

Rhodes Express



Delivered to the mail in Sacramento; the post office delivered to Delavan WI. Stamps dull red type I.

Occasionally a letter would be carried by two different express companies on the way to the addressee. These uses are known as conjunctive uses.

Adams & Co. Express
Cram, Rogers & Co. Express



January 1855 Conjunctive Express Use cover from Petaluma to Weaverville CA. Adams & Co. picked up the letter in Petaluma, applied the handstamp in upper right and 'PAID' marking. Adams carried it to Shasta and passed to Cram, Rogers. Cram, Rogers applied the handstamp canceling the stamps and carried to Weaverville. The letter was not handled by the US Post Office. One cent stamps type IV.

Section Four: Speeding Movement of the Mail

Ship Letters

Waterways and Railroads

Captain's Fee Paid with Stamps

During this period the Post Office Department, motivated by the need to move mail faster and more reliably, increased the use of ships and railroads. This was particularly important as the country continued to expand westward. To speed delivery, letters were often given directly to a ship's captain or a route agent.

Ship Letters were individual letters given to the captain of a ship without a contract to carry bagged mail. If the ship was United States owned the captain was given 2 cents per letter delivered to the post office. The 2 cent ship fee could be prepaid with stamps or collected from the recipient.

Ship fee paid by sender with stamps



The letter was delivered to the captain of a ship headed to Baltimore. In Baltimore the letter entered the mail and was delivered to West Gouldsborough ME. The 5 cent stamp paid the ship fee of 2 cents and the 3 cents for a letter under 3,000 miles.

Ship Captain's fee paid by recipient



Double weight cover to Jacksonville FL. The letter was delivered to the captain of the Chesapeake Steamer Hugh Jenkins as a loose letter. At Baltimore the ship's captain delivered it to the post office and received 2 cents ship fee and the letter was marked 'Due 2' in manuscript.

All stamps are type IV. Under the left strip manuscript 'per Steamer Hugh Jenkins'. Positions 73-75 and 48-50R1^L

The 'STEAM' or 'STEAMBOAT' marking indicates that they were delivered to the post office by a non-contract boat that was plying inland or coastal waters. In some cases non-postal, name of boat, markings were applied by the steamboat as an advertisement.

Reindeer



January 1853 folded prices current circular to Indianapolis ID. The circular was sent from New Orleans by Steamboat to Evansville ID where it entered the mail for Indianapolis.

Stamp from plate 1¹.

The Reindeer, a Mississippi and Ohio Rivers steamboat was destroyed when it's boiler exploded on the Ohio river in March 1854.

James Robb



May 1853 folded letter from New Orleans LA to Saint Louis MO.

Red River

Folded address sheet from
Evergreen to New Orleans LA.
Picked up on the riverboat CADDO
No 2 on the way to New Orleans.
The letter entered the mail in New
Orleans and the 'WAY' r' applied.



Robert J. Ward



Ohio River

March 1854 folded letter
from New Orleans LA to
Cincinnati OH.

Morning Star



Missouri River

May 1856 letter written
onboard the *Morning Star*
on the northbound trip
and taken back on
the southbound trip
to Saint Louis where it
entered the mails.

Route agents were postal employees that traveled on ships and railroads with contracts to carry mail. These agents could accept loose letters and enter them into the mails. Often they had special postmarks to indicate where the letter entered the mail.

Louisville & Cincinnati Mail Line

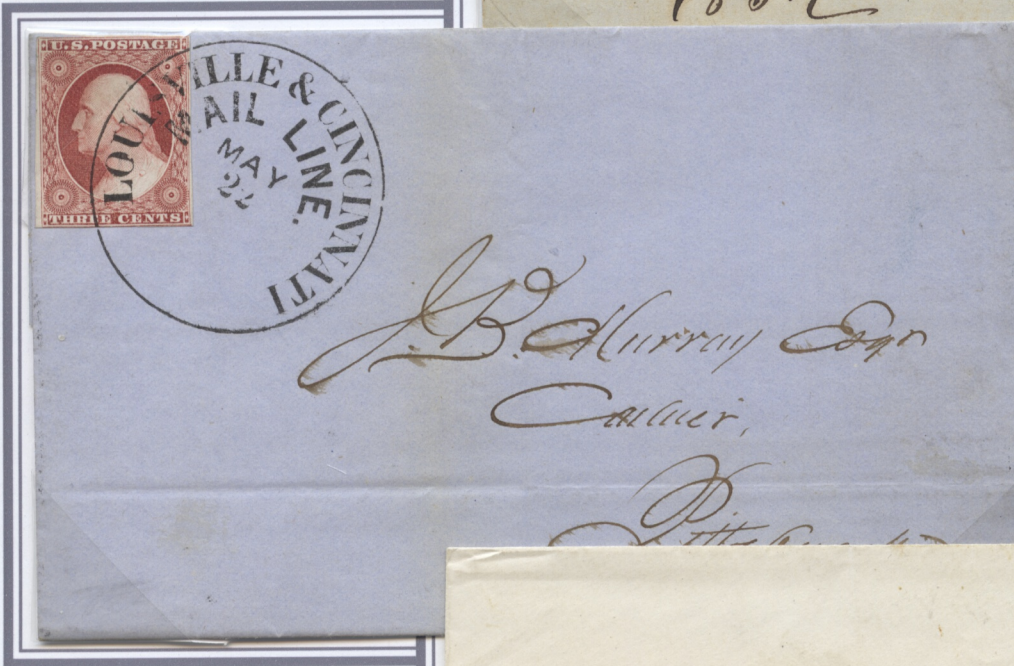
March 1852 folded letter from Cincinnati OH to Nashville TN on Star Routes 5032.

The envelop contains the Louisville & Cincinnati Mail Line postmark and the ship *Telegraph No 2* name of boat marking.

Stamp brownish Carmine type II.



Louisville & Cincinnati Mail Line



Star route 5032 between Cincinnati and Louisville. Folded address sheet to Pittsburgh PA.

Stamp type II position 93R3 e

Cincinnati & Louisville Mail Line

Star route 5032. Cincinnati & Louisville U. S. Mail Line route agent on the Ohio River. Cover to East Orrington ME.



Lake Champlain SB



July 1853 letter from Port Kerry NY, carried on the Steam Boat *Lake Champlain* to Lewis NY. Port Kerry Lake Champlain Iron Ore Co corner card.

Saint Louis & Keokuk Steam



Star route 4814 and 8812. Saint Louis & Keokuk route agent on the Mississippi River. Unsealed circular market report to Macomb IL. This circular dropped at Warsaw IL for overland route to Macomb.

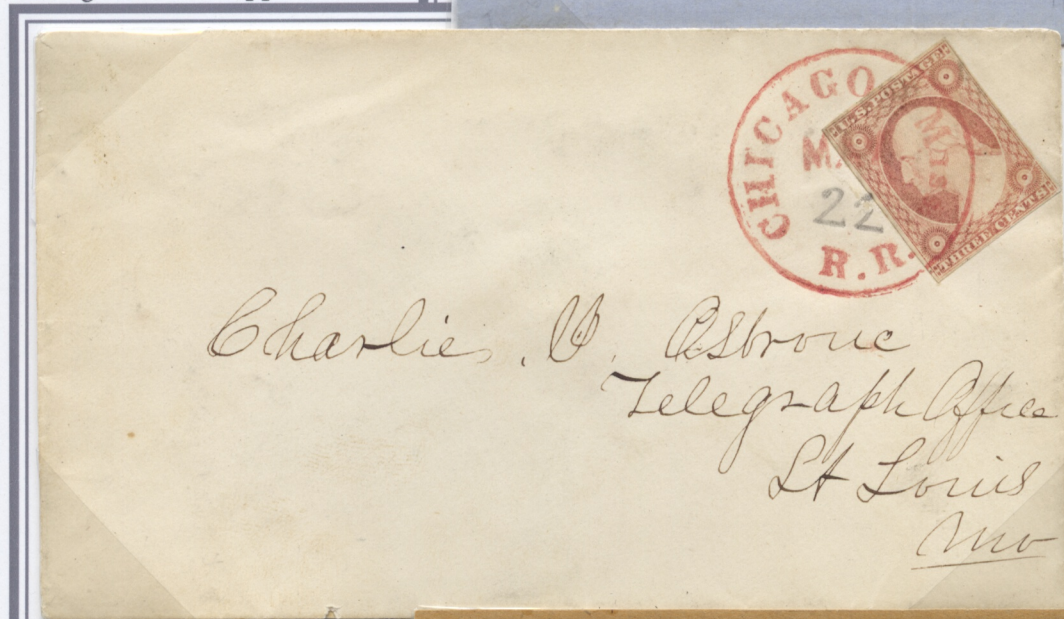
Providence & Stonington

July 1853 folded letter.

II	IIIa	II
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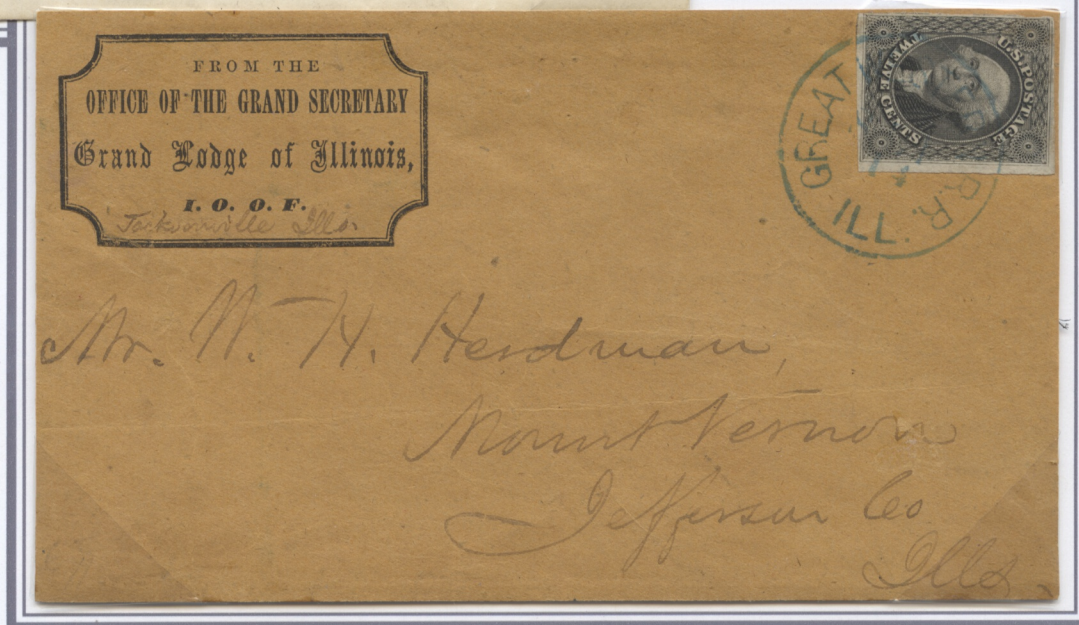
Chicago & Mississippi



Cover to Saint Louis MO.

Great Western Railroad

Cover to Mount Vernon IL.
Fraternal corner card of the Order
of Odd Fellows.



Way Mail

Way Mail was loose letters picked up along post roads by steam boats, railroads, stage coach, or post riders, and delivered to the post office. 1 cent was collected for delivery of each letter and either prepaid with stamps or paid by recipient.



June 1854 cover entered the mail at Stapleton where the 'Way-Letter - 1 cent' marking was applied. The letter was then delivered to Troy NY.

Prepaid Way fee

July 1852 folded Way letter picked up along the Mississippi entering the mail in New Orleans. Traveled on Steamer Princess No. 3.

One 1 cent stamp prepays 'way' fee, the other three pay the under 3,000 mile rate. Stamps from plate 1^E.

II	IIIa	II	II
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Canal Boat



October 1851 folded bill of lading from the canal boat Eagle on the James River Canal between Lynchburg and Richmond VA. The 'Way 6' marking applied in Lynchburg VA. Orange brown stamp.





During this period international commerce continued to grow, and mail volume and routes increased.

The Dawson Cover

Lahaina - Honolulu - San Francisco - Panama - New York

Only recorded use of the 2 cent Hawaiian Missionary stamp on cover and the only recorded cover with two different denominations of Hawaiian Missionary stamps



October 1852 cover from Lahaina, Maui, Hawaiian Islands to New York City.

Sent by William Dawson who most likely applied the 3 cent stamps and paid the Lahaina postmaster seven cents in cash. The Lahaina postmaster applied the Hawaiian stamps to indicate prepayment of both the 5 cent Hawaiian internal rate and the 2 cent stamp ship fee.

Lahaina to Honolulu arriving 4 October. 5 October, placed on sailing ship *Mary A. Jones* for San Francisco. Arriving San Francisco 26 October. Probably carried by Pacific Mail Steamship Company *Northerner* departing 30 October to Panama where carried across the Isthmus of Panama to Aspinwall and placed on the *Georgia*.

2 cent and 5 cent blue Hawaiian stamps both type II, right hand positions.

3 cent 1851 brownish carmine pair type II, positions 41-42L2¹.

The Pogue Cover Inbound to Hawaiian Islands

One of two recorded covers inbound to the Hawaiian Islands with a Missionary stamp



Cover from Auburn MA to Lahainaluna, Maui, Hawaiian Islands. 21 December Auburn manuscript postmark. The letter traveled from Auburn to New York City and to Panama, San Francisco and then to Honolulu. The letter is addressed to the sister of Hawaii's first postmaster.

It is likely that the letter left Massachusetts in December 1852, departing New York City on the *Georgia* 5 January 1853, and arriving in Panama 14 January. The letter would then arrive in San Francisco on the *Oregon* 5 February. The American bark *Pathfinder* carried the mail to Honolulu arriving 27 February.

5 cent blue Hawaiian stamp type I, left hand position.

3 cent 1851 brownish carmine pair, positions 73-74L3. Plate wear indicates that this was a later printing.

During the third treaty period (16 May 1855 to 30 August 1863) the total postage required was 17 cents. Five cents for Hawaiian postage, United States postage, 10 cents for over 3,000 miles, and a 2 cent ship fee. The 13 cent stamp required a 4 cent payment in cash or if used with a 5 cent stamp resulted in an overpayment.



June 1856 letter from Hilo HI to Boston MA. Both Hawaiian stamps from first printing on white paper. This letter was sent after the US rate change of April 1855. The 13 stamp no longer prepaid the full rate from Hawaii which increased to 17 cents. The 5 cent and 13 stamps are a 1 cent over payment. The 12 cent US stamp shows that the US postage was prepaid. The letter was carried to San Francisco on the *Fanny Major* departing 27 May. Then on the *Sonorra* to Panama, crossed the isthmus and to New York on the *George Law* arriving 14 July.



December 1855 folded address sheet from Hilo to Sag Harbor NY. At Sag Harbor the letter was forwarded to Southampton New York. Manuscript 'Forwarded 3' for 3 cents due for forwarding. 4 cents was paid in cash in Hilo to make up required postage.

The 13 cent Hawaiian stamp was canceled and the 12 cent US stamp applied in Honolulu. The letter departed Honolulu 3 January 1856 arriving in San Francisco 17 January. The letter was carried to Panama on the *John L. Stephens* departing San Francisco on 21 January arriving 5 February. From Panama to New York by steamer.

One of four recorded covers with this combination of stamps.

The 5 cent provisional was necessary due to a shortage of 5 cent Hawaiian stamps at the beginning of 1857. New stamps arrived by June 1857. There were two styles of surcharge, type I and type II. No examples of type II are recorded on cover.

The cover below is the earliest recorded use of the 5 cent surcharged stamp and the only recorded use of the surcharged stamps for a multiple rate.



January 1857 quintuple rate cover from Honolulu HI to New Bedford MA. The 5 surcharged single stamps are all type I and pay the quintuple rate to the United States. The four 10 cent US stamps, one type II and three type III including the pair, and the one 12 cent stamp pay the 2 cent captain's fee and quintuple over 3,000 mile rate. The manuscript '52' was applied in Honolulu. The letter left Honolulu on 21 January on the bark *Fanny Major* to San Francisco. The letter left San Francisco on the *John L. Stephens* 20 February to Panama. After crossing the Isthmus the letter departed from Aspinwall on the *George Law* 6 March, stopped in Havana, arriving in New York 16 March. The letter is addressed to Thomas Knowles & Company and most likely contained information on their whaling interests in the Pacific.



July 1854 cover front from Honolulu to Albany NY. 5 cent Hawaiian stamp paying internal Hawaiian postage. 12 cent bisect, attempting to pay the 6 cent over 3,000 mile rate was not accepted by the San Francisco postmaster and 12 cents due, 2 cents ship fee and 10 cents for a letter not pre-paid.

The letter was carried from Honolulu 4 July on the *Boston* to San Francisco and then to Panama on the *Winfield Scott* arriving in New York 10 September on the *Illinois*.

Earliest recorded use of the first printing of the 5 cent Hawaiian stamp on cover



1860 cover from Honolulu HI to Brooklyn NY. The five cent stamp on thin white paper from the second printing pays the Hawaiian postage. The 12 cent stamp pays the 10 cent cross country rate plus 2 cents ship fee. Late use of the imperforate 12 cent stamp.

The letter left Honolulu 1 May on the American bark *Frances Palmer* arriving in San Francisco 15 May where it entered US mail. From San Francisco by the Butterfield Stage Route to New York. No routing instructions were required since this was the default routing at this time.



December 1859 cover from Honolulu to New Bedford MA. The five cent stamp on thin white paper from the second printing pays the Hawaiian postage. The 12 cent stamp pays the over 3,000 mile rate and the 2 cent ship fee.

The captain of the New Bedford whaler *Oliver*, writing to his wife, gave the letter to Gilman & Co. to deliver to the post office in Honolulu. Faint Gilman oval handstamp on front of cover. The letter left Honolulu December 6 on the bark *Yankee* arriving in San Francisco 24 December. The letter missed the sailing to Panama and was marked with the 'OVERLAND' handstamp and routed on the 26 December Butterfield stagecoach heading East.

Six recorded covers with mixed franking and 'OVERLAND' handstamp. Two recorded examples with Gilman handstamp.

Ship fee prepaid in cash



October 1857 cover from Honolulu to Penn Yan NY. The letter was carried on the French man-of-war *Pourseverante* departing Honolulu on 18 October and arriving in San Francisco 4 November. From San Francisco the letter traveled on the *Golden Gate* departing 5 November and arriving 19 November. It arrived in New York on the *Northern Light* 29 November.

The 5 cent surcharged stamp is Clark type I with long flag. 10 cent type II stamp.

The through rate from the United States to Canada was extended to include the Maritime Provinces in July 1851. This provided the same 10 cent rate from the United States and 15 cents from the West Coast.



November 1852 folded address sheet from New York City to St. John New Brunswick.
One cent stamp position 16R1E. Bisect accepted to make up the 10 cent rate.

15 Cent West Coast Rate



Cover from San Francisco CA to Fredericton New Brunswick by the land route. Stamps paying the 15 cent rate from the West Coast. Red 'UNITED STATES' in oval exchange office marking applied in Boston.



September 1857 cover from West Cambridge MA to Prince Edward Island. Carried by the land route via St. John New Brunswick. Faint red 'U STATES' marking. On back Calais ME exchange marking, Prince Edward Island and New Brunswick transit markings.

10 cent stamp type II position 19R.

February 1859 folded address sheet from Boston MA to Halifax Nova Scotia. The letter traveled by the sea route on the Cunard packet *America*.

The stamp paid the 5 cents for the sea route. 5 pence packet postage due at Halifax.

Lake Bros. oval forwarding handstamp on back.



November 1855 cover from Pittsburgh PA to Shelburne Nova Scotia. The letter most likely traveled by land from Boston to Robbinston where it was exchanged at St. Andrews and then overland to St. John and on to Yarmouth and Shelburne.

Dull red 3 cent stamps. Type IV 1 cent stamp.