

BY PENNY POST

ROBERT B. MEYERSBURG

AS RECEIVED BY  
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OF THE  
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10 JUNE 1990



# United States of America

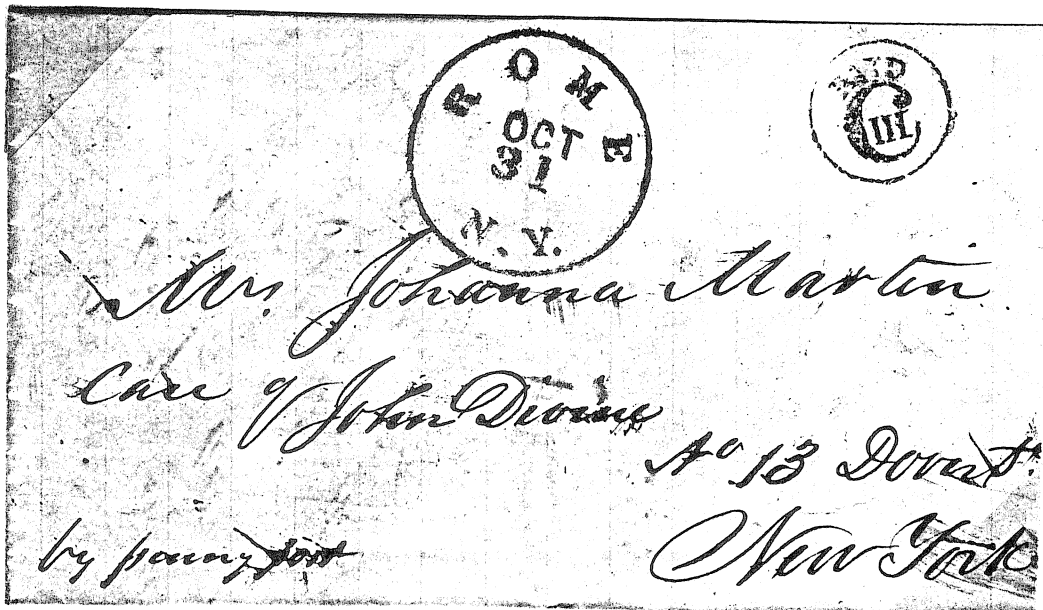
## THE CARRIER SYSTEM

### BY PENNY POST

THE PURPOSE OF THIS EXHIBIT IS TO DISPLAY THE POSTAL HISTORY OF THE U. S. CARRIER SERVICE FROM 1840 UNTIL MID-1863, ITS MOST IMPORTANT FORMATIVE YEARS

Before July 1, 1863 postage paid only for carriage of mail between post offices. Writer and recipient were responsible for mailing and collecting their letters. Some of the larger post offices provided carrier service as a public convenience for an additional one or two cent fee to the carrier (PENNY POST) which served as his compensation.

As early as 1840 private city delivery companies began to appear in eastern cities, often providing more frequent and reliable service than the post office. By 1851 the pressure of this competition pushed the Postmaster General into establishing post routes in towns and cities to be served exclusively by the Post Office Department. Official carrier stamps were issued to a few post offices; and some postmasters authorized printing and sale of some rare "semi-official" adhesives. Others applied special markings to the letters to indicate carrier handling.



After the mid-1850s, postage stamps could usually be used to prepay the collection fee. In July 1863 the "fee period" came to an end with the abolishment of carrier fees and the placing of letter carriers on a regular salary.

This exhibit examines the workings of the government carrier services in a dozen post offices with carrier departments, arranged alphabetically. Several examples of private letter dispatch service and independent mail service are included for their particular contribution to the overall history.

# United States of America

## THE CARRIER SYSTEM

### A UNIQUE FRANKLIN CARRIER SMALL DIE PROOF

This appears to be a progressive pull from either the die of the issued stamp prior to its completion, or from a secondary die made from the original incomplete die.

The differences between this proof and the issued stamp are:

- 1) the proof has external frame lines at top and bottom which are missing on the issued stamp. The strong inner vertical frame lines of the proof are very weak to non-existent on the issued stamp.
- 2) the horizontal shading lines around the head are more pronounced on the proof, and are contained in a thick oval frame which is far weaker or missing on the issued stamp.
- 3) on the proof the blank oval around the head still shows traces of uncleared engine-turning on all four sides.



small die  
proof



issued  
stamp

The proof is printed on a gummed thick hard pink paper which does not in any way resemble the soft thin semi-transparent paper of the issued stamp. The color of the proof is nearer that of the issued stamp than any of the reprints.

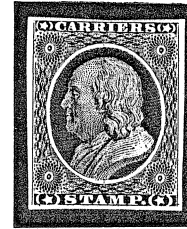
# United States of America

## THE CARRIER SYSTEM

### FRANKLIN CARRIER PLATE PROOFS

#### TRIAL COLOR PROOFS

All three of these proofs were made from the original plate produced by Toppan, Carpenter, Casilear & Co. The green and blue proofs are printed on india paper. The print of the orange proof is on hard wove paper, and is from a pane prepared for the consideration of the Postmaster General, who rejected it in favor of the blue color.



#### other plate proofs

These are proofs from a new plate made at a later date by the Bureau of Engraving and Printing in Washington, D. C. The middle example is from a special printing made for exhibit at the Paris International Exhibition in 1900.



card



thin wove  
paper



india  
paper

# United States of America

## THE CARRIER SYSTEM

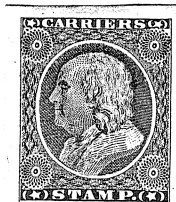
### THE FRANKLIN CARRIER STAMP

#### THE SMALL DIE PROOF

The Bureau of Engraving and Printing were unable to locate the original Franklin carrier die for inclusion in the "Roosevelt" presentation album of 1903, so they made a new composite die, utilizing the existing dies of the 1857-1860 series 30¢ stamp for the vignette of Franklin's head; the rosettes from the 12¢ stamp of the same series; and the tessellated engine work from the 3¢ 1851.



New top and bottom labels were then added, along with a number of lines. However, they omitted the top and bottom frame lines that appear on the original die proof, probably because they were copying a stamp.



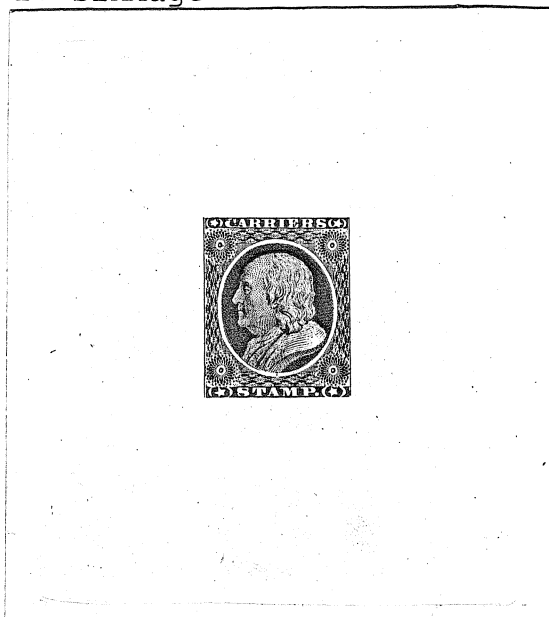
The new small die proof made from the composite die is wider and shorter than the original, and does not show the remnants of the engine work in the white oval surrounding the vignette. The proof is printed on fibrous white paper, glued to gray card. A total of 85 copies were prepared for distribution.

# United States of America

## THE CARRIER SYSTEM

### FRANKLIN CARRIER HYBRID DIE PROOF

A hybrid die proof is an india plate proof impression which has been cut to shape and pressed onto a card and surrounded by a false die sinkage.



Hybrid proofs of the Franklin carrier stamp were produced in a deep blue color, and were used for official presentations.

# United States of America

## THE CARRIER SYSTEM

### THE FRANKLIN CARRIER REPRINT OF 1875

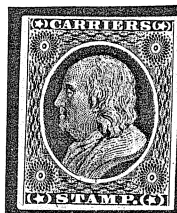
The first reprinting of 10,000 stamps, made from the original plate on remainders of the original rose-colored paper by the Continental Bank Note Co. in April 1875 were done in two different batches of ink. They are readily identified under ultraviolet light, the first fluorescing blue, the other green. A second printing, also of 10,000 stamps, was done in December 1875 on a thicker, slightly paler paper. They can be recognized by their indigo color. Of the total of 20,000 stamps printed, all but 2890 were presumably destroyed by the Post Office Department in 1884.



fluoresces blue



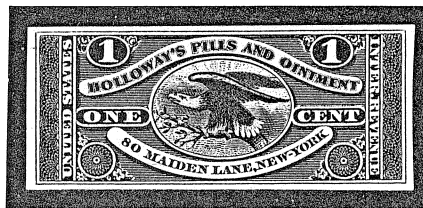
fluoresces green



# United States of America

## THE CARRIER SYSTEM

### THE STOCK DIE OF THE EAGLE USED ON THE EAGLE CARRIER STAMP



Designed and engraved by Toppan, Carpenter, Casilear & Co.



# United States of America

## THE CARRIER SYSTEM

### THE EAGLE CARRIER PROOFS

#### THE "ROOSEVELT" SMALL DIE PROOF

When the Bureau of Engraving & Printing began to prepare the Eagle die for the 1903 Roosevelt presentation albums, they found it damaged, so a new die was made by taking a transfer from the original plate and then making a new die from the plate transfer. All positions in the 4th, 7th and 10th vertical rows of the plate showed a small dot next to the leaf ornament adjoining the H of DESPATCH, and this same dot appears on the Roosevelt small die proofs. They were impressed on a hard white fibrous paper and then glued firmly to gray card album pages. Many of the 85 copies which were produced have been cut out of the albums, and still retain some of the gray card backing, as may be seen on this example.



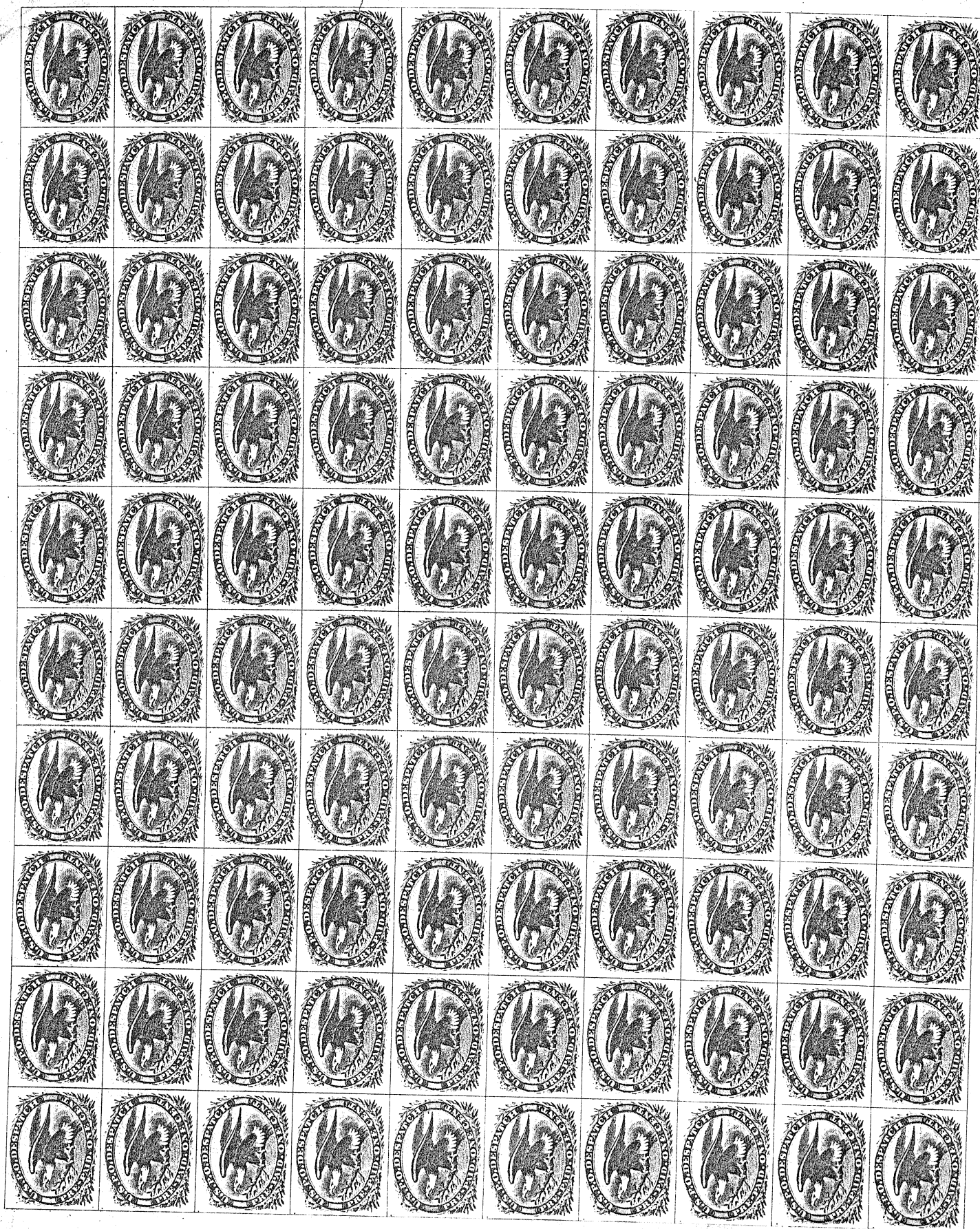
Three plate proofs in trial colors are known - green and blue on india paper, and orange on bond paper. The latter was submitted for the Postmaster General's consideration in the autumn of 1851; but as he did for the Franklin carrier stamp, he again opted for a blue color on the Eagle.



There were five separate printings of plate proofs on card made between 1879 and 1893, which accounts for the wide variation in color. The right-hand stamp is position 7 of the upper plate, showing a strong double transfer in the right rectangular panel.







Toppan, Carpenter, Caslow & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati.

# United States of America

## THE CARRIER SYSTEM

### THE EAGLE CARRIER REPRINT OF 1875

The Eagle carrier stamp, like the Franklin, was reprinted in 1875 by the Continental Banknote Company, under contract to the Post Office Department, using the original plate of Toppan, Carpenter, Casilear & Co. These stamps were offered for sale at the Post Office of the Centennial Exposition in Philadelphia in 1876. A total of 20,000 stamps were printed to meet the expected demand, but only 9680 were sold during the exhibition, and the remainder were destroyed in 1884.



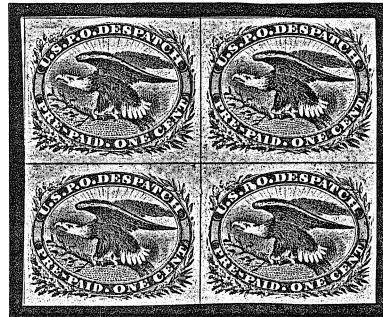
hard white  
paper



fluoresces green



thick coarse  
paper



very thin wove  
paper

### SPECIAL PRINTING

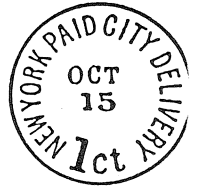
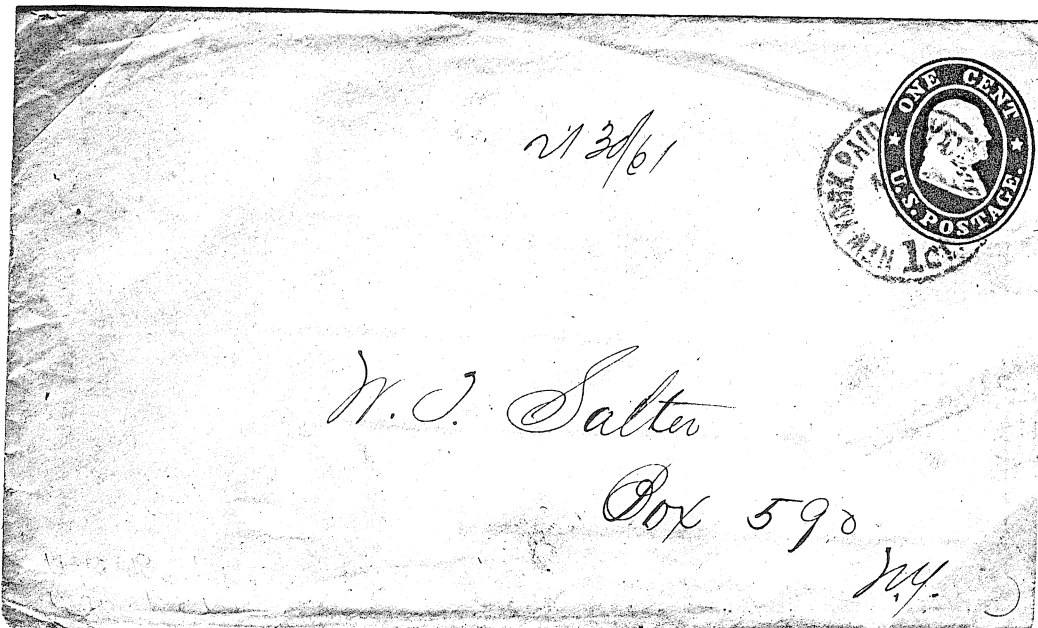


perforated 12X12

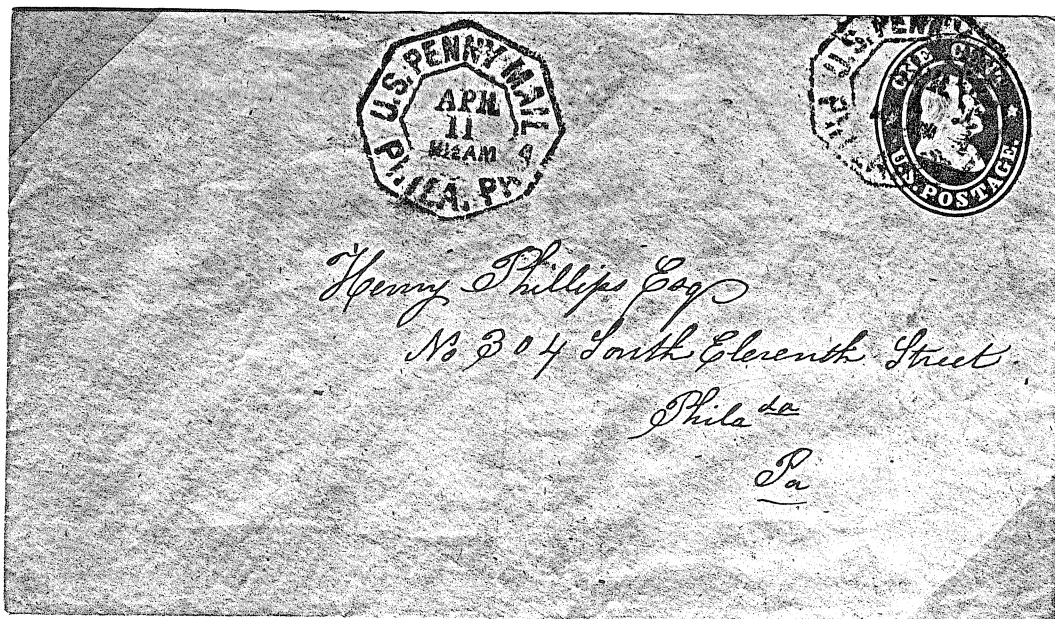
# United States of America

## THE CARRIER SYSTEM

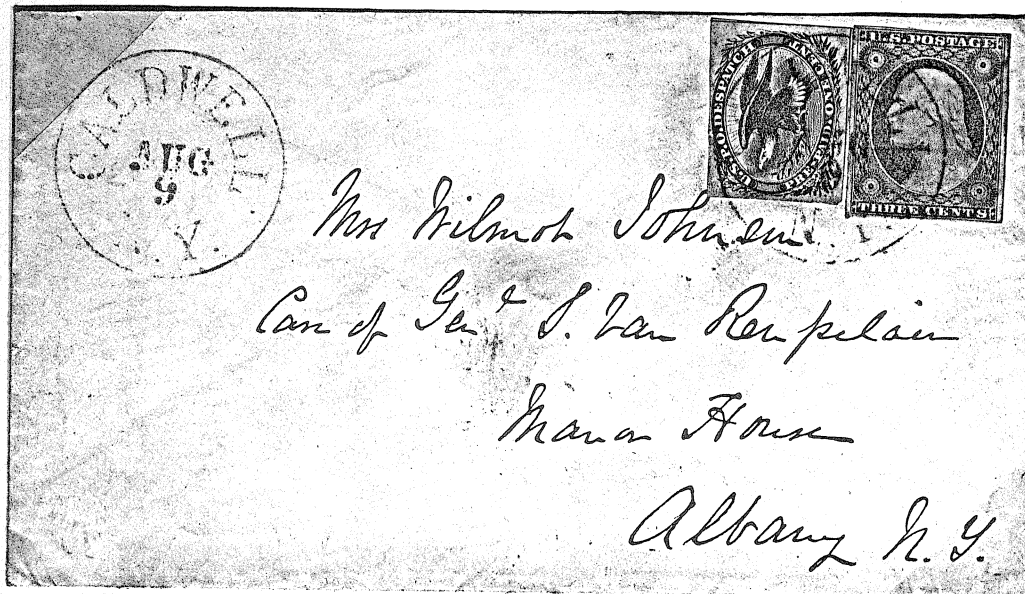
THE ONE-CENT STAR-DIE ENVELOPE USED FOR CITY MAIL



When delivered by carrier the envelope stamp showed the fee the carrier was paid by the post office. When so used, it served exactly the same purpose as did the Eagle carrier stamp.



United States of America  
THE CARRIER SYSTEM  
ALBANY, N. Y.



Mailed from Caldwell, N. Y. (now Lake George) to Albany, with an eagle carrier stamp intended to prepay the delivery fee in Albany.

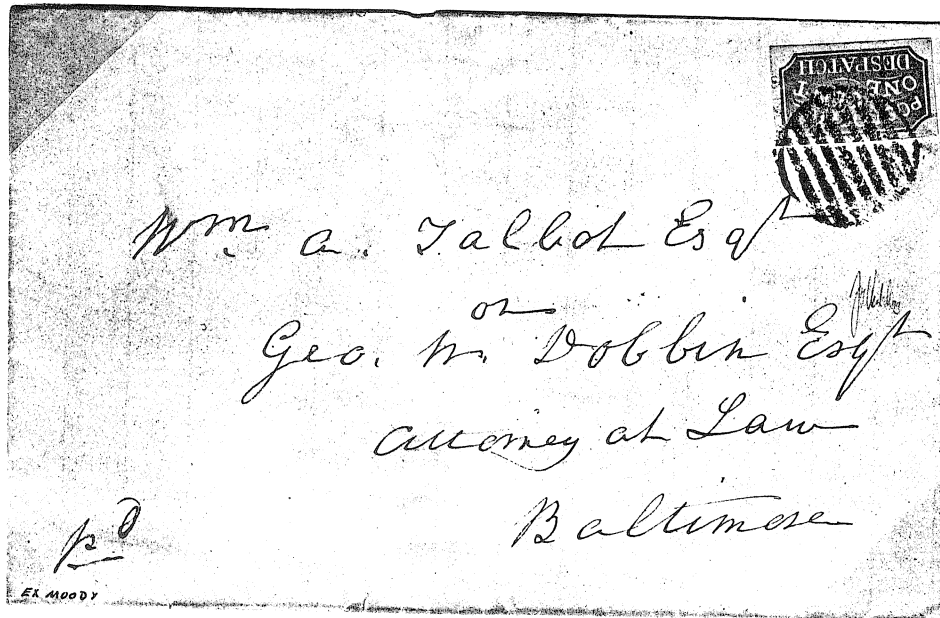


United States of America

THE CARRIER SYSTEM

BALTIMORE

POST OFFICE DESPATCH



City letter - bluish paper

The first of Baltimore's three carrier adhesive designs appeared in 1850, typographed in shades of red, green and blue on several kinds of paper.



December 15, 1859

A late use to the mails

United States of America

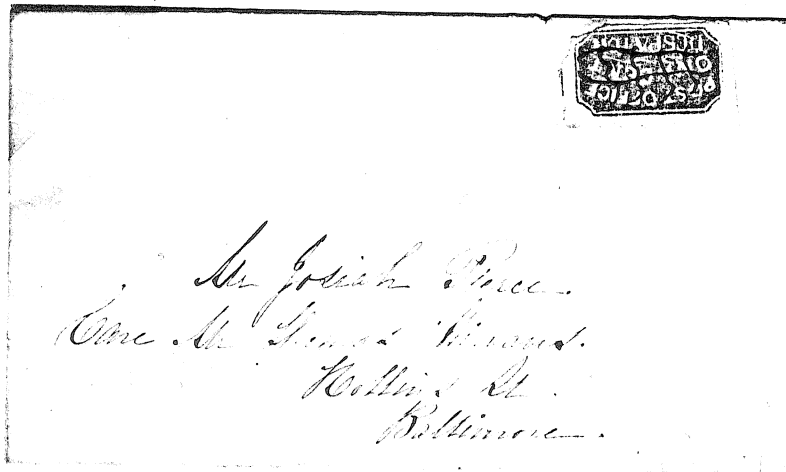
THE CARRIER SYSTEM

BALTIMORE

POST OFFICE DESPATCH



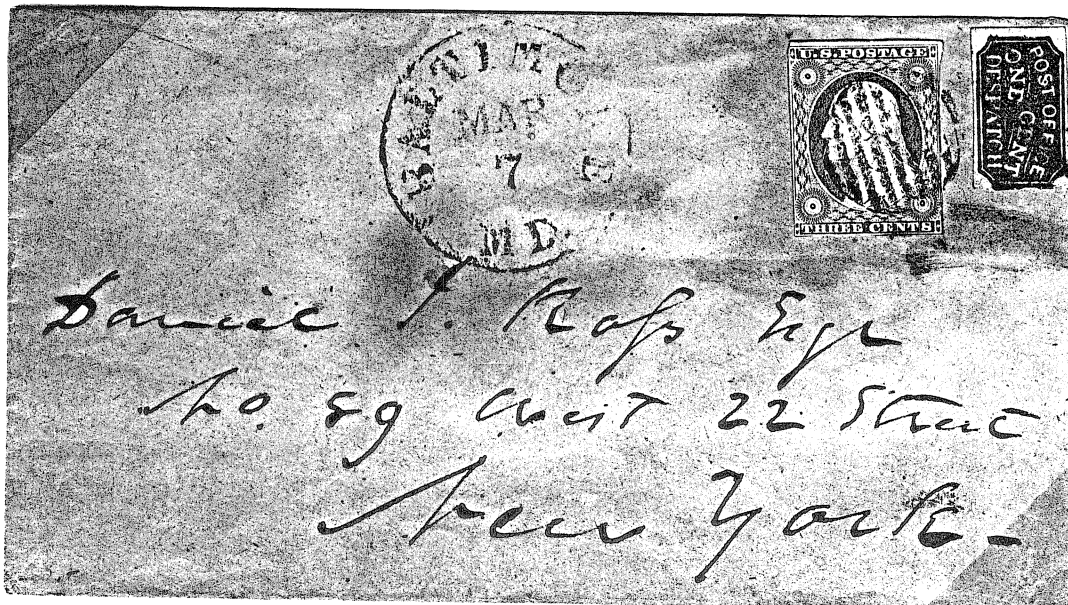
The red was the first color to appear, followed by the green and finally the blue. The early printings were typographed, but it appears that at some point the plate was transferred to a lithographic stone.



the characteristics of the stamp on this city letter are much more representative of lithographic printing than of typography.

United States of America  
THE CARRIER SYSTEM  
BALTIMORE  
POST OFFICE DESPATCH

This heavily-inked blue stamp is printed on white paper. The inking has created several printing faults, the most prominent being a small "o" in the word POST.



March 7, 1855

To the mails

# United States of America

## THE CARRIER SYSTEM

### WILEY'S ONE CENT DESPATCH

BALTIMORE, MD.

WASHINGTON, D. C.



*R. H. Moale, Esq.*

PAID

October 15, 1856

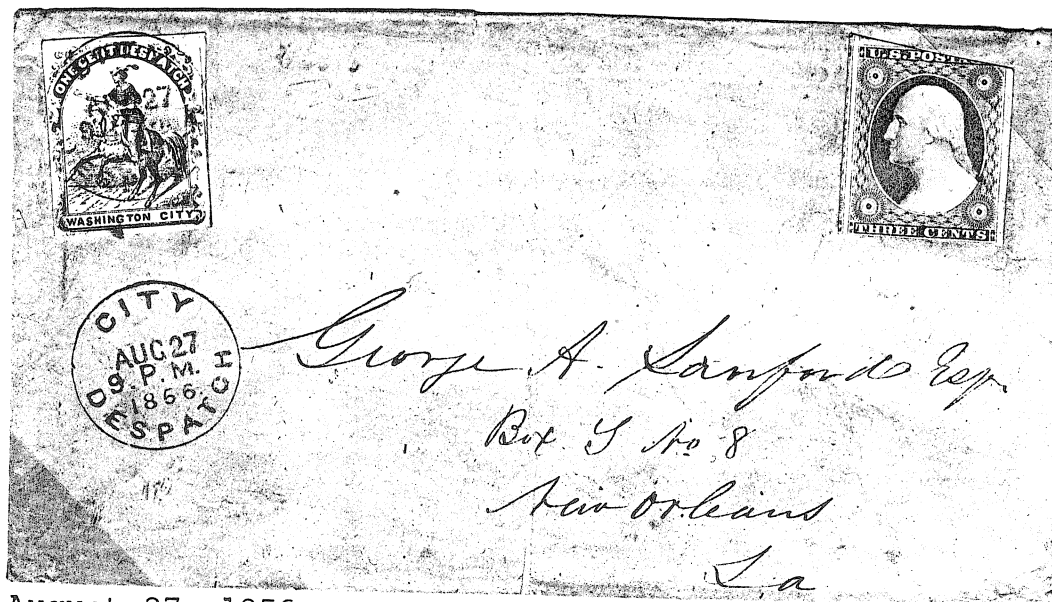
BALTIMORE

City mail

an early use

The ONE CENT DESPATCH of John Wiley & Co. is the only local post (as distinct from express companies and independent mails) that emulated the government carrier system by having branch offices in more than one city. It operated for the greater part of 1856 and was unsuccessful.

There are few genuine examples of Wiley's service extant, particularly from Baltimore.



August 27, 1856

WASHINGTON CITY

To the mails

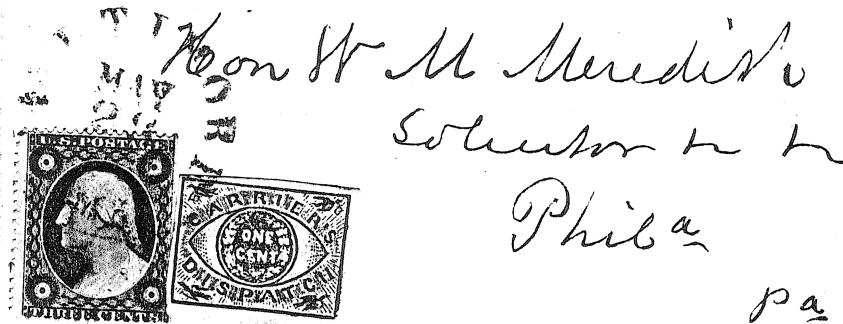


# United States of America

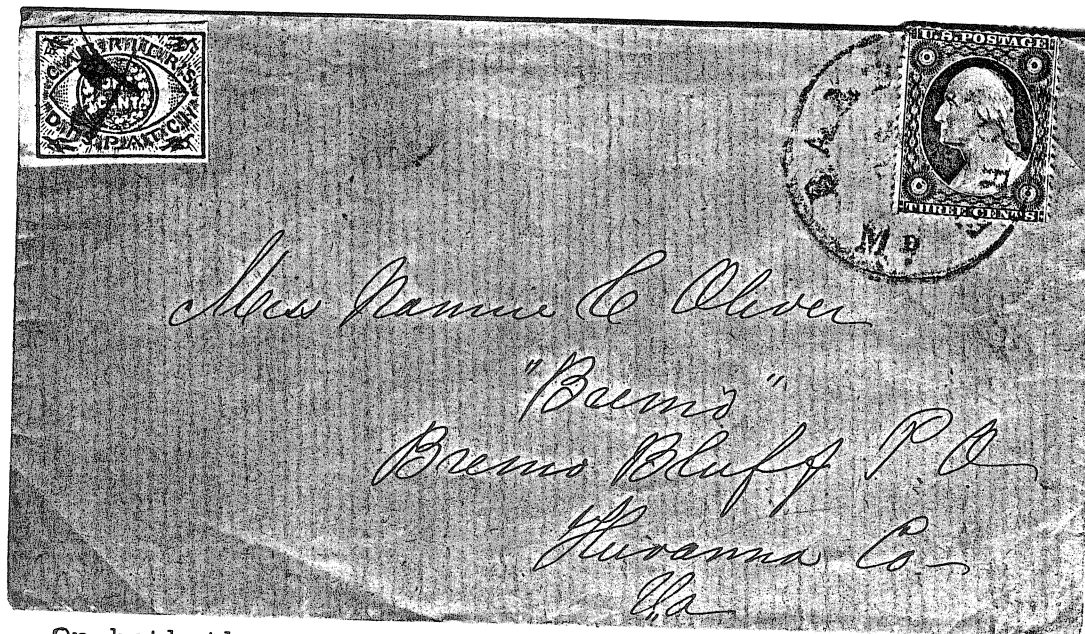
THE CARRIER SYSTEM

BALTIMORE

CARRIER'S DISPATCH

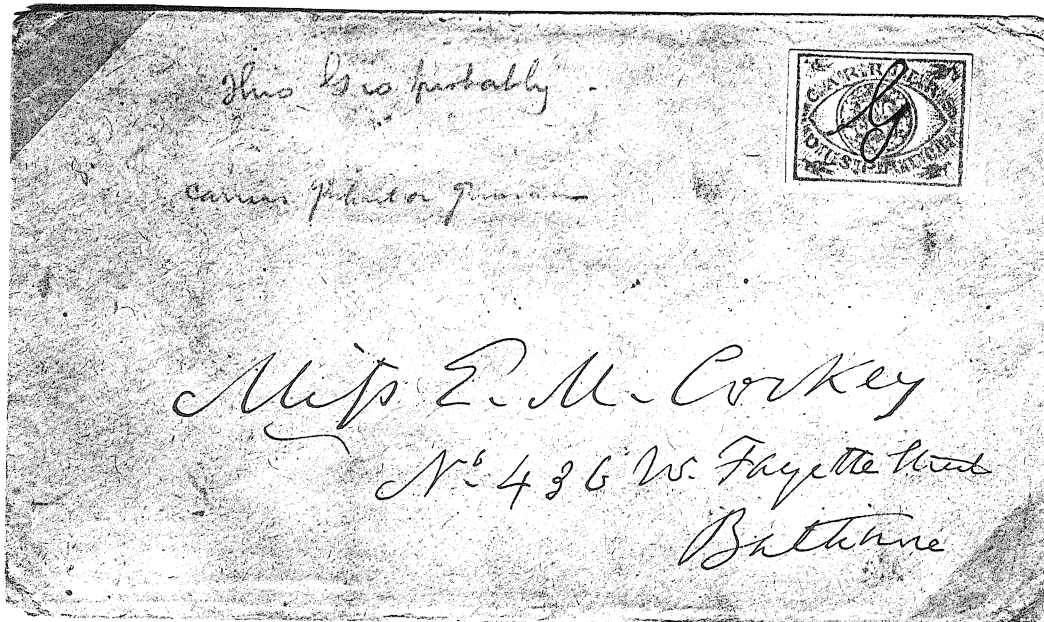


The appearance of the one-cent "Eye" stamps in 1856 (printed in both blue and red) indicated merely a desire for a new design on the part of Baltimore's new postmaster.



On both these letters the carrier stamp prepaid the collection fee to the post office.

United States of America  
THE CARRIER SYSTEM  
BALTIMORE  
CARRIER'S DISPATCH



Precanceled "G"

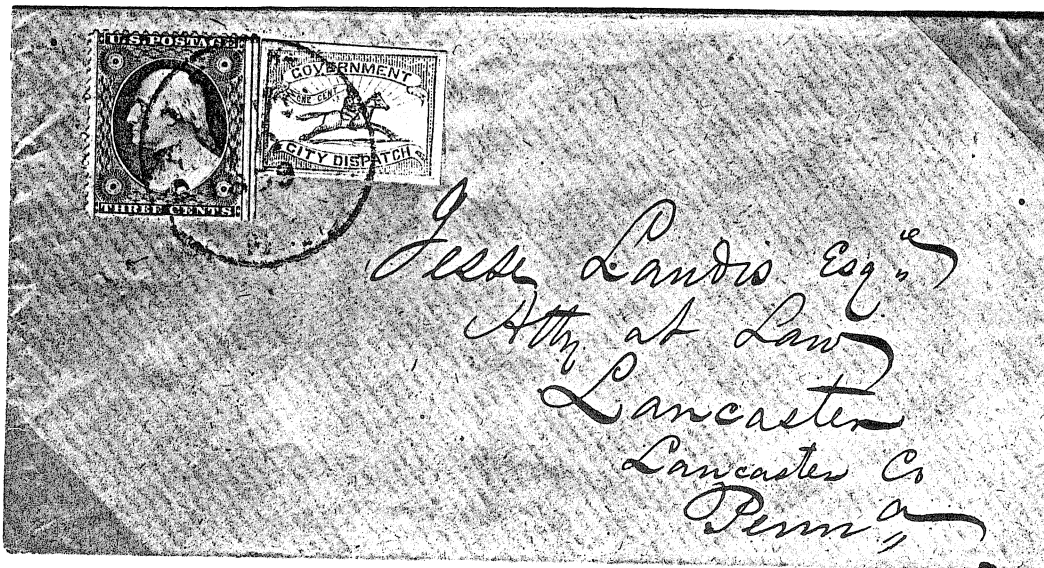
City letter

All the Baltimore carrier stamps remained valid for use until the end of the fee period in 1863.



To the mails

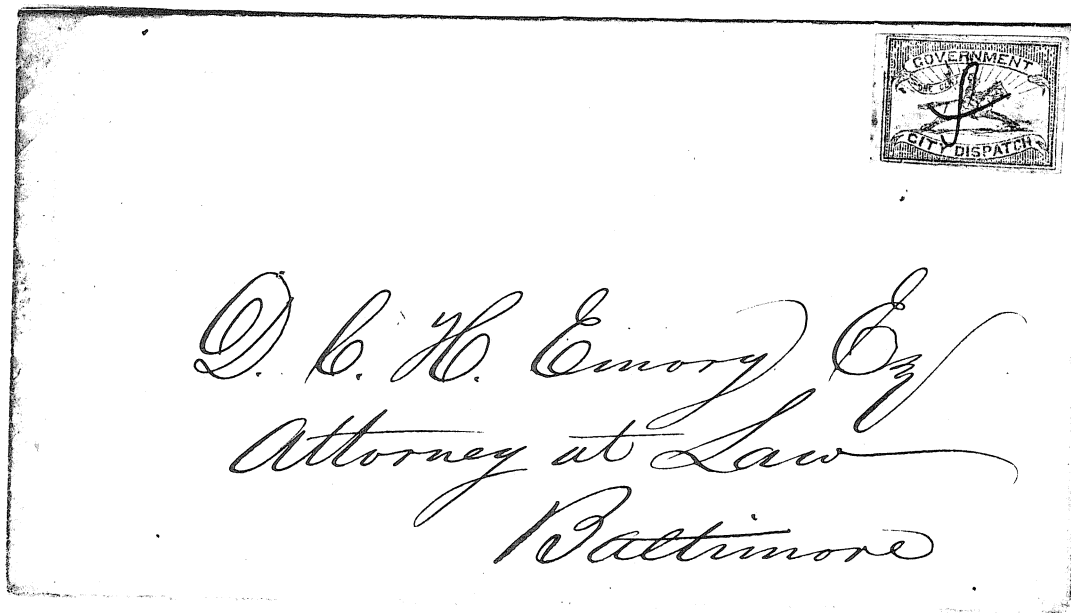
United States of America  
THE CARRIER SYSTEM  
BALTIMORE  
GOVERNMENT CITY DISPATCH



August 10, 1859

To the mails

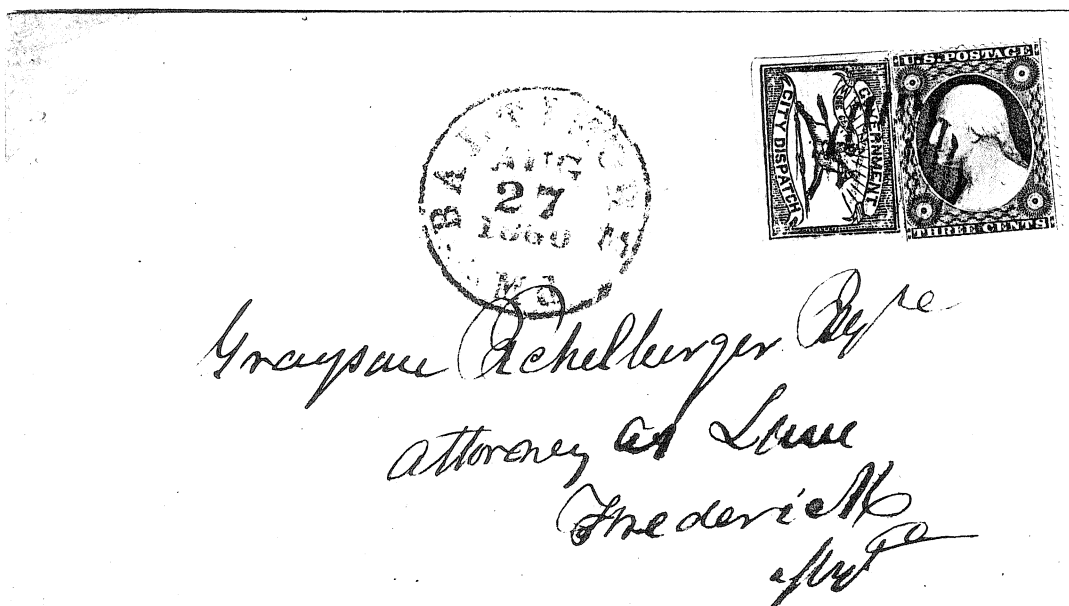
In 1857 came the third and final emission of the Baltimore semi-official carrier stamps - the ubiquitous "Horseman". Printed in both red and black, they are the commonest of the Baltimore carrier adhesives.



1859

City letter

United States of America  
THE CARRIER SYSTEM  
BALTIMORE  
GOVERNMENT CITY DISPATCH



August 27, 1860

To the mails



May 4, 1858

To the mails

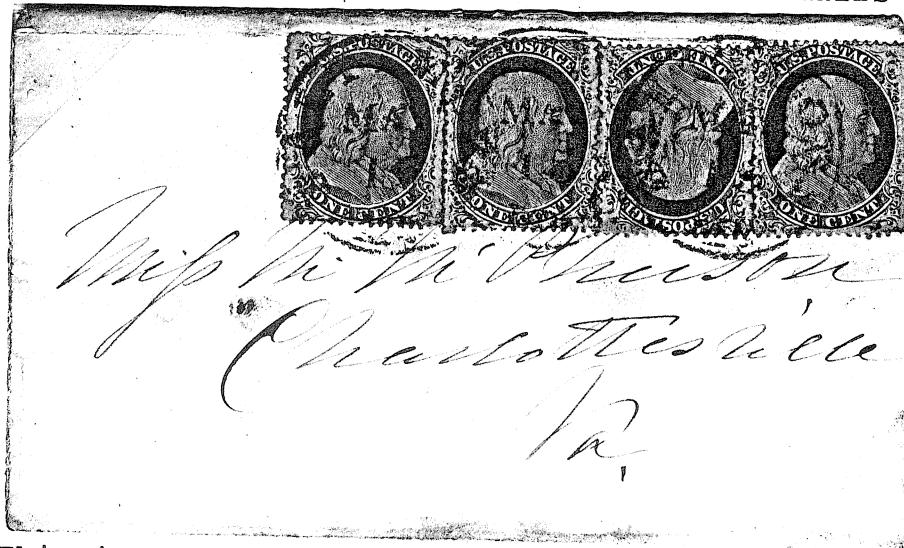
# United States of America

## THE CARRIER SYSTEM

BALTIMORE

THE ONE-CENT 1857 USED AS A CARRIER STAMP

Postage stamps are rarely found used in Baltimore to prepay the collection fee to the mails.



This is the only example reported to date of four 1¢ stamps of the 1857 series used to prepay both the postage and the collection fee.

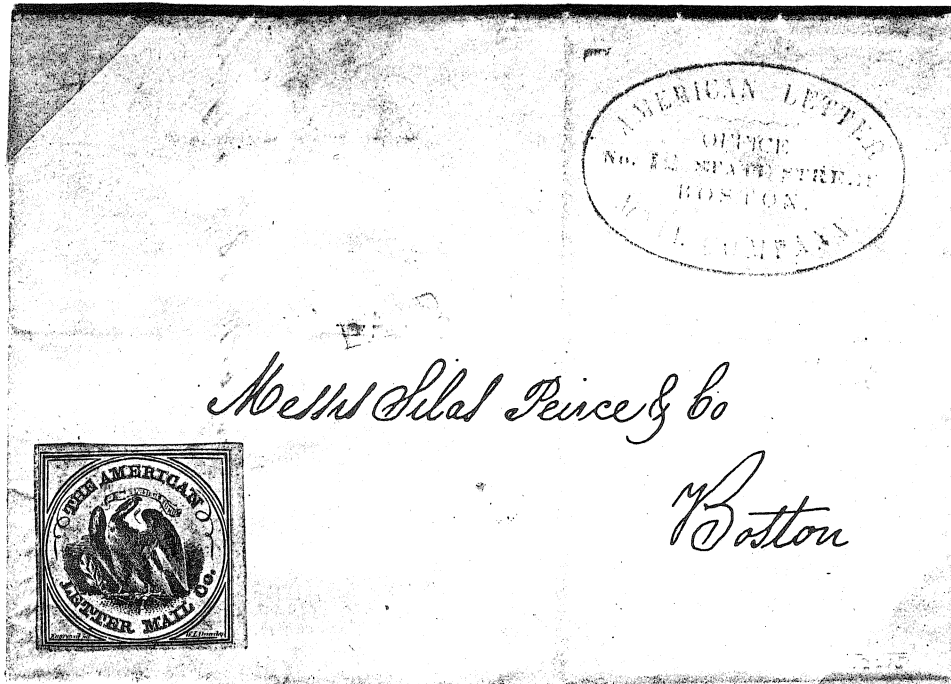


United States of America

THE CARRIER SYSTEM

BOSTON

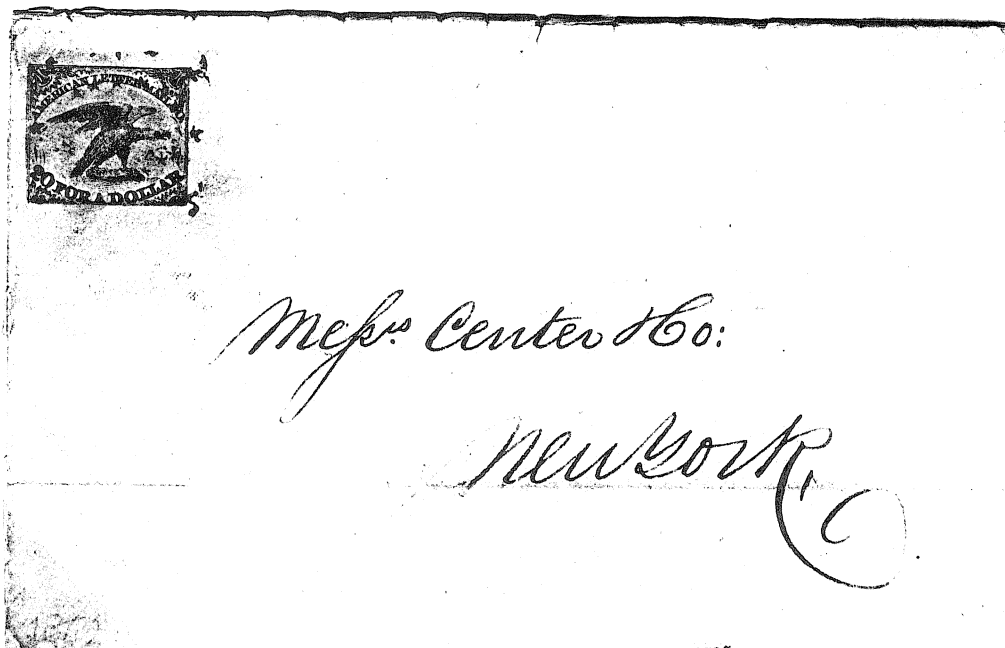
1844 AMERICAN LETTER MAIL CO. 1845



September 18, 1844

New York to Boston

Both these letters were sent for 5¢, including delivery to the addressee. The same service, provided by the Post Office Department, would have cost 21 3/4 cents.



February 23, 1844

Philadelphia to New York

# United States of America

## THE CARRIER SYSTEM

BOSTON

U. S. PENNY POST

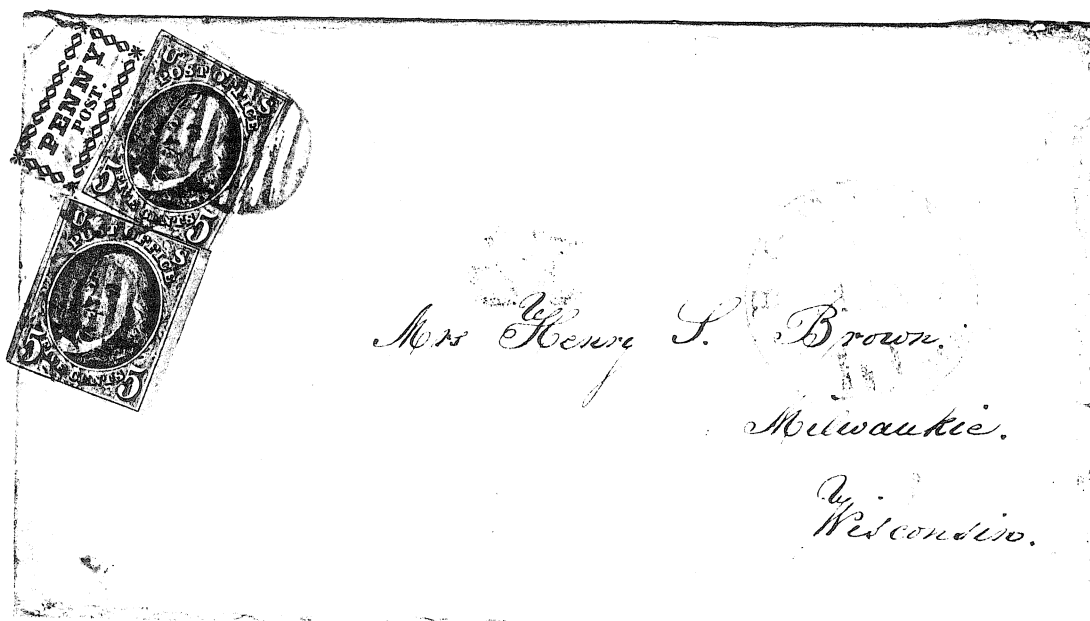


August 16, 1849

To the mails

The 5¢ 1847-series postage stamp was affixed over the carrier stamp when it arrived at the post office

Boston's first carrier adhesive appeared in March 1849



May 2, 1849

To the mails

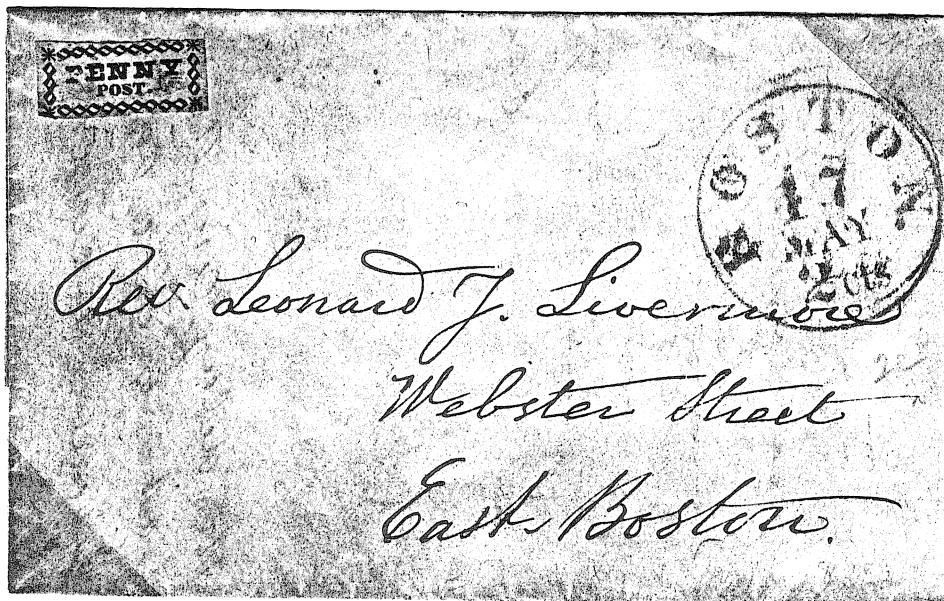
10¢ postage for distance over three hundred miles

United States of America

THE CARRIER SYSTEM

BOSTON

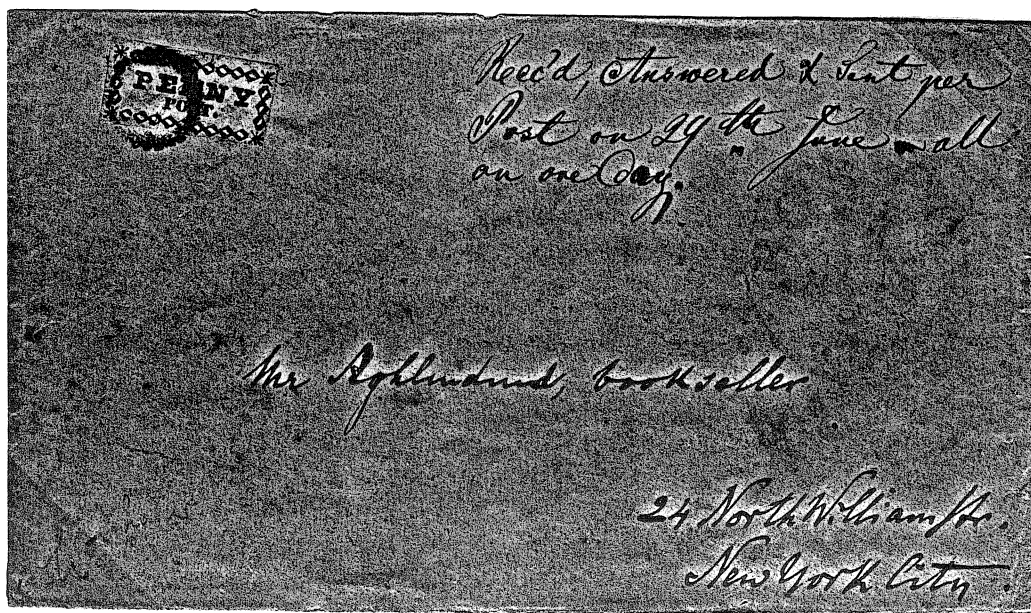
U. S. PENNY POST



May 17, 1850

City letter

2¢ drop + 1¢ delivery



June 27, 1849

To the mails

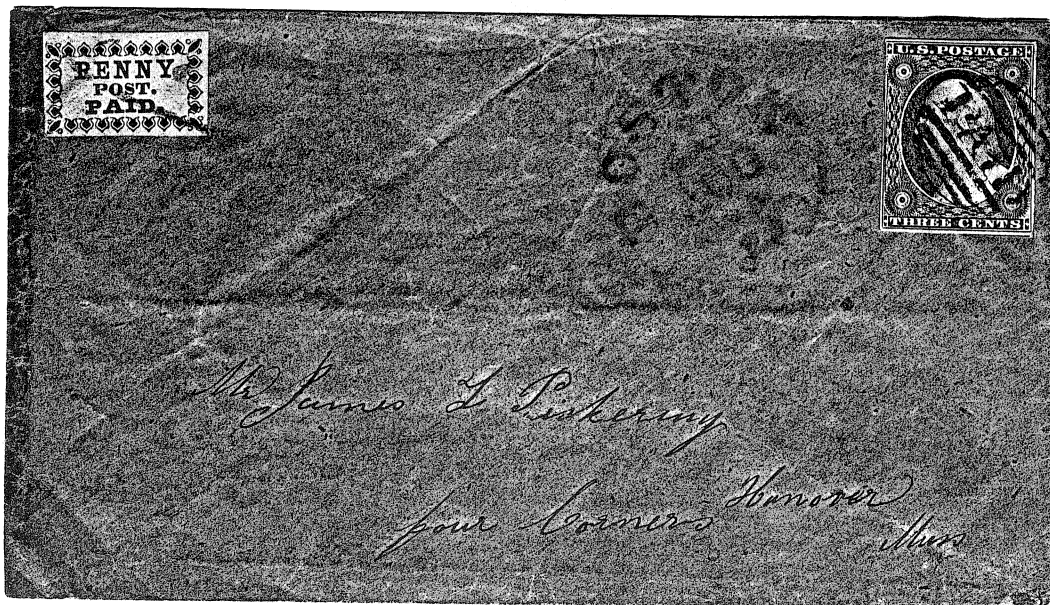


# United States of America

## THE CARRIER SYSTEM

BOSTON

U. S. PENNY POST

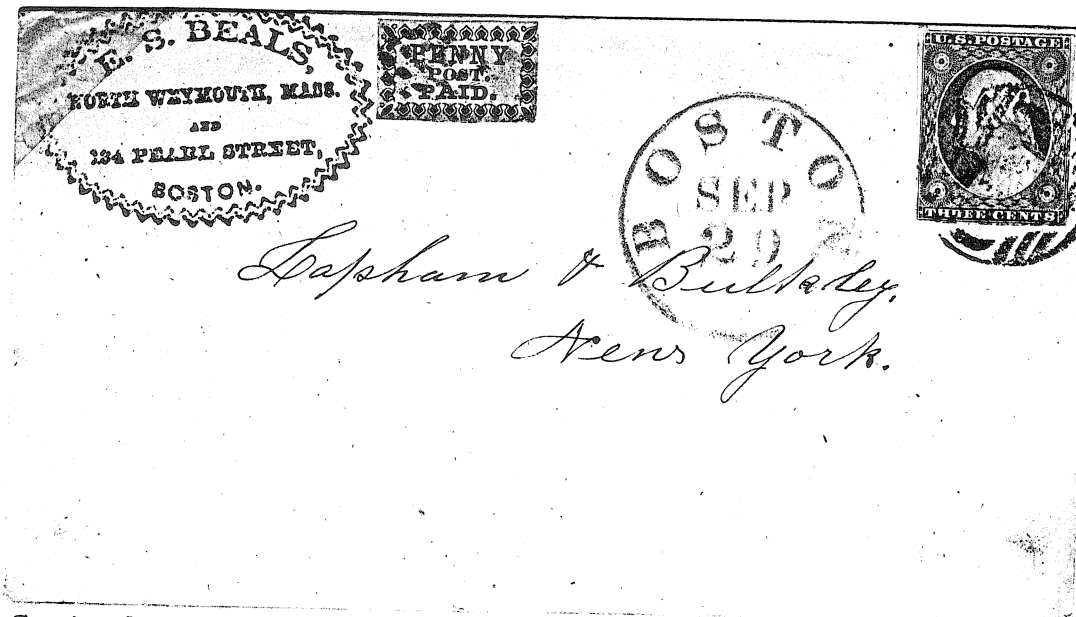


August 28, 1851

GRAY  
PAPER

To the mails

Boston's second carrier stamp appeared in mid-1850.  
It is printed on both bluish and grayish paper



September 29, 1853

BLUE  
PAPER

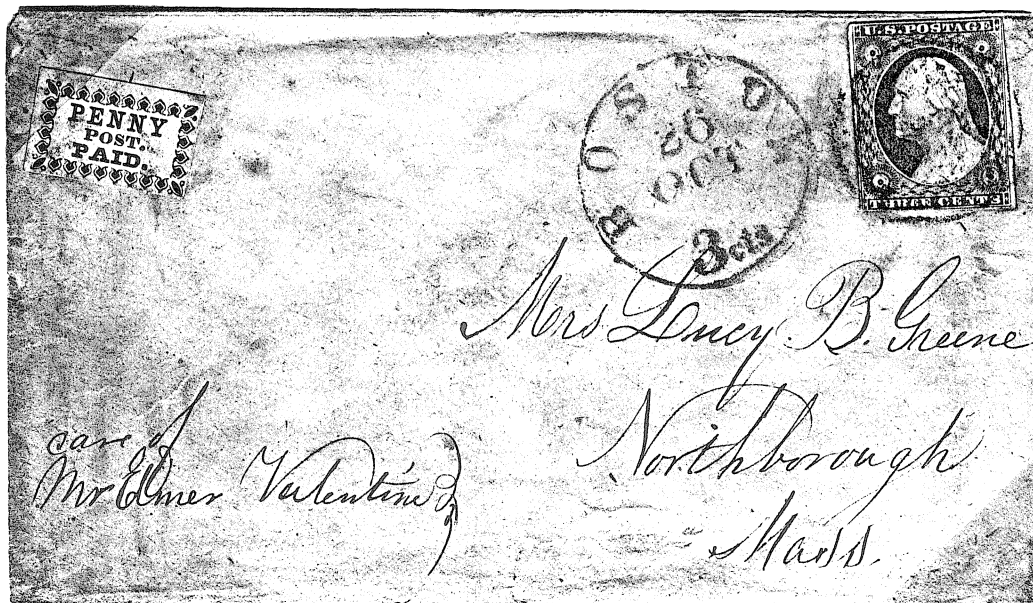
To the mails

# United States of America

THE CARRIER SYSTEM

BOSTON

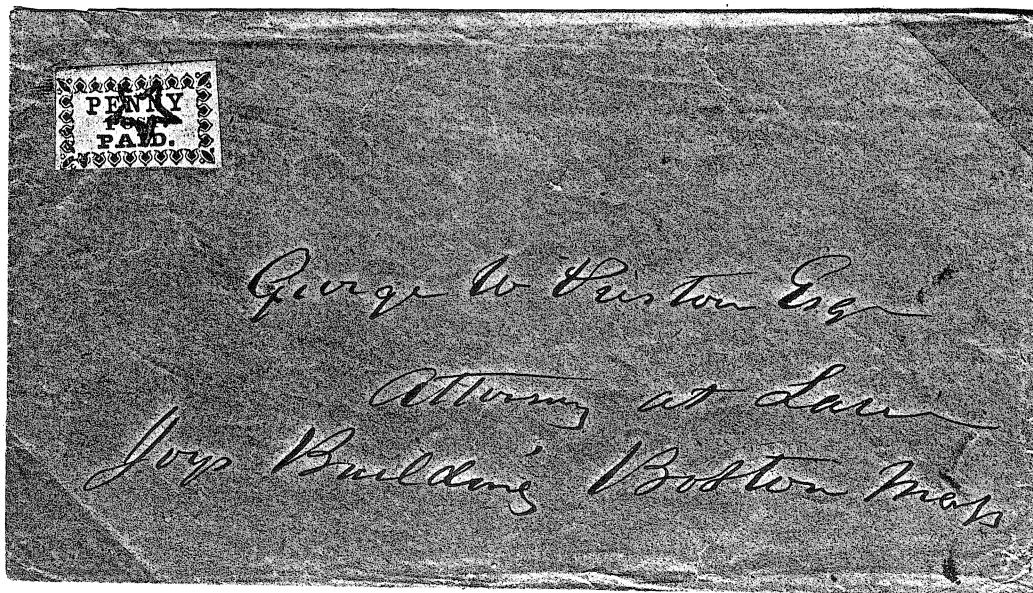
U. S. PENNY POST



26 October 1854

GRAY  
PAPER

To the mails



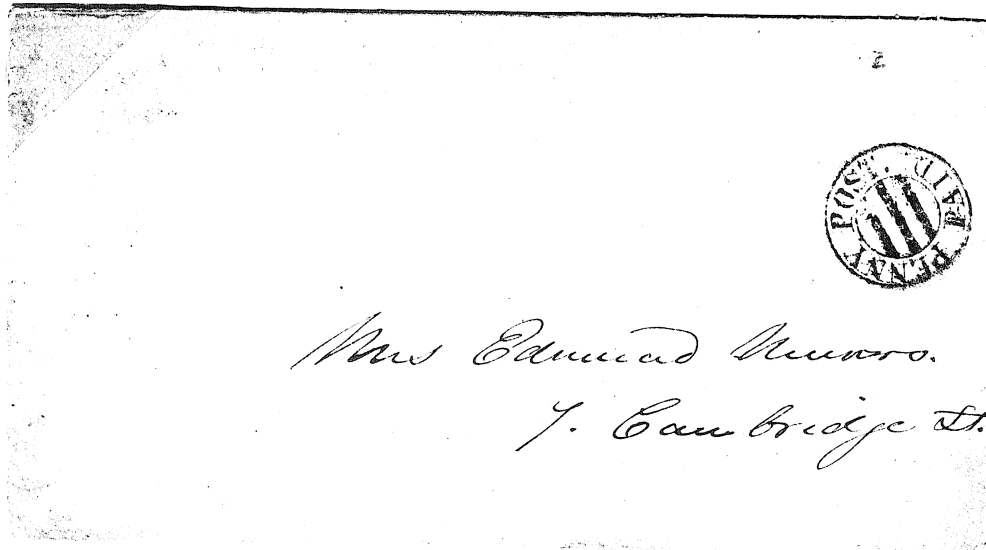
The hollow star is by far the rarest of the Boston carrier cancellations. It is known only in black and has been seen only on city delivery letters.

United States of America

THE CARRIER SYSTEM

BOSTON

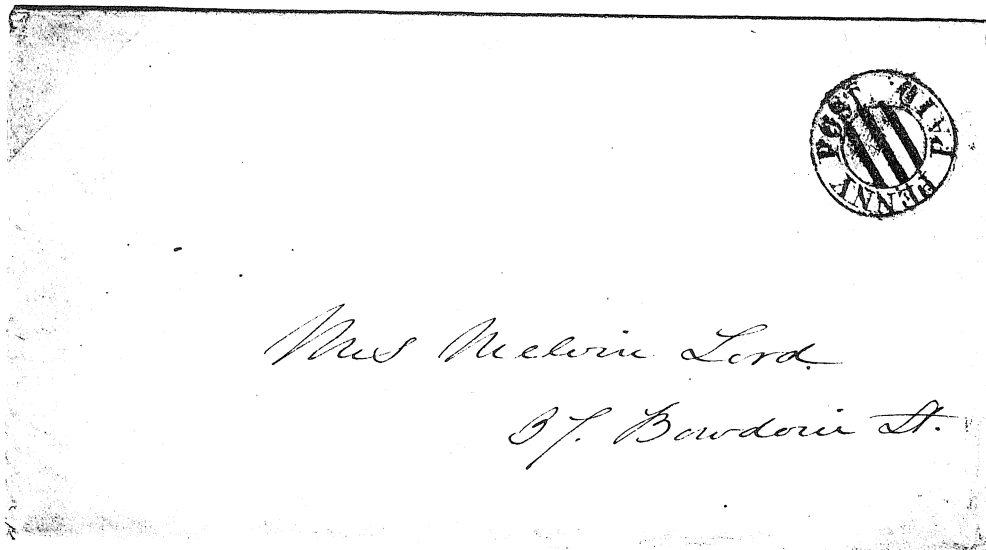
U. S. PENNY POST



*Mrs Edmund Munro.*

*J. Cambridge St.*

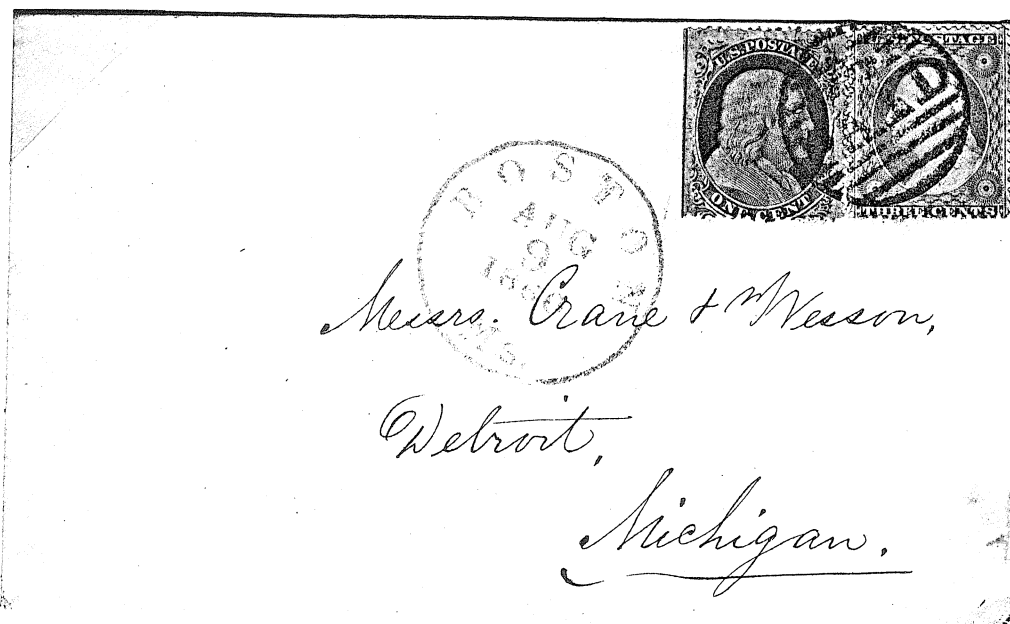
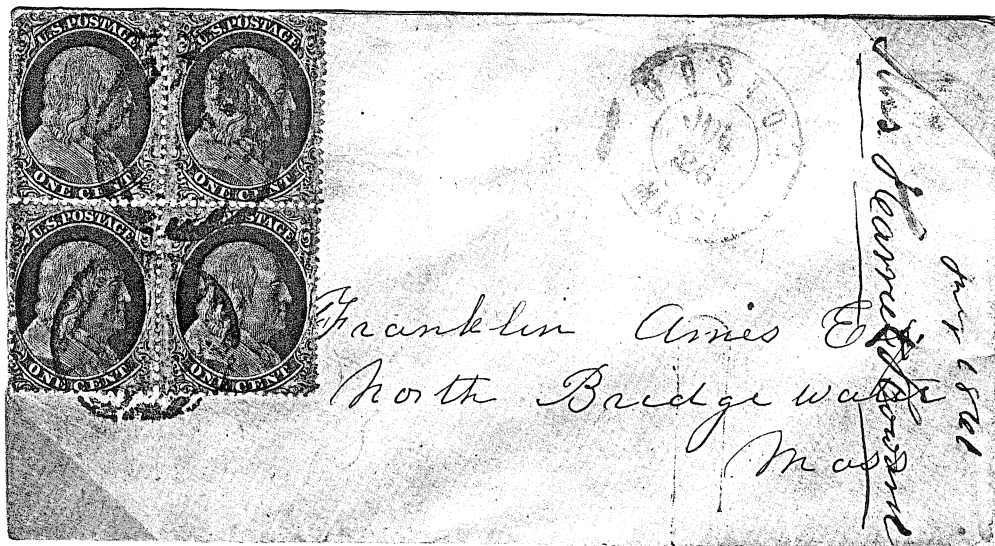
From 1854 to 1857 the black circular PENNY POST PAID was used to make prepaid stamped envelopes. It is also found as a canceling device in black, blue and red.



*Mrs Melvin Lord.*

*37 Bowdoin St.*

CARRIER FEE PREPAID BY POSTAGE STAMPS



28

# United States of America

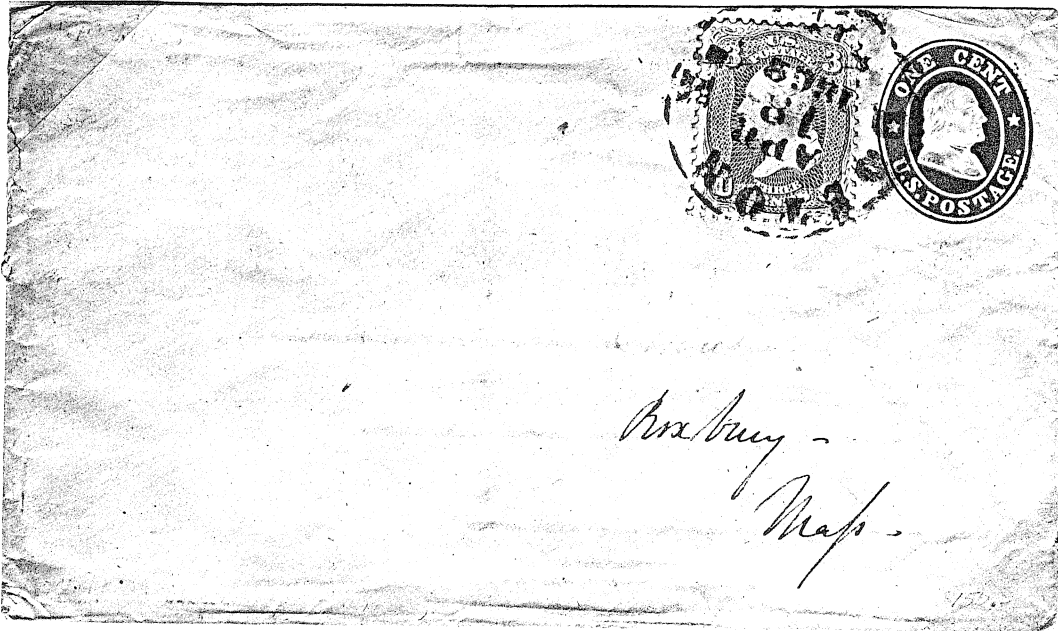
THE CARRIER SYSTEM

BOSTON

THE STAR DIE ENVELOPES

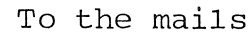


Collection fee paid by one cent 1857 postage stamp.

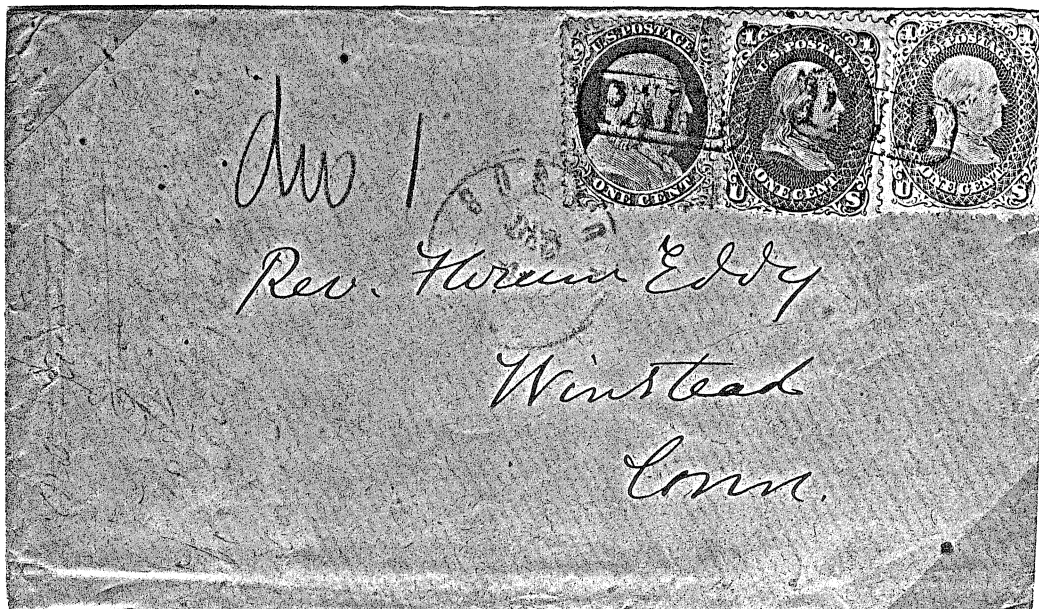


The combination of the 1¢ star die envelope to prepay the collection fee to the mails and a 3¢ postage stamp produces the rarest of the 1¢ + 3¢ carrier covers.

1 CENT DUE CARRIER COLLECTION FEE

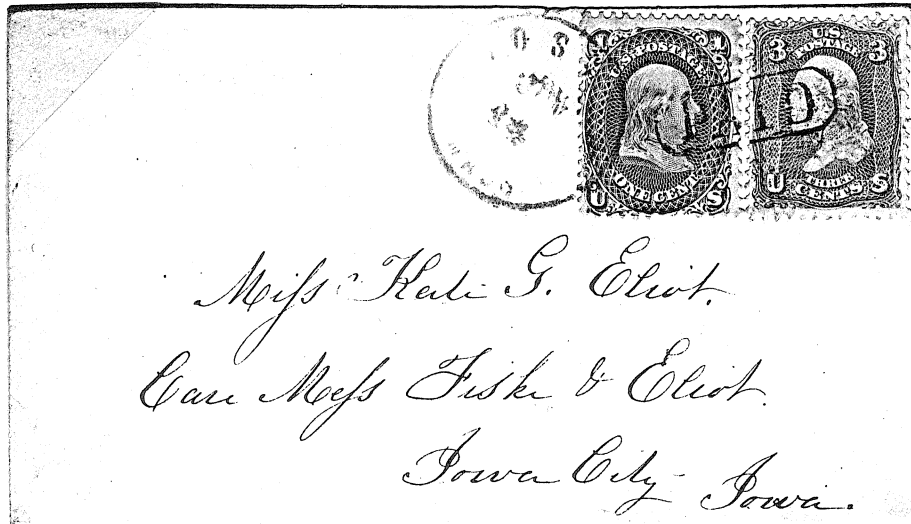


The December 4, 1861 letter below is canceled with the framed PAID and the red concentric Boston circular date stamp used by the Boston carrier department.

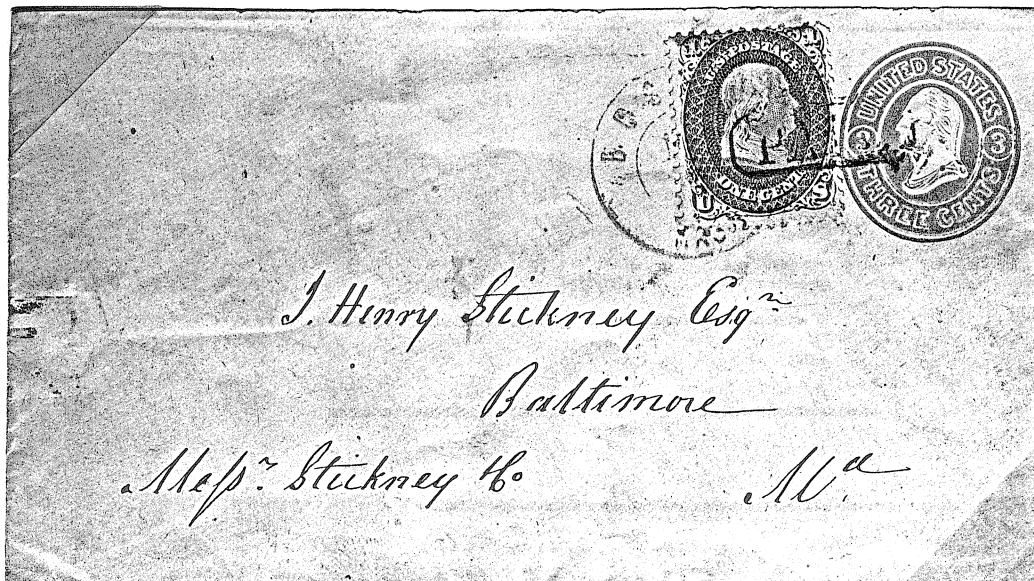




United States of America  
THE CARRIER SYSTEM  
BOSTON



After mid-1861, the small red circular date stamp and the black framed PAID appear as the standard cancellation of the Boston carrier department.



# United States of America

## THE CARRIER SYSTEM

BOSTON

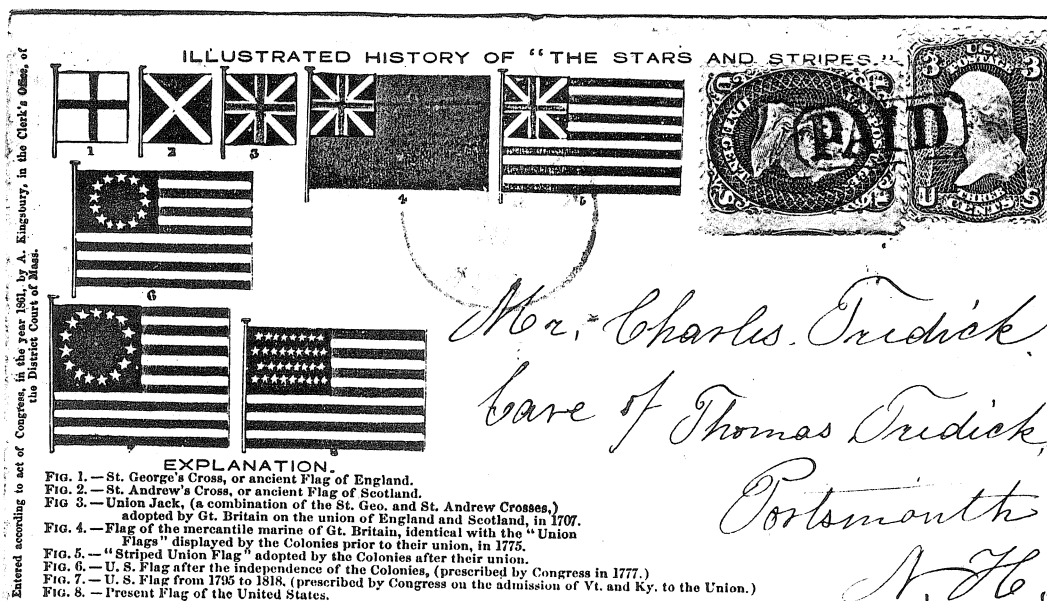
The rarest combination of carrier fee prepayment and postage is found on letters collected by the carrier service for the foreign mails.



November 18, 1862

To the British open mails

1¢ carrier collection fee, 5¢ B. O. M. rate by British packet SCOTIA. 11 annas 4 pies (34¢) due in Calcutta.

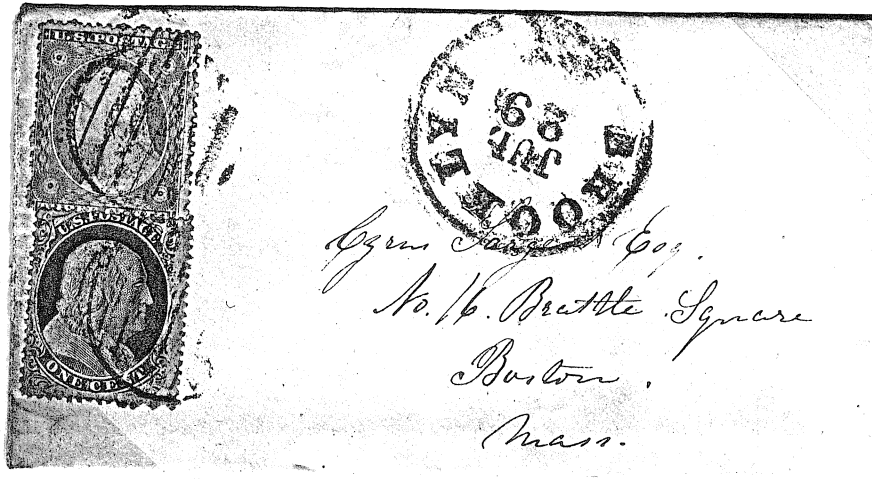


A colorful Civil War patriotic cover

To the mails



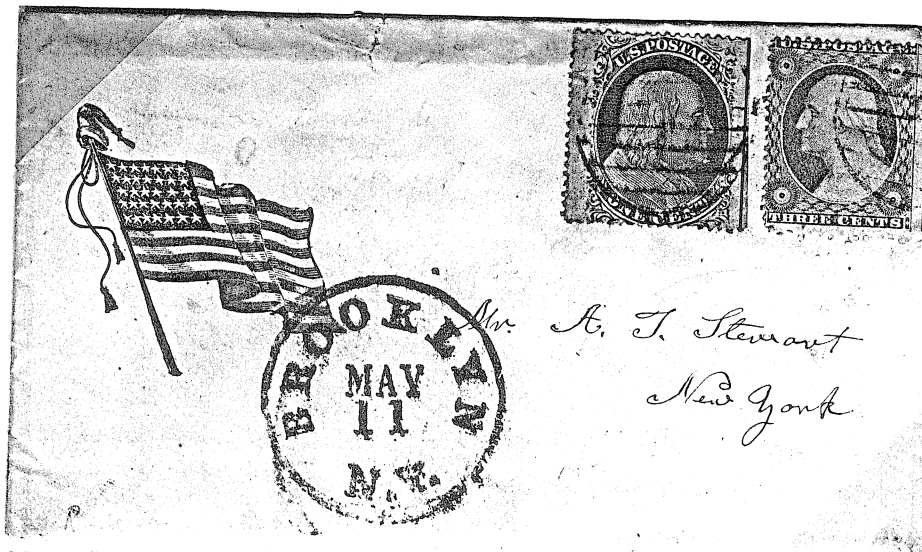
United States of America  
THE CARRIER SYSTEM  
BROOKLYN, N. Y.



July 29, 1861

To the mails

Carrier service was initiated in Brooklyn in 1855. On these letters, the collection fee to the mails is prepaid by a 1¢ stamp of the 1857 series.



May 11, 1861

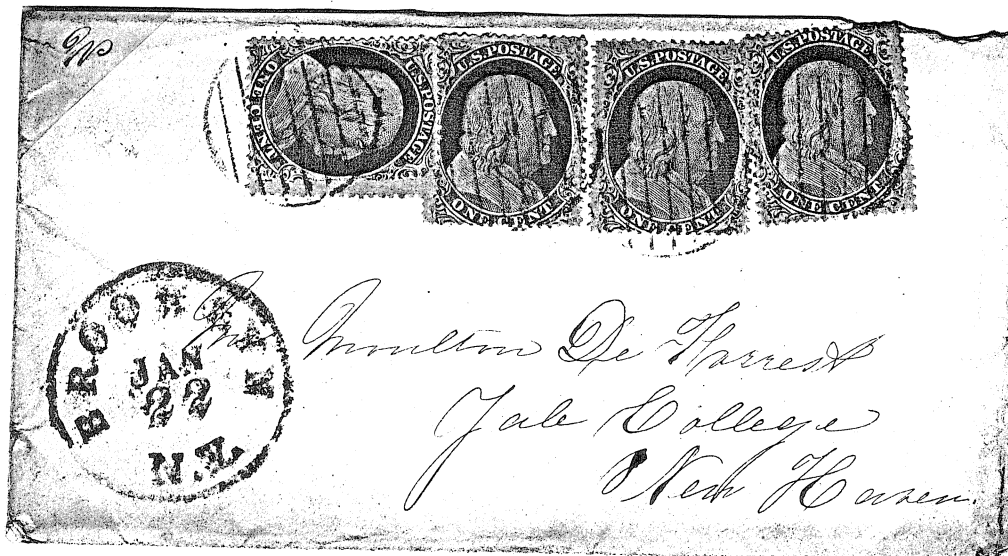
To the mails

United States of America  
THE CARRIER SYSTEM  
BROOKLYN, N. Y.



July 15, 1861

To the mails



January 22, 1861

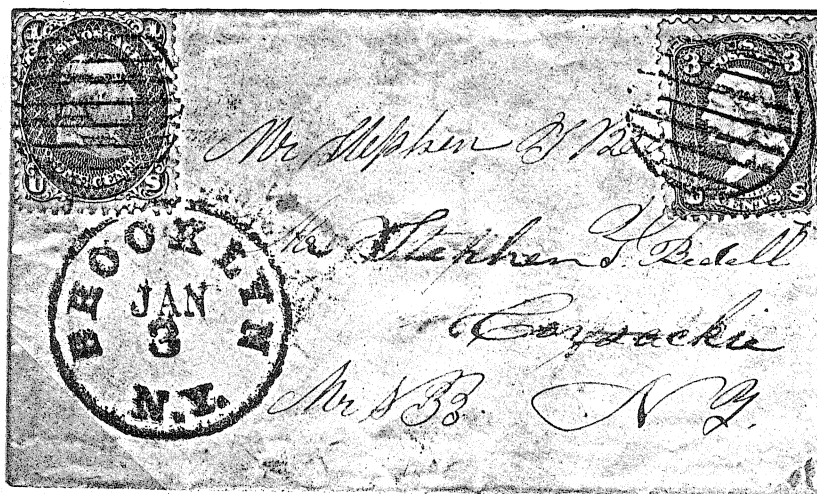
To the mails

One of two reported covers with both postage and collection fee prepaid by four 1¢ 1857 series stamps.

United States of America

THE CARRIER SYSTEM

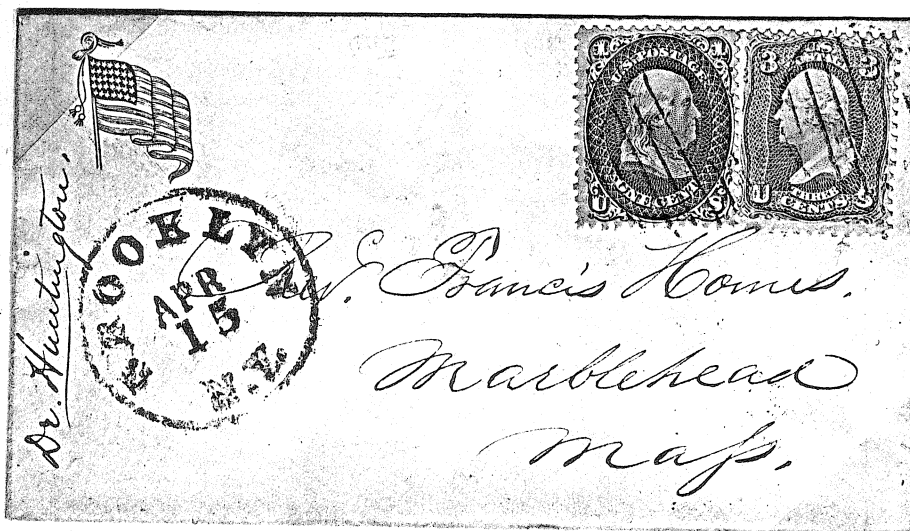
BROOKLYN, N. Y.



January 3, 1862

To the mails

Postage and collection fee both paid by stamps  
of the new 1861 series.



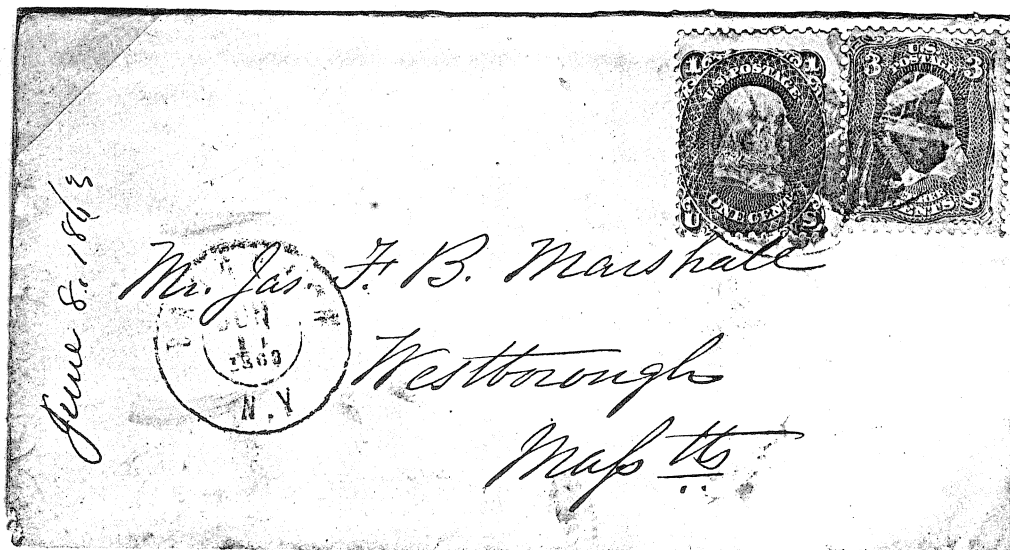
April 15, 1862

To the mails

United States of America

THE CARRIER SYSTEM

BROOKLYN, N. Y.



June 10, 1863

very late use

To the mails

After the demonetization of the 1851-1857 series, carrier fees were prepaid by the one-cent stamp of the new 1861 series.

In late February 1862 a second postmark appeared, a double concentric circle including the year date.



August 19, 1862

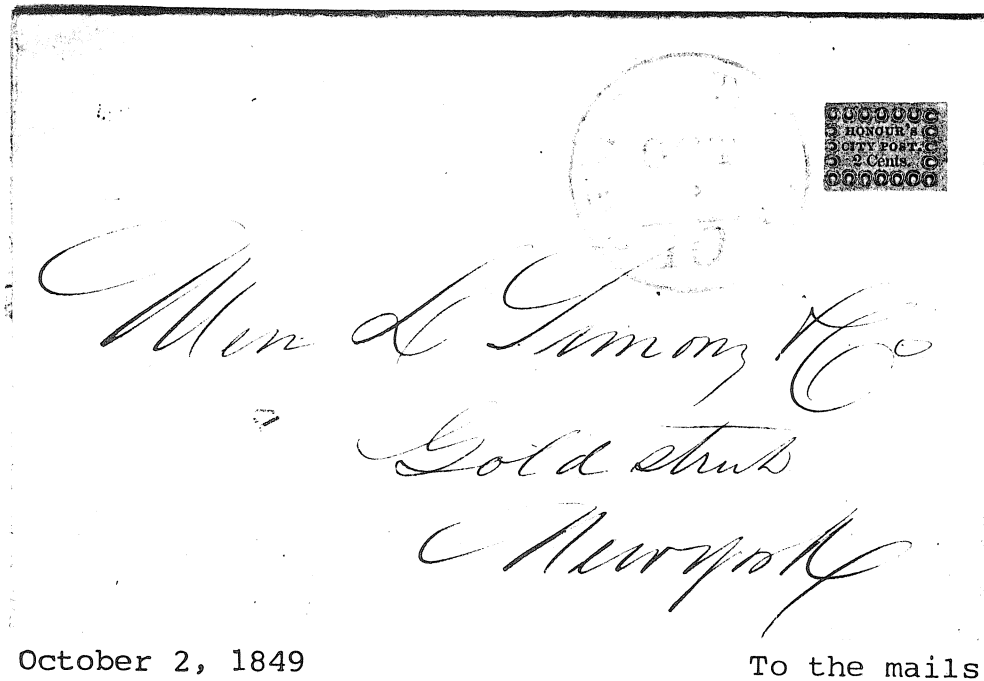
To the mails

United States of America

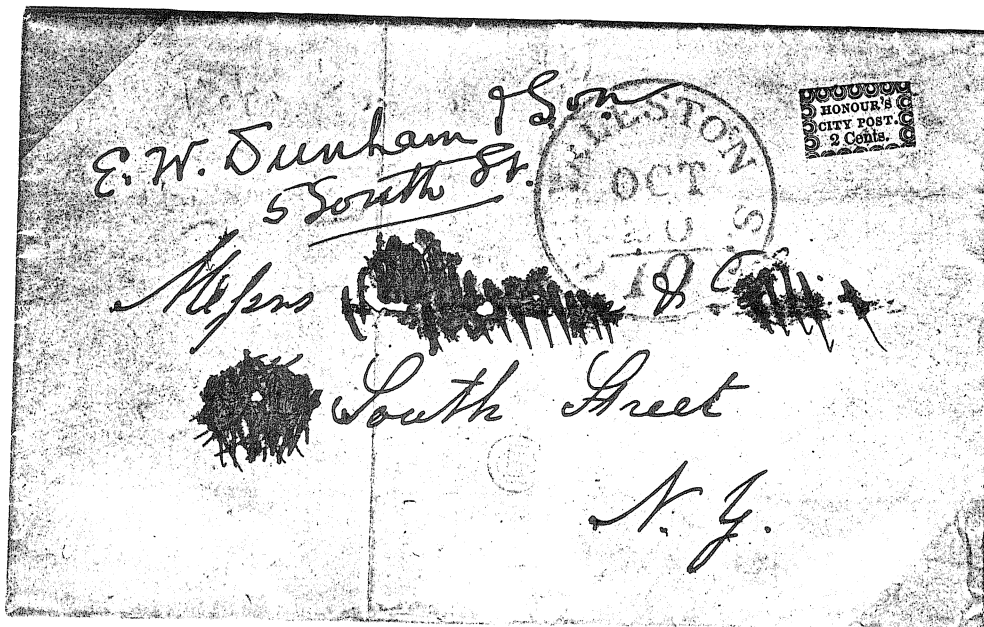
THE CARRIER SYSTEM

CHARLESTON

HONOUR'S CITY POST



The second of John H. Honour's six semi-official carrier adhesive designs, which produced ten different stamps.

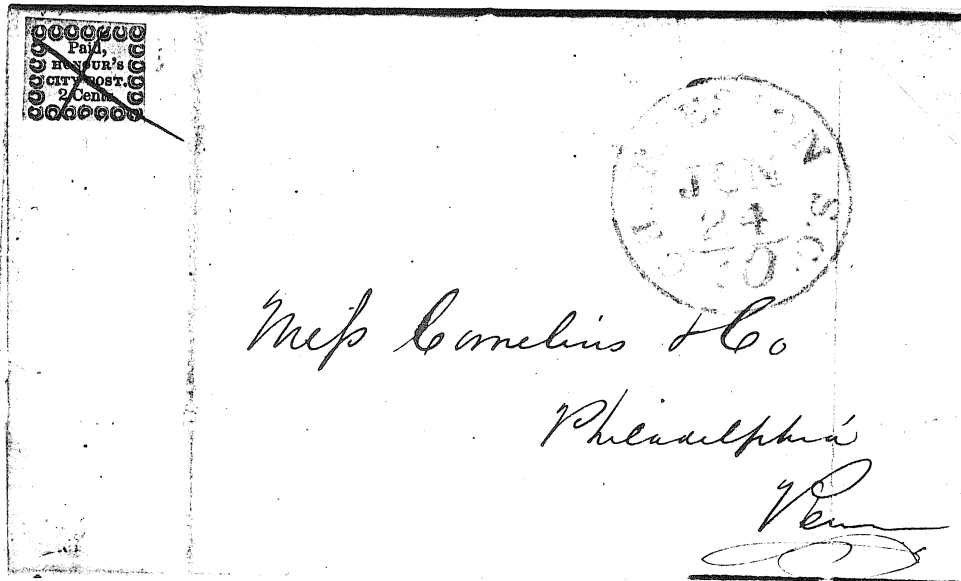


United States of America

THE CARRIER SYSTEM

CHARLESTON

HONOUR'S CITY POST



June 24, 1851

To the mails

Honour's third design



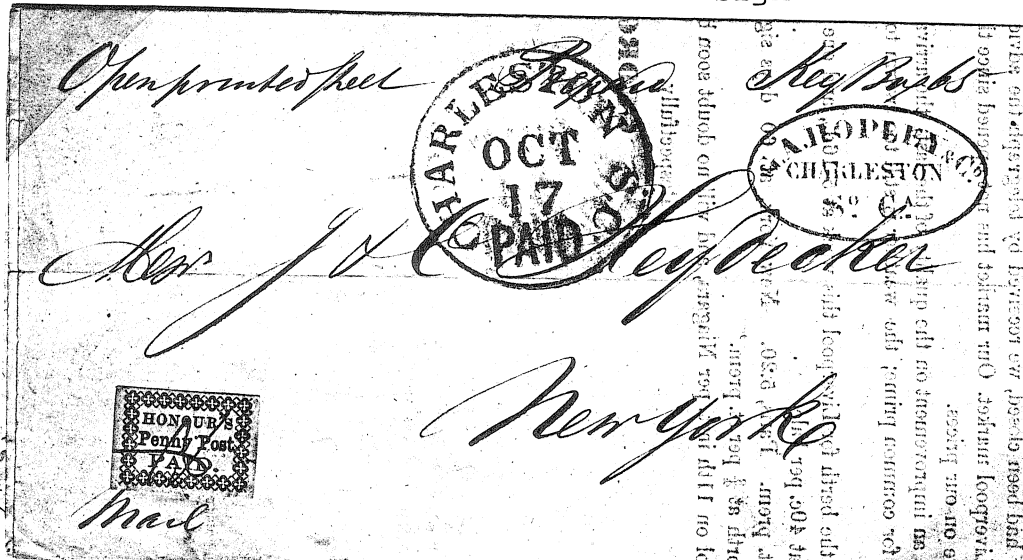
December 20, 1852

To the mails



United States of America  
THE CARRIER SYSTEM  
CHARLESTON  
HONOUR'S PENNY POST

Honour has now changed the name of his service to  
HONOUR'S PENNY POST on his fourth design.



October 17, 1851

To the mails

Honour precanceled the stamp with his initial "H"



# United States of America

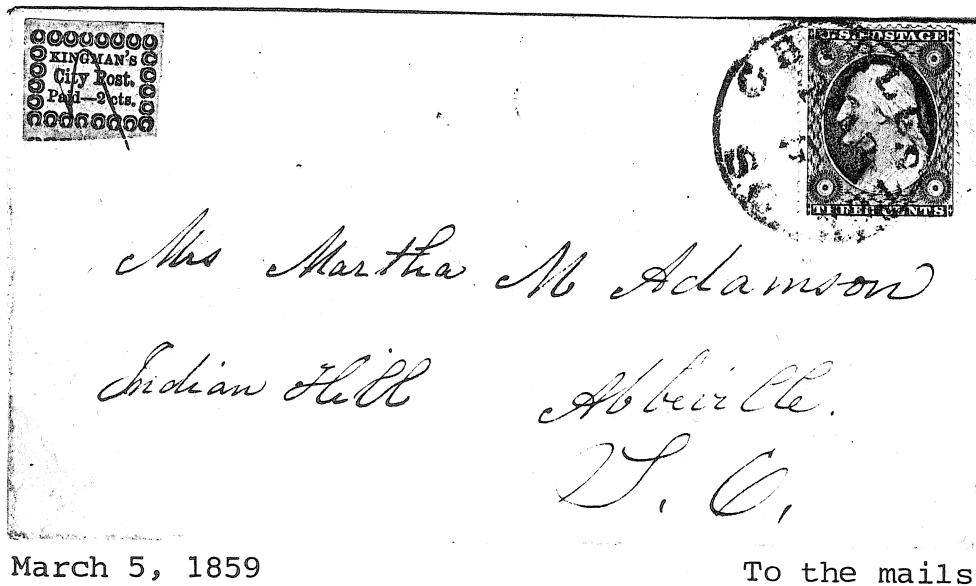
## THE CARRIER SYSTEM

CHARLESTON

KINGMAN'S CITY POST

Kingman was appointed letter carrier by Dr. Honour, his brother-in-law.

In 1851 they agreed to separate and divide the city into two carrier zones, with each serving his own part. Kingman continued as carrier until 1860.



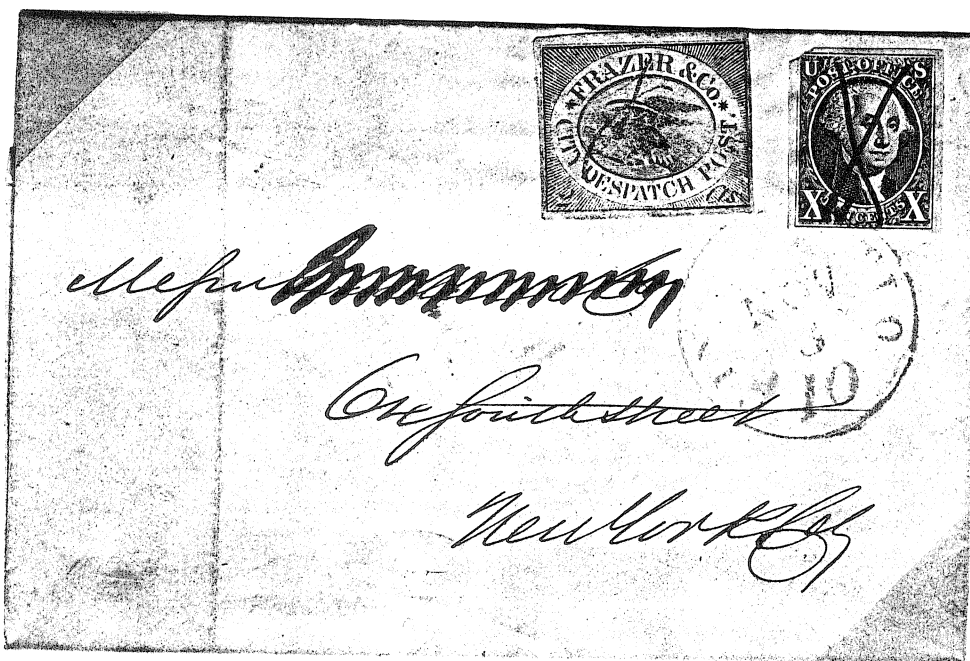
United States of America

## THE CARRIER SYSTEM

CINCINNATI

FRAZER & Co. CITY DESPATCH POST

The most-recently discovered semi-official carrier stamp. Frazer was a government letter-carrier in Cincinnati between February 3, 1848 and June 1849.



November 3, 1848

To the mails

The 10¢ stamp of the 1847 series pays the postage to New York City, a distance greater than 300 miles.

REPRODUCED FROM HOLDINGS OF THE NATIONAL ARCHIVES

February 3. 1848.

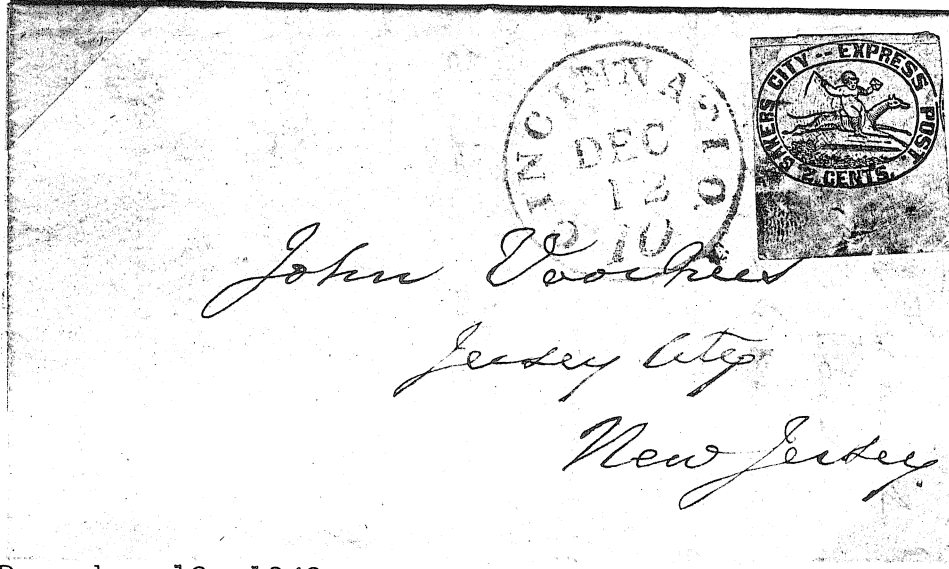
Ordered, to appoint Hiram Hoagier, Letter Carrier at Cincinnati,  
Ohio in place of James Belleville, resigned.

From the Journals of the Postmaster-General

United States of America  
THE CARRIER SYSTEM  
CINCINNATI  
BAKERS EXPRESS CITY POST

Bakers role in Cincinnati carrier history is yet to be finalized, but along with Browne it remains a serious candidate for "semi-officialdom".

The three known covers were all used in 1849.



December 12, 1849

To the mails

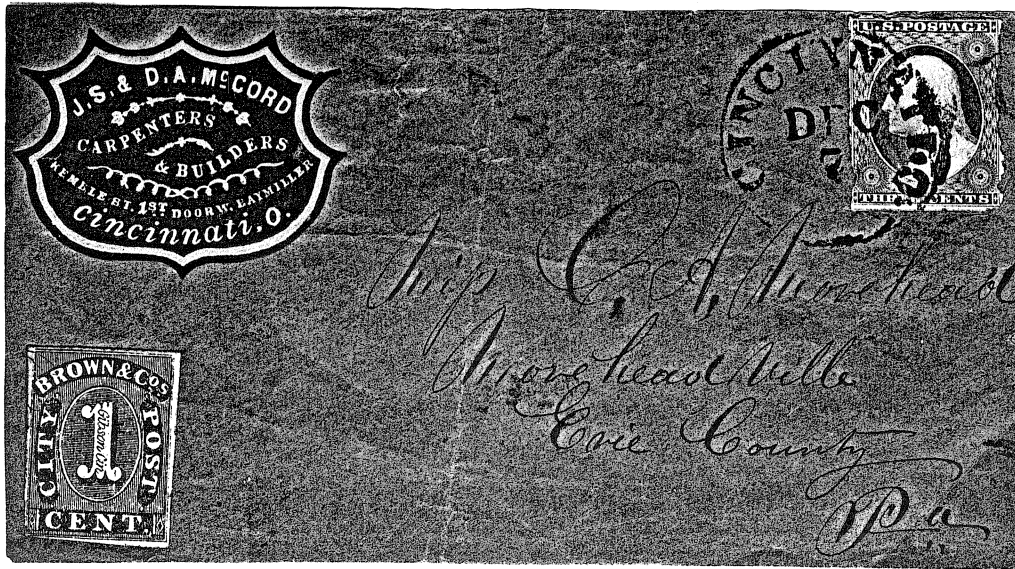
The 10¢ postage was collected from the addressee.

# United States of America

## THE CARRIER SYSTEM

### CINCINNATI

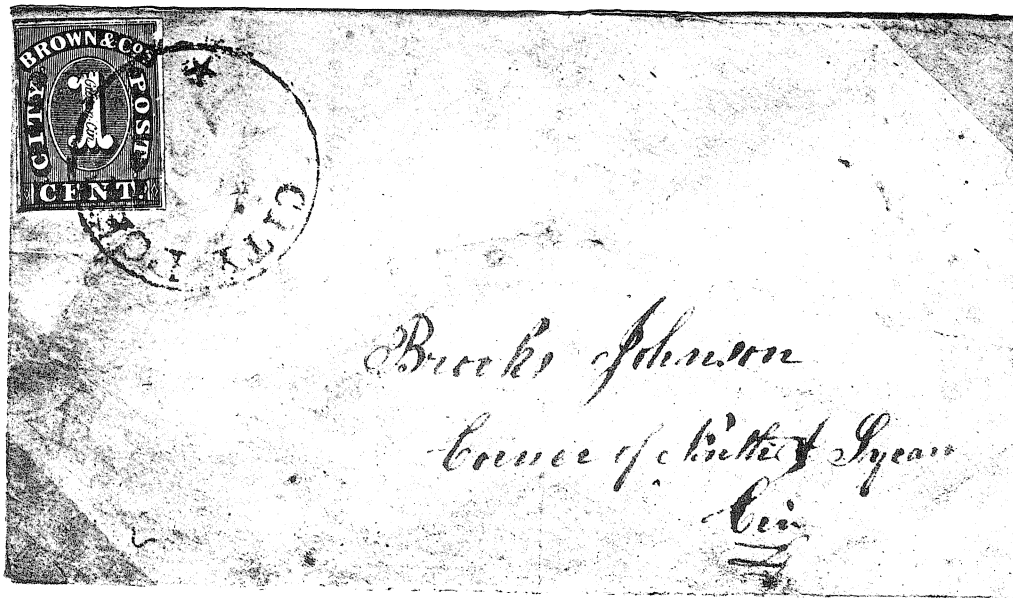
### BROWNE & COs CITY POST



December 7, 1852

To the mails

From April 1852 until October 1854, during which period U. S. carrier activity was suspended in Cincinnati, collection to the post office and city mail service was provided by Browne & Co., a local city delivery post.



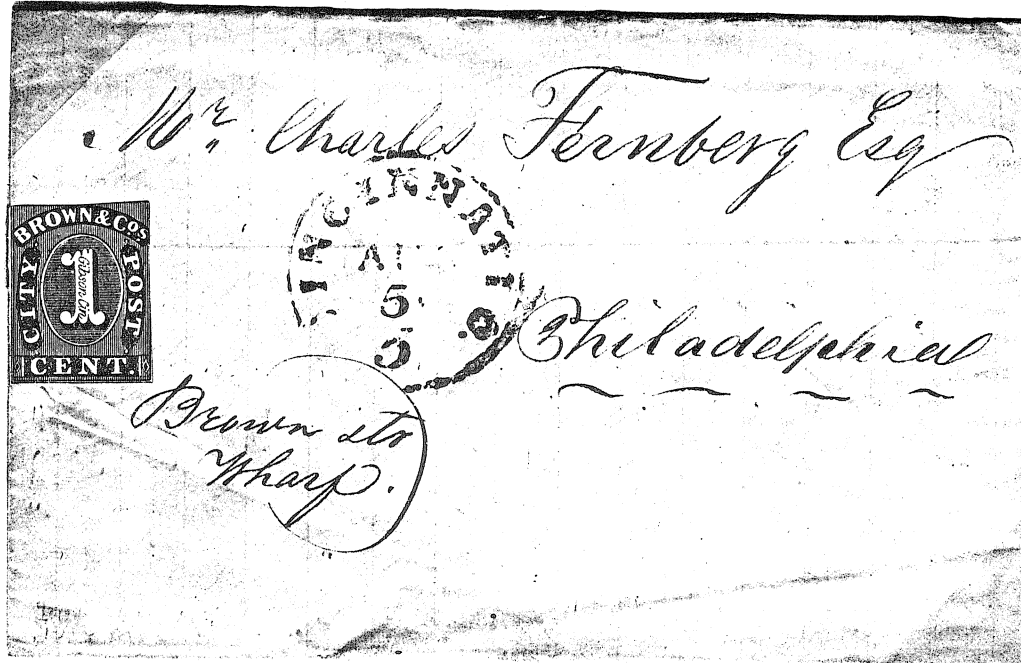
The city delivery fee was one cent. Unpaid city mail letters would be advertised and charged a double fee.

United States of America

THE CARRIER SYSTEM

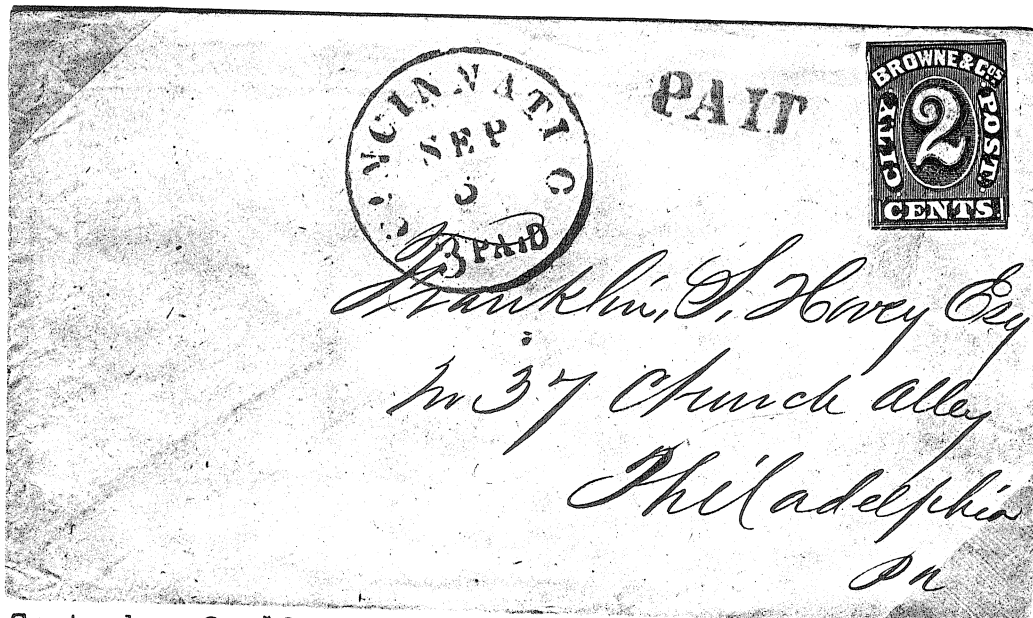
CINCINNATI

BROWNE & CO'S CITY POST



August 5, 1853

To the mails



September 3, 1853

To the mails

The two-cent rate provided a form of insurance on valuable matter. Prepayment was required on letters to the post office.

# United States of America

## THE CARRIER SYSTEM

### CINCINNATI

### WILLIAMS CITY POST

**POSTOFFICE, CINCINNATI, OCTOBER,**  
1854.—Letter Boxes have been established at the corners of principal streets and public places, for the purpose of enabling the citizens to mail their letters, without subjecting them to the inconvenience of visiting the office.  
Carriers' Stamps will be for sale at all the points at which boxes are located, and all letters intended for the mails must be prepaid by a one-cent stamp. Mr. C. C. WILLIAMS, who has been appointed Letter Carrier, will superintend the business.  
J. L. VATTIER, P. M.

#### U. S. MAIL LETTER BOX.

Letters for the Postoffice must be prepaid by a one-cent blue stamp.

Letters and Packages intended for City Delivery must be prepaid by one of Williams' two-cent brown stamps, or two of the one-cent blue (eagle) stamps.

Letters containing valuable inclosures should be marked "Valuable."

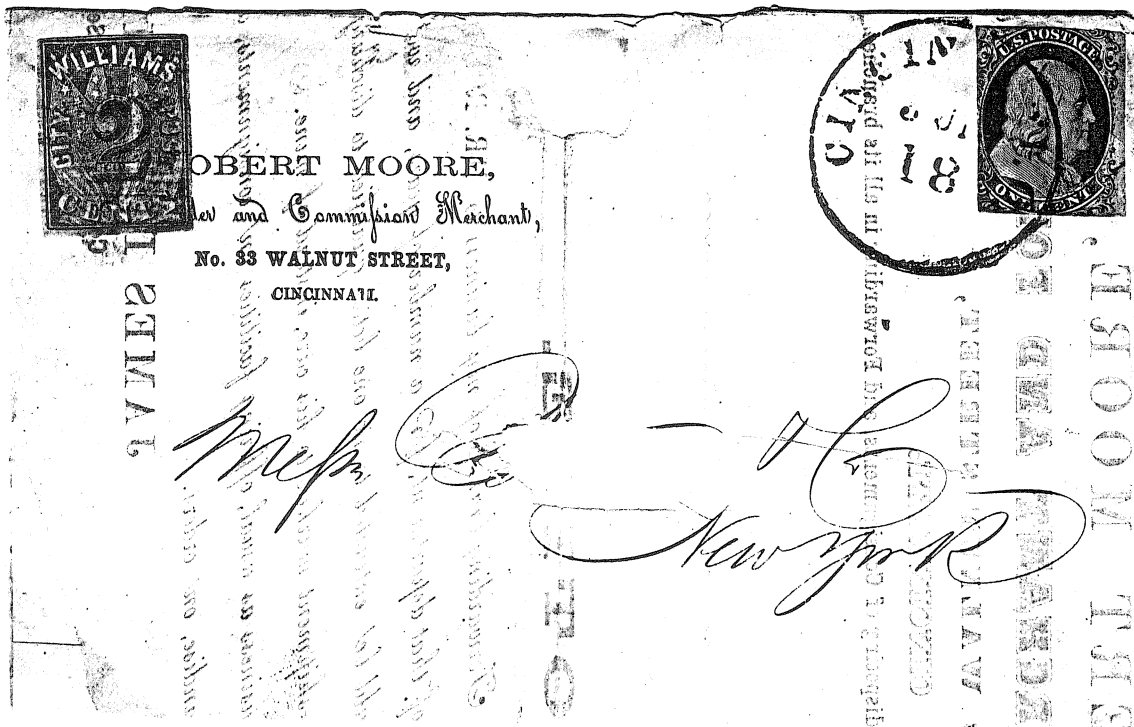
Letters intended for the Afternoon Mails should be dropped into the boxes previous to 1 o'clock P. M. Those intended for the Morning Mails should be dropped into the boxes previous to 6 P. M.

Letters intended for City Delivery will be delivered promptly after being taken from the boxes. Such letters should be plainly directed, with the number and streets on them.

Office—Geat's Building, Fourth-street, between Walnut and Vine streets, room No. 11, up stairs

Postoffice.

CINCINNATI, October 20, 1854.



June 18, 1855

The 1¢ stamp of the 1851 series pays the printed circular rate

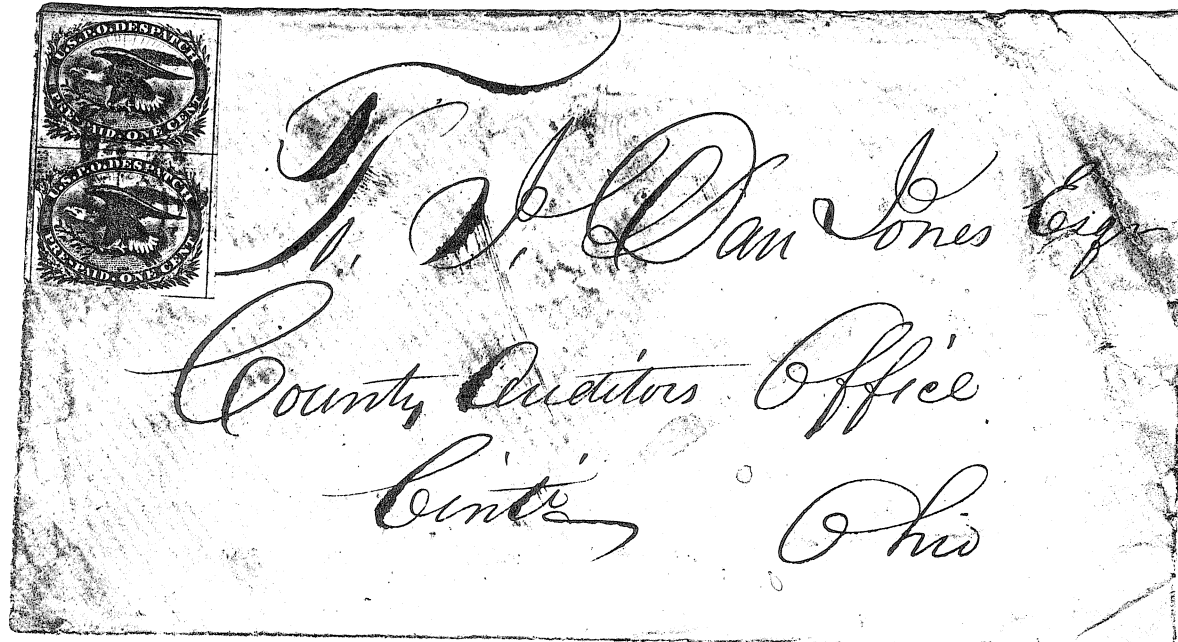
To the mails

A unique combination

United States of America  
 THE CARRIER SYSTEM  
CINCINNATI  
 THE TWO-CENT CITY DELIVERY RATE  
PREPAID BY THE OFFICIAL EAGLE CARRIER STAMPS

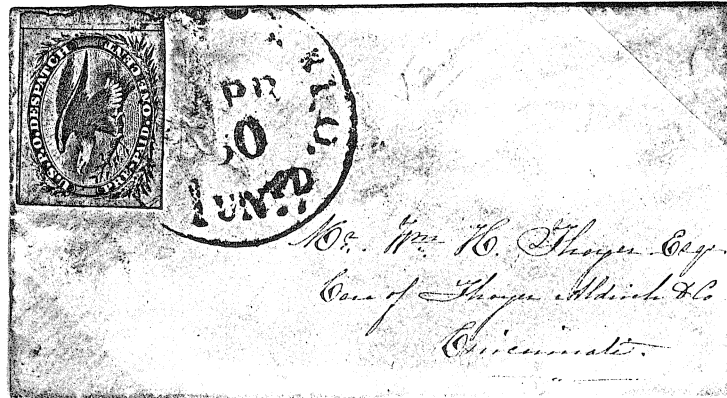


The two-cent city letter rate was established in October 1854 and remained in effect through 1860. Only three covers showing this usage are known to have survived the ravages of time.





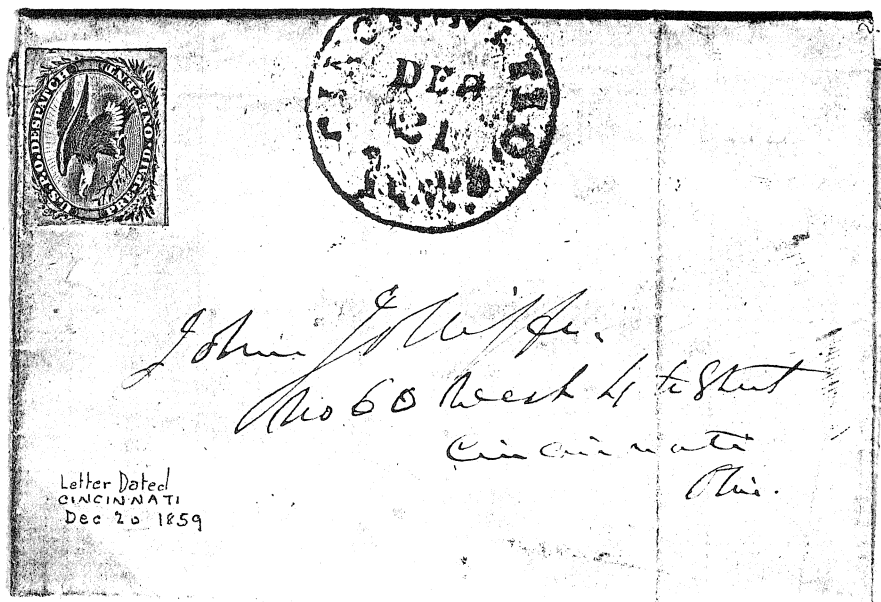
United States of America  
THE CARRIER SYSTEM  
CINCINNATI  
THE TWO-CENT CITY DELIVERY RATE



The postmaster's October 30, 1854 notice stated that carrier fees for city delivery could be prepaid only by a Williams 2¢ stamp or TWO eagle carrier stamps.



These city letters bear only one eagle stamp and so are rated 1 cent unpaid (due from the addressee upon delivery).



United States of America  
THE CARRIER SYSTEM

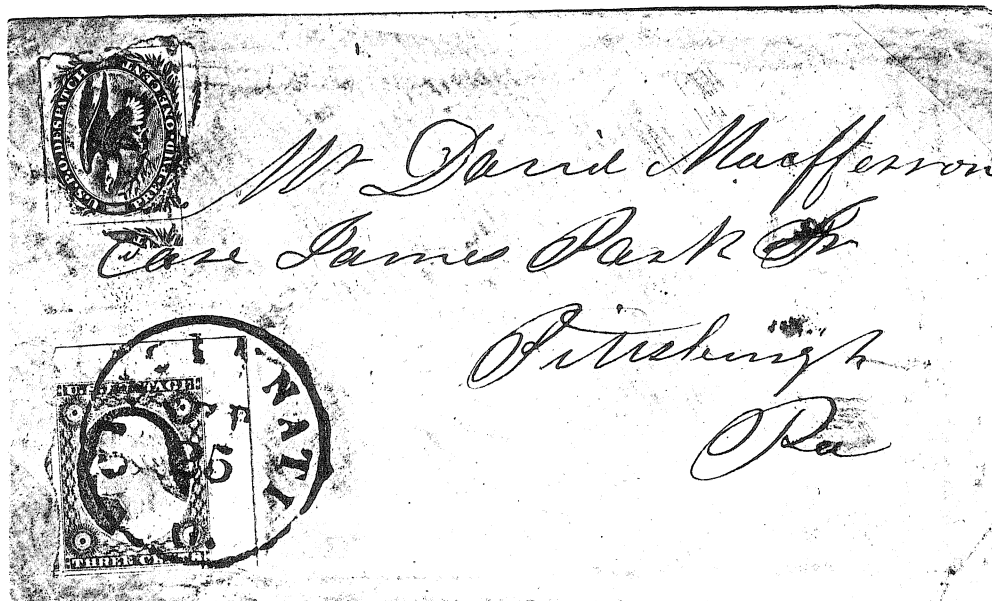
THE RARE RED  
CARRIER STRIKE

1854



SQUARED TARGET  
OF CINCINNATI

1855



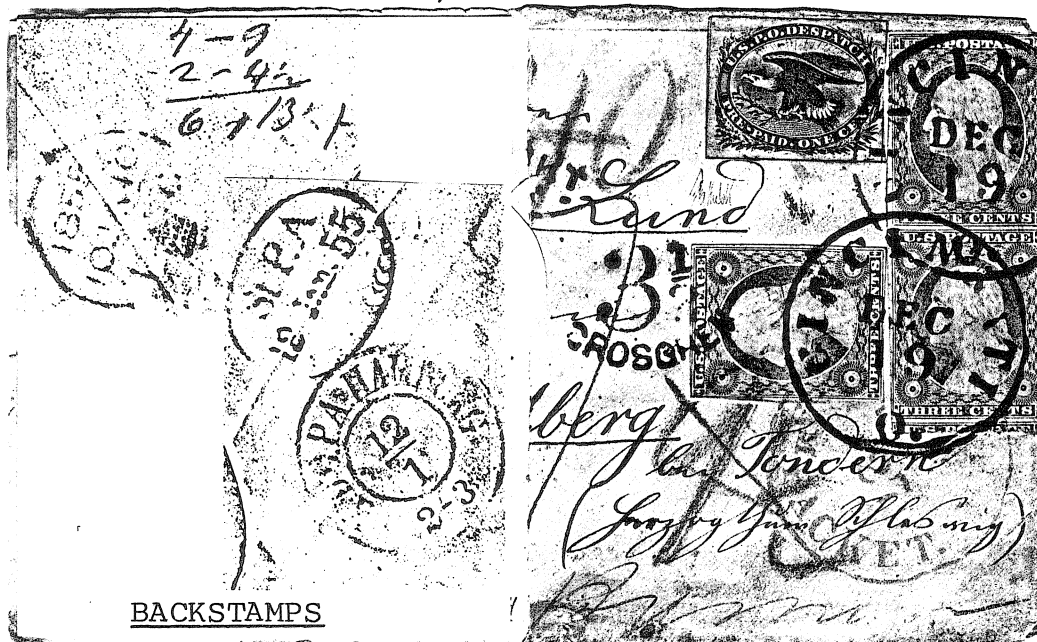
When C. C. Williams became head of Cincinnati's carrier department in October 1854, he brought his CITY POST canceler with him. A dozen examples of the strike are known, used only on the WILLIAMS CITY POST and Eagle carrier stamps.



THE EAGLE CARRIER STAMP USED ON TRANSATLANTIC MAIL

One of two recorded examples

The eagle stamp, canceled with the red squared circle, paid the collection fee. The missing left front half of the envelope bore 12¢ additional postage, prepaying the 21¢ British open mail rate by American packet (PACIFIC, Collins Line)



December 19, 1854

To the mails

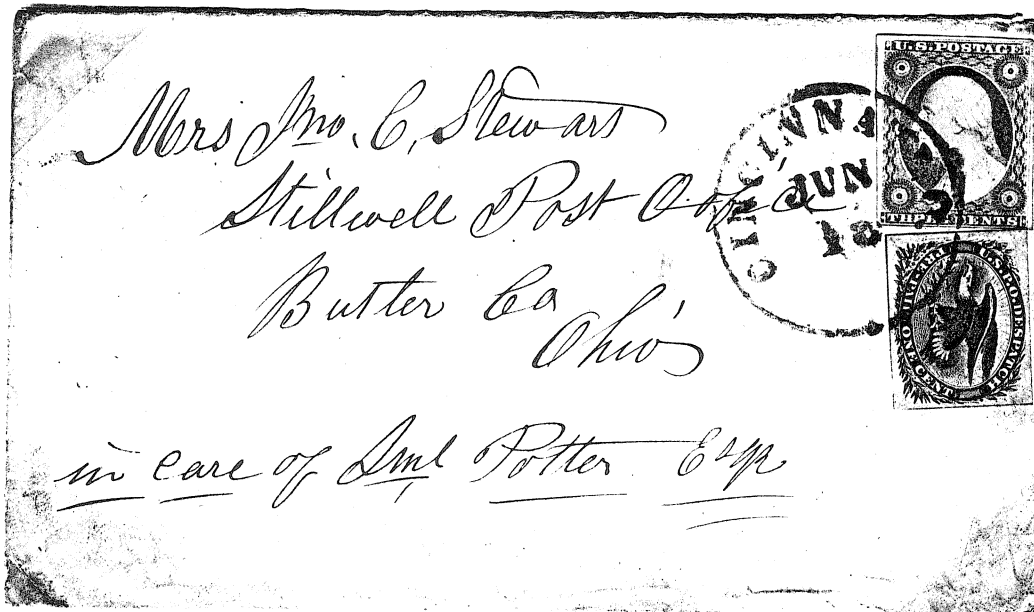
At Liverpool the letter was treated as if it originated in Great Britain under the Anglo-Prussian Treaty; forwarded to Hamburg and thence to final destination in Ubjerg, Denmark.

United States of America

THE CARRIER SYSTEM

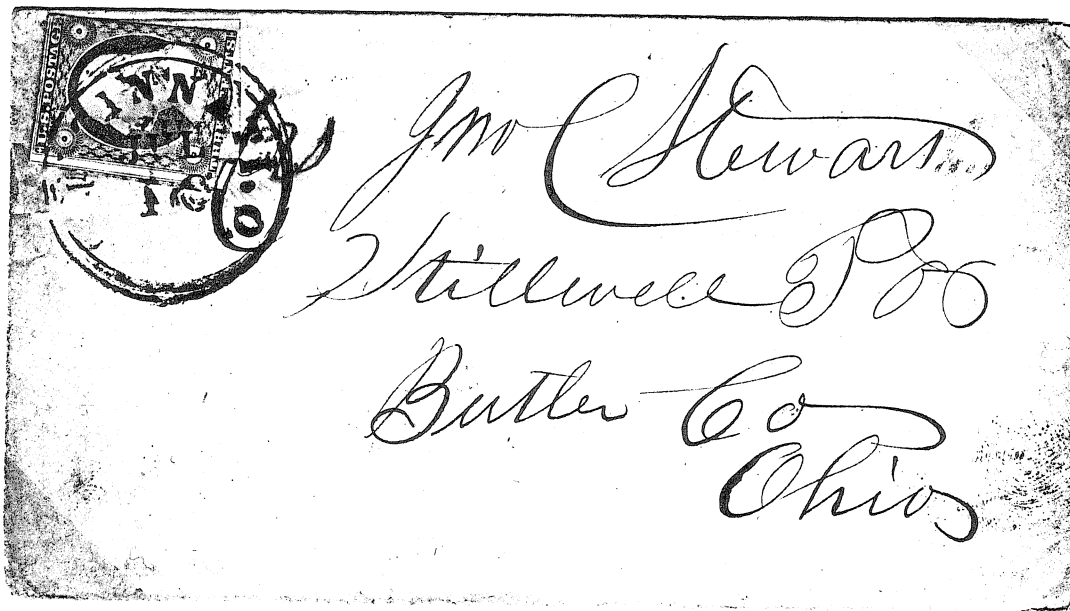
CINCINNATI

POSTAL ETIQUETTE



The upper envelope is a conventionally franked letter collected by the Cincinnati carrier service.

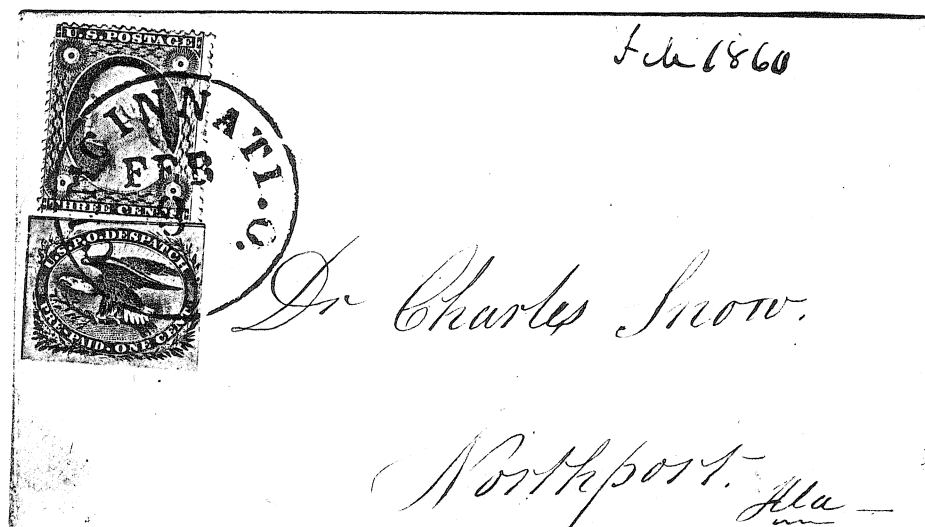
Careful examination of the lower letter will reveal the eagle carrier stamp beneath the 3¢ postage stamp, which was likely applied at the post office, either by the carrier or a postal clerk, with the charge placed on account.



United States of America

THE CARRIER SYSTEM

CINCINNATI

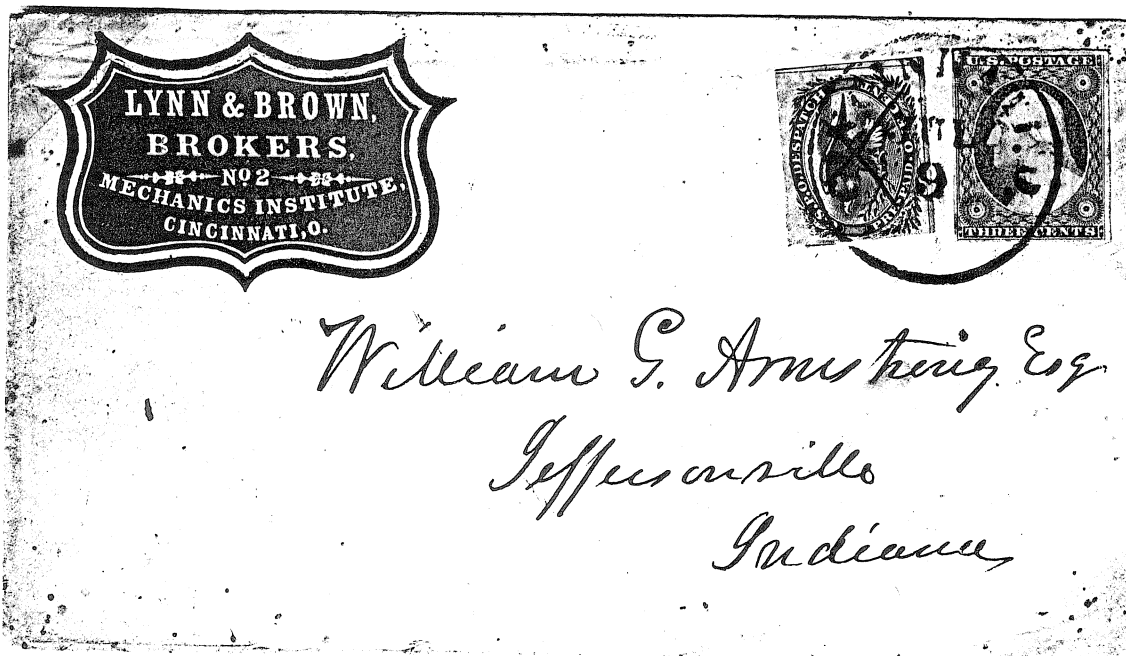


February 9, 1860

To the mails

A late use

The commonest Cincinnati cancellation is the blue 32mm circular date stamp, usually tying both the carrier and postage stamps.



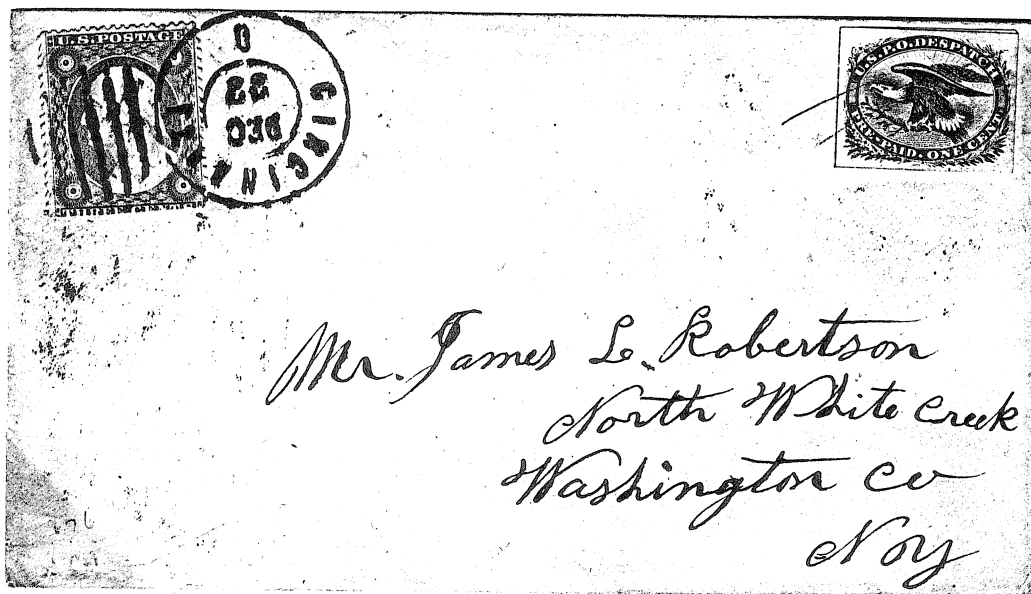
July 9, 1856

To the mails

United States of America

THE CARRIER SYSTEM

CINCINNATI



December 22, 1860

To the mails

In October 1860 the Cincinnati postmark changed to a 25mm blue double circle with an attached six-bar grid.



November 4, 1860

To the mails



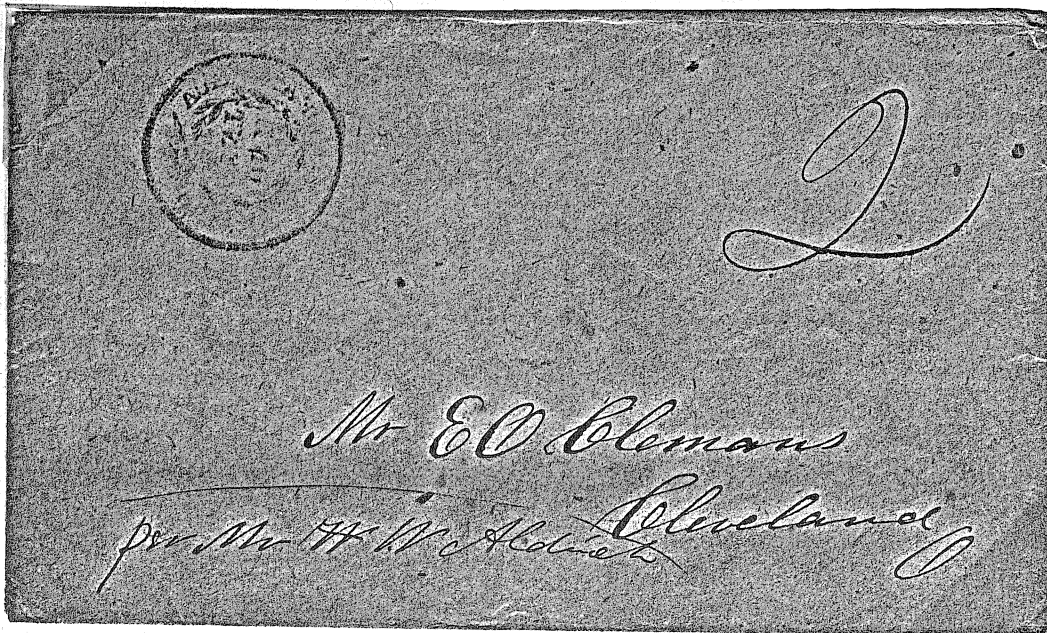
# United States of America

## THE CARRIER SYSTEM

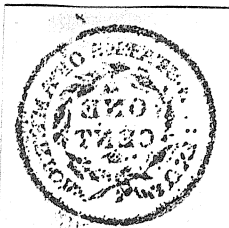
CLEVELAND

BISHOP'S CITY POST

This letter was carried outside the mails from North Dover, Ohio to Cleveland, where it was passed to Henry Bishop in the post office early in June, 1854. Bishop wore two hats, postal clerk and Cleveland's only letter carrier.

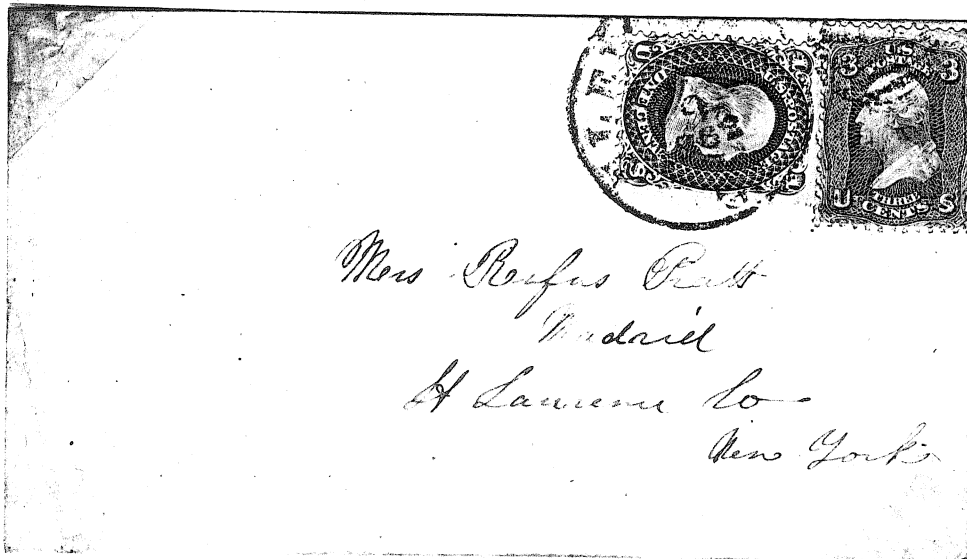


In the latter rôle, he marked the letter (due) 2 (cents) for carrier delivery; and using a current one cent piece as a handstamp, applied the reversed ONE CENT impression to show PENNY POST service, that being the generally accepted name of the government carrier service.



United States of America  
THE CARRIER SYSTEM  
CLEVELAND

From mid-August 1861 through the end of June 1863,  
the one-cent stamp of the 1861 series could be used  
to prepay carrier fees.



October 9, 1862

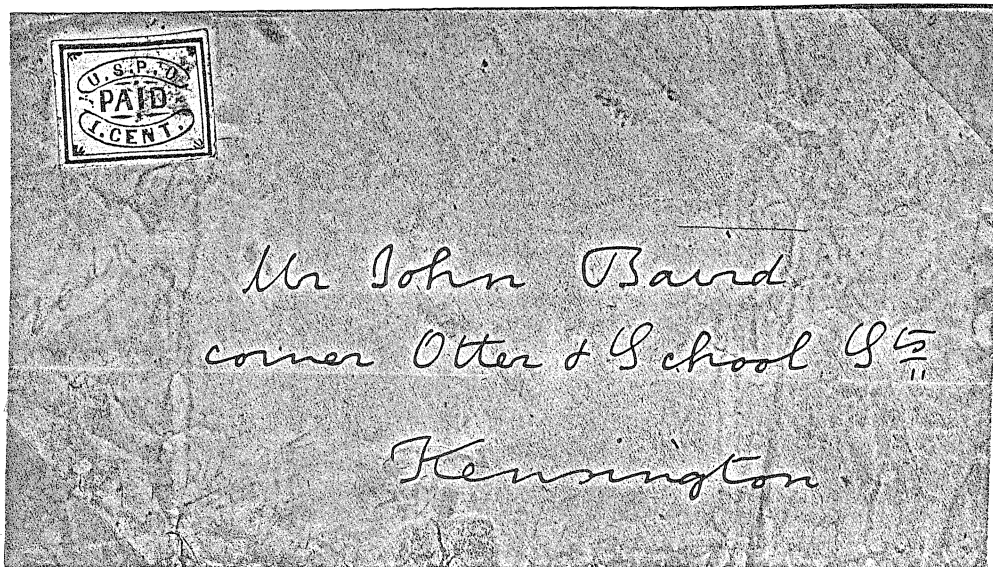
To the mails

Fewer than ten covers are known showing examples of  
government carrier service in Cleveland.

# United States of America

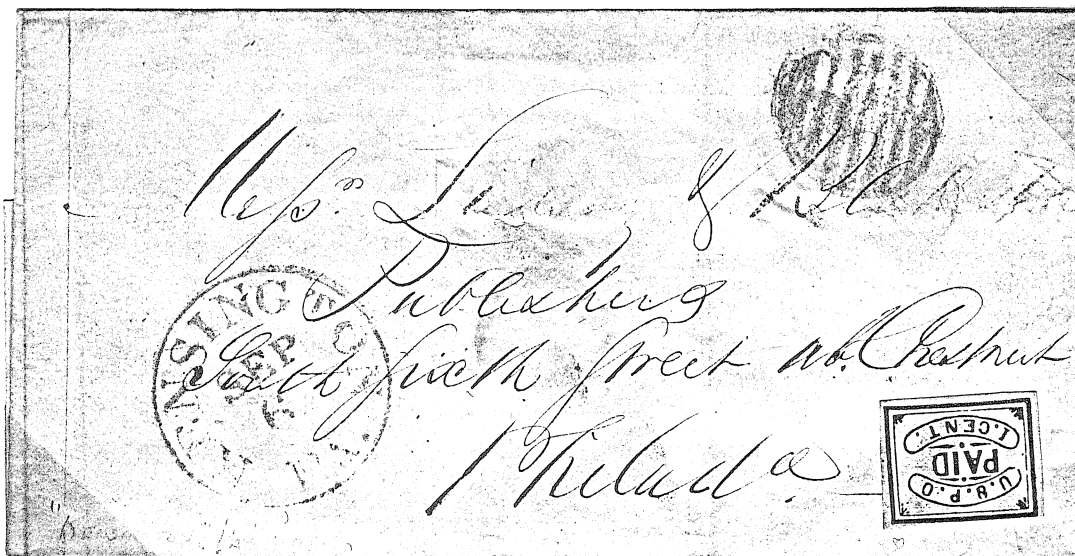
## THE CARRIER SYSTEM

### KENSINGTON

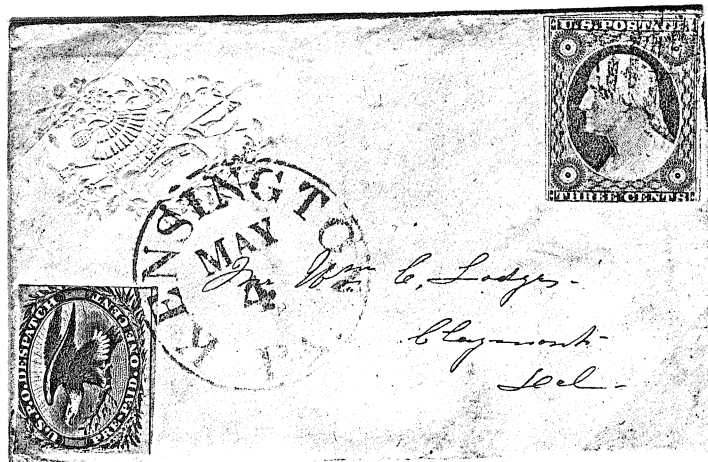


Kensington is an anomaly in the structure of a typical carrier service. It had its own post office and carrier department; but because of its proximity to Philadelphia, it was also served by the Philadelphia carrier department.

Here are city letters mailed in both Philadelphia (with the red star cancellation) and Kensington, and delivered by letter carriers of the originating services to addressees in the neighboring communities, bypassing both post offices.



United States of America  
THE CARRIER SYSTEM  
KENSINGTON

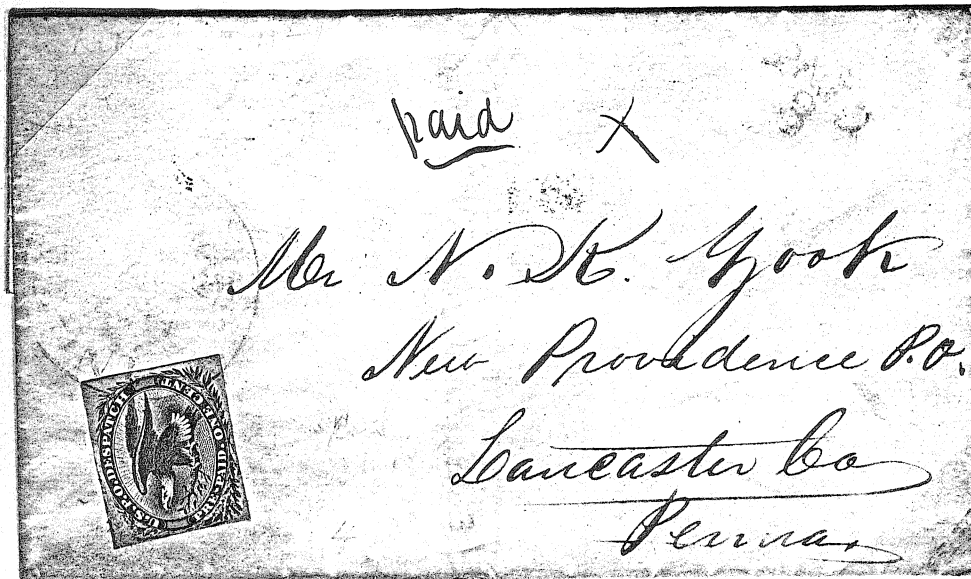


Of the four post offices that distributed Eagle carrier stamps, Kensington records the fewest examples on cover, twenty-seven, of which only one can be year-dated with certainty (1855).

The Kensington postmaster probably got his supply of Eagle stamps from the Philadelphia post office.



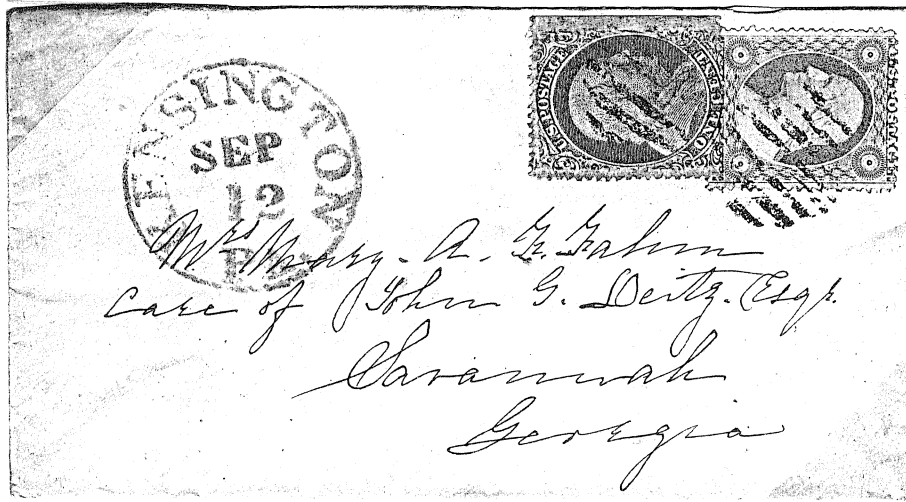
United States of America  
THE CARRIER SYSTEM  
KENSINGTON



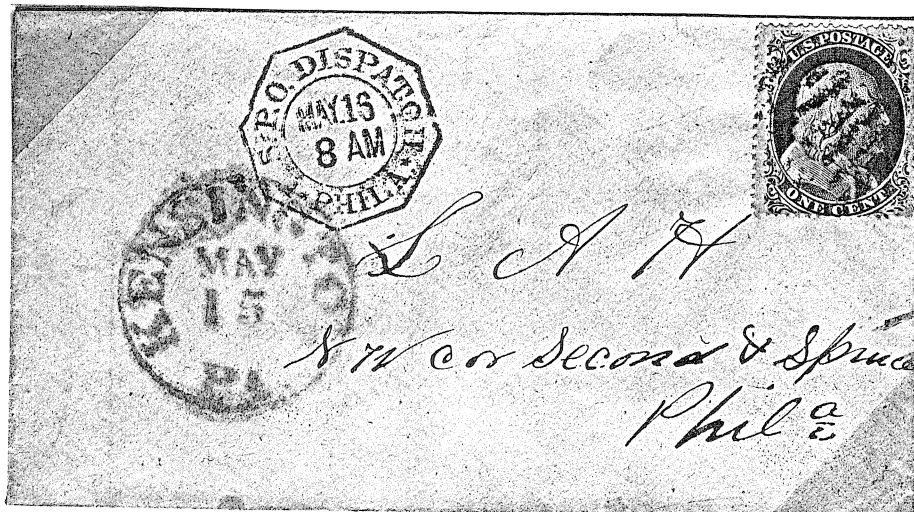
To the mails



United States of America  
THE CARRIER SYSTEM  
KENSINGTON



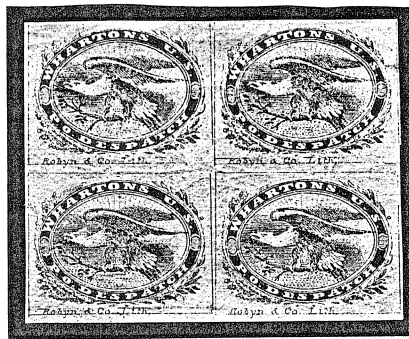
Very rare use of a 1¢ postage stamp prepaying the carrier collection fee to the mails. Only one other cover has been recorded.



This May 15/16, 1860 city letter bears both the collection post office marking (Kensington) and the delivery carrier marking of Philadelphia (the U. S. P. O. DISPATCH)

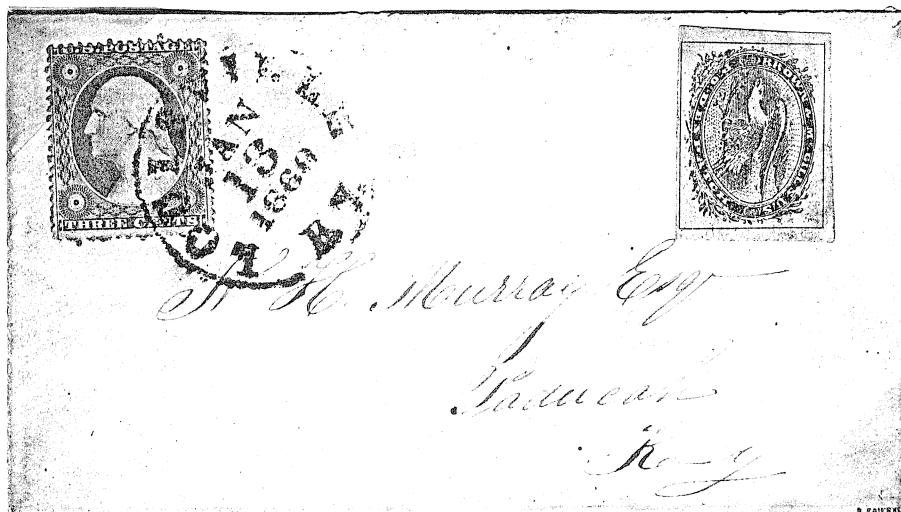


**United States of America**  
**THE CARRIER SYSTEM**  
LOUISVILLE  
WHARTON'S U. S. P. O. DESPATCH



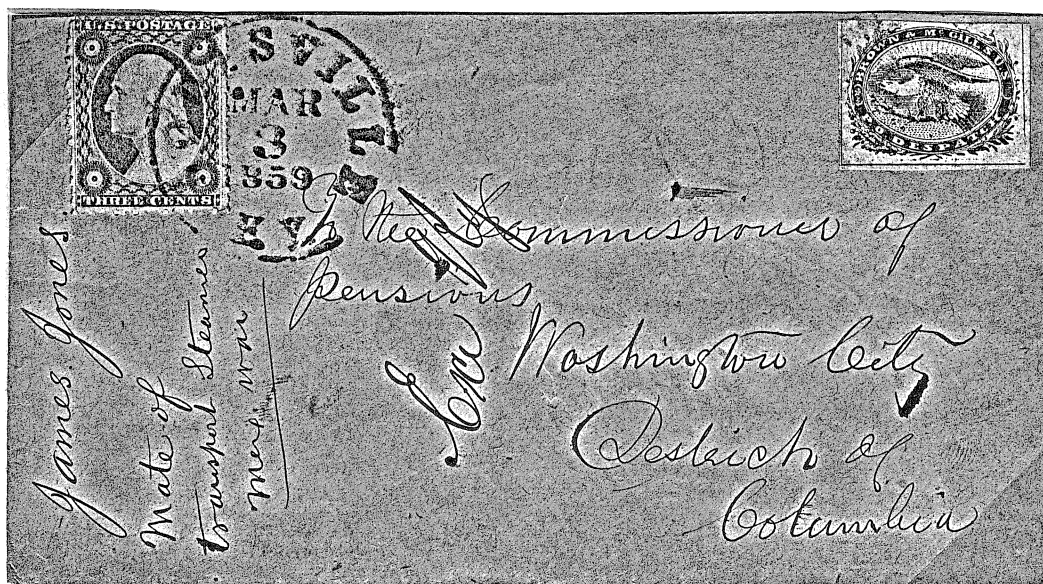
David Wharton was appointed letter carrier by the Post Office, and in 1857 he issued these stamps with a face value of two cents. They are not known used.

BROWN & MCGILL'S U. S. P. O. DESPATCH

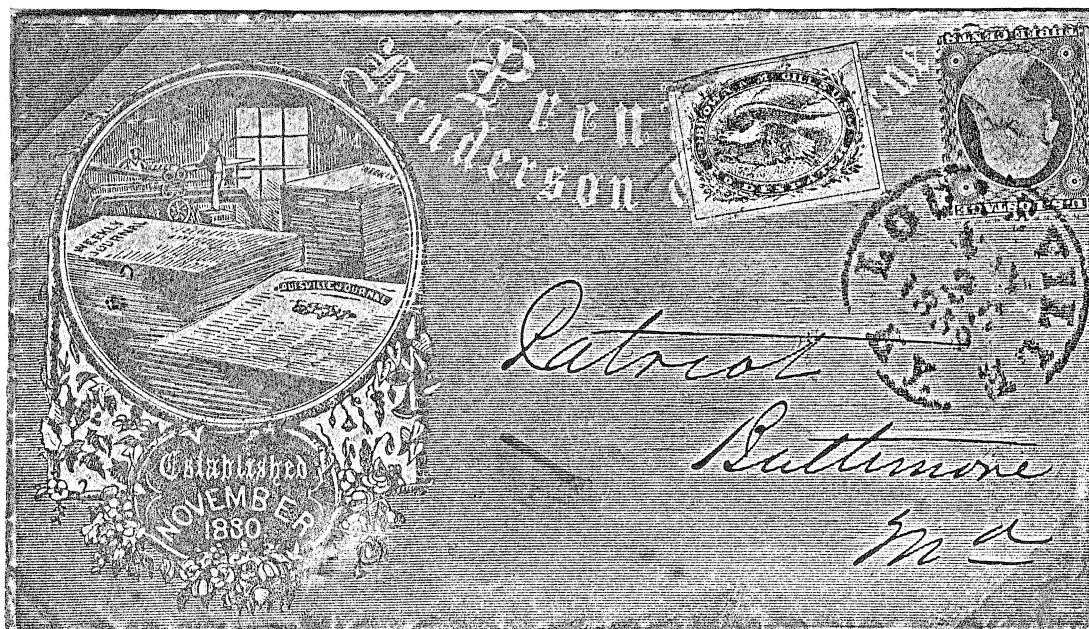


Brown and McGill succeeded Wharton in 1858, and they issued their own carrier stamps, which are essentially the same design. They were used exclusively to prepay the collection fee to the mails, and they are very rare genuinely used on cover.

United States of America  
THE CARRIER SYSTEM  
LOUISVILLE



The stamp above is tied by an offset of the Louisville postmark picked up from the still-wet ink of another envelope in the pile.



# United States of America

THE CARRIER SYSTEM

NEW ORLEANS

U. S. CITY POST

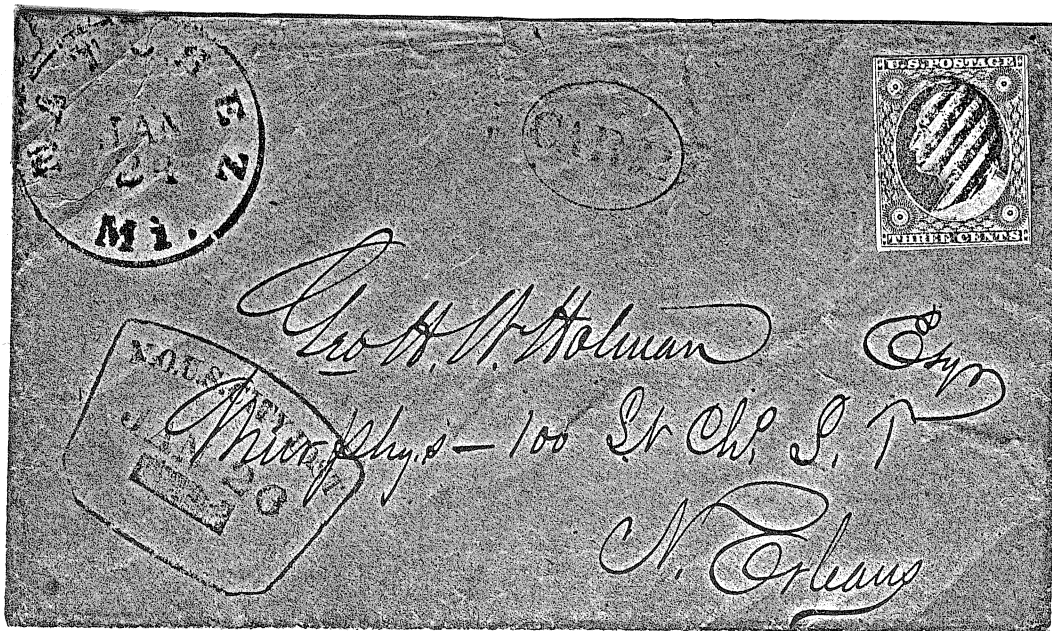


July 17, 1852

To the mails

New Orleans' first carrier postmark (1851) is the framed N. O. U. S. CITY POST, known as the "snow shovel" because of its resemblance to that device. It was struck in green until April 1853, when the color changed to blue.

The oval framed CAR 2 shows the carrier fee for delivery from the post office to the addressee. This was usually paid to the carrier in cash, but could have been charged on a monthly account.



Natchez, Miss.  
January 24, 1853

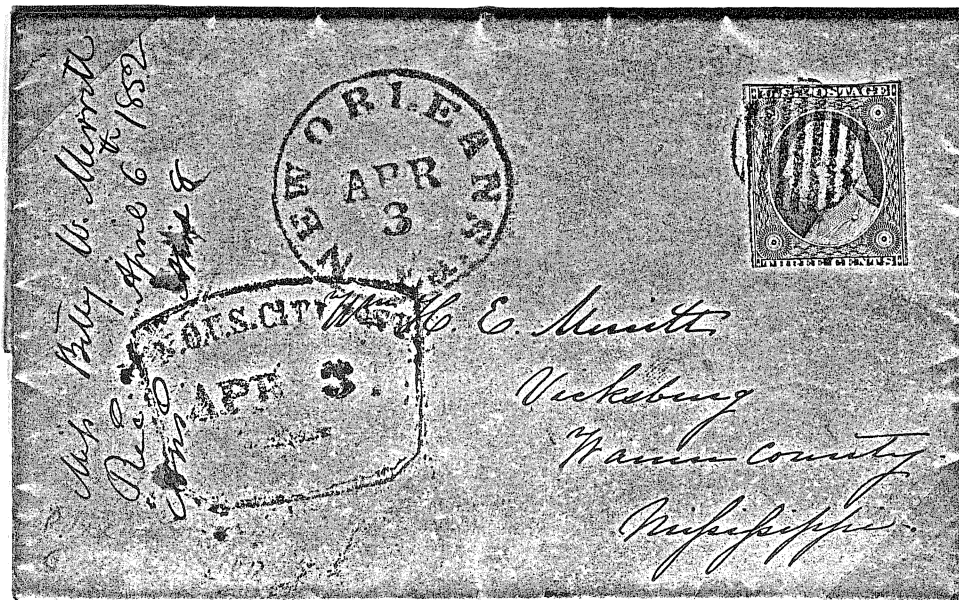
From the mails

# United States of America

THE CARRIER SYSTEM

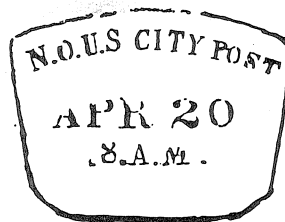
NEW ORLEANS

U. S. CITY POST

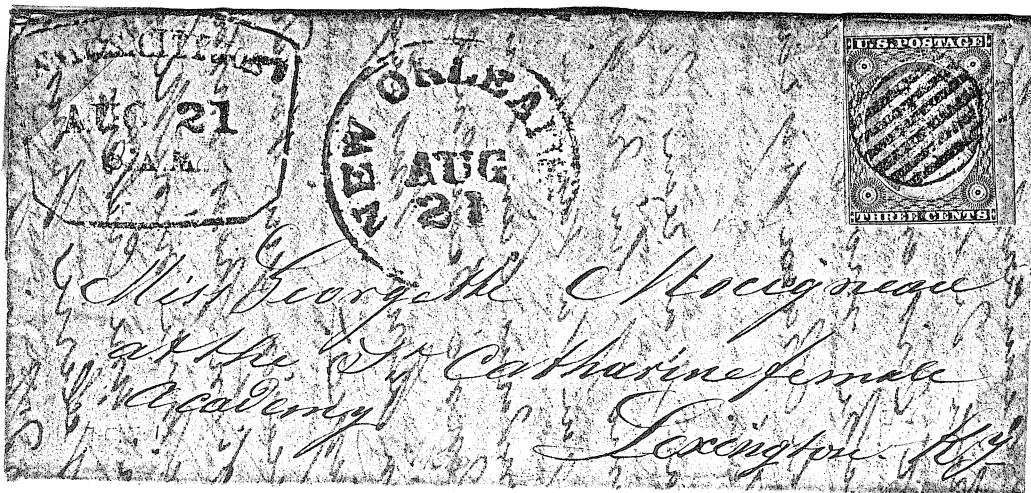


April 3, 1852

To the mails



the green  
"snow shovel"



August 21, 1852 8.A.M.

To the mails

Collection to the post office was free.

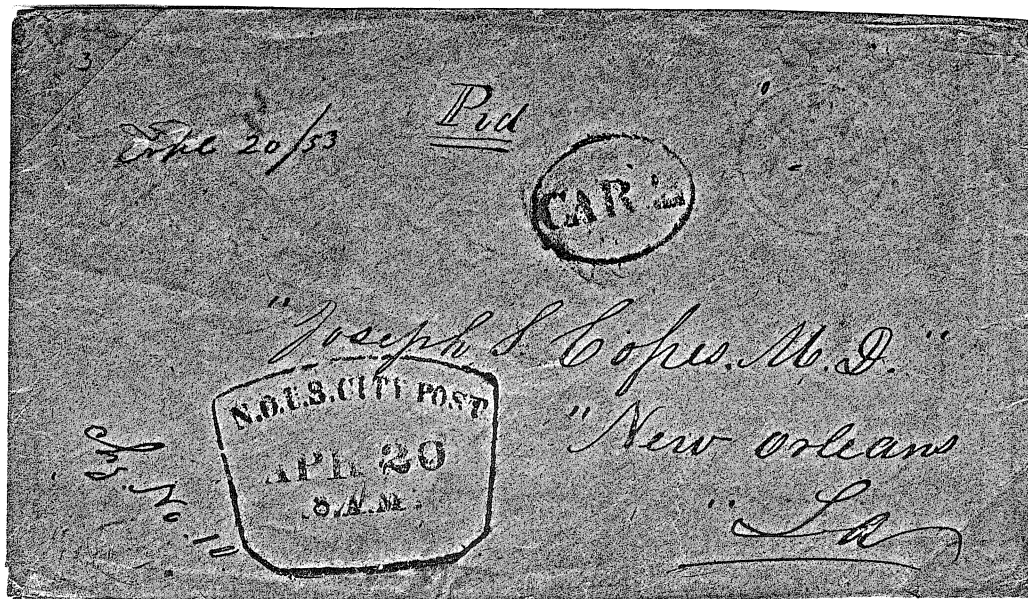


United States of America

THE CARRIER SYSTEM

NEW ORLEANS

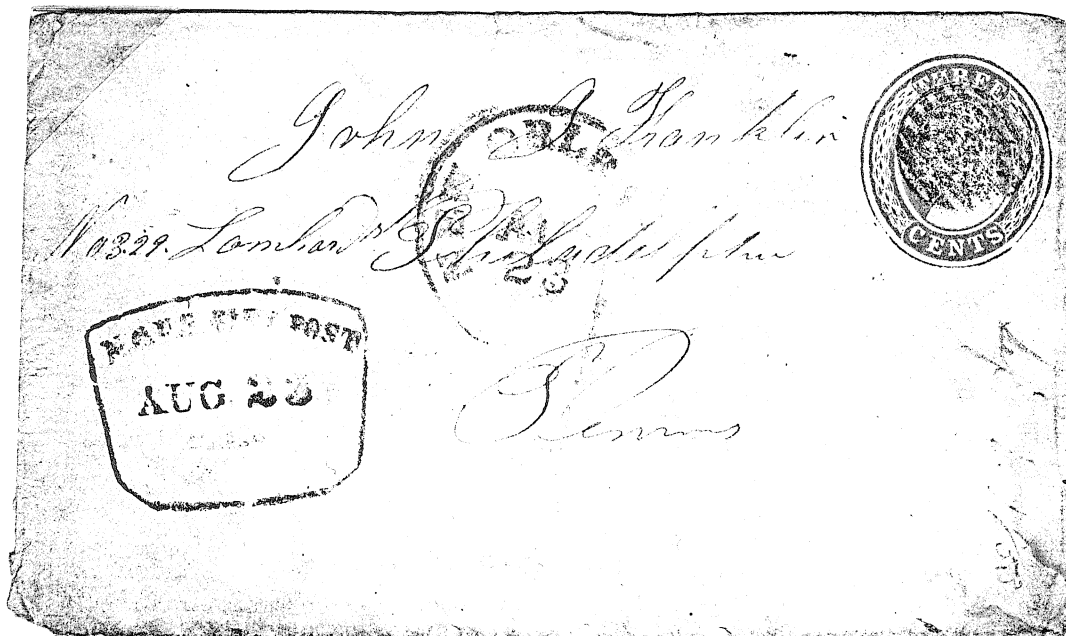
U. S. CITY POST



April 20, 1853

From the mails

The blue "snow shovel" handstamp remained in use for sixteen months, during which period there was no collection fee to the post office.



August 23, 1853

To the mails

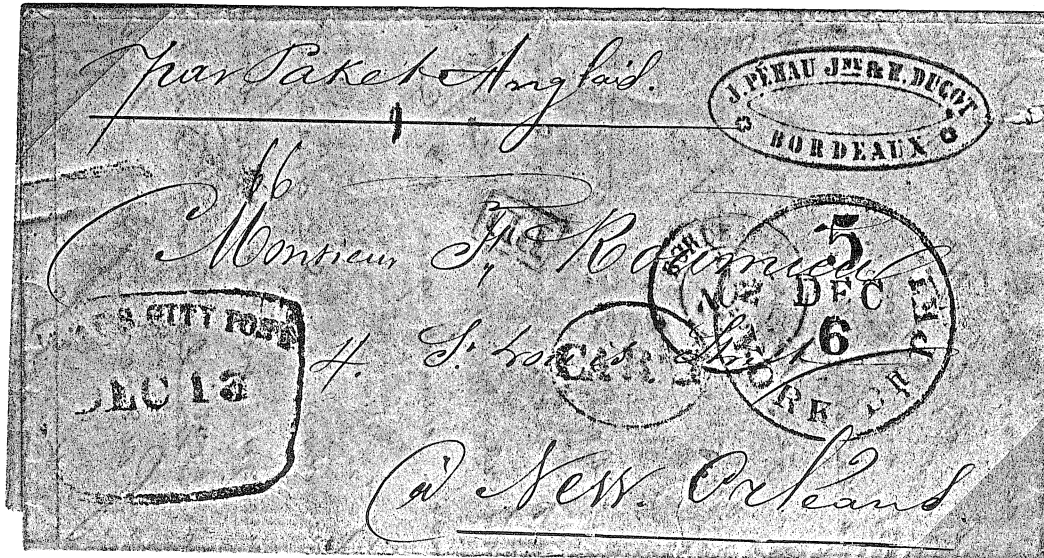
The earliest recorded carrier use of the three cent stamped envelope.

# United States of America

## THE CARRIER SYSTEM

NEW ORLEANS

U. S. CITY POST



November 9, 1853

Bordeaux to New Orleans via New York

From the mails

Both these letters crossed the Atlantic on Cunard packets, and were forwarded to New Orleans over the Great Mail Route. With postage fully prepaid, they were delivered by the U. S. CITY POST to the addressee, who paid the carrier fee of 2¢ (CAR.2), probably on a standing account.



February 22, 1854

Bordeaux to New Orleans via Boston

From the mails

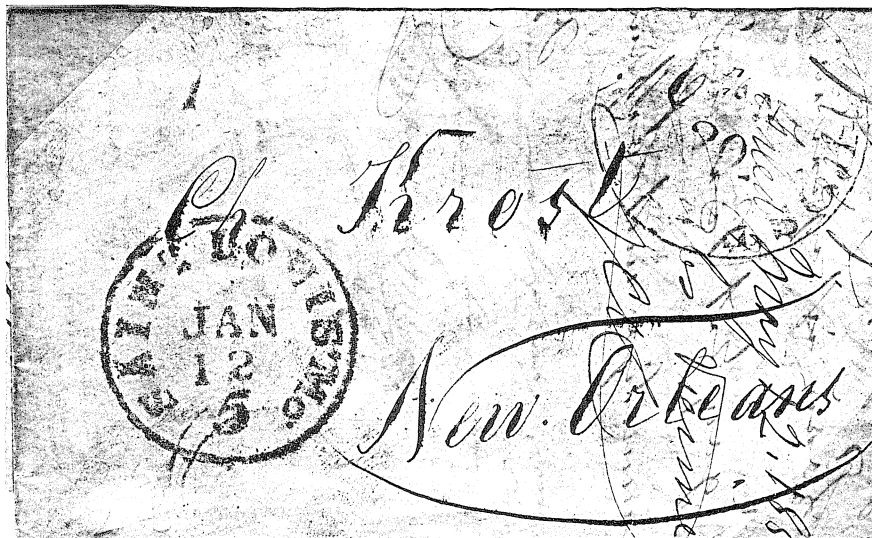


# United States of America

## THE CARRIER SYSTEM

NEW ORLEANS

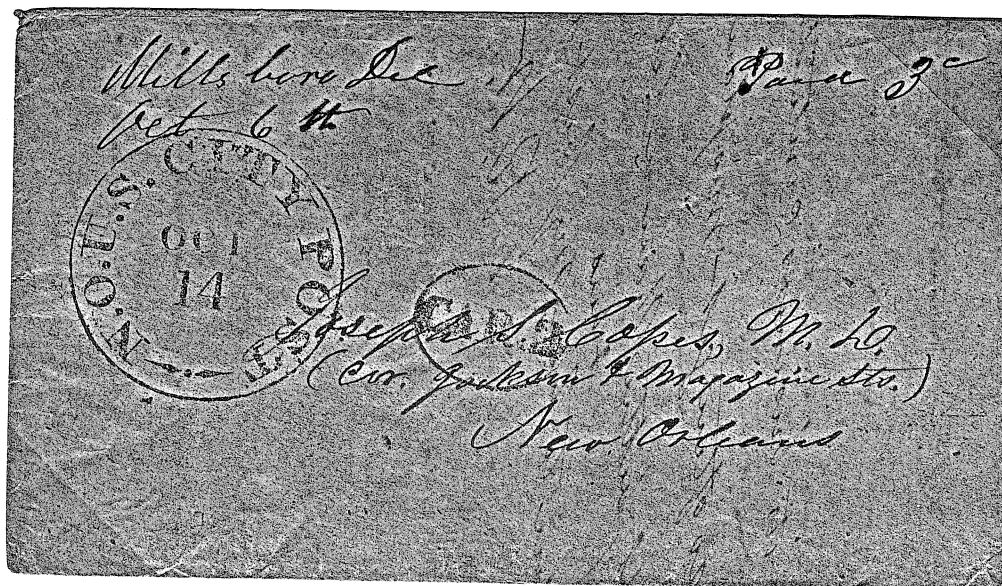
U. S. CITY POST



January 20, 1855

From the mails

The circular N. O. U. S. CITY POST marking appeared, first in blue, in September 1854, and was used for about six months before changing to black ink. The oval framed CAR.2 delivery fee is not known used with the black postmark.



October 6, 1854

From the mails

# United States of America

THE CARRIER SYSTEM

NEW ORLEANS

U. S. CITY POST



Both these Nesbitt envelopes were collected for the mails by the New Orleans carrier department in 1856. Carrier service is shown by the circular N. O. U. S. CITY POST handstamp in black.

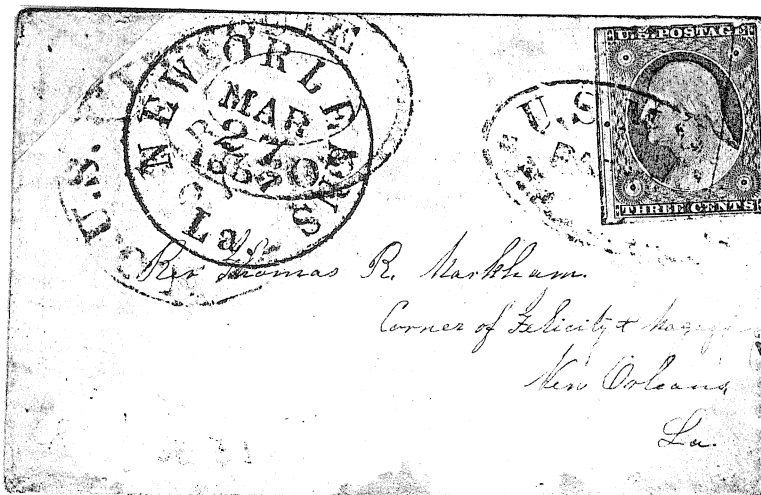
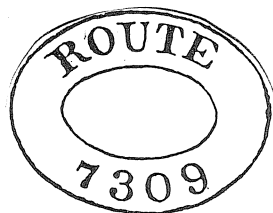


# United States of America

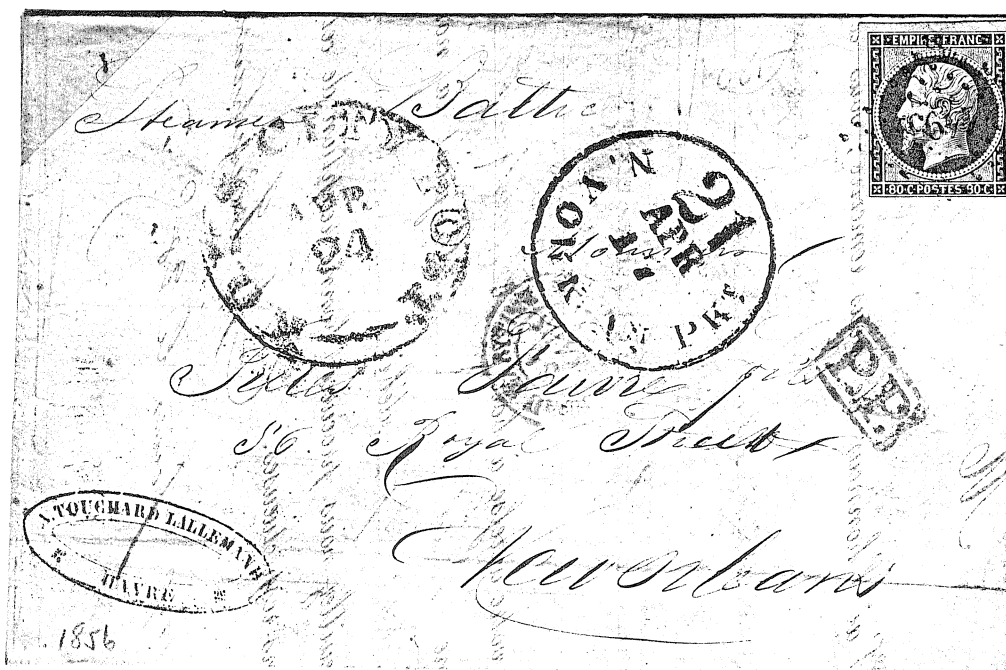
## THE CARRIER SYSTEM

NEW ORLEANS

U. S. CITY POST



March 27, 1857 From the mails  
Steamboat Contract Mail Route 7309 be-  
tween Vicksburg and New Orleans. The  
stamp shows the major crack from Plate 5.



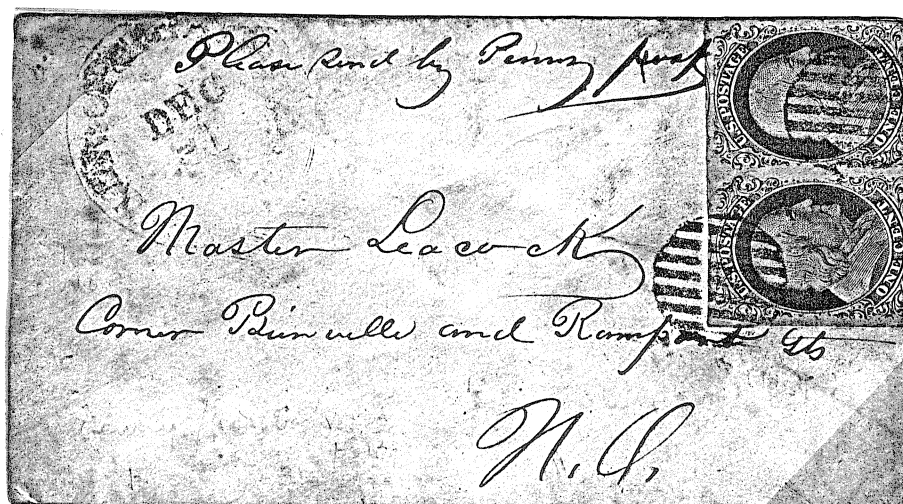
March 31, 1856 Havre to New Orleans via New York  
80 centime stamp prepaid French inland postage while  
16¢ sea postage and 5¢ U. S. inland postage collected  
from addressee, along with 2¢ carrier delivery fee.

# United States of America

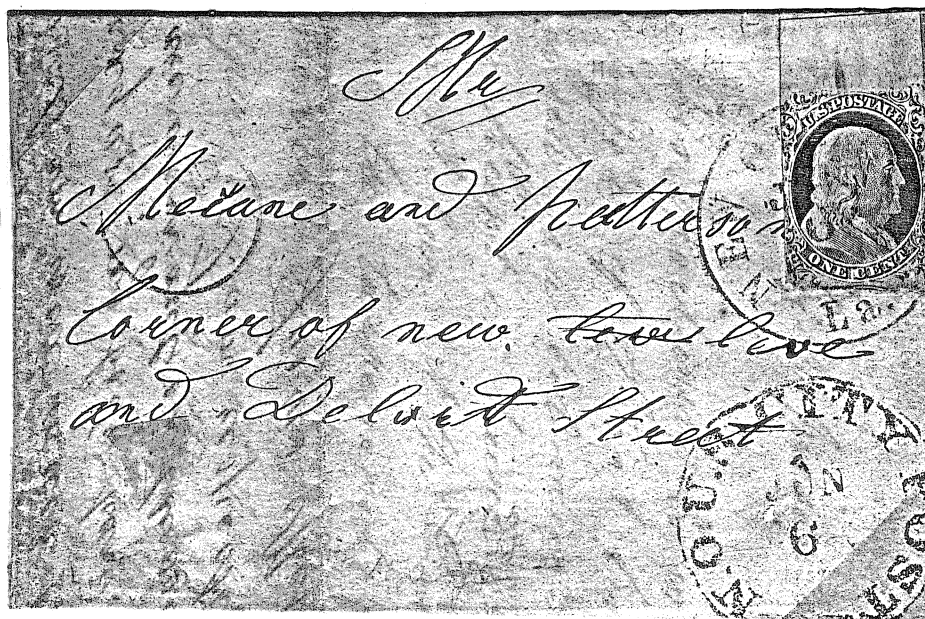
## THE CARRIER SYSTEM

NEW ORLEANS

U. S. CITY POST



This drop letter endorsed for delivery by Penny Post. The only known example showing one-cent stamps successfully prepaying carrier fee in New Orleans. (1¢ drop letter postage, 1¢ carrier)



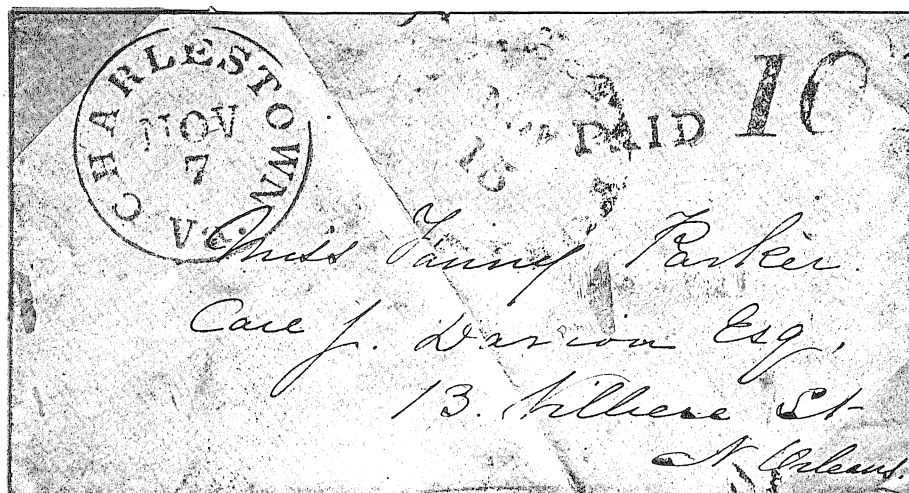
June 6, 1857

Drop letter, carrier delivery

The 1¢ stamp prepaying the drop postage is the rare 4R1L, the only stamp on the plate that was not recut.

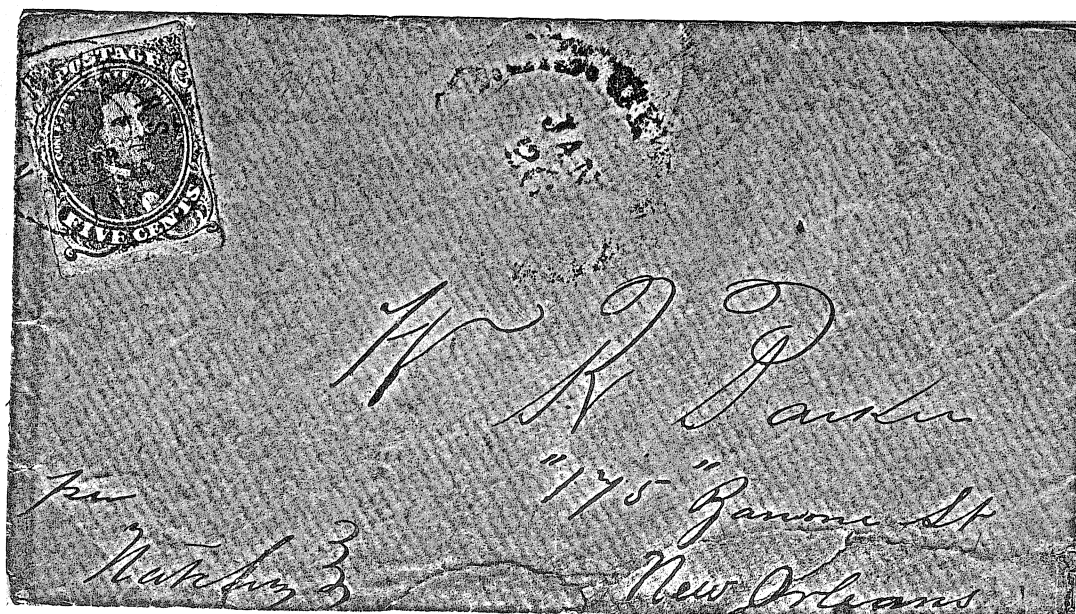


United States of America  
THE CARRIER SYSTEM  
NEW ORLEANS  
U. S. CITY POST  
THE CONFEDERATE POST OFFICE



November 7, 1861 From the mails  
Postage 10¢ prepaid for distance over 500 miles.

New Orleans was in the Confederacy from the time of Louisiana's secession in January 1861 until it was captured by Federal troops in April 1862. The postmaster, Dr. John Riddell, who had been appointed in 1860, remained loyal to the Union throughout the Confederate period and continued to operate the New Orleans post office in its normal fashion, but using the rates of the Confederate postal system.



January 26, 1862

From the mails

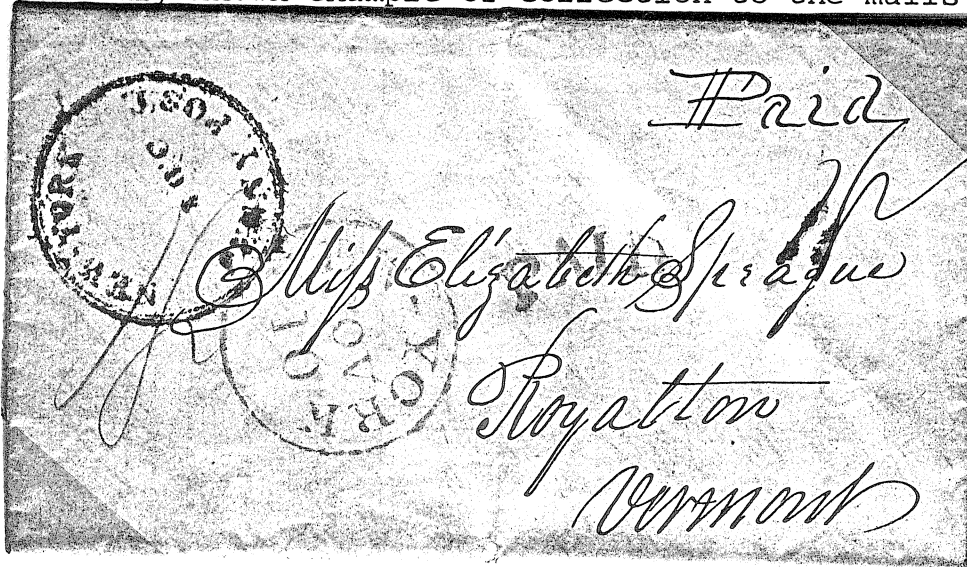


United States of America  
THE CARRIER SYSTEM

NEW YORK PENNY POST 1840-1841

The first private city mail service in the United States  
Forerunner of the CITY DESPATCH POST

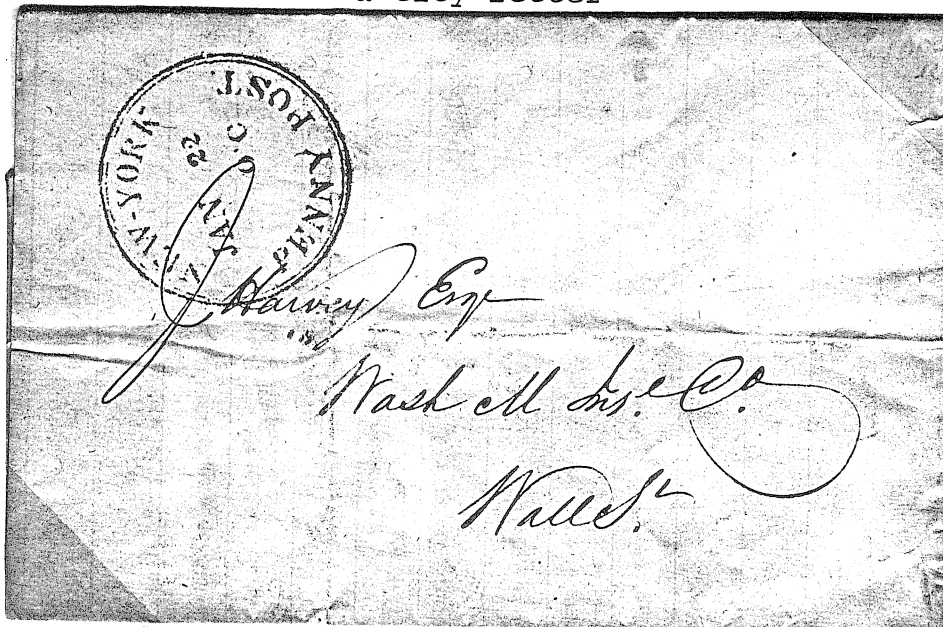
The only known example of collection to the mails



New York to Royalton, Vermont

November 10, 1840

a city letter



January 21, 1841



# United States of America

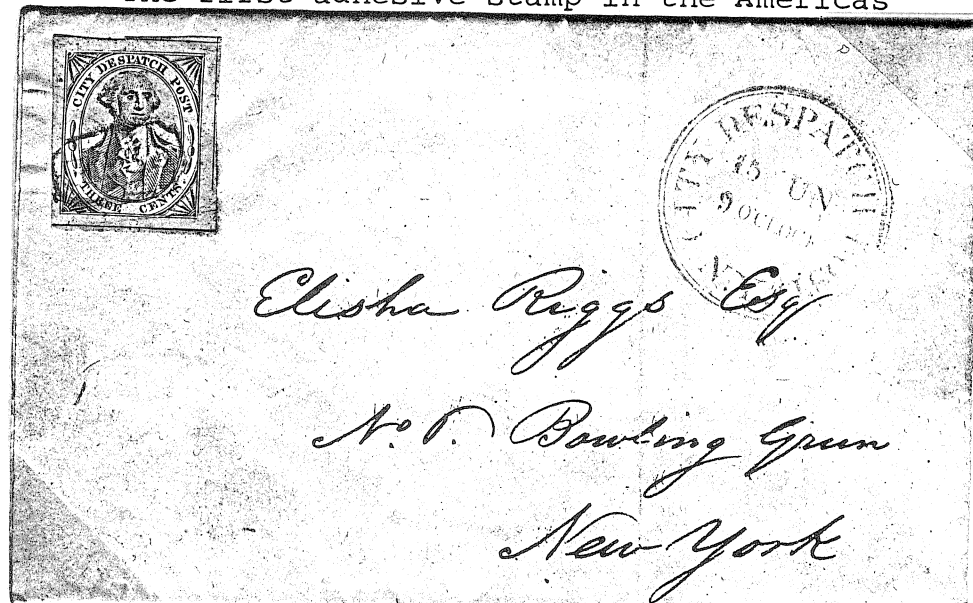
## THE CARRIER SYSTEM

NEW YORK

CITY DESPATCH POST

Predecessor of UNITED STATES CITY DESPATCH POST

The first adhesive stamp in the Americas



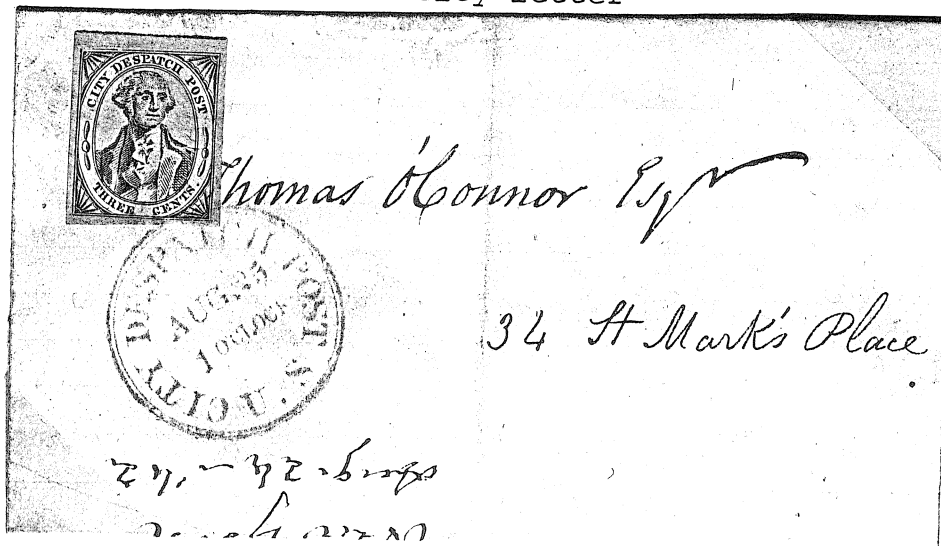
city letter

June 13, 1842

### UNITED STATES CITY DESPATCH POST

Carrier department of the New York Post Office

Provisional use of City Despatch Post stamp  
on city letter



August 25, 1842  
ninth day of service

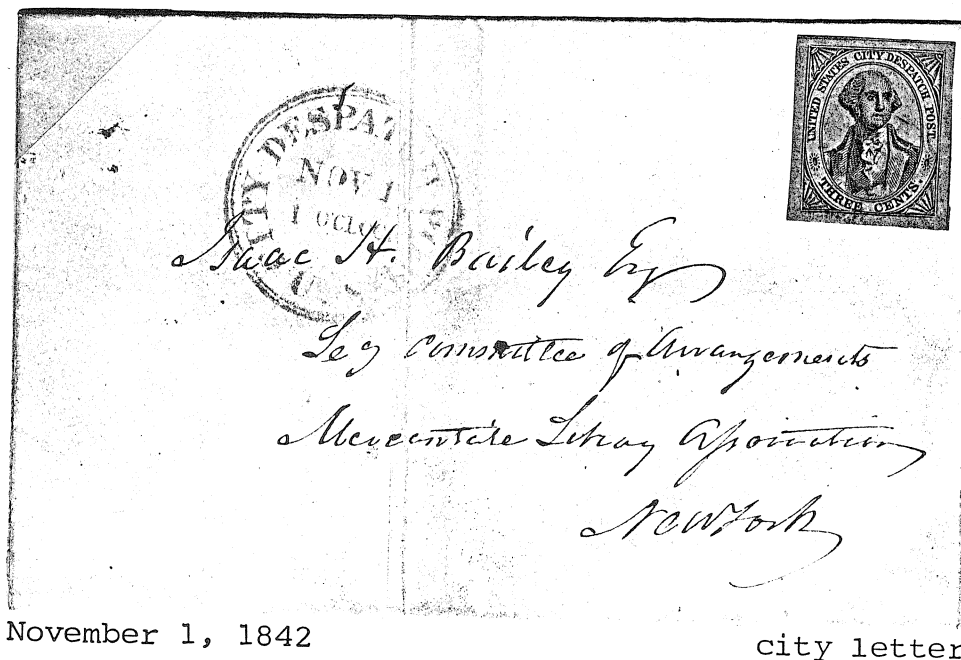
One of eight examples known

United States of America  
THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST

Unsurfaced paper colored through



rosy  
buff



November 1, 1842

city letter

United States of America

THE CARRIER SYSTEM

NEW YORK

UNITED STATES CITY DESPATCH POST



*Mrs Horatio Allen*

*to the care of  
Col. Henry B. Armstrong  
Lower New Hook  
Saratoga Co. N. Y.*

BLUE  
To the mails  
Postage to Lower Red Hook  
12½¢



BLUE-GREEN  
To the mails  
Postage to Saratoga  
Springs, N. Y.  
18¼¢

*R*

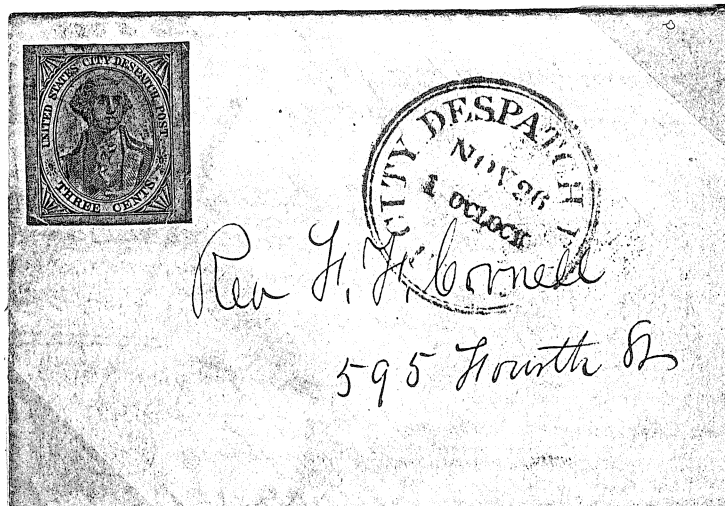
*Thos. J. Marvin Esq  
Saratoga Springs  
Saratoga Co  
N. Y.*



*R. Balmanno Esq  
15 Wall Street*

GREEN  
City letter  
1¢ drop letter postage  
2¢ carrier's fee

United States of America  
 THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST

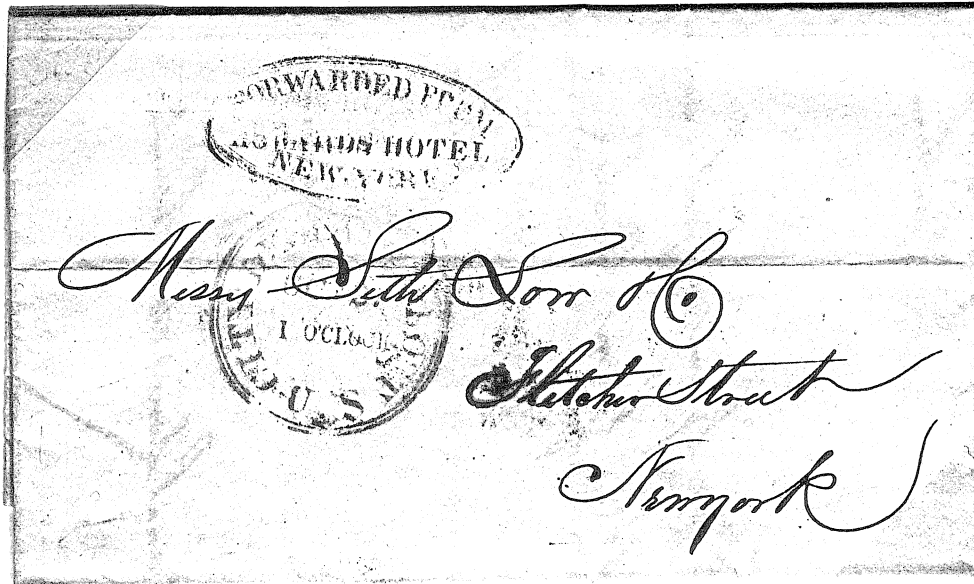


Double circular frame postmark used from 1842 to 1844.



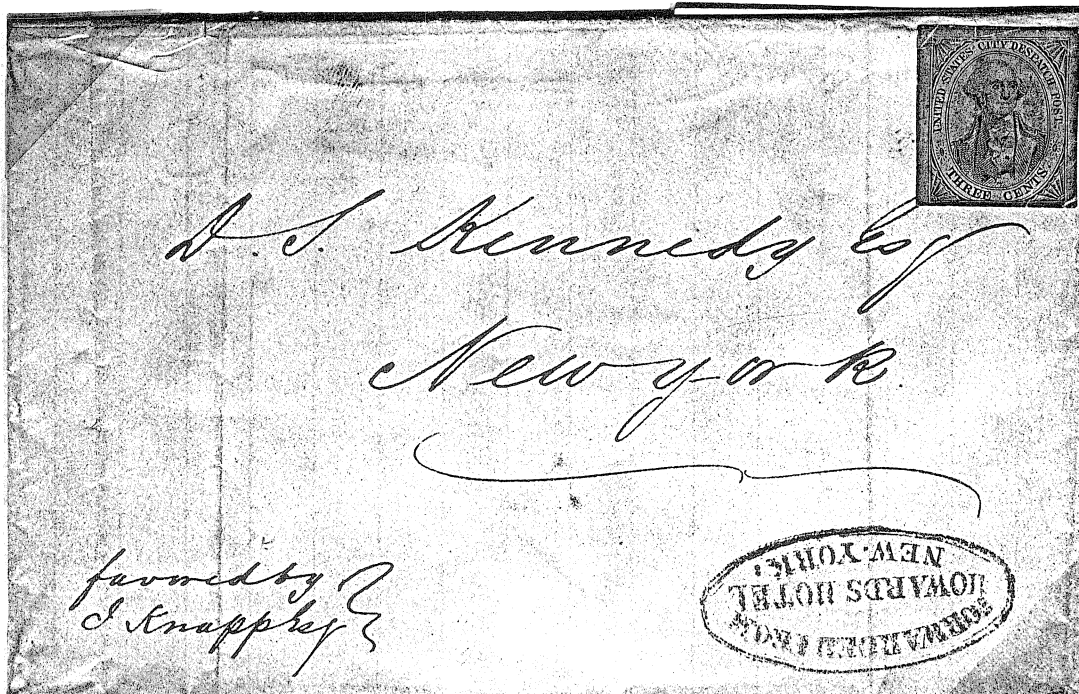
Single frame postmark used from 1844 to 1846

United States of America  
THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST



Between 1842 and 1844 most of the hotels in lower Manhattan contained branch offices of the U. S. City Despatch Post.

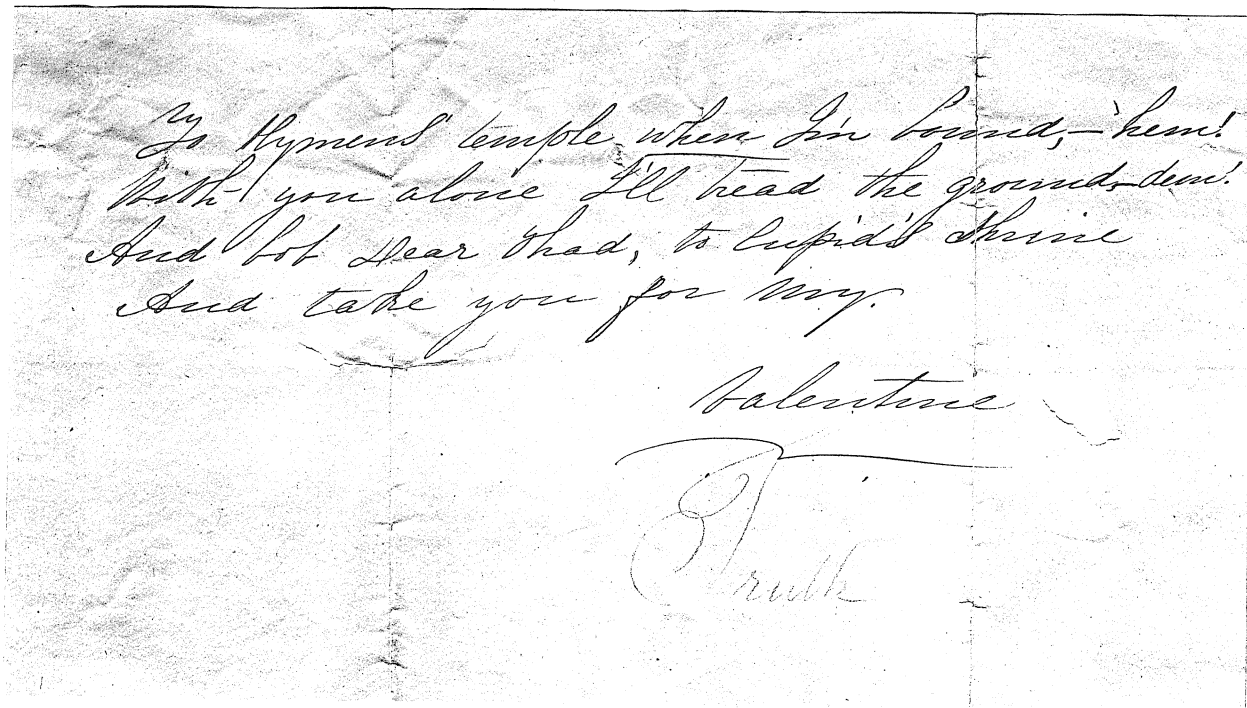
Both of these letters were carried outside of the mails from Canada, and were mailed on arrival in New York at the Howards Hotel office, where they were handled as city letters.



United States of America  
THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST

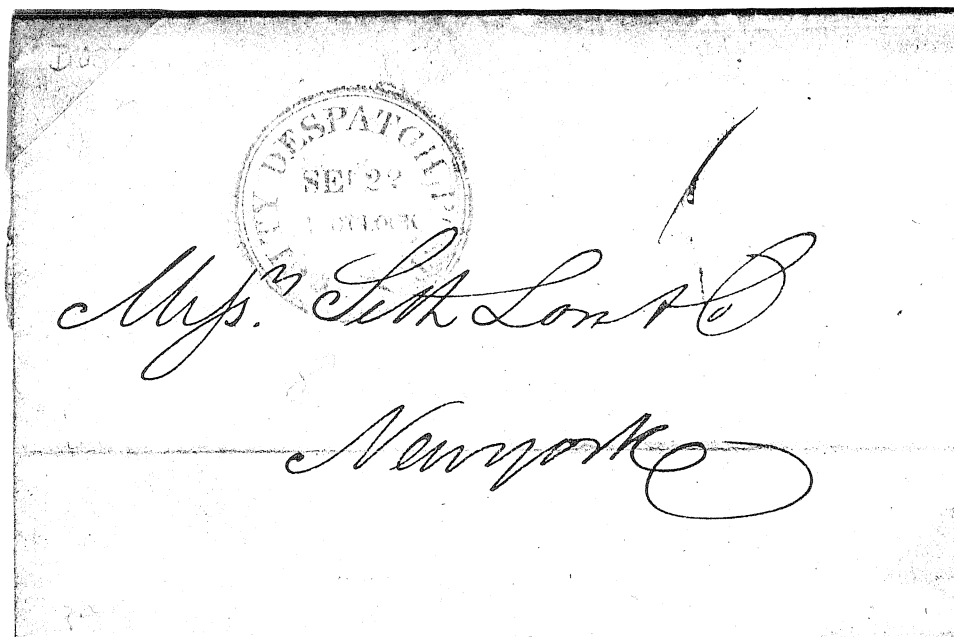


February 14, St. Valentine's Day, was the letter-carrier's busiest day of the year. This 1844 valentine, handled as a city letter, is a day late.





United States of America  
THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST

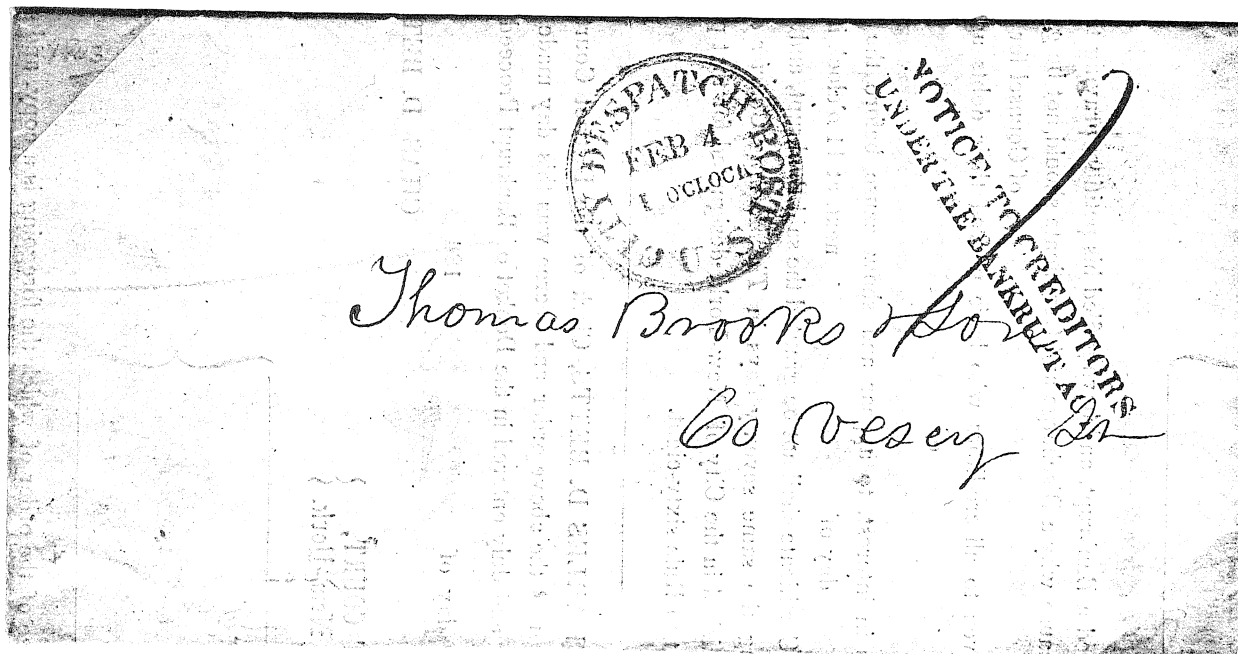


September 22, 1842

early use

City delivery

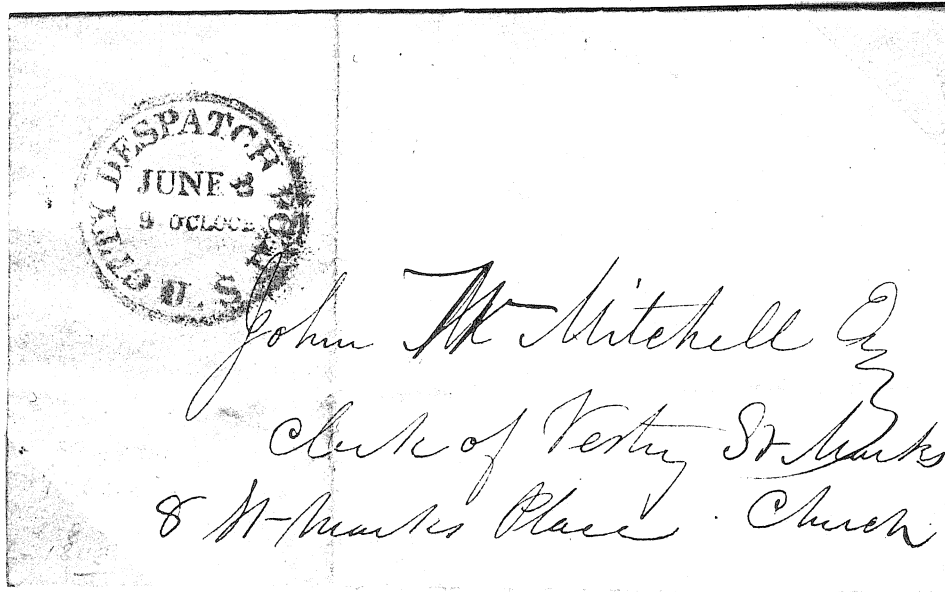
The pen mark "1" shows 1¢ of the 3¢ fee collected from the addressee was paid to the N. Y. post office in lieu of drop letter postage.



February 4, 1843

City delivery

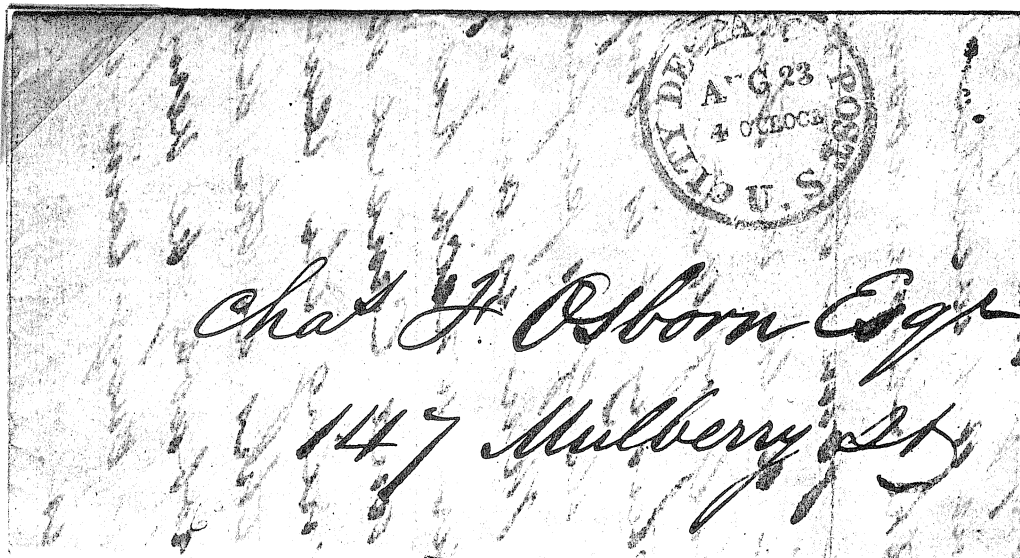
United States of America  
THE CARRIER SYSTEM  
NEW YORK  
UNITED STATES CITY DESPATCH POST



June 8, 1843

9 O'CLOCK DELIVERY

Deliveries every day except Sunday at 9, 1 and 4 o'clock



August 23, 1843

4 O'CLOCK DELIVERY

# United States of America

## THE CARRIER SYSTEM

NEW YORK

### COLES CITY DESPATCH POST

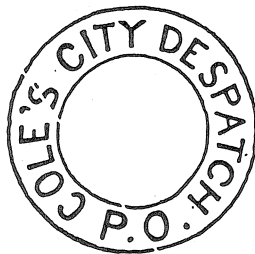
Unable to compete with private local posts, the U. S. CITY DESPATCH POST suspended operations in November 1846, and was acquired by Mead's Post Office City Despatch, who sold it to Charles Coles in 1847.

The 2¢ stamp produced from original CITY DESPATCH POST plate, with Coles' initials (C C) added on both sides of Washington's portrait. The left "C" is scratched sideways on plate.



New York City to Kingston, N. Y.

July 8, 1848

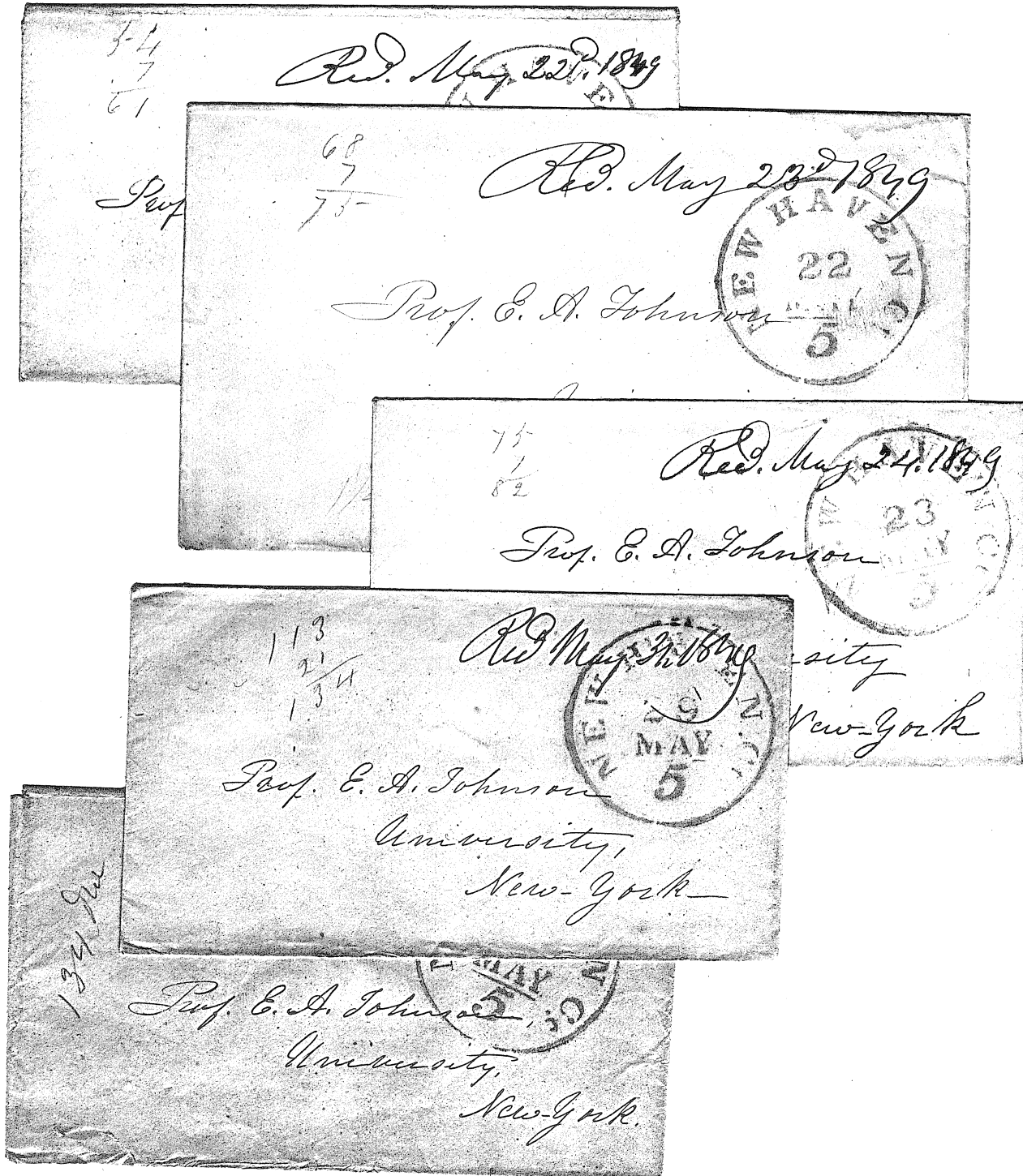


# United States of America

## THE CARRIER SYSTEM

### CARRIER FEE ACCOUNTING

Professor Johnson lived at the University and had his mail delivered by the New York carrier system, with whom he had a monthly account.



The carrier maintained the professor's account, annotating the current debit on each letter. The bill would increase by 7¢ per letter (5¢ postage + 2¢ delivery fee) and payment was due the last day of the month.

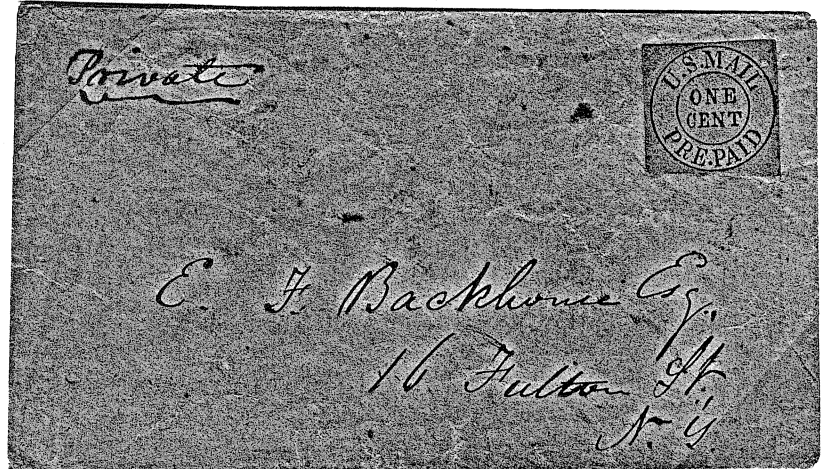
# United States of America

## THE CARRIER SYSTEM

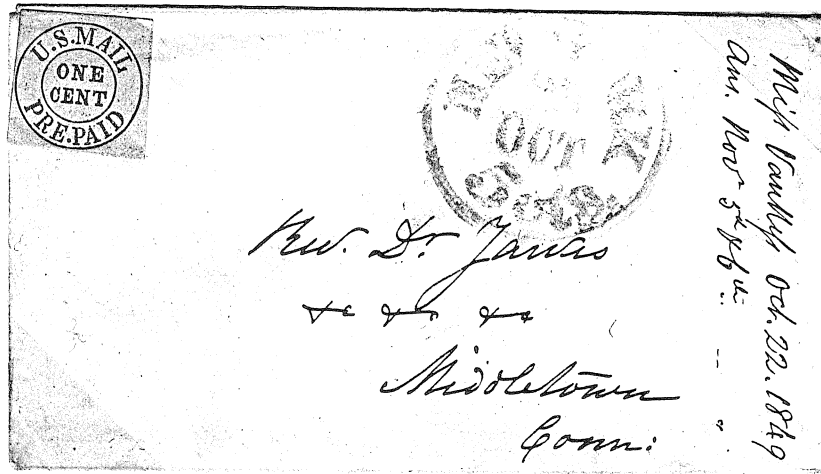
NEW YORK

THE THREE U. S. MAIL CARRIER STAMPS 1849-1850

The red NEW YORK cancellation on the two lower unpaid letters is 5 cents due from the addressee.



City letter

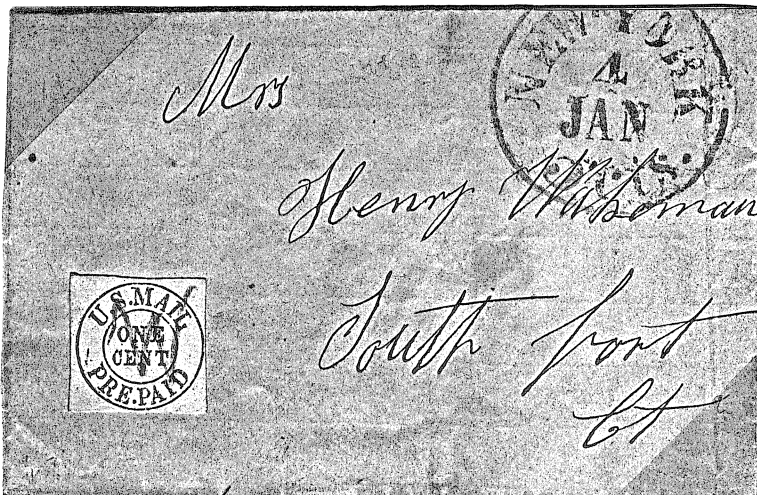


The buff and the yellow are frequently confused

October 23, 1849

To the mails

Earliest recorded use of buff stamp



4 January 1851

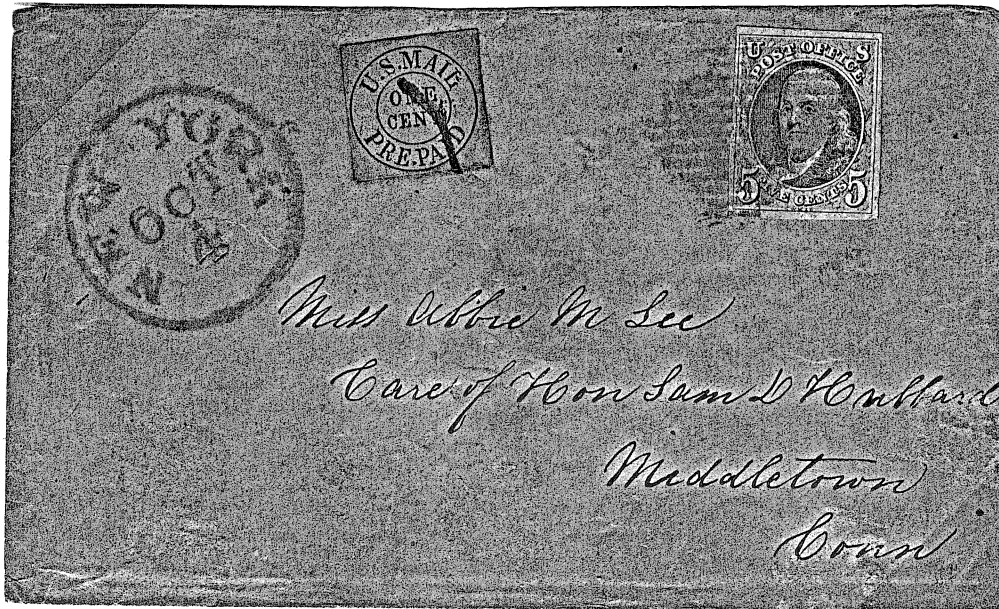
To the mails



# United States of America

THE CARRIER SYSTEM

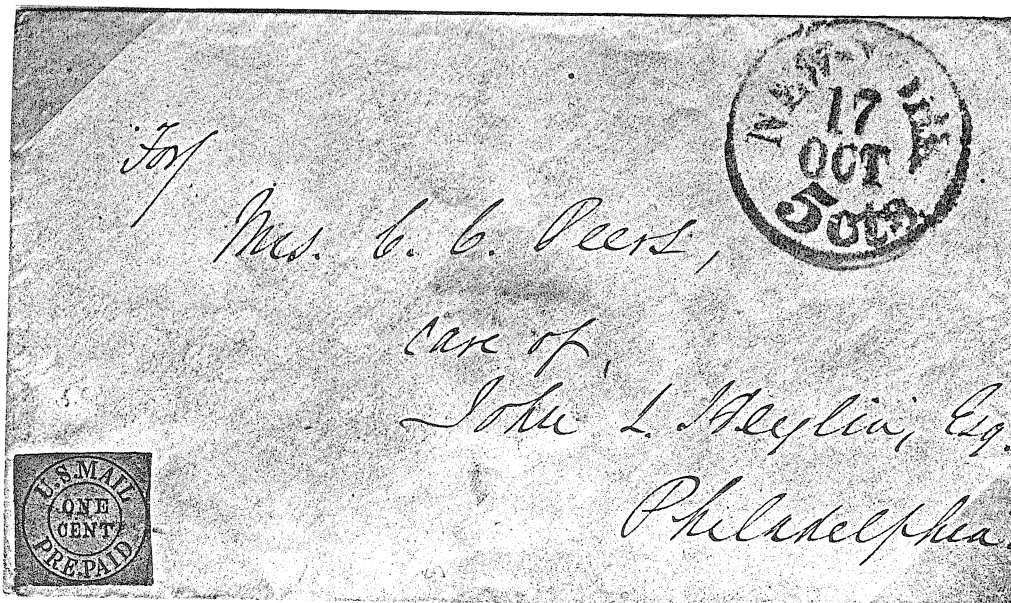
NEW YORK



October 4, 1849

To the mails

The U. S. MAIL - ONE CENT - PREPAID stamps appeared in 1849, printed first on rose-colored paper, then on buff paper, and finally, in 1850, on glazed yellow paper.



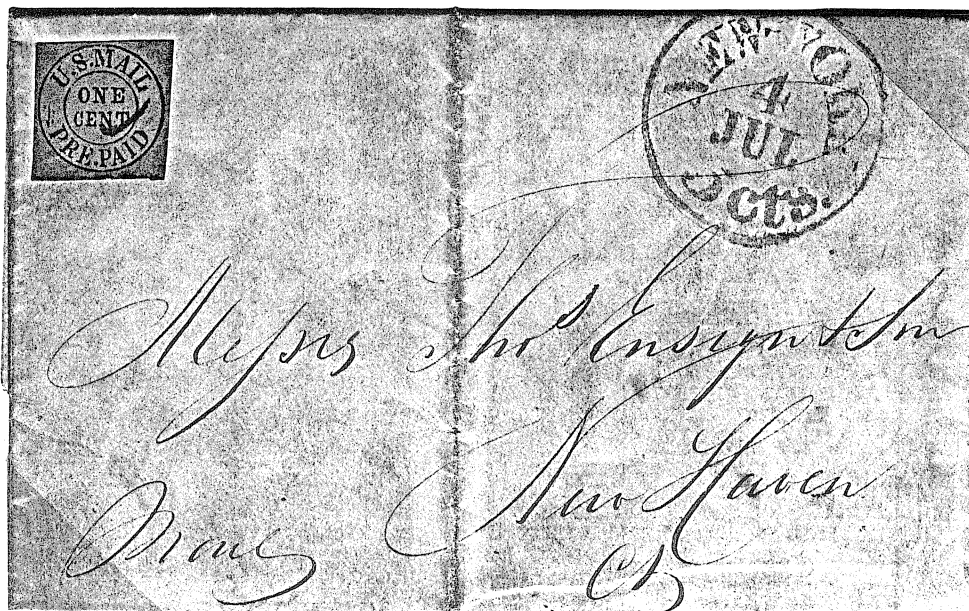
To the mails



United States of America

THE CARRIER SYSTEM

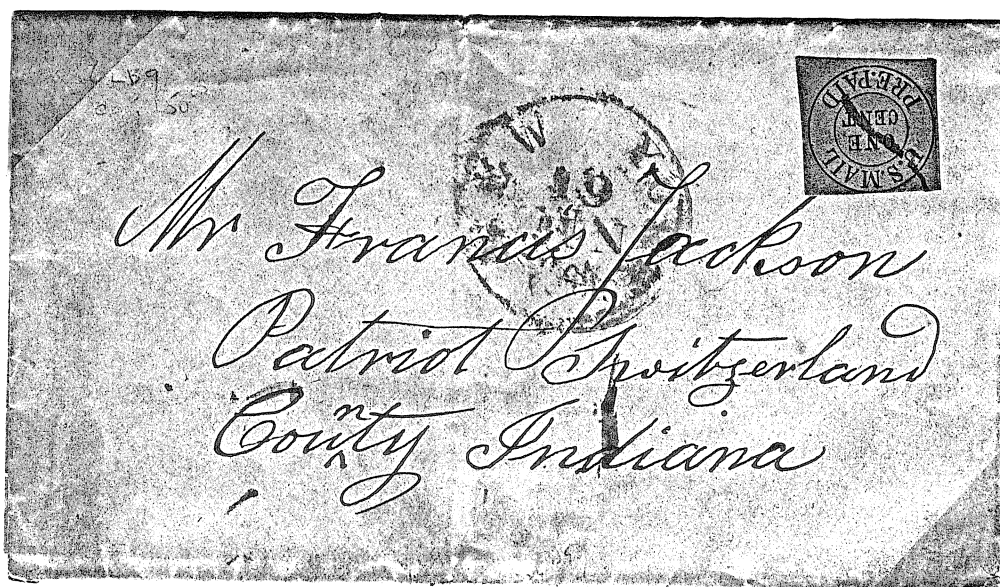
NEW YORK



July 4, 1849

To the mails

The rose stamp



June 19, 1849

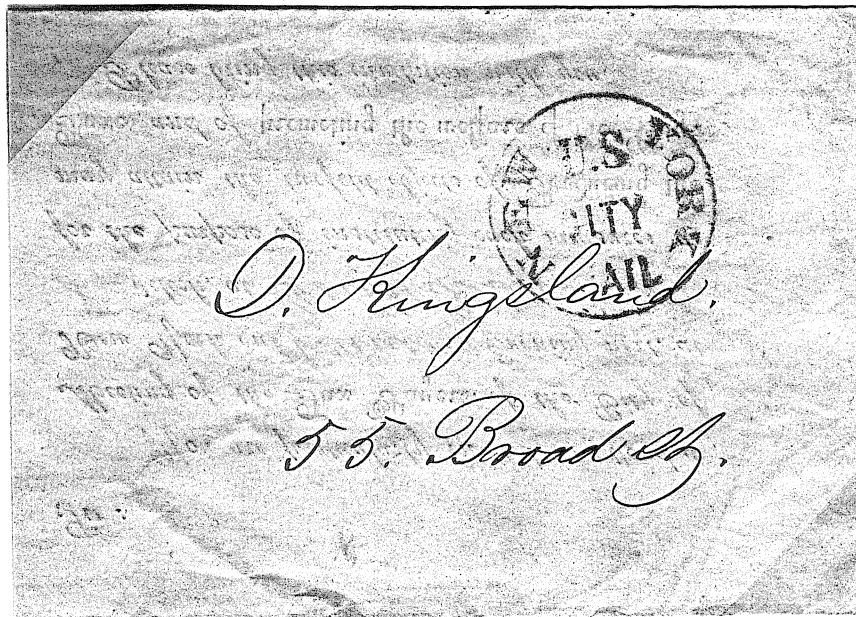
To the mails

United States of America

THE CARRIER SYSTEM

NEW YORK

U. S. CITY MAIL



City letter

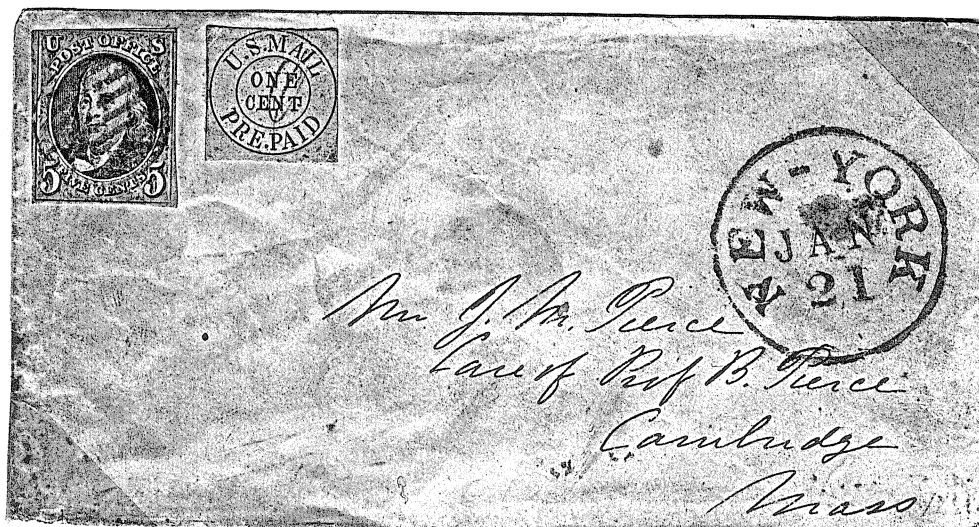
The U. S. CITY MAIL postmark is the only carrier marking with wording to identify it as such that was used in New York until 1856. The center of the postmark is sometimes found inverted.



July 5, 1849

City letter

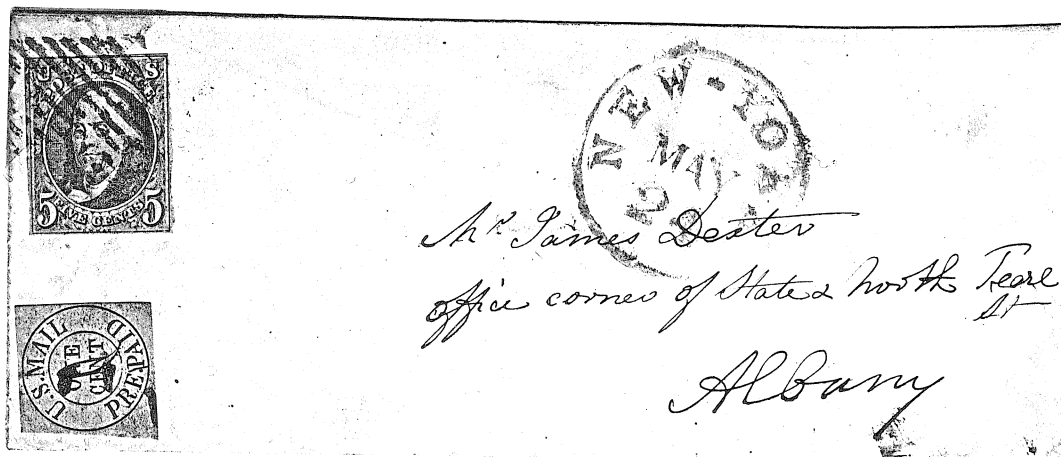
United States of America  
THE CARRIER SYSTEM  
NEW YORK



January 21, 1851

To the mails

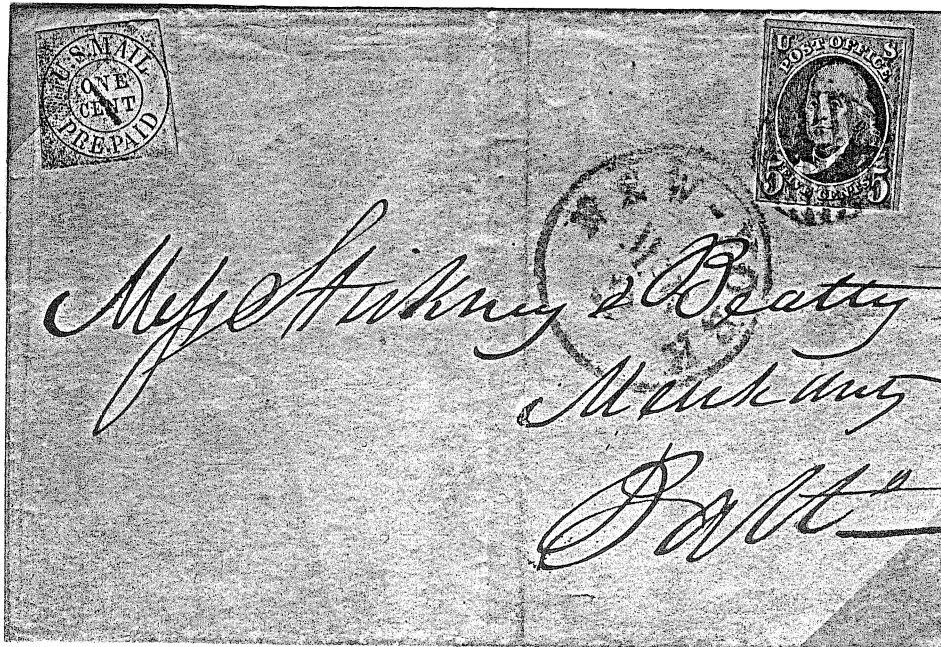
The buff stamp



May 29, 1851

To the mails

United States of America  
THE CARRIER SYSTEM  
NEW YORK



March 2, 1850

To the mails

The buff U. S. MAIL carrier stamp is printed on slightly glazed paper, and the gray shading on the left side of the stamp is ink picked up from a poorly wiped plate by the platen.

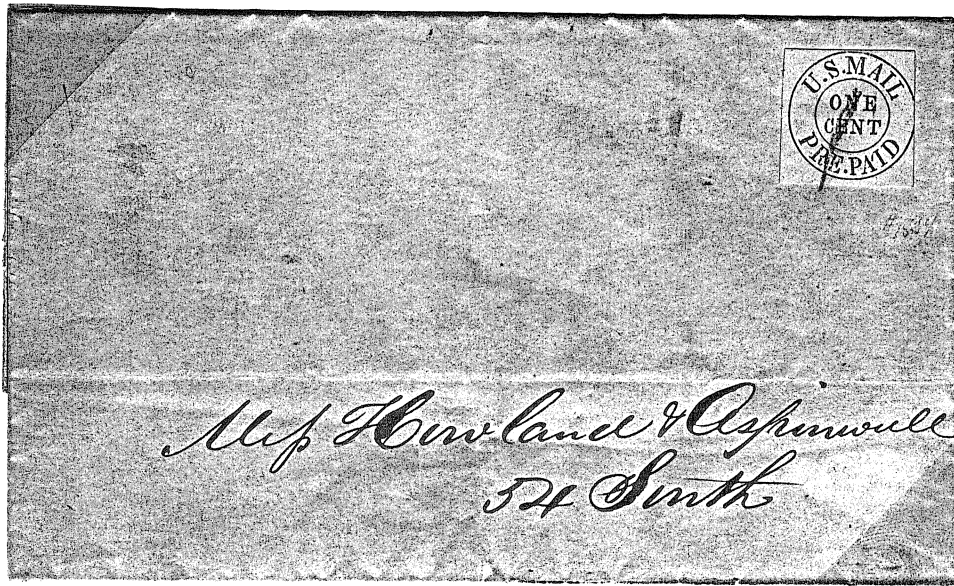


March 30, 1850

To the mails

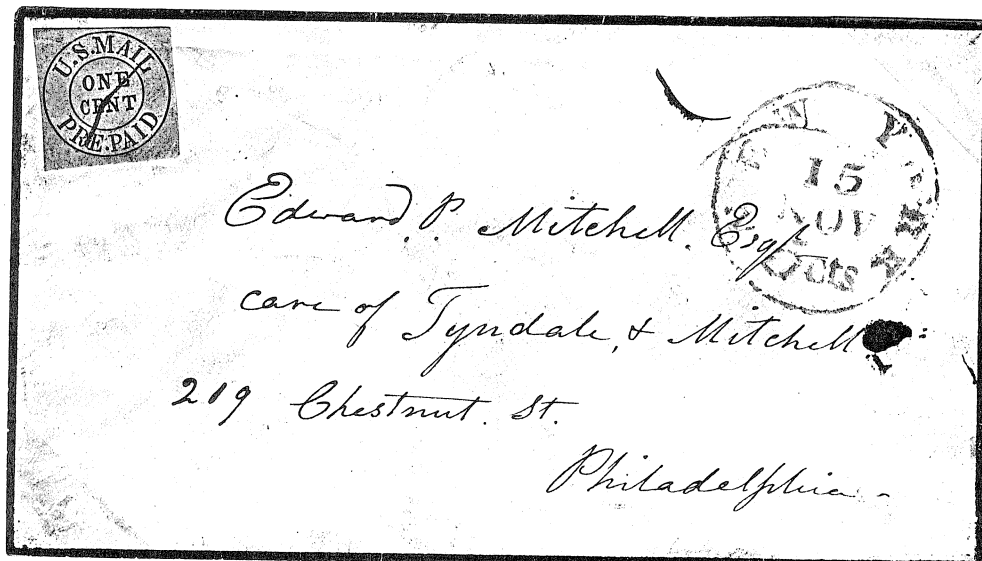


United States of America  
THE CARRIER SYSTEM  
NEW YORK



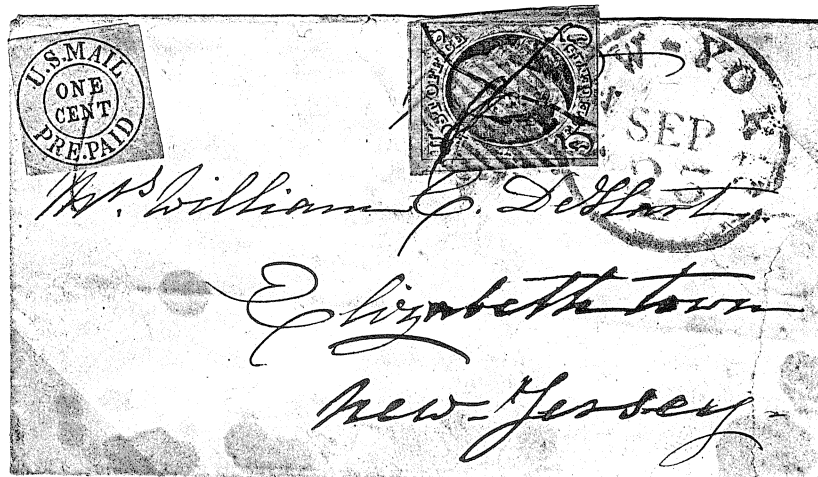
City letter

The buff stamp



To the mails

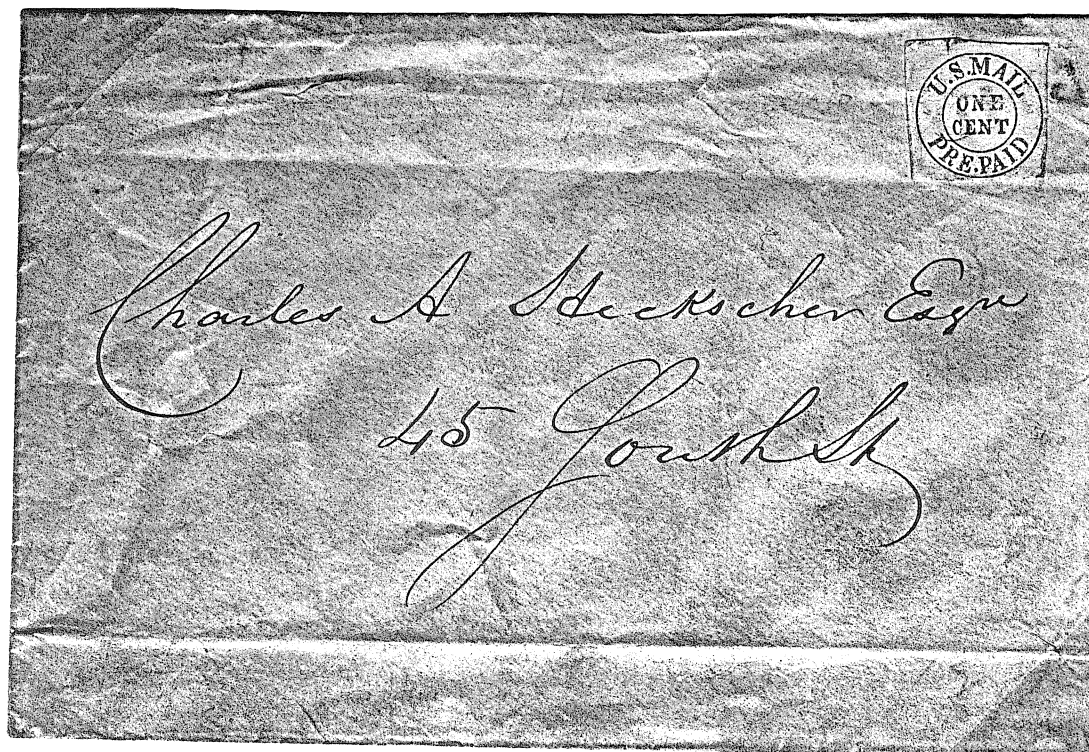
United States of America  
THE CARRIER SYSTEM  
NEW YORK



September 23, 1850

To the mails

The yellow stamp

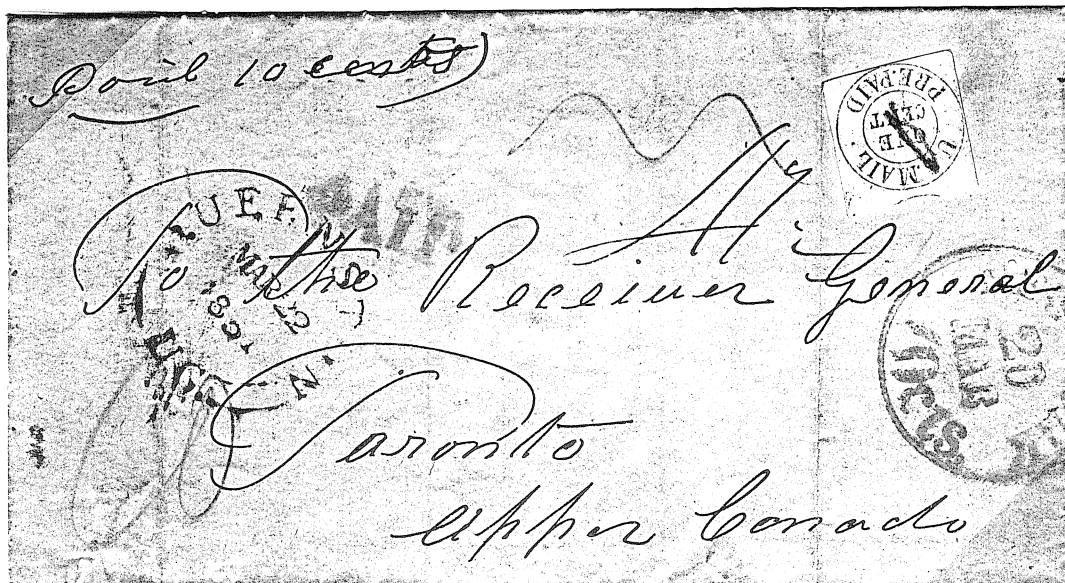


City letter

The red PAID cancellation is unusual

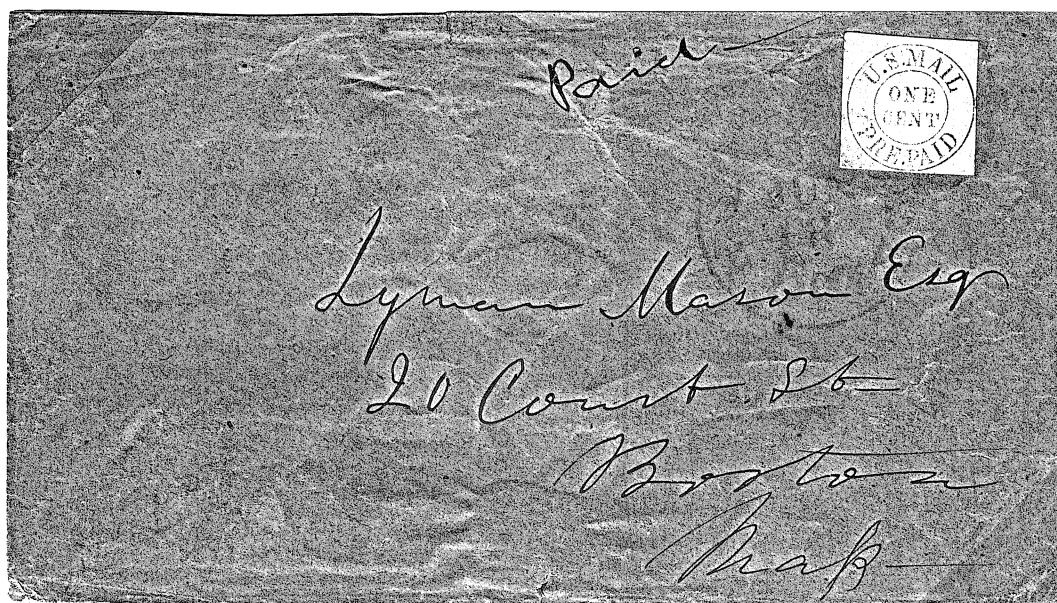


United States of America  
THE CARRIER SYSTEM  
NEW YORK



March 20, 1851, New York to Toronto To the mails  
10¢ postage to Canadian border prepaid in cash. 4½¢  
Canadian due to the addressee.

The use of carrier stamps on a letter posted to a foreign country is very uncommon.

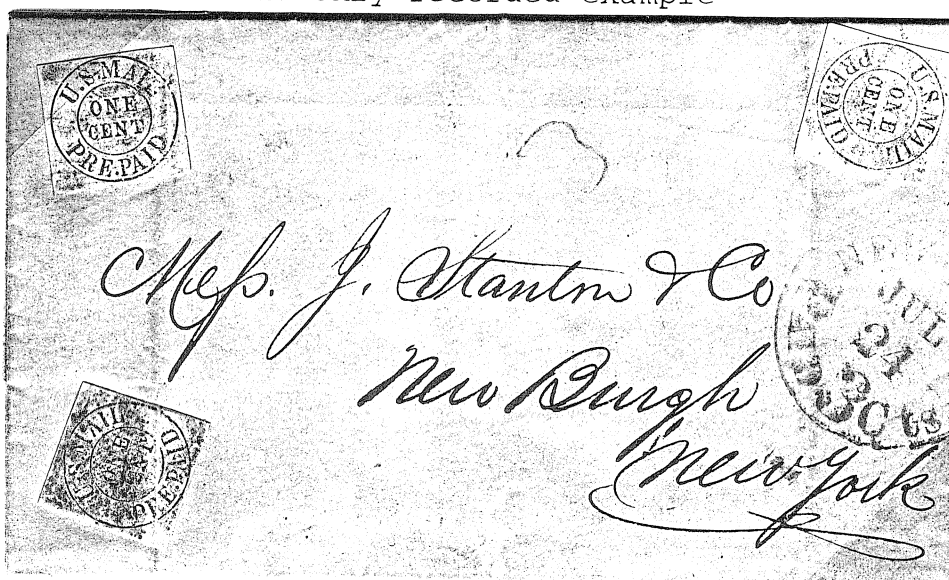


June 18, 1851 To the mails

United States of America  
THE CARRIER SYSTEM  
NEW YORK

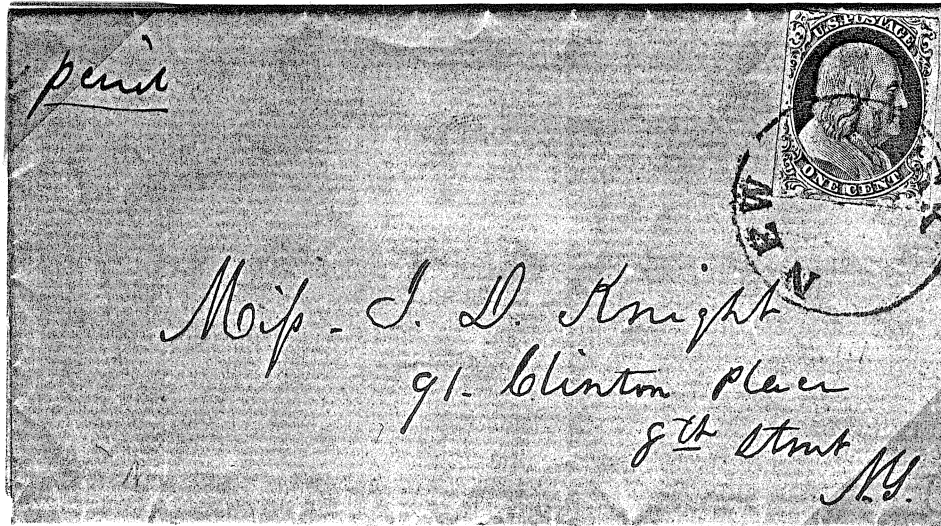
REGULAR POSTAGE PAID WITH CARRIER STAMPS

The only recorded example



New York, N. Y. to Newburgh, N. Y. July 24, 1851  
Three weeks after the new postal rate of 3¢ was made  
effective.

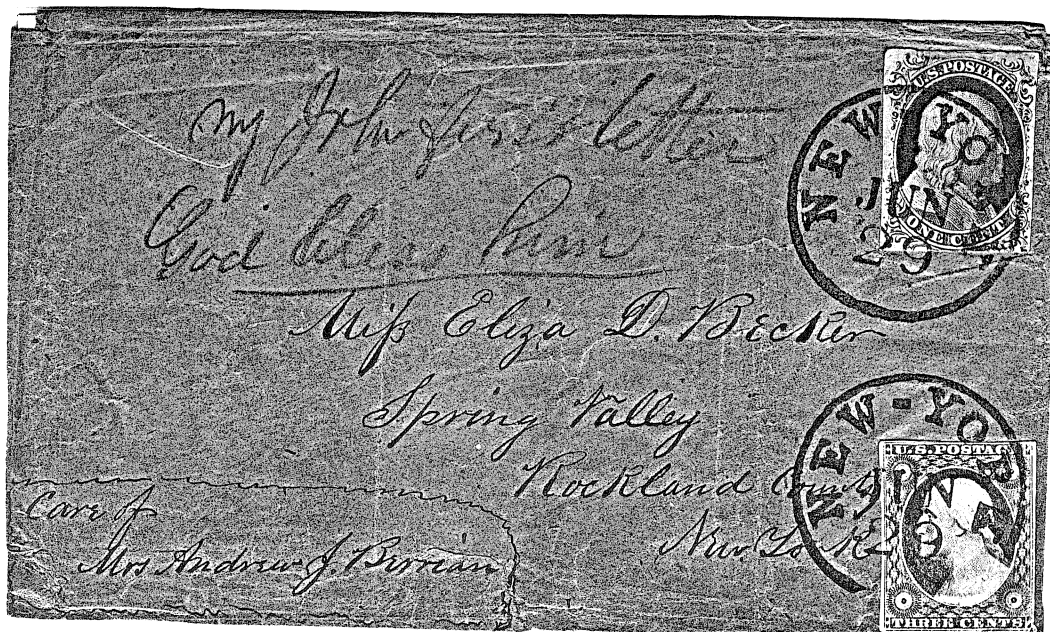
United States of America  
THE CARRIER SYSTEM  
NEW YORK



November 8, 1853

City letter

There is little doubt that some carrier fees were prepaid by the 1¢ postage stamp during the 1851 - 1856 period during which New York had no special carrier postmark.



June 29, 1852

To the mails

1¢ overpayment - collection to the post office was free

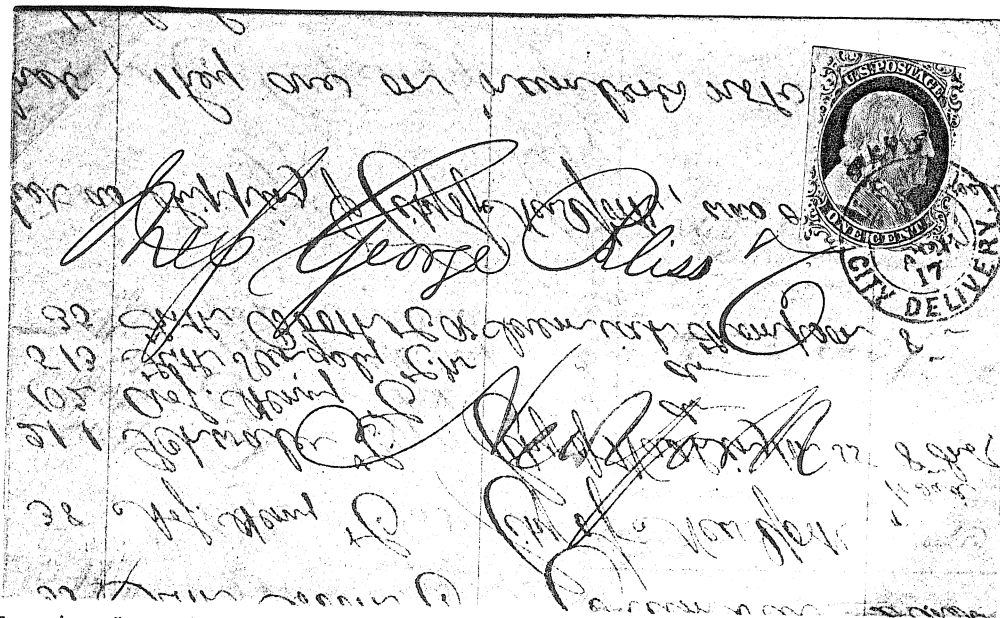
United States of America  
THE CARRIER SYSTEM  
NEW YORK  
U. S. MAIL - CITY DELIVERY



10 October 1856

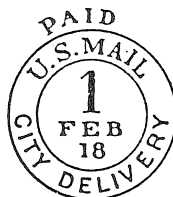
City letter

After 1856, collection and city mail fees were prepaid by postage stamps, and a series of distinctive carrier postmarks were used.



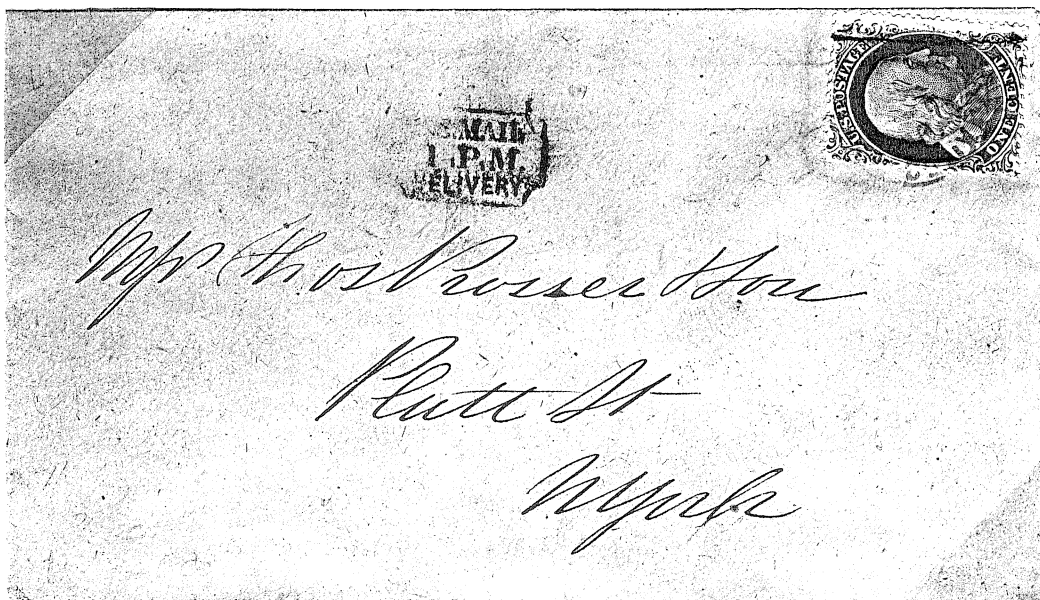
April 17, 1857

City letter

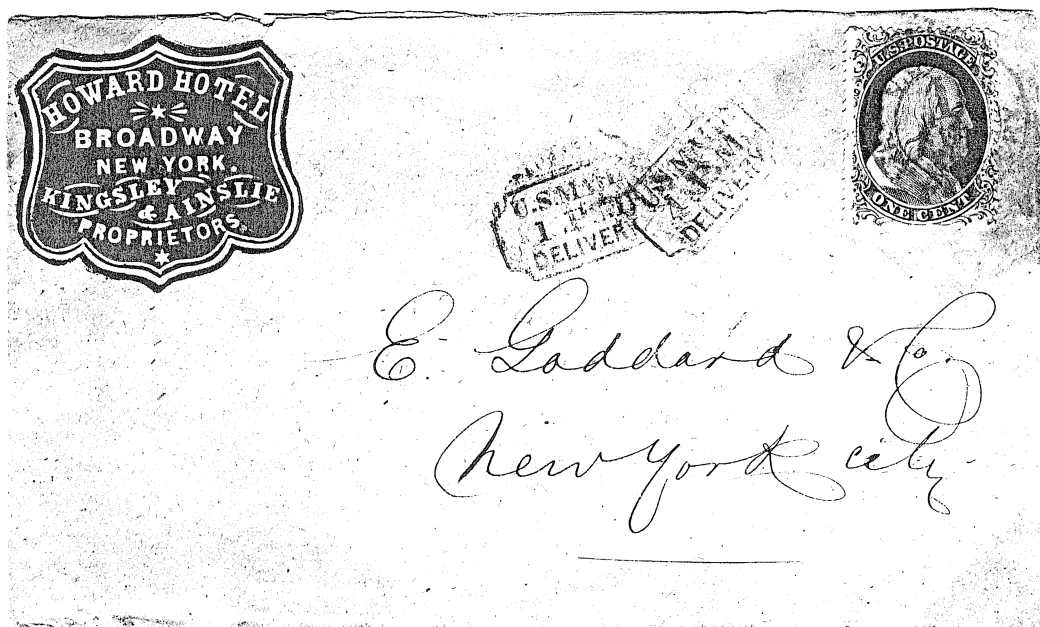




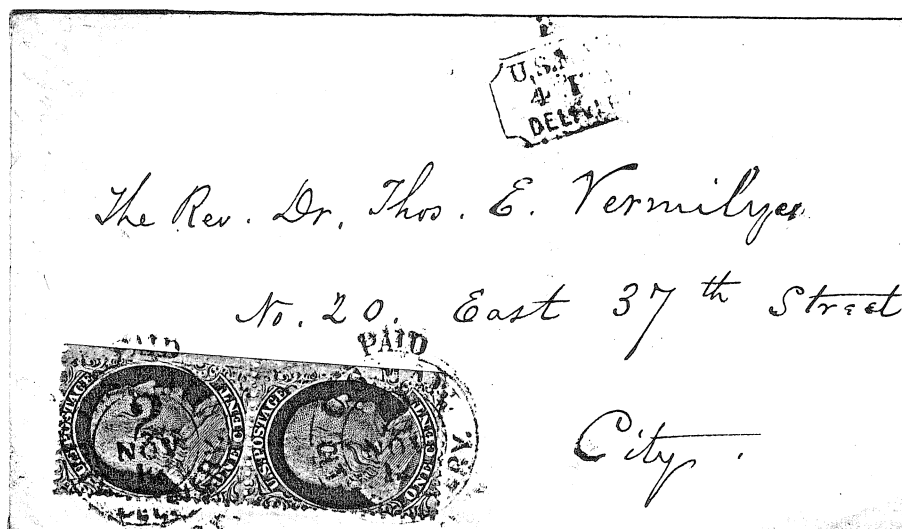
United States of America  
THE CARRIER SYSTEM  
NEW YORK  
U. S. MAIL - CITY DELIVERY



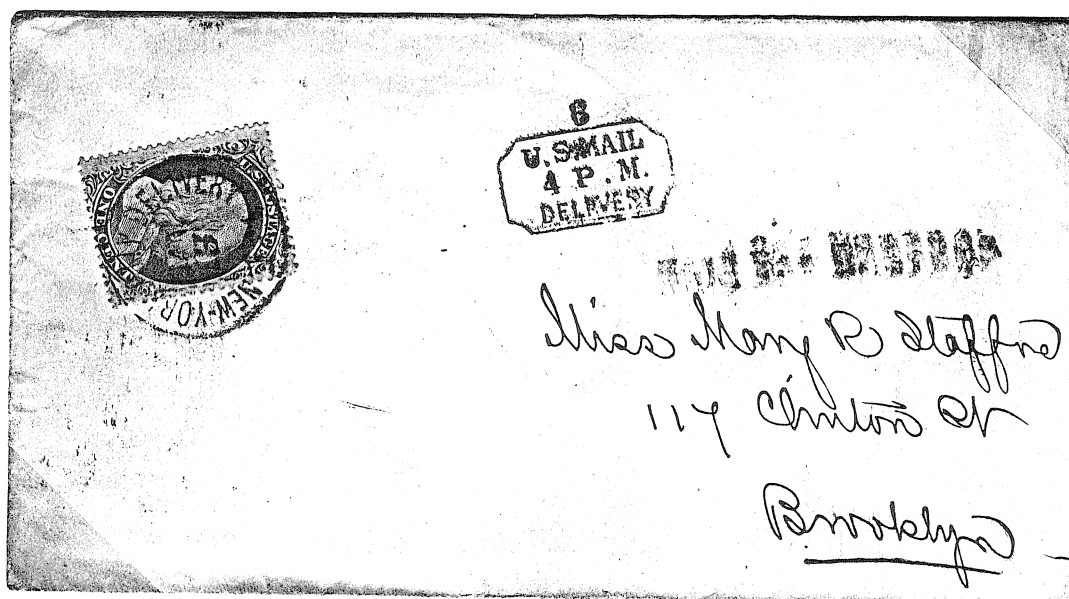
A remarkable example of the big Plate 2 crack prepays the one-cent city letter fee on this 1858 letter.



United States of America  
THE CARRIER SYSTEM  
NEW YORK  
TYPICAL CARRIER POSTMARKS



A 2¢ delivery fee was in effect for city mail at some of the smaller post offices in New York, but the 2¢ postmark is seldom seen.



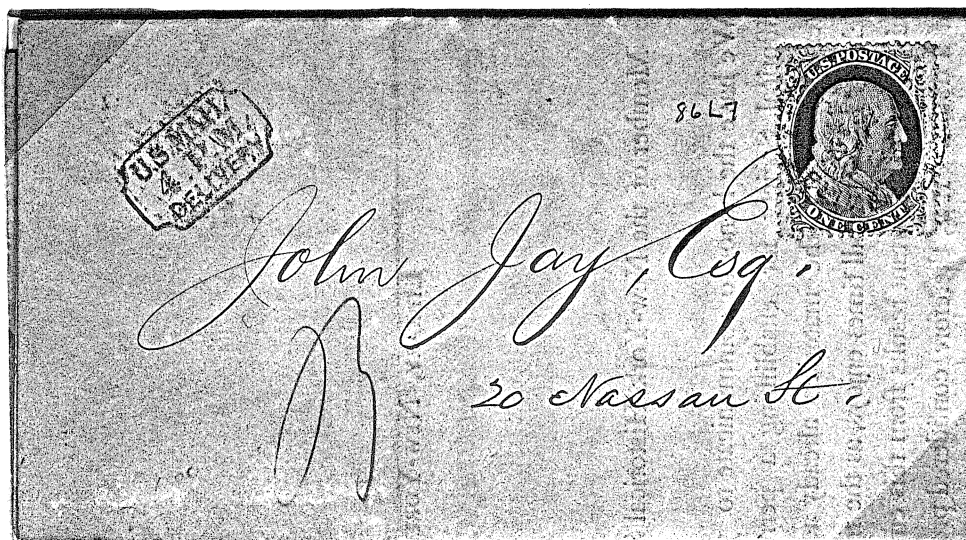
January 14, 1860

Letter rated DUE 3¢ POSTAGE since it is addressed to Brooklyn, a separate city in 1860.

To the mails

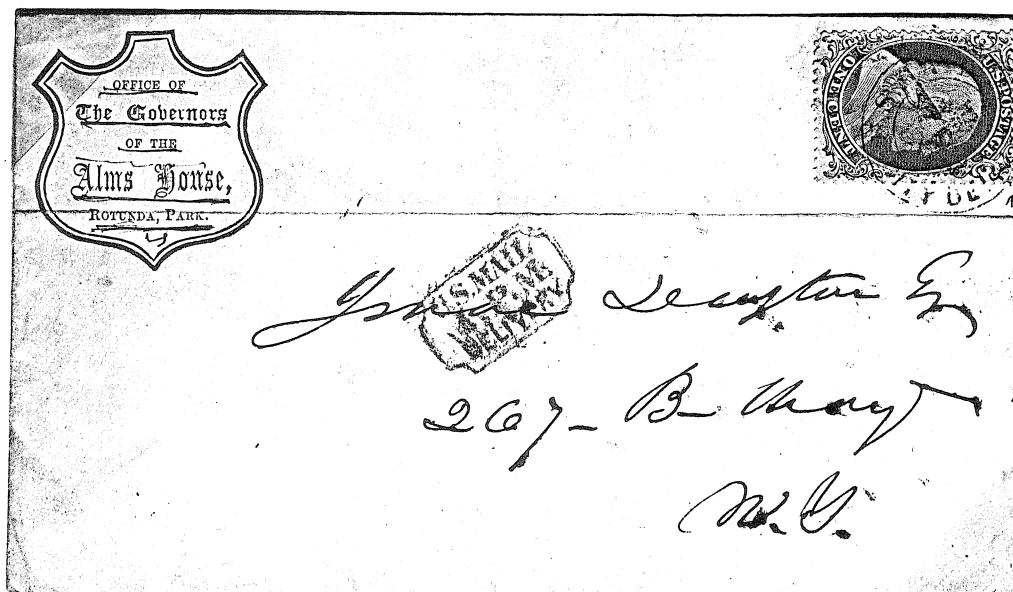


United States of America  
THE CARRIER SYSTEM  
NEW YORK



June 1, 1858

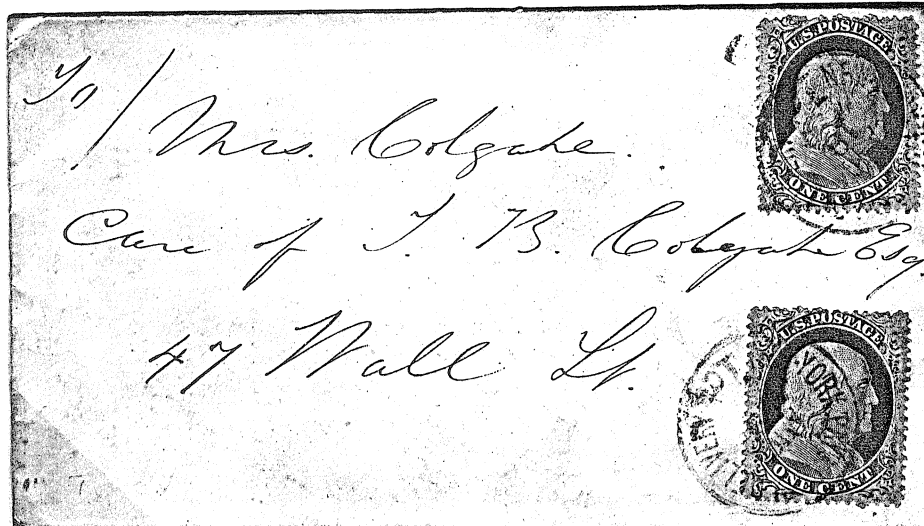
City letter



1857

City letter

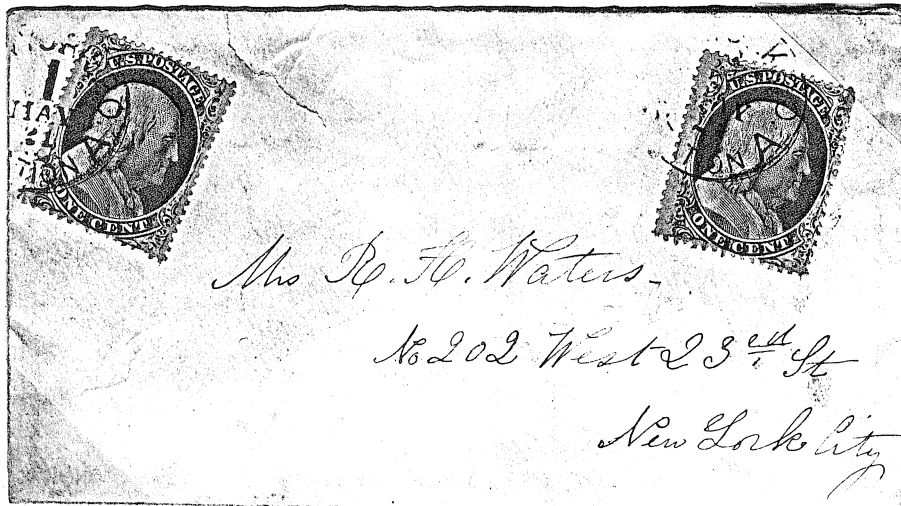
United States of America  
THE CARRIER SYSTEM  
NEW YORK



August 19. 1860

From the post office

1¢ drop letter postage + 1¢ carrier fee



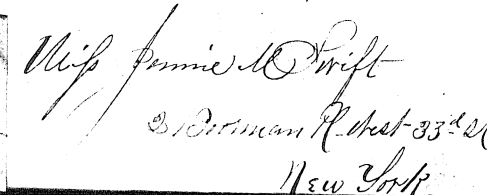
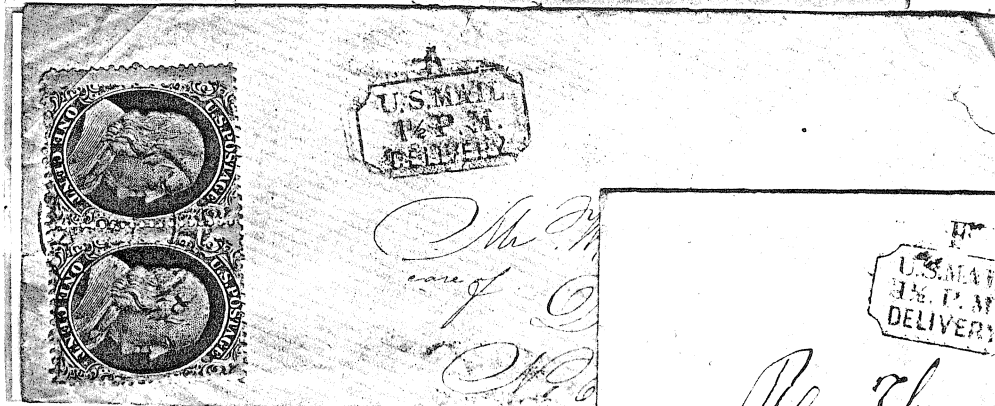
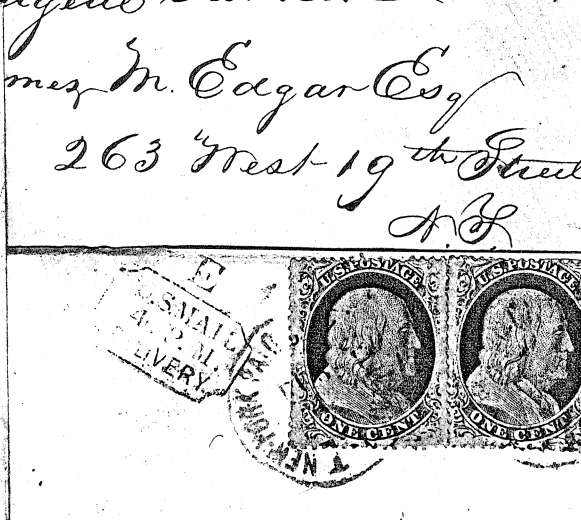
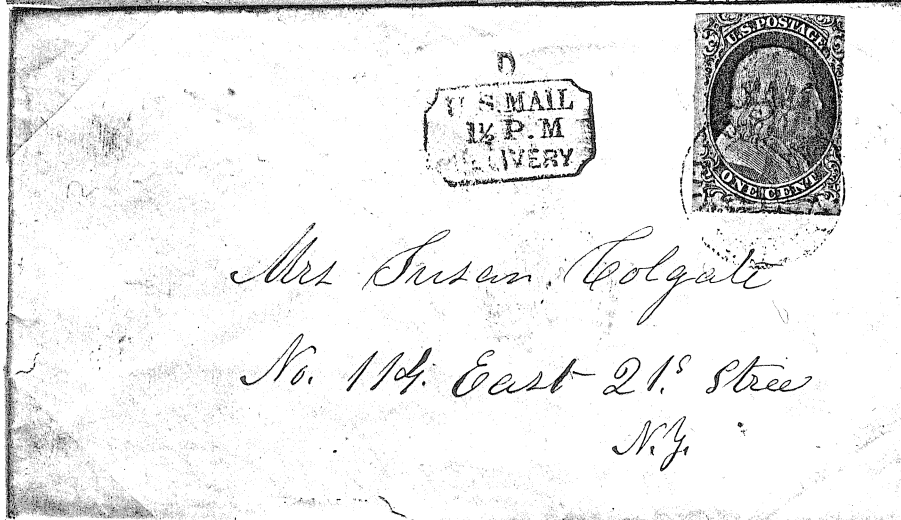
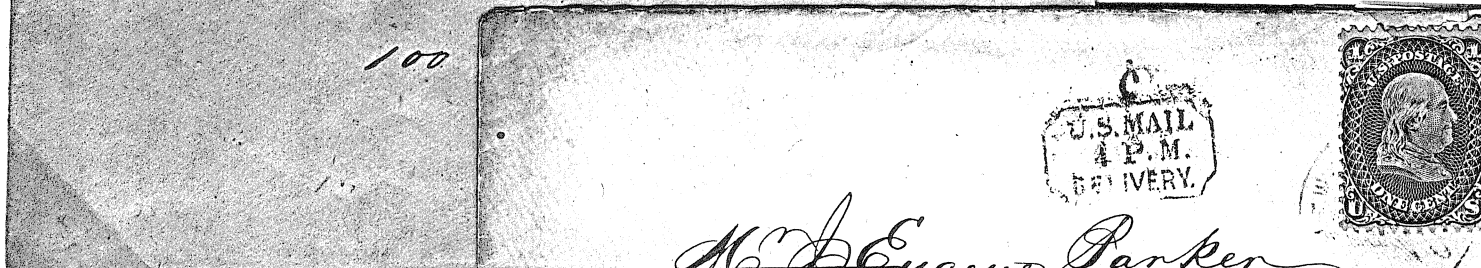
May 21, 1861

From the post office

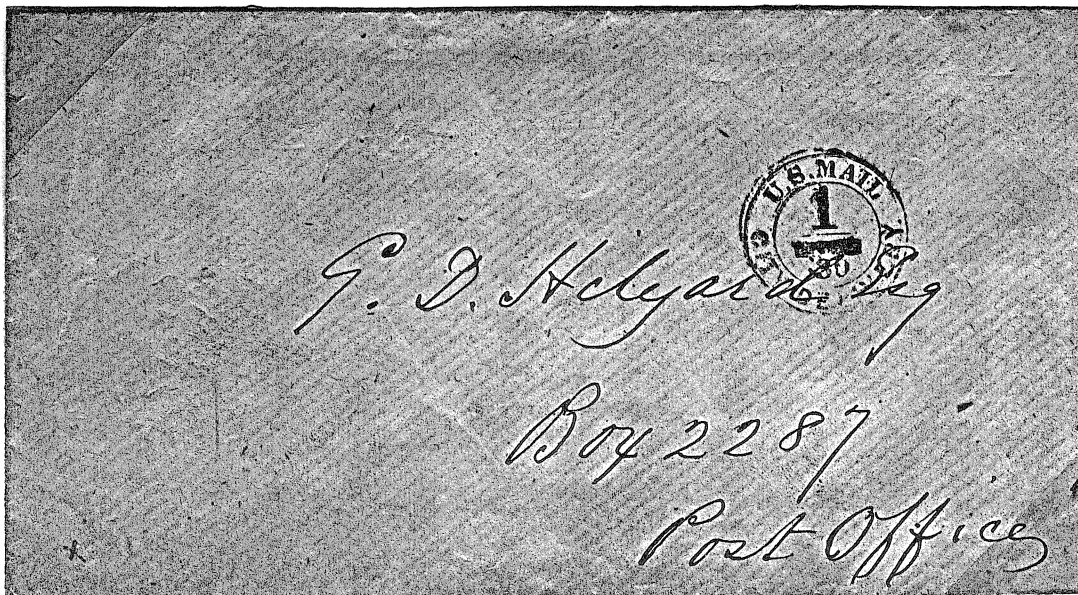
# United States of America

THE CARRIER SYSTEM

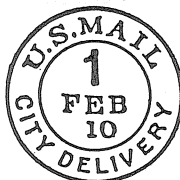
NEW YORK - U. S. MAIL STATIONS "A" THROUGH "F"



United States of America  
THE CARRIER SYSTEM  
NEW YORK  
U. S. MAIL - CITY DELIVERY

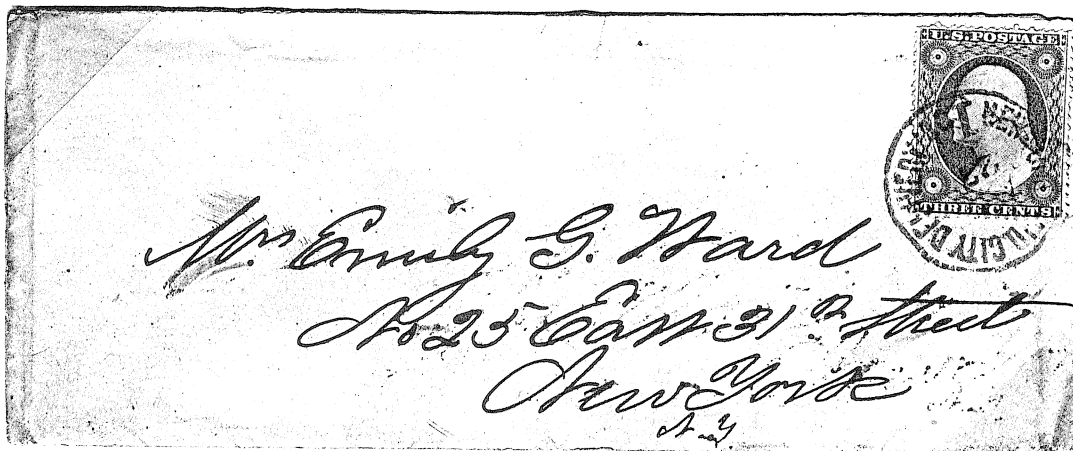
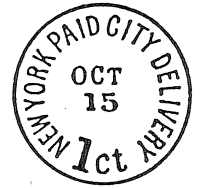
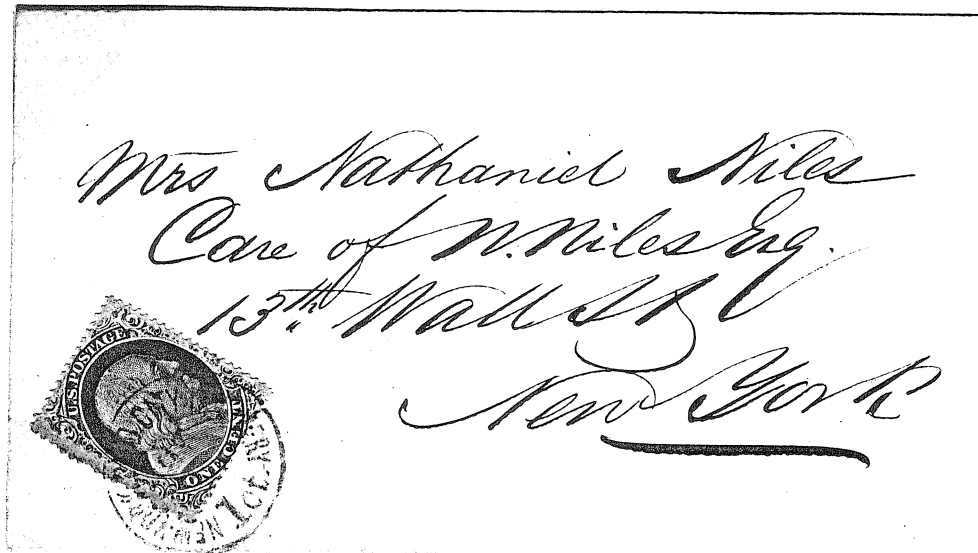


This postmark was used for mail handled by the CITY DELIVERY system on which the carrier fee was not prepaid.

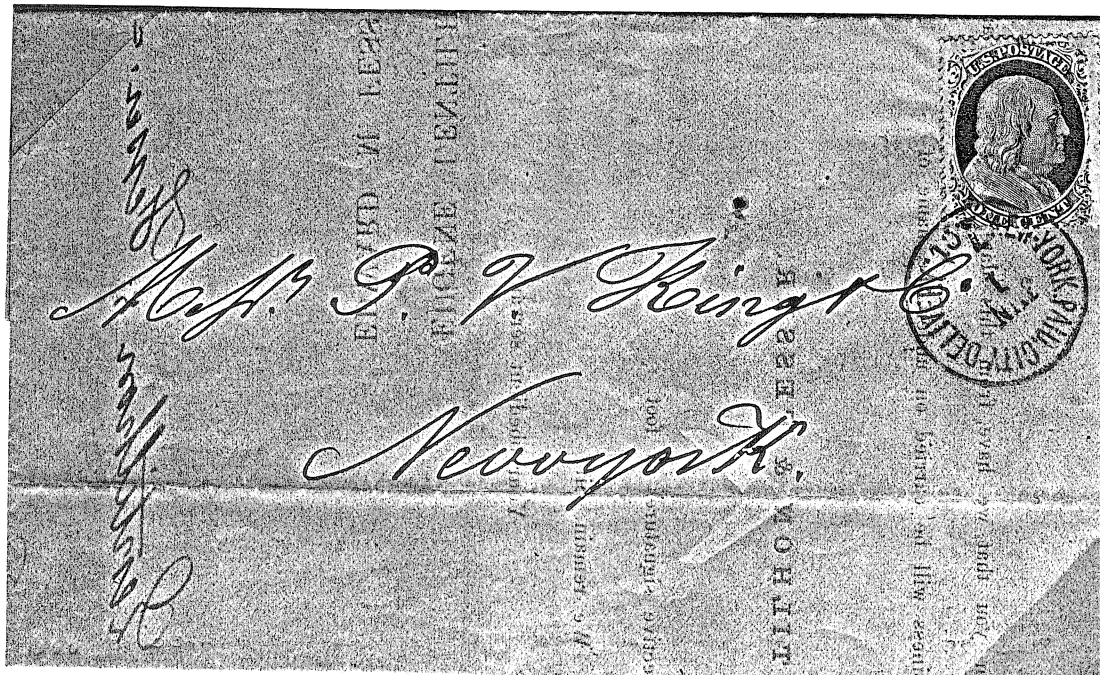




United States of America  
THE CARRIER SYSTEM  
NEW YORK CITY DELIVERY

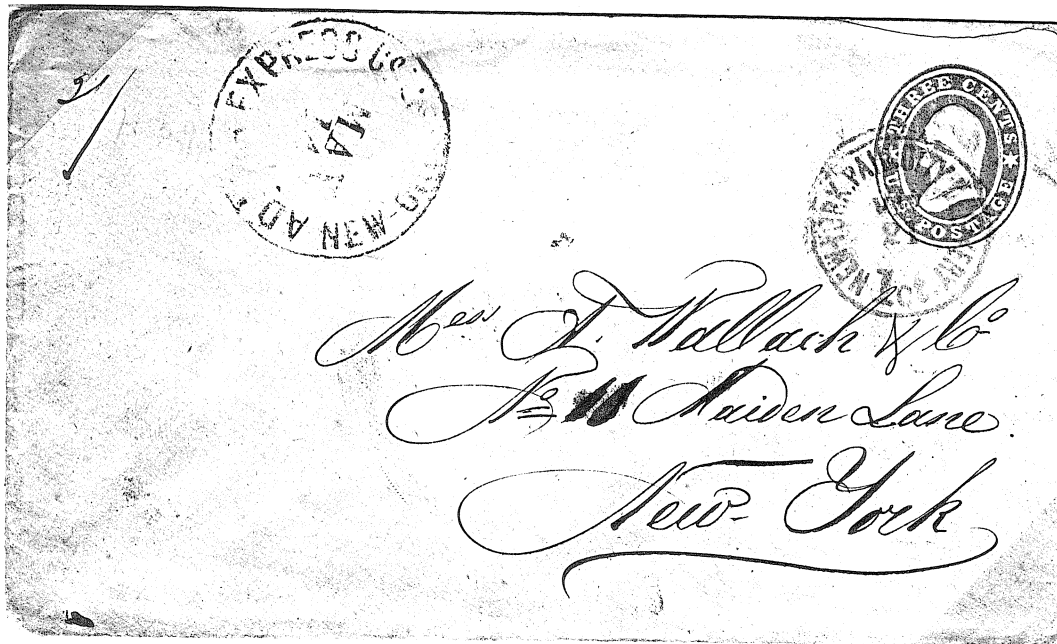


Overpaid two cents



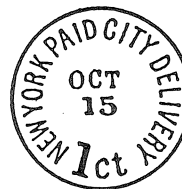
**United States of America**  
**THE CARRIER SYSTEM**  
NEW YORK CITY DELIVERY  
COURTESY OF ADAMS EXPRESS, NEW ORLEANS

On May 14, 1861 Louisiana was already in the Confederacy but New Orleans was still in Federal hands. The writer recognized that mail between south and north was in imminent danger of suspension, and the letter too important to risk delay or loss.



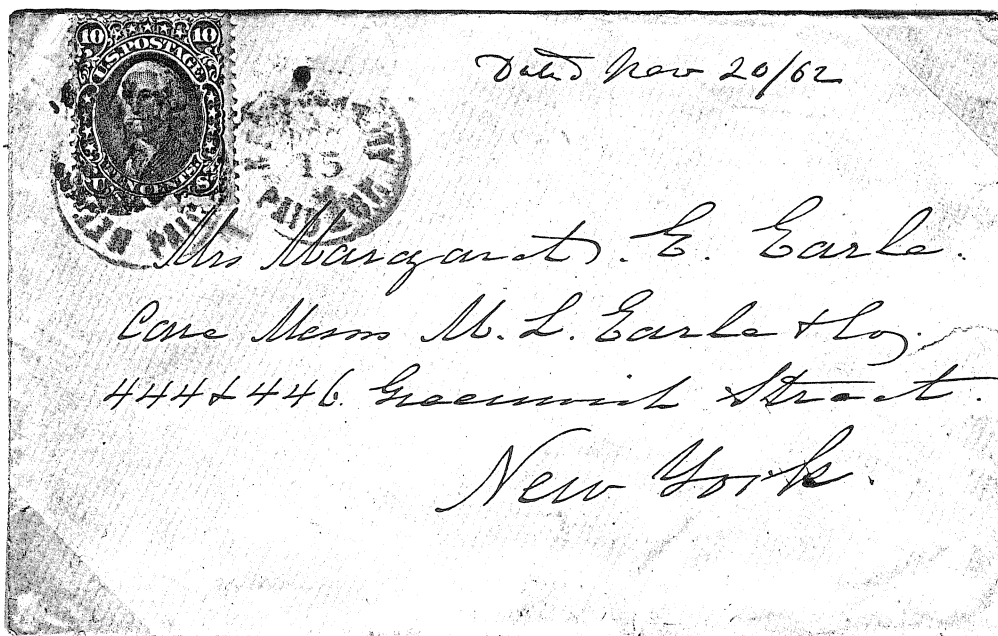
Two bits (2/ = 25¢) ADAMS EXPRESS fee. Letter transported outside the mails to New York by ADAMS courier and mailed as city letter. 3¢ star die envelope overpaid by 2¢ NEW YORK CITY DELIVERY carrier fee incurred May 21.

An extraordinary unique cover





United States of America  
THE CARRIER SYSTEM  
NEW YORK



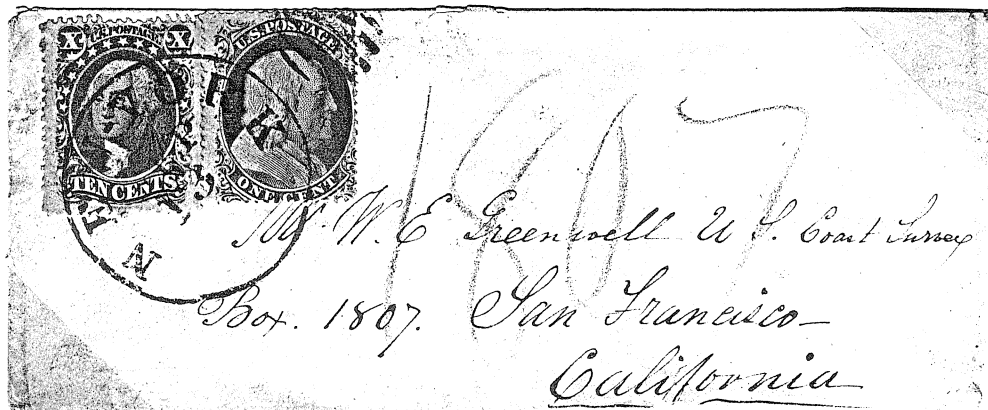
EASTBOUND

Carrier service December 15, 1862

Mailed in California November 20, 1862. Contract steamers to New York, via Isthmus of Panama. Delivered by New York City Delivery, with payment probably by account with carrier service.

INTERCOASTAL MAIL

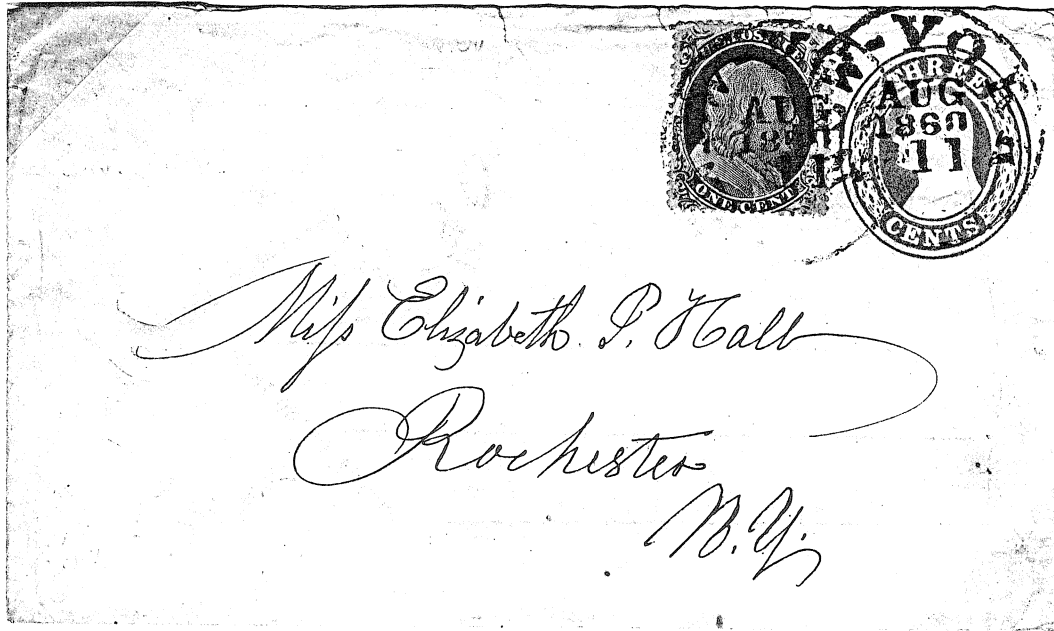
Postage 10¢



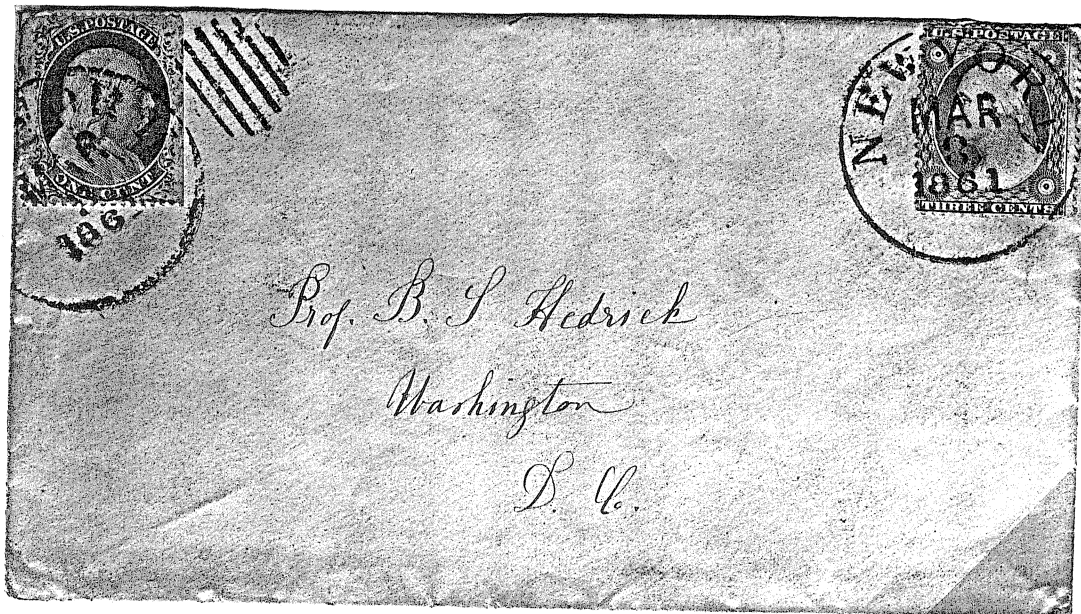
WESTBOUND

Carrier service September 13, 1861

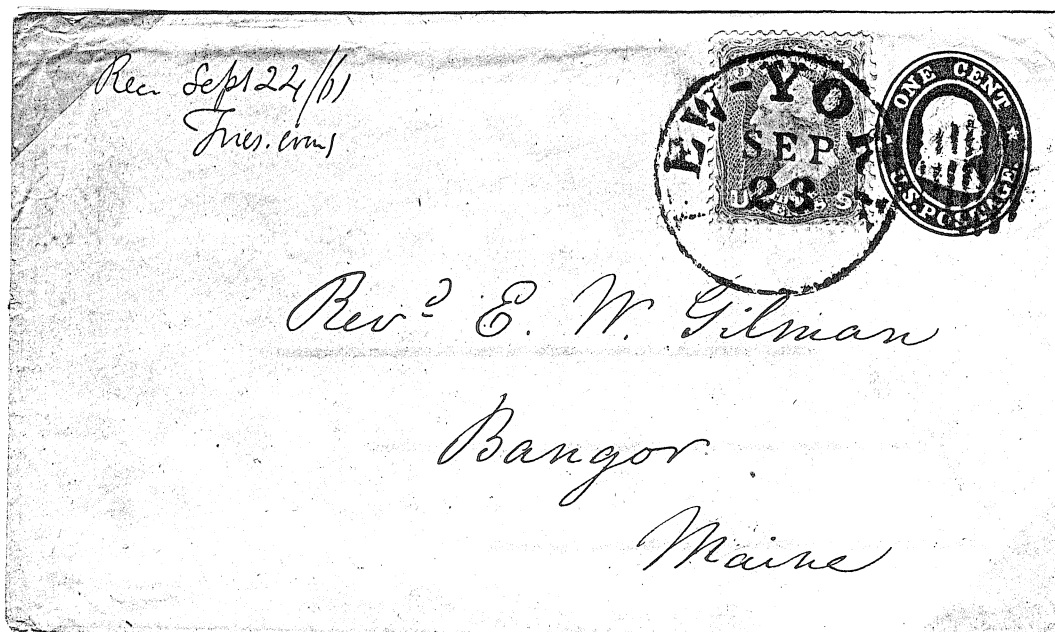
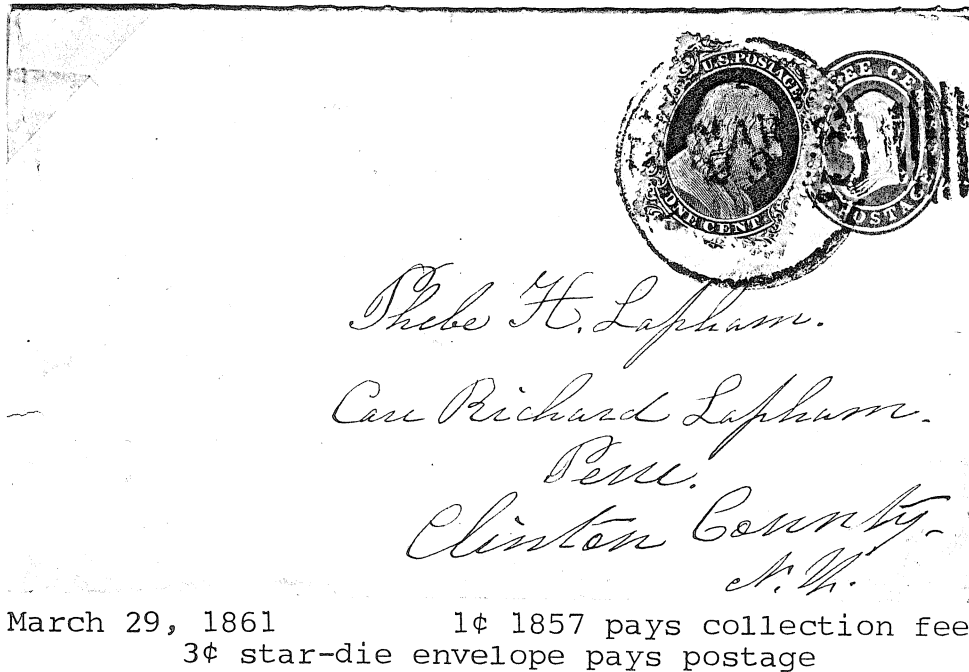
United States of America  
THE CARRIER SYSTEM  
NEW YORK



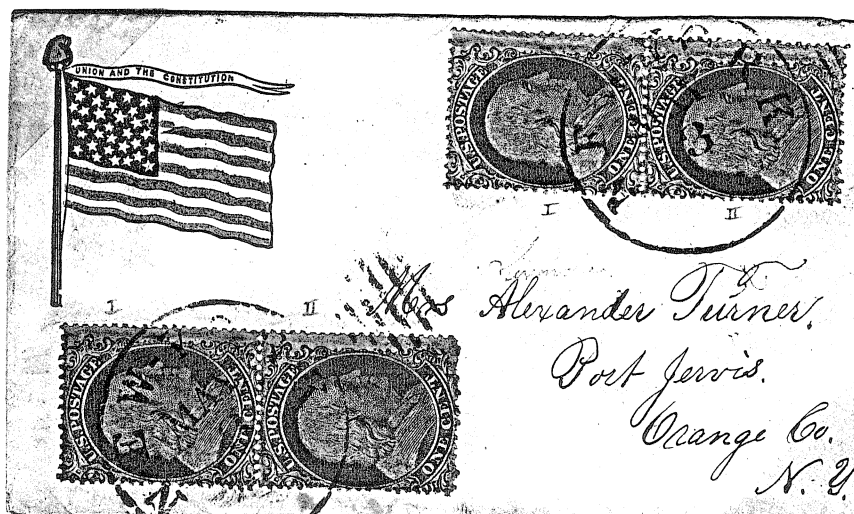
The one-cent postage stamp of the 1857 series prepaes the carrier collection fee to the post office.



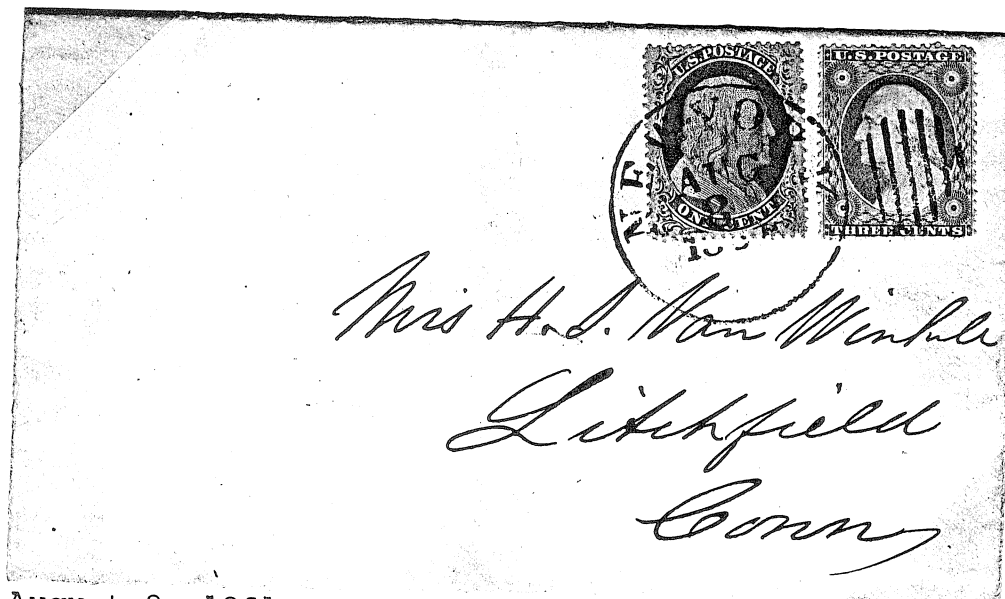
United States of America  
THE CARRIER SYSTEM  
NEW YORK



United States of America  
THE CARRIER SYSTEM  
NEW YORK



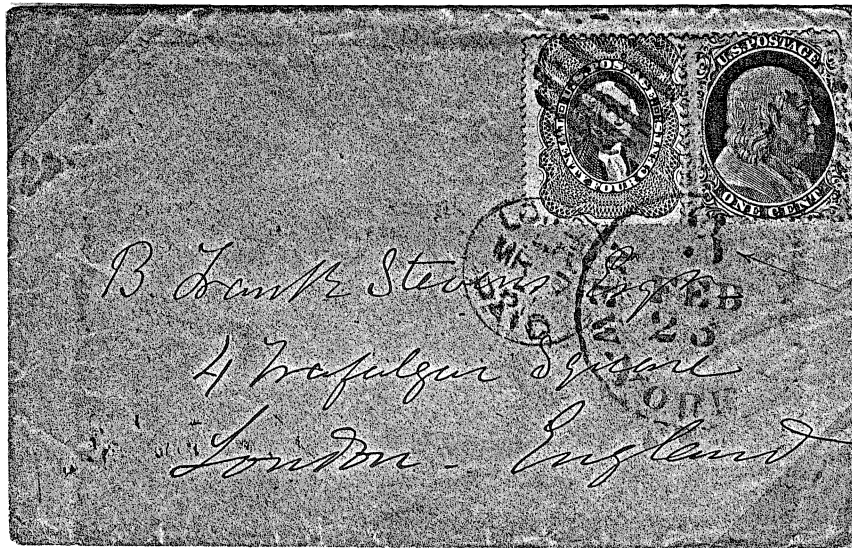
May 3, 1862 To the mails  
Postage and collection fee both paid by ad-  
joining vertical pairs of 1¢ 1857 series stamps  
from plate 12, upper TYPE I, lower TYPE II.  
A rare usage.



August 8, 1861

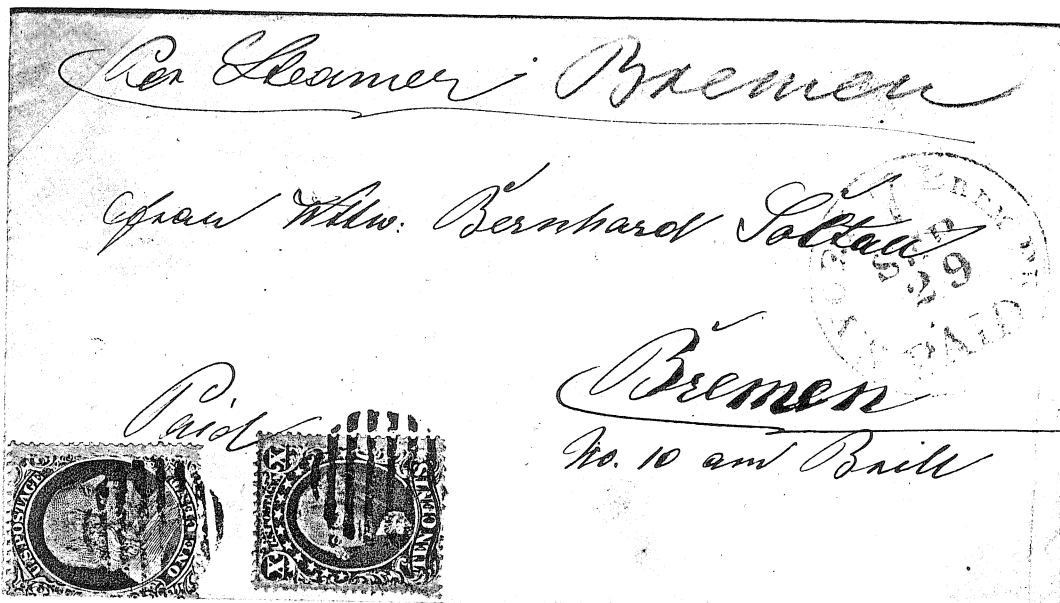
To the mails

United States of America  
THE CARRIER SYSTEM  
NEW YORK



February 23, 1861

The 1¢ 1857 prepaying the collection fee to the  
Transatlantic mails



September 29, 1860

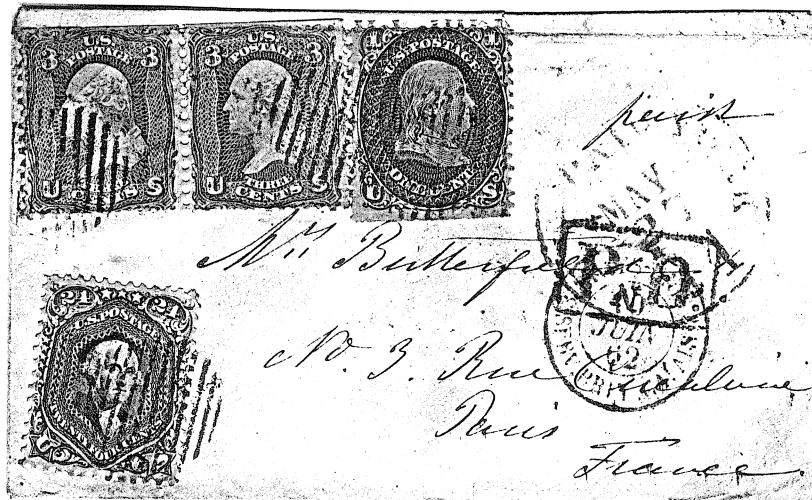


# United States of America

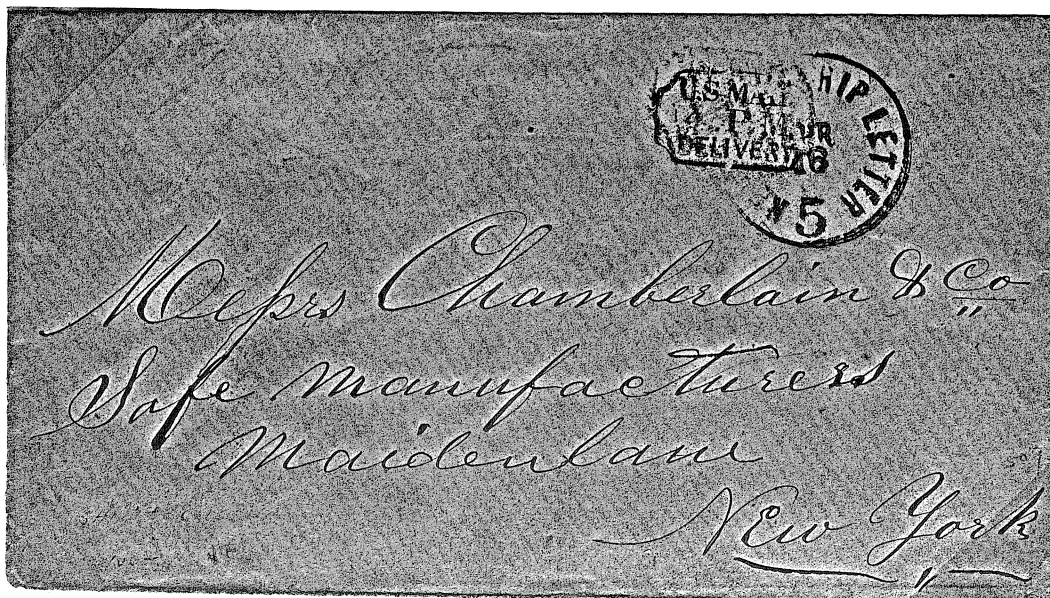
## THE CARRIER SYSTEM

### NEW YORK

### CARRIER SERVICE INTO AND OUT OF THE PORT OF NEW YORK

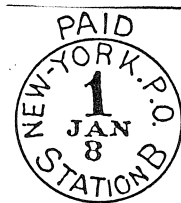
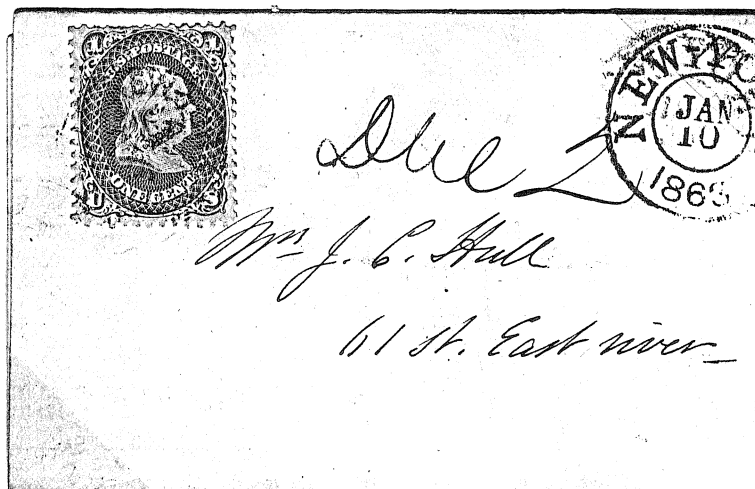


May 27, 1862, taken to the British open mail bag in the New York post office by carrier, with collection fee paid by 1¢ stamp.



Incoming by ship from an east-coast port, and delivered by the New York City Delivery service.

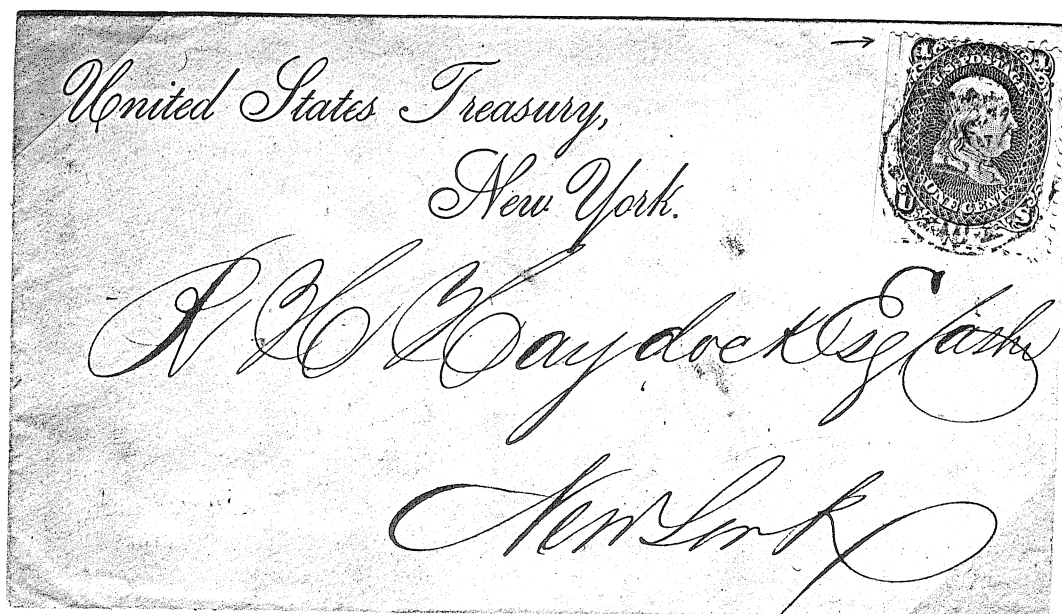
United States of America  
THE CARRIER SYSTEM  
NEW YORK



January 10, 1863

City letter

DUE 2 cents for suburban delivery



June 26, 1862

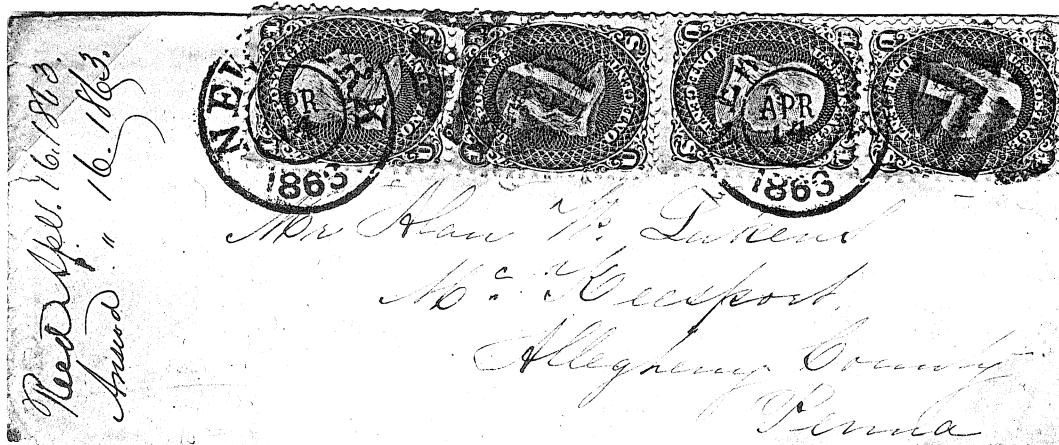
city letter

United States of America

THE CARRIER SYSTEM

NEW YORK

THE 1¢ 1861 SERIES PREPAYING THE COLLECTION FEE



April 14, 1863

Four 1¢ stamps prepaying both the carrier collection fee and the postage is an unusual franking.



March 18, 1863

# United States of America

## THE CARRIER SYSTEM

NEW YORK

THE 1¢ 1861 SERIES PREPAYING THE COLLECTION FEE

INSTITUTE.  
Medical College.  
No. 15 LAIGHT STREET, New-York.

R. T. TRALL, M. D.,  
E. P. MILLER, M. D.,  
Mrs. R. FANCHER, } Physicians.  
FANCHER & MILLER, Proprietors.

*J. R. Tomlinson*  
*Newtown*  
*Conn*

At this Institution the sick are cured without being poisoned with drugs. Every form of disease is treated without drug-medicine of any kind. As the same influences that will keep a healthy person sound will restore an invalid, we give the sick nothing that would injure a healthy person. We know that we have cured hundreds of cases that had previously tried almost every other system of medical practice without benefit. Send for a Circular.

September 19, 1861

An early use

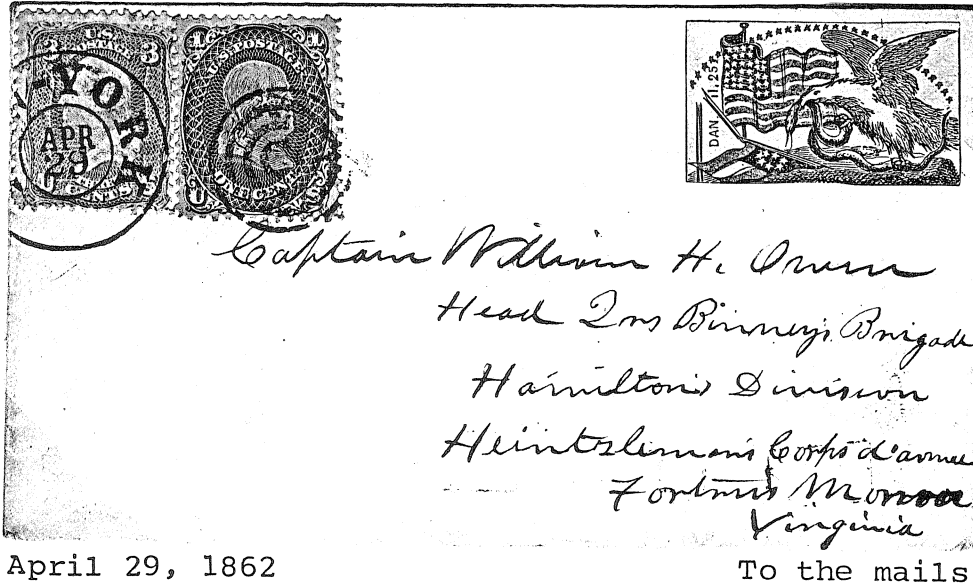
*Mrs C. A. Babbidge*  
*Pepperell. Mass.*

1862 Only the postage was doubled in this 7¢ rate.  
The carrier collection fee to the mails remained at 1¢.

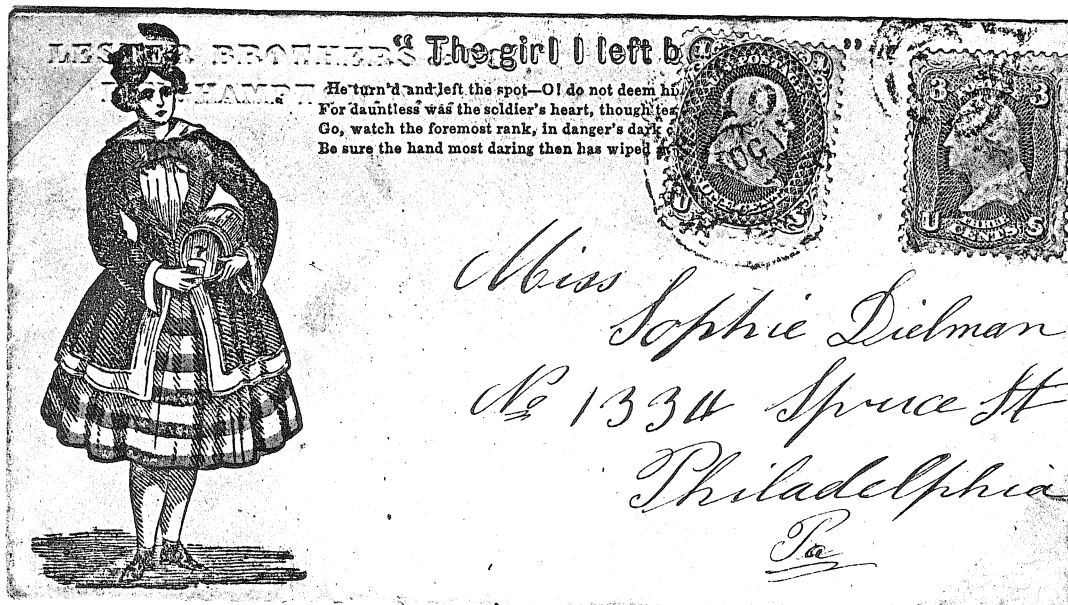
# United States of America

THE CARRIER SYSTEM

NEW YORK



The Civil War brought about a proliferation of colorful patriotic themes applied to envelopes by both factions. The use of patriotic labels was not common. The biblical reference seen here - DANIEL 11, 25, was certainly appropriate for a northerner.





# United States of America

## THE CARRIER SYSTEM

### PHILADELPHIA

### EARLY CARRIER SERVICE

Written in Ohio January 20, 1847. Hand carried to Philadelphia and posted as unpaid drop letter over two months later. Manuscript 2 in postmark is drop letter rate; penciled 2 is carrier delivery fee.



March 29, 1847 Drop letter delivery by carrier service

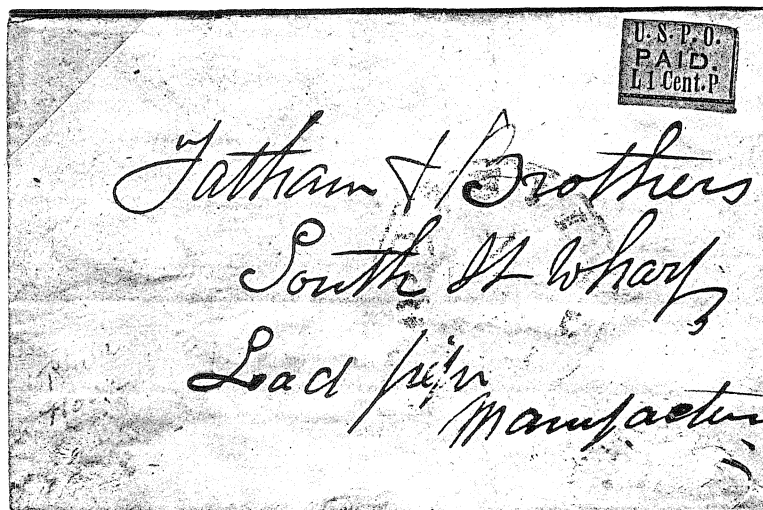
Delivery address in city of over 100,000 population "in street near poplar lane". Carrier John Johnson was unable to locate addressee.

United States of America

THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH



November 2, 1850

LP

City letter

Philadelphia's first carrier stamps were issued in 1849. There are several varieties, some, like these, with the carrier's initials.



January 17, 1851

LS

To the mails

United States of America

THE CARRIER SYSTEM

PHILADELPHIA

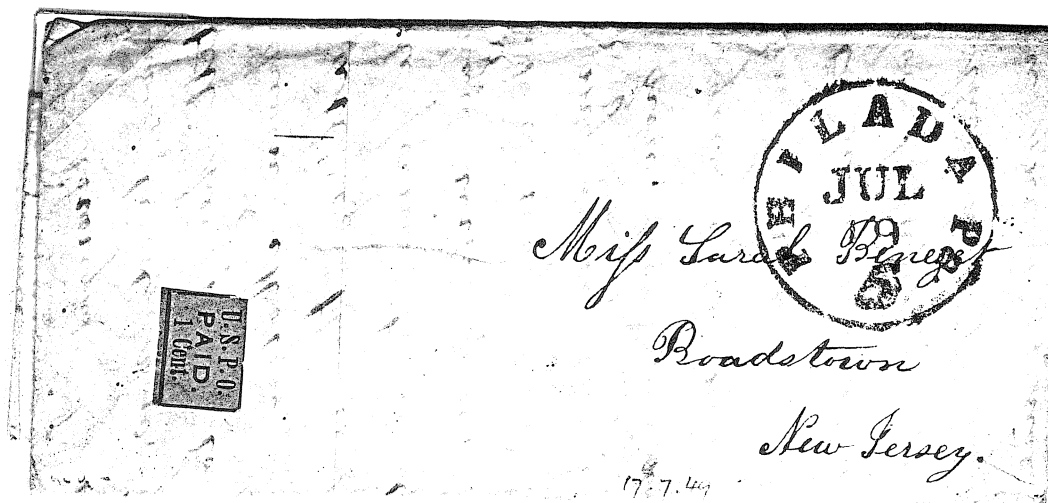
U. S. P. O. DESPATCH



October 30, 1849

To the mails

The stamps were printed on different-colored glazed papers, except the rose, which was on unglazed.



July 19, 1849

To the mails

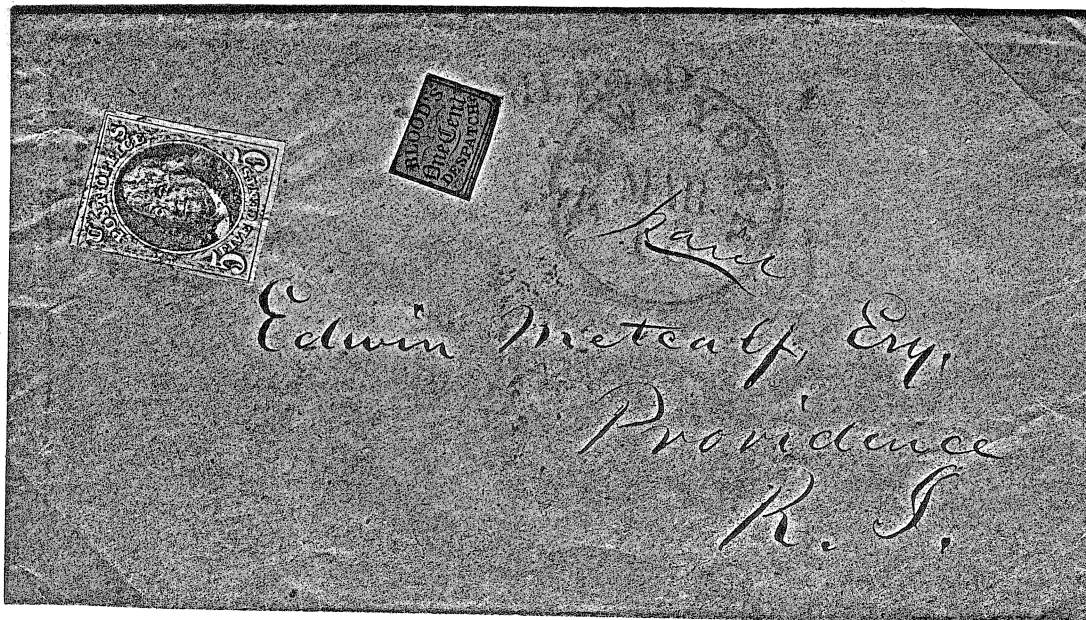
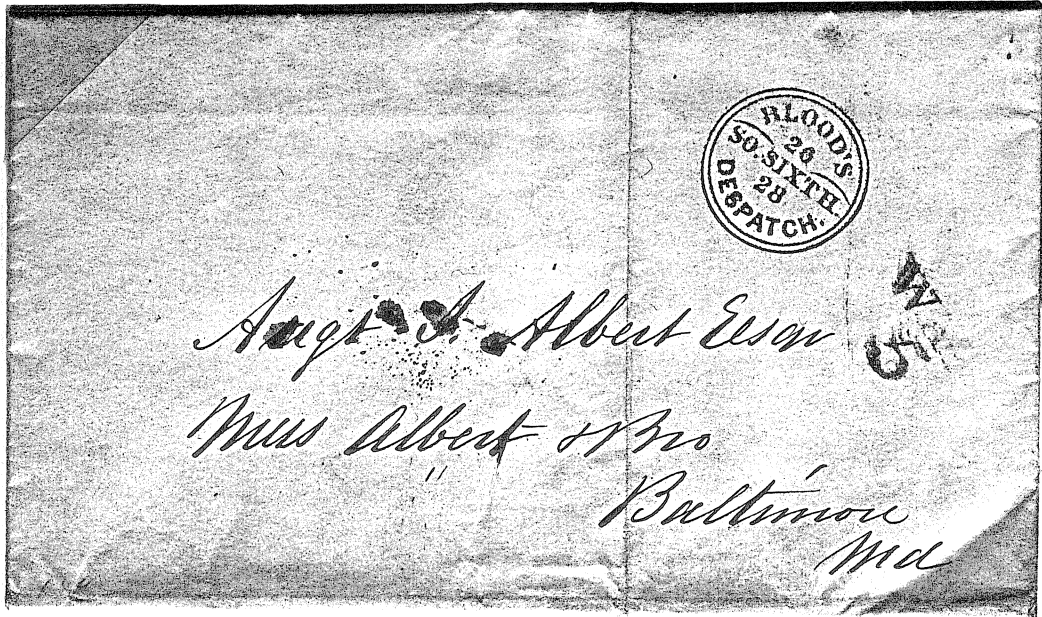
# United States of America

## THE CARRIER SYSTEM

### PHILADELPHIA

### THE COMPETITION

In the large cities, the privately owned local posts offered a letter pick-up and delivery service with which the U. S. carrier system was at best a feeble competitor.

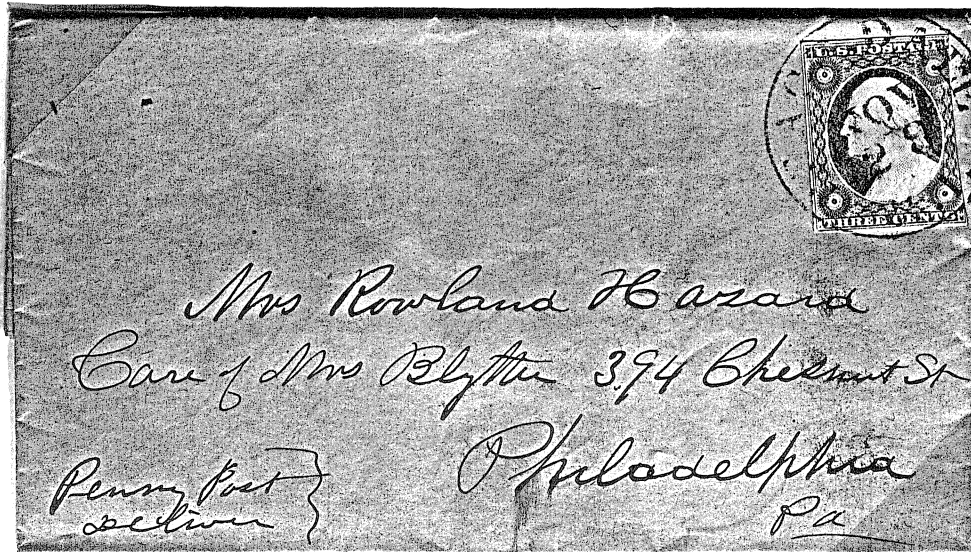


As a result, Blood's Despatch held and maintained the lion's share of the local mail business during the dozen years that the government tried unsuccessfully to put them out of business. Consequently, covers with BLOOD markings are far commoner than those showing government carrier service.

United States of America

THE CARRIER SYSTEM

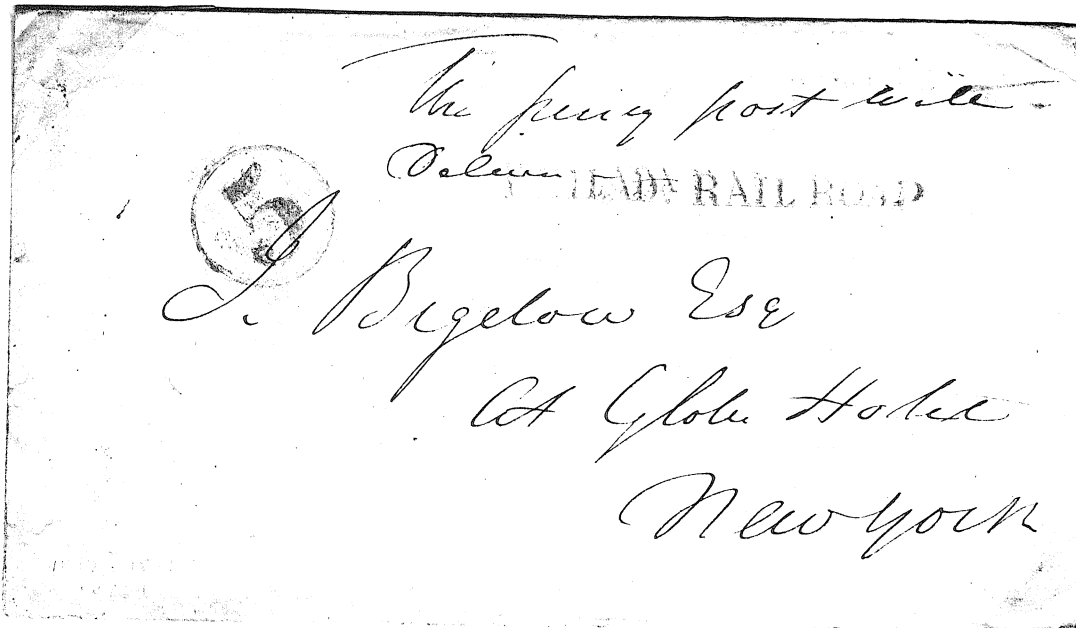
PENNY POST WILL DELIVER



November 28, 1854

From the mails

Very rarely, a carrier cover will bear only a manuscript notation by the sender, requesting delivery service.



From the mails

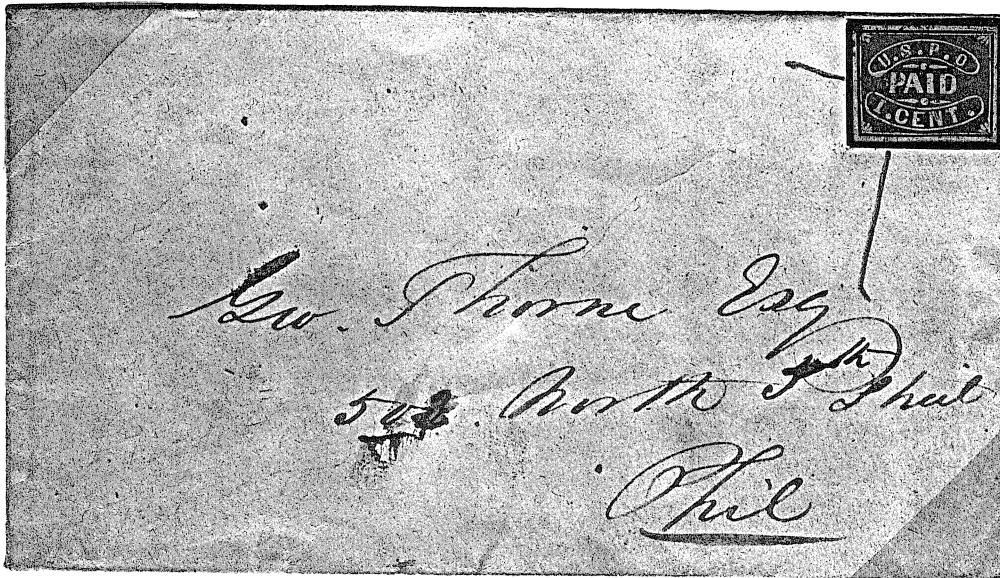


United States of America

THE CARRIER SYSTEM

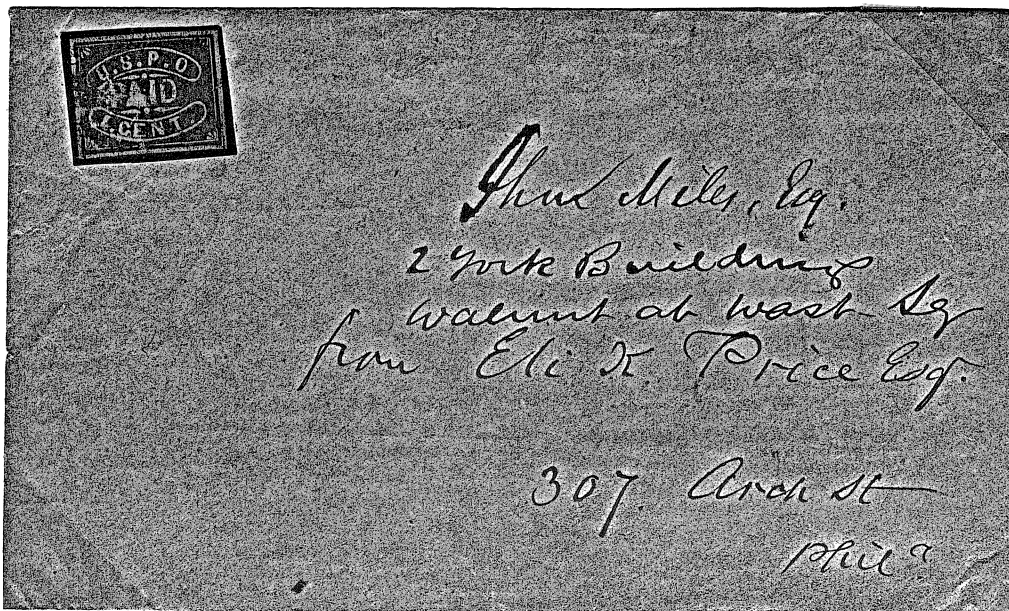
PHILADELPHIA

U. S. P. O. DESPATCH



city letter

City letters were handled exclusively by the carrier department, bypassing the post office altogether.



October 30, 1851

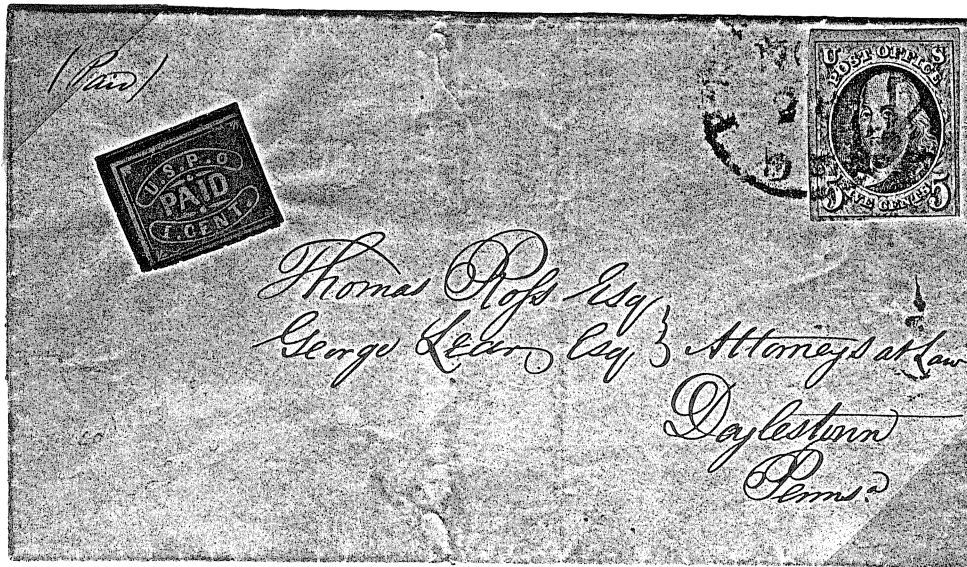
city letter

# United States of America

## THE CARRIER SYSTEM

PHILADELPHIA

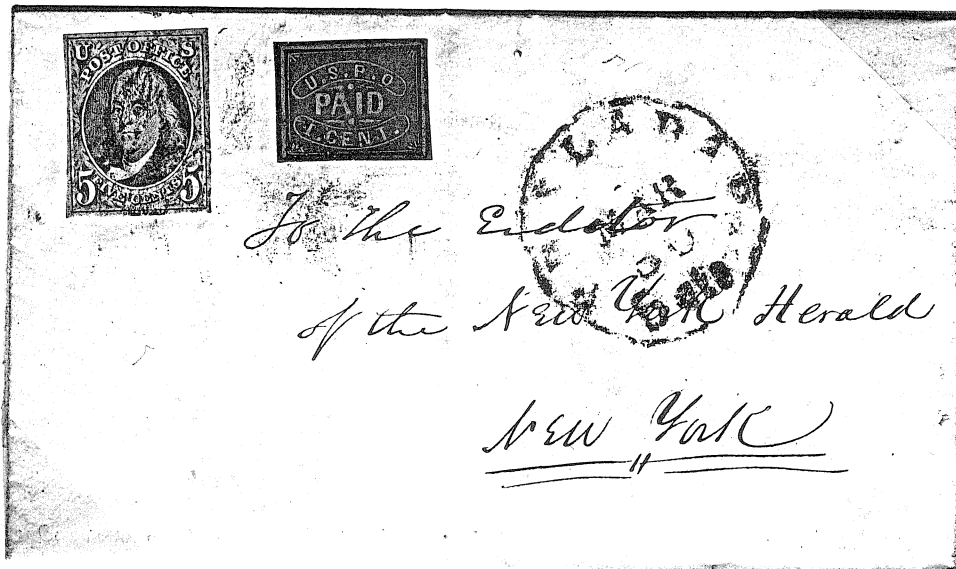
U. S. P. O. DESPATCH



November 28, 1850

to the mails

In 1850 a new one cent design appeared, printed in three separate colors: gold on black (the first to appear), blue on white and black on white.



March 30, 1851

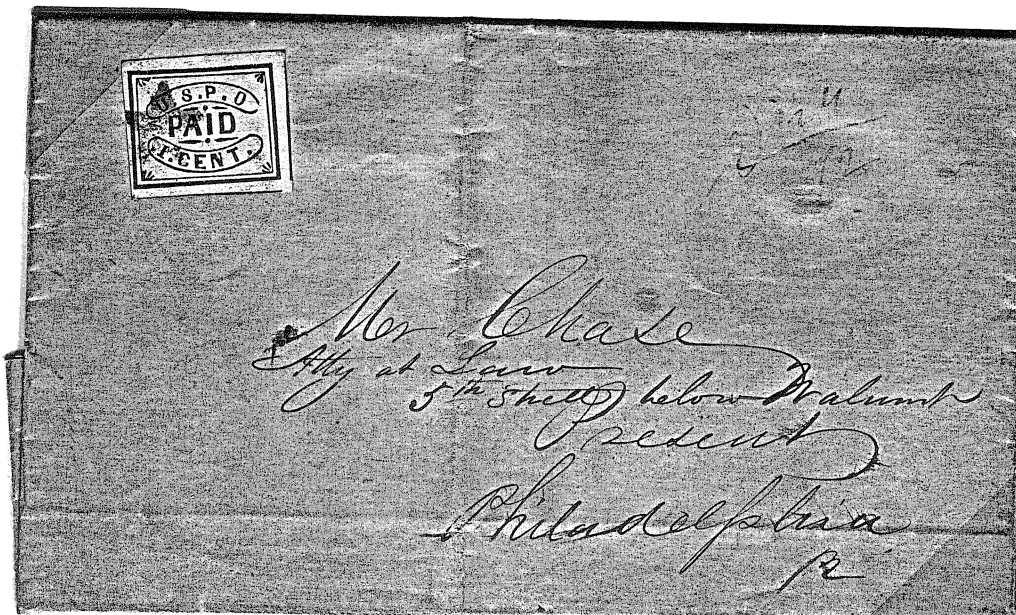
to the mails

United States of America

THE CARRIER SYSTEM

PHILADELPHIA

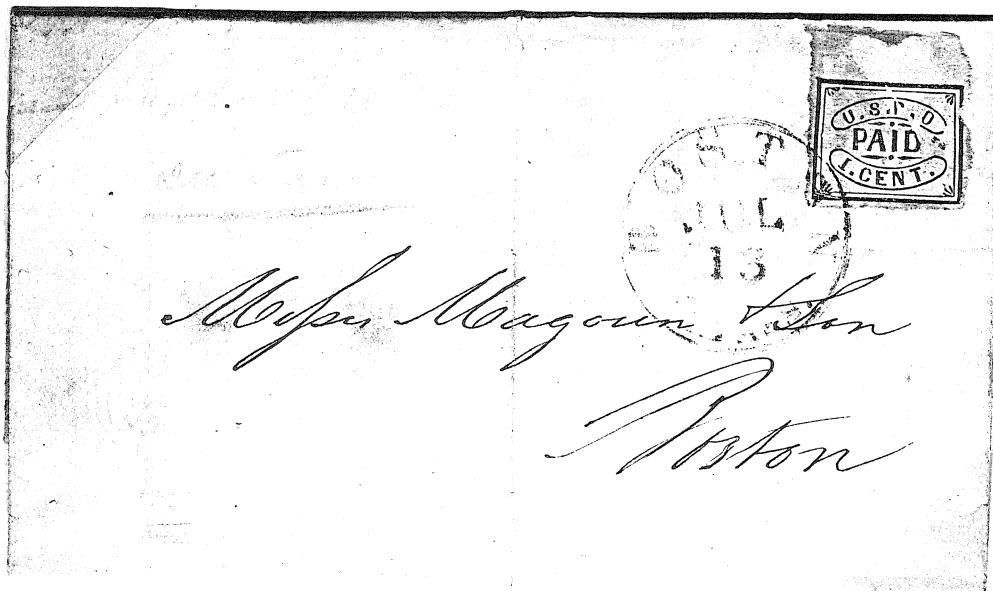
U. S. P. O. DESPATCH



December 4, 1852

City letter

The blue stamp



July 10, 1852

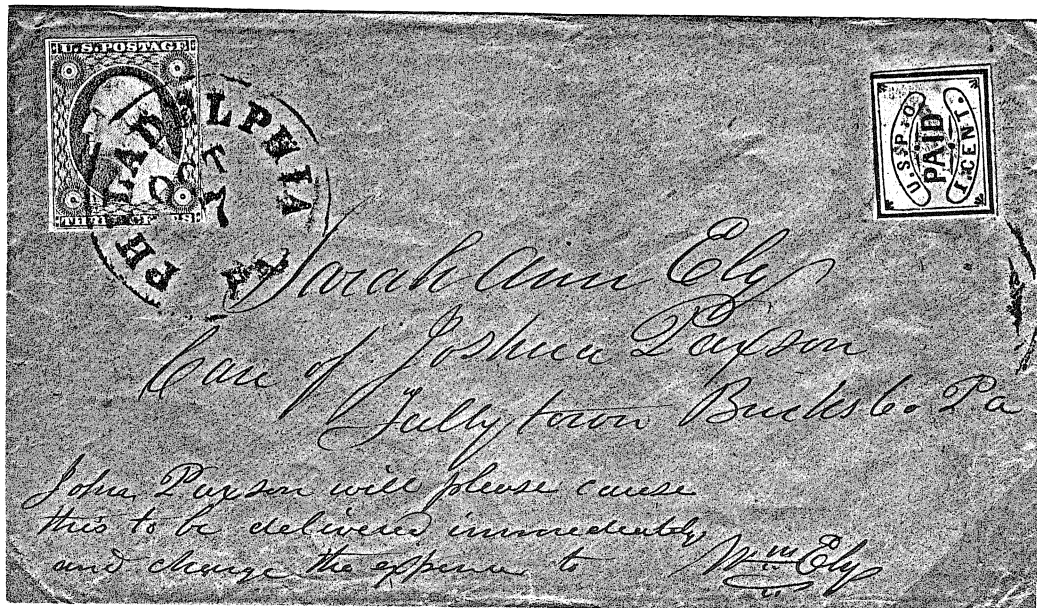
To the mails

# United States of America

## THE CARRIER SYSTEM

### PHILADELPHIA

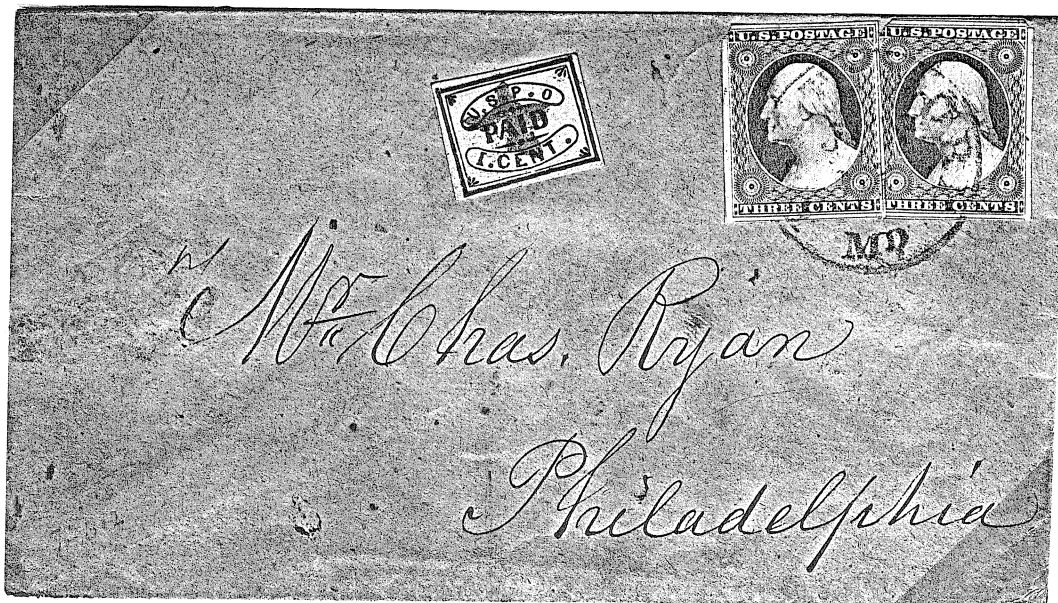
### U. S. P. O. DESPATCH



October 7, 1852

To the mails

During the early 1850s, all mail was delivered to the addressee by the carrier department unless he specifically instructed the postmaster in writing that this delivery service was not wanted.



Baltimore to Philadelphia

From the mails

For those who used this service, an accounting was kept by the carrier department, and monthly statements were submitted for payment.



United States of America

THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH

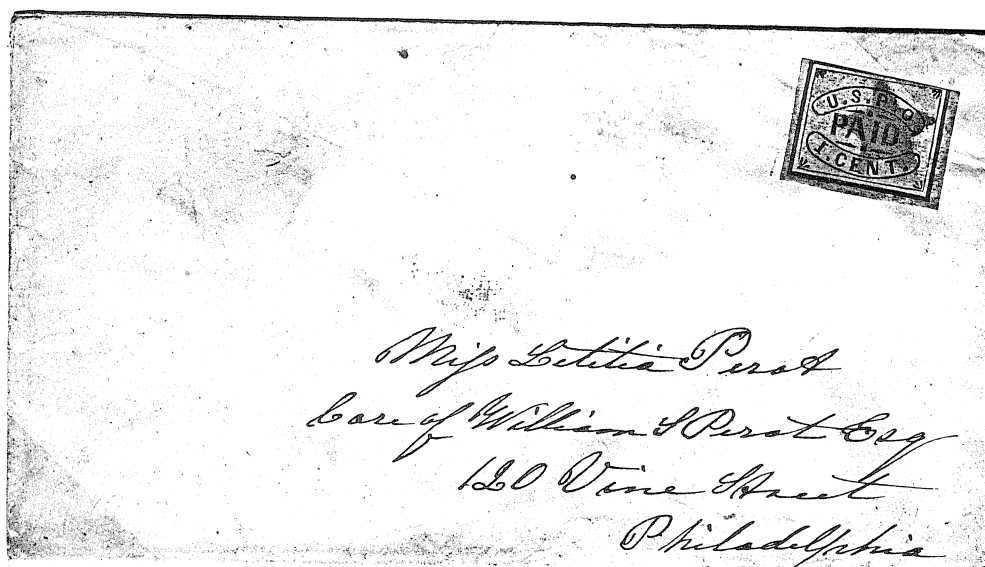


March 27, 1852

To the mails

The earliest known date of use

Of the three varieties of this stamp, the black is by far the least common.



City letter

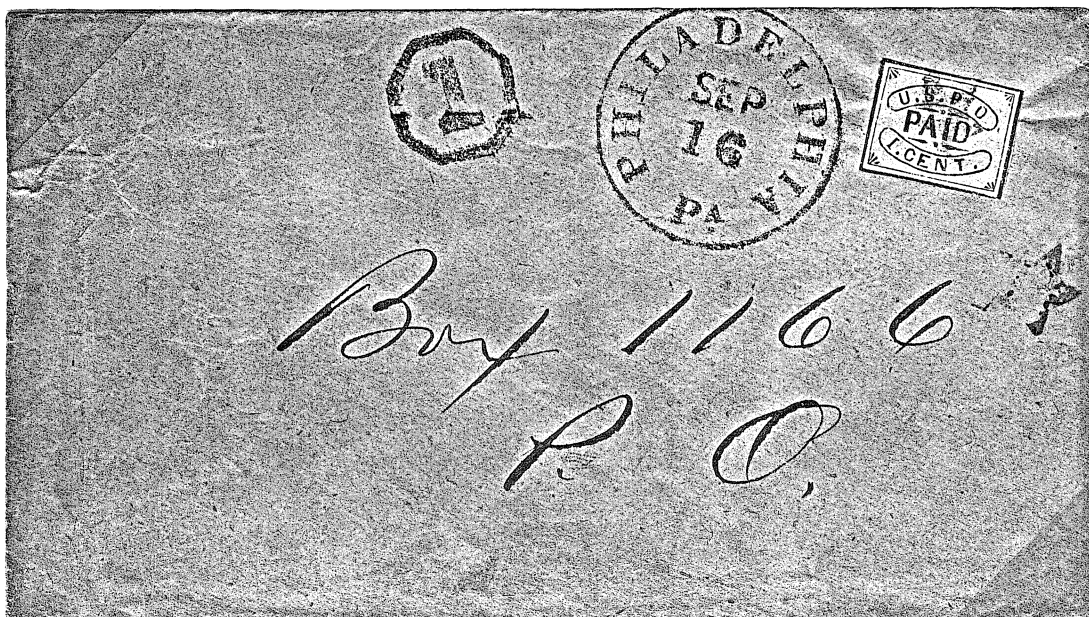


United States of America

THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH

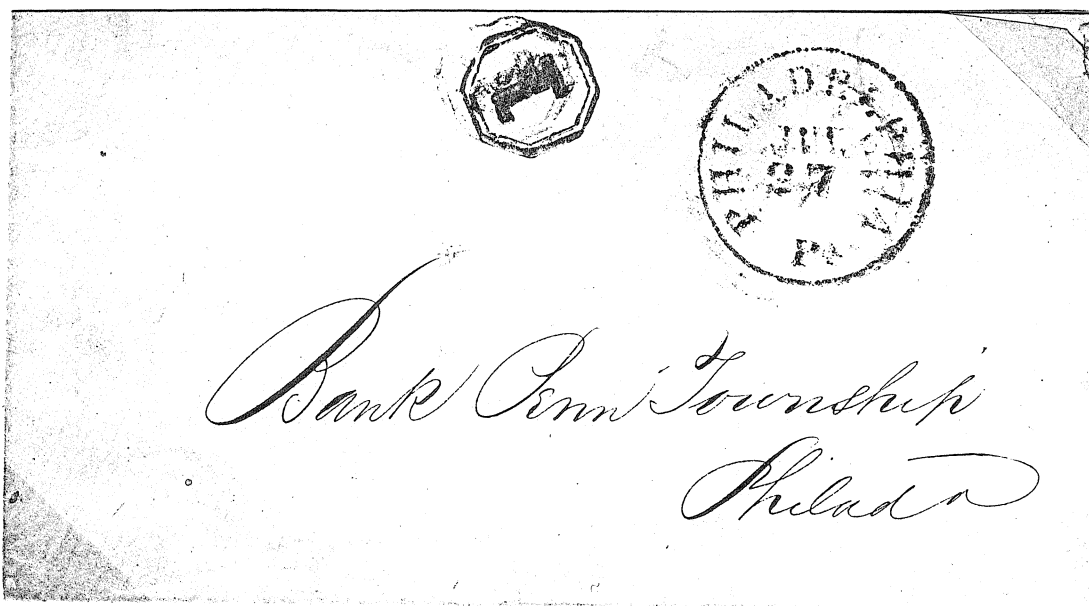


September 16, 1853

To the post office

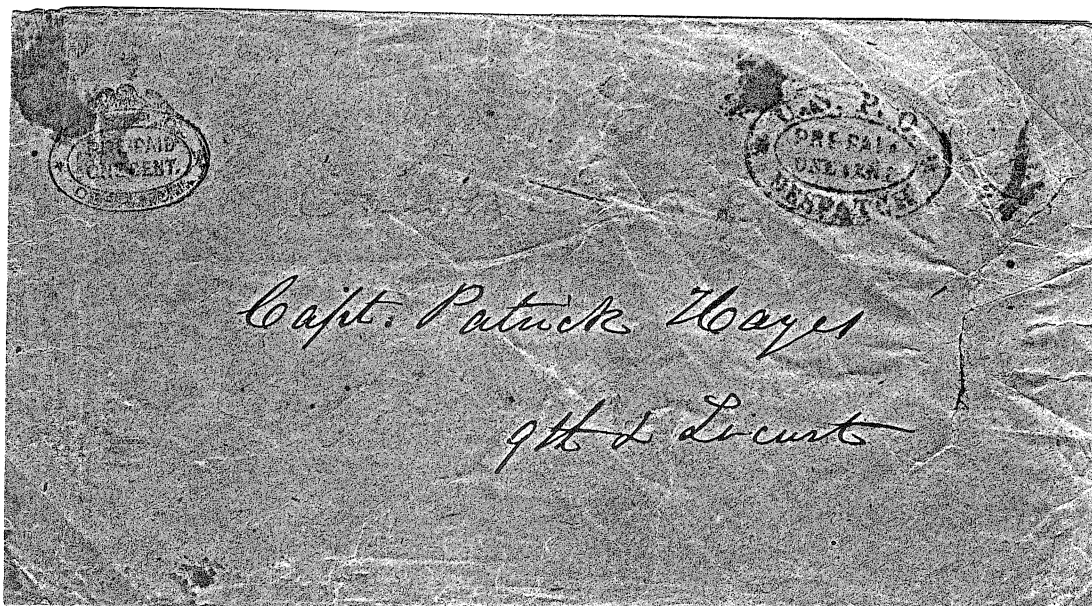
The black stamp

The rarest legitimate use of a carrier stamp is to prepay the carriage of a drop letter to the post office.

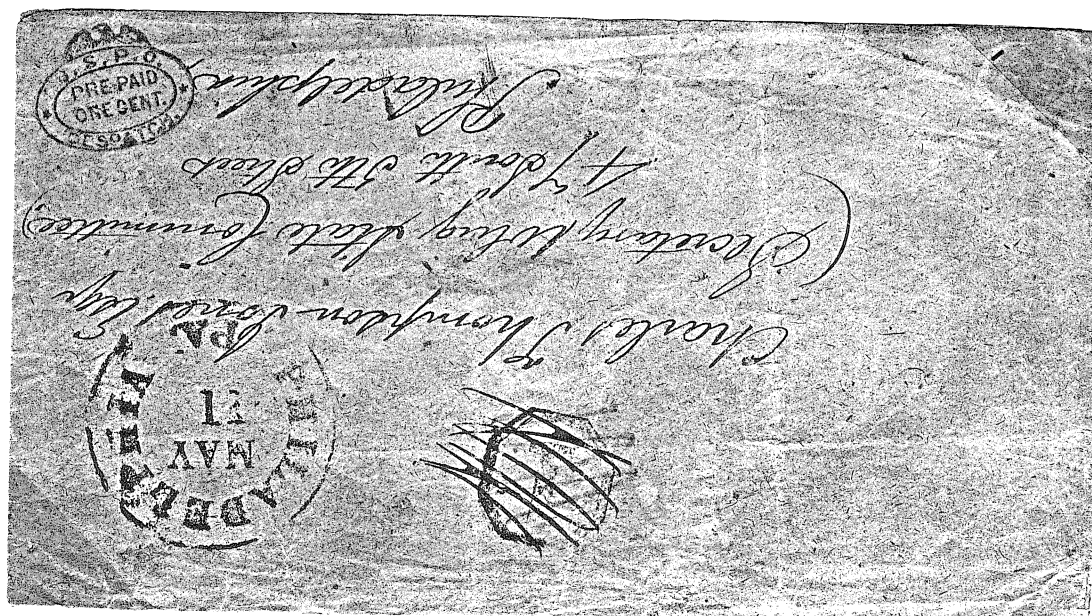


A drop letter

United States of America  
 THE CARRIER SYSTEM  
PHILADELPHIA  
U. S. P. O. DESPATCH  
THE EAGLE CARRIER HANDSTAMP



The handstamp was used to produce prepaid stamped envelopes, always struck in red or blue in the upper left corner of buff envelopes. Sold between 1851 and 1855, only six are recorded, all city letters.

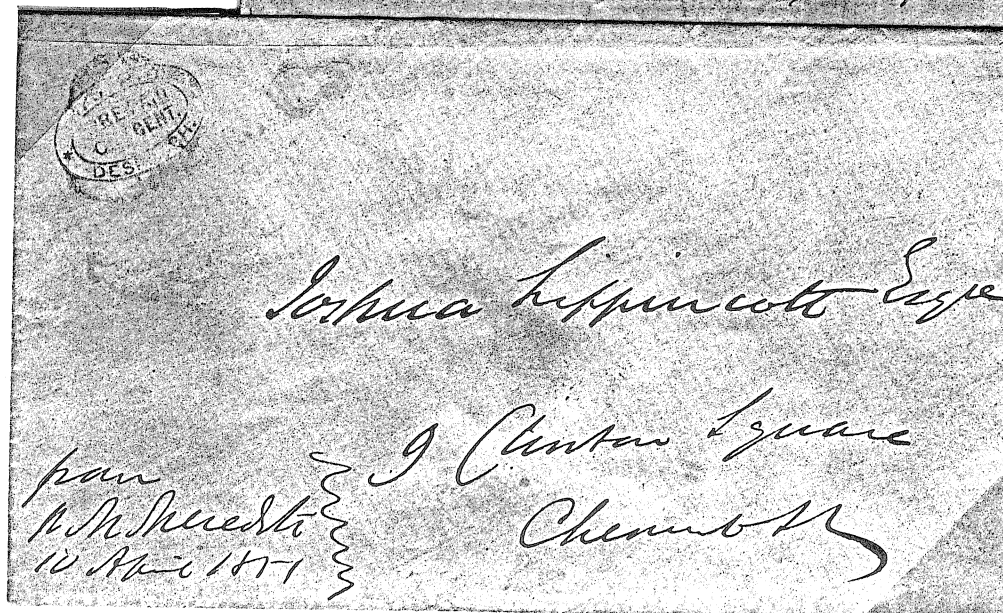
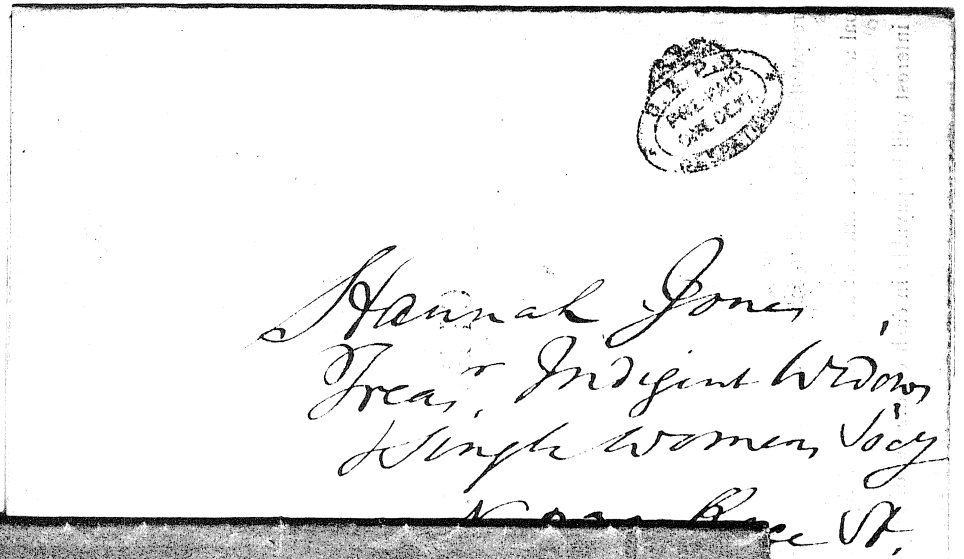


Since the envelope was addressed upside-down, the clerk missed the carrier handstamp and rated the letter 1¢ due as a drop, which he struck out when he finally saw the handstamp.

United States of America  
 THE CARRIER SYSTEM  
PHILADELPHIA  
U. S. P. O. DESPATCH  
THE EAGLE CARRIER HANDSTAMP

Use of the handstamp as  
 a postmark is rarer than  
 its use as an adhesive  
 stamp.

all three are  
 city letters





# United States of America

## THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH

The red star came into use as a Philadelphia carrier cancellation in the summer of 1851 and continued for several years.



August 21, 1852

to the mails

On occasion, the red star appears as the only carrier marking on a letter, as on these envelopes, indicating that the carrier fee has been prepaid in cash.



April 30, 1853

to the mails

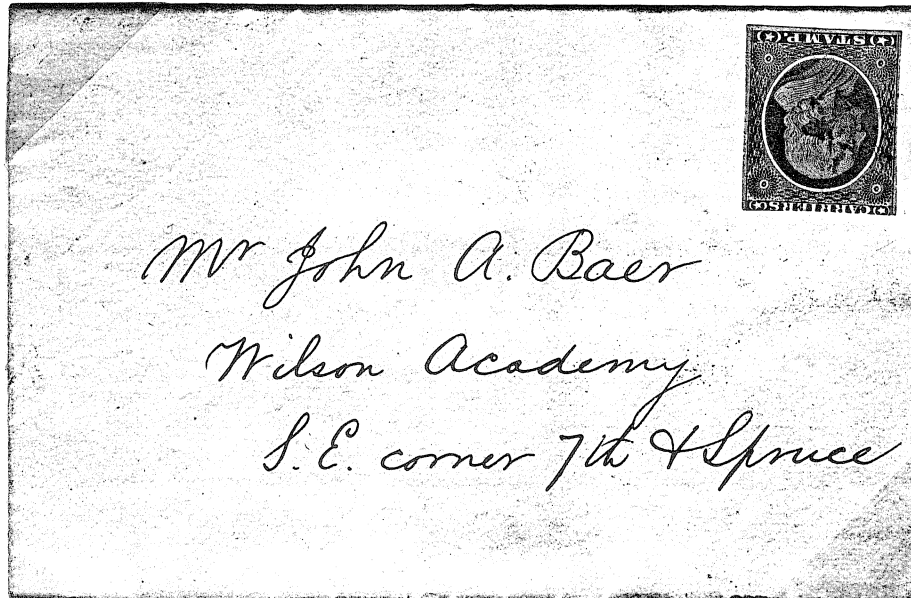
# United States of America

## THE CARRIER SYSTEM

### PHILADELPHIA

#### THE FRANKLIN OFFICIAL CARRIER STAMP

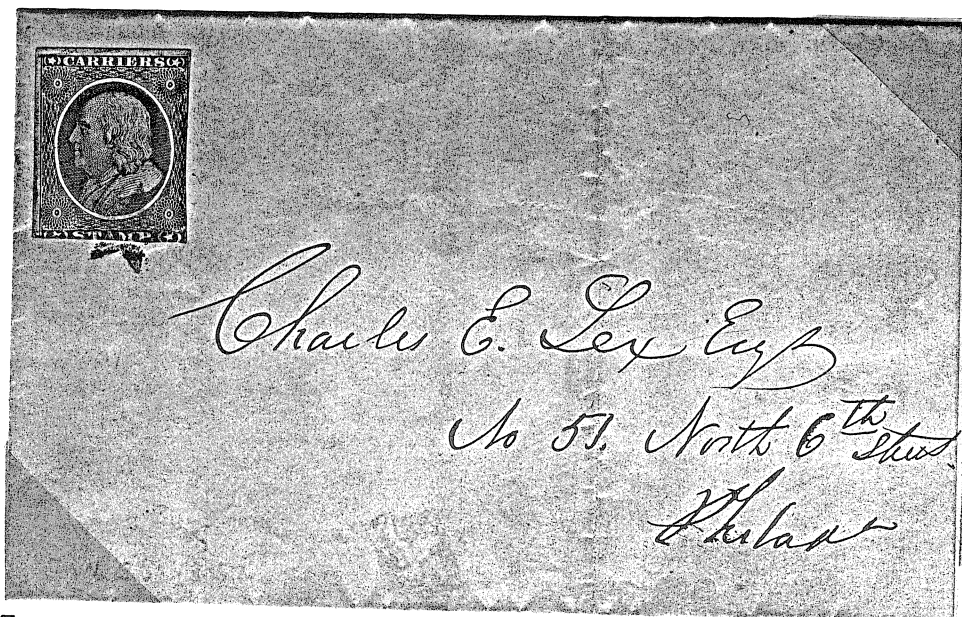
Issued in October 1851 and distributed to New York, New Orleans and Philadelphia post offices. Withdrawn to avoid confusion with current 1¢ postage stamp, and superseded by Eagle carrier in November.



February 2, 1852

city letter

Known to have been used in all three post offices, the majority in Philadelphia. Fewer than twenty covers have survived.



January 26, 1852

city letter

The stamp bears no denomination, and so could have been used to prepay either a one cent or a two cent carrier fee, as the particular usage required.



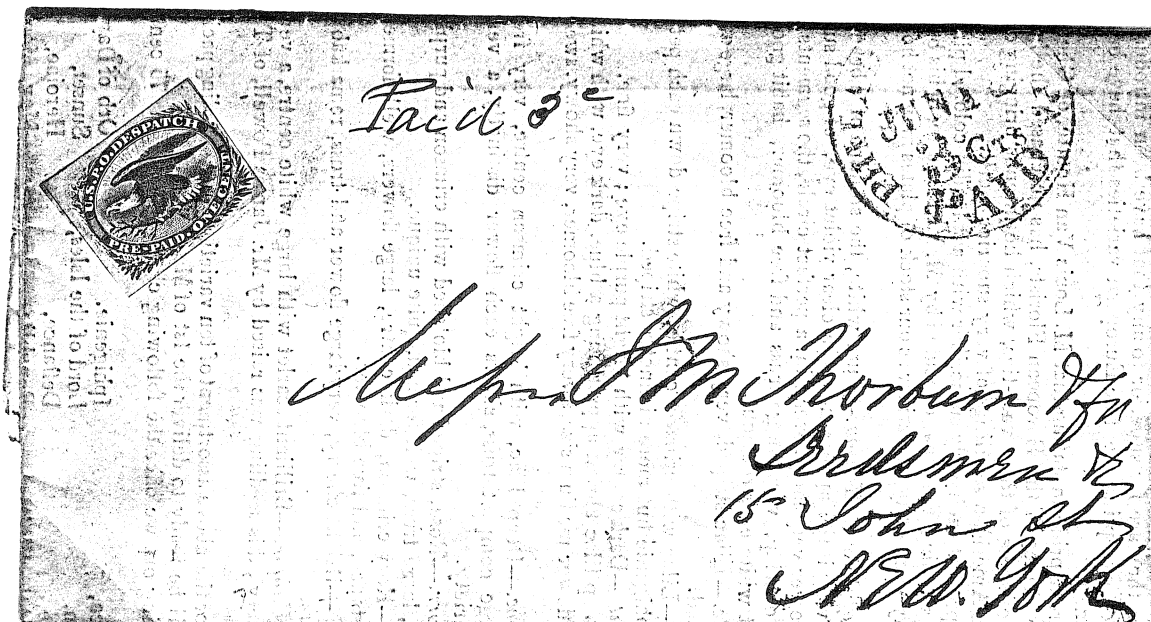
United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA  
THE EAGLE OFFICIAL CARRIER STAMP



June 2, 1854

To the mails

Issued in November 1851, it saw use in Philadelphia, Washington, D. C., Cincinnati and Kensington and remained valid throughout the fee period.



June 15, 1854

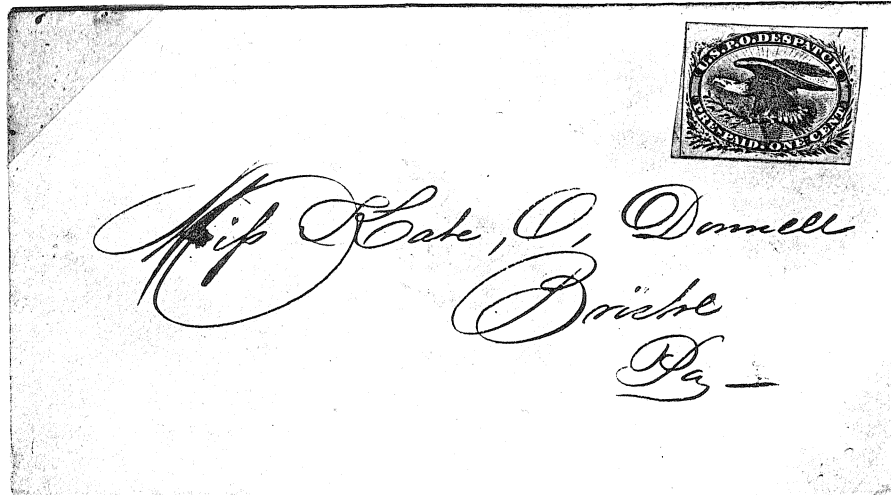
To the mails

United States of America

THE CARRIER SYSTEM

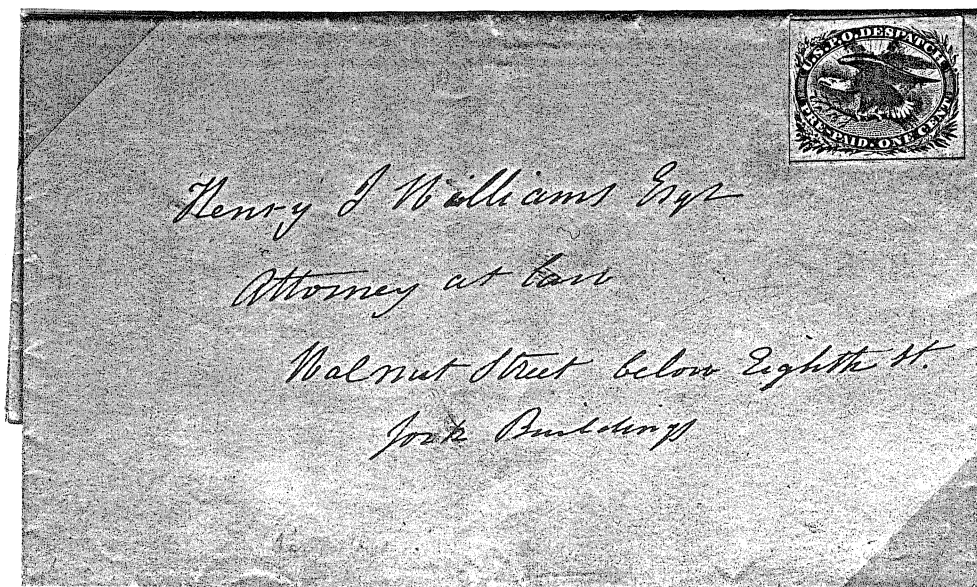
PHILADELPHIA

U. S. P. O. DESPATCH



Bristol was a separate post office served by the Philadelphia carrier department.

City letter fees prepaid by the Eagle stamp.

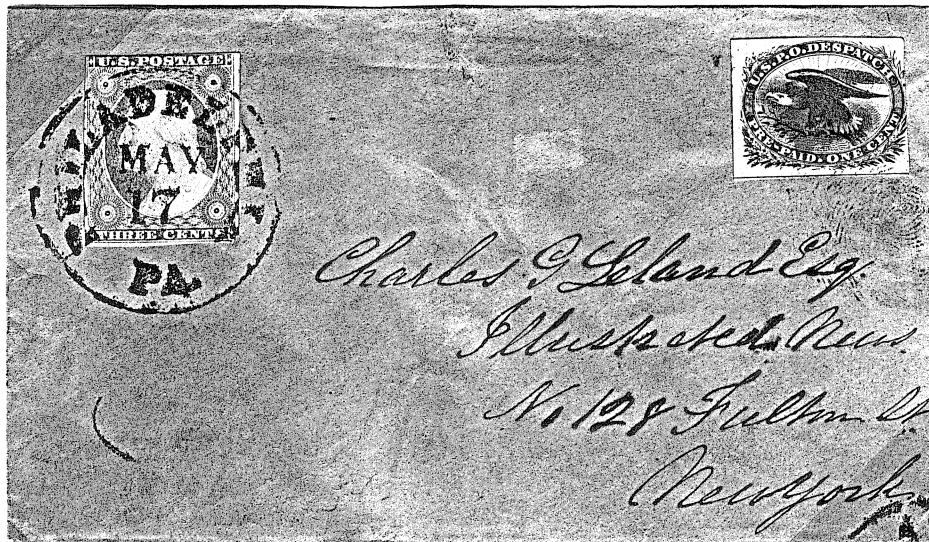


United States of America

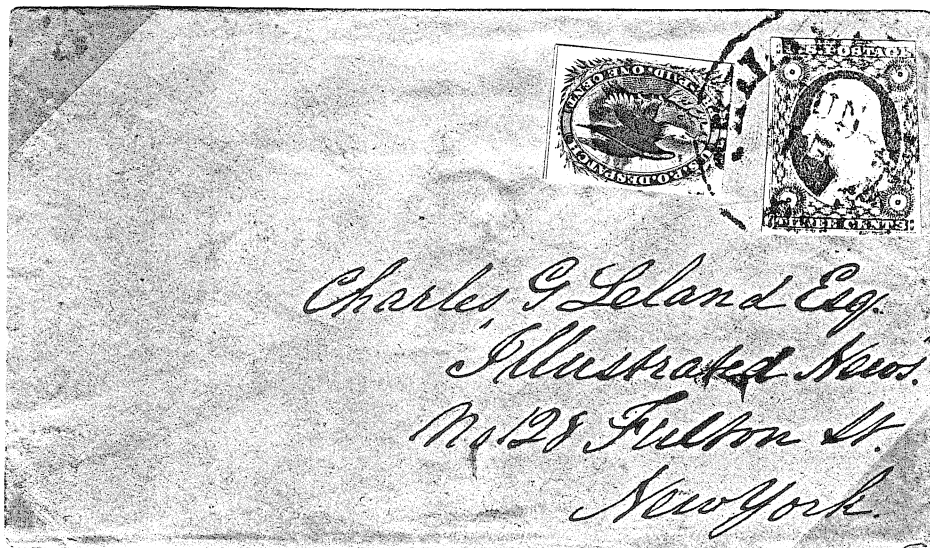
THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH



Carrier's collection fee to the post office  
prepaid by Eagle carrier stamp.

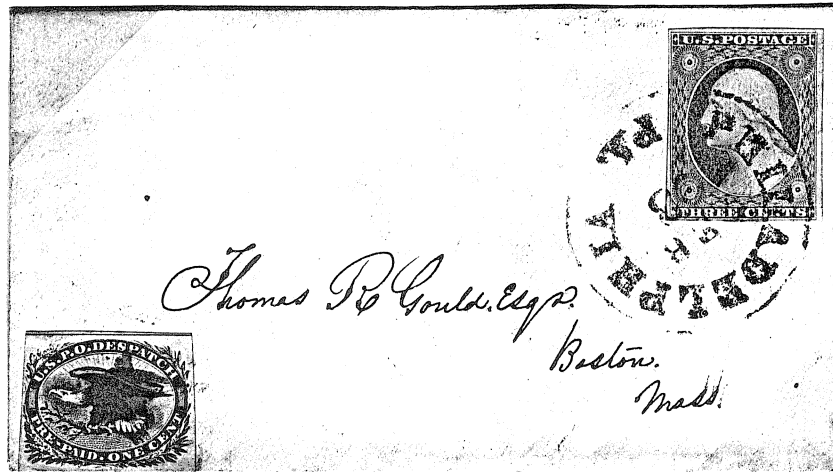


United States of America

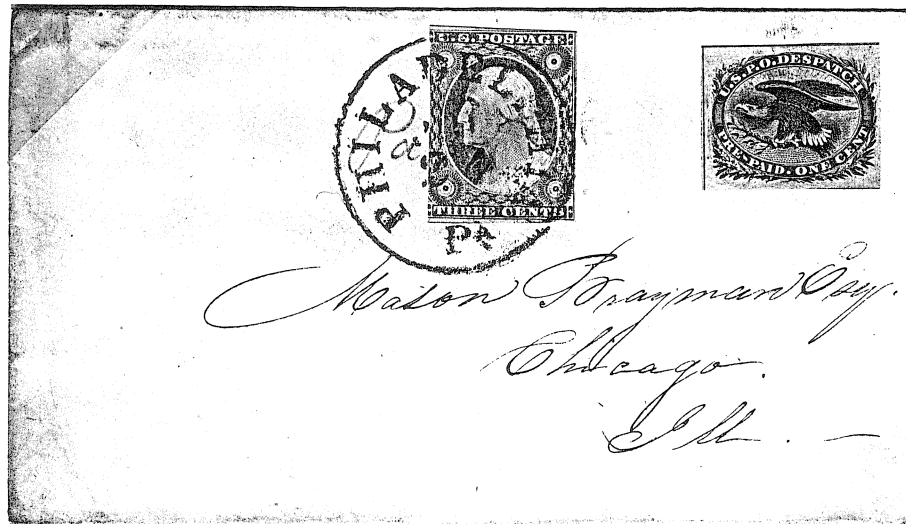
THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH



The Eagle carrier stamp prepaying the collection fee to the mails. Postage is paid by the three cent stamp of the 1851 series.

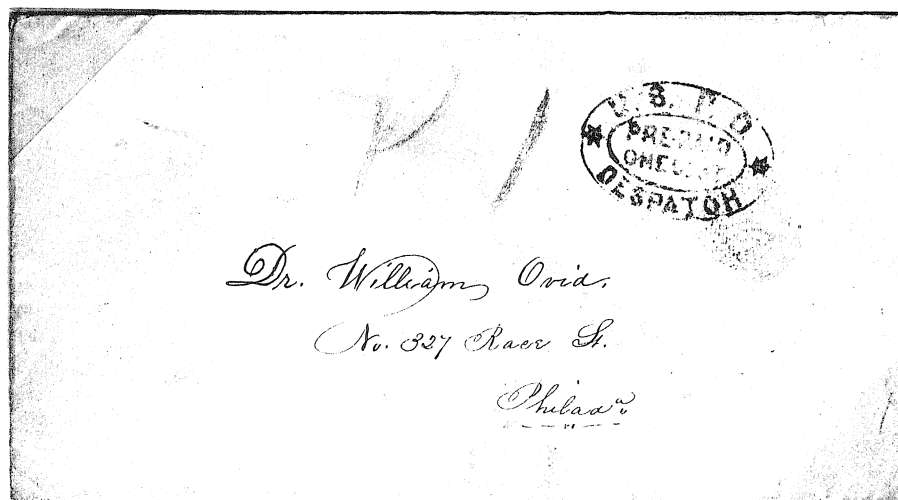


United States of America

THE CARRIER SYSTEM

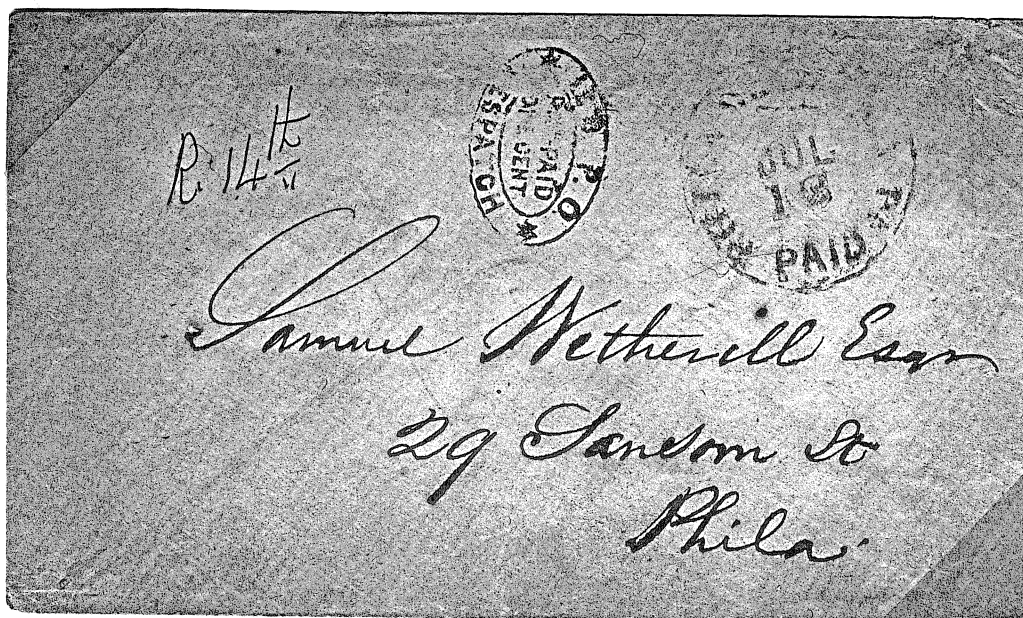
PHILADELPHIA

U. S. P. O. DESPATCH



City letter

Used between 1852 and 1860, primarily as postmark on city letters, occasionally to the mails: it was also used to make adhesives, stamped envelopes, and as a rare canceling device on stamps - all to show carrier service.



City letter

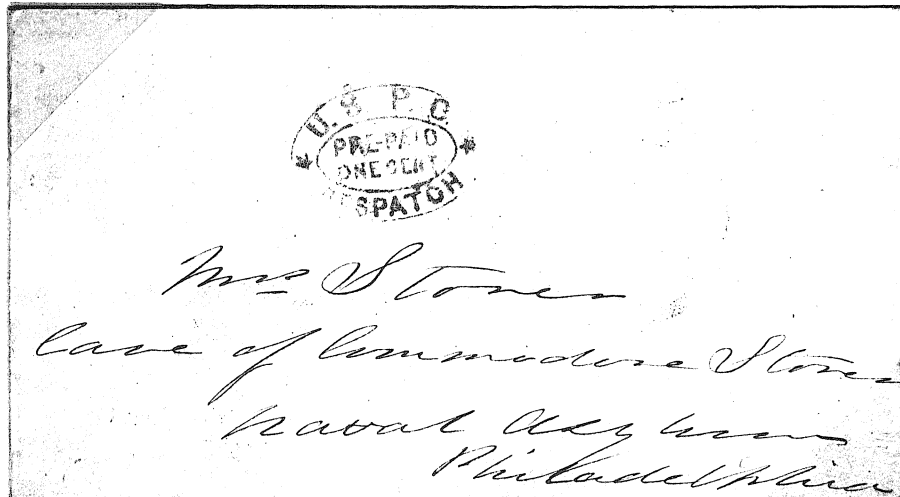


United States of America

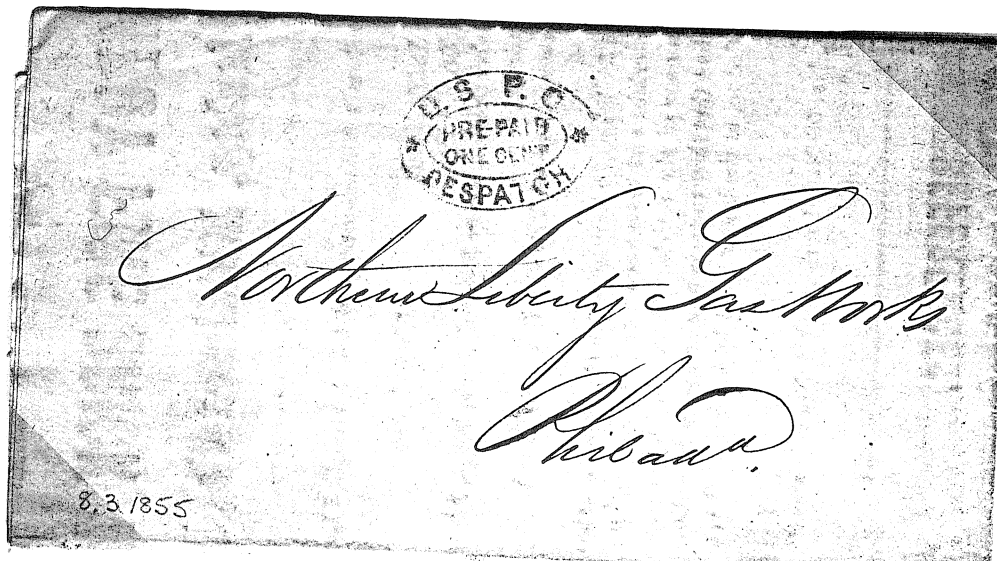
THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH



City letter



March 8, 1855

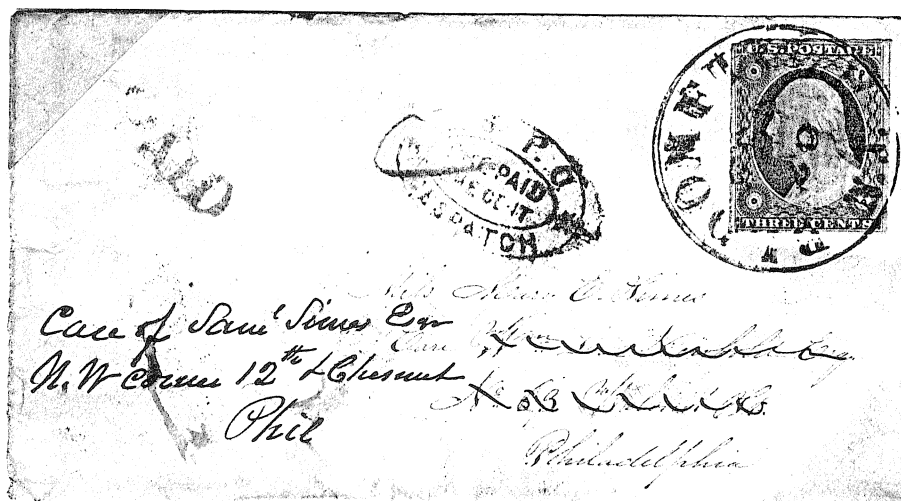
City letter

# United States of America

THE CARRIER SYSTEM

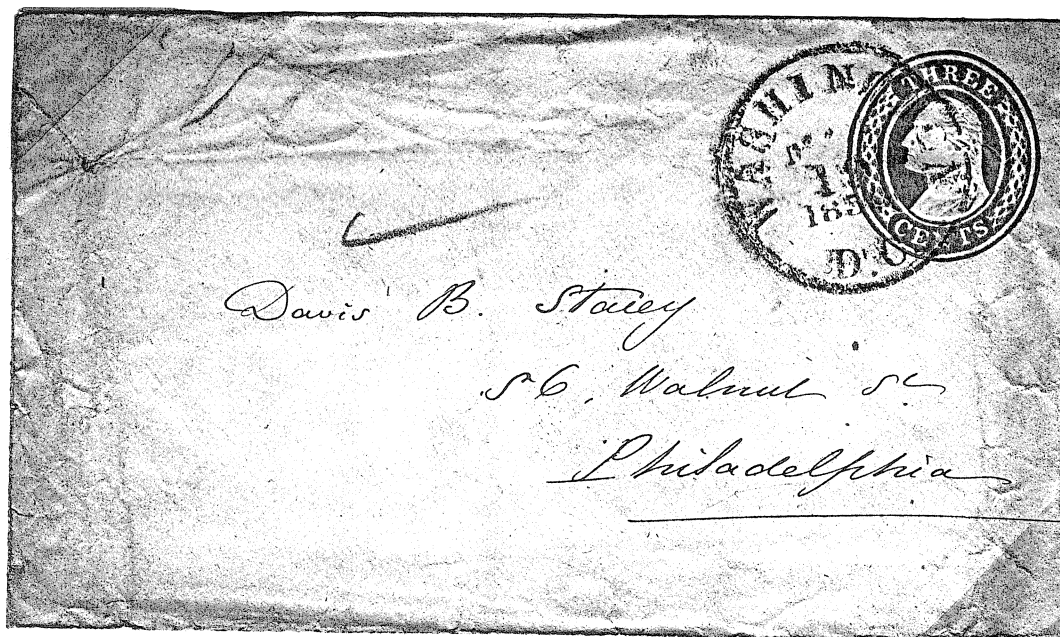
PHILADELPHIA

U. S. P. O. DESPATCH



Bloomfield, N. J. to Philadelphia

Markings identifying carrier delivery FROM THE MAILS are unusual. The red crayon "C" on both envelopes probably signifies "charge", with payment handled by account.



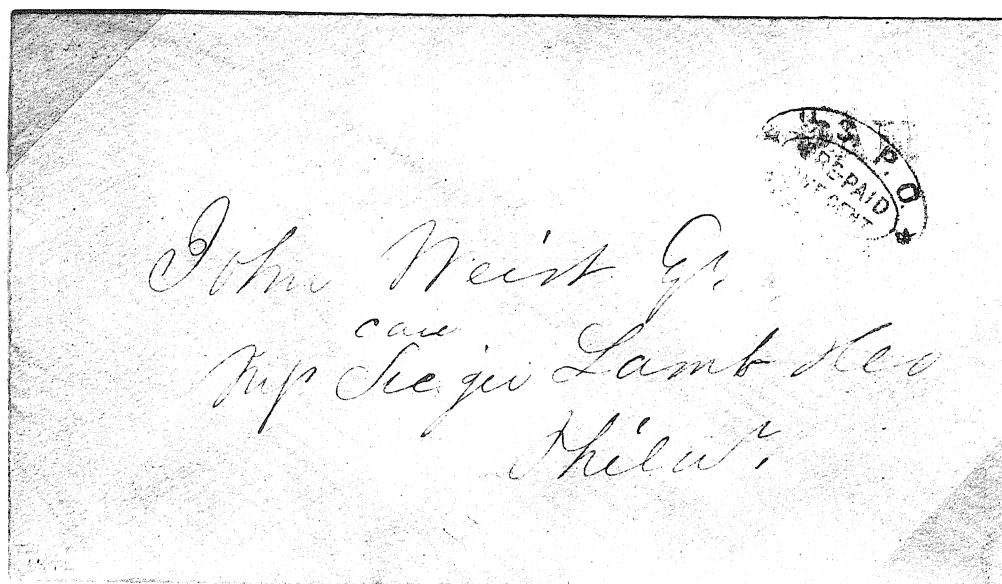
Washington, D. C. to Philadelphia

United States of America

THE CARRIER SYSTEM

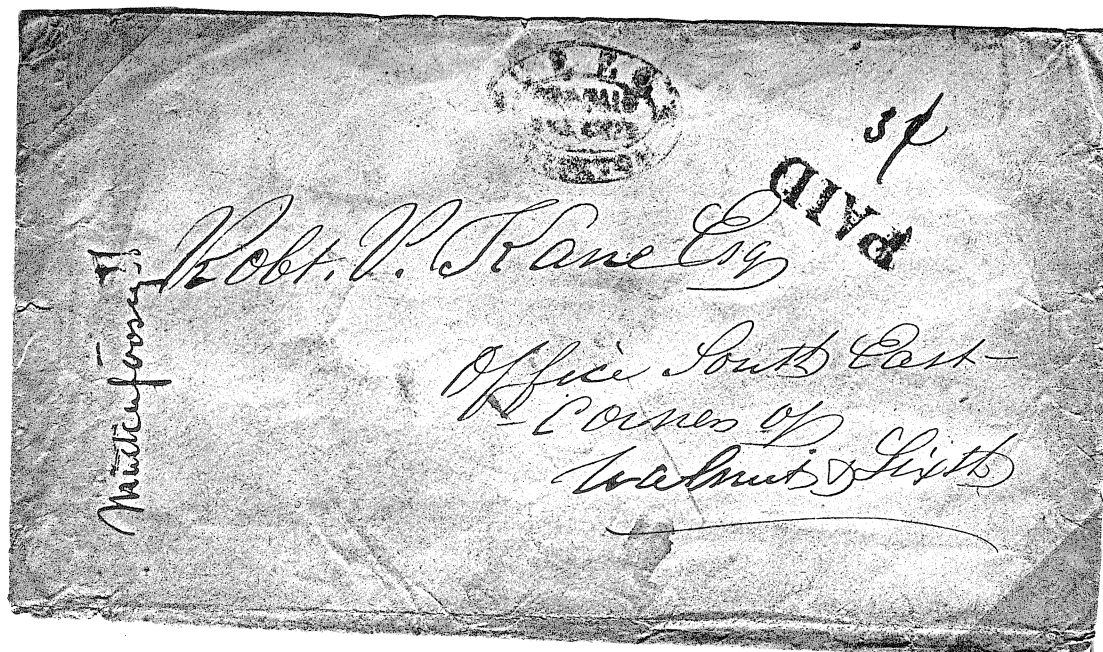
PHILADELPHIA

U. S. P. O. DESPATCH



City letter

The U. S. P. O. DESPATCH handstamp without serifs is found in both black and red, used to make rare prepaid stamped envelopes (above) or as postmarks showing carrier service.



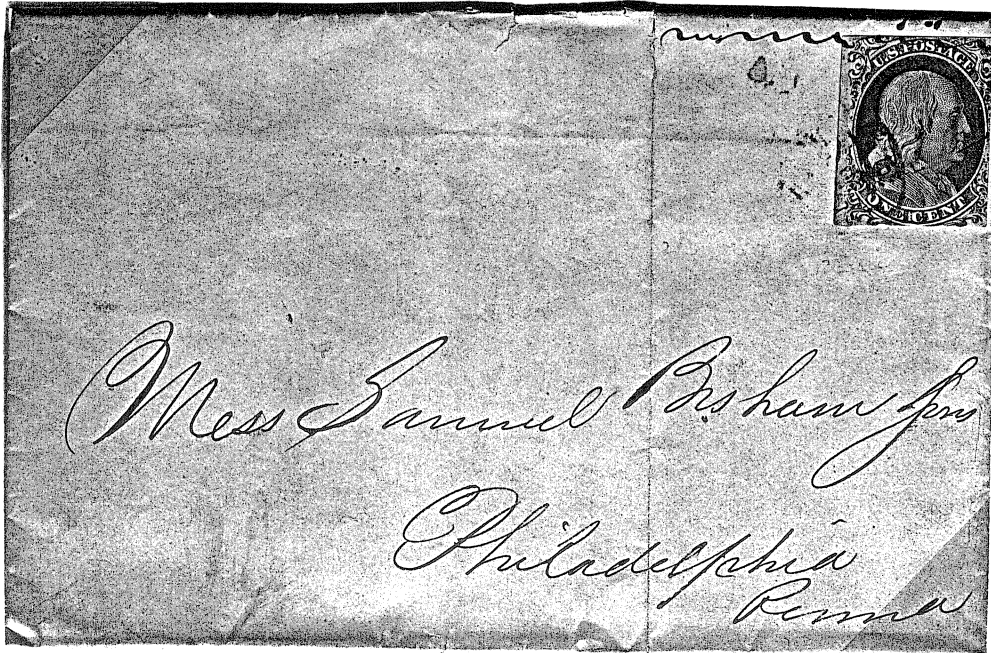
From the mails

United States of America

THE CARRIER SYSTEM

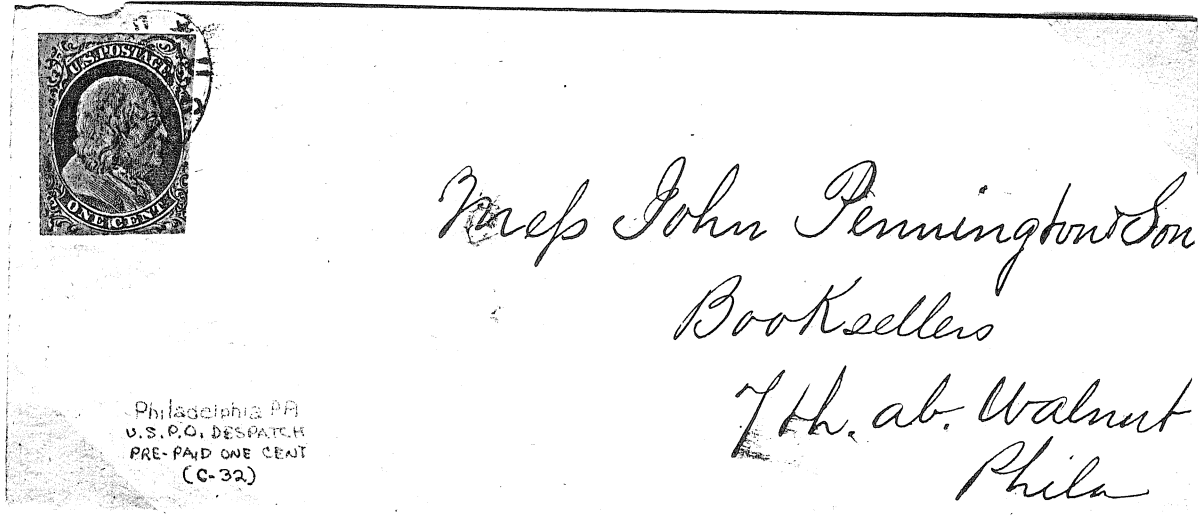
PHILADELPHIA

U. S. P. O. DESPATCH



New Orleans to Philadelphia February 5, 1857  
Carrier delivery from the mails  
One cent stamp pays circular postage.

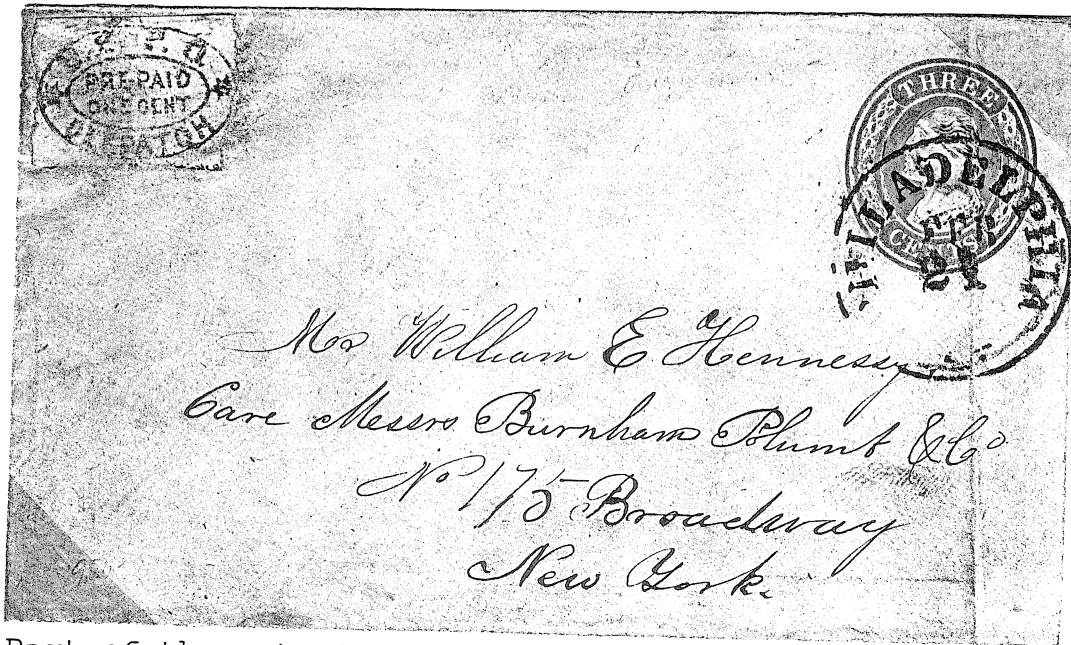
Black oval carrier handstamp used to  
cancel one cent 1851 postage stamps.



City letter  
1855

United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA  
U. S. P. O. DESPATCH  
THE OVAL CARRIER HANDSTAMP ADHESIVE

This carrier handstamp is impressed on the selvage cut from sheets of one-cent 1851 series stamps.



Part of the actual stamp design may be seen on the bottom right margin.





United States of America

THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH

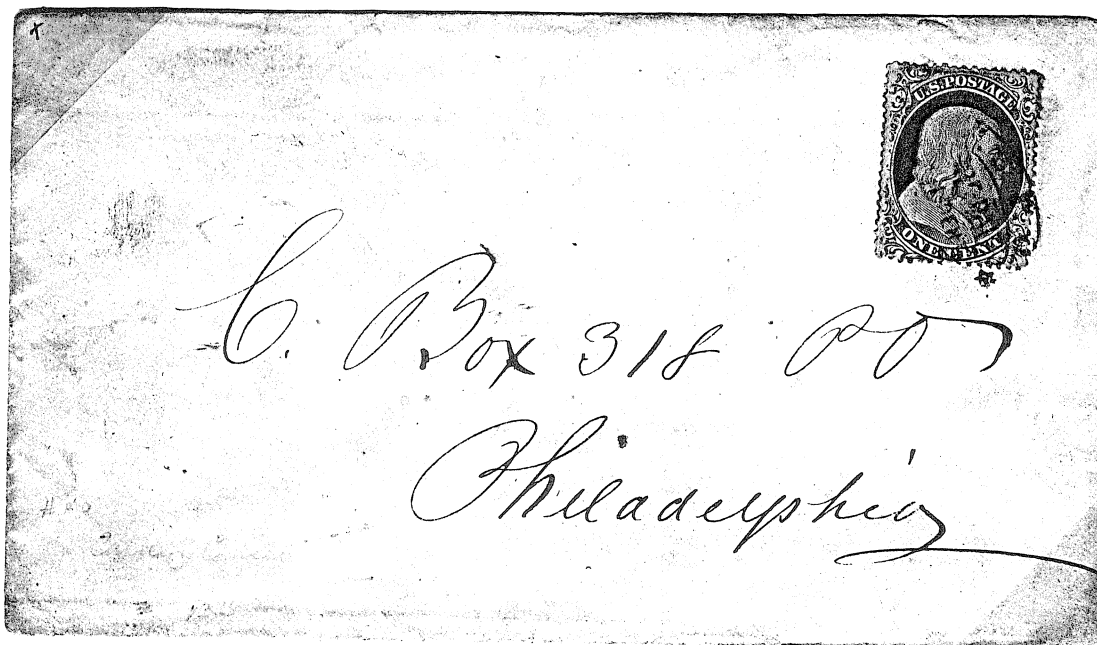


Double-weight letter

To the mails



Used as a canceling device on  
1857 series postage stamps.



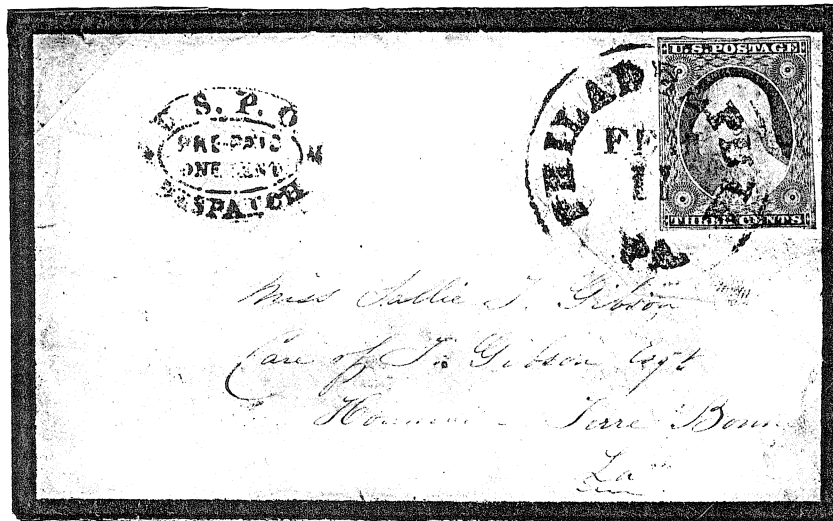
City letter

# United States of America

THE CARRIER SYSTEM

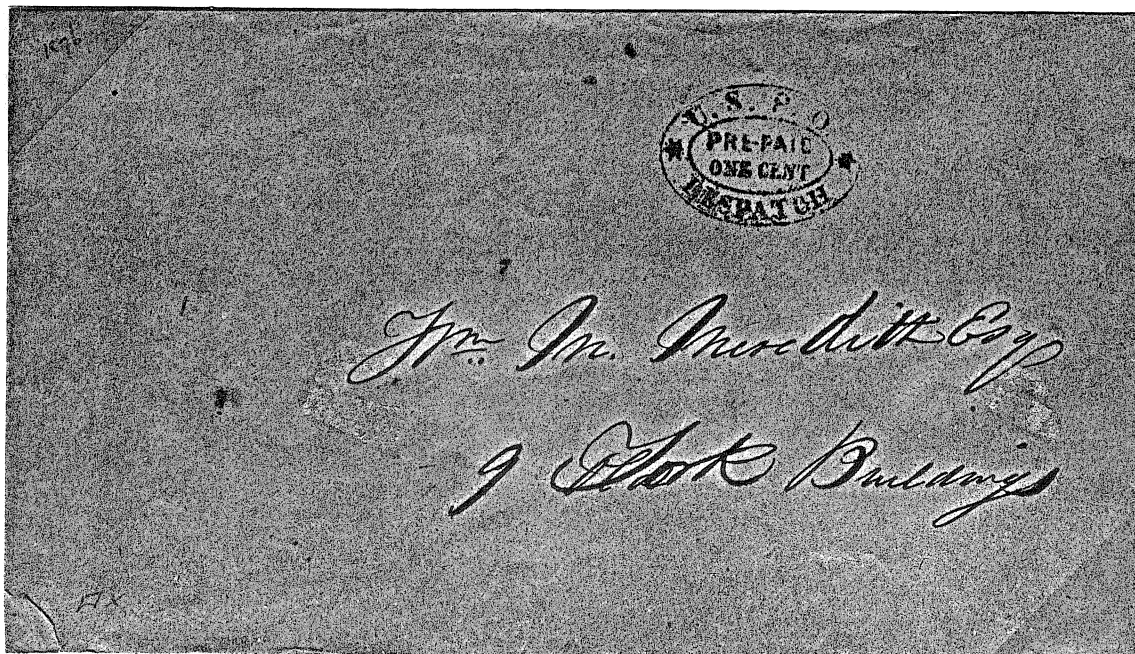
PHILADELPHIA

U. S. P. O. DESPATCH



To the mails

The oval handstamp containing U. S. P. O. DESPATCH with serifs is known only in red, and is evidence of carrier fee prepayment. Used exclusively as a postmark, primarily on city letters.



City letter

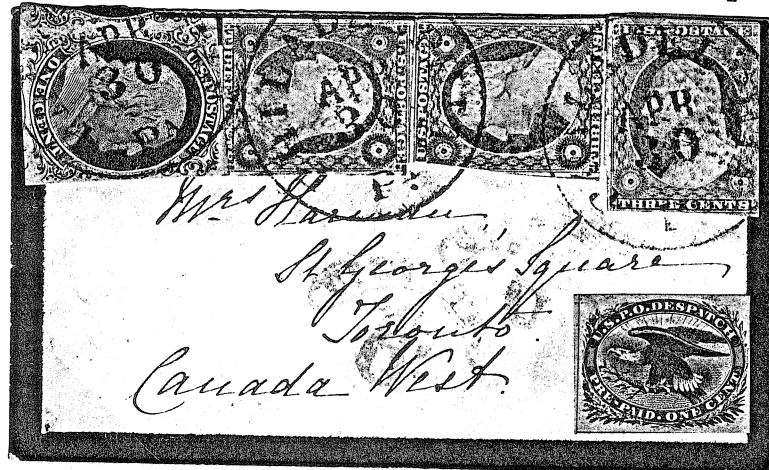
# United States of America

THE CARRIER SYSTEM

PHILADELPHIA

U. S. P. O. DESPATCH

The rarest legitimate use of the Eagle stamp is to pay the carrier fee to the mails on a letter to a foreign country.



This letter to Toronto, Canada West, is franked with the required ten cents postage and an Eagle stamp for prepayment of the collection fee to the mails.

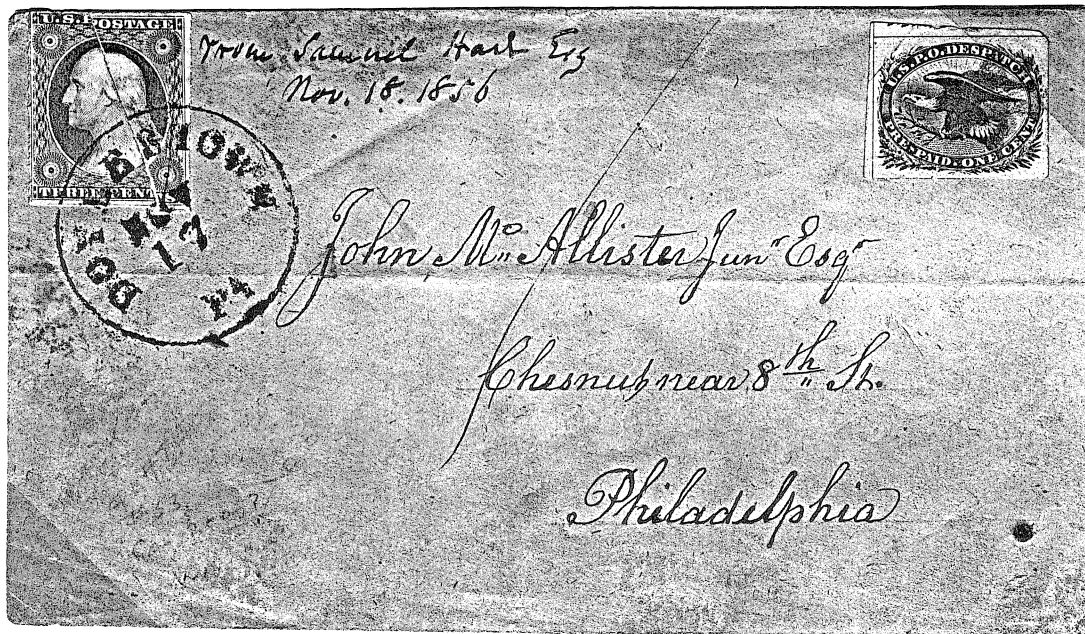
# United States of America

## THE CARRIER SYSTEM

### PHILADELPHIA

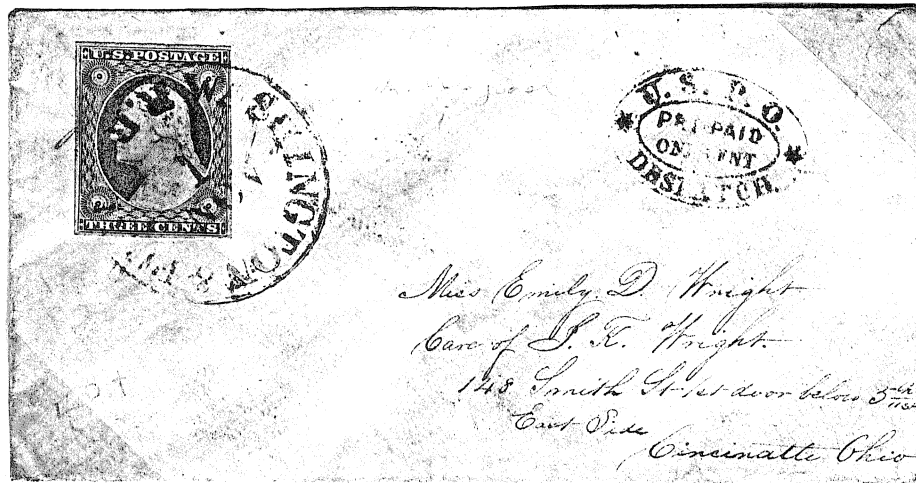
### U. S. P. O. DESPATCH

Doylestown was close enough to Philadelphia for its inhabitants to be familiar with the Philadelphia carrier system and to have Eagle stamps bought at the Philadelphia post office.



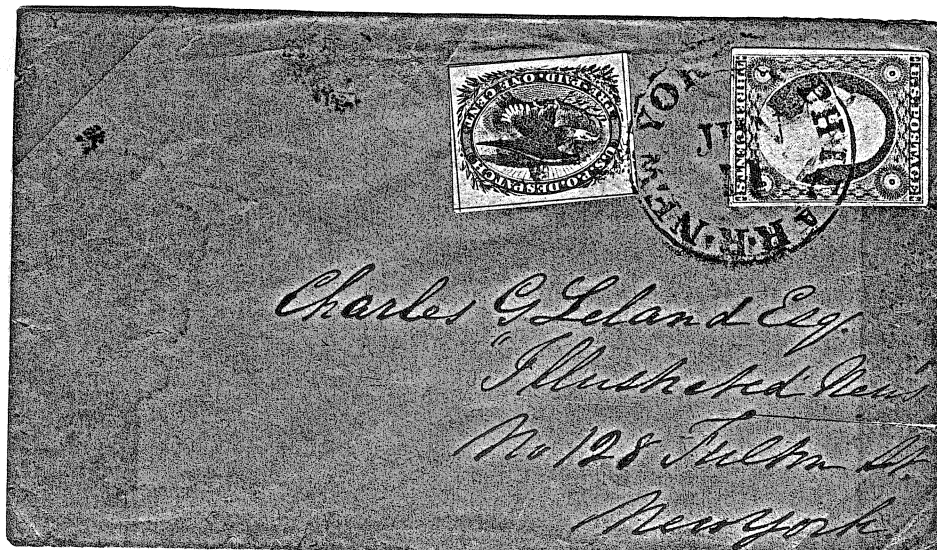
On this November 17, 1856 letter, the carrier delivery fee from the mails was successfully prepaid with an Eagle stamp. This usage, while quite rare, is occasionally found in the larger cities with carrier service.

United States of America  
 THE CARRIER SYSTEM  
 PHILADELPHIA  
CARRIER COLLECTION TO THE RAILROAD MAILS



WASHINGTON & PHILA. R. R.

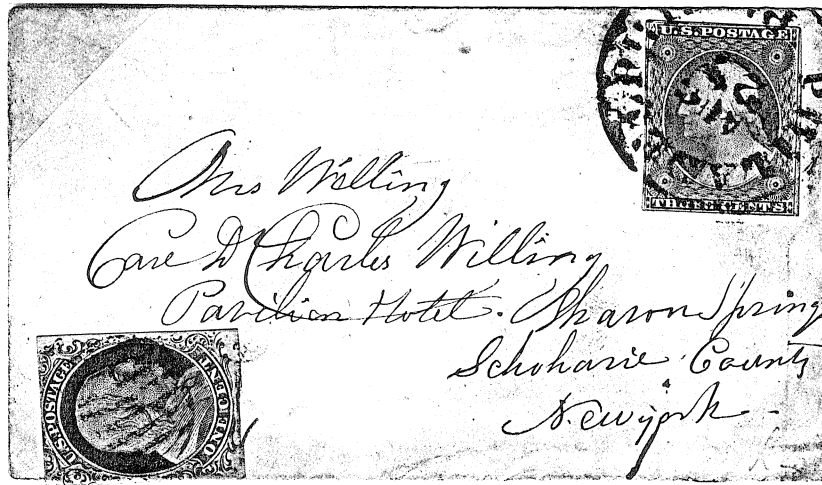
Letters with railroad cancellations showing carrier service are extremely rare.



NEW YORK & PHILA. R. R.



United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA



August 27, 1856

To the mails

Use of the one cent postage stamp in lieu of the Eagle carrier stamp began as a general practice in 1856.



June 11, 1856

To the mails

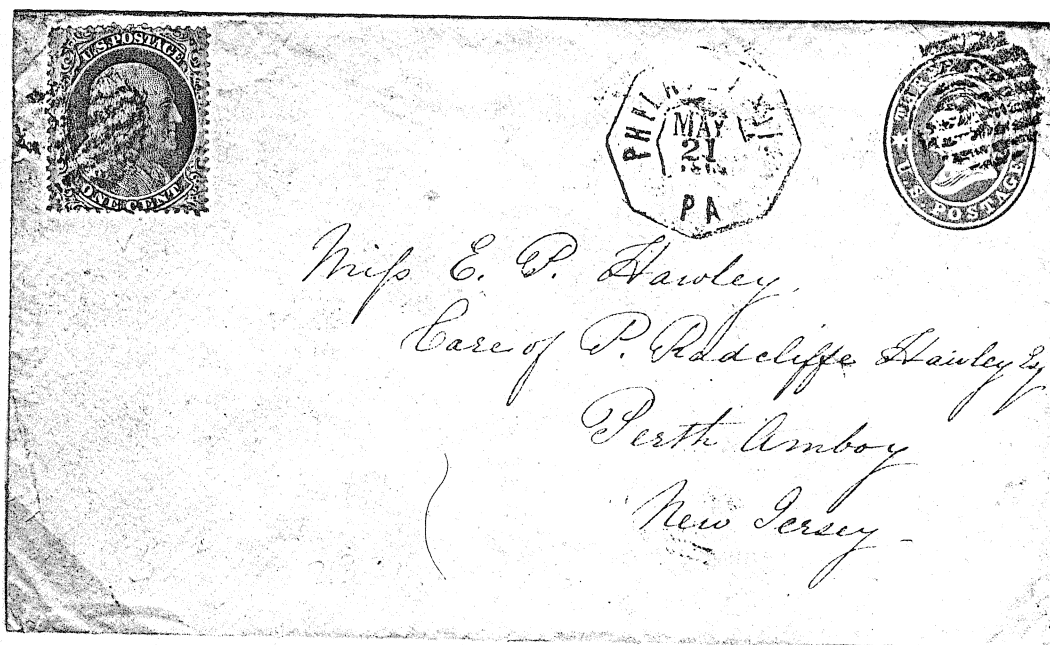
United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA



1857

To the mails

Collection fee paid by a 1¢ Type IV stamp of the 1851 series, while postage is paid by a 3¢ Type I stamp of the 1857 series.



May 21, 1861

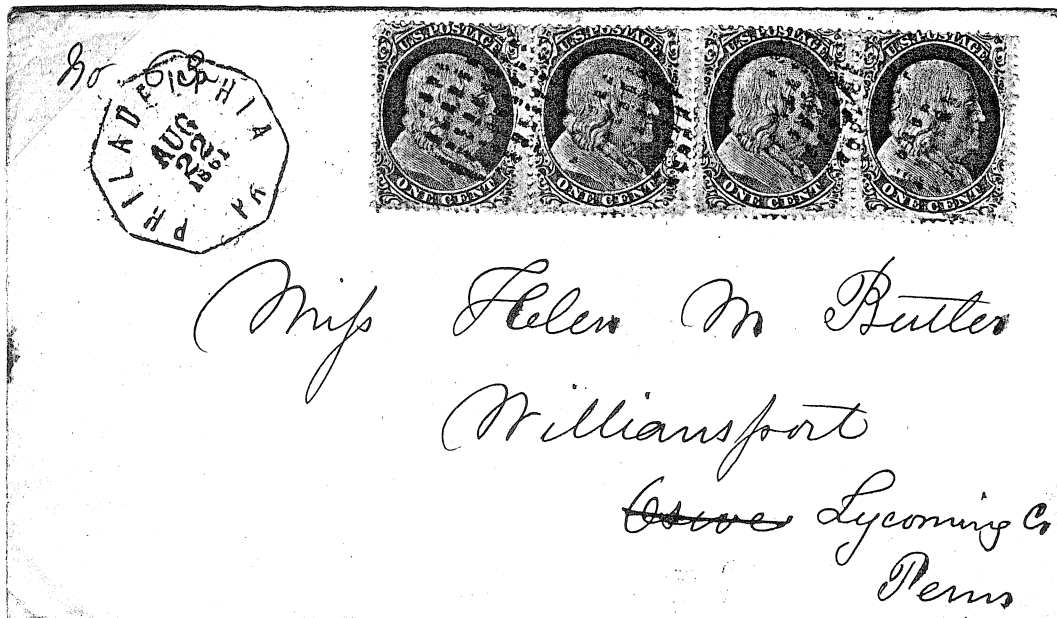
To the mails

Postage paid by 3¢ "star die" envelope stamp, while collection fee is prepaid by a 1¢ Type V postage stamp of the 1857 series.

# United States of America

THE CARRIER SYSTEM

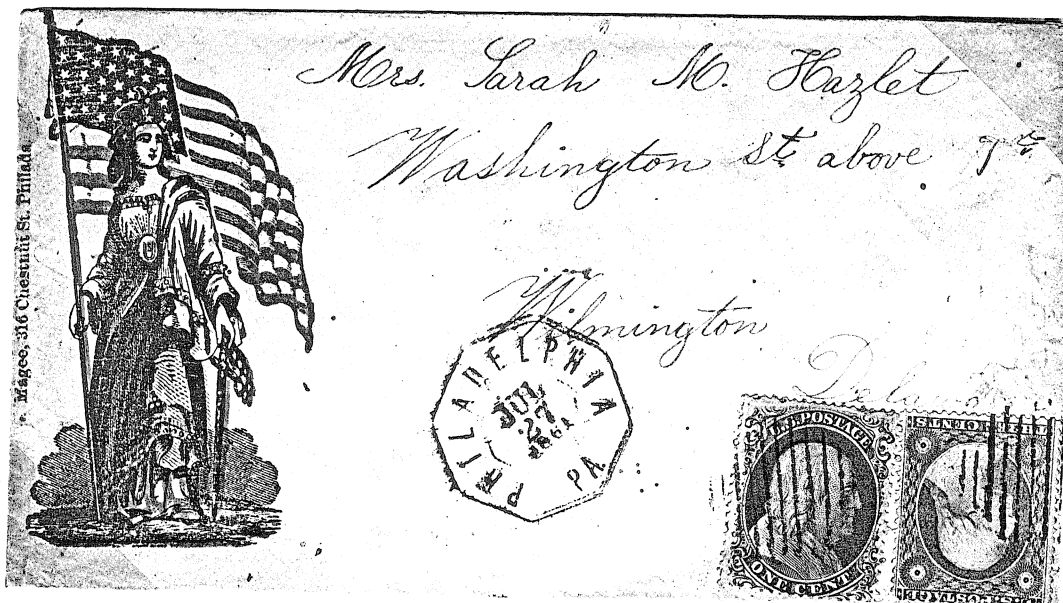
PHILADELPHIA



August 22, 1861

To the mails

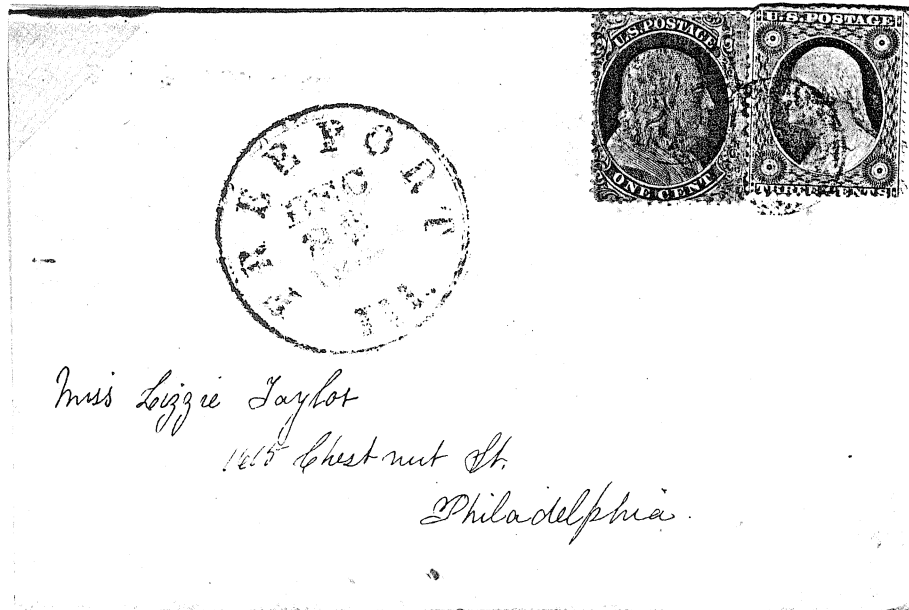
A very late use of the 1857 series stamps and a most unusual franking with four 1¢ stamps prepaying both postage and carrier collection fee.



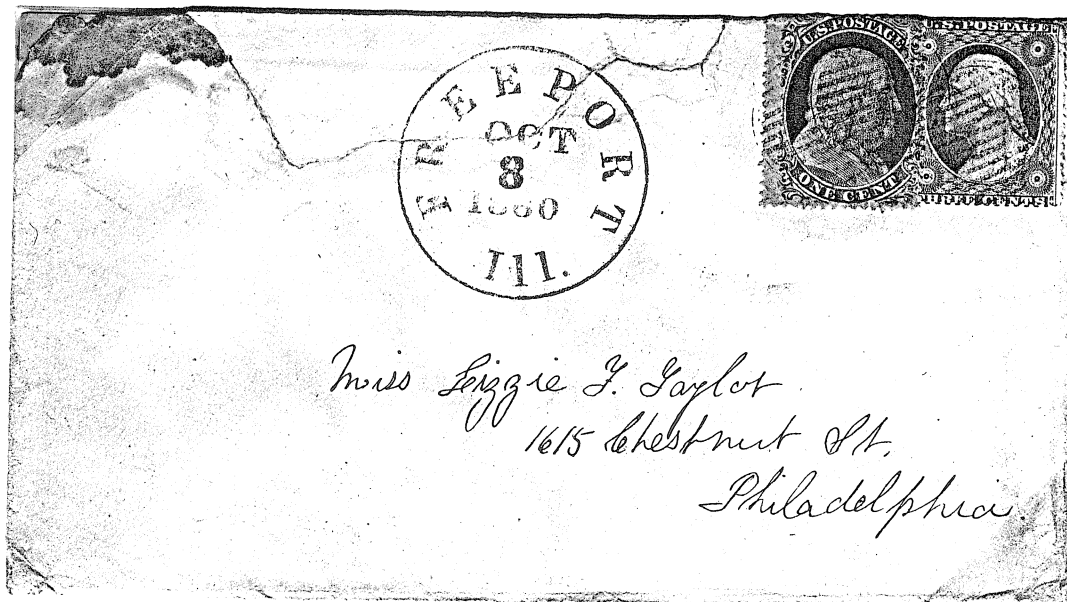
July 27, 1861

To the mails

United States of America  
THE CARRIER SYSTEM  
FREEPORT, ILL. - PHILADELPHIA  
SUCCESSFUL PREPAYMENT OF DELIVERY FEE



In late 1860 and early 1861 the Philadelphia carrier service delivered some twenty letters from this correspondence without charging a delivery fee.

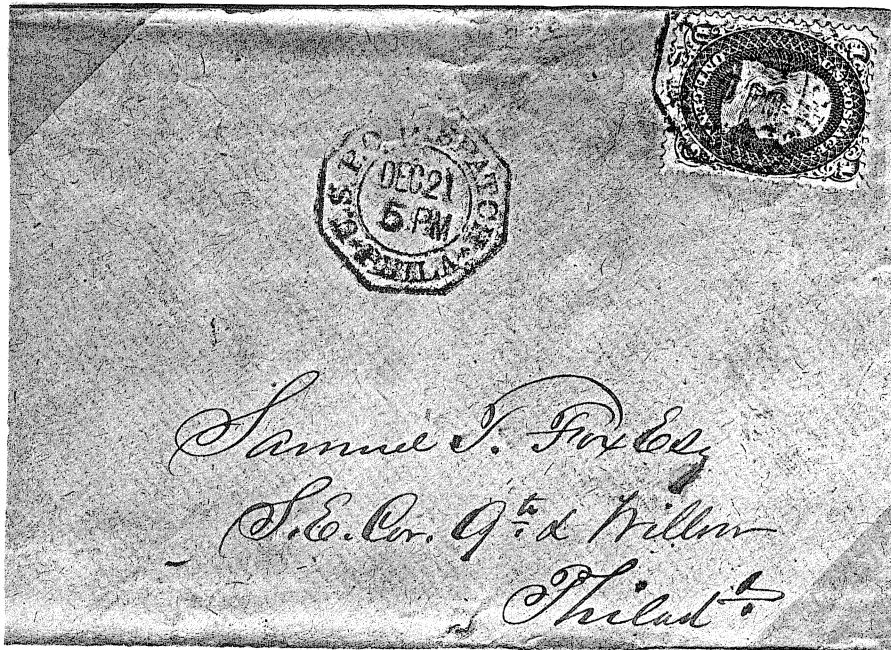


United States of America

THE CARRIER SYSTEM

PHILADELPHIA

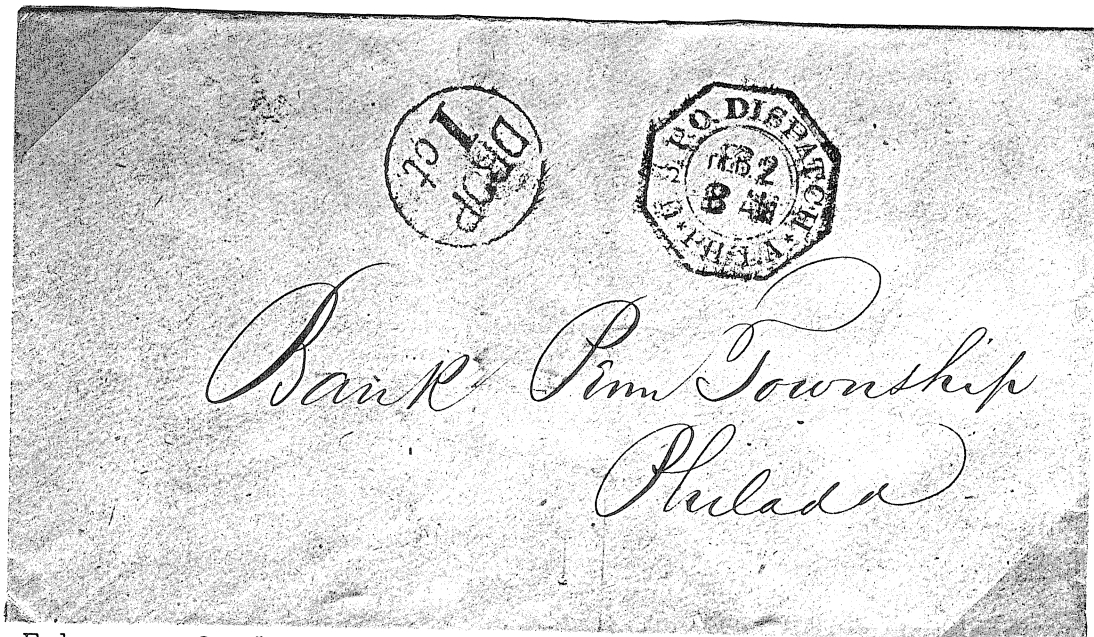
U. S. P. O. DESPATCH



December 21, 1860

City letter

The octagonal U. S. P. O. DESPATCH postmark was in use between May 1860 and January 1862.



February 2, 1861

To the post office



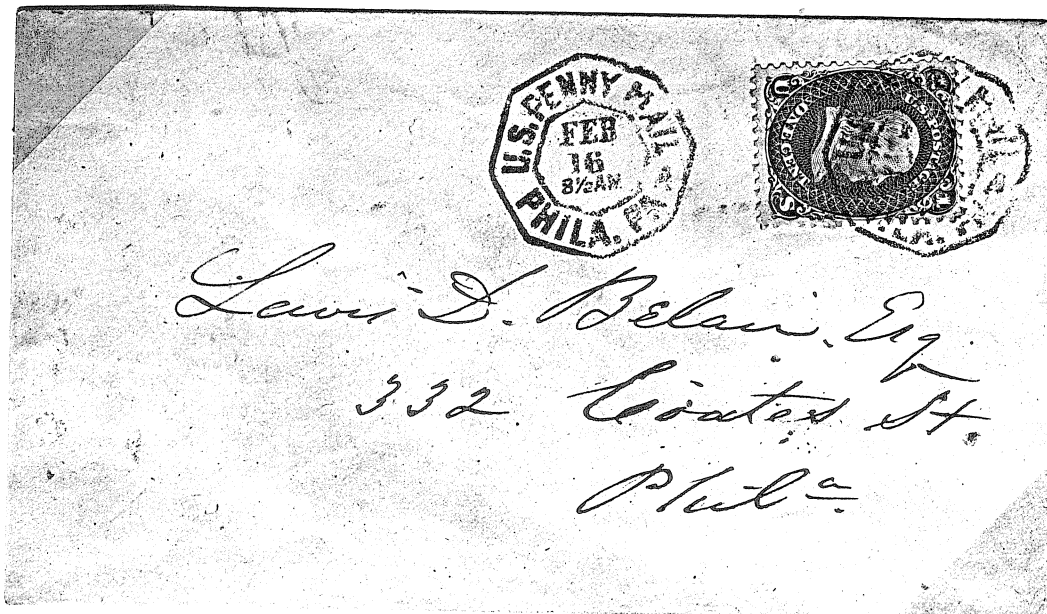
United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA  
U. S. PENNY MAIL



August 16, 1862

City letter

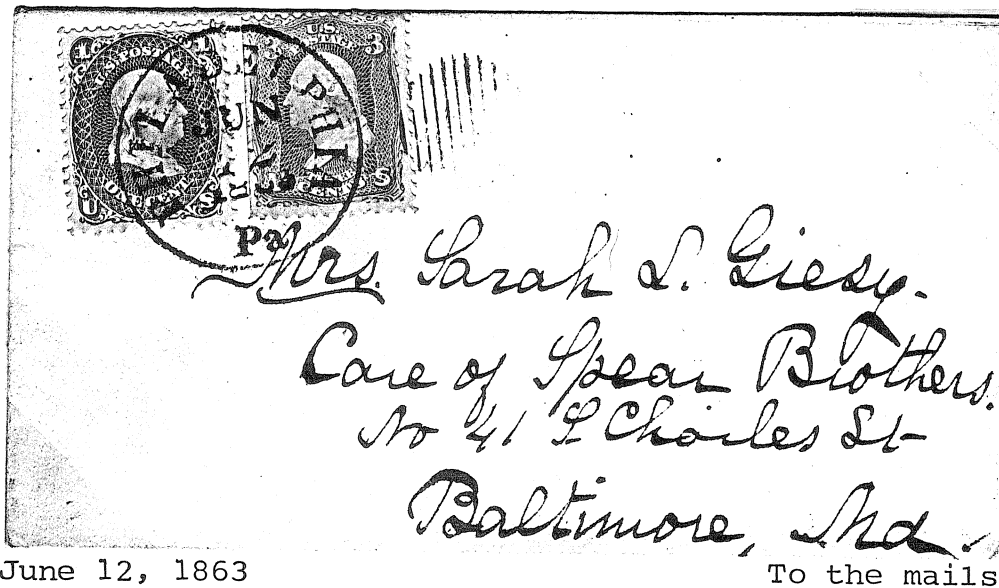
The octagonal U. S. PENNY MAIL postmark was used from  
January 1862 until the end of the fee period in June  
1863



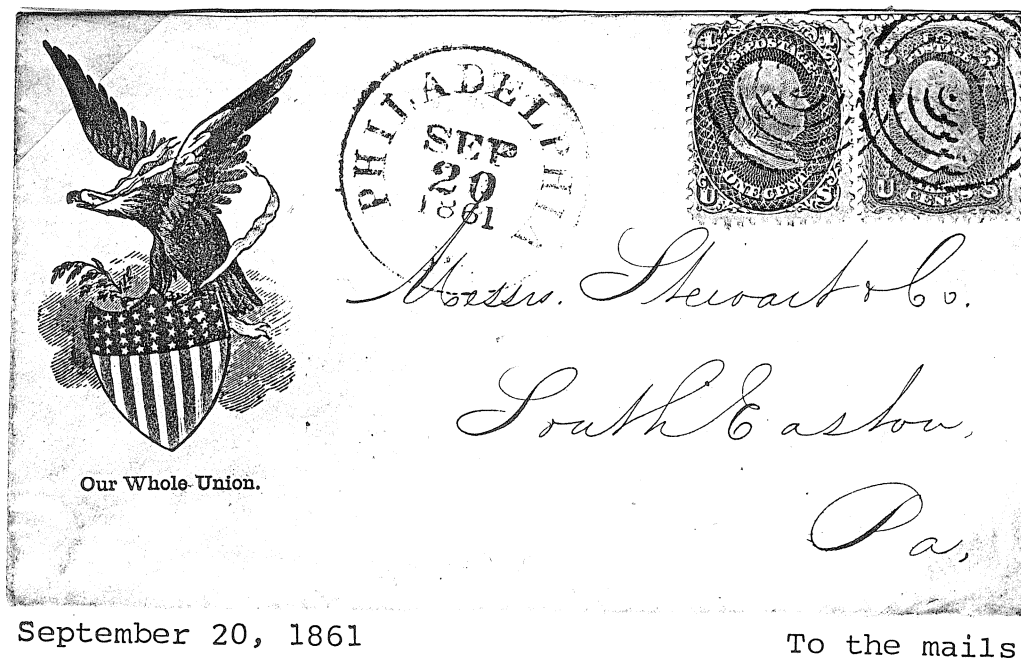
February 16, 1862

City letter

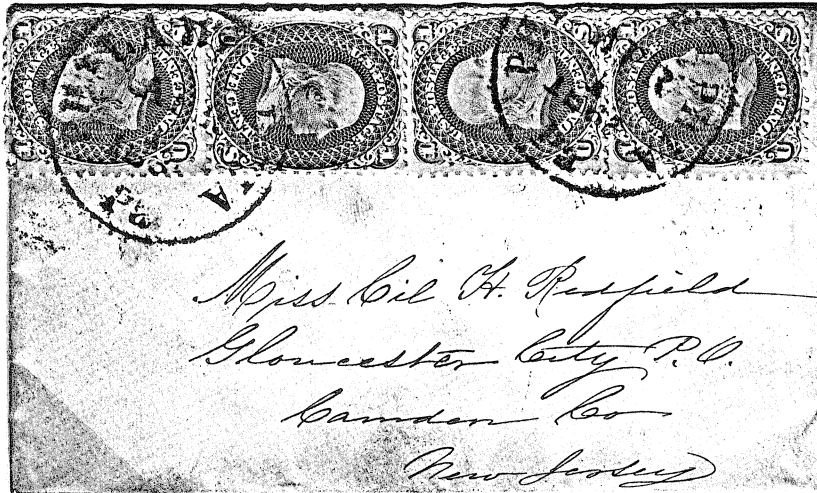
United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA



With the advent of the 1861 series postage stamps, carrier service is usually indicated by the U. S. PENNY MAIL octagonal postmark as a backstamp.

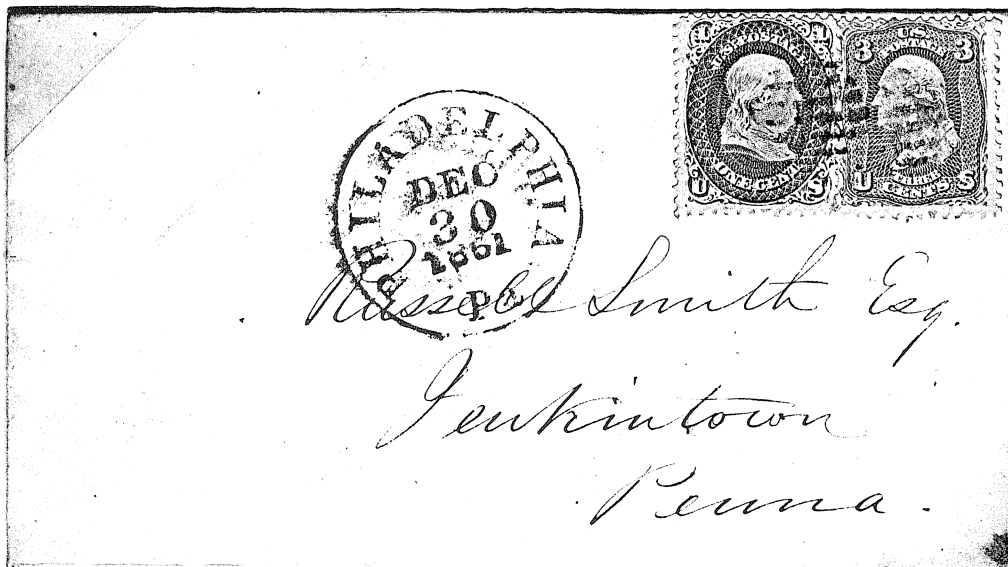


United States of America  
THE CARRIER SYSTEM  
PHILADELPHIA



April 1, 1862

To the mails



December 20, 1861

To the mails

# United States of America

## THE CARRIER SYSTEM

ST. LOUIS

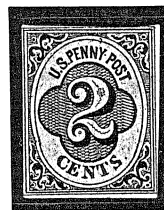
U. S. PENNY POST

The first stamp issued by the carrier department of the St. Louis post office. Less than a dozen copies are recorded, three of them used. None have been reported used on cover.

TYPE I



TYPE II



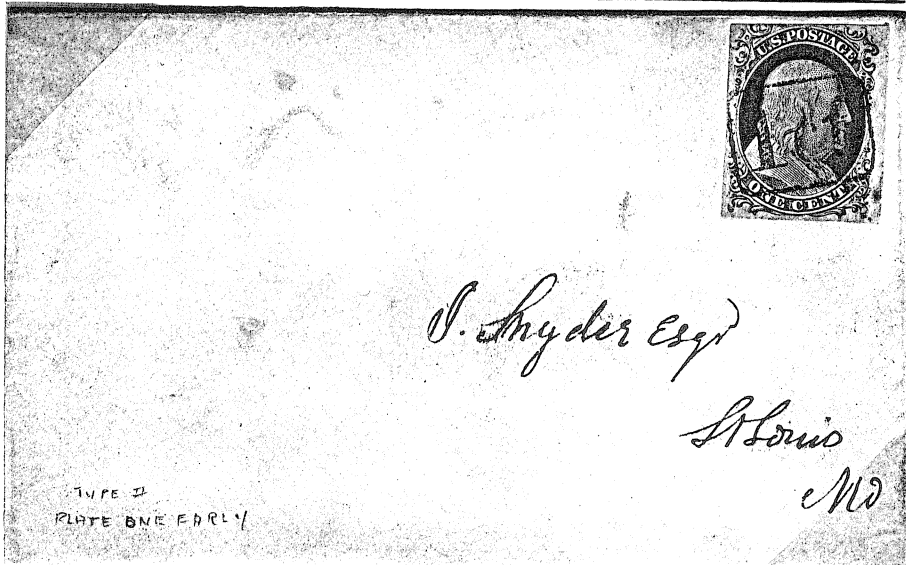
The two varieties are aligned side-by-side on the plate, sharing a common vertical center line. The plate is composed of at least six such pairs. The differences are readily apparent in the upper corner ornaments.

# United States of America

THE CARRIER SYSTEM

ST. LOUIS

U. S. PENNY POST



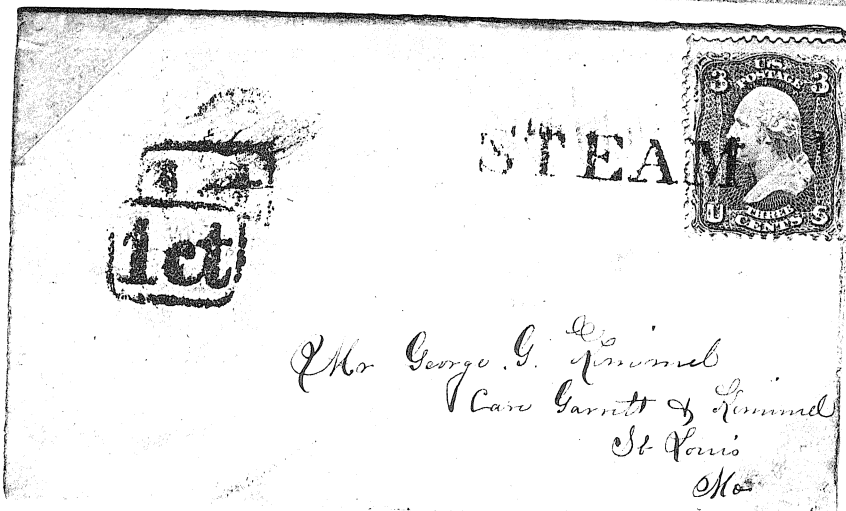
CITY LETTER

1851 or 1852

The boxed 1¢ handstamp was used as both a due marking and as a prepaid receipt. It was customarily struck once for each one cent involved.



Due 2¢  
for delivery  
from the mails  
August 26, 1851

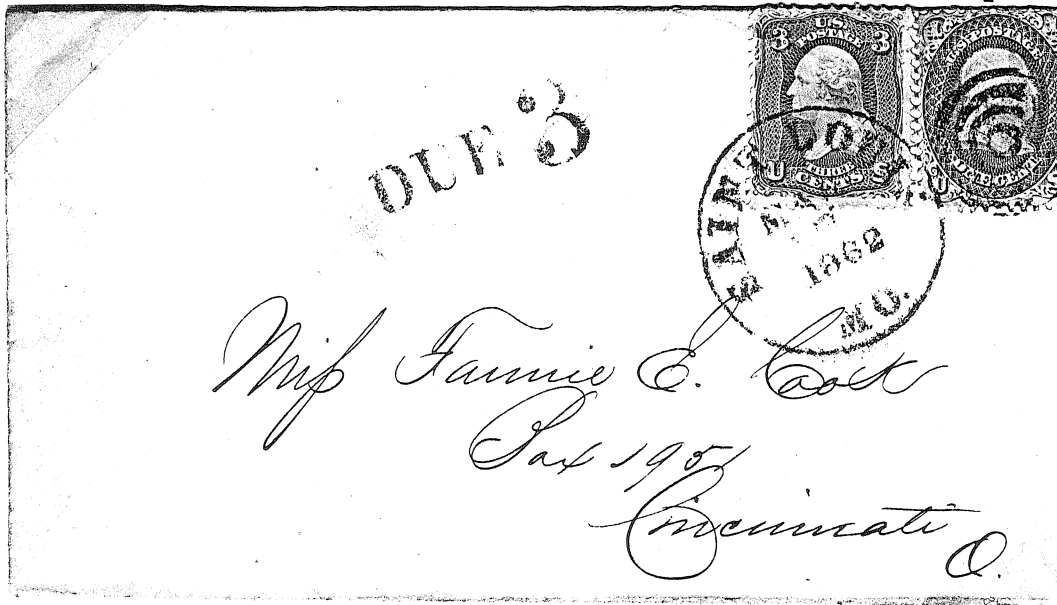


Due 2¢  
STEAMBOAT FEE



United States of America  
THE CARRIER SYSTEM  
ST. LOUIS

The use of the one-cent 1861 postage stamp to prepay the collection fee to the St. Louis post office is very rare.

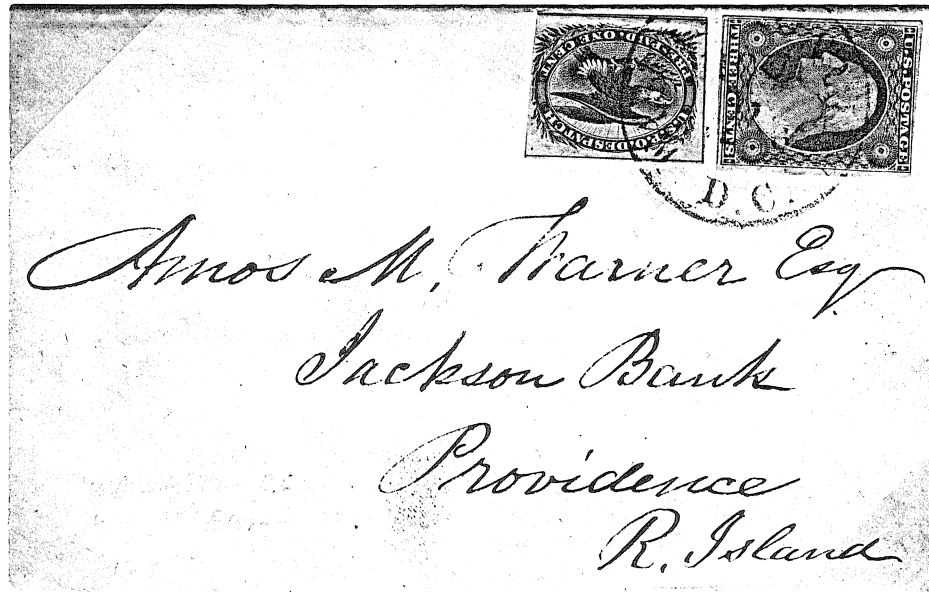


March 17, 1862

To the mails

This short-paid double rate letter is one of three covers, all from the same correspondence, recorded from St. Louis.

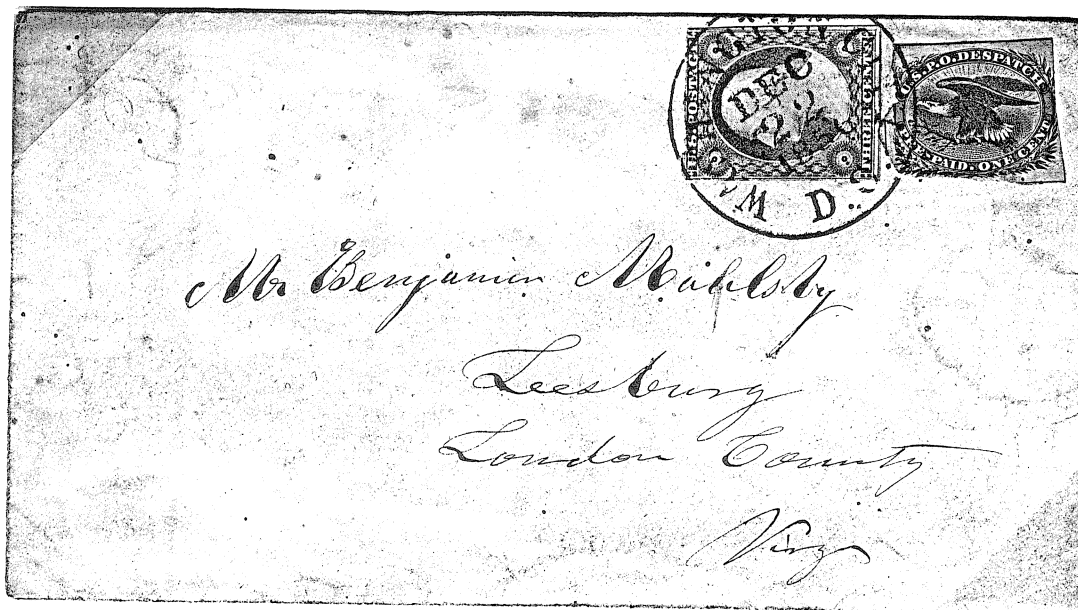
United States of America  
THE CARRIER SYSTEM  
WASHINGTON CITY



November 2, 1856

To the mails

Prior to 1861 all known Washington carrier covers bear Eagle carrier stamps prepaying the collection rate to the mails; and there are several Eagle usages even after 1861.



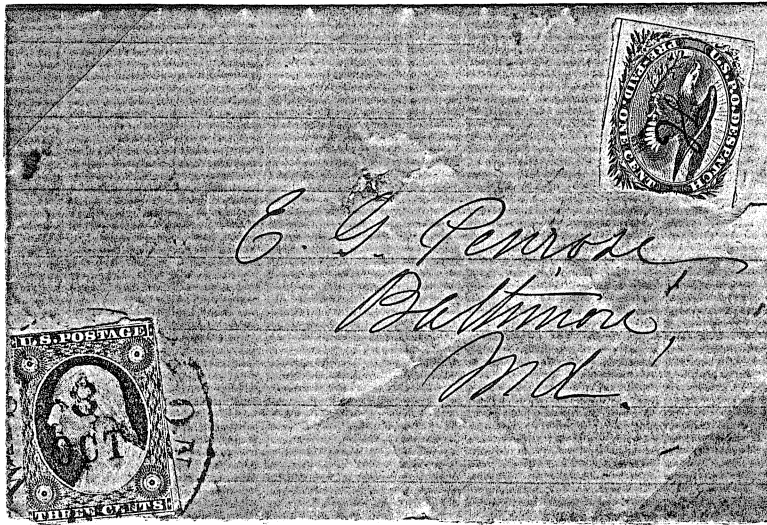
December 22, 1856

To the mails

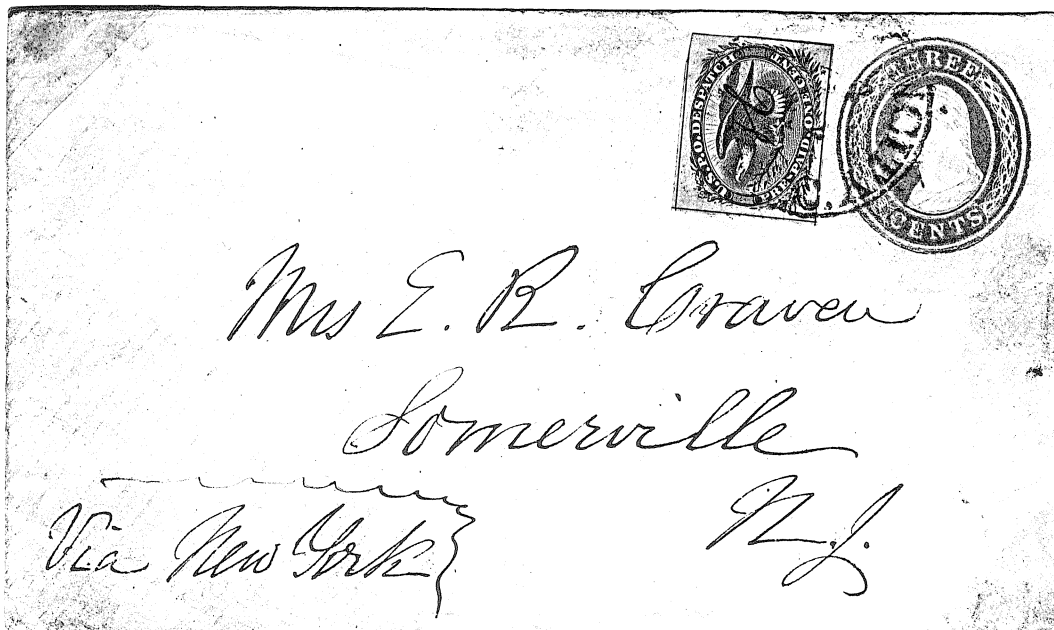
# United States of America

## THE CARRIER SYSTEM

WASHINGTON, D. C.



Washington letter carriers often precanceled the stamps they sold with their initials. Carrier Thomas Harkness inscribed his "H" with red ink.



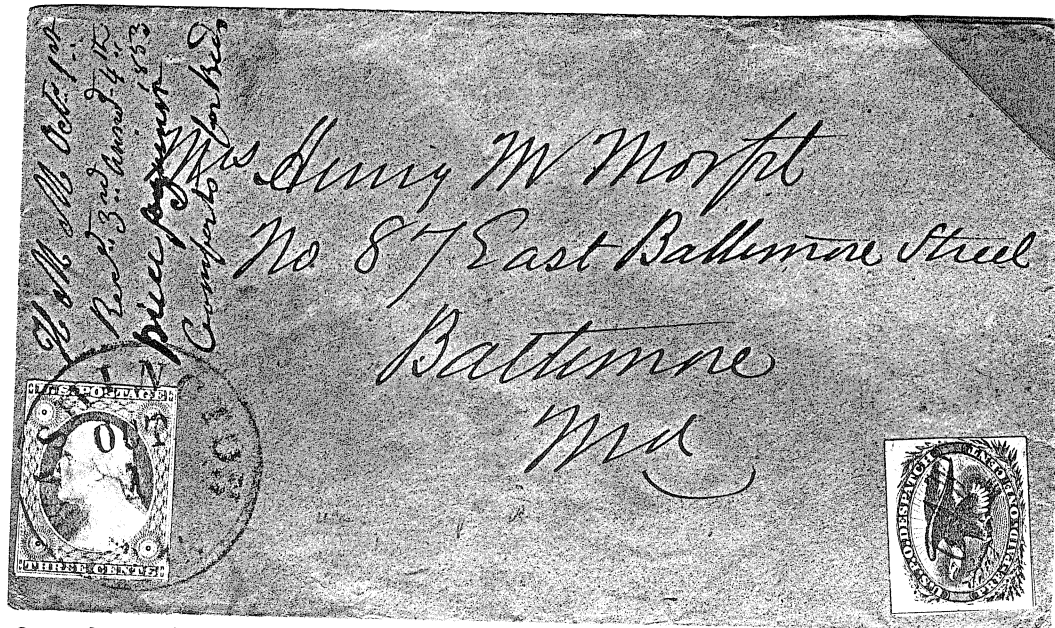
September 12, 1853

A very early use to the mails

United States of America

THE CARRIER SYSTEM

WASHINGTON, D. C.



October 1, 1853

"CJW" precancel in red ink

To the mails

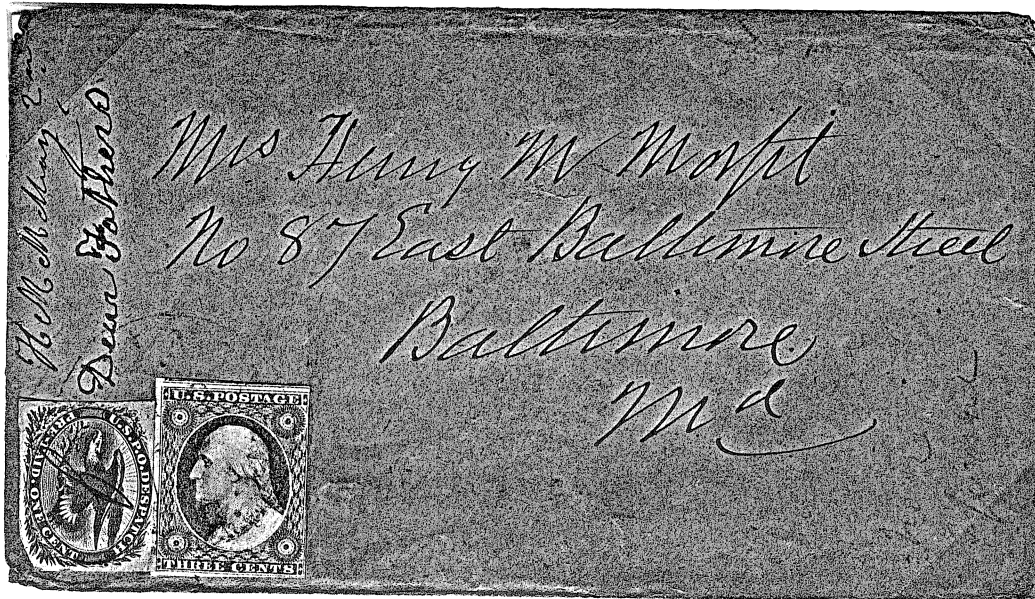
Carrier Charles J. Wright used both "W" and "CJW" to pre-cancel his Eagle stamps.



November 22, 1853

To the mails

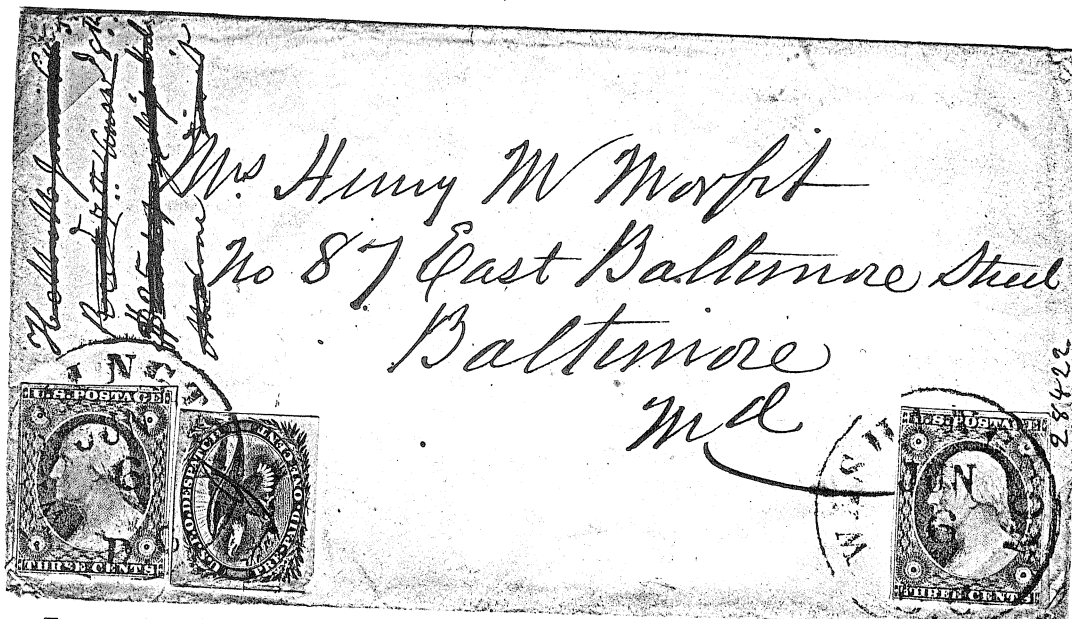
United States of America  
THE CARRIER SYSTEM  
WASHINGTON, D. C.



1854

To the mails

The precanceled black letter "J" on the Eagle carrier stamps is the initial of letter carrier Vincent R. Jackson.



June 6, 1854

To the mails

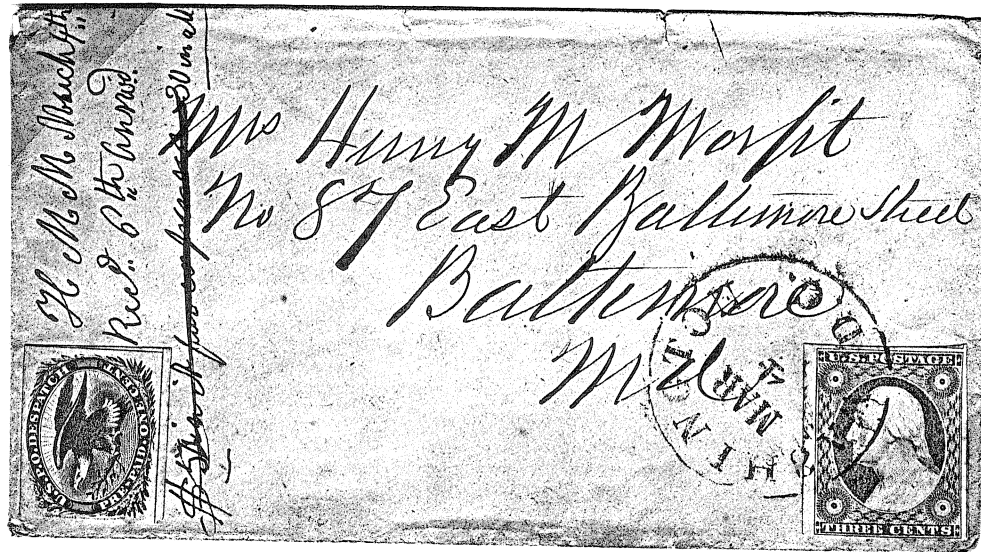
A double-weight letter



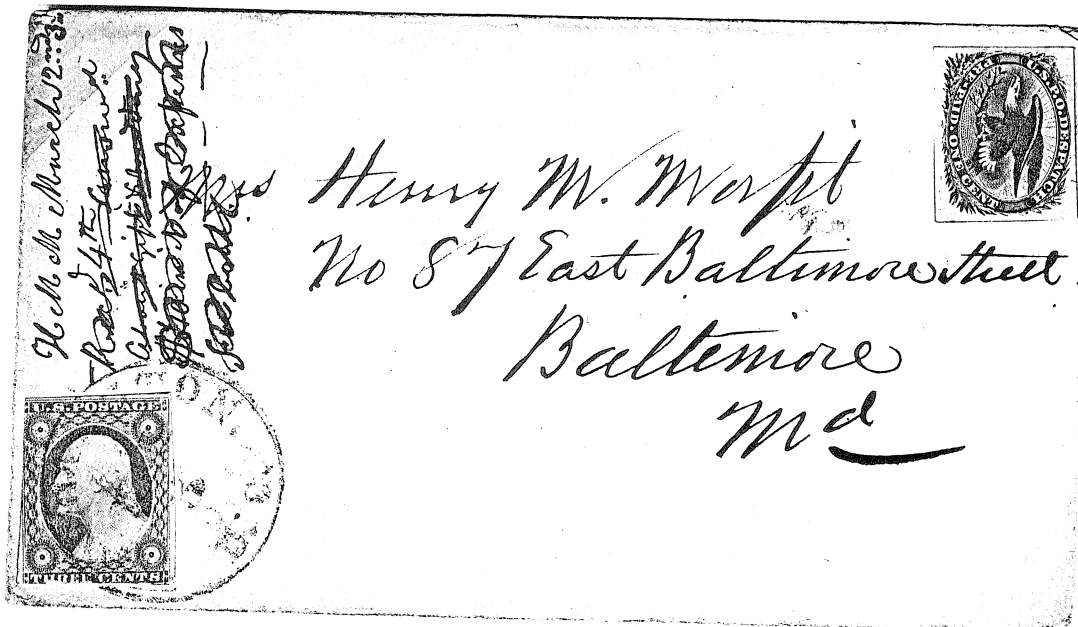
# United States of America

THE CARRIER SYSTEM

WASHINGTON, D. C.



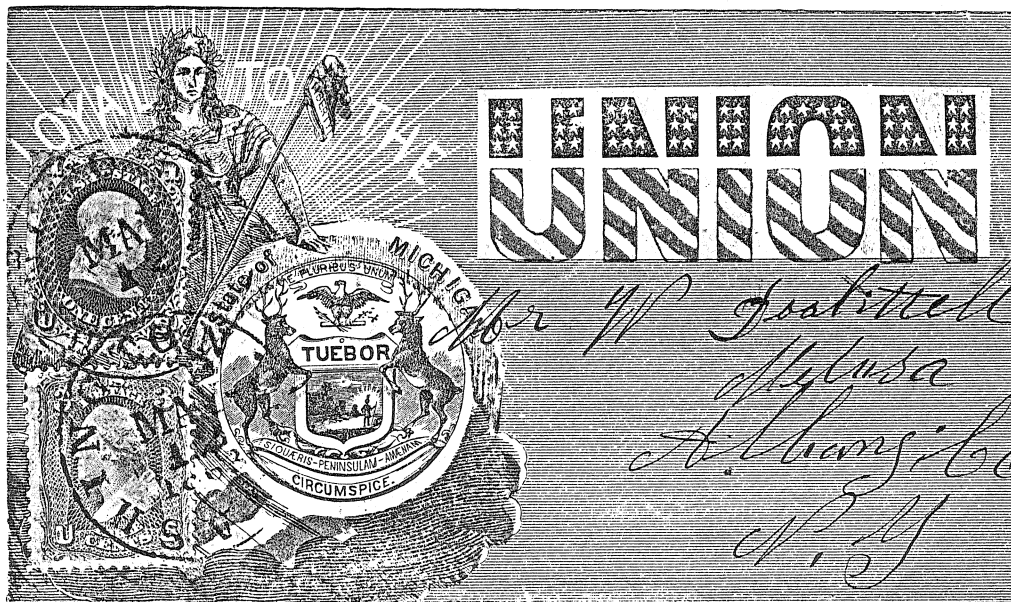
Aside from occasional precanceling, no special effort was made to cancel the carrier stamp. If it was affixed close to the postage stamp it would be struck with the circular city postmark.



# United States of America

THE CARRIER SYSTEM

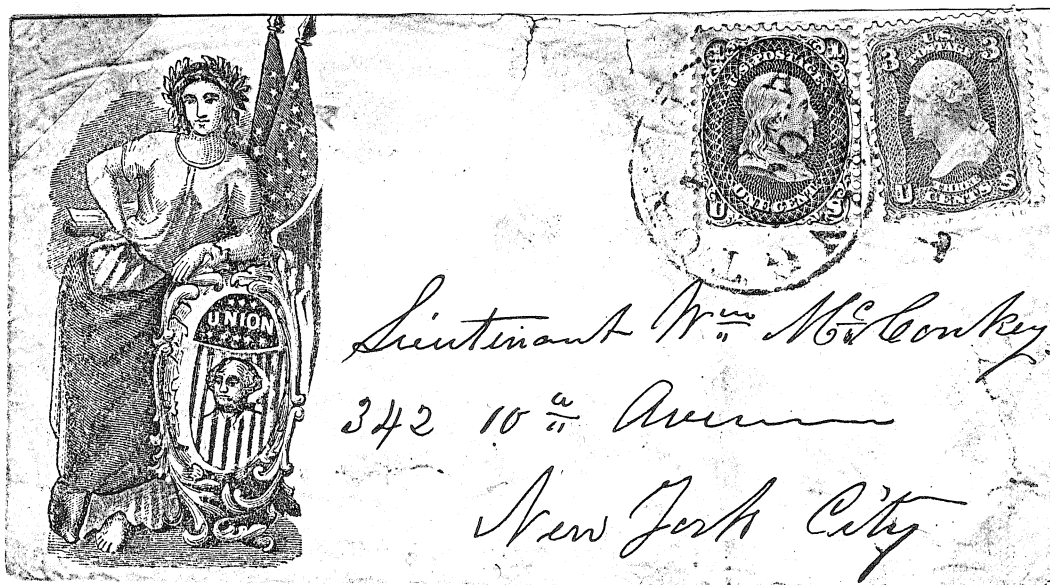
WASHINGTON, D. C.



May 12, 1863

To the mails

Because of the general use of the Eagle carrier stamp, examples of postage stamps prepaying carrier fees in Washington are very scarce.



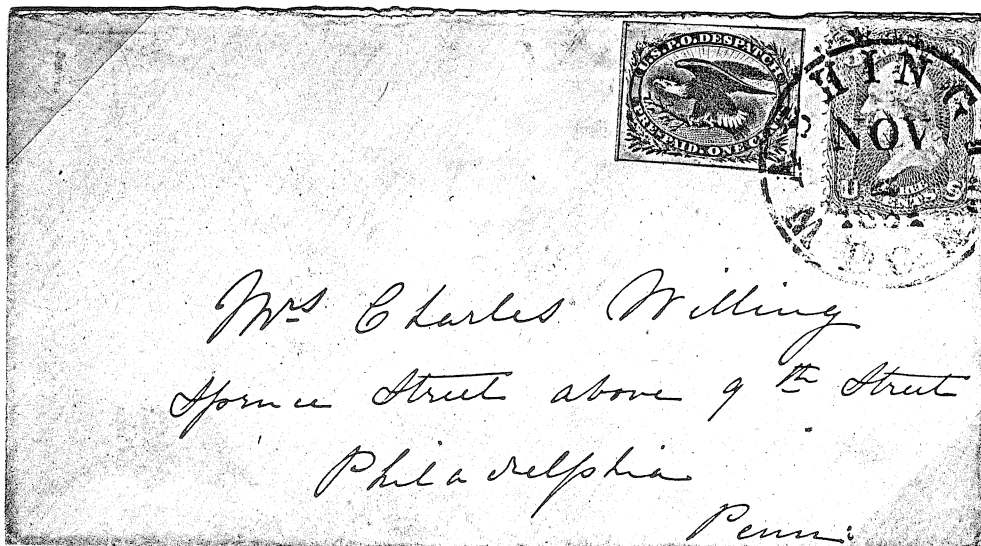
October 8, 1862

To the mails

United States of America

THE CARRIER SYSTEM

WASHINGTON, D. C.



November 2, 1861

To the mails

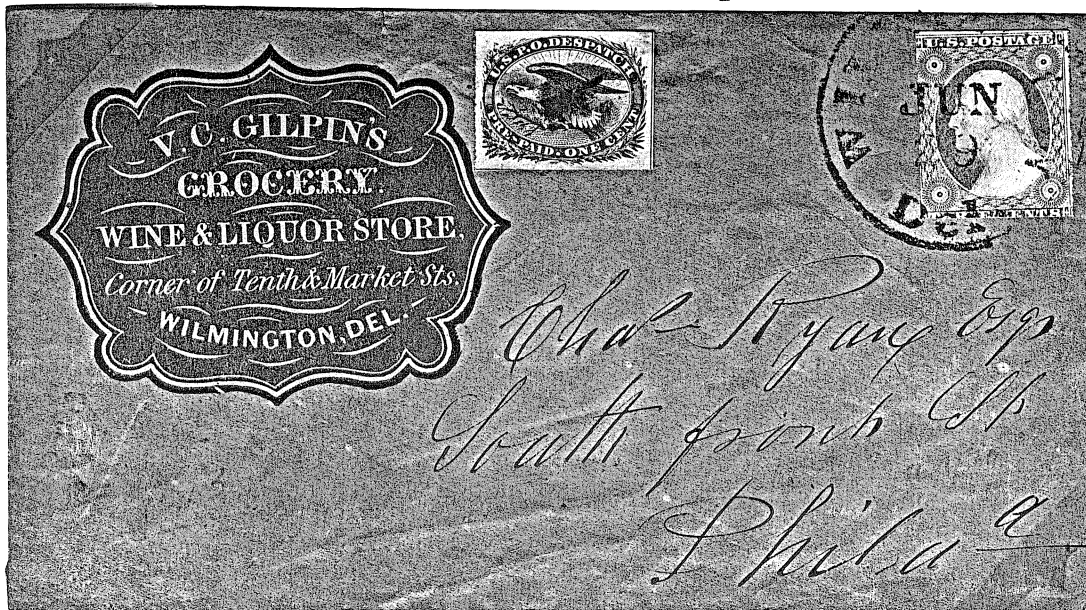
The Eagle carrier stamp remained in use in Washington until the end of the fee period, but late covers with the 3¢ 1861 stamp paying the postage are extremely rare, only two others being recorded.

# United States of America

THE CARRIER SYSTEM

WILMINGTON, DELAWARE

Because of Wilmington's proximity to Philadelphia the occasional Eagle stamp found its way into use there to prepay the carrier collection fee to the mails, a practice apparently acceptable to Wilmington's carrier service.



This letter was so handled, having been collected by a carrier on June 29, 1853.