

June 1849 folded address sheet entered the mail in Fall River MA arriving aboard a non-contract steamer. Addressed to Norwich CT. Red 'STEAM' and '5' rate marking applied in Fall River.



Cover to Grahamville SC. Traveled south to Washington DC where it received the Potomac Steamboat Route Agent's handstamp for Star Route 2401. This route traveled between Washington DC and Aquia VA.

The letter then traveled to Grahamville via the Great Southern Mails. Grahamville is inland from Myrtle Beach.



April 1851 folded address sheet to Louisville KY carried on the Louisville & Cincinnati U.S. Mail Line Star Route 5032 along the Ohio River. 10 cent stamp canceled with red '10'. The red route agent handstamp was only in use briefly prior to demonetization of the 1847 issue.

April 1848 folded letter from New York City to New Orleans.

It was placed aboard the Spofford & Tileston non-contract steamer *Northerner* leaving New York 8 April. The letter arrived in Charleston SC 11 April. Manuscript 'per Steamer'. The letter entered the mail in Charleston and received the 'STEAM BOAT' handstamp. From Charleston it traveled to New Orleans.

One of four recorded 1847 covers with the Charleston 'STEAM BOAT' marking.





Folded address sheet to Baltimore MD. 'WAY 5' markings, applied at Baltimore, cancel stamp.
5 cent stamp is a left margin copy.



Folded address sheet with letter datelined Mobile.
Addressed to New Orleans LA. New Orleans 'Way/6' marking.

Ship letters were loose letters given to the captain of a ship that did not have a contract to carry mail. The captain of the ship was required by law to deliver letters he carried to the post office prior to unloading cargo. The captain of a ship registered in the U.S. was given 2 cents per letter delivered to the post office.

During this period the fee for a letter addressed to the port of arrival was 6 cents.

Letter originating in New Brunswick carried by ship to the U.S. and by land to Hamilton Canada



September 1850 cover most likely from St. John New Brunswick to Hamilton Canada West. The letter entered the U.S. at Eastport ME, as an inbound ship letter in route to Hamilton. The 'SHIP 2' and 'Due-' markings show that this letter entered port on a ship. Eastport postmark. The 10 cent stamp paid the postage over 300 mile distance to the exchange office. 4 1/2 pence due.



May 1851 folded address sheet to Philadelphia from an unknown origin. The 10 cent stamp overpays the incoming ship fee of 6 cents.



Section Six - Panama Mail

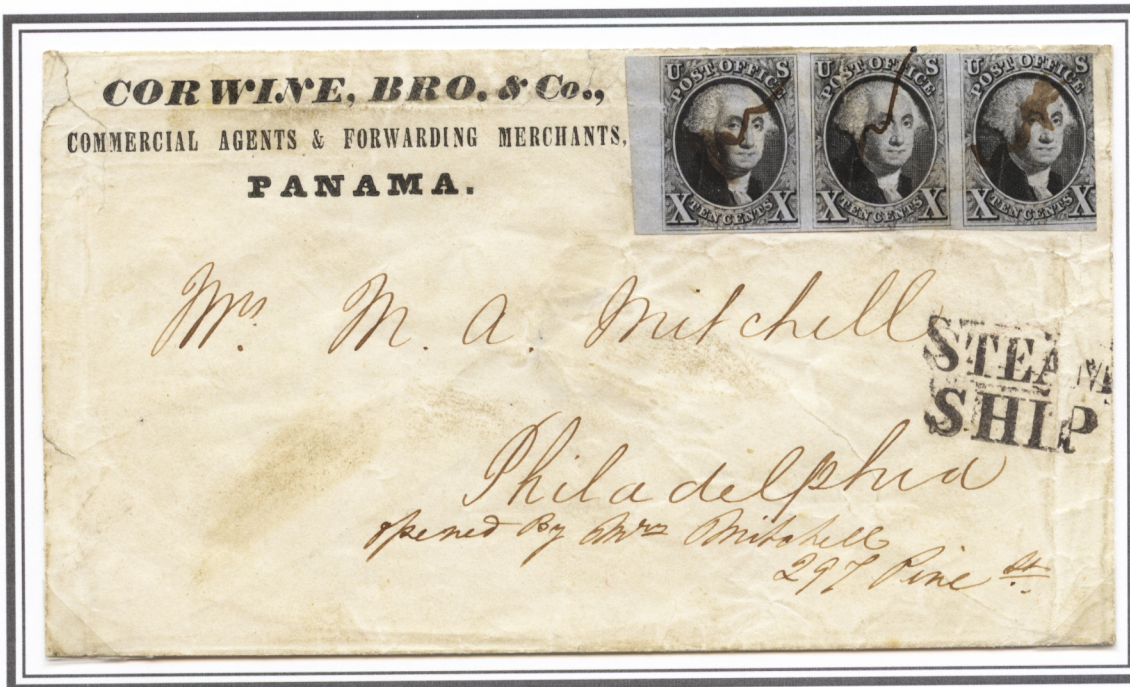
From Panama

30 Cents Rate



The Isthmus of Panama provided a path from East to West and back. Ships traveled South from New York to Chagres and back. Mail was carried across the peninsula and loaded on ships traveling between Panama City and San Francisco.

Amos Corwine was appointed United States Consul at Panama in October 1849 and in December and was also appointed U.S. Mail Despatch Agent at Panama. 5,000 10 cent stamps arrived in July 1850.



Cover from Panama to Philadelphia PA. The 10 cent strip pay the 30 cent rate from Panama.

The stamps were applied in Panama City by the Post Office agent stationed there. The letter crossed the peninsula and was placed on a northbound steamship to New York City. The 'STEAM/SHIP' marking applied in New York City.

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One of two recorded letters with the Pan. & San Fran. S.S. handstamp and 1847 stamps



November 1851 folded address sheet from Paita Peru to Tepic Mexico. via Panama.

Carried out of the mail by Smith and Lewis forwarding agent to Panama City New Granada. Posted with PMSS Co. route agent North bound to San Francisco. Mail to Mexico was dropped at San Blas, Mexico and delivered to Tepic.

This letter, paid with U.S. stamps did not enter the United States.

On back 'FORWARDED BY/ SMITH & LEWIS/PANAMA'

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As of March 3, 1847 the postal rate to or from the Pacific Coast became 40 cents per half ounce. When California was ceded to the U.S. this rate applied to letters to or from California.

During this period the mail was carried by ship to and from San Francisco and the Isthmus of Panama, across the isthmus and to New York by ship.

The only recorded transcontinental letter with 1847 stamps originating on the West Coast



January 1851 folded letter from San Francisco CA to New York. Stamps positions 83-86 paying 40 cent rate.

The letter traveled on the Pacific Mail Steamship Co. *Carolina* on 1 January 1851, arriving in Panama 19 January. It was then carried across the Isthmus of Panama to Chagres where it was placed on a U. S.

Steamship Co. steamer to New York, probably the *Georgia* or the *Empire*.

The Postal Convention of March 6, 1844 with New Grenada provided that U. S. Navy vessels could drop off mail bags at either Chagres or at Porto-bello, Grenada. The bags were transported across the isthmus and delivered to the United States Consul at Panama City. The Consul would deal with moving the mail to the appropriate destination. In the case of the letter below, British mail on the Pacific Steam Navigation Company carried the letter to Chile.

The only recorded use of the 1847 issue on a letter carried under the 1844 postal convention between the United States and the Republic of New Granada. In addition, it is the only recorded use to Chile with an 1847 issue stamp



Folded letter front from Philadelphia PA to Santiago Chile.

The letter was carried by the USPO to Washington DC where it was put in mail bags and sent by Navy ship to Chagres New Granada. Mail bags were off-loaded from Navy ships and carried across the Isthmus of Panama by the New Granada Post Office and down the west coast of South America by the British Pacific Steam Navigation Company to Chile.

The red rate marking for Chilean postage was applied in Valparaiso Chile. The rates are: 1 1/2 for incoming sea postage, and 2 for internal postage. Blurred red 'ULTRAMAR' handstamp indicating the letter arrived by sea.



Section Seven - British North America Mail

To Canada Prior to 6 April 1851



U.S. Rate Paid to the Line

Cross Border includes covers to and from Canada and the Maritime Provinces. Included are examples of the 1847 stamps used from Canada, and a combination use with the first issue of Canada.

From revolutionary times, mail between the United States and British North America was paid to and from the border. The post office sent the mail to an exchange office between Canada and the U.S. The mail was exchanged and rated for the remaining distance to the addressee. U.S. stamps were occasionally applied in Canada to pay U.S. rate.



October 1850 folded address sheet from New York City to Quebec Canada. Stamps paid double the over 300 mile rate from New York City to the border. 1 shilling 11 d. due for Canadian postage paid double the 11 ½ d. 201 to 300 mile rate to Quebec. Montreal exchange marking on front and Quebec receiving marking on the back. This letter went from New York to Montreal in a closed mail bag. Positions 74L and 84L,

July 1848 folded letter from New York City to Kingston Canada. 10 cent stamp paid the over 300 mile rate from New York City to the border. 7 d. due for Canadian postage. Prescott transit marking on front and Prescott and Kingston receiving markings on back.

Faint 'TOO LATE' marking, applied in New York City, indicates a delay.

By using the Ogdensburgh exchange office Canadian postage was 7 d. vs. the Kingston exchange office where there would have been no Canadian postage.



Overriding Standard Routing

Regulations required the post office to follow the senders routing instructions. The normal route from New York City to Upper Canada was by way of Lewiston ME and the Queenston exchange office. The Canadian postage from the border at Lewiston to Brockville was 11 ½ d. Sending via Morristown here was no Canadian postage since it was the exchange office.

April 1849 folded letter from New York City to Brockville Upper Canada. From New York the letter traveled in open mail to Morristown NY following routing instructions on the letter.



Ferriage Rate



October 1849 folded letter from New York City to Kingston Canada West. 10 cent paid the over 300 mile rate from New York City to the border. Kingston transit marking on back.

3 d. due to pay the ferriage rate. This rate was in effect until 6 April 1851 and involved two ferries and a land crossing over Wolfe Island. This letter was addressed to Kingston and required no further postage.

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One of two recorded 1847 covers with the S^T JOHN/SHIP LETTER marking



July 1849 folded address sheet to Pictou, Nova Scotia. 5 cent stamps pay the 10 cent rate to the border. The straight-line red 'STEAM•BOAT' marking indicates that the letter originated along the Lake Champlain mail route. From Whitehall the letter traveled to Boston and then to Eastport, most likely on the steamship *Admiral*, where it was transferred to the private ship *Maid of Erin* and sailed to St. John and entered the Canadian mails where the two line 'S^TJOHN NB/SHIP LETTER' handstamp was applied.

Transferring cargo between ships minimized port taxes. Transit markings on the back from St. John and New Glasgow. and Receiving mark from Pictou. 1 shilling 4 d. due comprised of 4 1/2 d. shipletter fee and 11 1/2 d. inland rate to Pictou.

As an alternative to the overland route to Nova Scotia, mail could be sent by the Cunard steamer that traveled between New York or Boston and London stopping in Halifax, Nova Scotia.

Originally the rate to Nova Scotia was 1 shilling sterling, the same charge as a letter going all the way to London. In September 1849, the rate was reduced to 4 ½ pence local currency or 4 d. sterling.

September 1849 folded address sheet from Baltimore MD to Halifax Nova Scotia. Two 10 cent and one 5 cent stamps overpaid rate to the border; 4 ½ d. due for Nova Scotia postage. The letter, intended for the *Niagara*, missed the ship and probably went to Halifax on the *Europa* leaving Boston the 26th and arriving 27th September. The 25 cents attempted to prepay the 24 cent rate via Cunard steamer but it could not be prepaid. Black 'UD STATES' and Halifax receiving mark on back.



September 1850 folded letter from Baltimore MD to Halifax, Nova Scotia. Pair of 5 cent stamps paying the 10 cent over 300 miles rate to Boston. From Boston traveled on Cunard steamer *Hibernia* to Halifax departing Boston on 18 September arriving on 20 September. The ship went on to London.

4 ½ d. due from addressee, the British packet rate effective 20 September 1849.



February 1849 folded address sheet from New York City to St. John, New Brunswick.
10 cent stamp pays fees to the border. 7 d. due for Canadian postage from St. Andrew to St. John.
Backstamped St. Andrews N.B. transit and partial St. John arrival markings.



December 1847 folded address sheet from Boston MA to St. John, New Brunswick. Two 5 cent stamps pay the rate to the border. 7 d due for Canadian postage.

Only recorded 1847 5 cent cover to Prince Edward Island

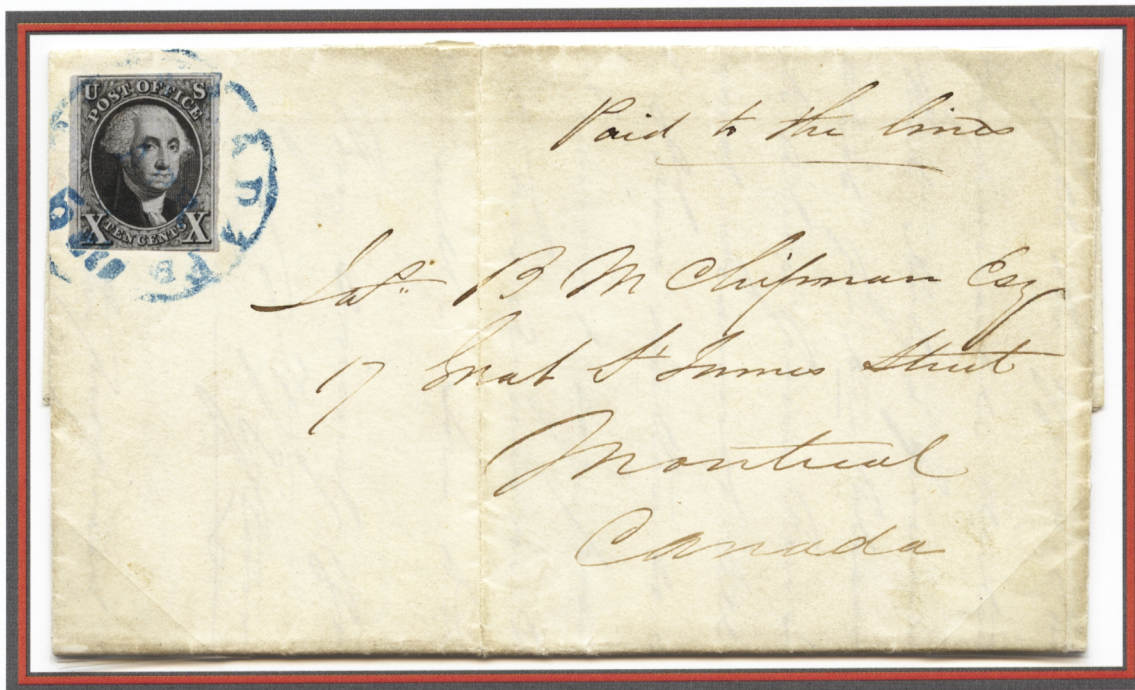


February 1851 folded letter from Boston to Charlottetown Prince Edward Island with a pair of 5 cent stamps paying the rate to the border and 1 shilling ½ d. paying the postage to Prince Edward Island. This letter traveled on the land route from Boston. At Robbinston ME the letter was exchanged with St. Andrews New Brunswick and rated 1 shilling 1 ½ d. due. From St. Andrews the letter was sent to Amherst Nova Scotia and then to Cape Tormentine where it crossed Northumberland Strait to Point Traverse. Then the letter went to Charlottetown. Amherst transit marking on back.

10 Cent Through Rate To Canada

An agreement between the United States and Canada went into effect on 6 April 1851 that provided for a 10 cent rate (or 6d.) for ½ ounce letter between Canada and the United States for letters traveling under 3,000 miles. The rate was in effect only 86 days before the 1847 stamps were demonetized.

The covers below are the earliest recorded uses of the 10 cent and 5 cent stamps to pay the through rate under the 6 April 1851 treaty



April 4 folded letter from Philadelphia PA to Montreal Canada. This letter was mailed before the 6 April rate was in effect but arrived in Canada after 6 April where it was treated under the new agreement.



April 9 folded letter from Lockport NY to Cayuga Canada West with two 5 cent stamps paying the 10 cent treaty rate between Canada and the United States.

Black Kingston transit marking and fancy red 'U. States' arc exchange marking on front. The 'U. States' marking indicates that the letter originated in the U.S. Hamilton transit marking on back.

The 69 day period between 23 April 1851, when Canada issued its first stamp, and 30 June 1851 when the United States issue of 1847 was demonetized, was the only time that stamps from the United States and Canada could be used together on the same letter and comply with postal regulations. The total payment could also be made with United States stamps from Canada or Canadian stamps used in the United States.

May 1851 cover from Montreal Canada to New York City. Stamps accepted for payment by both the Canadian and United States postal systems.

Only recorded cover with 5 cent stamps paying this rate from Canada.



Piece from Canada that was exchanged at Kingston to an unknown address in the United States with the first postage stamps from the United States and Canada. Both stamps canceled in Canada with black target cancels. 5 cent stamp is a right margin copy. Red '10' applied in Canada indicating payment of 10 cents, the through rate to anywhere in the United States other than to California.

Two covers and this piece are recorded used from Canada addressed to the U.S. with stamps from both the United States and Canada paying the treaty rate.