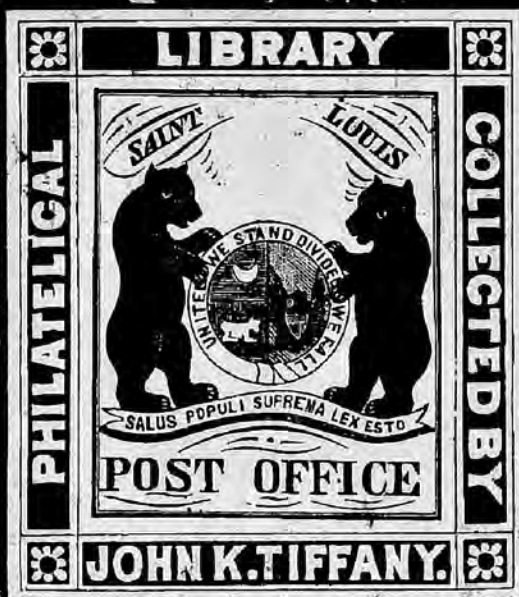


Crawford 986

THE
UNITED STATES LOCALS
AND
THEIR HISTORY.

BY CHAS. H. COSTER.

NEW YORK:
SCOTT & COMPANY, 146 FULTON STREET.
1877.



Granford 786

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PRESS OF JOHN POLHEMUS, 102 NASSAU STREET, NEW YORK.

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PREFATORY.

During the years 1874 and '75 I published in the *American Journal of Philately* a series of papers upon the United States Locals and the Western Envelope Franks, which forms the basis of the present work. My original articles were the result of some years of careful investigation ; but subsequent events have shown that they were far from complete. Hence, in the course of their revision, I have had occasion to insert many new facts, to illustrate or describe additional stamps ; and, indeed, to include not a few local posts previously unknown. At the same time I have been enabled to improve the general arrangement of the subject, which is confusing (rather than complicated) under any circumstances, and therefore requires to be presented with all possible perspicuity.

Leaving the reader to judge for himself as to the measure of success which has attended my efforts, I gratefully acknowledge the aid received from many friends, among whom I would mention Messrs. J. K. FURLONG, J. W. SCOTT and W. P. BROWN, of this city ; Mrs. A. G. CRAIG and C. W. LOMIER, Esq., of San Francisco ; and F. A. PHILBRICK, Q. C., of London.

C. H. C.

NEW YORK, July 10th, 1877.

THE UNITED STATES LOCALS AND THEIR HISTORY.

INTRODUCTORY.

The United States Locals may, as a matter of convenience, be divided into four classes :

I. Adhesive stamps issued by companies carrying mail matter between different cities or towns.

II. Adhesive stamps issued by companies carrying mail matter between the different portions of the same city or town, or collecting mail matter in like manner for transportation to the government post office.

III. Franks impressed on envelopes issued by companies carrying mail matter between different cities and towns.

IV. Franks impressed on envelopes issued by companies distributing mail matter between the different portions of the same city or town, or collecting mail matter in like manner for transportation to the government post office.

The present work will be divided into four parts, to conform to these four classes, which, it must be remembered, are made as a simple matter of convenience. Viewing the subject strictly logically, only two general classes exist, comprising respectively I. and III., and II. and IV. But a list prepared upon this plan would result in a hopeless confusion of adhesive and envelope franks, and I therefore prefer to follow the less logical but more practical system already laid out. *

The distribution of illustrations throughout Parts I. and II. of this work has, in most instances, allowed of my dispensing with detailed descriptions of the stamps. It may, however, be well to here explain that whenever it has been necessary to accompany the letter-press with two illustrations simultaneously, the one placed on the left side always represents the type having precedence in the enumeration.

Before going further I wish to make allusion to the popular fallacy, especially in Europe, of accepting as local stamps all sorts of package labels, business envelopes, &c., also a number of entirely fantastical things due to the counterfeiters, who, not satisfied with swindling the public with "reproductions" (as they call them) of the genuine locals, have exercised their ingenuity by producing labels purporting to have emanated from companies which in reality had not for the most part even an existence; or, in the few instances where they did exist, never issued any stamps whatever. I cannot dwell upon the subject at length, and I must therefore content myself with an enumeration of a few of the labels of each of the classes described, that have generally been included in the European catalogues of the last ten or twelve years. Opposite each I note the ground upon which it should be excluded from collections.

- American Express Co., Utica.** Package label.
- Adams Express Co.** Various embossed designs. Simple advertisements cut from the ordinary business envelopes of the company.
- Arthur's City Post.** Probably never existed.
- Baldwin's R. R. Express.** Never existed.
- Briggs' Despatch.** Never existed.
- Barker's City Post.** Barker succeeded Cheever & Towle in Boston, but he used only a hand stamp.
- Bowery Express.** Existed in New York City, but did not use an adhesive stamp.
- Bancroft's City Express.** Never had anything more than a fictitious existence.
- Bell's Dispatch.** Never existed.
- Central Post Office.** Only a hand stamp, and certainly a humbug.
- Clinton's Penny Post.** Existence doubtful; all the specimens known are certainly spurious.
- Cie. Franco-Americain.** } Never existed.
Gautier Freres et Cie. }
- Chestnut Street Line.** Copied from an *omnibus* ticket.
- Florida Express.** Never existed.
- Gay's Express.** Carried parcels, not letters.
- Harnden's Express.** Simple advertisement cut from the ordinary business envelope of the company. These envelopes being difficult to find, though of no value, have been counterfeited by the Boston gang.
- Hunt's Despatch.** Never existed.
- International Express.** Never existed.
- Johnson's Box.** A mere advertisement.
- Ker's City Post.** Never existed.
- Langton & Co., steamer in centre.** Entirely fictitious.
- Lathrop's Express.** Never existed.
- Le Beau's Express.** Never existed.
- Livingston, Wells & Pomeroy.** Only a parcel label; had no value.
- Moody, Chicago.** Probably never existed.
- McRobish & Co.** Never existed.
- New Haven & New York Express.** Never existed.
- Royal Insurance Co.** Cut from the business envelope of a British Insurance Company that has an agency in New York.

Richmond, flag. Never existed.

Spence & Brown. Probably never existed.

Springside P. O. A mere bazaar stamp.

W. Stait of the City Despatch, will call, &c., &c. A mere advertisement.

Warwick's. Never existed.

Walker's Post. Never existed.

Westtown. A college stamp, of no value, and no franking power.

The foregoing list must not be accepted as complete. It comprises only a few instances, selected at random, to better illustrate the remarks that precede.

Another class of stamps generally included in collections of locals, must not go unnoticed. I allude to the various Fair or Bazaar stamps issued at Albany, Brooklyn, New York, &c. They certainly are not of any philatelic value or interest, and I do not see by what right they are classed as locals.

In conclusion, I desire to mention a few labels which I have purposely excluded from the chapters that follow, for want of sufficient proof as to their character, viz.: Franklin (head of Franklin); Glen Haven Daily Mail, Godfrey's, (this I have never seen); Pip's Daily Mail; and Troy and Albany Express Post. I am inclined to think that there may be either one or two genuine types of the Glen Haven, though quite different from the specimens generally known. My impressions regarding the others do not favor their ever having existed in authentic form.

PART I.

Adhesive Stamps issued by Companies carrying
mail matter between different
Cities or Towns.

CHAPTER I.—THE INDEPENDENT MAIL ROUTES OF 1842-3.

CHAPTER II.—TRANS-CONTINENTAL COMPANIES AND THEIR CONNECTIONS.

CHAPTER III.—MISCELLANEOUS.

CHAPTER I.

THE INDEPENDENT MAIL ROUTES OF 1842-5.

The Independent Mail Routes of 1842-5 owed their origin to the unsatisfactory management of the government post-office at that period. The United States officials used every means in their power to crush these private enterprises—their mail bags were seized, innumerable law suits commenced, for violation of Acts of Congress, &c., &c. The outside public, however, appreciated not only the more moderate charges, but also the greater celerity of the private companies, and was not slow in bestowing its patronage accordingly. Finally the government was obliged, in self protection, to reduce rates and effect the needed reforms in the service generally. The result was that the private companies could no longer control the business, and they consequently soon withdrew from the field.

The companies forming the Independent Mail Routes, were Hale & Co., The American Letter Mail Co., Overton & Co., W. Wyman, Brainard & Co., Pomeroy & Co., The Letter Express, Hoyt's Letter Express, and the Hartford Mail.

As will be noticed, from the brief outline of the route of each "Post," given below, several of the companies ran in direct opposition to each other; and, when this was the case, a keen competition generally resulted.

HALE & Co.—This "Post" was one of the best known in the United States and did a large and profitable business. The proprietor, Mr. James W. Hale, says that it was organized about November, 1841, or January, 1842, and had 110 offices, extending from Boston, New York, Philadelphia, and Baltimore in the East, to Detroit, Michigan, in the West. I am inclined to think, however, that the date as given by Mr. Hale is rather earlier than was actually the case. It also seems probable that he reached the West by connecting with other expresses, as letters bearing his stamp are generally postmarked from Boston, New York, Philadelphia and intermediate towns.

AMERICAN LETTER MAIL Co.—Organized in 1844 (possibly rather earlier), and carried mail matter between the principal points in Massachusetts, Rhode Island and Connecticut, New York City and Philadelphia.

OVERTON & Co.—Commenced in 1844, and had an existence of about one year. They ran from Boston to New York and Philadelphia. They also ran a parcel express up the Hudson River, and West to Buffalo.

W. WYMAN started in 1844, and extended from Boston to New York.

BRAINARD & Co. certainly existed in 1844, if not before. Their route was from New York to Albany and Troy.

HARTFORD MAIL.—Started in 1844, its routes extending, apparently, from Hartford, Conn., to New York, Boston, Albany, &c. In 1845 it was suppressed by the U. S. Government.

POMEROY & Co.—This was in all probability the earliest letter express in the United States. It was founded in 1842, and carried letters from Boston, New York and Albany to Buffalo.

At Buffalo, Pomeroy & Co. connected with a concern called the **LETTER EXPRESS**, by means of which correspondence was transported to Chicago, Milwaukee, and all the towns on or near the lakes.

HOYT'S LETTER EXPRESS.—This was probably a short-lived affair. It existed in 1844, starting from some unknown point and connecting with Pomeroy & Co. at Rochester.

With this brief history of the several companies, I proceed to the stamps which they respectively issued.



Hale & Co.

TYPE I.—Lithographed in red and in blue on paper varying from pure white to a decidedly bluish tinge.

The red stamp must have had a very short existence, as copies are rarely to be met with.

The address, viz., 13 Court St., Boston, was that of the head office of the company, but the label appears to have been used by the branches also.

The location of the Boston office must have soon been changed, as copies are frequently to be found with a pen-stroke drawn through the number and street. Subsequently, however, a more important alteration was made, and we therefore have **TYPE II.**, which is identical with preceding, with the exception of that portion of the address noted above. This variety (which is by far the commoner one) is printed in blue on white paper. It is also said to have existed in red, but no good ground can be given for the assertion.



American Letter Mail Co.

TYPE I.—Metal plate engraving. Black on white paper, varying materially in shade and quality. Reprints are found in numerous fancy colors.

TYPE II.—Engraved on metal by W. L. Ormsby. Black and blue impressions on white paper, of several distinct shades.

I am aware that I am acting contrary to public opinion in this classification of types, but my reasons for so doing can be best explained by the following comparative table of earliest dates that I have found on letters bearing the American Letter Mail Co.'s stamps:



Type I.—Philadelphia, February 3, 1844.

Type II.—(black) Philadelphia, September 16, 1844.

Type II.—(blue) Philadelphia, January 4, 1845.



Overton & Co.

Lithographed by G. Hayward & Co., of Boston.

Black on thin yellow paper.

“ “ greenish “ varying to grey.

A label similar though not identical in form and inscription to the one last described, but having a *postman* carrying a letter for the central device, has recently appeared; and, while at first sight it impressed me favorably, I am now satisfied that it is a hoax. It is printed in blue on white paper, and is cancelled by a most natural looking hand stamp. This same hand stamp has also been used for the purpose of cancelling well executed counterfeits of the *bird* type, presumed made by the ingenious concoctor of the *postman* variety.

I have seen the grey stamp of Type I. on a letter bearing a hand-struck impression, reading: Forwarded by Davenport & Co., 291 State St., Boston. At first I was inclined to think that Davenport & Co. might have been a heretofore unknown letter express; but I am now led to consider it as the name of a commercial firm. The hand stamp was probably impressed on all letters that they mailed, according to the custom still prevalent among many houses.



W. Wyman.

Engraved on copper and printed in black on white paper.

A curious thing about these stamps is, that Mr. Wyman himself is quite certain that they were printed in *blue*, though nobody has ever seen or heard of specimens in that color.

Pomeroy & Co.

TYPE I.—Metal plate engraving by Mr. Gavit, more recently connected with one of our Bank Note Companies.

Red-orange on thin, crisp white paper.

Blue “ “ “ “ “

Black “ “ “ “ “

“ “ thick yellow “



These have all been reprinted, and an additional color, viz.: brown on white, added.



TYPE II.—Same as preceding, but with “\$1 ” (see lower margin) cut from the frame.

Black on thick yellow paper.

In addition to the above there is also found a large rectangular label bearing the name of Pomeroy & Co., and having a locomotive for the central design. This was not, however, a postage stamp in any sense of the word, but merely a label used for pasting on parcels and money packages, to indicate that P. & Co. were the forwarders.

Brainard & Co.

Apparently a wood-block, though it has been pronounced typographed.

Black on white paper.



The Letter Express.

Types I. and II.—(10 for \$1.00) Apparently from wood-blocks.

Type I.—Black, on flesh-colored paper.

“ II.—Black, on red glazed paper.



TYPE III.—(20 for \$1.00) Wood-block impression.

Black, on green paper.

“ “ pink “

“ “ brown “

“ “ white “

} Generally dull, but sometimes glazed.

Hoyt's Letter Express.

Only two specimens of this stamp have ever come under my notice, and as neither of them is now in my possession, it will be necessary to dispense with the usual illustration. Describing from memory I can only say that the design (if such it may be called) consists of the words “HOYT'S LETTER EXPRESS TO ROCHESTER,” enclosed in a neat type-set border, the whole forming about as insignificant an affair as can well be imagined. A variety is also found in having the word “Letter” misspelt “Letter.” The impression is in black on red glazed paper.

Hartford Mail.

The design was engraved on copper and repeated a sufficient number of times to make up a sheet, so that each specimen shows minute differences in the details. Across the stamps is usually written the destination of the letter, those for New York being generally marked S. or South, though sometimes W. or West.

Black, on pink paper.

“ “ yellow paper.

The pink stamps were of the value of 5 cents, and the yellow ones of 10 cents.

CHAPTER II.**TRANS-CONTINENTAL COMPANIES AND THEIR CONNECTIONS.**

But few of these companies issued adhesive stamps, as their business, for the most part, came in such direct competition with the P. O. system of the United States that, in order to avoid seizure, on the ground that they were reducing the government revenue, they printed their franks on U. S. stamped envelopes. Of course the government, as long as it got its regular pay, did not object to allowing the companies to do the work. These franked envelopes form the subject of Part III. of this work.

The earliest of the companies was BERFORD & Co., which was started in 1849, and which carried mail matter between New York and San Francisco, *via* Panama. So, perhaps, the term *trans-continental* is a misnomer; but I nevertheless use it in default of a better.

WELLS, FARGO & Co.—This company was started in 1852, and is still in existence. It is hardly necessary to mention this last fact, as it has a world-wide reputation, and its branches are to be found in nearly all portions of the globe.

Among the companies absorbed by it were the following, whose stamps are described in this chapter, viz.:

Adams & Co.,
Langton & Co.,
Barnard & Co.,
Waldron & Co.

In Parts III. and IV. will be found various items of interest regarding the companies mentioned in the present chapter. It therefore only remains for me to enumerate their adhesive locals.



Berford & Co.

	3 cents,	black on white.
	6 "	green "
✓ 10 "	purple "	
25 "	red "	

One original set of the Berford stamps is said to exist, in the collection of an individual who, perhaps, appreciating their rarity and desiring that the semblance of the reality should be within the reach of all, caused photo-lithographic "*reproductions*" to be made a couple of years ago. These imitations (or "*reprints*" as they were called by the individual already referred to) have been fully ventilated in the columns of the Philatelic press.



Wells, Fargo & Co.

TYPE I.—Apparently a fine metal plate engraving.

10 cents ($\frac{1}{2}$ oz.)	brown on white paper.
25 "	blue on white paper
25 "	red " "

TYPE II.—This was employed for all the higher values, viz :

\$1.00,	red on white paper.
2.00, "	" "
2.00,	green " "
4.00, "	" " "
4.00,	black " "



When the use of these stamps was discontinued, a large stock must have remained on hand (or else a reprinting must have occurred), which found its way into the hands of a prominent New York dealer, so that unused copies can easily be obtained. Cancelled specimens exist also in large quantities with the original gum intact, and showing unmistakable signs of the obliteration having been "done to order in quantities to suit." These impositions can easily be recognized by the fresh look which they bear, and also by the hand stamp being generally impressed in bright red-brown, a color seldom met with in the originals.



Types III. and IV.—Our next two illustrations are those of very rare stamps, which are respectively printed in black on white paper, and blue on slightly yellow-toned paper.





TYPE V.—Engraved on metal, and printed in blue on white paper, both imperforate and roughly rouletted.

There exists a stamp identical in general design with Type V., but so much superior to it in the execution of all the details, that I for a long time thought it must be a genuine issue. I have since heard that it owes its existence to a European dealer in counterfeits, and, if the information be correct, the dealer in question is to be congratulated upon having far surpassed the model from which he copied.

It may not be out of place for me to mention certain peculiarities to be found in the label just referred to which distinguish it from authentic specimens of Type V. They are as follows:

"Wells, Fargo & Co." is on a straight *white* band.

No period after the word "Routes."

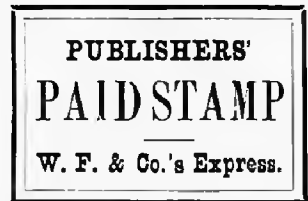
The bunches of flowers on the sides are heavier and more clearly defined.

TYPE VI.—Engraved on metal and issued in 1875. Blue impression on white paper. Imperforate, rouletted and perforate.



TYPE VII.—This has been long obsolete, but I place it seventh on the list, so as to classify all the newspaper stamps consecutively. It is printed from metal in blue, on white paper. Uncancelled copies can be easily obtained.

TYPE VIII.—Issued 1876-'77. Blue impression on white paper.



Adams & Co.

Adams & Co.'s Express was started in California in September, 1849, as an appendage to the still existing Eastern company of like name, which was founded in 1840 by Alvin Adams.

The control of the Western branch (if I may so call it) was entrusted to D. Hale Haskell, a man of great energy, who succeeded in placing the enterprise on a successful footing from the very start. The head office was in

San Francisco, and the chief occupation of the Company was in the transportation of gold dust. Among the clerks in the office was John M. Freeman, who afterwards became famous as the proprietor of Freeman & Co.'s Express. (See Part III.)

In 1854 Adams and Wm. B. Dinsmore (his partner, now President of Adams' Express in the East) retired from the California Company, Haskell and J. C. Woods assuming the proprietorship; but the name of Adams & Co. was retained. From one cause or another, the new association was not successful like its predecessor, and bankruptcy, with ultimate absorption of assets by Wells, Fargo & Co., resulted.



TYPES I. and II.—These were certainly the two earliest adhesive franks issued west of the Mississippi river, and both of them are of more than ordinary rarity. Tradition tells us that the head is that of D. H. Haskell.



The type with the head turned towards the right is printed in black on blue paper, while the variety with it in the opposite direction is impressed in black on white paper.

The blue paper stamp has the following marginal inscription, half on each side of the design: "*Entered according to Act of Congress in the year 1853, by J. C. Woods, in the Clerk's Office of the District Court of the Northern District of California.*"



Langton & Co.

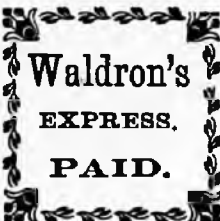
Brown on white paper. Apparently from a metal plate.

Barnard's Cariboo Express.

BARNARD'S
Cariboo Express.
PAID.

Typographed. The "Paid" is printed in black on red paper, and the "Collect" in black on green.

BARNARD'S
Cariboo Express.
COLLECT.



Waldron & Co.

Type, printed in black on claret paper. It is certain that Waldron & Co. carried letters, and it seems probable that the original of the design herewith reproduced served for postal purposes. Diligent inquiry, however, fails to settle the matter definitely.

CHAPTER III.

MISCELLANEOUS COMPANIES.

There are only two to mention, viz. : Westervelt's Post and J. H. Prince's Despatch.



Westervelt's Post.

This was the only stamp issued by Mr. Westervelt for strictly postal purposes. As will be observed, it is a very plain type-set design, but it is neatly printed in black on lavender, and on flesh-colored paper.

In addition to the foregoing, Mr. Westervelt issued several years ago two more pretentious labels, the one being adorned with a very bad likeness of General Grant, and the other with the head of an Indian very similar to that which we every day see on our one-cent pieces. It is quite possible that a few of these stamps (which are printed in every color of the rainbow) were *allowed* to pass through Westervelt's post, so as to give them a more high-toned character, but in my mind there is no doubt that the main object in preparing them was to realize a handsome profit from sales to philatelists.

Of the Indian-head type, two varieties exist. In the first issued (of which a few may have passed through the post while it had an existence), there are noticeable in the frame directly over "*Westervelt's*" and under "*Post*," small numerals "1"; while in the other variety (which was undoubtedly got up to sell) they are not found.



J. H. Prince.—Letter Dispatch.

Black on white paper.

This express formerly ran until within a comparatively recent date, between Portland, Maine, and Boston, Mass., leaving the former city at 6 p. m. (or three hours after closing of the government mail), arriving per steamer, in Boston at an early hour on the following morning.

PART II.

Adhesive Stamps issued by Companies carrying mail matter between the different portions of the same City or Town, or collecting mail matter in like manner for transportation to the Government P. O.

CHAPTER I.—EXPLANATORY.

CHAPTERS II. to VII.—NEW YORK CITY, N. Y.

CHAPTERS VIII. and IX.—PHILADELPHIA, PA.

CHAPTER X.—BALTIMORE, MD.

CHAPTER XI.—BOSTON, MASS.

CHAPTER XII.—CHARLESTON, S. C.

CHAPTER XIII.—CHICAGO, ILL.

CHAPTER XIV.—CINCINNATI, O.

CHAPTER XV.—COLUMBIA AND WRIGHTSVILLE, PA.

CHAPTER XVI.—EASTON, PA.

CHAPTER XVII.—NEW ORLEANS, LA.

CHAPTER XVIII.—ST. LOUIS, MO.

CHAPTER XIX.—WASHINGTON, D. C.

CHAPTER XX.—CALIFORNIAN CITIES.

CHAPTER XXI.—SAN FRANCISCO, CAL.

CHAPTER XXII.—MISCELLANEOUS.

CHAPTER I.

EXPLANATORY.

As a rule all the City Despatch Companies performed the *two* functions either of which entitles them to a place under this class, but there were some exceptions which only acted in a single capacity.

Under the term "various portions of any one city," I include the numerous suburbs of most of our large towns, which, although they may bear distinctive names, are in reality nothing more than the various districts or environs of one vast settlement. Thus, for instance, I embrace Brooklyn, Jersey City, the Staten Island villages, &c., under the city of New York; and an express, of which the route lay among these localities, did actually run between the various portions of one city.

Acting on this principle, I shall take up each city in order, dividing the matter into chapters, as indicated on the preceding page.

It must be borne in mind that only the adhesive labels are here considered. Several of the companies also issued prepaid envelopes, and these will be found mentioned in Part IV., in accordance with the system adopted at the beginning of this work.

It will be noticed that I have made three omissions, viz.: the stamps known as belonging to the UNITED STATES CITY DESPATCH POST, the U. S. MAIL, ONE CENT, PREPAID, and the GOVERNMENT CITY DESPATCH. Regarding these, a few words of explanation may not be amiss.

The UNITED STATES CITY DESPATCH POST labels were issued in 1842, by John Lorimer Graham, Postmaster of the City of New York, under special authority received by him from the Post Office Department at Washington.

The object is best explained by the following circular which was published by Postmaster Graham, about the same time as the stamps were issued :

UNITED STATES CITY DESPATCH POST.

"* * * Delivery every day (Sunday excepted), at the principal office, upper P. O., Park, and lower P. O., Merchants' Exchange.

* * * * *

"Letters to be sent free, must have a free stamp attached to them, which can be purchased at the upper and lower post offices, and at all the stations. The charge will be 36 cents per dozen, 2 dols. 50 cts. per hundred. All letters intended to be sent forward to the General Post Office for the inland mails must have a free stamp attached to them. Letters not having a free stamp will be charged three cents on delivery.

JOHN LORIMER GRAHAM, P. M."



The stamp in question is herewith reproduced. The original is from a fine metal plate, and is found impressed as follows:

Black on violet colored paper.

“ “ straw “ “

Black on blue enameled paper of various shades, varying to green.

I may mention that although I consider the impression in black on violet (of which only one copy is extant) genuine beyond peradventure, there are some well informed persons who are inclined to look upon it as a “change-ling” from the blue stamp.

These UNITED STATES CITY DESPATCH POST labels must not be confounded with those of the CITY DESPATCH POST described in the next chapter. The latter was entirely a private enterprise, and was founded by Alexander M. Greig a few months before the starting of the Government post. Upon the formation of this latter, Greig became its first letter carrier; but, nevertheless, his own post was continued, or else, almost immediately afterwards resuscitated by other parties.

In this connection, certain correspondence published in the *American Journal of Philately*, Vol. XI., page 49, may be read with interest.

The U. S. MAIL, ONE CENT, PREPAID, was also issued by the Postmaster of New York City, in or about the year 1849; and was at first printed in black on rose paper, and afterwards in black on paper varying from bright yellow to pale drab, generally glazed.



In regard to the GOVERNMENT CITY DESPATCH, I cannot speak so precisely; but, from the result of very careful investigation, I am satisfied that it was emitted by the Postmaster of the City of Baltimore, Md., in the year 1860 or 1861. It is a rough, lithographic impression, and is found in black and in rose (varying to red) on white paper. Specimens of the black stamp have been discovered with the inscription reading ONE SENT instead of ONE CENT.

From these explanations it will be seen that the labels here mentioned were issued by Government Postmasters, and not by private companies. They are as much Government, or, rather, semi-official stamps, as the Brattleboro', Providence, St. Louis, &c.

One more point before we proceed further. It is a mistake to suppose that all local posts have been abolished, for there are two still in existence in New York City, viz.: Hussey's and Boyd's, which have a regular daily 1 and 2c. delivery (circulars and letters); and also perform such special messenger service as may be desired, making their charge proportionate to the time required. In the way of special messenger service there are also two other companies, viz.: the AMERICAN DISTRICT TELEGRAPH CO. and the DOMESTIC TELEGRAPH CO. (both incorporated), each of which, in addition

to such business as is brought by outside customers, has regular subscribers in whose counting-rooms or dwellings it inserts very simple telegraphic instruments connected with the nearest office of the company, so that messengers, policemen or firemen—all of whom are in attendance—can be instantly summoned.

The AMERICAN DISTRICT TELEGRAPH Co. was incorporated in 1872, and during the month of April in that year, commenced business in New York City, soon extending to Brooklyn and Philadelphia. It is now in operation at the following places:

Albany, N. Y.	New York, N. Y.
Brooklyn, N. Y.	New Orleans, La.
Boston, Mass.	New Haven, Conn.
Baltimore, Md.	Nevada City, Nev.
Buffalo, N. Y.	Philadelphia, Pa.
Chicago, Ill.	Pittsburg, Pa.
Cincinnati, O.	Providence, R. I.
Columbus, O.	Rochester, N. Y.
Dayton, O.	Springfield, Mass.
Detroit, Mich.	Syracuse, N. Y.
Erie, Pa.	San Francisco, Cal.
Elmira, N. Y.	St. Louis, Mo.
Hartford, Conn.	Troy, N. Y.
Jersey City, N. J.	Utica, N. Y.
Milwaukee, Wis.	Washington, D. C.

The company has twenty-four offices located in New York, and seventeen in Philadelphia. In the other cities there are not, of course, as many.

The DOMESTIC TELEGRAPH Co. was organized in December, 1874, in opposition to the DISTRICT Co. It is now in working order at

Baltimore, Md., 1 office.
 Hartford, Conn., 1 office.
 New Haven, Conn., 1 office.
 Newark, N. J., 1 office.
 New York, N. Y., 4 offices.
 . Pittsburgh, Pa., 1 office.
 Providence, R. I., 1 office.

Neither the AMERICAN DISTRICT TELEGRAPH Co. nor the DOMESTIC TELEGRAPH Co. has issued any adhesive stamps, though the former sometimes marks letters, &c., delivered by it with a small hand-struck impression, reading A. D. T. Co.—PAID.

A couple of years ago an enterprise was started in New York City under the name of the NEW YORK COMMISSIONNAIRE Co., upon the same general principles as the French Company whence the name was derived. The project did not succeed, however, and it was abandoned after a short existence.

I bring this chapter to an end by mentioning the DOWN TOWN LETTER EXPRESS, which was opened in New York City some two years ago, and is still in existence. The accompanying circular explains the objects of its formation.

NEW YORK, 51 WILLIAM ST.,
September 7th 1875.

TO MERCHANTS & BANKERS :

A Letter Express has this day been opened at the above number by the undersigned formerly and for ten years Superintendent of the Supplementary Mail Office at the Merchants' Exchange News Room, Pine Street, with the object of facilitating the prompt transmission of mail matter from the lower section of the business portion of the City to the New General Post Office.

Letters and other mail matter will be received to connect with all mails, foreign and domestic, leaving the City, up to 5 minutes of the closing of the same, to be delivered to the General Post Office, by special express, in time for each successive mail as made up there. Facilities will be afforded for stamping letters, or addressing them when desired. Office open from 7 A. M. to 7 P. M.

PHILIP J. KIERNAN.

Mr. Kiernan has many subscribers who pay him \$2.00 per month, and have their correspondence cared for in the way explained. His express is a great convenience to New York City, being situated in its most active business portion (near Wall St.), which is some distance removed from the main Post Office or any of its branches.

Mr. Kiernan issues no stamps, and it is for this reason that I mention him here, rather than in the chapters that follow, as they are devoted entirely to the companies that have left philatelic tokens.

CHAPTER II.

NEW YORK CITY.

The New York City Despatch Post.

The circular transcribed below will explain the objects for which this company was formed.

NEW YORK CITY DESPATCH POST.

Principal Office, 46 William Street.

The necessity of a medium of communication by letter from one part of the city to another being universally admitted, and the Penny Post, lately existing, having been relinquished, the opportunity has been embraced to reorganize it under an entirely new proprietary and management, and upon a much more comprehensive basis, by which Despatch, Punctuality and Security—those essential elements of success—may at once be attained, and the inconvenience now experienced be entirely removed.

* * * * *

The following is a brief outline of the plan:

BRANCH OFFICES.—Letter boxes are placed throughout every part of the city in conspicuous places; and all letters deposited therein not exceeding two ounces in weight, will be punctually delivered three times a day, at 9, 1 and 4 o'clock, at three cents each; option being given either to free the letter in the manner shown in the following regulations, or to leave the postage to be collected from the party to whom the letter is addressed.

POST-PAID LETTERS.—Letters which the writer desires to send free, must have a free stamp affixed to them. An ornamental stamp has been prepared for this purpose, and may be procured at the principal office as above, or at those stores which will be advertised in the daily papers as having authority to sell them. The charge will be 36 cents per dozen, or 2 dolls. 50 cents per hundred; the reduction in price for the large quantity being made with a view to the accommodation of those parties sending a considerable number of circulars, accounts, &c. Parcels not exceeding 1 lb. in weight will be charged a proportionate rate.

NO MONEY MUST BE PUT INTO THE BOXES.

All letters intended to be sent forward to the General Post Office for the inland mails, must have a free stamp affixed to them.

UNPAID LETTERS.—Letters not having a free stamp will be charged three cents, payable by the party to whom they are addressed, on delivery.

REGISTRY AND DESPATCH.—A Registry will be kept for letters which it may be wished to place under special charge. Free stamps must be affixed to such letters for the ordinary postage, and three cents additional be paid (or an additional free stamp be affixed), for the Registration; but all such letters must be especially deposited at the principal office.

A special "Despatch" will be expedited with any Letter or Packet not exceeding one pound in weight (to an address within the limits) at 12½ cents a mile, upon application at the Principal office.

* * * * *

Alexander M. Greig, Agent.

The Limits of the Despatch Post will extend to Twenty-first Street.

It will be noticed that, in this circular, reference is made to an older city post, which had been relinquished, and which was undoubtedly the first institution of the kind in the country. But beyond the fact of its existence I have been unable to ascertain anything whatever regarding this pioneer company, which probably did not issue any stamp.

The City Despatch Post was started about January 1st, 1842, by A. M. Greig, but he soon relinquished its control for a position in the Government Post Office. His enterprise seems, however, to have been continued or else to have been shortly afterwards revived by other persons. In 1848 it is said to have passed into the hands of one Charles Cole, at No. 492 Broadway, and he in turn is reported to have been succeeded by Edward N. Barry, by whom it was conducted up to 1859.

The stamps issued while under these several managements are numerous, but not difficult of classification.



Type I.—Fine metal plate engraving.

3	cents	black	on	white	glazed	paper.
3	"	"	"	green	"	"
3	"	"	"	yellowish	flesh	paper.
3	"	"	"	grey	"	"
2	"	"	"	green	"	"

Type II.—Similar to the preceding, but with the letters C C at sides. This change was made during Cole's administration. I have also seen a solitary specimen of the 2c. green, reading G G, and another with one of the C's reversed, thus: C O.

2	cents	black	on	green.
2	"	"	"	white.
2	"	"	"	vermillion.
2	"	"	"	yellow.



The foregoing must not be confounded with the "United States City Despatch Post," described in the previous chapter.

CHAPTER III.

NEW YORK CITY, CONTINUED.

Boyd's City Express.

This post was established about July 1, 1844, by John T. Boyd, and as it is still in existence (though under a different management), it can claim the honor of being the oldest institution of the kind now in the country. In former days it had boxes located in every part of the city to receive letters for delivery by its carriers, or for transportation to the General Post Office, but at present its business is confined to letters and circulars left at its office for distribution.

The stamps issued by Boyd's Post are numerous, and have been the subject of no little discussion.



TWO CENTS STAMPS.

Type I.—Until recently this stamp was almost traditional, only one specimen being known. Of late, however, a dozen or more copies have come to light. The impression is black, and the paper green glazed.



TYPE II.

Types II. and III. are both printed in black on green glazed paper. The former seems to have been current from October, 1844, to January, 1845; and the latter from February to April or May, 1845.



TYPE III.



TYPE IV.

Type IV.—In use from some time in 1845 till 1848 or early in 1849. Specimens are frequently found showing more or less deterioration in the design.

Black on green glazed paper, varying greatly in shade.
Gold on white " " (for visiting cards, &c.)

Types V. and VI., of which the former is herewith reproduced, are identical with the exception that the first named has a period after the word "CENTS," which is lacking in the other. They appear to have been used simultaneously from 1849 to 1853.

TYPE V.—Gold on white glazed paper.

" "—Black on green paper. } More or less glazed.
 VI.— " " " " }



TYPE V.



TYPE VII.

TYPE VII.—Date 1854-5.

Black on green, sometimes glazed, but generally dull.
 The impression is frequently very imperfect.

TYPE VIII.—Black on dark olive green. Date 1856.

" " Red varying } on white. " 1857.
 " " to Orange, }
 " " Black on vermillion glazed. " about 1865-1875.



TYPE VIII.



TYPE IX.

TYPE IX.—Black on green glazed paper. Date 1857-60.

TYPE X.—Black on vermillion glazed paper;
 Gold on green glazed paper; Gold on blue glazed
 paper; Gold on crimson glazed paper; Gold on
 white glazed paper. Date 1860-65.



TYPE X.

TYPE XI.—Date 1876.

Blue on white paper.

Specimens of this type are also found in black, but Mr. Boyd disclaims their issue; and their general appearance would lead to the belief that they are printers' proofs.

TYPE XII.—Date 1876-7.

Same design as last; but with address, 1 Park Place, added.

Lilac on rose-tinted paper. Unperforate and perforate.

Brown on yellow paper. Lilac on bluish tinted paper. Perforate.

TYPE XIII.—Date 1877.

Same as Type XII., but with the inscriptions—2c.—omitted from the four corners.

Lilac on bluish tinted paper. Perforate.



TYPE XI.

ONE CENT STAMPS.

TYPE XIV.—Same as IX., with value very badly altered, so that portions of the figure 2 and letter S of "CENTS" are generally visible. Date 1857-60.

Black on green glazed paper.

" " " " " (Rouletted.)

TYPE XV.—Same as X., with value also imperfectly changed. A few copies are known reading plainly "1 CENTS," no attempt having been made to erase the S.

Black on lavender glazed paper, varying to lilac. Date 1860-70.



TYPE XVI.—Date about 1870-76.

Black on lilac glazed paper.

" " blue " "

Boyd's stamps of Types VI. to IX. are oftentimes found punched out (in oval form) from the sheet, by means of an apparatus which was undoubtedly used in his office to save the

TYPE XVI. labor attendant upon their separation by scissors. These "punched out" varieties are not at all scarce, nor do they seem to me worthy of any special distinction.

It may be well to mention, that all of Boyd's stamps are imperforate except those otherwise designated under Types XII., XIII. and XIV.

CHAPTER IV.

NEW YORK CITY, CONTINUED.—MISCELLANEOUS.

Swarts' City Despatch Post.

The "Chatham Square Post Office," as Swarts' Post was generally called, and as, indeed, it is designated on some of the stamps, was one of the largest of the local posts in this country. It was established in or about the year 1845, at the junction of East Broadway and Chatham Square, by Aaron (?) Swarts. It afterwards passed into the hands of Mr. Lockwood, by whom it was continued until 1863, and perhaps rather later.

TYPE I.—This I presume to have been the oldest of Mr. Swarts' productions. The portrait is that of General Zachary Taylor, better known as "Old Rough and Ready." The engraving is on metal and impressed in

Black on light and dark green glazed paper.

Lake	} on white paper.
Rose	
Dirty red	
Blue	



TYPE II.—Here we have General George Washington, and although the engraving, which is on metal, leaves much to be desired, we certainly must appreciate Mr. Swarts' patriotic intentions.

Of this type two varieties (which we shall designate as *a* and *b*, respectively) exist, presenting several minute points of difference. In *a* the eyes are small and looking straight ahead. The forehead has but little shading, and the mouth has a peculiar, sunken appearance, as though the General had lost his teeth.

In *b* the eyes are larger and turned to the left. The mouth is small but firm. The entire face is covered with dots and under the chin is a black mark, peculiarities not found in *a*.

a is printed in black on white paper.

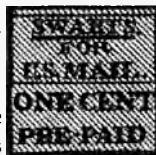
rose	"	"	"
red	"	"	"
"	"	slightly bluish paper.	

b is printed in black on white paper.

rose	"	"	"
------	---	---	---

TYPE III.—Has full justice done to it by the engraving, so that I need only add that it is impressed in blue on white paper.

All of Swarts' stamps have been reprinted, and although some of the original colors (blue and green of Type I.) have been omitted, the deficiency has been made up by numerous fancy hues of TYPE II.



Hanford's Pony Express.



This post was evidently started at an early date, as I have one of its stamps on a letter dated November 11, 1845. It existed until about 1850, or 1851.

Apparently a wood engraving. Black impression, on yellow glazed paper, and on thin white paper.

Mr. Hanford also had two hand stamps, which, although somewhat larger, corresponded in general design with his adhesive; the words "City Express Post" being, however, on one of them substituted for "Pony Express." They are generally found impressed in orange, black, brown or blue on letters not bearing the adhesive, but they did not have any postal value.

John Bouton.

The date of the establishment of Mr. Bouton's post is uncertain, but I find in the New York Directory of 1848, the following advertisement:

"Franklin and Manhattan City Express Post, for letters and small hand packages. John Bouton, 175 Bowery."

I have Bouton's hand-stamp on a letter dated February 11, 1848.



TYPE I.

Types I. and II.—The accompanying illustrations are those of the two earliest stamps issued by Mr. Bouton, and neither could have been current for any lengthy period, as both are of extreme rarity. The "FRANKLIN CITY" is impressed in black on green glazed paper, and the "MANHAT-



TYPE II.

TAN EXPRESS" in black on flesh colored paper. The engraving of the "FRANKLIN CITY" can only be regarded as approximate, it having been copied from a rough pencil sketch made by me from an original copy several years ago.

The die of Type II. is still in existence, but in such a battered state as to render reprinting almost impossible.



TYPE III.—(Dots in corners.)

Black on white, blue and green glazed paper.

TYPE IV.—(Leaves in corners.)

Black on white and on green glazed paper.



Both types are engraved on copper, and have been reprinted, viz.:

TYPE III., in black on white paper.

TYPE IV., in black, orange, blue, green and mauve on white paper.

Cumming's City Post

was conducted during the years 1846-7, by Arthur H. Cumming, his office being at No. 19 Nassau street.

This stamp was very roughly engraved on wood, and the accompanying illustration is a greatly flattered likeness. It was printed in four colors, viz.:

Black on white paper.

" " green "

" " yellow "

" " pink "



Cumming used a hand stamp, concerning which I find the following in Vol. III., page 60, of the *American Journal of Philately*:

"There is one remarkable thing connected with local stamps, that may as well be mentioned here as elsewhere. We refer to the fact that they are nearly all cancelled with initials instead of a regular post-mark, and yet all the proprietors of the local offices seem to have been well provided with cancelling stamps; for instance, the letter before us has Cumming's stamp on the upper left-hand corner of fold, cancelled with the initials A. H. C.; under this is stamped PAID A. H. C. in red ink, and in the centre is stamped a device representing a steam engine on legs, galloping, with CUMMING'S above and EXPRESS below, with 2 and CTS. in small squares to the right and left."

Walton & Co.

This was a Brooklyn company, and existed in 1846. As I have not at present a copy of the stamp before me, I must content myself with a description taken from the *American Journal of Philately*, viz.:—WALTON & Co.'s CITY EXPRESS POST, 2 CTS., in oval, composed of fancy band, the whole enclosed in a rectangle formed of a heavy line. The spandrels are filled with a ground work of horizontal lines. Black impression on pink paper.



Kidder's City Express Post.

This was also a Brooklyn enterprise, and, I believe, contemporaneous with Walton. The stamp seems to be from a wood-cut, and is printed in black on blue, and on green glazed paper. Reprints exist on the latter colored paper.

Dupuy & Schenck.

Started about 1846, by Mr. Henry Dupuy, and discontinued about 1848.

The stamp herewith reproduced was neatly engraved on metal, and struck off on smoke-colored paper.





Gordon's City Express.

Existed in 1848. From what I can learn I do not think it could have been in operation for over four years.
Black on green glazed paper.

Broadway Post Office.

Was started in 1848 on the north side of Canal street, the first door east of Broadway, by James C. Harriott, who in 1849 moved it to No. 416 Broadway, and in 1851 to No. 422½ Broadway. In 1855 Mr. Harriott sold the concern to Dunham & Lockwood, and they subsequently sold it to Charles Miller, who continued it until about 1862-3 when he died at Mamaroneck, Westchester County, New York State.

Mr. Harriott employed, on an average, four carriers, and on extra occasions as many as twenty. The business done by this office was large, and the receipts therein reached seven thousand dollars per annum up to the time Dunham & Lockwood purchased the place.

The business of the post was the delivery of letters throughout the city, and the carrying of mail matter to the U. S. Post Office.

The uniform charges were:

1c. on each letter or parcel carried to the U. S. mail.

1c. on each circular, } delivered to any address in New York City.

2c. on each letter, }

There was one carrier whose sole duty it was to take to the U. S. Post Office the matter destined for it.

The stamps of the Broadway Post Office were printed in sheets of 100 from a wood block of the annexed design. The colors ran as follows:

Black on white paper,

Gold on black glazed paper.



Although no values were stated on the stamps, a distinction was made according to their colors; those in black on white representing one cent; and those in gold on black, two cents.

The Broadway Post Office also used various hand stamps, but I will only mention the two earliest. One was similar in design to the adhesives, and was impressed in red or black ink on unpaid letters; the other differed in having the word *PAID* substituted for the locomotive as a central design, and was struck (also in red or black) on matter that had been prepaid in cash, without the use of the adhesive.

Sometimes the Broadway P. O. used to turn over matter that it received to Boyd or Swarts for delivery, but the general impression that Boyd had a contract to deliver *all* the letters of the Broadway P. O., excepting those intended for the government mails, is certainly erroneous. No such contract existed in the days of Mr. Harriot, nor can I find that one was made by any of the successors of that gentleman.

I may conclude my remarks upon this post by mentioning that its founder, Mr. Harriott, died at Brooklyn, New York State, during the month of October, 1876.

Union Square Post Office.

I find this post mentioned in the 1850 Directory, and the name of its proprietor given as P. C. Godfrey. It subsequently passed into the control of J. E. Dunham, and was, I believe, continued until about 1866.

There is also found a label with the inscription "Messenkope's Union Square Post-office," which I presume was identical with the preceding office; but as I have been unable to trace up Mr. Messenkope's history, I cannot make a positive statement.



Types I. and II.—(Apparently engraved on wood.) These stamps were in use in 1853, and perhaps earlier. Originals of both are scarce, and are printed in black, the one cent on apple green and the two cents on pale pink paper. Re-impressions, on deeper colored paper, can easily be obtained.



Type III.—This is a most wretched lithograph; the central design being quite undistinguishable, although I am told that it was intended to represent a mermaid. Black impression on green glazed paper.



U. S. P. O.
PAID.
1 Cent S

It is said that this very simple type-set affair (of which a second variety is formed with "LP" substituted for L S, and a third without any letters on the sides of "1 CENT,") was one of the early issues of the Union Square Post; but, as I have it on a letter from *Philadelphia*, dated 1849, the statement is evidently erroneous.

wrong
see p. 53
should be Philadelphia
Carrier

Adams' Express Post.—City Express Post.

I cannot give much information regarding these two companies; indeed, it was only quite recently that the first mentioned was brought to my notice, and it is still more recently that I satisfied myself beyond doubt that they both had a *bona fide* existence, in or about the year 1850.

The Adams' Express Post seems to have been the predecessor of the City Express Post, and, although I have not at this moment one of the Adams' stamps before me, they, if my memory serves me rightly, were identical in design with those of their successors, with the exception that on the left hand side, where the floral ornamentation exists, the word ADAMS was substituted. The only value of the Adams that I have seen is the 2 cents, but probably the 1 cent also exists. As to the colors of the impression, I can only say that of those here given the black on white is the best authenticated, though the blue on white may have been used also by the City Ex-

press Post after Adams withdrew. I have seen a 2 cents ADAMS in black on blue, which I take to be a proof. Setting it aside, therefore, the set probably ran as follows :

ADAMS' CITY EXPRESS POST.

1 cent, black on white.
2 " " " "

CITY EXPRESS POST.



1 cent, black on white.
1 " blue " "
2 " black " "
2 " blue " "

Reprints (or else surplus stock) of the City Express Post are found in both black and blue on white.

Cornwell's Madison Square Post Office.

This label was used in New York in or about the year 1850, at the locality named. It is a very rough wood block impression in red on bluish and on bluish-white paper.



Bentley's Despatch, Madison Square.

Bentley is reputed to have been the successor of Cornwell, and to have issued an oblong, type-set stamp, inscribed BENTLEY'S DESPATCH, MADISON Sq., printed in bronze on white glazed paper. I saw a specimen some years ago which was represented to me as undoubtedly genuine, but have more recently had cause to question the accuracy of the information previously obtained. I therefore dispense with the usual illustration, satisfying myself with this brief allusion to the post.

Jefferson Market Post Office.

Having no specimen of this very rare stamp in my possession, I can only describe it from memory. The central design is an eagle on a rock, the inscription reads, JEFFERSON MARKET POST OFFICE, BY C. SCHMIDT & Co.; the form is a transverse oblong, and the impression lithographic, in black on red and on blue paper.

I understand that the Jefferson Market Post Office was started in 1850, at No. 7 Greenwich avenue (Jefferson Market) by GODFREY SCHMIDT, whose name was incorrectly spelt upon the stamp that he issued, as can be seen from the description already given.

East River Post Office.

Started in 1850-51, by Jacob D. Clark and Henry Wilson, although the latter does not appear to have taken any active part in the enterprise. In 1852 it was bought out by Mr. S. Adler, by whom it was conducted until about fifteen or sixteen years ago.

At first the office was at 23 Avenue D, but in 1854 it was removed to No. 19, and in 1855 to No. 18 in the same avenue.



TYPE I.—This was undoubtedly the first issued, and must have had a very short existence, as beyond two “proof” specimens no copies have come to light. It was a fine wood engraving by Mr. Tudor Horton of this city, and was probably printed in black on brown paper.

TYPE II. is, in general appearance, similar to Type III. reproduced below. All the proportions, however, are larger, and the design is more carefully finished. The inscription reads 23 Av. n., the 3 having a flat head, similar to that on the circular type.

Types III. AND IV. have ample justice done them by the illustrations. Type III. is found in three varieties, showing errors of punctuation.



Var. (a) 23 . . Av. D.
 “ (b) 23 . Av. D.
 “ (c) 23 . Av D



Types II., III. and IV. were the work of Mr. Julius Bien, a well-known lithographer of this city, and were printed in black on green glazed paper.

G. A. Mills—Hall & Mills.



Type-set. Black on green paper. I find G. A. Mills' Express in the Directory for 1851-2, and infer that these labels were in use about that time.



Brooklyn City Express.



This was a Brooklyn City Delivery Company, the manager being one Rodgers, who has now removed to California.

1 CENT.—Light blue, dark blue, green.
 2 CENTS.—Pink, lake, deep scarlet, vermillion and dark blue.



I have the 2 cents blue on a letter dated 1853, but the express certainly existed somewhat earlier, and also much later than that date.

Reprints of the Brooklyn City Express stamps are found as follows:

1 CENT.—Pale green, dark blue, light blue.
 2 CENTS.—Lake, deep scarlet, pale blue, red and pink.

Metropolitan Post Office.

I have traced this post in the New York Directories of 1854-58, finding Mr. W. H. Laws recorded as its proprietor, and No. 13 Bible House as its office.

The stamps used by Mr. Laws are illustrated below; but, before proceeding to consider them, I must mention a label that has recently been discovered. It is rather larger than Mr. Laws' Type I., and also differs from it in the inscription, which reads METROPOLITAN POST OFFICE.—162 NINTH ST. OP. BIBLE HOUSE.—NEW YORK—L. WILLIAMS, PROPRIETOR.

The stamp in question is in red on white paper (the lettering being embossed; and the ground, solid), and from its appearance one would be led to look upon it as genuine. Accepting it as such, I conclude that Williams was the predecessor of Laws, as his name, as well as the Ninth street address, is flattened out (evidently intentionally) from the embossed inscription, so that I had to use a magnifying glass in deciphering it. The envelope to which the stamp is affixed also bears Mr. Laws' hand stamp.



TYPES I. and II.—We now come to the locals that Mr. Laws issued, and which are too well known to require much comment.

The colors of both types run as follows:

Red on white } The ground being solid, and the
Blue “ } lettering embossed in white.



Reprints are found in the original colors, and to Type II. a fancy one—brown or white—has been added.

CHAPTER V.

NEW YORK CITY, CONTINUED.

Hussey's Post.

Mr. Geo. Hussey commenced business as the proprietor of a Post, in 1854, at No. 82 Broadway. In 1856 or 1857 he moved to No. 50 William street, and in 1872 to No. 54 Pine street, where he still continues. He has a regular daily delivery for letters and circulars, and also has special messengers constantly in attendance to carry letters, packages, &c., to any portion of the city, or even into its suburbs.

Mr. Hussey's stamps are numerous, and, at first sight, rather perplexing. Consequently, collectors will do well to closely study the following list thereof:

TYPE I.—Issued 1854. View of Bank of America in centre, surrounded by inscriptions reading: BANK AND INSURANCE NOTICE DELIVERY OFFICE, 82 BROADWAY. The whole enclosed in an upright rectangular frame with truncated corners.

Lithographed in blue upon white paper.

As may be judged from the foregoing description, this type is similar in general design to Type VI., illustrated further on; but many differences exist in matters of detail. For instance:

Type I. has a small dot outside of each truncated corner of the frame, and only has one flourish under the word NOTICE.

Type VI. has no dots outside the truncated corners, and has two flourishes under NOTICE.

TYPE II.—Issued 1856. Representation of one of Hussey's letter boxes in centre, surrounded by inscriptions reading: BANK AND INSURANCE LETTER CITY POST. 82 BROADWAY. Upright rectangular frame with truncated corners.

Lithographed in black upon white paper.

This type resembles, in a general way, Type VII., of which an illustration will be found in the proper place. Minute differences exist, however, two of which I mention as tests:

Type II. has a small dot outside of each truncated corner of the frame. The letter box, forming the central design, is surrounded by a lined background.

In *Type VII.* the dots in the corners of the frame, and the lined background around the letter box do not exist.

TYPE III.—Issued 1857. Letter box in centre surrounded by inscriptions worded: BANK & INSURANCE LETTER CITY POST. \$1.00 PR 100. 50 WILLIAM ST. BASEMENT. The whole enclosed in an upright rectangular frame, with a small dot outside of each truncated corner.

Lithographed in brownish red (varying in shade), upon white paper.

This type very closely approaches to Type VIII., but fortunately there are differences sufficiently prominent to be noticeable, and serve as tests, viz:

In *Type III.* there are two flourishes (one large and one small) over 50 W—of the inscription 50, WILLIAM ST. There is also a comma between 50 and WILLIAM.

In *Type VIII.* there is only one large flourish over 50 W. The comma referred to in connection with Type III. is omitted.

I may further mention that nearly all the lettering of Type III. is perceptibly smaller than is that of Type VIII.

TYPE IV.—Issued 1858. Lithographed in black and in pink on white paper.



TYPE V.—Issued 1860. Lithographed in blue upon white paper.

It was shortly after the issue of Type V. that the demand for locals commenced, and thereupon Mr. Hussey undertook to supply that demand, so far as in his power. Finding his stock of Type I. exhausted, and the plate destroyed, he easily created a fresh supply by means of a transfer from Type V., altering upon that transfer the address to 82 BROADWAY.

In all other *essential* points the designs of Types I. and V. are nearly identical; although, of course, the dots already referred to as existing outside of the truncated frame of Type I., necessarily do not exist upon the 82 Broadway stamps, made from the altered transfer of Type V.



I have therefore to chronicle TYPE VI.—Issued about 1862. Altered, as stated, from Type V., so as to resemble Type I. as closely as possible; the address being made to conform to Type I., viz:—82 BROADWAY. Such minute points of variance as exist have already been mentioned in connection with Type I.

Lithographed in blue on white paper.

In order to supply philatelists with representations of Types II. and III., of which the stock was also exhausted, and the stones destroyed, Mr. Hussey caused new stones, of designs similar to those of these two types, to be prepared. To tabulate these remarks, I continue my list by chronicling Types VII. and VIII., viz:

TYPE VII.—Issued about 1862, from a stone prepared to resemble Type II. as closely as possible. The minute points of variance that exist have already been mentioned in connection with Type II.

Lithographed in red (varying in shade), and in black on white paper.



TYPE VIII.—Issued about 1862 from a stone prepared to resemble Type III. as closely as possible. The minute points of variance that exist have already been mentioned in connection with Type III.

Lithographed in reddish-brown on white paper.

The early impressions of Type VIII. invariably and clearly show a small dot in each truncated corner of the frame; but these dots are oftentimes scarcely perceptible, and quite frequently not visible at all upon the reprints of 1875-6 (mentioned further on), which were made after the stone had become much worn from previous use. The accompanying illustration was prepared from one of these reprints, and to this fact the omission of the corner dots must be attributed.

We now come back again to Mr. Hussey's regular issues:

TYPE IX. — Issued in 1861. Lithographic impression in lake, orange-red, and in black on white paper.





TYPE X.—Issued in 1862. Lithographed in black, blue, green, red, brown, pale drab, lake and violet, on white paper.

TYPE XI.—Issued in 1863. Same design as Type X., but date (1863) added. Lithographic impression. Two values, viz.: 1 cent and 2 cents.

1 cent in blue, green, red, pale drab and brown. } on white
2 cents in blue, red and brown. } paper.



TYPE XII.—Issued in 1863. Wood block. Impressed in a solid ground of color upon colored paper. Five values, viz.: 5, 10, 15, 20 and 25 cents.

5 cents, black on red glazed paper.
10 cents, gold on green glazed paper.
15 cents, gold on black glazed paper.
20 cents, black on white unglazed paper.
25 cents, gold on blue unglazed paper.

Impressions of Type XII., in black on white paper, are sometimes found without any value stated upon the oval disk, whereon the numeral of value appears in the genuine emissions. Attempts have been made by unprincipled or ignorant vendors to pass these impressions (valueless in every sense) as proofs. In reality, they are cut from circulars that Mr. Hussey issued some time ago, upon which they were printed solely with a view to ornamentation.

TYPE XIII.—Issued in 1864. Lithographic impression identical with Type XI., except that the date is altered to 1864.

2 cents, blue on white paper.

TYPE XIV.—Issued in 1865. Same as last, but with the date altered to 1865.

2 cents, blue on white paper.

TYPE XV.—Issued in 1866. Same as last, but with the date altered to 1866.

2 cents, blue on white paper.

TYPE XVI.—Issued in 1867. Same as last, but with the date altered to 1867.

2 cents, blue on white paper.

TYPE XVII.—Issued in 1868. Same as last, but with the date altered to 1868.

2 cents, blue on white paper.

TYPE XVIII.—Issued in 1869. Same as last, but with the date altered to 1869.

2 cents, blue on white paper.

In all other *essential* points the designs of Types I. and V. are nearly identical; although, of course, the dots already referred to as existing outside of the truncated frame of Type I., necessarily do not exist upon the 82 Broadway stamps, made from the altered transfer of Type V.



I have therefore to chronicle TYPE VI.—Issued about 1862. Altered, as stated, from Type V., so as to resemble Type I. as closely as possible; the address being made to conform to Type I., viz:—82 BROADWAY. Such minute points of variance as exist have already been mentioned in connection with Type I.

Lithographed in blue on white paper.

In order to supply philatelists with representations of Types II. and III., of which the stock was also exhausted, and the stones destroyed, Mr. Hussey caused new stones, of designs similar to those of these two types, to be prepared. To tabulate these remarks, I continue my list by chronicling Types VII. and VIII., viz:

TYPE VII.—Issued about 1862, from a stone prepared to resemble Type II. as closely as possible. The minute points of variance that exist have already been mentioned in connection with Type II.

Lithographed in red (varying in shade), and in black on white paper.



TYPE VIII.—Issued about 1862 from a stone prepared to resemble Type III. as closely as possible. The minute points of variance that exist have already been mentioned in connection with Type III.

Lithographed in reddish-brown on white paper.

The early impressions of Type VIII. invariably and clearly show a small dot in each truncated corner of the frame; but these dots are oftentimes scarcely perceptible, and quite frequently not visible at all upon the reprints of 1875-6 (mentioned further on), which were made after the stone had become much worn from previous use. The accompanying illustration was prepared from one of these reprints, and to this fact the omission of the corner dots must be attributed.

We now come back again to Mr. Hussey's regular issues:

TYPE IX.—Issued in 1861. Lithographic impression in lake, orange-red, and in black on white paper.





TYPE X.—Issued in 1862. Lithographed in black, blue, green, red, brown, pale drab, lake and violet, on white paper.

TYPE XI.—Issued in 1863. Same design as Type X., but date (1863) added. Lithographic impression. Two values, viz.: 1 cent and 2 cents.

1 cent in blue, green, red, pale drab and brown. } on white
2 cents in blue, red and brown. } paper.



TYPE XII.—Issued in 1863. Wood block. Impressed in a solid ground of color upon colored paper. Five values, viz.: 5, 10, 15, 20 and 25 cents.

5 cents, black on red glazed paper.
10 cents, gold on green glazed paper.
15 cents, gold on black glazed paper.
20 cents, black on white unglazed paper.
25 cents, gold on blue unglazed paper.

Impressions of Type XII., in black on white paper, are sometimes found without any value stated upon the oval disk, whereon the numeral of value appears in the genuine emissions. Attempts have been made by unprincipled or ignorant vendors to pass these impressions (valueless in every sense) as proofs. In reality, they are cut from circulars that Mr. Hussey issued some time ago, upon which they were printed solely with a view to ornamentation.

TYPE XIII.—Issued in 1864. Lithographic impression identical with Type XI., except that the date is altered to 1864.

2 cents, blue on white paper.

TYPE XIV.—Issued in 1865. Same as last, but with the date altered to 1865.

2 cents, blue on white paper.

TYPE XV.—Issued in 1866. Same as last, but with the date altered to 1866.

2 cents, blue on white paper.

TYPE XVI.—Issued in 1867. Same as last, but with the date altered to 1867.

2 cents, blue on white paper.

TYPE XVII.—Issued in 1868. Same as last, but with the date altered to 1868.

2 cents, blue on white paper.

TYPE XVIII.—Issued in 1869. Same as last, but with the date altered to 1869.

2 cents, blue on white paper.

TYPE XIX.—Issued in 1870. Same as last, but with the date altered to 1870.

2 cents, blue on white paper.

TYPE XX.—Issued in 1871. Same as last, but with the date altered to 1871.

2 cents, blue on white paper.

TYPE XXI.—Issued in 1872. Similar in general design to Type XI., but without date, and with inscription altered so as to read: **HUSSEY'S BANK AND INSURANCE SPECIAL MESSAGE POST. 54 PINE ST. DAILY DELIVERY. CLOSED AT 11 A. M.** Lithographed in blue, green and mauve, on white wove paper. Also, in black, yellow, lake and red on white laid paper.

This type, printed in black, is the one that Mr. Hussey to-day sells as his current series.

In the years 1856 and 1857, while the adhesives of Types II. and III. were in use, Mr. Hussey had two hand-stamps of designs quite similar to them. A false notion prevails that these hand-stamps were used for the purpose of making prepaid envelopes, but I am fully satisfied that they were never dignified by being employed in that way. They were used only as cancelling or forwarding marks, and are of no more philatelic *value* than the numerous other hand-stamp designs that Mr. Hussey subsequently adopted.

At periods between 1863 and 1868 reprints were made from the stones of Types IV. and V., and in 1875 or 1876 those of Types IV., V., VI., VII. and VIII. were subjected to like process. The reprints of 1875-6 are on heavier and whiter paper than the original supplies, and the impressions are oftentimes poor, showing that the stones, as then existing, were somewhat worn.

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 are all recognized by him to-day; and any stamp that he ever issued, if in an uncanceled state, is still available to prepay the charges on matter passing through his post.

Reprints, made in 1875-76, of Type VIII., are found in blue on white paper, as well as in the original color. These blue impressions are entirely due to a misapprehension on the part of the printer, as it was not intended, which the reprinting was done, that any fancy color should be prepared.

CHAPTER VI.

NEW YORK CITY, CONTINUED.—MISCELLANEOUS.

A. M. Hinckley's Express Company.—A. M. Hinckley & Co.'s Express.—The Metropolitan Errand and Carrier Express Company.

The two enterprises under Hinckley's name seem to have been the predecessors of the incorporated company, of which he became the president.

Notwithstanding diligent search, I have been unable to learn when Hinckley started his express, nor have I been able to ascertain positively that he used anything more than a hand stamp. There exist, however, adhesive labels, bearing his name, having for the central device a large figure 1 enclosed in an oval. Above is A. M. HINCKLEY'S EXPRESS Co., in two lines; below, ONE CENT. ERRAND AND CARRIER on the left; FOR CITY DELIVERY on the right. The whole on a lined ground and enclosed in an upright, rectangular frame. No cancelled specimens of this stamp have ever been discovered, but unobliterated ones (presumably reprints) exist in black, red and blue on white.

From an article in the *American Journal of Philately*, Vol. III., page 101, we learn that:

"The Metropolitan Errand and Carrier Express Company was organized on the 1st of August, 1855, with a capital of \$200,000, under a charter from the State of New York. The officers of the Company were Abraham L. Hinckley, President; Samuel P. Crane, Secretary; Hiram Dixon, Treasurer; and George G. Jones, General Agent. The principal office was at No. 11 Pine Street, New York City. The business of the Company consisted in collecting and delivering letters and parcels to or from any house in the city to any part of the world. Also, the purchase and delivery of goods on orders.

* * * * *

"It had offices all over the city, and had a special messenger riding upon every omnibus or car in the city, whose duty it was to take any letter bearing the Company's stamp to the nearest branch office, to be sent immediately to the designated address."

The stamps were of the following values: 1, 5, 10 and 20 cents, and were to be used according to the annexed rates:

"For letters, newspapers or pamphlets, admissible through the aperture of the letter-boxes, and addressed to any part of the city below Fortiet Street, 1 cent; if not pre-paid, double that amount on delivery.

"Packages not over 2 lbs. delivered to any part of the city below Fortieth Street, or registered city letters, or letters to any part of the United States except to California, 5 cents.

"Parcels over 2 lbs. and not exceeding 5 lbs., to any part of the city below Fortieth Street, or letters weighing over $\frac{1}{2}$ oz., to any part of the United States, or special message below Chambers Street, 10 cents.

"Letters not exceeding $\frac{1}{2}$ oz. to California, Oregon, or the Sandwich Islands, 15 cents.

"Parcels weighing over 5 lbs. and not exceeding 20 lbs., to any part of the city below Fortieth Street, 25 cents.

"Special message below Fortieth Street, 20 cents; $\frac{1}{2}$ oz. letters to Great Britain, 30 cents; $\frac{1}{2}$ oz. letters to Russia, Prussia, German States, or Austrian Empire, 40 cents."

It will be observed from the foregoing that the higher values of the stamps had a much wider use than most "city post" labels, as they not only represented the company's charge for transporting the letters to the General Post-office in New York city, but also the sum which the Metropolitan Erand and Carrier Express Co. was in turn obliged to pay the Government for transporting the same to any designated part of the world.



The stamps, of which the values have already been mentioned, were engraved by Baldwin, Ball & Cousland, and printed in sheets of one hundred.

Until quite recently, it was generally supposed that the only color in which the originals existed was orange-red, but Mr. Jesse K. Furlong, of this city, in the year 1874,



resuscitated from among a quantity of old letters belonging to one of his relatives, a solitary cancelled specimen of the one cent stamp printed in dark blue, and affixed to the original letter.

I have also seen several copies of the one cent on original envelopes, and printed in dark red-brown on brown tinted paper; though formerly all the stamps in that color were supposed to be reprints. It may be that the plate fell into the hands of a New York dealer, and that he reprinted therefrom in dark red-brown and in blue; but I am inclined to think it more probable that the stamps offered by him are remainders of the original supply. Be this as it may, there can be no doubt that original copies of the one cent (and, probably, the other values also,) were printed and used for a brief period in both red-brown and blue, as well as in the orange-red shade already mentioned.

Concerning the blue stamps, the article in the *American Journal of Philately*, referring to the circular previously alluded to, says:

"The circular before us (from which the rates, etc., are quoted) consists of four pages of reading matter and is printed in blue ink; each corner is ornamented with a representation of the Company's stamp, say four one cent stamps on the first page, four fives on the second, and so on. This accounts

for some blue specimens printed on both sides, that are said to adorn a celebrated European collection, the owner of which was certain that they were genuine, as he had them before counterfeits or reprints were made."

These stamps printed on both sides had always been looked upon as *proofs*, but the foregoing explanations show that they were merely cut from the circular of the Company.

Third Avenue Post Office.

I copy the following verbatim from the *Stamp Collector's Magazine*, Vol. X., page 164:

"This post was established in 1855 or 1856, by one S. Rothenheim, a carrier for Boyd's post. The stamps he made himself, with a hand stamp of either brass or metal. He afterwards gummed and trimmed them carefully, and put them up in pill boxes for sale, on the principle that they lost and destroyed better in that way, and more were sooner asked for. * * *
* * * The stamp was similar in size and shape to the oval East River P. O. label, the inscription being AVE. 3. P. O. S. R. PAID. The impression was black on green."



Boyce's City Express Post.

This post must have lived about 1856, but I cannot give the exact date. Black impressions on green glazed paper.

Essex Letter Express.

The history of the Essex Letter Express Company is rather amusing. It was established about 1856 by three or four ex-carriers of various New York Expresses, who, after they had sold a good supply of their stamps to the public, suddenly decamped with the proceeds. And so the matter rested until about the year 1862, when the rage of the "locals" beginning, a certain New York dealer (whom we shall designate as Mr. H.) undertook to supply the demand, but as he was unable to obtain the original articles, he resorted to the wood-engraver, who helped him out of his difficulty by preparing numerous "reproductions," although this last fact was not, for obvious reasons, made known to the public.

About this time Mr. W. P. Brown, obtained a number of the genuine stamps, which, as will be observed by reference to the engraving, have for a central design a ship, from the main-mast of which floats a streamer with the letter SX inscribed thereon.

As Mr. William P. Brown could never miss "his little joke," he took one of the genuine stamps and, carefully erasing the SX from the streamer, substituted these letters *below* the ship. A trusty messenger then carried the altered stamp to Mr. H., who in a few days astonished the Philatelic world by the announcement that he had obtained and could offer for sale a limited quantity of undoubtedly genuine Essex locals with the SX *below* the ship! Further comment is unnecessary. It therefore only remains for me to say that the genuine stamp is evidently a wood engraving, and is printed in black on red glazed paper.



American Express Company.

Started about 1856 or 1857, by Messrs. Smith & Dobson.



Their stamp was a very simple type-set arrangement, and the market has consequently been flooded with counterfeits that can hardly be detected from the originals. Black impression on green glazed paper.

I understand, on what I believe to be pretty good authority, that Dobson after a short time retired, and that the name of the concern was thereupon changed to

Smith's City Express Post.

Smith is supposed to have issued two or more stamps (including an "Unpaid" label) very similar in design to the preceding, but I have never come across any specimens which were above suspicion.

Clark & Co.



The label herewith reproduced, existed in New York in about 1857.

Original copies of which are found only in dark red on yellow paper; but reprints come not only in this color but in several fancy hues on white paper.

Clarke & Co. were succeeded by

Brady & Co.,

who, about January 1st, 1858, used a label very similar to that of their predecessors, printed in red-brown on yellow paper.

The genuine stamp, as will be observed from the illustration here given, has a comma after the word "BRADY." In what is generally considered the counterfeit, the comma is absent. Many other minor differences are also noticeable.



A peculiar circumstance in this connection is that these stamps are sold by a New York dealer in strips of five, consisting of four of the (supposed) counterfeits, and one reprint from the *genuine* die! Can it be that collectors have labored under a mistake, and that both varieties are genuine? How else could they appear in the same sheet? The vendor of these strips claims that they are all reprints from the genuine blocks.

Clarke's Circular Express,



As the name implies, carried circulars, not letters. From an inspection of the accompanying illustration it will be observed that the office was at 436 Broadway. The post was founded by Marion M. Clarke in about 1863, and was discontinued two or three years later. The design of the stamp was set up in type (with a foundry cut, representing some unknown individual, in the centre) and was electrotyped in rubber. Impressions were then made in black on white paper.

McIntire's City Express Post.

This post was in existence about 1860, its office being at No. 2 Maiden Lane. A carefully engraved metal-plate design was prepared, and printed in rose on white paper.



Crosby's City Post.



I extract the following from the *American Journal of Philately* for June, 1871.—“The list of locals for our country has lately received an addition to their number, of the annexed design. The stamp is issued by the old established house of O. H. Crosby, doing business at 19 William Street; it pays the postage on letters and circulars delivered anywhere in the City. The stamps were designed and engraved by J. W. Scott & Co. They are printed in sheets of twenty-five, and unperforated; the color is bright carmine.”

Although Mr. Crosby has been established for many years as a news agent, I do not think he opened a city despatch until about 1870, or 1871. If I remember rightly, there used to be a young man in his store who, for a compensation of eight cents, would carry letters over to the various European steamers after the regular mail at the Post-office had closed; but this certainly was not a city delivery company, which was the object of Mr. Crosby's subsequent enterprise.

At present, Mr. Crosby confines himself almost entirely to his regular business, which is that of a stationer, and his City Post is a thing of the past.

CHAPTER VII.

NEW YORK CITY, CONCLUDED.—MISCELLANEOUS.

This is a chapter of veritable “stragglers;” *i. e.*, of posts which, though accredited to the Metropolis, cannot be assigned to any place in the preceding chapters, owing to my inability to ascertain or approximate the years in which they severally existed.

Brown & McGill.



Lithographed in blue on white paper. Mr. Scott is under the impression that he has also seen it in black. It is generally supposed to have been used in New York City, and I therefore place it in this chapter.

City Dispatch.

This is known to have belonged to some New York Company, and its proprietor is said to have been one Baldwin. Black impression on white paper. Reprints, or surplus stock, are offered in large quantities.



City Dispatch.

This is a very rare local, and, from its extreme ugliness, it is almost to be regretted that it is not still rarer. Red on white paper.

City Letter Express Mail.

Mr. Moens, of Brussels, stands sponsor for this Company. In a recent letter to me he says:

“Je puis vous affirmer que le *CITY LETTER EXPRESS MAIL* est authentique. “Un de mes correspondants le possède *annulé* dans son album. De ce “timbre je puis répondre.”

The stamp in question is in the form of a heart. The background is of fine engine turned work. The central design is a large numeral **1**, denoting the value. To the left is *CITY*; at top, *LETTER EXPRESS*; at right, *MAIL*, and at the foot, *CENT*.

1 cent, red on white.

Hourly Express Post.

Tradition tells us that this post was formed in 1859, and existed for about three weeks, which latter circumstance may account for the fact that no authentic specimens of its stamps are known. Reprints (or rather what are supposed to be reprints) are common, and are printed in black on green paper. The design is as follows:—diamond shaped, solid ground inscribed "HOURLY EXPRESS POST LETTER STAMP ONE CENT," in five lines, the first being slightly and the fifth considerably curved.

Metropolitan City Express Post.

From the *Stamp Collector's Magazine*, Vol. X., page 165, (where the name is, however, incorrectly given) we learn that "this post was a swindle concocted by a party who stationed some boxes at various stores, and supplied the owners thereof with some stamps, type set, printed on green glazed paper."

"The carrier and proprietor of this so-called express must have delivered the letters himself at odd times, or after hours. His venture soon exploded."

New York City Express Post.

The label bearing this inscription and having for its central design an eagle standing upon a globe, has always been considered by me as a very doubtful article. However, as a specimen, which has been pronounced genuine by good authorities, exists, in the collection of an English amateur, I give mention to the fact. The specimen in question is printed in black on green paper. The facial value is 2 cts.



Price's City Express.

TYPE I.—An indifferent lithograph,
Black on green glazed paper.
" " red " "

TYPE II.—Also a lithograph, apparently, but of better execution.

Black on green glazed paper.

Reprints, or else portions of a large surplus stock of Type II., exist.



Roadman's Penny Post.

As the authentic character of this label has never been altogether satisfactorily shown, I dispense with the usual illustration, and content myself with a brief description.

Transverse oblong border of links. ROADMAN'S PENNY POST in three lines. Type set.

Rose on white paper.



Russell's 8th Avenue Post Office.

A wood engraving.

Black on pink paper.

" on brown paper.

" on green paper.

Vermilion on white paper.

Russell's P. O. was located on or near Abingdon Square, and probably existed about the year 1851.

Staten Island Express Post.

As the name would imply, this Company ran between Manhattan and Staten Islands.

Red on white paper.



CHAPTER VIII.

PHILADELPHIA, PENNSYLVANIA.

Blood's Despatch.

This was the largest city delivery company in Philadelphia, and from its litigation with the U. S. Government, it became one of the best known in the United States.

I have always had the impression that it started about 1843 or '44; but the earliest date given by the directories is 1846. I condense the information thus obtained through this source.

1846-8, D. O. Blood & Co., 48 South 3d Street.

1849 do 48 " 6th "

1850 do 26 " 6th "

1851 do 26-8 " 6th "

1852 do 26 " 6th "

1853-6, Blood's Despatch, Chas. Kochersperger, 30 and 32 Arcade Street.

1856-7, Blood's P. O. Despatch and Penny Post, Chas. Kochersperger & Co., 28 South 5th Street.

1859, Same. 42 South 5th Street.

It will be seen that Blood's Despatch, under his and Kochersperger's control, had—if the date 1843 be correct—an existence of about seventeen years; and it would have continued for even a longer period had not its business been summarily stopped by the United States in 1860, as the result of the litigation already alluded to. The suit brought by the Government against Blood's Post—or, rather, against Kochersperger & Co., its managers—was for violation of the Act of Congress which forbade the transportation of mail matter on post roads except by the U. S. P. O. Department; which Act further declared that all public highways were post roads within the meaning of the law. This construction was sustained by the Federal Courts, and the blow was thus struck at the despatch posts throughout the country, although a few manage to survive in the city of New York, being protected there by licenses derived from the municipal authorities, with whom, as to their right to grant such licenses, the Government apparently did not deem it advisable to litigate.

Pages have already been filled with descriptions of Blood's Stamps, but they have one and all been so mixed with inaccuracies, that they might better have been left unwritten. Every stamp herein described (except the "dove" series) is now before me, so that my descriptions may be relied upon as perfectly correct. The "man-stepping-over-houses" types appear to be the least understood (doubtless owing to their rarity), consequently I have taken pains to collect nearly a dozen specimens. The illustrations, too, have been prepared with the greatest care, so as to prominently set forth all the minor points of difference between the respective types of the series.



TYPE I.



TYPE II.



TYPE III.

These were the first issued, but as to their order I can say nothing.

The general design is supposed to represent Blood & Co.'s messenger stepping over the Philadelphia Merchants' Exchange (the large building in the centre with a cupola), in the basement of which building Blood's office was located at that time. The edifice to the right was occupied by the *Sun* newspaper, and the one just back of it by the *Philadelphia Ledger*. T. Sinclairs, a lithographer, had his offices in the building towards which the forward foot is stepping.

These buildings will hereafter be designated as follows:

Merchants' Exchange, (a.) Sun (b.)
Ledger, - - - - - (c.) Sinclairs, (d.)

TYPE I.—This, it will be observed, is very different from either of the others, especially as regards *a*. None of the buildings have any inscrip-

tions. A most peculiar feature is that while on the bag the word reads DISPATCH, on another part of the stamp it is spelt DESPATCH.

In the lower margin of the stamp, outside of the double lined frame, is the following inscription, in such small letters that our engraver has been unable to reproduce them on wood, viz.: "*T. Sinclairs, Lith.*"

TYPE II.—This, in point of execution, is a decided improvement on the foregoing. The buildings are more carefully finished, and bear the following inscriptions:

b. Three indistinct letters (apparently HAU), under the upper windows.

c. Shows the letters "LEDC" very plainly.

d. Shows "S" and a couple of indistinct letters (doubtless belonging to the name "SINCLAIRS"); while below them is "LITHOGRAPHER" with the first letter entirely, and the last two nearly covered by the shading.

The inscriptions outside the frame read "Lith. of Wagner & McGuigan, 100 Chestnut St.," and further on the name "Schmit" or "Schmitt" (probably the man who executed the design for Wagner & McGuigan), is discernable in very small letters in imitation of writing.

TYPE III.—Still better, so far as the inscriptions are concerned.

b. "HAU" is plainly printed.

b. "SUN" appears unmistakeably, near the bottom.

c. as in II.

d. reads much more clearly in what looks like SINCLAIRS LITHOGRAPHER, in two lines as before, the last two letters of each word being somewhat blurred.

The outside inscription is unaltered from II.

This completes the list of man-stepping-over-houses stamps, so that I need only add that the trio are lithographs and printed in black on white paper.

TYPE IV.—In use, I think, about 1847, though it could not have had a long currency. Black on white paper.

The illustration of Type IV. is rather inaccurate, having been made from the electrotype of Type V., figuring below. On the original stamps, all the lettering of Type IV. is coarser and to some extent different in style from that of its successor.



Types V. and VI.—These must have been used almost simultaneously with the foregoing, as I have a specimen of Type V. on a letter dated November 1, 1847. Black on white paper.



TYPE VII.—I have seen on an envelope filed August 15, 1848. The stamp is printed in black on white paper with a ground work of small blue diamonds, and the word BLOOD'S traced thereon in large open script.

TYPE VIII.—Current from about 1848 to 1853.

Blue impression on lavender paper with small pink dashes in
 Gold “ “ “ “ [ground.
 Gold “ “ black glazed paper.



TYPE IX.—Dull bronze letters on dark bronze glazed paper.



This I have on a letter dated January 30, 1849, which also bears a considerably larger blue label, reading, “Lawyers, medical men, and others, throughout the country, desiring their business cards or circulars of any kind or in any quantity distributed in Philadelphia, can have them attended to, with care and promptness, by addressing Blood’s Despatch, 28 South Sixth Street.”

TYPE X.—(On letter dated February 7, 1849.) Bronze on black glazed paper, the lettering and border being in the color of the paper.



TYPE XI.—On letters variously dated from 1850 to 1854. The later specimens show much wear in the die.

Bronze on black glazed paper.



TYPES XII. AND XIII.—Genuine copies of both are very rare, and I therefore cannot say exactly when they were current; but, as will be observed in the next paragraph, 1858 is the earliest date that I can assign to Type XIV., and I therefore insert these here to fill the hiatus. The large one is from a wood block and printed in black on green; and the smaller, a copper-plate impression, also in black on green.



TYPE XIV.—This was prepared on metal by one of the firms afterwards incorporated with the American Bank Note Company. The portrait is that of Henry Clay.

Black impression on white paper.—Current in 1858 and perhaps earlier. Reprints are found in black, blue, green, violet and other colors.

There is also another type with a head of Clay for the central device, surrounded by a rectangular band, inscribed as in Type XIV. Unfortunately, however, its authenticity has never been satisfactorily proven. Setting aside a number of acknowledged counterfeits, there are two varieties of this type, each of which is claimed to be the genuine article. One has for its champion a New York dealer in locals—mostly bogus and reprints—who asserts that he obtained the stamps from Koehersperger after the discontinuance of the post, together with a quantity of Type XIV., copies of which (reprints?) he has for sale.

The other’s claim is based on the assertion of a party in Philadelphia (not a Philatelist) that he bought the stamps from K. & Co. when that despatch

was in full operation, and has had them lying aside ever since, and only unearthed them recently. When called upon to make affidavit to this effect he indignantly declined.

The main point of difference between the two varieties, which we shall designate as *a* and *b* respectively, is that in the former the central ground work is solid, and in the latter is composed of diagonally crossed lines.

a is printed in black on white.

b " " " " and on blue.

CHAPTER IX.

PHILADELPHIA, CONTINUED.—MISCELLANEOUS COMPANIES.

W. Stait.—Eagle City Post.

To better explain the history of Mr. Stait's enterprise, I condense such information as I have obtained from the Philadelphia directories.

1847-8, W. Stait, Eagle City Post, Adams' Express Office, 80 Chestnut st.
 1849-51, do. do. do. do.
 1852-53, do. Adams' Express Office, 116 Chestnut & 48 South 3d st.
 1854-58, do. Stait's Despatch, 48 South 3d st.
 1859, General Agent and Express Post, cor 4th & Walnut st.
 1860-61, (Directories missing.)



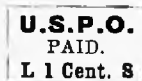
The first stamp used was of the accompanying ornamented circular design, and printed in black on white paper. It was current from 1847-51. Then, when the South 3d street office was opened, the unpretentious oblong rectangular label herewith reproduced was issued in red and in blue on white paper. In 1854, it will be observed,



the name of the concern was changed to STAIT'S DESPATCH, but the Eagle City Post Stamps were used for some time afterwards. Later on, they were discontinued, and a simple handstamp reading STAIT'S DESPATCH, S. THIRD STREET, PAID." substituted. It is generally found struck in red.

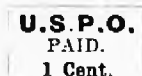
U. S. P. O.

Referring to the remarks made upon these stamps in connection with the Union Square Post Office, New York, I reproduce them here (where they belong) without any further comment, beyond the mere mention of the fact that the L S (Type I.) was current in 1849, and the others, presumed, about the same time.

*see also
p. 33.*

TYPES I. and II.

Black on red paper.



TYPE III.

Blue on white paper.

Black on red paper.

In order to prevent confusion, I take occasion to say that the illustrations of Types I., II. and III. are not very accurate, they differing from the original stamps in many details of lettering.

TYPE IV.

Black on blue paper.

Blue on white paper.

Gold on black glazed paper.

**G. Carter.**

This I have on a letter dated October 9, 1850. Black impression on white paper. The office was at 90 North 5th street.

Priest's Despatch.

Existed in 1854, and probably earlier, at No. 141 Chestnut Street. Its proprietor was Solomon Priest.

Black on red and on yellow paper.

Some specimens of this stamp show a solid ground with all the lettering sharply defined. In others, however, deterioration is very evident, and two long dashes appear above and below the word "PAID." There are also some small strokes on the sides of this word, due perhaps to defective printing. These imperfections I have noticed only in the red stamps.



The following posts were also located in Philadelphia or its suburbs; but neither the directories nor any other records at my command give the dates when they were severally in operation.

Cressman & Co.

Gold on black glazed paper. Originals are seldom met with, but first-class counterfeits are common.

De Ming's Penny Post.--Frankford.

Black on white paper. Large surplus supplies or else reprints, exist. Frankford, as most of my readers probably know, is a suburb of Philadelphia.



Jenkins' Camden Despatch.



Camden being virtually a part of Philadelphia, Penna., though actually in another State, I include Mr. Jenkins' post in my list.

In all original copies of this stamp, the countenance of the individual portrayed (presumably Washington, though possibly Jenkins) bears a noticeably serene expression.

Many years ago the stone from which the stamps were lithographed, fell into the hands of a New York dealer; but, prior to its acquisition by him, it must have undergone retouching, as the reprints that he made show traces of some such manipulation, the mouth being smaller and shrunken—suggestive of absent teeth.

Originals are found only in black on white; but the reprints, in addition to the orthodox color, come in green, blue, red, and orange.

Steinmeyer's City Post.

Black on slate blue.
Black on pink.
Black on yellow.



Teese & Co.
Blue on blue tinted.

CHAPTER X.

BALTIMORE, MARYLAND.

There existed in this city four or five local posts that issued adhesive labels. As to dates, &c., I am, in most cases, ignorant, and therefore do not follow any particular order in mentioning the following:

Graffin's Despatch.



Date unknown. Lithographed in black on white paper.

A second type (of extremely doubtful authenticity) is known, and differs from the foregoing in many respects, the lined background being interspersed with dots and the execution generally not as fine; indeed, it would seem to be from a wood engraving. The statue on the monument touches the oval frame at top, which in the first type is at some distance from it; while the word "BALTIMORE" has a fine line intersecting it near the top,

probably through some fault of the engraver, a peculiarity which does not exist in the undoubtedly genuine type.

Winans' City Post.



2 cents,	black on white.
5 "	" on yellow glazed.
10 "	" on green.
20 "	" on red glazed.

These extraordinary labels are *said* to have been used in Baltimore, but I am quite ignorant as to their general history.

The strongest point in their favor is that a set came out of the collection of Mr. McCoy, of New York City.

Post Office Despatch.

Red on bluish paper.
Dark blue on bluish paper.
Pale blue on bluish paper.



These were in use during the year 1852. They are badly printed from a wood-cut, which seems to have been re-engraved as many times as there were stamps to a sheet.

Carriers' Dispatch.

I formerly thought that this stamp was issued by the Government post-office in Baltimore, but I am now quite satisfied that it owed its origin to private enterprise. It is from a wood block, badly executed, and oftentimes defectively printed.



- ✓ Red, varying to rose, on white paper.
- ✓ Blue on white paper.

Davis' Post.

Some years ago I saw a small rectangular label inscribed DAVIS' POST (or DAVIS' DESPATCH, I cannot remember the exact wording), BALTIMORE, and printed in black on lavender paper. The stamp was genuine beyond doubt. I therefore much regret that I cannot more accurately describe it to my readers.

CHAPTER XI.

BOSTON, MASSACHUSETTS.

Boston does not appear to have been the home of many genuine locals, though of the counterfeit article it has certainly furnished its complement. The earliest delivery post existing there was that of

Cheever & Towle.

The date of its origin is uncertain; but Mr. Towle informs me that it was sold out in about 1851, to Mr. George H. Barker. I believe it was continued by him on a small scale for some time.



Only one type was issued, of which a reproduction is annexed, and was printed in blue on yellowish white paper.

It will be noticed that it is quite similar to that of Hale & Co., with which firm Mr. Towle was for some time a clerk.

When Cheever & Towle sold out, they handed over the wood block from which their stamps were made to their successor, and it finally (in 1870), found its way into the possession of a New York firm, by whom reprints were made.

Penny Post.



For a long time I supposed that these locals emanated from the company of the same name in California, but I have since ascertained that the "Hub" is their true place of origin. I am unable to state when the diamond border was current, but I have the "Paid" variety on a letter dated Boston, July 20, 1850. Both are type set and printed in blue on white paper, the small one on a very thin quality.



U. S. Penny Post.

The original of the label herewith reproduced was carefully prepared and printed in black on white paper. Although unable to fix its date of issue, I am in possession of information that enables me to guarantee its authenticity.



CHAPTER XII.

CHARLESTON, SOUTH CAROLINA.

The only known Despatch company in this city was

Honour's Post,

and its branches. It was established in the year 1850, by Jno. D. Honour, Jr., he having, (according to his statement) obtained his authority from the Post Office Department at Washington. He associated with him his brother-in-law, Mr. Kingman, who took charge of the western portion of the city, leaving the eastern section to Mr. Honour. Thus they continued for several years, when Mr. Kingman withdrew, and his place was filled by Mr. Martin. Mr. Honour informs me that neither of these gentlemen had any authority from Washington, and were only recognized there as his subordinates.

In April, 1860, Mr. Honour relinquished his interest to Mr. Beckman, who continued the post until the end of the recent civil war.



TYPE I.

Types I. and II.—Both issued in 1850, and printed in black on lavender paper. Kingman's stamp is said to also exist in black on green, but I have never seen it in that color. Being type set (and very carelessly at that), many varieties of Nos. I. and II. exist, differing in the arrangement of the pearls.



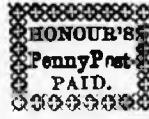
TYPE II.



TYPE III.

TYPE III.—Date 1851. Black on lavender paper. Varieties as in I. and II.

TYPE IV.—This is the rarest type of all, as I have never seen but one specimen. It was current in 1856, and printed in black on lavender paper.



TYPE IV.



TYPE V.

TYPE V.—I cannot assign the exact date. Black impression on lavender paper. Varieties as in I. and II.

TYPE VI.—Used in 1860. Black on lavender paper.



TYPE VI.

Mr. Beckman does not appear to have issued any stamp.

CHAPTER XIII.

CHICAGO, ILLINOIS.

Being unable to follow the chronological, I must mention in alphabetical order the four posts accredited to Chicago.



Brady & Co.

A very rare stamp, printed in lilac on white paper.

Bronson & Forbes.

This stamp was resuscitated by Mr. Wm. P. Brown several years ago, and illustrated by him in the "Curiosity Cabinet." Black on green glazed paper.



Chicago Penny Post.

Orange on white paper. Reprints, or else an uncommonly large and fresh looking "surplus stock," can easily be procured.

Floyd's Penny Post.

I have seen undoubtedly original cancelled copies in

Blue on white paper.

Brown " "

Green " "

Reprints are found in these colors, also in red and black. Originals *may* likewise exist in the two colors last mentioned, but none have yet come to light.



CHAPTER XIV.

CINCINNATI, OHIO.

Only two companies, viz:

Browne's City Post.



"Which is it, Brown or Browne?" is a question that I have been asked many times, for it will be observed that the inscription differs on the two values. The reason for this peculiarity is unknown to me.

The stamps are said to have been lithographed by Gibson & Co., Cincinnati, Ohio, for use in that city, and the first part of this statement is certainly correct, so far as the lower value is concerned; for on it the large central numeral bears the words *Gibson, Cin.*, in script letters.

The impression in both cases is black on white paper.



Frazer & Co.

This has lately been brought to light by Mr. Scott.

The engraving is on metal, and the impression in black on pink. Date, &c., unknown.

Just as the printer is going to press on this work, it is reported to me by one of the best of authorities that

Frazer & Co.'s stamps have also been seen impressed in black on green and on yellow papers.

CHAPTER XV.

COLUMBIA AND WRIGHTSVILLE, PENNSYLVANIA.

C. & W. Bridge Despatch.



The C. & W. Bridge Despatch had for its object the transportation of letters between Columbia and Wrightsville, Pennsylvania, over the bridge connecting the two places, which are situated on opposite banks of the Susquehanna River.

Type set. Bronze impression on green and on vermillion paper.

CHAPTER XVI.

EASTON, PENNSYLVANIA.

Browne's Easton Despatch Post.



This thriving city was favored in the year 1856 with the locals of which illustrations are annexed. One, it will be observed, was a simple type set impression, the color being black and the paper red. Of the other, the central disk bearing Washington's head is engraved, the lettering being from type, for which reason several varieties exist, "EASTON DESPATCH" showing the most noticeable differences. Black on white paper.



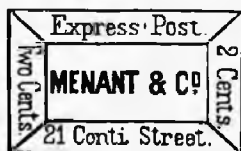
Owing to lack of patronage, Browne's enterprise soon discontinued.

N. B.—The type on the left is the greatest rarity, only one copy being known. This not being in my possession or accessible, I reproduced the stamp from memory, but the printer has altered my design in many particulars, especially in the border, which should be (if I remember rightly) two *straight* lines, one thick and the other thin.

CHAPTER XVII.

NEW ORLEANS, LOUISIANA.

Two posts existed in this city, both of which are comparatively recent discoveries.



Menant & Co.

This Company is probably known to nearly all collectors, owing to the numerous fanciful designs which counterfeiters have inscribed with its name.

The genuine label is after the pattern herewith reproduced, and is printed in red on thin white paper.

Mason & Co.

A post of this name existed in 1851, and issued a stamp of which a description must suffice, as I cannot procure a copy for illustration.

Small rectangular label. Frame of serpentine line, with type ornaments in corners. Inscription: "CARE OF MASON'S NEW ORLEANS CITY EXPRESS. PAID—2 CENTS.," in five lines. Black impression on yellow glazed paper.

CHAPTER XVIII.

ST. LOUIS, MISSOURI.

Squier & Co.

This post existed in 1847, and issued stamps of the annexed design, in green, rose, puce and, it is reported, black, on white paper. They were all rouletted, being, with the exception of a few of Boyd's, and of Wells, Fargo & Co.'s, the only locals on which any attempt at perforation was made.

The green is also found imperforate.



CHAPTER XIX.

WASHINGTON, DISTRICT OF COLUMBIA.

Washington City Despatch.



Letter delivery in the Capital must have been a poor business, as only one company is recorded as having there existed, viz: The Washington City Despatch, which issued and used, from about 1852 to 1856, coarsely lithographed labels of the pattern herewith reproduced, in

Blue on white paper, and
Violet on white paper.

The *American Journal of Philately* for 1872, notes, on page 38, two stamps of the Washington City Despatch, of different designs from the illustration, but fails to state wherein the differences lie. It mentions, however, that they are both printed in blue—on white paper, I presume.

CHAPTER XX.

THE PENNY POST CO., OF CALIFORNIA.

This company was started in 1855, by J. P. Goodwin. At first its offices were confined to San Francisco, Sacramento, Stockton and Maryville, but branches were soon established at Benicia, Coloma, Nevada, Grass Valley, and Mokelumne Hill. It had an existence of only six months, and considering the shortness of its life, it was wonderfully prolific in postal productions.

The company was essentially a city delivery post, as its business consisted of,

First.—Transporting to the Government Post Office, in time for the outgoing mails, letters deposited with it for that purpose.

Second.—Obtaining from the Government Post Office upon the arrival of the inward mails, and distributing throughout the cities where its (the P. P. Co.'s) offices were located, letters that had been addressed to its care for that object.

Most of the business of the Penny Post Co. was done by means of the prepaid envelopes described in Part IV.; but it also issued two adhesive stamps, of which mention is made below.



TYPE I.—Wood block impression in blue on yellowish paper.

This was used for carrying letters to the post-office.

TYPE II—Was for the same purpose as the last mentioned. In reproducing it, the engraver, for some reason best known to himself, has given the value as 5 cents, though in the original it is 2 cents.

In this respect it marks an approach towards cheap postage on the Pacific coast, where a company charging five and even seven cents used to call itself a *penny post*!

The stamp in question, Type II., is a fine metal plate impression in blue on white paper.



CHAPTER XXI.

SAN FRANCISCO, CALIFORNIA.

After the Penny Post the next city delivery company that left any franks to perpetuate its memory, was the

San Francisco Letter Express,

Conducted in

1860, at 162 Montgomery Street, by Van Dyck & Early.

1861, at 630 " " by G. E. Early.

1862, at corner Montgomery and Merchant Streets, probably by G. E. Early.

This concern issued the SAN FRANCISCO CITY LETTER EXPRESS and EARLY'S SAN FRANCISCO LETTER EXPRESS envelopes described in Part IV., but did not use any adhesive labels.

Next in order came the

California City Letter Express,

which existed in

1862-3, at 418 Montgomery Street.

1864-5, at 424 " "

1866, at 316 " "

The proprietors were Hoogs & Madison.

Three adhesive labels were issued, viz.:



TYPE I.—Type set and printed in blue on white paper. It is a combination of advertisement and postage stamp.

The illustration no more than approximates the original, many points of variance between the two being noticeable.

TYPE II.—Of same general design as Type I., but rather larger. The inscription is slightly altered, reading: *Wedding Cards, Notices and Letters delivered by the California City Letter Express Co. Office at Hoogs & Madison's Real Estate, House Brokers & Rent Collectors, 418 Montgomery St., with 10 cents on each side and at top and bottom, as in Type I.*

Red on white paper.

TYPE III.—Apparently a wood cut with type lettering.

Red on white paper.

I must mention that while I *believe* Type III. to be genuine, I am not able to endorse it in the same unqualified manner that I can Types I. and II.



I will now pass to the other posts in their order, viz.:

San Francisco Letter Express,

Started by John C. Robinson, in 1862-3, at No. 748 Washington St., and in 1864 sold to Dennis Gahagan, who removed it to No. 423 in the same street.

Robinson presumably issued the two envelope franks bearing his name, described in Part IV.; also, two adhesive stamps mentioned in the 5th edition of Dr. Gray's Catalogue, on page 191, viz.:

TYPE I.—ROBINSON & Co. ONE CENT. Rectangular; colored impression.

Brown on blue. Black on blue. Red on green.

TYPE II.—ROBINSON & Co., SAN FRANCISCO EXPRESS. PAID. Oblong. Black on yellow.

I have never seen either of these.

Gahagan & Howe.

Mr. Gahagan, who had formerly been a carrier for Robinson, succeeded to his business in 1864, as just stated, associating with him one C. E. B. Howe, under the firm name figuring above.

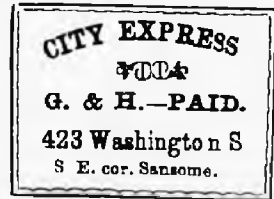
Gahagan & Howe probably issued the SAN FRANCISCO LETTER EXPRESS (horseman) envelope, described in Part IV., though Robinson may have been its originator. At any rate they used it, and also the following adhesive stamps.



TYPE I.

Types I. AND II.—Blue on white paper.

Both of these are type set.



TYPE II.



TYPE III.

TYPE III.—Black on white paper. Also type set.

A fourth variety is said to exist, but I have never seen it.

Carnes' City Letter Express.

In the San Francisco City Directories I find
 1864-5, City Letter Express, G. A. Carnes, 29 Government House.
 1866, " " " S. E. corner Washington and
 Sansome.

The undermentioned stamps are attributed to Mr. Carnes.

TYPE I.—Rose on white paper. (Value, 5c.) On St. Valentine's Day, Mr. Carnes charged double his usual price, and on that anniversary used a very simple provisional stamp, made by surcharging his regular label with a large blue X.



TYPE II.—A cheap wood block. Larger than last, with star above the bear's head. Black, red, blue, bronze, silver, gold.

TYPE III.—Large label for packages. Transverse oval, inscribed "CARNES CITY LETTER EXPRESS." Value in centre.

15 cents, rose on white.

25 " " " "

TYPE IV.—Same as last, but reading "CARNES & Co. CITY PACKAGE EXPRESS, 621 MONTG. St."

15 cents, rose on white.

25 " " " "

The authenticity of Type I. is beyond doubt. As to the others I cannot say as much, and I would not be very much surprised if it should ultimately turn out that they were merely made to sell to philatelists, with the permission of Mr. Carnes, who passed a few of them through his post, so that his sanction of their issue might be claimed by their concoctor.

Wm. E. Loomis.

Mr. Loomis bought out Gahagan & Howe in or about 1865, and Carnes in 1869. At first he used the G. & H. labels of Type III., which, on St.

Valentine's Day, he used to surcharge with an X in blue ink, as Mr. Carnes was also wont to do, or sometimes by writing the numerals 10 across with a blue pencil.



S.E. cor. Sans'e & Wash'n

Washington Streets.)

Mr. Loomis continued his letter express until a few years ago, when he died; and with his life ended the city delivery posts of San Francisco.

At some now unknown dates the following delivery companies existed in San Francisco:

Public Letter Office,

Private Post Office,

both of which issued prepaid envelopes, but not any adhesive stamps.

CHAPTER XXII.

MISCELLANEOUS COMPANIES.

It will be noticed that I have been able to describe nearly every local under the chapter reserved for the city wherein it emanated. A few remain, however, whose birth-places inquiry has failed to reveal, and these form the subject of the present chapter.

Barr's Dispatch.

Type-set. Black on green glazed, and red on white paper. I personally know nothing about this stamp, but as it is generally accepted as genuine, I include it in my list.



Fisk & Rice.

I extract a description from Vol. V., page 67, of the *American Journal of Philately*, which must serve instead of the usual illustration:

"FISK & RICE's, above, EXPRESS below, in curved lines, locomotive steam engine in centre, enclosed in rule border. Set up with type and foundry cut of engine. Black impression on vermillion glazed paper. Small rectangle."

T. A. Hampton.—Despatch Post.

A large circular label of about three centimetres in diameter. DESPATCH Post at top. T. A. HAMPTON, at bottom. PAID in centre, surrounded by an inner circle. Rough wood block impression in black, on white paper.

**Jones' City Express Post.**

Black on rose-colored paper.

Langton & Co.

Used by the firm of Langton & Co., in some western city of the United States; but exactly where I cannot say.

Black on white paper.

**Post Office Paid.**

P. O. PAID
1 Cent.

This is described in the *S. C. M.* for 1872, page 164. Black on white and on blue paper.

Robison & Co.

Said to have been used in the City of Brooklyn, in the State of New York, in 1856. Black on blue paper. I have never seen an undoubtedly genuine copy.

**Snow's Despatch.**

One of Mr. W. P. Brown's resuscitations, or, rather it came out of the McCoy collection which he purchased.

Blue on blue. Black on blue.

SNOW'S
Despatch.

Snow's Express.

I extract the following from the *S. C. M.* for 1872, page 164: "The design (if such it may be called) is of the simplest, being an old-fashioned looking figure 1, with SNOW'S reading upwards on one side, and EXPRESS reading downwards on the other. Above is ONE between two strokes, and below is CENTS similarly placed. Blue upon thin paper."

Stringer & Morton.

Here, too, I am without the original stamp to illustrate. I therefore transcribe the *A. J. of P.*'s not over lucid description, viz: STRINGER AND MORTON'S CITY DESPATCH. Small oblong, black on gold.

**Whittelsey's Express.**

Red on white.

Blue on white.

PART III.

Franks impressed on Envelopes issued by Companies carrying Mail Matter between different Cities and Towns.

CHAPTER I.—EXPLANATORY.

CHAPTER II.—PRINTED FRANKS OF VARIOUS COMPANIES.

CHAPTER III.—PRINTED FRANKS OF WELLS, FARGO & CO.

CHAPTER IV.—HAND STAMPS OF VARIOUS COMPANIES.

CHAPTER V.—HISTORY OF SOME OF THE LEADING COMPANIES
WHOSE FRANKS ARE DESCRIBED IN CHAPTERS II.
AND IV.

CHAPTER VI.—HISTORY OF WELLS, FARGO & CO.

CHAPTER VII.—CONCLUSION TO PART III.

CHAPTER I.

EXPLANATORY.

The envelopes described in the present portion of this work are so generally and so well known as *Western Envelope Franks*, that any detailed explanations on the subject become superfluous.

The adhesive labels of some of these companies were described in Chapter II. of Part I.; but, as then said, the adhesives are few in number, the general practice with the Western companies having been to issue prepaid envelopes impressed with various printed designs. For the most part, the U. S. stamped envelopes were thus manipulated, as the business came in such direct competition with the U. S. Post Office Department that the companies, in order to avoid legal proceedings, based upon the fact that they were reducing the Government revenues, used the U. S. stamped envelopes as already explained. Thereby the Government was defrauded of nothing, the companies did the work and collected their own charge accordingly.

The following abbreviations will be used in describing the franks:

L. U. C. Impressed in left upper corner of envelope.

L. L. C. " " lower " "

R. L. C. " " right " "

R. U. C. " " upper " "

A. E. " across left end of envelope.

T. " at top of envelope.

Env. Envelope.

Ord. Env. Ordinary envelope; *i. e.* without any Government stamp impressed.

Obl. Oblong.

Rect. Rectangular.

When franks are printed on envelopes with U. S. Government stamps impressed, the denomination, color of paper and year of issue alone are stated, thus:

"black on 3c. white, 1864," means "black impression on a white 3 cents envelope of the 1864 issue of the U. S."

As, in this connection, it is not customary to consider the various minutiae connected with the envelopes themselves, their shape, sub-varieties of the Government stamp, &c., no reference to any of these points will be made; nor will any distinction be made between the Reay and the Plimpton series, both being treated as belonging to the issue of 1870.

It will be observed that I have included in the lists that follow, a few British Columbian Companies. While these are of course not entitled to

a place among United States Locals, they are only few in number and are so generally classed with the latter, by collectors, that I felt their omission might be more noticeable than their presence

CHAPTER II.

PRINTED FRANKS OF VARIOUS COMPANIES.

Alta Express Co.—I. Obl. rect. frame. "*Alta Express Co. Paid.*" River scene, steamboat, mountains, &c.

L. U. C. Black on ordinary white and buff env. with U. S. adhesives affixed.

" Black on 3c. white and buff, 1853.

II.—Same as last but without frame. "*Paid*" larger and mountains higher.

L. U. C. Black on 3c. white and buff, 1853.

American Express.—Name above, "*Paid*" below. View in centre. Dog watching safe in foreground, steamboat, cars, &c., in distance.

Black on white, (cut from env).

Arizona & New Mexico Express Co.—" *Paid.*" Oblong lined frame.

T. Black on 3c. white, 1870.

Bacon's Express.—This Company is mentioned in the *Philatetical Journal*, Vol. I., page 30, but no particulars are given.

Ballou & Co.'s Cariboo Express.—Inscription as above in ornamental border. "*Paid*" below.

L. U. C. Black on ord. white env.

J. Bamber & Co.—I. Obl. rect. with truncated corners. Solid disk with "*Paid*," in background. "*J. Bamber & Co.'s Express. Bacon & Hardy, Oakland Office.*" All in white letters.

L. U. C. Black on 3c. white and buff, 1861.

II.—Scroll with leaves at ends. "*Paid.—Bamber & Co.'s Express.*"

L. U. C. Blue on 3c. white, buff, 6c. white, buff, 10c. white, buff, 1853 ; 3c. white, buff, 1857.

" Black on 3c. buff, 1857 ; 3c. buff, 6c. white, 12c., 24c., 1861.

" " 3c. white, buff, 1864.

III.—Scroll with plain ends. Same inscription.

L. U. C. Black on 3c.; white, buff, 6c.; white, buff, 40c., 1864.

" " " 3c. white, lemon, 6c. white, 1870.

IV.—Scroll with fancy ends. "*Paid Bamber & Co.'s Express.* W. B. Hardy's Office, Oakland."

L. U. C. Black on 3c. white, buff, 6c. buff, 1864.

V.—Scroll with plain ends. Same inscription.

L. U. C. Black on 12c., 24c., 1861; 3c. white, buff, 6c. (rose) white, buff, 6c. (violet) buff, 1864.

3c. white, buff, 1870.

Barnard's Express.—(See Dietz & Nelson.)

Beekman's Express.—Streamer inscribed "*Paid Beekman's Express.* Jacksonville, Oregon."

T. Black on 3c. white, buff, 1853; 10c. white, buff, 1861; 3c. white, buff, 1864.

" Blue on 3c. buff, 1864.

Bennett, J. F. & Co.'s—S. O. M. & Ex. Line. Between Santa Fe, N. M., El Paso, Tex., and Tucson, Ar. Principal Office, Las Cruces, N. M. Transv. oval inscribed as above.

L. U. C. Black on large ord. yellow env.

Black & Co.'s Express.—"Paid 5." Streamer.

L. U. C. Red, blue, black on ord. env.

British Columbia and Victoria Express Company.—I.—Inscription as above; "*Paid from Victoria to Lytton or Lilloet*" below.

Black on ord. white envelope.

II.—Name as before. "*Paid from Victoria to Yale or Douglass.*"

Black on ord. white env.

Buchanan & Co.—I.—"*Paid*," in background. "*Buchanan & Co.'s Cañon City Express.*"

L. U. C. Rose on 3c. white, 1864. Black on 3c. buff, 1864.

II.—Obl. disk of green lines. Truncated corners. "*Paid Buchanan & Co.'s Express. Over our Dalles and Canyon City Route,*" in black.

T. Black and green on 3c. white, buff, 1864.

Colby's Nevada and Dutch Flat Express.—Obl. lined ground inscribed as above.

T. Black on 3c. (rose) white, buff, 3c. (bronze) white, buff, 6c. (violet) white, buff, 1864.

Cramer's Express.—I.—Purple scroll. Old English letters.

Black on purple on 3c. white, 1864.

II.—*Cramer's Express, connecting with Wells, Fargo & Co.* Purple scroll, blue letters.

T. Purple and blue on 3c. buff, 1864.

Crawford's Middle Fork Express.—"Paid." Transv. obl. fancy border.

T. Black on 3c. buff, 1853.

Diamond City Express. Beveridge & Carrich.—"Paid." Obl. Blue and red on 3c. buff, 1864.

Dietz & Nelson and Barnard.

Dietz & Nelson's British Columbia and Victoria Express.—Scroll inscribed as above.

Barnard's British Columbia Express.—I.—Scroll inscribed as above.

Various inscriptions below, viz. :

(a) BARKERVILLE AND VICTORIA ; (b) VICTORIA AND YALE ; (c) BARKERVILLE ; (d) YALE, large type ; (e) YALE, small type ; (f) QUESNELLE ; (g) WAY ; (h) VICTORIA AND NEW WESTMINSTER.

II.—Type set, in two straight lines. "Paid Barnard's Express, Columbia River via Yale, B. C."

LIST OF ENVELOPES.

— D. & N. in L. U. C. on ordinary buff env. } with Canadian and Br.
" A. E. on 3c. white, buff, 1864, with } Col. & Van Couver's
W., F. & Co.'s frank at top and } adhesives.

Barnard's Type II. below.

Barnard's Type I. <i>a</i> on ordinary buff env.	} All in L. U. C. Various adhesives attached.
" " " <i>b</i> " " white "	
" " " <i>g</i> " " blue "	
" " " <i>c</i> 10c. white, buff, 1861, with W., F. & Co. at top.	
" " " <i>d</i> 10c. white, 1861, " " " "	
" " " <i>e</i> 10c. buff, " " " "	
" " " <i>f</i> 10c. white, buff, 1861, " " " "	
" " " <i>f</i> 10c. " " " " " " " "	

with Barnard's frank entirely obliterated by a large fancy surcharge.

Barnard's Type I. *h* on 10c. buff, 1861, with W., F. & Co. at top.

All A. E. Various adhesives affixed to some.

Dore's Flat Express.—(Of this Company I have only the name.)

Downieville and Howland Flat Express.—Small rect. frame inscribed as above. "Paid—" below.

L. U. C. Black on 3c. white, 6c. white, 1864.

Elko & Mountain City Pony Express. M. O. Freeman & Co., Proprietors.—"Paid One Dollar," obl. in fancy border.

T. Black on 3c. white, buff, 1864. 3c. white, salmon, 1870, all with W., F. & Co.'s frank.

English & Wells.—Obl. frame of large scallops and other type ornaments. "Paid English & Wells, Moore's Flat and Eureka Express, Connecting at Nevada City and Emigrant Gap."

T. Brown on 3c., 1864. (?) Black on 3c. white, buff, 6c. white, buff, 1864. Purple on — ?

Eureka Express Co.—I. "*Eureka Express Co., connecting with Wells, Fargo & Co., Nevada Cal.*" Fancy lettering. "*Paid*" in background. Transverse lined disk with truncated corners.

T. Black on 3c. white, 1870.

II.—Different design. "*Paid*" above. "*Eureka Express Co.*" in centre. "*Connecting with Wells, Fargo & Co.,*" below. The whole on a trans. lined disk with truncated corners.

T. Black on 6c. lemon, 1870.

Everts, Davis & Co. Paid Daily Express.—Plain double lined obl. rect. frame.

T. Black on 10c. buff, 1853.

Everts, Hannon, Wilson & Co. Daily Express.—Similar to preceding.

T. Black on 10c. white, 1853.

Everts, Wilson & Co.—I. Trans. obl. frame of intersected waved lines.

"*Paid. Everts, Wilson & Co. Daily Express.*" Below is "*Overland Mail via Los Angeles.*"

L. U. C. Red on 10c. buff, 1853.

II.—"*Everts, Wilson & Co.'s Express. Paid.*" Obl. rect. fancy frame.

L. U. C. Black on 3c. buff, 1853.

T. " " 3c. white, 1861.

III.—Same inscription, but different design.

Blue on 3c. buff, 1861.

Black on 3c. white, 1861.

IV.—Transverse oblong frame of floral ornamentation. "*Paid. Everts, Wilson & Co. Daily Express.*"

L. U. C. Black on 3c. buff, 1861.

Fettis's, M., Oro Fino Express.—"Paid." I.—Streamer inscribed as above in open letters.

L. U. C. Black on 3c. buff, 1864.

II.—Same inscription. Solid letters.

L. U. C. Black on 3c. buff, 1864.

Fleming's San Leandro Express.—(I have only the name.)

Ford's Express. "*Paid.*"—Heavy lined obl. rect. frame.

— on ordinary yellow env.

Fox's, Chester P., Half Moon Bay and S. F. Express.—Plain obl. frame, angles rounded off.

Red on plain env.

Freeman & Co.—I. "*Freeman & Co.'s Express.*" In large frame, with addresses in San Francisco and other places.

Black on —

II.—"*Freeman & Co.'s California, Atlantic States and European Express,*" in double lined rect. obl. frame. "*Paid,*" below.

L. U. C. Black on ord. buff env., and on 3c. buff, 1853.

III.—“*Paid Freeman & Co.’s—Over our California and Coast Routes—Express,*” in scroll inclining towards left.

T. Red on 3c. white, buff, 1853.

IV.—Same as last, but scroll inclining towards right.

T. Black on 3c. white, buff, 1853.

Green on 10c. white, buff, 1853, over W., F. & Co.’s Cal. and Coast Routes in pink. W., F. & Co.’s Cal. and Atlantic Express in pink across end.

Galen’s, H. F., Paid Stage and Express Line.—In three curved lines, the word “*Paid*” being in large shaded capitals.

L. U. C. Black on 3c. salmon, 1870.

Garland’s Express. “*Paid.*”—Plain lined frame.

Black on 3c. white, 1864.

Gerow & Johnson.—I. Arms of Great Britain in centre. “*Paid*” above. “*Gerow & Johnson’s*” on sides, with “*Victoria. Yale,*” above. “*British Columbia Express,*” below.

T. Black on ordinary manila env.

“ “ “ orange “ with Canadian adhesive.

II.—“*Victoria. Paid. New Westminster,*” at top. “*Gerow & Johnson’s,*” below. “*British Columbia Express,*” at bottom. Arms of Great Britain on left side.

T. Black on dark manila env., with Canadian adhesive.

Gibb’s, W. T., Express.—In shaded capitals.

Black on 3c. buff, 1853.

Gilpatrick & Co’s Express.—“*Paid.*—*General office, 422 Sacramento street, S. F.*” Type set.

T. Black on 3c. amber, 1870.

Gray’s Express.—“*Paid.*” Obl. lined disk.

A. E. in black on 3c. buff, white, 1861. } with W., F. & Co.’s frank at T.
“ “ blue “ 3c. “ “ “

Gregory & English Moore’s Flat and Eureka Express.—I. Obl. frame of large scallops and other type ornaments. “*Paid. Gregory & English’s Moore’s Flat and Eureka Express, connecting at Nevada and Emigrant Gap.*”

T. Brown on 3c., 1864. Black on 3c., 1864.

II.—Obl. rect. frame of small scallops. Inscribed as before, but “*connecting with Wells, Fargo & Co., at Nevada City, Cal.*”

T. Black on 3c. white, 1864.

Greenhood & Newbauer Northern Express.—“*Paid.*” Obl. lined disk with truncated corners.

T. (sometimes L. U. C.) Black on 3c., 1853 ; 3c. buff, 1861 ; 3c. white, buff, 1864.

Gridley's Express.—"Paid." Obl. fancy type border, inscribed as above.

Across end in — on 3c. buff, 1853, with W., F. & Co.'s frank at T.

Hall & Allen's Dutch Flat Express, on 3c. buff, 1853, over W., F. & Co.'s frank.

Hammond & Wilson's Express.—"Susanville and Reno, connecting with Wells, Fargo & Co." Scroll.

Black on lemon (cut).

Harrier's, D. W., Express.—I. Fancy Scroll. "*D. W. Harrier's Express.*" "*Paid*" below.

Black on 3c. white, 1861.

II.—Same inscription in fancy transverse oblong frame.

Black on 3c. white, 1861.

III.—Smaller. Same inscription in double lined transverse oblong, with truncated corners.

Slate blue on 3c. white, 1864.

Deep rose on same.

IV.—Similar to Type II., but nearly square. Fancy lettering.

Black on 3c. buff, 1864.

Purple on same.

Harrison's Susanville and Goose Lake Express Company.—Streamer inscribed as above. "*Paid*" at top.

T. Red on 3c. white, 1870.

Hastings' Express.—"Paid." Man on horseback flying over ground, and bearing streamer inscribed "*News.*"

L. U. C. Black on ord. yellow laid envelope.

Haywood's Express.—(See Pac. Union Express Co.)

Hinckley & Co.'s Express Mail.—Unrolled scroll. Name as above. "*Fast Run via Denver. Paid Through.*"

L. U. C. Black on 3c. buff, 1853.

Hogan & Co.—I. "*Paid. Hogan & Co. North San Juan and Humbug Express, Connecting with Wells, Fargo & Co.,*" in five lines. Fancy border, rounded corners.

T. Black on 3c. white, lemon, 1870.

II.—Same inscription in four lines, enclosed in a border consisting of a single hair line and scallops.

T. Black on 3c. white, 1870.

Holladay (The) Overland Mail and Express Company.—Inscription as above. "*Paid,*" in large shaded letters in background.

L. U. C. Black on 3c. white, buff, 1864.

A. E. Red on 3c. buff, 1864.

Holland, Morley & Co.—Scroll. "*Paid.* *Holland, Morley & Co.'s Express.*"

L. U. C. Black on 3c. buff, 1861.

Red on same.

Holland & Wheeler's Daily Express.—" *Paid*" above. Transv. obl. fancy frame.

Black on 3c. white, 1861.

Hopkinson's Express.—I. "*You Bet, Nevada County, Cal.*" Obl. rect. in two lines.

Red on 3c. white, buff, 1861.

II.—"*Hopkinson's Express, Paid,*" in two lines. Rect. fancy border.

L. U. C. — on 3c. white, 1864.

III.—Rect. lined back ground, larger than Type II. Same inscription in three lines.

— on 3c. white, buff, 1864.

Hunt's, W. P., Warren's Express.—" *Paid.*" Streamer.

L. U. C. Black on 3c. buff, 1864 ; 3c. flesh, 1870.

Hunt & Hart's Warren's Express.—" *Paid 50c.,*" in oval lined border with fancy ornaments.

L. U. C. Black on 3c. buff, 1864.

Huntley, C. C., Stage and Express Line, in red, over "*Paid,*" in large shaded mauve letters.

L. U. C. on 3c. buff, 1864.

Indian Creek Express.—" *Paid.*" Stage coach crossing mountains.

T. Black on 3c. (rose) white, buff, 1864.

Same on 6c. (violet) white, buff, 1864.

James & Co.'s Kootenai Express.—Name in two lines.

A. E. Black on 3c. white, buff, 1864, with W., F. & Co.'s frank at top.

Jamison's, J. C., Express.—" *Paid.*" Large scroll.

Black on 3c. buff, 1864.

Jones & Edgar's Canyon City Express.—" *Paid.*" I.—Type inscription.

L. L. C. Black on 3c. buff, 1853.

II.—Same inscription in three lines of print.

L. L. C. Black on 3c. white, buff, 1861.

III.—Same in two lines, enclosed in obl. rect. fancy border.

L. L. C. Black on 3c. buff, 1861.

IV.—"*Jones & Edgar's Canyon City Express,*" in one line. Open lettering. "*Paid*" beneath.

L. U. C. Black on 3c. buff, 1861.

V.—Same. "*Paid 50 Cents*" beneath. All in double lined obl. rect. frame.

Black on 3c., 1861.

Jones & Edgar's Owyhee Express.—"Paid 50 Cents." I.—Open letters in double lined rect. frame. Type set in two lines.

Black (cut from envelope).

II.—Same. "Paid 75 Cents."

T. Black on 3c. buff, 1861.

Kennedy & Co.—I. Obl. rect. frame. "*Kennedy & Co.'s Half Moon Bay and Pescadero Express Office, 679 and 681 Market Street, S. F.*"

L. U. C. Blue on 3c. buff, 1864.

II.—Same with "Paid" on right side.

L. U. C. Blue on 3c. buff, 1864.

There are also "*Kennedy, Long & Co. Baggage and Transfer Co.*," and "*Express and Transfer Company*" on 3c. white, buff, 1864.

Kenson's Owens River Express.—"Paid," in scroll, all contained in oblong lined rect.

L. U. C. Red on 3c. buff, 1864.

Kersey's, J. D., Express, in obl. lined frame with truncated corners.

Red on 3c. white, buff, 1861.

Black on 3c. white, 1861.

La Porte Express Co.—Trans. obl. with truncated corners. Lined ground, name as above in shaded letters slanting from left to right, over word "Paid."

T. Black on 3c. white, buff, 6c. (rose) white, buff, 6c. (violet) white, buff, 1864.

Lamping & Co.'s Express.—Transv. obl. lined ground. Inscription as above. "Paid" in ornamental letters in background.

A. E. Black on 6c. white, buff, 12c., 1861; with W., F. & Co.'s mark at T.

A. E. Black on 12c., 1861; 3c. white, buff, 6c. white, buff, 1864.

T. Black on 6c. (rose) buff, 1864.

T. Black on 6c. (violet) white, buff, 1864.

Langton & Co.—I. "*Langton's Pioneer Express*" in old English. "Paid" below surrounded by flourishes, identical with the device of Harrier Type I.

L. U. C. Black on 3c. buff, 1853.

II. Transv. fancy oval pointed at ends. In middle of frame at top and bottom are seven small blocks with thirteen to each side. "*Langton's Pioneer Express. Paid.*"

L. U. C. Black on plain yellow laid envelope; 3c. white, buff, 1853; 10c. white, buff, 1853; 3c. buff, 1857.

Blue on 3c. buff, 1853.

III.—Similar to II. but with eleven blocks instead of thirteen.

L. U. C. Blue on 3c. buff, 1853; 10c. white, 1861.

Red on 3c. white, 1861.

Black on 3c. buff, 1857; 3c. white, buff, 6c. white, 10c. white, 1861.

IV.—Fancy obl. rect. "*Langton's*" above, "Paid" in outlined letters traversed by "*Pioneer*" in centre; "*Express*" below. Elaborate ornamentation.

L. U. C. Black on 6c. (rose) white, 1861; 3c. (rose) white, buff, 3c. (brown) white, buff, 6c. (rose) white, buff, 6c. (violet) white, buff, 1864.

Blue on 3c. buff, 1864.

V.—“*Langton's Nevada Mail and Express Co. Paid.*” Plain, type set.

L. U. C. Black on 3c. buff, 1864.

Latta's Mountain Express.—“*Latta's Mountain Express. Paid,*” in obl. rect. in 3 lines of type in fancy border. Stage coach with four horses going to left, on each side of middle word “*Express.*”

Black on — (cut from env.).

II.—Same device, border and wording. Coaches smaller than in Type I, and windows blotched and black. In Type I. the passengers can be seen and counted.

T. Black on 3c. white, 1864.

III.—Same device, border and wording, except that “*Express*” is flanked by fancy ornaments in lieu of coach at each side.

Blue on 3c. white, buff, 1864.

Lockwood, C. M. & Co., Canyon City Express.—Type set. No border.

L. U. C. Black on 3c. buff, 1864.

Loon Creek Express.—I. Double lined frame. “*Paid. Loon Creek Express. Letters for Loon Creek should be addressed Care Shepherd's Express, Idaho City, I. Ty.*”

T. Black on 3c. white, buff, 1864, with W., F. & Co.'s frank A. E.

II.—“*Loon Creek Express. Paid,*” in two lines.

A. E. Black on 3c. buff, 1864. W., F. & Co. at T.

III.—“*Loon Creek Express. C. J. Tassel, Messenger. Paid,*” in three lines.

T. Black on 3c. white, lemon, 1870, under W., F. & Co.'s frank.

Mead & Clarke.—“*Paid, over our Clear Creek Route.*” Like W., F. & Co. Name of firm in old English open lettering.

T. Black on 3c. buff, 1864.

McBean & Co.—I. *Granite Creek Express.*—Fancy lined rect. border. Inscription in two lines.

A. E. Black on 3c. buff, 1864, with W., F. & Co.'s frank at T.

II.—*McBean & Co.'s Middle Fork Express.*—Same as preceding, and on similar envelope.

Merchant's Stage and Express Line, in black type, in three lines of scroll across word “*Paid*” in red.

L. U. C. Black and red on 3c. buff, 1870.

Morley, Caulkins & Co., Daily Express.—“*Paid.*” Three lines of type in double lined rect. frame.

L. L. C. Black on 3c. buff, 1861.

Mossman's & Co.'s Express.—"Dirigo, Nez Perces and Salmon River Mines. Paid." Obl. fancy frame.

L. U. C. — on 3c. white, 1861.

Nevada City and Meadow Lake Express.—Type set in three lines on lined background. Obl.

T. Black on 3c. white, 1864.

Nichols & Co.'s Express.—"Paid." In three lines, the whole in obl. frame with truncated corners. Very plain.

Blue on 3c. white, 1853.

II.—"Nichols & Co.'s Express" above, "Paid" below. View in centre. Dog watching safe in foreground; steamboats, cars, &c., in distance.

Black on 3c. white, buff, 1853.

" " ord. buff env. with U. S. adhesive attached.

Norman's, G. H., Express.—"Paid." Three lines in rect. obl. fancy border.

T. Black on 3c. buff, 1864.

Organ & Tibbett's Excelsior Express.—Transv. obl. fancy frame.

L. U. C. Black on 3c. white, 1864.

Oroville & Quincy Express Co.—Stage coach in background in black, surcharged in red. "Paid. Oroville & Quincy Express Co. and Wells, Fargo & Co.'s Routes."

T. Black and red on 3c. amber, 1870.

Pacific Express.—I. Horseman in centre. "Pacific Express," above. "Paid," below. Name repeated on saddle.

L. U. C. Black on 3c. white, buff, 1853.

" " " 10c. white, 1853.

II.—Same Inscription altered to "Pacific Express Co.," but unchanged on saddle.

L. U. C. Blue on 3c. white, buff, 1853.

" Black on 3c. " " "

III.—Same as II., but horse more heavily shaded, and saddle shows C of "Co." The word "Paid" is also different, all the letters being thicker and shaded.

L. U. C. Black on ord. buff envelope.

" " " " yellow laid envelope.

" " " 3c. white, buff, 1853.

Pacific Stage and Express Co.—I. Transv. oval with scalloped border. "Pacific Stage and Express Co., San Francisco, Sacramento, Auburn, Grass Valley, Nevada, Eureka, Virginia." Four-horse coach in centre. "Paid" below.

T. Blue on 3c. white, 1861. (Reprinted in L. U. C. of ordinary white env.)

T. Black on 3c. buff, 1861.

II.—Same as last with list of offices omitted. (This is mentioned to me by Mr. Lomler.)

III.—Transv. obl. "*Pacific Stage and Express Co.*" above. "*Paid*" below. Six-horse stage in centre. Truncated corners.

L. U. C. Rose on 3c. white, 1861.

" Black on 3c. white, buff, 1861.

T. Reprinted in black and in rose on ordinary white and buff envelopes.

IV.—Same as II., but at top of envelope is printed in one line, "*San Francisco, Sacramento, Auburn, Grass Valley, Nevada, Truckee Meadows, Virginia.*"

Black on 3c. buff, 1861.

Pacific Union Express Co.—"Paid." Scroll inscribed as above.

L. U. C. } Black on 3c. white, buff, 1864.
to } Red to rose on 3c. white, buff, 6c. white, buff, 1864, 12c.,
T. } 1861.
Same on 3 and 6c. white, buff, 1864, with W., F. & Co. over.

Same, with "*Haywood Express Co.*" printed across in black capitals.

T. Red on 3c. buff, 1864.

Many of these come across end of envelope with private advertisements at top.

Panimint Pony Express.—"Paid 25 Cents—via San Bernardino." Elaborate design, horseman, &c.

T. Black on 3c. lemon, 1870.

Pattison's Express.—"Paid." Scroll of fancy lines.

Black on buff (cut).

Pauly's, N. O., Express.—I. Transv. obl. frame, rounded at corners. "*N. O. Pauly's Express. Paid.*"

T. Black on 3c. white, buff, 1864.

II.—Same, but single lined frame, fancy ornaments.

T. Black on 3c. buff, 1864.

III.—Same inscription in three lines of type, in small rect. (nearly square) double lined frame.

Black on white (cut).

Same inscription in two lines of type in fancy border with leaves. Obl. rect.

Black on white (cut).

Pauly & Nohrman's Express.—"Paid" above in small rect. fancy border.

Black on white (cut).

Penman's, R., Express.—In one line of type under W., F. & Co.'s frank.

Black on 3c. lemon, 1870.

Pescadero and Half Moon Bay Stage Co.

Said to have issued a frank, but I have never seen it.

Petaluma & San Francisco Express.—*Paid*. Black (?) on 3c., 1864.

Philip & Gregory's Express.—Type in fancy obl. frame.

T. Black on 3c. white, buff, 1864.

Ramey, J. C., & Co.'s Express.—" *Paid 50 Cents.*"

Black on buff (cut).

Raums'.—I. "*Raums' Ruby Hill, Schellburn and Rubysville Express. Agency White Pine Daily News.*" Fancy obl. frame.

T. Black on 3c. white, lemon, 1870.

A. E. Black on 3c. lemon, 1870, with W., F. & Co. at T.

II.—Type set. "*Raums' Ruby Hill, Centerville and Shelburn Express. Agency White Pine Daily News.*" No frame.

T. Black on 3c. lemon, 1870.

III.—Type set, but somewhat different. "*Centerville*" omitted.

T. Black on 3c. white, 1870.

Rockfellow & Co.'s Express.—" *Paid 75 Cents,*" in design of flourishes.

L. L. C. Black on 3c. white, buff, 1861.

Ruby Hill and Schellburn Express.—" *Mell. Raum, Agent.*" Fancy obl. frame, pointed ends.

T. Black on 3c. lemon, 1870.

Note.—It will be noticed that on the franks bearing Raum's name two different manners of spelling Shellburn exist.

Rundell & Co.'s Express.—" *Paid 50 Cents,*" in two lines, open letters.

T. Black on ord. yellow wove envelope.

Rundell & Jones' Express.—" *Paid 50 Cents.*" Black in obl. rect. frame of two lines.

L. L. C. Black on 3c. white, 1861, with W., F. & Co. at T.

Sacramento River Express.—" *306 Montgomery St. Paid.*"

Plain, type set.

L. U. C. Blue on 3c. lemon, 1870.

" Black on 3c. white, buff, 1870.

Salmon River & Nez Perces Express.—I. Inscription as above in two lines. "*Paid 50 Cents*" below. The word "*Express*" is in slanting capitals. Oblong double lined frame.

L. L. C. Black on 3c. white, buff, 1861, with W., F. & Co. at T.

II.—Same. "*Paid 75 Cents.*"

L. L. C. Black on 3c. white, 1861, with W., F. & Co. at T.

III.—"*Express*" in straight capitals. "*Paid 50 Cents.*"

L. L. C. Black on 3c. white, buff, 1861, with W., F. & Co. at T. (See also Tracy & Co., Type IV.)

IV.—"*To Salmon River & Nez Perces Mines,*" in one line under W., F. & Co.'s frank.

Black on 3c. buff, 1861.

Schoch's Copper City Express.—Obl., with fancy frame.
T. and L. U. C. on 3c. buff, 1864.

Sheperd's Express.—(See Tracy & Co.)

Snow Shoe Express.—Man on snow shoes in oval.

I.—Dated 1857. } R. U. C. Black on ordinary

II.—No date. } laid yellow envelope.

Swift & Co.'s Express.—I. Obl. shield, "*Paid, Swift & Co. Express.*"

T. Black on ord. laid yellow env.

" " " 3c. white, buff, 10c. buff, 1853.

II.—Double lined rect. frame. Same inscription.

T. Black on 3c. buff, 1853.

Taggart's, Grant I., Weaverville and Shasta Express.—

"*Paid*" above. Obl. fancy frame.

T. Black on 3c. white, buff, 1864.

Thompson & Co.—Double lined obl. frame. "*Paid over Thompson & Co.'s and Wells, Fargo & Co.'s Californian Routes*".

L. U. C. and T. Black on 3c. buff, 1853.

Thomes and Skaden's Express.—I. Type set. "*Paid Thomes & Skaden's Express, Susanville & Reno, connecting with Wells, Fargo & Co.*"

T. Black on 3c. lemon, flesh, 1870.

" Blue on 3c. white, buff, 6c. salmon, 1870.

Variety. *Skadden* (with two *d*'s).

T. Blue on 3c. lemon, 1870.

II.—Streamer. Inscription as above, but name spelled "*Thomes and Skadan*".

T. Black on 3c. white, 1870.

" " " 3c. plain lemon env., official size.

III.—Similar to II., but with streamer and lettering slightly altered. In II. the centre of the bracket opposite "*Susanville & Reno*" points to the left,—thus {, but in III. to the right,—thus }

T. Black on 3c. lemon, 1870.

Tibbet & Co.'s Excelsior Express.—Obl. frame, enclosing three lines of type.

T. Black on white (cut).

Tinnin & Owen's Weaverville and Shasta Express.—" *Paid*" above. Obl. frame like W., F. & Co.

L. U. C. Black on 3c. white, buff, 1864.

" " " 3c. lemon, white, 1870.

Tracy & Co.—I. Obl. ornamented rect. frame. "*Tracy & Co.'s Express,*" in Old English letters. "*Paid*" below, with leaves, &c., on each side

L. U. C. Black on 3c. buff, 1853.

II.—Obl. rect. frame, with five conical shaped ornaments at ends. Inscription as in I. "*Paid*" surrounded by scroll-work.

L. U. C. Black on 3c. buff, 1853.

III.—Obl. rect. frame of wavy line, at top and bottom, and flourishes at ends. Inscription as in II.

L. U. C.—Black on 3c. buff, 1853.

IV.—Streamer. "*Paid. Tracy & Co. Oregon Express.*"

L. U. C. Blue on 3c. white, buff, 1853.

" Black on 3c. white, buff, 1853.

" " " 3c. buff, 1853, with "*Boise Express, Paid 50 Cents,*" in L. I. C.

" " " ordinary buff env. with U. S. adhesive.

" " " 3c. buff, 1857, with "*Salmon River and Nez Perces Express,*" in L. L. C.

" " " 3c. buff, 1861, with "*Salmon River Express, Paid one dollar,*" in L. L. C. in rect. single lined frame.

I also have Type IV. surcharged, "*Sheperd's Express to Auburn, John Day's and Boise Mines, Paid.*" In L. L. C. of env. is "*Boise Express, Paid 50 Cents.*"

Black on 3c. white, 1861.

Truman & Chapman's Express.—Trans. obl. Train of cars going to right. Name above. "*S. F. & S. J. Rail Road*" below. Rectangular double lined frame.

L. U. C. Black on 3c. buff, white, 1861.

J. C. Truman's Express.—Same as preceding.

L. U. C. Black on 3c. buff, white, 1861.

Truman & Co.'s Express.—I. Obl. frame. Train of cars going to left. Name above. "*Office in S. F., corner Front and Washington Sts. Pre-paid Envelopes \$7.00 per Hundred.*"

T. and L. U. C. Blue on 3c. buff, 1864.

" Black on 3c. white, buff, 1864.

II.—Obl. frame with truncated corners. Lined disk. "*Paid. Truman & Co.'s Express.*"

T. Black on 3c. white, buff, 1864.

III.—Same as II., with address below. "*Merchants' Exchange Building, Battery Street, opposite the Post Office.*"

T. Black on 3c. white, buff, 1864.

IV.—Same as III., with "*S. F. & S. J. R. R. Express*" above label.

T. Black on 3c. buff, 1864.

Waldron's Express.—I. "*Waldron's Kootenai Express,*" surrounded by flourishes, &c.

L. L. C. Black on 3c., 1864, with W., F. & Co.'s frank at top.

II.—"*Waldron & Co.'s Blackfoot Express.*"—Ornamental type border at top, and flourishes at sides.

— on —.

Wells, L. H.—Same as "*English & Wells.*"

T. Black on 3c. white, buff, 1864.

Wells & Herring.—I. Same as "*English & Wells*," but reading "*connecting with Wells, Fargo & Co.*" instead of "*at Nevada City, &c.*"

T. Black on 3c. white, lemon, 1870.

II.—Inscription as in I., but in obl. rect. frame.

L. U. C. Black on 3c. lemon, 1870.

Wharton's, J. P., Express.—"Paid" in obl. fancy rect. frame.

L. U. C. Black on 3c. buff, 1861.

Wheeler's Express.—"Paid" in scroll.

L. U. C. ——— on 3c. buff, 1861.

" ——— " 3c. white, 1864.

Wheeler, Rutherford & Co.'s Express.—"Paid". I.—Scroll inscribed as above.

L. U. C. Black on 3c. white, buff, 1864.

Whiting & Co.'s Feather River Express.—I. Trans. obl. single lined frame. Name as above. "Paid" at top.

L. U. C. Black on ord. yell. env. with U. S. adhesives.

II.—Scroll, same inscription.

L. U. C. Purple on 3c. buff, 1864.

" Black " 3c. white, buff, 1864.

I also hear of a similar frank with "*Whiting & Co.*" erased from the die, and of a third type reading "*Feather River Express.*"

Whitney's Express.—I hear that a frank exists, similar in design to Bamber & Co's Type III., but inscribed *Whitney's Express*, or *Whitney & Co's Express*.

Wines, G. H., & Co.'s. "*Paid California Express.*" Eagle on shield holding streamer inscribed as above.

L. U. C. Black on 3c. buff, 1853.

Wood's, A. J., Oroville, Susanville & Taylorville Express.—In three lines in double lined rect. frame.

T. and L. U. C. on 3c. white, 1864.

Wood & Co.'s Express.—I. In twisted scroll, one letter in each fold.

T. Black on 3c. white, 1864.

II.—In fancy obl. border.

T. Black on 3c. white, buff, 1864.

III.—Miner with pick over shoulder and pot in hand. Bench and accessories. "*Wood & Co.'s*" above, "*Express*" below. In oval, surmounted at top by fancy device. Similar device beneath.

A. E. (Upright) Black on 3c. white, buff, 1864.

Zach's Snow Shoe Express, in fancy scroll.

Black on white (cut).

CHAPTER III.

WELLS, FARGO & CO.'S PRINTED FRANKS.

I will first give a list of the franks, and then enumerate the various envelopes on which they are found.

I.—Trans. obl. frame with truncated corners. Lined ground (very coarse) with flourishes, &c., inscribed "*Wells, Fargo & Co.*" in Old English letters. "*Paid*" above. "*Over our California and Coast Routes,*" below.

II.—Trans. obl. frame with truncated corners. Lined ground, inscribed "*Paid. Wells, Fargo & Co.,*" (the name being in Old English letters), in two lines; also, "*Over our California and Coast Routes,*" the portion of the ground on which the latter appears being solid. This is the common W., F. & Co. frank, so frequently alluded to in the preceding chapter.

SUB-VARIETIES.

a.—"*For Mexican Ports Paid 25 Cents,*" in one line, below.

b.—"*Paid over our Mexican Coast and California Express - - - 25 cts.,*" in two lines, below.

c.—Same as *b*, but with two dashes instead of three between "*Express*" and 25.

d.—Same, "*35 cts.,*" with two dashes.

e.—Same, one long dash.

f.—Same, "*\$1.05,*" two dashes.

g.—Same, "*\$1.05,*" but all in one line of print.

h.—Same, "*Paid over our Mexican Coast Route,*"—" *\$1.05*" below.

i.—Same as *f*, "*\$1.40.*"

j.—Same as *g*, "*\$1.40.*"

m.—"*Paid 25 cts.,*" below.

n.—Same inscription, but L. L. C.

o.—"*Victoria, Vancouver Island,*" below in scrip letters.

p.—Same in capitals.

q.—"*Victoria and British Columbia.*"

r.—"*Boise Mines.—Paid 50 cts.,*" below.

s.—"*China and Japan Express*" below.

t.—With ordinary 25c. Pony Ex. stamp impressed alongside in blue.

u.— " " 25c. " " " rose.

v.— " " 25c. " " " brown.

w.— " " 10c. " " " blue.

III.—Similar to II., but with "*Through our California and Atlantic Express*" substituted for "*Over our California and Coast Routes.*"

IV.—“ *Wells, Fargo & Co.*” in large letters, crossed by “ $\frac{1}{2}$ Ounce Paid From St. Joseph to Placerville, Per Pony Express.”

Reprints, so-called, exist, but they differ considerably from the originals, the letter W being altogether too pointed at the bottom.

V.—Streamer inscribed “ *Wells, Fargo & Co.*,” (in Old English). “ *Paid Via Omaha, N. T.*” (in smaller Roman capitals).

VI.—Same, with “ *Paid Over Our Lower California Interior Route Only. Paid 12 $\frac{1}{2}$ cents,*” printed below in two lines. “ *Via Omaha, &c.*” omitted.

VII.—Same, with “ *Paid Over Our Lower California Interior Route Only,*” in one line of Roman capitals. Below is “ *Paid 12 $\frac{1}{2}$ cents.*”

VIII.—Same, with “ *Via Los Angeles*” in print.

IX.—“ Pony Express Stamp” impressed without any other frank.

TYPE.

LIST.

- I. T. Black on 3c. white, buff, 1853.
- II. T. Blue on 3c. buff, 1853.
- T. Rose on 3c. white, buff, 1864.
- T. (sometimes L. U. C.)
Black on ord’y buff and lemon envs., with 3c., 1853, adhesives.
- T. Black on 3c. white, buff, 6c. (red) buff, 1853.
- T. “ “ 3c. white, buff, 1857.
- T. “ “ 3c. white, buff, 1861, (sometimes with 10 and 25c. Pony Express adhesives attached).
- T. “ “ 6c. white, buff, 12, 24, 30, 40c., 1861.
- T. “ “ 12c., 1861, with Lamping & Co.’s frank at end, and W., F. & Co.’s over it.
- T. “ “ 3c. white, buff, 6c. (violet) white, buff, 6c. (rose) white, buff, 9, 12, 24, 30, 40c., 1864.
- T. “ “ 3c. white, lemon, 6c., white, 6c. lemon, 1870.
- II. a. Rose on 3c. white, 1861, 3c. white, buff, 1864.
- b. Black on 3c. buff, 1861.
- c. “ “ 3c. white, buff, 1864.
- d. “ “ 10c. white, buff, 1861, 10c. white, lemon, 1870.
- e. “ “ 10c. white, 1861.
- f. “ “ 30c., 1861.
- m. “ “ 3c. buff, 1861.
- n. “ “ 3c. “ “
- o. “ ord. white envs. } with Br. Col. or Canadian adhesives
- p. “ “ “ “ } attached.
- q. “ “ “ “ }
- q. “ yellow env. }
- r. Rose on 3c. white, buff, 1861.
- s. Black on 10c. white, 1861, 30c., 40c., 1864.
- t. “ “ 3c. white, 1861, and 1864.
- u. “ “ 3c. “ 1861. Rose on 3c. white, 1861.
- v. “ “ 3c. “ 1861.
- w. “ “ 3c. “ 1861.

- III. T. Pink on 10c. buff, 1853, 10c. white, buff, 1857, 10c. white, buff, 1861.
 T. (Sometimes L. U. C.) Black on 3c. white, buff, 10c. buff, 1861, 3c. white, buff, 6c. (rose) white, 6c. (violet) white, buff, 12c. (brown and claret) 18, 24, 30, 40c., 1864.
- IV. A. E. Rose on 10c. white, 1861. Envelope bears printed address, "Agent Pony Express. St. Joseph, Mo. For——"
- V. L. U. C. Red on 3c., 1853. (Reprinted?)
- VI. A. E. Black on ordinary yellow env. (Reprinted?)
- VII. A. E. " " " (" ?)
- VIII. L. U. C. Black on 3c. buff, 1853.
 Red on 10c. buff, 1853.
- IX. T. Rose on 3c. white, 1861.

Type II. is frequently found across the end of 3c. envelopes of 1853-70, with various private advertisements at top, the entire face of the envelope being generally printed in grey, blue, green, flesh or pink tints.

Sometimes these advertisements are obliterated by an extensive fancy pattern, and in one instance by "W., F. & Co." in large letters. I do not attach much significance to any of these.

I have also seen W., F. & Co., Type II., printed on the back of a 3c., 1853, envelope, with an advertisement occupying the entire face.

This type (as will have been observed in the course of this article, it being the "W., F. & Co. frank" so frequently referred to) comes printed on envelopes with the franks of other companies.

CHAPTER IV.

HANDSTAMPS OF VARIOUS COMPANIES.

The great difficulty in collecting the handstamps issued by so many of the early companies, is to distinguish those used for making prepaid envelopes (like the handstruck envelopes of Finland), from those which were used merely as forwarding or advertising marks. While the former are clearly entitled to a place in collections, the latter, which form by far the larger number, are, in my opinion not worth preserving, being mere postmarks and nothing more.

In distinguishing between these two classes, it is necessary to consider the following points:

In the first place, it does not seem possible that the handstamps which are *dated* can have been used for the purpose of making prepaid envelopes, for the reason that a common design would naturally have been employed by all the offices of any one company. Furthermore, each office could not, under any circumstances, have been under the necessity of striking off a fresh supply every day, and if (as might otherwise have been the case) the supply was intended for use till exhausted, why should it bear any given date? If this does not seem reason enough for their rejection, we find instances where the companies having subsequently issued printed franks, used the same handstamps for mere cancelling marks. Now, if they (the handstamps) had any franking power in themselves, certainly they and the printed designs would not both appear on the same envelope.

Then again, there are many cases where we meet with two handstamps of the same express, each from different towns, on the same envelope. If *each* possessed franking powers, why impress *both*. Clearly they had no such quality.

On many of these envelopes we find separate handstamps reading "*Paid*" or "*Not Paid*." We might think the former of some significance, were it not for the fact that the "*Paid*" is generally so carelessly struck (sometimes in one place and sometimes in another, and occasionally *upside down*) as to satisfy me that it was not impressed until *after* the letter was posted.

Such stamps as read "*Forwarded by*," "*From*," &c., are evidently intended merely to indicate that the companies named were the forwarders.

It is not at all likely that any Western Express Companies issued prepaid letter sheets, so that handstamps found impressed on *sheets of paper* ought to be rejected.

As to the handstamps not included in any of the foregoing divisions, no rules for determining their character can be laid down; but there are of

course many circumstances connected with each, which collectors must take into consideration in forming their opinions.

In the following list, the handstamps will be indicated as under :

- a* Undoubtedly used as franks.
- b* Probably used as franks.
- c* Undoubtedly *not* used as franks.
- d* Probably *not* used as franks.
- e* Unable to form an opinion.

LIST.

- c* ADAMS & Co., (various).
- c* J. BAMBER & Co.'s EXPRESS. (SAN FRANCISCO.) Large circular, dated handstamp. Blue on ordinary envelopes.
- b* J. BAMBER & Co.'s CONTRA COSTA EXPRESS. Large oval.
- L. U. C. Black on 3c. buff, 1853.
- b* Same. SAN FRANCISCO.
- L. U. C. Black on ordinary buff env., and on 3c. buff, 1857.
- b* J. BAMBER & Co.'s EXPRESS. Same as first. A. K. BACON'S OAKLAND OFFICE. Red on 3c. buff, 1853, with W., F. & Co. at top.
- c* BERFORD & Co.'s CALIFORNIA EXPRESS. Oval. Blue on ordinary envelopes.
- e* T. W. BLAKE & Co.
- c* BROWN'S EXPRESS. MURPHEY'S. Oval, on ordinary envelopes.
- c* BYAM'S EXPRESS. FIDDLETOWN. Oval, on ordinary envelopes.
- a*. CALIFORNIA R. R. EXPRESS, PORTLAND. Large, round impression, apparently from a ribbon stamp.
- L. U. C. Blue on 3c. amber, cream, 1870.
- d* CRAM, ROGERS & Co., (Yreka, Weaverville). Oval stamp; ordinary envelopes.
- CHEROKEE EXPRESS. PAID. Oval, block type.
- Blue, on 3c. white, 1864.
- c* CENTRAL OVERLAND CALIFORNIA AND PIKE'S PEAK EXPRESS. Oval; two types (dated and not dated).
- Blue on 10c., 1853 and 1857, respectively.
- c* DOHERTY & MARTIN.
- c* DODGE & Co., CALIFORNIA EXPRESS. Blue, shield shaped. Adhesive of 1851.
- c* FREEMAN'S & Co.'s EXPRESS, COLUMBIA. Oval; black on ordinary envelopes.
- c*. FREEMAN'S & Co.'s CALIFORNIA, ATLANTIC STATES AND EUROPEAN EXPRESS. Black oblong, on ordinary envelopes.
- e* J. B. FORD'S ROCKY MOUNTAIN EXPRESS. PAID. Double scroll, on white envelopes.
- e* FOX'S EXPRESS, SANTA CRUZ. Oval; struck in blue and in black on ordinary envelopes.
- e* CHESTER P. FOX'S HALF MOON BAY AND S. F. EXPRESS. Oblong; red on plain yellow envelopes.
- c* GREGORY. Various; about seven varieties in all.

d GREATHOUSE & SLICER. Octangular oblong; blue, black on 3 cents buff, 1853.

e WM. T. GIBB'S EXPRESS. PAID. In one line of open printing; on 3c. buff, 1853.

e Same. Oval; black on ordinary envelopes, with 3c., 1851, adhesive.

e HENDERSON & Co., COAST EXPRESS. Block letters; blue impression on 3c. white, 1853.

c HUNTER & Co. Various.

c HALL & ALLEN'S EXPRESS. DUTCH FLAT. Oval; black on ordinary buff envelopes.

e LELAND & McCOMB'S SAN JOSEPH EXPRESS. Oval; on 3c. buff, 1853.

e LELAND'S SAN JOSEPH EXPRESS. Circular; on ordinary envelopes.

c LANGTON & Co. Various.

e MUMBY & Co. Oval; on ordinary envelopes.

e MANN & Co.'s EXPRESS. OROVILLE. Fancy oval; black on ordinary envelopes.

e OROVILLE & SUSANVILLE EXPRESS. Black lettering in oval. PAID, inside. Blue on ordinary envelopes.

e OREGON & CALIFORNIA R. R. EXPRESS. Circular; blue on 3c. amber, cream, 1870.

c PACIFIC EXPRESS Co., SAN FRANCISCO. PAID.

Large transv. oval.

L. U. C. Black on 3c. buff, 1853. (Also bears the regular *dated* hand-stamp.)

c PACIFIC EXPRESS Co. Various dated hand stamps.

d PETERSON'S LOWER CALIFORNIA EXPRESS. Circular; blue on ordinary envelopes.

d PRINDLE'S EXPRESS FROM YREKA TO SCOTT & KLAMATH RIVERS. Double lined oval.

Black on 3c. buff, 1861.

e PALMER & Co. Black impression in small oval; ordinary envelopes.

c PONY EXPRESS, SAN FRANCISCO. Pony in oval.

Red on ordinary envelopes.

Blue on 10c., 1853.

d RHODES & LUSK'S EXPRESS, YREKA. Oval. (2 types.)

Black on ordinary envelopes.

d RHODES & WHITNEY, YREKA. Oval; blue on 3c. buff, 1853.

c REYNOLDS & Co.'s EXPRESS.

c REYNOLDS, TODD & Co. Oval; blue on ordinary envelopes.

e RETICKER'S PONEY EXPRESS. Three lines on block lettering, on 3c. 1870.

e F. RUMRILL & Co.'s EXPRESS, RABBIT CREEK. Oval; blue on 3c. buff, 1853.

e ROWE & Co.'s, WEAVERVILLE. Oval; black on 3c. buff, 1853.

e STONER & SCOTT'S. 50c., in 4 lines of block lettering; black on 3c. buff, 1861.

c TODD & Co. (also "TODD'S.") Upright rectangle; blue on plain envelopes.

- c TODD & Co. Oval ; blue on ordinary envelopes.
 e THOMPSON & Co. (Have never seen.)
 c WELLS, FARGO & Co. Various.
 e WHITNEY & Co., FEATHER RIVER EXPRESS. Oval ; black on 3c., 1861.

CHAPTER V.

HISTORY OF SOME OF THE LEADING COMPANIES WHOSE FRANKS ARE DESCRIBED IN CHAPTERS II. AND IV.

Alta Express Co.—This company advertises in San Francisco directory for 1858, as follows:—"Daily Express to all the principal cities and towns of California, also connecting with Nichols' Crescent City and Oregon Express, and Freeman & Co.'s Atlantic, European, and South American Express."

American Express Co.—(*See Nichols & Co.*)

Bamber & Co.—Was started by a Frenchman, whose name I think was W. F. Here. He sold out to J. W. Hoag and Bamber (under the name of J. W. Hoag & Co.). Hoag died or retired, and the firm became J. Bamber & Co., and afterwards Bamber & Co.

I find Hoag in the San Francisco Directory for 1858. Bamber appears from 1863 to date.

Bamber's Express still runs from San Francisco through Contra Costa, Alameda, and the adjoining counties, and connects with Wells, Fargo & Co. Its present proprietors are Whitney & Co., who acquired possession from Bamber & Co. in July, 1875. The carriage of *letters* has recently been discontinued by W. & Co., but is likely to be shortly resumed.

Ballou & Co.—I cannot find exactly when Ballou & Co. commenced business; all that I know is, that they were succeeded by Dietz & Nelson. This latter firm, after running for some time in connection with Barnard & Co., (F. L. Barnard, I believe,) was finally bought out by that concern. In 1872 Barnard & Co. sold out to Wells, Fargo & Co.

The route controlled by these expresses seems to have extended throughout the British Columbian settlements; and, in various advertisements, I find mention of offices at Big Bend (Columbia River), Cariboo, and the Northern Mines, Yale, Litton, Lillooet, Clinton, Savonia Ferry, Quesnelle or Quesnellemouth, Barkersville, Seymour and French Creek.

D. & N. and Barnard connected with W., F. & Co.

J. F. Bennett & Co.'s Southern Overland Mail and Express Line.—I extract the following from a letter from the agent of the company, dated Las Cruces, N. M., Dec. 8, 1871 :

"Our Express Line has existed for three years, and does business from Tucson, Arizona, to Santa Fé, New Mexico. From Santa Fé east, the Southern Overland Mail and Express Line takes the business; and the Denver and Santa Fé line, north. From Tucson west, John G. Capron carries the mail, but there is no Express Line running in any direction from that place."

Dietz & Nelson.—(*See Ballou & Co.*)

Everts, Davis & Co., followed by **Everts, Hannon, Wilson & Co.**, and lastly by **Everts, Wilson & Co.**

From an advertisement in a San Francisco newspaper for 1856, we learn that the principal offices of E. W. & Co. were at Marysville, Rabbit Creek, Saint Louis, Nelson Creek, and Gibsonville.

They also had "side offices" at Columbus House, Warren's Hill, Independence Bar, Hansonville, Chandlerville, Poker Flat, Poor Man's Creek, American House, Spanish Flat, Scales Diggings, Forrestown, Pine Grove, Port Wine, Hopkins Creek, American Valley; and, on the Feather River Route, at Bidwell's Bar, Oroville, Lynchburg. Packages, &c., forwarded "through the enterprising express of W. E. Singer & Co. to every portion "of the country bordering on the Upper Feather River."

Freeman & Co.—The San Francisco directory for 1858 furnishes the following: "Freeman & Co.'s treasure, freight, package and letter express, on the 20th of each month, to all parts of the Atlantic States, Canadas, South America, Europe. Connecting at New York with the American-European Express and Exchange Co.

"Packages, parcels, freight and letters forwarded semi-monthly via Panama and Nicaragua, in charge of special messengers.

"Offices in New York, Philadelphia, Boston, Baltimore, New Orleans."

This, in its day, was one of the largest expresses in the country. As will be observed from the advertisement, it carried packages, letters, &c., between the Atlantic and Pacific States, via Central America.

Gillpatrick & Co.'s Express, was started about three years ago and is still in operation. It runs between San Francisco and Vallejo, Benecia, Martinez, Antioch, Somersville, Nortonville, Pacheco, Concord. Clayton, and some other intermediate points.

Greenhood & Neubauer advertise in the San Francisco directory of 1867 as running to Weaverville, Trinity County, Cal.

Gregory & English.

English & Wells.

L. H. Wells.

Wells & Herring.

Eureka Express Co.

These companies I believe to have followed each other in the order named. Their route, to quote from the franks, seems to have been, and to still be, (for I believe the "Eureka Express Co." is in existence yet) from Moore's Flat and Eureka, connecting with Wells, Fargo and Co. at Nevada City and Emigrant's Gap.

J. W. Hoag & Co.—(*See Bamber & Co.*)

Holladay Overland Mail and Express Co. ran through Kansas, Nebraska, Colorado, Utah, Montana, and Washington Territory; was ultimately absorbed by Wells, Fargo & Co. Its proprietor was Ben. Holladay.

Holland, Morley & Co. } (*See Morley, Calkins & Co.*)
Holland & Wheeler. }

Kennedy & Co.

Kennedy, Long & Co.

From San Francisco directories :

1866.—San Francisco and San José Baggage Express. M. G. Kennedy.

1867.—Kennedy & Co. S. F. & S. J. R. R.—General Freight Delivery and Baggage Express.

1867.—Kennedy & Co.'s Express. Daily to Half Moon Bay and Pescadero. M. G. Kennedy, F. W. Utter.

It is my opinion that all the Kennedy & Co. and Kennedy, Long & Co. "franks" (so-called) are merely business advertisements; and this certainly is the case with those inscribed "Baggage Delivery," &c.

Langton & Co.—Again the San Francisco directory is called into requisition, this time the one for 1865. I condense the following from the advertisement therein contained :

LANGTON'S PIONEER EXPRESS.

"Established in 1850 by Samuel W. Langton.

"Connecting with Wells, Fargo & Co.'s Express at Marysville and Nevada City, to all parts of California, Oregon, Atlantic States, and Europe.

"We will dispatch Daily Express for

"Sierra County,	} (various places enumerated.)
"Yuba County,	
"Nevada County,	
"State of Nevada,	

"Principal office, Downieville.—A. T. Langton, Superintendent."

In 1865 Langton & Co. appear to have sold out to **Lamping & Co.**, and this latter was in due time (about 1866-7, I believe) swallowed up by Wells, Fargo & Co.

Mead & Clark.

Mead & Davis.

Mr. Pemberton says that these were absorbed by Wells, Fargo & Co.

Morley, Calkins & Co., (1853.)

Holland, Morley & Co., (1861-2.)

Holland & Wheeler.

Wheeler's Express, *or*

Wheeler & Co.

Wheeler, Rutherford & Co.

Rutherford & Co.

These companies followed each other in the order given. The accompanying advertisement explains their route :

"Holland & Co.'s Fast Freight and Express Co. to Washoe (daily).

"Placerville, Silver City, Virginia, Genoa, Carson, Gold Hill, Dayton, and Washoe City.

Exactly where *Holland & Co.* fit in, I cannot say. *Holland & Wheeler* is the closest approach found on any frank.

Nichols & Co.—The San Francisco Directory of 1858 supplies the following ; "California and Oregon Express. Daily to San Mateo, Belmont, Redmond City, Santa Clara, and San José ; and semi-monthly express to Oregon and Washington Territories, in charge of regular messengers.

"Connect with Alta Express to Northern and Southern mines ; and Freeman & Co. to Atlantic States and Europe."

Nichols in due course gave way, I am informed, to the American Express Co. I also hear of a frank of this latter company cut out and pasted over a "Pacific Express Co." (horseman), from which it seems probable that the American also absorbed the Pacific Company.

Pacific Union Express Co.—Was started in 1865 as an opposition line to Wells, Fargo & Co. The older company proved too strong for it, however, and finally a consolidation was effected.

Rockfellow & Co.—This was an Oregon company, I believe. Date, &c., unknown, except so far as it can be gathered from the envelopes. It finally sold out to Waldron & Co.

Rutherford & Co.—(*See Morley, Calkins & Co.*)

J. C. Truman.

Truman & Chapman.

Truman & Co.

Truman ran this express alone from September, 1863, to March, 1864, and possibly earlier. Truman & Chapman followed, and about March, 1865, the firm became Truman & Co. At least so says my informant, although the dates do not altogether agree with those furnished by the directories.

This express had boxes distributed throughout the city of San Francisco for the reception of letters, which it carried to San José, Watsonville, Santa

Cruz, and intermediate points. It also connected with stages for Warm Springs, Alameda, Lexington and Los Angeles.

Whitney & Co.—(*See Bamber & Co.*)

I append a list of some of the earliest Western Express Companies, showing dates of formation, &c.

Those prefixed with a * (star) issued printed franks or else adhesive stamps.

Those prefixed with a † (dagger) used hand stamps only, so far as known.

The other companies have left no philatelic record.

EXPRESS.	DATE OF FORMATION.	REMARKS.
*†Adams & Co.'s (of California).	Sept., 1849.	
Brown's.....	May, 1850.	
Bowers & Co.'s.....		
*Berford & Co.'s.....	Sept., 1849.	
†Cram, Rogers & Co.'s.....	Jan., 1850.	
Crook's.....		
Gilbert & Hedge's.....		
†Gregory's.....		Started by Jos. W. Gregory.
W. F. Here's, Contra Costa....		Here was probably the predecessor of J. Bamber & Co.
J. Hawes & Co.'s N. Y. & S. F.		
Hodge & Co.'s.....		
Hodge & Lusk's.....		
Hawley & Co.'s.....	Nov., 1849.	
Hunter & Co.'s.....	Sept., 1850.	
Leland's San José.....		Started by Geo. H. Leland.
†Leland & McCombe's.....	May, 1854.	The last named Express, with addition of J. McCombe.
Lount's.....	July, 1850.	
†Mumby's.....		
Newell & Co.'s.....	Sept., 1851.	Started by J. P. Newell and B. C. Colt.
*Pacific.....	March, 1855.	Started by former employés of Adams'.
†Reynolds & Co.'s.....		
†Reynolds, Todd & Co.'s.....		
Rumrill & Co.'s Northern.....	Feb., 1851.	
†Todd's.....	July, 1851.	By C. A. Todd.
†Todd & Co.'s.....	Aug., 1851.	By C. A. & A. H. Todd and J. P. Newell & B. C. Colt.
Todd & Bryan's.....	July 12, '49.	By A. H. Todd & W. C. Bryan "Pioneer Express."
*G. H. Wines & Co.'s.....	May, 1850.	
*Wells, Fargo & Co.'s.....	July 13, '52.	This is the day on which the San Francisco Office was opened.

CHAPTER VI.

HISTORY OF WELLS, FARGO & CO.

In the second part of this work, a few remarks were made regarding the origin of Wells, Fargo & Co.'s Express, and I now trace its workings rather more fully.

In the New York City Directories from 1844 to 1853, I find various Expresses, such as

Livingston, Wells & Pomeroy,
Livingston, Wells & Co.,
Livingston & Fargo,
Livingston, Fargo & Co.,
Pomeroy & Co. (already known to Philatelists),
Wells & Co.,
Wells, Butterfield & Co.

Their routes seem to have extended from Boston, New York, &c., to Chicago, Milwaukee and St. Louis.

Speaking of this system of companies, and designating them all by the name of the original one, Livingston, Wells & Company, a recent number of a San Francisco paper says:

Having confidence in his idea (of a system of companies to the West), Wells induced one Pomeroy to run an express between Albany and Buffalo, and after a short time joined him in the undertaking, along with Crawford Livingston, the firm title being Livingston, Wells & Co. The rates of postage were then very high, and Pomeroy, by carrying letters at six cents, compelled the Government to reduce the postage three-fourths. Even prior to 1850 the firm had express connections with the great cities of the West—Cincinnati, St. Louis and Chicago, and as fast as the increase of population held out inducements, new routes were opened and managed with commendable skill. A valuable ally in the business was John Butterfield, a man of capital, who had embarked in freight transportation across the Isthmus of Panama, in 1849, and was also chief partner in an express company founded the same year. Butterfield's influence secured, in 1850, an amalgamation of his own and another company with that of Livingston, Wells & Co., and the trio became merged as the American Express Company.

WELLS, FARGO & CO.

In 1852, Wells, Fargo & Co. formed a joint stock association, and opened their famous enterprise in California. From the outset it was highly prosperous. The firm included as partners Wells, Wm. G. Fargo, Livingston and Butterfield, and its heads of departments were Samuel Carter, General Agent, and R. W. Rowbotham. Mr. Fargo, the only one of the firm not already introduced to the reader, was associated with Livingston, Wells & Co. in 1845, and distinguished himself in pushing the carrying business into the great West. Carter, we may state, was succeeded in 1853 by Colonel W. J. Pardee; he was succeeded by Louis McLane in 1855, and Chas. E. McLane succeeded Louis a year later. The company in 1861 was running its stages via Placerville to Salt Lake. At this point Russell's stage line connected with the Missouri River. Ben. Holladay obtained control of the latter part of the overland route, but in 1866 Holladay

disposed of the business to Wells, Fargo & Co., who retained the route to the Missouri undisputed until the railroad superseded overland staging. The firm had also branch lines to Idaho and Montana Territories. The success of this enterprise in California was brilliant, and as may be imagined from the large quantity of bullion transported, the returns earned were enormous. In 1857 the gold carried by their stage lines in California alone amounted to \$59,884,000.

THE PONY EXPRESS.

In the whole record of express projects in the United States, there is nothing so memorable as the postal dispatch by relays of ponies across 2,000 miles of continent between Sacramento and St. Joseph on the Missouri. This distance, by galloping night and day, each messenger carrying ten pounds of mail matter, was reduced to nine days, and the time was only exceeded under very exceptional circumstances. Another day brought the express to San Francisco. From St. Joseph the connection with New York was by rail. The route was by Placerville, Carson City, Camp Floyd, Salt Lake, Fort Bridger, Laramie, Fort Kearney and Marysville, to St. Joseph. A large capital was needed for this dashing enterprise, and as the express was abandoned in 1862, when the telegraph wires had been extended across the continent, the company did not succeed financially. The loss indeed amounted to \$200,000. Stations were established all along the route sixty miles apart, and the ponies were kept ready saddled, so that not a moment was wasted in transferring the mail from one messenger to another. As the rider galloped up to the station and reined in, he threw his bag of dispatches to the man who was to ride to the next station, and who instantly spurred the rowels into the flanks of his mount and disappeared, never halting until he reached the relay station beyond. The adventures of these hardy, daring men thrill with interest, and have often afforded graphic subject matter for the pen of the writer on frontier life. As they deserved to be, they were handsomely paid for their bravery and hardihood, receiving \$1,200 a month. They had frequently to fight their way through hostile bands of Indians, speeding on and firing as they sped; sometimes laying low the redskin and hearing his death-whoop as he bit the dust; but occasionally themselves toppling out of the saddle with an arrow or a bullet through the heart. Their weapons were limited to a revolver and a bowie knife. The charge for postage by the pony express was \$5 per quarter ounce, so that each ten pounds of dispatches cost for transmission \$3,200. The first pony to travel on the route started from St. Joseph, amid popular ovations of a most enthusiastic nature, on the 3d of April, 1860, and the relay to Sacramento reached that town on time. The rejoicings in California accorded with the import of so marked an advance in the means of communication between the Atlantic and Pacific seaboard.

BUSINESS ON A GIGANTIC SCALE.

Wells, Fargo & Co. reincorporated in 1869, and the principal business office was changed from New York to San Francisco. The Company had 79 offices on this coast in 1857 and 122 in 1861. The agencies now number 450. Its messengers and freight travel on all passenger-trains, along all stage routes and by inland and ocean steamers, and the aggregate distance is 22,023 miles. The employees, whose general reputation for fidelity is unimpeached, number 976. The President is Lloyd Tevis, who was elected in 1872; Treasurer, H. Wadsworth; Secretary, James Heron; and the General Superintendent, J. J. Valentine. The Company has agencies in British Columbia, Washington Territory, Oregon, Idaho, Montana, Nevada, Utah, Mexico, at Panama and Aspinwall, in Liverpool, London, Paris, and Hamburg; and there is scarcely a hamlet in California where there is not an agent stationed. Nearly all the treasure and bullion from Utah, Nevada, and throughout California, are shipped by this firm, and this will explain how it is able to bear up against immense losses by highway robberies, the amount for 1875 alone being \$87,000. Defalcations by any of the employees are extremely rare. The Company's banking business is now transacted at Boston, New York, Salt Lake, Carson, Virginia City, and in San Francisco at the office on California street, lately occupied by the National Gold Bank and Trust Company. This banking firm has leased the old office of the Company. As soon as the arrangements are perfected, the express business will be transacted at the Halleck Building, corner of Halleck and Sansome streets.

In further explanation of the preceding remarks on the Pony Express, I extract from a recent article in the San Francisco *Bulletin* the following :

* * * * * Ninety days by ox team was fast travel. The mails which came by steamer occupied twenty-two days in transit. The pony express, a creation of the fertile brain of Ben Holladay, cut the time down to from twelve to fourteen days, but that line only extended from St. Joseph, Mo., to Sacramento. The distance traversed was 1,900 miles, nearly all the way through a trackless wilderness. Seventy-five horses were ridden each way. Each made 25 miles in a beat. The average speed day and night, including stoppages, was seven miles an hour, which was increased to ten or twelve miles an hour on good ground, and postage on all letters beyond Salt Lake City was charged at the rate of five dollars per half an ounce. The first pony express left St. Joseph, Mo., at half-past six P. M., on April 3, 1860 ; reached Salt Lake City on April 9, at half-past six P. M. ; passed through Carson on April 12, at half-past two P. M., through Placerville April 13, at two P. M., and reached Sacramento on April 18, at five P. M. Two mails were dispatched each way per week. The arrival of the first pony express rider at Sacramento and San Francisco was a day of jubilee.

In 1861 Wells, Fargo & Co. acquired Holladay's Pony Express, and thenceforth the enterprise was conducted under their name. The exact distance traversed on each trip was 1,996 miles.

CHAPTER VII.

CONCLUSION TO PART III.

In the two preceding chapters I have endeavored to throw what light I could on the history of the leading Letter Express Companies existing or running west of the Rocky Mountains ; and, although I have been unable to treat the subject with any degree of completeness, I trust that my imperfect efforts have been productive of some good.

As I hardly think that any commensurate advantage could be derived from a detailed history of all the smaller companies (even were such a history possible), I have confined myself mainly to the large expresses, as these, of course, illustrate better than any others the working of the entire system. Moreover, the history of many, and, indeed, the majority of the smaller companies, is forever lost, and their very names would be forgotten had they not these printed franks to perpetuate them. Their character cannot be better explained than by quoting what Mr. Pemberton says on the subject, in the *Stamp Collector's Handbook*, on page 199, viz. :

"The causes which led to the establishment of Express Mail Companies in California are briefly these. California was ceded to the United States in 1848, gold was discovered shortly afterwards, and in 1849 the influx of miners commenced. Although the 'rush,' as it is popularly called, was made in 1849, it must not be supposed that many arrived early in that year, for it was a six months' voyage from Europe there; but so soon as the min-

disposed of the business to Wells, Fargo & Co., who retained the route to the Missouri undisputed until the railroad superseded overland staging. The firm had also branch lines to Idaho and Montana Territories. The success of this enterprise in California was brilliant, and as may be imagined from the large quantity of bullion transported, the returns earned were enormous. In 1857 the gold carried by their stage lines in California alone amounted to \$59,884,000.

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CHAPTER VII.

CONCLUSION TO PART III.

In the two preceding chapters I have endeavored to throw what light I could on the history of the leading Letter Express Companies existing or running west of the Rocky Mountains ; and, although I have been unable to treat the subject with any degree of completeness, I trust that my imperfect efforts have been productive of some good.

As I hardly think that any commensurate advantage could be derived from a detailed history of all the smaller companies (even were such a history possible), I have confined myself mainly to the large expresses, as these, of course, illustrate better than any others the working of the entire system. Moreover, the history of many, and, indeed, the majority of the smaller companies, is forever lost, and their very names would be forgotten had they not these printed franks to perpetuate them. Their character cannot be better explained than by quoting what Mr. Pemberton says on the subject, in the *Stamp Collector's Handbook*, on page 199, viz. :

"The causes which led to the establishment of Express Mail Companies in California are briefly these. California was ceded to the United States in 1848, gold was discovered shortly afterwards, and in 1849 the influx of miners commenced. Although the 'rush,' as it is popularly called, was made in 1849, it must not be supposed that many arrived early in that year, for it was a six months' voyage from Europe there; but so soon as the min-

ing camps were in full operation, it became a necessity to have a reliable means of conveyance for gold dust and letters. This led to the establishment of Express Companies, mostly located in the country near the miners, who then sent their orders down to the town or settlement now called San Francisco, for provisions or any other necessities of life. Most of these companies had but a brief existence, the routes frequently changing hands, and, as a rule, eventually passing under the control of Wells, Fargo & Co. These companies were rude concerns, for there were no regular post offices at first, and as the express carriers went through all sorts of difficulties and dangers, their charges were in accordance, five and ten dollars *in gold* being often paid for a single letter."

PART IV.

Franks impressed on Envelopes issued by Companies distributing mail matter between the various portions of the same City or Town, or collecting mail matter in like manner, for transportation to the Government Post Office.

CHAPTER I.—NEW YORK AND PHILADELPHIA.

CHAPTER II.—THE PENNY POST CO., OF CALIFORNIA.

CHAPTER III.—SAN FRANCISCO, CAL.

CHAPTER I.

NEW YORK CITY, N. Y.; AND PHILADELPHIA, PA.

There were only two companies in the former and one in the latter city that issued prepaid envelopes, viz.: BOYD'S, the METROPOLITAN ERRAND & CARRIER'S, and BLOOD'S. As the history of the trio has already been given under the proper headings, in Part II., I have now simply to chronicle the envelopes issued.

Boyd's City Express.



TYPE I.—Date uncertain. Impressed in right upper corner of envelopes of sizes as detailed :

Dark blue on cream wove paper,	155x87 mm.
Light " " " " " "	"
Dark " " orange " " "	"
" " " white laid " "	"
Light " " " " " "	"
Dark " " canary " " "	161x87 mm.
Bright red } to " white " " "	211x87 mm.
Claret red }	
Pale red " " " " "	"
Bright red } to " cream wove " "	cut.
Claret red }	
Pale red " " " " "	"
Bright red } to " canary laid " "	"
Claret red }	
Pale red " " " " "	"
Black and } red, com- } pound im- } pression. }	" cream wove " "



TYPE II.—Date about 1869-74. Impressed in right upper corner of envelopes. The early impressions of this type had all the lines very sharply defined. By continual use, however, the die appears to have become very much worn, so that considerable retouching became necessary, in the course of which all the lines were materially widened.

a.—First stage.

Red on white laid paper.
 “ “ blue wove “
 “ “ canary wove “

All my specimens are cut from the envelopes, so that I cannot give measurements.

b.—Second stage. (Illustrated.)

Red on cream laid paper, 139x80 mm.
 “ “ “ “ 149x86 “
 “ “ “ wove “ “ “
 “ “ yellow laid “ 139x80 “
 “ “ orange “ “ “ “
 “ “ canary “ “ 137x78 “
 “ “ white “ “ cut.

TYPE III.—Date 1874. Same as II. *b*, but with address erased. The first attempt at erasing was not altogether successful, and the impressions as originally made show traces of the inscriptions which it was intended to remove. Afterwards, however, a second effort was made, and the traces just alluded to were effectually destroyed. The stamp is always printed in the right upper corner of the envelopes.

a.—First stage.

Red on canary laid paper, 138x78 mm.

b.—Second stage.

Red on cream laid paper, 138x78 mm.
 “ “ pale canary “ 136x78 “

TYPE IV.—Date 1877. Same as Type III., but with address, No. 1 PARK PL. added. Stamp impressed in left upper corner of envelope. Red on canary laid paper, 138x78 mm.

TYPE V.—Date 1877. Hand struck impression (from hand stamp previously used for cancelling purposes only) of ornamental oval design, inscribed BOYD'S CITY DESPATCH.—PAID.—1 PARK PLACE.

Mauve on canary laid envelopes, 138x78 mm. The impression is usually in the right upper corner, although sometimes it is—through accident—upside down in the left lower.

Boyd has also issued two post cards for special use by the Importers' and Traders' National Bank of New York.

The card first issued measures about 155x100 mm., is of stout quality, and in addition to bearing the formula of the bank, has a stamp identical with Type III. (*First stage*) of the envelopes impressed in the right upper corner.

The other card is about 155x105 mm., is of much thinner quality, and has in the right upper corner a design differing in details from any of Boyd's stamps, though in general appearance it is like Type XII. of the adhesives.

In both instances the entire impression is in black on white.

Metropolitan Errand & Carrier Express Company.



Originals of this envelope are very scarce ; indeed, I have never seen an uncut specimen. Reprints (cut square) on laid amber paper can easily be obtained.

The impression is in red, the lettering, &c., being embossed.

The figure of value on this stamp is very peculiar, having evidently been altered from a 1; an s having been simultaneously added to CENT. Presumably, therefore,

1c. envelopes existed, but so far no specimens have come to light.

Blood's Dispatch.



TYPE I.—Date 1850 .Red (with embossed white lettering) on ordinary letter size white and buff envelopes.

TYPE II.—Date unknown. Lettering &c., embossed as before. Bright rose on white envelope. (Cut.)



TYPE III.—Date unknown. Lettering, &c., as before. Red on ordinary white and buff envelopes, extra letter size.

In addition to the foregoing, Blood & Co. used some two dozen or more hand stamps, several of which were quite elaborate. I do not think, however, that they had any postal significance, and I shall not digress from my general rule by describing them.

CHAPTER II.

THE PENNY POST CO. OF CALIFORNIA.

In Chapter XX. of Part II. the history of this Company was given, and its adhesive stamps described, but the system adopted would not allow of the envelopes being there included.

The accompanying illustrations render any detailed descriptions unnecessary, so that it only remains for me to give a list of the envelopes on which the franks are found.

- a.—14x7½ centimetres. 7c.; black on ordinary buff envelope.
 b.—14x8½ “ 7c.; “ “ 3c. buff envelope of 1853 issue.

On the reverse is printed, “ *The Penny Post Company, Office 135, California St., San Francisco. Letters enclosed in the envelopes of the Penny Post Company and Deposited in any Post-office, are delivered immediately on the distribution of the mails in San Francisco, Sacramento, Stockton, Benecia, Marysville, Coloma, Nevada, Grass Valley, Mokelumne Hill.* ”

- c.—15½x8½ centimetres. 7c.; black on ordinary buff envelope.
 “ “ 5c. “ “ “ “ “ “

N. B.—The 5c. envelope reads *For* instead of *Care of*.

- d.—14x8 centimetres. 5c.; black on 3c. buff envelope of 1853 issue.

- e.—14x8½ “ 7c.; red “ “ “ “ “ “

- f.—14x8 “ No value ; black on ordinary buff envelope.

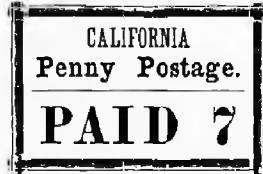
g.—I also have a frank which is quite similar in design to d, but the entire background is of very fine horizontal lines, on which PAID 5 appears in white letters, surcharged with FROM THE POSTOFFICE, CARE OF THE PENNY POST Co., in text hand, above which are the words CALIFORNIA PENNY POSTAGE, with figures 5 in the background to each side. The small imitation stamp is larger, and clearly resembles the 1853 envelope ; the impression is blue on white paper.

Sometimes the simple hand stamps of the Penny Post Co. appear on envelopes not bearing its printed franks. To such hand stamps I attach no importance, as they were not used to make prepaid envelopes, but solely to indicate that the P. P. Co. had forwarded the letters bearing them.

Postage must be paid in advance, otherwise your Letter will not be forwarded.

Copy-Right Secured.

LETTERS enclosed in these Envelopes, Papers, and other mail matter, Small Parcels, Daguerreotypes, &c., directed to the Agent of the Penny-Post Co., and deposited in ANY Post Office, will be delivered immediately on the distribution of the Mails, in SAN FRANCISCO, SACRAMENTO, MARYSVILLE and STOCKTON, and in these cities only for the present.



The writer requests the Post Master to deliver this to

**Agent of the Penny-Post Co.,
SAN FRANCISCO,
CAL.**

Box 5,005.

The P. P. Co. will please deliver to
S. W. COLLINS, Front Street.

A

TO THE PENNY POST CO.



For

..... *Street,*

CAL.

The party whose name is on this Envelope, is hereby authorized to open the same and appropriate its contents.

B

TO THE PENNY POST CO.

PENNY-POSTAGE PAID, 7.

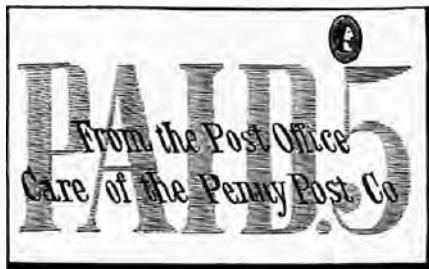
Care of

..... Street,

.....
CALIFORNIA.

C

LETTERS and other MAIL MATTER deposited in *any* Post Office, will be DELIVERED in SAN FRANCISCO, SACRAMENTO, STOCKTON, or MARYSVILLE, *immediately* on the arrival of the Mails, if addressed to the care of the "PENNY POST CO."



To

No.

..... Street,

.....
Cal.

D

The Penny-Post Co.

deliver letters enclosed
in these Envelopes
immediately on the
distribution of the
Mails, in

San Francisco,
Sacramento,
Stockton,
Benicia,
Marysville,
Coloma,
Nevada,
Grass Valley,
Mokelumne Hill,



TO THE PENNY POST CO.

Care of

No.

Street,

Cal.

The party to whose care this is directed is hereby authorized to open the same
and appropriate its contents.

E

Letters enclosed in this Envelope *alone* cannot be forwarded, as the Postage is not paid.
Seal your letter, then enclose in Envelope addressed to the Penny-Post Co. Write plain.
Give occupation, number and name of Street, when known.

To

No.

Street,

Cal.

Care of the Penny-Post Co.

F

CHAPTER III.

SAN FRANCISCO, CALIFORNIA.—MISCELLANEOUS.

This history of the San Francisco Companies was given in Chapter XXI. of Part II. I now describe the envelope franks in the same order as the companies are there enumerated.

San Francisco Letter Express.

(*Van Dyck & Early—afterwards G. E. Early—Proprietors.*)

TYPE I.—Handstruck. SAN FRANCISCO CITY LETTER EXPRESS. Outlined oblong frame, with truncated corners, not unlike Wells, Fargo & Co.'s Cal. and Coast Routes.

Black impression on white envelope.

Blue " " yellow "

with frame for marking time of receipt of letter, across the end.

TYPE II.—Printed from type. EARLY'S SAN FRANCISCO LETTER EXPRESS. LETTERS DELIVERED IN ALL PARTS OF THE CITY, in plain rectangular frame.

Black on buff envelope.

California City Letter Express.

(*Hoogs & Madison, Proprietors.*)

I have an envelope bearing the name of this Company, with a horseman (holding streamer inscribed NEWS) underneath to the left, and the proprietors' announcement to the right. It is evidently nothing more than an advertisement, and I here merely make mention of its existence, as collectors might be disposed to attach to it philatelic importance, and to attribute its omission to ignorance of its existence.

San Francisco Letter Express.

(*John C. Robinson, Proprietor.*)

TYPE I.—Having never seen the original, I can only extract the following brief description from Dr. Gray's catalogue, 5th edition, page 191. ROBINSON & CO.'S SAN FRANCISCO LETTER EXPRESS.

Scroll; blue impression.

TYPE II.—ROBINSON & CO.'S EXPRESS, above. PAID, below. Bear in centre; hills, trees, &c., in background. The whole enclosed in a double-lined oblong frame, pointed at top.

Black on 3c. buff, 1864.

NOTE.—I am rather uncertain as to whether Type II. was issued by the San Francisco Robinson, or by some other person of the same name.

Gahagan & Howe.

TYPE I.—Handstruck. Horseman riding to left. Single lined oval frame, inscribed **SAN FRANCISCO LETTER EXPRESS.**

Blue impressions on various ordinary buff, orange and white envelopes.

NOTE.—This hand stamp was sometimes employed for cancelling purposes, especially after the post fell into the hands of Loomis. As stated in Chapter XXI. of Part II., it is also possible that it was in use before Robinson ceded the post to Gahagan & Howe.

Carnes' City Letter Express.

Neither Carnes nor Loomis, his successor, issued any prepaid envelopes.

Public Letter Office.

TYPE I.—Handstruck. Horseman carrying unrolled scroll inscribed **PUBLIC LETTER OFFICE, 5 KEARNY ST. LETTERS AND PARCELS DELIVERED EVERY HOUR.**

Black impression on white envelope.

TYPE II.—Handstruck. Fancy oblong. **PUBLIC LETTER OFFICE, 5 KEARNY STREET, S. F. LETTERS DELIVERED TO ANY PART OF THE CITY WITHIN ONE HOUR AFTER MAILING. EAST OF TAYLOR AND 5TH, 15c.; WEST, 25c.**

Blue impression on white envelope.

TYPE III.—**PUBLIC LETTER OFFICE** above, in scroll shape, in large ornamental capitals; No. 5 in hollow of curve formed by **LETTER OFFICE**; **KEARNY ST.** below. Struck in left hand corner of envelope, across the end of which is also printed, in old English type, **DELIVERED WITHIN ONE HOUR AFTER MAILING.** Black on 2c. U. S. Post envelope. Alongside the government stamp appears a fancy hand stamp impression, reading "**PAID 15 Cts.**" A similar hand stamp of the value of 25c. is said to exist.

I also have an envelope with the hand stamp entirely omitted, and in place thereof **PAID 15c.** written in red ink.

Public Post Office.

There is reported to have existed a post of this name in San Francisco, but I fancy that the Public Letter Office, of which I have just described the franks, is the concern intended.

Private Post Office.

TYPE I.—Type set. **PRIVATE POST OFFICE, 5 KEARNY ST., S. F. LETTERS DELIVERED TO ANY DESTINATION IN THE CITY WITHIN ONE HOUR AFTER MAILING.**

EAST OF TAYLOR AND SIXTH, 15c.

WEST " " " " 25c.

The whole enclosed in a fancy oblong rectangular frame, outside of which is a large numeral indicative of value (15 or 25c., as the case may be).

15c. Blue impression on 3c. white, 1864.

25c. " " " 3c. buff, "

Nearly all these San Francisco companies used hand stamps for the purpose of cancelling their adhesives or their prepaid envelopes. Many collectors have been disposed to attribute to these hand stamps philatelic value, but I am satisfied that with the exception of those already described in this chapter, none of them are worthy of consideration, any more than those used to-day by Hussey in New York.

The following is a list, as far as known to me, of the *valueless* hand stamps used by the San Francisco Companies :

CITY EXPRESS.—G. & H., 423 Wash'n st., S. E. corner Sansome st. Oval.

CITY LETTER DELIVERY.—S. E. corner Washington and Sansome. Scal-
loped oval.

CITY LETTER EXPRESS.—Oval.

PRIVATE POST OFFICE.—Round.

ROBINSON & Co. CITY DELIVERY.—Small oval.

SAN FRANCISCO LETTER EXPRESS.—Horseman. (As explained under heading of Gahagan & Howe.)

FINIS.

UNITED STATES LOCALS.



PHILATELIC SECTION.