4. The printing block used to print setting “s” of the 10-cent circus rider stamps. Compliments of Martin Richardson.**



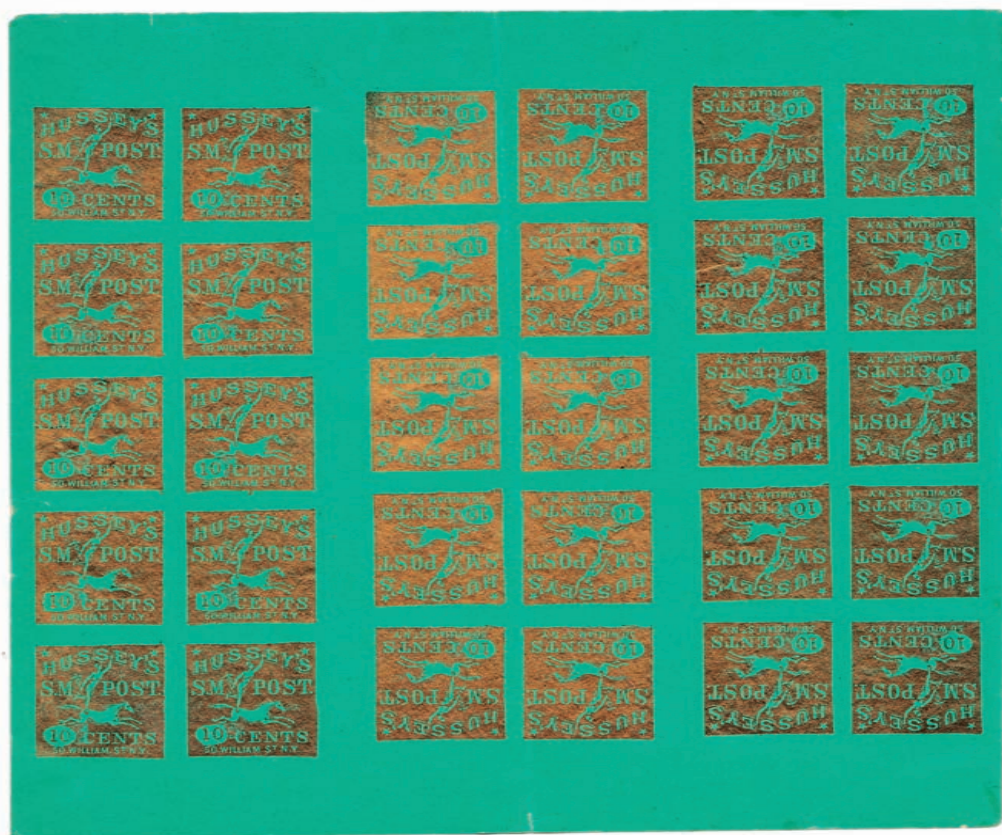


**Figure 5. The face of the block used to print setting “s”. Compliments of Martin Richardson. The image shows a clearer picture of the cut out rectangular apertures for the type to be inserted.**



**Figure 6. Setting “s” of the 10-cent circus rider stamps.**





**Figure 7. Setting b (plate I) the second printing of the 10-cent circus rider stamp. All three clichés are plate I with the top left serif on the “N” in “CENTS” missing at position 2.**



**First Reprint Printing**  
**"Gold" color**  
**Gum uneven, vertically brushed**



**Second Reprint Printing**  
**"Brass" color**  
**Gum smooth, horizontally machine applied**

**Figure 8. The two reprint printings of setting j (plate IV).**

The difference between plate I and plate II is the following: The top left serif on the "N" in "CENTS" is missing on position 2 in plate I and is not missing in plate II. See **Figure 6** for an example of setting "s".

Based on studies of the plate wear, David Nussmann was able to determine that plate I (setting b) was printed later than plate II. This is also a reasonable conclusion based on the top left serif on the "N" in "CENTS" being missing on position 2 in plate I and not missing in plate II. Setting b (Plate I) was printed in three clichés on a sheet with one cliché being *tete-beche* to the other two. See **Figure 7**. All three clichés are plate I with the top left serif on the "N" in "CENTS" missing at position 2. Also note the irregular rectangular ovals at positions 7 and 8 on all three clichés.

Setting "f", "s" and "b" are the only three printings of the 10-cent circus rider stamps from the original master plate.

### **The Reprints**

The reprints of the 10-cent circus rider stamps were printed from “reproduced plates.” This was Hale’s plate IV but more precisely these are setting “j”. Setting “j” (plate IV) was made using a cliché of 10, all from position 3. There were two printings of setting “j” one printing has crackled gum and the other printing has machine applied smooth gum. Also the first 10-cent reprint has ink in a very gold color and the second 10-cent reprint has a more brassy ink color. See **Figure 8**.

### **Summary**

The original first plate produced the 10-cent circus rider stamps, setting “f”, with all positions in ovals and condensed numerals.

Setting “s” of the 10-cent circus rider stamps was printed using the second state of the plate with positions 7 and 8 in irregular ovals.

Setting “b” was a second printing of the 10-cent circus rider stamp. It is distinguished by the top left serif on the “N” in “CENTS” missing at position 2. This is plate I in the Hale study.

Two reprint printings were made of the 10-cent circus rider stamps. These are setting “j” and are plate IV in the Hale study. The two reprints differ in the color of the ink and the appearance of the gum.

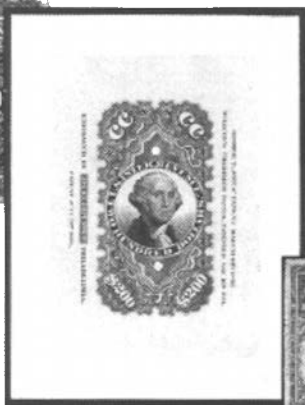
Special thanks to Marty Richardson for providing images and collaborating studies which significantly added to the clarity of this article.

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