

UNITED STATES EARLY CLASSICS
ON AND OFF COVER

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AS RECEIVED BY
THE EXHIBITION PHOTOCOPY COMMITTEE
OF THE
U.S. PHILATELIC CLASSICS SOCIETY, INC.
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UNITED STATES
EARLY CLASSICS ON and OFF COVER

The advent of the postage stamp in Britain was found to be a necessity here also. The period from 1847 to the 1860's was a time of rapid growth. Our postal system strained to keep pace, ever mindful of the goal of inexpensive postage, both domestically and internationally.

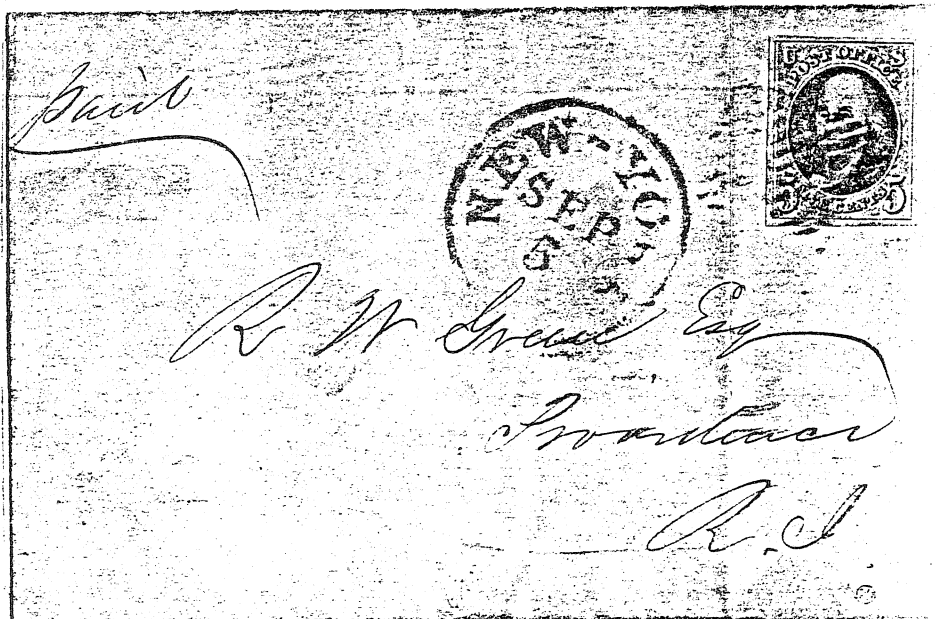
Notwithstanding the accepted order of presentation, the stamps herein are arranged chronologically by plate, insofar as practicable, as it is felt that a larger perspective of our early stamps' history evolves thereby.

Our first stamps were authorized by the Act of March 3, 1847. The New York firm of Rawdon, Wright, Hatch & Edson was appointed as engravers and printers. They made use of current banknote dies in preparing the plates. The issue was available for use at most of the major post offices on July 1, 1847, the first official day for use.



The domestic postage rates then in force had been set in 1845: letters (up to 1/2 oz.) conveyed up to 300 miles @ 5¢; over 300 miles @ 10¢.

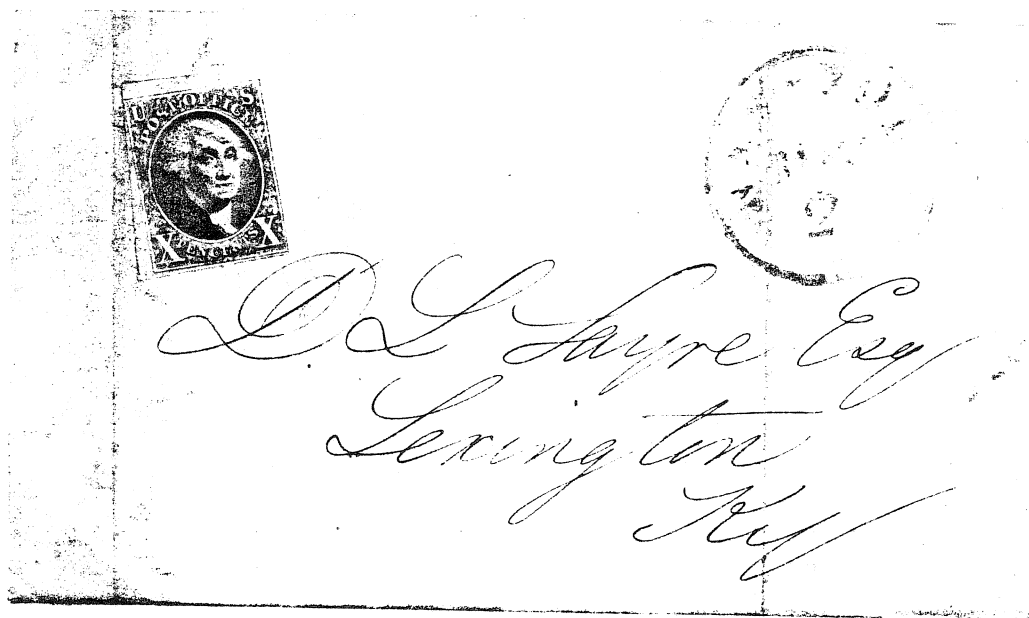
1847 5¢ usage Single letter rate up to 300 miles.



New York square grid cancel.
Manuscript notation overleaf reads "1850".



1847 10¢ usage Single letter rate over 300 miles



From top row.

Printed lettersheet of J. T. Van Vleck, located at corner
of Broad and Wall Streets, with manuscript "May 1, 1851".
Within the last two months' use of stamp and rate.

1851-1857 1¢ Stamps

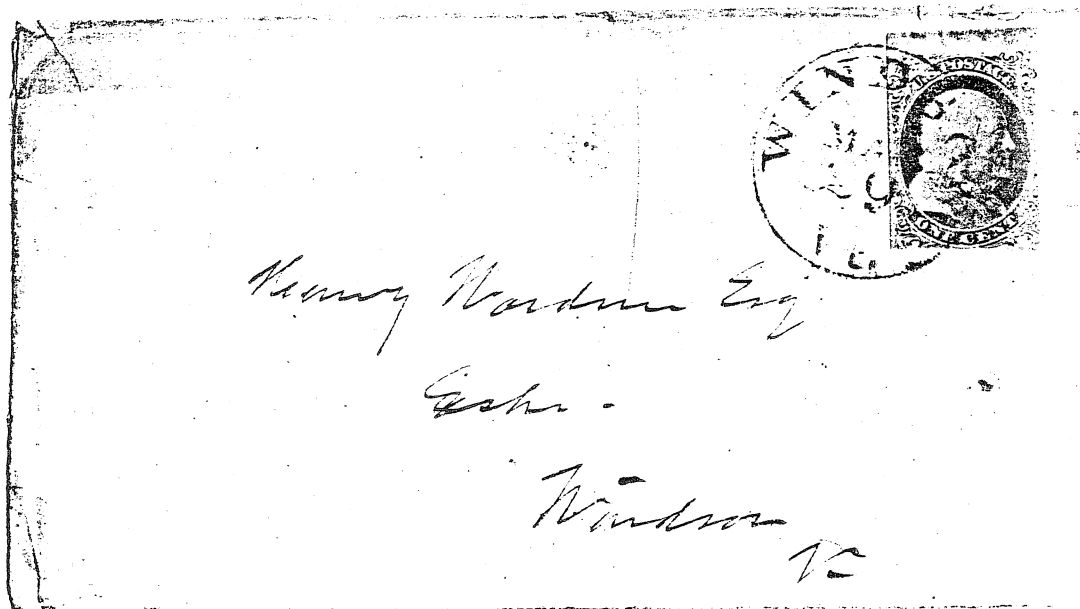
Plate I (Early state)

In 1851, the firm of Toppan, Carpenter, Casilear & Co. was awarded a six year contract commencing June 30, coincident with the new postal law which required the preparation of 1¢ and 3¢ stamps. Again vignettes from banknote designs were used.

Type I - position 7 R1E

The engravers experienced great difficulty in preparing the 1¢ plate. After a false start, they entered ten positions and again found trouble. They re-entered the first eight positions and erased the other two. Then, with a new transfer roll, they completed the top row. The design on the reliefs of the new roll had been trimmed at top and bottom, possibly to allow for spacing. The engravers also burnished the lower portion of the design in seven of the first eight positions thus accounting for the only position, 7 R1E, to retain its full type I characteristics.

1851 1¢ type I usage Drop letter rate Windsor, Vt.



pos 7 R1E

Traces of the second entry are quite noticeable in this position, in the top ornaments, in the design at right, and in the letters above and below the vignette - all to the right.

18 examples are known on cover of which 10 are known singly. Probable usage is 1852.

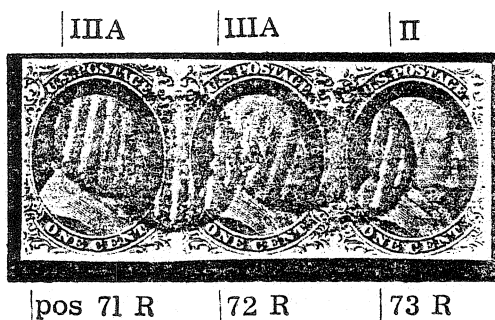
Types II & IIIA

After the top row was completed, the remainder of Plate 1 was entered with the trimmed reliefs of the new transfer roll. Not again using the "T" relief, the engravers alternated the other reliefs to finish the plate. Most of the impressions were type II but some had a broken line at the top or bottom, resulting in type IIIA. Thus Plate 1 had one position with the full design and 199 positions with variations of that design - type IB (6), type II (160), type II which after plate wear became type IIIA (7), and type IIIA (26).

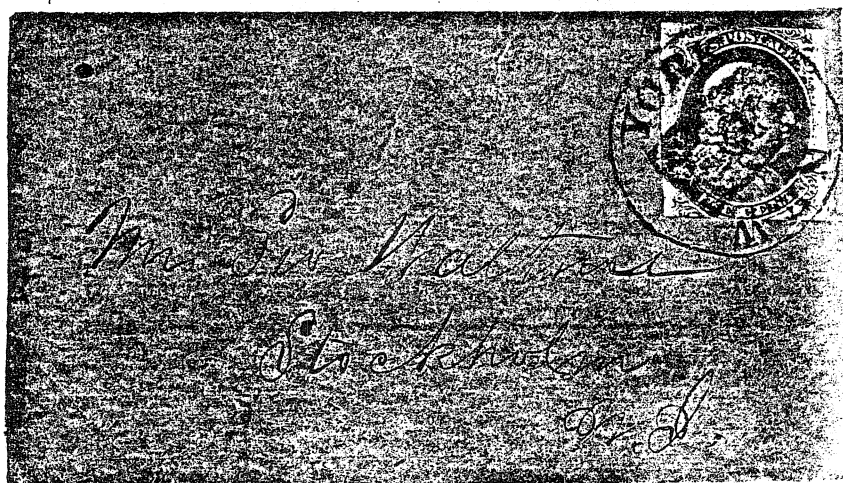
Type II - pos 59 L1E
Top ornaments may be complete. Lower design missing bottom of plumes and ball ornaments.



Type IIIA - pos 33 R1E
Top & bottom ornaments incomplete. Frame lines broken at top or bottom, but not both.

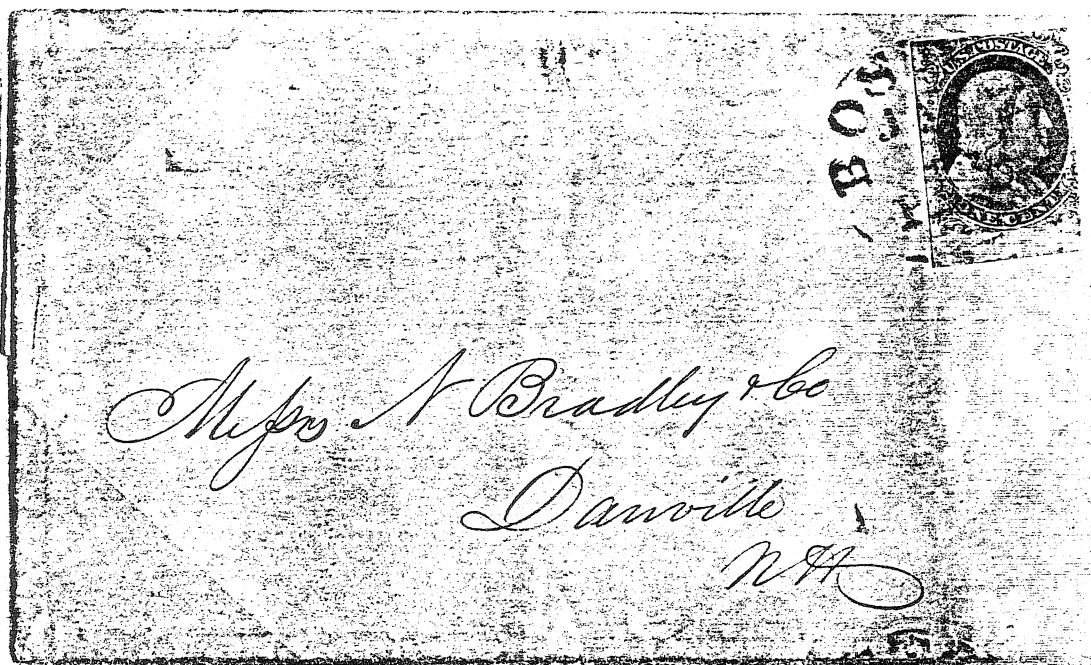


1851 1¢ type II usage New York - Stockholm, N.J.



pos 2 R1E
New York 'slug' postmark, in use only from November, 1851 to July, 1852. Found only on circulars.

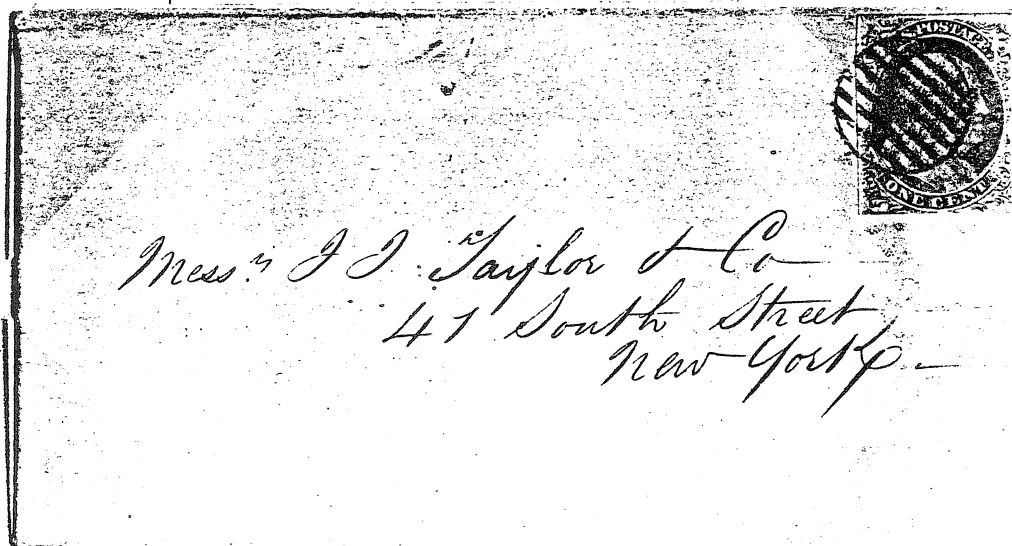
|1851 1¢ type II usage Boston - Danville, N.H. Jan. 1852



pos 91 LIE - INVERTED TRIPLE TRANSFER

This inverted impression was one of the original three that had to be erased due to improper vertical spacing, the "false start". The plate was then rotated half-way and reentered with properly aligned reliefs, position 91 L again being entered. The erasure was not complete however, and bits of the original entry showed through, becoming stronger as the plate wore. Circular dated January 1, 1852.

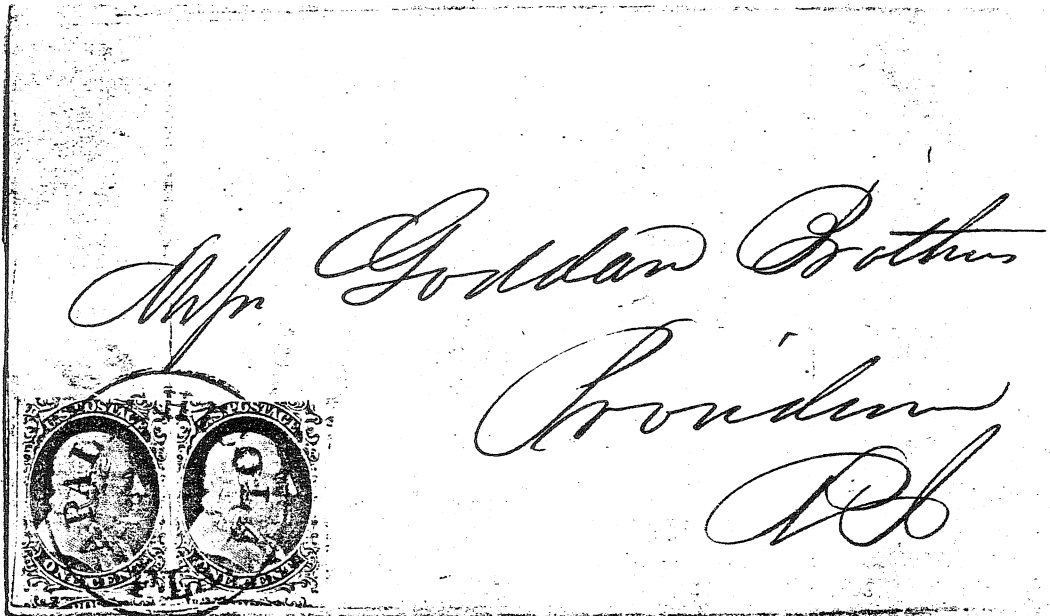
|1851 1¢ type IIIA usage at New York, Oct. 1851



pos 32 RIE

Printed circular of sugar prices dated New York October 6, 1851. The use of the round black grid cancel of New York has been referred to by the two eminent scholars of the 1¢ and 3¢ stamps respectively; as not having been seen on the 1¢ and only on a very few 3¢ covers of the 1851 period.

1851 1¢ type II usage Apalachicola, Fla. - Providence, R.I.

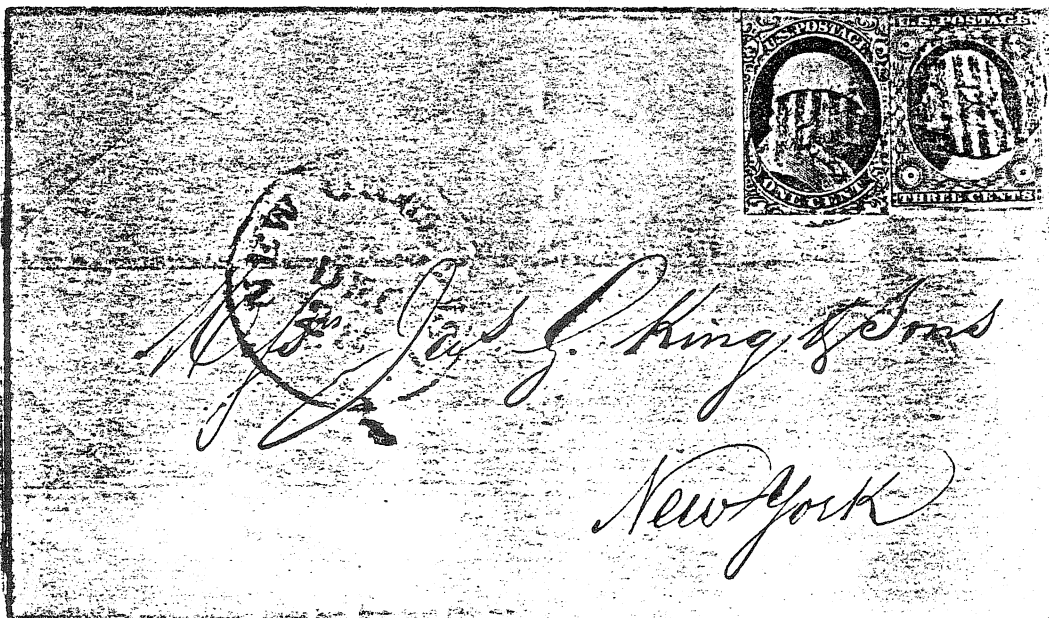


pos 87-88 L1E

2¢ circular rate for distances over 500 miles N/E 1,500 miles,
in use from July 1, 1851 to September 30, 1852.

Circular dated March 1, 1852, as per docketing.

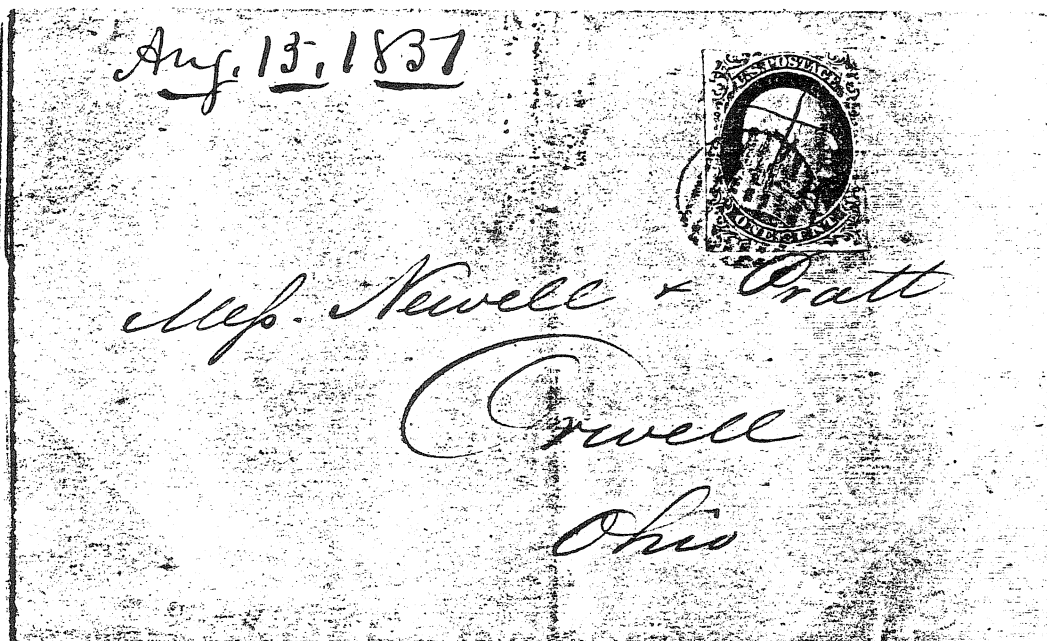
1851 1¢ type II usage (with 1852 3¢ type I) New Orleans Prepaid Way



pos 27 L1E, double transfer (3¢ pos 1 R2L)

Cover was handed to a contract carrier on his way to the New Orleans
post office; this being a 'Way' service, with 1¢ added in prepayment.
Docketing names New Orleans sender and "Dec 28 1852 ans 7 Jan".

1851 1¢ type II usage Baltimore - Crowell, Ohio

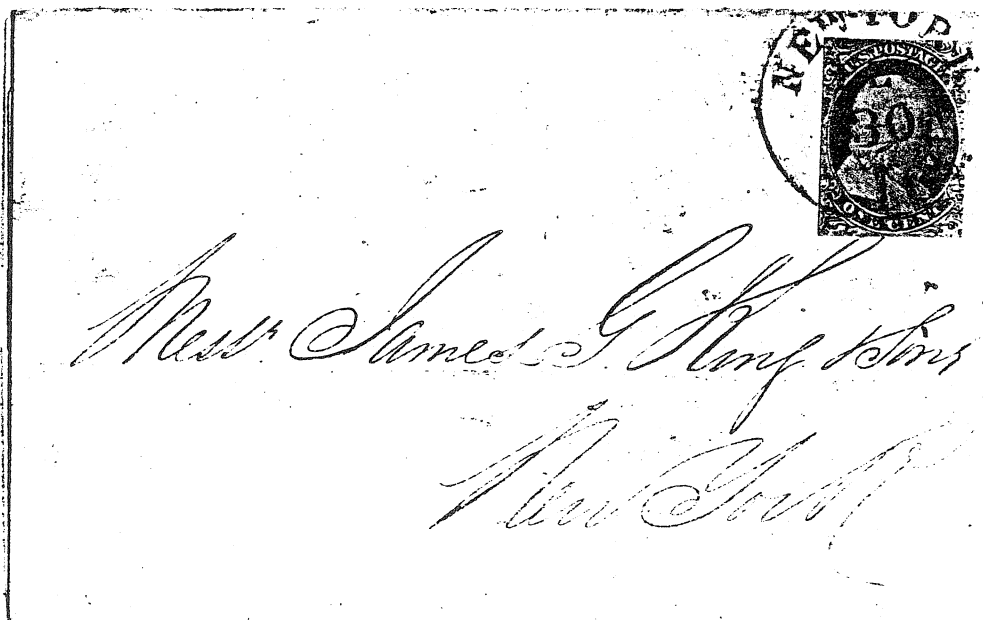


pos 42 LIE

Early use of a 1¢ stamp.

Printed circular dated Baltimore August 15, 1851.

1851 1¢ type II usage New York



One of the latest impressions from Plate I Early, printed in the seldom seen dark blue shade in the Spring of 1852.

The postmark was originally used on unpaid circulars and drop letters and then also to cancel 1¢ stamps on such letters. Its use was from July, 1851 to about December, 1855.

About May, 1852 Toppan, Carpenter, Casilear & Co. decided to improve the impressions produced by Plate 1. They re-entered the plate, probably in all 200 positions and, still not satisfied, recut 199 positions, to give a stronger appearance to the printed result. Thus all positions but one are type IV. The plate was in use until the middle of 1857.

Type IV - top &/or bottom lines recut

| 95 L

| 96 L

| 97 L

Rust marks typical
on Plate 1 L stamps,
as on pos 95 & 96 L.



Color from these printings
varies from rich dark blue
(1852) to a dirty blue as in
stamp at center.

major double
transfer

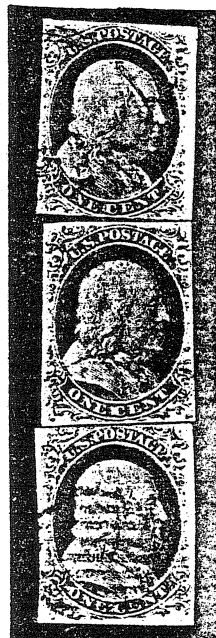


pos 32 - 36 L1L All above positions were recut once at
top & bottom. The stamp at right, 36 L1L, shows double
transfer in letters 'O' of 'One' and 'T' of 'Cent'.

| pos 71 L

| 81 L

| 91 L



The erased first three positions of
plate 1. Plate was then turned half-
way and fresh entries were made,
pos 91 L being re-entered. After the
plate was altered, positions 71 & 81L
also were re-entered, producing
inverted triple transfers.

Inverted triple
transfers

1852 1¢ type IV The 7 Recut Varieties from Plate One Late

Relief "T"
pos 1L



11 positions

Relief "T"
pos 6R



8 positions
in top row

Relief "A"
pos 75L



113 positions

Relief "A"
pos 77L



4 positions

Relief "B"
pos 24L



21 positions

Relief "B"
pos 92R



40 positions

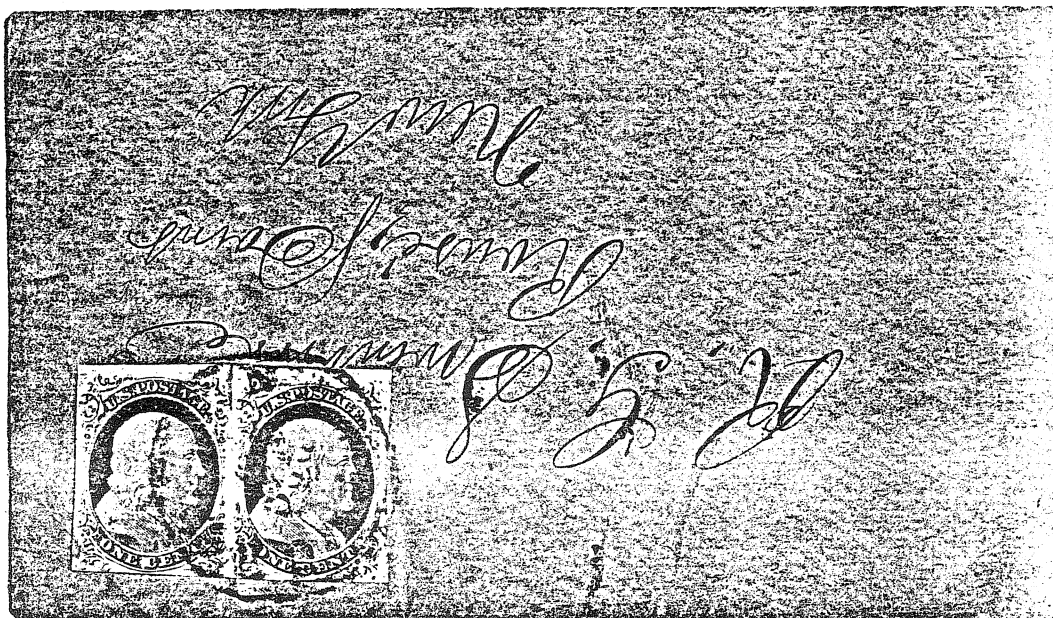
Relief "A"
pos 52L



2 positions

The ONLY POSITION not to be recut on Plate 1 is Position 4 R.

1852 1¢ types II & IV usage New York - Rouse's Point, N. Y.

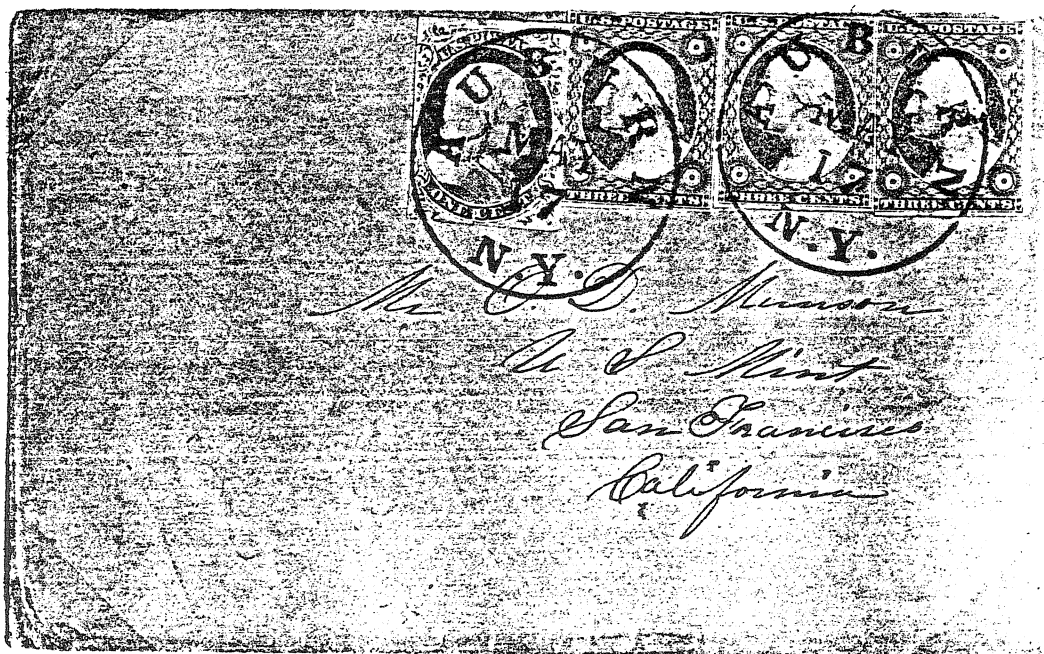


pos 3-4 R

Two page unsealed circular, the 2nd page being treated as double weight. The manufacturer of the envelope has been identified as Berlin & Jones, established in New York in 1843 and still active. Probable usage 1852.

1852 1¢ type II usage (with 3 1852 3¢ type I - all plate 3)

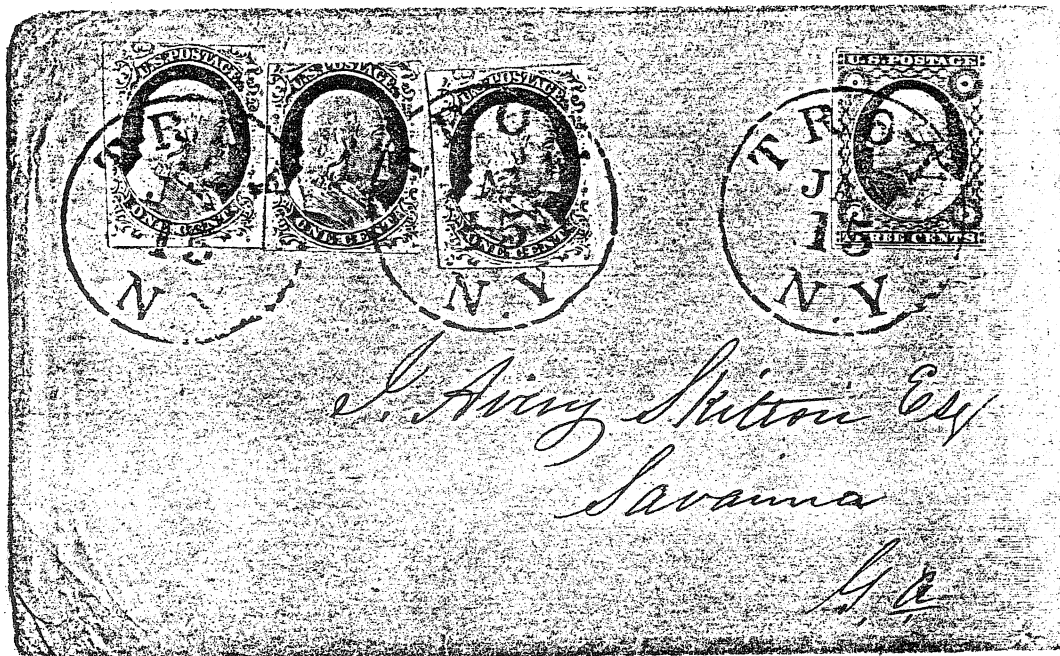
Auburn, N. Y. - San Francisco



pos 4 R1L

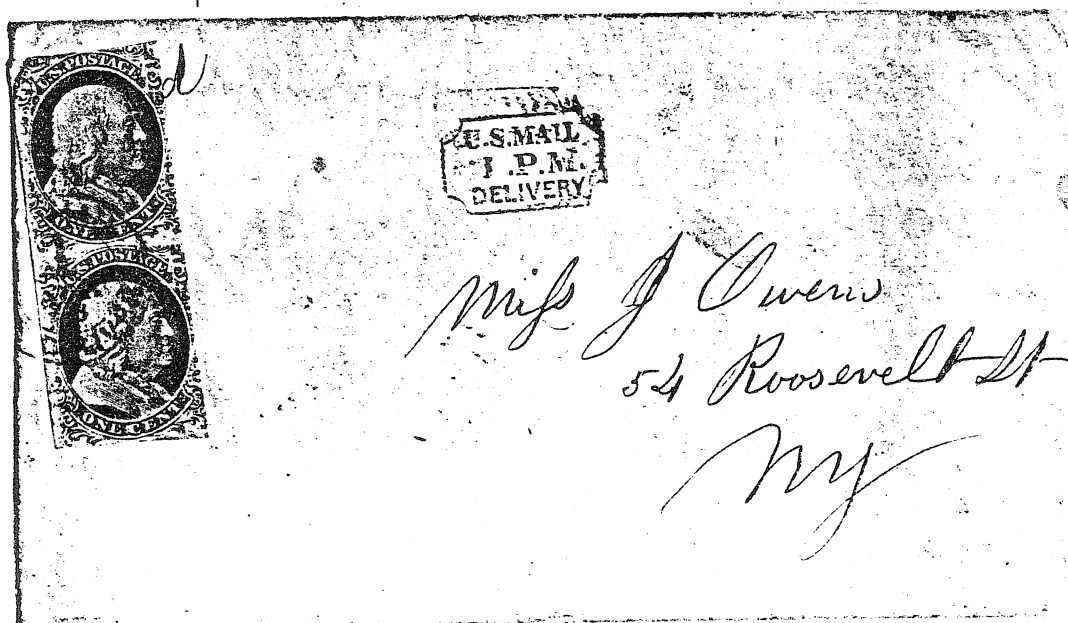
The transcontinental rate which became effective April 1, 1855.

1852 1¢ type IV usage (with 1852 3¢ type I) Troy - Savannah



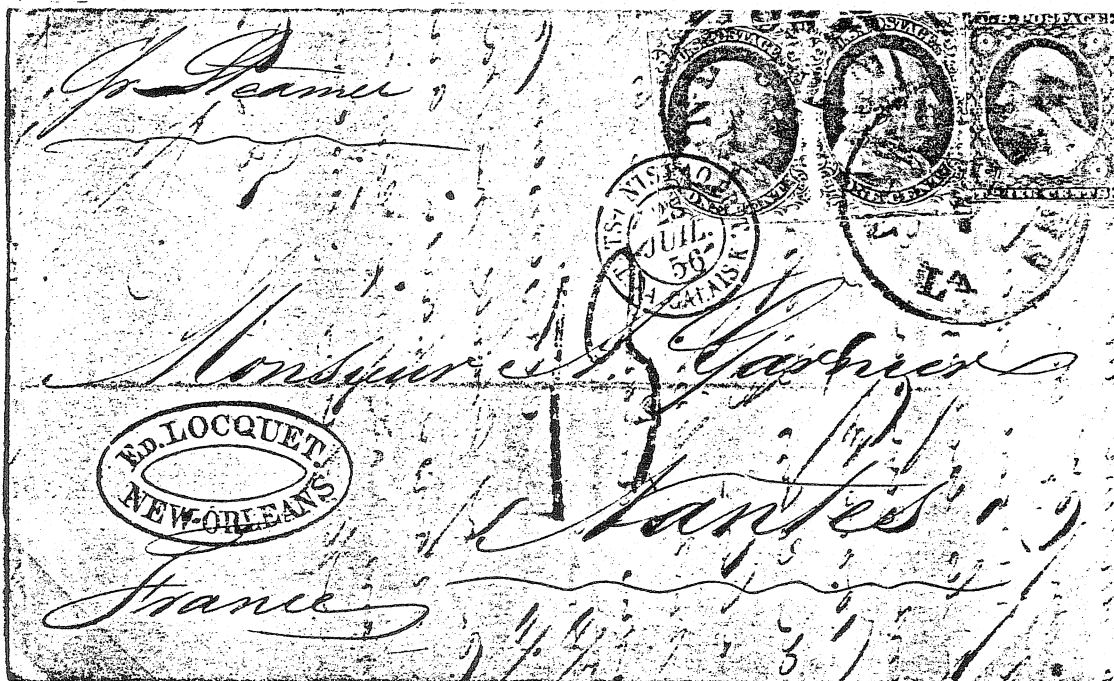
pos 91 LIL - INVERTED TRIPLE TRANSFER, 86 LIL, 95 LIL.
Double weight.

1852 1¢ type IV usage - New York City delivery



pos 25/35 LIL. For delivery "from the mails".
Postmark used from 1856 to 1862. Red carrier handstamp should read "2". The two 1¢ stamps were for delivery in addition to the drop letter rate.

1852 1¢ type IV usage (with 1852 3¢ type I) New Orleans - Nantes, France



pos 13-14 LIL

Posted at New Orleans July 7, (1856), sender prepaying inland portion of rate under British-American Treaty and cover sent to Boston where it was placed on British packet "Boston 16 Jul Br Pkt" (backstamp).

Cover proceeded from Liverpool to London via closed mail and thence to Calais received "28 Juil. 56". That office acknowledged the route - "Etats-Unis Brit." and marked cover for collection of "13" decimes (approx. 26¢), the rate set by French Decree of 1851 (Britain being credited 16¢).

Backstamped "Paris --56", "Bordeaux 29 Juil 56" and "Nantes 29 Juil 56".

In late 1855 Toppan, Carpenter & Co. put Plate 2 in service. The Act of March 3, 1855 had made prepayment a requisite for all domestic mail, thus increasing the demand for stamps. Plate 2 developed a large flaw while nearing the last stages of its manufacture. This, the engravers disregarded, keeping the plate in service almost two years.

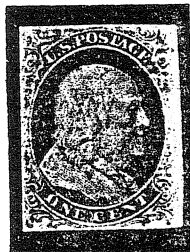


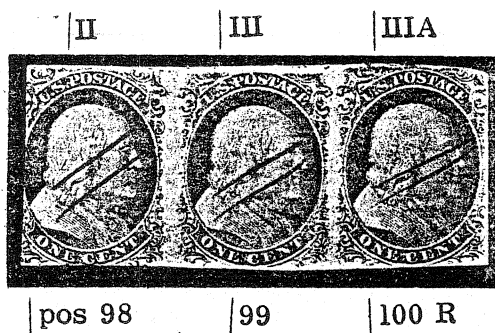
Plate 2 shades vary from a light blue, similar to Plate one early, to a deep blue, as on strip below.



18 positions on Plate 2 contain double transfers. A distinct doubling over 'U' can be seen in pos 8R.



Position 99 R2



In the preparation of this plate, the position dot SE of position 88R, used as the setting for position 99R, was placed far out of line. This caused a partial transfer of the "A" relief into and below position 89R plus transferring the "B" relief for position 99 almost a millimeter below the other 9 in the row. To correct this the "B" impression was burnished and a fresh entry was made in which the top and the bottom of the design was short transferred. This short transferring produced the finest example of a type III of the 1¢ design, the only type III on the plate. Traces of the original entry show along the right side.

In the example above, the misplaced position dot appears NE of position 98. Tiny traces of the partial transfer appear above position 99. Position 100 became a type IIIA when a break developed in the curved line at bottom due to plate wear.

The big flaw in Plate 2

While impressions from the flaw area appear to have come from a cracked plate, studies made from a progression of stamps during the life of the plate indicate that the imperfection grew as the plate was used. Tiny bits of metal flaked off along the line of the flaw, extending the length and breadth of the flaw.

A reconstruction of the flaw



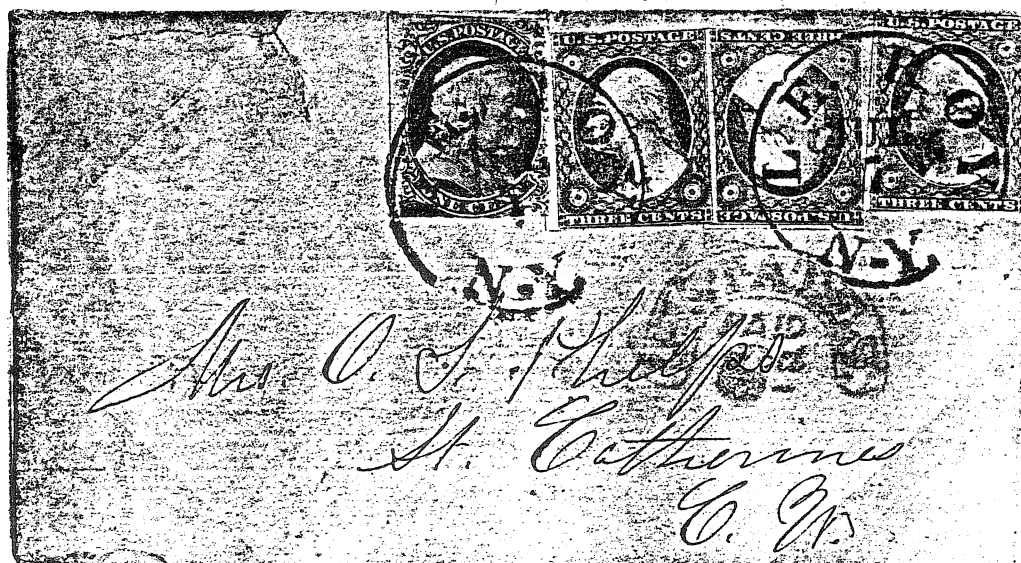
Flaw extends southward from pos 2L into 12L, crossing into 13L, through 23L and into upper ornament above 'S' of 'U.S.' in pos 33L.

1855 1¢ type II usage New York - Philadelphia



pos 89 R2 The LARGEST DOUBLE TRANSFER on a 1¢ design. As stated, a partial transfer of an "A" relief was rocked into this position when position 99 R was initially transferred. While the faulty placement of position 99 R was burnished out, the partial transfer into position 89 R was left undisturbed.

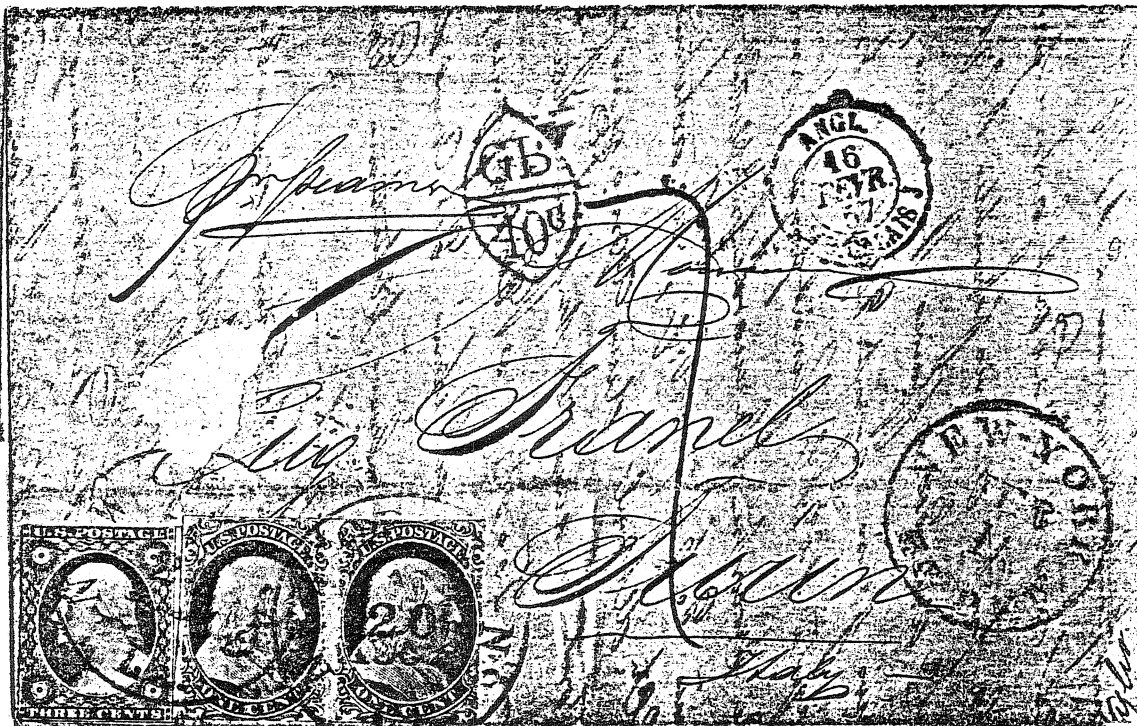
1855 1¢ type II usage (with three 1852 3¢ type I) Le Roy, N. Y. -
St. Catherines, C. W.



pos 14 L2 (3¢: 51 R3, 4 R3 & 3 L8)
The "Ud States Paid 6d" (red semicircle) was applied at Buffalo exchange office. The '6d' is a salutary acknowledgement of a foreign currency in a US postal marking.

The United States tried from 1849 to negotiate a postal convention with France. Three differences put the matter on the shelf: the high transit rate between Britain and France; the high domestic rate insisted upon by France; their constant refusal to base a rate on more than 1/4 oz. Compromises were made and a basic rate of 15¢ was set by the US-French Postal Convention of March 2, 1857.

| 1855 1¢ type II usage (with 1852 3¢ type I) New Orleans - Turin, Italy



pos of 1¢ - 49/50 L2

Cover posted at New Orleans Jan. 20, 1857, sender prepaying inland portion of three part rate to Britain. Held at New York, cover was put on British packet Feb. 1 and received at London "CP 6 FE 16 1857", backstamp in red, sent to Calais "Angl. 16 Fevr. 57", thence to Italy, an indistinct French marking, probably at border, plus the Italian "Arrivo 19 Feb 57", probably Turin.

It was in September, 1856 that Britain and France agreed upon a new convention that paved the way for our agreement with France. Lower transit rates between the two countries resulted which were put into effect Jan. 1, 1857.

While the new transit rate is reflected on this cover; the rate shown is that which would have been used if the cover had proceeded via American packet. The British exchange office applied its 'Tray' marking in error resulting in the French following the error and a reduced credit to Britain. The "7" represents French debit on Italy.

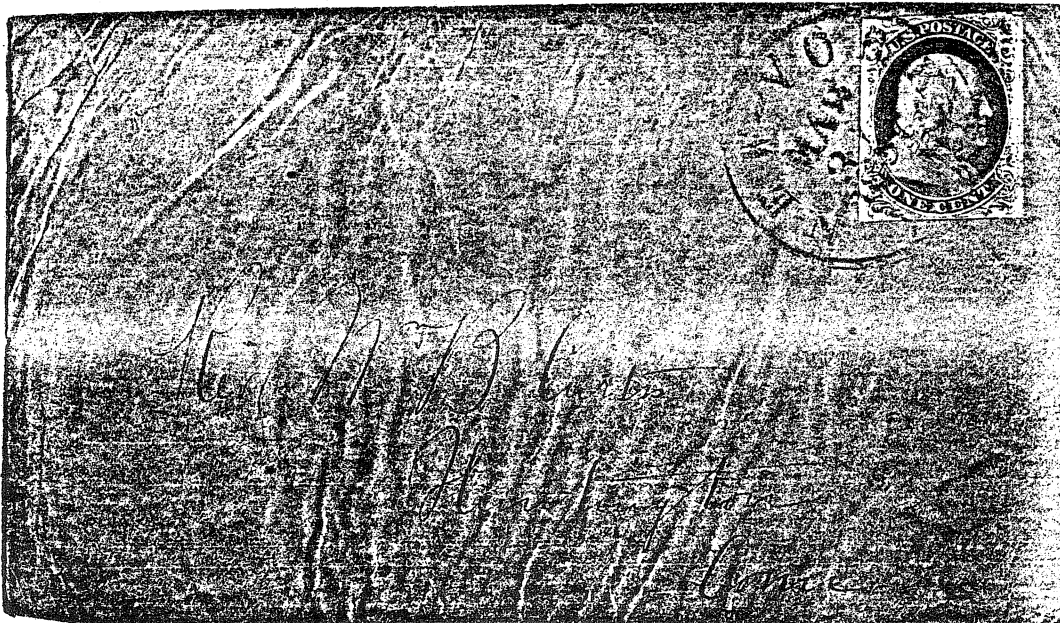
Plate No. 3

It is estimated that Plate 3 was prepared in the spring of 1856. It probably was needed as a replacement as Plate 1 was badly worn and the flaw in Plate 2 was becoming very noticeable. Inexplicably, Plate 3 was retired after hardly one year's activity. One plausible reason was that the spacing was too close to be considered for perforation, the subjects being even more closely spaced than on Plates 1 or 2. All impressions from Plate 3 are type II.



Color varies from a filmy rich deep blue to a slightly gray blue. Impressions are mottled, many showing tiny surface cracks.

1856 1¢ type II usage New York - Huntington, Conn March, 1857



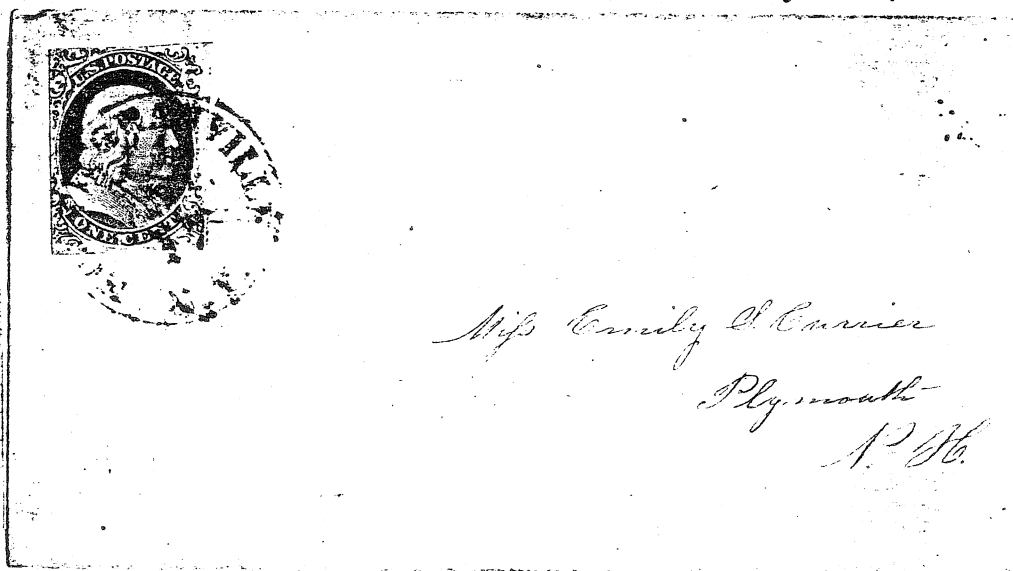
pos 32 R3
The gray blue shade.
Unsealed circular.

Note: A prevalent theory holds that a severe accident occurred prior to the spring of 1857, causing Plate 3 to be retired. Possible evidence to support this is that no stamp from the replacement plate (No. 4) is of the color so distinctive as that found on some Plate 3 stamps (as at top).

Plate No. 4

In February, 1857, after experimenting with a perforating machine, Toppan, Carpenter & Co. prepared a new plate, spaced for perforations. Room was provided by trimming the reliefs of the transfer roll. This produced four types of the design plus a sub-type. The plate was to be used only from April to December, supplanted because of wear and a new series of plates more properly suited to perforations. The imperforate stamps were from the 1st 3 months.

1857 1¢ type II usage North Granville, N.Y. - Plymouth, N.H.



pos 1 R4

Type II - Top design may be complete (as above). Lower design missing bottom of plume & ball ornaments. On Plate 4, found only in 20 top row positions. Circular use.

Type IIIA

Top & bottom ornaments incomplete. Frame lines broken at top or bottom, but not both.



From 115 positions prior to plate wear.

pos 79 R4

N.Y. carrier

Type III

Top & bottom curved lines show a break in middle; side ornaments complete. 37 positions in early printings.



pos 11 R4

Curl on shoulder.



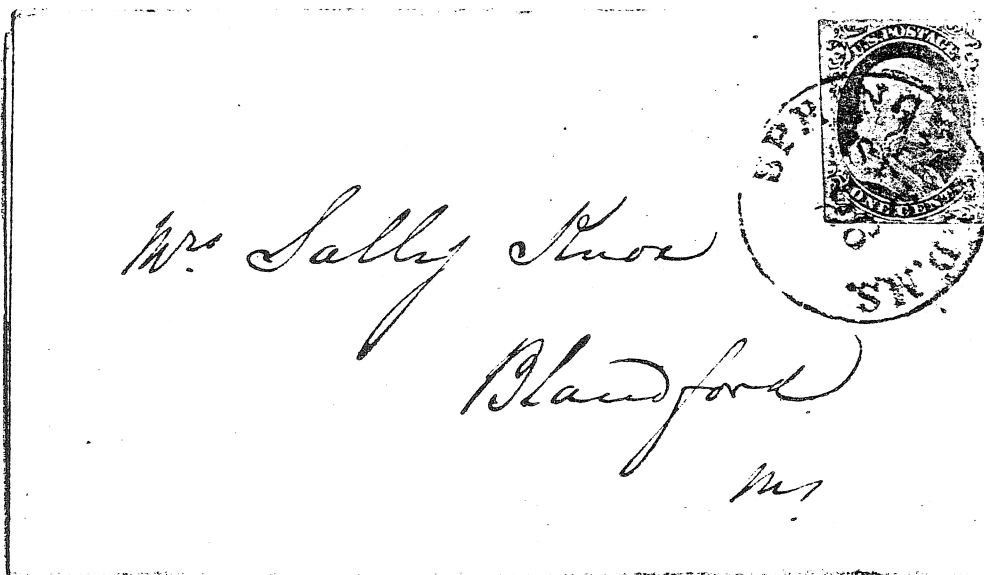
pos 97 R4

Curl in 'c'.

Type IA

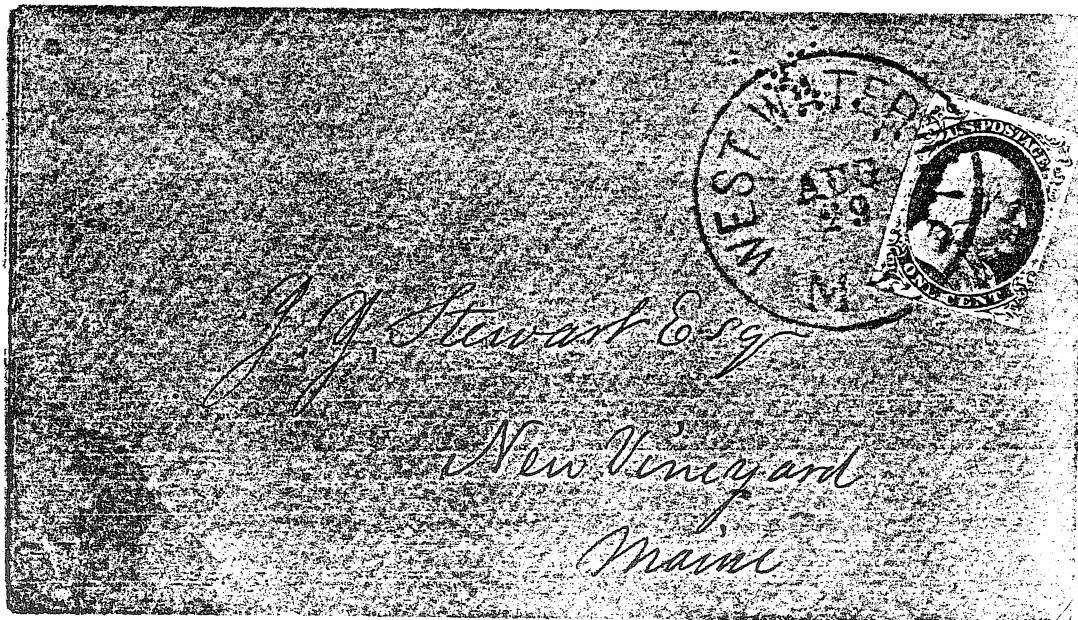
Full design at bottom; ornaments & outer lines partly cut away at top. Found only in 18 positions in bottom row.

1857 1¢ type IIIA usage Springfield - Blandford, Mass.



pos 76 R4 Circular dated Sept. 21, 1857.

1857 1¢ type III usage West Waterville, Mass. - New Vineyard, Me.



pos 64 L4 Circular use.

Selected Postal Markings on 1851 - 1856 1¢ Stamps



Small Boston 'Paid'
used from July 19th
to Jan. 15, 1852



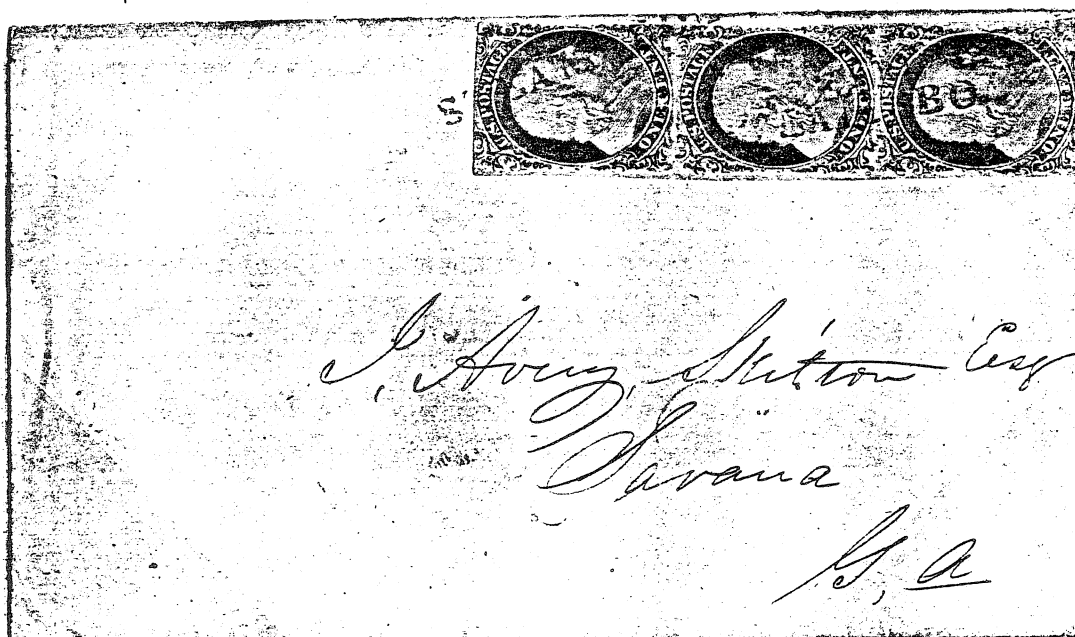
'1853'
Used only in 16 days
July 11 thru July 26.

~~Cancelled by the post office.~~



N. Y. 'Ocean Mail'
1854 - 1860

1855 1¢ type II usage "Steamboat" Savannah, Georgia



pos 14/24/34 L2

The handstamp "Steamboat" was used to indicate how the cover arrived
at the post office.

1851 3¢ type I Stamp

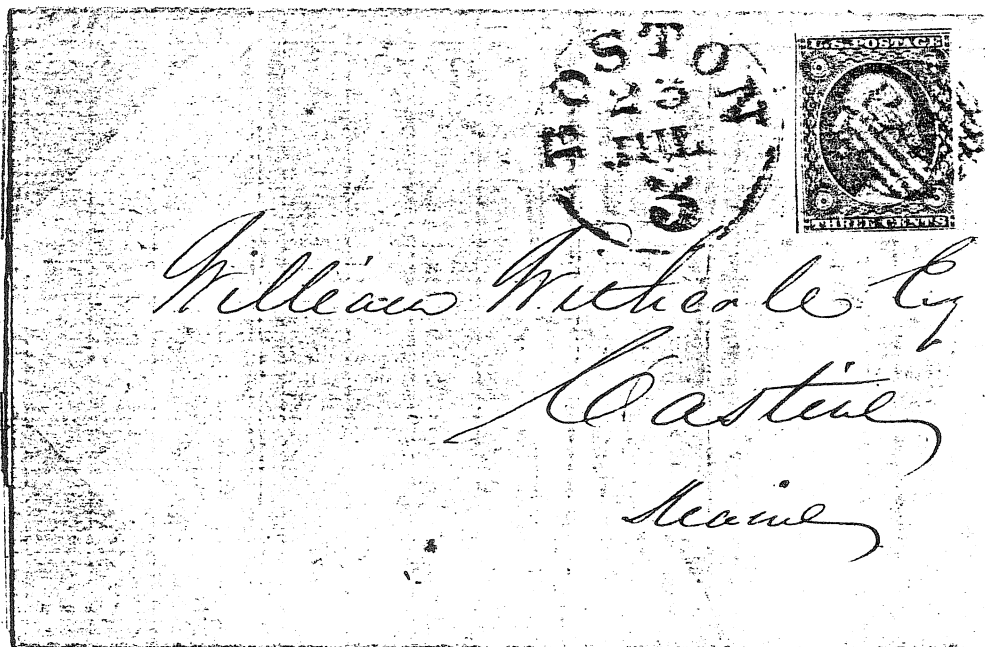
This stamp was issued for the single letter rate for distances up to 3,000 miles. Four plates, plus a reworking of Plate 1, produced the early printings of this design. The 200 positions of each plate were in two panes. All positions were recut - at least once. A particular stamp's position, as well as its plate, can be identified from these telltale recuts and plating marks.



pos 23 R1E

Small black Boston 'Paid'
in use only from July 19,
1851 to January 15, 1852.

1851 3¢ type I usage Boston - Castine, Me. July 23, 1851



pos 100 R1E

Small red Boston 'Paid' in use only from July 7 to July 26, 1851.
The townmark "Boston 3", in red, is also found on prepaid stampless covers during the early months of the 3¢ rate.

1851 3¢ Type I Plate Examples

Five plates produced the 3¢ stamps in 1851. Plate 1 printed the initial supply for use from July 1; it was reworked in early July (Intermediate state) and saw activity until October. Plates 2 & 5 were made in July and 0 in August. These three were in use until late 1851. All stamps printed in 1851 were in a color called orange-brown in a variety of tints and shades from very pale to very deep.

Plate 1E



pos 41L

Plate 1 (int)



pos 28L

Plate 2E



pos 24L

Plate 5E



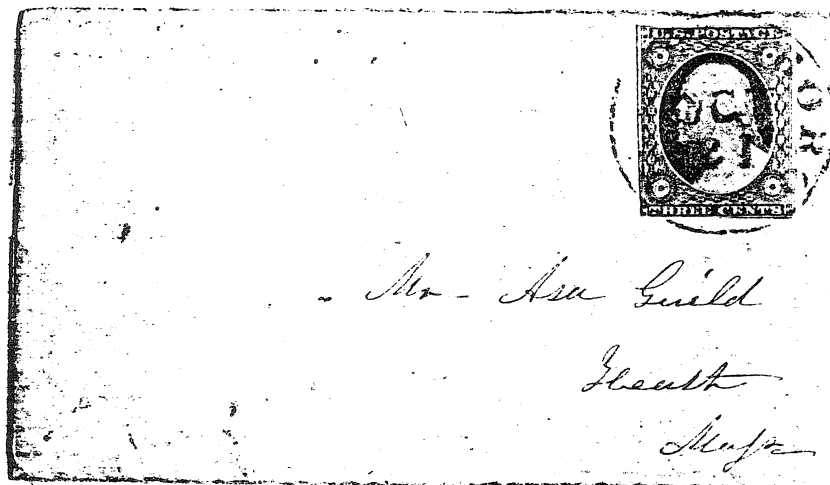
pos 16L

Plate 0



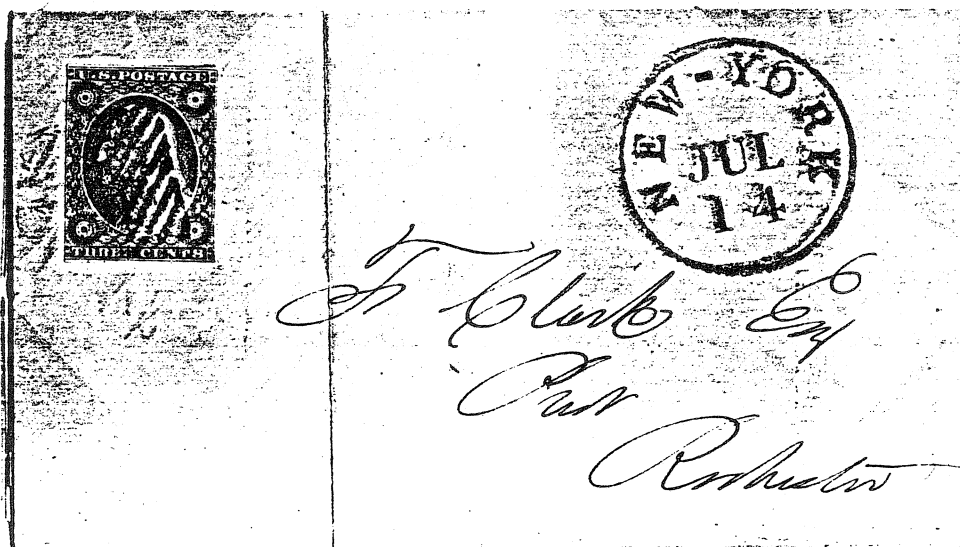
pos 17R

pos 47 L0 Five Line Recut in Upper Left Triangle



1851 3¢ type I usage Brattleboro, Vt. Oct. 21, 1851

1851 3¢ type I usage New York July 14, 1851



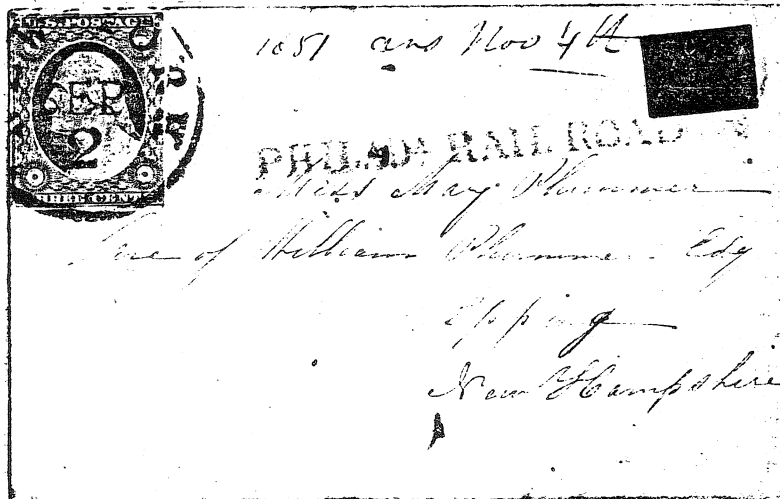
pos 90 L1E - EARLY USE of 3¢ - in first two weeks.

Form lettersheet of Mercantile Bank (New York) with manuscript insertion of addressee's name and date.

New York 13 line square grid cancel, known used from July 3 to December 11, 1851.

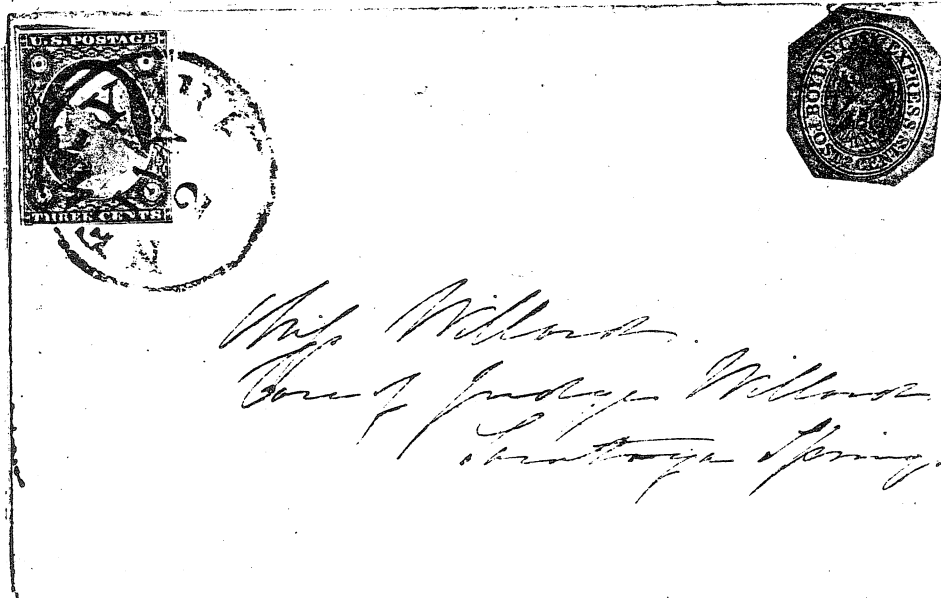
From the 1840's, private carriers began to appear in most of the major eastern cities. The Post Office action to stop the "Local Posts" was ineffectual and, until its own services could replace the private carriers, they were allowed to continue.

1851 3¢ type I usage (with Blood local)
Philadelphia - New York - Epping, N. H.



pos 95 R1E - Recut inner frame line at right.
The cover was taken by Blood's Despatch to station where it was struck "Philada Railroad", a terminal marking. After rail trip, it was put 'in the mails' at New York. Addressee wrote "1851 ans Nov 4th".

1851 3¢ type I usage (with Boyd local) N. Y. - Saratoga Springs

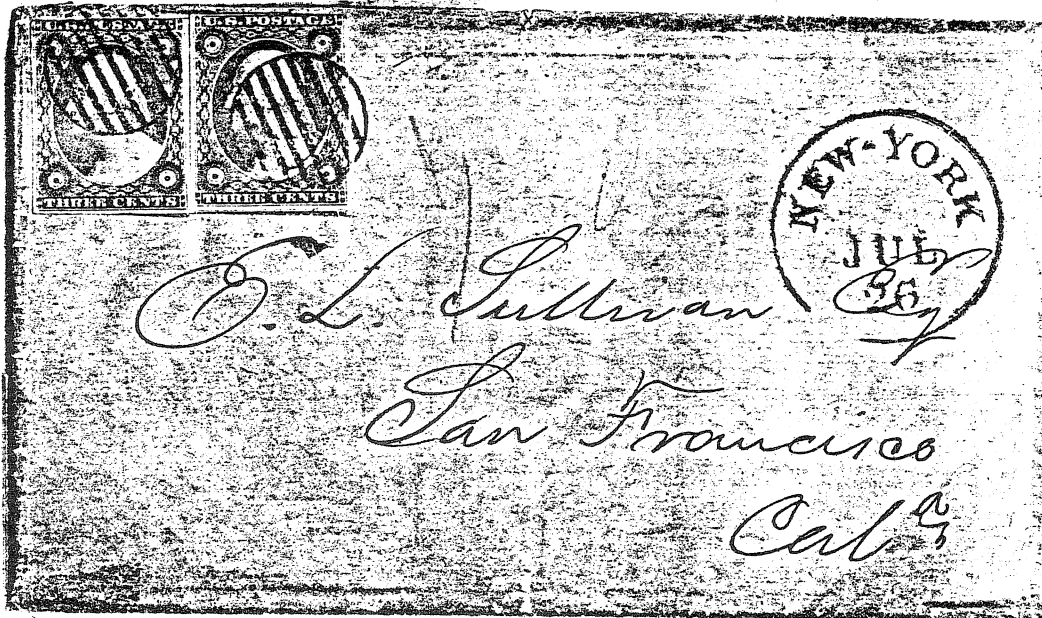


pos 56 L2E
Boyd City Express was active in the financial district from 1844.
2¢ was their fee to take letters to the post office.

As stated, the Postal Law of 1851 set a new domestic rate of 3¢ up to 3,000 miles; thus making the rate to & from the Pacific Coast @ 6¢. Up to 1858, the great bulk of this mail went by sea, via Panama under contract. The U.S. Mail SS Co. performed the eastern half of the contract with sailings, in 1851, on the 11th & 26th monthly.

THE EARLIEST KNOWN USE OF THE 6¢ TRANSCONTINENTAL RATE
PREPAID WITH STAMPS

1851 3¢ type I usage New York - San Francisco July 26, 1851



pos 26 & 36 Ll(int)

Cover was posted at New York on the "Cherokee" of the U.S. Mail SS Co. on second contract mail trip after the rate change on July 1, 1851.

Cover is lettersheet dated July 25, 1851.

Postmark (above), known as Ocean Mail type I, is earliest known use of the townmark after it was reserved for marking prepaid ocean mail letters to the west coast.

Note: It is thought that the lightly pencilled "7" is the mark of a carrier in receipt for cash, 1¢ of which was his fee for delivery to post office.

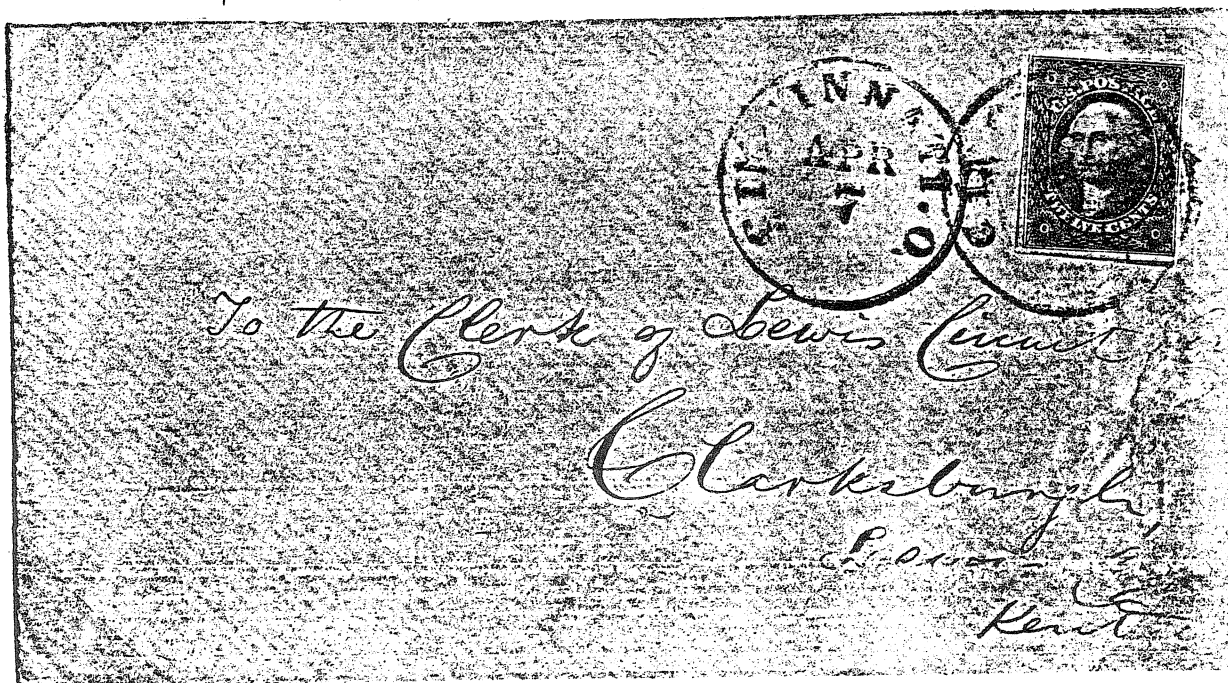
1851 12¢ Stamp

One plate was used to print this stamp, since named Plate 1. Toppan, Carpenter, Casilear & Co. made initial deliveries along with the 1¢ and 3¢ stamps for use from July 1, 1851. As with the 3¢, each position was recut, mostly in the frame lines.



pos 62 L

1851 12¢ usage Cincinnati - Clarksburgh, Kentucky



pos 23 L

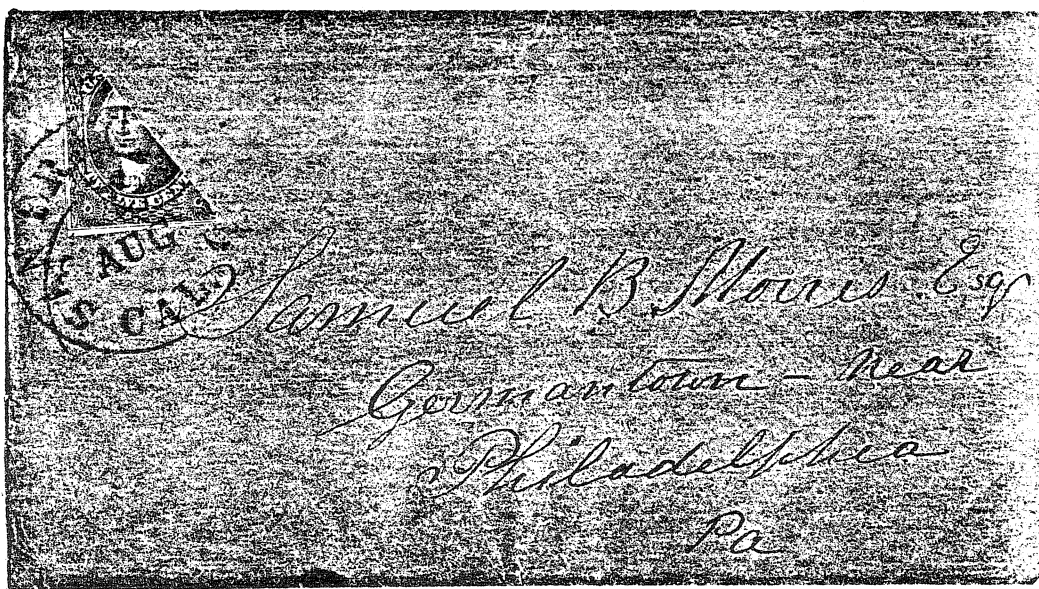
Quadruple weight.

Domestic use (cover reduced in size).

Cincinnati postmark that was found in use 1855 - 59.

A BISECTED 1851 12¢ USAGE

1851 12¢ usage San Francisco - Germantown, Pa.

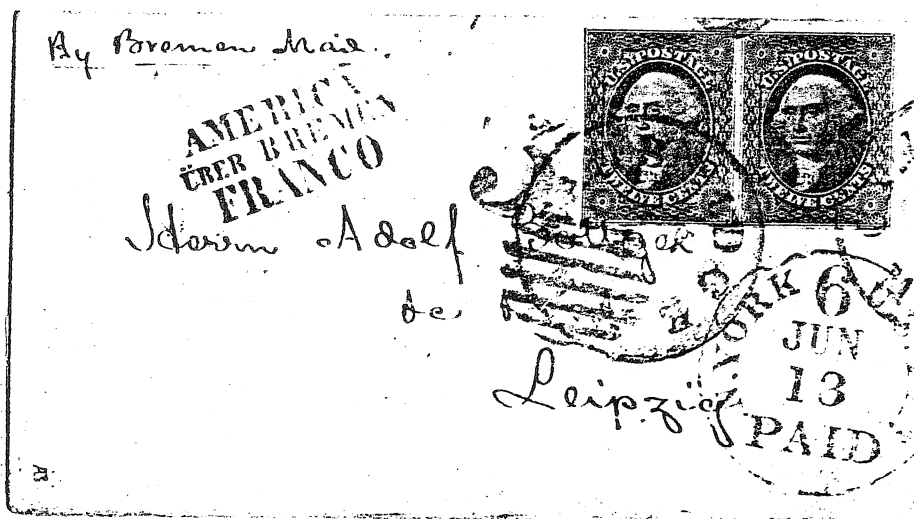


The 1851-55 domestic letter rate for distances over 3,000 miles being prepaid by a bisected 1851 12¢ stamp.

The San Francisco post office ran out of 3¢ stamps during June, 1853. Apparently its supply was not replenished until some time in September. On November 10, 1853, the Postmaster General forbade further use of bisected stamps.

Our first international postal arrangement was with Bremen in 1847 with a rate of 24¢; revised in 1853 to 15¢.

1851 12¢ usage Cambridge - Leipzig, Saxony



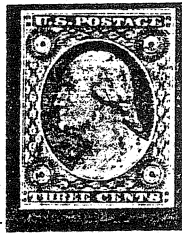
pos 47/48 L

Cover was posted at Cambridge June 8 (1857), overpaying the 15¢ Bremen rate to Leipzig. Boston exchange office backstamped it for British packet sailing of June 9. Then, realizing its mistake, sent cover to New York. There it was at first credited with "3", in error, marked out with red bars, and then properly hand-stamped via U.S. packet with 6¢ credit to Bremen.

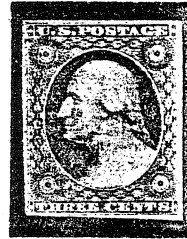
It is probable that the cover was put on "Washington" of Ocean Steam Navigation Co. on June 13, 1857, direct to Bremen (last trip under mail contract). Blue Bremen marking was used on mail in transit through Bremen. Backstamped "Stadt Post 30 Jun -----" (marking obliterated, undoubtedly Leipzig).

1852 3¢ type I Stamp

In late 1851, Toppan, Carpenter, Casilear & Co. found it necessary to rework some of the original plates, make a new plate and change ink. There was no change in the design, but the shades produced by the new ink seemed to separate these stamps from the 1851 printings.



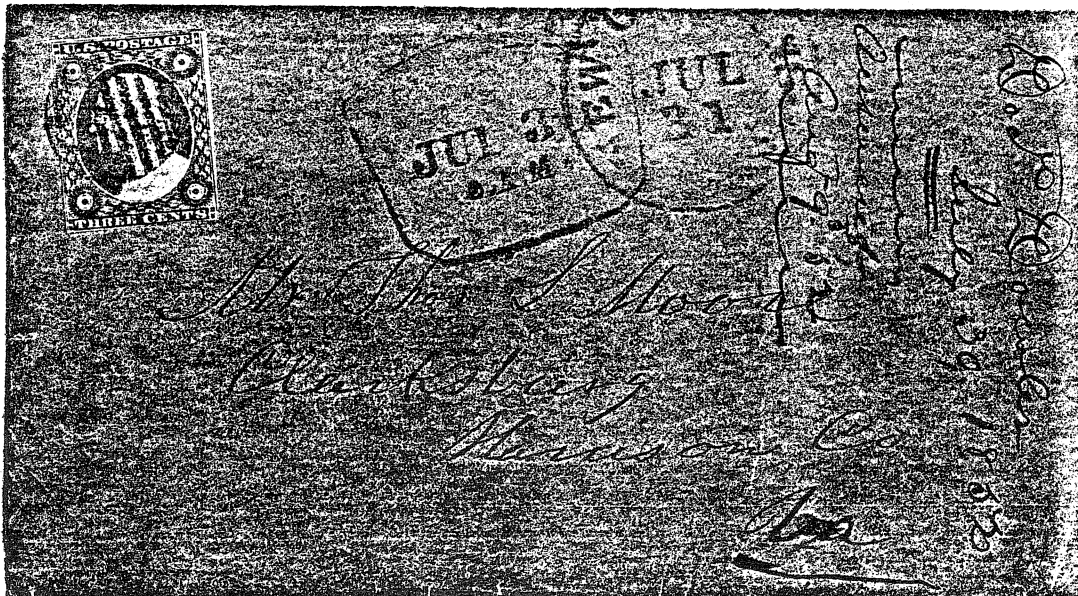
pos 17 L1L
'Experimental'
orange brown



pos 55 R4

1852 3¢ type I usage "N. O. U. S. City Post"

New Orleans - Clarksburg, Va.



pos 30 R1L

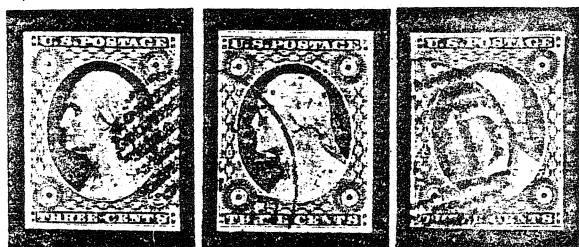
Cover was received by the N. O. U. S. City Post on July 30 (1852), so indicated on the green 'snow shovel' marking (color was changed to blue in 1853). It was put 'in the mails' the next day, - the red New Orleans datemark. Carrier service within the city of letters 'from the mails' was at a charge collected from addressee. Carrier service 'to the mails' (as shown) was without charge, an infrequently found usage.

1852 3¢ Type I Selected Colors plus Plate Examples

Eight plates produced the 3¢ type I stamps from 1852 into 1857. Plate 1 was again reworked and continued in service until retired in early 1855. Plate 2 also was done over and was used until the spring of 1857. A new plate, 3, saw action from 1852 to about April, 1857. Plate 4 and a reworked Plate 5 were used from early 1855. Plates 6, 7 and 8 were put in use during 1856.

Selected typical colors, arranged by year of printing (with plate examples noted).

1852 Brownish - carmine



pale

deep
81 L1L

1852 Claret



1853

Dull red



pale
16 L3



deep
18 L2L

1853 - 54

Dull rose red



pale



deep

1855

Orange red



pale
2 L4



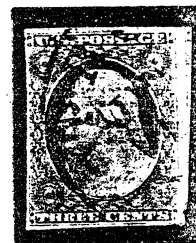
deep

1856

Yellowish rose red



pale
43 R5L



deep
52 L8

1856

Brownish carmine



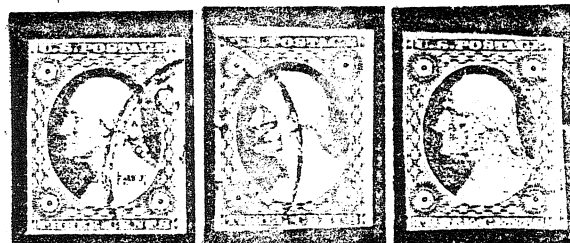
pale

deeper
17 L7

deep
44 R6

1857

Clarets



pale

deeper

deep
(grayish)

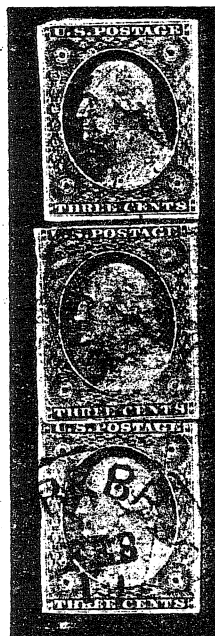
Selected Plate Varieties on 3¢ type I Stamps

92L1L



line through "three cents", rosettes doubled (up 1/2 mm)

pos 74, 84, 94L5



Reconstruction of major crack.

69L5L



dot in lower right diamond block

66 R2L



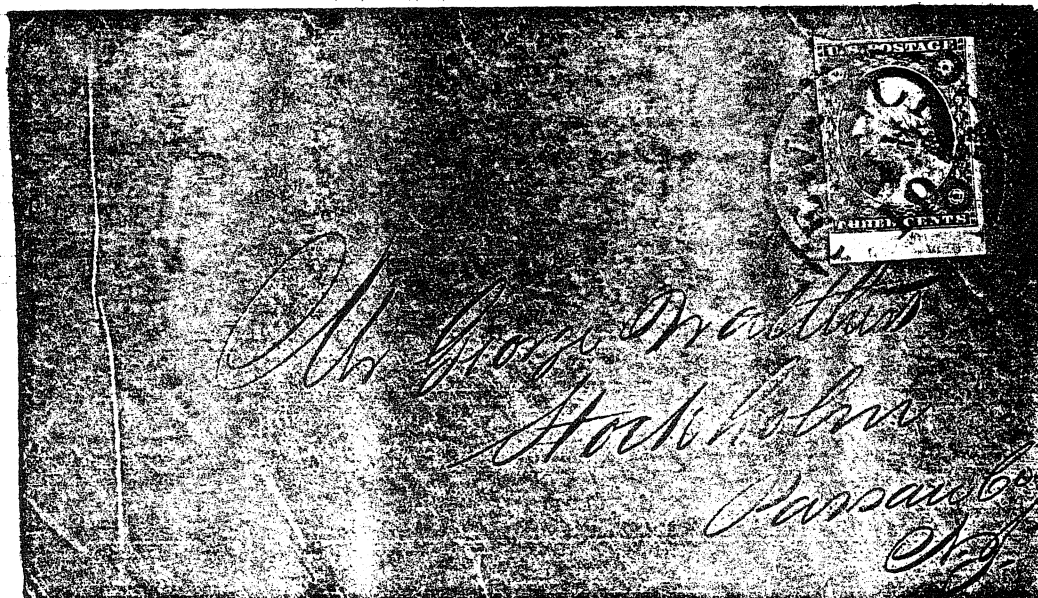
"Gents"

6R8



gash on shoulder

92L2L - triple transfer



The only triple transfer on 1852 3¢ type I stamps.

Selected Recut Varieties on 3¢ type I Stamps

87L2L



1 line recut
upper left
triangle

47L2L



2 lines recut
upper left
triangle

29L3



extra frame
line at left

89L3



2 extra frame
lines at left

47L1L



1 line recut
lower left
triangle

45L3



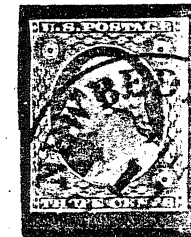
1 line recut
upper right
triangle

50L2L



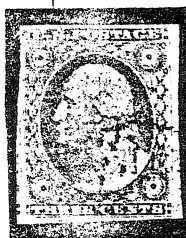
1 line recut
lower right
triangle

49L1L



Single line recuts in
upper left, lower left
& lower rt. triangles

76L4



top label &
diamond block
joined

78 L4



lower label &
diamond block
joined at right

6R2L



Upper labels &
diamond blocks
joined

47R6



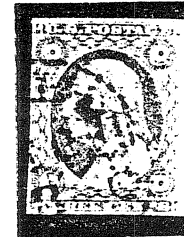
lines on bust &
bottom of medallion
circle recut

10R2L



recut
button

19L3



rt. line replaces
inner frame line

98L3



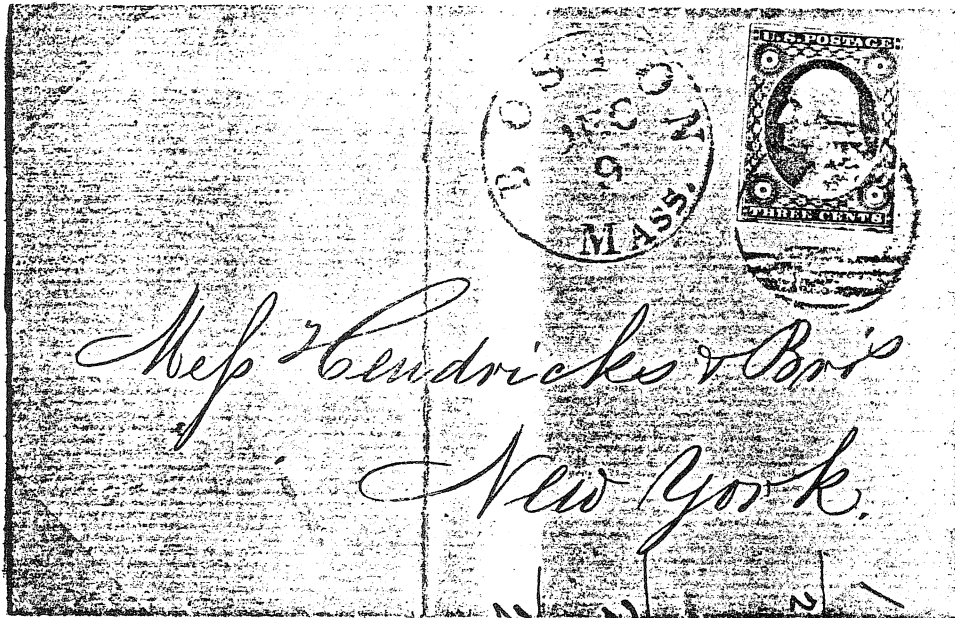
Extra vertical line to
right of frame line

70L3



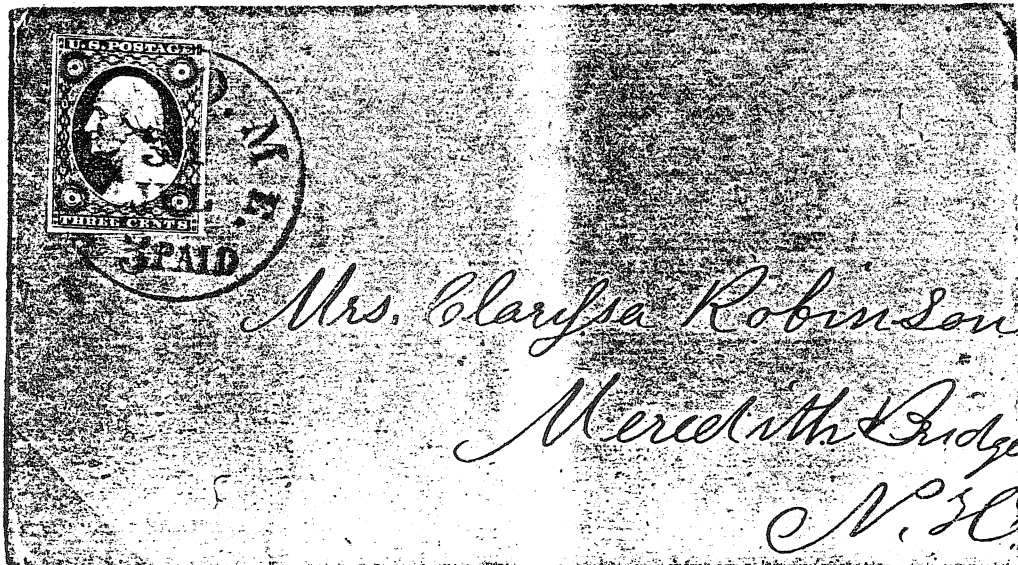
Frame line close
to design at left

| pos 28 L2L Three line recut in upper left triangle.



| Boston - New York December 9, 1852

| pos 95 L1L Five line recut in upper left triangle.

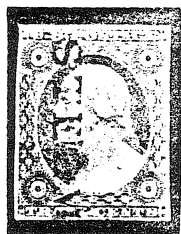


| Saco, Maine - Meredith Bridge, N.H.

| Selected Postal Markings on 3¢ type I Stamps



| green



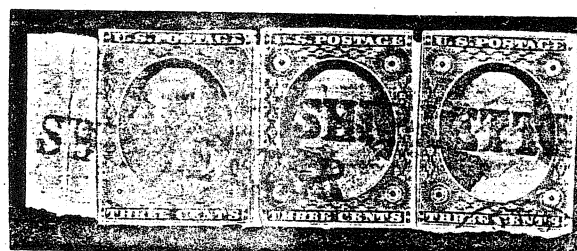
| steam



| way



| way 5



| ship letter

| New York markings



| U.S. Express Mail
(N. Y. to Boston)



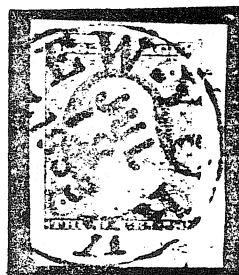
| 1851 - 1852 bar markings



| railroad



| New York Ship
used on incoming mail
via non-contract ships

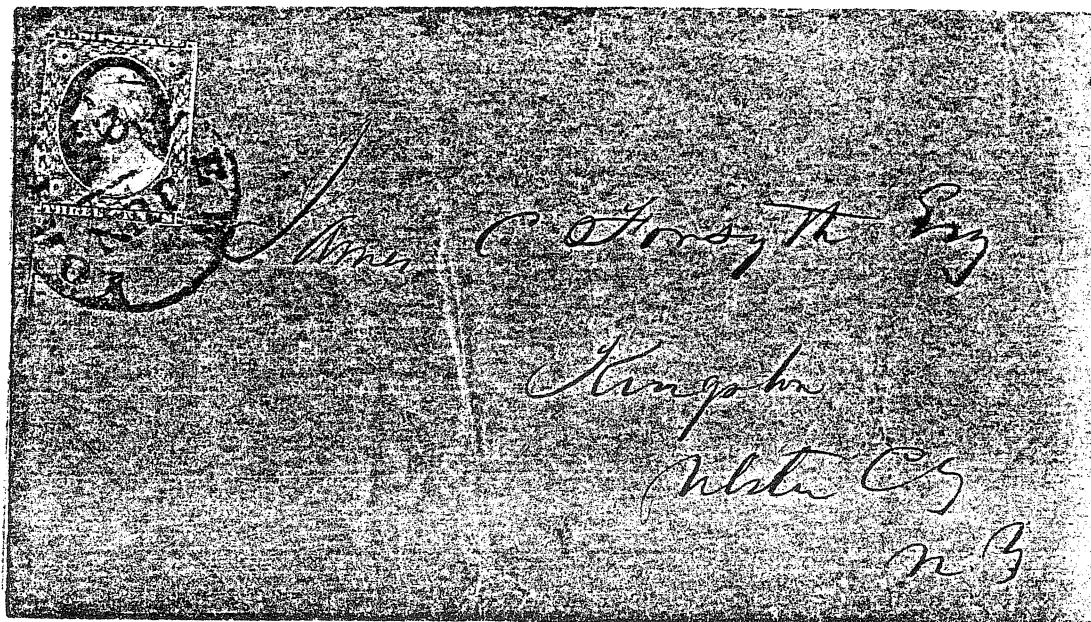


| '1853'
used only for 16 days
July 11 thru July 26



| Ocean Mail
to West Coast
via Panama

bar markings
1851 - 52



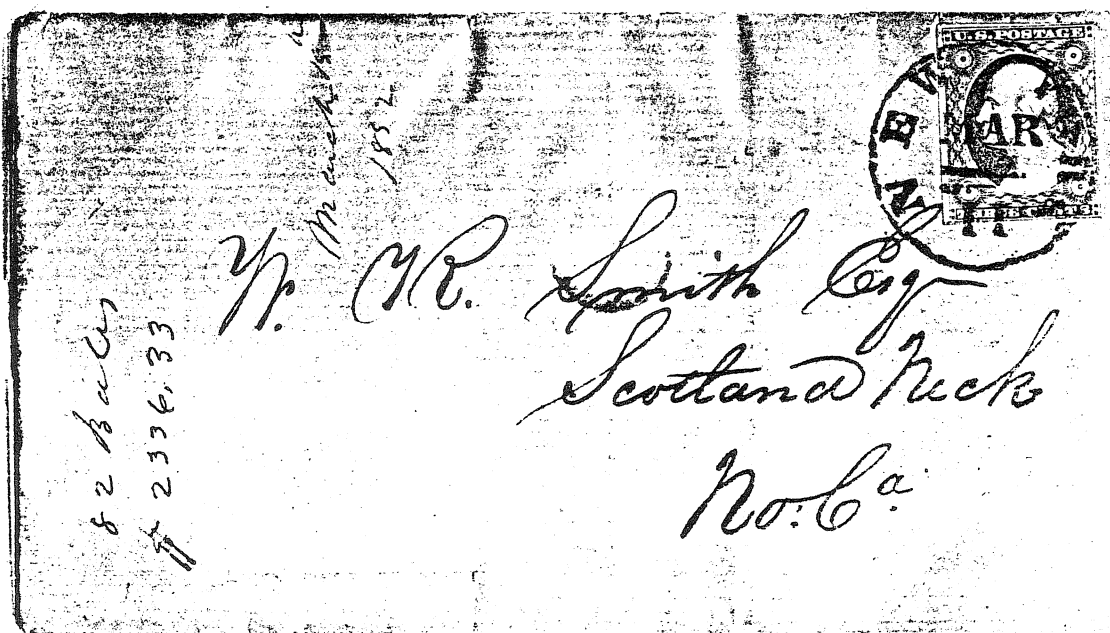
|59 RIL



|6 RIL

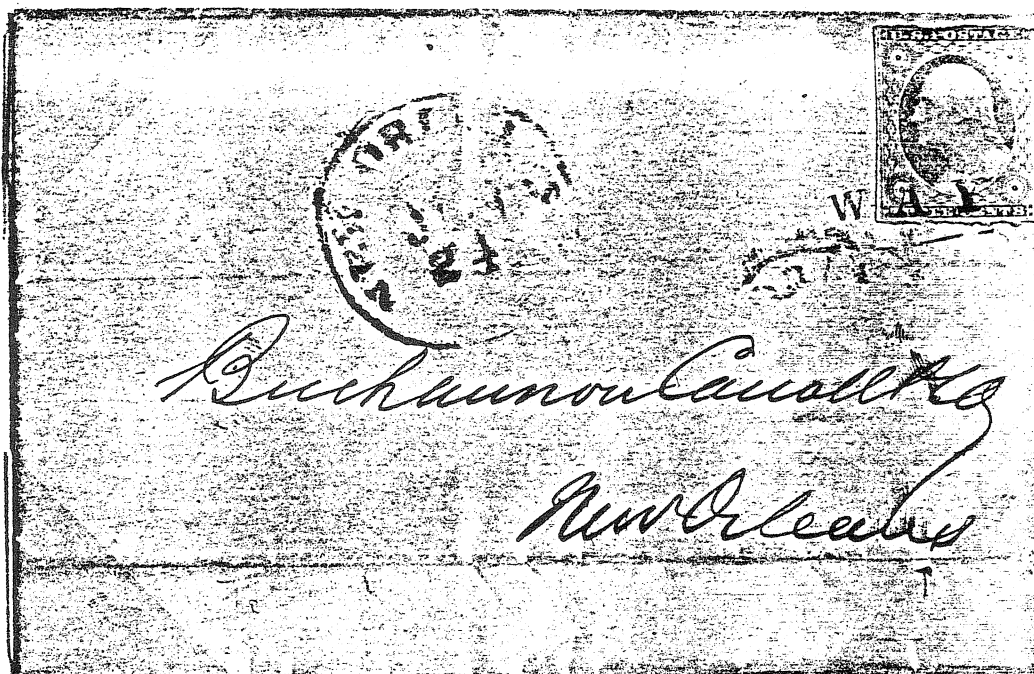


|76 RIL



|98 LIL

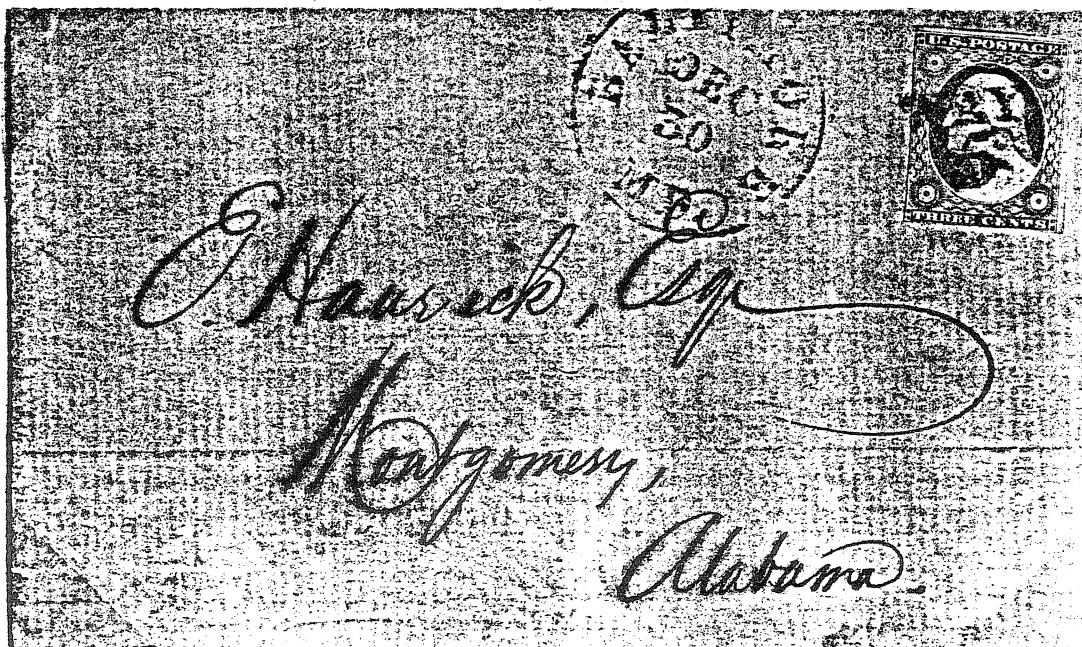
1852 3¢ type I usage New Orleans "Way" June 24, 1853



pos 69 L3

On folded letter dated Mobile June 23, 1853, this being a "Way" pickup by Mobile-New Orleans carrier. No additional charge was made after 1853 on this route, however, the carrier was still credited 1¢.

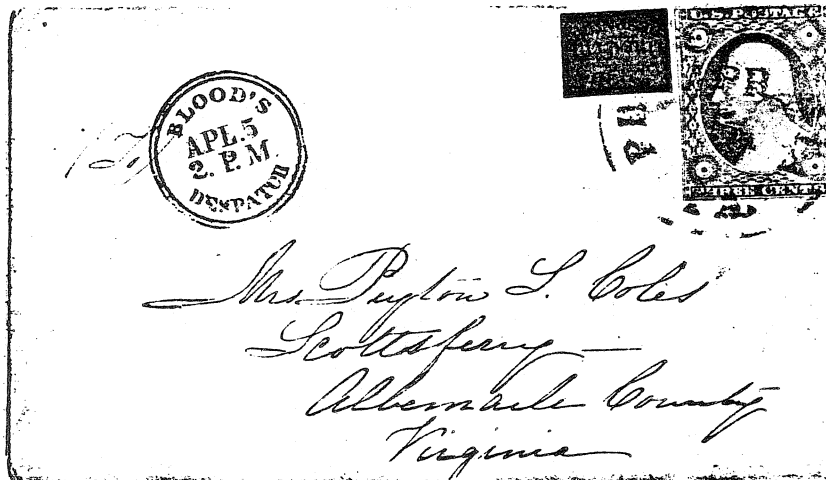
1852 3¢ type I usage "WAY 5" at Baltimore



Stamp is from Plate 1 L.

The "Way 5" marking had been used during the stampless period or on unpaid mail during the 1847-51 period. It was probably used in error but properly indicated that the cover had been picked up by a carrier enroute to the Baltimore post office. (docketing "--1852")

1852 3¢ type I usage (with Blood local)
Philadelphia - Scotsferry, Va.

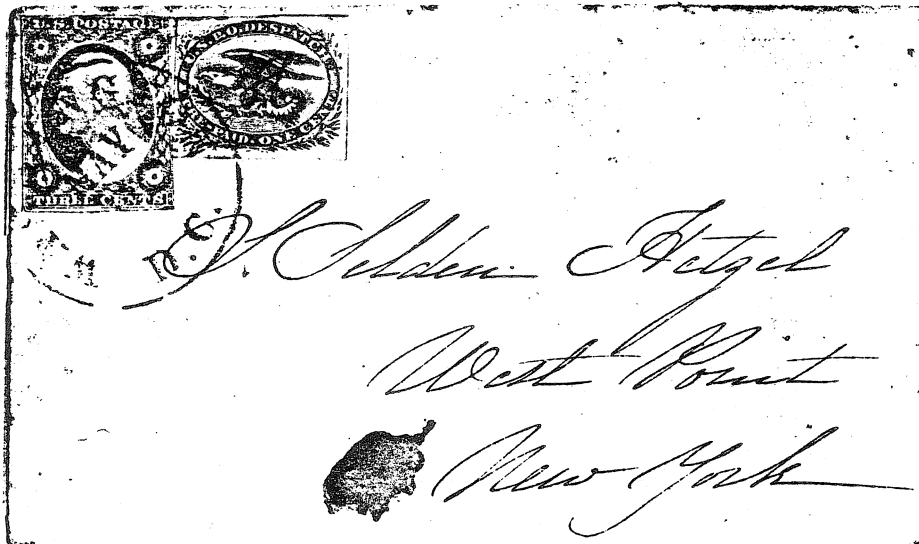


Pos 50 L1L

1¢ was the fee of Blood's Despatch for taking cover to the post office.

The blue Philadelphia postmark was in use 1851-52.

1852 3¢ type I usage with Eagle carrier - Washington, D.C.

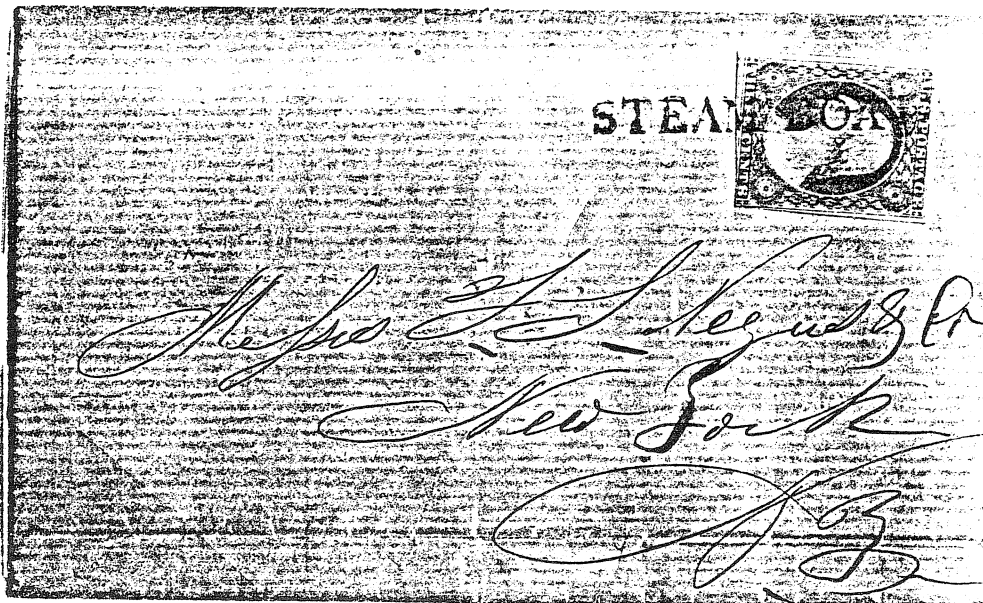


The stamp is from Plate 1L.

Post office carrier service in Washington was 'officially' reported to have begun on July 1, 1858.

This cover's usage probably predates the 'official' date.

1852 3¢ type I usage Steam boat at New York



pos 16 L8

Carried on contract mail steamboat, cover was handstamped "Steam boat" when placed 'in the mails' at New York.

As per Postal Law of 1855, no payment was to be made to the master unless he captained a non-contract steamboat; then 2¢.

1852 3¢ type I usage Buffalo "Steamboat"



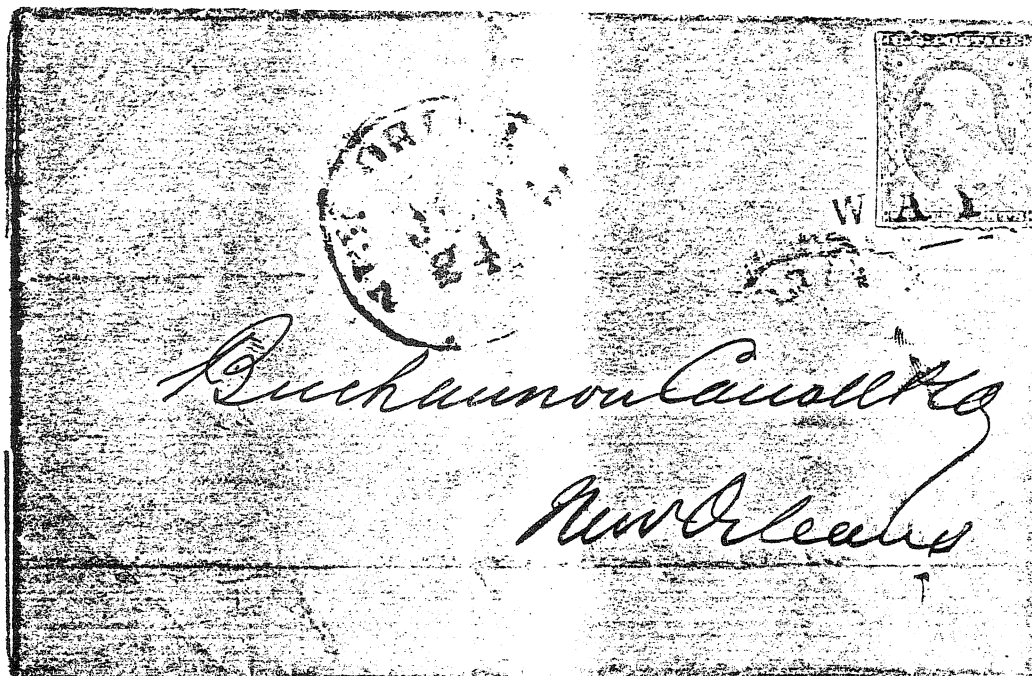
pos 52 & 81 R1L

Double weight.



Above is facsimile of marking used on mail received from Lake Erie steamboats at Buffalo from about 1848. Docketing "Rec'd May 8/54-".

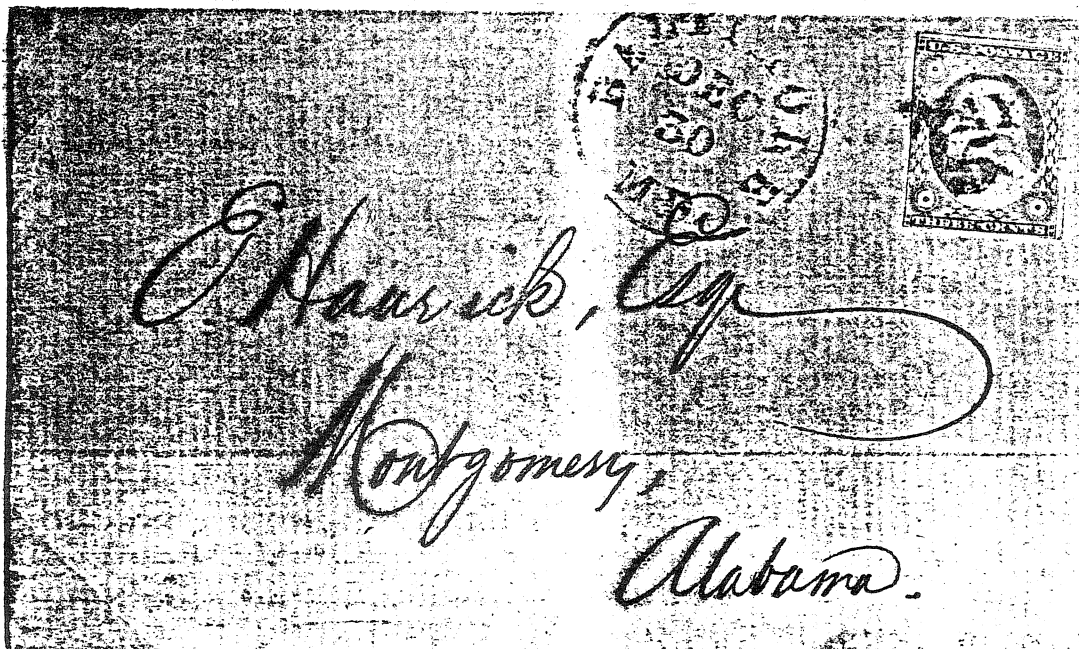
1852 3¢ type I usage New Orleans "Way" June 24, 1853



pos 69 L3

On folded letter dated Mobile June 23, 1853, this being a "Way" pickup by Mobile-New Orleans carrier. No additional charge was made after 1853 on this route, however, the carrier was still credited 1¢.

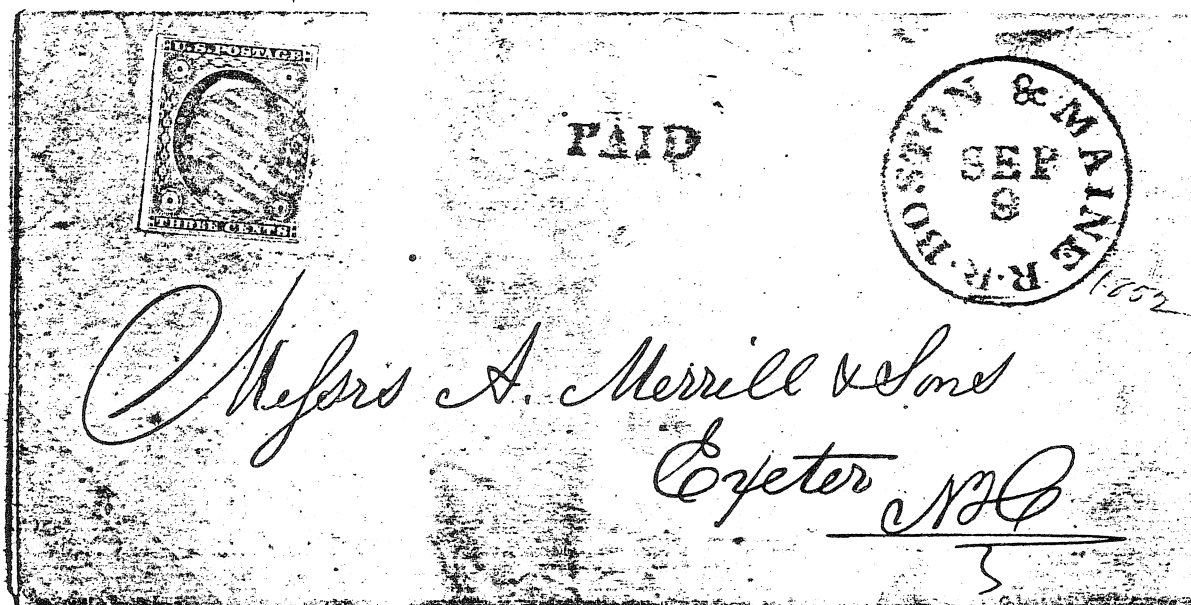
1852 3¢ type I usage "WAY 5" at Baltimore



Stamp is from Plate 1 L.

The "Way 5" marking had been used during the stampless period or on unpaid mail during the 1847-51 period. It was probably used in error but properly indicated that the cover had been picked up by a carrier enroute to the Baltimore post office. (docketing "--1852")

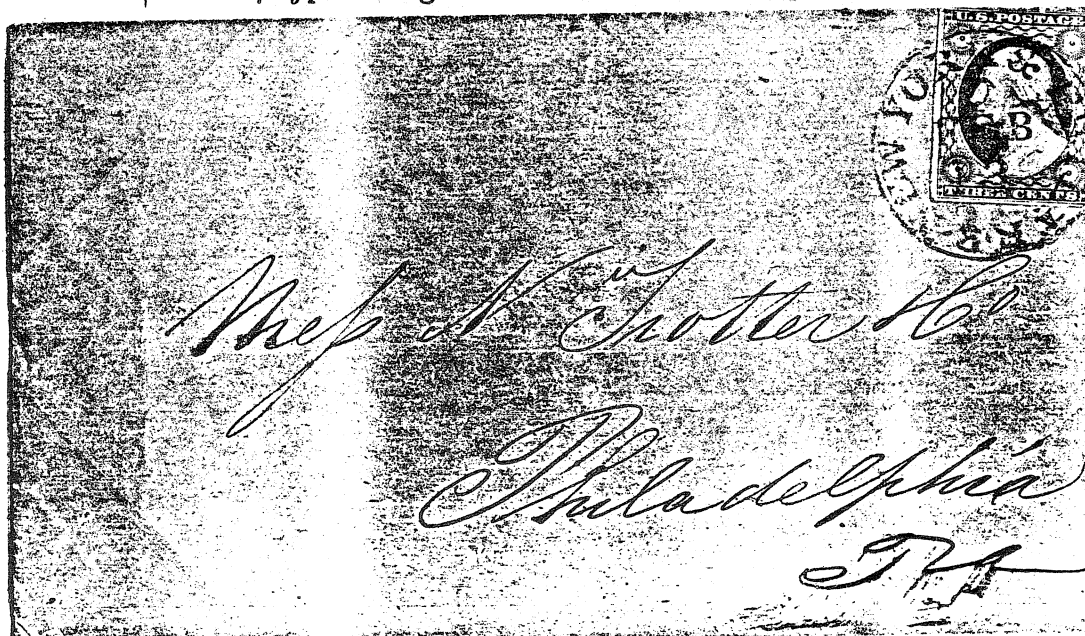
1852 3¢ type I usage Boston & Maine RR



pos 32 R2L

The main line of this railroad by 1844 was between Wilmington, Mass. and South Berwick, Me.

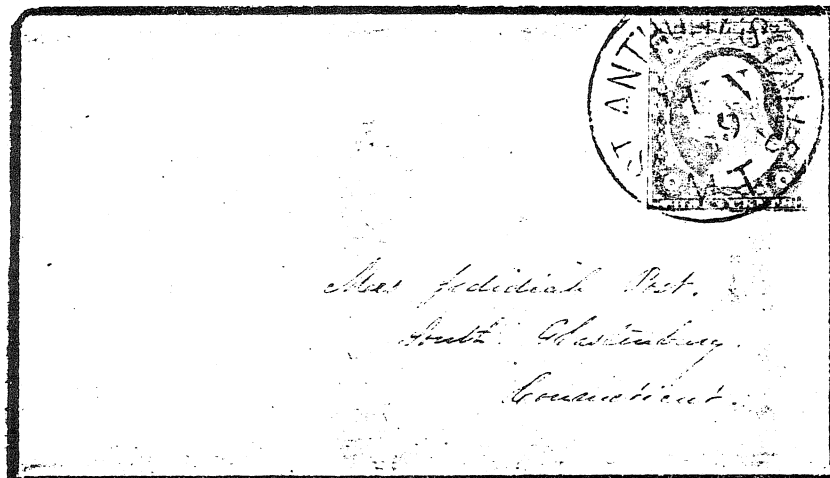
1852 3¢ type I usage New York & Philadelphia Railroad



pos 49 L1L - single line recuts in all but upper right triangle.

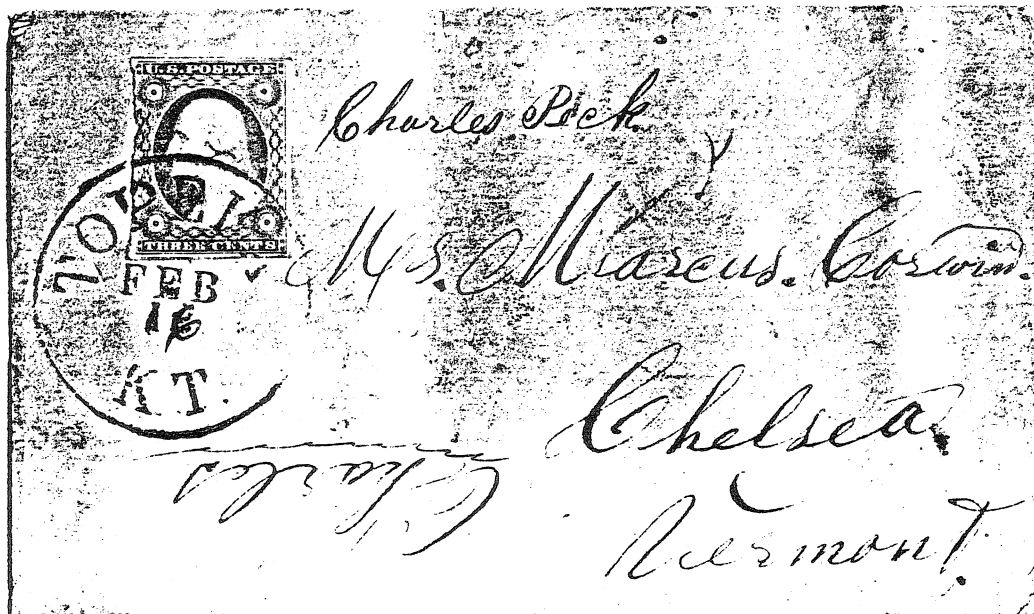
This, and several similar markings, is a Terminal handstamp as a N.Y. & Philadelphia RR did not exist. The route between the cities was over three railroads: N.J. RR & Transit Co., Camden & Amboy Branch, and Philadelphia & Trenton RR.

1852 3¢ type I usage Minnesota Territory



The stamp is probably from Plate 3. Minnesota became a territory in 1849; attaining statehood in 1858. A mourning cover. This variety of the townmark was first known from July, 1853, supplanted in January, 1855, thus fixing date of cover to 1854.

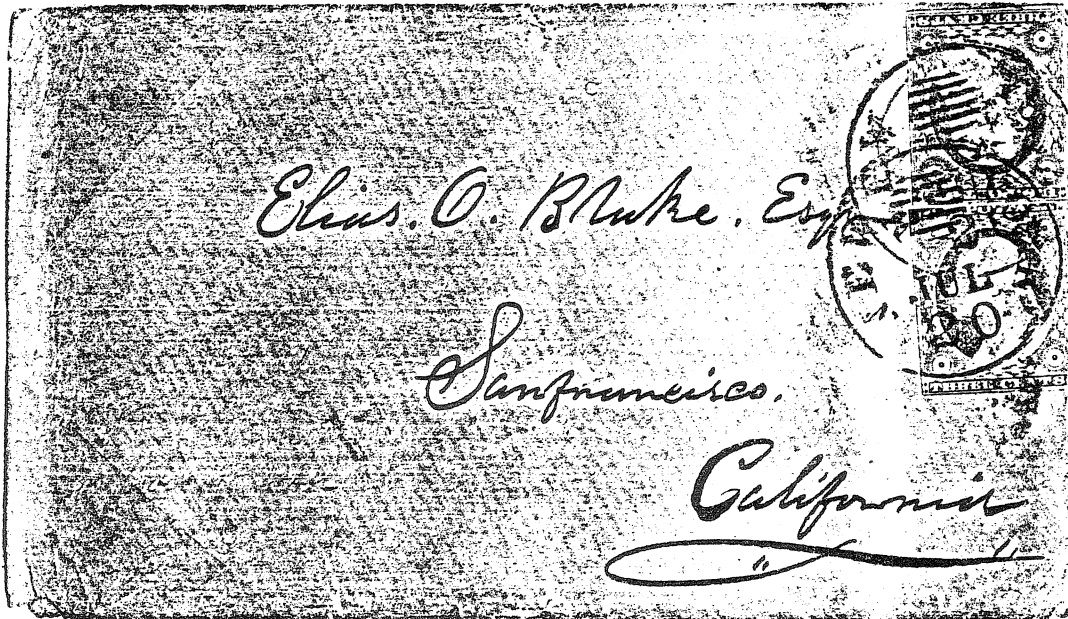
1852 3¢ type I usage Kansas Territory



pos 68 L4
Kansas was a territory from 1853; attaining statehood in 1861.

The departures of the US Mail steamers were changed in February, 1852 to the 5th & 20th of the month (approved in May). The schedule was followed, except for a brief period, until 1860.

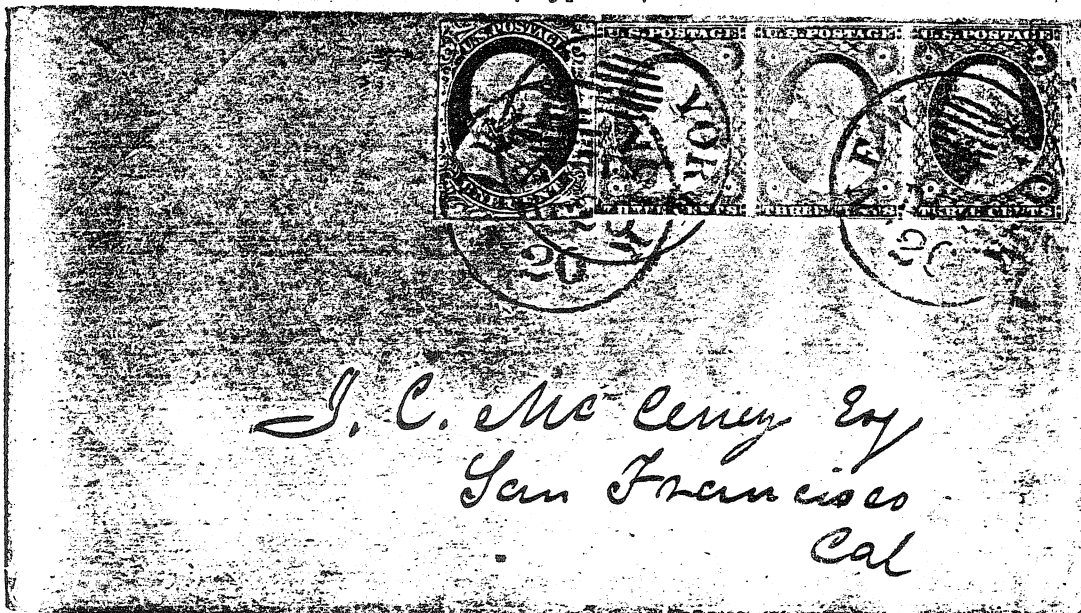
1852 3¢ type I usage New York - San Francisco July 20, (1854)



pos 47 & 44 L3

Early use of New York 'Ocean Mail' postmark type II, first known used on ocean mail March 6, 1854. The marking is more closely associated with 10¢ rate i. e., 1855 - 1863. Cover carried on "Empire City".

1852 3¢ type I usage (with 1852 1¢ type IV) New York - San Francisco



pos 64-66 R5L, (1¢ 32 L1L)

Probable usage is December 20, 1856. (1855 & 1857 sailings were Dec. 22 & Dec. 21, respectively. Cover carried on "George Law".

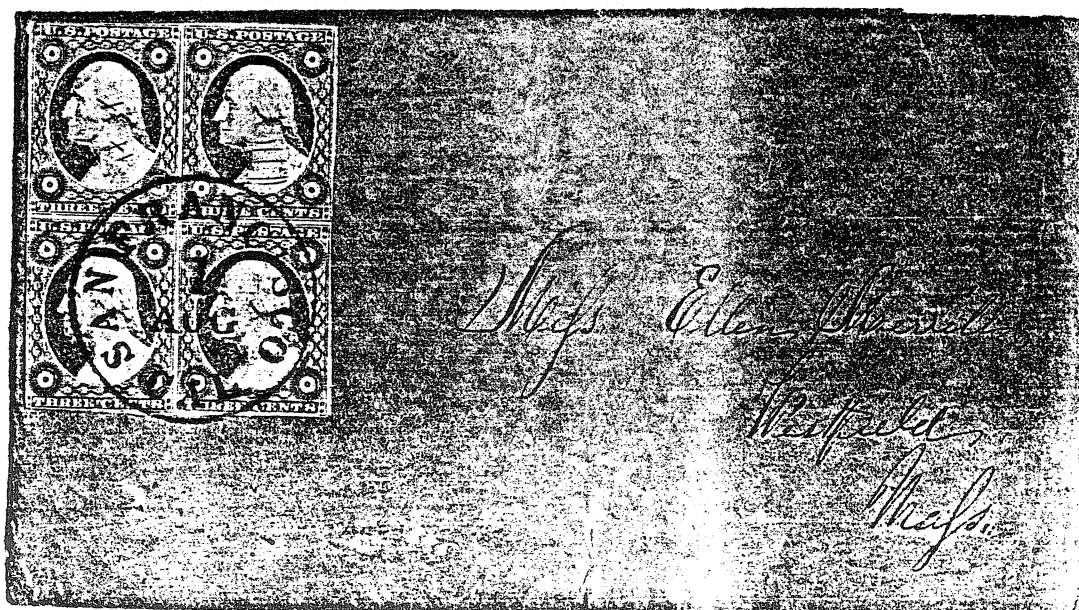
The western half of the 'Ocean Mail' contract route was awarded to the Pacific Mail SS Co. In late 1851, after its sailings had been increased to two a month, a schedule of departures from San Francisco on the 1st and at mid-month was maintained until September, 1855.

1852 3¢ type I usage 6¢ rate San Francisco - Barnstable, Mass.



pos 75/76 RIL Color is brownish carmine, from 1852 printing.

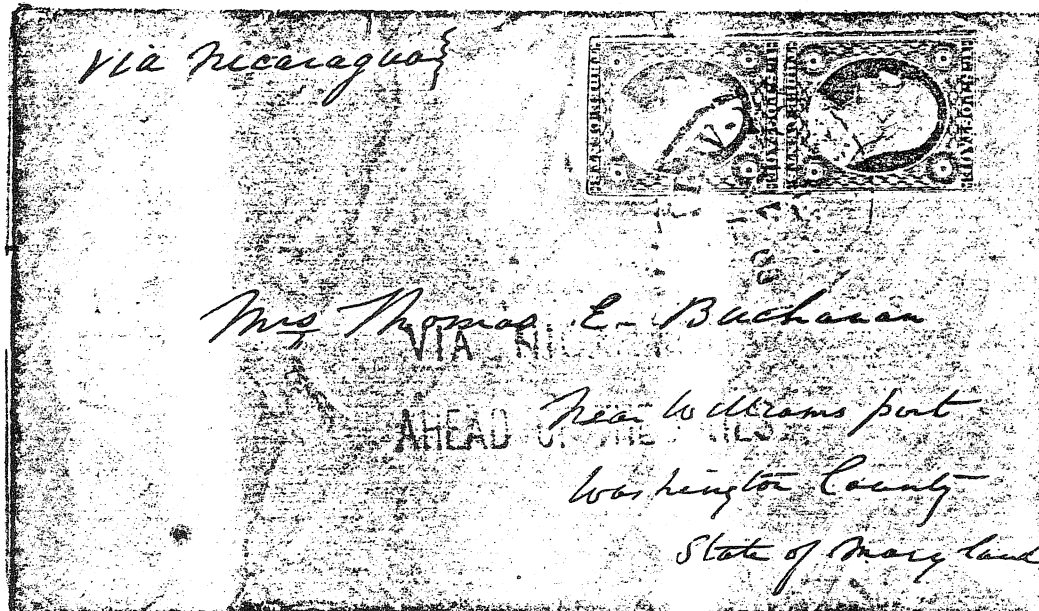
1852 3¢ type I usage San Francisco - Westfield, Mass.



pos 36/37-46/47 RIL Double weight.

While a route across Nicaragua had been used since 1849, the efforts of Vanderbilt greatly increased traffic via this route from 1851 until January, 1855 when the Panama railroad was completed. The propaganda slogan "Via Nicaragua ahead of the Mails" also attracted mail. Letters via Nicaragua bore the proper 6¢ in stamps although they were carried 'outside of the mails'. These were cancelled at US ports upon arrival.

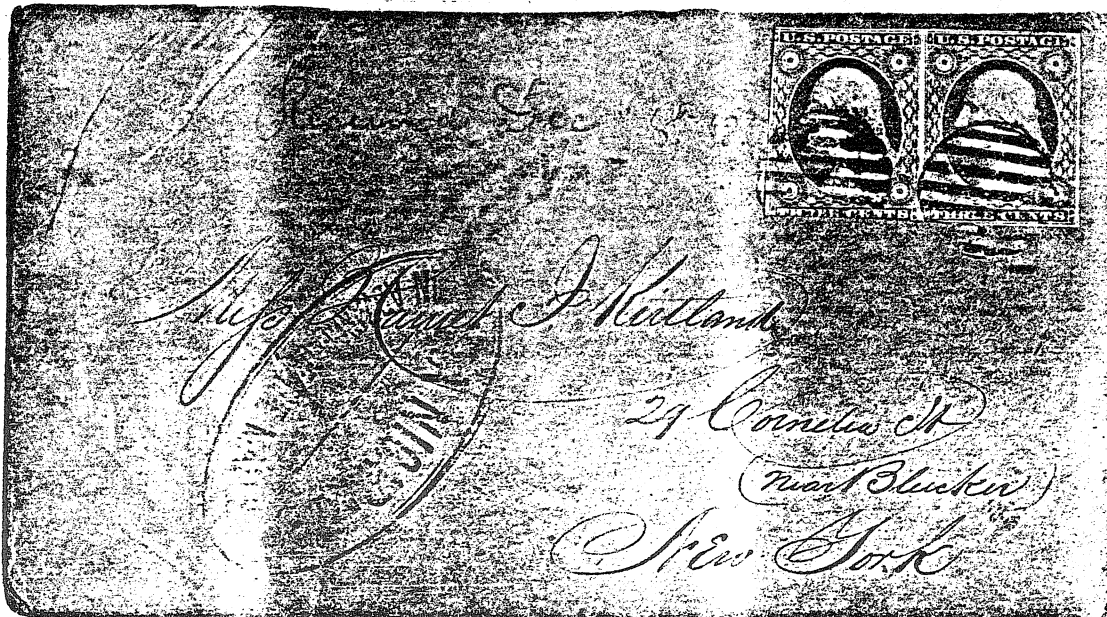
1852 3¢ type I usage Via NICARAGUA AHEAD of the MAILS



pos 6-16 R1L

One of 4 covers known with this straight line unframed handstamp, two others also with "New-York Dec 24". It is probable that the three covers were carried together. One of them bears notation "1853".

1852 3¢ type I usage Via NICARAGUA IN ADVANCE of the MAILS



pos 65-66 L2L

Notation on reverse reads: "Nic SS Co left SF Str Uncle Sam 11-24-54 arrive NY 12-15-54 Str Northern Light".

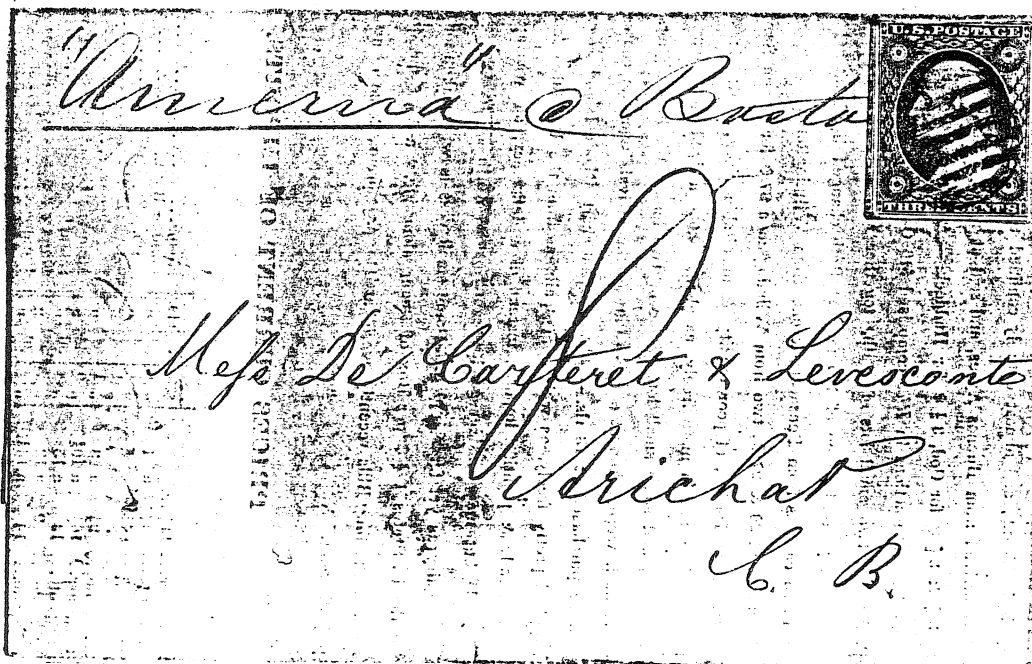
1852 3¢ type I usage Honolulu - Westerly, R.I. Nov. 1854



pos 65-66 R2L

Lettersheet Nov. 11, 1854 was sent from Lahaina to Honolulu, postage free but with 5¢ for shore to ship fee plus 2¢ for the captain. 6¢ also was paid for the US stamps which were affixed by the postmaster. The "C.E. Foote" took cover "Honolulu Nov 17 U.S. Postage Paid" and at San Francisco Dec. 16, the cover 'entered the mails' and was sent to the east coast via Panama.

1852 3¢ type I usage New York - Arichat, Nova Scotia March, 1852

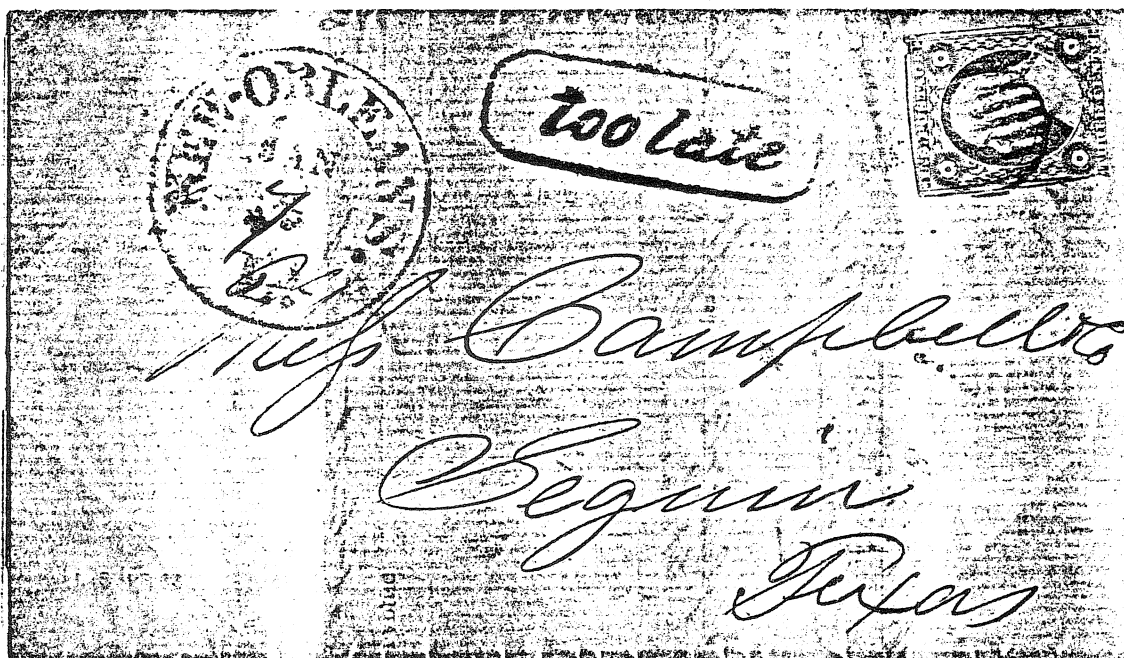


pos 76 R1L

Havana circular of Feb. 28, 1852, posted at N. Y. by Robert & Williams, forwarders. Sent to Boston for Br. Pkt. "America". Rec'd "Halifax MR 19" plus due "8'd (5 local pkt & 3 inland). Backstamped "Arichat MR 24" The 3¢ rate was per directive of PM Gen. Hall June 16, 1851:

"Letters sent from US to foreign countries by private vessels are chargeable with inland postage- -". The rate was set @ 5¢ in 1854.

1852 3¢ type I usage with New Orleans auxiliary handstamp "TOO LATE"



pos 97 L1L

One of four New Orleans "Too Late" covers known, of which this is one of two bearing a 3¢ stamp of the 1851-57 issues. Apparently the use of the marking was to explain the tardy arrival of the cover which had missed the departure of the mail boat to Texas. Note change in datestamp to "7".

1856-59 5¢ Type I Stamps

The need for a 5¢ stamp in the 1850's has been argued about for many years. There was no domestic rate of 5¢ except the registry fee for which prepayment in cash was the practice. Students of foreign rates have felt that the stamp's best application was to prepay the domestic portion of the three part foreign rate, often called the shore to ship rate.

1856 type I
red brown



Type I -
Design has projections
on all sides.

A single plate was prepared by Toppan, Carpenter & Co. in March, 1856. The plate was unique in that complete transfers of the full design were made throughout the plate. No double or triple transfers exist, nor recuts. While evidence points to the use of a single relief transfer roll, the fine spacing and alignment of the impressions seems to contradict this theory.

The plate was also used for the perforated type I stamps that were produced after mid-August, 1857.

1857 type I
red brown



1858 type I
Indian red



1858 type I
brick red

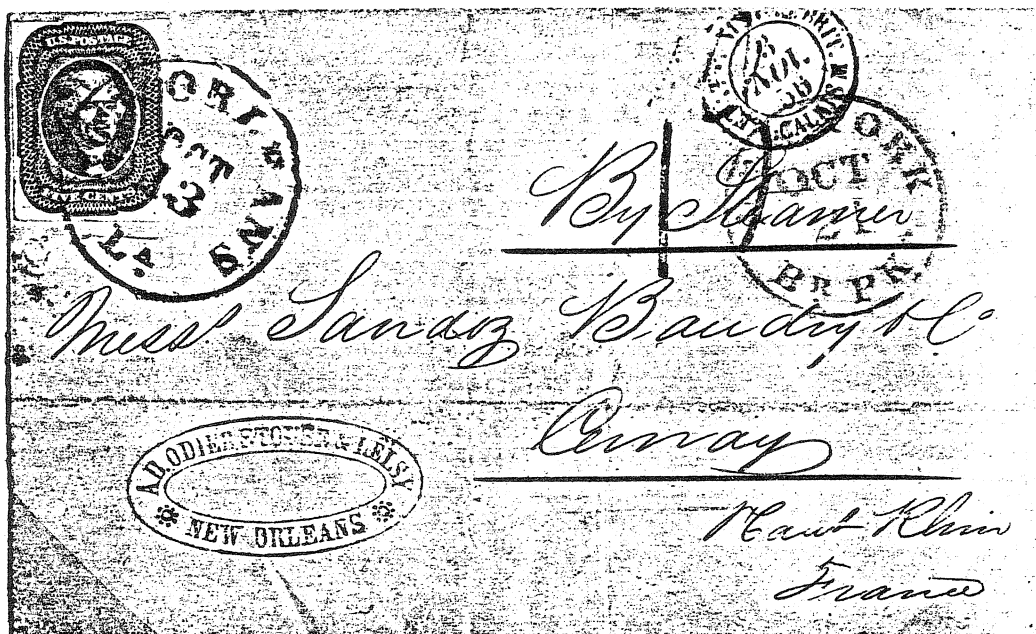


1859 type I
brown



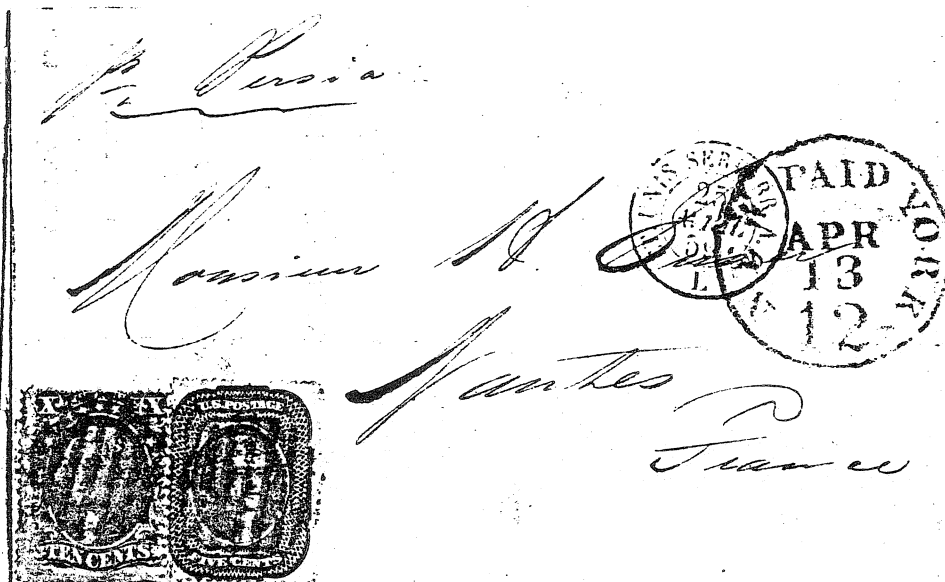
New Orleans
'1859'

1856 5¢ type I red brown usage New Orleans - France Oct. 13, 1856



Posted at New Orleans Oct. 13 (1856), the U.S. internal rate being prepaid with 5¢ stamp. Cover sent to New York to await next packet steamer. New York exchange office marked cover "Oct 21 BR PKT". Landed at Liverpool, cover proceeded across England and backstamped "3 NO 1856" (in orange) at London and directed to Calais. Received at Calais "3 Nov. 56" acknowledging "PAQ. Brit.", the marking reserved for mail via Cunard SS Co. That office also handstamped cover for the collection of "13" decimes due (about 26¢), the rate set by French Decree of 1851. Backstamped "Paris A Strasbourg 4 Nov. 56" plus a partial backstamp, presumably Strasbourg, and a faint "C----- 5 Nov 56" (Cernay). This is a small town in province of Haut Rhin, about 25 miles NW of Basel.

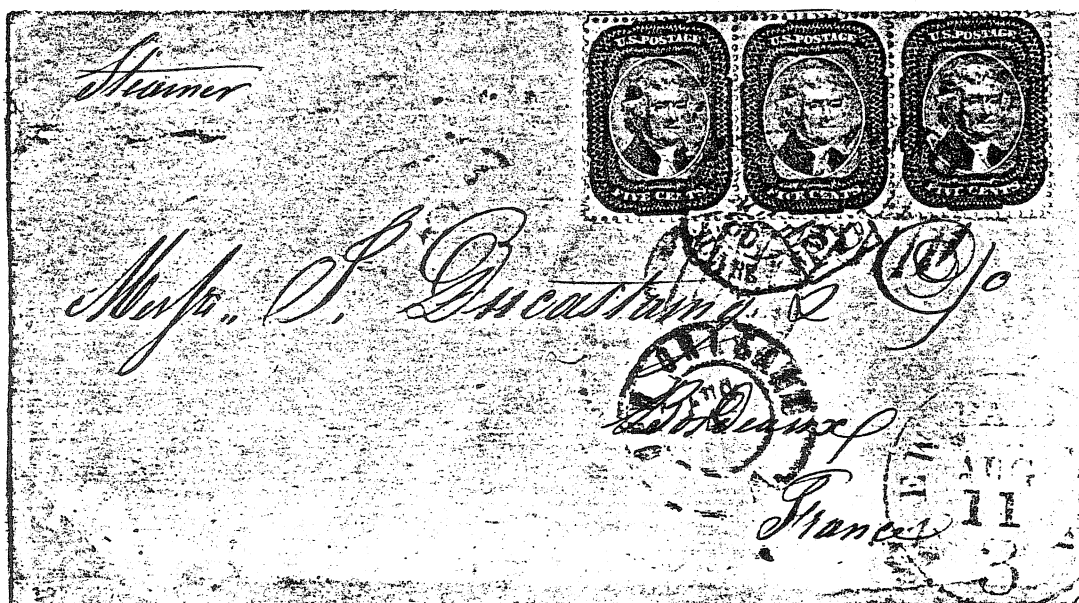
1857 5¢ type I red brown usage (with 1857 10¢ type II)
New York - Nantes, France



Posted at New York April 13, 1859 on British packet "Persia", full rate prepaid as noted in exchange office marking in red. France was credited 12¢ (of which 8¢ to Britain).

Calais received cover "25 Avril 59" acknowledging both the rate and service. Backstamped in Paris, Bordeaux and "Nantes 27 Avril 59".

1859 5¢ type I brown usage New Orleans - Bordeaux



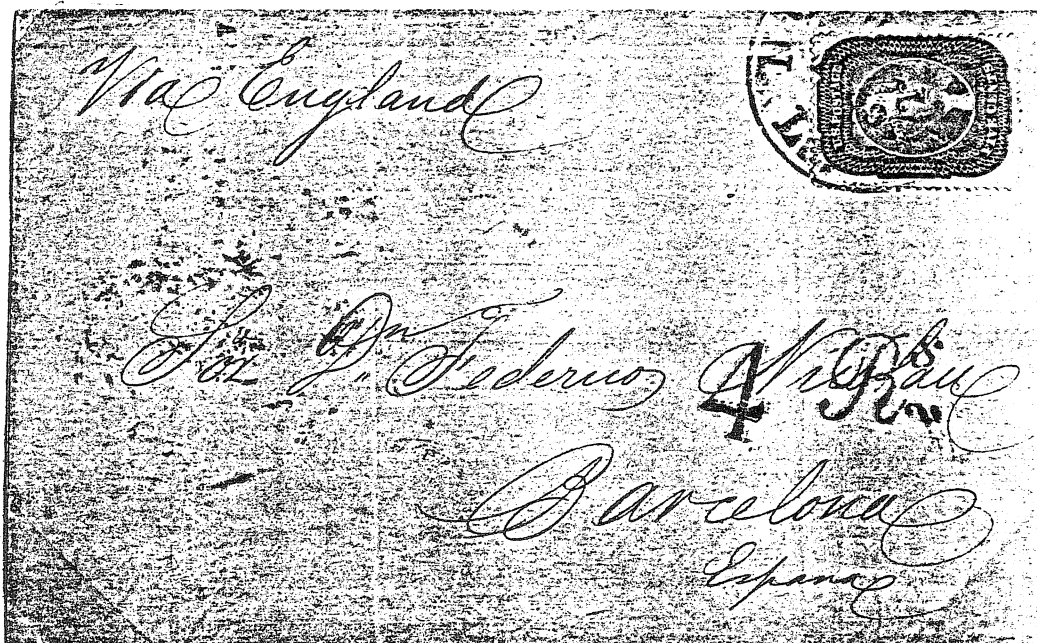
Posted at New York August 11, (1860), single rate prepaid, via American packet, the "3" a credit to France for its inland portion.

Received at Le Havre "23 Aout 60" which agreed that the rate was "PD". Backstamped "Le Havre a Paris 24 Aout 60", "Paris 25 Aout 60" and "Bordeaux 26 Aout 60".

1858 5¢ type "Indian Red"

The least common of the 5¢ type I stamps. The background shading around head of Jefferson provides its distinctive coloring.

1858 5¢ type I Indian red usage New Orleans - Barcelona



Sender prepaid the domestic portion of the rate to Britain thereby complying with Article XI of the U.S. - British Treaty that mail in transit i. e., beyond the receiving country, should be free of all charges at the point of receipt.

Posted at New Orleans Jan. 19, 1859, to be sent "via England".

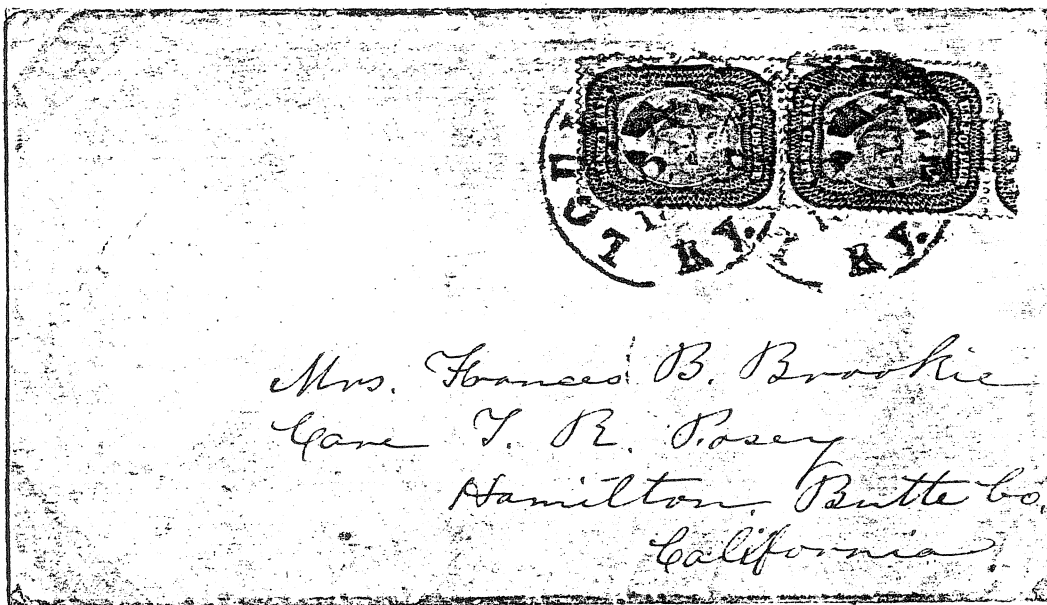
Boston backstamped cover "Feb. 1 Br. Pkt", in black, designating the route via open mail across England and thence to Spain.

Backstamped "DH London FE 15 59" (in red), "Espana 18 Feb 59 La Junquera" and "Barcelona 19 Feb 59 (2)" (both in blue).

4 Reales was due at destination, the rate set by postal convention between Britain and Spain in 1858.

The cover had gone through France by closed mail.

1858 5¢ type I brick red Louisville - California November 2, 1859



Blue Louisville postmark.

The transcontinental rate.

The use of the 1855-59 5¢ stamps from the East to the West may have been frequent but little evidence remains. Probably the main factor was the San Francisco earthquake and fire of 1906 which destroyed most of the city (and its contents). A large portion of the mail not sent to San Francisco was to miners and therefor lost. Additionally, the great majority of the 5¢ stamps were used internationally from New Orleans and the exchange ports on the east coast.

The 1855 10¢ Stamps

In 1855, a new postal law changed the domestic single letter rate for distances over 3,000 miles to ten cents, effective April 1. Toppan, Carpenter, Casilear & Co. prepared one plate for the 10¢, using a three relief transfer roll. Each relief produced a slight, but distinct, variation of the design. A fourth variation was produced by recutting the curved outer lines at the top and/or at the bottom.

Type I
Relief C
pos 91L



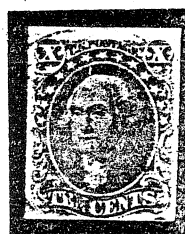
Complete design at
bottom, not at top.
Only from bottom row.

Type II
Relief A
pos 34L



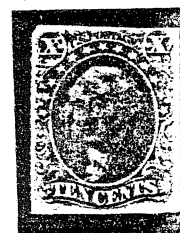
Design complete at
top, not at bottom.

Type III
Relief B
pos 30L



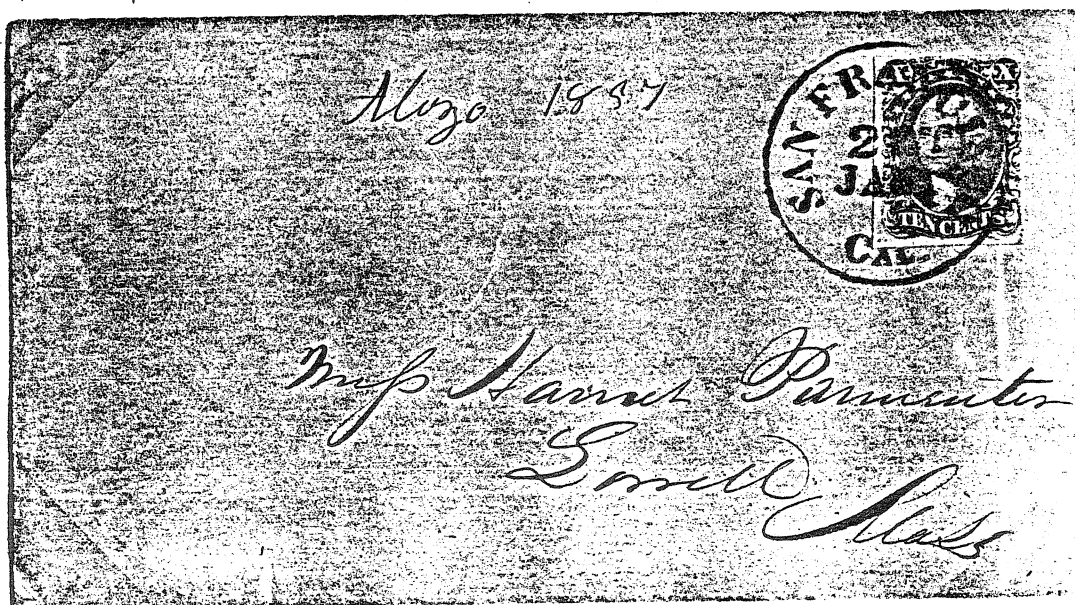
Design incomplete
at top & bottom.

Type IV
pos 55L



Eight positions
on plate.

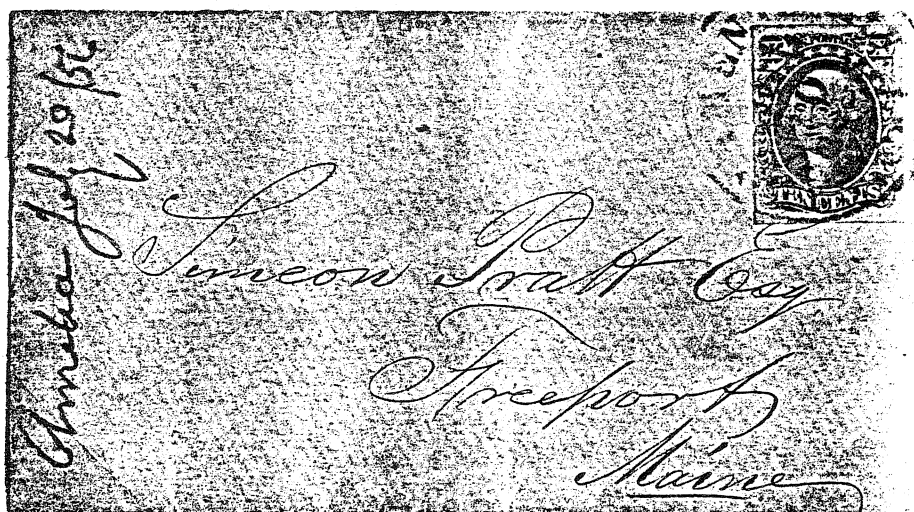
1855 10¢ type I usage San Francisco - Lowell, Mass.



pos 93L

After September 5, 1855, a schedule of monthly departures on the 5th & 20th from San Francisco was maintained regularly until July 1, 1860. The dates were then changed to the 1st, 11th & 21st to agree with the New York sailings.

1855 10¢ type II usage Sacramento - Freeport, Me.



pos 19 R

Posted at Sacramento, cover proceeded via San Francisco and Panama to New York and thence to Freeport.

1855 10¢ type III usage Downieville, Cal. - Boston

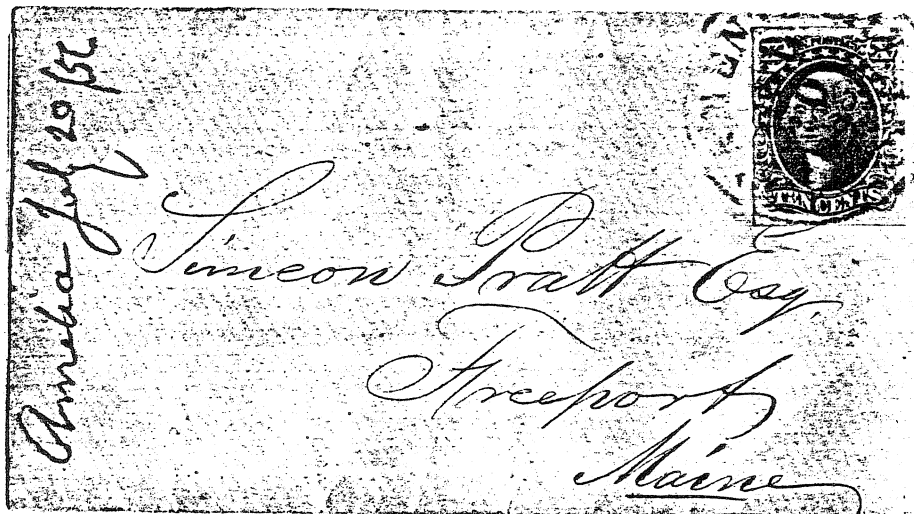


pos 70L

Downieville, a small gold mining town northeast of Sacramento.

After September 5, 1855, a schedule of monthly departures on the 5th & 20th from San Francisco was maintained regularly until July 1, 1860. The dates were then changed to the 1st, 11th & 21st to agree with the New York sailings.

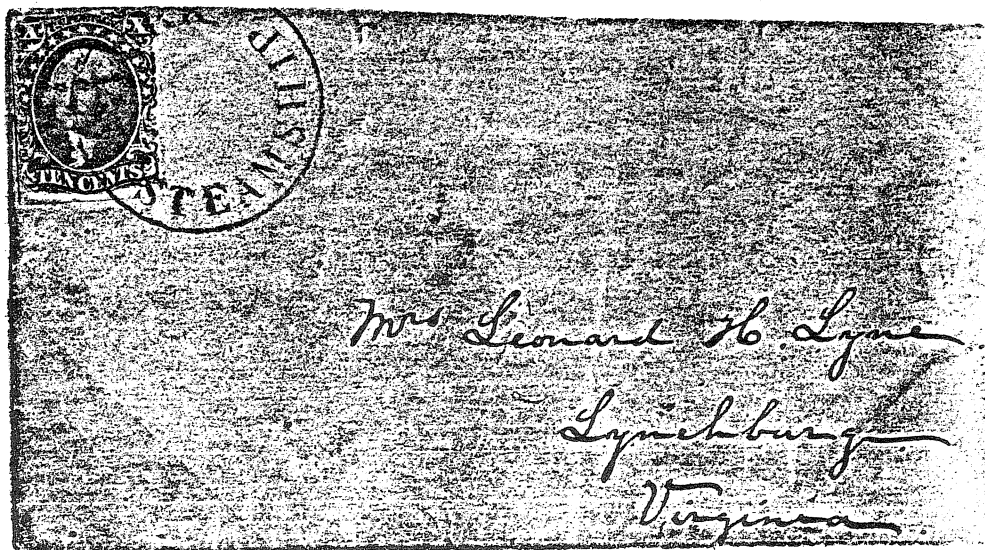
1855 10¢ type II usage Sacramento - Freeport, Me.



pos 19 R

Posted at Sacramento, cover proceeded via San Francisco and Panama to New York and thence to Freeport.

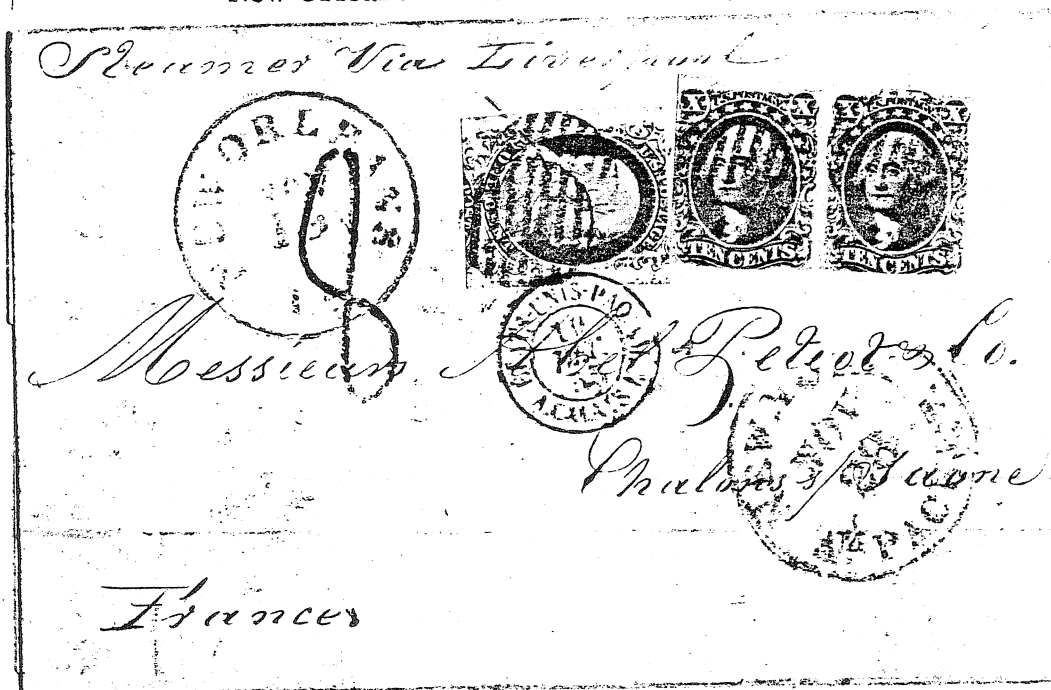
1855 10¢ type III usage "N. York Steamship"



The use of the "N. York Steamship" handstamp was to indicate how the cover arrived at the New York post office. While its usage could indicate that the cover originated somewhere along the coast, here its use on a 10¢ stamp points to an origin outside of the United States i. e., a Caribbean island or from Central America, on a contract mail carrying vessel.

1855 10¢ type III usage (with 1852 1¢ type IV)

New Orleans - Chalons-sur-Saone, France Nov. 19, 1855



pos 83-84 Ll (1¢ pos 21 RIL)

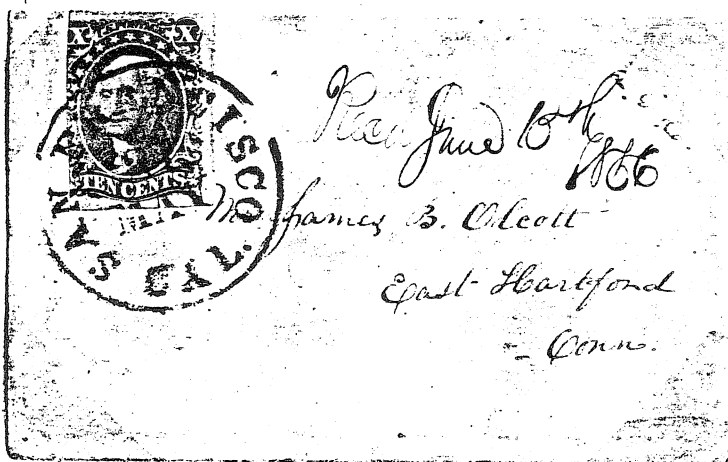
The 21¢ rate to France by American packet and British open mail.

Posted at New Orleans Nov. 19(1855) via New York to await packet "via Liverpool" (the "Pacific" of the Collins line, under subsidy) which left on Nov. 28 red marking indicating full rate prepaid to Britain.

Backstamped "GH 10 Dec 1855", red marking of British office which sent cover to Calais. Calais rated cover for collection of "8" decimes, the single letter rate under the French Decree of 1851, acknowledging the route in black datestamp "10 Dec 55 Paq Am".

Backstamped "Paris a Lyon 11 Dec 55" and "Chalon-S-Saone 11 Dec 55".

1855 10¢ type IV usage May 21, (1856)
San Francisco - E. Hartford, Conn.



pos 76 L, recut at bottom.

A 'Ladies' cover.

In tracing the sailing date from the date in the docketing "Recd June 25th 1856", it is concluded that the normal 20th of the month departure must have been delayed by weather. (May 20, 1856 was a Tuesday.)

The 1857 10¢ Stamps

Sheets from Plate 1 were perforated in July, 1857.

Type I



pos 98L

Type II



pos 37L

Type III



pos 30L

Type II
pos 56 L

Type III
pos 66 L

Type IV
pos 76 L

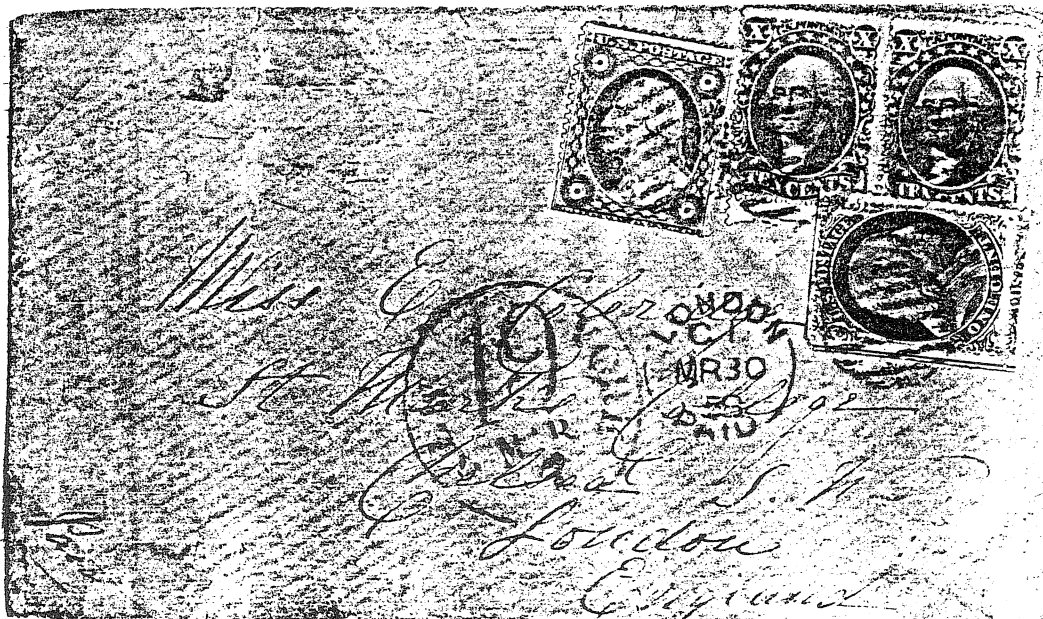


Cover, New York to London

Pair 1857 10¢ type I

1857 3¢ type IIa

1857 1¢ type Va, usage in combination re 24¢ rate.



Selva confirms bottom row positions which contain only type I impressions.

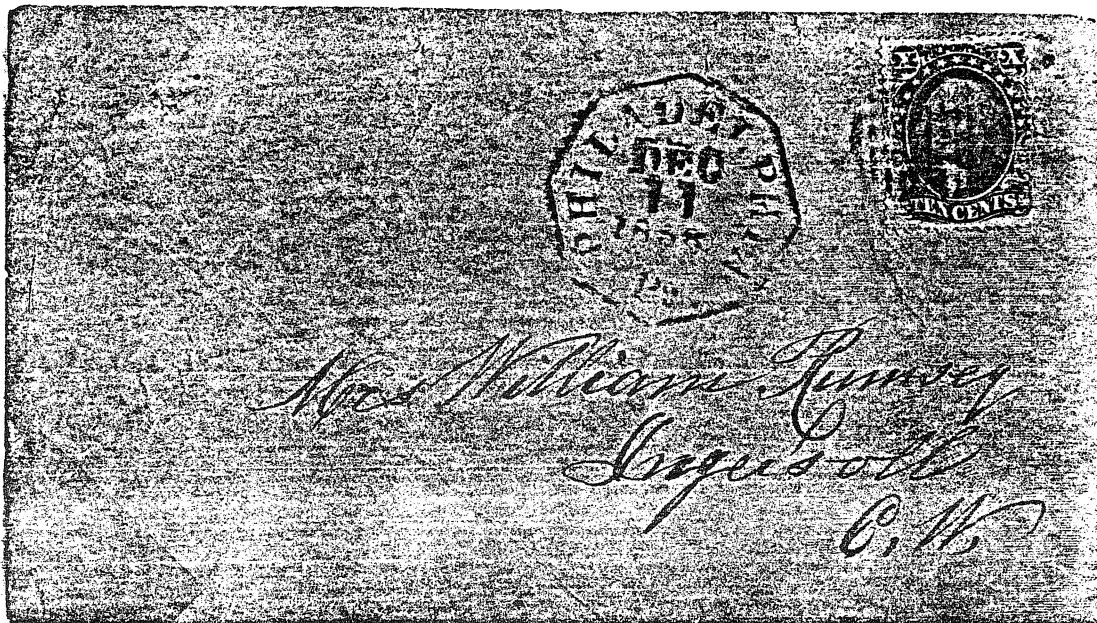
Break in frame line shows at right re 3¢ (type IIa).

Position of 1¢ is 11 R5, showing the bright color of early printing.

Cover posted at New York March 7, 1858 via British packet, full rate prepaid, with 19¢ credit to Britain as per Postal Treaty of 1848.

Received "London MR 30 58 Paid", all rate markings in red when prepaid.

1857 10¢ type II usage Philadelphia - Ingersoll, C.W. (Canada West)



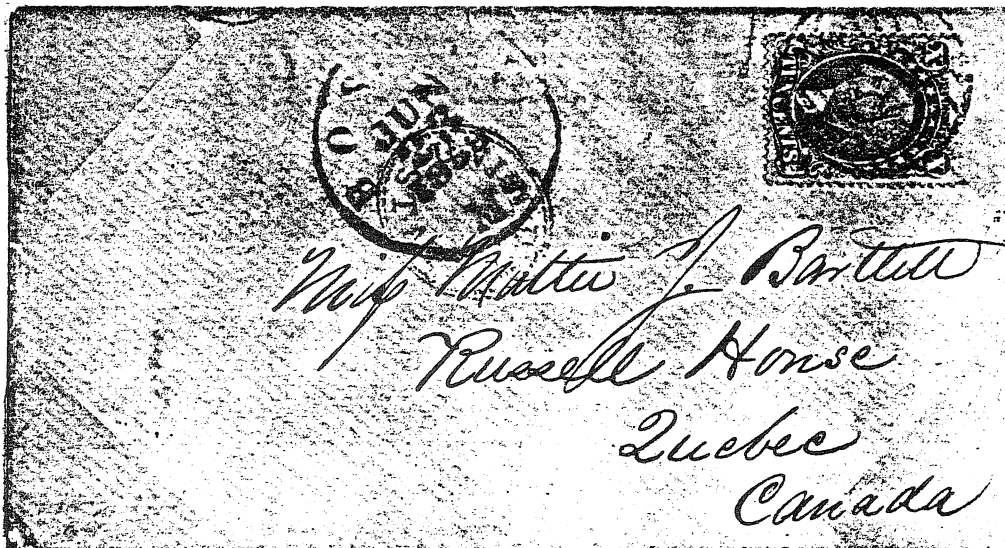
pos 14 L

Large octagonal Philadelphia postmark used from 1858 to 1860.

Backstamped "Ingersoll DE 14 58 W.C."

Town of Ingersoll is located about 85 miles west of Niagara Falls.

1857 10¢ type III usage Boston - Quebec

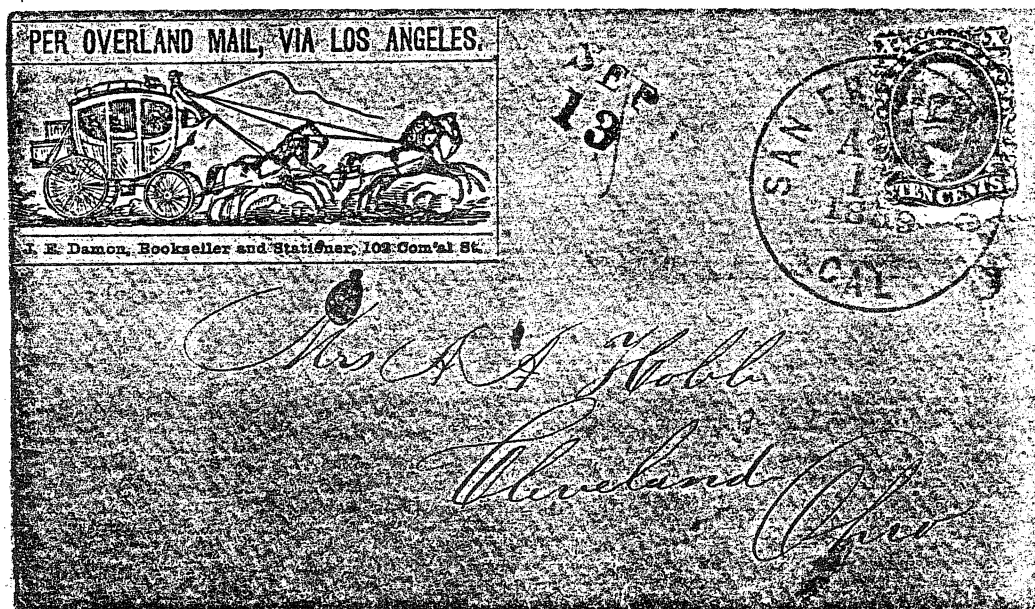


Posted at Boston June 23, 1859, the exchange office applying its red oval "United States" handstamp. While omitted on cover above, these markings were required by U.S. postal regulations on all cross-border mail.

Backstamped "Quebec JU 24 1859".

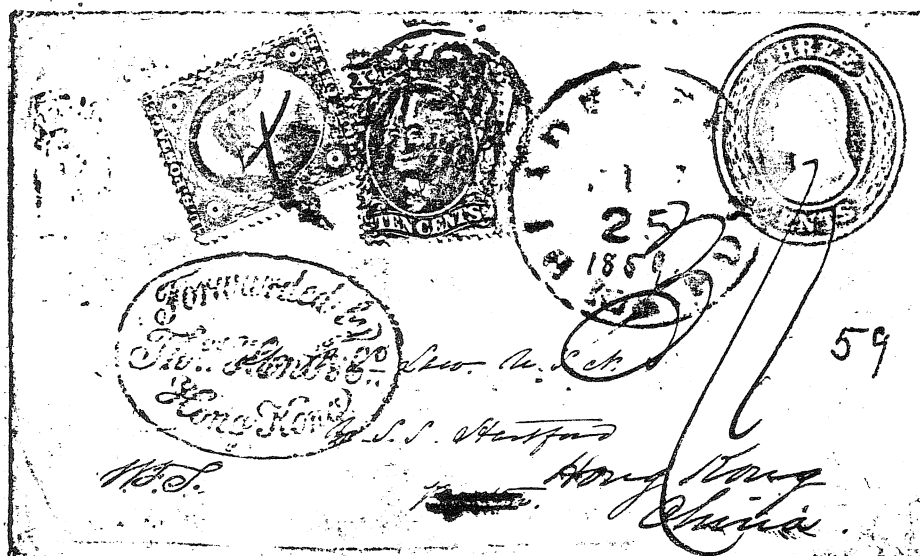
In March, 1857, Congress passed a Post Office Appropriations Bill allocating funds for the establishment of Overland Mail. The Postmaster General selected a route from Memphis and from St. Louis which joined in Arkansas and went by way of El Paso and Los Angeles to the western terminus at San Francisco. Representatives of four powerful express companies obtained the mail contract, calling themselves Butterfield & Co. Their service began on September 15, 1858. By 1860, the record of the 'Overland Express', then averaging 21 days 15 hours, was such that more mail was sent Overland than by the Ocean Mail route.

1857 10¢ type III usage Overland Mail San Francisco - Cleveland



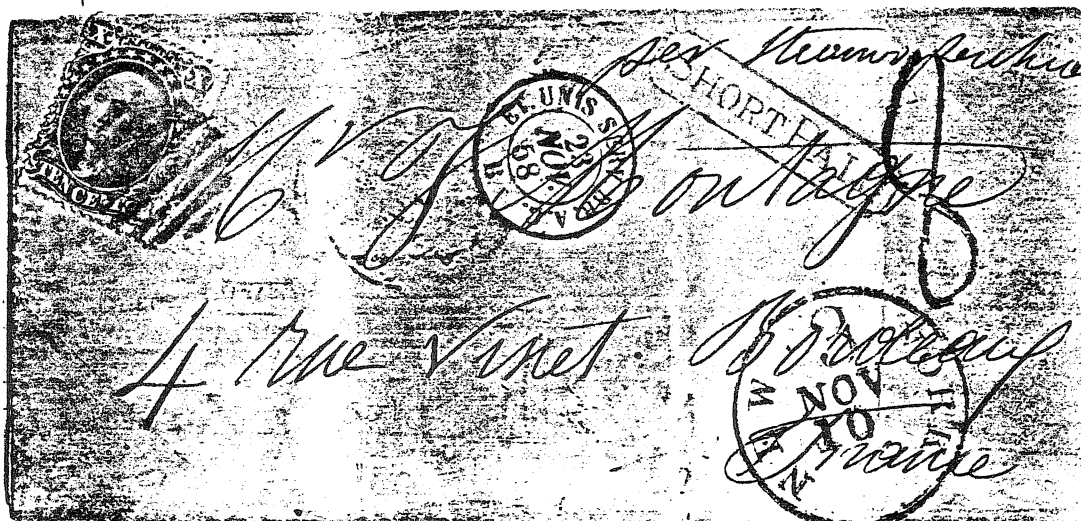
Cover was posted at San Francisco August 1-, 1859, sender using a "Per Overland Mail" propaganda envelope printed by a local stationer, J.E. Damon. After its journey on the Butterfield stage and then by rail, the cover was held for a few days at the Cleveland post office. Its arrival was then advertised in newspapers on Sep 13.

1857 10¢ type III usage Boston - Hong Kong July, 1859



Doubleweight cover was mailed from Bladenburg to Boston on June 25, 1859. Addressee, Lt. Law, was stationed on the newly commissioned USS "Hartford" which shortly before had sailed for Hong Kong. The cover was forwarded, with the adding of the 10¢ stamp, via British packet on July 13. Received at London "JY 25 59" cover was put in the British mails and marked for collection of 3/1d (74¢). Received at Hong Kong "SP 7 59", it was held by the forwarder, Thos. Hunt & Co. for the lieutenant.

1857 10¢ type IV usage New York - Bordeaux Nov 10, 1858



pos 55 L, recut at bottom.

Sender underpaid 15¢ rate to France, thereby not only wasting the 10¢ stamp, but causing expense to his addressee.

New York exchange office marked cover "Short Paid", debited France "3" and, on Nov. 10, placed cover on British packet.

The cover proceeded in closed pouch to Le Havre "23 Nov 58" which office used a handstamp reserved for Cunard service and marked item "3" decimes due (about 15¢).

Backstamped "Paris 23 Nov 58" and "Bordeaux 24 Nov 58".

Plate 1 Late Perforated

The perforating of 1¢ sheets commenced in July, 1857. It is thought that imperforate sheets from Plate 1 had been stacked awaiting orders from post offices. Newer printings, i. e., from Plate 4, were placed on top of these stacks. Upon receiving an order after perforating had begun, the top sheets were processed and shipped. Eventually the Plate 1 sheets were uncovered and similarly treated.

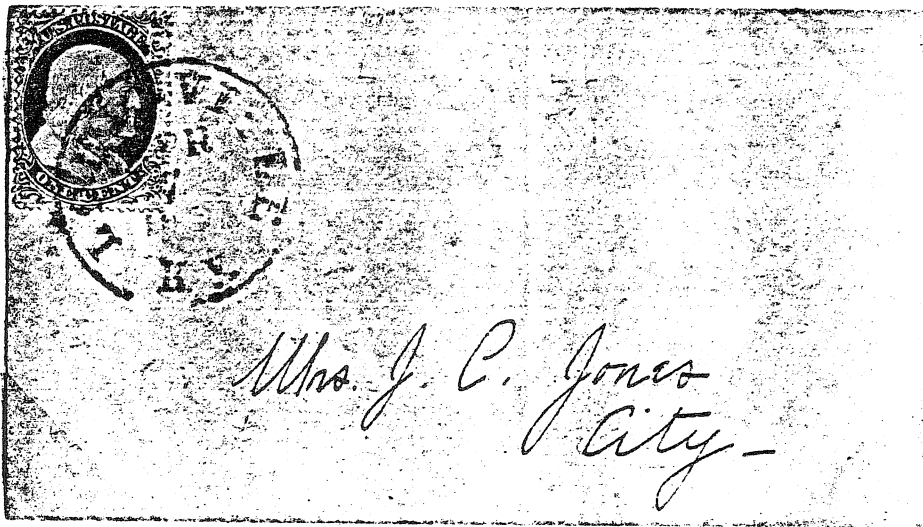
Plate 1L
type IV



Recut once at top
and at bottom.

pos 35 L1L

1857 1¢ type IV usage at Louisville, Ky.

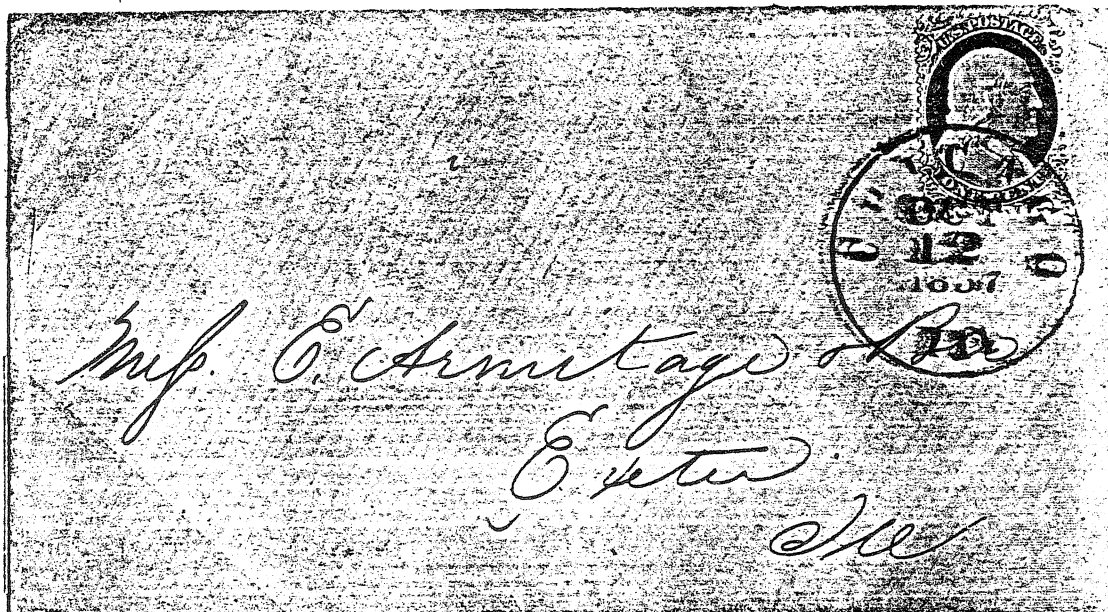


1¢ is recut once at top & at bottom.

Drop letter.

The blue Louisville postmark.

|1857 1¢ type IV usage Chicago - Exeter, Ill. Oct. 12, 1857

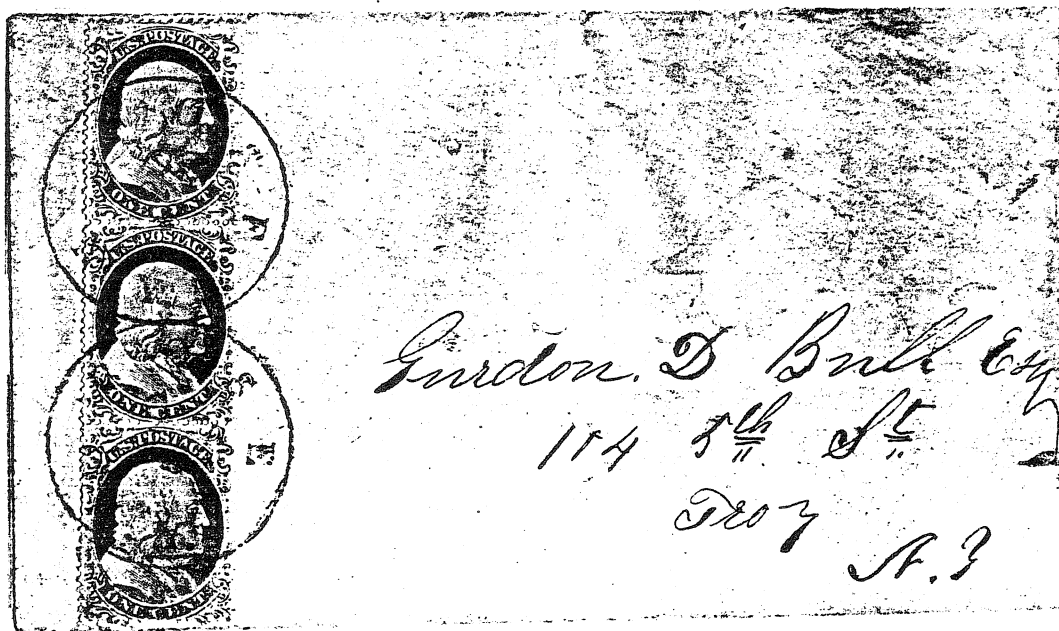


|pos 81 L1L INVERTED TRIPLE TRANSFER

Circular use.

Exeter is a tiny hamlet in Scott county, about 45 miles west of Springfield.

|1857 1¢ type IV usage Rose (Valley), N.Y. - Troy Oct. 22, 1857



|pos 77/87/97 L1L

Top stamp is recut twice at top, once at bottom (4 on plate).

Middle stamp is recut once at top & at bottom.

Bottom stamp is recut once at top with major double transfer.

Plate 2 Perforated

When the perforating of 1¢ stamps was begun in July, 1857, only Plates 2 & 4 were in use. These two plates, with some remnants from Plate 1 Late, were to supply all the 1¢ stamps until late in the year. Plate 2 was continued in service until late fall notwithstanding the advanced state of its flaw as shown in the example below (at right).

Plate 2
type II



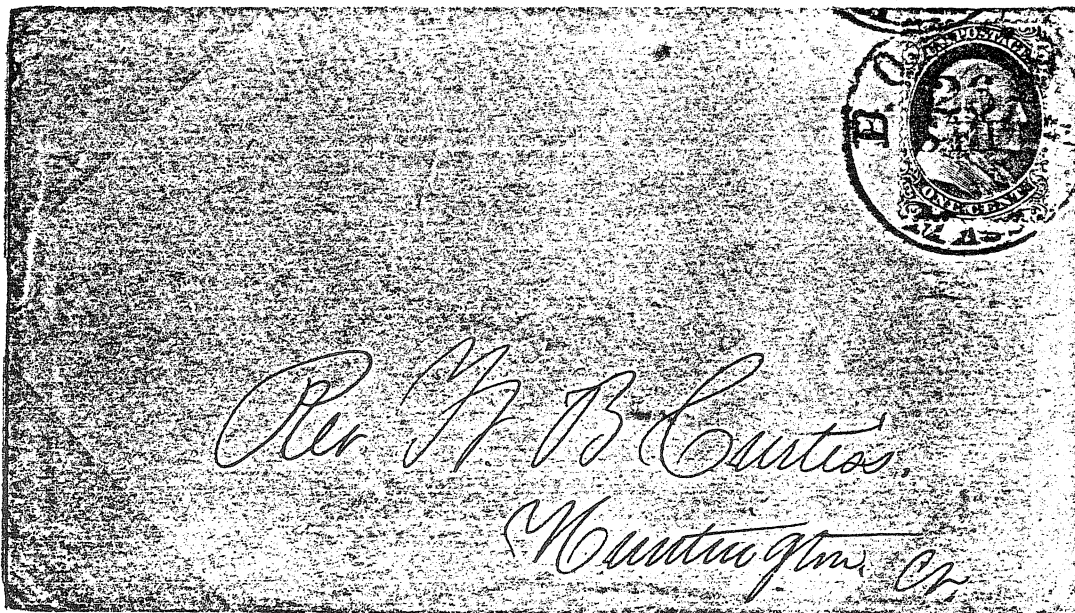
pos 27 L2



pos 23 L2

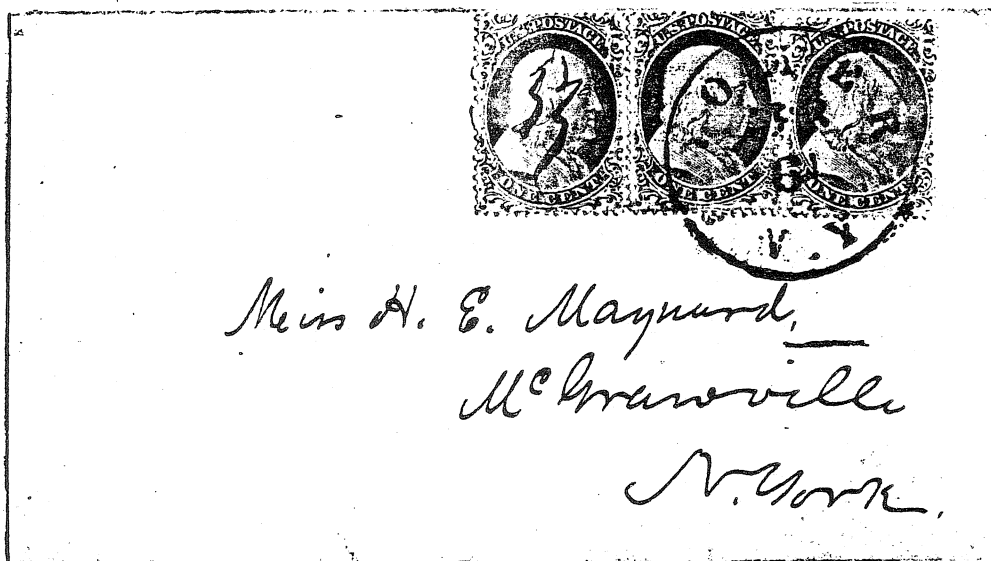
The rich deep blue of
the mid-1856 printings.

1857 1¢ type II usage Boston - Huntington, Ct.



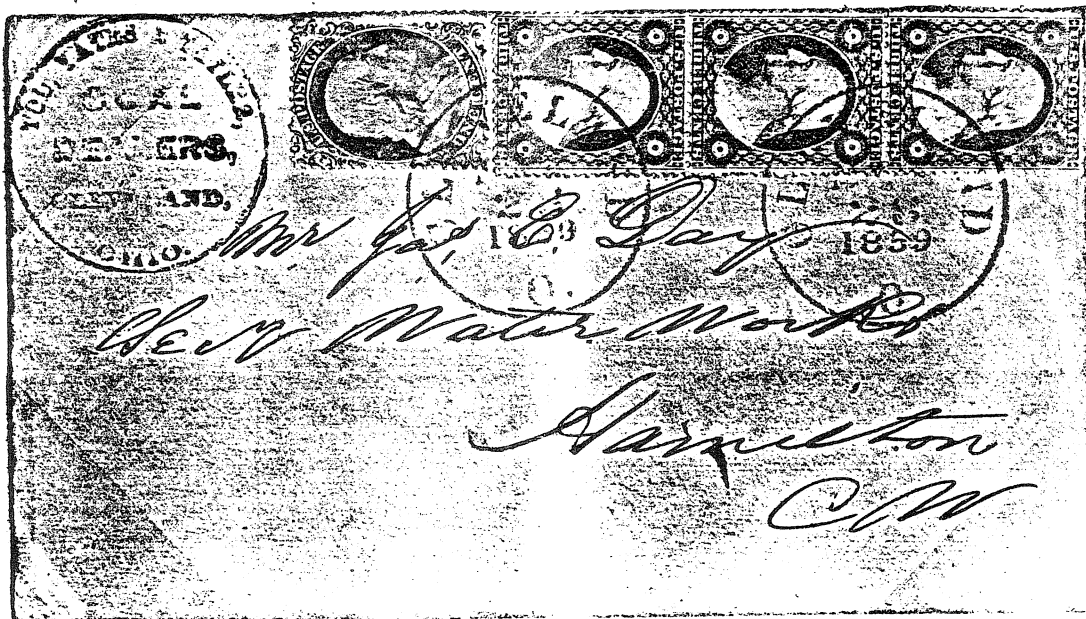
pos 8 L2
Unsealed circular.

1857 1¢ type II usage Homer - Mc Granville, N. Y.



Position of pair is 26 - 27 L2.

1857 1¢ type II usage (with 3 1857 3¢ type IIa)
Cleveland - Hamilton, C. W.



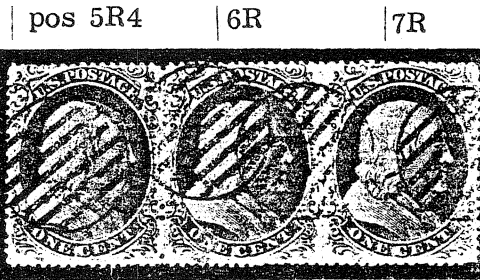
pos 18 L2

Posted at Cleveland May 28, 1859, cover was sent in closed mail to Hamilton where it was received "MY 30 1859". This followed a provision of our arrangement with Canada that mail exchanges between specified cities need not pass through exchange points. Coal dealer's handstamp advertisement.

Plate 4 Perforated

About July, 1857, Toppan, Carpenter & Co. decided to perforate sheets from Plate 4. The measures undertaken to provide proper spacing were several but, to simplify, they involved a trimming of the reliefs used to transfer the interior positions. To 'dress up' the top and bottom edges of the sheets, they trimmed the interior portion of the reliefs to be used for those rows.

The result was a plate producing four types of the 1¢ design, plus a sub-type. Despite these measures, almost all positions were cut into by the perforations.



Type II - Curved lines always complete, design may be complete at top, portions of ornaments are incomplete at bottom. 20 positions in top row.

pos 62R
type III

72R
type IIIA

82R
type IC



Curved lines broken
at top and bottom.

Found in 37 positions
in early printings.

Curved lines broken
at top or bottom but
not both.

115 positions prior to
plate wear.

Design cut away at top,
almost complete at
bottom - right plume
not complete at bottom.
10 positions from first
printings.

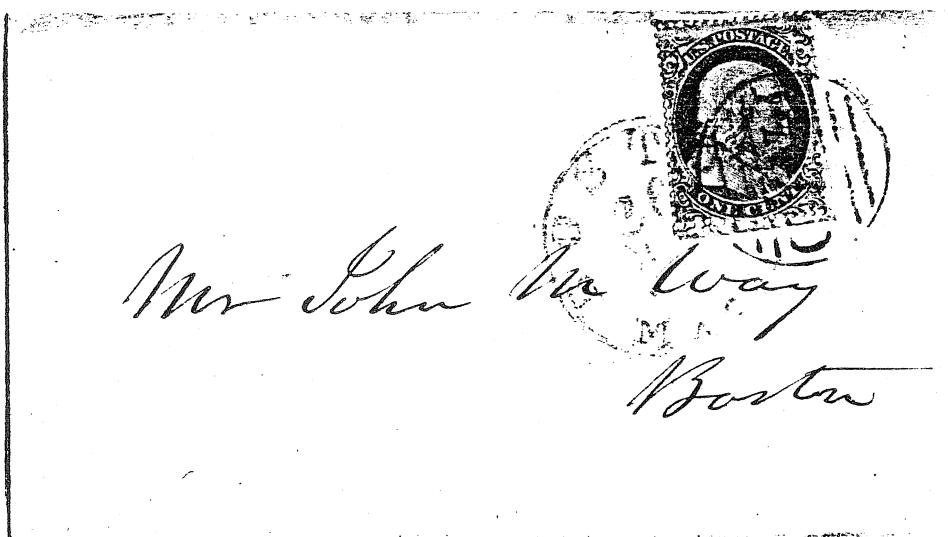
Note: As the plate wore, several positions took on characteristics of other types, i. e. 2 type IC became type IIIA; 27 type IIIA became type III.

Type IIIA



pos 72 R

1857 1¢ type III usage Boston Oct. 26, 1857



pos 48 L

Circular announcing meeting of creditors of an estate.

Type Ia

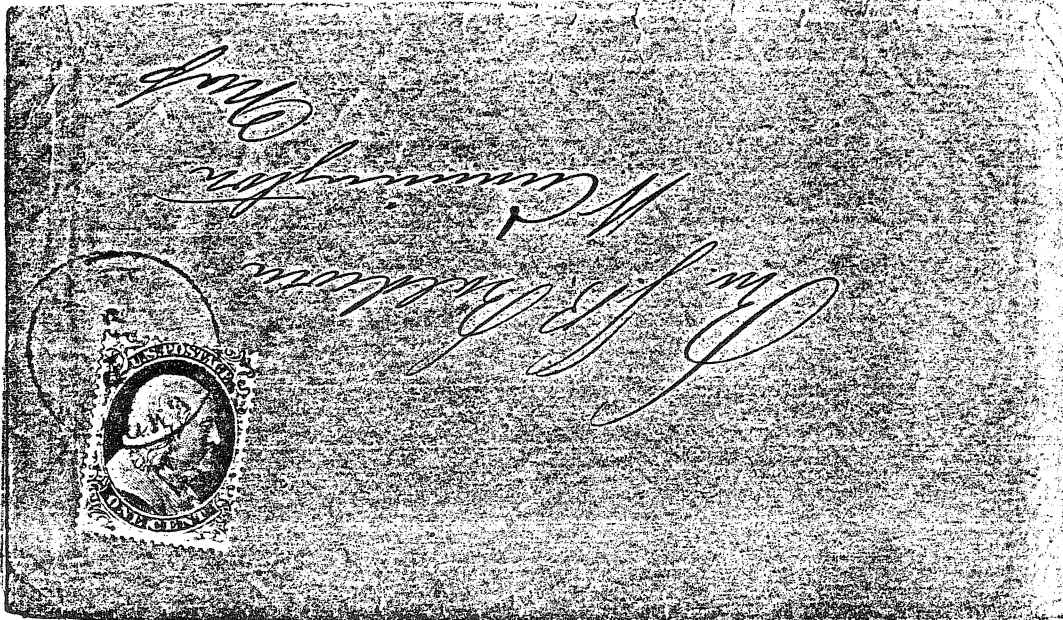


pos 93 L

Top ornaments & outer frame
line partly cut away. Bottom
ornaments complete.

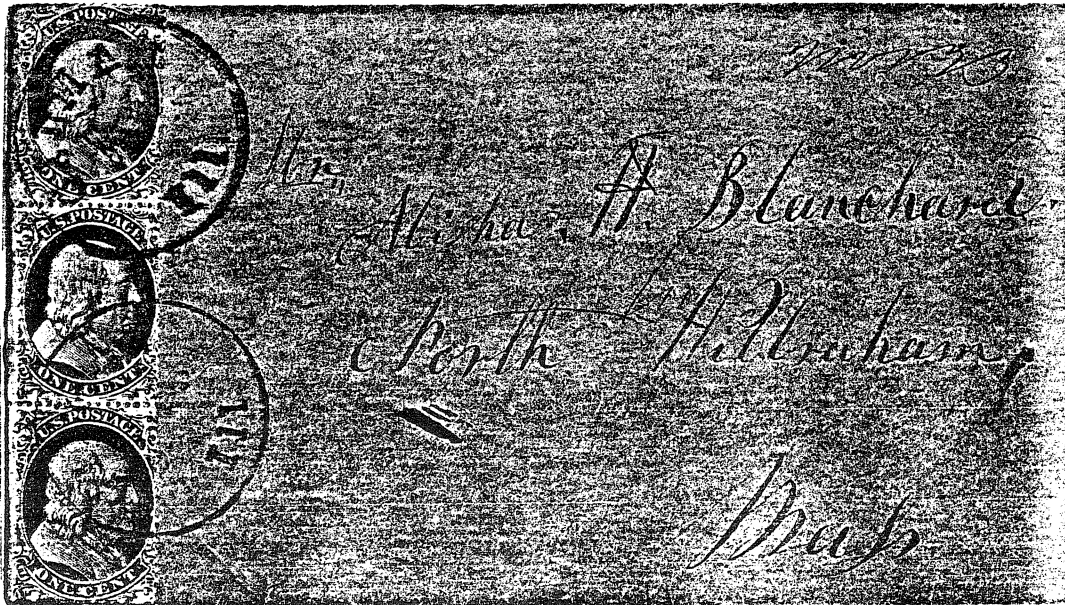
Found only in 18 positions in bottom row of Plate 4.

| 1857 1¢ type II usage Belmont - W. Cunningham, Mass.



| pos 3 L4
Circular use.

| 1857 1¢ types IIIA-III A-IA Gilman, Ill. - No. Wilbraham, Mass.



| pos 79-89-99 L4
A combination of two types of the 1¢ design in a strip to pay the ordinary single rate.

1857 1¢ types V and Va Stamps

Late in 1857, Toppan, Carpenter & Co. produced four 1¢ plates, all spaced for perforations. Rather than increasing the plate size, they trimmed the design on all sides to achieve the desired result. Plate 9 was made in September, 1859 and Plate 10 in the spring of 1860.

Plate 5 characteristics:

Fine engravings, hard fine paper, usually whiter than from the remainder of the Toppan, Carpenter 1¢ plates.

| 9 L5

| 19 L

| 29 L

Impressions from Plate 7 are sharp, showing side scratches on reliefs B, C & D plus mottling, especially in the right pane.



| type V

41 R7

Black N. Y. City Delivery postmark in use from Jan. 1860 to July, 1861.



| type V

57 R7

A curl on the shoulder position from Plate 7.



| type Va

153
Plate 5 - 137 positions type Va; 62 positions type V. Side ornaments at right almost complete on type Va impressions.



| type Va

| 5 L5

Plate 8 impressions are similar to Plate 7 with less mottling and surface scratches. Early printings show fine horizontal lines in many positions.



| type V

21 R8

perforated centerline, from early printings

Plate 9 impressions are dull; side ornaments are shorter than on any other plate.



| type V

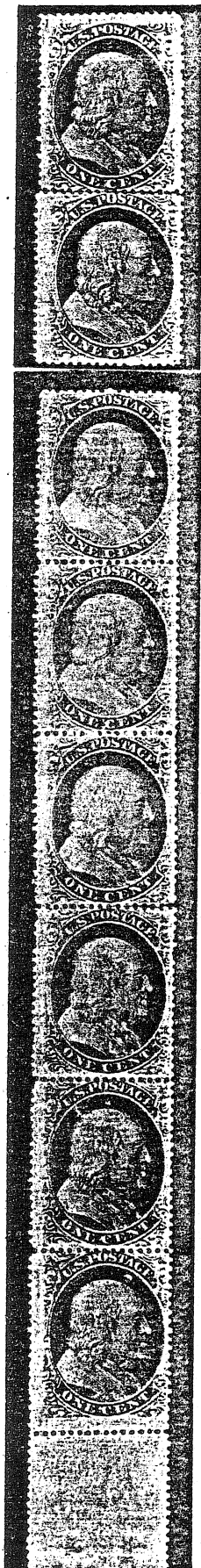
| pos 38-40 R9

Whether a Plate 6 was made is an unsolved question. Some type V stamps have been found from unplateable positions, giving some substance to Plate 6's existence.

pos 10 R10

Impressions from Plate 10 show very little traces of mottling, with less prominent side scratches or other plating marks found on the earlier 1¢ type V plates.

pos 42 - 92 L10



A

B

20 R

E

F

C

D

E

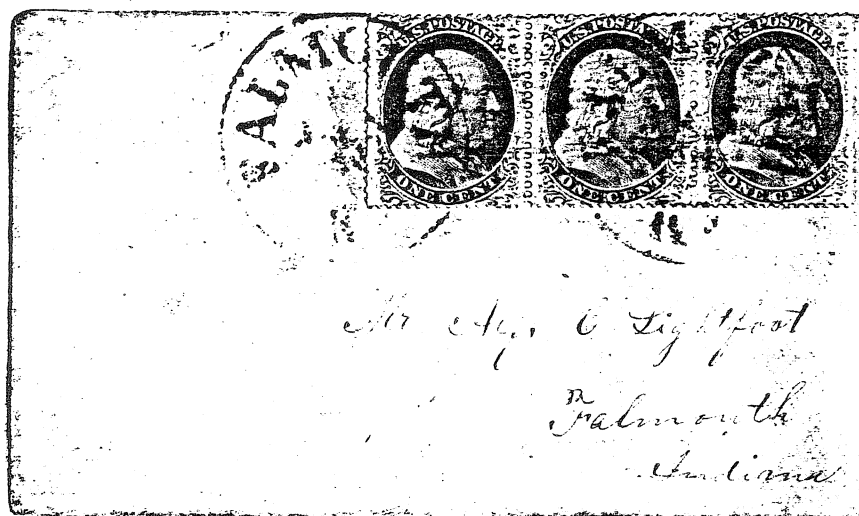
F

Plates 7 through 10 were made from the same transfer roll. The roll had six reliefs, A - F, which were 'laid down' vertically. The two stamps at top plus the strip offers a study of the reliefs.

Identification of the relief assists students of this stamp to plate its position.

Plate 10 had no centerline.

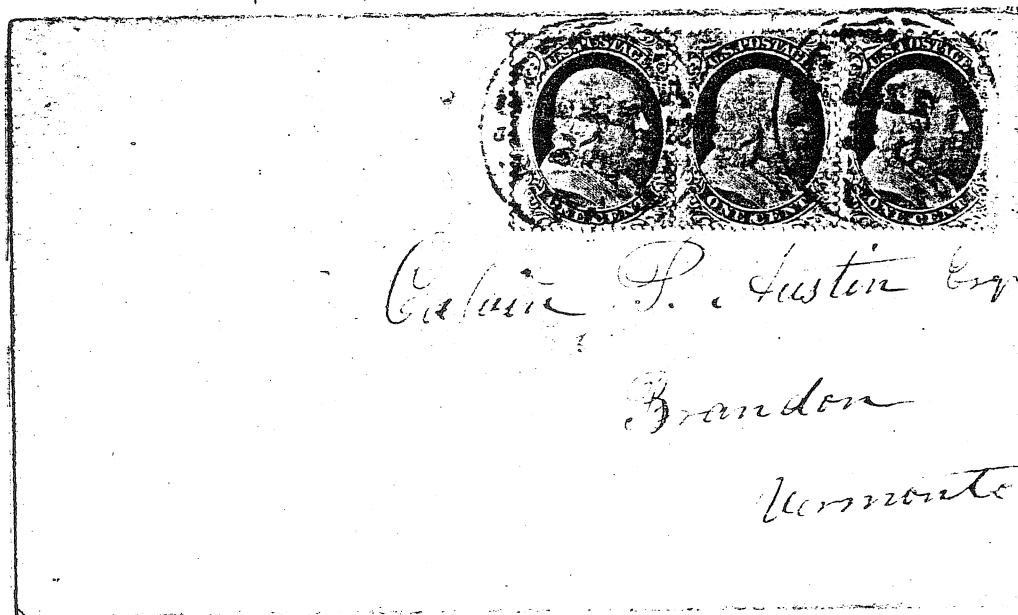
1857 1¢ type V usage Falmouth, Indiana



pos 53-55 L5

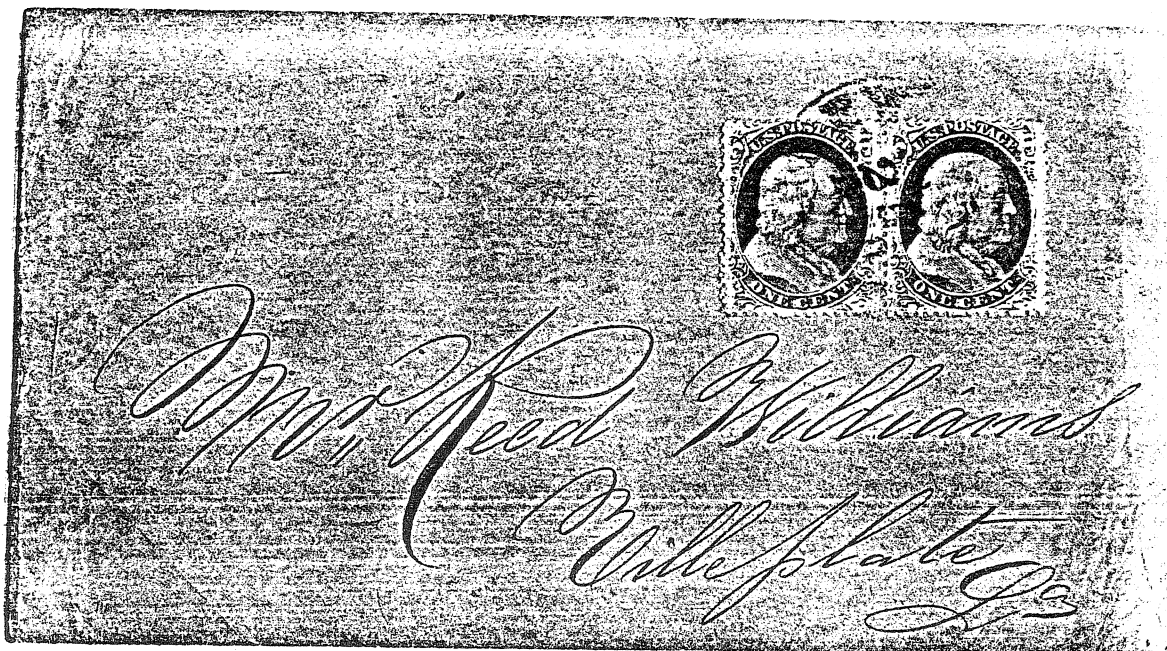
In the preparation of Plate 5, the top row plus the first 13 vertical rows were transferred from a roll containing type Va impressions. In rows 1-7 of the left pane, the transfer roll was changed and contained only type V reliefs.

1857 1¢ type V usage In Vermont



pos 23/25 L7

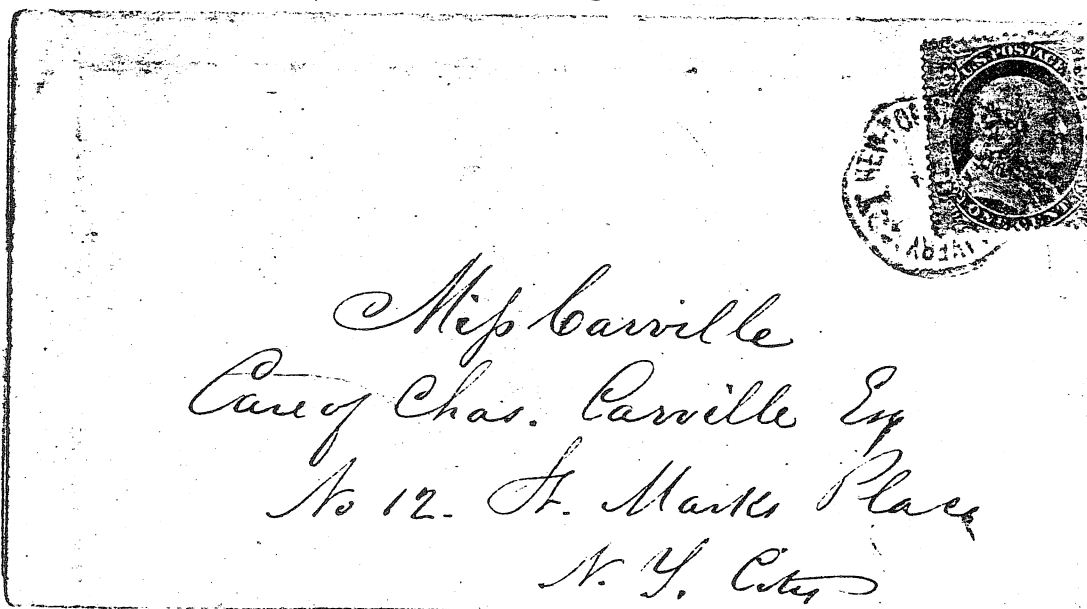
1857 1¢ type V usage New York - Villeplate, La.



pos 25 & 28 L8

Double weight circular. New York datestamp reads '1860'.

1857 1¢ type V usage at New York

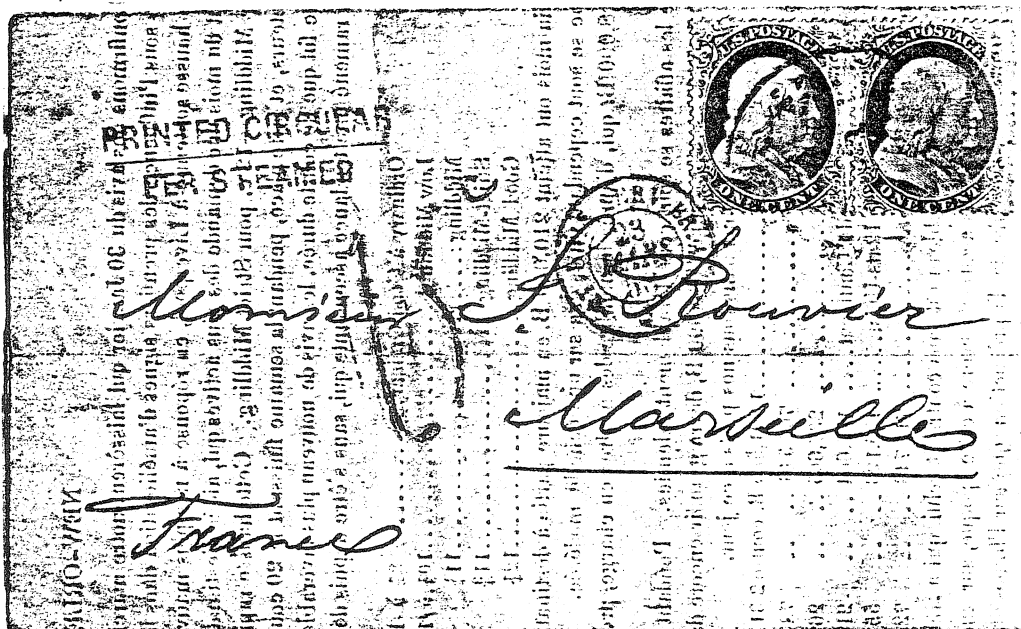


pos 20 R10

Carrier postmark used in New York City from May 29, 1860 to September 30, 1861.

International Postal Conventions entered into by the United States did not provide for fully prepaid circular rates. Circulars to these countries therefore show our rate prepaid and that of the receiving country as due from the addressee.

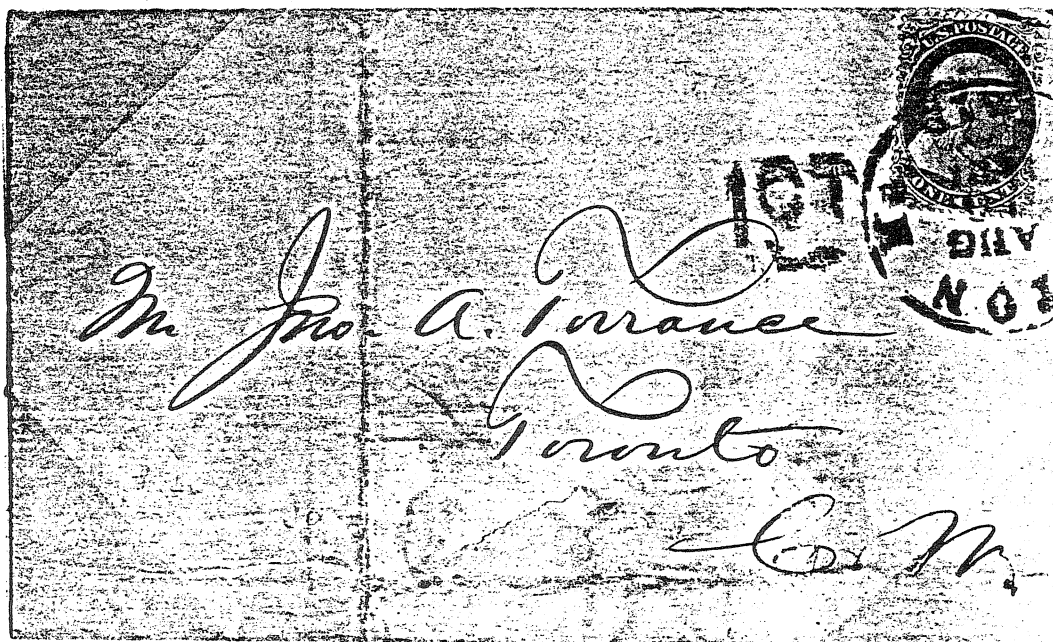
| 1857 1¢ type V usage New Orleans - Marseille March, 1858



pos 53-54 R8

Posted at New Orleans, the circular was put on British packet and was received at Calais "J 23 Mars 58" where it was routed through Paris to Marseille where it was received "25 Mars 58". Due 15 centimes (3¢), the marking that appears to read '65c'.

| 1857 1¢ type V usage Boston - Toronto August, 1861

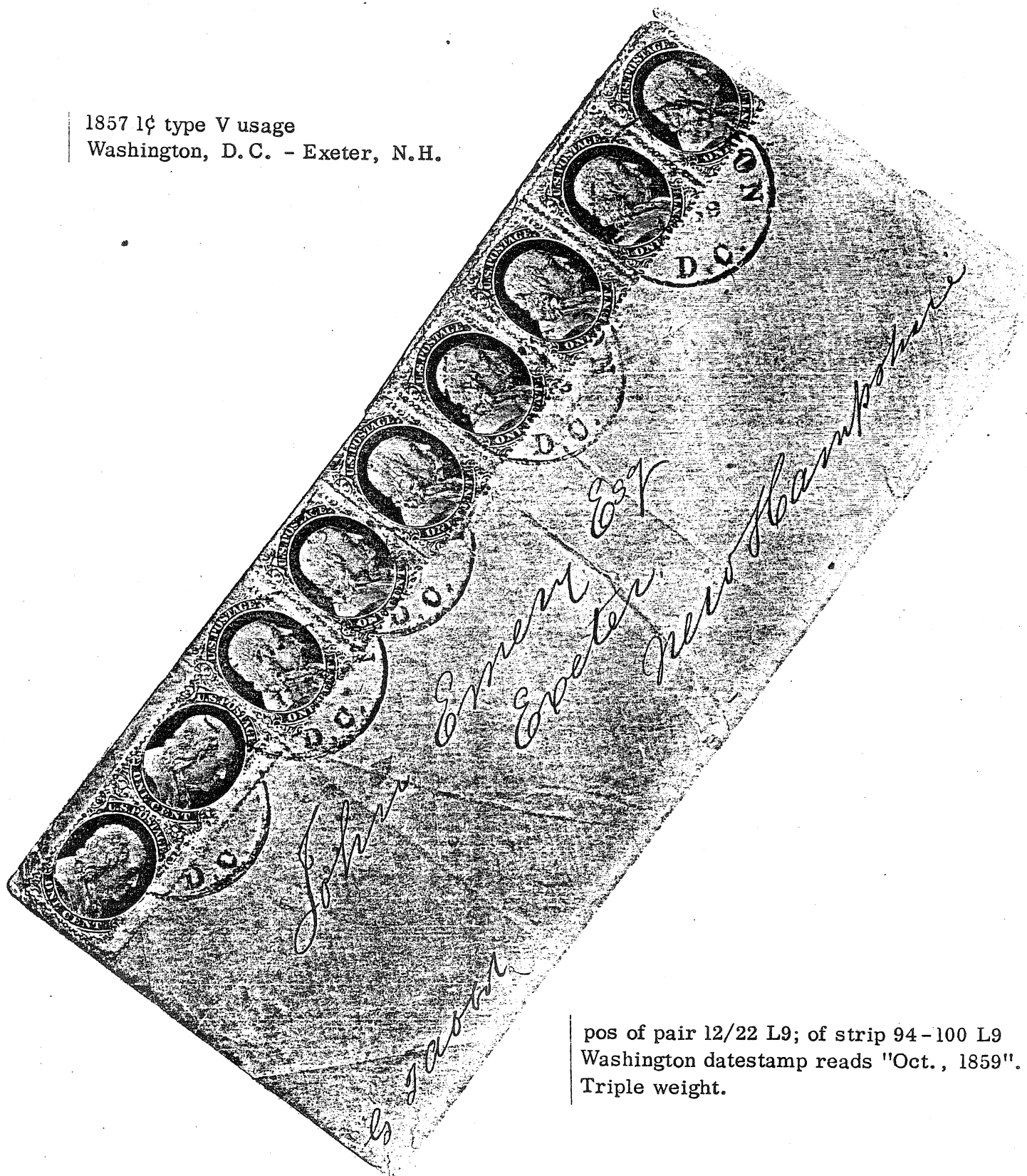


pos 86 L10

Posted at Boston August 10, 1861, with the U.S. 1¢ circular rate prepaid cover shows the Canadian "1ct" due at Toronto. A late use of the 1¢ stamp prior to demonetization.

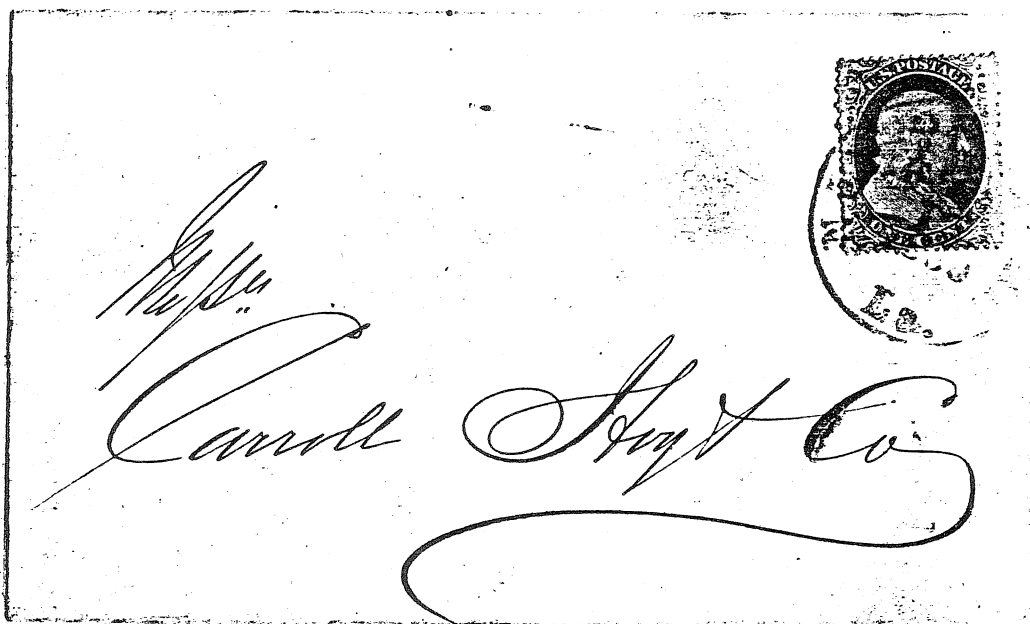
1857 1¢ type V usage

Washington, D.C. - Exeter, N.H.



pos of pair 12/22 L9; of strip 94-100 L9
Washington datestamp reads "Oct., 1859".
Triple weight.

1857 1¢ type V usage at New Orleans



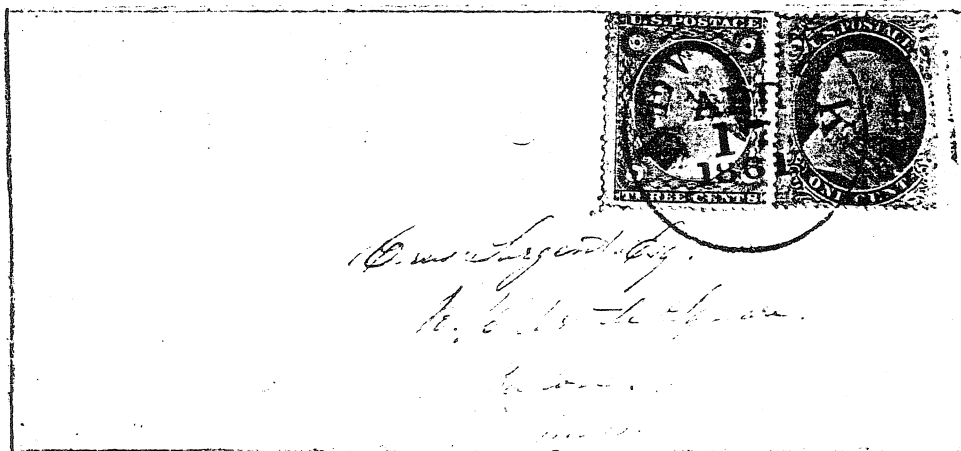
pos 52 R9 The BIG DOUBLE TRANSFER

Drop letter at New Orleans, Feb. 1, 1860.

The largest of the 1¢ type V double transfers, the entry is actually an error in transfer roll setting, a "B" relief partially imposed on an "F" relief impression.

Portions of the second transfer may be seen in and under the 'o' of "one", in both 'e's , 'n' and 't' - in lower lettering. The doubling is also quite pronounced in the lower portions of the colorless oval framing of the vignette. Doubling below each of the shortened plumes is also visible.

1857 1¢ type V usage (with 1857 3¢ type II) New York - Boston



pos 89 L10

Carrier fee at New York.

1857 3¢ Stamps

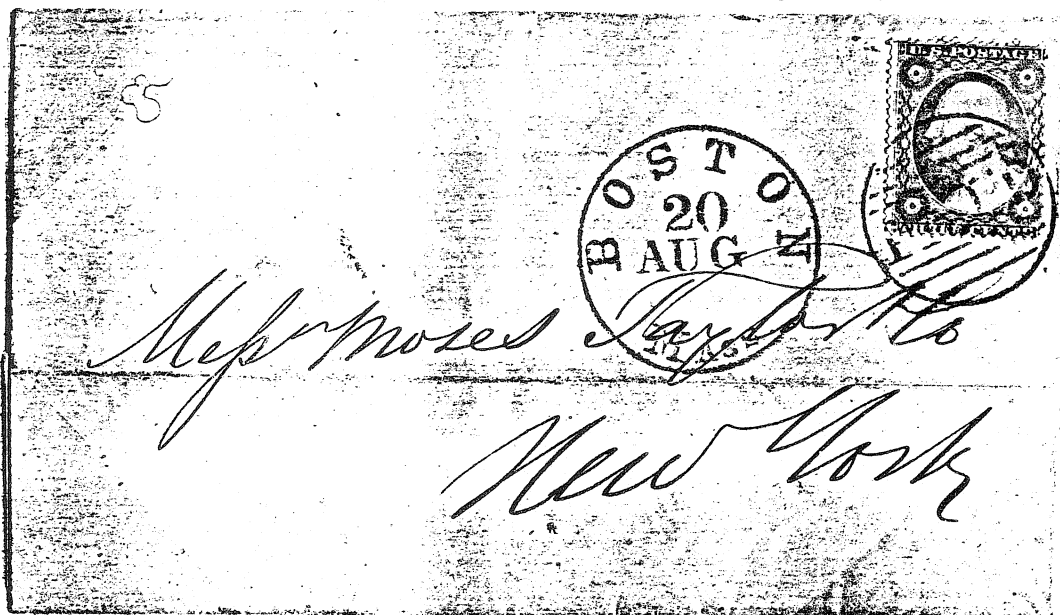
In February, 1857 Toppan, Carpenter & Co. began perforating 3¢ type I sheets.

1857 Type I

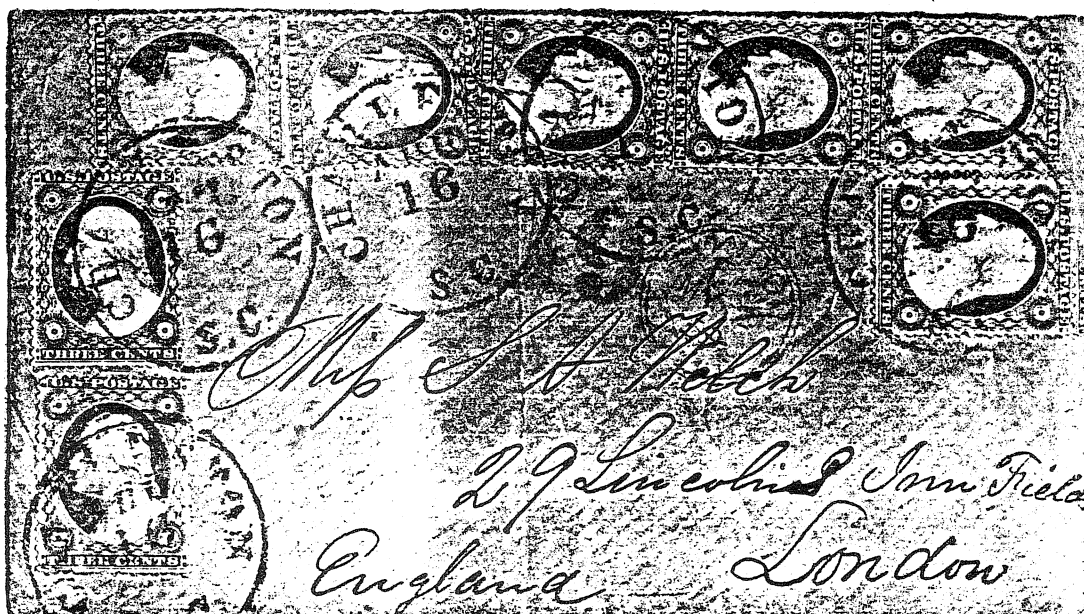


from seven plates:
2L, 3, 4, 5L, 6, 7 & 8

1857 3¢ type I usage Boston - New York August 20, 1857



1857 3¢ type I usage Charleston - London April 16, 1859



Eight 3¢ stamps used to make up the 24¢ rate, all from Plate 4. Cover posted at Charleston April 16th and routed to Boston for the Cunard sailing "Apr 20 Br. Pkt" (backstamp) with credit of "19" to Britain. Received in London "MY 2 59".

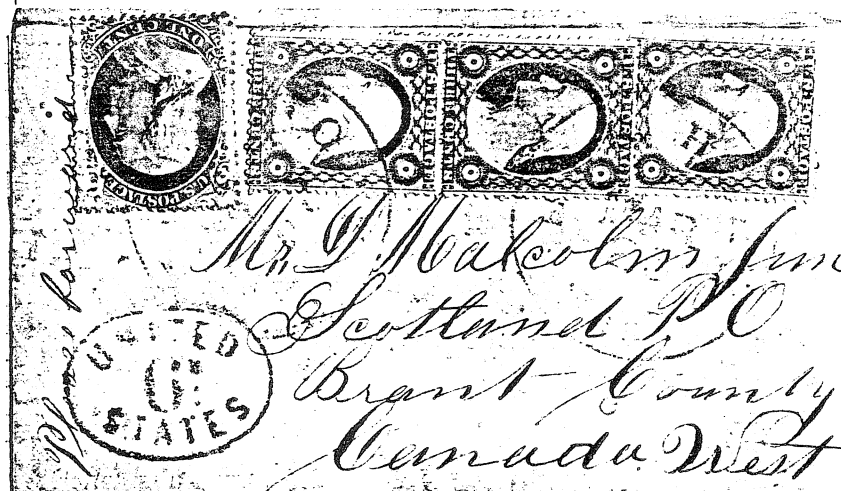
The cutting into the design by the perforations at the top or bottom was too noticeable. The engravers soon prepared plates to remedy this by eliminating the frame lines at top and bottom, resulting in a type which students have since named type IIa.

1857 Type IIa



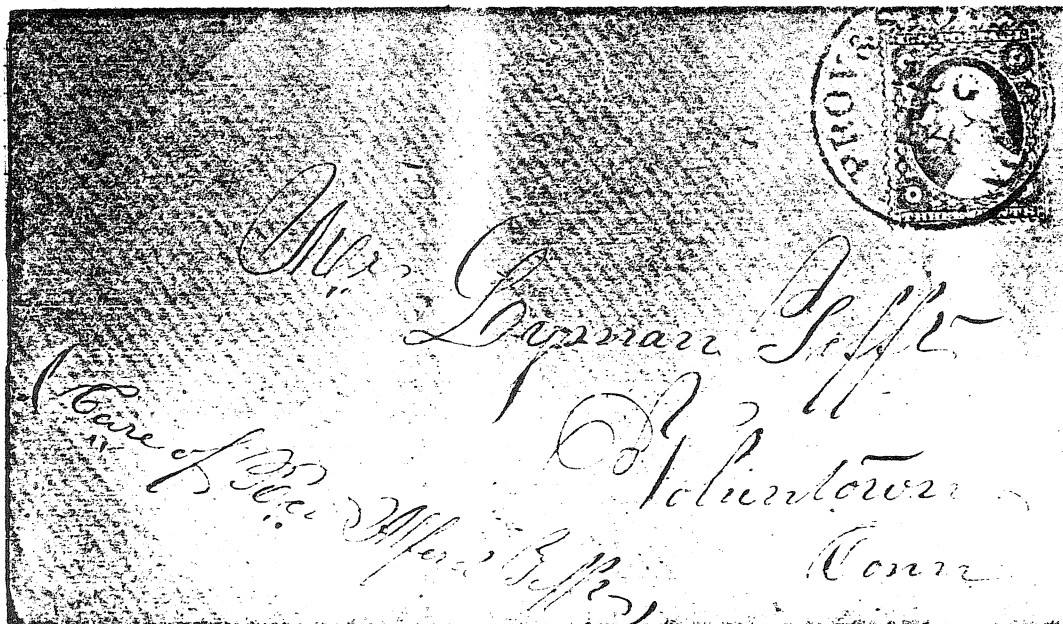
from Plates 9 & 10,
each in three states

1857 3¢ type IIa (with 1857 1¢ type Va pos 53 R5)
Elkhorn, Wisc. - Scotland, C.W.



Uneven frame lines, a characteristic of the 3¢ type IIa.
Posted on March 23, (1858), cover passed into Canada at
Detroit (red marking). Backstamped "Scotland Mar 26 58".

1857 3¢ type IIa usage Providence & Stonington RR



The railroad was part of the main route between Boston and New York.
The next link to New York was by steamer from Stonington.

Later in 1857, the engravers found that they would save much effort if they did not separate the vertical frame lines between impressions. This is now called type II.

1857 Type II
from 18 plates



(Toppan) Carpenter & Co.

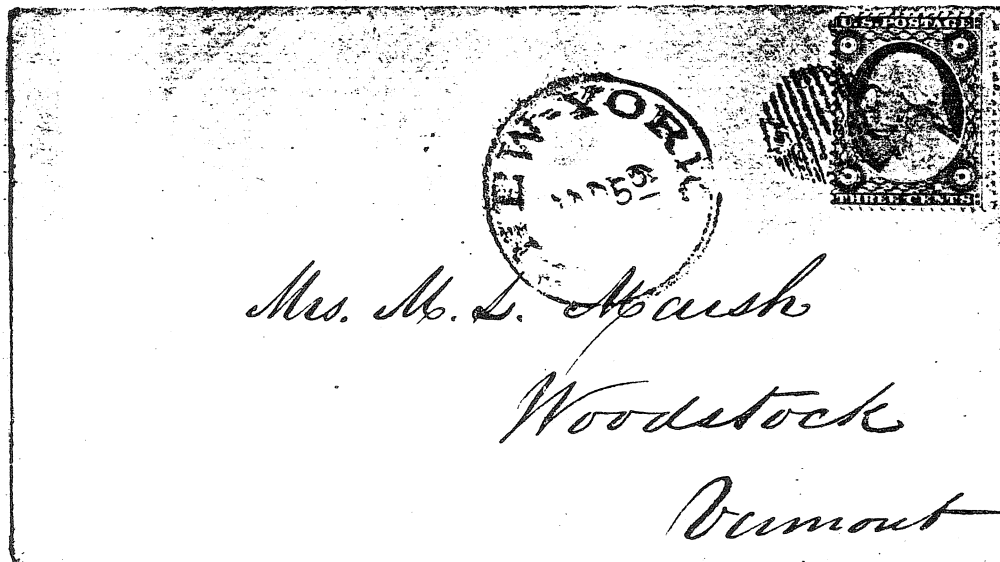
Imprint position -
Casilear left firm
in 1855. Later plates
omitted his name.

1857 3¢ type II usage The MAJOR CRACK on 3¢ type II stamps



The crack, however sizeable appearing in this position, only faintly shows in the neighboring positions.

1857 3¢ type II usage New York 1861 datemark



Duplex datemark handstamp found used from Jan. 22 - Mar. 28.

Selected Postal Markings on 1857 3¢ type II Stamps



green



red



Kansas
territory



town



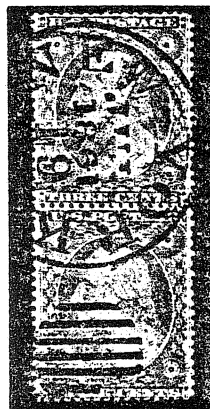
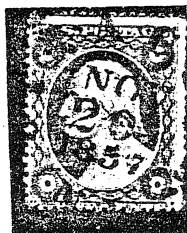
Steam
ship

New York 1861 Postmark



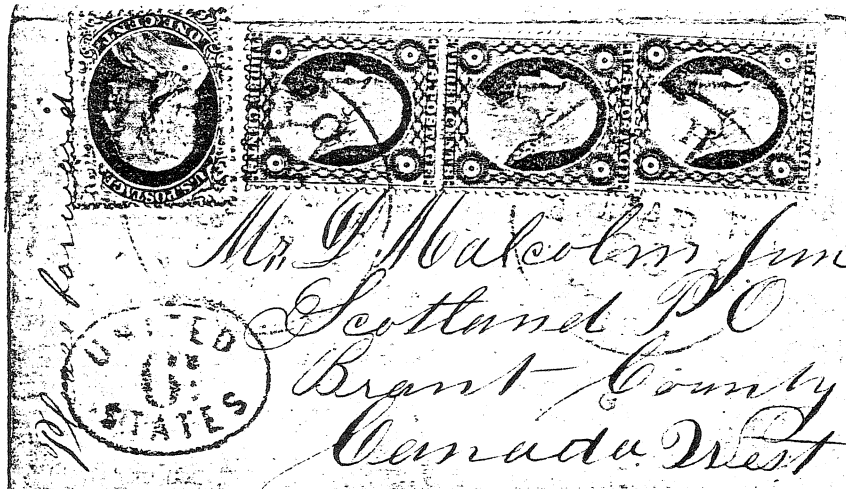
This postmark found used only from Jan 22 to Mar 28, 1861.

Year Dates



1857 3¢ type IIa (with 1857 1¢ type Va pos 53 R5)

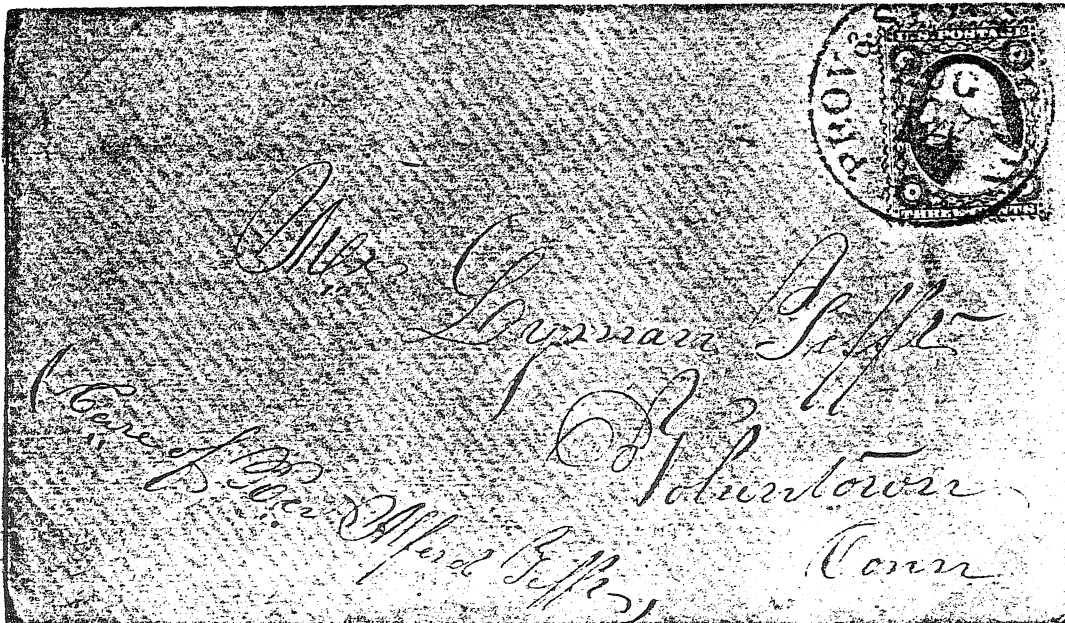
Elkhorn, Wisc. - Scotland, C. W.



Uneven frame lines, a characteristic of type IIa.

Posted at Elkhorn, Wisc. on March 23, (1858) cover was routed through Detroit exchange office which applied its red oval marking. Backstamped "Windsor MR 26 1858 CW" & "Scotland Mar 26 58".

1857 3¢ type IIa usage Providence & Stonington Railroad

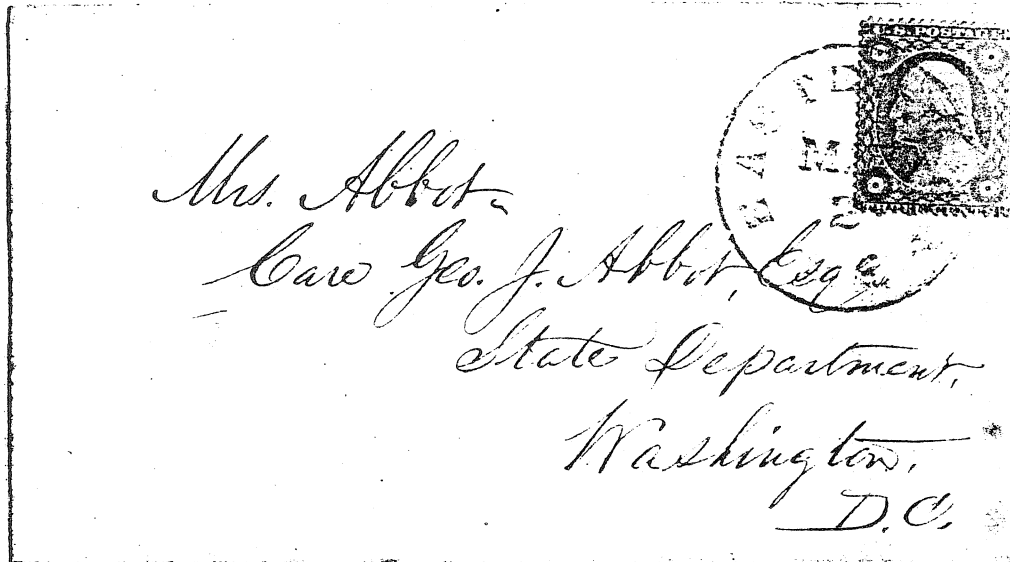


The marking of this railroad is similar to a 'way' usage as the cover was picked up along the route.

The railroad was part of the route between New York and Boston.

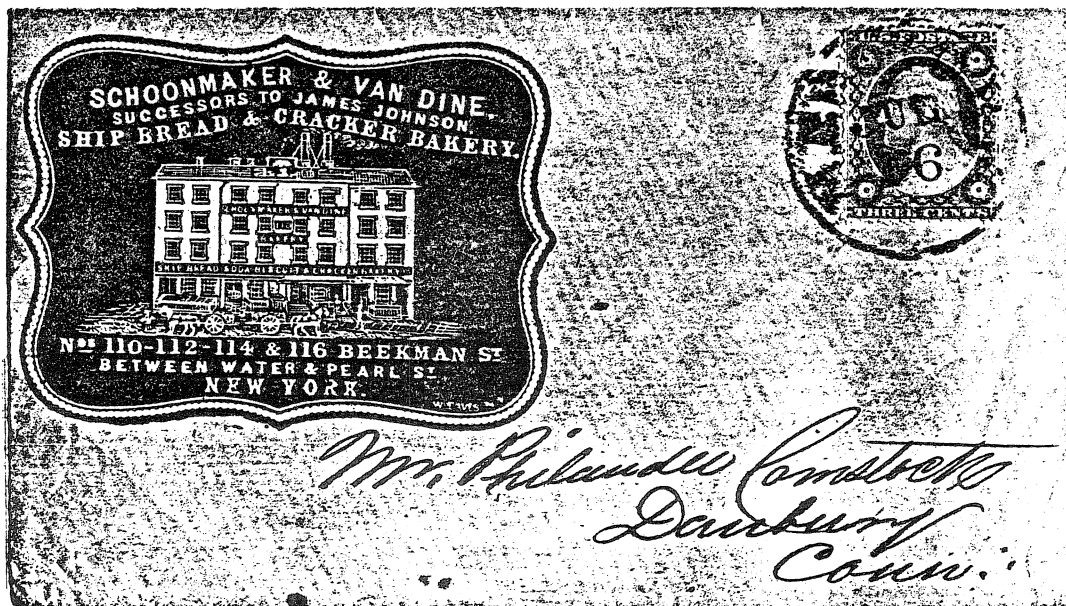
The next link to New York was by steamer from Stonington.

1857 3¢ type II usage Eastern Railroad



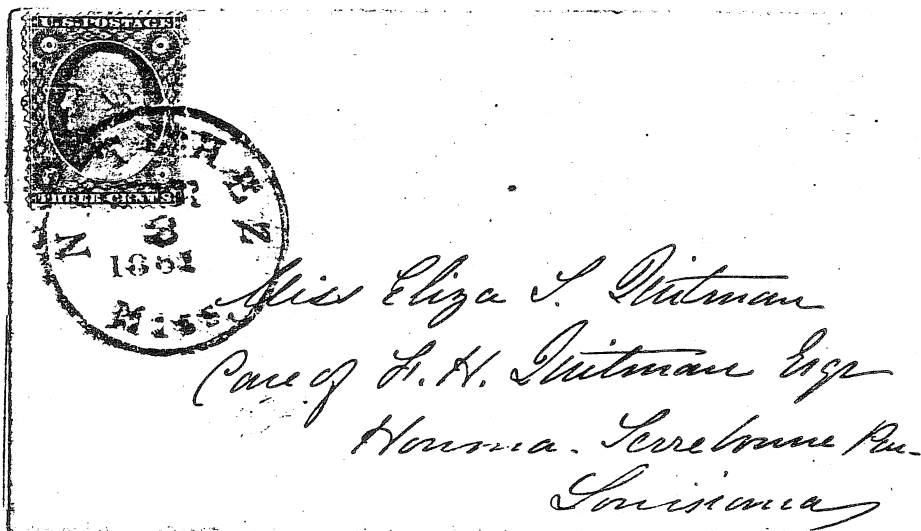
Cancelled on board a railway car in Massachusetts.

1857 3¢ type II usage New York - Danbury, Conn.



Corner card embossment, the advertising media of the period.

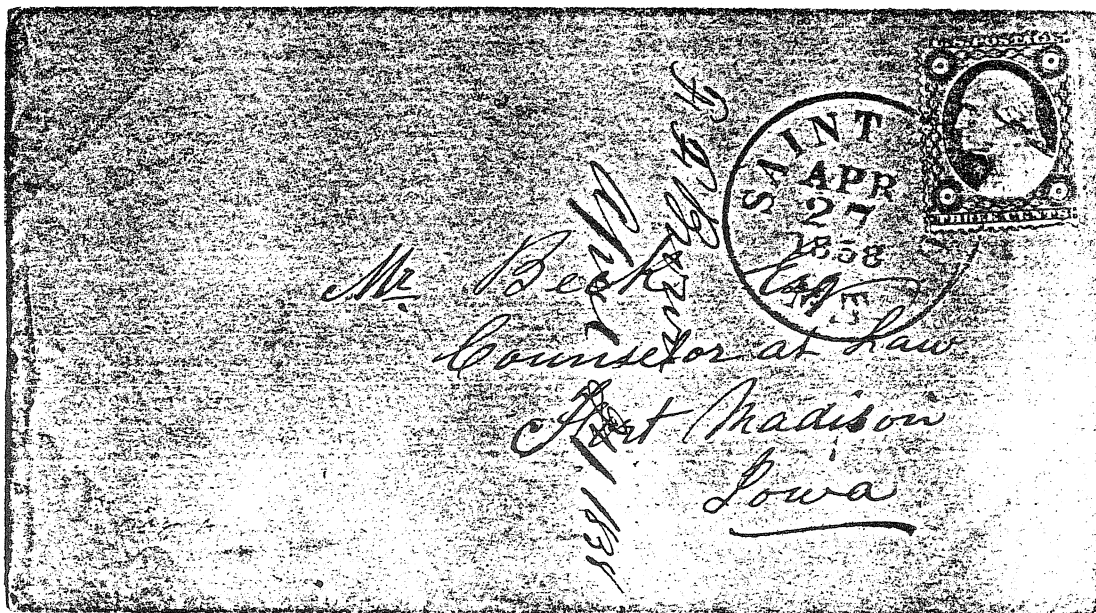
1857 3¢ type II usage Use in the Confederacy of U.S. stamps
Mississippi - Louisiana April 3, 1861



Both Mississippi and Louisiana were admitted to the Confederacy February 4, 1861.

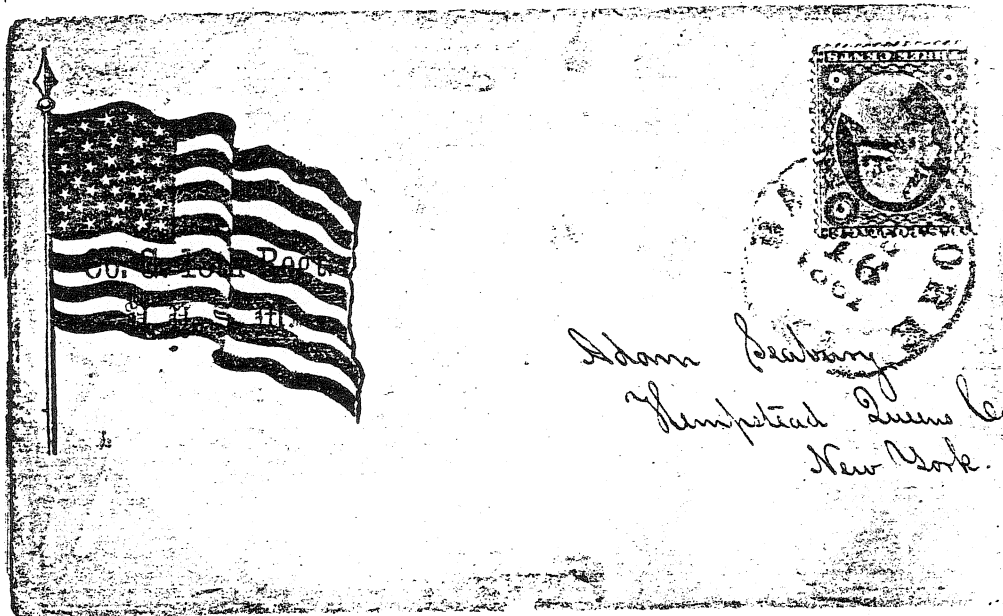
The use of U.S. stamps within the Confederacy was stopped by their Postmaster General June 1, 1861.

1857 3¢ type II usage Minnesota Territory



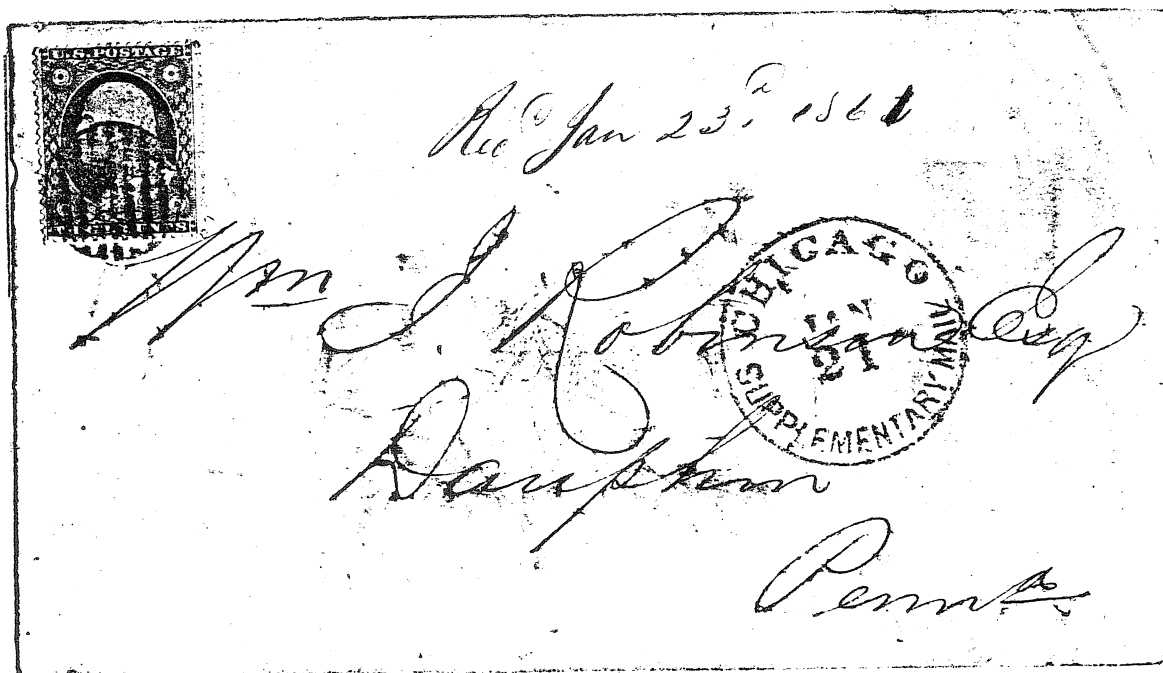
Usage in last two weeks prior to Minnesota statehood on May 11, 1858.

1857 3¢ type II usage - Civil War Patriotic - Baltimore July 16, 1861



The Baltimore blue postmark.

1857 3¢ type II usage Chicago Supplementary Mail

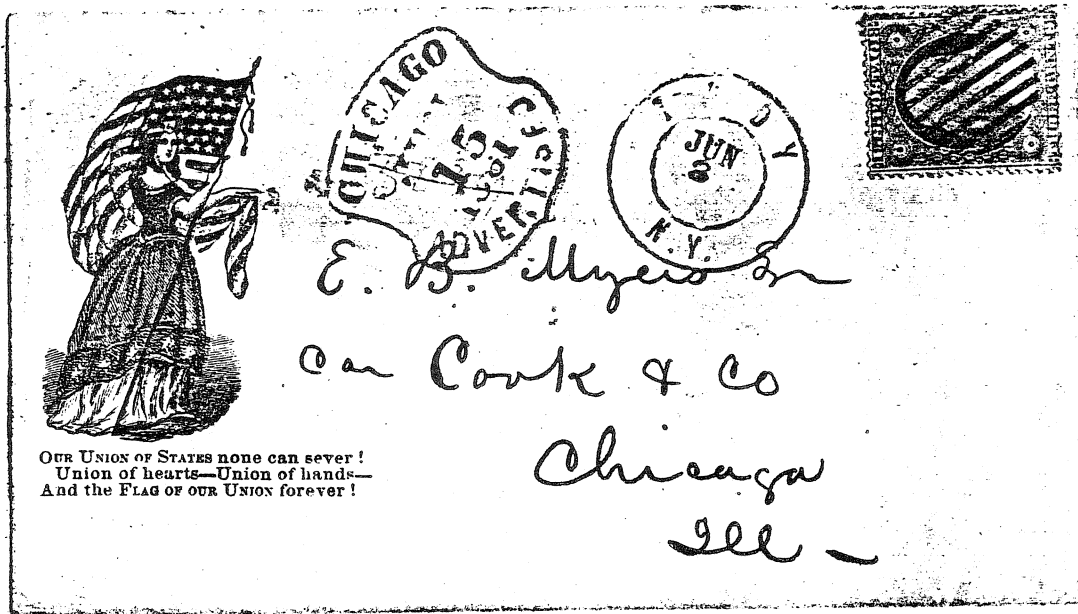


Docketed "Rec Jan 23rd, 1861".

An early use of the supplementary marking.

Later uses omit the killer and indicate a use of the marking as a canceller and a datestamp.

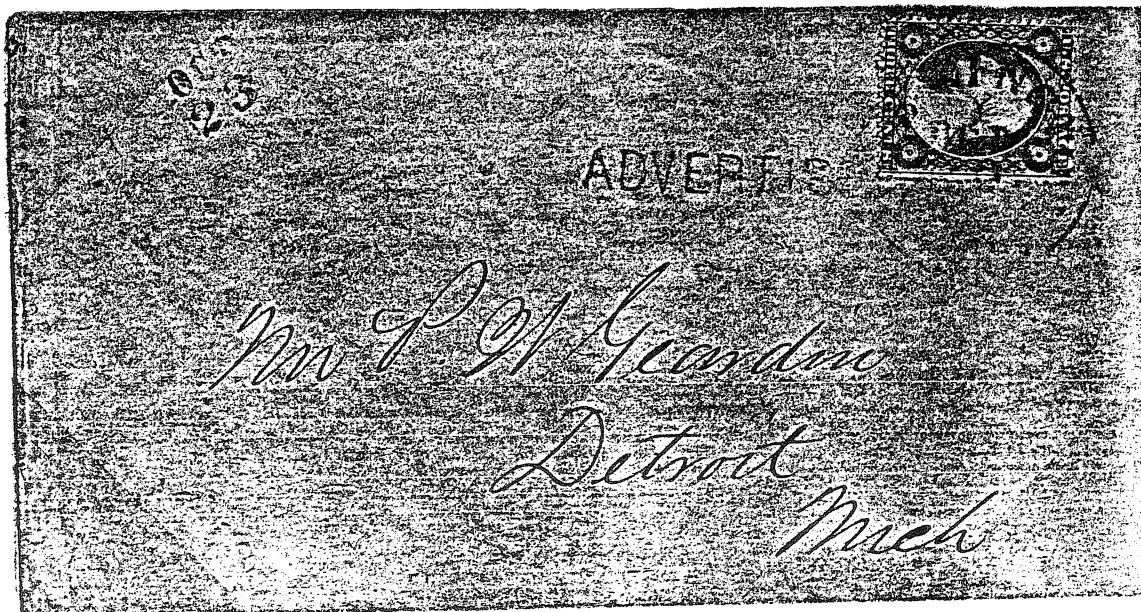
1857 3¢ type II usage Advertised at Chicago on Patriotic



Cover posted at Troy, N.Y. June 3, 1861.

Duly received at Chicago Post Office and not picked up by addressee by June 15, its being held at post office is advertised in local papers.

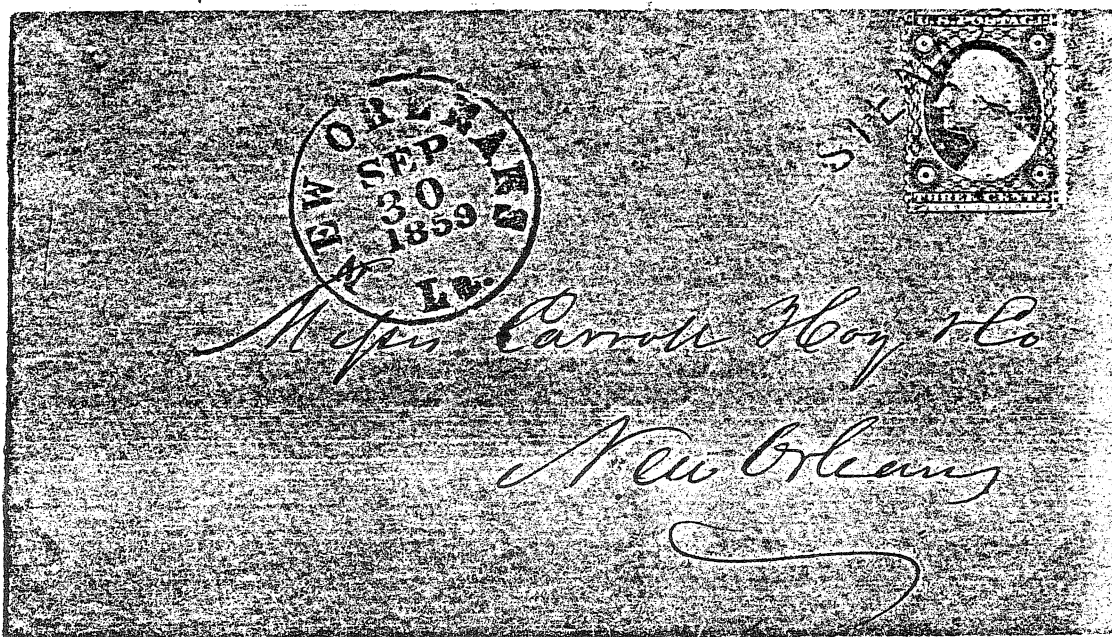
1857 3¢ type II usage Advertised at Detroit



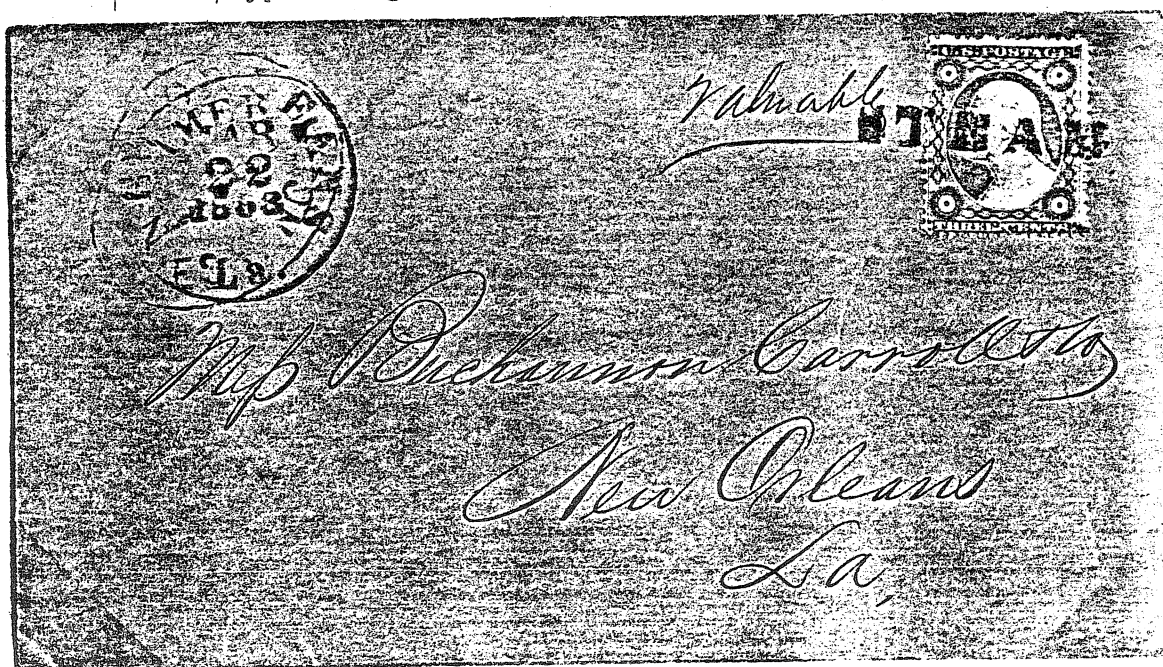
As addressee had not called for his letter, the post office waited the prescribed time and, as also required, advertised in the local paper on "Oct 23" and again on Nov 14 (backstamp).

From the early 1800's, mail routes on inland waters became an important part of our postal system, particularly the Mississippi river with the great port of New Orleans at its mouth.

| 1857 3¢ type II usage Steamboat to New Orleans

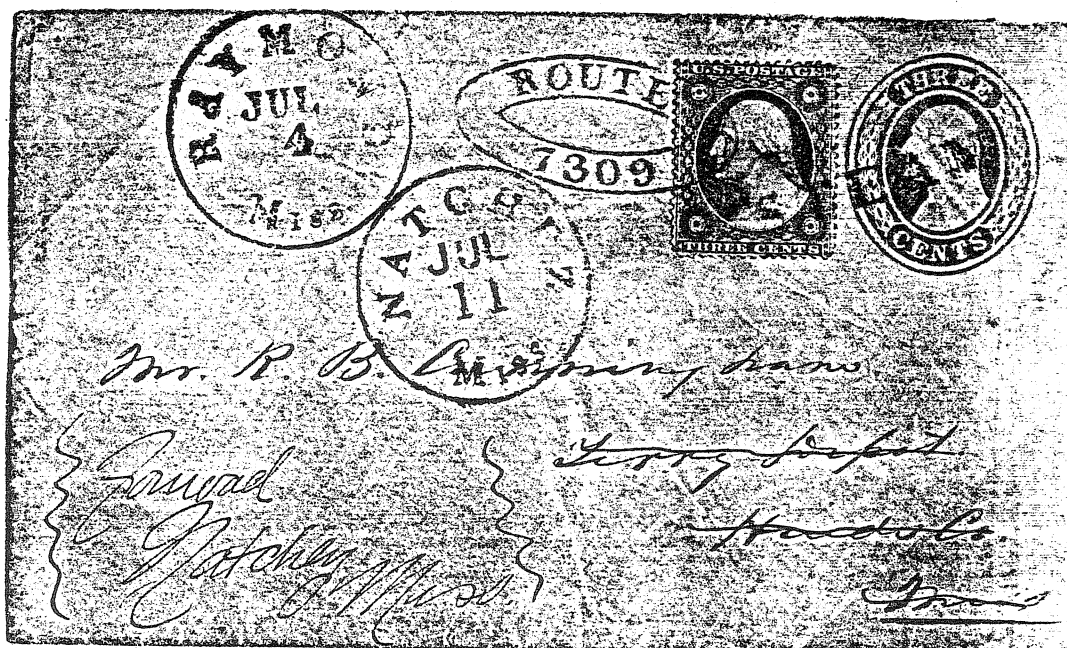


| 1857 3¢ type II usage Mississippi River packet to New Orleans



The steamboats received these covers while enroute to New Orleans. On the lower cover, the vessel's oval marking "Steamer Messenger" is almost hidden by the New Orleans datemark, March 22, 1858. These markings were intended to indicate how such mail arrived at the post office. The handstamps were usually applied at the post office but, often were struck by a P.O.D. route agent when on board. The addressees were well known cotton brokers.

| 1857 3¢ type II usage (with 1853 envelope) Raymond - Natchez



Cover was posted at Raymond, Miss. July 4, (1858). At Terry Depot, which had no post office, someone, probably through a prior arrangement, re-addressed the cover and affixed the 3¢ stamp. He then saw that it was transported towards the Mississippi River. There, it was given to a steamboat on the mail contract Route 7309, the route agent on board cancelling stamp with "Route 7309". At Natchez, July 11, upon learning how the cover was received, the postmaster cancelled both the stamp and envelope "Steam" and held the item for addressee. Probable usage is 1858. While Route 7309 was replaced by the contract of Route 8165 on July 1, 1858, it is likely that the route agent's hand-stamp (7309) had yet to be replaced.

1857 3¢ type II usage STEAM SHIP

Due 9



J. K. Cunningham Esq.

Carrington & Co.

Tennant

New York marking used on incoming mail from non-contract mail carrying ships. Here its use with "Due 9" indicates an origin in excess of 2,500 miles from New York, not within the United States, which, if outgoing, would take 10¢ rate. Such places would include a port in Caribbean, B.W.I., Kingston, Bermuda etc. 2¢ was paid to the ship's captain.

In February, 1852, the "Ocean Mail" sailing dates from New York were changed to the 5th & 20th of the month. This schedule was maintained until July, 1860.

1857 3¢ type II usage (with 1857 1¢ type V)

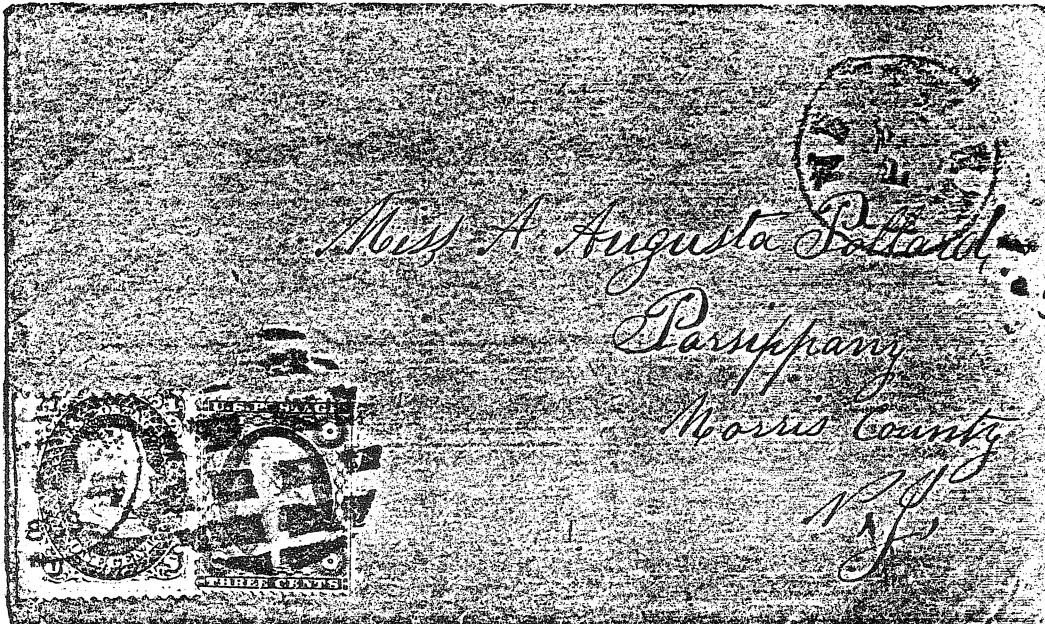
New York - Sacramento "Ocean Mail" Dec. 5, (1859)



Probable usage is 1859; the 1¢ stamp having a worn impression from Plate 7 (pos 98 R, 'curl on shoulder'), the earliest known use of which is December 30, 1857. The 1858 sailing date was December 6. By the end of 1860 the departure dates were on the 1st, 11th and 21st, leaving 1859 as the answer. Cover was carried on Vanderbilt ship.

Late Use of a Demonetized Stamp

1857 3¢ type II (with 1861 1¢ 'National') New York May 11, 1863



Carrier use in last two months prior to abolishment of the charge.
Very late use of a demonetized stamp.

1857 3¢ type II usage with Blood local Philadelphia - New York



Blood's Despatch Post, a private carrier, had been firmly established in the Philadelphia area from 1845, resisting all efforts of the Post Office Department to stop its operations until January, 1862. The Philadelphia small octagonal postmark first appeared about 1860.

Late in 1860, Toppan, Carpenter & Co. prepared plates 11 & 12, the last plates of the 1¢ design which they had introduced in 1851. Although their contract was due to run out in six or seven months, the older plates i.e., 7 & 8, were badly worn being worked at a rate of about 65,000 printings annually.

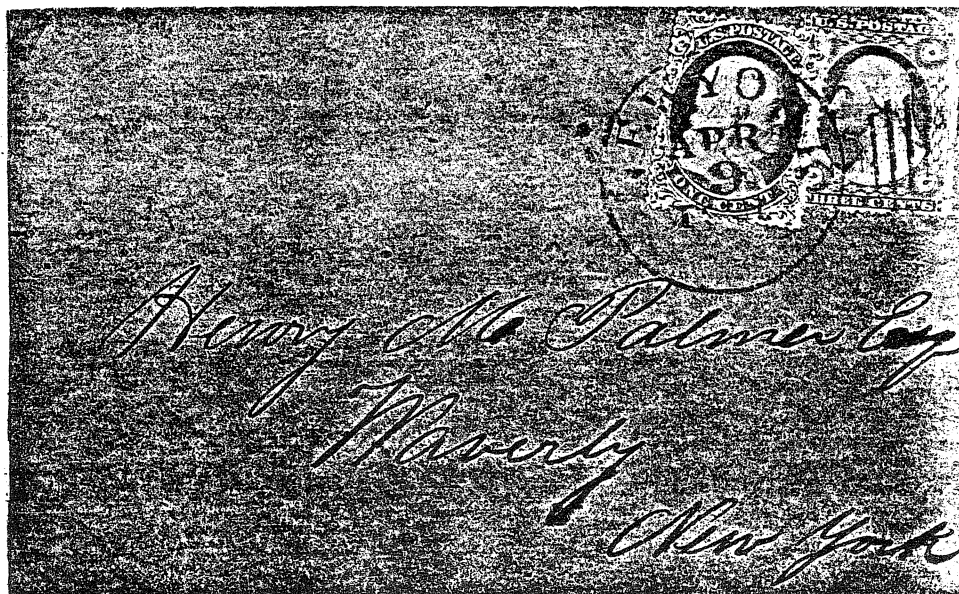
Plate 11 was put into use about November, 1860. Curiously, the same method of transferring the first three plates was again employed (also for plate 12), even after the experience gained while producing the six type V plates. A three instead of a six relief roll was used.

Plate 11 type II -
Relief "T"
Found only in top row.



Impressions generally just fair, often covered with film of blue, the soft paper also contributing to the appearance.

1861 1¢ type IIIA usage (with 1857 3¢ type II) New York



Carrier fee at New York.
Combination 'duplex' postmark-killer (1861).

Plate 11 type IIIA -
Wide break in top line,
bottom line complete.
Found in all positions
excepting top row.



This is a relief B
impression, found in
rows 3, 5, 7, 9 & 10.

NY carrier
postmark

Stamps from Plate 12 resemble those from Plate 11 as the stamps from each are often coated with an ink film. The designs of both plates contain a secret mark in the colorless oval frame west of Franklin's ear. Both plates were in service at the termination of Toppan, Carpenter & Co. contract on June 30, 1861.

pos 21L
type I

pos 31L
type II

pos 41L
type I

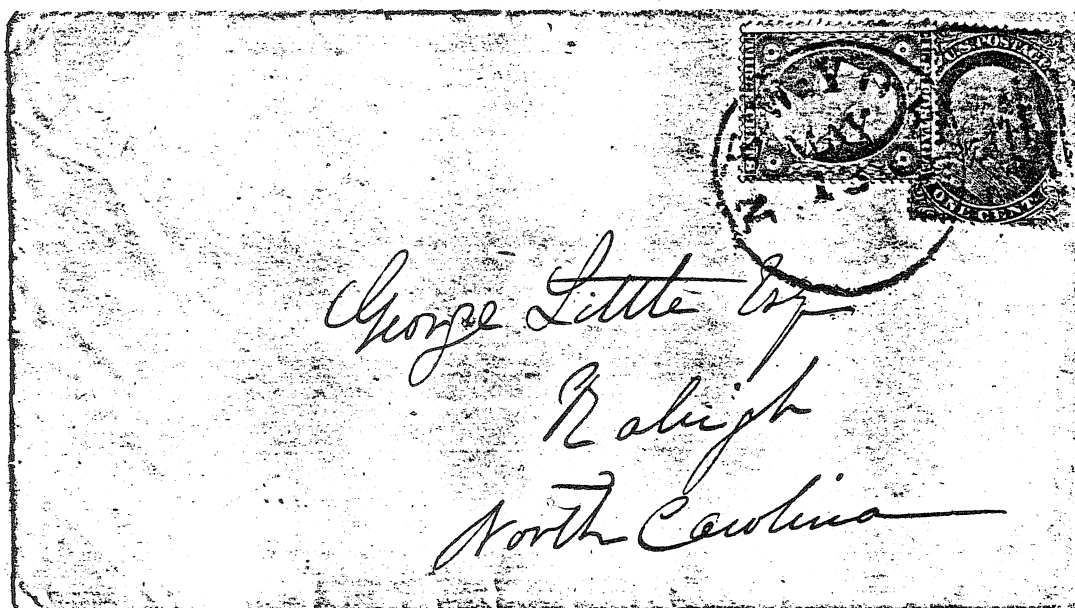


The full design.

A close inspection will reveal the bottom of the full plumes and balls below the perforations.

In early condition of plate 99 positions type I, 101 type II. As plate wore 14 positions in left pane became type IIIA.

1861 1¢ type II usage (with 1857 3¢ type II) New York



Carrier fee to post office. Usage is just prior to Postmaster General order forbidding mail to be conveyed across the lines, effective May 31.

Type IIIA -
Short break in top line,
a characteristic of the
type as found in Pl. 12.



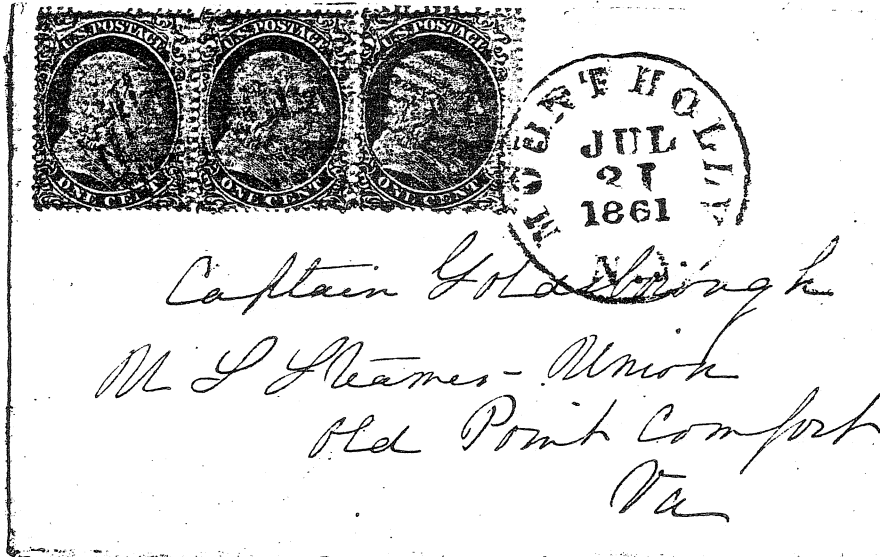
Late printing, also
late use (Aug. 29).

pos 65L

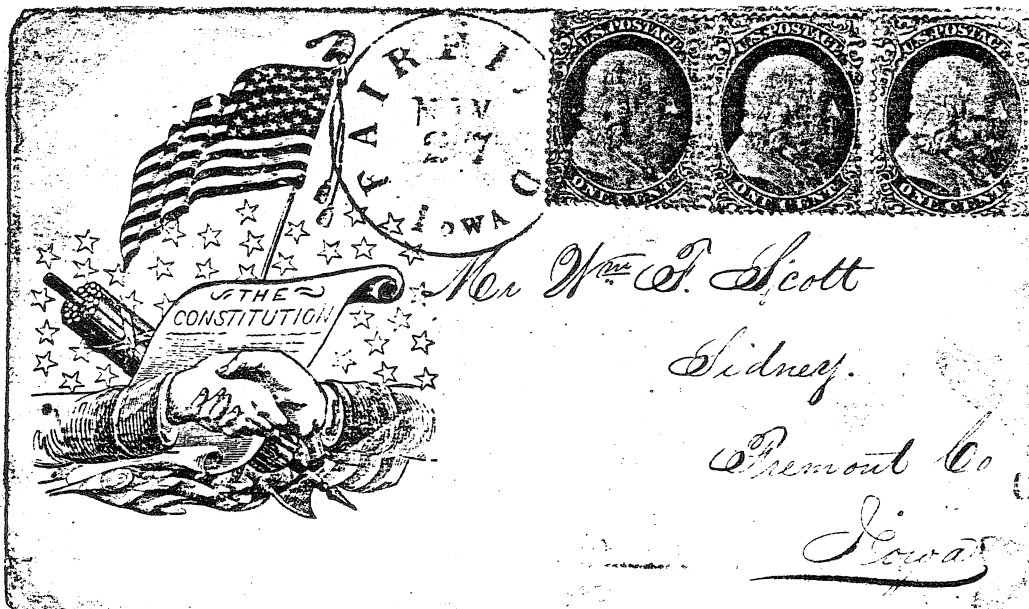
Discovery Position

Plate 12 pos 53 L type I; pos 54 L type II; pos 52 L type II

The middle stamp (54 L) is the discovery stamp of this position. No stamp definitely identified as being from position 54 L had been seen prior to this. The adjacent position, having been established, gives the identity.



1857 & 1861 1¢ combination usage Patriotic at Fairfield, Iowa

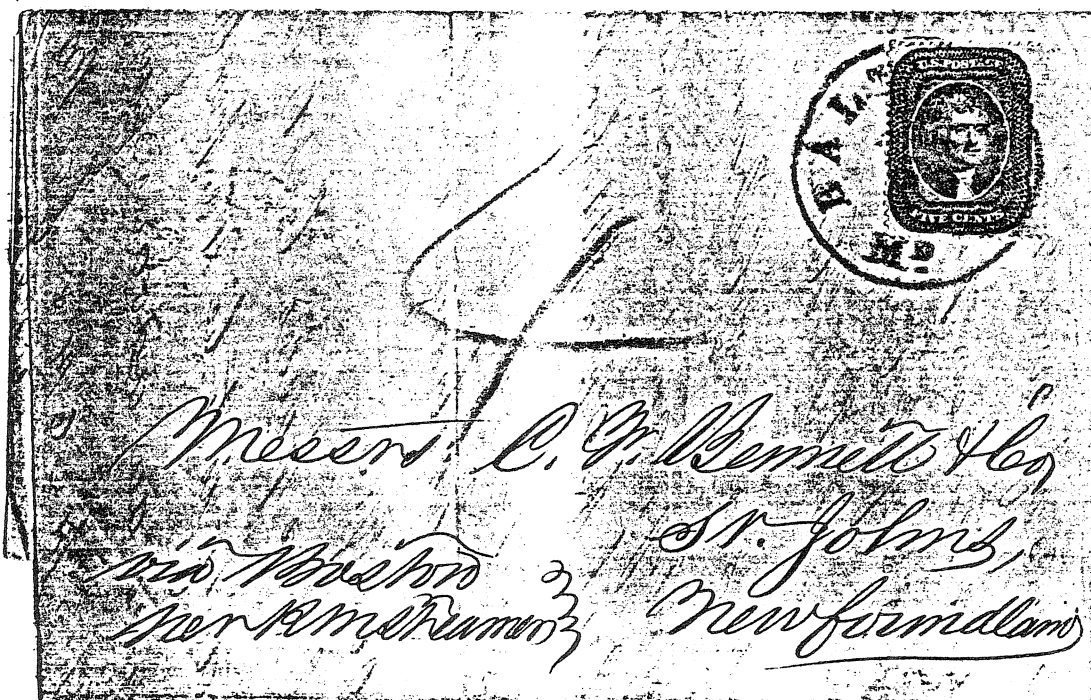


1¢ type V pos 48 L8 with pair 1¢ type I pos 44-45 R12

About April, 1861, Toppan, Carpenter & Co. changed ink for the 5¢ stamp to an orange brown. The stamps in this color were to be used only four to five months before they were demonetized during August-September due to the Civil War. Considerably more copies have survived unused than used, especially on cover.



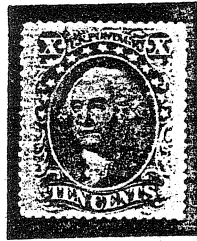
1861 5¢ type II usage Baltimore - St. John's, Newfoundland Aug. 1861



Cover was posted at Baltimore August 5 and sent to Boston for the fortnightly departure of British packet on Aug. 7. Received at "St. Johns Newfoundland AU 12 1861", cover was marked "4", amount due in pence. The cover was probably sent in closed mailbag through Halifax.

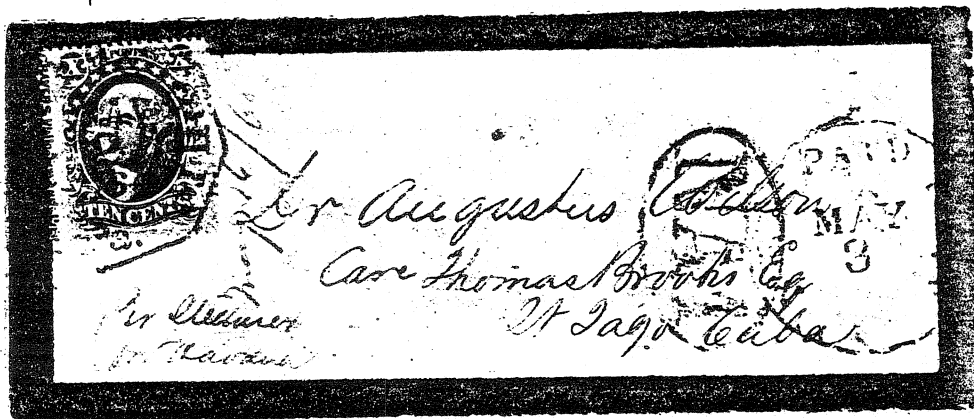
The 1859 10¢ type V Stamp

Plate No.2 was prepared and put in service about Spring, 1859. Toppan, Carpenter & Co. made certain that vertical perforations would not cut into the stamps by drastically trimming the design at the sides. The resultant variation in the 10¢ design is known as type V, appearing in all 200 positions of the plate.



| pos 25 R2

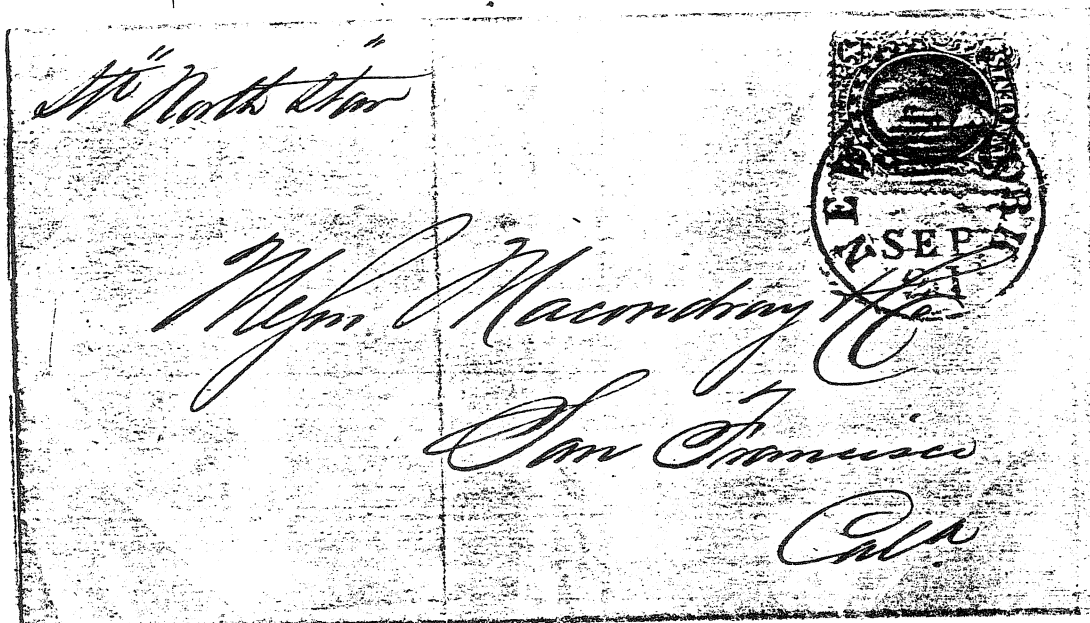
| 1859 10¢ type V usage Philadelphia - St. Iago, Cuba



| Imprint position 51 L2

Mourning cover posted at Philadelphia May 2, 1860 and forwarded to New York to catch a sailing of Vanderbilt steamer "Paid May 3". Received at Havana where handstamp 'NAI' was applied. Backstamped "CUBA 17 M---"(indistinct), plus a partial backstamp, undoubtedly at destination.

1859 10¢ type V usage New York - San Francisco



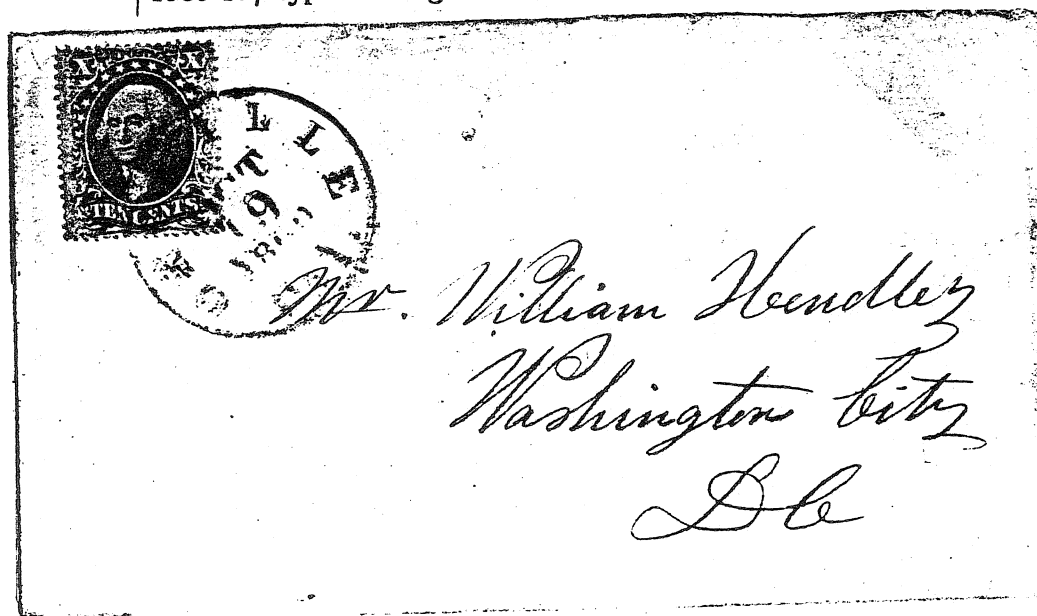
pos 94 R2

New York "Ocean Mail" townmark type II, with 8 bars, while found in use from 1857, is more often seen on covers carried by the Vanderbilt steamers which took over the mail contract from October, 1859.

Carried on "North Star" Sept. 21, 1860 (docketing).

The 10¢ rate to & from Pacific Coast, 1855 - 1863.

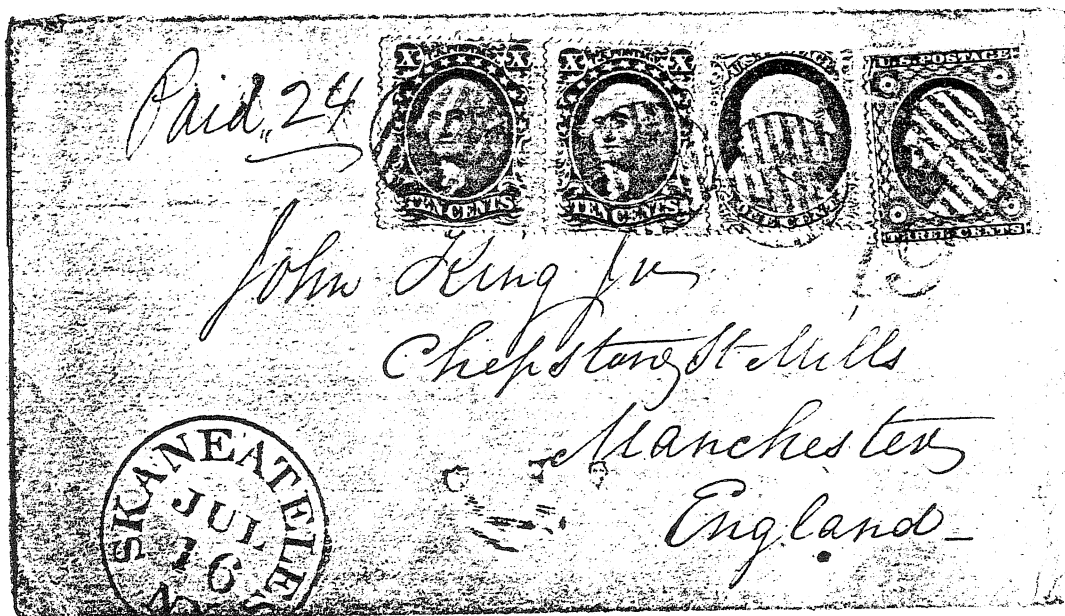
1859 10¢ type V usage Oroville - Washington, D.C.



pos 88 R2

Oroville is located about 60 miles NNE of Sacramento.

Cover, Skaneateles, N.Y. - Manchester July, 1860
Pair 1859 10¢ type V
1857 1¢ type V
1857 3¢ type II usage in combination re 24¢ rate



pos 89-90 R2

Posted at Skaneateles July 16 (1860), where manuscript "Paid 24" was applied.

The red '19' was struck at New York, indicating credit to Britain and that the cover was carried on a British packet.

Backstamped "Manchester 6G JY 28 60" in black circle.

The 1857 and 1859 Perforated 12¢ Stamps

In 1857 sheets of Plate 1 12¢ stamps were perforated, following the procedure used by Toppan, Carpenter & Co. regarding the other designs then being perforated.

For some years it was believed that Plate 3 was prepared in 1851 and not put in use until needed. From careful measurements made on plates of other designs, it has been determined that this plate was prepared for perforations sometime after 1857. When Plate 3 was put in service in late 1859, Toppan, Carpenter & Co. did not attempt to "dress up" their poor workmanship by recutting as they had done on Plate 1. No evidence of a Plate 2 has been found.

1857 plate 1 pos 66L
Same plate used as
for imperforate 1851
12¢.



Small vertical
crack through
guide dot at
SE corner.

1859 plate 3
Same design as plate 1
but outside frame lines
uneven or broken.



Extra frame line at right.
From 7th vertical row of
left pane. Three rows
contained stamps with extra
frame lines; 2 at rt, 1 at left.

United States Stamps Used in the Confederacy



1857 12¢ (with 1857 3¢ type II) usage New Orleans - France May 20, 1861

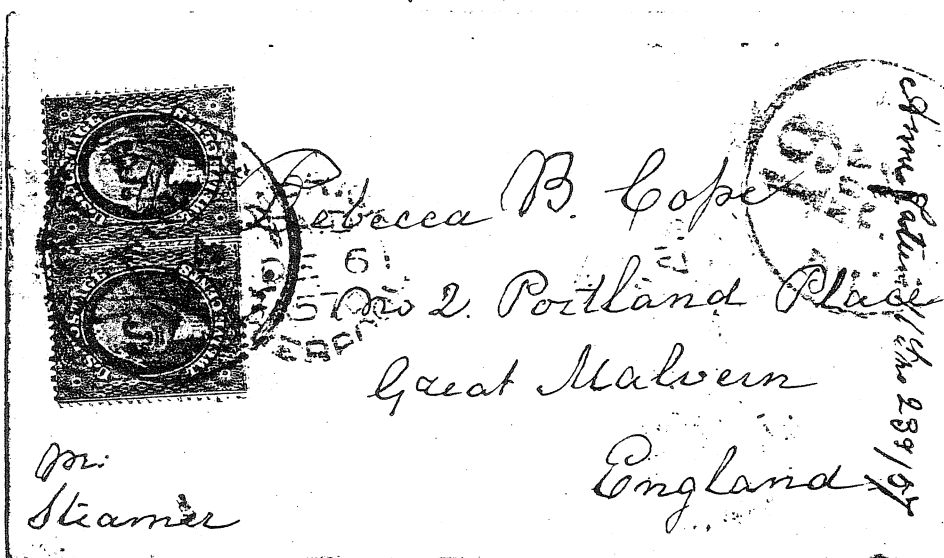
pos 63 Ll, shifted transfer (in V, E & C), recut frameline at left.

Posted at New Orleans on May 20, 1861, a use of U.S. stamps in the Confederacy in last 11 days prior to demonetization by the South.

Exchange office at New York placed cover on American packet on direct mail route to Le Havre, indicating single rate prepaid and 3¢ credit to France.

Backstamped Le Havre (indistinct), "Paris 9 Juin 61" and "Chantelle 10 Juin 61". Chantelle is in province of Allier about 90 miles NW of Lyon.

1857 12¢ usage Cover via Philadelphia - England



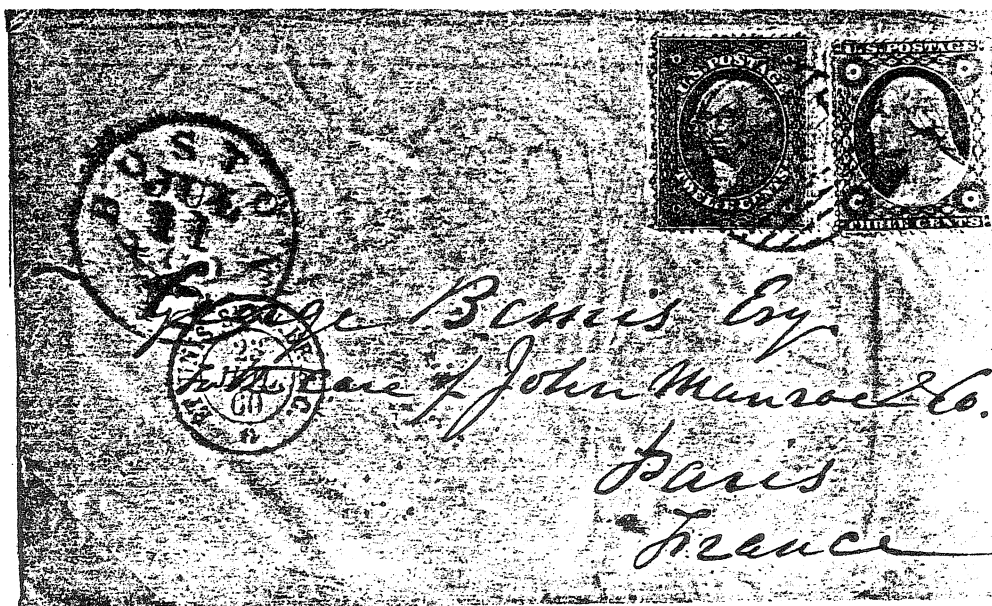
pos 37-38 R1

Cover was posted outside of Philadelphia and passed through exchange office in that city Nov. 24 (1857), and was marked "19" in red, the credit to Britain via British packet.

Received at Liverpool "DE 6 57" which acknowledged the route, "America" and that rate was "Paid".

Backstamped "Birmingham DE 7 57" & "Malvern DE 7 57".

1859 12¢ (Plate 3) usage with 1857 3¢ type II Boston - Paris



Mailed at Boston July 11, 1860 which office also backstamped cover "Boston July 11 Br. Pkt" in black, thus designating it for carriage via open mail via British packet.

Full rate prepaid, with a credit of 12¢ to France.

Received at Calais "23 Jul 60 Et. Unis Serv. Br. A.C."

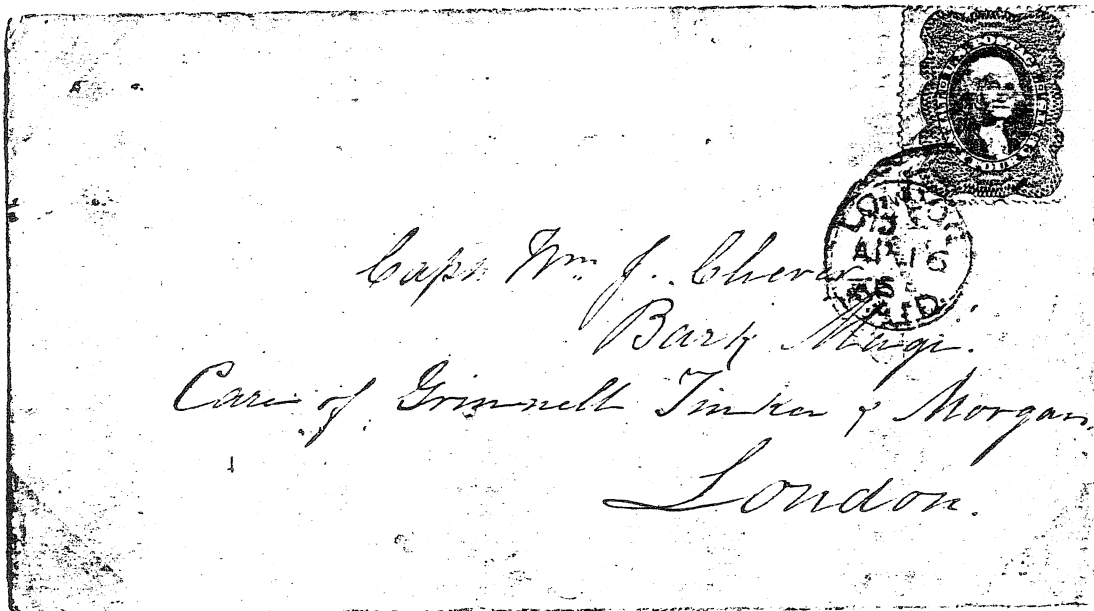
Backstamped "Paris 24 Jul 60".

The 1860 24¢ Stamp

While the plate for this stamp had been prepared by Toppan, Carpenter & Co. in 1857, the printing was not ordered until late May, 1860 and then in a hurry. An urgent need was felt in the larger post offices that handled mail overseas. The design is very similar to the 1860 5¢ type II. Again the projections were trimmed to allow room for perforations.



1860 24¢ usage Boston - London April, 1861



Left U.S. (probably Boston) about April 3, 1861.

Receiving mark "London AP 16 6_ Paid" stamped over an indistinct U.S. red "19", the credit marking of either Boston or New York via British packet, the full rate prepaid.

While no year date is shown, the stamp was not issued until June, 1860 and was demonetized before April, 1862.

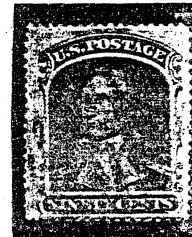
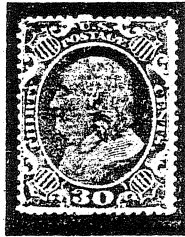
From a compilation of the sailings and arrivals of the Cunarders, it has been ascertained that the "Canada" left Boston on April 3, 1861, landing at Queenstown, Ireland on April 15. The remainder of the route (to London) required less than 24 hours.

The 1860 30¢ & 90¢ Stamps

The printing of these stamps was ordered in mid - 1860.

The color of the 30¢ had been approved in black but Toppan, Carpenter & Co., after an initial run, suggested that the color be changed to a buff, pointing to the difficulty arising from poor cancellations. The livelier orange was selected.

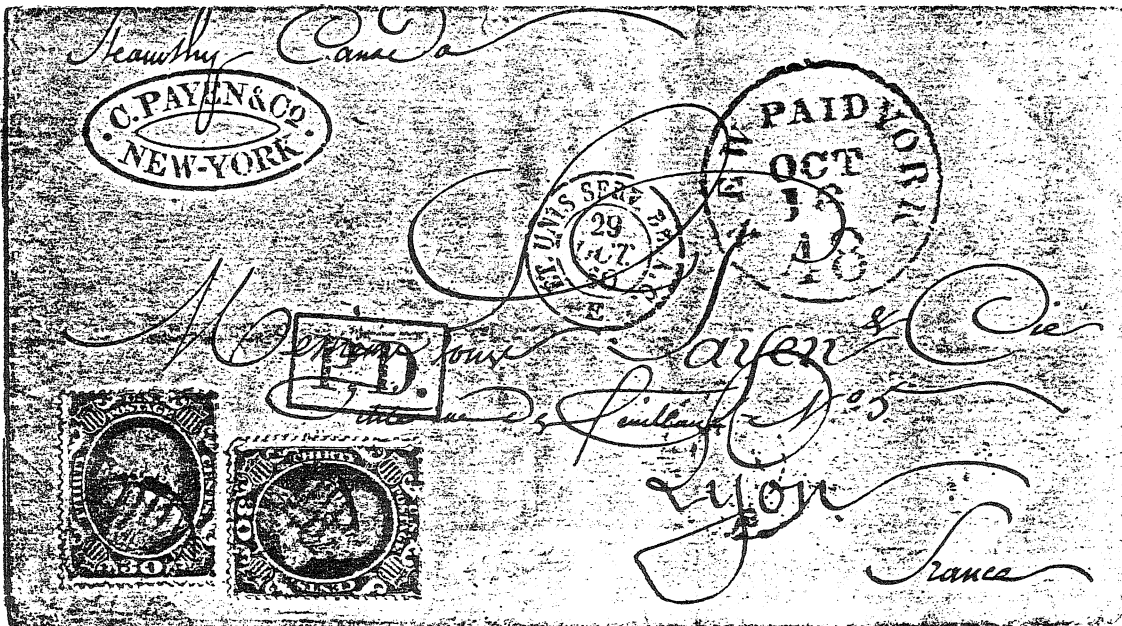
The Post Office Department, in ordering the 90¢, advised Toppan, Carpenter & Co. to "expend all the talent you can command in respect to designing, engraving and coloring." The value was intended for international use and for packages.



N. Y.
cancel

After a painting by Trumbull

1860 30¢ usage New York - Lyon, France



Cover weighed over 3/4 oz. thereby being rated @ 4 times the 15¢ rate.
Left New York October 16, 1860, the red '48' indicating full rate prepaid.
Carried on British packet "Canada" of Cunard SS Co.
Received at Calais "29 Oct. 60" with marking showing British packet service, also applying black 'P.D.'.
Backstamped "Paris 30 Oct 60" and "Lyon 31 Oct 60".

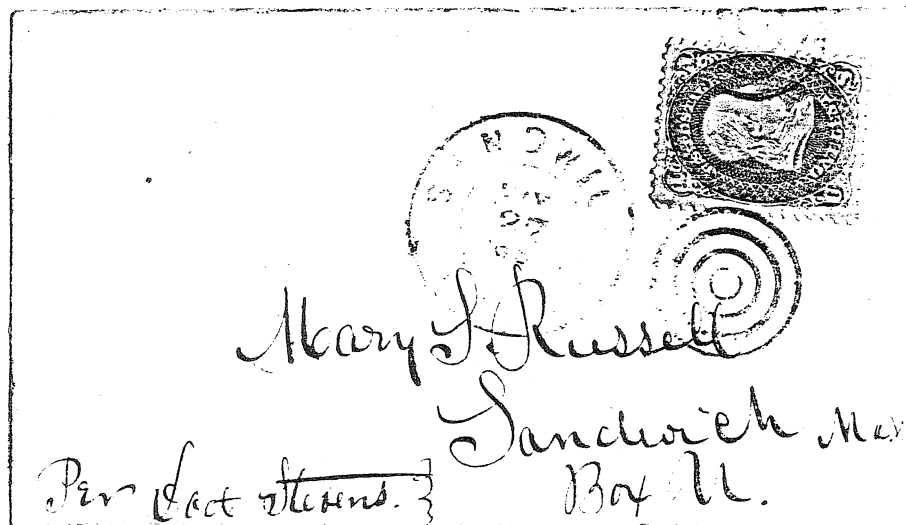
The 1861 1¢ Stamp

Toppan, Carpenter & Co.'s contract was not renewed on its expiry date, June 30, 1861. They were underbid by the National Bank Note Co. of New York who presented a new set of designs. National Bank Note Co. also changed the spacing of the perforations, making them fewer and less apt to separate while in sheets.



Design was taken from a bust of Franklin by Houdon.

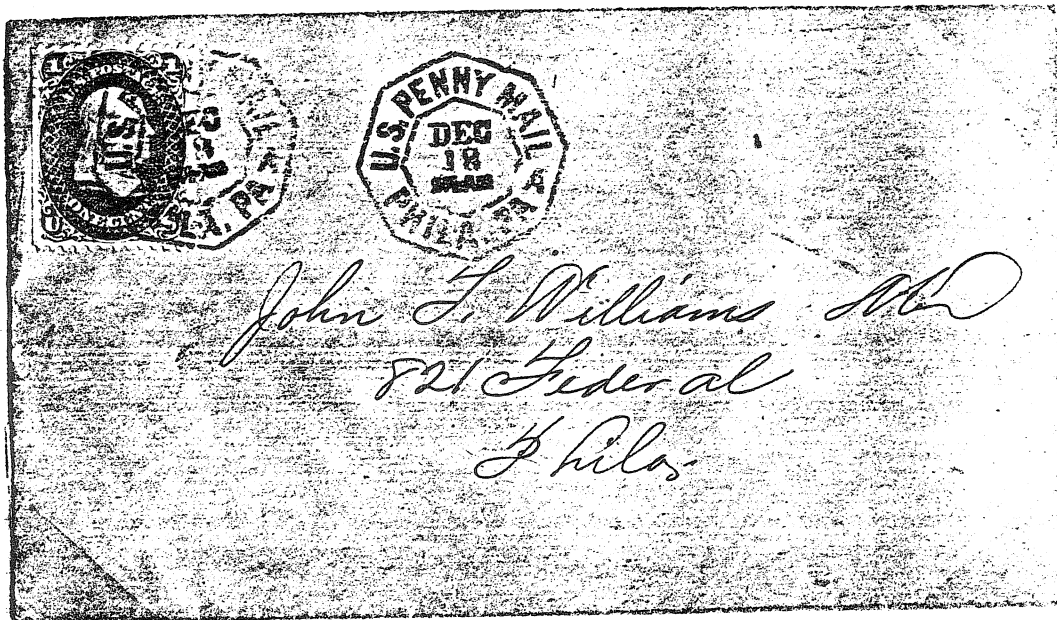
1861 1¢ usage Drop letter Sandwich, Mass. May 23, (1863)



In last six weeks prior to change in drop letter rate to 2¢.
The "3" in year date is reversed.

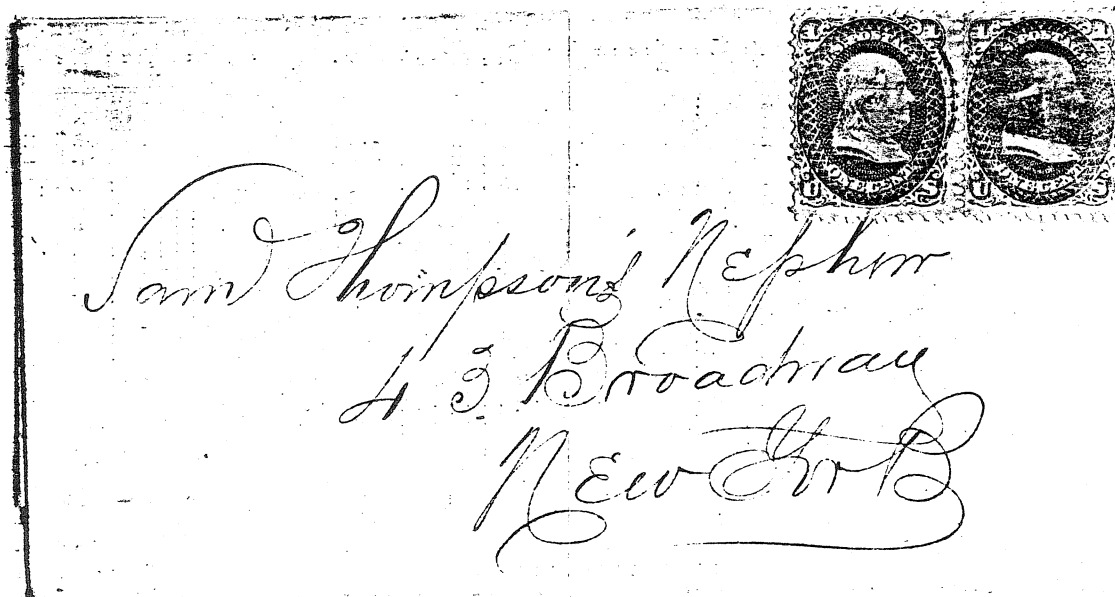
After July, 1860, following a ruling of the Postmaster General, city post offices that had offered carrier services commenced collecting and/or delivering mail within their locality for 1¢.

1861 1¢ usage Penny Post in Philadelphia



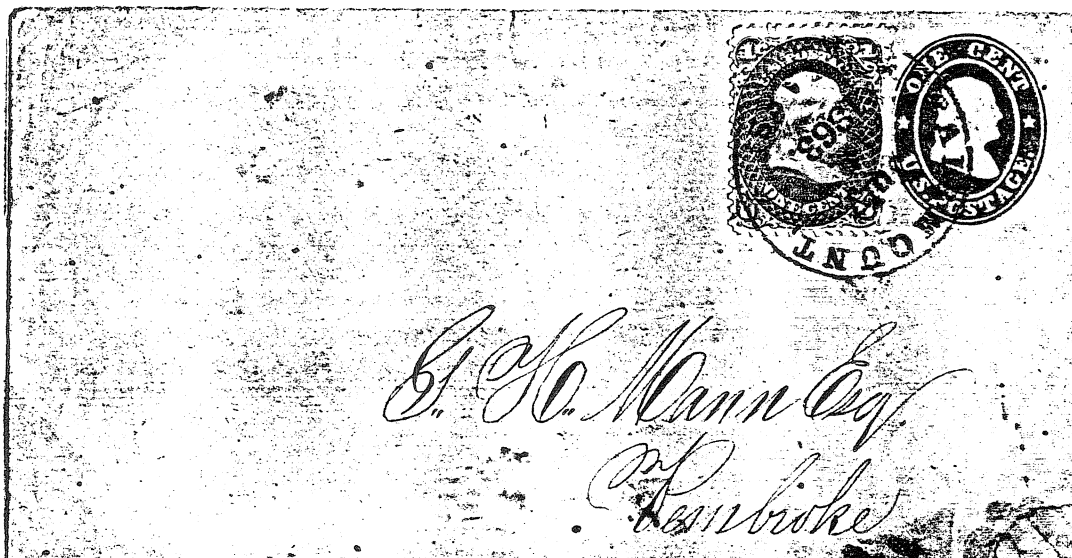
The postal law in 1863 changed the circular rate to 2¢, effective from June 30.

1861 1¢ usage Printed circular - Galveston, Texas



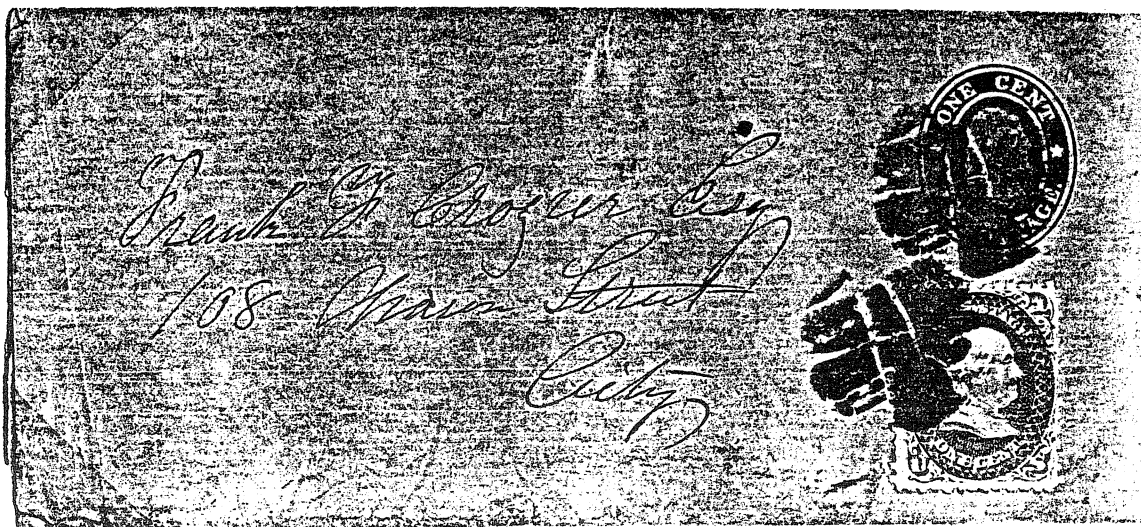
Printed schedule of commodity prices at Galveston August 17, 1867.

| 1861 1¢ usage (with 1860 'star die') Fairmount - Pembroke (Mass.)



| The 2¢ circular rate per Law of 1863 - in first two weeks.

| 1861 1¢ usage (with 'star die' wrapper)



| Newspaper delivery by mail @ 2¢ per Law of 1863.

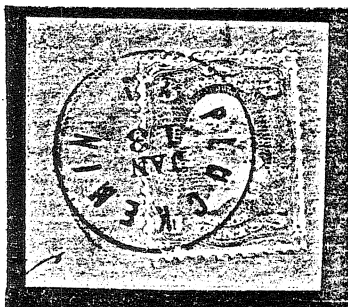
The 1861 3¢ Stamp

After the outbreak of hostilities, the Union decided to demonetize its stamps to prevent their conversion by the Confederates. The plan was to be put into operation six days after a local postmaster received his supply of the new issue. Demonetization began on August 17, 1861 but was not 'completed' until January, 1862.

Curiously, the date had been delayed several weeks by the new 3¢ stamp, particularly, its color. The approved color was carmine but the first printings produced a pink shade. Although an acceptable shade was not to appear until November, demonetization began on August 17 notwithstanding the color of the 3¢ stamp.



rose pink



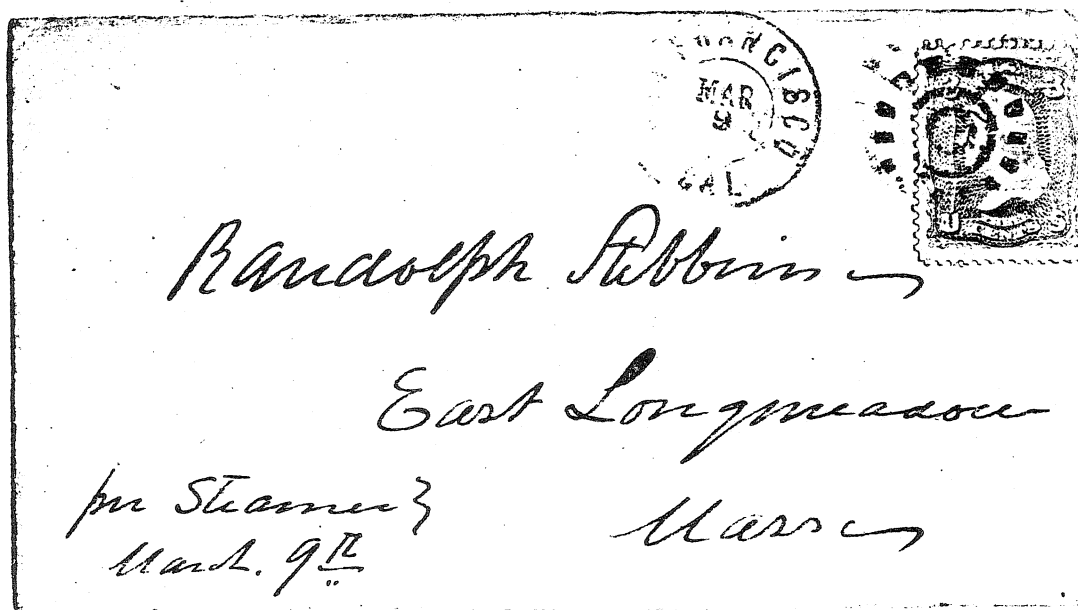
pink



rose

After June 30, 1863, all mail was divided into three classes, with a domestic rate of 3¢ applying, regardless of distance, to first class mail (letters), thus cutting the rate to & from the West by 7¢.

1861 3¢ usage San Francisco - E. Longmeadow, Mass.

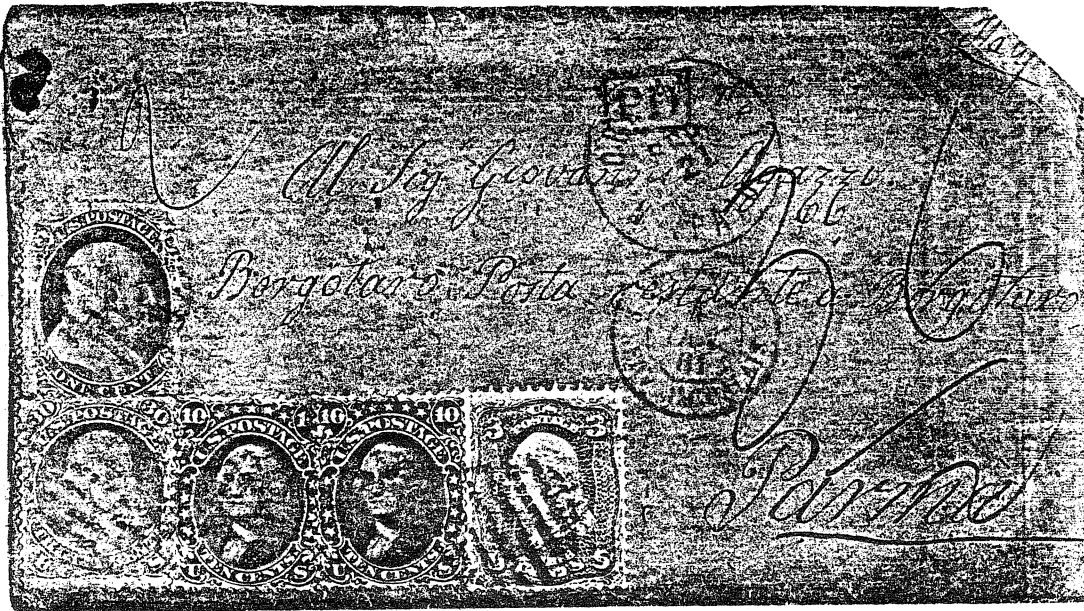


The San Francisco 14 point 'cogwheel', in use from Oct. 1864 to June, 1868. "Per Steamer March 9th" suggests use of non-contract steamer which had been authorized by Postmaster Perkins from Oct. 1864 until stopped about August, 1865. (The monthly sailings on the 3rd, 13th & 23rd, set in 1863, of the Pacific Mail steamers, were adhered to regularly until the late 1860's.)

September 21, 1861 Cover New York - Parma, Italy

In the confusion that existed in the late summer of 1861 as regards our postal issues, it is of interest to view a result on a cover to Italy requiring a rate of 54¢.

- | | |
|---------------------|---|
| An 1857 1¢ type V | - The six days' notice of demonetization had appeared in New York newspapers on September 16. |
| an 1861 30¢ | - within the first five weeks' use. |
| two 1861 10¢ type I | - fourth day after issue (see paragraph below). |
| an 1861 3¢ 'Pink' | - first color, within first five weeks' use. |



Weight of letter between 1/4 and 1/2 oz. thereby being rated @ 54¢ or double rate under U.S. - French Postal Convention of 1857.

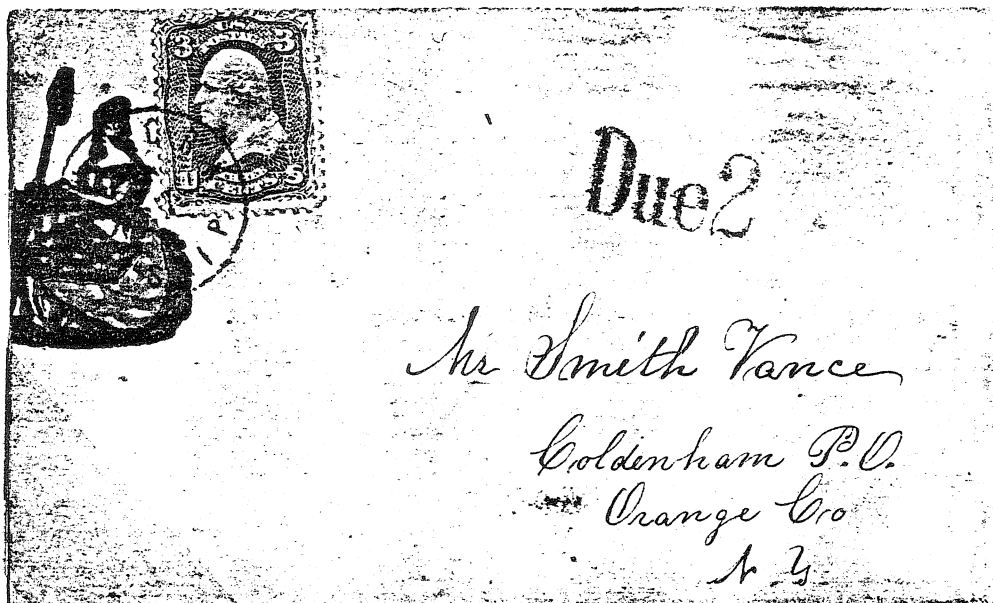
Departed New York on American packet on Sept. 21, so marked in red circle New York marking which office also applied manuscript "36/2" indicating 36¢ credit to France. (All rate marks to be in red when rate fully prepaid.)

Received at Calais "4 Oct. 61" which agreed rate was "PD" and the double rate with the black manuscript "2".

Backstamped "Torino 6 Oct 61", "Bologna 6 Oct 61", & "Borgotaro 7 Oct 61".

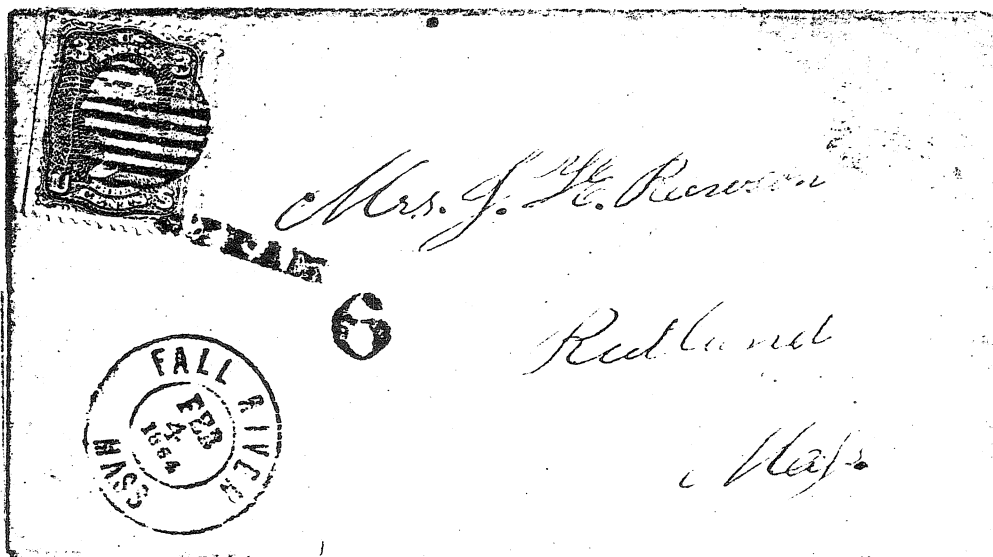
The selected date of demonetization in New York, Sept. 16, found the city in short supply of stamps. In the rush to accomodate the demand &/or the date, the essay plate of the 10¢ was used for about two days. Type I stamps from the rejected essay plate were used from Sept. 17, 1861, almost a month after the approved type II stamps had been used elsewhere.

| 1861 3¢ usage New York Ship on Patriotic



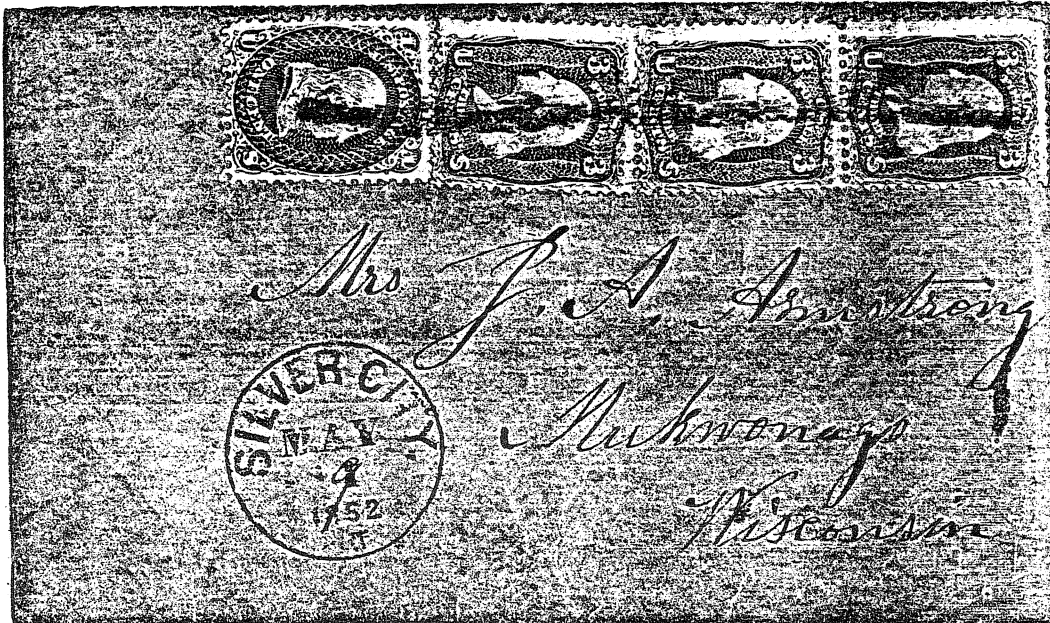
Carried on a non-contract coastal ship (or steamboat) , cover was handstamped "New York Ship" and "Due 2", being placed 'in the mails' at New York. This rating was as per Postal Law of 1861. The 2¢ was paid to the ship's captain.

| 1861 3¢ usage Steam 6 Fall River - Rutland, Mass. Feb. 4, 1864



The Postal Law of 1863 rated steamboat and ship letters at double the inland rates and insufficient prepayment was to be disregarded. As under the previous law, the ship's captain received 2¢.

1861 1¢ & 3¢ usage Silver City, Nevada Territory May 9, 1862

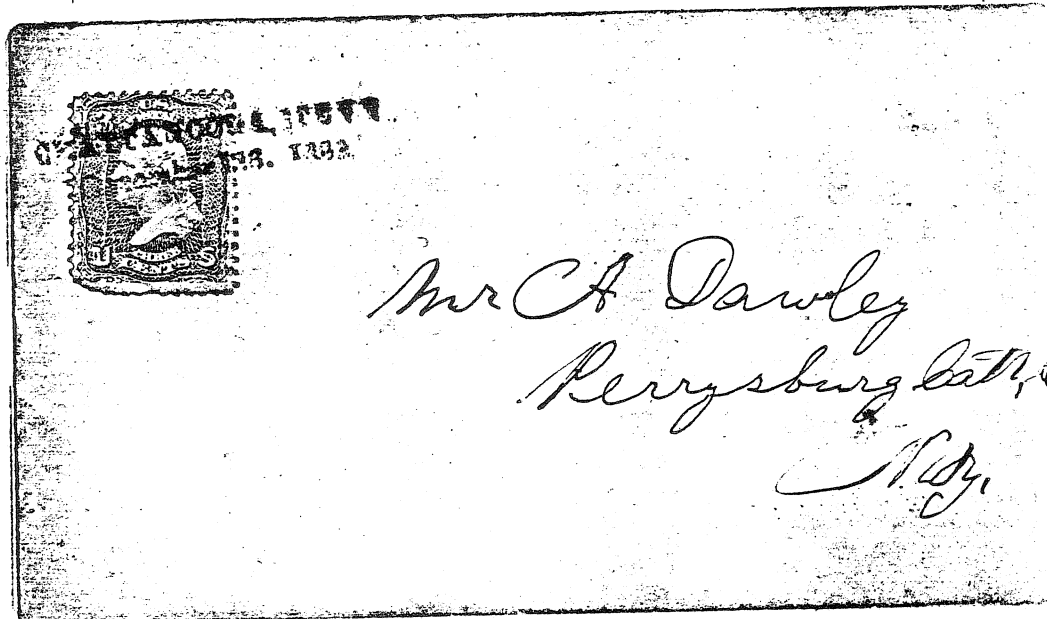


Cover was posted at Silver City about 10 miles from Carson City near the route of the 'Overland Mail' stage route where it was undoubtedly picked up. The stagecoach route was by the 'Central Route' which had replaced the southern route in 1861 due to Confederate interference. The eastern terminus was St. Joseph, Mo. where the cover was put on railroad to Chicago and to Wisconsin. Nevada became a territory in 1861; attaining statehood Oct. 31, 1864. Silver City is located within a few miles of the Comstock Lode.

On July 1, 1861 the Postmaster General ordered the Postmaster at San Francisco to route all mail via the Overland Route unless the sender had specifically marked his cover "per Steamer". This directive changed the routing drastically as all mail prior had been directed via the 'Ocean Mail' or Panama route unless specifically marked "By Overland".

In 1862 this procedure was followed except for two brief interruptions: the first in April due to hostile Indians and the second in June due to heavy flooding in the desert sections of the route.

| 1861 3¢ usage Provisional Army Townmark Chattanooga 1863



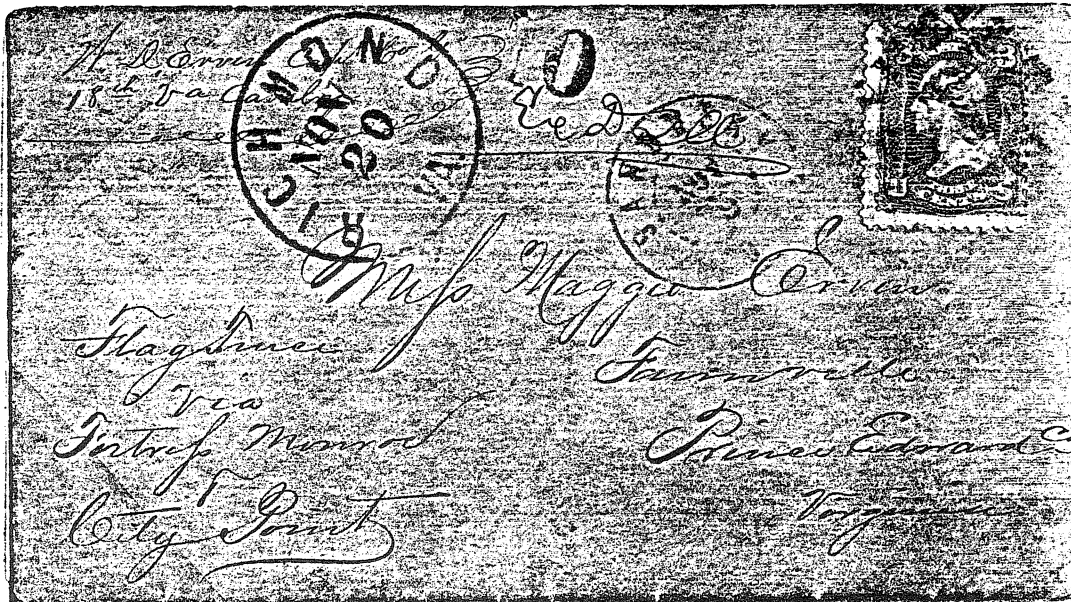
Shortly after the Federal forces occupied Chattanooga on Sept. 9, 1863, they found themselves under virtual seige, broken only by the great battle at nearby Missionary Ridge on Nov. 25. Finding no townmark handstamp in the post office, they prepared their own. At least three of these "Occupation" markings are known, Dec. 13 (above) being a very early use of the second.

| 1861 1¢ & 3¢ stamps on Patriotic cover at New York



| 1¢ prepays carrier fee 'to the mails'.

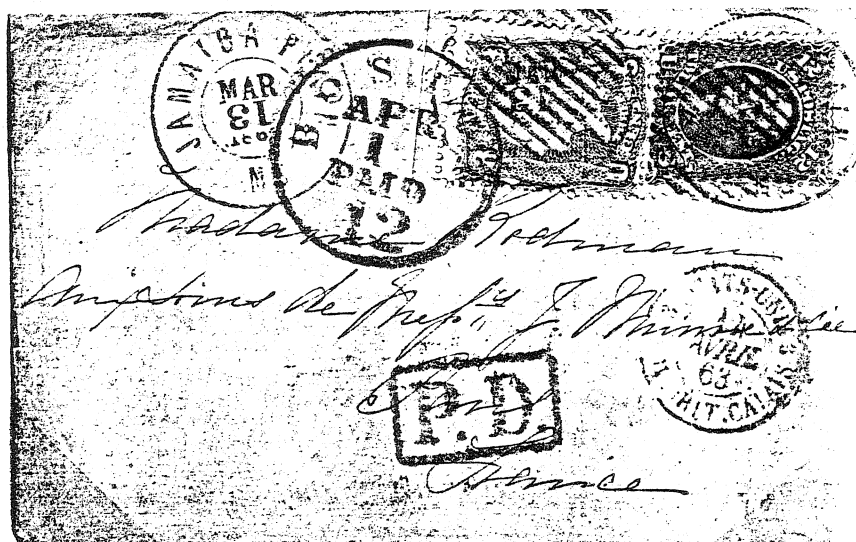
1861 3¢ usage Prisoner of War Johnson's Island (Ohio) - Virginia



Johnson's Island internment prison in Lake Erie off Sandusky, Ohio was one of the more notable of the many Federal prisons to quarter captured Confederate soldiers.

A transfer point, Fortress Monroe, near Old Point Comfort, Va. was a frequent site for 'flag of truce' exchanges. Southern bound mail was then taken across Chesapeake Bay by boat and placed in the Confederate mail at Richmond, with appropriate due marking. Probable usage is 1863, as handstamps were used by the prison examiner from 1864. Note the ms "Ex D 2--".

1861 3¢ usage (with 1861 12¢) Jamaica Plain, Mass. - Paris



Posted at Jamaica Plain March 31, 1863, cover was put on British packet by Boston exchange office which credited France 12¢, the full rate prepaid.
 Paris exchange office acknowledged rate "P.D." on "14 Avril 63", also "Serv. Brit." via Calais.
 Backstamped "Paris 14 Avril 63".

The 1861 5¢ Stamp

The 5¢ value was continued in the 1861 issue, the National Bank Note Co. also selecting a portrait of Jefferson by Stuart. Various shades of yellow brown were produced, the most distinctive being the 'buff'. A hard brittle paper was used for these printings.



| buff



| olive yellow



| brown yellow

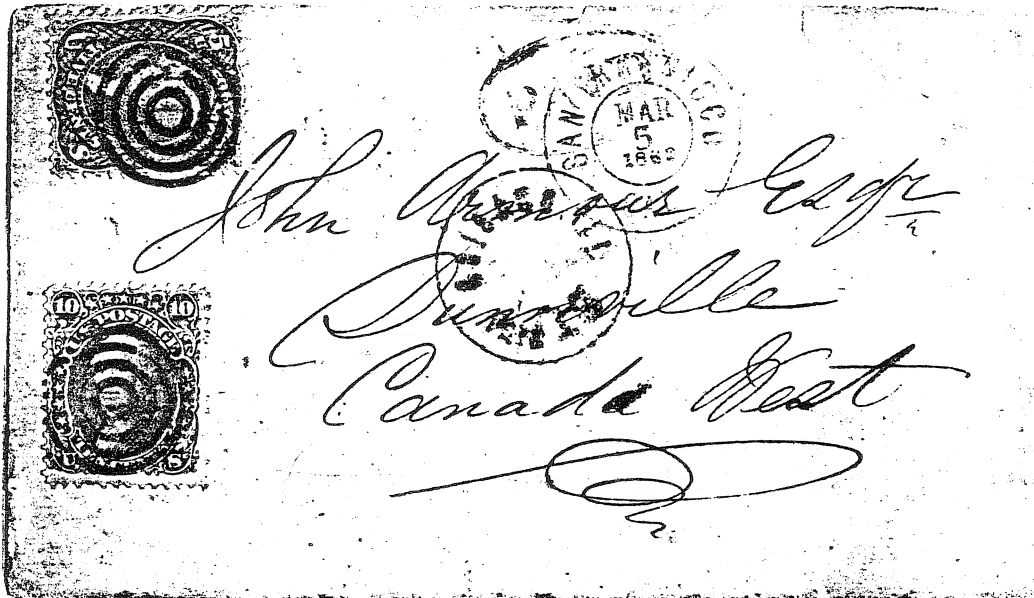
| 1861 5¢ usage (with 1861 1¢) Boston - Poultney, Vt.



| Double weight.

1861 5¢ usage (with 1861 10¢ type II) San Francisco -

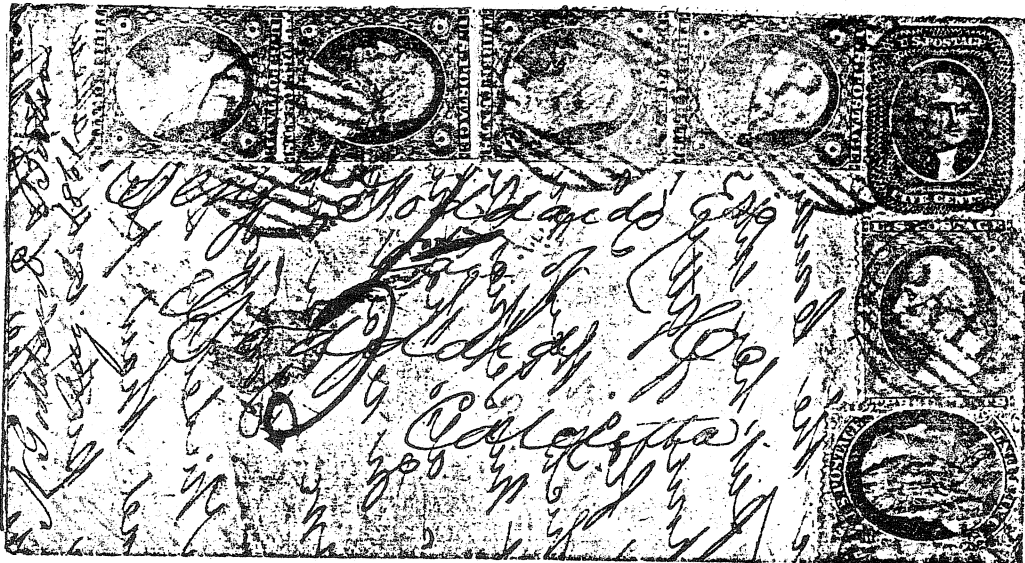
Dunnville, Canada West



The transcontinental rate from California to Canada West, now known as Ontario. The rate had been set by our treaty with Canada in 1851. Cover was given to Wells Fargo who carried it to San Francisco, the oval "Paid" being their acknowledgement of their fee.

Placed 'in the mails' at San Francisco, the cover was put on the Overland Stage to St. Joseph, Mo. thence by rail to Chicago which exchange office handstamped "Paid 15" and routed the cover by Lake steamer to "Paris ---Ap 5 62 CW" (on east shore of Lake Huron) and "Dunnville AP 7 1862". Dunnville is located about 40 miles west of Buffalo.

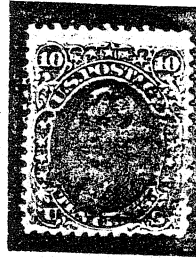
1860 5¢ type II usage Boston - Calcutta August 2, 1861



The sender decided, after affixing 5¢ stamp and having learned that he had missed the British packet departure, to send the cover by American packet. Adding first five 3¢ stamps, which were canceled "Paid" found an additional 1¢ was required to make up 21¢ rate. Cover departed "Boston Am Pkt. Aug 2"; received at London "AU 16 61"; and sent in British mail, it was marked 1sh 2d (about 28¢) due and was received at Calcutta "Sep 23 1861".

The 1861 10¢ type II Stamp

The modifications to the essay design (type I) as required by the Post Office Department were minor: a heavy line to be added under the stars plus a small curve to be placed above the ornaments, and the removal of color from a leaf at right.

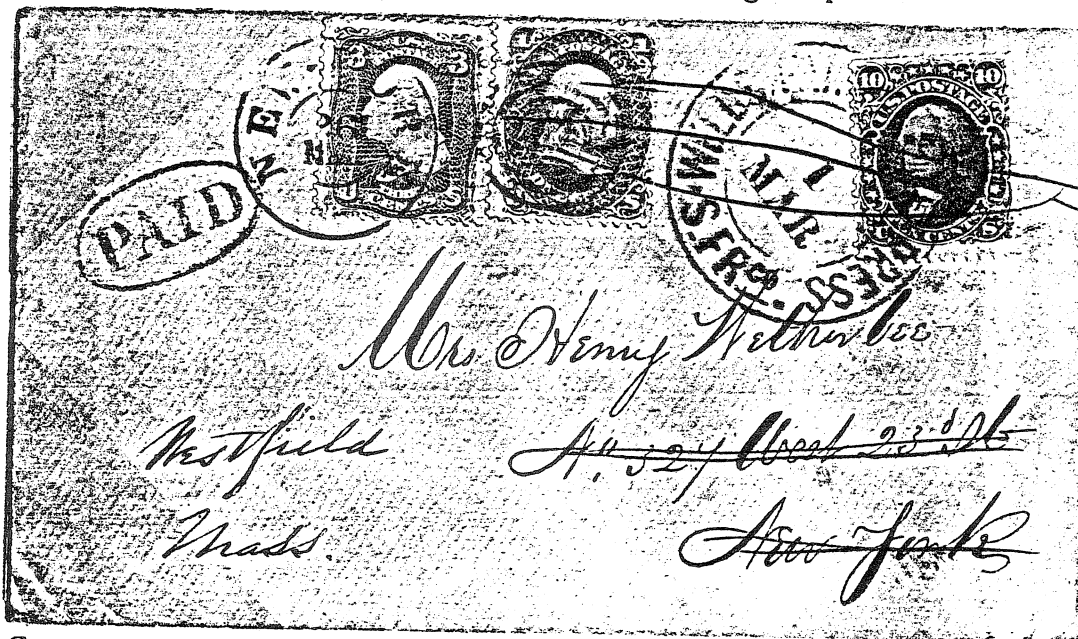


The "Tag" variety
A defective transfer,
most noticeable in 'T'.

On July 1, 1861, as a result of the outbreak of the War with the South, the Overland Mail route of Butterfield & Co. was changed. The central route was selected: from St. Joseph, Mo. to Salt Lake City and into northeastern California ending at Placerville. Shortly afterwards Butterfield & Co. was absorbed by Wells Fargo & Co.

1861 10¢ type II usage

Wells Fargo Express



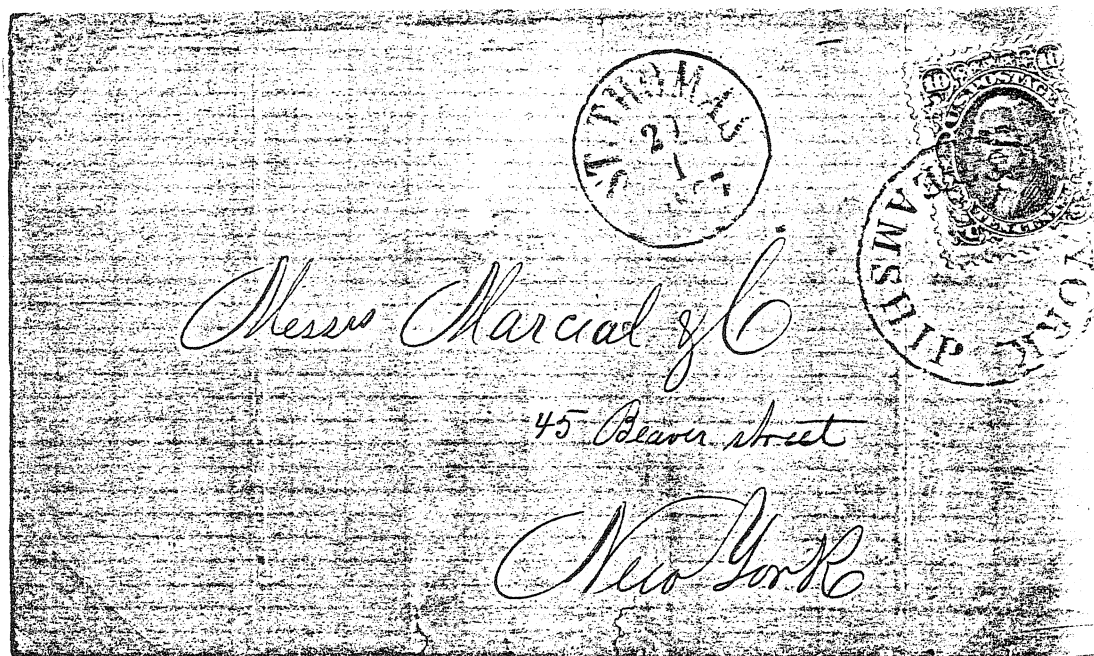
Cover was given to Wells Fargo prior to March 1 (1862). Receipting the fee with "Paid", the express company affixed the 10¢ stamp and cancelled it. Within their system, they delivered the cover to the New York address. There it was re-addressed and given to a post office carrier with the 1¢ & 3¢ stamps, coin being unacceptable. He pen cancelled both the 1¢ (his fee) and the 10¢ stamps. Entered 'in the mails' on March 26 at New York, the cover was received the next day in Mass., as per docketing.

Overseas Use of United States Stamps
- at Danish West Indies

Trade between the United States and the Danish West Indies had become heavy by the mid-1800's. Besides being a source of sugar, molasses and rum, the port of St. Thomas provided an excellent point for transshipment to the trading nations of Europe.

Packet steamers of these nations made the port a regular stop. A requirement for the carriage of mail was to use the postage of the packet's country. The islands' local postage was either paid in cash or with a D. W. I. 3¢ stamp.

1861 10¢ type II usage ST. THOMAS - NEW YORK Jan. 29, 1867



Docketing indicates cover was from J. H. Fechtenburg & Co., a St. Thomas firm that occasionally acted as a forwarding agent.

Addressee also noted that cover was received on "Feb. 7" plus notation "1 1867". Cover was carried on ship of U.S. & Brazil SS Co. (contract), the D. W. I. postage being paid in cash by the Fechtenburg Co. who undoubtedly also affixed the U. S. stamp. Cancellation by the "N. York Steamship" handstamp was at New York post office; the marking used by them from the mid-1850's on incoming mail from steamships, either contract or non-contract, usually in the coastal trade.

1861 10¢ type II usage San Francisco - Lausanne, Switzerland



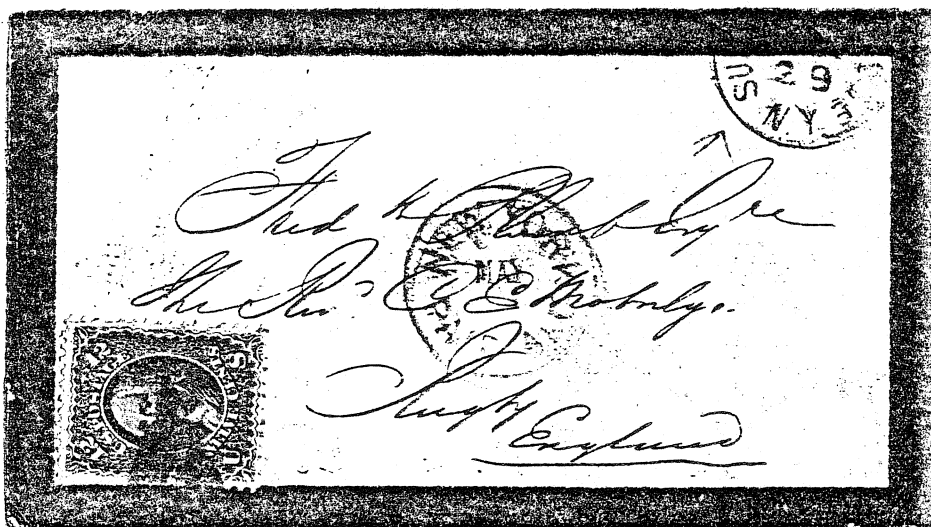
Posted at San Francisco March 30, 1868, cover was rated at double the 15¢ rate set by the newly negotiated postal convention with Switzerland which was to become effective on April 1, 1868. Cover was routed "per Steamer" (via Panama) and arrived at New York to make the April 22 departure, the exchange office applying its 'Paid all Br transit' marking. The cover proceeded by closed mail and was received at Basel and Lausanne on May 4, 1868.

The 1861 12¢ Stamp

Issued as the replacement for the 1857 12¢, this value is more often found on international covers, especially after January 1, 1868 when the rate to Britain was reduced to 12¢ by the Postal Convention of June 18, 1867.



1861 12¢ usage Mourning cover New York - Rugby, England



Departed Suspension Bridge, N.Y. April 29, 1869.
New York "Paid All May 1" marking in red indicating
full rate paid to destination.
Backstamped "Rugby MY 13 1869."

The 1861 and 1862 24¢ Stamps

A much needed 24¢ stamp was introduced by the National Bank Note Co. in August, 1861. First printed in violet and grayish lilac on thin paper, a gun metal "steel blue" appeared in late 1861, followed by the more common red lilac and brown lilac in early 1862.



|violet



|grayish lilac

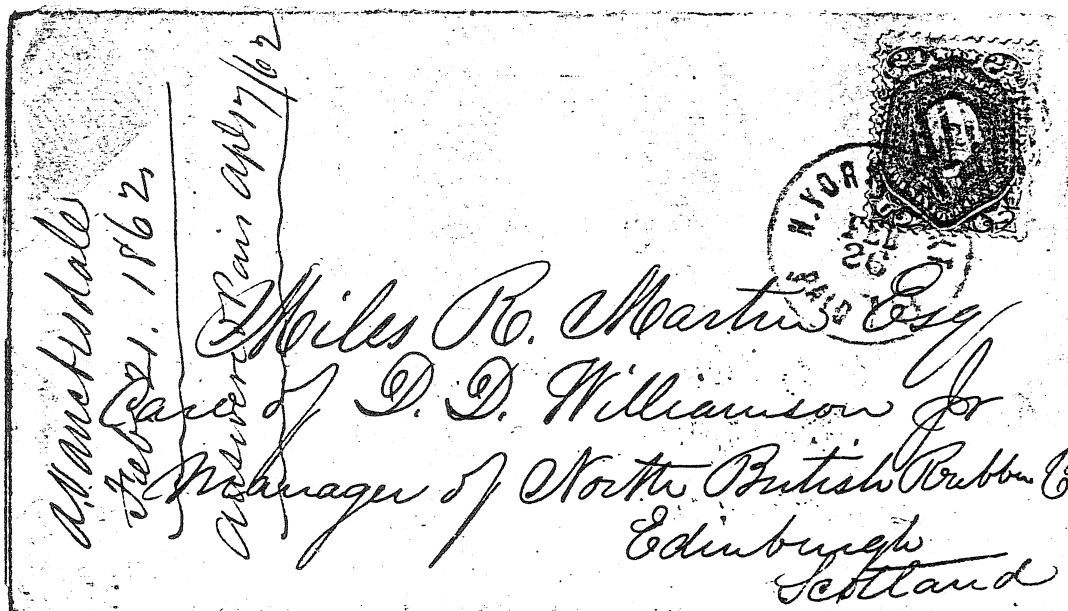


| steel blue



|red lilac

| 1862 24¢ brown lilac usage New York - Edinburgh



Posted at New York Feb. 26 (1862) on British packet, exchange office crediting Britain 19¢. Backstamped "PM Edinburgh MR 12 62". In first month's use of the shade which is first known used Feb. 11th.

1861 24¢ "Steel Blue" usage Blairsville, Pa. - London



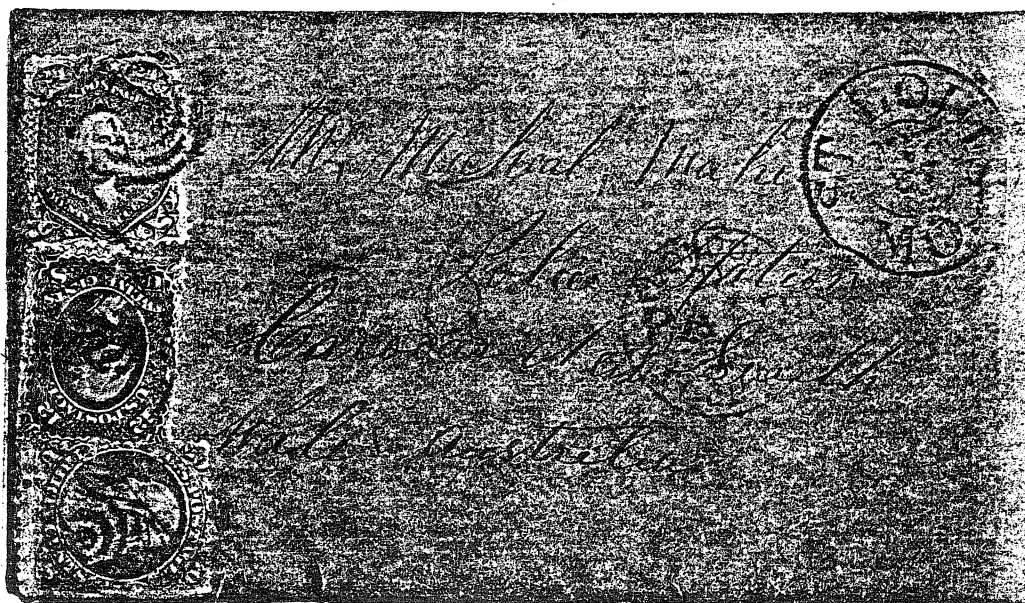
Posted at Blairsville, Pa. November 11, (1861), cover was routed to Philadelphia exchange office who applied its Am Pkt Nov 14 handstamp with a credit of 3¢ to Britain. Sent in a closed mail pouch to New York, cover was put on steamer for Southampton (Hamburg - American) which departed on Nov. 16. Received at London Dec 2. Contents are two letters dated Nov. 6 and Nov. 8, 1861.

The 1861 30¢ & 90¢ Stamps

Both the 30¢ and the 90¢ stamps, as redesigned by the National Note Co., were continued in the 1861 issue as our international postal arrangements required no change in our postal values. As with their predecessors, these stamps were predominately used to overseas destinations or for parcels.



| 1861 30¢ usage (with 1861 12¢ & 1863 24¢) St. Louis - New South Wales



Cover posted at St. Louis May 27, (1866) and found weighing over 1/2 oz. thereby rated at the double rate of 66¢ via British packet. At New York, exchange office credited Britain 56¢ (red manuscript) and placed cover on British packet. Received at London which office stamped cover "Paid 11 JU" and routed cover via Mediterranean, Suez, and probably by P & O steamer to Sidney where it was received "Sidney AU 16 1866 NSW".