

*Simpson's*  
**U. S. POSTAL MARKINGS**  
**1851-61**

Second Edition  
Revised and Enlarged

by  
**Thomas J. Alexander**

U. S. Philatelic Classics Society, Inc.  
Columbus, Ohio  
1979

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Respectfully  
Dedicated  
to  
Tracy W. Simpson



The Old Dutch Church, which served as the New York City Post Office from 1844 to 1875. From an engraved letterhead dated 1847.

## Foreword

This book records postal markings used in the United States from July 1, 1851, to the demonetization of the 1851-1861 issue of U. S. postage stamps, approximately September, 1861. These time boundaries are purely arbitrary and are a result of history rather than logic. The first extensive treatment of postal markings used during the classic period was by Dr. Carroll Chase, who included fourteen chapters on this subject in his great book<sup>1</sup> Subsequently, Stanley B. Ashbrook followed the same format<sup>2</sup> Tracy W. Simpson was the first author to produce a catalogue devoted solely to the listing and explanation of the use of classic postal markings.<sup>3</sup> In doing so, he followed the example of his predecessors in the field, using the same time limits.

While it may be illogical to measure the time span of a book on postal markings by the life of one issue of postage stamps, the alternatives are equally subject to criticism. In Lewis Carroll's *Alice's Adventures in Wonderland*, the White Rabbit was required to give evidence:

"Where shall I begin, please your Majesty?" he asked.

"Begin at the beginning," the King said, very gravely, "and go on till you come to the end: then stop."

But identifying a proper beginning and ending can be a very tricky undertaking. Perhaps

July 1, 1847, the date of issue of the first official U. S. postage stamps, would have been more appropriate than that selected, or even July 1, 1845, the date of the first general reduction of rates. The ending selected for this work is considerably more defensible since demonetization coincided with the beginning of the Civil War. This was not only a great turning point in our history, but also to some degree it marked the beginning of the modern era in handling mail.

Whatever the dates short of encyclopedic completion, the resulting list will be a slice out of the middle of the whole story. For instance, the STEAMSHIP listing included here stops before official *P L & Rs* even acknowledge the existence of such markings; later examples and usages are even more complex than during the period under consideration. So the reader is forewarned. Markings shown here may also exist either before or after the period under consideration; if so, they may exist in different colors than shown, and may be either rarer or more common than is indicated by the attached rarity numbers, which are applicable only to the 1851-1861 period.

A later chapter acknowledges the assistance of a large group of collectors and professionals in supplying the data contained here. This book would not have been possible, however, without the pioneering work of Tracy W. Simpson. He first conceived the project of a separate catalogue to record classic postal markings of the period, and carried it forward to completion in 1959 through the publication of *United States Postal Markings 1851-'61 and Related Mail Services*. The present volume is

---

1. Carroll Chase, *The 3¢ Stamp of the United States 1851-1857 Issue*, Revised, Quarterman Publications, Inc., 1975.

2. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. II, H. L. Lindquist, 1938.

3. Tracy W. Simpson, *U.S. Postal Markings 1851-'61 and Related Mail Services*, 1959.

largely a revision and updating of his work, which has long been out of print.

Markings are now shown full size rather than half size as was the case in the original book. Mr. Simpson had restricted his listings to markings found in association with U. S. postage stamps. Except in the case of townmarks containing rate numerals and separate rating hand-stamps, this restriction is not carried over to this book. Thus, while a start has been made in including unusual markings found only on

stampless mail, such listings are far from complete. It is hoped that subsequent editions will materially expand this coverage.

Every effort has been made to give the reader an accurate idea of the appearance of each marking. Because of the ever present risk of forgery they have all been traced by hand and are thus not suitable as models for the faker.

Kansas City, Missouri      Thomas J. Alexander  
May 1978

## Acknowledgments

The compiler wishes to acknowledge the active assistance of many members of the U. S. Philatelic Classics Society, which ranged from supplying tracings of markings to writing essays introducing the subjects in which they specialize.

Co-authors of this work are:

Tracy W. Simpson, whose introductory essay on collecting postal history of the 1851-1861 decade and the section on locals in combination with U.S. stamps are reprinted from his book published in 1959.

David T. Beals III, who wrote the introductory essay and listing of military markings.

Arthur H. Bond, whose original research into the production and distribution of U.S. postal handstamp devices led to his essay "Handstamp Distribution & Manufacture."

John A. Eggen, the author of three sections dealing with official and private markings found on mail that traveled inland waterways.

Richard B. Graham, who prepared the section on specialized markings which came into use because of the beginning of the Civil War.

Susan M. McDonald, author of the section on mails to and from British North America.

Charles J. Starnes, who wrote the section on Transatlantic Mails.

Charles L. Towle read and checked the sections on Railroad Route Agent markings and Station Agent markings, offering many helpful suggestions as to their form and content.

Robert G. Stone supplied advance copies of

his chapters which will appear in *The Danish West India Mails*, to be published by the Scandinavian Literature Service, touching on U.S. STEAMSHIP markings. Theron Wierenga generously made available his computerized listing of STEAMSHIP markings and offered many helpful suggestions in connection with that subject's introductory essay.

William C. Jennens photographed a great many covers which are illustrated here. In addition, he solved the technical problems of reproducing in full size many of the tracings which appeared in Mr. Simpson's book half sized.

Others who provided photographs of covers from their collections or records are David T. Beals III, George J. Bernadt, Creighton C. Hart, John A. Eggen, Richard B. Graham, David L. Jarrett, Susan M. McDonald, Stanley M. Piller, Floyd Risvold, Paul C. Rohloff, Oscar Salzer, Tracy W. Simpson, Douglas D. Smith, and Charles J. Starnes.

Additional photographs have been furnished by Wylie H. Flack, Mildred Gibson, William K. Herzog, Walter Hubbard, Henry A. Meyer photo files, Mortimer L. Neinken, Stanley B. Ashbrook's *Special Service*, J. V. Woollam.

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Apologies are extended to any whose names may have been inadvertently omitted from the above lists.

The text would never have seen print were it not for three ever patient ladies who typed the manuscript in all of its many drafts: Ruth E. Coleman, Barbara J. Meisner and Laura P. Rankin.

My esteemed associates, David T. Beals III, Richard B. Graham and Susan M. McDonald spent many hours reading and correcting the text.

This book has been edited by Susan M. McDonald, whose professional skill has materially improved its content. Mrs. McDonald also designed the book's format, selected the illustrations, and prepared it for the press. She has surely spent as many hours on these tasks as has the compiler; publication simply would not have been possible without her.

To all of you, I extend my heartfelt gratitude.

Thomas J. Alexander

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## Why Collect the U. S. 1851-1861 Issue?

*Tracy W. Simpson*

No claim is made that collecting the U.S. issue of 1851-1861, or any specialized part of it, offers more philatelic satisfaction than does the collecting of other U. S. issues. Suffice it to say that the stamp and mail service collections of all or parts of the issue hold the attention of an increasing number of collectors — wealthy or in modest circumstances — and that those who follow an intelligent program adapted to their budgets find enhanced satisfaction over the years, without apparent limit of things to study or of discoveries to be made.

And well should this be so because the 1851-1861 issue is replete with what for want of a better term might be called “association interest.” In mind’s eye one sees the plate maker toiling with scribe to correct the faults arising because of primitive methods of making the plates. This unfolds the panorama of collectible plate varieties, plate identification, and “reconstruction” of plates. Similarly the postal markings on the cover or stamp reflect the early days of the mail service, calling to mind the puffing locomotives and the pine-knot burning steamboats of Currier and Ives prints, the “penny post” mail carriers, the presidential campaigns of 1852, 1856, and 1860, the California and Rocky Mountain gold excitement, the stage coach mail of the Far West. And looming large toward the end of the period was the cause of the issue’s abandonment, the War Between the States, reflected by markings showing patriotic sentiment, through-the-lines mail, and demonetization of the issue.

Then too, more than a sprinkling of the covers show odd postal markings that challenge

the inquiring mind: WAY, STEAM, SUPPLEMENTARY MAIL, R. R., CAR. 1, MONEY LETTER, FREE, RIVER MAIL, U. STATES, BR. PKT., and so on—all designating some mail service that differs from what exists today. Related are the stampless letters, sent collect or prepaid, much used during the first half of the 1851-1861 period. Stamped envelopes, introduced about the middle of 1853, add to the galaxy of collectible Americana. Interesting also is mail bearing stamps or postmarks of the local posts or express companies, particularly if associated in any way with the U. S. postal service. Such mail reflects the early days before the U.S. post office had established fully its mail carrying monopoly.

Album pages that show stamps or covers of these kinds when associated with brief write-ups become an attractive historical documentation of the formative days of stamp manufacture and of the U.S. mail service. They convey a pleasing sense of accomplishment that excites the attention of fellow collectors as well as of non-collectors who have any interest in United States history.

An extensive philatelic literature covering the period, written by leading philatelic researchers, (but unfortunately much of it out of print) provides the basis for study and classification. The documentary background, including the annual reports of the Postmasters General and the *Postal Laws and Regulations*, is within the reach of many. Microfilm copies are obtainable at moderate cost, and sometimes they may be found in the U.S. documentary sections of public libraries.

Another facet of collecting the 1851-1861 issue is its appeal to collectors of diverse financial resources. For a few dimes one sometimes may obtain 3¢ 1857 perforated stamps, often on cover. Batches of such material often disclose some with discontinuous side lines (worth ten times normal) as well as hard-to-get postal markings, not to mention the possibility of finding scarce plate varieties. Then for the blue-chip collector there are the values other than the

#### USPM — Why Collect 1851-61 Issue?

3¢ upon which to concentrate, as well as rare uses of the lowly 3¢, such as on Westerns, territorials, railroad and waterways route agent mail, Mississippi River steamboat-name covers, and use in connection with carrier stamps or the local posts. Creditable and interesting exhibits of parts of the issue have been seen that cost only a few dollars. On the other hand, there are collections of the issue that represent investments into six figures.



When the postage stamp issue of 1851-61 was introduced, only three denominations were authorized: 1¢, 3¢, and 12¢. Here the entire original issue is used on cover to pay the scarce 20¢ direct rate to France. The 12¢ is from Plate 1; the 3¢ pair from Plate 5 Early; the 1¢ from Plate 1 Early. For discussion of the rate, see page 282.

## Methods of Listing

Each listing consists of three or more columns. The first column is the town of origin of the marking in question (arranged alphabetically by town name and occasionally subdivided according to state where the listing is extensive), or the wording to be found on the marking, beginning with the town name, if any. This is followed by a "Tracing Number" to identify the tracing of the marking on an accompanying plate. Next appears a code letter(s) and number indicating the shape of the marking and its dimensions. This is followed by the rarity number. Finally, under the heading "Notes" will appear other pertinent data concerning the mark.

### Wording

The exact wording of the marking will be shown under this heading, starting with the town name, if any, beginning clockwise around a circular marking. Word groups are separated by a slash (/). Capitals and lower case letters are shown as they appear on the marking, and exact punctuation is also used. The letter "D" indicates a month and day date. "Yr" indicates a year date. Thus, the "Wording" column for the following townmark will be:

NORTHFIELD FARMS/D/MS.



## Shape and Size

The shape of a marking is indicated by one or more lower case letters followed by a dash, as follows:

arc-	arc shaped.
b-	boxed (rectangular or square; may have shaped corners).
c-	circular marking with single outline.
dc-	double circle with words between them.
dl-	double lined.
dlc-	double lined circle.
do-	double oval with words between the lines.
f-	fancy.
o-	oval with single line.
oct-	octagonal.
ofr-	odd shaped frame.
r-	rimless.
sc-	scroll or ornamental outline.
sl-	straight line.

The numerals appearing after the dash indicate dimensions of the marking in millimeters. The horizontal measurement is shown first, and a vertical measurement, if any, next. Thus "b-42x8" is a marking bounded by a box measuring 42mm horizontally and 8mm vertically; "c-32" is a circular marking 32mm in diameter.

### Rarity Numbers

Markings are assigned rarity numbers from 1 to 10, with 1 being the most common and 10 being the most rare. Readers are cautioned that in any given instance this number may be inac-



curate. When Mr. Simpson originated the rarity number system, it was tied to a pricing pamphlet which assigned a dollar value to each marking. Among the several factors which he took into account in arriving at a rarity number was "collectible interest associated with the marking." As a result, many markings which are only moderately scarce, but which are in great demand, received high rarity numbers to reflect their dollar value.

Since it was very difficult under the old system to say whether a rarity number was a measure of absolute rarity, or value, or both, an attempt has been made here to delete the dollar value factor and report absolute rarity only. In many cases where the compiler's records are sketchy, the old rarity number has been tentatively retained. Readers are asked to notify him of obvious errors so that these may be corrected through *The Chronicle*. As a rule of thumb, the following definitions of each number have been adopted:

Rarity Number	Description	Number Recorded
1	Extremely common	Over 100
2	Very common	71 to 100
3	Common	41 to 70
4	Moderately scarce	26 to 40
5	Scarce	16 to 25
6	Very scarce	11 to 15
7	Rare	7 to 10
8	Very rare	4 to 6
9	Extremely rare	2 to 3
10	Unique	1

The appearance of a dash (-) in the rarity column indicates that available information is not sufficient to assign a rarity number.

Under this arrangement, the rarity number may or may not bear a relationship to value. A unique straight line townmark which is not in great demand may bring \$100 at auction, while an example of the common San Francisco running pony used on pony express mail will bring several thousand dollars.

## Color

This book makes a start at listing markings struck in colors other than black. It is far from

## USPM — Method of Listing

complete, and the author would appreciate being notified of additional listings. Black is assumed unless a different color is mentioned under the heading "Notes." If a marking is struck in two or more colors, including black, black is also mentioned, i.e., "Black, red, blue."

## Other Abbreviations

Other abbreviations used in this book are:

ms-	manuscript
ms D-	manuscript date
nt-	not traced
pc-	precancel
PL & R-	Postal Laws & Regulations
PMG-	Postmaster General's Report

## Multiple Listings

Rarity numbers followed by an asterisk (\*) indicate the same marking is listed in another schedule. If a tracing does not appear in the schedule being consulted, it may be shown in the other applicable schedule. For instance, the CRUMPTON/QUEEN ANNE CO/D/MD handstamp is listed under "Unusual Circular Townmarks" as well as "Townmarks Containing County or Postmaster's Name." A tracing of the mark is found in the latter schedule.

## Note on Dimensions

Markings applied with the same handstamp may differ in size as much as 1mm, depending upon such factors as whether the handstamp was struck solidly or with a glancing blow, the amount of ink it carried, or the amount of wear on the handstamp. Thus, a minor difference in size of two similar markings does not of itself indicate two different marking devices were used. Measurements shown in the schedules are from the center of the line bounding the marking to the center of the opposite line (not from the outer edge of each) in an effort to minimize these differences.

In the case of unframed townmarks (primarily straight lines), accompanying dates, whether handstamped or manuscript, are not included in the dimensions given.

## Postal Rates: 1851-1861

Every postal marking found on a letter is significant, whether it was applied by an employee of the Post Office Department or by a private firm engaged in handling the mail. The ability to correctly "read" these markings and understand their significance is in large part what "postal history" is all about.

A knowledge of the postal rates in effect during the 1851-1861 period, and how they could be paid by the public, is basic to a study of postal markings of the period. In summary, these were:

### Domestic Letter Rates

During the entire period, domestic postal rates for letters were based on a combination of weight and distance travelled. Between July 1, 1851, and March 31, 1855, the rate also depended on whether the postage was prepaid or whether the letter was sent collect.

A "single" letter was one weighing  $\frac{1}{2}$  ounce or less. A letter weighing between  $\frac{1}{2}$  ounce and 1 ounce was charged twice the single rate; between 1 ounce and  $1\frac{1}{2}$  ounces, it was charged triple, and so forth.

<i>Single Letter Rate</i>		
(July 1, 1851, to March 31, 1855)		
	<i>Prepaid</i>	<i>Collect</i>
Under 3,000 miles	3¢	5¢
Over 3,000 miles	6¢	10¢

It should be noted that mileage was not calculated "as the crow flies," but rather over the exact route traveled by the mails.

Prepayment could be made either in cash or

by affixing an appropriate postage stamp to the letter. Letters prepaid in cash were marked with the word "Paid" and the rate. Letters sent unpaid were marked with the rate only. Absence of the word "Paid" and the record contained in his waybill alerted the postmaster at the point of delivery to collect the unpaid rate from the addressee.

From 1852 onward U. S. route agents traveling on railroads or steamboats were not allowed to accept letters prepaid in cash. Therefore, such letters had to be sent collect or prepaid with stamps.

In the case of underpayment by stamps (for instance, a double weight letter prepaid with only one 3¢ stamp), the postmasters were instructed to accept the prepayment for the rate to which it applied, but to mark the letter "due" the unpaid rate. In the example given, the cover would bear a 3¢ stamp plus a "Due 5" marking.

### Effective April 1, 1855

As of this date the privilege of sending letters totally unpaid was withdrawn. The new act provided that an unpaid letter deposited in the post office was to be held 30 days. During that time, the postmaster notified the addressee that he held an unpaid letter for him. If the addressee sent in the required postage, the letter was either stamped "Paid" or had postage stamps applied to it and was sent on its way. If the postage was not received by the end of the 30 day period, the letter was sent to the dead letter office.

This act also increased the single rate for letters traveling over 3,000 miles to 10¢.

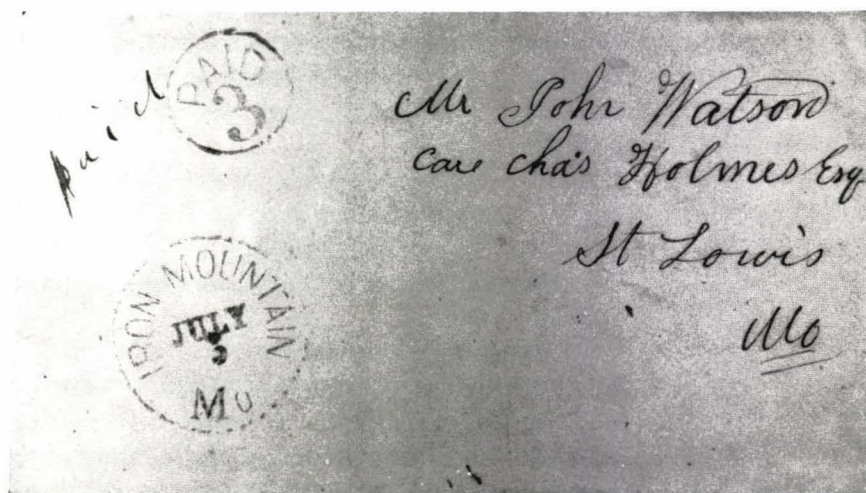
**Effective January 1, 1856**

The same act referred to above also required that all letters be prepaid by stamps or that stamped envelopes be used, effective Jan. 1, 1856. However, when post offices were temporarily out of stamps, the old system of accepting cash and marking the letter "Paid" was followed, a method which was tolerated, but technically illegal.

Partly paid letters were now sent collect at prepaid rates, since there were no longer any

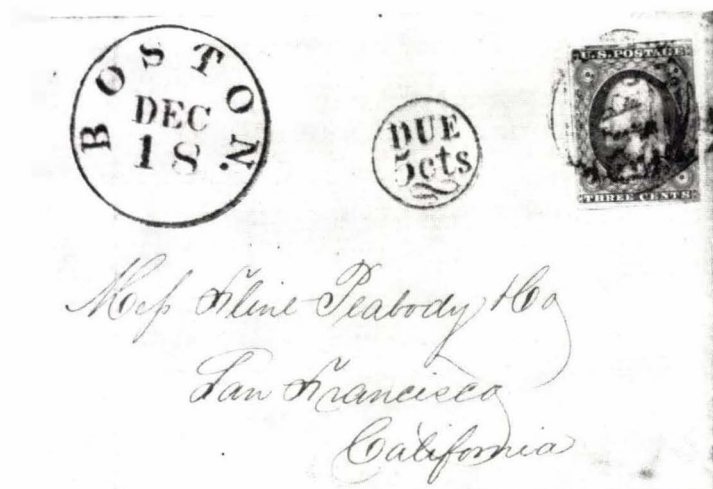
separate collect rates. For instance, if the letter was double weight but prepaid only 3¢, it was immediately sent to the addressee marked "Due 3" rather than "Due 5" as under the old system. Totally unpaid letters were handled as before, the addressee being notified to pay the postage before it would be sent.

Summaries of the rates applicable to mail other than purely domestic letter mail will be found under their appropriate headings.



A stampless letter prepaid in cash, the rating numeral and PAID being embodied in one instrument. Dated 1853. Struck in black.

A letter to San Francisco prepaid only 3¢ of the then 6¢ rate. The Boston postal clerk rated the letter due one unpaid 5¢ rate with his DUE/5cts handstamp characterized by the paraph at the base.





## Postal Markings Generally

The term "postmark" or "postal marking" embodies every marking applied to a letter by either the post office or a private firm engaged in handling the mails. Three basic postal markings are commonly found, two of which were required on each letter. Each is given a separate name:

### Townmark

The regulations required that every letter be marked with the name of the town and state of origin and the date (day and month, not year) of delivery to the originating post office. This could be applied in manuscript, and was commonly so applied at small towns. Most towns of any size, however, adopted a handstamped townmark that included this information. With very few exceptions, year dates were not included in townmarks until late in 1855. By 1857 the inclusion of the year had become commonplace.

### Rating Mark

Each letter had to be "rated" with a marking showing the applicable postage, and, in the case of a letter prepaid by cash, with the word "Paid." Thus, a single rate letter mailed collect before April 1, 1855, would be rated "5." If a letter was prepaid in cash, the rating mark(s) would read "Paid 3." If a stamp was used to prepay the rate it, of course, substituted for the rating mark, being both evidence of the rate and prepayment.

### Obliterator

When stamps were used, it was necessary to obliterate or "cancel" them to prevent re-use.

While some postmasters cancelled stamps with the stroke of a pen or with the townmark, many employed separate stamp oblitters, which could be as simple as a smudge from a cork or as elaborate as the Canton "lyre." The term "obliterator" is used to identify these separate markings used to cancel stamps and to differentiate them from other markings that may have incidentally been used to cancel stamps.

In summary, the normal markings found on letter mail are:

### Letters Prepaid by Stamps

A townmark showing the name of the town and state, as well as month and day deposited in the post office. The stamp is cancelled, either by the townmark or by a separate obliterator. (In 1860 the P.O.D. prohibited the use of the townmark as an obliterator).

### Stampless Letters Prepaid by Money

A townmark, as above. A rating mark indicating the amount of postage paid. The word "Paid." These could all be separate marks, or two or all of them could be combined in one marking.

### Stampless Letters Sent Collect

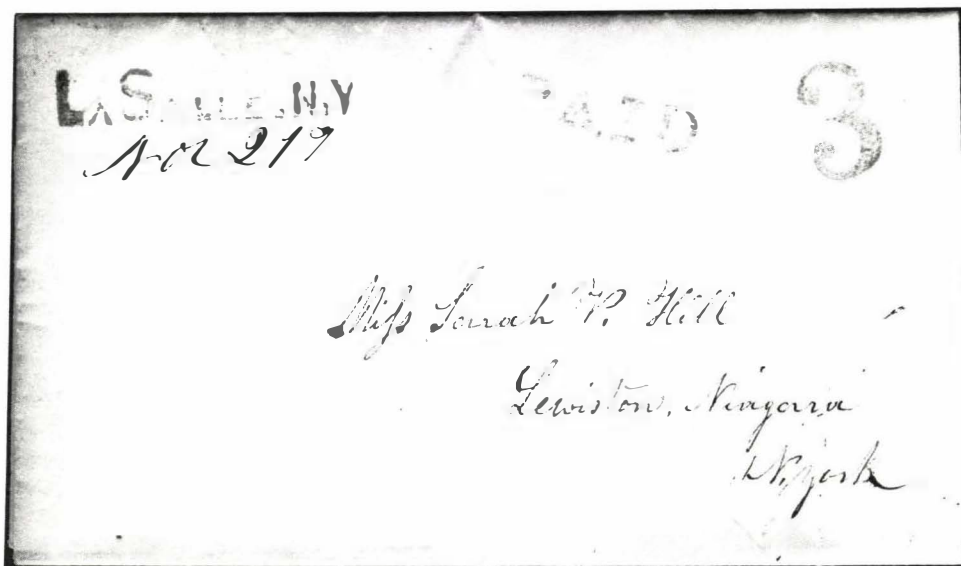
A townmark, as above. A rating mark showing the amount of postage to be collected. Absence of the word "Paid" was sufficient to show that the rate was to be collected from the addressee. The townmark and rating mark were occasionally combined in one instrument.

The regulations (1852) stated that "good black writing ink" could be used for cancelling the stamps by pen marks, and that "black print-

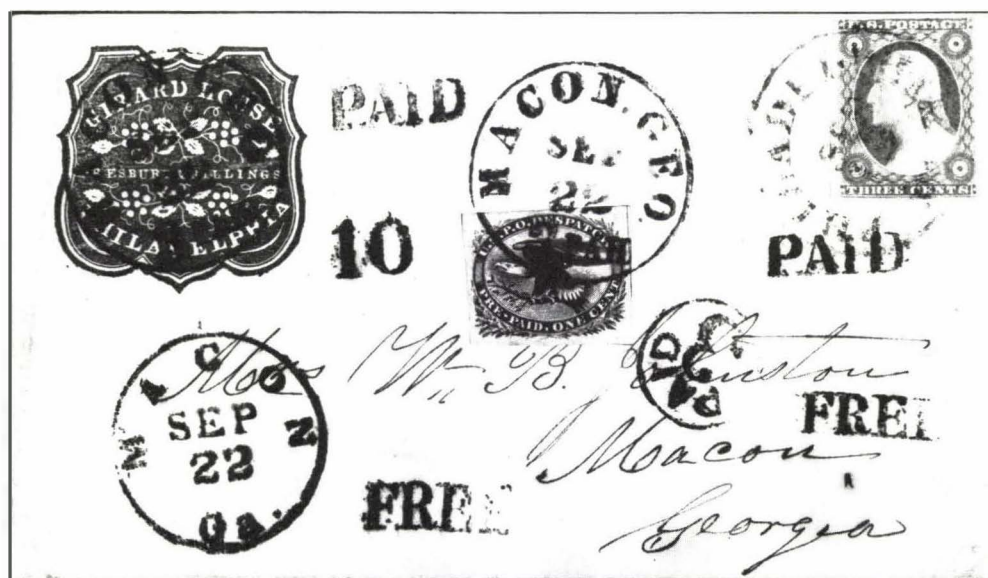
er's ink" should be used for handstamped obliterations. These regulations materially reduced the incidence of colored inks used with handstamps, although they were not uniformly observed.

# USPM — Postal Markings Generally

As in the case of postal rates, summaries of markings associated with mail other than purely domestic letter mail will be found under their appropriate headings.



A letter prepaid in cash bearing separate handstamps for the townmark, rate, and PAID, all struck in red.



Macon was a relatively large post office in the 1850s, entitled to government supplied metal handstamps. The postmaster there apparently used this incoming cover to test a set of stock style instruments received from Washington.

## Handstamp Distribution & Manufacture

Arthur H. Bond

A very high percentage of the domestic mail received markings of the type hereinafter referred to as "stock styles." These markings were produced almost entirely by handstamps furnished to the postmasters at government expense. This book is devoted primarily to the less common types of markings, more highly valued by collectors. The stock styles, however, represent a significant element in the postal history of the period and are of interest, for example, to collectors studying the markings of a certain geographical area. We shall attempt a brief treatment of this subject, about which much remains to be discovered.

The *Postal Laws & Regulations* of 1852, Chapter 46, Sec. 321, prescribes the limitations under which handstamps were furnished at that time:

Marking and rating stamps of metal are furnished only to offices that collect in postage \$300 a year, but stamps of wood are furnished to offices that collect in postage \$200 a year.

This replaced the *Regulations* of 1847, which set a minimum of \$300 a year and made no mention of wooden stamps. In 1855 new *Regulations* provided minimum limits of \$500 a year for stamps of steel or iron and \$100 a year for wooden handstamps. Postmasters of the larger offices either received these from the government suppliers or were permitted to secure them from other sources and charge the cost to their operating expense allowance. Handstamps used by railroad route agents and in the marking of foreign mail were, of course, also furnished by the Post Office Department.

It is obvious from examination of the revenue records of individual post offices, published in the biennial *U. S. Official Registers*, that comparatively few offices met even the \$200 minimum limit set by the *Regulations* of 1852. However, by far the larger part of the total mail volume originated in these few offices. For example, a study for the fiscal year ending June 30, 1853, in the state of New Jersey, shows that only 64 out of 412 offices were entitled to receive government handstamps; yet these 15 percent supplied 74 percent of the total postal revenues in the state. Although this ratio varies considerably between states, we believe the New Jersey figures are close to the ratio for the nation as a whole.

Except in a few large cities, postmasters at this time were paid on a commission basis, out of which they had to cover expenses. The job seldom provided very much in the way of direct income. It is therefore not surprising to find that mail from most of the smaller offices continued to be postmarked with pen and ink.

The handstamps of this period were made with an engraved die plate of steel or wood, fastened to a substantial wooden handle. Dies were engraved from the solid material, leaving the letters in relief. Slugs, or logotypes, also engraved to represent the months and days were inserted in sockets and secured with setscrews. Rubber stamps were a much later development and were not used in the postal service until about 1876.

It appears that the lettering in all government-supplied dating stamps carried serifs until 1859, except for a few of the month logos.



Address leaf and first page of advertising circular mailed by Charles M. Willard to various postmasters to sell the "Post Office Stamps" which he manufactured.

87.0240  
10/15/87

## 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 1867 Hon. Selah R. Hobbie, (the 1st Asst 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 1867, that the stamps in use in the English post office 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. HOBIE."

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.**

**PAID  
FREE**

**JAN. JUL.  
FEB. AUG.  
MAR. SEP.  
APR. OCT.  
MAY NOV.  
JUN. DEC.**

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

6.93  
4.00  
2.93

Post Master *Beech Creek*  
 County of *Clinton*  
 State of **PENNSYLVANIA.**

*6.00 Willard*  
*28 May 88*



he was sending changes of month and date made of common type metal, which is unlike the wood part of the Stamp, and will not hold the ink so long, besides being very liable to get battered and spoiled with a little usage. These variations I have considered so important that I have been obliged to commence the manufacture on my own account to supply the discrepancy between what I have promised and what has been furnished to my patrons, and in doing this I am happy to find that I can now furnish complete sets of stamps at *one half the former price*. As to ink a small box cannot last long in a P. O. at best, and instead of it I send directions for procuring and making it *gratis*. When a P. M. is dependent for a supply of ink the expense of ink alone will soon amount to more than my price for a whole set of Stamps, with directions enabling him to keep a supply on hand as long as he has occasion to use it. I have introduced another feature of much advantage to P. M's, that is, to furnish them a stamp of their own names, to use on their post bills, thus enabling all those who have heretofore paid the printer for signature bills to avoid all that annual expense, and enable all those who have not procured such bills to execute their post bills by making an impression with the circular office stamp at the top of the bill, and with their name printed at the bottom, thus making their post bills every way equal to the signature bills furnished by the Department.

The number of Post masters removed for "political sins" compared with the whole number is very small, and I am confident that in case either of death, resignation or removal of the P. M., the stamps could be sold to a successor for all they cost, and in many cases for double the cost, or \$2.

I also have on hand a large lot of Charts of the United States, showing the location of all the principal Post Offices, and Tables showing the Distances between all these offices, and to many places in foreign countries, a copy of which I will send gratis to all who order a set of stamps.

#### TERMS.

A complete set of Stamps, as per sample,  
Directions for procuring and making red ink,  
Chart of the U. S., and Distance Table,

**\$1**

Name of Post Master 2 cts. per letter; thus, J. MILLER P. M., 18 cts.

Those who wish for a stamp of their name and prefer some other form than the preceding sample, can be accommodated by sending a specimen of the form they prefer; like these, No. 1, ABC; No. 2, ABC; No. 3, ABC; No. 4, Abc, &c.

There are 5 separate stamps in the set with handles when the 5 rate is ordered and 6 with the V and X, making 7 when the P. M.'s name is ordered. Those who have a set of stamps and wish for their name only, will readily determine the amount to send, that is 2 cts. per letter; and in making up the amount, to count the letters P. M. at the end of the name, unless the addition of P. M. to the name is not desired, the stamps are offered so low that they could not be afforded without the 4 cts. for them, and it would make a material difference with me in a large lot, though a small matter in each single case.

#### DIRECTIONS FOR MAILING.

1. Give the name of your Office, County and State, with the date at the top of your letter, and write all dates and names *PLAIN*.
2. Send any money current with you, and seal up your letters *securely*.
3. Send the fractional parts of a Dollar (if any) in postage stamps if possible if specie is sent postage should be pre-paid.
4. I will take the risk of all losses, and it is a good plan for those who have the franking privilege, in remitting money, to write two letters under the same date, one containing the order and money, and one as a notice that the order is sent, mailing one *direct*, and the other through the D. P. O. as regulations require. This will assist me to trace out any losses that may occur.

My acquaintance with the Postal operations of this and other countries has shown me that this last suggestion, put in practice, operates as a great check on mail irregularities.

#### CONCLUSION.

To those who desire to avail themselves of the use, convenience and elegance that a good set of stamps gives to a Post Office let me say — *Do not delay your*

orders till this notice is mislaid or forgotten. Examine carefully and you will see that more and better stamps are offered for one dollar (to say nothing of the Chart, Table and ink directions, which I send gratis,) than can be had elsewhere in the United States. These notices are sent to the different States in such succession that I shall be prepared to execute orders with very little delay.

To those who send orders I will send a copy of my Chart and Table by return mail as an acknowledgement for the receipt of the money, and the stamps will follow as soon as they can be properly engraved, and warranted to be all they are represented, or the money returned.

Please observe the four articles under *Directions for Mailing*, and direct your letters to

**CHARLES M. WILLARD,**  
Ludlow, Hampden County,  
Massachusetts.

Please preserve this if you do not order, or give it to your successor in office, if you should have one.

The Post Masters at the following named offices have sent me \$2 within the last year for a set of Stamps, to whom I have the pleasure respectfully to refer you for any reference you may desire as to the fidelity with which I fulfil my promises—though this list comprises but a few who have obtained Stamps of me it is still I have reason for, and sufficient to show that my patrons are spread over all parts of the United States.

Maize.	S. W. Abraham	Richburgh	Dunfries	Tucumc	Indiana.
York	Orlton	Chenango	Riceville	Bayou	Eviston
Unity	Rhode Island	Del Bridge	Wayne C. H.	Marion	Springville
Newfield	Greenville	Hart Lott	Fayette C. H.	Tenn.	New Market
Lubeck Mills	Knoxburg	Cowlesville	Floyd C. H.	Golad	Kassville
Blanchard	Ex ter	Portlano	Hartwood	C. Christ	Westfield
W. Hampden	Arcadia	Sherman	North Carolina	Springfield	Mexico
Stark	Coastal. Cal.	Five Corners	Gaston	Il. uston	Melbourn
Montville	Burrville	Cameron	Rubens's	Arkansas.	Bridgeton
Searusport	W. Norfolk	Johnsbury	Barville	Chambers	Washington
N. Palema	Marion	Depikill	Madison	Missouri.	Ratonsville
Red Branch	Ledyard	Rhinebeck	Cedar Falls	Greenfield	Whiting
Jonesboro'	Volantown	Academy	E. kville	Apples Creek	St. Peter
Pike	Andover	Huron	South Carolina	Tennessee.	Midland
Standish	Kocky Hill	Spafford	Gadalen	Labama	Graysville
Woolwich	N. Bradford	M. Center	Iron Works	Monroe Sun	Florence
Harrison	Galen Ferry	Mottville	Granville	Colina	Brook Creek
Libon	New York.	Cleveland	Georgia.	Kentucky.	Illinois.
W. Baldwin	Towners	New Jersey.	Scu Shoals	Crab Orchard	New Milford
Bar Harbor	S. Warren	Milford	Good Hope	Kirkville	Grafton
W. Lubeck	Jericho	S. E. Turkey	Woodbury	Taylorsville	Urbana
Gouldsboro'	Onford	Lebanon	Conyers	Shelburne	Mt. Hawkins
E. Hampden	Lithgow	Camptown	Alapala	Houston	Richmond
China	Florence	Montague	Recly Creek	Gardnersville	Lacey
E. Wintthrop	Bristol	Cape May	Griffith's Mills	Ohio.	Mt. Sterling
Westport	Nelson	Waterto	Cassville	Elston	Mt. Olive
N. Hampshire.	N. Norwich	Pennsylvania	Florida.	Fansfield	Washburn
Frankoola	Stansburg	Two Rivers	Micanopy	Spring Hills	Savanna
Bradford	Proble	Providence	Enterprise	Gooben	Toulon
Wolfboro'	Fly Creek	Nobles	Flemington	Copley	Brooklyn
New Boston	Scotland	Town Hill	Warrington	N. Bedford	Meridenia
Contoncock	Cato	Essex	Alabama.	Rural	Ontario
Hillsboro'	Schenopus	Cornwall	Fayette C. H.	Chion	Walton
Salem	Somerset	Tucumc	Perryville	Russ	Lafayette
Landoff	Uplander	Wiconico	Sand Fort	Liverpool	Wisconsin
Hebron	Little Falls	Wyalusing	Belmont	Gates Mill	Cooksville
Max Yard	Dayton	Waterson	Ballkinte	Newburgh	Geneva
Milton	New Karsla	Jeanville	Cambridge	Alton	Albany
Vermont.	Woodhuil	Hillgrove	Sunny Side	Camprile	Albion
Cavendish	Mills' Mill	Road-ver	Fish Pond	Michigan.	La Crosse
N. Hartland	Port Kent	Pou Mills	Mulberry	Mississippi.	Chap Falls
W. Haven	Lebanon	Brigden	Washington	Algonic	Idaho.
Franklin	Howard	Bridgeville	Bethala	Utka	Tucumc
Burke	Norland	Newport	Hamburgh	Brownston	Monroe Sun
E. Burke	E. Varick	Maryland.	Conco	Unadilla	Decatur
Starksboro'	Ontario	Olney	H. School	Green	South Fork
Townshend	Myriches	Darlington	Noringham	Fort Wilkins	Quasqueton
Hinesburgh	Oreocent	Easton	Scoober	Eagle River	Min Territory.
Massachusetts.	Prospect	Virginia	Louisiana.	Fagle Harbor	Marine Mills
W. Grayville	W. Vienna	Col Creek	Live Oak	Lawton	
Farmington	Alloway				



Slight variations in details reflected the work of different engravers. Circle diameters ranged from 29mm. to 33mm.

In the form of "Instructions to Postmasters" warnings were issued from time to time against inadequate obliteration of postage stamps, permitting their cleaning and re-use. Finally in 1860, the Department expressly forbade the use of the townmark as a canceling instrument, a practice that had been followed by many offices, including New York City. To avoid the extra labor involved in using a separate obliterating stamp, the duplex handstamp came into use.<sup>1</sup> This carried a townmark die (dating stamp) and an obliterating die under a single handle. The canceler, as had been the case with the separate obliterator previously used, was a piece of wood or cork, carried in a metal ring. These were supplied in several designs by the handstamp manufacturers. They wore out rapidly and replacements, often produced by the post office clerks, lent themselves to carving into the multitude of "fancy" designs that soon became current.

An entirely different style of townmark began appearing in 1859-60. This was adapted more readily to the duplex handstamp and was less expensive to manufacture. The most-used pattern had concentric circles 26mm. and 13mm. in diameter. Another used a single circle 26mm. in diameter. Both had narrow, sans-serif lettering for the town and state. Serif lettering continued to be used in the month logo. There are indications that the day numerals were cast in type metal.

Very few of the handstamp manufacturers of this period have been identified. It is known that Benjamin Chambers, of Washington, D.C., was supplying the Post Office Department with most of its handstamps made of steel or iron dies. Benjamin, Sr., had been engaged in the engraving business in Washington since at least 1821. His son, Benjamin, Jr., retained the government contracts for many years, except for

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1. A. H. Bond, "Time-Saving Duplex Handstamp, Its Invention, Use & Manufacture," *Postal History Journal*, whole no. 10, July 1963.

**USPM — Handstamp Distribution & Manufacture**  
a few years during the Civil War when he was in the army.

Edmund Hoole, of New York City, was another engraver active in the production of handstamps with metal dies. Since 1838 he had been making many of the handstamps for the New York City post office, a large number of which were made of brass. Some of the stamps that he made for other offices may be distinguished by the characteristic use of a hyphen in the state abbreviation, such as N-H, N-J or N-Y. The use of such markings in some of the larger cities indicates that Hoole also had government contracts. During the Civil War, when the government contract was held by Fairbanks & Co., the scale manufacturer, Hoole was their subcontractor who actually produced the handstamps.

The best known maker of wooden handstamps was Edmond S. Zevely.<sup>2</sup> He started business in 1849 at Pleasant Grove, Maryland, where he used his postmaster's frank extensively in advertising his product direct to postmasters of the smaller offices. He is believed to have made most of the wooden handstamps supplied by the Post Office Department during the 1851-61 period and undoubtedly sold many others direct to postmasters. Zevely moved to Cumberland, Maryland, in 1856 and the business was continued there and at Wheeling, West Virginia, for many years by his son.

It is known from advertising circulars that Charles M. Willard, Ludlow, Mass., operated as an agent for Zevely during the early 1850s. He is also reported as having made wooden handstamps himself for a number of offices in that area, several of which are known to have been 29mm. to 31mm. circles and sans-serif lettering.

An advertisement of Collin & Co., New York City, was displayed with an article in *Chronicle* 62. This company sold brassbound wooden handstamps of styles used more extensively in the late 1860s, but several of the types illustrated are known to have been used by smaller

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2. Delf Norona, "Zevely Family was Active in U.S. Postal Service," *Postal History Journal*, whole no. 23, September 1969. See also three articles on Zevely by Edwin Mayer in *Postal History Journal*, whole no. 1, May 1957; whole no. 2, April 1958; and whole no. 5, June 1960.

## Stock Styles

13

offices before 1861. Collin & Co. were sales agents, not engravers, and the source of these stamps is not known.

The following tracings are typical of the stock styles produced by the firms with government contracts which are not otherwise listed in

this book:

- A. Town and state at top.
- B. Town at top, state at bottom.
- C. Double lined circle.
- D. Balloon circle.
- E. Double circle.



A



B



C

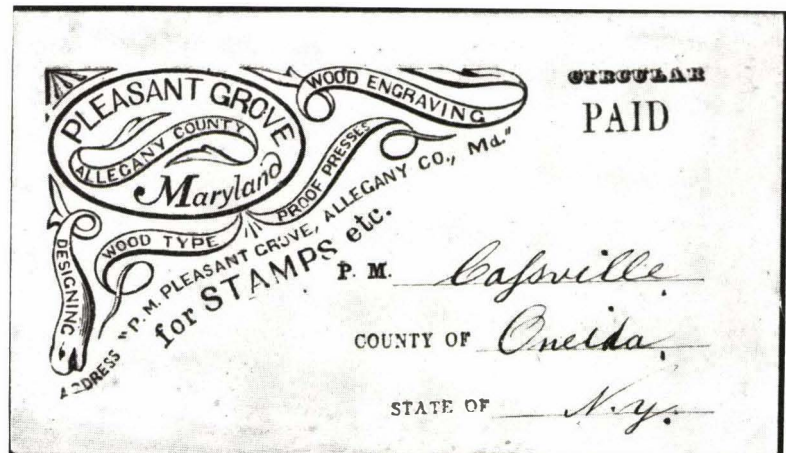


D



E

The marvelous combination town-mark and advertisement printed by E. S. Zevely at Pleasant Grove, Md.



### PLEASANT GROVE, ALLEGANY CO., MD.

DEAR SIR:—Engaged as I am constantly and largely in manufacturing Post office Stamps\* on both public and private orders, I would invite your attention to the annexed extract from the new Book of Regulations, P. O. Dept., about to be issued. Section 321, chap. 46, says:—

"Marking and raising stamps of metal are furnished only to offices that collect in postage \$300 a year; but stamps made of wood are furnished to offices collecting \$100 per year. Application for these stamps should be made to the appointment office. If procured elsewhere by Postmasters themselves, it must be done at their own expense."

Otherwise, if your office is not already supplied with stamps, or does not fall within the \$200 regulation, I shall be pleased to supply you on your own account. Two dollars remitted will secure the prompt receipt of a satisfactory set, with ink and printed directions.

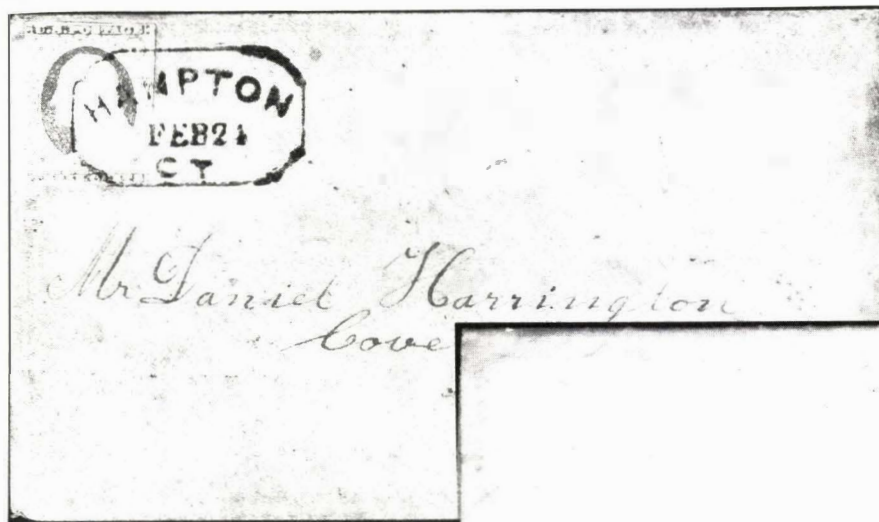
Respectfully, &c..

E. S. ZEVELY, P. M.

\*I have no agent for whose acts I am responsible.

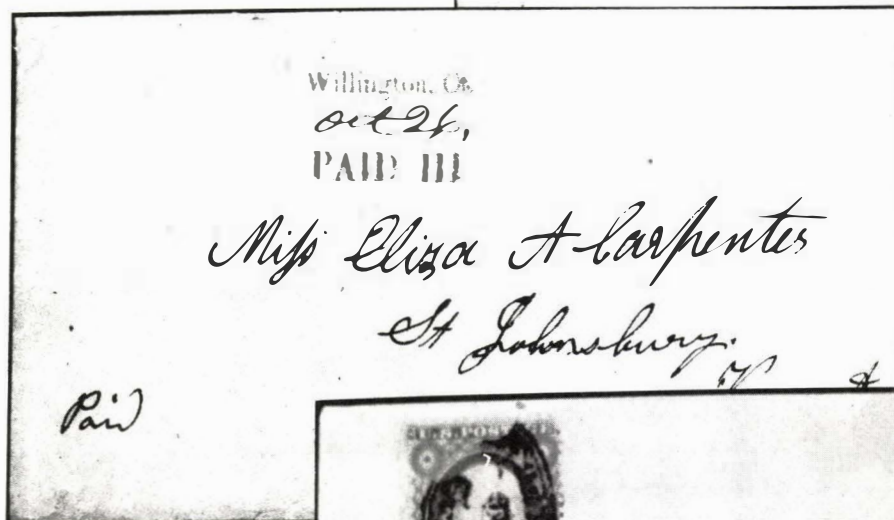
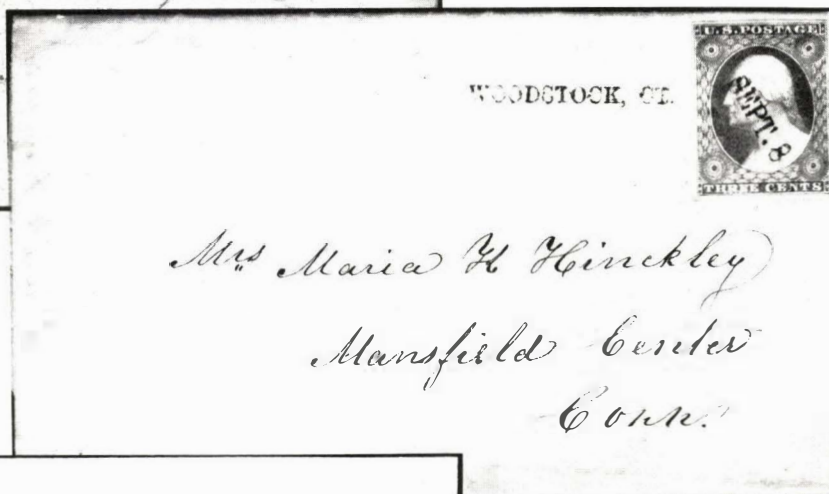
\*N. B. I also furnish all other kind of stamps, seals, &c., wood engravings, wood cuts, wood type, proof-presses, &c.

Back of above envelope with Zevely's "pitch" to fellow postmasters for sale of his handstamps.



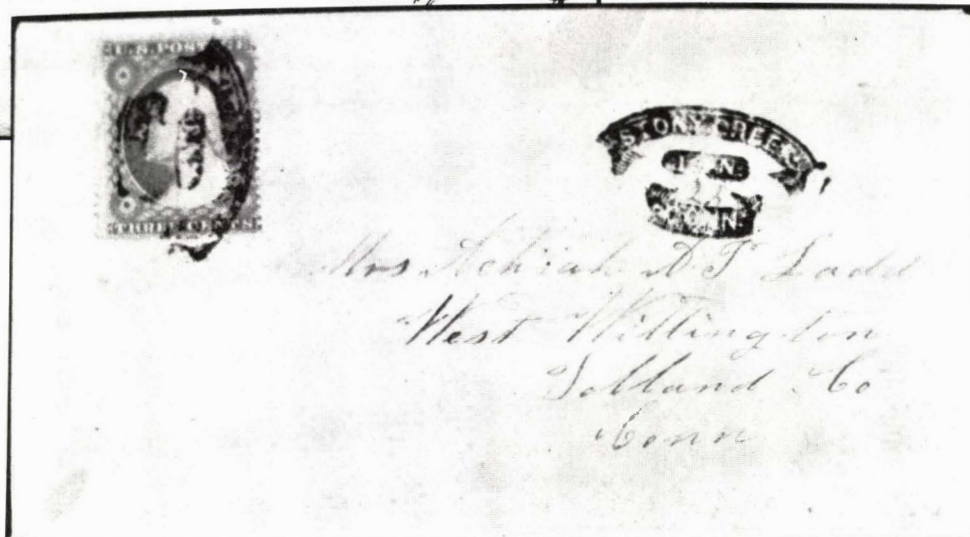
Boxed townmarks assume a variety of shapes; this one from Hampton, Ct., has shaped corners.

Woodstock, Ct., straight line postmark. Date stamp used as canceller.



When this Willington, Ct., marking was first listed, the "PAID III" was not mentioned, but it is evidently part of a single hand-stamp.

This Stony Creek, Conn., marking is enclosed in a fancy ribbon, with negative letters.





## Townmarks

### Straight Line, Oval and Fancy Townmarks

Relatively few of the post offices in the United States used handstamped townmarks other than circles during the period covered by this work. These non-circular townmarks may be subdivided into three general classes:

#### *Straight Lines*

The very earliest handstamped townmarks used in the United States were straight lines. As time passed, these gave way to the more popular circular style, and by 1851 relatively few straight lines were still in use. Most of these were made from local printer's type. Some straight line townmarks are enclosed in a single or double lined box. Dimensions given include the full name of the town and state plus any ornamentation, the horizontal measurement being given first and the vertical measurement next, all in millimeters. If the straight line is boxed, the measurements are from the center of the outside edge of the outer line of the box to the center of the opposite edge of the box.

#### *Ovals and Arcs*

While these types of townmarks appeared later chronologically than straight lines, their

popularity had markedly declined prior to 1851, and examples used during this decade are not common. They are found without frame lines and with both single and double frame lines.

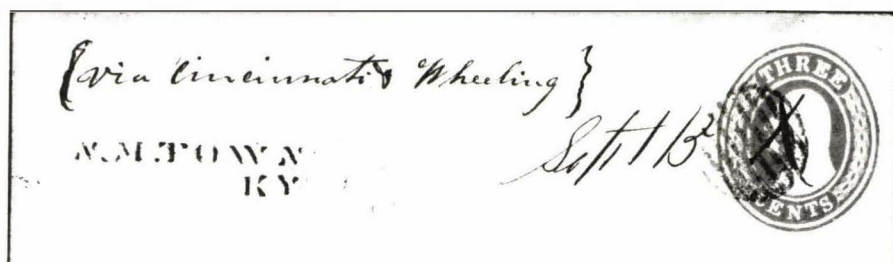
#### *Fancy*

This group of townmarks includes any design other than straight line, oval, arc or circular. Most of them were "homemade" by the local postmaster.

Nearly all of the markings in this section were used in small communities where the postmaster's annual compensation was less than \$100 per year.

Some border-line markings are difficult to classify. For instance, the Alton, New Hampshire, handstamp is classified as a straight line marking because of the arrangement of the words it contains, even though it is surrounded by a circle. Similarly, the Bridgewater, Vermont, handstamp is listed in the "Unusual Circular Townmarks" schedule because it exhibits the general style of a circular marking, but is in fact bounded by an oval line. If in doubt, both schedules should be checked.

Straight line marking of  
North Middletown, Ky.  
Partial photo.

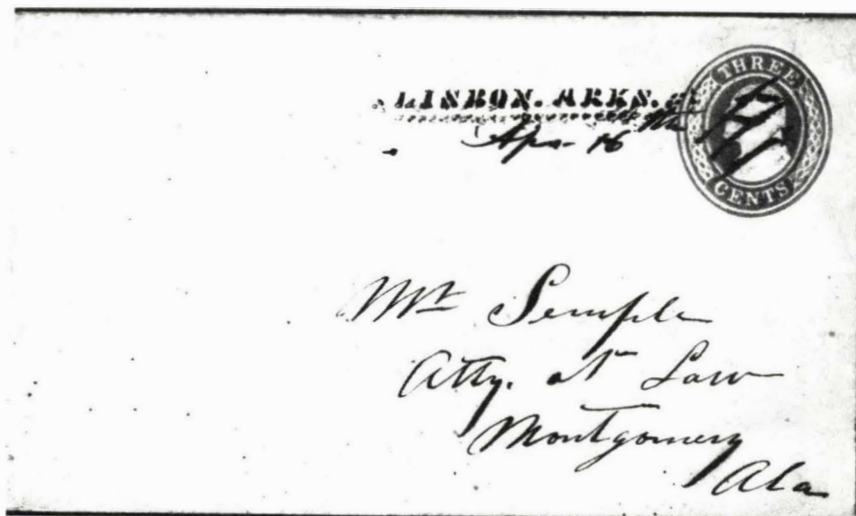


<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Alabama</b>				
LOACHAPOKA.D	1	f-sc-sl-49x23	9	
MONTGOMERY/D	2	shield-22x25	10	1
<b>Arkansas</b>				
GRAND GLAIZE ARK/msD	3	sl-42x5	10	Green.
LISBON ARKS/msD	4	sl-58x6	10	
<b>California</b>				
ALLEGHANY/CAL/SIERRA COUNTY	5	dlo-37x21	10*	nt
ANGELS/D/CAL	6	sl-27x19	9	
COLUMBIA. CAL/msD	7	sl-37x4	9	
COLUMBIA./CAL.	8	sl-45x12	9	
DOWNIEVILLE	9	sl-30½x3½	9	nt
FORBESTOWN/D/CAL	10	r-o-34x24	8	
GREENWOOD/msD/CAL	11	r-o-32½x19	9	Green.
HICKSVILLE/msD/CAL.	12	dlo-45x28½	8	
LAPORTE	13	sl-31x8	9	
LAPORTE	14	sl-38x10	9	
MAC DERMOTT'S/D/BRIDGE CAL	15	dlo-50x26	9	
MORMON ISLAND/msD/CALA.	16	dl-do-53x26½	5	
Oroville/msD/Ca	17	sl-27x25	10	
SAN ANDREAS msD	18	sl-25x2½	10	
SNELLINGS. RANCHE/msD/CALA.	19	do-34x24	8*	
SONORA, CALIFORNIA/DYr	20	sl-38x3	8*	Blue; 2
SONORA ?/msDYr	21	sl-32x3	9	
WEAVERVILLE./msD/CAL.	22	o-40x24	5	

1. State not certain.

2. 1851 or 1852 year dates. Year date 1851 has rarity number 9.

This Lisbon, Arks., straight line marking was produced by stencil, a variety used by some postmasters.





1



2

GRAND GLAIZE ARK  
*Nov. 7 1860*

3

*ALBANY, ALA.*

4



5

ANGELS  
MAY 22  
CAL.

6

COLUMBIA, CAL  
*Dec 26. 1860*

7

COLUMBIA.  
CAL.

8

DOWNIEVILLE

9

FORBESTOWN  
APR 12  
CAL

10

GREENWOOD  
*Mich 28*  
CAL

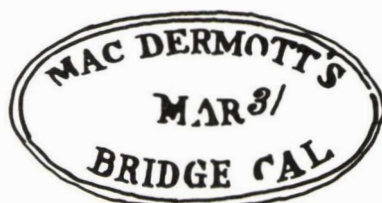
11



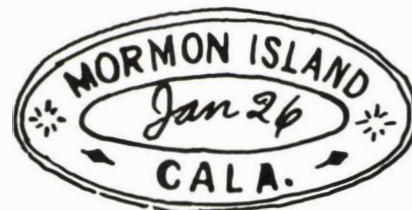
12

LA PORTE

13



15



16

LA PORTE

14

SAN ANTONIO, TEX. *Feb 4*

18



19

Oroville

*June 23*  
Ca

17

SONORA, CALIFORNIA.  
APR. 10, 1852

20



22

SONORA ( )

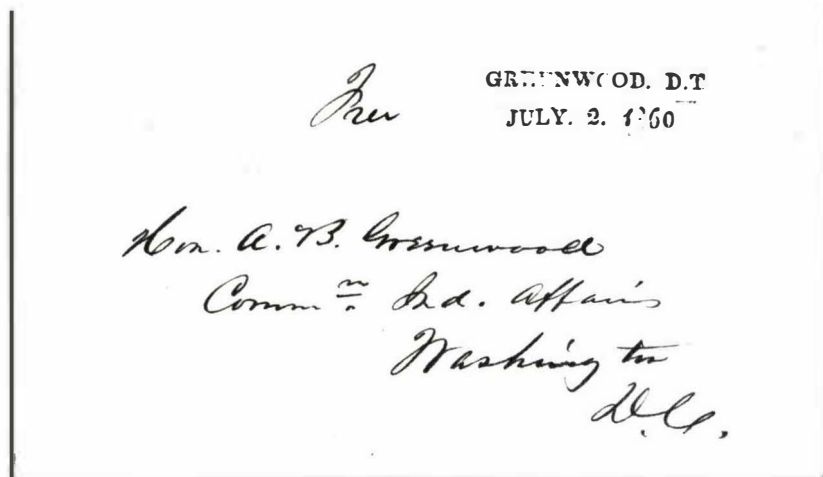
*17 May 5-2*

21

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Connecticut</b>				
Collinsville./Conn./D	23	r-arc-26x16	8	
CORNWALL/D/CONN.	24	do-34½x25	7	
FISHERVILLE/msD/CT	25	do-31x20	8	
HADDAM CT/D	26	b-arc-42x22	6	
HAMPTON/D/CT	27	b-arc-35x22	6	Blue.
HARWINTON/D/CT.	28	f-arc-37x21½	8	Blue.
KENSINGTON/CON./D	29	f-arc-32x25	8	
KILLINGLY/CT/D or msD	30	b-arc-35x22	4	Red.
NORTHVILLE CT./D/Yr	31	sl-36x9	9*	
PORTLAND CT.	32	sc-sl-40x16	9	
STONY CREEK/D/CONN	33	sc-arc-28x17	7	Blue.
WEST CHESHIRE CT./msD	34	sl-39x2½	7	
WEST HARTFORD/CT./D	35	b-arc-39x23	6	
Willington, Ct./msD	36	sl-39x4	8	3
WINCHESTER CENTRE/D/CT	37	oct-34x34	6	
<b>Dakota Territory</b>				
GREENWOOD D. T./DYr	38	sl-38x2½	10*	
SIOUX FALLS CITY/msD/D.T.	39	o-35x25	10	
<b>Delaware</b>				
GEORGETOWN/D/DEL.	40	b-sl-29x16	9	
<b>Florida</b>				
KEY WEST/D/FLORIDA	41	o-38x27	7	
Welaka, E.F./D	42	sl-25x4	9	4
<b>Georgia</b>				
JEFFERSON, GA.P.R.	43	sc-sl-45x17	10	

3. See photo; the PAID III is believed to be a part of the same handstamp. (Page 14).

4. "E.F." stands for "East Florida."



An anticipatory townmark. Dakota Territory was not actually organized until March 2, 1861.

Collinsville.  
Conn.  
Jan 20.

23



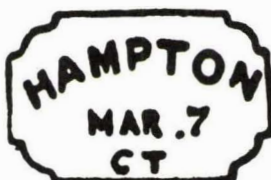
24



25



26



27



28



29



30

NORTHVILLE CT.

JUL

1859

31



32



33

WEST CHESHIRE CT.

June 26

34



35

Willington, Ct.

Dec 30.

36



37

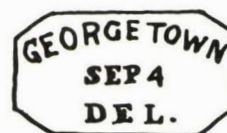
GREENWOOD D.T.

JULY 2. 1860

38



39



40



41

W. Lake, C. F.

May 7.

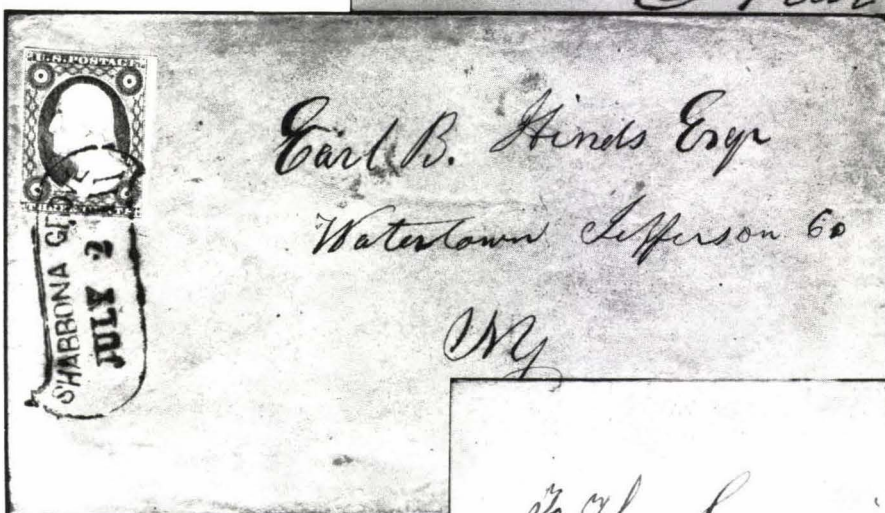
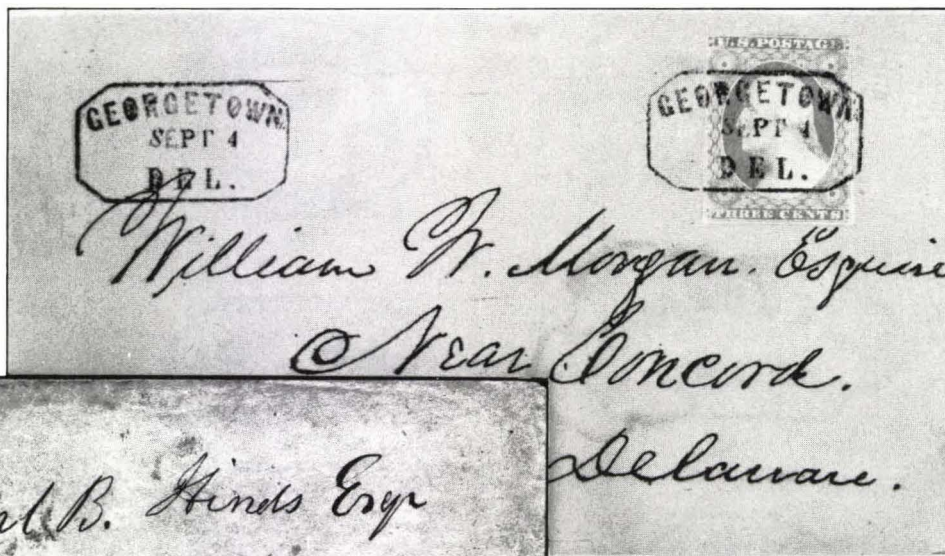
42



43

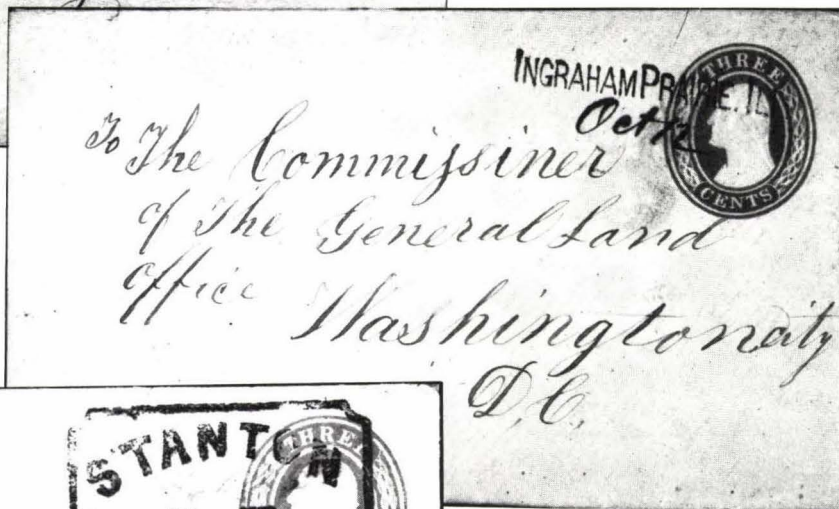


When postmaster James P. Barker replaced this boxed marking by a circular one in 1852, he converted it to a personal seal by inserting his name in the date slot.

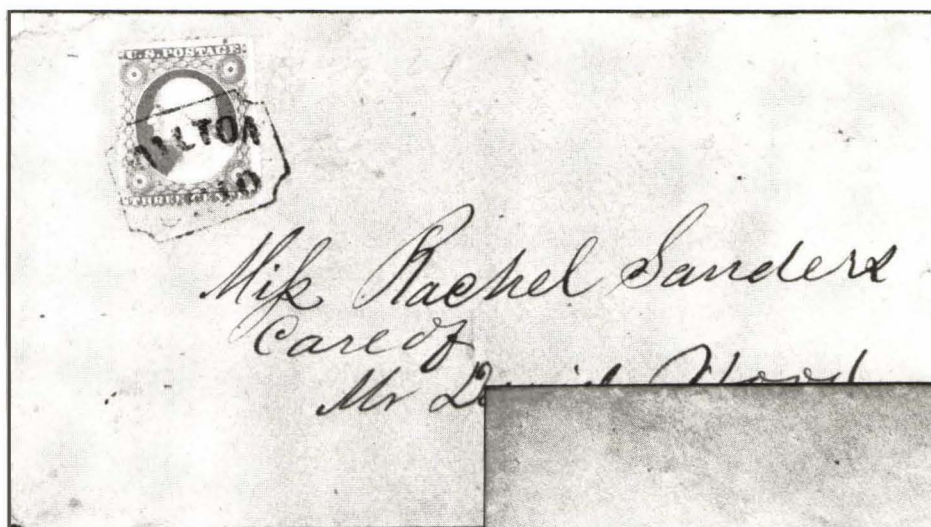


The Shabbona Grove, Ill., scroll, struck in black. This townmark is also known in red.

Straight line postmark of Ingraham Prairie, Ill., in black.

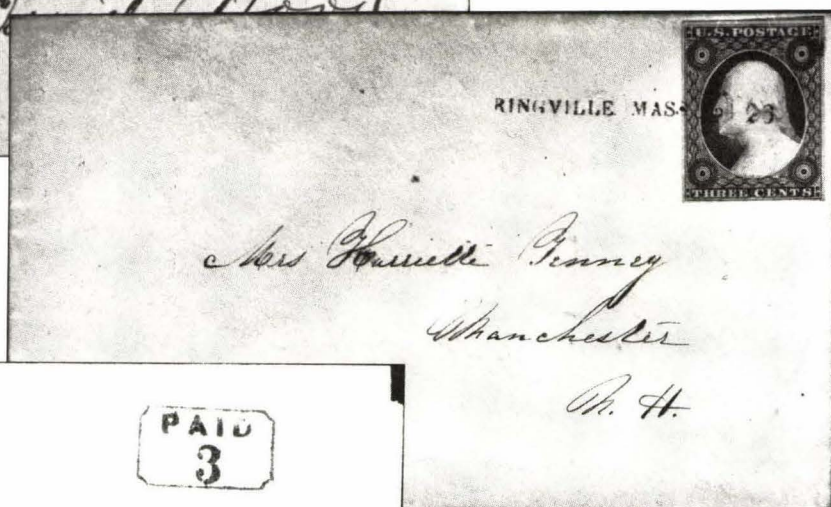


Mail from Kansas Territory is scarce, especially with straight line or fancy townmarks. Only recorded example of boxed Stanton, K.T.

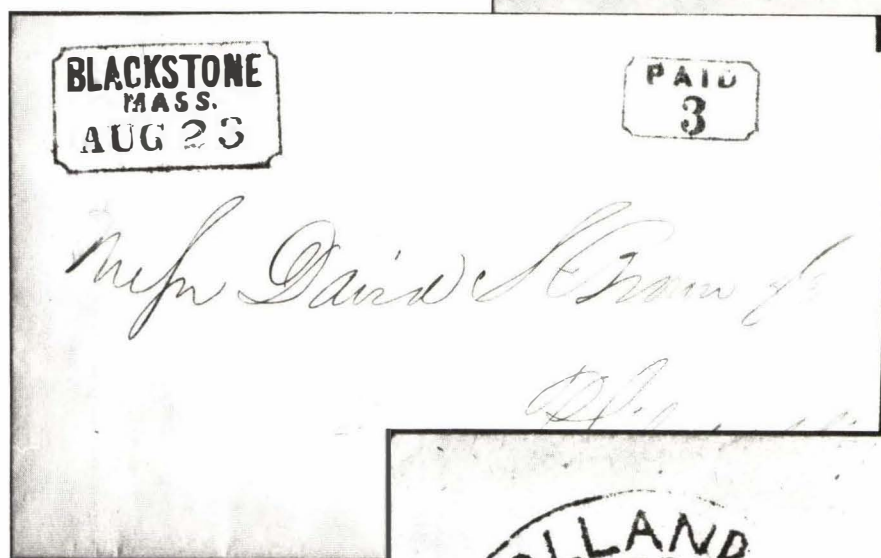


A boxed townmark from Milton, Ohio, without a day and month designation.

Ringville, Mass., straight line postmark with date.



Boxed townmark and PAID/3 of Blackstone, Mass.



A well struck example of the Tolland, Mas., home-made fancy townmark.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Illinois</b>				
ALBION/msD/ILLINOIS	44	do-28x22	8	
ATHENS/D/ILL.	45	o-40x22	7	
ATHENS/D/ILL	46	o-46x28	7	
ATHENS./DYr/ILLS.	47	r-o-36x24	7*	
ILLINOISTOWN/D/St. Clair Co. ILLS	48	b-sl-45x21	10*	
INGRAHAM PRAIRIE. ILL./msD	49	sl-46x5	10	
KISHWAUKEE/msD/ILLS.	50	dlo-38x29	9	
SHABBONA GROVE/D/DEKALB CO./ILLINOIS	51	shield-33x36	8*	
SHABBONA GROVE/D/ILL.	52	f-sc-44x18	9	
TONICA (ms Ill) DYr	53	sl-25x3½	7*	
<b>Indiana</b>				
CHURUBUSCO IND D	54	sl-38x3	10	
COLUMBIA CITY Ia./WHITLEY Co. D	55	sl-32x6	10*	
JARVIS IND	56	sl-24x3	10	
MECHANICSBURG, IND/msD	57	f-sc-sl-50x30	10	
NICONZA, IA./D ms day	58	sl-17(?)x3	10	
SOMERSET, ID.	59	arc-sl-36x8	9	
WENONA/DYr	60	sl-30x4	7*	
<b>Iowa</b>				
CHICKASAW IOWA/msD	61	f-sl-46x18	10	
DENISON IO./DYr	62	sl-30x3	9*	
DENISON, IOWA/DYr	63	sl-30x2½	10*	5
ELKADER IA./D	64	sl-25x2½	8	
MITCHELL/D/IOWA	65	b-sl-23x21	8	
RICHLAND/D/IOWA	66	o-32x30(?)	6	
St. Charles City. (ms "Ia")/msD	67	sl-37x4	8	
WINFIELD IOA/DYr	68	sl-28x3	10*	

5. Measurements apply to first line only.

Maker of these elegant "eagle" townmarks is unknown. Town and state names were inserted locally. Mechanicsburg, Ind., in blue.







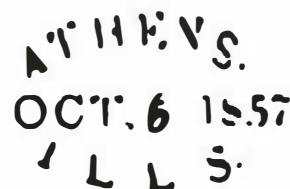
44



45



46



47



48

INGRAHAM PRAIRIE. ILL.

*Dec 4*

49



50



51



52

CHURUBUSCO IND JUNE 6

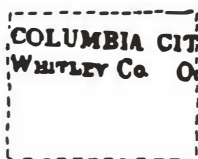
54

TONICA *Ill*  
May 21 1853

53



57



55

JARVIS IND  
*NOV 27*

56

NICON A, JAN 30

58

SOMERSET, I.  
*July 3*

59

WENONA  
Aug 2 1858

60



61

DENISON, IOWA  
NOV. 5 1860

62

DENISON, IOWA  
Aug 1, 1861

63

*May 7*



65



66

St. Charles City. Mo.  
*Nov 17*

67

WINFIELD IOWA  
MAY 1 '61

68

ELKADER, IA  
JUNE

64

## Wording

Tracing  
NumberShape  
and SizeRarity  
Number Notes

## Kansas Territory

AURARIA K.T./DYr	69	sl-25½x2	6*
CORAVILLE K.T./D	70	sl-28½x2½	9
CORAVILL. K.T./D	70a	sl-25x2½	10
DENVER CITY/D/Yr/K.T.	71	r-arc-27x23	8*
DENVER CITY/D/Yr/K.T.	72	r-arc-26x23	4*
DENVER CITY/D/Yr/KT	72a	r-arc-29x25	9*
DONIPHAN/msD/K.T.	73	r-o-29½x35½	9
OSAWATOMIE K.T./msD	74	b-sl-47x9	10
OTTUMWA, K.T./msD	75	sl-26x2	10
Shawnee, Kas.	76	sl-54x6	10
STANTON/msD/K.T.	77	b-sl-45x23	10

## Kentucky

CLOVERPORT. KY/msD	78	b-sl-52x19	10	
CLOVERPORT KY./msD	79	b-curved line- 65x17	10	
CLOVER PORT KY./msD	80	dl-b-sl-61x17	10	
CLOVERPORT KY/msD	81	sl-57x4½	10	Green.
CLOVERPORT/msD/KY	82	o-46x31	7	
CLOVERPORT/msD/KY	83	o-35x31½	7	
CLOVERPORT/msD/KY	84	horseshoe-36x33	8	
CLOVERPORT KY/msD		f-sl-eagle at top	10	
LODGE P.O.,/Fulton Co.,/KY.	86	sl-25x3; 17x2½; 7½x2½	10*	7
N.M. TOWN/KY	87	sl-36x8	10	8
SOUTH-UNION/KENTUCKY/D	88	dl-b-sl-47x18½	8	
SOUTH-UNION/D/KENTUCKY	89	dl-b-sl-45x18½	8	
MILITARY/INSTITUTE/FRANKLIN CO./KY./ COL. E.W. MORGAN/SUPT.	90	f-eagle & shield- 51x35½	9*	Black, blue.

7. Pre-printed on envelope.

8. North Middletown.

Doniphan, K. T., year of use  
unknown. Both recorded  
covers bear a 3¢ 1851.



AURARIA K T  
JULY 25 1869

69

CORAVILL K.T.  
JUN 17

70a

DENVER CITY  
AUG  
30  
1860  
K.T.  
71

DENVER CITY  
SEP.  
6  
1860  
K.T.  
72

CORAVILLE K.T.  
JUN 23  
70

DONIPHAN

*June 9*

K.T.

73

OSAWATOMIE K T

74

OTTUMWA K. T

*May 24*

75

DENVER CITY  
FEB  
25  
1861  
KT  
72a

Shawnee, Kas.

76

STANTON  
*Feb 25*  
K.T.

77

CLOVERPORT. KY  
*20 Aug*

78

CLOVERPORT KY  
*Feb 19*

79

CLOVER PORT KY.  
*2 Nov*

80

CLOVERPORT KY  
*Aug 10*

81

CLOVERPORT KY  
*20 Aug*

82

CLOVERPORT KY  
*Aug 21*

83

CLOVERPORT KY  
*Dec*

84

LODGE P. O.,  
Fulton Co.,  
KY.

86

ANTHONY KY

87

SOUTH-UNION  
KENTUCKY  
MAR 19

88

SOUTH-UNION  
MAR 3  
KENTUCKY

89

MILITARY  
INSTITUTE  
FRANKLIN CO.  
KY.  
COL. E.W. MORGAN  
SUPT.

90

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Louisiana</b>				
N.O. Apr.28 1858		sl-37x2½	10	9
<b>Maine</b>				
CUMBERLAND, ME./D	91	sl-33x4	9	
Cumberland,/Me D	92	sl-21x7	10	
MACHIAS PORT ME./msD	93	sl-46x3	8	
MACHIASPORT ME./msD	94	sl-42x3½	8	
PATTEN Me./D	95	b-sl-43x14	6	
Prospect Ferry, Me. msD	96	sl-45x3½	9	
SO. BROOKS Me msD	97	sl-33x3	9	
SOUTH DOVER, ME. msD	98	sl-34x2½	8	
<b>Massachusetts</b>				
BLACKSTONE/MASS/D	99	b-sl-34x19	8	Blue.
BROOKLINE./D/MASS	100	do-32x17	3	
CAMPELLO/D/MASS	101	do-32x22	6	Blue, black.
HARDWICK MS/msD	102	o-31½x24	6	
NAHANT/msD/MASS	103	sl-14x18	7	
NEW/BOSTON/msD/MASS	104	f-arc-26x28	8	Blue.
RINGVILLE, MASS. D	105	sl-28x2	8	
SAXONVILLE/msD/MASS	106	o-28x24	7	
STONEHAM MIDDLESEX CO./D/Yr/MASS		do-24x22	8*	
TOLLAND/D/MAS	107	f-arc-38x26½	7	
<b>Michigan</b>				
ADAMSVILLE/D/MICH	108	r-arc-45x25	10	
<b>Minnesota Territory</b>				
MONTICELLO M. TY	109	sl-38x3½	8	nt
<b>Mississippi</b>				
OCEAN SPRINGS/msD/WISS	110	o-29x29	10	
Tolands DePot./Miss	111	sl-35x6	10	
TUSCAHOMA/MISS./D	112	b-sl-27x17	10	Blue.
<b>Nebraska Territory</b>				
COMING CITY N.T./D	113	r-arc-40x19½	10	nt

---

9. Perhaps an unofficial receiving mark.

CUMBERLAND, ME.  
OCTOBER, 15.

91

Cumberland,  
Me Nov. 6.

92

MACIAS PORT ME.  
*Sept 16*

93

MACIASPORT::E  
*June 18*

94

PATTEN, ME  
DEC. 29

95

Prospect Ferry, Me  
*Oct 20*

96

SO. BROOKS, ME.  
*June 19*

97

SOUTHDOVER, ME.

*June 28*

98

BLACKSTONE  
MASS  
CT 6

99

BROOKLINE  
JUL. 19  
MASS.

100

CAMPello  
Nov 1  
MASS

101

ARDWIC  
Aug 2  
MASS

102

NANANT  
*July 16*  
MASS

103

NEW  
BOSTON  
*Dec 4*  
MASS

104

SAXONVILLE  
*May 2*  
MASS

106

TOLLAND  
SEP 28  
MASS

107

RINGVILLE, MASS Aug. 10

105

MONTICELLO. MTY.

109

Tollands. Depot.  
MASS

111

ADAMSVILLE  
JUNE 13  
MTY

108

OCEAN SPRINGS  
*July 8*  
MISS

110

TUSCAHOMA  
MISS.  
SEPT. 1.

112

COMING CITY  
NOV. 11  
MT.

113



## Wording

Tracing  
NumberShape  
and SizeRarity  
Number Notes

## New Hampshire

ALTON/D/N.H.	114	sl-19x16½ in c-30	6	
HILLSBORO' BR' N.H./msD	115	sl-38x3	9	
HOLLIS N.H. D	116	sl-31x4	8	
NEW LONDON/D/N.H.	117	do-32x17	3	
NORTH GROTON/DYr/N.H.	118	o-37x27	8*	
ORFORD. VILLE, N.H./msD	119	r-arc-43x20	5	Blue.
SWANZEY/msD/N.H.	120	o-22x17½	6	Red.
TROY N.H.	121	sl-25x4	9	

## New Jersey

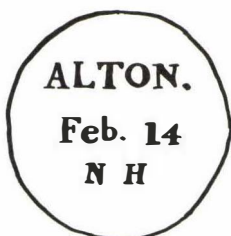
HADDONFIELD N.J./D	122	sl-44x3	9	
LAWRENCEVILLE N.J./D	123	sl-41x3	8	
MILLSTONE/D/N.J.	124	o-31x21	8	
New Germantown N.J./msD	125	sl-43x5	10	
PASSAIC/msD/N.J.	126	o-38x21	6	Blue
WESTFIELD NEW JERSEY		sl- ?	9	

## New York

BERLIN N.Y./msD	127	o-30x19	8	
Bucktooth, N.Y./msD	128	sl-36x4	9	
BUFFALO/N.Y./PAID/3Cts		o-30x23	6*	Blue
BURLINGTON, N.Y./D	129	sl-30x4½	10	
Charlotte Centre/N.Y./msD	130	r-arc-40x11	9	
CHARLTON/D/N.Y.	131	do-27x23	6	
CLERMONT, N.Y.	132	sl-34x3	8	
FAIRMOUNT/msD/N.Y.	133	o-31x21	7	Red.
FARNHAM/D/ERIE CO. N.Y.	134	o-35x25	8*	
GLEN AUBREY N.Y.	135	sl-48x4½	10	
GREEN ISLAND	136	sl-50x7	10	nt
Green Island N.Y./D Yr	137	sl-48x4½	10*	
Hagamans Mills, N.Y./DYr	138	sl-40x3	9*	1852
HEUVELTON/D/N.Y.	139	o-30x25	9	
HOYLETON, N.Y. D	140	sl-33x4	10	
LA SALLE. N.Y.	141	sl-41x7½	7	
LIMERICK, N.Y./msD	142	sl-42x3	8	

Clarington, O., straight  
line postmark with ms.  
date. Partial photo.





114

HILLSBORO' BR' NH.  
*March 12*

115

HOLLIS N.H JULY 29

116



117



118



119



120

TROY N.. APR 25

121

HADDONFIELD N.J.  
*Aug 18*

122

LAWRENCEVILLE. N.J.  
*NOV 8*

123

*Van Hooktown. N.J.*  
*Sept 24*

125



124



126



127

Bucktooth, N.Y.  
*Feb 22*

128

CLERMONT. N.Y.

132

BURLINGTON NY  
*FEB 4*

129

*Charlotte Centre*  
*N.Y.*  
*Jan 25*

130



133



134

GLEN AUBREY, N.Y.

135

GREEN ISLAND

136

Green Island N.Y.

*Sept 1, 1856*

137

Hagmans Mills. N.Y.  
*Aug 23, 1852*

138



139

MCLETON, N. Y SEP

140

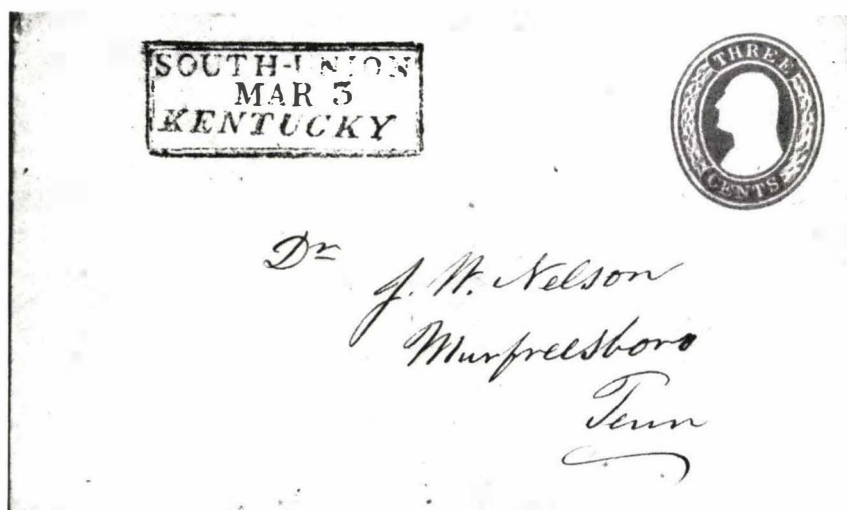
LA SALLE, N.Y.  
*Nov 21*

141

LIMERIC, N.Y.

*16 Dec 14 1859*

142

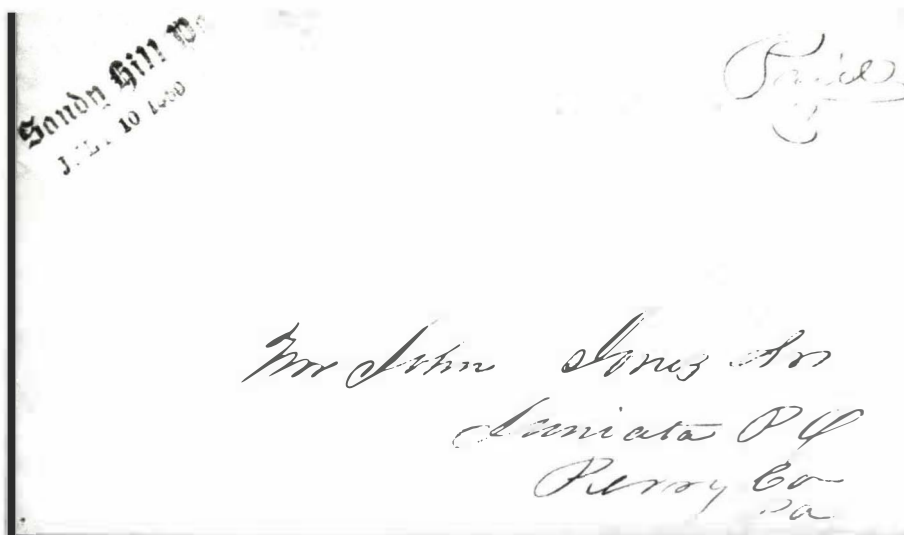


This South Union, Ky., marking is enclosed in a double-lined box.

Kelley's Island printed townmark with ms. date. Same ms. date cancelling stamp.

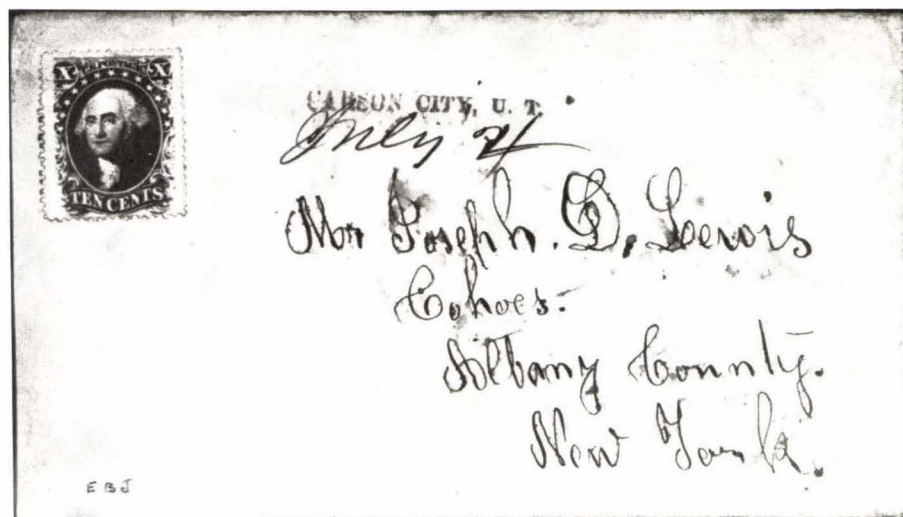
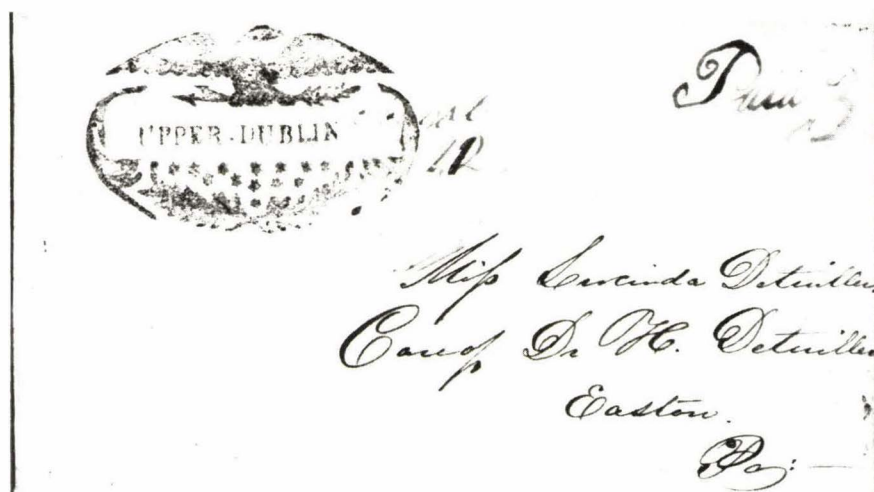


Sandy Hill Pa.  
J. 22 10 1860



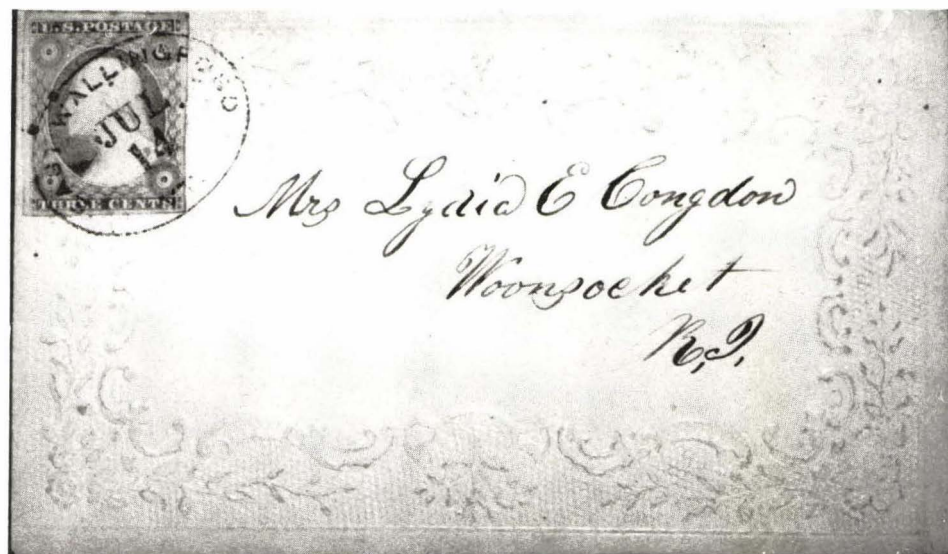
The postmaster at Sandy Hill, Pa., created his distinctive townmark by using Old English style type.

An "eagle" townmark from Upper Dublin, Pa., used in 1852.



Very early cover from Carson City, Utah Territory. Probably carried east over California Trail rather than via Panama from San Francisco. Almost surely 1860.

The East Wallingford, Vt., oval is reminiscent of several railroad station agent markings.



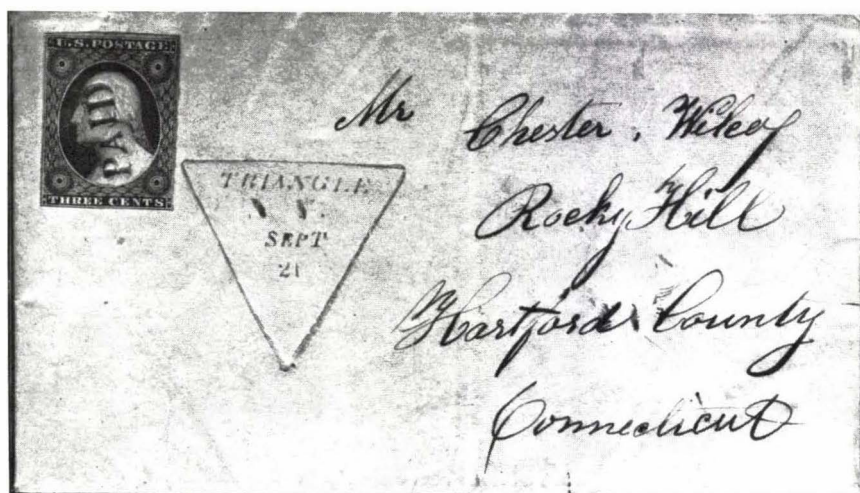


<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York (cont.)</b>				
LOCKE/msD/N.Y.	143	o-29x22	7	
MAMARONECK/msD/N.Y.	144	o-33x26	8	Red.
MARLBORO/msD/N.Y.	145	do-41x27½	7	
MORINGVILLE P.O./D/WESTCHESTER CO. N.Y.	146	sl-55x20	7*	10
NORTH EVANS N.Y./D	147	sl-47x4	8	
ORANGEVILLE, N.Y.	148	sl-32x3½	10	
PHILADELPHIA/msD/N.Y.	149	o-39x24	8	
PHOENICIA	150	sc-sl-?	10	
PINES BRIDGE/msD/N.Y.	151	r-arc-45x23	10	Red.
POPLAR RIDGE/N.Y. D	152	r-arc-29½x22	8	
PUGSLEYS/msD/DEPOT	153	r-arc-27x16	10	
Rouse's Point Village	154	sl-53x4	10	
SCARSDALE (N.Y. in ms)	155	sl-37x5	8	11
SILOAM N.Y.	156	sl-21½x3	10	12
SLOATSBURG N.Y./msD	157	sl-34x3	9	
TODDSVILLE/msD/N.Y.	158	dlo-32x25	7	
TRIANGLE/N.Y./D	159	unilateral triangle-33	10	
TYRE./N.Y.	160	o-27x19	8	Red.
UTICA/D/N.Y.	161	do-32x24	2	Black, blue, Blue.
WARWICK, N.Y.	162	sl-25x2½	6	Blue.
WEST FALLS/msD/ERIE Co. N.Y.	163	do-32½x24	8*	
<b>North Carolina</b>				
CONCORD N.C./DYr	164	sl-47x4½	6*	1855
LEO/msD/N.C.	165	heart-33x31	10	
SWIFT CREEK BRIDGE (ms "N.C.")/D	166	sl-39x3	10	Red.
YADKINVILLE, N.C. D.	167	f-sl-65x15	10	

10. Framed or unframed; month and day may be a separate handstamp.

11. Has detached date.

12. Exclusive of date.



A pun on the name of the town, Triangle, N.Y. Year date unknown.





143



144



145



146



147



148



149



150



151



152



155



153



154



159



156



157



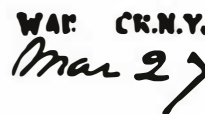
158



160



161



162



163



164



166



165

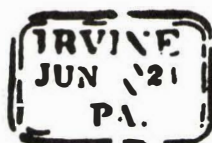
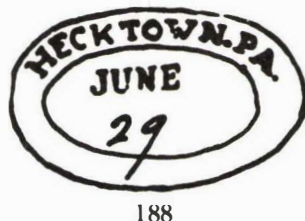
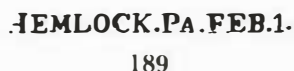
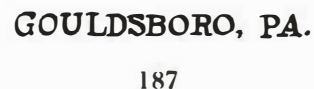
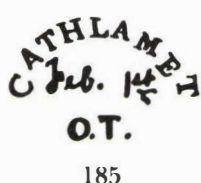
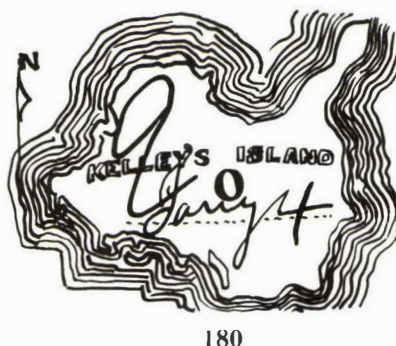
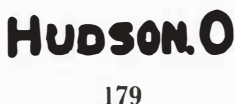
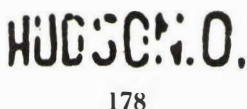
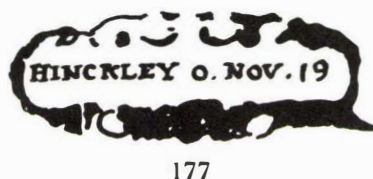
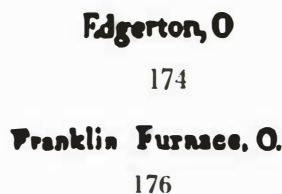
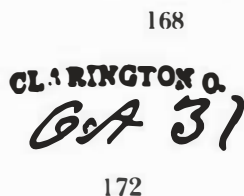
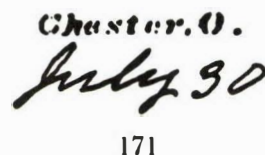
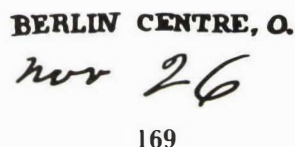
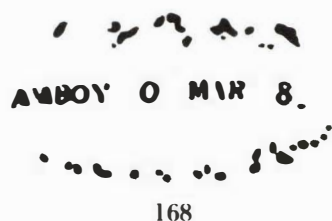


167

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Ohio</b>				
AMBOY O D	168	sl-43x21	9	13
BERLIN CENTRE, O	169	sl-37x2½	10	
BURLINGTON O./D	170	o-26x24	5	
Chester, O.	171	sl-27x3	10	
CLARINGTON O./msD	172	sl-29x3	9	
CONSTANTIA O./D	173	r-arc-29x3	10	
Edgerton, O msD	174	sl-20x3	7	
FARMERS/STATION/OHIO/D	175	b-sl-27x27	10	
Franklin Furnace, O.	176	sl-36x3	10*	
HINCKLEY, O. D	177	f-sl-48x17	10	
HUDSON, O	178	sl-31x7	9	
HUDSON, O	179	sl-30x5	9	
KELLEY'S ISLAND/O/D	180	f-53x40	8	14
KNOXVILLE/D/OHIO	181	o-29x25	6	
MILTON/OHIO	182	b-sl-25x19	7	
Spring Mountain, O/msD	183	sl-53x4	9	
<b>Oregon Route</b>				
Ft. KEARNY O.R.	184	f-sc-sl-47x31	10	
<b>Oregon Territory</b>				
CATHLAMET/msD/O.T.	185	r-arc-25x16	10	
<b>Pennsylvania</b>				
EMLENTON/D/PA.	186	oct-28½	9	
EPHRATA PA./msD		sl-?	10	
GOULDSBORO, PA./D	187	sl-39x3	10	
HECKTOWN/PA./D	188	do-39x24	10	
HEMLOCK.PA./D	189	sl-26x2½	8	
HIGHSPIRE. PA./ (DAUPHIN CO.)/msDYr		sl-42½x10	10*	
IRVINE./D/PA.	190	d1-b-sl-27x17	9	
JEFFERSON/STATION/PA.	191	sl-38x16	10	
KINGSTON/D/PA.	192	do-33x24	8	
LITTLESTOWN/msD/PA	193	dlo-28x23	7	
LUNDY'S LANE PA.	194	sl-49x4	9	
Lundy's Lane Pa D	195	sl-31x3	9	
NEW HOPE/D/PENNA	196	o-34x24	6	

13. Partial measurement.

14. Two basic types: with and without frame around map.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Pennsylvania (cont.)</b>				
PHILADELPHIA/D/Pa.	197	oct-30x30	1	
PHILADELPHIA/D/PA.	198	oct-24x24	1	
PINE SWAMP Pa/msD	199	sc-sl-45x18	10	nt
ROSTON, DYr	200	sl-23x3	10*	
Sandy Hill Pa/DYr	200a	sl-33x5	10*	
SAHMOKIN PA./D	201	oct-32	5	
SHAMOKIN PA./D	202	oct-32	5	
UPPER DUBLIN msD	203	f-sc-sl-50x31	10	
WOODCOCK, PA./D	204	sl-33x3	8	
WOODVILLE/msD	205	do-35x21½	7	
<b>South Carolina</b>				
ARSENAL S.C.	206	f-sc-sl-46x24	-	15
<b>Tennessee</b>				
Jordans Valley/msD	207	sc-sl-45½x17	9	nt
Jordans Valley/msD	208	sc-sl-44x25	9	nt
Tullahoma, Tenn./D	209	o-28x21	9	
<b>Texas</b>				
CORPUS CHRISTI,/ms day, Mo. ms Yr.	210	b-sl-48½x16	8	
CORPUS CHRISTI,/TEXAS D	211	sl-36½x10½	8	16
JACKSBORO/TEXAS/DYr	212	b-sl-25x14	9	
JACKSONVILLE/D/TX.	212a	r-o-36x33	9	
UVALDE TEX D	213	sl-29x3	9	
<b>Utah Territory</b>				
CAMP FLOYD, U.T./D	214	r-arc-32½x24	8	17
CARSON CITY U.T./msD	215	sl-42x2	9	
CARSON CITY U.T.	216	sl-36x2½	9	
FORT BRIDGER, U.T./DYr	217	sl-52x3½	9*	

15. Seen only as receiving mark.

16. Lines above and below wording; measurement of text only.

17. Early form shows this surrounded by large broken circle.

Shamokin, Pa.,  
octagon. Partial  
photo.







197



198



199

ROSTON, JUNE 1 1861

200

Sandy Hill Pa

JULY 10 1860

200a



201



202

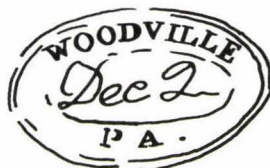


203

WOODCOCK, PA.

May 5

204



205



206



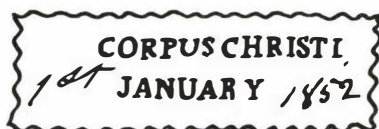
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208



209

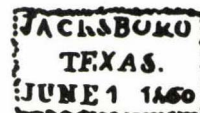


210

CORPUS CHRISTI,

TEXAS . . 26 . . .

211



212



212a

UVALDE TEX. OCT 2

213

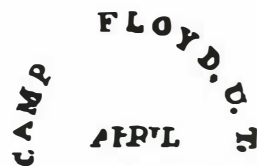
CARSON CITY. U. T.

June 2

215

CARSON CITY, U. T.

216



1

214

FORT BRIDGER, U. T.

March 1. 1858.

217

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Vermont</b>				
BERLIN/Vt./D/Yr	218	sl-18x9	9*	
Berlin, Vt. D Yr	219	sl-18x3	9*	
EAST WALLINGFORD/D/VT.	220	o-30x23	7	
JERICHO CENTER/VT.	221	o-?x30	6	18
JERICHO/CENTRE/VT. msD	222	sl-24x16	8	
JERICHO/CENT. VT/D		sl-?	8	
MARSHFIELD, VT/DYr	223	sl-34½x2	8*	Blue
ROXBURY VT	224	sl-37x3½	9	
Tyson.Furnace.Vt./msD	225	sl-53x4	9	
WESTMINSTER WEST Vt/D	226	sl-46x2½	10	
<b>Virginia</b>				
Haymarket/ms"Va"/msD	227	sl-22x2	9	
HAYMARKET/msD Yr	228	sl-45x4	9	
Holliday's Cove, Va./msD	229	sl-35x3	8	
HOLLIDAYS COVE Va./msD	230	sl-38x2½	9	
MADISON RUN/STATION/VA. msD	231	sl-38x2½; 25½x2½; 6x2½	9	
MILL CREEK VA/D	232	sl-29x2	9	
RALEIGH C.H./msD/VIRGA.	233	o-40x22½	7	
RAPPAHANNOCK ACADEMY/D/VA	234	do-32x21	10*	
<b>Washington Territory</b>				
CATHLAMET/W.T./msD	235	r-arc-22x10½	10	
<b>Wisconsin</b>				
FOUNTAIN, WIS/msDYr	236	sl-29x2	10	
LISBON, WIS. D (mo.)	237	sl-27½x3	9	
RICHLAND CITY, WIS./msD	238	sl-48x3	8	
RIPON, D	239	sl-21x4½	9	
ROLLING PRAIRIE WIS/D	240	b-sl-51x11	10	
SAXVILLE/msD/WIS	241	o-29x21	10	
<b>State Unknown</b>				
DE SOTO/POST-OFFICE	242	sl-27x10	9	19
NEW/D/GARDEN	243	r-o-33x23 (approx.)	8	20

18. Ms. date outside of townmark.

19. Probably Nebraska Territory.

20. Either Indiana or Ohio. Struck in blue.

BERLIN  
Vt.  
APRIL 13  
1860

218

Berlin, Vt. Aug. 2 1860

219

ERICHO  
CENT-3  
VT.  
*March 13*

222



220

ERICHO  
ME  
VT.  
*July 8*

221

MARSHFIELD, VT  
APR 1 1862

223

ROXBURY VT  
*June 10*

224

Tyson. Vermont. Vt.  
*Nov 27*

225

WESTMINSTER WEST Vt.  
OCT. 12

226

Haymarket  
*Dec 5*

227

HAYMARKET  
*3 Jan 59*

228

Holliday's Cove. Va.

*23 Dec*

229

HOLLIDAYS COVE VA.

*14 Apr.*

230

MADISON RUN

STATION,  
*Feb 19*

231

MILL CREEK VA  
SEP 26

232



233



234

CATHLAMET  
W.T.  
*March 12*

235

FOUNTAIN, WIS.

*July 25 /56*

236

LISBON, WIS. APRIL. 6

237

RICHLAND CITY, WIS.

238

RIPON, JAN 26

239

ROLLING PRAIRIE WIS.  
Jan. 30

240



241

DESOTO  
POST-OFFICE

242

NEW  
*July 8*  
GARRISON

243

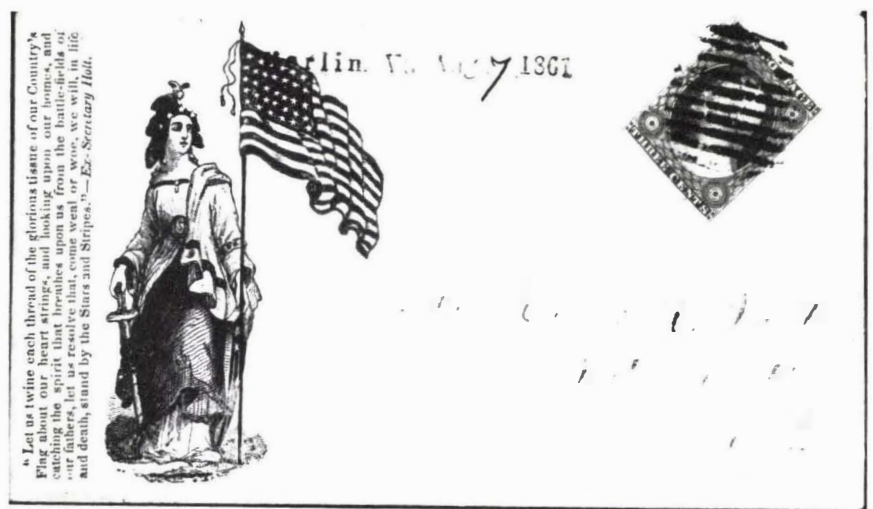
A "circular straight line." Although encircled, this marking is listed as a straight line because of the word arrangement. Matching design "Paid/3 cts" to cancel stamp.



A double oval from New London, N. H.



The postmaster at Berlin, Vt., extended his line of type to include the month and year, inserting the day by hand.





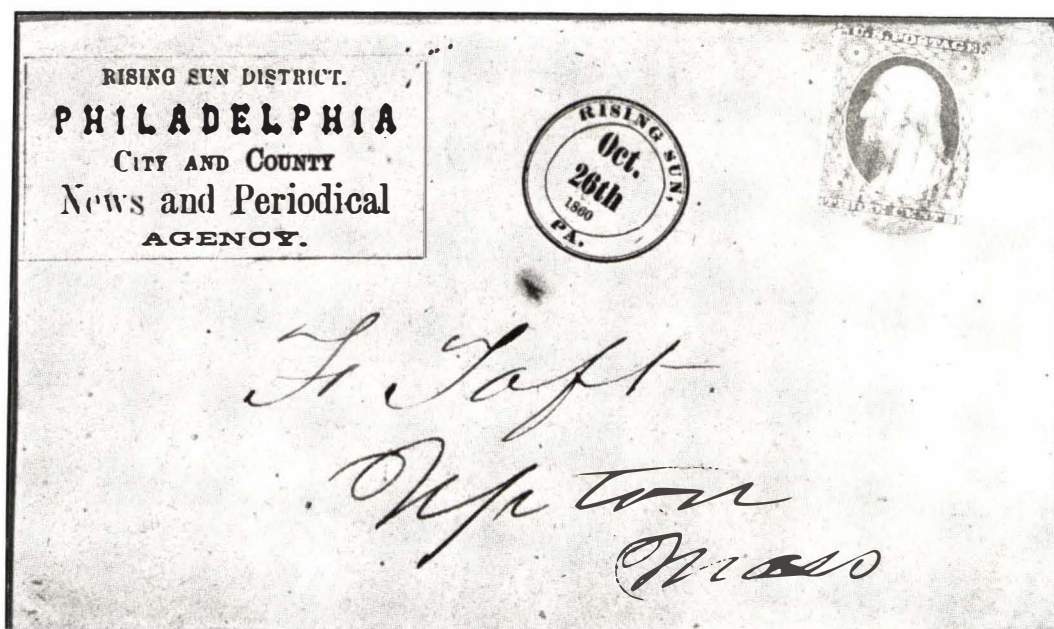
## Unusual Circular Townmarks

Circular townmarks were the norm during the 1851-1861 period. As discussed in a previous chapter, there were a number of "stock" styles of various sizes with both single and double lines. Except for markings larger than 37mm or smaller than 25mm, such stock styles are not included in this listing.

Unusual circular townmarks may be divided into a number of categories, as follows:

- K1 - With ornaments, stars, lines, etc.
- K2 - State name spelled out in full where the state name is more than four letters long.
- K3 - An unusual arrangement of words, letters, or circles.
- K4 - Small, 24mm or less.
- K5 - Large, 38mm or more.
- K6 - Part of the original name has been deleted.
- K7 - Rimless.
- K8 - Negative town name (white on solid ground.)
- K9 - Stencil.
- K10 - Dotted or dash outline.
- K11 - Very thick outline.
- K12 - Sawtooth outline.
- K13 - Contains wavy lines.
- K14 - Contains bars or grid (not accidental).
- K15 - Some letters reversed.
- K16 - Unusually small letters in proportion to size.
- K17 - No state name (other than Boston or New York).
- K18 - Crude or distorted, apparently locally made.
- K19 - Printed on a press.

With reference to K14, townmarks with bars are those deliberately added, probably for the purpose of aiding in obliterating the stamp. Occasionally, a marking will be found with the date slug inverted, thus producing an accidental bar. Such accidental bars are not included as a K14 marking.

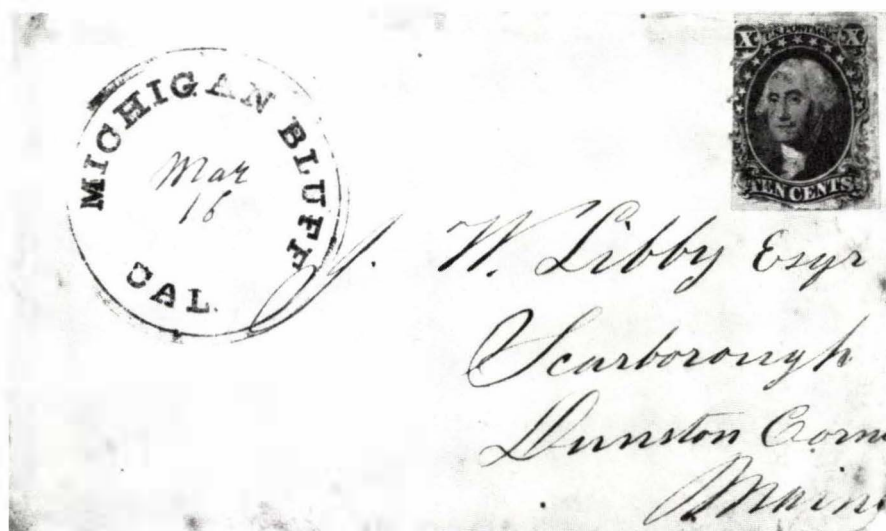


This townmark was printed on each cover with a press rather than being hand-struck. Obliteration was done by handstamp.

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Alabama</b>					
MOBILE Ala./D	1	K14	34	3	
MOBILE Ala./D "12" for-Dec./10	2	K3	33	5	
CAMDEN/D/ALA	3	K3	dc-30	6	Red.
<b>Arkansas</b>					
ARKADELPHIA/ARK.	4	K3	29	3	
TAHLEQUAH/D/-ARK-	5	K1	28	7	
<b>California</b>					
ALVARADO/D/CAL.	6	K18	dc-33	3	
BOTTLE HILL/msD/CAL	7	K7, 18	30	9	
CAMP SECO/D/CAL	8	K1	28	8	
CRESCENT CITY/D/CAL	9	K3	dc-36	7	
DIAMOND SPRINGS/msD/CAL	10	K1	dc-30	7	
DOWNIEVILLE/D/CALIFORNIA	11	K2, 16	34	8	
EUREKA H BAY/D/CAL	12	K3, 11	dlc-34	8	1
FOREST CITY./msD/CAL.	13	K3, 5	dlc-38	6	
FOSTERS BAR/msD/CAL	14	K18	25	7	
FOSTERS BAR/msD/CAL	15	K18	31	5	
GEORGETOWN/msD/CAL.	16	K1	dc-33	10	
GIBSONVILLE/msD/CALA.		K18	34	8	
INDIAN GULCH/msD/CAL	17	K7, 18	31	8	
MARTINEZ/msD/CAL	18	K18	35	8	
MAXWELLS CREEK/msD/CAL.	19	K18	25	8	
MICHIGAN BLUFF/D/CAL	20	K5	dlc-39	8	
MOKELUMNE HILL CAL/D	21	K4	23	8	
MOUNTAIN SPRINGS/D/CAL	22	K5	39	10	

1. "H" stands for "Humboldt."

The double-lined circle of Michigan Bluff, Cal. By steamer via Panama to New York, thence by normal routes to Maine.





1



2



3



4



5



6



7



8



9



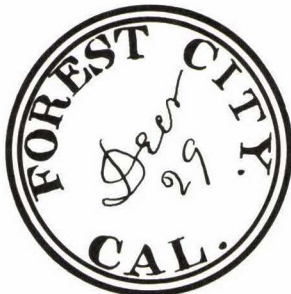
10



11



12



13



14



15



16



19



20



17



18



22



21



<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>California (cont.)</b>					
MOUNTAIN VIEW/D/CAL	23	K5	dlc-39	7	
MUD SPRINGS/msD/CALA.	24	K1	dc-37	9	
NORTH BRANCH/msD/CAL	25	K7	34	7	
OPHIRVILLE/msD/CAL	26	K18	35	8	
PLACERVILLE/msD/CAL	27	K18	dc-34	8	
SHASTA/D/CAL	28	K7, 18	25½	5	
SONORA/D/CAL	29	K4	dc-24	6	
SPRINGFIELD/msD/CAL	30	K1	dc-31	10	
ST. <sup>A</sup> BARBARA/msD/CAL	31	K7, 18	31	10	
STRAWBERRY VALLEY/msD/CAL. <sup>A</sup>	32	K18	34	7	Orange red.
SUTTER CREEK/msD/CAL	33	K3	dc-31	7	
H B CAL/D/UNIONTOWN	34	K3	dc-35	10	2
<b>Colorado Territory</b>					
NEVADA/msD/COL TER	35	K18	37	7	
<b>Connecticut</b>					
AVON/D/CONN	36	K1	28	6	
CHAPLIN/D/CON.	37	K1	31½	4	
HEBRON/msD/CT	38	K1	30	5	
NEW BRITAIN/D/CT.	39	K16	33½	1	
SAUGATUCK/msD/-CT-	40	K1	25	5	
WATERVILLE/D/CONN	41	K1	dc-34	6	Blue.
WEST HARTFORD/D/CONN.	42	K16	dlc-32	4	
WEST WILLINGTON/D/CON	43	K5	38	5	

2. "H B" stands for "Humboldt Bay."



An example of the largest circular townmark in the U. S. during this decade. It contains town, state (Waymanville, Geo.), county name, and is surrounded by an advertising collar.

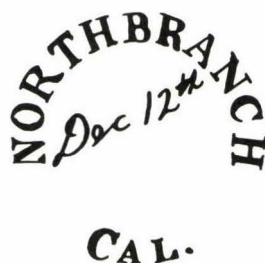




23



24



25



26



27



28



29



30



31



32



33



34



35



36



37



38



39



40



41



42



43

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Delaware</b>					
GEORGETOWN/D/Del.	43a	K5	38	8	
HENRY CLAY FACTORY/D/-DEL-	43b	K1	31	7	
<b>Florida</b>					
HIBERNIA/D/FLA.		K3	dlc-34	8	
MIDDLEBURG/D/FLO	44	K1	28	6	
WOODSTOCK MILLS/msD/E. FLOR. <sup>A</sup>	45	K12	27	10*	
<b>Georgia</b>					
RICEBORO/D/GA.	46	K1	dc-28	6	
SAVANNAH/D/GEO	47	K1	24	3	
ST. MARYS GEO./D	48	K1	26	7	
WAYNMANVILLE/msD/UPSON CO., GEO.		K3, 5	38	10*	3
<b>Illinois</b>					
CASEYVILLE/msD/ILL.	49	K1	dc-30	8	
COMO/D/ILLINOIS	50	K2	27	6	
EARLVILLE/D/ILL.	51	K7	27	4	
KEWANEE/D/ILL.	52	K3	dc-36	5	
ONARGO/D/ILL	53	K10	31½	7	
OREGON/D/ILls.	54	K6	30	5	
RINGWOOD/msD/ILL.	55	K1	dc-29	7	
ROCKTON/msD/ILL	56	K1	dc-27	7	
SAINTE MARIE/msD/ILLINOIS	57	K1, 2	dc-24	10	
THE GROVE./D/ILL.	58	K18	31	9	
WATAGA./D/ILLINOIS	59	K2	34	6	
YORK/D/ILLINOIS	60	K1, 2	28	7	
<b>Indiana</b>					
AMITY/D/IND	61	K1	27	5	
ATTICA/D/Ind.	62	K7	30	5	
INDIANAPOLIS/D/IND	63	K7	29	1	
OXFORD/D/IND	64	K7, 18	30	5	
RAGLEVILLE/D/Yr	65	K17	27	9*	

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3. Surrounded by advertising collar.



43a



43b



44



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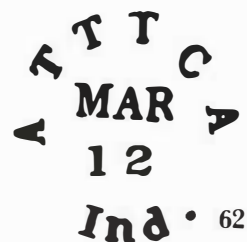
59



60



61



Ind. 62



63

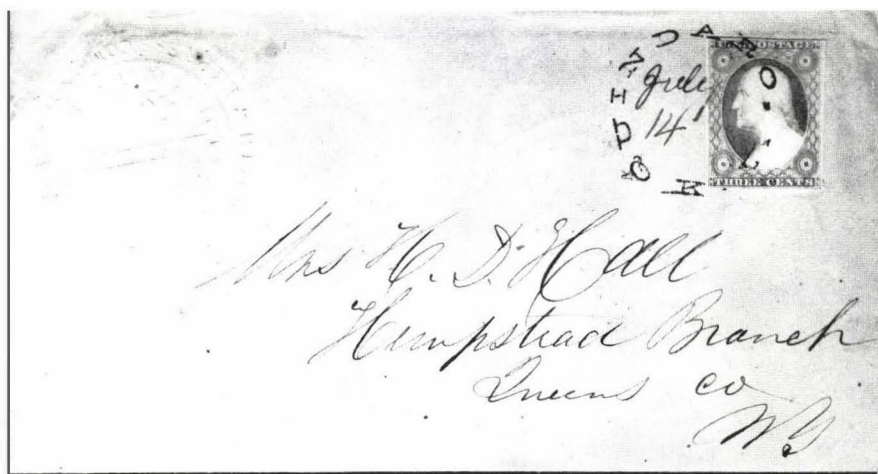


64



65

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Iowa</b>					
CLARINDA/IOWA	66	K7, 18	38	7	
COLESBURG/D/IOWA.	67	K18	33½	5	
DES MOINES/D/Yr/Iowa	68	K3	33	4*	
GUTHRIE CENTRE/msD/IOWA	69	K18	35	7	
IOWA CITY/D/IOWA	70	K7	29	4	
JAMESTOWN/msD/IOWA.	71	K18	37	4	
LEWIS./Yr/D/'IOWA'		K1	34½	8*	
MONTEZUMA/D/IOWA	72	K5, 18	38	7	
ST. CHARLES CITY/D/IOA	73	K7	32	4	
STRAWBERRY POINT/D/IOWA	74	K5	dc-37½	8	
VERNON SPRINGS/msD/IOWA	75	K5, 15, 18	42	10	
WEBSTER CITY/D/IOWA		K7	31	4	
<b>Kansas Territory and State</b>					
BEACH-VALLEY/msD/K T.	76	K18	34½	10	
'COUNCIL GROVE'/D/K.T.	77	K1	33	9	
LEAVENWORTH CITY/msD/K.T.	78	K7	34	9	
MONEKA/msD/KT	79	K18	27	9	
MONTICELLO/D/K T	80	K7	32	9	
NEOSHO FALLS/D/KANSAS	81	K2	dlc-34	7	
PAWNEE-FORK./msD/K.T.	82	K18	dc-24½	9	
QUINDARO/msD/K.T.	83	K18	30	9	
QUINDARO/msD/K.T.	84	K3, 7	32	10	
SUMNER/DYr/KANSAS T.	85	K2	33	7*	
SUMNER/DYr/KANSAS	86	K2	33	9	
WATERLOO/D/K.T.	87	K18	33½	9	



Only recorded example of the rimless Quindaro, Kansas Territory, townmark.

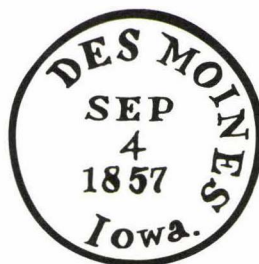




66



67



68



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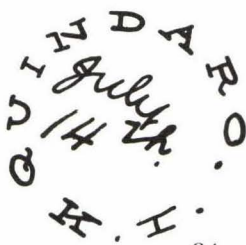
81



82



83



84



85



86



87

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Kentucky</b>					
CLOVERPORT/msD/KY	88	K7, 18	33	8	
CLOVERPORT/msD/KY	89	K8, 18	35	9	
CLOVERPORT/msD/KY	90	K7, 18	35	8	
CLOVERPORT/msD/KY	91	K18	36½	8	
CLOVERPORT KY./D		K18	31	8	
CLOVERPORT/D/KY		K18	?	8	
CLOVERPORT/msD/KY		K7, 18	?	8	
CRITTENDEN/D/Ky	92	K7, 18	29½	4	
CRAB ORCHARD/D/Ky.	93	K7	28	5	
ELIZ. T <sup>N</sup> /msD/KY	94	K3	31	4	
LODGE Fulton Co/D/Ky		K3	37	8*	
NEW PORT/D/Ky	95	K7	29	3	
RUDDLE'S MILLS/D/Ky.	96	K3	36	5	
TAYLORSVILLE KY/msD	97	K7	26	4	
<b>Louisiana</b>					
BERWICK CITY LA/D	98	K1	dc-31	9	
BRASHEAR, LA/D	99	K1	dc-32	9	
EVERGREEN/LA/POST OFFICE.	100	K3, 4	24	10	
ST. CHARLES COURT HOUSE/msD/LA.	101	K16	dlc-28	6	
VERMILLIONVILLE/D/LA		K10	29	6	
WOODLAND/msD/LA	102	K18	28	8	
<b>Maine</b>					
CUMBERLAND/D/M E	103	K18, 19	34½	3	
DETROIT/D/MAINE		K2	dlc-33	3	
DETROIT/D/MAINE		K3	dlc-34½	3	
EXETER/D/MAINE	104	K1, 2	28	7	
GREENVILLE/D/Yr/MAINE	105	K2	32	9*	
HIRAM/D/M.E	106	K1	28	7	
HOLDEN/D/MAINE		K2	32	4	
MILLO/Me./D	107	K3	25	5	
NORTH YARMOUTH/D/Me		K3	30	5	4
OOSOOLA/D/MAINE	108	K1, 2	28	7	
PARIS/D/MAINE	109	K2	dc-32	3	
SACO/D/MAINE	110	K2	31	3	
So. St. GEORGE/msD/ME.	111	K18	29½	5	
WEST FALMOUTH/D/ME		K1	dlc-?	3	
WEST WATERVILLE/D/MAINE	112	K2	25	5	
YARMOUTH/D/Me	113	K6	30	5	

4. With line through NORTH.



88



89



90



91



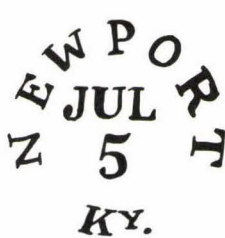
92



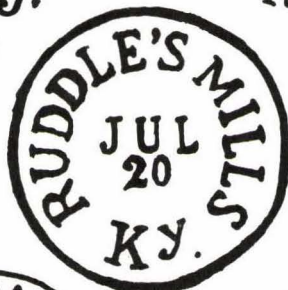
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94



95



96



97



98



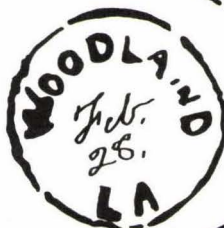
99



100



101



102



103



104



105



106



107



108



109



110



111



112

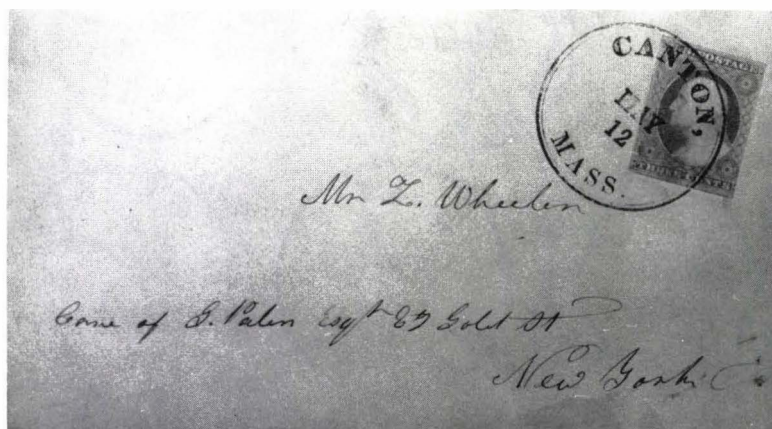


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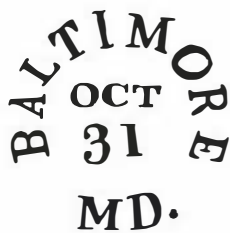


<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Maryland</b>					
BALTIMORE/D/MD	114	K7	29	3	
CRUMPTON/QUEENE ANNE CO/D/MD		K1	37	8*	
LAKESVILLE/msD/MD	115	K7	27	6	
PLEASANT GROVE/ALLEG'Y CO/D/MD		K3, 5	dc-40	9*	
POINT OF ROCKS/D/Md.	116	K3	30	3	
SANDY SPRING/D/MARYL <sup>D</sup>	117	K3	dc-29	6*	
<b>Massachusetts</b>					
ASHFIELD/msD/MASS	118	K7	28	4	Ultra.
ASHFIELD/msD/neg. MAS	119	K7, 3	30	6	Green.
AUBURNDALE, MASS/D/Yr	120	K13	dc-33	5*	
BERNARDSTON./D/MASS.	121	K3	dc-31	3	Blue
BEVERLY/doubleD/Yr/MASS	122	K3	33	4*	
BLACKINTON/D/Yr/MASS.	123	K4	18	7	
BLACKSTONE/D/MASS	124	K4	17	6	
BOSTON/D	125	K4	dlc-22	9	
BOSTON/D/MASS.	126	K4	21	10	
BOSTON/D/MASS.		K4	dlc-24	1	
BROOKLINE/D/Yr/MASS	127	K1	31	7*	
CANTON./D/MASS.	128	K19	dlc-36	7	
CHERRY VALLEY/D/Yr/MASS.	129	K16	27	3	
CHICOPEE/D/MASS	130	K4	21	4	
COCHESETT/msD/MASS	131	K7, 18	32	9*	
CUMMINGTON WEST/VILLAGE/D/MASS	132	K3	40	9	
DANVERS/D/MS.	133	K6	30	5	
DUDLEY/D/MASS.		K1	29	4	
E. BRIDGEWATER/D./MS.	134	K3	dc-32	2	
EAST FOXBOROUGH/D/MAS.	135	K16	dlc-27	4	
EAST PEPPERELL/D/MASS	136	K1	29	4	Red
ERVING/MAS	137	K3	32½	3	
FLORENCE/D/MASS.	138	K4	18	6	

A large, double-lined circle from  
Canton, Mass.







114



115



116



117



118



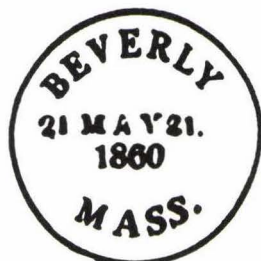
119



120



121



122



123



124



125



126



127



128



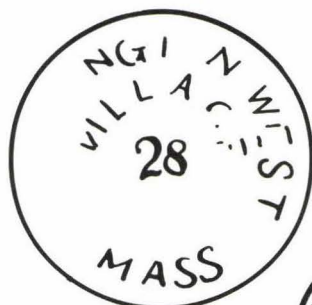
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130



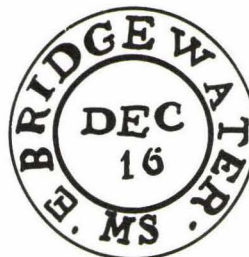
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132



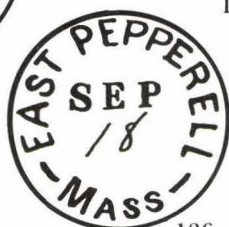
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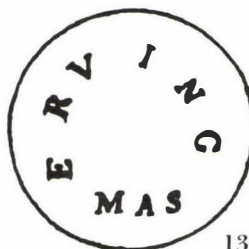
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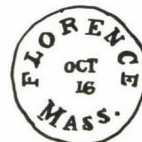
135



136



137



138

## Wording

Tracing  
Number

Type(s)

Shape  
and SizeRarity  
Number Notes

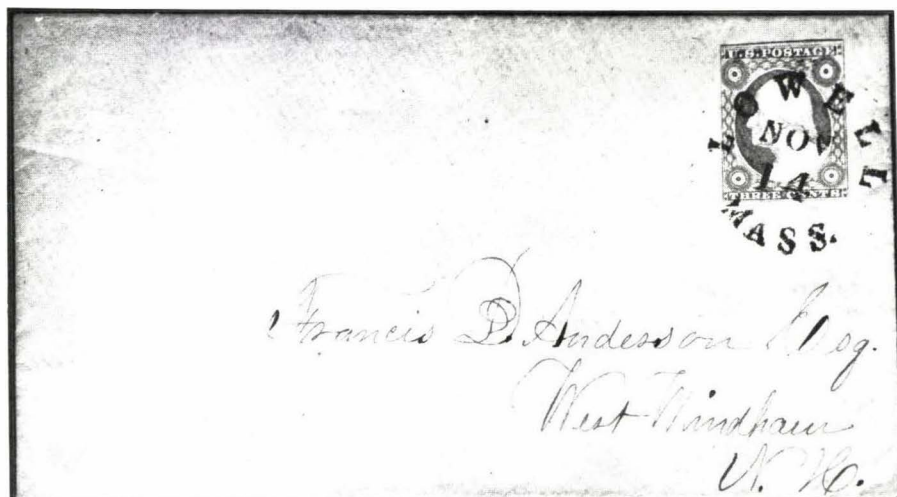
## Massachusetts (cont.)

HARRISON SQUARE/D/MS	139	K3	dc-31	9	5
HAYDON ROWE/D/Yr/MASS	140	K3, 4	24	4*	
LAWRENCE M <sup>ASS</sup> /D	141	K3	34	2	
LOWELL/D/MASS.	142	K7	30	2	
MAPLEWOOD/D/MS.	143	K7	27	6	
MONTAGUE/D/Yr/MS.	144	K4	14	10	
NEW SALEM/D/MASS	145	K9	27	9	
NORTH AMHERST/D/MASS.	146	K14	dc-32	3	
NO. ANDOVER DEPOT/D/MASS	147	K3	dlc-27	2	Red.
PHILLIPSTON/_/M S.	148	K3	31½	2	6
PLAINFIELD/D/MS	149	K4	14	10	
PLAINFIELD/D/Yr.MS.	150	K4	14	10*	
POCASSET/D/MASS	151	K1	31	7	
ROCK BOTTOM/D/MASS	152	K1	30	7	
SALEM/D/MASS	153	K3	24	4	
SALEM MASS/sl-D/Yr	154	K3	dlc-37	4*	
SOUTH DANVERS/D/Yr/M <sup>5</sup>	155	K7	29	3*	
SOUTH FRAMINGHAM/D/MASS	156	K3	34	5	Green.
SOUTH ROYALSTON/D/Mass.	157	K7	31	4	Blue.
STONEHAM/D/Yr/MASS.	158	K1	31	6*	
SUDBURY/msD/MS	159	K7	26	4	
SUTTON/D/MASS	160	K1	28	4	
SUTTON/D/MASS	161	K7	26	4	
SWAMPSCOTT/D/MASS.	162	K16	dc-32	8	Blue
TOLLAND/D/MASS	163	K7, 18	28	6	
WEST-NEWTON/D/MASS	164	K1, 7	27	3	
WEST SUTTON/D/MASS	165	K1	32	5	
WESTBRIDGEWATER/msD/MASS	166	K3	30	9	

5. Plus attached state name.

6. Manuscript date used to cancel stamp, rather than within townmark.

Rimless circle townmark of  
Lowell, Mass.





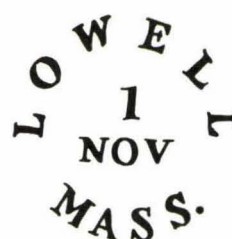
139



140



141



142



143



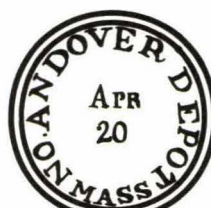
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145



146



147



148



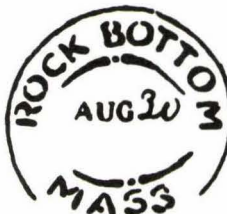
149



150



151



152



153



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157



158



159



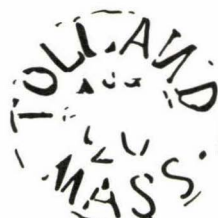
160



161



162



163



164



165



166



<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Michigan</b>					
CHESTER/M (large "M" in center)	167	K3	25	7	
HILLSDALE/D/MICH	168	K7	29	4	
MACKINAC/D	169	K17	25½	5	Red
MARTIN/D/MICH	170	K7	28	4	
NAPOLEON/D/MICH (Inverted)	171	K1	dc-26	7	
NEWAYGO/D/MICH.	172	K1, 5	38	5	
<b>Minnesota Territory and State</b>					
MONTICELLO/D/M.T.	173	K7	30	8	
SAUK RAPIDS/D/M	174	K6	37	5	7
ST. MARYS/msD/M.T.	175	K7	24	9	
WASIOJA/D/Yr/MINNESOTA	176	K2	31	6	
WINONA/msD/M.T.	177	K18	32	7	
<b>Mississippi</b>					
JACINTO/msD/MI	178	K18	29	6	
PITTSBORO/msD/MISSISSIPPI	179	K2, 4	23	6	
POST OFFICE/D/Yr/NATCHEZ, MISS.	180	K3	dlc-35	9	
<b>Missouri</b>					
GRANBY/D/MO	181	K3	dlc-33	4	
INDEPENDENCE/D/MO	182	K4	23	8	
INDEPENDENCE/D/MO.	183	K3	dc-26	7	8
NEW MADRID. Mo./D/Yr.	184	K3	33	4*	
ST. LOUIS/D/MO.	185	K11	34	2	
<b>New Hampshire</b>					
GEORGE'S MILLS/msD/-N.H.	186	K2	29	3	
GOFFSTOWN/msD/N H	187	K7	28	4	Blue.
GRAFTON/D/N.H.	188	K1	dc-24	3	

7. The "T" of the original "M.T." has been deleted and "in" added in manuscript to convert the territorial marking to a statehood marking.

8. Town name misspelled.

Town names were almost never abbreviated, but long state names normally were. To spell out a long state name, as here, is quite unusual.







167



168



169



170



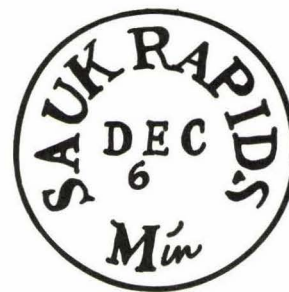
171



172



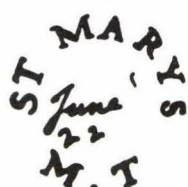
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174



177



175



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178



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180



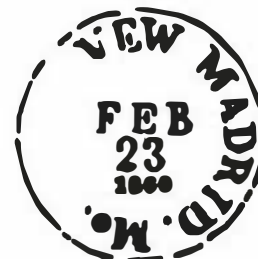
181



182



183



184



185



186

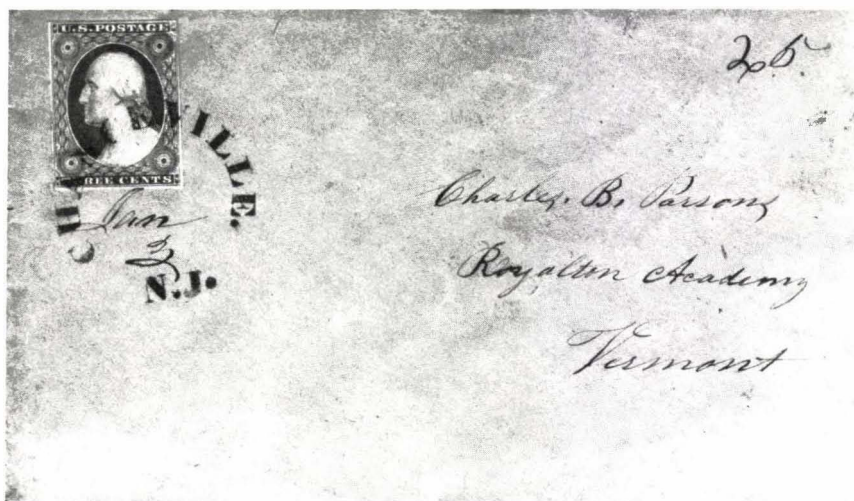


187



188

Wording	Tracing Number	Type(s)	Shape and Size	Rarity Number	Notes
<b>New Hampshire (cont.)</b>					
GREENFIELD/D/N.H.	189	K3, 18	dc-36	10	
HARRISVILLE/D.NH	190	K16, 18	31	5	
HENNIKER,/D/NEW HAMPSHIRE	191	K2	dc-34	8	Orange.
HINSDALE/msD/NH	192	K7, 18	27	5	
HOLLIS/D/N.H.	193	K1	26	5	
MASON/D/Yr/N.H.	194	K1	dc-31	7*	
MASON VILLAGE./D/N.H.	195	K3	dc-31	4	
NASHUA/D/N.H.	196	K14	33	2	
NEW ALSTEAD/D/N.H.	197	K18	31½	4	Blue.
REEDS FERRY/D/N.H.	198	K1	29	3	
Sandown,/msD/N.H.	199	K16, 19	dlc-26½	8	
TROY. NH/D	200	K6	31	8	
WEST CONCORD/msD/N.H.	201	K1, 7	26	3	
<b>New Jersey</b>					
CHANCEVILLE/msD/N.J.	202	K7	32	6	
GEORGETOWN/D/N.J.	203	K1	31	3	
HADDONFIELD/msD/N.J.	204	K8	dc-27	9	
MARLBORO/msD/N.J.	205	K3	28	3	
N. BRUNSWICK N.J./D		K3	26	3	
PROGRESS/D/Yr/N.J.	206	K4	dlc-24	5	
RED BANK/D/N.J.	207	K1	30	4	
UNION/D/N.J.	208	K1	29	7	
WEST BLOOMFIELD/msD/N.J.		K7	31	4	
<b>New Mexico Territory</b>					
FORT BUCHANAN./D.N.M.	209	K16	35	8	
FORT CRAIG./msD/.N.M.	210	K18	32	7	
SANTA FE/D/N M	211	K3, 18	dc-31	8	



A typical rimless circle townmark, from Chanceville, N. J.



189



190



191



192



193



194



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197



198



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204



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208



209



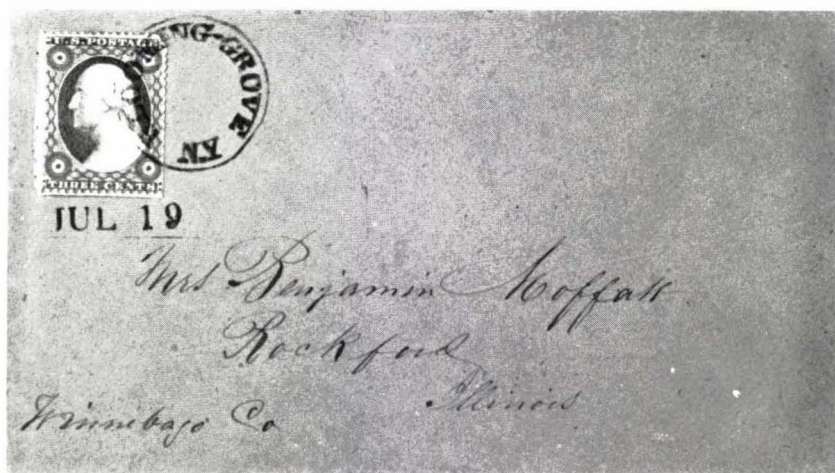
210



211



<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York</b>					
ALBANY/D/N.Y.	212	K1	27	2	
ANTWERP/D/N.Y.	213	K9	30	5	
BELLVALE/D/N.Y.	214	K1	28	4	
BLOOMING-GROVE/msD/N.Y.	215	K4	24	5	
BORODINO/D/N.Y.		K7	27	5	
BROCKETT'S BRIDGE/D/N.Y.		K5	38	3	
BUFFALO/D/N.Y.	216	K1	dc-35	3	
BUFFALO/D/N.Y.	217	K7	28	1	
BUFFALO N.Y/D	218	K3, 7	31	1	
BURLINGTON FLATS/msD/N.Y.	219	K3	dc-29	3	
CALLICOON DEPO/D/NY	220	K6	36	3	
CANAAN FOUR CORNERS/D/N.Y.	221	K3	dc-38	5	
CANADICE/D/N.Y.	222	K1	32	5	
CATSKILL/D/N.Y.	223	K7	28	3	
CHATHAM 4 CORNERS/D/N.Y	224	K3	32½	3	
CLINTON POINT/DUTCHESS CO./D/N.Y.		K1	37	10*	
COEMANS/D/N.Y.	225	K15	25½	7	Red
COILA/D/N.Y.	226	K1	29	3	
COMMACK/D/N.Y.	227	K7	29	3	
CONQUEST/msD/NY	228	K7, 18	34	8	
EAST PHARSALIA/msD/NY	229	K7, 18	30	6	
EATON/msD/N.Y.	230	K1	27	3	Red
EDEN/D/NEW-YORK	231	K2	31	5	
EDINBURGH CENTRE/D/N.Y.		K7		5	
GLENN/D/NEW YORK	232	K2	31	5	
GRAY/D/N.Y.	233	K6	31	5	
JAY/D/NEW YORK	234	K2	29	6	



Either this marking had no month and day slots or it was too much trouble to change them. Here the postmaster used a line of type for the date.





212



213



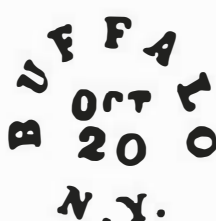
214



215



216



217



218



219



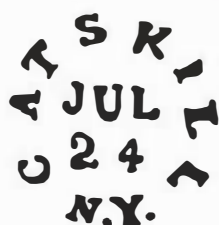
220



221



222



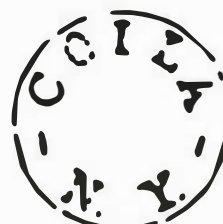
223



224



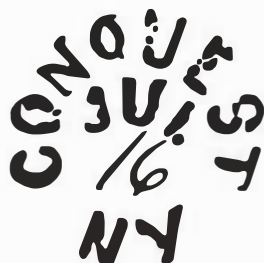
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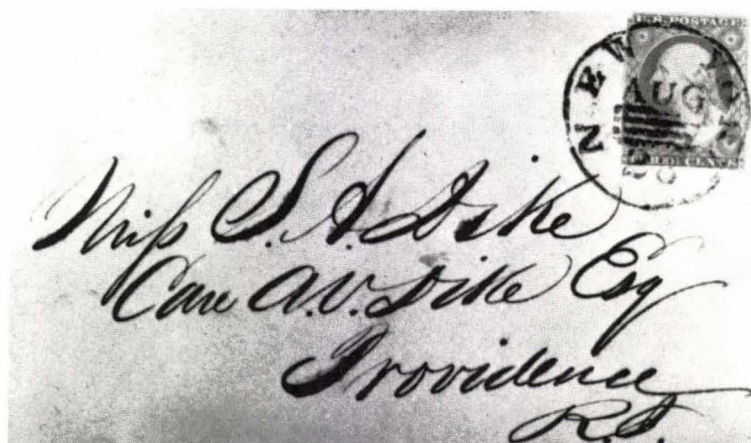


234

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York (cont.)</b>					
KIRKWOOD/D/N.Y.	235	K10	30½	4	
LEEDS/D/N.Y.		K1	28	4	
MALDEN/msD.N.Y.	236	K1	28	4	
MALONE NY/D	237	K13	28	4	
MANUET/D/NEW YORK.	238	K2	29	6	
MONTGOMERY/D/N.Y.	239	K15	32	3	Red
NEW YORK/D/1 bar (12x5) (1851)	240, 241	K14	30	6	9
NEW YORK D/4 bars	242	K14	30	3	
NEW YORK D/3 bars	243	K14	30	3	
NEW YORK D/1 thin bar	244	K14	30	4	
NEW YORK D/1 bar (11x3) (1856)	245	K14	32	1	
NEW YORK/D/2 bars	246	K14	30	4	
NEW YORK/6 bars	247	K14	30	7	
NEW YORK/fat bar (18x11)	248	K14	29	6	
NEW YORK/D. (widely separated)	249	K3	29	5	
NEW YORK/D (once had SHIP above date)	250	K3	30	8	10
NEW YORK/D (2½mm to circle)	251	K3	30	7	10
NEW/grid/YORK/D	252	K14	30	4	10
NEW WOODSTOCK/D/N.Y.	253	K7	31	3	
OSWEGO,/D/N. York.	254	K3	32	2	
OTTO/D/N.Y.	255	K8	dc-24	10	nt
OYSTER BAY/msD/N.Y.	256	K1	30	3	Red
PATTERSON/D/N.Y.	257	K15	31	4	
PIERREPONT MANOR/D/N.Y.	258	K3	32	3	

9. Two arrangements.

10. These three markings represent early, intermediate, and late types of N.Y. to California ocean mail markings, although sometimes they were used otherwise.



Until use of the townmark as canceller was prohibited in 1860, the New York postmaster experimented with a series of combination townmark-obliterators, with one to six bars in the center as an aid in cancelling stamps.



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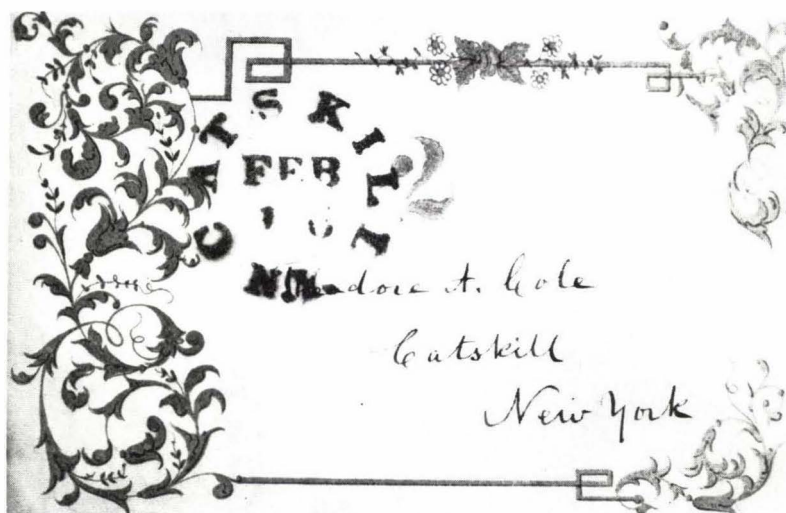
257



258



<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York (cont.)</b>					
POKEEPSIE N.Y./D/5 CTS	259	K3	37	2	
PORT ONTARIO/msD/N.Y.	260	K7	33	5	
PORTVILLE/msD/N.Y.	261	K1	25	5	
PURDY'S STATION/msD	262	K17	34	5	
RHINEBECK/D.N.Y.		K7		3	
ROCHESTER N.Y./3 bars/D	263	K14	33	4	
ROMULUS/D/N.Y.	264	K7	29	4	Blue.
ROSLYN/msD/N.Y.	265	K3, 18	27	5	
SALEM X ROADS/D/N.Y.	266	K3	31	4	
SANDY CREEK/D/N.Y.	267	K11	31	3	
SARATOGA SPRINGS/D/N.Y.	268	K14	32	1	
SENECA RIVER/D/Yr/N.Y.	269	K9	26	10	nt
STONE-RIDGE/D/N.Y.	270	K4	22½	5	
UNION/msD/N.Y.	271	K1	30	3	
WALES CENTRE/D/N.Y.	272	K5, 7	38	6	
WASHINGTON/D/MILLS	273	K1, 17	31	8*	
WELLSBURGH N.Y./msD	274	K5, 7	40	5	
WEST DAY/msD/N.Y.	275	K9, 10	31	10	
YOUNGSTOWN/D/N.Y.	276	K7	28	3	
<b>North Carolina</b>					
GRAHAM/D/N.C.	277	K10	36	7	
HENDERSON/D/N C.	278	K9	32	7	
LITTLETON/D/N.C.	279	K3	29	4	
RALEIGH N.C./D	280	K14	31	3	Two forms.



Catskill, N.Y., rimless circle on a drop letter. Fancy decorated envelope which must have contained a Valentine.





259



260



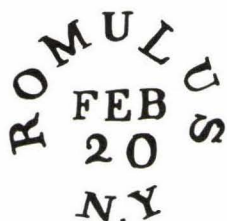
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## Wording

Tracing Number	Type(s)	Shape and Size	Rarity Number	Notes
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## Ohio

ATHENS/D/O	281	K1	28	5	
CHILLICOTHE/OHIO	282	K7	26	3	
EAGLEVILLE/msD/O	283	K7, 18	28	4	
EAST ROCHESTER/D/O	284	K7	32	4	
JACKSON C.H./D/O	285	K16	29	4	
NORTH GEORGETOWN/D/O	286	K10	37	8	
SPRINGFIELD/DYr/O	287	K7	29	2	11
STRONGSVILLE/D/O	288	K3	dc-28	4	
STRONGSVILLE/msD/.O	289	K1	28	4	
TALLMADGE/D/-O-	290	K1	31½	5	Red.
WATERVILLE/D/-OHIO-	291	K1	29	4	
WHEELERSBURGH/msD/Ohio	292	K7	27	4	

## Oregon Route

FT. LARAMIE/msD/O R.	293	K18	31	6	
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## Oregon Territory and State

BUTTEVILLE/msD/OGN.	294	K3, 16	37½	9	
CORVALLIS/D/OREGON	295	K2, 15	31	9	
DEER CREEK/D/OREGON	296	K2	dlc-35	9	
FORT LELAND/D/OREGON	297	K2	dlc-34	9	
HILLSBOROUGH/WASH./D/CO/OREGON		K3, 5	38	9*	
MARYSVILLE/D/OREGON	298	K2	32	9	
PORTLAND/D/O.T.	299	K4	22	10	
SAINT HELEN/D/OREGON	300	K2	31	9	
ST. HELENS/msD/Oregon	301	K2, 18	34	10	

11. With and without year date; blue.



A circular townmark containing ornamental lozenges.



281



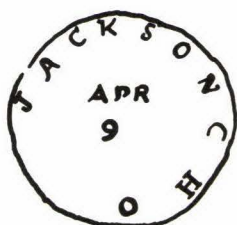
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301



Wording	Tracing Number	Type(s)	Shape and Size	Rarity Number	Notes
<b>Pennsylvania</b>					
AARONSBURG/D	302	K17	29	9	
AARONSBURG, PA./D	302a	K5, 13	dlc-41	10	
BAINBRIDGE/D/PA		K1	?	7	
BARREN HILL.msD/Pa.	303	K18	dlc-31	5	
BUCKINGHAM/D/Pa		K3	37	4	
DARLINGTON/4 bars/Pa	304	K14	31	8	
E. BETHLEHEM/msD/PA	305	K16	31	5	
ETNA ALLEGHENY CO.PA.		K3	31	8*	
HARVEYVILLE/msD/PA	306	K1	28½	4	
FAWN GROVE/msD/PA	307	K7, 18	28	5	
FLORENCE/msD/PA	308	K7	29	3	
FRANKFORD/D/Pa.	309	K1	31	3	
LEBANON/D/PA.	310	K1	34	3	
LEIPERVILLE/msD/PA.	311	K1	dc-28½	7	
LYKENS./D/PA.	312	K1	32	7	
MIDDLETOWN/D/PA.	313	K1	28	2	
PHOENIXVILLE/D/PA.	314	K3	32	4	
PIKE RUN/msD/PENN	315	K11	32	6	
PINE GROVE/msD/PA.	316	K3	dc-30	6	
RIMERSBURG/D/Pa		K1	28	3	
RISING SUN/D/Yr/PA.	317	K19	dc-23	8	
SUSQUEHANNAH DEPO/D/PA.	318	K6	32	3	
TRAPPE/msD/PENN	319	K1	28	4	
TROY/D/PA.	320	K7	21	6	
YORK SUL. SPRINGS/D/Pa.	321	K3	34	6	
<b>Rhode Island</b>					
PHOENIX/D/R.I.	322	K3	33	4	

A lovely double-line circular townmark from Aaronsburg, Pa., that includes a decorative framing of the date.







302



302a



303



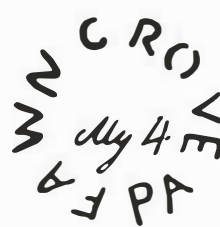
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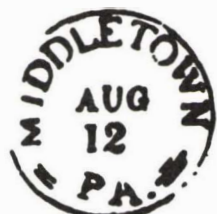
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322

<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>South Carolina</b>					
CHERAW/D/S.C.	323	K13	32	4	
DUE WEST CORNER/msD/S.C.	324	K3	33	4	
POMARIA/msD/S.C.	325	K1	27	5	
UNION=VILLE/D/S.C.	326	K3	31	4	
<b>Tennessee</b>					
BENTON/D/-TENN-		K1	28	7	
BERSHEBA/D/SPRINGS	327	K17	dlc-31	9	
CUMBERLAND IRON WORKS/D/.TEN.	328	K1	dc-32½	9	
HIWASSEE COPPER./MINES/D/	329	K3	34	10*	
POLK CO./TENN					
<b>Texas</b>					
AUSTIN/D/Texas	330	K2	34	4	
BRAZOS St IAGO/D/TEXAS	331	K2, 3	dc-27	6	
CORSICANA/D/TEXs	332	K10	37	7	
FORT DAVIS/D/Yr/TEXAS	333	K2	33½	8*	
FORT QUITMAN/D/TEXAS.	334	K2	32½	8*	Blue.
GONZALES/D/Texas		K2	34	4	
GONZALES/D/Texas	335	K2	31	4	
HEMPSTEAD/D/TEX		K5	39	4	
MT PLEASANT/D/TEXAS	336	K2	33	5	Claret.
RIO GRANDE CITY/D/Texas	337	K2	34	6	
SABINE CITY/D/TEX	338	K7	32	8	
SAN JACINTO/star/Txs	339	K1	25	8	
SAN MARCOS/D/TEX	340	K4, 7	23½	7	
SEGUIN/D/TEXAS	341	K1, 2	27	7	
WEBBERVILLE/D/Txs	342	K3	31½	4	
WHEELOCK/ROBERTSON/D/TEXAS		K2	36	8*	

This Seguin, Texas, marking is unusual because of the type face, the side ornaments, and the full spelling of the state name.





323



324



325



326



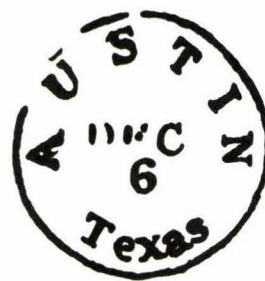
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<i>Wording</i>	<i>Tracing Number</i>	<i>Type(s)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Vermont</b>					
BARTON/D/Vt.	343	K1	27	6	
BRIDGEWATER V.T.	344	K18	30x32	3	
BURLINGTON/D/Vt.	345	K13	32	3	
CHARLESTON/msD/VT.		K1, 3, 7	35	-	Red.
DERBY/D/V.T.	346	K1	dc-31	6	Blue.
FRANKLIN/D/VERMONT	347	K2	35	4	
HARDWICK/D/VT.	348	K1	dc-32	9	
HARTFORD/D/VT	349	K1, 4	24	3	
HARTLAND 4 CORNERS/D/VT	350	K3	dlc-37	5	
JOHNSON/D/VT	351	K1	28	2	
LARRABEE'S POINT/D/VT.	352	K4	22	9	
MONTGOMERY CENTRE/D/VT.	353	K4	dlc-38½	5	
SAND GATE/D/VT.	354	K10	31½	9	
TUNBRIDGE/msD/VT.	355	K7	33	3	
WEST BRATTLEBORO/msD/VT.	356	K7, 16	28	7	
W. CHARLESTON/msD/VT.	357	K1, 3, 7	35	5	
WEST CONCORD/D/VT.	358	K4	dc-24	5	
W. RANDOLPH.D/V.T.	359	K3	27½	4	Red.
WHITING/D/Vt	360	K16	dlc-35	3	
WILLIAMSTOWN/D-VT-	361	K1	29	2	



The Derby, Vt., postmaster exhibited a sense of symmetry, both in his fancy circular townmark and in the way he applied it to this cover. Struck in blue.





343



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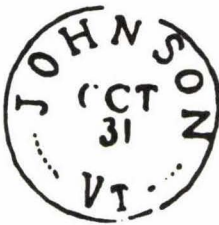
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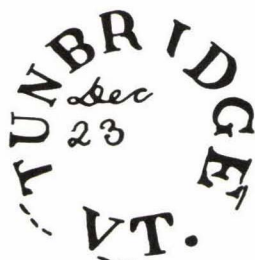
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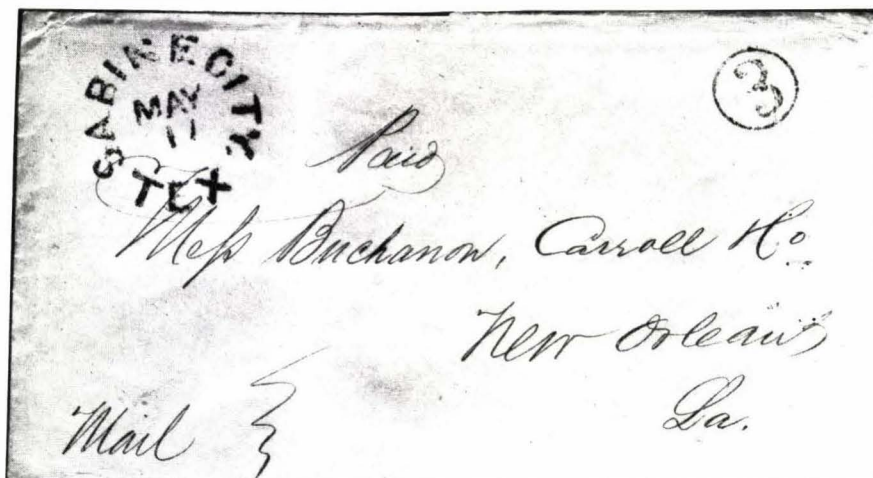
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Wording	Tracing Number	Type(s)	Shape and Size	Rarity Number	Notes
<b>Virginia</b>					
BOTETOURT SPRINGS/D/Va.	362	K18	37	2	
CASCADE/D/VA.	363	K18	32	5	
CONRAD S STORE/msD/Va.	364	K18	33½	4	Red
HUNTERSVILLE/msD/Va	365	K1	dc-30	8	
LYNCHBURGH/3 bars/D/Va		K14	36	3	
ONANCOCK/D/VA	366	K18	31	5	
ROSBY'S ROCK/D/Yr/VA.	367	K3	dc-36	8*	
SIR JOHN'S RUN/D/Va	368	K1	33	3	
<b>Wisconsin</b>					
BRITISH HOLLOW/msD/WIS	369	K7	33	6	
ONALASKA/msD/WIS	370	K18	37	8	
PEPIN/D/WIS.	371	K3	36	4	
STOUGHTON/D/WIS	372	K3	dc-37	4	
WAUSAU/D/WIS	373	K7	32	4	
WIOTA/D/Wis	374	K1	29½	5	Claret



Odd, irregular rimless circle and unusual PAID 3 from Healdville, Vt.

Rimless circle townmark of Sabine City, Tex.





362



363



364



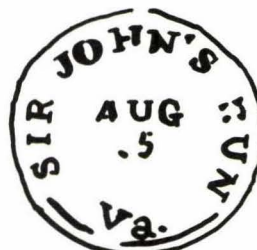
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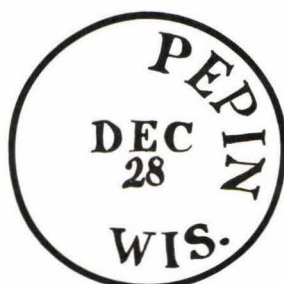
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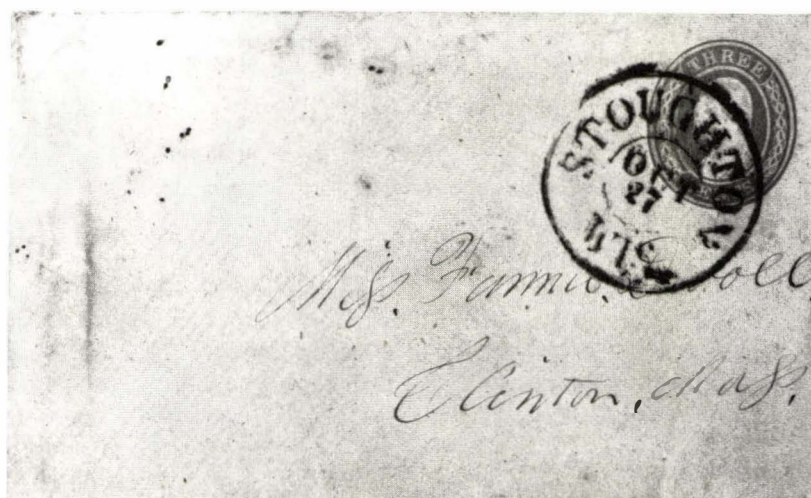


373



374

The large double circle town-mark used at Stoughton, Wis.



## Townmarks Containing County or Postmaster's Name

In addition to their unusual designs, a number of townmarks used during this period are remarkable for their content. Regulations required nothing more than the town name, state, month and day of mailing. This schedule is comprised of a listing of those towns that also included the name of the county or postmaster. It is believed that the Zevely family of handstamp manufacturers (see the previous note on "Handstamp Distribution and Manufacture") began inserting the county name in some of their products during this decade to make them more distinctive than handstamps manufactured by rival firms. In any event, it appears that

nearly all of the circular markings containing a county name were made in their shop. The practice of including a county name was never widespread during this period and did not become so until the 1880s.

The markings from Wheelock, Texas, and Zollarsville, Pennsylvania, are notable for the inclusion of the names "Robertson" and "Washington" respectively, without an indication that these are, in fact, counties. The New Brighton, New York, marking includes not the name of a county, but "Staten Island."

The only townmark used during this period that included the name of the postmaster was from Warrenton, Missouri.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Alabama</b>				
CENTRE STAR/LAUDERDALE/COUNTY/D/Ala.	1a	c-36	10	
<b>California</b>				
ALLEGHANY/CAL/SIERRA COUNTY	1	dlo-37x21	10*	nt
<b>Connecticut</b>				
CAMPBELL'S MILLS/WINDHAM CO./D/CON.	2	c-38	10*	
<b>Georgia</b>				
BOND'S MILLS/D/BAKER CO GEO	3	c-33	10*	
MARBLEWORKS/PICKENS CO/D/Ga	4	c-37	10	
WAYNMANVILLE/msD/UPSON CO GEO	5	c-38	10*	1
<b>Illinois</b>				
ILLINOISTOWN/D/St. Clair Co. ILLS	6	b-sl-45x21	10*	nt
SHABBONA GROVE/D/DE KALB CO/ILLINOIS	7	shield-33x36	8*	
<b>Indiana</b>				
COLUMBIA CITY Ia. WHITLEY CO D		sl-32x6	10*	
<b>Iowa</b>				
GEM/CLAYTON CO/D/IOWA	8	c-37	10	
<b>Kentucky</b>				
LODGE, Fulton Co./Ky	9	c-37	8*	
LODGE P.O./Fulton Co./KY	10	sl-25x3; 17x2½; 7½x2½	10*	
MILITARY INSTITUTE/FRANKLIN CO./KY.		c-34, 31, 25	9, 8, 10*	2
MILITARY INSTITUTE/FRANKLIN CO./KY/ COL. E. W. MORGAN/SUPT.		shield-eagle- 51x35½	9*	

1. Surrounded by advertising collar.

2. Same lettering found in three sizes, as shown.





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LODGE P. O.,  
Fulton Co.,  
KY.

10



The only recorded example of this townmark, which was pre-printed on the envelope. Postmaster Robert Morris also printed his Masonic corner card, but neglected to write in the date, as required by regulations.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Maryland</b>				
ALBERTON/HOWARD CO./D/Md	11	c-35	7	
CRUMPTON/QUEEN ANNE CO/D/Yr/Md	12	c-37	10*	
PLEASANT GROVE/ALLEGANY CO/D/Md	13	c-36	9	
PLEASANT GROVE/ALLEG'Y CO/D/Md.	14	dc-40	9*	3
PLEASANT GROVE/ALLEGANY COUNTY/Maryland (with advertising in scrolls)		f-sc-o-89x60	7	p. 13
<b>Massachusetts</b>				
STONEHAM MIDDLESEX CO./DYr/MASS.	15	do-24x22	8*	
<b>Michigan</b>				
MINESOTA MINE/ONTONAGON CO/D/MICH	16	c-37	8*	
<b>Missouri</b>				
WARRENTON, MO./D/Yr/G.F.BOSWELL.P.M.	17	c-34	9	
<b>New Jersey</b>				
GREENSBURG/MERCER CO/D/N.J.	18	c-37	9	
<b>New York</b>				
CLINTON POINT/DUTCHESS CO/D/N.Y.	19	c-37	10*	
FARNHAM/D/ERIE CO/N.Y.	20	o-35x25	8*	
MORINGVILLE P.O./WESTCHESTER CO. N.Y. D	21	b-sl-55x20	7*	4
NEW BRIGHTON/STATEN ISLAND/D/Yr/N.Y.	22	c-32½	8	
WEST FALLS/msD/ERIE Co. N.Y.	23	do-32x24	7*	
<b>North Carolina</b>				
BARTONSVILLE/HERTFORD CO/D/1859/N.C.	24	c-37	8*	
<b>Ohio</b>				
FRANKLIN SQUARE/COLUMBIANA CO. O.	25	c-36½	10	
LOUISVILLE/STARK CO/D/O	26	c-29	8	nt
WEST RUSHVILLE/FAIRFIELD CO/D/Yr/O	27	c-37½	9*	

3. Surrounded by advertising collar.

4. Also known without the frame.

This West Rushfield, O., name-of-county town-  
mark is typical of those produced by the Zevely  
family at Cumberland, Md.





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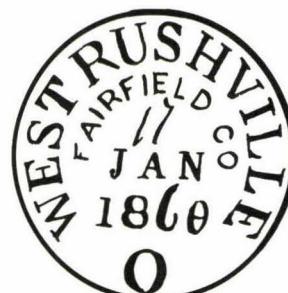
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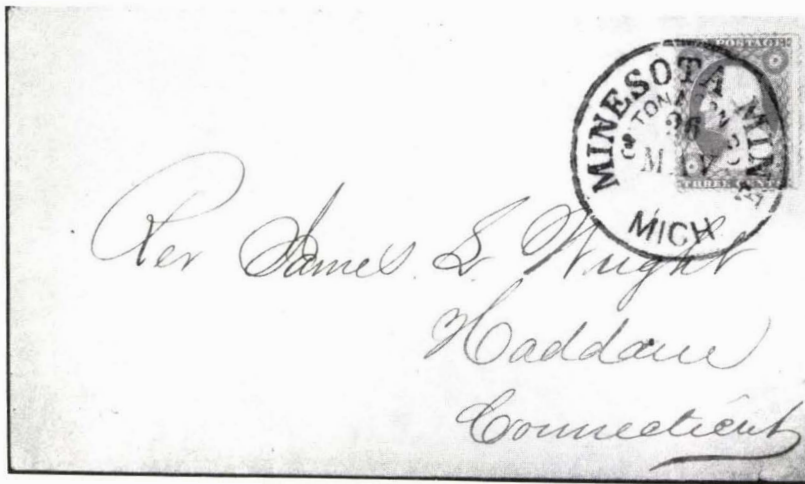


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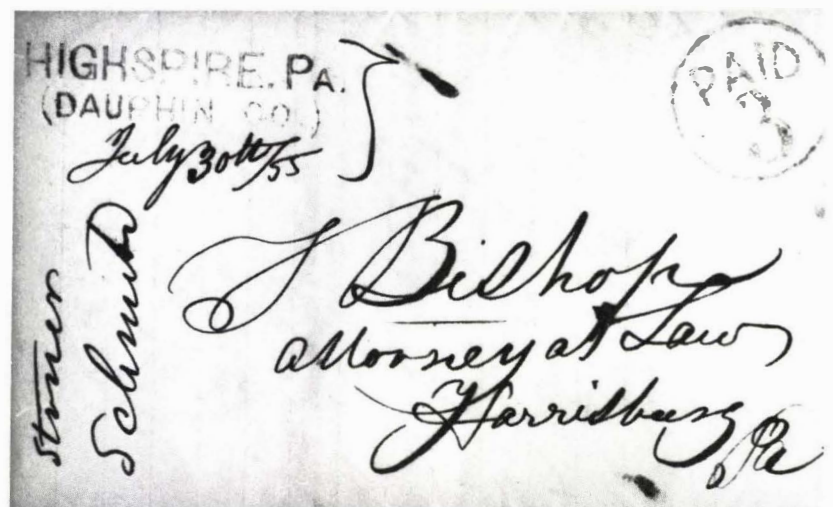
27





From Minesota Mine, Mich., a name-of-county marking manufactured by Zevely.

This Highspire, Pa., townmark is one of the few straight lines containing a county name.



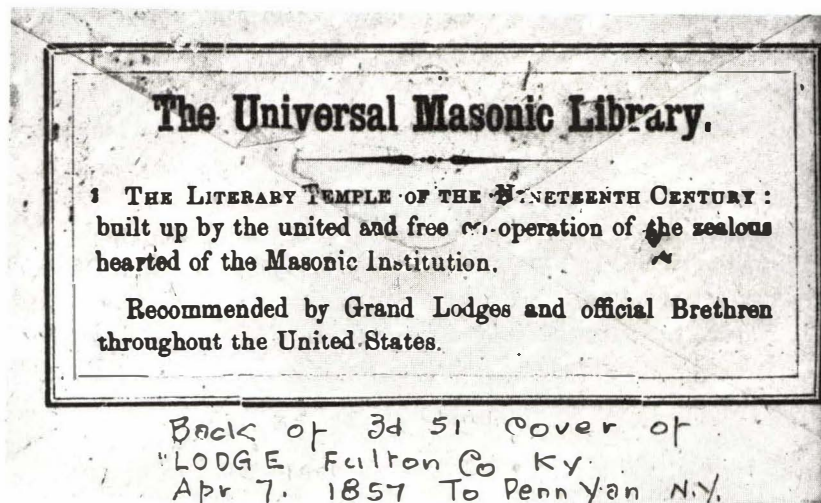
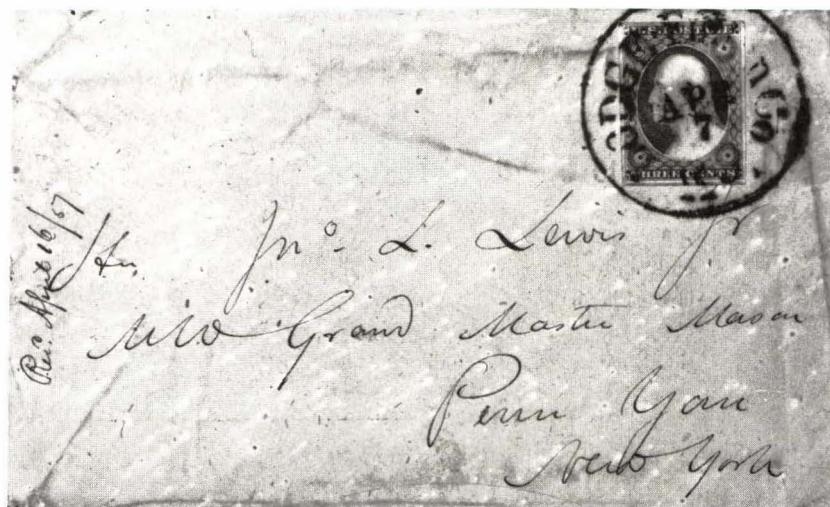
The Jersey Shore, Pa., name-of-county townmark, another product of the Zevely family.





This name-of-county townmark from Farnham, N.Y., closely resembles many station agent markings shown in the railroad chapter.

After the postmaster at Lodge, Ky., switched from a straight line to a circular townmark, he retained the use of the county name. Apparently the post office was created and used almost exclusively to handle the postmaster's Masonic publications, hence the name "Lodge."



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Oregon Territory and State</b>				
HILLSBOROUGH/WASH./D/CO/OREGON	28	c-38	9	nt
<b>Pennsylvania</b>				
ETNA ALLEGHENY CO. Pa./D	29	c-31	8*	
HIGHSPIRE. PA./ (DAUPHIN CO.)/msDYr	29a	sl-42½x10	10*	
JERSEY SHORE/LYCOMING CO/D/Pa	30	c-29	7	
WEST MANCHESTER/ALLEGHENY CO/D/Pa	31	c-37	8	
WILCOX/D/ELK CO. PA.	32	c-33	10	
ZOLLARSVILLE/WASHINGTON/D/Pa.	33	c-36½	10	
<b>Tennessee</b>				
HIWASSEE COPPER/MINES/D/POLK CO. TENN.	34	c-34	10*	
COPPER MINES./D/POLK CO. TENN.	35	c-34	7*	Red, black
<b>Texas</b>				
WHEELLOCK/ROBERTSON/D/TEXAS	36	c-36	8*	
<b>Virginia</b>				
ALMA VA./D/PAGE CO.	37	c-30	9	nt
HARTFORD CITY/MASON CO/D/1859/VA	38	c-35	10*	
MOSSY CREEK/AUGUSTA CO/D/Va.	39	c-37	9	

## Year Dated Townmarks

Before 1856 the use of a townmark containing a year date was most unusual. In 1856 about 80 post offices included the year date, and it was commonly used thereafter.

This schedule includes all recorded year dated townmarks in use prior to 1856 and those in use from 1856 through 1861 that are otherwise unusual. It does not include the following classes of year dated markings:

1. Dates applied with a separate handstamp that does not include the town name.
2. Dates in separate markings that were pri-

vately applied by the sender or addressee of the letter.

3. Dates in handstamps that contain railroad names or initials. These are station agent markings.

4. Dates in special service markings having to do with dead letters, registry, received markings, etc.

5. Foreign-applied dates, or those on U. S. foreign mail exchange markings.

6. Manuscript dates.



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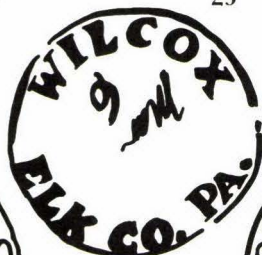
HIGHSPIRE. PA.  
(DAUPHIN CO.)

*July 30th/55*

29a



30



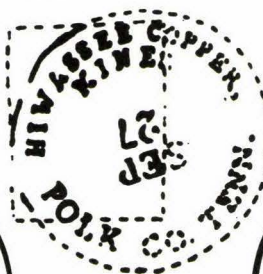
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One of two known townmarks containing the name of the county (Washington) without so designating it.



Wording	Tracing Number	Shape and Size	USPM — Townmarks	
			Rarity Number	Notes
	1851			
SONORA, CALIFORNIA/DYr		sl-39x3	9*	
	1852			
BOSTON/D/52	1	c-32	7	Back- stamp.
GREENVILLE/DYr/MAINE	2	c-32	9*	
Hagamans Mills N.Y./DYr	3	sl-40x3	9*	
MARSHFIELD, VT/DYr		sl-34½x2	8*	
SONORA, CALIFORNIA/DYr	4	sl-39x3	8*	
	1853			
GREENVILLE/DYr/MAINE		c-32	9*	
NEW YORK/D/Yr	5	c-33	4	
	1855			
ANN ARBOR/DYr/Mich.		c-33	4	
BELLOWS FALLS VT. D/Yr			4	
BOSTON/D/55		c-32	6	Back- stamp.
COLUMBUS O. D/Yr			4	
CONCORD N.C./D/Yr		sl-47x4½	6*	
DUBUQUE/D/Yr/Iowa		c-32	5	
FARMVILLE VA DYr			5	
GLoucester/D/Yr/MASS.		c-33	5	
HENDERSON/D/Yr/Ky		c-32	4	
HERMANN/D/Yr/Mo.		c-32	5	
HORNELLSVILLE/D/Yr/N.Y.		c-32	5	
HUNTSVILLE/D/Yr/Ala		c-32	4	
ITHACA/D/Yr/N.Y.		c-32	4	
MARSHALL/D/Yr/Mich		c-32	4	
MEMPHIS/D/Yr/Ten		c-32	4	
NEVADA CITY CAL/D/Yr/10 Paid		c-32	9*	
NEW-YORK/D/Yr		c-33	4*	
NEW HAVEN/D/Yr/CON.		c-32	3	
PITTSBURGH/D/Yr/Pa		c-32	4	
RUTLAND Vt DYr		?	4	
SAINT PAUL/D/Yr/M.T.		c-32	5	
SAN FRANCISCO/D/Yr/10 Paid		c-32	6*	
SOUTH DANVERS/D/Yr/M. <sup>S</sup>		c-29	3*	
TONICA ms Ill/D 1855	6	sl-25x3½	7*	
WASHINGTON/D/Yr/D.C.		c-33	4	
YREKA/D/Yr/Cal.		c-33	7	
	1856			
Green Island, N.Y./D Yr.		sl-48x4½	10*	





Hagans Mills N.Y.  
Aug 9 1852

**SONORA, CALIFORNIA.**  
**JAN. 23, 1852**



TONICA  
May 21 1865



**This is the only known townmark  
incorporating an 1851 year date,  
from Sonora, Cal.**

The Sonora postmaster continued to use his straight line year-dated postmark until early 1852, when his post office was destroyed by fire.



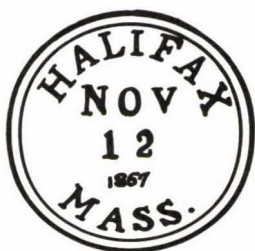
Wording	USPM — Townmarks			
	Tracing Number	Shape and Size	Rarity Number	Notes
<b>1857</b>				
ATHENS./DYr/ILLS.		r-o-36x24	7*	
DES MOINES/D/Yr/Iowa.		c-33	4*	
HALIFAX/D/1857/MASS.	7	dlc-32	4	1
<b>1858</b>				
CHENEYVILLE/D/Yr/La.	8	c-31	5	
DANNEMORA. 3.PAID N.Y/D		c-35	8*	
FORT BRIDGER, U.T./DYr		sl-52x3½	9*	
LEWIS./1858/D/.IOWA.	9	c-34½	8*	Ultra-marine
NORTH GROTON/D/Yr/N.H.		o-37x27	8*	
PENNSVILLE/_mo/day/Yr/OHIO		c-28	7*	
SALEM MASS/D/Yr		dlc-37	4*	
STONEHAM MIDDLESEX CO./D/Yr/MASS.		do-24x22	8*	also 1859
SUMNER/DYr/KANSAS T.		c-33	7*	also 1859
WENONA/D Yr (Indiana)		sl-30x4	7*	
<b>1859</b>				
AURARIA K T/DYr		sl-25½x2	6*	
BARTONSVILLE/HERTFORD CO./D/Yr/N.C.		c-37	8*	
BROOKLINE/D/1859/MASS.		c-31	7*	
CRUMPTON/QUEEN ANNE CO./D/Yr/Md.		c-37	10*	
DENISON.IO/DYr		sl-30x3	9*	
HARTFORD CITY/MASON CO/D/Yr/VA		c-35	10*	
NORTHVILLE CT./D/Yr		sl-36x9	9*	
PEKIN/Yr/D/ILLS	10	c-33	5	
RAGLEVILLE/D/Yr		c-28	9*	
ROSBY'S ROCK/D/Yr/VA.		dc-36	8*	
TREMONT/D/Yr/PA.				2
TROY/DYr/N.Y.	11	dc-33	6	3
<b>1860</b>				
BERLIN/Vt./D/Yr		sl-18x9	9*	
Berlin, Vt. D		sl-18x3	9*	
BEVERLY/doubleD/Yr/MASS		c-33	4*	
CENTRE SANDWICH/yrD/N.H.	12	c-29	5*	4
DENVER CITY/D/Yr/K.T.		r-arc-27x23	8*	
DENVER CITY/D/Yr/K.T.		r-arc-26x23	4*	
GREENWOOD D.T/D/ Yr		sl-38x2½	10*	

1. The 1857 is 1½mm high.

2. The "1859" is 2mm high.

3. The "59" is on its side.

4. The "1860" and "1861" are 1½mm high.



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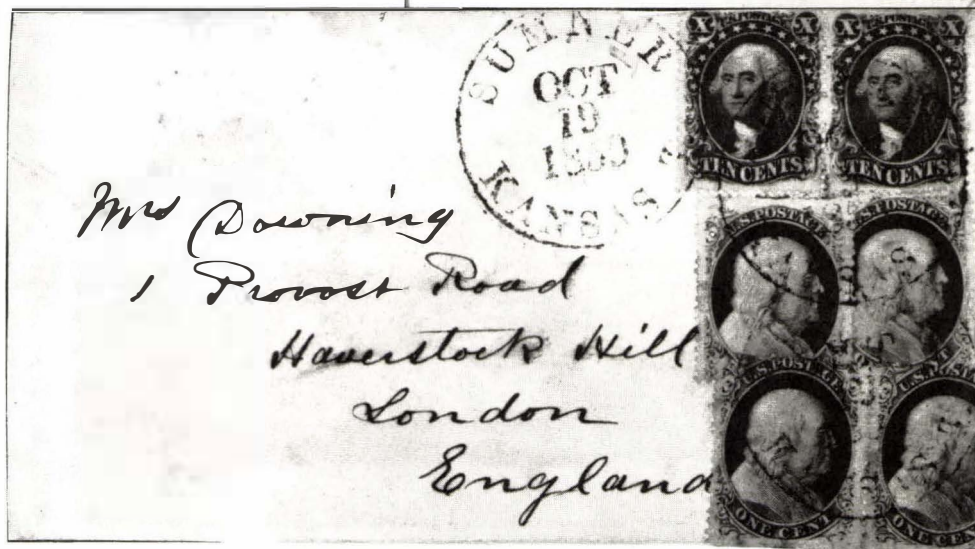
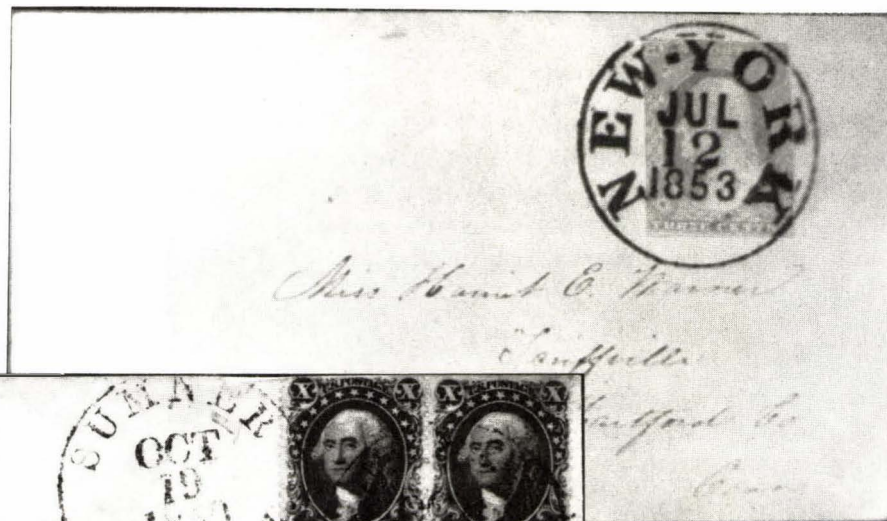


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An example of the 1853 year-dated New York City townmark, used from July 11 through July 25, 1853.



Sumner, Kansas T., year-dated postmark on cover to London, with 24¢ rate paid by stamps.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>1860 (cont.)</b>				
MASON/D/Yr/N.H.		dc-31	7*	
NEW MADRID. MO./D/Yr		c-33	4*	5
PLAINFIELD/D/Yr/MS.		c-14	10*	
Sandy Hill Pa/DYr		sl-33x5	10*	
WEST RUSHVILLE/FAIRFIELD CO/D/Yr/O		c-37½	9*	

**1861**

AUBURNDALE, MISS/D/YR.		dc-33	5	
CENTRE SANDWICH/Yr/D/N.H.		c-29	5	4
DENISON, IOWA/D Yr		sl-30x6	10*	
HAYDEN ROWE D/Yr/MASS.		c-24	4*	
MORRIS/D/1861/Il	13	c-33	5	6
NEW YORK/DYr	14	c-29½	5	
NICHOLASVILLE/D/61Ky	15	c-33	5	7
PILLAR POINT/D/Yr/N.Y.	16	c-33	5	
ROSTON, D Yr (Pennsylvania)		sl-23x3	10*	
SENECA FALLS/YrD/N.Y.	17	c-35	2	
TREMONT/D/1861				
TUNKAHANNOCK/msD/18Pa61	18	c-32	6	
WARRENTON, Mo./D/Yr/C.R.BOSWELL.P.M.		c-34	9	
WINFIELD IOA/D Yr		sl-28x3	10*	

**Quaker Dated Townmarks**

This listing includes townmarks in which the month is designated as "1st mo," "2nd mo," "3rd mo," etc., in the Quaker manner, a usage that reflects the Quakers' view that the usual month names are pagan in origin, and should

not be used. Ordinary business usage, such as "7-4-1856," is not a Quaker date. The few known manuscript markings are included from towns where the postmaster consistently used the Quaker method of dating.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
COCHESETT/msD/MASS.	1	c-31	9*	
COLERAIN/-/MONTH/ms day/OHIO	2	c-26	10	nt
COLERAIN/_/MONTH/day/OHIO	3	c-31	9	
COLERAIN/_Mo/day/O	4	c-37	10	
Farmington N.Y./D		ms	7	
London Grove Pa D		ms	7	
North Berwick Me D		ms	7	
PENNSVILLE/_mo/day/year/OHIO	5	c-28	7*	nt
SANDY SPRING/_M. <sup>o</sup> /day/MARYL. <sup>D</sup>	6	dc-28	8	
Sidney Me D	7	ms	7	

5. The "1860" is 2mm high.

6. The "1861" is 1½mm high.

7. The "61" is 1½mm high.





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*Gudney Mo 12 Mo 13*

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Quaker-dated postmark of Colerain, Ohio, on a cover franked by the postmaster, Josiah Maule.

Marysville, Cal., PAID/BY STAMPS, used in 1855 or later.



A stock style townmark containing straight line PAID, used on both stamped and stampless mail, regardless of rate. From Springfield, Mass.

With PAID, Rate Numeral or FREE

### **Townmarks Including "PAID" and/or Rate Numeral or "FREE" on Mail Prepaid with Postage Stamps**

Before the introduction of postage stamps a postmaster, in addition to the townmark, was required to indicate the correct postal rate on each cover. If the postage was prepaid in cash, he also marked the cover "Paid." Some postmasters added either the word PAID or the rate, or both, to the townmark handstamp to avoid multiple stamping of one cover with separate markings.

When postage stamps were used these markings were redundant, since the stamps themselves were evidence of both prepayment and the rate. The continued use of these specialized townmarks before January 1, 1856 (when prepayment by postage stamps became obligatory), was justified by economy, since much mail was still sent stampless. Habit dies hard, however, and some postmasters not only continued the use of these townmarks after prepayment by postage stamps was required, but even had new ones made after that date, apparently in the belief that a restatement of the rate and of prepayment was desirable.

This listing is limited to townmarks found on domestic mail (and to British North America) at the letter rate prepaid by stamps; that is, mail that would normally carry a 3¢ stamp for less than 3,000 miles, 6¢ or 10¢ beyond that distance, and 10¢ to Canada (less than 3,000 miles). Townmarks that include the numerals 1, 2, or 5 are not listed. These, when used on domestic letter mail (not drop or carrier mail) add value, but are usually erroneous and totally random uses which do not lend themselves to listing. A separate schedule lists townmarks with rate numerals applicable to drop letters and circulars.

Also omitted from this list are the townmarks having numerals used on transatlantic mail, either for a restatement of a through rate or for debits or credits at the exchange offices.

Added interest attaches to various combinations of markings from certain cities, notably Boston. Thus, a townmark including a rate numeral used in combination with a small red

Boston PAID obliterator is a more valuable combination than is the same townmark used with a large black Boston PAID. The listed Boston markings are identified by their BPM numbers (those assigned in *Postal Markings of Boston Massachusetts to 1890* by M. C. Blake and Wilbur W. Davis, 1949).

The word "Free" is also a rating mark. Occasionally a townmark containing the word FREE will be found on a cover prepaid by stamps. The use of such a townmark on a prepaid cover is, of course, accidental, since the word FREE in association with postage stamps is a contradiction in terms. Even though they are accidental, such uses are so unusual that all recorded examples are listed here.

Mail during this period was sent under a franking privilege, either (1) because the letter pertained to official post office business, or (2) because the person sending or receiving the letter had been granted the frank as a personal privilege. For instance, a postmaster whose compensation for the previous year did not exceed \$200 could send and receive personal letters without charge, provided they did not weigh more than ½ ounce.

Most of the markings listed in this schedule are stock circular styles ranging from 30mm to 35mm in diameter. Therefore, the shape and size of the markings are not separately stated unless they vary from this standard norm. Likewise, the exact wording of the marking is not listed unless the wording itself is not characteristic of a stock style.

The markings listed in this schedule are divided into the following groups:

- A. Townmarks Including PAID (or Paid) Without Rate Numeral.
- B. Townmarks Including PAID (or Paid) and 3 (or 3 Cts).
- C. Townmarks Including "3 Ct" or "3" Rate Designations.
- D. Townmarks Including 6¢ Rate With or Without PAID.
- E. Townmarks Including 10¢ Rate With or Without PAID.
- F. Townmarks Including FREE.



## A. Townmarks Including PAID (or Paid) Without Rate Numeral

## (1) Straight Line PAID

<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
Adrian, Mich.		2	
Augusta, Geo.		1	
Bath, Maine		3	
Bedford, Penn.	1	2	
Boston, Mass.	2	3	Several types.
Canton, Mass.		2	
Cazenovia, N.Y.		2	
Charlestown, Mass.		2	Red.
Charleston, S.C.		1	Blue
Danvers, Mass.		2	
East Boston, Mass.		3	"3" removed.
Great Falls, N.H.		3	
Hartford, Conn.		2	
Indianapolis, Ind.		2	
Lowville, N.Y.		3	
Lynn, Mass.		2	
Nantucket, Mass.		3	"3" removed.
New Bedford, Mass.	3	2	"3" removed. Red.
New Haven, Conn.	4	3	
New Lebanon, N.Y.		2	
Newport, Ky.		3	
New York, N.Y.	5	2	
Norwich, Conn.		1	
Portland, Maine		1	
Potsdam, N.Y.		2	
Raleigh, N.C.		2	
Savannah, Geo.		2	
Springfield, Mass.		2	
Springfield, N.J.		2	"3" removed.
Traverse Des Sioux, Minn. Ter.	6	10	dc-32
West Canaan, N.H.		3	"3" removed.
Zanesville, Ohio		4	"3" removed.

## (2) Curved PAID

Baltimore, Md.	7	9	BALT. <sup>o</sup> /PAID. dc-20. Used with 3¢ stamp.
Bangor, Maine		1	
Boston, Mass.		3	Several types.
Boston, Mass.	8	5	BOSTON/D/3/ PAID: c-30.
Charleston, S.C.	9	1	
Cleveland, Ohio		2	
Fishkill Landing, N.Y.	10	3	





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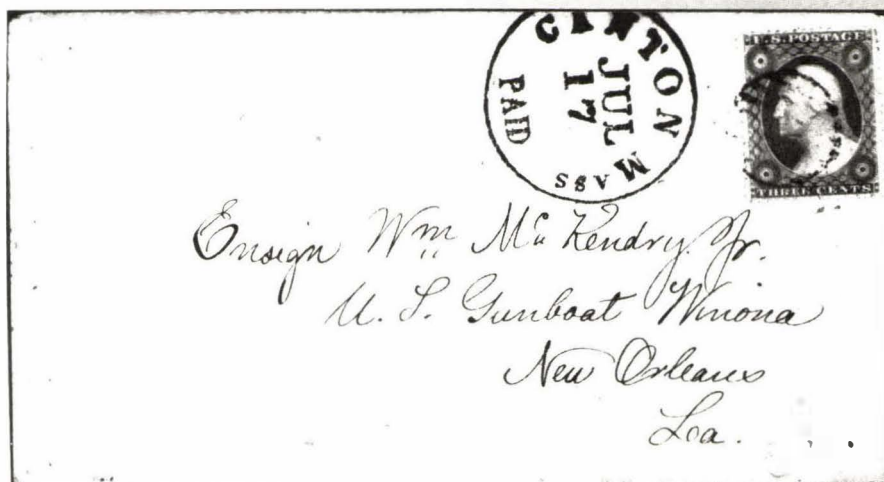


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West Canaan, N.H., townmark with PAID. A "3" has been removed.



Townmark with straight line PAID, from Canton, Mass.



<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>(2) Curved PAID (cont.)</b>			
Lawrence, Mass.	11	2	
Marysville, Cal.	12	5	MARYSVILLE CAL. D/PAID/BY STAMPS c-32 Blue.
Newburyport, Mass.	13	1	
New Haven, Conn.		2	
New York, N.Y.		7	NEW PAID YORK/ D: c-32
Ogdensburgh, N.Y.	13a	5	OGDENSBURGH N.Y./D/Yr/ Paid: c-31.
Piqua, Ohio		4	
Pittsfield, Mass.		1	
Savannah, Geo.		3	
Troy, N.Y.		2	

**B. Townmarks Including PAID (or Paid) and 3 (or 3 Cts)****(1) Straight Line 3 PAID**

Alexandria, Va.		2	
Allegheny City, Penn.		2	
Apalachicola, Fla.	14	4	Blue.
Augusta, Geo.		1	
Bangor, Maine		2	
Belvedere, Ill.		3	
Brandon, Vt.		3	
Brunswick, Maine		1	
Buffalo, N.Y.		2	Blue.
Brooklyn, N.Y.		2	
Charleston, S.C.		1	Blue.
Chicago, Ill.	15	4	
Cincinnati, Ohio	16	9	
Cleveland, Ohio		2	
Columbia, S.C.		1	
Concord, N.H.		2	
Concord, Ohio	17	4	
Cumberland, Md.		2	
Danvers, Mass.		2	
Danville, Vt.	18	4	Red.
Delevan, Wis.		2	
Detroit, Mich.		2	
Fishkill, N.Y.		2	
Georgetown, D.C.		2	
Georgetown, S.C.		2	
Hampton, N.H.		2	



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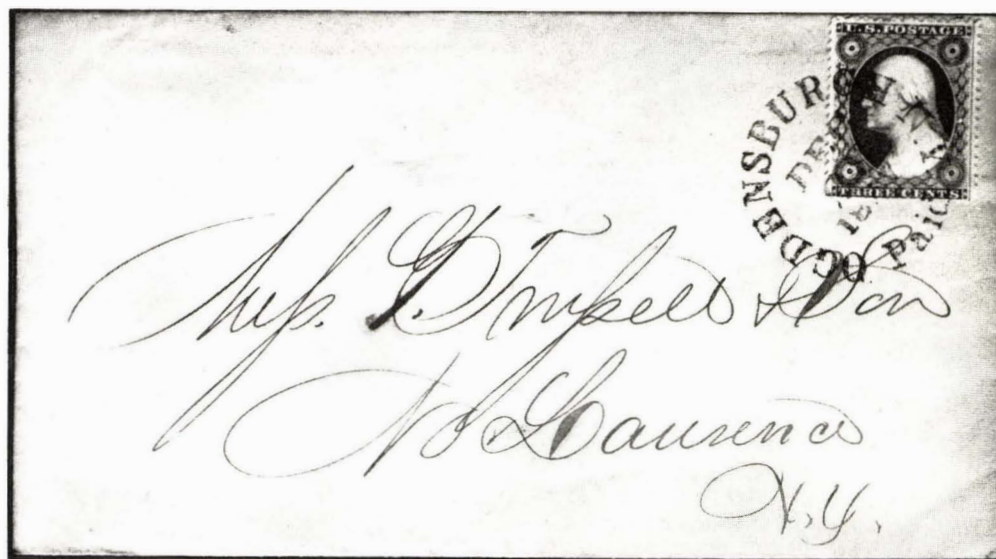
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A rimless circle from Ogdensburg, N.Y., with "Paid" at the base. Also year-dated.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
(1) Straight Line 3 PAID (cont.)			
Hartford, Conn.		2	
Holyoke, Mass.		3	
Hudson, N.Y.		3	
Indianapolis, Ind.		2	
Indianapolis, Ind.		3	Rimless.
Jackson, Miss.		2	
Keokuk, Iowa		2	
Lafayette, Ind.		2	
Lawrence, Mass.		2	
Macon, Geo.		1	
Manchester, N.H.		2	
Marietta, Ohio		2	
Marysville, Cal.		6	
Maysville, Ky.	19	3	
Middlebury, Vt.		1	
Mount Morris, N.Y.		2	
Nashville, Tenn.		2	
Nevada City, Cal.		6	
New Bedford, Mass.		1	
New Brunswick, N.J.		2	
New Haven, Conn.		2	
Newport, R.I.		2	
Northampton, Mass.	20	5	
North Salem, N.Y.	21	9	
Painesville, Ohio		3	
Passumpsic, Vt.	22	6	
Penn Yan, N.Y.		2	
Pittsburgh, Penn.		2	
Pittsfield, Mass.		2	
Plattsburgh, N.Y.		2	
Portland, Maine	23	5	PORTLAND/3/ PAID/Me: c-30
Portsmouth, N.H.	24	2	
Quincy, Ill.		2	
Raleigh, N.C.		2	Blue.
Richmond, Va.		2	Blue.
Saco, Maine		2	
Salem, Mass.		2	
Sandusky, Ohio		2	
Savannah, Geo.		1	
Selma, Ala.		2	
Shaker Village, N.H.	25	7	SHAKER VILLAGE/D/PAID/ 3/N H dc-34





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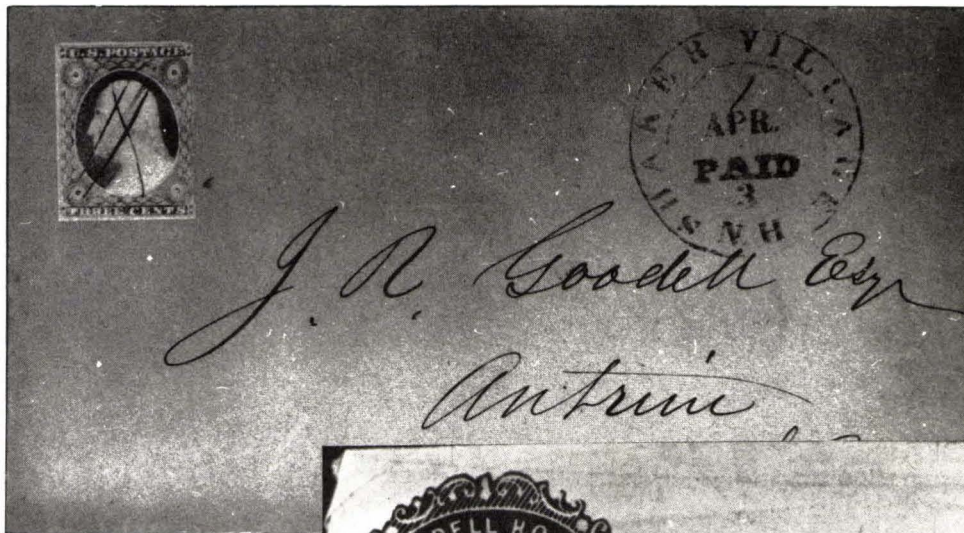
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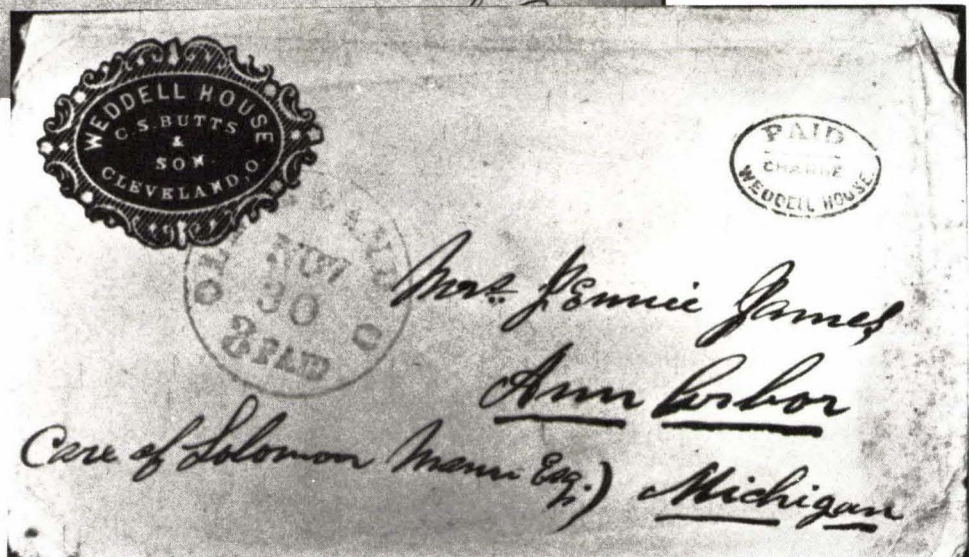


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A homemade town-mark containing "PAID/3" from Shaker Village, N.H.

An example of the proper use of a town-mark with "3 PAID," on a stampless letter with postage paid in cash (apparently through the hotel's charge account at the post office).



<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>(1) Straight Line 3 PAID (cont.)</b>			
Sparta, Geo.		2	
Tuscumbia, Ala.		1	
Tuskegee, Ala.		2	
Webster, Mass.	26	3	Blue.
West Canaan, N.H.	27	4	
Woodstock, Vt.	28	4	
<b>(2) Curved 3 PAID</b>			
Altoona, Penn.	29	8	
Apalachicola, Flo.		6	
Buffalo, N.Y.	30	6	o-31½x23. Blue.
Camp Floyd, Utah Ter.	31	9	See note below.
Cincinnati, Ohio	32	9	
Dannemora, N.Y.	33	8*	
Detroit, Mich.	34	1	
Dover, N.H.	35	10	Red.
Islip, N.Y.	36	7	nt
Lowell, Mass.	37	6	Blue.
Malone, N.Y.	38	7	Blue
Middletown, Conn.	39	2	
Nevada City, Cal.		10	Surcharged with another 3 PAID.
New York, N.Y.	40	7	
Northampton, Mass.		6	
Ogdensburgh, N.Y.	41	9	
Oxford, Mass.	42	6	
Passumpsic, Vt.	43	7	
Philadelphia, Penn.	44	9	Blue
Philadelphia, Penn.	45		
Santa Fe, N.M.	46	10	
South Salem, N.Y.		9	
Webster, Mass.		7	
West Canaan, N.H.		8	
Wilmington, Del.	47	8	
Woodstock, Vt.		6	

### C. Townmarks Including "3 Ct" or "3" Rate Designations

Apalachicola, Flo.		5	
Boston, Mass. :			
BOSTON/D/3 (8mm) c-31	48	9	BPM 392
With sl-PAID and/or plain grid		5*	
with small red Boston PAID			
With small black Boston PAID		4*	

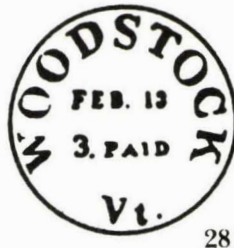
May be combination of separate PAID 3 and townmark.



26



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32



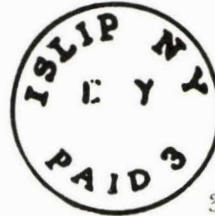
33



34



35



36



37



38



39



40



41



42



44



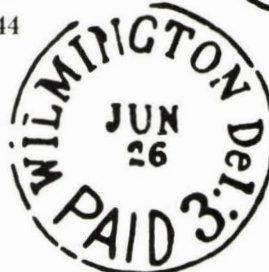
45



43



46



47



48



<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>C. Townmarks with "3 Ct" or "3" (cont.)</b>			
BOSTON/D/3 cts (6mm) c-32 or c-31			BPM 634 or 636
With sl-PAID		10	
With small red Boston PAID		5*	
With small black Boston PAID		3*	
With large Boston PAID		1	
BOSTON/D/3 cts (8mm) c-32			BPM 635
With small black Boston PAID		3*	
With large Boston PAID		1	
Buffalo, N.Y.	49	4	"3" is 5½mm: c-32.
Buffalo, N.Y.		5	"3" is 4mm: c-33
Charleston, S.C.	50	2	
Groveland, Mass.	51	7	
Louisville, Ky.		5	
Passumpsic, Vt.	52	6	PAID removed.
Petersburg, Va.		3	Red, blue.
Rochester, N.Y.		4	
Saint Louis, Mo.	53	3	Red, black.
Salem, Mass.	54	3	Red.
Savannah, Geo.		1	
Springfield, N.J.	55	8	Numeral apparently removed.
Syracuse, N.Y.		3	
Taunton, Mass.		4	

**D. Townmarks Including 6c Rate With or Without PAID**

Boston, Mass.:			
BOSTON/D/6 cts (6mm)	56		BPM 578: c-32
With small red Boston PAID		9*	
With small black Boston PAID		6*	
With large Boston PAID		5	
BOSTON/D/6 cts (8mm)	57		BPM 579: c-32
With small black Boston PAID		8*	
With large Boston PAID		6	
BOSTON/D/6 cts (5mm)			BPM 577: c-32
With small black Boston PAID		10*	
BOSTON/D/3 cts	58	10	Surcharged with "6".
BOSTON/D/6 cts (6mm)	59	10	Surcharged with 13mm "3". Red.
New York, N.Y.	60	9	Red.
San Francisco, Cal.	61	10	





49



50



51



52



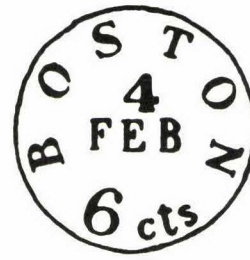
53



54



55



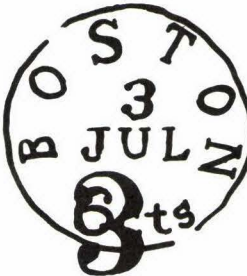
56



57



58



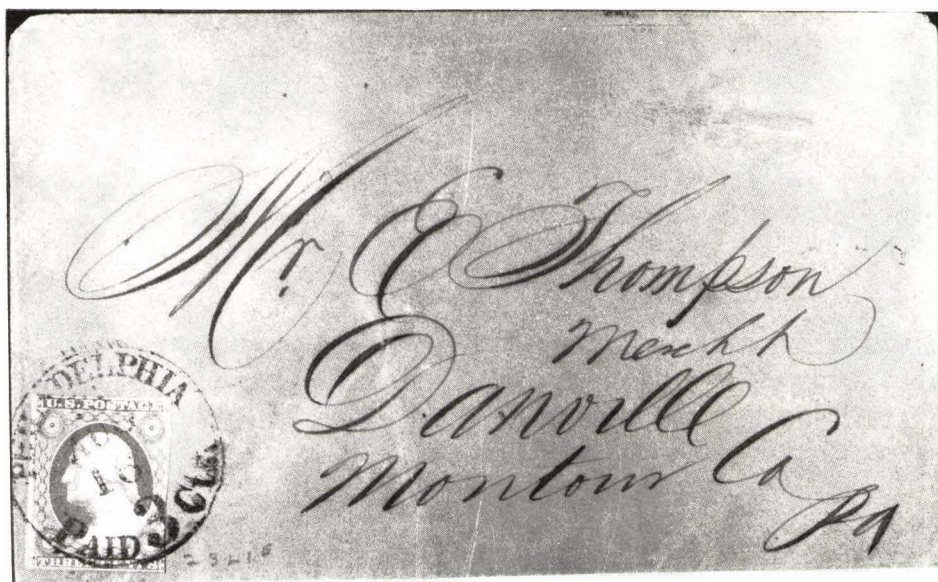
59



60



61



Townmarks containing the rate were not appropriate on covers prepaid by stamps, as the stamps were evidence of both the rate and prepayment. This Philadelphia marking intended for prepaid stampless mail was used here by accident.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>E. Townmarks Including 10c Rate With or Without PAID</b>			
Boston, Mass.:			
BOSTON/D/10 cts (8mm)	62		BPM 538, 539 or 540: c-30
With small black Boston PAID		9*	
With large Boston PAID		6	
BOSTON Ms/D/Yr/10 cts (6mm)	63	6	BPM 541, 543 or 544: c-32
Marysville, Cal.		10	
Nevada City, Cal.	64	9*	
New York, N.Y.	65	6	
Ogdensburgh, N.Y.	66	6	Also with "Paid."
San Francisco, Cal.	67	10	
San Francisco, Cal.		6*	SAN FRANCISCO/ D/Yr/10 PAID: c-32
<b>F. Townmarks Including FREE</b>			
Key West, Flo.	68	9	
New York, N.Y.	69	6	
New York, N.Y.		5	With curved FREE above circle: c-32.
Pleasant Grove, Md.	70	-	Not known in association with stamps.
Post Office Department:			
P.O. BUSINESS/FREE	71	4	Several styles.
POST OFFICE/FREE/BUSINESS	72	5	
San Francisco, Cal.		7	
Troy, N.Y.	73	7	
Washington, D.C.:			
WASHINGTON CITY D.C./D/FREE	74	5	Sans serif.
WASHINGTON C/D.C./D/FREE	75	4	

### Townmarks of Educational Institutions

Several educational institutions had their own post offices during this period and used townmarks incorporating the name of the institution. This list includes all such markings that

have been reported. Only a few used non-stock styles. These are illustrated in the schedules showing unusual townmarks, as noted below.

<i>Institution</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>Kentucky</b>		
Military Institute	c-34	9
Military Institute	c-31	8



62



63



64



65



66



67



68



69



70

P.O. BUSINESS  
FREE

71



73



74



72



75



Accidental use of the Washington, D.C., townmark containing the rating FREE on a cover prepaid by stamps.



*Institution*

*Shape  
and Size*      *Rarity  
Number*

**Kentucky (cont.)**

Military Institute	c-25	10
Military Institute	shield-51x35½	9*

**Maryland**

College of St. James	c-33	7
Maryland Agricultural College	c-32	9
Maryland Agricultural College	dc-37	10

**Mississippi**

Oakland College	c-31	8
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**North Carolina**

Carolina Female College	c-32	9
Davidson College	c-32	8
Normal College	c-38	9
Trinity College	c-26	9

**Ohio**

Central College	c-29	10
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**Tennessee**

Enon College	ms	8
Hiwassee College	ms	8
Irving College	c-32	9

**Virginia**

Hampden-Sidney College	dc-36	9
Hampden-Sidney College	c-26	8
Hampden-Sidney College	ms	6
Randolph Macon College	c-35	9
Randolph Macon College	c-26	9
Rappahannock Academy	do-32x20	10*
Theological Seminary	c-31	7
Theological Seminary	c-31	7
Theological Seminary	c-26	8
University of Virginia	c-32	3
University of Virginia	dc-26	2

**Townmarks Denoting Industries**

This listing includes postmarks from towns named after their principal industries, and business that had post offices on the premises. The very common names that include the

words STORES, STATION or DEPOT are not listed. Non-stock styles are listed and illustrated under their appropriate schedules. The exact wording is shown only when it is unusual.



<i>Town (Wording)</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>California</b>		
CALLAHANS RANCH	c-26	7
EMPIRE RANCH	c-34	4
JOHNSONS RANCH	dc-33½	9
SNELLINGS RANCHE	do-34x24	8*
STAPLES RANCH	c-33	8
TAYLORS RANCH	c-31½	8
<b>Connecticut</b>		
CAMPBELL'S MILLS/WINDHAM CO./D/CON.	c-38	10*
<b>Delaware</b>		
HENRY CLAY FACTORY/D/DEL.	c-31	8
<b>Florida</b>		
WOODSTOCK MILLS/ms D/E.FLOR. <sup>A</sup>	c-27	10*
<b>Georgia</b>		
BOND'S MILLS/D/BAKER CO. GEO	c-33	10*
<b>Indiana</b>		
Indiana Furnace		9
WOLCOTT'S MILLS	c-30	9
<b>Kentucky</b>		
EMPIRE IRON WORKS/D/KY	c-29	9
RUDDLE'S MILLS	c-37	9
<b>Maine</b>		
BAR MILLS	dlc-33	5
COOPER'S MILLS	c-33	10
FRANKFORT MILLS	c-30	7
HODGDON'S MILLS	c-32	9
KENDALL'S MILLS	c-31	5
<b>Maryland</b>		
ELICOTTS MILLS	c-30	4
ILCHESTER MILLS	c-30	10
JERUSALEM MILLS	c-29	9
LAUREL FACTORY	c-32	7
McKINSTRY'S MILLS	c-27	10

*Town (Wording)*

<i>Shape and Size</i>	<i>Rarity Number</i>
---------------------------	--------------------------

**Massachusetts**

CHESTER FACTORIES	c-34	7
LENNOX FURNACE	c-36	9
SUTTONS MILLS	c-34	5

**Mississippi**

COTTON GIN PORT	c-30	9
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**Michigan**

MINESOTA MINE/ONTONAGON CO/D/MICH	c-37	8*
NORTH WEST MINE	c-31	10

**New Hampshire**

CHESTERFIELD FACTORY	c-32	9
FESSENDEN MILLS	c-34	10
GEORGES MILLS	c-28	10
GILMANTON IRON WORKS	dlc-32	9
MAST YARD	c-29	10
OIL MILL VILLAGE	dc-31	9
PAPER MILL VILLAGE	c-31	7

**New Jersey**

BERGEN IRON WORKS	c-30	10
FRANKLIN FURNACE		10
OXFORD FURNACE	c-32	8

**New York**

BRUSH MILLS	c-32	7
CLARKS' FACTORY	c-29	8
DEAD WATER IRON WORKS	c-29	10
EVANS' MILLS	c-30	6
GASPORT/D/N.Y.	c-37	4
Hagamans Mills	sl-40x8	9*
HECLA WORKS	c-29	10
NEW YORK MILLS	c-30	6
PERRY'S MILLS/ms D/N.Y.	c-29	6
RAMAPO WORKS	c-30	10
SAND'S MILLS	c-30	10
UNION MILLS	c-29	10
VICTORY MILLS	c-33	6
WASHINGTON MILLS	c-37	8*

**North Carolina**

COMPANY SHOPS	c-33	9
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*Town (Wording)**Shape  
and Size**Rarity  
Number***Ohio**

FOWLERS MILLS		10
Franklin Furnace	sl-35x3	10*
FRANKLIN MILLS	c-32	5
HOCKING FURNACE	dc-31	10
REID'S MILLS	c-37	5

**Oregon Territory and State**

ASHLAND MILLS O.T.	dlc-34	10
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**Pennsylvania**

HOPEWELL COTTON WORKS	c-31	9
JOANNA FURNACE	c-30	10
LINE MILLS	c-31	6
SALTSBURGH	c-30	5
SPRING MILLS		9
Springhill Furnace	ms	7
THORNDALE IRON WORKS	dc-36	9
WHITES TANNERY	dlc-33	9

**Rhode Island**

BRAND'S IRON WORKS	c-28	9
CAROLINA MILLS	c-31	9
SINNICOCK MILLS	c-33	8

**South Carolina**

CALHOUN MILLS	c-30	9
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**Tennessee**

COLUMBIA IRON WORKS	dlc-32	9
COPPER MINES	c-34	7*
HIWASSEE COPPER MINES	c-34	10*

**Vermont**

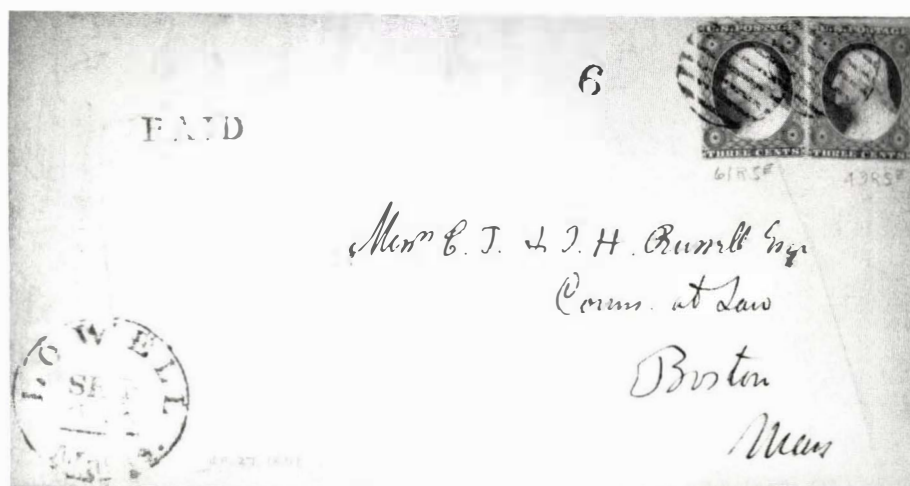
FACTORY POINT	c-31	6
TYSON FURNACE	c-31	9

**Virginia**

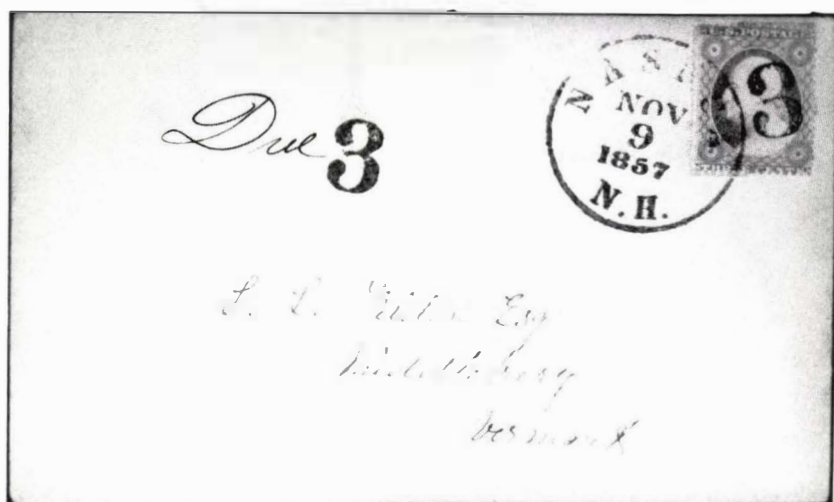
POTOMAC FURNACE	c-32	10
SALTVILLE	c-32	6
TYE RIVER WAREHOUSE	c-30	10

**Wisconsin**

LAKE MILLS	c-31	5
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This cover shows the Lowell postmaster's distrust of stamps alone as a means of prepaying mail. He carefully observed regulations in applying his townmark and separately cancelling the stamps. Then, just to be sure, he applied the "6" and "PAID."



This Nashua, N. H., cover shows proper use of a rating hand-stamp as a due marking (normally on stampless), and incidentally as a canceller.

Instead of a plain straight line, this device features PAID at top of an elaborate box of squares.





## Cancelling Devices

### Rating Marks Used as Obliterators

As was explained in prior sections, rating marks were required on all stampless mail to indicate the postal rate which had been prepaid or which was to be collected from the addressee. If a stampless letter was prepaid, the postmaster was also required to indicate that fact on the cover with the word PAID. Thus, all stampless mail prior to April 1, 1855, will bear these markings in addition to or incorporated into the townmark.

However, we sometimes find such markings on covers where postage stamps have been used to prepay the full rate, just as we found townmarks containing the rate numeral, PAID or FREE used in conjunction with stamps in the prior section. Again, these markings used on stamped covers are redundant since the stamp itself is evidence of the rate and prepayment. The regular use of such separate handstamps (not incorporated in the townmark) cannot be excused on the grounds of economy. They simply represent the reluctance of certain postmasters to give up old habits.

It appears, however, that relatively few postmasters used these markings regularly on stamped mail. The large majority of them were used only occasionally, and perhaps accidentally. Towns where they were regularly used include Boston and Leominster, Mass., and Bucksport, Maine.

This listing contains only markings found on fully prepaid stamped domestic mail. The following classes of markings are not included:

1. Drop letter and printed circular rating markings. These usually show a 1¢ or 2¢ rate (see the Drop Letter and Circular Mail listing).

2. Unpaid, partly paid, or forwarded mail in which the unpaid marking was at the stampless-collect or stampless-prepaid rate.

3. U.S. mail to foreign countries and mail from such countries.

4. Numerals that designate special postal services, such as FORWARDED 3, WAY 1, STEAM 2, CAR 2, etc.

5. Express company or private carrier markings.

Some of the listed markings are in special demand in certain colors, which were used only for a limited time. An attempt has been made to list these special items. Unless otherwise stated, black color is assumed.

It is sometimes difficult to determine whether a particular marking is an oval or a partially struck circle. If only one dimension is given, it is assumed that the marking is circular; it is measured across the widest portion of the mark which shows.

#### A. Plain or Decorative PAID Without Numerals or Obliterating Bars.

A majority of these markings are stock styles making it difficult to identify each town where they were used. Where the town is known, it is listed. In addition, all unusual designs have been identified according to town where that information is known.

The following identifying code has been used:

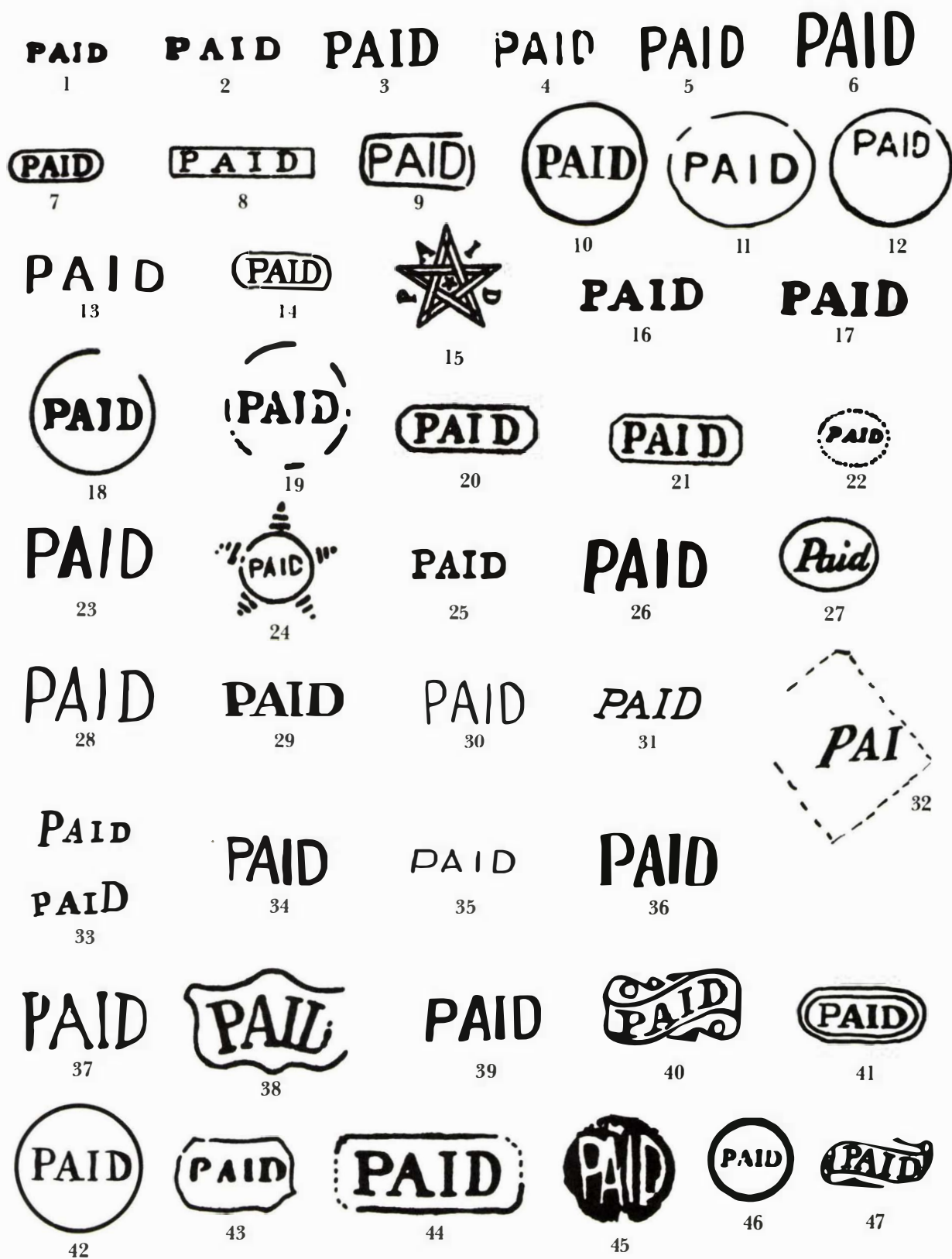
- M1 - PAID unframed.
- M2 - PAID in a rectangular frame.
- M3 - PAID in the center of a circle.
- M4 - PAID in the center of an oval.

M5 - PAID offset in a circle or oval (probably resulting from a numeral having been removed).

Numerals following the "M" code are dimensions. BPM refers to the *Boston Postal Markings* number.

M6 - PAID in a fancy design (not bars).

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Any town, except where listed:	1-6	M1	2
	7-9	M2	3
	10	M3	3
	11	M4	4
	12	M5	5
Adams, Penn.	11	M4-25x20	4
Auburn Dale, Mass.	13	M1-23½x6	2
Beverly, N.J.	14	M2-17x6½	3
Bond's Village, Mass.	15	M6-18	8 Red
Boston, Mass.	16	M1-20x5 (BPM 527)	5*
Boston, Mass.	17	M1-21x6 (BPM 630)	5
Boston, Mass.	18	M3-21 (BPM 627-8) (single break)	4
Boston, Mass.	19	M3-21 (BPM 629-9A) (multiple breaks)	1
Boston, Mass.	20	M2-23½x8 (BPM 631)	1
Boston, Mass.	21	M2-22½x8½ (BPM 632)	1
Christiana, Wis.	22	M4-12x10	8
Collinsville, Conn.		M6-axe-14x11	8
Frankfort Mills, Maine	23	M1-21½x9	3
Glendale, Mass.	24	M6-21	9
Greenville, Mich.	25	M1-16x5	2
Lincoln, Mass.	26	M1-21x9	3
Livingston, Texas	27	M6-16x12	6
Marysville, Kansas Ter.	28	M1-22x10	6
Medina, Ohio	29	M1-21x6	2
Newago, Mich.	30	M1-17x7½	3
Newago, Mich.	31	M1-18x6	3
New London, N.H.	32	M1x?x9½	2
North Weare, N.H.	33	M1-16x5½; Either first or last letter is capital.	4
Osseo, Minn.	34	M1-16½x8	5
Proctorville, Vt.	35	M1-17x4	2
South Royalston, Mass.	36	M1-20x9	2
Stokes, N.Y.	37	M1-21x10	5
Swampscott, Mass.	12	M5-21	5
Syracuse, N.Y.	38	M6-?x18	6
Tewkesbury, Mass.	39	M1-19½x8	2
Troy, N.Y.	40	M6-23x13	6
West Brook, N.C.	41	M2-22x10	8
West Cambridge, Mass.	42	M3-21½	2
Town unknown	43-47		2



## B. PAID in Same Handstamp as Obliterating Design.

The Boston PAID in grid set the style for all of the markings listed here. The non-Boston M-7 markings were used primarily in small New England towns, and are popularly known as "imitation Boston PAIDs." The designs are coded as follows:

M7 - PAID with bars, rays, etc., in circu-

lar or oval shape.

M8 - PAID, similar to M-7, but with a square or rectangular outline.

M9 - PAID with bars or dots resembling a flag or shield.

M9A - Duplex containing word PAID attached to separate obliterator.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Any town (so far unidentified)	1-5	M-7	6
<b>Connecticut</b>			
Jewett City	6	M7-17 (blue)	7
Norwich	7, 8	M7-23 (neg., blue)	4
Norwich	9	M7-23 (PAID reversed, blue)	8
Yantic	10	M7-19 (blue)	6
<b>Kentucky</b>			
Brownsville	11	M7-19	9
<b>Maine</b>			
Addison Point	12	M7-12x18 (partial)	7
Bucksport	13	M9-20x25 (blue)	6
Detroit	14	M8-20	7
East Winthrop	15	M7-16	7
Farmington	16	M7-17	7
Gorham	17	M7-20	6
North Livermore	18	M7-19	8
Saco	19	M7-19 (4 bars)	3
Saco	20	M7-19 (8 bars)	4
Turner	21	M7-20	7
West Baldwin	22	M7-23	7
<b>Maryland</b>			
Baltimore (probably)	23	M7-19	6
<b>Massachusetts</b>			
Ashburnham	24	M7-17	6
Beverly	25	M7-25	2
Boston	26	M7-18 (BPM 616) (red or magenta)	5
Boston	26, 27	M7-18 (BPM 616-7)	2
Boston	28, 29	M7-24 (BPM 620-1)	1
Boston		M7-24 (BPM 621) (red)	7
Boston	30	M7-24 (BPM 622)	2
Boston	31	M7-24 (BPM 623) (bars free)	1





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15



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<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>PAID in Obliterator (cont.)</b>			
<b>Massachusetts (cont.)</b>			
Boston	32	M7-25 (BPM 624) (bars free, heavy)	2
Boston	33	M7-24 (BPM 624A) (5mm PAID, bars touch)	1
Boston	34	M7-24 (BPM 625) (6mm PAID, bars 10mm apart)	3
Dedham	35	M7-19	5
East Abington	36	M7-14 (blue)	7
Glendale	37	M9-19x24 (blue)	8
Haverhill	38	M7-25 (ultramarine)	8
Haverhill	39	M7-25 "IDPA"	8
New Salem	40	M7-16	7
North Chelmsford	41	M7-25	7
North Cohasset	42	M7-19	9
Orange	43	M7-14	8
Salem	44	M9A-sl-24x6; c-18½	7
<b>Mississippi</b>			
Woodville	45	M7-27	See note 1.
<b>New Hampshire</b>			
Bath	46	M7-18 (neg.)	8
Bradford	47	M7-22	7
Center Sandwich	48	M8-17x18	6
East Sanbornton	49	M7-20 (neg. rev.)	7
Epping	50	M7-21	8
Fitzwilliam	51	M7-28 (neg.)	7
New Ipswich	52	M7-17	6
Wakefield	53	M7-26	8
<b>New York</b>			
Clayton	54	M7-21	8
<b>Vermont</b>			
Jamaica	55	M7-25 (red, black)	7
Wells River	56	M7-20	7

1. There is some doubt as to the authenticity of this marking. It has been seen on a cover with a 1¢ stamp addressed to Woodville (a drop letter), and the same marking with an identical defect in the rim has been seen on a cover originating in Wisconsin.



The postmaster at Dedham, Mass., wove PAID into a circular obliterator of bars and triangles.

### C. Rate Numerals, Framed or Unframed, with or without CENTS, CTS. or C.

A few towns occasionally used their rating numerals as obliterations of postage stamps. It is believed that the Leominster, Massachusetts, postmaster so used it regularly for a limited period of time. Because the Leominster "3" always appears fully on the stamp (not tying it to cover), it seems probable that sheets of stamps were precancelled prior to use. Support for this view lies in the fact that what is undoubtedly a Leominster "3" has been seen on a cover town-marked elsewhere, but the letter shows an association with Leominster. Presumably, the purchaser of the stamp at Leominster used it at

this other town.

A single numeral handstamp is also occasionally seen used as a surcharge over a rate indicated by another handstamp.

The following code is used to identify the four classes of such markings:

M10 - Arabic numeral, unframed unless otherwise stated.

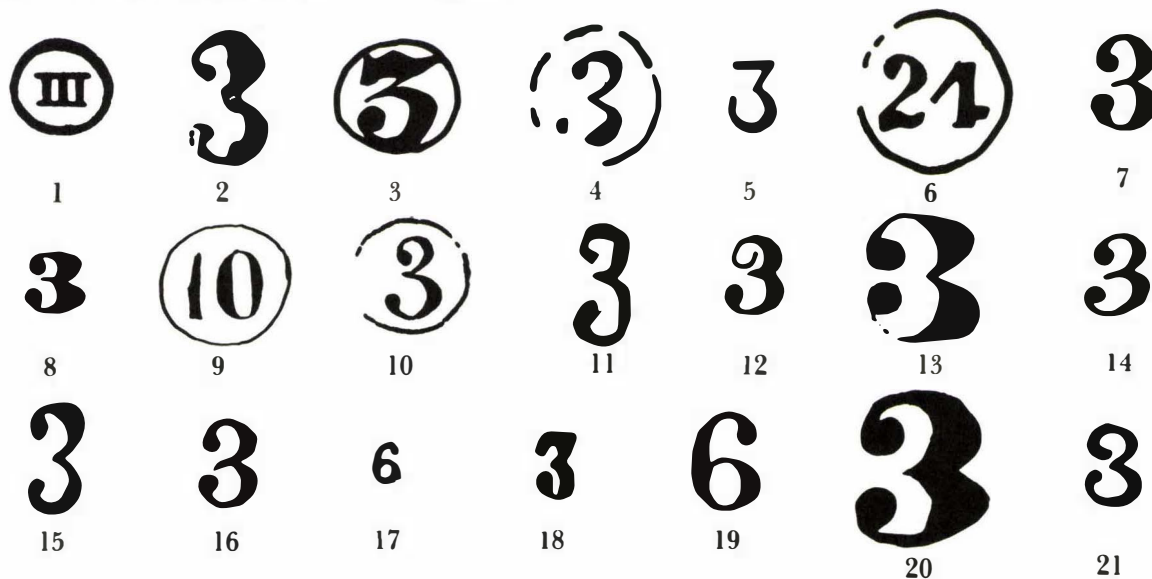
M11 - Roman numeral, unframed unless otherwise stated.

M12 - Arabic numeral with C, CTS or CENTS.

M13 - Roman numeral with letter C.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Any town, except as listed, framed or unframed:			
		M10-"3"	4
		M10-"6"	6
		M10-"10"	6
		M10-other numerals	7
	1	M11-Roman III	6
		M11-Roman X	6
		M12-3¢ or 3 cts	6
		M12-Others with C, CTS, or CENTS	7
		M13-Roman III in C	7
	<b>California</b>		
Nevada City		"6" as surcharge	8*
	<b>Connecticut</b>		
Madison	2	M10-10½x18 "3"	4
Norwich		M11-"III"	5
	<b>Illinois</b>		
Chicago	3	M10-16 encircled "3"	5
Freeport	4	M10-17 encircled "3"	5
	<b>Indiana</b>		
Hagerstown		M10-encircled "10"	4
Plymouth	5	M10-6x10	6
Terre Haute	6	M10-21 encircled "24"	6
Vincennes		M13-"III" in "C"	8





<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>Iowa</b>			
Fort Des Moines	7	M10-8½x12½	6
<b>Louisiana</b>			
Lake Providence	8	M10-8x9	5
<b>Maine</b>			
Cornish	9	M10-17	4
East Corinth	10	M10-15½ encircled	6
Rockland	11	M10-7½x17	5
South Berwick	12	M10-7½x11	6
Springvale	13	M10-15x17½	7
Turner		M10	7
<b>Massachusetts</b>			
Andover	14	M10-9x11	6
Amesbury	15	M10-7x15	6
Boston		M10-"3" as cancel	7
Boston		M10-"3" as surcharge (note 1)	5
Boston		M10-"6" as surcharge (note 1)	6
Foxboro		M12-"3 cts"	6
Lawrence		M10-"3"	5
Leominster	16	M10-7½x12 "3"	5
Lowell	17	M10-3½x6 "6"	6
Milford	18	M10-5x9½ "3"	5
Salem	19	M10-9x13½ "6"	6
South Hadley	20	M10-17x20 "3"	6
South Hadley Falls	21	M10-7½x11 "3"	6

1. These surcharges are on Boston townmarks having rating marks other than as required.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>C. Rate Numerals (cont.)</b>			
<b>Michigan</b>			
Detroit	22	M12-21	6
Saline		M10-“3”	7
<b>Minnesota</b>			
Red Wing		M10-“3”	7
Wasioja	23	M10-10x16 “3”	6
<b>New Hampshire</b>			
Canaan	24	M10-9x12½ “3”	6
Concord	25	M10-12x6 “30”	7
Enfield		M10-“10” in circle	7
Keene	26	M10-8½x12 “3”	6
Manchester	27	M10-15 “6” in dlc	7
Nashua	28	M10-8½x13 “3”	6
Paper Mill Village		M10-“3”	6
Paper Mill Village	29	M11-16½ “III”	7
Pembroke	30	M10-17½ “3” offset encircled	8
Rindge	31	M10-11x15½ “3” framed (blue).	7
<b>New Jersey</b>			
Bordentown	32	M10-9x14 “3”	6
Bordentown	33	M10-20x11 “10”	6
Somerville		M10-“10”	4
<b>New York</b>			
Ashland		M11-“III” encircled	5
Lewiston	34	M10-6x11½ “3”	7
Macedon	35	M10-7x11½ “3”	4
Oxford		M10-“3”	6
Red Hook	36	M10-7½x12 “3”	4
Rochester		M10-“10”	6
<b>North Carolina</b>			
Greensborough		M10-“3”	6
<b>Ohio</b>			
Hiram	37	M10-8x12 “3”	6
Oberlin	38	M10-8x8½ “3” (blue)	7
<b>Pennsylvania</b>			
Easton	39	M10-7½x12 “3”	5
New Galilee	40	M10-17½ “3” encircled with dots below	6
Reading	41	M10-9½x14½ “3”	5



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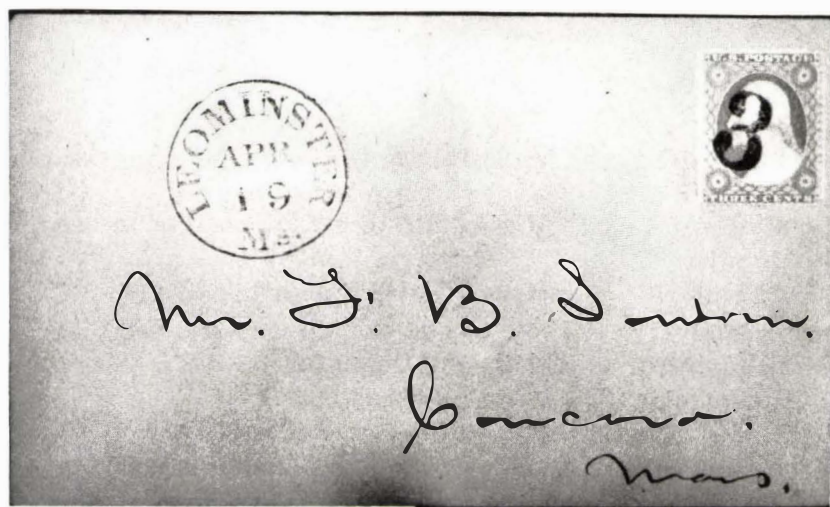
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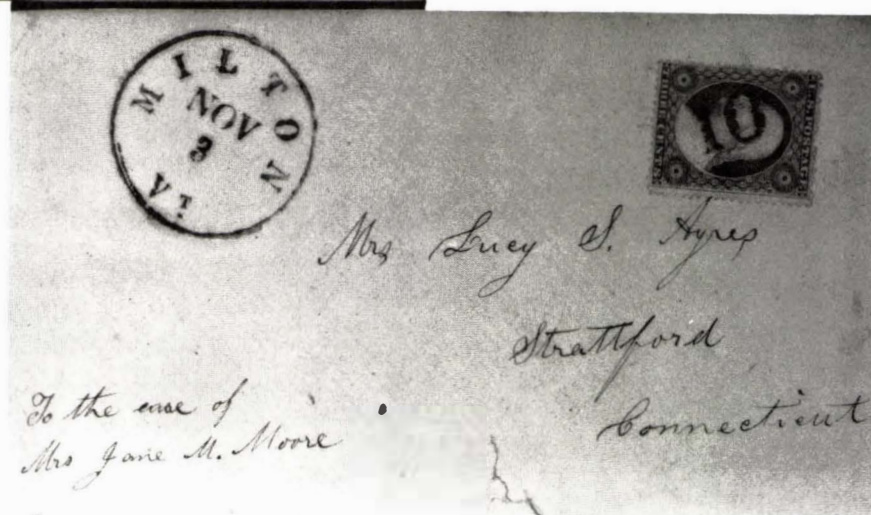
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The Leominster, Mass., "3" may have been used as a precancel. It is not known tying stamp to cover, suggesting that sheets were handstamped "3" prior to sale.

Accidental use of the "10" rate mark at Milton, Vt., to cancel a 3¢ stamp, which properly prepaid the letter.



<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
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**C. Rate Numerals (cont.)****Vermont**

Addison	42	M10-19 "10"	7
Milton		M10-"10"	6
Northfield		M10-"24" encircled	5
Orwell	43	M10-7x11 "3"	6
West Randolph	44	M10-7x11 "3"	6
Whiting		M10-"3"	6
Felchville	45	M13-15	8

**Virginia**

Abingdon	46	M10-11½x13 "3"	7
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**State Undetermined**

Town unknown	47-51		4
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**D. PAID and Numeral, with or without CENTS, CTS, or C.**

These markings were regularly used on pre-paid stampless mail prior to January 1, 1856. Occasionally they were used as obliterations on stamps. A few appear to have been used regularly on covers with stamps, at least for a time. Examples: Orfordville, N.H., Westborough, Mass. The town listing purposely omits many M14s that are in black, even though the town may be known.

M14 - Stock style curved PAID over 3 in circle.

M15 - PAID over, under, or alongside of 3 (other than M14).

M16 - PAID and 3, overlaid or in fancy designs.

M17 - PAID or P with 3 and CENTS, CTS, or C.

M18 - PAID and Roman III with or without C.

M19 - PAID vertically in stroke of "3".

M20 - PAID with numeral other than "3".

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Any town, except as listed:		M14	3
		M15-3/PAID encircled	5
		M15-sl PAID/3 encircled	4
		M15-curved or sl PAID/3 unframed	4
		M19-negative PAID in 3	9
		M20-PAID/6 or equivalent	7
		M20-PAID/10 or equivalent	7





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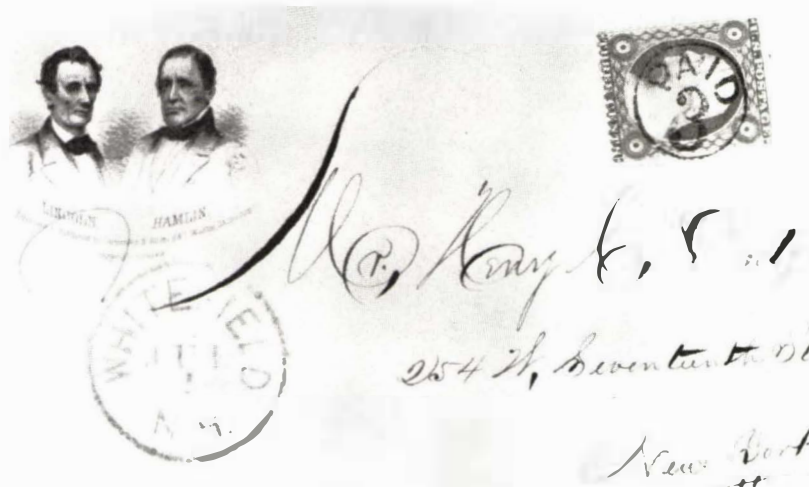
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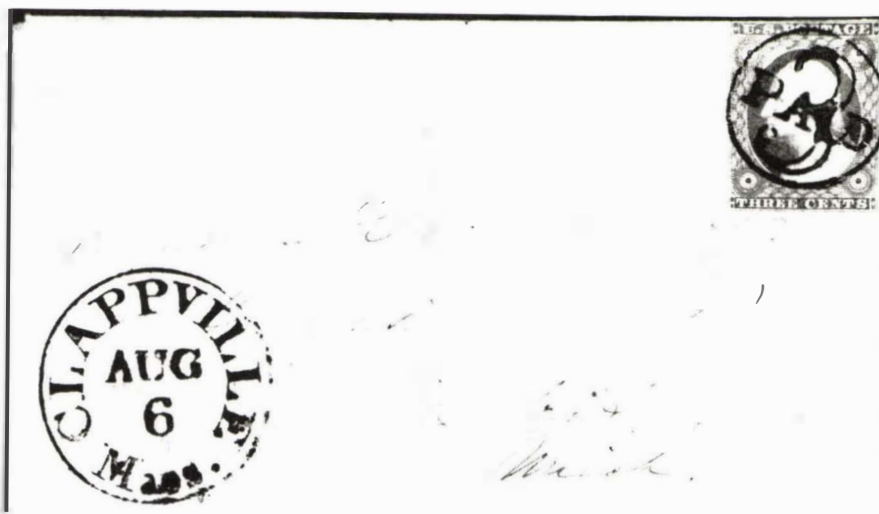
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A stock style handstamp combining "PAID" and "3" used at many offices as rating mark and obliterator.



The stock style was sometimes converted to a fancy rate mark by imposing a large "3" over "PAID," as in this example from Clappville, Mass. The "3" here is in outline.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
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**D. PAID and Numeral (cont.)****California**

Marysville	1	M20-25x22 PAID/6 oval	10
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**Connecticut**

Lebanon	2	M14-21	5
New Britain	3	M14-20 (red)	7
Torrington	4	M16-18½x17	5
West Hartford	5	M15-18½x15½ approx. (odd offset)	7

**Maine**

Bath	6	M14-20	6
Canton Mills		M14	6
Ellsworth	7	M16-20 approx.	9
Milo	8	M15-11x17 approx.	6
North Berwick	9	M19-11½x18	9
Saco		M17 (PAID 3)	5
Sangerville	10	M14-21½ (red)	8
Stevens Plains		M14 (red)	7

**Massachusetts**

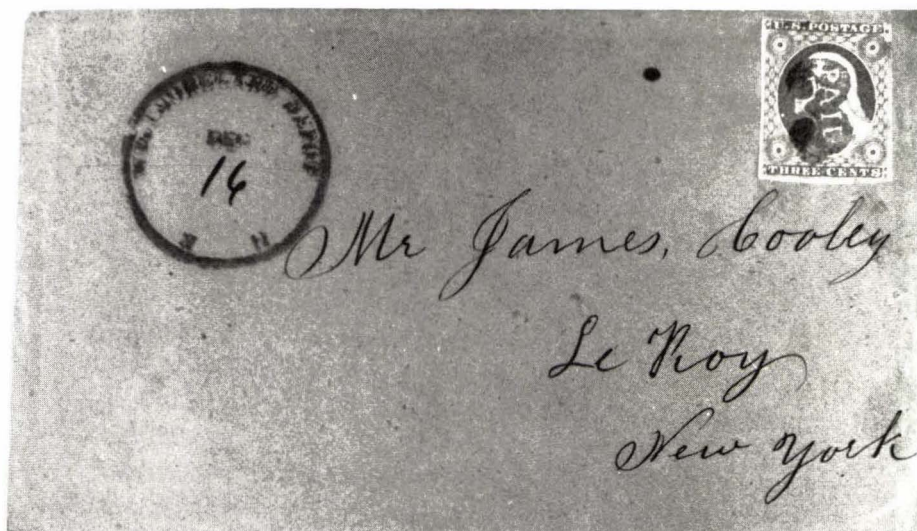
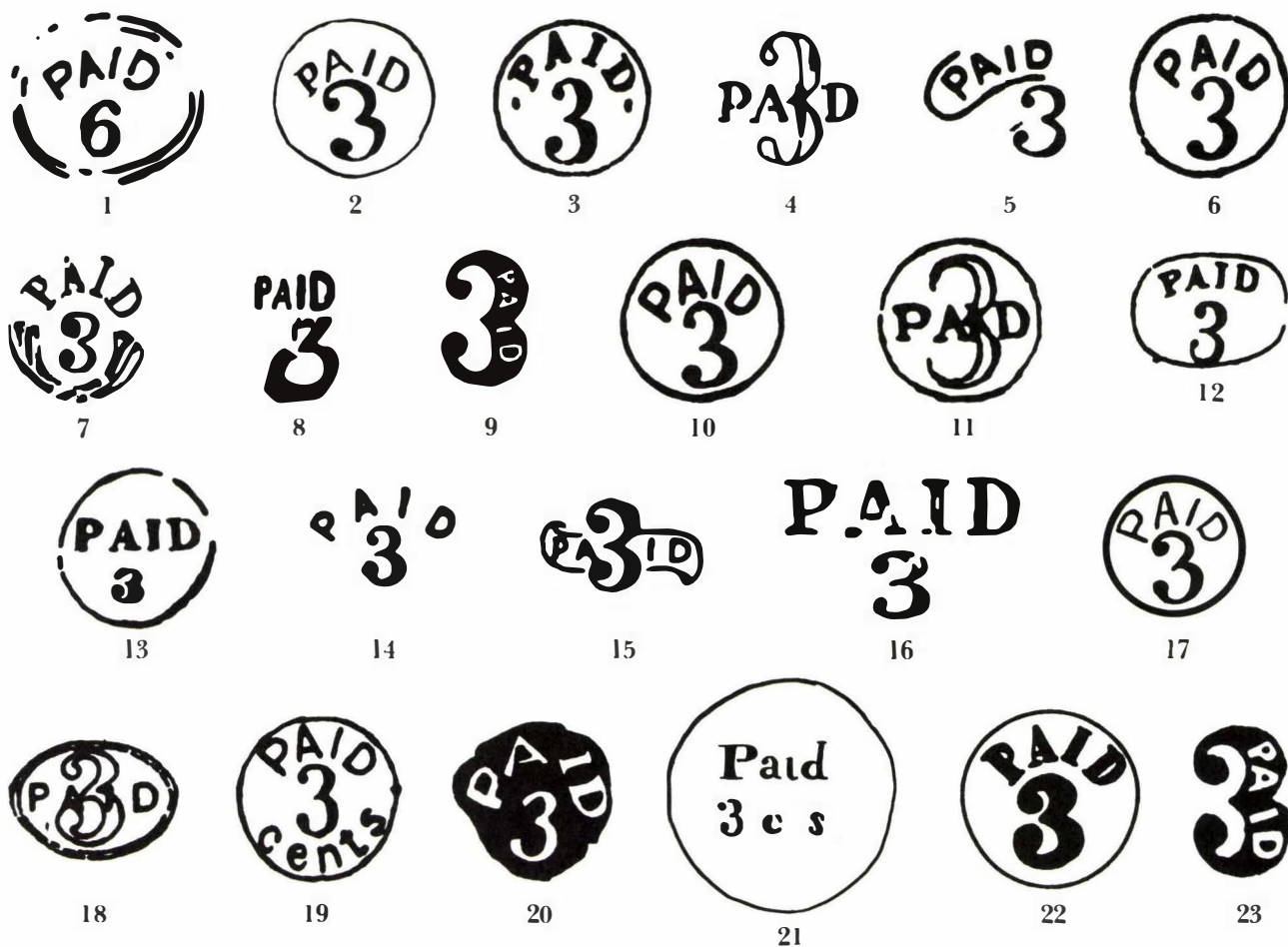
Andover		M14 (green)	8
Clappville	11	M16-21½	9
Danversport	12	M15-20½x14½	6
East Taunton		M14	5
Fitchburg	13	M15-20½	5
Harrison Square		M14 (brown)	6
Ipswich	14	M15-19½x13½	5
Ipswich	15	M16-21½x12½	6
Lawrence		M14	5
Lenox Furnace		M14 (green)	8
Leominster	16	M15-31½x18	5
Mattapoisett	17	M14-18	3
Westborough	18	M16-22x15½	7
West Needham		M14 (red)	8
Worcester		M16	8

**Mississippi**

Brandon	19	M17-21	6
Canton	20	M15-21	7

**New Hampshire**

Alton	21	M17-29½	6
Bath	22	M14-23½	6
Center Sandwich	23	M19-12½x20	9



Here the postmaster at Westmoreland Depot, N. H., has cut a negative "PAID" into a solid "3" to create one handstamp serving both as rate mark and obliterator.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
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**D. PAID and Numeral (cont.)****New Hampshire (cont.)**

East Andover	24	M 15-20½	7
Lyme		M 14	6
New Hampton		M 15 (green)	8
Orfordville	25	M 15-16x12 (two forms)	5
Troy		M 14	4
Westmoreland Depot	26	M 19-10x15½	9
Whitefield		M 14	4
Winchester	27	M 15-19½x12	4

**New York**

Ludingtonville		M 14	5
Norwich	28	M 20-19½	8
Pound Ridge	29	M 14-20	8
Rome	30	M 18-18	10
Stittville	31	M 21-25½x9	10
Watertown	32	M 18-18	9
Westmoreland	33	M 16-20	10

**Ohio**

Charlestown	34	M 15-19½	8
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**Pennsylvania**

Bedford	35	M 15-18	4
York		M 14 (green)	8

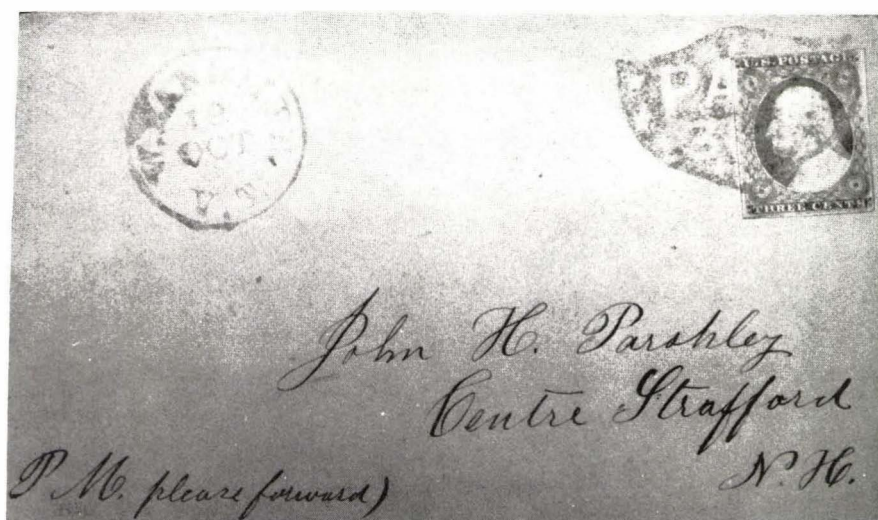
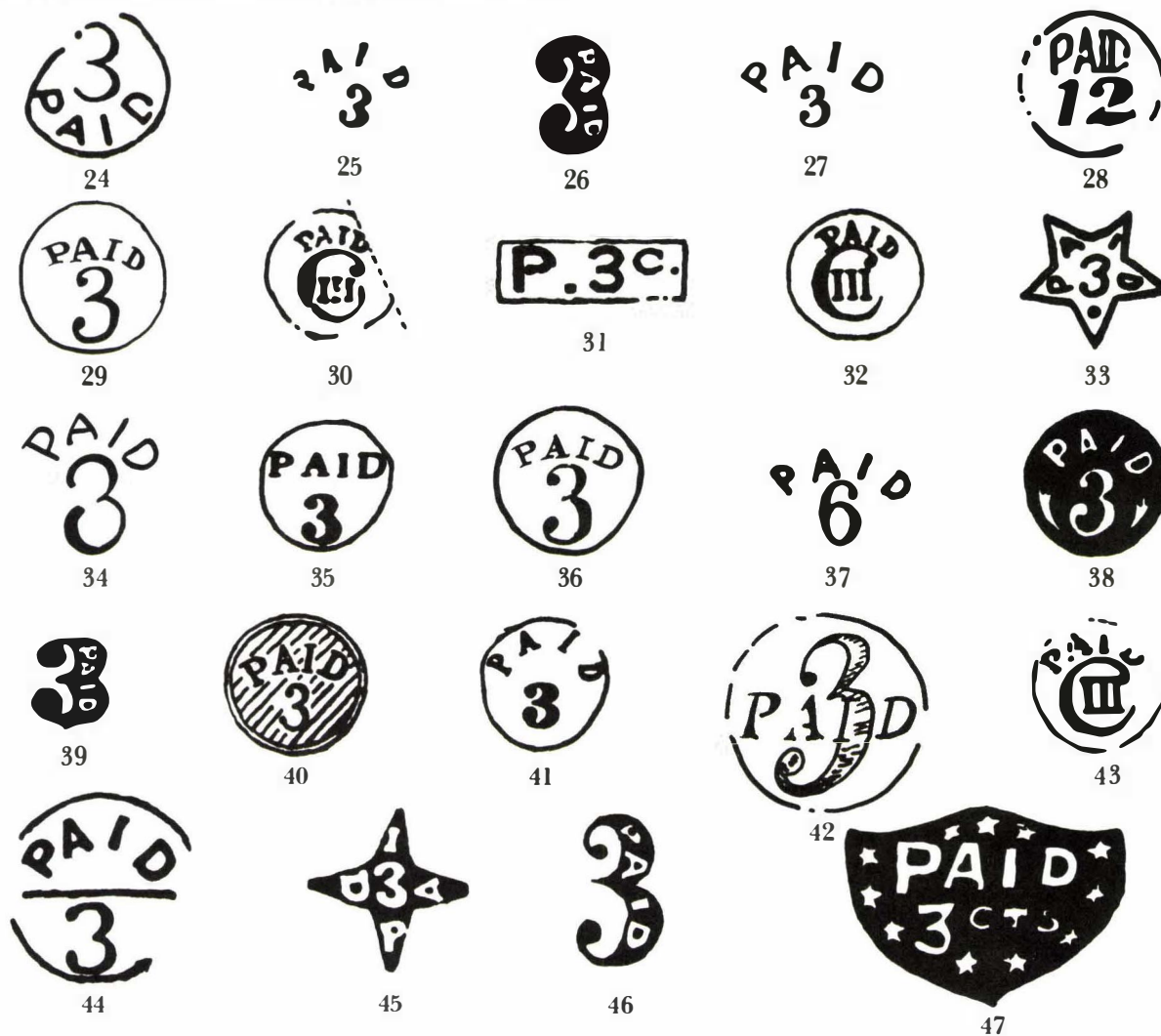
**Rhode Island**

Peace Dale	36	M 14-20	4
Tiverton		M 14 (red)	7

**Vermont**

Bennington	37	M 20-19x13½ "PAID/6"	7
Bradford	38	M 16-19½	10
Brattleboro	39	M 19-10½x12	9
Brattleboro	40	M 16-19	9
Jamaica		M 15-unframed	6
Larrabee's Point	41	M 14-17½	5
Newbury		M 15	5
Passumpsic	42	M 16-27	8
South Craftsbury	43	M 18-18 (blue)	9
Vershire	44	M 15-25	6
Vershire	45	M 16-22 (blue)	10
West Charleston	46	M 19-11½x20	10
West Randolph	47	M 20-37x28½ (red)	10





Oversize obliterator of West Randolph, Vt., with PAID/3 CTS within a shield embellished with stars.

**E. FREE**

The use of the rating handstamp FREE as a stamp obliterator was, of course, accidental, since such use was a contradiction in terms.

This listing does not include the use of such handstamps in the normal way on stampless mail.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Any town	1-3	sl	2
Brookville, Md.	4	sl-22x6½	4
Conway, N.H.	5	sl-21x6½	4
Gouldsboro, Pa. (pre-printed)	6	sl-26x6½	6
Saratoga Springs, N.Y.	7	arc-25	4
Wakefield, R.I.	8	b-sl-16½x6	3

**FREE**

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**FREE**

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**FREE**

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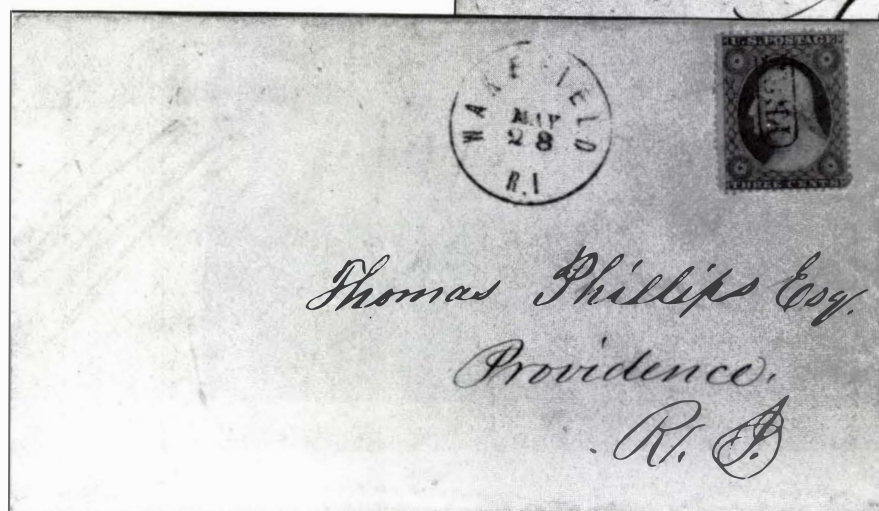
**FREE**

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**FREE**

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A FREE handstamp accidentally used at Conway, N.H., on a Nesbitt envelope prepaying a single 3¢ rate.



A similar use of a boxed FREE to obliterate a 3¢ stamp at Wakefield, R.I.

**FREE; Without Numerals or Lettering — Categories  
Obliterators without Numerals or  
Lettering**

127

Early philatelic studies of postal markings principally had to do with "cancellations"; that is, the design of the marking that obliterated the stamp. Such items are still much in demand if unusual and some command large premiums. Even the simpler ones, when used only a short time, such as the New York 13 bar square grid in red, are much sought after. The listing here is

far from complete because it includes only those that have been identified as to town of origin, and of those only the ones that add significantly to the value of the stamp on cover. Many markings whose origin is known are not listed because they are merely modifications of common grids, bars or smudges. They add little, if anything, to value.



The axe canceller of Collinsville, Ct.

The obliterators are grouped in categories, as follows:

- |  |   |
|--|---|
| L1 - Approximately square grid, unframed.                            | L13 - Groups of dots or dashes (21mm and up). |
| L2 - Same, framed.   | L14 - Pinwheel or V's.                        |
| L3 - Rectangular grid, unframed.                                     | L15 - Triangle.                               |
| L4 - Same, framed.   | L16 - Two bar cross.                          |
| L5 - Extra large circular grid (24mm and up).                        | L17 - Multi-bar cross.                        |
| L6 - Extra large oval or rectangular grid for cancelling two stamps. | L18 - Masonic emblem.                         |
| L7 - Odd shaped or modified grid.                                    | L19 - Odd Fellows' emblem.                    |
| L8 - Extra small circular grid (12mm or less).                       | L20 - Lyre (solid base).                      |
| L9 - Stock target.   | L21 - Lyre (two branch base).                 |
| L10 - Individually made target.                                      | L22 - Flag.                                   |
| L11 - Star (5 point unless otherwise stated).                        | L23 - Patriotic shield.                       |
| L12 - Encircled or decorated star.                                   | L24 - Fancy, not otherwise classified.        |

The number at the right of the "L" number indicates the approximate significant dimension in millimeters, such as the diameter of a circle, side of a square, across points of a star, etc.



<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Any State</b>				
L9 on imperforate stamp			3	
L9 on perforated stamp			1	
<b>Alabama</b>				
Montgomery	1	L2-20x23	4	
Tuscaloosa	2-5	L11-19 8 point	4	
<b>California</b>				
Bidwells Bar	5a	L6-32x14	7	
Downieville	6	L11-18	5	
Downieville	7	L11-21	5	
Downieville	8	L12-24	5	Handmade.
Downieville	9	L12-20	5	May be same as #6.
Downieville	10	L12-23½	5	
Grass Valley	11	L7-21	4	Rays.
Knights Ferry	12	L24-28	5	
Marysville	13	L17-20	5	
Marysville	14	L13-27x21	5	
Marysville	15	L6-37x18	4	
Marysville	16	L24-20	9	
Marysville	17	L11-30	9	
Michigan Bluff	18	L6-29x20	6	
North Branch	19	L24-19½	7	
Oroville	20	L13-22x20	4	
San Francisco	21	L6-37x24	7	
San Francisco		L1-18	10	Used on circulars.
Sonora	22	L13-20	6	
Stockton	23	L22-41x24	9	Rays. Blue.
<b>Connecticut</b>				
Canaan	24	L12-18	6	
Canterbury	25	L7-17	3	
Central Village	26	L10-16	3	
Collinsville	27	L24-11x14	7	Axe.
Collinsville	28	L7-17	2	
Danbury	29	L10-19	5	
Deep River	30	L7-20x22	5	
East Windsor Hill	31	L7-18	3	
Greenville	32	L3-20x5	3	
Hebron	33	L24-16	3	
Killinsworth	34	L10-20	6	
Madison	35	L12-21	5	
New Haven	36	L13-31	4	





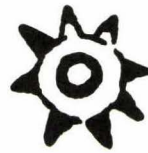
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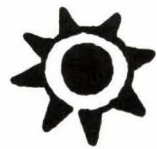
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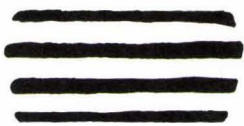
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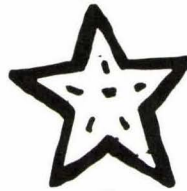
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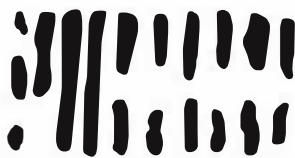
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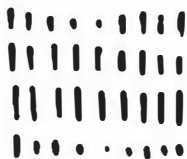
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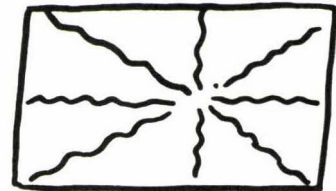
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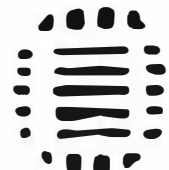
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<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Connecticut (cont.)</b>				
Norwich	37	L14-28	1	
Plymouth Hollow	38	L23-16½x20	8	
Plymouth Hollow	39	L24-20	10	
Portland	40	L12-24	6	
Putnam	41	L11-20	5	
Putnam	42	L10-17	4	
Putnam	43	L12-23x22	6	
Scotland	44	L7-19	3	Not entirely traced.
Tariffville	45	L1-20x18	3	
Terryville	46	L1-11	3	
Thompson	47	L24-15½x20	6	
West Haven	48	L22-20x13½	8	
West Haven	49	L24-6½x14	3	Patent.
<b>Illinois</b>				
Aroma	50	L11-21	5	
Barrington Station	51	L14-19	3	
Cottage Hill	52	L7-19	5	
Dudley	53	L3-18x19	4	
Henry	54	L17-18	5	
Farmington	55	L23-19	8	
Geneva	56	L10-19	3	
Geneva	57	L24-20	3	
LaSalle	58	L24-26	6	
Naperville	59	L22-21	9	
Naperville	60	L7-21	6	
Olney	61	L3-14x18	3	
Oregon	62	L3-14½x14	3	
Rockford	63	L24-19	8	Swallow.
Woosung	64	L7-15	3	
<b>Indiana</b>				
Huntington	65	L24-25	5	
Indianapolis	66	L10-17	3	



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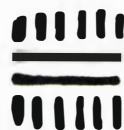
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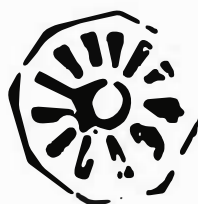
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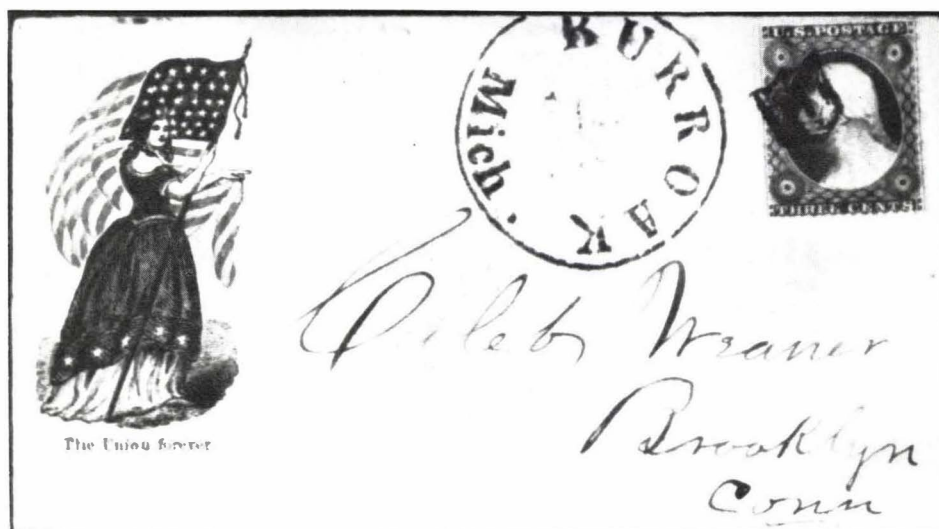


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Encircled star from  
Portland, Conn.

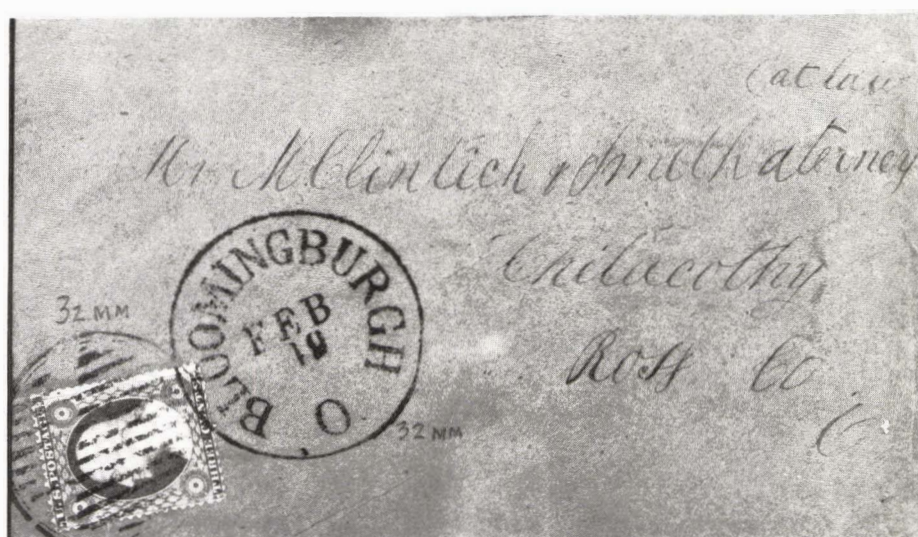
Cloverport, Ky., as  
well as a homemade  
rimless townmark,  
used a rebus-like obli-  
terator, a clover leaf.



Patriotic shield from  
Burr Oak, Mich.



Segmented diamond  
from Paper Mill  
Village, N. H.



The very large (32 mm) grid  
in double-lined circle from  
Bloomingburgh, O.

As the Civil War  
approached, the  
postmaster at Penn  
Haven, Pa., made  
every cover patriotic  
by using a flag can-  
celler.



<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Iowa</b>				
Davenport	67	L24-17	2	
Fairport	68	L11-20 (approx.)	8	
Grinnell	69	L24-16x15	4	
Lybrand	70	L4-13x19	4	
Maquoketa	71	L14-19	4	
Mechanicsville	72	L24-15	5	
Tipton	73	L14-22	4	
Vinton	74	L24-21	6	
<b>Kansas</b>				
Topeka	75	L10-19	5	
<b>Kentucky</b>				
Cloverport	76	L24-clover-22x13½	6	
Louisville	77	L14-19	4	
Louisville	78	L14-23	4	
Russellville	79	L14-19	4	
Shelbyville	80	L7-11	2	
Shelbyville	81	L24-12½x14	5	
Shelbyville	82	L17-25	4	
Tompkinsville	83	L22-21x14	9	
<b>Maine</b>				
Belfast	84	L24-18	2	
Farmingdale	85	L7-18	3	
Gorham	86	L24-21	4	
Mattawamkeg	87	L13-23x16	3	
Mechanics Falls	88	L3-21x17	4	
Rockland	89	L24-18x19	5	
Sabattacus	90	L17-18	4	
South ?	91	L7-19	-	
South China	92	L5-25	4	
Turner	93	L11-19	4	
Weld	94	L1-18x15	4	
West Bethel	95	L10-15	4	Spiral.



67



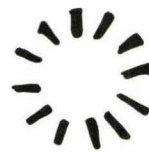
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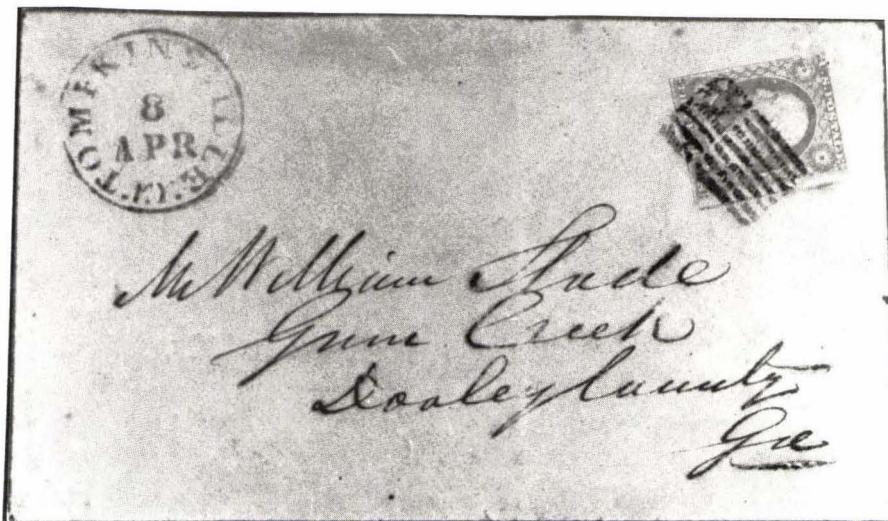
93



94



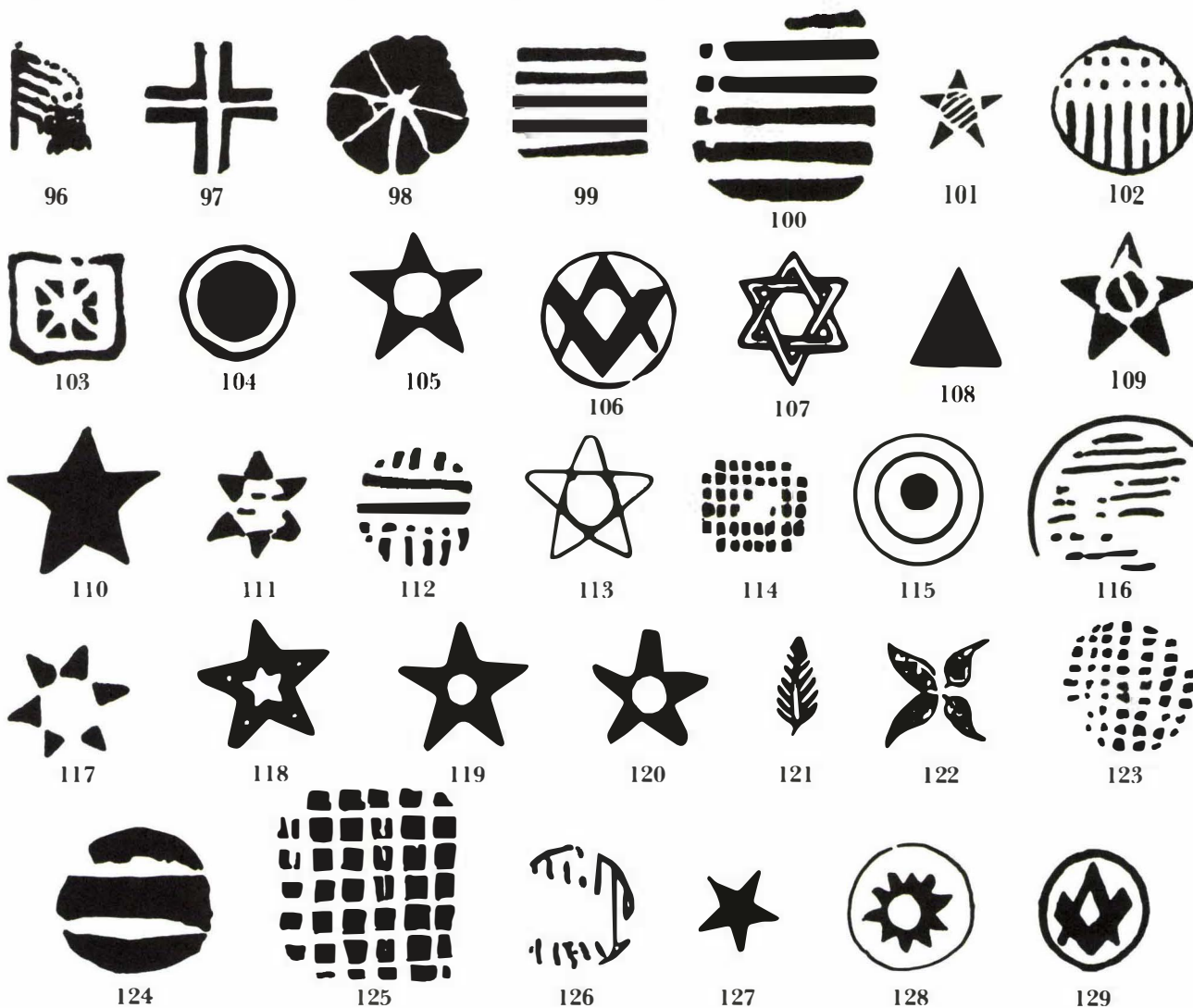
95



Very early flag obliterator from Tompkinsville, Ky.

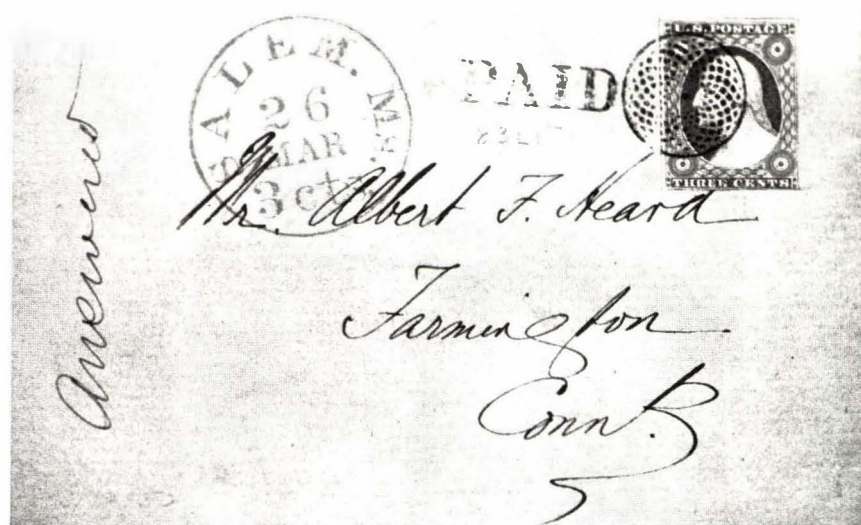
<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Maryland</b>				
Annapolis	96	L23-12x16	8	
Grantsville	97	L14-20	3	
<b>Massachusetts</b>				
Amherst	98	L14-20	2	
Ashfield	99	L1-19x16	4	
Ashfield	100	L1-26	6	
Ashland		L24	9	Eagle.
Barre	101	L12-12	5	
Blackstone	102	L23-20	7	
Canton	103	L7-15	3	
Chelsea	104	L10-16	5	
Chelsea	105	L11-20	4	
Chicopee	106	L18-19	8	
Chicopee	107	L11-18	4	
Chicopee	108	L15-13x14	4	
Clappville	109	L11-19	5	
Clappville	110	L11-21½	5	Blue.
Cohasset	111	L11-16	5	
Danvers	112	L7-16	2	
Danvers Centre	113	L11-18	5	Blue.
Enfield	114	L1-14x12	2	
Freetown	115	L10-18	3	
Foxboro	116	L5-?	3	
Glendale	117	L11-18	4	
Glendale	118	L11-19	7	Blue.
Halifax	119	L11-18	5	
Housatonic	120	L11-16	4	
Joppa Village	121	L24-6x14	7	
Joppa Village	122	L24-19	7	
Lawrence	123	L7-19	1	
Leicester	124	L7-22	2	
Leicester	125	L7-25x27	2	Blue.
Lowell	126	L7-17	1	A wedge has been cut out of this grid.
Millville	127	L11-12	4	
Millville	128	L12-17	5	
Mittineague	129	L18-16	8	





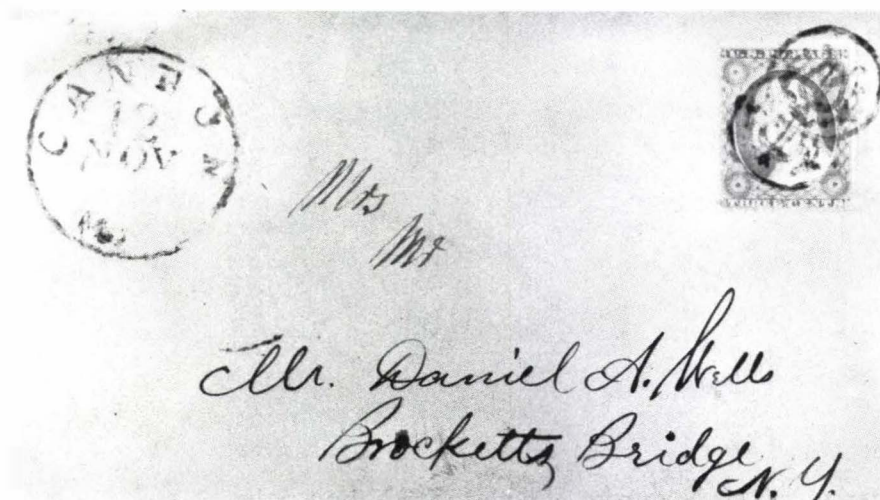
Masonic square and compass from Mit-tineague, Mass.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Massachusetts (cont.)</b>				
Montague	130	L1-17	3	
North Uxbridge	131	L7-17½	4	Blue.
Oakdale	132	L23-19x25	7	
Salem	133	L7-18	7*	Apparently part of one handstamp with word PAID.
Salem	134	L7-17x16	2	
Sandisfield	135	L24-17	10	Pig.
Shelburne Falls	136	L24-27	3	
Shelburne Falls	137	L24-18	7	Stag. Blue.
South Gardner	138	L11-17	5	
South Gardner	139	L11-19	5	
South Milford	140	L24-17½	4	
Stockbridge	141	L5-25	4	
West Cambridge	142	L7-15	3	
West Gloucester	143	L7-13	2	
West Hampton	144	L24-17	6	Clover.
Westboro	145	L7-20	2	
West Newton	146	L24-23	3	
Weston	147	L13-14	3	Blue.
Williamsburgh	148	L12-20	6	
Worcester	149	L11-20	4	
Worcester	150	L11-27	6	
Worcester	151	L12-18	4	
Worcester	152	L24-16x19	4	Hourglass?
Worcester	153	L1-15x17	3	
Worcester	154	L7-21	2	
Worcester	155	L7-24	2	Blue, ultra- marine.
Worcester	156	L7-16	2	
Worcester	157	L7-23	2	
Yarmouthport	158	L7-17	3	
Town unknown	159	L11-12	3	



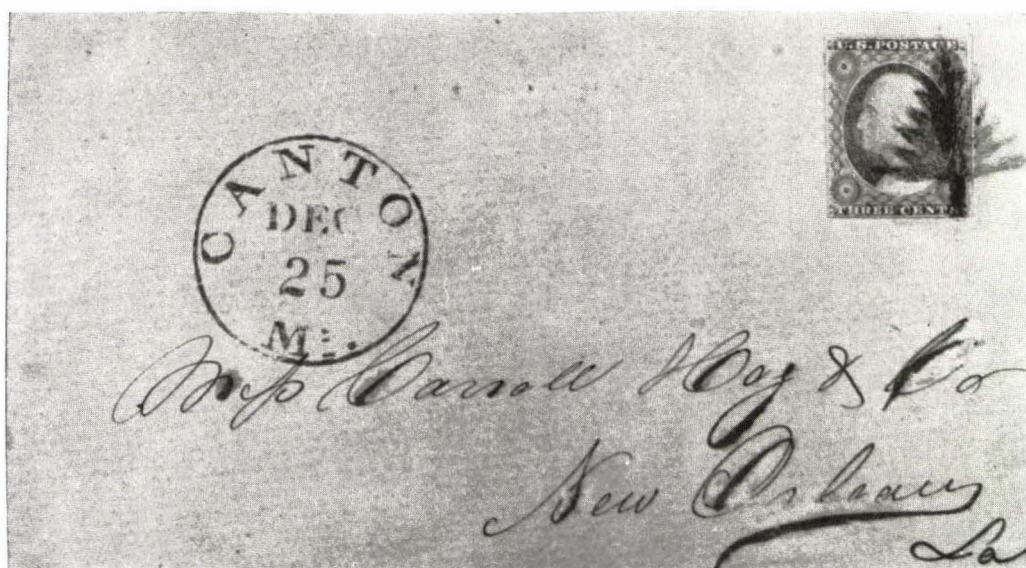
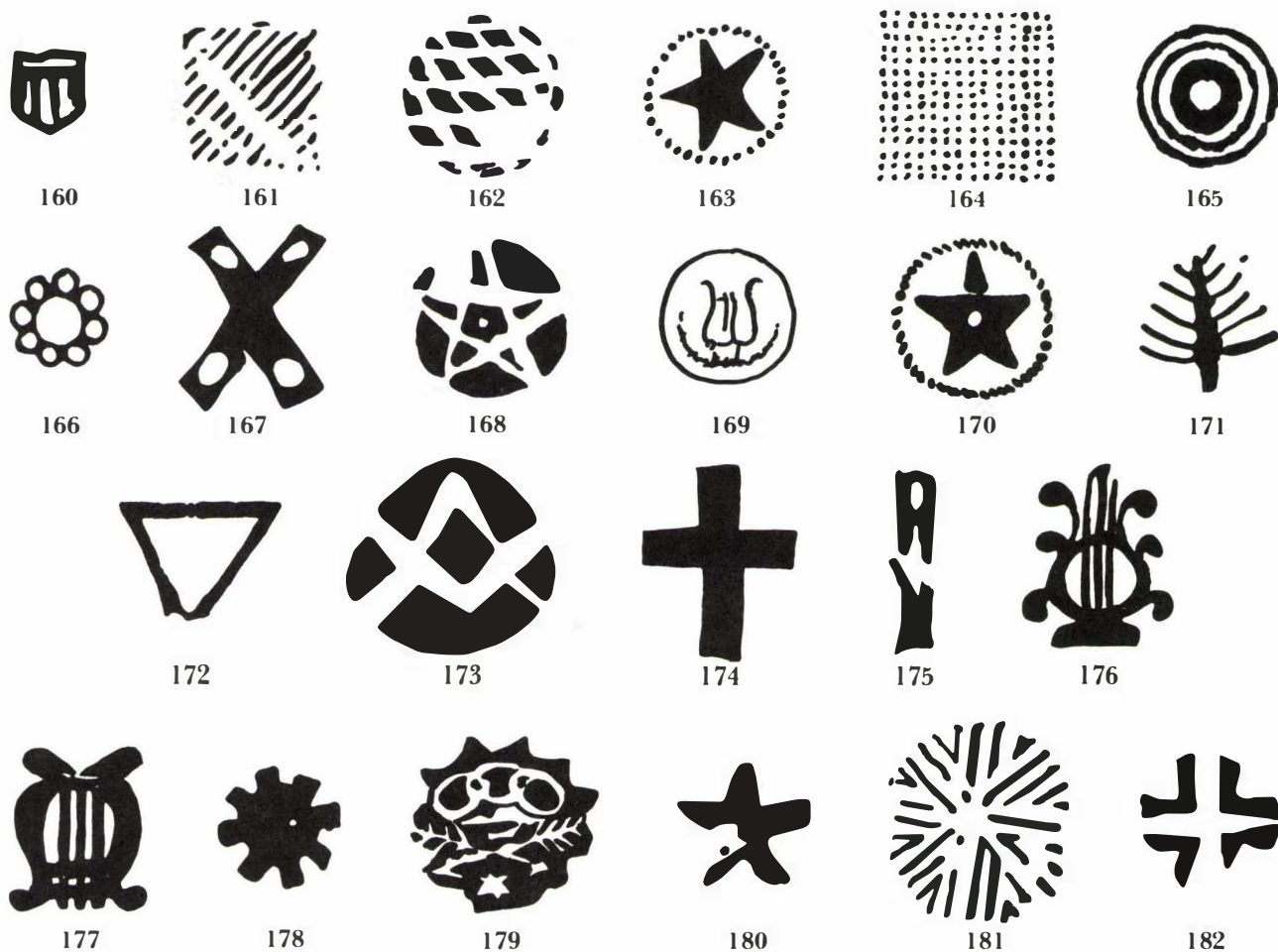
A duplexed PAID and fancy circular obliterator of dotted spirals, from Salem, Mass.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Michigan</b>				
Burr Oak	160	L23-10x11	7	
Detroit	161	L1-19	3	
East Saginaw	162	L7-21	3	
Grandville	163	L12-19	7	
Mount Clemens	164	L13-23	3	
<b>Minnesota Territory and State</b>				
St. Paul, M.T.	165	L9-18	2	
Stillwater	166	L24-12	4	
<b>Mississippi</b>				
Camden	167	L16-26½	4	Measured across arms.
Canton	168	L12-20	4	
Canton	169	L24-18	8	
Canton	170	L12-21	7	
Canton	171	L24-18x18	9	
Canton	172	L15-21	5	
Canton	173	L18-28x26	6	
Canton	174	L16-20x25	5	
Canton	175	L16-5x24	3	
Canton	176	L20-20x24	8	
Canton	177	L21-18x22	6	
Canton	178	L14-16	5	
Canton	179	L19-25x23½	10	
Clinton	180	L24-18	4	Rays or star.
Woodville	181	L24-26	3	
<b>Missouri</b>				
Granby	182	L14-18	3	



Canton, Miss., lyre.





Pine tree obliterator from Canton, Miss.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New Hampshire</b>				
East Lebanon	183	L12-22	7	
Hampton	184	L7-17½	8	
Hinsdale	185	L10-20	6	
Holderness	186	L18-21	8	
Lisbon	187	L5-24	4	
Marlow	188	L11-23	5	
Milton Mills	189	L12-14	4	
Munsonville	190	L11-20	6	
Nashua	191	L1-16	4	
New Alstead	192	L11-23	5	Blue.
New Boston	193	L7-21	5	
New Bradford	194	L12-18	4	Blue. Negative 6 point star.
New Ipswich	195	L14-16	3	
Northampton Depot	196	L17-16	4	
Orford	197	L24-9x14	4	Red.
Orford	198	L10-16	5	
Paper Mill Village	199	L7-14x15	4	
Plymouth	200	L7-27	3	
Profile House	201	L24-12x15	8	Man's head.
Reed's Ferry	202	L7-15	4	
Stoddard	203	L10-14	4	
Wilmot Flat	204	L7-21	3	Blue.
<b>New Jersey</b>				
Freehold	205	L11-21	4	
Freehold	206	L14-18	3	
Freehold	207	L14-22	3	
Lawrenceville	208	L24-14x15	3	
Marlboro	209	L11-20	4	
Pemberton	210	L7-21	4	
Spotswood	211	L14-18	4	
Tinton Falls	212	L24-16	4	



183



184



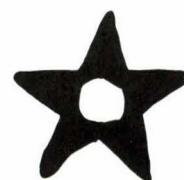
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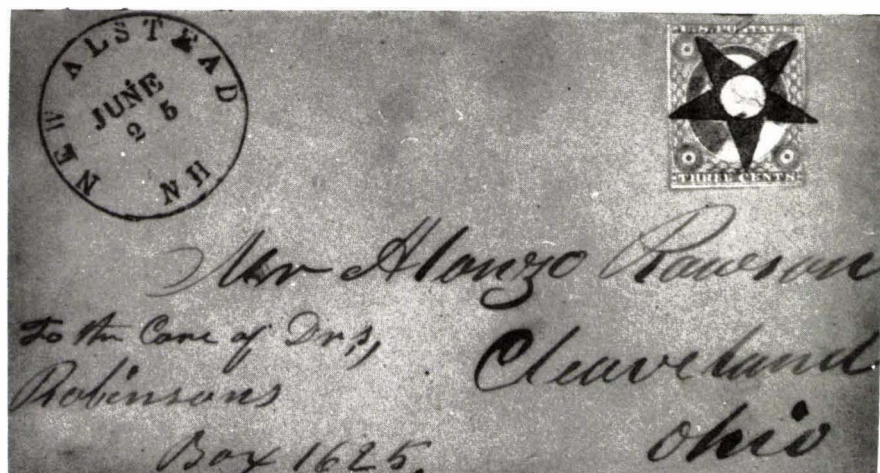
210



211



212



New Alstead, N. H., star.

144	USPM — Cancelling Devices			
<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
	New York			
Albany	213	L7-22	1	
Aurora	214	L13-26	3	
Aurora	215	L1-15	3	
Ballston	216	L14-18	3	
Ballston	217	L23-17x19	8	Blue.
Bergen	218	L7-18x16	3	
Bleeker	219	L1-21	3	
Bleeker	220	L5-26	5	
Brasher Falls	221	L11-18	3	
Brooklyn	222	L5-29	4	
Canandaigua	223	L6-23x20 (approx.)	1	
Candor	224	L10-22	2	
Cannonsville	225	L7-11x21	3	
Carlisle	226	L7-17x24	5	
Chateaugay	227	L11-18	3	
Chittenango	228	L7-23 (approx.)	2	
Clayton	229	L11-27	6	
Conesus Centre	230	L22-14x12	9	
Cuba	231	L24-17	4	Shell.
Elmira	232	L7-20	2	
Elmira	233	L18-16	7	Blue, black.
Esperance	234	L12-17	3	
Gilboa	235	L1-13½	3	
The Glen		L11-13	5	Star of David.
Harlem	236	L16-21	2	
Howells Depot	237	L14-9½	2	
Knox Corners	238	L7-16½	2	
Leeds	239	L7-14x18	4	

Elaborate design from Canton, Mass., incorporating odd fellows' links, crossed arrows and star.







213



214



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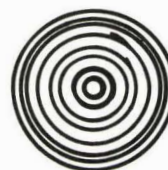
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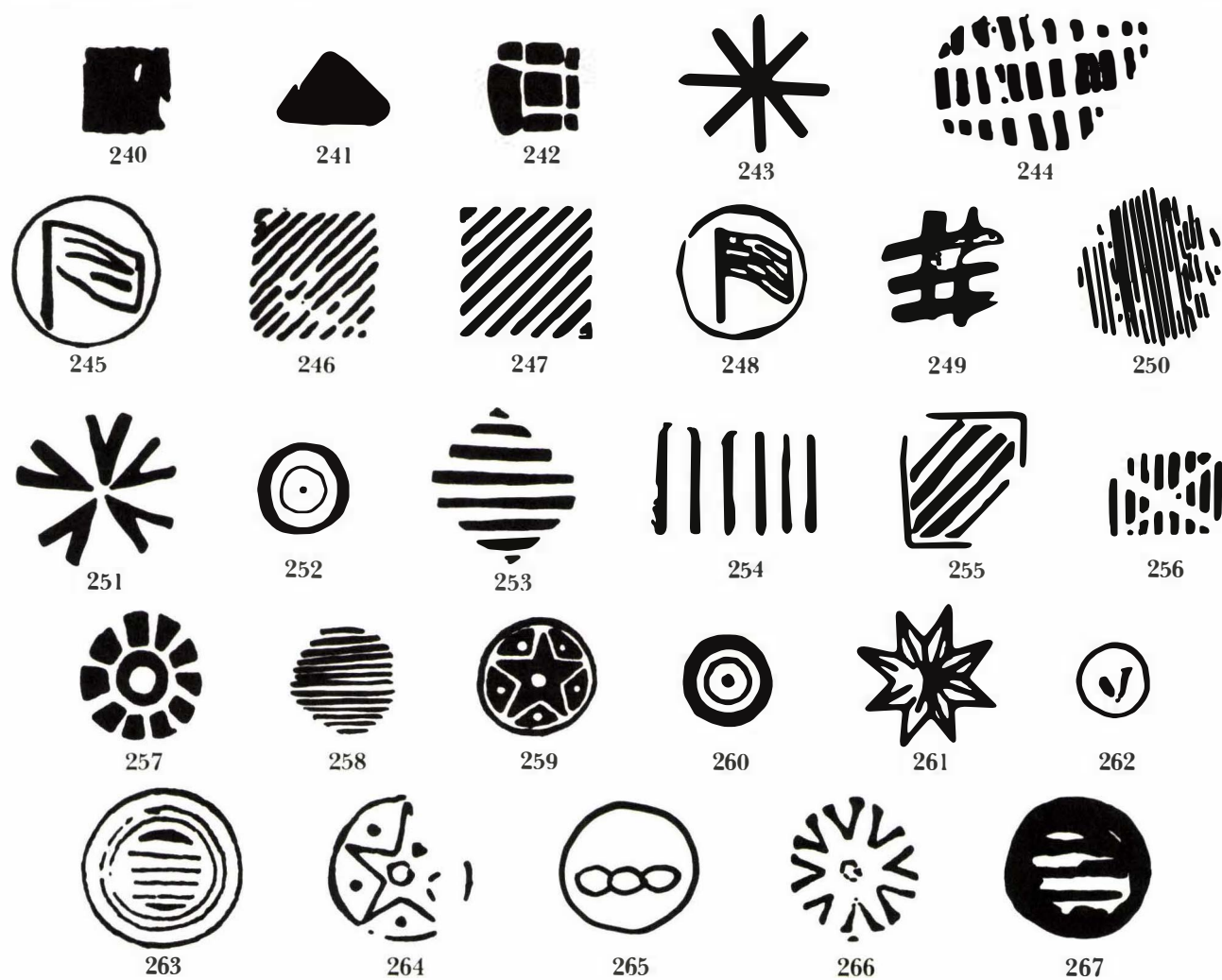
239



Mr. Alfred R. Hall  
 Conf. Case, Lockwood & Co.  
 Hartford  
 Conn.

Maltese cross from Elmira, N. Y.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York (cont.)</b>				
Lyons	240	L24-11½	3	
Lyons	241	L15-16x10	3	
Lyons	242	L7-12	3	
Morrisania	243	L14-19	4	
Moscow	244	L6-30x18½	3	
Newark Valley	245	L22-20	9	Red.
New York	246	L1-18	6	Red.
New York	246	L1-18	4	Black.
New York	247	L1-18	3	
North Shore	248	L22-18	9	
Ohioville	249	L7-17	3	
Oswego	250	L7-20	1	
Painted Post	251	L14-22	4	
Perry City	252	L10-13	4	
Pompey	253	L3-20x21½	3	Green.
Portchester	254	L3-23x14	3	
Roxbury	255	L2-17x18	2	
Rushville	256	L7-16x10	3	
South Richland	257	L14-17	4	
South Livonia	258	L7-15	5	
Sterling	259	L12-16	6	
Stony Brook	260	L10-12	5	
Summit	261	L11-21	5	
Suspension Bridge		L23-?	6	
Taylor	262	L24-10	5	
Trumansburgh	263	L10-22	6	
Union Springs	264	L12-20	5	
Westford	265	L19-19	9	Encircled Odd Fellows links.
West Troy	266	L7-18½	3	
Wilson	267	L14-20	3	



Encircled Union shield, Conshohocken, Pa.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>North Carolina</b>				
Scotland Neck	268	L7-16	3	
<b>Ohio</b>				
Bellevue	269	L11-17	5	
Bloomingsburgh	270	L5-31	7	Green.
Bloomingsburgh	271	L14-14	5	
Clariden	272	L23-22	8	nt
Columbus	273	L2-21	3	
East Cleveland	274	L13-17	4	
Farmers Station	275	L24-20	6	
Geneva	276	L7-20	4	
Le Roy	277	L14-18	4	
Loydsville	278	L14-15½	5	
Mason	279	L24-11x14	8	Man in moon.
North Lewisburg	280	L10-17	5	
Salem	281	L10-20	5	
Salem	282	L24-21	4	
St. Marys	283	L14-18	2	
Thompson	284	L17-17	4	
Toledo	285	L14-22	3	
Waterville	286	L7-19	4	
Westville	287	L7-20	3	
<b>Pennsylvania</b>				
Academia	288	L12-12	5	
Archbald	289	L11-21	4	
Conshohocken	290	L23-17	7	
Conshohocken	291	L10-16	3	
East Smithfield	292	L16-21	4	
Freeburg	293	L7-20	2	
Gwynedd	294	L7-20x23	4	
Jersey Shore	295	L11-21	4	
Jersey Shore	296	L9-21	3	
Kingston	297	L24-20x13	5	
Laceyville	298	L16-21x24	3	Precancel?
Loveland	299	L24-15x17½	5	Padlock.
Muncy	300	L24-15	4	
Penn Haven	301	L22-17x20	8	
Shirleysburg	302	L7-17x12	4	
Troy	303	L7-17	3	
Troy	304	L24-19	3	
Tunkhannock		L11?	5	
Womelsdorf	305	L22-16x19	8	





Man in the moon from Mason, Ohio.



<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Rhode Island</b>				
Marlboro		L11-18	4	
Providence	306	L11-17	5	
Wakefield	307	L7-8x12	2	
<b>South Carolina</b>				
Clinton	308	L23-15x16	5	
<b>Tennessee</b>				
Elizabethton	309	L5-24	3	
Knoxville	310	L7-23½	2	
<b>Texas</b>				
Fort Davis	311	L24-15½	8	
Hempstead	312	L11-20	6	
McKinney	313	L11-23	5	
Webberville	314	L7-14x16	3	
<b>Texas or Tennessee</b>				
Chapel Hill	315	L11-16	6	
<b>Vermont</b>				
Barre		L11-?	4	
Barnard	316	L7-19	3	
Barton Landing	317	L11-17	5	
Bellows Falls	318	L3-17x16	2	
Larabees Point	319	L11-21	6	
Northfield		L11-?	4	
Northfield	320	L12-15	6	
Orwell	321	L13-25x23	3	
Saint Johnsbury	322	L24-10x19½	8	Scarab.
Sunderland	323	L16-17x23	7	
Thetford	324	L10-15	4	
Westminster	325	L24-22	5	
Westminster	326	L1-17	3	
Williston	327	L18-13x15	9	
Winooski Falls		L7-26	4	



306



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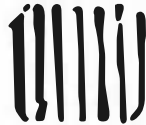
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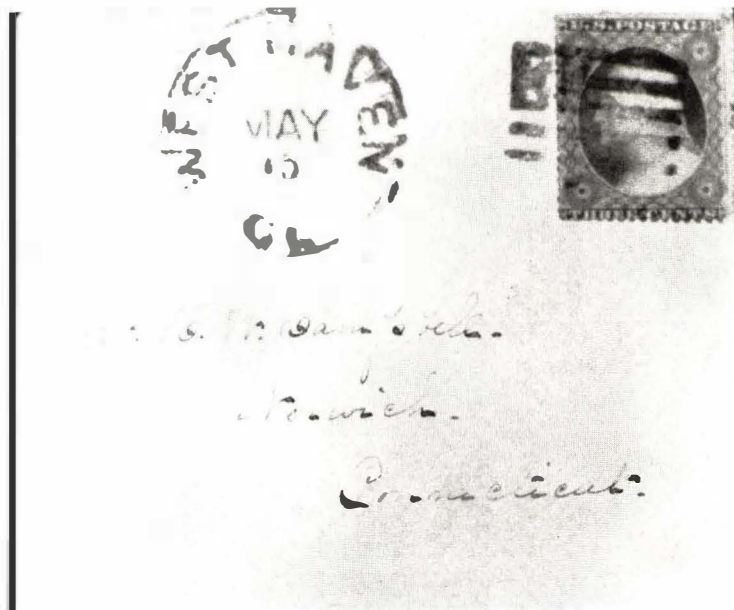
325



326



327



Flag obliterater from West Haven, Ct.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Virginia</b>				
Alexandria	328	L3-13x19	2	
Buckhannon	329	L14-18	3	
Catlett	330	L11-16	5	
Charlottesville	331	L12-18	6	
Norfolk	332	L11-11	5	nt
Phillippi	333	L7-20	4	
Richmond	334	L5-27	4	
Salt Sulphur Springs		L24-?	10	Locomotive.
Winchester	335	L14-25	4	
<b>Wisconsin</b>				
Appleton	336	L12-14	4	
British Hollow	337	L7-20x15½	8	
East Troy	338, 339	L17-17	4	
Mazomanie	340	L12-19	6	Blue.
Superior	341	L7-21	5	

**State and Town Undetermined**

The following obliterations have been seen on loose stamps. Additional information is desired concerning them. No rarity numbers are assigned, pending confirmation that they are genuine and identification of the town where they were used.

342-355

355 may be  
privately  
applied

**Obliterators with Sundry Lettering**

This schedule comprises various obliterations that contain unusual lettering, not otherwise classified.

N1 - Postmaster's initials.

N2 - UNION, plain or in star.

N3 - PO.

N4 - US.

N5 - USED &amp; DONE FOR, I'M DONE, USED, etc.

N6 - Letters (script W, R, etc.).

N7 - Date applied as obliterator.

<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Unidentified:				
	1	I'M DONE (encircled)	N5-16	10
	2	U.S.	N4-22x15	8
		Month initial & day	N7	3
	3	USED	N5-b-22x7½	9
	4	PO (in octagon)	N6-12x11	8
		OK (in octagon)	N7	7





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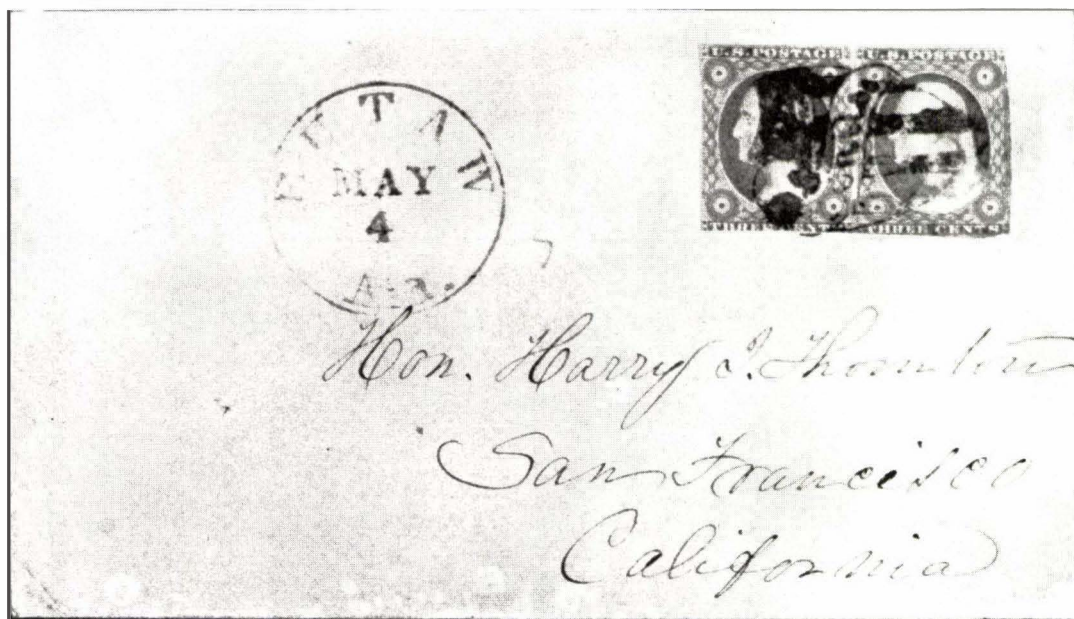
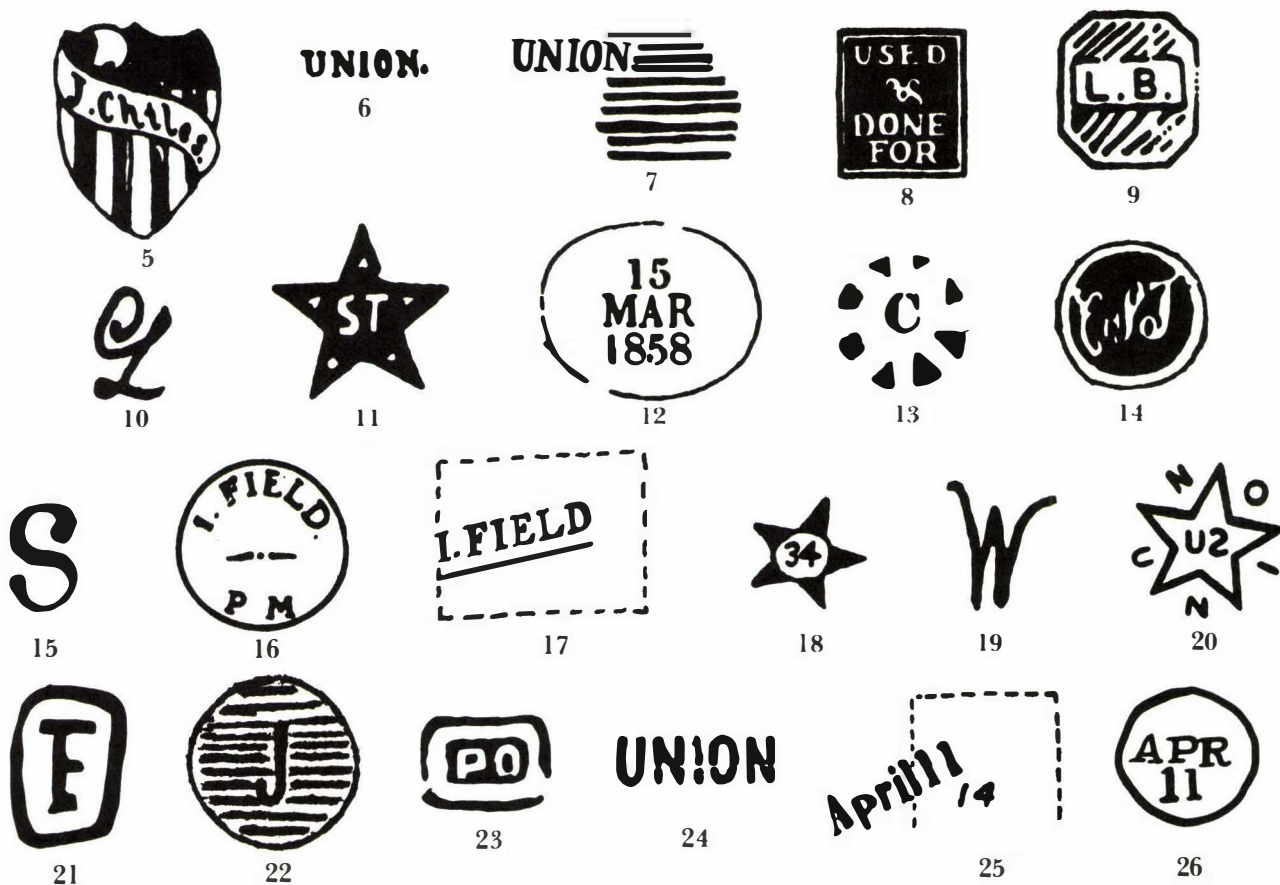


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4

<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>Alabama</b>				
Eutaw	5	J. CHILES	N1-22x29	9
<b>Connecticut</b>				
Chester	6	UNION	N2-16x3½	6
Chester	7	UNION	N2-15½x4 (word only)	7
Fair Haven	8	USED AND DONE FOR	N5-17x18½	10
Haddam		US (ms)	N4	2
West Hartford	9	LB (L. Buckland, pm)	N1-18x20	8
<b>Illinois</b>				
Galesburg	10	G	N6-10x14	6
<b>Louisiana</b>				
Coushatta Chute	11	ST	N6-23	10
<b>Maine</b>				
Danville	12	Year date	N7-o-29x23	3
<b>Maryland</b>				
Chestertown	13	C	N6-17	5
<b>Massachusetts</b>				
Canton	14	CST (Caleb S. Taft, pm)	N1-19	7
Dalton	15	S	N6-10x14	8
Harrison Square	16	I. FIELD/PM	N1-22	6
Harrison Square	17	I. FIELD	N1-sl-21x6	8
Hatfield	18	34 (Said to be in honor of 34th Regiment)	N8-16	8
Weston	19	W (script)	N6-15x17	3
<b>Michigan</b>				
Three Rivers	20	US UNION and star	N2-19	8
<b>New Jersey</b>				
Oxford Furnace	21	F in encircling O	N6-15x21	5
<b>New York</b>				
Bergen	22	J in grid	N6-22½	5
Oxford	23	PO framed & reversed	N3-17x13	7
Rossville	24	UNION	N2-21x7	7
Savannah	25	Month & day	N7-19x5	2
Scarsdale		Year & date	N7-o-29	3
<b>Pennsylvania</b>				
New Galilee	26	Month & day	N7-18	3
<b>Tennessee</b>				
Williamsport		H	N6	5



The Eutaw, Ala., postmaster designed a large shield obliterator that could cancel two stamps at once, and which contained his name, J(ames) Chiles.

156			USPM — Cancelling Devices	
<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
		<b>Texas</b>		
Corpus Christi	27	C in circle	N6-15	6
		<b>Vermont</b>		
Passumpsic	28	R	N6-15x20	7
Shoreham		H in circle	N6	6
		<b>Wisconsin</b>		
Kilbourn City	29		N6-17	5



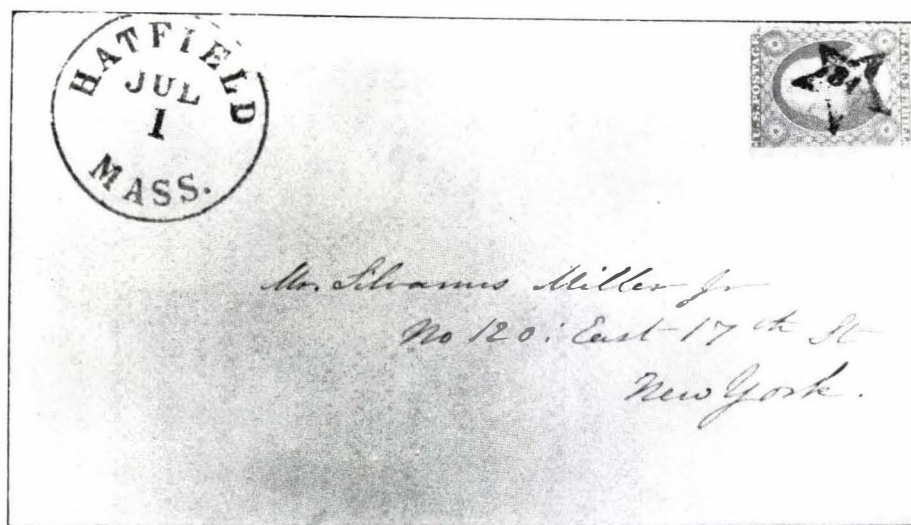
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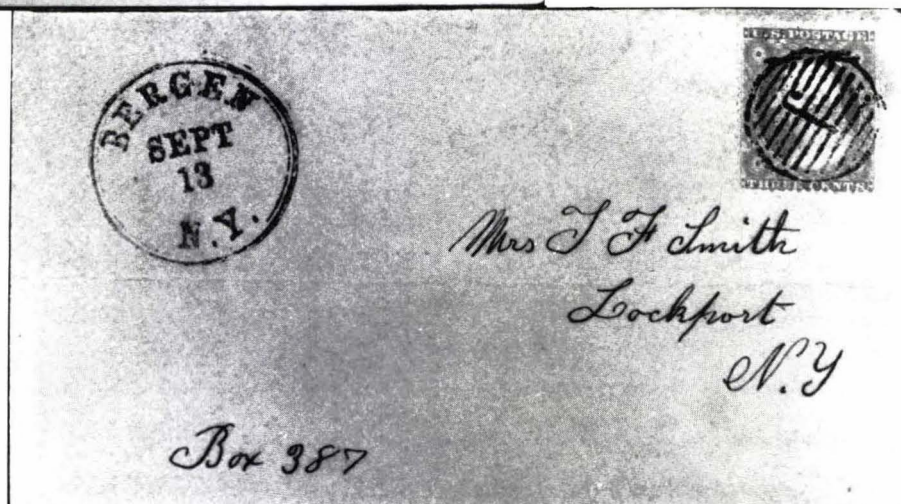


29



The Hatfield star contains the numeral "34," said to honor the 34th Regiment of Mass. Volunteers.

The Bergen, N. Y., obliterator containing the letter "J."





## Route Agent Markings

The laws authorizing the Postmaster General to enter into contracts with steamboat and railroad owners for transportation of the mails required that (on request of the Department) accommodations be provided on the steamboat or railroad for a special representative of the Department, called a "route agent." Section 201 of the 1842 Regulations gives a short definition of the functions of route agents:

Sec. 201. On Railroad and Steamboat routes, it is the duty of Route agents - 1st. To receive letters written after the mail has closed, and way letters unpaid or prepaid by stamps; to mail and post bill said letters, and direct them to the proper office for delivery or distribution, and to report a list of all such letters to the contract office. 2d. To assort the mails for the several offices, being entrusted with the key to the iron lock for that purpose. 3d. To attend to the delivery and reception of mail bags. . . .

The "key to the iron lock" refers to the local mail bags which were secured by an iron lock, as opposed to the through mail bags secured by a brass lock. The route agent sorted and placed in its proper local mail bag all mail handed to him along the route. This loose mail could not be sorted and placed in the through mail bags since the route agent had no key to the locked through bags. The through bags moved directly without being opened from post office to post office; only postmasters or postal employees at origin or destination had keys to open them.

Charles W. Remele, in his book *United States Railroad Postmarks 1837 to 1861*, has further described the official status of route agents and their markings:

The route agent, also known as a mail agent, was an employee of the Post Office Department. It was

his duty to take charge of the mails on the railroad or steamboat route to which he was assigned. He received and delivered (locked) pouched mail at the terminals of the route and also at way stations. Occasionally mail came into his possession without having first gone through a post office, and it was his duty, as the first postal employee receiving such mail, to postmark it. If it was a stampless cover, he "rated" it just as any other postal clerk would do, and if it bore one or more stamps, he cancelled them.

Here we have the origin of the great majority of railroad postmarks — on letters handed to route agents without having previously passed through a post office. Such postmarks are properly called "route agent markings". Most of them are similar to the circular townmarks of the same period, the handstamps no doubt having been made by the same manufacturers. Occasionally, though not usually, route agents used separate obliterated, or "killers", to cancel the stamps, such usage occurring in about 15 percent of the cases I have seen. Infrequently, the stamps were pen-cancelled, but most of the time the route agent marking itself was used as a canceller.

Thus, loose letters came into the possession of route agents by being handed directly to them at railroad stations or steamboat landings by persons who wanted to post their mail directly on the train or steamboat after the mail at the post office was closed and the through mail bags locked. In addition, route agents received way letters handed to them along the course of the route. As Mr. Remele indicates, these letters were postmarked with the route agent marking and were then locked in a local mail bag and delivered to the appropriate post office on the route. Mail carried by steamboat or railroad that had been made up by a postmaster and deposited in the locked through mail bags will,

of course, bear only the normal townmark of that postmaster's office.

### Railroad Route Agent Markings

Letters handed to a railroad route agent for posting were officially entered into the mail by the application of his route agent's marking, and, in the case of stampless mail, by rating them. After 1852 route agents were not permitted to accept stampless mail prepaid in cash.

There was no uniformly applied rule as to the wording to be used in these marks. The wording normally includes the name of the railroad either in full or in abbreviated form, or the terminals of the route.

### USPM — Route Agent Markings

*United States Railroad Postmarks 1837 to 1861* by C. W. Remele, published in 1958, is an excellent source of background and reference material on the railroad routes included in this schedule. However, the most complete and up-to-date catalogue of these markings is *The U.S. Transit Markings Catalog* by Charles L. Towle, published by the Mobile Post Office Society, 5030 Aspen Drive, Omaha, Nebraska 68157.

Every railroad route agent marking used during this period which has come to the compiler's attention, whether manuscript or handstamped, is listed in this schedule. They are all scarce; many are quite rare.

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
ALA. & TEN. RIV. R.R./D	1	c-33½	8	
ALA. & TEN. RIV. R.R./D	2	c-34½	8	
ALBy. & BUFFALO R.R./D	3	c-31	6	Blue.
ALBy. & BUFFALO R.R./D	4	c-31½	5	Blue, black.
ALBy. & BUFFALO R.R./D	5	c-32	5	Blue, black.
ALBy. & BUFFALO R.R./D	6	c-31	5	
ALBy. & BUFFALO R.R./D	7	c-31	6	Blue, black.
ALBy. & BUFFALO R.R./D	8	c-31	6	Blue.
ALBANY, CAST. & RUTLAND R.R./D	9	c-37	9	
ALBANY & RUTLAND/D/R.R.	10	c-33	8	Red, black. No serifs.
ALBANY & RUTLAND/D/R.R.	11	c-32	8	Red, black, With serifs.
ALBy & RUTLAND/D/R.R.	12	c-32	8	
ALEX. <sup>A</sup> & ORANGE/D/R.R.	13	c-32	8	Red, black.
Androscoggin R.R. M (Maine)/D	14	ms	7	
A & M. R.R./D	15	ms	6	Atlanta & Montgomery R.R.
A & St L R R/D	16	ms	8	Atlantic & St. Lawrence R.R.
ATLANTIC & S <sup>l</sup> L./D/R.R.	17	c-32	7	Blue, black.
ATLANTIC & ST. LAWRENCE/D/R.R.	18	c-32	8	
A & S <sup>l</sup> L. & A. & KENBk R.R./D	19	c-32	6	Blue.
A <sup>c</sup> & S <sup>l</sup> L & A <sup>n</sup> & K <sup>k</sup> /D/R.R.	20	c-32	6	Black, grey-blue.
AUGUSTA & ATLANTA R.R./D	21	c-31½	7	Red, blue, black.
AUGUSTA & ATLANTA R.R./D	22	c-33½	7	Black, grey green, green.



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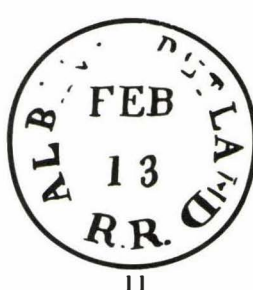
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*Chas. D. Scoggins R.R. Co.  
Decr. 13/58.*

14



17

*Doyle R.R.  
Aug 19*

16

*Adm. R.R.  
June 8th*

15



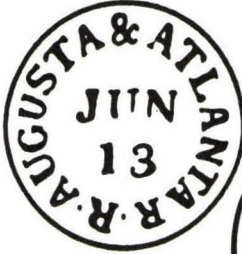
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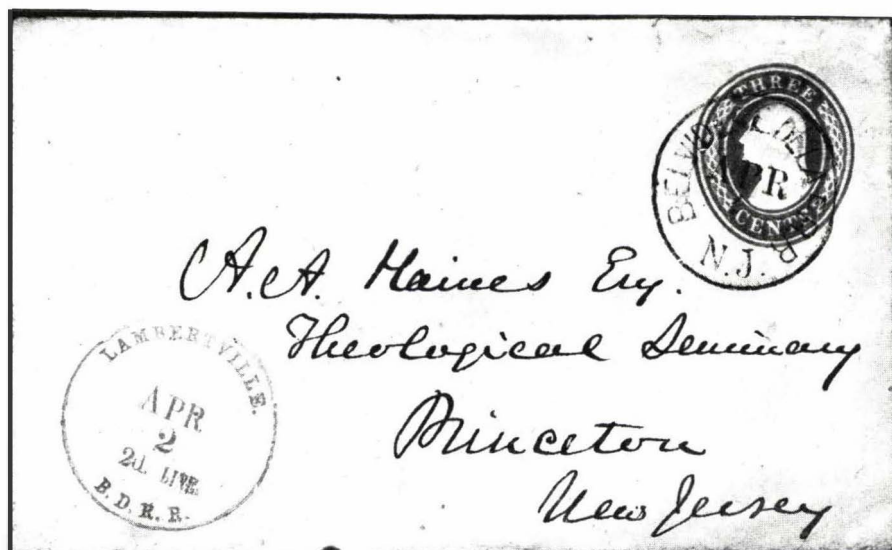


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22

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
AUGUSTA & ATLANTA R.R./D	23	c-32½	8	Blue.
AURORA EXTEN <sup>N</sup> R.R./D	24	c-30	9	
BALTIMORE R.R.	25	sl-47x4	5	Red, black.
BALTIMORE/D/RAIL ROAD	26	c-29½	5	Blue.
BALTIMORE/D/RAIL RD	27	c-30	6	Blue, black.
BALT & OHIO/D/RAIL R <sup>D</sup>	28	c-29½	5	Blue, black.
BALT & OHIO/D/RAIL R <sup>D</sup>	29	c-30	5	
BAL <sup>T</sup> & OHIO/D/R.R.	30	c-33	6	Blue, black.
BALT. & OHIO R.R./D	31	c-30½	6	Blue.
BALT. & OHIO R.R./D	32	c-30½	7	
BLT & OHIO R.R./D/Md	33	c-30	7	
BALT & OHIO/D/RAILROAD	34	c-30	6	Blue.
BALTIMORE & OHIO/D/R.R.	35	c-32½	7	
BALTIMORE & OHIO/D/R.R.	36	c-32	7	
BALTIMORE & OHIO/D/R.R.	37	c-31½	7	
(BALT)E & PHILA. R.R..D	38	c-30	8	
B. & S. R R/D	39	ms	5	Baltimore & Susquehanna R.R.
BALT <sup>O</sup> & SUSQ <sup>H</sup> R.R./D	40	c-34	8	Blue.
BAL <sup>T</sup> & SUSQUEHANNA/D/R.R.	41	c-31	8	Blue, black.
BALTIMORE & WASHINGTON/D/R.R.	42	c-32	10	
BEAVER MEADOW R.R./D	43	c-36½	10	
BELLEFONTAINE & INDIANA/D/R.R.	44	c-32	8	
BELLEFONTAINE & INDIANA/D/R.R.	45	c-32	8	
Belvidere Del. R R/D	46	ms	5	Belvidere Delaware R.R.
BELVIDERE DELA <sup>E</sup> R.R./D/N.J	47	c-30	9	



Combination Belvidere Delaware RR route agent marking and Lambertville station agent marking on this road. Such combinations are very rare.





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BALTIMORE R.R.

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*B.V.S. R.R. Aug 9 1863*

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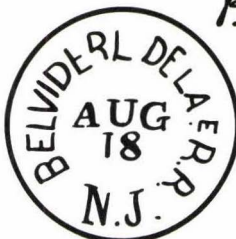
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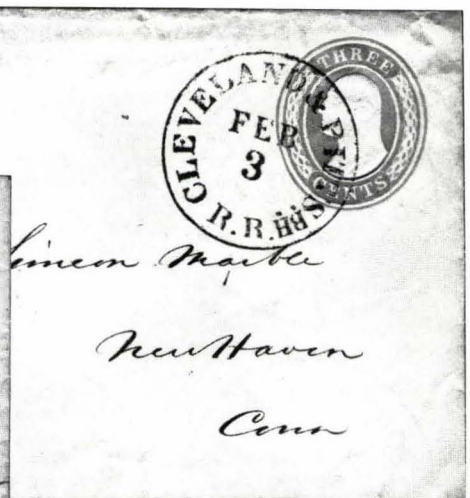
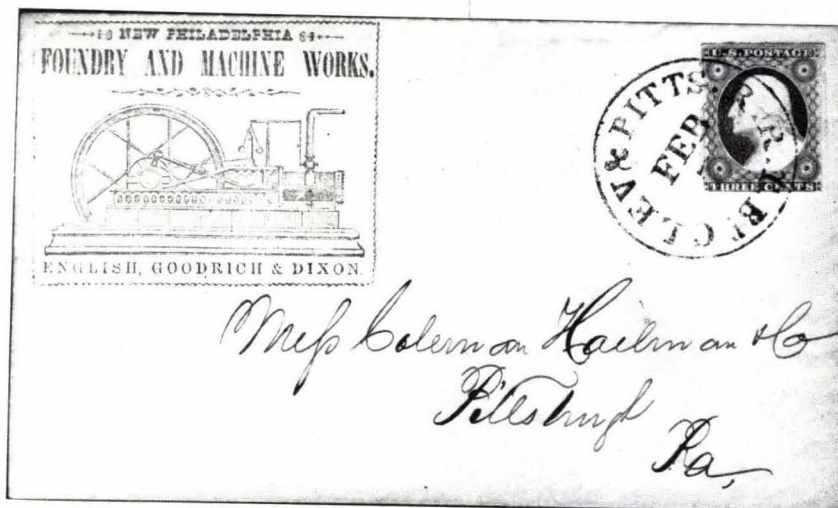
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*Belvidere Del. R.R. July 24*

46

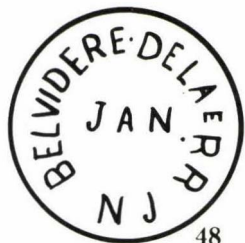
Wording	Tracing Number	Shape and Size	Rarity Number	Notes
BELVIDERE.DELA <sup>E</sup> R R/D/N J	48	c-30	9	
BOSTON & ALBANY R.R./D	49	c-29½	4	
BOSTON & ALBANY R.R./D	50	c-30½	4	Red, black.
BOSTON & ALBANY/D/R.R.	51	c-32	6	
BOSTON & BURLINGTON R R/D	52	c-38	8	
BOSTON & BURLINGTON/D/R.R.	53	c-32	8	Blue, black.
BOSTON & FALL, RIVER/D/R.R.	54	c-32	5	Red.
BOSTON & FICHBURG.R.R./D	55	c-32½	7	Blue, black.
BOSTON & FITCHBURG.R.R./D	56	c-32½	5	Blue, black.
BOSTON & MAINE R.R./D	57	c-34	5	Red, blue, black.
BOSTON & MAINE R.R./D	58	c-32	5	Blue, black.
BOSTON & MAINE R.R./D	59	c-32	5	Blue, black.
BOSTON & PROVIDENCE R.R./D	60	c-37	8	
BUFFALO. CORNING & N.Y./D/R.R.	61	c-32½	8	Blue, black.
BUFFALO & ERIE/D/R.R.	62	c-32	7	Blue, ultramarine & black.
BUFFALO & ERIE/D/R.R.	63	c-32½	7	Blue, black.
BUFFALO & N.Y. CITY/D/R.R.	64	c-32	7	Red, blue, black, ultramarine & green.
BUFFALO & N.Y. CITY/D/R.R.	65	c-29	8	Rimless: red, blue, black, ultramarine & green.
BUFFALO & N.Y. CITY/D/R.R.	66	c-32	7	Black, blue.
BUREAU VALLEY R.R./D	67	c-30	10	
BURLINGTON & MO. R.R./D	68	c-35	9	
CANAL RAIL ROAD/D	69	c-34	9	
CANANDAIGUA & YOUNGSTOWN/D/R.R.	70	c-32	9	Blue.

Cleveland & Pitts.<sup>bg</sup> R.R. post-  
mark on Nesbitt envelope.



Clev & Pitts. R.R. T.B<sup>l</sup> marking  
tying 3¢ to fancy advertising  
envelope of New Philadelphia,  
Ohio, factory.





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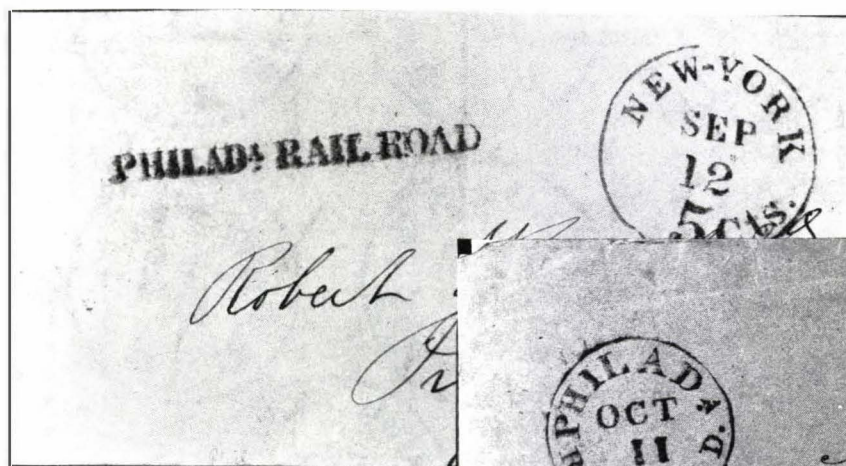


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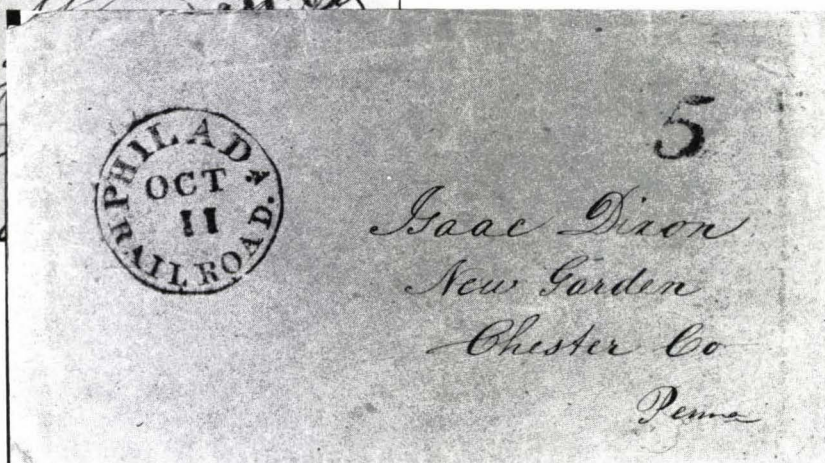
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Wording	Tracing Number	Shape and Size	Rarity Number	Notes
C. VINCENT & ROME/D/R.R.	71	c-32	7	Red, black.
CATA. WMSP. & ELMA. R.R./D	72	c-30½	9	Blue.
CATA. WMSP. & ELMIRA R.R./D	73	c-35½	9	Blue.
CAYUGA & SUSQ <sup>H</sup> R.R./D	74	c-33	8	Red, black.
CAYUGA & SUSQH. R.R./D	75	c-33½	8	
CENTRAL R.R./D	76	c-34	9	
CENTRAL R.R./D/N.J.	77	c-31	9	
CENTRAL OHIO/D/R.R.	78	c-32	9	
C & S C R R/D	79	ms	5	Charlotte & South Carolina R.R.
CHARLOTTE & S.C.R.R./D	80	c-30	8	
CHEMUNG R.R./D/N.Y.	81	c-33	9	
C <sup>O</sup> & D <sup>N</sup> AIR LINE R.R./D	82	c-30	9	
CHICAGO & GALENA UNION/D/R.R.	83	c-32	9	
CHICAGO & MILWK. R.R./D	84	c-36	10	
CHICAGO & MISS. R.R./msD	85	sl-38x2½	10	Dark blue.
CHICAGO & MISS/D/R.R.	86	c-32	8	Red.
CHICAGO & ROCK Id. R.R. III.	87	c-29½	10	Red.
CHICAGO & ROCK ISLAND/D/R.R.	88	c-32	10	Red.
CHI. ST. P. & F. DULAC R.R./D	89	c-34	9	Grey-green, black.
CINCINNATI, C. & C./D/R.R.	90	c-30½	7	
CINCINNATI, C. & C./D/R.R.	91	c-31	7	
CINCINNATI, C. & C./D/R.R.	92	c-31½	8	
CINCINNATI O./AND/NEW CASTLE/D	93	c-30	10	Red.
CINT <sup>I</sup> HAMILTON & DAYTON/D/R.R.	94	c-32	9	Blue.



Circular PHILAD<sup>A</sup> RAILROAD  
on unpaid cover.

Straight line PHILAD<sup>A</sup> RAIL-  
ROAD on unpaid cover.







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73



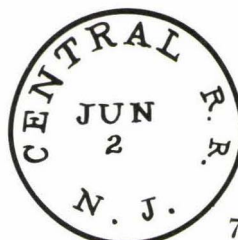
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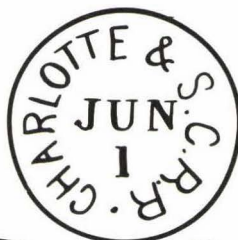
77



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*C&S R.R.  
21 Dec*

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84

CHICAGO & MISS. R. R.

*May 18*

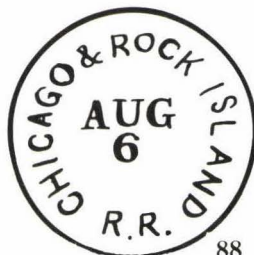
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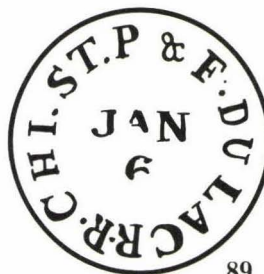
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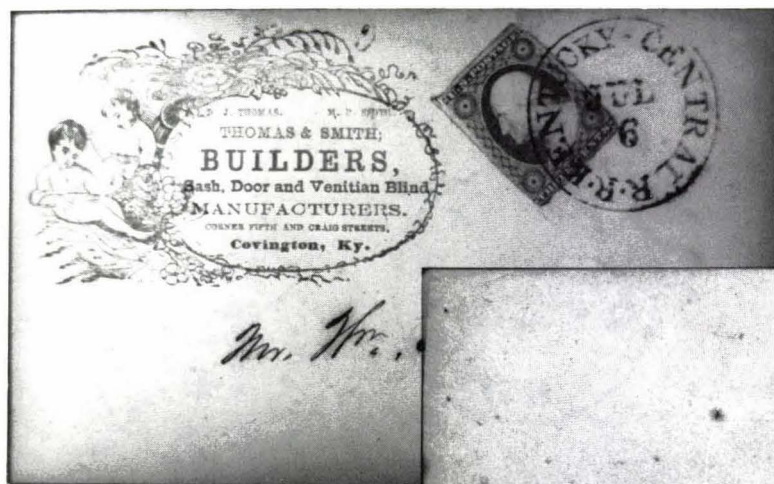


93



94

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
CIN. HILLSB. & CHILL R.R./D/O	95	c-30	10	
CLEVELAND & ERIE/D/R.R.	96	c-32	7	Blue, black.
CLEVELAND & ERIE/D/R.R.	97	c-32	7	Blue, black.
CLEVELAND & MAH. R.R./D	98	c-34	10	
C. P. & A. R.R./D	99	ms	5	Cleveland, Painesville & Ashtabula R.R.
CLEVELAND & PITTSB. R.R./D	100	c-36	7	
CLEVELAND & PITTS <sup>BH</sup> /D/R.R.	101	c-33	7	
CLEVELAND & PITTS <sup>H</sup> /D/R.R.	102	c-32½	6	
CLEV & PITTS. R.R. T. B <sup>f</sup> /D	103	c-33½	9	
CLEVELAND & SANDUSKY/D/R.R.	104	c-32	9	
CLEVE. & TOLEDO R.R./D	105	c-36½	9	
C.Z. & C.R.R./D/Ohio	106	c-34	9	
CLEV. ZANSV. & CINI. R.R./D	107	c-35½	10	
COLUMBIA & PIQUA & INDA./D/R.R.	108	c-32	9	
C & M R R/D	109	ms	5	Concord & Montreal R.R.
CONCORD & MONTREAL R.R./D	110	c-34	5	Blue, black.
CONCORD & MONTREAL/D/R.R.	111	c-32½	7	Blue.
Conn R R R/D	112	ms	5	
CONN. RIVER/D/R.R.	113	c-31½	9	
CUMB. VALLEY R.R./D	114	c-34	8	
DANBURY & NORWALK/D/R.R.	115	c-32	8	



Kentucky Central R.R. on builder's seraphic corner card.

Connecticut River R.R.



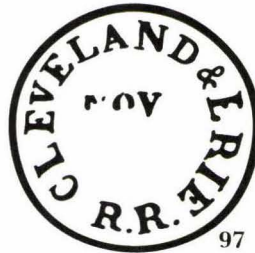




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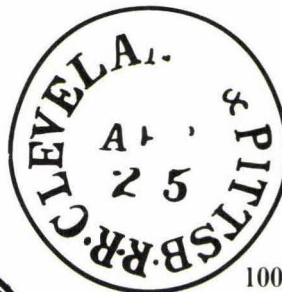
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98

*C.P. & H.R.R.  
July 20*

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105



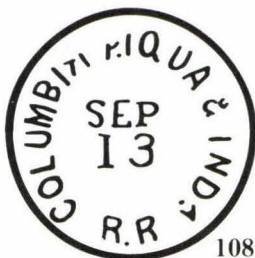
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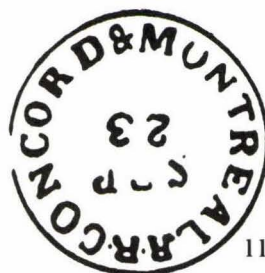
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*Conn R.R. March 7*

109



108



110

*Conn R.R. Aug 13*

112



111



113

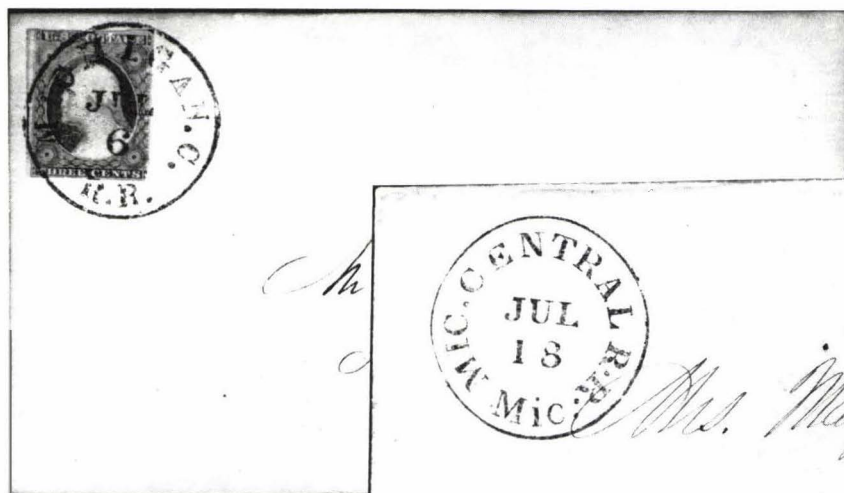


114



115

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
DAYTON & MICHIGAN R.R./D	116	c-37	10	
DETROIT & MILKE. R.R./D	117	c-35	9	
DETROIT & MILKE. R.W./D	118	c-35	9	
DETROIT & TOLEDO Br. R.R./D	119	c-36	9	
DUBUQUE & PACIFIC R.R./D	120	c-36	8	
DUBUQUE & PACIFIC/D/R.R.	121	c-25	10	Blue.
DUBUQUE & WES. R.R./D	122	c-26	9	
EAST TENNESSEE & GEORGIA/D.R.R.	123	c-32	8	
E. T. & G./D/R.R.	124	c-32	8	
EAST TENNESSEE & Va. R.R./D	125	c-35	9	
EASTERN R.R./D	126	c-32	4	Blue, black.
EASTERN R.R./D	127	c-32	4	Red, blue, black.
EASTERN R.R./D/Ms.	128	c-34	5	Blue, black.
EATON & HAMILTON/D/R.R.	129	c-32	10	Blue.
EVANSVILLE & VINCENNES/D/R.R.	130	c-32	9	Blue, black.
FLORIDA R.R./D	131	c-33	10	
FOX RIVER VALLEY R.R./D	132	c-33½	9	
GALENA & CHICAGO UNION/D/R.R.	133	c-31½	9	
GREAT WESTERN R.R./D/ILL.	134	c-30	8	Blue, black.
GREAT. WESTERN R.R./D	135	c-33	9	Blue.
GREENVILLE & COLUMBIA/D/R.R.	136	c-33	6	Red, black.
GREENVILLE & COLUMBIA/D/R.R.	137	c-32	6	
GREENVILLE & MIAMI/D/R.R.	138	c-32	9	
HARLEM R.R./D/N.Y.	139	c-35	7	Red, black.



Mic. Central R.R. marking. Stamp obliterated by unusual open grid.

Michigan C. R.R. on cover to Detroit.

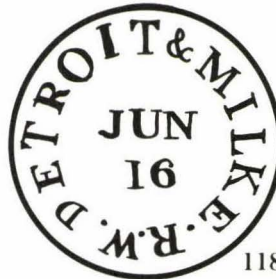




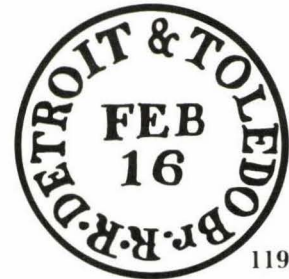
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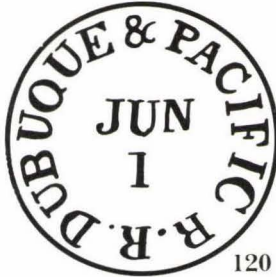
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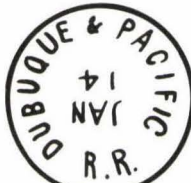
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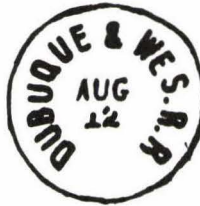
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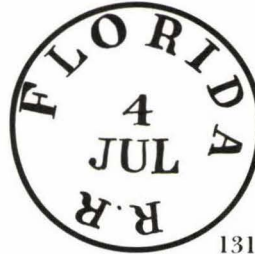
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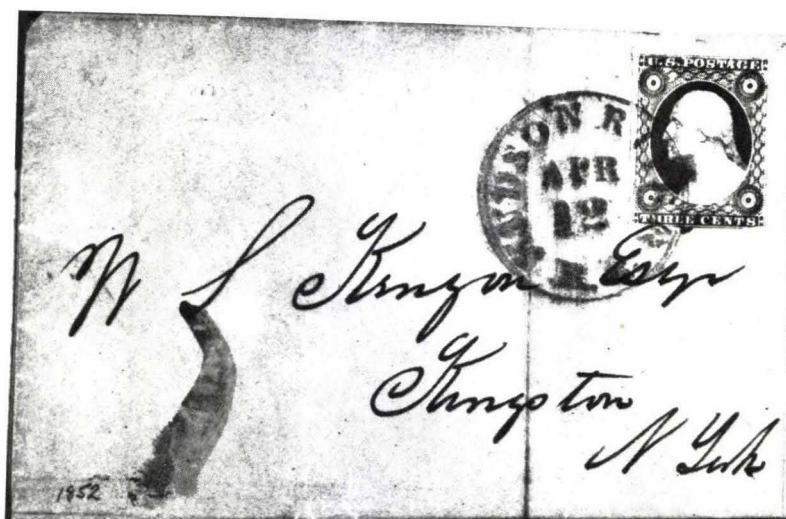
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139

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
H.P. & F. R.R./D	140	sl-41½x5½	10	Red.
HEMPFIELD R.R./D	141	c-35	10	
HOUSATONIC R.R./D	142	c-32½	5	
HOUSATONIC R.R./D	143	c-34	5	Red, brown, green, black.
HUDSON RIVER/D/R.R.	144	c-30	7	Red, black.
HUDSON RIVER MAIL/D/N.Y.	145	c-34	8	Red, blue. Note 1.
ILLINOIS CENTRAL R.R./D	146	c-30	9	
ILL <sup>S</sup> CENTRAL R.R./D	147	c-29½	9	
ILLINOIS CENTRAL R.R. EA. BR./D	148	c-35½	9	Blue.
ILL. CENTRAL R.R.E.B./D	149	c-29½	8	Blue, black.
IND. CENTRAL R.R./D	150	c-30½	10	
INDIANAPOLIS & BELLEFONTAINE/D/R.R.	151	c-31½	9	
INDIANAPOLIS & CINCINNATI/D/R.R.	152	c-32	9	Blue, black.
INDIANAPOLIS & CINCINNATI/D/R.R.	153	c-32	9	
INDIANAPOLIS & PERU/D/R.R.	154	c-31½	10	
IND. PITTS. & CLEV. R.R./D	155	c-35	9	
INDIANAPOLIS & RICHMOND/D/R.R.	156	c-32	7	Blue, black.
IRON MOUNTAIN R.R./D	157	c-36	10	
JEFFERSONVILLE & COLUMBUS/D/R.R.	158	c-32½	10	
KEN <sup>K</sup> & PORT <sup>D</sup> R.R./D/ME.	159	c-30	7	
KEN <sup>K</sup> & PORT <sup>D</sup> R.R./D/ME	160	c-31	7	
KENEBECK & PORTLAND/D/R.R.	161	c-33	6	
KENB. & PORTLAND R.R./D	162	c-35	8	Blue, black.
KENTUCKY. CENTRAL R.R./D	163	c-34	8	

1. Also known as a waterway marking prior to railroad contract.



Hudson River R.R.



H. P. & F. R.

203 140



141



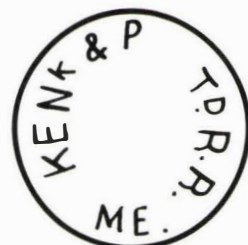
148



152



156



160



142



145



149



153



157



161



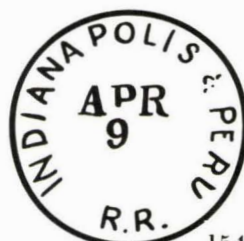
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146



150



154



158



162



144



147



151



155



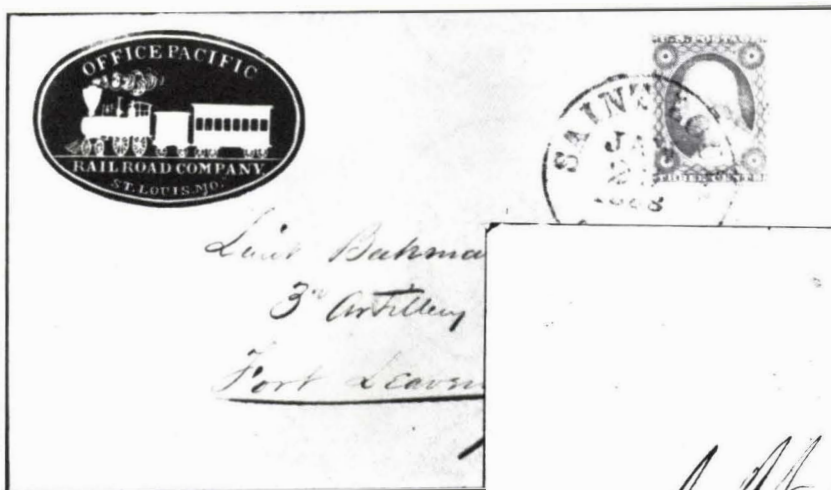
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163

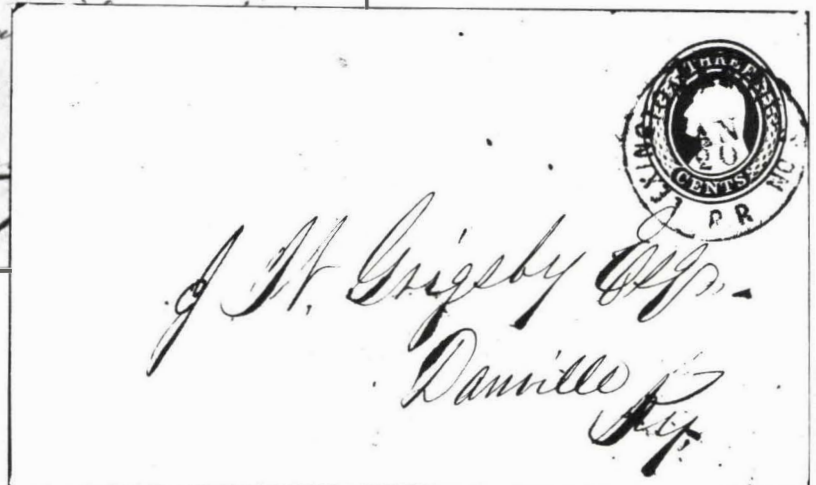
## USPM — Route Agent Markings

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
KENTUCKY CENTRAL R.R./D	164	c-34	8	
LACKA & WESTERN/D/R.R.	165	c-32	9	Ultramarine, black.
LA CROSSE & MILWK. R.R./D	166	c-34	9	
L. & I. R.R. Ind/D	167	ms	6	Lafayette & Indianapolis R.R., Ind.
LEBANON VALLEY R.R./D	168	c-34	6	
LEBANON VALLEY/D/R.R.	169	c-24½	8	
LEEDS & FARMINGTON/D/R.R.	170	c-32	10	
LEHIGH VALLEY R.R./D	171	c-36	9	
LEXINGTON & COVINGTON/D/R.R.	172	c-32	9	
LITTLE M.X. & C. R.R./D/O	173	c-30	10	Blue.
LITTLE MIAMI R.R./D	174	c-32	7	Red.
LITTLE MIAMI/D/R.R.	175	c-32½	9	Red.
LONG ISLAND R.R./D	176	c-34	5	Red, ultramarine, black.
LONG ISLAND R.R./D	177	c-33½	5	
LOUISA-R. ROAD/D/Va.	178	c-30	9	
LOUISVILLE & FRANKFORT/D/R.R.	179	c-32	8	
LOUISVILLE & LEXINGTON/D/R.R.	180	c-32	7	Red, black.
Macon & Montgomery R R/D	181	ms	6	
MACON & MONTGOMERY R.R./D	182	c-37	10	Blue.
MAD RIV. & LAK. ERIE R.R./D	183	c-33	7	Blue, green.
MAD RIV. & LAK. ERIE R.R./D	184	c-34	7	Blue, black.
MAD RIVER & L. ERIE R.R./D	185	c-35	10	



Embossed corner card of Pacific R.R. used at St. Louis.

Lexington &amp; Covington R.R.







164



165



166

*for O.R.R. Inc  
August 29*

167



168



169



170



171



172



173



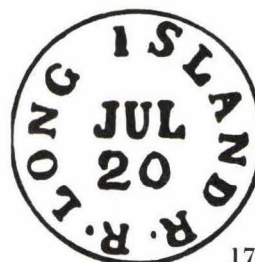
174



175



176



177



178



179



180

*Mason & Montgomery R.R.  
March 4th 1896*

181



182



183

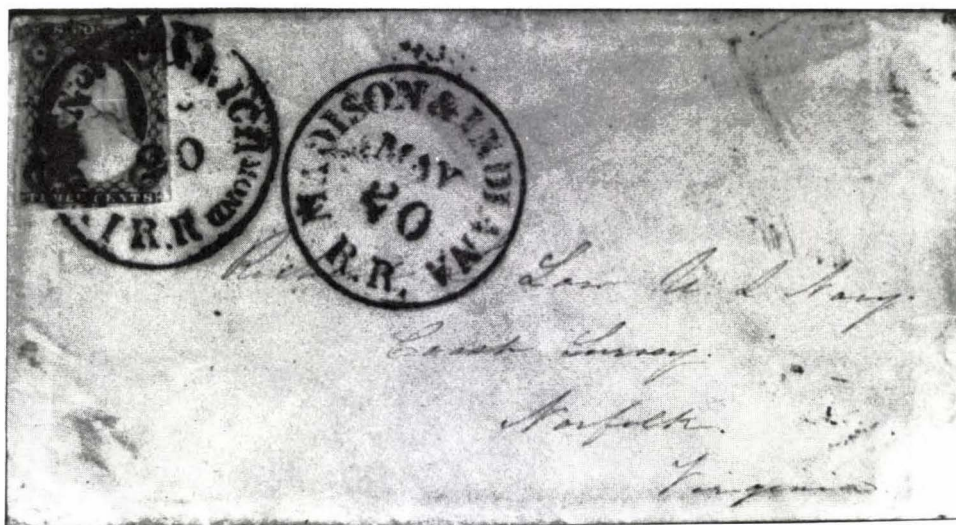


184



185

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
M.R. & L.E./D/R.R.	186	c-31½	10	
MADISON & INDNPLS R.R./D	187	c-33	6	Red, black.
MADISON & INDNPLS R.R./D	188	c-32	6	Blue, red, black.
MADISON & INDIANA/D/R.R.	189	c-32	6	Blue, black.
MANASSAS GAP/D/R.R.	190	c-30½	10	Red.
M. & C R R /D	191	ms	7	Marietta & Cincinnati R.R.
M & C R R/D	192	ms	5	Memphis & Charleston R.R.
M & C R R/D	193	ms	5	Memphis & Charleston R.R.
MIC. CENTRAL R.R./D/Mic.	194	c-34	6	Blue, black.
MIC. CENTRAL R.R./D/Mic	195	c-34	6	Blue, black.
MIC. CENTRAL R.R./D/Mic.	196	c-34½	8	
MICHIGAN. C./D/R.R.	197	c-32½	8	Blue, black.
MICH. SOUTHERN/D/R.R.	198	c-32½	6	Blue.
MICH. SOUTHERN/R.R.	199	c-32½	6	Blue, black.
MICH. SOUTHERN/D/R.R.	200	c-31½	7	Blue.
MICHIGAN SOUTHERN R.R./D	201	c-36	9	Blue.
MILWKE. & DETROIT R.R./D	202	c-34	8	
MILWK. & HORICON. R.R./D	203	c-33½	9	
MILWKE & LACROSSE R.R./D	204	c-33½	10	
M. & M.R.R./D	205	ms	6	Milwaukee & Mississippi R.R.
MIL. & MISS. R.R./D	206	c-34	9	
MILW. & MISS. R.R./D/WIS.	207	c-30	9	Blue, black.



Very rare combination of two railroad route agent markings on one cover: Indianapolis & Richmond R.R. (a terminal marking of Indiana Central R.R.); and Madison & Indiana R.R.





186



187



188



189



190

*M&C RR*  
*Nov. 28*

191

*M&C RR*  
*July 21*

192

*M&C RR*  
*Oct 12*

193



194



195



196



197



198



199



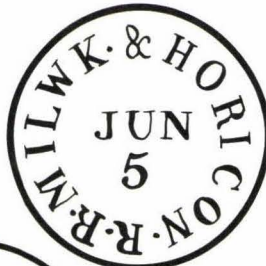
200



201



202



203

*M & M R R June 2*

205



204

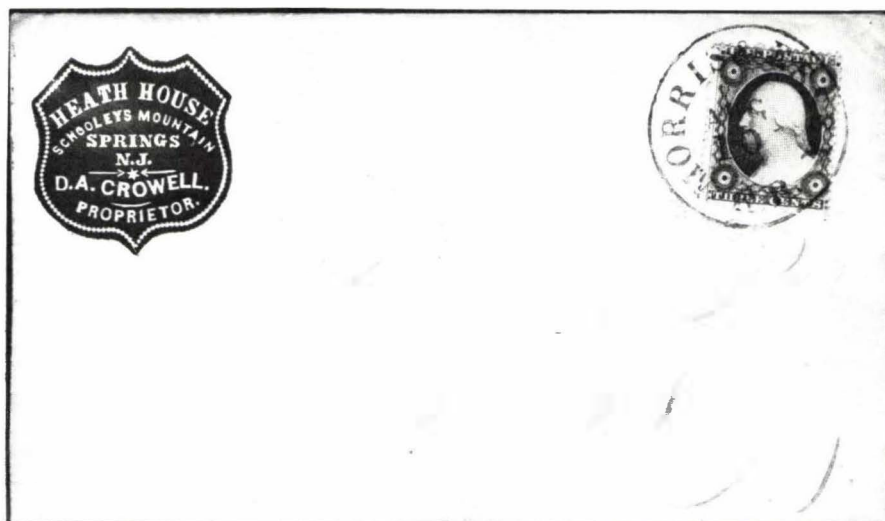


206



207

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
MILWAUKIE & MISS. R.R./D	208	c-36	9	
M & M R.R./D	209	ms	5	Mississippi & Missouri R.R.
Miss & Ten R R/D	210	ms	7	Mississippi & Tennessee R.R.
MOBILE & OHIO R.R./D	211	c-33	10	
MONTREAL & CONCORD R.R.	212	c-34	9	
MORRIS & ESSEX/D/R.R.	213	c-31	6	
MORRIS & ESSEX/D/R.R.	214	c-32½	6	
Nash. & C. R.R./D	215	ms	5	Nashville & Chattanooga R.R.
NASHV. & CHATA. R.R./D/TEN.	216	c-29	10	
NAUGATUCK R.R./D	217	c-33	7	
NEW ALBANY & SALEM/D/R.R.	218	c-32	10	Red.
N.H. & BELLOWS FALLS/D/R.R.	219	c-32	7	
NEW HAVEN & BELLOWS FALLS/D/R.R.	220	c-33	7	
N. HAV. & BELLOWS FALLS R.R./D	221	c-36	8	
N. HAVEN & GREENFIELD R.R./D	222	c-30	6	
N. HAVEN & N. LONDON/D/R.R.	223	c-32	7	
N. HAVEN & SPRINGFIELD R.R./D	224	c-34	9	
N. HAVEN & SPRINGFIELD R/D	225	c-34	8	Red.
N L W & P R R/D	226	ms	5	New London, Willimantic & Palmer R.R.
NEW LONDON. W & P/D/R.R.	227	c-32	8	Ultramarine, black.



Morris & Essex R.R. marking on envelope with corner card of a New Jersey health spa.





208

*M & M R R Miss & Ten P R R*  
*June 21, 1854*

209

210



212



213



214



211

*Nash. R. R. R.*  
*June 30th 1854*

215



216



217



218



219



220



221



222



223



224



225

*N W & P R R July 28*

226



227

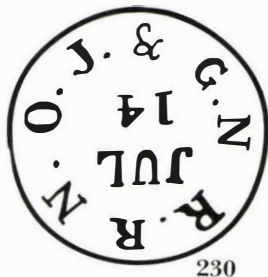
Wording	Tracing Number	Shape and Size	Rarity Number	Notes
N O J & G N R R	228, 229	ms	7	New Orleans, Jackson & Great Northern R.R.
N.O.J. & G.N. R.R./D	230	c-34	9	
N. O. J. & GREAT NO. R.R./D	231	c-36	9	
N. O. JACKSON & G... R.R./D		c-34½	9	Exact wording uncertain.
N.Y. & BOSTON STMB. & R.R.R./D	232	c-36	5	
N.Y. & BOSTON STMB. & R.R.R./D	233	c-36	6	
N.Y. & BOSTON STMB. & R.R.R./D	234	c-37	5	
N.Y. & ERIE R. ROAD/D	235	c-29½	7	
NEW YORK & ERIE R.R./D	236	c-32½	6	
NEW YORK & ERIE R.R./D	237	c-33	6	
NEW YORK & ERIE R.R./D	238	c-33½	6	Blue.
NEW YORK & ERIE/D/R R	239	c-32	6	Red.
N-Y & ERIE /D/R.R.	240	c-33	8	Red, black.
N. YORK & ERIE R.R./D	241	c-30	8	
N. YORK & ERIE R.R./D	242	c-33	8	
N. YORK & ERIE R.R./D/N.Y.	243	c-33½	8	Blue, black, red.
NEW YORK & ERIE R R/D	244	c-32	9	Yellow-gold.
N. YORK & ERIE R.R./D	245	c-37	8	
N. YORK & HARLEM R.R./D	246	c-33	7	Red, black.
N. YORK & N. HAVEN R.R./D	247	c-32	5	Red, magenta, black.
N. YORK & N. HAVEN/D/Yr/R.R.	248	c-33	8	
N. YORK & N. HAVEN/D/Yr/R.R.	249	c-29	6	Rimless.
N Y & Phil R.R.	250	ms	5	



N. Y. & Boston Steamboat & R.R.R. marking. This was used on the combination rail and steamer route between New York and Boston via Stonington, Conn., and Providence, R.I.



*No 997 RR* *Never*  
*July 12* *Mar 14*



230



231



232



233



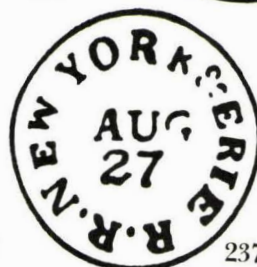
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235



236



237



238



239



240



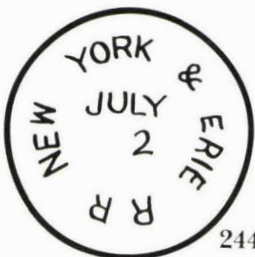
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242



243



244



245



246



247



248



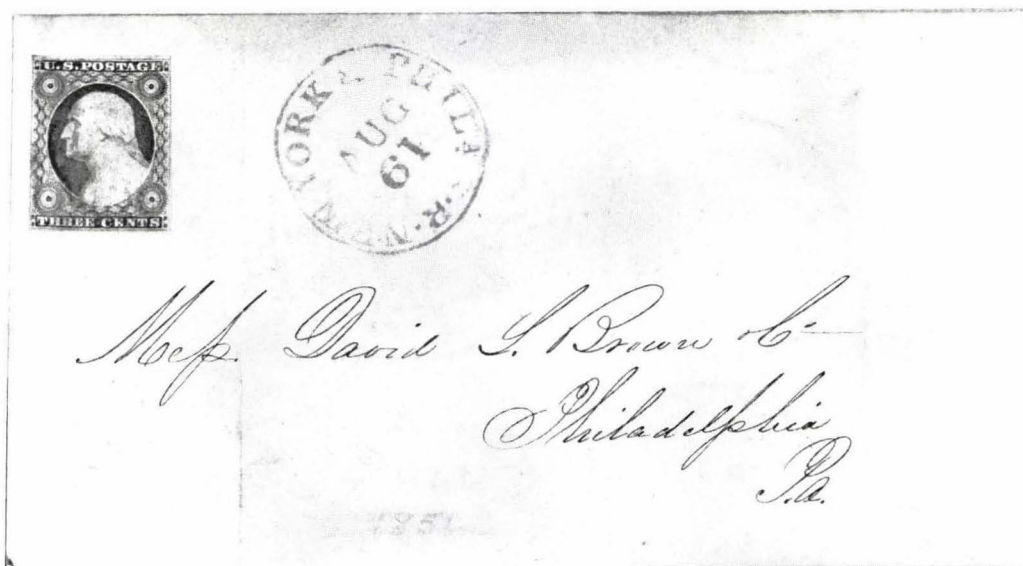
249

*N. Y. & Phil. & Q.*  
*May 5*

250

*Wording*

	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
NEW YORK & PHILA R.R./D	251	c-30	4	Red, black.
NEW YORK & PHILA R.R./D	252	c-32	4	
NEW YORK & PHILA. R.R./D	253	c-29½	7	
N. YORK & PHILA. R.R./D	254	c-33	6	Red, black.
N. YORK & PHIL. R.R./D	255	c-33½	8	
NEW. YORK & PHIL. <sup>A</sup> R.R./D	256	c-29	4	
NEW YORK & PHILA. R.R./D	257	c-30	8	Red, black.
N C Rail Road/D	258	ms	6	North Carolina R.R.
N. CAROLINA R.R./D	259	c-34	8	
NO <sup>H</sup> CAR <sup>A</sup> R <sup>L</sup> R <sup>D</sup> /D/N.C.	260	c-29½	8	
NORTH CAROLINA R.R./D	261	c-36	10	
North Carolina R.R./DYr	262	sl-48x4	10	Excluding date.
NORTH CENTRAL/D/R.R.	263	c-25	9	
NORTH EASTERN R.R./D	264	c-36	10	
NORTH MO/D/R.R.	265	c-26	10	
NORTH PA. R.R./D	266	c-25	9	
N R R/D	267	ms	6	Northern R.R., N.Y.
NORTHERN R.R./D	268	c-32	5	Blue, red, black.
NORTHERN R.R./D	269	c-32½	5	Blue, black.
NORTHERN. R.R./D/N.Y.	270	dc-34	10	
NORTHERN O. R.R. MAIL/D/-N.Y.-	271	c-28	9	Red, black.
N.O.W. VIRGINIA R.R./D	272	c-34	9	
NORWICH & WORCESTER R.R./D	273	c-33	5	Blue.
Ogd (Ogdensburg) R R/D	274	ms	7	
OHIO & IND. <sup>A</sup> /D/R.R.	275	c-32	8	



New York &amp; Phila. R.R. marking on folded letter dated 1851.





251



252



253



254



255



256



257

*N.C. Rail Road*  
*16 Oct*

258



259



260



261

North Carolina R.R.  
August 25 1860.

262



263



264



265



266

*WPA*  
*M 1/2*

267



268



269



270



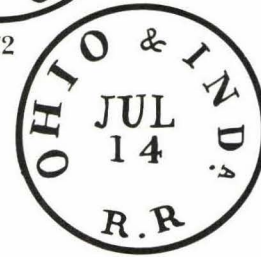
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272



273

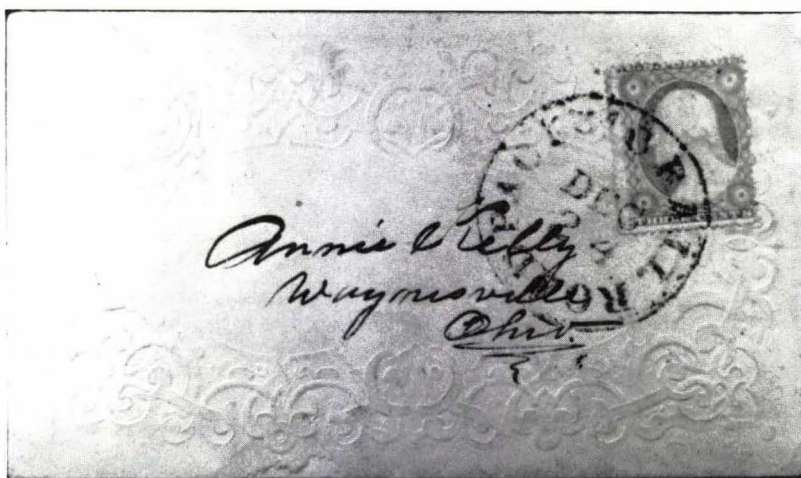


275

*Qd R.R. June 4*

274

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
OHIO & INDIANA R.R./D/O.	276	c-30	8	
OHIO & MISS/D/R.R.	277	c-32	8	Blue.
OHIO & P <sup>A</sup> /D/R.R.	278	c-32	6	
OHIO & P <sup>A</sup> /D/R.R.	279	c-32	6	
ORANGE & ALEX <sup>A</sup> /D/R.R.	280	c-32	9	
PACIFIC RAILROAD/D	281	c-33½	9	
PACIFIC RAILROAD/D	282	c-34½	9	
Penna R R/D	283	ms	4	Pennsylvania R.R.
Penn R R/D	284	ms	4	
Penn R R/D Yr	285	ms	6	
Penna R R/D	286	ms	4	
PENNSYLVANIA R.R./D	287	c-34	7	Blue.
PENNSYLVANIA R.R./D	288	c-35	8	Blue.
PENNSYLVANIA R.R./D	289	c-36	9	Blue.
PENNSYLVANIA/D/R.R.	290	c-32	9	
PENOBSCOT & KEN. R.R./D	291	c-33½	7	
PEORIA O & BUR. R.R./D		c-36	10	
PETERSBURG & ROANOKE/D/R.R.	292	c-29½	10	Bluish-green.
PETERSBURG & R.R. <sup>D</sup> /D	293	c-30	10	
PHILAD <sup>A</sup> RAILROAD	294	sl-57x3½	6	Red, black.
PHILADA RAIL RD/D	295	c-29½	7	
PHILAD <sup>A</sup> /D/RAILROAD	296	c-30	6	Blue.
PH <sup>A</sup> & BALTIMORE/D/R.R.	297	c-32	6	Olive green, black.
PH <sup>A</sup> & BALTIMORE/D/R.R.	298	c-32	6	
PHIL <sup>A</sup> & BALTIMORE/D/R.R.	299	c-33	6	Blue, black.
PHIL. & BALT. R.R./D/Pa.	300	c-30	8	
PHIL <sup>A</sup> & BALT <sup>E</sup> /D/R.R.	301	c-31½	7	Blue, black.
PHIL <sup>A</sup> & COL <sup>A</sup> /D/R.R.	302	c-33½	8	Blue.



The Pacific Railroad was supposed to run from St. Louis to the Pacific coast. By 1861 it was little more than half way across Missouri, and was used as final leg (Tipton to St. Louis) of Butterfield Overland Mail.





276



277



278



279



280



281



282

*Penna RR  
June 17*

283

*Penna RR  
Dec 13*

284

*Penna RR  
Sept 14 1853*

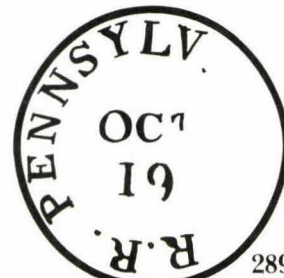
285



287



288



289

*Penna RR  
Oct. 17*

286



290



291



292

PHILADA RAIL ROAD

294



293



295



296



297



298



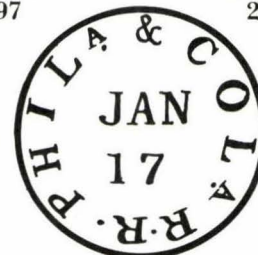
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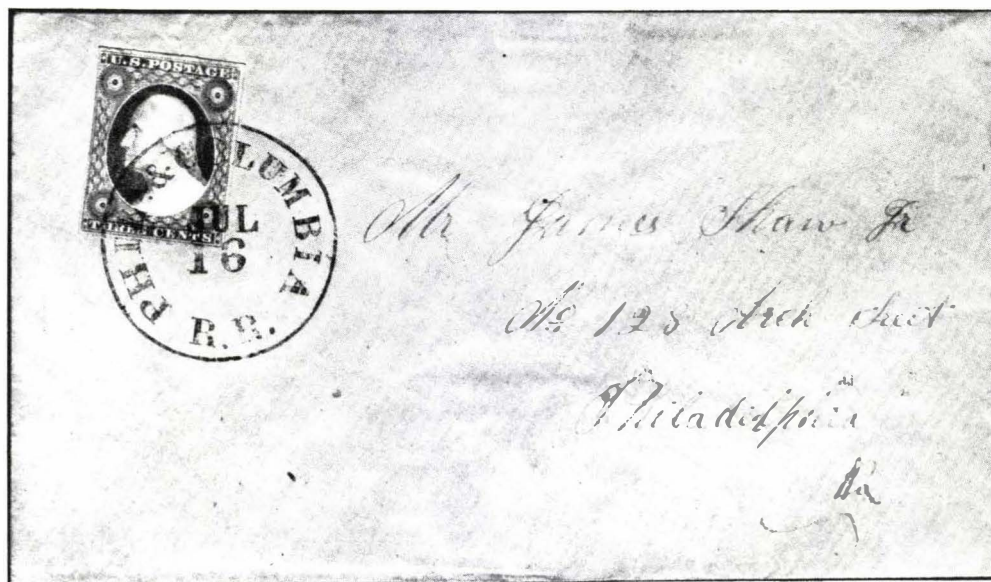


301



302

Wording	Tracing Number	Shape and Size	Rarity Number	Notes
PHIL <sup>A</sup> & COLUMBIA/D/R.R.	303	c-32	9	Blue.
PHIL <sup>A</sup> & N. YORK/D/R.R.	304	c-32	7	
Phila & Pottsv/D/R.R.	305	ms	6	Philadelphia & Pottsville R.R.
PH <sup>A</sup> & POTTSVILLE/D/R.R.	306	c-32	8	Blue.
PHIL <sup>A</sup> & POTTSVILLE/D/R.R.	307	c-32	7	Blue, black.
PHIL <sup>A</sup> R & P/D/R.R.	308	c-32	9	
PITTS. & CONNELLSVILLE R.R./D	309	c-36	9	
PITTS FT. WAYNE & CHI. R.R./D	310	c-33	10	
PORTSMOUTH & ROANOKE/D/R.R.	311	c-32	9	Brown.
POTSDAM & WATERTOWN R.R./D	312	c-36	9	
P H & FISHKILL R R/D	313	c-30	9	
P. H. & FISHKILL R.R./D	314	c-30	7	
PROV. & STONINGTON/D/R.R.	315	c-32	4	
PROV. & WOR. R.R./D	316	c-33	5	Blue, orange, black.
RACINE & MISS. R.R./D	317	c-35	8	
RACINE & MISS. R.R./D	318	c-34	8	
R R	319	sl-12x4	8	Red.
R.R.L.I.	320	ms	6	Rail Road Long Island.
RAIL ROAD CAR	321	sl-44½x3½	8	
RALEIGH & GASTON/D/R.R.	322	c-32	8	Green, blue.
RALEIGH & GASTON/D/R.R.	323	c-32½	8	Blue, brown.
Reading R.R./D	324	ms	7	
Richd Rail Road/D	325	ms	5	Richmond R.R.



Philadelphia &amp; Columbia R.R.





303



304

*Phila & Pottso. Nov  
R.R. 22*

305



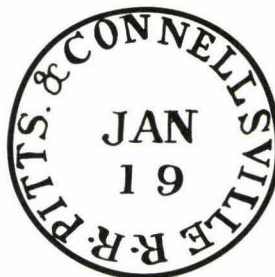
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307



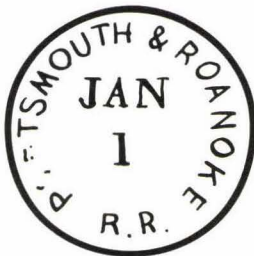
308



309



310



311



312



313



314



315



316



317



318

R R

319

*R.R.L.S.*

320

RAIL ROAD CAR

321



322



323

*Reading R.R.  
Jan 12*

324

*Richd Rail Road  
Dec 9*

325

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
RICHMOND R.R./D/Va.	326	c-33	7	Red, black.
RICHMOND & DANVILLE/D/R.R.	327	c-32½	7	Blue, brownish black.
RICHMOND & PTRSB <sup>G</sup> R.R./D	328	c-32	7	
ROANOKE & PETERSBURG/D/R.R.	329	c-32½	10	Blue.
ROCHESTER & NIAGARA FALLS/D/R.R.	330	c-32½	8	Blue, black.
ROCHESTER & NIAGARA FALLS/D/R.R.	331	c-32½	8	
ROCH. & N. FALLS R.R./D	332	c-26	8	
ROCK ISLAND/D/R.R.		c-31½	9	
RUTLAND & WASHTN/D/R.R.	333	c-32	10	Blue.
RUTLAND & WASHT <sup>N</sup> D/R.R.		c-32½	10	Blue.
SANDUSKY & NEWARK/D/R.R.	334	c-33	8	Blue, black.
SAND <sup>Y</sup> & NEWK R.R./D	335	c-29½	10	
S.A. & G. R.R./1859/GEO.	336	c-30½	10	
SCIOTO & HOCK VAL. R.R./D	337	c-35	9	
SEA <sup>D</sup> & ROAN R.R./D	338	c-30	10	
SOMERSET & KENB. R.R./D	339	c-35	9	
S C R R/D Yr	340	ms	5	South Carolina R.R.
S C R R/D	341	ms	5	
S C R R/D	342	ms	6	
So Ca R R/D	343, 344	ms	7	South Carolina R.R.
SOUTH CAROLINA/D/R.R.	345	c-32	5	Blue, black.
SOUTH CAROLINA/D/R.R.	346	c-32	5	Blue, black.
SOUTH CAROLINA/D/R.R.	347	c-32½	5	Blue, black.
SOUTH CAROLINA/D/R.R.	348	c-32½	-	Blue.
SOUTH SIDE/D/R.R.	349	c-31	9	Two types. Black, blue.
SOUTH SIDE R.R./D/VA.	350	c-30	9	



Pennsylvania R.R. circular marking on 1852 cover. Partial photo.





326



327



328



329



330



331



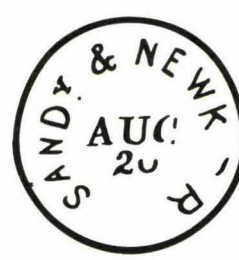
332



333



334



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338



339

*Sb R R*  
*12 Jan 1855*

340

*SC 12 R*  
*Dec 15*

341

*Sb R R*  
*Nov 9*

342

*Sb R R*  
*Sept 21*

343

*Sb R R*  
*Sept 26*

344



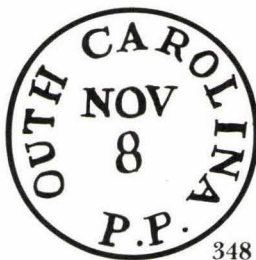
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346



347



348



349



350

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
So. I. R.R.	351	ms	8	Southern Indiana R.R.
SOUTHERN MISS. R.R./D		c-36	10	
SOUTH WEST R.R./D	352	c-35	10	
SPRINGFIELD, M. <sup>T</sup> VER. & PITTS. R.R.	353	c-37	10	Blue.
STEUB & INDA R.R./D/O	354	c-29	9	
SULLIVAN & PASSUMPSIC/D/R.R.	355	c-32	7	
SULLIVAN & PASSUMPSIC/D/R.R.	356	c-32	7	
SYRA. & BINGHAM <sup>N</sup> R.R./D	357	c-30	8	
SYRACUSE & ROCHESTER/D/R.R.	358	c-31	10	
TER. HAUTE & ALTON R.R./D	359	c-36	10	
TOLEDO, NORWALK & CLEVELAND/D/R.R.	360	c-33	7	Blue, black.
TOLEDO, NORWALK & CLEVELAND/D/R.R.	361	c-32	9	Blue.
TROY & RUTLAND/D/R.R.	362	c-32	8	
TROY & RUTLAND R.R./D	363	c-35	7	Blue, black.
Troy & Whitehall R R/D	364	ms	6	
TROY & WHITEHALL R.R./D	365	c-32½	6	
TROY & WHITEHALL R.R./D	366	c-33½	6	Blue, black.
TUSC. BRANCH PITTS & CLEAV. R.R./D	367	c-37	10	
U.S. EXPRESS MAIL/BOSTON/D/Mass.	368	c-29½	3	Red, black. "B" of BOSTON under vertical of "P" of EXPRESS.
U.S. EXPRESS MAIL/BOSTON/D/Mass.	369	c-29½	3	Red, black. "B" of BOSTON under "X" of EXPRESS.
U.S. EXPRESS MAIL/N.YORK/D/N.Y.	370	c-30	3	Red, black. "N" diagonal of N.YORK points at "P" of EXPRESS. Note 2.
U.S. EXPRESS MAIL/N. YORK/D/N.Y.	371	c-30	2	Red, black. "N" diagonal of N.YORK points between "X" & "P" of EXPRESS. Note 2.
Vt & Canada R.R./D	372	ms	7	Vermont & Canada R.R.
VERMONT & CANADA/D/R.R.	373	c-33	8	Blue, red, black.
VERMONT & MASS. R.R./D	374	c-34	8	
VERM <sup>t</sup> & MASS <sup>t</sup> s R.R./D	375	c-34	6	Red, black.

2. Present studies tend to support the hypothesis that these markings may have been applied at the post office.



*S. I. R. R.*

351



352



353



354



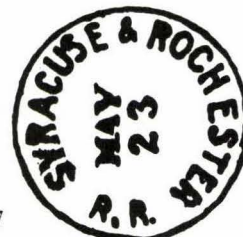
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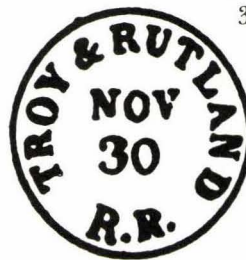
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363

*Troy & Whitehall R.R. Jan 24*

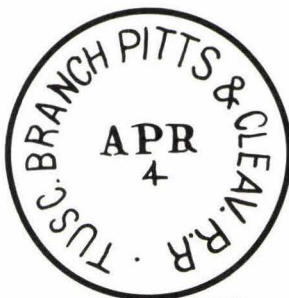
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375

*Vt. & Canada R.R. Oct 7/10*

372

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
VIRGINIA CENTRAL/D/R.R.	376	c-30	8	
VIRGINIA CENTRAL/D/R.R.	377	c-32½	9	
Va & Ten R R/D	378	ms	7	Virginia & Tennessee R.R.
VIRG. <sup>A</sup> & TENN/D/R.R.	379	c-32	7	Blue, black.
VA. & TENN. R.R./D	380	c-31½	9	Blue.
WASHINGTON RAIL R <sup>D</sup> /D	381	c-30	7	Blue.
WASH. & PHILA. R.R./D	382	c-33	8	
WASHINGTON & PHIL. <sup>A</sup> /D/R.R.	383	c-32	7	Blue, black.
WATERTOWN & ROME/D/R.R.	384	c-32½	7	Red, blue, black.
WEST & ATLANTIC R.R./D	385	c-34	8	Red, green.
WEST <sup>N</sup> & ATLANTIC/D/R.R.	386	c-31½	9	
WSTRN & ATLNTC R.R. Ga./D	387	c-33	-	
WILMINGTON & MANCHESTER/D/R.R.	388	c-32½	10	
W & R R R/D	389	ms	5	Wilmington & Raleigh R.R.
WILMINGTON & RALEIGH RAILROAD./D	390	c-30	5	Blue.
WILMINGTON & RALEIGH RAILROAD/D	391	c-30	5	Blue.
WILMINGTON & RALEIGH RAILROAD/D	392	c-30	5	Blue.
WIL. & RAL. R.R./D	393	c-33	7	Blue.
WILMINGT. & RALEIGH R.R./D/N.C.	394	c-36	9	
Worcester & Nashua R R/D	395	ms	5	
WORCESTER & NASHUA R.R./D/Ms	396	c-35	7	Blue, black.
WORCESTER & NASHUA R.R./D	397	c-35	7	Blue.
ZANESVILLE & COLUMBUS/D/R.R.	398	c-32	9	Red, black.



Vermont &amp; Canada R.R.





376



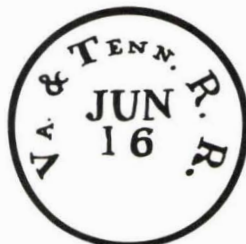
377

*Pa & Len RR  
July 2 53*

378



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380



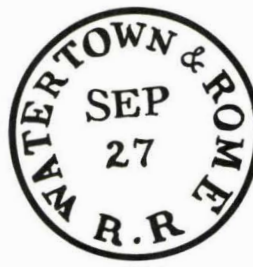
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388

*ms RR  
Sp 9*

389



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393



394

*Worcester & Nashua R.R. }  
Jan 6<sup>th</sup> 1860.*

395



396



397



398

## Railroad Station Agent Markings

In his book *United States Railroad Postmarks 1837 to 1861*, C. W. Remele describes the markings listed in this schedule:

"These are markings that show the name of a railroad, usually the initial letters only, and the name of a station on the road. It is the generally accepted theory that these markings were made with handstamps used ordinarily by railroad station agents for official purposes, such as

stamping tickets.... These station markings were occasionally used to cancel stamps on letters that were then carried through the mails without receiving any other postmark, although it seems very doubtful that there was any Post Office Department regulation sanctioning such use.... With very few exceptions, they are found in the 1857 perforated issues, and not earlier."

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Baltimore &amp; Ohio R.R.</b>				
BRADYS MILLS/D/Yr/B.& O.R.R.	1	o-34x26	10	
CAMERON/D/Yr/B.& O.R.R.	2	o-34x26	8	
DUFFIELDS/D/Yr/B.& O.R.R.	3	o-34x26	9	
HOODS MILL/D/Yr/B.& O.R.R.	4	o-34x26	8	
IJAMSVILLE/D/Yr/B.& O.R.R.	5	o-34x26	8	
KERNEYSVILLE/D/Yr/B.& O.R.R.	6	o-34x26	6	
MARRIOTTSVILLE/D/Yr/B.& O.R.R.	7	o-34x26	8	
MONROVIA/D/Yr/B.& O.R.R.	8	o-34x26	9	Blue.
MOUNT AIRY/D/Yr/B.& O.R.R.	9	o-34x26	8	
NEWBURG/D/Yr/B.& O.R.R.	10	o-34x26	8	
SIR JOHN'S RUN/D/Yr/B.& O.R.R.		o-34x26	7	
SYKESVILLE/D/Yr/B.& O.R.R.	11	o-34x26	7	Blue, black.
WOODBINE/D/Yr/B.& O.R.R.	12	o-35½x26	9	
<b>Belvidere Delaware R.R.</b>				
LAMBERTVILLE/D/2d. LINE/B.D.R.R.	13	c-34	-	
TITUSVILLE/2D LINE/D/B.D.R.R.	14	c-28	10	
TRENTON/2d LINE/D/B.D.R.R.	15	c-27½	8	
<b>Chicago &amp; Galena Union R.R.</b>				
COTTAGE HILL/D/C.& G.U.R.R.	16	dl-Shield 32x?	10	
<b>Cleveland, Painesville &amp; Ashtabula R.R.</b>				
C.P.& A.R.R./D/PAINESVILLE	17	o-34½x25½	10	
<b>Cleveland &amp; Pittsburgh R.R.</b>				
MINERAL POINT/D/Yr/C.& P.R.R.	18	o-34x25½	9	
<b>Cleveland &amp; Toledo R.R.</b>				
AMHERST./D/C.& T.R.R.	19	c-34	9	
<b>Connecticut &amp; Passumpsic Rivers R.R.</b>				
CONN & PASS R'S R R/D/Yr/WELLS RIVER	20	c-34	10	





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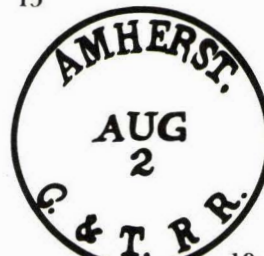
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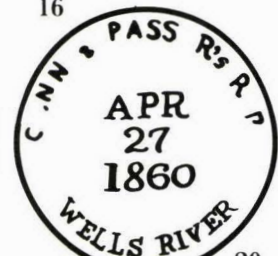
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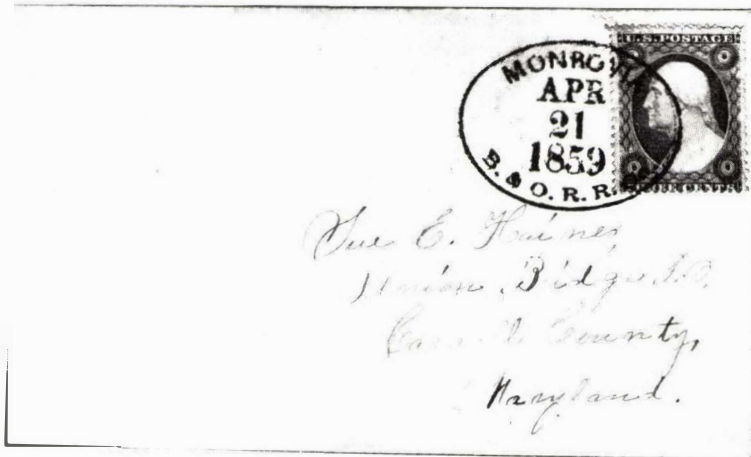
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20



Monrovia station agent marking of Baltimore & Ohio R.R., used as postmark and canceller.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Evansville &amp; Crawfordsville R.R.</b>				
Evansville and Crawfordsville/R.R.Co/D/Yr/ VINCENNES IND.	21	c-34	10	
<b>Flemington R.R.</b>				
FLEMINGTON/2d LINE/D/FLEM.R.R.	22	c-27	10	
<b>Great Western R.R.</b>				
ALEXANDER'S/D/Yr/G.W.R.R.	23	o-33½x25	7	
DAWSON/D/G.W.R.R.	24	o-33½x25	8	
OAKLEY/D/Yr/G.W.R.R.	25	o-33½x25	9	
<b>Hannibal &amp; St. Joseph R.R.</b>				
HANNIBAL & ST. JOSEPH R.R./D/Yr/BROOKFIELD	26	c-35	10	
<b>Housatonic R.R.</b>				
BOTSFORD/D/HOUSATONIC R.R.	27	o-35x25	8	
BROOKFIELD/D/HOUSATONIC R.R.	28	o-34x25	7	Red.
HAWLEYVILLE/D/HOUSATONIC R.R.	29	o-34x25½	7	With serifs.
HAWLEYVILLE/D/HOUSATONIC R.R.	30	o-34x25½	7	Sans-serif.
KENT/D/HOUSATONIC R.R.	31	o-34x25	6	With serifs.
KENT/D/HOUSATONIC R.R.	32	o-35x25	7	Sans-serif.
H.R.R./D/Yr/KENT	33	dc-22	7	
MERWINSVILLE/D/HOUSATONIC R.R.	34	o-34x25	8	
MERWINSVILLE/D/HOUSATONIC R.R.	35	o-35x26	8	
<b>Hudson River R.R.</b>				
S.DUYVIL/D/H.R.R.	36	c-28	8	
<b>Illinois Central R.R.</b>				
FROM DE SOTO./D/Yr/ILL.C.R.R.	37	c-30	8	
FROM EFFINGHAM/D/Yr/ILL.C.R.R.	38	c-30	7	
FROM MAROA./D/Yr/ILL.C.R.R.	39	c-30	8	
FROM MATOON/D/Yr ILL.C.R.R.	40	c-30	9	
FROM MINONK./D/Yr/ILL.C.R.R.	41	c-30	8	
FROM TAMAROA/D/Yr/ILL.C.R.R.	42	c-30	8	
<b>Louisville &amp; Frankfort and Lexington &amp; Frankfort R.R.</b>				
LOU. & FRAN. & LEX. & FRAN.R.R./D/CROPPERS	43	c-34½	9	Blue.
LOU. & FRAN. & LEX. & FRAN. R.R./D/DUCKER	44	c-34	9	Blue.
LOU. & FRAN. & LEX. & FRAN. R.R./D/MIDWAY	45	c-34	9	Blue.
LOU. & FRAN. & LEX. & FRAN.R.R./D/O'BANNON	46	c-34	7	Blue.
LOU. & FRAN. & LEX. & FRAN.R.R./D/SPRING STATION	47	c-34	8	Blue.



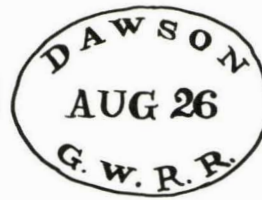
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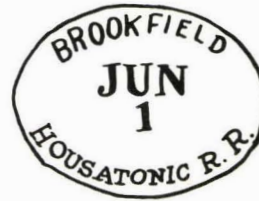
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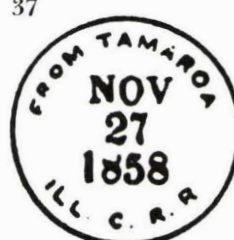
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<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Louisville &amp; Nashville R.R.</b>				
LOUISE <sup>E</sup> & NASHV <sup>V</sup> R.R./D/NASHVILLE	48	c-34½	10	Note 1.
<b>Memphis &amp; Ohio R.R.</b>				
Memphis & Ohio R.R./D/Yr/STANTON	49	c-33½	9	
Memphis & Ohio R.R./D/Yr/WITHE	50	c-34½	10	
<b>Milwaukee &amp; Mississippi R.R.</b>				
MIL. & MISS. R.R./Agency./D/Yr/WINONA.M.T.	51	c-32½	10	Note 2.
<b>Mississippi Central R.R.</b>				
HICKORY VALLEY/D/Yr/M.C.R.R.	52	c-34	10	
LAMAR/D/Yr/M.C.R.R.	53	c-34	9	
PICKENS/D/Yr/M.C.R.R.	54	c-34	10	
<b>Mississippi &amp; Missouri R.R.</b>				
ATALISSA/IOWA/D/M.& M.R.R.	55	o-36x26	10	
<b>Nashville &amp; Chattanooga R.R.</b>				
SMYRNA/D/Yr/N. & C.R.R.	56	o-34½x25½	9	
WARTRACE/D/Yr/N. & C.R.R.	57	o-33½x24	9	
<b>Nashville &amp; Decatur R.R.</b>				
REYNOLDS/D/N & D R.R.	58	o-34x?	10	
<b>New York Central R.R.</b>				
N.YORK C.R.R./Yr/D/J.F.CASE,/RECEIVER/ Savannah Office	59	b-33x26	9	
<b>Rutland &amp; Burlington R.R.</b>				
MIDDLEBURY/Yr/D/R.& B.R.R.	60	o-29½x23	10	Blue.
<b>St. Louis &amp; Iron Mountain R.R.</b>				
ST.L. & I.M.R.R./D/MINERAL POINT	61	c-35	10	
<b>Virginia Central R.R.</b>				
V <sup>A</sup> C.R.R./D/COBHAM	62	c-25	10	
VA.C.R.R./D/KESWICK		c-25	10	Blue.
VA.C.R.R./D/SWOOPES	63	c-25	10	Ultramarine.
<b>Winchester &amp; Potomac R.R.</b>				
W.& P.R.R./D/HALLTOWN	64	o-34½x26	10	

1. This is probably a corner card use.

2. Probably an office use. Winona was not on the railroad.





48



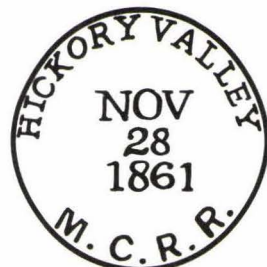
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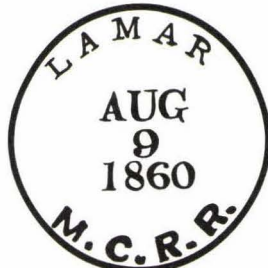
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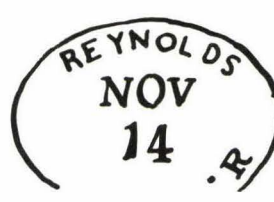
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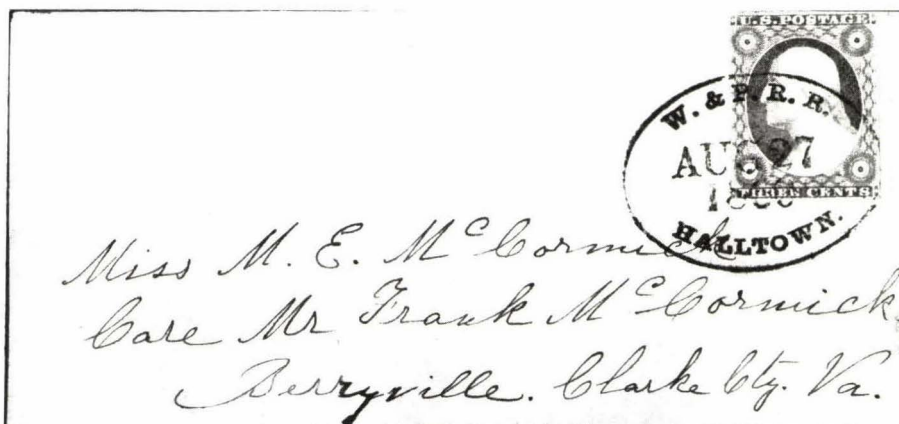
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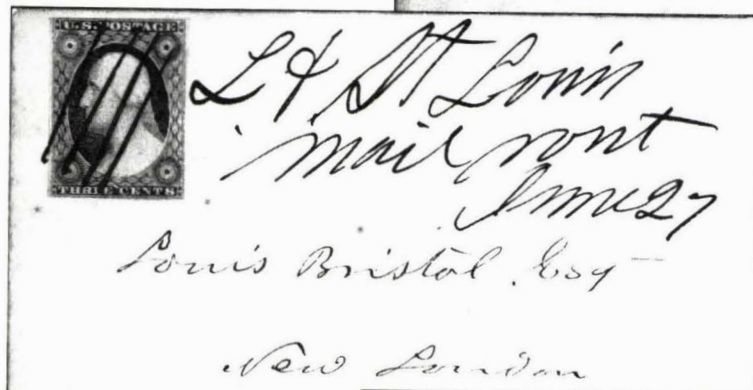
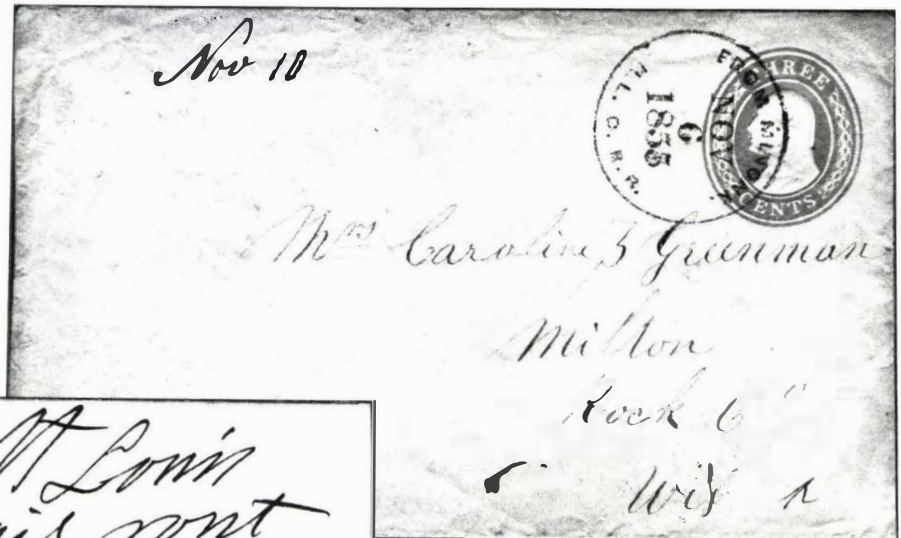


64



A station agent marking from Halltown, on the Winchester & Potomac R.R.

FROM MINONK ILL. C.  
R.R station agent marking.



Louisville & St. Louis Mail Rout(e).

G.D.D. & MIN.  
PAKT. Co.



Colonial Express  
Mail, St. John, N.B.,  
on cover to Scotland  
with 24¢ rate prepaid  
by 3¢, 1¢, and two  
pairs of 5¢ imper-  
forate.

## Steamboat Route Agents Steamboat Route Agents

199

John A. Eggen

Route agents traveling on steamboats with mail contracts had exactly the same status and duties as their brother route agents traveling railroads.

Occasionally, different route agents traveling the same route used totally different wording in marking covers. For instance, Route 7309 covered the New Orleans to Vicksburg run. Until July of 1858, the route agents on this run used the familiar double oval ROUTE/7309 markings. In that month, a new contract was awarded for the route, changing its contract number to 8165. Thereafter, the route agent traveling aboard the *Natchez* adopted the circular U.S. MAIL SATURDAY EVENING PACKET/Str. NATCHEZ/ROUTE 8165/D marking, while the one on board the *Princess* traveling the same route continued to use the N.O. & VICKSBURG R.M. marking initiated during the latter period of the Route 7309 contract.

In addition, the weather on the inland rivers sometimes caused a change in the wording of route agent markings, as illustrated on Route 5103. Here the mail contract was for the 650 mile run between St. Louis and Louisville. The contract called for one weekly trip during the five winter months and three weekly trips for the other seven months. During the five winter months, the run was only between Cairo, Illinois, and St. Louis because of ice and other

inclement conditions on the Ohio River. During the seven month period, the route agent marked his covers "Louisville & St. Louis M.R.," while during the winter, they were marked "Louisville & Cairo M.Bt. Route."

The N.Y. & BOSTON STMB. & R.R.R/D marking was used on the through run from New York to Boston via Long Island Sound steamers and rail between Stonington and Boston. The "R.R.R." stands for "Rail Road Route." By custom, this is listed as both a railroad and waterway marking even though its predecessors, the small New York and Boston Express Mail markings, are only on the railroad list.

The Express Mail markings shown here all relate to the coastal steamboat mail between Boston, Eastport (Maine), and St. John (New Brunswick) and intermediate points between 1854 and 1861. Although no contracts with steamboat owners have been found, Elliott Perry, in *Pat Paragraphs*, Issue 58, reports that the Post Office Department authorized the employment of "steamboat letter carriers" for assignment to these boats, to be paid "per letter." Their status and duties were essentially the same as route agents, who received a salary. The handstamps containing the name "St. John" (New Brunswick) are official U.S. markings, since mail received at St. John was postmarked on an American steamboat.

St. Louis & Keokuk Mail  
Route.





## USPM — Route Agent Markings

## Wording

	Tracing Number	Shape and Size	Rarity Number	Notes
CINCINNATI & LOUISVILLE/D/MAIL ROUTE	1	c-32	8	
COLONIAL EXPRESS MAIL./ST. JOHN,N.B./D	2	c-33	9	
Dubuque & St Paul/D	3	ms	-	
EXPRESS MAIL/D		c-32	9	
EXPRESS MAIL/BOSTON/D	4	c-31	8	
EXPRESS MAIL/EASTPORT/D	5	c-32½	9	
EXPRESS MAIL/D/EASTPORT	6	c-32	9	
EXPRESS MAIL/S. <sup>T</sup> JOHN/D	7	c-32	9	
GAL. DUB. DUN. & MIN. PK C <sup>O</sup> D	8	c-35	9	Note 1.
G.D.D.& MIN. P.CO/D	9	c-33	8	Note 1.
G.D.D.& MIN. PAKT. Co./D	10	c-34	10	Note 1.
KEOKUK & RK. ISL. R.M./D	11	c-36	9	
L. & St. Louis/Mail rout/D	11a	ms	9	
LAKE CHAMPLAIN S.B./D	12	c-33	5	
LAKE CHAMPLAIN/D/S.B.	13	c-26	8	
Louisville & Cairo M. Bt. Route/D	14	ms	10	
LOUISVILLE & CAIRO/D/S.B.	15	c-32	7	Known only as a backstamp.
LOUISVILLE & CINCINNATI/MAIL LINE. D	16	b-47x17	8	
LOUISVILLE & CINCINNATI/D/MAIL LINE.	17	c-37	8	
LOUISVILLE & CINCINNATI/MAIL LINE/D	18	c-38	7	
LOUISVILLE & CINCINNATI/MAIL LINE/D/5	19	c-39	7	
LOU. & CIN./D/S.B. MAIL LINE.	20	c-34	7	Red.

1. Galena, Dubuque, Dunleith & Minnesota Packet Co., an association of steamboat owners on the Upper Mississippi River which had mail contracts.



Louisville & Cincinnati Steam Boat Mail Line. Stamp cancelled by boxed STEAMER/LADY PIKE name-of-boat marking. Both struck in red.





1



2

*Dubigue & St Paul  
Aug 26 & 1837*

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*L & A. Louis  
mail route  
June 27*

11a



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15

*Louisville & Cairo M. Rth Route  
August 3.*

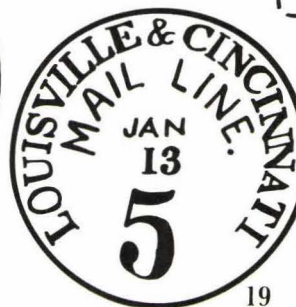
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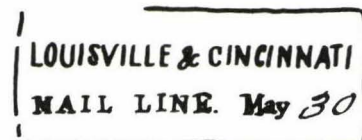
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<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
L. VILLE & CIN <sup>T</sup> /D/MAIL LINE.	21	c-32	6	
Louisville & St. Louis MR/D	22	ms	9	
LOUISVILLE & ST. LOUIS/ms D/MAIL ROUTE	23	o-38x23	9	
LOUISVILLE & /ST. LOUIS/D/MAIL ROUTE	24	shield- 36x34	9	
LOUISVILLE & S <sup>T</sup> LOUIS/D/S.B.	25	c-32	7	
LOUISVILLE & S <sup>T</sup> LOUIS/D/MAIL ROUTE.	26	c-32	10	
LOUISVILLE & S <sup>T</sup> LOUIS/D/MAIL LINE.	27	c-32	10	
MEMPHIS & NAPOLEON RIV. MAIL/D	28	c-35	10	
N. ORLEANS & CAIRO RIV. MAIL/D	29	c-35	10	
N.O. & VICKSBURGH RIV. M./D	30	c-36½	8	
N.O. & VICKSBURGH R.R./D	31	c-33	7	Blue & black.
N.O. & VICKSBURG R.M./D	32	c-36	6	Blue & black.
N.O. & VICKS.RIV. M./D	33	c-36	10	
N.Y. & BOSTON STMB. & R.R.R./D	34	c-36	4	
POTOMAC STEAMBOAT/D	35	c-30	6	
Route 7305	36	ms	8	Footnote 2.
ROUTE/7309	37	do-34x27	5	Footnote 3.
ROUTE/7309	38	do-37x18	6	Footnote 4.
ROUTE/msD/7309	39	do-33x19	7	
St L & K/Mail Rte	39a	ms	9	Ms. date used to cancel stamp.
S <sup>T</sup> LOUIS & KEOKUK/msD/S.B.	40	c-32	8	
S <sup>T</sup> LOUIS & KEOKUK/D/STEAM	41	c-32	8	
S <sup>T</sup> L <sup>S</sup> & K <sup>K</sup> STEAMERS/D	42	c-29	8	
S <sup>L</sup> LOUIS & MEMPHIS R.M./D	43	c-34	10	
U.S. EXPRESS MAIL/BOSTON/D		c-34	9	Outer letters 2½mm high.
U.S. EXPRESS MAIL/BOSTON/D	44	c-34	9	Outer letters 3½mm high.
U.S. EXPRESS MAIL/EASTPORT/D	45	c-33	9	EASTPORT is 19mm long.

2. The New Orleans to St. Francisville route, from 1855 to 1857 inclusive.

3. The New Orleans to Vicksburg route, used from 1855 to July, 1858.

4. The New Orleans to Vicksburg route, used from July, 1858, to the spring of 1861.



21

*Louisville & St. Louis M.R.  
11 Oct*



23



24



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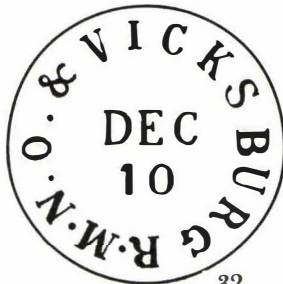
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*Route 7305  
May 15*

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*St. L. & M.R.  
Main Rte*

39a



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43



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## USPM — Route Agent Markings

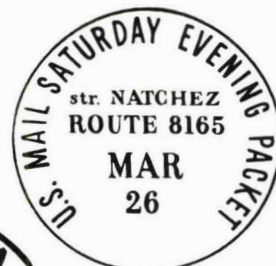
Wording	Tracing Number	Shape and Size	Rarity Number	Notes
U.S. EXPRESS MAIL/EASTPORT/D		c-33	8	EASTPORT is 13mm long.
U.S. EXPRESS MAIL/ST. JOHN/D	46	c-33	9	
U.S. EXPRESS MAIL/ST. JOHN (BOSTON)/D	47	c-33	10	ST. JOHN is surcharged over BOSTON.
U.S. MAIL SATURDAY EVENING PACKET/Str. NATCHEZ/ROUTE 8165./D	48	c-35	7	
W. & P. RIVER. MAIL/D	49	c-30	9	Wheeling & Parkersburg.
WHEELING & PARK RIVER MAIL./D	50	c-36	9	Wheeling & Parkersburg



46



47



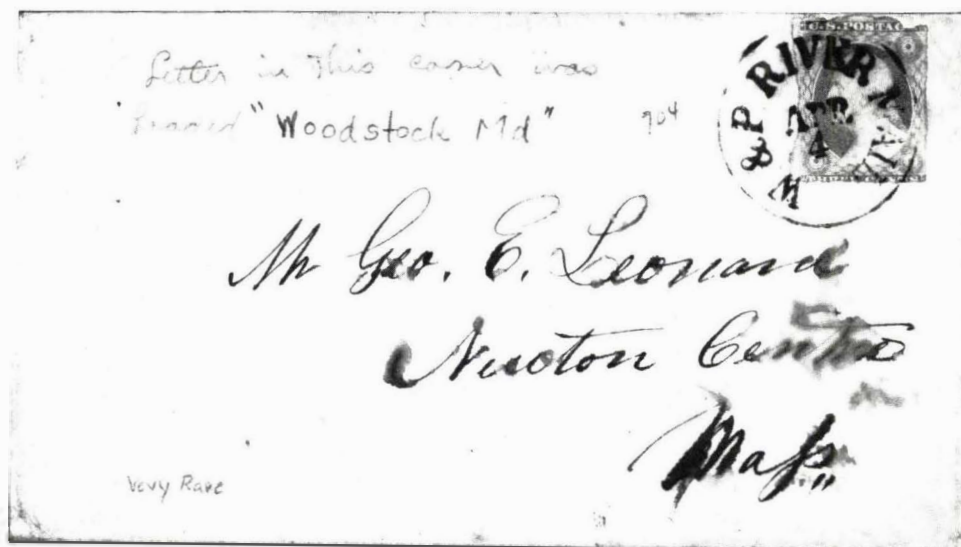
48



49



50



W. &amp; P. RIVER MAIL (Wheeling &amp; Parkersburg).



## Way Markings

### Waterway Way Markings

John A. Eggen

On waterway "post roads" where the volume of mail was sufficient to require regular mail handling, the Post Office Department entered into contracts with boat owners to carry the mail. Most of the letters conveyed by these "contract boats" were in locked mail bags. If there was no post office employee (route agent) on board, the captain or clerk of the boat was permitted to pick up loose letters en route for delivery and placement in the mail system at the nearest post office upon arrival at his destination. The 1852 *PL&R* (Regulation 200), states:

Sec. 200. On the letters brought by a mail carrier to be mailed, called way letters, one cent is to be charged, in addition to the usual postage, which is to be rated from the place where the carrier received the letter. It is to be marked "Way", and one cent paid to the carrier.

An article by Henry A. Meyer, which appeared in *Stamps* magazine on August 1, 1953, further outlined the significance of the marking:

The mark WAY (on waterways letters) means that the letter was brought to the post office by the captain of a steamboat having a contract, permanent or temporary, to carry mail in locked pouches. The Post Office Department paid the steamboat a price agreed upon for carrying the mail sacks. The letters in the sacks did not receive the mark WAY; they bore the regular townmark of the post office where they were mailed. The WAY letters were those handed to the captain or clerk where the boat landed (or given to him in transit). Of course the captain could not put the letter into a pouch, since he had no key to open them; so he took care of the letters himself, carried them to the post office at the end of

his run (or at an intermediate landing), where they were marked WAY, and the captain received 1¢ per letter for his trouble (if he requested it).

If the WAY fee was not requested, the letter was not marked WAY. The WAY mark was an audit mark to support the payment of the 1¢ to the captain. It was recorded on his report of WAY, STEAMBOAT, and SHIP fees paid.

Prior to about January 1, 1853, the 1¢ way fee was added to the regular postage for the letter, but compliance with the Regulations was discontinued at about this time at New Orleans and Mobile, and probably at most other ports. The *PL&R* of 1855 provided that *prepaid* steamboat way letters were still subject to a 1¢ payment to the captain, but this fee was not to be added to the regular postage. *Unpaid* way letters, however, were charged as SHIP letters, 6¢ to port of arrival, and 2¢ plus regular postage if forwarded beyond the port of arrival.

This schedule divides way mail into the following classes:

1. *Markings Containing only the Word WAY.* These were applied without an associated numeral to letters prepaid by stamps mailed after about January 1, 1853. They also may have been applied with an associated separate numeral rating mark on letters mailed before that date, or to stampless collect or prepaid letters mailed during the period before prepayment by stamps was required.

2. *Markings Containing the Word WAY and a Rating Numeral, with or without DUE, C, CTS, or CENTS.* These were applied to letters

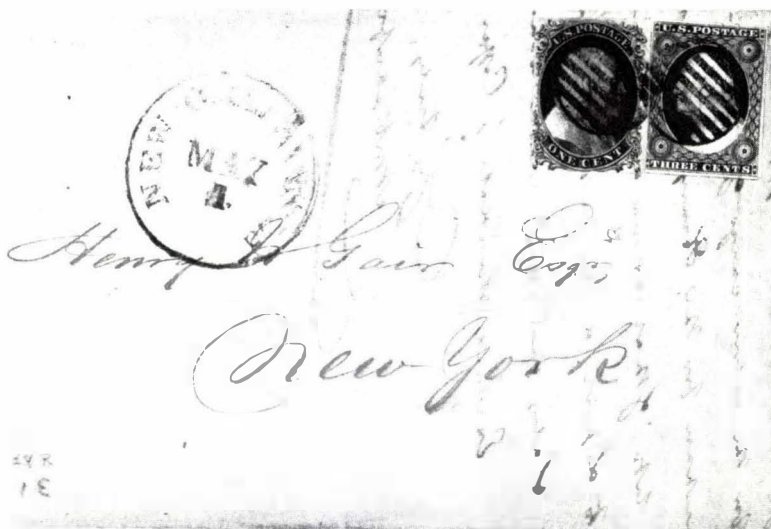
prepaid by stamps when the way fee was to be collected from the addressee, as well as to stampless letters mailed during the period of use of such letters, whether or not the way fee was charged to the addressee.

3. *Way Letters with Way Fee Prepaid by Stamps.* Combinations of stamps that total 1¢ more than ordinary postage not otherwise explainable are believed to be way letters with the way fee prepaid by stamps, provided they were mailed during the time when a way fee was collectible from the addressee. Even after

### USPM — Way Markings

January 1, 1853, letters bearing an extra 1¢ postage (including some marked WAY) are known, doubtless as a result of following the 1859 *PL&R*, which contained a contradictory instruction, implying that way fees were still to be collected.

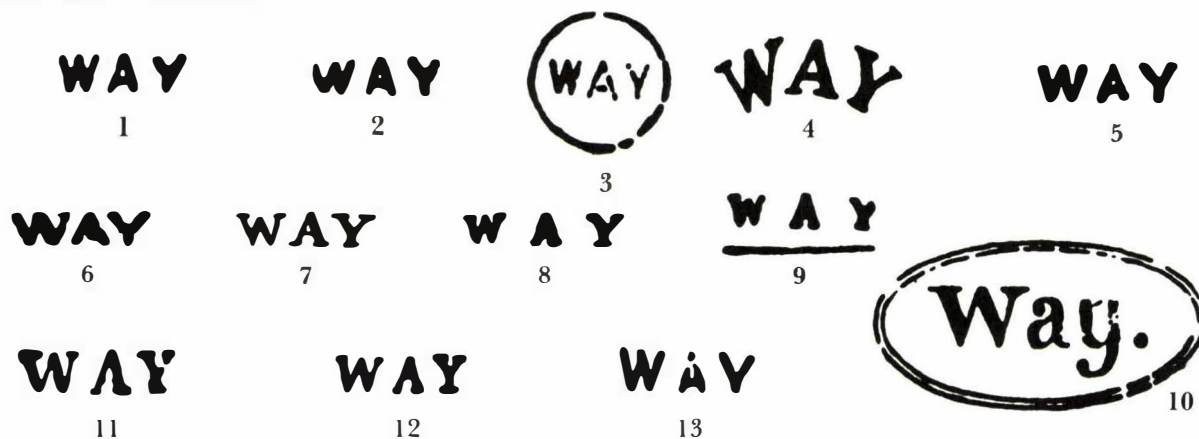
Way letters often bear a townmark applied by the receiving postmaster, as well as a Name-of-Boat marking applied by the clerk of the boat; the townmark was struck on letters to be delivered beyond the point of receipt by a postmaster.



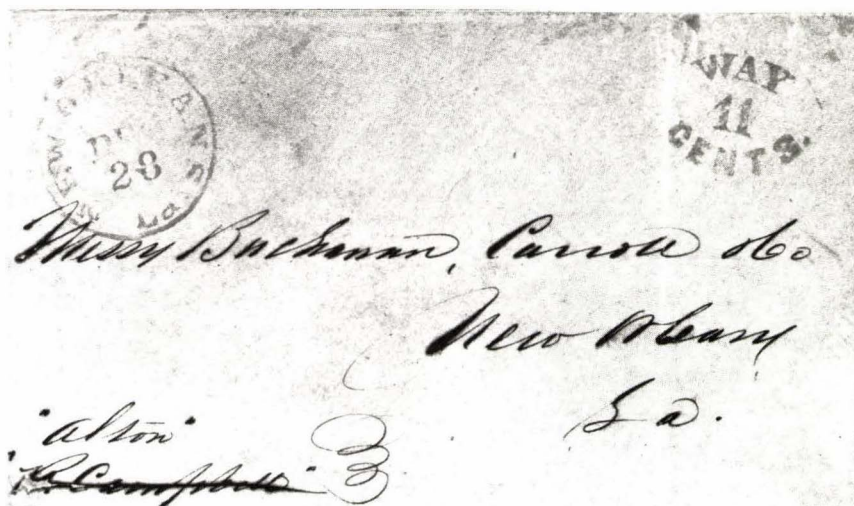
A way letter entering the mails at New Orleans with both the postage and way fee prepaid by stamps.

#### 1. The mark WAY without numeral:

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
Baltimore	1	sl-17x5	2	Blue, black.
Baltimore	2	sl-17x5	2	Difference mostly in "Y."
Baltimore	3	c-18	3	
Mobile, Alabama	4	arc-25x8	2	Blue.
Mobile, Alabama	5	sl-18x5	2	
Montgomery, Alabama	6	sl-18x4	3	
Nantucket, Mass.	7	sl-18x4	5	
New Orleans	8	sl-21½x4	1	
New Orleans	9	sl-22x4, underlined	1	Underlining may be from edge of handstamp.
San Francisco	10	dlo-44x22	5	
Washington, D.C.	11	sl-21x5	3	
Washington, D.C.	12	sl-17½x4½	3	Red, black.
Wilmington, N. C.	13	sl-18x5	4	



This cover (which may have originated in Havana) reached San Francisco by contract mail steamer and there received the oval WAY handstamp and "10" rate mark. No indication whether the 1¢ way fee was paid or collected from the addressee.



New Orleans WAY/11/CENTS struck in red.

## 2. The mark WAY and numeral, with or without DUE or "cents" indication:

The normal use of these markings is as follows:

- (a) WAY and 1, or DUE WAY 1¢: on stamped letters to indicate collection of the 1¢ way fee from the addressee.
- (b) WAY and 5: on stampless collect single rate letters; no way fee collectible.
- (c) WAY and 6: on stampless collect single rate letters; 1¢ way fee collectible.
- (d) WAY and 11: on stampless collect double rate letters; 1¢ way fee collectible.

<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
Baltimore	1	WAY/5	sl-18½x13½	3	Red.
Baltimore	2	WAY/5	sl-18x14	3	
Baltimore	3	WAY 6	sl-25x5½	3	
Donaldsonville, La.	4	WAY/6	sl-25x19	-	Red.
Ellsworth, Me.	5	WAY 6	sl-10x5		Note 1.
Lynchburg, Va.	6	WAY/6	c-17	7	Note 2.
Mobile, Ala.	7	Due/WAY 1¢	sl-41x17 with grid	9	
Mobile, Ala.	8	WAY/6	arc-25x20	-	
Mobile, Ala.	9	WAY/6	c-25	9	Blue, black.
Mobile, Ala.	10	WAY/11	c-25	-	Blue, red, greenish blue.
New Orleans	11	WAY/1	sl-18x18	4	
New Orleans	12	WAY/5	sl-21x16	-	
New Orleans	13	WAY/6	sl-20x13	-	Blue, red.
New Orleans	14	WAY/6	c-32	-	
New Orleans	15	WAY/11/ CENTS	sl-26x22	-	Black, red.
Norfolk, Va.	16	WAY 6	sl-24x5	7	Red, black.
Richmond, Va.	17	WAY/6	sl-17x13	8	Blue.
Richmond, Va.	18	WAY/11	sl-17x13	-	Red.
Vicksburg, Miss.	19	WAY/6/Cents	c-21½	10	Blue.

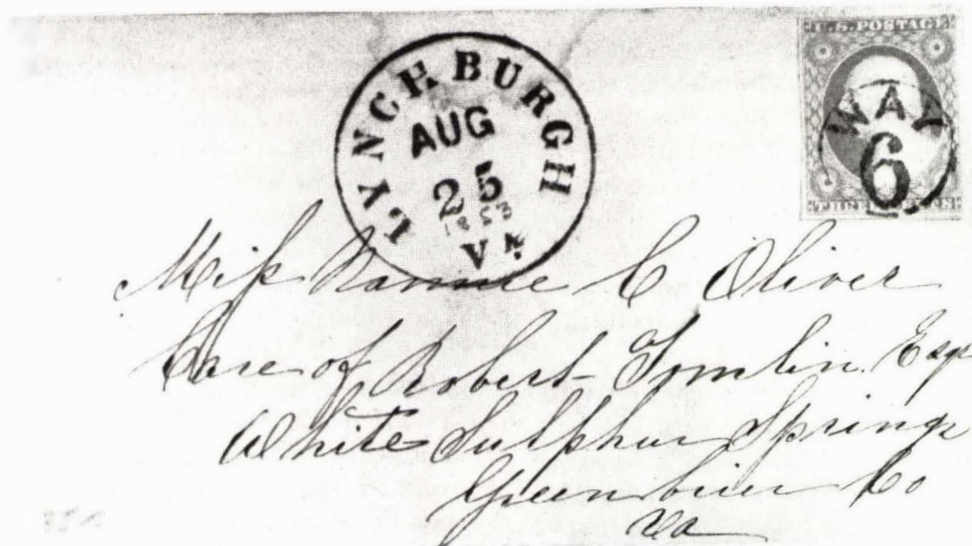
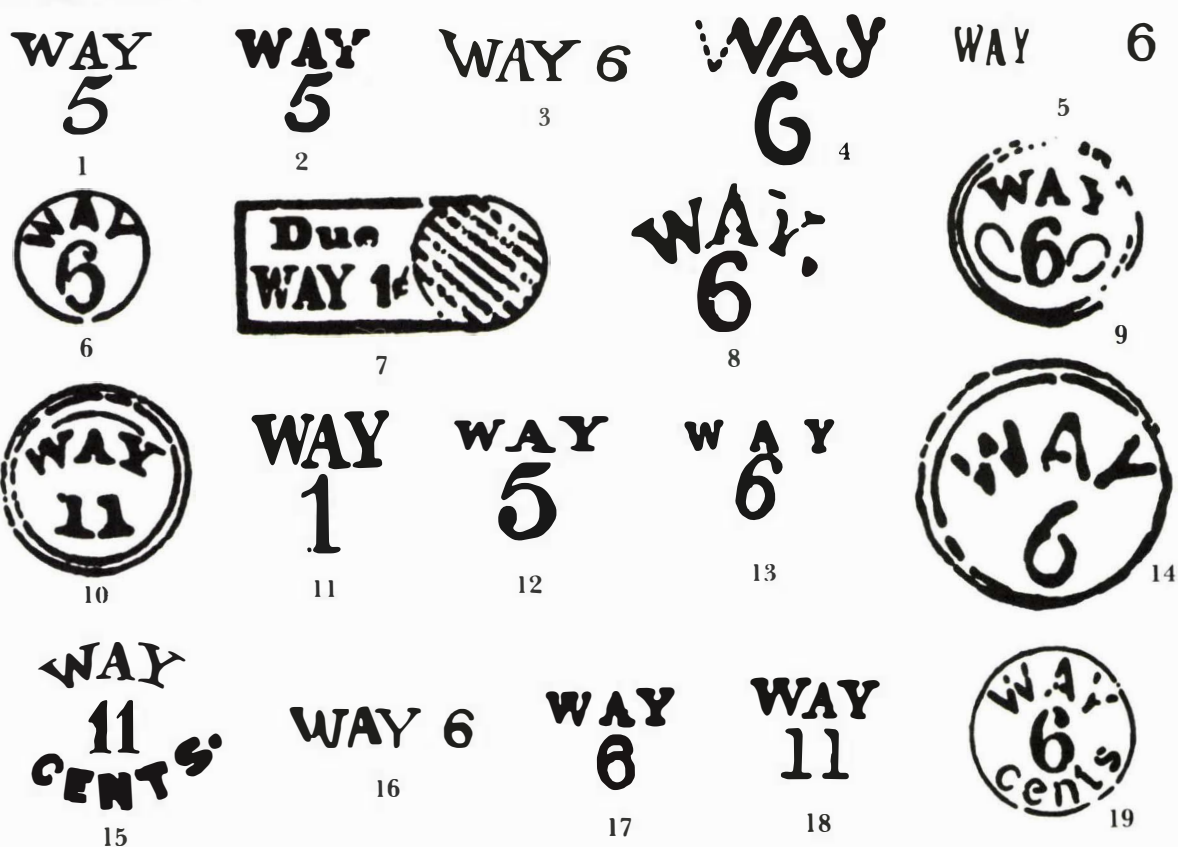
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1. The "6" may not be attached.

2. Lynchburg was on the James River & Kanawha Canal, and it is believed that the WAY/6 was applied to mail received from canal boats (collect stampless). It is also found on stamped mail.



## WAY and Numeral



The Lynchburg WAY/6 is believed to have been struck on mail received from canal boats operating on the Kanawha Canal. It was prepared for use on collect stampless mail: 5¢ postage (unpaid rate) plus 1¢ way fee, but was also used to cancel mail prepaid by stamps on the same route.

### 3. Way letters with way fee prepaid by stamps:

<i>Town where postmarked:</i>	<i>Rarity Number</i>
New Orleans	8
Natchez	10
Selma, Ala.	8
Mobile, Ala.	9
Montgomery, Ala.	9
Lewiston, N.Y.	10
Any other waterways port	10

There is usually some indication on the cover that it is a way letter, but the rarity ratings apply if this is missing, provided the circumstances indicate that it is a way use.

### “MAIL ROUTE” Way Marking

The MAIL ROUTE marking used at Savannah during this period was applied to mail picked up by contract mail steamers

serving the coastal areas above and below Savannah. It was a local substitute for the normal marking, WAY. See the article on this subject by Arthur H. Bond at *Chronicle* 70:77.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
MAIL ROUTE	1	sl-42x3½	9

### MAIL ROUTE

1

### Railroad and Stage Line Way Markings

It would be a mistake to assume that all WAY mail during this decade was handled by steamboats. The *PL&R* did not restrict this marking and its attendant fee to river mail; in fact, the regulations concerning way mail preceded the advent of steamboats. However, changing modes of transportation resulted in the marking WAY's being used predominately on mail picked up by contract steamboats during the time period covered by this book.

Any contract carrier was permitted to handle way mail. Such carriers included railroads and stage lines. Way letters handled by a contract railroad are extremely rare, as was explained by Tracy W. Simpson in the 1959 edition of *USPM* at page 149:

Probably the reason is that most railroads had route agents who postmarked letters mailed at trainside. If no route agent was on board, the train conductor could not very well deliver such letters to a post office and claim a Way fee because the train

did not stop long enough, at least at intermediate stations. Furthermore, compensation to the railroads for carrying the mails was comparatively large, so little attention, if any, would be expected to collecting a one-cent Way fee on the few occasions when one might be allowable.

A few covers originating in New York in 1851 with WAY applied at Washington, D.C., one day later quite probably were carried by rail. The other probable railroad WAY marking, from South Harwich, Maine, is listed below.

On the other hand, stage line contractors frequently picked up mail along their routes and handed it in to the next post office where their contracts required them to stop. Such letters can usually be identified because they originated at a town other than the one where a townmark and the word WAY were applied, and because the town where the letter entered the mails was not on a navigable river. Covers with stage line WAY markings that also bear a 1¢ stamp to prepay the way fee are very rare.

# MAIL ROUTE; Railroad & Stage Line WAY

211

Town	Tracing Number	Wording	Shape and Size	Rarity Number	Notes
Norwich, Vt.	1	Paid by Stage/2 cts	ms	-	May refer to 2¢ Way fee paid to or by the stage.
South Harwich, Me.	2	WAY 6	sl-42½x5½	10	Probably a railroad Way.
Springfield, N.H.	3	Way 1	ms		
Stapleton, N.Y.	4	(Pointing hand) Way Letter - 1 Cent	sl-44x3½	8	
Sutton, N.H.		Way 1 Cent	ms	10	See photo.
Willimantic, Ct.	5	WAY 1	sl-28x8	8	

*Paid by Stage*

*2 cts*

1

**WAY 6**

2

**Way Letter - 1 Cent**

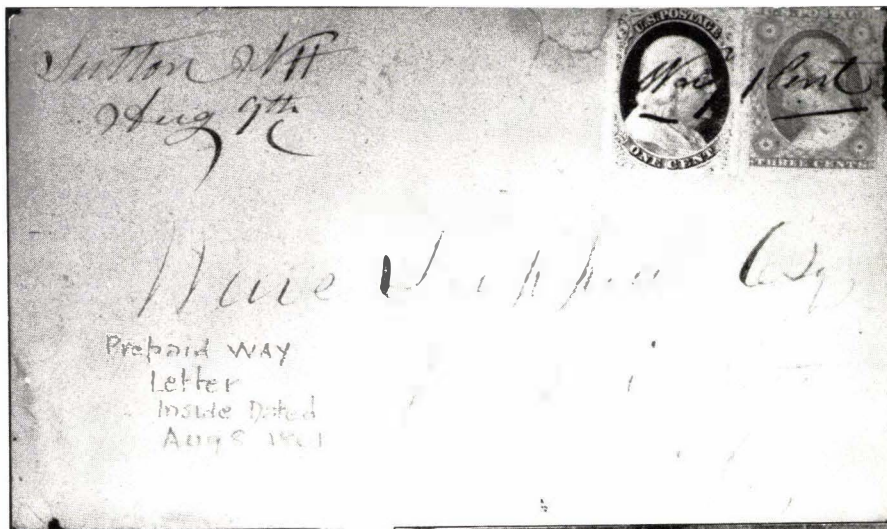
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*Way 1*

3

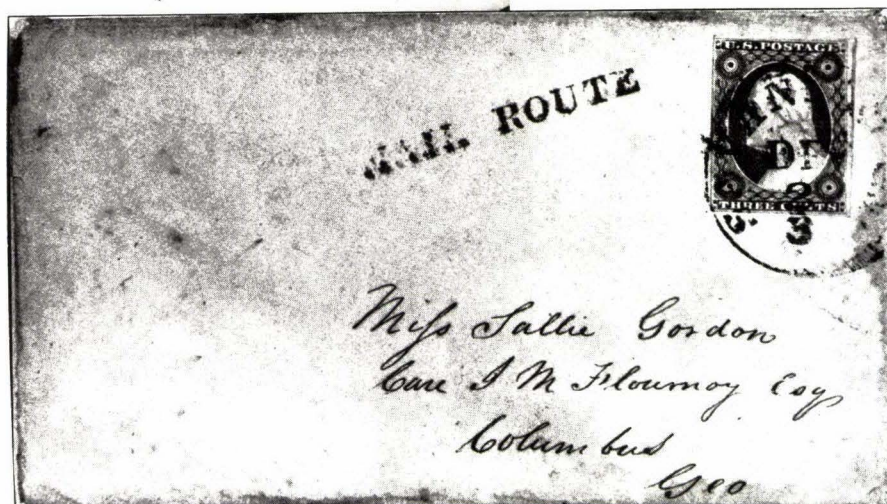
**WAY 1**

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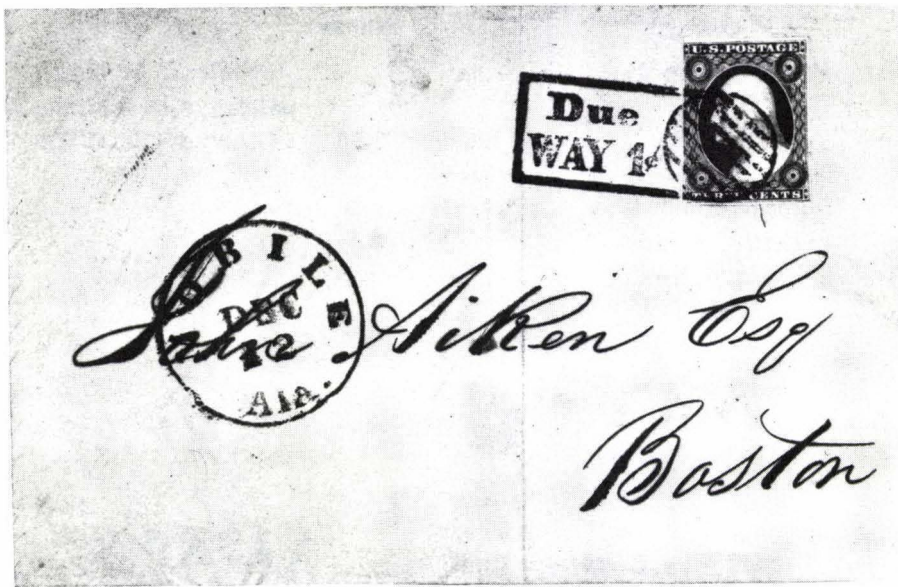


A rare stage line manuscript "Way 1 Cent" on a cover entering the mail at Sutton, N. H., with way fee prepaid by stamp.

The Savannah MAIL ROUTE marking.

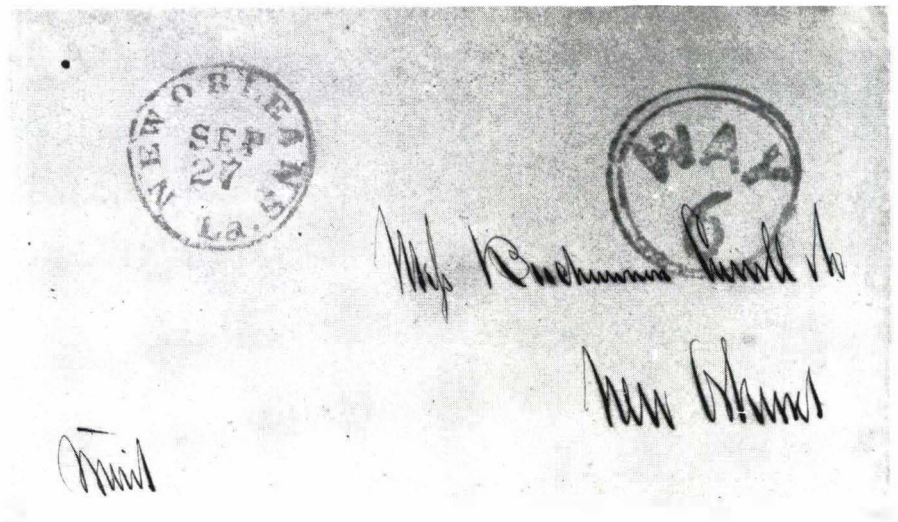






This boxed marking from Mobile combines the accounting word WAY, rating DUE 1c, and a cancelling grid.

New Orleans WAY/6 in double circle in red.



New Orleans straight line WAY/6 in black.



## Steamboat and Steam Markings

John A. Eggen

Steamboats operating without a contract to carry pouched mail were allowed to convey loose letters to the nearest post office. These were received by the clerk aboard the boat en route between post offices. The 1852 *PL&R*, Chapter 15, states:

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. 113. The master . . . 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.

In his August 1, 1953, article in *Stamps* magazine, Henry A. Meyer explains the marking "STEAMBOAT":

The mark STEAMBOAT means that the letter bearing it was picked up somewhere along an inland river, lake, bay or sound by the captain or clerk of a steamboat having no mail-carrying status with the post office department. It was carried as a favor to the writer; the captain or clerk was required by law to carry it to a post office where the letter was marked STEAMBOAT, either by handstamp or in manuscript.

In the early part of the period at certain post offices (notably Troy, N.Y.) the amount paid the steamboat was added to the regular postage and collected from the addressee. This practice,

where it existed, appears to have been abandoned early in 1853 or before, and it was prohibited as to prepaid letters on April 1, 1855. After that date, however, postmasters were directed that unpaid "steamboat" letters should be treated as "ship" letters and charged with postage of 6¢ if addressed to the arrival post office and with 2¢ in addition to ordinary postage if addressed by post to another place. This arrangement continued until February 27, 1861, when the rate on letters to port of arrival was reduced from 6¢ to 5¢, and it also was then provided that letters conveyed in whole or in part by non-contract steamboats were to have 2¢ added per letter above the domestic rate.

From the preceding, it is evident that the combination of STEAMBOAT and a rating mark covering a charge to be collected would ordinarily be limited to use before 1853 or after February, 1861. The *PL&R* did not precisely define "steamboat" and "ship," although despite the 1855 Regulations, it is evident that the first was intended to mean inland and coast-wise vessels and the latter to mean vessels from or to foreign ports, or those traveling only partly on established coastwise mail routes. This ambiguity led to occasional misuse of the "steamboat" handstamp; thus letters are found marked STEAMBOAT with DUE 2 (apparently for ship fee) mailed after 1855 and before 1861, whereas in this interval no such extra fee was collectible on "steamboat" letters.

The marking "steamboat" was often abbreviated to "steam." Post offices at a few ports used both markings, sometimes concurrently. Another oddity is that although the

*PL&R* specifically provided that all letters brought by steamboats should be marked "Steamboat," this practice was not followed if other markings expressly were specified; thus, letters picked up at landings by steamboats having mail carrying contracts were marked "Way" instead of "Steamboat," unless the steamboat carried a route agent with a handstamp, in which case his handstamp was ordinarily the only marking applied. Covers marked "Steam" or "Steamboat" also frequently bear a townmark applied by the re-

ceiving postmaster as well as a Name-of-Boat marking applied by the clerk of the boat. The townmark was struck on letters to be delivered beyond the point of receipt into the mail system.

Several contract-route waterways route agents used handstamps containing STEAMBOAT or abbreviated as STEAM or "S.B."; e.g., POTOMAC STEAMBOAT, ST. LOUIS & KEOKUK S.B. (and STEAM), etc. Such markings are listed in the Waterway Route Agent schedule.

### 1. The markings STEAMBOAT or STEAM BOAT:

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
Albany	1	sl-25x10	5	Two lines.
Alexandria, Va.	2	sl-43x5	7	
Baltimore	3	sl-40x5	3	
Baltimore	4	sl-37x4	4	
Baltimore	5	sl-40x5	4	
Bangor, Me.	6	sl-37x4	7	
Boston	7	sl-42x4	4	
Buffalo	8	scroll-39x13	6	
Charleston, S.C.	9	sl-38x4	5	
Chicago	10	sl-41x6	-	
Cleveland	11	sl-52x5	5	
Detroit	12	scroll-27x11	4	
Detroit	13	sl-40x5	6	
Eastport, Me.	14	sl-37x3½	7	
Fredericksburg, Va.	15	sl-36x6	6	
Galveston	16	sl-37x4	-	
Hartford, Conn.	17	sl-32x2½	7	
Louisville	18	sl-36x5	5	
Mobile	19	sl-38x4	5	
Mobile	20	sl-43x5	5	
Montgomery, Ala.	21	sl-40x5	7	
Montgomery, Ala.	22	sl-36x4	7	
New London, Conn.	23	sl-15½x7	-	Two lines.
New Orleans	24	sl-47x5	5	
New Orleans	25	sl-42x5	5	
Newport, R.I.	26	sl-52x6	-	
Newport, R.I.	27	sl-37x5	6	
Newport, R.I.	28	sl-41x5	6	
New York City	29	sl-42x4	4	Two slightly different types.

STEAM  
BOAT

1

STEAMBOAT

4

STEAM BOAT

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STEAMBOAT

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STEAMBOAT

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STEAMBOAT

16

STEAMBOAT

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STEAMBOAT

22

STEAMBOAT

25

STEAMBOAT

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STEAMBOAT

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STEAMBOAT

5



8

STEAM-BOAT

11

STEAMBOAT

14

STEAMBOAT

17

STEAMBOAT

20

STEAM  
BOAT

23

STEAMBOAT

28

STEAMBOAT

3

STEAM-BOAT

6

STEAM-BOAT

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12

STEAMBOAT

15

STEAMBOAT

18

STEAM BOAT

21

STEAMBOAT

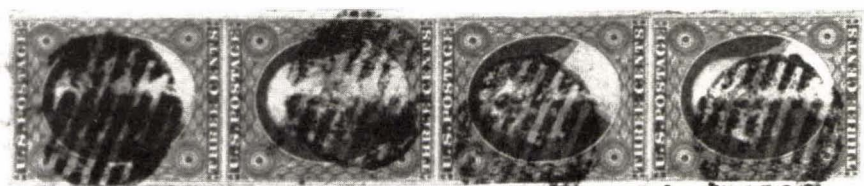
24

STEAM-BOAT

26

STEAM BOAT

29



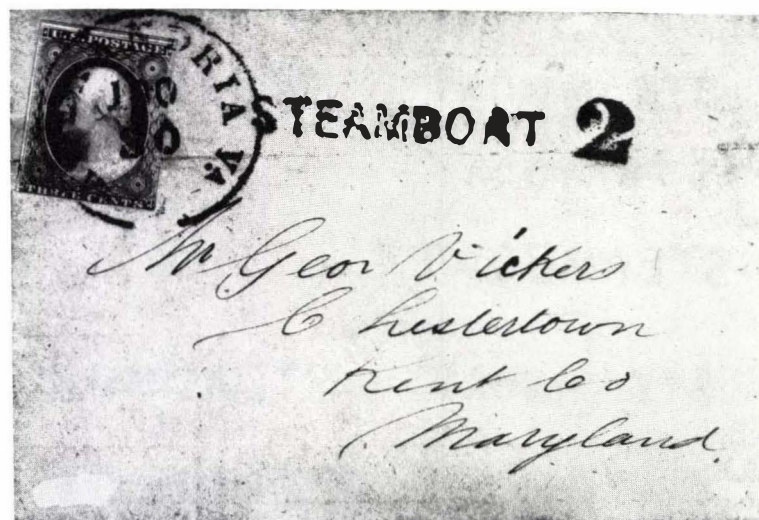
N.B.

Fancy Buffalo STEAM-BOAT used to Canada. Postage probably overpaid 2¢, although, if prior to 1855, sender may have tried to prepay steamboat fee.



Charleston, S. C.,  
STEAMBOAT, spelled  
in full. Also MISSENT  
handstamp of Char-  
lottesville, Va.

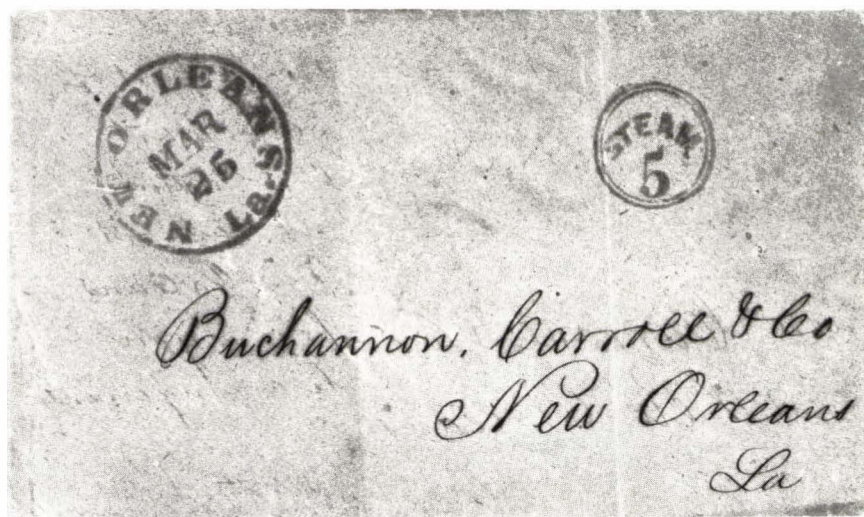
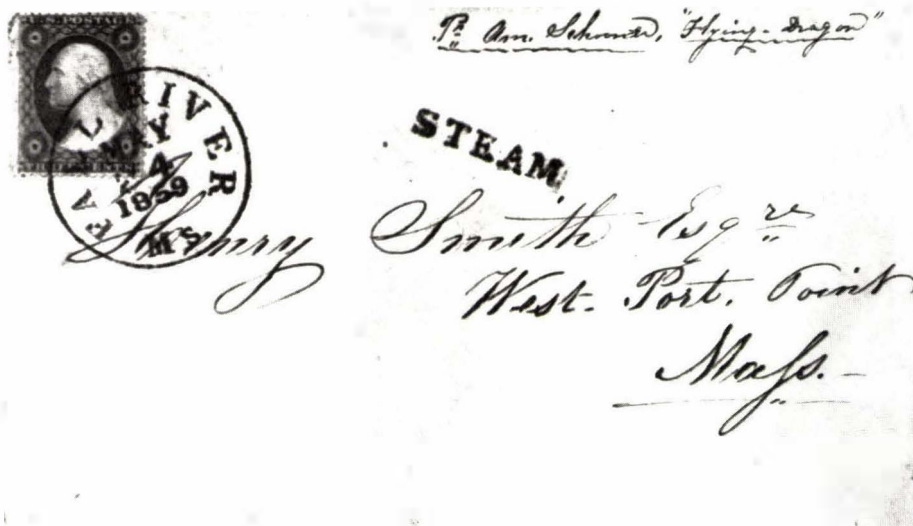
A steamboat letter entering the mails  
from a non-contract boat before April  
1, 1855; 2¢ steamboat fee added to  
postage and collected from addressee.



A steamboat letter mailed after April 1, 1855.  
In accordance with regulations then effec-  
tive, the 2¢ fee was not collected from the  
addressee, since the letter was otherwise  
prepaid.

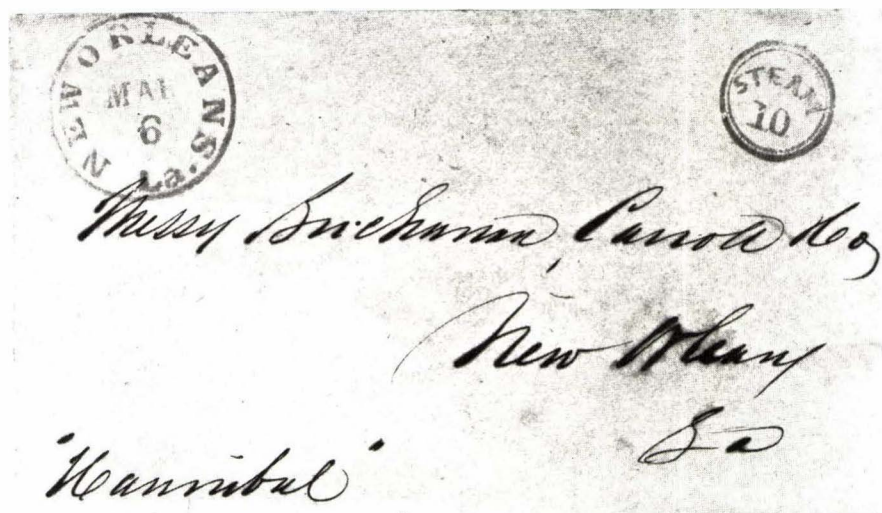


Most postmasters abbreviated the marking to "STEAM." These are usually straight line, from local type.



New Orleans STEAM/5 in double circle in red.

New Orleans STEAM/10 in double circle in red.



<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
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## 1. The markings STEAMBOAT or STEAM BOAT: (cont.)

Norfolk, Va.	30	sl-42x5	7	
Providence, R.I.	31	sl-43x4	6	
Providence, R.I.	32	sl-42x4	-	Has narrow "A" close to "M."
Sandusky, O.	33	sl-44x6	7	
Savannah, Ga.	34	sl-42x3	4	
Savannah, Ga.	35	sl-43x4	4	
Savannah, Ga.	36	sl-38x5	5	
Selma, Ala.	37	sl-40x5	6	
Whitehall, N.Y.	38	sl-37x3	7	Words divided by high dot.

## 2. The marking STEAM:

Baltimore	1	sl-33x5	5	
Baltimore	2	sl-33x4	-	
Baton Rouge	3	sl-23x4	5	
Bayou Sara, La.	4	sl-26x4	6	
Boston	5	sl-22x4	6	
Boston	6	sl-23x4	4	
Chicago	7	sl-19x4	-	
Cincinnati	8	sl-23x4	4	
Cincinnati	9	sl-29x5	4	
Columbus, Ga.	10	sl-23x4	-	
Donaldsonville, La.	11	sl-29x5	-	
Dubuque, Iowa	12	sl-28x12	-	
Eastport, Me.	13	sl-33x5	6	
Evansville, Ind.	14	sl-25x7	-	
Evansville, Ind.	15	sl-26x5	-	
Fall River, Mass.	16	sl-23x4	5	
Grand Gulf, Miss.	17	sl-24x4	6	
Hartford, Conn.	18	sl-27x4	5	
Louisville	19	sl-23x6	6	
Louisville	20	sl-31x5	3	
Maysville, Ky.	21	sl-27x5	6	
Memphis	22	sl-23x3	-	
Milwaukee	23	sl-23x4	6	
Mobile	24	sl-32x5	5	
Nashville	25	sl-21x4	6	
Natchez	26	sl-31x5	5	
Natchez	27	sl-32x5	5	May be same as above, but spread when applied.
New Albany, Ind.	28	sl-39x7	6	

**STEAMBOAT**

30

**STEAM BOAT**

31

**STEAM BOAT**

32

**STEAMBOAT**

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**STEAM BOAT**

34

**STEAM BOAT**

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**STEAM BOAT**

36

**STEAMBOAT**

37

**STEAMBOAT**

38

**STEAM**

1

**STEAM**

2

**STEAM**

3

**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

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**STEAM**

27



28

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
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**2. The marking STEAM: (cont.)**

New Bedford, Mass.	29	sl-23x4	4	
New Orleans	30	sl-32x5	2	
New Orleans	31	sl-31x5	3	
New Orleans	32	sl-32x6	3	
Norfolk, Va.	33	sl-24x4	6	
Pittsburgh	34	sl-21x4	-	
Quincy, Ill.	35	sl-24x4	-	
St. Francisville, La.	36	sl-26x4	6	
St. Louis	37	sl-35x6	5	
Selma, Ala.	38	sl-19x2	7	
Selma, Ala.	39	sl-15x2	7	
Vicksburg	40	sl-23x4	-	
Either Bell's Landing, Black's Bluff, or Canton, Ala.	41	sl-19x6	6	

**3. Combinations of STEAMBOAT or STEAM and town name, without numeral:  
(name of town where applied included in marking)<sup>1</sup>**

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Maysville, Ky., dated townmark with STEAM	1	c-32	9
Terre Haute, Ind., dated townmark with STB	2	c-32	10
TROY & NEW YORK/STEAM BOAT. (applied at Troy, N.Y., to mail from non-contract boats on N.Y.-Troy run)	3	b-33x12 (blue)	8

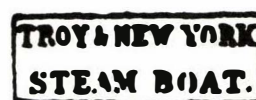
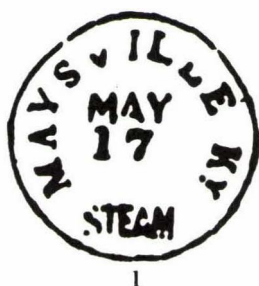
**4. Combinations of STEAM or STEAMBOAT and rate numerals on same handstamp:  
(prepared for use on stampless mail, but sometimes found on stamped)**

<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Mobile	1	STEAM/5	dlo-21x18	6
Mobile		STEAM/6	o-22x18	-
Mobile		STEAM/10	o-25x22	-
New Orleans	2	STEAM/5	dlc-19	3
New Orleans	3	STEAM/6	c-20	7
New Orleans		STEAM/10	c-19	4
New Orleans	4	STEAM/12½	dlo-22x20	-
Norwich, Conn.	5	STEAMBOAT/5	c-27	-
St. Louis	6	STEAM 5	sl-43x6	6
St. Louis		STEAM 10	sl-46x6	7
Vicksburg	7	STEAM/5	c-21	8
Vicksburg	8	STEAM/V	c-27	8

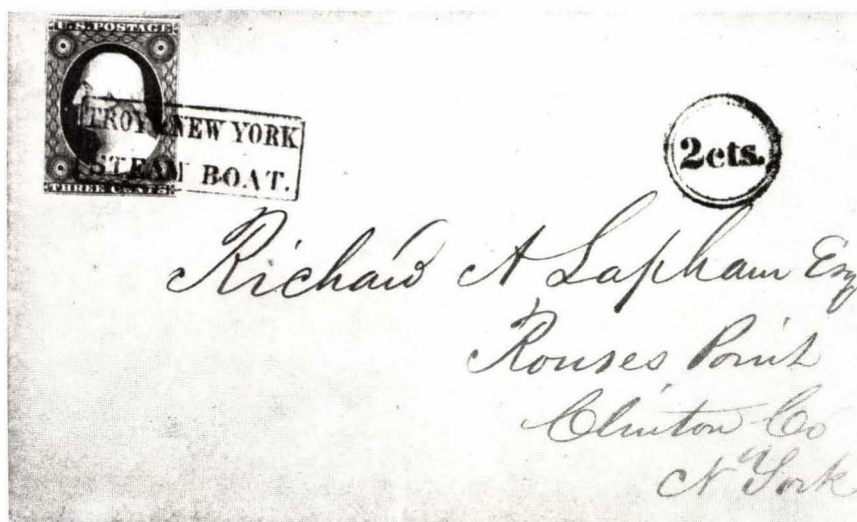
1. Somewhat similar markings in waterways route agent markings list refer to an entirely different class of service.



<b>STEAM</b> 29	<b>S'TEAM</b> 30	<b>STEAM</b> 31	<b>STEAM</b> 32	
<b>STEAM</b> 33	<b>STEAM</b> 34	<b>STEAM</b> 35	<b>STEAM</b> 36	
<b>STEAM</b> 37	<b>STEAM</b> 38	<b>STEAM</b> 39	<b>STEAM</b> 40	<b>STEAM</b> 41



A town name on a steamboat handstamp is most unusual. This use was prior to 1853 (stamp is orange brown) when addressee was customarily charged 2¢ steamboat fee.



**STEAM 5**  
6



## 4. Combinations of STEAM or STEAMBOAT and rate numerals: (cont.)

<i>Town</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Vicksburg	9	STEAM/10 cts.	c-27	-
Vicksburg	10	STEAM 10	sl-32x4	-
Woodville, Miss.	11	STEAM.5.	b-49x11	-

5. Combinations of STEAMBOAT and separate rate numerals with or without DUE:  
(authorized only before 1853 and after Feb., 1861, but known 1853-61; see introduction)

## Used in 1851-52

<i>Town</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
TROY & NEW YORK/STEAM BOAT with encircled "2"	b-32x12 (blue) c-16	8

Examples of "2" and STEAMBOAT also seen  
from Alexandria, Va., and Skaneateles, N.Y.

## Used 1852 to February 27, 1861

<i>Town</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Baltimore with	STEAMBOAT DUE 2cts	sl-41x5 sl-25x4	7
Charleston, S. C. with	STEAMBOAT DUE/2 cts	sl-37x4 c-18	10
Norfolk, Va. with	STEAMBOAT DUE 2	sl-43x5 sl-21x4	10

Examples also seen from Cam-  
bridge, Md., Fredericksburg, Va.

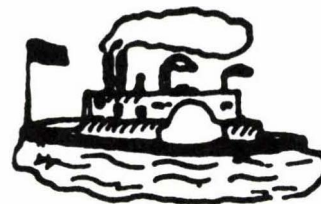
## Used after February 27, 1861

STEAMBOAT and "2" with or without DUE	10
Rare. Detroit seen.	(1851-61 issue)

## 6. Pictorial representation of STEAMBOAT:

<i>Source</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Cahaba, Ala.	1	picture of two stack steamboat; 42x26	10

Handstamp has more lines than shown in tracing. A similar  
handstamp from pre-stamp period (boat with high decks and  
single stack) went out of use in early 1850s.



**STEAM 10**

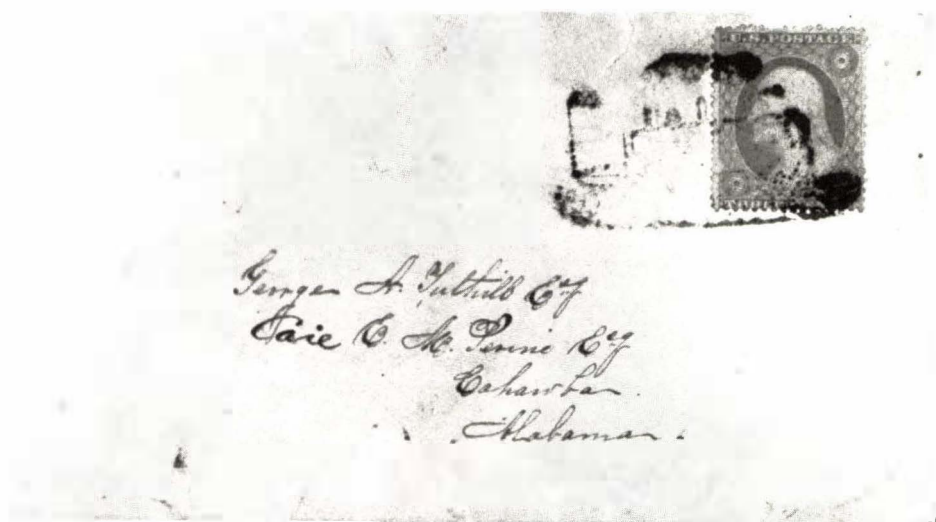
10

**STEAM. 5.**

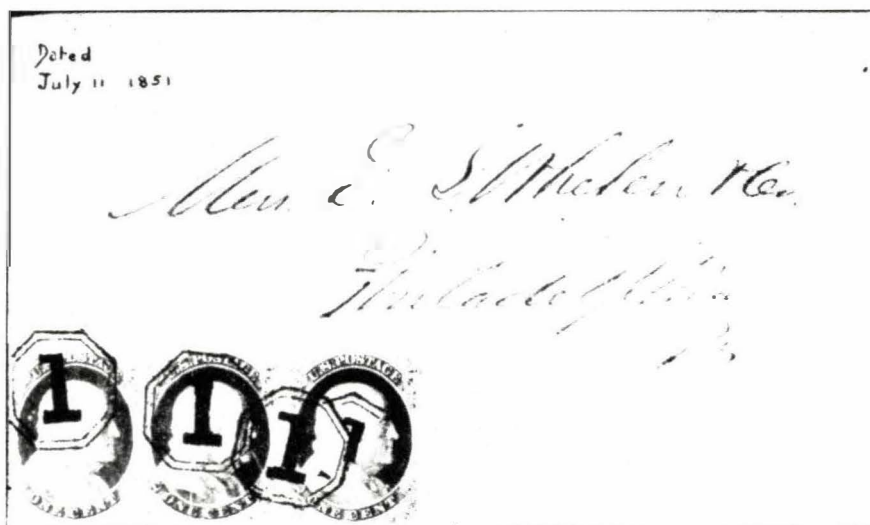
11



Postmasters were prohibited (4/1/55-2/61) from charging 2¢ steamboat fee on prepaid letters. Unpaid letters were to be treated as ship letters. The New Orleans office ignored regulations on Nov. 21, 1860, marking this prepaid STEAM letter "DUE/2CTS"

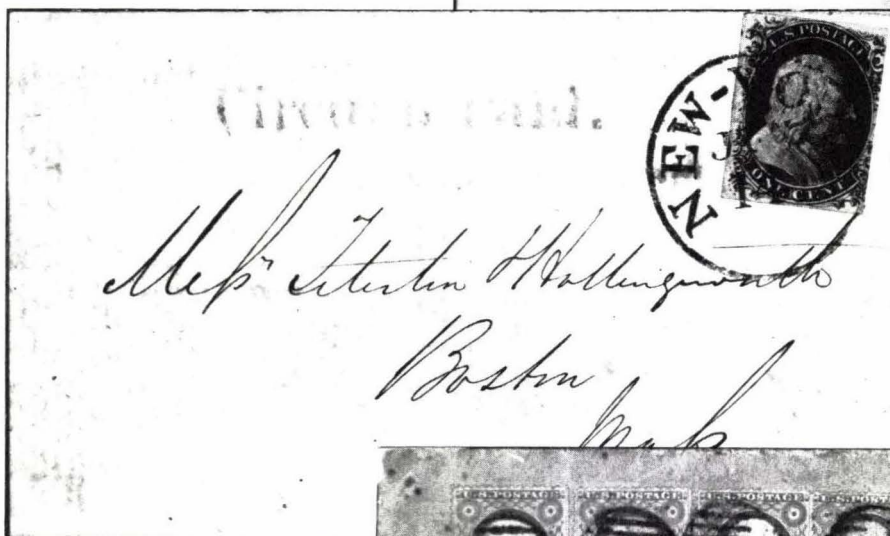
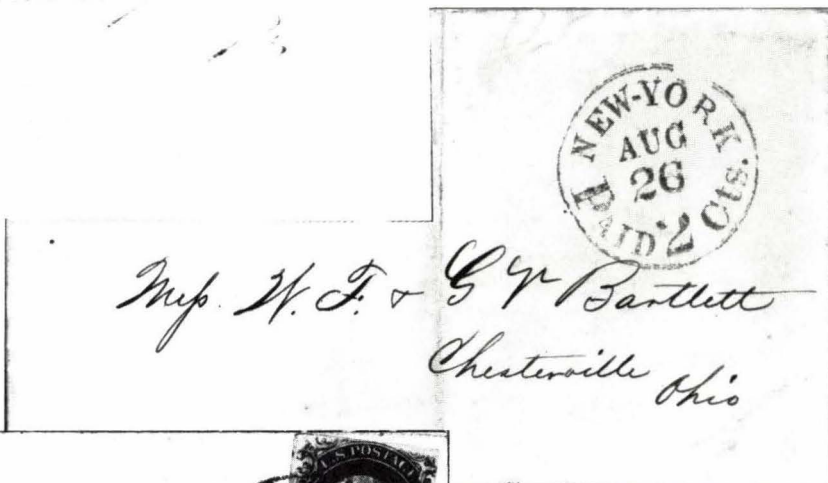


The Cahaba, Ala., picture of a steamboat was used by the postmaster there as a substitute for the word "STEAMBOAT."



Why is this prepaid 3¢ instead of 1¢, if a drop letter? If it isn't, why does it have the Philadelphia "1" in octagon and no townmark?

New York PAID 2 Cts. postmark on prepaid circular at 500 to 1,500 mile rate.



The "Circular Paid." is a private marking applied by the sender to show that the cover is properly prepaid by the 1¢ stamp and does not require the letter rate.

A wrapper enclosing 25 circulars, prepaid 25¢, showing the 1¢ rate was charged per circular, not by weight or package.





## Drop Letters and Circular Mail

### Drop Letters

"Drop" letters were handed in to a post office for delivery to the addressee at the same post office. In a sense, they never entered the mail system in that they were not carried from one post office to another for delivery. From July 1, 1851, to February 27, 1861, the drop letter rate was 1¢, regardless of weight. During this time, the rate could be prepaid by either cash or stamps, or the letter could be sent collect. After February 27, 1861, the rate continued to be 1¢, but prepayment by stamps was required.

After April 3, 1860, the drop letter rate (in some cities) also included delivery to the addressee by the U.S. carrier service if the sender requested such service. In these cases the Department waived the 1¢ drop letter fee and added the 1¢ to the carriers' fund. No special marking was used to designate this dual service. The more important cities that had U.S. carrier service during this period were New York, Philadelphia, Boston, Baltimore, New Orleans, Washington, St. Louis, and San Francisco.

### Circulars

During the entire period printed circulars enjoyed more favorable postal rates than letters. The law regarding these rates and prepayment was changed three times before demonetization of the 1851-57 issue.

Rates were charged per circular. Thus, if two or more circulars were enclosed in the same envelope or wrapper, the total postage would be calculated by multiplying the number of circulars by the applicable rate per circular.

*July 1, 1851 to September 30, 1852*

Three factors determined the rate during this period: weight, distance traveled, and whether

the postage was prepaid or collect. The following single circular rates were charged per ounce:

	<i>Prepaid</i>	<i>Collect</i>
Up to 500 miles	1¢	2¢
500 to 1,500 miles	2¢	4¢
1,500 to 2,500 miles	3¢	6¢
2,500 to 3,500 miles	4¢	8¢
Over 3,500 miles	5¢	10¢

*October 1, 1852 to January 1, 1857*

Distance was eliminated as a factor in determining the rate, which was set at 1¢ per circular up to 3 ounces, plus 1¢ for each additional ounce or fraction thereof if the rate was prepaid. Circulars sent collect were rated twice these amounts.

*After January 1, 1857*

The same prepaid rates as before were continued, but the privilege of sending circulars collect was withdrawn.

For a time, a printed price-current letter that had both the imprint of the printer and the imprint of the issuer of the circular was charged normal domestic letter rates; if it bore only the name of the issuer of the circular, it was charged the circular rate.

### Markings

The regulations did not prescribe special markings for drop letters or circulars, and as a result such special markings as exist were adopted by individual postmasters on their own prerogative. These may be either townmarks or rating marks. Since 1¢ was the rate charged on all drop letters and 1¢ was by far the most

common rate found on circulars, these specialized markings (except for a rating mark containing the word DROP) were often used interchangeably on both types of mail.

The two usages may be distinguished by their content, or, in the case of a drop letter, by the fact that it is addressed to the same town as appears in the townmark, assuming the cover bears a townmark. Unfortunately, townmarks often were not applied to either drop letters or circular mail, despite the regulations. If a townmark is not present and the cover contents are missing, it may be impossible to assign the cover to either drop letter or circular usage.

Some commercial houses with large circular mailings handstamped or had preprinted the words PRINTED CIRCULAR or its equivalent on their mail. These are not U.S. postal

markings.

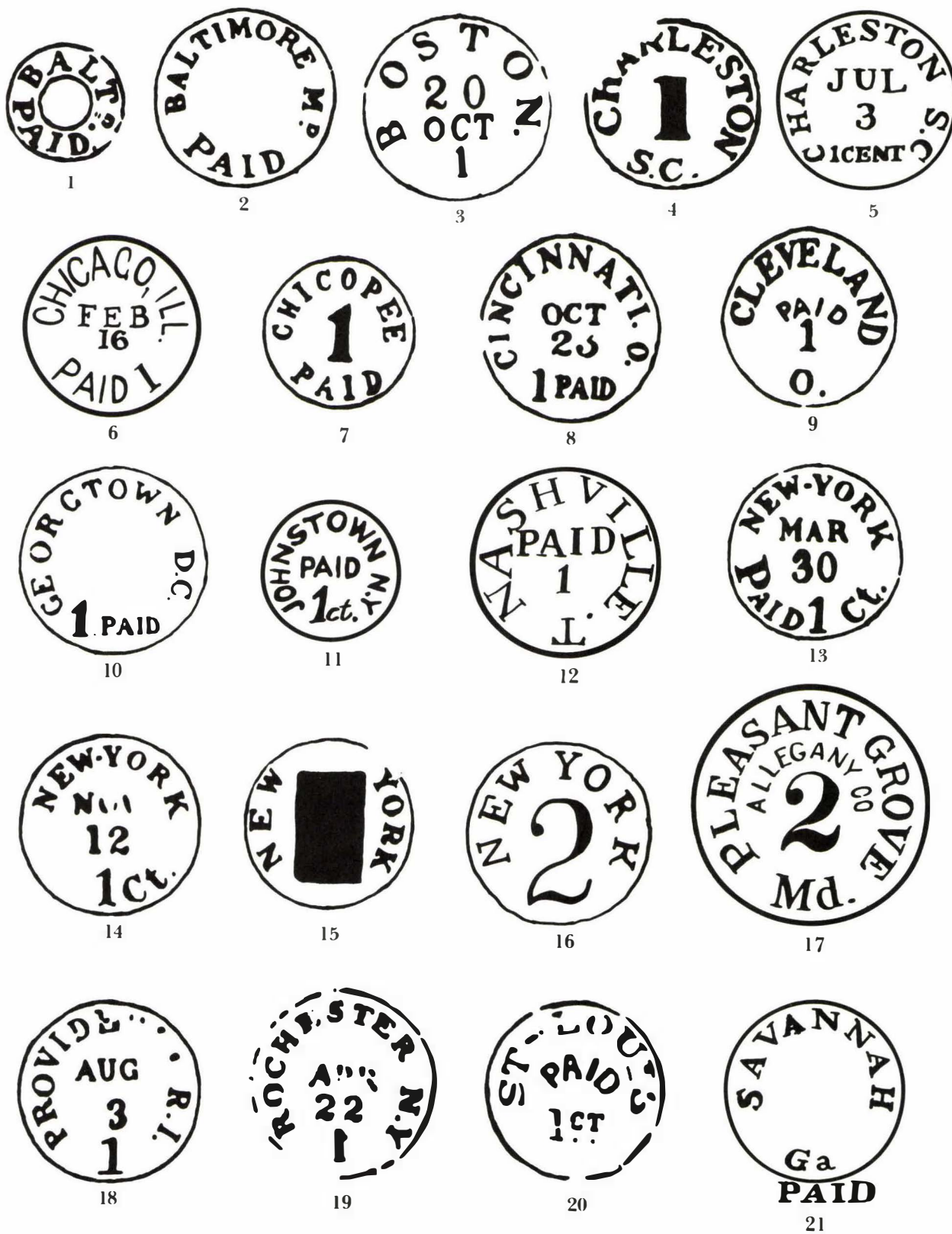
Where the markings listed here are found accidentally struck on non-drop or circular mail, they command a premium of approximately one-half that for the same marking properly used on drop or circular mail.

The rating marks listed here are only those that are known on covers prepaid by postage stamps, for the same reasons stated in the section describing rating marks on domestic letter mail prepaid by postage stamps. Although some of the townmarks listed here are known only on stampless mail, all townmarks peculiar to drop letters and circulars which have come to the attention of the compiler are included. Two of these have included in the mark the rating numeral "2," being the unpaid single circular rate.

**Townmarks Including 1¢ Rate Markings, or Known as  
Special Types on Drops and Circulars**

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
BALTO./PAID	1	c-20	3	
BALTIMORE Md/PAID	2	c-31	5	
BOSTON/D/1	3	c-32½	6	
CHARLESTON/1/S.C.	4	c-30	8	
CHARLESTON S.C./D/1 CENT	5	c-31	10	
CHICAGO, ILL./D/PAID 1	6	c-30	6	
CHICOPEE (Ms) 1/PAID	7	c-26	8	
CINCINNATI . O./D/1 PAID	8	c-31	9	
CLEVELAND/PAID/1/O.	9	c-30	10	
GEORGTOWN (sic) D.C./1 PAID	10	c-32	8	
JOHNSTOWN N.Y./PAID/1 ct	11	c-23	9	
NASHVILLE. T/PAID/1	12	c-32	9	Blue.
NEW-YORK/D/PAID 1 ct	13	c-30	9	
NEW-YORK/D/1 ct	14	c-31	5	
NEW YORK (slug)	15	c-29	6*	
NEW YORK/2	16	c-32	6	
PLEASANT GROVE/ALLEGANY CO/2/Md.	17	c-40½	10	
PROVIDENCE R.I./D/1	18	c-31	8	
ROCHESTER N.Y./D/1	19	c-32	8	
ST. LOUIS/PAID/1 CT	20	c-30	6	
SAVANNAH/Ga./PAID	21	c-30	6	Note 1.

1. PAID is attached to the townmark. Prior to July 1, 1851, the same marking has a "3" below the PAID, also attached.



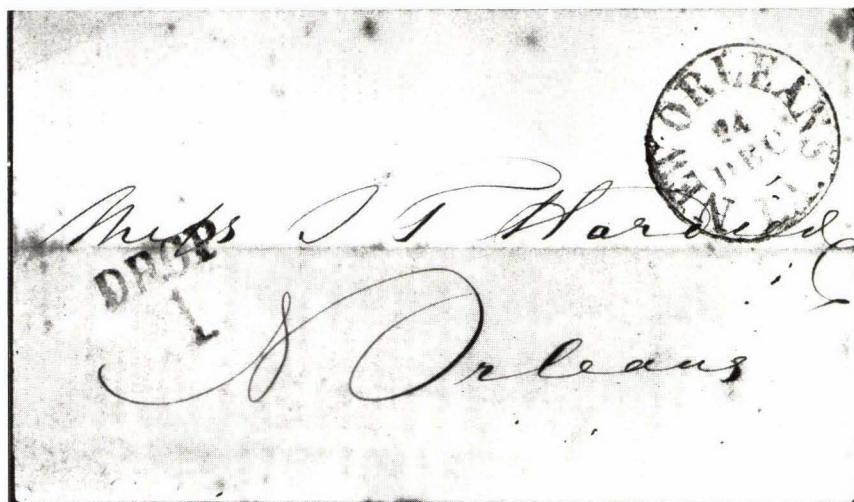
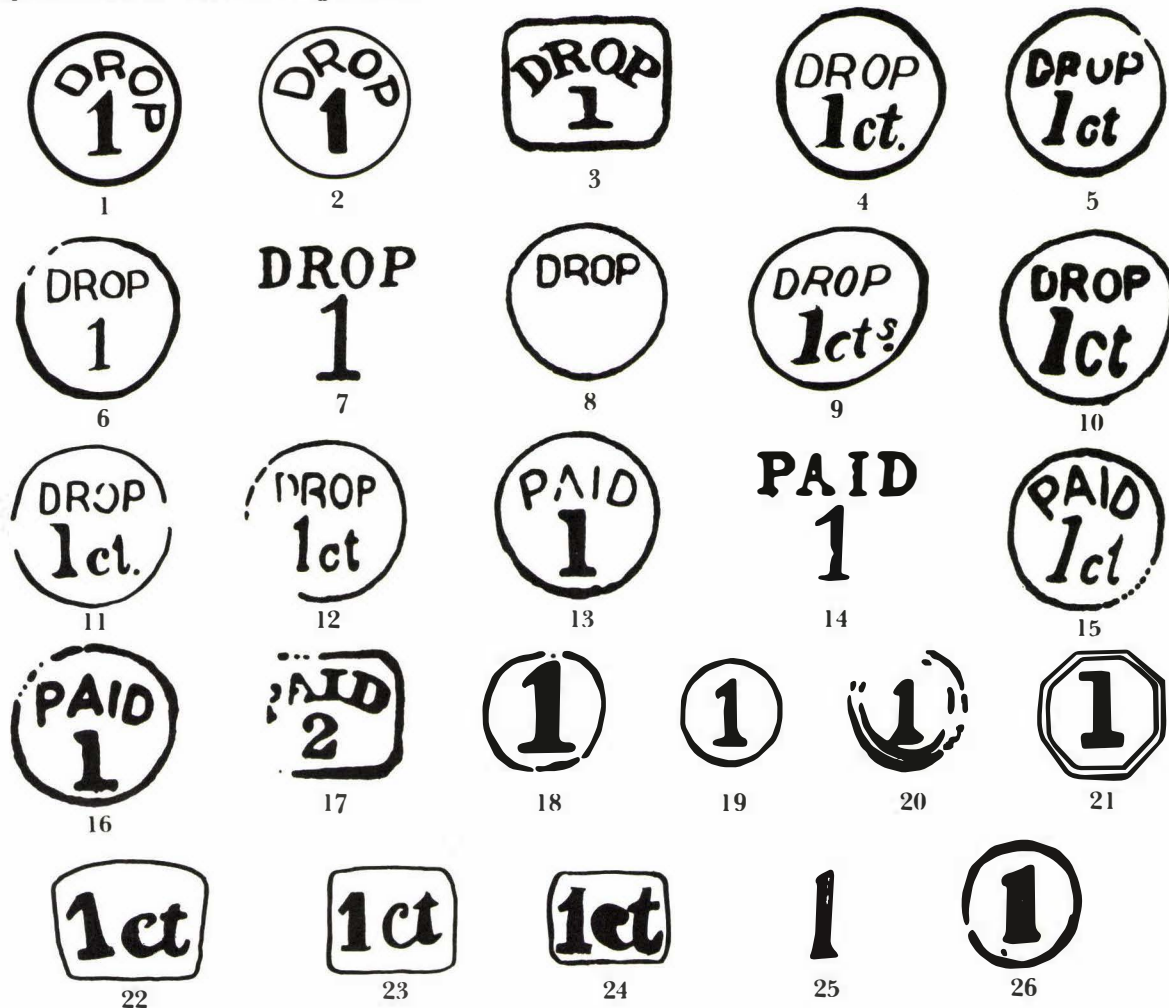
## General Drop and Circular Uses

<i>Wording</i>	<i>Rarity Number</i>
Drop letters with any common town mark	2
Printed circulars before September 30, 1852, under 500 miles, with common marking	4
Same, 500 to 1,500 mile rate	5
Same, 1,500 to 2,500 mile rate	7
Same, over 2,500 mile rate	8
Printed circulars after September 30, 1852, with common marking	2
Same, without date in townmark	3

**Rating Marks**  
(Including the word DROP without a numeral.)

<i>Town and State</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>DROP/1ct(s), DROP/1, or DROP</b>			
Bowling Green, Ky.	1, 2	c-20	8
Mobile, Ala.	3	b-22x18	7
Mobile, Ala.	4	c-21½	7
Newburyport, Mass.	5	c-21	8
New Orleans, La.	6	c-21	8
New Orleans, La.	7	sl-21x18	8
New Orleans, La.	8	c-20½	8
Norwich, N.Y.		c-21	10
Providence, R.I.	9	o-23x21	8
Sacramento, Cal.	10	c-22	10
San Francisco, Cal.	11	c-21	9
Town unknown	12	c-21	7
<b>PAID/1 or PAID/1 c(ts)</b>			
East Corinth, Me.	13	c-21	7
New Orleans, La.	14	sl-21x16	7
Philadelphia, Pa.	15	c-20	8
Woodbury, Conn.	16	c-21	7
<b>PAID/2</b>			
Town unknown	17	b-19x16	9
<b>1 ct or "1" (not carrier use)</b>			
Baltimore, Md.	18	c-16	8
Baltimore, Md.	19	c-13	7
Manchester, N.H.	20	c-15	7
Philadelphia, Pa.	21	oct-16	8
St. Louis, Mo.	22, 23, 24	b-20x15; 17x13; 16x11	6
San Francisco, Cal.	25	3½x11	9
Whitinsville, Mass.	26	c-15	8



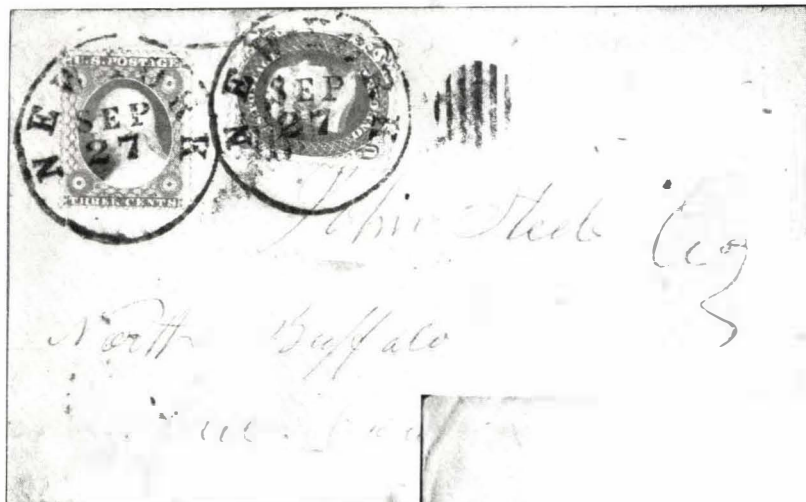
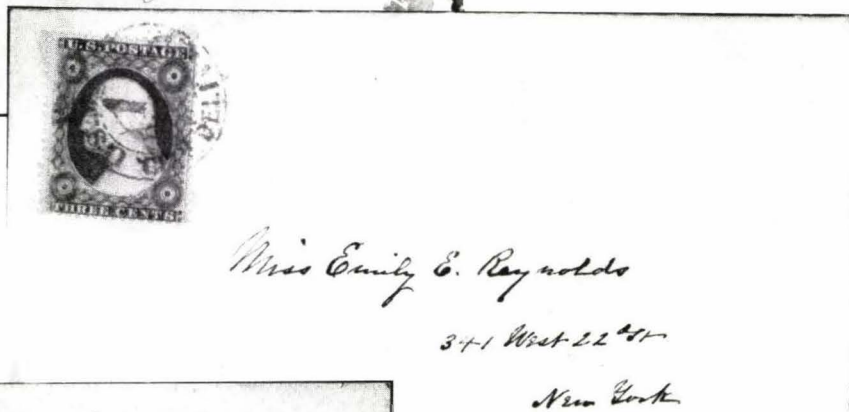


DROP/1 in black in 1860 printed market report bootlegged to New Orleans post office from Liverpool, England.



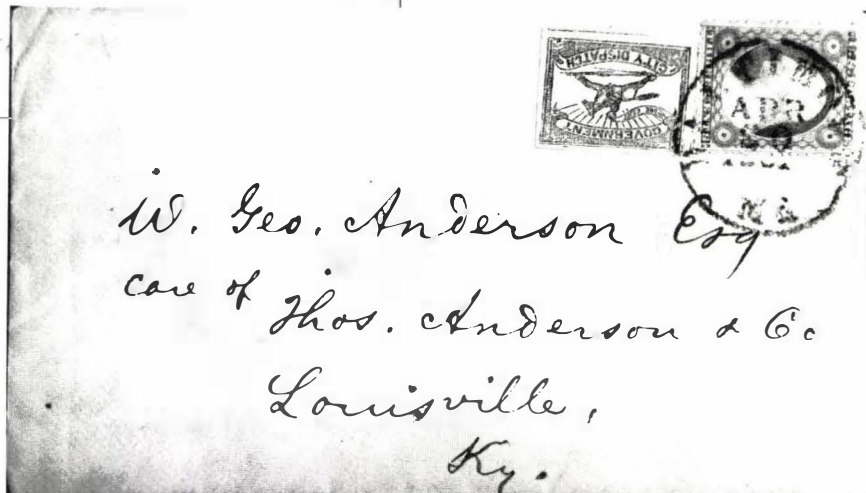
Because of prolonged competition with Blood's local post, examples of use of the eagle carrier stamp for official carrier service at Philadelphia are scarce. The 3¢ is an imprint and plate number copy from Plate 3, in orange brown.

A 3¢ stamp overpaying the city delivery fee at New York and cancelled New York dc U.S. MAIL/I/D/CITY DELIVERY in red.



A very unusual combination of 1857 and 1861 stamps to pay the 1¢ carrier fee from a pick-up point to the postoffice and the 3¢ postage from New York to North Buffalo.

Baltimore semi-official carrier stamp used "to the mails."



## U. S. Carriers

The great bulk of all mail during this period was "general delivery" mail; that is, the addressee came to the post office to pick up his letters. Likewise, most mail was delivered to the post office for mailing by the senders. However, at different times during the decade the Postmaster General authorized a carrier service in various cities. The term "carrier" refers to the person who carried mail over one of the following three routes:

1. From a pick-up point to the addressee in the same city without having the letter pass through the post office ("City Delivery").
2. From a pick-up point to the post office for entry into the mails ("To the Mails").
3. Delivery from the post office to the addressee ("From the Mails").

This official service, where it was available, ran in direct competition with the numerous local (independent) carrier services which had developed in most large cities. Under the Act of March 3, 1851, the Postmaster General was given authority to establish post routes in cities and towns. Since the government had a monopoly in transporting mail over post roads, this was designed as a weapon to drive the local carriers out of business. The Postmaster General exercised his power under the terms of this Act by declaring the streets of New York, Boston, Philadelphia, and New Orleans to be post roads, but as late as 1860 this still had not eliminated all competition from the local companies, particularly in Philadelphia.

The Act of 1836 had given the Postmaster General the power to set carrier fees, not to exceed 2¢ per letter, and provided that the carriers should be paid from the fees collected and not from general postal revenues. The

Postmaster General used this authority to charge different carrier fees in different cities and for different services within a city as a tactic in his fight against the local firms. The Act of June 15, 1860, removed the Postmaster General's discretionary power to set carrier fees, and from that date to the end of this period, the fee was 1¢ per letter. A prior Act in April of 1860 had set the fee for a drop letter delivered to the addressee at 1¢ for both services; the drop letter fee in these cases was waived and the 1¢ was added to the carrier's fund.

Carrier fees from July 1, 1851, to June 15, 1860, were:

*City Delivery:* 1¢ at most of the larger post offices, where the Post Office Department was in competition with local firms. 2¢ at nearly all the smaller offices, where competition was not a factor. The fee may or may not have been prepaid.

*To the Mails:* 2¢ at some of the smaller offices. At larger offices, the carrier fee was abolished or set at 1¢, depending upon competition. In many places where no fee was charged "To the Mails," the fee was set at 2¢ "From the Mails," since it was more difficult for the local firms to acquire this business. This fee to the mails, where one was charged, had to be prepaid (frequently by stamp), since it could not be collected from the addressee.

*From the Mails:* 2¢ at most offices. It is believed the fee may have been 1¢ at some offices. The fee was collect. Some covers bear stamps which apparently were intended to prepay this fee, but since the local carrier fund supported only local deliveries, this was usually not effective.

Three different types of stamps could evidence prepayment of a carrier fee:

1. The "official" carrier stamps issued by the U.S. Post Office Department. These were valid wherever used.

2. The "semi-official" carrier stamps issued or sanctioned by local postmasters. They were valid only in the city where they were

authorized.

3. The regular 1¢ U.S. postage stamps. The Postmaster General apparently authorized these to be used as carrier stamps as early as 1856; they are known used in this way from several cities, including New York, Philadelphia, Boston, Brooklyn, Baltimore, and St. Louis.

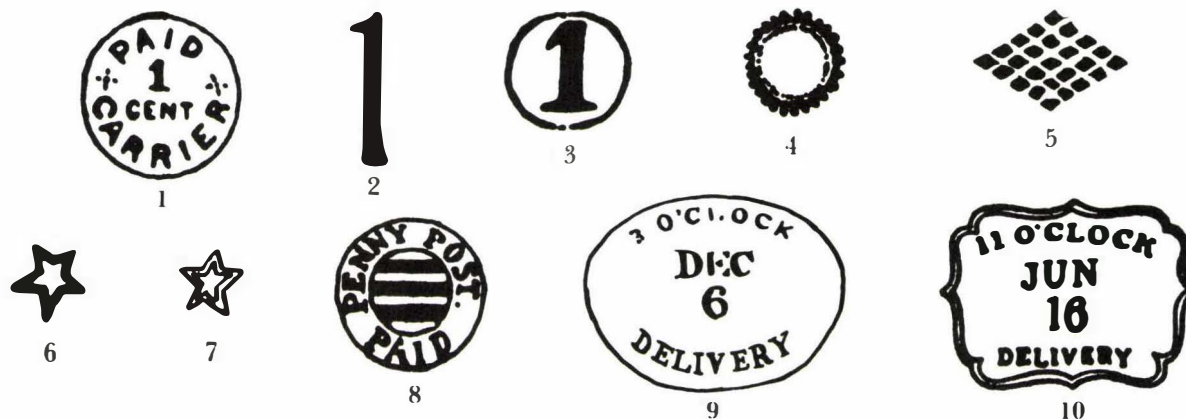
<i>Postage/Carrier Stamp(s)</i>	<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Baltimore</b>					
<b>City Delivery</b>					
Any carrier stamp with plain cancellation.				-	1.
Any carrier	PAID/1CENT/CARRIER	1	c-21	9	
<b>To the Mails</b>					
3¢ perf	"1"	2	4x20	6	
3¢ imperf	"1"	3	c-15	4	
1LB4 with U.S. stamp				6	2.
1LB5 with U.S. stamp				9	2.
1LB6 with U.S. stamp				7	2.
1LB7 with U.S. stamp				6	2.
1LB8 with U.S. stamp				3	2.
1LB9 with U.S. stamp				5	2.
1¢ imperf with 3¢ perf				8	
1¢ perf with 3¢ perf				5	
<b>Boston</b>					
<b>City Delivery</b>					
3LB2 or 3LB3		4	target-13	-	1.
3LB2 or 3LB3		5	grid-20x13½	-	1.
3LB2 or 3LB3		6, 7	star-10, 8½	4	
3LB2 or 3LB3	PENNY POST/grid/PAID	8	c-20	6	
<b>To the Mails</b>					
3LB2 or 3LB3 with U.S. stamp				4	
1¢ Ty. V	PENNY POST/grid/PAID	8	c-20	7	
1¢ imperf with 3¢ perf				5	3.
1¢ perf with 3¢ perf				3	

1. The comparative rarity of the carrier usage on city delivery letters is correctly shown in Scott's *Specialized U.S. Catalog*.

2. Only if tied with handstamped marking.

3. Before June 1860.





<i>Postage/Carrier Stamp (s)</i>	<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
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**Boston - To the Mails (cont.)**

1¢ perf with 3¢ 1853 Nesbitt				4	
1¢ perf with 3¢ 1860 Nesbitt				5	
Other combinations of U.S. stamps that include carrier fee				5	

**From the Mails**

3 O'CLOCK/D/DELIVERY	9	o-34x26	7	4.
11 O'CLOCK/D/DELIVERY	10	sc-34x25	5	4.
3 O'CLOCK/D/DELIVERY		sc-34x25	5	4.

**Brooklyn****To the Mails**

1¢ perf with 3¢ perf			6	5.
Four 1¢ perf			8	5.

**Charleston, S. C.****City Delivery**

4LB8 to 4LB20			-	1,6.
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**To the Mails**

4LB8 with 3¢ imperf			3	7.
4LB8 with other U.S. stamps			4	7.
4LB8 with 3¢ imperf			7	8.
4LB11 with 3¢ imperf or Nesbitt			4	7.
4LB11 with 3¢ imperf			8	8.

4. These markings may have been placed on the back of the bottom letter of a batch made up for carrier delivery. The addressee in this case may have been the last person on the route. They are all backstamped.

5. The PMG Reports imply that Brooklyn had no U.S. carriers until 1863, but the existence of covers indicates the contrary.

6. Covers with handstamps rather than pen cancels command much higher prices.

7. Pen cancelled.

8. Tied with handstamped townmark.

Postage/Carrier  
Stamp (s)

Wording

Tracing  
Number

Shape  
and Size

Rarity  
Number

Notes

**Charleston - To the Mails (cont.)**

4LB13 with 3¢ imperf  
4LB13 with 3¢ imperf  
4LB17 with 3¢ imperf

5 7.  
10 8.  
1.

**Cincinnati  
City Delivery**

Two LO2  
147L1  
147L1

9 1.  
1.

**CITY POST/star  
To the Mails**

11 c-33

LO2 with 3¢ imperf  
LO2 with 3¢ imperf  
LO2 with 3¢ perf

6  
12 squared 10  
target 17½  
5

**Cleveland  
City Delivery**

14L2

1.

**To the Mails**

14L2 with 3¢ imperf

1.

**Kensington, Pa.  
To the Mails**

LO2 with 3¢ imperf  
7LB11 with 3¢ imperf

7  
4

**Louisville  
To the Mails**

5LB2 with 3¢ imperf  
5LB2 with 3¢ perf

9  
7

**New Orleans  
City Delivery**

1c stamp

N.O.U.S. CITY POST/D/Hour  
and  
CAR 1

13 ofr-32x28  
o-21x16

Green,  
blue.  
5 Green,  
blue.

N.O.U.S. CITY POST/D/Hour  
and  
PAID/CAR.1.

13 ofr-38x28  
14 b-32x15

Green,  
blue.  
- Green,  
blue.

1c stamp

N.O.U.S. CITY POST/D

16 c-35 4

Blue,  
black.

**To the Mails**

3c stamp

N.O.U.S. CITY POST/D

16 c-35 6

Blue,  
black.

**From the Mails**

3c stamp

N.O.U.S. CITY POST/D/Hour  
and  
CAR 2

13 ofr-32x38  
15 o-21x16

Green,  
blue.  
7 Green, bl.



11



12



13



14



15



16



17



18



19



20

Postage/Carrier  
Stamp (s)

Wording

Tracing  
Number

Shape  
and Size

Rarity  
Number

Notes

### New Orleans: From the Mails (cont.)

Other U.S. stamps	N.O.U.S. CITY POST/D/Hour	13	ofr-32x38		Green, blue.
	and CAR 2	15	o-21x16	8	Green, blue.
3c stamp	N.O.U.S. CITY POST/D	16	c-35	4	Blue, black.
Other U.S. stamps	N.O.U.S. CITY POST/D	16	c-35	5	Blue, black.

### New York City City Delivery

LOI				9	
1¢ stamp (before 1860)	PAID/U.S. MAIL/1/D/CITY DELIVERY	17	dc-22	3	Red.
1¢ stamp (before 1860)	PAID/U.S. MAIL/1/D/CITY DELIVERY	17	dc-22	7	Black.
3¢ stamp (overpaid)	PAID/U.S. MAIL/1/D/CITY DELIVERY	17	dc-22	4	Red.
1¢ stamp	U.S.MAIL/1/D/CITY DELIVERY	18	dc-23	3	9.
1¢ stamp	U.S. MAIL/1/D/CITY DELIVERY	19	dc-21	4	10.
1¢ stamp	U.S.MAIL/Hour/DELIVERY	20	b-22x12	5	
1¢ stamp	U.S.MAIL/Hour/DELIVERY with station letter "A" to "F"	20	b-22x12	4	
3¢ stamp (overpaid)	U.S.MAIL/Hour/DELIVERY	20	b-22x12	5	

9. "1" is thick and 4½mm high.

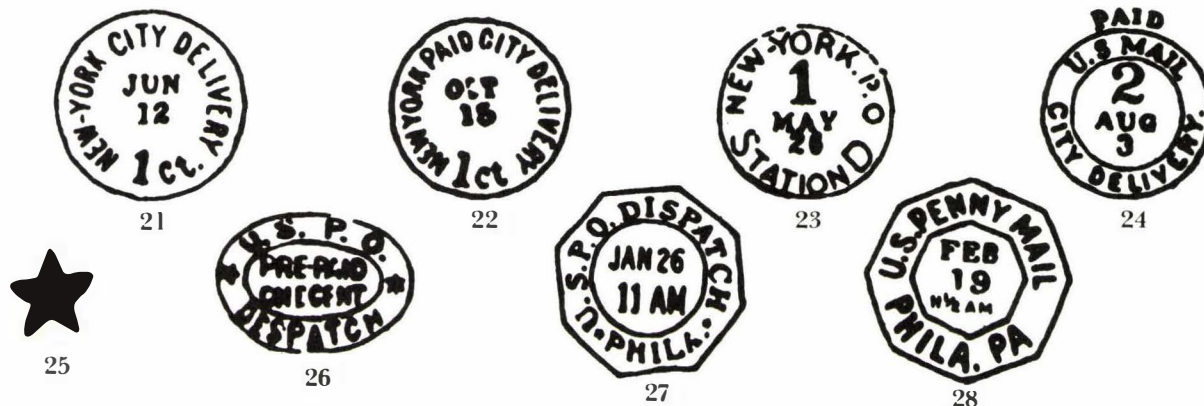
10. "1" is thin and 5½mm high.

<i>Postage/Carrier Stamp (s)</i>	<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>New York: City Delivery (cont.)</b>					
1¢ stamp	NEW-YORK CITY DELIVERY/D/1 ct	21	c-25	3	Black
1¢ stamp	NEW YORK PAID CITY DELIVERY/ D/1 ct	22	c-24	3	Red
1¢ stamp	NEW YORK PAID CITY DELIVERY/ D/1 ct	22	c-24	7	Black
3¢ stamp (over paid)	NEW YORK PAID CITY DELIVERY/ D/1 ct	22	c-24	5	Red
1¢ stamp	NEW-YORK P.O./1/D/STATION D	23	c-23	4	11.
1¢ stamp	PAID/NEW-YORK P.O./1/D/ STATION		c-23	5	11.
<b>City Delivery Plus Drop Postage</b>					
Two 1¢ stamps plus two 1¢ markings				3	
	PAID/U.S. MAIL/2/D/CITY DELIVERY.	24	dc-23	4	Red
3¢ stamp (over paid)	PAID/U.S. MAIL/2/D/CITY DELIVERY.	24	dc-23	8	Red
<b>To the Mails (After June, 1860)</b>					
1¢ stamp with 3¢ perf				1	
1¢ stamp with 3¢ 1853 Nesbitt				2	
1¢ stamp with 3¢ 1860 Nesbitt				4	
1¢ Nesbitt with 3¢ stamp				5	
1¢ plus 3¢ compound Nesbitt					1.
Other combinations to make carrier plus postage rate				5	
<b>Philadelphia City Delivery</b>					
LO1					1.
LO2 tied by grid, town- mark or red star				4	
LO2	U.S.P.O./PRE-PAID/ONE CENT/ DESPATCH	26	o-26x17½	6	
7LB12		25	star-11	8	
7LB13		25	star-11	-	

11. Station numbers A, B, C, D, E, and F have been seen with one or the other of these two markings.

12. Note: Not many city delivery letters were carried at Philadelphia via the U.S. carrier service because Blood's Despatch virtually monopolized the business. Rarity numbers on items with carrier stamps assume that the carrier stamp is tied with a handstamped marking or that there is other evidence of use of the stamp on the cover. Otherwise, the added value is only the off-cover value of the carrier stamp. Omission of rarity number indicates that the item is known to the compiler only with an untied carrier stamp.





Postage/Carrier Stamp (s)	Wording	Tracing Number	Shape and Size	Rarity Number	Notes
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## Philadelphia: City Delivery (cont.)

1c perf	U.S.P.O. DISPATCH/D/Hour/ .PHILA.	27	oct-24	5	
1c perf	U.S. PENNY MAIL/D/Hour/ PHILA, PA	28	oct-25	7	

## To the Mails

LO1, thence stampless collect					1.
LO2 with 3c imperf				4	
LO2 with 1c imperf				6	
7LB11 with 3c imperf				-	
7LB12 with 3c imperf				8	
7LB12, thence stampless collect				-	1.
7LB13 with 3c imperf					
7LB16 with 3c imperf					1.
7LB16 with three 1c imperf					1.
7LB18 with 3c imperf or Nesbitt					1.
7LB18 with three 1c imperf					1.
3c imperf		25	star-11	9	Red
3c stamp	U.S.P.O./PRE-PAID/ONE CENT/ DESPATCH	26	o-26x17½	7	
1c imperf with 3c imperf (before 1860)				3	
1c perf with 3c perf (after June 30, 1860)				2	
1c perf with 3c perf	U.S.P.O./PRE-PAID/ONE CENT/ DESPATCH	26	o-26x17½	7	
Four 1c perf				4	
1c perf with 3c 1860 Nesbitt				5	
1c perf with 3c 1853 Nesbitt				3	
Other combinations with extra 1c				5	

Postage/Carrier

Stamp (s)

Wording

Tracing

Number

Shape

and Size

Rarity

Number

Notes

## Providence

## From the Mails

1¢ imperf

ms "Penny Post"

10

13.

## St. Louis

## To the Mails

1¢ perf with 3¢ perf

7

## Washington

## To the Mails

LO2 with 3¢ imperf

6

LO2 with 3¢ perf

6

LO2 with 3¢ Nesbitt

5

## West Haverford, Pa.

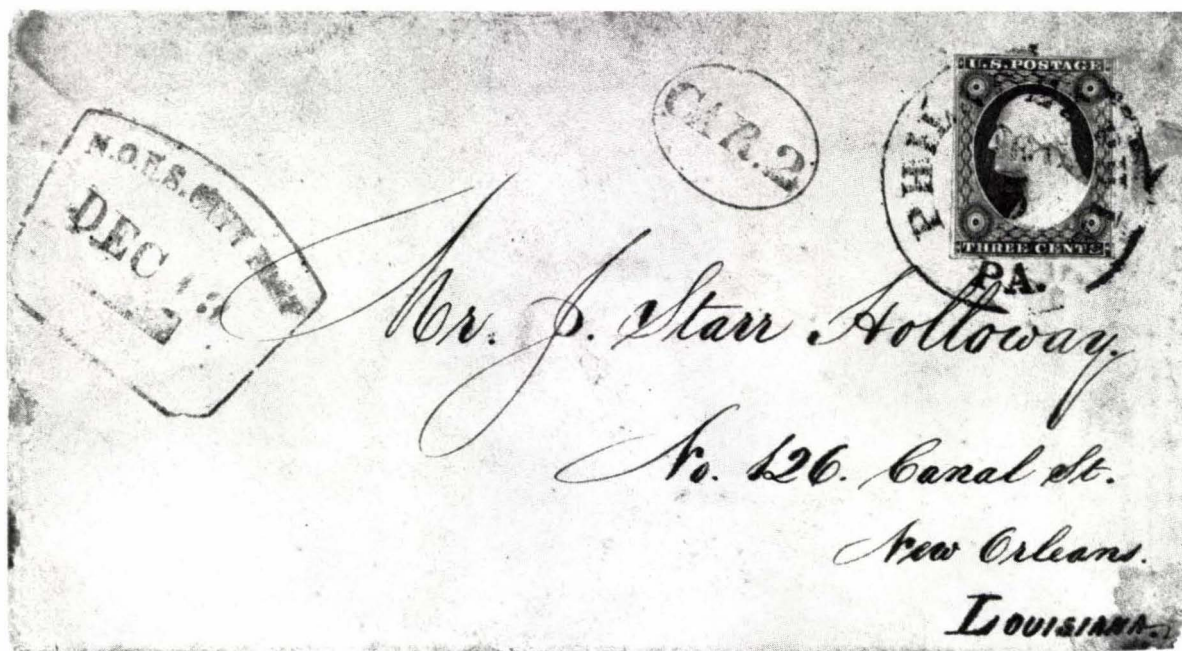
1¢ perf with 3¢ perf

9

14.

13. With red Providence townmark, dated December 9, 1856, on cover addressed to Providence. The 1¢ stamp was the drop letter rate. The ms "Penny Post" indicates that an additional carrier fee was probably collected.

14. The two known covers are both from the same correspondence. They are addressed to a specific street and number in Philadelphia. It is possible that a Philadelphia carrier may have delivered the letters to the West Haverford post office (nearby what was then Philadelphia), or the extra 1¢ stamp may have been added in the expectation that it would prepay the carrier delivery fee at Philadelphia.



From Philadelphia to New Orleans, bearing the New Orleans "snow shovel" carrier handstamp and the oval CAR. 2 rating mark, indicating a 2¢ fee collected from the addressee for carrier service from the New Orleans post office.

## Auxiliary Postal Service Markings

The markings included in this schedule embody a wide variety of special services performed by the Post Office Department. They may generally be classified under three broad headings:

1. Special handling occasioned by an error on the part of the sender. These include Insufficient Postage, Advertised, Forwarded, and Dead Letter.

2. Delays caused by errors on the part of the Department: Missent & Forwarded, Too Late.

3. Special services of the Department (with or without additional fee): Registered Mail, Supplementary Mail, Post Office Local Agent.

Many of the markings indicating an error on the part of the Department are stock styles, as are some of the DUE markings. Most of those included in this list, however, were locally made. ADVERTISED, FORWARDED and REGISTERED handstamps were commonly made in the form of straight lines from type available to local postmasters. A number of these are illustrated, but no attempt has been made to show them all. However, any handstamp that is unusual by reason of either size or shape that has come to the attention of the compiler is illustrated.

### Insufficient Postage

During the time that letters could be sent unpaid or prepaid at the option of the sender, it was not customary to use the word DUE or its equivalent in connection with the rate numeral. At that time the absence of a postage stamp or the word PAID was sufficient to indicate that the rate on the cover was to be collected from the addressee. Thereafter, the word DUE was com-

monly used in connection with the unpaid rating mark.

After April 1, 1855, the general rule was that all mail had to be sent prepaid either by cash or postage stamp. As of January 1, 1856, prepayment by postage stamp only was required. There were many exceptions to this general rule, notably in the handling of mail to foreign destinations.

On domestic mail, partial payments were recognized throughout the decade, resulting in much mail that bears dual ratings: on stampless mail the words PAID and DUE can be found on the same cover; on letters partially prepaid by stamps, both the stamp and the word DUE may occur on the same cover. Prior to April 1, 1855, partially prepaid covers had the postage due assessed at the unpaid rates, while after that date they were assessed at prepaid rates, since the unpaid rates had been withdrawn. Thus, a double weight cover bearing only one 3¢ stamp mailed in 1852 was rated DUE 5. The same cover mailed in 1856 was rated DUE 3.

Wholly unpaid mail deposited in a post office after April 1, 1855, was not forwarded as was partially prepaid mail. It was either detained for postage or sent to the Dead Letter Office. The handling of such letters is described in the chapter on postal rates.

This schedule lists those handstamps indicating that the prepaid postage on a cover was insufficient and that the balance due was to be collected from the addressee, as well as the markings associated with totally unpaid mail that was held pending receipt of payment. Many of these markings use expressions other than DUE. The terms SHORT PAID and NOT

PAID were often applied to outgoing foreign mail. NOT PREPAID is known as a backstamp on a domestic letter held for postage at New Orleans. The spectacular San Francisco DETAINED FOR POSTAGE was applied as a backstamp, usually extending clear across the cover.

The possible rating numerals associated with a DUE marking are almost unlimited. The following are known to exist for the reasons stated, but these reasons are certainly not all inclusive in their scope:

DUE 1. On a cover from the East to California prepaid with a strip of three of the 3¢ stamps after April 1, 1855, when the rate was changed to 10¢. For collection of an unpaid carrier-collect fee (from August 22 to October 20, 1860). An advertising fee.

DUE 2. For collection of an unpaid ship fee.

### USPM — Auxiliary Postal Service Markings

DUE 3. A double weight letter sent after April 1, 1855, prepaid with a single 3¢ stamp.

DUE 4. A letter from California to the East prepaid with a pair of 3¢ stamps after April 1, 1855.

DUE 5. Used before April 1, 1855, either on a double weight letter prepaid a single rate only, or on a single weight letter from the East to California bearing a single 3¢ stamp when 6¢ was the normal minimum rate.

DUE 7. Letters to or from California after April 1, 1855, prepaid with a single 3¢ stamp.

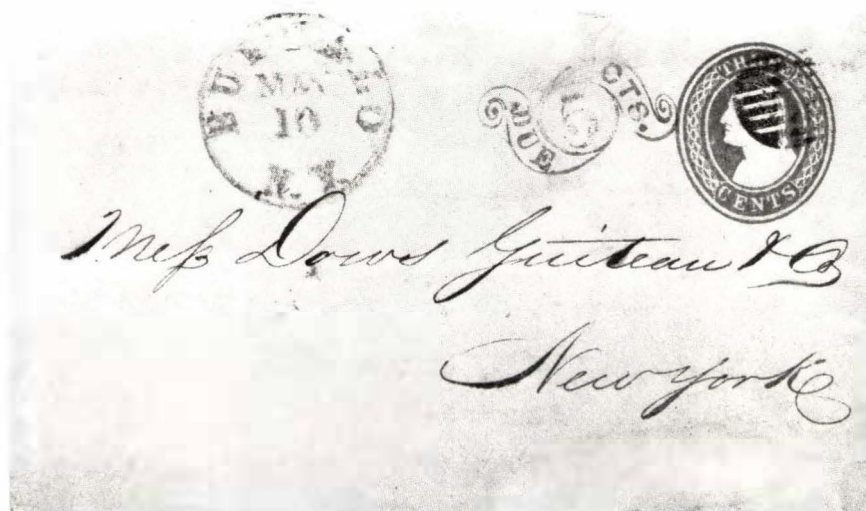
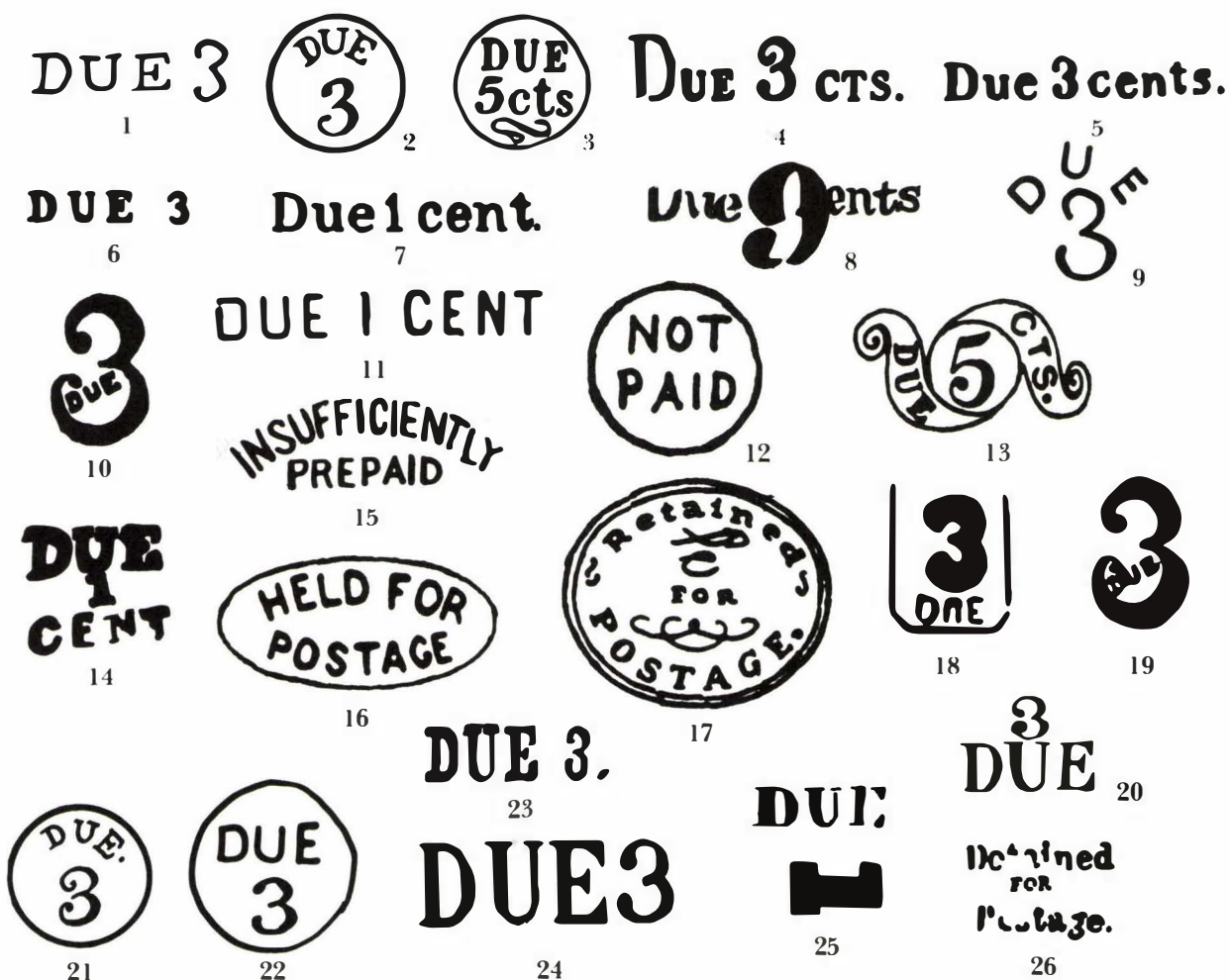
DUE 8. On a 20¢ double rate letter to the East from California, after April 1, 1855, prepaid by only 12¢ in stamps.

DUE 9. On a forwarded triple weight letter prepaid with 9¢ in stamps.

DUE 10. A double weight letter from California after April 1, 1855, prepaid 10¢ in stamps.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Albany, N.Y.	1	DUE 3	sl-26x8	3
Baltimore, Md.	2	DUE/3	c-18	4
Boston, Mass.	3	DUE/5 cts	c-18	5
Boston, Mass.	4	DUE 3 CTS.	sl-37x8	4
Boston, Mass.	5	DUE 3 cents.	sl-38x5	4
Boston, Mass.	6	DUE 3	sl-21x4	3
Boston, Mass.	7	Due 1 cent.	sl-36x5	7
Boston, Mass.	8	Due 9 cents	sl-36x14	5
Brewster, Mass.	9	DUE/3	arc-18½x19	3
Bridgeport, Conn.	10	DUE (within) 3	3-13x20	7
Brooklyn, N.Y.	11	DUE 1 CENT	sl-44x6	7
Brooklyn, N.Y.	12	NOT/PAID	c-22	6
Buffalo, N.Y.	13	DUE 5 CTS	scroll-32x18	6
Carlisle, Pa.	14	DUE/1/CENT	sl-19x17	4
Chicago, Ill.	15	INSUFFICIENTLY/PREPAID	arc-sl-36x11	6
Chicago, Ill.	16	HELD FOR/POSTAGE	o-37x17	6
Cincinnati, O.	17	Retained/FOR/POSTAGE	o-35x31	8
Detroit, Mich.	18	DUE/3	b-15x21	4
Greenville, Conn.	19	DUE (within) 3	"3"-13x20	7
Hillsborough Bridge, N.H.	20	3/DUE	sl-18x13	4
Hot Springs, Va.	21	DUE./3	c-18	4
Keene, N.H.	22	DUE/3	c-22	4
Lewis, Iowa	23	DUE 3.	sl-24x7	4
Louisville, Ky.	24	DUE 3	sl-34x11	3
Marlboro, N.J.	25	DUE/1	sl-17½x17½	4
Marysville, Cal.	26	Detained/FOR/Postage.	sl-20x14	9

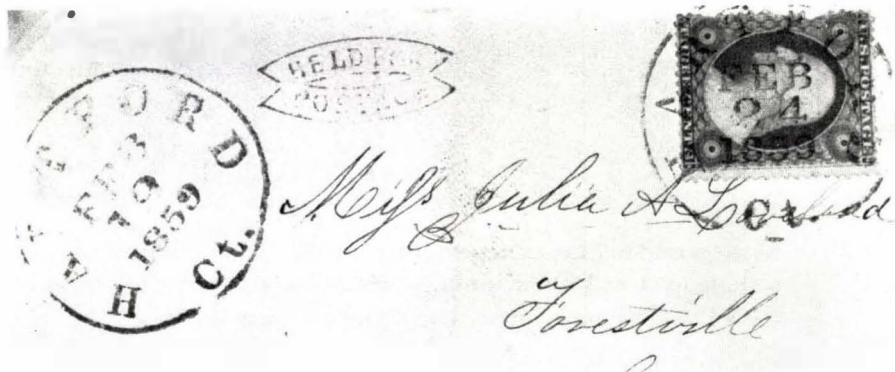




Some postal marking shapes are identified with individual post offices. The octagon was a trademark at Philadelphia, while Buffalo produced fancy scrolls, like this DUE/5/CENTS, used on a double letter prepaid only one rate.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
New Haven, Conn.	27	HELD FOR POSTAGE	sl-41x3	6
New Ipswich, N.H.	28	DUE 3	b-sl-21x8½	4
New Orleans, La.	29	DUE/2 <u>CTS</u>	c-23	6
New Orleans, La.	30	NOT PREPAID	b-sl-48x9	8
New York City	31	Due 6	sl-34x9	5
New York City	32	DUE 1	sl-20x10	5
New York City	33	DUE 3	sl-30½x10	3
New York City	34	DUE 5 cts	sl-35x6	4
New York City	35	RETURNED FOR/POSTAGE (red)	sl-41x12	7
New York City	36	DUE 1	sl-21x9	4
New York City	37	Held for Postage	sl-45½x4	6
New York City	38	SHORT PAID	b-36x9	5
New York City	39	DUE 2	sl-23x10	4
Norfolk, Va.	40	DUE 2	sl-22x4	4
North Canton, Conn.	41	DUE. 3.	sl-47x10	4
Philadelphia, Pa.	42	HELD FOR POSTAGE	sl-52x3	6
Philadelphia, Pa.	43	Due 1 Ct	sl-25x6½	4
Philadelphia, Pa.	44	5 Cts. Due (blue)	sl-30x7½	4
Princeton, Ill.	45	3 DUE	sl-35½x13	5
Saltsburgh, Pa.	46	<u>DUE</u> /3	o-19x20	6
San Francisco	47	DUE 10	sl-37x13	5
San Francisco	48	DETAINED FOR POSTAGE	sl-101x8	8
San Francisco	49	DUE 7	sl-34x13	5
Troy, N.Y.	50	Due 5 Cts	sl-39x5	4
Vinton, Iowa	51	Pointing hand and "3"	sl-33x12	7
Washington, D.C.	52	HELD FOR/POSTAGE	arc-22x14	5
Washington, D.C.	53	DUE/3	sl-11x16	3
White Water, Wisc.	54	DUE.3.	sl-40x9	6
Stock style	55	HELD FOR/POSTAGE	b-arc-25x11	4
Stock style	56	HELD/FOR/POSTAGE	c-20	5
Town unknown	57	DUE 5	scroll-27x13	7
Town unknown (either New York City or Middletown, Conn.)	58	DUE, 1 ct	sl-20½x11	4

Stock style **HELD FOR/  
POSTAGE** used at Hart-  
ford, Conn. Partial photo.



HELD FOR POSTAGE

27 MAY 30 1859

DUE 3

28

DUE 2 CTS

29

NOT PRE-PAID

30

Due 6

31

Due 1

32

Due 3

33

Due 5cts

34

RETURNED FOR POSTAGE

35

Due 1

36

Held For Postage

37

SHORT PAID

38

Due 2

39

DUE 2

40

DUE 3.

41

HELD FOR POSTAGE

42

Due 1Ct

43

5Cts. Due

44

3DUE

45

3

46

DUE 10

47

DETAINED FOR POSTAGE

48

DUE 7

49

Due 5 Cts.

50

3

51

HELD FOR POSTAGE

52

DUE 3

53

DUE 3.

54

HELD FOR POSTAGE

55

HELD FOR POSTAGE

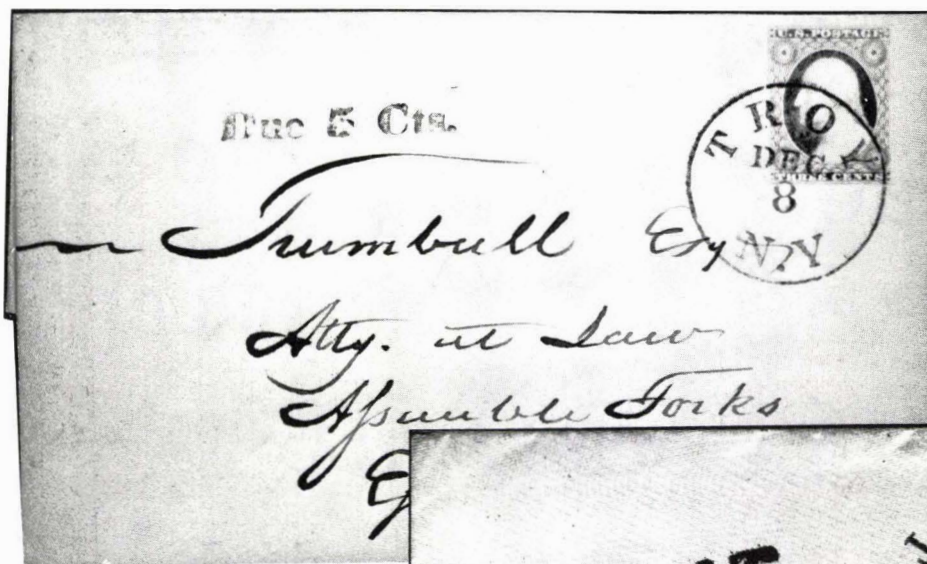
56

DUE 5

57

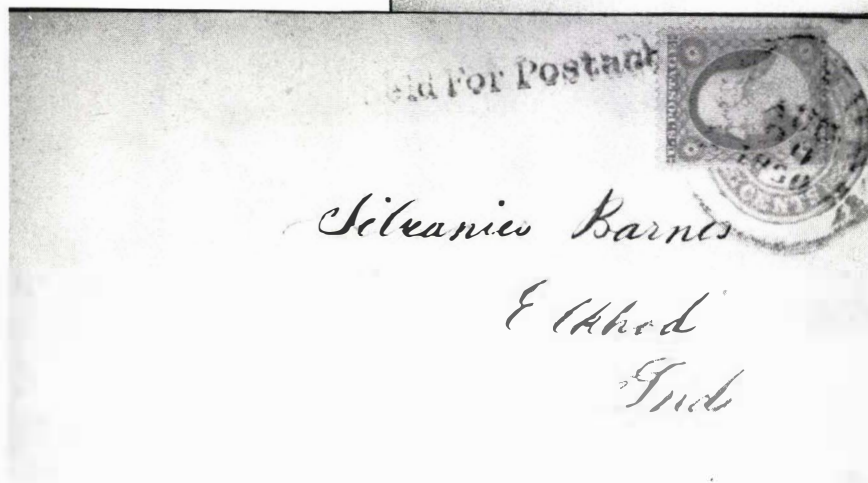
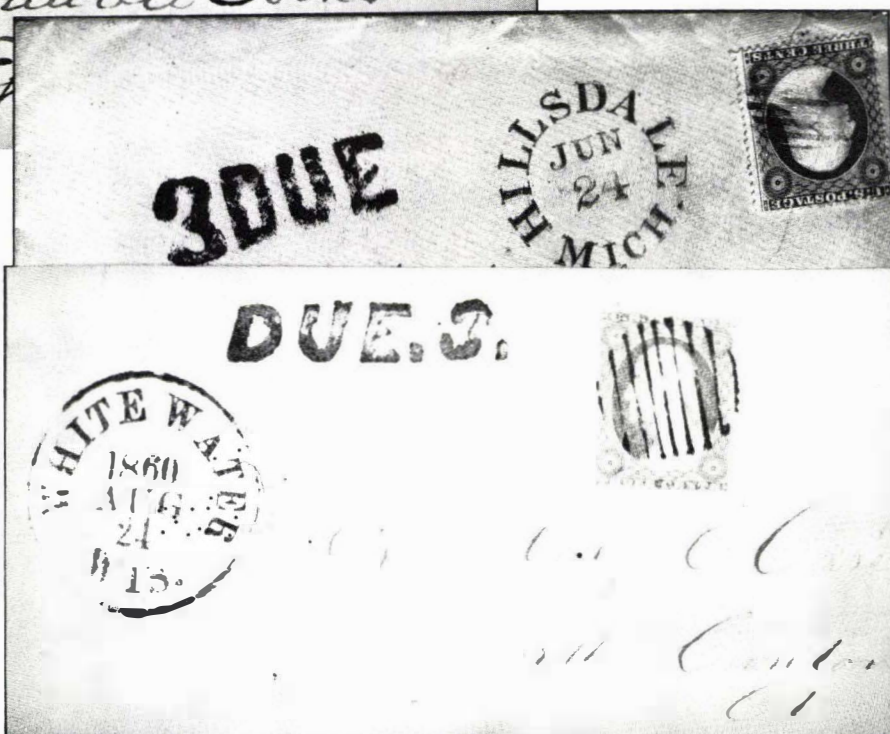
Due 1ct

58



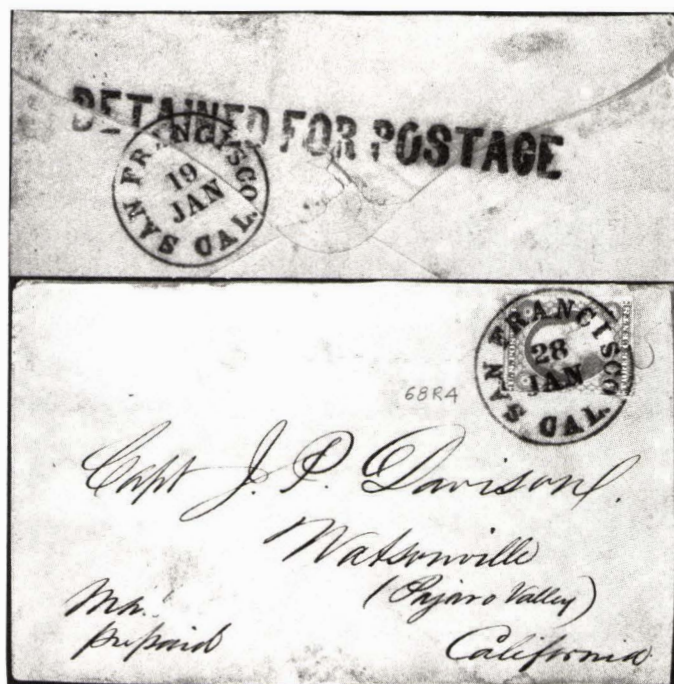
Troy, N. Y., used this straight line style marking to show one rate due on a partially prepaid double letter.

After prepayment was required, the unpaid rates were withdrawn, and double (or larger) rate letters prepaid only one rate were charged additional postage at prepaid rates.



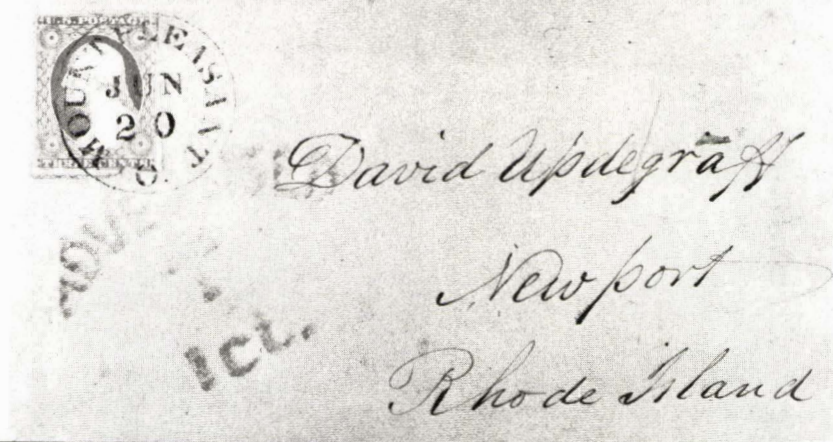
An attempted fraud detected at the New York P. O. An uncanceled Nesbitt envelope stamp was carefully cut out and pasted on the cover. Such use was prohibited and the addressee was requested to supply postage.





The San Francisco marking applied to totally unpaid letters held for postage was so large that it was usually applied as a back-stamp, together with a townmark showing date of receipt. When the postage was received, the stamp was placed on the front and obliterated with the townmark on date of entry into the mails.

The huge ADVERTISED/D /1 ct. used at Newport, R. I.



Circular St. Louis ADVERTISED/D.

The obliterator, an "F" within an "O," is a cryptogram for Oxford Furnace, the town of origin.

## Advertised

If a letter was not called for at the post office of destination, the postmaster was required by the *PL&R* to advertise the name of the addressee in a local newspaper. He was authorized, during this period, to pay not more than 1¢ per name to the publisher of the list. If the person to whom the letter was addressed appeared to claim it, he was charged 1¢ to reimburse the postmaster for the advertising cost. If the letter was not called for within the required period of time, it was sent to the Dead Letter Office. On his next accounting to the Post Office Department, the postmaster received a 1¢ credit to reimburse him for his advertising expense in

connection with advertised dead letters.

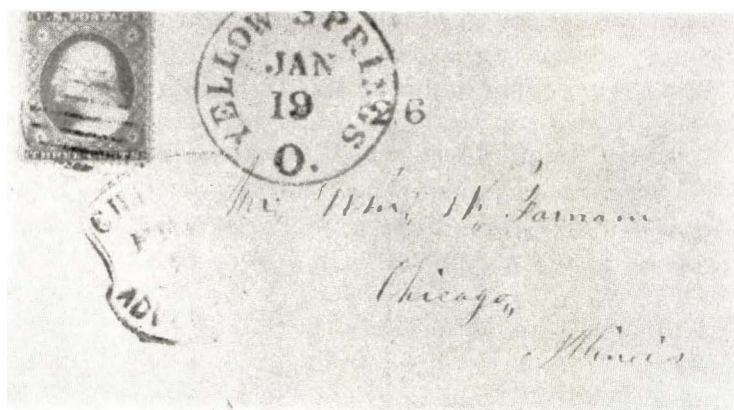
The time periods allowed for advertising letters and sending uncalled-for-letters to the Dead Letter Office varied according to the amount of the total receipts of each post office.

The fact that a letter had been advertised was noted on the cover as an accounting device and to justify the collection of the 1¢ advertising fee from the recipient. Small offices made this notation in manuscript while others employed the handstamps listed here. They were all locally made, the usual format being a straight line composed of type. They may or may not include "1", "1 ct", or "1 CENT."

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Albion, N.Y.	1	ADVERTISED./D	sl-24x2	4
Attica, N.Y.	2	ADVERTISED	b-sl-23x8	3
Auburn, N.Y.	3	ADV 1	sl-19x10	4
Bangor, Me.	4	ADVERTISED/1	c-28	5
Bangor, Me.	5	BANGOR Me/D/Advt.	c-32	6
Bloomington, Ill.	6	ADVERTISED (and encircled) 1	sl-40x5;c-19	7
Brooklyn, N.Y.	7	ADVERTISED 1 CENT	sl-59x5	5
Charleston, S.C.		ADVERTISED/ONE CENT	sl-35x11	5
Chicago, Ill.	8	CHICAGO ILL/D/Yr/ ADVERTISED	c-32	5
Chicago, Ill.	9	CHICAGO/D/Yr/ADVERTISED	shield-28x30 (blue)	7
Chicago, Ill.	10	ADVERTISED/D/1 Ct.	o-39x20	7
Deerfield, N.Y.	11	ADVERTISED 1 <sup>CT</sup>	sl-59½x7	5
Detroit, Mich.	12	ADVERTISED	sl-43x5	3
Dubuque, Iowa	13	ADVERTISED	sl-41x3½	4
Erie, Pa.	14	Adv.D-1 ct	sl-66x6	7
Ft. Des Moines, Iowa	15	ADVERTISED/1/CENT	c-29½	6
Hartford, Conn.	16	ADVERTISED	sl-41x4½	3
Keokuk, Iowa	17	ADVERTISED	sl-35x3½	4
Lawrence, Mass.	18	ADV. 1	sl-22x4½	4
Louisville, Ky.	19	LOUISVILLE/D/ADVERTISED	c-33	6
Lowell, Mass.	20	ADVERTISED/D (star)	arc-28	6
Lowell, Mass.	21	ADV. 1	sl-16x3	4
Mobile, Ala.	22	ADVERTISED	sl-42x4	3
Mobile, Ala.	23	ADV/1	c-20	5
Newark, N.J.	24	Advertised.	sl-45x6	3
New Haven, Conn. (probably)	25	N...../D/ADV	c-32½	5
New Haven, Conn.	26	ADV/D	sl-12x4½	4
New London, Conn.	27	ADVERTISED 1 CT	sl-39x3	4



A faint strike, in blue, of the Chicago ADVERTISED shield.





<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
New Orleans, La.	28	ADV. 1	b-32½x11	6
New Orleans, La.		NEW ORLEANS P.O./D/ NOT CALLED FOR	c-31	7
Newport, R.I.	29	ADVERTISED/ONE CENT	arc-17½x15	6
Newport, R.I.	30	ADVERTISED,/?/1 ct.	o-55x44 (approx.)	7
New York City	31	ADVERTISED	sl-41x6	3
New York City	32	NEW YORK POST OFFICE/ ADVERTISED	o-30½x16	6
Philadelphia, Pa.	33	ADV. <sup>D</sup> /1 Cts.	sl-32x18	6
Philadelphia, Pa.	34	ADV. <sup>D</sup> /1 Ct.	sl-33x19	3
Philadelphia, Pa.	35	RECD/D	f-b-27x18½	5
Pittsfield, Mass.	36	ADV/1	sl-10x10	4
Placerville, Cal.	37	adv	sl-11x4½	5
Providence, R.I.	38	ADV./CE 1 NT	b-24x19	6
Providence, R.I.	39	ADVERTISED	sl-36x3	4
St. Louis, Mo.	40	ADVERTISED/D	c-31	5
Stockton, Cal.	41	ADVERTISED.	o-40x17	6
Stockton, Cal.		ADVERTISED	sl-45x6	4
Syracuse, N.Y.	42	ADV 1 ct	sl-36x6	4
Troy, N.Y.	43	TROY N.Y./D/Yr/Advertised.	c-32	5
Troy, N.Y.	44	Advertised/D Yr: 1/ct	sl-38x10 (blue)	6
Utica, N.Y.	45	ADVERTISED 1 <sup>CT</sup>	sl-62x6	4
Waltham, Mass.	46	ADVERTISED. 1	sl-39x5	4
Worcester, Mass.	47	Adv. 1 cent	sl-35x4	4
Worcester, Mass.	48	Advertised One Cent	sl-54x4	5
Town unknown	49	NOT/CALLED/FOR	c-18	6

### Forwarded, Misdirected

During the 1851-1861 decade free forwarding was not practiced, as it is today. If it was necessary to forward a letter because it had been improperly addressed or because the addressee had moved, additional postage was charged at normal rates from the original destination to the new address. Letters could be forwarded collect or prepaid by money or stamps. Prior to April 1, 1855, the unpaid forwarding fee was 5¢ per single weight letter for distances under 3,000 miles; after that date the unpaid rates were withdrawn and unpaid forwarding rates were the same as normal postage rates on prepaid mail.

The word DUE is often associated with the numeral representing the rate to be collected from the addressee. The postmaster at Leomin-

ster, Mass., at times applied a printed adhesive label reading FORWARDED DUE 3 CENTS. The word MISDIRECTED was sometimes handstamped at New York as a reason for forwarding.

The later practice of returning a letter to the sender where a return address had been provided was not followed by local postmasters, although the Dead Letter Office did do so, at least according to the 1859 *PL&R*. The 1860 *PMG Report* implies that an arrangement for returning letters to the sender had been put into effect: "The new law concerning the return of letters, upon which the names and post offices of the writer were indorsed, was communicated specially to all postmasters; but, as yet, it seems to have been measurably inoperative."



**ADV.1.**

28

ADVERTISED  
ONE CENT  
29

ADVERTISED.  
1ct.

30

ADVERTISED  
31

NEW YORK POST OFFICE  
ADVERTISED  
32

ADV.  
1 Cts  
33

ADV.  
1 Ct.  
34

REC'D  
JULY 14  
35

ADV  
1  
36

adv  
37

ADV.  
CE 1 NT  
38

ADVERTISED  
39

ADVERTISED  
APR 8  
40

ADVERTISED.  
41  
ADV 1 ct  
42

SEP 30  
1857  
Advertised.  
43

Advertised } 1  
Nov 13, 52 } ct  
44

ADVERTISED 1 CT  
45

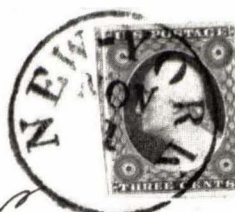
ADVERTISED.1  
46

Adv. 1 cent  
47

Advertised One Cen  
48

NOT  
CALLED  
FOR  
49

Advertised } 1  
Nov 13, 52 } ct



*Wm. Olin A. Hunt*

*Nov 1852 year date*  
*Nov 13, 1852*

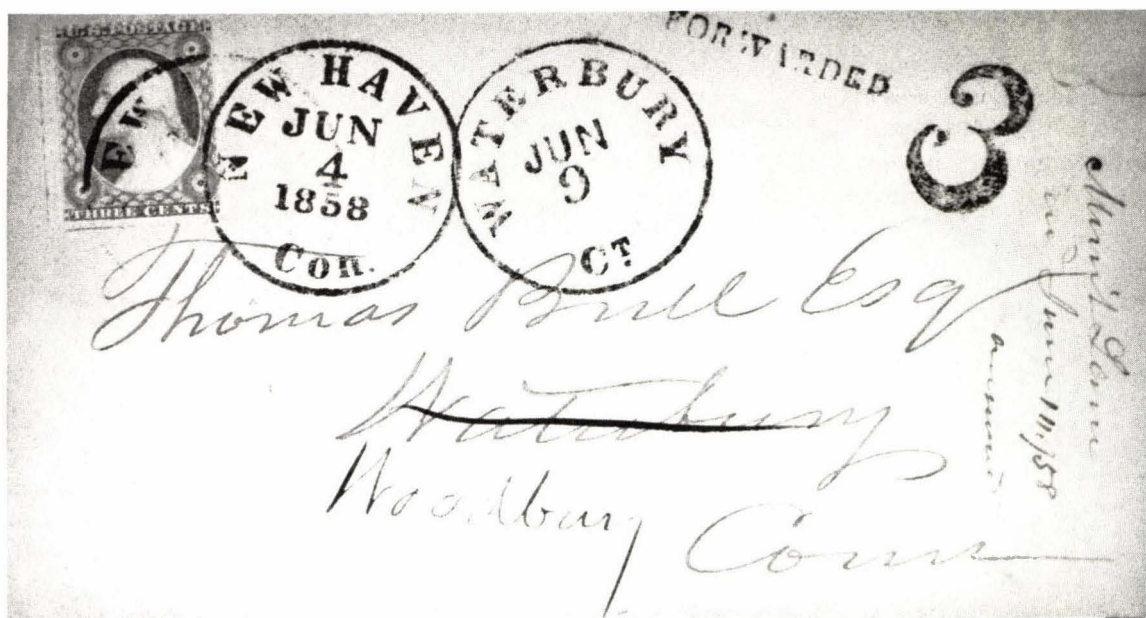
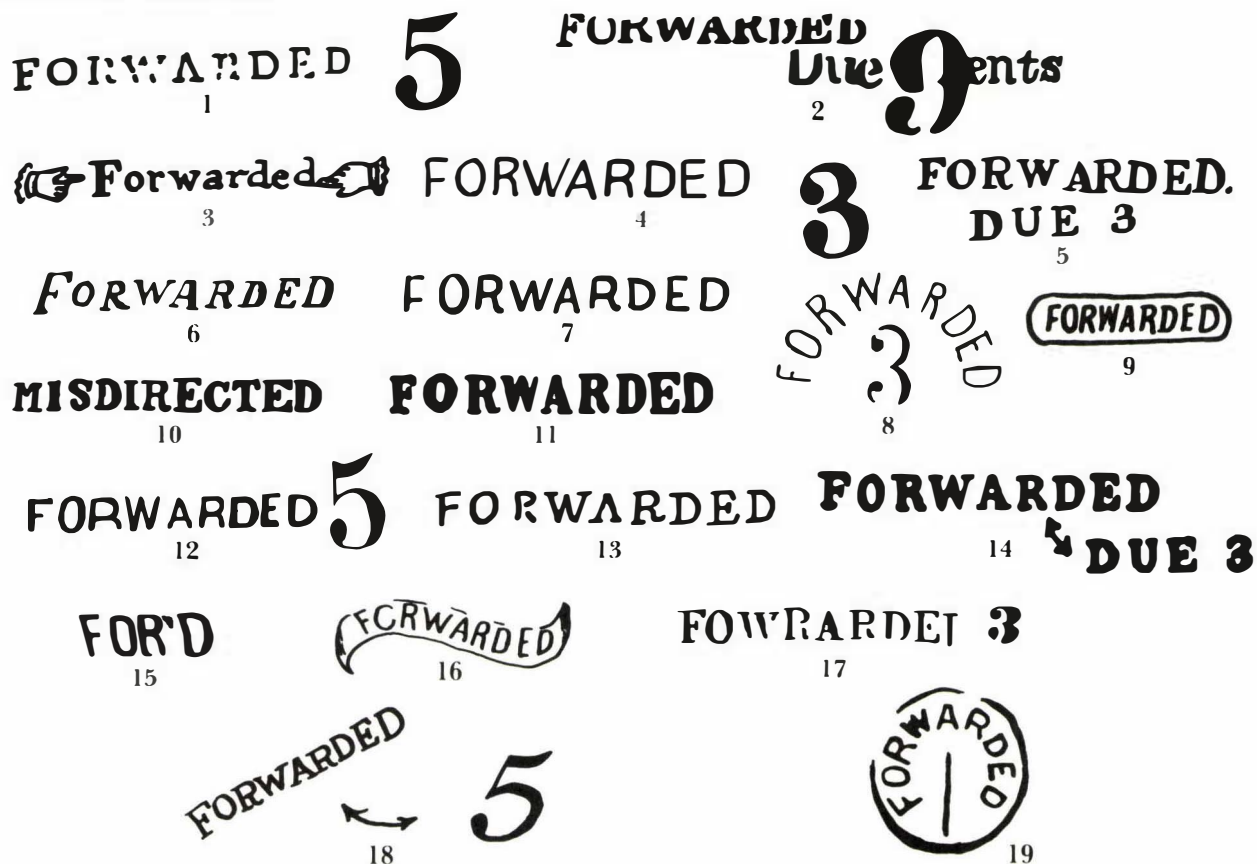
*Troy*  
*N.Y.*

Most ADVERTISED hand-stamps were straight lines from local type. The Troy, N. Y., postmaster embellished his by adding the rate, the day and year, and bars above and below.

In this listing, the rate mark is not included in the measured dimensions when it is doubtful

that the rate was attached to the FORWARDED handstamp.

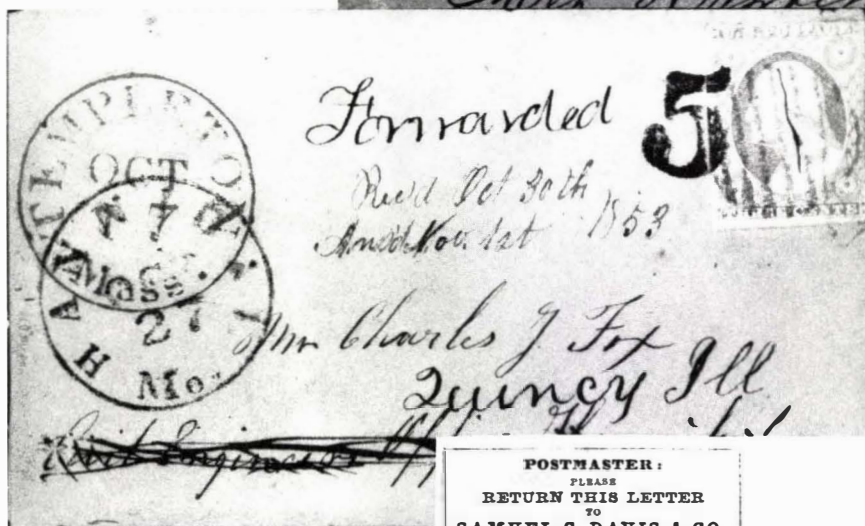
<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
Annapolis, Md.	1	FORWARDED 5 (The "5" may be attached to the handstamp).	sl-45x3½	3
Boston, Mass.	2	FORWARDED	sl-41x4	2
Chelsea, Mass.	3	Forwarded (With pointing hands - orange).	sl-50x5	5
Detroit, Mich.	4	FORWARDED	sl-43x5	3
Great Falls, N.H.	5	FORWARDED	sl-42x4	3
Leominster, Mass.		FORWARDED, 1855/DUE 3 CENTS (Also known without FORWARDED).	label-47x15	8
Lowell, Mass.	6	FORWARDED (Blue)	sl-40x5½	3
Medina, Ohio		FORWARDED	sl-44½x5½	3
Milwaukee, Wisc.	7	FORWARDED	sl-43x5	3
New Haven, Conn.	8	FORWARDED/3	arc-30x29	3
New Ipswich, N.H.	9	FORWARDED	b-sl-27x6	3
New Orleans, La.		NEW ORLEANS P.O./D/NOT CALLED FOR	c-31	7
New York City	10	MISDIRECTED	sl-41x4	7
New York City	11	FORWARDED	sl-42x5	2
Portland, Ore.	12	FORWARDED 5	sl-48x4	4
Poughkeepsie, N.Y.	13	FORWARDED	sl-45x4	3
Quincy, Ill.	14	FORWARDED/DUE 3	sl-45x4	4
Sacramento, Cal.	15	FOR'D	sl-18x5	5
San Francisco, Cal.	16	FORWARDED	scroll-30½x5	4
Saratoga Springs, N.Y.	17	FOWRARED 3	sl-46x4½	3
Smithfield, N.C.		FORWARDED	sl-45x5½	3
Staunton, Va.	18	FORWARDED	sl-31½x3½	3
Washington, D.C.		FORWARDED	sl-43½x3½	2
Waterbury, Conn.		FORWARDED	sl-?	-
Wheeling, Va.		FORWARDED	sl-?	-
Yellow Springs, Ohio	19	FORWARDED	c-21	5



**FORWARDED** handstamp of Waterbury, Conn. After April 1, 1855, when the unpaid rates were withdrawn, all mail was forwarded at the prepaid rates.



Since forwarding was not free, an additional rate was required when a letter was forwarded. Here someone at Pendleton, S.C., supplied a stamp to pay the forwarding fee.



The Hannibal postmaster properly rated this forwarded letter "5" and identified the charge by writing the word "Forwarded."

In 1860 Congress provided for return of undeliverable mail on which a return address was supplied. Examples before demonetization are rare.

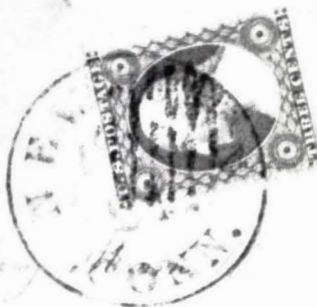
POSTMASTER:  
PLEASE  
RETURN THIS LETTER  
TO  
SAMUEL C. DAVIS & CO.,  
NO. 7 MAIN ST., ST. LOUIS, MO.,  
If not called for within two weeks after its receipt.



Messrs. Marks, Palmer & Cushman,

YORK,

N. Y.



When a letter was misdirected by post office error, no forwarding fee was charged, but many postmasters identified such mail (see text).





The striking circular **MISSSENT** handstamp of New Haven, Conn.

The postmaster at Plymouth, Mass., used this architectural design on mail sent to his office in error.



New Orleans boxed "too late" in black on 1855 cover addressed to Texas.

**Missent, Too Late**

When letters arrived at the wrong destination because of error on the part of the mail handling system, they were forwarded to their proper destinations free of any additional charge. A few towns applied handstamps to such mail containing the words MISSENT or MISSENT AND FORWARDED. Such handstamps probably served the dual purposes of explaining late deliveries to addressees as well as their presence on the forwarding postmaster's way bill. A few letters to Baltimore have been seen marked MISSENT SOUTH and MISSENT EAST. It is not known where these handstamps were

applied.

It is believed that the marking TOO LATE was applied to indicate a delay caused by a missed connection that was not the fault of the postal service. The listings of the TOO LATE markings known used during this period are based on articles by Steven M. Roth that have appeared in the *Chronicle*. In addition to those listed, similar markings by foreign post offices may occasionally be found on U.S.-related mail. The same wording was also sometimes applied to a U.S. cover by a private firm. These latter examples are not, of course, U.S. postal markings and are not included in this listing.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>Missent</b>				
Boston, Mass.	1	MISSENT	sl-33x5	3
Boston, Mass.	2	MISSENT TO/BOSTON, MASS.	sl-34x9	6
Brooklyn, N.Y.	3	MISSENT/TO/BROOKLYN/N.Y.	c-30	6
Charleston, S.C.	4	MISSENT & FORWARDED	sl-68x5	4
Chelsea, Mass.	5	MISSENT (orange)	sl-33½x5½	-
Flint, Mich.	6	MISSENT/AND/FORWARDED	b-27½x12	2
Milwaukee, Wisc.	7	Missent and Forwarded	sl-43x3	4
New Haven, Conn.	8	NEW-HAVEN/MIS/SENT/Ct.	c-30	6
New Milford, Conn.	9	MIS-SENT/AND/FORWARDED/ NEW-/MILFORD/Ct	c-32	7
New York City	10	MISSENT	sl-35x6	2
New York City	11	MISSENT &/FORWARDED	sl-37x10	3
Sacramento, Cal.	12	MISSENT FROM N.Y. TO/SACRAMENTO	sl-59x14	10
Seymour, Conn.	13	MISSENT	sl-28x6½	4
Smithfield, N.C.	14	MISSENT/ms&/FORWARDED	sl-34½x6;45x5	4
Taunton, Mass.	15	TAUNTON/Miss & For'd/MASS.	c-30	6
Washington, D.C.	16	MISSENT	sl-27½x4½	2
Waterbury, Conn.	17	WATERBURY/MIS/SENT/ & FORD/Ct.	c-34	6
Waterbury, Conn.	18	MIS-SENT & FORWARDED	sl-40x2½	4
Town unknown	19	MIS SENT	b-39x8	3
Town unknown	20	MISSENT EAST.	sl-42x4	7
Town unknown		MISSENT SOUTH	sl-42x4	6
Town unknown	21	MISSENT &/FORWAR'D	sl-26x7	3
Stock style	22	MISSENT/AND/FORWARDED	b-arc-27½x11	2
<b>Too Late</b>				
New Orleans	1	too late (red, black)	b-44x14	9
New York City	2	TOO LATE (red, black)	sl-35x4½	9
San Francisco, Cal.	3	Too Late	dlo-42x23	9
San Francisco, Cal.	4	TOO LATE (orange, black)	sl-26x4	9

**MISSENT**  
1

**MISSENT TO  
BOSTON, MASS.**  
2



**MISSENT**  
5

**MISSENT & FORWARDED**  
4



*Missent and Forwarded.*  
7

**MISSENT &  
FORWARDED**  
11



**MISSENT**  
10

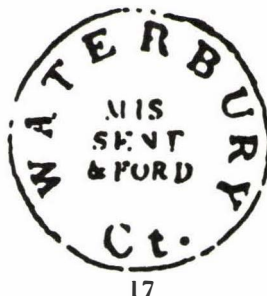
**MISSENT FROM N.Y. TO  
SACRAMENTO**  
12

**MISSENT**  
13

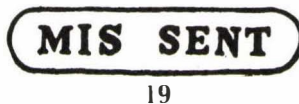
**MISSENT  
FORWARDED**  
14



**MISSENT**  
16

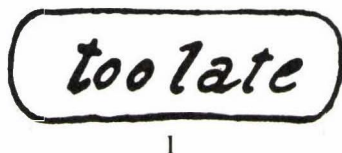
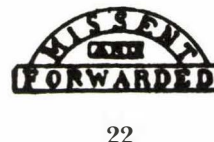


**MIS-SENT & FORWARDED.**  
18

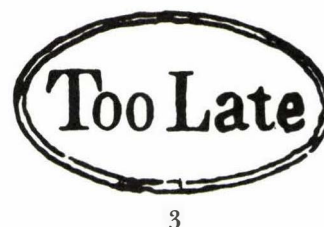


**MISSENT EAST.**  
20

**MISSENT &  
FORWAR'D**  
21



**TOO LATE**  
2  
**TOO LATE**  
4



## Dead Letters

Undeliverable mail sent to the Dead Letter Office in Washington was marked on the sealed side with the townmark of the post office from which the letter was sent to the Dead Letter Office. For this purpose St. Louis and Philadelphia each used a special mark that contained the word DEAD.

If it could be determined to whom the letter was to be mailed, the Dead Letter Office applied

## USPM — Auxiliary Postal Service Markings

its marking with a suitable postage due mark. The letter was then mailed to its final destination.

The Act of July 27, 1854, provided for a branch of the Dead Letter Office to be located in San Francisco for expediting the handling of dead letters in California, Oregon, and Washington Territory. The first type of Washington, D.C., Dead Letter Office handstamp in circular form is known used as late as 1852.

### Wording

P.O. DEPT/msD/msYr/DEAD LETTER OFFICE  
 P.O. DEPARTMENT/D/Yr/DEAD LETTER OFFICE  
 DEAD LETTER OFFICE/D/Yr/P.O. DP<sup>I</sup>  
 DEAD LETTER OFFICE/D/Yr/P.O. DEPT.  
 SAN FRANCISCO Cal./msD/Yr/DEAD LETTER OFFICE  
 PHILADELPHIA ?/D/DEAD  
 SAINT LOUIS/D/Yr/DEAD

Tracing Number	Shape and Size	Rarity Number
1	c-30	6
2	do-45x37	5
3	do-34x29	4
4	o-49x40	5
5	dc-42	10
6	c-32	8
7	c-32	7



Sent to the Dead Letter Office because mails to the South had been suspended. Writer's name was determined and the letter returned to her, marked DUE 3 cts.

## Supplementary Mail

This marking is just the opposite of the marking TOO LATE. It represents a special service accorded mails arriving after the scheduled closing time for connecting routes so that the connection could nevertheless be made.

The small boxed marking is found on out-

going foreign mail at New York, where an extra charge (payable in cash) was made for this service. The Chicago marking was used at that city on letters addressed to distant U.S. points. No extra charge for this service at Chicago has come to light.

### Wording

SUPPLEMENTARY/MAIL  
 CHICAGO/D/SUPPLEMENTARY MAIL

Tracing Number	Shape and Size	Rarity Number
1	b-21½x12	8
2	c-31	8





1



2



3



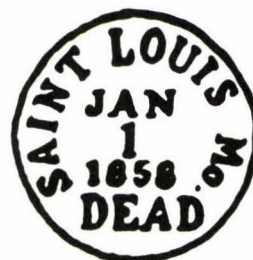
4



5



6



7



1



2

Mr Geo. H. Loomis  
Care of O. H. W. & Co.  
Merchants Agency Office  
Suffield Conn. Chicago Ill.



The Chicago Supplementary Mail postmark.

## Post Office Local Agent

To expedite handling of large amounts of mail received at major steamboat landings, the Post Office Department employed local agents, as provided in the following regulations:

On the Ohio river from and below Louisville, and on the Mississippi and Red river, the conveyance of the mail is engaged by the trip. Local agents assigned to that duty are stationed at Louisville, St. Louis, and New Orleans. The evidence of the agreement is reported to the Contract Office. The mail bill, executed by the agent and captain, and the certificates of the postmasters of the receipt of the mails upon the duplicate of the bill, upon which the captain obtains payment for the service, are sent to the Inspection Office as proof of performance, and by that office to the Auditor, to obtain the proper credit for the Postmaster. (Chapter 33, Sec. 203, *PL&R*, 1852).

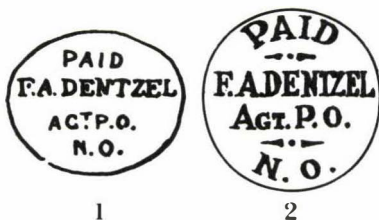
F. A. Dentzel served as the "local" mail agent for the New Orleans post office from at least July 1, 1850, through June 30, 1857. During this period, the compensation paid him indicates that he was one of the principal agents for the department. His salary was \$1,925 for 1853 and \$2,000 for 1859. The importance of his duties is evident as the Postmaster of New Orleans also received only \$2,000 compensation in 1859.

His duties are further explained in a letter written by Postmaster William G. Kendall of New Orleans to the Post Office Department on

### Wording

PAID/F.A. DENTZEL/AGT. P.O./N.O.

PAID/F.A. DENTZEL/AGT. P.O./N.O.



The oval handstamp used by F. A. Dentzel, who processed mail from steamboats at the New Orleans docks. This cover was carried by "S. B. MARY FOLEY."

April 6, 1855:

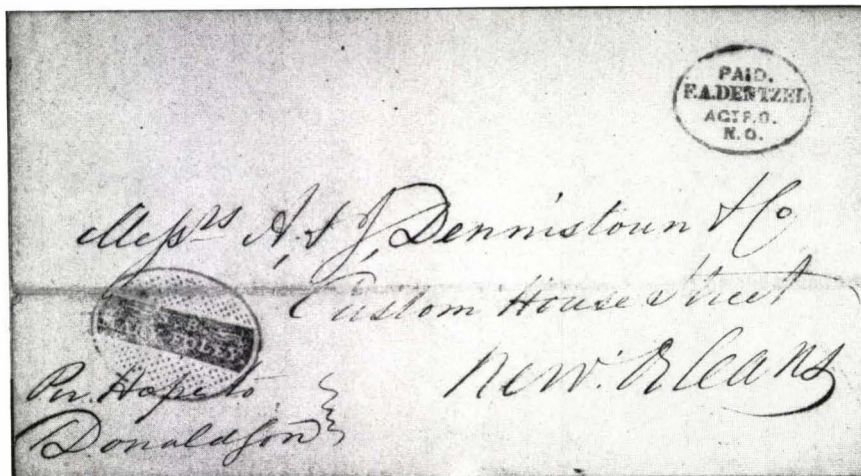
The Unpaid letters brought here by steamboats are called "Way" when the steamboat is a mail carrier under contract, and when brought by other steamboats they are called "STEAM" and thus stamped. We pay the carriers who bring "Way" letters 1¢ and "STEAM" 2¢ each. These are not "Drop-letters" because they are taken from the boats the moment they land by the local mail agent, Mr. Dentzel, and brought to this office and thereupon are stamped and charged as above described.

After the local agent has cancelled the stamps on prepaid letters, he allows the clerk of the boat to deliver them to the parties addressed without the aid of intervention of the Post Office when they shall desire to do so.

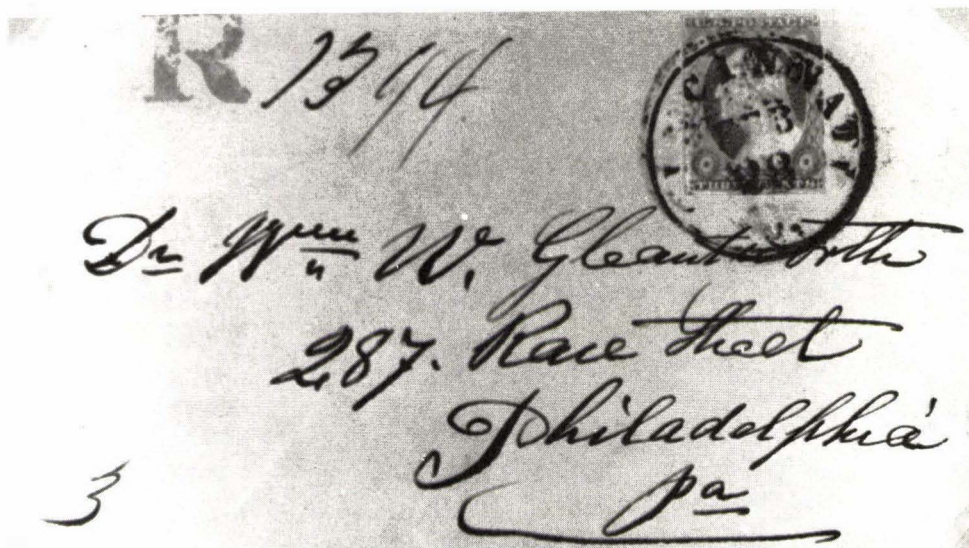
Such letters as relate exclusively to the cargo of the vessel are allowed by the local agent to be delivered without postage from the agents of the boat to the consignee or party addressed.

Even through other ports also had similar mail agents, apparently Dentzel was the only one who used a handstamp marking device. The "Dentzel" marking is scarce and appears infrequently on both stamped and stampless letters in 1851, 1852, 1853 and perhaps later. None of the letters bear "STEAM" or "Way" markings and rarely bear a New Orleans town-mark.

Tracing Number	Shape and Size	Rarity Number
1	o-23x19	8
2	c-23	7







Red "R" and registration number applied by Cincinnati postmaster. On receipt at Philadelphia the clerk there put "3" at lower left as his identifying mark.

## Registered Mail

The data contained here is based on the writings of Barbara R. Mueller which have appeared in the *Chronicle* and "U.S. Registry Fees, 1855-1955" which was published in the 21st volume of the *American Philatelic Congress* in 1955, as well as Tracy W. Simpson's survey as it first appeared in *United States Postal Markings 1851 to 1861* (1959).

Since the treatment of registered letters changed dramatically during this period, the listings that follow are grouped according to three periods:

*Before July 1, 1855.* There was no P.O.D. registry system prior to this date, although a number of individual postmasters had instituted their own local systems. A few towns employed special handstamps indicating this service, while others used manuscript markings. At Philadelphia, the letter "R" was applied to registered letters received from other towns.

*July 1, 1855, to early 1857.* A 5¢ charge (payable in cash) was made for registered letters, but postmasters were "forbidden to make any mark or entry of any kind on registered letters to indicate that they contain valuable enclosures." In direct violation of this regulation, a very few instances are known where such letters were

identified by special markings.

*After early 1857.* The 1857 *PL&R* provided that "all registered letters are, before mailing, to be numbered on the upper left hand corner; their number to correspond to those on the letter bills." The *PL&Rs* never required that the word "Registered" or its equivalent be marked on the letter. Some postmasters, however, used a handstamp containing this word or wrote it on the letter.

The 5¢ fee did not provide any indemnification in the event of loss of the letter, as is now the case. A notation on a cover indicating that this fee had been paid is extremely rare. It was frequently the practice in Canada to mark MONEY LETTER on valuable mail. At a few points in the United States these words were also used. Confusion sometimes occurs because registered letters addressed to Canada were occasionally marked MONEY LETTER when they entered the Canadian mails at the exchange office. These are not U.S. postal markings.

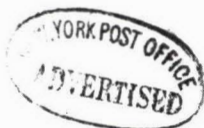
Even though the markings in this section are grouped according to date, it must be understood that markings in one group may be found in the period of use of a later group.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
<b>Markings Used Before July 1, 1855</b>				
Augusta, Ga.	1	REGISTERED	sl-50x5	7
Autaugaville, Ala.		REGISTERED	sl-52x6	7
Charleston, S.C.	2	REGISTERED	b-sl-36x8	7
Cleveland, Ohio	3	MONEY/LETTER	o-30x18	10
Detroit, Mich.	3a	MONEY/REGISTERED/ DETROIT	o-31x24	9
Mobile, Ala.	4	REGISTERED/No.	sl-34x9	7
New Orleans	5	REGISTERED.	sl-39x4	7
Philadelphia, Pa.	6	R	8x12	7
Philadelphia, Pa.	7	R	12x18	9
Springfield, Ohio	8	REGISTERED	sl-60x5	7
Tuscaloosa, Ala.		REGISTERED	sl-?	7
Wilkes Barre, Pa.	9	REGISTERED	sl-32x4½	7
<b>Markings Used From July 1, 1855 to Early 1857</b>				
Cincinnati, Ohio	10	R	15x14	9
Newbern, N.C.	11	REGISTERED (blue)	sl-38½x5	10
St. Louis, Mo.		REGISTERED	sl-36x4	9
<b>Markings Used From Early 1857 to 1861</b>				
Cincinnati, Ohio	10	R	15x14	9
Lewiston, N.Y.	12	MONEY LETTER	sl-41x5	9
Lonsdale, R.I.	13	REGISTERED	c-21	6
Nevada City, Cal.	14	REGISTERED	sl-53x5	10
Northumberland, Pa.		REGISTERED	sl-40x5	7
Oshkosh, Wis.	15	REGISTERED	sl-42x5	7
St. Louis, Mo.		REGISTERED	sl-43x5	7
Wetumpka, Ala.	16	REGISTERED	sl-52x7	7
<b>Markings Not Classified By Dates of Use</b>				
Calais, Me.		REGISTERED		6
Chunennuggee, Ala.		REGISTERED	sl-52x6	6
Columbus, Miss.		REGISTERED	sl-52x6	6
Lewistown, Pa.	17	Reg	sl-14½x5	6
Montgomery, Ala.	18	REGISTERED	sl-52x6	6
New York, N.Y.		REGISTERED (perhaps privately applied)		-
Saco, Me.	19	REGISTERED (with pointing hands) (Blue)	sl-44x3	6
Springfield, Ohio	20	REGISTERED	sl-57½x5	6
Any other handstamp				6
"Registered" in ms, usually with number.				4
<b>Registry Markings on Transatlantic Mail</b>				
With handstamped REGISTERED				9
With ms registry markings				7





A debate once raged as to how the registry fee was paid. Some thought the 5¢ stamp, which appeared the same time registration was officially authorized, was intended to pay the registry fee, although regulations stated the fee was to be paid in cash. Here the 12¢ stamp paid the quadruple rate. The Wilkesbarre postmaster marked "5" in pen, presumably to show the registry fee was paid in cash.



*E. B. Lord Esq*  
*New York City*

When Mr. Lord, the addressee, failed to pick up this letter, it was advertised in a local paper. When Mr. Lord still did not appear, it was sent to the Dead Letter Office.

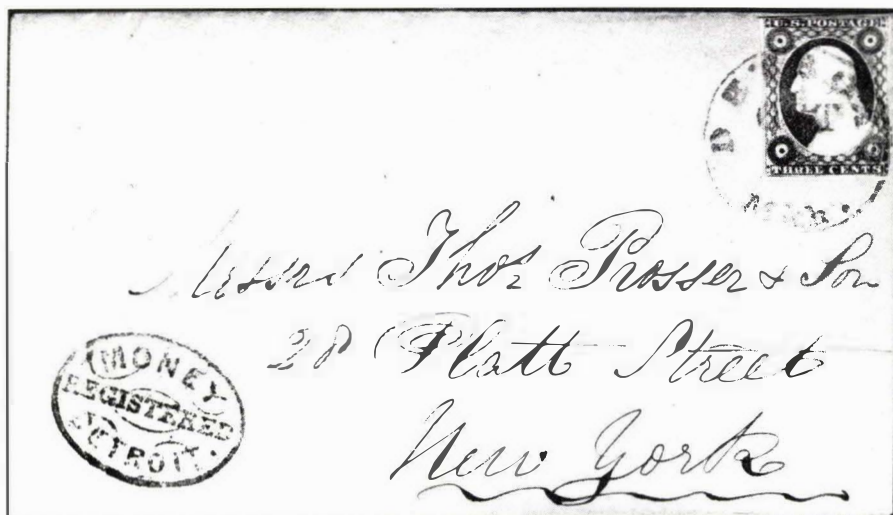
One of the few known covers where the registry fee was, in fact, paid with a 5¢ stamp.



R#87



*Henry Bond*  
*Windsor*  
*Connecticut*



The Detroit handstamp used to identify registered mail before such service was officially adopted by the P. O. D.

## Ship Letters

Letters from foreign or domestic ports which traveled over water routes (which had not been designated post roads) by ships or other vessels having no mail contracts were called ship letters. The law required the ship captain to deposit such letters in the post office where he first made port. For this service he was entitled to a fee of 2¢ per letter (provided the ship was not foreign owned). This 2¢ fee was added to the postage, whether it was paid to the ship captain or not.

Until February 27, 1861, the rate for each ship letter received at the port of entry was 6¢ if it was delivered at the port of entry. If it was addressed to a point beyond the port of entry, the rate was 2¢ plus the normal inland postage from port of entry to destination or place addressed. The 2¢ and 6¢ charges were regardless of weight. On prepaid single weight letters mailed prior to April 1, 1855, and all letters mailed after that over distances less than 3,000 miles from the port of entry, the total postage was less (5¢) than if the letter was delivered at the port (6¢). The Act of February 27, 1861, corrected this anomaly by reducing the port of entry rate to 5¢.

The *Regulations* of 1855 altered the manner

of handling steamboat mail. The payment of “way” and “steam” fees was continued, but these additional charges were no longer collected from the addressee when the normal postage had been prepaid. If such letters were, however, not prepaid, “. . . they should be treated as ship letters, and are chargeable as such with a postage of 6¢, if delivered at the office at which the vessel shall arrive, and with 2¢ in addition to the ordinary rate of postage if destined to be conveyed by post to another place.” (Section 116). Here, too, the port of entry fee was reduced to 5¢ under the Act of February 27, 1861.

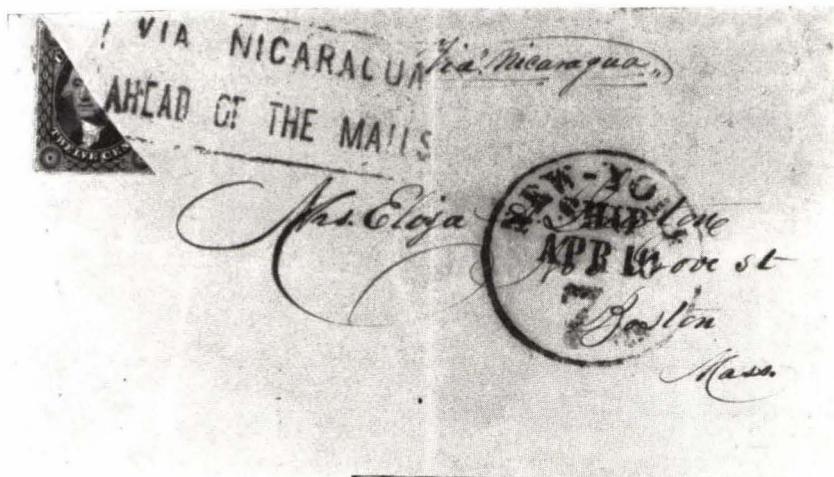
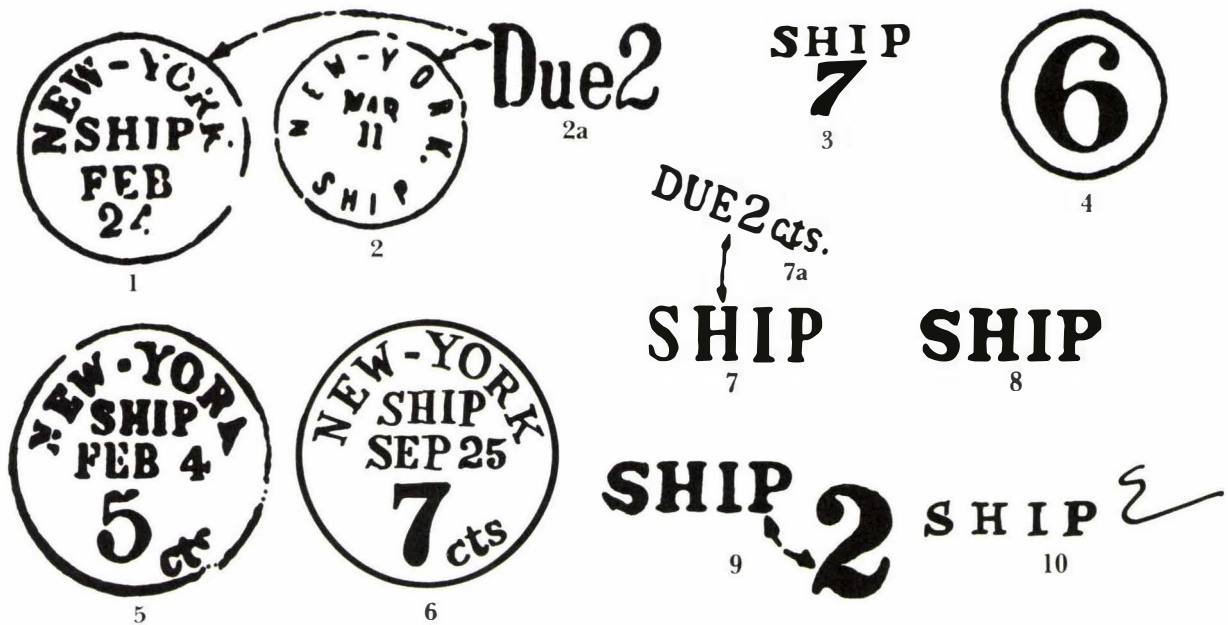
All mail subject to a ship letter charge was supposed to be marked “Ship.” However, it appears that the occasional letter which had the ship fee as well as the normal inland postage prepaid by stamps escaped being so marked. Examples are letters bearing a single 12¢ stamp from Hawaii which entered the mails at San Francisco and were directed to the East (after April 1, 1855). This 12¢ presumably represents the 10¢ inland rate plus the 2¢ ship fee. Letters partly prepaid by stamps for only the normal inland rate, on the other hand, bear a SHIP or DUE marking.

Calais, Me., SHIP and “2” rate mark for mail beyond port to New Bedford, Mass. Domestic letter rate only was prepaid. Partial photo.



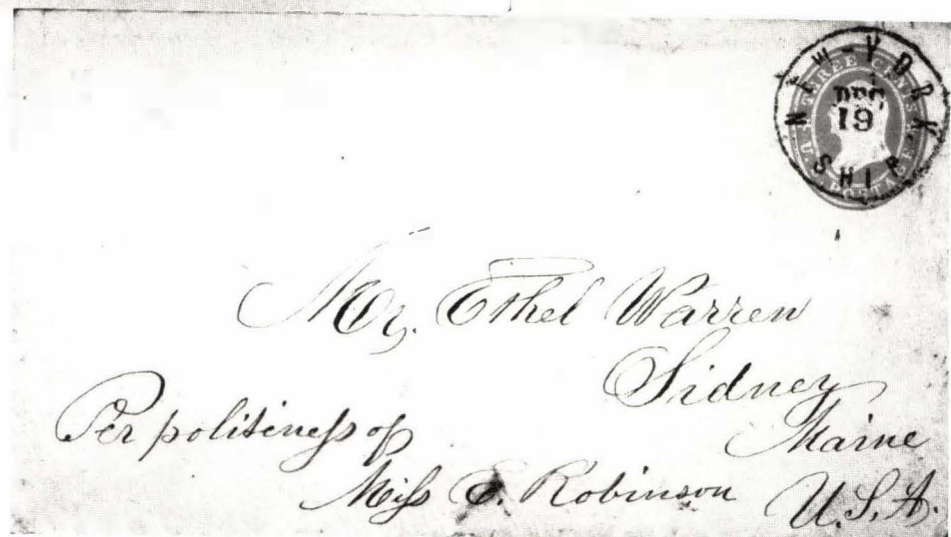
<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Covers with U.S. stamps</b>				
<b>Fully prepaid</b>				
<b>New York City</b>				
NEW-YORK/SHIP/D	1	c-30	7	
NEW-YORK/D/SHIP	2	c-25	8	
<b>Baltimore</b>				
SHIP			10	Known on letter with 5¢ stamp: 3¢ plus 2¢ ship fee.
<b>Forwarded to second address by U.S. stamp</b>				
<b>New Orleans</b>				
SHIP/7	3	sl-18x12	5	May occur on stampless mail or letters with foreign stamps.
<b>New York City</b>				
6 in circle	4	c-21	5	As above.
<b>Underpaid or payment unrecognized</b>				
<b>New York City</b>				
NEW-YORK/SHIP/D/5 cts	5	c-34	7	May occur on unrecognized 12¢ bisect.
NEW-YORK/SHIP/D/7 cts	6	c-34	7	
NEW-YORK/SHIP/D/12 cts		c-34	7	
NEW YORK SHIP LETTER/D/5		c-26	7	
<b>Fully prepaid ship letters without "SHIP"</b>				
<b>Hawaiian mail via San Francisco</b>				
<b>Other mail via Phila., New York, New Orleans, Boston, Portland, Me., Port Royal, S.C.</b>				
Bearing 6¢ in stamps for delivery at port of entry			9	
Bearing 5¢ or 12¢ in stamps for delivery beyond port			8	
<b>Postage paid by stamp, ship fee due</b>				
<b>Baltimore</b>				
SHIP, and DUE 2 cts.	7, 7a	sl-23x6	8	
<b>Boston</b>				
SHIP, and "2"		sl-22x5	7	
SHIP, and "2"	8	sl-24x6	8	
SHIP, and ms "2"	8	sl-24x6	7	
<b>Calais, Me.</b>				
SHIP, and "2"	9	sl-25x6	8	
<b>Galveston, Tex.</b>				
SHIP, and ms "2"	10	sl-23x4	-	





This 12c bisect, intended to pay 6c rate from Cal., was not recognized. The New York P. O. rated the letter 7c due as a ship letter carried by a non-contract vessel over a route not a post road.

Although this cover received the NEW-YORK SHIP postmark, it was not rated 2c due for the ship fee.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
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**Postage paid by stamp, ship fee due (cont.)****Key West, Flo.**

SHIP, and ms "2"		sl-14x3	7	
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**New London, Conn.**

SHIP, and "2"	11	sl-19x5	8	
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**New Orleans**

SHIP	12	sl-14x5	8	
SHIP	13	sl-22½x4	-	

**New York City**

NEW-YORK/D/SHIP, and "Due 2"	2, 2a	c-25; sl-22x11	7	
NEW-YORK/SHIP/D, and "Due 2"	1, 2a	c-30; sl-22x11	8	
N. YORK SHIP LETTER/D/5	14	c-26	9	

**Newport, R.I.**

SHIP, and "2"	15	sl-28x7	8	
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**Norfolk, Va.**

SHIP, and ms "Due 2"	16	sl-23x4	7	
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**Old Point Comfort, Va.**

SHIP, and ms "Due 2"	17	sl-25x7	7	
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**Philadelphia**

SHIP, and ms "2"	18	sl-20x5	7	
2 in circle	19	c-17	7	
SHIP, and encircled "2"	20	sl-21x5	7	

**Covers without U.S. stamps****(Stampless or with foreign stamps)**

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
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**Baltimore**

SHIP	7	sl-23x6	Black, blue.
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**Beaufort, N.C.**

SHIP. 5		sl-48x6	Black.
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**Boston**

SHIP	8	sl-24x6	On mail from Nova Scotia.
SHIP	21	sl-19x4	From Nova Scotia.
7	22	10x15	Prior to 4/1/55.
5	23	10x14	After 4/1/55.

*Due* 2  
SHIP 11

SHIP  
12

SHIP  
13



SHIP 15

SHIP  
16

SHIP  
17

SHIP  
18

SHIP

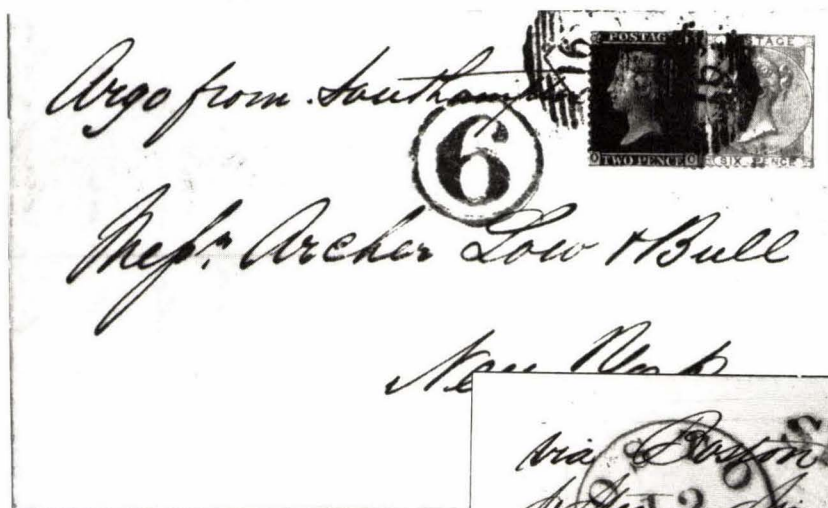
(2)  
19

(2) 20

SHIP  
21

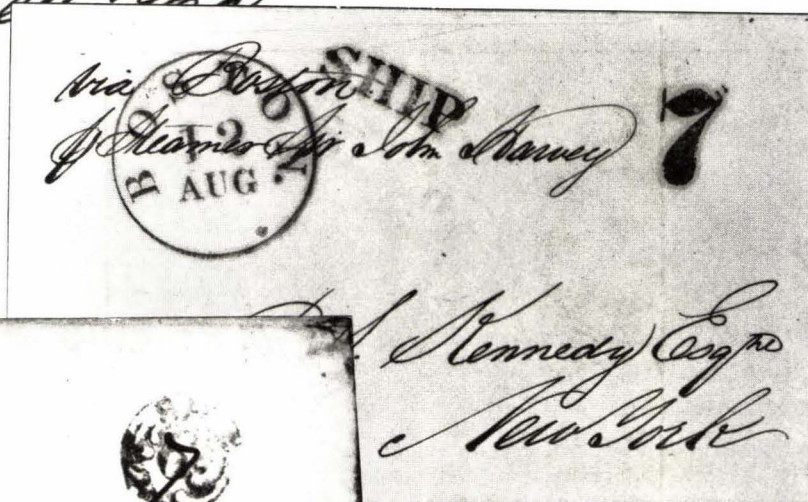
7  
22

5  
23



New York encircled "6" due marking in black, for ship letter addressed to the port, on an 1857 cover from London. British 8d outward ship letter fee paid by stamps. "Argo," British & American S.S. Co., had no mail contract.

Boston SHIP and "7" rate mark on an 1852 letter from St. John. N. B.



The San Francisco fancy SHIP/6 intended for mail addressed to that city, with "7" rate written in ink for delivery beyond the port.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>Covers without U.S. stamps (cont.)</b>			
<b>Charleston, S.C.</b>			
SHIP		sl-?	Black.
<b>Eastport, Me.</b>			
SHIP		sl-22x4	Black.
SHIP/7	24	c-19	On mail from New Brunswick.
<b>Edenton, N.C.</b>			
SHIP		sl-25x6½	Black.
<b>Fall River, Mass.</b>			
SHIP		sl-?	Red.
<b>Lewes, Del.</b>			
SHIP		sl-?	Black.
<b>New Bedford, Mass.</b>			
SHIP		sl-16x3½	Black, blue, red.
<b>Newburyport, Mass.</b>			
SHIP		sl-20x5½	Black, red.
<b>New Haven, Conn.</b>			
SHIP/5		c-21	Black.
<b>New Orleans</b>			
SHIP	13	sl-14x5	Blue, red, black.
SHIP	14	sl-22½x4	As above.
SHIP		sl-16x4	As above.
SHIP/6/CENTS	25	c-24	Red, black.
SHIP/7	3	sl-18x12	Mail addressed beyond N.O.
SHIP/6	26	sl-17x13	Mail addressed to N.O.
<b>New York City</b>			
NEW-YORK SHIP/D/5 cts	5	c-34	Black.
NEW-YORK SHIP/D/7 cts	6	c-34	Black, red.
NEW-YORK SHIP/D/12 cts		c-34	Black, red.
NEW-YORK/SHIP/D	1	c-30	Red.
NEW-YORK/D/SHIP	2	c-25	
PAID/SHIP		sl-22x16	Red.
<b>Newport, R.I.</b>			
SHIP	15	sl-28x7	Black.
<b>Norfolk, Va.</b>			
SHIP	16	sl-23x4	Green; with "5" handstamp.





24



25

SHIP  
6

26

SHIP

27



28



29

Wording

Tracing  
NumberShape  
and Size

Notes

## Covers without U.S. stamps (cont.)

## Old Point Comfort, Va.

SHIP

17

sl-25x7

With "7" handstamp.

## Philadelphia

SHIP

18

sl-20x5

Blue, black.

SHIP

20

sl-21x5

Blue, black.

6 in circle

c-15 &amp; var.

Addressed to Phila.

6 in octagon

dl-oct-17

Addressed to Phila.

## Portland, Me.

SHIP

27

sl-23x5

On mail from New Brunswick.

7

28

9x11

Prior to 4/1/55.

## Richmond, Va.

SHIP

sl-19x4

## San Francisco

SHIP

sl-25x11

With "7" or "12" handstamp.

SHIP/6

29

fancy c-17



SHIP



From St. John, N. B., 1852, via  
Portland, Me., where "SHIP" and  
"7" were applied.

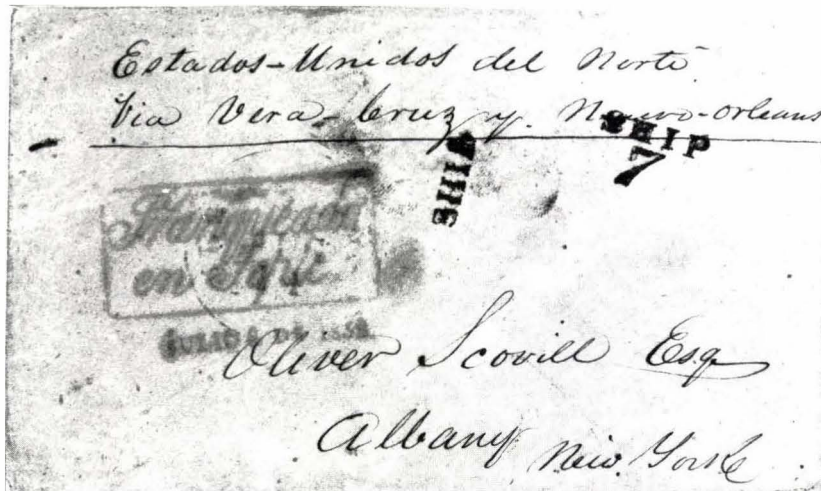
*D. S. Kennedy Esqr.*

*New York for Steamship to Mail*



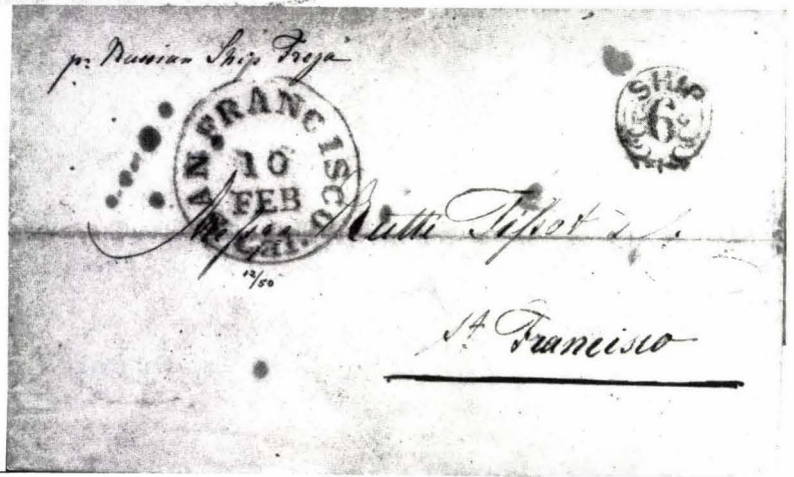
*George Young Esqr.  
Messrs. Edmiston Bros  
New York*

Ship letter from St. John, N.B.,  
in 1854, landed at Eastport, Me.,  
and struck SHIP/7 in circle.



New Orleans SHIP/7 on letter to Albany, N. Y. Origin Tepic, Mexico, July 6, 1852.

The fancy SHIP/6 handstamp used at San Francisco on incoming ship letters addressed to that port.



New Orleans circular SHIP/6/CENTS in black on 1858 cover.



New Orleans SHIP/6 in black. Origin New York City.



## **“STEAMSHIP” Markings**

During the 1851-1861 decade, the marking STEAMSHIP was not specifically authorized by the *PL&Rs*. It is therefore necessary to study the covers bearing these markings and later POD practice to determine their significance and use during the period. Generally, they appear to have been adopted to identify and rate mail traveling to the United States from foreign countries over ocean routes that had been designated as U.S. post roads.

As early as 1847 the United States entered into its first mail subsidy contract for the transportation of mail to a foreign port. This route, from Charleston to Havana, was put into operation in 1848. It was declared to be a post road. Special rates were established for mail carried by the contract steamers traveling the route. These rates were unilateral on the part of the United States; there was no treaty with Spain establishing the route, nor was there any sharing of postal revenues with her. The published rates covered U.S. inland postage and U.S. ocean mail service to or from the points designated.

When the subsidized routes to Panama and the West Coast were established, uniform rates to terminal and intermediate points over both of these routes were also set, and again the routes were declared to be U.S. post roads.

The rates do not include foreign postage for transportation beyond the routes of the U.S. mail steamers. At the West Indies, Havana, and Panama connections were made with British mail steamers for farther points. Likewise, U.S. mail steamers touched at Mexican ports, to which U.S. postage could be prepaid for connection with the Mexican mails.

Neither did these rates apply to mail carried

under agreement with Great Britain to foreign ports beyond the reach of the U.S. mail contracts. In these cases, involving principally mails to the west coast of South America and the non-British West Indies, treaty rates were established for the entire route.

The basic single rates were 10¢ from point of foreign origin along the route to destination in the U.S. for distances under 2,500 miles and 20¢ for distances over 2,500 miles. Prepayment was required on outgoing mail, since there was no method by which postage due could be collected from the addressee. Incoming mail could be received collect.

Since these mail routes were declared to be U.S. post roads, a distinction between contract and non-contract ships was not observed. The same theory that required private express companies operating over internal post roads to carry mail in prepaid Nesbitt envelopes applied here. The receiving clerks charged the published rates on all such incoming mail, whether the letters were carried by contract steamers or not. Thus, a letter from Havana to New York by a private non-contract ship would be marked STEAMSHIP rather than SHIP and would be rated 10¢ rather than the pre-1861 ship fee of 6¢.

Some mail carried over these routes was not marked STEAMSHIP. The postmaster at Charleston sometimes used a Charleston townmark embodying a “10” rating numeral. This townmark had been used prior to July 1, 1851, to rate unpaid domestic mail. The postmasters at both Charleston and Savannah used markings identifying the source of the mail (Havana) without the accompanying word STEAMSHIP. The postal clerks at San Francisco always and those at New York occasionally used

only a normal townmark with a separate appropriate rating stamp ("10" or "20").

Independent Line via Panama have greatly added value.

Covers showing transit via Nicaragua or

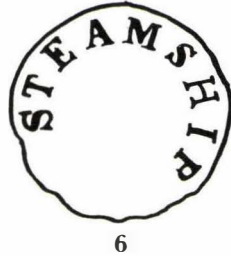
<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Applied at Baltimore</b>				
STEAM, SHIP	1	sl-21x4; 24x7	10	Two separate handstamps. Blue.
<b>Applied at Charleston</b>				
CHARLESTON S.C./D/10	2	c-32	8	Used on domestic mail prior to July 1, 1851. Blue.
CHARLESTON S.C./D/10/HAVANA	3	c-35	7	Blue, black. A similar marking with HAVANA inverted has been reported.
HAVANA	4	sl-26x4½	10	Blue.
STEAMSHIP/10	5	c-29	-	
<b>Applied at New Orleans</b>				
STEAMSHIP	6	c-29	7	
STEAMSHIP/10	7	c-29	7	
STEAMSHIP/20	8	c-29	7	
STEAMSHIP/Cts		c-29	7	
<b>Applied at New York City</b>				
STEAM/SHIP	9	sl-25x14	4	Red, black.
STEAM SHIP/Cts	10	c-32	8	
STEAMSHIP/Cts.	11	c-28	8	
STEAMSHIP/10	12	c-28	7	
STEAMSHIP/10	13	c-29	6	
STEAMSHIP/10 Cts	14	c-28	6	
STEAMSHIP/20	15	c-29	7	
STEAMSHIP/20	16	c-31	7	
STEAM SHIP/20 Cts	17	c-32	9	
N. YORK./STEAMSHIP	18	c-34	4	
<b>Applied at Savannah</b>				
HAVANA,	19	sl-20x3	10	
STEAM	20	sl-?x4	10	This may have been struck in error. Only one known.
HAVANA	21	sl-20x3½	10	



STEAM  
SHIP  
1



HAVANA  
4



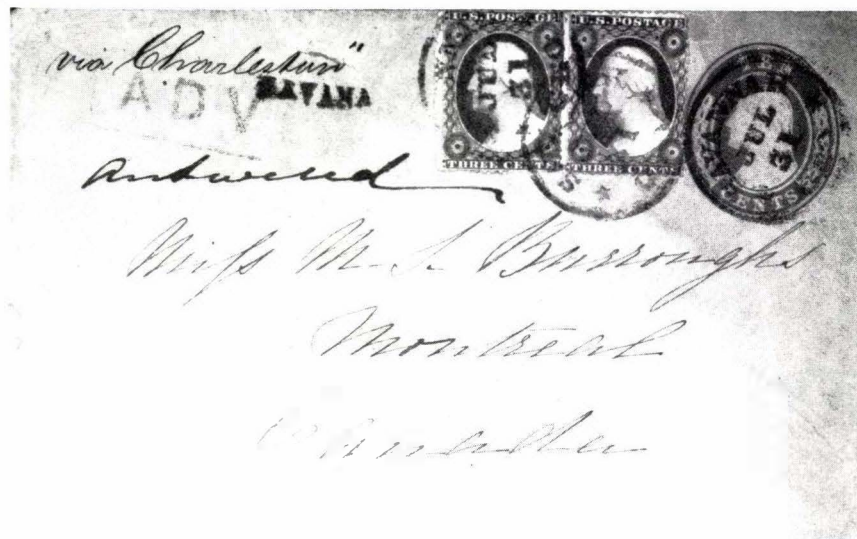
STEAM  
SHIP  
9



HA NA  
19

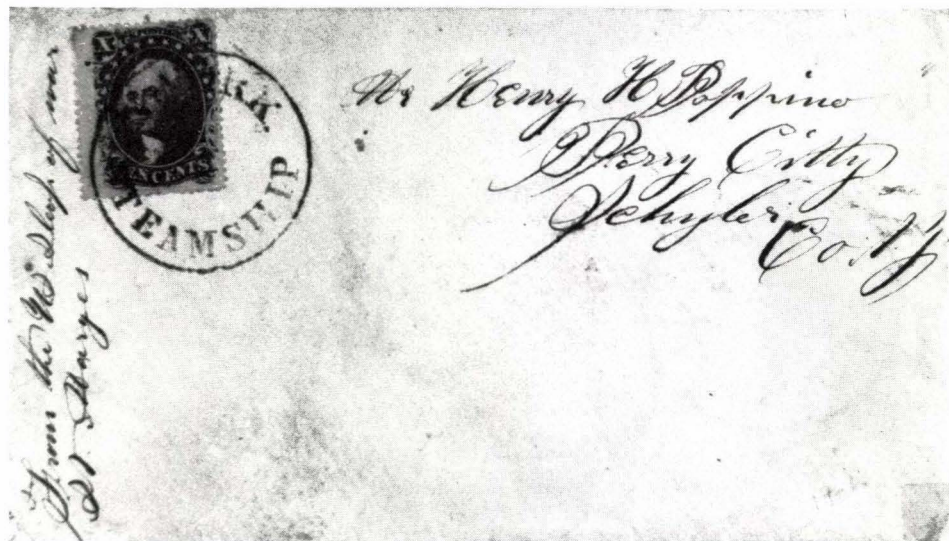
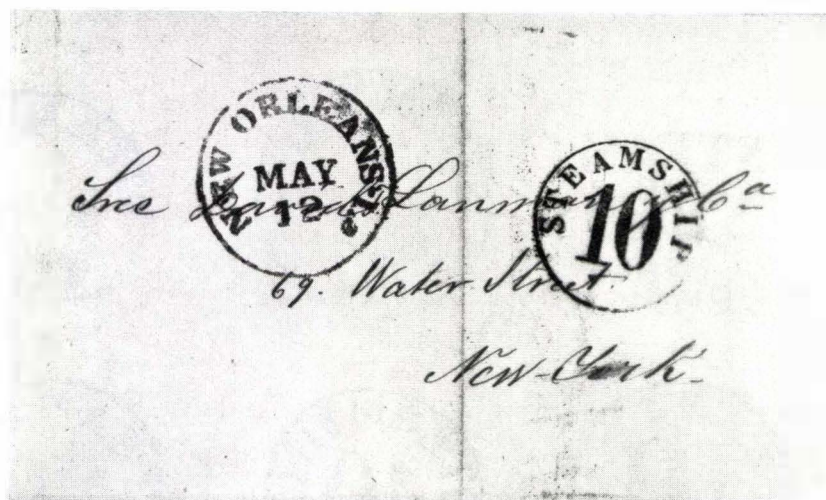
STEA  
20

HAVANA  
21



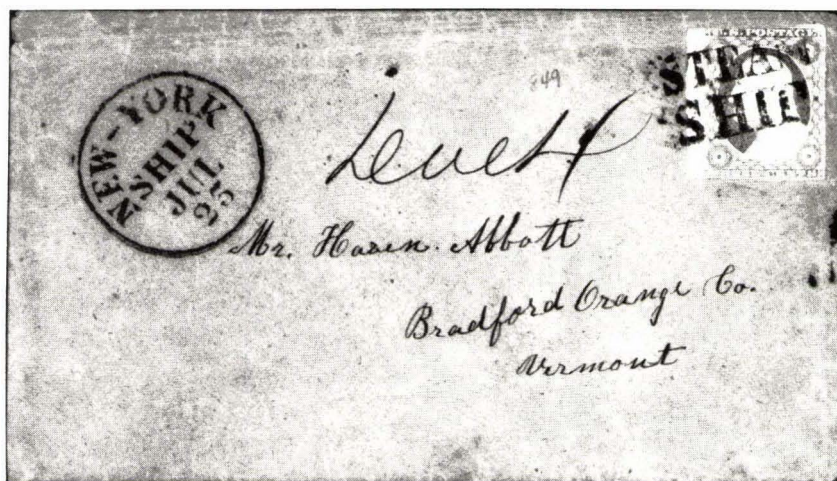
HAVANA in black on 1859 envelope from Cuba to Canada via Savannah, Geo. One cent overpay of 15¢ rate.

From Mexico to New York, 1853. By way of New Orleans where STEAMSHIP/10 was applied.

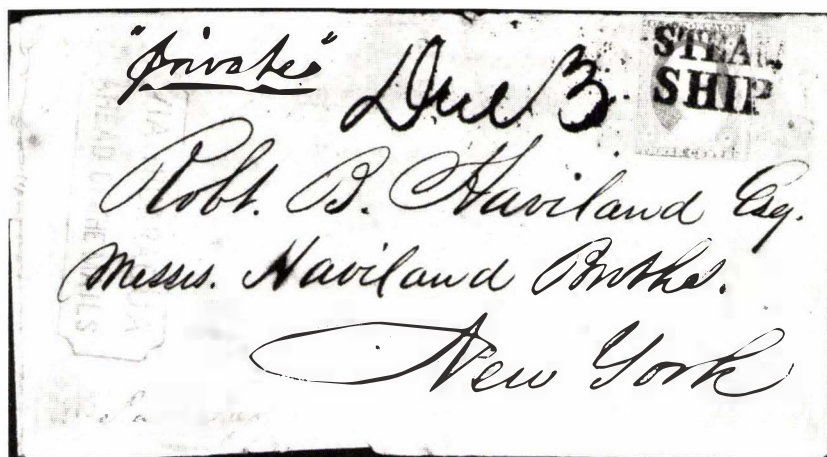


Incoming letter, from U. S. Navy vessel. Carried on ocean route designated a U. S. postal route, and correctly prepaid 10¢, as indicated by circular N. YORK/STEAMSHIP.





The New York post office was not entirely consistent in its handling of mail from California by non-contract ship. This cover shows two contradictory handstamps: SHIP and STEAM/SHIP. The stamp was accepted as part payment of the 7¢ ship fee, and the cover rated "Due 4." If carried on the ocean mail route, it should have been rated 3¢ or 7¢ due as a steamship letter, depending on whether the date was during the 6¢ or 10¢ rate period.



This letter, mailed via Nicaragua in 1853 when the rate was 6¢, was rated "Due 3," the stamp being recognized as part payment of the full rate.

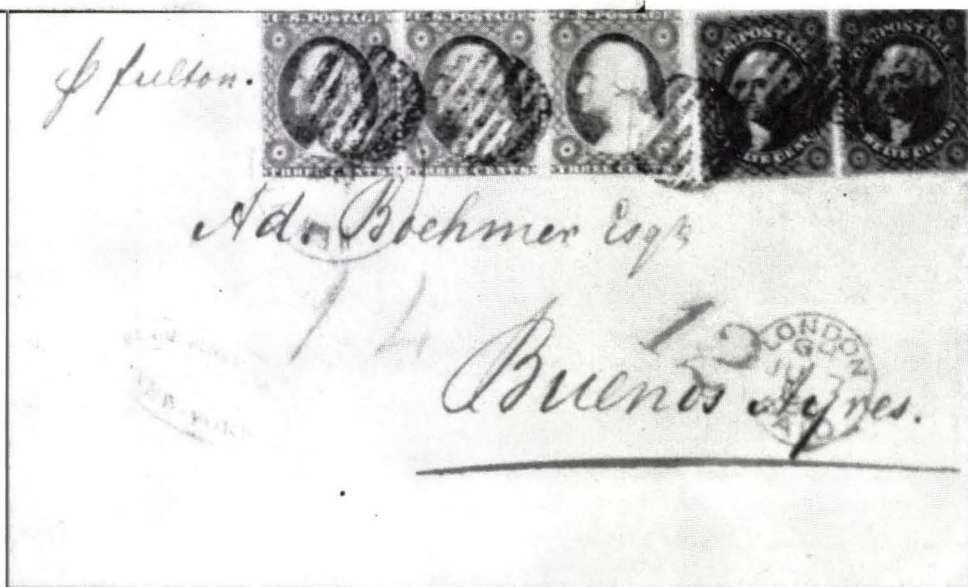
Letter to Vermont with New Orleans circular STEAMSHIP, with no rate expressed, tying 3¢ 1857. Pencil "Due 7." This handstamp was reserved for mail partially prepaid and/or with an odd amount due.





The Kelley's Island pre-printed townmark on a double weight cover to Switzerland by French mail.

To Argentina in 1860 at 33¢ per ½ oz. rate by British mail via Southampton, Per "Fulton" (Am. Pkt.) Credit of 12¢ to Britain.



Cover to Mexico in 1855 with the 10¢ rate for under 2,500 miles paid by stamps. Mexican postage collect, as shown by bold "4." Same route and service as described in STEAMSHIP chapter, but in opposite direction.



## Transatlantic Mail Markings

Charles J. Starnes

The study of U.S. correspondence to or from Europe, or via Europe to farther places, demands a specific knowledge of the separate postal treaties (conventions, agreements) between the United States and the Bremen, British, Prussian, Hamburg, French, and Belgian postal administrations, plus additional articles and official communications of the period. These agreements defined most, and some of them all, of the following items:

1. Exchange offices and routes between them.
2. Rate of postage (with a progression scale for multiple rates) between the two countries, the total rate comprising inland-sea (intermediate transit)-inland portions.
3. Rates of postage to farther destinations, the total prepaid rate (if allowed), including base rate plus foreign transit charges.
4. The amounts to be debited or credited to the other country, per rate, for specified routes, paid or unpaid.
5. Exchange office markings to be applied to each letter, including the total credit (in red) or debit (in black) to the other office, the name of the sending office, and the country paying for the sea transit. The latter was expressed as "Am. Pkt., Br. Pkt., Brem. Pkt.," etc., "packet" referring to steamship under contract to one of the countries for transatlantic carriage of mail, irrespective of its registry.
6. Handling of dead, missent, and returned letters.
7. Handling of registered letters.
8. Rates and regulations for printed matter.
9. Accounting procedures, with forms for

letter bills, quarterly reports, etc.

If a thorough study of foreign mail covers is desired, there is often required a knowledge of other treaties (Anglo-Prussian, Anglo-French, etc.), coinage equivalents, foreign debit and credit markings, local due charges, sailing dates, and special transit routes. Fortunately, a comprehensive text can be recommended, George E. Hargest's *History of Letter Post Communication Between the United States and Europe, 1845-1875*; Smithsonian Institution Press, Washington, D.C., 1971, or second edition, Quarterman Publications, 1975. This unique work not only details the operations of all the various mail systems and gives many cover analyses, but also furnishes an extremely valuable tabulation of U.S. postage rates to foreign countries.

### Bremen Conventions

The 1847 agreement, effective 20 March 1848, provided for transmittal of mails by the Ocean Steam Navigation Co. (American Packet) between New York and Bremerhaven. Letter pouches from New York were delivered to the Bremen postmaster, who was responsible for the receipt and dispatch of mail, to and from the U.S., of some 30 German autonomies, utilizing Bremen postal arrangements with 17 different German postal administrations. In addition, mail could be forwarded to Austria, Denmark, Norway, Sweden, Russia, Switzerland, Greece, and Italy. For his services as a "U.S. mail agent", the Bremen postmaster received 20 percent of all postages collected and credited to the U.S.

The rate structure of this agreement, the first



Bremen convention 29¢ rate to Russia (Dorpat, Estonia), 1859. The only New York exchange marking is the red 26¢ credit to Bremen. Blue AMERICA/ÜBER BREMEN/FRANCO and red “f(ranco) 6 (silbergroschen),” 14¢ credit to Prussia: “6” marked over and “3 f,” 7¢ Prussian foreign transit marked in.

U.S.-European postal convention, was necessarily cumbersome. The total postage comprised U.S. internal postage to New York (5¢ under, 10¢ over 300 miles), American Packet to Bremerhaven (24¢), and transit from Bremen to destination (foreign postage). Prepayment was optional; part payment was recognized. Although total rates were published, the amount of the foreign postage was uncertain, and the U.S. Post Office recommended only the total U.S. postage to Bremen be prepaid (24¢, 29¢, or 34¢). From 1 July 1851, the total U.S. postage from origin to Bremen was reduced to 20¢ per ½ oz.

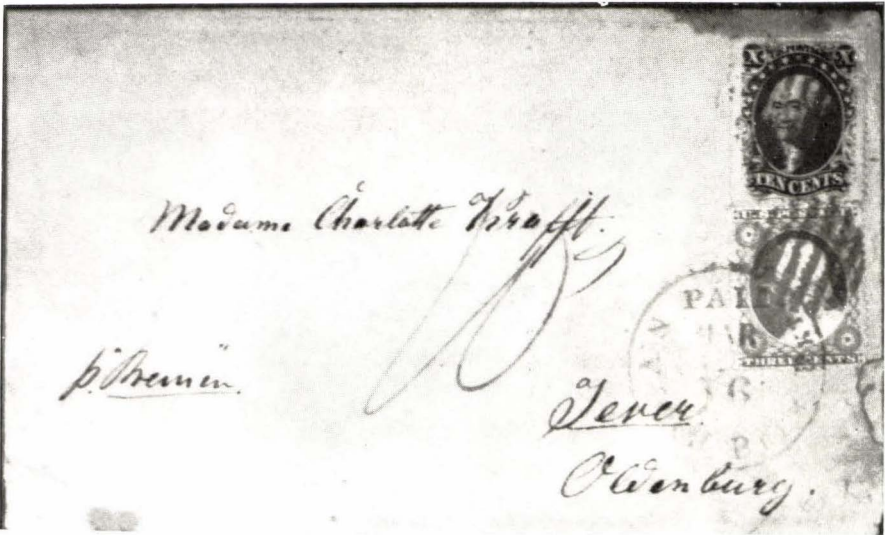
The second Bremen convention, effective 15 August 1853, set a new base rate to Bremen of 10¢ per ½ oz., with carriage by Bremen or American Packet. The credit division was 5¢ U.S. inland postage, 4¢ sea postage, and 1¢ Bremen inland postage. All postage which the U.S. credited Bremen, except 1¢ per rate, was specified to “go to the benefit of the proprietors of the Bremen line of steamers.” The Bremen postmaster’s 20 percent emolument was eliminated. German-Austrian Postal Union (GAPU) members, agreeing to a maximum 5¢ transit

from Bremen, utilized the 10¢ Bremen rate for a total rate of 15¢ to and from the U.S. (except Oldenburg, which was 13¢). Enclaves in southern Germany using the Thurn and Taxis postal service did not lower their charges, and their total rate was 22¢, to and from U.S. Rates to other countries, when prepaid, were the total of 10¢ Bremen + 5¢ GAPU + foreign transit. Franking with the international 10¢ rate to Bremen was accepted as part payment of the GAPU rate, and the 15¢ GAPU rate is believed to have been accepted as part payment of the foreign rate.

After June 1858 the U.S. inland portion on prepaid mail was reduced to 3¢, probably as a means of encouraging the North German Lloyd Line to carry the Bremen mail.<sup>1</sup>

Under the first convention, the Bremen office usually marked incoming U.S. letters with the red or black straight line AMERICA/ÜBER/BREMEN, 32x7mm overall. Prepaid mail under the second convention bears the shorter blue straight line AMERICA/ÜBER BREMEN/FRANCO, 29x14mm overall.

1. *Chronicle* 48:32-36.



Bremen convention 13¢ rate to Oldenburg. Transit by North German Lloyd steamer “Bremen,” leaving New York on 16 March 1861. Red N. YORK BREM. PKT. PAID with ms. “10,” the 10¢ credit to Bremen, U. S. retaining only 3¢ inland.

British Treaty

The 1848 treaty, effective 15 February 1849, established Boston, New York, Liverpool, Southampton, and London as exchange offices. Later, U.S. exchange offices were set up at Philadelphia on 1 January 1854, Portland on 3 February 1859, and Detroit and Chicago on 14 December 1859. San Francisco, from 1853, exchanged mails with Panama for the west coast of South America and the British West Indies, but only forwarded British mail addressed to or through the United Kingdom to the New York office.

The rate to the United Kingdom was 24¢ per ½ oz. (29¢ from the Pacific coast), with prepay-

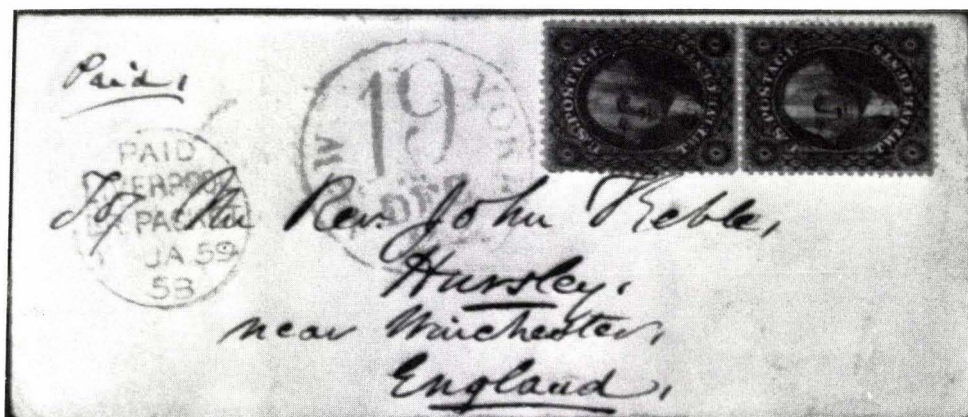
ment optional and part payments not recognized. The credit division was 5¢ U.S. inland (10¢ from the Pacific coast) plus 16¢ sea postage plus 3¢ British inland, with the exchange office accounting for a single-rate letter as shown in Table I.

Transatlantic carriage by American Packet was principally by the Collins line to January 1858 and by the Inman line (“Dales” line) thereafter. British mails from Detroit, Portland, and Chicago were also carried by the Canadian Allan line, American Packet. British Packet service was by the Cunard line, with a minor contribution by the Galway line in 1860-61.

Table I

	To U.K.	To U.S.
Paid letter, Am. Pkt.	U.S. credit to Br.	Br. Credit to U.S.
Br. Pkt.	3¢	21¢
	19¢	5¢
Unpaid letter Am. Pkt.	U.S. debit to Br.	Br. debit to U.S.
Br. Pkt.	21¢	3¢
	5¢	19¢



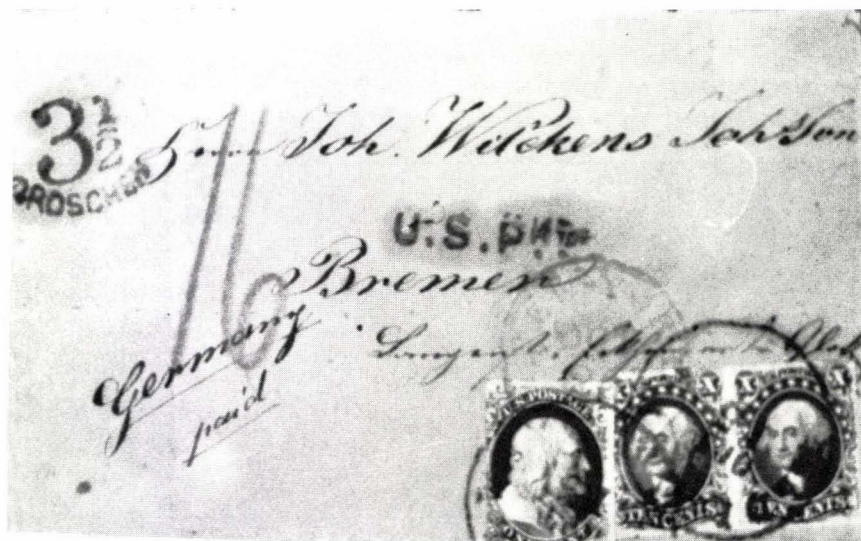


British treaty 24¢ rate to England, by British packet, 1859. Red NEW YORK 19 and PAID LIVERPOOL BR. PACKET.

Letters from the U.S. through Great Britain to their colonies, possessions, or foreign countries (except France) were subject to the same additional postage charged in Britain for transit from the British exchange office to destination, *i.e.*, the total postage rate from the U.S. to destination was 21¢ plus the postage Britain charged its citizens for the same service. The additional articles to the treaty, effective "on or before" 1 July 1849, listed in one table places to which the full postage had to be prepaid, the rates being dependent upon the route, that is, whether via Southampton, Marseilles, Falmouth, or private ship. Another table listed places to which the postage could not be pre-

paid, but had to be sent by "open mail." The rates were 5¢ per ½ oz. (10¢ from the Pacific coast) by British Packet from the U.S. to England, and 21¢ (26¢ from the Pacific coast) by American Packet to England. Open mail was sorted at the British exchange office and routed to destination under terms of various British arrangements. There were no U.S. credits or debits involved. Great Britain collected its transit charges to farther places (from England if carriage was by American Packet; from U.S. port if by British Packet) by debiting under Anglo-foreign treaty terms. Open mail to British possessions was debited at London to the colonial office.

British treaty open mail rate to Germany, 21¢ American packet to England, 1856. Red NEW-YORK AM. PKT. London office routed under terms of Anglo-Prussian treaty, applying black U. S. PKT. and 3½/GROSCHEN, the debit to Prussia. Postage due at Bremen, 16 grote (16¢).







Prussian closed mail 30¢ rate to Bavaria, 1856. Red BOSTON 7 PAID BR. PKT. and AACHEN FRANCO.

## Prussian Convention

The Prussian agreement, effective 16 October 1852, provided for an exchange of closed mails via England and Belgium, with New York, Boston, and Aachen as exchange offices. In May 1861 Portland, Detroit, and Chicago were added. Sealed mail went to England by either American or British Packet from New York or Boston, and by American Packet, the Allan line, from Rivière du Loup, Quebec, or Portland. Further transit was through England and cross-channel to Ostende, and thence by Belgian mails to Aachen, where the pouches were opened and the mail routed to destination by the Prussian postal system. The rate to all members of the GAPU was set at 30¢ per ½ oz. Prepayment

was optional, and part payments were not recognized. The U.S. paid Britain bulk rates on westbound mail for the Belgian and British territorial transit and for Atlantic transit, if by British Packet; on eastbound mail the U.S. paid for Atlantic transit, if by British Packet, and the British territorial transit. Prussia paid directly for the Belgian transit on eastbound mail, but U.S. paid indirectly by crediting Prussia with 2¢ per single rate letter. The rate division was between U.S. and Prussia: eastbound, 23¢ U.S. and 7¢ Prussia (5¢ GAPU and 2¢ for Belgian transit); westbound, 25¢ U.S. and 5¢ Prussia. The exchange office accounting for a single-rate letter was as tabulated in Table II.

Table II

	TO GAPU	TO U.S.
	U.S. credit to Prussia	Prussia credit to U.S.
Paid letter	7¢	25¢
	U.S. debit to Prussia	Prussia debit to U.S.
Unpaid letter	23¢	5¢





**British treaty open mail rate to France, 21¢ American packet to England, 1856. Red NEW-YORK AM. PKT. Black ETATS-UNIS PAQ. AM. A CALAIS and 8 decimes due for letter under 7.5 grams.**

## French Convention

This agreement, effective 1 April 1857, set up a separate postal system utilizing the existing transatlantic routes and packet lines. New York, Boston, Philadelphia, San Francisco,

Havre, and the travelling office from Calais to Paris were the original exchange offices. On 1 April 1861, Portland, Detroit, Chicago, and Paris were added and San Francisco was discontinued.

Table III

Route	Rate Division				Exchange accounting, eastbound	
	<i>U.S. inland</i>	<i>Sea</i>	<i>Br. transit</i>	<i>Fr. inland</i>	<i>Paid, credit to France</i>	<i>Unpaid, debit to France</i>
Am. Pkt. to England, Br. mail to France	3¢	6¢	2¢	4¢	6¢	9¢
Br. Pkt. to England, Br. mail to France	3¢	6¢	2¢	4¢	12¢	3¢
Direct to Havre, Am. Pkt.	3¢	9¢	-	3¢	3¢	12¢

The rate to France and Algeria was 15¢ per ¼ oz., prepayment optional, part payment not recognized. The major route was transit to Southampton or Liverpool by American or British Packet, and thence by British mails to France. France paid England for all British carriage at bulk rates defined by the Anglo-French treaty. A

second route was direct to Havre by American Packet (provision was made for a French packet, which started in 1864). Table III gives the actual rate division,<sup>3</sup> and U.S. exchange ac-

3. Rate divisions of the via England routes calculated from transit charges given in the 1856 Anglo-French treaty.





French convention 15¢ rate to France, direct via American packet, 1859. Red BOSTON PAID 3 and blue ET. UNIS. SERV. AM. D. HAVRE.

counting on eastbound mail (single-rate letter).

Although the sending exchange office was to credit or debit each letter, it was specified that the receiving office state the type of service. Thus mail to France bears the markings of French offices:

American Packet via England — ETATS (or ET.) UNIS SERV. AM. CALAIS (or A.C.), ET. UNIS SERV. AM. V.A. HAVRE.

British Packet via England — ETATS (or ET.) UNIS SERV. BR. CALAIS (or A.C.).

American Packet direct — ET. UNIS SERV. AM. D. HAVRE.

Mail from France bears the U.S. offices marking:

"Am. Service" (in blue if direct, and red if via England) or "Br. Service" (red).

Rates to places beyond France were standardized at 21¢, 27¢, 30¢, or 33¢ per ¼ oz. To most European destinations prepayment was optional, but for mails via Suez, prepayment was compulsory. Credits on prepaid mail were increased by the excess over the base 15¢ rate.



French convention 27¢ rate to Austria, direct via American packet, 1857. Red through rate PAID 27 of Newport, R. I. Red NEW-YORK AM. PKT. on reverse, on front 15¢ credit to France (3¢ Fr. inland and 12¢ foreign), ET. UNIS SERV. AM. D. HAVRE. and red PD.



## Hamburg Convention

This convention, effective 1 July 1857, provided for the exchange of mails between New York and Hamburg by Hamburg or American Packet. No American Packet service was available in this period, and transit was by the Hapag line, the Hamburg Amerikanische Paketfahrt Aktien Gesellschaft. The agreement was similar to the second Bremen convention of 1853: 10¢ per ½ oz. to Hamburg, G.A.P.U. and foreign rates identical, rate division the same.

However, the amount U.S. credited Hamburg went to that office; arrangements with the Hapag line were left to Hamburg. The treaty specified that Hapag sailings from New York were to alternate at regular intervals with those of the Bremen steamers. Unlike the Bremen change to 3¢ U.S. inland in 1858, Hamburg mails continued with the 5¢ U.S. inland until the latter half of 1863.



**Hamburg convention 15c rate to Prussia, 1860. Red N. YORK PAID 10 HAMB. PKT. Blue Hamburg St. P. A. on reverse, on front black FRANCO.**

## Belgian Convention

This agreement, effective in the U.S. 24 January and Belgium 1 March 1860, provided for the exchange of closed mails via England, with New York, Boston, Ostende (local), Ostende (travelling), and Antwerp as exchange offices. Closed mails were carried to England via American or British Packet at U.S. expense, under terms of the U.S.-English treaty, and through England at Belgian expense, under terms of the Anglo-Belgian treaty.

The rate was 27¢ per ½ oz., with prepayment optional, part payment not recognized; the division being 5¢ U.S. inland, 15¢ sea, 4¢ British

transit, 3¢ Belgian inland. Thus, prepaid mail from the U.S. shows a credit to Belgium of 7¢, and from Belgium 20¢ credit to the U.S.

The convention provided for a direct rate of 15¢ per ½ oz. to Belgium, and also for sending mails to other countries by the closed mail system, but neither of these provisions was operative in this period.

The few covers to Belgium noted bear the Belgian exchange markings, black circular handstamp ETATS UNIS PAR OSTENDE/D and black straight line BR. PACKET.

## Operations of the U.S. Exchange Offices

The exchange office performed the essential treaty functions of dispatching, receiving, and accounting the foreign mails. Local post offices forwarded foreign mail to the appropriate exchange office, where it was sorted by class and treaty transit. Each separate letter was marked according to treaty regulations, lotted with similar mail, and packaged with a letter bill of specified form. The lots were then pouched and sent by the next steamer to the corresponding exchange office. Mails received from foreign exchange offices were first checked against their letter bills, an acknowledgement of receipt mailed, and the individual letters further marked if necessary by treaty regulations or domestic requirements, and then forwarded to destination in the regular U.S. mails.

The actual U.S. exchange office markings followed, more or less, the individual treaty regulations, plus necessary requirements of the domestic system on collect mail, plus some special explanatory markings. A functional classification of these markings follows:

### *Credits and Debits*

- (a) NAME-DATE-PKT.-NUMERAL, circular handstamp, often with PAID, numerals sometimes separate. Used with all conventions (infrequently on French). Red on outgoing prepaid mail; black, without PAID, on debited letters.
- (b) NAME-DATE-NUMERAL-PAID, circular handstamp, numerals sometimes separate. Red on prepaid outgoing French convention mail. Used without PAID on British treaty mail.
- (c) NUMERAL, handstamp often used on mail to England from inland cities exchanged at New York.

### *Service*

- (a) NAME-DATE-PKT., circular handstamp. Used primarily on British treaty open mails.
- (b) Am. (Br.) Service, boxed handstamp. Red on incoming French mail via England, blue if American Packet direct from Havre.

### *Through Rate (total treaty rate)*

- (a) On outgoing prepaid mail, red. Forbidden by British treaty, required by Prussian convention. Seldom used at exchange offices, since it could be confused with a credit marking.
- (b) On incoming prepaid mail, red. Found on Prussian mail (treaty regulations), and occasionally on letters by other systems.
- (c) On incoming unpaid mail, black. The standard usage, required by U.S. regulations, and necessary for postage due collection by the local offices. Normally a circular handstamp with NUMERAL-DATE-NAME and/or PKT.

### *Special*

- (a) SHORT PAID, INSUFFICIENTLY PREPAID, etc. Used to explain handling of partially-franked letters as unpaid.
- (b) PAID TO BREMEN. Recognition of 10¢ Bremen rate as partial payment of GAPU rate.
- (c) SUPPLEMENTARY MAIL. A New York marking applied to foreign mail letters given dockside handling after the regular mails were closed; an extra rate was paid in cash.<sup>4</sup>
- (d) AMERICA ÜBER BREMEN. Applied in Bremen to incoming U.S. mail by the Bremen postmaster, acting (to 15 August 1853) in his capacity as a paid U.S. mail agent.

## Method of Listing

This listing is a collaborative attempt to record most of the types of markings applied by the U.S. exchange offices. It is beyond the scope of this section to show the foreign exchange markings used on mail to and from the U.S., important as they are in cover study. Emphasis in the listing reflects the majority interest in outgoing franked prepaid mail, but some of the collect and through rate markings are noted. It is not feasible to list all known markings or all

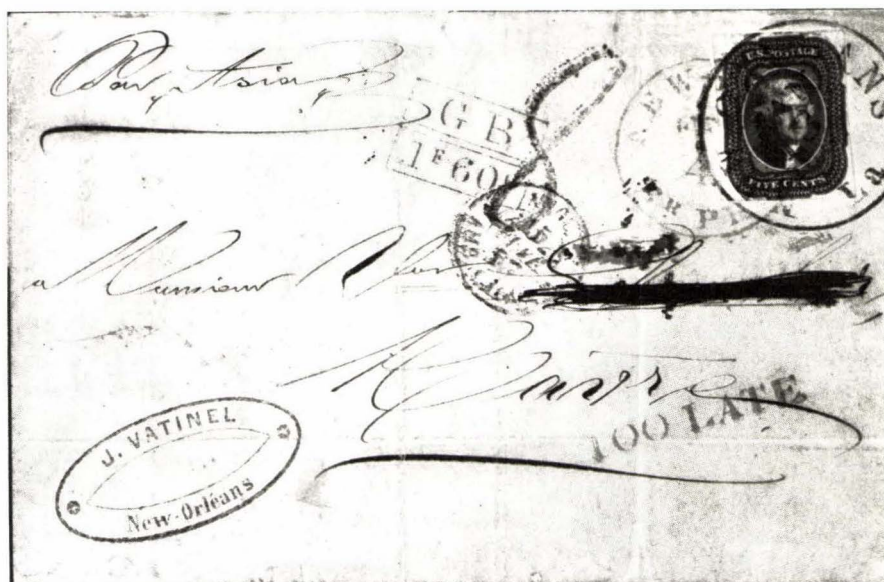
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4. S.B. Ashbrook, *Stamp Specialist* 5: 32-68.

possible uses of the same handstamp. Actual strikes can vary up to 1 mm in overall measurements from the illustrations; the thickness and relative spacing of numerals and dates, type of lettering, etc., are closer approximations. It should be remembered that the same marking found on covers at different periods will show variations due to over or under inking, differences in pressure applied, and wear or breakage

of the handstamp used.

Under each exchange office, typical markings are noted for each of the various mail systems it processed. Where the function of the handstamp is not obvious from previous discussions of treaty systems and exchange office operation, a short explanation is given. Unless otherwise stated, these notes refer to single rates, debits, and credits.



From New Orleans 13 Jan. 1857 to France in interim period. Endorsed "Asia," but arrived in New York after "Asia" had sailed. Struck TOO LATE in red at New York to explain failure to make requested sailing, and sent by "Persia" on 4 Feb., as shown by NEW-YORK BR. PKT. British "tray" marking G.B./1F60C, indicating bulk rate (up to 1 oz.) at which Br. sea and transit was to be collected.

CHICAGO AM. PKT. 42  
debit on double letter to  
England. INSUFFICIENT-  
LY/PREPAID for 48¢ rate;  
stamps therefore disregarded.  
Rated 2/- due in ms.





**New York Exchange Office  
Bremen Convention Mails (from 15 August 1853)**

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
N. YORK 1 U.S. PK. <sup>T</sup> /D/PAID	1	c-32	Red, cr. Bremen 1¢ on 10¢ part payment of 15¢ rate to Hanover.
N. YORK U.S. PK. <sup>T</sup> /D/PAID		c-32	Red, with separate cr. numerals.
N. YORK 6 U.S. PK. <sup>T</sup> /D/PAID	2	c-32	Red, cr. Bremen 6¢ on 15¢ GAPU rate.
N. YORK 8 U.S. PK. <sup>T</sup> /D/PAID		c-32	Red, cr. Bremen 8¢ on 22¢ rate.
N. YORK 12 U.S. PK. <sup>T</sup> /D/PAID	3	c-31	Red, cr. Bremen 12¢ on twice 15¢ GAPU rate.
15/D/N.YORK U.S. PK. <sup>T</sup>	4	c-33	Black, 15¢ total rate collect on incoming unpaid letter.
14/D/N.YORK U.S. PK. <sup>T</sup>		c-32	Black, 14¢ dr. Bremen on unpaid letter to Wurtemberg.
22/D/N.YORK U.S. PK. <sup>T</sup>		c-32	Black, 22¢ total rate collect on incoming unpaid letter.
NEW YORK U.S. PK. <sup>T</sup> /D		c-28	Black, with separate dr. numerals.
N. YORK 7 BREM. P. <sup>K</sup> /D/PAID		c-32	Red, cr. Bremen 7¢ on 10¢ rate to Bremen.
N.YORK 14 BREM P. <sup>K</sup> /D/PAID	5	c-32	Red. As above, double rate cr.
N.YORK 12 BREM P. <sup>K</sup> /D Yr/PAID	6	c-32	Red, cr. Bremen 12¢ on 15¢ GAPU rate.
N.YORK 10 BREM P. <sup>K</sup> /D/PAID		c-32	Red, cr. Bremen 10¢ on 15¢ GAPU rate.
PAID /D/Yr/N.YORK BREM.PKT.	7	c-30	Red, with separate cr. numerals.
N.YORK BREM. PKT./D/Yr/PAID		c-30	Same as above.
D/N.YORK BREM PKT.	8	c-30	Red or black, with separate numerals.
NEW. YORK /D/BREMEN P. <sup>K</sup>	9	c-30	Black.
5/D/N.YORK BREM.P. <sup>K</sup>	10	c-30	Black, dr. Bremen 5¢ on outgoing unpaid letter.
Paid to Bremen		sl-38	Red. Recognition of 10¢ rate to Bremen as part payment of 15¢ rate to Hanover.

**British Treaty Mails**

*Credits or Debits:*

NEW 19 YORK/D	11	c-31	Red, 19¢ cr. to Britain, British Packet.
NEW 38 YORK/D		c-31	Red, double cr., as above.
NEW 3 YORK/D		c-31	Red, 3¢ cr. to Britain, American Packet.
NEW 6 YORK/D		c-31	Red, double cr., as above.
NEW 5 YORK/D	12	c-30	Black, dr. 5¢ to Britain, unpaid outgoing letter, British Packet.
NEW 21 YORK/D		c-31	Black, dr. 21¢ to Britain, unpaid outgoing letter, American Packet.

All of the above markings are of the same type, with extra large numerals.

3, 19, 38, etc.	13		Large numerals with no other U.S. exchange markings. Primarily on mail to Britain.
3/D/NEW-YORK AM. PK. <sup>T</sup>	14	c-31	Red.
21/D/N.YORK A <sup>M</sup> PK. <sup>T</sup>	15	c-31	Black, dr. 21¢ to Britain on unpaid outgoing letter by American Packet.





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11



12

3 19

13



14

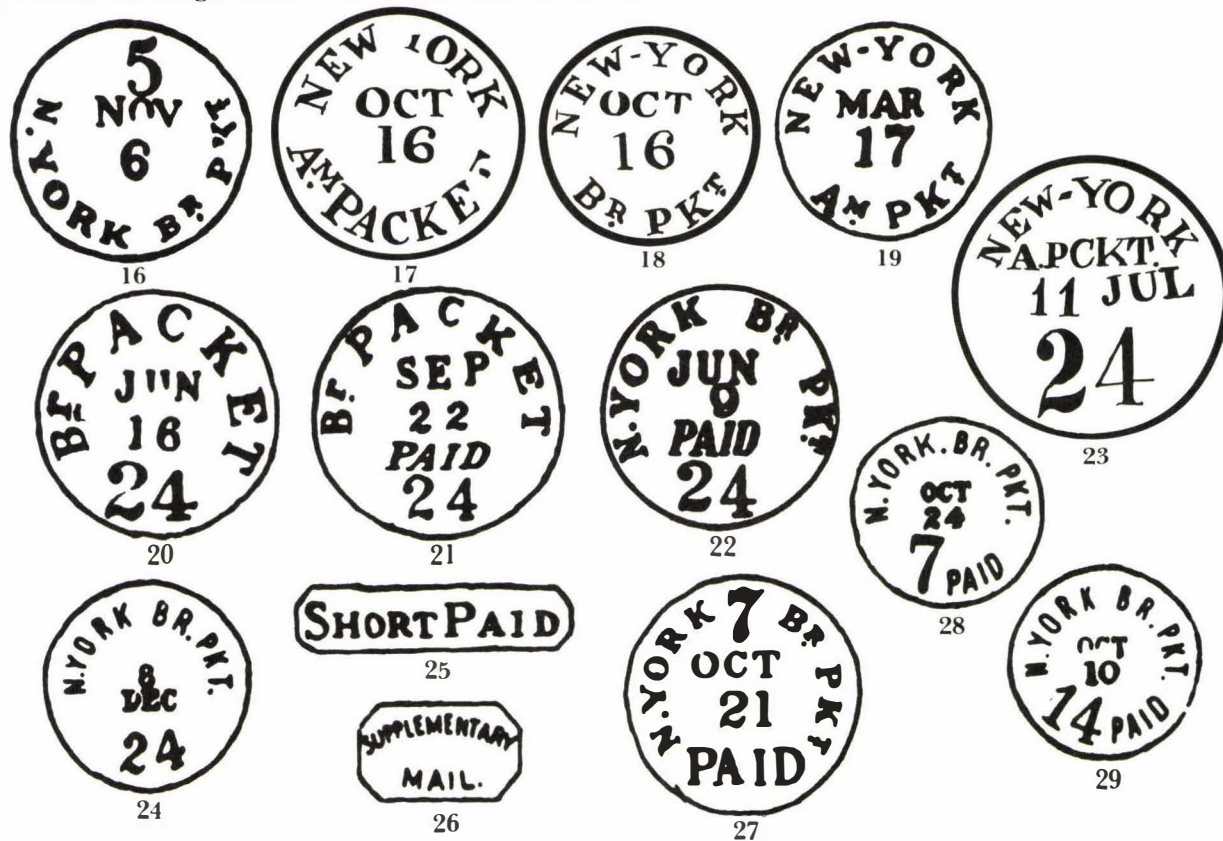


15



Prepaid stampless Bremen convention 22¢ rate to Wurttemberg. Magenta ms. "22" and PAID. Red N. YORK U.S. PKT. PAID 8, 8¢ credit to Bremen. Faint blue AMERICA/ÜBER BREMEN/Franco.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>New York Exchange Office (cont.)</b>			
<b>British Treaty Mails (cont.)</b>			
42/D/NEW YORK A <sup>M</sup> PK <sup>T</sup>		c-30	Black, dr. 42¢ to Britain, double rate unpaid outgoing letter by American Packet.
38/D/N.YORK B <sup>R</sup> PK <sup>T</sup>		c-31	Red.
5/D/N.YORK B <sup>R</sup> PK <sup>T</sup>	16	c-31	Black. Used as 5¢ dr. to Britain on unpaid outgoing letter by British Packet; also for collection of 5¢ from addressee on foreign letters prepaid to U.S. frontier.
10/D/N.YORK B <sup>R</sup> PK <sup>T</sup>		c-31	Black. Same as above, double rate.
10/D/N.YORK B <sup>R</sup> PK <sup>T</sup>		c-26	Black.
<i>Service:</i>			
NEW YORK/D/A <sup>M</sup> PACKET	17	c-33	Red. All three of these markings (17, 18, 19) used on British treaty open mails (Art. XI) to many destinations (including France before 1 April 1857). Nos. 18 and 19 were also used on pre-treaty mail to France, American Packet direct to Havre. All used with separate credit numerals on regular Brit. mail to destinations beyond U.K.
NEW-YORK/D/B <sup>R</sup> PK <sup>T</sup>	18	c-28	
NEW-YORK/D/A <sup>M</sup> PK <sup>T</sup>	19	c-28	
<i>Through Rate:</i>			
B <sup>I</sup> PACKET/D/24	20	c-32	Black. Total rate collect on incoming unpaid letter.
B <sup>I</sup> PACKET/D/PAID/24	21	c-33	Red. Incoming prepaid.
N.YORK B <sup>R</sup> PK <sup>T</sup> /D/PAID/24	22	c-31	Red.
NEW-YORK/A.PCKT./D/24	23	c-36	Black. Total rate collect on incoming unpaid letter.
NEW-YORK A <sup>M</sup> PK <sup>T</sup> /PAID/D/24		c-31	
NEW-YORK A <sup>M</sup> PK <sup>T</sup> /D/24		c-31	
N.YORK A <sup>M</sup> PK <sup>T</sup> /PAID/D/24		c-31	
N.YORK BR.PKT./D/24	24	c-27	
<i>Special:</i>			
SHORT PAID	25	b-36x9	On partially paid open mail letter to France through Great Britain; also on French treaty mail.
SUPPLEMENTARY/MAIL	26	b-21x12	Showing special dockside handling of mail to Great Britain. Also used on French treaty mail.
<b>Prussian Convention Mails (from 16 October 1852)</b>			
N.YORK 7 B <sup>R</sup> PK <sup>T</sup> /D/PAID	27	c-31	Red.
N.YORK 14 B <sup>R</sup> PK <sup>T</sup> /D/PAID		c-32	Red. Twice 7¢ cr. to Prussia, double rate.
N.YORK 7 A <sup>M</sup> PK <sup>T</sup> /D/PAID		c-32	Red.
N.YORK BR. PKT. /D/7 PAID	28	c-25	Red.
N.YORK BR. PKT. /D/14 PAID	29	c-25	Red.
N.YORK AM. PKT. /D/7 PAID		c-26	Red.
N.YORK AM. PKT. /D/14 PAID		c-26	Red.
23/D/NEW. YORK BR. PK <sup>T</sup>		c-31	Black, dr. 23¢ to Prussia on outgoing unpaid letter.



Prussian closed mail from Texas to Denmark at 35¢ rate; 1¢ overpay. Red N. YORK BR. PKT. PAID 7. Proper credit was 12¢, not 7¢; error caused Prussian clerk to mark cover as paid through Prussia only. Block of 12 (pos. 13-18; 23-28R3) said to be largest block of imperforate 3¢ known on cover.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>New York Exchange Office (cont.)</b>			
<b>Prussian Convention Mails (cont.)</b>			
23/D/NEW-YORK AM. PK <sup>T</sup>	30	c-31	Black.
46/D/N.YORK AM. PK <sup>T</sup>		c-31	Black, twice 23¢ dr. to Prussia on outgoing unpaid letter.
28/D/NEW YORK BR. PK <sup>T</sup>		c-32	Red, twice 7¢ regular plus 7¢ foreign cr. to Prussia on double 37¢ rate to Russia. Most mail prepaid to destinations beyond GAPI bears tracing numbers 17, 18 or 19 with separate numerals: e.g., No. 18 with handstamped "12" for 12¢ credit to Prussia on 35¢ rate to Switzerland; No. 18 with ms. "15" for 15¢ credit to Prussia on 38¢ rate to Sardinia.
N.YORK 30 A <sup>M</sup> PK <sup>T</sup> /D/PAID	31	c-32	Red. Total rate on incoming prepaid mail.
N.YORK 60 A <sup>M</sup> PK <sup>T</sup> /D/PAID		c-33	Red. Total double rate on incoming prepaid mail.
N.YORK AM. PKT./D/30		c-31	Black. Total rate collect on incoming unpaid letter.
N.YORK AM. PKT./D/30	32	c-26	Black, as above.
N.YORK BR. PKT./D/30		c-31	Black.
N.YORK 60 BR. PKT./D/PAID		c-31	Red. Total double rate on incoming prepaid letter.
<b>French Convention Mails (from 1 April 1857)</b>			
NEW PAID YORK/D/12	33	c-30	Red, 12¢ cr. to France, British Packet through Great Britain; also quadruple 3¢ cr. on quadruple 15¢ American Packet direct to Havre.
NEW PAID YORK/D/24		c-30	Red, double 12¢ cr. to France, British Packet through Great Britain, twice 15¢ rate.
NEW PAID YORK/D/36		c-30	Red, double 18¢ cr. to France, British Packet through Great Britain, on double 21¢ rate to Germany.
NEW PAID YORK/D/48		c-30	Red, quadruple 12¢ cr. to France, British Packet through Great Britain, on quadruple 15¢ rate.
NEW PAID YORK/D/6		c-30	Red, 6¢ cr. to France, American Packet to Great Britain.
NEW PAID YORK/D/18		c-30	Red, as above, triple rate cr.; also 18¢ cr. to France on 21¢ rate to Belgium, British Packet through Great Britain.
NEW PAID YORK/D/3	34	c-30	Red, 3¢ cr. to France, American Packet direct to Havre.
NEW PAID YORK/D/9		c-30	Red, as above, triple rate cr.
NEW PAID YORK/D	35	c-29	Red, with separate cr. numerals.
NEW 3 YORK/D	36	c-29	Black, 3¢ dr. to France on outgoing unpaid letter, British Packet through Great Britain.
NEW 6 YORK/D		c-30	Black, as above, double rate dr.





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## Wording

Tracing    Shape  
Number    and Size

## Notes

## New York Exchange Office (cont.)

## French Convention Mails (cont.)

NEW 24 YORK/D	c-30	Black, double 12¢ dr. to France, American Packet to Great Britain, on unpaid double 21¢ rate to Switzerland.
NEW 9 YORK/D	c-30	Black, 9¢ dr. to France, American Packet to Great Britain, on outgoing unpaid letter.
NEW 18 YORK/D	c-30	Black, as above, double rate dr.
NEW 15 YORK/D	c-30	Black. Total rate collect on incoming unpaid letter; also in red, total rate on incoming prepaid letter.
NEW 30 YORK/D	c-30	Black. Total double rate collect on incoming unpaid letter.
NEW 45 YORK/D	c-30	Black, as above, triple rate total collect.
NEW 60 YORK/D	37 c-30	Black, as above, quadruple rate total collect.
NEW PAID YORK/D/15	c-29	Red. Total rate on incoming prepaid letter.
NEW PAID YORK/D/30	c-29	Red, as above, double rate.
Br. Service	b-21x12	Red, type is in arc. On incoming letters, British Packet.
Am. Service	b-21x12	Red, type is in arc. On incoming letters, American Packet from Great Britain. Also blue, on incoming letters, American Packet direct from Havre.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>New York Exchange Office (cont.)</b>			
<b>Hamburg Convention Mails (from 1 July 1857)</b>			
N.YORK PAID HAMB. PKT./D/5		c-30	Red, 5¢ cr. to Hamburg on 10¢ rate to Hamburg.
N.YORK PAID HAMB. PKT./D/10	38	c-29	Red, 10¢ cr. to Hamburg on 15¢ GAPU rate.
N.YORK PAID HAMB. PKT./D/20	39	c-29	Red, as above, double rate cr.
N.YORK PAID HAMB. PKT./D/34		c-30	Red, twice 17¢ cr. to Hamburg on double 22¢ rate.
N.YORK HAMB. PKT./D/PAID		c-30	Red, with separate cr. numerals.
D/N.YORK HAMB. PKT.	40	c-30	Black, with separate dr. numerals.
5/D/Yr/N.YORK HAMB. PKT.		c-30	Black, 5¢ dr. to Hamburg on outgoing unpaid letter.
15/D/Yr/N.YORK HAMB. PKT.	41	c-30	Black. Total rate collect on incoming unpaid letter.
N.YORK PAID HAMB. PKT./D/17		c-30	Red, 17¢ cr. to Hamburg on 22¢ rate.
<b>Belgian Convention Mails (from 24 January 1860)</b>			
N.YORK BR.PKT./D/7 PAID	28	c-25	Red, 7¢ cr. to Belgium on 27¢ rate.
N.YORK.AM.PKT./D/7 PAID		c-26	Red.

### Boston Exchange Office

The Boston office dispatched British Packet (Cunard line) mail directly, or if an earlier sailing date could be made at New York, the mail was sent there (the New York office also made up British Packet mails to meet the Boston sailing dates, when practicable). All American Packet mail processed at Boston was sent to New York or Portland.

The marking practice used for British treaty mails varied from that of the New York office. Boston generally used separate numerals with a (AM. or BR. ) PKT. (PAID)/D handstamp. Some foreign mail processed at Boston bears no circular exchange markings, but only credit, debit, or total rate numerals (crayon, pen, pencil, or handstamp) with the regular town marking.

The standard reference work for Boston postal history is the Blake and Davis book,

*Postal Markings of Boston to 1890*,<sup>5</sup> and illustrations given here are from this by permission of authors and publisher. Numbers in the listing below following the Size and Shape listing are the Blake-Davis numbers. Since Boston practised the same exchange regulations, in general, as New York, explanatory notes are minimal.

### British Treaty Mails

The following group of packet markings was used with separate numerals for credits, debits, incoming total rate prepaid, and incoming total rate collect. Without numerals, some were used on the 21¢/5¢ open mail (tracings number 5 and 6 noted on pre-treaty French mail).

5. M.C. Blake and W.W. Davis, *Postal Markings of Boston, Massachusetts, to 1890*; Severn-Wylie-Jewett, Portland, 1940.

### British Treaty Mails

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
BR <sup>R</sup> PACKET/D/PAID/BOSTON.	1	c-34 (701)	
BR <sup>R</sup> PACKET/D/BOSTON		c-34 (702)	
BOSTON/D/BR.PKT./PAID	2	c-37 (707)	
BOSTON/D/AM.PKT./PAID	3	c-37 (817)	
BOSTON/D/BR <sup>R</sup> PKT <sup>I</sup>	4	c-32 (704)	
BOSTON/D/AM <sup>P</sup> PKT <sup>I</sup>	5	c-30 (812)	



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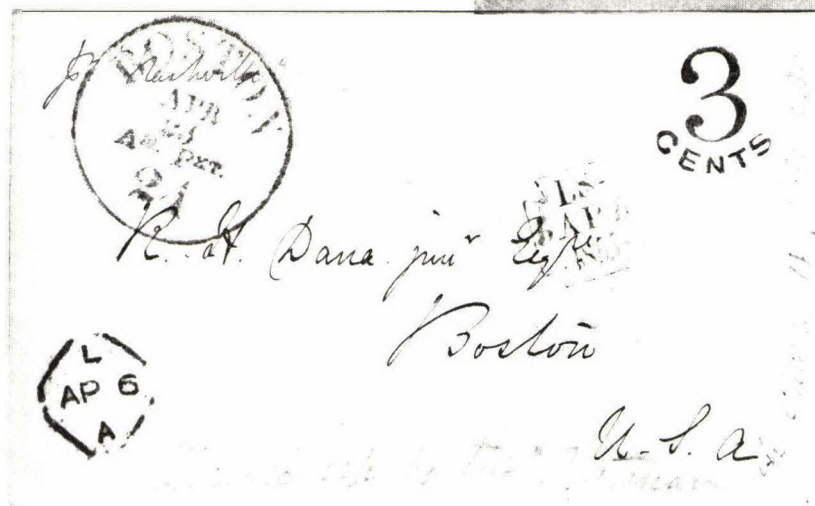
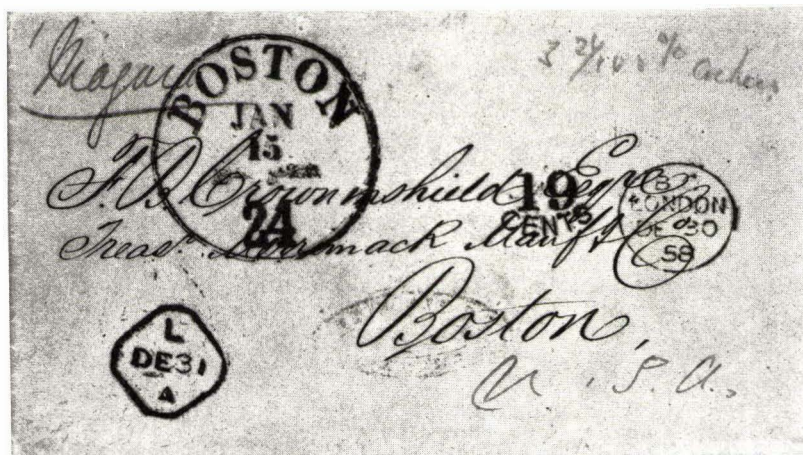


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BOSTON BR. PKT. 24 (total rate) on 1858 incoming unpaid letter from London. From Smyrna, Turkey, through London forwarder.



BOSTON AM. PKT. 24 (total rate) on 1855 unpaid incoming letter from London. Addressed to author of "Two Years Before the Mast."



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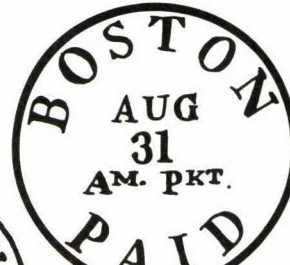
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<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>Boston Exchange Office (cont.)</b>			
<b>British Treaty Mails (cont.)</b>			
BOSTON/B PKT./D/PAID	6	c-30 (709)	
BOSTON/A.PKT./D/PAID	7	c-29 (821)	
BOSTON BR PKT./D		c-26 (711)	
BOSTON AM.PKT./D		c-26 (835)	
BOSTON BR. PKT./D/PAID	8	c-26 (712)	
BOSTON AM. PKT./D/PAID	9	c-26 (837)	
<i>Credits or Debits:</i>			
BOSTON BR PKT./D/19 PAID	10	c-26 (795)	
BOSTON/D/A PKT/21	11	c-31 (825A)	
BOSTON/D/A.PKT./3	12	c-30 (824)	
BOSTON/D/B.PKT/5		c-30 (793)	
5/D/BOSTON B <sup>R</sup> PKT <sup>I</sup>	13	c-33 (783)	
<i>Through Rate:</i>			
B <sup>R</sup> PACKET/D/24/BOSTON	14	c-35 (765-766)	
BOSTON 24 B <sup>R</sup> PKT <sup>I</sup> /D/PAID	15	c-32 (768)	
BOSTON 48 B <sup>R</sup> PKT <sup>I</sup> /D/PAID		c-32 (770)	Total double rate on incoming prepaid letter.
BOSTON 24 B <sup>R</sup> PKT <sup>I</sup> /D		c-32 (771,773)	
BOSTON/D/BR.PKT./24	16	c-37 (774-778)	
BOSTON/24/AM.PKT/D/PAID		c-37 (819)	
BOSTON/B.PKT./D/24		c-31 (791)	
BOSTON/A.PKT./D/24	17	c-31 (820)	
<b>Prussian Convention Mails (from 16 October 1852)</b>			
BOSTON 7 A <sup>M</sup> PKT <sup>I</sup> /D/PAID	18	c-33 (813)	
BOSTON 7 B <sup>R</sup> PKT <sup>I</sup> /D/PAID		c-33 (788A)	
23/D/BOSTON, B <sup>R</sup> PKT <sup>I</sup>	19	c-33 (788)	
BOSTON BR.PKT./D/7 PAID	20	c-26 (805)	
BOSTON, AM.PKT./D/7 PAID		c-26 (840)	
BOSTON/D/B <sup>R</sup> PKT <sup>I</sup>	4	c-32 (704)	Used with separate cr. numeral.
BOSTON/D/A <sup>M</sup> PKT <sup>I</sup>	5	c-30 (812)	Same as above.
BOSTON 30 B <sup>R</sup> PKT <sup>I</sup> /D/PAID	21	c-33 (786)	Total rate on incoming prepaid letter.
30/D/BOSTON, B <sup>R</sup> PKT <sup>I</sup>	22	c-33 (789)	Total rate collect on incoming unpaid letter.
<b>French Convention Mails (from 1 April 1857)</b>			
<i>Credits or Debits:</i>			
BOSTON/D/3		c-30 (847)	Black.
BOSTON/D/6		c-30 (848)	Black.
BOSTON/D/12		c-30 (853)	Black, 12¢ dr. to France on outgoing unpaid quadruple 15¢ rate, British Packet through Great Britain.
BOSTON/D/9	23	c-31 (852)	Black, 9¢ dr. to France on outgoing unpaid letter, American Packet to Great Britain.





Belgian closed mail cover at 27¢ rate from New Hampshire to Antwerp in 1861. Red BOSTON BR. PKT. 7 PAID (7¢ credit to Belgium). On reverse ETATS-UNIS PAR OSTENDE and BR. PACKET applied by Belgian exchange office at Ostend.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>Boston Exchange Office (cont.)</b>			
<b>French Convention Mails (cont.)</b>			
BOSTON/D/18		c-31 (867)	Black, as above, double rate dr.
BOSTON/D/24		c-31	Black, 24¢ dr. to France on outgoing unpaid letter to Egypt, 60¢ rate, American Packet direct to Havre.
BOSTON/D/PAID/6	24	c-30 (850)	Red.
BOSTON/D/PAID/12	25	c-29 (855-857)	Red.
BOSTON/D/PAID/18		c-31 (868)	Red, 18¢ cr. to France on 21¢ rate to Spain, British Packet through Great Britain.
BOSTON/D/PAID/24		c-31 (870)	Red.
BOSTON BR.PKT./D/PAID	8	c-26 (712)	Used with separate cr. numerals.
<i>Through Rate:</i>			
BOSTON/D/PAID/15	26	c-30 (865-866)	Red.
BOSTON/D/PAID/30		c-32 (878)	Red.
BOSTON/D/15	27	c-30 (862)	Black.
BOSTON/D/30		c-31 (877)	Black.
BOSTON/D/45		c-31 (879)	Black.
BOSTON/D/60		c-31 (882)	Red, with separate PAID. Quadruple rate, incoming prepaid.
BOSTON/D/21		c-31 (872)	Black, 21¢ total rate collect on incoming unpaid letter from Switzerland.
BOSTON/D/27		c-31 (875)	Black, 27¢ total rate collect on incoming unpaid letter from Italy.
BOSTON/D/42	28	c-26 (876)	Black, 42¢ total double rate collect on incoming unpaid letter from Italy.
Br. Service		b-21x12	Red, type is in arc. On incoming letters, British Packet. See New York listing.
<b>Belgian Convention Mails (from 24 January 1860)</b>			
BOSTON BR.PKT./D/7 PAID	20	c-26 (805)	Red.
BOSTON BR.PKT./D/27 PAID		c-26 (808)	Red. Total rate on incoming prepaid letter.

### Philadelphia Exchange Office

In this period, Philadelphia dispatched its mails from New York, Boston, or Portland. Doubtless Philadelphia was supplied with expected sailing dates, allowing exchange personnel to properly mark, debit, and credit British and French treaty mails. Apparently this office processed very little mail addressed to destina-

tions beyond Great Britain or France, but sent such mail directly to New York for exchange treatment. Mails made up at the British exchange offices and addressed to Philadelphia were bagged separately and forwarded unopened after receipt at New York or Boston.



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Wording

Tracing  
Number and Size

Notes

## Philadelphia Exchange Office

## British Treaty Mails (from 1 January 1854)

PHILADELPHIA/D/B <sup>R</sup> PK <sup>T</sup>		c-32	Black, with separate dr. numeral on incoming unpaid mail.
PHILADELPHIA/D/A <sup>M</sup> PK <sup>T</sup>	1	c-32	Black, same as above.
PHIL <sup>A</sup> B <sup>R</sup> PK <sup>T</sup> /D/PAID	2	c-32	Red, with separate cr. numeral.
PHIL <sup>A</sup> A <sup>M</sup> PK <sup>T</sup> /D/PAID		c-32	Red, with separate cr. numeral.
19/D/PHIL <sup>A</sup> B <sup>R</sup> PK <sup>T</sup>	3	c-31	Red.
5/D/PHIL <sup>A</sup> B <sup>R</sup> PK <sup>T</sup>		c-32	Black. Dr. to Great Britain on outgoing unpaid mail.
10/D/PHIL <sup>A</sup> B <sup>R</sup> PK <sup>T</sup>		c-32	Black. Double dr. to Great Britain on outgoing unpaid mail.
3/D/PHIL <sup>A</sup> A <sup>M</sup> PK <sup>T</sup>	4	c-32	Red.
PHIL <sup>A</sup> 24 B <sup>R</sup> PK <sup>T</sup> /D/PAID	5	c-31	Red. Total rate on incoming prepaid mail.
24/D/PHILADELPHIA B <sup>R</sup> PK <sup>T</sup>	6	c-30	Black. Total rate collect on incoming unpaid mail.
24/D/PHILADELPHIA A <sup>M</sup> PK <sup>T</sup>		c-32	Black, same as above.
48/D/PAID/PHILADELPHIA PA		c-32	Red. Total double rate on incoming prepaid mail.
48/D/PHILADELPHIA PA		c-31	Black. Total double rate on incoming unpaid mail.



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<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>Philadelphia Exchange Office (cont.)</b>			
<b>French Convention Mails (from 1 April 1857)</b>			
PHILADELPHIA/PAID/D/6	7	c-31	Red.
PHILADELPHIA/PAID/D/12	8	c-31	Red.
PHILADELPHIA PA./PAID/D/15	9	c-32	Red. Total rate on incoming prepaid mail.
PHILADELPHIA PA./PAID/D/30		c-32	Red. Total rate on double incoming prepaid mail.
PHILADELPHIA PA/PAID/D		c-32	Red, with separate ms "72", 6x 12¢ cr. to France on prepaid 6x 15¢ rate.
PHILADELPHIA/D/3 PAID		c-31	Red.
PHILADELPHIA Pa./D/15		c-32	Black. Total incoming unpaid.
PHILADELPHIA Pa./D		c-32	Black. Incoming unpaid, rate struck separately.

### Portland Exchange Office

The Montreal Ocean Steamship Co. (Allan line) of Canadian registry carried mail under U.S. contract from Rivière du Loup to Liverpool between April and October, and from Portland to Liverpool during the remaining

months. Portland exchanged British and Prussian mails by this line as American Packet; French mails, though marked American Packet, were treated for accounting purposes as British Packet.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>British Treaty Mails (from February 1859)</b>			
PAID/D/Yr/PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>	1	c-32	Red, with separate cr. numerals.
PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup> /D/Yr	2	c-32	Black, with separate dr. numerals.
PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup> /D		c-26	Red, with 21¢ postage, open mail to Russia.
3/D/Yr/PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>		c-32	Red.
6/D/Yr/PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>	3	c-32	Red.
21/D/Yr/PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>	4	c-32	Black.
24/D/Yr/PORTLAND M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>	5	c-33	Black, total rate collect on incoming unpaid mail.
24/D/Yr/PORTLAND PAID M <sup>E</sup> A <sup>M</sup> PK <sup>T</sup>	6	c-32	Red, total rate on incoming prepaid mail.
<b>Prussian Convention Mails (from May 1861)</b>			
PORTLAND ME AM PKT/D/Paid	7	c-25	Red, with separate cr. numeral on mail beyond GAPS.
PORTLAND ME AM PKT/D/30	8	c-26	Black, total rate collect on incoming unpaid mail.
PORTLAND ME./D/PAID 30		c-24	Red, total rate on incoming prepaid mail.
<b>French Convention Mails (from 1 April 1861)</b>			
PORTLAND ME./D/60		c-26	Red, total rate on incoming prepaid mail from beyond France.





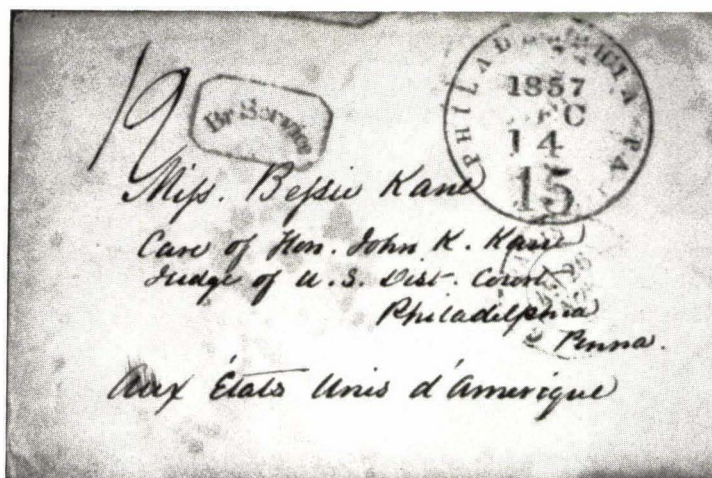
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Unpaid 15¢ French rate from Paris, 1857. U. S. was debited 12¢ in ms. Red boxed "Br. Service" and black total rate collect, PHILADELPHIA PA. 15 1857 DEC 14.



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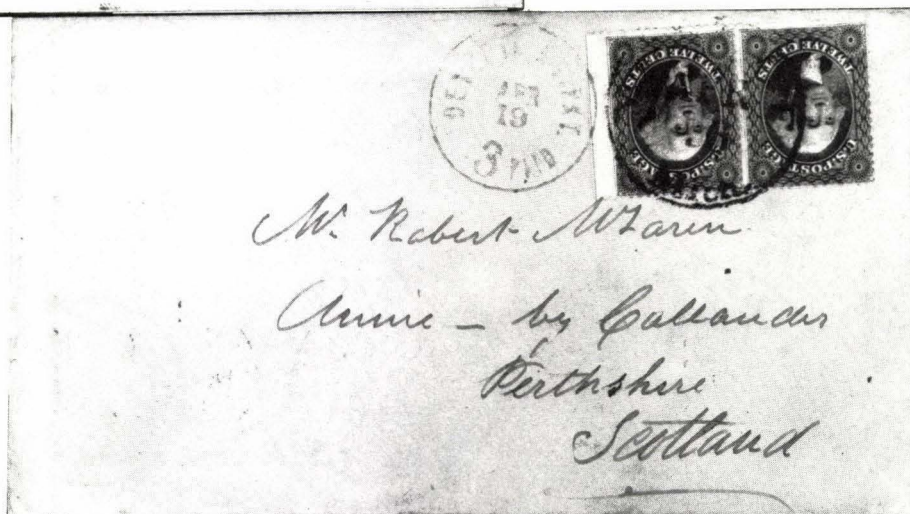
From Brunswick, Me., to "West Coast of Africa" at 33¢ rate under the British treaty. Red PORTLAND ME. AM. PKT. PAID. Red 12¢ credit to Britain. Liverpool and London transits.





British open mail cover to Switzerland, 1855. Red NEW-YORK AM. PACKET. Strip of seven 3¢ pays 21¢ American packet rate: 5¢ inland, 16¢ sea.

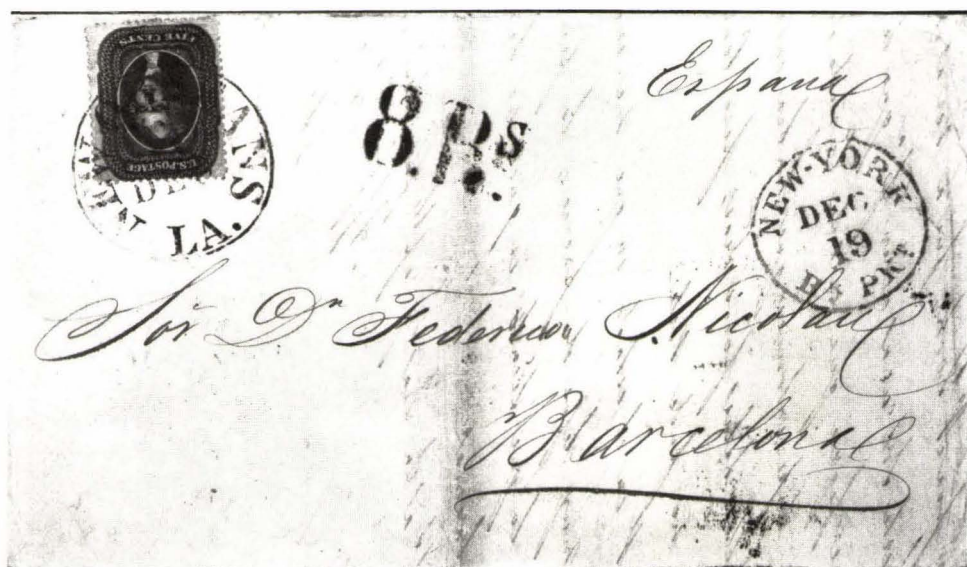
DETROIT AM PKT 3 PAID ON 1860 cover from Monroe, Mich., to England at 24¢ rate. Carried on the "Anglo-Saxon" (Allan Line) from Portland 21 Apr. 1860.



New York SUPPLEMENTARY MAIL on 1860 cover to France by American packet direct. Received after mail for "Vanderbilt" had closed, requiring extra fee. Use of SUPPLEMENTARY MAIL handstamp as obliterator is uncommon.

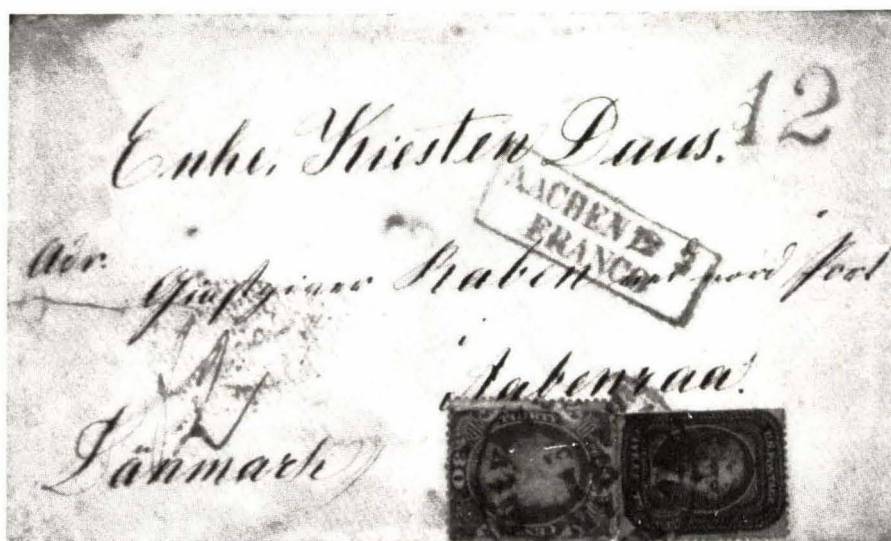


British open mail cover from New Orleans, 1860, to Spain. Red NEW-YORK BR. PKT. Black 8.RS. (reals) due from addressee, including British sea and transit.



Wisconsin to Scotland at 24¢ rate, 1860. CHICAGO AM. PKT. 3 PAID to Glasgow exchange office, established Sept. 1, 1860. Very early use of new Chicago-Glasgow exchange for Allan Line mail.

Prussian closed mail 35¢ rate to Denmark, 1861. On reverse red NEW-YORK BR. PKT. and 12¢ credit on front. Routed via Liverpool, Ostende, Aachen to Hamburg office of Danish postal system (HAMBURG K.D.O.P.A.).



**Detroit Exchange Office**

This office exchanged British mails from December 1859, French mails from 1 April 1861, and Prussian mails from May 1861. The French

and Prussian mails had to be dispatched via the Allan line, but British mails could also be sent via New York or Boston.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Notes</i>
<b>Detroit Exchange Office</b>			
DETROIT. AM. PKT./D/3 PAID	1	c-26	Red, 3¢ cr. to Great Britain.
DETROIT. AM. PKT./D	2	c-26	With separate numerals.
DETROIT MICH./D/PAID 18		c-26	Red, 18¢ cr. to France on 21¢ prepaid letter to Switzerland.
DETROIT MICH./D/21		c-26	Black, total rate collect on unpaid letter by French mail from Switzerland.
DETROIT MICH./D/42		c-26	Black, as above, double collect, double rate.
Br. Service		b-21x12	Type is in arc. Used on prepaid letter to Switzerland by French mails, to explain 18¢ credit as if by British Packet. See New York listing.

**Chicago Exchange Office**

(Introduction to Detroit section applies also to Chicago.)

CHICAGO.AM.PKT./D/3 PAID	1	c-26	Red.
CHICAGO.AM.PKT./D/24 PAID	2	c-26	Red, total rate on incoming mail prepaid from Great Britain.
CHICAGO ILL./D/PAID 18	3	c-26	Red, 18¢ cr. to France on prepaid 21¢ rate letter to Luxemburg by French mail.
CHICAGO.AM. PKT./D/24	4	c-26	Red, as above.
CHICAGO.AM.PKT./D/42	5	c-26	Black, double 21¢ dr. to Great Britain on unpaid outgoing double rate mail.
CHICAGO AM. PKT./D/PAID		c-26	Red, with separate cr. numerals.
INSUFFICIENTLY/PREPAID	6	arc-36x11	On underpaid letter to Great Britain.



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INSUFFICIENTLY  
PREPAID

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# Detroit & Chicago Exchange Offices; San Francisco Exchange Office

## San Francisco Exchange Office

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Additional articles to the British treaty effective 15 January 1853, established San Francisco and Kingston, Jamaica, (changed to St. Thomas in June 1858) as exchange offices for mail to the U.S. and to all British and foreign ports served by the British West Indian packets. From 1 May 1851, San Francisco made up mails for ports on the west coast of South America and sent them to the U.S. Consul at Panama for exchange with the British Packet Agency; effective 1 October 1853, San Francisco was established by British treaty additional articles as an exchange office for such mails. However, San

Francisco was *not* an exchange office for British treaty mails to or through England in this period. It was an exchange office for French convention mails, 1 April 1857 to 1 April 1861, but no San Francisco credit or debit markings have been noted on covers. This mail, as all other correspondence for Europe, was dispatched to the New York office for exchange processing. San Francisco did often use through rate markings on prepaid foreign mail, following the domestic regulations, and sometimes applied the same markings on incoming prepaid foreign letters.

Wording	Tracing Number	Shape and Size	Notes
SAN FRANCISCO CAL/D/26 PAID	1	c-33	Red, total rate, open mail via American Packet.
SAN FRANCISCO CAL/D/29 PAID	2	c-33	Red, total rate to Great Britain.
SAN FRANCISCO CAL/D/15		c-32	Black, total rate collect, unpaid to France, French mail.
SAN FRANCISCO CAL/D/15 PAID		c-33	Red, total rate to France.
SAN FRANCISCO CAL/D/Yr/30 PAID	3	c-33	Red, as above, double rate.
SAN FRANCISCO CAL/D/PAID		c-33	Red, with ms "42", 42¢ total rate to Denmark, Prussian mail.
PAID		sl-20	Black, with red ms "29" total rate to Great Britain.



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Faint red SAN FRANCISCO 15 PAID (total rate) to France, 1857. Credit marking, NEW YORK PAID 12 for British packet. Since the San Francisco office could not be up to date on East coast sailings, accounting procedures were left to New York.

## U. S. Post Office Markings: Through Rate

Departmental regulations required the mailing postmaster to mark the total rate in red ink on all prepaid foreign letters, whether the postage was paid in money or by stamps.<sup>6</sup> It appears the through rate was generally stated on stampless letters, but that the postmasters ordinarily ignored the regulation on letters franked with

6. 1852 PL & R, Reg. Sec. 375; 1857 PL & R, Reg. Sec. 333.

stamps. A variety of markings were used: NUMERAL in ms., PAID-NUMERAL straight line handstamp, NAME-DATE-NUMERAL- (PAID) circular handstamp. Covers show lead pencil and red ink numerals alone, and both black and red handstamps on prepaid foreign letters. A few local offices applied a red NUMERAL-NAME-PAID marking on incoming prepaid mail.

Wording	Tracing Number	Shape and Size	Notes
CHARLESTON S.C./D/Yr/30	1	c-32	Double rate to France, French mail.
CINCINNATI.O./D/24 PAID	2	c-32	To Great Britain.
PORTLAND ME/D/PAID/24	3	c-37	Used in 1855.
PROVIDENCE R.I./D/24	4	c-33	With separate PAID.
LEWISTON PA/D/ms 30			Prepaid Prussian mail.
PAID 27		sl-?	Red. Newport, R.I. to Austria, 27¢ rate by French mail.
TROY N.Y./D/24		c-32	Red, to Great Britain.
PHIL. <sup>A</sup> /24Cts/PAID		oct-27x22	Red, used July, 1851.
PHIL. <sup>A</sup> /5Cts./PAID		oct-27x22	Red, 1852, open mail.



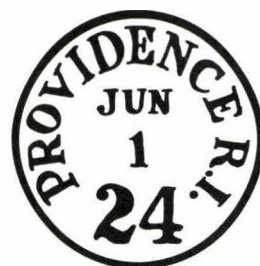
1



2



3



4



Red octagon PHILA. 5 Cts. PAID on 1852 cover to France, open mail by British packet. Black 13 decimes due (British sea 5, transit 3, French inland 5).

## Rarity Estimation

The estimation of the rarity of a foreign mail cover is most certainly a subjective matter, dependent on the stamps used (if any), the mail system employed, the destination, the postage rate, exchange and auxiliary markings. The value-weight of each feature depends to a great extent on the particular interests of the collec-

tor. A tabular summary of rarity numbers on single rate eastbound letters, prepaid with stamps, is given in Table IV. It is based on exchange office-mail system-destination criteria, and is the result of an earlier survey of auction listings and later additional information.

Table IV

<i>Exchange office</i>	<i>New York</i>		<i>Phila.</i>		<i>Boston</i>		<i>Portland</i>	<i>Detroit</i>	<i>Chicago</i>
<i>Atlantic transit, Pkt.</i>	<i>Br.</i>	<i>Am.</i>	<i>Br.</i>	<i>Am.</i>	<i>Br.</i>	<i>Am.</i>	<i>Am.</i>	<i>Am.</i>	<i>Am.</i>
<b>British treaty</b>									
to Great Britain	2	3	6	7	3	4	8	10	10
open mail (not to France)	3	4	p	p	4	5	9	p	p
Br. mails, beyond GB	3	4	p	p	4	5	10	p	10
<b>Pre-treaty to France</b>									
open mail via GB, to 1 Jan.1857	1	3	-	-	2	4	-	-	-
open mail via GB, Jan. through Mar. 1857*	3	5	-	-	4	6	-	-	-
to Havre direct	-	9	-	-	-	p	-	-	-
<b>French convention</b>									
to France through GB	3	7	7	8	4	7	9	p	p
to France, Havre direct	-	9	-	10	-	9	-	-	-
beyond France, through GB	4	7	p	p	4	7	9	10	10
beyond France, Havre direct	-	8	-	p	-	9	-	-	-
<b>Prussian convention</b>									
to GAPU	4	4	-	-	5	5	9	p	p
beyond GAPU	7	7	-	-	8	8	9	p	10
<b>Belgian convention</b>	10	10	-	-	10	p	-	-	-
<b>Bremen convention</b>									
before 15 Aug. 1853	-	10	-	-	-	-	-	-	-
from 15 Aug. 1853	8	9	-	-	-	-	-	-	-
	(Bremen Pkt.)								
<b>Hamburg convention</b>	8	-	-	-	-	-	-	-	-
	(Hamburg Pkt.)								

- dash: not an exchange office under mail system indicated.

p: usage possible, but not yet reported.

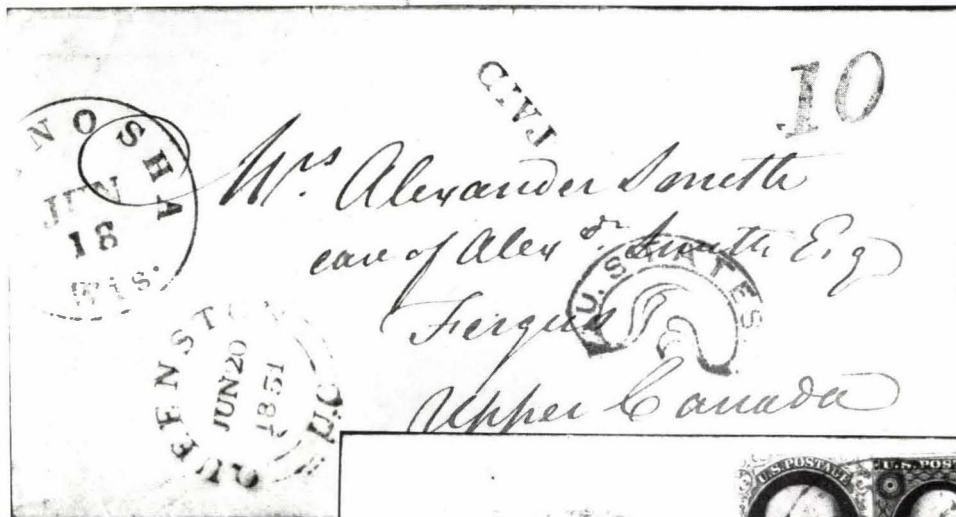
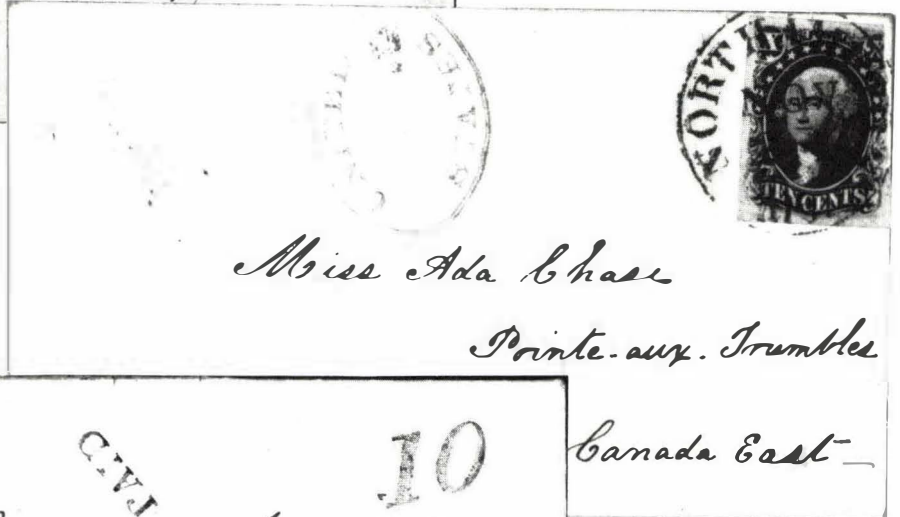
\*: bearing the Anglo-French treaty markings, GB/40c if by Am. Pkt., GB/1f60c if by Br. Pkt.





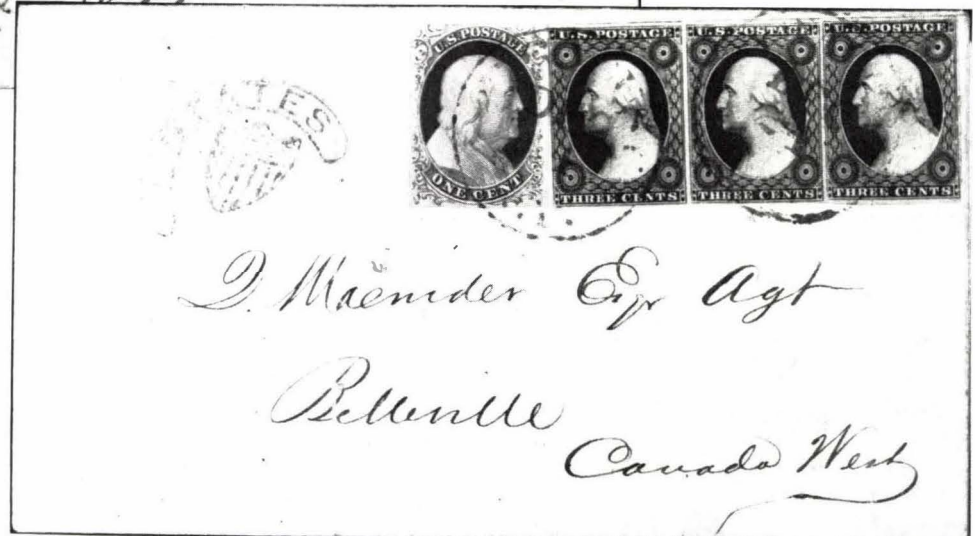
Buffalo oval postmark, Buffalo UD. STATES exchange marking, and P-A-I-D, all in blue on paid 1851 letter to Toronto. Fancy bold 10/CENTS in black.

Oval exchange marking (used at Boston) on letter from Northampton, Mass., to Montreal area.



Prepaid cover from Kenosha, Wis., to Fergus, 1851. Red U. STATES in fancy arc, used at Buffalo or Lewiston, N.Y.

Prepaid letter from Syracuse, N.Y., Dec. 24, 1851, to Belleville. Fancy U. STATES/ shield exchange marking in black. Probably used at Cape Vincent, N.Y., exchange office; see text.





## Mails to British North America

Susan M. McDonald

Exchange of mails between the United States and Canada was governed by an agreement which took effect April 6, 1851 (for text, see the 1851 *Postmaster General's Report or Chronicle* 79:181-2). The rate was 10¢ or 6d per ½ oz. to or from any place in the United States to or from any place in Canada, except to or from the Pacific Coast, where the rate was 15¢ or 9d. Prepayment was not required but part payment was not recognized. No accounting was kept and each postal system retained what it collected on prepaid letters sent or unpaid ones received.

Similar arrangements were made in regard to the other BNA provinces taking effect at somewhat later dates. Mail to and from British Columbia and Vancouver Island was routed across the United States and via Washington Territory or San Francisco; prevailing U.S. rates were charged in addition to provincial postage.

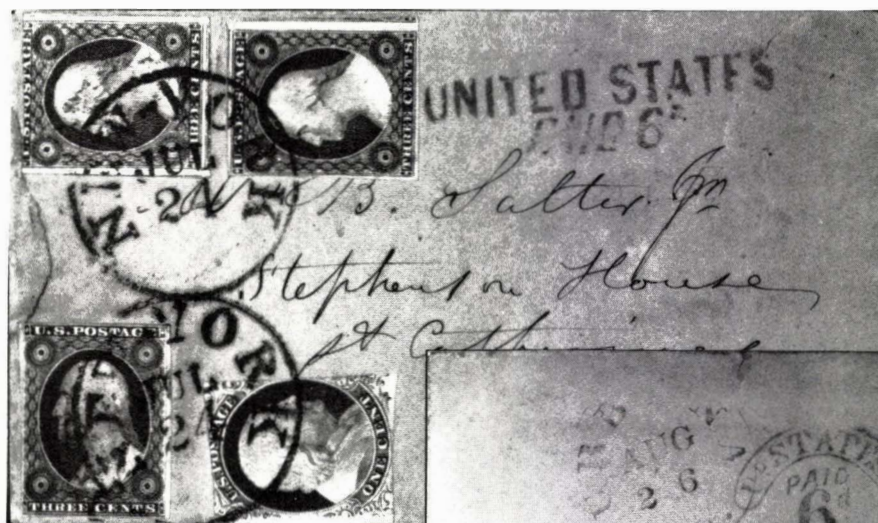
The agreement with Canada designated a number of exchange offices in both countries and required them to mark letters with the name of the country of origin. This requirement gave rise to a variety of interesting markings, many of which may be identified with the office or offices of use. Offices on the border between Maine and New Brunswick were also designated for exchange of mails to and from New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland.

The lists of U.S. offices and their BNA counterparts appear in the various *Postal Laws and Regulations*. The text of the 1851 agreement enumerated 19 offices in the United States and 14 in Canada — some Canadian offices ex-

changed with two or more U.S. ones. The lists of offices were constantly being augmented; deletions and substitutions also occurred. About 45 U.S. offices were listed in the 1857 *P. L. & R.* with the list remaining fairly constant thereafter. Mail between certain large centers (New York, Boston, Albany, or Buffalo to or from Montreal, Kingston, Toronto, Hamilton, or Queenston) was exchanged by through bag, and was not processed by offices on the border.

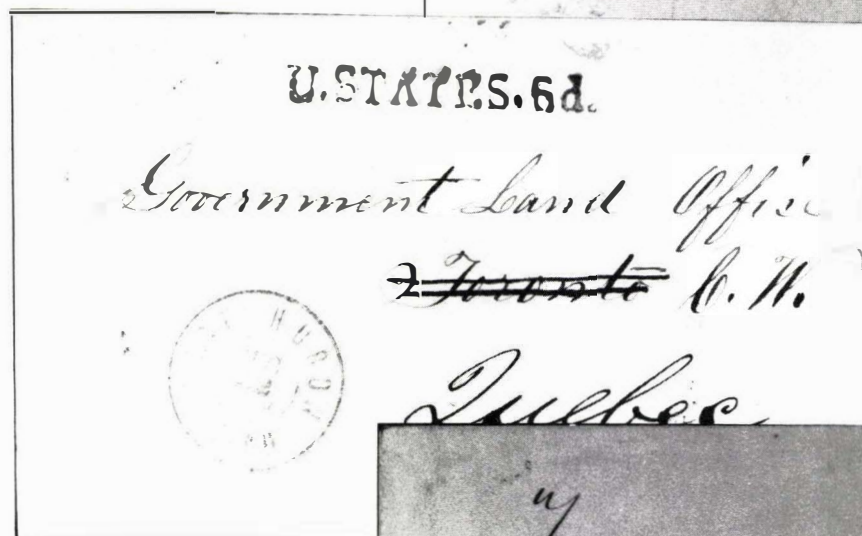
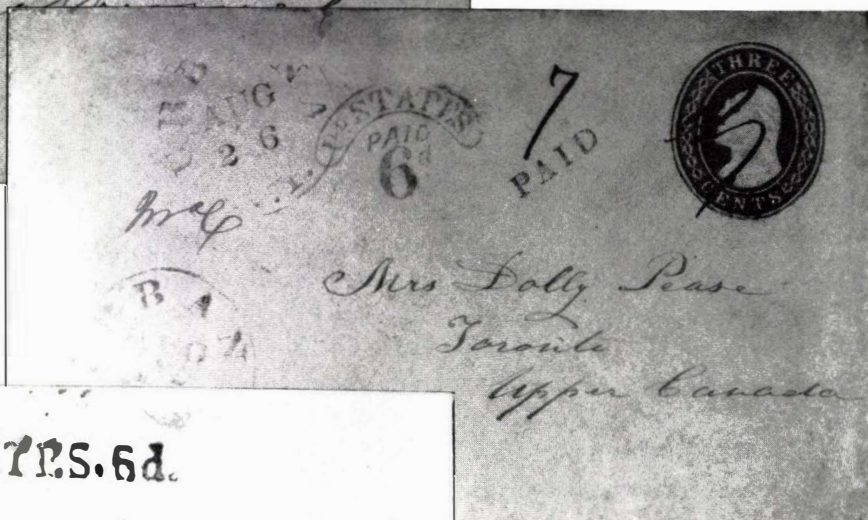
In addition to the official overland route, a service to and from the Maritimes and Newfoundland by Cunard packet via Boston was available (and had been since 1840). The U.S. rate at first charged was the domestic rate to the port, that is, from July 1, 1851, 3¢, while the unpaid letter rate of 5¢ was collected on incoming letters. Sometime in the second half of 1854 (between August 15 and November 21) the U.S. rate was raised to 5¢, probably to conform to the open mail rate under the treaty with Britain. The service, however, was never covered by the treaty or its additional articles. Prepayment to destination was never possible. A packet rate of 5d cy. (4d stg.) between Boston and Halifax was collected at Halifax, or 8d (5d packet plus 3d inland) if addressed beyond Halifax. (For more details, see the author's articles in *Postal History Journal* for September 1971 and January 1972).

Some mail, from New Brunswick and Nova Scotia mainly, arrived by private ship. These letters frequently entered by way of Maine ports or Boston and were charged the appropriate ship letter rates. Such routing in the opposite direction from the United States to British



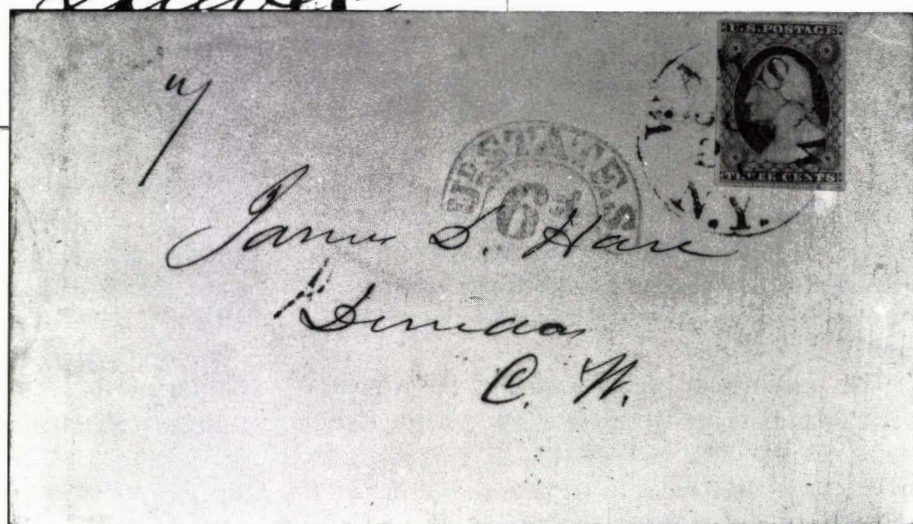
Buffalo exchange marking on 3¢ envelope; balance of rate paid in cash.

Prepaid letter from New York to St. Catherines, 1855. Straight line UNITED STATES/PAID 6D. in red. Amount paid or due in Can. currency was added to some instruments to prevent misunderstanding.



Unpaid cover from Port Huron, Mich., 1860. Port Huron was the U. S. office exchanging with Sarnia, C. W. U. STATES. 6d. in purplish red struck at Port Huron.

An attempt at partial payment on 1856 cover from Warsaw, N. Y., where postmaster, contrary to regulations, rated postage due "7" in ms. The Buffalo office disregarded 3¢ stamp, and struck UD. STATES /6d, used on unpaid letters.









This letter, addressed to Plattsburgh, N.Y., from Batavia in 1860, was correctly prepaid at the domestic rate. When forwarded to Canada, however, it became short paid, and was rated "10" due and struck U. STATES at Plattsburgh, a U.S. exchange office.

North America was seldom used in the 1851-61 period.

A special letter rate of 2¢ or 1d between adjacent U.S.-Canadian border offices (no weight limit) was agreed to in June 1851. It presumably covered the offices then in operation (some on the N.B. border were later included), but details are vague. Covers are very scarce.

Printed circulars, newspapers, and the like were paid to the lines at the applicable domestic rates, and the applicable rates of the country addressed were collected from the recipient. These uses should not be confused with the exchange office rate.

The first exchange markings generally consisted of the country name only. The amount

due or paid, in the currency of the country addressed, was soon incorporated in the hand-stamps used at the busiest offices, notably Buffalo, to avoid confusion. Thus U.S. markings stated the rate in pence while Canadian markings were rated in cents. The 1851 agreement did not specify red for paid letters and black for unpaid; these usual distinctions were only fitfully observed. After adoption of decimal currency by the Canadian Post Office, effective July 1, 1859, some U.S. markings with cents rates appeared. With correspondence in currencies and increased use of stamps, the use of exchange markings gradually declined in the 1860s.



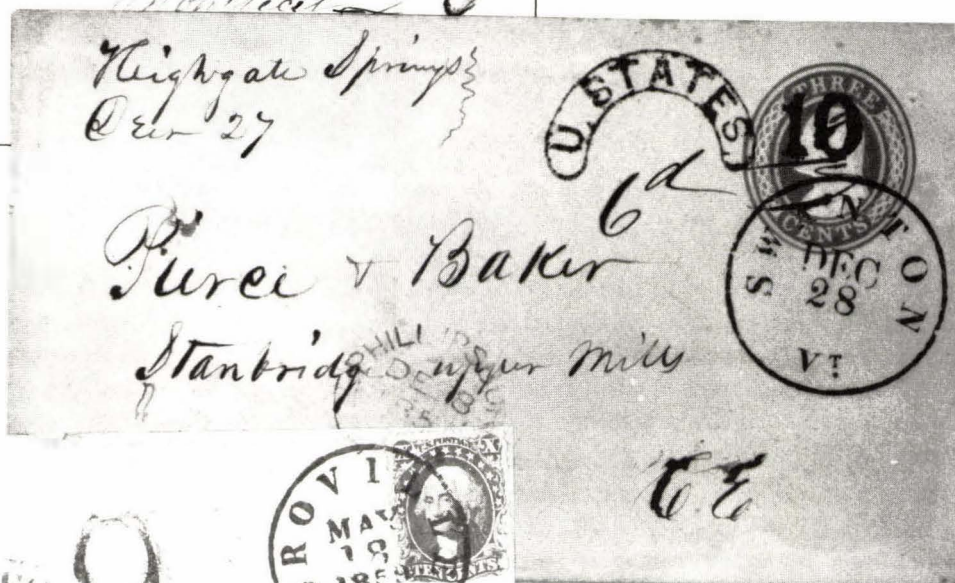
An unpaid 1853 cover from New York to Niagara. Shallow arc exchange marking of U. S. office at Youngstown, N. Y. Niagara was the Canadian exchange office opposite Youngstown.





Short paid double letter from Wisconsin, 1852. Beloit, after two day wait, rated as unpaid with encircled 10. The U. S. office (probably Burlington, Vt.) found letter overweight, assessed another rate, and struck its fancy arc.

Another short paid cover (1855) exchanged through Swanton, Vt., and Phillipsburg, C. E., a rather obscure pair of offices.



Short paid; rate was 15¢ from West Coast. "Due 15" in crayon. Canada struck "6" upside down to show 9d due.

Unsuccessful attempt to use the demonetized 1857 10¢ on a cover from Boston, Oct. 27, 1862. The oval exchange marking, with dotted inner line, was used at Boston.



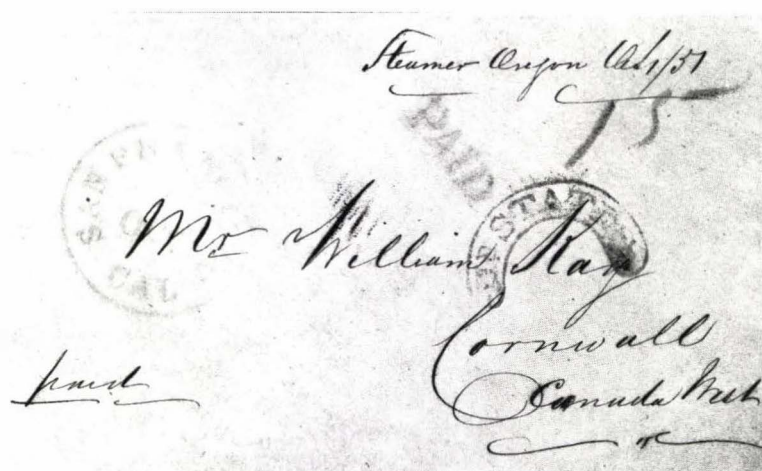


Paid letter from Rouse's Point, N. Y., in 1855. The U. STATES./shield marking was struck in black at the U. S. exchange office at Rouse's Pt.

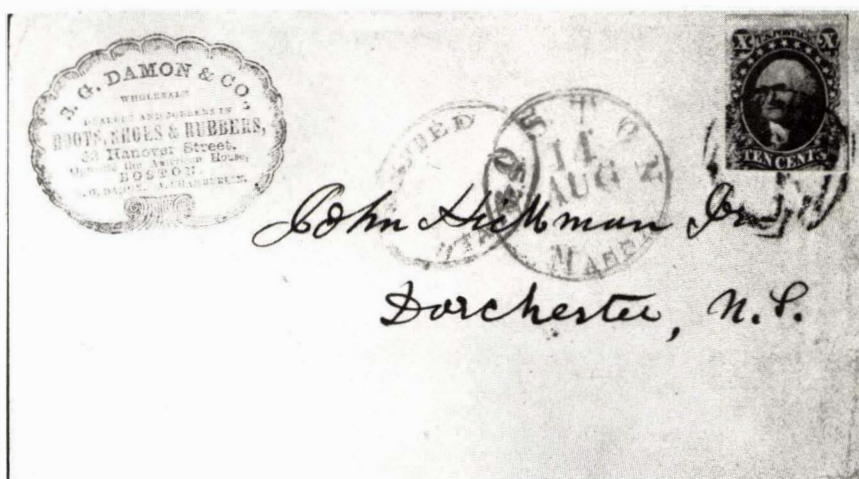
Markings are listed in four general groups by shape. Colors noted and period of use are given if information is available. Dates and colors represent verified information from my records and indicate range, not limits. Earlier and later dates are to be expected. Office of use is given where known. In some cases, similar instruments were used at several offices, often simultaneously. In other cases, it appears that an instrument may have been used at one office and then transferred to another. Definite attribution is impossible for some markings. It

should be noted that some identifications made in the philatelic press cannot be substantiated or have been demonstrated to be wrong.

Some markings which are apparently the same may be distinguished by the relative position of the letters and variations in the shape of the arc or other elements. Markings not yet known used in the 1851-61 period are included as there is strong likelihood that most of them were in use prior to the fall of 1861 and that examples will eventually be recorded.

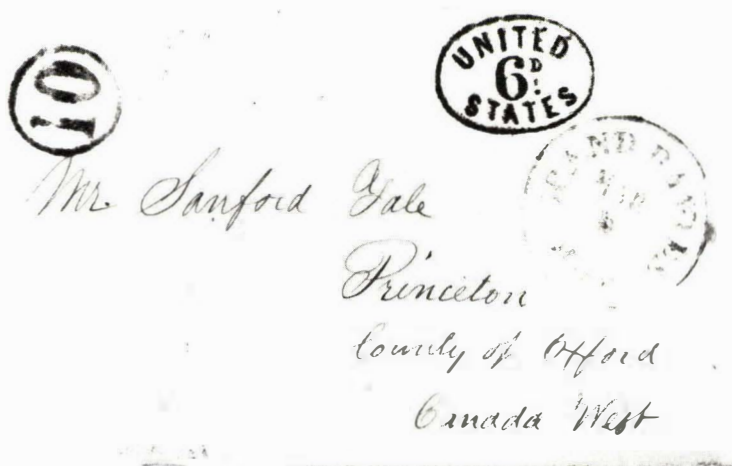


From San Francisco, Oct. 1, 1851, prepaid at the 15¢ rate for letters from the west coast. Exchanged through Buffalo, where arc UD. STATES was applied in blue.



Boston oval exchange marking in red on 1856 cover to Nova Scotia. By coastal steamer via St. John, N. B.

Bold strike in black by Detroit office of oval exchange marking on unpaid cover from Grand Rapids, Mich., 1859.



Circulars and the like continued to be "paid to the lines," with balance (at domestic rate) collected in the country addressed. In 1854 the Canadian rate was 1d (top), but was reduced to 1/2d in 1855, as seen on 1858 cover (bottom). Oval PRINTED, CIRCULAR is private marking.



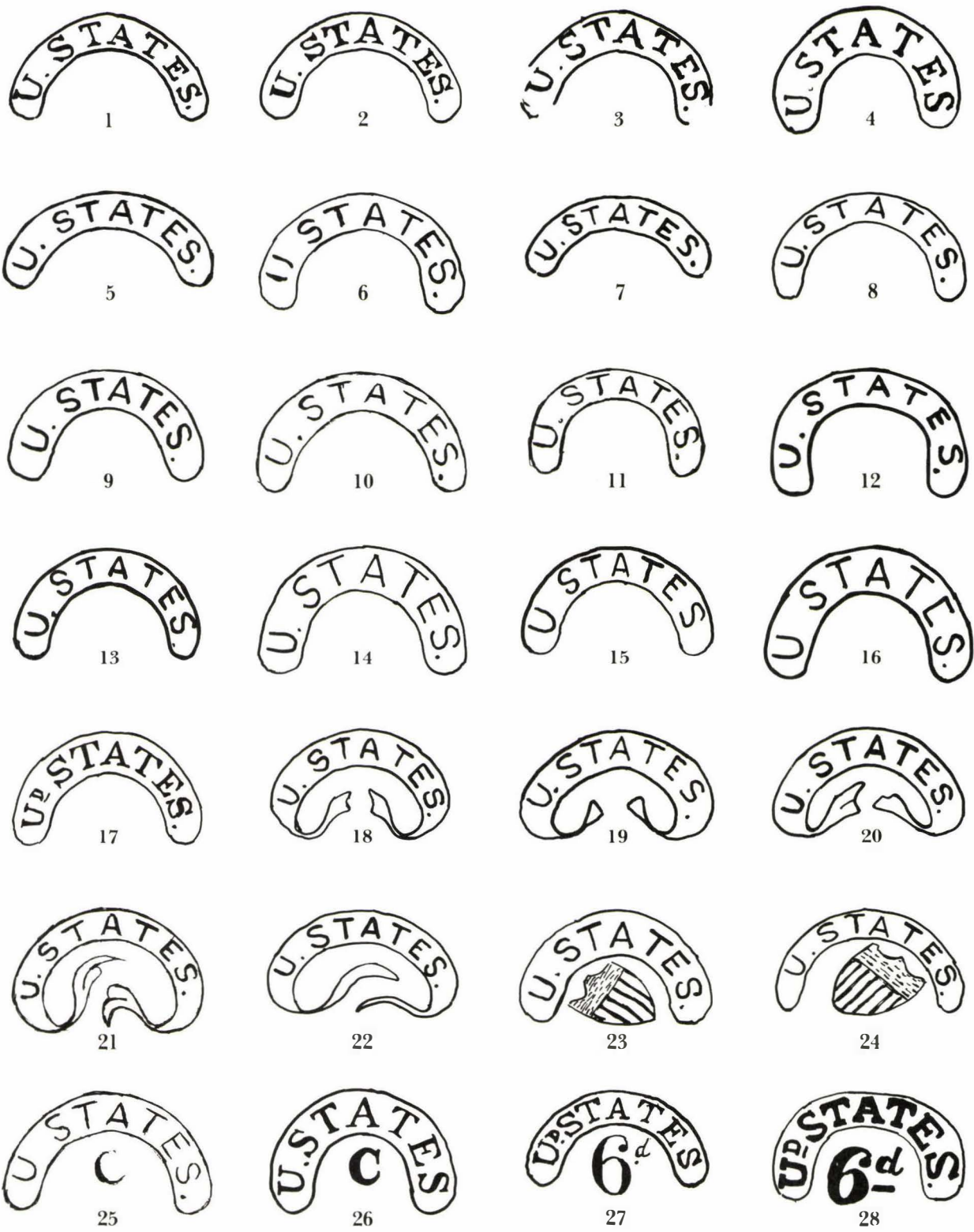
<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Office</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Enclosed Arcs</b>					
U. STATES.	1	arc-33x18	Albany, N.Y.	9	1851, black.
U. STATES.	2	arc-33x18	New York, N.Y.	10	1851, red, 1.
U. STATES	3	arc-30x18	Black Rock, N.Y. or Rochester?	9	1855, red.
U. STATES	4	arc-31x21	Detroit, Mich., Ogdensburgh, N.Y.	3	1858-64, red, black.
U. STATES.	5	arc-35x17	Youngstown, N.Y.	8	1851-75, red, black.
U. STATES.	6	arc-34x20	Robbinston, Me.	9	1851, red.
U. STATES.	7	arc-28x13	Boston, Mass.	3	1852-55, red, black.
U. STATES.	8	arc-32x18	Detroit, Mich.	6	1852-53, black.
U. STATES.	9	arc-32x17	Oswego, N.Y.	4	1852-53, black. 2.
U. STATES.	10	arc-35x19½	Houlton, Me.	9	1853-57, red.
U. STATES.	11	arc-28x17½	Derby Line, Vt.	7	1853-62, red, black.
U. STATES.	12	arc-33x20	Franklin, Vt.	10	1855, red.
U. STATES.	13	arc- 30½x17½	Swanton, Vt.	10	1855, black.
U. STATES.	14	arc-34x22	Portland, Me.	3	1856-66, black.
U STATES	15	arc-31x17	Plattsburgh, N.Y.	9	1858-60, black.
U. STATES.	16	arc-34½x22	Sault Ste. Marie, Mich.	8	1861-62, black.
U <sup>D</sup> STATES.	17	arc-31x18½	Buffalo, N.Y.	4	1851-52, blue, black. red.
U. STATES.	18	arc-29x17½	New York, N.Y.	7	1851, red.
U. STATES.	19	arc-31x19	Ogdensburgh, N.Y.	7	1851-55, red, black.
U. STATES.	20	arc-32x18	Burlington, Vt.; Highgate, Vt.?	5	1851-57, red, black.
U. STATES.	21	arc-31x21	Buffalo, N.Y.? Lewiston, N.Y.?	9	1851, red.
U. STATES.	22	arc-31x17	New York, N.Y.; other?	9	1852-53, black.
U. STATES./Shield	23	arc-32x19	Rouse's Pt., N.Y.	6	1851-55, red, black.
U. STATES./Shield	24	arc-31x17	Cape Vincent, N.Y.; Oswego, N.Y.?	7	1851-55, red, black. 3.
U. STATES./C	25	arc-34x20	Boston, coastal steamer	8	1858-61, red, black.
U. STATES/C	26	arc-31x21	Boston, Portland, Me, coastal steamer	5	1858-61, red.
U <sup>D</sup> STATES/6 <sup>d</sup>	27	arc-29x18	Buffalo, N.Y.	4	1853-59, blue, black.
U <sup>D</sup> STATES/6 <sup>d</sup>	28	arc-31x19	Buffalo, N.Y.	5	1853-59, blue, black.

1. Similar to #1 but not identical.

2. Often with "10" separately struck within arc.

3. Usual attribution to Ogdensburgh is wrong. Used by an office which exchanged with Kingston.





<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Office</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Enclosed Arcs (cont.)</b>					
U <sup>D</sup> STATES/PAID/6 <sup>d</sup>	29	arc-27x19	Buffalo, N.Y.	5	1853-55, red.
U <sup>D</sup> STATES/PAID/6 <sup>d</sup>	30	arc-31x20	Buffalo, N.Y.	6	1856-57, red.
U <sup>D</sup> STATES./10 <sup>cts</sup>	31	arc-31x18	Buffalo, N.Y.	5	1859-73, black.
U. STATES/10	32	arc-29x21	Detroit, Mich.?	7	1861-63, blue. 4.
<b>Circles</b>					
U <sup>D</sup> STATES/HALIFAX	33	c-26	Halifax, N.S.	3	1845-67, black. 5.
UNITED/STATES	34	c-36	Boston, Mass.	9	1855, black. 6.
U. STATES/10/PAID	35	c-29	Detroit, Mich.	5	1861-64, red. 7.
<b>Ovals</b>					
UNITED/6 <sup>D</sup> /STATES	36	o-28x20	Detroit, Mich.	6	1852-54, red, black.
UNITED/6 <sup>D</sup> /STATES	37	o-26½x19½	Detroit, Mich.	5	1855-59, red, black.
UNITED/STATES	38	o-29x23	Boston, Mass.	4	1855-60, red, black. 8.
UNITED/STATES	39	dlo-24x21	Boston, Mass.	4	1859-65, red, black.
UNITED/6 <sup>d</sup> /STATES	40	dlo-24x20	New York, N.Y.	9	1859-black. 9.
U. S. 10 cts/PAID	41	o-21x13	Boston, others	5	1862-65, red.
U. S. 10 cts/.PAID.	42	o-21x13	Lewiston, N.Y., others	7	1863-65, red. 10.
<b>Straight Lines</b>					
U. STATES.	43	sl-31½x4½	Ogdensburg, N.Y., Cape Vincent N.Y., Island Pond, Vt., other	4	1853-65, blue, red, black.
U <sup>D</sup> STATES 6 <sup>D</sup>	44	sl-39x4½	Buffalo, N.Y.	6	1852-54, blue, red, black.
U. STATES. 6 <sup>d</sup> .	45	sl-46x5	Port Huron, Mich.	9	1860-62, red.
UNITED STATES/6 <sup>D</sup>	46	sl-47x12	Buffalo, Oswego, Rochester, N.Y.	4	1854-61, black.
UNITED STATES/ PAID 6 <sup>D</sup>	47	sl-47x11½	Buffalo, Oswego, Roch- ester, Suspension Bridge, N.Y.	5	1854-63, red.
U. S. 10 cts	48	sl-b-24x7	Buffalo, New York, N.Y.	6	1862-69, black.
U. S. PAID 10	49	sl-b-28x6	Detroit, Mich.	6	1859-64, red.

4. Exchanged with "G.W.R. EAST" (Great Western Railway).

5. Not a U. S. marking or exchange marking. Used by Halifax as receiving mark on mail from U.S. by Cunard packet.

6. Associated with mail postmarked "EXPRESS MAIL/Boston" to New Brunswick.

7. Past attribution to Port Huron is wrong. Exchanged with "G.W.R. EAST." Outer rim often faint or missing.

8. Some strikes show partial doubling of rim; this may be careless handling, or defective or deteriorating instrument.

9. On mail to Nova Scotia and New Brunswick by coastal steamer to St. John.

10. Both 41 and 42 are often poorly struck. Apparently both were used at two or more offices.



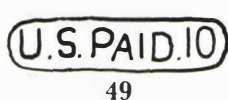
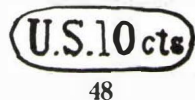
U.S. STATES  
43

U.S. STATES 6d.  
44

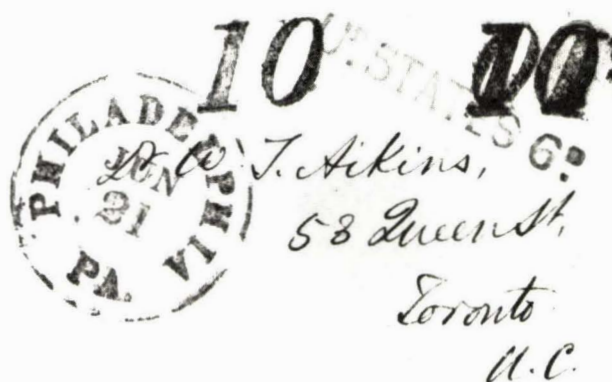
U.S. STATES 6d.  
45

UNITED STATES  
6d.  
46

UNITED STATES  
PAID 6d.  
47

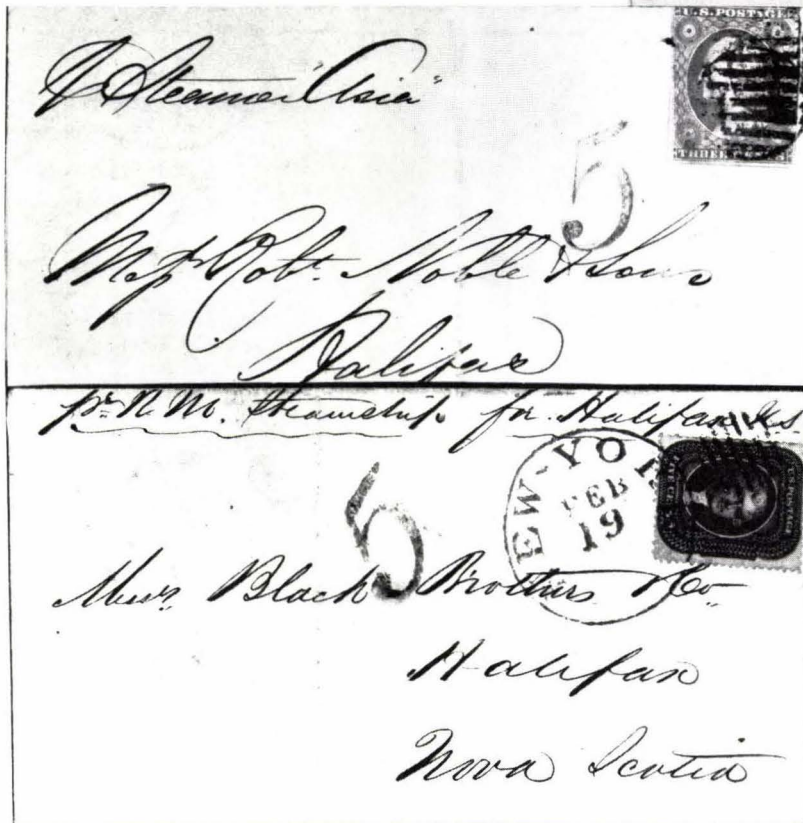


Straight line UD. STATES 6D. applied in black at Buffalo exchange office on unpaid letter from Philadelphia, 1852.





Prepaid 1853 letter from Syracuse, N. Y., with fancy PAID in shield. Red arc exchange marking applied by Buffalo.



Mail to Nova Scotia by Cunard packet from Boston was not covered by terms of the 1848 U.S.-G.B. treaty. At first the rate charged was 3¢, as shown on upper cover (1851). In late 1854, the charge became 5¢ (bottom, 1861). The "5" handstamp denotes 5d due at Halifax for packet postage. See text.

Washington, D.C., FREE postmark on envelope franked by C.H. Van Wyck, M.C., who often gave out franks by favor. Such franks were not valid for international mail, but the U.S. exchange office neglected to rate postage due. Therefore the Canadian office struck its marking CANADA-10-CENTS, normally used on unpaid letters to the U. S.



## Honolulu Mail

*Tracy W. Simpson*

From sometime in 1851 to about June, 1857, the postmaster at Honolulu applied the 28mm HONOLULU/D/U.S. Postage Paid marking to letters for which the 5¢ Hawaiian postage, the U.S. ship to shore fee, and the U.S. inland postage from San Francisco to destination had been paid in Honolulu. Afterward, the similar 34mm marking was used.

These markings are found on covers bearing Hawaiian stamps, U.S. stamps, or on stampless covers. In the latter case appropriate SHIP markings were applied in San Francisco. Covers with these markings bearing U.S. stamps had the stamps applied to the letter at Honolu-

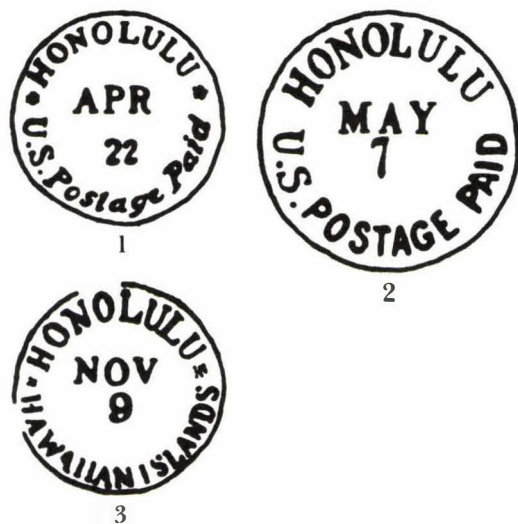
lu if the marking ties the stamp, and presumably also if the stamps were not tied. The Honolulu postmaster had a supply of U.S. stamps for such purpose. Accounting for them was in accordance with an arrangement made with the San Francisco postmaster.

A variant shows payment of Hawaiian postage by Hawaiian stamps or by cash, as evidenced by the Honolulu postmark, but the cover also bears U.S. stamps — probably applied by the ship captain — for payment of U.S. postage plus ship fee. Such stamps are cancelled at San Francisco, usually with a townmark that ties the stamps.

### *Wording*

HONOLULU/D/U.S. Postage Paid  
HONOLULU/D/U.S. POSTAGE PAID  
HONOLULU/D/HAWAIIAN ISLANDS

<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
1	c-28	8
2	c-34	8
3	c-28	6



Red HONOLULU U. S. POSTAGE PAID on 1859 cover prepaid by Hawaii 5¢ and U.S. 12¢ stamps. OVERLAND in black.

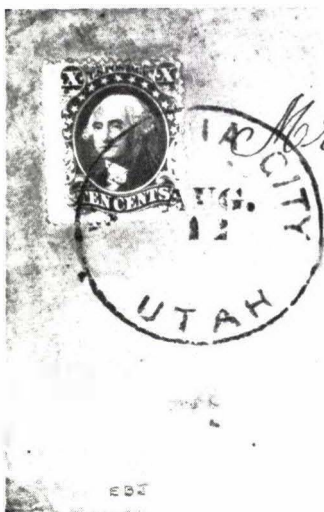
**OVERLAND**  
  
**VIA LOS ANGELES.**



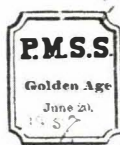
*Mrs. L. C. Denver,  
 Wilmington,  
 Ohio.*

West coast mail could be sent, at various times, by several overland routes instead of via Panama. Here the instruction "Overland via Los Angeles," used to specify the Butterfield Overland Mail, is printed on the envelope.

From Virginia City, Utah, showing the 10¢ "over the mountains" rate. Carried over the Central Overland Route (California Trail).



*Mr Cheney Redding  
 Middleboro  
 Mass*



**SAN FRANCISCO NEWS LETTER**



*Doctor M. D. W. Raschenberger  
 U. S. Frigate Independence  
 Panama*



San Francisco News Letter, a two page paper printed twice a month, sent by the "Golden Age" June 20, 1857. Rated DUE 10, because addressed to Panama; the rate from San Francisco to there was 20¢ for a distance over 2,500 miles.



## U.S. Mail Routes to the West

From the date of acquiring the vast area west of the Louisiana Purchase from Mexico by conquest and from Great Britain (in the case of Oregon) by negotiation, to the end of this period, residents there made constant demands for adequate postal service to the East. The government responded by establishing four major mail routes (and three minor ones) to connect the two areas.

Markings used on these routes which are exceptional in appearance (non-stock styles) are listed in other schedules. This listing attempts

to establish rarity factors for use over the route named rather than for postal markings. An exception is the short list of OVERLAND markings shown below. Markings on mail carried by private expresses or independent ocean mail lines are listed elsewhere. This schedule is concerned only with mail carried on official U.S. mail contract routes.

### Ocean Mail Via Panama

The eastern terminals of this route were New York City and New Orleans. The western terminus was San Francisco.

**July 1, 1851, to March 31, 1855: 6¢ rate prepaid or 10¢ unpaid.**

<i>Description</i>		<i>Rarity Number</i>
	<b>Eastbound</b>	
From San Francisco		2
From Sacramento, Stockton, Marysville, Nevada City		4
From other California towns		5
From Oregon Territory		6
From Washington Territory		7
	<b>Westbound</b>	
To San Francisco		3
To other California towns		6
To Oregon or Washington Territories		8

**April 1, 1855, to 1861: 10¢ rate**

	<b>Eastbound</b>	
From San Francisco		1
From Sacramento, Stockton, Marysville, Nevada City		3
From other California towns		4
From Oregon Territory		6
From Oregon State		5
From Washington Territory		7
	<b>Westbound</b>	
To San Francisco		1
To other California towns		5
To Oregon Territory or State, or Washington Territory		7

### Central Overland Route

Beginning in 1850, the Post Office Department issued a series of contracts for carrying mail over the California Trail. Different contractors normally carried the mail from the Kansas City area to Salt Lake City, and from Salt Lake City to Placerville, the western terminal. Service was very unsatisfactory, and interruptions because of severe weather or Indian troubles were frequent. It appears that most mail carried on this route originated at or near one of the terminals or stations along the line. This is probably because it did not become a "through" route until the Butterfield operations were shifted north in 1861. A substantial percentage of the covers that have survived consist of military mail and mail from immigrants along the Trail.

Because La Porte and Nevada City were on or

near the Central Overland Route, it is believed that the straight line OVERLAND used at those towns may have specified that route. The case of San Francisco is more doubtful. This was the western terminus of the Butterfield Overland Mail and the natural assumption would be that the straight line used there applied to that route. However, the vast majority of Butterfield mail from San Francisco appears to have been marked "Overland Via Los Angeles" in manuscript. In any event, the routing of mail bearing any of these markings has not been proved as far as the compiler knows, and collectors are requested to supply him with any information which will shed additional light on these interesting markings.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
La Porte, Cal.	1	OVERLAND	sl-42x3	9
Nevada City, Cal.	2	OVERLAND	sl-29x4	9
San Francisco, Cal.	3	OVERLAND	sl-40x4½	8
Any use over the California Trail, either eastbound or westbound				6

**OVERLAND**

1

**OVERLAND**

2

**OVERLAND**

3

### Butterfield Overland Mail

In 1858 this first "through" overland route was opened. There were two terminals in the East, St. Louis and Memphis. These two branch lines joined at Fort Smith, Arkansas. From there the route ran through Indian Territory, Texas, what are now the States of New Mexico and Arizona, and southern California via Los Angeles to the western terminal, San Francisco. In early 1861 operations were interrupted by Indians who had grown bold because of troop withdrawals from the Southwest, and by Confederate forces in Texas. In March-April, 1861, the equipment was transferred north and after July of that year Butterfield and his subcontractors operated a through route over the California Trail (the Central Overland Route).

During this entire period the ocean mail

route was favored by the government. In order to have a letter travel the Butterfield Route, the sender had to inscribe it "Via Overland Mail" or with some equivalent language. Westbound letters are known marked "Overland Via St. Louis" and eastbound letters will often bear the words "Overland Via Los Angeles." No specific words were required. The compiler has a semi-literate letter marked simply "Land Rout."

### Santa Fe Route

The first U.S. mail contract for carriage of letters over the Santa Fe Trail was awarded in 1850. The eastern terminus was variously at Independence, Westport, and Kansas City, Missouri. The southern terminal was, of



Map showing various overland routes to the West Coast.



course, Santa Fe. The area between these two points was very sparsely populated, and as a consequence few stations along the route had post offices, at least until Kansas Territory was established in 1854. No special markings, either manuscript or handstamped, identifying the route are known.

### **Via Tehuantepec**

This route, by ocean mail to the Isthmus of Tehuantepec, across the Isthmus, and by ocean mail to San Francisco, was inaugurated in 1858 and lasted for only about a year. Mail traveling this route had to be inscribed "Via Tehuantepec." Very few covers are known.

### **San Diego-San Antonio Route**

San Diego, California, and San Antonio, Texas, were the two terminals on this route, which commenced operations on July 1, 1857. It is commonly called the "Jackass Route" in memory of the animals that carried the mail. On December 1, 1858, the El Paso-Fort Yuma section was cut from the contract because it was duplicated by the Butterfield line. The San Diego-Fort Yuma and the El Paso-San Antonio sections continued to operate. In 1860 the remaining portion of the western end of the line was terminated, leaving only the El Paso-San Antonio run, which itself was terminated with the beginning of the Civil War.

Covers that traveled this route are identified by manuscript routing instructions, such as "Via San Diego and San Antonio" or "Fort Yuma Via San Diego."

## **USPM — U. S. Mail Routes to the West**

### **Stockton-Kansas City Route**

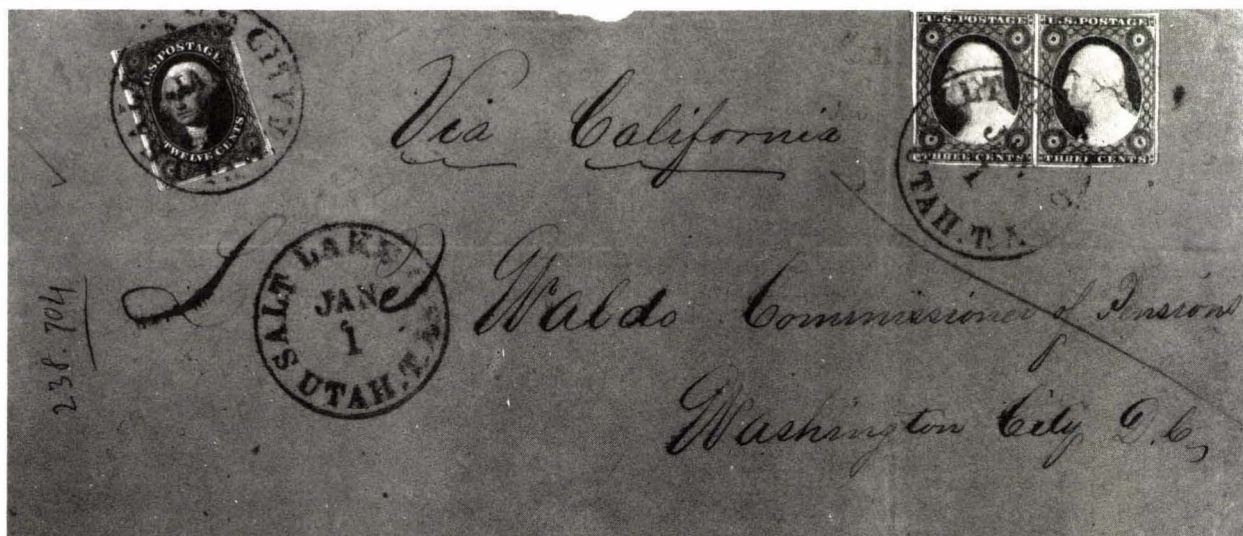
The route from Stockton, California, to Kansas City was inaugurated on October 1, 1858, and was terminated on June 30, 1859. The annual expense to the P.O.D. was \$80,000, and the proceeds to the P.O.D. \$1,255. The bulk of the mail carried over the route traveled between Kansas City and Albuquerque, duplicating much of the Santa Fe route. The 1859 *PMG Report* stated that only two letters were carried the entire route from Stockton to Kansas City and that but one letter traveled the entire route from Kansas City to Stockton.

Only one cover has been identified as being carried on the route. It originated at Stockton and is addressed to an eastern destination.

### **3¢ "Over the Mountains" Rate**

The Act effective April 1, 1855, had set the single letter rate for distances up to 3,000 miles at 3¢, and 10¢ for distances over 3,000 miles. Most West Coast mail went via Panama, which was more than 3,000 miles from New York to San Francisco. The distance over the Butterfield Overland Route, however, was 2,794 miles from terminal to terminal. Therefore, if a letter was routed overland and both the sender and addressee were located on or near the route terminals, it could go for 3¢ rather than 10¢. Most examples were used between California and Texas, Arkansas, or Missouri. The Act of February 27, 1861, ended this bargain rate by requiring 10¢ postage for a single letter traveling between any State or Territory east of the Rocky Mountains and any State or Territory on the Pacific Coast.

<i>Description</i>	<i>Rarity Number</i>
<b>Butterfield Overland Mail</b>	
Covers, eastbound, or westbound, marked in manuscript "Via Overland" or equivalent (Covers with printed pictures or wording indicating overland routing are rare)	2
<b>Santa Fe Route</b>	
Any cover shown by points of origin or destination to have traveled Santa Fe route	4
<b>Via Tehuantepec</b>	
Covers, eastbound or westbound, inscribed "Via Tehuantepec"	7



A triple weight cover that may have been back-packed over the Sierras by "Snowshoe" Thompson. It certainly went by Chorpenning Route from Salt Lake to San Francisco, then by steamer to New York via Panama.

The 3¢ "over the mountains" rate. From St. Louis to San Francisco over the Butterfield Route was under 3,000 miles. Therefore the 3¢ rate applied.



New York City ocean mail postmark used to Oregon; 2¢ overpay of 10¢ rate. Carried on the "Moses Taylor."

*Description**Rarity Number***San Diego-San Antonio Route**

Covers, eastbound or westbound, inscribed with appropriate routing instructions 8

**Stockton-Kansas City Route**

Eastbound from Stockton, Cal., inscribed with appropriate routing instructions 10

**3¢ "Over the Mountains" Rate**

Any cover, eastbound or westbound, inscribed "Via Overland Mail" or equivalent, showing 3¢ rate and no postage due 6

**Intra-California Mail**

(Letters originating in California, addressed within the State.)

From San Francisco 2

From Sacramento, Stockton, Marysville, Nevada City, San Jose 3

From other California towns 4

**Mail between California, Oregon, and Washington Territory**

From California town to Oregon 5

From California town to Washington Territory 7

From Oregon Territory to California 6

From Oregon State to California 4

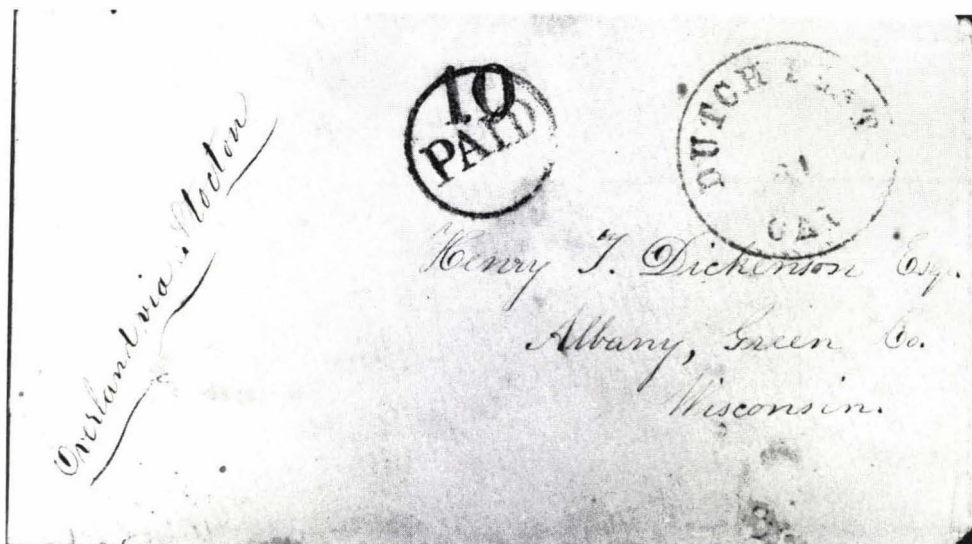
From Washington Territory to California 7

Between Oregon and Washington Territory 7

Intra-Oregon Territory mail 6

Intra-Oregon State mail 5

Intra-Washington Territory mail 7



The Postmaster General's 1859 report stated that only two letters had been carried the entire overland route from Stockton, Cal., to Kansas City. If so, the survival of this cover is one of the miracles of philately.



## Military Markings

David T. Beals III

This section attempts to include the postal markings of the military posts that had their own post offices. Most were designated Forts, but a few were designated Barracks, Camp, or by some other name. The army was maintained at minimum strength during this decade between the Mexican and Civil Wars, and hence the amount of surviving military mail is substantially less than from the periods of greater military activity. Aside from coast defense, the primary mission of the army was to support the immigration on the overland trails and to control the Indians as they were pushed back by the arrival of the white man. While there were no major battles during this period, small engagements were fought almost continuously throughout the West. The largest military operation was Col. Albert Sidney Johnston's expedition to Utah in 1857-58, which is sometimes referred to as the Mormon War.

A great majority of these markings are westerns, mostly territorial; many were from the first towns in newly settled areas. Consequently, one of the most romantic periods in our country's history is well illustrated by this field.

Stampless covers of the period have been included in this study.

In addition to the actual postal markings, the interest of a cover is enhanced if it has a military address, or if it is from the correspondence of a well known soldier or other historic personage, such as Gen. J. W. Denver or Col. Peter Pitchlyn. If it also contains a letter of military or other historic interest, even better.

Further information on this subject may be found in *The Chronicle*, issues No. 64, 65, 66, 67, 68, 70 and 79.

In this schedule, we have listed all presently known military markings, together with the dates during which their use has been recorded, and the color of each marking if it is found struck in a color other than black. Townmarks marked by an asterisk (\*) in the date column were also used either during the period before 1851, or after 1861, and are usually somewhat more common during these periods than during the decade under consideration. For instance, the JEFFERSON BARRACKS Mo. was used during both periods.

<i>Wording</i>	<i>Shape and Size</i>	<i>Color</i>	<i>Dates of Use</i>	<i>Rarity Number</i>
<b>Arkansas</b>				
FORT SMITH/D/ARK.	c-22½		1854	10
FORT SMITH/D/Ark.	c-30½		1843-1858*	6
Fort Smith Ark./D	ms			10
FORT SMITH/D/Yr/ARK	dc-26½		1861-1862	7

<i>Wording</i>	<i>Shape and Size</i>	<i>Color</i>	<i>Dates of Use</i>	<i>Rarity Number</i>
<b>California</b>				
Fort Tejon Cal/D	ms			10
<b>Colorado Territory</b>				
Fort Wise C.T./D	ms		1861	9
<b>Dakota Territory</b>				
Fort Abercrombie/D/Yr	ms		March 30, 1861	9
<b>Indian Territory</b>				
Fort Arbuckle C.N./D	ms		1855-1856	8
FORT GIBSON/D/Ark.	c-30½		1843-1852*	7
FORT GIBSON/D/ARK.	c-33		1855-1858	7
Fort Washita C.N./D	ms		1852-1857	6
Fort Washita/D	ms		1857	8
FORT WASHITA/D/ARK	c-33½	Blue, black.	1855-1862*	5
<b>Kansas Territory and State (Unorganized territory prior to 1854)</b>				
FORT LEAVENWORTH/D/Mo.	c-30		1839-1859	3
Fort Leavenworth/D	ms		(Probably 1856)	9
FORT LEAVENWORTH/D/KAN	c-23		1861-1863*	9
Pawnee Fork/DYr	ms		1860	10
PAWNEE-FORK.K.T./msD	dc-25½		1860	9
(This post became Fort Larned on May 29, 1860)				
FORT RILEY/D/KT	c-33½		1856-1858	7
Fort Riley K T/D	ms		1858	7
FORT RILEY/D/KAS	c-25		1861-1863*	8
Fort Scott, Mo./D	ms		1844-1853*	7
Fort Scott K T/D	ms		1857	10
FORT SCOTT/D/KT	c-37		1857-1858	5
FORT SCOTT/D/KAN	c-25		1861-1863*	9
FORT SCOTT/D/KAS	c-26		1861- *	7
<b>Michigan</b>				
Fort Wilkins Mi/D	ms		1852	9
FORT WILKINS/D/MICH	c-31		1854-1858	7
<b>Minnesota Territory and State</b>				
Fort Ridgely/D	ms		1857	10
FORT RIDGELY/D/MIN	c-25		1860- *	8
Fort Ripley M.T./D	ms		1852	10
FORT RIPLEY/D/MIN.	c-30½		1852-1855	6
FORT SNELLING/D/ _____	c-34		1855-1863*	6

# California to Texas

331

<i>Wording</i>	<i>Shape and Size</i>	<i>Color</i>	<i>Dates of Use</i>	<i>Rarity Number</i>
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## Missouri

JEFFERSON BARRACKS/D/Mo.	c-29	Blue, black, green, red.	1833-1863*	7
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## Nebraska Territory

(Prior to 1854 unorganized territory, attached to Clackamas Co., Ore.)

Ft KEARNY O R/D	f-47x31		1852	9
Ft Kearney/D	ms		1854-1857	7
FORT KEARNEY/D/NEBR	c-32½		1859-1860	7
FORT KEARNEY/D/N.T.	c-26		1861- *	8
FORT LARAMIE/msD/O.R.	c-30		1851-1853	6
FORT LARAMIE/D	c-31	Blue.	1853 or 1854	10
Fort Laramie/D	ms		1853	8
FORT LARAMIE/D/N T	c-32	Blue, black.	1854-1862*	5
Fort Randall N T/D	ms		1861	10
FORT RANDALL/D/N T	c-26		1861-1862*	9

## New Mexico Territory

FORT BUCHANAN/D/N.M.	c-35		1859-1860	6
FORT CRAIG/msD/N.M.	c-32		1860-1862*	6
Fort Defiance N.M./D	ms		1857	9
FORT DEFIANCE/D/N.M.	c-33½		1858-1859	8
Fort Fillmore N M/D	ms		1852-1858	7
FORT FILLMORE/D/N.M.	c-32			9
Fort Union/D	ms		1852 & 1856-1858	7
FORT UNION/D/NEW MEX.	c-29			6
FORT UNION/D/N.M.	c-32½	Blue, black.	1860	8

## New York

FORT HAMILTON/D/N.Y.	c-34	Blue.	1860-1861	6
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## Oregon Territory and State

FORT LELAND/D/OREGON	dlc-33		1856	9
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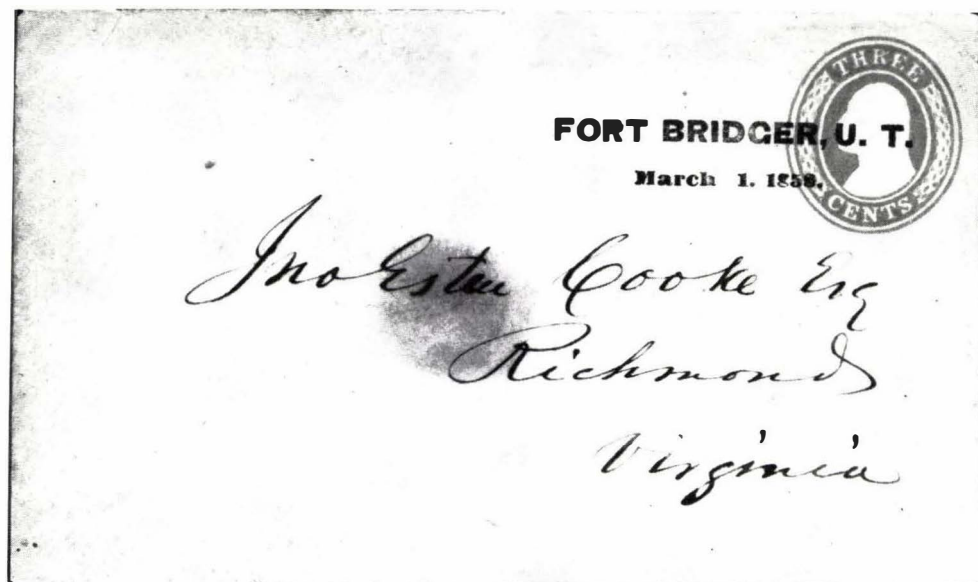
## Texas

Fort Belknap Tex./D	ms		1859	8
Fort Chadbourne Tex/D	ms		1861	9
FORT CLARK/D/TEX	c-26		1851	10
Fort Clark Tex./D	ms		1857	10
FORT CLARK/D/TEX	c-33		1858	8
Fort Davis/D/Tx	ms		1858	10
FORT DAVIS/D/Yr/TEXAS	c-33½		1860-1861	8*
Camp Hudson Texas/D	ms		1860	8

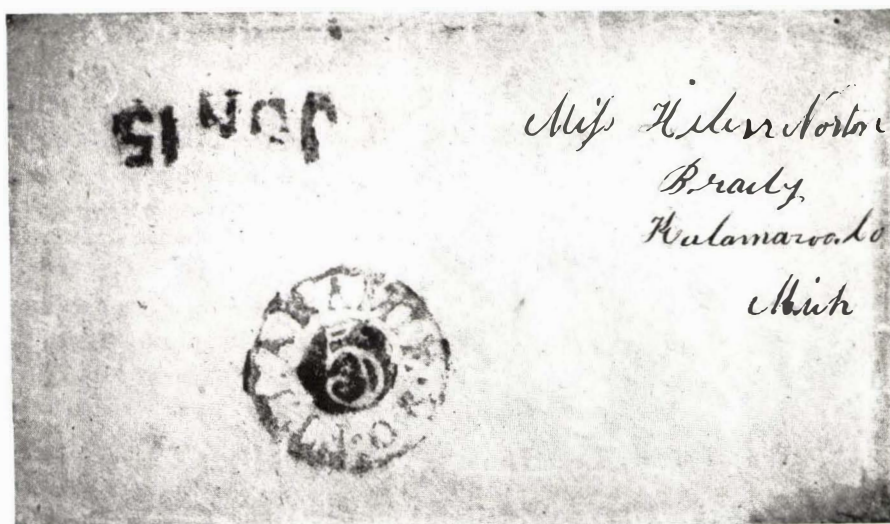


332

			USPM — Military Markings	
Wording	Shape and Size	Color	Dates of Use	Rarity Number
Texas (cont.)				
Fort Inge Texas/D	ms		1853	10
Fort Lancaster Tex/D	ms		1859	10
FORT QUITMAN/D/TEXAS.	c-33	Blue, black.	1861	8*
Unorganized Territory				
Fort Abercrombie/D Yr (This site, on west bank of Red River, was in Minn. Ter. until Minn. became state on May 11, 1858. It was then in unorganized territory until formation of Dakota Ter. March 2, 1861.)	ms		Nov. 30, 1860	9
Utah Territory				
Fort Bridger U.T./D	ms		1857-1860	7
FORT BRIDGER, U.T./DYr	sl-51x10		1858	7
FORT BRIDGER/D/U.T.	c-32½	Claret, black.	1858-1863*	6
Fort Churchill U T/D	ms		1861	8
Camp Floyd U T/D	ms		1858-1859	6
CAMP FLOYD, U.T./D	c-35		1858-1859	5
CAMP FLOYD/D/U.T.	c-26		1858-1861	4
Camp Scott U T/D	ms		1858	8



An example of the rare straight line from Fort Bridger, U. T. The townmark was printed on a press. The cover traveled the California Trail to Independence, Mo., where it entered normal mail channels for the East.



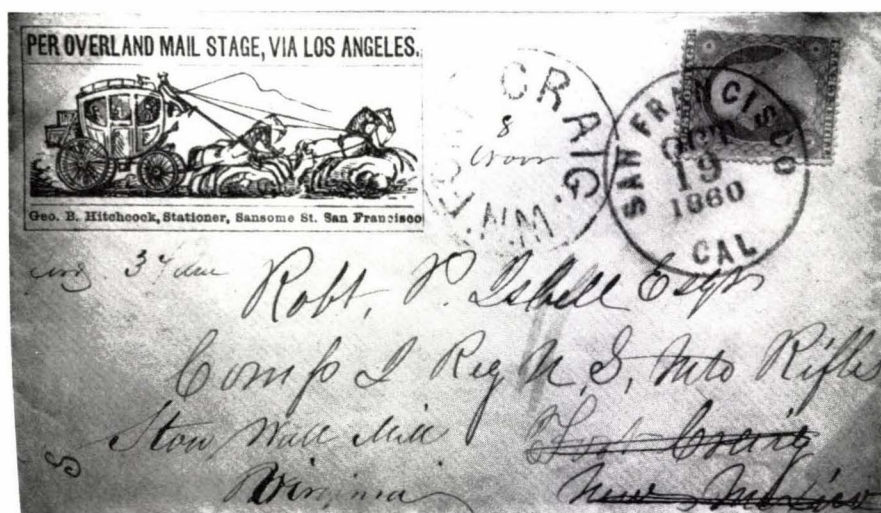
Mail carried over the Oregon-California Trail before the Butterfield contract was moved to the Central Route is very scarce. The townmark on these covers reads FT. LARAMIE.O.R. (Oregon Route). The 5 rate mark on the unpaid cover at top was separately struck in the center of the townmark. Below the townmark alone ties the 3¢ stamp.



A prepaid cover from Fort Ripley, Min., which was missent to St. Paul, and there marked "Miss & Fordw" in ms.







A spectacular western fort cover carried by Butterfield Overland mail from San Francisco to stage station at El Paso, then by military courier north to Fort Craig. From there forwarded to Virginia rated "ford 3¢ due." Whether forwarded back down Butterfield route or over Santa Fe Trail is not known.

A well traveled cover, addressed to Fort Belknap, Tex., forwarded from the adjacent Fort Washita to Waco Village, Tex. Thence to San Antonio, and finally to Sandusky, O. Army officers moved faster than the mail. Three unpaid forwarding rates total 15¢ due.



Double letter to France from Fort Defiance, N.M., Jan. 14, 1859. Whether this cover traveled the Butterfield Route or the Santa Fe Trail is not known, although over a month elapsed before it received the New York exchange marking.



## Rocky Mountain Mails and the Pony Express

### The Leavenworth & Pikes Peak Express Companies

Gold was discovered at the present site of Denver in the summer of 1858, causing a great rush to the area from the East. While post offices were established at Auraria and Coraville in January and March, 1859, no through U. S. mail service was established over the Platte River Road until August, 1860. Between 1859 and 1861 one or all of the partners of the freighting firm of Russell, Majors & Waddell, acting through two corporations and one unincorporated association, ran express service to the mines, which included carrying mail. The postmasters at the western terminals of the regular mail system (at St. Joseph, Leavenworth, and Atchison) were directed to deliver mail for this area to those express companies.

From April 18 to July 2, 1859, the express service was operated by the Leavenworth & Pikes Peak Express Company over the Smoky Hill Route (across Kansas Territory). This company was a subsidiary of Jones & Russell Company.

On July 2, 1859, the express service was moved to the Platte River Route and operated directly by the Jones & Russell Express Company. This company acquired the mail contract to Salt Lake City. At this time the U.S. mail route was extended to Julesburg for mail directed to the Colorado gold fields. The last run of this service occurred on February 23, 1860.

In order to provide the necessary financial resources to extend their services to California and to inaugurate the Pony Express, Russell,

Majors & Waddell organized the Central Overland & Pikes Peak Express Company on February 13, 1860, which bought out the predecessor company, and began service under the new name. The Jones & Russell handstamp was continued in use until receipt of the new oval markings, about June 1. New postal contracts were not awarded to the Central Overland & Pikes Peak Express Company, the Denver to Julesburg contract being awarded to E.F. Bruce in August, 1860. On March 2, 1861, a contract for overland mail service to California was awarded to the Butterfield Overland Mail Company. However, an agreement was reached by these parties whereby the Central Overland & Pikes Peak Express Company actually operated both of these services east of Salt Lake City under sub-contract. Consequently, a weekly mail service was inaugurated to Denver on August 14, 1860, though much mail continued to be carried by express.

On March 22, 1862, Ben Holladay bought the Central Overland & Pikes Peak Express Company and continued the service as the Overland Stage Line. Until September, 1860, the express charge was 25¢ per letter in addition to U.S. postage; thereafter, it was reduced to 10¢ as a result of competition with Hinckley & Company.

See "The Leavenworth and Pikes Peak Express Companies" by David T. Beals III in *Western Express*, October, 1975, pp. 3-13.

## USPM — Rocky Mountain Mails &amp; Pony Express

*Wording*

LEAV'H CITY & PIKES PEAK/  
D/EXPRESS CO.

JONES & RUSSELL'S PIKE'S  
PEAK/DENVER CITY/D/Yr/  
EXPRESS CO.

JONES & RUSSELL'S PIKE'S PEAK/  
LEAVEN'TH CITY/D/Yr/EXPRESS CO.

THE CENTRAL OVERLAND  
CALIFORNIA/& PIKE'S PEAK/  
EXPRESS COMPANY/D/S.<sup>T</sup>  
JOSEPH. MO.

THE CENTRAL OVERLAND  
CALIFORNI /& PIKES PEAK/  
EXPRESS COMPANY/D/  
DENVER CITY K.T.

Same, struck in green rather  
than black

THE CENTRAL OVERLAND  
CALIFORNIA/& PIKES PEAK/  
EXPRESS COMPANY/D/  
LEAVENWORTH CITY, K.T.

DENVER./CENTRAL./OVER<sup>D</sup>  
CAL. &/PIKESPEAK/EXPRESS

<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Dates of Use</i>
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1	c-35	7	4-30-59 to 7-2-59
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2	c-35	5	7-2-59 to 6-7-60
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2a	c-35½	10	7-25-59
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3	o-42x31	3	11-6-60 to 9-12-61
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4	o-42x31	3	6-6-60 to 5-25-61
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4	o-42x31	8	
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5	o-42x31	9	10-6-60
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6	sl-32½x34	8	March, 1860 to 5-3-60
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**Hinckley & Company**

This company was organized by C. S. Hinckley and John A. Sowers in 1860. Initially, it operated between the mountain mining camps and Denver. Later in 1860 its service was expanded to Omaha, where it connected with the

Western Stage Company and provided competing service to St. Joseph. On May 11, 1861, it was purchased by its rival, the Central Overland & Pikes Peak Express Company.

*Wording*

HINCKLEY & CO'S EXPRESS,/DYr/  
DENVER CITY.

<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Dates of Use</i>
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7	c-34	4	6-14-60 to 4-1-61
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1



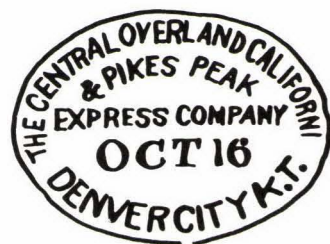
2



2a



3



4



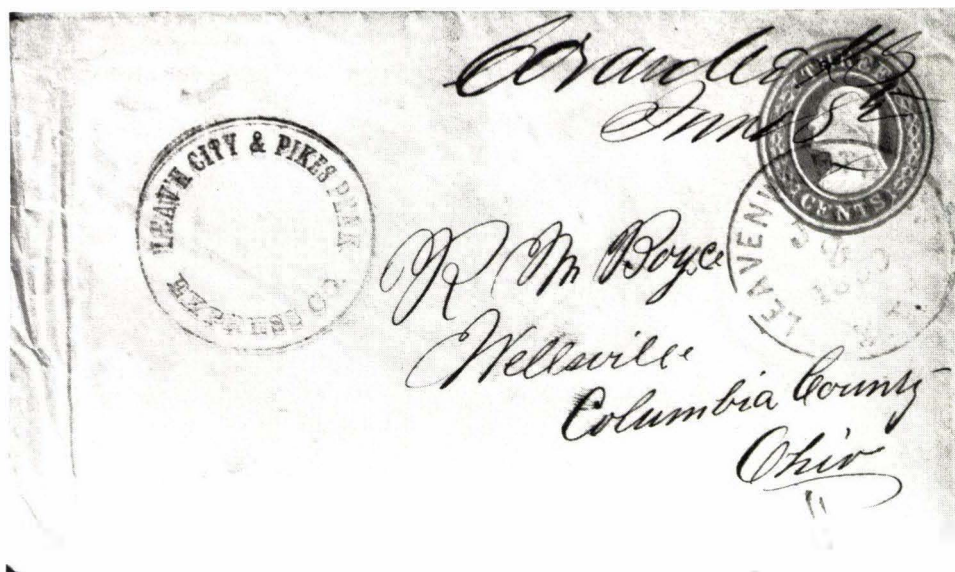
5

**DENVER.  
CENTRAL.  
OVER P. CAL. &  
PIKESPEAK  
EXPRESS**

6



7



A remarkable cover showing early mail service from the gold fields near present day Denver to the East. Mailed and postmarked in ms. at Coraville, K.T., June 8, 1859. No U.S. mail routes served Coraville, so it was handed over to the Leavenworth City & Pike's Peak Express Co., which applied its handstamp, and carried the letter over the Smoky Hill Route across Kansas Territory to Leavenworth City, where it was turned in to the post office. It was postmarked there July 2, 1859, and sent on to Ohio via normal mail channels.



## Pony Express

The great saga of the Pony Express is well known. It was operated from April 3, 1860, to November 20, 1861, by the Central Overland California & Pikes Peak Express Company.

The terminals were San Francisco and St. Joseph, Missouri. The Pony Express was not a part of the U.S. mail system, but connected with it at the eastern terminal, St. Joseph.

### Wording

PONY EXPRESS/horse/D/ST. JOSEPH.

PONY EXPRESS/horse/D/SAN FRANCISCO

PONY/THE CENTRAL OVERLAND  
CALIFORNIA/& PIKES PEAK/  
EXPRESS COMPANY/D/S<sup>T</sup> JOSEPH.  
MO./EXPRESS.

THE CENTRAL OVERLAND  
CALIFORNIA/& PIKES PEAK/  
EXPRESS COMPANY/D  
SAN FRANCISCO.CAL.

.PONY EXPRESS./D/SACRAMENTO

CALIFORNIA PONY EXPRESS/D/NEW YORK.

CALIFORNIA/PAID/PONY EXPRESS.

Tracing Number	Shape and Size	Rarity Number
8	o-49x34	5
9	o-49x34	3
10	c-o-41	4
11	o-41x31	5
12	o-36x28	6
13	o-41x29	7
14	o-40x23	8



8



9



10



11



12



13

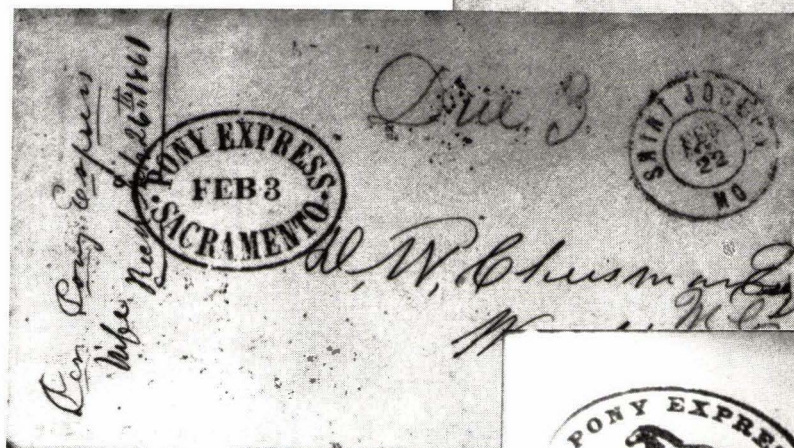
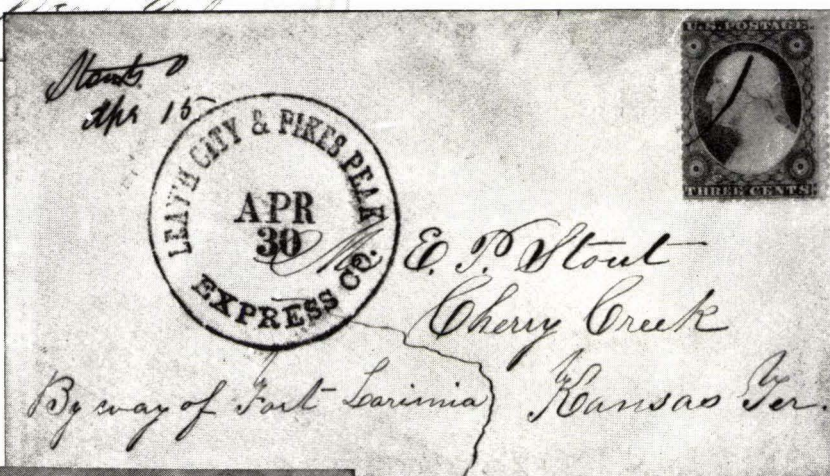


14



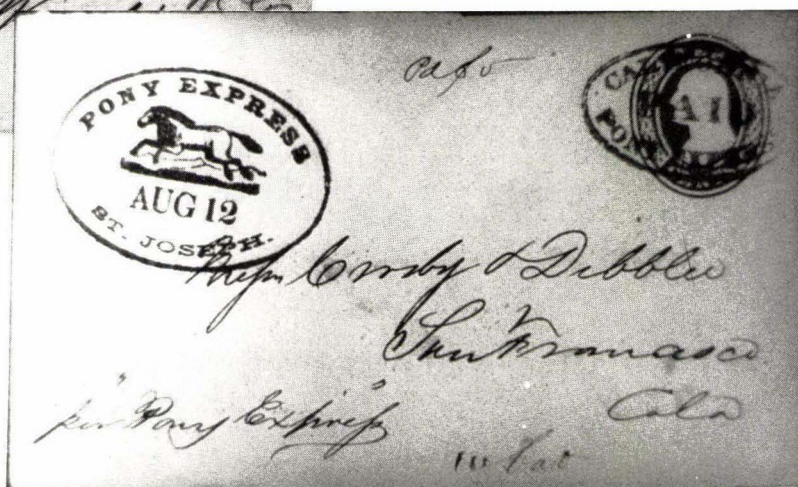
An early use of the \$2 Wells, Fargo stamp (May 4, 1861) in conjunction with San Francisco running pony handstamp. Operation of western half of route had been transferred to Wells, Fargo & Co. in April 1861. To New York.

Between April and July 1859 mail to the gold fields at Cherry Creek, K.T. (now Denver), was sent to the post office at Leavenworth City, K.T., and turned over to Leavenworth City & Pike's Peak Express Co., which carried it over the newly established Smoky Hill Route.



A 19 day winter trip by pony express from Sacramento to St. Joseph. Sacramento oval in dark blue. To Washington, D.C.

A pony express cover all the way from New York to San Francisco without entering U.S. mails. Received at company's N.Y.C. office, where clerk noted payment of \$5 express charge and cancelled stamp with CALIFORNIA/PAID/PONY EXPRESS. Carried privately by the company to its St. Joseph office and there struck running pony.

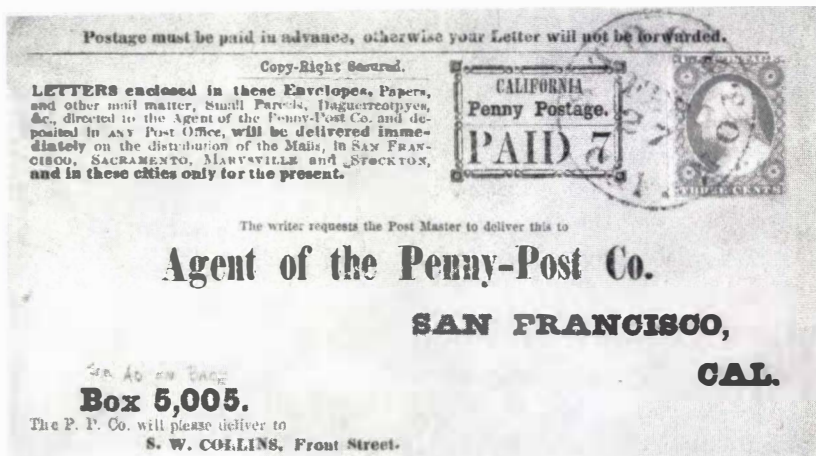
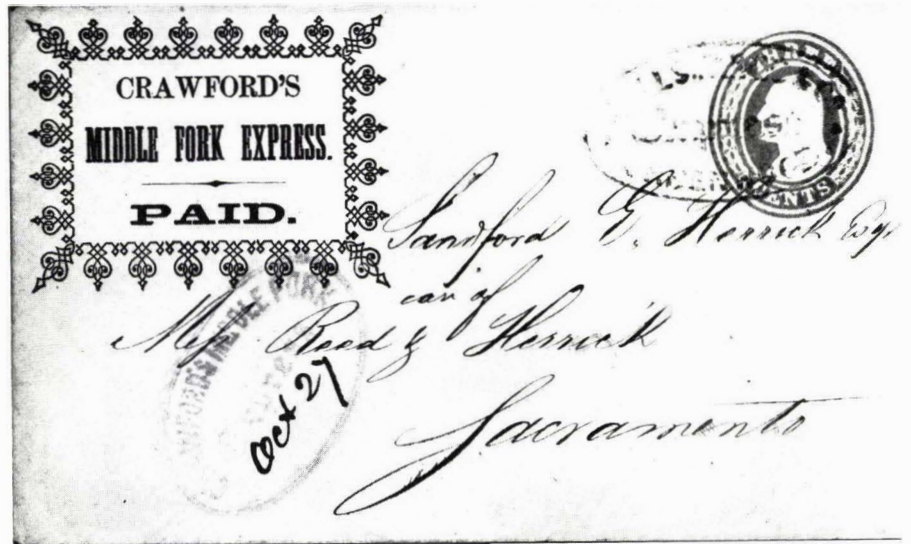






At first Hinckley & Co. carried mail only between the mining camps and Denver, where it connected with the COC & PPE line to St. Joseph. Both handstamps appear on this cover. Later in 1860 Hinckley transferred its connecting business to the Western Stage Co. The corner card (for a Miss. R. packet) was apparently carried to the gold fields by the sender.

Rare red oval of the Middle Fork Express, used in conjunction with a Wells, Fargo handstamp from Greenwood, Cal.



The Penny-Post Co. of California, like many other private expresses, served mining communities with inferior or non-existent U. S. postal service. This outer envelope from Stockton contained an enclosure for delivery by the Penny-Post, probably to the mines.



## Pacific Express Company Mail

*Tracy W. Simpson*

In the Far West during the 1850s, despite the U.S. mail-carrying monopoly, many individuals or firms carried mail between settlements and the larger post offices — or ignored the post offices entirely and delivered direct to addressee over a wide range. The Post Office Department rendered such poor service, or none at all, that enforcement of the U.S. monopoly was not then expedient. However, accepting the situation, the Act of August 31, 1852, legalized this carrying of mail by outsiders provided such mail was enclosed in sealed embossed U.S. stamped envelopes (Nesbitts) of denominations corresponding to the full U.S. postage for total distance traveled. The required Nesbitt envelopes did not appear until July, 1853, so previous to their arrival the express companies used ordinary envelopes with U.S. adhesive stamps. Adhesives were also used after the Nesbitt envelopes arrived to provide increased postage on multi-rate letters when a Nesbitt of the required denomination was not available. This latter practice was contrary to law, but no consistent effort was made to enforce the law in this respect until 1865 when high values became available. Dr. Carroll Chase estimated that express company covers with adhesive stamps are fifty to one hundred times as scarce as such covers of the Nesbitt type. "Paste-ups" of several Nesbitts were sometimes used for multiples.

A point to remember is that if an express company had a contract to carry U.S. mail it was not bound by the requirement that Nesbitt envelopes be used, but it was also illegal for it to accept an extra fee for carrying a letter. Thus, such a "contract" express carrier could accept letters

with adhesive stamps at any point on the route provided the letter was later delivered to a post office where it entered the mail in the usual way. The carrier could collect a WAY fee, if demanded, for such mid-point pick-up. Many stage lines had such mail carrying contracts, among them the Butterfield Overland line, and later the Central Overland.

### Postal Markings

The extra fee above U.S. postage on express-carried letters was first indicated by handstamps showing the name of the express company and often the town of origin, supplemented by PAID, FREE, COLLECT, etc. Such combinations are called "handstamped franks." Later, decorative labels containing similar information were printed on Nesbitt envelopes. These are called "printed franks." Some of the early handstamped franks continued in use as cancellations or origin markings on printed franks. An express "frank" is usually distinguished from a corner card by containing the word PAID as well as the name of the express company. Separate application of a PAID also qualifies the cover as a handstamped frank provided the name of the company and the town of origin are on another handstamp.

The word PAID was also singly handstamped on multiple rate letters if the sender had paid the increased express fee. Similarly, the letter was handstamped COLLECT if the sender had neglected to pay for it. In the latter case, the recipient paid the extra express fee.

Wells, Fargo & Co., the largest of the companies, also used auxiliary markings resem-

bling those of the Post Office Department; thus: those containing STEAMBOAT to designate origin on a steamboat; MESSENGER to indicate mail handed to an express messenger on his route; FREE probably to indicate express business mail, or mail that required U.S. postage but not the usual express fee.

### Scope of Listing

We are here concerned with Pacific express companies and mail between Atlantic and Pacific offices of those companies. The Rocky Mountain expresses are listed elsewhere. This listing does not include *printed* franks or covers which are not either Nesbitt envelopes or with adhesive stamps. The listing includes the hand-stamped franks, handstamped cancellations or origin marks on printed franks, as well as auxiliary express markings. Many closely similar express origin markings appear with numerous town names. A few are listed, but absence of a town from the list does not imply rarity. Each listed marking is described, but minor varia-

### USPM — Pacific Express Co. Mail

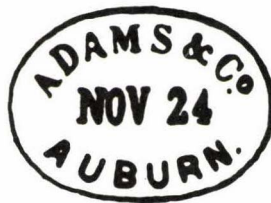
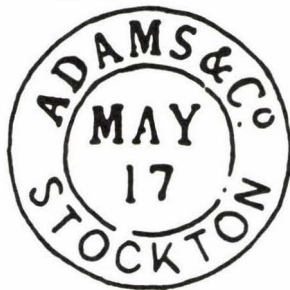
tions in the listed size are to be expected because of differences in length of town names. All listed markings were used in the period of the use of the 1851-61 issue of U.S. stamps, and the 1853 and 1860 Nesbitt issues.

See *Franks of Western Expresses* by M.C. Nathan for an extensive description and history of each of the known express companies as well as a listing of many of their markings.

*Western Express*, the official publication of the Western Cover Society, is the specialists' medium of exchange of information on these and other matters. The authoritative source of information on Wells, Fargo & Co. markings is *The Handstamps of Wells, Fargo & Co.* by John F. Leutzinger.

Other towns than those listed are to be expected; absence of listing does not imply rarity. Only typical illustrations are shown. They are identified with the list by wording, style and size. Tracing numbers are not used. If a marking is shown used at several towns, the rarity number applies to the commonest town.

Wording	Shape and Size	Rarity Number	Notes
ADAMS & C. <sup>O</sup> /D/SAN FRANCISCO	dc-36	5	Also SACRAMENTO, STOCKTON. Blue.
ADAMS & CO./SOUTHERN/ COAST EXPRESS	c-39	10	
ADAMS & C. <sup>O</sup> /D/CHINESE CAMP	o-35x25		Also AUBURN, SAN JOSE, SHASTA, SONORA. Red, blue.
Note: Many other Adams markings are known on stampless covers.			
ALTA EXPRESS/COMPANY/STOCKTON	c-27	7	Black, blue.
ALTA EXPRESS/COMPANY/ SACRAMENTO	c-38	6	
ALTA EXPRESS/-CO./-AUBURN	o-41x26	6	Also ANGELS, FOREST HILL. Black, blue.
ALTA EXPRESS/SACRAMENTO/ COMPANY	o-34x26	6	Black, red.
ALTA EXPRESS/COMPANY/ JAMESTOWN	o-39x27	6	Also OROVILLE.
ALTA EXPRESS CO./D/SAN FRANCISCO	o-37x29	6	
ANTHONY & CO. <sup>S</sup> /-PAID/-NORTHERN EXPRESS	o-?	-	
BALLOU'S/FRASER RIVER/EXPRESS/ FORT HOPE	o-46x24	10	



Wording	Shape and Size	Rarity Number	Notes
J. BAMBER & CO'S /PAID./CONTRA COSTA EXPRESS.	o-52x30	2	Red.
J. BAMBER & CO/CONTRA-COSTA/ EXPRESS/SAN FRANCISCO.	o-50x28	2	Red.
BEEKMAN'S EXPRESS/JACKSONVILLE O.T.	dlo-42x29	9	Red.
BERFORD & CO'S/PAID/EXPRESS	dlo-49x32	8	
F.W. BLAKE & CO'S/EXPRESS/ WEAVERVILLE	dlo-46x25	7	Blue.
FORWARDED BY/BROWN'S/EXPRESS	dlo-33x19	8	
BROWN'S/EXPRESS/STOCKTON	dlo-54x27	8	Also ANGELS.
COPLEY & CO'S /MINERS'/EXPRESS	dlo-38x29	9	Red.
CRAM ROGERS & CO'S /WEAVERVILLE/ EXPRESS	dlo-53x25	6	Blue.
CRAM ROGERS & CO'S /EXPRESS/YREKA	o-40x24	6	
CRAM ROGERS & CO'S/EXPRESS/SHASTA	o-51x27	6	
CRAWFORDS MIDDLE FORK/Express	dlo-42x27	10	
CROOKS'/EXPRESS/SCOTT RIVER	o-40x20	7	
EVERTS & COS./EXPRESS/FEATHER RIVER	sl-36x14	6	"Express" is in gothic letters. Blue.



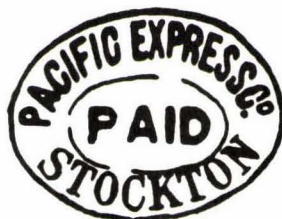
<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
EVERTS & C <sup>OS</sup> EXPRESS./MARYSVILLE/ CONNECTING WITH/ADAMS & CO.	dlo-50x31	7	Also GIBSONVILLE and FORBESTOWN.
Same as above, but without ADAMS & CO.		7	After the failure of Adams, these letters were cut from the handstamp, but traces remained.
EVERTS, DAVIS & CO'S EXPRESS/D/ ST. LOUIS	o-50x35	7	
EVERTS, DAVIS/&CO'S/EXPRESS/ ST. LOUIS	c-41	7	
EVERT SNELL & CO <sup>S</sup> /EXPRESS/ FEATHER RIVER	dlo-53x26	7	
EVERTS SNELL & CO <sup>S</sup> /EXPRESS/ FEATHER RIVER	dlo-51x28	7	
EVERTS, WILSON/&CO.'S/EXPRESS./ LaPorte	c-33	8	Also PINE GROVE, MARYSVILLE.
EVERTS WILSON & CO'S/EXPRESS/D/ ST. LOUIS	o-50x35	8	
FARGO & CO <sup>S</sup> /FEATHER RIVER/ EXPRESS	dlo-38x21	8	Blue.
FARLEY'S/EXPRESS/YOUNGS HILL	d-b-45x31	10	Green.
FORWARDED BY/FORD & CO <sup>S</sup> /EXPRESS	o-34x20	10	Dotted outline.
FREEMAN & CO./EXPRESS/ SAN FRANCISCO	o-37x28	3	Also STOCKTON, SACRAMENTO.
FREEMAN & CO'S./EXPRESS./DIAMOND SPRINGS.	o-43x25	3	Also ANGELS, COLOMA, COLUMBIA, COULTERVILLE, GRASS VALLEY, JACKSON, JAMESTOWN, LOS ANGELES, PLACERVILLE, SANTA CRUZ, SHASTA, TEHAMA, VALLECITO, WATSONVILLE, SHAWS FLAT, SAN ANDREAS, MOK HILL, VOLCANO.
FREEMAN & CO./EXPRESS/VICTORIA	o-46x24	10	
FREEMAN & CO <sup>S</sup> /D/EXPRESS.	c-28	4	
FREEMAN & CO./D/SAN FRANCISCO	o-37x28	3	
FREEMAN & CO'S./D/SAC. MESS.	o-38x30	4	Sacramento Messenger.
W <sup>TH</sup> T. GIBBS'/PAID/EXPRESS	dlo-46x27	8	
GILBERT & HEDGES/EXPRESS/ -SAN FRANCISCO-	dlo-40x26	9	Also MONTEREY.
GREATHOUSE & SLICER./YREKA/ CONNECTING WITH/WELLS FARGO & CO	b-37x22	6	Blue, black.



Wording	Shape and Size	Rarity Number	Notes
GREATHOUSE & SLICERS/Express/YREKA	o-40x23	6	"Express" is gothic.
GREENHOOD & NEWBAUER/Express/WEAVERVILLE. CAL.	dlo-49x21	3	"Express" is gothic.
GREEN'S/EXPRESS	dlo-43x24	8	
HALL & ALLENS/Express/DUTCH FLAT	o-39x19	9	"Express" is gothic.
J. HAWES & CO'S/S.F.&N.Y./EXPRESS	dc-34	8	
HAYDONS EXPRESS/PETALUMA	dlo-51x31	10	
J.W. HOAG & CO/CONTRA-COSTA/EXPRESS/SAN FRANCISCO	dlo-51x28	5	
FORWARDED/BY/HUNTER & CO'S/EXPRESS/MUD SPRINGS/CAL.	shield-37x39	7	
LANGTON'S EXPRESS/D/DOWNIEVILLE	o-37x28	3	Also MARYSVILLE.
LANGTON & BROS'S/EXPRESS/FOREST CITY	o-40x26	8	Also CAMPTONVILLE. Black, blue.
LANGTON'S/PIONEER/EXPRESS	dlo-23x17	8	

<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
LANGTON'S/PIONEER/EXPRESS/ MARYSVILLE	dlc-39	8	Also DOWNIEVILLE.
LANGTON'S/MARYSVILLE/ PIONEER EXPRESS	o-51x28 to o-48x27	4	Also SAN FRANCISCO, VIRGINIA CITY, DOWNIEVILLE, CHEROKEE.
LANGTON'S PIONEER/EXPRESS/ DOWNIEVILLE	o-37x28 to o-41x26	6	Also CAMPTONVILLE, FOREST CITY, EUREKA CITY, MOORES FLAT.
LANGTON'S/SAN JUAN/ PIONEER EXPRESS	o-33x23	5	
LANGTON'S/MONTE CRISTO/ PIONEER EXPRESS	o-40x23	8	
LANGTON'S/PIONEER EXPRESS/ MINNESOTA	sl-40x22	10	
LELAND & McCOMB'S/SOUTHERN/ EXPRESS	dlo-49x31	7	
NICHOLS & CO'S/EXPRESS/ SAN FRANCISCO	o-35x25	7	
PACIFIC EXPRESS CO/SACRAMENTO (Sometimes PAID between)	dlo-55x34	5	Also GEORGETOWN, MARYSVILLE, NEGRO HILL, PLACERVILLE, QUARTZBURG, SAN FRANCISCO.
PACIFIC EXPRESS CO/SAN FRANCISCO (Sometimes PAID between)	dlo-51x29	4	Also BENECIA, BIG OAK FLAT, DIAMOND SPRINGS, FOLSOM, GOLD HILL, MARTINEZ, MICHIGAN BAR, MICHIGAN BLUFF, MOK HILL, SAN ANDREAS, SHAW'S FLAT, SONORA, JAMESTOWN.
PACIFIC EXPRESS CO./PAID/ STOCKTON	do-36x27	3	
PACIFIC EXPRESS CO./PAID/NEVADA	o-36x27	3	Also CHINESE, COULTERVILLE, MURPHEYS.
PACIFIC EXPRESS CO./D/ SAN FRANCISCO	dc-36	4	3mm letters.
PACIFIC EXPRESS CO./D/ SAN FRANCISCO	dc-36	3	4mm letters.
PACIFIC EXPRESS CO./D/SACRAMENTO	o-36x27	3	Also AUBURN, COLUMBIA, COULTERVILLE, ELDORADO, LOS ANGELOS, MARYSVILLE, NEVADA, STOCKTON, VIRGINIA CITY, VOLCANO (39x31).
PACIFIC EXPRESS CO./D/ CHINESE CAMP	dlo-49x28	4	Also DON PEDROS BAR, MURPHEY'S, LAGRANGE.
P.E.CO.	sl-14x5	6	Precancel on 3¢ imperf.





Wording	Shape and Size	Rarity Number	Notes
PENNY POST CO./SAN FRANCISCO	c-28	9	Also SACRAMENTO. STOCKTON.
PIONEER/D/EXPRESS	o-35x27	10	
REINKINGS/COAST/EXPRESS	o-37x22	7	
RHODES & C <sup>O</sup> /EXPRESS/WEAVERVILLE	o-41x27	7	Also RED BLUFFS, SHASTA.
RHODES & LUSKS/EXPRESS/YREKA.	dlo-38x26	7	Black, blue.
RHODES & WHITNEY'S/EXPRESS/YREKA.	dlo-50x28	7	Blue.
RHODES & WHITNEY'S/EXPRESS WEAVERVILLE	dlo-40x23	7	Blue.
RITNERS/SALMON RIVER/EXPRESS	dlo-44x29	7	
W.H. ROBINSON/EXPRESS AGENT/SACRAMENTO	dlo-45x25	5	
F. RUMRILL & COS./EXPRESS/CAMPTONVILLE	dlo-31	6	
F. RUMRILL & CO'S/NORTHERN/EXPRESS/CONNECTING WITH/Wells, Fargo & Co.	dlo-34x25	6	
F. RUMRILL & CO'S/EXPRESS/DOWNIEVILLE	dlo-41x24	6	
SERVICE & ROBERTS/YUBA/EXPRESS	o-45x26	8	

<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
W.E. SINGER & CO. <sup>5</sup> /EXPRESS/ FEATHER RIVER	dlo-50x27	5	
SINGER & CO'S/FEATHER RIVER/ EXPRESS/CONNECTING WITH/WELLS, FARGO & CO.	o-48x28	5	
STEELE'S/EXPRESS/HORNITOS	dlo-49x31	10	
STILES' /-DAILY-/-EXPRESS-/NEVADA.	o-45x27	10	
STOLP'S /EXPRESS/NEVADA.	o-41x28	9	Blue, black.
SWART & CO. <sup>5</sup> /EXPRESS/OAKLAND	o-52x31	7	Blue.
SWIFT & CO'S/EXPRESS/SANTA ROSA	dlo-48x26	6	Also BODEGA, GEYSERVILLE, MENDOCINO CITY, PETALUMA.
TODD & C. <sup>0</sup> /EXPRESS	shield-16x19	8	
TRACY & COS./EXPRESS/PORTLAND	o-41x24	9	Also ALBANY, OREGON CITY, ORO FINO, WALLA WALLA.
TRACY & COS./EXPRESS/DALLIES	o-39x22	9	
Tucker's/SISKIYOU/Express	d1-b-37x20	10	"Tucker's" and "Express" in gothic.
WASHBURN'S EXPRESS/ & NEWS AGENCY/CAMPTONVILLE.	dlo-53x30	9	"& NEWS AGENCY" in label.
G.H. WINES & CO/EXPRESS/ SAN FRANCISCO	o-52x33	8	Also SACRAMENTO.

### Wells, Fargo & Co.

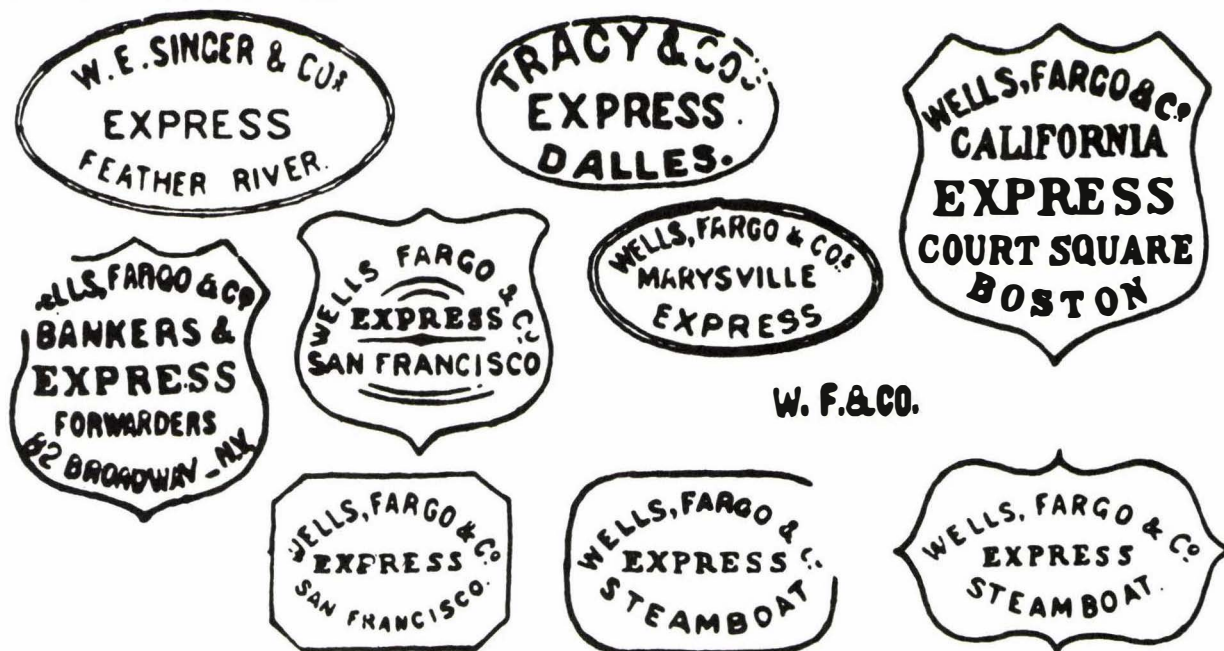
The "Group" numbers shown here are those of John F. Leutinger in *The Handstamps of Wells, Fargo & Co.* Since this schedule comprises a very small portion of that work (1851-

61), and since markings known associated only with stampless mail are not listed here, the sub-headings first adopted by Tracy W. Simpson are retained under the major group numbers.

#### Group 1

(In use prior to printed frank era. Several used thereafter as cancels.)

<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Shield</b>			
WELLS, FARGO & C. <sup>0</sup> /CALIFORNIA/ EXPRESS/COURT SQUARE/BOSTON	shield-41x45	7	
WELLS, FARGO & C. <sup>0</sup> /BANKERS &/ EXPRESS/FORWARDERS/ 82 BROADWAY-N.Y.	shield-35x37	9	
WELLS, FARGO & C. <sup>0</sup> /EXPRESS/ SAN FRANCISCO	shield-34x32	7	Blue, black.
<b>Fancy Frame</b>			
WELLS, FARGO & CO./EXPRESS/ MICHIGAN CITY	ofr-41x29	7	Red, blue.



Wording	Shape and Size	Rarity Number	Notes
Group 1 (cont.)			
Town in Center Without Date			
WELLS FARGO & CO <sup>S</sup> /MARYSVILLE/ EXPRESS	dlo-38x21	5	Also BENECIA, YANKEE JIMS. Blue, red.
Initials			
W.F. & CO.	sl-19x3	7	Blue.
"Assembly"			
WELLS FARGO & CO./PAID/ASSEMBLY	do-53x38	9	With ornaments. Red.
Rectangular			
WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ SAN FRANCISCO	b-31x23	9	Blue, red.

## Group 2

(Containing the designation "STEAMBOAT.")

WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ STEAMBOAT	b-36x24	7	Blue.
WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ STEAMBOAT	o-42x24	5	Blue.
WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ STEAMBOAT	ofr-43x26	5	Convex outline. Blue.
WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ STEAMBOAT	ofr-34x22	7	Concave outline. Blue.
WELLS, FARGO & C. <sup>O</sup> /EXPRESS/ STEAMBOAT	o-40x23	6	"Express" is gothic. Blue.



<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Groups 3 &amp; 4</b>			
("Express" in center, without date, in old German — gothic — script. Simpson's two classes: small letters 2¼-3¼ mm high; large letters 4mm.)			
<b>Small Letters</b>			
WELLS, FARGO & C <sup>o</sup> /Express/ SAN FRANCISCO	dlo-38x23; also dlo-40x22	3	Also ANGELS, BENECIA, CACHEVILLE, CHINESE CAMP, COLOMA, COLUMBIA, CRESCENT CITY, DIAMOND SPRINGS, DON PEDROS BAR, FIDDLETOWN, FOLSOM, FOREST HILL, GRASS VALLEY, HORNITOS, IOWA CITY, JAMESTOWN, KNIGHTS FERRY, LOS ANGELES, MARTINEZ, MARYSVILLE, MICHIGAN BLUFF, MOK HILL, MURPHEYS CAMP, OREGON CITY, PACHECO, PETALUMA, PLACERVILLE, RED BLUFF, SACRAMENTO, SAN ANDREAS, SANTA CRUZ, SILVER CITY UTAH, VOLCANO, VICTORIA V.I., YANKEE JIMS, YREKA.
<b>Large Letters</b>			
WELLS, FARGO & C. <sup>o</sup> /Express/ BEAR VALLEY	dlo-44x25	4	Also BIG OAK FLAT, NEVADA, ROUGH & READY, SNELLINGS, VIRGINIA CITY.

**Groups 5 & 6**

("Express" in block letters in center, without date.)

WELLS, FARGO & COS./EXPRESS/ SAN FRANCISCO	dlo-53x28	6	
WELLS, FARGO & CO <sup>s</sup> /EXPRESS/ SAN FRANCISCO	dlo-36x20	6	Red.
WELLS, FARGO & COS./EXPRESS GREENWOOD	dlo-37x20	6	
WELLS, FARGO & CO'S/EXPRESS/ PETALUMA	o-38x24	6	Blue.
WELLS, FARGO & CO <sup>s</sup> /EXPRESS/ SACRAMENTO	dlo-36x20	6	Red.
WELLS, FARGO & C <sup>o</sup> /EXPRESS/ SONOMA	o-41x24	6	Blue.
WELLS, FARGO & CO /EXPRESS RATTLESNAKE	dlo-41x26	6	Blue.
WELLS, FARGO & CO <sup>s</sup> /EXPRESS/ IOWA HILL	dlo-51x32	6	



TOO LATE.  
SACRAMENTO

COLLECT



## Wording

Shape and Size      Rarity Number

Notes

## Groups 5 &amp; 6 (cont.)

WELLS, FARGO & C <sup>o</sup> /EXPRESS/ NAPA CITY	dlo-44x24	6	Blue.
WELLS, FARGO & COS. /EXPRESS/ ROUGH & READY	dlo-38x22	6	

## Group 7

(Separate auxiliary handstamps.)

TOO LATE./SACRAMENTO.	sl-40x9	4	
TOO LATE	b-sl-33x8	4	Blue.
COLLECT	b-sl-29x7	2	
PAID	dlo-28x15	2	Blue.
PAID/THROUGH	o-39x22	8	Blue.
FREE	dlo-28x15	3	Blue.

## Group 8

("Messenger" handstamps.)

WELLS, FARGO & C <sup>os</sup> /D/SAC. MESSENGER	o-37x29	3	Blue.
WELLS, FARGO & C <sup>os</sup> /D/ PETALUMA ROUTE	o-38x26	5	
WELLS, FARGO & C <sup>os</sup> /D/ SAN JOSE ROUTE	o-38x26	4	

## Groups 11 &amp; 12

(Circles and ovals with center "Express" replaced by date.)

## Circle

WELLS, FARGO & C <sup>os</sup> EXPRESS/D/S. FR <sup>co</sup>	dc-37	3	Blue.
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## Double Oval

WELLS, FARGO & C <sup>o</sup> /D/.SAC. CITY.	do-37x28	3	Also STOCKTON, MARYSVILLE. Blue.
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<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
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## Groups 11 &amp; 12 (cont.)

## Single Oval

WELLS, FARGO & CO./D/  
SAN FRANCISCO

o-36x28

3

Note 1.

## Group 14

(Straight line handstamps.)

OROVILLE  
PLACERVILLE  
STOCKTON

8

8

8

1. This type was used at nearly all offices in the middle and late 1850s. The size varies by as much as 2mm. It was the principal marking used to denote date and origin on printed franks.



Wells Fargo Steamboat  
handstamp in fancy  
frame.



Wells Fargo Steamboat hand-  
stamp in oval on envelope of  
connecting Swift Co. Express.



## Domestic Waterways Name-of-Boat Markings

*John A. Eggen*

Domestic waterway Name-of-Boat markings are found applied by the purser or clerk aboard the vessel to letters carried by steamboats. The steel, brass or wood handstamps contained the boat's name and other words as desired by the boat's owner. A large number of these markings were applied to letters that entered the mails at New Orleans from river boats which did not have a route agent on board. Such mail was marked WAY on arrival at the post office if the boat had a contract to carry mails or STEAM or STEAMBOAT if the boat was not under such contract. Letters without WAY or STEAM markings but bearing a townmark in combination with a Name-of-Boat marking were doubtless carried aboard a steamboat and mailed as a courtesy without receipt of a way or steam fee.

The steamboats which plied the western waters prior to the Civil War were generally individually owned and operated. The emergence of the steamboat lines and companies which owned and operated several boats simultaneously did not generally occur until the post-war years. The earlier boats were akin to "tramp steamers"; they traveled the waters where business was to be found. In many cases, mail contractors hired boats by the trip. Ice in winter and low water in the summer months also dictated navigation, particularly on the smaller, shallow rivers. During their life span, these boats were often operated on several different rivers or on runs between different ports. Thus, the distinctive "Frank Lyon" marking can be found used on the Alabama River and also on the Mississippi River; later, when the vessel served as a contract mail carrier, only the route agent's

oval "Route 7309" marking was struck on her loose mail.

Letters carried aboard steamboats which bear the handstamped Name-of-Boat markings are found in the following categories of use:

### **Bills of Lading**

These were often marked B/L in manuscript. Information relating to cargo transmitted on board the same vessel required no postage to be charged provided they were unsealed. The 1852 *PL&R* contained the following Regulation, Chapter 20, page 40:

Sec. 158. Masters or managers of all other [than contract] steamboats, are required by law, under 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.

Even though Bills of Lading did not enter the postal system these covers frequently bear either a manuscript or handstamped Name-of-Boat marking. They will not be marked STEAM or WAY, nor will they bear a townmark.

### **Private Carriers**

The carriage of mail by private express was so common in the early years that an act was passed in 1845 to prohibit this practice of competing with the postal system. Continued violations prompted further legislation in 1852 to control the mail; subsequent regulations and instructions to postmasters, issued on Sept. 20, 1852, contain the following at page 15:

By the 8th section of the forgoing act [1852], the Postmaster General is authorized to provide and furnish to Postmasters, and other persons applying therefor, suitable letter envelopes with postage stamps thereon for prepayment of postage; and by the same section it is provided that letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, may be sent, conveyed, and delivered otherwise than by post or mail.

After 1852 private carriage was, therefore, officially permitted provided the letter was enclosed in a stamped envelope; however, the first Nesbitt embossed envelope was not issued until July 1, 1853. In the 1855 *PL&R*, the Regulations, Chapter XXI, page 20, are further explained:

Sec. 117. 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 violation of law, and need not be delivered to the postmaster on the arrival of the vessel.

The stamp was required to be cancelled by pen or other obliterating mark. In actual practice, adhesive stamps were also used on regular envelopes to comply with the regulations. These letters are not to be confused with letters carried "by favor" (or "politeness of") by private indi-

## USPM — Name-of-Boat Markings

viduals which were also carried out of the postal system. This was permitted by the *PL&R* (1852), Regulations, Chapter 49, page 82:

Sec. 355. This is not to prohibit the conveyance of any letter, packet, or packets, or other matter, by private hands, no compensation being tendered or received therefor in any way, or by special messenger employed only for the single particular occasion.

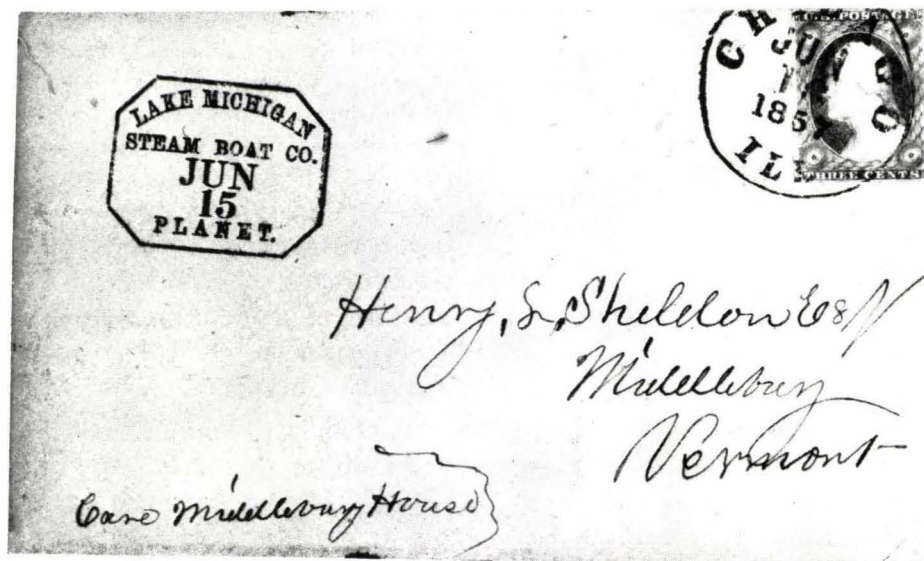
Name-of-Boat markings are often found on "private carrier" letters conveyed in accordance with Section 117 of the *PL&R* referred to above. These letters bear the proper prepaid postage even though they were carried out of the mail system.

## Non-Contract Carriers

These letters were received by the clerk aboard the boat en route between post offices. They were carried to the nearest post office and deposited in the mails. The 1852 *PL&R*, Chapter 15, page 22, states:

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



Steamboat mail from the Great Lakes other than Lake Erie is scarce. This cover was carried by the steamboat "Planet," and entered the mails at Chicago.

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. 113. The master. . . 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.

Hence, the postmaster stamped the letters STEAM or STEAMBOAT and paid 2¢ each (or 1¢ on Lake Erie) to the clerk of the vessel for his efforts. The postmaster also applied a townmark if the letter was to be delivered beyond the point of receipt.

### **Contract Carriers**

Some of the steamboats had official contracts with the Post Office Department to carry mail. These boats also received mail en route, and the clerk carried the letters to the first post office at his arrival for deposit into the mail system. The 1852 *PL&R*, Regulations, Chapter 33, page 48, states:

Sec. 200. On the letters brought by a mail carrier to be mailed, called way letters, one cent is to be charged, in addition to the usual postage, which is to be rated from the place where the carrier received the letter. It is to be marked "Way" and one cent paid to the carrier.

By January 1853, the practice of adding the way fee to a prepaid letter was abandoned. The receiving postmaster marked these letters WAY and paid the clerk of the vessel 1¢ for each loose letter received en route; this was in addition to contract amount paid to the owner of the boat. These letters often bear a townmark applied by the receiving postmaster as well as Name-of-Boat marking applied by the clerk of the boat; the townmark was struck on letters to be delivered beyond the point of receipt.

### **Route Agents**

Name-of-Boat markings used in conjunction with route agent markings are almost unknown except for the "Natchez" used in combination with "Route 7309."

### **Other**

Letters with Name-of-Boat markings are also found in combination with other official post office markings such as DROP, CARRIER, or

in the case of F.A. Dentzel, a postal agent's own marking.

The earliest handstamped Name-of-Boat marking recorded by Eugene Klein in his book *United States Waterway Packetmarks*, appeared on Lake Champlain aboard the *Franklin* in 1832. Subsequent years found the use of these markings dramatically increasing. By the 1850s large numbers of letters bore them, predominately those carried on the lower Mississippi River. Most of the letters received into the mails at New Orleans which were marked STEAM or WAY at that post office also bear a Name-of-Boat marking. Although Name-of-Boat markings were used at upriver points on the Mississippi such as Memphis, St. Louis, Louisville and Cincinnati and also on the Alabama River at Mobile, such cases are decidedly more rare. In general, it appears that most letters not carried in the locked "through mail" bags but which were received into the mails at New Orleans from steamboats not carrying route agents did bear a Name-of-Boat marking in 1852 and thereafter.

There is no conclusive evidence yet discovered or reported to indicate the exact reason for the development and use of these markings or to indicate that they have any official Post Office Department sanction.

Readers are cautioned that manuscript notations mentioning a boat are not Name-of-Boat markings, but rather routing instructions applied by the sender. Covers bearing these markings may or may not have been carried by the boat mentioned.

The ensuing list is arranged alphabetically according to the name of the boat. This presents two difficulties to one who is unfamiliar with name-of-boat markings:

1. The name of the boat is often buried in the middle of an extensive text composing the marking. For easier identification, boat names are set in bold type. They do not, of course, so appear in the marking itself.

2. The arrangement is alphabetical, beginning with the first name or initial if more than one is involved. Thus, the A. L. Shotwell is listed alphabetically under "A" rather than "S".



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color (s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
FAVOR'S EXPRESS/D/STEAMER ADMIRAL.	1	c-32		9	Coast of Maine.
ADMIRAL		sl-26x4		9	Coast of Maine.
Regular Wednesday & Saturday/PACKET/ ADVANCE,/CAPT. S. W. ABELS./FOR DEMOPOLIS, /BLADON, AND/ CULLUM'S SPRINGS.	2	f-o-50x36	Blue.	9	Alabama River.
REGULAR SATURDAY PACKET/ ADVANCE/ CAPT. S. W. ABELS/For DEMOPOLIS/&/MERRIWETHER'S LANDING	3	dlo-50x36	Blue.	7	Alabama River.
STEAMER/AFTON J. <sup>R</sup>	3a	o-43x24	Red.	9	Mississippi and Red Rivers.
STEAMER/A. FUSELIER.		o-42x26	Red.	-	Mississippi River.
STEAMER/ALECK/SCOTT/ OF/S. <sup>T</sup> LOUIS	4	dc-26 (neg)		10	Ohio and Mississippi Rivers.
REGULAR SATURDAY PACKET/ ALICE VIVIAN/CAPT. S. W. ABELS/ For DEMOPOLIS/&/MERRIWETHER'S LANDING	5	dlo-49x34	Blue.	9	Alabama and Tombigbee Rivers.
FROM STEAMER/ALICE W. GLAZE.		o-51x23	Red.	9	Red River and Bayou La Fourche.
FROM/LOUISVILLE & NEW ORLEANS PACKET/A. L. SHOTWELL/B. L. ELLIOTT, MASTER	6	o-51x35		10	
PACKET/STEAMER/AMANDA.	7	o-45x27	Blue.	4	Lower Mississippi River.
FROM STEAMER./ANNA PERRET.		dlo-54x28	Red.	7	Red River and Bayou La Fourche.
STEAMER/ANTELOPE		o-46x26	Red.	9	Mississippi and Ohio Rivers.
STEAMER/ATLANTIC		o-36x22	Red.	9	Mississippi River.
LOUISVILLE & NEW ORLEANS PACKET/STEAMER/ATLANTIC/A. McGILL Captain:/J. S. Woolfolk Clerk:		dlob-49x28	Blue.	9	Mississippi and Ohio Rivers.
STEAMER/BAYOU BELLE.		o-42x21	Red.	-	Red River.
FROM STEAMER/B. E. CLARK.		o-35x19	Blue.	9	Mississippi and Red Rivers.
STEAM BOAT/BELLA DONNA	8	o-46x19	Red.	7	Mississippi River.
PACKET/BELLE SULPHUR/ A. CARLILE MAS./ R. C. HUTCHISON CLK.	9	dlo-53x22	Red.	5	Red River.
RED RIVER PACKET/B. L. HODGE/ JOHN SMOKER MAS.	10	o-54x31		6	Red River.



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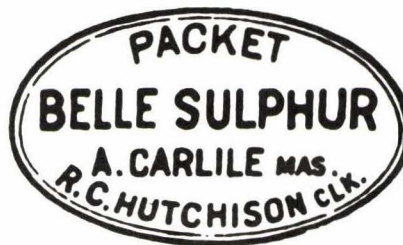
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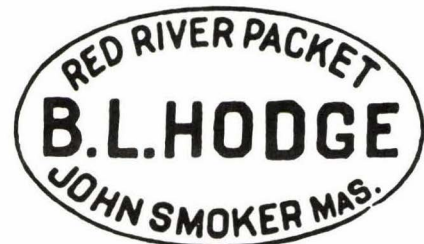
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A name-of-boat marking on the same cover with a route agent's mark is very unusual. Here the marking of the Steamer Crystal Palace appears with the route agent's LOUISVILLE & ST. LOUIS/D/S.B. The cover was handed to the route agent on board the "Crystal Palace" at St. Louis and postmarked by him April 5, 1854.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color (s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
STEAMER/BLOOMER		o-51x30	Red.	9	Mississippi and Red Rivers.
PER BLUFF CITY		sl-40x5	Red.	4	Mississippi and Ouachita Rivers.
FROM/STEAMER/BRIDE		dlo-39x24	Red.	9	Red River.
STEAMER/BRILLIANT		dlo-51x33	Red.	9	Mississippi River and Bayou Sara.
CADDO, N <sup>o</sup> 2.		sl-50x10	Red, black.	9	Red River.
RED RIVER/PACKET/CADDO N. <sup>o</sup> 2	10a	o-40x22	Red.	9	Red River.
STEAMER/CAPITOL		o-44x24	Red.	5	Mississippi River.
OUACHITA PACKET/CATAHOULA./ J. D. WALKER, MASTER.	11	o-49x32	Blue.	7	Ouachita River.
C. D. J. <sup>R</sup>	12	dlc-16	Black.	9	Bayou Sara and Mississippi Rivers.
FROM/STEAMER/CERES.		o-44x24	Red.	9	Mississippi River.
STEAMER/C. E. WATKINS		dlo-37x19	Red.	9	Lower Mississippi.
ST. LOUIS, CAIRO AND NEW ORLEANS/ RAILROAD LINE STEAMER/ CHAMPION/F. B. MOORE, Captain, DUVALL W. YOUNG, Clerk/LEAVES NEW ORLEANS FOR/CAIRO AND ST. LOUIS./D	13	oct-54x48		9	Mississippi River.
N. O. & ST. LOUIS R. R. LINE/ CHAMPION/F. B. MOORE, Capt./ DUVALL W. YOUNG, CLK		o-46x28		9	Mississippi River.
FROM/PACKET/CHANCELLOR.		dlo-42x26	Red.	7	Mississippi and Ohio Rivers.
ST. <sup>R</sup> CHANCELLOR/G. W. STEWART/ -MASTER.-		o-48x24	Blue.	9	Mississippi River.
STEAMER CHARMER/R. HOLMES,/ Clerk./Capt. W. C. WILSON		dlo-34x25	Black.	-	Yazoo and Mississippi Rivers.
CHARMER/DEW DROP. (Note: Dew Drop connected with Charmer to provide through service.)		o-35x26	Black.	7	Yazoo and Mississippi Rivers.
NEW ORLEANS/& FLORENCE/ PACKET/CHEROKEE	13a	o-37x27	Red.	9	Mississippi and Tennessee Rivers.
STEAMER/flowering rose/CHEROKEE	14	c-34	Blue.	-	Black Warrior River.
RED RIVER PACKET/STEAMER/ CHOCTAW		dlo-47x30	Red.	7	Red River.
MICH. CENTRAL R.R. LINE/TRIP—/D/ STMR. CITY OF CLEVELAND		o-50x34		9	Great Lakes.
FROM/STEAMER/CLEONA.		triple lo- 51x35	Red.	9	Mississippi and Red Rivers.





10a



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13a



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DOVE

17

Wording	Tracing Number	Shape and Size	Rarity Color(s) Number	Waterway (s)
ST. LOUIS &/NEW ORLEANS/PACKET/ COLUMBUS		o-36x25	Red. 7	Mississippi River.
FROM/STEAMER/COMET.	15	o-31x20	Red. 7	Mississippi River.
STEAMER/COMPROMISE	16	dlc-32	Red. 7	Red River.
PACKET/COMPROMISE		o-27x22	Blue. 7	Red River.
STEAMER/Nº 2/CORA.		o-30x24	Red. 9	Ouachita River.
CREOLE		sl-26x4	Black. 9	Red River.
STEAMER/CRYSTAL PALACE		o-37x28	9	Mississippi River.
STEAMER/CUBA.		dlo-44x27	Red. 7	Red River.
ATTAKAPAS PACKET./DELIA./ A. MEYNIER		o-52x35	Red. 9	Attakapas River.
ATTAKAPAS PACKET./DELIA./ E. CASTILLO		o-52x35	Red. 9	Attakapas River.
STEAMER/DOLLIE WEBB/CAPT. J.R. DAVIS		dlo-50x32	Red. 7	Mississippi River.
REGULAR PASSENGER PACKET/ DOUBLOON/W.C. HARRISON, MASTER		o-68x36	Red. 7	Red River.
DOVE	17	sl-fr-36x11	9	Ohio River.
D <sup>R</sup> BATEY.		o-27x14	Red. -	Ouachita and Mississippi Rivers.

Wording	Tracing Number	Shape and Size	USPM — Name-of-Boat Markings		Waterway (s)
			Color(s)	Rarity Number	
REGULAR OUACHITA/PASSENGER PACKET/STEAMER/ <b>DR. BUFFINGTON.</b>		o-57x24	Black, blue.	7	Ouachita River.
FROM NATCHITOCHES/PACKET/ <b>D. R. CARROLL</b>	18	o-37x20		5	Red River.
FROM STEAMER/ <b>D. R. CARROLL</b>		o-57x34	Blue.	9	Red River.
STEAMER/N. <sup>o</sup> 2/ <b>D.<sup>R</sup> FRANKLIN</b>	19	b-35x21	Red.		Ohio River.
STEAMER/ <b>D. S. STACY.</b>		dlo-45x29	Red.	7	Ouachita and Mississippi Rivers.
STEAMER/star/ <b>DUBUQUE</b>	20	dl-do-34x20	Black.	-	Mississippi River.
STEAMER <b>DUKE</b> /S. APPLGATE, MASTER		o-42x18	Black, blue.	9	Red River.
<b>DUKE</b>		sl-24x6	Blue.	9	Mississippi River.
STEAMER/ <b>ECLIPSE</b>		dlo-55x33	Red.	9	Mississippi and Ohio Rivers.
PACKET/ <b>ECLIPSE</b>	20a	dlo-40x22	Red.	9	Mississippi and Ohio Rivers.
STEAMER/ <b>ELIZA BATTLE</b>	21	beehive- 27x23	Blue.		Alabama River.
STEAMER/wreath/ <b>EL PASSO</b>	22	b-32x17	Red.		Missouri River.
STEAMER/ <b>EMPIRE PARISH</b>		dlo-55x27	Red.	9	Mississippi River.
PACKET/ <b>EMPRESS.</b>	23	dlo-48x31	Br., blk.	4	Alabama River.
ST. LOUIS & NEW ORLEANS/ Passenger Steamer/ <b>FALLS CITY</b> / H. W. SMITH, Master/LEAVES NEW ORLEANS/For ST. LOUIS/D Yr		scroll-rect- 48x37	Black.	9	Mississippi River.
STEAMER/ <b>FASHION.</b>	24	dlo-46x32	Red.	7	Red River.
PACKET/ <b>FAWN</b>		shield-28x31	Red.	9	Ohio River.
WARD'S LINE STEAMERS/D/Yr/ <b>STEAMER FORESTER</b>		c-34	Red.	9	Great Lakes.
PACKET/star/ <b>FOREST QUEEN</b>	25	o-35x26		-	
<b>FRANK LYON</b> /picture	25a	o-30x20	Red, bl.	8	Mississippi River.
FROM/STEAMER/ <b>GEM</b>		c-24	Red.	9	Mississippi River.
STEAMER/ <b>GEN<sup>l</sup> QUITMAN.</b>		o-48x27	Blue.	7	Mississippi River.
STEAMER/J. W. GOSLEE/ <b>GEO. COLLIER</b>		dlo-50x33	Red.	9	Mississippi River.
STEAMER/ <b>GIPSEY</b>		dlo-40x26	Red.	9	Mississippi River.
STEAMER <b>GIPSEY</b>		o-34x19	Red.	9	Mississippi River.
STEAMER/ <b>GLENDY BURKE</b>	26	dlo-45x28	Red.	7	Mississippi River.
REGULAR SATURDAY EVENING/ <b>COAST PACKET/GOLDEN AGE./</b> S. HENO. MASTER.		o-59x36	Blue.	7	Gulf of Mexico
St. Bt. <b>GOSSAMER</b> /Thursday at 2 o'clock		o-41x23	Black.	7	Osage and Missouri Rivers.
STEAMER/D/Yr/ <b>GRAND DUKE.</b>		c-35	Black.	9	Red River.



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20a



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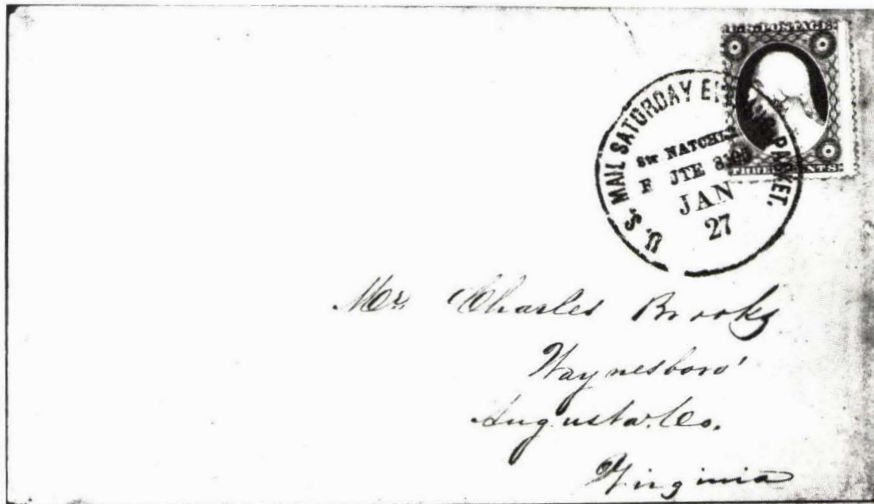
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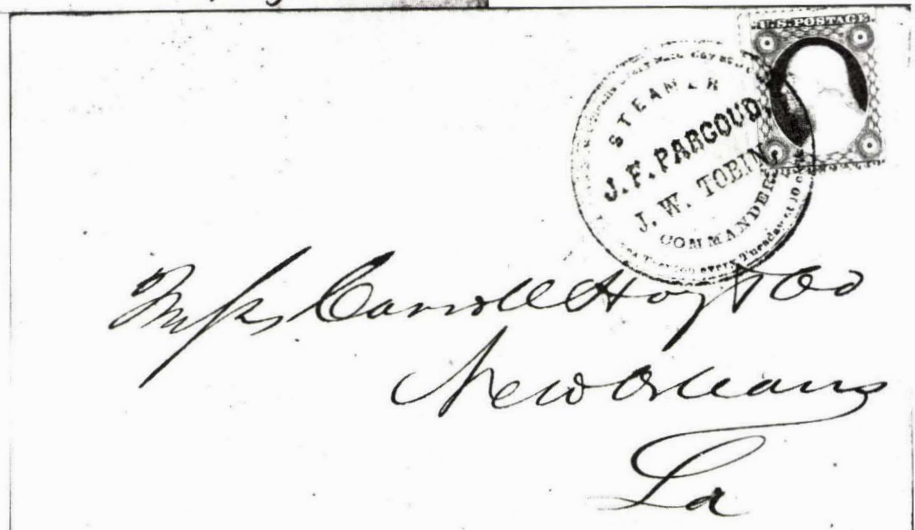


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U. S. Mail Saturday Evening Packet Str. Natchez marking tying 3¢ 1857 to cover to Virginia.

Large circular marking of the J.F. Pargoud, operating on the Mississippi River.





<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color(s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
STEAMER/ <b>GRAND REAL</b> /SAM- <sup>L</sup> APPLGATE MASTER		o-63x39	Blue.	9	Mississippi River.
FROM/STEAMER/ <b>GRENADA</b> ./ M. GWARTNEY, MASTER.		dlo-48x32	Red.	7	Mississippi River.
S. B. <b>GREY EAGLE</b> /D	27	sl-24x3		9	
NEW ORLEANS & BAYOU SARA/ FREIGHT/PACKET/ <b>GROSSE TETE</b> .	28	o-56x33½	Red.	9	Bayou Sara.
Regular Missouri River/PASSENGER Packet/ <b>HANNIBAL</b> /W. B. Haslett, Capt./ Geo. M. Haslett, Clk		shield-46x35	Black.	9	Missouri River.
FROM STEAMER/ <b>H. M. WRIGHT</b> ./ J. D. CLARKE/MASTER.		dlo-49x32	Red.	9	Mississippi River.
STEAMER/ <b>H. M. WRIGHT</b>		o-37x25	Red.	9	Mississippi River.
REGULAR PACKET/ <b>HOMER</b>		half c-41	Black.	9	Red River.
MEMPHIS & NEW ORLEANS/PACKET/ <b>H. R. W. HILL</b> /T. H. NEWELL, MASTER		dlo-43x32	Red.	9	Mississippi River.
NASHVILLE/&/NEW ORLEANS/ PACKET/ <b>H. R. W. HILL</b> /T. H. NEWELL/ MASTER	29	dlo-43x32	Red.	-	Mississippi River.
STEAMER <b>IATAN</b> /D/P.R.R.	30	dlc-35		-	
MEMPHIS & NEW ORLEANS/U.S.M./ MONDAY PACKET/ <b>INGOMAR</b> /J. D. CLARKE, COMMANDER.	31	o-58x35	Red.	9	Mississippi River.
LAKE SUPERIOR LINE/STEAMER/ <b>IRON CITY</b> /HUSSEY & McBRIDE,/ AGENTS,/ CLEVELAND,O.	32	o-50x34	Black.	7	Lake Superior.
STEAMER/scroll/ <b>ISABEL</b>	33	b-34x20	Blue.	-	Mississippi River.
FROM/LOUISVILLE & N. ORLEANS/ PASSENGER PACKET/ <b>JAMES ROBB</b> ./ J. E. MONTGOMERY/MASTER	34	shield-43x30	Red.	9	Mississippi River.
PACKET/boat/ <b>JEFFERSON</b>	35	dlo-45x28	Red.	7	Black River.
STEAMER/ <b>JENNIE GRAY</b> / CAP. <sup>T</sup> M. A. KNOX	36	stencil-r- o-126x64	Black.	-	
Leaves New Orleans every Saturday at 5 P. M. /STEAMER/ <b>J. F. PARGOUD</b> ./ J. W. TOBIN,/COMMANDER/Leaves Trenton every Tuesday at 10 o'clock		c-38	Black.	5	Mississippi River.
STEAMER/ <b>J. F. PARGOUD</b> ./J. W. TOBIN,/COMMANDER		c-?		-	Mississippi River.
FROM/STEAMER/· <b>J. M. RELF</b> .		o-46x22	Red.	9	Mississippi River.
Natchitoches and Alexandria/PACKET/ <b>JOHN D. PERRY</b> /WILLIAM KIMBALL, MASTER/M. HILLARD CLERK		o-43x17		9	

S.B. GREY EAGLE--OCTOBER 20



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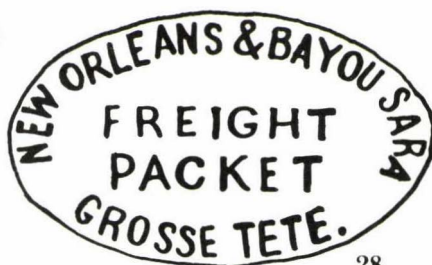
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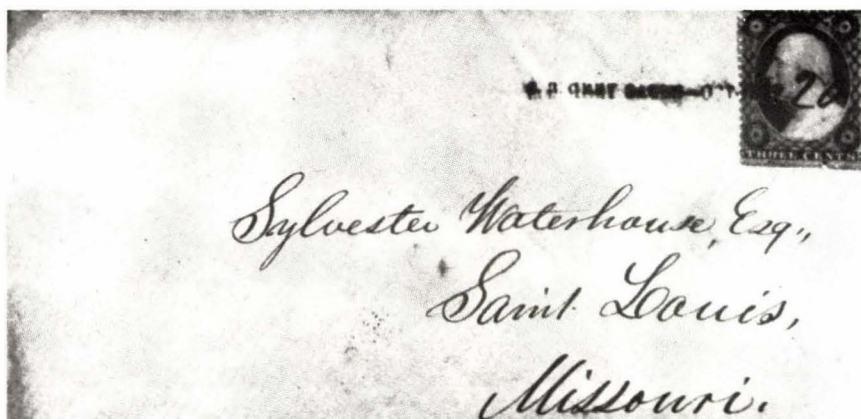


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36

Name-of-boat markings do not often embody a date. This one from "S. B. Grey Eagle" has a type-set month like many straight line townmarks. Here it was used to cancel the stamp in compliance with law governing mail carriage by non-contract boats.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color (s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
FROM STEAMER/JUDAH TOURO.	36a	dlo-53x24	Red, blue.	5	Mississippi River.
C. M. & P. MAIL LINE/S. B. RIGGS, CLK/D/KENTUCKY		c-37		10	
-Chicago, Milwaukee & Lake Superior Line -/STR. LADY ELGIN (boat)		c-49	Black.	9	Lake Superior.
STEAMER/LADY PIKE	37	b-28x16	Red.	9	
STEAMER/Latona	38	b-24x17	Red.	7	Ouachita and Mississippi Rivers.
BAYOU SARA/PACKET/ LAUREL HILL.	39	o-49x19	Red.	5	Bayou Sara and Lower Mississippi.
FROM STEAMER/LECOMTE./ C. JOHNSON, CAP. <sup>T</sup>		o-49x27	Brown, black.	7	Red River.
FROM/STEAMER/LOUISA		dlo-54x37	Red.	3	Mississippi River.
RED RIVER PASSENGER/PACKET/ LUCY HOLCOMBE/W. <sup>M</sup> D. BATEMAN. MASTER.		o-56x33	Blue, red.	9	Red River.
STEAMER/MAGNOLIA	40	leaf-45x21	Red.	9	Mississippi River.
REGULAR/PACKET/MAGNOLIA	41	o-35x18	Red.	7	Alabama River.
PACKET/MAGNOLIA		dlo-38x24	Bk., bl.	9	Mississippi River.
MARSHALL/NEY.		o-32x23	Red.	9	Mississippi River.
STEAMER/MARY BESS	42	stencil-r-o- 52x31	Black.	7	Mississippi River.
STEAMER/MARY BESS.		o-46x18	Red, blue.	7	Bayou La Fourche, Attakapas and Red Rivers.
PACKET/MARY CLIFTON.	42a	dlo-42x31	Red.	6	Mississippi River.
REGULAR VICKSBURG & BEND/ PACKET/MARY E. KEENE./W. R. RICHARDSON MASTER		o-54x31	Red.	9	Mississippi River.
S. B./MARY FOLEY		o-29x22	Red.	9	Bayou La Fourche.
MAYFLOWER	43	scroll-25x14	Blue.	7	Great Lakes.
STEAMER/MESSANGER		o-37x27	Black.	9	Mississippi River.
FROM/STEAMER/MOHAWK.	44	o-44x28	Red.	9	Mississippi River.
STEAMER/MORNING LIGHT/ CAP. <sup>T</sup> W. <sup>M</sup> DILLON.	45	dlo-50x32	Black, blue.	3	Mississippi River.
FROM/STEAMER/M. RELF.	46	o-46x22	Red.	5	Mississippi River.
-S-JA-/D/MT. VERNON		o-33x26		9	
MUSIC	47	o-38x17	Red.	7	Mississippi River.
LAFOURCHE STEAMER/MUSIC./ M. STRECK, MASTER		dlo-38x17	Red.	9	Bayou La Fourche.
U. S. MAIL SATURDAY EVENING PACKET./Str. NATCHEZ/ ROUTE 8165/D		c-34	Black.	4	Mississippi River.





36a



37



39



40



38



42



42a



41



43



44



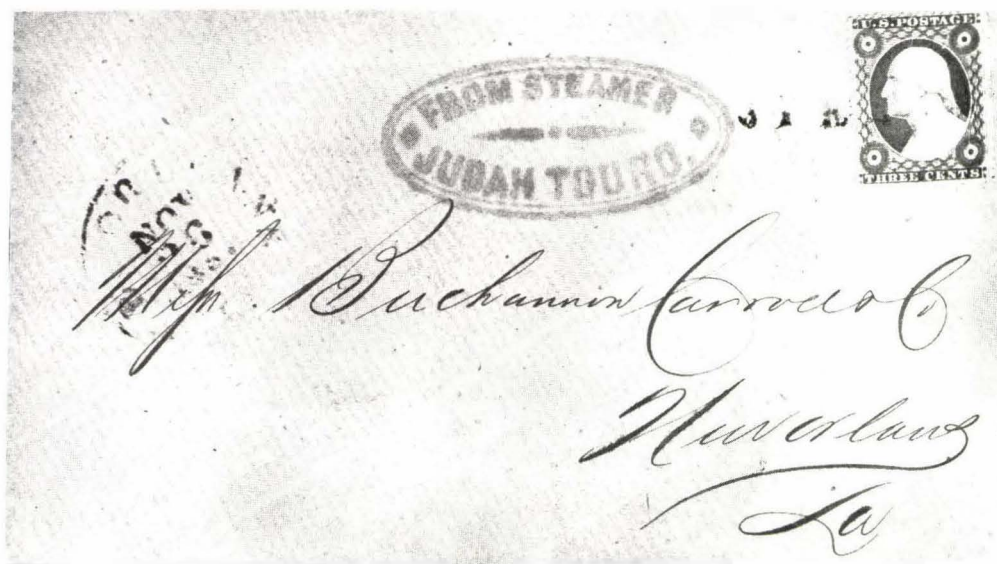
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46



47



The "Judah Touro" operated on the lower Mississippi. When handed in at the New Orleans post office, the letter was postmarked and the stamp obliterated by STEAM in black.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color(s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
U. S. MAIL/PACKET/NATCHEZ.	48	o-36x22	Black.	3	Mississippi River.
FROM/STEAMER/NATCHEZ./N. <sup>O</sup> 2.	49	o-43x26	Red.	3	Mississippi River.
MEMPHIS & NEW ORLEANS/ MONDAY/PACKET./NEBRASKA.	50	o-43x26	Blue.	7	Mississippi River.
PACKET/STEAMER/NEW LATONA.	51	dlo-43x26	Red.	7	Mississippi River.
MISSOURI RIVER/LIGHTENING EXPRESS/PASSENGER PACKET/ NEW LUCY	52	o-47x35	Blue.	9	Missouri River.
OUACHITA PACKET/LEN MOORE/ MASTER./NEW WORLD.	53	o-48x30	Red.	5	Ouachita River.
STEAMER NEW WORLD/A. P. HYATT/MASTER/J. W. MARTIN, CLERK.	54	o-47x26	Blue.	9	Mississippi River.
STR. NORTHERN LIGHT/LAKE SUPERIOR LINE./HANNA GARRETSON AND CO./ CLEVELAND O.		o-45x26	Black.	9	Lake Superior.
LAKE SUPERIOR LINE./STEAMER/ NORTH STAR/B. G. SWEET/ MASTER/CLEVELAND, O.	55	o-49x34	Black.	9	Lake Superior.
STEAMER/OPHELIA.		dlo-45x28	Red.	9	Mississippi River.
NEW ORLEANS & LOUISVILLE/ Regular Passenger Packet/PACIFIC/ Will Leave NEW ORLEANS For/ LOUISVILLE ON/day and date/ 5 o'clock P.M.		triple-l- b-52x37	Red.	7	Mississippi and Ohio Rivers.
STEAMER/PATRICK HENRY.	56	o-42x25	Black, red.	7	Mississippi River.
FROM/REGULAR FREIGHT/AND/ PASSENGER/STEAMER/PAUL JONES.	57	shield-32x34	Blue, black.	7	Mississippi River.
PACKET/P. C. WALLIS	58	dlo-46x22	Black.	9	Alabama River.
NEW ORLEANS./ALEXANDRIA &/ NATCHITOCHES/PACKET/ P. DALMAU.	59	o-48x30	Blue, green, red.	3	Red River.
STEAMER/D/Yr/PEERLESS.	60	dlc-33	Black.	7	Mississippi River.
Steamer/Perry.	61	picture one stack SB	Blue.	10	Long Island Sound.
STEAMER/PERRY.	61a	c-35	Blue, red.	6	Narragansett Bay.
STEAMER/P. F. KIMBALL	62	o-48x32	Red.	7	Red River.
STEAMER/P. F. KIMBALL.	62a	o-29x23	Red.	5	Red River.
ST. LOUIS & MEMPHIS/U.S./MAIL PACKET/PHILADELPHIA/John H. Marshall Master.		c-37	Red.	9	Mississippi River.



48



49



50



51



52



53



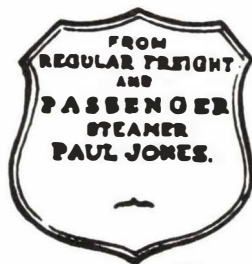
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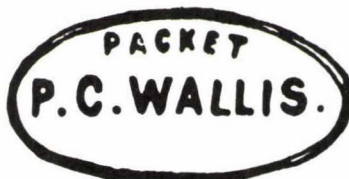
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61



61a



62a



62



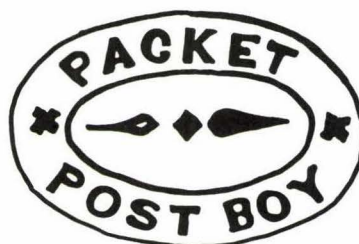
<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color(s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
STEAMBOAT/PIOTA		do-51x22	Red, Bk., bl.	7	Red River.
LAKE MICHIGAN/STEAM BOAT CO./ D/PLANET.		oct-34x26	Blue.	9	Lake Michigan.
WARD'S LINE/PORTAGE/D/Yr/ STEAMER PLANET	63	c-34	Black.	9	Lake Michigan.
FROM/STEAMER PLANTER/C. V. WELLS./MASTER.	64	c-43	Black.	9	Mississippi River.
MISSOURI RIVER/PACKET/ POLAR STAR	65	o-32x21	Blue.	-	Missouri River.
PACKET/POST BOY	66	do-47x32	Red.	-	Missouri River.
STEAMER/PRINCESS N <sup>o</sup> 3.	66a	dlo-46x30	Red.	7	Mississippi River.
BY/STEAMER/RAPIDES	67	o-47x27	Black.	8	Mississippi River.
STEAMER/RAPIDES	68	o-33½x21	Black.	5	Mississippi River.
PACKET/RED RIVER.		dlo-42x27	Red.	7	Red River.
FROM/STEAMER./RED RIVER	69	o-40x22	Red.	7	Red River.
S. B. RED WING	70	f-scroll-44x18		-	
STEAMER/REINDEER.	71	o-37x27		7	Mississippi and Ohio Rivers.
REGULAR TUESDAY PACKET/ RESCUE./Capt. H. R. JOHNSON./ For DEMOPOLIS./BLADON & CULLOMS SPRINGS.	72	o-51x30	Blue.	9	Alabama River.
FROMSTEAMER/REUB. WHITE./CAP. <sup>T</sup> J. R. ALLABAUGH./J. A. WOLF, CLERK.		o-59x31	Red.	9	Mississippi and Red Rivers.
REGULAR RED RIVER PACKET/ ROB. <sup>T</sup> WATSON./JOHN SMOKER, MASTER	73	o-55x31	Red.	9	Red River.
FROM/STEAMER/ROCKAWAY.	74	o-40x21	Red.	7	Mississippi River.
ATTAKAPAS PACKET/ROSA/ WM. GRIEG		o-50x34		9	
RED RIVER PACKET./-ROSA-		dlo-59x30	Red.	9	Red River.
STEAMER/R. W. M <sup>c</sup> RAE	74a	o-47x27	Red, brown.	4	Mississippi River.
FROM/STEAMER/R.W. POWELL.		o-48x25	Blue, red, black.	4	Red River.
BAYOU SARA & COAST PKT/SALLIE ROBINSON/E. R. GROSS, MASTER		o-53x35		9	Bayou Sara and Lower Mississippi.
FROM/STEAMER/SALLIE SPANN.	75	dlo-49x32	Red.	7	Alabama River.
STEAMER/SAM DALE.		o-42x20	Red.	9	Alabama River.
STEAMER/SARAH GORDON	76	dlo-50x35		-	
WARD'S LAKE SUPERIOR LINE/D/Yr/ STEAMER SEA BIRD	77	c-34	Black, red.	9	Lake Superior.



63



64



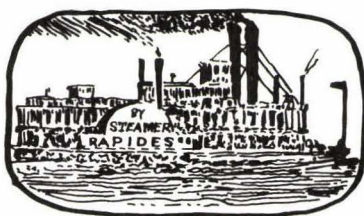
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66a



65



67



68



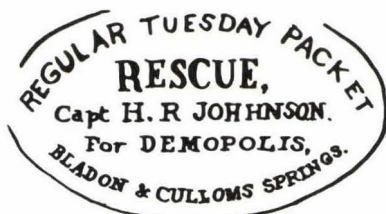
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72



73



74



74a



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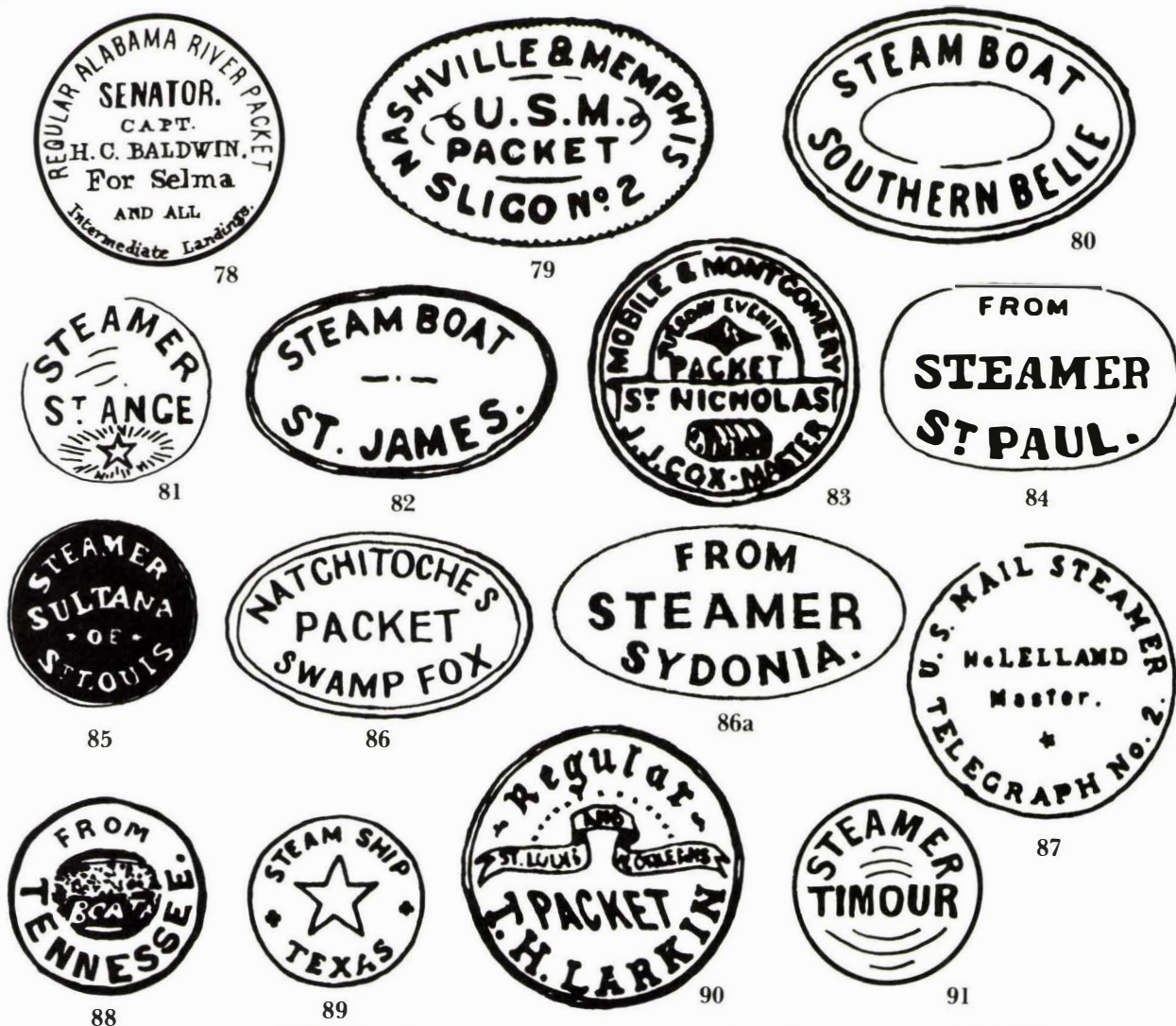
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76

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>USPM — Name-of-Boat Markings</i>		<i>Waterway (s)</i>
			<i>Color (s)</i>	<i>Rarity Number</i>	
REGULAR ALABAMA RIVER PACKET/ SENATOR./CAPT./H. C. BALDWIN./ For Selma/ AND ALL/Intermediate Landings.	78	c-35		-	Alabama River.
NASHVILLE & MEMPHIS/U.S.M./ PACKET/SLIGO NO. 2	79	o-50x33		9	Cumberland, Ohio and Mississippi R.
STEAMBOAT/SOUTHERN BELLE	80	dl-do-49x32	Blue, red.	7	Mississippi River.
INDEPENDENT/PACKET/ S. S. PRENTISS.		o-54x27		9	
STEAMER/S. <sup>T</sup> ANGE (star)	81	c-26		-	Mississippi & Missouri R.
RED RIVER/PACKET/ST. CHARLES.		dlo-45x31	Red.	7	Red River.
STEAMBOAT/ST. JAMES.	82	dlo-42x26	Red.	5	Mississippi River.
MOBILE & MONTGOMERY/TUESDAY EVENING/PACKET/S. <sup>T</sup> NICHOLAS/ J. J. COX MASTER	83	dlc-37	Blue.	9	Alabama River.
FROM/STEAMER/STORM.		dlo-48x32	Red.	7	Ouachita River.
FROM/STEAMER/ST. PAUL.	84	o-41x26	Red.	9	Mississippi River.
STEAMER/SULTANA/OF/S. <sup>1</sup> LOUIS	85	neg. dc-27	Red.	9	Mississippi River.
PACKET/SWAMP FOX		dlo-52x35	Red.	9	Red River.
NATCHITOCHES/PACKET./ SWAMP FOX	86	dlo-43x26	Red.	7	Red River.
STEAMER/S. W. DOWNS		dlo-45x30	Red.	9	Ouachita River.
FROM/STEAMER/SYDONIA.	86a	o-50x24	Red.	7	Red River.
U. S. MAIL STEAMER/McLELLAND/ Master./TELEGRAPH NO. 2.	87	c-37	Red.	7	Ohio River.
FROM/STEAM/BOAT/TENNESSEE.	88	dc-27	Red.	-	Mississippi and Cumberland Rivers.
REGULAR PACKET/STEAMER/ TEXAS		o-48x33	Red.	7	Red River.
STEAM SHIP/star/TEXAS.	89	c-24	Blue.	9	Gulf of Mexico.
STEAMER/TEXAS RANGER		dlo-53x35	Red.	5	Red River.
Regular/ST. LOUIS AND N. ORLEANS/ PACKET/T. H. LARKIN	90	dlc-40	Black.	9	Mississippi River.
FROM/STEAMER/TIGER.		o-36x26	Black.	9	Alabama River.
NEW ORLEANS & CAMDEN/PACKET/ STEAMER TIGRESS/A. P. HOPKINS, MASTER		o-63x33	Red.	7	Ouachita River.
STEAMER/TIMOUR	91	c-26	Black.	-	
NEW ORLEANS/MEMPHIS PACKET/ T. P. LEATHERS.		o-50x34	Red.	9	Mississippi River.
JOHN HUTCHING'S/STEAMER/ TRAVELLER/TRIP No. ___/ J. JOHNSTON, CLERK/LAKE SUPERIOR LINE		c-44	Black.	9	Great Lakes.





A spectacular cover from the "Sligo No. 2." Entered the mails at Memphis. Also New Orleans snow shovel and CAR. 2 carrier handstamps.



<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Color(s)</i>	<i>Rarity Number</i>	<i>Waterway (s)</i>
LAKE MICHIGAN/STEAM BOAT CO./ D/TRAVELLER.	92	b-32½x25	-	-	Great Lakes.
OUACHITA/PACKET/TRENTON.	93	o-50x30	Red.	9	Ouachita River.
REGULAR OUACHITA/PACKET/ TWILIGHT/WILL LEAVE WEDNESDAY/at 5 P.M.		o-40x25		7	Ouachita River.
STEAMER/TWILIGHT/REGULAR PACKET		o-51x28	Red.	-	Mississippi River.
N.O. ALEXANDRIA, GRAND ENCORE/ & SHREVEPORT/PACKET UNION/ C.A. CROOK MASTER		o-56x32		9	
NEW ORLEANS/VICKSBURG U.S. MAIL/PASSENGER PACKET/ VICKSBURG/J. M. WHITE, Master/ J. P. _____ Clerk		shield-35x26	Blue.	9	Mississippi River.
STEAMER/VICKSBURG	94	o-48x24	Blue.	7	Mississippi River.
FROM RED RIVER/PACKET/ W. A. ANDREW.		o-37x18	Black.	7	Red River.
SM. WAR EAGLE/D		sl-40x3	Black.	9	Mississippi River.
STEAMER/WAR EAGLE	95	o-30x20		-	Mississippi River.
FROM/STEAMER/W. A. VIOLETT	96	dlo-43x26	Red.	7	Mississippi River.
REGULAR OPELOUSAS PACKET/VIA/ ATCHAFALAYA/W. BURTON./ C. E. LOUALLIER MAS.		o-56x35	Red.	7	Atchafalaya and Red Rivers.
STEAMER/W. N. SHERMAN.		dlo-43x23	Red.	9	Mississippi River.
LOUISVILLE/AND/NEW ORLEANS/ PACKET "WOODFORD"/JAS. MATHER/MASTER		double zig- zag 46x31	Black.	9	Mississippi River.
FROM/STEAMER/W. W. FARMER.		o-48x28	Red.	5	Mississippi and Ouachita Rivers.

## Pacific Coast

(Additional data desired to complete this list. Present information inadequate to assign rarity numbers.)

CAROLINE E. FOTTE		sl-48x6
STMR. CITY OF NORFOLK		sl-57x6
BARK "FANNY MAJOR"		sl-53x5
"FRANCES PALMER"		sl-53x5
YACHT "GOLDEN GATE"		sl-56x6
PER STR ISTHMUS	97	sl-42x4
PER "RESTLESS"	98	sl-44x5
SCHOONER "VAQUERO"		sl-56x5
STEAMER/WINFIELD SCOTT		sl-50x9



92



93



94



95



96

PER ST. ISTHMUS

97

PER "RESTLESS"

98

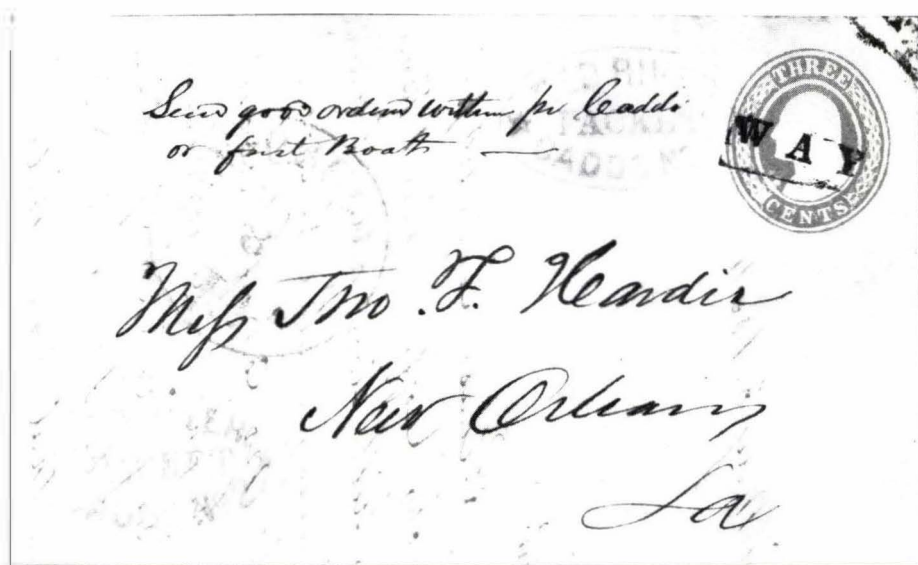


Honolulu, Oct. 16, 1854, to New York. Forwarding handstamps of G. B. Post Co. and Via Nicaragua. Carried part way by Pacific Coast steamer "Restless." Entered mails at New York.

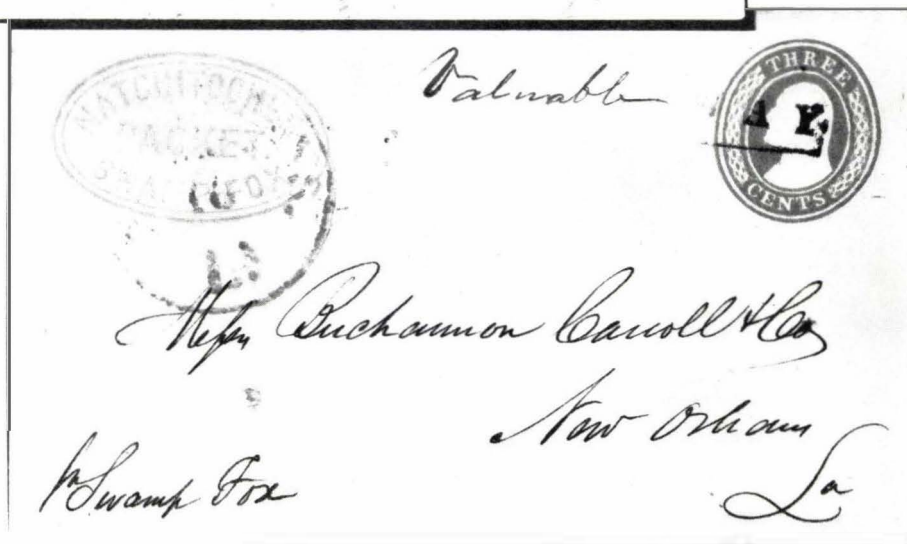


Stencil marking of steamer "Mary Bess" and New Orleans underlined WAY.





Name-of-boat handstamps of "Caddo No. 2" (above) and "Swamp Fox" (below). Both covers also show New Orleans "underlined" WAY. Underlining was actually edge of instrument.



Cover from San Francisco with route reference (Steamer Sierra Nevada) and forwarder reference (Noisy Carrier) handstamps. Prepaid at 6¢ rate (before 4/1/55). Entered mails at New York.

## Forwarding Agents

### Pacific Out-of-Mail Routes and Forwarders

This schedule includes route and forwarder references found on letters carried between San Francisco and New York by non-contract steamers that operated in competition with the U.S. mail steamships.

These letters were usually prepaid with normal postage for mail carried between these two cities, 6¢ before April 1, 1855, and 10¢ thereafter, for a single rate. They were consequently not rated as ship letters on arrival at destination.

Since letters carried out of the mails did not

enter the post office of the city of origin, any postmarks on them were applied at the opposite terminal. Letters from San Francisco will usually bear the marking STEAM/SHIP, NEW YORK SHIP, or a New York townmark. In addition, many bear the markings shown here advertising the independent route or the forwarder that delivered the letter to the steamer at San Francisco, these markings, of course, being applied at that city.



Forwarding handstamp of Noisy Carriers on cover from Sacramento, Cal. Probably mailed in April 1855, shortly after rate change and rated "Due 4" in ms.

*Wording*

<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
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**Route References**

VIA.NICARAGUA./AHEAD OF THE MAIL.S.	1	b-55x20	3
VIA NICARAGUA/AHEAD OF THE MAIL.S.	2	b-58x22	3
VIA NICARAGUA/AHEAD OF THE MAIL.S.	3	b-58x22	3
VIA. NICARAGUA/AHEAD OF THE MAIL.S.	4	sl-28½x10	9
VIA NICARAGUA/IN ADVANCE OF THE MAIL.S	5	dlo-49x28	8
NICARAGUA LINE/IN ADVANCE/OF THE MAIL.	6	o-35x25	9
STM <sup>R</sup> SIERRA NEVADA/VIA NICARAGUA/ ADVANCE OF THE MAIL.S.	7	o-49x26	6
INDEPENDENT LINE/AHEAD OF THE MAIL.S./ UNCLE SAM/-AND-/NORTH STAR./VIA. PANAMA.	8	dlo-57½x38	8
INDEPENDENT LINE/AHEAD OF THE MAIL.S./ YANKEE BLADE/-AND-/NORTH STAR./VIA. PANAMA.		dlo-58x38	10

**Forwarder References**

Private firms handled both incoming and outgoing mail for persons who moved frequently or those who preferred not to stand in line at the post office for their mail. While their

handstamps were thus applied to some local mail, this listing is restricted to mail carried over the Nicaragua or Independent Line routes. Only a few are illustrated.

*Wording*

<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>
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**Forwarder References**

FORWARDED/VIA/NICARAGUA/FROM/NOISY CARRIERS PUBLISHING HALL/SAN FRANCISCO	9	ofr-51x29	8
FROM/NOISY CARRIER'S./MAIL./77 LONG WHARF S. F. CAL.	10	b-42x24	3
FROM/NOISY CARRIER'S./MAIL./LONG WHARF S. F. CAL.		b-42x24	4
By Mail Steamer/FROM/NOISY CARRIER'S.	11	sc-34x21	10
NOISY CARRIER'S/MAIL/SAN FRANCISCO		o-46x32	8
VIA. NICARAGUA/IN ADVANCE OF THE MAIL.S/ SULLIVAN	12	dlo-51x27	8
VIA NICARAGUA/AHEAD OF THE MAIL.S/LELAND (Similar to tracing number 2 above)		b-55x23	9
NOISY CARRIERS/VIA NICARAGUA/PUBLISHING HALL. (reverse white on solid background)		51x19	10
FORWARDED/VIA/INDEPENDENT LINE/AHEAD OF EVERYTHING/FROM NOISY CARRIERS/SAN FRANCISCO	13	52x35	9
FORWARDED BY/G.B. POST & CO./SAN FRANCISCO (see note)	14	oct-40x24	4

Note: Tracing No. 6 has been seen on east to west mail.

Note: The G.B. Post markings were primarily applied to ocean mail received from sailing vessels. Few are known on stamped covers.



VIA NICARAGUA.  
AHEAD OF THE MAILS.

VIA NICARAGUA  
AHEAD OF THE MAILS.

VIA NICARAGUA  
AHEAD OF THE MAILS.

VIA NICARAGUA  
AHEAD OF THE MAILS.

VIA NICARAGUA  
IN ADVANCE OF THE MAILS

NICARAGUA LINE  
IN ADVANCE  
OF THE MAIL.

STMR. SIERRA NEVADA  
VIA NICARAGUA  
ADVANCE OF THE MAILS.

INDEPENDENT LINE  
AHEAD OF THE MAILS  
UNCLE SAM  
— AND —  
NORTH STAR.  
VIA. PANAMA.

FORWARDED  
VIA  
NICARAGUA  
FROM  
NOISY CARRIERS PUBLISHING HALL  
SAN FRANCISCO

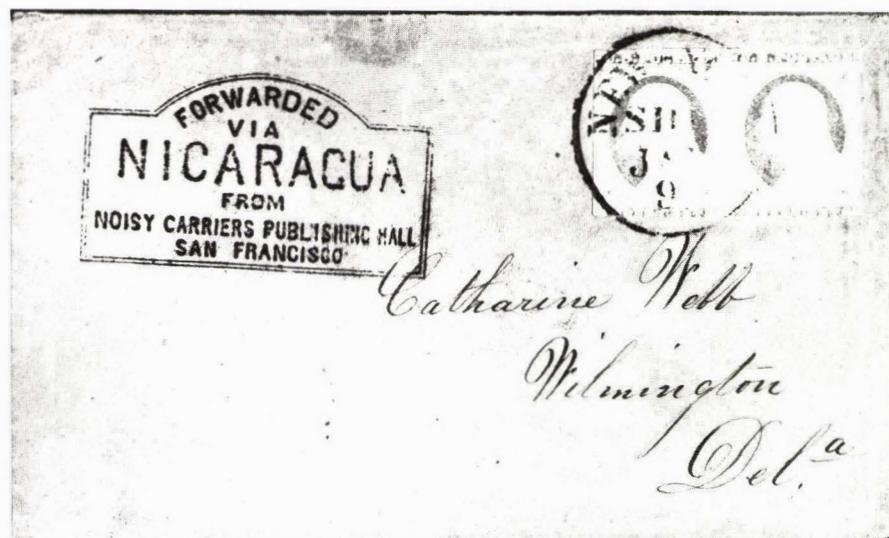
FROM  
NOISY CARRIERS.  
MAIL.  
77 LONG WHARF S.F. CAL.

VIA NICARAGUA  
— o o —  
IN ADVANCE OF THE MAILS  
SULLIVAN

By Mail Steamer  
FROM  
NOISY CARRIERS

FORWARDED  
VIA  
INDEPENDENT LINE  
AHEAD OF EVERY THING  
FROM NOISY CARRIERS  
SAN FRANCISCO.

FORWARDED BY  
G.B. POST & CO.  
SAN FRANCISCO



Noisy Carriers handstamp in blue on cover carried by non-contract steamer on Nicaragua route. Struck on arrival at New York with SHIP postmark of that office.

## Steamboat Mail Forwarding Agents

Henry A Meyer explained these markings thus: "Steamboat agents were persons or firms who represented one or more steamboats or lines at a certain river town. . . . If a shipper or citizen. . . wished to send a letter by the next passing steamer, rather than wait for the boat, he sometimes handed it to the agent or wharfboat manager and asked him to send it at the first opportunity. The agent sometimes applied his handstamp on the letter. . . ."

Letters received and forwarded in this man-

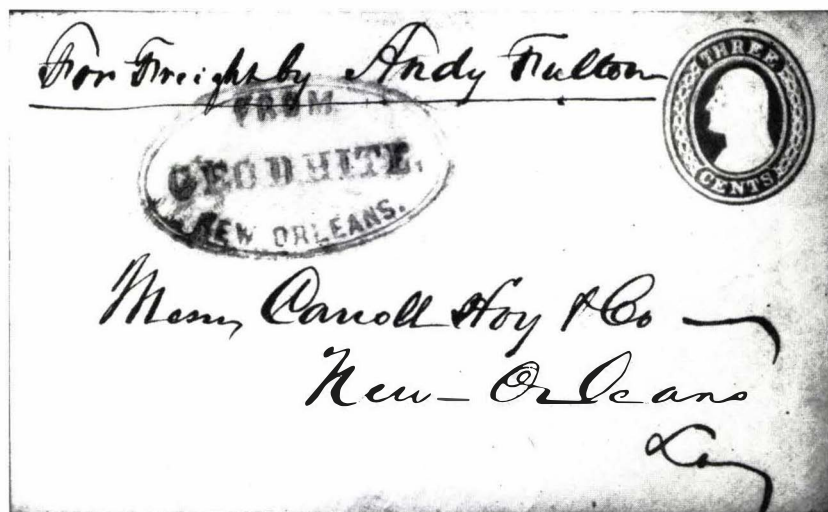
ner had to be delivered to a post office at the port of arrival if the Regulations were followed, unless they were enclosed in a Nesbitt envelope, in which case out-of-mail delivery was allowed. Notwithstanding this restriction, some letters with forwarder's markings were never placed in the U.S. mail.

The few markings known are listed without rarity numbers. They are known on Nesbitt envelopes or used with U.S. stamps.

### Wording

### Shape and Size

B. J. BUTLER, Storage, Forwarding Commission Merchant and General Steamboat Agent, Wharf Boat, Vicksburg, Miss.	not known
FORWARDED BY/FOWLER & NORTON/COMMISSION/& FORWARDING MERCHANTS/CAIRO, ILL	o-52x35
GORRISEN BROTHERS, New Orleans	not known
GEO. D. HITE & CO./STEAMBOAT AGENTS/NEW ORLEANS, LA.	dlo-53x31
FROM/GEO. D. HITE/NEW ORLEANS	dlo-55x30
I. S. MOORHEAD/STEAMBOAT/AGENT Forwarding & Commission/ MERCHANT/AGENT FOR/Baltimore & Ohio R.R./LOUISVILLE, KY	shield-53x53
FORWARDED BY/G. W. OLIVER & CO/NEW ORLEANS	not known
FORWARDED BY/O'RILEY &/MITCHELL EVANSVILLE IND.	o-r-27x19
BRUCE PUTNAM Steamboat Agent and Forwarding Merchant, 5 Front Levee	o-56x35
T. B. SMITH, Forwarding & Commission Merchant, New Orleans	not known
SNAPP & HITE/NEW ORLEANS, LA.	o-45x23



Steamboat agent's handstamp on envelope addressed to New Orleans. Probably handled outside the mails.



## Naval Forwarders

After the War of 1812, the U.S. Navy grew in size sufficiently to permit squadrons to be stationed on a more or less permanent basis in foreign waters. Their primary mission was to protect American shipping. During the 1851-1861 decade, squadrons were stationed off the coast of Africa, in the Mediterranean, in the Orient, and in the north and south Atlantic.

Mail to and from these squadrons was very uncertain, being handed to ship captains for delivery in the areas they visited. Families of naval personnel obtained access to this system by addressing their mail to the care of the U.S. Navy Department, Navy agents, or officers' clubs at navy yards.

Only three handstamps are known to have

been used by these naval forwarding agents during our time frame. In addition to these three, the private forwarding firm of G. B. Post & Co. at San Francisco (see "Pacific Out-of-mail Routes and Forwarders") also apparently forwarded mail to the Pacific Squadron. All markings shown here are known only in black.

For a more complete treatment of the subject of mail to and from U. S. squadrons in foreign waters and these interesting markings, see Richard B. Graham's "Mail to and from Ships of the United States Navy (1798-1861)," *Postal History Journal*, No. 4, Nov., 1959, and "Naval Agency Markings," *The American Philatelist*, Vol. 83, No. 2 (Feb., 1969), p. 135, by the same author.

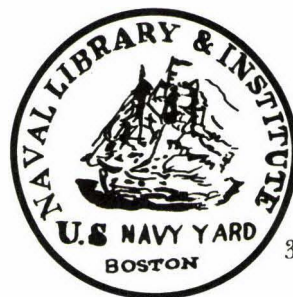
Wording	Tracing Number	Shape and Size	Rarity Number	Notes
U.S. NAVAL LYCEUM/(ship)	1	o-38x27	5	Applied at Brooklyn Navy Yard.
NAVAL/LIBRARY & INSTITUTE/U.S. NAVY YARD/BOSTON	2	o-43x31	8	Applied at Charlestown.
NAVAL LIBRARY & INSTITUTE/(ship)/U. S. NAVY YARD/BOSTON	3	c-36½	9	



1



2

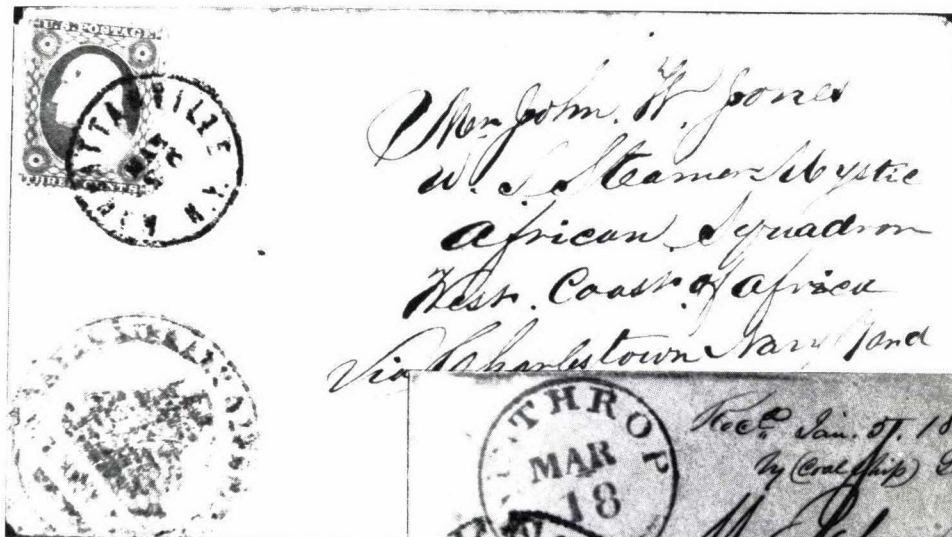


3



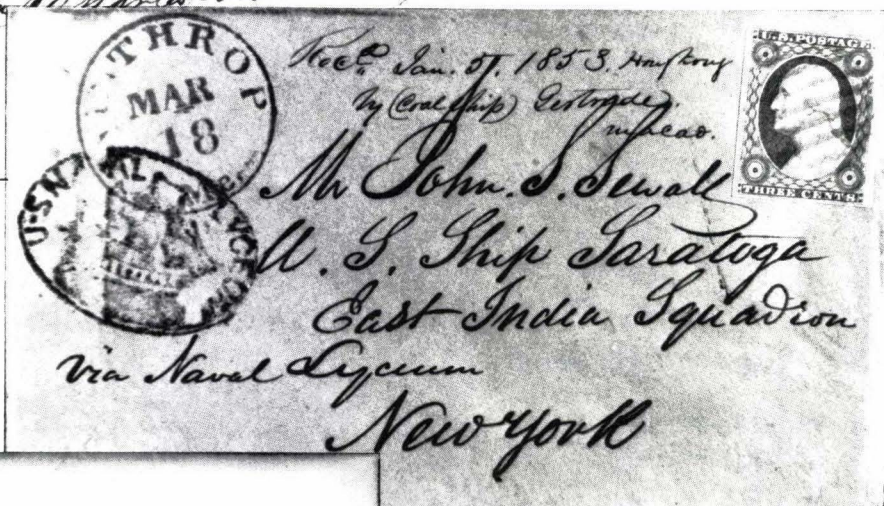
U. S. Naval Lyceum marking on a cover from Plattsburgh, N. Y., to the U. S. Frigate "St. Lawrence" of the South Atlantic Squadron, in waters off Brazil.



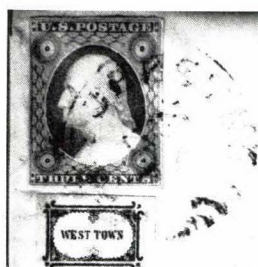


Cover from Winthrop, Me., March 18, 1852, in care of Naval Lyceum for forwarding to U. S. Ship "Saratoga" of the East Indian Squadron. Over nine months in transit.

Boston NAVAL LIBRARY & INSTITUTE marking, applied at Charlestown, Mass., Navy Yard. Addressed to U. S. Steamer "Mystic" of the African Squadron.

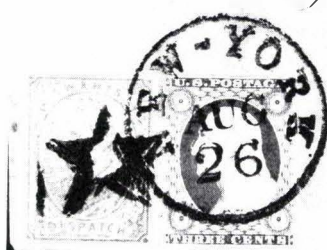


Local issued by Westtown School, Westtown, Pa., on cover to Philadelphia. Postmarked West Chester, Pa.



*Alfred C. C.*

This stamp of Swarts Dispatch Post serves as evidence of prepayment of the local carrier fee to the post office.



*Mrs Margaret L Smith*

*Thimble Corners*

*Cayuga County  
New York*

## U. S. and Local Combinations

This listing includes the use of stamps of the privately owned local posts in combination with U.S. stamps and Nesbitt envelopes. These usages represent the private enterprise side of the operations that were described in the U.S. Carrier section. Local stamps are the evidence of private carriage to the post office (and in a few instances from the post office to the addressee). This is the business which the government sought to destroy in enforcing its monopoly in carrying mail.

This schedule lists combination uses of U.S. and local stamps; it does not include the postal markings placed on a cover by the local posts. Scott's catalogue numbers are used to designate

the local stamps and the U.S. stamps of the combination. No separate listing is made of the Nesbitt envelopes used concurrently. A listing such as 20L18 and #11, 24, 26 does not imply that #11, 24 and 26 are on the same cover. A combination with a 1¢ or 10¢ stamp is scarcer than one with a 3¢ stamp, so as a means of indicating such values several rarity numbers are shown, in the order that the catalogue numbers of the U.S. stamps appear.

It is assumed that the local and the U.S. stamps are tied to the cover. The rarity number "0" indicates that a cover with U.S. stamps is no more rare than a cover with locals only.

<i>Name of Local Firm</i>	<i>Combination</i>	<i>Rarity Number(s)</i>
<b>Baltimore</b>		
One Cent Despatch	112L2 & #11	5
Grafflin's Baltimore Dispatch	73L1 & #25	7
Ricketts & Hall	127L1 & 3¢ Nesbitt	7
Wood & Co. City Dispatch	148L1 & U10	8
<b>Boston</b>		
Libby & Co's City Post	Handstamp & #11	7
<b>Brooklyn</b>		
Brooklyn City Express Post	28L3 & #11	3
Same	28L4 & #26	6
Same	28L5 & #11	6
Same	28L5 or 28L7 & #26	7
<b>Chicago</b>		
Bronson & Forbes	27L1 & #11	7
Floyd's Penny Post	68L1 & #26	3
Same	68L2 & #26	3
Moody's Penny Despatch	110L1 & #9, 11	10, 7

<i>Name of Local Firm</i>	<i>Combination</i>	<i>Rarity Number(s)</i>
<b>Cincinnati</b>		
Browne & Co.'s City Post	29L1 & #11	8
<b>Easton, Pa.</b>		
Browne's Dispatch Post Office	30L1 & #26	10
<b>Fitchburg, Mass.</b>		
Putnam's Penny Post	Handstamp & #11 (Two types, with and without "Putnam's")	6
<b>Glen Haven, N.Y.</b>		
Glen Haven Daily Mail (To Scott, Tully, or Homer, N.Y., and postmarked at these towns)	71L1 & #11	—
Same	71L2 & #11, 26	—
Same	71L3 & #11, 26	—
<b>Hartford, Conn.</b>		
Hartford Penny Post	One variety known with #26	—
<b>Newark</b>		
City Letter Express	45L1 & #11	7
<b>New York City</b>		
Bentley's Dispatch	10L1 & #26	8
Broadway Post Office	26L1 & #11	5
Boyd's City Express Post	20L7 & #11	1
Same	20L8 & #11	3
Same	20L9 & #11	3
Same	20L10 & #11	1
Same	20L11 & #15	7
Same	20L13 & #14	7
Same	20L14 & #26	5
Same	20L18 & #11, 24, 26	1, 8, 3
Chatham Square Post Office (Swarts City Dispatch Post)	136L3 & #10	1
Same	136L4 & #11, 26, 35	1, 3, 5
Same	136L6 & #10	10
Same	136L9 & #11, 14	1, 5
Same	136L10 & #11	2
Same	136L11 & #11	1
Same	136L14 & #11	0
Same	136L15 & #11	0
East River Post Office	62L1 & #11	10
Same	62L4 & #11, 26	3
Messenkope's Union Square Post Office	106L1 & #11	2
Metropolitan Errand and Carrier Express Co.	107L1 & #11	5
Metropolitan Post Office	108L4 & #26	8
Same	108L5 & #11, 26	8

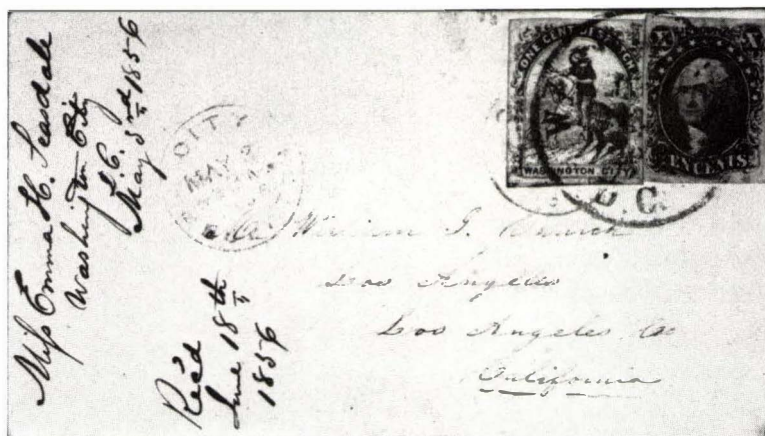


# Cincinnati to Westtown, Pa.

383

<i>Name of Local Firm</i>	<i>Combination</i>	<i>Rarity Number(s)</i>
<b>New York City (cont.)</b>		
Price's City Express	119L1 & #26	0
Russell 8th Ave Post Office	130L1 & #11	7
Third Ave Post Office	139L3 & #11	7
Union Square Post Office	141L1 & #11	5
Same	141L2 & #11	4
<b>Philadelphia</b>		
D. O. Blood & Co.	15L13 & #11	1
Same	15L14, #11, 24, 25, 26	1
Same	15L15 & #11, 26	2
Same	15L18 & #26	3
Same	15LU5 & #11	4
Same	15LU6 & #11	4
City Dispatch	41L1 & #26	5
Stait's Despatch	Handstamp & #10 (On letter from mails locally forwarded by Stait's)	6
<b>Portland Me.</b>		
Prince's Letter Dispatch	122L1 & #26	10
<b>San Francisco</b>		
California Penny Post Co. (See <i>Scott's Specialized U.S. Catalogue</i> and listing herein on Pacific Expresses.)		—
<b>St. Louis</b>		
Squier & Co.'s Letter Dispatch	132L1 & #26	7
Same	131L1 & #11	5
<b>Washington D.C.</b>		
One Cent Despatch	112L1 & #11	5
<b>Westtown, Pa.</b>		
Westtown School	145L1 & #11, 26	0

Washington City One Cent Dispatch used on 1856 cover from Washington, D. C., to Cal.

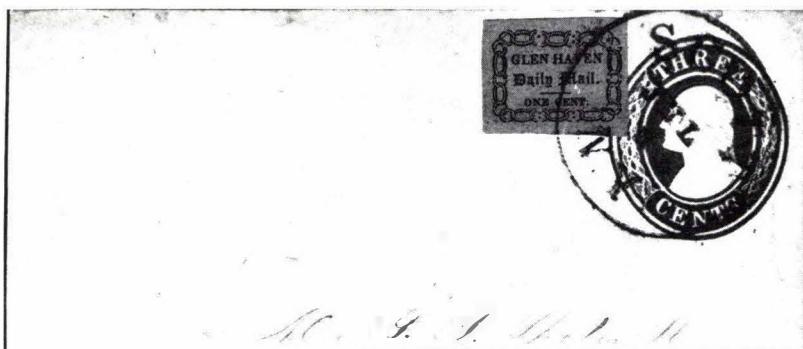




The Broad-Way Post Office local stamp paid for delivery from a pick-up point to the post office.

Handstamps of local posts are not listed in this book. This cover, bearing the only recorded example of Amity Dispatch Post, illustrates the type of handstamp used by independent posts in place of adhesive stamps.

*Mr. Fredk. W. Scriba  
Constantine  
N.Y.*



The Glen Haven Daily Mail stamp, on a cover entering the post office at Scott, N.Y.

Blood's local used on advertising cover of heater manufacturer.



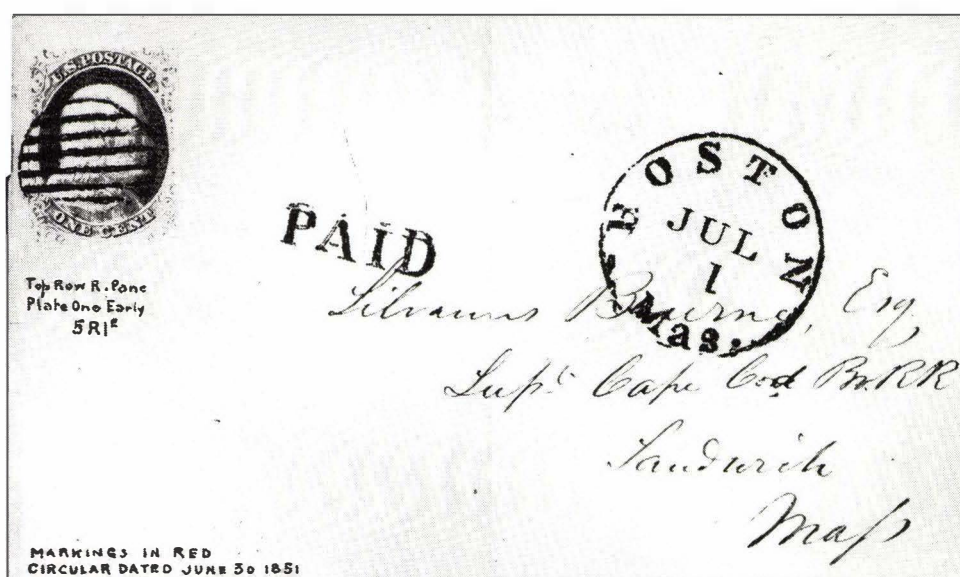
## Earliest Uses

### First Day Covers

#### 1¢ 1851

First day covers (July 1, 1851) bearing the 1¢ stamp (from Plate 1 Early) are known from:

Boston Mass.  
New York, N.Y.



First day use of the 1¢ stamp from Boston, Mass. One of two first day covers known with a JUL 1 postmark.

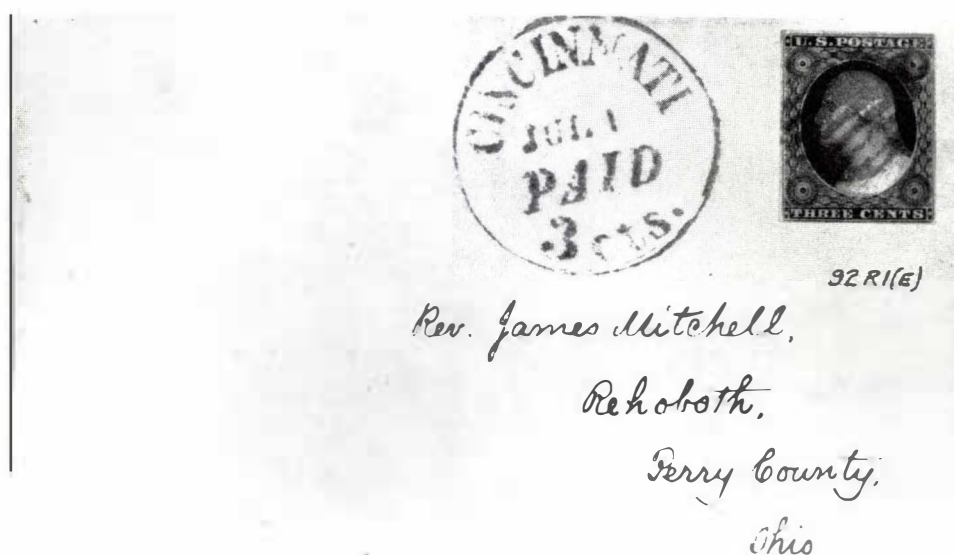
#### 3¢ 1851

First day covers (July 1, 1851) bearing the 3¢ stamp (from Plate 1 Early) are known from:

Baltimore, Md.  
Boston, Mass.  
Chicago, Ill,  
Chillicothe, O.  
Cincinnati, O.  
Clappville, Mass.  
Cumberland, Md.  
Geneva, N.Y.

Hartford, Conn.  
Lancaster, Pa.  
Lowell, Mass.  
Mobile, Ala.  
New Bedford, Mass.  
New London, Conn.  
Philadelphia, Pa.  
Louisville & Cincinnati Mail Line  
South Wilbraham, Mass.





First day covers of the 3¢ stamp are known from 15 cities and one route agent. This example from Cincinnati shows the townmark designed for letters prepaid in cash.

## 12¢ 1851

Although the 12¢ stamp from Plate I was one of the three denominations officially issued on

July 1, 1851, no first day cover bearing that value has come to the attention of the compiler.

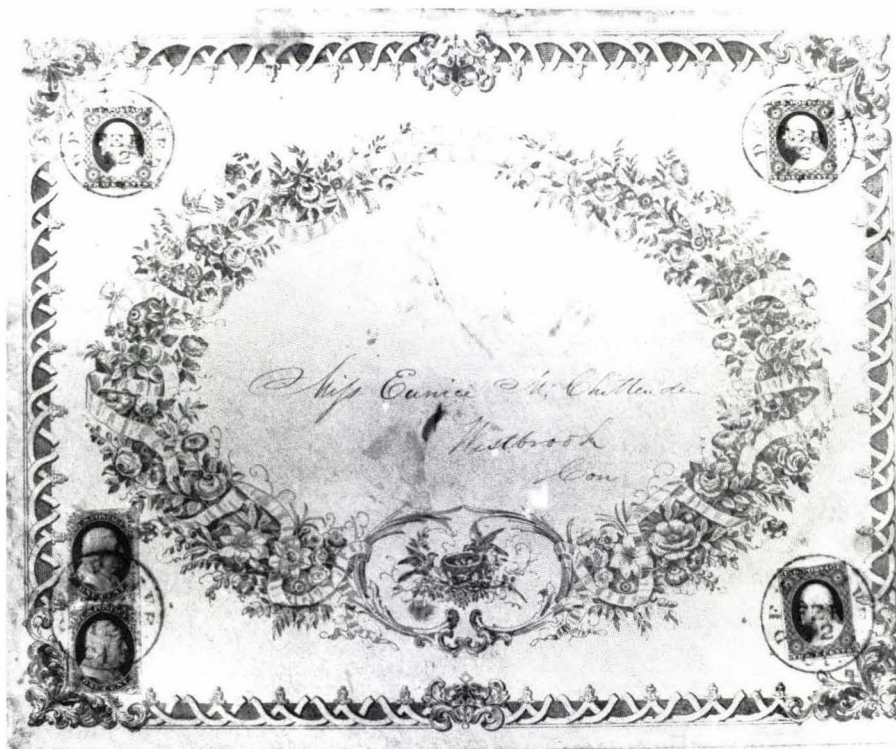
## Earliest Use of Adhesive Stamps

### Earliest Recorded Dates of Use of Each Plate Producing Postage Stamps in 1851-61 Period

<i>Plate Number</i>	<i>Imperforate or Perforated</i>	<i>Earliest Recorded Date</i>
<b>1¢</b>		
1 Early	Imperforate	July 1, 1851
1 Late	Imperforate	June 8, 1852
1 Late	Perforated	July 25, 1857
2	Imperforate	December 5, 1855
2	Perforated	July 25, 1857
3	Imperforate	May 6, 1856
4	Imperforate	April 19, 1857
4	Perforated	July 26, 1857
5	Perforated	January 2, 1858
7	Perforated	December 30, 1857
8	Perforated	November 17, 1857
9	Perforated	September 18, 1859
10	Perforated	June 14, 1860
11	Perforated	January 12, 1861
12	Perforated	January 25, 1861

<i>Plate Number</i>	<i>Imperforate or Perforated</i>	<i>Earliest Recorded Date</i>
<b>3¢</b>		
1 Early	Imperforate	July 1, 1851
1 Intermediate	Imperforate	July 12, 1851
1 Late	Imperforate	October 4, 1851
2 Early	Imperforate	July 23, 1851
2 Late	Imperforate	January 12, 1852
2 Late	Perforated	July 21, 1857
0	Imperforate	September 8, 1851
3	Imperforate	January 15, 1852
3	Perforated	July 16, 1857
4	Imperforate	March 31, 1855
4	Perforated	August 17, 1857
5 Early	Imperforate	July 19, 1851
5 Late	Imperforate	September 3, 1855
5 Late	Perforated	August 19, 1857
6	Imperforate	February 18, 1856
6	Perforated	May 12, 1857
7	Imperforate	February 13, 1856
7	Perforated	February 19, 1857
8	Imperforate	April 14, 1856
8	Perforated	July 25, 1857
9 Early	Perforated	September 15, 1857
9 Late	Perforated	January 22, 1859
10 Early	Perforated	July 11, 1857
10 Intermediate	Perforated	May 17, 1858
10 Late	Perforated	January 3, 1859
11 Early	Perforated	July 29, 1857
11 Intermediate	Perforated	July 8, 1858
11 Late	Perforated	December 21, 1858
12	Perforated	February 18, 1858
13	Perforated	Unknown
14	Perforated	March 20, 1858
15	Perforated	October 30, 1857
16	Perforated	October 28, 1857
17	Perforated	Unknown
18	Perforated	November 19, 1857
19	Perforated	January 26, 1858
20	Perforated	December 15, 1858
21	Perforated	January 18, 1859
22	Perforated	May 11, 1859
23	Perforated	July 7, 1859
24	Perforated	August 22, 1859
25	Perforated	July 26, 1859
26	Perforated	January 21, 1860
27	Perforated	September 2, 1859
28	Perforated	July 18, 1860

<i>Plate Number</i>	<i>Imperforate or Perforated</i>		<i>Earliest Recorded Date</i>
		5¢	
1	Imperforate		March 24, 1856
1	Perforated		August 23, 1857
2	Perforated		May 8, 1861
		10¢	
1	Imperforate		May 12, 1855
1	Perforated		July 27, 1857
2	Perforated		May 27, 1859
		12¢	
1	Imperforate		August 4, 1851
1	Perforated		July 30, 1857
3	Perforated		June 1, 1860
		24¢	
1	Perforated		July 7, 1860
		30¢	
1	Perforated		August 8, 1860
		90¢	
1	Perforated		September 11, 1860



A spectacular valentine, more so because of the stamps franking it. The vertical pair of 1¢ is positions 7-17R1<sup>E</sup>, the top stamp the rare Type I. An additional 1¢ to seal the back flap made up the full quadruple rate. Postmarked Deep River, Conn.



## The Civil War

*Richard B. Graham*

The Civil War commenced with the firing upon Fort Sumter, in the harbor of Charleston, S. C., on April 20, 1861. The 1851-1861 issue of U. S. postage stamps, by which the limits of this book are measured, was then still in use. The contract with Toppan, Carpenter & Co. for printing these stamps expired on June 10, 1861. Although the government had published advertisements for a new contract in March, 1861, it was not until August that the first examples of the new designs under the National Bank Note Company contract began to appear; full distribution of the new stamps was not complete until about the end of 1861. Thus, from August to early winter in 1861, both the old and new issues of postage stamps were being used in different parts of the North. In the South, the Confederate Post Office Department had taken over handling the mails by the time the new Federal stamps were first distributed. Therefore, for the purposes of listing markings in this book, the Southern states which had joined the Confederacy are dropped as of June 1, 1861, except to the extent that the Toppan, Carpenter stamps were attempted to be used in Southern towns after they were reoccupied by Federal troops. The listings terminate for Northern towns as they were supplied with the new stamps.

During this transition period, the 1851-61 stamps may be found in some very unusual usages, many of which are not easily explained. These will be categorized and taken in turn, but all stem from the secession of various Southern states from the Union; the assumption by the Confederate States of the mail service in these Southern states on June 1, 1861 (and the suspen-

sion of such service by the United States Post Office Department a day earlier); and the final ban on communications between the North and South by the Federals in August. From June 1 to mid-August the express companies did a booming business, though the covers from their operations are scarce and are not easy to identify or analyze. Covers marked SOUTH<sup>N</sup> LETTER/UNPAID at Louisville resulted from the express operations.

Federal military operations led to several interesting uses of the 1851-61 stamps and postal stationery. These include camp markings, occupation uses from Federal post offices in the seceded states, the very unusual "Free for the (7th) Regiment" markings on postal stationery applied by the Adams Express Company on covers addressed to troops in the Washington-Baltimore area, and the "G.B.D." markings on covers from Federal military units at the head of the Shenandoah Valley. These latter are sometimes considered to be our first "A.P.O." markings.

Allied, but not subject to categorization, are the uses of 1851-61 stamps on patriotic covers, both Union and Confederate. While these are not within the scope of a book on postal markings, a few are illustrated here because they do bear markings of interest or because they exhibit interesting aspects of the beginning of the War.

The simultaneous withdrawal and demone-  
tization of the 1851-61 stamps and postal stationery with their replacement by the new 1861 issues complete the story.

## Discontinuance of Federal Mails in the Confederate States

For a time, the United States continued to operate the mail system in Southern states after they had seceded from the Union, and even after the Confederate States of America was organized. As a result, during this limited period of time, United States stamps may be found used in several "foreign countries." From date of secession to date of admission to the Confederacy, such covers are known as "Independent State" uses; thereafter they are known as "Confederate" uses. Not all of the Confederate states had covers from both classifications, and one, Tennessee, has few from the first and none from the other, since it did not secede prior to the suspension of the Federal mail service in the rest of the seceded states.

The Confederate States Post Office Department assumed control of the mails in all of the then states of the Confederacy on June 1, 1861, Federal service being suspended at the same time by a notice from Postmaster General Montgomery Blair dated May 27, 1861. The notice stated that such service was suspended in the states of Virginia (except for Western Virginia, not specifically defined), North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas, ". . . from and after the 31st instant."

Tennessee did not secede until June 8, 1861, and did not formally join the Confederacy until July 3. Federal mail service was suspended in Middle and West Tennessee on June 10, 1861.

The dates of secession and of joining the Confederacy of the various rebellious states are the criteria for identification of covers of the Independent State and Confederate use of U. S. stamps, the date of the postmark being the key factor. Included with this section is a table showing those dates. The Provisional Government of the Confederate States was formed on February 4, 1861, at Mobile, Alabama, a date considered to be the beginning of the Confederacy. Although both Kentucky and Missouri were admitted to the Confederacy, the Confed-

## *Dates of Secession and Admission to the Confederacy*

<i>State</i>	<i>Secession Date</i>	<i>Date Admitted to Confederacy</i>
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
Kentucky	Nov. 18, 1861*	Dec. 9, 1861
Louisiana	Jan. 26, 1861	Feb. 4, 1861
Mississippi	Jan. 9, 1861	Feb. 4, 1861
Missouri	Oct. 28, 1861**	Nov. 28, 1861
North Carolina	May 20, 1861	May 27, 1861
South Carolina	Dec. 20, 1860	Feb. 4, 1861
Tennessee	June 8, 1861	July 2, 1861
Texas	Feb. 1, 1861	Mar. 6, 1861
Virginia	April 17, 1861	May 7, 1861

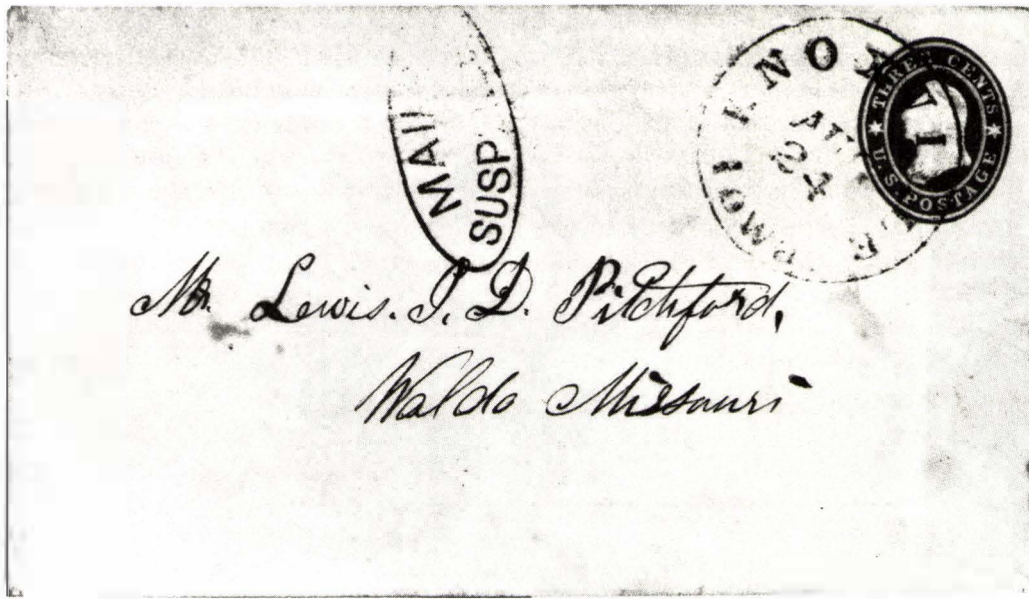
\* Ordinance of Secession passed by a "Sovereignty Convention" representing 65 counties. The state legislature refused to pass such an ordinance.

\*\* Passed by a special session of the state legislature, consisting only of the Southern sympathizers in that body. There is some doubt as to whether a quorum was present.

erate governments of those states were never really in effective operation, so that neither Independent State use nor Confederate use of U. S. stamps has been collected as a valid category from those two states.

In identifying covers of these two uses, the year date must be firmly established as being 1861 (except in the case of South Carolina, which seceded on December 20, 1860). A few townmarks did contain year date slugs, which is the nicest cover of this kind to own. However, valid docketing (beware of faked docketing) or dated enclosed letters are also acceptable evidence of dates.

A very few covers may exist bearing 1857 stamps and the marking **MAILS SUSPENDED** in one form or another. These markings are well known on covers bearing stamps of the 1861 issue, although they are not common. The original order suspending postal services in the seceded states directed that all letters for those states be sent to the Dead Letter Office. The **MAILS SUSPENDED** marking was applied at the Dead Letter Office in Washington and not at the town where the letter originated. There,



Oval **MAILS SUSPENDED** on a star die envelope from Knoxville, Iowa, Aug. 24, 1861, addressed to Missouri.

according to the PMG Report of December, 1862, "Forty-six thousand, six hundred and ninety-seven (46,697) letters, written in the loyal States and directed to States under insurrectionary control. . .when susceptible of restoration, were stamped *mails suspended* and returned to the writers." The same statement was made about 21,000 additional letters in the following annual report.

### **Express Company Mails Between North and South**

From June 1, 1861, until late August, when the Federal government banned all North-South communications, the express companies flourished by carrying mails across the lines. Most known covers show only a part of the service, separate covers often having been used to enclose the letter and the express fee to the express office. These outer wrappers were discarded upon receipt at the express office. In the northern States, express mails were carried in stamped envelopes in accordance with the *P L & R*.

Since many of the northern express company markings used in this traffic are of the same family style found on other express covers that were not carried across the lines (particularly

those of Adams Express Company), they are, standing alone, not proof of the usage discussed here. The accompanying tracings of markings applied by Adams Express Company are representative of a large and varied field.

At least three companies operated from south to north over the major express route between Nashville and Louisville. These were the Adams Express Company, American Letter Express Company, and Whiteside's Express. Markings or stickers of both Adams Express Company and American Letter Express are known, but no markings attributed to Whiteside have been reported.

Many northbound covers through Louisville were directed abroad, and bore high value stamps with postmarks of offices in the seceded states. The U.S.P.O.D. took exception to the use of these stamps, which were unaccounted for by southern postmasters. On June 24, 1861, the Louisville postmaster was directed to remove all stamps from these letters and forward them as unpaid, where that was permitted by postal treaty. Where applicable treaties required a letter to be prepaid, it was to be sent to the Dead Letter Office.

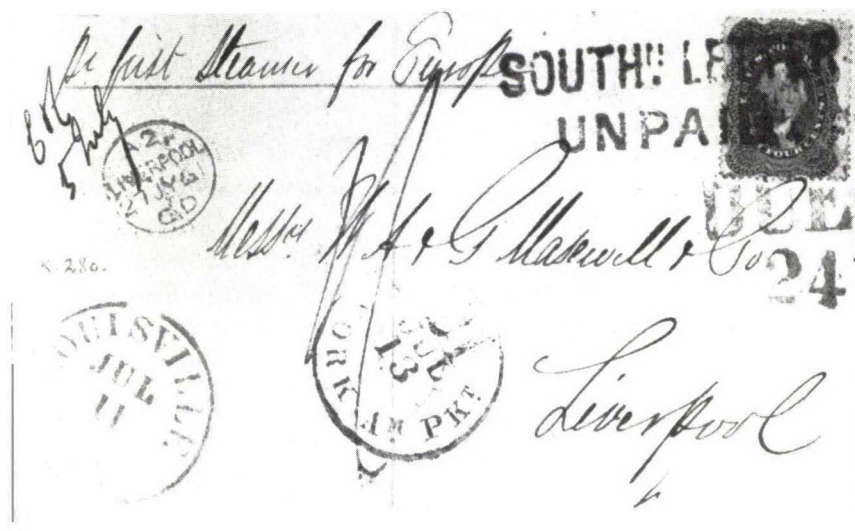
Rather than remove the stamps from a large



volume of mail, the Louisville postmaster adopted a handstamp reading SOUTH:<sup>N</sup>LETTER/UNPAID. This, together with appropriate due markings, was applied to all letters received from the South at the Louisville post office (including some with no stamps, but marked "Paid"). The earliest reported use of this handstamp is a somewhat doubtful (illegible) June 26, and the latest is July 11. There is no real reason why uses up to late August could not have occurred. Since the U.S.P.O.D. announced the banning of all mail across the lines

on August 26, 1861, the marking could not have been used after that date. All of the express companies terminated their across-the-lines service within a few days of this order, which brought to a close the open communication between the North and South, except via flag of truce or other special means.

A few flag of truce covers with 1857 stamps exist, most of these being marked with the large balloon postmark of Old Point Comfort, Va., which was a major Federal exchange point throughout the war.



Cover from Petersburg, Va., with SOUTH:<sup>N</sup>LETTER/UNPAID struck at Louisville. Latest reported use.

## Military Markings

The best known Civil War military use of 1857 stamps is on covers bearing the markings of the General Banks Division post office. This military organization originated in the late summer of 1861 when the Army of the Potomac was organized into five grand divisions with Banks, stationed at the head of the Shenandoah Valley, commanding one of them. Later, this organization bore other designations, but the original name was continued in the postal markings, which were apparently applied at the field headquarters of General Banks and his successors regardless of whether the command was a division, corps, or department.

Although various versions of the Banks Division markings appeared from September, 1861,

through September, 1862, only those found associated with 1857 stamps are listed here. These all read "G.B.D." and are found in manuscript and in three different handstamps. The handstamps are all struck in black. The last of the three is found on covers through the end of November, 1861. At that time the troops went into winter quarters and markings of Potomac area Maryland towns (notably Sandy Hook) are found on their mail until the following March, when the last handstamp again appeared for a few days, struck in blue, and always on stampless covers or those with 1861 stamps.

## Occupation Uses

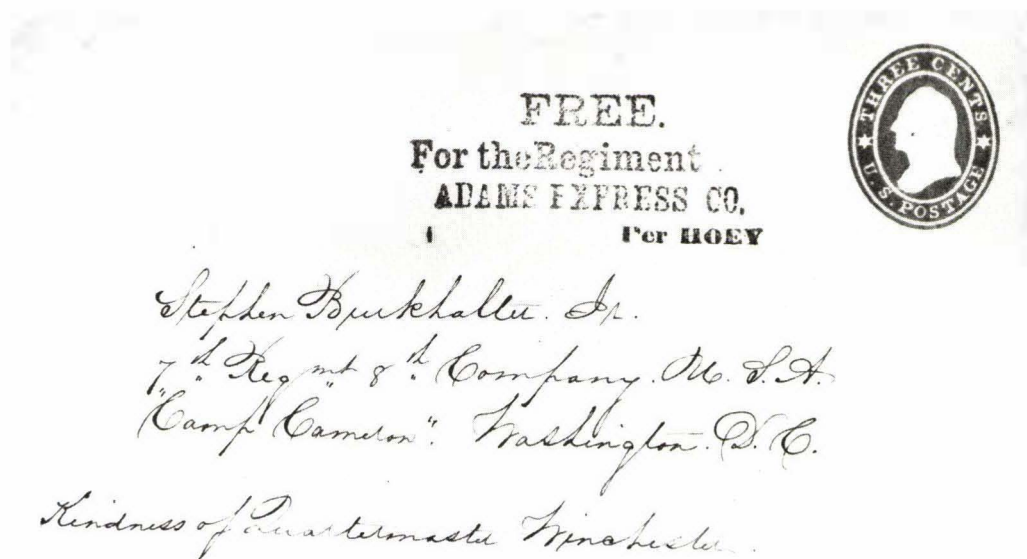
For the purposes of this section, occupation uses are covers bearing U.S. stamps used from

post offices in the seceded states after June 1, 1861, where Federal troops were present and in control. A few such points, notably Old Point Comfort, Va., and Key West, Fla., were actually never in the possession or control of Confederate forces. A few others, such as Alexandria, Va., and perhaps a few of the western Virginia towns, were considered Confederate for a few days or weeks at most; in these cases the post offices were never under firm Confederate control and rapidly reverted to the Federal sphere. Although Kentucky was admitted to the Confederacy and some of its towns were under Confederate control for a time, that state is not considered to be a Confederate state for purposes of defining "occupation" markings.

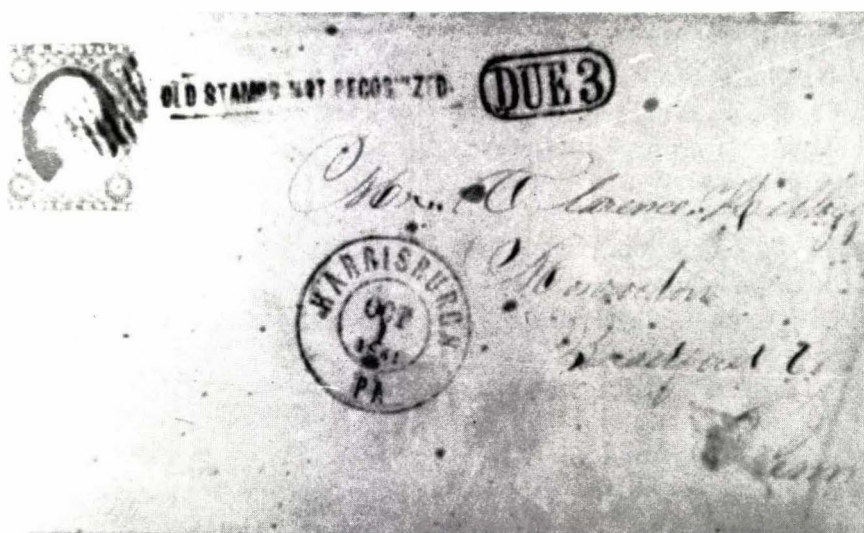
Port Royal, S.C., was recaptured by the Federals in November, 1861. Although the writer has recorded no covers with the early version of the Port Royal occupation postmark, this is a definite possibility, and the postmark is recorded in the tracing plate accompanying this chapter.

## Adams Express Company - Free for the Regiment

During the early part of the war, when the New York 7th Regiment was sent to Washington to protect that city until other troops could be brought in, the mail service from the north into Washington was cut off for a few days by the destruction of the railroads just north of there. During this period the New York office of Adams Express Company announced a free mail service to 7th Regiment members. The service was later apparently extended to other regiments, but was discontinued soon thereafter as the Federal mails were again operating into Washington. Two special handstamps used in late April and early May, 1861, may be found on covers directed to the care of the Quartermaster of the 7th, and on U.S. 3¢ stamped envelopes. Several examples of the first version of the marking are known on covers bearing no stamps at all, but covers with stamps are also possible.



In early 1861, when Washington was temporarily cut off from communications with the north because of the destruction of railroad track in Maryland, Adams Express Co. carried mail from New York to the New York regiment defending the capital. This is one of two handstamps used by the company in performing this service.



**OLD STAMPS NOT RECOGNIZED** of Harrisburgh, Pa., on cover dated Oct. 1, 1861.  
Rated DUE 3.

### Demonetization of the 1857 Stamps and Postal Stationery

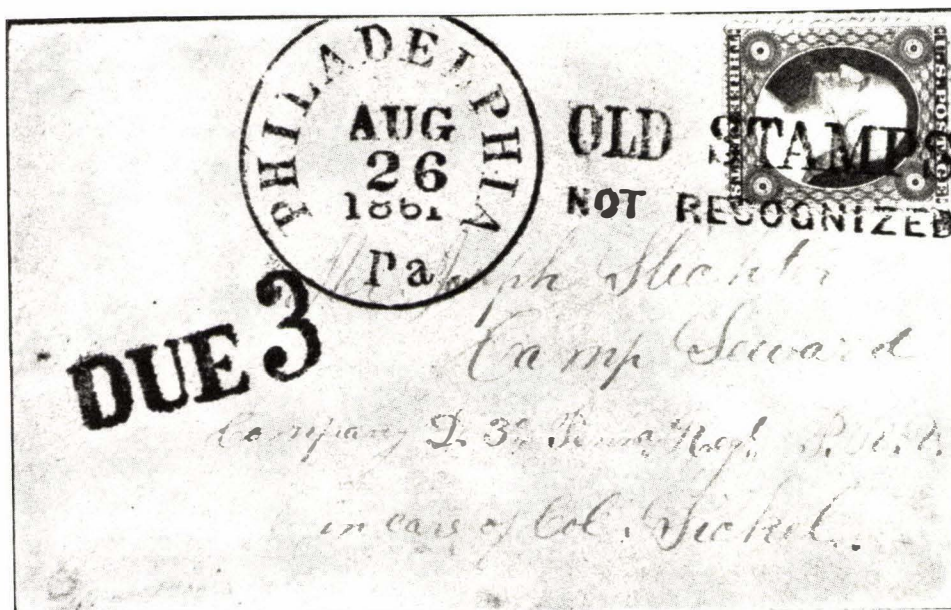
The contract of Toppan, Carpenter & Co. to produce U.S. postage stamps expired on June 10, 1861. The incoming Republican administration probably would have changed printers in any case, but the possession of large numbers

of the old stamps in the hands of postmasters in the seceded States, for which no value could probably be recovered, required some action to void the old issue and replace it with new stamps embodying a changed design. A new contract for printing U.S. postage stamps was given the National Banknote Co. of New York in the summer of 1861.



An attempt to use the demonetized 3¢ at Chicago June 13, 1862. Cover was struck **OLD STAMPS/Not recognized** and oval **HELD FOR POSTAGE** (reverse). The letter was given a file number and the addressee notified to furnish a stamp, on receipt of which the letter was remailed with a Chicago **SUPPLEMENTARY MAIL** postmark.





Cover from Philadelphia Aug. 26, 1861. This was the first day on which the old stamps were invalid for postage at Philadelphia, and therefore the first for the use of the OLD STAMPS/NOT RECOGNIZED handstamp.

The new contractor experienced some difficulties in producing these stamps, particularly with the color of the 3¢ denomination. Because of this, supplies of the new stamps were not delivered to the P.O.D. Stamp Agent (stationed at the printer's establishment) until the middle of August, 1861. Even then, supplies were not at all adequate to keep up with demand. Many of the northern post offices had run out of the old stamps. The P.O.D. had permitted the supplies to run low as the old contract ran out, anticipating the new stamps much sooner than they were actually ready. The situation was exacerbated by the large numbers of newly enlisted troops who generated a tremendous volume of correspondence between army camps and their homes.

The problem then facing postal authorities was how the new stamps were to be phased in, replacing the old. In his annual report of December 2, 1861, Postmaster General Montgomery Blair described the problem as follows:

The contract for the manufacture of postage stamps having expired on the 10th of June 1861, a new one was entered into with the National Bank Note Company of New York, upon terms very advantageous to

the Department, from which there would result an annual saving of more than thirty percent in the cost of the stamps.

In order to prevent the fraudulent use of the large quantity of stamps remaining unaccounted for, in the hands of postmasters in disloyal States, it was deemed advisable to change the design and the color of those manufactured under the new contract, and also to modify the design of the stamp upon the stamped envelopes, and to substitute as soon as possible the new for the old issues. It was the design of the Department that the distribution of the new stamps and envelopes should commence on the first of August, but, from unavoidable delays, that of the latter did not take place until the 15th of the month.

Actually, Blair did not quite state the case of the distribution dates correctly, in that the first distribution of stamps occurred on the 16th and the envelopes about a week earlier. The replacement process was not complete throughout the northern states until about the end of January, 1862, or even a bit later in some remote areas of the West.

In a notice sent to postmasters in early August, 1861, a very elaborate scheme for the demonetization and replacement of the old stamps was outlined. Under this plan, new stamps were to be shipped to all post offices

within a zone of several states simultaneously. Upon receipt of the new stamps, each office was to advertise in the newspaper, offering to exchange new stamps for old for a period of six days from the date of the first appearance of the ad. After that time, the old stamps would no longer be redeemed or considered valid for postage. The process was set up to occur on a zone by zone basis at about three or four week intervals, beginning in the East first. This, of course, was demonetization and replacement of the stamps at the mailing offices. In addition, a demonetization process was set up to be operated at the receiving offices, by which letters bearing the old stamps would not be recognized beyond a certain date of the arrival of letters postmarked in post offices in each of the zones.

The only part of this original demonetization scheme that ever took place was the six day demonetization and replacement process in the mailing offices, after an advertisement had been placed in local papers to that effect. This was because the new stamps were never available in sufficient quantities to place in service simultaneously throughout even a whole state, to say nothing of a zone of several states. Thus, there

# USPM — The Civil War

was never any demonetization at receiving offices, at least not during late 1861 and early 1862.

Only certain large offices were supplied at first, and this was probably done in the usual way, by requisition to Washington, where an order was sent to the Stamp Agent in New York to ship the required stamps. When they were received, the postmaster placed an announcement in the local paper stating that a six day exchange period was in effect. The same thing took place about the same time or slightly earlier for stamped envelopes.

After the demonetization process was complete in some communities, a few postmasters acquired a handstamp reading "Old Stamps Not Recognized" to indicate why additional postage was charged on letters bearing the old stamps. An occupied city, New Orleans, used the marking "Illegal Stamp" for the same purpose, much later. The known handstamps of this nature are shown on the accompanying tables. Numerous manuscript explanations for non-recognition of old stamps, such as "illegal stamp," "fraud," and other similar comments, are known.

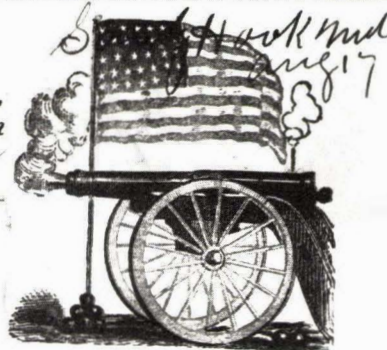


The writer of this letter tried to pay the 3¢ rate with a strip of three 1¢ 1857 stamps after the demonetization process had been completed at South Manchester, Conn. The postmaster refused the old stamps and made the sender buy a strip of the new 1¢, which was then pasted over the old.





Manuscript postmark of Sandy Hook, Md., the principal town handling mail from troops of General Banks' Division during the winter 1861-62.



SECESSION ANTIDOTE

Jacksonville Daily Gazette Print

Mr Henry Kimberley  
Brookhead  
Green Co  
Virginia



Letter from London returned to sender because mails to the South had been suspended. SENT BACK TO ENGLAND, etc., is a British marking.

Cover from Montgomery, Ala., capital of the Confederate States, featuring a Confederate shield. Carried entirely within the C.S.A. by the U. S. mail service. Dated May 21, 1861, the day it was decided to move the capital to Richmond.

J. G. Menefee Esq  
Att'y At Law  
Washington  
Rappahannock Co  
Virginia



### Markings Associated with Demonetization and the Civil War

<i>Wording</i>	<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
<b>Non-Recognition of Old Issue</b>					
OLD STAMPS/NOT RECOGNIZED	Philadelphia	1	sl-41x22	2	
OLD STAMPS/Not recognized	Chicago	2	sl-33x8	6	
OLD STAMPS NOT RECOGNIZED	Harrisburgh, Pa.	3	sl-43x2½	9	May be framed.
Ms. markings to indicate non-recognition, if old stamps are supplemented by 1861 stamps or due markings	Various			2	
Old stamps covered by new stamps	Various			4	
ILLEGAL STAMP	New Orleans	4	sl-43x5	8	Dec. 1863 or later.
<b>Non-Recognition because of Source</b>					
SOUTH <sup>N</sup> LETTER/UNPAID.	Louisville	5	sl-36x16	4	Before demonetization and ban on commercial intercourse 8/26/61.
<b>Express Company Markings</b>					
AM. LETTER EXP. C. <sup>O</sup> /DYr/ LOUISVILLE.KY	Louisville	6	c-29	8	No. 6 and 7 were associated with Nashville-Louisville across lines route June-August 1861.
*ADAMS EX. CO.* /DYr/LOUISVILLE.KY.	Louisville	7	c-32	5	
FREE./For the 7th Regiment/ ADAMS EXPRESS CO./Per HOEY	New York	8	sl-49x20	6	Nos. 8 and 9 on free mail by express to soldiers at Washington, spring 1861.
FREE/For the Regiment/ADAMS EXPRESS CO./Per HOEY	New York	9	sl-47x20	7	
<b>Suspension of Mails</b>					
MAILS SUSPENDED	?	10	sl-45x2½	10	Nos. 10 and 11 applied to letters addressed
MAILS/SUSPENDED	Dead Letter Office (Washington, D.C.)	11	o-37x16	4	to South and sent to DLO, and returned to senders if possible.
<b>General Banks' Division</b>					
G B D/Sept 6		12	ms	8	Army post office, Maryland and Shenandoah Valley
G.B.D./D		13	sl-21x2½	4	Sept-Dec 1861.
G.B.D/D		14	arc-21x2½	7	"B" inverted.
G.B.D/D		15	arc-25x6	6	
<b>Occupation Use of 1857 Stamps</b>					
PORT ROYAL/D/S.C.		16	c-33	-	Possible.

**OLD STAMPS**

NOT RECOGNIZED

1

**OLD STAMPS**  
*Not recognized*

2

OLD STAMPS NOT RECOGNIZED

3

ILLEGAL STAMP

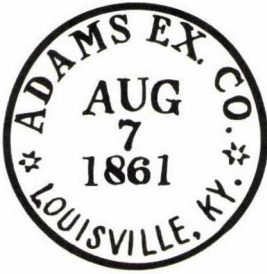
4

**SOUTH: LETTER  
UNPAID.**

5



6



7

**FREE.**  
For the 7th Regiment  
ADAMS EXPRESS CO.  
Per HOEY

8

**FREE**  
For the Regiment  
ADAMS EXPRESS CO.  
Per HOEY

9

MAILS SUSPENDED

10



11

*AB Dep 11/6*

12

G. B. D.

OCT. 18

13

G. B. D.  
OCT. 31

14

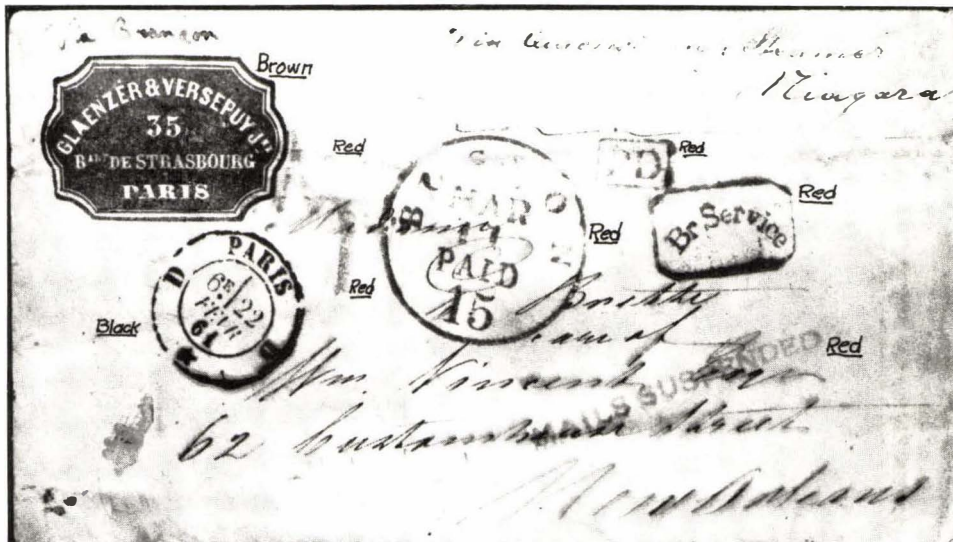
G B D

NOV 18

15



16



Straight line **MAILS SUSPENDED** on prepaid letter from Paris Feb. 22, 1861, to New Orleans. Received at Boston March 11. Very early for mail suspension to South.

North to South express mail after June 1, 1861, when the U.S. mail service to the Confederate States was suspended. Carried entirely out of the mails.



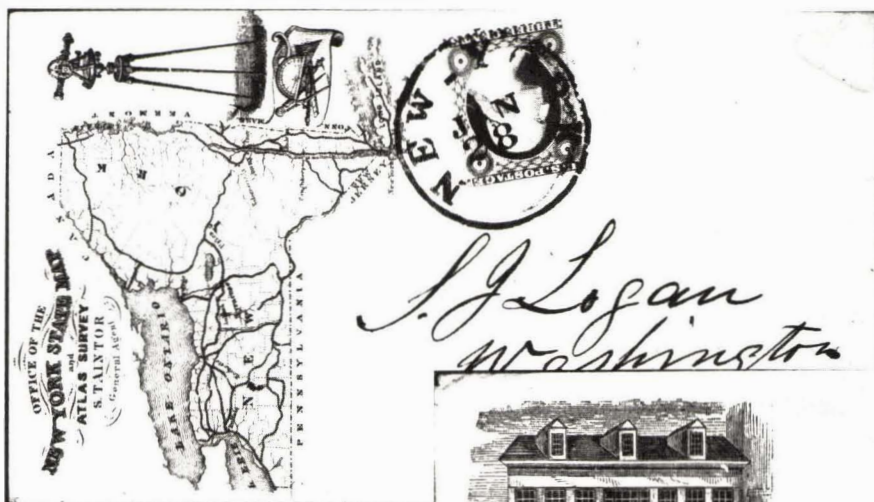
Cover from the South after suspension of service by U.S. post office. Carried to Louisville and there mailed by Adams Express Co. Stamps probably applied by Adams at Louisville.

Cover mailed at Pittsburgh Aug. 17, 1861, to Philadelphia with 1857 3¢. Forwarded from Philadelphia with 3¢ 1861 on Aug. 19, the first day the new 3¢ was available there.





## A Portfolio of Covers



A state map made a striking corner card.

A Boston newspaper took pride in its building.



Wells & Underhill Esq  
 Auburn  
 N.Y.

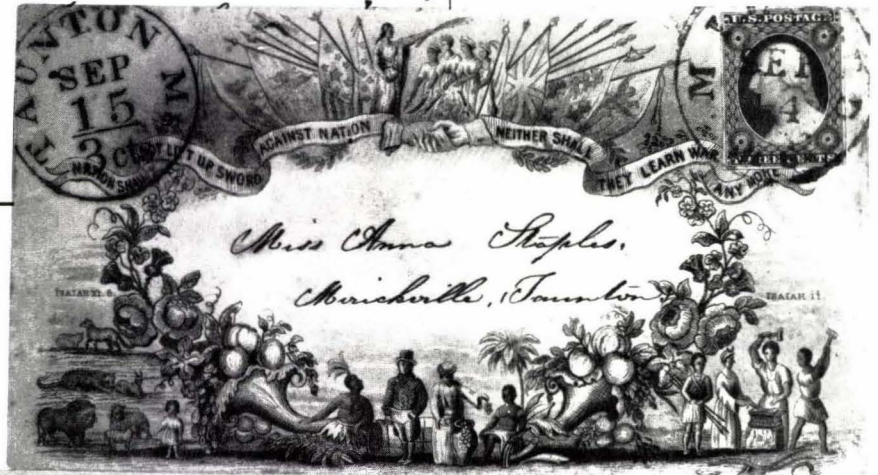


A delicate, intricate all-over design represented a perfume and ink manufacturer.



Propaganda envelopes were popular at mid-century. Here cheap postage was the theme.

Peace among nations was a much desired goal.

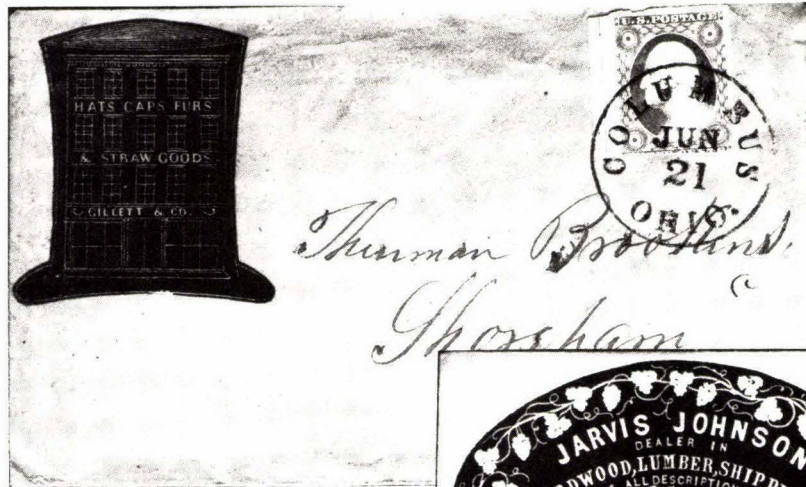


The evils of drink agitated many.

Abolitionist sentiments were common in many countries. The envelope shown here was published in Scotland.

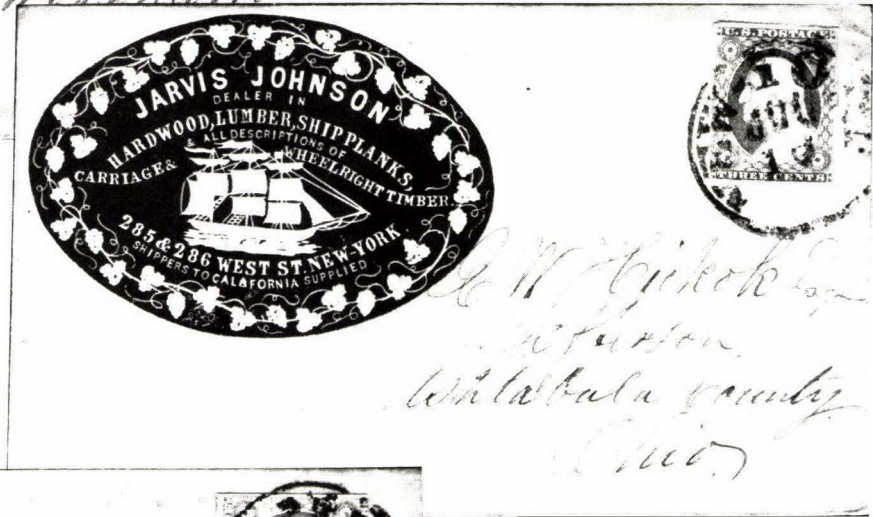




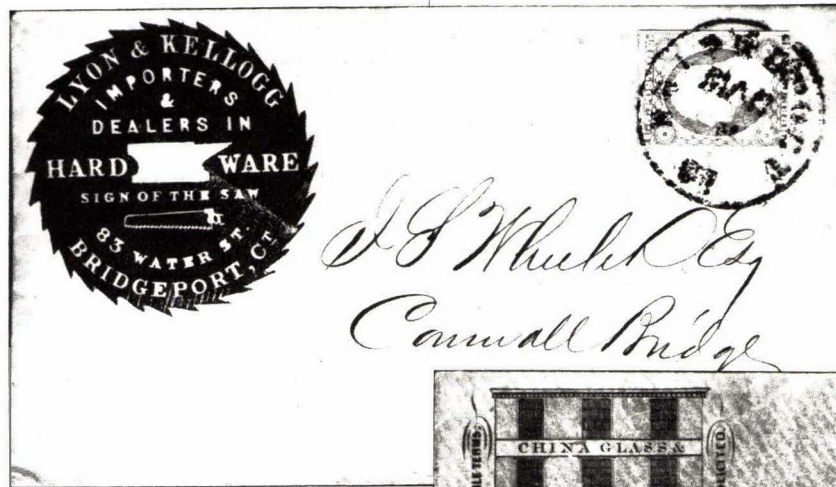


Businesses used illustrated envelopes to advertise their products. Here a store was pictured in the shape of a hat.

An elaborate design for a lumber dealer.



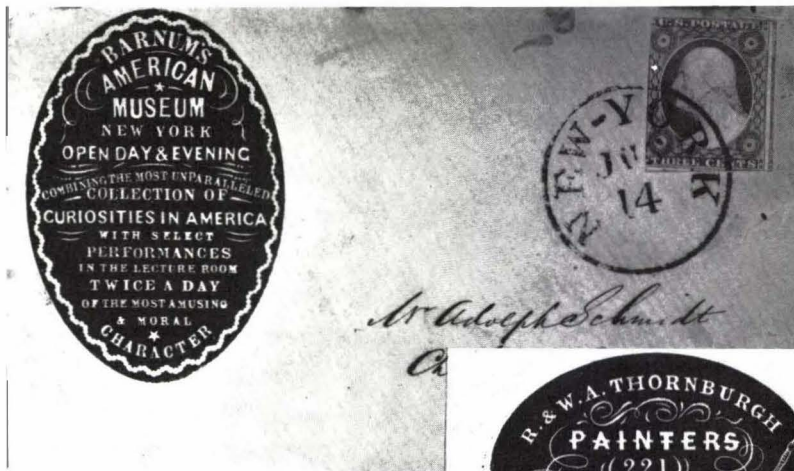
A saw was the motif for a hardware store.



A china dealer's premises depicted in line engraving.







Varied occupations and services were represented on corner cards. Barnum's museum was featured here.

House or portrait painters?  
The illustration doesn't say.



Daguerreotypes were becoming fashionable in the 1850s.

A cherub promoted dentistry.





Manufacturers often showed their factories in the most favorable light. Note the size of this brewery.

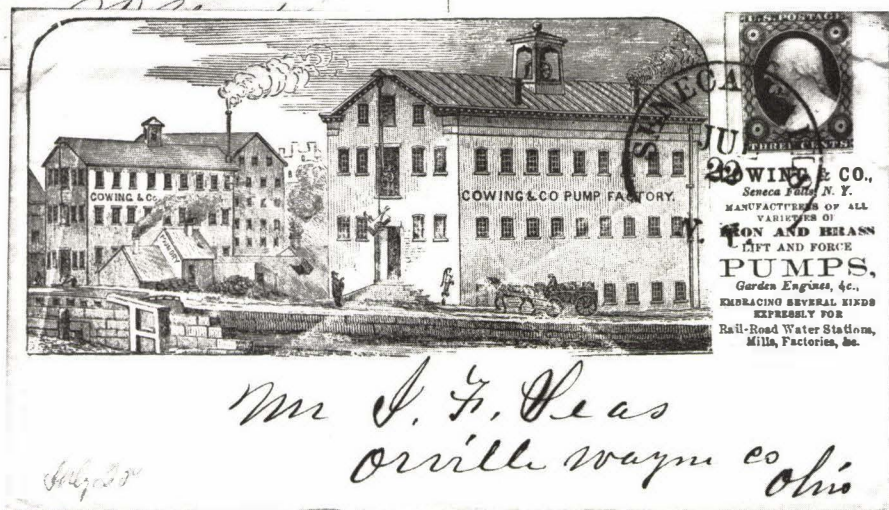
This sawmill and lumber yard was housed in an elegant building.



The magnificent premises of an iron works were depicted in this heavily embossed design.



Cowing & Co. made pumps, fire engines, hose, and pipe.







10  
 Mr. E. S. Flattenburg  
 Wellsburg  
 Brooke County

In the 1850s the gold rush was in full swing. Mining scenes appeared on envelopes sent back east.



Cherokee Cal  
 Dec 12

Free

Mr. Milton Steele Esq.  
 Postmaster  
 Newbucklee  
 Mermaid  
 Delaware



E. H. Dearborn Esq.

Sanborn

The 1856 presidential campaign was the first in which corner cards were extensively used. Portraits of Buchanan, the winner (shown here), are much scarcer than those of Fremont, the loser.



David Meigs, Esq.  
 Athens, Tenn.

One cause of the approaching Civil War is shown on this corner card from Tennessee.



# Postal Laws & Regulations

Frequent references to the *PL&R* (Postal Laws & Regulations) are made throughout this book. Most collectors do not have direct access to these volumes, and many have never seen examples of them. As an illustration of the material contained in the *PL&R*, the principal Post Office Department Regulations (not the Postal Laws) in effect on July 1, 1855, are reproduced here. This particular set of regula-

tions was chosen because they were the ones in effect in the middle of the decade under consideration and because this particular edition, compiled by D.D.T. Leech, is not generally available. It should be understood that both the Laws and the Regulations changed from time to time, and that the Regulations represented here were not necessarily effective for the full 1851-1861 time span.

*The following List embraces nearly all the Regulations of the Department. The omissions consist in leaving out a few lengthy instructions, possessing no special interest to citizens generally, or to the bulk of Postmasters.*

## REGULATIONS.



### CHAPTER I.

#### APPOINTMENT OF POST MASTERS.

Sec. 1. At all post offices where the compensation of the postmaster exceeded one thousand dollars for the fiscal year ending June 30, 1835, or for any subsequent fiscal year, a deputy postmaster is to be appointed by the President, by and with the advice and consent of the Senate, and can be removed by the President only. At all other offices, the Postmaster General has the sole power of appointment and removal.

Sec. 2. Upon the appointment of a postmaster, he is furnished with a letter of appointment and a blank bond. Upon executing the bond, as required, taking the oath of office, enclosing them in a letter directed to the Appointment Office, and depositing such letter in the post office, and not before, he is authorized to take charge of the office.

Sec. 3. No person can be appointed postmaster who cannot legally execute an official bond.

Sec. 4. No person can hold the office of postmaster, who is not an actual resident of the city or town wherein the post office is situated, or within the delivery of the office.

Sec. 5. The duties of his office must be performed only by himself, personally, or by a sworn assistant or assistants, whom he may employ to aid him, when necessary; for the care and attention of every one of whom he will be responsible to the Department.

Sec. 6. Every assistant, before he is permitted to have any agency in the business of the office, must take and subscribe the following oaths, which must be certified by a magistrate, and forwarded to the Appointment Office.

"I, \_\_\_\_\_, do swear, (or affirm, as the case may be) that I will faithfully perform all the duties required of me, and abstain from every thing forbidden by the laws in relation to the establishment of the Post Office and post roads within the United States."

"I do solemnly swear, (or affirm, as the case may be,) that I will support the Constitution of the United States."

Sec. 7. These oaths should be certified by the magistrate who administers them.

Sec. 8. It is forbidden that any person be employed as assistant or clerk in any Post office, or as mail carrier, who shall be at the time when he subscribes the required oath of office, less than sixteen years old.

Sec. 9. On taking charge of a post office, the postmaster will make in duplicate four several inventories of the public property belonging to it as follows:

1. Of all laws, regulations, lists of post offices, circulars, orders, &c.
2. Of all locks, keys, and mail bags.
3. Of all letters, packets, newspapers, pamphlets, and other mail matter, stating the amount of unpaid postage thereon; and

4. Of all desks, cases, and other furniture, or fixtures, books, maps, blanks, and stationery allowed or furnished by the Department.

Sec. 10. He will deliver one of each of these duplicates, with his receipt thereon, to his predecessor. The other he will transmit—No. 1 to the Appointment Office—No. 2 to the Inspection Office, and Nos. 3 and 4 to the Auditor's Office.

Sec. 11. Precaution should be taken by the postmaster in all cases to appoint an assistant, to prevent the office from being left without a duly qualified person to perform its duties, in case of the necessary absence, the sickness, resignation, or death of the postmaster.

Sec. 12. The postmaster will cause his clerks, and also the letter carriers of his office, to take the necessary oaths of office, and will send them for file to the Appointment Office, before they enter upon their duties. The agents of the Department will promptly report all instances of non-compliance with this regulation to the Appointment or Inspection Office as the case may be.

Sec. 13. No Postmaster, Assistant Postmaster, or clerk employed in a Post Office, can hold a mail contract or be concerned in carrying the mail.

Sec. 14. The postmaster will keep his office open for the despatch of business, every day, except Sunday, during the usual hours of business in the place; and attend at such other hours as may be necessary to receive and despatch mails. When the mail arrives on Sunday, he will keep his office open for one hour or more, if the public convenience require it, after the arrival and assortment thereof unless it be during the time of public worship; in which case he will keep the office open for one hour or more, if necessary, after the religious services have ceased.

Sec. 15. Postmasters, assistants and clerks, regularly employed in Post Offices, are exempt from militia duty, and from serving on juries, but not from working on roads, nor from obeying a summons to appear in court as witnesses, or to testify before a Grand Jury.

Sec. 16. A postmaster is responsible for the discharge, by himself or his sworn assistant, of all the duties of the office, until his successor shall have been appointed and qualified—even although the term for which he may have been appointed has expired.

Sec. 17. Whether the appointment be from the President or the Postmaster General, in the event of death, the responsibility of the sureties will continue, for the fidelity of the person left in charge of the office, until a successor is appointed and qualified.

Sec. 18. And it may be lawful for the sureties, or any one of them, to perform the duties of postmaster, by themselves or agent, until their successor be appointed. The person performing such duties should, before entering on the discharge of them, take the usual oath. Justices of the peace, unless excluded by their own State laws, may serve also as postmasters.

Sec. 19. All instructions, circulars, and orders received by a postmaster, from any branch, or officer of the Department, are to be filed in his office, and turned over to his successor. In like manner he will turn over to his successor, or in the event of the discontinuance of the office, deliver to the nearest postmaster, as *public property*, all desks, cases, and other furniture and fixtures, and all books, maps, blanks, stationery, and other articles, which have either been furnished to him as postmaster, or have been charged and allowed at any time, whether as contingent expenses in the quarterly account, or as items in the commission, emolument, or other account, and which may remain on hand when the vacancy or discontinuance occurs.

Sec. 20. Every postmaster, in addressing the Department, should be careful to write the name of his office, County and State, at the head of his letter, and to avoid writing upon more than one subject in the same letter. He should then post-mark the letter with the name of his office and State, as well as date of mailing, and address it to the proper bureau.

## CHAPTER II.

### MAKING UP THE MAILS.

Sec. 21. The mails were established for the transmission of intelligence; the articles, therefore, proper to be sent in them are letters, newspapers, pamphlets, and other printed matter, including parcels and bound books not weighing over four pounds.

Sec. 22. Packets of every description, weighing more than four pounds are to be excluded, except public documents, printed by order of either House of Congress, or such publications or books as have been or may be published, procured or purchased, by order of either House of Congress, or joint resolution of the two Houses, and legally franked.

Sec. 23. Letters received to be sent by mail, should be carefully marked with the name of the post office at which they are received, and the abbreviated name of the State or Territory, the day of the month on which they are forwarded in the mail, and the rate of postage chargeable on them; or if they be free, with the word *Free*. The name, date, and *Free*, may be either written or stamped.

Sec. 24. Letters, however, must bear post-mark, and post bills must bear the date on which the mail containing them is actually sent off, although they may have been made up on a previous day. The post-bills, as to year, month, and day of the month, should be fully and plainly written.

Sec. 25. Postmasters will carefully assort the letters deposited in their offices for mailing, and will mail them as follows, to wit:

Every postmaster will mail and postbill *direct* to the place addressed, 1st, all letters for his own State or Territory; 2d, all letters, for post offices in other States and Territories, which should not pass through a distributing office on their proper route to the office of delivery; and 3d, all letters on which the instruction "*mail direct*" shall be written.

Letters not required by the foregoing provisions to be mailed *direct* shall be postbilled and mailed to the distributing office through which they should *first* pass on the proper route to the place of their destination—unless the mailing office be a distributing office.

Sec. 26. Each package containing letters mailed and postbilled *direct* should be plainly directed on the outside with the name of the office to which it is to be sent, and of the county and State in which such office is situated.

Sec. 27. Packages containing letters for distribution should be plainly directed in the same manner, with the addition of the letters "D. P. O." (for distributing post office) after the name of the office.

Sec. 28. The number of letters and amount of postage are to be entered under the proper heads in the post bill, to be sent with them. The names of the offices from and to which they are sent should appear in their proper places at the top of the bill, which must be plainly dated and signed by the postmaster.

## CHAPTER III.

### RECEIVING AND DISPATCHING MAILS.

Sec. 29. A postmaster will always be in readiness, in person, or by his assistants, to receive the mail when it arrives, and dispatch it with all possible expedition.

Sec. 30. If no special order upon the subject has been made in regard to his office, he is allowed seven minutes only to change the mail.

Sec. 31. Way offices on railroads will be supplied by the exchanging of pouches as the cars pass, without waiting for time to change the mail, and postmasters at such offices should have the mails ready when the cars arrive.

Sec. 32. If the mail be carried in a stage, coach, or sulky, it will be the duty of the driver to deliver it as near the door of the post office as he can come with his vehicle, but not to leave his horses; and he should not be permitted to throw the mail on the ground.

Sec. 33. The postmaster will never detain a mail beyond the time fixed for its departure, except in pursuance of special instructions received from the Department.

Sec. 34. When the mail is to remain but a few minutes at his office, his mail should be made up and ready to be put into the mail-bag before the time when it usually arrives.

Sec. 35. He will stop all packets which he finds going in the wrong, and put them in the right direction.

Sec. 36. In case of a failure of the mail, he will forward all the packets by the next trip.

Sec. 37. It is inadmissible to send letters in a canvass bag without a lock, unless they are enclosed in a locked bag.

Sec. 38. Never deliver the mail bag to the carrier without being certain that it is locked.

## CHAPTER IV.

## OPENING OF THE MAIL.

Sec. 39. Upon the arrival of the mail at any post office, the packets addressed to that office, and none other, should be opened, and the postmaster will find with each one a bill of the contents, called a *post bill*. Compare this bill with the contents, and if they do not agree, note upon the bill the amount of the difference, and whether *undercharged* or *overcharged*.

Sec. 40. Every postmaster will then look over the letters thus received, to see if the postages be properly charged or marked on them, and correct the rates on the letters, where he finds mistakes, noting the amount corrected on the bill, as *under* or *overcharged*.

Sec. 41. If a postmaster finds any letters that are not for his delivery, and are mis-sent to his office, he will put them in the proper place to be forwarded, noting on the bill the amount forwarded, and writing on the letters the words "*mis-sent and forwarded*," with the date. They should be forwarded by the first mail.

Sec. 42. It is proper to forward a letter when duly requested. When forwarded, no additional postage should be charged, if the letter, contrary to its address, has been mis-sent. If it has been sent according to its address, and then forwarded, it must be charged with additional postage, at the *pre-paid* rate, 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.

Sec. 43. A postmaster will not suffer any package to be opened which is not addressed to his office, nor any addressed to his office to be opened by persons not duly authorized.

Sec. 44. Upon making up the mail, it is the duty of every postmaster, when he knows that any letter has been illegally franked, or that the frank on any letter is forged, to treat the same as unpaid; and the postmaster at the office of delivery of any letter which he knows has been illegally franked, or on which the frank has been forged, is directed to charge such letter with the legal postage.

Sec. 45. Having carefully examined the post bills, and found them right, or discovered and corrected their errors, as well in casting up, as in the particulars above mentioned, every postmaster will enter their contents in the *Account of mails received*, stating the name of the office (and State, if it is out of his own,) from which each bill came.

Sec. 46. Every postmaster will enter the amount of unpaid letters, as it is charged in the bill, whether the charge be correct or erroneous. If erroneous, it falls either under the denomination of *undercharged* or *overcharged*, and by an entry of the sum, *under* or *overcharged*, in the proper column, that error is balanced.

## CHAPTER V.

## TIME ALLOWED FOR CLOSING MAILS.

Sec. 47. 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.

## CHAPTER VI.

## MAILS FOR DISTRIBUTION, IN WHAT MANNER TO BE MADE UP.

Sec. 48. Distributing offices are established to insure certainty and regularity in the transmission of letters and packets between remote points: and to this end, besides the usual business of a post office, certain peculiar duties are performed therein.

Sec. 49. All post bills sent from distributing offices are to be filled according to the directions in chapter 2, with the contents of each parcel, and addressed either to the particular office to which the letters are destined, or to the proper distributing office as such. These post bills are then to be dated, and entered in the *Account of mails sent from the distributing office*.

Sec. 50. A postmaster at a distributing office will not open and distribute a mail which is addressed to another office.

Sec. 51. If letters be sent by any postmaster to a distributing office, when they should have been mailed direct to the offices to which they are addressed, the postmaster at such distributing office will request the postmaster so sending to correct his practice; and if continued, report him, for such violation of instructions, to the appointment office.

## CHAPTER VII.

## DELIVERY AND RETURN OF LETTERS.

Sec. 52. The persons entitled to letters received by mail, are those whose names are in the address, or to whose care they may be directed.

Sec. 53. 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. 54. 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. 55. 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 replace the letter in the office.

Sec. 56. To prevent fraud, the postmaster will be careful not to return any letter put into his office for transmission by mail, unless to the writer thereof, or some one presenting his written order.

Sec. 57. And to enable him to know that the person applying for the return of a letter is the writer, he may require him, or his messenger, to exhibit to him the same superscription and seal that are upon the letter. And if the postmaster is satisfied that the handwriting and seal are the same, he will return the letter; taking a receipt, and preserving it with the paper containing the superscription, and the order, if one were sent.

Sec. 58. A letter bearing the frank of an individual may be returned to him, or his order.

Sec. 59. When a letter is delivered, and the postage paid thereon, the postage should not be returned after the letter has been opened, except in cases where the postmaster is satisfied it has been opened by the wrong person through mistake, in which event the letter should be resealed, and a memorandum of the mistake made thereon in writing.

## CHAPTER VIII.

## LETTER POSTAGES.

Sec. 60. The Act of March 3, 1855, 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, from and after the first day of April, 1855, by stamps, stamped envelopes, or money; and it further provides that, from and after the first day of January, 1856, all postage, as aforesaid, shall be paid by stamps or stamped envelopes, exclusively; pre-payment in money being prohibited from and after the last mentioned date.

Sec. 61. Pre-payment on drop letters is optional.



SEC. 62. *Rates of Letter Postages 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 $1\frac{1}{2}$ ounce, and not over 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 $1\frac{1}{2}$ ounce, and not over 2 ounces.
	Rate.	Rate.	Rate.	Rate.	Rate.	Rate.	Rate.	Rate.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
For any distance not over 3000 miles,	3	6	9	12	15			
For any distance over 3000 miles,	10	20	30	40	50			
To and from British N. A. Provinces,								
for any distance not over 3000 miles,	10	20	30	40	50	10	20	30
For any distance over 3000 miles,	15	30	45	60	75	15	30	45

SEC. 63. 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 to be 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, is stated in Sections 105, 106 and 107.

SEC. 64. 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. 65. 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 pre-payment in the British North American provinces will be recognized.

SEC. 66. 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. 67. Letters should in all cases be sent by the most expeditious routes, unless otherwise ordered by the person sending the same.

SEC. 68. 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.

SEC. 69. 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. *See also Section 114 on this point.*

SEC. 70. Letter postage is to be charged on all handbills, circulars, or other printed matter which shall contain any manuscript writing whatever.

SEC. 71. Postmasters will charge letter postage on all packets that are closely enveloped and sealed, so that their contents cannot be known.

SEC. 72. Daguerreotypes when sent in the mail should be rated and charged with letter postage by weight.

SEC. 73. The act of March 3, 1855, making no provision for *unpaid* letters to places within the United States—on the same day following any such unpaid letter or letters being put into a post office, the Postmaster thereof will post up conspicuously in his office a list of the same, stating that they are held

up for postage. Any unpaid letters, dropped into the mail cars to be forwarded, must be deposited by the route agents in the post office at or nearest the point where they are received, and the postmaster will add them to his list, stating that they were put into the cars unpaid. If not attended to, all such letters must be returned monthly to the dead letter office.

SEC. 74. Letters mailed in the cars can be prepaid only by using postage stamps or stamped envelopes, and when not thus prepaid, it is the duty of Postmasters to treat all such letters as unpaid, although marked "paid"—no route agent being permitted to receive pre-payment in money.

SEC. 75. Letters *part paid* should be despatched, charged with the additional postage due at the prepaid rate, according to distance, established by said act, except where the omission to pay the correct amount is known to have been intentional, when they should be treated the same as letters wholly unpaid.

SEC. 76. Bills of lading and unsealed letters relating exclusively to the whole or any part of the cargo of a vessel or steamboat, may be sent on such vessel or steamboat outside of the mail, unless they are placed in an envelope with other matter. In the latter case, the whole package is subject to letter postage.

SEC. 77. 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.



receipts have been sent, will be thereby authorized to deliver the papers mentioned in such receipts to the subscribers therein named without further charge for postage.

Sec. 89. When periodicals are printed not oftener than once a quarter, and are sent from the office of publication to actual subscribers, the amount of postage being marked thereon as prepaid, at the mailing office, and the name of that office with the date of mailing being written or stamped thereon, will be sufficient evidence to warrant their delivery without further charge.—Such periodicals may be prepaid by stamps.

Sec. 90. Publishers of newspapers may, without subjecting them to extra postage, fold within their regular issues a supplement, provided the weight of the whole does not exceed one and a half ounces within the State where printed, or three ounces when sent out of the State. But in all such cases, the added matter must be a genuine supplement, or appendage to the newspaper in question, and of the same essential character, conveying intelligence of passing events of general interest.

Sec. 91. Publishers of newspapers cannot send specimen numbers of their papers to postmasters and others, without prepaying postage thereon.

Sec. 92. It is a violation of law to enclose or conceal a letter or other thing, (except bills and receipts for subscription) or to make any memorandum in writing, or to print any word of communication, after its publication, upon any newspaper, pamphlet, magazine or other printed matter. In all such cases letter postage should be demanded, and, if the person addressed refuse to pay such letter postage, the package should be returned to the Postmaster from whose office it came, to prosecute the sender for the penalty of \$5, prescribed by the 30th section of the act of 1825: and all transient printed matter should be distinctly postmarked at the mailing office.

Sec. 93. Any memorandum in writing, or by marks or signs, upon the cover or wrapper of a newspaper, pamphlet, magazine, or other printed matter, other than the name and address of the person to whom it is to be sent, subjects the package to letter postage; but, in such cases, should the party addressed fail to pay letter postage, further proceedings should be waived and the package placed with the other refused matter in the office, there being no concealment nor attempt at fraud.

Sec. 94. Circulars, advertisements and business cards, not weighing over three ounces, sent any direction in the United States, are chargeable with one cent postage each when prepaid, and two cents each when not prepaid. The same rates apply when sent in packages, unless the packages be sealed, so as to prevent the contents from being ascertained. If sealed, they are chargeable with letter postage by weight.

Sec. 95. Bonafide subscribers to weekly newspapers can receive the same free of postage, if they reside in the county in which the paper is printed and published, even if the office to which the paper is sent is without the county, provided it is the office at which they regularly receive their mail matter.

Sec. 96. Postage cannot be prepaid on regular newspapers or periodicals for a less term than one quarter; and in all cases postage must be paid on such matter at the commencement of a quarter.

Sec. 97. Exchange newspapers and periodicals, cannot be remailed without being chargeable with postage.

Sec. 98. A pamphlet is a printed but unbound publication, relating, solely, to some subject of local, ephemeral or temporary interest or importance only. Hence, with the exception of those not containing more than sixteen octavo pages each, for which, under certain conditions, the Act of August 30, 1852, has made special provision, no publication, although folded and unbound, can be permitted to pass in the mail as a "pamphlet," instead of a "book," unless its scope and subjects are such as to bring it fairly within the distinctive definition above given.

Sec. 99. A newspaper is defined to be any printed publication issued in numbers, and published at short stated intervals of not more than a month, conveying intelligence of passing events. It generally consists of a sheet, but may be composed of two sheets of paper.

Sec. 100. Publications borrowing the name, having the form and some of the characteristics of a newspaper, printed for gratuitous circulation, and depending on their advertisements for support, cannot be sent by mail gratuitously to persons not actual and bona fide subscribers upon the footing of newspapers "sent from the office of publication to actual and bona fide subscribers."

## CHAPTER X.

## SEC. 101. Postages to Foreign Countries.

The Asterisk (\*) indicates that in cases where it is prefixed, pre-payment is optional: in all other cases pre-payment is required.

	RATES OF POSTAGE FOR LETTERS WEIGHING HALF OZ. OR UNDER.		RATES OF POSTAGE FOR NEWSPAPERS.	
	In open mail to G. Britain.	In open mail by either U. S. or British packet, pre-payment required.	In British or open mail by either U. S. or British packet, pre-payment required.	In Prussian closed mail by either U. S. or British packet, pre-payment required.
	Cents.	Cents.	Cents.	Cents.
Aden (Asia) via Southampton.....	45	45	4	
do. via Marseilles.....	65	65		
Alexandretta.....	21	5	40	6
Alexandria.....	21	5	*38	6
Altona.....	21	5	*33	6
Algeria.....	21	5	40	6
Antivari.....	21	5	40	6
Ascension, via England.....	45	45	2	
Austria and its States.....	21	5	*30	6
Australia or any other foreign country, by private ship, via England.....	37	37	4	
Azores, Islands, via Southampton and Lisbon.....	63	63	4	
Baden.....	21	5	*30	6
Bavaria.....	21	5	*30	6
Belgium.....	21	5	40	6
Beyrout.....	21	5	40	6
Bombon and Borneo, Islands of, via Southampton and India.....	53	53	4	
Bourbon, via Marseilles.....	73	73		
Bourghas.....	21	5	40	6
Bremen.....	21	5	*30	6
Brunswick.....	21	5	*30	6
Brazils, via Falmouth.....	45	45	4	
Buenos Ayres, via England.....	45	45	4	
Cadix.....	21	5	40	6
Canary Islands, via England.....	65	65	4	
Candia.....	21	5	*40	6
Canca.....	21	5	*40	6
Cape of Good Hope.....	45	45	4	
Cape Verde Islands.....	65	65	4	
Cesme.....	21	5	*40	6
Ceylon, via Southampton.....	45	45	4	
do. via Marseilles.....	65	65		
China (except Hong Kong) via Marseilles.....	43	43		
do. do. via Southampton.....	33	33	4	
do. do. via Trieste.....			62	13
Constantinople.....	21	5	*40	6
Cuxhaven.....	21	5	*30	6
Dardanelles.....	21	5	*40	6
Denmark, (Holstein included).....	21	5	*35	6
Durazzo.....	21	5	40	6
East Indies, via Southampton.....	45	45	4	
do. do. via Marseilles.....	65	65		
do. (English possessions in) via Trieste.....			38	10
do. do. all other countries in and beyond the East Indies, via Trieste.....			70	13
Egypt, (except Alexandria) via Southampton.....	57	57	4	
do. do. via Trieste.....			38	6
do. do. by closed mail, via Marseilles.....	61	61		
do. do. by French packet, via Marseilles.....	51	51		
France.....	21	5	2	
Galatz.....	21	5	*40	6
Gallipoli.....	21	5	*40	6
German States.....	21	5	*30	6



The Asterisk (\*) indicates that in cases where it is prefixed, pre-payment is optional: in all other cases, pre-payment is required.

	RATES OF POSTAGE FOR LETTERS WEIGHING HALF OZ. OR UNDER.			RATES OF POSTAGE FOR NEWSPAPERS.	
	In open mail to G. Britain.	By U. S. Packet, pre- payment required, †	By British Packet, pre-payment required, †	In Prussian closed mail by either United States or British Packet.	In British or open mail by either U. S. or British pack- et, pre-payment required.
Gibraltar.....	21	5			
Greece, via Trieste.....	21	5	*42	2	6
do. via Marseilles.....	21	5		2	
do. via Southampton.....	57	57		2	
Hamburg.....	21	5	*30	2	6
Hanover.....	21	5	*30	2	6
Heligoland, Island of, via London.....	33	33		4	
Holland.....	21	5		2	
Hong Kong, via England.....	21	5		4	
do. via Trieste.....					38
Ibraila.....	21	5	*40	2	6
Ineboli.....	21	5	40	2	6
Ionian Islands.....	21	5	*38	2	6
Italy.....	21	5	*33	2	6
do. (except Lombardy, Modena, Parma, Tuscany, and the Papal States).....				30	6
Jaffa.....	21	5		40	2
Java, via Southampton.....	45	45		4	
do. via Marseilles.....	65	65			
Larnes.....	21	5	*40	2	6
Latakia.....	21	5	40	2	6
Lahuan, via Southampton and India.....	53	53		4	
do. via Marseilles.....	73	73			
Lauenburg.....	21	5	*33	2	6
Lubec, free city of.....	21	5	*30	2	6
Levante.....	21	5	30	2	6
Lombardy.....	21	5	*33	2	6
Madeira, Island of, via Southampton.....	65	65		4	
Malta, Island of.....	21	5		2	
Mauritius, via Southampton.....	45	45		4	
do. via Marseilles.....	65	65			
Mecklenburg.....	21	5	*30	2	6
Mersina.....	21	5	40	2	6
Modena.....	21	5	*33	4	6
Moldavia.....	21	5	30	2	6
Moluccas, via Southampton and India.....	53	53		4	
do. via Marseilles.....	73	73			
Montevideo, via Falmouth.....	45	45		4	
Mitylene.....	21	5	40	2	6
Naples, Kingdom of.....	21	5	30	2	6
New South Wales, via Plymouth.....	33	33		4	
do. do. via Marseilles.....	43	43			
New Zealand, via Southampton and India.....	53	53		4	
do. via Marseilles.....	73	73			
do. via Melbourne or via Sydney.....	33	33			
North Australia, via Southampton.....	53	53		4	
do. via Marseilles.....	73	73			
Norway.....	21	5	*46	2	6
Oldenburg.....	21	5	*30	2	6
Parma.....	21	5	*33	2	6
Placentia.....	21	5	30	2	6
Philippine Islands, via Southampton.....	45	45		4	
do. via Marseilles.....	65	65			
Poland.....	21	5	*37	4	6
Portugal, via Southampton.....	63	63		4	
Prevesa.....	21	5	40	2	6
Prussia.....	21	5	*30	2	6
Rhodes.....	21	5	*40	2	6
Roman or Papal States.....	21	5	*35	2	6

The Asterisk (\*) indicates that in cases where it is prefixed, pre-payment is optional: in all other cases pre-payment is required.

	RATES OF POSTAGE FOR LETTERS WEIGHING HALF OZ. OR UNDER.			RATES OF POSTAGE FOR NEWSPAPERS.	
	In open mail to G. Britain.	By U. S. Packet, pre- payment required, †	By British Packet, pre-payment required, †	In Prussian closed mail by either United States or British Packet.	In British or open mail by either U. S. or British pack- et, pre-payment requi- red.
Russia.....	21	5			
Salonica.....	21	5	*40	2	6
Samsun.....	21	5	*40	2	6
Sardinia.....	21	5	*38	2	6
Saxony.....	21	5	*30	2	6
Schwerin.....	21	5	*30	2	6
Strelitz.....	21	5	*30	2	6
Scutari, (Asia).....	21	5	30	2	6
Smyrna.....	21	5	40	2	6
Sicily.....	21	5	30	2	6
Sinop.....	21	5	40	2	6
Servia.....	21	5	30	2	6
Sicra Leone.....	45	45		4	
South Australia, via Plymouth.....	33	33		4	
do. via Marseilles.....	43	43			
Spain, via France.....	41	41			
do. via Southampton.....	73	73		4	
Sumatra, via Southampton.....	53	63		4	
do. or any other place in the Indian Archipelago, via Mar- seilles.....	73	73			
Sweden.....	21	5	*42	2	6
Switzerland.....	21	5	*35	2	6
Syria, via Southampton.....	57	57		4	
do. via Marseilles, by French packet.....	51	51			
do. do. by closed mail.....	61	61			
Taltcha.....	21	5	*40	2	6
Tenedos.....	21	5	40	2	6
Trebizonde.....	21	5	*40	2	6
Tulosa.....	21	5	*40	2	6
Tunis, via Marseilles, by French packet.....	51	51			
Turkey (in Europe) and Turkish Islands in the Mediterranean— except as herein mentioned.....	21	5	30	2	6
Tuscany.....	21	5	*35	2	6
Valona.....	21	5	40	2	6
Van Dieman's Land, via Plymouth.....	45	45		4	
do. do. by Australian mail packet, via England.....	33	33			
Varna.....	21	5	*40	2	6
Venezuela, via Southampton.....	45	45		4	
Venetian States.....	21	5	*30	2	6
Victoria, (Port Philip) via Plymouth.....	45	45		4	
Volo.....	21	5	40	2	6
Wallachia.....	21	5	30	2	6
West Australia, via Plymouth.....	45	45		4	
do. do. by direct Australian packet, via England.....	33	33			
Wurtemberg.....	21	5	*30	2	6

## BY THE NEW YORK AND BREMEN LINE, DIRECT.

	Cents.
Bremen.....	*10
Altona.....	*22
Austria, empire of (including Hungary, Galicia, Lombardy, Venice,) &c.....	*15
Bavaria.....	*15
Brunswick.....	*15
Hamburg.....	*15
Hanover.....	*15
Lubeck.....	*15
Mechlenburg-Schwerin.....	*15
Mechlenburg-Strelitz.....	*15
Oldenburg.....	*13
Prussia, kingdom and provinces of.....	*15
Saxe-Altenburg.....	*15
Saxony, kingdom of.....	*15
All other German States, cities and towns.....	*22
Alexandria.....	30
Constantinople.....	*33
Corfu.....	30
Denmark.....	*27
Greece.....	*33
Italy, (except Lombardy and Venice,).....	33
Malta, Island of.....	30
Netherlands, The.....	*25
Norway.....	*37
Poland.....	*29
Russia.....	*29
Schleswig.....	*27
Sweden.....	*33
Switzerland.....	*25
Wallachia.....	30

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 U. S. postage only.

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) by the Havre line..... } 20 cents—U. S. postage. Prepayment required. This pays to Havre only.

Newspapers, 2 cents each, pre-payment required. Letters of the weight of  $\frac{1}{4}$  oz. and under, by the Havre line, are subject 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.

Canada, New Brunswick, Cape Breton, Prince Edward's Island, Nova Scotia and Newfoundland..... } \*10 cents, when not over 8,000 miles from the line of crossing. 15 cents, where distance exceeds 8,000 miles.

Newspapers and periodicals are chargeable with the regular United States rates to and from the line, which postage must all be paid in the United States. Editors, however, may exchange free of expense.

## UNITED STATES AND GREAT BRITAIN.

Great Britain and Ireland, by either U. S. } \*24 cents, (California and Oregon excepted) 6 cents to be added when to or from California or Oregon. Prepayment optional.

On either a letter or packet of any weight, the whole postage or none at all should be prepaid. If any thing less than the whole is prepaid, no account is taken of it, and it is entirely lost to the sender.

In respect to 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 the 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," "5 cents," "21 cents," &c., are solely for the convenience of the exchange offices in keeping the account with the British Post Office.

Newspapers 2 cents each, pre-payment required. 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. 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 8 ounces, and no periodical over 16 ounces, without being subject to letter postage. Neither pamphlets nor periodicals are entitled to conveyance through England.

Charges..... } 10 cents, if distance from the mailing office does not exceed 2,500 miles; and Mexico..... } 20 cents where distance exceeds 2,500 miles. Prepayment required. Panama and other foreign places where the rates are not fixed by postal treaty..... }

Newspapers, 2 cents each, pre-payment required. The above is the United States postage only. Except for Acapulco, on the Pacific, and vicinity, the mails for Mexico will be despatched by the U. S. mail steamship line from New Orleans, via Tampico to Vera Cruz, three times a month.

West Indies, &c., British, viz..... } 10 cents, where distance from the mailing office does not exceed 2,500 miles; and Antigua..... } 20 cents, where distance exceeds 2,500 miles. Prepayment required being U. S. postage only Barbadoes..... } Bahamas..... } Berice..... } Carriacou..... } Demerara..... } Dominica..... } Essequibo..... } Grenada..... } Jamaica..... } Montserrat, Nevis..... } St. Kitt's, St. Lucia..... } St. Vincent..... } Tortola, Tobago, Trinidad..... }

Newspapers, 2 cents each—Prepayment required.

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..... } 44 cents, where distance exceeds 2,500 miles. Prepayment required being U. S. and British postage. Carthagen..... } Honduras..... } St. Juan, (Nicaragua)..... } St. Thomas, &c..... }

Newspapers sent, 6 cents each, prepayment required. On papers received, the rate to be collected is 2 cents only, the British postage being prepaid.

‡ To St. Thomas and the other Danish Islands, by *U. S. Packet to Kingston*, the single rate is 18 cents under 2,500 miles, and 28 cents over 2,500 miles, prepayment required.

Guayaquil, (Ecuador).....	
Quito..... do.....	
Cobija..... (Bolivia).....	
La Paz..... do.....	
Coplapo..... (Chili).....	
Huasco..... do.....	
Coquimbo..... do.....	
Valparaiso..... do.....	
S. Iago..... do.....	

48 cents on letters sent; being the United States and foreign postage. Pre-payment required.  
24 cents on letters received; being the United States postage only.

Newspapers sent, 8 cents, and newspapers received, 4 cents each, to be collected in the United States.

Payta..... (Peru).....	
Lambayeque..... do.....	
Huanchaco..... do.....	
Casma..... do.....	
Huacho..... do.....	
Callao..... do.....	
Lima..... do.....	
Pisco..... do.....	
Islay..... do.....	
Arica..... do.....	
Iquique..... do.....	

32 cents on letters sent; being the United States and foreign postage. Pre-payment required.  
20 cents on letters received; being the United States postage only.

Newspapers sent, 8 cents, and newspapers received, 4 cents each, to be collected in the United States.

Bogota..... New Grenada.....	
Buenaventura do.....	

28 cents on letters sent; being the United States and foreign postage. Pre-payment required.  
26 cents on letters received; being the United States postage only.

Newspapers sent, 8 cents, and newspapers received, 4 cents, to be collected in the United States.

Australia, by private ship from New York, 5 cents, prepayment required.

China.....	
New South Wales.....	
Sandwich Islands.....	

By mail to San Francisco—thence by private ship.

10 cents, being the United States postage to San Francisco. Pre-payment required.

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 trifling.

Sec. 102. 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, 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.

Sec. 103. ON PAMPHLETS AND MAGAZINES, to or from the west coast of South America, the United States postage is four cents, and to or from all other foreign countries (except Great Britain and the British North American Provinces as above,) one cent an ounce or fraction of an ounce, to be collected in all cases in the United States.

Sec. 104. 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 with letter postage.

Sec. 105. All letters to and from foreign countries (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. Postmasters should be careful, also, 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.

Sec. 106. 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. 107. In the case of letters to go through France, the French postage is rated by the quarter ounce for the single letter. This is ten cents, except with reference to letters for Egypt, Syria, and Tunis, by French packet, when the single French rate is twenty cents. Therefore, the quarter ounce French rate only being embraced in the above rates for letters marked "*via France*," or "*via Marseilles*," the French rate on all such letters must be doubled for each quarter of an ounce.

## CHAPTER XI.

### SHIP AND STEAMBOAT LETTERS.

Sec. 108. 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.

Sec. 109. 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 on their boats, at any point along the route.

Sec. 110. 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* and left unsealed. 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.

Sec. 111. 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. 112. 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 be all 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. 113. 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. 114. Upon letters and packets received from 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. *See, also, Section 69.*

Sec. 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 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 prepaid, 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.

Sec. 117. 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 the arrival of the vessel.

Sec. 118. Postmasters should take receipts of the masters of boats, stating the number of such letters and the places from which they were brought.

Sec. 119. The account of steamboat letters received, stating the sums paid for them and the postage chargeable thereon, is to be kept in the account of *Ship and Steamboat Letters received.*

## CHAPTER XII.

### ADVERTISING LETTERS.

Sec. 120. When the gross receipts of the Post Office for the then next preceding quarter shall not have exceeded \$500, the postmaster shall advertise such uncalled-for letters once in six weeks only: when such gross receipts shall have exceeded \$500, and have not exceeded \$1,000, the postmaster shall advertise once a month only: when such gross receipts shall have exceeded \$1,000, and shall not have exceeded \$7,500, the postmaster shall advertise twice a month: and when such gross receipts shall have exceeded \$7,500, the postmaster shall advertise *once a week*. The following additional instructions on the subject will be observed:

1. Such advertisements are to be inserted in one newspaper only, which must be printed in the city, town, or village in which the post office is situated, and must have the largest circulation within the range of delivery of said office of any paper issued weekly or oftener, printed in such city, town, or village. Should the publisher of such paper refuse to give such list of letters one insertion, at one cent for each letter, the postmaster will designate for this service some other paper published in the same place. He is also required to post in a conspicuous place in his office a copy of such list on the day or the day after the publication thereof.

2. If there is no newspaper printed in the city, town, or village where the post office is kept, or if the publishers of all the papers printed shall refuse to advertise the letters for the sum above mentioned, then manuscript lists of them are to be made out and posted at such public places in the town and neighborhood as shall appear best adapted for the information of the parties concerned.

3. Refused letters are not to be advertised, nor those which the postmaster expects will be immediately taken from the office.

4. Drop and box letters, circulars, free packets containing printed documents, speeches or other printed matter, are not to be advertised.

5. When authority for the publication of lists of foreign letters in a newspaper printed in a foreign language is deemed advisable, the postmaster must make a special application for the necessary order to publish in such paper.

6. All orders for publication of these lists of uncalled-for letters in more than one newspaper are vacated and annulled. The present law authorizes a single publication in one paper only.

7. When daily, semi-weekly, tri-weekly, or weekly papers are issued from the same office, the proprietor must not be allowed to aggregate the circulation of such papers, but the single circulation of each issue of the particular paper for which he claims the publication. Whether the paper is issued daily, tri-weekly, semi-weekly, or weekly, must be shown, and the advertisement inserted in the particular paper which has the largest circulation.

## CHAPTER XIII.

### DEAD LETTERS.

Sec. 121. Dead letters are such as have been advertised and have remained on hand three months longer.

Sec. 122. But letters refused, or which cannot be delivered, are also to be considered dead letters and forwarded to the Department at the end of each month, without being advertised. Also, those held up for the payment of the postage, and not attended to, and those attempted to be sent with stamps previously used.

Sec. 123. All letters from foreign countries, including those from the British North American Provinces, should be returned at the expiration of one month after having been duly advertised.

Sec. 124. Letters for foreign countries which cannot be forwarded without pre-payment of postage; letters not addressed, or so badly directed that their destination cannot be ascertained, and letters addressed to places where there are no Post Offices, must be returned to the Department monthly with the "refused" and "foreign dead letters."

Sec. 125. At the end of each quarter, all dead letters then on hand, including such as are mentioned in the four preceding sections, and were not returned in the first two months of the quarter, must be forwarded to the Department in the regularly quarterly return, with a dead letter bill, showing the whole number then sent, as well as those sent in the two previous months.

Sec. 126. When refused letters, or letters which cannot be delivered, or letters from foreign countries or any such as are mentioned in section 131, are returned to the Department monthly, the Postmaster should not omit to note on the dead letter bill for the last month of the quarter, the amount of the bills returned for each of the two preceding months, so as to give a complete dead letter bill for the whole quarter, corresponding in amount with the credit claimed for dead letters in his quarterly account current. All dead letter bills are to be made in duplicate, and one of each retained by the Postmaster.

Sec. 127. The dead letter bill should be so made up as to show the number of unpaid letters of each rate,—the number of paid letters of each rate,—the number of drop letters,—the number of unpaid, foreign letters and their rates,—the number of paid foreign letters and their rates; and each description of dead letters here mentioned should be carefully put in separate parcels, and the whole tied in one bundle.

Sec. 128. If the dead letters at any office be so numerous as to make it necessary to put them in several bundles, the bundles should be numbered consecutively, beginning with number 1, and the dead letter bills should always be put in the last number which should be marked "Bill."

Sec. 129. No allowance will be made for dead letters returned, unless they are accompanied by a dead letter bill.

Sec. 130. When a letter is refused, the word "refused" should be at once plainly written upon it, and the letter put with those to be returned at the end of the month.

Sec. 131. If previous to its return, the seal of a dead letter be broken by accident, or by having been delivered to the wrong person, the fact and circumstances must be noted upon it.

Sec. 132. Every dead letter must bear on the sealed side the *stamp or post mark* of the Post office by which it is returned, and the *date of its return* to the Department.

Sec. 133. When any letter from this Department, or from any other Department or public office at the seat of Government, is not called for within one month from the time of its receipt, or when the person addressed is known to be dead, or to have moved away, such letter must be returned *direct* to the Department or public office in which it originated, and should never be sent to the Post Office Department as a dead letter.

Sec. 134. 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*.

#### CHAPTER XIV.

##### LETTER CARRIERS.

Sec. 135. Postmasters are authorized to employ letter carriers. They are to be nominated to, and appointed by the Postmaster General, and are required to give bonds to the United States, to be approved by him.

Sec. 136. When so appointed and qualified, the postmaster may, at his risk and responsibility, place in the hands of the carriers for delivery, all letters received, except such as are for persons who may have lodged with him a written request to retain their letters in the office.

Sec. 137. Such carriers may charge and receive two cents for every letter, and a half cent for every newspaper, delivered by them, unless otherwise directed by the Postmaster General.

#### CHAPTER XV.

##### LOST LETTERS AND MAIL DEPREDACTIONS.

Sec. 139. Money and other valuable things, sent in the mail, are at the risk of the owner. But, if they 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. 140. In every case of loss by mail, whether supposed to be the result of casualty or of depredation, 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 if paid, whether by money, or by stamp, the office to which addressed, and whether mailed direct thereto, or to what 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.

Sec. 141. No reported loss will be investigated by an agent, unless satisfactory evidence is produced, either by the certificate of the postmaster, or some other disinterested individual that the money or other valuable thing was deposited in the post office.

Sec. 142. All necessary expenses that may be incurred in recovering the mail, and in apprehending the robber, will be reimbursed by the Department.

Sec. 143. In some cases it may be proper to offer a reward, not to exceed fifty dollars, payable on conviction, for the apprehension of the criminal.

Sec. 144. In every case when the criminal is apprehended, the Attorney of the United States for the district in which the offence was committed, should be promptly informed of the facts, and his advice obtained.

Sec. 145. If the prosecution be had before the Federal Court for the District, as it should be in all cases, and must be when State officers refuse to act, the Attorney of the United States will conduct it.

Sec. 146. Persons arrested for mail depredations should in all cases when it is practicable, be taken before a district, or a circuit judge, or a commissioner of the United States, for examination and commitment.

Sec. 147. In every case it is expected that postmasters will spare no exertions to have justice done, and the guilty punished, by procuring testimony, and giving the prosecution every other aid in their power.

Sec. 148. Cases of mail robbery should be at once reported to the Department, and information given from time to time, of what further transpires respecting them.

Sec. 149. At all large offices at which daily mails from other large offices are received, care should be taken to note the fact, if the usual mail from any of those offices fail for any given day to arrive, and if subsequent mails arrive, leaving that for a preceeding day still due, the mailing office should immediately be written to for information, whether such mail as that supposed to be missing, was actually sent; and if the answer be in the affirmative, a report of the loss should, without further delay, be made to the Department.

Sec. 150. If a postmaster has reason to believe that a mail has been robbed or stolen, in the vicinity of his office, he should at once examine into the evidence of the fact; and, if satisfied that such robbery or theft has actually occurred, should take immediate and energetic measures for recovering the mail, and for apprehending and prosecuting the offender.

Sec. 151. The postmaster, or one of his assistants, in all cases, *immediately* before the office is swept or otherwise cleared of rubbish, is to collect and examine the waste paper which has accumulated therein, in order to guard against the possibility of loss of letters or other mail matter, which may have fallen on the floor, or have been intermingled with such waste paper during the transaction of business. The observance of this rule is strictly enjoined upon all postmasters, and its violation will constitute a grave offence. Postmasters should be careful to use, in mailing letters or packets, all wrapping paper fit to be used again; and the sale of any such paper is strictly forbidden.

#### CHAPTER XVI.

##### MAIL CARRIERS, ROUTE AGENTS, AND LOCAL AGENTS.

Sec. 152. It is the duty of a mail carrier to receive and convey a letter, (and the money or a stamp of suitable denomination for its postage when tendered,) if delivered to him more than a mile from a post office, and to hand it, with the money, or stamp, into the first post office at which he arrives. A penalty of \$50 attaches on failure to do so.

Sec. 153. On Railroad and Steamboat routes, it is the duty of Route agents—1st. To receive letters written after the mail has closed, and way letters pre-paid by stamps; to mail and post bill said letters, and direct them to the proper office for delivery or distribution, and to report a list of all such letters to the Contract office. 2d. To assort the mails for the several offices, being entrusted with the key to the iron lock for that purpose. 3d. To attend to the delivery and reception of mail bags. 4th. To report to the Inspection Office all irregularities of service on the route, especially every instance in which they fail to receive or deliver a mail where one is due, with the cause of such failure—which, if not known, must be ascertained by inquiry.

Sec. 154. In connection with the same class of Routes, Mail messengers, in certain cases, are appointed to carry the mail to and from Post Offices, when such offices are more than eighty rods from the steamboat landing, or railroad station.

Sec. 155. Route agents, mail messengers, and local agents, must take the usual oaths of office, and transmit them to the Inspection Office. They are thereupon exempt as mail carriers, from militia and jury duty.



§ All postmasters, whether their commissions exceed or fall short of \$200 per annum—restricted to letters and packets relating exclusively to the business of their offices or the Post Office Department. **NOTE.** They must be marked "Post Office Business," and this declaration subscribed by the postmaster himself, with a designation of his office.

Sec. 162. Publishers of pamphlets, periodicals, magazines and newspapers, not exceeding sixteen ounces in weight, may exchange their publications reciprocally free, and may send their bills for subscriptions to their publications enclosed in them without additional postage—Restricted to one copy each of each publication.

Sec. 163. It is the practice of many to address their hand bills and newspapers in the nature of circulars or hand bills to post masters, by which means they give them an extensive circulation free of postage. This is an abuse which must be corrected. In every instance where a postmaster receives a communication, addressed to him as postmaster, which is of a private character, and designed to promote private interests, with an evident intention of giving circulation to it, without paying postage, he will return the same to the person who sent it, under a new envelope, with the charge of letter postage endorsed.

Sec. 164. If the name of the individual franking a letter be known as the handwriting of a person entitled to frank, the letter may be regarded as free, although the style of his office be omitted.

Sec. 165. No postmaster or other privileged person can authorize his assistant, clerk, or any other person to write his name for the purpose of franking any letter, public or private.

Sec. 166. The personal privilege of franking travels with the person possessing it, and can be exercised in but one place at the same time.

Sec. 167. No postmaster or privileged person can leave his frank behind him upon envelopes to cover his correspondence in his absence.

Sec. 168. If letters or papers be put into a post office bearing the frank of a privileged person who notoriously has not been in that vicinity for several days; or if letters or papers marked free, be received at an office, directed to a privileged person, but notoriously intended to be received by some person not privileged, whether acting as the agent of the privileged person or not, it is the duty of the postmasters to treat them as unpaid.

Sec. 169. If any letter to or from a privileged person, be put into or received at a post office, of greater weight than such person has a right by law to frank, the postmaster will charge the excess with letter postage.

Sec. 170. It being impracticable in all cases to determine what postmasters are entitled to receive their private communications free, a *manuscript* letter addressed to a postmaster should not be detained in the mailing office, for the reason that the postage on it is not prepaid, except in cases where it is known that the postmaster addressed is not entitled to receive his private letters free. And if letters to any postmaster are known to relate exclusively to "post office business," being so superscribed, they should be mailed free.

Sec. 171. Any postmaster receiving a letter free, which should have been charged with postage, is bound by his oath of office to charge himself with such postage in his account with the department.

Sec. 172. Postmasters are required to report to the department all violations of the franking privilege.

Sec. 173. The law, fixing the penalty for violation at fifty dollars, provides "that no postmaster or assistant postmaster shall act as *agent* for lottery offices, or, under any color of purchase, or otherwise, vend lottery tickets," and that "no postmaster shall receive free of postage, or *frank* lottery schemes, circulars or tickets." Therefore, all such lottery schemes, circulars or tickets, addressed either to a postmaster or assistant postmaster, must hereafter be excluded from the mail, together with all other transient matter of this kind, addressed simply to an office and not to any individual.

Sec. 174. If any person shall counterfeit the hand writing, or frank of a person entitled to the franking privilege, or cause the same to be done, in order to avoid the payment of postage, each person so offending is liable to a fine of \$500.

Sec. 175. 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.

Sec. 176. If a postmaster, having the franking privilege, franks matter which exceeds half an ounce in weight, and which does not relate exclusively to the business of his office, or of the Post Office Department, the excess is chargeable with postage: and if not so charged at the mailing office, the charge should be made at the office of delivery. Postmasters' *Assistants* are forbidden by law to exercise the franking privilege under any circumstances.

Sec. 156. Mail carriers, contractors or stage drivers cannot lawfully carry out of the mail, any letter or packet, unless the same has been pre-paid by a stamped envelope of suitable denomination; but are permitted so to carry newspapers for sale or distribution to subscribers, and also pamphlets, magazines and periodicals when not marked or directed, nor intended for immediate distribution to subscribers or others, but intended for sale as merchandize and sent to some *bona fide* dealer, or agent for the sale thereof.

## CHAPTER XVII.

## THE FRANKING PRIVILEGE.

Sec. 158. The right to send and receive letters and packets through the mail, free of postage, is held either as a personal privilege, or as an official trust for the maintenance of official correspondence. In both its forms, the right varies in respect to different classes of officers and individuals, in the kind as well as weight of matters which may be so sent or received. An interchange between publishers of pamphlets, periodicals, magazines and newspapers, of their respective publications, is allowed for the purpose of promoting the dissemination of that kind of information of which they are the vehicles.

Sec. 159. The following officers and persons enjoy the right as a personal privilege, subject in the case of some of them, to the several restrictions stated and annexed.

1. The President and Vice President of the United States; the individuals who at former periods have filled the office of President and Vice President; Mrs. Harrison, Mrs. Polk, relicts of former Presidents. Restricted in the case of the Vice President, or ex-Vice Presidents, to letters and packets not weighing over two ounces and to public documents.

2. Members of Congress and Delegates from Territories, during their term of office, and until the 1st Monday of December, after its expiration—Restricted to letters and packets not exceeding two ounces in weight, and public documents. Public documents are those printed by the order of either House of Congress, and publications and books procured or purchased by Congress, or either House for the use of the members.

3. The Secretary of the Senate, and the Clerk of the House of Representatives, during their official terms. Restricted as Members of Congress and Delegates.

4. Every postmaster whose commissions for the previous fiscal year, ending 30th June, did not exceed \$200—Restricted to sending letters written by himself on his private business, and receiving written communications addressed to himself on his private business; such letters or written communications not to exceed half an ounce in weight. He cannot, therefore, receive or send free any description of printed matter. He cannot frank or receive free letters written by or addressed to his wife or any other member of his family, or by or to a firm of which he is a member. Neither is he authorized to frank letters containing money or other things, nor letters written by himself on the business of others, whether they be letters of subscription to editors, or publishers, or other description. The penalty for a violation of this law is \$300.

Sec. 160. By the following officers, the privilege is held in trust for the maintenance of correspondence required in the performance of official duty.

1. The Secretaries of the Departments, Postmaster General and Attorney General of the United States; the 1st and 2d Comptrollers of the Treasury; the Solicitor of the Treasury; the Auditors of the Treasury; the Treasurer of the United States; the Register of the Treasury; the Assistant Secretary of State; the Assistant Secretary of the Treasury; the Commissioner of the General Land Office; the Commissioner of Customs; the Commissioner of Patents; the Commissioner of Indian Affairs; the Commissioner of Pensions; the Assistant Postmasters General; the Adjutant General of the Army; the Quarter Master General; the Inspector General; the Commissary General of Subsistence; the Paymaster General; the Chief Engineer; the Surgeon General; the Colonel of Ordnance; the Chiefs of Bureaus of the Navy Department; and the Superintendent and Assistant Superintendent of the Coast Survey—Restricted to letters and packets relating to their official duties, those sent to be marked or stamped "official business," and this declaration to be subscribed by the officer with a designation of his office. In the case of the heads of departments *alone*, this declaration may be subscribed under their direction by their respective Chief Clerks.

2. The Governors of States to the Governors of other States—Restricted to laws and reports, bound or unbound, records and documents of the State, which the Legislature thereof may direct to be sent to the Executive of other States.



## CHAPTER XVIII.

## ACCOUNT OF NEWSPAPERS.

Sec. 176. a. Every postmaster will keep—

1. An account in which he will enter at the beginning of the quarter, or on first receiving any particular paper, all newspapers by name that are to come regularly to his office, except such weekly papers as are free, and in the proper column opposite each paper, the amount of postage thereon for the quarter. This postage is to be collected in advance. In the same account, and in the same manner, he will enter all periodicals regularly received, and which have not been prepaid at the mailing office. At the end of the quarter he will correct this account, 1st, by adding to it all the extras, supplements and duplicates of said papers which have been received; and 2d, by deducting the amount he may have refunded for papers which failed to arrive.

2. An account in the form prescribed by the Department, of all printed matter other than that embraced in the above account, and on which the postage was payable at his office. This account will therefore include the amount of postage (required to be prepaid) on each and every transient newspaper, unsealed circular, handbill, engraving, pamphlet, periodical, magazine, book and every other description of printed matter mailed at his office, except newspapers for actual and *bona fide* subscribers, and periodicals published at intervals of not more than three months. It will also include the postage on any such matter deliverable at his office, which through inattention of the postmaster or otherwise, may not have been prepaid at the mailing office, and the postage on every description of printed matter mailed or received at his office to or from foreign countries.

## CHAPTER XIX.

## ACCOUNTS AND RETURNS OF POSTMASTERS.

Sec. 177. At the end of every quarter, which is on the last day of March, June, September, and December, every postmaster must make up his accounts, and forward *transcripts* of them to the 3d Assistant Postmaster General. The originals must be filed by the postmaster with his general account, and will, like it, be held subject to inspection.

Sec. 178. In case of death, resignation, or removal of a postmaster, or discontinuance of an office; or in case of the giving of a new official bond in consequence of a change in the name of an office, the expiration of the term for which the postmaster may have been appointed, or otherwise, the accounts must be made up to the day, (though it be not the end of a quarter,) in which the office ceases to operate, or the new appointment, or the new bond, as the case may be, takes effect.

Sec. 179. Many postmasters have been in the habit of forwarding to the department, contrary to regulation, their *original accounts*, keeping no duplicate or copy. This violation of rule cannot be permitted or overlooked. *Transcripts or copies only* must be sent, and the original accounts must be carefully preserved for inspection by any agent of the department who may require it.

Sec. 180. The quarterly account current, and all other official papers, must be signed by the postmaster himself, unless necessarily absent or sick, in which case, it may be signed as follows:

A — B —, P. M.  
by C — D —, Ass't P. M.

The blank heading of the account current is to be filled up with the name of the office, its County, District, or Parish, and State.

Sec. 181. The accounts of all postmasters are examined and adjusted by the Auditor as they are received, and the errors, if there be any, are carefully corrected, and the postmaster notified of such as increase by as much as fifty cents, the balance due to the United States.

Sec. 182. Postmasters, therefore, will understand that any alteration in the balances of their accounts is occasioned either by the correction of some numerical error, or by some deviation, on their part, from a strict conformity to the law, and these instructions.

Sec. 183. If any postmaster shall neglect to render his accounts for one month after the time, and in the form and manner prescribed by law, and by the Postmaster General's instructions, he shall forfeit double the value of postages which shall have arisen at his office.

Sec. 184. The postmaster, though he may have mailed his accounts will not be considered as discharged from the penalty mentioned in the foregoing section, unless within one month, after being notified that they have not been received at the Department, he transmits duplicate transcripts from the original accounts retained in his possession.

## CHAPTER XX.

## PAPERS AND ACCOUNTS TO BE RETURNED TO THE POST OFFICE DEPARTMENT, BY POSTMASTERS.

Sec. 185. The Quarterly Return is composed of the following accounts and papers, viz:

1. A transcript of the *Account of mails sent* from the office for the quarter. The entries in this account must, of course, be made every post day, before the mail is sent from the office, and at all large offices, it should be transcribed daily.
2. A transcript of the *Account of mails received* at the office for the quarter. At all large offices, the entries in this account should be made daily, and it should be transcribed daily, so as to prevent any delay in making it out at the close of the quarter.
3. A transcript of the *Account of regular Newspapers and Pamphlets received* at the office during the quarter, to which is to be added the amount of the *Miscellaneous Account*.
4. From the post offices where such accounts should be kept, a transcript of the *Account of Ship and Steamboat letters received* in the quarter, and the moneys paid for them.
5. A transcript of the *Account of Letters sent by sea* from the offices at sea ports.
6. All the *post bills* received from other offices during the quarter.
7. *Accounts and receipts for contingent expenses*.
8. The *Dead letters*, and a bill or bills of them.
9. From Distributing offices, a transcript of the *Accounts of mails received for Distribution*.
10. The *Account current*.
11. The *Transcripts of Registered letters received and sent*, and the *Registered letter bills*, must be put in the return, in a separate package.

Sec. 186. Postmasters are *strictly required* to fill the blanks in the account current at the head of *each page* of their accounts of mails received and sent, and carefully to add each and every column of said accounts. They will then recapitulate the amount of each column on a blank page, so as to enable the Auditor to report quarterly the aggregate amount of such columns.

Sec. 187. The commission account and the emolument account, with the vouchers belonging to them—must also accompany the quarterly account of all postmasters whose duty it is to render such accounts.

Sec. 188. To ensure a correct and expeditious settlement of the quarterly accounts of postmasters, it is indispensable that each return should arrive at the Department in one perfect, unbroken bundle or packet. Each postmaster, therefore, should observe the following directions in *packing up his return* for transmission in the mail, viz:

Sec. 189. Put up each part of the return if large, in a separate parcel, with strong paper, tying it with twine, and writing on each parcel its proper contents, and the name of the office, county, and State.—Then pack up all the parcels, constituting the entire quarterly return, in one compact bundle or packet, and having postmarked it, direct it plainly to the Third Assistant Postmaster General, Post Office Department.

Sec. 190. No letter, receipt, paper, or other thing whatever, not strictly belonging to the quarterly return, as enumerated and described in this chapter, should be put up in it.

## CHAPTER XXI.

## THE QUARTERLY ACCOUNT CURRENT.

Sec. 191. The *Quarterly Account Current* is numbered to consist of 30 articles:—

In article 1 every postmaster will make himself debtor for the whole amount of postage on the unpaid letters, if any, which remained on hand at the close of the preceding quarter.

In article 2 every postmaster will make himself debtor for the whole amount of the postage on all unpaid letters. This article he will find in the first column of *mails received* from other offices.

In article 3 every postmaster, will make himself a debtor for the amount of postage on the way-letters received at his office, for delivery; this he will find in the second column of his *Account of mails received*.

In article 4 every postmaster will next debit himself with the amount of postage undercharged. This amount he will find in the third column of his *Account of mails received*.

In articles 5 and 6 every postmaster will next debit himself with the number and amount of ship and steamboat letters received for delivery. This article he will find in the first column of his *Account of Ship and Steamboat letters*.

In article 7 every postmaster will debit himself with the amount of postage paid in money on letters sent from his office. This amount he will find in the third column of *mails sent*.

Every Postmaster of a distributing post office will next debit himself with the amount (if any,) of letters for delivery received at his office in the distribution bills.

In article 8 every Postmaster will debit himself with the amount of postage on drop letters. This amount he will find in the eighth column of *mails received*.

In article 9 every postmaster will debit himself with the whole amount he has paid during the quarter for advertising letters, and credited as contingent expenses. He will mark the cost of advertising on each letter advertised. Upon every letter delivered, he will collect this cost in addition to the postage, and upon those remaining, sent as dead letters to the Department, he will charge it.

In article 10, every postmaster will next credit himself with the amount of postage on letters which have been mis sent to and forwarded from his office, and the amount overcharged on letters received at his office. This amount he will find in the fourth column of his amount of mails received.

In Article 11, every postmaster will credit himself with the amount of postage on unpaid dead letters, if any, remaining in his office at the end of the quarter, and on letters refused or which could not be delivered, and sent to the Department as dead. This credit will include the cost of advertising any letters returned, and its amount will be the aggregate amount of the bill then to be made out, and of bills sent at the end of each of the two previous months of the quarter, of which he has retained duplicates.

In article 12 the amount of postage of unpaid letters if any, on hand at the close of the quarter is now to be entered to his credit. This is a temporary credit, given because the postmaster is already charged with the amount in the debit part of this account. The exact sum of this temporary credit must be entered to his debit in the first article of his next account, whether any of the letters be delivered out or be returned as dead letters or otherwise.

Having added together the sums of the first nine mentioned articles and placed the amount at the foot of the column, and at the foot of the column in the same line opposite, he will then deduct the sum of the articles 10, 11 and 12 from this amount, and the balance will be the amount of letter postage collected by him this quarter.

The balance which has been placed on the credit side of the account as article 13, is now to be entered to his debit as article 14.

In article 15 every postmaster will next debit himself with the whole amount of postage on the regular newspapers and periodicals, and other printed matter which he has received from other offices during the quarter, and the amount of postages on transient and miscellaneous newspapers.

In article 16 every postmaster will deduct, if entered in the account, the amount of postage on such newspapers as have continued during the quarter to come to the office, after he has given the publishers three months' notice that they are not taken out. He will sell such newspapers, and in article 18 he will charge himself with the amount received therefor.

In article 17 postmasters will enter the amount of fees received for registry of letters. Postmasters will next add the amount of postages collected on letters and newspapers, represented by articles 15 and 18, and place the amount in the column in the same line opposite.

If the postmaster has received stamps or stamped envelopes direct from the Department, or from his predecessor, he will include the balances resulting from articles 19, 20 and 21 in this addition.

In article 22 each postmaster will credit himself with the amount of mail registers returned by him during the quarter.

In article 23, comprehending five different rates, every postmaster will next cast his commission on the amount of postage collected on letters during the quarter, including the amount prepaid by stamps and stamped envelopes, to be found in the second column of *mails sent*.

In articles 24 and 25 every postmaster will next cast his commission on the amount of postage collected on newspapers and other printed matter, including the postage on such printed matter prepaid at his office by stamps or stamped envelopes, at 50 per cent. and enter it in this place.

In article 26, postmasters will enter the amount of fees received for registry of letters, casting their commissions at 80 per cent. thereof. Also the number of weekly newspapers delivered to subscribers not chargeable with postage.

In article 27, if the commission on letters, newspapers and other printed matter does not exceed \$500 in one quarter, the postmaster will then set down the number of free letters received by mail for delivery at the office, and carry the amount at one cent each to his credit. This number he will find in the ninth column of his *Account of mails received*.

In article 28, the postmaster will next set down the number of ship and steamboat letters which he has paid for this quarter and enter the amount of such payment. These sums he will find in the second and third columns of his *Account of Ship and Steamboat letters received*.

In article 29, the postmaster will next state the number, and credit himself with the amount paid, the mail carrier for way letters. No form is prescribed for keeping this account.

Sec. 192. In article 30, it now remains for the Postmaster to enter the amount of Contingent Expenses, which consist of wrapping paper and twine, advertising of letters, repair of mail bags, and a desk, or case, for the safe keeping of letters. But, at offices where the commissions amount to \$50 per annum, wrapping paper and twine must be procured of the contractors for furnishing the same.

Sec. 193. The postmaster will now strike the balance of the account which should show how much he is indebted to the Department for postages for the given quarter.

Sec. 194. As this Account Current is intended to show the net proceeds of the office for the quarter, no balance due on a former quarter, nor any payment to, or collection for, the Department is to be inserted in it. All vouchers for expenses charged in the quarterly account, or in the Commission or Emolument account, must be transmitted with the said accounts: and if for advertising letters, must state the number of letters. Unreasonable delay not only implies neglect of the public business, but is calculated to bring suspicion upon the claims withheld; and the Department, therefore, reserves to itself the right to reject all such claims made after the quarterly accounts have been adjusted.

Sec. 195. Postmasters whose commissions amount to \$500 per quarter, are allowed to charge, among the contingent expenses, advertisements of the arrivals and departures of the mails, and will limit such charge to an advertisement of three weeks only—once each week.

Sec. 196. Besides the printer's account, and receipt for advertising letters, the newspaper containing the advertisement must be transmitted therewith.

## CHAPTER XXII.

### GENERAL ACCOUNT.

Sec. 197. Every postmaster will keep in his office a *General or Ledger account with the United States, for the service of the Post Office Department*, subject to the inspection of the Postmaster General, or of any general or special agent of the Department, and a copy of which is to be furnished to the Auditor, from time to time, when required.

Sec. 198. In the general account, every postmaster will credit the United States with the balances due on his quarterly returns as acknowledged, and when notified by the Auditor of any corrections made on examination thereof, he will make the corresponding corrections in the general account, or enter the proper credit therefor.

Sec. 199. The postmaster will likewise credit all sums collected by, or deposited with him, on account of the Department, and will debit the account with all sums paid over for the general service of the Department, whether by deposit, upon draft, or upon collection order. A draft office may be required to deposit, or to pay on a collection order, or a collection office to deposit or to pay on a draft.

Sec. 200. The duplicate quarterly accounts, the duplicate certificates of deposits, the duplicate collection orders and the drafts paid, and also all instructions, are to be filed as vouchers with this account, and be subject to inspection.



Sec. 201. The postmaster, upon being furnished with a statement of his general account as kept by the Auditor, will immediately compare it with his account as kept by himself, and at once acknowledge to the Auditor the balance appearing on such statement, or point out the particulars wherein the accounts disagree.

### CHAPTER XXIII.

#### COLLECTION OF DEBTS.

Sec. 202. The collection of debts due to the Post Office Department, whether by postmasters, contractors, or other persons, is assigned by the act of July, 1836, to the Auditor of the Treasury for the Post Office Department.

Sec. 203. When such debts, if collected, would overpay the contractor for the route, on or near which the debtor resides, or when for other reasons the Auditor finds it more convenient to employ a postmaster in the vicinity, the latter will consider himself as a special agent of the Department for this purpose, and will obey such orders as he may receive from the Auditor in respect to such collection. If the debt is collected, the postmaster will give notice to the Auditor, by transmitting his receipt for its amount, and will credit the same in his general account with the United States, for the service of the Post Office Department.

Sec. 204. If the exertions of the postmaster to collect prove unavailing, he will communicate to the Auditor the causes of the failure, and also the pecuniary circumstances of the parties, if alive, or of their estates, and the name of their administrators, if dead.

Sec. 205. If due diligence be not used in making the collection, or if, being unsuccessful, any postmaster fail to return the draft or demand to the Auditor, or otherwise to give notice of such failure, or fail to give any information required in relation to the same, such neglect and want of fidelity will amount to a breach of the condition of his bond, for which the damages will be recoverable; and will moreover be considered just ground of removal from office.

### CHAPTER XXIV.

#### PAYING OVER MONEY TO THE USE, OR FOR THE SERVICE OF THE POST OFFICE DEPARTMENT.

Sec. 206. No moneys are to be paid directly into the Department, neither are any paid out directly by it. The proceeds of postage, or moneys received for postage stamps, or stamped envelopes sold, will, therefore, never be remitted by postmasters to the Department, nor be paid to any of its officers or agents, without due authority from the Postmaster General.

Sec. 207. For the purpose of paying over the funds of the Department, all the Post Offices, except Special Offices, are classed either as Deposit Offices, Draft Offices, or Collection Offices. Offices are transferred from time to time from one to another of these classes, to suit the convenience of the service, and when such changes are necessary, they are notified to the postmasters, respectively, by a circular letter.

Sec. 208. Deposit offices are such as are ordered to place, quarterly or oftener, their funds in deposits in some Depository.

Sec. 209. Draft offices are those which are ordered to retain their funds in hand, to meet drafts drawn by the Postmaster General, and countersigned by the Auditor of the Post Office Department.

Sec. 210. Collection offices are those which are required to pay over their net proceeds quarterly to the mail contractor named in their special instructions, upon the production by him, from time to time, of the proper orders and receipts sent to him by the Department. In these quarterly payments must be included all moneys received for postage stamps and stamped envelopes sold.

Sec. 211. Certain postmasters are designated as depositaries of the funds of the offices in their vicinity, and the postmasters at such offices are ordered to deposit quarterly with them.

Sec. 212. A failure, either to deposit according to instructions, or to pay a draft when presented, or to pay over to a contractor, upon the production of the proper collection orders and receipts, will be followed by the removal of the delinquent postmaster from office, unless satisfactorily explained to the Postmaster General.

Sec. 213. Want of funds can never be an excuse for failing to pay, or to deposit; as the postmaster is not authorized to give credit for postages, which are regarded as cash in his hands. In like manner he is prohibited from using, loaning, investing, depositing in bank, or exchanging moneys received for postages, on pain of criminal prosecution.

Sec. 214. A postmaster cannot refuse to pay a draft or collection order, because the contractor is indebted to him, nor because there is an unsettled private account between them, nor upon any other pretext; but such refusal is made, by the law, *prima facie* evidence of embezzlement, subjecting him to punishment.

Sec. 215. Every postmaster under orders to place his funds in a depository, will take duplicate certificates of each deposit, signed by the proper officer, one of which should be transmitted to the Third Assistant Postmaster General by the first mail thereafter, as the postmaster will not be entitled to a credit until the reception of the certificate at the Department.

Sec. 216. The deposits should include the whole amount due, whether for postage at the office; for postage stamps and stamped envelopes; or for collections or deposits made with the postmaster on account of the Department or otherwise.

Sec. 217. Postmasters at collection offices must be ready to pay over at the end of each quarter, and will transmit the contractor's receipt by the very first mail after payment is made. Such payments must include the whole amount on hand, whether arising from the postages of the quarter, or any preceding quarters, from sales of postage stamps or stamped envelopes—or from moneys collected by, or deposited with the postmaster. The receipts must never be put up with the quarterly return, but should be sent under a separate envelope, addressed to the Auditor for the Post Office Department.

Sec. 218. Every Postmaster of a "special office" will report to the Postmaster General, at the end of each quarter, the balance in his hands, over and above the sums due the contractor for supplying his office with the mail, in order that the Department may make a proper disposition of such balance.

Sec. 219. Postmasters at "special offices," when under orders to pay their respective contractors, will not only pay promptly, but lose no time in transmitting to the Auditor for the Post Office Department the receipts taken for their quarterly payments.

Sec. 220. All payments to the Department, whether upon drafts, or otherwise, must be in specie; and postmasters, in receiving payment of postages, or other dues to the Department, should always bear in mind that they are bound to pay them over in the legal currency of the United States.

Sec. 221. No allowance can be made to a postmaster for deficiency in weight of money received for postage. Neither can any allowance or remuneration be made for losses by fire, robbery, or theft, nor can compensation be made for collecting or paying over moneys to the Department, not arising from postages at his office.

### CHAPTER XXV.

#### APPLICATIONS FOR PAYMENT AND RENEWAL OF LOST DRAFTS OR WARRANTS.

Sec. 222. In all cases where application is made for the issue of a duplicate draft or warrant, upon the allegation that the original is lost, every such application must be addressed to the Auditor for the Post Office Department, and must be accompanied by a statement, on oath or affirmation, by the applicant, or the person who is the legal holder thereof, showing the time, place, and all the circumstances attending the loss or destruction of the draft or warrant, with its number, date and amount; in whose favor it was issued; and if assigned, to whom made payable; together with any other particulars relating to it within the knowledge of the applicant.



Sec. 223. The applicant must also produce a letter or certificate from the officer or person on whom the draft or warrant may have been drawn, showing that it has not been paid—also that payment of the same will not thereafter be made to the owner, or any other person whatever.

Sec. 224. The duplicate, when issued, shall have the same tenor, force, and effect as the original, unless in case of assignment, the assignee of the lost draft produce due authority from the drawee for the issue of the duplicate in his own favor.

## CHAPTER XXVI.

### COMMISSIONS OF POSTMASTERS.

Sec. 225. Postmasters are entitled, by law, since July 1, 1854, to the following commissions on the amount of postages received by them in each quarter of the year, and in due proportion for any fractional part of a quarter; but no Postmaster can receive a larger compensation from commissions than \$500 per quarter:

"On a sum not exceeding one hundred dollars, 60 per cent.; on a sum over the first, and not exceeding four hundred dollars, 50 per cent.; on a sum over and above the first four hundred dollars, and not exceeding twenty-four hundred dollars, 40 per cent.; on all sums over twenty-four hundred dollars, 15 per cent.;" consequently these rates of commission are—

60 per cent.	on the first	\$100
50 "	" " next	300
40 "	" " "	2,000
15 "	on all over	2,400

Sec. 226. The rate of commission upon letter postages prepaid by stamps is the same as if the whole letter postages were collected in money; that is, in summing up the amounts on which commissions are calculated, the amount of letter postages on those prepaid by stamps sent will be included in the general amount the same as though the whole letter postages were collected in money; but they should be entered in the proper line in the account current.

Sec. 227. The rate of commission on newspaper postages is fifty per cent., in all cases, whether the amount be large or small.

Sec. 228. One cent is allowed for the delivery of each free manuscript letter, (those addressed to the Postmaster excepted,) to offices where the commission does not amount to \$500 per quarter.

Sec. 229. On the postages of letters received for distribution at the General Distribution Offices, a commission of  $12\frac{1}{2}$  per cent. is allowed.

Sec. 230. On the postage of letters received at a frontier office and sent to Canada, a commission of  $3\frac{1}{2}$  per cent., and on those received from Canada for distribution, a commission of 7 per cent. is allowed. The amounts should be made up of postages received from and sent to Canada offices, and not United States offices.

Sec. 231. An allowance of two mills will be made for each weekly newspaper, not chargeable with postage, delivered to an actual subscriber living within the county where such paper is published: *Provided*, such papers are properly entered upon the transcript; that is, the transcript should show the number of subscribers, how often and where published, and also the total number of papers. This does not include "exchanges" between editors and publishers. Whenever the allowance is claimed by a Postmaster out of the county for papers delivered to subscribers living within the county where the paper is published, the Postmaster must state this fact, in writing, on the transcript, or the allowance will not be made.

Sec. 232. Ten cents is allowed for each monthly register of the arrival and departure of the mails, when required by and returned to the Department.

Sec. 233. At offices where the mail is, by contract, to arrive regularly between the hours of 9 o'clock in the evening and 5 o'clock in the morning, 70 instead of 60 per cent. is allowed on the first hundred dollars of letter postage: *Provided*, such Postmaster transmit, with his quarterly return, his certificate to the following effect, viz:

Post Office, \_\_\_\_\_, 185—.

"I certify that the regular time for the arrival of the mail at my office, for the quarter ending \_\_\_\_\_, was between the hours of 9 o'clock in the evening and 5 o'clock in the morning.

"\_\_\_\_\_, P. M."

*Note.*—Unless the certificate is in due form, and is made a part of the return in which the allowance is claimed, it will not be made.

Sec. 234. Letter postages prepaid by stamps should not be included in the "postage of paid letters sent," on No. 7 of the account current, but the amount prepaid by stamps must be stated on the credit side of the account, on No. 23, for the purpose of calculating commissions thereon; and the same regulation applies to newspapers prepaid by stamps.

Sec. 235. Postmasters are not allowed any commission on printed matter made free by the frank of a member of Congress.

Sec. 236. The postmaster who collects the postage on newspapers, periodicals, magazines, &c., quarterly or yearly in advance, is entitled to the commissions on the same, although he may go out of office immediately thereafter and the paper or periodical be delivered by his successor. He should, however, leave in the office a record of all such payments.

Sec. 237. The annual compensation to which postmasters are limited will be computed for the fiscal year commencing the first of July, and ending the 30th of June, and in due proportion for any period less than a year.

## CHAPTER XXVII.

### MAIL CONTRACTS AND BIDS.

Sec. 238. The Union is divided into four contract sections; a letting for one of these sections occurs every year, and contracts are made at such lettings for four consecutive years, commencing on the first day of July.

Sec. 239. The sections and their current contract terms are—

1. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York—current term to end 30th June, 1857.
2. New Jersey, Pennsylvania, Delaware, Maryland, and Ohio—current term to end 30th June, 1856.
3. Virginia, North Carolina, South Carolina, Georgia, and Florida—current term to end 30th June, 1859.
4. Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Texas, California, Minnesota, Oregon, New Mexico, Utah, Washington, Nebraska and Kansas—current term to end 30th June, 1858.

Sec. 240. Each contractor will execute with sureties, contracts in duplicate, both to be returned to the Contract Office. One of these duplicates will be preserved in the Contract Office, and one reported to the Auditor. A copy will be furnished to the contractor by the Contract Office, if requested.

Sec. 241. If a post office depend for its supply of the mail upon the postages it collects, and the net proceeds thereof fall short of the amount which the contractor or carrier may be authorized to receive, he will have no claim on the Department for the deficiency. If, however, the proceeds of the office supplied, for a portion of the term of a special contract, fall short of the sum allowable to the contractor, and during another portion of that term exceed it, the excess, or so much thereof as may be necessary for that purpose, is to be applied to the payment of the deficiency.

Sec. 242. During the existence of a contract for supplying an office, the postmaster can only pay according to instructions, or in conformity with the contract, and he must forward to the Auditor the receipt of the contractor for each payment, immediately upon the close of the quarter.

Sec. 243. When any contractor fails to commence or abandons the service stipulated in his contract, it becomes the duty of the postmasters at the ends of the route to report the fact to the Contract Office, and to furnish the name of the person who will enter into contract at the lowest price, for the residue of the term.

Sec. 244. After the expiration of a contract, and until the Postmaster General has decided upon a new contract, or upon the expediency of discontinuing the office, postmasters cannot make any payment unless expressly authorized to do so by the Postmaster General.

Sec. 245. Contractors are required, in all cases, to carry the entire mail, and are not permitted to leave bags of newspapers and pamphlets on their routes; they must give due attention to the preservation of mail bags, and must not allow them to be dragged about upon the pavement, or otherwise injured.

Sec. 246. The Postmaster General may annul a contract for failures on the part of the contractor; for violating the Post Office laws; disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department, or for assigning the contract without the consent of the Postmaster General.

Sec. 247. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do or not to do, anything whatever in order to induce any other person or persons not to bid for a mail contract.

Sec. 248. A bid received after the time designated in the advertisement, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal not adjudged to be extravagant.

Sec. 249. The Postmaster General may annul the contract for repeated failures; for violating the Post Office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid, or for transporting persons conveying mail matter out of the mail.

Sec. 250. The Postmaster General may alter the contract, and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required or for increased speed, if the employment of additional stock or carriers is rendered necessary; but the contractor may, in case of increased expedition, relinquish the contract on timely notice, if he prefer it to the change.

Sec. 251. The Postmaster General may annul the contract, or discontinue, or curtail the service and pay, when he wishes to dispense with the service, in whole or in part, or to place a higher or different grade of service on the route, or whenever the public interests require such discontinuance or curtailment for any other cause, he allowing one month's extra pay on the amount of service dispensed with.

#### CHAPTER XXVIII.

##### OF SCHEDULE CHANGES, TRANSFERS, AND MAIL MESSENGERS.

Sec. 252. An application for schedule change cannot be granted—

1. Without the assent of the Postmasters at the ends of the Route, excepting in case of manifest necessity.
2. Or, unless agreed to by the Contractor, except in cases where the propriety of the change is clearly shown.
3. It cannot be granted if more running time is asked than is given in the contract schedules;—
4. Or, if it breaks connection with any other Route.
5. Or, if it puts the Mail on a wrong day for the Newspapers circulated over the Route.
6. Or, if it prevents or lessens any other special accommodation to the public.
7. Or, if it fails to show a good reason for the change.

Sec. 253. Application for transfer of contracts should be in the following form, viz:

ROUTE No.                      miles                      from                      to                      times per week.  
I request that the contract for the above Route and service be duly transferred to and made with  
of  
in lieu of myself, to take effect from

(to be signed by the Contractor.)

I agree to take the contract for the above named Route, and service, as proposed by Mr.  
and will engage to perform the service required thereon.

(to be signed by the proposed transferee.)

I am well acquainted with Mr.                      and recommend him as a responsible and suitable person to convey the mail on the above named Route.

(to be signed by a Postmaster.)

Sec. 254. The following Regulations apply to mail messenger service:

1. Mail messengers are not required to execute a contract, and are not appointed for a definite period.
2. Such service is not to be employed without express authority from the Contract office.
3. The Railroad and Steamboat contractors are to have it performed at all offices within a quarter of a mile of their depots, stations, or landings, as well as at the terminal offices of their routes.
4. The compensation of messengers engaged by the Department is always limited to the net yield of the offices supplied.
5. Postmasters cannot draw pay for the performance of such duty

#### CHAPTER XXIX.

##### ATTENTION TO THE MANNER OF CARRYING THE MAILS.

Sec. 255. Every postmaster will consider himself the agent of the Department, in regard to its affairs in his immediate vicinity, so far as to carefully observe, and promptly report to it, everything tending to affect its interests, efficiency and utility.

Sec. 256. It is especially expected that he will keep a vigilant eye upon the manner in which the mails are carried to and from his office. This is amongst the most important of his duties.

Sec. 257. Postmasters will report every instance in which the mail is brought to his office by a person under the age of 16 years, or who has not been duly sworn.

Sec. 258. If a mail-carrier, having the mail in charge, become intoxicated, he will instantly dismiss him, employ another at the expense of the contractor, and report the facts to the Department.

Sec. 259. He will report promptly all irregularities of mail-carriers, in charge of the mail, and the causes, when known.

Sec. 260. If the mail arrive without a lock, he will ascertain where the fault is, and report it to the Department.

Sec. 261. If the mail be carried on horseback, he will see that it be covered with an oil-cloth or bear-skin: If in a stage, that it be carried in a secure dry boot under the driver's feet, or in the box which constitutes the driver's seat: If in a sulky or other vehicle, he will see that it be well protected from the weather.

Sec. 262. He will also carefully observe how mails are carried by any steamers landing near his office, and will report to the Inspection Office every case in which he finds them exposed on deck, or not secured in some proper place under lock and key.

Sec. 263. When the newspaper mail, on a stage route, is large, and separate from the letter mail, it may be carried in the boot behind the stage, but it must not be exposed to the weather.

Sec. 264. Postmasters will report all instances in which the mails are carried without being secured from the weather, as above directed.

Sec. 265. When the mail stops over night where there is a post-office, it must be kept in the office.

## CHAPTER XXX.

REPORT OF ARRIVALS AND DEPARTURES OF THE MAILS TO BE MADE BY  
POSTMASTERS

Sec. 266. Postmasters at the ends of every mail route, and such others as the Postmaster General may direct, will keep registers of the arrival and departure of mails which are opened at their offices, respectively, setting forth the exact time of each arrival and departure, and the manner of the conveyance when it varies from the contract, and giving the reasons for every delinquency or failure to arrive at the time prescribed in the schedules, if known to them, or can be ascertained by them on proper inquiry.

Sec. 267. Postmasters at the ends of routes on which the mails are carried less than six times a week, will forward the Register to the Department at the close of every month.

Sec. 268. Postmasters at the ends of all routes on which the mails are carried six times a week or more, will return these Registers at the close of each week, unless otherwise specially directed.

Sec. 269. Whenever the mail is carried by any other person than the contractor or his authorized agent or carrier, the fact is to be noted on the Register.

Sec. 270. Besides these stated tabular reports, postmasters at the ends of routes and also at intermediate points will promptly report by letter, all extraordinary failures, interruptions or abandonment of routes; and in fact give from time to time, all such information as may aid the Department in enforcing the strictest performance of duty on the part of contractors and securing for the community the greatest possible regularity, safety and efficiency in the mail service.

Sec. 271. Special reports, and all complaints of mail failures, should state the number, or, if the number is not known, the *terminals* of the route.

Sec. 272. Particular care must be exercised in the making out of all registers of arrivals and departures of the mails. The blanks at the head of each should all be properly filled—giving the name, county and State of the office, the number of the route, and the names of the places where it terminates, with the contract days and hours of arrival and departure. All registers should be *fully dated*—showing the day of the week, the month and the year. When there is a failure to arrive or depart, write opposite to its date "*Failure*;" when a failure to connect, write "*Failed to connect*;" and when a complaint for failure to arrive in time, write "*Complaint*."

## CHAPTER XXXI.

## FAILURES OF MAILS AND FINES.

Sec. 273. Failures of mails to arrive at the ends of routes and other points within contract time, cannot but be known in all cases to contractors or their agents.

Sec. 274. No notice, therefore, is necessary to be given to contractors of failures to arrive in any post office in contract time, as reported by postmasters to the Department, but when the failure is caused by the neglect of a carrier employed by the contractor, the postmaster will notify the contractor of the failure and require him to take measures to prevent its recurrence.

Sec. 275. Should a mail at any time fail to arrive at the end of a route, or at any intermediate post office, where the time of arrival is fixed, within the time specified in the contract or schedule, it will be expected of every contractor immediately, by himself or agent, to send his excuse to the Inspection Office, setting forth, *particularly*, the cause of the failure; and if, after waiting a reasonable time, no specific and satisfactory excuse be received, the Chief Clerk is directed to present the case thus reported to the Postmaster General for fine.

Sec. 276. A specific excuse is required for each specific delinquency of any contractor; so that general allegations will not be admitted. If bad roads be alleged, a specific report must be made of what portion of the road was so bad as to obstruct the mails, and what was its peculiar condition; if high waters, it must be shown what water courses were impassable; and so of all other excuses.

Sec. 277. In all cases there is to be a forfeiture of the pay of the trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run, and no sufficient excuse for the failure is furnished; a forfeiture of at least one-fourth part of it when the running or arrival is so far behind time as to lose the connexion with a depending mail; and forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failures and the importance of the mail.

Sec. 278. Whenever it be satisfactorily shown that the contractors, their carriers, or agents, have left or put aside the mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

Sec. 279. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at, a post office, the mail or any part of it: for suffering it to be wet, injured, lost, or destroyed: for conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs, or is concerned in running, on the route, beyond the specified number of trips in the contract, and for not arriving at the time set: and for setting up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.

## CHAPTER XXXII.

## POSTAGE STAMPS AND STAMPED ENVELOPES

Sec. 280. To facilitate the prepayment of postages upon letters and packages, postage stamps and stamped envelopes, of suitable denominations, are provided and furnished by the Postmaster General, pursuant to the acts of Congress on the subject.

Sec. 281. These stamps and envelopes are furnished only to postmasters for sale. Postmasters who fail to supply themselves from the Department must purchase temporary supplies from the nearest offices, for cash.

Sec. 282. Postmasters who purchase stamps or stamped envelopes from other postmasters, under the preceding regulation, are not required to render to the Department any account of such purchases and sales.

Sec. 283. Every postmaster receiving stamps or stamped envelopes for sale, directly from the Department, will, at the end of each quarter, charge himself in his quarterly account current, with any amount of such articles he may have received from his predecessor, or which remained on hand at the close of the preceding quarter, adding thereto the amounts received from the Department during the quarter just ended, and crediting himself with the amount of stamps and envelopes then remaining on hand. The balance of the account thus stated will represent the amount of stamps and stamped envelopes sold, which must be added on the debit side of his quarterly account current to the amount due on the regular return of postages for the quarter.

Sec. 284. In case of resignation, removal, or death, the postmaster, or his representative, will not be allowed a credit for any stamps or envelopes, turned over to his successor, unless such successor have duly qualified by giving bond; nor unless his receipt for the amount shall be transmitted to the Auditor for the Post Office Department before the end of the quarter in which the stamps or envelopes were turned over.

Sec. 285. If any parcel of postage stamps or stamped envelopes 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 or envelopes 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. If the damaged stamps or envelopes be not returned, no credit therefor will be given.

Sec. 286. Postmasters are expected, in each case, to order such quantity as upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps and envelopes 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.



Sec. 287. The envelopes are to be sold for cash to postmasters and all other persons, at the following rates, viz: No. 1, or note size, at 18 cents a hundred, in addition to the value of the stamps; No. 2, or letter size, at 20 cents a hundred, in addition to the value of the stamps; and No. 3, or official size, at 32 cents a hundred, in addition to the value of the stamps.

Sec. 288. In making sale of envelopes, Postmasters are expected to evince a due spirit of accommodation, but they are not required to lose the fractions of a cent in selling small quantities; and, if a Postmaster cannot readily make change, the purchaser must tender the exact amount for the number he wants.

Sec. 289. The law makes no compensation to postmasters for the sale of postage stamps or stamped envelopes, except by the allowance of commissions on such as are used in pre-payment of postage on letters and packages sent from their offices; neither does it allow any discount to those who purchase.

Sec. 290. The 2d Section of the act of 3rd March, 1855, provides that it shall not be lawful for any postmaster or other person to sell any postage stamp or stamped envelope for any larger sum than that indicated upon the face of such postage stamp or for a larger sum than that charged therefor by the Post Office Department, and that any person who shall violate this provision shall be deemed guilty of a misdemeanor, and, on conviction thereof shall be fined in any sum not less than ten nor more than five hundred dollars. Postage stamps will therefore be sold for no more than their face; and stamped envelopes for no more than Postmasters are charged for them by the Department.

Sec. 291. Postage stamps and stamped envelopes, 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. 292. When letters to foreign countries are pre-paid by stamps or stamped envelopes, 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. 293. A Postmaster may not refuse to mail and forward a letter as pre-paid, because the postage stamp or stamps affixed to it, or envelopes containing it, were not purchased at his office.

Sec. 294. 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.

Sec. 295. All postage stamps affixed to letters, packets or parcels of any description, and all stamped envelopes, must be immediately and effectually cancelled, in the office in which the letters, packets or parcels may be deposited for transmission or delivery. The cancellation should be effected by the use of black printer's 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. 296. 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. 297. 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. 298. Letters and packets, and parcels chargeable with letter postage, and prepaid by stamps or stamped envelopes, will be entered on the post-bills, and also on the transcripts of mails sent and mails received, in the appropriate columns, headed "prepaid by stamps."

Sec. 299. The postage on newspapers, magazines, and pamphlets, prepaid by stamps, will, in like manner, be entered in the proper transcript or account of newspapers, magazines, pamphlets, and other prepaid printed matter in the column headed "prepaid by stamps."

Sec. 300. In making up his quarterly account the postmaster will not charge himself in his quarterly account current with the amount of mailable matter prepaid by stamps, or stamped envelopes, which may have been received at or sent from his office; but he may take his commissions on the amount of such matter originally sent from his office, in the same manner as if the pre-payment had been made in money, and without regard to where the stamps or envelopes may have been purchased.

Sec. 301. All postage stamps or envelopes, whether attached to letters, packets, or parcels chargeable with letter postage, or to newspapers, magazines, pamphlets, or other printed matter, must be entered in the appropriate columns of the transcripts belonging to the quarterly returns, and the columns carefully footed up, that the Department may readily ascertain the quantity of stamps and envelopes used in the mails and cancelled.

Sec. 302. Postmasters receiving postage stamps or envelopes from the Department for sale, will pay over the money by them received for stamps sold, at the same time and in the same manner as their special instructions require them to pay over the quarterly balances due for postage.

Sec. 303. No application enclosing money to the Department for stamps or envelopes will be attended to further than to return the money by mail, and refer the applicant to the nearest post office authorized to sell stamps.

Sec. 304. The law provides, if any person shall use, or attempt to use, for the conveyance of any letter or other mailable matter or thing, over any post-road of the United States, either by mail or otherwise, any stamp, or stamped letter envelope, which has been before used for a like purpose, such person shall be liable to a penalty of fifty dollars, to be recovered in the name of the United States, in any court having competent jurisdiction.

Sec. 305. When unpaid letters, or letters bearing postage stamps that have evidently been used before, are left at any post office by persons unknown to the postmaster, he will retain such letters until the end of the quarter, and will then forward them with his quarterly returns—calling the attention of the Department to those bearing cancelled stamps, that the writer may then be dealt with according to law. If, however, such letters should be reclaimed before the end of the quarter, those unpaid may be restored to the writers, but those bearing cancelled stamps will not be so restored, unless upon satisfactory proof that such stamps were used ignorantly, or without fraudulent intent.

Sec. 306. When a letter bearing a cancelled stamp is posted by a person known to the postmaster or whenever he shall ascertain the name of the person who has posted such letter with fraudulent intent, he will immediately present the case—by a written statement thereof—to the Attorney for the United States in the District where his office is situated.

#### CHAPTER XXXIII.

##### OFFICE BLANKS, RATING STAMPS, &c.

Sec. 307. Post Office blanks will be furnished to postmasters, on their written requisitions, from the following agencies:

##### DISTRICT No. 1.

##### AGENCY AT WASHINGTON CITY, D. C.

Postmasters in the District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Alabama and Florida, will apply to the "First Assistant Postmaster General, Washington, D. C."

##### DISTRICT No. 2.

##### AGENCY AT NEW YORK CITY.

Postmasters in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, California, Oregon, and Washington, will apply to the "Blank Agent at New York, N. Y."

##### DISTRICT No. 3.

##### AGENCY AT CINCINNATI, O.

Postmasters in Mississippi, Louisiana, Arkansas, Missouri, Kentucky, Tennessee, Texas, New Mexico, Utah, Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, Nebraska, and Kansas, will apply to the "Blank Agent at Cincinnati, O."

Sec. 308. When the postages collected at an office amount to \$100 a year, the name of the postmaster and of his office will be printed on the post-bills. When the gross receipts of an office amount to \$50 a year the Postmaster is entitled to wrapping paper, sealing wax, and twine, at the above agencies.

Sec. 309. Post Offices, the gross receipts of which are over \$1,000 per annum, will be furnished with circular marking and rating stamps of steel; less than \$1,000 and over, \$500, with stamps of Iron; less than \$500, and over \$100, with stamps of wood. Application for these stamps should be made to the Appointment Office. If procured elsewhere by postmasters themselves, it must be done at their own expense.

Sec. 310. Letter balances, upon the like application, are furnished to offices which collect in postages \$75 a year.

#### CHAPTER XXXIV.

##### MAIL LOCKS AND KEYS.

Sec. 311. Locks and keys are furnished, when wanted, upon application to the Inspection Office, addressed to the "CHIEF CLERK." These applications, and all other official statements addressed to the Inspection Office, should be signed by the postmaster only, except in case of sickness or unavoidable absence, when they may be signed by an assistant.

Sec. 312. Postmasters at the principal offices are supplied with several locks in order that they may be used when extra mail bags are forwarded.

Sec. 313. The mail key should be kept with great care. It should never be carried out of the office, but be secured therein, under lock, and accessible only to the postmaster and his assistant. It will be deemed highly reprehensible in any postmaster to lose the mail key.

Sec. 314. Application for mail keys should be made directly to the Inspection Office, and should state the reason why a new key is wanted. If one be lost or broken, its place may be supplied by borrowing from an adjacent office, until another is furnished by the Inspection Office, when the borrowed key must be returned.

Sec. 315. In case a key is lost or broken the chain or strap of the mail bag ought not to be cut, but the fact should be notified to the next postmaster, who should be requested to take out the packets addressed to his office, and send them out of the mail, until a new key be obtained.

Sec. 316. Every postmaster, in cases where the mail arrives at his office without a lock upon the bag, should procure a common pad lock, and lock up the mail therewith, the key of which to be sealed up, and delivered to the carrier, and addressed to the next postmaster on the route.

Sec. 317. Whenever a lock shall be broken, or otherwise become unfit for use, it must, in every case, be immediately returned by mail to the Inspection Office.

Sec. 318. When an application for a new key is made to supply the place of a broken key, all the parts of the broken key should be returned to the Inspection Office.

Sec. 319. The law having made it felony to steal or to counterfeit any key suited to any lock which has been or shall be adopted for use upon the mails of the United States; or to steal, embezzle, unlawfully use or dispose of any such lock, or any mail bags in use by or belonging to the United States; it becomes the duty of postmasters, and all other agents of this Department, to see that the penalties of these provisions of law are enforced in every case of their violation.

#### CHAPTER XXXV.

##### MAIL POUCHES AND MAIL BAGS.

Sec. 320. All communications relating to portmanteaus, mail pouches and mail bags, should be addressed to the "CHIEF CLERK, POST OFFICE DEPARTMENT."

Sec. 321. When a postmaster at the end of a route discovers a mail bag to be out of order, he will immediately have it repaired and charge the amount in his account of contingent expenses, and send a receipt therefor. But if it be so unsound as that the mail will not be secure in it until it gets to the end of the route, the postmaster who first discovers its condition will have it repaired, even though it should detain the mail.

Sec. 322. Mails of letters and newspapers, before being put into the mail bag, are to be placed in separate linen or light canvass bags, where such bags are used; and whenever these bags are worn out or lost, the postmasters at the ends of routes will apply to the Inspection Office for such bags as may be necessary for the transportation of the mail.

Sec. 323. All mail bags not in use should be immediately returned to the office from which they were sent. Postmasters who send extra bags should see that they are returned: this they can do by writing to the postmasters who retain them. If they be not returned, the facts should be reported to the Inspection Office.

Sec. 324. A sufficient number of mail bags should be retained at distributing offices, and at offices where the parts of a large mail are separated for several routes, to send the mail matter for all such routes.

Sec. 325. When a new mail bag is wanted, application must be made to the Inspection Office, describing the size and the number of the route on which it is to be used. No allowance will be made to postmasters or contractors for mail bags procured by them, without special instructions from the Department.

Sec. 326. Postmasters whose offices are mail bag depots, may furnish mail bags in cases of great emergency, in which cases they will make a report to the Department, stating the kind of bag and the number of the route upon which it is placed.

Sec. 327. Bags designed for newspaper mails, and without locks, have been illegally withdrawn from the service of the Department, and applied to the uses of contractors or their drivers, for the conveyance of grain or for other private purposes; and many of them have been sold or otherwise disposed of. Wherever this abuse is known to have been practised, postmasters should notify every person implicated in it, that if he shall hereafter steal, purloin, embezzle, or convert to his own use any mail bags or other property belonging to the Post Office Department, he will thereby render himself liable to imprisonment for a period extending from one to three years, according to the amount of the embezzlement, and to a fine not exceeding two hundred dollars.

Sec. 328. Postmasters should not permit mail bags or locks belonging to their offices to be withheld, and thereby exhaust the supply of those articles. In every case they will give notice on their *Post Bills*, to postmasters who retain bags or locks due their offices, to return the same forthwith, and will report to the Department all who may disregard the notices so given.

Sec. 329. The following post offices are constituted depositaries for mail bags and locks, viz: Portland, and Bangor, Me.; Concord, N. H.; Montpelier and Rutland, Vt.; Boston, Mass.; Providence, R. I.; Hartford and New Haven, Conn.; New York, Albany, Rochester and Buffalo, N. Y.; Trenton N. J.; Philadelphia, Harrisburg and Pittsburg, Pa.; Baltimore, Md.; Washington, D. C.; Richmond, Wheeling and Abingdon, Va.; Raleigh and Asheville, N. C.; Charleston and Columbia, S. C.; Augusta, Savannah and Columbus, Ga.; Tallahassee, Fla.; Mobile, Tuscaloosa, Montgomery and Huntsville, Ala.; Jackson and Natchez, Miss.; New Orleans, La.; Little Rock, Ark.; Knoxville, Nashville and Memphis, Tenn.; Louisville, Ky.; Columbus, Cincinnati and Cleveland, Ohio; Detroit, Mich.; Indianapolis and Vincennes, Ind.; Springfield, Galena and Chicago, Ill.; Saint Louis, Jefferson City and Independence, Mo.; Madison, Wis.; Keokuk and Iowa City, Iowa; Galveston, Clarksville and Nacogdoches, Texas; San Francisco, Cal.; and Astoria, Oregon.

#### CHAPTER XXXVI.

##### REGISTRATION OF LETTERS.

Sec. 330. 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.



Sec. 331. Postmasters are instructed to enter all such letters in a book to be prepared and kept for the purpose, to be called the *Receipt Book* (which, in small offices, will be prepared by stitching together the several sheets of blank receipts furnished by this Department,) containing blank receipts with a wide margin for a brief duplicate of each, as in Bank check books. The postmaster will enter in this margin the number of the receipt, the date of filling it, the name of the person to whom the letter is addressed, and of the place to which it is to be mailed. 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.

Sec. 332. *Registered Letters* will not be entered in the ordinary accounts of mails received and sent, but separate accounts of such letters will be kept at each Post Office, to be called *account of registered letters received*, and *account of registered letters sent*, blanks for which will be furnished by the Department.

Sec. 333. When a letter has been received, registered, and receipted for, as directed in Section 331, the Postmaster will enter its number, the date of mailing, the rate of postage, the name of the person to whom it is addressed, and of the office (whether of distribution or delivery) to which it is to be sent in his *account of registered letters sent*. He will make a separate letter bill for each registered letter or parcel of registered letters for the same office of delivery or distribution, entering therein the number, address, registration fee, and rate of postage of each. He will then mail each such letter or parcel of letters, in a separate package from his unregistered letters. The letter bills of such registered letters will not be enclosed in the packages with them, but such letter bills will be enclosed in a separate wrapper or envelope, sealed and addressed to the Postmaster, at the office to which the corresponding package of registered letters is sent.

To prevent delay in the examination and comparison of letter bills, the Postmaster at each of the larger offices will assign to some confidential clerk (not employed in opening the mails) the duty of opening in his absence official letters addressed to him.

Sec. 334. In all large offices, where letters are received, entered and mailed by different persons, it shall be the duty of the Postmaster either to keep the *Receipt Book* provided for in Section 331, or to designate some one specially for that service.

Sec. 335. The Postmaster, or receiving clerk, having received a letter for registry, will pass it to the clerk who keeps the *account of registered letters sent*, who will receipt for it by writing his name or initials across its marginal entry in the receipt book. He will enter it in his account of registered letters sent, and keep it in a secure place of deposit until the hour of mailing. He will then make up his letter bill of registered letters, which is to be forwarded in a separate sealed wrapper or envelope as provided in Section 333, addressed to the Postmaster at the office to which the corresponding package of registered letters is to be sent. It shall also be his duty to make up each package of registered letters, address it to the office of its destination, and see that it is placed in its appropriate bag at the moment when that bag is to be finally locked and sent from the office.

Sec. 336. On the receipt at the distributing office, of registered letters for distribution, the clerk who opens and distributes the mail, will apply to the Postmaster, or to such one of his assistants as may be authorized to open official letters addressed to him, for the corresponding letter bill. Having compared the letters with the bill, he will indorse it "correct" if he finds it so, or will note the error if there be one, and will pass it with the letters to the clerk who keeps the *account of registered letters received for distribution*, who will enter its contents in his account and indorse upon it his signature or initials. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will pass it to the Postmaster or his principal assistant, who will see that it is returned by the first mail thereafter with his indorsement, to the office of mailing.

Sec. 337. Registered letters remained at a distributing office for their respective offices of delivery, are to be passed from the charge of the clerk who keeps the account of registered letters received, into the charge of the clerk who keeps the account of registered letters sent (if two are employed in these duties) who will receipt for them by endorsing the original letter bill, and afterward dispose of them in the same manner as provided in Section 335, for letters originally mailed at the office.

Sec. 338. On the receipt of registered letters at smaller offices of delivery, the Postmaster or his assistant will compare such letters with their letter bill, make a duplicate upon the blank return bill annexed and will then mark the return bill *correct*, or note upon it any error found in the original bill, and inclose it in a sealed wrapper or envelope, and mail it direct by first mail to the address of the Postmaster at whose office it was originally mailed.

Sec. 339. On the receipt of registered letters at the office of delivery, if it be a large one, the clerk who opens the mail will apply for the post-bill, and otherwise proceed in the same manner as prescribed in Sec. 336. The clerk who keeps the account of registered letters received, will, on receiving the letter-bill

enter its contents in his account, make a duplicate thereof on the blank return bill which accompanies it, and having indorsed thereon the word "correct" if it be so, or noted the error if there be one, he will pass it to the Postmaster or his principal assistant, who will inclose it in a sealed envelope and mail it direct by first mail to the address of the Postmaster from whose office the bill was received.

Sec. 340. When the duplicate letter bill of any registered letter or letters is returned from the office of distribution or delivery to the office where it was originally mailed, that fact shall, in each case, be noted by a check mark on the margin of the account of *registered letters sent*, opposite the original entry: and if it be not duly returned, the failure shall in like manner be noted by a different check mark, and such failure shall in all large offices be immediately reported by the clerk who keeps the *accounts of registered letters sent* to the Postmaster or his principal assistant, and each Postmaster will give immediate notice to the chief clerk of this Department of every such failure noted in his office.

Sec. 341. If upon the receipt of any duplicate or return letter bill, it be found on examination that a letter originally mailed with it is missing, or that any important error or discrepancy is endorsed on it, the fact will be duly noted on the account of registered letters sent, and immediately reported to the chief clerk of this department, and if the discrepancy implies a robbery of the mail, or if a money letter or package of considerable value is found to be missing, such report will be made by telegraph if possible.

Sec. 342. It will be the duty of the Postmaster to report by telegraph any mail robbery of which he may otherwise receive early information.

Sec. 343. On the 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.

NOTE.—The blank receipts furnished by this department can be used for this purpose, but Postmasters may adopt any other certain method of verifying the delivery of registered letters.

Sec. 344. Letters for 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.

Sec. 345. Prepaid letters from Bremen, and those received by 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.

Sec. 346. 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 return full and perfect transcripts of such accounts with the letter-bills pertaining to them, retaining the original accounts in his office for reference.

Sec. 347. Postmasters are forbidden to make any mark, or entry of any kind, on registered letters, indicating that they contain a valuable enclosure.

Sec. 348. Postmasters and others having the franking privilege are not allowed to send registered letters without paying the registry fee.

## CHAPTER XXXVII.

### UNLAWFUL CARRYING OF MAILABLE MATTER BY PRIVATE EXPRESSES OR OTHERWISE.

Sec. 349. No person can lawfully carry or transport any letter, packet, newspaper or printed circular or price current, on board any packet in which the United States mail is regularly carried to or from foreign countries, with the exception of letters sealed and addressed and prepaid by stamps or stamped envelopes, of the proper denomination, and newspapers in use, and not intended for circulation in the country to which the vessel may be bound, or done up in packages as merchandise, and directed to some bona fide dealer.



Sec. 350. Stage coaches, railroad cars, steamboats, packetboats, and all other vehicles or vessels forming regular trips at stated periods, on a post route between two or more cities, towns, or places, from one to the other, on which the United States mail is regularly conveyed under the authority of the Post Office Department, are prohibited from transporting or conveying, otherwise than in the mail, any letter, packet, or packets of letters, (except those sealed and addressed and prepaid by stamped envelopes, of suitable denominations,) or other mailable matter whatsoever, except such as may have relation to some part of the cargo of such steamboat, packetboat, or other vessel, or to some article at the same time conveyed by such stage, railroad car, or some vehicle, and excepting also, newspapers, pamphlets, magazines, and periodicals. Letters prepaid by stamps cannot be lawfully carried out of the mails.

Sec. 351. The act of 1845 imposes a fine of \$150 for each offence upon the person who may establish an express for the transmission of mailable matter out of the mails and upon each person acting as such express, or aiding and assisting therein. It imposes the same fine upon the owner of any stage coach, railroad car, steamboat, or other vehicle, or vessel, making regular trips at stated periods, and carrying—with the knowledge or consent of such owner, or of the captain, conductor, or other person in charge of such vehicle or vessel—any person acting or employed as such express. It prohibits the conveyance of mailable matter otherwise than in the mails, by the owners, managers, conductors, crews, or servants of any vehicle, or vessel, making stated trips as aforesaid, under a penalty of \$100 to be paid by the owner, and \$50 to be paid by the captain, conductor, driver, or other person having charge of such vehicle or vessel, for each offence.

Sec. 352. Congress having by the 5th Section of the act of August 1852 authorized the seizure and detention of all letters, or packages containing letters which shall have been sent or conveyed contrary to law, on board any ship or vessel, or on or over any post route of the United States, it is the duty of postmasters and other agents of this Department to cause this provision of the law to be enforced.

Sec. 353. Whenever a Postmaster receives information, or has good reason to believe that letters are illegally brought to, or sent from any city, town, landing, station, or place near his office, whether by steamboat, railroad, or any other mode of conveyance, he will give immediate notice of such violation of law to the collector of the district, or some other officer of the customs, if such letters are on board a ship or other vessel, or to a special agent of this Department, or a marshal or deputy marshal of the United States, if the same have been sent or conveyed either by sea or land; and it will be the duty of such collector, customhouse officer, special agent, marshal or deputy marshal to search for and seize all such letters and convey them to the nearest Post Office, or detain them until after the trial of any suit which may grow out of such seizure, as the Postmaster General, and the Secretary of the Treasury may direct, and one half of any penalties that may be recovered for illegal sending, carrying or transporting any such letters shall be paid to the officer so seizing.

Sec. 354. In every case where a postmaster has reason to believe that the law in relation to the conveying mail matter out of the mails, is violated near his office, and no officer authorized to seize letters illegally carried resides in the vicinity, he will apply to the Postmaster General for an appointment as special agent for the purpose—stating fully the facts which in his judgment render such appointment necessary.

Sec. 355. Contractors and mail carriers, may carry newspapers out of the mails, for sale or distribution among regular subscribers; but when such papers are placed in a Post Office for delivery, postage must be charged and collected. Contractors and other persons may also convey books, pamphlets, magazines and newspapers, (not intended for immediate distribution) done up in packages as merchandize, and addressed to some bona fide agent or dealer.

Sec. 355. a. No part of a penalty accrues to the prosecutor, except in cases where the act prescribing the penalty so provides.

#### CHAPTER XXXVIII.

##### PENALTIES.

Sec. 356. Every Postmaster will give his particular attention to the following enumeration of crimes and offences against the Post Office Department. He will diligently inquire, within his delivery, into the commission of any of the acts or doings therein prohibited, and for proof sufficient to sustain a prosecution for any such offences. In most cases these penalties may be sued for by actions *qui tam*, in which cases

one-half the penalty will accrue to the United States and one-half to the person who prosecutes. In all cases, in which expense may be incurred by the United States, unless there be occasion for immediate proceedings, he will first report the facts to the Department.

1. Members of Congress for entering into contract with the United States, \$3000.—*See Act of April 21, 1808, sec. 1.*
2. Officer of Government for making such contract, \$3000.—*See Act of April 21, 1808, sec. 4.*
3. Master of steamboat failing to deliver letters into post office, \$100.—*See Act of March 3, 1825, sec. 6.*
4. Any person on board failing to deliver letters to the captain, \$10.—*Ibid.*
5. Contractors employing any other than a free white person to carry the mail, \$20.—*See Act of March 3, 1825, sec. 4.*
6. For obstructing or retarding the mail, \$100.—*See Act of March 3, 1825, sec. 9.*
7. Ferryman delaying the mail for ten minutes, \$10.—*Ibid.*
8. Postmaster fraudulently demanding illegal postage, gratuity, or reward, \$100.—*See Act of March 3, 1825, sec. 16.*
9. Master of ship failing to deliver letters into post office before breaking bulk, \$100.—*See Act of March 3, 1825, sec. 17.*
10. Agent of the Department unlawfully detaining or opening any letter or bag, or secreting, embezzling, or destroying letter, \$300 and imprisonment.—*See Act of March 3, 1825, sec. 21.*
11. If containing articles of value, or stealing therefrom, imprisonment.—*Ibid.*
12. Quitting or deserting the mails, \$500.—*Ibid.*
13. Any person carrying the mail to carry letters out of the mail, \$50.—*Ibid.*
14. To rob carrier, imprisonment.—*Ibid, sec. 22.*
15. Second conviction, death.—*Ibid.*
16. In effecting robbery, to put carrier's life in jeopardy, death.—*Ibid.*
17. Attempting to rob with dangerous weapons, imprisonment.—*See Act of March 3, 1825, sec. 22.*
18. Stealing or taking mail containing articles of value, imprisonment.—*Ibid.*
19. Obtaining such mail by fraud or deception, imprisonment.—*See Act of March 3, 1825, sec. 22.*
20. Obtaining any other letters to obstruct correspondence or pry into it, \$500.—*Ibid.*
21. To rip, cut or burn any mail bag, draw any lock or loose any staple, from \$100 to \$500, imprisonment.—*Ibid, sec. 23.*
22. Aiders and abettors subject to the same penalties.—*See Act of March 3, 1825, sec. 24.*
23. To frank a letter not written by the party or by his order on the business of his office, \$10.—*See Act of March 3, 1825, sec. 28.*
24. To counterfeit the hand writing of a frank, \$500.—*Ibid.*
25. Any officer of Department to delay newspapers or open any packet not addressed to his office, \$50.—*See Act of March 3, 1825, sec. 30.*
26. Opening newspapers by a person not addressed or authorized, \$20.—*Ibid.*
27. Stealing newspapers, imprisonment.—*Ibid.*
28. Enclosing letter or memorandum in newspaper or writing thereon, \$5.—*Ibid.*
29. Postmaster failing to render return, double of postage.—*See Act of March 3, 1825, sec. 32.*
30. Postmaster or assistant acting as agent in respect to lotteries or lottery tickets, or banking schemes, &c., \$50.—*See Act of March 2, 1827, sec. 6.*
31. Persons employed in the Department or postmasters, being interested in a contract, to pay so much as would have been realized from the contract.—*See Act of July 2, 1836, sec. 26.*
32. Accepted bidders, failing to execute contract, to pay the difference between that and the new contract.—*See Act of July 2, 1836, sec. 27.*
33. Postmaster detaining any letter or newspaper or giving a preference on their transmission, \$500.—*See Act of July 2, 1836, sec. 32.*
34. Accessory after the fact of stealing or taking the mail, \$1000 and imprisonment.—*See Act of July 2, 1836, sec. 38.*
35. For carrying letters, newspapers or price current on board mail packets running to or from foreign countries, \$500.—*See Act of March 3, 1845, sec. 4.*
36. To counterfeit postage stamps of the United States or any other government, imprisonment.—*See Act of March 3, 1845, sec. 5.*
37. Assistant Postmaster General for false endorsement of official letters, \$300.—*Ibid, sec. 6.*
38. Postmasters for the same, \$300.—*Ibid.*
39. Private express conveying any letter or packet of letters, \$150.—*Ibid, sec. 9.*
40. Owner of stage, railroad car, steamboat, or other vehicle, carrying letters or packets out of the mail, \$100.—*Ibid, sec. 10.*
41. Driver, captain, or conductor for same, \$50.—*Ibid.*

42. Carrying persons employed as private expresses, \$150.—*Ibid.*
43. Sending letters and packets by express, or other unlawful means, \$50.—*Ibid.*, sec. 12.
44. Officer using, loaning, investing, exchanging, or depositing in bank, or presenting voucher or receipt not properly paid. Fine equal to the amount embezzled and imprisonment.—*See Act of Aug. 6, 1842, sec. 16.*
45. Disbursing officer make payment in other than gold and silver or treasury notes, to be reported to the President, or to Congress, in session.—*Ibid.*, sec. 19.
46. Disbursing officer exchanging funds, to be suspended from duty, and reported to the President.—*Ibid.*, sec. 20.
47. Officer selling draft for premium, and not crediting the United States, to be dismissed.—*Ibid.*, sec. 21.
48. Making or uttering postage stamps, same penalty as in the twenty-first section of Act of 3rd March, 1825.—*See Act of March 3, 1847, sec. 11.*
49. Inclosing two or more letters directed to different persons in the same envelope, \$10.—*Ibid.*, sec. 13.
50. To counterfeit, or forge, and circulate any postage stamps, issued under this or any former act, fine \$500 and imprisonment of 5 years.—*See Act of March 3, 1851, sec. 13.*
51. To use or attempt to use any postage stamps or stamped envelopes which have been before used \$50.—*Ibid.* sec. 4, also *Act of March 3, 1853.*
52. For making, forging, counterfeiting, stealing, or embezzling any mail key, or aiding therein, or having in possession a key suited to any mail lock, with intent to use the same or dispose of it unlawfully, imprisonment not exceeding ten years.—*Sec. 3, Act 31st Aug. 1852.*
53. For stealing, or embezzling any mail bags, or other property of the Department, or appropriating the same to individual use, imprisonment, not exceeding three years, if the property exceeds in value twenty-five dollars; or, imprisonment not over one year, and a fine of not less than ten dollars, if the value be less than twenty-five dollars. *See sec. 4, Act of Aug. 31, 1852.*

## CHAPTER XXXIX.

## FORWARDING AND RECEIVING FOREIGN MAILS.

*Sec. 357.* For the mails to and from Europe, and countries beyond, the proper offices of despatch and receipt are *New York, Boston and Philadelphia.* 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 and Philadelphia.

Between London and New York, by way of Liverpool and New York direct, and also by way of Liverpool and Boston and Philadelphia.

Between Liverpool and Boston direct, and also by way of New York and Philadelphia.

Between Liverpool and New York direct, and also by way of Boston and Philadelphia.

Between London and New York, by way of Southampton.

Between Southampton and New York direct.

*Sec. 358.* 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. 359.* 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 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.

## CHAPTER XL.

## DISTRIBUTING OFFICES, AND EXCHANGE OFFICES FOR CANADA MAILS.

## LIST OF DISTRIBUTING OFFICES ON THE FIRST OF JULY, 1855.

OFFICE.	STATE.	OFFICE.	STATE.
Portland.....	Maine	Columbus.....	Ohio
Boston.....	Massachusetts	Cleveland.....	do.
Providence.....	Rhode Island	Toledo.....	do.
Hartford.....	Connecticut	Detroit.....	Michigan
New York.....	New York	Indianapolis.....	Indiana
Troy.....	do.	Shawneetown.....	Illinois
Albany.....	do.	Chicago.....	do.
Buffalo.....	do.	St. Louis.....	Missouri
Philadelphia.....	Pennsylvania	Louisville.....	Kentucky
Erie.....	do.	Maysville.....	do.
Pittsburg.....	do.	Nashville.....	Tennessee
Baltimore.....	Maryland	Memphis.....	do.
Washington.....	Dist. of Colum.	Montgomery.....	Alabama
Richmond.....	Virginia	Tusculum.....	do.
Norfolk.....	do.	Natchez.....	Mississippi
Abingdon.....	do.	Vicksburg.....	do.
Wheeling.....	do.	New Orleans.....	Louisiana
Kauawha, C. H.....	do.	Alexandria.....	do.
Raleigh.....	North Carolina	Little Rock.....	Arkansas
Ashville.....	do.	Napoleon.....	do.
Charleston.....	South Carolina	Dubuque.....	Iowa
Augusta.....	Georgia	Keokuck.....	do.
Savannah.....	do.	Galveston.....	Texas
Columbus.....	do.	San Francisco.....	California
Cincinnati.....	Ohio		

## UNDER THE UNITED STATES AND CANADA POSTAL ARRANGEMENTS, THE FOLLOWING ARE THE EXCHANGE OFFICES:

On the Side of the United States, &c.				On the Side of Canada, &c.			
Sault St. Mary,	-	-	-	Mich.	Sault St. Mary.		
Port Huron,	-	-	-	do.	Port Sarnia.		
Detroit,	-	-	-	do.	Windsor.		
Buffalo,	-	-	-	N. Y.	{ Toronto,	} By through bags.	
					{ Hamilton,		
					{ Queenston,		
					{ Waterloo,		
Black Rock,	-	-	-	do.			
Suspension Bridge,	-	-	-	do.	Suspension Bridge.		
Plattsburgh,	-	-	-	do.	Montreal.		
Movers,	-	-	-	do.	Henningford.		
Troy,	-	-	-	do.	Montreal, by through bag.		
Lewiston,	-	-	-	do.	Queenston.		
Youngstown,	-	-	-	do.	Niagara.		
Rochester,	-	-	-	do.	Coburn, by steamer in summer.		
Cape Vincent,	-	-	-	do.	Kingston.		
Sackett's Harbor,	-	-	-	do.	{ Kingston, by steamer in summer		
Oswego,	-	-	-	do.			
Morristown,	-	-	-	do.	Brockville.		
Ogdensburg,	-	-	-	do.	Frescott.		
Fort Covington,	-	-	-	do.	Dundee.		
White Hall,	-	-	-	do.	{ St. Johns.		
Plattsburgh,	-	-	-	do.			
Rouse's Point,	-	-	-	do.			
Burlington,	-	-	-	Vt.			
Franklin,	-	-	-	do.	Frelighsburg.		
Derby Line,	-	-	-	do.	Staudstad.		
North Troy,	-	-	-	do.	South Patton.		
Swanton,	-	-	-	do.	Phillipsburg.		
Canaan,	-	-	-	do.	Hereford.		
Portland,	-	-	-	Me.	{ Montreal.	} By through bags.	
Cleveland,	-	-	-	Ohio.	{ Sherbrooke.		
					{ Port Stanley.		
					{ Toronto.		
New York,	-	-	-	N. Y.	{ Kingston.	} By through bags.	
Albany,	-	-	-	do.	{ Montreal.		
Boston,	-	-	-	Mass.	{ Hamilton.		
					{ Sherbrooke.		
Boston,	-	-	-	do.	{ Montreal.	} and Route Agents.	
					{ Sherbrooke.		
Island Pond,	-	-	-	Vt.			

The route agents between Portland, Me., and Canadaline, exchange with the Canada route agents and Montreal.

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 United States, at</i>				<i>On the side of New Brunswick, &amp;c., at</i>			
Fort Fairfield,	-	-	-	Maine.	Andover,	-	N. B.
Robbinston,	-	-	-	do.	St. Andrews,	-	do.
Calais,	-	-	-	do.	St. Stephen's,	-	do.
Houlton,	-	-	-	do.	Woodstock,	-	do.
Portland,	-	-	-	do.	} St. John,	-	do.
Eastport,	-	-	-	do.		-	
Boston,	-	-	-	Mass.		-	

Sec. 361. 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 postbill 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.

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Listed here are representative original and secondary sources touching on U. S. postal markings and postal rates during the 1851-1861 decade.

A great many journals are published which occasionally or regularly contain pertinent articles. Those journals which are national in scope are noted, rather than the individual articles which have appeared in them. The many excellent publications devoted exclusively to information about one state or a small regional area are not included. A listing of these currently being published may be found in David L. Jarrett's "U.S. Postal History Publications," in *The American Philatelist* for November 1977, pp. 868-9.

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Simpson's U. S. Postal Markings  
1851-61  
Second Edition  
Revised and Enlarged

*via England  
per Persia*



*Edwin Howland Esq  
Port Elizabeth  
C. S. H.*



Quadruple rate cover to the Cape of Good Hope. One of four known covers with the 90¢ stamp. Red crayon "1.12" is credit by U. S. to Britain, as carriage was by the British packet "Persia." Single letter rate was 33¢.