

# THE UNITED STATES ONE CENT STAMP

OF  
1851-1857

THE STUDY AND STORY OF A SINGLE UNITED STATES STAMP, THE FIRST OF A  
VALUE OF ONE CENT TO BE ISSUED BY OUR GOVERNMENT; ALSO A REVIEW  
OF THE POSTAL HISTORY AND POSTAL MARKINGS OF THE ABOVE PERIOD.

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WITH

SPECIAL CHAPTERS WRITTEN  
ESPECIALLY FOR THIS WORK

BY

ELLIOTT PERRY  
CLARENCE W. BRAZER  
MANNEL HAHN

AND A  
PREFACE  
BY

ERNEST R. JACOBS

## VOLUME II

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FIRST EDITION

Printed in the United States of America.

To

*My Good Friend*

MR. SAUL NEWBURY

*This Work is Respectfully Dedicated,*

*in*

*Grateful Appreciation  
for his untiring efforts, upon all occasions, to  
advance the best interests of American Philately.*

TO

MR. NEWBURY

*I am not only indebted for the inspiration for this  
work, but for his generosity in making the publica-  
tion possible.*

STANLEY B. ASHBROOK

Fort Thomas  
Kentucky  
January 1938



## INTRODUCTION TO VOLUME II

The splendid work that Mr. Ashbrook has done for philately has been fittingly recognized by the highest awards which philately can bestow upon its followers. He was the first to receive the Charles E. Severn Memorial Award, given to the philatelist who has contributed the most outstanding work for the advancement of philately; at the Third International Philatelic Exhibition, held in New York in 1936, he received the highest award for philatelic literature; and then, as a climax, he received the famous Crawford medal of 1937 awarded by the Royal Philatelic Society, London, to the author of the philatelic work of greatest merit, published during the years, 1936 and 1937. In recognition of his services rendered to American philately, he was also honored by the Society of Philatelic Americans by having conferred upon him an Honorary Life Membership in that organization. Mr. Ashbrook has accepted all of these honors very modestly, but they are fitting tributes to the splendid work that he has done, and is still doing.

This second volume of Stanley B. Ashbrook's monumental study of the U. S. One Cent Stamp of 1851-1857 is a very unusual book and blazes a new trail in the study of United States postal markings.

For the first time it explains in explicit detail, the *meaning of the postal markings* which are found on the covers of the period 1847 to 1862. For example, this volume demonstrates how to distinguish by the postal markings a Paid stampless cover from one that was forwarded unpaid, it gives the meaning of "Way", "Ship", "Steamship", "Steam", "Packets", "foreign rate markings", and practically all the other classes of postal markings used during this period.

No attempt has been made to list all of the postal markings of each class, but rather to show outstanding examples, so that the book will serve as a guide to those who desire to specialize in any class.

A tremendous field for such specialization will be found in the markings of foreign rate covers. While Mr. Ashbrook has made some revolutionary advances in the study of these markings he has only been able to touch the high spots, and to cover them completely would require a book in itself.

In the past there have been published many extensive lists of various markings of this period, many of them profusely illustrated but with no explanation of the purposes of the markings. There are many collectors of postal markings, but only a very small minority can explain the actual meaning of the great majority of markings in their collections. We believe that this volume will prove quite a revelation to all collectors of United States stamps.

Of particular importance is the fact that all of these illustrations are in the exact size of the originals, and have been separated into two classes, 'Official Postal Markings', and 'Unofficial Markings'.

From the standpoint of Postmarks and Cancellations, this book practically covers the entire period from 1847 to 1862, but the explanations of the various markings will also apply to many of the markings up to the present time.

In the chapter on "Carriers and Carrier Markings", by Elliott Perry, is told for the first time the real facts pertaining to our early carrier system. Mr. Perry has long been known as a leading expert on the carrier stamps, and in order to prepare this chapter he has spent months of intensive study on the subject. As a result it is one of the best pieces of work that Mr. Perry has ever done and he is one of our ablest students of 19th Century U. S.

—H. L. LINDQUIST.

New York, N. Y.  
August 15, 1938.



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THE UNITED STATES  
ONE CENT STAMP  
OF 1851-1857





## Chapter XXX.

### THE GOVERNMENT REPRINT ISSUE OF 1875.

**I**N the Scott U. S. Catalogue, 1938 edition, page 35, we find immediately following the 1857-1860 Issues,

“1875—Reprints of 1857-60 Issue.

Issued for the Centennial Exposition of 1876. *These were not good for postal use.*

PERF. 12

PRODUCED BY THE CONTINENTAL BANK NOTE CO.

WHITE PAPER, WITHOUT GUM

---

The 1c, 3c, 10c and 12c were printed from new plates of 100 subjects, each differing from those used for the regular issue.

- 54 a—A 4— 1c Bright blue (3846)  
Pair  
Block of four  
Cracked plate  
Double transfer
  - 54 b—A 8— 3c Scarlet (479)  
Stitch watermark
  - 54 c—A17— 5c Orange Brown (878)
  - 54 d—A10—10c Blue Green (516)
  - 54 e—A11—12c Greenish Black (489)
  - 54 f—A12—24c Blackish Violet (479)
  - 54 g—A13—30c Yellow Orange (480)
  - 54 h—A14—90c Deep Blue (454)
- Nos. 54 a to 54 h exist imperforate.”
- 

Regarding the above, Mr. Luff's book has the following, page 343:

“The first issue of this nature took place early in 1875. The intention of the Government was known in advance, though possibly its full extent was not realized. Strange to say, the proposition to make reprints does not appear to have evoked any protest from philatelists or comment in the stamp journals. In the **Philatelic Journal** for April 20th, 1875, we find an article entitled ‘Official Jobbery and Sanctioned Forgery’ \* \* \*, and in which the action of the Post Office Department is roundly condemned.”

On page 344, Mr. Luff stated:

“I have not been able to find any official statement of the reason for making the reprints and reissues of 1875, but it is generally understood that the prime cause was the desire of the Post Office Department to display a full set of our postal issues, as part of its exhibit at the International Exposition of 1876. (Philadelphia.) The collection of the Department being incomplete and the missing stamps not being obtainable, except by purchase at a considerable advance over their face value,

the simplest way to secure them appeared to be by making impressions from the old plates. In addition to this, the Department had received frequent applications from stamp collectors for specimens of its obsolete issues and this seemed a favorable opportunity to provide material to satisfy such requests."

In Mr. John K. Tiffany's book, "The History of the Postage Stamps of the United States," published in 1887, some ten to fourteen years prior to Mr. Luff's work, we find the following on page 254:

#### "Reprints

"There seems to have been no special law authorizing the Postmaster General to issue reprints of the stamps of the United States, or as the authorities choose to call them, 'Specimen Postage Stamps.' On the other hand his general authority under the law is sufficient to make any re-issue for postal purposes of any of the issues of the Department legal, for none of them except the official stamps have ever been made invalid for postal purposes **by any authority but his own, and this authority he undoubtedly has also.** It has always seemed expedient to the Department to issue certain specimens of the stamps and envelopes in circulation, or to be circulated, from time to time, in the proper, as well as in trial colors. It has been said that it being considered expedient to exhibit at the Centennial Exhibition a complete series of all the various issues authorized from time to time, by the Department, as a part of its history, and unused specimens not being easily obtained, the old dies and plates were taken from their places of storage in order to print the necessary specimens, and that the Department having been solicited to furnish collectors with specimens of its old issues, took this opportunity to provide itself to satisfy these demands. It was, however, a mistaken kindness and unused originals were not unattainable. So that for exhibition purposes even reprinting was not necessary. Besides as the reprints or specimens of all except the current series, are in some respects or other unlike the originals, they were really only so many tolerably accurate pictures of what had been. When the Department was ready to furnish collectors with these doubtful books the following official circular was issued:"

Note—The above reproduction of this official circular is from the Chase book, and was reproduced from an original in the Chase collection. Mr. Tiffany quoted in text this same form signed by "E. W. Barber, Third Assistant Postmaster General."

On page 258, Mr. Tiffany continued his comment as follows:

"Here is truly a pretty kettle of fish. The proceedings **do not seem to have been reported by the Department,** and there seems to have been **no account rendered** of this peculiar transaction of the stamp office. Doubtless the amounts received for these specimens and the number of them sold are blended in the accounts of the number of stamps sold and no loss accrued to the service. The public are not, however, informed of the extent of the transactions, and judging from the difficulty of finding these specimens in collections, the business was not large."

Chase in his book on the "U. S. 3c 1851-1857" commented on these reprints as follows, page 216:

"Strictly speaking there are no re-issues of the 1851-1857 set because such stamps as were sold by the Government in 1875 were made long after the originals had been demonetized, and as they were not receivable for postage are therefore reprints, in contradistinction to the stamps of the later issues made at the same time which were receivable for postage and hence are re-issues."

Regarding Figure 30 A, Chase stated that this,

"Is a reproduction of the circular, evidently sent to postmasters for display throughout the country, advertising these stamps for sale. Luff in his work prints a copy of this identical circular excepting that his is signed 'A. D. Hazen, Third Assistant Postmaster General,' whereas mine is signed, 'E. W. Barber, Third Assistant Postmaster General.' Mr. Luff further states: 'It is probable that there was an issue of this circular bearing an earlier date than that here given. The circular was re-issued at various subsequent dates.' It is possible that mine with Barber's name was the first to appear."



## SPECIMEN POSTAGE STAMPS.

**Post Office Department,**

Office of Third Assistant Postmaster General,  
Division of Postage Stamps, Stamped Envelopes, and Postal Cards,  
WASHINGTON, D. C., MARCH 27, 1875.

The Department is prepared to furnish, upon application, *at face value*, specimens of adhesive postage stamps issued under its auspices, as follows:

**ORDINARY STAMPS FOR USE OF THE PUBLIC.**

1. *Issue of 1847.*—Denominations, 5 and 10 cents. Value of set, 15 cents.
2. *Issue of 1851.*—Denominations, 1, 3, 5, 10, 12, 24, 30, and 90 cents; also two separate designs of 1-cent carrier stamps. Value of set, \$1.77.
3. *Issue of 1861.*—Denominations, 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.92.
4. *Issue of 1869.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
5. *Issue of 1870, (current series.)*—Denominations, 1, 2, (brown,) 2, (vermilion,) 3, 5, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.07.

**OFFICIAL STAMPS.**

1. *Executive.*—Denominations, 1, 2, 3, 6, and 10 cents. Value of set, 22 cents.
2. *Department of State.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents, and \$2, \$5, \$10, and \$20. Value of set, \$39.
3. *Treasury Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
4. *War Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
5. *Navy Department.*—Denominations, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$2.
6. *Post Office Department.*—Denominations, 1; 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
7. *Department of the Interior.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
8. *Department of Justice.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. Value of set, \$1.93.
9. *Department of Agriculture.*—Denominations, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cents. Value of set, \$1.03.

**NEWSPAPER AND PERIODICAL STAMPS.**

1. *Issue of 1865.*—Denominations, 5, 10, and 25 cents. Value of set, 40 cents.
2. *Issue of 1874.*—Denominations, 2, 3, 4, 6, 8, 9, 10, 12, 24, 36, 48, 60, 72, 84, 96 cents, \$1.92, \$3, \$6, \$9, \$12, \$24, \$36, \$48, and \$60. Value of set, \$204.66.

The 1847 and 1851 stamps are obsolete, and no longer receivable for postage. The subsequent issues of ordinary stamps are still valid. The newspaper and periodical stamps of 1865 are also now out of use; those of the issue of 1874 can be used only by publishers and news agents for matter mailed in bulk, under the Act of June 23, 1874. The official stamps cannot be used except for the official business of the particular Department for which provided.

All the specimens furnished will be *ungummed*; and the official stamps will have printed across the face the word "Specimen" in small type. It will be useless to apply for *gummed* stamps, or for official stamps with the word "Specimen" omitted.

The stamps will be sold by sets, and application must not be made for less than one full set of any issue, except the State Department official stamps and the newspaper and periodical stamps of the issue of 1874. The regular set of the former will embrace all the denominations, from 1 cent to 90 cents, inclusive, valued at \$2; and any or all of the other denominations (\$2, \$5, \$10, and \$20) will be added or sold separately from the regular set, as desired.

The newspaper and periodical stamps of 1874 will be sold in quantities of not less than two dollars' worth in each case, of any denomination or denominations that may be ordered.

Stamps of any one denomination of any issue will be sold in quantities of two dollars' worth and upward.

*Under no circumstances will stamps be sold for less than their face value.*

Payment must invariably be made in advance in current funds of the United States. Mutilated currency, internal revenue and postage stamps, bank checks and drafts, will not be accepted, but will in all cases be returned to the sender.

To insure greater certainty of transmission, it is strongly urged that remittances be made either by money order or registered letter. Applicants will also include a sufficient amount for return postage and register fee, it being desirable to send the stamps by registered letter. Losses in the mails or by any mode of transmission must be at the risk of the purchaser.

Applications should be addressed to "THE THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C."

No other stamps will be sold than are included in the above list; and specimens of stamped envelopes, (either official or ordinary,) or of envelope stamps, postal cards, or used stamps, will not be furnished in any case.



Third Assistant Postmaster General

The following is from the Luff Book, page 346:

"Re-issues are printings of stamps which are available for postage, though the originals may have been replaced by a latter issue. In 1861, at the breaking out of the Civil War, the stamps of 1847, 1851 (including the stamps for delivery by Carriers) and 1857 were declared obsolete and invalid for postage. \* \* \* As a consequence, subsequent printings of any of these stamps must be called reprints. The stamps of the 1861 and 1869 have never been deprived of their franking power, and the same privilege extends to any printing of them, without regard to the date at which it was made. The stamps made and sold in 1875 are, therefore re-issues. The other series enumerated in the circular, i. e., the 1870 issue, \* \* \* were then in use and the specimens prepared for sale under the terms of the circular were neither reprints nor re-issues but special printings. These stamps were not in any way a part of the regular issues of the Post Office Department and were always kept carefully and entirely separate from the regular stock. They were manufactured upon special orders and, when possible by the makers of the original issues. They were not sold at post offices but from the office of the Third Assistant Postmaster General. A special set of accounts was kept for them, in which every purchase was carefully detailed and the name of the purchaser recorded. From these accounts we learn that the first of the stamps was sold on February 23rd, 1875, and the last on July 15th, 1884. The sale was discontinued and the stock on hand counted on July 16th, 1884, and on the 23rd of the same month the remainders were destroyed, by order of the Postmaster General. It was originally intended to make 10,000 of each denomination of each series, except the four high values of the State Department and the newspapers and periodicals stamps. But this quantity was supplemented in a few instances, as dealers took advantage of the privilege of buying two dollars worth of any value and bought largely of the lower values of some series. The records do not give the dates at which the first consignments were received from the various contractors, but it is probable that the deliveries were made late in 1874 and early in 1875."

In describing the Reprint Issue of 1857, Mr. Luff stated, page 348:

"The original stamps of this issue were made by Toppan, Carpenter, Casilear & Co. of Philadelphia (note by S. B. A.—The stamps of the 1857 issue were made by Toppan, Carpenter & Co.). The reprints were the work of the Continental Bank Note Co. of New York. In 1874, probably about August, there were sent to the latter company the original plates of the 5, 24, 30 and 90 cent stamps and the transfer rolls of the 1, 3, 10 and 12 cents. By means of the latter, new plates were made for those four values. (Note by S. B. A.—Mr. Luff evidently did not mean to infer that the original transfer rolls used to make the original plates were used to make the new reprint plates, but rather the **original master rolls** used to make the Lay-downs, from which the old transfer rolls were transferred). These plates (Reprint) had neither imprint nor plate number and contained one hundred stamps each. On the new plates the stamps were set far apart, so that the sheets might be perforated by the machines then in use without damage to the designs, as would have happened had the original plates of these values been used. (Note by S. B. A.—It is doubtful if this is the reason new plates were made for the 1c, 3c, 10c and 12c. Such plates, either did not exist, or else, the trimmed designs of the 1c, 3c and 10c plates were not desired on the new plates but rather full designs). The 1 cent stamps are all of Type I, \* \* \* The 3 cents are also of Type I, \* \* \* The 5 cent stamps are from Plate No. 2 and, consequently, show the same varieties as the original stamps from that plate, \* \* \*. The 10 cent stamps are all Type I \* \* \*. Of each of the other values there was never more than one type, therefore, in the matter of design, the originals and reprints agree. The plates of the 24, 30 and 90 cents each bore the number '1.' The paper is very white, crisp, and hard, **the stamps are without gum**; the perforation gauges 12 instead of 15, which of course, affords a very simple test by which to distinguish the reprints. The colors are as follows:

1 cent (Type I) Bright blue etc."

On page 349, Mr. Luff stated:

"The records supply the following statistics:

	<b>1 cent</b>
1875—received . . . . .	10,000
July 16, 1884 on hand . . . . .	6,154
Sold . . . . .	3,846"

From the Chase Book, page 218 we quote:

"The envelope in which the sets of reprints were sent out measured 53 M.M. high x 88 M.M. wide, is of white paper and has printed on it in black:

One set Specimen Postage Stamps  
(Including Carrier Stamps)—Issue 1851

Denominations—Ordinary stamps 1, 3, 5, 10, 12, 24, 30 and 90 cents  
carrier stamps, two designs of 1 cent ..... Value \$1.77

Obsolete: Not receivable for postages."

The Scott Catalogue states, as above quoted:

"Nos. 54a to 54h exist imperforate."

The official circular offers the "Issue of 1851," yet the Reprint set was not issued imperforate, but perforated. Mr. Luff makes no mention of the Department selling any of the Reprint stamps without perforations. It is true such items exist but they are nothing more than proofs and were never regularly issued in the same manner as the regular Reprint specimens.

The official circular also states:

**"All specimens furnished will be ungummed"**

and further:

"It will be useless to apply for gummed stamps, etc."

We frequently find the proofs with fake gum on the back offered as the 1c 1851, Type I.

Mr. Tiffany on page 263 of his book stated:

"The '2nd' or 1851 issue, as it is called in the circular, actually consisted of two series, the imperforate and perforate. **Imperforate Reprints were not furnished** \* \* \*. Attempts are, however, made to palm off trimmed reprints as imperforate specimens. The originals are on a yellowish paper with brown gum. The reprints on a very white paper originally but easily manipulated to yellowish. The reprint of the One Cent is from a new plate, the stamps have the outside fine labels of the original imperforate series, but are set farther apart on the plate so that even the larger perforations used does not cut into the stamp. The blue is too bright."

#### SECRET MARK OF THE ONE CENT 1875 REPRINT

All One Cent stamps from the reprint plate have a secret mark in the shape of a heavy dot placed in the wide border surrounding the medallion at the left. This dot was described in Chapter No. 28. This dot first appeared on the One Cent stamps from Plate Eleven and it was repeated on the stamps from Plate Twelve. *No stamps from any of the other One Cent plates show this dot.* As the stamps from Plates Eleven and Twelve were issued only in Perforated sheets, *this dot is not found on any imperforate stamps.* Trimmed copies of the One Cent Reprint with or without fake gum will show it as also the proof with or without fake gum. With this in mind it is quite easy to distinguish the true status of an imperforate One Cent 1875 Reprint.

The design of the Type I stamps of the Reprint plate differ to a small degree from the design of the original die. On the Reprint stamps the *outer left line of the top right ornament* is missing, also the bottom line of the "ball" of the lower left scroll. See Figure 30 G showing a comparison of parts of the two designs.

#### THE REPRINT PLATE

Chase stated, page 218: "No plate of the 3c 1851-57 stamps being available, a new plate was made etc." Inasmuch as the original 5c Plate No. 2 with the

designs trimmed at both top and bottom was used for the Reprints of this value, it would appear Dr. Chase is correct in stating, no 3c plate was available. It is my opinion that no One Cent plate was available.

The new plate was made by the Continental Bank Note Co. of New York City, and to transfer this plate a one relief roll was used to transfer the 100 subjects. Mr. Luff stated the old rolls were resurrected but the truth may be that none of the old rollers of the One Cent were kept by the successors of the firm of Toppan, Carpenter & Co. The original contract between Toppan, Carpenter, Casilear & Co. and the Post Office Department signed in 1851 provided, "All the dies and plates engraved and provided under this agreement are to belong to and be the exclusive property of the United States of America etc." The last four year contract signed in 1857 was merely a renewal, with certain additions, of the 1851 contract.

The original die, and in all probability duplicate dies or lay-downs, were turned over to the Government at the expiration of the Toppan contract in 1861. All Die proofs which I have seen show the small secret mark dot in the



Figure 30 B.

white margin at left. It seems probable that the Roll made to transfer the Reprint plate was a new "one relief roll" made in 1874, by the Continental Bank Note Co., especially for the One Cent plate.

As stated by Mr. Luff, no imprint or plate number was transferred or added to this plate.

In preparing the plate for the transfers fine horizontal and vertical lines were drawn across the plate. The former appears on the stamps across the top of the designs and the latter, down the right sides (see Figure 30 B). Guide dots occurred where these lines crossed, with the exception of all ten positions in the tenth vertical row. (See Figure 30 B). The majority of the 100 positions only had one dot at the intersection of the guide lines, but certain positions had two, and others, three or four. Generally the extra dots were much smaller than the regular dot. A small dash is also found S. W. of the left bottom ornament (see Figure 30 B) on every stamp from this plate, but this was not a guide dot but existed on the transfer roll relief. Its position is constant on each of the 100 positions.

Various positions show fine scratch lines running in various directions. Some of these may have been ruled on the plate for some purpose or other, while others are wavy and may be polishing scratches.

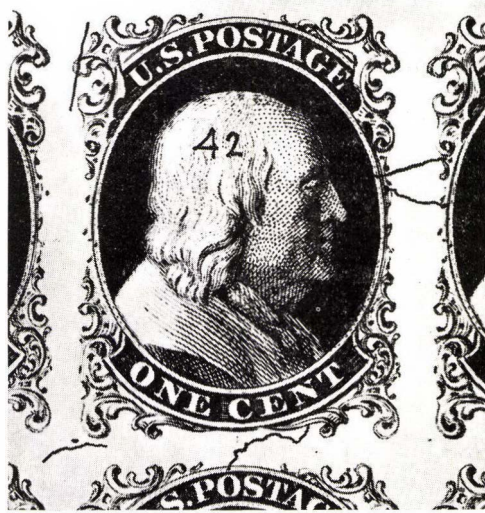


Figure 30 C.

#### SURFACE CRACKS

Position 42 shows several very fine surface cracks as per Figure 30 C. Position 51 shows another fine surface crack at left—See Figure 30 B. The finest cracked plate variety occurs on 91. This decided crack extends from the bottom part of the right ball of the right scroll into the lower margin. See Figure 30 D. This large crack evidently extended to the bottom edge of the plate.

Quite a number of positions show various plating marks and quite a number of these are shown on the composite diagram Figure 30 B.

Position No. 1 shows quite a large scratch line around the ear, and in the back of the head.

In "STAMPS," issue of September 2, 1933, Geo. B. Sloane illustrated this "scratch in the head" variety and described a plate proof showing it in the collection of Frank A. Hollowbush of Allenhurst, N. J. Mr. Sloane remarked:

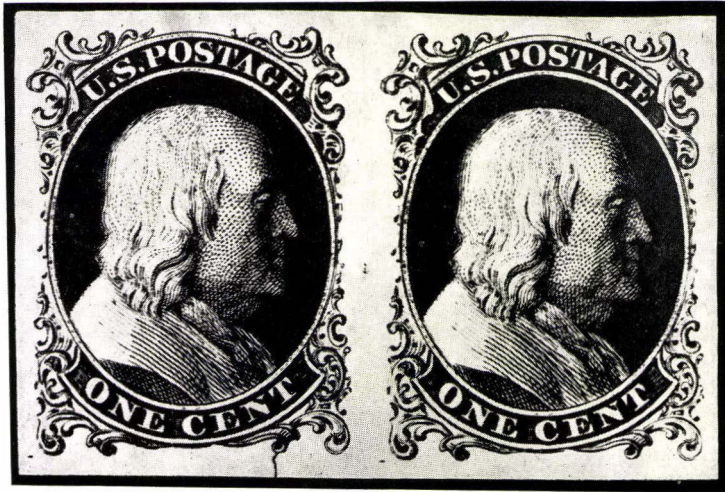


Figure 30 D. Positions 91-92.

“Reference to the illustration will show a very marked scratch starting in the hair of the Franklin portrait, about over the ear, cutting over to the cheek, and extending backward again and downward through the hair and ending near the shoulder. It was evidently a rather bad scratch, probably brought into the plate through careless handling \* \* \* and the subject is probably the first position in the top row.”

Doctor Chase called my attention to this marked variety back in 1919 at which time, I made a photograph of it and labelled it—“Shown me by Chase, November 16, 1919.” At the same time he sent me a proof of the pair illustrated in Figure 30 D. Later on he sent me a full pane of 100, an India paper proof in the finest possible condition. From a large photograph of this beautiful item, the plating marks as shown on Figure 30 B were recorded. Figure 30 E illustrates the lower half of this proof sheet, showing 50 positions—51 to 100 inclusive.

#### DOUBLE TRANSFER

The Scott Catalogue lists under the One Cent Reprint a “Double Transfer.” This refers to but one position on the plate, viz., No. 94. The doubling shows at the bottom of the design, in the scrolls, and the left full curve, but is hardly noticeable in the right full curve. It is a very minor variety.

#### CHEEK SCRATCH

In the issue of “STAMPS” September 23, 1933, George B. Sloane mentions another prominent variety of the One Cent Reprint plate. This is the variety I call the “cheek scratch.” It is found on position 64, (See Figure 30 B). Mr. Sloane suggested that this might possibly be a small surface crack but it is not of this variety as it is entirely too straight. It is simply a plate scratch. In the same article he mentions another small scratch from a possible top row position. There are quite a number of these on the plate, and I have not attempted to list them all, but only the most prominent ones.

#### THE S. W. CORNER RELIEF DASH

The Relief dash is shown in its relative position in Figure 30 B. In describing the 3c Reprint plate Doctor Chase in his book stated: “The transfer roll evidently had a pointer which marked a tiny dot on the plate about  $\frac{3}{4}$  M.M. to the left of the lower left corner and in line with the bottom line. Every stamp on the sheet shows this. In addition every stamp on the sheet, excepting those

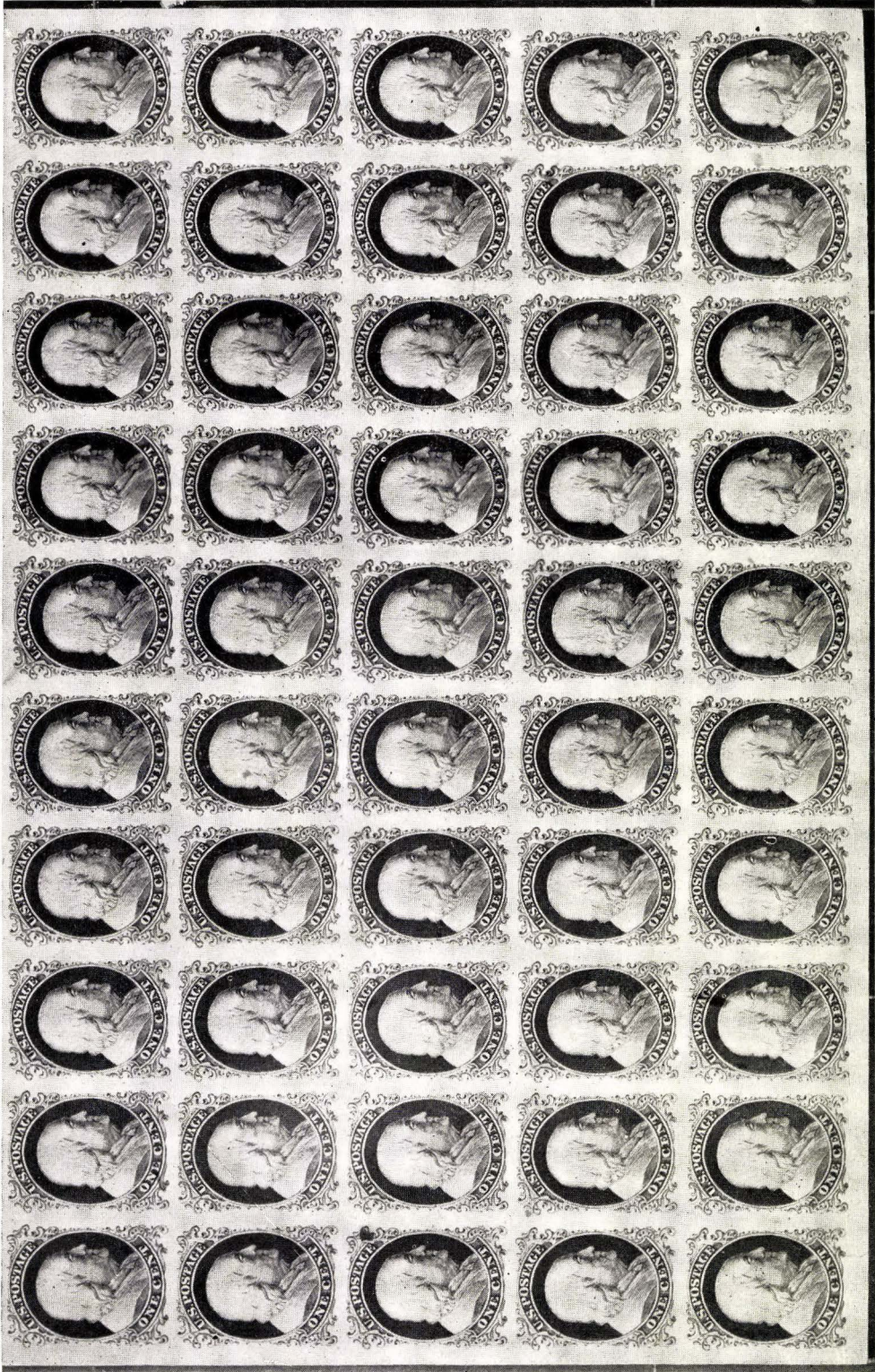


Figure 30 E. Lower Half of Reprint Plate.

in the extreme right hand vertical row, shows a guide dot on or very near the top frame line about 3 M.M. from the upper right corner. These dots were evidently put on the plate by hand because they vary in size and also slightly in relative position."

This was an error on the part of Chase because the dot at S. W. was on the single relief, whereas the dots at N. E. were the dots placed on the plate, from which the settings were taken for each transfer. Thus the 3c plate was entered in the same manner as the 1c plate. The guide dots on the top line at right on the 3c vary slightly in their relative positions on the plate but the "*relief dot*" at the S. W. does not vary in the slightest. Chase listed three positions on the 3c plate, No. 10, 20 and 30 which he stated were "not only out of alignment but are actually placed in a slightly slanting position." These three positions alone prove the S. W. dot was on the relief as all are in their relative positions with the design in spite of the slanting entries of the relief, on these three positions.

#### ORDER OF ENTRY

The tenth vertical row, from top to bottom, was evidently entered first, the guide dots at the upper right corners on all the ninth vertical row positions furnishing the settings. This is the reason no guide dots were placed on the plate at the upper right corners of all positions in the tenth vertical row. This also applies to the 3c reprint plate.

#### NUMBER OF REPRINTS SOLD

The Luff Book and also the U. S. Catalogue list the numbers of Reprints sold to the public, and these figures are given at the beginning of this chapter. Of the One Cent there were 3846 sold as compared to only 479 of the 3c. The catalogue prices the former at \$7.00 and the latter at \$50.00 which approximately reflects the relative scarcity of the two stamps. There seems to have been little demand for the 3c as compared to the 1c and the real reason for this was no doubt because it was the first opportunity for some fourteen years to obtain a Type I unused stamp for 1 cent.

Of the 90c stamps, only 454 copies were disposed of, a number less than any of the other values. The catalogue price of this stamp is \$45, which appears to be quite modest when one considers the small number issued.

The catalogue lists a "pair" and a "block of four" of the One Cent but omits any such listing for the Three Cent or any of the other denominations. Chase stated he had never seen but one pair of the Three Cent.

Figure 30 F illustrates a block of four of the One Cent—positions 4, 5, 14 and 15. This block shows the "relief dots" of 4 and 14, and the dash in the margin above 14. On the diagram Figure 30 B this margin dash is shown in the margin below "N" of "Cent." This same dash is shown in the margin above the "TA" of "POSTAGE" on eight of the ten positions in the fourth vertical row—positions 4 to 74 inclusive. One position, No. 74 shows two dashes instead of the usual one. As the shape of this small margin dash is very consistent, it evidently had its origin on the transfer roll.

#### THE PAPER

The paper that was used for the Reprints was of an excellent quality, white and as Mr. Luff stated quite crisp. Chase stated it is so hard it was somewhat brittle.

#### IMPERFORATE REPRINTS

Regarding imperforate items, Chase remarked on page 219 of his book: "These stamps undoubtedly exist imperforate as I personally have seen one set of all values in pairs and two complete sets in single copies, one of these two





Figure 30 F. Positions 4-5-14-15.

having in each instance a sheet margin. These are stated to have come from the estate of Charles F. Steel, who had been connected with the National Bank Note Company and was the inventor of the grill used on the United States stamps from 1867 to sometime in the early 70s. These imperforate stamps are absolutely identical with the perforated all through the set as to color and paper and come from the same plates. The pair of Three Cent imperforate stamps incidentally showed the bottom sheet margin. I regret that nothing further of the history of these imperforate stamps is known to me."

It is my conviction that such items which were "never regularly issued to the public" are in no degree "U. S. Postage Stamps," regardless of their color, paper, or other features. Such items are proofs pure and simple and have no legitimate place in our catalogues with stamps that were regularly issued at their face value by the Post Office Department.

#### PROOFS OF THE ONE CENT REPRINT

Plate proofs of the One Cent value exist in various forms, the most common of which are the plate proofs on cardboard. Plate proofs on India paper are somewhat less common and these are known in various sized blocks. Proofs on paper other than India and cardboard and in various trial colors are also known.

Sets of plate proofs of the Reprints were distributed, though under what conditions I do not know. Chase on page 219 of his book, described the envelopes these were enclosed in:

"I have seen two different envelopes, both white, in which sets of Reprint plate proofs were given out. The larger is 74 M.M. high x 131 M.M. wide. Printed on it in black is:

United States Postage Stamps

Issue

1851

The smaller envelope is 59 M.M. high x 92 M.M. wide. Printed on it in black is

United States  
Postage Stamps  
1851  
Proof Specimens"



Figure 30 G.

## Chapter XXXI.

### THE PAPER USED FOR THE STAMPS.

**D**URING the ten year period in which the Toppan, Carpenter firm supplied the Government with postage stamps, the paper used varied to quite an extent. In the first years, the paper was of an exceedingly good quality, as compared to that of the last few years. For the great majority of the stamps, a white wove machine made paper of fair quality was used.

During the period of issue of imperforate stamps, the paper was considerably thicker than that used for the perforated stamps. Thinner paper appeared late in the Fall of 1857. Chase stated that the thickest paper he had seen of the Three Cent imperforate stamps was .005 inches, and the thinnest, .002 inches, with the average about .003 inches.

Of the perforated Three Cent Type II stamps, which were issued at the same time as the One Cent Type V, the thickest he noted was .004 inches and the thinnest .002 inches, with the average about .0025.

In describing the papers of the Three Cent imperforates, Chase stated, page 145:

"They are not infrequently seen on a paper which shows a distinct and very fine vertical ribbing. Most of this paper was used in 1852 and 1853, and is not rare. The 'ribs' average about thirty-one to the centimeter. These should not be confused with other stamps which show more or less distinctly the characteristics of laid paper. However I am convinced that the seemingly laid lines, which may be found either vertically, horizontally or diagonally, are ordinarily due to one of two accidents. Sometimes they are caused by the fact that the stamp was affixed firmly to an envelope or letter sheet made of distinctly laid paper and as a result of having been held in contact with it, perhaps under pressure for many years, took on certain of its characteristics.

"The other cause for this effect, so I am told by men who are by profession printers from line engraved plates, is due to a worn press blanket used while the stamps were being printed. It must be remembered that the paper properly moistened is placed upon the inked and wiped engraved plate, and forced down against it under very considerable pressure. The part of the press which makes the pressure is ordinarily covered by a piece of thick cloth called the 'press blanket.' If the nap is worn from this cloth, the ridges on it may be impressed more or less distinctly in the paper. The resultant 'laid' lines may be either horizontal, or vertical, or both; in the last case giving the appearance of quadrille paper. Let me add once more that I do not believe any 1851 or 1857 stamp of any of the values was printed on a true laid paper. Other paper varieties worthy of mention are a thin crisp paper which is more or less distinctly mottled when examined from the back. This was used in 1858 and is found only on the perforated Type II stamps. From 1859 on until the issue ceased, practically all stamps of all value were printed on a thin paper which is comparatively soft and shows the 'grain' distinctly. All of the 24c, 30c and 90c stamps of this issue, for example, are found only on this paper and offer a chance for comparison. Probably in 1860, and certainly while this kind of paper was in use, a little was employed that shows some characteristics of faint horizontally laid paper. The 'laid' lines show best by reflected light and little or not at all by transmitted light. This alone is enough to create grave doubts as to its being real laid paper. Identical paper was used for some Type V 1c 1857 stamps. \* \* \* For a short period, probably in 1858, vertically ribbed paper, almost identical, though a little less clearly ribbed than that used in 1852 and 1853, was employed for the perforated Type II stamps. These are somewhat rarer than the imperforate examples. \* \* \*

"Other varieties of paper may be noted but they are all, I think, accidental. Imperforate stamps may be found on paper that is soft and porous, but this, I believe, is due to the fact that the 'size' has been removed from the paper by accident or design. Again, paper is occasionally seen which appears to have a glazed surface. This too seems artificial. Further, paper is found which varies in color from yellowish to light brown. This also is accidental, although in certain instances it is due

to the brown gum which was used late in the year 1851, and which was far from satisfactory. Paper is occasionally found that shows a foreign substance embedded in it, but because a really excellent quality was used this happened but rarely."

Chase further stated that, sometime in 1851 a small printing was made on a paper which he called "Part India." In commenting on this, we find the following in his book on page 144:

"The firm manufacturing the stamps undoubtedly bought the paper in the open market and there is no particular reason why hand-made paper might not have been used to a limited extent. The fact which makes me suspect such a possibility is that the paper of certain stamps shows characteristics found commonly in hand-made paper and rarely in that which is machine-made. For example: I have an imperforate stamp on paper which varies much in thickness; that is to say one quarter of the stamp is very thick while the rest is thin. This, so I am told by an expert, might possibly happen with machine-made paper but ordinarily indicates that which is hand-made.

"With the exception of one small batch of paper it was all made from rag stock; that is to say the basis of the pulp was ground up cloth mostly in the form of rags. The exception just mentioned, and to my mind a most interesting one, is a small lot of paper, used within two or three months of the time that the firm commenced the manufacture of stamps, which is made, not from pure rag stock, but from a mixture of this and fibre from the inner bark of the bamboo tree; this latter being the basis of what ordinarily is known as India paper. From what paper experts tell me I judge this paper could either have been made in the Orient or made in this country from stock imported therefrom. \* \* \*

"The paper in question is thin and silky, and feels and looks like India paper, although it does not respond to one rough test which stamp collectors often employ to determine India paper; this being to moisten it slightly upon which it promptly 'wets through.' This test however, I am told, is more a proof of lack of 'size' in the paper than it is of any kind of fibre. Stamps printed on this paper are always in a certain rather peculiar yellowish shade of orange-brown which is fairly distinctive. The paper itself is slightly yellowish, not the dead white usually found. These stamps are rare; possibly twenty or thirty copies having been seen. A majority of these bear the small black Boston PAID cancellation so probably most of this printing went to the city mentioned."

Specialists interested in the subject of this "Part India paper," are referred to quite a fine article by Mr. Eugene Jaeger, entitled: "Early Thin Paper Varieties of the 3c 1851," which appeared in "Stamps," issue of November 28th, 1936, Volume 17, page 353. In this article Mr. Jaeger divided the thin paper varieties of the Three Cent into three classes as follows:

- (1) **Part India Paper.** (Used mostly in Boston, Mass., during August and September 1851.)
- (2) **Very Thin Paper.** (Used in Boston, Mass., during August 1851.)
- (3) **Very Thin Paper.** (Used in St. Louis, Mo., during September 1851.)

Mr. Jaeger stated that all the thin paper, Part India paper varieties he had seen came *only* from the Three Cent Plate One Early.

Mention of this paper was also contained in some notes I published in the *American Philatelist* of March 1936, page 308.

I have seen examples of both the Three Cent and Twelve Cent on this thin paper, and these were unquestionably of the "Part India" variety, but although I have seen copies of the One Cent on a rather thin paper, I have never seen a One Cent stamp on paper I would classify as the "Part India."

The Three Cent stamps on this paper are undoubtedly quite scarce, and in comparison, the Twelve Cent are much rarer. I have a record of approximately fifteen copies of the Twelve Cent that I have examined or have had reported to me. Similar to the Three Cent these Twelve Cent likewise vary, both in the extent of the quality of the paper and in the degree of thinness. In the collection of Mr. Samuel W. Richey of Cincinnati, is a horizontal pair of the Twelve Cent that is most exceptional. It is very thin, much thinner than the ordinary plate proofs from the Reprint plates of 1875. I think this paper is

so-uewhat similar to the silky India proof paper of the original plate proofs of the Five Cent and Ten Cent 1847.

In the Newbury collection is a horizontal strip of five of the Twelve Cent on this "Part India" paper but to all appearances, it is not quite so thin as the Richey pair. Both of these items are undoubtedly from the very first impressions from the Twelve Cent plate. The engravings are very sharp and resemble die proofs or plate proofs on India. The shades of both these items are of the earliest known, the distinctive grayish.

It is not improbable that these "Part India paper" stamps of the Three Cent and Twelve Cent came from "trial printings," i.e., *proof sheets* that were afterwards thrown in the regular stock, then gummed and issued to various post offices.

For the year ending June 30th, 1852, approximately five and one half million One Cent stamps were issued to postmasters, in comparison to only 237,042 of the Twelve value. Inasmuch as specimens of the Twelve on the Part India paper are known, as compared to none of the One Cent, leads me to believe that few, if any, sheets of the One Cent were ever issued to the public on this paper.

Chase stated the thinnest paper he has examined of the Three Cent 1851 was .002 inches. Mr. Jaeger wrote me some months ago that he had three specimens measuring .0011, .0012 and .0014. The Richey pair of the Twelve Cent is .002.

## Chapter XXXII.

### THE COLORS.

IT is a very difficult problem to attempt even to describe the color and shades of the One Cent stamps issued in the ten-year period from 1851 to 1861.

All of the stamps can be divided into three main classes—blue, pale or light blue and dark or black blue.

In describing the various colors of the Three Cent 1851-1857, Chase took certain colors that were characteristic of the various years, and listed these predominating colors by successive years. Thus we find the typical *Orange Brown*, as the 1851 color, the *Brownish Carmine* as the 1852 color, the *Pale dull Reds* and *Dull Rose Reds* as the 1853 color, etc. In 1857 we find very distinctive stamps, the *Plums*, the *Dull Rose Clarets*, or *Brownish Clarets*.

To a certain degree it is possible to assign certain colors, and shades, of the One Cent to certain years, but not to as great an extent as with the Three Cent, because variations of the Three Cent colors are perhaps more noticeable than the variations of the blue One Cent stamps.

Of all the colors of the One Cent there are three that are outstanding and distinctive. By years I classify them as follows:

- 1851—The Pale Light Blue
- 1852—The Rich Dark Blue
- 1856—The Deep Dark Blue

Regarding the two latter shades. The first refers to the rich dark blue of the earliest of printings from Plate One Late, whereas the second refers to a color that is typical of the scarce stamps from Plate Three. Both shades are a dark blue but they are entirely different in appearance.

Regarding the first. Stamps showing use in the early days of 1851 are always in a pale light blue. They are as characteristic of the Plate One Early stamps, as the orange-browns of the first plates used for the Three Cent.

We find stamps from Plate One Late (1856), from Plate Two (1856), and from the Type V Plates (1858) in light blue colors but none of these are exactly like the characteristic shade of 1851.

The finest work I have ever seen on the subject of colors is a book that was published in 1912, entitled, "Color Standards and Nomenclature" by Robert Ridgway, M. S., C. M. Z. S., etc. I quote in part from this authoritative work:

"Tint, hue and shade are employed so loosely by the public generally, even by those people who claim to use English correctly, that neither word has a very definite meaning, although each is capable of being as accurately used as any word in our every day vocabulary \* \* \*. It is not strictly correct to say a 'dark tint' or 'light shade' of any color, because a TINT implies a color PALER than the full color, while a SHADE means exactly the opposite; and to say an 'Orange shade (or tint) of red,' a 'greenish shade (or tint) of blue,' a 'bluish shade (or tint) of violet,' etc., is an absurdity, for the term HUE, which specifically and alone refers to relative position in the spectrum scale, without reference to lightness or darkness, is the only one which can correctly be used in such cases. Indeed the standardization of color terms is almost if not quite as important, in the interest of educational progress, as that of the colors themselves and their names; therefore, to make easy a clear understanding of the specific meaning of each, the following definitions are given:

"Color—The term of widest application, being the only one which can be used to cover the entire range of chromatic manifestation; the spectrum colors (together with those between violet and red, not shown in the spectrum) with all their enumerable variations of luminosity, mixture, etc. In a more restricted sense, applied to the six distinct spectrum colors (red, orange, yellow, green, blue, and violet), which are sometimes distinguished as **fundamental colors** or **spectrum colors**.

**"Hue**—While often used interchangeably or synonymously with color, the term hue is more properly restricted by special application to those lying between any contiguous pair of spectrum colors (also between violet and purple and between purple and red); as an orange hue (not shade or tint, as so often incorrectly said) of red; a yellow hue of orange; a greenish hue of yellow, a bluish hue of green; a violet hue of blue, etc.

**"Tint**—Any color (pure or broken) weakened by high illumination or (in the case of pigments) by admixture of white, or (in the case of dyes or washes) by excess of aqueous or other liquid medium; as, a deep, medium, light, pale, or delicate (pallid) tint of red. The term cannot correctly be used in any other sense.

**"Shade**—Any color (pure or broken) darkened by shadow or (in the case of pigments) by admixture of black; exactly the opposite of TINT, as a medium, dark, or very dark (dusky) shade of red. \* \* \*

**"Broken Color**—Any one of the spectrum colors or hues dulled or reduced in purity by admixture (in any proportion) of neutral gray, or varying relative proportion of both black and white; also produced by admixture of certain spectrum colors, as red with green, orange with blue, yellow with violet, etc."

By NEUTRAL GRAY, the author means the gray obtained by mixing pure spectrum colors in proportion, viz.:—red 32%, green 42% and violet 26%, and also equals the combination of black 79% and white 21%.

A comparison of the average color of the early 1851 printings from Plate One Early, with the color plates in the Ridgway book, defines this color as "*CHESSYLITE BLUE*"—45'.K. Analyzing this particular shade, we find the "45" defines the hue, the dash as the admixture of *neutral gray* and the "K" the depth of the shade, or the proportion of *black* mixed with the hue plus the neutral gray.

Referring to the hue. In the spectrum, green is to the left of blue and violet to the right. The "45" defines the hue "blue-green blue," or 45% green plus 55% blue. The single dash following the 45 indicates a mixture of 68% of the hue with 32% of neutral gray. The "K" indicates that this was mixed with black in the following proportions: 20% plus 80% of black.

This shade can hardly be classed as a tint or a pale color, but regardless of this we will refer to it as the 1851 pale blue.

The pale blues of Plate One Early appear much lighter in shade than the color of the actual ink used. This is due to the fact that the recessed lines on the plate forming the ornamental frame of the design, were very shallow, and held very little ink, hence the appearance to the eye of the shade was broken down by the white paper. A correct idea of the color value of Plate One Early stamps can be obtained by disregarding all parts of the design except the heavy horizontal lines forming the background of the medallion.

The catalogue lists a shade of the 7 R 1 E as a "Dark Blue." In comparing an average "dark blue" stamp from Plate One Early with the Ridgway plates the correct reading seems to be, "49. M," the "Prussian Blue." This is a mixture of the pure spectrum blue with black in the following proportions: 12.5% color—87.5% black. This mixture of the pure blue accounts for the richness of this shade.

The Prussian blue shade was probably first used in the Spring of 1852, though it is quite possible batches of it were used in the Fall of 1851. Plate One Early stamps in this rich shade are quite uncommon. This shade or variations of it were evidently in use when the plate was withdrawn from use in the Spring of 1852 for the alterations, because the earliest uses we have seen of Plate One Late stamps are in shades quite similar if not practically the same as the Prussian blue. Because this shade is so distinctive, we refer to it and variations of it, as the "1852 shade" or the "rich deep blue."

In selecting an average copy of the Type IV stamp printed in 1852 and comparing it with the Ridgway plates, we obtain a slightly different reading than the above Plate One Early average copy.

This typical Type IV 1852 shade classifies as "Berlin Blue—47.M." In this shade the percentage 80% of black, was added to 20% of the spectrum combination of 25% green plus 75% blue. Another outstanding shade classifies as "Dusky Greenish Blue," 47'.M.

These deep blue shades were continued in various variations for over a year, the shades at times running quite deep and at other periods somewhat lighter than the average.

These lighter shades I call "1853." By comparing an average copy with the Ridgway plates a fairly good match appears to be "Paris Blue," 47-K", the *hue* being the same as above with a mixture of 29.5% plus 70.5% of black.

During the latter part of 1853, the lighter shades predominated.

There is very little that is out of the ordinary in the different batches of ink that were used in 1854 and 1855. These were blues, pale blues, and dull blues with various variations, and there was little richness to the shades of this period.

Ridgway's "Dark Chessylite Blue"—45'.M is a fair match for the average dark shades of 1854. It is a dark dull looking shade and this together with the **dirty condition** of the plate, give us stamps which are far less attractive in appearance than those of 1851-1852 and the greater part of 1853.

When Plate Two came into use late in 1855, Plate One was badly worn, hence more stamps were issued during 1856 from the new plate than from the old one. Thus we turn to the Plate Two stamps we know were used in 1856, for a general study of the shades of that year. The worn plate stamps from Plate One Late on the average are a fairly good match of Ridgway's "Hortense Blue."

In a study of the shades of Plate Two as compared to those of Plate One for the period of 1856, I am quite sure of one thing, i. e., the same batch of ink may be used at the same time on two different plates and produce entirely different looking shades of color. I think these two plates prove this assertion. Plate Two was new, the lines of the designs were sunk deep in the plate, whereas Plate One was badly worn and the lines of the design were not originally sunk as deep on the plate. The average Plate Two stamps of 1856 are a fairly good match of Ridgway's 49-L. Duller and deeper shades match with the "Dusky Orien Blue—45".M." This is 45% green plus 55% blue—mixed with 42% of this color and 58% of neutral gray—then 20% plus 80% of black. Thus we account for the dull color. It has somewhat the appearance of a slate blue.

The most beautiful of the 1856 shades is the "deep dark blue" so typical of many of the Plate Three stamps. It is one of the three outstanding shades of all the One Cent stamps.

The most brilliant of the typical Plate Three shades, matches very closely Ridgway's "Dark Prussian Blue"—49.N. This is the pure spectrum color mixed with black, as follows: 6% color, 94% black. The pure spectrum color gives this shade its brilliancy. Less distinctive shades from Plate Three on the average classify as "Deep Berlin Blue"—47.N. The color in this shade is 25% green and 75% blue and mixed with black as follows: 6% color, 94% black.

I have seen a small number of stamps from Plate Two in a shade quite similar to the "typical Plate Three," but I do not recall ever seeing an item from this plate that equaled in richness the finest examples of the color from Plate Three, the Dark Prussian Blue.

Plate Three stamps were not confined to this deep dark blue shade or the "Deep Berlin Blues," as I have seen quite a few stamps that perfectly matched some of the common shades of Plate Two, proving conclusively that the two plates were in use at the same time at certain periods.

Again referring to the shades of the Plate Two imperforate stamps. At some period in 1856 Toppan, Carpenter evidently used a dark brown gum, or some species of gum that stained the white paper, and in examining such copies, the stained paper has a tendency to change the appearance of the true shade



of the inks. In attempting to classify shades by the Ridgway book it is much better to use stamps on paper which is white and not stained.

Plate Four came into use in the Spring of 1857, and the shades vary from light blue to dark blue. The majority of the imperforates are dark blues, with paler shades the exception.

When the Type V plates came into use in late 1857 the first shades we find are quite similar to some of the darker shades of Plate Four. In the middle of 1858 we find these stamps in much lighter shades, and these were used rather consistently during 1859 and 1860. Dark blue Type V stamps are quite scarce in comparison to the lighter shades. A typical example compares with Ridgway's "Dark Dusky Greenish Blue" 47'.N. The percentage of green in this shade gives it its unusual appearance.

The majority of stamps from Plates Eleven and Twelve are found in dark blue shades, the rare exceptions being stamps printed in what appears to the eye as a light blue. I believe these light blues probably came from very late printings, as they generally show no ink film, indicating that thru several months of use, the surface of the plates had become polished, producing stamps with white backgrounds. The light shades compare with Ridgway's "Patent Blue"—43-K. The color is 61% green, 39% Blue mixed 29.5% color and 70.5% black. The deeper shades are "Deep Berlin Blue"—47-N.

With the aid of copies of the Ridgway book, a collector in one city can describe the shade of a stamp to another in a distant city, or distinctive shades can be recorded in a book of this character to serve as an aid for the specialist of the future.

As stated above, the same batch of ink can be used to print the same stamps from different plates and produce stamps of entirely different shades. Excellent examples, as cited above, are the 1856 printings from the new One Cent Plate Two, and the badly worn Plate One.

Color charts as a rule are useless for comparing shades of stamps produced by different printing methods. If one is working with line engraved stamps, one should have a color chart produced from steel plates. If one is working with lithographed stamps one should have a color chart produced by lithography, and the same applies to typographed stamps, etc.

One cannot obtain the same depth and brilliancy of color of impressions from steel plates by lithography, or by other methods used for printing stamps, because the same batch of ink would show a difference in color. A blue from a steel plate is deeper and more brilliant than the same color of ink printed from stone or woodcut. On a steel plate the ink fills up cavities on the plate and is pulled from these depressions to the damp paper, and is two, three or four times the quantity needed for the lithograph or the typograph. On the steel plate print the ink lies like an elevated ridge, while on the lithograph or typograph it is thinned out and flat. I believe the Ridgway book is an excellent guide, but to intelligently make use of the color charts in this book one must possess good eyes for color differences.

## Chapter XXXIII.

### THE GUM.

**D**URING the first six months the 1851 stamps were current, it is quite evident that Toppan, Carpenter had considerable difficulty in procuring an adhesive material which would hold the stamps to mail matter. We have direct evidence of this in the comment of various newspapers as quoted in the opening chapters of Volume One of this work. On many covers of the period we find the use of wafers to hold stamps to the letters, on others we find notations such as "Paid, if the damn thing sticks," etc.

The gum the manufacturers used at different periods varied in appearance from practically a colorless material to one of a dark brownish shade. Chase stated in his book that the darkest gum was used late in 1851, but if discolored paper originated from dark gum, then it has been my experience that many One Cent Plate Two stamps of 1856 had a darker gum than those printed in late 1851. Seldom have I found Plate One Early stamps on badly discolored paper, but such stamps from Plate Two are rather common.

In all probability the adhesive material was applied by hand, as I have no evidence that this was done otherwise. To apply this by hand, and hang the sheets up to dry was tedious labor, and no doubt this gumming was the principal cause of the delay of the manufacturers in keeping up with the demand in the first few months after the stamps were placed on sale. On some stamps the gum is perfectly smooth and has a gloss, on others it shows it was thickly and roughly applied, and the age has caused it to crack.

It is difficult for the faker to imitate the gum on the stamps of this issue in a manner to deceive anyone familiar with its characteristics.

In the Bacon book, "The Line Engraved Postage Stamps of Great Britain," Volume I, quite a lengthy account is given of the difficulties encountered by Perkins Bacon & Co., in gumming the first of the Penny Black Stamps. They wrote to the P. O. Department:

"After various experiments we find:—

- 1st—That three persons can only gum and dry 600 sheets in 12 hours, whereas we shall probably require five times that quantity.
- 2nd—That unless the gum is laid on rather thick, it will not adhere to the letter, when wet and put upon it, and consequently that it will not go near as far as supposed.
- 3rd—That after perfectly gumming the sheets it frequently happens that the gum separates, and leaves large spots upon the sheet, where the gum has not taken at all. We do not believe this is owing to any fault in the gum, but in the bleaching of the rag or sizing of the paper at the mill.
- 4th—The sheets do cockle and thus trouble us, while drying and before we get them into the glazed boards for pressing."

Regarding the composition of the various gums used by Perkins Bacon & Co., the Bacon book has the following:

"As regards the gum used after 1845, Mr. Edwin Hill in his evidence before the Select Committee, on Postage Label Stamps in 1852, stated: 'Our gum is potato starch, slightly burnt or toasted,' and Mr. J. B. Bacon, in his evidence before the same Committee, said: 'There is a great deal of nonsense in speaking about the injury to health in our gum; our gum is composed of potato starch, wheat starch and gum.' Towards the end of 1854 animal substance was introduced in the gum and in reply to an inquiry in July 1867 about the composition of the gum, Perkins, Bacon & Co., wrote: 'The gum used in the Preparation of Postage Stamps \* \* \* is made of gelatine and potato starch called British Gum.'"

Chase stated in his book, page 157 :

“For making gum at the time the stamps were current, three substances or various mixtures of them were commonly used, and the gum on the stamps in question almost certainly was made up from one or more of these ingredients. One is gum arabic, the better grades of which are also known as gum acacia, a dried exudation from different kinds of acacia trees. Another is a gelatine which is an animal product. The third and most commonly used is dextrin, which is made from various kinds of starch, either by dry heat at a temperature above 150 degrees centigrade or by the action of dilute sulphuric acid.”

## Chapter XXXIV.

### PERFORATION.

**M**R. LUFF stated in his book: "The first stamps were perforated and delivered to the Government on February 24, 1857." On page 75, he published a letter dated April 2, 1863 and signed by S. H. Carpenter, "of the late firm of Toppan, Carpenter & Co." Among certain statements from this letter are the following:

"I have given the above facts not only from my own recollection of them, but from the contract with the P. O. Department which is before me \* \* \*"

"In 1857 the Postmaster General determined to introduce the perforation of postage stamps. In order to do this it became necessary for us to make \* \* \* 13 plates, besides a large outlay to procure the necessary machinery for perforating the stamps, and in view of the fact our first contract with the Government would expire in about 4 months from that time and might not be renewed." (Note by S. B. A.—Mr. Carpenter stated "in 1857" and mentioned "about 4 months from the time the first contract was due to expire." The contract expired June 30, 1857, so the time he was referring to was February 1857).

"We felt it necessary to protect ourselves against loss by asking that, in case the contract \* \* \* should not be renewed \* \* \* the Government should indemnify us from loss by paying us \* \* \* and a further sum of \$3,000 for the perforating machine with the necessary machinery. This was promptly agreed to by the Postmaster General and a contract to that effect was made and executed on 6th Feb. 1857. The plates and perforating machinery were, of course, to become the property of the Government, in the contingency of our losing the contract \* \* \*."

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The four-year extension of the contract was signed by Aaron V. Brown, Postmaster General, on April 6th, 1857 and by Toppan, Carpenter & Co. on April 8th, 1857.

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I have never been able to find any evidence that any quantity of perforated stamps were delivered to the Post Office Department as early as the date given by Mr. Luff, i.e., February 24th, 1857. In fact I think we are quite safe in assuming that for the months of March, April, May and June, only the Three Cent stamps were issued to the public in perforated sheets.

In the Chase book is published a very interesting editorial from the *North American and United States Gazette*, Philadelphia Friday February 27, 1857, from which the following excerpts are taken: (Page 160)

**"Letter Stamps.** Those who are in the habit of frequently using the paid letter stamps must have been somewhat annoyed by the tendency of the smoothly cut edges to catch at anything and turn up, so that the stamp gets knocked off by mere friction. Many a letter loses its stamp in this way. \* \* \* what is now in use in England under the name of the 'perforated letter stamp.' These are printed on sheets of paper of the same size as the others, intersecting lines of perforations run across the sheet, so that each stamp is surrounded with them, and may be separated from the rest without being cut. \* \* \* The British Government, as we have mentioned, had to pay for its invention, but our own receives the benefit of it for the mere regular contract price of the stamps. (Note by S. B. A.—This is an error, as T. C. & Co. received two cents a thousand for perforating the stamps). Plans and machinery for making the latter have been imported and put into use by Messrs. Toppan, Carpenter & Company of this city, \* \* \* and we were shown yesterday some sheets of these perforated stamps which convince us of their utility. Our able Postmaster General \* \* \* has ordered a large supply of the **Three Cent Stamps, the only ones as yet made.** Ninety thousand were ordered for the cities of New York and Philadelphia, and thirty thousand for New Orleans and other cities of the South and West."

Inasmuch as Mr. S. H. Carpenter stated in the letter quoted above that the contract for furnishing the Post Office Department with perforated stamps was signed on the 6th of February and the editorial quoted above, shows the Toppan firm was producing perforated sheets of the Three Cent stamps twenty days later it is quite evident that they had a perforating machine before the signing of the contract.

Dr. Chase relates in his book how he accidentally ran across an account of how the Toppan firm acquired the machine to perforate the first stamps furnished the Post Office Department. His account is so interesting I am including it herewith in full.

From the Chase book on the Three Cent 1851-1857, page 160:

"As far as I know nothing has ever been published in this country regarding the machine used, or method employed in perforating the stamps of this issue, except the letter appearing above. I was at a loss to know what lead to follow in order to obtain this information until by chance I was glancing over a copy of a handbook entitled, Grenada; to which is Prefaced an Account of the Perforations of the Perkins-Bacon Printed Stamps of the British Colonies, by E. D. Bacon and F. H. Napier, published by Stanley Gibbons, Ltd., London, some years ago. I noted the following few lines on Page 13:

"It is interesting to note that Messrs. Toppan, Carpenter & Co., printers of the postage stamps of the United States, who had bought one of Messrs. Bemrose & Sons' larger perforating machines at the same time as Messrs. Perkins, Bacon & Co., did succeed, apparently, in turning their machine from a rouletter into a perforator, and it is presumably this machine that they used for perforating the United States stamps of 1857 and 1860, the gauge of which is 15, 15½."\*

\*Appendix A. Letters 1, 2, 3, and 23, 24.

I take the liberty of giving here in full the five letters referred to and found in the Appendix:

(1)

"London, 69, Fleet Street,  
"October 16, 1855.

"Gentlemen:

"We duly received your letter accompanying the perforating machine, and regret the delay that has taken place in acknowledging it, but the party who has charge of that machine had another for a different purpose, which was putting up when it arrived and we could not attend to both at once; it is now, however, erected, and although very little has yet been done we think it will answer by increasing the length of the treadle, which as you had it would not allow of any leg larger than a boy's, and the pin was missing, but both these things are easily remedied. You may therefore draw upon us for the 13 pounds through your Banker or any other way.

"We also received your letter of the 12th on Saturday announcing that Messrs. Toppan, Carpenter & Co. had ordered a perforating machine, and yesterday we received one from them, a copy of which we annex, to the same purport. When your Mr. Bemrose, Junr., was in Town he stated that you could make a considerable difference in price if two machines were ordered instead of one, and it was in consequence of this, which we communicated to Messrs. T. C. & Co., that they made the observations which you will find in their letter.

"Will you give us your views in regard to the price? Messrs. T. C. & Co. are right as to size of the heads being alike in the English and American Stamps, and they are right also as to the number of twenty heads one way, but those twenty are not placed at all the same as to distance between each stamp; we think, however, that your machine can easily be adapted to the variations which they present.

"We have examined the subject of shrinkage of the paper by gumming and although the American Paper is less tough and consequently may shrink less than the English (we allude to the adhesive Stamps in both cases) still the difference occasioned by that circumstance alone must be very trifling, and we find that it amounts to so little as not to be worth mentioning, so that you may act upon this information or wait for a gummed sheet from the United States, whichever you think best.

"We are, etc., etc.,

"(signed) Perkins, Bacon & Co.

"Messrs. W. Bemrose & Sons,  
Derby."

(2)

"Derby, May 1, 1856.

"Gentlemen:

"We beg to acknowledge receipt of yours of April 29th and assure you we had very much rather the cost of machine had been less. As we before stated, the size, etc., were quite altered from the original idea. The estimate given was for sheets  $12\frac{1}{2} \times 10\frac{1}{2}$  inches. The machine, requiring as it did to take sheets twice the size, completely changed our plans, and compelled us to give greater stability and firmness throughout, besides the increased number of cutters, and additions, such as pointing, etc. The extra work for these we do not consider has cost more in proportion than the original.

"Touching the reduction in price to you, we say truly when we tell you that by your machine we shall not now clear a Five Pound Note. Though we are confident in the knowledge that the machine cannot be made for less, we had much rather—on account of the cost being (necessarily though it be) greater than machine you first contemplated—and more especially on account of your kind recommendations and interest—we had much rather sink the profit on the transaction. The invoice standing thus:

	£.	s.	d.	
Machine	109	0	0	
Hand apparatus	5	0	0	net cost
Packing cases	2	15	0	
	£116	15	0	

"The 'hand' apparatus you are aware was not included in first estimate.

"With reference to Messrs. Toppan & Co.'s machine. It has more work in it than yours—double axles, etc., consequent on the variations in width of their stamps, and is 40 pounds more than yours. In a letter dated March 21st. they say, 'The cost is much greater than we had contemplated, but—in consideration of what you say in reference to the changes, additions, and improvements made to the machine in order to make it perfect, and in every way suitable for our purpose, we shall make no objection to the charge.' This was while the machine was on its way to New York.

"We are sorry to hear there is a probability of your never using your machine. We trust this will not be the case. We have been applied to respecting one for the Continent.\* Should the plan be approved and our estimate accepted, it will give us pleasure to relieve you of yours provided the size is available, which we think it would.

"Trusting the revision of price will meet your approval.

"We remain, etc., etc.,

"(signed) Wm. H. Bemrose.

"Messrs. Perkins, Bacon & Co."

\*In a subsequent letter, dated May 8, 1856, Messrs. Bemrose state that this was for Spain.

(3)

"69, Fleet Street,  
"May 6, 1856.

"Gentlemen:

"Your favour of the 1st instant was duly received and we notice its contents. We do not question what you say as to the cost of perforating machine, but the difficulty with us is this, such a one is of no use but for Postages—this Government have their own of a different kind—the United States have negotiated with you for one, and all the Stamps used by our Colonies put together would not pay for the outlay, and therefore the cost of the machine was the principal ingredient that induced us to order it and which we probably should not have done had we been told at first that it would be 120 pounds. Moreover, when you first named the price of 80 pounds nothing had been said of 12 in.  $\frac{1}{2}$  by  $10\frac{1}{2}$ , but it was a machine for postage labels similar in size to those in use in the country and which we hoped to assist you in getting for Messrs. Toppan & Co., and it was at this state of the business that you proposed to allow us a commission on one of them but if you have been deceived as you probably have in the real expense you have been put to in preparing the machinery and it has really cost you 116 pounds 15 shillings we have no wish to have you work at a loss nor to deprive you of the five pounds more to have any commission which we have always repudiated on that done for Messrs. Toppan & Co. You may therefore draw on us a draft at one day's sight or

a cheque payable to order on demand for the full sum after deducting one guinea for our charge against you for engraving. We were serious in what we said as to the probability that we should not have any use for the machine, but of course that is a thing with which you have nothing to do; if, however, the negotiation you write about should go on, we shall be very glad if you will take it off our hands and will make you a reasonable allowance for so doing, and then if afterwards things should look brighter we could order another at your leisure. We are well satisfied with the small machine which is a useful one to us.

"We are, etc., etc.,

"(signed) Perkins, Bacon & Co.

"Messrs. Bemrose & Sons."

The Bacon book gives some very interesting facts regarding the inventor of the perforating machine. The following are extracts taken from this book:

"The idea of separating stamps by some mechanical means was first conceived by Mr. Henry Archer an Irishman who invented a machine for that purpose. He first brought his invention to the notice of the Postmaster General on October 1st, 1847. This early machine did not employ round holes in the paper for the separation but 'jagged edges.' The two first machines constructed made 'lines of short cuts in the intervals between the stamps without any portion of the paper being removed from the sheets.' This form of separation is known to philatelists under the term 'Rouletting.' Mr. Archer patented his machine on November 23rd, 1848. In the specification which is dated May 23rd, 1849, the illustrations show that the machine was constructed to perforate two series of sheets of stamps placed side by side. Mr. Archer's third machine perforated a series of holes round the edges of the stamps by removing little circular discs of paper. A long correspondence took place during the years 1849-52 between Mr. Archer and the British Treasury, the Post Office, and the Board of Inland Revenue on the subject of the compensation to be paid for his invention. Mr. Archer refused three offers made him, of 500 pounds, 600 pounds and 2000 pounds. In June 1853 a settlement was reached and he was paid 4000 pounds."

There seems to be some question as to whether Archer was actually the first person to suggest the idea and the Bacon book states,

"Who the actual inventor of perforation was we do not know, but his name is lost in oblivion. A notice of Archer's death appeared April 1, 1863 in the following words, 'On the 2nd March, at Pan, Henry Archer, Esq., the inventor of the machine for perforating postage label stamps.'"

The correspondence quoted in the Chase book shows that the Toppan, Carpenter firm had ordered a perforating machine from the English firm prior to Oct. 12, 1855. It is also evident that before this date they had sent un gummed sample sheets to Bemrose & Sons for experimental purposes, and that they at this time were awaiting sample sheets with gum. The machine was on its way to this country on March 21, 1856 and it cost about 150 pounds. After the Toppan firm received the machine there is little doubt they made many experiments with it and changed it from a rouletting machine to a perforating machine. Experimental rouletted sheets of stamps and also experimental perforated sheets were probably issued in small trial quantities prior to 1857, because specimens of the Three Cent are known that are believed to have come from such sheets.

#### THE CHICAGO PERFORATION

Probably the best known of the stamps believed to have originated from these Toppan, Carpenter & Co. experimental sheets are those called, the "Chicago Perforations." They are known by this name because practically all known copies, show a use from that city. Only two values are known, the Three Cent Type I and the One Cent Type II (Plate Two) and Type IV (plate One Late). Chase stated the earliest known use to him of the Three Cent was July 14, 1856 and the latest October 2, 1856. He mentioned a stamp used January 23rd which he presumed to be 1857 and another in May which may be either 1856 or 1857, probably the former.

The perforation of these "Chicago Perfs" gauges very close to 12½ although it varies slightly, rarely measuring nearly 13. We know absolutely noth-

ing regarding the origin of these stamps but we do know they were not used by the same firms, and it does seem possible a batch of Three Cent and One Cent were sent to the Chicago Post Office to be tried out by firms using large numbers of stamps. The holes are rather large and cleanly cut and the lines of perforations appear quite regular with the centering no worse than those turned out a year later by the Toppan firm. This company was probably the only firm in the country who owned a machine of this sort in 1856 so we have good reason to believe these "Chicago Perfs" came from the shop of the Toppan firm.

Chase stated he had seen some sixteen copies of the Three Cent and four copies of the One Cent Type IV. I have seen but one copy of the One Cent Type II. This stamp is from Plate Two, the 48 R 2 double transfer, and it is a single on a printed circular mailed from Chicago. Unfortunately there is no indication of the date of use. This cover is in the collection of Mr. Charles F. Jones of Chillicothe, Ohio, and was loaned to me for examination by my good friend, Mr. Carl W. Hurst of the same city. The circular is an advertisement of the "*Lake View Water Cure, near Chicago, Ills*", and has a wood cut illustrating this health resort. The stamp is on the regular paper used at that period (1856) for the imperforate stamps from Plate Two. It is cancelled with the black Chicago "PAID."



Figure 34 A. "Chicago Perf." in Center.

Figure 34 A is an illustration of this unusual stamp, with a normal perforated copy of a Type II from this same plate at the left and a normal Type IV at the right. The "Chicago Perf" shows that in spite of the perforations, scissors (?) were used to separate the stamp.



Figure 34 B. "Chicago Perf." at Right.



Figure 34 B illustrates a copy of the Three Cent Type I "Chicago Perf" at the right, with a normal copy at the left.

#### FAKE PERFORATIONS

It is apparently quite easy for the manipulator of stamps to forge perforations and collectors should be very careful in purchasing the scarce One Cent types. Some of the late printings of the imperforate Type IV stamps are occasionally found on thinner paper than the average, and these are generally the ones used to make fraudulent type perforates.



Figure 34 C. Fake Perforation.

Figure 34 C is an illustration of a Type II stamp from Plate Two with forged perforations.

#### "IMPERFORATE BETWEEN"

In the listing of the 1c 1857 stamps, the Scott U. S. Catalogue includes under No. 42 B, the Type III A from Plate Four, as a variety "Horizontal pair, imperf. between."



Figure 34 D. Variety "Imperforate Between."

Figure 34 D illustrates the finest example I have seen of this variety. This is a horizontal strip of III A from Plate Four and the strip contains no perforations between the first and second stamps to left. It is a good example of some of the difficulties the manufacturers were experiencing with the newly adopted method of perforating in the summer of 1857.

## Chapter XXXV.

### DEMONETIZATION OF THE 1851-1857 ISSUE.

**T**HE stamps of the 1851-1857 and 1860 issues were declared obsolete for postal use under certain conditions, by order of the Postmaster General in August 1861. The stamps of the 1847 issue had previously been declared invalid for postal uses after the issue of new stamps on July 1, 1851.

The reason for demonetizing the Toppan, Carpenter stamps was the outbreak of the Civil War in April of 1861. In his annual report of December 2, 1861, the Postmaster General stated in part:

"In order to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for, in the hands of postmasters in the disloyal states, it was deemed advisable to change the design and the color of those manufactured under the new contract, \* \* \* and to substitute as soon as possible the new for the old issues. \* \* \* All post offices in the loyal states, with the exception of certain offices in Kentucky and Missouri, have been supplied therewith. Those of the old issue have been exchanged and superseded. The old stamps on hand, and such as were received by exchange at the larger offices, have been to a great extent counted and destroyed, and those of the smaller offices returned to the Department. \* \* \* Although the enumeration and destruction of the old stamps and envelopes is not yet completed, there is ample evidence that few received in exchange were sent from disloyal states."

The Postmaster General made no mention in his report that he had "demonetized" the old stamps by declaring them "obsolete and no longer good for postal uses." It was an arbitrary action on his part, but no doubt he had as much authority to do so, as a former postmaster general had in 1851, when he declared the 1847 stamps obsolete after June 30th, 1851.

At any rate no one apparently questioned his authority and his action undoubtedly was considered for the best interests of the Union, and the public uncomplainingly gave their co-operation.

In August of 1861 the following circular letter of instructions was sent to postmasters in a number of cities in the loyal states, with supplies of the new 1861 issue of stamps:

"Post Office Department.

"Postmaster . . . . .

Finance Office . . . . . 1861.

"Sir: You will receive herewith a supply of postage stamps which you will observe are of a new style, differing both in design and color from those hitherto used, and having the letters U. S. in the lower corners of each stamp, and its respective denomination indicated by figures as well as letters. You will immediately give public notice through the newspapers and otherwise, that you are prepared to exchange stamps of the new style for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that the latter will not thereafter be received in payment of postage on letters sent from your office.

"You will satisfy yourself by personal inspection that stamps offered in exchange have not been used through the mails or otherwise; and if in any case you have good grounds for suspecting that stamps, presented to you for exchange, were sent from any of the disloyal states, you will not receive them without due investigation.

"Immediately after the expiration of the above period of six days, you will return to the Third Assistant Postmaster General all stamps of the old style in your possession, including such as you may obtain by exchange, placing them in a secure package, which must be carefully registered in the manner prescribed by Chapter 39, of the Regulations of this Department.

"Be careful also to write legibly the name of your office as well as that of your county and state. A strict compliance with the foregoing instructions is absolutely necessary, that you may not fail to obtain credit for the amount of stamps returned.

"Instead of sending stamps to the Department you can, if convenient, exchange them for new ones at some city post office, where large supplies are to be found. It being impossible to supply all offices with new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Ohio, Indiana, Maryland and Pennsylvania, prepaid by stamps of the old issue, until September 10th, those from other loyal states east of the Rocky Mountains until the first of October, and those from the states of California and Oregon and from the Territories of New Mexico, Utah and Washington, until the first of November, 1861.

"Your Obedient Servant,

"A. N. Zevely,

"Third Assistant Postmaster Gen'l."

The above circular was printed without date, but it was dated in pen when forwarded to each individual office. This circular was reproduced in the Tiffany book, published in 1887, and repeated in the Luff book, some years later.

Students of our early postal history are greatly indebted to Mr. Elliott Perry for his research work on the issue of 1861, as published in his Journal called, "*Pat Paragraphs*." Mr. Perry was the first to publish many interesting facts regarding the demonetization of the old stamps and the issuance of the new. With due acknowledgment to his articles "Seventy Years Age," I take the liberty of quoting freely from them.

The demonetization of the old stamps was set forth in the following words of the Post Office Instructions:

"That you are prepared to exchange stamps of the new style for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that the latter will not thereafter be received in payment of postage on letters sent from your office."

A second issue of this circular extended the dates mentioned as follows:

September 10th, 1861 to November 1st, 1861  
 October 1st, 1861 to December 1st, 1861  
 November 1st, 1861 to January 1st, 1862

Demonetization included not only all of the postage stamps then current, but also the Eagle and Franklin Carrier stamps and the Three Cent, Six Cent and Ten Cent stamped envelopes of 1857-61, as well as the Three Cent, Six Cent and Ten Cent stamped envelopes of 1853-1855.

"The One Cent star envelope of October 1860, was not demonetized but continued to be supplied to post offices as late as the quarter ending June 30, 1863. The same One Cent design was used for the first U. S. newspaper wrapper which was issued from October, 1861, until superseded by the Two Cent Black Jackson design on July 1, 1863."—(Perry).

Due to a delay in supplying the new stamps, supplies of new stamped envelopes were sent prior to the middle of August 1861 to many post offices throuth the loyal states with instructions to exchange them for the old style. Some of the larger offices were supplied as early as the 8th and 9th of August 1861.

The first supplies of the new stamps were delivered by the National Bank Note Co., New York City, to the Government Stamp Agency in that city, on Friday August 16th, 1861, and supplies were immediately forwarded to some of the larger post offices. (Perry).

One of the first batches went to Baltimore and the Postmaster of that city advertised on Saturday August 17th, 1861 as follows:

(From the "*American and Commercial Advertiser*," Saturday, August 17, 1861).

"Post Office Notice

"The public are hereby notified that the Postmaster at Baltimore will be prepared from this date to exchange **Envelopes and Stamps** of the new style for an

equivalent amount of the old issue, up to **Thursday** the 22nd instant, after which the **old issue will not be received in payment of letters mailed at this office.**

“Wm. Purnell, Postmaster,  
“Baltimore, Md.”

(The above is from Elliott Perry’s “*Pat Paragraphs*,” December 1931).

Immediately upon receiving supplies of the new stamps, postmasters inserted their notices in their local newspapers. Philadelphia was among the first offices to receive a supply and the Postmaster inserted the following advertisements:

(From the “*North American and United States Gazette*” during the six days beginning *Monday* August 19, and ending *Saturday* August 24, 1861):

“Post Office, Philadelphia,  
“August 19, 1861.

“Notice:—The public is hereby notified that the new United States Postage Stamps are now ready and for sale at this office. Those having any of the **old issue** are requested to call and have them exchanged for the new one of the same denomination within **SIX DAYS** from the date of this notice, as after this date they will not be recognized in payment of postage at this office.

“The new stamps are of the denomination of **One, Three, Five, Ten, Twelve, Twenty-four, Thirty and Ninety Cents.**

“C. A. Walborn, P. M.”

(The above is from Elliott Perry’s “*Pat Paragraphs*”—August-September 1931).

“Post Office, Philadelphia,  
“August 21, 1861.

“In order to better accommodate the public I have the pleasure of announcing that, through the kindness of Mr. Michael Dunn, the office, No. 12 Exchange, has been secured, where all persons having the old United States postage stamps are requested to call and have them exchanged for the new ones, during the remainder of this week, between the hours of 9 A. M. and 5 P. M.

“C. A. Walborn, P. M.”

(The above is from Elliott Perry’s “*Pat Paragraphs*”—October 1931).

The following notices are among many published by Mr. Perry and have been selected at random.

#### Detroit, Mich.

(From the *Daily Advertiser*, August 20th to 24th and 26th, 1861):

#### “Exchange Your Postage Stamps

“A supply of the new postage stamps have been received at this office. Persons having the old issue on hand may exchange them for the equivalent amount of the new during a period of six days from this date. After that the old issue will not be received in payment of postage on letters sent from this office.

“Post offices in the country which may not in the ordinary course of business be able immediately to obtain a supply of the new issue from the Department may for the space of thirty days exchange them at this office.

“Post Office, Detroit,  
“August 19, 1861.”

“William A. Howard,  
“Postmaster.

(The above is from Elliott Perry’s “*Pat Paragraphs*”—February, 1932.)

#### Cleveland, O.

(The following appeared August 20th to 24th, 1861):

#### “New Style Postage Stamps

“**New postage stamps** of the denominations of 1, 3, 5, 10, 12, 24 and 30 cents, received at the Post Office which will be exchanged for an equivalent amount of the old issue during a period of **six days from the date** of this notice and the latter will not thereafter be received in payment of postage on letters sent from this office.

Every letter mailed at this office after this week, having a stamp of the old issue on it, will be sent to the Dead Letter Office.

"All letters enclosed in envelopes of the old issue mailed at this office after the 20th inst. will be sent to the Dead Letter Office.

"E. Cowles, P. M."

(The above is from Elliott Perry's "*Pat Paragraphs*" January, 1932.)

The following advertisement appeared in the San Francisco "*Daily Evening Bulletin*" October 9, 10, 12, 14, 15, and 16—1861.

**"Postal Notice**

"The Government has changed the stamps and stamped envelopes used for payment of postages. The old style of stamps and stamped envelopes cannot be used for payment of postage after the 15th day of October inst.

"Persons having the old stamps or envelopes can change the same for the new ones until the 15th instant, upon application to the Postmaster's office, between the hours of 10 and 12.

"S. H. Parker, P. M.

"San Francisco, October 9, 1861."

(The above is from Elliott Perry's "*Pat Paragraphs*"—April, 1932.)

Demonetization was not carried into effect by a general order covering the loyal states and territories, or any of them, at a stated time. It began on August 17th, 1861 (Baltimore) and was not completed until January 1862. It did not take place in certain states, or sections of specified territory but rather at *individual post offices*, without regard to their location and it was in most cases effected within a week after the Postmaster received his supply of new stamps. Mr. Perry stated in his article on this subject, in the "Cyclopedia of United States Postmarks and Postal History," Volume No. 1, "In many instances there was a difference of several weeks between the dates at which it became effective at offices only a short distance apart. For example, the old stamps were demonetized at Camden, New Jersey, two months later than at Philadelphia, just across the Delaware River, and an equal period elapsed between the dates of demonetization at Springfield, on the east bank of the Connecticut River, and West Springfield, Mass., on the western side. \* \* \* Essentially the plan of demonetization was quite simple. With the first supply of the new stamps or envelopes each postmaster received a circular letter of instructions from the Department, of which instructions two paragraphs are here to be particularly noted:

First—regarding *stamps and envelopes* to be used on outgoing mail, and the exchange of new stamps and/or envelopes for those of the old issue;

Last—regarding the delivery to addressees of *incoming mail* bearing stamps of the old issue.

Although these two paragraphs are related it is important that their intent and meaning should be kept distinct. The first paragraph of the instructions made each postmaster a demonetizing agent. Immediately upon receipt of the new stamps and/or envelopes he was ordered to advertise, (a) that they were on sale, (b) that he would accept old stamps and/or envelopes in equivalent amounts of face value in exchange for the new issue for six days, and (c) that after the six day period had expired the old stamps and/or envelopes would not be valid for postage on mail sent from his office. All mail deposited at his office, (but not that received from other offices), whether drop letters, or for local delivery, or to be sent to other offices, was included. Demonetization became effective therefore, not according to whether his office was in the first, second, or third group of states specified in the last paragraph, but according to the date on which his first supply of the new issue was received. When the new envelopes and adhesives were received simultaneously the old issues were demonetized at that office simultaneously; when, as more frequently happened, there was an interval of days or weeks between the first supply of each, the new stamps and

envelopes were advertised separately and the old stamps and envelopes were demonetized separately.

The last paragraph of the official instructions was not concerned with demonetization. By it each postmaster was ordered to deliver mail from other offices and bearing old stamps, as prepaid if such mail was received at his office not later than September 10th, October 1st, or November 1st,—which of the dates controlling his action being dependent upon the group of states in which such mail originated. Old stamps used at a mailing office where they had already been demonetized and which happened to pass unnoticed were not validated thereby, for under his instructions incoming mail bearing old stamps and originating in a group of states where demonetization had been completed was to be treated as unpaid. Each postmaster receiving from other offices mail bearing old stamps was ordered not to recognize them after the dates specified, even though they still might be valid for use on mail deposited in his own office. It is clear that this paragraph of the instructions is in accord with the original plan, i.e., that distribution of the new stamps would be carried out in such a manner that demonetization would have been completed at all offices in the first group of states before September 10th, in the second group before October 1st, and in the third group before November 1st. \* \* \*

An item from a postal periodical published in September, 1861 is of considerable interest:

"There is, we find, some confusion in many post offices, growing out of the recent change in the style of postage stamps. The instructions require that on the receipt of a supply of the new stamps, they are to be exchanged for old ones, for one week, after which the old ones are not to be recognized in the prepayment of postage at that office. In some cases, the supply of new stamps are very soon exhausted, owing to exchanges with neighboring postmasters as well as individuals. In such cases, the question arises, can letters be prepaid in money, or shall the postmaster return to the sale of old stamps until a fresh supply of the new ones can be obtained?"

"In the absence of official authority on this point, we will venture to advise that as a temporary necessity, the old ones be used, as the prepayment in money is an absolute violation of law, while the requirement to cease the employment of the former issue of stamps, after a certain time, is a regulation of the Department.

"As the stamp contractors are filling the orders at as rapid a rate as possible, thus enabling the Department to keep up with the demand, all these difficulties will soon be remedied. Post offices of the smaller class should not exchange the new issues for the old, with other offices, but with individuals only."

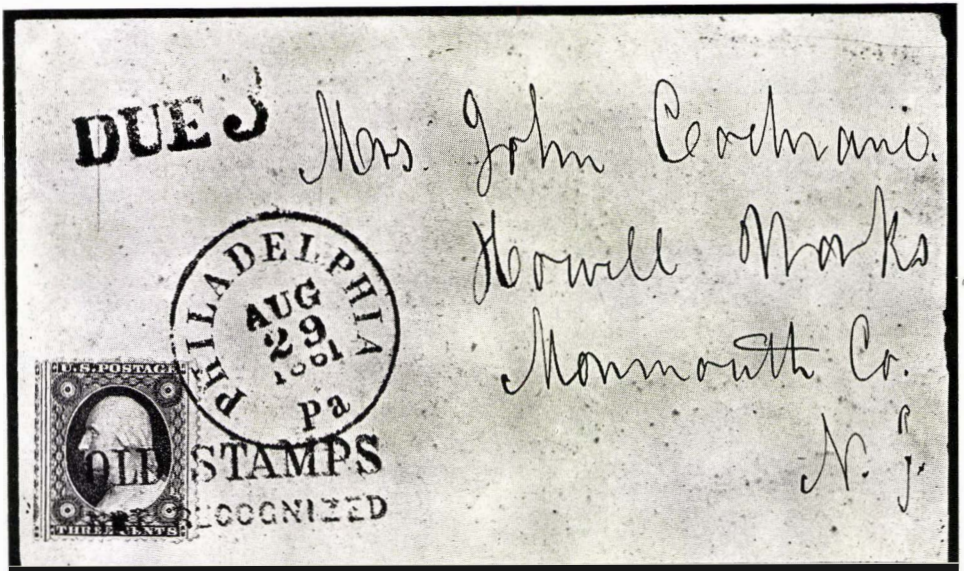


Figure 35 A. Philadelphia.

Figure 35 A illustrates a cover mailed at Philadelphia on August 29, 1861. The old stamps were valid there during the week ending Saturday August 24th. This letter was mailed with an old Three Cent stamp on the following Thursday. It was handstamped "Old Stamps not recognized," and "Due 3" and forwarded to the addressee. A part of this same cover was illustrated in the Chase book.

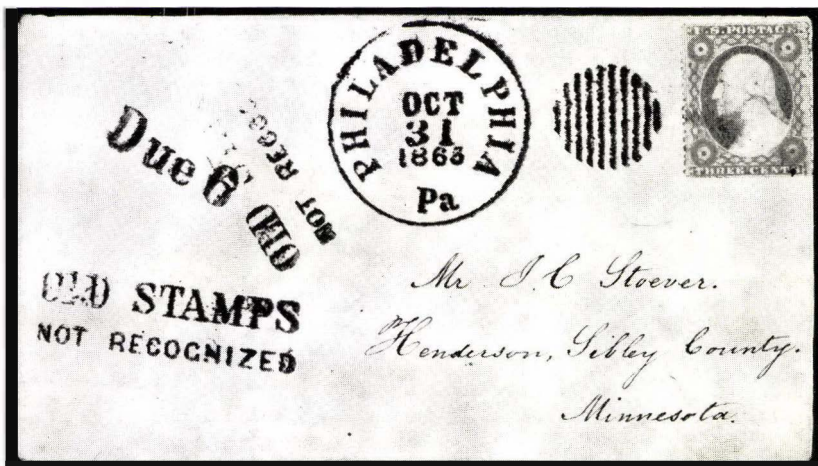


Figure 35 M. Philadelphia.

Figure 35 B illustrates a block of three One Cent stamps from Plate Twelve with this same Philadelphia marking.

Figure 35 J illustrates a One Cent 1857, Type V from the Wm. West collection. This is the only example of this handstamp that I have seen. The town of origin is unknown.

A number of covers are known showing uses of the 1857 stamps after they had been demonetized. Generally the notations are in ink with "Due 3" or "Due 6" and frequently such covers show that no trouble was taken to cancel the stamp. Notations read "Old Stamp—due 3cts" or "Stamp obsolete—due 3cts" or "Stamp not good for postage—3cts" etc., etc.

Figure 35 K illustrates a most unusual cover of this period that is unique so far as I am aware, inasmuch as it shows two New Orleans Five Cent Confederate Provisionals together with a 3c 1857. This envelope was mailed at New Orleans on June 17, 1861, and addressed to Indiana. When it reached Louisville, Ky., the 3c 1857 was not recognized and the envelope was marked, "Southn. Letter—Unpaid" and "Due 3". (S. W. Richey collection).

Figure 35 C illustrates a 3c stamped envelope used from "Murfreesborough, N. C." June 28th, 1861 and addressed to Indianapolis, Ind. In the left corner is the Confederate "Paid 10", with no recognition given to the Three Cent U. S. envelope stamp. When this letter reached Louisville, Ky., the stamp was cancelled "Southn. Letter—Unpaid" (Blue) and "Due 3" (Blue) was marked. The receipt at Louisville was July 6th, 1861. (Blue).

Chase illustrated a similar cover in his book which had a Three Cent 1857, pen cancelled from Milford, Texas, May 31st, 1861 and addressed to Bloomfield, Ky. The handstamp on this cover read "Southn. Letter Unpaid".

Figure 35 D illustrates a most interesting cover. It is an envelope from "St. Francisville, La.", (June 8, 1861) addressed to Prussia, and "prepaid" by the regular rate of 30c with three 10c 1857 Type V stamps. When it reached Louisville the 10c stamps were cancelled by the blue "Southn. Letter—Unpaid" and it was forwarded via New York, to its destination as an "unpaid" letter. Here is one of the few covers known that had an origin in the Confederate

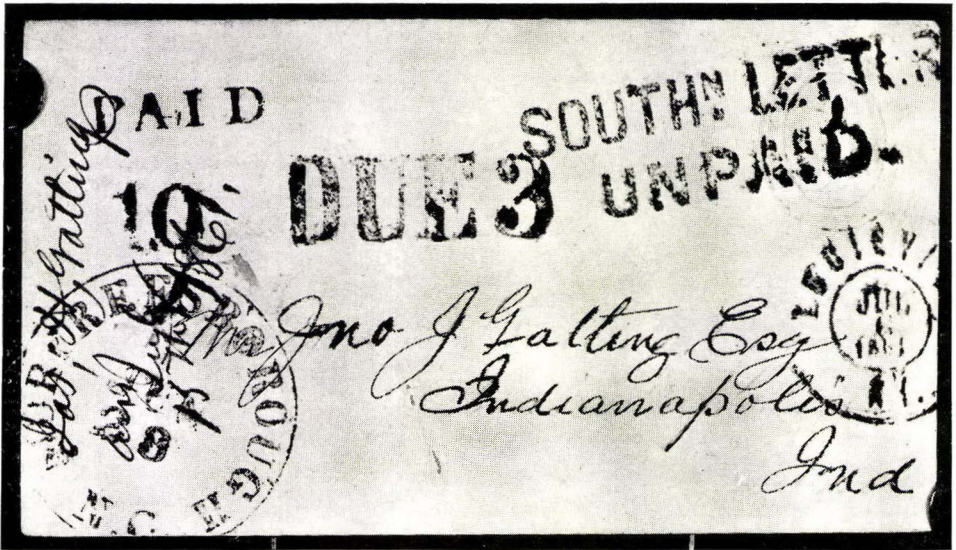


Figure 35 C. Louisville.

States, after postal relations were severed (June 1st, 1861), and which went to a foreign country. This cover is in the collection of Mr. Stephen D. Brown.

#### INDEPENDENT STATES

Regarding covers used in the Southern States with United States stamps after the different states seceded from the Union. These are of great interest to me and I think it is proper to divide them into two different classes:

*First*— Covers showing use between the date a state seceded from the Union and the date that it joined the Confederacy. During this period the state was not a member of the Union (in its own opinion) and it was not one of the Confederate States. Therefore I call such covers "Independent States."

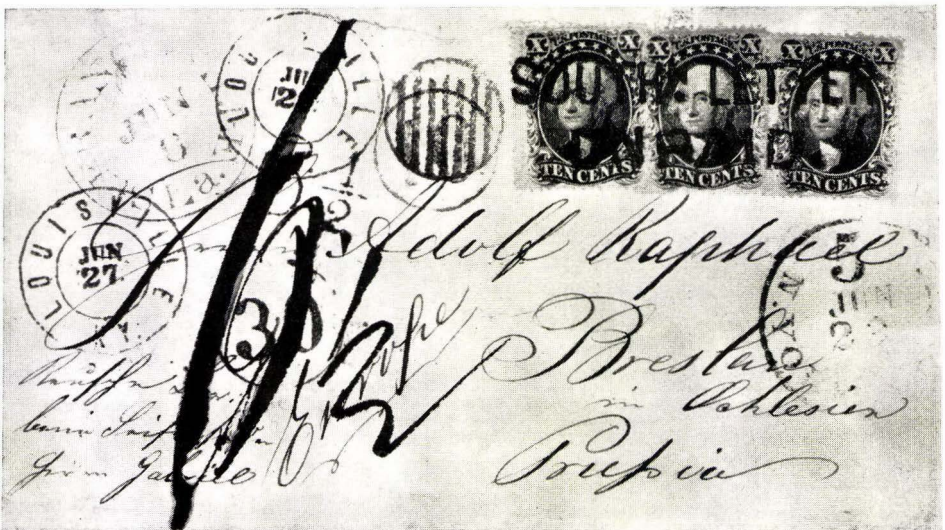


Figure 35 D. Louisville.



*Second*—Covers showing use between the date a state joined the Confederacy and June 1st, 1861, at which time postal relations were severed between the two sections. These I call "Confederate—U. S. Provisionals."

The following shows the period each state was an "Independent State:"

Alabama	Jan. 11, 1861	Feb. 4, 1861
Arkansas	May 6, 1861	May 18, 1861
Florida	Jan. 10, 1861	Feb. 4, 1861
Georgia	Jan. 18, 1861	Feb. 4, 1861
Louisiana	Jan. 26, 1861	Feb. 4, 1861
Mississippi	Jan. 9, 1861	Feb. 4, 1861
North Carolina	May 21, 1861	May 21, 1861
South Carolina	Dec. 20, 1860	Feb. 4, 1861
Tennessee	June 8, 1861	Aug. 15, 1861
Texas	Feb. 5, 1861	Mar. 6, 1861
Virginia	Apr. 17, 1861	May 7, 1861



Figure 35 E. Independent State Cover.

Figure 35 E illustrates an "Independent state of Alabama" with three copies of the One Cent 1857--Type V stamps from Plate Ten. This cover is in the collection of Mr. L. L. Shenfield.

Mail passed between the Northern and Southern States during June, July and the greater part of August of 1861, but the great majority of it was handled by express companies. The two most prominent in this respect were the Adams Express Co., and a firm known as the American Letter Express Company.

Late in May of 1861 a suspension of all postal communication with the seceded states was ordered by the Postmaster General of the United States. To put an end to conveyance of mail by express companies, President Lincoln issued a proclamation on August 10th, 1861, declaring that all communications between "the insurgent states or the people thereof and the loyal states is unlawful." The Postmaster General followed this up with a proclamation on August 26th, 1861 in which he authorized officers and agents of the Department, "without further instructions to lose no time in putting an end to written intercourse with the so-called Confederate States by causing the arrest of any express agent or other persons who shall, after the promulgation of the order, receive letters to be carried to or from the seceded states, and to seize all such letters and forward them to Washington. This order stopped any open attempt of exchanging mail but undoubtedly it continued secretly to some extent thruout the duration of the war.

Chase illustrated a cover in his book from the south addressed to Connecticut, which was carried to Louisville by The Adams Express Co., and placed in the U. S. mail at that city. The Louisville postmark is Aug. 1st, 1861. On the back of this cover was an adhesive label giving information how a letter could be sent south. It reads as follows:

**"The Adams Express Company**

"S. A. Jones, Agent  
"Louisville, Ky.

"Will forward letters to the Confederate States when the following directions are observed:

"Enclose each letter in a U. S. Government Envelope—an ordinary envelope with a stamp affixed will not answer. The Company will forward and deliver at any point where it has an office, or will mail as near as possible to the point of address, paying Confederate postage, for a fee of 25 cents. The rate here given is for letters not exceeding  $\frac{1}{2}$  oz. in weight; each half oz. being charged 3 cents by U. S. Government, and 25 cents by the Express Company."



Figure 35 B. Philadelphia.

# AMERICAN LETTER EXPRESS COMPANY!

Chartered by an Act of the Tennessee Legislature.

Transmits Letters and Printed Matter to and from all  
Points

North and South.

## DIRECTIONS

### LETTERS GOING NORTH.

Use two Envelopes, the inside one with address of your correspondent. The outer one address simply to AMERICAN LETTER EXPRESS COMPANY, Nashville Tenn.

### LETTERS GOING SOUTH.

Directions same as above, only direct outer envelope to AMERICAN LETTER EXPRESS, Louisville, Ky. Inclose in each letter of  $\frac{1}{2}$  ounce or under 15 cents in cash, U. S. stamps will not do. Letters weighing over  $\frac{1}{4}$  ounce, must contain an additional amount in proportion to weight.

Letters for Europe must contain additional amounts to prepay international postage.

For single Newspapers inclose Company 70 cents.

Our arrangements are such that we send and receive Mails daily by special messengers.  
July 30-1861 JENKINS & MCGILL.

Figure 35 F.

**(IMPORTANT.)**

To the People of the Confederate States.

—••—

**THE AMERICAN  
Letter Express Co.**

(Chartered by an act of the Tennessee Legislature.)  
Transmits Letters and Printed Matter to and from  
all points North and South.

—••—

**DIRECTIONS :**  
(LETTERS GOING NORTH)

Enclose and direct each letter to your correspondent as usual; put that letter in another envelope, and direct on this outside envelope to

American Letter Express Co.  
**NASHVILLE, TENN.**

Enclosing 15 cents in money; this prepay all expenses to its destination.

The rates here given are for letters not exceeding half-ounce in weight: double, treble, &c. letters must have an additional amount enclosed in proportion to weight.

Do not use U. S. stamps or stamped envelopes — they are valueless when coming from the Confederate States.

**PRINTED MATTER.**

For single newspapers enclose the Company 10 cents.  
Letters for Europe must have an additional amount enclosed, to enable the Company to prepay the international postage.

N. B. All letters accompanied with an insufficient amount to prepay to their destination are liable to be sent to the dead-letter office.

Figure 35 G.

**(IMPORTANT.)**

To the People of the United States.

—••—

**THE AMERICAN  
Letter Express Co.**

Transmits Letters and Printed Matter to and from all  
points North and South, with the knowledge  
and approbation of the Postmaster General

—••—

**DIRECTIONS :**  
(LETTERS GOING SOUTH.)

Enclose and direct each letter to your correspondent in a U. S. stamped envelope, (a stamp or stamps stuck on a common envelope will not do,) put that letter in another envelope, and direct on this outside envelope to

American Letter Express Co.  
**LOUISVILLE, KY.**

Enclosing in the outside envelope when the letter is to go to any point in the Southern States

Rate: 500 miles from Nashville, Tenn.	15 cts.
Over 500 "	20 cts.

Be particular about distances, and make the enclosure to the Company in money, stamps will not answer. This will prepay all expenses to its destination.

The rates here given are for letters not exceeding half-ounce in weight: double, treble, &c. letters must have an additional amount enclosed in proportion to weight.

**PRINTED MATTER.**

For single newspapers enclose the Company 10 cents.  
N. B. All letters accompanied with an insufficient amount to prepay to their destination are liable to be sent dead-letter office.

Figure 35 H.

The American Letter Express Company was operated by "Jenkins & McGill," and had offices at Louisville and Nashville. When a letter was forwarded to a northern point a white circular was enclosed (see Figure 35 H) with instructions how to send a letter south. Brown circulars contained instructions for forwarding a letter from the south to the north (see Figure 35 G).

Advertisements of this Company were inserted in southern newspapers as late as the end of July and early in August of 1861. See Figure 35 F.

These three circulars are from "Stamp and Cover Collecting," Jan. 1936.

#### THE REMAINDERS OF THE 1857-60 ISSUE

On page 83 of the Luff book is the following :

"However, at a period long subsequent to 1861, there were in the Post Office Department a large quantity of the stamps of the 1857-60 issue. It is understood that the majority of these had been found in southern post offices, after the war, and returned to Washington. We know that one prominent dealer acquired 2000 complete sets by indirect purchase. Another well known dealer was presented with 1800 sets, in return for his assistance in arranging the Government collection of stamps. All of these sets were in full sheets."

The following are extracts from a Proclamation issued by John H. Reagan, Postmaster General of the Confederate States, dated May 13th, 1861 :

"Now, therefore, I, John H. Reagan, Postmaster General of the Confederate States of America, do issue this proclamation, notifying all postmasters, contractors, and special route agents, in the service of the Post Office Department, and engaged



Figure 35 J. "Old Stamps Not Recognized."

in the transportation and delivery of mails, or otherwise in any manner connected with the service, within the limits of the Confederate States of America, that on and after the first day of June, next, I shall assume the entire control and direction of the Postal Service therein. And I hereby direct all postmasters, route agents and special agents, within these states, and acting under the authority and direction of the Postmaster General of the United States, to continue in the discharge of their respective duties, \* \* \* And all postmasters are required to render to the Post Office Department at Washington, D. C., their final accounts and vouchers for postal receipts and expenditures up to the 31st of this month, taking care to forward with said accounts all postage stamps and stamped envelopes remaining on hand, belonging to the Post Office Department of the United States, in order that they may receive the proper credits therefor, in the adjustments of their accounts; and they are further required to keep in their possession, to meet the orders of the Postmaster General of the United States, for the payment of mail service within the Confederate States, all revenue which shall have accrued from the postal service to the said first day of June next. \* \* \* Until a postal treaty shall be made with the Government of the United States for the exchange of mails between that Government and the Government of the Confederacy, postmasters will not be authorized to collect United States postage on mail matter sent to or received from those States, and until postage stamps and stamped envelopes are procured for the payment of postage within the Confederate States, all postage must be paid in money, under the provision of the first section of the Act of March 1, 1861."

(The above is from Dietz's book on the stamps of the Confederate States).

Extracts from the Report of the U. S. Postmaster General, dated December 2, 1861:

"It was not deemed advisable to fill orders from postmasters in states which claimed to have 'seceded' without first ascertaining their disposition to hold themselves personally responsible for such amounts as might be sent them. With this view, a circular was prepared, about twelve hundred copies of which were addressed to different postmasters upon receipt of their orders. Nine hundred replies were received, all but twenty of which avowed the personal responsibility of the writers for all revenues accruing at their respective offices, and their regret at the action of their state authorities. Stamps were accordingly sent them until June 1, when it appeared that the Postal Service could no longer be safely continued. The balance of stamps and stamped envelopes remaining unaccounted for in the hands of postmasters in disloyal states on the 1st of October amounted to \$207,000, without reference to commissions and allowances which may be placed to their credit in the future settlement of their accounts. \* \* \* The whole number of post offices in operation in the United States on the 1st day of December 1861, excluding those discontinued by special order, and including those suspended by the general orders of May and June last, was 28,620. \* \* \* The number of post offices in opera-



Figure 35 K. "Southn. Letter Unpaid"—Louisville.

tion during the year was 28,586 \* \* \* the number of post offices in disloyal states which have made no returns for the third quarter of 1861 is 8,535. In the state of Virginia 167 offices continue to send in their quarterly accounts regularly. \* \* \* Statement of receipts and expenditures of the disloyal states, July 1, 1860 to May 31, 1861:

Total expenditures . . . . .	\$3,699,150.47
Gross Receipts . . . . .	1,241,220.05
Excess of expenditures over receipts . . . . .	\$2,457,930.42"

(The above is from Elliott Perry's "Pat Paragraphs" January 1934—No. 17).

The following appeared in "STAMPS" some months ago:

#### "Those 1857-60 Blocks

"In a recent issue of STAMPS there was an article referring to the issues of 1857-1860 U. S. stamps which was substantially correct, but lacked some essential details, Ferdinand Trifet, the Boston dealer, went to Washington and there made up for the Post Office Department the collection shown by the P. O. Dept. at Philadelphia in 1876, contributing many items from his own stock. At Washington he was given the freedom of the vaults of the P. O. Dept. and in consideration of his work he was given large quantities of the stamps then obsolete remaining in the department.

"The writer, who was doing a small business under the name of the Salem Stamp Agency, purchased on several occasions blocks of each value 1 to 90c. I would buy in blocks of ten and continued to do so for some years. The price at first, if I remember correctly, was \$5 for blocks of ten of the entire set.

"Mr. Trifet at that time made no secret of their source. Wm. C. Stone in conversation at the Washington Convention, corroborated the above. In addition to the perforate stamps spoken of above Mr. Trifet also had sheets of the 24c imperf. and of the 30c black. Francis C. Foster, an old time collector of Cambridge, Mass., showed the writer a 24c imperf. purchased from Trifet for 59 cents and told me that Trifet had urged him to buy a sheet of 100 for \$50.

"He also showed the writer a 30c black but the writer cannot at this time swear as to whether the stamp was perf. or imperf. although it is probable that Trifet had both.

—Albert W. Batchelder."



Figure 35 L. Chicago.

In closing this chapter I cannot refrain from calling attention to a paragraph in the Government publication published in June 1937, entitled,

“A Description of United States Postage Stamps  
Issued by the Post Office Department  
From July 1, 1847 to December 31, 1936,”

on page 4 of which we find the rather amazing statement, of which the bold face is mine.

**“Stamps of 1847 and 1851 Demonetized.**

“These stamps are now obsolete and worthless for postage. A reasonable time after hostilities began in 1861 was given for the return to the Department of all these stamps in the hands of postmasters and as early as 1863 the Department issued an order declining to longer redeem them, the Confederate States having adopted their use, and so far as they could be reached in the hands of postmasters within the territory of those states, they were confiscated to the use of the Confederate postal authorities.”

All of which is news to me, and this statement must be a great source of mortification to my good friend August Dietz, the author of our most authoritative book on the stamps and postal history of the Confederacy. Friend Dietz makes no mention in his book that U. S. stamps of the “1847 and 1851 issue” were confiscated for the use of the postal service of the Confederacy. The year “1863” may be a typographical error, and may have been intended as “1861,” but the balance of the statement is positively ridiculous.

## Chapter XXXVI.

### THE U. S. POST OFFICE 1851-1860.

By MANNEL HAHN

(Written especially for this book.)

**T**HE first period of large-scale expansion of the United States Post Office Department was probably the decade 1851-1860. It was in this period that rates fell from where they were a hindrance to free communication to sums comparable to today's: The continent was spanned by several postal links: Stamps increased in usage and finally became required; The registry system was instituted and mails receded from an event to a commonplace in life.

On October 24, 1851, the Post Office Department issued a document entitled "Regulations Concerning Postage Stamps", which contained the germ of many present practises and which would be of interest in its entirety, but, as the main particulars are repeated in the P. L. & R. of 1852, shown elsewhere in this book, we will not quote *in extenso*.

The results of these regulations are in our albums. "Black Printers' Ink" is the specified color for cancelling stamps, furnished to larger offices—with small result, as our albums show. The origin of the inked manuscript crosses is also indicated. The present-day method of figuring remuneration of the postmaster of a fourth-class p. o. stems from this early direction—which is simply a continuation of previous custom.

A more interesting item is the clear indication that under-payment of postage will be charged with postage due at the unpaid rate for only the amount that is lacking. This is in contradiction to the system in foreign mails, where partial payment counted for nothing: It was all or nothing. Clarifying of the position of stamps is the regulation that "a postmaster may not refuse to mail—a letter as prepaid because the stamp was not purchased at his office."

The Act of Congress of March 3, 1855 (10 U. S. Stat. 641), effective April 1, of the same year, required prepayment of postage on first-class mail (as we now know it). It clung to the archaic method of rating letters as "single, double, treble or quadruple", but also continued the definition, established in 1845, of a single letter as one-half ounce avoirdupois and the others in proportion.

The same act authorized the Postmaster General, for the greater security of registered letters, to establish a uniform system for their registration at a fee of five cents in addition to postage.

The Act further permitted the Postmaster General to require, on and after January 1, 1856, prepayment by means of postage stamps. In enforcing this, the sender was permitted to pay in money, the postmaster being charged with affixing proper stamps—much as is often done with parcels post today. Every effort was made to enforce affixing of prepayment of letters deposited without payment, without resorting to absolute refusal to handle the letters. Notices were sent to senders, where known, or to addressees in other cases and a reasonable time allowed for sending postage. In 1860, the practise of avoiding this expense by sending unpaid letters directly to the Dead Letter Office was instituted, as an economy. Then the Civil War intervened, with its shortage of supplies and the regulation permitting Soldiers' Letters to be forwarded postage due, so the universal use of stamps was retarded until after the period we are discussing.

## REGISTRY

The registry of letters was established in 1855, shortly after July 1, and the registrations in the fiscal year July 1, 1855-June 30, 1856 produced a revenue of \$31,466.50. The following fiscal year increased usage to \$35,876.87 of revenue, but this was the peak. Registration merely meant marking the letters with a sign or symbol that flagged them as valuable—and then the letter was treated as ordinary mail, with no indemnity for loss! Small wonder that the payment of five cents fee merely signaling “good pickings” caused the population to distrust the system! Earnings fell off in succeeding years—

Year ending June 30, 1858	\$28,145.16
“ “ “ “ 1859	25,052.95
“ “ “ “ 1860	25,038.70

and the Postmaster General asked Congress to do something about it. He pointed out that the fall from the first year to 1860 was 30.2%, while general correspondence and revenue increased 15.5%: an adjusted loss of 50%.



**NATHAN KELSEY HALL,**

**Postmaster General of the United States, July 1850 to August 1852.**

## PACIFIC MAILS

The most important developments in this period were the Pacific Mails. Until 1859, the ocean mails, via Panama, were classed as *foreign mails*; although the route was declared a “Post Route”: we will consider them as part of the domestic ones, however.

The first contract for the Panama-Pacific Mail was in three parts—with the U. S. Mail Steamship Company for the transport from New York and New Orleans to Aspinwall (now Colon) Panama; with the Panama Railroad Company for the transit of the Isthmus and with the Pacific Mail Steamship Co. for the Panama, San Francisco and Astoria, Oregon trips. The first contract with the latter company was with the Navy Department, although for carrying the mail, and expired October 1, 1858. It was renewed for one year by the P. M. G.,



so as to extend through the life of the eastern contract and, when it again expired on September 30, 1859, was renewed for another nine months and then the entire project passed into other hands.

In 1857, the famous Southern Route Overland was established: It began operations on the 15th of September 1858, from St. Louis and Memphis to converge at Fort Smith, thence to El Paso and Fort Yuma, Los Angeles and San Francisco. The first Eastbound began at San Francisco at midnight on September 14, 1858.

In 1858, the Independence-Placerville route through Utah was started. Also, a line from New Orleans to Tehuantepec by ocean steamer, thence half-way across the isthmus by river steamer and thence by coach to Acapulco, Mexico, where it connected with the regular stops—for provisions—of the Pacific Mail Steamship Company.

Another line, from San Antonio, Texas, to San Diego, California, was started in the same year.

All of these lines were under contract not only as to time of transit and number of trips, but also as to equipment. This was true of all domestic routes at the time.

Aaron V. Brown, Postmaster General, died in March, 1859 and was succeeded by J. Holt, who thoroughly disagreed with his predecessor on every thing possible. In his report of December 1859, Holt criticizes all of these contracts and furnishes the following figures:

The Tehuantepec Route cost \$250,000 *per annum* and produced revenue of \$5,276.68.

The San Antonio-San Diego Route cost \$196,000 *per annum* and produced \$601.

The Great Overland Route (The El Paso-San Francisco line starting at Memphis and St. Louis) cost \$600,000 *per annum* and produced \$27,229.84.

The Independence-Placerville Route cost \$320,000 *per annum* and produced but \$5,412.03.

The Neosho (Kansas)-Stockton Mail never functioned, but cost \$79,999 *per annum* and produced \$1,255 on the section from Kansas City to Albuquerque. Only one letter went through from Kansas City to Stockton in the year it was in operation and two letters and twenty-six newspapers came through from Stockton to Kansas!

The Panama Route cost \$738,250 *per annum* and produced \$299,972.69.

Holt was enthused with his retrenchments in service, and the promise to remove the Panama Route to Nicaragua, with a subsequent saving of the tolls of the Panama Railroad. He had, meanwhile, changed the terms of contracts to permit the use of any conveyance the contractors pleased, so long as they conveyed the mail with "due celerity, certainty and security". From his pride in using this phrase, Congressmen probably gathered that Holt invented it—but it had been used a decade previously, as had his pet name for them—"Star Routes". This designation came from the use of an asterisk to mark them in the records. The same name persists in the P. O. Department today for routes other than railroad, airplane, etc., where trucks or horses are used.

Congress, in 1859, began limiting payments for ocean carriage, including the Panama Route, to the postages, inland and abroad—which threw additional carriage to the Great Overland Route. In 1860, the Atlantic-Pacific mails were carried by:

The Great Overland Route: St. Louis and Memphis to San Francisco via El Paso, semi-weekly.

St. Joseph (Independence) to Placerville, Cal., semi-monthly.

New Orleans, via San Antonio, to San Francisco, weekly.

New York and New Orleans to San Francisco and Astoria, Ore., via Panama, semi-monthly. (Thrice monthly after July 1, 1860.)

## DOMESTIC MAILS

The number of post offices increased rapidly up to 1858: from that time onward the increase was slower and in 1860 there was actually a slight decrease. Between 1847 and 1857, there were 11,444 post offices established in excess of those discontinued. The excess established in 1858 was 1,391: in 1859 it was 562, and in 1860 the decrease was 41. The total on June 30, 1860 was 28,498 post offices. Part of the sudden drop was probably attributable to the activities of the new P. M. G., J. Holt, who was zealous—possibly overzealous—in a policy of retrenchment. It was he who instituted the policy of sending all unstamped letters (hence unpaid) to the Dead Letter Office to save the expense of notifying addressees.

Holt was also an open enemy of free franking, which he estimated cost the post office \$1,800,000 that it would otherwise receive and who led a fight that resulted, thirteen years later, in the issuing of the Departmental stamps.

Mails were transported by four methods: Railroad, Steamboat, Coach, and "Inferior Methods".



**SAMUEL DICKINSON HUBBARD,**

**Postmaster General of the United States, August 1852 to March 1853.**

The Great Cairo-New Orleans Route was steamboat. It was instituted in 1856, but it met many difficulties, most of which were adjudged to be "Acts of God", and the contractors forgiven accordingly. Holt had little use for the line, which was a pet of Brown's, and looked forward to the day when the Illinois Central might completely supplant it. None the less, there were, in 1859—

3,257 miles of Steamboat service conveying mails	705,918 miles annually.
4,230 miles of Railroad service conveying mails	3,830,607 miles annually.
3,010 miles of Coach service conveying mails	1,224,536 miles annually.
29,120 miles of Inferior Modes conveying mails	5,232,934 miles annually.

Under Holt, the latter two were lumped in "Star Routes" for 1860, with a report showing, as of June 30, 1860—

347 miles of Steamboats with a total of	174,408 miles annually.
6,473 " " Railroads " " "	6,569,627 " "
24,999 " " Star Routes " " "	7,057,866 " "

## EXPRESS MAILS

Ignoring the early express agents, appointed in the '40s to compete with private expresses, the report of A. V. Brown for 1857 explains the new duties of "Express Agents". In 1853-4, the beginnings of accounting for pouches and keeping track of the movement of mails was started. Brown extended this, explaining that while the contracts with the railroads required the baggage-masters to deliver pouches, these men considered baggage more important and "could not be induced to account for pouches". Therefore, in 1856, he began the practise of appointed agents on the express mail trains, known as "express agents" who followed the through mails from beginning to destination, keeping account of all pouches, receipting for those received and taking receipts for those delivered. In case of delay, the agent was to go forward by earliest means, in no case later than the passengers, and must report all circumstances to the postmaster at destination, that the facts might be published and the true causes of delay made known to the public.

The following year, he thought enough of the experiment to enthusiastically call attention to the result obtained. Agents were accompanying mails from New York to Cincinnati and Cleveland; from Cincinnati to St. Louis, from Baltimore and Philadelphia to Cincinnati.

One of the first acts of Brown's successor was to smother this service *instantly*. He claimed that it made no perceptible difference in the safety and speed of delivery and saved \$19,200 a year. The early part of 1859, therefore, saw the end of this service.

The Great Through Routes--the eastern ones--were the New York-New Orleans and New Orleans to Chicago, St. Louis and Cincinnati. The former was composed of thirteen mail sections: in 1851, the mails went by railroad to Richmond, thence by rail and coach relays over various sections to Stockton, Alabama. At Stockton, it went on board the river steamer for Mobile: at Mobile it transferred to a Gulf steamboat for New Orleans. The mail from Chicago to New Orleans went by coach and rail to St. Louis or Cairo, thence by steamer to New Orleans.

In 1858, the yellow fever put a stop to quick transport, because men feared to travel by night through afflicted areas! By that time, the rail connection between New York and New Orleans had been completed. There was an improvement in the rail situation northward—but it was not complete. Cars went to Jackson, Mississippi from New Orleans, thence coach to the river and boat northward to Cairo. From Cairo, the Illinois Central carried mails north to Chicago, 12 times a week. In 1860, there was small increase in this direct line.

## FOREIGN MAILS

This decade marked the most important period in the Foreign Mail development between the establishment of the British mails (1840-48) and the formation of the Universal Postal Union (1875). The first of this period was entered with one principle firmly established: that the general commerce of the nation should be advanced under subsidies to modes of transportation under the guise of payments for postal carriage. Founded by the British in 1840, this principle was soon accepted in America and even J. Holt, the penurious, was obliged to recognize it: although he protested against the Postal Service bearing the burden, which he stated, should better come from the Public Treasury. Today, we find J. A. Farley taking a similar stand.

At the opening of the period, only one treaty was in force for direct foreign mails, and that was with Great Britain, although Prussian closed mails went through Britain. The only U. S. packets, as such, were the "Collins" line to Liverpool which operated under a contract with the Navy Department, although this was for the carriage of mails.

In 1851, the Havre and Bremen packets—foreign-owned and domestic both—started, followed shortly by the Hamburg packets. These were followed by the important treaty with France, in 1857, which endured through the Civil War until the Franco-Prussian War.

That same year marked the announcement of the principle that “the mails must pay their own way” and a law limiting the payment for the mails to actual postages collected was passed a year or so later. This law helped defeat the purpose of the original subsidies, and the American lines, competing with foreign-subsidized lines, disintegrated.

To the U. S., the French compact gave mail service with practically all quarters of the globe not previously reached through Britain and the two agreements made with German Hansa towns (Bremen and Hamburg). The year 1860 saw an agreement for simple closed-mail regulations with Belgium, which closed the period with a foreign mail service built up for most of the globe. Foreign rates with important countries, in 1860 (the close of this period) were (per half-ounce):



**JAMES CAMPBELL,**

**Postmaster General of the United States, March 1853 to March 1857.**

To any country by private ship—5c which paid carriage to “on board” ship—other charges to be collected on receipt

To Great Britain:	U. S. postage	5c	
	Ocean “	16c	
	British “	3c	24c

To Germany: by direct steamer 15c (25c to some parts)

To France: 15c per quarter ounce, divided:	U. S. Postage	3c
	Ocean “	9c
	French “	3c

To Belgium: 27c

To Austria and Italy: 15c to 25c

To the Far East: 45c

To South America: 30c to 50c

Direct Services (over the economical protest of J. Holt) were in force to Havana, Vera Cruz and the West Indies.

## SHIP LETTERS

“Ship Letters” are those landed from Private (i.e., not under contract to carry mail) ships at their port of entry. Under the Act of Congress of March 3, 1825 (5 U. S. Stat. 733, 737) it was provided that Ship Letters, when delivered in the post office of entry should be charged 6c each: if necessary to forward to another post office, then the regular fee for such transit, plus two cents.

This provision of the early law remained unchanged throughout the period 1851-60: towards the end it produced some anomalous conditions.

Most ship letters arrived “collect”, therefore under the Act of March 3, 1851, Ship Letters were rated 6c (usually with an explanatory SHIP on the cover), if addressed to the port of entry, and with a SHIP 7 if going beyond but within 3000 miles of that post office. If beyond 3000 miles from the port of entry, they would be rated 12 cents due—SHIP 12 was the common marking.

E. A. Wiltsee has produced a cover that makes another set of markings, perfectly legal and proper under the law, not only possible, but actually extant. If the ship-master (by arrangement or out of the goodness of his heart) or any other agent cared to prepay the postage when depositing the letter or letters, the ship rates might be SHIP 5, if other than the port and within 3000 miles thereof and SHIP 8 if beyond that radius. Letters for the port itself would remain at 6c, however.

The Act of March 3, 1855 made certain changes, which produced a continuation of this anomaly; letters for the port, collect or prepaid, were still SHIP 6, letters for any post office within a radius of 3000 miles of the port were SHIP 5, and beyond that radius, SHIP 12. Thus, a letter landed in New York for delivery in New York cost 6c, but if addressed to Brooklyn, Buffalo, St. Louis or Denver, it cost only 5c! This was not corrected until after the close of the period we are discussing.

## SUMMARY

The period 1851-60 saw an unrestricted development of the Postal Service, which was to be halted by the Civil War. Transcontinental service by land was instituted: rails replaced steamboats in many parts; the foundations of the foreign service were laid and cemented.

Prepayment of all (save foreign) mails and the use of stamps therefore became compulsory. Carrier service was extended greatly. Congress was urged to establish the money-order system. An incomplete registry system was installed and languished. Express Agents—the forerunners of the Railway Mail Clerks—were instituted and withdrawn. Postage rates tumbled from 5 to 40 cents down to 3 to 10 cents, dependent on distance traversed. Post office sites in New York and Philadelphia were secured, and plans for post office buildings were being drawn. The Courts had sustained a demurrer to the Postmaster General’s attempt to put private carriers out of business and Congress was at work on a law to strengthen that gentleman’s position. The accidental PMG—J. Holt—was able to report a series of retrenchments: in spite of which the post office was functioning well, but within limits that promised less expansion in the coming period. And, meanwhile, clouds gathered over the U. S. A.

## Chapter XXXVII.

### DOMESTIC RATES OF POSTAGE.

In the study of the first One Cent stamp we find that its principal uses were confined to the following classes of mail:

- (A) First Class Domestic Letters
- (B) Drop Letters
- (C) Printed Circulars

The Act of March 3, 1851, went into effect on July 1, 1851, and the principal rates of postage were reduced as follows:

<b>From</b>	
Single Domestic Rate not exceeding 300 miles . . . . .	5c
"    "    "    over 300 miles . . . . .	10c
<b>To</b>	
Single Domestic Rate not over 3000 miles	
<b>when prepaid</b> . . . . .	3c
<b>unpaid</b> . . . . .	5c
Single Domestic Rate over 3000 miles	
<b>when prepaid</b> . . . . .	6c
<b>unpaid</b> . . . . .	10c

#### DROP LETTERS

This term applied to local delivery letters, that is a letter "*dropped*" in any local post office, not for transmission by mail, but for delivery only, meaning no delivery to a street address. The letter was deliverable to the addressee at the office of mailing. Such mail could be sent *sealed*.

<b>From</b>	
Single rate . . . . .	2c
<b>To</b>	
Single rate . . . . .	1c
(Prepayment optional)	

#### PRINTED CIRCULARS

<b>From</b>	
Unsealed—Any distance—"To be paid in advance when the circulars are deposited in the office."—"When sealed to be rated as letters, and when rated as letters prepayment is not required."—"To be charged with letter postage if containing any writing whatever" . . . . .	3c
<b>To</b>	
Unsealed. When sent not over 500 miles—and weighing one ounce or less—	
Prepaid . . . . .	1c
Unpaid . . . . .	2c

Same for distances over 500 miles and not over 1500 miles.

Prepaid . . . . .	2c
Unpaid . . . . .	4c

## REGARDING THE USES OF THE ONE CENT STAMPS

*First Class Domestic Mail.* We frequently find the 3c rate prepaid by horizontal and vertical strips of three, or irregular blocks of three. Six One Cent stamps were frequently used to pay the rate to California.

*Drop Letters.* A single One Cent stamp to pay this rate.

*Printed Circulars.* The Act of March 3, 1851 provided a rate of 1c on printed circulars which were sent not over 500 miles and a rate of 2c, from 500 to 1500 miles. This rate was changed by the Act of August 30, 1852, effective October 1, 1852, to 1c for the first three ounces or less. Thus this 2c circular rate for distances above 500 miles required pairs of the One Cent stamp.

## "POSTAL LAWS &amp; REGULATIONS"

The greatest aid to the student of early postal rates and uses, are the various editions of the Government publications entitled: "*Laws and Regulations for the Government of the Post Office Department.*"

During the period with which we are concerned the following editions were issued by the Postmaster Generals, 1847, 1852, 1855, 1857 and 1859. Copies of these books are scarce and difficult to purchase so I am reproducing in this chapter full pages from the 1852 Edition. (April 3, 1852).

Figures 37 A to 37 D are pages 20, 21, 22 and 23 from the section "Regulations" of this book.

Figure 37 A contains a table of Domestic Rates for the instruction of postmasters on first class mail, and also on letters to and from the British North American Provinces.

Figure 37 B contains some explanatory notes regarding these rates. Attention is directed to the following: "*But a prepayment of anything less than the full rate is not to be regarded.*" Also note the paragraph, "The six pence (6d) and shilling marks of pre-payment in the British North American Provinces will be recognized." Also note the *Directions*, regarding *Single letters* or *Single rate*, *Drop Letters* etc. Sections 103, 104 and 105 are worth reading carefully.

Before considering Chapter 15 of the "Regulations," I wish to call attention to some very important facts. Collecting "cancellations" is quite an interesting branch of Philately. The more advanced stage is the collecting of "cancellations" on the original covers. It has been my experience however that only a few collectors who specialize in this branch, have very much knowledge of *why* many such "markings" (which is the proper word) were used. For example, take a letter sent from this country to a foreign country in the Fifties. Such items show a variety of postal markings, the majority of which are meaningless to many specialists in "Foreign Rate" covers, regardless of whether the covers were prepaid by stamps or are stampless items. There was actually a meaning to each and every marking, in other words they were not placed on covers just to decorate them or to make them look pretty by using different colored inks.

Regarding domestic covers. In the Fifties a great deal of mail matter was carried "out of the mail," until it reached a post office where it could be "placed in the mail." It was the general custom for the office receiving such mail to mark on the letters the mode of the origin of such mail.

By "out of the mail," refers to mail carried by any mode of conveyance which had no Government contract to transport the mail. Thus a "Private Ship" could bring a letter to a port, and the letter was then deposited in the post office of that port. It was required by law, that letters received in this way be marked "Ship" by the receiving post office. Many collectors confuse such markings and call many in this class "Route markings." To prove this assertion all one has to do is to read many of our outstanding works of the past explaining "cancellations."

We find covers postmarked "Boston" with a "Ship" marking, addressed to New York. The "Ship" does not mean the letter *originated* in "Boston"

**SEC. 100.** All letters and packets received for distribution, are to be distributed and remailed before the departure of the next mail, if practicable.

**CHAPTER 13.**

*Time allowed for closing mails at Distributing Offices.*

**SEC. 101.** The great mails are to be closed at all distributing offices not more than one hour before the time fixed for their departure; and all other mails at those offices, and all mails at all other offices, not more than half an hour before that time, unless the departure is between 9 o'clock, P. M., and 5, A. M., in which case the mail is to be closed at 9, P. M.—*Act of 1825, sec. 11.*

**CHAPTER 14.**

**POSTAGE ON LETTERS.**

**SEC. 102.** *Rates of Letter Postage between offices in the United States, and to and from Canada and the other British North American Provinces.*

DIRECTIONS.	WHEN PREPAID.					WHEN UNPAID.				
	Weighting $\frac{1}{2}$ ounce or under, being the single rate.	Over $\frac{1}{2}$ ounce, and not over 1 ounce.	Over 1 ounce, and not over $1\frac{1}{2}$ ounces.	Over $1\frac{1}{2}$ ounces, and not over 2 ounces.	Over 2 ounces, and not over $2\frac{1}{2}$ ounces.	Weighting $\frac{1}{2}$ ounce or under, being the single rate.	Over $\frac{1}{2}$ ounce, and not over 1 ounce.	Over 1 ounce, and not over $1\frac{1}{2}$ ounces.	Over $1\frac{1}{2}$ ounces, and not over 2 ounces.	Over 2 ounces, and not over $2\frac{1}{2}$ ounces.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
For every single letter in manuscript, or paper of any kind upon which information shall be asked or communicated in writing, or by marks or signs, sent by mail, the rates mentioned in this table shall be charged; and for every additional half ounce or fraction of an ounce above the weight named in this table, an additional single rate is to be charged.										
For any distance not over 3,000 miles.....	3	6	9	12	15	5	10	15	20	25
For any distance over 3,000 miles To and from British North American Provinces, for any distance not over 3,000 miles.....	6	12	18	24	30	10	20	30	40	50
For any distance over 3,000 miles from the line.....	10	20	30	40	50	10	20	30	40	50
	15	30	45	60	75	15	30	45	60	75

Figure 37 A. "P. L. & R." 1852 Edition.



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**NOTE.**—Under the provisions of the act of 3d March, the mode of computing the rates upon inland letters—i. e., letters from one office within the United States or Territories to another, and also upon letters between the United States and the British North American provinces, is as follows, to wit: Single rate, if not exceeding half an ounce; double rate, if exceeding half an ounce, but not exceeding an ounce; treble rate, if exceeding an ounce, but not exceeding an ounce and a half; and so on, charging an additional rate for every additional half ounce or fraction of half an ounce.

The mode of computing rates upon letters to Great Britain, and to all other foreign countries, the British North American provinces excepted, will remain as at present, under the act of 3d March, 1849, and agreeably to instructions appended to the table of foreign postages.

The 10 or 15 cents (according to the distance) pays for the single letter from any post office in the United States, to any post office in either of the British North American provinces; and *vice versa*; pre-payment is optional in either country, but a pre-payment of any thing less than the full rate is not to be regarded.

The six-pence (6d.) and shilling marks of prepayment in the British North American provinces will be recognized.

**DIRECTIONS.**—1st. *Every letter or parcel, not exceeding half an ounce in weight, shall be deemed a single letter or rate.* 2d. *All drop-letters, or letters placed in any post office, not for transmission, but for delivery only, shall be charged with postage at the rate of one cent each.*

**SEC. 103.** The distance according to which postage is chargeable, is that on the post road from one office to another, upon which the mail is conveyed.

**SEC. 104.** Letters should in all cases be sent by the most expeditious routes, unless otherwise ordered by the person sending the same.

**SEC. 105.** It is a penal offence to deposit in any post office to be conveyed in the mail, within the United States, any envelope or packet containing letters addressed to different persons. *13th section of the act of 1847.*

## CHAPTER 15.

*Postage on Ship and Steamboat letters.*

**SEC. 106.** All ship letters and packets are to be charged with a postage of six cents each, when delivered from the office at which



they are first received ; when forwarded in the mail to other offices, with two cents, in addition to the ordinary rates of postage. They should all be marked "*Ship*," at the time of receiving them. This applies to all letters and packets brought by vessels from foreign countries, as well as those conveyed from one port to another in the United States over routes not declared post roads.

SEC. 107. Masters of foreign packets are not to be paid anything for letters delivered into the office ; such letters are, notwithstanding, to be charged with postage, when delivered from the office, or forwarded by mail.

SEC. 108. The above rates of postage are not to be increased on letters and packets, carried in a private ship or vessel, from one port in the United States to another, though a *part* of the voyage be over a water declared to be a post road. Thus, the Mississippi river, from New Orleans to the mouth, is a post road ; yet letters carried by ship between New Orleans and any other port in the United States, are subject to the usual ship letter postage. But if the *whole* of the water between any two ports, be a post road by law, then inland postage will be charged.

SEC. 109. Letters and packets that are carried on any of the waters of the United States, in vessels, under an arrangement with the Department, are subject to the same postage as if carried in the mail overland.

SEC. 110. Upon letters and packets received from the masters of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland.

SEC. 111. If a letter be received as above, to be sent in the mail to another office, there will be charged the proper rate of postage for the distance between the place at which the letter was placed on board the boat, and the office to which it is addressed. Letters brought by steamboats should be marked "*Steamboat*," at the time of receiving them.

SEC. 112. For every letter received by a postmaster at a sea port, to be conveyed to a foreign country, by transient vessels from such port, there shall be paid to the postmaster one cent.—*Act of 1825, sec. 34.*

SEC. 113. The master (except of a foreign or mail packet) is to be paid two cents for each letter and packet delivered by him, except at ports on Lake Erie, where one cent is to be paid to the master, and except where special contracts are made.

SEC. 114. If the letters be delivered into the post office by a passenger or sailor, and not in behalf of the master, nothing is to

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be paid for them; they are, nevertheless, to be charged with ship letter postage, and the number entered in the account of ship letters, with the name of the vessel in which they were brought.

SEC. 115. For every letter or packet, which has not passed through a post office, delivered by the master of a steamböat, every postmaster will pay him two cents, or one cent if on Lake Erie, unless his boat carries letters and packets under a contract with the Department. He will take the receipt of the master, specifying the number of letters, and the places from which they were brought.

SEC. 116. The account of steamboat letters received, with the sums paid for them, and the postage on such as are to be delivered from the office, is to be kept in the account of *ship and steamboat letters received*, and as the account of ship letters.

## CHAPTER 16.

*Postage on Way Letters.*

SEC. 117. Way letters are such letters as a mail carrier receives on his way between two post offices. The carrier will deliver them to the first post office at which he arrives. The postmaster will rate them with postage, writing against the rate, the word "*way*."—*Act of 1825, sec. 20.*

SEC. 118. If such way letters are within the delivery of the office, the amount of their postage is to be noted on one of the bills received by the same post, and when the bills in the *account of mails received* are entered, such amount of postage in the column headed *way letter*, is to be entered also.

SEC. 119. If any of these way letters are not to be delivered by the postmaster, their postage is not to be entered in that column, but the letters are to be included in the post bill with the other letters for the office to which they are addressed.

SEC. 120. The postmaster will pay the mail carrier one cent if demanded for each way letter which he delivers to him, and add that cent to the ordinary postage on the letter.

Figure 37 D. "P. L. & R."—1852.

and went to New York by "Ship". On the contrary the letter itself will probably show an origin in Liverpool or London or most any other foreign country. Such a letter was brought to Boston by a Private Ship and the marking "Ship" is not a "route mark" to New York but denotes the very important "*Origin*." Not the town or city of origin but by which manner it was carried privately to the post office of mailing. In any elementary study of postal markings, *Origin* is the most important thing to consider. Even the ordinary postmark on a letter is placed there to denote "*Origin*."

Another example, is a cover postmarked "Buffalo" with "Steamboat" and addressed to New York. The latter is not a "route marking" indicating the letter was *to be sent* by steamboat to New York, but rather the *origin* of the letter at Buffalo. It was brought to Buffalo by "Private Steamboat" and placed in the mail at that post office. The letter may show it was written at Cleveland or some other place on the lakes, and went "out of the mail" until it was placed in the Buffalo Post Office.

I have seen "Mississippi Packet" covers in advanced collections with fraudulent "Packet markings" and in some cases the owner was as ignorant of the use and meaning of such markings as the crook who forged the items.

Many wealthy and many advanced collectors depend on their mistaken ability to detect a fake by its mere appearance of the cover. In other words "it looks perfectly good." The average scoundrel who manufactures his goods to swindle the unsuspecting buyer has little if any knowledge of postal markings. Thus he usually takes a cover postmarked "New Orleans," addressed to a distant city and places on it a "Packet" marking (not a "cancellation").

Referring to Figures 37 B and 37 C note Section 106 and 111.

Figure 37 D—page 23 of the "Regulations" defines "Way Letters." We frequently see this "WAY" marking on covers, postmarked "New Orleans." In the majority of such examples, the covers have a single Three Cent stamp. Exceptions are covers with 3c plus 1c, showing the "Way fee" prepaid by the addressor. Let us consider such a cover. When the "Carrier" deposited such a letter in the post office, the postmaster paid him 1c. In his accounts, the postmaster charged this 1c to the Post Office Department. Thus the Department was charged with 1c and this was offset by the 1c received for the stamp. Where the "Way fee" was not prepaid, the Department was charged with the 1c paid out, and when the letter was delivered, the 1c was collected and the delivering office credited the sum to the Department.

Occasionally we find covers from points other than New Orleans with 3c plus 1c. In many instances the 1c is termed a "carrier use," when in fact it is not of this class but a prepayment of the "Way Fee."



Figure 37 Da. Prepaid "WAY" Cover.

We find covers from cities other than New Orleans showing a 3c 1851 stamp plus a 1c 1851 stamp but not marked "Way." Inasmuch as the "WAY" fee was obviously paid by a One Cent stamp it was not always considered necessary to mark the letter "WAY". Figure 37 Da illustrates a cover that is no doubt in this class, a "WAY" and not a "Carrier." Picked up by the Carrier carrying mail to the Charleston Post Office, it was there mailed to Georgetown, S. C. The Carrier was paid a 1c Way Fee, which had been prepaid by the addressor.

To a certain degree "Way" and "Carrier" fees were quite similar hence uses of the former are often confused with the latter.

Figure 37 E illustrates an interesting "first day stampless cover." This is a letter mailed from New York City on July 1, 1851 with the postage prepaid in cash. The postmark is in *red*. Figure 37 F is a companion piece, showing a first day cover, mailed *unpaid*, with the postmark in *black*, indicating the unpaid rate of 5cts was to be collected at Boston.

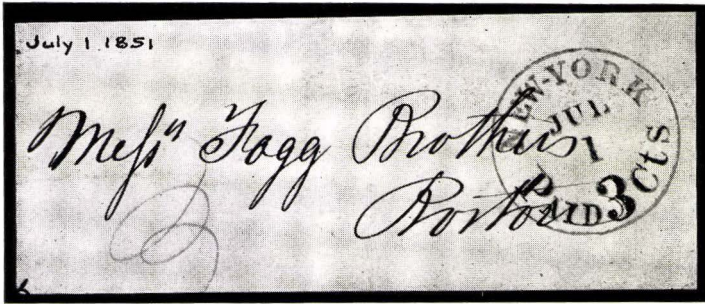


Figure 37 E. First Day Prepaid Stampless.

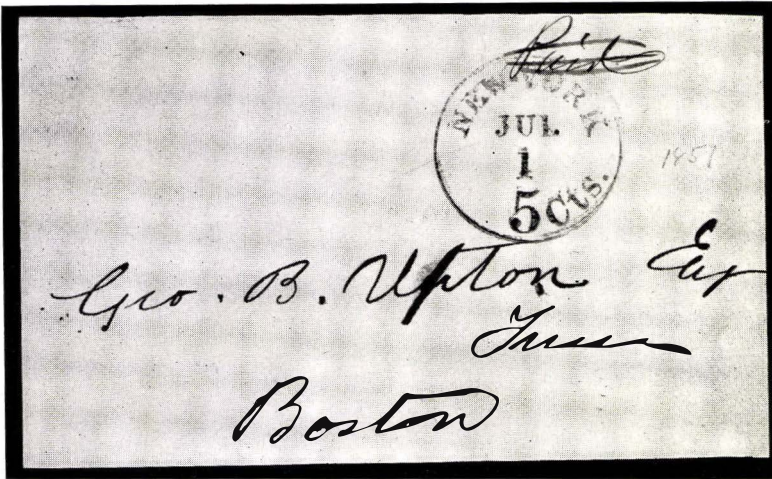


Figure 37 F. First Day Unpaid.

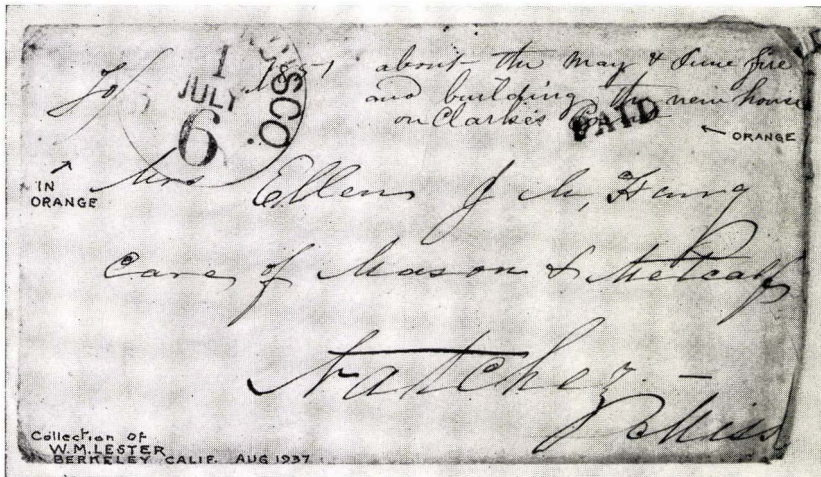


Figure 37 G. San Francisco First Day Prepaid Stampless.

Figure 37 G illustrates a most unusual cover, a first day use of the new prepaid 6c rate to the East, from San Francisco. The postmark and "PAID" are in red-orange. This San Francisco postmark had the rate "6" included,

and shows the date of the sailing of the Mail Steamer. It was customary to postmark *mail* with the date of *departure*, not the date of receipt. Thus a letter might be deposited in a post office on the 10th of a month, but if it could not be forwarded to its destination until the 12th, it was postmarked the 12th.

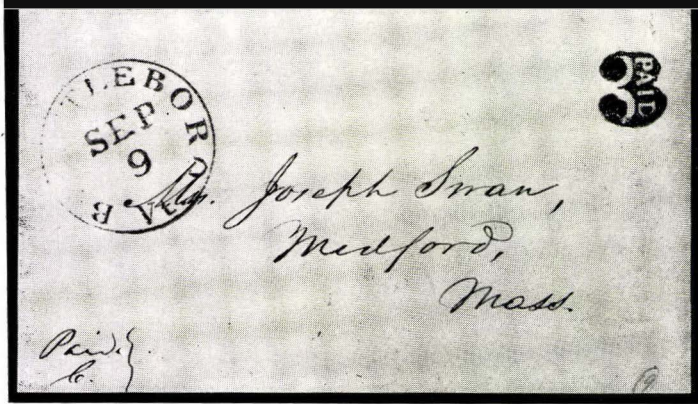


Figure 37 H. Prepaid Stampless.



Figure 37 J. Prepaid Stampless.

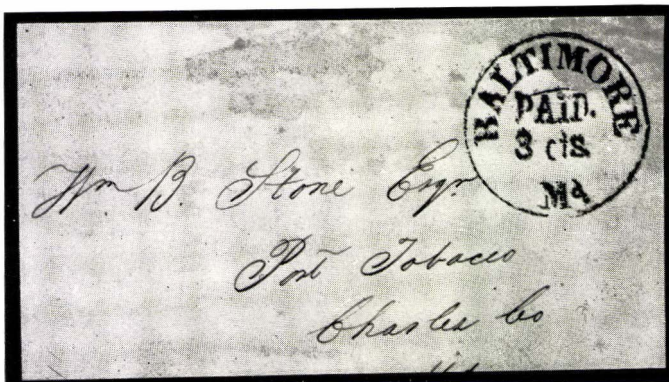


Figure 37 K. Prepaid Stampless.

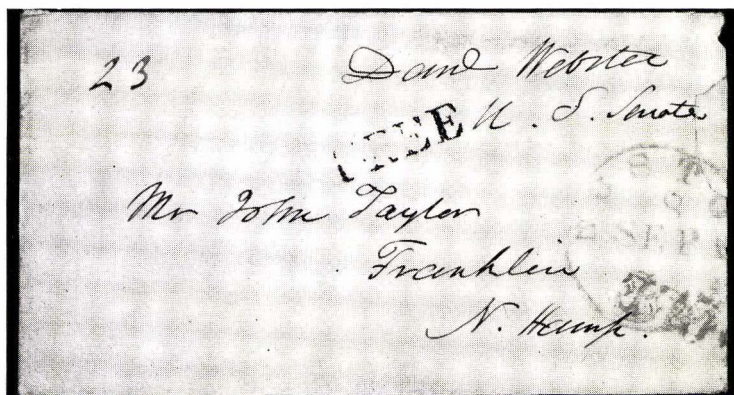


Figure 37 L. Boston—FREE.

Again referring to Figure 37 G. The East Bound mail left San Francisco at this period twice a month, the mail ships sailing on the 1st and 15th, for Panama. The July 1st was the date of departure.

Figure 37 H illustrates a stampless cover from Brattleboro, Vt., which had the postage prepaid in cash. Both markings are in red. Figure 37 J is a similar item.

Figure 37 K is a scarce "PAID 3cts" marking used at Baltimore, and Figure 37 L shows a cover mailed "Free" from Boston and franked by United States Senator Daniel Webster.

Figure 37 M is a reproduction of page 40 of the 1852 "Regulations." "Chapter 20" contains instructions for letters carried into a port by a steamboat. "Chapter 21" defines "Ship letters and Packets." Note the last sentence of this regulation, "before such letters have been mailed."

Figure 37 N shows the following page in the "Regulations". Notice the strict provisions of Section 161, providing a fine of \$100 for masters of ships refusing, or neglecting to turn over to the post office any mail carried into the port by their vessels. We frequently find covers which were smuggled into a port and mailed in the post office as regular mail, or as drop letters. These items I call "bootleg covers".

For example—A sealed folded letter with a 1c stamp postmarked New York and addressed to New York. To all appearances, just a plain Drop Letter. But in opening the letter we find it headed "London" or "Liverpool" or "Paris" or some other foreign city. Such letters were brought by ship surreptitiously, a 1c stamp placed on them and mailed. The rate from England was 24c, hence the Post Office Department was defrauded of 23c each on such letters.

Again we find letters from California, smuggled into New York and mailed from that office to various cities with 3c stamps, when the rate was 6c. The great majority of the bootleg covers I have found bear dates in the early Fifties, and seldom have I noted such an item used in the late Fifties.

Section 163 provided that the master of a ship was required to give the postmaster a list and description of all mail carried into his port.

Chapter 22 instructs the handling of "Missent and Forwarded Letters," but this section does not specify the rate to be charged on a forwarded letter. This was listed in another chapter. Where a letter was prepaid to a certain address, (during the period July 1, 1851 to April 1, 1855) and forwarded to another address, postage was charged for forwarding at the full *unpaid* rate. As an example, a letter mailed from Philadelphia to New York with 3c paid, and forwarded to Boston, 5c was collected at Boston from the addressee.

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SEC. 156. If there be two or more persons of the same name, and a letter intended for one is delivered to another, the postmaster will reveal the letter in the presence of the person who opened it, and request him to write upon it the words, "*Opened by me through mistake,*" and sign his name; he will then refund the postage paid, and replace the letter in the office.

## CHAPTER 20.

*Masters of Steamboats to deliver Letters and Packages into Post Offices.*

SEC. 157. The masters of steamboats under contract with the Department, will deliver into the post offices, (or to the local agent of the Department, if there be any,) at the places at which they arrive, all letters received by them, or by any person employed in their boats, at any point along the route.

SEC. 158. Masters or managers of all other steamboats, are required by law, under a penalty of thirty dollars, to deliver all letters brought by them, or within their care or power, addressed to, or destined for, the places at which they arrive, to the postmasters at such places: *except letters relating to some part of the cargo.* All letters not addressed to persons to whom the cargo, or any part of it, is consigned, are therefore to be delivered into the post office, to be charged with postage.—*See act of 1825, secs. 6 and 19.*

SEC. 159. All letters conveyed by steamboats, packets, or other vessels, relating to the cargo, must be left unsealed; and if sealed, must be delivered into the post office and charged with postage; but if upon being opened in the presence of the postmaster, and found to relate to the cargo, the postage may be remitted. The law relating to this subject is often violated. Postmasters will use diligence to correct the evil, and prosecute for the penalty, in every case where they can obtain testimony.

## CHAPTER 21.

*Masters of every Vessel from a Foreign Port, to deliver Letters and Packets into Post Offices.*

SEC. 160. The terms, *ship letters and packets,* embrace the letters and packets brought into the United States, from foreign countries, or carried from one port in the United States to another, in any private ship or vessel, before such letters have been mailed.



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**SEC. 161.** Every master of a vessel from a foreign port is bound, immediately on his arrival at a port, and before he can report, make entry, or break bulk, under a penalty not to exceed \$100, to deliver into the post office all letters brought in his vessel, directed to any person in the United States, or the Territories thereof, which are under his care or within his power, except such letters as relate to the cargo or some part thereof.

**SEC. 162.** It is the special duty of the postmaster at a port where vessels may enter, to see that this law is strictly observed and enforced.

**SEC. 163.** Every such postmaster will obtain from the master of the ship or vessel, a certificate, specifying the number of letters, with the name of the ship or vessel, and place from which she last sailed, and upon each letter which has not been before mailed, and which shall be delivered into his office for mailing, he shall pay to the said master or owner two cents, and take his receipt therefor, except at the ports on Lake Erie, where one cent will be paid.

## CHAPTER 22.

*Letters missent and to be forwarded.*

**SEC. 164.** In forwarding letters by mail, postmasters will, in all cases, be governed by the address. If, contrary to its address, a letter be missent, no additional postage is to be charged for forwarding, unless the postage to its proper destination be deficient. But if the letter has been sent according to its address, and is forwarded at the request of the party addressed, or the known writer thereof, or otherwise, additional postage to the place of its destination is to be charged, and the two postages entered in a new post-bill.

**SEC. 165.** In every case of a letter forwarded, the original postage should be noted on the bill with which the letter was received, if it can be found; if not, upon some other post bill; and it should be entered on the proper line of the *Account of mails received*, in the column headed *overcharged*, and the word "*forwarded*," with the date, written immediately after it.

**SEC. 166.** Orders to forward letters should be in writing, and filed by postmasters.

## CHAPTER 23.

*Return of Letters.*

**SEC. 167.** To prevent fraud, the postmaster will be careful not to return any letter put into his office for transmission by mail,

## CALIFORNIA RATES

July 1, 1851 to April 1, 1855

Prior to July 1, 1851, the rate to or from the Atlantic States and California was 40c for a single rate letter. *The local rate on the Pacific Coast was 12½c.* This means from one place in California to another place in that state, or from one place in Oregon to another place in that Territory.

This *Local Rate* did not apply to letters between California and Oregon. This local rate was provided for in the Act of August 14, 1848. This Act authorized the Postmaster General to establish post offices "at San Diego, Monterey and San Francisco, and such other places on the coast of the Pacific, *in California*, within the territory of the United States, and to make, etc." \* \* \* that all letters conveyed *from one to any other of the said places on the Pacific shall pay twelve and a half cents postage.*"

No further legislation changing these rates was passed until the passage of the Act of March 3, 1851.

On July 1, 1851, the rate to and from California was reduced as follows:

Single Letter—Prepaid— 6c  
 " " —Unpaid—10c

Local Letter  
 Single—Prepaid—3c  
 " —Unpaid—5c

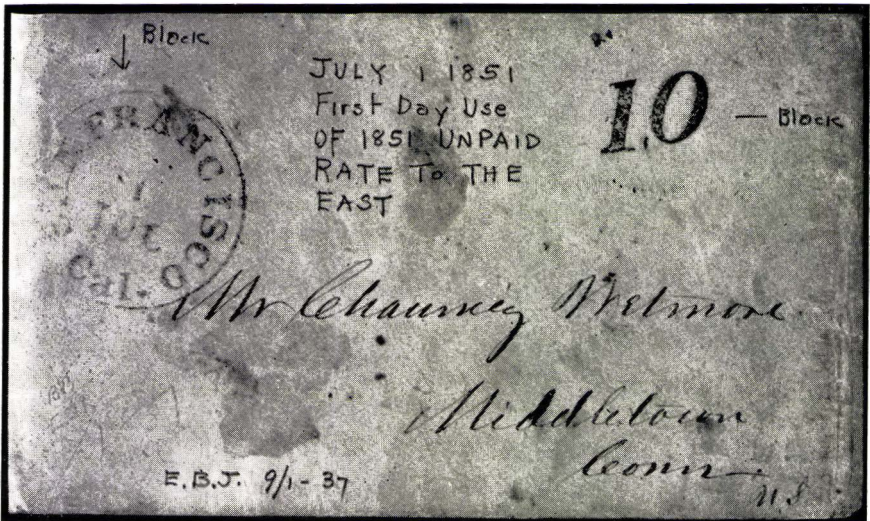


Figure 37 P. First Day Unpaid—San Francisco.

Figure 37 P illustrates a very interesting and scarce item—A "first day" "San Francisco—July 1, 1851" unpaid rate to the East. The postmark and the rate mark "10" are both in black (Collection of Edgar B. Jessup).

In his book, Chase mentioned the fact that covers showing the 3c local California rate, prepaid by 3c 1851 or 3c 1857 stamps are scarce. This is quite true and much more so than the average collector realizes. But still more elusive are covers showing the 3c rate paid by three 1c 1851 or 1c 1857. Figure 37 Q shows a cover from "Yankee Jims, Calif" to "Oroville, Calif." (Collection, W. R. Parker). The stamps are Type IV. Figure 37 R, shows a similar use from "San Rafael, Calif." (a scarce postmark) to "Sacramento, Calif." (Collection, W. R. Parker). The stamps are Type IV.



Figure 37 Q. Local Rate—Yankee Jims, Calif.

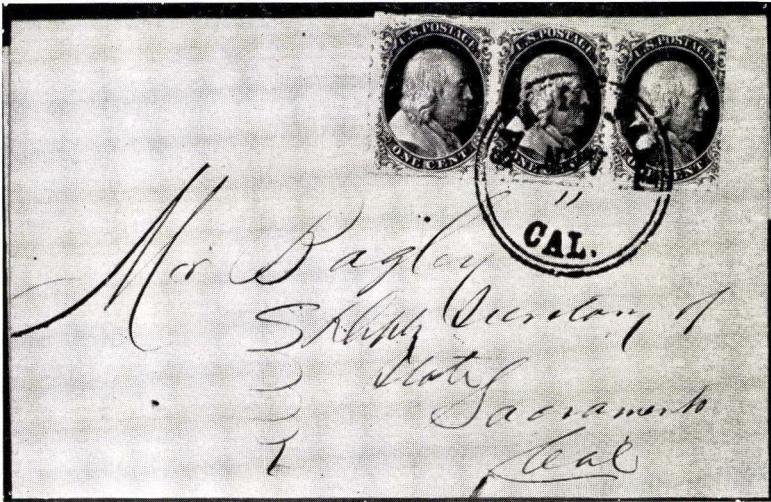


Figure 37 R. Local Rate—San Rafael, Calif.

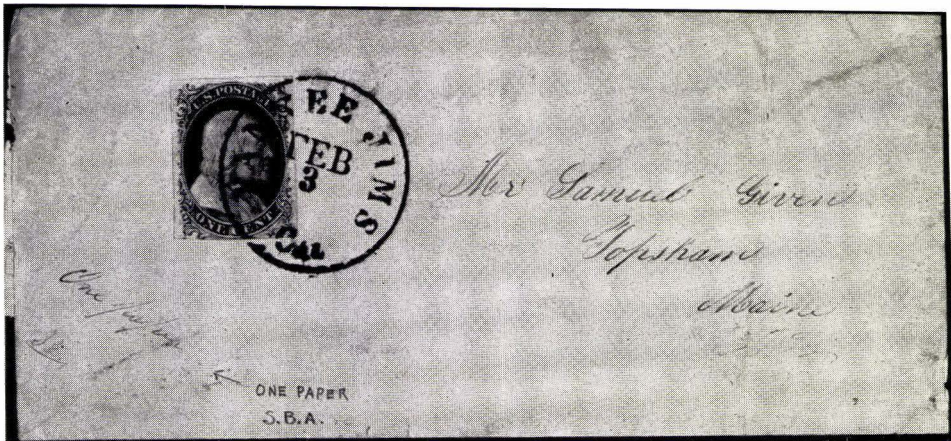


Figure 37 S. Wrapper—Yankee Jims, Calif.

Items showing a single 1c circular rate from California to the East are very scarce, but in this class, "wrappers" are indeed very rare. Figure 37 S illustrates a wrapper that enclosed printed matter from Yankee Jims, Calif. to Maine. (Collection, Edgar B. Jessup). Wrappers generally found their way to the waste basket, and it is remarkable that any such items exist. The one illustrated is the only one I have ever seen.

#### ACT OF MARCH 3, 1855

The Act of March 3, 1855 went into effect on April 1, 1855, notwithstanding all statements to the contrary. The principal provisions of this new law made the prepayment of postage compulsory on Domestic Mail on and after April 1, 1855, it also increased the rate to and from the Pacific Coast to 10c, and it left to the discretion of the Postmaster General whether or not to require the use of Postage stamps on Domestic Mail.

This part of the Act reads, "And from and after the first day of January, eighteen hundred and fifty six, the Postmaster General *may require postmasters to place postage stamps upon all prepaid letters* upon which such stamps may not have been placed by the writers."

Regarding *Drop letters*, this section of the Act reads, "And all Drop letters, or letters placed in any post office not for transmission through the mail, but for delivery only, shall be charged with postage at the rate of One Cent each." Thus prepayment was optional.

No change was made regarding circular mail and this class of transient matter could still be forwarded unpaid.

The Act of August 30, 1852, permitted this, but this provision was repealed by the Act of January 2, 1857 after which date (?) prepayment was required on all transient mail.

The Act of March 3, 1855 also provided for the registration of valuable letters at a *fee of 5 cents*, which was payable in cash, and not by stamps.



Figure 37 T. Early Use of 1855 Rate.

Figure 37 T illustrates quite an interesting cover, which shows a very early application of the new 10c rate from New England to California. This cover was mailed from "Brownsville, Vt., on April 3, 1855." The letter enclosed, as the illustration shows, was dated "April 1st, 1855." There was no post office at the small hamlet of West Windsor, Vt., hence the letter was mailed at the near-by office of Brownsville. The cover probably shows that the old 6c rate was first placed on the envelope in the shape of a pair of 3c 1851. When the Postmaster called attention to the error, a single 3c and 1c was added (Collection, A. R. Rowell). This cover is the earliest use I have seen of the Ten Cent rate, East or West.

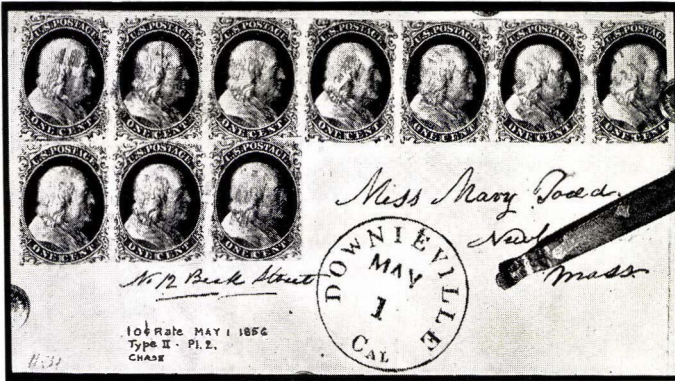


Figure 37 U. Ten Cent Rate Paid by One Cent Stamps.

Figure 37 U shows a cover mailed from Downieville, Calif., on May 1st, 1856 and addressed to New England. The 10c rate was prepaid by ten 1c Type II stamps from Plate Two. Such items are quite scarce, as I have seen very few 10c rates prepaid entirely by the imperforate 1c stamps. A few covers are known showing the use of ten 1c 1857, Type V stamps to pay the California rate.

Regarding the use of stamps on Domestic Mail. The following is from the 1857 (September 1st) edition of the P. L. & R. (Postal Laws & Regulations):

"Sec. 76—(Page 48—Regulations). The law requires postage on **all letters**, except those to foreign countries and to officers of the Government having the franking privilege, and on official business, to be **prepaid by stamps or stamped envelopes, prepayment in money being prohibited.**"

Regarding Drop Letters. In the same book is the following:

"Sec. 77. Prepayment on drop letters is optional."

The following Regulations of the 1857 Edition are among those of special interest:

"Sec. 89. The Act of March 3, 1855, making no provision for **unpaid letters to places within the United States**, On the same or day following any such unpaid letter or letters being put into a post office, the postmaster thereof will give notice, upon blanks furnished by the Post Office Department, to all persons within the United States for whom such letters shall have been deposited in their offices; and if not attended to in **one month, they will return such letters to the Dead Letter Office.**"

"Sec. 95. **Ship Letters**, as they cannot be prepaid, and are not supposed to be embraced in the new Act, will continue to be dispatched agreeably to the provisions of the fifteenth section of the Act of March 3, 1825."

"Sec. 149—Persons desirous to send their letters by steamboats can most readily accomplish their object by enclosing such letters in the stamped envelopes issued by the Department, inasmuch as letters so enclosed may be conveyed out of the mail without a violation of law, and need not be delivered to the Postmaster on arrival of the vessel."

"Sec. 221—\* \* \* postmasters will enter the amount of fees received for registry of letters \* \* \* In Article 32 the postmaster will next state the number, and credit himself with the amount paid the mail carrier for **Way** letters."

"Sec. 335. A letter bearing a stamp cut or separated from a stamped envelope, cannot be sent through the mail as a prepaid letter. Stamps so cut or separated from stamped envelopes lose their legal value."

were turned over.

**SEC. 372.** Any letter or packet with one or more postage stamps affixed, equal in amount to the postage properly chargeable thereon, may be mailed and forwarded from any post office as a pre-paid letter or packet; but if the postage stamps affixed be not adequate to the proper postage, the postmaster mailing the letter or packet, will admit the pre-payment of as many rates as the stamps upon it represent, and charge the excess with postage *at the unpaid* rates, to be collected at the office of delivery.

**SEC. 373.** No other postage stamps than those described in the

Figure 37 V. "P. L. & R."—1852.

Figure 37 V is a reproduction of Sec. 372 of the 1852 P. L. & R.

## Chapter XXXVIII.

### POSTAL MARKINGS.

**T**HE study of postal markings is unquestionably one of the most interesting branches of philatelic research work. Stamp collecting is constantly referred to as a "hobby," and perhaps the mere collecting of postal labels is a hobby, but if one has the true collecting instinct, he has a desire to acquire knowledge regarding the objects he collects, no matter whether they be works of art, tapestries, coins, etc., etc.

It is perhaps a hobby to merely collect stamps, but it is quite another and entirely different avocation to devote time and study to all that pertains to the special stamps that we prefer most. This is advanced philately, and many of its branches require scientific study, notwithstanding many assertions made in the philatelic press to the contrary.

Postal markings offer a wide field for specialization and research work, and so far as this branch of collecting United States stamps is concerned, no period in our postage stamp history can compare with the period covered by the fourteen years preceding the outbreak of the Civil War.

This period covered the early years of our railroad building, with the consequent substitution in many parts of the country of the railroad car for the stage coach as a means of conveying the mails. This period also covered the highest development of the transportation of mail by our inland steamboats.

This period witnessed the discovery of gold in California and the establishment of postal communication with the vast western empire on the shores of the Pacific then in its early building. It was the grand era of the fast American Clipper ships, penetrating all the principal ports of the world, and carrying our commerce to the far corners of the globe.

In the latter years of the 1840's, a Postal Treaty was signed with Great Britain, and in the latter years of the 1850's, one with France. In the closing years of the period, the Great Overland Mail was established, to be followed in a few years by the opening of the spectacular but short lived Pony Express.

The close of the period witnessed the gathering clouds of Civil War, and the birth of a new era.

Each of these outstanding events and developments, as well as others, had some special relation to our postal history and all are reflected in the many and varied postal markings of the period. To the collector or specialist in U. S. stamps, it is indeed the golden era of U. S. Postal markings.

#### VARIOUS KINDS OF POSTAL MARKINGS

There are two general classes of markings that were used on the mail of the 1851-1861 period.

*First*—Postal Markings—This class covers all markings applied by a United States or foreign post office.

*Second*—Unofficial markings—This class covers all markings applied by unofficial sources. As an example of markings in this class, such include the express markings or "Western Franks". Markings like "Via Nicaragua—Ahead of the Mails", "From Noisy Carriers", "Pony Express", etc., etc.

None of these markings were applied by post offices, hence are unofficial in character. In the past it was the custom to refer to all markings as "cancellations", for example:

“Railroad Cancellations”  
 “Steamboat Cancellations”  
 “Express Company Cancellations”  
 “Mississippi River Packet Cancellations”  
 Etc.—Etc.

It is quite obvious that these and many other terms were misused. Just because certain covers show stamps tied by unofficial markings is no reason to term all such markings as cancellations.

It is quite incorrect to describe a cover as, “the stamp tied by the town cancellation”, or “the stamp has a Way cancellation”, but it is proper to state, “the stamp is cancelled by the New York Postmark” or the stamp has a red “‘Way’ marking”, or “the stamp is tied by a ‘Mississippi Packet’ marking”, etc., etc.

In an auction catalogue of the recent sale of a prominent collection, I note the following:

“The cut edge of the 12c stamp tied by frame of blue ‘cancellation’ reading, ‘Via Nicaragua—Ahead of the Mails.’” This marking was one of a number that were applied to letters carried “outside of the mail”, and applied before such letters were placed in a post office. They are not cancellations or official postal markings in any respect.

#### OFFICIAL POSTAL MARKINGS

Postal applied markings can be divided into the following classes:

- (1) Postmarks.
- (2) Obliterating markings, or cancellations.
- (3) Miscellaneous markings, indicating whether the letter was “PAID”—or “FREE,” “Advertised,” “Forwarded,” “Due,” “Held for Postage,” etc., etc.
- (4) Origin Markings—Such include letters carried “out of the mail” by some conveyance and deposited in the mail to be forwarded. Examples are, “Steam,” “Ship,” “Steamship,” “Way,” etc.
- (5) Rate markings—Such include “numerals” showing the amount of postage paid, or amount unpaid.
- (6) Transit or route markings. Many railroad markings are in this class while others are in the class of unofficial markings.
- (7) U. S. Postmarks for outbound foreign mail.
- (8) U. S. Postmarks for inbound foreign mail.
- (9) Foreign postage due markings on mail of U. S. origin.
- (10) Foreign postal markings on U. S. inbound mail of foreign origin.

Each of these various classifications are explained in separate chapters.

#### POSTMARKS

The typical stampless cover of the period just prior to July 1, 1851, generally bore three principal markings:

- (A) The Town or City Postmark, denoting the origin and month and day of Mailing.
- (B) The rate—indicating amount of postage.
- (C) “Paid” (or “Free”) indicating that no postage was to be collected on delivery.

If the cover had no “Paid” or “Free” it indicated the amount of postage marked was to be collected on delivery.

Prior to 1860 the Post Office Department did not supply postmasters free of cost, with handstamping devices to mark their mail, hence we find a wide variety, the majority of which were supplied by private concerns, while many others were home-made.

The 1847 edition of the “P. L. & R.” instructed postmasters to carefully mark all letters with the name of the post office, the “initial” of the state or territory, “the day of the month on which letters were forwarded in the mail,



those who purchase.

SEC. 379. All postage stamps affixed to letters, packets or parcels of any description, must be *immediately and effectually cancelled* in the office in which the letters, packets or parcels may be deposited for transmission or delivery.

SEC. 380. The cancellation should be effected *by the use of black printers' ink wherever that material can be obtained*; and where it cannot, the operation should be performed by making several heavy crosses or parallel lines upon each stamp with a pen dipped in good black writing ink.

SEC. 381. If the cancelling have been omitted on the mailing of the letter, packet, or parcel, or if the cancellation be incomplete, the postmaster at the office of delivery will cancel the stamp in the manner directed, and forthwith report the delinquent postmaster to the Postmaster General, as the law requires.

SEC. 382. The use of the office dating or postmarking stamp as a cancelling instrument is prohibited—*unless it be used with black printer's ink and in such manner as thoroughly to effect the object.*

SEC. 383. Letters and packets, and parcels chargeable with let-

Figure 38 A. "P. L. & R."—1852.

and the rate of postage chargeable on them, or if they be free, with the word 'Free'."

Figure 38 A is a reproduction from the 1852 Edition of the P. L. & R. Notice "Sec. 380", wherein the postmasters were instructed to cancel the stamps with "black printers ink," but where this was unobtainable to use a pen "dipped in good black writing ink."

Particularly notice "Sec. 382", wherein postmasters were prohibited from using the "postmarking stamp" as a cancelling instrument, "unless it be used with black printer's ink etc."

Thus in the early fifties it was contrary to the Regulations of the Department for postmasters to use a postmark and colored inks to cancel postage stamps. Black printer's ink was the only exception.

The two covers illustrated in Chapter 37—Figures 37 H and 37 J are of the period subsequent to July 1, 1851. On these we find the "Paid" and "Rate" combined into one marking "Paid 3". Many other cities combined the "Paid" and the "Rate" with the postmark, as per the New York "Paid 3cts", Figure 37 E, and the Baltimore, Figure 37 K, or if the letter was unpaid to use a black ink and the postmark as per Figure 37 F. (Chapter No. 37).

Such postmarks were for use on prepaid stampless letters, or letters prepaid by stamps. Many other post offices omitted the rate and included "PAID" in their postmarks. Figure 37 Da (Chapter 37).

In the late months of 1851 and during 1852 and 1853, many small post offices used their old "PAID" and "Rate" handstamps as cancelling devices. Thus it is not unusual to see the One Cent 1851 cancelled "PAID", "PAID 3", "PAID 3Cents", "FREE", "WAY", "STEAMBOAT" or most any handstamp that was close at hand.

#### MANUSCRIPT POSTMARKS

Manuscript postmarks and cancellations are just as legitimate as any other form of marking so far as the 1847-1851 and 1857 stamps are concerned. Many new post offices were created during this period and many of the newly appointed postmasters did not have handstamps to mark their mail, hence used quill pens. Pen cancellations are frowned upon by the general collector because of the use of such on foreign revenue stamps. So far as I am personally concerned, I

much prefer a fine strip of the One Cent 1851 or 1857 with pen strokes, rather than a heavy black smudge or a messy black heavily hit town postmark. Rare plate varieties with pen cancellations are much more preferable than copies with heavy gridirons or smudgy corks.

#### COLORED INKS

During the years before the issuance of stamps by the Government, postmasters used any color of ink that met their fancy. Stampless covers show reds, blues, blacks, browns, purples, greens, etc. Blues, reds and blacks were the most common and with the advent of the 1847 stamps, reds and blues were used more than any others.

During the first three or four months after the issuance of the 1851 stamps, red was used more than any other color, but in the latter months of 1851, black came into more general use, especially as an obliterating marking. Comparatively few Twelve Cent stamps were used in 1851, and not a great many in 1852, and it is quite obvious that black ink was the most satisfactory for the One Cent and Three Cent stamps. Many towns used red or blue postmarks, with black cancellations for the stamps.

With the exception of red, blue and black, colored cancellations on the One Cent and Three Cent 1851 are far from common.

After the middle part of 1852 colored cancellations were, as a general rule, seldom used on the One Cent 1851.

Quite a few cities and towns used blue markings on One Cent stamps in 1851, but after that year, blue was not used to any great extent.

A word regarding the listing of colored cancellations in the U. S. Catalogue for the two most common One Cent imperforate types, II and IV.

Under Type II the order of rarity is given as (1) black, (2) blue, (3) red, (4) *magenta*, (5) ultramarine, (6) green. I am quite sure from many years observation, that this order is wrong, and that the following is perhaps more correct: (1) black, (2) blue, (3) red, (4) green, (5) ultramarine, (6) magenta.

The black is priced at \$6.00, and a "magenta" at \$20. The listed price does not always indicate comparative rarity, but it is indeed quite obvious that a One Cent 1851 with a magenta marking, is far more than three times as scarce as one with black. Perhaps the more correct order of the One Cent Type IV, would be, (1) black, (2) blue, (3) red, (4) green, (5) ultramarine, (6) brown. The order of the Catalogue listing of the Perforated Type II and V are no doubt correct.

Blue is listed second in the order of imperforates, and this is due to the use of this color by three large cities: Philadelphia, Baltimore and Cincinnati. Blue cancellations on the One Cent 1851 from towns other than the above are not common.

## Chapter XXXIX.

### DROP LETTER AND PRINTED CIRCULAR MAIL MARKINGS.

THE One Cent stamps for the ten year period were used principally for Drop letters and Printed Circulars, with the latter use more common than the former. Many offices used the same marking on both classes of mail, but a number used special markings for each.

A number of the larger cities did not use any style of postmark on circulars, but cancelled the stamps with black or blue gridirons, or cancelling devices made from corks, etc. Many smaller offices used their "Paid" handstamps.

#### LOCAL DELIVERY OR DROP LETTERS

The prepayment of postage on Drop Letters was optional during the greater part of the ten year period. Drop Letters could be deposited in a post office, unpaid, with no penalty attached.

The Act of February 27th, 1861, made prepayment on Drop Letters by postage stamps compulsory. For some years prior, the public had become accustomed to the use of postage stamps, and stampless drop covers of the late Fifties are most uncommon.

Covers showing the use of the Drop rate in small towns are rather scarce. In the early Fifties we find these without stamps, both paid and unpaid.

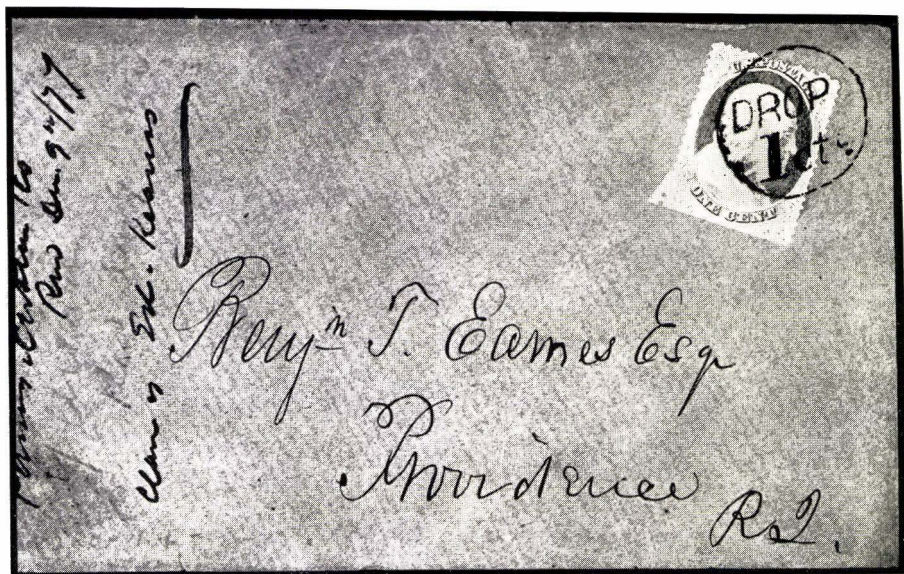


Figure 39 A. Providence Drop Letter.

Providence, R. I. had a special "Drop" marking, see Figure 39 A. In the early Fifties Philadelphia cancelled the One Cent stamp on Drops with a rate marking handstamp with "1". See Figure 39 B. New York had two postmarks they used frequently on Drop Letters. One was a postmark with "Paid let". On prepaid stampless drops this was applied in red. It was rarely used

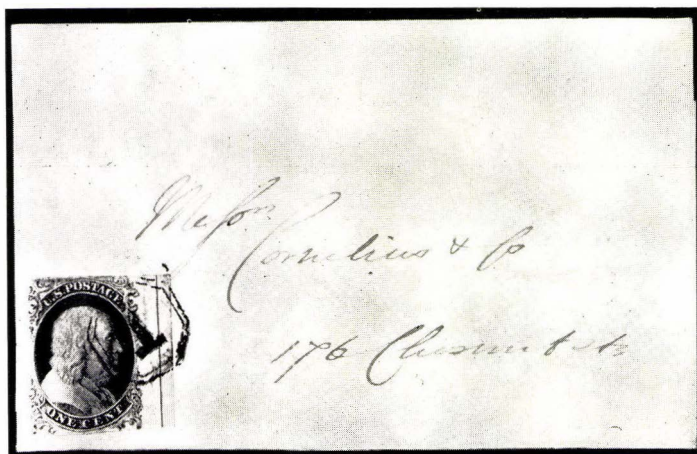


Figure 39 B. Philadelphia Drop Letter.

on letters prepaid by a One Cent stamp. See Figure 39 C. The other postmark had the "Paid" omitted and was applied in black. This postmark was used at various times to cancel One Cent stamps on both Drops and printed circulars. I have seen it in black on strips of three of the One Cent, thus used as a cancellation.

Figure 39 D shows a prepaid stampless Drop used at Canandaigua, N. Y. with a neat little "Paid 1 Cent." I have never seen this particular marking on a One Cent stamp but no doubt such items may exist.

Figure 39 E is a Drop (in blue) of San Antonio, Texas, showing the use of the regular postmark.

Figure 39 F illustrates various markings, none of which I have seen on the One Cent stamps. These are illustrated, together with many similar ones, in this book, because it is possible to find any of them on the stamps, as they are of the period of use.

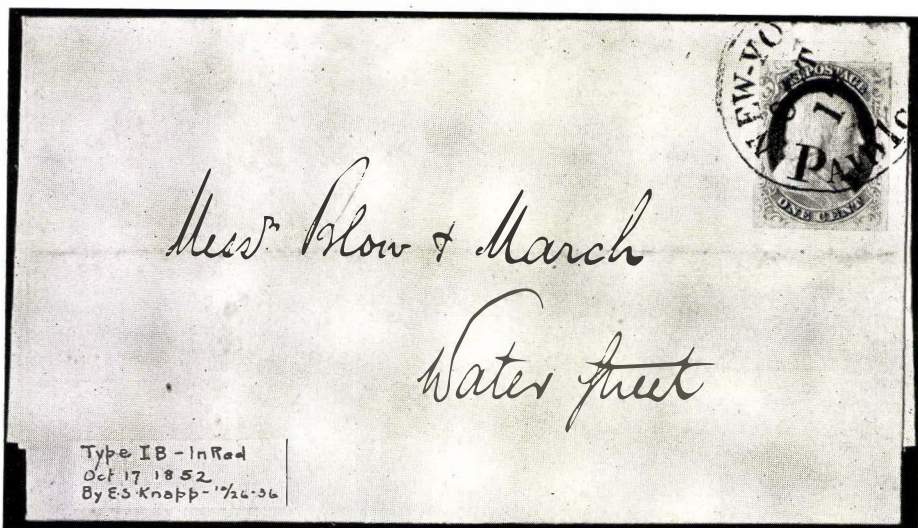


Figure 39 C. New York Drop Letter.

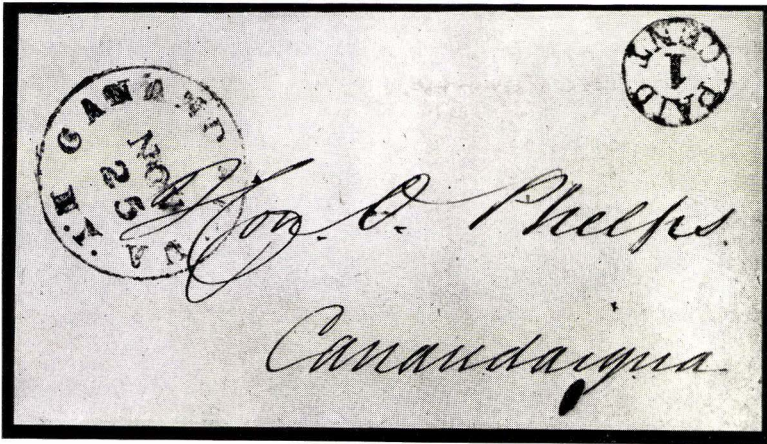


Figure 39 D. Prepaid Drop Letter.

The "Drop 2 cents" of Plymouth Hollow, Conn., is an exception, this is of the period prior to 1851, when the Drop rate was 2c. The Derry, N. H. "1" in a circle and "Paid" is on a printed circular, not a Drop. I have seen the "Concord, N. H." on both Drops and printed circulars. Many small towns used their "paid" together with a rate stamp as per the Drop letter stampless cover of "Manchester, N. H." The "Paid 1" of "Saratoga Springs, N. Y." is a printed circular used in May 1852. This would be nice on a One Cent Plate One Early stamp. The large "Harrisburgh, Pa.," postmark has a "1" substituted for the month and day. This marking is scarce. The "Georgetown, S. C." is a similar marking and quite scarce.

I have seen the "Nashville, Tenn.," with "Paid 1" used both on Drops and circulars. It is also a scarce marking. The "Brambleboro, Vt.," town and "3" were traced from the cover illustrated in Chapter No. 37, Figure 37 H, and the "Watertown, N. Y." from the cover, Figure 37 J. The Canandaigua was traced from the cover, Figure 39 D. "Troy, N. Y.," generally used blue ink, and this post office had quite a fancy framed "Paid." The one with "15 Aug" is a circular, the "Apr 4" a Drop. Both are the same handstamp. The "Albany" "Paid 2" is a Drop of June 1851. Only a part is shown of an "Albany,

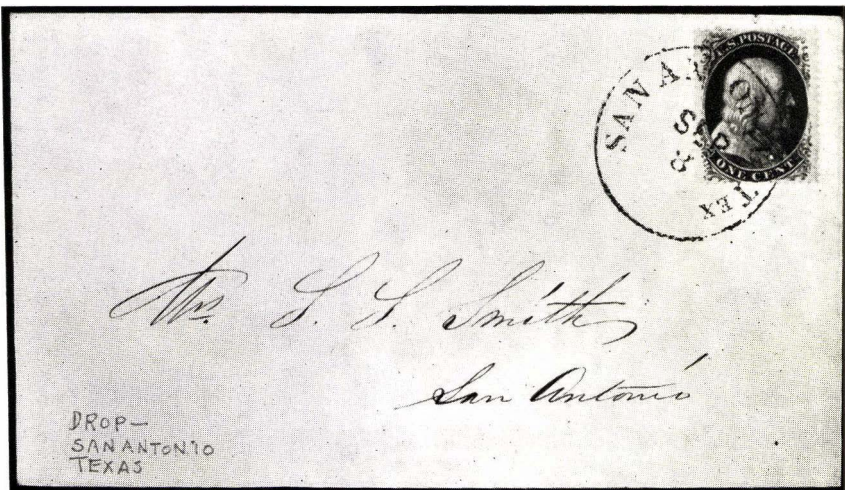


Figure 39 E. Drop Letter—San Antonio, Texas.

SCARCE MARKINGS OF THE PERIOD OF USE OF THE 1451-57, NONE OF WHICH HAVE BEEN NOTED ON THESE STAMPS.

1859

AURARIA KT  
AUG 3 1859

IN BLACK ON 341857,  
Type II. "AURARIA  
K.T." Was Original  
Name of DENVER Col.



BLACK  
MOBILE ALA



BLACK  
MOBILE



RED  
PLYMOUTH  
HOLLOW Conn.



IN BLUE  
RICHMOND Va

USE DURING 1847 ISSUE AND  
NOTED ON UNPAID COVERS AFTER  
JULY 1 1851.



IN Black  
AMHERST. N.H.  
1852



IN BLACK  
DERRY N.H.



BLUE  
CONCORD  
N.H. Oct 1851



BLACK  
MANCHESTER  
N.H. NOV-1852



1852  
BLACK



BLACK



BLACK  
MAY 1860 HARRISBURGH PA



BLUE  
1852



SARATOGA  
SPRINGS  
N.Y.



CANANDAIGUA  
NY BLACK



WATERTOWN  
N.Y. BLACK AUG  
1853.



BLUE



BLUE-1854



HARRISBURGH  
PA-BLUE



ALBANY N.Y. 1851



RED



ALBANY 1857-1858. BLACK



BLUE  
1853

Figure 39 F.

**SEC. 142. Rates of postage to be charged upon all transient newspapers, and every other description of printed matter, except newspapers and periodicals published at intervals not exceeding three months, and sent from the office of publication to actual and bona fide subscribers.**

	NOTE.—For each additional ounce, or fractional part of an ounce, beyond the ten ounces embraced in this table, an additional rate must be charged.									
	Weighting 1 ounce or under.	Over 1 ounce, and not over 2 ounces.	Over 2 ounces, and not over 3 ounces.	Over 3 ounces, and not over 4 ounces.	Over 4 ounces, and not over 5 ounces.	Over 5 ounces, and not over 6 ounces.	Over 6 ounces, and not over 7 ounces.	Over 7 ounces, and not over 8 ounces.	Over 8 ounces, and not over 9 ounces.	Over 9 ounces, and not over 10 ounces.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
When sent not over 500 miles..	1	2	3	4	5	6	7	8	9	10
Over 500 and not over 1,500....	2	4	6	8	10	12	14	16	18	20
Over 1,500 and not over 2,500,..	3	6	9	12	15	18	21	24	27	30
Over 2,500 and not over 3,500...	4	8	12	16	20	24	28	32	36	40
Over 3,500 miles.....	5	10	15	20	25	30	35	40	45	50

*Directions.*

1st. On every transient newspaper, unsealed circular, handbill, engraving, pamphlet, periodical, magazine, book, and every other description of printed matter, the above rates must in all cases be pre-paid, according to the weight. If the amount paid and marked on such printed matter is not sufficient to pay the whole postage due, the excess of weight beyond that paid for is to be charged with double the rate which would have been charged if pre-paid, and the postage on such excess collected at the office of delivery.

2d. Whenever any printed matter on which the postage is required to be pre-paid, shall, through the inattention of postmasters, or otherwise, be sent without pre-payment, the same shall be charged with double the above rates.

3d. Bound books and parcels of printed matter, not weighing over thirty-two ounces, shall be deemed mailable matter.

4th. Periodicals published at intervals, not exceeding three months, and sent from the office of publication to actual and bona fide subscribers, are to be charged with one-half the rates mentioned in the last above table, and a quarter's postage thereon must in all cases be paid in advance at the post office where such publi-

Figure 39 G. "P. L. & R."—1852.

N. Y." marking of 1857-1858 used on circulars. The blue "Augusta, Ga." is a stampless drop letter. It is the only example of this marking I have ever seen (collection of Fred Green). The Harrisburgh, Pa. "5" is on a Drop letter that was forwarded to New York City.

*All of the above markings are reproduced in the same size as the originals.*

PRINTED CIRCULAR MAIL

Figure 39 G is a reproduction of page 28 of the "Regulations" of the April 3rd, 1852, edition of the "P. L. & R." The table shows the various rates on printed circulars. These rates were reduced by the Act of August 30th, 1852, effective October 1st, 1852. Thus for the period July 1, 1851, to and including September 30, 1852, a period of only fifteen months, the prepaid rate for distances not over 500 miles was 1c, over 500 miles, and not over 1500 miles, it was 2c, etc.

In the "Directions"—Article No. 2—unpaid circulars were charged double the prepaid rates. As the Pacific coast was more than "2500 miles" the rate to and from California during the fifteen months was 4c prepaid, or 8c unpaid. I have never seen such a use. In further referring to this rate, we will call it the "1851 fifteen months rate."

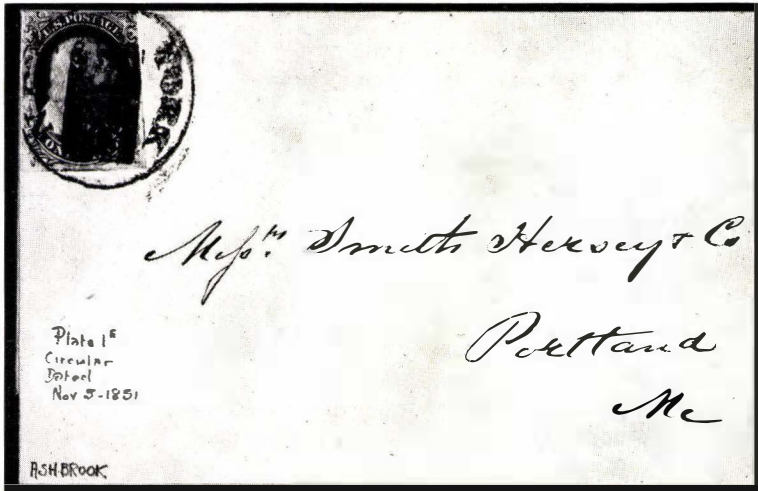


Figure 39 H. New York "Slug."



Figure 39 J. New York "Slug."



Figure 39 H illustrates a circular mailed from New York on November 5, 1851 to Portland, Maine, a distance less than 500 miles requiring only a 1c rate. Figure 39 J shows the 2c rate to Galena, Ills. In the fall of 1851, New York used this odd postmark with a black rectangular slug in place of the month and day. In rare instances this pos'mark is known without this center slug, and without month or day. The "slug" marking is always found in black.

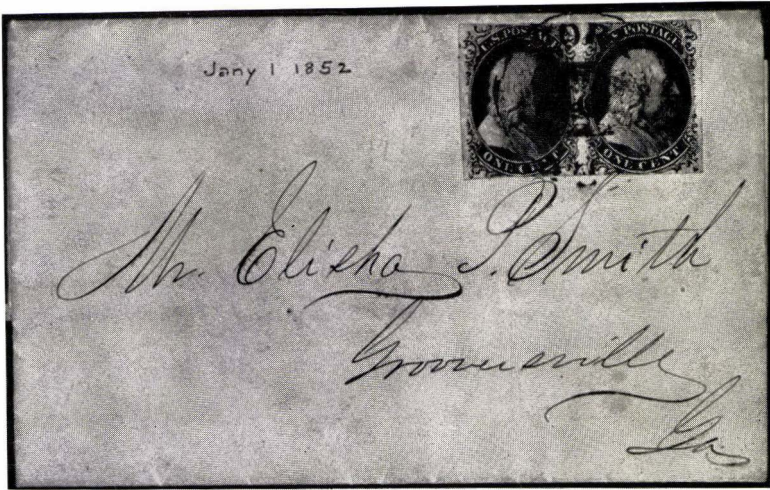


Figure 39 K. New York "Slug."

Figure 39 K illustrates the slug on a pair of Plate One Early stamps.

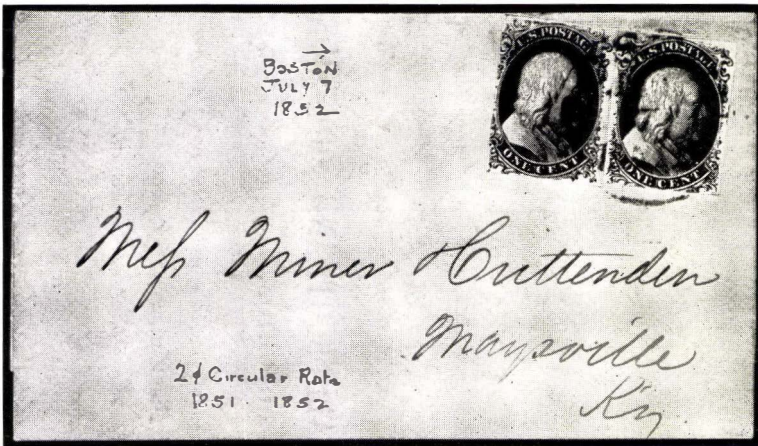


Figure 39 L. Two Cents Circular Rate.

Figure 39 L illustrates a cover from Boston to Maysville, Ky., showing this fifteen months circular rate. The two stamps are from Plate One Late, the use — July 7, 1852. For many years this cover was the earliest known use of Type IV stamps.

Figure 39 M illustrates the 2c rate from Savannah, Ga., to Maine, the use is January 1852 and the stamps are from Plate One Early. Covers showing this fifteen months rate are by no means common and specialists should not overlook them, especially those from the smaller cities and towns.

Quite a number of firms sent out circulars in 1851, 1852 and 1853 with the postage unpaid, requiring the addressee to pay 2c to receive such advertise-

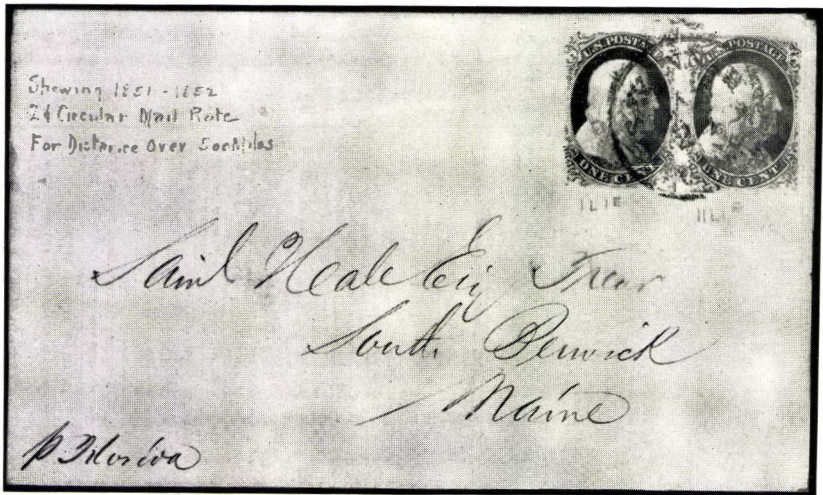


Figure 39 M. Two Cents Circular Rate.

ments. It was indeed a poor policy, and reputable firms printed on their advertising mail matter, "We prepay the postage on all our circulars."

Figure 39 N is a plate illustrating various markings. The Baltimore blue of "Sep 16" is from a prepaid first class stampless rate to Ohio. The straight line "PAID" is Baltimore—in black, a circular rate in March 1855. The small circular Baltimore on this cover is likewise in blue, no date, a stampless circular rate. This marking comes in several types and is found in both blue and black. In the past it has been called a "Carrier" but it has no relation to such markings, as it was used only on prepaid Drop letters and printed circular mail. The large Baltimore with "Paid" and no month or day is not common. All examples I have seen were on circular mail.

The "Baltimore" "2" is on a large printed price current sent unpaid, hence the 2c rate. The date on the plate is listed 1851 but this is an error, as the use was 1854. The two markings "1" in a circle are Baltimore Drops. The "North Shore" postmark and flag were both in green. This town is now called "West New Brighton." (Collection, B. D. Forster).

The Charleston, S. C. was a special handstamp used on mail brought into that port from Havana. On this cover it is in blue, a stampless, addressed to Newport, R. I.

The "Georgetown, D. C." ties a 3c 1851 to cover. It has been stated that this marking on this cover was probably a "Carrier" marking but in my opinion it was simply the wrong use of the Drop postmark to cancel the 3c stamp. The cover was addressed to Philadelphia.

The Hartford is in the well known "Hartford magenta," a stampless item with a manuscript "Paid 3" in addition to the postmark.

The "Lynn, Ms" ties a 3c 1857 to cover in 1860. This marking was also used as late as the fall of 1861. I have seen it on a cover with a 10c 1861.

Handstamps with "Paid 1c" were principally intended for the use on prepaid Drop Letters to indicate the postage had been prepaid. In such cases they are "rate markings." Frequently these handstamps were used to cancel stamps on Drop letters and circulars. When so used, they are cancellations pure and simple.

Figure 39 P is an example of the former, and Figure 39 Q, an example of the latter.

Figure 39 R illustrates a Drop marking used at Cleveland. This type is in red, and is indeed quite scarce on the 1c 1851. I have only seen this one example (collection H. W. Marston).



PAID



2



STAMPLESS CIRCULAR BLACK MARCH 1855.

DROP LETTERS AND CIRCULARS. BLACK & BLUE SEVERAL TYPES

Stampless in BLUE CIRCULAR 1854

PRINTED CIRCULAR With 14-51-Type IV. USE MAR 18 1854.



2



RED } BALTIMORE 1851 } STAMPLESS

BLUE STAMPLESS } BALTIMORE DROP 1854. } STAMPLESS

BLUE STAMPLESS DROP 1856 } BALTIMORE STAMPLESS



NORTH SHORE N.Y. BOTH IN GREEN 34 1857, TYPE I

IN BLACK ON 34 1857

ON 34 1851

1853



PAID



1853 RICHMOND VA-CIRCULAR STAMPLESS.

BLUE 1854 STAMPLESS

BLACK A 34 1851 TIED BY THIS MARKING -

ON 34 1851 1852 - BLACK

STAMPLESS IN MAGENTA 1852

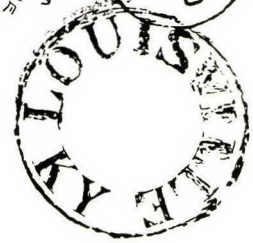
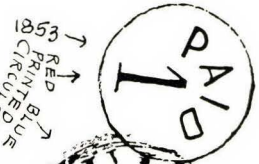


1851

IN GREEN



RED 1860



1853 RED PRINTED CIRCULAR STAMPLESS

Figure 39 N.

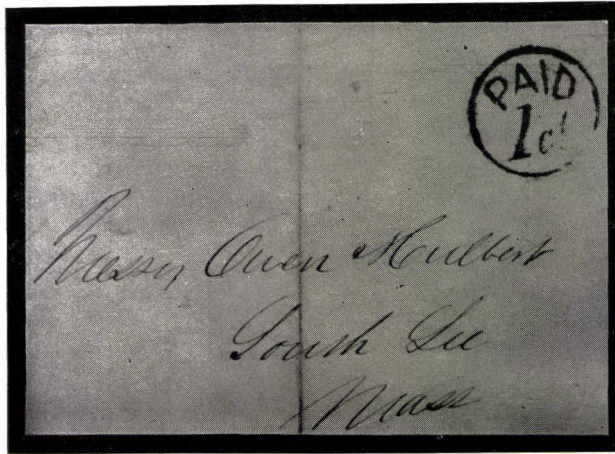


Figure 39 P.



Figure 39 Q.



Figure 39 R.



Figure 39 S. Baltimore Prepaid Printed Circular.

Figure 39 S illustrates a 1c circular rate from Baltimore with the "Drop and Circular" marking.

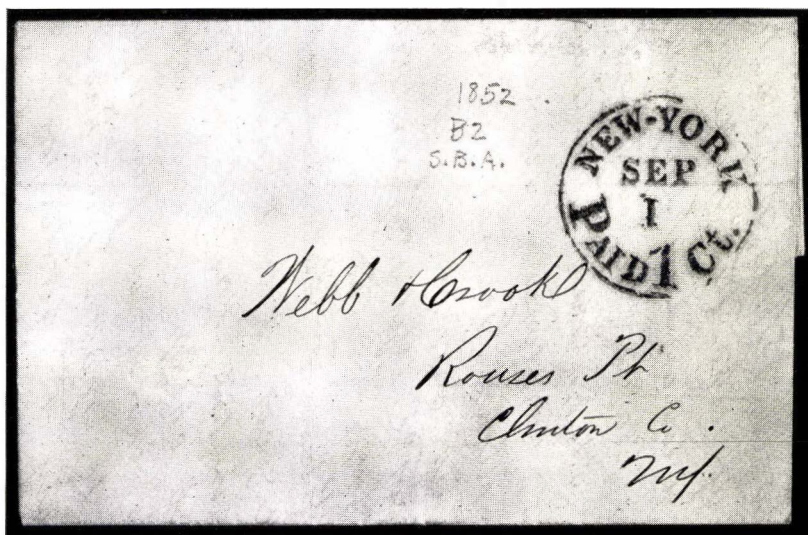


Figure 39 T. New York Prepaid Stampless.

Figure 39 T is the "B 2" type of the New York "Paid 1c" handstamp used on Drops and prepaid printed circulars. This is always found in red. Its use to cancel a 1c 1851 is quite a scarce item as above mentioned. There were several different types of this handstamp used between July 1, 1851 and 1855.

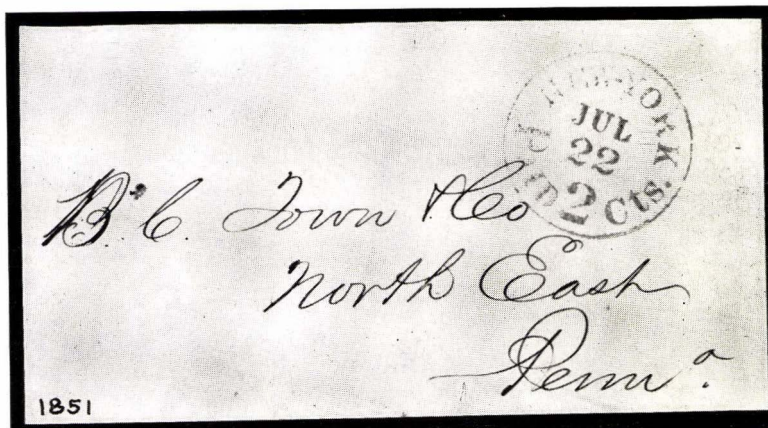


Figure 39 U. New York Prepaid Stampless.

Figure 39 U illustrates a cover with a New York marking with "Paid 2cts." The use is July 22, 1851, and it is in red. This marking is quite rare and I have seen only several examples. The cover was a printed circular to "North East Penna." As this town was not 500 miles from New York City, the circular matter must have weighed over one ounce, hence a double rate. (Collection L. B. Mason).

Figure 39 V shows a marking used at St. Louis on Drops and circulars. This has also been called a "Carrier" marking in the past, but it has no relation to this class in any way. It is not uncommon on stampless covers and on the



Figure 39 V. St. Louis.

1c 1851 Types II and IV. The illustration shows its use to cancel a 3c 1857 Type II. Quite an odd and scarce item. There are several different types of this marking.

The following table shows the postage rates for printed circulars, commencing with the Act of May 8, 1794, to and including the Act of March 3rd, 1863. In studying the rates and uses of *Stampless* circular mail covers, it is well to remember, that those sent with the postage prepaid were marked "Paid". Circulars not bearing the word "Paid" were forwarded collect.

#### POSTAGE RATES FOR PRINTED CIRCULARS

##### Act of May 8, 1794, Effective June 1, 1794

Rates for Pamphlets: 1c per sheet up to 50 miles  
 1½c " 50 to 100 miles  
 2c " Over 100 miles

##### Act of March 3, 1825, Effective (?)

Rates for Pamphlets: 4c per sheet up to 100 miles  
 6c " over 100 miles

##### Act of March 3, 1845, Effective July 1, 1845 to June 30, 1847

Rates for Circulars: 2c per sheet, any distance  
 Prepayment optional

##### Act of March 3, 1847, Effective July 1, 1847 to June 30, 1851

Rates for Circulars: 3c per sheet, any distance, prepayment required

##### Act of March 3, 1851, Effective July 1, 1851 to Sept. 30, 1852

	Per Oz. or fraction	
	Prepaid	Unpaid
up to 500 miles	1c	2c
500 to 1500 "	2c	4c
1500 to 2500 "	3c	6c
2500 to 3500 "	4c	8c
Over 3500 "	5c	10c

**Act of August 30, 1852, Effective October 1, 1852**

Rates for Circulars:

	Any distance	
	Prepaid	Unpaid
First 3 oz. or less	1c	2c
Each add. ounce	1c	2c

**Act of January 2, 1857**

Required the prepayment of postage on printed matter

**Act of March 3, 1863**

Rate for Circulars: 2c any distance, prepayment required

**RATES OF POSTAGE FOR DROP LETTERS**

**Act of May 8, 1794, Effective June 1, 1794**

Drop Letters—One Cent each

**Act of March 3, 1825**

Drop Letters—One Cent each

**Act of March 3, 1845, Effective July 1, 1845**

Drop Letters—Two Cents each—prepayment optional

**Act of March 3, 1851, Effective July 1, 1851**

Drop Letters—One Cent each, prepayment optional

**Act of March 3, 1855, Effective April 1, 1855**

Drop Letters—One Cent each—prepayment optional

**Act of April 3, 1860**

Drop Letters delivered by carriers, One Cent each

**Act of February 27, 1861**

Drop Letters shall be prepaid by postage stamps

**Act of March 3, 1863**

Drop Letters not exceeding one half ounce, two cents each, "To be prepaid by stamps affixed, but no extra postage or carrier's fee shall hereafter be charged or collected."

## Chapter XXXX.

### PAID AND NUMERAL MARKINGS.

**I**N the early Fifties several concerns made a business of supplying handstamps to postmasters, and the advertising of such was by means of printed circulars illustrating various types.

## IMPROVED POST OFFICE STAMPS, WITH THE NAME OF THE POSTMASTER ENGRAVED ON BOX WOOD. GREAT REDUCTION IN PRICE.

#### Testimonials of their Use, Durability, &c.





In the year 1847 Hon. Selah R. Hobbie, (the 1st Ass't P. M. Gen.) visited Europe on business of the Post Office Department, and on his return, in his report to Congress, he made the following

#### STATEMENT.

"I found when in England in 1847, that the stamps in use in the English post offices were universally made of wood, and was informed that they had superseded the metallic stamps entirely. They were preferred, not alone on account of their cheapness, but because they were more tenacious of the ink, in consequence of which, time is saved in the process of stamping, by not being obliged so frequently to ink the stamp. — Besides, the impression, I was told, was not so liable to blur. (Signed)

S. R. HOBBIÉ."  
These stamps, as represented above, are every way superior to metal ones in beauty of impression, when properly engraved; besides a set of metal stamps furnished by the Department, costs more than *ten times* the price of a complete set on wood. The sample impressions below, show distinctly what constitutes a complete set of Box wood

#### POST OFFICE STAMPS FOR ONE DOLLAR.

	or		&		<p><b>JAN. JUL.</b> <b>FEB. AUG.</b> <b>MAR. SEP.</b> <b>APR. OCT.</b> <b>MAY NOV.</b> <b>JUN. DEC.</b></p>																															
	<p><b>PAID</b> <b>FREE</b></p>																																			
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 0 10px;">1</td> <td style="padding: 0 10px;">5</td> <td style="padding: 0 10px;">9</td> <td style="padding: 0 10px;">13</td> <td style="padding: 0 10px;">17</td> <td style="padding: 0 10px;">21</td> <td style="padding: 0 10px;">25</td> <td style="padding: 0 10px;">29</td> </tr> <tr> <td style="padding: 0 10px;">2</td> <td style="padding: 0 10px;">6</td> <td style="padding: 0 10px;">10</td> <td style="padding: 0 10px;">14</td> <td style="padding: 0 10px;">18</td> <td style="padding: 0 10px;">22</td> <td style="padding: 0 10px;">26</td> <td style="padding: 0 10px;">30</td> </tr> <tr> <td style="padding: 0 10px;">3</td> <td style="padding: 0 10px;">7</td> <td style="padding: 0 10px;">11</td> <td style="padding: 0 10px;">15</td> <td style="padding: 0 10px;">19</td> <td style="padding: 0 10px;">23</td> <td style="padding: 0 10px;">27</td> <td style="padding: 0 10px;">31</td> </tr> <tr> <td style="padding: 0 10px;">4</td> <td style="padding: 0 10px;">8</td> <td style="padding: 0 10px;">12</td> <td style="padding: 0 10px;">16</td> <td style="padding: 0 10px;">20</td> <td style="padding: 0 10px;">24</td> <td style="padding: 0 10px;">28</td> <td></td> </tr> </table>				1	5	9	13	17	21	25	29	2	6	10	14	18	22	26	30	3	7	11	15	19	23	27	31	4	8	12	16	20	24	28	
1	5	9	13	17	21	25	29																													
2	6	10	14	18	22	26	30																													
3	7	11	15	19	23	27	31																													
4	8	12	16	20	24	28																														

SENT FREE OF POSTAGE.

#### To the Post Master—

DEAR SIR — During the year last past I have furnished a large number of Stamps to Post Masters, for which I have received *two dollars per set*. Thus far all the orders coming to me have been executed by Mr. Zevely, of Maryland. — When we commenced our arrangement I supposed from the samples received that the Stamps were to be engraved on *Box wood*, that the changes of month and date were to be of *Box wood*, and that a box of red ink would be sent with each set, and I stated it thus in my Circular; but after the Circular was sent out he informed me that he could not afford to send *red ink*, (because it cost more than black ink,) and that his common stamps were not of "*Box wood*," and I found

Figure 40 A.



Figure 40 A illustrates one of these circulars in the collection of Wm. West. The circular states the handstamps are made of "boxwood" and the cost of a complete set was but a tenth of the price charged by the Department for a set of "metal stamps." This circular was mailed from Ludlow, Mass., and a town postmark with the word "paid" was printed on the folded face, and was not handstamped. A part of the address was also printed as follows:

Postmaster . . . . .  
 County of . . . . .  
 State of Indiana.

This circular is a partial explanation of why we find so many of the same types of handstamps used by different post offices. The circular also mentions the P. O. Department furnished "metal stamps." This is a further explanation of the duplication of other types from different cities. Chase illustrated one of these circulars in his book and stated they were sent out as early as 1852.

#### PAID MARKINGS

Paid markings had their origin long before stamps were issued, and they continued in use to a limited extent in the early Fifties. After April 1st, 1855, when prepayment became obligatory, there was little use for the marking on first class domestic mail. However various forms continued in use until the close of 1856. With the advent of January 1st, 1856, after which date the Postmaster General required postmasters to place stamps on first class domestic mail, their use practically ceased except on Drop and circular Mail. On the former, they were continued in use until 1861, and on the latter they were needless after the early months of 1857 except as cancelling devices.

Some offices continued to use "Paid" handstamps to cancel stamps long after the time the Paid indicated anything. Boston used various types of a "Paid in a Gridiron" from 1851 until 1860, also a "Paid" in a plain circle in the late Fifties and a "Paid" in a rectangular frame on the late 1857 stamps and on the 1861 stamps for several years after their issue.

In the early Fifties quite a variety of "Pays" were used thruout the country with black the most common ink. Blue and red Pays are of equal scarcity on the One Cent imperforates. I do not recall ever seeing a green Paid on a 1c imperforate stamp, though I have seen its use on the 1c 1857. Black and blue Pays are found on the 1c Type V stamps, but red Pays are quite rare on any of the perforated types.

Chase lists green "Pays" on 3c 1851 covers from only two towns: Richmond, Maine, and Bond's Village, Mass.

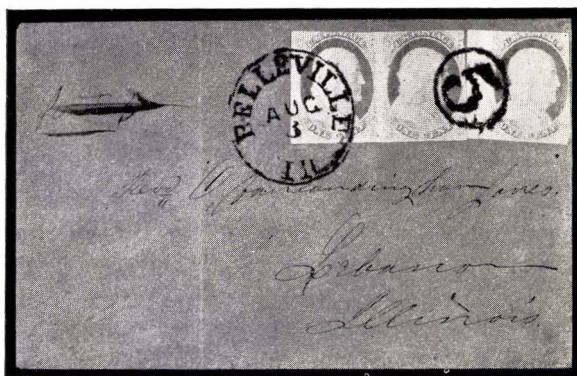


Figure 40 B. Belleville, Ills.

## NUMERAL MARKINGS

Numeral rate stamps, hang-overs from the 1847-1851 and earlier periods are more common on the 3c 1851 than on the 1c.

Figure 40 B illustrates a cover used in August 1851 with the old 1847-1851 rate stamp "5" in a circle used to cancel the three One Cent Plate One Early stamps. Both the "Belleville, Ills." and the "5" are in a bright red.



Figure 40 C. "PAID 2."

Figure 40 C illustrates a 1c Type II, (Pl. 1 E) cancelled with "PAID 2."

## Chapter XXXXI.

### OBLITERATING MARKINGS.

**O**BLITERATING markings refer only to types of handstamps made for the special purpose of cancelling stamps, though as mentioned in previous chapters, a number of offices used most any of their various handstamps for this purpose. Obliterating handstamps are frequently referred to as killers.

#### GRIDIRONS

The most common type of obliterating markings used during the Fifties was the "gridiron," a typical one consisting of a circle averaging about 18 millimeters in diameter and enclosing five to eight parallel lines, or bars. This marking came into rather general use with the advent of the 1847 stamps, and almost every imaginable variation of it exists. The number of lines and bars vary and some examples had no outer circle.

#### WOOD AND CORK DESIGNS

A great many postmasters made their own obliteration markings out of wood or out of corks from bottles. Probably the most common of the latter are those showing horizontal and vertical lines cut into the cork, leaving a round design of large dots. These wood and cork markings were fashioned in all sorts of designs according to the artistic ability of the maker.

#### TARGETS

The target marking consisted of a number of concentric circles, varying from two or three to five or six. This form of marking did not come into very general use until after 1860 and examples are not common on the One Cent perforated stamps. They are extremely scarce on the One Cent imperforates.

#### CANTON, MISSISSIPPI

Quite a variety of odd markings originated at the town of Canton, Miss., and practically all covers showing these interesting obliterations, in various

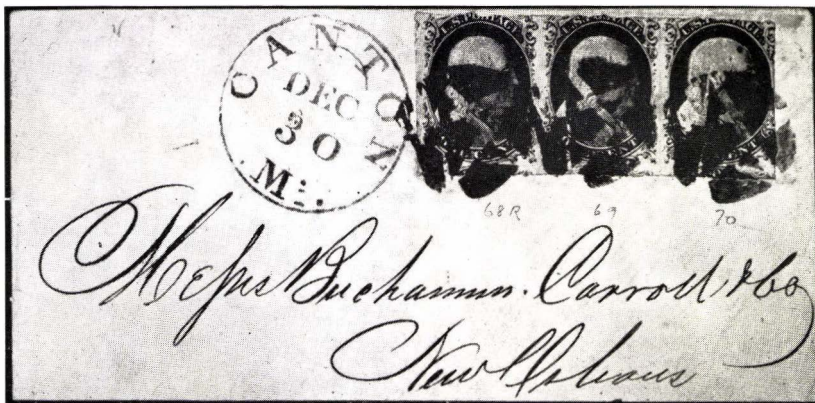


Figure 41 A. Canton, Miss.

collections thruout the country, came from a big find of correspondence made at New Orleans many years ago. I refer to the well known Buchanan Carroll & Co. correspondence, which furnished the great majority of our Mississippi River Packet covers, and a number of Confederate States Provisionals, etc., etc.

The Canton handstamps were probably made of cork, and the individual ones evidently did not last very long, thus accounting for the numerous varieties.

Figure 41 A illustrates a cover with the imperforate Type IV stamps cancelled by a black cork with a star design.

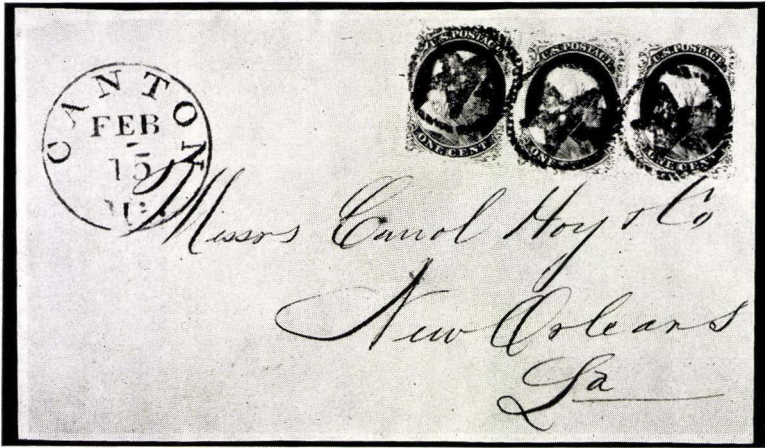


Figure 41 B. Canton, Miss.

Figure 41 B is a similar cover with the Type V stamps cancelled by a cork with a star surrounded by what was intended no doubt as a circle of rope.



Figure 41 C. Canton, Miss.

Figure 41 C illustrates a design called the "Canton Odd Fellows." This shows a star at the top, with two crossed arrows below and surmounting three links of a chain. Other well known designs are the "Canton Lyre", of which there were at least two different types.

--- ODD MARKINGS OF THE 1¢ 1851 ---



Figure 41 D.

Figure 41 D is a plate illustrating various markings all reproduced in exact sizes of the originals.

The origin of the star in upper left is unknown to me. The "3" with the PAID included is in black on an imperforate Type II. It was used at "Brattleboro, Vt." and the example illustrated was a printed circular. The circle with dots was used at "Salem, Mass." and is on a Plate One Early stamp indicating a probable use in 1851 or 1852.

In the second row is the "Canton Odd Fellows" and the "Canton Lyre" mentioned above. The "New Britain, Ct" is on a stampless cover. The "Marion, Ohio" is on a plate One Early stamp indicating an early use in 1851 or 1852. The "St. Louis—Paid 1ct" is distinctive and is similar to the Cleveland, Ohio mentioned in Chapter 39 (Figure 39 R). This was a "Drop" and "Circular Mail" marking. It is always found in black.

The "Troy, N. Y." is in blue on a 3c 1851, orange-brown. The "Charleston, S. C.," with the large "1" in the center is in blue on a Drop letter. The cover shows no indication of the year of use (collection Corwith Wagner). The "Chicopee, Mass.," is well known on the 3c 1851-1857 but it is scarce on the 1c imperforate. The "St. Louis" of "May 2" with the wide circle was used extensively on first class mail. The "Lowell, Ms.," with "3 cts PAID" and the large gridiron appear to have been metal handstamps rather than made of boxwood. Perhaps it was of a set obtained from the Post Office Department.

The "Woodville, Pa.," with the manuscript date is quite unusual. It is in black on a 10c rate to California with the year of use probably 1856. The "1ct" in box is the St. Louis "Drop" and "Circular" illustrated in Chapter 39 on a 3c 1857. The "Columbia, S. C." ties a 1c 1851, Type II, Plate 2 to a wrapper. This postmark was used on first class mail and this use is quite unusual. The Brownsville, Vt., with the "PAID" is on the cover mentioned in Chapter 37 (Figure 37 T). This cover is the earliest use known of the 1855, 10c California rate.

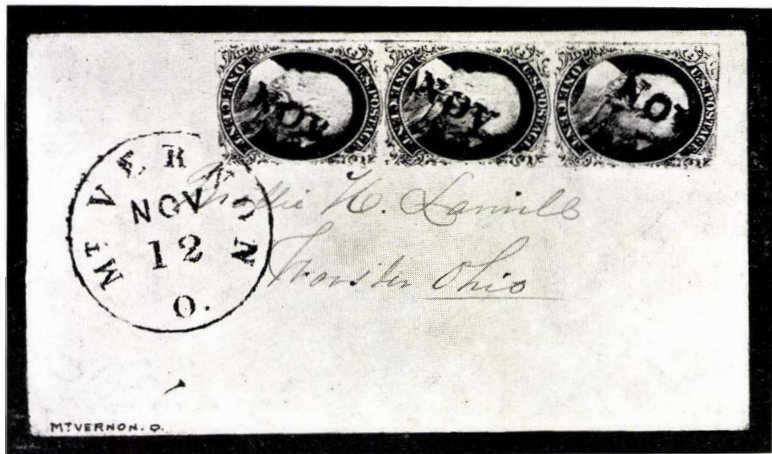


Figure 41 E. Mt. Vernon, O.—"NOV."

Figure 41 E illustrates a cover used from Mt. Vernon, Ohio, with a vertical strip of the One Cent with the stamps cancelled by a slug from the postmark handstamp, the "NOV" of November.

Figure 41 F, illustrates a plate of various markings, made by a special process of photography to fade the stamp and bring into relief the marking. So far as I am aware this is the first time this process has been used to illustrate postal markings.

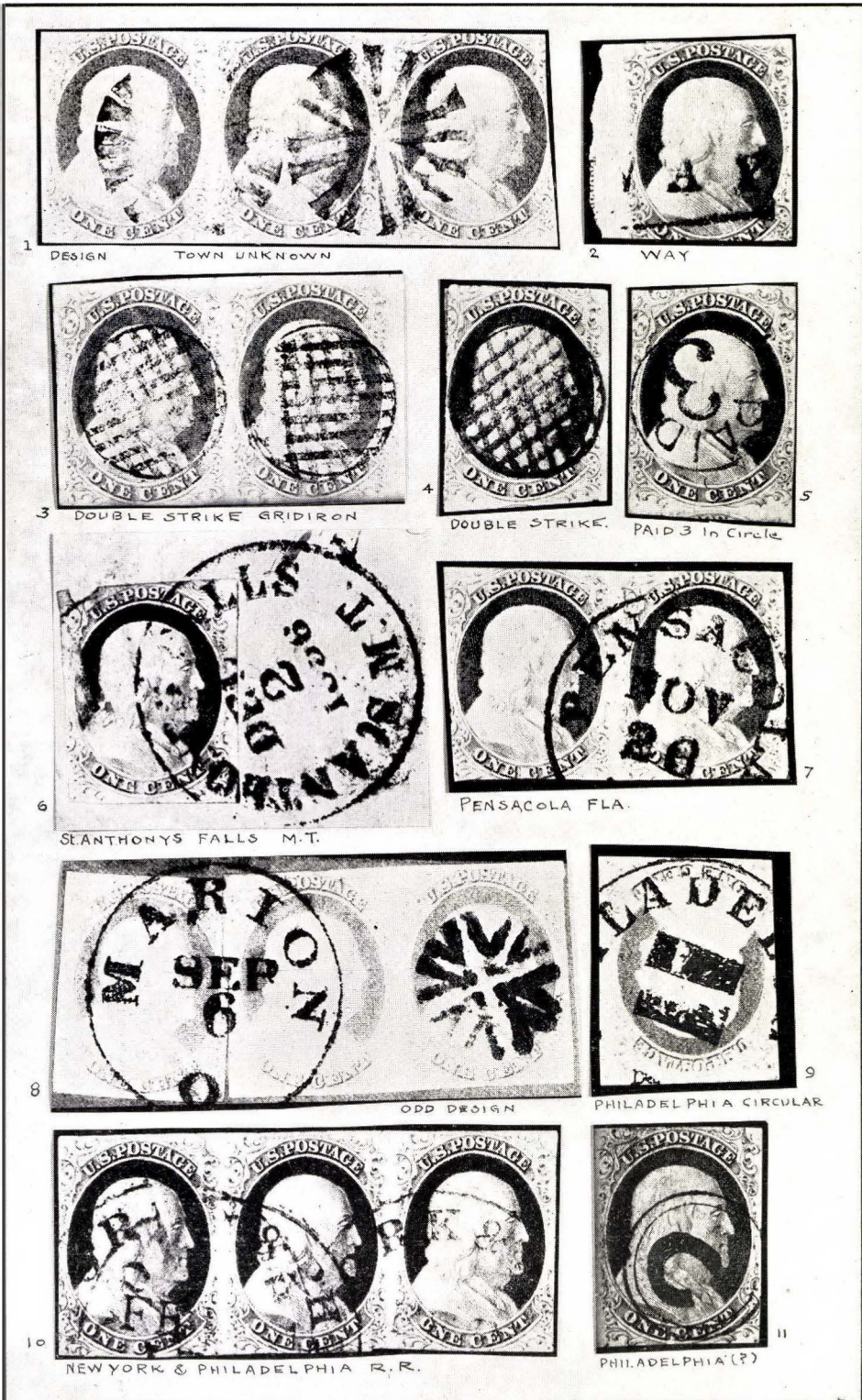


Figure 41 F. Miscellaneous Markings.



Figure 41 G.

No. 1 may be a "Canton, Miss", No. 2, the "WAY" on the 1c Imprint was used at New Orleans. No. 3 and No. 4 show double strikes of a gridiron. No. 6 is a "Territorial" on a 1c Type IV. No. 7 is a "Florida" on a 1c—"Pensacola." Florida markings on the 1c 1851 are quite scarce. No. 8 is the "Marion, Ohio," as illustrated in Figure 41 D. No. 9 is a scarce type of "Philadelphia" with a slug in the center. This marking was used for a short period only on circular mail. No. 10 is a Railroad marking on a strip of three Type IV stamps. No. 11 is probably Philadelphia. The stamp is a Type II from Plate Two, hence the use was in 1856 or later.

The plate, Figure 41 G illustrates various markings.

Figure 41 H, illustrates a small "Paid in a grid", used at Jewett City, Conn.

Figure 41 J, illustrates the well known "Chicopee Star", and also the small postmark of this town.





Figure 41 H.



Figure 41 J.

## Chapter XXXII.

### PRECANCELLED MARKINGS.

**T**HE Scott U. S. Catalogue lists the 5c and 10c 1847 as, Precancelled Wheeling, Va., but I do not consider these varieties as regular precancelled stamps, but the markings on them as some sort of a control mark and entirely different from stamps that were precancelled in quantities for a special purpose.

The Wheeling is found on regular domestic mail and not on circulars or newspaper wrappings.

The One Cent 1851 is therefore the first of U. S. stamps that were precancelled in quantities and placed on mail matter before same was deposited in the post office.

I believe that a number of off cover copies of the One Cent imperforate in different collections with a "Paid" were originally precancelled and used on circular mail or on newspaper wrappings.

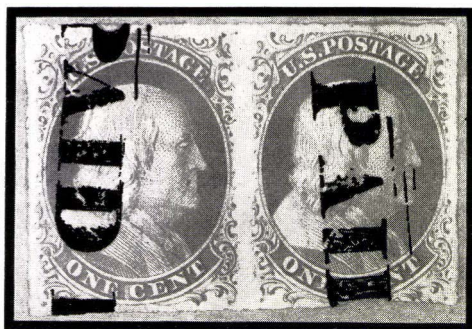


Figure 42 A.



Figure 42 B.

Figure 42 A illustrates a pair of One Cent, Type II on a part of a wrapper that was found by a friend in a small town in Alabama, several years ago. The wrapper had evidently originally enclosed a newspaper, and the stamps were unquestionably precancelled before they were applied to the wrapper. The illustration shows the "Paid's" do not tie the stamps to the cover.

Figure 42 B illustrates a vertical pair of the One Cent 1851 that has been in the collection of Wm. C. Michaels, of Kansas City for many years. The markings on this pair were not handstamped but were printed from newspaper type. In all probability the overprinting was done in a newspaper printing plant, and the stamps were used on wrappers enclosing newspapers or more than probable, on the newspapers themselves. Some seven or more examples are known of this particular precancel. Some of these show the use of capital letters for the "PAID", others show the use of lower case type.



Figure 42 C.

Figure 42 N illustrates a pair in the collection of Mr. S. E. Schacht, with the stamp at left with the "Paid" in capitals, whereas the one to right has the "Paid" in lower case type.

Illustration No. 2 on the plate, Figure 42 C, shows a similar pair in the collection of Mr. Wm. West. These two pairs are the only ones I have ever seen with the two types in pairs.

Illustration No. 3, Figure 42 C, is of a stamp in my collection. Two other pairs have been reported, one, a vertical pair with capital letters reading up, the other pair a duplicate of the Michaels' pair.

I have no idea where these items originated, though it has been reported that the owner of two pairs found them in a Pennsylvania town and tore them "from newspapers" before he appreciated their unusual character.

These One Cent Precancels are well known, and have been for a number of years. The Michaels pair was illustrated and described in the American Philatelist of June 1923 and various examples have been illustrated from time to time in "The Precancel Bee."

Illustrations No. 4, No. 5 and No. 6, Figure 42 C, are possibly One Cent stamps that were precancelled before use.



Figure 42 D.



Figure 42 F.

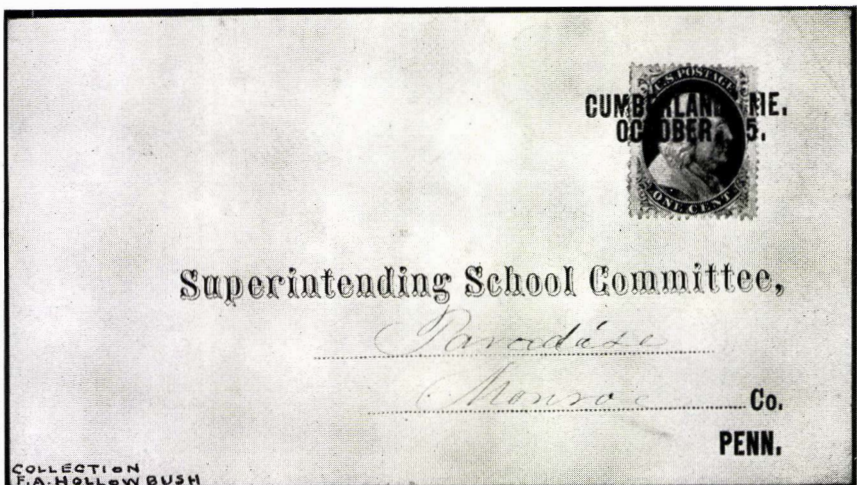


Figure 42 E.

Figure 42 D shows another example that may possibly be a precancel as the "PAID" appears printed rather than handstamped.

Figure 42 E illustrates a very rare cover in the collection of Mr. Frank A. Hollowbush, and Figure 42 F an enlarged photograph of the One Cent Type V stamp on this cover.

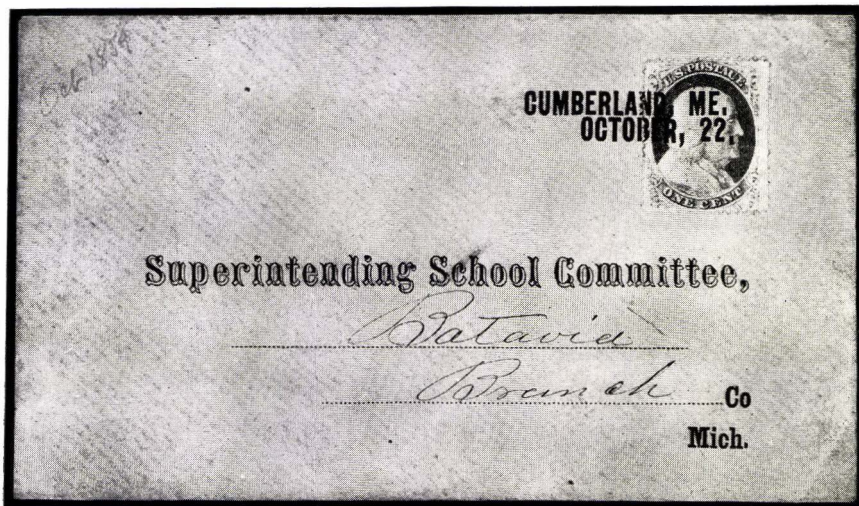


Figure 42 G.

Figure 42 G illustrates a similar cover in the collection of Mr. Allen A. Brown, and Figure 42 II is a reproduction of the printed circular enclosed in this envelope.

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Copies for examination at half retail price, and sent by mail on receipt of the name, in postage stamps

Published by SANBORN & CARTER,

Portland, Me., October, 1859.

Figure 42 H.

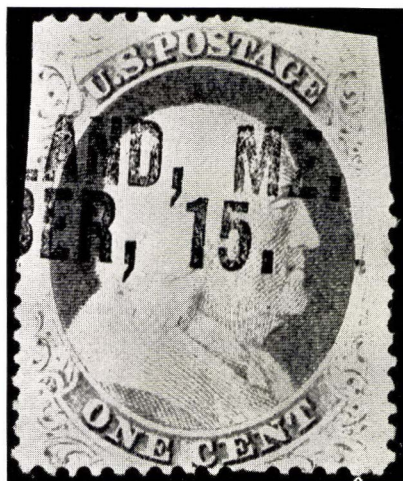


Figure 42 J.

Figure 42 J illustrates a One Cent 1857, Type V, off cover, owned by Mr. P. S. Demers. In the Chase book, page 241, is listed a "Portland, Maine" under "Straight Line cancellations," and Chase mentioned this marking was printed, not handstamped, and that he had only seen it on a One Cent 1857, Type V. Chase evidently made his listing from the P. S. Demers copy (Figure 42 J) and surmised the town was "Portland, Maine," instead of "Cumberland, Maine."

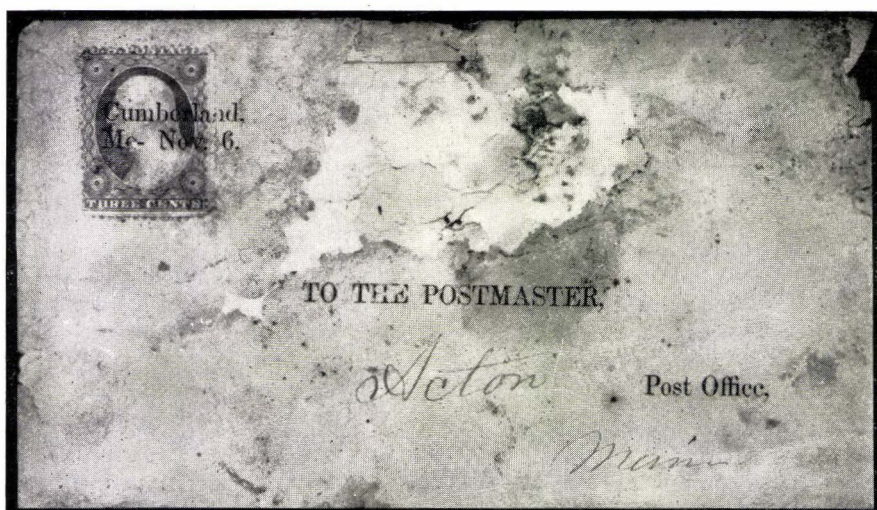


Figure 42 K.

Figure 42 K illustrates a cover owned and originally discovered among some old papers by Mr. Odias Demers. Figure 42 L shows an enlargement of the Three Cent stamp.



Figure 42 L.

**CUMBERLAND, ME.  
OCTOBER, 15.**

Cumberland,  
Me. Nov. 6.

Figure 42 M.

Figure 42 M shows tracings of the markings on the Hollowbush and Odias Demers covers.

The reproduction of the printed circular (Figure 42 H) shows these *pre-cancelled* stamps originated on mail sent out by the school book publishing firm of Sanborn & Carter of Portland, Maine. The date of this particular circular is October 1859. Stamps were applied to envelopes and the precancel was printed with the partial address, thus the stamps were cancelled before the envelopes were addressed.

The Cumberland, Maine precancels are the finest examples we have of early precancelled stamps.

The U. S. Catalogue lists the "Wheeling precancels of the 5c and 10c 1847" but omits listing the "Cumberland, Maine of the 1857," One Cent Type V, and 3c Type I. In my opinion the latter are far more desirable.

Chase was the authority for the 5c and 10c 1847 Wheeling "Precancels," and the following is from his 1916 article published in the "*Philatelic Gazette*":

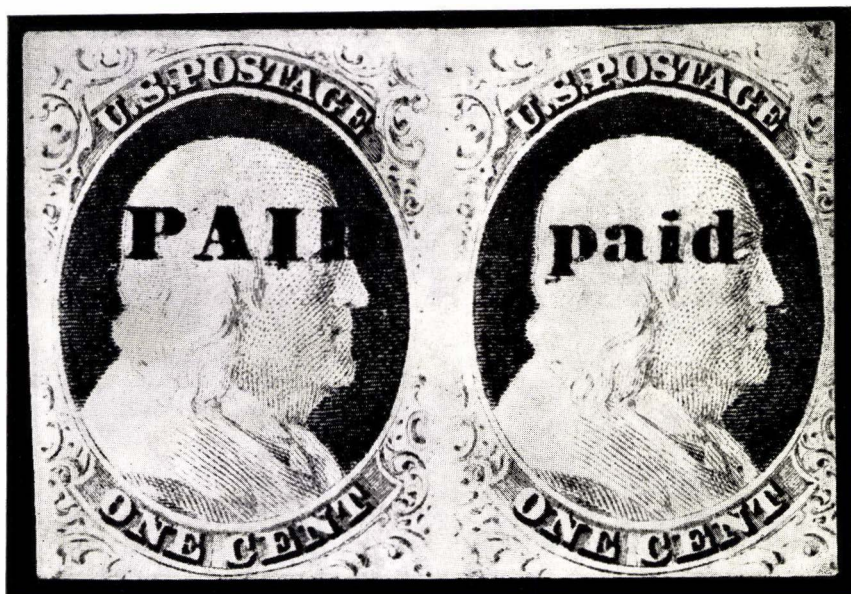


Figure 42 N. One Cent 1851 Precancel.

"I have a cover (a folded letter—sheet) the letter being headed **'Wheeling Decr. 7, 1847.'** It is addressed to Philadelphia. In the lower left corner of the face of the cover is written 'Paid' probably by the postmaster. At the top is written, in the same ink and same handwriting as the address 'charge No. 318'—the 'No. 318' being under the stamp. The cover is postmarked in blue 'Wheeling, Va. Dec. 8' and the stamp, a 10 cent 1847, is cancelled with a gridiron in the same blue, hitting **both stamp and cover.** In addition the lower left corner of the stamp shows one quarter of a red gridiron that was very evidently applied before putting the stamp on the cover."

It is possible the red gridirons were some sort of control marks applied by the postmaster, but in no way do I consider these 1847 Wheelings as "Pre-cancels." The very fact the covers bore postmarks and had blue gridirons tying the stamps to the covers is evidence that the stamps were cancelled with the blue grids after the covers were placed in the post office for mailing. In addition the covers were written letters, not circulars.

Regarding the remaining illustrations on the plate, Figure 42 C, No. 7 and No. 10 show copies of the One Cent '51 with the New York postmark with 1853 year date, which was only used from the 11th to the 26th of July 1853. Further mention of this marking is made in Chapter No. 44.

No. 9 is a One Cent Type IV cancelled with the handstamp "Free." No. 12 is a scarce use of a target obliteration. No. 14 and No. 15 are examples of the well known "Canton, Miss, Paid 3."

## Chapter XXXXIII.

### CITY AND TOWN POSTMARKS.

**A** GREAT variety of postal markings are found on the 3c stamps of 1851 and 1857, and there exists no finer field for specialization and study of our postal markings, than these stamps offer. Among the One Cent stamps, we quite frequently find that certain markings which are quite common on the 3c stamps are very rare on the 1c stamps. Especially does this apply to certain classes of Town postmarks. Therefore, in considering the various city and town postmarks, I will not confine myself solely to the markings known to exist on the One Cent stamps, but rather refer to the postmarks of the 1851-1861 period, because any known 3c marking may exist on the 1c stamps.

The most common and ordinary postmark of the period consisted of a circle averaging about 32 M.M. in diameter, with the name of the town enclosed at top, the month and day in the center and the abbreviated name of the state at the bottom. See plates, Figures 43 A and 43 B.

It is possible to divide the various circular postmarks into a number of classifications but the following are probably sufficient:

- (1) Dated (month and day only). Figure 43 A—San Antonio, Tex. of Sep. 8.
- (2) Year dated. Figure 43 A—Providence, R. I., Oct. 22, 1858.
- (3) Dated with Rate—Figure 43 B—Savannah, Ga., Sep 4—3
- (4) Dated with Paid—Figure 43 B—Detroit, Mich.—Sep 23—Paid.
- (5) Dated—Paid & Rate—Figure 43 B—Augusta, Ga., Nov. 29—3 Paid.
- (6) Year dated with Paid.
- (7) Foreign Mail—Figure 43 A—Chicago Am. Pkt—Mar. 13—3 Paid.
- (8) Territorial—Figure 43 A—Sumner—Kansas T. Nov 7—1859.
- (9) County—Figure 43 B—Shabbona-Grove Dekalb Co. Illinois—Dec. 22.
- (10) Quaker—Figure 43 A—Colerain, O., 8th Mo—19.
- (11) Double Outer Circle—Figure 43 B—Shabbona Grove, Ills—Sep 29.
- (12) Double circle—Figure 43 A—Chicago Oct. 14.

To this list we add the following:

- (13) Without Circle
- (14) Oval
- (15) Rectangular
- (16) Straight Line
- (17) Manuscript
- (18) Odd Styles

Further referring to Figure 43 A. The "Indianapolis" with center blank was used on Drops and Circulars. The "Rome, N. Y."—a "Paid in a circle" is quite similar to the ones used at Boston, Providence and other offices. The "New Haven" with no date, and "Paid" was used on Circulars. The "Paid 6" in a circle, of Montgomery, Ala., was used on prepaid stampless mail, requiring double rates.

Further referring to Figure 43 B. The "Advertised" of Schaghticoke, N. Y. shows—"Paid 3" and "Oct. 15," the latter a marking showing the date the letter was advertised.

The "Ship 5" of "Savannah, Ga." shows the Ship letter rate of a letter brought to Savannah by private ship, placed in the post office there, and mailed to another point. The fee of 2c paid the captain of the ship was added to the 3c rate. The "Houston Txs" shows the use of a very bright red at this office. The "Savannah Star" postmark was continued in use after Georgia joined the Confederacy and is quite common on Confederate stamps. This also applies to the "Milledgeville, Ga. Jun 15."



BLACK



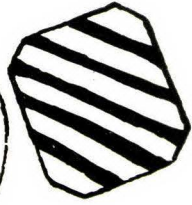
Type V  
Pl. 7. KANSAS TERRITORY



IN RED on single



Type V



IN BLACK  
INDEPENDENT  
STATE OF ALABAMA.  
ON STRIP OF 3-1457  
Type V

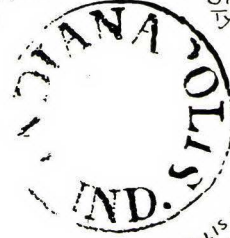


FOUR  
Type V  
COVER  
TO ENGLAND



BLACK

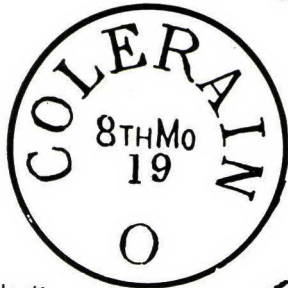
ATCHISON K.T.  
On 14 1857 TYPE IV  
STRIP OF THREE  
1857



INDIANAPOLIS IND  
BLACK - OCT 1860



IN BLUE



Black  
On Cover - single  
1457-Type V



ROME  
NY 1858



DUE 3

BLACK  
ST. LOUIS



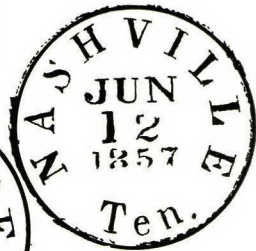
BLACK



BLACK



BLACK



YOUNG AMERICA Ills  
ON PAIR TYPE V



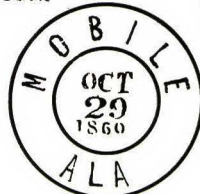
RED



STRIP OF  
THREE  
Type II - Pl. 2



1852  
MONTGOMERY Ala



BLACK



On 14 Type V

Figure 43 A.



Figure 43 B.



Figure 43 C. Camden, Arkansas.

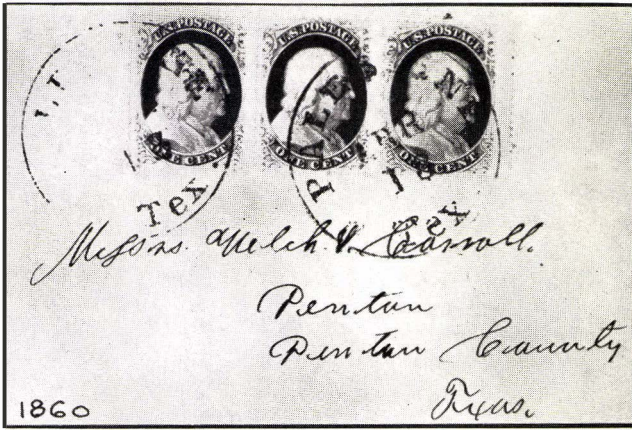


Figure 43 D. Palestine, Texas.

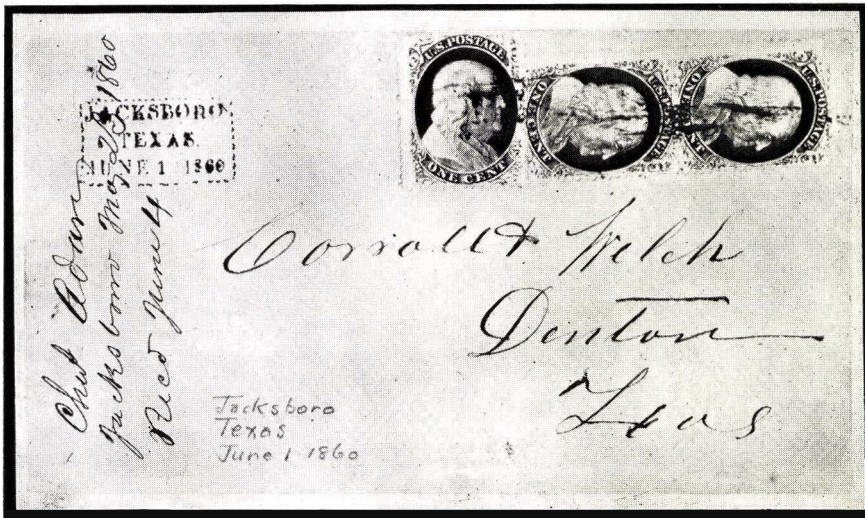


Figure 43 E. Jacksboro, Texas.



Figure 43 F. Aug 13 1852.



Figure 43 G. Dec 5 1860.

Many collectors make a specialty of collecting covers showing postmarks of small towns in sparsely settled states, such as Arkansas, Texas, etc. Figures 43 C and 43 D are examples showing scarce uses of the One Cent stamps.

Figure 43 E, illustrates a cover with three One Cent 1857—Type V stamps and an odd postmark used at "Jacksboro, Texas" in 1860.

Figure 43 F illustrates an early use of a year date in the postmark, "Greenville, Maine—Aug. 13-52."

Figure 43 G illustrates the *bright red* year dated postmark used at New Haven. This is on an imperforate Type IV stamp showing a use three years after stamps were issued perforated. Imperforates used this late are quite scarce.

#### COLORED POSTMARKS

During the ten year period 1851-1861, black was the most common color used for town postmarks, the next was blue with (3) red, (4) green, (5) brown, (6) ultramarine and (7) magenta in the order named. This does not mean that these colors were used to cancel the various stamps of this period for a number of post offices used a red postmark on the face of the cover, with a blue or black marking to cancel the stamps.

Boston is an outstanding example as this post office used a red postmark and black obliterations almost continuously during the period. At certain periods Providence used a red postmark on the face of the cover with a black "Paid" in a circle. (See Figure 43 A).

Blue postmarks are perhaps more common than red for certain of the larger offices used this color during the major part of the period. Cincinnati and Baltimore are examples of the cities and Louisville, Ky. and Troy, N. Y. of the smaller towns. Philadelphia used blue for almost all markings on domestic mail during 1851-1852 and the greater part of 1853. Buffalo used blue almost exclusively during the earlier years.

In an eighth grouping of colors may be listed the unusual ones such as orange, olive, yellow, purple, etc.

Perhaps the most brilliant greens were used at Littleton, N. H. and Lancaster, Pa., and other fine shades come from Saltsburg, Pa., and Fairfield, N. Y. In the latter years St. Joseph, Mo., used quite a bright shade of green.

A fine example of a *brown* postmark was used at "North Reading, Mass.," and various shades of light and dark brown are found from other small towns at various periods between 1851 and 1861.

Fine examples of the ultramarine were used at Lockport, N. Y., Fillmore, La., Ottawa, Ills., Hartford, Vt., and Augusta, Ga.

Hartford, Conn. used a color generally called the Hartford Magenta. On the stamps, it is quite a scarce marking.

## GREEN POSTMARKS

The U. S. Catalogue places a value of \$40 for a One Cent 1851, Type II with a green marking, and \$25.00 for a Type IV. In comparison the Three Cent 1851 lists at \$4.00. The relative scarcity is very much greater as I have seen comparatively few One Cent stamps with green cancellations.

Dr. Ralph W. Payne, of Greenfield, Mass., has spent a number of years compiling a record of the different cities and towns thruout the country which used green postmarks and obliterations on the Three Cent 1851 and the Three Cent 1857.

The following list was kindly furnished by Dr. Payne for this book. Few realize the time and labor required to compile so large a list of these items that are daily becoming more elusive. All items marked with a star are in Dr. Payne's collection.

If the reader has a green postmark on a cover with the Three Cent 1851 or 1857, that is not listed below will he kindly report it to Doctor Payne, at the above address.

I will greatly appreciate reports of green markings on covers with the One Cent 1851-1857 stamps, or stamps actually cancelled in green.

## ON 3c 1851

- |                                  |                                    |                       |
|----------------------------------|------------------------------------|-----------------------|
| Accomack C. H., Va.              | Etowah, Ga.                        | *Ludlowville, N. Y.   |
| *Alexander, N. Y.                | Fairfield, N. Y.                   | Ligonier, Pa.         |
| Amherst, Mass.                   | Fort Wayne, Ind.                   | Macon, Ga.            |
| Amsterdam, N. Y.                 | *Franklin, Ohio.                   | *Marion, Va.          |
| Andover, Mass.                   | Frenchtown, N. J.                  | *Mesopotamia, Ohio.   |
| *Apalachicola, Fla.              | Friars Point, Miss.                | *Miamisburg, Ohio.    |
| Ashfield, Mass.                  | Gilsum, N. H.                      | Middlebury, Vt.       |
| *Athens, Tenn. Lt. Olive         | Glassborough, N. J.                | *Middletown, Md.      |
| *Athol, Mass.                    | Greenfield, N. H.                  | *Minden, Ark.         |
| Augusta, Ga.                     | Greensborough, Ga.                 | Minersville, Pa.      |
| Bellows Falls, Vt.               | *Greenville, Md.                   | *Monson, Maine.       |
| *Belvedere, Ills.                | Gridley, Miss.                     | *Moosup, Conn.        |
| *Bonds Village, Mass. on 3c env. | Guildhall, Vt.                     | Montgomery, Ala.      |
| Burlington, Iowa.                | *Hillsboro Bridge, N. H.           | Monticello, Ga.       |
| *Bedford, Mass.                  | *Holderness, N. H.                 | Montpelier, Vt.       |
| Camden, Ark.                     | Hydeville, Vt.                     | Morganfield, Ky.      |
| Carlisle, Pa.                    | Iowa City, Iowa.                   | *Munfordsville, Ky.   |
| *Centerville, Mass. (State?)     | Jackson, Miss.                     | Mystic, Ct.           |
| *Charlotte, N. C.                | Jeffersonville, Ind.               | *Mystic, Ga.          |
| *Chattanooga, Tenn.              | Johnstown Centre, Wis.             | *Napanock, N. Y.      |
| *Chepacket, R. I.                | Kingman, Ohio.                     | *New Braintree, Mass. |
| Chester, N. Y.                   | La Grange, Texas.                  | Newburn, Va.          |
| *Clinton, Texas.                 | Lancaster, Pa.                     | New Hampton, N. H.    |
| *Cuyahoga Falls, Ohio.           | *La Peer, Mich.                    | New London, Conn.     |
| Columbia, Va.                    | *Lawrenceville, Va.                | *Nicholville, N. Y.   |
| Dalton, Ga.                      | Lima, N. Y.                        | Northboro, Mass.      |
| *Darien, N. Y.                   | *Litchfield, Ct. on 3c env. Bk. G. | Northfield, Mass.     |
| Davenport, Iowa.                 | Litiz, Pa.                         | North Shore, N. Y.    |
| Delhi, N. Y.                     | Littleton, N. H.                   | Oakham, Mass.         |
| Denmark, Tenn.                   | *Livingston, Ala.                  | *Orange, Mass.        |
| Dixon, Ills. Dk. Olive           | *Lockport, N. Y.                   | Petersburg, Va.       |
| *Duncannon, Pa. Olive            | *Londonderry, Vt.                  | *Pompey, Mass.        |
| East Boston, Mass.               | Lubec, Maine.                      | *Raleigh, N. C.       |
| Ellington, Conn.                 | Lyme, Ct.                          | *Randolph, Va. ?      |
| Erving, Mass.                    | *Lynchburg, Va.                    | *Red Creek, N. Y.     |

- |                                 |                       |                          |
|---------------------------------|-----------------------|--------------------------|
| *Richfield Springs, N. Y.       | *Shrewsbury, N. J.    | Urbana, Ohio.            |
| *Richmond, Maine.               | So. Framingham, Mass. | *Vicksburg, Miss.        |
| *Richmond, N. Y.                | Somerville, N. J.     | *Walcottville, Ind.      |
| Richmond, Va. on 3c env. Lt. G. | Southington, Conn.    | *Warrenton, N. C.        |
| *Rochester, Vt.                 | Suffolk, Va.          | *Washington, Pa.         |
| Rome, Ga.                       | Sunderland, Mass.     | Waterville, N. Y.        |
| Roswell, Ga.                    | *St. Albans, Vt.      | *West Brookfield, Mass.  |
| Salisbury, N. Y.                | Sweetwater, Tenn.     | Whitefield, N. H.        |
| Saltsburg, Pa.                  | Taunton, Mass.        | *Winchester, Ky.         |
| *San Antonio, Texas.            | *Taylorsville, N. C.  | Winchester, N. H.        |
| Scranton, Pa.                   | Thorndick, Mass.      | Woodstock, Vt.           |
| Shamokin, Pa.                   | *Toddsville, N. Y.    | Woonsocket, R. I. Dk. G. |
| Shelburne Falls, Mass.          | *Tuscumbia, Ala. ?    | Yarmouth, Mass.          |
| Shelbyville, Tenn.              | Towanda, Pa.          | York, Pa.                |
| *Shepardstown, Va.              | *Thompson, Conn.      |                          |

## ON 3c 1857

- |                        |                         |                           |
|------------------------|-------------------------|---------------------------|
| Abbeyville, S. C.      | Granville, Ohio.        | *Ottawa, Ill.             |
| Apalachicola, Fla.     | Green Cut, Ga.          | *Painted Post, N. Y.      |
| Ballardvale, Mass.     | Haverhill, N. H.        | Paper Mill Village, N. H. |
| Barnard, Vt.           | Hazardville, Ct.        | *Pascoag, R. I.           |
| Beloit, Wis.           | Hinsdale, N. H.         | *Philadelphia, Tenn.      |
| Brimfield, Mass.       | Irasburg, Vt.           | Raleigh, N. C.            |
| *Bowling Green, Ky.    | *Jacksonville, Ala.     | Rocky Hill, Conn.         |
| *Canaan, Conn.         | La Cross, Wis.          | Saltsburg, Pa.            |
| *Cartersville, Va.     | Lisle, N. Y.            | *St. Albans, Vt.          |
| Caseyville, Ky.        | *Ludlowville, N. Y.     | St. Joseph, Mo.           |
| *Centralia, Ill.       | Mesopotamia, Ohio.      | Taunton, Mass.            |
| Charlotte, N. C.       | Morganfield, Ky.        | Warrenton, N. C.          |
| Charlottesville, Va.   | *Mystic, Ga.            | *Wayne, Mich.             |
| Chester, N. H.         | Napanock, N. Y.         | *Weathersfield, Conn.     |
| Clarksville, Va.       | *Newark, Ohio.          | Whitefield, N. H.         |
| *Constableville, N. Y. | Northfield, Mass.       | Winchendon, Mass.         |
| *Courtland, Ala.       | *North Haverhill, N. H. | Windsor, Vt.              |
| Covington, Ky.         | *North Shore, N. Y.     | Woodstock, Vt.            |
| Galesburg, Ill.        |                         |                           |

As strips of three of the One Cent 1851 or 1857 were frequently used to pay the 3c rate it is possible that copies of these stamps with green markings may be found from any of the above towns.

Figure 43 H illustrates various markings of the period on the perforated One Cent stamps. The "Pine Swamp, Pa" is a very rare postmark and this use occurs on quite a scarce strip of three from Plate Four. It is in black. (H. W. Carhart collection). The "Colonial Express Mail" in red on a One Cent 1857 is probably unique (S. W. Richey collection). The "19" and "24" are "foreign mail rate markings" and should not have been applied on the stamps as the Regulations forbid this. Such markings are found on covers to England.

The New York two line "Steam Ship" is most unusual on a One Cent 1857. Black targets are scarce on the One Cent stamp, but the one illustrated is in blue, which is even more uncommon.

Chase illustrated the "I. Field" marking in his book and stated the origin was Harrison Square, Mass. The example illustrated here is the only use I have ever seen on a One Cent stamp. It is possible the black stars originated at Canton, Miss.

The large "2" on the imperforate stamp is a black English "postage due" marking, generally found on the face of circular mail to England and very seldom on the stamps.



PINE SWAMP, Pa. on 1¢ 1857, PLATE 4 Strip.



COLONIAL EXPRESS  
MAIL - ST. JOHN, N.B.  
AUG - TYPE V - RED



ENGLISH "19"



"3" Type V



STEAMSHIP Type V.



Eng. "24" Type V



BLUE TARGET  
Type V



I. FIELD. P.M.  
HARRISON SQUARE, MASS. (CHASE)



BLACK STAR Type V



PHILADELPHIA PA OCTAGON Type V



PAID Type V



PAID BLUE Type V



BALTIMORE R.R.  
Type II - Pl. 2



ENGLISH DUE MARKING, U.S.  
PRINTED CIRCULARS



Dots Type V



BOSTON. Type V

Figure 43 H

## TOWN POSTMARKS IN ODD SHAPES

In his book Chase listed—pages 239, 241 and 242—the following odd postmarks:

- “1851 BURLINGTON O. (Black) date (month and day) is in one line.  
 1851 BROOKLINE MASS. (Red and Black) name is between two ovals. Date (month and day) is in one line in center.  
 1851 RALEIGH C. H. VIRGA (Black).  
 1851 CHARLTON N. Y. (Black) name between ovals.  
 1857 CORNWALL CONN. (Black and Red) name between ovals.  
 1851 FISHERVILLE CT. (Red) name between ovals. Date in manuscript.  
 1851 HEUVELTON N. Y. (Red).  
 1851 LOCKE N. Y. (Red and Black) date in manuscript.  
 1851 & 1857 NEW LONDON N. H. (Black) name between two ovals. Date (month and day) in one line in center. Also in red on the 1851 issue only.  
 1851 RAPPAHANNOCK ACADEMY VA. (Red) name between ovals. Date (month and day) in one line in the center.  
 1851 TODDSVILLE N. Y. (Red and Dark Bluish-Green) oval is double-lined. Date (month and day) in the center in manuscript.  
 1851 UTICA N. Y. (Black and Blue). Date (month and day) in one line in the center. Diamond shaped ornament at either end.  
 1851 WEAVERVILLE CAL. (Black). Date (month and day) written in the center in red ink. (See Figure 53 B.)
- 
- 1857 ATHENS ILLS. (Blue). Roughly oval, not framed. Date (year, month and day) in one line in the center.  
 1851 COLLINSVILLE CONN. (Black) in three lines. Top line curved. No frame. Conn. in the middle. Date (month and day) at the bottom.  
 1851 HADDAM CT. Roughly rectangular (Red).  
 1851 HAMPTON CT. (Blue and Green). Roughly rectangular.  
 1851 IRVINE PA. (Grey Blue). Roughly rectangular. Double lined frame. Date (month and day) in one line in the center.  
 1857 JACKSBORO TEXAS in a rectangular frame made up of dots. (Black). Includes the year date. (See Figure 43 E.)  
 1853 env. JORDANS VALLEY TENN. Two varieties, one in dark blue and one in black. Both roughly oval. Frame made up of many scroll-like lines. (Name of state not included.)  
 1851 KENSINGTON CON. Odd semi-circular shape (blue).  
 1851 KILLINGLY CT. Roughly rectangular (Red, brown, and dark blue).  
 1857 KILLINGLY CT. Roughly rectangular (Black). (Same as above except for color).  
 1853 env. MORINGVILLE P. O. WESTCHESTER CO. N. Y. Rectangular.  
 1851 ORFORD-VILLE N. H. (Blue). Name in a semi-circle. No frame. Date in manuscript below.  
 1851 PATTEN ME. Rectangular (Blue).  
 1857 PHILADELPHIA PA. Octagonal (Black). Large size. Includes the year date.  
 1857 PHILADELPHIA PA. Octagonal (Black). Small size. Usually includes year date.  
 1857 PINE SWAMP PA. (Black). Name in one straight line in the center. No date. Fancy, roughly oval frame made up of many curved lines.” (See Figure 43 H.)

## STRAIGHT LINE POSTMARKS

Chase listed the following on pages 240 and 241 in his book:

- “1851 COLUMBIA CAL. (Black) in one straight line. Date (day, month and year) below it in manuscript.  
 1851 ELKADER IA. (Black). Town and state in one line, month below in another line, day date in manuscript.  
 1851 EPHRATA PA. (Black) in one line. Date (month and day) below in manuscript.  
 1851 SHABONA GROVE ILL. Scroll shaped postmark (Black).  
 1851 SHABONA GROVE DEKALB CO. ILLINOIS Shield shaped postmark (Red).  
 1857 SHABONA GROVE DEKALB CO. ILLINOIS Shield shaped postmark (Black).



- 1857 SHAMOKIN PA. Octagonal (Black).  
 1857 STONY CREEK CONN. Odd stenciled design (Blue).  
 1851 TRIANGLE N. Y. Triangular (Black).  
 1851 TROY N. H. Rectangular (Red).  
 1857 TUSCAHOMA MISS. Rectangular (Blue).  
 1851 WEST HARTFORD CT. Roughly rectangular (Black and red).  
 1851 HOLLIDAYS COVE VA. (Black) in one straight line. Date (month and day) below it in manuscript.  
 1851 HOLLIS N. H. (Red) in one straight line. Space left for the day date which is added in manuscript.  
 1853 env. LAWRENCEVILLE N. J. (Black). Town and state in one line. Date (month and day) below it in another.  
 1857 LIMERICK N. Y. (Black) in one straight line. Date (year, month and day) below it in manuscript.  
 1857 LISBON ARKS. (Black) in one straight line. Date (month and day) below it in manuscript.  
 1857 MADISON RUN STATION VA. (Black) 3 straight lines. "Madison Run" in one, "Station" in another, and "VA" in a third. Month and day date below in manuscript.  
 1851 NAHANT MASS. (Blue) in two straight lines with space between for the date in manuscript.  
 1851 NEW GERMANTOWN N. J. (Black) in one straight line. Date below in manuscript.  
 1857 N. O. APR 28TH 1858 (Blue) in one straight line. "N. O." means New Orleans. Probably used only during this year.  
 1857 NORTHVILLE CT. APRIL 3 1859 (Black) in four straight lines. Town and state in top line. Date printed below in three lines.  
 1851 PLAINFIELD VT. JAN 18 1851 (Blue) in two straight lines. Has not been seen later than the date stated but may exist on 3c 1851 covers.  
 1857 PORTLAND ME (Black) in one straight line with the date below in another line. Printed, not handstamped. Seen only on the 1c 1857 Type V. May or may not exist on the 3c. (Note by S. B. A.—This should be Cumberland, Me.)  
 1851 RINGVILLE MASS. JUNE 29 (Black) all in one straight line.  
 1857 SCARSDALE (Black) "N. Y." after it in manuscript. The date (day, month and year) is in an oval frame on the stamp.  
 1851 SWIFT CREEK BRIDGE (Red) "N. C." written after it in manuscript. The date is written below."

## YEAR-DATED POSTMARKS

Regarding year-dated postmarks. Chase made a very thorough search for these interesting markings and I quote from his book, pages 242, 243, 244 and 245 as follows:

"Although I have no definite facts on which to base my belief, it seems fairly sure that prior to June, 1855, the Post-office Department forbade the use of year-dates in town postmarks. Before July 1, 1851, year-dates in the town cancellation had been used, though rarely, at least as far back as 1796. Examples are, Wilkesbarre (Pa.) Aug. 31, 1796, Clinton, Georgia, Mar. 18, 1830, and Reading, Pa., Sept. 17, 1831. At least five towns used year-dated postmarks while the 1847 stamps were current, although as far as I know no 1847 stamp has been seen on a cover bearing any of these year-dates. The list which follows includes the few 1847 period year-dates seen. During recent years I have published a number of lists of early year-dated cancellations and by this means, with the help of other collectors, have been able to gather a considerable number dated prior to 1857. The following list though still incomplete gives a good idea of the rarity of these cancellations in the various years. Certain are worthy of special mention. The Plainfield, Vt., 1851 year-date has been seen only on a cover without stamps used January 18th of that year. Whether or not it was continued in use while the 3c 1851 stamps were current I cannot say. It is at least possible. Sonora, Cal., used a year-dated postmark in blue, in two straight lines, in both 1851 and 1852. These have been seen on covers without stamps and also directly over 3c 1851's and bisected 12c 1851's. Of the Hagamans Mills, N. Y., 1852 year-date I have seen about four examples. These were invariably placed on the envelope so as not to touch the stamp. Incidentally these all came from one correspondence. The partly identified blue Jan. 8, 1852, year-date is believed to come from a small New England town, the name of which evidently ends in 'ertown.'

"The 1853 New York City year-date is particularly interesting. The main and branch postoffices of New York City were undoubtedly using a number of town

cancellation stamps at this time though only one of them included the year date. It was used from July 11 to July 26, inclusive, and each day during this period has been seen. I have a notion that an order from the Post-Office Department at Washington was the reason why it was discontinued. This year-date has been seen on 1c 1851's, 3c 1851's, and once on a 3c 1853 stamped envelope. The probable 1854 year-date from Philadelphia is decidedly odd. The cancellation is not particularly clear and I am not entirely sure of its correctness, but I have no doubt as to its authenticity, although it is one of only two examples of this type of Philadelphia postmark which I have seen. I believe this particular postmark was used only on incoming letters which arrived some days after they should have, to indicate that the delay was not the fault of the Philadelphia post-office.

"Seemingly in June, 1855, the Post-Office Department decided to allow the use of a year-date, and Washington, D. C., began its use about the middle of May. The earliest date seen is May 19. At least twenty-two other towns began the use of the 1855 year-date before the close of the year. Excepting for Memphis, Ten., which is in blue and four in red, all of these are in black.

"During 1856 a considerable number of towns began the use of the year-date. I have a record of seventy-five, and there were undoubtedly others. Six of these used a blue, and nine a red postmark. In certain cities only one or two of the town handstamps in use included the year-date. This is particularly true of New York City.

"By 1857 the use of the year-date had become decidedly common. Undoubtedly hundreds of towns used it, so many that it seems unwise to attempt their listing. The year-date continued in common use while the 1857 issue was current, and for a few years thereafter, although it is a strange fact that late in the '60's the Post-office Department seemingly again forbade its use.

#### List of 1847-1856 Year-Dated Town Postmarks

##### 1847

Brazos (Texas) Apr. 10, 1847, (in two straight lines)  
P't. Isabel (Texas) Jan. 9, 1847, (in two straight lines). (P'T—Point)

##### 1849

Sacramento (Calif) Oct 29 1849 (in two straight lines)

##### 1850

Corpus Christi Texas Oct 7 1850 (in two straight lines)

##### 1851

Plainfield Vt. Jan. 18 1851 (Blue) (In two straight lines)  
Sonora, California Dec 2 1851 (Blue) (In two straight lines)

##### 1852

Greenville Maine Aug 13 52 "13 52" in one line  
Hagemans Mills, N. Y. Aug 9 1852 (In two straight lines)  
Sonora, California Dec 2, 1851 (Blue) (In two straight lines)  
—ertow— Jan 8, 1852 (Blue)

##### 1853

New York July 11 to July 26 1853  
New Haven Con. July 13 1853

##### 1854

Recd. Phila. P. O. July 14 1854 (In one straight line in an octagonal frame. I am not entirely sure of this one).  
Registered Sept. 11, 54 (In two straight lines in a rectangular frame) (Red) Used on a registered letter from New York City.

##### 1855

Ann Arbor Mich. Nov. 3, 1855  
Bellows Falls Vt. Sep 22, 1855  
Columbus O. Dec 12 1855  
Du Buque Iowa Dec 28 1855  
Farmville Va. Sept 28 1855  
Henderson Ky. Jun 21 1855  
Hornellsville N. Y. Oct 11 1855 (I am not entirely sure of this one).

Huntsville Ala. Dec 19 1855 (Blue)  
 Ithaca N. Y. Jul 2 1855  
 Massillon O. Oct 26 1855 (I am not entirely sure of this one).  
 Marshall Mich. Jul 24, 1855  
 Memphis Ten. Sep 19 1855 (Blue)  
 Nevada City Cal. Dec 18 1855 10 PAID  
 Newburyport Ms. Dec 21 1855 (Red)  
 New Haven Con. Sep. 17 1855  
 New York Oct 25 1855  
 New York Sep 21 1855 (Red)  
 Pittsburgh Pa. Jun 20 1855  
 Rutland Vt. Dec 20 1855 (Red)  
 Saint Paul M. T. Jul 12 1855  
 San Francisco Cal. Sep 20 1855 10 Paid (Red)  
 South Danvers Ms. Dec 5, 1855 (No circle around the postmark)  
 Washington D. C. May 19 1855  
 Yreka Calif. Oct 15 1855

**1856**

Annapolis Md. Dec 19 1856  
 Ann Arbor Mich. Aug 29 1856  
 Augusta Ga. May 21 1856  
 Bridgewater Ms. Dec 30 1856 (Red)  
 Burlington Iowa. Aug 23 1856  
 Canajoharie N. Y. Nov 30 1856  
 Chicago Ills. May 20 1856  
 Cleveland Ten. Jul 2, 1856  
 Columbia Cal. Dec 25 1856  
 Columbia Ten. Jan 9, 1856  
 Columbus O. Jun 2 1856  
 Concord N. C. April 24 1856 (In two straight lines. No frame).  
 Cuyahoga Falls O. Dec 12 1856 (Blue)  
 DeBuque Iowa Feb 9 1856  
 E. Saganaw Mich. Nov 12 1856  
 Elmira N. Y. June 20 1856 (Blue)  
 Farmville Va. Sep 12 1856  
 Flint Mich. Mar. 3 1856  
 Freehold N. J. Sept 12 1856  
 Galveston Tex. Feb 24 1856  
 Haerlem N. Y. Sep 4 1856 (Red)  
 Hannibal Mo Nov 8 1856  
 Helena Ark. May 26 1856  
 Henderson Ky Sep 17 1856  
 Henry Ill. Dec 13 1856  
 Hudson N. Y. May 20 1856  
 Huntsville Ala. Mar 8 1856 (Blue)  
 Indianapolis Ind Dec 29 1856  
 Ithaca N. Y. May 12 1856  
 Johnstown N. Y. Nov 26 1856  
 Keokuk Iowa. Aug 1 1856  
 Kingston N. Y. June 26 1856  
 Knoxville Ten. Dec 20 1856  
 Litchfield Ct. Oct 7 1856  
 Manchester N. H. Dec 17 1856  
 Marshall Mich. Jan 10 1856  
 Memphis Ten. Feb 26 1856 (Blue)  
 Meriden Ct. Jan 25 1856 (I am not entirely sure of this one).  
 Middleborough Ms. Jul 1 1856  
 Nashua N. H. May 16 1856 (Blue)  
 Newark N. J. Sep 17 1856  
 Newburyport Ms. Mar 10 1856 (Red)  
 New Haven Con. Jan 21 1856  
 New Haven Con. Mar 19 1856 (Red)  
 New York Jan 3 1856 ("PAID" is sometimes found at the bottom of this postmark)  
 New York Apr 1 1856 (Red)  
 Niles Mich. Sep 5 1856  
 Norwich Ct. Apr 14 1856  
 Paris Ky. Nov 5 1856  
 Pittsburgh Pa. Jul 12 1856  
 Port Lavaca Tex Oct 29 1856

Princeton Ills. Apr 12 1856  
 Richmond Va. May 19 1856  
 Rock Island Ill. Jul 8 1856  
 Rondout N. Y. Mar 5, 1856  
 Rutland Vt. Jun 5 1856 (Red)  
 Rutland Vt. Nov 26 1856  
 Sacramento City Cal. Nov 19 1856  
 St. Anthonys Falls M. T. Apr 10 1856  
 St. Joseph Mo. Jul 26 1856  
 Saint Paul M. T. Jun 18 1856  
 St. Louis Mo Jun 2 1856  
 Salem Ms Nov 8 1856 (Red)  
 Seymour Ct. Aug 11 1856 (Blue)  
 Sonora Cal. Feb 1 1856  
 South Danvers Ms. Jan 2 1856 (No circle around the postmark)  
 Springfield O. Mar 6 1856  
 Sumter S. C. Nov 5 1856 (Red)  
 Syracuse N. Y. Apr 24 1856  
 Trenton N. J. Apr 7 1856  
 Trenton N. J. Jun 11 1856 (Red)  
 Troy N. Y. Oct 12 1856 (With and without PAID at the bottom of the postmark)  
 Waltham Mass. Sep 11 1856  
 Washington D. C. Jan 11 1856  
 Washington City D. C. Sep 15 1856  
 Washington City D. C. FREE Jan 19 1856  
 Westchester Pa. Sep 16 1856  
 Westfield Ms. Apr 21 1856  
 Worcester Ms. Sep 5 1856  
 Yreka Cal. Oct 15 1856

"Mention should be made of the fact that on the Type I 3c 1857 perforated stamps the 1857 year-date is the commonest, while the 1859 year-date is little if any scarcer. The 1858 year-date is the only other one found, excepting very rarely. The use, during the year 1859, of certain of the plates made for the imperforate stamps is the reason why this date is not rare. As for the perforated Type II stamps, the 1857 year-date is scarce because the new plates bearing this type of stamp were used comparatively little during this year. The 1858, 1859, and 1860 year-dates are equally common. The 1861 year-dates are slightly rarer because the issue was superseded late in this year.

"Certain year-dated cancellations which appeared later than those in the list, that is, from 1857 to 1861 inclusive, are for one reason or another unusual and worthy of description. Year-dates may be found which are particularly tiny in comparison to the balance of the postmark. Three excellent examples of this are, PEKIN, ILLS., in black which shows a tiny 1859 year-date above the month and day date, TREMONT, PA., with either the 1860 or 1861 year-date in very small type below the month and day date, and CENTER SANDWICH, N. H., with an 1860 year-date so small that it is almost microscopic. As an example of a year-date of more than an ordinary size, Seneca Falls, N. Y., may be found with both the 1860 and 1861 year-date illustrating this. Waltham, Mass., in 1856 also used a large year-date and the type of the letters in the postmark is very unusual. Rarely a town cancellation may be found with the year-date abbreviated to the last two figures. The postmaster at Cheneyville, La., lacking the ordinary year-date was able to show one by taking separate figures which before had been used for the day of this month, and putting a '58' (an abbreviation of 1858) below the month in the postmark and adding the day date above in manuscript. Boston, Mass., did a very similar thing although I have not seen more than one or two examples. Such a postmark in black reading 'Boston Oct 1 58' has been seen on the back of a letter sent from there to the Dead Letter Office. The '58' undoubtedly stands for '1858.'

"Beverly, Mass., used an old town postmark during 1860 at least, including the year-date. The day and month are on the same line and it was the habit of the postmaster to put the day-date both before and after the month. One queer error of this has been seen in which the date is stated '12 Jun 13.' Auburndale, Mass., used a postmark, at least in 1860, in which both the name of the town and the year-date (the latter at the bottom of the postmark) are between two circles, while the day and month date is in the center. The inner circle is made of a wavy line."

(End of Chase Quotation.)

Regarding the New York 1853 year-dated postmark, this marking is further described in Chapter No. 44.

TWO COLOR MARKINGS

As mentioned above quite a few post offices used one color for the postmark and another color for the obliteration. The following have been noted:

	Postmark	Obliteration
Providence . . . . .	Red	Black & Blue
Boston . . . . .	"	Black
Owensboro, Ky. . . . .	"	Brown
Bridgewater, Ms. . . . .	"	Bluish-Green
Boscawen, N. H. . . . .	"	Grey-Green
Pittsfield, Mass. . . . .	Black	Red
Baltimore, Md. . . . .	Blue	Black
Saco, Me. . . . .	Blue	Green
Hartford, Conn. . . . .	Magenta	Black
Pittsfield, Mass. . . . .	Orange	Black
Cincinnati, Ohio . . . . .	Blue	Black
Sharon, Pa. . . . .	Ultramarine	Brownish-Black
Petersburg, Va. . . . .	Green	Blue

NATCHEZ, MISS.

Figure 43 J, illustrates quite a scarce postmark. The cover from which this was traced is addressed to Philadelphia, and has a 3c 1857, Type II, tied by this marking.



Figure 43 L.



Figure 43 J.



BLUE TIES A 3¢ 1857 Type II

Figure 43 K.

## Chapter XXXXIV.

### NEW YORK AND BOSTON POSTAL MARKINGS.

#### NEW YORK

**D**URING the period 1851-1861, New York City used a large variety of handstamps to postmark and cancel the large volume of mail (for that day), both domestic and foreign, that passed thru that office. No attempt will be made in this chapter to list all the known markings, but rather those that I have studied and collected.

First we will consider some of the markings found on both the One Cent and Three Cent stamps, or either of them, including both postmarks used to cancel the stamps, and regular obliterating markings.

We will describe these separately under the following classifications, so that these divisions may assist specialists to form a basis for a check list.

- (1) The Square Gridiron.
- (2) The Round Gridiron.
- (3) The Dated Postmark.
- (4) The Dated Postmark with one, two, three or four bars.
- (5) Postmark with slug below date.
- (6) The Circular Marking, with "NEW YORK" and a rectangular slug in the center, no date.
- (7) The "51" year date?
- (8) The 1853 year date.
- (9) Year dated postmarks.
- (10) Year dated with "Paid" postmarks.
- (11) The California Ocean Mail Postmarks.
- (12) Combination Postmark and Gridiron on one handstamp.

#### Unpaid Mail Postmarks

- (A) Postmark—Dated—"1ct"
- (B) Postmark—Dated—"5cts"
- (C) Postmark—"NEW—10—YORK" and date
- (D) Postmark—"NEW YORK 2"

#### Postmarks

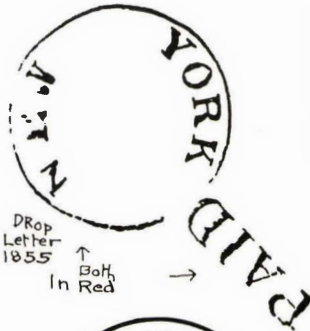
##### Prepaid—Stampless

- (E) Postmark—Dated "Paid 1ct"
- (F) Postmark—Dated "Paid 2 cts"
- (G) Postmark—Dated "Paid 3cts"
- (H) Postmark—Dated "Paid 6cts"
- (I) Postmark—Dated "Paid 10"
- (J) Postmark—Dated—"6cts"  
With "PAID" outside of circle at bottom in a curved line.
- (K) Postmark—"NEW—YORK"  
Center blank.

**THE SQUARE GRIDIRON**—Figure 44 A illustrates various New York City markings. In the upper left corner is a tracing of the "square gridiron." This marking was used in red on the 5c New York Postmaster stamps, and also in red on the 5c and 10c 1847 stamps. Occasionally a red round gridiron was used at New York on the 1847 stamps but such a marking is quite scarce. When the 1851 stamps were issued, the square grid was in common use.

In the Edward S. Knapp collection is a first day use of the One Cent stamps from New York. The cover is addressed to Lockport, N. Y. and is postmarked

MISCELLANEOUS NEW YORK MARKINGS.



Due 2  
BLACK 1859

DPOB & CIRCULARS

RED

B1

B2

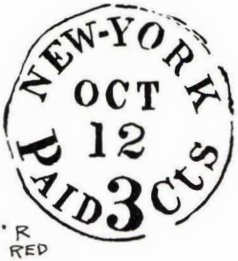
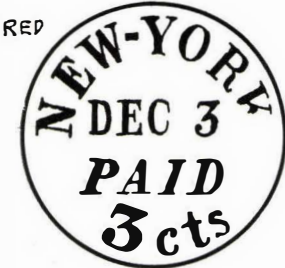
RED



Black 1958

B3  
RED

RED



R  
RED

RED



'B' Black

'S'  
RED

1851  
'R' BLACK

RED

Figure 44 A.

in red Jul 1 (1851). A horizontal strip of three One Cent stamps from Plate One Early is tied by several *Red* square grids.

Chase stated in his book, the earliest use of the 3c stamp he had seen from New York was July 3, 1851. The cover had a red New York postmark and the 3c stamp was tied by the red square grid. I have a folded circular mailed from New York to Newport, R. I. The 1c Plate One Early stamp is tied by the square grid in *black*. The circular is dated July 1, 1851 and is an announcement of the formation of a new partnership. It has a manuscript notation "July 1, 1851."

This circular may have been mailed on July 1, 1851, but if not, it is probable it was mailed very soon after that date. It is the earliest (?) use I have seen of the black grid on 1851 stamps. It is possible red square grids were used in the first few days of July 1851 to cancel stamps on first class mail, and black square grids were used on circulars.

Chase listed July 8, 1851 as the earliest use he had seen of this marking in black on a 3c. Red and blacks probably were used during July and the first half of August on the 3c, but after that time, red was evidently used very seldom for cancelling the 3c stamps.

With the exception of the Knapp cover, I have only seen one copy of the 1c cancelled with the square grid in red. Chase stated he had only seen two copies of the 3c with the red square grid and the latest use he recorded of this on a 3c was August 19, 1851. His latest record of the use of the black was Dec. 11, 1851. During the use of the black, red dated postmarks were used on the faces of covers. It is quite possible the red was used to a much lesser extent than we suppose.



Figure 44 B. New York Square Gridiron.

Figure 44 B illustrates a cover with a 3c orange-brown tied by this scarce marking in black. The postmark is in red. I have a vertical pair of the 1c with the black grid off cover. It is possible this paid the 1c 1851—two cent circular rate.

**THE ROUND GRIDIRON**—Some few covers with round grids are known used from New York in 1851 but I have never seen a domestic cover with a 1c cancelled by this marking. Chase lists the earliest known use as July 12, 1851, and the latest as Dec. 24, 1851.

In referring to the use of round red grids I am only listing domestic uses. Round grids were used on foreign mail and it is possible these handstamps in red were reserved especially for this purpose. I have seen several covers to France dated October 1851, with the stamps tied by *black round grids*, and a





1856



1858

To CUBA



ON 34 DOMESTIC RATE

Also Noted On Piece of WRAPPER Tying 14 Imperf To CALIFORNIA



1859



TIES 14 57 Typey



PROBABLY N.Y. TIES 14 57-TYPEY



1859

LARGE N.Y.



1860



1851 3BARS



1851-3 BARS



1852 -2 BARS



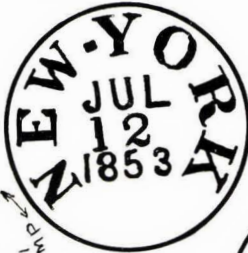
INCORRECT SIZE ON 14 CIRCULAR Oct 1851 -



VERY SCARCE TYPE



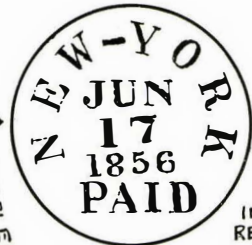
1851 2 BARS



ONE HANDS STAMP 1851



↑ STAMPLESS TO CANADA



IN RED

Figure 44 C.

red New York postmark on the face of the cover. No origin other than New York is indicated on these items.

**THE DATED POSTMARK**—Evidently about the first of August the New York Post Office commenced to cancel the 3c stamps with black dated postmarks. Chase listed his earliest use as Aug. 12th, 1851, but Mr. Eugene Jaeger has a use of Aug. 8th and Aug. 11th, 1851.

**THE DATED POSTMARK WITH BARS**—At some period in August and possibly even as early as July of 1851, dated postmarks with one to four bars under the date came into use. Chase records the earliest use he noted on a 3c as September 4, 1851, but it is possible these bar markings were used on 1c circular mail much earlier.

Figure 44 C is a plate illustrating tracings of various New York markings.

Figure 44 D illustrates different markings on the 1c stamps. I believe the three bars "Jul 13" as shown on both of these plates is 1851 rather than 1852. Practically all 1c uses I have seen of the two, three, and four bars have been on circular mail. These bar markings are rather scarce on the Plate One Early stamps, but are not exactly scarce on the Type IV stamps used in 1852. Chase gave Dec. 27, 1852 as the latest use he had noted of any of the bar types on the 3c. My latest of record is April 7, 1853 on a 1c Type IV stamp. No doubt these handstamps were used at different periods in 1852 on both the 1c and the 3c, and continued in use on circular mail prepaid by 1c stamps in the first half of 1853.

Rochester, N. Y., used a similar postmark, with three bars, on Drop letters and printed circulars. See Figure 44 D, lower right corner.

**POSTMARK WITH SLUG BELOW DATE**—Sometime in 1856 a postmark was used with a single horizontal slug below the date. This style is illustrated in the upper left corner of Figure 44 C, the tracing made from a cover to Michigan with the marking in black tying a 3c 1851, "Oct 14, 1856." This is the only one I have seen, but Mr. Laurence B. Mason informs me he has three, 3c domestic rate covers with it and also one cover with the 1c imperforate, Type IV. All of his uses are in 1856. I believe it is rather scarce.

The tracing to the right with "Apr 2" is similar but it is a different handstamp. This was in *Red* on a cover to Cuba in 1858. The marking at right in the second line with "Feb 21" is also similar but a different style. This is in black tying a 3c 1857, Type II, used in 1859. A fourth type is shown at left in the second line. This is in black and ties a 3c 1857, Type II to cover.

A fifth type is illustrated on the plate, Figure 44 L. This is the tracing "J"—"Aug 30". This measures 30 M.M. whereas the one previously mentioned on Figure 44 C—Nov. 23, is 29 M.M. The "J" ties a vertical strip of 1c 1857, to cover, in black to Woodbury, Conn. No year shown.

I have a very incomplete record of these five types. A sixth type is shown in the second line dated "Aug 21". This is in black and ties a 1c 1857, Type V to a wrapper. No year is indicated but the use is no doubt 1858 or 1859.

Figure 44 C. In the third line to left is a marking "Oct—bar—22", in black, the marking and grid tying a 3c 1857, Type II and a 1c 1857, Type V to the cover. The use is 1860. The postmark and grid were evidently combined on one handstamp.

**POSTMARK WITH RECTANGULAR SLUG**—Printed circulars dated late in 1851 show use of a rather scarce marking, which has a big rectangular slug in the center in place of the date. To the left of the slug is "NEW" and to the right "YORK". See Figure 44 A, second marking to left in top row. Two other examples are shown in the center row to right in Figure 44 D. Also see Figures 39 H, (Nov 5 1851) 39 J, and 39 K, (July 1852) in Chapter No. 39.

The earliest use I have seen of this odd marking is the cover illustrated in 39 H, Nov. 5, 1851, and the latest use, the 39 K, July 1852. It is always found in black. In searching for records of this marking, I failed to find examples in two prominent eastern collections of New York City Postal Markings. I believe it was used only on printed circulars as I have never seen its use on a Drop letter.

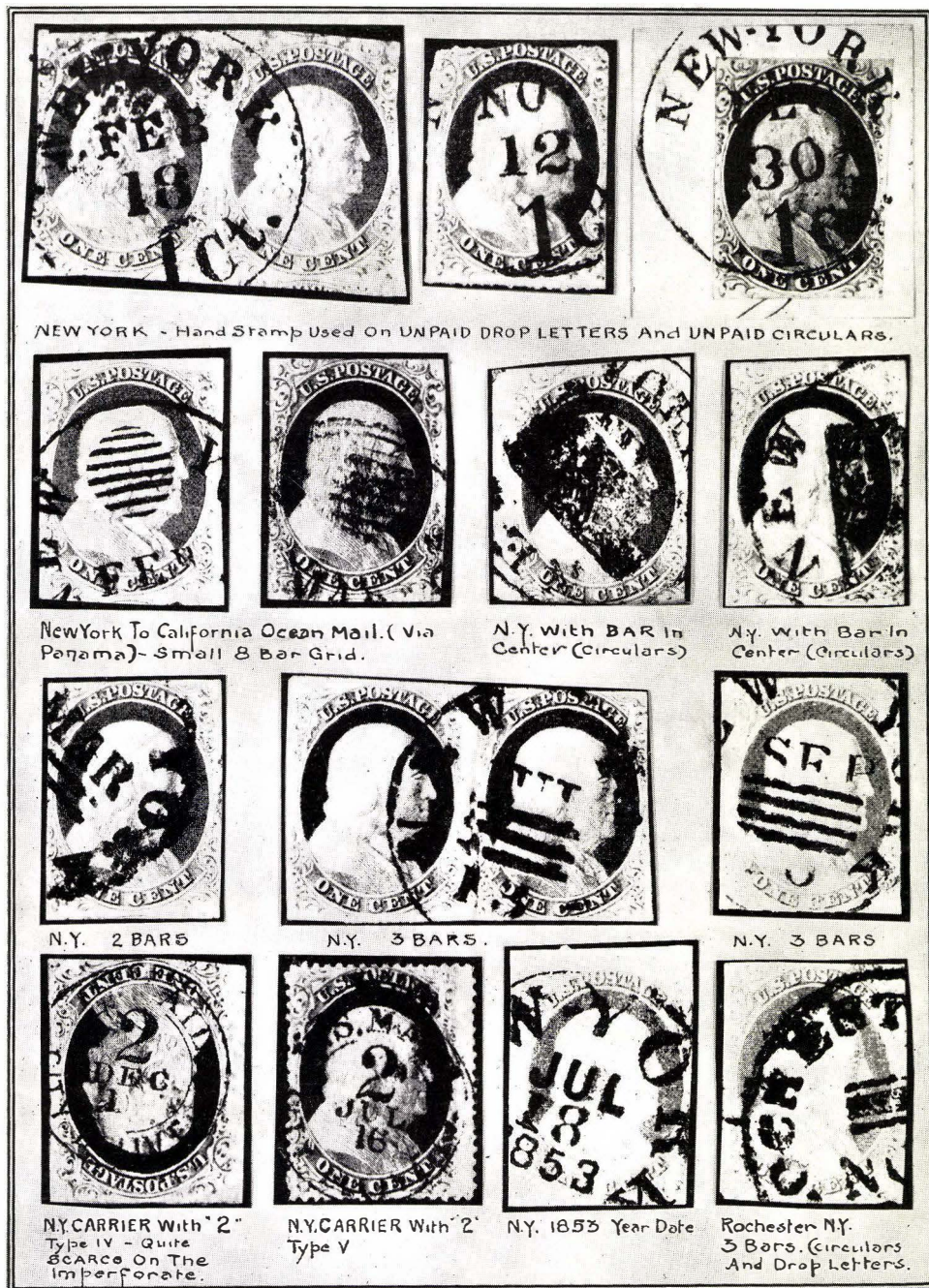


Figure 44 D.



Figure 44 E. New York (?).

In addition to the covers illustrated, I have three Plate One Early stamps, off cover, showing its use. A similar type with two slugs is illustrated, Figure 44 E, a Type IV stamp, (Black). This type must be quite scarce as this stamp is the only example I have ever seen.

Philadelphia used a similar handstamp for circular mail, with a slug in place of the date.

THE "51" YEAR DATE?—This marking is illustrated on the plate, Figure 44 C, the fourth tracing at left from the top. It has three bars with "Oct" above and "51" below. I have seen but one example of this (in black) and the tracing was made from the photograph, hence the notation "incorrect size." The use was on a printed circular tying a single 1c imperforate, with a date on the circular of "October 1851". It is possible this handstamp actually meant "October 1851", but it may have been intended for "Oct 15" with the "5" placed before the "1". If so it is a strange coincidence that the error made the correct year date.

The type for the days were in sets from 1 to 31 inclusive, hence if "15" was intended there was little excuse to use a "1" and a "5" and place the "5" before the "1". Few may agree with me but I am inclined to believe this handstamp was used only on circular mail in October 1851, and that the "51" was intended for "1851". I would like very much to see similar items.

THE "1853" YEAR-DATE—On the Plate, Figure 44 C, near the left bottom, is illustrated an example of the rather scarce, but well known 1853 year-dated postmark used by the New York Post Office in July 1853. For many years I have been interested in this marking and have kept a photographic record of all examples that I could locate in collections thruout the country. This marking was used, so far as we know, only from July 11 to July 26 inclusive, a total of sixteen days. It was from my record of uses that Chase made the statement in his book "and each day during this period has been seen."

In 1853, July 11th fell on Monday, and July 26th on Tuesday. During the sixteen days, two dates fell on Sunday, the 17th and 24th. My record shows the following, a total of 32 copies of the 3c, on and off cover, one horizontal strip of three of the 3c, off cover, six single 1c, on and off cover, one horizontal pair of the 1c on cover, and one U. S. 3c 1853 envelope.

My record shows one 3c used on July 17th (Sunday), one 3c on July 24th (Sunday), and six singles of the 3c used on July 15th (Friday), which is the largest known uses of any single date. One 3c single off cover, shows no day date, but only "Jul — — 1853." This is heavily impressed and does not look like the day date failed to print. Chase in his book, suggested that possibly an order from Washington was the reason the use of the year-date was discontinued.

Various editions of the P. L. & R. contain no prohibition against using year-dates in postmarks. We have no explanation as to why the use of this handstamp was discontinued, nor can I imagine any reason why the Post Office Department at Washington could possibly have taken sufficient notice of it to forbade its use.

I have only seen several covers with the 1c cancelled by this marking and both were printed circulars.

My earliest recorded use is July 11th, 1853, but we are by no means positive this was the first date it was used. July 10th fell on Sunday, and the Sunday dates are very rare, therefore it is possible this handstamp was actually used for a longer period than sixteen days.

This marking is also illustrated on the plate Figure 44 D, and two examples are shown on the plate Figure 42 C.

The U. S. Catalogue lists an 1853 year-dated postmark under both the Type II and IV imperforates. I have never seen a Type II stamp with this marking, and it could only occur on a stamp from 4 R 1 L (the only Type II on Plate One Late) or on a stamp from Plate One Early. Plate One Early had not been used since May 1852 and stamps from this plate used in the middle or latter part of 1853 are very rare. I seriously doubt if any Type II stamp is known with an 1853 year-dated postmark.

**YEAR-DATED POSTMARKS**—Subsequent to the 1853 use of a year-dated postmark, Chase recorded the next earliest use by New York of such a type, as Sep. 21, 1855 (Red) and the second, as Oct. 25, 1855, (black). I have no record of an 1855 use on the 1c.

**YEAR-DATED WITH "PAID" POSTMARKS**—Several different types of this marking are known with different year dates, and they were no doubt prepared for use on certain classes of foreign mail. In the bottom corner of Figure 44 C is a tracing of one of these markings, in red on a stampless cover to Canada. This is June 17, 1856. Chase listed "Jan. 3, 1856" as the earliest he had seen and it is quite probable they did not come into use until 1856. He also listed, "Apr 1, 1856 (Red)."

Inasmuch as postage stamps were required on all first class domestic mail after Jan. 1, 1856, but not required on certain classes of foreign mail, it is apparent there was little need for a postmark of this type for the former.

The marking is not especially scarce on 3c stamps used in 1857 and 1858. I have seen its use, in *black*, tying a 1c 1851, Type IV, to a piece of a wrapper used to Oroville, Calif., "Jun 4, 1857." (W. R. Parker). In the upper right corner of Figure 44 C is an example which tied a 3c 1857 to cover on Sep. 23, 1857.

**CALIFORNIA OCEAN MAIL POSTMARKS**—The best known of these markings had "NEW" at the left, and "YORK" at the right, with a small gridiron (without outer circle) at the top between the New and York. Beneath this grid was the month and day. Two examples on 1c 1851 stamps are illustrated in the second row of Figure 44 D. They are described in Chapter No. 50.

**COMBINATION POSTMARK AND GRIDIRON**—Probably to save time in the handstamping of mail, the New York Post Office adopted a cancelling device in 1860 which had the postmark and a round gridiron (without outer circle) on the same handstamp. Some three or four different types of these handstamps were in use by 1861, perhaps more.

In the lower left corner of Figure 44 C, is a tracing of a typical example. This cover was dated Apr 22 (1861), and had a 3c 1857, Type II and a 1c 1857, Type III A (Plate 11) tied in black by this marking. The grid shows eight lines. The third tracing at left from top on Figure 44 C shows a type with six rather heavy bars in the grid, the use Oct. 22, 1860. This postmark shows a bar between the month and day.

Perhaps the rarest of these combination markings is the type as illustrated in the lower right center of Figure 44 C. In the illustration it is marked "very

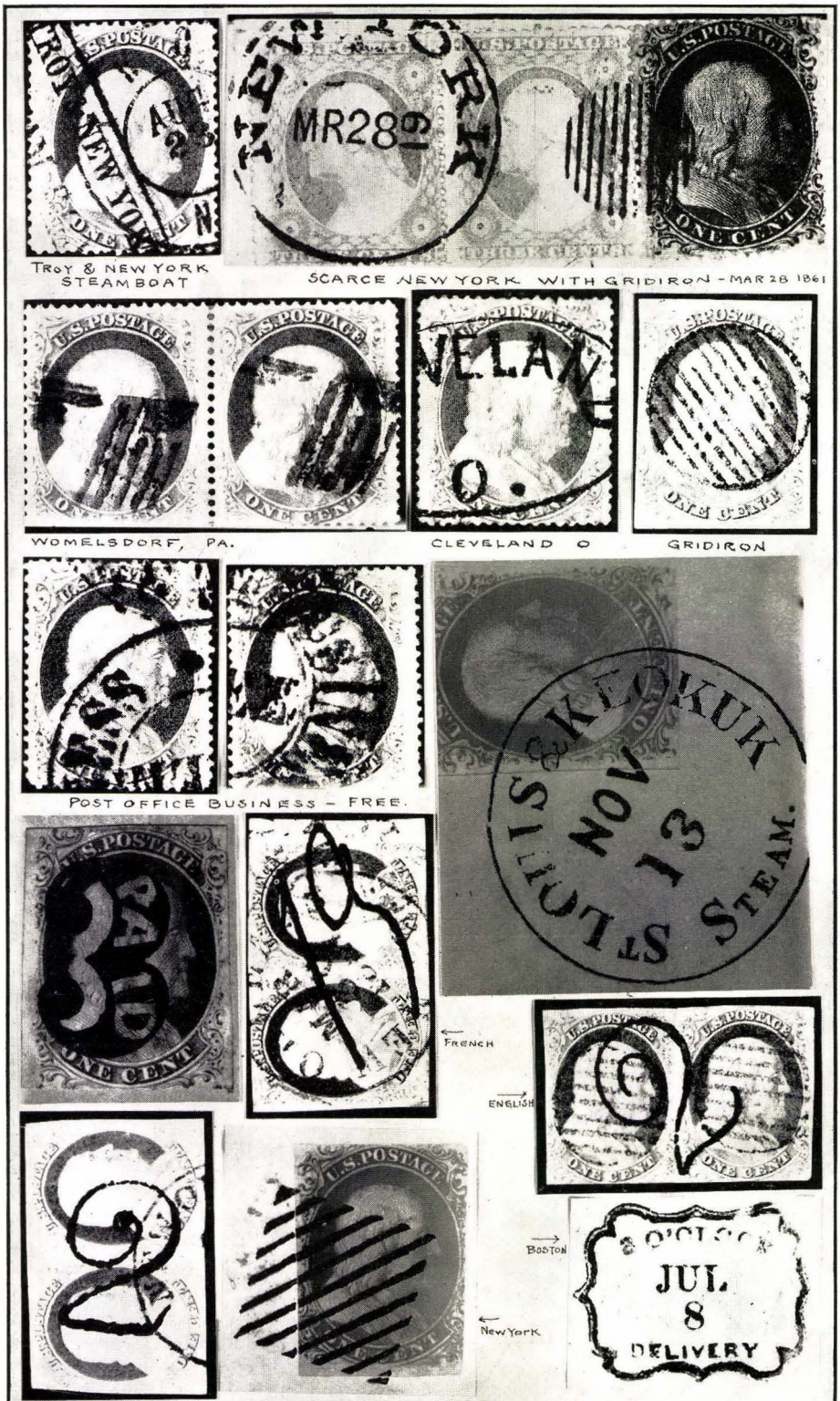


Figure 44 F.

scarce type." This particular use tied a 3c 1857, in black, to cover, Feb. 23, 1861. Chase stated in his book, this marking was used "to an extremely limited extent early in the year 1861. The earliest and latest dates noted are: Jan 22, 1861 and March 28, 1861".

In the upper right top of Figure 44 F, is illustrated the March 28th mentioned by Chase. The grid had twelve bars. In addition to the two examples illustrated I have a cover with a single 3c 1857, Type II tied in black by this marking on Feb. 5, 1861. See Figure 44 G.

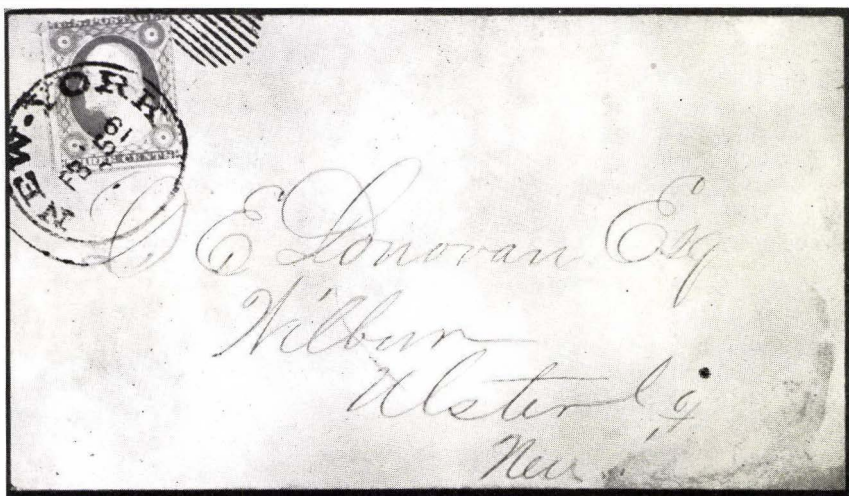


Figure 44 G. New York.

**STAMPLESS MAIL POSTMARKS**—July 1, 1851-April 1, 1855. New York used two classes of handstamps during the period July 1, 1851 to April 1, 1855. These are: (1) *Postmarks applied to prepaid, but stampless mail.* We will only consider, for the present, these prepaid markings on (A) First class domestic mail, (B) Drop Letters, (C) Printed Circulars. Such markings were intended to be always applied in *Red*, and this color was generally used. Though these markings were originally only intended for mail *without stamps*, we frequently find some of the postmarks were used to actually cancel the stamps.

(2) *Postmarks applied to UNPAID MAIL.* For the present we will only consider the ones used on, (A) First class domestic mail, (B) Drop Letters, (C) Printed Circulars. Such markings were intended to be applied only in black. Though these markings were only prepared for unpaid mail, we find certain of them were used to cancel the stamps.

First, we will describe some of these markings found on *unpaid mail*.

*Postmark—Dated—"1ct"*. This type is illustrated on the plate, Figure 44 A, the second from top at left. (Jan 16). In describing this marking, Chase stated in his book, page 336, "The town postmark reading 'New York 1ct' in black, sometimes used as a Carrier cancellation is also found on 3c 1851's". I am quite sure the Chase statement is an error because I have never seen any use of this marking that had any relation to a Carrier use or Carrier cancellation. On the contrary it was intended solely for *unpaid Drop Letters*. The rate on *unpaid* circulars was double the prepaid rate, hence it did not apply to such mail. There was no penalty on unpaid Drop Letters.

We frequently find this "Drop marking" was used to cancel 1c stamps on Printed Circulars. Therefore it was used for two purposes:

(A) *On unpaid Drop Letters*, such uses showing the marking as a "Rated Postmark."

(B) Tying 1c stamps to Drop Letters or printed circulars, such uses showing the marking as a cancellation.

Practically all uses I have seen as a cancellation, were on printed circulars. Mr. L. B. Mason has a 3c 1851 tied to a cover by this marking, probably the only such use known.

The earliest record I have of the use of this marking is July 26th, 1851 (Robt. F. Chambers), and the latest, Dec. ? 1855 (L. B. Mason).

During the four and a half years period this marking was in use, it is possible three or four handstamps were used but if so they were all apparently of the same type.

Figure 44 D (at top) illustrates three examples of this marking as a cancellation on 1c stamps.

*Postmark—Dated—“5cts”*. This marking is illustrated by two different types on the plate, Figure 44 A, in the lower right corner. One is marked “A” (Aug 4) the other “B” (Mar 6). It is possible there were other types but these two are the only ones I have ever seen. This marking was used on *unpaid* first class domestic mail and was only intended to be applied in *black*. It denoted “5cts was due on delivery”. Such uses are “rated postmarks.” Chase stated this marking is known in black as a cancellation on the 3c 1851. I have seen one example where it was applied in black on a 1c 1851, Type IV with use in 1852.

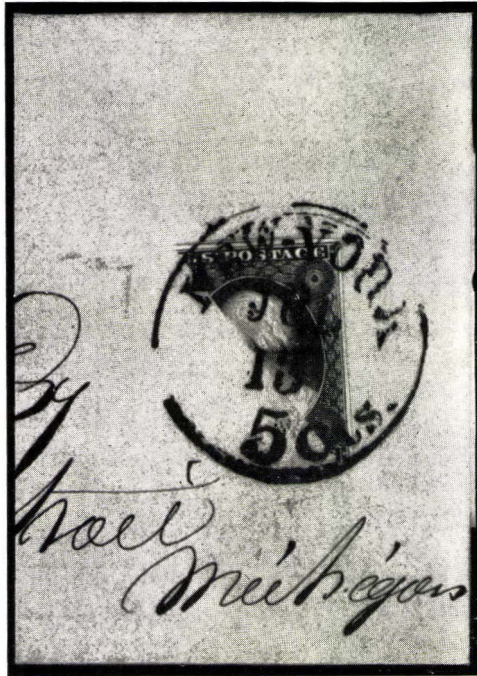


Figure 44 H. Rated “UNPAID—DUE 5 CENTS.”

Figure 44 H illustrates a cover with a “3c 1851” bisect tied by this marking in black. The use of this marking on this cover shows clearly that the bisect was not recognized and the letter was rated as *unpaid*, due 5cts. This cover is a printed circular and the bisect was supposed to pay the 1c rate, but the circular had a notation in writing, hence the bisect was disregarded.

Chase illustrated a similar item in his book on page 214, a 3c bisect tied with this same marking in black. He stated this was

“an unsealed circular from New York City \* \* \* to Oswego, N. Y. While the entire circular is present it bears no date whatever. It is entirely printed and shows no handwriting at all except the address on the face \* \* \* The fact the ‘5cts’ appears in the postmark means nothing as this handstamp was not infrequently used by error on letters bearing 3c stamps.”



Inasmuch as this cover shows no handwriting, the bisect was no doubt recognized and as Chase states, the marking as applied was an error. Figure 37 F (Chapter 37) illustrates a cover showing the first day use of the unpaid 5c rate, July 1, 1851. The marking on this cover is the Type "A".

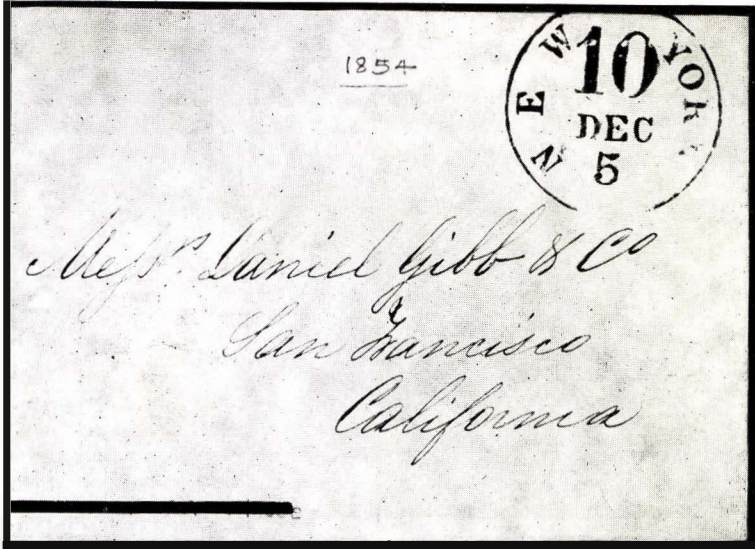


Figure 44 J. Unpaid—Due 10 Cents.

Postmark "New—10—York" and date. Figure 44 J illustrates this type, a cover with date of Dec. 5th, 1854. A tracing of the marking is illustrated in Chapter No. 50. This marking was probably used exclusively for unpaid mail addressed to points in California and Oregon. It shows the unpaid collect rate of 10 cts. (Prepaid was 6c). At this period, all mail from the eastern states addressed to California and Oregon went by Mail Steamer from New York to Panama, thence across the Isthmus and by mail steamer to San Francisco. The mails (this period) left New York, semi-monthly on the 5th, and 20th of each month, unless these dates fell on Sunday in which events the ships sailed the day following (6th or 21st). The cover illustrated shows the "Dec. 5th, 1854" departure from New York.

California bound mail bore the dates the Mail Ships sailed from New York. Stampless covers showing this marking are quite scarce because as a general rule, mail was prepaid. I have only seen four or five covers with this type and all were in black.



Figure 44 KK. Unpaid—Due 10 Cents.

Figure 44 KK illustrates a very scarce marking in use in New York in 1851, on *Unpaid* Mail to California.

For certain classes of foreign mail, New York had special "rated postmarks", for example one of the types used on unpaid mail to Canada, with "10 cts" at the bottom, a marking similar to the one described above with "5cts". See tracing "D" on the plate, Figure 44 L. On this same plate the tracing "E" was also a foreign marking, but thru error, no doubt, it was used in black to cancel a 1c 1857, Type V single, on a circular addressed to Ohio. This is quite an unusual use. (Collection of Wm. C. Michaels).

*Postmark*—"New York 2." This marking is illustrated on the plate, Figure 44 A. It is found in black on foreign circulars, principally from Cuba, brought by private ships and mailed in the New York Post Office. It is included here because covers showing it are frequently found among domestic circulars. The marking illustrated was on a cover from Matanzas Cuba and dated March 6th, 1858. Other covers I have seen show uses as early as February 1st, 1855. No doubt it was in use much earlier.

## POSTMARKS

### PREPAID—STAMPLESS

*Postmark*—*Dated* "Paid 1c". The plate, Figure 44 A illustrates three types of this "rated postmark". They are listed as types "B1", "B2" and "B3".

These handstamps were used on prepaid stampless Drop Letters and printed circulars, and are always in *red*. The great majority I have seen were on circulars. I have no record of these markings on a 3c 1851, but in the Edward S. Knapp collection is a Drop Letter with a 1c 1851, Type IV, tied to the cover with the "B1" marking in *red*. See Figure 39 C—Chapter No. 39. So far as I know this cover is unique. My earliest record of use is Aug. 19, 1851 (Robt. F. Chambers) and the latest, Aug. 3, 1853. (Eugene Jaeger).

Regarding the Type B2. My earliest record of use is January 28, 1853 (S. B. A.), and the latest, April 1, 1857 (E. S. Knapp).

Regarding the Type B3, my earliest record of use is Dec. 31, 1854 (S. B. A.) and the latest, April 22, 1855. (Robt. F. Chambers).

*Postmark*—*dated* "Paid 2cts". This marking is illustrated on the plate, Figure 44 A. It was prepared for prepaid circulars of a distance of over 500 miles, a rate that was only in effect from July 1, 1851 to September 30th, 1852. It is found in red, but covers showing its use are quite scarce. My earliest record of use is July 22, 1851, and the latest, March 11, 1852. This is very incomplete.

*Postmark*—*Dated*—"Paid 3cts". Four types of this marking are illustrated on the plate, Figure 44 A. Types "Q", "R" and "S" were placed into use subsequent to July 1, 1851, but the large one with "PAID" in a straight line was a hold-over and dates back to uses in 1847.

These handstamps were used on prepaid stampless first class domestic mail for distances less than 3000 miles. On such covers they are always found in red. These markings are unknown on the 3c 1851, so far as my record shows, but I have one copy of the 1c 1851 with the Type "R" in red. This is the only one I have ever seen.

In describing markings from various cities thruout the country which had "Paid 3cts", Chase stated in his book, page 325, "These were undoubtedly intended for use on prepaid covers that did not bear stamps, but all of them *excepting the New York postmark* have been seen on 3c 1851 covers".

Regarding the large one of the 1847 period. From July 1st, 1847 to July 1st, 1851, the prepaid rate on printed circulars was 3c. (Prepayment was required). When the various rates were changed on July 1st, 1851, this old printed circular marking was thereafter used for some months to postmark (in red), first class domestic prepaid stampless mail. It is not known as a cancellation on any stamps. Several types of this marking were in use during the 1847-1851 period. The latest record I have of its use is Nov. 21, 1851.

Regarding Type "Q", my record shows the earliest use as July 3, 1851, (Robt. F. Chambers), and the latest November 18, 1853. (Robt. F. Chambers). For Type "R" the earliest of record is July 1, 1851 (L. B. Mason) and the latest, September 30th, 1854. For the Type "S", the earliest, December 18, 1854, latest December 6, 1855. (Robt. F. Chambers).

A fourth type (T) is known which is not illustrated, it is similar to the "R", except that the "CTS" is in capital letters. Only one cover is known with this marking.

I am deeply grateful to Messrs. Robt. F. Chambers and Laurence B. Mason for all of the data they furnished me on the above One Cent and Three Cent markings.

"Postmark—dated—Paid 6cts". This marking is illustrated on the plate, Figure 44 A. I believe it was prepared for prepaid stampless mail for California but if so I have never seen such a use, but only on covers showing a double rate to eastern cities. It is always in red. A list of early and late uses would be appreciated.

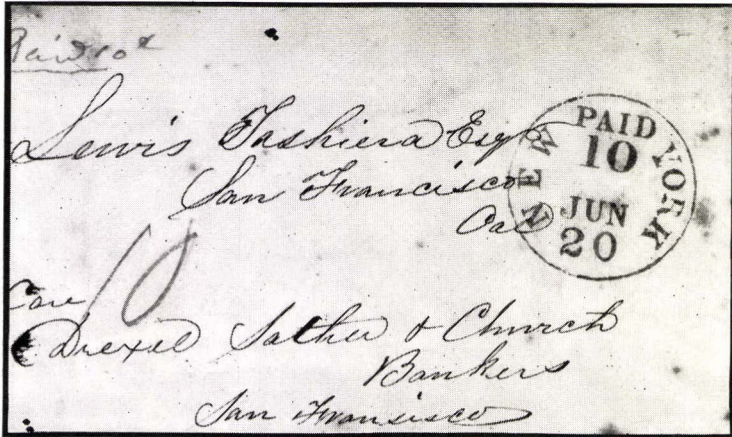


Figure 44 K. New York Prepaid Stampless.

Postmark—Dated at bottom—Paid 10—at top. Figure 44 K illustrates a cover showing a marking that was probably only used from April 1, 1855 to January 1, 1856. This marking was no doubt made for the new California rate of 10c that went into effect on April 1, 1855. After January 1st, 1856, the use of postage stamps was required on such prepaid mail. This handstamp therefore was probably only used on prepaid stampless mail going to California during the above period. It was applied in red. I have only seen two examples of this marking. The one illustrated shows the date of the sailing of the Mail Steamer for Panama, June 20th, 1855.

An interesting cover is owned by Jack Hughes of Oakland, California. There is no actual indication of the year of use of this item, but there is little question the year was 1855 because of two things; *first*, the use as explained above, and *second*, the date, which is August 6th. This shows the Mail Steamer left New York on the 6th when the regular date was the 5th, unless this date fell on a Sunday. In 1855, August 5th was Sunday. A tracing of "June 20" marking is illustrated in Chapter No. 51.

Postmark—Dated—"6cts", with "Paid" outside of circle at bottom in a curved line. This marking is illustrated on the plate, Figure 44 L—tracing "B". This handstamp was evidently prepared for prepaid first class stampless mail to California (period July 1, 1851 to April 1, 1855). It is in red and I have only seen one cover showing its use. The date is October 11th, 1851 (Edw. S. Knapp).



Figure 44 I..

A companion handstamp is the one shown to left, tracing "A". This was used on the same class of mail prior to July 1, 1851, when the rate was 40 cts. The use of this was October 26, 1850. It is in red (Edw. S. Knapp). The tracing "C" was the *black* "rate stamp", used on mail for California prior to July 1, 1851.

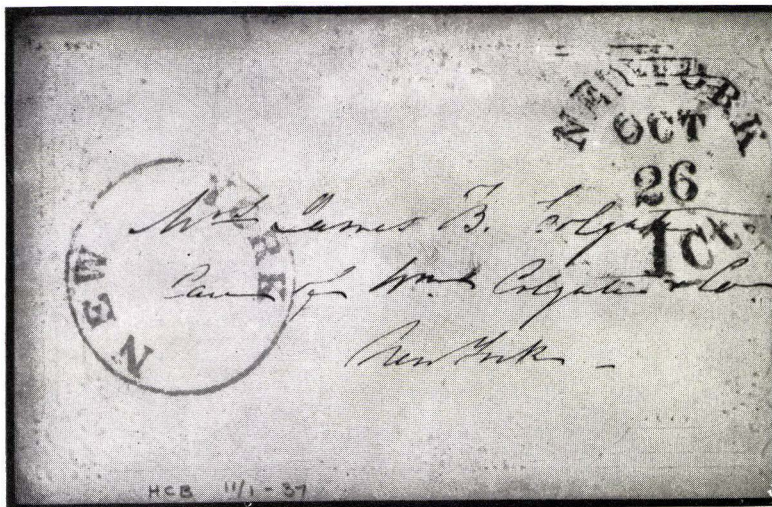


Figure 44 M. Unpaid New York Drop Letter.

*Postmark*—"NEW—YORK—Center Blank." This interesting marking is illustrated on the plate, Figure 44 L, tracing "II", and on a cover, Figure 44 M, where it was applied in *red*. This cover is an unpaid Drop Letter with the "1ct" marking in black. The red marking was probably applied thru error. No year of use is indicated. This same marking is illustrated on the plate, Figure 44 A, in the top row, with a separate PAID handstamp. This tracing was taken from a Drop Letter, with a circular enclosed, bearing a date of September 16, 1855. Both the marking and PAID are in red (collection L. B. Mason). These two covers are the only ones I have ever seen with this postmark.

This odd postmark was probably an old handstamp used in the New York Post Office prior to the issue of the 1851 stamps. It may be the one that had "NEW" at left and "YORK" at right with "U. S.—CITY—MAIL"—in three lines in the center. See Figure 46 K, Chapter 46. The size is the same and the letters of New York match perfectly in the positions they both occupy within the circle.

Referring to the plate, Figure 44 A in the upper right corner is a marking traced from a 1c 1851, off cover. This is probably a New York marking used on circular mail. If anyone has a cover showing this type and the date of use will he kindly advise me.

Referring to the plate, Figure 44 C. The tracing, second from right in the second row, is on a 1c 1857—Type V—off cover. This was probably a printed circular postmark.

#### BOSTON

Prior to the issue of the 1851 stamps, Boston as a general rule in 1850 and early 1851, cancelled the 5c and 10c 1847 stamps with the postmark on face of cover in red.

Chase stated this order was continued for only two or three days after July 1, 1851 on the 3c stamps. (See Figure 15 V—Chapter No. 15). At the head of Chapter 15 is illustrated a former Emerson cover showing a first day



Figure 44 N.

use of the 1c from Boston, a folded printed circular. On this cover the postmark and grid are both in red. I have seen very few covers bearing the 1c used from Boston in the early days of July, so I am unprepared to state how this post office cancelled 1c stamps on Drop Letters and printed circulars during July 1851.

On the plate, Figure 44 N is a tracing marked "M", the "Boston—8 Jul—1ct". This handstamp was undoubtedly prepared to be used on Drop Letters and printed circulars. The illustration shows an early use in red with a red PAID on a circular to Maine. This was probably used in black on unpaid Drop Letters, and in red on stampless prepaid Drops with a red PAID. I do not recall its use on a 1c 1851.

Circular mail prepaid by 1c Plate One Early stamps in October and November show the marking "B" cancelling the 1c stamps. In November 1851, prepaid stampless circulars for distances beyond 500 miles show the use of the marking "C" in red with a red "Paid". This marking is not common.

THE SMALL BOSTON "PAID" IN GRID—(17½ M.M. in diameter)—Two examples of this marking are shown on the plate, Figure 44 N, marked "A", the one to left a heavy strike, the one to right a normal. This attractive little obliteration marking is not common on the 3c 1851, and is decidedly scarce on the 1c. It is found in three colors; *bright-red, purple-red and black*. Apparently the reds were used on the 3c stamps only in July 1851, and in black on the 3c at various times, from July 1851 to January 1852. Chase listed the following earliest and latest uses known on the 3c:

	Earliest	Latest
Bright red and purple-red . . . . .	July 7, 1851	July 26, 1851
Black . . . . .	July 19, 1851	January 15, 1852

Because of the extreme scarcity of covers with the 1c stamp showing this marking, I am unable to list the earliest and latest uses.



Figure 44 P. Small Boston Paid in Gridiron.

Figure 44 P illustrates a 3c 1851 cover with this marking in black, "Nov. 12, 1851."

I have only one horizontal strip of the 1c showing the marking in red, and only two strips showing it in black.

Figure 15 W, Chapter No. 15, shows the marking in black on a strip of Plate One Early stamps. Figure 15 CC, illustrates a cover with the 3c 1851 used in November 1851, with the marking in black, the postmark in red and the "U. S. Express Mail—Boston" in black.

THE LARGE "PAID IN GRID" (24 M.M. in diameter)—In January 1852 the small marking was superseded by handstamps of the same type, but much larger. See tracing "L," Figure 44 N.

Apparently three or four of these were used, all practically the same, during the years 1852 to 1856 inclusive. Late in 1856, some new handstamps of the same type were placed in use. These must have been made of metal as the lines and letters are finer than on the old ones which were probably made of a hard wood. Tracing "E" is a typical example showing the bars at top and bottom not joining the outer circle.

Chase stated the earliest use on the 3c he had noted of the first types was January 17, 1852 and the latest, January 14, 1857.

Tracing "K" illustrates a "Paid in Circle" obliteration that came into use in the late 1858 and was used at various times during 1859 and 1860. On the 3c 1857 the earliest known use is October 26, 1858 and the latest December 22, 1860. Tracing "J" shows the "Paid in Rectangle" that came into use sometime in June 1861. The earliest known use is June 20th, 1861. This marking is quite common on the stamps of the 1861 issue. First class mail was nearly always cancelled with one of the above markings in black, with different styles of postmarks in red.

Regarding the postmarks. The tracing "D" is a type that was generally used in the early years on prepaid stampless covers, applied in red. Tracing "G" is in black on an unpaid cover to Nova Scotia in 1857. Tracing "N" occurs in red on a cover to Canada in December 1853, with three 3c and one 1c 1851.

Tracings "Q", "R", "U", "V", "W" and "X", are all on printed circulars with 1c stamps.

The marking "T" was no doubt used for two purposes; *first*, on double rates, in red, with the "Paid Grid" cancelling the stamps, *second*, from 1851 (?) to April 1, 1855 on mail for California.

Tracing "H" illustrates a new marking that came into rather general use early in 1858, and was continued thru part of 1860. This is found on covers and on stamps in both red and black. I have seen quite a few examples in black on the 1c 1857—Type V. The earliest and latest uses noted are March 29, 1858, black and August 20, 1860, red. In the late months of 1860 the marking "P" came into use and it was usually applied as a postmark only in red. The illustration shows the earliest use I have noted—"Dec. 15"—(1860).

Tracing "Q" is one of the rated postmarks used on mail to England.

Regarding the marking "Q." This printed circular bore a heading "Pernambuco, (Brazil) 29th January 1859." It has a 1c 1857, Type V, tied by this marking and addressed to Baltimore. One might infer this was a printed circular printed in Brazil, brought in bulk, and addressed and mailed in Boston, thus obtaining a domestic circular rate. In the case of this particular item it was printed in Boston and the only thing foreign about it is the heading.

In the lower right corner of the plate, Figure 44 F is illustrated a marking occasionally found on covers mailed to Boston, from other cities, on Drop Letters. It is always found in red and the time of day varies. Chase called this a "Carrier Cancellation" but I am quite sure it was never used to cancel the 1851 or 1857 stamps. He stated it was, "most commonly found on letters bearing 3c stamps sent to Boston from other towns, the carrier postmark thus indicating delivery from the post office to the street address. \* \* \* it was not used for any length of time, perhaps only a few months in the year 1856."

The example illustrated was on the back of a Drop letter with a 1c 1851 Type II, Plate Two, tied by the "Paid—Grid", second large type, marking in



black. On the face was the red postmark type "S", Figure 44 N. The date was July 8th, 1856.

Mrs. Hy. de Windt advised me she has a cover showing a much earlier use, viz., April 19th, 1855, a stampless cover. The marking is similar, but with a smaller ornamental frame, and the delivery, 6 o'clock.

Examples of these markings are far from being common.

## Chapter XXXV.

### VARIOUS POSTAL MARKINGS OF PHILADELPHIA, NEW ORLEANS, CINCINNATI AND OTHER CITIES.

**T**HIS chapter illustrates and describes certain of the outstanding and interesting postal markings of different cities with little attempt made to go into any detailed study of any one.

#### PHILADELPHIA

At the time the 1851 stamps were issued, Philadelphia was using blue almost exclusively for postmarking and cancelling. With the advent of the 3c stamps, a blue grid was generally used to cancel the stamps, and a blue postmark placed on the face of the cover. This method was followed for about six weeks, and after the middle of August, both the blue grid and the postmark were used to cancel the stamps with the use of the grid being discontinued in October.

My earliest cover with the 1c stamps shows a use of July 28th, 1851. The cover has a vertical strip of three tied by blue grids, with a blue postmark showing two breaks in the circle, at top. This marking is the same as the one illustrated in the upper left of the plate, Figure 45 A.

Evidently the use of red ink for prepaid mail, and black for unpaid mail was not used to much extent at the Philadelphia Post Office. If a stampless letter was prepaid, they generally stamped it "Paid" in blue during the first years. If it was unpaid, it was also, as a general rule, postmarked and rated in blue with an omission of the "Paid."

During the years of use of the 1851 imperforate stamps, different types of postmarks were used on stampless prepaid first class mail. On the plate, Figure 45 A, three of these are illustrated. Two of these read, "3 cts Paid", the third, "Paid 3cts". It is probable that two of these were old handstamps used on circular mail in the 1847-1851 period. The one with "Philadelphia Pa." at the top was traced from a blue marking of August 16th, 1851. The "Sep 24" was in red on a stampless cover to New Orleans in 1852, and the one in the top row was also in red.

The marking in the upper right corner was in blue on an unpaid letter to New Orleans, March 31, 1852. The marking in upper left corner, and the "1" in a double lined octagon, were both in blue on an unpaid Drop letter used in February 1853. The marking in lower left corner was in red on a double rate cover to New Orleans. It is possible this was also used in red on prepaid stampless mail to California during this period. In the second row, the marking "Paid 1ct" in a circle was in black on a circular bearing a printed date of January 1st, 1855. This is also known in blue on circulars mailed in November 1855.

I have only seen one example of the marking with the large "2". No year was indicated. The marking "1 PAID" was on a printed circular in blue and the use, Sept 4, 1851.

For first class mail after 1856, black grids were the common obliteration markings. For circular mail after the early part of 1857, black gridirons were generally used to cancel the 1c stamps.

In 1858 a large octagonal postmark was used on first class mail and later a smaller one of a similar type came into use. This is shown on Figure 45 A. It was always in black with the stamps cancelled with black grids.

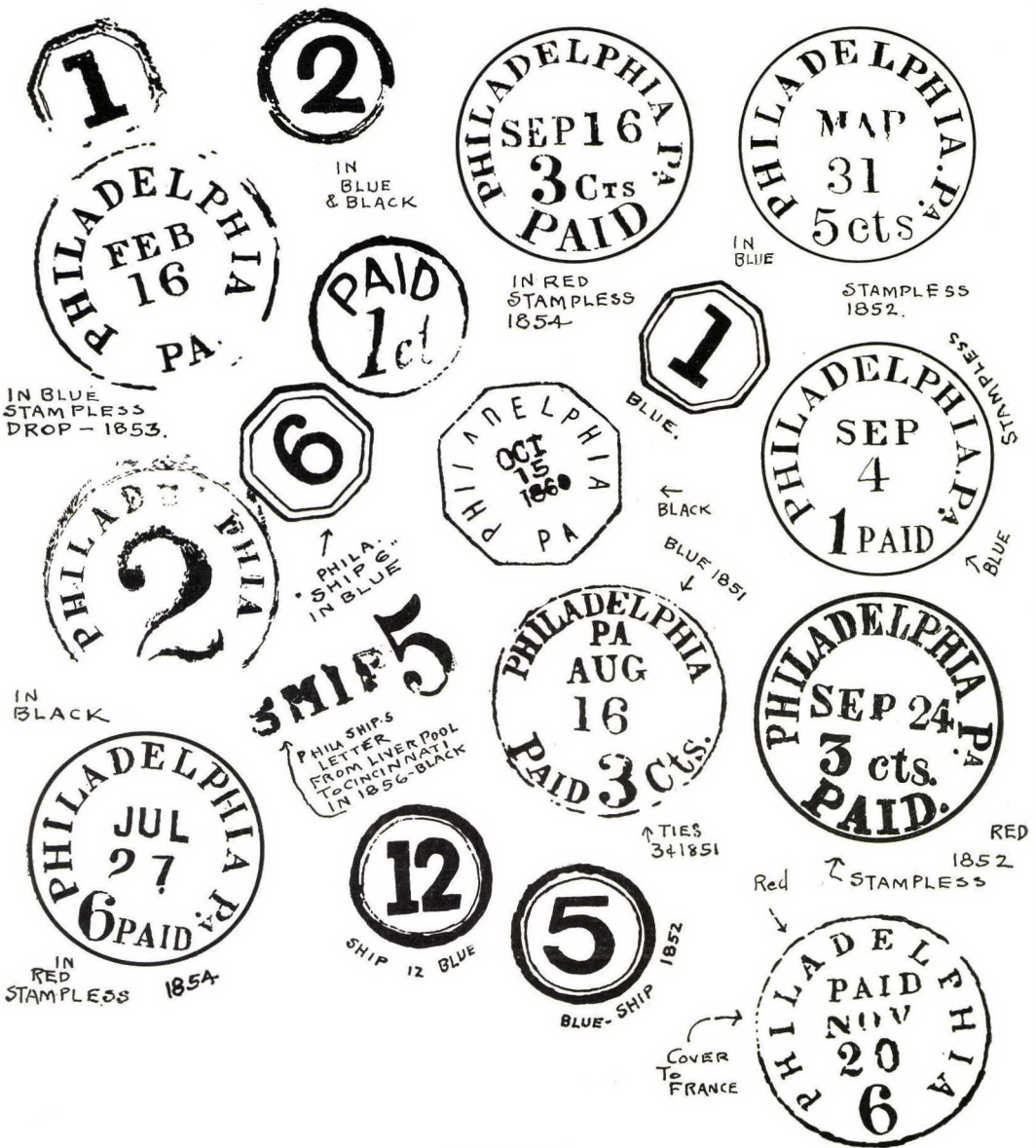


Figure 45 A.

The Philadelphia Office had a number of rate stamps which were used on various classes of mail. Various examples are illustrated on the plate, Figure 45 A. The "1" in the octagon frame was frequently used as an obliteration with no special meaning attached to its use.

In Chapter No. 15 is illustrated a cover, Figure 15 R, with a strip of three 1c stamps cancelled with this marking. This letter is dated "New York July 11, 1851" and it was carried "out of the mail" to Philadelphia where it was placed in the post office, perhaps in the "Drop" window, where the stamps were cancelled as prepaid "Drops". Such covers as this have been called "Carriers" because of the "1" marking but they are simply covers "carried out of the mail." The "2" in the double circle is of the 1847-1851 period, a marking

used in blue on Drop letters. The "12" in the double circle was also of the pre-1851 period. It was a "Ship letter" rate stamp, used for mail to towns distant from Philadelphia and requiring a 10c rate, plus the 2c Ship letter fee, a total of 12c due on delivery.

The "6" in the octagon was one of the "Ship 6" markings. It was used in blue, both before July 1st, 1851 and after. It was the ship rate for letters brought into the Port of Philadelphia by private vessels, deposited in the Post Office, for local delivery, with 6c postage due.

The "5" in the circle, applied in blue, is one of several similar rate markings dating back to 1845. Up to July 1, 1851, this marking was frequently used on unpaid first class mail, and after that date it was frequently used for the same purpose, when the unpaid rate was the same as the previous paid or unpaid rate. (First class mail according to distance).

It was also used as a "Ship letter" rating after July 1, 1851 on letters brought to Philadelphia and addressed to outside points. The rate being regular postage of 3c plus the Ship fee of 2c or 5c to be collected on delivery. The tracing—two handstamps, "Ship" "5" was the same as above, applied in *black* in 1856. The marking in the lower corner of the plate, Figure 45 A, is an example of one of the Philadelphia red markings used on foreign mail. This is one of a number used principally on mail to France after April 1st, 1857.

The marking "Rec'd Feb 8" illustrated on the plate, Figure 45 E was used at Philadelphia in the late Fifties and early Sixties. This marking was in black, tying a 3c 1857, Type II to cover, the use, 1860.

#### NEW ORLEANS

The plate, Figure 45 B illustrates a few New Orleans markings that are frequently seen on covers to or from this city. A great amount of mail was brought to New Orleans in the 1850's by steamboats and ships, hence many covers have these interesting markings and they are described in other chapters.

The "Paid 1" and "Drop 1" were both intended for Drop letters but both markings were frequently used for other purposes. They were both applied in red, black, and blue. Usually the "Paid 1" was applied to a prepaid stampless Drop letter but I have also noted covers which had the Carrier fee prepaid in cash and this marking was thus used to indicate the payment of this fee. "Drop 1" in black generally indicated the postage was unpaid.

The marking with the "Paid" in a circle evidently was an old handstamp of the pre-1851 period. I have seen a use of this (in red) on a printed circular of 1853 with a 1c 1851 cancelled by a black grid.

The heavy black postmark "6 APR" was generally used on foreign mail and I have noted a number of such uses during 1858 to 1861. The letters were very close to the circle. Several handstamps were in use for "Ship letters". The one in the lower left corner was used during the 1847-1851 period and for some years thereafter.

The small "Ship 6" was a different type of the "Ship" markings. Both of these were for letters brought by private ships for local delivery. The "Steamship 10" is a marking which is very similar to the same types used at New York. This was always applied in black.

The large postmark in the lower right corner is quite distinctive. It was used in red on different classes of first class domestic and foreign mail. The marking at lower left "JUN 3" with the open letters is a rather scarce postmark. Its use on this particular cover in black, a rate to France, was "June 3rd, 1856". The red marking at middle right "Apr 6" is a typical type found on "Steamboat covers". The "Way 5" is in black.

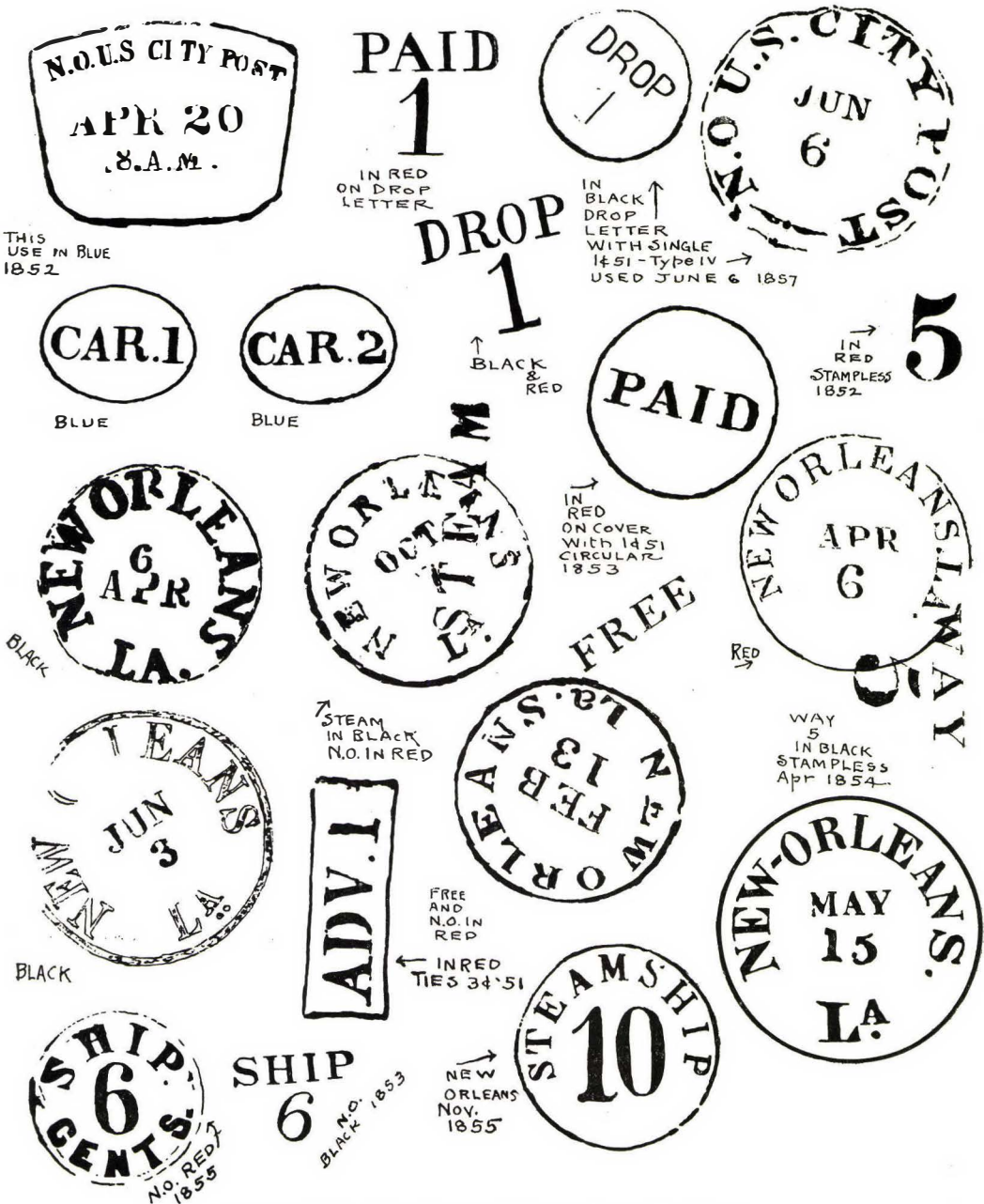


Figure 45 B. Miscellaneous New Orleans Markings.

CINCINNATI

During the 1847-1851 period, Cincinnati evidently had at least two different handstamps that were used on prepaid circular mail. One read "3 PAID", the other "Paid 3cts". After July 1st, 1851, when the prepaid domestic rate was reduced to 3c, these "Old Printed Circular" handstamps were continued in use, largely to postmark prepaid stampless first class single rate letters, and in certain cases to postmark and cancel stamps paying the 3c rate.

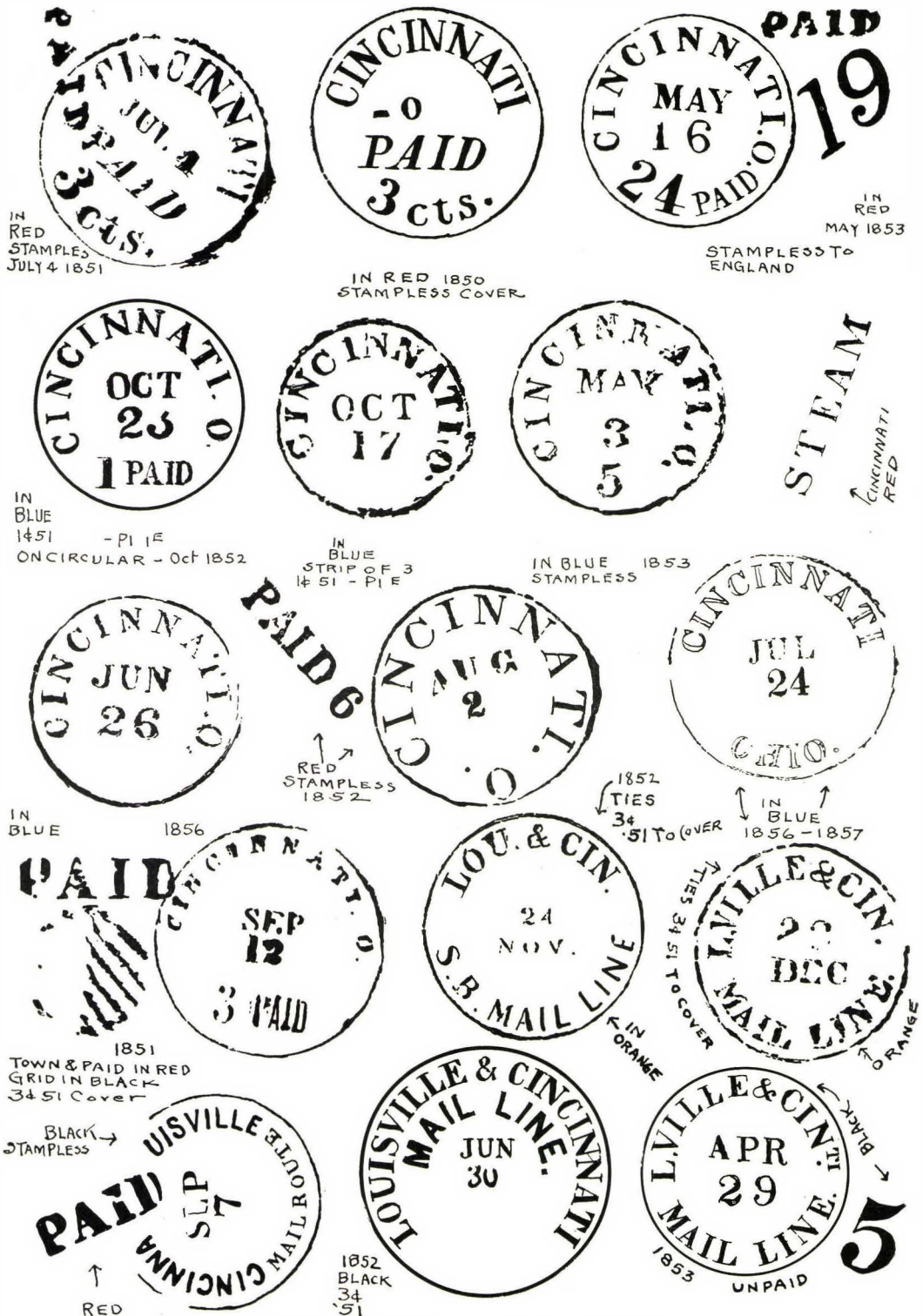


Figure 45 C. Miscellaneous Cincinnati Markings.

The large marking in the center of the top row of the plate, Figure 45 C, illustrates one of these old markings. In this use, the marking had no month or day date, it was in *red* and was used on a prepaid Printed Circular in 1850. To the left of this is an illustration of the same marking in red on a prepaid stampless first class letter to Detroit. In addition to the postmark, the cover has a red "PAID". I have seen a first day cover, July 1st, 1851, with a 3c 1851 orange-brown, with this same marking in red and the stamp tied by a red gridiron.

An illustration is shown of the second old circular handstamp at left, the second from bottom, with the "Sep 12". This cover had a 3c 1851 tied by a black grid, the postmark in red-brown and the "Paid" in red, the use September 12th, 1851. These old markings were continued in use for only several months, but at rare intervals in 1852 the first mentioned type was again used. They are extremely rare on the 3c 1851, and I have never seen a use of either one on the 1c. Evidently their use was soon superseded by the use of several handstamps like the "Oct 17" in the middle of the second row on the plate. This marking was used at various times as a postmark only on the face of the cover with the stamps cancelled by blue or black grids, and at other times to cancel the stamps. The use illustrated was in blue and tied a strip of 1c to the cover.

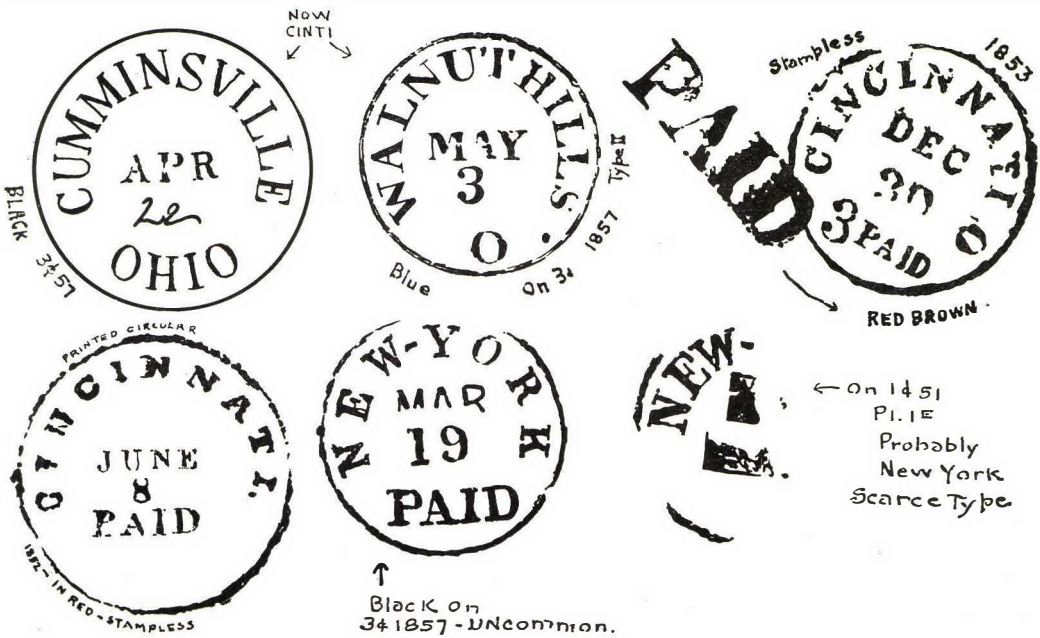


Figure 45 D.

For prepaid stampless mail the marking as illustrated in the upper corner of the plate, Figure 45 D came into use late in 1851. This marking and the separate large "Paid" were generally applied in a red-brown. For unpaid first class mail, the marking on the plate, Figure 45 C, to right in second row "May 3-5" was generally used and applied in blue. This marking was in use up to April 1st, 1855.

Figure 45 G illustrates a marking of which I have seen very few examples. It was used principally on *unpaid Drop letters*, and possibly it may exist on *unpaid printed circulars*. The "1 UN. PD", means "1 cent unpaid." Several



Figure 45 E.



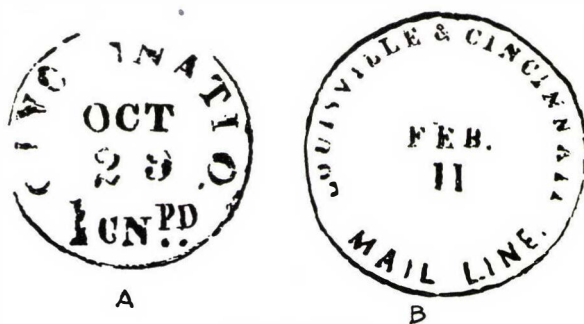


Figure 45 F.

Drop covers I have seen bore no dates, hence the earliest record I have of a use is "March 25, 1853". All covers I have seen show it in blue.

My latest use is Dec. 21, 1859 (in blue). This is a folded Drop letter dated "Cincinnati—20th Dec., 1859", and on the face is an *uncancelled Eagle Carrier stamp*. It has a Cincinnati address with "60 West 4th St." Almost all examples of this handstamp known to me are very badly applied and the "UN—PD" can scarcely be deciphered. The marking "A," Figure 45 F is a tracing which appears to read "1 CN—PD," but the "C" is not a "C" but a "U."

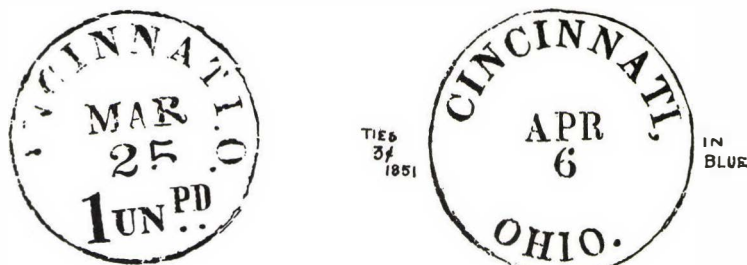


Figure 45 G.

Figure 45 H.

On the plate, Figure 45 D, the marking in lower left, evidently was another old handstamp from previous years that was used occasionally on circular mail. This use was in red—June 8, 1852. I have only seen but this one example. It is possible this marking was used only a short time and was superseded by the one illustrated on the plate, Figure 45 C, to left in the second row, "Oct 23—1 PAID". This particular use cancelled in blue a 1c 1851. This is the earliest use I have seen of this marking but it evidently came into use sometime before the fall of 1852.

The marking illustrated in the center of the third row on the plate shows the use of an old handstamp that dates back to the early 1830's. The tracing is from a prepaid double rate stampless cover to New Orleans, August 2nd, 1852. Both the postmark and the "Paid 6" are in red.

After January 1, 1856 it was the general custom to cancel the stamps in blue with the postmark. The tracing to left in the third row, "Jun 26" is a typical example of several of the markings used during the years 1856 to 1859 inclusive.

The tracing to the right in the third row with the double lined letters was evidently not used very much or its use was restricted to certain special classes of mail. It was used to a very limited extent in 1856 and is found in blue. I

have only seen three or four examples on the 3c 1851 and only one on a 1c 1851. I have never seen it on either a 1c or 3c 1857.

On the plate, Figure 45 D, are illustrated Cumminsville, O. and Walnut Hills, O. Both towns are now parts of Cincinnati.

Other markings on the plates are described in separate chapters.

#### MISCELLANEOUS POSTMARKS

The plate, Figure 45 E illustrates various postal markings. The three Mobile at top are different markings used during the 1851-1855 period on unpaid first class single rate letters. The three markings in upper right were on one cover, one is the "Steamship 10" used at this office, a type quite similar to those used at New York and New Orleans and perhaps at other eastern ports. The other two are the Mobile "Ship" and the Mobile year-dated marking of 1859.

The "Charleston, S. C." with the "12½" is of the 1847-1851 period—a rate postmark showing the 12½ cent rate in effect at this time on mail from Cuba.

The blue Baltimore with the large blue "1" was on a cover with a 3c 1857, no date. The "1" is a "Carrier" marking.

The "Savannah, Ga." with blank center and "PAID" at bottom was used during 1856 for circular mail. This is always found in black and the "PAID" was not a separate marking but on the handstamp. It is rather scarce on the 1c stamps.

The Chattahoochee, Florida, with blank center, was on a 10c green U. S. envelope addressed to San Francisco. The use was probably 1856 or 1857. The cover was marked "Via Columbus, Ga." Florida markings are scarce, and on covers showing rates to California are most unusual. The scarce Cleveland "Paid 1" was mentioned in a previous chapter.

The blue "Nashville" with the small blue "Paid 3" were on a stampless cover of 1852. The "Gilmanton, N. H." tied a 3c 1857 Type II to cover in black.

Other markings on this plate are mentioned in separate chapters.

*Postmarks with "3 PAID"*. Quite a number of post offices thruout the country used handstamps which had "3 PAID", or "3cts", or "Paid 3cts" below the date. We find examples of these markings on the 3c 1851 and 1857 and to a less extent on the 1c 1851 and 1857. Where a cover shows the postage was paid by stamps, it appears that it was needless to cancel the stamp with a marking reading "Paid 3cts." It must be remembered that many post offices used such markings not only on mail prepaid by stamps but also on prepaid stampless covers.

## Chapter XXXXVI.

### CARRIERS AND CARRIER MARKINGS.

*Written Especially For This Book*

By ELLIOTT PERRY

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#### CARRIER USAGE—PRELIMINARY NOTES

In order to have a clear perception of the use of the U. S. One Cent postage stamps of 1851-1857 for the payment of letter carrier fees at any time during the period from July 1st, 1851 until the stamps were demonetized, commencing in August 1861, it is necessary to realize that this ten-year period covers about two-thirds of an era in which competition between the U. S. Post Office Department and the privately operated Local Posts was often bitter and, in some localities, was practically continuous. The story concerns the Department's attempt to extend, improve and finally to monopolize the carrier service and the means taken to accomplish that purpose.

Part of the story is found in the history of the Local Posts; part is in the history of the so-called "semi-official" carriers and their stamps; and part of it may be gleaned from a study of the ordinary One Cent stamps and the postmarks and cancellations used on or with them to indicate "carrier" usage. Owing to the difficulty of obtaining complete records the last part presents many difficulties, but by studying the data which is available, it is at least possible to obtain a comprehensive understanding of the subject.

For twenty-seven years the carrier service of the U. S. Post Office was operated very largely under the authority conferred upon the Postmaster General by the 41st Section of the Act approved July 2, 1836. Under this Act the Postmaster General was empowered to establish a system of letter carriers to serve under bond for the receipt of letters etc., to be conveyed by them *TO the Post Office*, in any city selected by him, and to deliver such mail *FROM the Post Office* to the place of business or residence of the addressee. Depots for the receipt of letters to be taken to the post office were provided for in the Act of 1836, and there were various provisions to be observed by Postmasters and carriers in connection with the service. Altho there were no postage stamps in 1836, paragraph VIII in the Regulations prescribed by the Postmaster General to make the Act effective became particularly important later in relation to the use of stamps.

"VIII. The letter carriers shall receive two cents for every letter, and one-half cent for every newspaper delivered, and two cents for every letter received to be deposited in the Post Office, all of which shall be allowed them for their compensation, unless otherwise directed by the Postmaster General."

(The Regulations of 1836 are given in full elsewhere in this chapter under CLEVELAND).

From statements made by a later Postmaster General it is apparent that the final clause in Paragraph VIII, "unless otherwise directed by the Postmaster General" was not interpreted by the Department as applying merely to the preceding clause, "all of which shall be allowed them for their compensation," but also applied to the rates specified. In considering the use of the One Cent stamps for carrier service a most important fact to be borne in mind

is that until the Acts, (a) of April 3, 1860, (affecting drop letters), and (b) of June 15, 1860, (affecting any letters delivered by carriers), became effective, the Postmaster General retained the power to fix carrier fees at his discretion up to the limits established in the Act of 1836. The Act of 1851 set a similar maximum rate for letters but during the 24 years from 1836 to 1860 the carrier rates in different cities were not affected by any Act of Congress, but were fixed AND CHANGED by the Postmaster General under the authority conferred upon him in the Act of 1836.

It is also extremely important to realize that the Postmaster General was not obliged to make a uniform rate everywhere at the same time. The letter carriers were not paid a salary by the Post Office, hence it may be considered that the charge for their service was not a tax—it was in the nature of a voluntary assessment made by citizens or others who desired to have this special service. For any city the Postmaster General made and changed the carrier rate to meet the conditions in that locality, with as much or as little regard for any rate which he had established elsewhere as happened to suit his purpose.

There appear to have been only two Acts of Congress which modified the Act of 1836 and in neither were fundamental changes made in the system. Many provisions of the Act of 1836—such as the appointment of letter carriers by the Postmaster General upon nomination by Postmasters, and bonding of the carriers—continued to remain in force. The Act of March 3rd, 1851, effective from and after June 30, 1851, gave the Postmaster General power to establish POST ROUTES in certain cities or towns and permitted him to make the carrier fee “not exceeding one or two cents.” If there had been any question of the power of the Postmaster General to make differing carrier rates in different localities at the same time the wording of Section 10 of the Act of 1851 appears to have removed all doubt. To borrow an expression from a Lincoln story, “not exceeding one or two cents” was “large enough to let the dog out and small enough to keep the cat in.” In large communities where there was stiff competition with the Local Posts the U. S. carrier rate may have been one cent; in smaller communities where the people were willing to pay a two-cent fee in order to have carrier service the U. S. carrier rate was two cents.

Other provisions of the Act of 1851 continued provisions of the Act of 1836 in different language, perhaps for the purpose of clarifying the Act of 1836, or making clear that the Act of 1836 was being strengthened and not repealed. One provision in 1851 was new and should be considered very carefully, both because of the importance which it came to have and also because some philatelic writers who based conclusions upon the Act of 1851 either did not read the Act itself, or else read into it provisions which it did not contain.

In the past so many incorrect conclusions have been drawn from the language of the Act of 1851 that it may be well to state the facts here. That Act did not reduce the carrier fee for delivery of letters or other mail to one cent each; it did not, for the first time, provide for collecting letters and conveying them to a post office; this latter work had not previously been performed entirely by the private posts; and, finally, the Act of 1851 was not the reason for the large number of one cent carriers' stamps that came into use about that date.

An assumption that the section of the Act of 1851 which had to do with letter carrier service was the direct cause for any activities of the U. S. Post Office in regard to such service at any time preceding March 3, 1851, when it was enacted, or for all such activities in the period following that date, will not stand investigation. The evidence seems to point clearly to a quite different conclusion, viz., instead of being *the cause* of what came about later, the carrier section of the Act of 1851 was *the result* of what had happened before. U. S. letter carrier service did not begin in 1851. There had been service in a few cities during the previous ten years, if not earlier, and the Act of 1825 contained provision for carrier service. What the U. S. Post Office tried to do in 1851 was a second attempt at what it had largely failed to accomplish in 1849.

The authority given to the Postmaster General in 1851 to establish POST ROUTES in a certain class of localities was intended to place in his hands a powerful weapon to use in competing with the private posts, or to destroy them. The Post Office Department had the exclusive right to carry mail, on a POST ROUTE. By declaring all the streets, avenues and public highways of any city to be POST ROUTES under the authority of the Act of 1851 the Postmaster General could—so it apparently was believed—make it impossible for any private post to operate in that city.

#### ONE CENT RATE OF 1849

The successful conclusion of the War with Mexico made two American military commanders, Generals Winfield Scott and Zachary Taylor, prominent candidates for the presidency of the United States. "Old Rough and Ready" Taylor was elected in November 1848 and on March 4th, 1849 his administration was inaugurated. Agitation for cheaper postage continued after the lowered rates for ordinary domestic postage—5c or 10c—in the Act of 1845 became effective and many supporters of the movement for still lower rates were in the Congress which was elected with Taylor. In the short session of this Congress, (December 1850 to March 3, 1851), the reduced postage Act of 1851 was enacted.

How much the election of 1848 influenced the action of the Post Office Department just before President Taylor took office is uncertain. The election and the action taken immediately afterwards by the outgoing administration may have been mere coincidence. Or perhaps the defeated political party wished to do something to which they could "point with pride" in later campaigns. However that may be, before President Polk's administration terminated on March 4th, 1849 his Postmaster General made a serious attempt to extend and popularize the carrier service of the U. S. Post Office.

A scheme of avoiding the 2c "drop letter" charge on local letters that were delivered by U. S. letter carrier was put into effect and a One Cent carrier fee was established in several of the larger cities. The One Cent fee covered, (a) collection from mail stations for deposit in the post office; (b) delivery by carrier to addresses outside the post office; (c) both collection and delivery of local letters that were handled *only by the carrier department*. This plan of 1849 was the real reason for the One Cent carrier stamps that were used in a few cities beginning in February of that year.

#### ACT OF MARCH 3, 1851

##### Section 10

"That it shall be in the power of the Postmaster General, at all post offices, where the postmasters are appointed by the President of the United States, to establish post routes within the cities or towns, to provide for conveying letters to the post office, by establishing suitable and convenient places of deposit, and by employing carriers to receive and deposit them in the post office; and at all such offices it shall be in his power to cause letters to be delivered by suitable carriers, to be appointed by him for that purpose, for which not exceeding one or two cents shall be charged, to be paid by the person receiving or sending the same; and all sums so received shall be paid into the Post Office Department: **Provided**, The amount of compensation allowed by the Postmaster General to carriers shall in no case exceed the amount paid into the Treasury, by each town or city, under the provisions of this section."\*

(These special provisions are given elsewhere in this chapter under CALIFORNIA and OREGON).

\*Special provision for California and Oregon in second section of second act of this date.

If the plan of 1849 had met with good success there would have been no reason for the carrier section of the Act of 1851. In the latter Act it was necessary to give the Postmaster General more power than he had under the Act of 1836 because the plan of 1849 had met with such poor success. Altho the government service apparently obtained most of the carrier business in Boston and much in Baltimore, it obtained only a small share in New York and even less in Philadelphia. The Act of 1851 was soon found to be just as ineffective to extend the government carrier service as the plan of 1849 had been. The local posts continued to operate and were not stopped until 1860-61. It is true that in July 1851 the Postmaster General started to use the power given him in the Act of 1851 and did declare the public highways of some cities to be POST ROUTES. If he thought to compel the local posts to go out of business he soon changed his mind. The next annual report of the Postmaster General—December 1851—states:

“The streets, avenues, roads and public highways of the cities of New York, Boston, Philadelphia, and New Orleans have been established as post routes under the 10th section of the postage Act of March 3, 1851, and letter carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole despatch business of the cities to the letter carriers of the department, further legislation for that purpose is desirable.”

#### ACTS OF 1860

On March 31, 1860 the *New York Evening Post* contained the following editorial:

#### “Letter Carriers’ Fees

The House of Representatives has done a good thing in regard to the Post Office bill—it amended it so that drop-letters delivered by carriers in cities shall not be taxed more than one cent each, and the Senate has accepted the amendment. But Congress should go one step further. It should confine the carriers’ rates on all letters to one cent. Why charge two cents on letters received by the mails, and only one cent on letters dropped in the box? The trouble to the Post Office clerks and to the carriers is the same, and we see no reason for making a distinction. Moreover, one cent is a high charge for the service in any case, while the exaction of two cents is extortionate.”

The Act approved on April 3, 1860 removed the One Cent drop letter postage on letters that were delivered by carriers as the Postmaster General had recommended in his official report the previous year.

“Sec. 2: That on all drop letters delivered within the limits of any city or town by carriers, under the authority of the Post Office Department, one cent each shall be charged for the receipt and delivery of said letters, and no more.”

On June 15, 1860 another Act was approved which removed all remaining discretionary power to fix and change carrier fees which the Postmaster General had exercised for 24 years under the Act of 1836. As pointed out by the Postmaster General in his report for 1860 this Act interfered with the operation of U. S. carrier service in the smaller localities where a two cent fee had been necessary to maintain service. Section 2 of the Act of June 15, 1860 appears as Section 233 in the 1866 edition of the Postal Laws:

“SEC. 233. From and after the thirtieth of June, eighteen hundred and sixty, the charge for delivery of letters by carriers shall be not exceeding one cent each, the whole of which shall be paid to them for their services; and the Postmaster General may establish boxes for the delivery of letters at the outside stations in the suburbs of cities, provided it can be done without loss to the department or injury to the service; and any net revenue derived from the rent of said boxes may be applied by him towards the payment of the expense of collecting letters, or towards the increase of the carriers’ fund, as he may deem just or equitable.”

This Act remained in effect until June 30, 1863. Beginning July 1, 1863 the letter carriers continued to be nominated by postmasters and appointed by the Postmaster General, (as from 1836), but the fee system was abolished and the carriers were paid a salary fixed by the Postmaster General.

A large proportion of all the covers that show carrier service were mailed during the three years from July 1, 1860. They show one of two rates; either local with a single One Cent stamp, or transmitted through the mails to another post office and bearing a Three Cent postage stamp in addition to a One Cent stamp. The One Cent stamp represented *payment to the carrier for taking the letter to the post office*—"collection fee." The delivery fee on letters from other post offices continued to be paid to the carriers in cash, and as it was not customary to give such letters a marking to indicate that service or fee, probably there are a great many covers on which delivery-by-carriers fee was paid by addressees which show no proof of such delivery.

The "compound" 4c stamped envelope of 1860 on which the One Cent and Three Cent "star die" stamps were impressed was issued to facilitate prepayment of the collection fee and it may be of interest to note that altho the Three Cent envelope having the same "star die" design was demonetized in 1861 with other envelopes and adhesives of 1851-60 the 4c envelope was not withdrawn from sale until carriers' fees were abolished at the end of June 1863. It does not appear that this—the only compound U. S. stamped envelope—was very popular even in New York City where postmarks show that it was used more extensively than elsewhere.

Four cent or higher rate letters on which the One Cent collection fee was prepaid by stamp or stamped envelope commonly do not show a carrier marking. The letter carriers deposited such mail in the post office where it received the ordinary postmark and cancellation. From about 1860 the "killer" used to cancel the stamps was frequently attached to the postmark in the larger offices where there was carrier service.

The reports of the Postmaster General covering U. S. carrier service under the fee system are known to be incomplete. In addition to continuous service beginning in 1851 and ending June 30, 1863 at Boston, New York, Philadelphia and Baltimore, the reports show service at New Orleans until 1860, (Louisiana seceded in January 1861), and at twelve other offices beginning in the year ending June 30, 1856, or later, and ending in the fiscal year 1861, or earlier, viz:

Harrisburg, Pa., Kensington, Pa., (then a separate office from Philadelphia), Lowell, Mass., Manchester, N. H., Providence, R. I., Rochester, N. Y., Roxbury, Mass., (then a separate office from Boston), St. Louis, Mo., San Francisco, Calif., Syracuse, N. Y., Troy, N. Y., and Washington, D. C. The One cent Postage stamp may have done duty as a carrier at any of these twelve offices but no example has been found.

The Eagle carrier is known used at Wilmington, Del., and Washington, D. C. The government service probably had the field to itself in those cities after 1856 as Roche's City Dispatch of Wilmington is not known to have been in operation that late and Wiley's One Cent Despatch of Washington quit in 1856.

#### EAGLE CARRIER

The use of this stamp in several cities undoubtedly was one of the reasons why the One Cent postage stamp of 1851-57 was in such restricted use for prepayment of carrier fees. A brief summary of the history of the Eagle carrier therefore seems fitting.

On October 10, 1851 a design of a carriers' stamp showing an eagle was sent to the stamp contractors with a suggestion to make slight changes, and an order to print one million stamps. The design had been submitted to the Department by J. C. Montgomery of the Philadelphia Post Office and very likely was a sketch including as the central portion a device in use on bank notes at

the period. Such a "stock type" could be converted into a stamp much quicker than an entirely new engraving could be made. On October 21, 1851 the contractors received a telegraphic order for 10,000 of the Eagle stamps, which were not ready. This order was filled by delivering 10,000 of the Franklin carrier stamps to General Montgomery. On November 17, 1851 the only shipment of Eagle stamps recorded up to June 30, 1853 appears—20,000 were delivered to W. J. P. White who had succeeded Montgomery at Philadelphia.

In 1860 when new high value postage stamps were being prepared there was a suggestion to alter the Eagle design into a Fifteen Cent stamp which would have been convenient for prepaying postage to certain foreign countries, particularly France and Germany. On June 1, 1860 the Third Assistant Postmaster General inquired of Toppan, Carpenter & Co.:

"How soon could you prepare new rates—say, Fifteen and Thirty, and what colors would be best?"

On June 4, 1860 the contractors replied, stating of the Franklin carrier, "This stamp has never been used" (!) and suggested that it be altered to make a new 30 cent postage stamp. (The 30c of 1860, Scott No. 53, was the result). The idea of making a new 15c stamp from the Eagle carrier was abandoned but a paragraph in the same letter of June 4th is of interest in connection with the use of the Eagle stamp:

"\* \* \* let us also state that the Eagle carrier stamp has been comparatively unused; but one post office (at Cincinnati, Ohio) making occasional demands for a small supply. This stamp now almost useless—we have not printed it for years—could be altered and made to answer for the Fifteen-cent rate. The distinct nature of its design renders the necessity of being printed in a new color less obvious."

In view of the above and other knowledge of the limited use of the Eagle stamp it seems most likely that the printing made in 1851 to fill the first order—1,000,000 stamps—was also the last printing of Eagle stamps, other than the reprints of 1875 that were not intended for prepayment of carrier fees. There is some evidence to show that the Eagle carrier was not demonetized in 1861. The stamp is not known to have been supplied to any southern post office and there would have been little or nothing to gain by rendering the small supply in a few northern offices invalid.

#### CARRIER RATES—SUMMATION

Unless general statements are made that ignore some exceptions the carrier rates under the fee system from 1836 to 1863 are rather too complicated to be readily summarized. However, a fairly accurate generalization may be made. It is helpful to remember that the carrier fees were paid for an extra service that was not covered by the ordinary postage. They were always in addition to any regular postage, including the drop letter rate except, (a), when the drop letter postage, (two cents before 1851 and one cent thereafter), was avoided by operating the carrier service as a special department separate from the ordinary functions of the post office and, (b), from July 1860 when no postage was charged on drop letters that were delivered by carriers.

#### COLLECTION FEE—"FOR THE MAILS"

- 1836-1849—two cents at all carrier offices.
- 1849-1860—two cents at (some) smaller offices.
- 1849-1851—one cent at (some) larger offices.
- 1851-1860—during all or part of this period the collection fee was abolished at some offices. In some instances the one cent fee was continued in effect, or was resumed before 1860.
- 1860-1863—one cent at all carrier offices.



As this fee could not be collected from the addressee it had to be prepaid, and frequently by stamp.

DELIVERY FEE—"FROM THE MAILS"

1836-1849—two cents at all carrier offices.

1849-1860—two cents at many offices.

1849-1851—one cent at a few offices.

1849-1860—one cent at a few offices (?).

1860-1863—one cent at all carrier offices.

It was not customary to prepay this fee. The fee was collected in cash on delivery, or by charge account.

DELIVERY FEE—LOCAL MAIL

1836-1849—two cents at all carrier offices.

1849-1860—two cents at the smaller offices.

1849-1860—one cent at the larger offices (a).

1860-1863—one cent at all carrier offices (b).

This fee was for the collection and/or the delivery of mail that did not come into, or go out of, the locality served by a U. S. Post Office. Sometimes it had to be prepaid—sometimes not.

BALTIMORE

As early as 1840 there were at least three letter carriers in Baltimore. One of these was John Musselman who appears in a list of six letter carriers in an announcement of the Baltimore Post Office in 1842 and who continued in the service until 1851. From 1845 continuously until as late as 1855 advertisements of the Baltimore Post Office make mention that "persons with whom the carriers keep monthly accounts" could prepay carrier fees or ordinary postage "after the office is closed" \* \* \* by mailing their letters with a slip of paper "requesting them to be charged." The carriers' fee is not mentioned but the legal maximum fee of Two Cents was usual in other large cities until 1849.

Early in 1849 the carrier service appears to have been re-organized by the Postmaster General and established as a Dispatch Post, with twenty boxes from which mail was collected. Notices of the Dispatch Post do not mention the carriers' fee but in the absence of other evidence it seems reasonable to conclude that the One Cent fee established for Boston, New York and Philadelphia in 1849 also applied to Baltimore.

Following the Act of 1851 the U. S. carrier system in Baltimore was again re-organized. The city was divided into fourteen "convenient routes and delivery districts" and a bonded carrier was appointed for each. The carrier fees were:—on each letter received from other post offices, Two Cents; on drop letters, One Cent; on hand-bills or circulars, One Cent per copy; on newspapers or pamphlets, one half cent each. Announcement was also made that:

"All mailable matter found in the boxes will be taken to the Post Office free of charge.

Letters and circulars for city delivery, if handed to the carriers, or left in the boxes, will be handed to the persons addressed without passing through the Post Office, at a charge of one cent only, to be in all cases prepaid.

Stamps for this purpose will be furnished."

The preceding occurs in the Postmaster's notice of June 19, 1851. The following is from his notice of July 1, 1851:

"LETTERS, CIRCULARS, NOTICES, &c., for City delivery, will be handed to the persons addressed at a charge of one cent, to be prepaid by carrier's stamp, or may be wrapped up with the money.

Postage and Carrier's Stamps may be had at the Post Office, the Stations and of the Carriers.

The boxes will be fitted up at the respective stations and ready for the reception of letters, on and after Monday, the 6th inst."

These official announcements explain much that happened under the re-organizations of the U. S. carrier system in Baltimore and other cities in 1849 and 1851.

(a)—The collection fee for taking mail to the Post Office which had been established at One Cent in several cities in 1849 was removed at New York in 1851 and under the re-organization of 1851 there was no collection fee at Baltimore.

(b)—The re-organization of 1849 enabled the Carrier Departments to handle local mail separately from that which passed through the Post Office. This device, started in the last few weeks of President Polk's administration, was continued in use by succeeding Postmasters General, but became unnecessary by the Act of 1860, and accounts for the fact that two identical letters deposited in the post office at the same time and delivered by the same carrier who received One Cent for each of them, may bear either one or two One Cent U. S. postage stamps. City mail handled only by the letter carriers was not subject to the "drop letter" postage of One Cent per letter beginning July 1, 1851.

Thus there was a Two Cent rate for incoming mail and there were two different One Cent rates for city letters in effect at the same time at Baltimore and certain other post offices. Ordinary drop letters deposited in the regular mail receptacle in the post office and handed out to addressees at a delivery window in the post office were subject to drop letter postage only, but if they were delivered by carrier from the post office, they were charged drop letter postage in addition to the carrier fee. On letters handed to the carriers or dropped in any receptacle of the Carriers' Department only the carrier fees were payable. They did not "pass through the post office" and were not subject to drop letter postage.

The collection of Mrs. John H. Hall, Jr., contains a cover bearing the small green Baltimore carrier, (Type C 1), and a One Cent postage stamp of 1851 struck with the Baltimore postmark. Such a combination would occur on a drop letter having the postage and the delivery fee prepaid by the proper stamp for each service.

(c)—The One Cent postage stamp of 1851 was just that—a POSTAGE stamp, not intended for carrier service. It could be used to pay any foreign or domestic postage rate and when used singly commonly occurs on drop letters or circulars not handled by a carrier department.

(d)—What were the stamps for the purpose of prepaying carrier fees that the Baltimore postmaster said "will be furnished" in his announcement of June 19th, 1851, and what were the Carrier's stamps that his notice of July 1st said were available? At that date the order to print the Franklin carrier had not been given and the Eagle carrier had not been thought of. The few Eagle carrier stamps known used at Baltimore probably were not available there until later than June 1853 and the only stamps known to have been used by U. S. letter carriers in Baltimore before 1856 were the small "POST OFFICE—ONE CENT—DESPATCH" stamps—(catalogued as Type C1, Nos. 1803/1807). Carrier stamps of this type were noted in Luff's U. S. book used as early as the autumn of 1852 and earlier dates are now in the Sidney A. Hessel and Laurence B. Mason collections. A cover of April 23, 1850 with Type C 1 in red in the Mason collection is the earliest use so far recorded, and indicates that stamps of this type were used by the Dispatch Post which had been established in 1849. As no other carrier stamps were available in Baltimore in July 1851 stamps of Type C 1 were continued in use by the re-organized carrier system.

(e)—One reason for the use of special stamps for carrier service was that the receipts of the Carrier Department did not go into the general funds of the Post Office but were paid back to the carriers in lieu of salary. Another is that

if it did not have to bear the expense of supplying the carrier stamps the Post Office Department would be able to save a few thousand dollars annually. It has been stated that the carriers preferred to use their own stamps whenever they were permitted to do so. In view of the extremely limited use of the Franklin and Eagle carriers, and of the ordinary postage stamps for carrier use until 1860, it would appear that the carrier departments were encouraged to use their own stamps rather than permitted to do so.

An examination of covers bearing the two later types of carrier stamps used in Baltimore, viz., the "CARRIERS'—ONE—CENT—DISPATCH" or "eye" type, of 1856 (C 2), and the "GOVERNMENT—ONE CENT—CITY DISPATCH" or "horseman type," of 1857 (C 3), shows frequent use with the 3c postage stamps of 1851 or 1857 on covers that were addressed to other offices. Such use was for prepayment of One Cent collection fee for taking letters to the Baltimore Post Office, hence free delivery *to the post office* must have ceased before these stamps were issued. Unfortunately no record of this change, nor of any other change that may have been made at Baltimore by the Postmaster General has yet been found.

The date when free delivery to the post office ceased may have been much earlier than 1856. Too many covers bearing carrier stamps of Type C 1 used with the Three Cent 1851 have been found to be considered mere accidental or improper use of the carrier stamps. The earliest dates of such use of Type C 1 are October 2, 1851 and June 13, 1852 with red stamps, (Laurence B. Mason collection). Other dates are in 1852, 1854 and 1855 and include covers of January and June 1852 bearing the green stamp, and the blue stamp used in March 1854, (Sidney A. Hessel collection).

Even after the Act of 1860 became effective all three types of the Baltimore carrier stamps seem to have continued in use there and it appears very doubtful if the One Cent postage stamps of 1851 or 1857 were ever regularly used for prepaying the carrier fee in Baltimore. The Mason collection contains a black "horseman" used to Germany on April 23, 1861, and Luff noted the blue "eye" stamp used May 10th and the little green Type C 1 used in June 1861.



46W-A



46W-B



46W-C



46W-D

BALTIMORE

"PAID--1--CENT--CARRIER"

The only special carrier handstamp known to have been used in Baltimore reads "PAID—1—CENT—CARRIER" in a circle. (Figure 46 W-A). Two examples have been noted. The Frank A. Hollowbush collection contains a printed Baltimore circular of December 17, 1855, stampless and delivered locally on which this marking was struck in blue. Mr. John A. Klemann has shown the blue Baltimore carrier stamp, (Type C 1), with part of this marking in black.

A cover to Philadelphia bearing a Three Cent stamp of 1857 cancelled "BALTIMORE, MD.—APR—12" in circle with large numeral "1" below is illustrated. The numeral is believed to indicate that one cent collection fee to the Baltimore Post Office was either prepaid to the carrier in cash or was charged to whoever had the post office account represented by "112" endorsed on the cover.

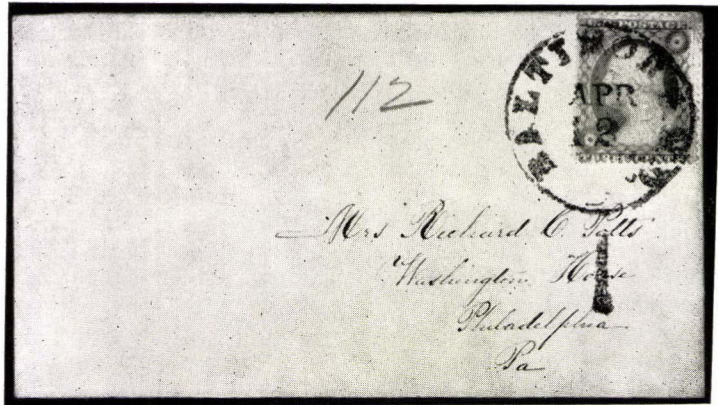


Figure 46 WF.

The small circle in blue enclosing numeral "1" of which two sizes are illustrated, may be found on stampless covers locally used and indicates drop letter postage—1 cent. (See Figure 46 W-E). If occasionally found on a Baltimore carrier stamp, such as Type C 1, it shows merely that the stamp was used on or after July, 1851 when the one cent drop rate became effective. (Figures 46 W-B and 46 W-C).



Figure 46 WE.

Regarding the circular "BALTO.—PAID" marking illustrated (Figure 46 W-D) this is well known on the One Cent postage stamp of 1857 and is found less frequently on the One Cent of 1851. It was used on circulars or drop letters and has not been noted on any stamp that was used by the U. S. letter carriers in Baltimore. There appears no reason to class it as a carrier marking. (Also see Plate, Figure 39 N, Chapter No. 39).

No evidence appears that the One Cent postage stamp of 1851 or 1857 was used regularly, if at all, to prepay carrier fees in Baltimore. Only one possible example has been noted. The Sidney A. Hessel collection contains a cover to New York, August 30, 1852, bearing a Three Cents of 1851 with a One Cent Type II, (Plate 1 Early). There is no marking to show carrier service and possibly the One Cent stamp prepaid a WAY fee on a contract mail route into Baltimore rather than the local carrier fee to Baltimore Post Office.

## BOSTON

(The following is largely a condensation and re-arrangement of notes on the U. S. carrier service and private posts of Boston that appeared in *Pat Paragraphs* No. 33 and No. 34).

There was letter carrier service at the Boston Post Office as early as 1837 when there were four "penny posts," i.e., postmen who were paid by a fee on each letter delivered by them. The service may have been continuous from that date with two or more such carriers but the records that have been found indicate several gaps between 1840 and 1846. In 1847 there were six "penny posts" and eight are mentioned in 1848. The post office statement that there are a certain number of penny posts "and letters are delivered to all persons in the city who desire so to receive them" which was used in Providence in 1849 occurs in Boston in 1837 and later, as per the following in 1846:—

"There are five penny posts and letters are delivered to all persons in the city who desire so to receive them. Letters dropped in the Post Office for delivery in the same place, 2 cents each."

The 2c rate "for delivery in the same place" and similar expressions have caused error by being misinterpreted. The word "delivery" often means delivery at a window inside a post office and not house-to-house delivery by letter carrier from a post office. The "same place" had reference to the Boston Post Office—not to the city of Boston. The Two Cent rate was the "drop letter" postage in effect from 1845 to 1851 and any fee for delivery by a penny post was additional at that period and until 1860.

Edwin C. Bailey was Superintendent of the City Delivery of the Boston Post Office from 1846 to about the end of 1848 and became postmaster in 1855. Bailey was succeeded as head of the Penny Post Department by James H. Patterson who had been proprietor of the Boston Parcel Post at 23 Sudbury Street, at which address the Letter Carriers' office remained for perhaps a year. From 1850 the Carrier Department was in the Merchants Exchange where the U. S. Post Office was also located. Patterson continued as superintendent of the carrier service until 1858 and evidently was compensated from the carriers' fund as he does not appear on the post office payroll.

The following notice from the *Boston Daily Times* of March 5, 1849 probably indicates a re-organization of the carrier service in Boston and change in the carrier fee on local mail from Two Cents to One Cent as was effected under instructions from the Postmaster General in several other cities early in 1849:

"POST OFFICE NOTICE—MR. JAMES H. PATTERSON and his carriers have been appointed by the Postmaster General to the service of Letter Delivery in Boston, have been duly sworn and have given bonds for the faithful discharge of their duties. All others who may undertake any part of said duties are entirely unconnected with the Post Office Department and can only be considered as the private messenger of those who employ them.

Boston, Feb. 28, 1849.

Nathaniel Greene, P. M.,  
mh 3-eodc"

## PRIVATE CARRIERS

The local post established by William R. Towle about 1846-47 evidently was the principal "private messenger" Postmaster Greene had in mind. It may be doubted however, that Towle's City Post was a very serious competitor of the official Penny Post even tho it appears to have been the most important local post in Boston. None of the several oval postmarks used by this post are common and the only adhesive stamp it used is quite scarce, especially on cover. Few dates of this "Cheever & Towle" stamp, (Scott No. 6447), have been noted. Local delivery covers in the Stephen D. Brown collection show use in October 1849 and January 1850. Use with U. S. postage stamps has not been noted.

The City post of Libbey & Co. was in operation at 10 Court Square about the time Towle's City Post moved to that address from 7 State St. The Clara de Windt collection contains a cover with the rare Libbey & Co. handstamp and a Three Cent 1851 postmarked "Apr 23" which probably was mailed in 1852. The stamps of Moses H. Barnard, (Scott No. 6227-6229), who had a periodical business at 47 Cambridge Street about 1846-1848 are too rare to indicate that his City Letter Express did a very extensive business and there appears no evidence that the Barnard post was in operation as late as 1849.

The status of the One Cent stamp of Hill's Post, (Scott No. 6549), has been uncertain. O. B. Hill was on the payroll of the Boston Post Office for an undetermined period previous to November 1846 and drew \$145 for his services from July 1st to November 11th of that year. During 1847-1849 Oliver B. Hill was a "Penny Post," but this does not necessarily mean that he was a U. S. letter carrier during all or any of that period. The stamp of Hill's Post has been noted on covers of 1849-50 but is rare and there appears no reason to believe it was sold at U. S. Penny Post offices under the Patterson administration. Luff's conclusion that the information available was not sufficient to place Hill's stamp definitely among the U. S. carrier emissions was most reasonable. (Luff's "The Postage Stamps of the United States," pages 213, 214).

#### U. S. PENNY POST

The engraved Two Cent black stamp listed in the Scott Catalogue as No. 1812 with date 1849 evidently was issued in 1848 or before March in 1849. The known copies are mostly uncanceled and there seems to be doubt as to whether it belongs to Boston or to St. Louis. If it was a St. Louis stamp then there must have been U. S. carrier service and a Two Cent rate that would have been conveniently prepayable by stamp for such a Two Cent stamp to be needed. Evidence that there was such service or such a rate in St. Louis at the period does not appear.

Altho the Boston records are strangely silent about the Two Cent carrier rate this was the legal maximum fee from 1836 and there appears no evidence that it was changed by the Postmaster General anywhere until the service in Boston and elsewhere was re-organized early in 1849. Boston had about 130,000 population in 1850 and was nearly twice as large as St. Louis. The expense of making such an engraved plate as the "U. S. PENNY POST 2—CENTS" stamp that it was printed from, was considerable and would hardly have been entertained unless a large quantity of stamps were needed. The expression "Penny Post" was commonly used in Boston as late as 1862 and appears on the One Cent carrier stamps that were in use during a large part of Patterson's service. The probabilities seem to be that the Two Cent stamp was prepared for Bailey such a short time before the carrier fee was changed to One Cent that few were used. This supposition agrees with the scarcity of the Two Cent stamp.

The Two Cent carrier fee of the Act of 1836 remained in effect as a legal maximum limiting the discretionary power of the Postmaster General until his power to make and change rates was removed in 1860, but in the Act of 1851 the fee which carriers could charge was stated to be "not exceeding one or two cents." The purpose of this curious wording is not wholly clear. The intent may have had reference to legalizing different rates established by the Postmaster General in different cities at the same time, and/or to different rates in the same city for different services at the same time. From 1851 to 1860 the fee for delivering incoming letters from the out-of-town mails was quite generally Two Cents, while the fee for delivering local mail to addressees or for taking letters to the post office was frequently One Cent, especially in the larger cities. Boston is a good example. A post office notice of 1851 and 1852 reads:—

"Penny Post delivery to or from the Post Office, 1 or 2 cents."

On July 3rd, 1851 the *North American & U. S. Gazette* of Philadelphia stated:

"THE NEW POST OFFICE LAW which went into effect on the 1st inst. has been declared by the Postmaster General to make the streets of Boston post routes, and therefore not to be used by any private individual or company for the transmission of letters for pay. Post-office boxes are to be established in all parts of the city, hung up on posts in the streets, without keepers, but under lock and key, and all letters intended to go by mail, if deposited in said boxes, will be taken to the post office without charge."

The carrier service in Boston appears to have been re-organized in 1851 and a system of "sub post offices" was established. These depots for depositing mail intended for the post office or for local delivery by the Penny Post were usually in drug or grocery stores.

#### "Sub Post Offices

Letters for the mails left here and 1 cent paid on each will be deposited in Post-office by carriers. Postage may be prepaid here to all parts of the world. Circulars, notices and wedding billets, received at these offices, distributed by Post-office carriers. Penny post stamps can be bought at all these offices, which placed upon letters will ensure their delivery free to all parts of the city, not beyond Dover Street."

From nine sub post offices about 1851 the number was gradually increased to nineteen in 1857, and these were replaced by sixteen "receiving stations" in 1858.

#### "PENNY POST—RECEIVING STATIONS

For letters for the Mails, and for delivery in Boston.—

Letters left here require prepayment of 1 cent, besides the U. S. Postage, and for city letters 1 cent only."

The following year (1859) there was another change. Boston was divided into six collection districts with five to eleven mail boxes in each—a total of 47 boxes. South Boston was one of the districts. It will be noted that the One Cent collection fee for taking mailable matter to the post office, which had been charged in Boston since 1851, was no longer in effect in 1859. However, this fee was restored in 1860.

#### "POST OFFICE NOTICE

That letters may be mailed in all sections of the city with equal facility, and be transmitted with promptness and certainty, the Postmaster General has authorized strong and secure Iron Boxes to be put up at the places named below, which will be ready for the reception of Letters and Papers, prepaid by stamps, according to law.

These boxes will be visited daily, except Sundays, by sworn Collectors, at 9 o'clock, A. M., 1, 3½, and 9 o'clock, P. M.; on Sundays at 4 and 10 o'clock P. M.—and all mailable matter found therein will be forthwith taken to the Post Office, and without charge.

Letters to be Registered must be taken to the Post Office.

Letter Boxes placed at the HOTELS are for the guests of the Hotels.

The Streets of Boston have been declared Post Roads by the Postmaster General, to the exclusion of all unauthorized Letter Carriers."

The East Boston District was added in 1860 and brought the total to 59 boxes. At that time there were four deliveries, (tho the Postmaster General claimed only three daily), and the U. S. letter carrier service still bore the name "PENNY POST."

Difficulty will be experienced in reconciling the last paragraph of the post office notice of 1859 with the Postmaster General's report of December 3, 1859 and that of 1860. The 1859 report stated:—

"It is true that the Postmaster General might, in his discretion, arrest the operation of these private expresses by declaring the streets and avenues of the

cities to which they belong to be post roads; but until the department is prepared to deliver city letters as cheaply and promptly as such companies can possibly do, I should regard the exercise of this power as unwise, if not harsh and oppressive."

The Postmaster General was here writing about action which he could or might take as tho he had not already taken it. Yet according to the Post Office notice of 1859 the streets of Boston must have been declared Post Roads months before the report of 1859 appeared. A year later the report of 1860 mentioned the Act of 1851 and then stated:—

"By virtue of this Act I have by a formal order declared all the streets, lanes, avenues, etc., within the corporate limits of the cities of Boston, New York and Philadelphia, to be post roads, and have notified all engaged in the transportation and delivery of letters, for compensation, in said cities, that they would thereby expose themselves to the penalties imposed by the third section of the Act of March 2, 1827."

#### BARKER'S CITY POST

As far as Boston was concerned the Postmaster General used a large weapon against a rather small target. Only one local post appears in Boston after 1852, or whenever Libbey & Co. ceased to carry mail. About 1852 George H. Barker had become proprietor of Towle's City Post but he could hardly have been a very serious competitor of the U. S. Penny Post. He had no stamps but did use a double circle postmark with "BARKER'S" above and "CITY POST" below. Until 1857 the address in the center was "10 Court Square." After that year, until Barker quit in 1859, it was "34 Court Square." Very few examples of either dating are recorded.

#### U. S. PENNY POST

The first Penny Post stamp used in Boston under the One Cent rate of 1849 was Scott No. 1813, (Type C 6). This small rectangular adhesive has two words—"PENNY—POST"—surrounded by a border of diamonds with a star at each corner and is found in shades of blue on whitish pelure paper. The earliest use noted is a cover of August 13, 1849 in the Laurence B. Mason collection and the latest is a cover of June 25, 1851 in the Sidney A. Hessel collection. Whether or not No. 1813 was sold after the re-organization of 1851 does not appear but probably any stamps that were outstanding continued to be valid and therefore later use may be possible.

The second Patterson stamp is listed by Scott as Type C 7. This has an ornamental border enclosing "PENNY—POST—PAID" in three lines and occurs in shades of blue on white paper usually having a bluish or grayish cast. According to Luff "Like the preceding issue, these stamps appear to have been reproduced from a typeset original and show no varieties." In the exhibit of Mrs. John H. Hall, Jr., at TIPEX, (New York—1936), were shown several varieties of Type C 7, showing differences which it is believed could not have come from one original type, from which it is concluded that the stamps were printed from a very careful job of typesetting.

Luff noted stamps of Type C 7 used from July 1850 to July 1854. In recent research the earliest use noted is September 23, 1852, (Fred S. Whitney collection), and the latest is July 1, 1854, (Frank A. Hollowbush collection). The penny post stamps mentioned in the 1853-1857 notices of Sub Post Offices evidently were Type C 7 which would indicate that these stamps were in use as late as 1857. Altho it may seem strange that dates later than July 1854 were not found it is quite possible of course, that some of the undated covers bearing Type C 7 submitted for examination were used after that year.

Only two postmarks have been identified with carrier service in Boston after carrier stamps came into use there. One is a double circle with "PENNY POST" above, "PAID" below, and three heavy bars in the center. It has been



seen in red as a canceller on Type C 7 stamps from 1851 to 1853 and struck in black on a stampless cover. The Laurence B. Mason collection has this marking in blue on an unsealed circular from New York to Boston, January 5, (1861 ?) prepaid by a 1c 1857 Type V.

An identical handstamp, except that two bars with a chain of three diamond shaped links between are shown in the interior circle, (instead of three bars there), is illustrated on page 213 of Luff's U. S. book. This is said to have been struck in red and used as an adhesive in 1853 (?). Luff was rather skeptical and stated that he had seen the same handstamp in black used as a cancellation for No. 1814-15.

No example that agrees with the Luff illustration has been submitted.

An oblong postmark, (See Plate, Figure 44 F, Chapter 44) with curved sides and including hour, month and day of delivery has been seen backstamped on a Three Cent paid-in-cash cover from Cambridge with endorsement "1854," and has also been noted on a cover of April 1855. Dr. Chase has mentioned this postmark with "delivery" at 9, 1 and 4 o'clock. (Page 333, Chase Book).

In addition to the two postmarks noted several types of cancellation were used on the Boston carrier stamps. Crayon or pencil strokes, usually red, may be found and a diamond formed of 25 small diamonds and struck in black. Many copies have a toothed ring or cogwheel, about 15 mm. in diameter, on which the details are usually blurred, and which occurs in both red and black. Covers in the Fred S. Whitney collection show use of this fancy ring in red from September 1852 to November 1853.

It occurs so frequently that it was probably in use over a much longer period.

The date when One Cent postage stamps began to be used for prepayment of carrier fees in Boston is uncertain. Only a few covers bearing a single One Cent 1857 and addressed locally have been noted, and none of them convey absolute certainty that the stamp prepaid the carrier fee. The exact date in 1860 (?) when the One Cent collection fee "to the post office" was restored is also uncertain. It may be supposed to have been on July 1st when the Act of 1860 became effective, or soon afterwards, but at least until July 1st, 1860 power to remove that fee or to restore it remained with the Postmaster General.

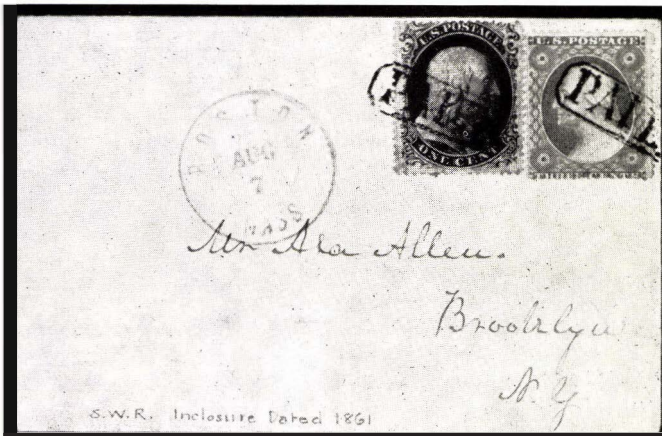


Figure 46 KK.

A few covers bearing the Three Cent 1857 Type II, with the One Cent Type V used as carrier, have been recorded. One to York, Maine, has the double circle red Boston postmark (DEC 15), and black PAID in grid as canceller, (Stanley B. Ashbrook). Two covers in the Fred S. Whitney collection went to Cornish Flats, N. H., (May 1861 ?), and Lunenburg, Mass., (October 1860)

respectively. On the letter each stamp was cancelled with a black framed PAID. A cover in the Henry C. Gibson collection went a short journey across the Charles River to Charlestown, Mass., on February 8th, (1861 ?). The red Boston postmark was used and each stamp was hit with the small black PAID in frame with rounded ends that is frequently found on 1861 stamps used in Boston.

No postage stamp with any of the special markings used by the Penny Post of Boston has been seen and no evidence that the Franklin or Eagle carrier stamps were used at Boston has been submitted.



Figure 46 JJ.

#### BROOKLYN, N. Y.

The assertion has been made that Henry A. Kidder, Isaac C. Snedeker and George H. Snedeker were among the carriers or "Penny Postmen" attached to the Brooklyn Post Office from 1846 to 1853. If these men acted under official appointment from the Postmaster General any stamp of Kidder's City Express Post (Scott No. 6648), sold by them or recognized by them while they were acting as U. S. letter carriers would have legitimate claim to rank as a U. S. carrier stamp. However, no advertisement of the Brooklyn Post Office yet noted mentions carrier service until 1855, when there was one delivery at 10 A. M. In 1856 it was stated:

"Carriers leave the office daily (Sundays excepted) at 8 A. M. and 3 P. M. for the delivery of letters, etc."

In that year one Robert H. Atwater was a (U. S. ?) letter carrier. Later, but previous to July 1860, mention is made of a 2c fee for delivery and that letters were carried to the post office free. The Two Cent stamp of the Brooklyn City Express Post (Scott Type L 83), is known used from early in 1853. Whether or not that post monopolized the delivery of local mail does not appear. For delivery of local mail the U. S. carrier fee should have been prepaid—if by stamps—with the 1c postage stamp of 1851 or 1857. No carrier use of either One Cent stamp, (or special carrier marking), has been noted except a One Cent Type V used for collection fee with a Three Cents Type II on a patriotic cover of April 27, 1861 in the Laurence B. Mason collection.

However, a four cent cover that was in the Carroll Chase collection probably is in existence. This postage-plus-carrier cover had two vertical pairs of the One Cent Type V. One of the stamps prepaid the collection fee to the Brooklyn Post Office.

## CALIFORNIA &amp; OREGON

Congress made provision for letter carrier service in California and Oregon by the passage of a special Act, approved March 3, 1851 in part, as follows:

**"An Act, making appropriations for the service of the Post Office Department, during the fiscal year ending the thirtieth day of June, one thousand eight hundred and fifty two, and for other purposes. \* \* \* Sec. 2, and be it further enacted,** That the Postmaster General shall be, and he is hereby, authorized to appoint letter carriers for the delivery of letters from any post office in California or Oregon, and to allow the letter carriers who may be appointed at any such post office, to demand and receive such sum for all letters, newspapers, or other mailable matter delivered by them, as may be recommended by the postmaster for whose office such letter carrier may be appointed; not exceeding five cents for every letter, two cents for every newspaper, and two cents for every ounce of other mailable matter; and the Postmaster General shall be, and he is hereby authorized to empower the special agents of the Post Office Department in California and Oregon, to appoint such letter carriers in their districts respectively, and to fix the rates of their compensation within the limits aforesaid, subject to, and until the final action of the Postmaster General thereon. And such appointments may be made, and rates of compensation modified, from time to time, as may be deemed expedient; and the rates of compensation may be fixed and graduated in respect to the distance of the place of delivery from the post office for which such carriers are appointed; but the rate of compensation for any such letter carrier shall not be changed after his appointment, except by order of the Postmaster General; and such letter carrier shall be subject to the provisions of the forty-first section of the Act entitled; "An Act to Change the Organization of the Post Office Department, and to provide more effectively for the settlement of the accounts thereof." **Approved July second, eighteen hundred and thirty six, except in cases otherwise provided for in this Act."**

The Act of July 27, 1854 contained provisions similar to those in the Act of 1851 but raised the rate of compensation for letter carriers to not more than twenty-five cents for any letter, newspaper, or ounce of other mailable matter. Delivery was restricted to those persons who desired to have it.

"The Postmaster General is hereby authorized to empower the special agents of the Post Office Department in the State of California, and the Territories of Oregon and Washington, to appoint letter carriers for the delivery of letters from any post office in the said State or Territories, and to allow any letter carrier, so appointed, to demand and receive a sum for all letters, newspapers, or other mailable matter, not more than may be recommended by the postmaster for whose office such letter carrier may be appointed: Provided, That not more than twenty-five cents shall be charged for any letter, newspaper, or ounce of other mailable matter. All such appointments may be determined, and rates of compensation modified within the limits aforesaid, whenever the same is found expedient in the opinion of the appointing agent: \* \* \* That all such appointments and contracts shall be subject to the approval of the Postmaster General: \* \* \* no letter or letters, or other mailable matter, shall be delivered by any postmaster to said carriers, unless requested in writing by the person or persons to whom said letters or other mailable matter may be directed."

It was also provided that:

"Each and every letter carrier route which may be established under the provisions of this act shall be deemed a post route during its continuance,"

but this provision was subject to the Act of August 31, 1852 which permitted express companies or individuals to carry letters that were contained in United States stamped envelopes.

The two cent and five cent carrier rates in the Act of 1851 apparently were intended for city delivery; higher rates than those in effect east of the Rocky Mountains were necessary because of the lower purchasing power of money on the Pacific Coast. The Act of 1854 did not abolish any rate for city delivery that may have been established under the Act of 1851 and made a much higher rate (25c) for a quite different service, i.e., to compete with express companies who were carrying letters, newspapers and packages into and from places which were at a considerable distance from a U. S. post office.

If the proprietor of a private express received official appointment as a U. S. letter carrier any stamp issued by him while acting under that appointment is a U. S. carrier stamp. Similarly, the envelope on which a prepaid frank of such a carrier appears is a U. S. prepaid carrier envelope. The frank may be printed or handstamped and would not have to be on a U. S. stamped envelope. The governing fact is whether or not the carrier was legally qualified and the stamp or franked envelope was used under such official appointment. The 25c stamps of Adams & Co., (1854), the 2c, 5c, 7c and 10c stamps of the California Penny Post Co., (1855-1859), and the franks of several express companies of 1854-1860 were issued during the period when the Act of 1854 was in effect. The true status of each of those stamps and prepaid franks depends upon whether or not they were issued by a U. S. letter carrier. The stamps of Reed's City Despatch Post of San Francisco, (catalogue No. 4741 and 4742), are U. S. carriers if Reed used them while acting as a U. S. letter carrier under the Acts of 1851 or 1854.

In the Act of 1860 Congress established a flat rate of one cent for carrier service and this terminated the special rates of 1851 and 1854 for Pacific Coast localities.

The San Francisco Post Office made a report of carrier service for the year ending June 30, 1860. The rate of fee that was in effect does not appear and no covers or postage stamps showing evidence of U. S. carrier use have been submitted.

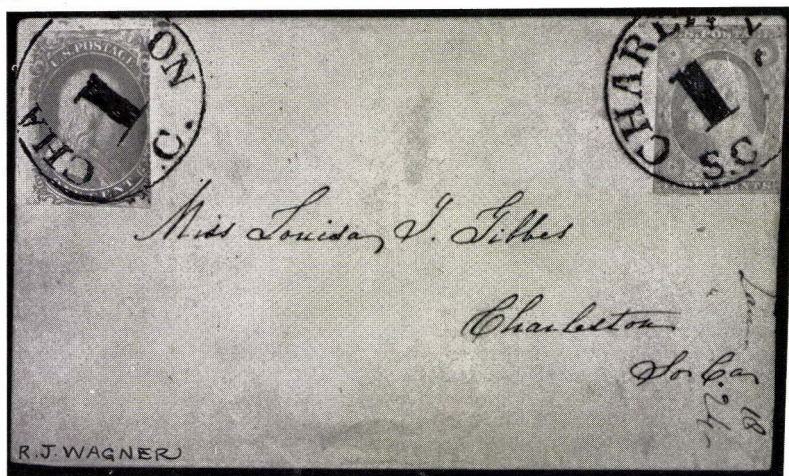


Figure 46 E.

CHARLESTON

U. S. letter carrier service began in Charleston, S. C., in May 1849 and continued as late as 1860. John H. Honour, Jr., was the first carrier and Superintendent of the Penny Post. At various times four other carriers served and stamps bearing the name of each carrier were issued. One stamp, (Type C 10), is without name but is believed to have been issued by Honour, and nothing else that may be evidence of a private post in Charleston appears. But since proof that Steinmeyer's Two Cent stamps, (Type C 19), were issued before July 1860 is lacking and as the U. S. carrier rate from July 1, 1860 was fixed by Congress at One Cent, whether any stamp of Type C 19 is a U. S. carrier or a "local" may depend upon the date when it was issued. The fee for carrier delivery from or to the Charleston Post Office was Two Cents. Valentine covers are known on which double rate was paid.

The One cent postage stamp of 1851 or 1857 evidently was not used as a carrier in Charleston until after June 30, 1860 and no example either before

## CINCINNATI—1851

Postmaster J. L. Vattier is stated to have advertised as follows in 1851:

"The Postmaster General is empowered to establish post routes in the cities, to provide for carrying letters to the Post Office by establishing suitable and convenient places of deposit and by employing carriers to receive and deposit letters in the post office, also to cause letters to be delivered by suitable carriers at a charge not exceeding one or two cents each letter."

There appears no proof that the office of any *private post* in Cincinnati or anywhere else was made one of the places of deposit for letters in pursuance of this notice. As quoted, the notice is not an order for anybody to perform any act whatever—it is merely a statement of a power conferred upon the Postmaster General in the Act of 1851. Unless it can be shown that this notice properly refers to an Order or Regulation prescribed by the Postmaster General in the exercise of the power stated, the notice could have no effect on the carrier service of a U. S. Post Office or any other post. It does not appear that the public highways of Cincinnati were declared to be post routes, in 1851, at the time when the U. S. carrier service in other cities was being re-organized. Cincinnati appears to have had neither government nor private service in 1851. U. S. carrier service was resumed late in 1854.

## BROWNE'S CITY POST

During the interlude two private (?) posts tried to make a go of the business. John W. S. Browne, a citizen of Cincinnati, established a city delivery post in April 1852. Neither the advertisement of Browne's City Post nor newspaper reference to it mention an official appointment and unless evidence of such appointment can be found the Browne stamps should be classed as "locals." Delivery of mail from the Cincinnati Post Office was not mentioned, which also tends to show that Browne was not a U. S. letter carrier.

"No letters will be dropped in the Post Office unless prepaid.

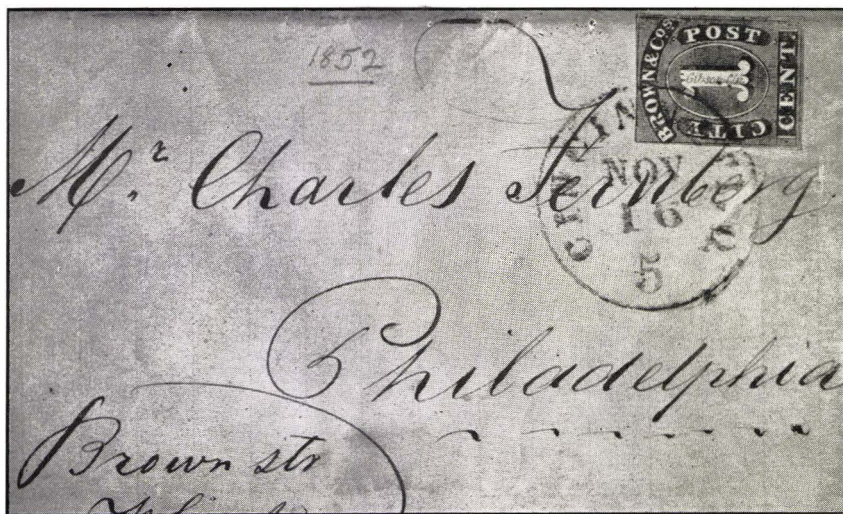


Figure 46 H.

POSTAGE ONE CENT!

All letters must be pre-paid by Browne's City Post Stamps, or they will be advertised and charged double; and no money or valuable whatever will be transmitted unless booked at the Central office and paid for in proportion to the risk incurred."

The One Cent stamp, (Scott No. 6402) has the title incorrectly spelled "Brown & Co's" and was for prepaid ordinary mail. Figure 46 H illustrates a cover addressed to Philadelphia, with the U. S. Postage unpaid, the use, Nov. 16—1852. The Two Cent value, (Scott No. 6403), reads correctly, "Browne & Co's," and apparently was a postage due stamp for ordinary unpaid mail. Assumedly it could also have been used for prepaying valuable matter carried at special rates. Such matter had to be "booked at the Central Office"—i.e., registered, and in that feature Browne was several years ahead of the U. S. Post Office. The language, "paid for in proportion to the risk incurred," sounds like insurance.

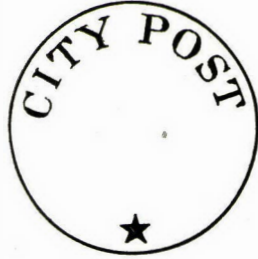


Figure 46 V.

CINCINNATI

"CITY POST"

Only one special carrier handstamp is known to have been used in Cincinnati. A large circle enclosed "CITY POST" above and a five-pointed star below. The few examples seen indicate it was first used by Browne and was inherited by Williams. This marking has not been noted on the Eagle carrier or One Cent postage stamps and may have been used less than a month under the Williams regime. Three colors have been found, viz.:

In red on stampless covers,—a valentine cover in the collection of Miss Helen Kane, and a cover of May 2, 1853 in the collection of Edward S. Knapp.

In black on a 1 Cent Brown's City Post stamp used with a Three Cents of 1851, also in the Knapp collection; and another to London, England August 17, 1852 with domestic and foreign postage unpaid, in the Stephen D. Brown collection. The latter has a blue Cincinnati postmark, illustration 46-W.



Figure 46 W.

In blue on a local cover bearing the Williams stamp, (No. 6848), in the Stephen D. Brown collection.

Postmark 46-W has been found cancelling a Three Cents of 1851 on a cover of December 4, 1854 which also bears an Eagle carrier. Both markings are in blue. The date is five weeks after Williams became superintendent of the U. S.

carrier delivery and is the earliest recorded use of the Eagle carrier in Cincinnati. No other example of this fancy target was found but unless it was a special marking used only by the carrier service, (which is uncertain), its occurrence on One Cent or other postage stamps would not imply carrier use. Copies of the Eagle carrier are known that were struck with Cincinnati townmarks of the 1854-1861 period. No One Cent postage stamp that was undoubtedly used as a carrier stamp in Cincinnati has been submitted.

SULLIVAN'S DISPATCH POST

There appears no evidence that Sullivan's Dispatch Post of 1853, (Scott No. 6760), was an official carrier. However, it may be noted that W. Sullivan received \$737.50 salary as a post office clerk for the year beginning July 1, 1858, and Wm. Sullivan, Jr., was paid \$750 for similar service for the year beginning July 1, 1860. The Sullivan stamp occupies about the same position in the philatelic history of Cincinnati that the Kellogg stamp does in Cleveland. Both were used for a limited time in 1853 and were followed by the stamp of a U. S. carrier in 1854. However, only one copy of the Sullivan is recorded while at least five specimens of the Kellogg are known.

WILLIAMS' CITY POST

In October 1854 C. C. Williams received official appointment as Letter Carrier. A news item of October 27th stated, "This business has repeatedly broke down in this city, but an effort will now be made to place it on a permanent and reliable basis." The article also noted that Williams' mail boxes, "and stamps for the payment of the carrier" were ready for service to commence on Monday, October 30th. This was confirmed in Postmaster J. L. Vattier's advertisements of October 29th and November 29th, 1854. The rates were One Cent "to the post office" and Two Cents for city delivery. The One Cent rate was to be prepaid by the Eagle carrier stamp.

The advertisement of October 29th states:

"Letters and Packages intended for City Delivery must be prepaid by one of Williams' two cent brown stamps, or two of the one-cent blue (eagle) stamps."

→  
1854  
OCT  
29  
AND  
NOV  
29

**POSTOFFICE, CINCINNATI, OCTOBER,**  
**1854.**—Letter Boxes have been established at the corners of principal streets and public places, for the purpose of enabling the citizens to mail their letters, without subjecting them to the inconvenience of visiting the office.  
 Carriers' Stamps will be for sale at all the points at which boxes are located, and all letters intended for the mails must be prepaid by a one-cent stamp. Mr. C. C. WILLIAMS, who has been appointed Letter Carrier, will superintend the business. J. L. VATTIER, P. M.

**U. S. MAIL LETTER BOX.**

Letters for the Postoffice must be prepaid by a one-cent blue stamp.  
 Letters and Packages intended for City Delivery must be prepaid by one of Williams' two cent brown stamps, or two of the one-cent blue (eagle) stamps.  
 Letters containing valuable inclosures should be marked "Valuable."  
 Letters intended for the Afternoon Mail should be dropped into the boxes previous to 1 o'clock P. M. Those intended for the Morning Mails should be dropped into the boxes previous to 6 P. M.  
 Letters intended for City Delivery will be delivered promptly after being taken from the boxes. Such letters should be plainly directed, with the number and streets on them.  
 Office—Gest's Building, Fourth street, between Walnut and Vine streets, room No. 11, up stairs sc 9

From "PAT PARAGRAPHS"  
 Published By ELLIOTT PERRY.

Figure 46 J.

This clearly indicates that the One Cent postage stamp of 1851 was not acceptable for prepayment of the carrier fee. In the advertisement of November 29th much of the wording is identical but the Williams' stamp is not mentioned. Whether this omission was an oversight or was intentional does not appear. Most of the covers handled by the carrier service from this date have one Eagle carrier and went "to the post office" for the out-of-town mails, but several local delivery covers are known with the Williams stamp and one has been found bearing two copies of the Eagle stamp. The Williams stamp has a large figure "2" against a background of four U. S. flags draped in a group. This is the third stamp on which the flag of the United States appears. Williams apparently quit and left Cincinnati before the 1856 directory was compiled.

#### CINCINNATI—1856-1859

In 1856 two letter carriers—Andrew Leech and Charles E. Pierson—who continued in the service as late as 1859 are listed. Leech probably was the post office clerk "A. Leach," who drew \$500 salary for the year beginning July 1, 1854, and \$125 for his services between July 1 and December 31, 1856. In 1858 and 1859 there were eight districts with a carrier for each, one of whom was Joseph Ritzler. A Cincinnati Post Office announcement of 1859 states:

"The U. S. P. O. Dispatch stamps do not pay postage, but are for paying the conveyance of letters to the office, or the delivery of letters by carriers, within the city limits.

Letters for the carriers are delivered to them at 7½ A. M., and 12 M., at which time they take all for delivery in their respective districts.

Letters dropped in the carriers' boxes for city delivery, should have on two U. S. P. O. Dispatch stamps.

Those to be mailed should have on one to pay the carrier for delivery at the Post-Office—besides the regular postage.

Persons wishing their letters to be delivered to them by the carriers, should hand into the Post-Office a written direction to that effect; the charge for delivery is two cents.

Persons changing their residence should notify, (in writing) the carriers of the change."

The "U. S. P. O. Dispatch" stamp referred to was the Eagle carrier and from about 1855 this appears to have been the only stamp that was recognized for prepayment of the U. S. carrier fee in Cincinnati.

In the Ashbrook collection is an unpaid Cincinnati drop letter (folded) with street address and an uncancelled copy of the Eagle carrier stamp. Mr. Ashbrook states he obtained this cover in an original find and there is little possibility the stamp was not originally used on the cover. The use was "*Dec. 21, 1859*" and the blue Cincinnati postmark reads: "Cincinnati, O.—Dec. 21—I UN—PD." See Figure 45 G, Chapter No. 45. This is the latest record we have of a use at Cincinnati of the Eagle stamp.

#### CLEVELAND

In January 1854, Henry S. Bishop, formerly Superintendent of the O'Reilly Telegraph line, having been nominated by the postmaster of Cleveland as required by the Act of 1836, was appointed by the Postmaster General to be U. S. letter carrier for Cleveland proper and also for that section west of the Cuyahoga River and now part of Cleveland but then known as "Ohio Cities." Notice of the appointment was frequently published in the local newspapers from January to April 1854 and often the Regulations for carrier service prescribed by the Postmaster General under the Act of 1836 were appended. These Regulations applied wherever there was U. S. carrier service and apparently remained in effect at least while the fee system of paying the letter carriers continued.

The following was printed in the Cleveland *Plaindealer* from January 17th to February 14th, 1854:



## "REGULATIONS

**Prescribed by the Postmaster General, for a system of Letter Carriers in the Cities of the United States, under the 41st section of the 'Act to change the organization of the Post Office Department,' etc., approved 2nd July 1836.**

I. When it shall be deemed proper for the accommodation of the public in any city, that a system of Letter carriers shall be introduced, application to authorize it must be made to the Postmaster General.

II. Postmasters of cities where letter carriers have been, or may be, authorized, will divide their several cities into as many districts as they may think proper, and nominate to the Postmaster General a carrier for each district.

III. The Postmaster will see that the carriers appointed by the Postmaster General execute bonds, with ample security, according to law; and will forward them, when executed, to the Department.

IV. No letter carrier will be permitted to enter upon duty until he shall have executed a bond satisfactory to the Postmaster.

V. All letters received in the Post Office for persons residing in any district, shall be handed to the carrier of that district, "except such as the persons to whom they are addressed may have requested in writing, addressed to the Postmaster, to be retained in the office."

VI. The carriers will be permitted to receive letters for deposit in the Post Office, at all places within their respective districts.

VII. Whenever it may be deemed necessary to establish depots for the receipt of letters, by the letter carriers, to be put into the Post Office, the Postmaster shall recommend proper places to the Postmaster General for his decision thereon.

VIII. The letter carriers shall receive two cents for every letter, and one-half cent for every newspaper delivered, and two cents for every letter received to be deposited in the Post Office, all of which shall be allowed them for their compensation, unless otherwise directed by the Postmaster General.

IX. The Postmasters shall report to the Postmaster General, quarterly, the amount of each letter carrier's compensation.

X. The letter carrier shall be under the orders and control of the Postmasters, or such clerks in their respective offices as they may designate. They will settle and pay over to the Postmaster or clerk, daily, the postages of all unpaid letters and papers handed them for delivery, and of all paid letters received to be deposited in the Post Office.

XI. The letter carriers shall perform such duties in relation to the mailing letters received by them to be deposited in the Post Offices as the Postmasters shall direct; but they shall not be employed in making up or opening or examining the letter mails in the Post Office.

XII. The Postmasters will promptly report to the Postmaster General any contumacy of letter carriers in refusing to obey their lawful directions, or in disregarding the regulations of the Department, as well as all official delinquencies or private misconduct which render them undeserving of confidence and trust.

XIII. The several Postmasters are authorized to make and enforce such additional rules for the government of letter carriers in their respective cities, not incompatible with law, as may be necessary to carry these regulations into full effect. jan17095."

(From *Pat Paragraphs* No. 25, pages 620, 621).

Bishop's City Post appears to have been a re-organization of Kellogg's Penny Post & City Despatch of 1853, and as the Bishop stamps (listed as "locals" No. 6247 and 6248 in the 1938 Scott Catalogue), are comparable to Kellogg's stamp in scarcity it seems probable that the Bishop City Post did not operate more than a year or two. Cleveland records show that Bishop was in other business from 1857. The Bishop stamps appear to have been copied from those of *Browne* of Cincinnati altho neither of the Bishop stamps have "CENT" or "CENTS," and Type L 27 does not have a numeral of value. Bishop advertised a One Cent collection fee and Two Cents for local delivery. Type L 27 is known used for local delivery on a large valentine cover in the Laurence B. Mason collection, and also "*to the post office*" for the mails with the Three Cent Postage stamp of 1851. One of Bishop's notices mentions "twenty carriers" which evidently is an error for "trusty carriers."

From 1856 to 1861 George Agar appears in Cleveland records as "postman," "letter carrier," or "penny post," and during this period seems to have been the only letter carrier serving the Cleveland Post Office. He is not known to have had a special stamp and it may be assumed that any letter on which his fee was paid by stamp bore the one cent postage stamp of 1851 or

1854.	BISHOP'S CITY POST.	1854.
<p><b>T</b>HE UNDERSIGNED having been duly appointed and commissioned by the Post Master General, to act as "POST-MAN" for this and Ohio Cities, tender my services as such.</p> <p>In other cities, of much less extended limits, "CITY POSTS" have been established, to the mutual benefit of Carrier and People.</p> <p>I have made arrangements through trusty Carriers, to deliver Letters, Papers, Packages, Cards and Circulars to any part of this and Ohio Cities, immediately after the arrival of Mails.</p> <p>Post Boxes for the reception of Letters and Papers, for Post Office or City Delivery, will be found at:</p>		
Weddell House,	64 Ontario Street,	
Waverly House,	Cor. Ontario and Pub. Square	
American Hotel,	Cor. Erie and St. Clair,	
St. Charles Hotel,	Cor. Erie and Lake,	
New England Hotel,	Cor. Euclid and Pub. Square,	
Forest City Hotel,	Commercial House, Seneca-st.	
Stevens' Dining Hall, R.R. Dep	Columbiana House, Pitts. st.,	
Court House,	Cor. Marshall and Hamilton,	
Franklin House,	Cor. Lake and Clinton,	
Johnson House,	Cor. Clinton and Ohio,	
101 Erie Street,	Cor. Parkman and Kinsman,	
237 St. Clair Street,	Cor. Prospect and Erie,	
125 St. Clair Street,	Cor. Kinsman and Ohio.	
67 1/2 Lake Street.		
<p>Post Boxes will be placed at other convenient places in this and Ohio Cities, for the reception of Mail matter or City Delivery.</p>		
<p><b>CITY POST RATES.</b></p>		
<p>Persons desirous can arrange for the delivery of Mail matter by the week, on fair terms.</p>		
Letters for City Post Office.....	1 cent each.	
Delivery Letters.....	2 "	
Delivery Papers.....	1/4 "	
<p>Liberal arrangements made for the delivery of Cards, Circulars and Daily Papers. Stamps will be found at each Depot.</p>		
<p>Persons wishing Letters delivered by the City Post will please advise their correspondents to address them, Street and Number, care of City Post. Stamps, Envelopes, Stationery and Periodicals furnished by giving orders to Carrier.</p>		
HENRY S. BISHOP City Post.		
Cleveland, January 16, 1854.		Jan 24-3m

(Above From "PAT PARAGRAPHS" - \* 25.)  
 PUBLISHED BY ELLIOTT PERRY

Figure 46 F.

1857, alone or with the Three Cent. One possible example has been found. The Sidney A. Hessel collection contains a small piece of cover with a One Cent (Plate I Early) and Three Cent of 1851, cancelled with the blue Cleveland postmark. The One Cent stamp may or may not have been used as a carrier. No special postmark or cancellation is known to have been used by Bishop or Agar.

LOUISVILLE

The information regarding the U. S. carrier service in Louisville, Ky., given in Luff's "The Postage Stamps of the United States" makes it appear that:

Service began about 1854 with one carrier.

Charles P. Smith, the first carrier appointed, was succeeded by—  
David B. Wharton, January, 1st, 1856, who was succeeded by—  
Wilson Gough, late in 1857 or January 1st, 1858.

Joseph G. Brown was appointed to assist Gough soon after January 1st, 1858.

Gough retired before April 1st, 1858.

S. B. McGill was appointed April 1st, 1858.

Service was continued by Brown & McGill until September 30, 1860.

According to this information Wharton served as carrier continuously for nearly or quite two years, but the fact is that he was on the post office payroll for a full year at this time. As one of 19 clerks in the Louisville Post Office he drew \$600 salary for the year beginning July 1, 1856. The records indicate that one or two other carriers were on the payroll at times. The years stated begin July 1st :

1854, Wharton,	\$550;	S. B. McGill,	\$312
1856, Wharton,	600;		
1858, Wharton,	600;	H. P. Smith	360
1860, Wharton,	700;	B. H. McGill,	300

Records showing that Gough and Brown were post office employees at any time, or records for the intervening years, have not been found. Wharton could have been a carrier when he was not drawing salary as a post office clerk. The most likely period seems to have been between July 1, 1857 and June 30, 1858.

In 1872 Charles P. Smith, (no occupation stated), was living on Madison street, D. B. Wharton was a clerk in the Star Union Line, and S. B. McGill was a cigarmaker who worked or lived with B. H. McGill. Two men named Joseph G. Brown appear but no Wilson Gough.

Wharton's stamp (Type C 21), and the stamps of Brown & McGill (Type C 22), are lithographed imitations of the Eagle carrier design. It appears that the Louisville stamps were used only to prepay a Two Cent collection fee "to the post office" on mail going out of that city. The One Cent postage stamp of 1851-57 has not been found used as a "carrier" in Louisville and no special carrier postmark or cancellation is known. It was not customary to cancel the Louisville stamps, tho a few are known that happened to be affixed close enough to the U. S. Three Cent postage stamp to receive the ordinary townmark which cancelled the latter.

#### NEW ORLEANS

Complete records have not been obtained. In 1846 Alexander G. Penn was postmaster and Adolphe Wiltz, Valery Wiltz and G. Levasseur were employed in the U. S. Post Office. The brief notice found does not mention letter carrier service. In 1852 and 1853 (beginning as early as October 1851), Valery Wiltz was superintendent of the carrier service, being followed by Gabriel Levasseur in 1854. Levasseur continued as superintendent of the carrier service or "head of the city post" as late as 1857. From 1851 five carriers were employed, probably three for the 1st district and two for the 2nd district, that being the service noted in 1856.

The following item of February 14, 1849 is of interest altho it does not state definitely that the valentines were delivered by post office carriers:

"ST. VALENTINE'S DAY.—The post office clerks will have as much as they can well get through with today, in assorting and delivering tender valentines, while doorbells and knockers will be in active operation, much to the annoyance of the poor servants who will have to answer the summons. \* \* \* In New York the post office department is obliged to appoint a large additional number of penny post men to distribute the valentines received, and then it is a labor of days."

Under "Schedule of Postages—on and after 1st of July, 1851" the following notice appeared in a New Orleans Post Office advertisement on June 12, 1851 and frequently thereafter for several weeks. The date was soon changed to June 13.

**"WHEN DELIVERED BY THE U. S. CITY POST**

Each letter received by mail . . . . .	2c	additional
Each drop letter . . . . .	1c	do
Each city letter . . . . .	1c	do
Each circular or handbill . . . . .	1c	do
Each newspaper or magazine . . . . .	½c	do

M. MUSSON, Postmaster

June 10, 1851."

Carrier rates published in 1852-54 have been found in which the fee for each "drop letter" and for each "city letter" was One Cent. Prior to July 1st, 1851, local letters if deposited in the regular mail receptacle at the Post Office were "drop letters" and therefore subject to Two Cents *postage* as required by the Act of 1845, but only One Cent, under the Act of 1851. After July 1st, 1851 the carrier fee of One Cent (beginning in 1851 ?) for delivering a drop letter from the post office to an address outside was in addition to the drop letter postage. A "city letter" was handled entirely by the carrier department at One Cent *without charge for U. S. postage*.

The fee for each circular or handbill was One Cent and for each newspaper or magazine was a half cent in 1851, the half cent rate being raised to One Cent in 1854. Except in 1851-53 for "city letters" these rates appeared as "additional." In some instances this may have been a typographical error. No fee for collecting letters and taking them to the post office for the outgoing mails is mentioned. As in some other cities at the same period that part of the U. S. carrier service in New Orleans appears to have been free. In general, even when possible to do so, it was not customary to prepay a carrier delivery fee in one city on letters mailed elsewhere, hence the Two Cent delivery fee on letters coming *into* New Orleans, (as elsewhere) was collected in cash on delivery or by quarterly account. Carrier stamps would not be used on letters going *out of* New Orleans if there was no collection fee on such letters. The only use for carrier stamps therefore would be on local letters, either "drop letters" which were handled in the post office, or on "city letters" handled only by the carrier department.

The claim has been made that:

"Local Posts existing in New Orleans operated to a greater or less extent under the authority of the Postmaster of that City, acting, assumedly, under the powers conferred upon him by the Post Office Department."

This claim is without foundation. The fact is that neither the postmaster nor the Post Office Department exercised any authority over the operation of local posts.

Three local posts have been listed in New Orleans. In regard to Robert G. Kellogg who is alleged to have been a letter carrier, and also to have operated a Penny Post and City Despatch and to have employed at least two carriers, no such person appears in reliable records of New Orleans that have been searched. The stamp of Kellogg's Penny Post & City Despatch, (local No. 6647), was used in Cleveland, Ohio. In regard to the "CITY DISPATCH POST OFFICE" stamps of 1847, (Type L 110), that have been stated to be "undoubtedly Locals, rather than Carriers," it has been suggested that these stamps were either the successor or the predecessor of Kellogg's Penny Post. They were neither. Attention is called to the fact that Gabriel Levasseur, (whose name sometimes appears as G. L. Nasseur), was on the New Orleans Post Office payroll in 1847 and again from 1852 to 1859, his salary being about \$1,500

much of the time. The "CITY DISPATCH POST OFFICE" and its stamps are connected more closely to the activities of Mr. Levasseur than they are to Mr. Kellogg or his Penny Post.

The third (?) New Orleans local post is Mason's City Express, which appears to have been the only local post in operation there in 1850. It has been claimed that the stamps of this post, "were used not only to prepay carrier charges on drop letters for Local Delivery, but to pay the carrier fee for receiving and delivering letters from River and Ocean steamers landing at the Docks in the City. \* \* \* this post, with others, had carriers or runners to meet each incoming and outgoing vessel."

In connection with the claim that the local posts in New Orleans operated under the authority of the Postmaster, etc., the reference to carriers and carrier fees in the quotation regarding the activities of Mason's City Express is clearly to U. S. letter carriers and to fees established by the Postmaster General. However, no evidence has been produced to show that Mason was appointed by the Postmaster General or that any runners employed by his Express were U. S. letter carriers. The Post Office Department employed mail agents at the terminals of river and steamship mail routes. F. A. Dentzel, a New Orleans Post Office clerk as early as 1847, was a Mail Agent from about 1849, his salary for the year beginning June 30, 1852 being \$1,925.38. The special postmark used by Dentzel is well known. (See Chapter No. 47). U. S. mails passing between the New Orleans Post Office and contract mail steamboats or ships on the river were handled by bonded employees of the U. S. Post Office—not by a private post.

In October 1851 a supply of 50,000 of the "Franklin" carrier stamp was sent to New Orleans. The few known to have been used were cancelled with a circular grid. No evidence appears that any of the "Eagle" carrier stamps were sent to or used at New Orleans.

The Sidney A. Hessel collection contains a horizontal pair of the Franklin carrier, cancelled, and showing part of the snow-shovel in green. This pair might have been used to prepay a double rate "city letter," or possibly one stamp was used incorrectly for U. S. drop letter postage and the other prepaid the one cent fee for delivery by carrier. Another possible use would have been to prepay the two cent delivery fee on a letter coming into New Orleans.

The only evidence noted of the use of One Cent postage stamps of 1851 or 1857 to pay the U. S. carrier fee in New Orleans is a cover in the Harry L. Jefferys collection which bears endorsement indicating delivery by the Penny Post. This is a drop letter on which the One Cent postage and One Cent carrier fee were prepaid by a pair of the One Cent of 1851. The stamps are cancelled with the ordinary postmark and no carrier handstamp was used on the cover. No indication of the year appears.

Several covers from or to New Orleans are known with a One Cent and Three Cent of 1851. These are usually marked "Way." Evidently the One Cent stamp was used to prepay the One Cent "Way" fee for loose mail handed to a contract mail carrier, (such as closed pouch service by steamboat), and does not show service by local letter carrier in New Orleans.

It is quite possible however, for a letter with the WAY fee prepaid by One Cent stamp to have been delivered by carrier in any city then having U. S. carrier service and to be either with or without a marking to indicate such delivery. The cover (see Figure 46 A) bearing a One Cent and Three Cent of 1851 postmarked Brattleboro, Vt., and also struck with the New Orleans carrier postmark shaped like a handleless snow-shovel and reading "N. O. U. S. CITY POST," with month, day and hour of delivery is an excellent example. This letter was handed to a contract mail carrier who deposited it in the Brattleboro post office, (with closed pouches picked up along his route), and was entitled to claim One Cent of the Brattleboro postmaster for this WAY service, i. e., carrying a loose letter. On arrival at New Orleans the letter was

turned over to the carrier service, (U. S. City Post), and the Two Cent fee for carrier delivery was collected in cash from the addressee. "CAR. 2" in an oval indicates the fee. Both carrier markings on this cover are struck in green.

NEW ORLEANS U. S. CITY POST

"N. O. U. S. CITY POST"

The first U. S. carrier postmark known to have been used in New Orleans has "N. O. U. S. CITY POST" with abbreviated month and day, and hour of delivery, in three lines, enclosed in a single line frame—the so-called "snow-shovel" type, see tracing top row at left Figure 45 B, Chapter No. 45, also Figures 46 A, 46 B, 46 C and 46 D. Dr. Chase mentions "3 P. M." delivery

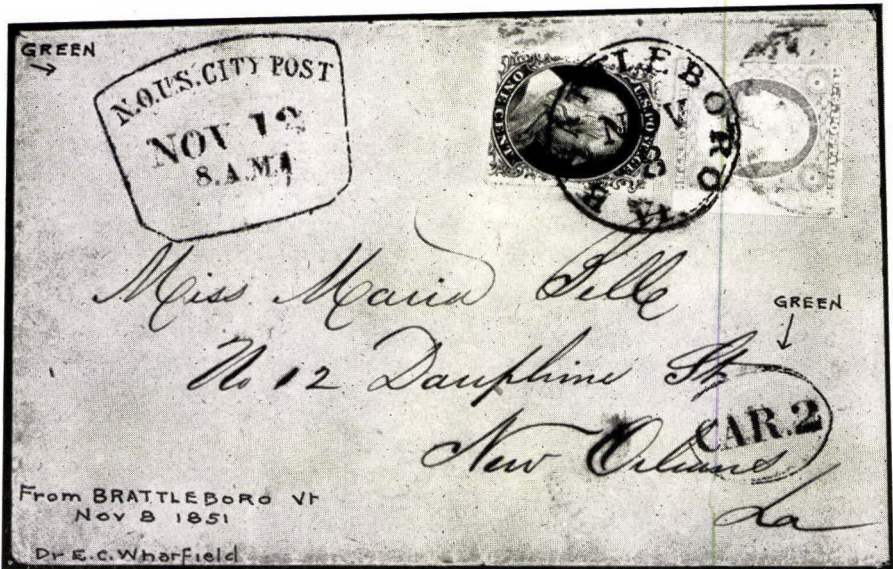


Figure 46 A.

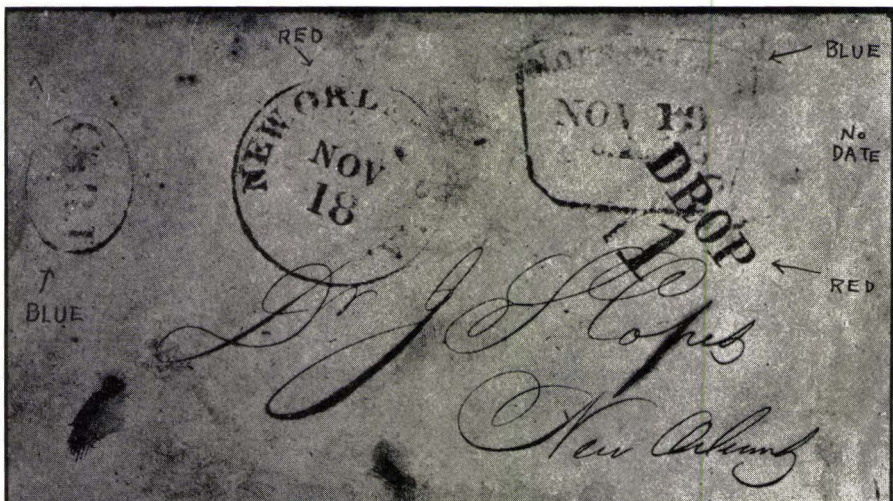


Figure 46 B.

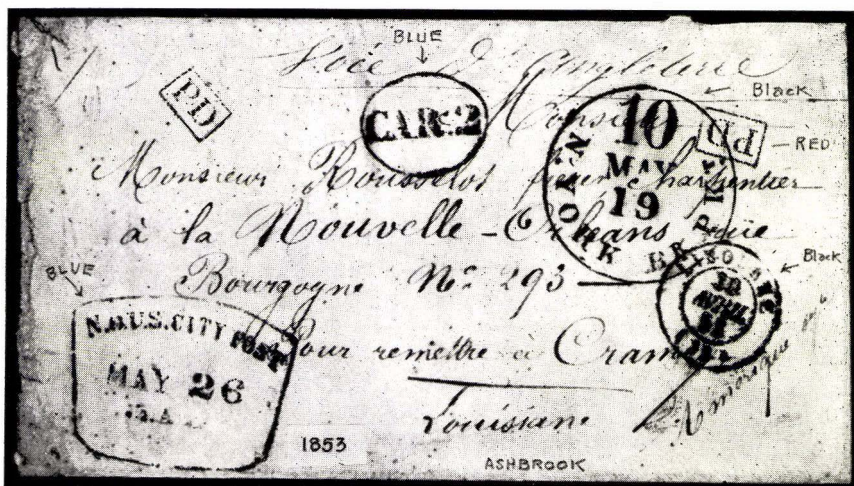


Figure 46 C.

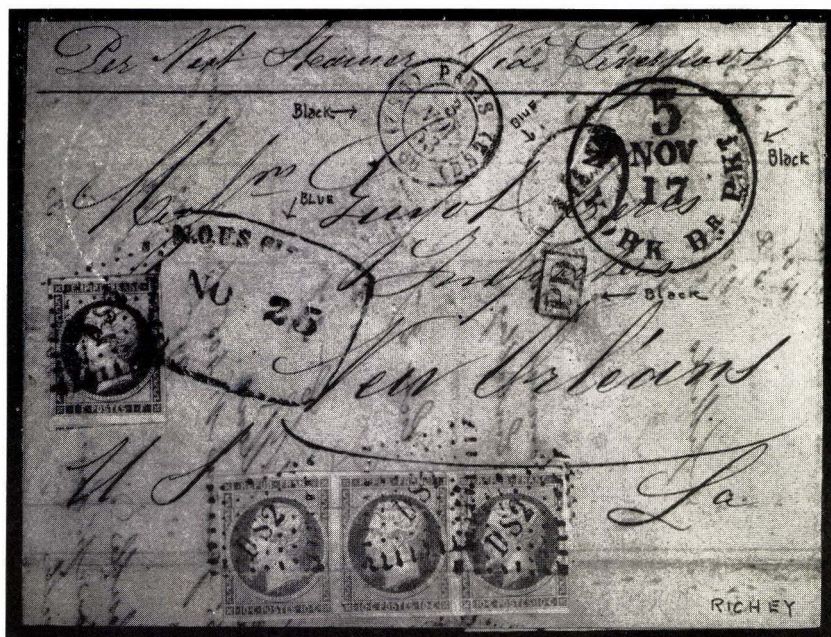


Figure 46 D.

and this postmark with a slug in the place of the delivery hour is illustrated on page 334 of his 3c 1851-57 book. The only other delivery seen is "8. A. M.". Dates of use in 1853 and 1854 have been seen but this postmark is believed to have been in use nearly two years earlier. It is found in blue and green.

In connection with the snow-shovel two types of rate marks were employed to indicate delivery fees. The first type has "PAID—CAR. 1" in large letters in a rectangular frame and is illustrated by Dr. Chase. (Page 334—Chase 3c 1851-1857 Book). The same type but having numeral "2" probably was used

but has not been seen. This rate mark has been noted only in green. The second type of rate mark is a small oval enclosing "CAR. 1" or "CAR. 2." (See tracings, Figure 45 B, Chapter No. 45). These oval rate marks and the snow-shovel occur in green and in blue and as all examples seen with dates from April 20, 1853 have been in blue it is deduced that the color of the New Orleans carrier markings was changed from green to blue before that date.

The fact that there were two carrier districts in New Orleans—"1st" and "2nd"—and two rates of fee—One Cent for local letters, (see Figure 46 B) and Two Cents for delivery from the (out-of-town) mails, (see Figure 46 C), has led to some confusion regarding the meaning of the small oval handstamp. As the writer was one of those who inclined to the "1st Carrier" (district) and "2nd Carrier" (district) idea he welcomes this opportunity to agree with Mr. Ashbrook and the facts. On all the covers examined, and particularly the remarkable correspondence in the William J. Aull collection, "CAR. 1" was used on local letters delivered at the One Cent rate while "CAR. 2" appears on incoming from out of town letters on which the delivery fee was Two Cents. (See Figure 46 D). For tracings of the above markings, see Plate 45 B, Chapter No. 45.

Examples of the snow-shovel used with one of the oval rate marks, both being blue, on stampless covers are noted—all but one of these being in the William J. Aull collection. Also two stamped covers.

April 20, 1853, incoming from Mississippi, "CAR. 2"

May 13, 1853, incoming from Delaware, "CAR. 2"

December 30, 1853, incoming from France, "CAR. 2"

November 19, —, local, "DROP-1" in red, "CAR. 2"

December 14, —, local, "PAID-1" in red, also "DROP-1" in red cancelled out with black grids, "CAR. 1"

March 24, —, local, "DROP-1" in black, "CAR. 1"

August 5, 1854, incoming, "WAY-5" in black, "CAR. 2", (F. A. Hollowbush).

August 23, —, on 3c 1853 envelope, "CAR. 2", (Sidney A. Hessel).

July 3, —, with Three Cents of 1851 to Vermont, but no rate mark and thus indicating no collection fee "to the post office—for the mails," (Fred S. Whitney).

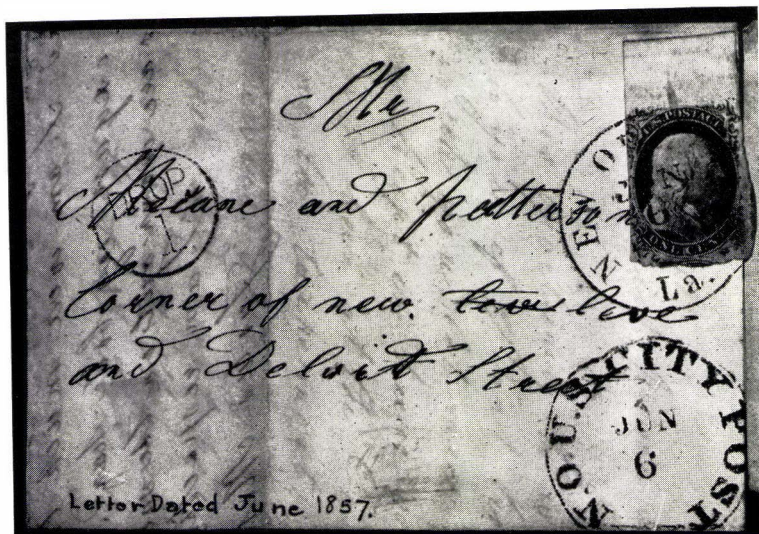


Figure 46 CC.



## "N. O. U. S. CITY POST"

The second type of U. S. carrier postmark of New Orleans has "N. O. U. S. CITY POST" arranged in circular form and completed by an ornament at the bottom. The abbreviated month and day appear in the center in two lines and the whole is framed by a single line circle. (See tracing, Figure 45 B, top row at right—Chapter No. 45). This postmark was in use as early as March 1855 in blue, and in 1857 or later in black. Rate marks have not been seen used with it.

March 24, 1855, in blue with 3c 1851, (George F. Krauss).

July 11, —, in black, with 3c 1857, on cover from Virginia endorsed, "Penny Post will deliver this," (Sidney A. Hessel).

See Figure 46 CC, Black (Ashbrook).

## NEW YORK

As early as January 1842 there were U. S. letter carriers at the New York Post Office. In August 1842 the City Dispatch Post that had been operated by Alexander M. Greig from the previous February was acquired by the Post Office Department and became the United States City Despatch Post which issued the stamps catalogued as Type C 24. Under official appointment as a U. S. letter carrier Greig remained in charge of this service until 1844. At the end of November 1846 the United States City Despatch Post was discontinued by order of the Postmaster General but some of the carriers organized a private post under a new name and apparently continued the service which, as U. S. letter carriers, they had previously performed.

Late in 1848 Aaron Swarts, who was then operating a private post known as the Chatham Square Post Office and who had formerly been an employee of the New York Post Office, obtained, or thought he had obtained, from the Postmaster General, an appointment to conduct letter carrier service in New York. His claim was officially denied in such explicit and comprehensive terms as to leave no doubt in other minds that the appointment was either unfounded or premature. Proof that Swarts ever qualified as a U. S. letter carrier is lacking. The claim that Swarts' stamps are U. S. carrier stamps appears to be founded partly on his statements regarding the alleged appointment in 1848 and on the fact that he had worked in the U. S. Post Office in New York.

During January 1849 a new carrier department in New York with Robert Roberts in charge, was organized by authority of the Postmaster General. This "City Post" began operation early in February. Small round stamps with no device other than the wording, "U. S. MAIL—ONE—CENT—PREPAID" were issued in connection with the new carrier rates, viz:

"City letters \* \* \* will be delivered by the Mail Letter Carriers \* \* \* at one cent.

Letters for the mails \* \* \* will be carried to the Post Office \* \* \* One cent to be prepaid for each letter.

Stamps receivable for City Postage only, are for sale at the several stations, the Letter Carriers' window in the Post Office, and by the Carriers.

Circulars left at the Letter Carriers' window in the Post Office, or at any of the Branch Post Offices, delivered at one cent each, prepaid."

Twenty-five stations or "Branch Post Offices" in drug and other stores were established at this time, but neither the Chatham Square Post Office of Swarts nor any private post which called itself a "Branch Post Office" was included in Roberts' official list of stations dated February 3, 1849.

How long Roberts' "U. S. Mail" stamps, (catalogue Type C 27), were on sale is uncertain. Covers bearing them frequently carry no indication of the

year, but the fact that most of the dates found are in 1849, 1850 or the first half of 1851 seems to support a conclusion that the stamps were not sold after June 1851. Later use, though uncommon, is known and apparently any of these little round and cheerless stamps that were outstanding continued to remain valid until the carriers fees were abolished June 30, 1863.

The Waterhouse collection contained a cover of June 18, 1852 from New York to Canada bearing the buff carrier (No. 1854) used as One Cent postage with three Three Cent stamps of 1851. By collecting from the Carrier Department the cent which the latter had already received for the "U. S. MAIL" stamp the Post Office could compensate itself for this irregular use which may have occurred only this once.

The Stephen D. Brown collection contained a cover from Brooklyn, N. Y. to New York City bearing the buff "U. S. MAIL" stamp postmarked with a One Cent Type II of 1851. This rare—if not unique—combination use may be explained if the envelope contained printed matter and was not sealed. The postage was paid by the ordinary One Cent stamp and the fee for delivery to an address in New York was prepaid by the carrier stamp. If it was a sealed "drop letter" mailed in Brooklyn instead of in New York the letter carrier should have collected postage due on it.

Covers are known showing use of the New York "U. S. MAIL" stamps (C 27) with 5c and 10c (?) 1847 stamps after February 1849.

There is an explanation for the fact that the "U. S. MAIL" stamps do not normally occur used with the ordinary Three Cent postage stamp of 1851. Such use would be to pay for taking a letter to the New York Post Office for transmission to another town, i.e., "collection fee." When the carrier system was re-organized in the summer of 1851 the One Cent collection fee in effect from 1849 on such mail was abolished in New York and apparently it was not restored there until the Act of 1860 became effective.

The "U. S. MAIL" stamps are much scarcer on local delivery letters than on mail that was carried to the New York Post Office. Only one special postmark appears to have been used with them. (Figure 46-K). The impression is in red, usually indistinct, and the few examples seen were struck on local letters bearing the Type C 27 stamps, but a large proportion of such local letters do not have this postmark. No other U. S. carrier postmark is known to have been used in New York from December 1, 1846 until January 1856.

In the sale of the Carroll Chase collection lot No. 646 was a stampless cover with this "U. S. CITY MAIL" postmark having "NEW" at left and "YORK" at right struck in red. The date is given as February 1851.

At an undetermined date, believed to have been not long after June 1851, the "U. S. CITY MAIL" inscription was removed and later forms of this type without that lettering were employed for purposes that have not been identified with carrier service. An example of the latter is a cover (See Figure 44 M, Chapter No. 44), struck with this "NEW—YORK" (only) postmark in red. The cover also bears the black "NEW YORK—1 ct" postmark that came into use about July 1851 for unpaid drop letters or circulars. Perhaps the red "NEW-YORK" (only) marking was first used just prior to August 23, 1851 while the experimental carrier service mentioned in the *Herald* of that date was in operation, but it is not certain that this red postmark indicates a carrier fee prepaid in cash. The black postmark was for one cent drop letter postage to be collected. (Also see Figure 44 A, Chapter No. 44, top row of illustration).

A cover formerly in the Carroll Chase collection bears the latest use of the NEW YORK (only) postmark that appears to have been recorded. This cover was sold as lot No. 647 in the Chase sale and had a Type IV One Cent used in April 1854 with the postmark in red as a canceller. Definite indication of carrier service does not appear in the description of this cover.

1851

**"CITY PENNY POST.—POST OFFICE DEPARTMENT**

Washington, Aug. 12, 1851.—Notice is hereby given that in execution of the powers conferred by Congress, under the provisions of the 10th section of the Postage Act approved 3rd March, 1851, the Postmaster General has established post routes on and over all the streets, avenues, roads and public highways within the limits of the city of New York. The following announcements have been adopted to carry out the provisions of said 10th section:—a superintendent and forty-five letter carriers have been appointed, and two hundred places have been selected and boxes put up for the reception of letters. Carriers call at said boxes four times a day. Letters to be sent by mail out of the city, found in the boxes or delivered to the carriers, will be taken to the Post Office free of charge. Letters to be delivered in the city, found in the boxes or delivered to the carriers, will be delivered at a charge of one cent. Circulars and hand-bills each one cent. Newspapers and pamphlets, each half cent; Letters from the mails, two cents. Letters dropped in the Post Office, to be delivered in the city, in addition to drop-letter postage, one cent. Stamps for prepayment of the carrier's fee will soon be for sale by the superintendent and carriers; and the number of carriers will be hereafter increased, and such other arrangements made from time to time as may be necessary to make the carrier's department in the highest degree efficient and useful.

N. K. HALL, Postmaster General

(Saturday, August 23, 1851)."

When, after two years trial the One Cent rate in the plan of 1849 did not enable the U. S. carrier department to monopolize the local delivery of mail in New York, the carrier rates were re-adjusted to put another plan into operation. This change was not due to any provision of the Act of 1851. The Postmaster General already had the power, and happened to exercise it after the Act of 1851 became law. Under the Act of 1836, (and 1851 also), the Postmaster General could set the carrier fee at the legal maximum for "collection" and for "delivery," or he could make the fee for those services anything less than the two cent maximum in the law. At two cents, one cent or nothing, there were nine different combinations of these rates. Four of them were in effect at various times in one post office or another. From 1851 to 1860 the delivery fee "from the mails" was Two Cents and there was no collection fee "for the mails" in New York. While this particular free service "to the post office" continued it was largely responsible for non-use of the One Cent postage stamp as a prepaid "carrier" on mail going out of New York.

The motive for this free collection service was definite, if not obvious. The U. S. Post Office could not compel the public to use its collection service "to the post office," but it did control the delivery of drop letters and letters "from the mails" unless they were specially addressed, as, for instance, to a local post, or to the proprietor or other person connected with such a post. Altho it has been claimed that "carriers had the general run of the Post Office and its substations," and this claim has, perhaps, been interpreted to mean that they helped themselves to such mail as they wished to deliver, the fact is that this statement has no proper reference to regularly appointed and bonded U. S. carriers. It refers to other letter carriers, i.e., those who operated private posts or were employed by the latter. Of course Aaron Swarts had access to the U. S. mails that his work required him to handle when he was on the Post Office payroll as a salaried employee, but even the bonded U. S. carriers did not have "the general run of the Post Office" in any such sense as might be inferred from the statement quoted. Paragraphs X, XI, and XII of the Regulations of 1836, (given in the Cleveland section of this chapter), are clear on this point, especially the last sentence in Paragraph XI:

"XI. The letter carriers shall perform such duties in relation to the mailing letters received by them to be deposited in the Post Offices as the Postmasters shall direct; but they shall not be employed in making up or opening or examining the letter mails in the Post Office."

When the U. S. carriers were not permitted to examine the letter mails it is not likely that the employee of a private post would have been allowed even greater freedom in a U. S. Post Office.

Having no control over letters "for the mails" until they were deposited in the Post Office, but having full control over those "from the mails" until they were delivered to addressees, the Postmaster General used this power—and his power to fix carrier rates—to compete more effectively with the private posts by abolishing the collection fee and making the delivery fee Two Cents. To patrons of the Post Office who mailed and received about an equal number of letters the total cost of the service was practically the same as if they paid one cent collection fee and one cent delivery fee, but the effect on the private posts was very different than if the U. S. carrier fee had been One Cent for each kind of service. A private post could not afford to carry letters "to the mails" free unless they could "average out" by charging two cents for delivery "from the mails" as the U. S. carriers did. What a private post might charge for delivery "from the mails" could make no appreciable difference in its income *because the U. S. carriers had a practical monopoly of that service*. If a citizen wished to have his mail (from out of town) delivered to him by letter carrier he could not conveniently avoid using the Government carrier service and paying the Government rate—Two Cents in cash on each letter. The struggle between the U. S. carrier department and Boyd, Swarts, et al was fought on that line until 1860.

Free U. S. carrier service "to the post office—for the mails" is the reason why local post stamps are rarely found used with U. S. postage stamps after 1851 and also partly explains why the One Cent stamp of 1851 does not normally occur with the Three Cent to make the carrier-plus-postage four cent combination from New York. The imperforate One Cent Type II plus Three Cent example in the Mason collection apparently is some kind of irregular use. No carrier postmark appears on this cover.

On August 23, 1851 the *New York Herald* printed an article entitled "CITY PENNY POST" which gave carrier rates officially announced the same day, with interesting comment and at least one important prophecy which did not come true. With the exception that the collection fee on letters taken to the post office for the out-of-town mails was abolished, the fees appear to be identical with those in effect from February 1849, and no further change has been noted until 1860. The rates are given elsewhere in the Postmaster General's announcement and the remainder of the *Herald* article follows:

"CITY PENNY POST.—This great desideratum has at length been established; it was long since advocated by the *Herald*; it was tried as an experiment by the Post Office authorities, and now it is **un fait accompli**—a fixed fact, publicly promulgated, as may be seen by reference to the order of the Postmaster General, in another part of this day's paper. The advantages of this accommodation to the public are so obvious that it is a waste of time and space to enumerate them; and the only wonder is, why it was not long since adopted. It has existed for many years in London, Dublin, and many other cities of Great Britain and Ireland, and its benefits are felt and acknowledged by the inhabitants of those cities. Our government has been slow in making this reform; but better late than never. \* \* \*

This arrangement gets rid of the numerous express offices, in which there were great delays and irregularities; and what greatly enhances the accommodation is, that stamps are issued for the pre-payment of city postage, and are sold at the Post Office, and at the several stations, so that if any person desires to despatch a letter to any person in any part of the city below Fiftieth Street, he can have it sent and delivered free of any charge, by affixing a penny stamp. The only objection to any part of this arrangement is the charge of drop postage for city letters dropped into the Post Office. It would be simpler, better, and more satisfactory, if there was but one uniform charge of a cent for all letters from one part of the city to another, no matter where dropped. But we must not find fault when we have got so much that is good. During the month of July there were delivered in the city from boxes, and from the Post Office, letters despatched from one portion of the city to another, 207,272; and there were carried from the branch office to the Post Office, for the

mails, 8,257 letters, free of charge. The Branch Post Office, or City Penny Post, is presided over by Mr. Marcellus Eells, who is known to be a very efficient and active officer."

(Note: The reference is to Mr. Marcellus Wells, who apparently was soon succeeded by John H. Hallett.)

Several statements in the *Herald* article are puzzling. The article shows that the Penny Post had already been tried as an experiment by the Post Office authorities. Does this refer to New York, and if so what stamps were used, if any? The only One Cent stamps available in New York at that time were possibly the "U. S. MAIL" design first used by Roberts and, beginning early in July, the One Cent postage stamp of 1851. It is hardly credible that anything like 207,272 "U. S. MAIL" stamps could have been used in July 1851 and no copy of the One Cent postage stamp that was certainly used for carrier service until long after 1851 has been found.

The Postmaster General's announcement dated August 12th, (by error for August 22nd ?), was not published until August 23rd and states that "Stamps for the prepayment of the carrier's fee will soon be for sale." Obviously the stamps were not then on sale. The Franklin carrier, (No. 1801), was then in preparation and the reference was probably to it. The only record of the shipment of the Franklin carrier stamp to post offices shows that the total issue of 310,000 was divided among three offices, including 250,000 which were sent to New York on October 11, 1851. Apparently they did not arrive until the following April (1852). What happened and what became of them is a mystery. They may never have been placed on sale for the two copies found with New York cancellations may possibly have been purchased in Philadelphia, or even New Orleans.

The copy in the Sidney A. Hessel collection is on a small piece of cover and is cancelled in black with a New York postmark which includes "1ct" and which was used for unpaid Drop letters and unpaid printed circulars after June 30th, 1851. See Plate 44 A—Chapter 44—second row, extreme left; also Plate 44 D—three examples in top row; also Figure 44 M.

The copy in the B. K. Miller collection, (New York Library), is on a buff envelope addressed to a lawyer at 85 Fulton Street. The stamp is cancelled in red with an uncommon postmark having "NEW" at left and "YORK" at right, enclosed in a circle. (See tracing "H" on the plate, Figure 44 L, Chapter No. 44, also Figure 44 M). A One Cent 1851 in the same collection is cancelled with the same postmark in black. This type of postmark is almost or quite identical with one that is occasionally found in red on or with the "U. S. MAIL" stamps except that the wording "U. S. CITY MAIL" between "NEW" and "YORK" has been removed. A later form struck in black with a large rectangular slug between "NEW" and "YORK" may be mentioned. (See Figure 44 A, Chapter No. 44, top row, second from left). This appears on a single One Cent 1851 on cover in the B. K. Miller collection and on a vertical pair off cover in the Harry L. Jefferys collection. (See description of this marking in Chapter No. 44).

There is no evidence that the Eagle carrier, (No. 1802), was ever on sale at New York, tho covers exist to which it has been fraudulently affixed.

On August 23rd, 1851 the *New York Tribune* also commented at some length on the "CITY PENNY POST":

"\* \* \* This arrangement will go into effect forthwith and we presume all other City Post establishments will be obliged to close their business \* \* \*"

As regards the other City Posts, what actually happened was very different. The Postmaster General's order appears to have had no effect whatever on the private posts or on their use of stamps. For one reason or another some of the smaller concerns quit between 1851 and 1860, but many others started up.

John T. Boyd obtained legal advice and his City Express Post continued to do business. In February 1849 Boyd claimed to have over 1,000 letter boxes and in August 1851 he claimed to have over 2,000 boxes. Then, and for many years later, the Boyd stamps were inscribed "2 CENTS." Judging by the relative scarcity of Swarts' stamps the business of the Chatham Square Post Office increased from 1849 to 1851 and continued to increase for some years thereafter. One type of Swarts reads "FOR—U. S. MAIL—ONE CENT—PRE-PAID." The "Rough And Ready Dispatch" and the "Chatham Square Post Office" types have no expressed value.

The meagre records that have been found seem to indicate that the carrier department of the New York Post Office had difficulty in obtaining enough business to operate efficiently until 1860. Beginning about 1851 John H. Hallett appears to have been Superintendent of the Alphabet and Carrier's Delivery for twelve years or more.

Hallett's salary was \$1,200 in 1845 and increased from \$1,500 in 1851 to \$2,000 in 1859-1861.

#### 1854-1861

A post office advertisement dated April 1854 gave the address of about 220 United States Mail Stations and these possibly included some of the 200 places selected for U. S. letter boxes in 1851. There were three deliveries of city letters daily and four collections from the stations. The rates were the same as announced in August 1851. The only reference to stamps is:

"Stamps may be had for City Postage at the Post Office, and at the several stations."

What were these stamps? Of the four different One Cent stamps that may have been available in the New York Post Office at that date it seems obvious that the advertisement could not have referred to the Franklin carrier or to the Eagle carrier, and, regarding the "U. S. MAIL" stamps that were first issued "for city postage only" in 1849, the only indication that carrier stamps of this type may have been in use as late as 1854 is the vague statement in this advertisement.

The remaining possibility is the ordinary One Cent postage stamp of 1851. All the evidence that has been obtained indicates that when this stamp was originally issued the various uses for it included postage rates only—it was not intended for the prepayment of city letter carrier fees. *No record of an authorization to use the One Cent postage stamp for city carrier use has been found, but there may have been such authorization much earlier than 1856, which is the earliest year when such use has been definitely established.* Covers bearing the imperforate One Cent stamp used as a carrier are not plentiful and those on which the exact year can be determined are exceptional. Unless the One Cent stamp happens to be a variety that was not issued until 1856 undated covers bearing it may have been used either before 1856 or afterwards.

Authorization to use the One Cent postage stamp as a "carrier" possibly was coincident with the period when prepayment of most domestic mail became obligatory, i.e., April 1855 (by stamps or cash), or January 1856 (by stamps only). It may be noted however, that prepayment became obligatory only "between places in the United States" at that time—it did not then apply to local mail. The first of the two announcements of the New York Post Office that follow appeared in the early part of 1856. The second appeared from 1857 to 1859.

- (a) "City letters when delivered by CARRIERS 2 cents, prepayment optional."
- (b) "All city letters are subject to one cent postage and when delivered by CARRIERS 2 cents, prepayment optional."

The "*city letters*" required only One Cent *postage* for each, if delivery was made *within* the post office, but if delivery was made by letter carrier to an address *outside the post office* a One Cent carrier fee was required in addition to One Cent *postage*. The above announcements do not mention the special One Cent rate of 1849-1854 for letters that were handled only by the carrier department and thus were not subject to drop letter postage. It is possible that this rate was abolished about 1855 and there is no reference to it in the following extract from the Postmaster General's report of 1859. (Parts are printed in bold type here for emphasis) :

#### "PENNY POST

The system of delivering letters by carriers at the domicile of the citizen was first recognized by the Act of 3rd March, 1825, and has within a few years been successfully introduced into several of our principal cities. Though constant endeavors have been made to improve it, it is still imperfect in its details, and unsatisfactory, alike to the public and to the department, in its operations. The system cannot be regarded as having accomplished the object of its establishment, so long as it does not command and deliver the local correspondence of the different cities in which it exists, which, thus far, it has wholly failed to do.

This correspondence is now almost entirely in the hands of private expresses, whose rates are so low as to make a successful competition with them, on the part of the government, impossible. **Their charge for the delivery of a letter is generally one cent**, while this amount is necessarily exacted by the department for the carriers, and **one cent in addition** is collected on the local correspondence, as the **postage** fixed by the Act of 1825, on '**drop letters.**' Hence the aggregate postage on the city correspondence, under existing laws, which require that the system shall be self-sustaining, is **at least two cents**, which precludes the possibility of any successful competition with the private expresses. I therefore recommend the repeal of this provision of the Act of 1825, so far as it can be construed as applying to 'drop letters' delivered by carriers. This would not result in any perceptible diminution of the postal revenues, inasmuch as the correspondence which would be thus secured by the department, does not now pass through its offices.

It is true that the Postmaster General might, in his discretion, arrest the operation of these private expresses by declaring the streets and avenues of the cities to which they belong to be post roads; but until the department is prepared to deliver city letters as cheaply and promptly as such companies can possibly do, I should regard the exercise of this power as unwise, if not harsh and oppressive."

It should be borne in mind that this argument of the Postmaster General was in the nature of special pleading for a definite purpose—to have Congress remove the "drop letter" charge which was then being applied to letters delivered by government carriers. He was "making out a case" and evidently did not choose to reveal facts that would tend to weaken his plea. Actually, the private expresses referred to were principally those in Philadelphia and New York, for at that date the government letter carriers apparently had most of the delivery business in Boston and Baltimore, Charleston, Cincinnati and Louisville, if not in several other cities. The last paragraph quoted from the report of 1859 omits to mention that in 1851 former Postmaster General Nathan K. Hall had declared the public highways of New York and several other cities to be post routes and that the private expresses had continued to operate in defiance of that order.

In reference to the period beginning in 1851 or later and continuing until the Act of 1860 became effective, most of the stamped covers in New York which have postmarks indicating carrier service bear a single One Cent postage stamp. If the special One Cent rate of 1849-1854 actually did remain in effect until 1860 these letters could have been handled by the carrier department at that rate. The Two Cent rate would have applied to letters that were not handled entirely by the carriers and therefore were subject to One Cent drop letter postage in addition to the One Cent carrier fee.

But if the special One Cent "carrier only" rate was abolished about 1855 or later, another explanation must be sought for letters bearing only a One Cent stamp with postmark indicating carrier service during the period when all city

letters that were delivered by carriers were subject to a total charge of Two Cents. As prepayment was optional as early as 1856 it would have been possible to prepay One Cent by stamp and have the other One Cent collected in cash on delivery, but this explanation does not seem adequate. The relative number of covers bearing a single One Cent stamp seems too great as compared with those few that bear two One Cent stamps.

Statements in the Postmaster General's report for 1860 convey the impression that no collection fee had ever been charged at any post office for "the delivery of letters into the post office." This meaning is not in accord with the facts. A One Cent or Two Cent collection fee had been charged by most of the city carrier departments at various times up to 1860 and this fee seems not to have been abolished at Boston until 1859. The part of the report of 1860 which follows really refers to the situation at New York from 1851, (Parts are printed in bold type here for emphasis) :

"The Acts of July 2, 1836, and March 3, 1851, contemplated that the same charge should be made for the delivery of letters into the post office as for their delivery at the domicile of the citizen. From some unexplained cause, this provision of the law was **not executed** and the service of delivering letters **into the post office** for transmission has been **gratuitously** performed. No reason could be urged in support of this usage, since this service, thus rendered without any return, has always, to the extent of its performance, cost the department as much as that for which compensation has been exacted. Orders have accordingly been given **for the enforcement of this view of the law**, and the revenue derived from this source, added to the other receipts of the carrier system, will give it adequate support in the large cities at the low rate of One Cent established by the existing law, provided it can command the entire local correspondence for delivery."

The "existing law" was the Act of 1860 in which the discretionary power of the Postmaster General over carrier fees was removed. In that respect the Act of 1860 went further than the Postmaster General had recommended in 1859 when he asked that postage be abolished on drop letters that were delivered by carriers. Under the Act of 1860 the carriers at any U. S. Post Office could not charge more than One Cent for any kind of "delivery" but the Postmaster General construed the Act of 1860 to permit a charge of One Cent *for each kind of service* and gave orders "for the enforcement of this view of the law," i.e., the "delivery fee" was reduced to One Cent and a "collection fee" of One Cent was established. This restored the rates of 1851 at the carrier departments in some cities and where the One Cent postage stamp was being used to prepay the carrier fee a greatly increased use of that stamp for that purpose resulted. The exact date when the One Cent collection fee of 1860 became effective in New York does not appear. Perhaps it was coincident with the order of the Postmaster General that was referred to in the *Herald* on July 18, 1860:

"DELIVERY OF LETTERS IN THE CITY—A NEW ORDER.—

We perceive, by an order just issued by the Postmaster General, that the system of carrying letters by express and city post in New York is to be suppressed henceforth, and the delivery of letters confined to the Post Office carriers. The streets and avenues of the metropolis south of Fifty-fifth street are declared, in accordance with the Act of Congress of March 1851, to be in future post routes, and the delivery of letters otherwise than through the Post Office is prohibited.

It is pretty well known that the delivery of city letters by means of the express companies and city post has heretofore been far more prompt and satisfactory than by the Post Office system; and we will expect that the Government in monopolizing the business, will take the responsibility, and see that the public do not suffer in time and convenience, by taking the letter carrying out of the hands of individuals or companies, and assuming the whole duty themselves."

More than half of the postage-plus-carrier covers showing the four cent or eleven cent rate of 1860 that were seen were from New York. Such covers commonly bear the Type V One Cent stamp with a Type II Three Cent, but other



combinations may be found and those that were noted are listed here, with the names of their owners. Clear datings for nearly every month from late in September 1860 to the middle of November 1861 have been seen, including one used after the One Cent stamp had been demonetized at New York. These covers do not have a carrier marking and are usually postmarked with a round townmark, (with or without "1860" or "1861") and having a small open grid affixed for cancelling the stamps. Black only has been seen.

- One Cent Type V, on Three Cent 1853 envelope, August 24, (1860 ?), (F. A. Hollowbush).
- One Cent Type V, with Three Cent, September 28, 1860, (L. B. Mason).
- One Cent Type V, with Three Cent, October 2, 1860, (C. Gray Capron).
- One Cent Type V, with Three Cent, on patriotic cover, (L. B. Mason).
- One Cent Type V, with Three Cent, October 2, 1861, (F. A. Hollowbush).
- One Cent (Plate 11), on Three Cent "star die" envelope, April 3, 1861, (L. B. Mason).
- One Cent (Plate 11), with Three Cent, July 30, 1861, (Harry L. Jefferys).
- One Cent Type I, (Plate 12), with Three Cent, August 13, 1861, (H. C. Brooks).
- One Cent Type V, strip of four, September 28, 1860, (F. A. Hollowbush).
- One Cent Type V, pair and two singles, March 21, 1861, (L. B. Mason).
- One Cent (Plate 12), with Ten Cent, April 24, 1861, to Nova Scotia, (L. B. Mason).
- One Cent Type V, with 10c Type V, July 18, —, to California, (H. C. Gibson).
- One Cent Type V, with 10c, to San Francisco, with what is known as the New York to California ocean mail postmark, (Harry L. Jefferys).
- One Cent Type V, with 10c Type V, September 29 —, to Bremen, (Westfield, N. J.).
- One Cent Type V, with Three Cent 1861, August 29, 1861, (H. L. Jefferys).
- One Cent Type V, with Three Cent 1861, November 18, 1861, (Westfield, N. J.).

#### NEW YORK—BRANCH POST OFFICES

None of the United States Mail Stations of 1854 appear to have been located in the office of any local post which was known as a "Branch Post Office" or used a similar title, or which is alleged to have been a branch of the New York Post Office. That also applies to the U. S. Mail Stations established later.

#### U. S. MAIL STATIONS—"A" TO "F"

Sometime between April 1854 and the early part of 1857 the number of U. S. Mail Stations was reduced from nearly 220 to six, and a superintendent was soon placed in charge of each of these six stations. Beginning with "A," each station was assigned a letter in alphabetical order. The lettered Mail Stations of 1857 were located as follows: "A," 129 Spring St.; "B," 439 Grand St.; "C," Fourth St. corner of Troy; "D," Bible House; "E," 408 Third Avenue; "F," 368 Eighth Avenue. Variations given in the address of Station "C" may refer to the same building or to another building close by. The location of Stations "E" and "F" as published in 1857 may have been transposed; at all events "F" and "E" are listed in later years at the addresses given for "E" and "F" in 1857. The U. S. Mail Station at 368 Eighth Avenue was near the "8th Avenue Post Office" of David Russell at No. 410. Russell's "sub post office" did not operate very long after Station "F" was established and this may account in some measure for the scarcity of Russell's stamps, (Type L 247).

Any letter from "A" to "F" may be found in certain carrier postmarks used on the One Cent postage stamps of 1857 and could occur with late use of the imperforate stamps. Station "G" was established so near to the end of the 1851-57 period that postmarks identified with this station are not likely to be met with frequently, even on the perforated stamps.

#### STATIONS "G" TO "N"

In 1855 agitation for better U. S. mail facilities in what was then "uptown" New York did not produce the desired result. Instead, a local post known as

the "Madison Square Post Office" was established in the Madison Square section. The stamp of Daniel H. Cornwell, (Scott No. 6474), was used by this "sub post." About five years later, that is, in the latter part of 1860 or early in 1861, U. S. Mail Station "G" was opened at 1259 Broadway, that location being near West 32nd Street and half a mile from Madison Square. No other U. S. Mail Stations were established until 1863, (or late in 1862), hence letters "H" to "N" will not occur with the 1851-57 stamps. "H" was Yorkville; "J," Harsenville; "K," Manhattanville; "L," Harlem; "M," Carmansville; "N," Tubby Hook. Altho the locality names of Yorkville, Manhattanville and Harlem are still used in New York City and at least one of these is known far beyond Manhattan Island, few people of the present generation probably have heard of Harsenville, Carmansville or Tubby Hook.

#### BIBLE HOUSE AND METROPOLITAN POST OFFICE

Bible House still occupies the truncated triangle between Third and Fourth Avenues, Astor Place and 9th Street. In 1857, and previously for several years, the Metropolitan Post Office of William H. Laws was at No. 13 in this building. The names of the superintendents at Stations "C" and "D" do not appear until 1858 but there is no evidence that Laws was superintendent at Station "D" in 1857 and he certainly was not in 1858 or later. The claim that Laws' "Metropolitan Post Office" was also the Bible House Station ("D") of the New York Post Office, and that Laws' stamps, (Scott No. 6688-6692), or any of them, are therefore U. S. Carrier stamps, is based largely upon a mere coincidence, viz., the fact that U. S. Mail Station "D" happened to have been established in Bible House, which was then one of the largest buildings in New York City. This claim has not been supported by any proof that Station "D" occupied No. 13 in Bible House or that Laws ever qualified legally as a U. S. letter carrier.

#### "SWARTS—B.—POST OFFICE—N. Y.—CHATHAM SQUARE"

Regarding "facts" that have been presented to prove that the Swarts stamps are U. S. carriers; some of these alleged facts would be pertinent if true, but are either untrue or are unsupported, while others are true but have no bearing on the matter. Practically all of the so-called "evidence" would be thrown out of any court as incompetent, irrelevant, or immaterial. For instance; in one of the Swarts postmarks the "B."—(which might be mistaken for a figure 8)—has been interpreted to signify "Branch B" or "Station B" of the *New York Post Office*. The facts are that U. S. Mail Station "B" was never in Chatham Square, neither was any Branch of the New York Post Office located there while this Swarts postmark was in use. The period after B. shows abbreviation. The complete word was "Branch." The frequent use of such expressions as "Post Office" or "Branch Post Office" by various local posts at this period, having been misunderstood, has been given an official significance which the facts do not justify. Until private use of such titles was prohibited by Act of Congress in 1864 anybody who felt so inclined could call his business a Branch Post Office.

It may also be noted that the Swarts stamps which were intended for use on letters to be taken to the New York Post Office at Liberty and Nassau Streets do not read "U. S. MAIL—ONE—CENT—PRE-PAID" as do the U. S. carrier stamps of Roberts, (Type C 27). On these Swarts stamps the proprietor's name is followed by a significant word—"FOR"—making Type L 255 stamps read "SWARTS—FOR—U. S. MAIL" etc.

In the same connection another fact is of some importance. By referring to the Postmaster General's order of August 12, 1851 it will be seen that after that date, (or August 23rd, when the order was made public) there was no

collection fee for taking letters to the New York Post Office if such letters were intended "for the mails," that is, if they were to be transmitted to a post office outside of New York City. If Swarts had been an official U. S. letter carrier he would have been bound by this order. He would have been obliged to take all such letters from Chatham Square to Liberty Street, (three-quarters of a mile), *free*, for no official carrier could charge a fee for doing what an order of the Postmaster General compelled him to do for nothing. After August 23rd, 1851 the sale by Swarts of any of his "FOR—U. S. MAIL" stamps for such purpose, or their use to prepay a collection fee "for the mails," is positive proof that any such stamps sold or so used after that date were not U. S. carrier stamps.

#### U. S. CARRIER POSTMARKS OF NEW YORK—1856 TYPES

After the "U. S. CITY MAIL" postmark (See Figure 46 K) that had



Figure 46 K.

been in use with the "U. S. MAIL" carrier stamps, (Type C27), was discontinued no carrier postmark with wording to identify it as such appears to have been used in New York until January 1856 when all three major varieties of a new general type probably came into use. The fixed portion of this postmark consisted of two concentric circles and between them is "U. S. MAIL" above and "CITY DELIVERY" below. A large removable numeral, ("1" or "2"), was inserted in the inner circle above type or logo for the abbreviated month and small numeral for the day. The "PAID" which is often found at the top, outside the outer circle, was also a separable part and when incorrectly adjusted may occur to right or left of a "centered" position. There may have been many of these handstamps, all intended to conform to one pattern, but not necessarily being exact duplicates. Variations therefore could be produced by changing the date logos, rate numerals, or the "PAID" from time to time. These handstamps were used as postmarks on stampless covers and as a combination of postmark and canceller on stamps. In the latter case they are often indistinct, particularly when red ink was used. It may be assumed that until 1860 red was intended to be used when the carrier fee was prepaid and black when it was unpaid, and much evidence seems to agree with this assumption, but instances where black was used instead of red are noted. A classification of the 1856 types that have been examined, with mention of some of the more interesting examples, follows:

"PAID"—"U. S. MAIL—CITY DELIVERY"—NUMERAL "1"

IN RED

This postmark is known used from March 28, 1856 to January 30, 1862, and in each intervening year. Until 1860 it was the commonest type of postmark indicating carrier service in New York. Coming into use early enough to occur on any variety of One Cent postage stamp that was issued during the last eighteen or twenty months of the imperforate period, it remained in use late enough to



Figure 46 X.

occur on any variety of the perforated issue. Most of the One Cent stamps from Plate No. 3 probably were used between the Spring of 1856 and the Fall of 1857 and altho few of those scarce imperforates are found with a carrier marking, those that do have such marking will be most likely to have this type. The following examples selected from many covers submitted by the kindness of the philatelists mentioned show the range of use of this postmark-canceller.

#### IN RED ON IMPERFORATE STAMPS

Three Cent 1851, March 28, 1856, overpayment of the delivery fee, (L. B. Mason).

One Cent Type II, (Plate Two), used by error on a circular to Providence which also bears the ordinary New York postmark, (L. B. Mason).

One Cent Type II, with definite indication of use late in March 1856 and "4 PM" marking on cover in RED—the only example seen of an hour of delivery mark (with or without station letter) that was not in black, (Harold C. Brooks).

One Cent Type II, (Plate 2), with "1 PM," and another similar cover with "4—PM," (Wendover Neefus).

One Cent Type II, with "A" and delivery hour, (Sidney A. Hessel).

One Cent Type II, July 31, 1856, without "station and hour" mark, (Sidney A. Hessel).

One Cent Type II, (Plate 3), May 20, 1857, (Harry L. Jefferys).

One Cent Type II, two singles with "A—1½ PM" on cover, (H. L. Jefferys).

One Cent Type III, (Plate 4), with "A—4 PM," in 1857, (L. B. Mason).

One Cent Type IV, vertical pair, "1" rate used by error March 23, —, and "1 PM," (Frank A. Hollowbush).

One Cent Type IV, April 22, 1856, on a circular, (Henry C. Gibson).

#### IN RED ON PERFORATED STAMPS

One Cent Type IA, August 8, 1857, (Daniel J. Schoonmaker).

One Cent Type II, November 1857, "4—PM" (?), (L. B. Mason).

One Cent Plate 4, and One Cent Type IV, singles off cover, (Sidney A. Hessel).

One Cent Type V, vertical pair 81-91 R (Plate 8), off cover, (S. D. Brown).

One Cent Type V, (Plate 9), with "E" and delivery hour, (Wendover Neefus).

One Cent Type V, on circular in 1858, (L. B. Mason).

One Cent Type V, two singles (double rate), December 1860, (L. B. Mason).

One Cent Type V, April 1861, with "F—1½ PM," (L. B. Mason).

One Cent 1861, January 30, 1862, (L. B. Mason).

#### IN RED ON STAMPLESS COVERS

May 1, 1857, (Sidney A. Hessel).

June 1, 1859, (Laurence B. Mason).

“PAID—U. S. MAIL—CITY DELIVERY—NUMERAL “1”

IN BLACK

Only one example has been reported, (Frank A. Hollowbush).



Figure 46 Y.

“PAID”—“U. S. MAIL—CITY DELIVERY”—NUMERAL “2”

IN RED

No example containing mention of the year has been submitted but as this postmark in red occurs on imperforate One Cent stamps of Types II, (from Plates No. 2 and No. 3) and IV, and also on perforated stamps of Types II, IV and V, in all probability it dates from January 1856 and was in regular use until 1860. Whether or not it was permanently retired in 1860 does not appear. Tho occasionally this postmark was used on single One Cent stamps, the most frequent use was evidently on pairs of One Cent or two singles, either imperforate or perforated. Quite possibly these pairs prepaid One Cent drop letter postage plus One Cent carrier fee. (See Figure 46 L and 46 M). The following examples are typical of those that have been shown by the gentlemen named.

One Cent 1851, Type II, pair on cover, (Laurence B. Mason).

One Cent 1851, Type II, (Plate 3), pair on cover, (H. L. Jefferys).

One Cent 1851, Type II, (Plate 3), single, off cover, (H. L. Jefferys).

One Cent 1851, Type IV, pair with “A—1½ PM,” (Wendover Neefus).

One Cent 1851, Type IV, pair with “D—4 PM,” (L. B. Mason).

One Cent 1851, (Plate 4), pair off cover, (H. L. Jefferys).

One Cent 1857, Type II, (Plate 2), two singles on cover with “4—PM” but no station letter, (L. B. Mason).

One Cent 1857, Type IV, single off cover, (Sidney A. Hessel).



Figure 46 L.



Figure 46 M.

One Cent 1857, Type V, pair on cover with "F-4 PM," (L. B. Mason).  
(Also see Plate 44 D—Bottom Row).

There are three stampless covers in Westfield, New Jersey. One is without the additional "station and hour" marking; one has "C-4 PM;" and one has "C-1½ PM." On this last a handstamp reading "POST OFFICE BUSINESS—FREE" was cancelled out with three black grids.

"PAID"—"U. S. MAIL—CITY DELIVERY"—NUMERAL "2"

IN BLACK

A few examples have been noted on Type V stamps. The Laurence B. Mason collection contains a single One Cent on cover of March 1859 on which this 2c marking was used by error and a pair of One Cent Type V on cover of December 5, 1859. The Sidney A. Hessel collection contains a similar cover but also having station and hour postmark "E" and undated. Another pair of Type V off cover is in the Frank H. Morgan collection. This postmark-canceller either continued in use or was resurrected for it is found occasionally in black on stamps of the 1861-63 issues. The Mason collection has it on a 2c Jackson adhesive used in March. The year must be 1864 or later. It was also used on a cover of December 1st bearing two stamps of the 1861 issue in a collection at Westfield, N. J. The date (1861 ?), is not legible enough to make the year certain.



Figure 46 Z.

"U. S. MAIL—CITY DELIVERY"—"1"

IN BLACK

(Numeral "1" short and thick; "PAID" omitted).

This variety has not been noted in red and presumably was intended for mail on which the carrier fee was not prepaid. (See Figure 46 N). It does

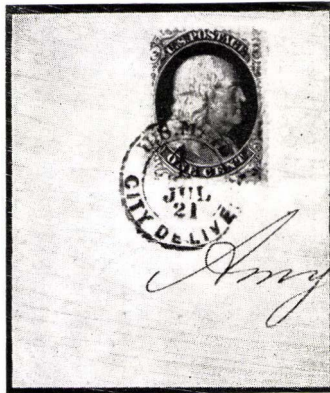


Figure 46 N.

occur as a postmark on stampless covers and also was used as a canceller on imperforate and perforated stamps, usually the One Cent postage stamps of 1851 or 1857. Examples are noted from January 9, 1856 to September 9, 1861, including each intervening year except 1858. It is assumed that 1858 is missing merely because no cover of that year that was seen happened to have mention of the year. Through the helpfulness of the friends whose names appear the record that follows has been made possible.

## ON STAMPLESS COVERS

January 9, 1856, earliest date recorded of any carrier postmark of the 1856 group, (Laurence B. Mason).

August 30, 1856, September 12, 1860 and March 25, 1861, (Sidney A. Hessel).

1859, (enclosure dated September 2), with "C-4 PM," (Harold C. Brooks).

## ON IMPERFORATE STAMPS

One Cent Type IA, single, off cover, (Sidney A. Hessel).

One Cent Type II, (Plate 3), off cover, (H. L. Jefferys).

One Cent Type IIIA, (Plate 4), May 1857, (L. B. Mason).

One Cent Type IV, and "4-PM" without station letter, (L. B. Mason).

One Cent Type IV, postmark struck on three single stamps that were used as a Three Cents stamp on cover to Baltimore, "FEB-26-." The only example of such use, (Philip G. Straus).

## ON PERFORATED STAMPS

One Cent Type I, (Plate 12), single off cover, (Sidney A. Hessel).

One Cent Type II, (Plate 12), single off cover, (Stephen D. Brown).

One Cent Type V, April 1, 1859, "F" and delivery hour, (Sidney A. Hessel).

One Cent Type V, September 3, 1859, no "station and hour," (Sidney A. Hessel).

One Cent Type V, with "E" and delivery hour, (Wendover Neefus).

One Cent Type V, pair, February 13, 1860, (William West).

One Cent Type V, pair, July 2, 1860, with "E-4 PM," (L. B. Mason).

One Cent Type V, vertical pair off cover, (Sidney A. Hessel).

One Cent Type V, four copies to Ann Arbor, Michigan, August 1, —. The carrier postmark was struck on the fourth stamp only. The 4c rate, (3c postage plus 1c for carrier fee), was seldom prepaid with four One Cent

stamps and none of the few other such covers seen had a carrier marking. (Stephen D. Brown).

Three Cent Type II, September 9, 1861, with "E" and delivery hour. These "Old stamps" had not been demonetized at New York at this date so this use of the 1857 stamp in overpayment of the carrier fee at this date, tho very late was still legal, (Laurence B. Mason).



Figure 46 TT.

"U. S. MAIL"—(HOUR)—"DELIVERY"

BLACK OR RED

(A station letter frequently appears with and just above the single line panel which encloses the three line inscription).

In addition to the carrier postmark that was used for cancelling the postage stamps and to mark the month and day of mailing, a "station and hour" marking often, but not always, was struck elsewhere on covers handled by the U. S. letter carriers. (See Figure 46 L). The earliest use found is in red on a cover in the Harold C. Brooks collection which was postmarked about March 28, 1856. The letter which was enclosed was answered on April 2nd. All other examples seen were struck in black. Several examples each of all six letters from "A" to "F" have been found, but only one "G." This is on a cover of July 15, 1861 in the Laurence B. Mason collection.

A single Type V One Cent stamp in Westfield, N. J. has part of the "NEW-YORK P. O." carrier postmark of 1860 and was also struck with the panel "B—11 AM." This copy is the only instance found of a "station and hour" marking on a stamp. Mr. Mason has suggested that the "hour of delivery" panel with the station letter omitted was used at the carrier office in the main post office. No doubt that is correct.

Two of the three deliveries were at 11 A. M. and 4 P. M. For awhile the early afternoon delivery was at 1 P. M. The April 1861 cover in the Mason collection shows delivery at 1½ P. M. at that date. The various combinations of "station and hour" panels and other carrier postmarks used with them are noted elsewhere in the lists of examples of the various types of New York carrier postmarks.

#### NEW YORK CARRIER POSTMARKS—1860 TYPES

Covers that were examined show that three new types of One Cent carrier postmarks appeared in New York in 1860. Each of them is enclosed in a single line circle. One of two that are very similar is without "PAID" while on the other the lettering is crowded to include "PAID" between "NEW YORK" and "CITY DELIVERY." The third type has "NEW-YORK P. O." at the top and at the bottom is "STATION" followed by the letter designating a U. S. Mail Station.

"NEW YORK CITY DELIVERY—1 Ct."

IN BLACK

This type has been found used from January 4, 1860 to July 15, 1861. (See Plate 45 E—Bottom Row, at right, use Sept. 1, 1860). It occurs either with or without an additional station postmark on stampless, or on stamped covers bearing Type V of the One Cent 1857. On the following covers from





Figure 46 XX.

various collections four different "Station and hour of delivery" postmarks will be noted.

January 4, 1860, letter "C" with hour, (Harold C. Brooks).

March 25, —, "B—4 PM," stampless, (L. B. Mason).

July 15, 1861, "G—4 PM," stampless, (L. B. Mason). This is the only postmark of any kind from Station "G" that was found.

Pair of One Cent Type V, letter "E" with hour, (Sidney A. Hessel).

Pair of One Cent Type V, paying double rate on a large envelope, (Clinton B. Vanderbilt).

Three Cent 1857 Type II, overpaying the delivery fee, (Sidney A. Hessel).



Figure 46 YY.

"NEW YORK PAID CITY DELIVERY—1 Ct."

IN RED

This postmark-canceller was found used from May 29, 1860 to September 30, 1861 on the 1857 issue stamps, and also occurs on the stamped envelopes of 1860 and the adhesives of 1861. Among the more interesting uses worthy of special note are the following covers from the sources mentioned.

One Cent Type V, May 28 (or 29 ?), 1860, (Seen at Westfield, N. J.).

One Cent Type V, two singles used together and with "E—4 PM" station marking, (Wm. J. Aull).

One Cent Type I (Plate 12), with "E—4 PM," (Wendover Neefus).

One Cent Type ? (Plate 12), with "A—4 PM," (L. B. Mason).

Three Cent Type II, overpaying delivery fee ?, (L. B. Mason).

Three Cent Type II, on 3c "star die" envelope, (L. B. Mason).

Three Cent Type II, from Connecticut, September 30, 1861, (William West).

One Cent Type IIIA, (Plate 11), single off cover, (seen at Westfield, N. J.).

One Cent Type V, on circulars of February 9 and April 15, 1861, (H. L. Jefferys).

One Cent "star die" envelope of 1860, (L. B. Mason).

24c 1860, (Scott No. 52), off cover, (Sidney A. Hessel).

One Cent 1861 on cover of September 20, 1861, (Wm. J. Aull).

"NEW YORK PAID CITY DELIVERY—1 Ct."

IN BLACK

Only one example has been noted. This is on a Type V One Cent off cover in the Laurence B. Mason collection. The date in the postmark is "JAN 24."



Figure 46 ZZ.

“NEW-YORK P. O.”—NUMERAL “1”—“STATION ( )”

IN BLACK

It is assumed that one of each of the six station letters from “A” to “F” (and probably “G” also), was in use at the U. S. Mail Station indicated by the letter in the postmark, but all the letters have not been seen. Postmarks of this type are known used from December 12, 1860 to September 2, 1863. In two instances the station postmark was used on a cover addressed outside of New York and thus taking the 4c rate, viz., 3c postage plus 1c “collection fee” for the carrier. Such use of the station marking is most unusual. The practice was to postmark such letters with the ordinary postmark of the New York Post Office. The following examples showing use of the carrier marking on the 1857 issue and a few with later issues are selected from a number that may deserve special mention. The generous co-operation of the gentlemen whose names are appended has made this record and other records in this chapter possible.

One Cent Type V, December 12, 1860, “A” in postmark, (F. A. Hollowbush).

One Cent Type V, off cover, “E” in postmark, (Howard R. Taylor).

One Cent Type I, (Plate 12), “A” in postmark, (Sidney A. Hessel).

One Cent Type I, (Plate 12), May 1861, with station and hour—“F—11 AM”—on the cover, (Laurence B. Mason).

One Cent Type IIIA (Plate 11), on small piece with 3c, (Sidney A. Hessel).

One Cent Type V with 3c Type II, June 14, 1861, “D” in postmark, (Wm. J. Aull).

One Cent “star die” envelope, used in August, 1862 ?, (L. B. Mason).

One Cent 1861, single off cover, “B” in postmark, (Frank H. Morgan).

One Cent 1861, local covers, (Sidney A. Hessel and Fred S. Whitney).

Two Cent 1863, September 2, 1863, “C” in postmark, (L. B. Mason).

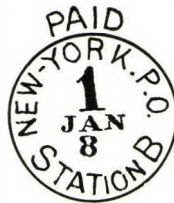


Figure 46 ZZZ.

“PAID”

“NEW-YORK P. O.”—NUMERAL “1”—STATION ( )”

IN BLACK

This variety is the same as last except that it has “PAID” outside at the top. Only five examples have been seen. It was struck on a single One Cent 1857 Type V on a cover in the Stephen D. Brown collection, and it also cancels a Three Cent 1861 that overpaid the local delivery fee on a cover of May 7, (1862 ?) in the collection of William West. In the Ashbrook collection is a

single One Cent 1857, Type V, on cover, with the station letter illegible, and on face, Figure 46 TT marking with "F," also a single One Cent 1857, Type V, off cover, with "JAN 8" (Figure 46 ZZZ), Station "B," and a single One Cent 1857 Type V "May-1"—Station "C."

"U. S. MAIL—CITY DELIVERY" (?)

IN BLACK

Type 46 MMM no illustration.

This postmark appears to be an imitation of the unpaid type of 1856 with inner circle omitted, taller letters, and the "Y" of "CITY" closer to the "D" of "DELIVERY." The only example seen is on a local delivery cover bearing a One Cent 1861 in the Laurence B. Mason collection. The month and day are not legible and there is no mention of the year.

#### 1861 TYPES

At a date in 1861 which evidently was subsequent to August, a few single circle postmarks came into use that may possibly be found with unusually late use of the 1857 stamps in New York. Altho these postmarks properly belong in the 1861-66 stamp period they may be rightly included in a collection of the 1851-57 issues when found on the latter stamps.



Figure 46 XXXX.

"NEW-YORK CITY—PAID 1 CT."

IN RED

This carrier marking is commonly found on the One Cent stamp of the 1861 issue and was in use as late as December 15, 1862. The only example noted on the 1857 issue is a cover of December 11, 1861 bearing a One Cent Type I, (Plate No. 12), in the Laurence B. Mason collection. The 1851-57 postage stamps had been demonetized at the New York Post Office several months before.



Figure 46 YYYY.

"NEW-YORK CITY—1 CT."

IN BLACK AND RED

Very similar to the last except that "PAID" has been omitted. This variety may not be a carrier marking. The only example noted on the 1857 stamps is a Type V One Cent off cover in the Howard R. Taylor collection. A stampless cover in the Harold C. Brooks collection shows use of this marking on

November 16, 1861. The cover also bears "station and hour" marking "C—4 P.M." In the E. Tudor Gross collection is a folded printed circular with a One Cent 1861 tied by this marking in red. The circular is dated "Jan. 1, 1862" and the date in the marking is "JAN 1." The address is "G. I. Bechtel—Present."

"NEW-YORK CITY"

IN BLACK

This variety may have been made by removing "1 CT." from the last postmark noted, and may not be a carrier marking. The only date seen is "DEC 5" on a single One Cent 1861 in the Sidney A. Hessel collection.

PHILADELPHIA

There were letter carriers of the U. S. Post Office in Philadelphia for several years before 1849 and a number of local posts were in operation for longer or shorter periods from the early 1840s up to 1861. By far the most important of these independent services was Blood's Despatch, a highly enterprising and efficient business with which the U. S. carrier system at best was but a feeble competitor. Early in 1849 the Post Office Department made a serious attempt to obtain a greater share of the local delivery business and as was done at Boston, New York and probably Baltimore, the U. S. carrier delivery system in Philadelphia was re-organized and a carrier fee of One Cent was established by the Postmaster General. Under date of February 15, 1849 the postmaster at Philadelphia, acting under instructions from the Postmaster General, announced the service and fees which were to go into effect on the following Monday, February 19th.

"Letters from the mails will be delivered for one cent each. Letters for the mails will be taken to the Post-office at one cent each, and letters written in the city, to be delivered in this city, will be collected and delivered at least twice a day, for one cent each. \* \* \* Circulars for City Delivery will be received at the Letter CARRIERS' DEPARTMENT in the Post-office, and delivered at one cent each, to be prepaid. All letters deposited in the boxes must be prepaid, one cent."

In 1849 the postage on drop letters, (Act of 1845), was Two Cents, and when delivered by carrier the One Cent carrier fee was added, making the total charge for that particular service Three Cents. Under the Act of 1851 the charge for the same service was Two Cents. From 1849 the various stamps of Blood's Despatch and Blood's Penny Post had a value of One Cent each and Blood's continued to hold the lion's-share of the local mail business. Even if no other evidence existed the scarcity of the special stamps issued for the U. S. letter carriers during and after 1849 as compared to those of Blood's shows who was getting the business. But there is other evidence.

Section 10 of the Act of March 3, 1851 empowered the Postmaster General to declare the public highways of cities of a certain class to be post routes. Philadelphia was in this class. The intention was to make the private posts illegal carriers, in order to suppress them and thus make the government carrier service a monopoly. After Congress passed the Act, but before July 1, 1851 when it became effective, the proprietors of Blood's Despatch attempted to forestall such action by the Postmaster General in Philadelphia. On June 28, 1851 they published a long announcement, part of which was a copy of an offer which had been made by them to the Postmaster General nearly two months before. This announcement throws much light on the carrier situation in Philadelphia up to that time and also affords some explanation for what happened afterwards. The more pertinent parts are given:

“BLOOD’S DESPATCH has now been tested during six years. Its usefulness, certainty and expedition are fully established. \* \* \* Copy of the Proposal and Recommendation submitted to the Postmaster General on 3d May, 1851. \* \* \*

SIR.—The undersigned, proprietors of Blood’s Despatch Post, who have been engaged since 1845 in the business of delivering letters throughout the city of Philadelphia, propose to deliver all mailable matter which arrives by mail in Philadelphia, or is deposited in the office there for distribution in that city.

They believe that by uniting the mail delivery with their present city delivery, the people of Philadelphia can be **better accommodated** and at **less rates** than by any other system.

The Government Post Office has never been able to make more than one delivery in winter, and two deliveries in summer. This has been a serious inconvenience to the citizens of Philadelphia, whose letters in consequence of it, during half the year, lie in the office, sometimes for twenty-four hours after their arrival in the city. Of course that office has never at any time been able to acquire any considerable share of business as a city despatch post. In fact, until lately, it has never had any deposit box but at the central office, nor proposed to be a city post at all. And it has attempted to become a city post lately only in consequence of the great utility and success caused by the general fidelity and efficiency with which the latter has been managed.

The undersigned believe that the Government Post-office can never become an effective and satisfactory city post. It attempted the business in imitation of Blood’s Despatch Post about two years since, and totally failed. The reason is obvious. \* \* \*

Blood’s Despatch, on the contrary, has, at all seasons, made collections from over 300 boxes, in a circuit of twelve miles, four times every day. \* \* \* The undersigned now propose to the General Post Office Department to make **regular and prompt deliveries EVERY TWO HOURS, throughout the day** along with their own letters, of all mailable matter arriving by mail, or deposited in the Philadelphia Post-office for distribution in this city, letters at **one cent**, and other matter at present Post-office rates. They will make returns from all matter to the City Postmaster, every day or week, as may be directed, and will give satisfactory security for the faithful discharge of whatsoever they may undertake on behalf of the United States.

Respectfully submitted by

DANIEL O. BLOOD  
CHARLES KOCHERSPERGER

Proprietors of Blood’s Despatch.”

The reference to the Government Post Office having totally failed in its attempt to imitate Blood’s service two years before 1851 explains why the Philadelphia carrier stamps of 1849-50, particularly Types C 28 and C 29— are so rare. Even with a One Cent rate for all letters not subject to drop letter postage the U. S. carriers could not compete with Blood’s Despatch.

The Postmaster General’s report for 1851, bearing date of November 29th of that year, states:

“The streets, avenues, roads and public highways of the cities of New York, Boston, Philadelphia and New Orleans have been established as post routes under the 10th section of the postage act of March 3, 1851 \* \* \*.”

On September 20, 1851 the *North American & U. S. Gazette* of Philadelphia carried an announcement of N. K. Hall, Postmaster General, declaring all the streets, etc.—

“within the limits of the city of Philadelphia, and the Districts of Moyamensing, Northern Liberties, Southwark, and those portions of the District of Spring Garden not embraced within the boundaries of the Spring Garden Post Office, **PUBLIC POST ROUTES.**

A Superintendent and upwards of Forty Letter Carriers, have been appointed, and about two hundred places of deposit have been selected, and boxes put up for the reception of letters. Carriers call at such boxes regularly, at least three times each day and take all letters deposited therein for places out of the city of Philadelphia and the Districts above named, to the Post Office, to be mailed, **FREE OF CHARGE.**

Letters mailed out of the City or Districts, and received from the Post Office, are delivered to the persons addressed at a charge of Two Cents for each letter so delivered; Circulars and Handbills each One Cent; Newspapers and Pamphlets each Half a Cent. Letters dropped into the Post Office, to be delivered in the City or Districts aforesaid, One Cent. The regular or drop letter postage is also to be collected by the carrier, who accounts to the Postmaster for the same.

All letters delivered to the carriers or found in the boxes, addressed to persons in the City or Districts above named, are delivered by said carriers to the persons addressed, at One Cent each, without being taken to the Post Office, or made subject to the drop letter rate.

Stamps for the prepayment of the Carriers Fee will soon be for sale by the Superintendent and Carriers, and the number of Carriers will be hereafter increased, \* \* \*."

The "stamps for prepayment of the Carriers Fee" which "will soon be for sale" were those of the Franklin design, (catalogue No. 1801), which were then being prepared, but meanwhile other carrier stamps were used. Appended to the Postmaster General's announcement was a notice signed by John C. Montgomery, Ass't Postmaster and Superintendent of the carrier's delivery which stated:

"U. S. P. O. Despatch Stamps can be procured from the Letter Carriers, and at the points designated for the boxes; also from the undersigned at the Post Office."

The "U. S. P. O. Despatch Stamps" referred to may possibly have included some of Types C 28 or C 29, but it is more probable that they were one or more colors of Type C 30. Evidence that adhesives made from handstamps Types C 31 and C 32 were in use in September or later in 1851 does not appear. It will be noted that both before and after September 1851 all the stamps which were used to indicate the fee of U. S. letter carriers at the Philadelphia Post Office were of the value of One Cent.

It does not appear that the Act of 1851 gave the Postmaster General sufficient power to put Blood's Despatch out of business. The statement in his report of November 1851 about further legislation being needed is enlightening. Between July and November the Department evidently learned that Blood's intended to put up a legal battle for the right to continue in business. The next move by the Despatch Post is also enlightening. In September 1851 Blood's Despatch increased its service from four trips per day to five. After Blood's death in 1852 Kochersperger carried on the fight. In 1860 the Postmaster General again directed the power given him in the Act of 1851 against the private posts. In his report for 1860 he stated:

"By virtue of the Act I have by a formal order declared all the streets, lanes, avenues, etc. within the corporate limits of the cities of Boston, New York and Philadelphia, to be post roads, and have notified all engaged in the transportation and delivery of letters for compensation, in said cities, that they would thereby expose themselves to the penalties imposed by the third section of the Act of March 2, 1827. The private expresses in the cities named have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as 'Blood's Express,' which has continued the regular delivery of letters in defiance of the order of the department."

#### PHILADELPHIA CARRIER STAMPS—1849-1856

During the period 1849-1852 four different groups of adhesive stamps came into use to prepay U. S. carrier fees in Philadelphia. Few of them appear to have been used later than 1856 and extensive use of most of them probably ceased before 1853.

- (a)—1849-1850, typset, Types C 28 and C 29. (Scott Catalogue).
- (b)—1850-1852, lithographed, Type C 30. (Scott Catalogue).
- (c)—1851-1852, engraved, Types OC 1 and OC 2. (Scott Catalogue).
- (d)—1852 (?), handstamped, Types C 31 and C 32. (Scott Catalogue).

## GROUP (A)—TYPES C 28 AND C 29

The first stamps of group (a) probably appeared early in 1849 while Thos. F. Goodwin was in charge of the letter carriers. These were small typeset stamps reading "U. S. P. O.—PAID—1 CENT" in three lines, and having a single line frame forming a horizontal rectangle. They were printed in black on colored paper. Some of them, (Type C 28), have additional capital letters—one in each lower corner, or only one letter. The letters are "H," "S," "L-P," "L-S," and "J-J." None of these letters exactly agree with the initials of the men who appear to have been carriers at that period except "J-J"—(John Johnson). Other carriers were Philip Henty, Thomas Parkin, Isaac A. Stevens, G. B. Schock, and (in 1852-1853), Mitchell Teese.

Until 1854 Philadelphia proper occupied only the area as laid out by William Penn in 1682. Penn's city extended one mile from north to south and about two miles from the Delaware River on the east to the Schuylkill on the west. In 150 years the city had outgrown the original boundaries and there was a U. S. Post Office in West Philadelphia (West of the Schuylkill), and in Spring Garden, and also in Kensington, but not in Southwark or Moyamensing districts to the south, or in Northern Liberties (the district which extended northward for a mile and a half along the Delaware, east of Spring Garden and 6th Street), between Penn's old city and Kensington. There were about 50,000 people in Northern Liberties and practically all of that district was nearer to the Spring Garden Post Office at 8th and Callowhill than to the Philadelphia Post Office at 3rd and Dock Streets. The latter post offices were a little less than a mile apart.

In 1850 five carriers other than Teese appear in Philadelphia records but in none of the other years 1847 to 1852 have more than two or three of them been found. At that date Philadelphia and the contiguous districts had a total population of over 400,000. In view of these facts and the additional fact that some of the letters on the stamps of Type C 28 do not agree with any of the locality names probably the carrier routes were within the original boundaries of the city until 1851. "J-J" could hardly signify anything other than personal initials and as it does fit the initials of John Johnson it seems most probable that Luff's suggestion made forty years ago was correct—the letters were intended to identify the stamps of the respective carriers. It will be seen that "H" could stand for Henty and "S" could be for Schock so if "L" was used incorrectly for "T" on Parkin's stamp and for "I" on Stevens' stamp, all the stamps would fit carriers who are believed to have been in the service when the stamps were being used.

The stamps with letters are known only on rose paper. The stamps without extra letters, (Type C29), also occur on this rose paper and on blue, vermilion and yellow papers, more or less glazed. It was not customary to cancel stamps of Types C 28 and C 29 and covers bearing indication of the year of use are exceptional. The dates that have been found begin in May 1849 and very few are later than September 1850. Most of those seen prepaid the collection fee "to the post office—for the mails" and the postage to destination was unpaid. Two covers in the Sidney A. Hessel collection bearing Type C 29 were prepaid with 5c stamps of 1847. One on blue paper went to Northumberland, Pa., February 19, 1850 and one on vermilion went to Richmond, Va., March 7, —.

Under Type L 234 the Scott catalogue lists, as the issue of a local post in Philadelphia in 1852, stamps very similar to Type C 29 but with "U. S." omitted. It is certainly most unusual for the stamps of a local post to have no indication of the name of the post, or of its proprietor. In this respect stamps of Type L 234 agree better with many of the U. S. carrier issues than they do with the private city delivery stamps.

## GROUP (B)—TYPE C 30

The next type of carrier stamp used in Philadelphia, (Type C 30), is larger and more ornate. Again the wording is "U. S. P. O.—PAID—1 CENT," but the lines are enclosed in single line panels, the upper and lower being curved. There is a heavy outer rectangular frame and a thin inner frame with short dashes possibly intended to simulate leaves in each corner. These stamps appear to have been printed in sheets from a lithographic reproduction of one design and show minor differences which led Mr. Luff to believe there were at least sixteen varieties.

The color variety of Type C 30 most frequently seen was printed in gold on black (surface colored) paper. The paper is highly glazed and reflects a purplish sheen when light strikes it at an angle. Dates of use listed by Luff, (March 31 to December 13 in 1851), indicate it was the second color issued of this type. Most of the copies noted recently were used between those dates. On a cover in the John H. Clapp collection the gold stamp and a 5c 1847 are struck with the blue Philadelphia postmark.

Specimens of Type C 30 printed in shades of blue on white paper are somewhat scarcer than the gold on black. Dates of use listed by Luff, (March 18, 1850 to October 8, 1852), indicate the blue was the first color issued in this type. Most of the copies noted recently were used between those dates. However, a local delivery cover with blue Philadelphia postmark and "PAID" in red, (Laurence B. Mason collection), apparently was used December 13, 1852. Covers in the Sidney A. Hessel collection show use with the 5c postage stamp of 1847, (October 11, 1850), and the Three Cents of 1851 in October, (no year appears).

Very few of the black stamp on white paper, (catalogue No. 1865), have been seen. Dates of use from August 5th to December 15th in 1852 were noted by Luff. In the John H. Clapp collection there is a cover to New York, May 6, —, bearing a 5c 1847 and this black carrier. The carrier is struck with the red star of Philadelphia.

Stamps of Type C 30 were used for local delivery in Philadelphia and also on letters "for the mails," with the ordinary postage on the latter sometimes prepaid but usually unpaid. Local use is shown by the blue stamp with red star cancellation on covers of August 3, 1851 and February 8, 1852 in the Hollowbush collection. Earlier use of the red star appears on the blue stamp on cover with 5c of 1847 in the Hessel collection.

Little evidence appears of frequent cancellation of Type C 30 stamps until the summer of 1851. Thereafter the stamps are apt to have the five pointed star struck in red which continued in use as the common carrier cancellation in Philadelphia for some years. Very often this star was so carefully applied that all of it was struck on the stamps of Type C 30 and later issues so that in many instances the star does not "tie" a stamp to a cover on which the stamp was undoubtedly used. Quite frequently there is other evidence or indication of proper use of the stamp, but otherwise the value of a cover with a stamp of uncertain use on it is the value of the stamp itself, plus whatever value the cover would have without such a stamp. The value of a stamp is not increased because it happens to be on a cover unless there is reason to believe that the cover actually shows why, or when, or where, or how the stamp was used.

## GROUP (C)—FRANKLIN CARRIER

The third group of carrier stamps that came into use in Philadelphia in the period 1849-1852 comprises two stamps—the only U. S. carrier stamps known to have been supplied to the Post Office Department by the postage stamp contractors. The first was the Franklin carrier, (Type OC 1 No. 1801). This stamp was an adaptation of the design or frame of the Three Cents postage stamp of 1851 and proof impressions that were printed in the color in which the stamp was originally intended to be issued—brown-orange—so greatly resembled



the orange brown Three Cents postage stamps then being used that blue was selected for the carrier stamp and, possibly to make it easier to distinguish from the One Cent postage stamp, the Franklin carrier was printed on rose colored paper. "CARRIERS" appears in the upper label, "STAMP" in the lower label, and at either end of these labels is a colorless star in parentheses. The central oval contains a profile of Franklin very similar to that on the One Cent postage stamp, but smaller and facing to the left. No value was expressed on the stamp.

The One Cent collection fee "to the mails" was abolished in New York in August 1851 but evidently remained in effect in Philadelphia and in the three cities to which the Franklin carrier was supplied the fee for delivery of local letters, (except those subject to drop letter postage), was one cent. The total issue of the Franklin carrier stamp was 310,000. Only 10,000 of these were supplied to Philadelphia, (October 21, 1851), but more of the copies that are known were used there than at New York or New Orleans. Several of those seen were used for local delivery and the cancellation is usually the red star.

The One Cent collection fee of 1849, "to the post office—for the mails," which was abolished by the Postmaster General's order of September 20, 1851 was soon restored in Baltimore and Philadelphia. The official order has not been found at either city but there is evidence that a One Cent fee for this service was in effect again in Philadelphia as early as 1852.

Copies on original cover were scarce when Luff's U. S. book was written and Luff noted that postmarks seldom have the year, but only the month and day. The only complete date Luff mentions having seen is April 1, 1854. Genuine postmarks of New York, New Orleans and Philadelphia in 1854 do not have a year date. Perhaps a postmark dated for All Fools Day in 1854 was not intended to be accepted seriously. Many of the Franklin carriers noted in recent years appear to have been used within a year or two from late in 1851.

#### GROUP (C)—EAGLE CARRIER

Four weeks after the Franklin carrier was supplied to Philadelphia it was followed by the Eagle design. William Stait had been operating in Philadelphia a local delivery service known as the "Eagle City Post" and a sketch of an eagle appears on a postmark of this post. General Montgomery may have been influenced by Stait's use of the Eagle name and device, which he probably knew about, but the eagle in an oval that appears on the stamp was very likely suggested by a "stock piece" that was used to embellish bank notes. Perhaps there is some connection between the adoption of the Eagle design by the U. S. Post Office and the fact that about the time the Eagle carrier appeared the name of the local post was changed to "Stait's Despatch."

Before June 30, 1853 there appears to have been only one shipment of Eagle carrier stamps sent to any post office. On November 17, 1851 one delivery of 20,000 stamps was made to the Philadelphia Post Office. Luff's U. S. book contains a copy of an official letter of July 30, 1869, from the Third Ass't. P. M. General which states that the Eagle stamp was issued about November 17, 1851, was withdrawn January 27, 1852, and was very little used except at Philadelphia and Cincinnati. In explaining this letter Luff suggested that as it was known the Eagle stamps continued in use for many years the statement "withdrawn January 27, 1852" may have meant that none were issued to postmasters after the date given. But as there is evidence that the Eagle stamp was supplied to Baltimore, Washington and Cincinnati at much later dates it seems more likely that if "withdrawn January 27, 1852" really applied to any U. S. carrier stamp it had some reference either to the Franklin carrier, (in general ?), or else to the Eagle carrier at *Philadelphia*. Luff mentioned a copy formerly in the Hunter collection, having rough pin perforation, (of private origin) on a cover of November 9, 1851. As the Eagle stamp had not been issued at that date this item seems to require explanation.

Luff noted dates of use from April 13, 1852 to October 21, 1859 but did not specify where the stamps were used at or between those dates. As a matter of fact they were not in continuous use at any one post office for any such period. In order to obtain a range of seven years or more for the Eagle stamp the period of use at Philadelphia must be combined with at least one other city. Nearly all covers recently noted with the Eagle stamp used at Philadelphia and having year dating were used from May 1852 to June 1854. During this period and while the Eagle stamp remained in use the collection fee "for the mails," and also the "local delivery" fee was one cent. On some covers the ordinary postage was unpaid but on a large proportion of them it was prepaid. The Three Cents envelope of 1853 is known but more often prepayment of postage was made by the Three Cents adhesive of 1851. In all cases the latter was imperforate. This fact seems to indicate that regular use of the Eagle carrier ceased in Philadelphia at an undetermined date that came between June 1854 and the introduction of perforated postage stamps early in 1857.

The Eagle carrier was not demonetized about 1856, if ever, and odd copies that were outstanding may have been used in 1857 or later. A local delivery cover in the Laurence B. Mason collection on which the Eagle stamp was cancelled with a black grid is an example of such late use. Usually, but not always, cancellation was by the red star. The latest use of the star on a cover with year date is June 14, 1854, (Hollowbush Collection). This cover shows the red postmark including "PAID 3 cts" that was used for letters on which the ordinary postage was prepaid in cash. Occasionally the star was used without the carrier stamp—presumably to show prepayment of the carrier fee in cash. Sometimes the Philadelphia postmark was used as a canceller. Examples in black were found in the B. K. Miller and Sidney A. Hessel collections, and in blue in the latter collection and also in the collection of Laurence B. Mason.

Another cancellation seems to have been rarely employed. This was one of several uses of the "U. S. P. O.—DESPATCH" handstamp which is also catalogued as an adhesive carrier stamp—Type C 32. A few examples were noted in the collections mentioned:

- 1854, in red, local delivery, (L. B. Mason)
- in red, local delivery, (F. A. Hollowbush)
- in black, off cover, (B. K. Miller).

#### GROUP (D)—TYPES C 31 AND C 32

These two handstamps and a third which will be called Type C 33, are formed of concentric horizontal ovals having between them "U. S. P. O."



Figure 46 P.

(above), and "DESPATCH" (below), separated by a star at each side. "PRE-PAID—ONE CENT" appears in two lines in the inner oval. Type C 31 is surmounted by the head and wings of an eagle and the outer oval measures 21x14 MM. The other types are larger (about 27x18 MM). On Type C 32 the inscriptions are in sans serif capitals; on Type C 33 "PRE-PAID" is in sans serif type and the other inscriptions are in Roman with serifs (See Figure 46 P, in Red, F. A. Hollowbush). It will be noticed that the lettering is merely a re-arrangement of the inscriptions on the Eagle carrier stamp which was then being used in Philadelphia. The legend has the same meaning on these three handstamps that it does on the Eagle carrier—it indicates prepayment of a U. S. carrier fee of one cent.

Luff noted Type C 31 in blue and in red, and Type C 32 in black, in blue, and in red. Type C 33 has been noted in red only. Had each of the three handstamps been used in all three colors and for three purposes there would have been nine varieties of each type, or 27 collectible varieties, aside from the different colors of paper that were used. The number of varieties or combinations of type, color and use that have been found is much less than twenty-seven, but is still quite formidable, especially if the colors of paper are also included.

Most of the following dates of use, *which include all purposes for which these handstamps were employed*, have been seen recently. Others were noted by the writers mentioned.

Type C 31—December 9, 1852 to August 1855.

Type C 32—October 1853 to October 1856. Also February 27, 1852 (George B. Sloane); July 5, 1852 (John N. Luff); February 18, 1857 (Frank A. Hollowbush).

Type C 33—October 23, 1852 to March 1, 1853. Also struck on a perforated Three Cents stamp and therefore used in 1857 or later, (George B. Sloane).

Postmarks that indicated a prepayment of ordinary postage in some manner other than by stamps were employed in many post offices at this period and several of the carrier postmarks of New York, beginning in 1856, were used on stampless letters to show similar prepayment of carrier fee. A marking put on a letter to show prepayment, (either in money at the time of mailing, or by charge against a monthly or quarterly account in a post office), may be in writing or may be handstamped. To handstamp a marking such as "PAID 3" or "PAID 5 CTS" instead of writing it does not make the impression from such a handstamp a postage stamp of any kind, unless the envelope or paper on which that marking was impressed is sold as an evidence of prepayment and is recognized as a valid prepayment then or later. In New York carrier postmarks including "PAID" and a rate numeral "1" (cent) or "2" (cents) were regularly employed to cancel the One Cent postage stamp when this stamp was used to prepay a carrier fee. Examples of similar use of U. S. P. O. Despatch postmarks of Type C 32 on the Eagle carrier and on the One Cent postage stamp exist but they are rarely found and have not been noted on any carrier stamp of Type C 30. These facts lead to the conclusion that the original purpose of the Type C 31-32-33 handstamps was for marking letters on which—either actually or constructively—the carrier fee was prepaid in money at the time of mailing.

#### ADHESIVES—TYPES C 31 AND C 32

Types C 31 and C 32 are found impressed on the margins cut from sheets of the One Cent postage stamp of 1851 (Plates One Late and Two) and are known affixed to letters and cancelled. Examples exist showing parts of the imprint. (See Figure 46 Q). If these impressions constituted documentary evidence of the buyer's right to have a service performed, either at the time of purchase, or at some future date, they are postage stamps. If they could be taken out of the post office and used later at the buyer's convenience it is clear that the buyer was not paying for a service, instead, what was being purchased



Figure 46 Q.



Figure 46 R.

was ownership of tangible evidence that the carrier department of the Philadelphia Post Office was obligated to perform a service. But when such a "stamp," (or any other official marking), was valid only at the moment of purchase, i.e., could not be taken from the post office and used later, the governing fact is whether the buyer was purchasing service or was obtaining title to tangible evidence of a right to have a service performed. As regards adhesive labels such as are being considered, ownership in them passed constructively to buyer, whether physical possession did or not, and therefore these adhesives are postage stamps. The fundamental principle involved here applies to many cases where it is desired to determine whether a postal marking is a postmark or a postage stamp. The distinction is sharp, tho the facts necessary to establish it may be lacking. When a postage stamp is sold the buyer is not purchasing a service, but becomes the owner of tangible evidence of a right to have a postal service performed. That tangible evidence is a postage stamp.

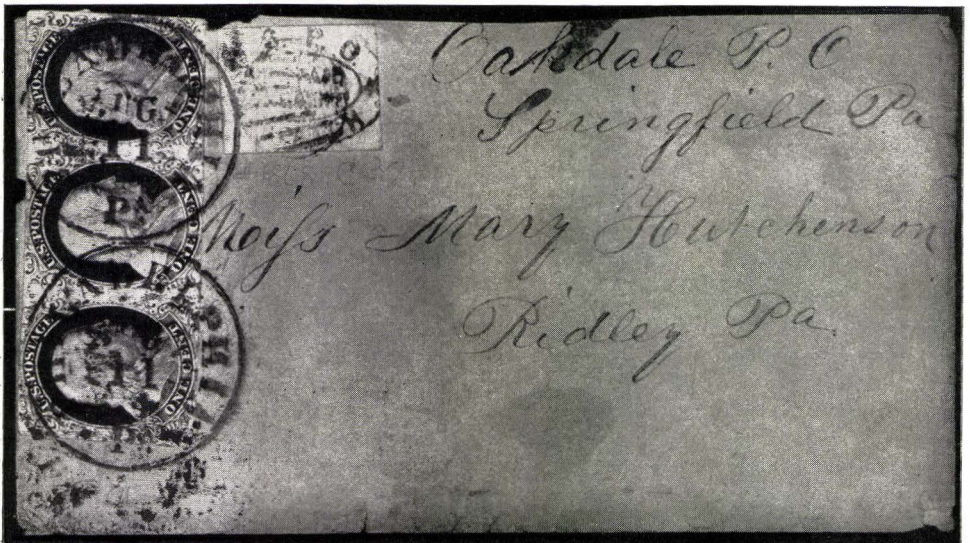


Figure 46 S.

The handstamped adhesives of Types C 31 and C 32 (Figure 46 R) cost practically nothing to make and were as suitable for marking prepaid-in-cash letters in the post office as were the handstamps from which they were made. An ample supply of the Eagle carrier evidently was available and no real necessity for the handstamped adhesives is apparent. It is suggested that these "homemade" makeshifts were not sold "over the counter" and taken from the post office to be used at the convenience of the purchaser as were the Eagle and the earlier carrier stamps. They may have expressed the whim of an employee who preferred to stick them on prepaid-in-cash letters, (Figure 46 S) instead of marking the letters directly with one of the handstamps. A carrier fee could be prepaid in cash at the carrier window in the post office, or at a carrier station, or by handing it to a letter carrier on his route. A carrier stamp could be affixed to a letter when the letter reached the post office. However, even if the manner of use was restricted as is suggested the handstamped impressions that were actually used as adhesives are none the less U. S. carrier stamps.

At least one instance of somewhat similar restricted use of a U. S. postage stamp has occurred in comparatively recent years. When the first U. S. 24 cent airmail stamp was placed on sale in New York in May 1918 it could not be taken from the post office. The buyer had to show a letter—an empty envelope would not do—and could purchase only as many of the stamps as were needed for the letters to be mailed. The stamp had to be affixed in the presence of the post office clerk at the same window where purchased and the letter then handed to the clerk. The purchaser could look at, affix, and pay for the airmail stamp—that was all.

The following examples of the handstamped adhesives have been noted:

One Cent 1851, strip of three cancelled with Philadelphia postmark, cover also has Type C 31 adhesive in black, (from One Cent 1851 sheet margin), cancelled with black grid. This cover went to Wilmington, Delaware and was formerly in the Laurence B. Mason collection.

Type C 31, in blue, used with 3c 1851 December 9, 1852, black grid cancellation tying, (Sidney A. Hessel).

Type C 32, in black, off cover, uncanceled, (Sidney A. Hessel).

Type C 32, in black, off cover, black grid cancellation, (Lot 852, Waterhouse collection, 1924).

Type C 32, in black, showing partial imprint from One Cent 1851 sheet, used with imperforate 10 cents green to San Francisco, August 15, 1856, (Harry L. Jefferys).

#### STAMPED ENVELOPES AND POSTMARKS—TYPES C 31, C 32, C 33

Catalogues list stamped envelopes of Type C 31 and C 32. These are the ordinary envelopes of the period, occasionally white, but usually blue or various dull orange or yellowish paper called "buff," with an impression of one of the handstamps in blue, black, or red. The impressions usually avoid the upper right corner of the envelopes, and this may have been intentional—to leave a clear space for a postage stamp (?)—but otherwise they do not show that special care was used, either in uniformity of position or in clearness. Type C 31 is often rather less distinct than was common with postmarks at that date. The general appearance of these covers if viewed in connection with the idea that they did duty as stamped envelopes at an important U. S. post office is incongruous rather than impressive.

Individuals or concerns who often had quantities of notices or circulars to mail would be convenienceed by having a supply of envelopes on which the carrier fee was prepaid. The carrier department may possibly have prepared and sold such prepaid envelopes, or the users may have had their unused envelopes stamped in advance at the post office. Luff mentioned an unaddressed envelope in the Tapling collection which seems to be corroborative evidence that

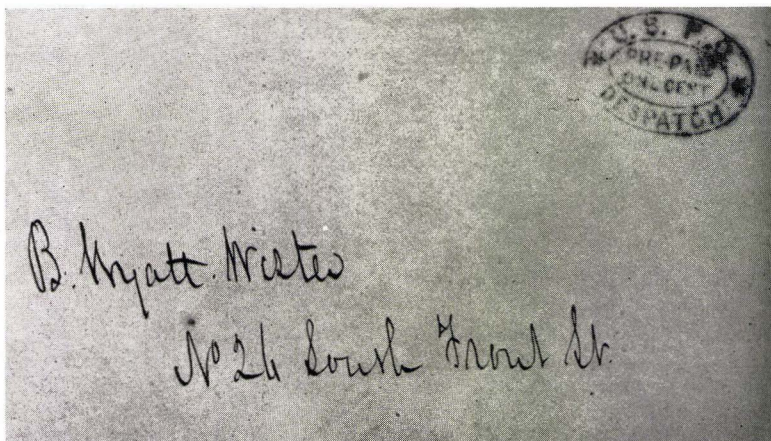


Figure 46 SS.

prepaid envelopes were prepared. Whether the handstamp on a used envelope indicates a carrier fee paid in advance, or paid at the time of mailing, may depend upon whether or not the impression was cancelled. In one case the buyer received the "tangible evidence" that makes the impression a *stamp*; in the other case the buyer *purchased a service* and the handstamp impression is not a stamp—it is *merely a postmark recording the transaction*.

When these handstamps were struck on folded letters the impressions have been classed as postmarks. When they occur on envelopes some of them must be postmarks unless all of them are carrier stamps, and it is difficult to believe that the only envelopes that were handled by the carrier department for several years were those that had received a prepaid marking *prior to the time of mailing*. A statement of such facts as appear may suggest the conclusion that in the case of used envelopes impressions of the handstamps were prepaid carrier stamps if cancelled and were postmarks if uncanceled:

- (1)—The adhesive stamps of Types C 31 and C 32 are found cancelled.
- (2)—Impressions of the handstamps on letter sheets were not cancelled.
- (3)—On envelopes that appear to have been used the handstamps were either cancelled or not cancelled.
- (4)—It was customary to cancel stamps but not postmarks.

Type C 33 has been noted only as an uncanceled impression in red on envelopes and folded letters. Most of the covers seen bear local addresses. The Hollowbush collection contains an example used to New York, October 23, 1852 and another to Louisiana, (with Three Cent postage stamp of 1851), dated February 11, 1853. If the latter envelope was *sold with the carrier marking on it* there can be no question that it is a prepaid carrier envelope and establishes the right of Type C 33 to be classed as a carrier stamp when so used. But if the carrier marking was impressed on the envelope *after* the latter arrived at the Philadelphia Post Office because the letter carrier who brought in the letter had already received one cent in money from the sender, the handstamp is a record of payment *for that service*, and not for a stamp. If that is what happened the Type C 33 impression on this envelope is a postmark.

#### CANCELLATIONS—TYPE C 32

Beginning in 1856 handstamp Type C 32 is noted used as a canceller in black on One Cent stamps of 1851 or 1857. A number of examples are on four cent covers where the One Cent stamp prepaid the collection fee "to the post office—for the mails" and postage for transmission to another office was paid

by a Three Cent stamp. Odd copies of these postage stamps with this cancellation may have come from similar covers. A number of examples and the collection in which they were found are given:

One Cent 1851, Type II, with 3c, July 19, 1856, (H. L. Jefferys).

One Cent 1851, Type II, with 3c, February 18, 1857, (F. A. Hollowbush).

One Cent 1851, off cover, (Lot 853, Waterhouse sale, 1924).

One Cent 1851, (Plate 4), off cover, (Stephen D. Brown).

One Cent 1857, Type V, with 3c September 9, —, (S. D. Brown).

One Cent 1857, Type V, three used as a Three Cent for ordinary postage, Type C 32 struck on each stamp, (Henry C. Gibson).

#### CANCELLATIONS—TYPE C 33

No example has been seen but George B. Sloane noted Type C 33 on a perforated Three Cents of 1857 in STAMPS of July 17, 1937, page 85.

#### PHILADELPHIA 1856-1861

Use of the One Cent postage stamp to prepay carrier fees in Philadelphia apparently began in 1856. The earliest year dated cover noted is the four cent combination of July 19, 1856 in the Jefferys collection. Usually the covers with the four cent collection-fee-plus-postage rate do not have a carrier cancellation. As in New York, the ordinary postmark and canceller was used. The covers noted show that the one cent collection fee was in effect in 1856 and 1857 and again from early in January 1861. Perhaps this fee was abolished for a while as at Boston and resumed after June 1860. Figure 46 T illustrates a



Figure 46 T.

block of four One Cent Type IV on cover in the Ashbrook collection. The use "May 30" is probably 1857.

#### IMPERFORATE STAMPS

One Cent Type II, with 3c, July 19, 1856, (H. L. Jefferys).

One Cent Type II, with 3c, October 3, 1856, (H. C. Gibson).

One Cent Type II, with 3c, October 3, (1856?), (Ben K. Ford).

One Cent Type IV, with 3c, April 7, —, (F. A. Hollowbush).

## PERFORATED STAMPS

One Cent Type IV, on 3c 1853 buff envelope, November 27, 1857 ? (H. C. Gibson).

One Cent Type V, with 3c Type II—Oct. 11, 1860 (Ashbrook—See Figure 46 U).



Figure 46 U.

One Cent Type IIIA, (Plate 11), with 3c Type II, March 30, 1861, (H. C. Brooks).

One Cent Type II, (Plate 12), with 3c Type II, April 8, 1861, (Henry C. Gibson).

One Cent Type II, (Plate 11 or 12), May 25, 1861, (Frank H. Morgan).

One Cent (Plate 12), on 3c "star die" envelope, August 9, 1861, (H. L. Jefferys).

One Cent (Plate 12), with 3c Type II, on piece, August 20, 1861, (at Westfield, N. J.).

One Cent Type V, with 3c, January 5, 1861, (Horace W. Barr).

One Cent Type V, with 3c, September 9, —, (S. D. Brown).

One Cent Type V, strip of four, April 26, 1861, (Henry C. Gibson).



Figure 46 W-G.

PHILADELPHIA

"U. S. P. O. DISPATCH-PHILA."

At an undetermined date that is believed to have been subsequent to July 1857 the first of two octagonal carrier postmark-cancellers came into use in Philadelphia. This first type has an inner circle enclosing the month, day and hour of delivery in two lines. Between the inner circle and the octagonal outer frame is "U. S. P. O. DISPATCH" above and "PHILA." below, with a stop before and after "PHILA." This postmark has been found on One Cent



postage stamps and stamped envelopes of 1857, 1860 and 1861 in black only and was in use as late as January 1862. (See Figure 46 W-H). Two deliveries—8 AM and 2½ PM—appear on the examples noted from the collections mentioned and also a third delivery at 11 AM.

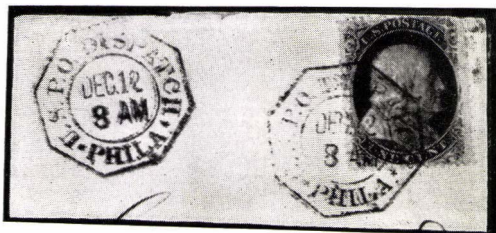


Figure 46 W-H.

One Cent 1857, Type I (Plate 12), June 27, (1861), (Harold C. Brooks).  
 One Cent 1857, Type II (Plate 12), January 6, (1861), (Wm. J. Aull).  
 One Cent 1857, Type IIIA (Plate 11), July 1, (1861), (H. C. Brooks).  
 One Cent 1857, Type V, (Sidney A. Hessel).  
 One Cent 1861, October 29, (1861 ?), (at Westfield, N. J.).  
 One Cent 1861, January 27, (1862 or later), (Fred S. Whitney).  
 One Cent "star die" envelope, October 19, —, "11 AM", (H. L. Jefferys).



Figure 46 W-J.

"U. S. PENNY MAIL—PHILA. PA"

The second octagonal carrier postmark of Philadelphia apparently belongs with the 1861 stamps but it came into use early enough to be found on late use of the 1857 issue. Examples with year dates were used from April 1862 to May 1863. The inner octagon encloses the month, day and hour of delivery in three lines and between the inner and outer octagons is "U. S. PENNY MAIL" above and "PHILA. PA" below. At the right side, below the "L" of "MAIL" a capital letter for a mail station or branch post office may appear. Frequently these station letters are not legible. "A," "B," "C," "D," and possibly "E" have been seen. Three deliveries are noted, viz., 11½ AM, 2½ PM and 5½ PM. Normal use of the U. S. Penny Mail postmark was to strike it once or oftener on the postage stamp as a canceller and again on the cover as a postmark. All impressions seen were in black. A few examples from various collections are noted.

One Cent 1857, Type V, single off cover, (H. L. Jefferys).  
 One Cent 1861, March 4, —, "A," (E. N. S. Girard).  
 One Cent 1861, short paying three cents postage to Germantown, April 19, 1862, "Due 2," (Sidney A. Hessel).  
 One Cent 1861, with 3c, station "D," June 12, 1862, (C. Gray Capron).  
 One Cent 1861, with 3c for forwarding to Harrisburg, May 7, 1863, (Sidney A. Hessel).

One Cent 1861, with 3c to Baltimore May 18, 1863, carrier postmark on back of envelope, (F. A. Hollowbush).

One Cent 1861, pair on cover, July —, 1863 ?, (at Westfield, N. J.).

#### PROVIDENCE

An advertisement of Welcome B. Sayles, Postmaster in 1849, states:

“The Post Office is in the Union Buildings, Westminster Street (formerly Market Square). The City Delivery is under the superintendence of Mr. Clement Webster. \* \* \* There are three Penny Posts, and letters are delivered to persons in the city who desire so to receive them. The letters are delivered soon after the arrival of the mails. \* \* \* Drop letters Two Cents, without regard to weight.”

Clement Webster drew \$450 salary from the Providence Post Office for the year beginning July 1, 1848 and \$300 during the year beginning July 1, 1856, apparently being off the payroll in the intervening years. Early in 1856 he was editor of the *Daily Post* newspaper.

On page 28 of “The Stamps of the Providence, R. I. Postmaster” by A. B. (“Uncle John”) Slater there is a list of the personnel of the Providence Post Office taken from the Directory for 1847 which mentions three letter carriers, Francis O. Ballou, Jesse Calder, and John Hagan. The last named carrier served for many years and obtained considerable philatelic fame through having a package of remainder sheets of the Providence Postmaster stamp of 1846 which his children used to play with—sometimes as a football. If Uncle John Slater was correct in stating that the “Providence Despatch” adhesive of 1849, (Scott No. 6736), was used by an express agent that emission may not have been a true postage stamp and could not have been used for prepayment of the fee of “Penny Post” Hagan or the other U. S. carriers. It seems quite possible that there was continuous carrier service at the Providence Post Office beginning not later than 1847 and that from July 1851 if the carrier fee was prepaid by stamp the One Cent postage stamp of 1851 or 1857 would have been used. No such use of postage stamps, nor any special handstamp to indicate carrier service has been noted.

#### WASHINGTON

There is evidence of U. S. carrier service from about 1856 altho service was not reported until the year beginning July 1, 1858. In the following two years service was again reported and in the autumn of 1863 there were eleven carriers drawing salaries that totalled \$7,700. Each of the covers that is mentioned here bears an Eagle carrier and one of the covers indicates that this stamp was not demonetized in Washington in 1861.

February 18, —, with 3c 1851, (Laurence B. Mason).

May 25, (1857?), with 3c 1857 Type II, on small piece of cover, (Frank A. Hollowbush).

October and December, (no year appears), on 3c white and 3c buff envelopes of the 1853 issue, (at Westfield, N. J.).

April 9, 1861, with 3c 1857, (B. K. Miller—New York Library).

November 2, 1861, with 3c 1861, (Frank A. Hollowbush).

July 23, 1862, off cover, (B. K. Miller—New York Library).

September 26, 1862, with 3c 1861, marked “paid 4c” in manuscript, (B. K. Miller collection in the New York Library).

In 1860 there were five delivery routes in Washington City with a U. S. carrier for each. All five of these men were carriers in 1858, if not earlier. The only stamp known to have been employed for prepayment of their fees was the Eagle carrier and no special handstamp showing carrier service has been noted.

## "STAR DIE" ENVELOPES—1860

A One Cent stamp of 1851-57 could have been used on the One Cent stamped envelope of 1860 for a double rate drop letter whether the letter was delivered by carrier or not. No example of carrier use of this kind has been found but a note in reference to the date of use of any carrier marking on the "star die" envelopes may be helpful. The One Cent "star die" envelope, (profile of Franklin), was not issued until the last quarter of the calendar year 1860 and therefore any specimen of this envelope with carrier, (or other), marking could not have been used before October 1860. Because this One Cent design corresponds to the THREE, SIX, and TEN CENT "star die" envelopes, the One Cent value has been included in catalog listings as part of a so-called "1857-61 Issue" of stamped envelopes—none of which were actually issued until October 1860.

The One Cent "star die" envelope was not discontinued and demonetized in 1861 with the THREE, SIX and TEN CENTS envelopes of 1853, 1855 and 1860—instead, it was continued in use as the One Cent stamped envelope of *the 1861 issue*. By the end of September 1861 the old (1851-60) adhesives and envelopes had been demonetized at most of the more important post offices but the first U. S. newspaper wrapper had not yet appeared. When that One Cent wrapper was issued in October 1861 the "star die" design that was in use on the One Cent envelope was used on it.

The 4c compound envelope, (One Cent plus Three Cent "star dies"), was in issue from October or later in 1860 until the first part of 1863 and any used 4c envelope could not have been mailed earlier than October 1860. It is apparent that any One Cent adhesive stamp that was used as a "carrier" or otherwise on any value of the "star die" envelopes cannot bear a genuine postmark dated earlier than October 1860.

## ENVELOPES—1861 SERIES

Stamped envelopes of the 1861 series were on sale at many of the larger post offices earlier than were the adhesive stamps of 1861 and for several months from August 7th, 1861 it would have been possible to use a One Cent stamp of 1857, (or even 1851), for prepaying a carrier fee on any of the 1861 envelopes. If so used the adhesive stamp probably would not have a carrier cancellation and no example of such use has been submitted.

The original suggestion that the One Cent postage stamps first were used for the prepayment of carrier fees in 1856 came from Frank A. Hollowbush. Others to whom grateful acknowledgement is made for generous assistance of one kind or another while this chapter was being prepared, and who are not mentioned in it elsewhere are:

Michael S. Baer, Albert C. Bates, Lt. Col. C. E. Brenn, Russell V. Bleecker, Ezra D. Cole, Percy G. Doane, Howard E. Drummond, Daniel F. de Beixedon, Ben K. Ford, Robert Garrett, Charles W. Gramm, Arthur G. Hall, Dr. C. W. Hennen, Michael L. Miller, Delf Norona, W. L. L. Peltz, Otto Reichelt, S. W. Richey, J. C. Sanderson, Albert Schwarz, George K. Smith, W. G. Swart, C. Corwith Wagner, Benjamin Larue and John C. Sherron.

## Chapter XXXXVII.

### 'WAY' AND 'STEAM' MARKINGS.

“WAY” markings and their various uses have been quite a puzzle to many students of our early postal markings. The laws defining the Way fee are quite clear, but different markings applied at various post offices on letters subject to the Way fee vary to quite an extent and in certain cases their exact intent are not always self-evident.

As far back as the opening years of the past century, Postmaster General Joseph Wickersham (1795-1801) defined “Way Letters” as follows:

“Way Letters are such letters as are received by a mail-carrier on his way between post offices and which he is to deliver at the first post office he comes to; and the postmaster is to enquire of him at what places he received them, and in his post bills charge the postage from those respective places to the offices at which they are to be finally delivered: writing the word ‘WAY’ against such charges in his bills. The word ‘WAY’ is also to be written upon each ‘WAY LETTER.’”

The above is quoted from page 15 of the “United States Stampless Cover Catalog”, 1938 edition.

There is no mention in the above that a “Way” fee was *to be added to the regular rate of postage*, but simply specified that the rates of postage to be charged were to be rated according to the *distance* the letter was carried.

Following the above in this Catalogue is the statement, “Thus a fee was paid—for WAY letters, additional to the normal fee.” We often find “Way” fees confused with “Carrier fees.”

The Act of March 2, 1799, Section 13, authorized postmasters to pay mail-carriers 1 cent for each “Way Letter” delivered to them, but it did not provide that this fee was to be added to the normal rate of postage. The Act provided a fee of 2 cents to be paid mail-carriers for each letter delivered by them *to persons* living between post offices on their route. This was a “Carrier” fee and not a “Way” fee as the latter provided a fee on letters *delivered to postmasters by the mail-carrier*, whereas the former provided a fee of 2c was to be added to the regular rate of postage on letters delivered by the carriers *to persons living between post offices*.

The Act of March 3, 1825 (Section 20), was the first law passed which contained the provision to *add* the “Way” fee paid the carrier, to the ordinary rate of postage.

The section of this Act in part, is as follows:

“That the deputy postmasters, and other agents of the Postmaster General, shall duly account, and answer to him, for all Way letters which shall come to their hands; and for this purpose, the post riders, and other carriers of the mail, receiving any Way letter or letters, (and it shall be their duty to receive them, if presented more than one mile from a post office) shall deliver the same, together with the postage, if paid, at the first post office to which they shall afterwards arrive; where the postmaster shall duly enter the same, and specify the number, and rate or rates, in the post bill, **adding to the rate of each Way letter one cent, which shall be paid by the postmaster to the mail-carrier from whom such Way letters shall be received.**”

The P. L. & R. of 1832 contained the following regulation:

“#119. You will pay the mail carrier one cent for each WAY-LETTER which he delivers to you, and add that cent to the ordinary postage on the letter.”

The P. L. & R. of 1843 contained the following regulation:

"# 145. The deputy postmaster will pay the mail carrier one cent if demanded for each way letter which he delivers to him, and add that cent to the ordinary postage on the letter."

The P. L. & R. of 1847, Regulation No. 137 contained practically the same wording.

Figure 37 D, Chapter No. 37, is an exact reproduction of page 23 (Regulations) of the 1852 edition of the P. L. & R.

The P. L. & R. editions of 1855, 1857 and 1859, each contained the following regulation :

"The Postmaster will pay the mail carrier one cent, if demanded, for each way letter he delivers to him, and add that cent to the ordinary postage on the letter."

The provision in the law providing that a *WAY FEE* of One Cent be added to the regular rate of postage remained in effect until abolished by the Act of March 3rd, 1863. A section of this Act read,

"No fees shall be allowed for letters collected by a carrier on a mail route."

When our first stamps were issued in 1847 the *WAY FEE* of one cent, (never any more), had been in effect for some twenty-two years, hence postmasters were thoroughly familiar with it, and at certain offices a handstamp, simply reading "WAY," indicated that one cent had been paid the carrier and that one cent was due (in addition to the regular postage), to the Post Office delivering the letter. Certain offices did not use a rate handstamp specifying "1" or "1 cent," but simply "WAY." A few of the larger post offices employed handstamps on *unpaid* letters, which indicated the total sum due on delivery, such as "WAY 6" or "WAY 11" during the period 1845 to July 1, 1851, and these same handstamps were used for a limited period after July 1st, 1851. The "WAY 6" was used on an *unpaid* single rate letter, postage 5c plus Way 1c, and the "WAY 11" on an unpaid double rate letter of postage 10c plus Way 1c.

These handstamps were used principally at New Orleans and Mobile, the great majority of known examples in present day collections being letters brought by steamboats to the New Orleans Post Office.

Referring especially to the New Orleans markings, after a careful examination of a great many unpaid and prepaid covers, it appears that the custom of adding the *Way Fee* of 1c to the regular postage on certain classes of mail brought to the New Orleans Post Office, was abolished about January 1st, 1853. On *unpaid "Way" Steamboat* mail deposited in the New Orleans Post Office prior to that date, we invariably find the markings "WAY 6" and "WAY 11," but after January 1st, 1853, we find unpaid "Way" covers (single rate) marked "WAY" and "5," by two separate handstamps, or by one handstamp with "WAY 5." It hardly seems possible that more than 5c was required on delivery of such unpaid letters. The "Way" no doubt denoted origin and in addition that 1c had been paid the carrier for bringing the letter to the mail.

It is possible a special ruling was made by the Postmaster General about January 1st, 1853, which abolished the addition of the 1c to the regular rate of postage, but the One Cent fee was still paid the carrier.

The annual reports of the Postmaster General for the years 1852, 1853, 1854, 1856, 1857, 1858 and 1859, show the various expenditures of the Department for "Ship, Steamboat and Way-letters," as follows:

1852—Year ending	Dec. 4 . . . . .	\$24,587.94
1853— " "	Dec. 1 . . . . .	23,105.83
1854— " "	Dec. 4 . . . . .	19,549.67
1856— " "	Dec. 1 . . . . .	17,612.67
1857— " "	Dec. 1 . . . . .	17,594.76
1858— " "	Dec. 4 . . . . .	16,613.38
1859— " "	Dec. 3 . . . . .	14,496.86

The inclusion of "*WAY-LETTERS*" in the above annual expenditures show that the fees paid carriers were not in all cases added to the regular rate of postage.

Covers exist showing prepayment of the Way fee of 1c by the addressor. Prior to July 1st, 1851, the payment was made in cash, but after that date, by cash or a 1c stamp. Such examples frequently show the stamps cancelled by a "Way" marking.

It is my opinion that "Way" markings can be properly divided into two classes, viz., (A) Those showing the fee was added to the regular rate, and (B) Those showing no indication that the fee was added to the regular rate.

"Way" markings have been termed by many writers in the past as "Routing" handstamps and they have frequently been incorrectly classed as "cancellations." While it is true such handstamps were frequently used to obliterate stamps, they were primarily not intended for such a purpose.

In his Chapter on "Route Postmarks—Way and Steam", Chase stated on page 298, "*The amount, which is often stated in the same handstamp, was evidently the sum due the carrier.*" This statement is rather misleading because a "Way" marking, for example, of simply "WAY" meant, that 1c *had been paid* the carrier and that this sum was due the *post office*, delivering the letter, not due to a carrier for delivering a letter to the person addressed.

As another example during the 1847 period, an unpaid letter with a "WAY 6" marking indicated the *total* sum due on delivery—5c postage plus the Way fee of 1c, or an unpaid letter with "WAY 11" indicated a 10c rate, plus 1c Way fee was to be collected on delivery.

Covers marked "Steam 5" of the 1847 period indicated *no fee*, other than the regular postage to be collected of 5c. The "Steam" merely denoted "*origin*", that is, the letter had been carried by a steamboat to the post office where it was first placed in the U. S. Mail.

Chase further stated:

"Unless I am mistaken the word **Steam**, which evidently was used in many cases exactly as was the word **WAY**, means the same thing excepting that the carrying agent was either on a **Steam train or Steam boat**. In other words **Steam** cancellations are merely a subdivision of Way cancellations, the latter including the former. These date back to a time well before stamps were current and continued in use even after the 1857 issue was demonetized, although they were undoubtedly used more while the 1851 issue were current, gradually becoming scarcer after the perforated stamps appeared. They were used though to a very limited extent on the 1861 and even on later issues. I have attempted to list those which I have seen although undoubtedly many more exist. These cancellations were used most commonly on the Mississippi River and its branches, though also in other parts of the country, having been seen used on the Alabama River as well as on Long Island Sound and on letters which were sent, probably by boat, from Baltimore, Maryland. Certain postmarks which should have become obsolete with the 1847 issue were undoubtedly used to some extent by error on the 1851's. It is hardly reasonable to suppose that the carrier received 6c, for example, for handling a letter, the postage on which was only 3c. As stated previously these cancellations are often found on covers bearing Mississippi River packet postmarks, and other similar cancellations. Both Way and Steam cancellations are to be found in manuscript as well as handstamped. The Maysville, Ky. cancellation including Steam is the only postmark of this type seen."

Chase mentioned that some of the 1847 handstamps should have become obsolete, but this is incorrect, because a "Way 6," was perfectly correct for an unpaid letter after July 1, 1851. Likewise an 1847 "Way 11" was perfectly correct for a double rate unpaid letter, after July 1st, 1851 to April 1st, 1855.

By the Act of March 3, 1855, prepayment was required on domestic mail, and the "Regulations" published soon after the new law went into effect contained the following: (P. L. & R.—July 1, 1855—Section 115)—

"All letters placed on a **Mail Steamboat**, on which the mails are in charge of a **Route-Agent**, should go into the hands of such agent; and on these letters the master

TWO HAND STAMPS

RED  
WAY  
5  
ON  
141851 P. 1E

WAY  
11  
RED

DUE  
WAY 1

WAY  
5  
IN  
BLACK  
ON  
STAMPLESS

WAY  
6

WAY

WAY  
6

WAY  
6  
CENTS  
WAY  
6

WAY  
6  
IN RED & BLACK

WAY  
6  
cents

BLUE DEC 1851  
VICKSBURGH  
MISS.

1849  
Probably  
MOBILE  
RED BROWN  
Also BLACK

WAY  
11  
CENTS

1847  
BLUE

ORANGE  
Probably 1850  
MOBILE, Ala.

WAY  
6

PAID.  
F. ADENTZEL  
AGT. P.O.  
N.O.

IN  
RED AND BLACK  
NEW ORLEANS  
NOTE 1850-1851-  
1852

WAY  
11

IN  
ORANGE  
MOBILE?

IN 1850  
RED  
BLACK  
STEAM  
6  
NEW-ORLEANS  
1860

PAID  
F. ADENTZEL  
AGT. P.O.  
N.O.

RED  
STEAM  
5

STEAM  
10

1852 BLACK & RED  
RED RIVER  
PACKET  
CADDO

RED & BLACK  
NEW ORLEANS

RED & BLACK  
NEW ORLEANS

STEAM  
10  
BLUE  
GALVESTON, TEX.  
TO NEW ORLEANS  
1851

18574  
STEAM. 10  
COLUMBUS, GA  
1851 RED

FROM  
STEAMER  
BRIDE  
RED  
1851

STEAMER  
DAVID  
GIBSON  
BLACK

STEAM BOAT  
BELLA DONNA  
RED  
1853

MEMPHIS & NAPOLEON RIV. MAIL  
WAY  
17  
BLACK  
TIE'S  
BACK  
COVER

FROM  
STEAMER  
COTT ON PLANT  
RED

PACKET  
STEAMER  
AMANDA.  
BLUE

STEAMER  
COMPROMISE

Figure 47 A.

of the vessel is not entitled to receive any compensation. None but prepaid letters should be received on such steamboat, and these should be duly mailed. But should any chance to be unpaid, they should be deposited by the Route-Agent in the Post Office at or nearest the point at which they are received, and the postmaster should post up a list of them, with the unpaid letters dropped into his office, adding that they were put on board the steamboat unpaid. If not attended to, such letters are to be sent monthly to the Dead Letter Office.

"Sec. 116. In like manner, When practicable, all letters should be prepaid which are received by steamboats or other vessels not in the mail service, or carrying the mail with no Route-Agent on board. When pre-paid, the master of the vessel, if under contract to carry the mail, may receive one cent 'Way,' and if not under contract with the Department, two cents each from the postmaster in whose office he deposits them; and they should be delivered to their address without any charge beyond the amount prepaid. But if unpaid, they should be treated as Ship letters, and are chargeable as such with a postage of six cents, if delivered at the office at which the vessel shall arrive, and with two cents in addition to the ordinary rate of postage if destined to be conveyed by post to another place. In the latter case the master of the vessel is entitled to receive two cents a letter."

Although the "Postal Laws and Regulations" as late as 1859 contained the following Regulation—

"Sec. 108. The Postmaster will pay the mail carrier one cent, if demanded, for each Way letter he delivers to him, and add that cent to the ordinary postage on the letter;"

it is possible that Section 13 of the Act of March 3, 1847, granted him the power to use his discretion in adding a fee to the ordinary rate of postage. A part of this Section No. 13 read as follows:

"\* \* \* And the Postmaster General shall have authority to pay or cause to be paid a sum not exceeding two cents each, for all letters or packets conveyed in any vessel or steamboat not employed in carrying the mail, from one post or place in the United States subject to such regulations as the Postmaster General may prescribe; \* \* \*."

#### STEAMBOAT MAIL CARRIED OUTSIDE OF THE MAIL

We frequently find prepaid covers with packet markings, but no postmarks and such items come under the following "Regulation," (1855 P. L. & R),

"Sec. 117. Persons desirous to send their letters by steamboats can most readily accomplish their object by enclosing such letters in stamped envelopes issued by the Department, inasmuch as letters so enclosed may be conveyed out of the mail without a violation of law, and need not be delivered to the Postmaster on the arrival of the vessel."

#### WAY MARKINGS

Referring to the plate, Figure 47 A, the "Way 5" in top row at left is on a single 1c 1851 from Plate One Early, and in all probability was used at Baltimore, as we find this same handstamp on the cover illustrated by Figure 47 B. This handstamp was probably in use as early as 1845 and was used on *unpaid single rate letters*. In the late forties and early fifties it indicated postage due of 5c plus the "Way" or 1c, total 6c. On the cover the handstamp was used as a cancellation, and regardless of the "5," indicated the letter was a *Way-letter* and that 1c Way fee was probably due. On the other hand, it is possible that the 1c was not added to this letter, and the handstamp denoted only the source by which it reached the Baltimore Post Office. This folded letter is dated "New York, Dec. 16, 1851." (S. W. Richey).

Again referring to Figure 47 A, the tracing, top row, second from left, "WAY 11" is on a small piece of a cover which shows no indication of the origin. The "*Due Way 1*" was used at Mobile, but this is an incorrect tracing. This marking is described later in this chapter. The "Way 5," top row, right, was used at New Orleans on *unpaid mail*, at a period I estimate from May 1853



# WAY 1

Figure 47 AA. New Orleans "WAY 1."

to April 1, 1855. The earliest use I have seen is June 4, 1853. I call this the New Orleans 1853 type. In the second row (47 A) the "Way 6" in a circle was illustrated in the Chase book, page 298, but I have no record where it was used. The "WAY" with a line below was used at New Orleans, and in all probability was intended for prepaid mail. Covers showing its use to cancel the 3c 1851 in 1853-1854 and later years are not scarce. The large "WAY 6" in circle is marked on the plate, "probably Mobile" but this handstamp was used at New Orleans. The earliest use I have noted is "February 12, 1849," in black, on a stampless cover. (S. W. Richey). A use in December 1849 is in red, and one in March 1850 is in an orange. (S. W. Richey). The "Way 6 Cents," second row, second from right was also used at New Orleans. The earliest use noted is Sept. 16, 1847, in blue, on an unpaid letter. (S. W. Richey). No doubt this handstamp dates back to July 1845, as it is seldom found after 1849(?). The "WAY 6," second row, extreme right, was used at Mobile, this particular use was in November 1850, but no doubt this type was in use as early as 1845 at this office. In the third row, extreme left, the "WAY 6" was quite a common type used at New Orleans. The earliest use I have seen is on an *unpaid* letter of April 7, 1851. (S. W. Richey). The latest use noted is "Dec. 9, 1852." (S. W. Richey).

As stated above, it seems probable that the Way fee was not added to the postage on certain "packet" letters delivered to the New Orleans Post Office after January 1st, 1853. The type "WAY 6" and the companion type for *double rate, unpaid letters*, "WAY 11 Cents" (tracing, third row, second from right), were apparently never used after that date. Thanks are due Mr. Mannel Hahn for calling my attention to this important point.

In the third row, second from left, the "Way 6 Cents" in a circle was used at Vicksburg. The "Way 11" in circle, third row extreme right was used



Figure 47 B. Baltimore "WAY 5."

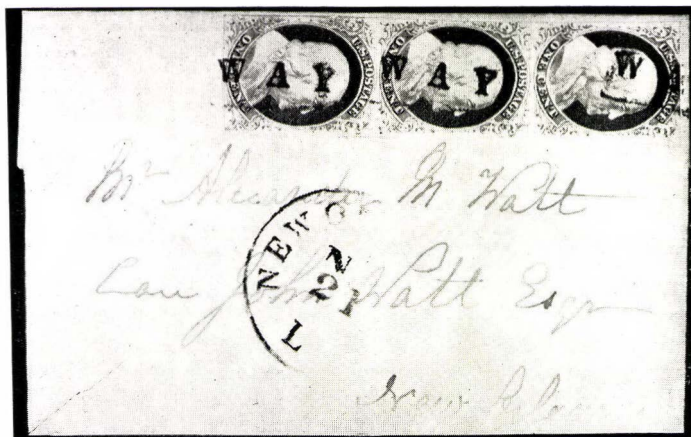


Figure 47 C. New Orleans "WAY."

at Mobile, on *unpaid 10c rate letters* prior to July 1st, 1851, and on *double rate unpaid letters* after that date, and probably to January 1st, 1853. It is the companion type to the "Mobile Way 6" illustrated just above this tracing. The large "Way 6" in a circle, fourth row, left, was used at New Orleans. This is evidently one of the early types and no doubt dates back to 1846 or 1845. The latest use noted is June 28, 1850. (S. W. Richey).

Figure 47 AA illustrates the New Orleans marking used on *postage prepaid letters*, on which the *Way fee of 1c was due*. This handstamp was used in 1851 and 1852, the latest use I have seen is "Dec. 28, 1852." Figure 47 D illustrates a cover with this marking, and without the usual New Orleans postmark. Figure 47 DD illustrates a *postage prepaid* cover with this *unpaid* Way fee of 1c, with the packet marking "Steamer Atlantic" in red and the New Orleans postmark and gridiron.

Figure 47 C illustrates a cover with the 1c stamps cancelled with the "Way" with line beneath, as mentioned above. This use was after January 1st, 1853, and in all probability the Way simply denotes a "Way" letter with no collection charge on delivery. (S. W. Richey).

Figure 47 E, shows a cover, with use, June 3, 1852. This is an *unpaid letter*, with 6c postage due, 5c plus Way 1c. (S. W. Richey).



Figure 47 D. New Orleans "WAY 1."

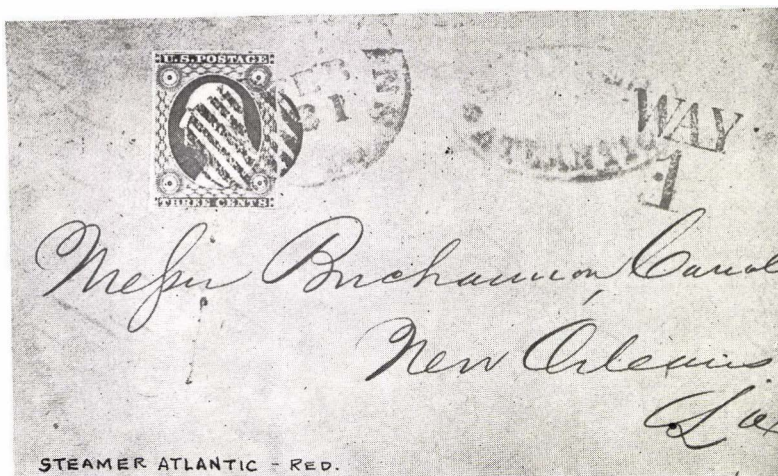


Figure 47 DD. New Orleans.

Figure 47 F shows the "Way" handstamp of Montgomery, Ala., a *prepaid postage and Way fee* letter addressed to Philadelphia, the stamps tied by the Montgomery postmark of "Oct. 30" (1852). (S. W. Richey).

Figure 47 G shows an *unpaid double rate* Way letter of "Jan. 9, 1852," with the New Orleans "Way 11 Cents." This letter is dated "Vicksburg, Miss., Jan. 6, 1852." (S. W. Richey).

#### "WAY" AND "STEAM"

Again referring to the plate, Figure 47 A, two "Steam" handstamps are illustrated which were quite commonly used at New Orleans in 1849, 1850, 1851 and 1852. These are shown in double circles in the center of the plate, "Steam 5" and "Steam 10." The earliest use I have seen of these types is June 29, 1849, and the latest is the latter part of 1852.

They were used on *unpaid mail* and denoted "source" as well as "rate," that is, the letter first reached a Post Office by "Steamboat" and the postage was due in the amount handstamped.

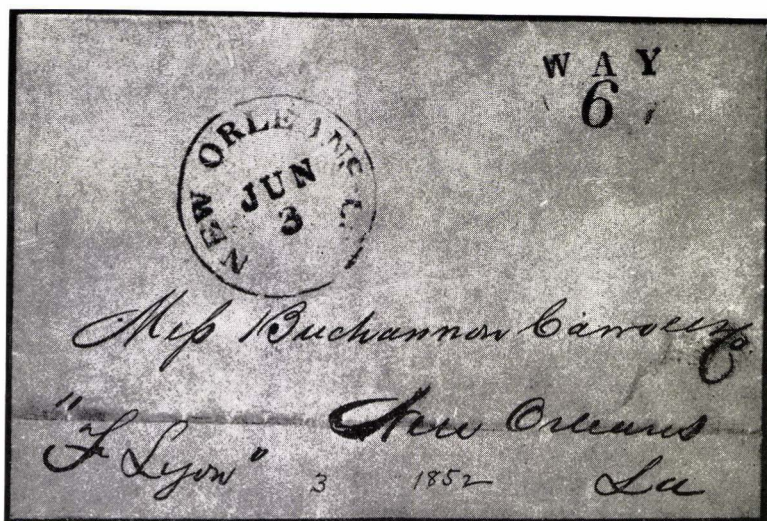


Figure 47 E. New Orleans "WAY 6."

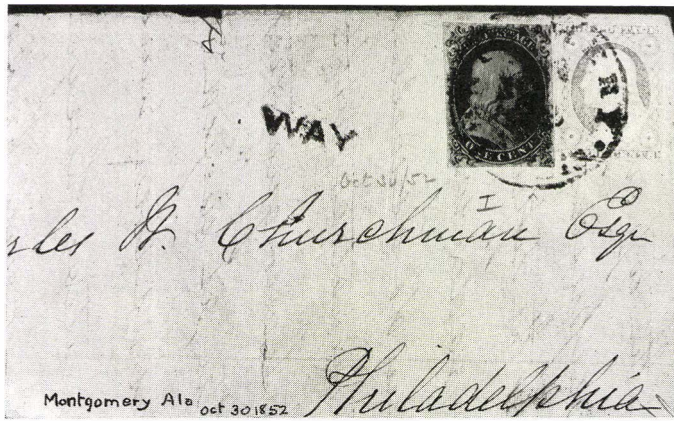


Figure 47 F. Montgomery, Ala., "WAY."

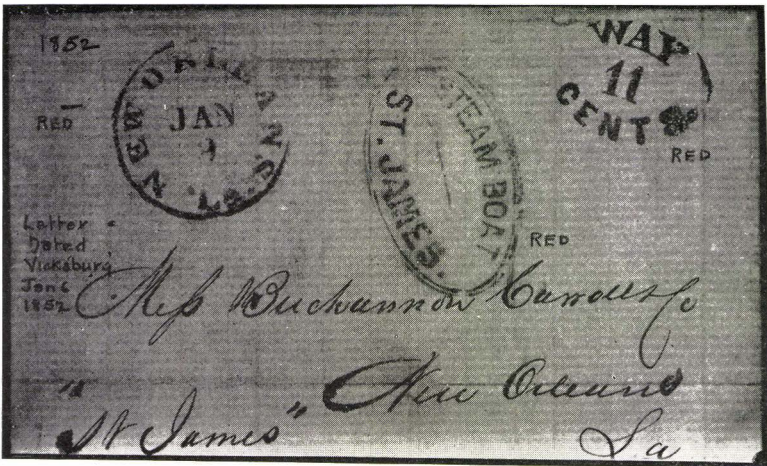


Figure 47 G. New Orleans.

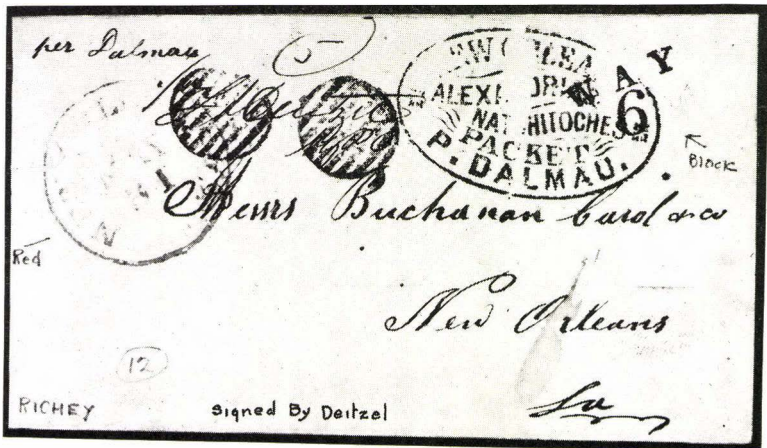


Figure 47 H. New Orleans.



Figure 47 J. New Orleans.

Figures 47 J and 47 K illustrate two interesting covers. Both originated at Camden, Ark., both were written by the same person to the same New Orleans address, and both have in pen, "Paid 3." In addition both have the packet marking, "From Steamer Storm." Both show use in 1853.

One of these (47 J), is dated at Camden, February 24th, 1853, postmarked New Orleans, "Mar. 1," and has the black New Orleans "Steam 5," the other, (47 K) is dated at Camden, Apr. 2, 1853, postmarked at New Orleans "Apr. 11" and has the New Orleans black "WAY" and "5." In all probability a "Way fee" was "demanded" and paid on the latter, hence it was marked as a "Way" letter, whereas on the former, no "Way" fee was paid and it was marked "Steam," denoting *origin*. Both were no doubt double rate letters with *single* rates *prepaid* hence 5c was due on each one for the extra unpaid rate.

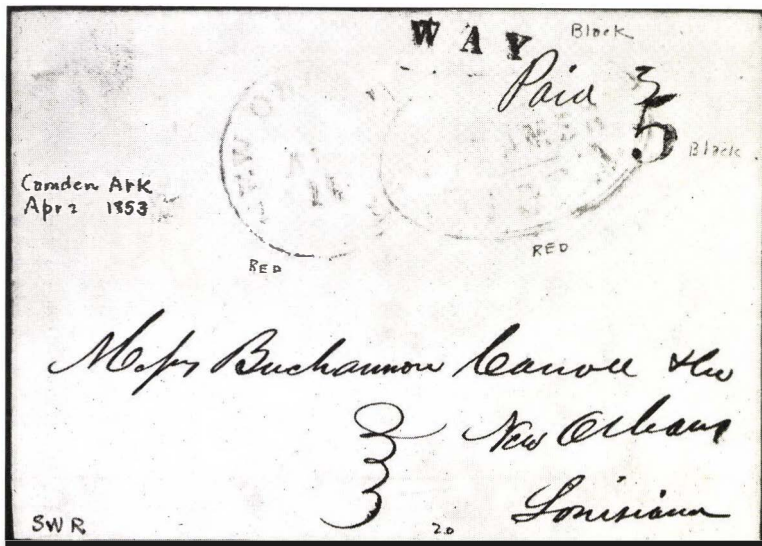


Figure 47 K. New Orleans "WAY" and "5."

Again referring to the Vicksburg, "Way 6 Cents" in circle marking shown on Figure 47 A, third row, second from left. The cover from which this tracing was drawn has the Vicksburg postmark of "Dec. 31." Both markings are in blue and the letter is addressed to New Orleans. Inside the letter is headed, "Yazoo River, Dec. 25, 1851."

Here is an unpaid "Way" letter, written on December 25th, 1851, picked up by the mail-carrier enroute and deposited in the Vicksburg Post Office, where it was postmarked on the departure date. It is quite certain this letter went by steamboat to New Orleans but it bears no "Packet marking." I mention this here because there is no such thing as "Packet cancellations."

Post Offices did not *route* letters the way they were to travel, hence there was no packet marking on this cover *routing it* to New Orleans by steamboat. When the letter reached New Orleans it was not postmarked "New Orleans" or marked there with "Steamboat" "Steam" etc. These denoted origin and in this case they were not necessary as the Vicksburg Post Office had previously postmarked the letter.

"PAID—F. A. DENTZEL"

Figure 47 H illustrates an interesting cover. We frequently see the marking, circular and oval with "PAID—F. A. DENTZEL—AGT—P. O.—N. O." (Agent of the Post Office Department at New Orleans, and not Agent of the New Orleans Post Office), on packet covers, both styles of which are shown in the center of the plate, Figure 47 A. The cover illustrated (47 H) shows a manuscript "5" and the signature of "F. A. Dentzel, Agt. P. O." This was afterwards marked out by two black gridirons and the letter rated as a "Way 6". The use was in May 1852.

The earliest use I have seen of the oval Dentzel marking is "Nov. 11, 1849," though this handstamp may have been used much earlier, as a probable use I have examined may be Jan ? 1849. All examples were in red. The earliest use I have seen of the circular type is "May 1, 1852" (black), and the earliest of this type that I have seen in red is February 5, 1853. (All of the above are in the collection of S. W. Richey).

In the Richey collection are quite a number of *unpaid* covers with the Dentzel markings, but *none show the New Orleans postmark*, some show various packet markings and others *only the Dentzel*. In all probability letters showing the Dentzel markings were letters that were carried to New Orleans by non-contract mail steamboats, marked as "Paid" by Dentzel, the special resident agent of the Post Office Department at New Orleans, and by him turned over to the Post Office for delivery.

In an article by Mr. Delf Norona in the March 1936 issue of the *American Philatelist*, it was stated in part:

"F. A. Dentzel served as Mail Agent \* \* \* from at least July 1, 1850 to June 30, 1857, \* \* \* and the amount of compensation received by him indicates that he was one of the principal agents for the Department during those years \* \* \* The inference then is that these letters which had been placed on the packet boat, out of the mails, were not delivered to the postmaster on arrival at New Orleans, but to Dentzel, the local agent. Dentzel possibly boarded the packet boat on arrival at New Orleans, paid the master of the boat two cents for each letter handed to him, took his personal handstamp out of his pocket, and, using the stamp pad in the Captain's office on board the packet boat, stamped the letters with the 'Paid—F. A. Dentzel' marking. This same stamp pad had previously been used to stamp the letters with the usual packet marking, thus accounting for the identical shade of ink used, etc."

Figure 47 L illustrates a pair of 1c Plate One Early stamps on a printed circular tied by an old 1847 period "Steam 5" marking, used as a cancellation. This pair paid the 2c circular rate of 1851-1852. The "5" here has no postal significance.



Figure 47 L.

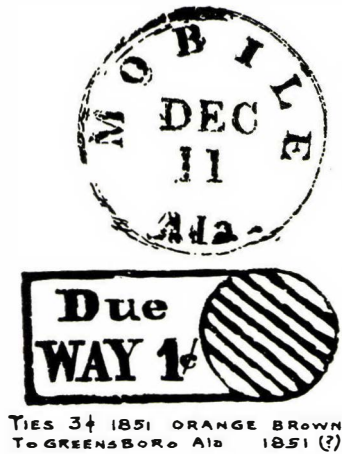


Figure 47 M.

“DUE WAY 1c”

Again referring to the marking, “DUE WAY 1c”, (Figure 47 M) used at Mobile, and mentioned above. This tracing was drawn from a cover with a 3c 1851, owned by Mr. William West (Figure 47 N), which shows all parts of the handstamp very plainly. It is rather unusual to find covers with this scarce marking so legible. Chase illustrated a “Due Way 1” marking, on page 298 in his book, but I have no record of his type. It is possible the Chase type was copied from an indistinct example of the Mobile, Figure 47 M, and of course it is possible his type is one I have never seen. The Chase type, reproduced from his book is shown on Figure 47 A, top row. It will be noted the letters of “DUE” are different, and there is no “c” after the “WAY 1.”

All examples I have seen of Figure 47 M were in *black*, but Chase lists his type, (Chase book—page 299) as occurring only in *blue*, and found only on the stamps of the 1851 issue. The measurements of the Chase type are listed as 40x17 M.M., whereas the type, Figure 47 M, measures 41x17 M.M. Chase did not list the origin of his type.



Figure 47 N. Mobile.

Another indistinct tracing of the Figure 47 M type is shown in the lower right corner of the plate, Figure 41 G, Chapter No. 41.

I have noted this marking on letters originating in New Orleans, with 3c 1851 Orange-browns, addressed to New York City, also similar covers with strips of three of the 1c 1851 (Plate One, Early), also New Orleans printed circulars with singles of the One Cent. Such mail was not placed in the New Orleans Post Office, but arrived at the Mobile Post Office as "Way" mail, with postage prepaid, but the 1c Way fee due on delivery. This interesting marking may have been used prior to July 1, 1851, on mail with the 1847 stamps, but I have never seen such an item.

#### "THE GREAT MAIL"

It is interesting to trace the route which one of these letters with the marking "DUE WAY 1c," and the postmark of Mobile, Ala., traveled to its destination.

In the late 1840's and early 1850's, mail between New Orleans and New York for example, was forwarded by the Contract Route, called the "Great Mail." The terminals of this Route were Washington and New Orleans, and the "Great Mail" traveled by railroads, steamboats, and stage coaches.

Mail from New York went to Baltimore, and from here to Washington, Richmond and Petersburg, Va. At certain periods, the mail from Washington went to Baltimore and thence by steamboat direct to Petersburg. I have before me a special "*Report of the Postmaster General, in relation to the failures of the mail to and from New Orleans,*" dated February 15, 1848, (Document—30th Congress—1st Session—*Senate*—Executive No. 26). In this report (page 8), this route is referred to as, "The Great Mail." The Route, Washington to New Orleans is given as follows, with the contract running time between each point:

	Miles	Service	Hours
Washington to Aquia Creek . . . . .	54	Steamboat	4
Aquia Creek to Richmond . . . . .	75	Railroad	5 ½
Richmond to Petersburg . . . . .	24	Railroad	2
Petersburg to Weldon, N. C. . . . .	64	Railroad	4
Weldon to Wilmington, N. C. . . . .	165	Railroad	)
Wilmington to Charleston, S. C. . . . .	165	Steamboat	) 33
Charleston, S. C. to Augusta, Ga. . . . .	139	Railroad	8
Augusta to Atlanta . . . . .	168	Railroad	13
Atlanta to Griffin, Ga. . . . .	43	Railroad	)
Griffin to Auburn, Ala. . . . .	103	Stage Coach	) 24
Auburn to Montgomery . . . . .	60	Railroad	4
Montgomery to Stockton, Ala. . . . .	161	Stage Coach	)
Stockton to Mobile . . . . .	36	Steamboat	) 40
Mobile to New Orleans . . . . .	164	Steamboat	23
Total . . . . .	1421		160 ½

Total 1421 miles in 6 days 16 ½ hours.  
Average approximately 11 miles per hour.

In this report is the following:

"The Great Southern Mail is transported on this line, 679 miles by railroad, including the distance from this place (Washington) to Baltimore; 715 miles in steamboats, and 264 miles in post coaches; and the **running time** from Baltimore going south is 7 days and 5 hours, averaging on the whole line thence, 9 6/10 miles per hour."

It is interesting in this connection to compare the Washington-New Orleans Route as above with the same Route in 1824. At this period the U. S. Mail



traveled as follows: Washington to Fredericksburg and Abingdon, Va., Knoxville and McMinnville, Tenn., Huntsville, Rushville and Pikeville, Ala., Columbus, Jackson, Fort Gibson, Washington, Natchez, Woodville, Miss., thence by St. Francisville and Baton Rouge to New Orleans. Route estimated at 1380 miles, time required was 24 days. (Doc. No. 4—18th Congress—2nd Session—December 15, 1824).



Figure 47 P.

I have before me an interesting stampless cover with no markings other than those shown in Figure 47 P. This cover is addressed to New Orleans, La., and according to the students of years ago we were informed such a cover was "routed" from Charleston to New Orleans by "Steamboat." On the contrary, the origin of this letter was New York, it was carried by a non-contract ship or "Steamboat" from New York to Charleston, where it was deposited in the Charleston P. O. and thence by the "Great Mail" to New Orleans. The date of the letter is New York, April 21st and a pen notation shows receipt in New Orleans on April 30th. The "Steamboat" was applied at Charleston and denotes the "source" by which it reached this Post Office. As it is not marked "Paid" it was sent unpaid and the "10" in the postmark indicates the sum due on delivery at New Orleans.



Figure 47 Q.

"STEAMBOAT POTOMAC"

Figure 47 Q, illustrates the markings on two stampless covers, each with the circular marking, but different rate stamps as shown. Both of these covers are addressed to New Orleans and one is dated "New York, Nov. 12—1850." This cover was not deposited in the New York Post Office, but it was carried privately from New York and handed to the U. S. Mail Agent on board the steamboat traveling possibly from Baltimore to Petersburg, Va., on the route of the "Great Mail." The marking is "Steamboat Potomac."

Both of these covers were forwarded unpaid, the "10" indicating the sum due upon delivery.

## Chapter XXXXVIII.

### STEAMBOAT MARKINGS.

**T**HE period covered by the ten years preceding the outbreak of the Civil War was truly the Golden Era of Steamboat travel in the middle west, and the rapid growth of this great transportation system in less than half a century forms one of the grandest chapters in the Chronicle of American Achievement.

The birth of the western steamboat dates back to March of 1811 when Nicholas Roosevelt, a brother of the grandfather of President Theodore Roosevelt, launched his steam propelled flatboat at Pittsburg and christened her the "New Orleans." It was in the following month of September the "New Orleans" pulled out from Pittsburg and turned her prow down the waters of the beautiful Ohio, with the City for which she was named, as her ultimate destination.

Little did her builder dream, or little did the group forming the first crew and passenger list dream, of the great industry that was to follow in the wake of this history making voyage.

On the first of October the New Orleans reached the Falls of the Ohio at Louisville, and after several days of celebration, she navigated the falls and began her long journey down the Ohio and Mississippi Rivers. From the small settlement of New Madrid to Vicks Plantation, now Vicksburg, there was not the semblance of a town. When the boat put out from Natchez on the last leg of her eventual trip, she carried the first shipment of cotton ever carried by a steam propelled boat on the waters of the Mississippi. Landing was made at New Orleans on January 12th, 1812.

Twenty two years later, 231 steamboats were plying the waters of the Mississippi with an approximate tonnage of 40,000. By 1849 the number had increased to 1000 with an approximate tonnage of a quarter of a million.

In 1842 Pittsburgh had more steamboat tonnage than Philadelphia, Boston, and Charleston combined, and Pittsburgh and Cincinnati together had a tonnage, five thousand greater than all the Great Lake ports combined.

In 1843, Cincinnati led the towns of the Ohio valley in boat building, producing 45 vessels, totaling 12,000 tons.

The following figures show the length of the U. S. Mail Routes in 1852 and 1858 and the various modes of conveyance :

<b>Year Ending June 30—1852</b>			
Mode not specified	In Coach	In Steamboats	Railroad
Miles	Miles	Miles	Miles
137,053	50,655	16,430	10,146
<b>Year Ending June 30—1858</b>			
165,429	53,700	17,043	24,431

The following, taken from a special report of the Postmaster General in 1839, is of interest :

#### **"Daily Steamboat Mails on the Mississippi**

Proposals for carrying a daily mail in steamboats between the points hereinafter designated, and to supply all the intermediate post offices situated on or near either

bank of the river, or so many of them as may be required by the Department, from the 1st of January 1838, to the 30th of June 1842, inclusive, will be received at the Post Office Department until the 20th of July next, to be decided on the 24th day of said July, viz:

## ROUTE No. 3330.

From Louisville, Ky., to New Orleans, La.; 1,448 miles, and back.  
 Leave Louisville every day at 9 A. M.;  
 Arrive at New Orleans on the 6th day after, at the same hour.  
 Leave New Orleans every day at 9 A. M.;  
 Arrive at Louisville on the tenth day after, at the same hour."

On page 22, of the 1852 edition of "Laws and Regulations for the Government of the Post Office Department," the rates to be charged on Steamboat letters was fully explained. This page is reproduced in full in Chapter 37, Figure 37 C. The wording is practically a repetition of the same section in the previous edition of 1847. Among other things specified, the following are worthy of special notice:

Letters carried in vessels on any of the waters of the United States were subject to the same postage as if carried in the mail overland. Postmasters were to *mark mail brought to their offices by steamboats with "Steamboat,"* "at the time of receiving them." The rates of postage to be charged as above referred especially to *contract mail*, but a special regulation referred to certain classes of mail carried by vessels "*outside of the mail*" as follows:

The law made special provision for the transport of mail by steamboats "not employed in carrying the mail," *and subject to such regulations as the Postmaster General may prescribe.* Attention is called to the following:

"Act of March 3, 1847—Sec. 13. \* \* \* and the Postmaster General shall have authority to pay or cause to be paid a sum not exceeding two cents each, for all letters or packets conveyed in any vessel or steamboat not employed in carrying the mail, from one post or place to any other post or place in the United States **subject to such regulations as the Postmaster General may prescribe;**"

In accordance with the above section of the law, the following regulation, relating to certain classes of mail carried by vessels "outside of the mail" is found in the "1847 Postal Laws and Regulations":

P. L. & R.—1847 (April 3rd)—Regulations—page 35—Sec. 243—"Besides the conveyance of mails **under contract and by appointed agents and messengers,** letters and packets are transported by ships, **steamboats,** and other vessels, **at two cents a letter or packet,** which in the case of conveyance over the waters of the United States, may, by special agreement be raised to three cents a letter, and  $\frac{1}{2}$  cent a newspaper. This rule does not apply to letters delivered at ports on Lake Erie."

This section was omitted from the next edition of the P. L. & R., issued in April 1852, so the regulation authorizing a fee of 2c in addition to the regular postage on mail carried by non-contract steamboats was probably abrogated a short time prior to the issuance of this edition, as covers are known showing the fee in October 1851.

## MISSISSIPPI PACKET MARKINGS

Covers showing Mississippi packet markings are quite scarce, and the great majority of them in collections thruout the country, came from several large finds of correspondence, notable among which were the Buchannon Carroll & Co., John T. Hardie & Co., A. & J. Dennistoun & Co., R. J. Palfrey and the Sam'l C. Bell (Cashier, Canal Bank, New Orleans), the richest source being the famous Buchannon Carroll & Co.

This firm under various firm names, dates from the early 1840's to a period subsequent to the Civil War. They were a large firm of commission merchants in New Orleans to whom many planters on the Mississippi River and tributaries consigned their cotton for sale. They acted as bankers and agents for the

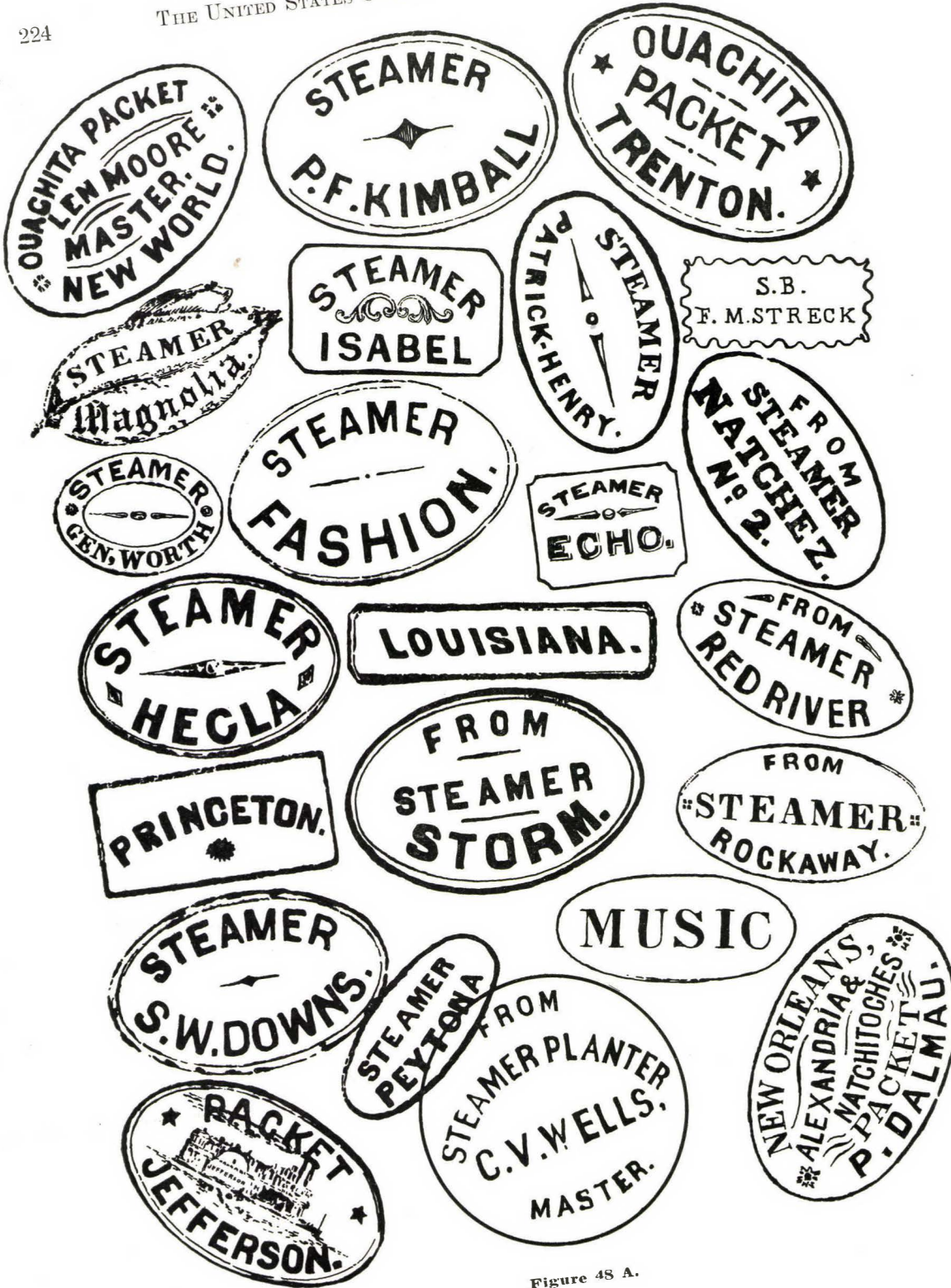


Figure 48 A.

planter, supplied him with the necessities of life which he did not produce on his plantation, bought slaves for him in many instances, charging him thruout the year for all advances made, and crediting him with the sale of his cotton crop at the end of the season.

Few planters prepaid their mail to the firm, and as many were no doubt far removed from post offices, their mail was picked up at landings and carried by the Mail Steamboats to New Orleans.

Thus the great majority of covers with southern packet markings are stampless. Covers prepaid by stamps are much rarer, and they generally show the packet marking applied on the face of the cover and not touching the stamp or stamps. Rare exceptions are those with the marking touching the stamps and still more rare are covers showing a marking as the sole cancellation.

#### PACKET MARKINGS—BY WHOM APPLIED?

Dr. Chase devoted many years compiling a record of all known steamboat markings, and his listing and description of these in his book on the 3c 1851-1857 is the most complete that has ever been published.

Figure 48 A is a plate illustrating typical examples.

In the late 1830's, perhaps earlier, the Postmaster General provided the main Steamboat Mail Contract Routes with *mail agents*. In the contract for mail route No. 3330, above mentioned, between Louisville and New Orleans, was the following clause:

"and to convey **Agents** of the Department, **one on each boat**, whenever required, and furnish them secure and convenient apartments, exclusively for their accommodation, and that of the mail, all without charge; \* \* \* and for the board and accommodation of the agents."

The following is from the P. L. & R.—1847—"Regulations"—page 34, Sec. 237:

"Certain railroad and steamboat routes, the Postmaster General provides with **Mail Agents**, whose business it is,—1st. To receive letters written after the **mail is closed**, also '**Way**'—letters unpaid or prepaid, accounting to the postmaster at the end of the route for all prepaid postage received, and to hand over said letters to the proper office for delivery or mailing, reporting a list of all such letters to the Auditor of the Department, 2nd. To assort the mails for the several offices, being entrusted with the key to the iron lock for that purpose—3rd. To attend to the delivery and reception of the mail-bags—4th. To report all irregularities of service on the route."

The 1843 P. L. & R. contained practically the same wording.

Local Agents were appointed at certain cities where the packet mail was especially heavy. The following is from "Doc. No. 170—27th Congress—2nd Session—House of Rep.—P. O. Dept." (*March 1842*):

"The following persons have been employed since that period, viz.: Two **Local Agents**, (one at Cincinnati, Ohio, the other at Louisville, Kentucky), whose duty it is to board all steamboats arriving at those places, and to obtain from the commanders, officers, and crews of said boats, all letters brought from their several places of departure or landing \* \* \* These Agents are of recent appointment, and the returns already received from them confirm me in the opinion that their services save to the Department not less than \$125.00 a week, clear of expenses. Their compensation is \$800. per annum." \* \* \* "The mail Agents on railway cars attend to the reception and delivery, at the end of their respective routes, of the mails transported thereupon; and also to receiving, assorting, making up, and delivery at the way offices, the mails destined for them, respectively."—(Letter from the Postmaster General to Congress, March 31—1842).

It is quite evident packet markings were applied by the Mail Agents on the steamboats enroute. No doubt the handstamps were supplied by the owners of the different boats and were thus an advertisement for the particular vessel.

The Regulations required that letters that had not been previously deposited in a post office, but were conveyed to a post office by a steamboat, must

be marked "Steamboat" or "Steam" upon arrival. The mail agents complied with this regulation enroute, saving the office of destination the trouble.

Mail was picked up at one Landing and dropped off at another Landing, without ever passing thru a post office, but the mail agents on board the steamboats were required to see that all such mail was prepaid, to cancel stamps, etc. Thus we account for covers with no postmarks on the face and the stamps cancelled by pen or the packet marking.

In the early days few steamboats were owned by stock companies, but rather by private individuals, generally the captains of the vessels, hence we find many of the markings advertise an individual boat.

In latter years, when steamboat mail contracts ran into big figures, corporations were organized, and operated a number of boats.



Figure 48 B.

Figure 48 B illustrates a letter (May 1852) originating in Cincinnati but not placed in that post office, addressed to Logansport, Ind., it went by Route "The Louisville & Cincinnati Mail Line" to Louisville by steamboat, and then north to its destination. The stamp was cancelled by the Mail Agent enroute, and the letter was included in mail "made up" by the agent for points on the Route of which Logansport was a part. Thus no separate "make up" was necessary at Louisville, nor any marking applied there.



Figure 48 C.

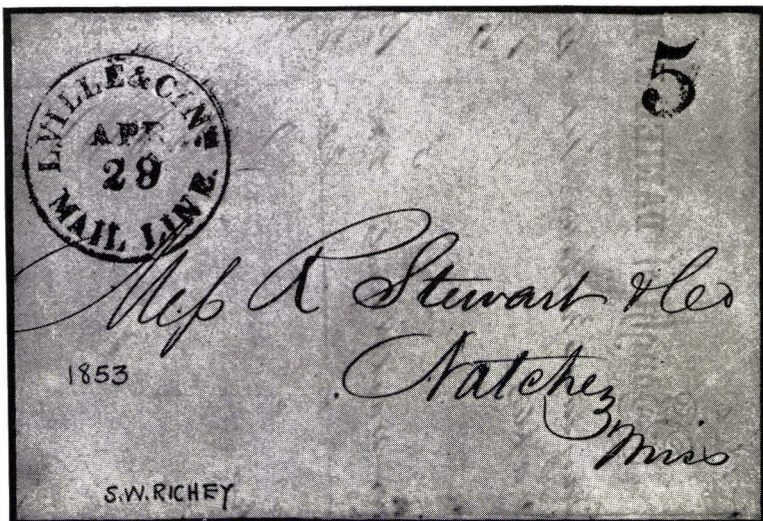


Figure 48 D.

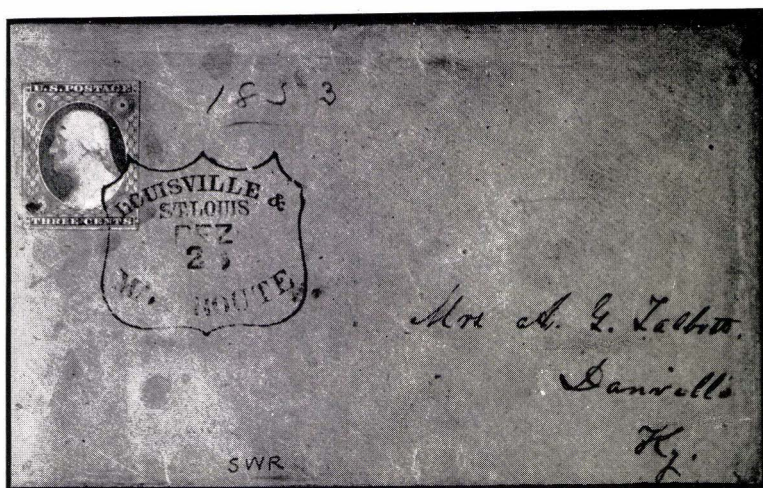


Figure 48 E.

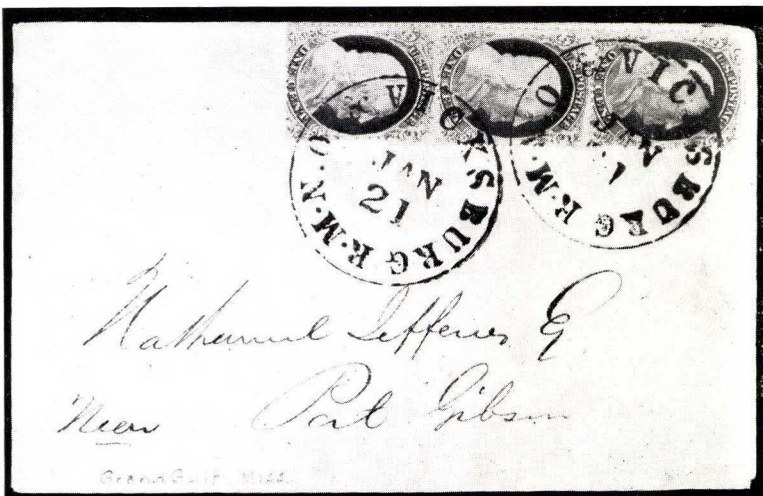


Figure 48 F.

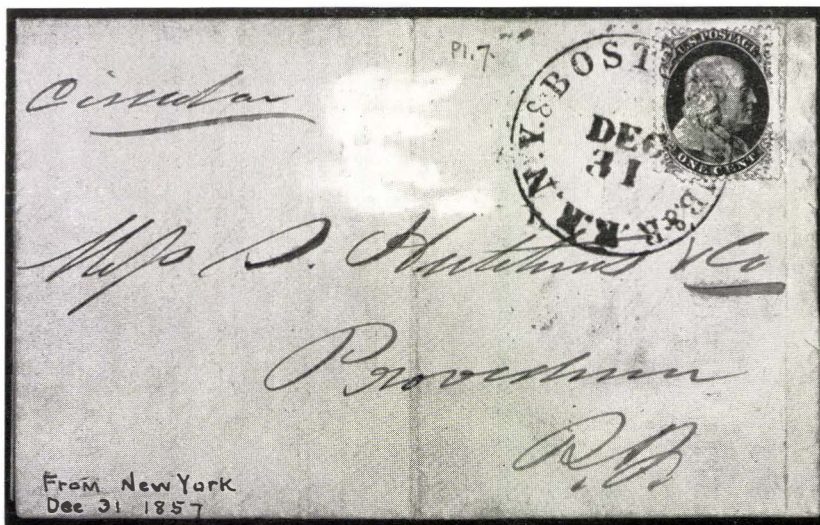


Figure 48 G.

Figure 48 C, is a similar example of a double rate letter, Cincinnati to New Orleans. (See Figure 45 C—Chapter 45, for tracings from covers, 48 C and 48 D).

Figures 48 G and 48 H illustrate the “N. Y. & Boston, Stmb. & R. R. R.,” marking which probably meant “New York & Boston Steamboat & Railroad Route.” A tracing is shown on the plate, Figure 48 J.

Covers showing the marking, Figure 48 E are very rare. This is in black. See tracing on the plate, Figure 48 J.

“ROUTE 7309”

Figure 48 JA illustrates the markings on a cover—3c Buff U. S. Envelope—addressed to New Orleans in February 1857. “Route 7309” was the U. S. Steamboat Mail Contract Route between New Orleans and Vicksburg during the four years, 1854 to 1858.

In the Annual Reports of the Postmaster General for the years 1852 and 1853 (December), the Steamboat Contract Route between New Orleans and Vicksburg was listed as follows:

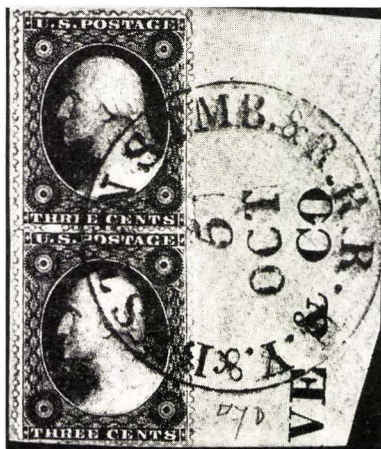


Figure 48 H.



1451  
Pl. 2



1856  
Black

On  
Folded Circular

STEAM



IN  
RED

ALABAMA RIVER  
PACKET. WITH STRIP  
OF THREE 14 1851 Type IV  
TO SELMA Ala.

IN  
DARK  
BLUE



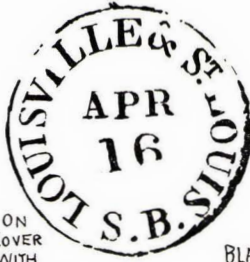
TIES  
1457  
Type  
IV - A

VERTICAL  
STRIP OF 3



ON  
COVER  
WITH THREE  
14 1851, Type IV

BLACK

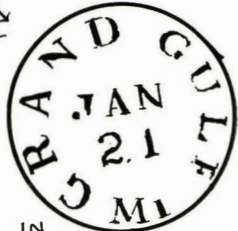


ON  
COVER  
WITH  
SINGLE  
- 1451 - Type IV

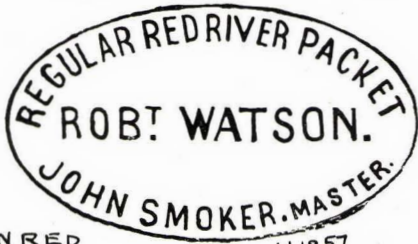
BLACK

Black

STEAM



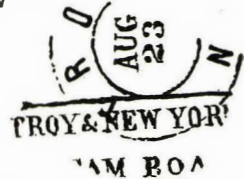
IN  
FAINT RED



IN RED  
Tying  
A HOR. STRIP OF THREE.  
TO NEW ORLEANS.  
14 1857  
TYPE V



TIES 14 1857 - TYPE V TO COVER  
IN BLACK



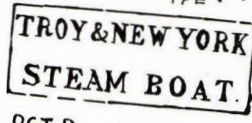
ON  
SINGLE  
14 1857 - Type V  
off cover

### MAIL ROUTE

2 BLACK ON 14 51 - Type IX

### STEAM BOAT

COVER POSTMARKED  
SAVANNAH, Geo. MAR 1861



OCT 8 1851 - BLUE - 34 51 COVER



Ties  
14 51 To Cover  
BLACK  
Type IX

### STEAM BOAT



BLACK



RED



BLACK 1853  
TIES 34 1851

Figure 48 J.

ADDRESSED TO NEW ORLEANS.

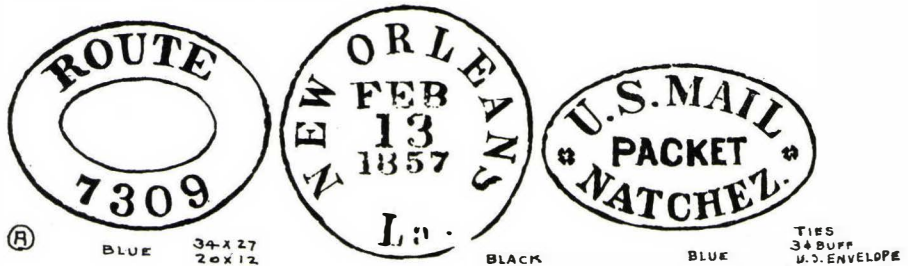


Figure 48 J A.

"State of Mississippi—Route 5711—Vicksburg to New Orleans—374 miles—Service engaged by the trip—Cost \$8260.00."

The Annual Report of December 1854, the Contract is listed:

"State of Mississippi—Route 7309—Vicksburg to New Orleans, La., 170 miles—3 ½ trips a week—Cost \$33,680.00 per annum."

The Annual Reports of December 1856 and 1857, the Contract is listed as:

"Route 7309—397 miles—3 times a week—Cost \$40,000 per annum."

No Steamboat Route No. 7309 is listed in the Annual Report of December 1858, but instead the following is listed:

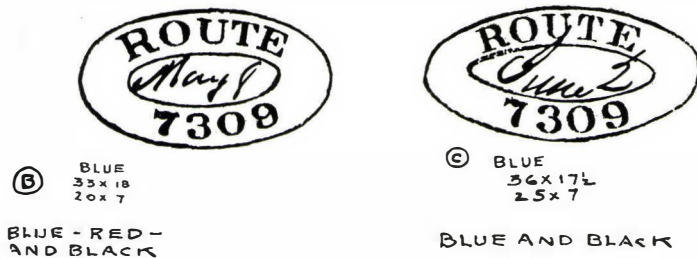
"Louisiana—**ROUTE 8165**—New Orleans to Vicksburg—397 miles—3 times a week—Cost \$40,000 per annum."

No Steamboat Contract was numbered "Route 8165" in the previous year's report (1857).

In the Annual Report for 1859, "Route 8165" was listed the same as in the 1858 report.

Regular Mail between these two points when placed in either Post Office to be forwarded to the other office, bore no "Route" or "Packet Markings." Covers which show such markings were not placed in the Post Offices of origin but were delivered to the Mail Agents on board the contract Mail Boats. I have before me a cover originating in New Orleans, addressed to Natchez, Miss., dated Feby 2, 1856. The 3c 1851 is tied by the blue "U. S. Mail—Packet—Natchez," (marking at right, Figure 48 JA), and on the face is the "Route 7309" (marking to left, Figure 48 JA). The cover contains only these two

ROUTE 7309  
NEW ORLEANS - VICKSBURG



BLUE - RED -  
AND BLACK

BLUE AND BLACK

Figure 48 J B.

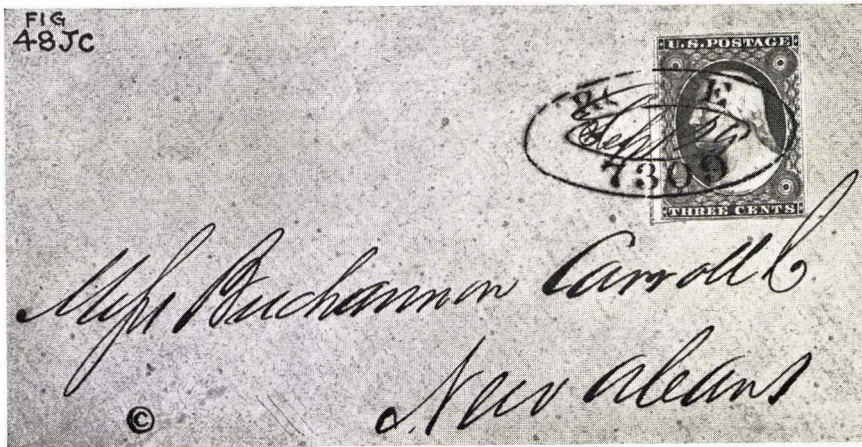


Figure 48 J C.

markings, and no town postmark. This cover was not deposited in the New Orleans Post Office but was delivered direct to the Mail Agent aboard the Steamboat "Natchez."

In the sale of the Emerson collection, Jan. 31, 1938, (Kelleher) Lot 404 was described as follows: "U. S. Mail—Packet—NATCHEZ—in blue oval on 3c Buff envelope. Cover also has a blue Route 7309." Lots 405 and 406 were listed as the same.

Figure 48 JB illustrates two additional markings of Route 7309. Figure 48 JC illustrates a cover with the "C" marking.

"ROUTE 8165"

(See mention above—Report P. M. G. December 1858).

In the Emerson Sale, Jan. 31, 1938, (Kelleher) Lot 408 was described: "U. S. Mail—Saturday evening packet—Steamer Natchez—Route 8165, in black circle tying a 3c 1857, Type II etc." This marking was listed by Chase in his Three Cent Book as "1857"—"33 M.M.—black—Circular. Shows date (month and day only)."

"THE GREAT THROUGH MAIL"

ROUTE 7809

In the report of the Postmaster General for 1856, (Dec. 1st) *Route 7809* was listed as follows:

"Louisiana—# 7809—Cairo to New Orleans—1075 miles—7 times a week—Cost \$329,000 per annum."

Chase listed the following in his book, page 274:

	Size in M M	1851 1856	1857
Above tracing (C) Route 7309 . . . . .	(37 X 18 outer (25 X 7 inner	(Blue & (Black	Blue
Above tracing (B) Route 7309 . . . . .	(33 X 19 outer (20 X 7 inner	( (Blue	Red & Black
Above tracing (A) Route 7309 . . . . .	(34 X 27 outer (20 X 12 inner	( (Blue	

The following is from the Annual Report of the Postmaster General of Dec. 1st, 1857:

**"The Mail service on the Mississippi River below the Ohio.**

"The River is divided into the following sections, for distribution of the local mails at the different towns and offices on it:

**Route 7305.** New Orleans to St. Francisville, 170 miles, four times a week, by steamboats.

**Route 7309.** New Orleans Via St. Francisville to Vicksburg, 397 miles, three times a week, by steamboats.

(Note: This makes the service daily between New Orleans and St. Francisville, and three times a week between St. Francisville and Vicksburg.

**Route 7499.** Vicksburg to Napoleon, 230 miles, twice a week, by steamboats.

**Route 7512.** Napoleon to Memphis, 203 miles, twice a week, by steamboats.

"Besides these four subdivisions for local purposes there is the **Great Through Mail No. 7809**, from New Orleans to Cairo, which like all others, will expire the 30th of June next." (1858.)

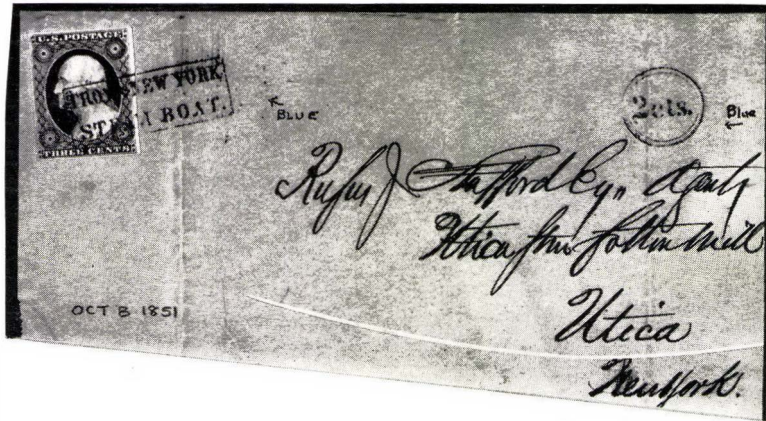


Figure 48 K. Troy & New York Steamboat.

**"TROY & NEW YORK STEAMBOAT"**

Quite an interesting and rare cover is illustrated by Figure 48 K, a 3c 1851 tied by the "Troy & New York Steamboat" in blue. This marking is well known on stampless covers of the 1847-1851 period, and also on covers with the 5c and 10c, 1847 stamps.

During the latter part of the Eighteen Forties, and probably up to the last of 1851 or early in 1852, captains of non-contract mail steamboats plying the Hudson River were paid 2c each for all letters or packets carried by their boats and this fee of 2c was added to the regular rate of postage.

At some period either late in 1851 or early in 1852, the custom of adding the 2c fee to the postage was discontinued on the Hudson River Route but for many years thereafter letters were carried "out of the mail" on this Route and independent boats were still paid the fee. It appears, where the fee was added on letters carried by independent boats on this, or any other route, that the charge was made under special rulings of the Postmaster General. (Up to the passage of the Act of February 27th, 1861).

Attention is called to Sec. 13 of the Act of March 3, 1847, quoted above, which contains the provision "subject to such regulations as the Postmaster General may prescribe."

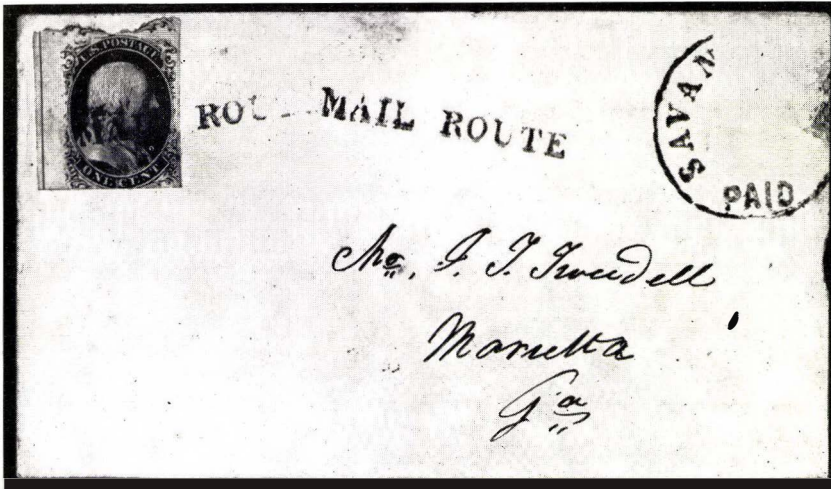


Figure 48 L.

The markings, consisting of the rectangular framed "Troy & New York Steamboat" and the rate handstamps of "2cts", "7cts" and "12cts" were all applied at Troy, N. Y. (in blue).

I have seen quite a few Troy Drop letters of the 1847-1851 period with the same marking "2cts in a circle" as found on covers with the blue "Troy & New York Steamboat." I also recall a cover with this same "2cts" in blue, with a notation before it of "Advertised," showing this Troy rate handstamp was used for various purposes.

During the late Eighteen Forties the contract route from New York to Troy was known as Route No. 809. If a letter from New York addressed to Troy, or beyond, was placed in the New York Post Office it was simply postmarked New York, but letters picked up at Way points, which had not been deposited in a post office, were handstamped by the Route Agents aboard the contract steamboats. Thus we account for covers showing the marking as illustrated by tracing "A", Figure 48 M.

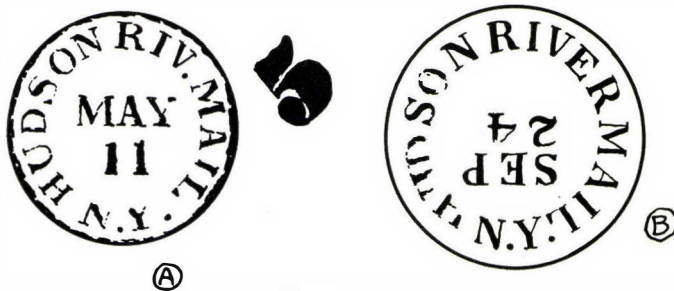


Figure 48 M.

Mail carried to Troy by non-contract mail steamboats was placed in the regular mail at Troy and was handstamped at that office, "Troy & New York Steamboat" together with the rate marking.

Such mail was permitted to be carried by special permission of the Post Office Department and 2c was added to the regular rate of postage up to about 1852 as mentioned above.

At some period between November of 1851 and April of 1852, the Postmaster General ordered the discontinuance of the additional fee of 2c to the ordinary rate of postage.

Mail was continued to be carried by non-contract boats over this route for some years following, but the rates were the regular rates of postage. The fee of 2c per letter or packet was paid to captains of such independent steamboats, but the fee was not added to the rate, from about Jan. 1852 until March of 1861. Mail carried by non-contract boats was marked with the rectangular marking at first in blue, later in black. The marking denoted source.

Covers showing use of 1851 stamps, such as the one illustrated, are very rare as the "fee rate" was probably only in effect for approximately six months after the issuance of the 1851 stamps.

During the period (July 1st, 1851—Jan. 1, 1852 ?) the old rate handstamps of the 1847 period were applicable as follows:

- "2cts"—On prepaid (either stamps or cash)—single rate—letters (such as the one illustrated.)
- "7cts"—On unpaid—single rate—letters.
- "12cts"—On unpaid—double rate—letters.

The latest use I have seen of the "fee" rate on this particular route and prior to March 1861, was November 14, 1851, a stampless cover, written at New York, Nov. 14, 1851, and addressed to Arlington, Vermont. The only markings on the face are the rectangular and the "7cts," both in blue (Edward S. Knapp).

The cover illustrated, Figure 48 K, is the latest use (prior to 1861) I have seen of a cover with stamps, October 8th, 1851 (S. W. Richey). Tracings from the latter are illustrated on the plate, Figure 48 J. On the plate, Figure 44 F, Chapter 44, in upper left is illustrated an unusual item, a 1c 1857, Type V, showing part of the rectangular marking in black, also the double circle Troy postmark in black. The date, "August 23" is 1858 or later. A tracing of these markings is shown on the plate, Figure 48 J, at center right.

In the Knapp collection is a stampless cover addressed to "Gowanda, N. Y." with the rectangular handstamp in black and a black "5", (not in circle). A pencil notation on back is "1854" and no doubt this was the year of use. The black "5" merely denotes the *unpaid* single rate of postage, due on delivery, and no addition of a fee.

These are mentioned because I have frequently seen it stated that the "Troy & New York Steamboat" markings were "Route cancellations, applied on board the steamboats." "Fee Rates" such as these "New York & Troy" were only permitted in exceptional cases in the late 1840's and early 1850's. The Act of February 27, 1861 made provision for a 2c Fee in addition to the regular rate.

Again referring to the tracings, Figure 48 M, Elliott Perry in "*Pat Paragraphs*" No. 23, stated the marking "A" was continued in use as late as October 23rd, 1849. In referring to the marking "B," Perry stated:

"Dr. Chase lists (this) postmark as occurring in red and in blue after June 1851 and before March 1857. The present writer has found only one example. As this cover in the Emerson collection was used not earlier than June 1854 and as there appears no reason to believe Route Agents were traveling on the steamboats between 1851 and 1857 there is considerable doubt as to what this 'River' postmark signifies. The only possibility of its use by a Route Agent before 1857 seems to be on the Hudson River Railroad. But little—if any—through mail probably was carried on the boats (contract—S. B. A.) after 1851 for in that year the Hudson River Railroad was completed and in operation to Albany."

Covers showing the rectangular "Troy & New York" marking applied in black are known bearing copies of the 3c 1861, and such items if they have only the 3c 1861 show the fee as "Due 2" or "Due 2cts."

Such covers show use *after* February 1861 when a change was made in the law relating to ship letters, as follows:

The Act of February 27, 1861, Section 9, provided as follows:

"That upon every letter or packet brought into the United States, or carried from one port therein to another in any private ship or vessel, 5 cents if delivered at the post office where the same shall arrive, and if destined to be conveyed by post, 2 cents shall be added to the ordinary postage: **Provided, That upon all letters or packets conveyed in whole or in part by steamers over any route upon which the**

From ?  
To  
NEWPORT R.I.  
1858.

## STEAMBOAT

FIG 48N - TIES A STRIP OF THREE ONECENT 1857 TO COVER

Figure 48 N.

mail is regularly conveyed in vessels under contract with the Post Office Department, the same charge shall be levied, with the addition of 2 cents a letter or packet on the domestic rate."

The above law was modified by the passage of the Act of March 3rd, 1863, whereby *Ship* letter postage was made the same as all unpaid letters, that is, double the regular rate. This was affirmed in the Act of June 8, 1872.

To summarize, mail carried on the Hudson River by non-contract steamboats from March 1861 until April 1863, was charged 2c in addition to the regular postage. Covers by this route and so forwarded, generally show 3c postage paid and "Due 2cts."

### "MAIL ROUTE"

Figure 48 L illustrates a cover with a 3c 1851 missing at right but which was originally tied by the Savannah, Ga. postmark. Such items as these have been mistakenly termed, "Carriers," when in fact this particular item shows a prepayment of the "WAY" fee. Picked up enroute, it was deposited in the Savannah Post Office, postmarked and the 1c 1851 cancelled "Mail Route." A tracing of the latter is illustrated on the plate, Figure 48 J, lower left.

## Chapter XXXIX.

### RAILROAD MARKINGS.

**R**AILROAD markings are in the same class as Steamboat markings, that is, they are not cancellations, nor are they Route markings, if such a term implies a letter was routed to travel by such and such a railroad. They are, in fact, origin markings, and show the origin or source a letter reached the post office of mailing.

If a cover shows a marking such as "Boston & Albany R. R.," and addressed to Albany or some town near Albany, the marking does not imply the letter was mailed at Boston and that this office routed it to Albany by hand-stamping the letter "Boston & Albany R. R."

As a general rule, covers showing railroad markings are letters that were picked up, enroute, by the mail agents traveling rail routes, and distributed by him to their proper destinations, or to distributing post offices. Such letters had not been previously deposited in a post office, because if they had, they would not have been marked with a railroad marking, but merely postmarked, by the mailing office.



Figure 49 A.

Figure 49 A illustrates a typical example of a cover with a railroad marking used as a cancellation on a strip of three of the 1c 1851. This cover shows the marking, "Greenville & Columbia R. R.," and it is addressed to Pendleton, N. C. Columbia, S. C. is located in the central portion of the state, and Greenville in the northwestern part of South Carolina. Pendleton, N. C. is located in the northeastern part of North Carolina close to the Virginia line and not far from Norfolk. This letter was picked up at some point on the railroad running between Greenville and Columbia, and the stamps were cancelled by the mail agent of the Post Office Department in charge of the mails on this route. It shows no postmark or the place of its origin.

Railroad markings were primarily intended to denote the source of the route, and did not always include the exact name of the railroad company of the period, though in some cases they did. For example, "Boston & Albany R. R." meant the "Boston and Albany Route," not the "Boston & Albany R. R. Co."



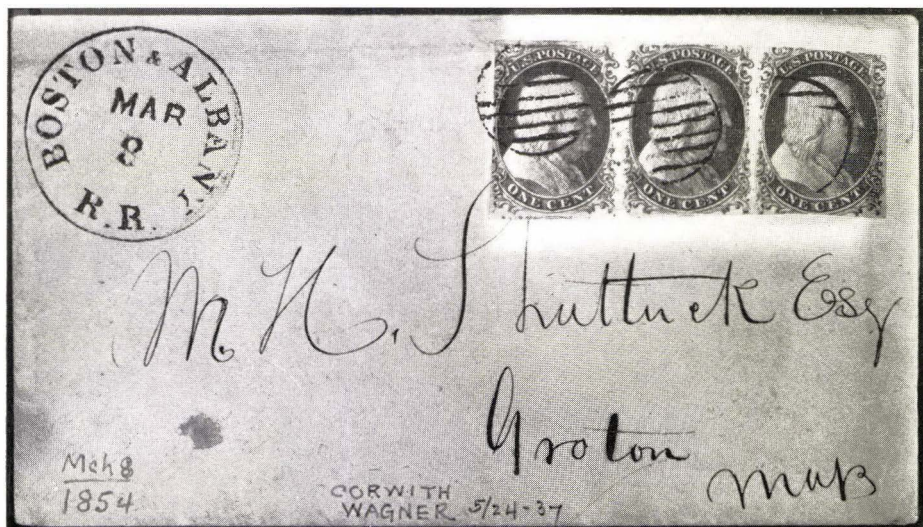


Figure 49 B.

Covers bearing the 3c 1851 with railroad markings are not especially scarce, but 3c 1851 stamps showing such markings on the stamps are much scarcer. Covers showing railroad markings and prepaid by strips of three of the 1c 1851 are quite uncommon. See Figures 49 B and 49 C for typical examples. Covers showing a single 1c 1851, especially when the stamp is cancelled by a railroad marking are quite rare. See Figure 49 D.

The Catalogue lists a 3c 1851 with a "Railroad" cancellation at \$7.50, and a 1c 1851, Type IV, at \$30.00. Proper estimates of value depend on whether the marking is on the face of the cover, (not touching the stamp or stamps) or used as a cancellation on the stamp or stamps.

In the Chase book on the 3c 1851-1857, the author published a list of over 280 different railroad markings, and his record of these is the most complete that has ever been published. The plate, Figure 49 E, illustrates a few typical examples.

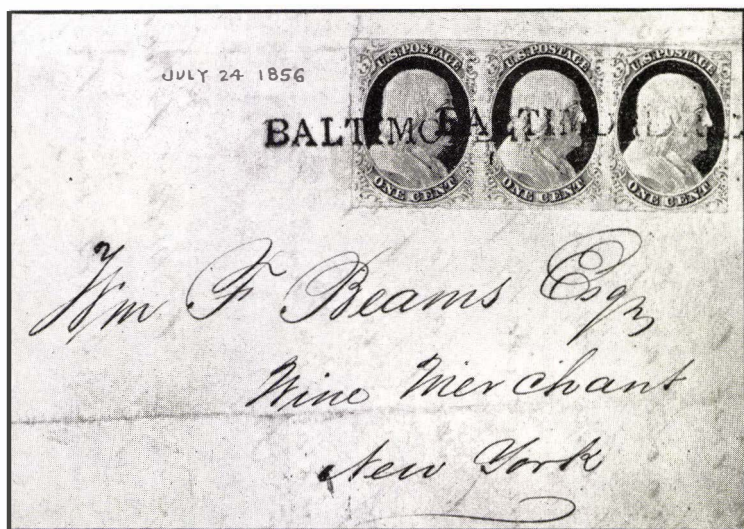


Figure 49 C.

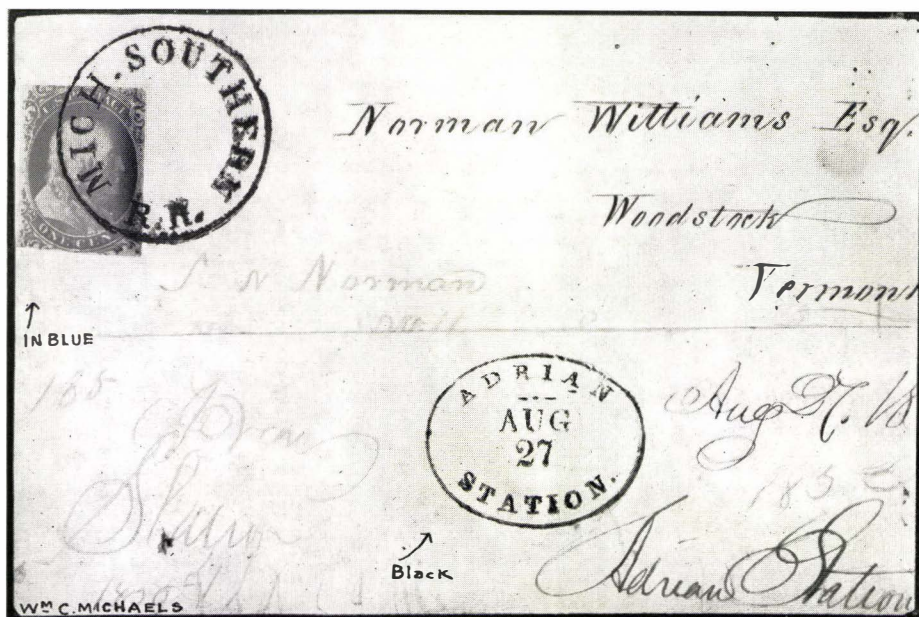


Figure 49 D.

## THE U. S. EXPRESS MAIL

The first provision for the establishment of an "Express Mail" is found in Section 39, of the Act of July 2, 1836, as follows:

"That in case the Postmaster General shall deem it expedient to establish an Express Mail, in addition to the ordinary mail, on any of the post roads in the United States, for the purpose of conveying slips from newspapers in lieu of exchange newspapers, or letters, other than such as contain money, not exceeding half an ounce in weight, marked 'Express Mail,' and public despatches, he shall be authorized to charge all letters and packets carried by such express mail with **triple the rates of postage** to which letters and packets, not free, may be by law subject, when carried in the ordinary mails."

A Resolution, approved, October 12, 1837, read as follows:

## "A Resolution

"Directing the postage on letters sent by the Express Mail, to be paid in advance.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster General be, and he is hereby directed to cause the postage on all letters sent by the Express Mail of the United States to be paid in advance at the time of depositing them for transportation by said mail.

(Approved, October 12, 1837.)"

The Government publication, "Laws and Regulations for the Government of the Post Office Department," issued August 23, 1843, has no reference to "Express Mails," in the index to the Regulations. In the section "Post Office Laws" the index contains the following (page 10):

"*Express Mail—Obsolete.*"

This would indicate the experiment of "Express Mails," originating in 1836 were declared obsolete prior to August 23, 1843.

The "Regulations" of the 1847 and 1852 editions of the above publication contain no provisions for an "Express Mail," therefore for the period of 1851-1861, there was no special service rendered by routes termed Express Mails.

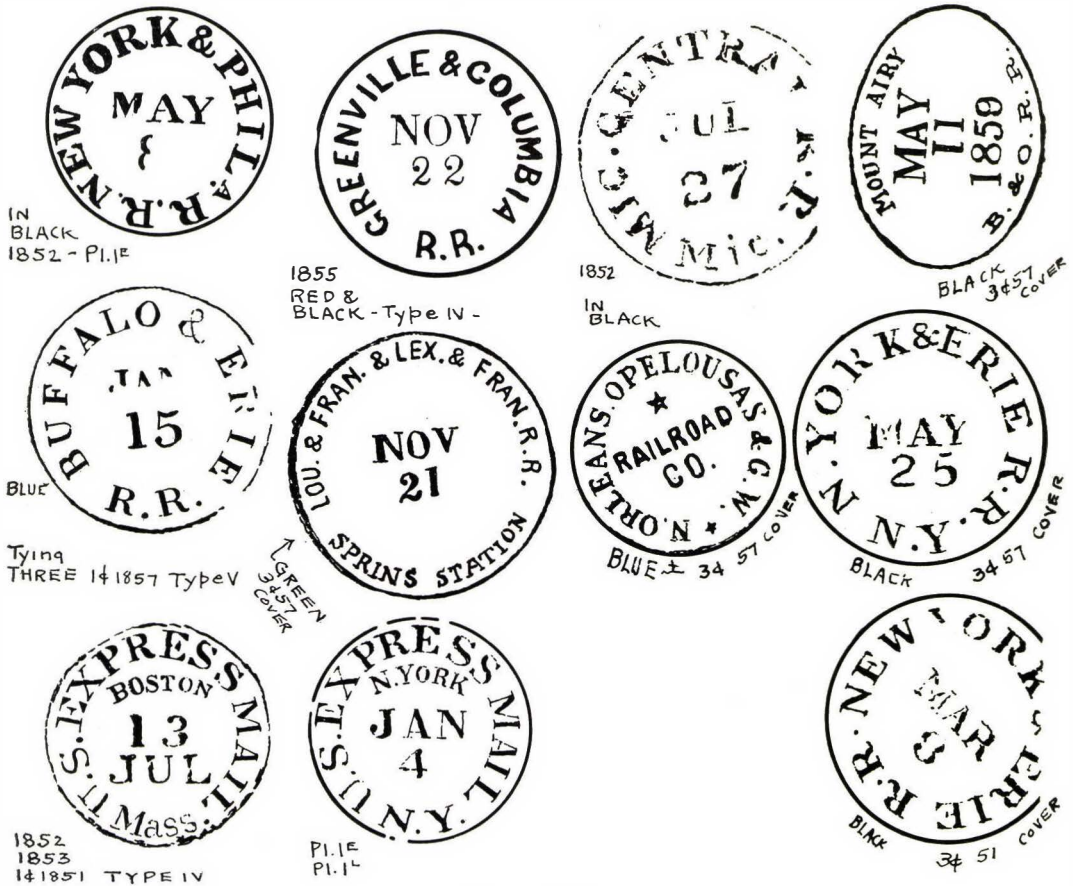


Figure 49 E.

Various forms of the "Express Mail" markings such as are illustrated on the plate Figure 49 E, date back to the late 1830's, and the two types illustrated are frequently found on covers of the 1851 period. They are nothing more than railroad markings used on the Main Mail Route between New York and Boston, and the wording "U. S. Express Mail" has no special significance.

When the "Express Mails" were originated in 1836, the transport of same was intended to be on horseback at the rate of eleven to twelve miles an hour, night and day, with the briefest possible pauses. Such service was installed to St. Louis, New Orleans, and Nashville during 1836 and 1837 and reduced the usual time of transmitting intelligence by about one-half. This was the last notable improvement in postal service to the interior before the coming of the railroads, the advent of which transportation terminated the Express Mails.

## Chapter L.

### THE OCEAN MAIL TO AND FROM CALIFORNIA AND THE PACIFIC COAST VIA PANAMA.

**T**HE postal markings found on mail to and from California during the period 1849 to 1862, form one of the most interesting branches of the study of our Early Postal History.

During this period practically all mail matter was carried by two main Contract Routes; First, *The Ocean Mail*, Via Panama, commencing in 1849, and covering the whole period we are discussing, and Second, *The Great Overland Mail*, commencing in 1858 and covering the last years of the period.

From 1849 to the fall of 1858, a great percentage of the mail traveled to and from California by the Ocean Route, via the Isthmus of Panama. The Great Eastern and Western Mails were carried back and forth at the start of the service only once a month but after March of 1851, twice a month, and the time consumed occupied about 28 days between the two ports of New York and San Francisco. In February of 1858 the fastest transit, to that date, was made in slightly over three weeks from dock to wharf. Other contracts were in force for certain routes in the far west but the Ocean Route was the Main Contract Route and it carried practically all the through mail.

The Great Overland Mail commenced its semi-weekly service in September 1858, the route extending from San Francisco to Los Angeles, to Tucson, to Fort Chadbourne, to Fort Smith, Arkansas, to St. Louis, Mo., a distance of 2795 miles. The first trip with the eastern bound mail occupied twenty three days and four hours.

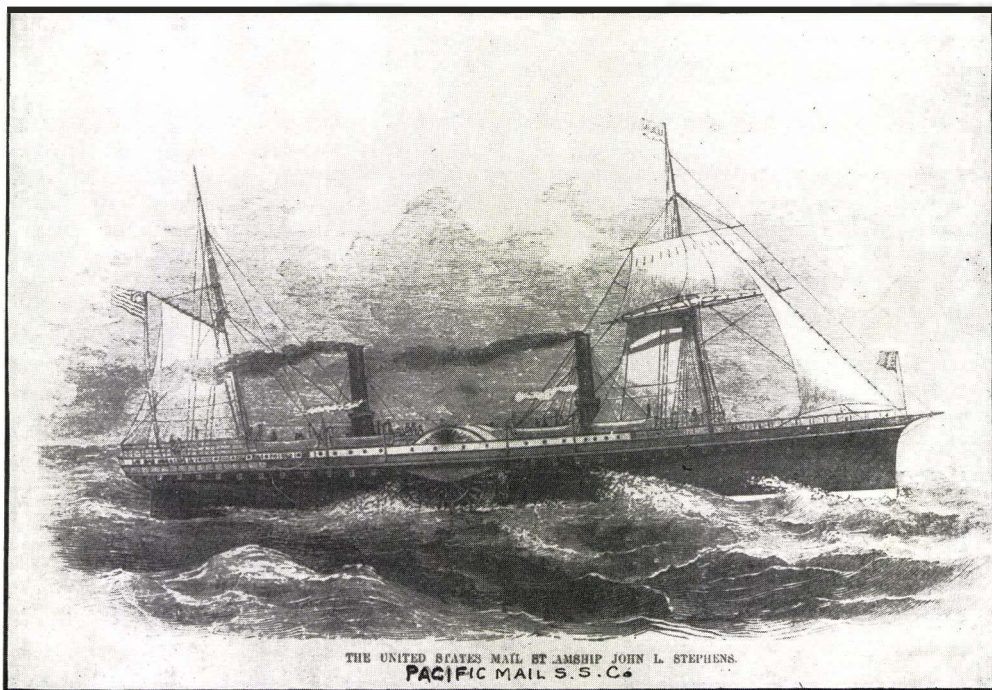


Figure 50 A.

It is the mail which was carried over these two routes that furnish us with the majority of the postal markings that form the basis for study in this chapter.

We frequently see covers marked "Via Nicaragua—Ahead of the Mails," and these private markings are of great interest and will be discussed, but the company operating a passenger, express and freight route across Nicaragua, held no mail contract, hence mail that traveled this route was carried privately or "Outside of the Mail."

#### THE OCEAN MAIL—VIA PANAMA

This route extended from New York City, by mail steamer via Havana to Chagres, Panama, across the Isthmus to Panama City and thence by mail steamer to San Francisco. (See Figure 51 U—Chapter 51). In the early 1850's, the mail was transported across Panama by land and by water, and it was not until the Panama Railroad was completed in January of 1855, that the mail was carried entirely by rail across the Isthmus; the eastern terminal being Aspinwall and the western, Panama City.

For transporting the mail between New York and San Francisco, three contracts were in force—(1) New York to Chagres—with the "United States Mail Steamship Co." (2) Aspinwall to Panama City—with the Panama Railroad Co. (after 1851) (3) From Panama City to San Francisco and Oregon—with "The Pacific Mail Steamship Co."

The Ocean contracts were made in the late forties and service actually commenced with the sailing from New York of the new steamship "California" in October of 1848. This pioneer mail liner was built for the Pacific service and made the long journey around Cape Horn, arriving in San Francisco at the height of the gold fever on February 28th, 1849. A sister ship, the "Oregon" arrived a short time later.

The first east-bound mail under the contract left San Francisco for Panama City on April 12th, 1849, and returned to San Francisco with the third lot of eastern mails bound for California. Thus the great Ocean Mail Service was inaugurated.

We frequently see references to the New York "Clipper Ship" cancellation, and such terms are indeed very foolish, because in 1849 and thereafter the Post Office Department did not forward mail to California by Clipper Ships. In addition the "cancellation" referred to was not used in the early years, as this particular handstamp was not adopted until after the middle part of 1854. Reference to it is made in the latter part of this chapter. As stated above, practically all mail was forwarded by the Post Office Department to and from California, from 1849 to the fall of 1858, by the main through route, via Panama. Exceptions were possibly some western mail that was carried by some of the small contract routes of the middle and far west, but as these routes were principally between intermediate points, very little through mail traveled by them.

In the years 1849, 1850 and 1851, passenger travel by the ocean routes to California was very heavy. This induced private steamship companies to compete for such service and no doubt these "Independent" or "non-contract ships" carried some mail to California, but all mail, so carried, was not forwarded by the Post Office Department, hence was carried "Out of the Mail."

Mail originating in New York City addressed to California and posted in New York bore New York postmarks and was forwarded to Aspinwall by the ships of the contract company, "The United States Mail Steamship Co."

Mail sent privately by independent ships was naturally not deposited in the N. Y. Post Office. If it was honestly carried with no intent to defraud the Department, it was deposited in the Post Office at San Francisco with the regular rate prepaid or rated (after July 1, 1851) at the regular unpaid rate. Thus we frequently find covers carried privately in both directions with the

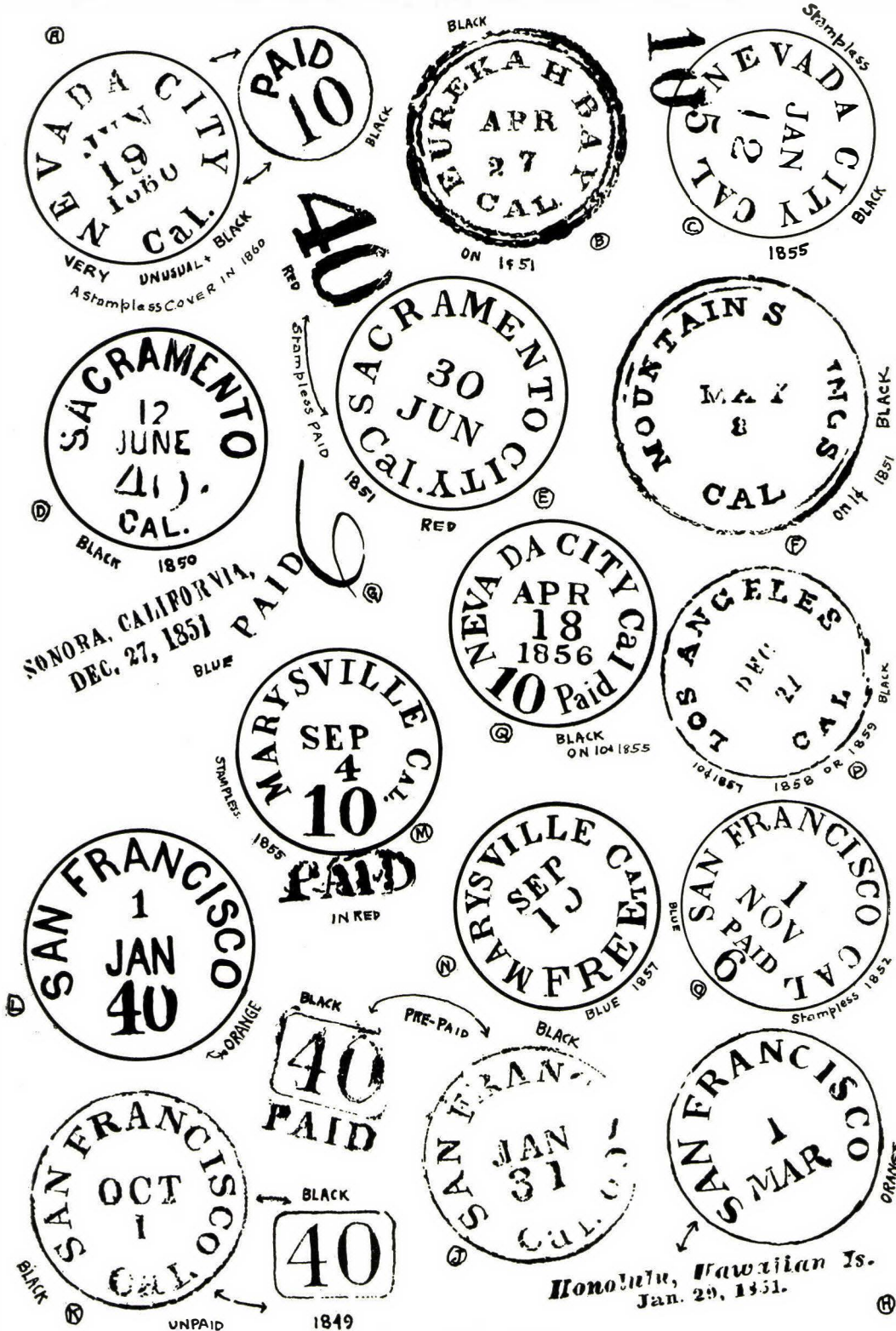


Figure 50 B.

postmarks of either of the two cities with no evidence on the face of the actual origin. As for example, a cover may show a 6c rate paid by two three cent stamps in 1852 and addressed to Maine, and containing the New York postmark. Such an item may have originated at Yankee Jim's, Calif., carried "Out of the Mail" to New York and deposited in the New York Post Office. All of which was perfectly all right with the Post Office Department as long as the proper rate of postage was paid from California to Maine.

#### THE FORTY CENTS SINGLE RATE

Prior to July 1, 1851, the California rate was 40c for a single rate letter of one-half an ounce. If one forwarded a letter weighing over one-half ounce and not exceeding an ounce, the rate was eighty cents. Needless to state we see very few covers showing the double rate. Those we do occasionally run across are stampless items, either sent prepaid or unpaid. The local rate between places in California was 12½c. Although a large volume of mail was handled at the San Francisco Post Office in 1850, and the first half of 1851, when the 5c and 10c 1847 stamps were current, the Post Office Department at Washington never supplied the San Francisco and other California post offices with supplies of these stamps. Such rare uses as are known of the 1847 stamps in California. Certain other uses are known of 1847 stamps bearing California postmarks, and several examples exist of 1847 stamps being used at certain places, long after these stamps became obsolete for postal use. I recall one such item in particular: 1847 stamps tied by the postmark of a post office that did not come into existence until 1853 although the 1847 stamps were no longer valid for postal use after June 30th, 1851. Such examples show that the postmaster in some small mining town thru ignorance accepted the use of such stamps as valid.

The plate, Figure 50 B, illustrates a number of interesting California postal markings. The "S. F. Oct. 1" in the lower left corner illustrates a typical unpaid stampless cover to the east in 1849. The framed "40" and the postmark are both in black. To the right of this tracing is a "S. F. Jan. 31" (1850) with the same framed "40" but with the separate handstamp "Paid." All markings are in black. These two stampless items show the 40-cent rate both paid and unpaid. Covers showing the 40c rate used in 1849 are quite scarce. They form interesting items in a collection.

Tracing "L" illustrates a San Francisco postmark with the 40c rate. The use is January 1st, 1851, and the cover, an unpaid rate to the east, was carried via the S. S. "Carolina" to Panama. The marking is in orange.

Tracing "D" illustrates the Sacramento postmark with the 40c rate. This is in black on an unpaid letter of June 12th, 1850.

Tracing "E" was from a cover mailed on the last day of the 40c rate, June 30th, 1851. However it was sent unpaid as the writer did not have to bother about the rate. The mail steamer was due to leave San Francisco on July 1st, and in order to catch the steamer, the letter was mailed at Sacramento on June 30, hence the last day rate at Sacramento. If the letter had been held over a day to avoid the 40c rate, the letter would have missed the Mail Steamer.

The plate, Figure 44 L, Chapter 44, illustrates two New York City 40c rate markings, the "A" and the "C."

#### THE 1851 CALIFORNIA RATE

Prepaid—July 1, 1851—to—April 1, 1855— 6c  
Unpaid —July 1, 1851—to—April 1, 1855—10c

We find three classes of covers covering the above period, as follows:

**First** —Covers prepaid by stamps.

**Second**—Covers prepaid by cash.

**Third** —Covers sent unpaid.

Regarding the last two, stampless covers. As a general rule I think the majority of collectors are at times somewhat confused with the markings on such items, so it is perhaps in order to call attention to the following:

If a cover is properly marked it shows,

*Stampless—Prepaid*—(1) A postmark, (2) the rate, (3) "PAID." All of these markings may be found combined in one postmark, or two of them may be found in the same handstamp. As examples, see the tracing "O" on the plate, Figure 50 B, the "S. F. 1—Nov—Paid 6," a use in 1852; or the "Q"—the "Nevada City—Apr 18 1856—10 Paid." The tracing "C" of "Nevada City Jan 12—5" shows only the rate "5." Needless to state this was a *local unpaid* rate of 1851-1855. The separate rate "10" stamped over the "5" shows it was used on an *unpaid* cover to the east—due 10c.

*Stampless—Unpaid*—Many such covers show only the postmark and a rate stamp "10." If no "PAID" or "FREE" exists on a cover of this character, it is self-evident that the item is an unpaid rate used between July 1st, 1851 and April 1, 1851. It is well to remember that after April 1st, 1855 the rate was 10c, but it had to be prepaid, and that after January 1st, 1856, stamps were required.

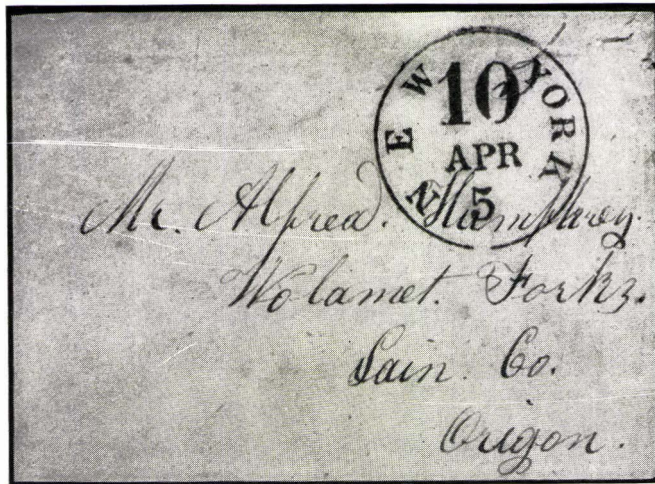


Figure 50 C. New York Unpaid Marking.

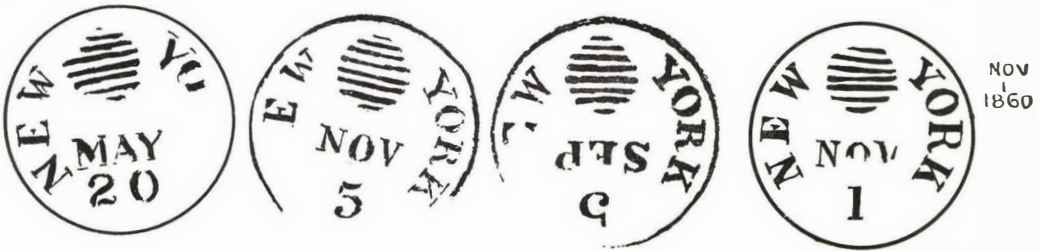
Figure 50 C illustrates a cover from New York addressed to "Oregon." Here the "rate" is included in the postmark. The absence of "Paid" or "Free" shows the letter was of the 1851-1855 period with the rate unpaid—due 10cts. This marking is illustrated on the plate, Figure 50 D, and a similar cover is illustrated in Chapter 44, Figure 44 J, a use in 1854.

#### THE OCEAN MAIL FROM NEW YORK

1851-1855

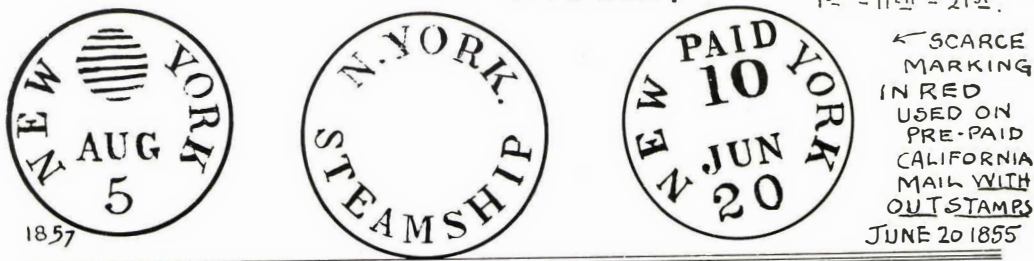
In Chapter 44, Figure 44 L, the tracing "B" shows a prepaid rate postmark showing a use in New York City on October 11th, 1851. This is a stampless item but the marking is quite scarce and I have seen but very few examples. Perhaps the rarest of markings used on a letter from New York City to Cali-



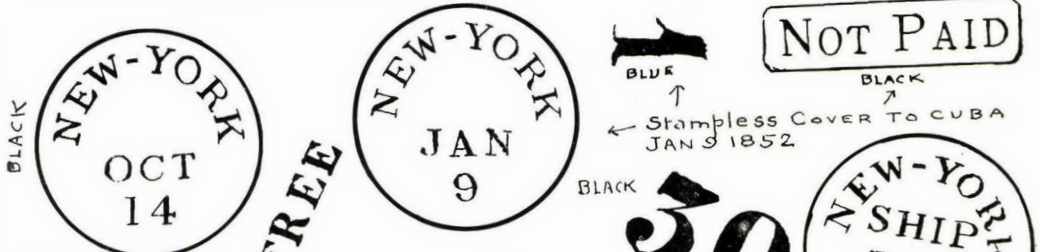


5¢ & 20¢.

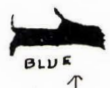
TRI-MONTHLY  
1¢ - 11¢ - 21¢.



← SCARCE MARKING IN RED USED ON PRE-PAID CALIFORNIA MAIL WITH OUTSTAMPS JUNE 20 1855



NOT PAID



Stampless Cover to CUBA JAN 9 1852



STAMPLESS COVER OF DEC 7 1849

BLACK TIES 12¢ / 1851 BISECT



Figure 50 D.

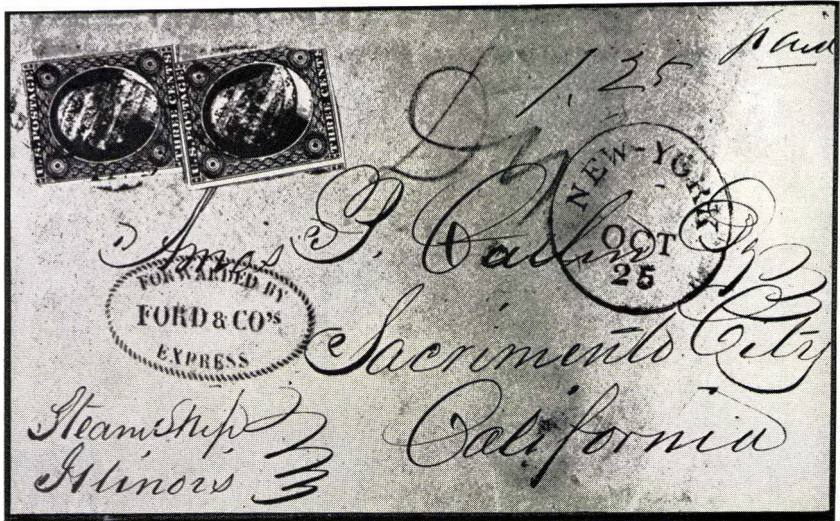


Figure 50 E. Rare New York Ocean Mail Marking.

ifornia is the New York postmark on the illustration of the cover, Figure 50 E. The use is October 25, 1851, and the marking is in black, the stamps tied by two black grids. The letter left New York on the U. S. Mail S. S. "Illinois," and was addressed to Sacramento City. Forwarded from San Francisco by "Ford & Co.'s Express," the express company charged \$1.25 for carrying the letter from San Francisco to Sacramento. This New York postmark is a very scarce marking and it is the only cover with stamps I have ever seen bearing it. If anyone can show a similar use, will he kindly advise me.



Figure 50 F. Rare New York Ocean Mail Marking.

Figure 50 F illustrates this same marking on a "Free" cover mailed from New York on October 14th, 1850, and addressed to the first Governor of the state of California, at San Jose, at that time the state capitol. This postmark is illustrated—exact size, on the plate, Figure 50 D, at center left with the "Free." To the right of this tracing is an illustration of the same marking on a stampless cover to Cuba on January 9th, 1852, with the "blue 1" and black "Not Paid" on the same cover.

In "Pat Paragraphs," No. 27, page 703, this scarce postmark was illustrated with a date of "Oct. 9," and the notation, "New York City—Red—not

a common type with 1847 stamps but known used as canceller." In an early issue of "Postal Markings" this marking was also illustrated with a date of "Oct. 13" with mention made that a second use had turned up on a cover from New York to San Francisco of "June 28, 1851," a stampless double rate unpaid, with the rate stamp "80" in a circle, both markings in black.

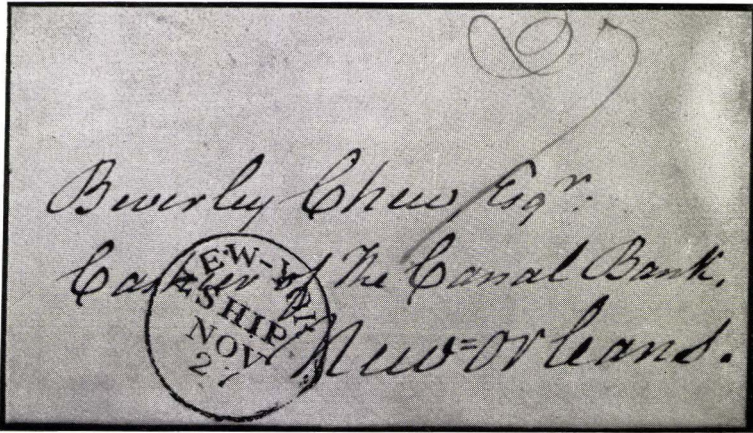


Figure 50 G. New York "SHIP."

Figure 50 G illustrates a cover showing an old "Ship" postmark used at New York back in the forties. It is possible the "Ship" was removed from this handstamp and it was the one used on the three covers described above.

#### THE N. Y. OCEAN MAIL POSTMARK

At the top of the plate, Figure 50 D, are illustrated various examples of the well known "N. Y. Ocean Mail Postmark." In the past, this is the marking that has been called the "Clipper cancellation." In the first place, no Clipper ships carried any mail bearing this postmark, as the Post Office never forwarded any mail to California by Clipper ships after 1848. In the second place it is not a cancellation but a postmark, though it was frequently used to cancel stamps. In the past it has also been called the "Around the Horn cancellation" but this term is so foolish, no further comment is necessary. At one time I was of the opinion that in all probability this postmark dated back to the period prior to July 1st, 1851, because I was shown the marking on a 10c 1847 stamp, *off the cover*.

Later I surmised it was used as early as perhaps 1852, but more recent study leads me to believe the marking was never used prior to the middle of 1854.

Covers showing a use of this marking prior to 1855 are extremely scarce and my record of uses in late 1854 is very incomplete. I will greatly appreciate descriptions of covers showing a use of this "Ocean Mail" postmark prior to Jan. 1855.

Mr. L. B. Mason has a cover showing a use of December 20th, 1854.

Figure 50 H illustrates a cover that presents quite an interesting little study in markings. The year of use was 1855. In the lower right corner is a manuscript notation, "pr Star of the West." This ship was not a U. S. Mail Steamship but belonged to the Independent Company operating the route across Nicaragua. The person who wrote this letter did not wish to wait for the regular mail leaving New York on January 20th, 1855, so he intended, when he addressed the envelope to send it "Via Nicaragua." The "Star of the West," sailed for Nicaragua on January 9th, 1855, so evidently this letter was too late for this ship. This letter was then deposited in the New York Post Office. It

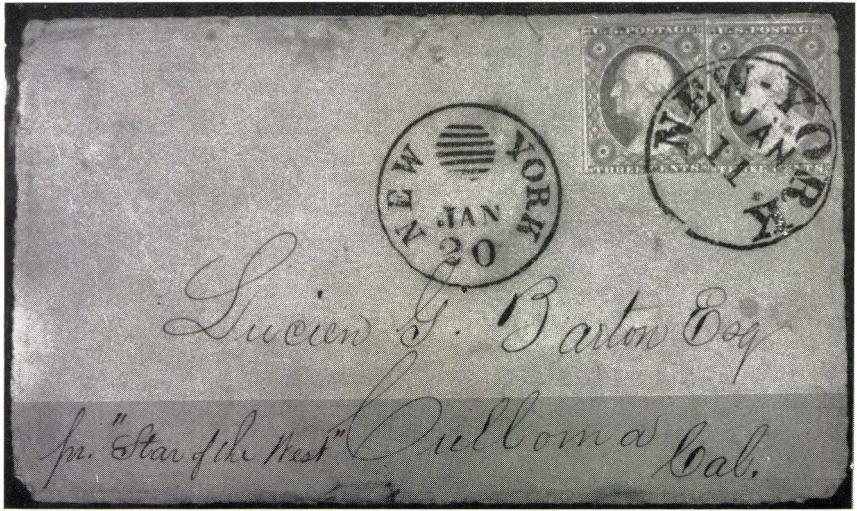


Figure 50 H.

shows the mailing date of January 11th, 1855, and the Ocean Mail postmark of January 20th, 1855, the sailing date of the regular mail. The January 11th marking was applied thru error, as postmarks were intended to show departure dates, but I have seen several such examples of this ocean mail marking.



Figure 50 J.

Figure 50 J illustrates a similar example, a ten-cent rate to California in 1856. This letter was deposited in the New York Post Office on January 22nd, 1856 and thru error was postmarked with a regular postmark. The "Ocean Mail" marking is rather poorly applied but it shows the sailing date of February 5th, 1856.

Figure 50 K illustrates a cover with the "New York Free" postmark and the "Ocean Mail," both "Jun 20," the former in red, the latter in black.

In Chapter 20, Figure 20 KK illustrates a cover used from New York in 1857, with the "Ocean Mail" postmark of August 5. In manuscript is the notation "Rec'd per J. L. Stephens, August 30, 1857." The Steamship John L. Stephens was the Pacific Mail S. S. Co.'s Mail Steamer pictured at the beginning of this chapter, Figure 50 A. It was named after John L. Stephens, President of The Panama Railroad Co. The ship, John L. Stephens was a famous mail liner in the Pacific Line. See Figure 50 KA.



Figure 50 K.

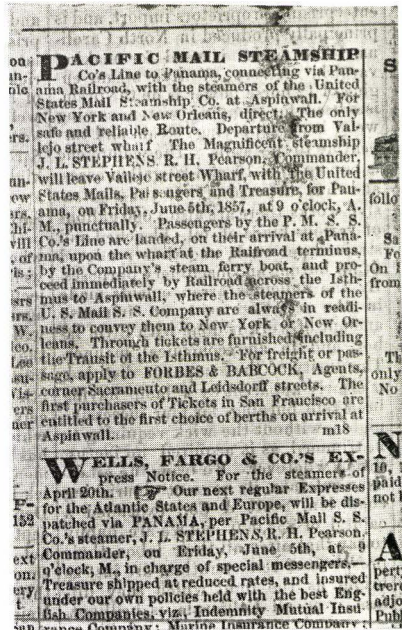


Figure 50 KA.

SEMI-MONTHLY SAILING DATES OF THE OCEAN MAIL

*From New York*—Prior to March 1851, the ocean mail contract provided for only a monthly service, but in that month, Congress authorized an increase of 75% in the compensation, and semi-monthly mail service to the Pacific was instituted. However prior to that time the Steamship Co. dispatched a number of extra ships to Panama, which carried the U. S. Mail.

During 1851, the semi-monthly dates of the sailing of the U. S. Mail ships for Panama were the 11th and 26th. Due to the heavy travel to California, via Panama, the U. S. Mail Steamship Co. dispatched several extra ships each month to Panama in between these dates and of course these extra ships carried U. S. Mail.

In February of 1852 a temporary change was made to regular sailing dates of the 5th and 20th, but in March, April and May regular sailings of the mail occurred on the 5th, 9th, 20th and 24th of these three months.

Commencing with June 20th, 1852, the sailing dates of the mail were established as the 5th and 20th of each month.

During 1853 and 1854 the sailing dates varied from the fixed schedule to some extent, but by 1855 they became very regular, and in the years to follow scarcely ever varied.

The contract for the Ocean Mail via Panama expired on September 30th, 1859, whereupon the Postmaster General contracted for nine month's service with Cornelius Vanderbilt. When this short contract expired a new one was signed with Vanderbilt and starting the 1st of July 1860, the service was placed on a tri-monthly basis.

The sailing dates from New York of the 5th and 20th were never changed between 1855 and July 1st, 1860, but after the latter date, the mail left New York on the 1st, 11th and 21st of each month. If any of these dates fell on Sunday the ships delayed sailing until Monday.

*From San Francisco.* During the latter part of 1851, the Mail Ships as a general rule departed for Panama on the 1st and the 16th of each month but no

regular schedule was maintained. In 1852 they varied from various dates around the first of the month and various dates around the middle of the month. For example the S. S. "Northerner" sailed on April 18, 1852, and the S. S. "Columbia" on May 3, 1852. In July, the sailing dates were the 1st, 15th and 31st. In the fall of that year a fairly regular schedule of the 1st and 16th was maintained. During 1853 an effort was made by the Company to maintain sailing dates of the 1st and 16th but due to various causes this schedule was not always followed. During 1854, steamers sailed quite regularly on the 1st of each month, but the middle of the month departures varied between the 15th and 16th. These sailing dates (approximately the 1st and 16th) were maintained until the latter part of August 1855 when they were changed to conform with the regular New York sailing dates.

The S. S. Oregon was the first mail steamer to sail from San Francisco on the new semi-monthly dates of the 5th and 20th. The departure was September 5th, 1855. From that date until July 1, 1860, there was very little variation in the dates of sailing unless the regular dates fell on Sunday.

When the tri-monthly contract went into effect, the mail steamers from both New York and San Francisco sailed on the same dates, viz., the 1st, 11th and 21st, except as mentioned when these dates fell on Sunday.

July 1st, 1860 fell on a Sunday, but instead of the ship departing on Monday, July 2, 1860, it departed on Saturday, June 30, 1860. This is the only exception I know of.

During the period the New York Ocean Mail postmark was in use at least three and perhaps more, slightly different handstamps were in use. One type measures slightly over 29 M.M., another 30 M.M. and a third about 30½ M.M. The size of the small grid varies between 9 M.M. and 10 M.M., one type has seven bars, another eight bars.

The postmark is known on all the 1851 imperforate stamps, the 1c, 3c, 5c, 10c and 12c. All known examples are in black. It is also known on the 1857-1860 perforated stamps as follows: the 1c, 3c, 5c, 10c, 12c, 30c and 90c. I have no record of a 24c 1860 showing the marking.

Regarding known examples on the 1c 1851-1857. I have never seen this postmark on a cover bearing a 1c 1851 showing use while the 6c rate was in effect, that is, prior to April 1, 1855. I have never seen the use on a pair or strip of three. All examples I have seen that were off cover have been singles that were no doubt used after April 1, 1855, to make up the 10c rate, viz., three 3c plus one 1c. All singles off cover, of which I have a record, are Type IV. I have no record of the use of this marking on a 1c 1851, Type II from Plate Two. The marking is extremely scarce on the 1c 1857, and the great majority of known copies are the Type V.

The marking is far from common on the 3c 1851 and very much scarcer on the 3c 1857. It is known tying two 5c 1856 to a piece of a cover, and this is the only record I have of its use on the 5c imperforate. It is likewise quite scarce on the 5c 1857. Very few single copies of the 12c 1851 or the 12c 1857 are included in my record, but I have a photograph of a block of 18 of the 12c 1851 showing the marking.

Its use on the 10c 1857, Type V is more common than on any of the 1851-1857 stamps.

Several unusual uses are known. Mr. S. W. Richey has a cover used to Nova Scotia with a 10c 1855 Type II tied in black and used December 20th, 1856. This shows the Steamer sailing date, and its use on this cover was no doubt an error. Mr. H. W. Carhart has a cover to Cuba with a 10c 1857 Type V, tied by the marking in black.

I have seen only two examples of the marking in red. Both were 10c 1857, Type V, off cover. As the New York Post Office used red ink to postmark mail to Cuba, no doubt these two singles were not used to California, but to Cuba.

I have only seen one example of the use of the marking on the 1861 stamps. This was a block of four of the 5c Buff of 1861. It was Lot 578 in the sale of the Waterhouse collection, November 1924. The use was "Nov 1," no doubt 1861, a tri-monthly sailing date.

In 1858, July 4th fell on Sunday, hence Monday was celebrated, which delayed the departure of the mail until Tuesday, the 6th. I recently saw a 10c 1857, Type II, cover with this sailing date.

A copy of the 10c 1847 is known with the "N. Y. Ocean Mail" but I am certain this marking was not in use prior to July 1, 1851.

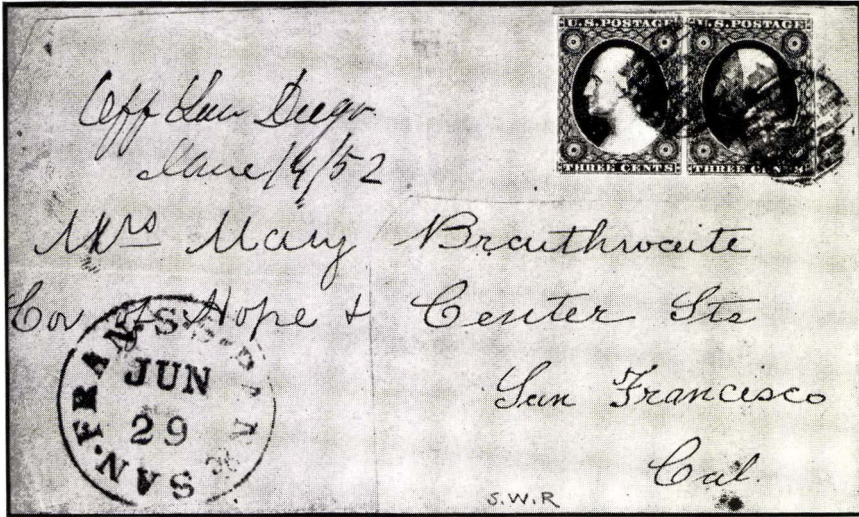


Figure 50 L. Panama & San Francisco Steamship.

"PAN. & SAN. FRAN. S. S."

Figure 50 L illustrates a cover with quite a rare marking. In my search for covers with this postmark, I have only been able to locate about half a dozen items. All of these, with the exception of the one illustrated are stampless. No doubt the marking meant, "*Panama & San Francisco Steam Ship.*" All the evidence I have been able to gather indicates this marking was used on board the ships of the Pacific Mail Steamship Co. plying between Panama and San Francisco, and carrying the U. S. Mail. It appears to have been used from the middle of January 1851 until about July or August of 1852.

My earliest record of use is January 15, 1851 and my latest is June 29, 1852. It is always found in a brownish-red color. The following is a partial list of those I have examined:

(A) Figure 50 L.—The manuscript notation reads, "Off San Diego June 4, 52" (see tracing on plate, Figure 53 B—Chapter No. 53). The writing appears to read June 14 but the writer put a line between June and "4" and between "4" and 52. The letter was probably written at sea, enroute to Panama on the Mail Ship "Tennessee" which sailed from San Francisco on June 1st, 1852. It is addressed to San Francisco and it probably traveled down to Panama and back to San Francisco on the same ship. The gridirons were probably also applied on board the ship by the Agent or officer in charge of the mail, but they are in black. This was evidently regarded as an official marking as the Post Office at San Francisco applied no further markings when the letter was returned to that office. It probably was placed with the mail from the East, hence the prepaid 6c rate. (Collection S. W. Richey).

(B) Figure 50 M illustrates a stampless cover—unpaid—to New York. This is no doubt a "Dock Letter," that is, mailed at the San Francisco wharf

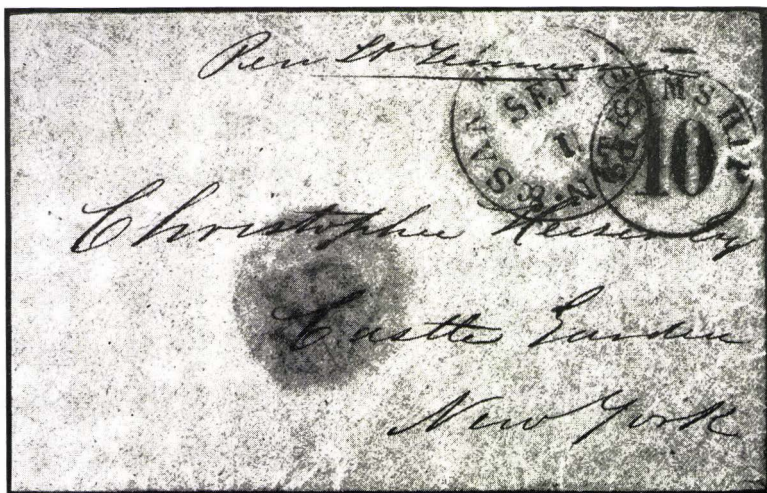


Figure 50 M.

before the ship sailed. It is marked "Per St. Tennessee," which was a regular U. S. Mail Steamer of the P. M. S. S. Co. Line. The date, "Sep 1" (1851) is the date this ship departed from San Francisco. Postmarked on board ship but unrated, it was marked "Steamship 10" in black, the unpaid rate, when it arrived at the New York Post Office. (Collection L. B. Mason).

(C) Stampless cover—addressed to New York—The "Pan. & San. Fran. S. S." is dated "Jan 15." This has the N. Y. rate stamp "40" in a circle, see tracing, Chapter 44, the plate, Figure 44 L, top row. This tracing is an exact copy of the one on this cover. New York recognized the postmark as official and hence only rated the letter, 40 cents, the California rate then in effect (1851). There is no date on this cover but the "Jan 15" is in all probability 1851 because I do not believe this handstamp was in use in 1850. This cover is the earliest use known. (Collection Edward S. Knapp).

(D) Stampless cover with the marking and date "Oct 22" addressed to "Ravenna Ohio." It has a manuscript "10" in upper right corner. No year of use indicated and no other marking. Probably rated on board ship and markings recognized as official by receiving post offices. This was probably brought to New Orleans and sent by Steamboat Mail to Ohio. (Collection of Eugene Klein).

(E) Stampless cover with the marking and date "Apr 5." Addressed to Athens, Ga. It has the New Orleans "Steamship 20" in a circle. (Double California unpaid rate). Pencil memorandum on face is "1852"—no other marking. The cover shows the marking was recognized as official at New Orleans. (Collection of W. R. Parker).

(F) Stampless cover with the marking and date "Sep 1." Addressed to New York City. It has the New York "Steamship 10" in a circle. The letter inside is dated "San Francisco Aug. 28, 1851." (Collection of Jack Hughes).

Several additional covers bear similar markings. I will greatly appreciate descriptions of any other covers bearing this scarce postmark.

#### THE TEHUANTEPEC ROUTE

In February of 1853, Postmaster General Hubbard signed a conditional contract for a semi-monthly mail service through Mexico by way of the Isthmus of Tehuantepec. The route was from New Orleans to San Francisco. Hubbard was succeeded by Postmaster General Campbell who did not approve of the



route, hence it was not placed in operation. The original contract was made on condition that Congress would appropriate \$424,000 per year for the service. The contractors, Carmick & Ramsey went to great expense in equipping the route and were not only greatly disappointed but financially involved when the contract did not materialize. They presented their case to Congress and a law was passed in 1856 requiring the comptroller of the Treasury to adjust the damages due them, but the Attorney General advised that their contract had not been abrogated, had never gone into effect, and therefore there was nothing due them.

This route was much shorter than the Panama route, but it required a longer land carriage. Even though the United States had been given rights over the Isthmus of Tehuantepec by the Gadsden Treaty of December 30th, 1853, the shorter mail route was not put into operation until 1858, when Postmaster General Brown, on June 8, 1858 made a one year contract with the Louisiana Tehuantepec Company.

The Company agreed to convey mails from New Orleans to Minititlan; thence by river steamers to Suchil, half way across the Isthmus and thence by post coaches to the Pacific, and by steamships to San Francisco. The contract price was \$286,000, and the trip was to be made in fifteen days. The first mail left New Orleans on October 27th, 1858, and arrived in San Francisco on November 14th, requiring only eighteen days. Throughout the winter and the following spring the mail traveled with regularity, with the trip usually being made in fifteen days, thus bringing news from the East much quicker to San Francisco than by the Panama or Overland Routes.

When the one year contract expired in 1859 it was not renewed by Postmaster General Holt. The Tehuantepec Company did not own their own Pacific steamships but made connections with the ships of the Pacific Mail S. S. Co. Early in 1859, the Company advertised as follows in California:

"For New Orleans Via **The Isthmus of Tehuantepec**, through in fifteen days, carrying the United States Mails. Arrangements having been made with the Pacific Mail Steamship Company, for the transportation of freight and passengers from San Francisco to Ventosa, conveyance will hereafter leave Ventosa regularly on the arrival of said Company's vessels, on or about the 15th and 30th of each month, for Suchil, connecting there with the Company's new and beautiful light-draught Iron steamer 'Suchil' down the Coatzacoalcos River to Minititlan, and the fast side-wheel steamship 'Quaker City,' R. W. Shufeldt, Commander, will leave Minititlan for New Orleans, with the California mails and passengers, on or about the 2nd and 17th of each month."

Mail was carried over this Route for twelve months but I have only seen a few covers with notations indicating this Route was specified by the writers. Figure 50 N illustrates a prepaid stampless cover, "PAID 10," from Weaverville, Calif. on Jan. 1st, 1859, addressed to the Hon. J. W. Denver, Washington, D. C. Weaverville was evidently short of stamps at this period as it was contrary to the Regulations of the P. O. Dept. to forward domestic letters without stamps. General Denver was a former Congressman from California, and was Territorial Governor of Kansas when the City of Denver (Colo.) was given his name. I have been informed covers are known showing a handstamp "Via Tehuantepec" but I have never seen such an item.

Thru the kindness of Mr. A. R. Rowell, I am concluding this chapter with an interesting news item which appeared in the San Francisco "*Alta*" of November 15th, 1858:

#### **"VIA TEHUANTEPEC ROUTE**

"Editor *Alta*: As a matter of public information and general interest, will you please announce in your paper that hereafter I shall dispatch from this office on the 5th and 20th of each month a mail via **Tehuantepec to New Orleans**. I am directed by the Postmaster General to request writers of letters destined to places in the Atlantic States, to indorse thereon the route by which they wish them sent, or to wit:

'Via Los Angeles Overland'  
 'Via Salt Lake Overland'  
 'Via Tehuantepec'

"Letters with no such indorsement upon them, and all newspapers will be sent 'Via Panama.' Three cents will pay the postage on a single letter 'Via Overland' as far as Chicago, Ills., and Cincinnati, Ohio. Beyond these points the postage will be ten cents. Newspapers throughout the state will do the public a favor by inserting this in their columns.

C. L. WELLER, P. M.  
 San Francisco  
 Nov. 15, 1858."

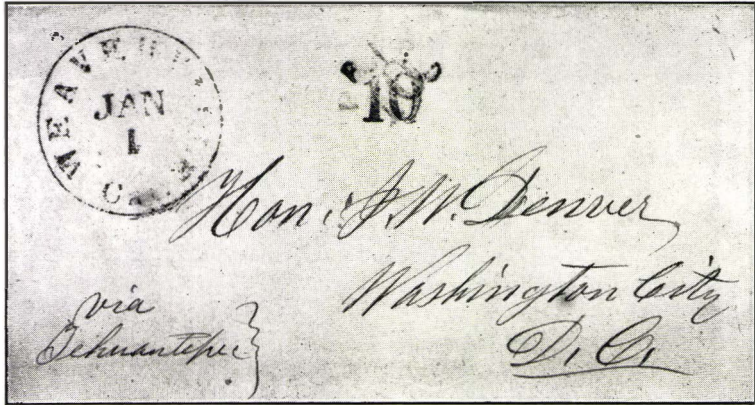


Figure 50 N. "Via 'Tehuantepec.'"

## Chapter LI.

### SHIP AND STEAMSHIP MARKINGS

#### “Via Nicaragua—Ahead of the Mails”

**A**S a general rule, “Ship” and “Steamship” markings refer to two different classes of mail, as follows:

“*Ship.*” Such markings are usually found on letters originating outside of the United States, brought to a U. S. port and deposited in the U. S. Mail with the postage unpaid *from* the post office of the port of entry. Such mail was subject to “Ship Letter” rate.

Exceptions are letters which were *prepaid at the time* they were deposited in the post office of the U. S. port of entry. As a rule “Ship” markings referred to letters or packets carried to the post office of entry “Outside of the mail.”

*Steamship*--Such markings so far as the period, 1851-1861, is concerned, in general, were applied to mail carried on waters deemed post roads either by *Mail Contract Ships*, or *Non-contract Mail Ships*, and subject to *regular rates of postage*. Such mail could be picked up en-route, and deposited in the post office of the port of entry, where they were marked “Steamship” or “Steam,” the marking indicating the *origin* the letter was carried to the first U. S. Post Office.

The following Regulation, (P. L. & R.--1855) covers mail with such markings,

“Sec. 114—Upon letters and packets received from the masters, clerks, or other employees of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland, although not conveyed under an arrangement with the Department.”



Figure 51.

Figure 51, illustrates a tracing of the New York “Steamship” marking with the rate stamp “12½,” the rate to Havana, Cuba, in 1850.

Figure 51 A illustrates a cover addressed to New York, with a strip of three One Cent 1851, tied to the cover by the familiar, “N. York Steamship” marking. (See tracing Chapter No. 50, Figure 50 D, center of second row).

This letter originated in the United States, for example at Charleston, S. C. The regular U. S. postage was paid. The letter was not deposited in the post-office of origin but was placed on board a Mail Ship bound for New York. Deposited in the post office, its source of origin was postmarked on the face, that is, the source from which it was turned over to the New York Post Office. Such markings were not applied on board the ship, but at the receiving post office at the port of entry. In this case the “source” or “Origin” marking “N. York Steamship” was used to cancel the stamps. Covers, such as the one illustrated, showing a 3c rate, prepaid by 1c stamps, and cancelled by this

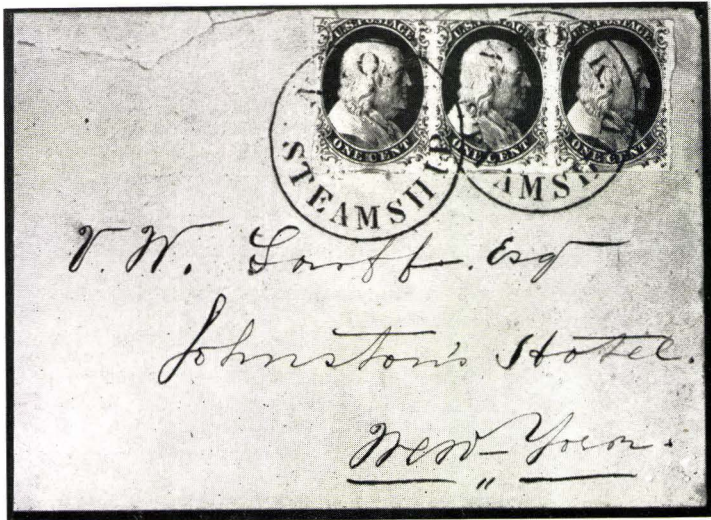


Figure 51 A. N. York Steamship.

marking are very rare, in fact more so than similar items with "Mississippi Packet" markings.

This marking was generally used on incoming mail carried by *contract-mail* carrying ships but it was also used on mail originating from non-contract mail ships. For example, we occasionally find it on letters from California, carried to New York by the independent Vanderbilt Steamers "Via Nicaragua."

"SHIP"

The Act of March 3rd, 1825, Section 15, provided:

"That every letter or packet, brought into the United States, or carried from one port therein to another, in any private ship or vessel, shall be charged with six cents, if delivered at the post office where the same shall arrive; and if destined to be conveyed, by post, to any place, with two cents added to the ordinary rates of postage."

The above rates remained in effect, until amended by the Act of February 27, 1861—Section 9, which provided:

"That upon every letter or packet brought into the United States, or carried from one port therein to another in any private ship or vessel, 5 cents if delivered at the post office where the same shall arrive, and if destined to be conveyed by post, 2 cents shall be added to the ordinary postage: **Provided**, that upon all letters or packets conveyed in whole or in part by steamers over any route upon which the mail is regularly conveyed in vessels under contract with the Post Office Department, the same charge shall be levied, with the addition of 2 cents a letter or packet on the domestic rate."

Regarding the above Act, the period from February 1861 until the end of the period 1851-1861, was so short we will not discuss covers showing the above amended rates, but will discuss only the rates in effect to the effective date of the above Act.

During the 1847-1851 period, the most common markings of the "Ship rate" were as follows:

- (A) Ship 6
- (B) Ship 7
- (C) Ship 12

"Ship 6"—The first was applied to a letter addressed to the town of entry and indicated 6c was due on delivery. This was in effect nothing more than a

Drop rate, so far as the service performed by the post office of entry. The letter was not delivered to the street address but only at the post office. Of course the service performed was to some extent more than on ordinary Drop letters, as agents of the post office collected such mail from the ship, and captains were required to make affidavits regarding all mail carried into a port.

"Ship 7"—Letters destined to be conveyed by post beyond the port of entry were charged the ship fee of 2c in addition to the regular rate of postage. Thus on a "Ship letter" from New York to Philadelphia, the amount due on delivery was 5c plus 2c.

"Ship 12"—Was applied to letters requiring a regular rate of 10c (over 300 miles) plus the 2c Ship fee. As an example New York to St. Louis.

### Unpaid Ship Letters—1851-1855

As the postage on "Ship" letters was seldom prepaid, we find the same rates as above were applicable between July 1st, 1851 and April 1st, 1855, as follows, (Distances of less than 3000 miles):

"Ship 6"—same as above, Local Delivery.

"Ship 7"—the "regular rate" plus the ship fee, or the *unpaid* single rate of 5c plus 2c on letters to be conveyed beyond the port of entry.

"Ship 12"—applied to double rate letters conveyed beyond the port of entry. For distances within the U. S. over 3000 miles *Ship 12*, being the regular unpaid 10c rate plus 2c ship fee.

### Prepaid—Ship Letters—1851-1855

Ship 6—Same as above—Local delivery.

#### For Points beyond the port of entry

Distances less than 3000 miles.

Ship 5—The regular rate of 3c plus 2c (Single rate)

Ship 8—The regular rate of 6c plus 2c (Double rate)

Distances beyond 3000 miles.

Ship 8—The regular 6c rate plus 2c (Single rate)

Ship 14—The regular rate of 12c plus 2c (Double rate)

#### Period April 1, 1855-February 1861

##### Prepaid or Unpaid

Ship 6—Local Delivery.

Ship 5—Distances less than 3000 miles, regular rate of 3c plus 2c. **Single weight letter.**

Ship 8—Same—but double weight, 6c plus 2c.

Ship 12—Distances over 3000 miles, regular rate of 10c plus 2c.

Ship 22—Same, but double weight, 20c plus 2c.

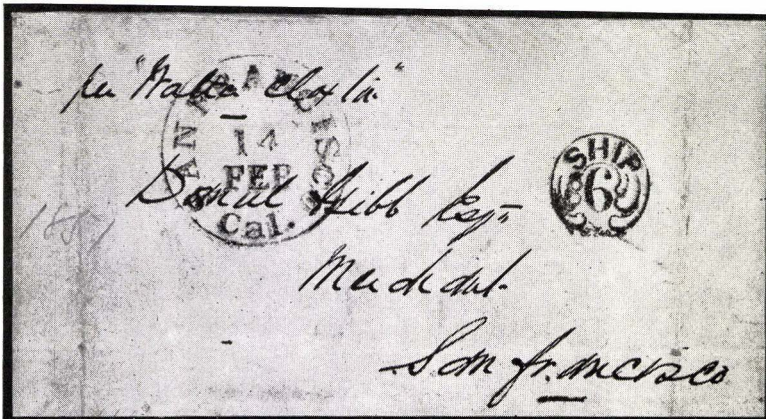


Figure 51 B. San Francisco "SHIP 6."

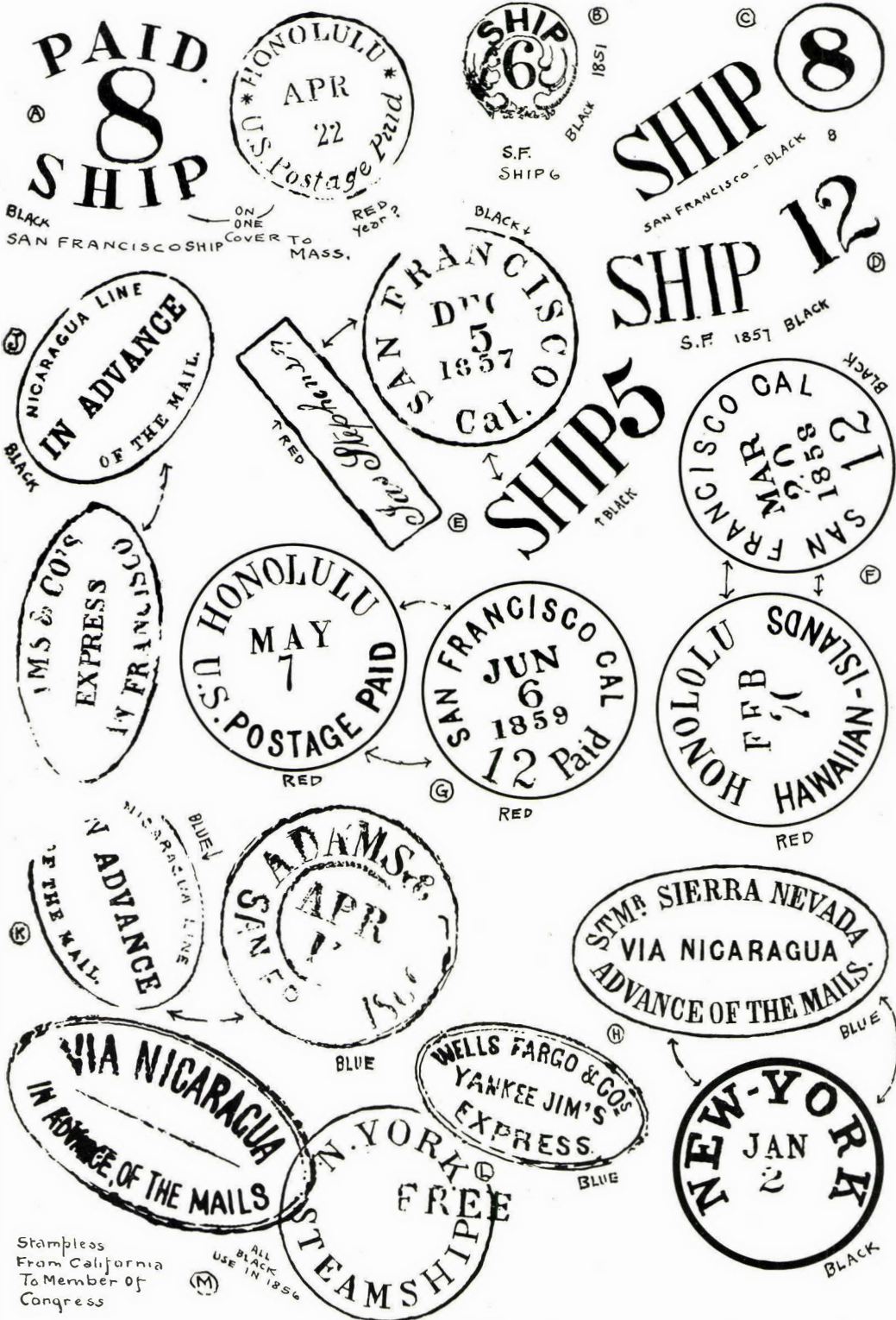


Figure 51 C.

Figure 51 B, illustrates a "Ship 6" rate, a letter brought to San Francisco by a private ship and deposited in the San Francisco Post Office for local delivery with 6c postage due. Mr. Ernest A. Wiltsee calls this neat little marking the real "Clipper Ship," because such private ships entering the Port of San Francisco at that time, were as a general rule, Clipper ships. This marking is illustrated on the plate, Figure 51 C. The use was in 1851, and the marking is known in red and black. (Collection E. A. Wiltsee).

Readers are referred to a fine article by Mr. Wiltsee entitled, "SHIP 6" in the American Philatelist—August 1937.



Figure 51 D. San Francisco "PAID SHIP 8."

Figure 51 D illustrates a prepaid Ship rate with a very scarce San Francisco ship marking of "PAID—8—SHIP." This letter originated in the Sandwich Islands, was brought to San Francisco by Clipper ship and forwarded by the regular U. S. Mail via Panama to New England. The rate is an indication the use was prior to April 1, 1855, in all probability May 16th, 1854 (prepaid rate of 6c plus 2c ship). On May 16th, 1854, the S. S. "Golden Gate" departed from S. F. for Panama with the U. S. Mails (Collection S. W. Richey).

Tracings of the Honolulu and ship markings from this cover are illustrated in the upper left corner of the plate, Figure 51 C.

#### HAWAIIAN MAIL

We frequently see covers from Honolulu addressed to eastern points prepaid by the 12c, 1851, the 12c 1857 or a 10c 1857 plus a pair of the 1c 1857, etc., etc. Such items are frequently referred to as "Hawaiian rates," when in fact the prepayment of 12c was no more or less than the "ship letter rate" of 10c plus 2c, from San Francisco to eastern points. The 12c did not pay the postage from Honolulu to its destination but merely the California 10c rate, plus the 2c paid the captain of the ship bringing the letter to San Francisco. All such 12c *prepaid* "Ship letters" are of the period subsequent to April 1st, 1855.

Figure 51 E illustrates a cover from Honolulu to Vermont, with the "Ship letter" prepaid by a 10c 1855 and a pair of the 1c 1851, postmarked San Francisco, "Jan 5" (1857). The Hawaiian postage was paid in cash, the latter postmark applied in red.

Figure 51 G illustrates a similar cover, a use in 1857 with an Hawaiian stamp. This letter went to Natchez, Miss., via Panama, but a similar cover,

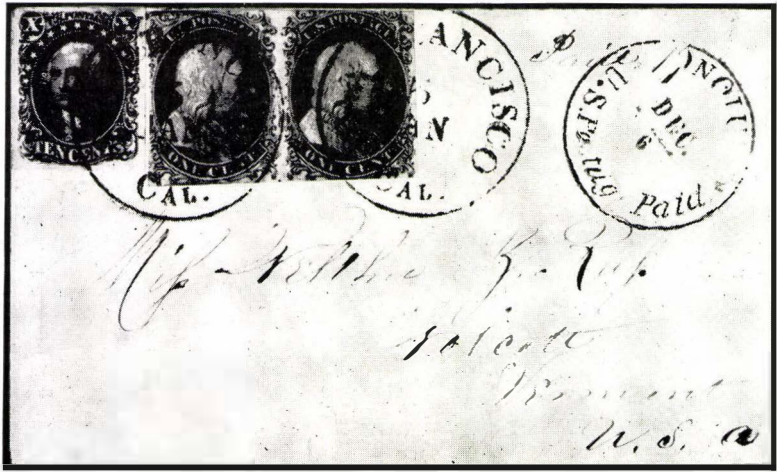


Figure 51 E.

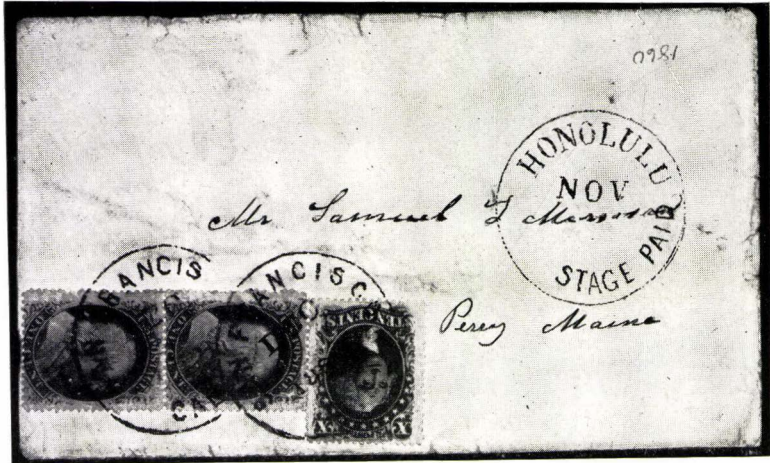


Figure 51 F.



Figure 51 G.





Figure 51 H.

Figure 51 H, traveled to Brooklyn, N. Y. in October 1859 over the Butterfield Overland Mail Route.

In the lower right corner of the plate, Figure 50 B (Chapter 50) is a tracing of the straight line Honolulu marking of "Jan. 29, 1851." The cover bearing this marking is the earliest use I have seen of this handstamp. In the Edw. S. Knapp collection is a stampless cover with this marking and the date, "June 4, 1851." It is addressed to New Jersey, circular postmarked "San Francisco—1 July—Cal.," also the S. F. handstamps 'PAID' and '12.' This cover was not rated as a "Ship" letter, as the "Paid" and "12" represented a *double prepaid* 6c rate to the east on the first day this new rate went into effect. I will appreciate advice of similar covers with this straight line marking as they are quite rare.

The first stamps issued in Hawaii were the famous "Missionary stamps," which made their appearance in October of 1851. Scott's No. 3 and No. 4 were of a denomination of 13c, the No. 4 having at top "H. I. & U. S. POSTAGE." This value represented the local Hawaii 5c rate plus the 8c "Ship letter" rate from San Francisco (6c plus 2c). Scott's No. 6, a 13c value issued in 1853, had at the left "Hawaiian—5cts," at the right "United States 8cts." At this period, a correspondent in Hawaii could prepay a letter to the Atlantic Seaboard by affixing one of these 13c stamps, but the Honolulu postmaster had to provide the Captain of the Clipper Ship carrying the letter to San Francisco, with 8c in cash to pay the 6c postage, plus the 2c ship fee at San Francisco.

For example, Lot 144, Emerson Sale, May 18, 1938 (Doane) was described as follows: "1852—13c Missionary—'H. I. & U. S.'" (4) Type II, tied to cover by red, 'Honolulu, U. S. Postage, Paid, Jul 24' in circle twice. 'San Francisco, Cal., 1 Sep' in circle and also "Paid 8" in black on cover which went to Marlboro, Mass." Thus we note the S. F. 'Paid 8' was the "Ship 8" rate of 6c prepaid plus 2c. Lot 145 in this same sale had a most unusual marking, "SHIP 22."

## SHIP 5

The cover 51 J illustrates a letter originating in Mexico. The use is subsequent to April 1, 1855. The writer probably intended it to travel to West Chester, Pa., via Vera Cruz and New Orleans but it went by *Private ship* to

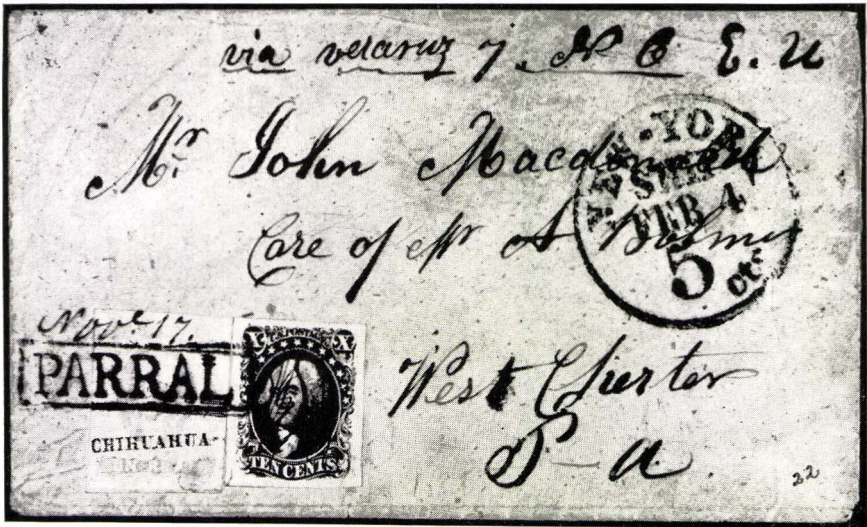


Figure 51 J. New York "SHIP 5cts."

New York where it was postmarked with the "New York—Ship—5cts" in black, indicating 5c was due on delivery. The 10c 1855 on this cover was not recognized when the letter reached the New York Post Office, as it was applied and cancelled outside of the U. S. and before it had reached New York.

The number of persons arriving at the Port of San Francisco from 1849 to 1852 were as follows:

1849—	91,405
1850—	36,462
1851—	27,182
1852—	66,988

These figures are given because they reflect the strong competition that sprang up between various independent steamship lines in the east for the lucrative business of transporting passengers, freight and express to California.

Among these independent lines the most prominent one was the company which operated the "Transit Line" across Nicaragua.

Cornelius Vanderbilt and associates obtained concessions from Nicaragua in 1849-1850, and established a transit company which operated their own steamships from New York to Nicaragua on the Atlantic side, and from Nicaragua to San Francisco on the Pacific side.



Figure 51 K.



Figure 51 K-A.

The company was called the "Accessory Transit Co.", and the Line was opened in June and July of 1851. See Figure 51 K-A, a corner card of this company.

This Company had no Government subsidy in the shape of a mail contract, and though Vanderbilt made an offer to carry the U. S. Mail between New York

and San Francisco in 1853 for \$300,000 per year, the Company was primarily organized as a passenger and freight line. As stated, they had no mail contract and in the absence of same they were little interested in the transportation of mail. Their slogan was, "Through ahead of the Mails," and the use of this term in their advertisements was not to induce the public to send mail by their route, but rather to let the world know they could land passengers and freight in San Francisco, "Ahead of the U. S. Mails."

In the years 1851, 1852, 1853 and 1854, the Nicaragua Route was a great favorite, inasmuch as the railroad was not completed across Panama. The scenery was better, the climate more delightful, and the route only had twelve miles of land carriage across Nicaragua, over a good macadamized road. The Company advertised the Route to be 700 miles shorter than any other and that the trip was generally made in less than 21 days. The U. S. Mail Route, Via Panama, was costing the Government a sum greatly in excess of Vanderbilt's offer, but powerful and influential as he was, he was not able to obtain a Government contract for his Nicaragua Route.

In January 1855, the Panama Railroad was completed and from that time forward the business of the Vanderbilt Line declined.

The disturbed condition in Nicaragua caused by William Walker, the American filibuster, in late 1855 and 1856 caused Vanderbilt to order in March of 1856, that none of the ships of the Transit Co. were to land at the Nicaragua Ports but to proceed to Panama. At the end of June 1856, Walker was elected President of Nicaragua and the Transit Line was closed for some months. In 1858 Vanderbilt abandoned the Line and sold some of his ships to the Pacific Mail S. S. Co.

The Route was by steamer from New York to Realejo, later San Juan del Norte, Nicaragua, on the Atlantic side. From the coast, a fleet of steam vessels traveled up the San Juan River, and across Lake Nicaragua to a small place on Virgin Bay where the Company erected a large wharf, storehouses, etc. From this point, the passage was made by land to San Juan del Sur on the Pacific, thence by steamships to San Francisco.

The earliest advertisement I have seen of a line from New York to California, by way of Lake Nicaragua, was a notice in the *New York Herald* of February 7th, 1849, as follows:

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**"To California, by Lake Nicaragua.** Gordon's Passenger Line. Brig **Mary** and the light draught Steamboat **Plutus**. Take this pleasant and healthy route. This is 1000 miles nearer than Chagres and with less land transit. Sails 12th of Feb. (1849). Apply on board the '**Mary**' foot of Wall St., or to W. Goodrich & Co., 116 Market St."

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The *New York Herald* of July 8th, 1850, had the following notice:

**"For San Juan De Nicaragua"**—The fast sailing coppered and copper fastened schooner '**Enterprise**' will sail July 13th, F. & D. Fowler, 86 West St."

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The following is from the *New York Herald* of Dec. 17, 1850:

**"For Havana, San Juan and Chagres.** The new double engine '**S. S. Prometheus**,' E. L. Pinklepaugh, Cmd., will leave New York for the above ports, from Pier 2 N. R., on Dec. 25th, 4 P. M. Apply to D. B. Allen, 9 Battery Place." (The sailing date was later changed to the following day.)

The following is from the *New York Herald* of April 20th, 1851:

**"For Chagres Direct"**—The **S. S. Prometheus** will make one more trip to Chagres before taking her place on the Nicaragua Route, and will leave New York for Chagres direct from Pier 4 N. R., on Monday, 28th April, at 3 o'clock P. M.

D. B. ALLEN  
9 Battery Place."

The following is from the *New York Herald* of May 28th, 1851:

**"For Chagres and San Juan de Nicaragua.** The S. S. Prometheus will leave New York for the above ports on Friday, June 13th, at 3 P. M.  
Apply to Office—9 Battery Place."

The following news item (in part) appeared in the *New York Herald*, July 4, 1851:

**"LATER NEWS FROM CALIFORNIA.** The New Line to the Pacific. By the arrival of the 'S. S. Prometheus' at this port yesterday morning, we received fifteen days later news from California, **Via Nicaragua, the new route of Captain Vanderbilt, connecting the two oceans.** This is the first time we have received news direct in this way. \* \* \* This is the first arrival by the new Nicaragua Route since it went into operation \* \* \* Hereafter, we presume, communications between New York and California by the way of Nicaragua will be regular, although not so frequent as it will be when all the steamships which the Company contemplate, shall have been put upon the route. It is calculated now that this route is in operation, that, making liberal allowances for delays, etc., passengers, letters, and newspapers will reach San Francisco from New York in twenty days, whereas, it takes thirty and upwards by other routes, etc."

The following advertisement is from the *New York Herald* of July 6, 1851:

**"THE NEW & INDEPENDENT LINE FOR CALIFORNIA—VIA NICARAGUA.** The Steamship 'Prometheus' will leave Pier #2 North River on Monday, July 14, at 3 o'clock P. M. for San Juan direct, connecting with the new and elegant Steamship 'Pacific,' Captain Bailey, to leave San Juan del Sur, on the 25th. Passengers will take a new iron steamer at San Juan, sent there for the purpose, and pass up the river and across Lake Nicaragua to Virgin Bay, and pass over a good road twelve miles distant to the Pacific, where the beautiful Steamship 'Pacific' will be in readiness to receive them. Passengers may secure through tickets at #9 Battery Place."

The next sailings by the "Vanderbilt Line" were, July 28th, 1851, the "S. S. Brother Jonathan," August 13th, the "S. S. Prometheus," and August 28th, "S. S. Brother Jonathan."

#### THE "VIA NICARAGUA" MARKINGS

These "Via Nicaragua—Ahead of the Mails" are not cancellations, and second, they are entirely *unofficial*, being nothing more or less than handstamped advertisements of the fact the public could travel the Route in less time than that consumed by the *U. S. Mails via Panama*.



Figure 51 K-B.

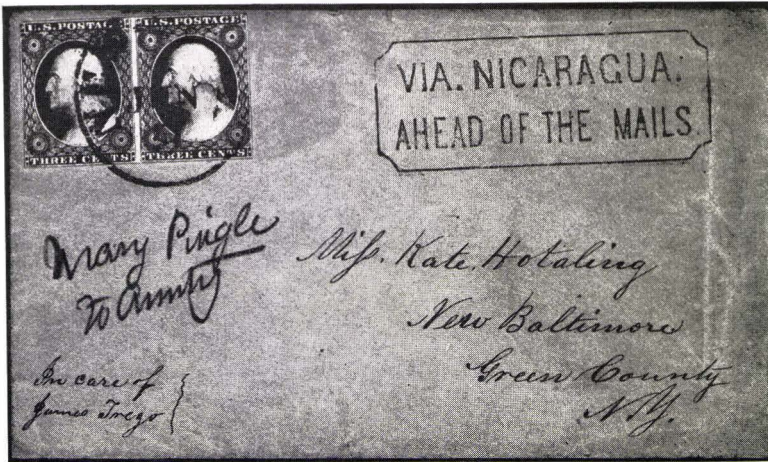


Figure 51 L.

These various types of rectangular markings were privately applied in San Francisco and had no connection whatsoever with the Post Office of that City. Figure 51 L illustrates a typical example. Letters originating in California which traveled this Route, were not deposited in a California post office, because if they had, they would have been sent in the regular U. S. Mail by the contract route via Panama. On the other hand, they were privately carried and first reached a post office when they arrived at New York. This accounts for the fact, all such covers, *from California show New York postal markings.* Such items were not letters originating in New York and routed to California "via the Nicaragua route." Mail was not forwarded by a post office "Outside of the Mail" when there was a contract route over which it could travel. In fact it had to be forwarded the Contract Route.

In the majority of cases we find "Via Nicaragua" covers with the postage prepaid at the regular rate, that is, prior to April 1st, 1855, with 6c postage, after that date with 10c postage. Inasmuch as the Line was in active operation for a much longer period prior to April 1, 1855, than subsequent to that date, we naturally find more of these covers with the 6c prepaid rate than with the 10c rate. In fact the latter are scarce and decidedly so. In addition I have never seen any covers used after the year 1854 that had one of these rectangular markings, which means also I have never seen a cover with the prepaid 10c 1855 rate with this particular handstamp.

Regarding the "N. York Steamship" marking, Figure 50 D, Chapter No. 50, the middle tracing in the second row. Chase stated this was used as early as 1856, but I think it probably came into use in 1855. Before the Transit Line was closed, it was used on letters prepaid with the 10c 1855 rate.

Figure 51 K B illustrates a "Free" cover showing the "N. York Steamship" marking. It is addressed to the "Hon. J. W. Denver, Ho. of Rep's., Washington, D. C." This use must have been late 1855 or after, as General Denver was elected a Congressman from California in 1855 and took his seat in December of that year. He was a close friend of Wm. M. Gwin, who was one of the two first U. S. Senators sent to Washington from California.

Gwin was a U. S. Senator from 1850 until 1861. This letter was evidently from Senator Gwin to Congressman Denver, and went "Via Nicaragua." The markings on this cover are illustrated in the lower left corner of the plate, Figure 51 C.

Nicaragua markings can be divided into two different classes (a) east-bound mail—from California to eastern points—(b) west-bound mail—from eastern points to California.

Regarding *east-bound mail*. Comparatively few covers are known to me that traveled the Nicaragua Route after the year 1854, and in consequence the markings used during the period of the 6c prepaid California rate, will be principally described.

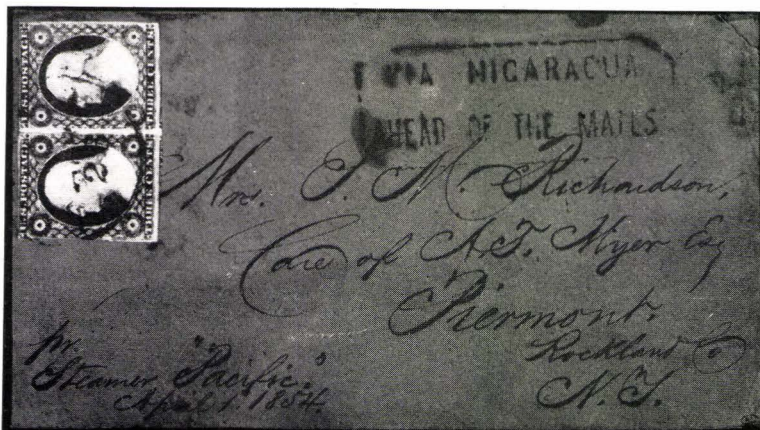


Figure 51 M.

The following is a list showing different combinations of markings that are known on covers that went from San Francisco:

(A) Covers showing 6c in stamps—Also a regular New York postmark—and a rectangular “Via Nicaragua.” See Figures 51 L and 51 M. The latter in black, green or red; the former in black.

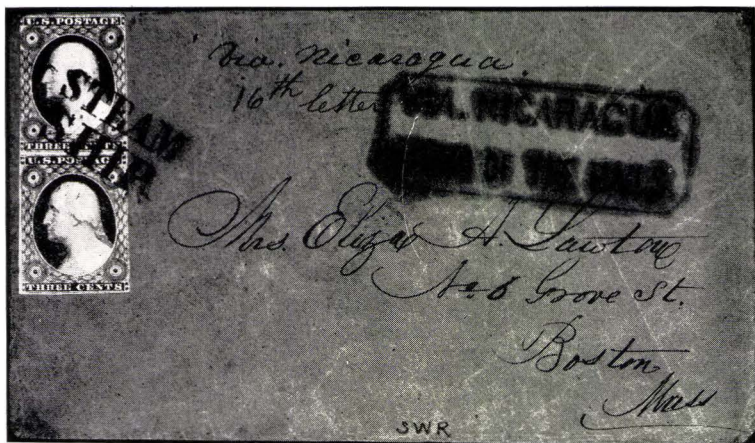


Figure 51 N.

(B) Covers showing 6c in stamps—The New York two line marking “STEAM—SHIP” and a rectangular “Via Nicaragua”—See Figure 51 N. The latter in black, green or red; the former in black.

(C) Covers showing 6c or 10c in stamps—The New York postmark reading for example, “NEW YORK—SHIP—Dec. 7” (see tracing, plate, Figure 50 D, Chapter No. 50, center right).

(D) Covers—Unpaid—The New York postmark (black) reading, “NEW—YORK—SHIP—SEP 25—7cts.” Also the rectangular “Via Nicaragua.” See Figure 51 P. The tracing of the N. Y. postmark is illustrated on the plate, Figure 50 D, Chapter No. 50, lower center.



Figure 51 P. New York "SHIP 7 cts."

(E) Covers—showing 10c in stamps. The circular "N. YORK Steamship" marking—An oval "Via Nicaragua—IN ADVANCE OF THE MAILS." For this type, see Figure 51 C—lower left corner of plate, traced from the cover with these two markings and franked "Free," as per Figure 51 K B.

(F) Covers with 10c in stamps—No "Via Nicaragua" markings. Origin known to be California, carried outside of the mails, and postmarked at New York with the circular "N. YORK Steamship." See Figure 51 Q. This cover shows a California origin but no California Postmark, showing it was carried "outside of the Mail" to New York, where it was marked "N. York Steamship." This cover may have gone by an Independent Line "via Panama" but it is more than probable it went the Nicaragua Route.

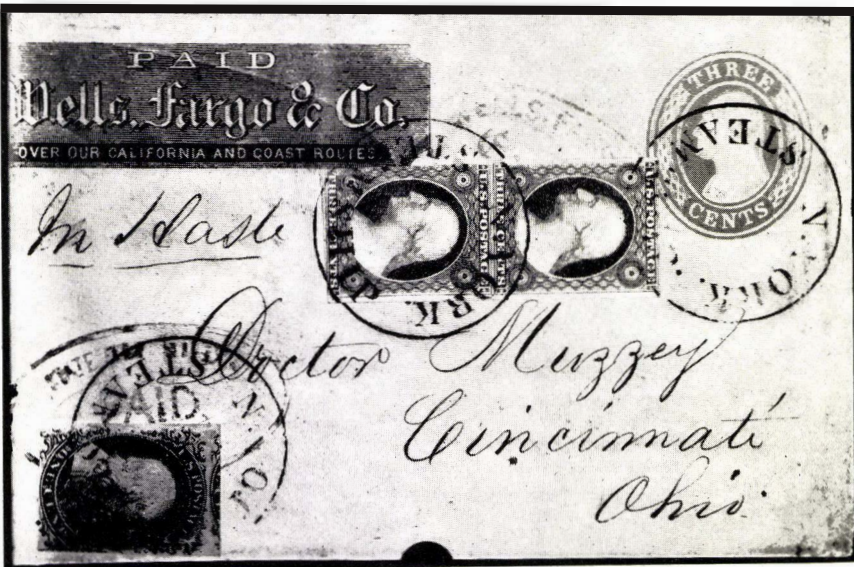


Figure 51 Q.

(G) Covers showing 6c in stamps. A regular New York Postmark—an oval “via Nicaragua—In Advance of the Mails—Sullivan.” These are quite scarce and no examples are illustrated herewith.

(H) Covers showing either a 6c or a 10c rate paid by stamps—A regular New York Postmark—An oval marking reading, “Stmr Sierra Nevada—via Nicaragua—Advance of the Mails” (blue). Tracings of these two markings are illustrated in the lower right corner of the plate, Figure 51 C. Uses of this marking are known in 1854. See illustration of cover Figure 51 Q-A, a use probably in January of 1855.



Figure 51 Q-A.



Figure 51 Q-B.



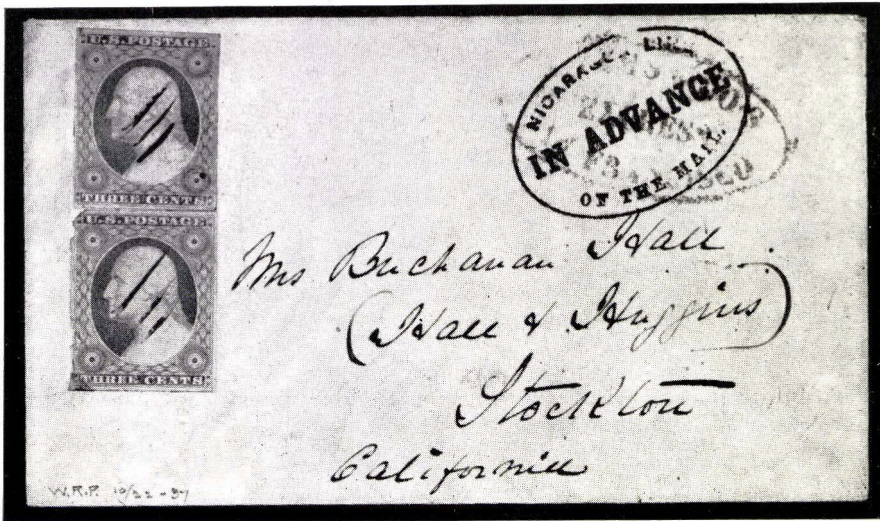


Figure 51 Q-C.

(I) Covers showing 6c in stamps—A regular New York Postmark—A rectangular framed—curved top reading, “Forwarded via Nicaragua from Noisy Carriers Publishing Hall—San Francisco” (blue). See Figure 51 Q-D.

(J) covers—*Unpaid*—With only a “6” in black on the face of the cover and the rectangular “via Nicaragua.” Such covers have *no postmarks*, nor “Ship” markings. The “6” (see tracing “C,” Figure 51 Q D) is the New York Ship “6” handstamp.

Although it was contrary to the “Regulations” to mark a “Ship letter” without “Ship” or “Steamship” etc., and only with a rate handstamp this was frequently done at the New York Post Office, especially on “Ship letters” from Cuba.

In addition to the above list there are perhaps other scarce “Via Nicaragua” markings, also covers which perhaps show variations of the above combinations.

It has been suggested that the rectangular markings were applied on board the Vanderbilt ships, but it is my opinion, letters were handstamped with these markings in San Francisco. Some four or five different types of these rectangular markings are known, perhaps more. Mail could be deposited for mailing to go by this route at a number of different places in that city, such as news

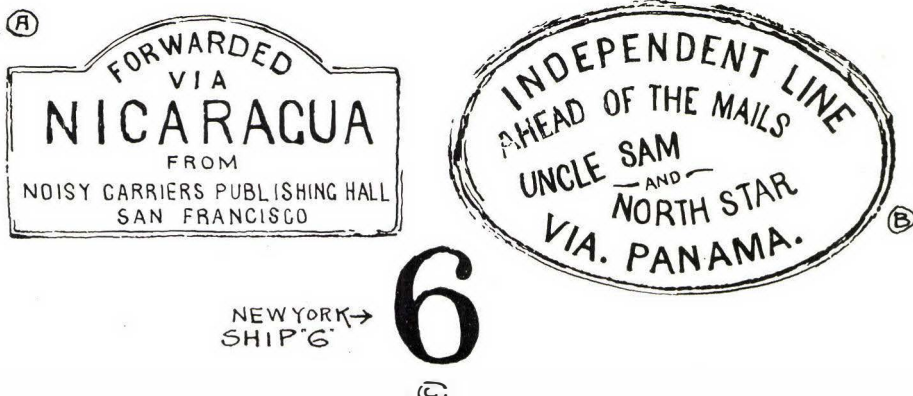


Figure 51 Q-D.

stands etc. If a person wanted a letter to go east via the Vanderbilt ships, he prepaid it, deposited it with one of the agencies and here it was probably handstamped "via Nicaragua." I have seen envelopes with the letters enclosed which travelled the Route but the envelopes bore none of the rectangular markings. Such mail went east at the same time as covers bearing the various markings.

Reference in one letter stated, "I must hurry as the Nicaragua steamer leaves shortly." No doubt the letter was taken to the wharf and handed to the officer in charge of mail to be conveyed to New York. It would appear that if the markings were applied on board the ships, practically all mail, especially in the year 1854, would have been so marked (rectangular markings).

Such was not the case because a number of covers are known from one particular correspondence, that surely went by this Route, but were not marked "via Nicaragua."

As mentioned above, I have never seen a cover used after 1854, that went "via Nicaragua" that had any of the rectangular markings. These were used solely, so far as I know, in the years 1853 and 1854. I have never seen a cover with these rectangular markings that showed an 1852 or earlier use.

#### WEST-BOUND MAIL

Covers showing "via Nicaragua" markings that travelled from the east to the west are extremely rare. No doubt quite a lot of west-bound mail travelled the route, but if so, perhaps no one took the trouble to handstamp many of the letters, "via Nicaragua."

Perhaps the reason for this was because the passenger traffic was much greater from east to west, hence letters from the east to the west did not require advertising that this was the fastest route to the east. The only marking of which I have any record that was used on west-bound mail is the one shown on covers illustrated by Figures 51 Q-B and 51 Q-C. On the plate, Figure 51 C, the tracings "J" are from the cover 51 Q-C and the tracings "k" are from the cover 51 Q-B.

I have seen only four covers showing this particular "via Nicaragua" marking and three of the four had no postmark. The two covers illustrated were carried entirely out of the mail. The cover 51 Q-B is addressed to Stockton, Calif. When it reached San Francisco it was not deposited in the post office there, but was turned over to Adams & Co. (whose messenger probably carried it west) and by this private express delivered to the addressee. Though bearing U. S. stamps it never went thru the U. S. Mails. The cover 51 Q-C is a similar item, both of which are in the collection of W. R. Parker.

A third cover shows only a black "10" in pen, with the "Via N" marking and no San Francisco postmark. It is addressed to San Francisco and may have been deposited in that Post Office. Date of use unknown.

The fourth cover with this marking is an east-bound letter, addressed to Vermont and has a pair of 3c 1851 tied to cover by a regular New York postmark. This cover is illustrated in the Chase book, page 350.

#### "12c BISECTS USED VIA NICARAGUA"

Figure 51 R illustrates a cover with a bisected 12c 1851 tied to the cover with a New York postmark in black, also the rectangular "Via Nicaragua" marking. It is quite evident the New York Post Office recognized this split stamp and permitted it to pay the 6c postage, but this was not always done.

Figure 51 P illustrates a similar cover where the New York Post Office refused to recognize the use of the half stamp, and rated it as a "Ship letter" at the ship rate, viz., from New York to Portland, Maine—regular rate (unpaid 5c) plus the 2c ship fee, or due on delivery the sum of 7c.

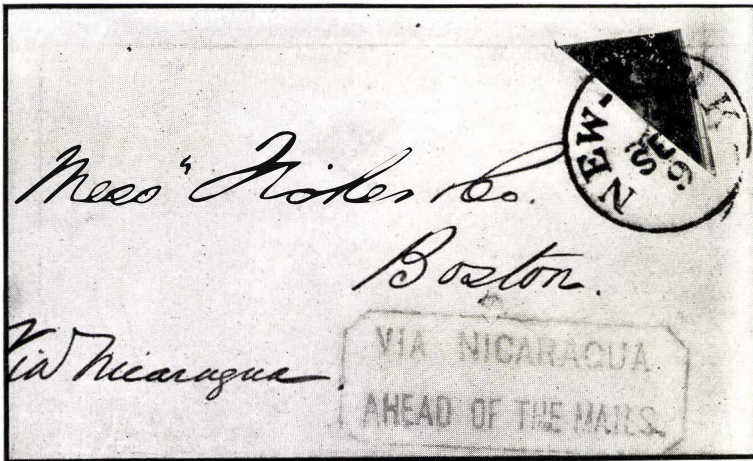


Figure 51 R.

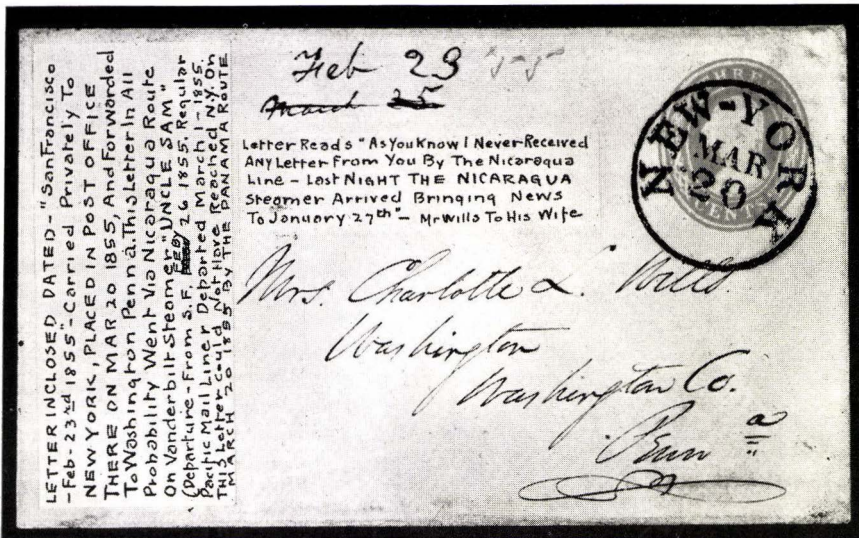


Figure 51 R-A.

In the Emerson sale—October 19, 1937—Lot No. 79 was a similar item. Two other covers are known showing the “N. Y. Ship 7cts” and nonrecognition of the use of bisected 12c stamps on each one.

A bisected stamp that actually paid the rate of postage for which its provisional use was intended is a postage stamp, but if the use was not recognized as a prepayment of the rate it ceased to be a postage stamp. Thus bisects may be “tied to a cover,” the same as labels of any sort, but failed to pay the rate intended. Covers 51 P and 51 R are two excellent examples.

COVERS FROM CALIFORNIA WITH 3c RATE

Figure 51 R-A, illustrates what I call a “bootleg cover.” The letter enclosed in this envelope was dated “San Francisco—Feb 23, 1855.” It was carried privately to New York, and most certainly over the Nicaragua Route, and mailed there to Washington, Pa., with only 3c postage paid. The letter

was dated Feby 23rd, 1855, and the Nicaragua Steamer "Uncle Sam" departed from San Francisco on Feby 26th. The regular U. S. Mail Ship did not depart from Panama until March 1st, hence it would have been impossible for this letter to have gone by this mail and reached New York on the postmarked date of "Mar 20." (Collection Fred G. Floyd).

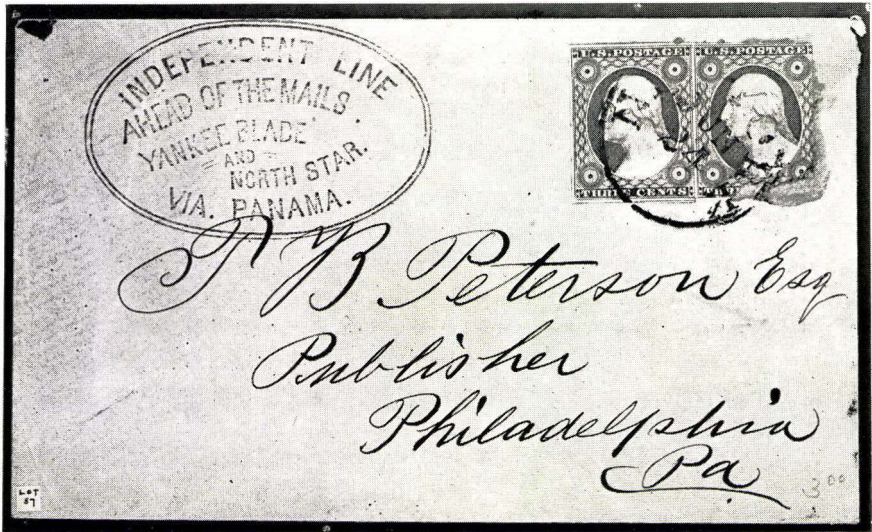


Figure 51 S.

#### INDEPENDENT LINES OPERATING "VIA PANAMA"

Figure 51 S illustrates a cover that was carried by an Independent Line operating Via Panama. A very fine article by Mr. A. R. Rowell entitled "Ahead of the Mails—Via Panama" was published in "Stamps" September 4th, 1937, regarding this particular Company and I am indebted to Mr. Rowell for much of the following data taken from his article.

Two varieties of this handstamp are known. One reads, "Yankee Blade and North Star," the other "Uncle Sam and North Star." (See tracing "B," Figure 51 Q-D).

This Line was established in 1853 to compete with other ships for the passenger and freight traffic to and from California *Via Panama*. The Company never had a mail contract and operated over a period of less than two years. Vanderbilt was financially interested in the Company. The ships were advertised under the name of Cross & Mills, the former being a son-in-law of Vanderbilt. The Line was at first referred to as the "Edward Mills' Opposition Line." Mills was an eastern ship builder and operator. In the beginning, the "Yankee Blade and North Star" operated on the Atlantic side, and the "Uncle Sam" on the Pacific. Later the "Yankee Blade" was sent to operate on the Pacific, being replaced on the Atlantic side by the "America." The "Yankee Blade" was wrecked and lost on the Pacific on October 1, 1854.

Of the two types of handstamps above mentioned no doubt the one reading "Uncle Sam and North Star" was the first one used and referred to the "Uncle Sam" on the Pacific connecting at Panama with the "North Star" on the Atlantic. Later when the "Yankee Blade" was transferred to the Pacific, a handstamp was used "Yankee Blade and North Star" and no doubt referred to the "Yankee Blade" from San Francisco connecting at Panama with the "North Star," for New York.

Evidently the Line passed out of existence soon after the loss of the "Yankee Blade." The "Uncle Sam" passed into the hands of the Vanderbilt

Nicaragua Line and operated on the Nicaragua Route. The "North Star," formerly Vanderbilt's yacht, passed back into his hands and was sold in 1858 to the Pacific Mail S. S. Co., when the Nicaragua Line was abandoned in that year. The "America" was later brought to the Pacific and was employed in local coastwise commerce on the Pacific.

Perhaps other handstamps of this line were used for example "Uncle Sam and America."

Covers showing these two markings are exceedingly rare. We have no evidence of where the handstamps were applied, but it appears probable they were handstamped at the Company's office in San Francisco, where mail was no doubt deposited for private carriage to the east.

The Line borrowed the Vanderbilt slogan "Ahead of the Mails." When the "Uncle Sam" was brought to the Pacific she was advertised as the "fastest steamer on these waters," hence perhaps the owners expected to transport passengers to and from Panama and San Francisco in less time than rival ships, and so borrowed the Vanderbilt slogan.

**PEOPLE'S LINE**  
—FOR—  
**CALIFORNIA AND NEW YORK!**  
Via Panama Railroad.  
**THROUGH IN ADVANCE of the MAIL.**

THE WELL-KNOWN STEAMSHIP  
**MOSES TAYLOR**  
JOHN McGOWAN, Commander,  
Will sail for Panama, direct,  
**On Monday, Nov. 19, 1860.**  
From MISSION STREET WHARF,  
Orangethorpe at Aspinwall with the fine new Steamer  
**COATZACOALCOS.**

**RATES OF FARE, including Isthmus Transit:**  
Cabin, \$150 and \$100; Steerage, \$75.  
For further information, apply at the office of the Line,  
CHARLES E. BATTERLEE,  
ISAAC K. ROBERTS,  
Corner Front and Sacramento Streets, up-stairs,  
San Francisco.

Commercial Steam Presses, 129 Sansome Street.

Figure 51 T.

This slogan must have been a popular one for we find a third company using it in 1860, "The Peoples Line," who advertised "Through in Advance of the Mail." See Figure 51 T.

#### MISCELLANEOUS MARKINGS

Referring to the plate, Figure 51 C. The "Ship 12" was traced from a stampless cover. On the plate the year is marked in error as "1857," but the use was 1856. This cover originated in Honolulu, Dec. 28th (1855), the post-mark is in red. On face is the regular San Francisco "Jan 21." In 1856, the regular sailing date of the 20th of January fell on a Sunday, hence departure of the mail was delayed until Monday, the 21st.

The large "Ship 5" is also a San Francisco marking. This letter originated in Hong Kong, China, and was addressed to Nevada, Calif. It was probably brought to San Francisco by a Clipper ship and rated to its destination at regular postage of 3c plus the 2c ship fee.

In the center of the plate, Figure 51 C, are tracings of a Honolulu postmark of "May 7," and one of "San Francisco—June—6—1859—12 Paid." Both are in red. The cover from which these were traced originated in Honolulu, and was addressed to a town in New England. It shows a prepaid ship rate from San Francisco of 10c plus 2c.

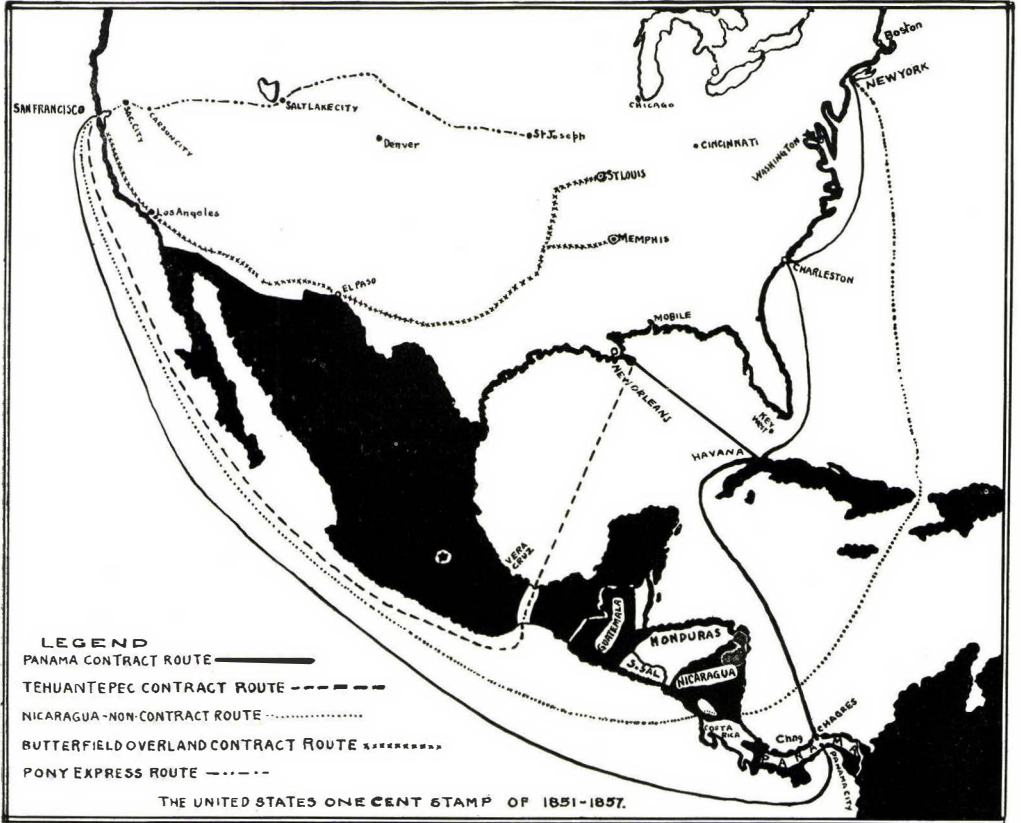
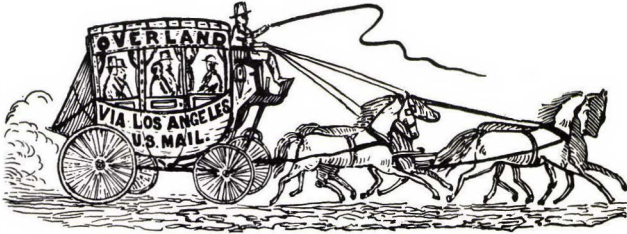


Figure 51 U.

The map, Figure 51 U, shows the three ocean routes, the Panama, the Nicaragua, and the Tehuantepec; also the Overland and Pony Express Routes.

## Chapter LII.

### THE GREAT OVERLAND MAIL AND THE PONY EXPRESS.



OVERLAND—via—LOS ANGELES.

Figure 52.

**T**HE Great Overland Mail Route from St. Louis and Memphis to San Francisco was opened in September of 1858.

Since 1849, all through mail to and from California had been forwarded by the Ocean Route, via Panama, and the annual cost of almost three quarters of a million dollars, was approximately two and one-half times the receipts. It is interesting therefore, to briefly survey the causes that led up to the establishment of the Overland Route.

Since the early days of the fifties there had been a strong demand for a transcontinental railroad to the Pacific Coast. In January of 1855 Senator Douglas, more ambitious than his colleagues, introduced a bill providing for the construction of three railroad lines to the Pacific and strange to state, it passed the Senate, but by a close vote, and was defeated in the House.

The people of the Pacific Coast were very much dissatisfied with the mail service that only brought them mail from the Eastern States twice a month, and the agitation for a daily Overland Mail started as early as 1854.

In April 1856, a monster petition was sent to Congress bearing the signatures of 75,000 Californians, and taking heed Congress commenced making appropriations for the building of roads in the far west. In 1856 and in February 1857 the sum of \$600,000 was appropriated for various road building projects.

Back in 1855 Senator Weller of California, tried to get an Overland Mail Bill through Congress but failed. During the early part of 1856, four separate Overland Mail Bills were introduced.

In the meantime the advocates of a railroad to the Pacific had become hopelessly dead-locked. Southern members of Congress wanted a railroad in the south, northern members wanted it in the north, and due to the sectional feeling which was running high at that period, the building of a Pacific Railroad was shelved.

In August of 1856, Senator Weller introduced an amendment to the Annual Post Office Appropriation Bill, providing for a semi-weekly mail service, to be carried in four-horse coaches between the Missouri River and San Francisco, with the compensation not to exceed half a million dollars per annum. The Bill passed the Senate but was rejected by the House. Having come so near to success, the advocates of the measure lost no time in presenting a new bill at the short session beginning in December 1856. The new bill offered a higher

compensation and extended the time for making the trip. Profiting from the experience with the Pacific Railroad Bills which had been defeated through sectional conflicts, the framers of the new measure left undetermined the location of the Route and the eastern terminus. When the bill came up in the Senate in February 1857, it caused heated debate. Senator Crittenden, of Kentucky, a strong opponent, stated on the floor of the Senate:

"Wait until your line can go a little further towards supporting itself \* \* \* It is out of season, out of time, inappropriate, extravagant, exaggerated in the highest degree. Here is one route established by sea (to California) at a cost of nearly one million dollars, and then there is a land communication to Salt Lake City to Sacramento. \* \* \* You have then, perhaps, \$1,300,000 now of annual expense in carrying the mail to California. \* \* \* The question is whether you will add to it \$600,000 or \$300,000 more."

Supporters of the bill denounced the Ocean Mail Service and the Panama Railroad as gigantic monopolies that could only be broken by the establishment of a competitive route. Senator Gwin asked "How can we ever supersede the steamships unless we have a mail across the continent?" and added, "We are entirely at the mercy of a steamship company—a gigantic monopoly."

Senator Risk said:

"We have a simple proposition before us—it is whether you will continue a contract for a mail, twice a month, across the Isthmus of Panama at \$900,000 a year, or whether you will make an experiment to see whether you can get the mail service performed twice a week through your own territory for \$600,000 a year."

Senator Risk was of course winking at the fact the bill provided for a *letter mail only*, and that the Ocean Service would still continue.

Senator Weller said:

"I confess that I not only desire to have this mail route, but what I regard as equally important, I desire to have a good emigrant route. I believe, by the establishment of a mail route with little posts every ten miles you will have in fact military posts all along that road. In this way you will give protection to your emigrants. That is what I am after. \* \* \* This I regard as vastly important to the future interest of your possession on the Pacific."

Other senators also argued that rapid communication with the Pacific Coast would bind that region to the Union and prevent the possibility of the future establishment of a separate nation beyond the Sierras.

The above will give the reader some of the arguments advanced for the establishment of an Overland Mail Service.

On March 3, 1857, the Post Office Appropriation Bill became law. The amendments relating to the Overland Mail provided in part as follows:

(1) The Postmaster General authorized to contract for the conveyance of the entire letter mail from "such point on the Mississippi River as the contractors may select, to San Francisco, for six years at a cost not exceeding \$300,000 per annum for semi-monthly, \$450,000 for weekly, or \$600,000 for semi-weekly, at the option of the Postmaster General."

(2) "Service to be performed with good four-horse coaches or spring wagons, suitable for the conveyance of passengers, as well as the safety and security of the mails."

(3) "Service shall be performed within twenty-five days for each trip."

(4) "Service to commence within twelve months after signing of the contract."

The law clearly stated that the contractors should select the route, but the Postmaster General's power to select the contractors gave him in reality the choice of route. Postmaster General Brown was from Tennessee and was strong in his southern sympathies. He consulted with southern leaders and soon it was rumored that a southern route was to be chosen. Against such a possibility strong protests were made during the spring and summer of 1857, but despite



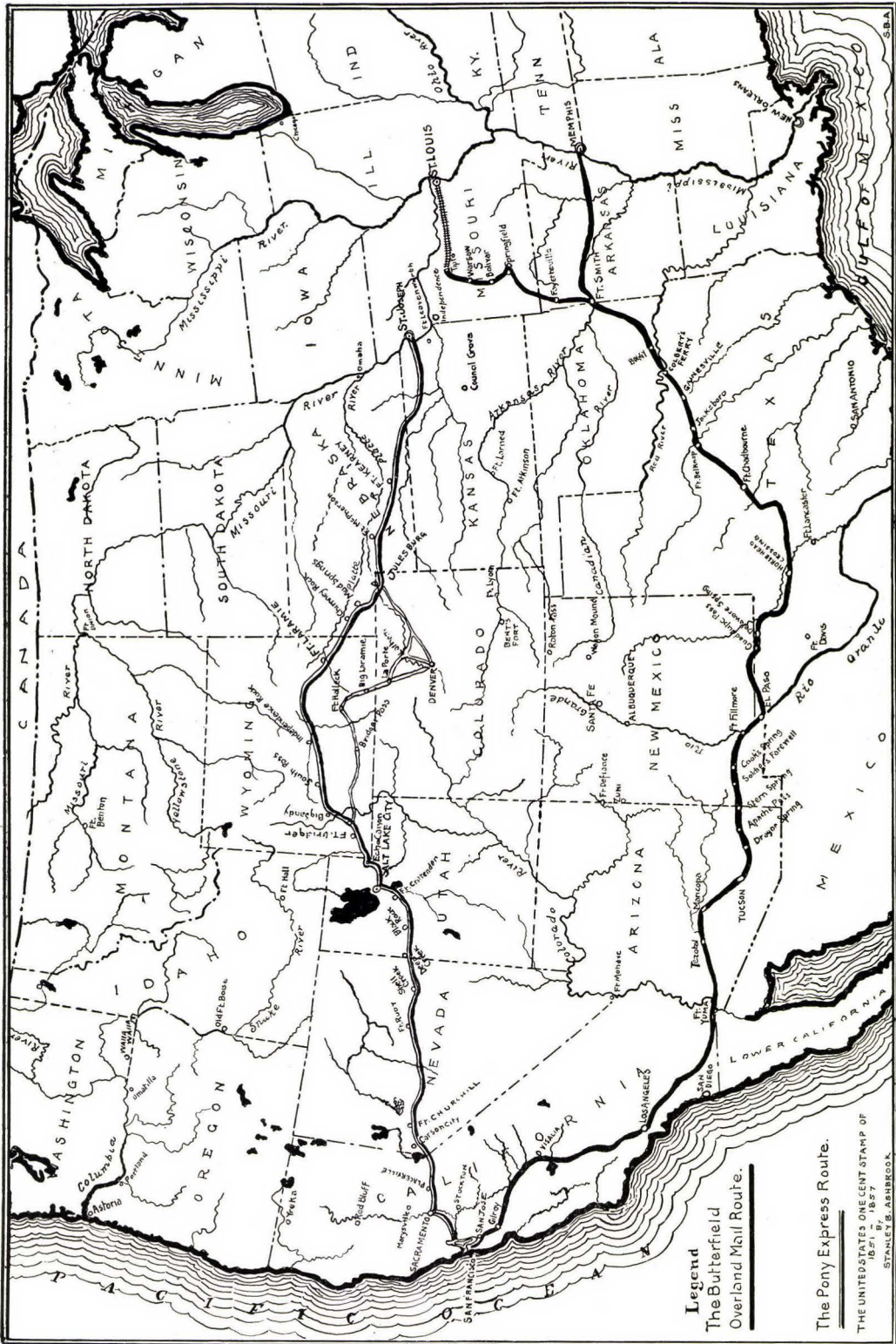


Figure 52 A.

these and in violation of the stipulation in the law Brown proceeded to select the following route:

"From St. Louis, Mo. and from Memphis, Tenn., converging in Arkansas, thence through Texas to Fort Fillmore, thence along the new road being opened, to Fort Yuma, California, thence to San Francisco."

The big express companies of the east and west saw a chance to strengthen their power in the fields of communication and transportation. With expressable matter carried in their own coaches or perhaps special express wagons across plain and mountain, they too would to a certain extent be independent of the steamship companies. Seven men representing The Adams Express Co., The American Express Co., Wells, Fargo & Co., and The National Express Co., put in a bid as "Butterfield & Co." to handle the Overland Mail contract. These men were John Butterfield, Wm. B. Dinsmore, Wm. G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Hamilton Spencer and Alex. Holland.

No bid had been received for this particular route but all the bidders agreed that their respective bids might be held and considered as applying to it.

The Postmaster General ordered that the bid of John Butterfield and associates be accepted. This bid provided for a semi-weekly mail at \$600,000 per year, and on September 16th, 1857, the contract was signed, with service to begin on or before September 15, 1858.

James E. Birch, the young California stage magnate was a bidder and was equally as well fitted to carry out the terms of the contract as the Butterfield group. His bid was \$600,000 for a semi-weekly mail over the route selected by the Postmaster General, but the contractors were not selected by figures but by what they promised to do in the opinion of the Postmaster General. Butterfield was a close friend of President Buchanan, and though he knew a route farther north was more practicable he had to please the southern Postmaster General, who insisted his home town of Memphis be the eastern terminal.

The map, Figure 52 A, shows the route selected. The total distance was nearly 2800 miles. The route from St. Louis was by railroad, due west to Tipton, Mo., 160 miles. Here the stage line started on almost a direct southern course, going by way of Springfield, over the Ozark Mountains to Fayetteville, and thence to Fort Smith in Arkansas, where the stage line from Memphis joined the main route. Southwest from this junction point, the route ran through the Choctaw Country to the crossing of the Red River at Colbert's Ferry, and thence southwest across the almost uninhabited region of northern Texas through Fort Belknap to Fort Chadbourne, thence to El Paso. From here to Tucson, a distance of 360 miles, the route ran through a rough broken country without water except at the stations. From the Maricopa Wells it traversed a forty-mile desert, and striking the Gila River, it followed it to Fort Yuma. From the Fort to Carrizo Creek, about one hundred miles, there was no water in the dry season, and the route was heavy with sand. Here a branch led to San Diego, but the main route turned north, and crossed the mountains at Warner's Pass, thence northwest to Los Angeles. From here the route ran north to Gilroy, San Jose and to San Francisco.

It was a route that offered many obstacles, but the contractors went about their work with energy, wells were sunk, reservoirs made, equipment provided, and stations built and at the end of twelve months the route was opened.

On September 15th, 1858 the first "Great Overland Mail" left San Francisco and St. Louis simultaneously. The westward-bound mail took an hour less than 24 days, the east-bound mail reached St. Louis in 23 days and four hours.

On the first trip from San Francisco to St. Louis, a special agent of the Post Office Department was one of the passengers, and the following is taken from his report, showing distances and time consumed:

	Miles	Hours
San Francisco to Los Angeles . . . . .	462	80
Los Angeles to Fort Yuma . . . . .	282	72.20
Fort Yuma to Tucson . . . . .	280	71.45
Tucson to Franklin . . . . .	360	82
Franklin to Ft. Chadbourne . . . . .	458	126.30
Ft. Chadbourne to Colbert's Ferry . . . . .	282½	65.25
Colbert's Ferry to Fort Smith . . . . .	192	38
Fort Smith to Tipton . . . . .	318	48.55
Tipton to St. Louis (by railroad) . . . . .	160	11.40
<b>Total . . . . .</b>	<b>2794½</b>	<b>596.35</b>

The Overland Mail Line gradually gained in favor until by 1860 more letters were sent by the route than by the ocean steamers. Even in England, sealed letter-bags were made up regularly for San Francisco and the British Pacific Coast possessions to go "overland" in the times intervening between the dates of departure of the Panama line of steamers.

The average time made during the six months from October 1859 to April 1860 was 21 days, 15 hours. There was never serious complaint of the conduct of the service upon this line, but the selection of a Southern Route was ever the subject of criticism. Efforts were made, time and again to get the contract cancelled, or the line moved farther north, and follow the route of emigration to the west which was then quite heavy along the Central Route.

It was not until the outbreak of the Civil War, however, that this line was removed from the route over which it had operated so regularly and so efficiently.

THE OVERLAND MAIL, DATES OF FIRST TRIP

The west-bound mails left Memphis and St. Louis during September, October, November and part of December 1858 on the following dates:

- September 16—20—23—27—30—1858
- October 4— 7—11—14—18—21—25—28—1858
- November 1— 4— 8—11—15—18—22—25—29—1858
- December 2— 6—1858

The east-bound mails left San Francisco:

- September 16—20—24—27—1858
- October 1— 4— 8—11—15—18—22—25—29—1858
- November 1— 5— 8—12—15—19—22—26—29—1858
- December 3— 6—1858

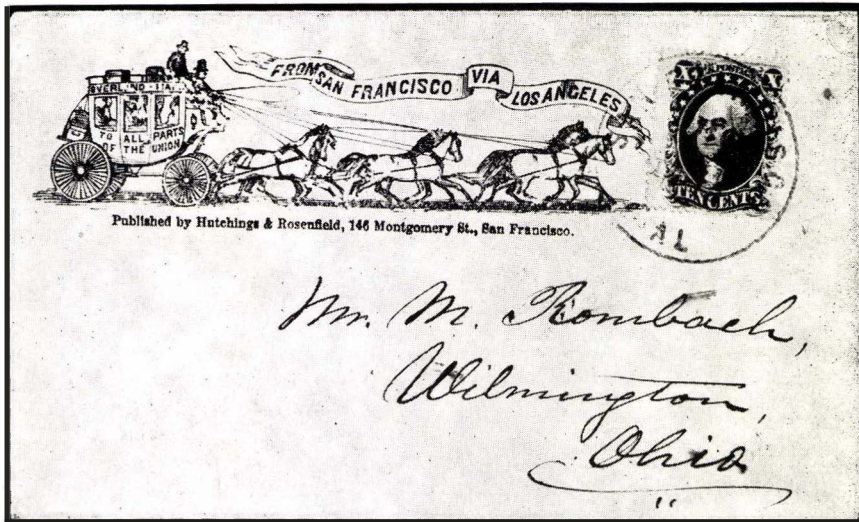


Figure 52 B. Overland Mail.

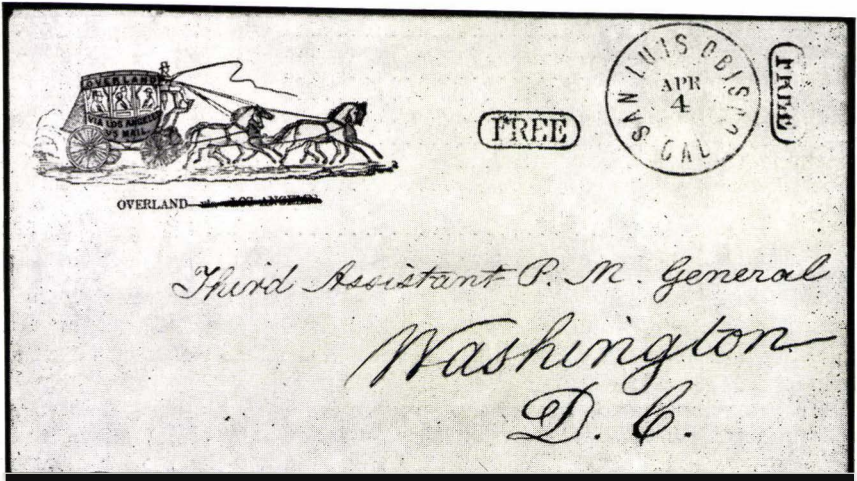


Figure 52 C.

Figures 52 B and 52 C illustrate two covers carried over the Butterfield Overland Mail Route, one with the 10c rate, the other a "Free" letter from the Postmaster at San Luis Obispo, Calif., to Washington, D. C. Envelopes such as these were prepared and sold in California for the purpose of routing letters via the Overland Route.

Figure 52 D illustrates a cover from San Francisco, June 5, 1860, to New York marked "via Panama."

Figure 52 E illustrates a cover routed over the Overland Route, the directions on which are very explicit, "Via Visalia, Fort Tejon, Los Angeles, Fort Yuma, El Paso, and Fort Smith."

As mentioned above, the postage between San Francisco and the eastern terminals of the route was only 3c. Announcements were made in newspapers thruout the state to this effect. Covers showing the 3c rate are quite scarce. The following news item which appeared in the "Tulare Record" of Visalia, Calif., June 30, 1859 is a typical example, "Overland Mail—Postage 3 cents— $\frac{1}{2}$  ounce—San Francisco to St. Louis, Arkansas and Texas—all other places east—10 cents."

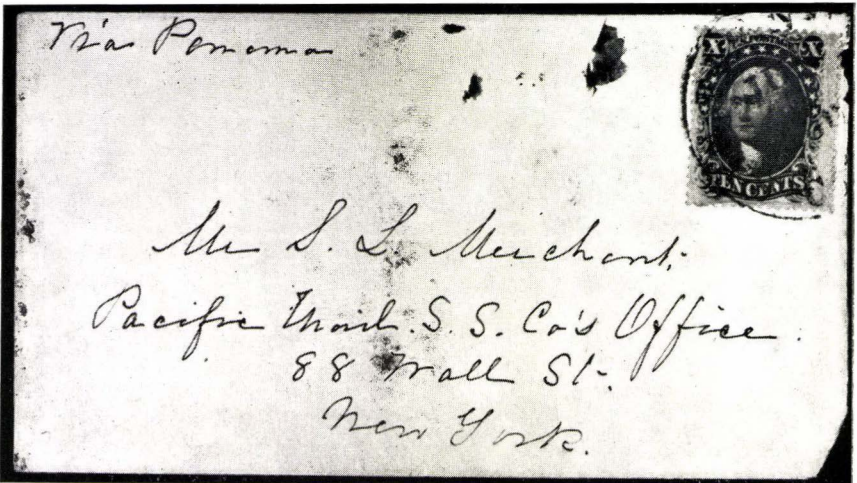


Figure 52 D. Ocean Mail, Via Panama.

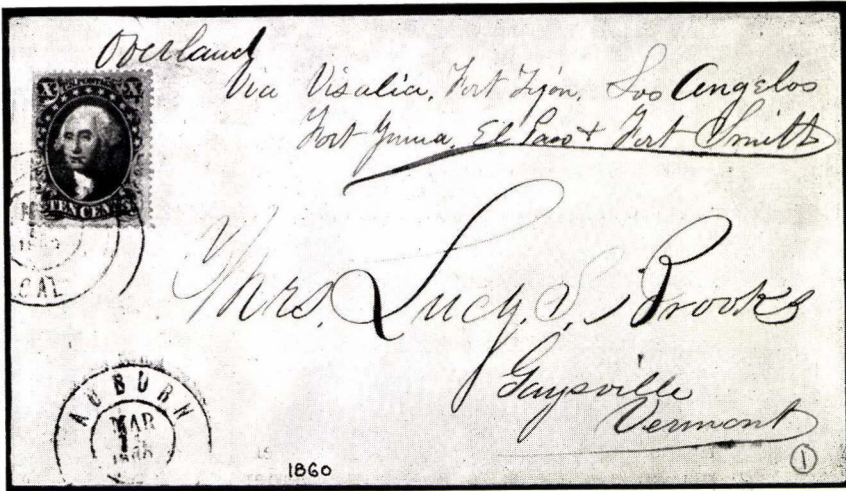


Figure 52 E.

THE MAIL SERVICE TO CALIFORNIA IN THE EARLY PART OF 1859

Postmaster General Brown died March 8th, 1859, and was replaced by Judge Joseph Holt of Kentucky.

Upon assuming office the new Postmaster General found the following lines to the Pacific Coast in operation :

	Main Contract Routes	Annual Cost	Annual Receipts
(A) Semi-monthly	From New York, and New Orleans Via Panama to San Francisco (See Figure 52 D) . . . . .	\$ 738,250.	\$ 299,972.69
(B) Semi-weekly	From New Orleans, Via Tehuantepec to San Francisco (See Figure 50 N) . . . . .	250,000.	5,276.68
(C) Semi-weekly	From St. Louis and Memphis, Via El Paso to San Francisco (Butterfield or Southern Route) (See Figure 52 B) . . . . .	600,000.	27,229.94

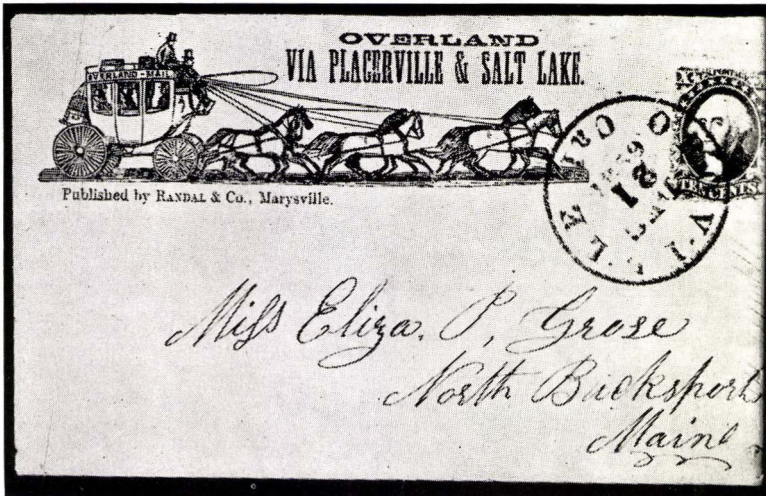


Figure 52 EE.

**(D) Weekly**

From St. Joseph, Mo., <b>Via Utah City</b> , (Salt Lake City) to Placerville, Calif. (Central Route) (See Figure 52 EE) . . . . .	320,000.	5,412.03
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**Minor Contract Routes****(E) Semi-monthly**

From San Antonio, Texas <b>Via El Paso</b> to San Diego, Calif. (Weekly from San Antonio to El Paso and Fort Yuma) . . . . .	196,448.	601.
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**(F) Monthly**

From Kansas City, Mo., to Stockton, Calif. <b>Via Santa Fe Trail</b> . . . . .	79,999.	1,255.
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The gross disbursements for these six routes were thus \$2,184,697 and the receipts from them only \$339,747.34, showing a loss to the Post Office Department of \$1,844,949.66.

Judge Holt looked upon the post office business as a concern that should be conducted upon business principles, and be made self-supporting if possible. He immediately proceeded to correct what he considered unnecessary expenditures.

The San Antonio mail contract was reduced from \$196,000 to \$120,000 and the service made semi-monthly instead of weekly. The Central Route was reduced to a semi-monthly basis with a saving of \$115,000. The Kansas City-Stockton, Calif. Route was discontinued and he refused to renew the Tehuan-tepec contract when it expired after a year's trial. He made an effort to curtail the service on the Butterfield Route but the contract was so drawn he found it impossible.

The ten-year Ocean Mail contract expired September 30, 1859, and he contracted for a nine months service over the same Panama route with Cornelius Vanderbilt at the rate of \$351,000 per year. The cost of the Pacific mail service was reduced by a saving of \$908,000.

Thus during the summer of 1859, while congress was not in session, momentous changes had taken place in the postal affairs, for the Postmaster General not only slashed expenditures on the California routes but on various others thruout the country. Localities affected protested, and when Congress met in January 1860, the Post Office Appropriation Bill was reported carrying a provision that the Postmaster General be directed to restore the inland service on all routes under contract on the 4th of March 1859. The Bill failed to pass with this provision and so wholesale restoration was not ordered.

In the meantime the clouds of Civil War were gathering and with the impending struggle in the offing, a strong demand was made in the fall of 1859 that the Southern Route be abandoned and the mail be transported daily over the Central Route. Perhaps no better picture of this demand, and the arguments advanced can be presented than in an editorial which appeared in the *San Francisco Bulletin* of January 31st, 1860:

"The route of the great Overland Mail (Butterfield) certainly ought to be shortened. It is now several hundreds of miles longer than the Salt Lake route, and for that reason can never become an immigrant road; nor will it ever be availed of in time of war for the passage of troops between the two oceans. The energy and enterprise which have brought us the mails overland from St. Louis to San Francisco from 18 to 24 days, if expended upon as short and available route as can be found, would give us the mails regularly in sixteen days. It was a stupid blunder if nothing worse, on the part of the Administration, which compelled the contractors to take the circuitous route from St. Louis via Memphis and El Paso to San Francisco. Butterfield and Company from the beginning, like shrewd business men, would have much preferred to take the most direct, available route between the great centers of population on the Pacific and in the Mississippi Valley. But sectional purposes prevailed over right and reason. The Administration was desirous of carrying the route in such direction as should benefit southern interests,

in the idea that the future Pacific Railroad would be sure to follow the track of the mail coaches. \* \* \* For ourselves, we believe that a route which should traverse or connect with the Pike's Peak and Salt Lake regions would prove itself on all accounts the most advantageous. The Salt Lake route is the one almost always chosen by overland immigrants, because of its shortness and its abundance of feed and water for stock. \* \* \* Let the Salt Lake route be as well stocked as the Memphis now is, supplied as liberally with stations, and no difficulty would be experienced in making good time over it at all seasons. Indeed we doubt much whether the snows there would prove as serious a barrier to the mail coach as the mud of southwestern Missouri and Arkansas is during the winter, and the overpowering heat of the southern desert during the summer. We see that the Department has advertised for new proposals to carry the mails between Placerville and Salt Lake, the former contractor having failed. We hope that the service will not be re-let. The time is auspicious for the consolidation, of the Salt Lake and Butterfield interests. Let Congress provide for such a result."

There was but little alteration in the Overland Mail Service during 1860, and the Butterfield Route remained unchanged. Numerous bills were introduced in Congress but no action was taken.

#### THE GREAT MILLION DOLLAR OVERLAND MAIL

The annual post route bill was taken up in the Senate February 2, 1861, and was argued for a month with the result that the Post Office Appropriation Bill became law on March 2, 1861. The sections providing for the daily Overland Mail were in part as follows:

(A) The Postmaster General ordered to discontinue the mail service on route number 12,578 from St. Louis and Memphis to San Francisco, on or before July 1, 1861.

(B) The contractors on the Butterfield Route required to transport the entire letter mail six times a week on the Central Route—to be carried through in 20 days—for eight months and in 23 days for four months,

(C) From some point on the Missouri River to Placerville, Calif.

(D) Also to deliver tri-weekly mails to Denver and Salt Lake City.

(E) Contractors required to carry the residue of all the mail matter in a period not exceeding thirty-five days, with the privilege of sending the latter semi-monthly from New York to San Francisco in twenty-five days by sea, and public documents in thirty-five days.

(F) Contractors required to run a Pony Express until the completion of the Overland Telegraph, semi-weekly at a schedule time of 10 days for eight months and twelve days for four months, carrying for the Government free of charge five pounds of mail matter with the liberty of charging the public for transportation of letters a sum not exceeding one dollar per half ounce.

(G) For the above service said contractors shall receive one million dollars per year, with the old contract to be modified before March 25, 1861 and expire July 1st, 1864.

The Butterfield Company accepted the terms embodied in the new law, and the Postmaster General on March 12, 1861, ordered a modification in its original contract of 1857 in compliance with this Act of March 2, 1861.

The first coach of the daily Overland Mail left Saint Joseph, Mo., on July 1st, 1861, and reached San Francisco upon the evening of July 18th. As a news carrier it was being anticipated by the Pony Express that was running semi-weekly over the same route. Fear was entertained as to the treatment the Indians would give the daily mail, especially in view of the fact so many of the regular troops had been withdrawn from service on the plains, but as early as July 25, 1861, the War Department issued orders for troops to protect the Route.

And thus the Great Overland Mail over the Central Route had its beginning, but from its inception it had been considered but a temporary expedient. The fond hope had ever been for a railroad with its band of steel to unite the east with the west.

The earliest of the Pacific railways were chartered in 1862, and in 1864 active organization was begun. By the summer of 1866 building had progressed sufficiently to effect overland communication.

On August 15th of that year the eastern terminus of the stage line was moved from Atchison to Manhattan, Kansas, the railroad having reached that point, and 168 miles of the stage line was cut down. By the close of 1867 the Union Pacific R. R. had reached Cheyenne, Wyoming, and the Central Pacific had extended to Cisco, 94 miles east of Sacramento.

During 1868 the transcontinental railroad building proceeded more rapidly than ever before. The Central Pacific was now over its hardest grades and in the late summer was able to make rapid progress across Nevada. The railroad followed the Humboldt River and hence was a hundred miles or more north of the overland stage route which ran via Austin, Nevada. West of Cheyenne the Union Pacific pushed forward, adding 425 miles during the year. But at the end of the year there still remained a gap of about 400 miles that had to be served by the Overland Stage Coaches.

The golden spike was driven at Promontory Point on May 10th, 1869 and the farewell note to the Overland Mail Service by stage coaches was struck.

The continent was now spanned with steel and the old Overland stage coach was replaced forever.

The old order was succeeded by the new, a colorful era was dead, a new one was born.



Figure 52 F.

### The Pony Express

The famed Pony Express was started in April 1860 as a private enterprise, and without a Government contract or subsidy.

The main purpose of its origin was to demonstrate the advantages of the Central Route, from the Missouri River, via Salt Lake City to California, and thereby secure for its originators a valuable Government mail contract over this route both by stage coaches and Pony Express.

For over a year its founders operated it, but it was a very expensive venture, and while no doubt it centered attention to the advantages of the Central Route thru the advertising it received, in the end it brought no Government contract or subsidy to its backers, but only financial embarrassment.

From April 1860 until July 1, 1861 the service was operated by the freight-firm of Russell, Majors & Waddell, under the name of the "Central Overland California and Pike's Peak Express Co."



In 1861 when the Butterfield Mail contract was transferred to the Central Route, the operation of the Pony Express was continued under the supervision of the Butterfield Company, as their new mail contract provided for a semi-weekly service by Pony Express in addition to their daily service by stage coaches.

The service was continued until a short time after the trans-continental telegraph line was completed on October 24, 1861, and soon after this the Pony Express came to an end.

The following records the last trip of the Pony Express:

From the *San Francisco Bulletin* of November 18th, 1861:

**"The Last Pony Express.** The steamer 'Eclipse,' left Sacramento this morning at 8 o'clock for San Francisco, and would arrive here at 4 P. M., bringing the last collection of letters by Pony Express, which are addressed to the following parties in this city \* \* \* a total of 78."

The story of the Pony Express has been told many times, so no attempt will be made here to repeat it in detail. Instead we will give a brief resume of how mail was carried during the comparatively short period it was in existence. The period can be divided into two parts, viz.:

*First.* From April 3, 1860 to June 30, 1861, during which time it was operated privately without a Government Mail Contract. This might be amplified by stating that from April 3, 1860 to April 1861 it was operated entirely by the original company but due to financial difficulties in the early part of 1861, Wells Fargo & Co. took a hand in the management, after the million dollar mail contract had been awarded to the Butterfield Company in March of 1861. In April of 1861, Wm. H. Russell, the founder of the Pony Express, resigned as President of the company and was succeeded by Mr. Bela M. Hughes.

*Second.* From July 1, 1861 to November 1861, during which time it was operated under a Government contract.

Regarding the first period. Mail could not be forwarded during this time over the route by Pony Express from cities distant from the terminals, thru the U. S. Mail. For example if a person in San Francisco wished to send a letter by Pony Express to any eastern point, he could not route the letter "Via Pony Express" and deposit it in the San Francisco Post Office. But rather, he had to prepay the U. S. Postage in full to destination and deliver his letter to the office of the Pony Express Co., where he was charged a sum for transporting the letter to the U. S. Post Office at the eastern terminal at St. Joseph, Mo. Here the Express Co. for the first time enroute placed the letter in the U. S. Mail.

For the forwarding of letters from the east to California by "Pony Express," agents were appointed in Washington and New York City to "receive them" and convey them to the "Couriers" departing from St. Joseph, Mo.

Regarding the second period. (July 1, 1861 to November 1861). In order to maintain the Mail Service on the Southern Route, the original Butterfield interests had been forced to make large and unanticipated expenditures, resulting in a strained financial condition for the Company. To assist them in living up to the terms of their contract, Wells, Fargo & Co. had loaned them large sums of money. When the 1861 contract on the Central Route was awarded to them, changes in management were in order. Mr. Butterfield resigned as President and was succeeded by Mr. W. B. Dinsmore of the Adams & Co. Express, but the direct management of the affairs of the company from that time forward, was largely in the hands of Wells Fargo & Co.

#### THE CENTRAL OVERLAND CALIFORNIA & PIKE'S PEAK EXPRESS CO.

The discovery of gold in Colorado in the summer of 1858 was the signal for the usual stampede. The advance guard of the Pike's Peakers reached the new diggings in the fall of 1858, but the main army did not arrive until the next spring. The mail facilities were very meager.

At this period the great western freighting firm of Russell, Majors, and Waddell were at the height of their fortunes. Russell and Majors had formed a partnership in 1855 and procured a Government contract to carry all Government material from Fort Leavenworth to the plains and mountain posts. Early in 1858, a third man, Waddell was taken into the partnership. To handle their business in that year, they increased their fleet from some 350 wagons and teams to 3500 wagons and 40,000 oxen, and employed 4000 men and 1000 mules.

During the winter of 1858-1859, Majors and Russell were in Washington where they fell in with Russell's fellow Missourian and fellow-optimist, one John S. Jones. The Pike's Peak gold excitement was boiling, and it was proposed to establish a stage coach and express line from Leavenworth to Denver. The conservative Majors refused to join the enterprise so a company was formed by Jones and Russell, called the "Leavenworth & Pike's Peak Express Co."

Service was established and the first trip occupied nineteen days but was later reduced to seven.

Jones and Russell were hopeful that when the Overland Mail Service was abandoned on the Southern Route they would be in an excellent position to obtain the new contract. Their optimism led Majors and Waddell into taking over the Hockaday and Liggett Line to Salt Lake City from St. Joseph, Mo., which had been practically ruined when Postmaster General Holt cut its compensation to the bone.

A reorganization took place under the name of "The Central Overland California and Pike's Peak Express Company" with Wm. H. Russell as President, and chartered by the Kansas Legislature in February of 1860. Shortly afterwards it assumed the mail contract from Salt Lake City to Placerville, Calif., which the Postmaster General had declared forfeited because of poor service.

The C. O. C. & P. P. E. Co. now controlled the passenger, mail and express business from St. Joseph, Mo., to Placerville, Calif. and were in an excellent position to compete for a daily Overland Mail contract over their Central Route.

This was the company which opened and operated the famed Pony Express.

#### THE FIRST TRIP OF THE PONY EXPRESS

In announcing the inauguration of the service, the Company advertised in the San Francisco papers in March 1860, as follows:

"Pony Express  
Nine Days

"From San Francisco to New York The Central Overland Pony Express Co. will start their letter express from San Francisco to New York and intermediate points on Tuesday, the 3rd of April next. And upon every Tuesday thereafter at 4 o'clock P. M.

"Letters will be received at Sacramento until 12 o'clock every Tuesday night. Office, Alta Telegraph Office, Second Street.

"Telegraph dispatches will be received at Carson City until 6 o'clock P. M. every Wednesday.

"Schedule time from San Francisco to New York.

For telegraphic dispatches .....Nine days.  
For letters .....Thirteen days.

"Letters will be charged, between San Francisco and Salt Lake City, \$3.00 per half ounce and under, and at that rate according to weight. To all points beyond Salt Lake City, \$5.00 per half ounce and under, and at that rate according to weight. Telegraphic dispatches will be subject to the same charges as letters. All letters must be enclosed in stamped envelopes.

WM. W. FINNEY  
Agent—C. O. P. E. Company."

It will be noted from the above that the Company charged \$3.00 for a half ounce letter from San Francisco to Salt Lake City, but to points beyond the rate was \$5.00 per half ounce and under. These rates were soon changed, as the Company advertised in the San Francisco papers on April 16, 1860 as follows:

“The charges on every letter sent per Pony Express to any point whatever will hereafter be \$5.00 per half ounce and under, and at that rate according to weight.”

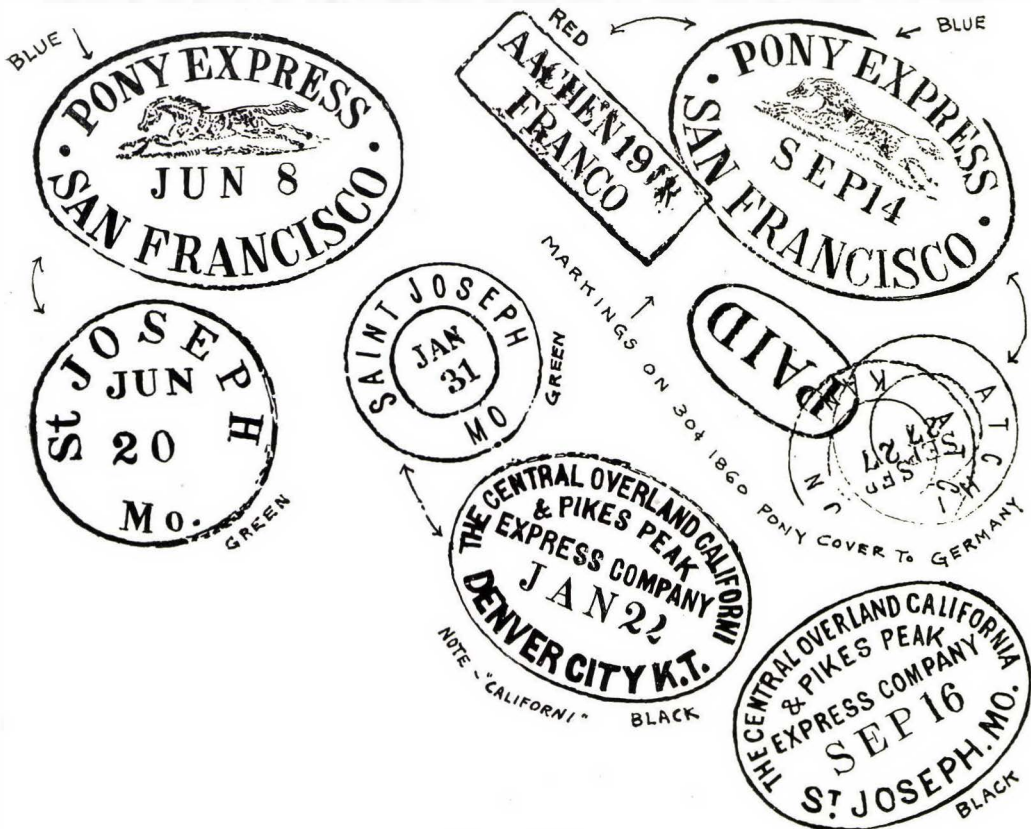


Figure 52 G.

The plate, Figure 52 G, illustrates in the lower right corner one of the early private markings used by this Company at St. Joseph on their letter mail, and Figure 52 H a cover with a similar marking used at Denver (Note spelling of “Californi”) and one of Hinckley & Co.’s Express, which operated in the gold region west of Denver. This particular letter was brought to Denver by the latter company who in turn transferred it to the C. O. C. & P. P. E. Co. to carry by stage line to St. Joseph where it was placed in the U. S. Post Office. This letter, though it bears the marking of the Pony Company was not carried by the Pony Express but by the stage coach mail.

Figure 52 J illustrates a very rare Pony Express cover with this same marking. This letter left San Francisco on November 7th, 1860 and reached St. Joseph on the 19th, a trip made in 12 days. It was placed in the Post Office at St. Joseph, Mo., on the following day, and went on its way to New York City. The cover is most unusual because it bears a 12c 1857 stamp. So far as I know only three such items are known showing uses of the 12c 1857. The one illustrated was originally in the Carroll Chase collection and passed to Mr. A. W. Filstrup at the Chase sale in 1925. The catalogue failed to state



Figure 52 H.

why the cover bore a 12c stamp. In the Emerson sale, October 1937, lot No. 109 described a similar item, as follows:

"12c black (1857) on cover from San Francisco to New York, beautifully tied with the San Francisco Pony Express cancellation dated Nov. 10th and picture of a running horse in a large oval. To right of stamp appears the postmark 'Saint Joseph, Mo. Nov. 24' and on reverse the Pony Express cancellation of St. Joseph, Mo. dated Nov. 23 and picture of a running horse in large black oval."

No mention was made why a 12c stamp was on this cover.

It is quite possible all three of these covers originated outside of the United States, perhaps at Honolulu, and the 12c stamps prepaid the "Ship" letter rate of 10c plus 2c. If so they are not only Pony Express covers but also "Ship letters."

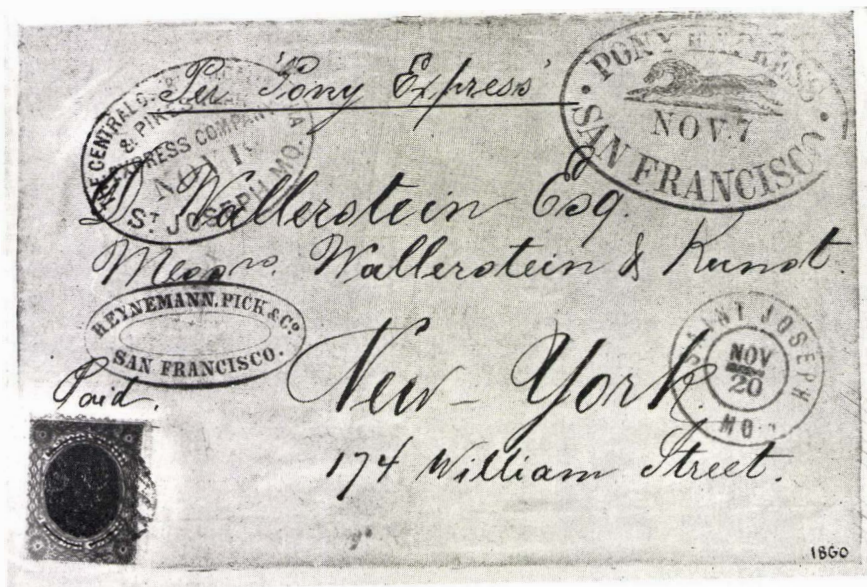


Figure 52 J.

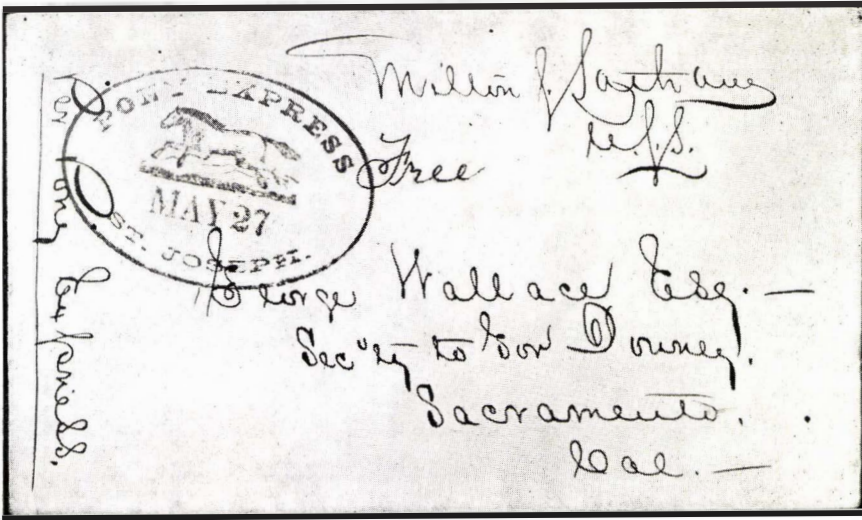


Figure 52 K. Free "Pony Express" Cover.

The forwarding handstamp on the cover, Figure 52 J of "Heynemann Pick & Co.—San Francisco" indicates a foreign origin.

Although it was absolutely against the regulations of the Company to carry any "Free" letters by Pony, I have seen five different covers of this class.

Figure 52 K illustrates one addressed to Sacramento, franked by U. S. Senator Milton S. Latham, and marked "Free" by the Pony Express Co.

Figure 52 L illustrates a cover franked by Senator Latham with a different Pony marking used at St. Joseph.

Referring to the plate, Figure 52 G, the "Denver K. T." marking illustrated, was on a cover with a 3c 1857 addressed to New York State. The St. Joseph is in green and the use was in all probability January of 1861. This cover went by stage coach and not by Pony. Note the spelling "Californi."

In August of 1860, the Pony Express Company reduced their charges for conveying letters, from \$5.00 per half ounce or under, to \$2.50 per quarter ounce and under, and at that rate for each additional quarter ounce.

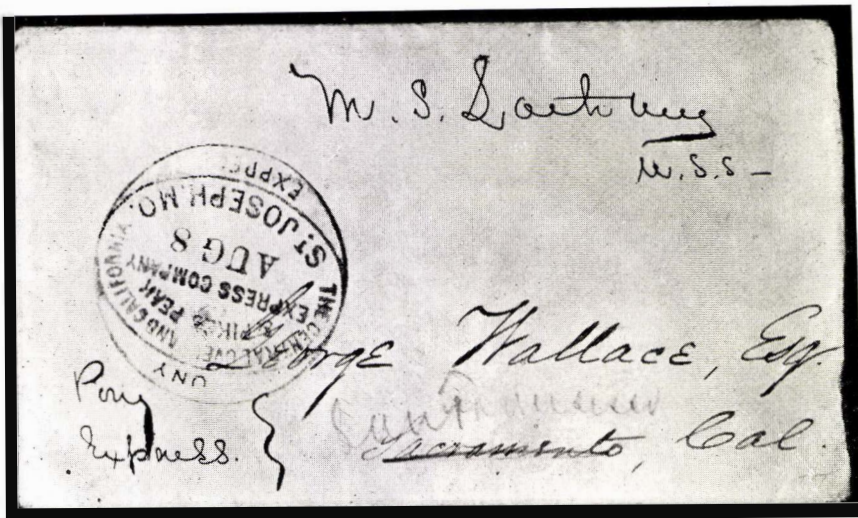


Figure 52 L.

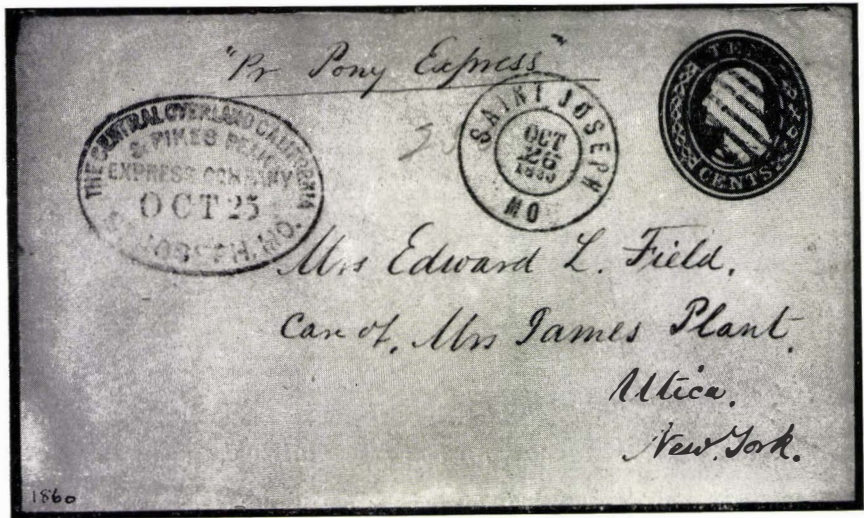


Figure 52 M.

Figure 52 M illustrates a Pony Express cover of October 1860, which shows no origin. It was evidently picked up enroute east and placed in the mail at St. Joseph, Mo.

This cover shows a pencil mark of "2.50," so evidently the letter weighed only  $\frac{1}{4}$  ounce.

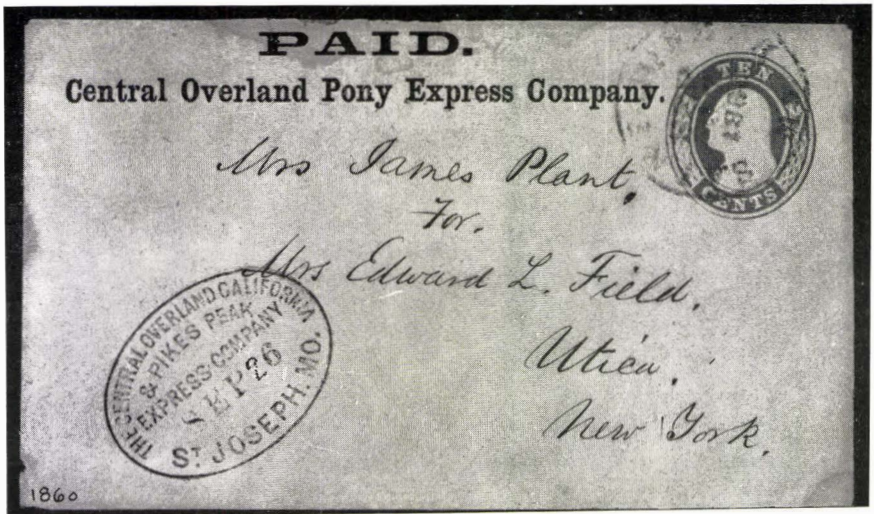


Figure 52 N.

Figure 52 N illustrates a cover which also shows no origin, with the "Paid" frank of the Pony Express Co.

These U. S. 10c stamped envelopes were prepared by the Company and sold, and their use was evidence that the Pony carriage as well as the U. S. Postage had been paid in full. These Pony Express franks are quite rare.

It has been repeatedly stated in various philatelic articles of the past, relating to the Pony Express, that Wells Fargo & Co. took over the operation of the Pony Express Co. in April 1861. Such statements are not correct because the original company continued to own and operate the line until July 1, 1861, after which time they operated only part of it.

The facts are as follows :

As stated above the Pony Express was begun as an individual undertaking without Government subsidy, but with the expectation of subsequent favorable consideration at the hands of Congress. In the first half of 1860 the conflict of competing interests prevented final passage of any congressional laws that would render aid to the Pony Company. Senator Latham introduced a bill into the Senate on June 1st, 1860 directing the Postmaster General to make a contract with the company for carrying mail for the Government, but no action was taken.

Notwithstanding the repeated failures in Congress, the operators of the losing venture did not discontinue the service but kept the line in operation during the summer and fall of 1860, and the winter of 1860-1861. As late as February 6, 1861, the California Legislature implored Congress to aid the company with a subsidy.

All hope vanished with the passage of the Act of March 2, 1861, when the original projectors failed to receive the mail contract. The new law provided not only stage coach competition for the company on the Central Route, but also a Pony Express service. The only practical thing left for the originators of the Line to do was to make a deal with the Butterfield Company and get out of it what they could. This was not extremely hard to do for the Butterfield concern was not prospering. A working arrangement was made commencing on July 1st, 1861, whereby the Central Overland California & Pike's Peak Express Co. operated the Pony Express and the daily mail coach service from the Missouri River to Salt Lake City, and the Overland Mail Company, holders of the Government contract, operated that portion of the line west of Salt Lake City to Placerville, Calif.

From Placerville, Calif., to San Francisco, the Pony Route was operated by Wells Fargo & Co.

When the above arrangement was made the Russell, Majors and Waddell Company was in financial difficulties and had previously borrowed large sums of money from Ben Holladay, giving him as security a mortgage on the Line and equipment.

A reorganization of the Company occurred late in April of 1861 resulting in Wm. H. Russell resigning as President, and the election of General Bela M. Hughes to succeed him on April 26th, 1861.

Holladay continued his advances to the Company as its revenue was inadequate to meet necessary outlays. Finally the Line was forced to the wall and Holladay purchased it at public sale for \$100,000 on March 21, 1862. The Company at that time owed him \$208,000. General Hughes continued in control of the Company at Holladay's request for another year or until the spring of 1863, when he became attorney for Holladay.

Hughes in later years made the statement that when he was elected President of the Company he did not know it was so heavily involved in debt.

Instead of the Pony Express Company being taken over by Wells Fargo & Co. in April 1861, they merely were appointed the San Francisco agents of the Line.

After the Butterfield Company abandoned the Southern Route and moved their equipment north to the Central Route on July 1st, 1861, the Pony Express Line was operated by three separate managements.

The old Russell, Majors, Waddell Company operated the service under the new arrangement starting July 1st, 1861 from St. Joseph, Mo., to Salt Lake City. The Overland Mail Co. operated the line from Salt Lake City to Placerville, Calif., and Wells Fargo & Co. operated the service from Placerville to San Francisco.

In April 1861 letter charges were reduced to \$2.00 per half ounce, and Wells Fargo & Co. issued adhesive stamps that were valid over the entire route. On July 1, 1861, in conformity with the new law, 1/2 ounce letters were reduced to \$1.00.

On April 15th, 1861 the following notice appeared in San Francisco newspapers:

**"Pony Express Notice**

"Orders having been received from W. H. Russell, President Pony Express Company, I hereby transfer the office and everything appertaining thereto, to Messrs. Wells, Fargo & Co. All letters to be forwarded by Pony Express must be delivered at their office, corner California and Montgomery Streets.

J. W. BROWN,  
Agent Pony Express Co."

On the same date the following notice appeared:

**"Pony Express Notice**

**Reduced Rates**

"The rates for letters, per Pony Express, until First July next, will be, For half ounce and under \$2.00. For each additional half ounce or fraction thereof, \$2.00.

"Letters must be enclosed in Ten Cent Government envelopes, and Pony Postage prepaid.

"The Express will be dispatched from our office on, **Wednesday and Saturday**, of each week.

Wells, Fargo & Co.  
Agents."

The Scott Catalogue states, page 260:

"About April 1, 1861, Wells, Fargo & Company acquired the Central Overland, California and Pike's Peak Express Company and issued \$2.00 and \$4.00 green stamps."

The fact is Wells Fargo & Co. did not acquire the C. O. C. & P. P. E. Co. in April 1861, as the Company at that time was heavily mortgaged to Ben Holladay, and Bela Hughes who was elected President on April 26, 1861 did not represent the Wells Fargo interests but Holladay.

It will be noted that the original Butterfield contract of 1857 provided for an overland mail service between the eastern terminals of St. Louis and Memphis with San Francisco, but the new modified contract of March 1861 provided for a mail, six times a week "from some point on the Missouri River connected with the east, to Placerville, California."

San Francisco was not named as the western terminal. The law also provided for a Pony Express between the same points, *but not to San Francisco.*

When the arrangements were made between the Butterfield and Russell Companies in April 1861, the latter company at that time turned over to Wells Fargo & Co. their Pony Express Route only from San Francisco to Placerville.

On June 26, 1861 the following notice appeared in the San Francisco newspapers:

**"Pony Express Notice**

For the  
service commencing July 1, 1861

Messrs. Wells Fargo & Co.  
will run a  
Pony Express

Between San Francisco and Placerville, regularly on Wednesday and Saturday, of each week, leaving their office at 3.45 P. M. on these days and connecting with the **'Overland Mail Company's Pony Express' at Placerville.**

"Letters must be enclosed in our twenty-cent Government franked envelopes, and charges from Placerville prepaid at the rate of one dollar for each half-ounce, or any fraction thereof.

All letters not enclosed as above will be charged at the rate of 25 cents each.

Wells Fargo & Co."



It is well to note in the above, "And charges from Placerville prepaid etc." On the same date the following notice appeared in the San Francisco papers:

**"Pony Express Notice,**

for the  
service commencing July 1, 1861.

**Placerville to St. Joseph**

The Overland Mail Company's 'Pony Express' will be dispatched regularly from the office of their agency, at Placerville,

on the arrival of the

Express leaving San Francisco  
Wednesday & Saturday of each week.

"All letters must be enclosed in ten cent Government stamped envelopes and prepaid, at the rate of one dollar for each half-ounce or any fraction thereof.

"Messrs. Wells Fargo & Co. have been appointed Agents, and letters will be received and delivered at their office.

WILLIAM BUCKLEY  
Superintendent O. M. Co."

Comparing these two advertisements, the Wells Fargo read:

"Letters must be enclosed in our twenty cent Government franked envelopes,"

meaning a 10c U. S. stamped envelope with the Wells Fargo frank, for which they charged ten cents. And further:

"All letters not enclosed as above will be charged at the rate of 25 cents,"

meaning 10c for a U. S. stamp and 15c for Wells Fargo for the forwarding of the letter to Placerville, Calif.

The other advertisement read:

"All letters must be enclosed in ten cent Government stamped envelopes and prepaid etc."

After the Russell-Majors Company saw that all hope of their chances of receiving a mail contract had vanished with the passage of the Act of March 2nd, 1861, they held on to their Pony route from St. Joseph to Placerville, soon to be the western terminal of the Government Contract Pony Route, but they disposed of their interest in the Placerville-San Francisco Route to Wells Fargo & Co., who were better equipped to gather up mail to be forwarded by Pony.

Wells Fargo & Co. proceeded to issue \$2.00 and \$4.00 stamps to be sold to prepay the Pony charges to St. Joseph for the period to July 1st, 1861. It is quite doubtful if any of these stamps were issued in April of 1861.

Extremely few covers are known showing use of these stamps for the several months preceding July 1, 1861.

It was evidently their intention to sell these stamps in the east as well as the west, but so far as I am aware no covers are known bearing them, or the lower values issued for the \$1.00 rate, on letters that went from the east to the west.

I do not refer to the W. F. & Co. "Garter" types which of course are known on west-bound letters.

Figure 52 P illustrates the type of U. S. 10c stamped envelope with the Wells Fargo frank which they sold for 20c. This letter left San Francisco on July 20th (Saturday) 1861, and was mailed from St. Joseph on August 1, 1861.

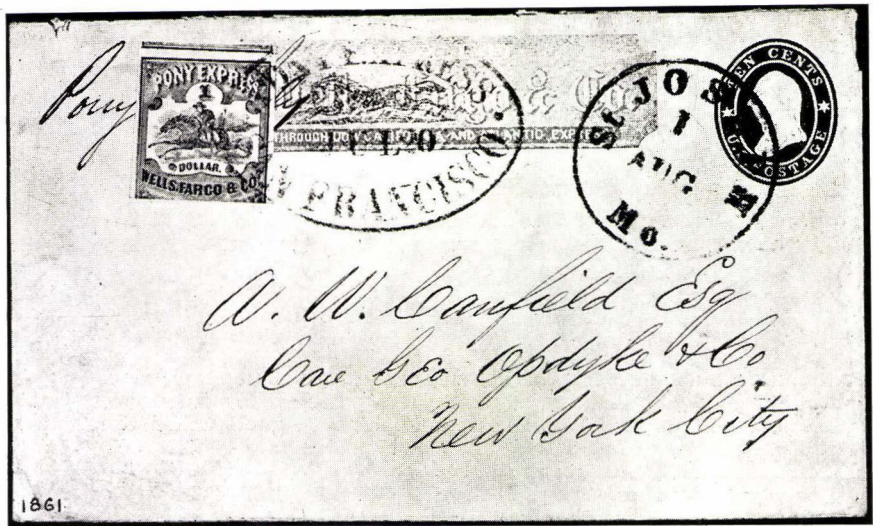


Figure 52 P.

Before the Pony Express was in operation two months, there was grave danger it would have to be abandoned because of the Washoe Indian War in Nevada in May of 1860, but the difficulties were cleared up by the middle of June 1860, and from that time forward the service was placed on a semi-weekly basis instead of weekly as heretofore.

The service was patronized principally by the newspapers and without them it is doubtful if the Pony would have survived after the first three or four months. Money was free and easy in California and the people took to the five dollar Pony charge more readily than people of the east.

During its existence the building of the transcontinental telegraph line was being pushed with much vigor, and as the eastern end was extended westward and the western end eastward, the Pony was utilized to transmit the news of the day between the terminals of the line. With great interest the people of California awaited the result of the elections of November 1860. At this time the telegraph line ran east from San Francisco to Fort Churchill, with the eastern end at Fort Kearny. (See Map).



Figure 52 Q.

The news of Lincoln's election was telegraphed to Fort Kearny on Nov. 8, 1860, was immediately transferred to Pony and reached Fort Churchill on the 14th, in exactly six days. Up to this time this was the quickest transmission of news from the east to California.

During the following winter months news from the east was relayed in the same fashion and during December occupied from eleven to sixteen days, but as spring and summer of 1861 came on the Pony made decided improvement, and by April and May news was relayed in about nine days.

During the summer of 1861 great progress was made in the building of the telegraph line, and as this new method of transmission came into general use, interest in the spectacular Pony Express as a carrier of the news of the day, waned.

The terminals of the telegraph line on various dates were as follows:

Eastern Terminal	Date	Western Terminal
Fort Kearny . . . . .	July 15, 1861..	50 miles East of Fort Churchill
	Aug. 2, 1861..	100 miles East of Fort Churchill
50 miles West of Fort Kearny. . . . .	Aug. 9, 1861..	150 miles East of Fort Churchill
	Aug. 19, 1861..	190 miles East of Fort Churchill
110 miles West of Fort Kearny. . . . .	Aug. 27, 1861	
	Sept. 6, 1861..	225 miles East of Fort Churchill
165 miles West of Fort Kearny. . . . .	Sept. 14, 1861	
	Sept. 27, 1861..	250 miles East of Fort Churchill
533 miles West of Fort Kearny. . . . .	Oct. 8, 1861..	This station, located at Ruby Valley continued as the easternmost transmitting station until the line was completed.

The line was completed on Oct. 24, 1861, and San Francisco was joined to New York by telegraph. The Pony had served its purpose, and its days were numbered on the Central Overland Mail Route.

Figure 52 Q illustrates a unique cover, showing the only known use of a 30c 1860 on a Pony Express letter. The use is Sep. 1861, a letter originating in San Francisco and addressed to Germany. At this time the eastern terminus of the Route was at Atchison, Ks. The letter left San Francisco on Sep. 14, 1861, and was mailed east at Atchison on September 27th, and from New York on October 5th, 1861. The spirit of the period is emphasized in the use of a Patriotic envelope. Here we have (1st) a Patriotic (2nd) a Pony Express (3rd) the 30c rate to Germany and (4th) a 30c 1860 to prepay the rate. A unique and very rare item. The markings on this cover are illustrated on the plate, Figure 52 G. (L. L. Shenfield.)

#### THE GREAT GAMBLE FOR THE OVERLAND MAIL CONTRACT IN 1861

Little doubt exists that the founding of the Pony Express was a spectacular gamble to secure for its founders the valuable Government mail contract on the Central Route, but strange to relate the financial loss resulting from its establishment and operation was the direct cause that prevented any chance of the contract being awarded to Russell, Majors & Waddell. In other words, the Pony Express, put into operation to secure the contract was the principal cause of the failure to do so.

Its founding has been referred to as a foolhardy venture, doomed to failure and financial loss from the moment of its inception. However the facts may be somewhat to the contrary, because in the latter part of 1859 and the beginning of 1860 the firm of Russell, Majors & Waddell were in an excellent position, both financially and politically to secure a major mail contract on their Central Route from St. Joseph, Mo., to California.

Wm. H. Russell, was referred to as the "Napoleon of the West," he was in high favor in Washington, where he spent money lavishly. He was a close friend of Secretary of War Floyd, and his staunch friend and ally in the Senate was Senator Gwin of California, who frequently has been referred to as the one who originally suggested the idea of a Pony Express across the plains to California.

Russell was well known and very popular in Colorado and California and his efforts to secure better mail facilities to both localities were greatly appreciated. Congress had refused to grant the service desired, so when the firm of Russell, Majors & Waddell, at their own expense, established the fast Pony service it appeared they were in a better position to secure the contract than the Butterfield Company which was owned by various powerful express companies.

With the rich plum almost within their grasp, the holiday week of 1860 was marked by a sensation which shook official Washington to its foundations. On Christmas day the Secretary of the Interior called at the White House to inform the President that there had occurred "a large robbery in his Department."

It developed later that large amounts of commercial paper of Russell, Majors & Waddell had gone to protest in the fall of 1860, and to save the firm from ruin, Russell persuaded one Goddard Bailey, a trusted Custodian of Trust Bonds in the Interior Department, to loan Russell a total of \$870,000 of these Trust Bonds for a short time in order to save Secretary of War Floyd from disgrace and expulsion from the Cabinet. Bailey was a relative of Floyd and owed his position to him.

Russell obtained these bonds from Bailey in various amounts from July to December 1860, took them to New York and hypothecated them to raise funds to meet maturing paper. Russell was arrested and indicted and a Congressional Committee was appointed to investigate the ramifications of the scandal.

Russell's disgrace eliminated any chance of his firm securing the mail contract when it came before Congress in the following February. Russell was called before the Congressional Committee on January 18th, 1861, to give his version of the affair, and Harlow states in his book, "Old Waybills," that "it is a curious fact that no record of his testimony can be found." However I have it before me, and the fact is Russell had no excuse to offer for his conduct except a desperate effort to keep his firm from bankruptcy, no doubt hoping that the new contract would restore their financial prosperity.

Floyd told the Committee that his action in the matter of issuing acceptances to the financially embarrassed firm was "absolutely necessary to assist the contractors in forwarding supplies," but the truth of the matter was that the firm needed no help with their freighting contracts, as they were lucrative. It was the expense of founding and operating the Pony Express together with their express and passenger business which ruined them.

Together with Russell, Floyd and Bailey were also indicted. Floyd later fled to Virginia and became a General in the Confederate Army.

Bancroft, the historian, suggested that perhaps Russell was the victim of a conspiracy by friends of the Butterfield Company, and fell into a trap they set for him to disgrace him. I can find no evidence of this as the testimony before the Congressional Committee clearly showed that Russell himself sought out Bailey and by some means induced him to loan him the Trust Bonds for "ninety days."

## THE ORIGINAL CENTRAL ROUTE

The Original Central Route, most of which was later used for the Pony Express, was divided into two Contract Routes, viz.:

- (A) From Independence, Mo., to Salt Lake City.
- (B) From Salt Lake City to Placerville, Calif.

With the termination of the Mormon troubles, the "Utah War," the contract on the eastern end was awarded to S. B. Miles. This contract was in effect in 1858, and provided a monthly mail to be carried in four-horse coaches from April 1st to December 1st and upon pack mules the balance of the year. West of Salt Lake City, the mail was being carried to Los Angeles, and from there by water to San Francisco.

Improvements on this Route from Independence to San Francisco were demanded and accordingly the Postmaster General made new contracts.

John M. Hockaday and associates were awarded the contract between Independence and Salt Lake City for a weekly service in four mule wagons or carriages, at \$190,000 per year, on a twenty-two day schedule. Thus this part of the Line became known as the "Hockaday Route."

George Chorpenning, who had held the previous contract, (Salt Lake City, via Los Angeles to San Francisco) was awarded the contract for the service west of Salt Lake City to Placerville. This provided for a semi-monthly service, through in twenty days with the compensation \$34,400 per annum. Prior to July 1858, this contract was amended, and a weekly service ordered at a cost of \$130,000 per year.

Thus by July 1858, there was in operation a through Overland Mail Service from Independence via Salt Lake City to Placerville operating on a thirty-eight day schedule. At first, the Chorpenning Route followed the original route of 1851, circling to the north of the Great Salt Lake, following the Humboldt River across northern Nevada, and crossed the Sierras via Carson City.

Late in 1858 a new route was placed in operation, and mail was being carried over the new road, known as the Egan Trail.

Figure 55 EE illustrates a very unusual cover in the collection of Wm. West. Undoubtedly this cover traveled the "Chorpenning Route" from Placerville to Salt Lake City, thence by the Hockaday Route to Independence and eastward to its destination in Maine. Its origin was "Oroville, Calif.," Dec. 21, 1859, the stamp a 10c 1857, Type V.

This is a "Randall" cover published at Marysville and shows an overland stage coach with six horses. It is the only cover I have ever seen that shows evidence it was carried Overland on the Central Route at the time the mail was under contract to Chorpenning and Hockaday. If anyone can show a duplicate will they kindly advise me.

On May 11, 1860, Postmaster General Holt cancelled the Chorpenning contract, and a new one was awarded to William H. Russell.

In May 1859, the Russell firm of Jones, Russell & Co. purchased from Hockaday the mail contract from Salt Lake City to Independence. Thus with the award of the "Chorpenning Route" westward, Jones, Russell & Co. gained control over the entire mail service over the Central Route.

Figure 53 F illustrates a pictorial cover with "Via Overland Mail via Placerville and Salt Lake," but this was a local use, Strawberry Valley, to Oroville, Calif.

## Chapter LIII.



Figure 53.

### CALIFORNIA AND THE PACIFIC COAST POSTAL RATES AND MARKINGS.

PERIOD JULY 1, 1847—JULY 1, 1851

**I**N considering this period, let us recall the dates of several very important events. On the 30th of January 1847, the name of the small settlement of "Yerba Buena" was changed to San Francisco.

In March of 1847, Congress established rates of postage to the Oregon Country.

On February 2nd, 1848, the Treaty of Guadalupe Hidalgo was signed and brought to a close the war with Mexico.

In January of 1848, James W. Marshall made his famous discovery of gold at Sutter's Mill.

On February 28th, 1849, the pioneer mail steamer "California" arrived at San Francisco. On this ship was Wm. Van Voorhees, U. S. Mail Agent, sent to California to establish the first U. S. Post Offices.

California was created a state on September 9th, 1850.

#### POSTAL RATES

Section 6, of the Act of March 3, 1847, read in part as follows:

"That the Postmaster General be, and he is hereby authorized to contract for transporting a mail from Charleston, South Carolina, to Chagres, touching at St. Augustine and Key West, and also at Havana, in the Island of Cuba, if deemed expedient, and across the Isthmus to Panama, and from thence to Astoria, or the mouth of the Columbia River, touching at Monterey, **St. Francisco**, and such other places on the coast as the Postmaster General may direct." (Note the "St. Francisco.")

Section 7 of the same Act provided "And letters to or from Astoria, or any other place on the Pacific Coast, within the territory of the United States, shall pay forty cents postage."

After California became United States territory, Congress provided the following rates by the Act of August 14, 1848:

"Letters conveyed to or from places on the Pacific in California from or to any place on the Atlantic Coast, shall be charged with 40 cents postage; and letters conveyed from one to any other place in California, 12 ½ cents."

Covers showing the local rate are very rare. See tracing "D" on Figure 53 AB, the local rate handstamp of Stockton, Calif.

#### EARLIEST KNOWN COVERS FROM SAN FRANCISCO

In the August 1932 number of the *American Philatelist*, Mr. Clarence W. Brazer, published a very interesting article entitled, "California to Massachusetts 1845-47." In this article, Mr. Brazer described a cover he owned, addressed to Hanover, Mass., and dated "*St. Francisco, California, October 16th, 1845.*" In the lower left corner, "Politeness of the mate of whale ship Sarah," with the "Whale Ship Sarah" crossed out and "Ship Admittance" added. This is the earliest cover known to me from San Francisco. While the name was not officially changed from "Yerba Buena" to San Francisco until January 30th, 1847, (see "*Annals of San Francisco*"—Page 179) it was evidently known to American voyagers as "St. Francisco" several years earlier. Mr. Brazer also described similar covers from the same correspondence, dated "*St. Francisco, Oct. 19th, 1845,*" "*San Francisco, California, Oct. 21st, 1846,*" and one addressed to Boston, "San Francisco, April 30th, 1847."

The earliest cover that I have seen from San Francisco that went "Overland" is owned by Mr. C. Corwith Wagner, of St. Louis. It is dated, "St. Francisco, 23rd of March 1847." On the face in red is "St. Louis Aug. 26" and in upper right is the St. Louis "Steam 10" in red with the "10" crossed out by pen. It is addressed to "Col. Henry Stanton, Asst. Qr. Mr. General, New York City." This cover was fully described in an article by Mr. A. R. Rowell in *STAMPS*, issue of November 20th, 1937. In connection with this early "Overland Mail" cover, it is interesting to note a similar one described by Mr. Brazer in his article quoted above, (Page 527), "Letter written '*San Francisco, April 30th, /47*' addressed to Boston, Mass., has upon the face the circular red postmark, 'St. Louis—Aug. 26—10' and in the upper right hand corner—'Steam 10,' apparently the first letter in this correspondence to have gone overland." Mr. Brazer quoted from this letter, of which the following is a part:

"The U. S. Mail which will convey this to its destination, leaves here the 3rd of May." In all probability both of these letters went by the same express to St. Louis. Mr. Rowell in his article was of the opinion the Wagner letter went east with General Kearny's party which left Monterey on May 31st, 1847. General Fremont accompanied General Kearny and there is a letter of record written by Fremont at St. Louis, August 30th, 1847.

Stampless covers (by regular U. S. Mail) to the east, showing uses in 1849, from California are quite scarce, but unfortunately my record is quite incomplete:

#### EARLIEST KNOWN USES VIA REGULAR U. S. MAIL FROM SAN FRANCISCO TO THE EAST.

**April 9—1849—Manuscript, "San Francisco. April 9—40,"** To Stamford, Conn—This letter left San Francisco on April 12th, 1849 by the P. M. S. S. "Oregon" which carried the first U. S. Mail to Panama under the new mail contract. (See *American Philatelist*, August, 1932, page 546 for illustration). (Collection of Delf Norona).

**May 1—1849—Manuscript, "San Francisco. MAY 1—40"**—(All in black ink)—Addressed to Boston—Letter dated April 27, 1849—This letter was carried to Panama by the S. S. California on her first trip, San Francisco to Panama. (Collection of Edgar B. Jessup).

- June 20—1849—Straight Line “San Francisco”** (Black) (See Figure 53 P). Manuscript in pale red ink “JUNE 20” and “80.” Same correspondence as above (Jessup).
- June 20—1849—Straight Line “San Francisco”** (Black) Manuscript in pale red ink “JUNE 20” and “40.” Addressed to Oswego, N. Y. (Ezra D. Cole).
- June 20—1849—Straight Line “San Francisco”** (Black) Manuscript in pale red ink “JUNE 20” and “40.” (Edw. S. Knapp).
- July 2—1849—Straight Line “San Francisco”** (Black) Manuscript in red ink “JULY 2” and “40.” Addressed to Painted Post, N. Y. (Laurence B. Mason).
- August 1—1849—Straight Line “San Francisco”** (Black) Manuscript in red ink “AUG 1” and “40.” Addressed to New York City. “Per Steamer.” (Edgar B. Jessup).
- August 1—1849—Circular (33 ½ MM) “San Francisco”—“AUG 1—Cal”** (Black). Manuscript in red ink, “Paid 40.” (A. R. Baker).

The above letter is dated “July 29, 1849.” It is interesting to follow the route and dates of this early item. The S. S. “California” sailed for Panama with the U. S. Mail on August 2, 1849 and arrived at Panama City on August 24th. Due to poor service at this period, the mail laid over at Chagres for a month and was carried to New Orleans by the S. S. Falcon which left Chagres on September 27th, arriving at New Orleans on October 6th. From here the letter was dispatched to New York and thence to its destination.

The plate, Figure 50 B (Chapter 50) illustrates in the lower left corner, a San Francisco postmark of “Oct. 1” (1849) with the rectangular rate stamp “40.” This cover is an unpaid rate to New York State, and is the earliest use I have noted of this “40.” Both are in black. To the right is a similar tracing on a prepaid cover, with the “PAID” stamped below the rate, the use January 31, 1850.

As previously stated, the Department at Washington did not send any supplies of the 1849 stamps to California Post Offices, hence all covers that are known, of the period to July 1, 1851, are, with few exceptions, prepaid, or unpaid stampless items.

The few exceptions are covers from California bearing 1847 stamps, which were carried out there privately and used on mail, or covers showing the use of these stamps during the middle fifties after the stamps had been demonetized, but were thru error, recognized for postal service.

Perhaps the finest cover that is known showing the use of 1847 stamps from California, is a folded letter mailed from San Francisco on January 1st, 1851, to New York. This cover bears a fine horizontal strip of four of the 10c 1847 stamps and is addressed to “Messrs Howland & Aspinwall, New York.” The strip is tied to the cover by the small reddish-orange “PAID” of the San Francisco office.



Figure 53 A.





Figure 53 AA.

On the face is the postmark of "1 Jan", a "Paid" and the rate handstamp "40," all in the well known reddish-orange ink. In manuscript is "Per Carolina." This Pacific Mail S. S. Co. mail ship sailed with the U. S. Mail for Panama on January 1st, 1851.

Figure 53 AA illustrates the markings on this cover.

The firm of Howland & Aspinwall were the original owners of the mail steamship "California."

I consider this superb item as most unusual and rank it among the rarest covers known showing use of United States stamps.

After the passage of the Act of March 3rd, 1851, and the issuance of the new stamps on July 1st, 1851, no great effort was made to send early supplies of these stamps to California, and no post offices were supplied with the new stamps before the latter part of September 1851.

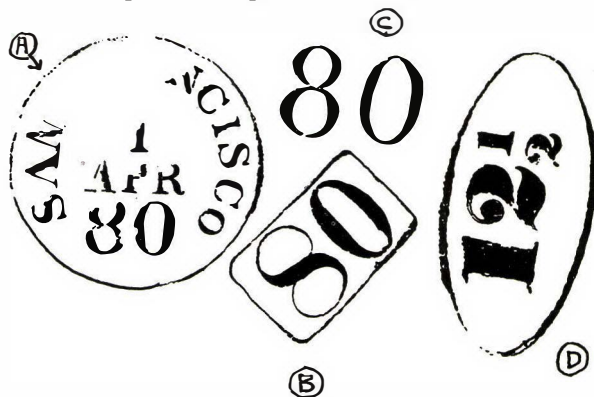


Figure 53 AB.

Figure 53 AB illustrates three San Francisco double rate handstamps of the pre-July 1, 1851 period. The framed "80" was used in the latter part of 1849, the "80" without frame came into use in 1850 and the postmark with "80" late in 1850. I have never seen the framed "80" in any other color than black.

PERIOD—JULY 1, 1851—APRIL 1, 1855

The earliest record I have of the use of the 1851 stamps in California is a cover in the collection of Mr. L. B. Mason. This item contains a pair of the 3c 1851 orange-browns, addressed to New York City and is postmarked "San Francisco, Oct. 1" (1851) "Per S. S. Oregon." At this period the semi-monthly mail for the east was leaving San Francisco for Panama on the 1st and 15th of each month. Mr. Mason has a cover from the same correspondence showing the previous sailing date of September 15th (1851) but this cover is stampless. We assume therefore that the first supplies of the 1851 stamps reached San Francisco about a week prior to October 1st, 1851.

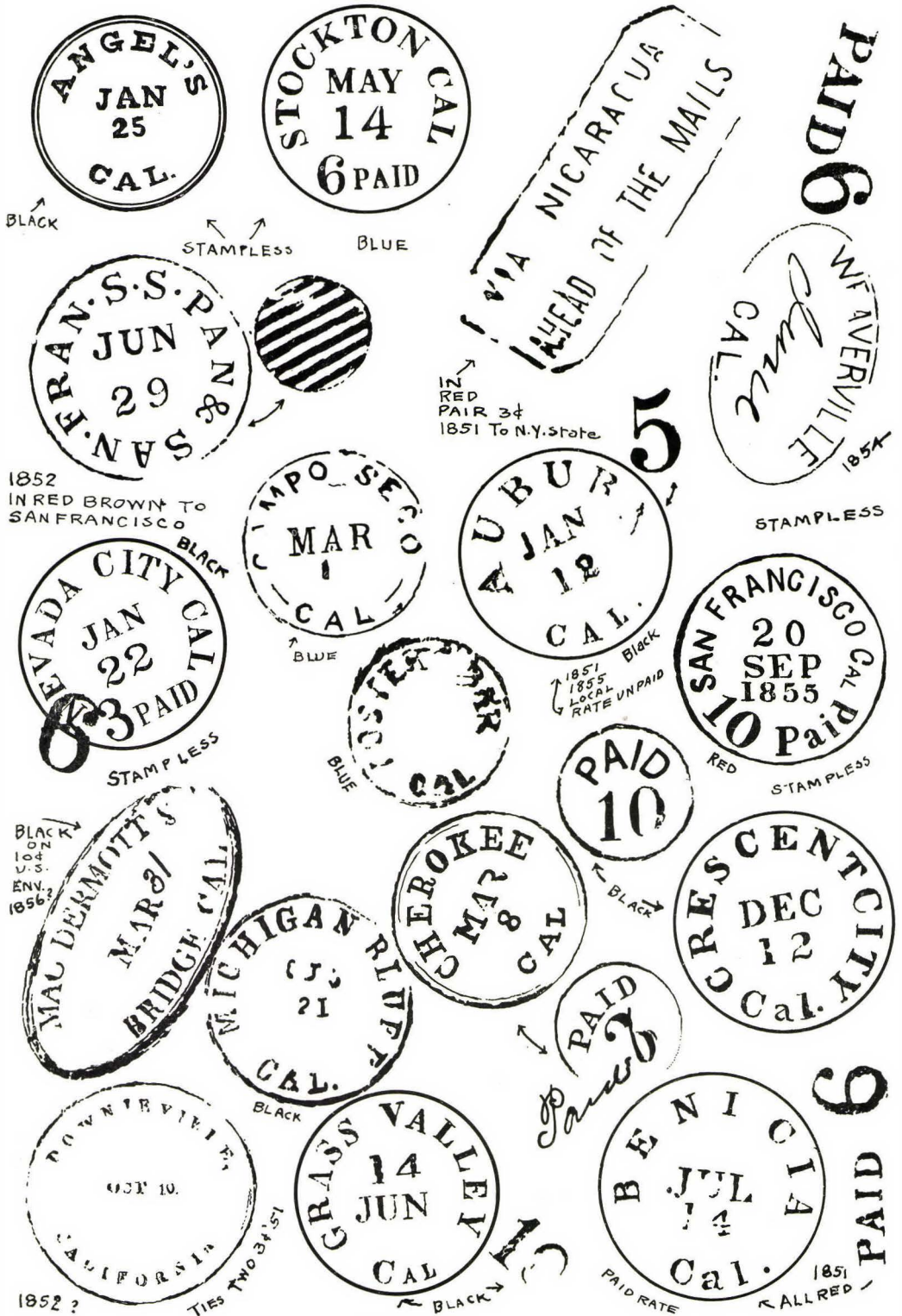


Figure 53 B.

CALIFORNIA

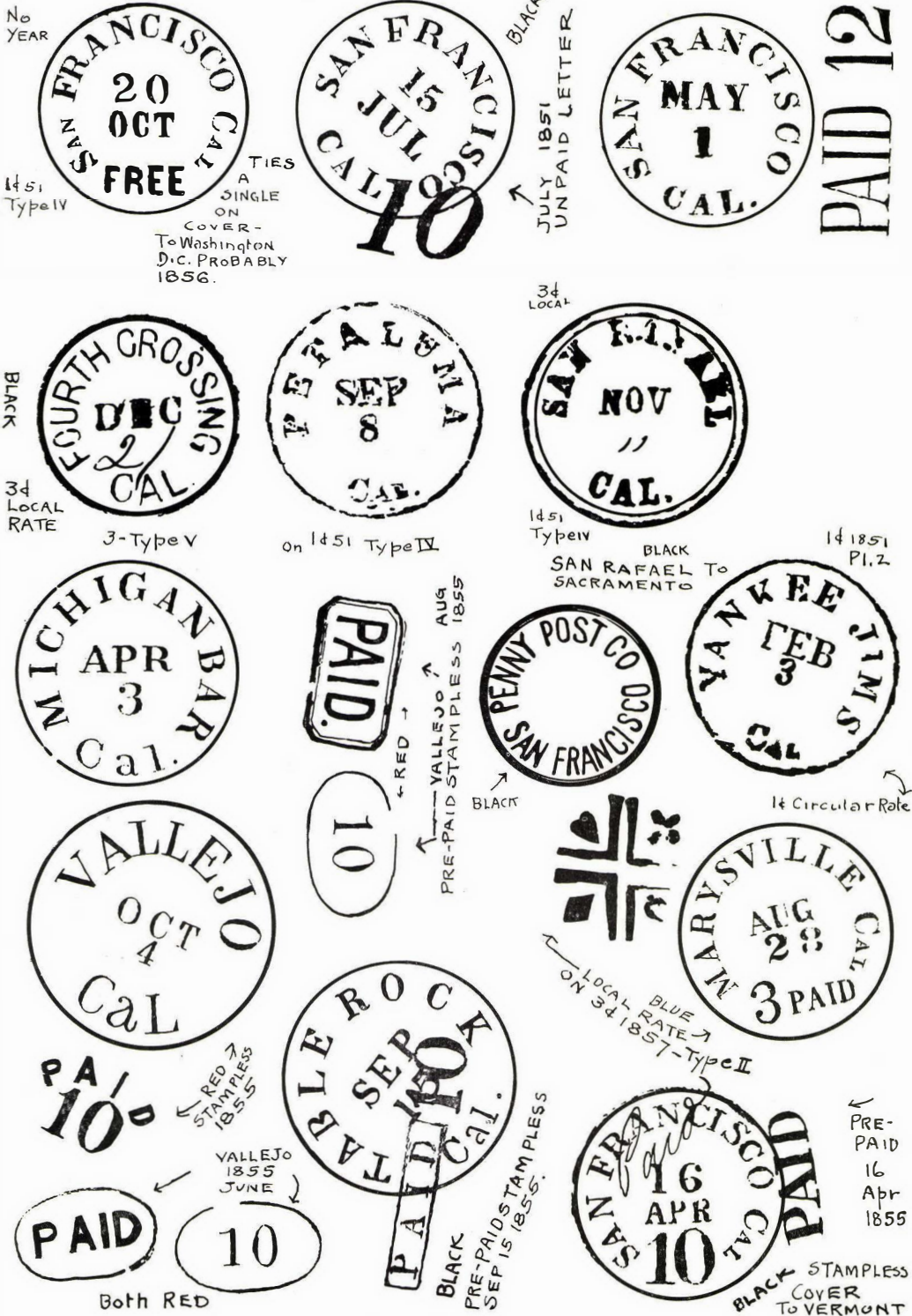


Figure 53 C.

Mr. W. R. Parker has kindly furnished me with a copy of the following notice which appeared in the *Sacramento Union* of September 26, 1851:

**"Postage Stamps**—Stamps for the prepayment of postage can be obtained upon application at the Post Office—Richard A. Edes, P. M."

I have no record of 1851 uses of the 1c 1851 in California, and will greatly appreciate descriptions of any such covers.

My earliest record of a California use of the 12c 1851 is a cover in the collection of Mr. F. A. Hollowbush, showing a double 6c rate from San Francisco on December 1st, 1851.

The plate, Figure 50 B, illustrates a tracing of a San Francisco postmark that is not common. It is shown at right, the second from bottom. This is in blue on a stampless cover from San Francisco on November 1st, 1852, addressed to New York City. The U. S. Mail departed from San Francisco on this date by the "S. S. California."

On this same plate is shown a tracing of "Sonora, California—Dec. 27, 1851—Paid 6," at left, third from top. This marking is on a horizontal pair of the 3c 1851 orange-browns, see Figure 53 A. This pair is quite unusual as it shows the earliest known *year dated* postmark, and the earliest known straight line marking on a 3c 1851.

Referring to the plate, Figure 53 B, the "Via Nicaragua" marking is in blue on a cover with a horizontal pair of the 3c 1851, postmarked "New York, Apr 26" (1854). In manuscript is "pr steamer Pacific" (S. W. Richey collection).

The tracing to right "Weaverville, Cal", a use on a stampless cover of 1854 is in black.

In the second row, to left, is shown the scarce marking of the "Pan. & San. Fran. S. S." marking described in Chapter 50, (see Figure 50 L).

In the third row to left, the tracing "Nevada City, Jan 22, 3 PAID" is in black on a stampless cover, addressed to Ohio. The rate was changed by the rate handstamp "6."

The "Auburn Jan 12" is in black on a stampless cover, showing an unpaid local rate of the period 1851-1855.

The "Foster's Bar" is in blue and ties a horizontal pair of the 3c 1851 to a cover addressed to New England. (Collection Robt. F. Chambers).

Below this is a tracing "Cherokee Mar 8 Cal." This is from a stampless cover addressed to New Hampshire. (S. W. Richey collection).

In the lower left corner is a quaint early marking in black of "Downieville." This ties two 3c 1851 orange-browns to a cover addressed to Connecticut. The cover shows no year but the use was undoubtedly Oct. 10, 1852. This marking is known used in July and August of 1852. (Collection Geo. Moffatt).

The "Grass Valley" is from a cover which shows no year—an unpaid stampless cover to Connecticut, of the period 1851-1855.

In the lower right, the "Benicia" is from a cover showing an early use of the 1851 rate, July 14, 1851. (A. R. Rowell collection).

Referring to the plate, Figure 53 C, the tracing in center top "San Francisco 15 Jul" is from an unpaid stampless cover to Georgia in 1851, showing an early use of the new 1851 rate. (W. R. Parker collection).

The tracing to right is from a stampless Paid cover to Vermont, showing a double rate, the use "May 1, 1854." This rate stamp is rather scarce. All markings are in black (W. R. Parker collection).

Covers showing the local California rate of the period July 1, 1851 to April 1st, 1855, and bearing the 3c 1851 are by no means common, covers showing the rate paid by three 1c stamps are decidedly scarce.

## PERIOD APRIL 1, 1855 TO JANUARY 1, 1862

On April 1st, 1855, the new 10c rate on letters to and from California and eastern points went into effect, and on and after this date domestic mail could not be forwarded unpaid. After January 1st, 1856, postmasters were required to use stamps to prepay such mail.

The period April 1st, 1855, to January 1st, 1862 can be divided into two parts, as follows:

(First Part)—April 1st 1855, to and including December 31st, 1855. During this period, domestic mail had to be prepaid, but stamps were not required. Many stampless covers of this period are decidedly scarce because a few post offices in California had special handstamps made that were used during this period and discarded after January 1st, 1856.

As an example, note the tracing on Figure 53 B, third from bottom at right, the "San Francisco—20 Sep 1855" in red. This is on a stampless cover addressed to the east. After January 1st, 1856, when stamps were required, such a postmark with the wording "10 PAID" was no longer needed. Covers showing this marking are quite rare, and I have only seen four examples. Nevada City used a handstamp of the same type and several covers are known showing uses in 1855, one in particular tying a 10c 1855 stamp to cover. (Dec. 18, 1855).

This Nevada City marking was also used on covers with stamps in the early part of 1856, the latest use known to me being May 17, 1856, (Wm. J. Aull collection).

Mr. W. R. Parker informed me the Post Office of this town burned to the ground in July 1856 and all contents were supposed to have been destroyed. See tracing "Q" on plate, Figure 50 B, (Carl W. Hurst collection).

(Second Part)—January 1st, 1856 until the fall of 1861, or until the 1851-1857 stamps were demonetized in California.

Further referring to the first part of this period. On the plate, Figure 50 B is illustrated a tracing, "M" of Marysville, showing a use, in red, of Sep. 4, 1855, on a stampless cover addressed to Vermont. This postmark (without the paid) was used in black, prior to April 1st, 1855, on unpaid mail to the East. In the upper right corner of this same plate is illustrated a tracing from an unusual cover, a stampless item of "June 19, 1860," with the "Paid 10" in a circle. The Nevada City Post Office was evidently out of stamps at this particular time. This cover is addressed to Maine and has in pen "Via Panama" (H. C. Brooks collection).

Referring to the plate, Figure 53 B the tracing in lower right of Crescent City is from a stampless cover showing no year of use but from the markings shown, the date was probably Dec. 12, 1855.

Referring to the plate, Figure 53 C, the large "VALLEJO" is from a cover showing a use in this first part of the above period, both markings in bright red, the date "Oct. 4, 1855" (W. R. Parker collection).

An interesting companion cover (stampless) has a manuscript "Vallejo Cal."—August 17th, 1855" with a red "Paid" and "10," the tracings of these two shown to the right of the large circular Vallejo. A third stampless cover has the same "10" but a different "Paid," see tracings in lower left corner. This also has a manuscript "Vallejo June 29th, 1855." To the right of these illustrations are tracings from a stampless cover that in all probability was used from "Table Rock, Cal." on "Sep. 15" 1855.

In the lower right corner are illustrated the markings from a very interesting stampless cover. The use is from San Francisco on April 16, 1855 and the cover is addressed to Vermont. This is quite an early use of the new 10c rate from San Francisco. The "S. S. Golden Age" was due to depart with the east-bound mail on Monday April 16th, 1855, but the sailing was delayed until April 17th, 1855.



Figure 53 D.

Referring to the plate, Figure 50 B, the tracing "B" is from a cover from Eureka in Humboldt County, the postmark of "EUREKA—H—BAY," meaning "Eureka Humboldt Bay." This cover shows a double 10c rate to Washington, D. C. prepaid by a block of six of the 3c 1857 and two 1c 1851.

Figure 53 D illustrates a cover showing the local 3c rate prepaid by a strip of three of the 1c 1857, Type V. The markings are in black. A tracing of this postmark is shown on Figure 53 C.

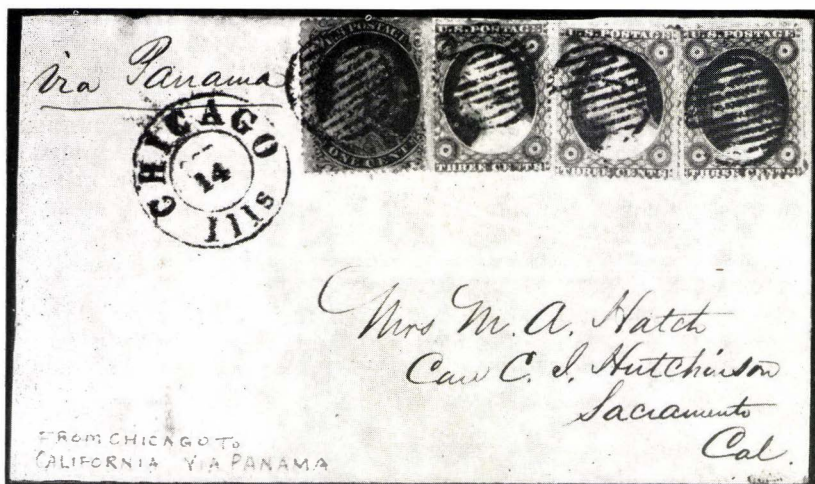


Figure 53 E.

Figure 53 E illustrates a typical cover from the east to California prepaid by three 3c 1857 and one 1c 1857, Type V. Note the "Via Panama."

Figure 53 F shows a propaganda cover for the Central Route "Overland Mail Via Placerville and Salt Lake Hurrah! but we must have the." (Railroad). In this case the cover shows a local use from Strawberry Valley to Oroville.

Figure 53 G shows one of the propaganda covers of the Butterfield Route but in this use the "Via Los Angeles" was crossed out as the cover, postmarked "San Francisco, Sep. 9, 1861" went over the Central Route to Fort Churchill, Nevada Territory.



Figure 53 J.

It will be recalled the Overland Mail was moved north to the Central Route on July 1st, 1861.

Figure 53 H illustrates quite an unusual cover, a 3c rate from Sacramento to Fort Umpqua, Oregon, in June 1860. California to Oregon covers are very rare.

Figure 53 J illustrates a block of ten of the 1c 1857, Type V, used to prepay the 10c rate in 1860. Such items are very scarce. This block shows part of the imprint from the right pane of Plate 8. (F. A. Hollowbush collection).



Figure 53 K.

Figure 53 K illustrates one of the scarce "San Francisco News Letters." These were small two-page newspapers printed twice a month and containing all the important California news from the sailing of one mail ship to the next. In the upper corner is, "P. M. S. S. per California Sep 5," indicating this news letter was prepared for the sailing of the Pacific Mail S. S. Company's steamer "California" on September 5th, 1857. These news letters are rare.

Figures 53 L, 53 M, and 53 N illustrate three very fine "California Penny Post" covers from the collection of the late Judge Robert S. Emerson.



Figure 53 F.

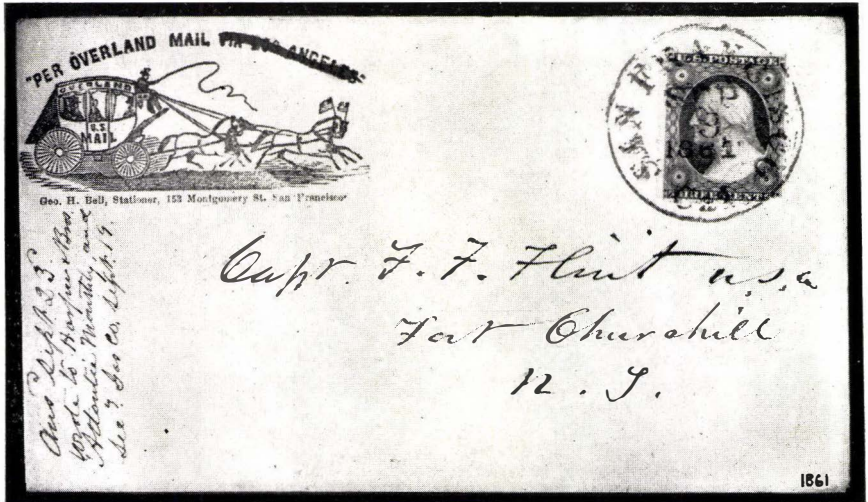


Figure 53 G.



Figure 53 H.



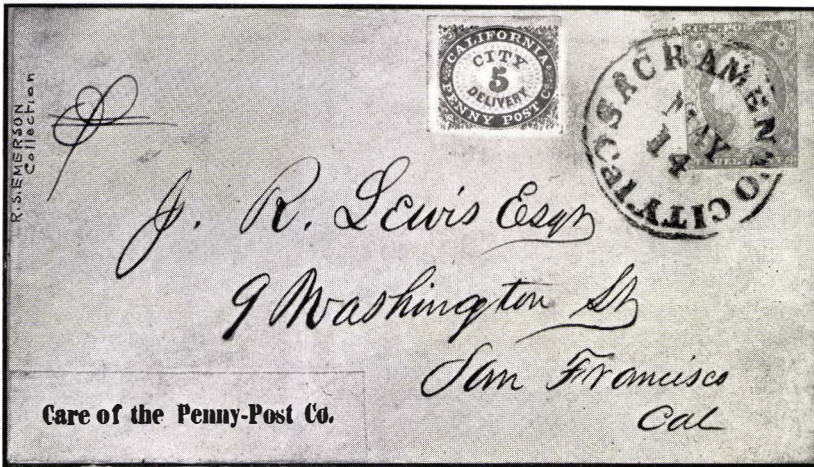


Figure 53 L.

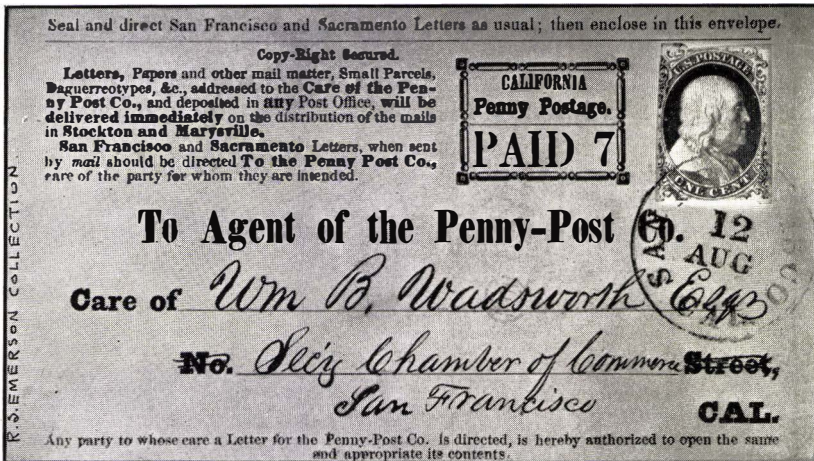


Figure 53 M.



Figure 53 N.

Chase stated on page 310 of his Three Cent 1851-1857 Book, that the "Penny Post Co" is "said to have had an existence of only six months in the year 1855," and that they "issued local stamps and corresponding entire envelopes, did a regular business of carrying mail *to* and delivering *it* from the post offices in various California cities, in the latter case the letters having been sent in care of the company."

Figure 53 L illustrates a letter mailed from Sacramento, "Care of the Penny Post Co." at San Francisco. This cover shows the 5c "City Delivery" adhesive stamp of the company. (Scott No. 6421).

Figure 53 N illustrates a cover with the marking of the "Penny Post Co., San Francisco." See tracing, Figure 53 C.

I have seen this same marking on a cover addressed to Fitchburg, Mass., prepaid by a 10c 1855 stamp tied by the San Francisco postmark of "Sep. 20" (1855). This cover shows delivery to the San Francisco Post Office by the Penny Post Co., but no indication of the amount of the charge.

#### THE SAN FRANCISCO POST OFFICE IN 1850

Mr. A. R. Rowell, very kindly furnished me the following interesting data, concerning the early San Francisco post office and list of California post offices, in 1851:

"From Charles P. Kimball's 'San Francisco City Directory'—September 1, 1850.

#### San Francisco

POST OFFICE. Corner Clay and Dupont Streets.

Jacob B. Moore, Post-Master.

C. C. Moore, Cashier.

Frank Moore, E. DeWolf, General Clerks.

L. H. Robie, J. B. Brown, Box Delivery Clerks.

E. Higgins, Gen. Delivery Clerk, A. to Z.\*

Chas. H. Melcher, Gen. Delivery Clerk, K to Z.

Timothy Page, Foreign & Ladies' Deliv. Clerk.

F. B. de las Casas, Jr., Mailing Clerk.

F. B. Henderson, Night Clerk.

John Short, Newspaper Delivery Clerk.

Office hours from 8 A. M. to 6 P. M.

Mails for Sacramento and Towns above on the Sacramento river and branches, close daily, Sundays excepted, at 3 o'clock P. M.

Mails for Benicia, Sonoma, Nappa, Junction & Stockton, Mondays, Thursdays and Saturdays, at 2 o'clock P. M.

Mails for San Jose, Mission of San Jose, and Santa Clara close Mondays, Wednesdays and Fridays at 7 o'clock A. M.

Mail for Monterey and Santa Cruz, Wednesdays at 7 o'clock A. M.

SAN FRANCISCO.

June 20

Figure 53 P.



MARYSVILLE - CAL.  
BLUE 1852

Figure 53 Q.



IN BLACK - MARCH 1852 - DOUBLE RATE

Figure 53 R.

Postage on letters for all parts of the United States and Oregon,\* 40 cents.

All parts of California, 12½ cents.

Drop letters, 2 cents.

Postage on Newspapers to the United States and Oregon, 3 cents, inland postage, 1½ cts. to be added; and in all cases, unless sent from the office of Publication, must be paid in advance.\*\*

#### California Post Offices—July 30, 1851

From "Daily Alta"—July 30, 1851.

##### Offices—Counties.

Antioch\*, Contra Costa,  
 Auburn \*\*, Placer,  
 Benicia\*\*, Solano,  
 Bidwell's Bar, Butte,  
 Big Bar, Trinity,  
 Chico, Butte,  
 Colusi, Colusi,  
 Columa\*\*, El Dorado,  
 Dobbins' Ranch, Yuba,  
 Double Springs, Calaveras,  
 Downieville, Yuba,  
 Foster's Bar, Yuba,  
 Fremont\*\*, Yolo,  
 Georgetown, El Dorado,  
 Goodyear's Bar, Yuba,  
 Hamilton\*\*, Butte,  
 How's Ranch, San Joaquin,  
 Jackson\*\*, Calaveras,  
 Knight's Ferry, San Joaquin,  
 Lassens, Butte,  
 Los Angeles\*\*, Los Angeles,  
 Louisville, El Dorado,  
 Mariposa, Mariposa,  
 Martinez\*\*, Contra Costa,  
 Marysville\*\*, Yuba,  
 Mission San Jose, Santa Clara,  
 Mokelumne Hill, Calaveras,  
 Monroeville\*\*, Colusi,  
 Monterey\*\*, Monterey,  
 Mormon Island, Sacramento,  
 Moon's Ranch, Colusi,  
 Napa\*\*, Napa,  
 Nevada\*\*, Nevada,  
 Nicolaus, Sutter,  
 Oak Spring, Tuohumne,  
 Park's Bar, Yuba,

\*Probably intended to be "A to J."

\*\*Probably means 4½c in all cases except where carriage was solely by steamer.

Placerville, El Dorado,  
 Quartzburg, Mariposa,  
 Rough and Ready, Nevada,  
 San Francisco\*\*, San Francisco,  
 Sacramento\*\*, Sacramento,  
 Salmon Falls, Nevada,  
 Santa Clara, Santa Clara,  
 San Jose\*\*, Santa Clara,  
 Santa Cruz\*\*, Santa Cruz,  
 San Juan, Monterey,  
 San Luis Obispo\*\*, San Luis Obispo,  
 Santa Barbara\*\*, Santa Barbara  
 San Diego\*\*, San Diego,  
 Shasta\*\*, Shasta,  
 Sonora\*\*, Tuolumne,  
 Sonoma\*\*, Sonoma,  
 Staples' Ranch, Calaveras,  
 Stockton\*\*, San Joaquin,  
 Trinidad, Trinity,  
 Vallejo, Solano,  
 Vernon\*\*, Sutter,  
 Volcano, Calaveras,  
 Weaverville\*\*, Trinity,  
 Wood's Diggings, Tuolumne,  
 Yuba City, Yuba.

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\*Removed from junction (New York of the Pacific).

\*\*County seats.

## Chapter LIV.

### CALIFORNIA EXPRESS MARKINGS.

**I**N the early years of the settlement of California, the U. S. Mail facilities were totally unequal to meet the needs of the large number of new inhabitants of the state. Many gold seekers, not knowing where they would be located, simply had their mail addressed to the San Francisco Post Office. They either had to travel to San Francisco themselves or pay someone to bring their mail to them. In this way, private expresses came into existence for the transportation of express matter and the carriage of mail to and from remote places which were without proper mail facilities.

In the early fifties the great majority of the local California mail was carried "outside of" the regular U. S. Mail by various express companies. To comply with the law, 3c stamps were placed on such letters, and the express companies charged in addition their own fees for the transportation.

Frequently the stamps were pen cancelled but more frequently they were left uncanceled, no doubt a sort of protest against this seemingly unnecessary tax. Perhaps in many cases the stamps were removed and used again, and the postal officials were no doubt aware of this practice. In all probability this practice was the cause of the passage of Section 8 of the Act of August 31st, 1852, which read in part as follows:

"That the Postmaster General shall be, and he is hereby authorized to provide and furnish to all postmasters and other persons applying and paying therefor, suitable letter envelopes \* \* \* with one or more suitable postage stamps \* \* \* printed or impressed thereon \* \* \* and letters when enclosed in such envelopes \* \* \* shall pass in the mails as prepaid letters; and all letters enclosed in such envelopes \* \* \* may be sent, conveyed, and delivered otherwise than by post or mail."

The Government publication "Regulations and Laws of the Post Office Department" 1857 edition, has the following instruction regarding the above law, (foot of page 27 of the Law Section):

"Under this section letters enclosed in stamped envelopes may be sent out of the mail, a letter with a postage stamp merely cannot be so sent."

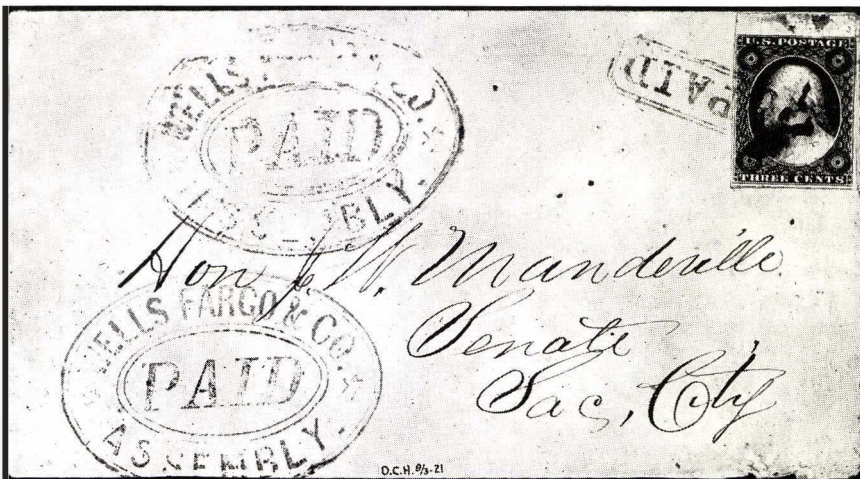


Figure 54 A.

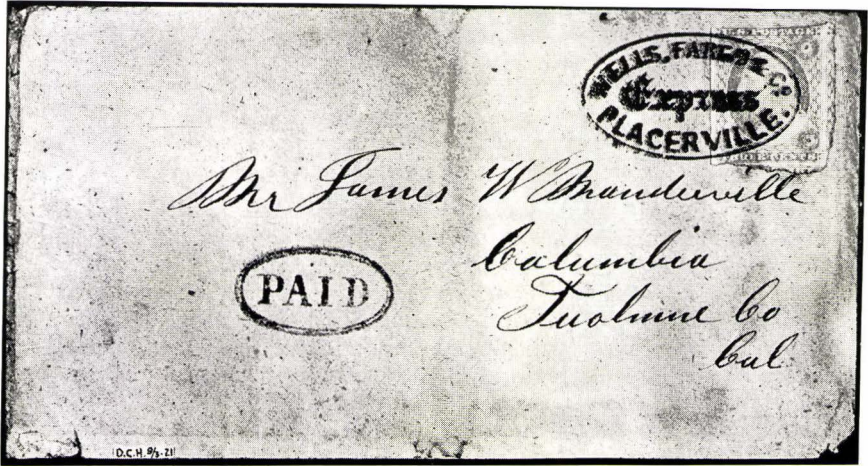


Figure 54 B.

Section 8 as above continues as follows:

“May be sent conveyed and delivered otherwise than by Post or Mail, notwithstanding any prohibition thereof under any existing law: Provided, that the said envelope shall be duly sealed, or otherwise firmly and securely closed, so that such letter cannot be taken therefrom without tearing or destroying such envelope, and the same duly directed and addressed, and the date of such letter, or the receipt or transmission thereof to be written or stamped, or otherwise appear on such envelope.”

To comply with the above law and in order to identify the stamped envelopes which they were selling, the various express companies generally overprinted them with what are known as the “Western Franks.” In certain instances they were handstamped.



Figure 54 C.

These overprinted or Franked U. S. stamped envelopes were sold to the public at a price to include the U. S. Postage and the charge of the express company.

Stamped envelopes did not appear until 1853 so prior to their issuance adhesive stamps necessarily had to be used, and even after they were issued the use of adhesive stamps was unavoidable to some extent, when the rate of postage was higher than the envelope stamp.

The 1851 stamps tied to cover by the markings of the various express companies are far from common.

Figures 54 A and 54 B illustrate two typical covers with the express markings tying the 3c 1851 stamps to cover.

Figure 54 C illustrates a cover with 20c postage prepaid, from Boston to San Francisco, which was carried by Wells Fargo & Co. "outside of the U. S. Mail" in 1855.

## Chapter LV.

### TERRITORIAL POSTAL MARKINGS.

**C**OVERS showing territorial postal markings are very interesting whether they be stampless items or covers with stamps. Some twenty-five years ago practically no attention was paid to these markings and I doubt if any collector in the country made any effort to acquire them with the sole exception of Dr. Carroll Chase. In recent years they have been eagerly sought after and covers with the 1851-1857 stamps tied by territorial postmarks command nice premiums.

The abbreviation for territory is generally found in the postmark but in certain ones used, a "T" or a "Ty" was not included.

Figure 55 A illustrates a cover with a strip of three 1c 1857, Type V, used from "Omaha City, Neb." on March 24, 1860 to New Jersey. At this time Nebraska was a Territory, and was not admitted to statehood until March 1, 1867. This postmark is illustrated on the plate, Figure 55 B, tracing "F."

Covers with the 1851-1855 imperforate stamps are far rarer than those showing uses of the perforated 1857 stamps.

Of the five values of the imperforates, three are very rare with Territorial markings, viz., the 5c, 10c and 12c. The 3c 1851 is much more common than strips of three of the 1c 1851, and single copies of the 1c used on drop letters or circulars are indeed scarce.

Figure 55 C illustrates a strip of three 1c 1851 tied by the postmark of "Nininger M. T." (Minnesota Territory).

Figure 55 D illustrates a 1c 1851 used on a drop letter at "Saint Paul Min. Ter." As a companion piece see the illustration of "St. Anthony Falls M. T. Dec. 2, 1856," on the plate, Figure 41 F, Chapter No. 41. This town is now East Minneapolis.

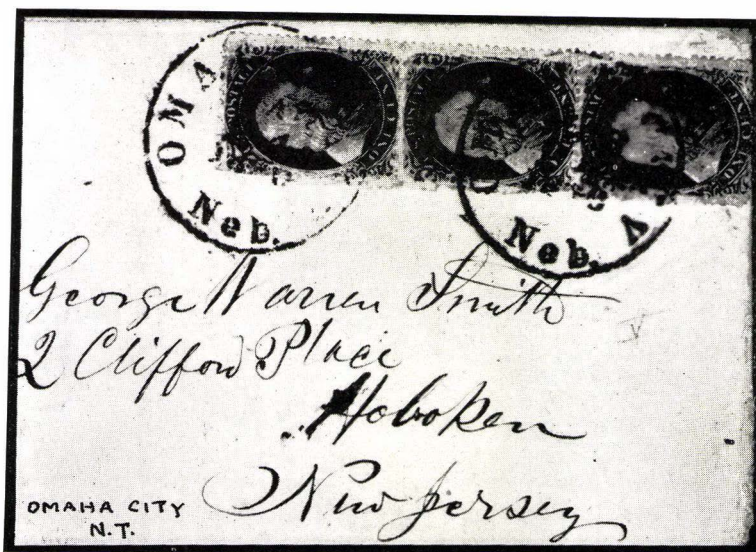


Figure 55 A.



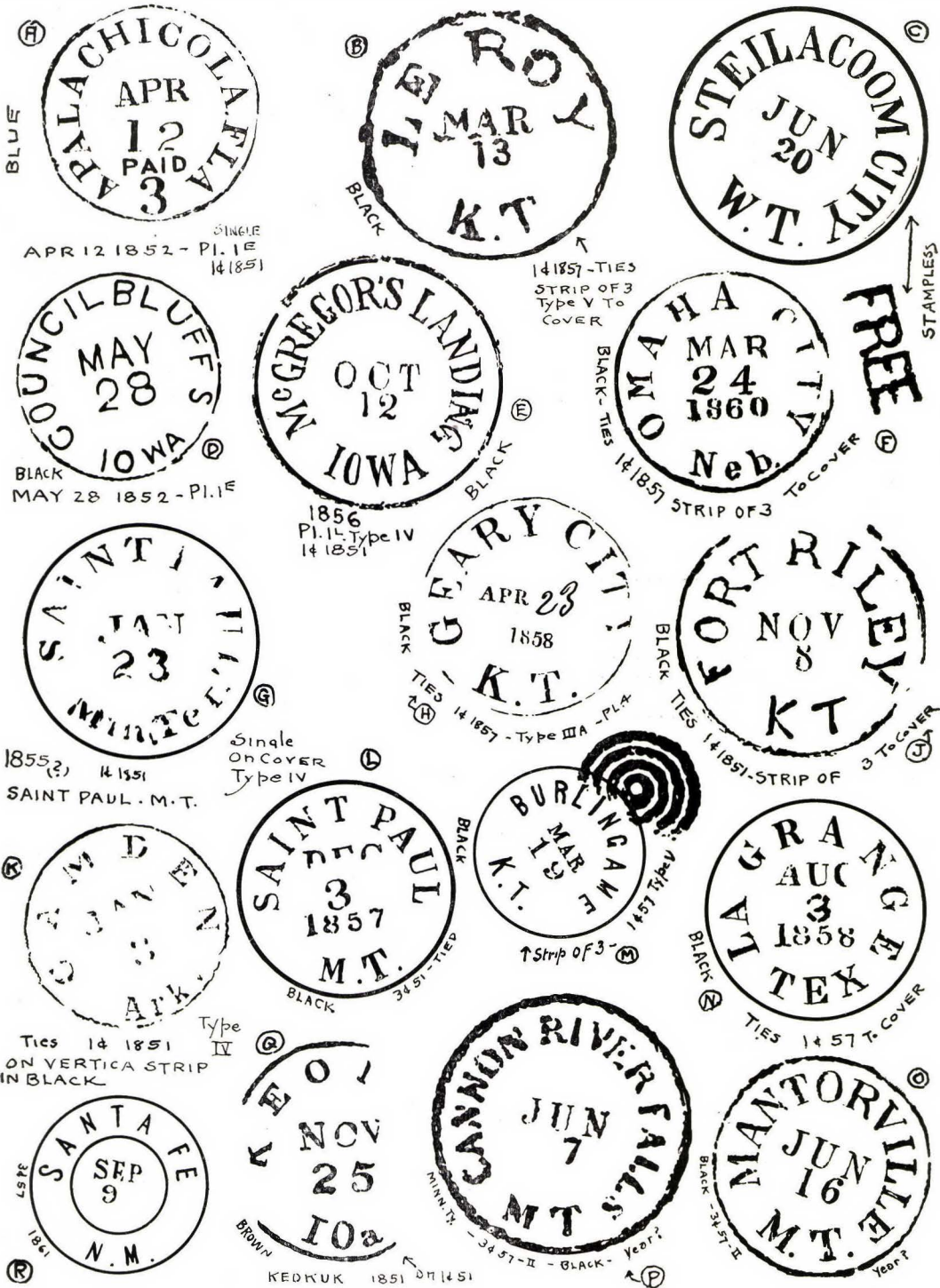


Figure 55 B.



Figure 55 C.



Figure 55 D.

The following is a list of states, when they were organized as territories and the dates of their admission to the Union as states:

	Organized as a Territory.	Admitted as a State.
Florida . . . . .	March 3, 1822	March 3, 1845
Wisconsin . . . . .	April 20, 1836	May 29, 1848
California . . . . .		September 9, 1850
Minnesota . . . . .	March 3, 1849	May 11, 1858
Oregon . . . . .	August 14, 1848	February 14, 1859
Kansas . . . . .	May 30, 1854	January 29, 1861
Nevada . . . . .	March 2, 1861	October 31, 1864
Nebraska . . . . .	May 30, 1854	March 1, 1867
Colorado . . . . .	February 28, 1861	August 1, 1876
Dakota . . . . .	March 2, 1861	November 3, 1889 (As No. & So. Dakota)
Montana . . . . .	May 26, 1864	November 8, 1889
Washington . . . . .	March 2, 1853	November 11, 1889
Idaho . . . . .	March 3, 1863	July 3, 1890
Wyoming . . . . .	July 25, 1868	July 10, 1890
Utah . . . . .	September 9, 1850	January 4, 1896
New Mexico . . . . .	September 9, 1850	January 6, 1912



Figure 55 E.

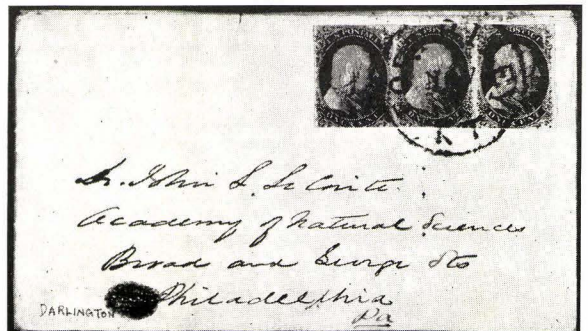


Figure 55 F.

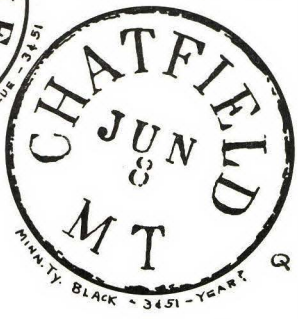
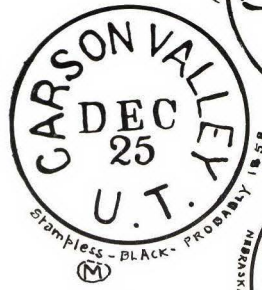
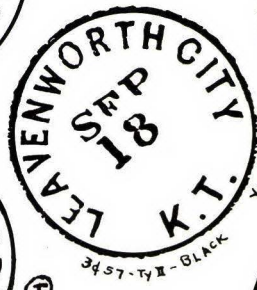
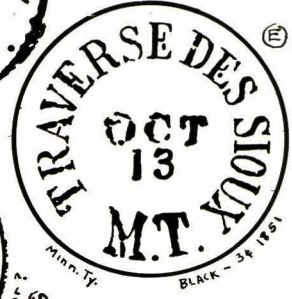
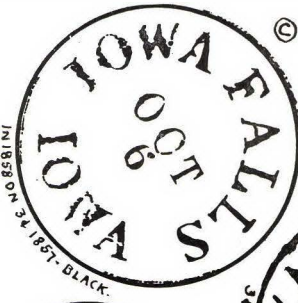


Figure 55 H.

Figure 55 E illustrates a cover with three 1c 1857, Type III A, used from "Geary City April 23, 1858—K. T." (Kansas Ty). An illustration of this postmark is shown on the plate, Figure 55 B, tracing "H."

Figure 55 F illustrates a cover with a strip of three 1c 1851 from "Fort Riley K. T." See tracing "J," Figure 55 B.

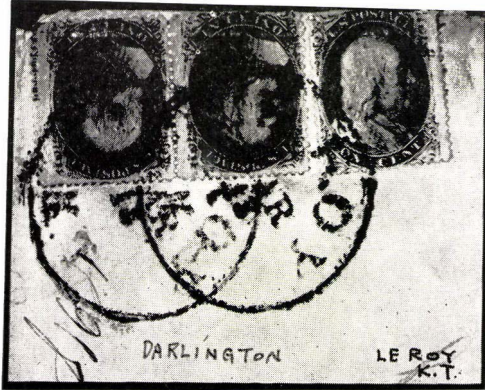


Figure 55 G.

Figure 55 G illustrates a cover with three 1c 1857, Type V stamps, postmarked "Le Roy K. T." See tracing "B," Figure 55 B.

Figures 55 B and 55 H illustrate various territorial postmarks with descriptions of uses attached to each.

The Plate, Figure 43 A, Chapter 43, illustrates the following territorial postmarks: Le Compton, K. T., Atchison, K. T., Sumner, K. T. The plate, Figure 45 E, Chapter No. 45, illustrates the postmark of Caledonia, M. T. (Minnesota).

Certain town postmarks are known with the abbreviation "Ty" after certain territories were admitted as states, for example, Appalachicola and St. Augustine, Florida, Mineral Point, Wisconsin, etc. Such uses are extremely scarce. Thanks are due Mr. H. T. Darlington for the loan of various covers mentioned above.

Chapter LVI.

FOREIGN RATES OF POSTAGE AND POSTAL MARKINGS.

THERE is little if any doubt that the most interesting way to form a collection of postage stamps is to collect the stamps, in which one is especially interested, on the original covers. But to do this intelligently, one must have a knowledge of postal rates, postal uses and postal markings. Perhaps no branch of U. S. Cover collecting is quite such an absorbing study as the collecting of foreign rate covers, and this applies to covers used with stamps

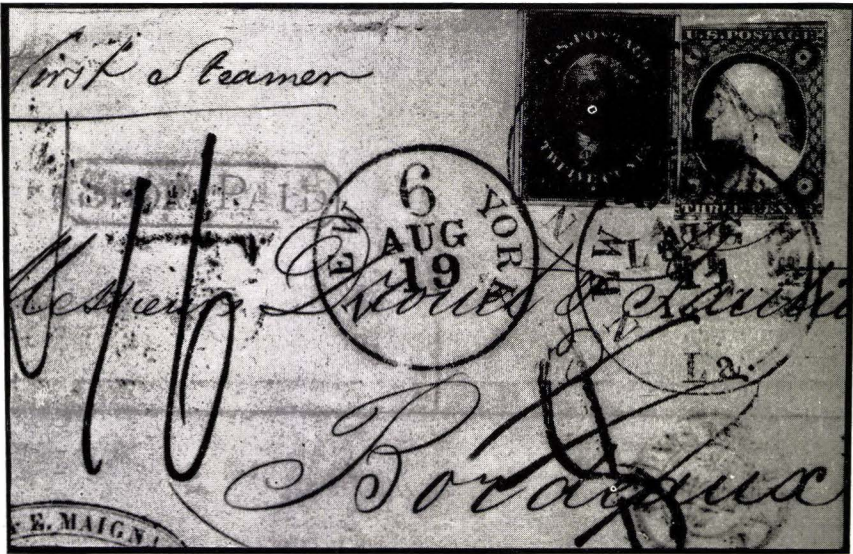


Figure 56 A.



Figure 56 B.



Figure 56 C.

as well as covers without stamps, if one is making a study of postal markings. U. S. covers used to foreign countries between 1850 and 1870 offer a very wide field for specialization and study, and a specialized collection of such items can afford the owner much pleasure and personal satisfaction if he studies his covers sufficiently to understand the meaning of the many interesting postal markings.

As an illustration, let us consider the cover illustrated by Figure 56 A. Here we have a letter mailed from New Orleans on Aug. 11, 1857. It shows a "New York foreign mail marking" of August 19th. In the top of this postmark is the figure "6." What is the meaning of this 6?

I have heard this question asked many times by advanced collectors regarding these "foreign mail postmarks."

On this same cover in manuscript to left is a "16." Where was this applied and what is its meaning? Across the "Bordeaux" is a handstamped "8." Where was this applied and what is its meaning? We also note the handstamp in a rectangular frame "Short Paid." All these various markings had their own special purpose and were so applied.



Figure 56 D.

CHAPTER 18.

POSTAGE TO FOREIGN COUNTRIES.

SEC. 146. *Table of postages to Foreign Countries, showing the rates to be charged upon Letters and Newspapers between any point in the United States and Foreign Countries.*

When directed to any of the countries, cities, or towns below named,	Letters are to be charged with postage per single rate, (not exceeding half an ounce,) at	Remarks.	Postage charge able on each newspaper.	Remarks.
Great Britain and Ireland	24 cents, (California and Oregon excepted) 5 cents to be added when to or from California or Oregon.....	Prepayment optional.	2 cents	To be prepaid when sent from; or collected when received in the U. S.
Alexandria, city of, via Marseilles..... Algeria..... Austria and the Austrian States..... Baden..... Bavaria..... Belgium..... Bremen, free city of..... Brunswick..... Beyroot, city of, via Marseilles..... Dardanelles, the...do... Denmark..... France..... German States..... Gibraltar..... Greece, via Marseilles..	5 cents (California and Oregon excepted)	On all letters between the United States and the countries here named, when sent through the United Kingdom, the	4 cents	To be prepaid when sent from, or collected when received in the U. S.

Figure 56 E. (P. L. & R.)

Figure 56 B illustrates a cover to France with 5c postage. Note the peculiar handstamp which looks like "19." The cover, Figure 56 C, 2c rate to France also has this queer looking handstamp.

Figure 56 D illustrates a very rare cover showing a rate of \$1.32 paid in part by the 30c and 90c stamps of 1860. The address is the Cape of Good Hope. On the face of this cover is marked in red pencil "1.12" and below a "4." What do these markings mean?

TABLES OF FOREIGN RATES

Figures 56 E, 56 F, 56 G, 56 H, 56 J, 56 K, 56 L and 56 M, are exact reproductions of pages 30 to 37 (Regulations) of the Government publication "Laws and Regulations of the Post Office Department," 1852 edition. (April 3, 1852).

These tables included the rates postmasters were instructed to charge on mail going abroad.

The rates remained practically unchanged until 1857.

<i>Postages to Foreign Countries—Continued.</i>				
When directed to any of the countries, cities, or towns below named,	Letters are to be charged with postage per single rate, (not exceeding half an ounce,) at	Remarks.	Postage charge-able on each newspaper.	Remarks.
Hamburg and Cuxhaven	when conveyed by British packet.....	United States postage, and that only, must be collected in the United States by prepayment when sent, and on delivery when received, at the rate of 5 cents the single rate when conveyed by British packet (unless from or to Oregon or California, then 10 cts.) and 21 cts. the single rate when conveyed by United States packet, unless as aforesaid from or to Oregon or California, then 26 cents.....		
Hanover.....				
Holland.....				
Hong Kong, (China,) Isle of.....	10 cents to or from Oregon or California when conveyed by British packet.....			
Ionian Islands.....				
Lubec, free city of.....				
Malta, Island of.....				
Mechlenburg Schwerin..				
Mechlenburg Strelitz...	21 cents (California and Oregon excepted) when conveyed by United States packet.			
Modena.....				
Moldavia.....				
Naples, kingdom of, via Marseilles.....				
Norway.....				
Oldenburgh.....				
Parma.....	26 cents to or from Oregon or California, when conveyed by United States packet.		4 cents	
Placentia.....				
Poland.....				
Prussia.....				
Roman, or Papal States.				
Russia.....				
Sardinia.....				
Saxony.....				
Scutari, city of, via Marseilles.....				
Sicily, Island of.....				
Smyrna, via Marseilles..				
Sweden.....				
Switzerland.....				
Turkey in Europe.....				
Tuscany, via Marseilles.				
Venitian States.....				
Walachia.....				
Wurtemberg.....				
Aden, (Asia,) via Southampton.....	45 cents.....			
Australia, via Southampton and India.....	53 ".....			
Australia, by private ship	37 ".....			
Azores, Islands, via Southampton and Lisbon...	63 ".....			
Bombay and Borneo, Islands of, via Southampton and India.....	53 ".....			
Brazils, via Falmouth...	87 ".....			
Canary Islands, do....	65 ".....			

Figure 56 F. (P. L. &amp; R.)

Figures 56 N and 56 P are reproductions of pages 37 and 38 of the above book. Section 147 on Figure 56 M is continued at the top of Figure 56 N.

Figure 56 Q is a reproduction of page 88, and Figures 56 R and 56 S of pages 79 and 80, in the above book.

Figure 56 T is a reproduction of sections 374 and 375, page 85 of the section, "Regulations."



Postages to Foreign Countries—Continued.

When directed to any of the countries, cities, or towns below named,	Letters are to be charged with postage per single rate (not exceeding $\frac{1}{2}$ an ounce) at	Remarks.	Postage chargeable on each newspaper.	Remarks.
Cape de Verde Islands..	65 cents .....			
Ceylon, Island, via Southampton.....	45 " .....			
China, do.....	45 " .....			
Egypt, } do.....	57 " .....	On all letters between the United States (Oregon and California excepted) and the countries here named, through the United Kingdom, and by the routes specified, the rates here affixed <i>must</i> be prepaid when sent from, and collected when received in, the U. States. When the letter is to or from Oregon or California, 5 cents per single rate must be added to these amounts.	4 cents	To be pre-paid when sent from, or collected when received in, the U.S.
Greece, }				
Heligoland, Island of, via London.....	33 " .....			
Indies, East, via Southampton.....	45 " .....			
Java and Labuan, via Southampton and India	53 " .....			
Lucca, via France.....	31 " .....			
Madeira, Island of, via Southampton.....	65 " .....			
Mauritius, via Southampton and India.....	45 " .....			
Moluccas, do. do....	53 " .....			
New South Wales, via Southampton and India	53 " .....			
New South Wales, by private ship .....	37 " .....			
New Zealand, via Southampton and India....	53 " .....			
New Zealand, by private ship.....	37 " .....			
Phillippine Islands, via Southampton.....	45 " .....			
Portugal, do.....	63 " .....			
Sierra Leone.....	45 " .....			
Spain, via Southampton.	73 " .....			
Sumatra, Island of, via Southampton and India	53 " .....			
Syria, via Southampton.	57 " .....			
Van Dieman's Land, via Southampton and India	53 " .....			
Any British colony or other foreign country, when conveyed to or from the United Kingdom by private ships..	37 " .....			

Figure 56 G. (P. L. & R.)

RED AND BLACK MARKINGS

The first important postal treaty between the United States and a foreign country was signed with Great Britain in the late Eighteen Forties. Attention is called to the "Section 151," Figure 56 N. Mention is made of the "Exchange Offices."

These refer to Seaboard Post Offices where mail was sent to be forwarded abroad. In the early Fifties mail to Great Britain was forwarded from New

Postages to Foreign Countries—Continued.

When directed to any of the countries, cities, or towns below named,	Letters are to be charged with postage per single rate (not exceeding $\frac{1}{4}$ an ounce) at	Remarks.	Postage charge-able on each newspaper.	Remarks.
		To be prepaid when sent from, or collected when received in the U. States. . . . . In computing postage to the countries here named, the British and sea postage, and the U. S. postage are rated by the $\frac{1}{2}$ oz. for the single letter; while the foreign postage is rated by the $\frac{1}{4}$ ounce for the single letter. Thus a letter directed to the East Indies by a British steamer, if it weighs less than $\frac{1}{4}$ oz. will be charged 65 cents postage; if $\frac{1}{2}$ oz., or more, but less than $\frac{1}{2}$ oz., 75 cts. —the foreign postage only being doubled for each $\frac{1}{4}$ ounce. . . . .	4 cents	To be paid when sent from collected when received in the U. States.
Aden, (Asia) . . . . . East Indies . . . . . Ceylon, Island of . . . . . China . . . . . Hong Kong, Island of . . . . . Mauritius . . . . . Philippine Islands . . . . . By closed mail, via Marseilles.	50 cents British and sea . . . . . 10 cents foreign. 5 cents United States . . . . . — 65 total . . . . .			
Australia . . . . . New Zealand . . . . . Van Dieman's Land . . . . . Bourbon, Borneo . . . . . Java, Labuan . . . . . Moluccas, Sumatra . . . . . Or any other place in the Indian Archipelago . . . . . By closed mail, via Marseilles . . . . .	53 cents British and sea . . . . . 10 cents foreign 5 cents United States . . . . . — 73 total . . . . .			
Egypt . . . . . Syria . . . . . By closed mail, via Marseille . . . . .	46 cents British and sea . . . . . 10 cents foreign. 5 cents United States . . . . . — 61 total . . . . .	The foreign portion of the above rates is to be charged as follows: Letters weighing under $\frac{1}{4}$ ounce, one rate; weighing $\frac{1}{4}$ oz. & under $\frac{1}{2}$ oz. two rates; $\frac{1}{2}$ oz. and under $\frac{3}{4}$ oz. three rates; $\frac{3}{4}$ oz. and under 1 oz., four rates; 1 oz. and under 1 $\frac{1}{4}$ oz. five.		
Egypt . . . . . Syria . . . . . Tunis, Africa . . . . . By French packet, via Marseilles . . . . .	26 cents British and sea . . . . . 20 cents foreign. 5 cents United States . . . . . — 51 total . . . . .			

Figure 56 H. (P. L. & R.)

York and Boston and accounts were kept at these two foreign "Exchange Offices" of each and every letter forwarded and received. If a letter was fully prepaid by either cash or stamps a part of the prepaid amount, for example, was due Great Britain. On the books of the Exchange Offices, a credit of the sum due was made to that country. If a letter was forwarded "unpaid" a credit was due the United States, hence the Exchange Office debited a sum to Great Britain.

*Postages to Foreign Countries—Continued.*

When directed to any of the countries, cities, or towns, below named,	Letters are to be charged with postage per single rate (not exceeding $\frac{1}{4}$ an ounce) at	Remarks.	Postage charge able on each newspaper.	Remarks.
Spain, via France.....	26 cents British and sea ..... 10 cents foreign. 5 cents United States..... — 41 total.....	rates ; and so on, an additional rate being charged for each quarter of an ounce.....  When a letter to these countries is from Oregon or California, and <i>vice versa</i> , the single rate is in each instance to be 5 cents more than the total amount here stated.....		
Bremen, Germany, (by the Bremen line)	20 cents .....	Pre-payment optional.....		
Altona.....do.	Add 6 cts. to U. S. postage of 20 cts.	Letters to the cities and countries in Germany here named, if sent by the <i>Bremen line</i> , can be pre-paid to destination, if desired, by pre-paying the amounts here stated in addition to the U. S. postage of 20 cents per single rate.....		
Brunswick.....do.	Do. 7 do...	Pre-payment of whole postage to destination, the U. S. postage only, or to send the letter wholly unpaid, is optional. It is advised to pay the U. S. postage only.... The limit in respect to the foreign portion on a		
Cassel.....do.	Do. 7 do...			
Coburg.....do.	Do. 7 do...			
Darmstadt.....do.	Do. 7 do...			
Frankfort-on-the-Maine.....do.	Do. 7 do...			
Gotha.....do.	Do. 7 do...			
Hamburgh.....do.	Do. 5 do...			
Hanover.....do.	Do. 6 do...			
Hesse Hamburgh.....do.	Do. 12 do...			
Hesse.....do.	Do. 8 do...			
Oetmold.....do.	Do. 12 do...			
Lubec.....do.	Do. 8 do...			
Mecklenburgh				
Schwerin.....do.	Do. 12 do...			
Mecklenburgh				
Strelitz.....do.	Do. 12 do...			
Nassau.....do.	Do. 12 do...			
Oldenburgh.....do.	Do. 2 do...			
Prussia, (Kingdom and Provinces).....do.	Do. 7 do...			
Reuss.....do.	Do. 12 do...			
Saxe Altenburgh.....do.	Do. 12 do...			
Saxe Meiningen.....do.	Do. 12 do...			

To be pre-paid when sent from, or collected when received in the U. States.

Figure 56 J. (P. L. & R.)

The instructions demanded, as per the above section, that fully prepaid letters were to be postmarked by the "Exchange Office" in *red ink*, with a "Paid" in *red ink*, and also the amount of money to be *credited* to the other country in *red ink*. *Unpaid letters* were to bear the "Exchange Office" postmark in *black ink*, and the amount we were *charging* to that country in *black ink*. Note the instructions in this section, "The Exchange Offices of the two countries in mailing to each other, are to postmark the letter, *not with the entire postage, but with the credit and debit portions (of the full amount) of it only.*"

Postages to Foreign Countries—Continued.

When directed to any of the countries, cities or towns below named,	Letters are to be charged with postage per single rate (not exceeding $\frac{1}{4}$ an ounce) at	Remarks	Postage charges to be on each newspaper.	Remarks.			
Saxe Weimar, (by the Bremen line.)	Add 12 cts. to U. S. postage of 20 cts.	single letter to Cassel, Coburg, Frankfort-on-the-Maine, Darmstadt, and Wurtemberg is $\frac{1}{4}$ ounce; to the other places here named, $\frac{1}{2}$ an ounce.....					
Saxony, Kingdom of, do.	Do. 12 do...						
Schaumburg Lippe, do.	Do. 12 do...						
Schwarzburg							
Reidolstalt,..... do.	Do. 12 do...						
Schwarzburg							
Sunderhausen,..... do.	Do. 12 do...						
Wurtemberg, Kingdom of,..... do.	Do. 7 do...	On letters to the cities and countries on the continent of Europe here named, if sent by the Bremen line, it is advised that the U. S. postage only be prepaid, if prepayment is desired, leaving the foreign portion of the postage to be collected from the receiver. But letters to these places can be sent wholly unpaid. Except to Denmark, Sweden, and Russia, the foreign single rate to any of these places, is limited to $\frac{1}{4}$ ounce.....	2 cents	To be pre-paid when sent from, or collected when received in, the United States.			
Alexandria,..... do.	Do. 37 do...						
Austria, Emp & Prov's of.	Do. 7 do...						
Baden..... do.	Do. 7 do...						
Basle and other Parts of Switzerland,..... do.	Do. 21 do...						
Bavaria,..... do.	Do. 7 do...						
Cairo,..... do.	Do. 37 do...						
Constantinople,..... do.	Do. 37 do...						
Denmark, (Copenhagen and furthest parts)....	Do. 22 do...						
Greece,..... do.	Do. 37 do...						
Italy, eastern towns of..	Do. 18 do...						
Norway, (Bergen, Christina, and furthest parts)	Do. 28 do...						
St. Petersburg or Cronstadt,..... do.	Do. 24 do...						
Sweden, Stockholm, and furthest parts,.....	Do. 39 do...				To be pre-paid when sent from, or collected when received in, the U. States.....	2 cents	To be pre-paid when sent from or collected when rec'd in, the U.S.
Havre, (France,) or any other port or place on the coast of France, Germany, or any other port or place in Europe where the United States steam packets touch, (Great Britain and Ireland excepted)	20 cents—U. S. postage.....						

Figure 56 K. (P. L. & R.)

Postages to Foreign Countries—Continued.

When directed to any of the countries, cities, or towns below named,	Letters are to be charged with postage per single rate (not exceeding $\frac{1}{2}$ ounce) at	Remarks.	Postage charge able on each newspaper.	Remarks.
Accapulco..... Chagres..... Havana, (Cuba)..... Mazatlan.....do..... Panama..... San Blas.....	10 cts.—if distance from the mailing office does not exceed 2,500 miles; and 20 cents—where distance exceeds 2,500 miles.....	To be pre-paid when sent from, or collected when received in the United States...	2 cents	To be pre-paid when sent from, or collected when received in U. S.
W. Indies, &c., British, viz :..... Antigua..... Barbadoes..... Bahamas..... Berbice..... Cariacou..... Demerara..... Dominica..... Essequibo..... Grenada..... Honduras..... Jamaica..... Montserrat..... Nevis and St. Kitt's.... St. Lucia..... St. Vincent..... Tobago, and Tortola... Trinidad.....	10 cents—where distance from the mailing office does not exceed 2,500 miles; and 20 cents—where distance exceeds 2,500 miles.....	To be pre-paid when sent from, or collected when received in, the United States...	2 cents	To be pre-paid when sent from, or collected when received in U. S.
West India Islands, (not British,) Mexico, ports or points in the Gulf of Mexico, or places on the Atlantic coast of South America not in British possession.....	35 cents—where distance from the mailing office does not exceed 2,500 miles; and 45 cents—where distance exceeds 2,500 miles.....	To be pre-paid on letters sent from the U. States. On letters received from these countries, the British postage must be pre-paid there, and the U. States postage only, of 10 or 20 cents, according to distance must be collected at the office of delivery.	4 cents 2 cents	To be pre-paid when sent from, or— To be collected when received in the U. S.

Figure 56 L. (P. L. & R.)

The plate, Figure 44 L, Chapter 44, illustrates a few New York foreign mail postmarks, or rather the markings of the "Exchange Office" located at New York City. The tracing in the lower right corner, "New—PAID—York—Aug 21—3" is marked "RED—1858." This marking is in accordance with the above instructions—showing a prepaid letter—a red "PAID" and the "3" being the amount, "3cents" the U. S. Exchange Office credited the foreign country. Above this is a New York marking in black, with no paid, but a "6," indicating a charge of 6 cents to the foreign country.



per newspaper. Thus, though such paper comes, as it should do, marked "paid," there is still the United States postage of two cents to be collected of the receiver. If the newspaper, however, has passed, or is to pass, *in transit* through Great Britain from or to some other foreign country, then the sum, in each instance, to be collected here, is *four cents*—two United States and two British.

SEC. 148. Newspapers and periodicals to foreign countries (particularly to the continent of Europe) must be sent in narrow bands, open at the sides or end; otherwise they are chargeable there with letter postage.

SEC. 149. *Periodicals*.—Periodical works and pamphlets are not entitled to transit conveyance *through* the United Kingdom of Great Britain and Ireland, but they may be sent from the United States to the United Kingdom, and *vice versa*, at two cents of United States postage each, if they do not exceed two ounces in weight; and at *four cents* per ounce, or fraction of an ounce, when they exceed that weight, to be collected in all cases in the United States; and the same will be subject to an additional like charge in the United Kingdom. Under the postal treaty with Great Britain, however, no pamphlet can be sent exceeding eight ounces in weight, and no periodical weighing over sixteen ounces. When sent to, or received from foreign countries, *without passing through the United Kingdom*, they will be chargeable with the regular United States rates, to be prepaid when sent, and collected when received; and the weight, according to act of Congress of 3d March, 1851, must not exceed thirty-two ounces.

SEC. 150. *Dead Matter*.—All British and foreign letters, and all *foreign* newspapers remaining on hand, refused or not called for are to be returned by the postmasters, as dead letters and newspapers, to the General Post Office, under address to the Third Assistant Postmaster General, separately from all other letters. This is necessary to enable the United States post office to reclaim the amount with which it stands debited upon each letter and newspaper.

SEC. 151. *Directions to the Exchange Offices, under the United States and British Postal Treaty, how to postmark*.—The exchange offices of the two countries, in mailing to each other, are to post mark the letter, not with the entire postage, but with the credit and debit portions of it only; if a paid letter, with the credit amount in favor of the other country, in *red* ink, and with a "paid" stamp in same color; if unpaid, with the debit amount against the other country, in *black* ink. But before the exchange office receiving such letter, delivers it, or mails it to the interior, it is to re-stamp

Figure 56 N. (P. L. & R.)

Mail addressed to the "Sandwich Islands, China and New South Wales" was sent from San Francisco by "private vessels" hence such were *outbound* "Ship letters," requiring postage only to be prepaid to San Francisco.

Referring to the table of rates, Figure 56 E, the postage to Great Britain is listed as 24 cents, prepayment optional, but from California or Oregon the rate was 29 cents.

the letter with its own office stamp, in all cases, and with the "paid" stamp in *red ink*, if paid; if unpaid, with the amount, in *black*, of the *entire postage to be collected*.

NOTE.—California and Oregon, as parts of the United States, are embraced in the table of domestic postages. Letters to any places therein, (the distance being over 3,000 miles) are *six cents* prepaid per rate, and *ten cents* unpaid. On newspapers and other printed matter, the *domestic* rates also apply.

But to Chagres and Panama (*foreign*) the letter postage must be rated under that clause in the law specifying letters to be "conveyed wholly or in part by sea, and to or from a *foreign* country." The single-letter postage to Chagres, Panama, and other such places, is *ten cents*, if the distance from the mailing office is under 2,500 miles, and *twenty cents* if the distance is over 2,500 miles; in both cases to be prepaid when the letter is sent *from*, and *collected* when received *in*, the United States. To either of these places, from New York, the distance *exceeds* 2,500 miles; from all the southern ports the distance is less than 2,500 miles.

*Ship Letters*.—Letters sent from the United States to foreign countries by private vessels, are chargeable with inland postage, which must be prepaid from the mailing office to the port of sailing. The Postmaster of San Francisco is specially instructed to make up and despatch such mails to the Sandwich Islands, China and New South Wales.

## CHAPTER 19.

### *Delivery of Letters.*

SEC. 152. The persons entitled to letters received by mail, are those whose names are in the address.

SEC. 153. The delivery should be either to the person addressed, or according to his order. The order is, in some cases, implied, as where a person is in the habit of receiving his letters through his son, clerk, or servant, and of recognising the delivery to him.

SEC. 154. If a letter appear to be of value, it will be safest to require a written order for its delivery to the person calling, if he be not the person addressed.

SEC. 155. A letter addressed to a firm, may be delivered to any member of the firm; if addressed to several persons, it may be delivered to **any one** of them.

7\*

Figure 56 P. (P. L. & R.)

Regarding letters to France, prior to April 1st, 1857 we had no definite postal treaty with the French nation. In forwarding a letter from this country, one could not prepay the postage to the ultimate destination of the letter and vice versa. Prior to April 1st, 1857, we find three principal prepayments of postages, viz., 5c, 20c and 21c.



## CHAPTER 51.

*Miscellaneous.*

As the articles embraced in the following chapters were adopted after the preceding chapters had been put to press, no reference is made to them in the Index.

SEC. 391. *Foreign postages not noted in the general table:—*

To Buenos Ayres, or any other part of the Argentine Republic, via Falmouth, England, single rate, 45 cents, to be prepaid.

To Montevideo by same route, single rate 83 cents, to be prepaid.

To Venezuela, 45 cents, to be prepaid.

SEC. 392. *Explanatory.* On newspapers to the West Indies, (not British,) and places on the Spanish main, where the United States mail steamers do not touch, the postage—*which must be prepaid*—is six instead of four cents each—the British postage alone being four cents.

SEC. 393. *All unpaid newspapers, pamphlets, and other printed matter*, mailed in any foreign country, and received at any Post office in the United States, which may be refused, or cannot be delivered as addressed, must be returned to the Department *as dead matter*:—in the same manner, and under the same general regulations as apply to the return of dead letters, and should be addressed to the *Third Assistant Postmaster General*.

SEC. 394. No Postmaster, Assistant Postmaster, or clerk employed in a Post Office, can hold a mail contract or be concerned in carrying the mail.—*Act of 1825, sec. 42.* ¶ See also act of 1836, sec. 26, p. 44 of the Laws—to which the special attention of Postmasters and their clerks is directed. ¶

SEC. 395. It is forbidden that any person be employed as assistant or clerk in any Post office, or as a mail carrier, who shall be at the time when he subscribes the required oath of office, less than sixteen years old.

Figure 56 Q. (P. L. & R.)

In early 1857 the first real Postal Treaty was concluded with France and this new treaty went into effect on April 1st, 1857. After that date, mail from the United States could be sent fully prepaid to its ultimate destination in France.

Therefore in studying the French rates and postal markings on covers of the period 1851 to 1862, the period must be divided into two parts, viz., (1) prior to April 1st, 1857, and (2) subsequent to April 1st, 1857.

## THE FRENCH NON-TREATY PERIOD

We will first discuss the non-treaty period, and the three principal prepayments of postage mentioned above.

*Five Cents Postage.* Figure 56 U illustrates a cover with 5c postage. This is not a "rate" to France but merely the U. S. inland postage to the ship destined to carry the letter to France. At the time the U. S. Post Office turned the letter over to the ship, we were entirely thru with its passage. Such mail was carried by British ships and it went via Great Britain to France. France had to pay the British for the sea carriage and France had to be paid for her inland rate, hence both were collected from the addressee on delivery.

## CHAPTER 48.

*Forwarding and receiving foreign Mails.*

SEC. 338. For the mails to and from Europe, and countries beyond, the proper offices of despatch and receipt are *New York* and *Boston*. Under the postal treaty between the United States and Great Britain, the exchange of mails is as follows, viz:

Between London and Boston, by way of Liverpool and Boston direct, and also by way of Liverpool and New York.

Between London and New York, by way of Liverpool and New York direct, and also by way of Liverpool and Boston.

Between Liverpool and Boston direct, and also by way of New York.

Between Liverpool and New York direct, and also by way of Boston.

Between London and New York, by way of Southampton.

Between Southampton and New York direct.

SEC. 339. For the mails to and from Southampton, in England, Havre, in France, and Bremen, in Germany, (by the Bremen and Havre lines of United States mail steamships,) *New York* is the regular office of despatch and receipt.

SEC. 340. For the mails to and from the West Indies, Mexico, foreign ports or points in the Gulf of Mexico, and places on the Atlantic and Pacific coasts of South America, *New York*, *Charleston*, *Savannah*, *New Orleans*, *San Francisco*, *Monterey* and *San Diego* are the offices of despatch and receipt. The mails for the South Pacific are sent by the offices last named, in sealed bags to the United States Consul at Panama; and those for the other foreign places named in this section, are sent by the same offices in sealed bags to the United States Consul at Kingston, Jamaica, through the agency of the United States Consul at Havana.

SEC. 341. Under the United States and Canada postal arrangement, the following are the exchange offices, viz:

<i>On the side of the U. States, at</i>			<i>On the side of Canada, at</i>		
Sault St. Mary,	-	Mich.	Sault St. Mary,		
Port Huron,	-	do.	Port Sarnia,		
Detroit,	-	do.	Windsor,		
			Toronto,		
Buffalo,	-	N. Y.	Hamilton,	} By through bags.	
			Queenston,		
Black Rock,	-	do.	Waterloo,		

<i>On the side of the U. States, at</i>		<i>On the side of Canada, at</i>	
Lewiston, - -	N. Y.	Queenston,	
Youngstown, - -	do.	Niagara,	
Rochester, - -	do.	Coburg, by steamer in summer.	
Cape Vincent,	do.	Kingston,	
Sackett's Harbor, - -	do.	} Kingston, do.	
Oswego, - -	do.		
Morristown, - -	do.	Brockville,	
Ogdensburgh, - -	do.	Prescott,	
Fort Covington, - -	do.	Dundee,	
White Hall, - -	do.	} St. John's,	
Plattsburgh, - -	do.		
Rouse's Point, - -	do.		
Burlington, - -	Vt.		
Derby Line, - -	do.	Stanstead,	
Swanton, - -	do.	Phillipsburg,	
Albany, - -	N. Y.	Toronto,	} By through bags.
New York, - -	do.	Kingston,	
Boston, - -	Mass.	Montreal,	

SEC. 342. Under the postal arrangement between the United States and New Brunswick, Cape Breton, Nova Scotia, and Newfoundland, the following are the offices of exchange, viz :

<i>On the side of the U. States, at</i>		<i>On the side of New Brunswick, &amp;c., at</i>	
Robbinston, - -	Maine.	St. Andrew's, - -	N. B.
Calais, - -	do.	St. Stephen's, - -	do.
Houlton, - -	do.	Woodstock, - -	do.

SEC. 343. Under these arrangements with Canada and New Brunswick, the respective United States exchange offices are required to stamp "U. States" on all letters sent into any of the British North American Provinces, as above; and to mark all *paid letters* received from the said provinces with the word "PAID" and the full amount of the United States and provincial postage paid thereon, both *in red ink*, and to mark all the *unpaid letters* from said provinces in *black ink*, with the full amount of the United States and provincial postages due thereon. They are also to post-bill in due form (blanks being specially prepared for the purpose) and to keep an account of these mails *separately* from their ordinary returns, which accounts they are to transmit monthly to the Auditor for the Post Office Department.

SEC. 344. Postmasters will be allowed a compensation of seven per cent. on the postages of letters, &c., received from the British

Figure 56 S. (P. L. & R.)

SEC. 374. Postage stamps may be used in pre-payment of postage on letters to foreign countries, in all cases where such pre-payment can be made in money.

SEC. 375. When letters to foreign countries are pre-paid by stamps, the mailing Postmaster should cancel the stamps, and be careful to rate and mark the letters with *red ink*, as if pre-paid in money.

SEC. 376. A Postmaster may not refuse to mail and forward a

Figure 56 T. (P. L. & R.)

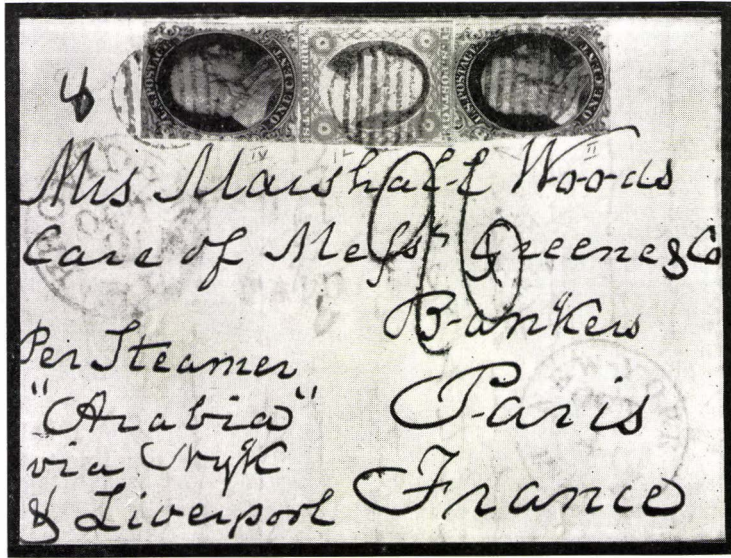
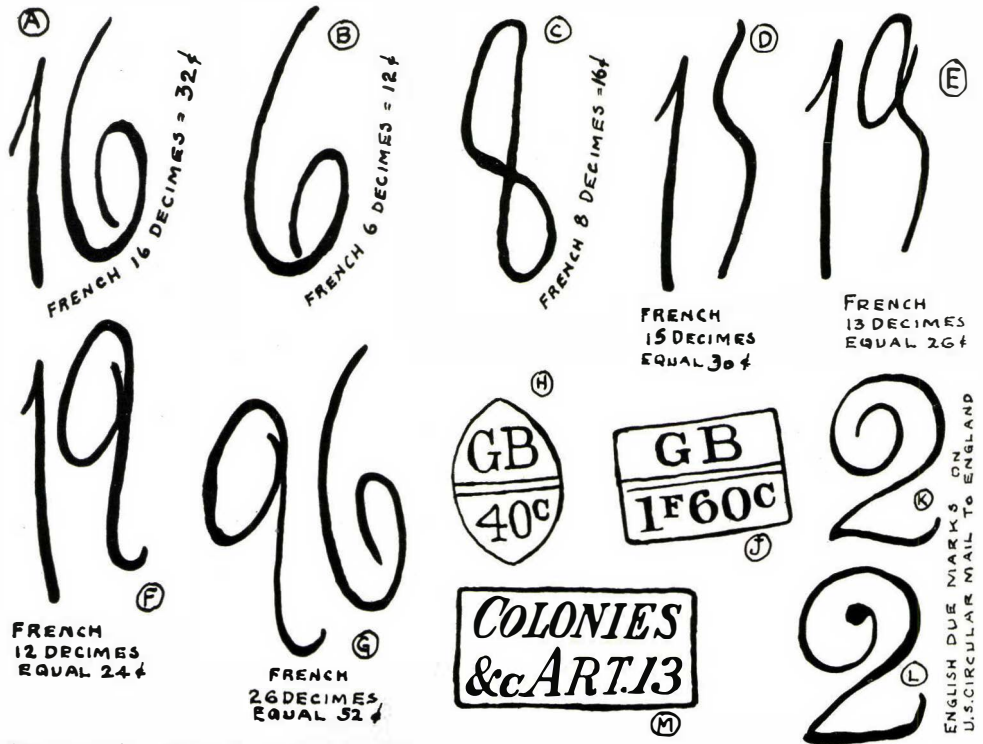


Figure 56 U.



EQUIVALENTS IN U.S. MONEY BASED ON A VALUATION OF 20¢ PER FRANC.

Figure 56 UA.

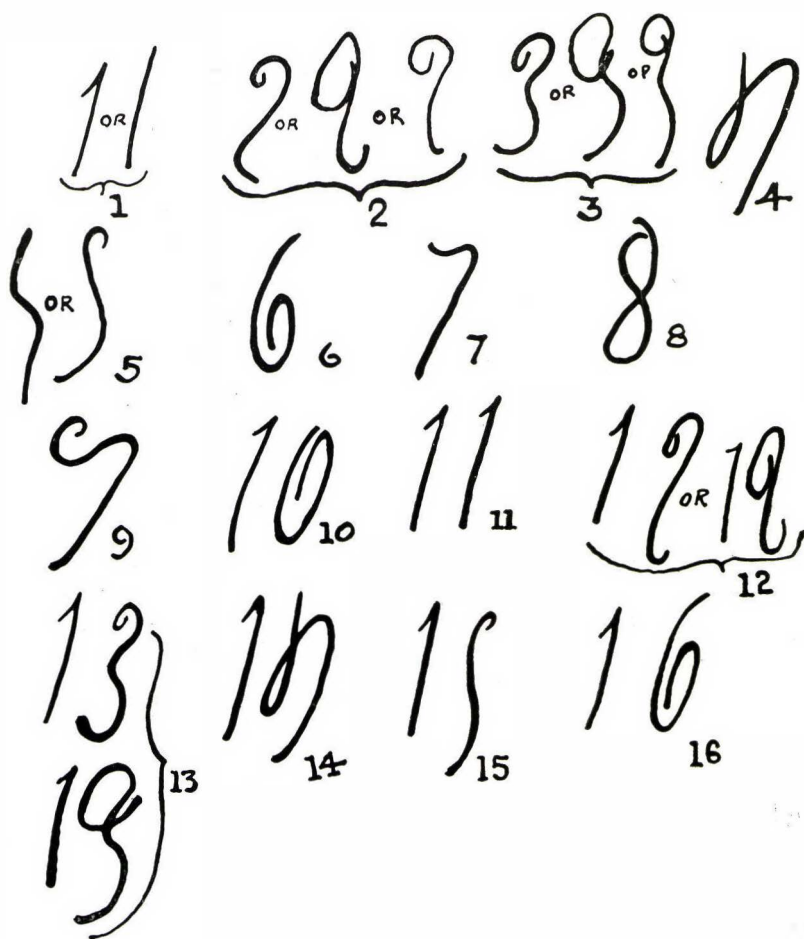


Figure 56 UB.



Figure 56 V.



Figure 56 UC.

*Twenty Cents Postage.* Figure 56 V illustrates a cover with 20c prepaid. This rate applied to letters which were forwarded *direct* to France (without passing thru Great Britain), "Via the Havre Line," by *American Steam Packets*. Such mail was generally landed at Havre but it could be delivered at any other French port. From the French port to its destination the addressee had to pay the French inland postage on delivery.

*Twenty-One Cents Postage.* Figure 56 W illustrates a cover with 21c prepaid. This rate applied to letters forwarded by U. S. Steam Packets or the first ship to sail regardless of registry. The sea carriage was paid by the U. S. Post Office Department, and the French inland postage was collected from the addressee.



Figure 56 W.

If the letter was from California or Oregon, 5c had to be added making 26c the prepayment required. This rate accounts for covers we note with 26c in postage paid from California points (Prior to April 1, 1857).

During the non-treaty period, the above three payments of postage are the ones generally found on covers to France. Covers with 5c postage are by far the most common and those with 21c are apparently much scarcer than the 20c rates. Covers of the latter part of the non-treaty period may show different prepayments than the three listed above. For example I have a record of a cover mailed from New Orleans on July 7th, 1856 with a payment of 32c in postage. It is addressed to Nantes, France and went via Boston.

The following from the 1855 edition of the P. L. & R. explains the above rate:

“Havre (France) or any other port or place on the Coast of France, Germany, or any port or place in Europe where the United States Steam Packets touch, (Great Britain and Ireland excepted by the Havre Line—20 cents—U. S. postage—prepayment required. This pays to Havre only. Newspapers 2 cents each, prepayment required. Letters of the weight of ¼ oz. and under, by the Havre Line are subject



Figure 56 X.



Figure 56 Y.

in France, to an additional postage of 30 centimes (6 cents) if destined to Havre; and 60 centimes (12 cents) if destined to any other part of France or Algeria. These rates are respectively doubled on letters over  $\frac{1}{4}$  oz. and not over  $\frac{1}{2}$  oz. an additional rate being charged for each additional  $\frac{1}{4}$  oz. or fraction thereof."

Thus the prepaid rate of 32c on the above letter is explained, 20c to Havre and 12c to Nantes.

Covers of the pre-treaty period showing prepayments of other than 5c, 20c and 21c are quite scarce and I will greatly appreciate seeing any such items.

Again referring to the cover, Figure 56 U. On the face of this is what appears to be a manuscript "96." See tracing "G," on Figure 56 U A. This is not a "96" but it is the French Domestic postage due marking of "26," the first figure being a "2" and not a "9." See Figure 56 U B for the equivalents of our figures 1 to 16.



Figure 56 Z.



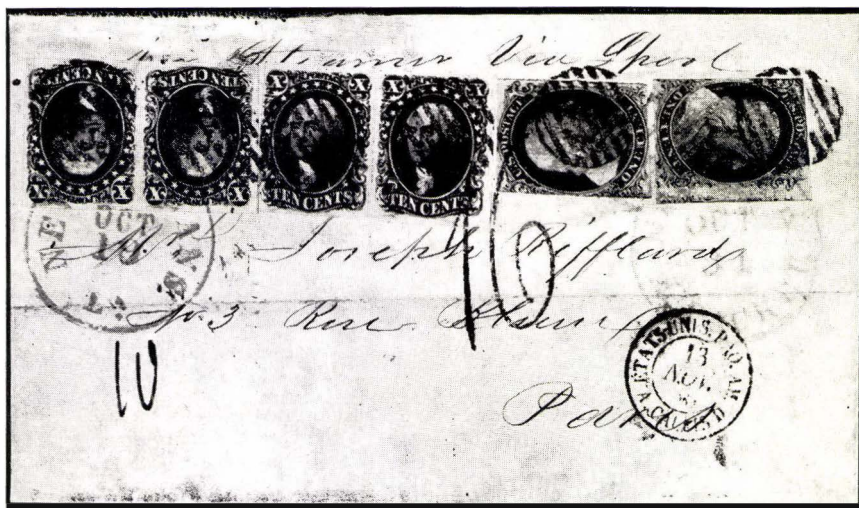


Figure 56 AA.

In French money this marking indicated "26 decimes." As a French decime was 1/10 of a franc, or approximately the equivalent in our money at that time of almost 2 cents, the French amount that was due on this letter was 26x.0185 or a little over 48c in our money. Thus this letter cost the addressor and the addressee approximately 53c from Providence, R. I. to Paris, France.

Figure 56 V illustrates a French due marking which looks like "19," but which in reality is "12" or 12 decimes, approximately 22c in our money at that period. Thus the total postage on this letter amounted to 42c.

The cover, Figure 56 W, shows the French due marking as a handstamp and falling on the 10c stamp at left. It is "8" or "8 decimes," (See tracing "C," Figure 56 U A) or approximately 15c, showing a total postage on this letter of 36c.

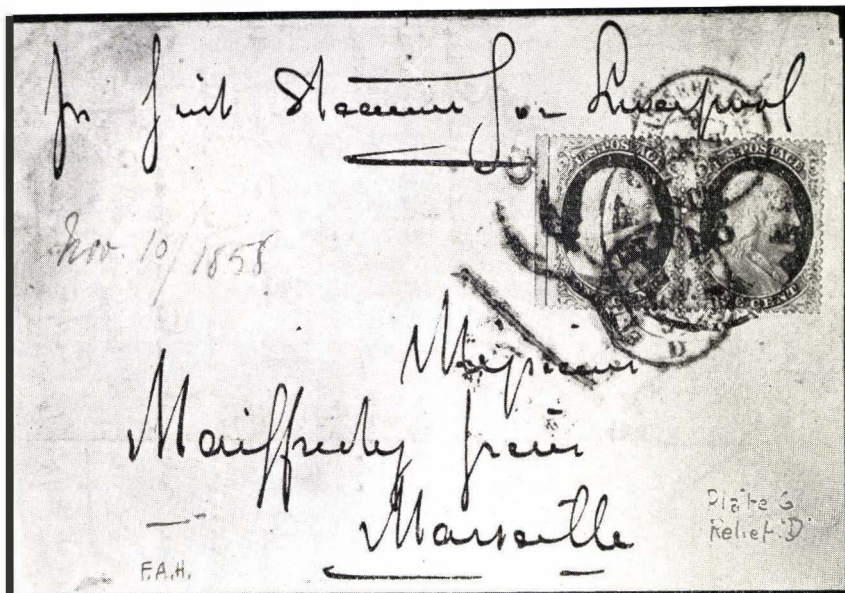


Figure 56 BB.

POSTAGES TO FOREIGN COUNTRIES.

CHAPTER IX.

Sec. 124.—POSTAGES TO FOREIGN COUNTRIES.

The Asterisk (\*) indicates that in cases where it is prefixed prepayment is optional; in all other cases prepayment is required.

COUNTRIES.	RATES OF POSTAGE ON LETTERS.		RATES OF POSTAGE ON PRINTED MATTER.	
	Not exceeding quarter ounce.	Not exceeding half ounce.	Newspapers.	Pamphlets per ounce.
	Cents.	Cents.	Cents.	Cents.
Acapulco.....	-	30	2	-
Aden, British mail, via Southampton.....	-	33	4	-
do. do. via Marseilles.....	-	45	8	-
do. French mail.....	39	60	-	-
Africa, (West Coast.) British mail.....	-	45	4	-
Alexandria, Prussian closed mail.....	-	40	6	-
do. French mail.....	*30	60	2	1
do. open mail, via England, by American packet.....	-	21	2	-
do. do. do. by British packet.....	-	5	2	-
Alexandria, Prussian closed mail.....	-	*38	6	-
do. French mail.....	*30	60	2	1
do. open mail, via England, by American packet.....	-	21	2	-
do. do. do. by British packet.....	-	5	2	-
Algeria, French mail.....	*15	*30	2	1
Alton, Prussian closed mail.....	-	*33	6	-
do. by Bremen or Hamburg mail.....	-	*33	3	1
do. French mail.....	*27	*54	-	-
Aniwan, Prussian closed mail.....	-	40	6	-
Arabia, British mail, via Southampton.....	-	33	4	-
do. do. via Marseilles.....	39	45	4	-
Ascension, via England.....	-	33	4	-
Aspinwall, for distances not exceeding 2,500 miles.....	-	19	2	1
do. do. exceeding do.....	-	20	2	1
Australia, British mail, via Southampton.....	-	33	4	-
do. do. via Marseilles.....	39	45	8	-
do. do. by private ship, from New York or Boston.....	-	5	2	1
do. French mail.....	30	60	-	-
do. do. by Bremen or Hamburg mail, via Marseilles and Suez.....	50	102	-	-
do. do. do. via Trieste.....	-	55	-	-
Austria and its States, Prussian closed mail.....	-	*39	6	-
do. do. by Bremen or Hamburg mail.....	-	*15	3	1
do. do. French mail.....	*27	*54	2	1
Azores Islands, British mail, via Portugal.....	-	33	4	-
Baden, Prussian closed mail.....	-	*30	6	-
do. by Bremen or Hamburg mail.....	-	*22	3	1
do. French mail.....	*21	*42	-	-
Batavia, British mail, via Southampton.....	-	33	4	-
do. do. via Marseilles.....	39	45	8	-
do. French mail.....	30	60	-	-
Bavaria, Prussian closed mail.....	-	*30	6	-
do. do. by Bremen or Hamburg mail.....	-	*15	3	1
do. French mail.....	*21	*42	-	-
Belgium, French mail.....	*21	*42	-	-
do. open mail, via London, by American packet.....	-	21	2	-
do. do. do. by British packet.....	-	5	2	-
Belgrade, do. do. by American packet.....	-	2	7	-
do. do. do. by British packet.....	-	5	7	-
Beirut, Prussian closed mail.....	-	*49	6	-
do. French mail.....	*30	60	-	-
Bogota, New Granada.....	-	18	6	4
Bolivia.....	-	24	6	4
Borneo, British mail, via Southampton.....	-	33	6	-
do. do. via Marseilles.....	39	45	10	-
do. French mail.....	30	60	-	-
Bourbon, British mail, via Southampton.....	-	33	6	-
do. do. via Marseilles.....	39	45	10	-

Figure 56 CC. (P. L. & R.)

The variation in the French Due Markings is a rather complicated subject which would require too much space to explain in this chapter. To those of my readers who are interested in the subject I refer them to a very fine article by Mr. Mannel Hahn entitled "The French Postage-Due Markings on Letters from the U. S. 1848 to 1857, and their Background." This was a paper read before the Third American Philatelic Congress and copies may be obtained upon application to Mr. Ralph A. Kimble, Editor of The American Philatelist.

Figure 56 X illustrates a cover to France from New Orleans in January 1857. This has the French due marking of "16 decimes" and also two markings of "G. B. 1 F 60 C." See tracing "J," Figure 56 U A.

Regarding these particular markings, it has been stated they were applied by "Great Britain's Exchange Office instead of in France," but Mr. Hahn stated in a recent letter to me:

REGULATIONS.

POSTAGES TO FOREIGN COUNTRIES.

57

The Asterisk (\*) indicates that in cases where it is prefixed prepayment is optional; in all other cases prepayment is required.

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COUNTRIES.	RATES OF POSTAGE ON LETTERS.		RATES OF POSTAGE ON PRINTED MATTER.	
	Not exceeding quarter ounce.	Not exceeding half ounce.	Newspapers.	Pamphlets per ounce.
Bourbon, French mail.....	*30	*60	-	-
Bourgas, Prussian closed mail.....	-	40	6	-
Brazil, via England.....	-	45	4	-
Bremen, Prussian closed mail.....	-	*30	6	-
do. Bremen mail.....	-	*10	3	1
do. Hamburg mail.....	-	*15	-	-
do. French mail.....	-	*42	-	-
British North American Provinces, when distance does not exceed 3,000 miles.....	*21	*42	-	-
do. do. do. when distance does exceed 3,000 miles.....	-	*10	-	-
do. do. do. by Bremen or Hamburg mail.....	-	*15	6	-
do. do. do. French mail.....	-	*42	-	-
Buenaventura.....	-	18	6	4
Buenos Ayres, via England.....	-	45	6	-
Caiffa, Prussian closed mail.....	-	40	-	-
Canada—see British North American Provinces.	-	-	-	-
do. do. do. by British packet.....	-	65	4	-
Candia, Prussian closed mail.....	-	*40	6	-
do. open mail, via London, by American packet.....	-	21	4	-
do. do. do. by British packet.....	-	5	4	-
Canton, Prussian closed mail.....	-	*40	6	-
Cape of Good Hope, via England.....	-	33	4	-
Cape de Verde Islands, do.....	-	63	4	-
Carthage.....	-	34	6	4
Ceylon, open mail, via London, by American packet.....	-	8	5	8
do. do. do. by British packet.....	-	5	8	-
do. French mail.....	-	30	60	-
Chargos, (New Granada,) for distances not exceeding 2,500 miles.....	-	10	2	1
do. do. do. exceeding do.....	-	30	2	1
China, (except Hong-Kong,) British mail, via Southampton.....	-	34	6	4
do. do. do. by Bremen or Hamburg mail.....	-	39	45	8
do. do. do. via Trieste.....	-	55	-	-
do. do. do. by Bremen or Hamburg mail.....	-	40	72	-
do. do. do. French mail.....	-	30	60	-
do. by mail to San Francisco, thence by private ship.....	-	10	-	-
Constantinople, Prussian closed mail.....	-	*40	6	-
do. French mail.....	-	*30	*60	-
do. by Bremen or Hamburg mail.....	-	*33	3	1
do. open mail, via London, by American packet.....	-	21	2	-
do. do. do. by British packets.....	-	5	6	-
Corfu, Prussian closed mail.....	-	54	-	-
do. French mail.....	-	27	54	-
do. by Bremen or Hamburg mail.....	-	30	3	1
Cuba, when distance does not exceed 2,500 miles.....	-	10	2	1
do. do. do. does exceed do.....	-	26	2	1
Cuxhaven, Prussian closed mail.....	-	*30	6	-
do. by Bremen or Hamburg mail.....	-	*15	3	1
do. French mail.....	-	*21	*42	-
Dardanelles, Prussian closed mail.....	-	*40	6	-
do. French mail.....	-	*30	60	-
Denmark, Prussian closed mail.....	-	37	6	-
do. by Bremen or Hamburg mail.....	-	42	-	-
do. French mail.....	-	*27	*54	-
Paruzzo, Prussian closed mail.....	-	40	6	-
East Indies, open mail, via London, by American packet.....	-	21	8	-
do. Prussian closed mail, via Trieste.....	-	70	13	-
do. (English Possessions,) Prussian closed mail, via Trieste.....	-	38	10	-
do. by Bremen or Hamburg mail, via Marseilles and Suez.....	-	40	72	-
do. do. do. via Trieste.....	-	64	-	-

COUNTRIES.	RATES OF POSTAGE ON LETTERS.		RATES OF POSTAGE ON PRINTED MATTER.	
	Not exceeding quarter ounce.	Not exceeding half ounce.	Newspapers.	Pamphlets per ounce.
East Indies, French mail.....	30	60	-	-
Equador.....	-	24	6	4
Egypt, (except Alexandria,) British mail, via Southampton.....	-	33	5	-
do. do. do. via Marseilles.....	-	39	45	-
do. do. do. Prussian closed mail.....	-	48	-	-
do. do. do. Bremen or Hamburg mail.....	-	30	-	-
do. do. do. French mail.....	-	30	60	-
Falkland Islands, via England.....	-	23	4	-
Fayal—see Azores Islands.	-	-	-	-
France.....	*15	*30	2	1
Frankfort, French mail.....	-	*21	*42	-
do. Prussian closed mail.....	-	*30	6	-
do. Bremen or Hamburg mail.....	-	*42	3	1
Galtz, Prussian closed mail, direct from New York.....	-	40	-	-
do. French mail.....	-	20	60	-
do. open mail, via London, by American packet.....	-	40	21	-
do. do. do. by British packet.....	-	5	5	-
Gallipoli, Prussian closed mail.....	-	40	6	-
do. French mail.....	-	*30	60	-
Gambia, via England.....	-	33	4	-
German States, Prussian closed mail.....	-	30	6	-
do. (except Austria,) French mail.....	-	*21	*42	-
Gibraltar, French mail.....	-	21	42	-
do. open mail, via London, by American packet.....	-	21	2	1
do. do. do. by British packet.....	-	5	2	1
Great Britain and Ireland.....	-	24	2	-
Greece, Prussian closed mail.....	-	*42	6	-
do. French mail.....	-	*30	*60	-
do. by Bremen or Hamburg mail.....	-	33	3	1
do. open mail, via London, by American packet.....	-	21	4	-
do. do. do. by British packet.....	-	5	4	-
Hamburg, by Hamburg mail, direct from New York.....	-	10	2	1
do. Bremen mail.....	-	15	3	1
do. Prussian closed mail.....	-	30	6	-
do. French mail.....	-	*21	*42	-
Hanover, Prussian closed mail.....	-	30	6	-
do. Bremen or Hamburg mail.....	-	*15	3	1
do. French mail.....	-	*21	*42	-
Havana—see Cuba.	-	-	-	-
Hedvigland, Island of, via England.....	-	33	4	-
Holland, French mail.....	-	*21	*42	-
do. open mail, via London, by American packet.....	-	21	2	1
do. do. do. by British packet.....	-	5	2	1
Holstein, Prussian closed mail.....	-	21	2	-
do. by Bremen or Hamburg mail.....	-	21	2	-
do. French mail.....	-	*27	*54	-
Honolulu.....	-	34	6	-
Hong Kong, open mail, via London, by American Packet.....	-	21	2	-
do. do. do. French mail.....	-	30	6	-
do. do. do. by Bremen or Hamburg mail.....	-	30	6	-
do. do. do. Prussian closed mail.....	-	38	10	-
Ibraim, French mail.....	-	30	60	-
do. Prussian closed mail.....	-	40	6	-
Indian Archipelago, French mail.....	-	30	60	-
do. do. do. by British mail, via Marseilles.....	-	33	72	-
Incholl, Prussian closed mail.....	-	40	6	-
do. French mail.....	-	30	60	-
Ionian Islands, Prussian closed mail.....	-	*23	6	-
do. French mail.....	-	27	54	-

\* Pamphlets and periodicals 2 cents each, if not weighing over two ounces, and 4 cents an ounce or fraction of an ounce if they exceed two ounces, to be collected in all cases in the United States.

Figure 56 DD. (P. L. & R.)

“Regarding the “G. B. 1 Franc 60” stamps, they were applied by French Exchange Offices, possibly in Great Britain. Their purpose was to establish accountings between the British and French Exchange Offices, and they apparently had nothing to do or no effect on the final postage-due marking. There is no evidence that they were British markings or record of their having been used in Britain.”

The marking shows “1 franc 60 centimes” which in those days was approximately the equivalent of 30c. The “16 decimes” was also the same equivalent.

Figure 56 Y illustrates a cover with the rectangular due marking as per the cover Figure 56 X, but this has “8 decimes.” The use is January 1857. Figure 56 AA illustrates a double 21c rate cover, with 42c in postage prepaid.

Figure 56 C illustrates a cover showing 2c postage prepaid on a circular to France in 1852, and Figure 56 BB a 2c circular rate in 1858.



REGULATIONS.

POSTAGES TO FOREIGN COUNTRIES.

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COUNTRIES.	RATES OF POSTAGE ON LETTERS.		RATES OF POSTAGE ON PRINTED MATTER.	
	Not exceeding quarter ounce.	Not exceeding half ounce.	Newspapers.	Pamphlets per ounce.
Saxe Coburg Gotha, Meiningen, and Weimar, Prussian mail	Cents. *30	Cents. 6	Cents. 6	Cents. 1
do. do. do. by Bremen or Hamburg mail	- *22	- 3	- 3	- 1
do. do. do. French mail	*21	*42	-	-
Saxony, Kingdom of, Prussian closed mail	- *30	- 6	- 6	- 1
do. do. do. by Bremen or Hamburg mail	- *15	- 3	- 3	- 1
do. do. do. French mail	*21	*42	-	-
Schleswig, by Bremen or Hamburg mail	- *27	- 3	- 3	- 1
do. do. do. French mail	*27	*54	-	-
do. do. do. Prussian closed mail	- *35	- 6	- 6	- 1
Scoutari, (Asia,) Prussian closed mail	- *30	- 6	- 6	- 1
do. do. do. French mail	30	60	-	-
do. do. open mail, via London, by American packet	- 31	- 2	- 2	- 1
do. do. do. by British packet	- 30	- 6	- 6	- 1
Serbia, Prussian closed mail	- *27	- 3	- 3	- 1
do. do. do. French mail	*27	*54	-	-
Scitias, The Two, Prussian mail	- *30	- 6	- 6	- 1
do. do. do. French mail	- *60	- 2	- 2	- 1
do. do. do. open mail, via London, by American packet	- 31	- 2	- 2	- 1
do. do. do. by British packet	- *22	- 3	- 3	- 1
do. do. do. by Bremen or Hamburg mail	- 21	- 3	- 3	- 1
Singapore, open mail, via England, by American packet	- 30	- 6	- 6	- 1
do. do. do. by British packet	- 31	- 5	- 5	- 1
do. do. do. French mail	30	60	-	-
Sinope, open mail, via England, by American packet	- 30	- 6	- 6	- 1
do. do. do. by British packet	- 31	- 5	- 5	- 1
do. do. do. French mail	30	60	-	-
do. do. do. Prussian closed mail	- 37	- 4	- 4	- 1
Spain, via France	31	43	-	-
do. do. do. via Southampton	- 21	- 4	- 4	- 1
do. do. do. French mail	27	42	-	-
do. do. do. by Bremen or Hamburg mail	30	42	-	-
St. Thomas, by United States packet to Kingston, Jamaica	- 18	- 6	- 6	- 1
do. do. do. via Havana	- 34	- 6	- 6	- 1
Sulina, French mail	30	60	-	-
Sumatra, British mail, via Southampton	- 39	- 6	- 6	- 1
do. do. do. via Marseilles	- 39	- 6	- 6	- 1
do. do. do. French mail	- 42	- 6	- 6	- 1
do. do. do. Prussian closed mail	- 33	- 3	- 3	- 1
do. do. do. French mail	- *68	- 4	- 4	- 1
do. do. do. by Bremen or Hamburg mail	- 33	- 3	- 3	- 1
do. do. do. French mail	- *68	- 4	- 4	- 1
St. Helena, via England	- *40	- 6	- 6	- 1
do. do. do. French mail	- *60	- 2	- 2	- 1
Stuyran, Prussian closed mail	- *35	- 6	- 6	- 1
Switzerland, Prussian closed mail	- *21	- 2	- 2	- 1
do. do. do. French mail	- 33	- 4	- 4	- 1
do. do. do. by Bremen or Hamburg mail	- 34	- 5	- 5	- 1
do. do. do. French mail	- *42	- 3	- 3	- 1
Syria, open mail, via London, by American packet	- 33	- 4	- 4	- 1
do. do. do. do. by British packet	- 34	- 5	- 5	- 1
do. do. do. do. French mail	- *42	- 3	- 3	- 1
do. do. do. do. Prussian closed mail	- 30	- 6	- 6	- 1
do. do. do. do. French mail	- *30	- *60	-	-
Tangiers, French mail	- *30	- *60	-	-
Tasmania—see Van Dieman's Land.	-	-	-	-
Tcheame, Prussian closed mail	- 40	- 6	- 6	- 1
do. do. do. open mail, via London, by American packet	- 21	- 4	- 4	- 1
do. do. do. do. by British packet	- 5	- 4	- 4	- 1
do. do. do. do. by American packet	- 21	- 4	- 4	- 1
do. do. do. do. French mail	- 5	- 4	- 4	- 1
do. do. do. do. Prussian closed mail	- 31	- 6	- 6	- 1
do. do. do. do. French mail	- 33	- 4	- 4	- 1
do. do. do. do. by Bremen or Hamburg mail	- 34	- 5	- 5	- 1
do. do. do. do. French mail	- *40	- 6	- 6	- 1
do. do. do. do. Prussian closed mail	- 30	- 6	- 6	- 1
do. do. do. do. French mail	- *30	- *60	-	-
do. do. do. do. via Marseilles, by French packet	33	45	-	-

COUNTRIES.	RATES OF POSTAGE ON LETTERS.		RATES OF POSTAGE ON PRINTED MATTER.	
	Not exceeding quarter ounce.	Not exceeding half ounce.	Newspapers.	Pamphlets per ounce.
Turkey in Europe and Turkish Islands in the Mediterranean, except as herein mentioned	Cents. -	Cents. *32	Cents. -	Cents. -
do. do. do. Prussian closed mail	-	- 30	- 6	-
do. do. do. by Bremen or Hamburg mail	-	- *32	-	-
do. do. do. Open mail, via London, by American packet	-	- 21	- 2	-
do. do. do. do. by British packet	-	- 5	- 12	-
Turk's Island	-	- 34	- 6	-
Tripoli in Syria, French mail	- *30	- 30	- 6	-
Tucany, Prussian closed mail	-	- *35	- 6	-
do. do. do. French mail	- *27	- *54	- 2	- 1
do. do. do. by Bremen or Hamburg mail	-	- *28	- 3	- 1
Valona, Prussian closed mail	-	- 40	- 4	-
do. do. do. by Bremen or Hamburg mail	-	- 33	- 4	-
do. do. do. French mail, via Marseilles	-	- 39	- 4	-
do. do. do. via Southampton	-	- 33	- 4	-
do. do. do. French mail	-	- 30	- 6	-
Varna, Prussian closed mail	-	- 30	- 6	-
do. do. do. French mail	-	- 30	- 6	-
do. do. do. open mail, via London, by American packet	-	- 21	- 4	-
do. do. do. do. by British packet	-	- 5	- 4	-
Venetian States, Prussian closed mail	-	- *30	- 6	-
do. do. do. French mail	-	- 27	- 54	-
do. do. do. by Bremen or Hamburg mail	-	- 15	- 3	- 1
Venezuela, British mail, via Southampton	-	- 45	- 4	-
do. do. do. French mail	-	- 33	- 4	-
do. do. do. via Marseilles	-	- 39	- 4	-
do. do. do. Prussian closed mail	-	- 40	- 6	-
West Indies, British, (except Turk's Island), when distance does not exceed 2,500 miles	-	- 10	- 2	- 1
do. do. do. French mail	-	- 20	- 2	- 1
do. do. do. by Bremen or Hamburg mail	-	- 34	- 6	-
do. do. do. French mail	-	- 30	- 6	-
do. do. do. by Bremen or Hamburg mail	-	- 30	- 3	- 1
do. do. do. French mail	-	- *21	- *42	-
do. do. do. by Bremen or Hamburg mail	-	- *22	- 3	- 1
Yanson, French mail	-	- *30	- *60	-

Sec. 125.—UNITED STATES AND GREAT BRITAIN.

Great Britain and Ireland by either Uni- } 34 cents, (California, Oregon, and Washington excepted,) 5  
 ted States or British line..... } cents to be added when 0 or from California, Oregon, or  
 Washington. Prepayment optional.

On either a letter or packet of any weight the whole postage or none at all should be prepaid. If anything less than the whole is prepaid, no account is taken of it, and it is entirely lost to the sender.

In respect to the British Mails, where the official postage entries on the letters received are in red ink, the letter is to be considered as paid, and is to be delivered accordingly; where in black ink, as unpaid, and the postage is to be collected. Postage in such cases is either wholly paid or wholly unpaid. The credit and debit figures on such letters show, on paid letters, the amount to be credited to the United States; on the unpaid letters, the amount charged to the United States by England; and these figures, "3 cents," "19 cents," "45 cents," "21 cents," &c., are solely for the convenience of the exchange offices in keeping the account with the British Post Office.

Newspapers two cents each, prepayment required. Pamphlets and periodical two cents each, if not weighing over two ounces, and four cents an ounce or fraction of an ounce, if they exceed two ounces, to be collected in all cases in the United States. All such printed matter is subject to like additional charges in Great Britain, each country collecting its own postage on printed matter, whether the same is sent or received. No pamphlet can be sent weighing over eight ounces, and no periodical over

Figure 56 FF. (P. L. & R.)

Note the reference to the "credit and debit figures" of "3cents," "6cents," "9cents" and "12cents."

During the treaty period we find, (A) covers with the single (1/4 ounce) rate of 15c, (B) with the double rate (1/2 ounce) of 30c, (C) with the triple rate (3/4 ounce) of 45c, (D) with the quad rate (1 ounce) of 60c etc.

On such prepaid mail, the "credit figures" are not always the same on the same rate letters. For example, on single rate letters of 15c, we find New York postmarks with credits of "3," "6," and "12." On double rates, we find credits of 6, 12 and 24, and on triple rates 9, 18 and 36, etc.

The various credits on each rate depended on how the letter was carried to France, and which country paid parts of the carriage.

A red New York foreign postmark meant the letter was paid, (subsequent to April 1, 1857) the exchange figure indicating the portion we credited to France.

sixteen ounces, without being subject to letter postage. Neither pamphlets nor periodicals are entitled to conveyance through England, except such as are addressed to France, Algeria, or cities of Turkey, Syria, and Egypt in which France has post offices.

The United States exchange offices for British Mails are New York, Boston, Philadelphia, and San Francisco.

Sec. 126.—UNITED STATES AND FRANCE.

France and Algeria, by either United States single letter of 4 ounce or under, between any States, British, or French packets, part of the United States and its Territories and France or direct or through England..... } Algeria. Prepayment optional.

On either a letter or packet of any weight the whole postage or none at all should be prepaid. No account is taken of prepayments of fractional parts of a single rate.

In respect to French mails, where the official postage entries on the letters received are in red ink, with the impression P D also stamped in red ink, the letter is to be considered as paid, and is to be delivered accordingly; on the contrary, when the official entries are in black ink, the letter is to be considered as unpaid, and the postage is to be collected. The credit and debit figures on such letters show, on the paid letters, the amount to be credited to the United States; on the unpaid letters, the amount charged to the United States by France; and these figures, "3 cents," "6 cents," "9 cents," "12 cents," &c., are solely for the convenience of the exchange offices in keeping the account with the French office.

Newspapers, periodical works, books stitched or bound, pamphlets, catalogues, papers of music, prospectuses, circulars, and all other kinds of printed matter addressed to France, Algeria, or cities of Turkey, Syria, and Egypt, in which France has post offices—viz: Alexandria, Alexandria, Beyrout, Constantinople, Dardanelles, Galipoli, Jaffa, Latakia, Messina, (Asiatic Turkey), Mitylene, Rhodes, Salonica, Smyrna, and Tripoli in Syria—can be dispatched to France direct, or by way of England, on prepayment of the United States postage, viz: newspapers 3 cents each, periodical works, catalogues, or pamphlets, 1 cent an ounce or fraction of an ounce, and all other kinds of printed matter the same as domestic rates, to be in all cases collected in the United States whether sent or received. France in like manner collects its own postage on all kinds of printed matter whether sent or received. The United States exchange offices for French mail are New York, Boston, Philadelphia, and San Francisco.

Sec. 127.—UNITED STATES AND BREMEN.

Newspapers sent from the United States by the Bremen line, 3 cents each, prepayment required. This pays to any part of the German Austrian Postal Union.

Newspapers received by the Bremen line are in like manner prepaid in Germany. On pamphlets, magazines, and other printed matter, 1 cent an ounce or fraction of an ounce, must be prepaid at the mailing office when sent from, and collected at the office of delivery, when received in the United States. This is the United States postage only.

Postage on printed matter by the New York and Bremen line, direct..... }

Sec. 128.—TO THE BRITISH NORTH AMERICAN PROVINCES.

Canada, New Brunswick, Cape Breton, } 10 cents when not over 3,000 miles from the line of crossing;  
Prince Edward's Island, Nova Scotia, } 15 cents where distance exceeds 3,000 miles. Prepayment and Newfoundland..... } optional.

Newspapers and periodicals published in the United States and sent to regular subscribers in the British North American Provinces, or published in those Provinces and sent to regular subscribers in the United States, are chargeable with the regular prepaid quarterly rates of United States postage to and from the line; which postage must be collected at the office of mailing in the United States on matter sent, and at the office of delivery in the United States on matter received. In like manner, such matter, if transient, is chargeable with the regular domestic transient printed matter rates to and from the line, to be collected at the office of mailing or delivery in the United States, as the case may be. Editors, however, may exchange free of expense.

Letters received from Canada, in which are affixed United States postage stamps of sufficient value to prepay the full postage chargeable thereon, should be delivered without charge to the United States

Sec. 129.—TO THE WEST INDIA ISLANDS, &c.

West India Islands, (not British,) except Cuba.....	} 34 cents where distance from the mailing office does not exceed 2,500 miles; and
Turk's Island.....	
Carthagen.....	} Prepayment required—being United States and British postage.
Honduras.....	
St. Juan, (Nicaragua).....	
Santa Martha.....	
Venezuela, &c.....	
St. Thomas, &c.....	

Newspapers sent, 6 cents each; prepayment required. On papers received, the rate to be collected is 9 cents only, the British postage being prepaid.

\* To St. Thomas and the other Danish islands, by United States packet to Kingston, the single rate is 18 cents under 2,500 miles, and 26 cents over 2,500 miles; prepayment required.

Sec. 130.—TO THE SOUTH PACIFIC.

Gayaquil, (Ecuador).....	} 34 cents on letters sent; being the United States and foreign postage. Prepayment required.
Quito do.....	
Cobija, (Bolivia).....	} 10 cents on letters received; being the United States postage only.
La Paz, do.....	
Coplapo, (Chili).....	
Huasco, do.....	
Coquimbo, do.....	
Valparaiso, do.....	
St. Iago, do.....	

Newspapers sent, 6 cents; and newspapers received, 2 cents each; to be collected in the United States.

Payta, (Peru).....	} 22 cents on letters sent; being the United States and foreign postage. Prepayment required.
Lambayeque, do.....	
Huanchaco, do.....	} 10 cents on letters received; being the United States postage only.
Casma, do.....	
Huncho, do.....	
Callao, do.....	
Lima, do.....	
Puao, do.....	
Iquique, do.....	

Newspapers sent, 6 cents; and newspapers received, 2 cents each; to be collected in the United States.

Bogots, (New Granada).....	} 18 cents on letters sent; being the United States and foreign postage. Prepayment required.
Buenaventura, do.....	

Newspapers sent, 6 cents; and newspapers received, 2 cents; to be collected in the United States.

Sec. 131.—TO THE SANDWICH ISLANDS, &c.

China.....	} 10 cents; being the United States postage to San Francisco. Prepayment required.
New South Wales.....	
Sandwich Islands.....	

Newspapers and periodicals must be prepaid the regular domestic rates to San Francisco. The rate payable on letters at the point of destination in the Sandwich Islands is 5 cents, and on newspapers, 2 cents each. In China and New South Wales the ship postage, it is understood, is comparatively small.

Figure 56 GG. (P. L. & R.)

A black New York foreign postmark indicated the letter was unpaid, and the exchange figure represented the amount we debited to France.

Again refer to the cover, Figure 56 D. The date of use is July 1861.

The 1857 table of rates, Figure 56 DD shows the single rate to the Cape of Good Hope was 33c, "Via England." This letter was therefore a quadruple rate of 4x33c or \$1.32. It was carried from our shores to its destination by British ship, hence all we were entitled to was 5c per single rate, or 20c on this letter. The red pencil figures of 1.12 indicate the credit to Great Britain and the "4" the quad rate. This is a very remarkable cover as it is the finest one known with a 90c 1860 stamp. For many years it was in the collection of Mr. E. R. Jacobs and later in my collection for some years. It later passed into the Emerson collection and in October 1937 was acquired by Mr. S. Newbury.

Sec. 132.—*ROUTES OF TRANSMISSION, &c.*

To prevent mistakes at the exchange offices, it is desirable that the particular routes by which letters are to be forwarded from the United States to Europe, should be distinctly written on the covers. Letters intended for transmission in the open mail to England, should bear the direction "Open mail via England;" if for transmission in the French mail, they should be directed "via France in French mail;" if for transmission by closed mail to Prussia, they should be directed "via Prussian closed mail;" and if for transmission by the New York and Bremen line to Bremen, they should be directed "via Bremen."

It is important that letters addressed to Germany and other European countries via France, where the single rate per quarter ounce is 21 cents, should be plainly marked to be sent via France, otherwise they may be mis-sent in the open mail to Liverpool by the United States packet; the 21 cents rate per half ounce being also chargeable on letters thus forwarded.

Sec. 133.—*REGISTRATION OF LETTERS.*

VALUABLE LETTERS addressed to Germany or any part of the German Austrian Postal Union, by the Bremen line via New York, or by the Prussian closed mail via New York and Boston, as also letters addressed to Great Britain and Canada, will be registered, on the application of the person posting the same, in the same manner and on the same terms as those deliverable in the United States, provided that the full postage chargeable thereon to destination, together with a registration fee of five cents on each letter, is prepaid at the mailing office. Such letters should be mailed and forwarded to the respective United States exchange offices in the same manner as domestic registered letters are mailed to those offices.

Sec. 134.—*RULE OF RATING LETTERS, &c.*

All letters to and from foreign countries (France and the British North American Provinces excepted) are to be charged with single rate of postage, if not exceeding the weight of half an ounce; double rate, if exceeding half an ounce but not exceeding an ounce; quadruple rate, if exceeding an ounce but not exceeding two ounces, and so on, charging two rates for every ounce or fractional part of an ounce over the first ounce. As this rule differs from that followed in respect to domestic letters, great care is requisite to prevent mistakes. Letters in the mail to France are to be charged with single rate of postage, if not exceeding the weight of one quarter ounce; double rate, if exceeding a quarter but not exceeding half an ounce, and so on, an additional rate being charged for each quarter ounce or fractional part of a quarter ounce. Letters addressed to the British North American Provinces are rated in the same manner as domestic letters, one rate being charged for each half ounce or fractional part of half an ounce. Postmasters should be careful, where the postage is prepaid, to collect the proper amount. They should be particular to notice the route indicated on the envelopes of letters, and to collect postage accordingly. Letters mailed at some offices, marked "via England," or "via Prussian closed mail," for a German State, are frequently taken upon the prepayment of Bremen rates, and those marked "via Bremen," at Prussian closed mail rates, &c. If letters for foreign countries marked "paid," are dropped into the post office without being paid, the postmaster will erase the word "paid," and write on the back of the letter the words, "not paid," with his name and title of postmaster.

Sec. 135.—*RULE OF RATING LETTERS GOING VIA FRANCE.*

In the case of letters to be forwarded in the British mail "via Marseille," the French postage is rated at six cents the quarter ounce, except with reference to letters for Syria and Tunis, by French packet, when the single French rate is twelve cents. The French rate on all such letters must therefore be doubled for each quarter of an ounce in weight.

The rates by "French mail" are in full to destination except to the following places, viz: Aden, Batavia, Ceylon, China, Corfu, countries to which correspondence can be sent via Suez, countries beyond seas via France other than those enumerated, East Indies, Gibraltar, Hong Kong, Ionian Islands, Java, Mauritius, Penang, Portugal, Isle of Re-Union, Shanghai, Singapore, and Spain. The limit of prepayment, to Spain, Portugal, and Gibraltar, is Behobia; to Corfu and Ionian Islands, Trieste; to Aden, East Indies, Ceylon, China, and other countries via Suez, the seaports of the Indies or of the Sea of China to which the English packets ply; and to places beyond seas other than those designated, the limit is the port of arrival in the country of destination.

Letters may be forwarded in the French mails, to Moldavia, Wallachia, and Turkey in Europe, by way of France and Austria, but the postage thereon must in all cases be paid at the place of destination.

Figure 56 HH. (P. L. &amp; R.)



Figure 56 JJ.



Figure 56 KK.



Figure 56 LL.

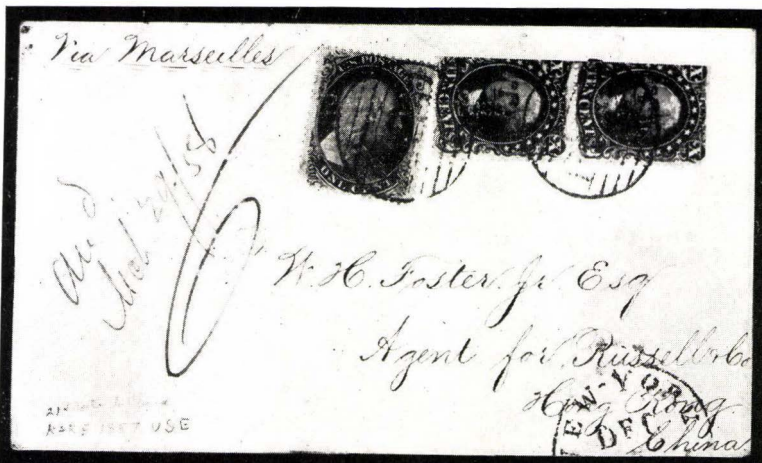


Figure 56 MM.





Figure 56 NN.

CANADIAN MAIL

Figures 56 R and 56 S; reproductions of pages from the 1852 edition of the "P. L. & R." show the location of the offices of Exchange for mail between the U. S. and Canada, New Brunswick, Nova Scotia, etc.

The 1857 edition of the publication contains quite a number of additional Exchange cities.

Figure 56 JJ illustrates a cover with the 10c rate to Canada in October 1851. Figure 56 KK illustrates a single 1c 1851, evidently from a cover to Canada showing Exchange Office markings.



Figure 56 PP.

## CHAPTER XXXVIII.

## FORWARDING AND RECEIVING FOREIGN MAILS.

SEC. 398. For the mails to and from Europe and countries beyond the proper offices of dispatch and receipt of mails are *New York, Boston, Philadelphia, and San Francisco.*

SEC. 399. The United States exchange offices for *British mails* are *New York, Boston, Philadelphia, and San Francisco*; and the British exchange offices are *London, Liverpool, and Southampton.*

The mails are conveyed by United States or British packets, as follows, viz: between *Liverpool and Boston, Liverpool and New York, and Southampton and New York.*

When the steamers arrive at *New York*, the mail for that office comprises all the correspondence for the United States, except the cities of *Boston and Philadelphia*; and in like manner when the steamers arrive at *Boston*, the mails for that office comprise all the correspondence for the United States, except the cities of *New York and Philadelphia.*

SEC. 400. Under the *United States and French postal arrangement*, the United States offices of exchange are the same as under the British arrangement, and the French offices of exchange are *Havre* and the traveling office from *Calais to Paris.* The correspondence is conveyed as follows:

1. By packets and other steam vessels performing regular service between the ports of France and those of the United States;

2. By United States mail packets plying between the ports of the United States and those of Great Britain; and

3. By British packets and other steam vessels performing regular service between the ports of Great Britain and those of the United States.

SEC. 401. Under the *United States and Prussian closed mail arrangement* the United States offices of exchange are *New York and Boston*, and the French office of exchange is *Aix La Chapelle, (Aachen.)* The mails are conveyed closed, *via England*, by United States and British mail packets.

SEC. 402. Under the *United States and Bremen postal arrangement* *New York* is the United States office of exchange, and *Bremen* the exchange office on the part of that Republic. The mails exchanged are conveyed by United States or Bremen mail steamers running direct between *New York and Bremen.*

SEC. 403. Under the *United States and Hamburg arrangement* *New York* is the United States exchange office, and *Hamburg* the exchange office of that Republic. The mails are exchanged by United States or Hamburg mail steamers running direct between *New York and Hamburg.*

SEC. 404. For the mails to and from the West Indies, Mexico, foreign ports or points in the Gulf of Mexico, and places on the Atlantic and Pacific coasts of South America, *New York, Charleston, Savannah, New Orleans, San Francisco, Monterey, and San Diego*, are the offices of dispatch and receipt. The mails for the South Pacific are sent by the offices last named, in sealed bags to the British Packet Agent, at *Panama*; and those for the other foreign places named in this section, are sent by the same offices in sealed bags to the United States Consul at *Kingston, Jamaica*, through the agency of the United States Consul at *Havana.*

Figure 56 QQ. (P. L. & R.)

## MISCELLANEOUS RATES

Figure 56 LL illustrates a "territorial" postmarked cover to England from "Sumner K. T." It had a red "19" indicating it was carried in a British ship, hence the credit to England of all the postage but 5c.

Figure 56 MM illustrates a cover to Hong Kong in 1858 showing 21c prepaid. The table, Figure 56 DD shows a 21c rate "Open Mail Via London, by American Packet."

Figure 56 NN illustrates a cover to Switzerland in 1857 with a 35c rate. The table, Figure 56 FF lists such a rate as per "Prussian closed mail."

Figure 56 PP illustrates a cover showing a 37c rate to Australia in 1857. The table, Figure 56 F lists such a rate "by private ship."

Figure 56 QQ is a reproduction of Chapter No. 38, pages 91 and 92 of the 1857 edition of the "P. L. & R."

Figure 56 U C illustrates various markings found on foreign rate covers.

The study of the Exchange markings on foreign rate covers is quite a complicated subject, and to thoroughly explain them would require more space than can be allotted in this volume, but perhaps some further remarks may be added.

Our first Postal Treaty with Great Britain went into effect on July 1st, 1849. Prior to the signing of this treaty, there was quite an argument between the two nations regarding the domestic charge. Great Britain insisted the same domestic charge be applied to both countries; whereas, we demanded a 5c rate, as against a 3c rate for Great Britain. This was because of the short distance a letter had to travel in the British Isles as compared to possible long distances in the United States. There was no argument regarding the sea carriage of 16c and eventually Great Britain conceded to our demands. Thus the rate was fixed at 24c per half ounce to be divided as follows:

Sea carriage	16c
British domestic	3c
U. S. domestic	5c
	24c

If a letter was carried in a British Packet, Great Britain received 16c plus 3c or 19c, and we were allowed our domestic of 5c. If a letter was carried in an American Packet, we received 16c plus 5c or 21c and Great Britain, 3c. Letters could be forwarded fully paid or unpaid. For example, consider a single rate letter from London to Boston, sent unpaid, by a British Packet. We collected 24c postage from the addressee and credited Great Britain 19c. (16c plus 3c). The British Exchange Office had previously handstamped the letter "19 cents" in *black*, indicating the sum with which she had charged us. Such a letter carried in an American Packet bore the debit of 3c in black, the British domestic.

A letter fully paid at London, carried by a British Packet, bore a credit in red to the United States of 5c. If carried in an American Packet the credit, in red ink was 21c.

#### THE PORTLAND, MAINE EXCHANGE MARKING

Late in the 1850's, probably in 1858, an additional exchange office was established at Portland, Maine. The P. L. & R. of 1857 does not list Portland as such, but the 1859 edition (May 15—1859) contains the following, (Page 129—Sec. 459):

"For the mails to and from Europe, and countries, beyond the proper offices of dispatch and receipt of mails are **New York, Boston, Philadelphia** and **San Francisco**; **Portland** is, also, a United States Exchange Office for mails conveyed by lines of mail steamers running direct between Portland and Liverpool."



Figure 56 RR.

Figure 56 RR, illustrates one of the Portland Exchange markings. This particular cover, a 24c rate from Brunswick, Maine, to Liverpool, has a vertical pair of the 12c 1857. The marking is in red ink, and shows, "AM. PKT." On the face is a red pencil "3." On this letter we received 21c and the "3" is the credit to Great Britain of her 3c domestic.

## Chapter LVII.

### REGISTERED MAIL—FORWARDED MAIL— ADVERTISED MAIL

**T**HERE exists little doubt that all important post offices thruout the country and a great many small ones kept record books for the recording of data pertaining to valuable letters mailed at the offices, and so far as we know, such a system of early registration dates back to the early Eighteen Forties and perhaps earlier. In the early years comparatively few post offices put any markings on the face of letters to indicate they were "recorded," because it was feared such notations might call attention to the fact that they contained enclosures of value.

The law made no provision for the recording of valuable letters hence did not provide any fee for such a service. Postmasters therefore had no authority to make a charge for recording letters.

Postmasters however were required by the Department to keep records of all valuable letters deposited in their offices so that in the event they were lost, they would be able to furnish the Department with full information regarding them.

The 1843 edition of the "Laws and Regulations of the Post Office Department" contained the following instructions:

"Regulations—Chapter 35, page 28—(sec. 235) Money, or other valuable things, sent in the mail, is at the risk of the owner. But if it be lost, the Department will make every effort in its power to discover the cause, and, if there has been a theft, to punish the offender. Sec. 236. In every case of loss by mail, whether supposed to be the result of casualty or of deprecation, the Department should be informed without delay, of all the circumstances connected with it. Particular care should be taken, to state the name of the office in which the letter was placed, the day on which it was so placed, and whether by the writer himself, or by another person, the day on which, if at all, it was actually mailed, the names of the writer and the person addressed, the amount, and if practicable, a particular description of the valuable enclosure, the amount of postage marked on the letter, and whether unpaid or paid, the office to which addressed, and whether mailed direct thereto, or to another office for distribution, and the route by which it was sent, with any further particulars that may aid the Department in its investigation respecting the cause of loss."

Almost the same wording is found in the 1832 edition of the P. L. & R.

Inasmuch as postmasters were required to furnish the above information it is quite evident they had to keep some sort of a record book in which to record the data.

So far as I am aware the earliest known covers showing on their face by notations or handstamps that they were *recorded* or registered bear dates as early as the Fall of 1845, but it is my opinion that private systems of registration were inaugurated by a great many postmasters long before this date.

The 1847 and 1852 editions of the "Postal Laws and Regulations" contained practically the same instructions regarding the care to be exercised in keeping a record of valuable letters.

Figure 57 A illustrates five recorded or registered letters from the Mobile Post Office to New Orleans during the years 1853, 1854 and 1855. They are all addressed to a Cashier of a New Orleans bank and unquestionably were letters containing currency or valuable papers. It will be noted the postage on all was *prepaid*, and that one is a double rate, and another is a triple rate. On the face of each is "Record," in the same handwriting of the addressor, no

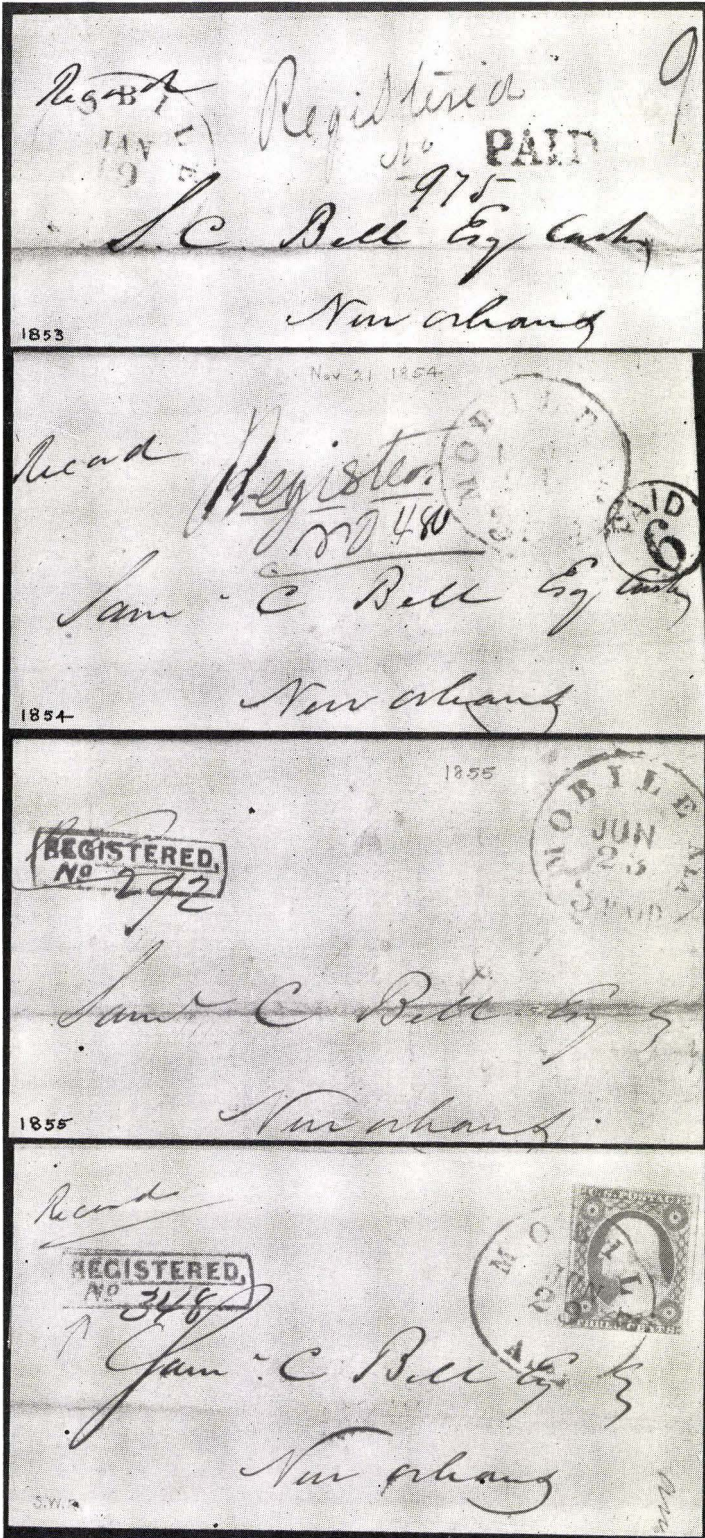


Figure 57 A.

doubt an instruction to the Mobile Post Office to "record" the letter as it was valuable.

The two covers of 1853 and 1854 show "Registered No 975" and "Registered No 480" in pen, but the two of June 1855 show the use of a rectangular handstamp, "Registered No. —." This handstamp probably came into use after the passage of the Act of March 3, 1855, which provided for the registration of valuable letters.

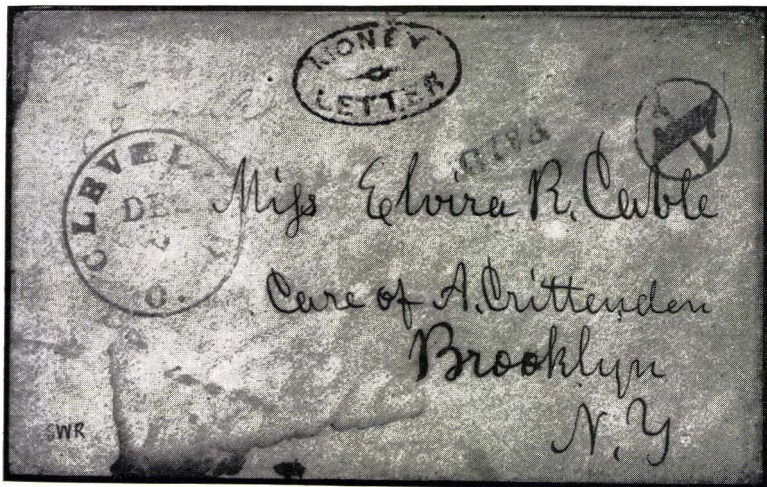


Figure 57 B.

Figure 57 B illustrates a cover of the 1847-1851 period from Cleveland, Ohio, prepaid 10c and addressed to Brooklyn, N. Y. It is handstamped in oval "Money Letter." It is unfortunate there is no indication of the year of use.

A very fine article by Mr. Delf Norona entitled, "Genesis of our Registration System" was published in the American Philatelist, issue of May 1934.

Mr. Norona listed the following known Post Offices which used a marking on the face of the cover to show it was registered.

All were used prior to July 1st, 1855.

Allentown, Pa.  
Annville, Pa.  
Bellefonte, Pa.  
Bethlehem, Pa.  
Carlisle, Pa.  
Danville, Pa.  
Detroit, Mich.  
Douglasville, Pa.  
Elkton, Md.  
Erie, Pa.  
Harrisburg, Pa.  
Jersey Shore, Pa.

Lancaster, Pa.  
Lehighon, Pa.  
Lewiston, Pa.  
McVeytown, Pa.  
New Orleans, La.  
New York, N. Y.  
Philadelphia, Pa.  
Reading, Pa.  
Shirleysburg, Pa.  
Talladega, Ala.  
Wheeling, Va.  
Wilmington, Dela.

The earliest use in the above list was Allentown, Pa., May 7, 1847.

#### PHILADELPHIA

Mr. Norona stated in his article:

"A unique registered marking is the 'R' postmark applied at Philadelphia, Pa. on incoming money letters. This marking has not been seen on letters going out of Philadelphia. From a careful study made of one large correspondence (some 3,000 covers addressed to a Philadelphia concern) by F. S. Eaton, about 100 covers bore the R postmark, and this accumulation, together with a careful recordation of all such letters (about 50) seen by the writer during a period of four or five years, discloses on reading the contents of such letters:

"(1)—Money letters received at Philadelphia before Oct. 31, 1845, do not have the R markings;

"(2)—Almost invariably letters with the R markings contain references to enclosures of money, checks or other valuables indicating that they were "money letters" and as such registration would naturally be desired;

"(3)—The contents of many letters show that they contained money or other valuables, but they were not stamped either with the Philadelphia R or with a registered marking at the town of origin. This would indicate that in some cases the senders did not want their letters registered and in others, although they were registered at the town of origin they were nevertheless forwarded with the ordinary mail without being put up separately or distinguished in any way from the ordinary letters, otherwise they would have received the Philadelphia R mark, and, again, that they were from towns where postmasters did not register letters;

"(4)—Although many letters with the Philadelphia R were unquestionably registered at the town of origin as indicated by 'Reg,' 'X,' 'Registered' & etc., yet others (including all before May, 1847) have no indication on the covers themselves to show that their contents were valuable, yet they possess the Philadelphia R. So, how did the Philadelphia postmaster know they were registered money letters and should be stamped R? The only reasonable answer is that such letters were bundled separately at the mailing office, and the package marked 'Registered,' 'Money Letters,' or in some other similar manner.

"A further phenomena with these Philadelphia letters, is that the earlier ones do not contain anything other than the numeral R, whereas from Nov. 26, 1849, a registered number in manuscript is practically always noted on the letter, (until Oct. 31, 1850, always in the lower left hand corner, and from Dec. 30, 1850 usually in the upper left hand corner of the envelope or letter sheet).

"Dates of Use of Philadelphia R and REGISTERED markings on incoming mail:

"Dates of use and colors of these marks are as follows:

Marking	Period of Use	Color
Large R	1845, Oct. 31 to 1849, Oct. 10	Blue
Small R	1849, Oct. 19 to 1851, Jun. 19	Blue
Large R	1851, Jun. 24 to 1851, Jul. 1	Blue
Small R	1851, Nov. 4 to 1852, Feb. 27	Red
Large R	1852, May 15 to 1852, Sep. 14	Red
REGISTERED	1852, Nov. 29	Blue
Small R	1852, Dec. 2 to 1854, Feb. 6	Red

"The above are the dates when letters were postmarked at the towns where they were mailed, and were of course received and stamped R at Philadelphia a day or so later. The same applies to all statements as to dates of use of Philadelphia R markings.

"From a study of the colors of postmarks used generally at Philadelphia from 1845 to 1852 it is noted:

Blue used from 1844, Oct. 19 to 1851, Jul. 3.  
Red used from 1851, Jul. 22 to 1852, Mar. 11.

"These dates of use tally with those of the R markings and constitute cumulative proof that the R markings are Philadelphia postmarks. In many cases the town mark of the city of origin is in a different color from the Philadelphia R.

"After about the beginning of 1852 it seems that colored postmarks were used somewhat indiscriminately at Philadelphia, the town mark frequently being in a different color from that of the subsidiary markings."

It is my theory that valuable or money letters when received at the Philadelphia Post Office were stamped with an "R" to indicate such mail was valuable and that extreme caution should be exercised in the delivery. For example, a bank at Louisville, forwarding a letter with currency enclosed, to a Philadelphia bank, advised the Louisville office the letter contained money. The Louisville office made a "record" of this letter, by whom mailed, the date and time of day, to whom forwarded and the sum said to be enclosed. Such a "money letter" was forwarded separate from the regular mail, and when received at the Philadelphia office was stamped with an "R." This was merely a part of a system in vogue at the Philadelphia Post Office to identify *for delivery purposes*, valuable or money letters received there.

The "R" may have indicated a "Recorded" letter or it may have been intended for a "Registered" letter. It may possibly have indicated that it had been *recorded* at Philadelphia as received from a certain office and that care was to be exercised, so that it be delivered only to the proper party for whom it was intended. The fact that the "R" is generally accompanied by a manuscript number indicates that the Philadelphia Post Office did record these money letters in a Record book and gave them a number to correspond with the entry. It is immaterial what collectors term these forerunners of the Government Registration system. They may be classed as "Recorded Letters" or "Registered Letters," but I prefer to give them the latter term, because I believe the term "Registered Letters" as used in the Act of March 3rd, 1855, had its origin in the term "Registered," as used by many post offices thruout the Country for many years prior to passage of the Act of 1855.

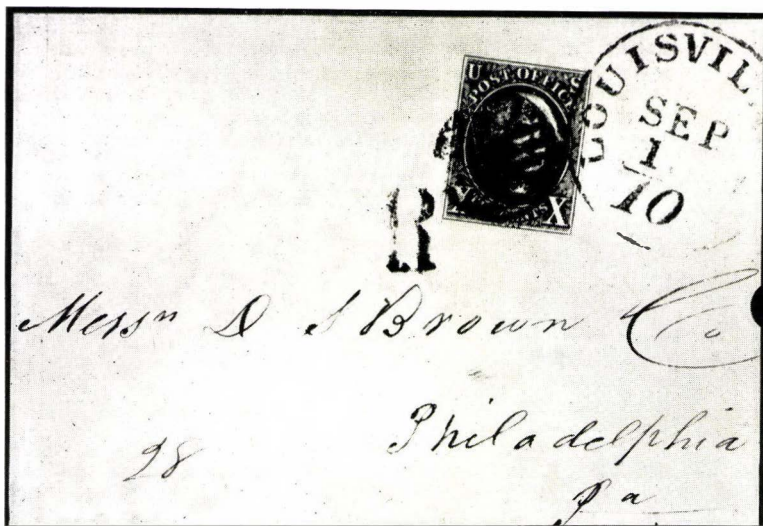


Figure 57 C.

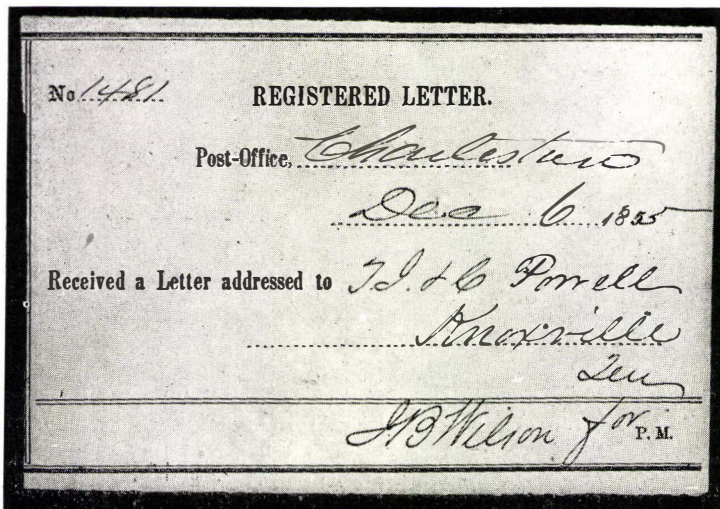


Figure 57 CC.



Figure 57 C illustrates a cover from Louisville, Sept. 8, 1850, to Philadelphia with the Philadelphia Registered marking "R" and "28" in manuscript at lower left. (Collection of Mr. C. Corwith Wagner).

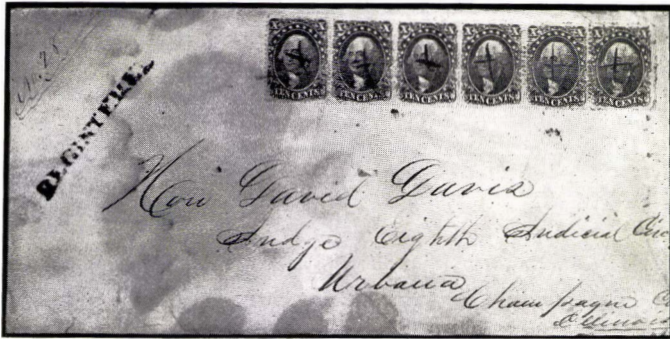


Figure 57 D.

Figure 57 DD illustrates a printed form used at the New Orleans Post Office in 1854. (Collection Harry M. Konwiser).

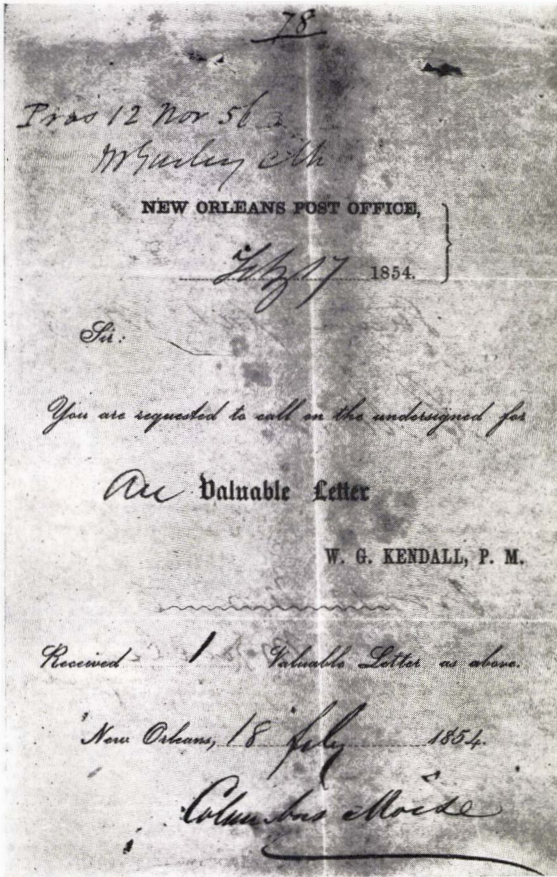


Figure 57 DD.

## REGISTRATION OF LETTERS

Section 3, Act of March 3, 1855, provided:

"And be it further enacted, that for the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General be, and hereby is, authorized to establish a uniform plan for the registration of such letters, on application of parties posting the same, and to require the prepayment of the postage, as well as a registration fee of five cents on every such letter or packet, to be accounted for by postmasters receiving the same in such manner as the Postmaster General may direct, Provided however, That such registration shall not be compulsory; and shall not render the Post Office Department or its revenue liable for the loss of such letters or packets, or the contents thereof."

Figure 57 CC illustrates the earliest receipt I have seen for a registered letter.

The new Registration system went into effect on July 1, 1855, but prior to this a circular of instructions was issued by the Postmaster General dated May 10th, 1855.

One of these original circulars owned by Mr. Roscoe B. Martin, was reproduced in *Pat Paragraphs*, issue of January 1934. It reads as follows:

**"INSTRUCTIONS TO POSTMASTERS  
AND  
NOTICE TO THE PUBLIC**

"For carrying into effect the 3rd Section of the Act of March 3rd, 1855, providing for the Registration of valuable letters.

"Sec. 1. Letters, alleged to be valuable posted at one Post Office in the United States, and deliverable at another such office, shall from and after the first day of July, 1855 be registered at the office of mailing, on the application of the person posting the same, and the payment of a registration fee of five cents.

"2. Postmasters are instructed to enter all such letters in a book to be prepared and kept for the purpose, \* \* \* He will then fill up the receipt to correspond with this marginal entry, separate it from the margin, and deliver it to the person who deposited the letter.

"10. On delivery of a registered letter at the office of its destination, a receipt therefor will be taken from the person authorized to receive it, and such receipt will be carefully filed and preserved at that office. \* \* \*

"11. Letters from Germany by the Bremen line via New York, and by the Prussian closed mails via New York and Boston, will be registered in the same manner and on the same terms as those deliverable in the United States, but the postage on such letters must be prepaid to the place of their destination.

"Prepaid letters from Bremen, and those received by the Prussian closed mails, (if accompanied with letter bills similar to those prescribed for the use of this Department,) will be duly registered at the American office of distribution or delivery at which they are first received, and will thereafter be treated in all respects in the same manner as letters originally mailed in the United States.

"12. Each Postmaster will see that his accounts of registered letters are legibly and accurately kept; and at the end of each quarter he will forward with his quarterly returns full and perfect transcripts of such accounts with the letter-bills pertaining to them, retaining the original accounts in his office for reference.

JAMES CAMPBELL,  
Postmaster General.

Post Office Department,  
May 10th, 1855."

In the original instructions issued to postmasters was the following clause: "Postmasters are forbidden to make any mark, or entry of any kind, on Registered letters, indicating that they contain a valuable enclosure."

This instruction was later cancelled as the 1857 edition of the "P. L. & R." contains the following instruction:

"Regulations—Chapter 36—Sec. 386—Where a letter has been received, registered, and receipted for, as directed in Section 2, it is to be marked on its upper left hand corner with the number corresponding to it on the receipt book."

It has been repeatedly stated that the 5c 1856 stamp was issued to pay the Registration fee, but there exists no evidence to support such statements. There was nothing in the law providing for the use of stamps to indicate the payment for registration.

The law mentioned specifically "and to require the prepayment of the postage, as well as a *registration fee of five cents.*"

The 5 cents was always referred to as a "fee" and naturally the fee was payable in cash.

There was also nothing in the instructions issued to postmasters that permitted them to put a 5 cent stamp on a letter to show the letter was registered.

Commenting on this subject, Mr. Norona stated:

"The same act which established the registration system authorized the Postmaster General to make the prepayment of postage on domestic letters compulsory by means of postage stamps or stamped envelopes from and after Jan. 1, 1856; and this is mentioned in the regulations of 1855, yet nothing is said about the payment of the registration fee by means of stamps. This is confirmed by the observation of Carroll Chase that 'the registry fee was, as far as my observation goes, always paid in cash while the 1851-57 stamps were current.'

"In this connection, the date of Jan. 1, 1856, has always heretofore been given as that on which the 5 cent registration fee came into effect, disproved by the quotations above. The 5 cent, 1856, stamp was issued Jan. 1, 1856, and that is probably the reason for the heretofore undisputed assertion that the registration system was inaugurated on that date. The statement has likewise been made without dispute that the 5 cent stamp was issued for registration purposes, but the fact remains that practically all covers known with this stamp bear no indication of registration, (a large percentage of 5 cent, 1856, stamps known on cover being on letters to France.) The exceptions are two covers reported by Elliott Perry, one of which apparently bears positive evidence that it was used for registration purposes, but these exceptions were probably used contrary to regulations."

Figure 57 D illustrates a cover from Nevada City, Calif. to Urbana, Ills., with a strip of six 10c 1857 stamps. No date of use is indicated but the date is subsequent to August of 1857. This cover is handstamped in black "Registered" and in pen is "No. 28."

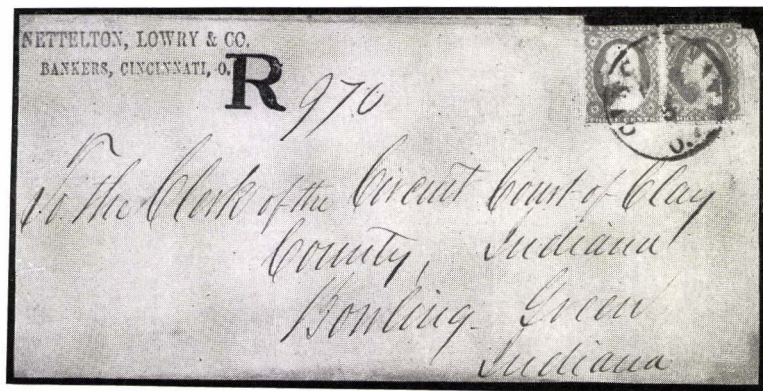


Figure 57 E.

Figure 57 E illustrates a cover with a pair of 3c 1857 used from Cincinnati to Bowling Green, Ind. It has an "R" for Registered and "970." No year is indicated.

The following is from the Norona article:

**"REGISTRATION OF LETTERS TO AND FROM THE UNITED KINGDOM:**

"The exchange of registered letters to and from the United Kingdom came into operation on May 1, 1856, following the signing of an agreement between the respective postal administrations.

"This applied as well to letters from California or Oregon, whether conveyed via New York, via Boston, or via Panama. Sections of philatelic interest are:

“Art. 3. The postage upon registered letters shall invariably be paid in advance, including not only the ordinary postage to the place of their destination, but also any registration fee to which letters of this class may be liable, according to the regulations of the country from which they are sent.” \* \* \*

“Art. 4. The post office of the United States shall be at liberty to fix the amount of the registration fee to be levied upon all registered letters forwarded from the United States to the United Kingdom.’

“It further provided that each government should pay to the other one half of the fees collected. The United States registration fee was fixed at five cents.

#### REGISTRATION OF LETTERS TO AND FROM CANADA:

“An almost identical agreement was entered into with the Post Office Department of Canada to become effective Oct. 1, 1856, with the same provision for compulsory prepayment of postage in full to destination. This agreement, however, specifically fixed a registration fee of five cents, and provided that each country should retain the registration fee collected.” (End of Norona quotation.)

#### REGISTRATION OF LETTERS TO GERMANY

The 1857 edition of the P. L. & R., page 64 of the Regulations, Sec. 133—contain instructions regarding the registration of letters to Germany. This section is reproduced, Figure 56 HH.

The Bremen Convention providing for the Registration of letters was concluded in 1855.

#### FORWARDED MAIL

The instructions regarding “letters missent and forwarded” in the 1852 edition of the “P. L. & R.” are reproduced in Chapter 37, Figure 37 N.



Figure 57 F.

Figure 57 F illustrates a typical forwarded letter of the period 1851-1855.

After April 1, 1855, the following instructions were issued to postmasters regarding “Forwarded letters,” P. L. & R.—1857—Sec. 55 :

“If it has been sent according to its address, and then forwarded, it must be charged with additional postage, according to distance, established by the Act of March 3, 1855, which additional postage may be paid either at the forwarding office or at the office of delivery.”

Regarding Free Mail, the following were the instructions: P. L. & R.—1857—Sec. 204:

“Properly franked mail matter, or mail matter addressed to a person enjoying the franking privilege, is entitled to be carried free in the mail when ‘Forwarded’ to the person elsewhere, as well as in its transportation simply to the office to which originally addressed.”

#### ADVERTISED MAIL

The Act of March 3, 1845, provided, Sec. 1:

“And all letters which shall hereafter be advertised as remaining over in any post office, shall, when delivered out, be charged with the cost of advertising the same in addition to the regular postage, both to be accounted for as other postages now are.”

The P. L. & R. of 1852 had the following instructions:

“Drop and box letters, circulars, free packets containing printed documents, speeches or other printed matter are not to be advertised.”

The Postmaster “will mark the cost of advertising on each letter advertised. Upon every letter delivered he will collect this cost in addition to the postage.”

The Act of March 3, 1855 provided that advertised letters were to be charged 1c in addition to the regular postage.



Figure 57 G.  
Postage Stamp Agency,

Philadelphia, *May 2* 1857.

Postmaster *Jennersville Pa*

Sir: I send, herewith, a parcel of postage stamps amounting to \$ *32*  
Upon receiving them you will please date, sign, and transmit the annexed receipt to the Third Assistant Post Master General, at Washington, D. C.

If any parcel of postage stamps be damaged, the Postmaster will sign the receipt for the whole amount of the parcel, and, having written across the face of the receipt the number and amount of stamps unfit for use, he will return such, together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire parcel should be returned, with the receipt not signed, that a parcel in order may be sent in place of them.

All applications for postage stamps or stamped envelopes must be addressed to the Third Assistant Postmaster General, Washington, D. C.

Postmasters are expected, in each case, to order what, upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps for three months; and they are required in every instance, to write the name of the Post-office, County and State, plainly at the head of their orders, which should be signed by the Postmasters themselves, and relate to no other subject whatever.

Very respectfully,

**JESSE JOHNSON,**

Agent.

Figure 57 H.

Figure 57 G illustrates a cover from Marysville, Calif., to St. Louis. In the lower right corner is a handstamped "JAN 4." I have observed several covers with similar printed dates and it is possible such items were advertised letters, with the date of the advertising marked on the cover. It will be noted the envelope is postmarked "Dec. 4" and advertised (?) on "Jan. 4." The address bears no street address.

A tracing of a similar item is shown on the plate, Figure 43 B (Chapter 43), at right center, the "Advertised 1ct—Paid 3—Oct 15" of Schaghticoke, N. Y.

A tracing of a New Orleans "ADV. 1" is illustrated on the plate, Figure 45 B, Chapter 45.

#### MISCELLANEOUS

Figure 57 H is a reproduction of a form sent from the "Stamp Agency" at Philadelphia in 1857 to postmasters with consignments of postage stamps.

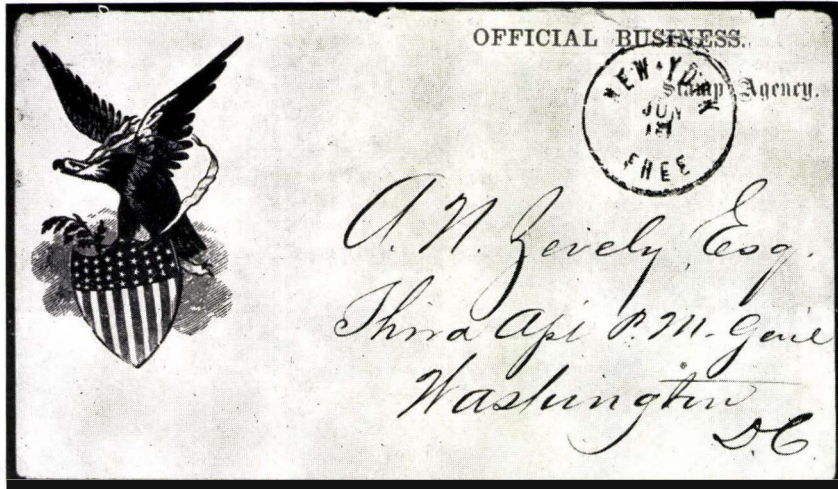


Figure 57 J.

Figure 57 J, illustrates a "Free" cover from the Stamp Agency in New York in 1860 to A. N. Zevely, the Third Assistant P. M. G.

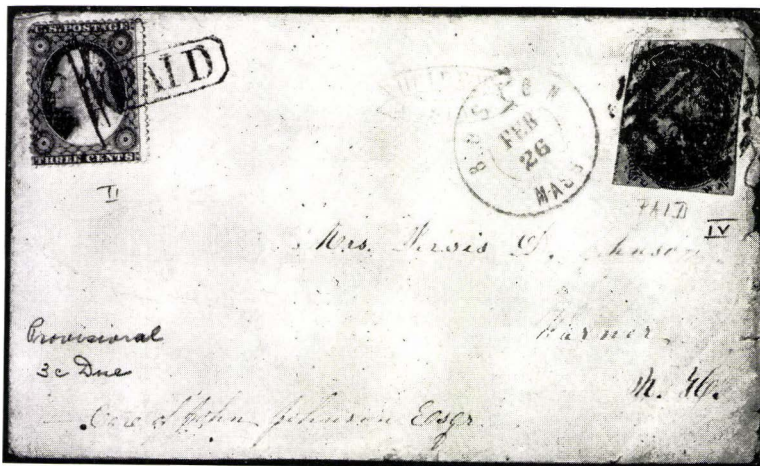


Figure 57 K.

Figure 57 K illustrates a cover that was mailed first class with 1c postage. It was "Held for Postage" and later a 3c stamp was supplied and the letter forwarded.

## Chapter LVIII.

### IN CONCLUSION.

QUITE frequently I have One Cent stamps of 1851-1857 submitted to me for proper type classification which have parts of the designs missing thru poor perforating or otherwise damaged in separation. Where any damage destroyed an important part of the *type design*, it is impossible to classify such stamps as *types*.

For example, the Type I imperforate is "7 R 1 E," and for a stamp from this position on the plate to be a Type I it must show the Type I characteristics. If the stamp was poorly separated, and important parts of the design were cut off so that the full design is not shown, such a stamp though a 7 R 1 E is not a Type I, but rather, "A Type I before the type characteristics were destroyed in separation." A 7 R 1 E which shows the "turned under balls" missing, or the bottom "full curves" missing can hardly be classified as a Type I.

Likewise let us cite a perforated Type III stamp from Plate Four. Such a stamp to classify as a Type III must plainly show a *break* in *both* the top and bottom lines. If perforations destroyed either the top or the bottom of the stamp it cannot be classified as a type but only as, "A Plate Four stamp that was a Type III before perforations destroyed the type." Such a stamp has a certain plating value as a Plate Four stamp but it has no value as a type because the true type was destroyed by perforations.

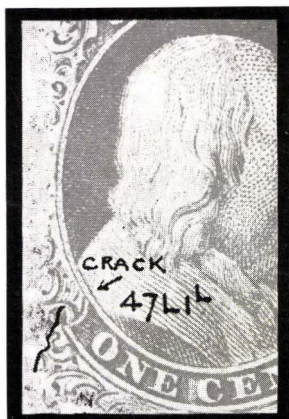


Figure 58 A.

"SURFACE CRACK—PLATE ONE LATE"

Figure 58 A illustrates a recently discovered Surface Crack on Plate One Late, position 47 L 1 L.

#### MOBILE "WAY"

Figure 58 B illustrates two *Way 11* handstamps used at Mobile, Ala. The earliest use I have seen of the one marked "A" was December 1850 (Eugene Klein). Figure 47 A contains a tracing, (third from top, at right) of a *Way 11* with single line circle marked, "in orange, Mobile." The tracing "B,"



Figure 58 B.

Figure 58 B is, no doubt an early use of this same handstamp, showing that it originally had a double circle (Eugene Klein). In all probability this marking came into use about July 1st, 1845. The earliest use I have noted is July 23, 1845 (orange—Ashbrook).

**SOUTH: LETTER  
UNPAID.**

← BLUE



ON BACK  
← IN  
BLACK

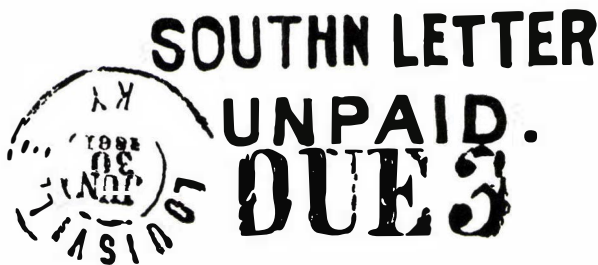
Figure 58 C.



## "SOUTH. LETTER UNPAID"

In Chapter No. 35, three covers are illustrated showing the marking "Southn. Letter Unpaid." I have a photographic record of six different covers showing this same type with the small "N" after South, as per the tracing in Figure 58 C.

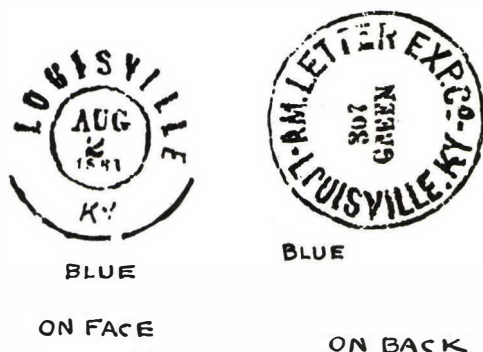
Chase illustrated a cover in his book, page 203, which shows a different type of this handstamp, as per Figure 58 D. I have never seen a cover with this type, and a large "N" after "South."



PROBABLY NOT EXACT SIZE.

Figure 58 D.

Figure 58 C illustrates the markings on a very interesting cover in the collection of Mr. S. W. Richey. It is a 3c Buff, stamped envelope, postmarked "Decatur, Tex.—May 1" (1861), and addressed to Logansport, Ind. It has no Louisville postmark, but on face are the two Blue Louisville markings "Southn. Letter Unpaid," and "Due 3." On the back is the "Dead Letter" handstamp. At the left in manuscript is "Aug. 6, 1861—Robt. Edwards."



ON FACE

ON BACK

Figure 58 E.

Figure 58 E illustrates the markings on a cover with a 3c 1857, Type II, in the Richey collection. The cover has the Louisville blue postmark with the date of "Aug. 2, 1861," with the stamp tied by the Louisville blue gridiron. On the back in a different blue is the marking of the "American Letter Express Co." The cover is addressed to Somerset, Ky., and in manuscript at left is "McLaughlin—Nashville." The cover contains no other markings.

## CORRECTION—PLATE TWELVE

Due to typographical errors the plate positions of the block of four as illustrated by Figure 29 N, Volume One, page 320, are incorrect. This block is not 72 R, 73 R, 82 R and 83 R, but 74 R 12, 75 R 12, 84 R 12 and 85 R 12. The illustration on the preceding page (319), Figure 29 M is marked 72 R 12. This is an error as this is the big double transfer 74 R 12.

On page 319, in the last paragraph, second line, "72 R 12" should read "74 R 12." On page 320, top line, 72 R 12" should read "74 R 12," and in the fourth line, "72 R 12" should read "74 R 12."

In the second paragraph on this page, second line, the "72 R 12" should read "74 R 12," and in the fourth line the "73 R 12" should read "75 R 12."

In this part of the eighth row of the right pane of Plate Twelve, there are three double transfers, all more or less similar. Position 74 R is the most pronounced of the three, position 73 R 12 is slightly less doubled at the top, and 72 R 12 shows a minor doubling at the top.

## FINIS

In preparing a work such as this, the principal and impelling motive behind the effort is the endeavor to share with others, some of the pleasure the author has derived from forming a collection of early United States stamps and making a comprehensive study of the items collected.

I sincerely trust that this work will give a greater appreciation of the more serious side of Philately, and that it may help to convert many readers to the established fact that to properly derive the greatest benefits from Philately is to acquire knowledge of the branches collected.

The pleasure of mere possession is practically all that the uninformed stamp collector derives from Philately, be he ever so wealthy or less fortunate. When the collector begins to study his stamps and gradually acquires a knowledge of what he is collecting, he gains a greater appreciation of his treasures and begins to realize that in reality there is a higher and more worthy side than that which many uninformed believe to be mere stamp collecting.

Some philatelic writers contend that stamp collecting should not be considered as a serious avocation, or as a sound investment, but merely as a hobby. Such advice emanates from those who have no desire to elevate Philately above the space filling class.

I am quite positive that sound investments can be made in stamps and covers, but like all investments of money, the investment of funds in stamps requires a knowledge of stamps, and such knowledge can be acquired only thru a study of the subject, or by following the advice of those who have established reputations as experts in such capacities.

Safe investments in bonds, stocks, or real estate cannot be made in a haphazard, ignorant manner, and likewise, under the same rules, safe investments cannot be made in stamps.

If one wishes to enjoy stamp collecting simply as a passing hobby, it is wise to forget the money "invested," and consider the sum spent as money expended for recreation and pleasure.

If one wishes to enjoy Philately as an avocation then I can offer no better advice than, "Study your stamps." The extent of the knowledge obtained and applied will govern the safety of the investment.

## IN APPRECIATION

In these closing remarks I wish to gratefully acknowledge the generous aid extended to me by many friends throuout the country. Many of these placed their collections at my disposal for purposes of research, others permitted me to select items from their collections to illustrate, others contributed freely from

information they had on special subjects. Without this diversified and whole-hearted cooperation this work would have been very incomplete. Therefore I trust that this work will not be considered as wholly mine, but rather as a contribution to American Philately by the author, with the valued aid and assistance of many co-workers thruout the country.

To the following friends, I gratefully acknowledge such assistance:

Saul Newbury	Fred W. Floyd
Ernest R. Jacobs	Eugene Jaeger
Harry L. Lindquist	William J. Aull
Dr. Carroll Chase	August Dietz
Judge Robert S. Emerson, deceased.	Robert F. Chambers
Stephen D. Brown, deceased.	Delf Norona
Samuel W. Richey	George P. Moffatt
Laurence B. Mason	Robert J. Wagner
Edward S. Knapp	G. L. Habbert
Ernest R. Wiltsee	E. Jonasson
W. R. Parker	E. M. Stevens
Frank A. Hollowbush	J. W. Glaze
Edgar B. Jessup	Mannel Hahn
A. R. Rowell	Michael Miller
William B. West	Philip E. Hamilton
Elliott Perry	Fred Green
Clarence Brazier	H. T. Darlington
Harold C. Brooks	H. W. Carhart
Harry M. Konwiser	Wm. C. Kennett, Jr.
Ezra D. Cole	Hyliger DeWindt
Eugene Klein	Clara DeWindt
Dr. W. L. Babcock	Dr. Clifford D. Harvey
William C. Michaels	Alvin Good
Henry C. Needham	W. L. L. Peltz
Corwith Wagner	A. N. Reggio
Horace W. Barr	S. E. Schacht
Louis A. Ireton	David O. True
Adolph D. Fennel	L. L. Shenfield

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ONE CENT STAMP  
OF 1851-1857