

BALTIMORE: POSTAL HISTORY FROM 1773 UNTIL THE UPU

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BALTIMORE: Postal History from 1773 until the UPU

The objective of this exhibit is to illustrate how the significant aspects of United States postal history from 1773 to 1875 can be documented using postal history material from, through and to one of our major cities: Baltimore, Maryland. Baltimore was part of the colonial postal system, was a major port, and an early railroad hub. The "National Road" west to Cumberland and the mid-west begins in Baltimore. In addition, Baltimore issued Postmaster Provisional stamps and stamped envelopes; it had a well organized carrier system and a few short-lived local posts.

The period covered by the exhibit is 1773 to the UPU. It is organized into sections representing the various domestic rate periods. Ship mail and mail to foreign destinations, covered by various postal conventions, are included in the sections corresponding to the chronological domestic rate period. Each section is in approximate chronological order. Rates are emphasized in this presentation. Although markings are discussed, no systematic classification is attempted.

British Colonial Rates - 1773-1774 - Frame 1

First type town name straightline - pre-paid hand stamp, distance zone rates.

Constitutional Post - 1775 - Frame 1

Dated town name straightline, distance zone rates.

Continental Congress rates: 1775 to 1792 - Frame 1

Distance zone rates - multiple rates, including 2 ounce rate - town name straightlines - inflation rate - ship - private forwarder - free, Member 1st Congress.

June 1, 1792 - March 1, 1799 - Frame 1

Distance zone rates - multiple rates - way - ship - free.

March 2, 1799 - January 31, 1815 - Frame 2

Distance zone rates - 7 times rate - packet to London - first CDS - paid ship letter - drop - early forwarding agent.

February 1, 1815 - March 30, 1816 - Frame 2

1st day War of 1812 rate - distance zone rates - ship - multiple rates.

March 31, 1816 - April 30, 1816 - Frame 2

Restored rate - ship letter.

May 1, 1816 - April 30, 1825 - Frame 2

Distance zone rates - 4 times rate to Boston - ship - 1¾ and 2¼ ounce rates.

May 1, 1825 - June 30, 1845 - Frames 2 - 3

Distance zone rates - ship - steamboat - free, Last Signer Declaration of Independence - railroad - Hale & Co, independent mail - cross border, ferriage - to France - to England - freight money - Navy Agency forwarder.

July 1, 1845 - June 30, 1851 - Frames 3 - 5

5¢/10¢ rates - Buchanan Provisional 5¢ on bluish - Buchanan Provisional envelope 5¢ blue - Buchanan Provisional 5¢ on white - railroad and steamer contract routes - 5¢ 1847 adhesives - 40¢ California - Mearis, Stringer & Morton, Butcher & Sandy locals - drop, plus carrier - Buchanan Provisional envelope 10¢ red - 10¢ 1847 to Nova Scotia - freight money - **Buchanan Provisional 10¢ on white, to London** - Retaliatory rate, to England/France.

July 1, 1851 - March 31, 1855 - Frame 5

Handstamp and 3¢ adhesive rates - steamboat - 10¢ California rate - Washington Branch contract route - 1st type Carrier stamp - Way letters - printed matter - direct to France - British Treaty - Prussian Closed Mail

April 1, 1855 - June 30, 1863 - Frames 6 - 7

Circular - ship - to Confederacy interim period, across the lines - Davis, Grafflin's, Wiley's local post - 2nd and 3rd type Carrier stamps - compound entire, 1857/1861 regular adhesives carrier usage - carrier 3¢ magazine rate - British Treaty - Prussian Closed mail - to Amsterdam - French Treaty 1857 - to Brazil, French steamer - MISSENT SOUTH, EAST, WEST.

July 1, 1863 - June 7, 1872 - Frames 7 - 8

2¢/1¢ drop - 2¢ circular - advertised 1¢ - returned 3¢ - registration - Civil War Soldier's letters - Incoming POW to Wests Building - Ft. McHenry POW - Leeds patent envelope - Baltimore Exchange Office - depreciated currency - Caribbean transit - quadruple 24¢/12¢ to England - to Calcutta - to Italy - to Netherlands - Bremen Mail 15¢, 10¢, NGU - NGL direct from Baltimore.

June 8, 1872 - 1878 - Frame 8

Free forwarding - postal cards - 4 ounce 24¢ rate - 9¢ to France - 6¢ NGU - incoming from Brazil pre-UPU.

British Colonial Rates

May 8, 1773

100 to 200 miles - 8d
Post paid, double rate

The British Colonial rates established in 1765 by an Act of Parliament, were stated in sterling (shillings and pence [d]) although they allowed for conversion to rates expressed in "coined silver" These units were grains of silver [gr] and pennyweights [dwt]: 24 gr = 1dwt. A pence [d] sterling was equivalent to 8 grains [gr] of silver.

Rates effective: December 10, 1765	
Not over 60 miles	4d
61—100 miles	6d
Each further 100 miles	2d
One port to another port	2d
Incoming ship letters: 2d in addition to inland postage	

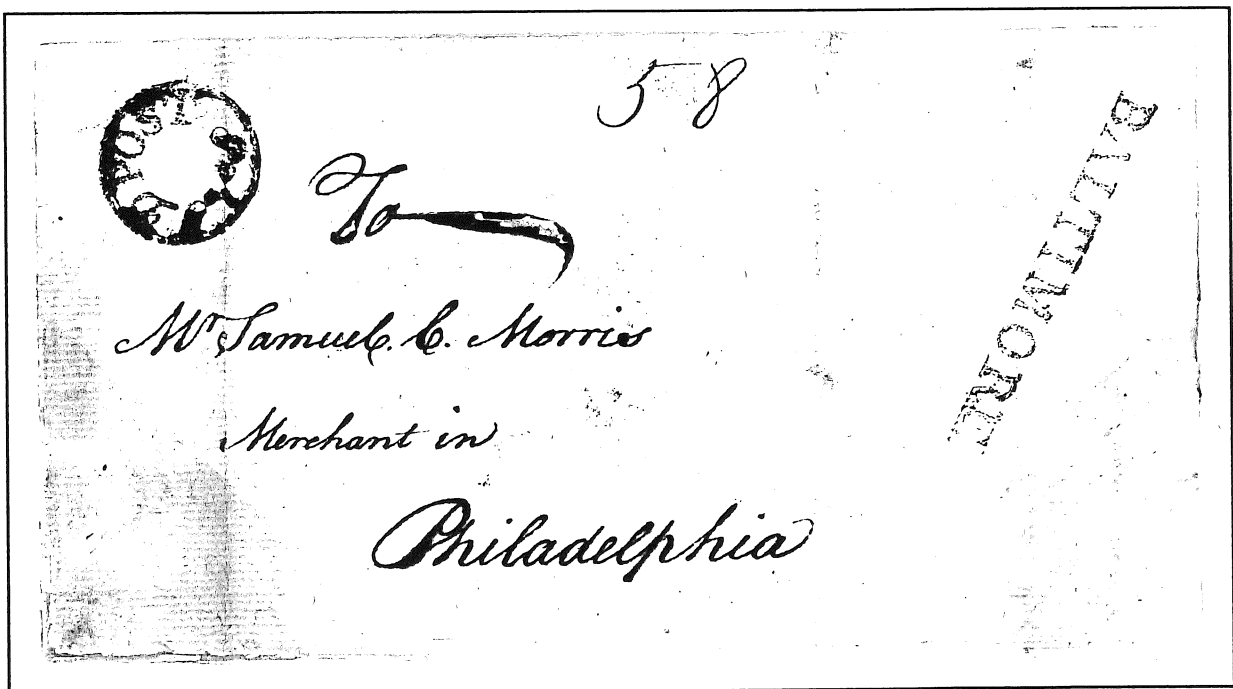
All tables list rates for letters "of a single sheet" - two sheets being twice the rate, etc. up to four sheets or an ounce packet. In addition to the distance zone rates, incoming ship letters paid an extra fee of 2d.

Most letters were sent unpaid, as the carriage of letters was uncertain - the postage being paid by the recipient.

Double rate letter to Philadelphia: 100 to 200 miles.

8d = 2dwt 16gr; doubled this is 5dwt 8 gr; rate denoted by manuscript 5 8.

Unusually post paid - circular marking with POST PAID .



First BALTIMORE straight line marking - 53mm x 5 mm - recorded used 1772 to 1777.

Straightlines are distinguished by size, style of type and number of lines..

British Colonial Rates

Over 600 miles - 18d

April 24, 1774

61 to 100 miles = 6d = 2dwt
each further 100 miles = 2d = 16gr

Over 600 miles:

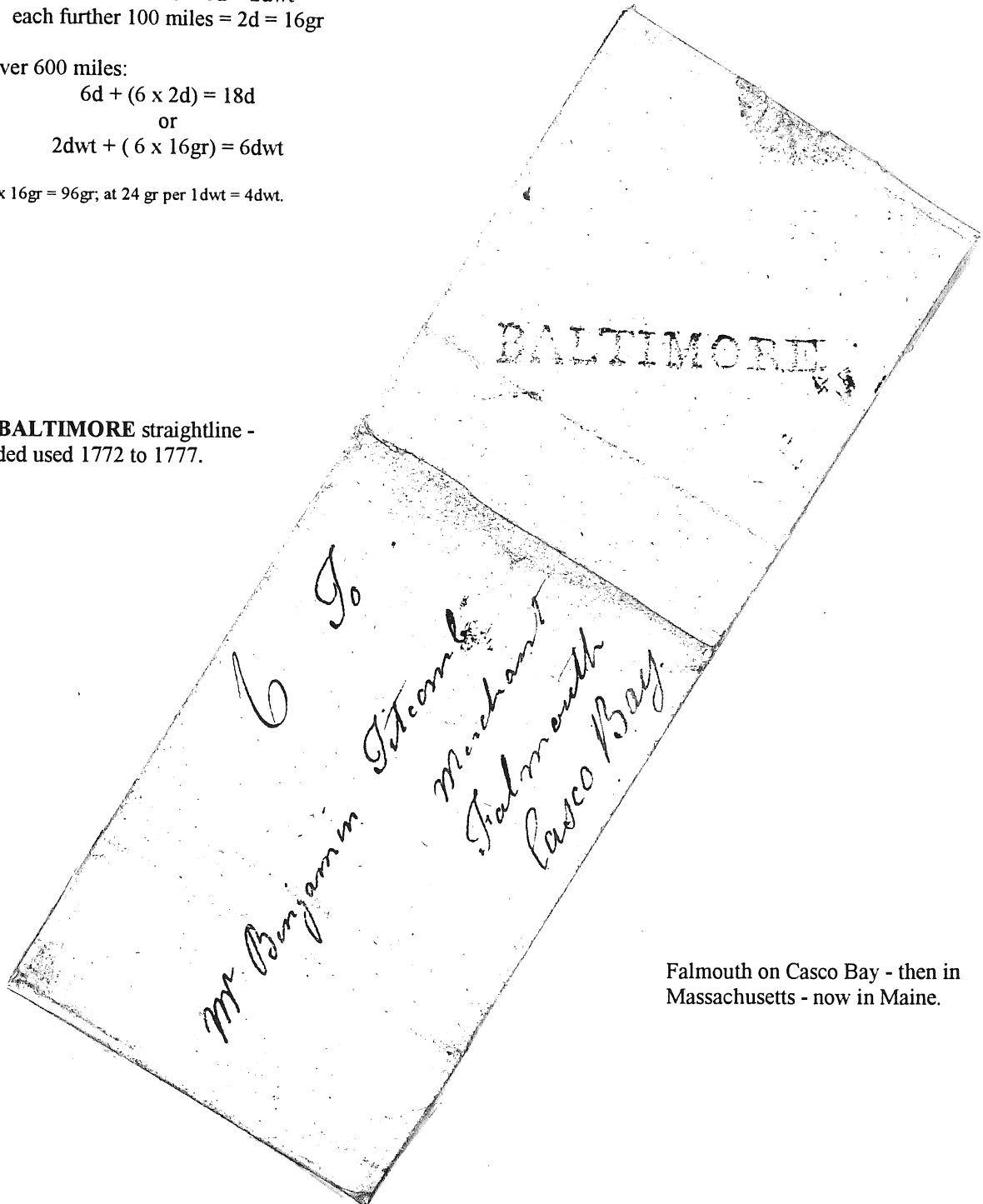
$$6d + (6 \times 2d) = 18d$$

or

$$2dwt + (6 \times 16gr) = 6dwt$$

$$6 \times 16gr = 96gr; \text{ at } 24 \text{ gr per } 1dwt = 4dwt.$$

First **BALTIMORE** straightline -
recorded used 1772 to 1777.



Falmouth on Casco Bay - then in
Massachusetts - now in Maine.

"Constitutional Post"

May 9, 1775

100 - 200 miles - 8d

Some time in 1774 or 1775, William Goddard established a post in competition with the British Colonial system, using the 1765 rate scale of the latter. Baltimore was one of the towns in the "Constitutional Post"; Mr. Goddard was the printer of the *Maryland Journal and Baltimore Advertiser*. He appointed his sister, Mary Goddard, as Postmaster.

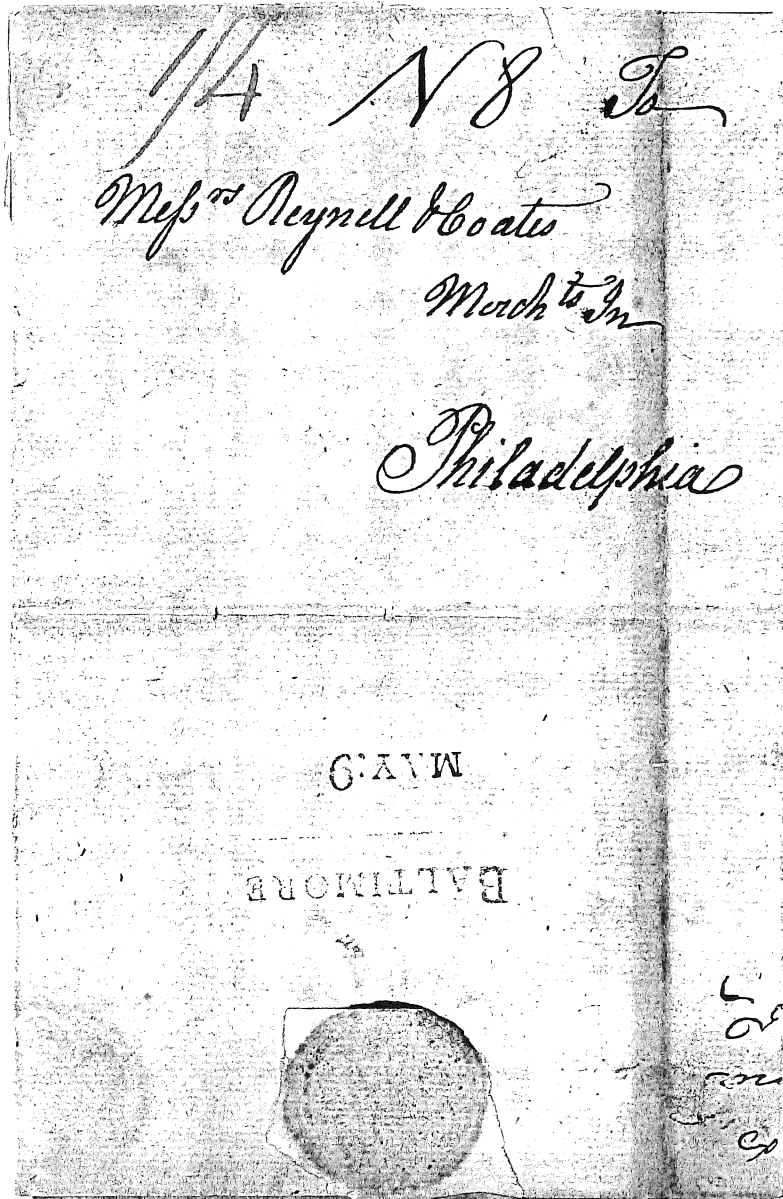
2 line BALTIMORE/MAY: 9

33mm x 3mm, larger B, date below.

Known used February to June 1775.

Single letter rate for 100 - 200 miles: 8d.
Note manuscript endorsement: *N 8*. (N was an abbreviation for "in all").

In a different ink and hand: *1/4* ; tempting to think single corrected to double rate (16d = 1sh 4d), however no mention of an enclosure in body of letter. Perhaps Messrs. Reynell & Coates received 2 letters that day.



Continental Congress Rates

February 21, 1778

400 - 500 miles - 7dwt

Double letter

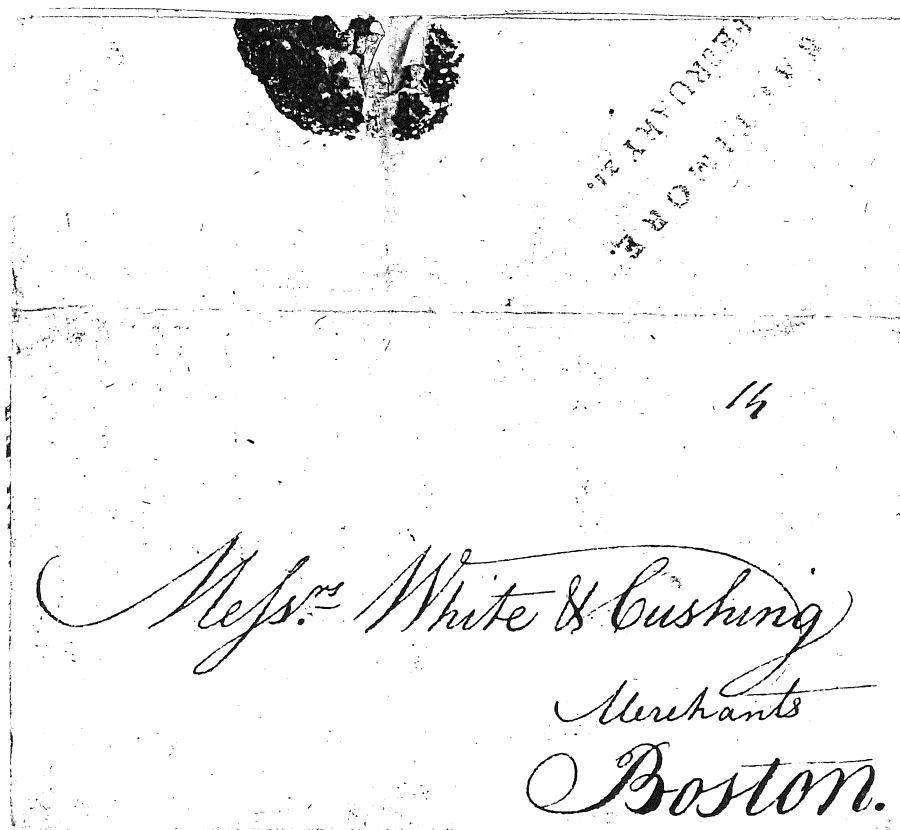
First Inflation Period

July 26, 1775 the American Continental Congress established a General Post Office with rates "20 percentum less than those appointed by Act of Parliament 1765"; by September 30th this was suspended and the rates of 1765 re-established but expressed only in terms of silver. On October 17, 1777 the rates were increased by 50%.

Rates effective: October 17, 1777

Not over 60 miles	2 dwt
61—100 miles	3 dwt
Each further 100 miles	1 dwt

Double letter, endorsed in manuscript 14 - 2 x 7dwt = 14dwt.



2 line **BALTIMORE/FEBRUARY 21.**: 38mm x 3mm, date below.
First recorded used 1776. This cover is latest recorded usage.

October 17, 1777 - April 16, 1779

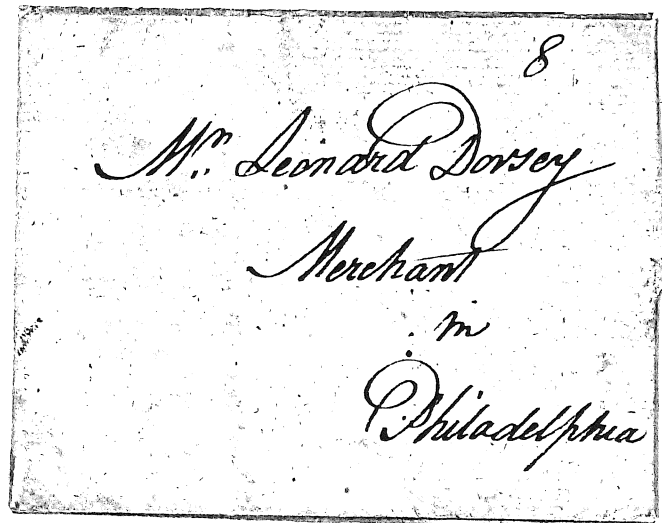
100 - 200 miles - 4 dwt, double letter

February 5, 1779

Double letter - 2 x 4dwt = 8dwt

*Inclosed you have an order on Mr. Whistler
for five hundred and eighty six pounds...*

In April of 1779, the rates were doubled; by
December they were multiplied by 20.



October 18, 1782 - April 4, 1788

100 - 200 miles - 2dwt 16gr

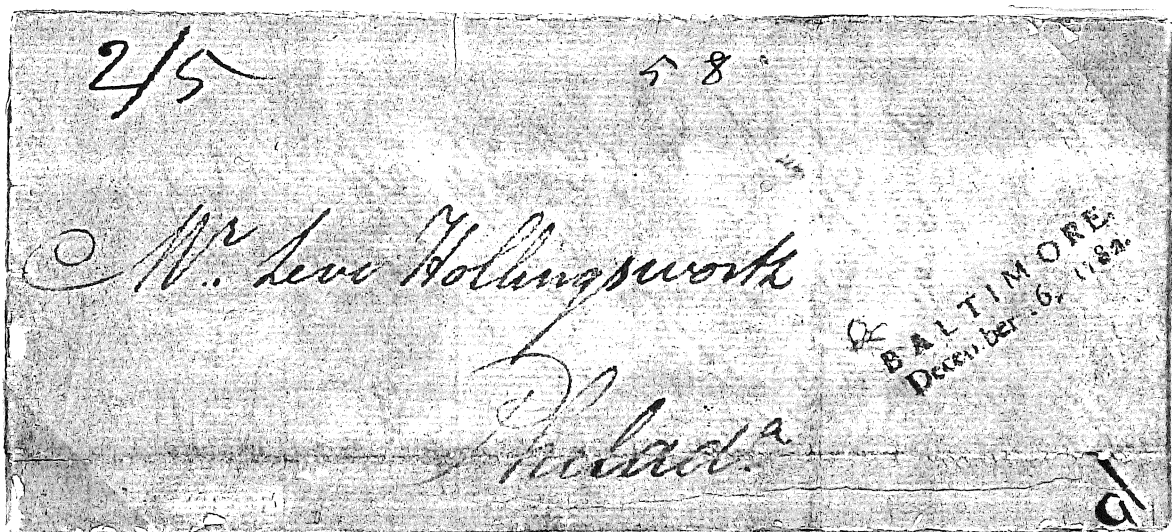
December 6, 1782

After a period of rapid inflation of postal rates
from 1777 to 1780, and several minor
adjustments in 1781 and early 1782, an October
1782 Congressional Ordinance re-established
the rates of September 30, 1775.

100 - 200 mile rate: 2dwt 16gr. Double letter:
5dwt 8 gr - ms. 5 8

Rates effective: October 18, 1782

Not over 60 miles	1 dwt 8 gr
61—100 miles	2 dwt
Each further 100 miles	16 gr



2 line B A L T I M O R E/December 6, 1782 - 34mm x 3 mm/full year date below:
Recorded used August to December 1782.

October 18, 1782 - April 4, 1788

201 - 300 miles - 3dwt 8 gr

Last day of rate period

2 ounce rate

April 3, 1788

December 2, 1787

BALTIMORE, APRIL 3

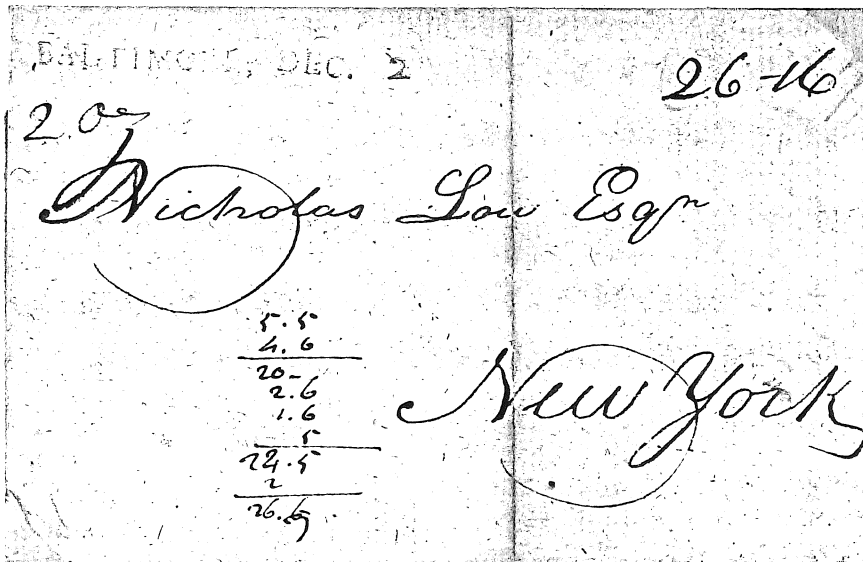
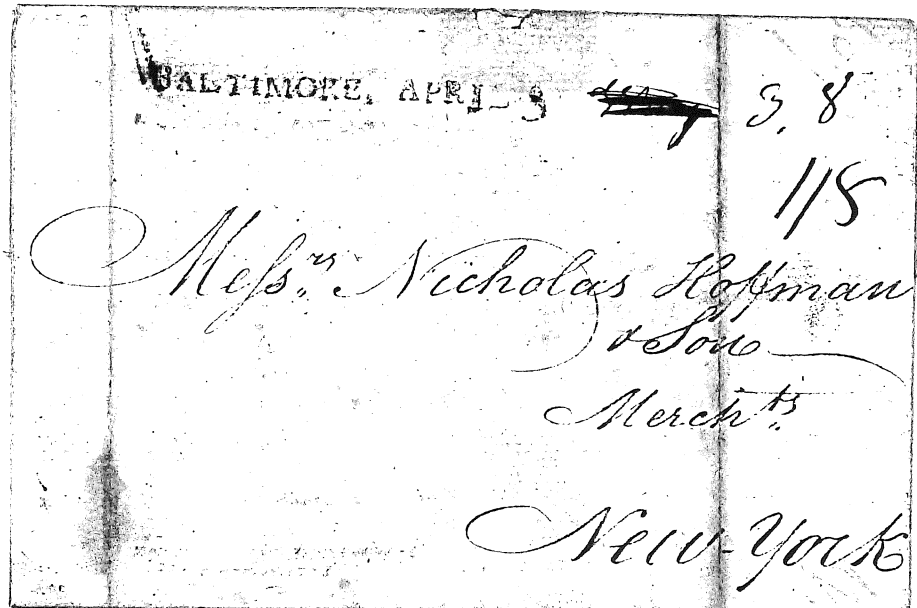
28mm x 3mm

recorded used 1787-1788

Single rate: 201 - 300 miles:

3dwt 8 gr

Last day of rate.



Endorsed 2 oz in upper left corner.

2 oz was equivalent to 8 rates: a single rate was 3 dwt 8 gr:

8 x 3 dwt =	24 dwt
8 x 8 gr ¹ =	2 dwt 16 gr
Total	26 dwt 16 gr

¹ 24 gr = 1 dwt

"Wishing to have the Inclosed letters forwarded if Possible by the December packet. I being too late in the regular course of Post, We have put them under cover to you. I request you will manage to get them on board..."

April 5, 1788 - May 31, 1792

**Less than 60 miles - 1 dwt , forwarding postage extra
201 - 300 miles - 2dwt 16 gr, Ship fee - 16gr**

October 19, 1788

April 13, 1788

Rates effective: April 5, 1788

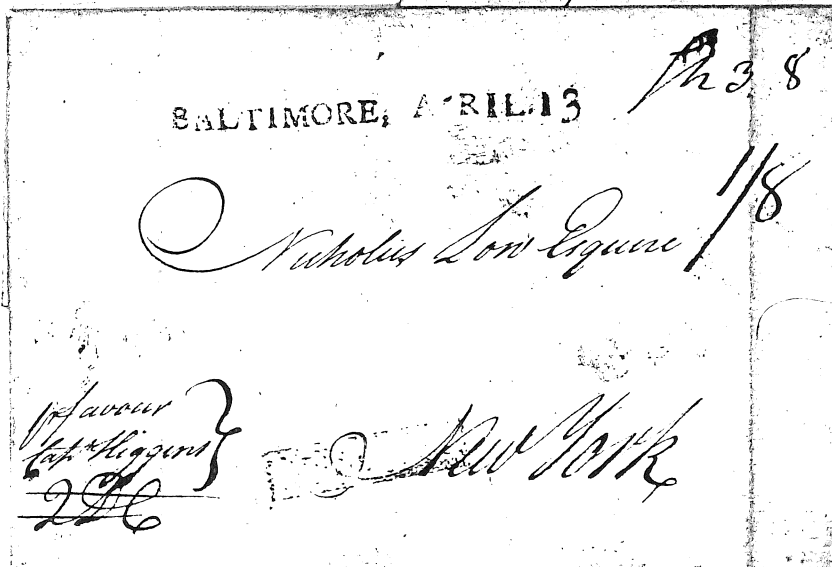
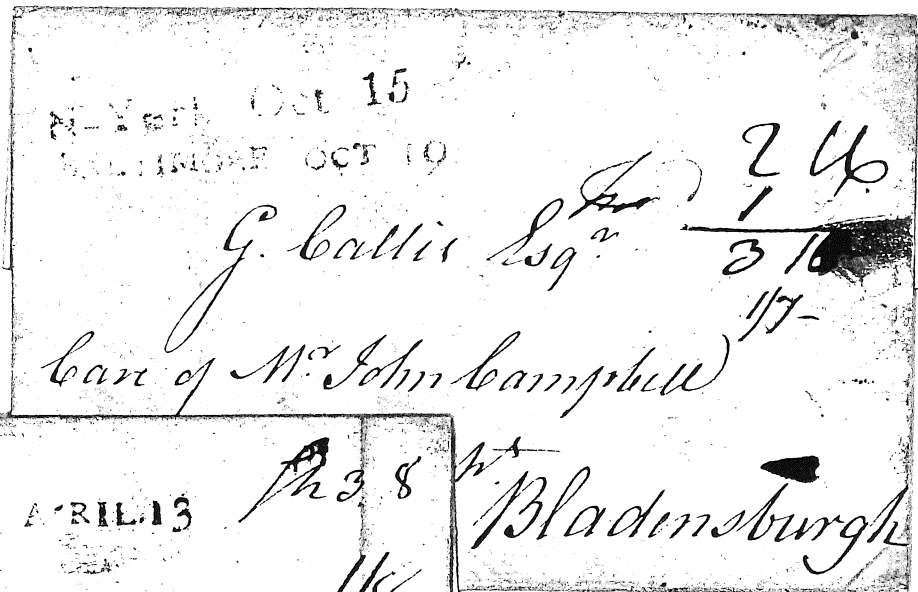
Not over 60 miles	1 dwt
61-100 miles	1 dwt 8 gr
101 - 200 miles	2 dwt
Each further 100 miles	16 gr
Incoming ship letters: 16 gr, in addition to regular inland postage.	

By Resolution of Congress,
October 20, 1787, effective
April 5, 1788 rates were
reduced approximately 25%.

New York to Baltimore: 201 - 300 miles: 2 dwt 16gr.

N-York Oct 15 - (22mm x 4.5mm) - type of handstamp recorded used in 1786.

Forwarded from Baltimore to
Bladensburgh east of
Alexandria, Virginia on the
main road south - a distance
of approximately 30 miles.
Forwarding postage was an
additional charge.



Incoming ship letters charged
16gr in addition to regular
postage.

201-300 miles:	2dwt	16gr
Ship fee:		16gr
Total:	3dwt	8gr

BALTIMORE, APRIL 13 - 28mm x 3mm - type used 1787-1788.

Letter headed *Funchal Madeira 4th January 1788* - endorsed *pr favor Capt Higgins QDC*. Talismanic inscription QDC=Quem Deus Conservet, Latin version of a symbolic prayer for the guidance and preservation of the ship or ship's captain, in English: Whom God Preserve.

April 5, 1788 - May 31, 1792

101 - 200 miles - 2dwt
Dual currency notation
Private forwarding

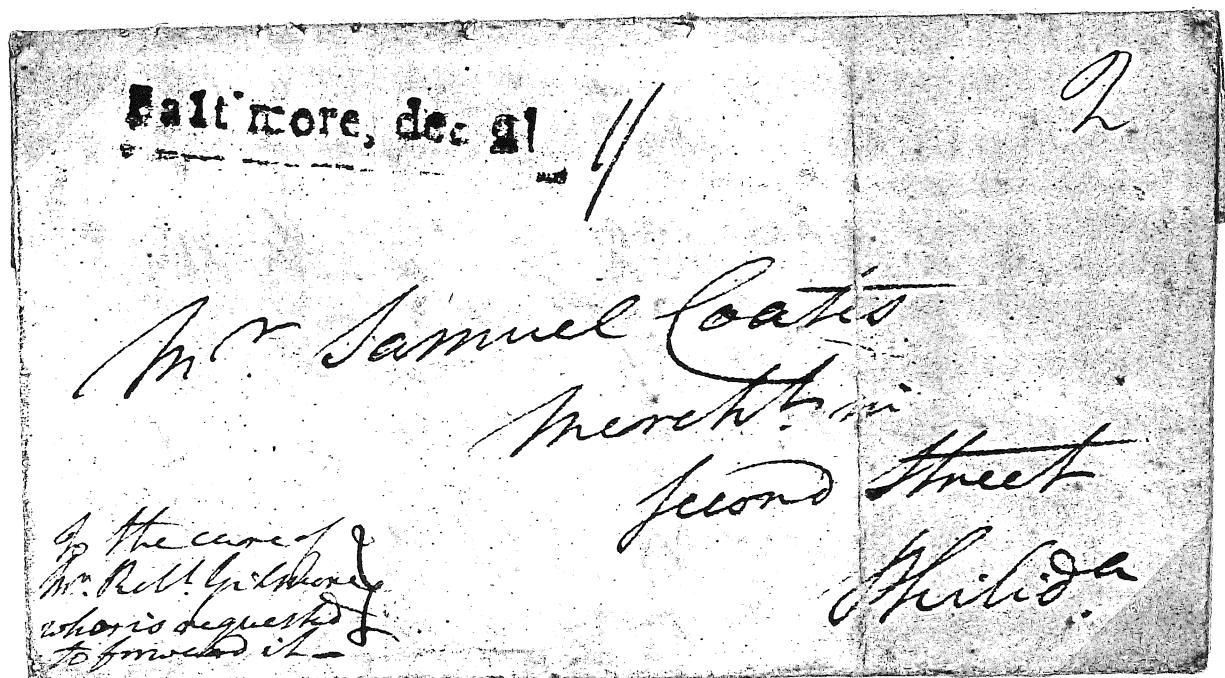
September 12, 1789
December 21, 1790

BALT.SEP 12 - 13mm x 3 mm -
recorded used 1789 only.

Charges noted in both
currencies: 2 in upper right for
2 dwt. 1/ in upper left for 1
shilling. The exchange rate is
believed to be 1 dwt silver to 5
pence sterling. The extra 2d
charge being for delivery from
the post office.



Baltimore, dec 21 - 29mm x 3mm - type recorded used 1789-90.



Hand carried to Baltimore from Frederick, Maryland. Letter heading: *Fredktown Decr 12th, 1790*
Endorsed lower left front: *To the care of Mr. Robt Gilmore[sic] who is requested to forward it--* docketed
as received on December 25th, Christmas day. Robert Gilmor was a prominent Baltimore merchant.

April 5, 1788 - May 31, 1792

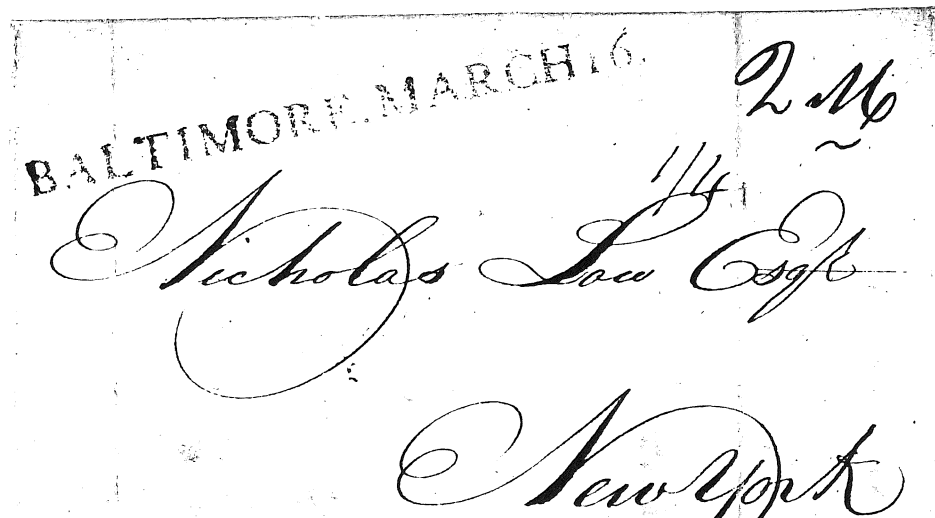
201 - 300 miles - 2dwt 16 gr, single & double rates

301 - 400 miles - 3dwt 8 gr

March 16, 1791

January 14, 1789

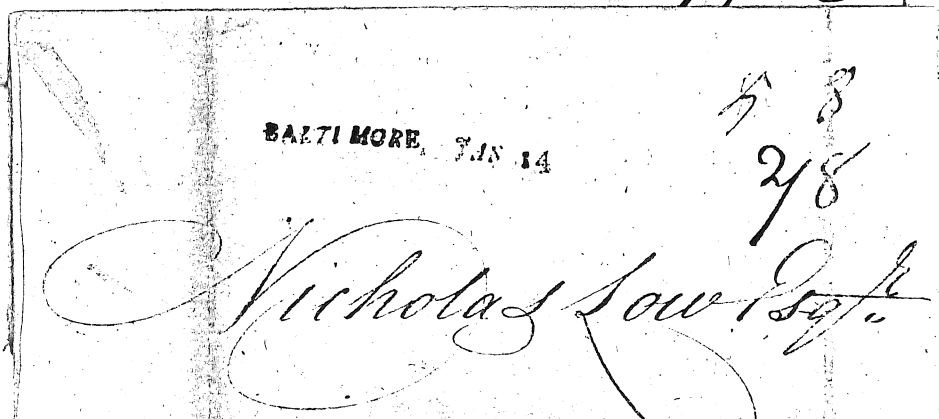
September 9, 1790



BALTIMORE, MARCH 16.

44mm x 4mm - type recorded
used 1791.

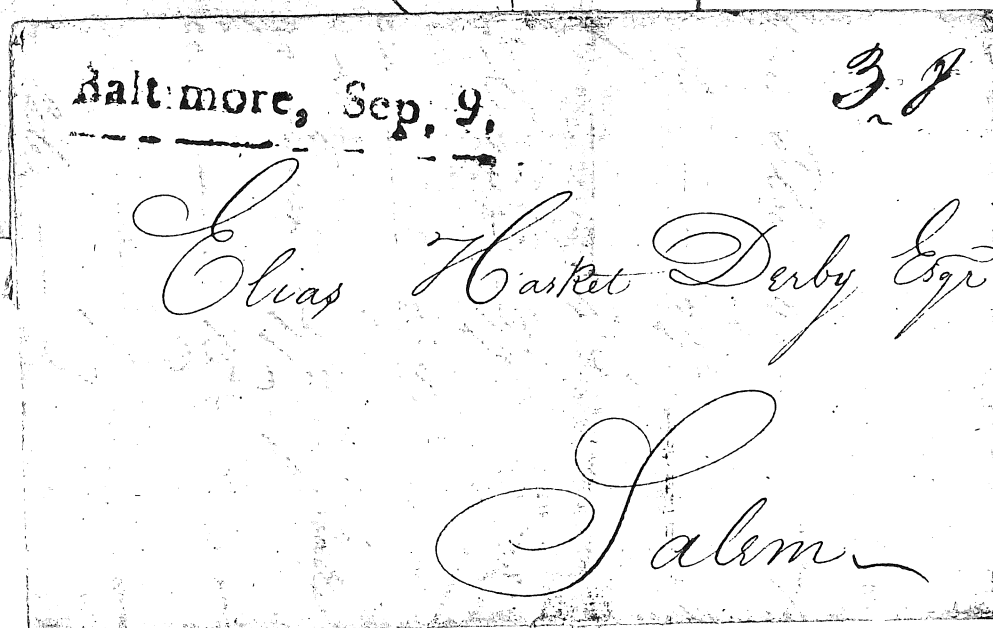
Addressed to New York.
Single letter 201 to 300 mile
zone: 2dwt 16gr



BALTIMORE, JAN 14

Letters uneven, T and R
slanted, date lower than town
name. Type recorded used
1789 only.

Double letter 201 to 300 mile
zone: 5dwt 8 gr. Exchange
rate of 1d=4gr. Charges in
sterling 2sh 8 d.



Salem, Massachusetts - in
the 301 to 400 mile zone
from Baltimore. Postage:
3 dwt 8 gr.

Baltimore, Sep,9. 29mm x 3mm type recorded used 1789-1790.

Line under town name in handstamp; typical of over inking and not a frame line.

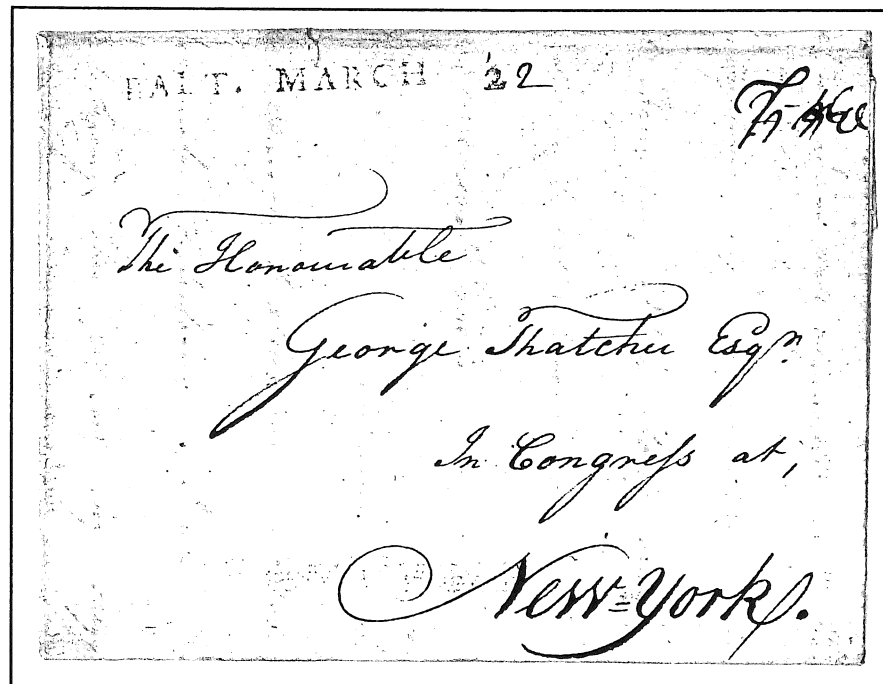
April 5, 1788 - May 31, 1792

Franking Privilege - Member of Congress
Receiving mail

March 22, 1789

The franking privilege for Members of Congress and Senators was a "personal" privilege - that is, mail did not have to be on official business - and good for their term of office and a short while after it expired. A four ounce weight limit was imposed except for "public documents". The privilege extended to both sending and receiving mail.

Originally rated 2-16, the correct rate for a zone distance of 201 to 300 miles. Over written *Free*.



The First Congress under the Constitution held its First Session from March 4th through September 29th, 1789 in New York City.

George Thatcher was a Member of Congress from a state other than Maryland - perhaps George Thatcher of Massachusetts? Letter is from a "friend" of his youth trying to renew an acquaintance...

I know not of a Circumstance That wou'd give me more real pleasure Than that the friendship & attachment which I flattered myself was mutual between us in our early days, shou'd now be again revived & Cultivated...To hear of your Consequence in the Political affairs of your State was to me always the highest gratification, and you are now called forth to fill the highest office of dignity and Consequence your State has to bestow-

June 1, 1792 - March 1, 1799

July 19, 1792

31 to 60 miles - 8¢

*Rates effective:
June 1, 1792*

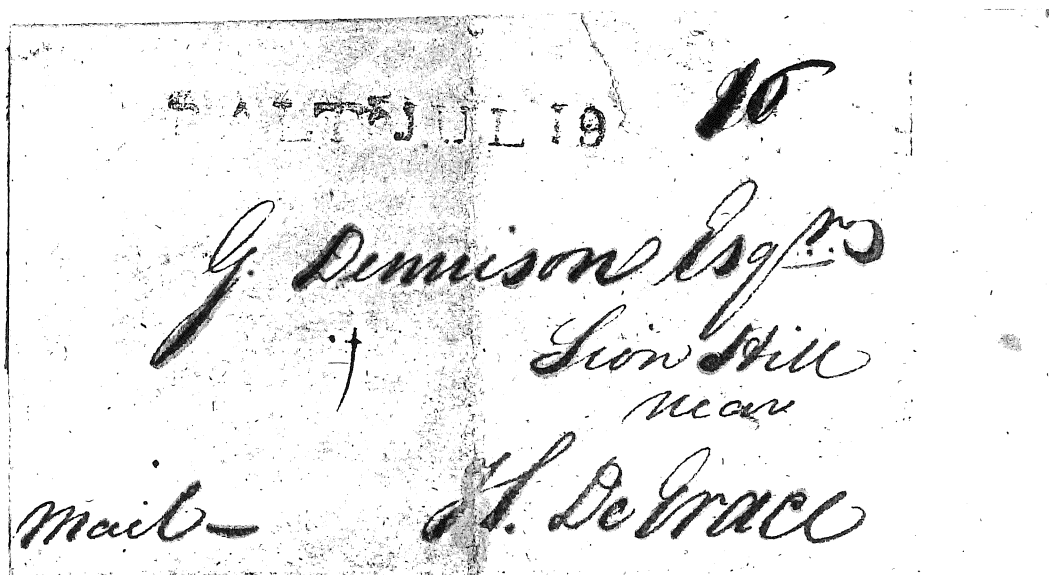
Not over 30 miles	6¢
31— 60 miles	8¢
61—100 miles	10¢
101—150 miles	12½¢
151—200 miles	15¢
201 to 250 miles	17¢
251 to 350 miles	20¢
351—450 miles	22¢
Over 450 miles	25¢

The rates of 1792 were established by an Act of Congress of February 20, 1792, effective June 1.

Ship letters were 4¢ port of arrival, and 4¢ in addition to the regular postage if beyond the port.

The Act of May 8, 1794, effective June 1st, re-enacted the rates of 1792 and added a category for Drop Letters at 1¢ each, and for Way letters of 1¢, plus regular postage, when received; delivered Way letters - an extra 2¢.

Double rate letter to Havre De Grace north on the Chesapeake Bay about 33 miles from Baltimore.
Originally rated as 20 ¢, double the next longer distance; possibly corrected at Havre De Grace.



BALT' JUL 19 -- At least 15 varieties of "punctuation" exist.

Abbreviated straightline handstamps distinguished by size of "BALT".

26mm x 5 mm - type recorded used 1793 to 1799.

June 1, 1792 - March 1, 1799

101 to 150 miles - 12½ ¢, ounce rate

151 to 200 miles - 15¢

351 to 450 miles - 22¢, treble rate

July 25, 1793

February 10, 1793

January 13, 1799

Addressed to Philadelphia - approximately 110 miles from Baltimore.

BALT JULY 25

1. g. 50-

BALT = 19 x 4.5mm - Sub-type with apostrophe

1 ounce packet - charged a quadruple rate:

4 times 12½¢ = 50¢

Messrs E. Durbille & Wachsdommels

BALT FEB 10

15

To New York - approximately 195 miles from Baltimore.

BALT = 16 x 4 mm, skewed letters, recorded used in 1793, only.

Nicholas Low Esq

BALT = 26 x 5mm, used 1792 to 1799.

Small circle before month.

66
BALT JAN 13
Messrs Willm & Saml Vernon Junrs
Merchants
Newport
Rhode Island

Treble letter - 3 x 22¢ - to Newport RI.

June 1, 1792 - March 1, 1799

151 to 200 miles - 15¢ , Way letter
Over 450 miles - 25¢ , Way letter

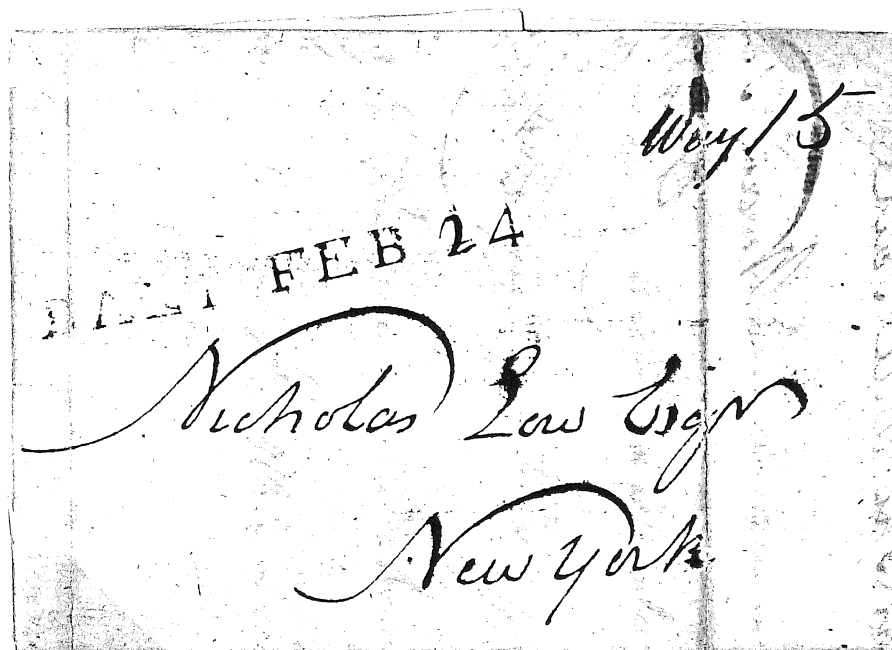
February 24, 1795
March 17, 1795

The Act of May 8, 1794, effective June 1st, added a category for Way letters of 1¢, plus regular postage, when received - the extra fee is typically not reflected in the postage charged as paid by the sender to the postman who collected them "along the way".

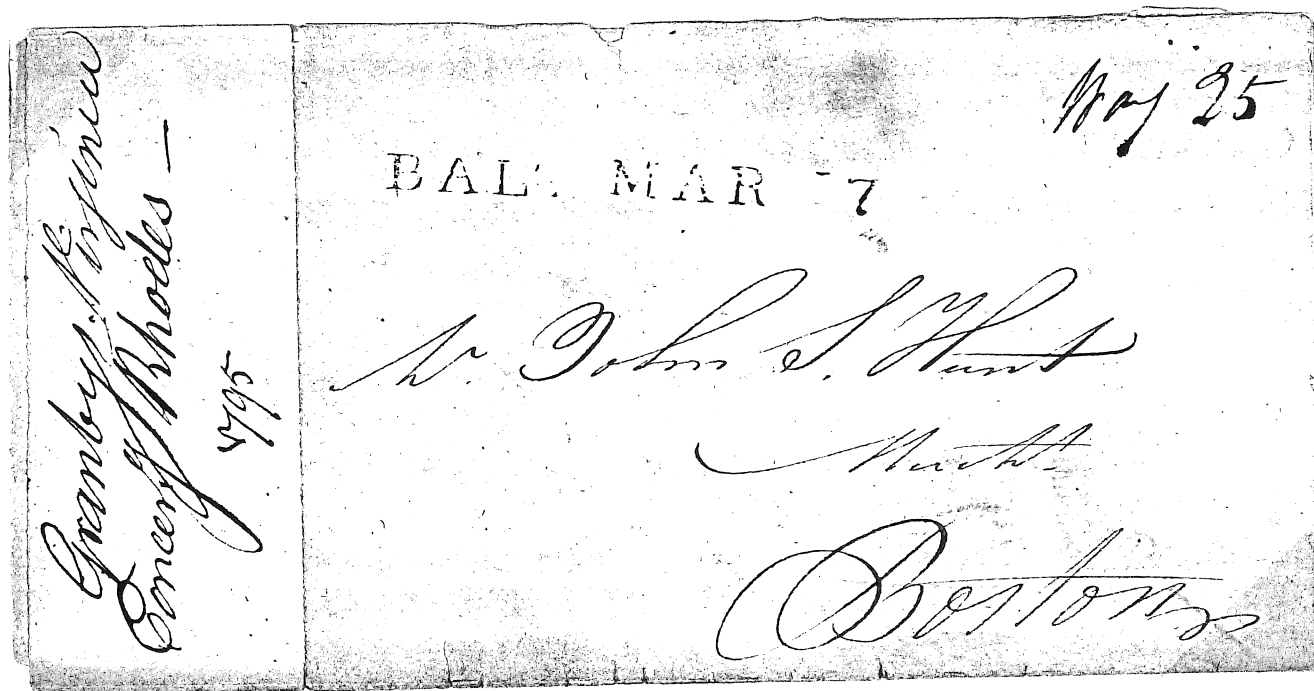
BALT = 26 x 5mm, used
1792 to 1799.

No punctuation marks.

Ms Way 15 - New York approxi-
mately 195 miles from Baltimore.



"Way 25" - to Boston, in the over 450 mile rate category.



June 1, 1792 - March 1, 1799

Ship letter fee - 4¢

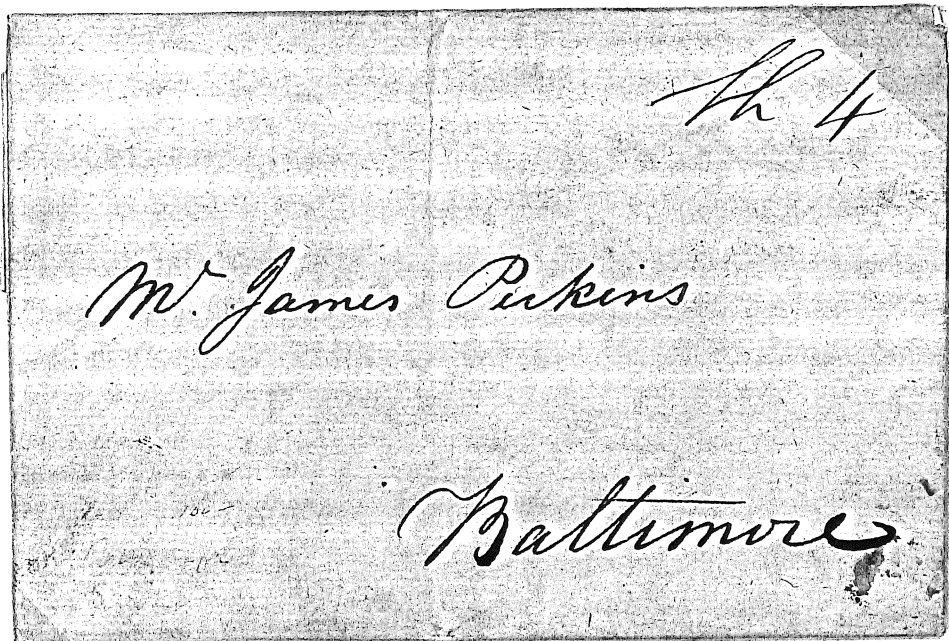
Port of Arrival and beyond

August 29, 1792

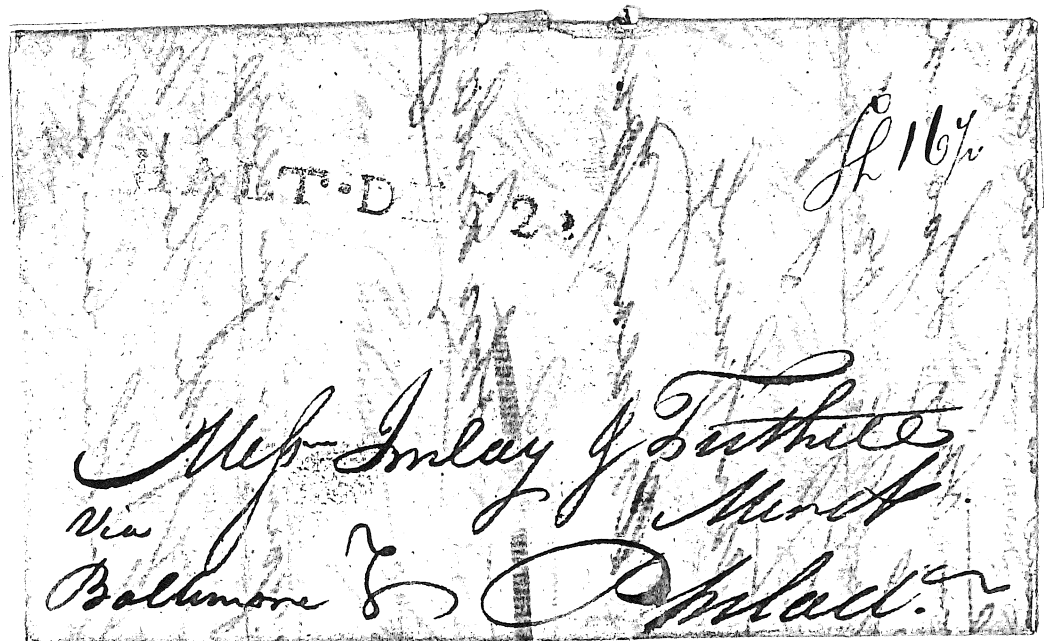
November 10, 1797

Ship fee - delivered at port of arrival - 4¢; if beyond the port, 4¢ in addition to regular postage.

Letter headed: *Cash[??] Augt 29, 1792.*



Carried on ship arriving
in Baltimore; ship fee 4¢,
port of arrival.



Letter headed:
Jacmel Novr 10th 1797

Manuscript: *Shi 16 1/2 - 12 1/2 ¢ + 4¢ ship fee - 101-150 mile rate.*

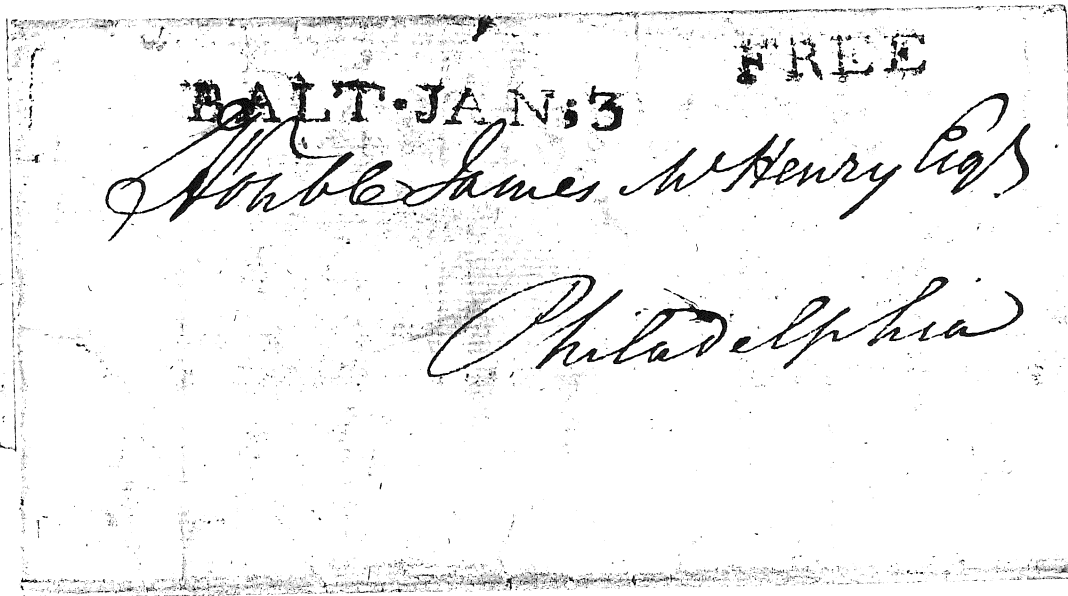
June 1, 1792 - March 1, 1799

Secretary of War - Franking privilege

January 3, 1796

Mail, both official and personal, to and from certain office holders was entitled to go free of charge. The Secretary of War enjoyed this privilege from the beginning of the Federal Government.

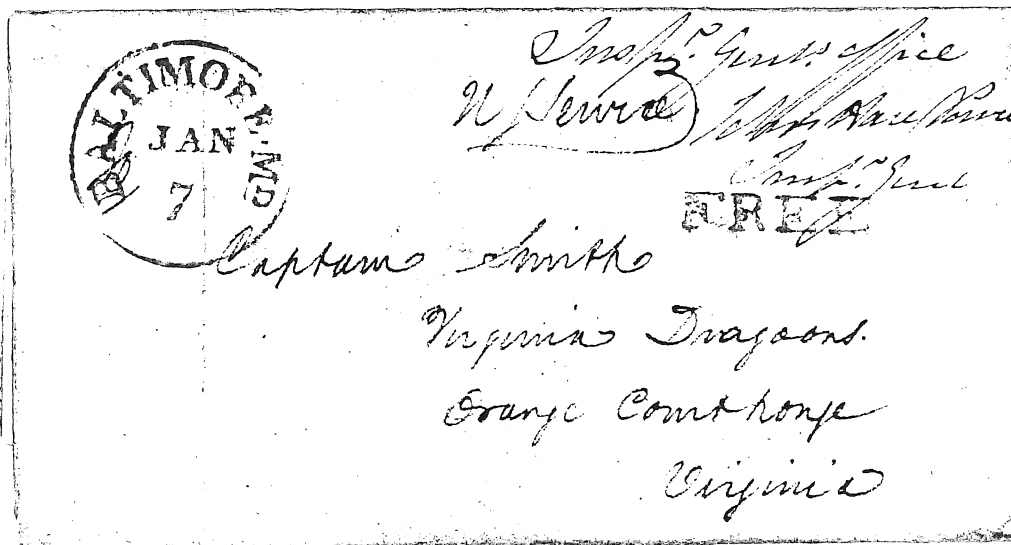
James Mc Henry was Secretary of War from 1796 until May 1800.



March 2, 1799 - January 31, 1815

Inspector General - Franking privilege

January 7, 1815



John H. Powell, free frank of the Inspector General's Office. Colonel Powell served December 26, 1814 to June 15, 1815 as one of 8 District Inspectors; districts established by an Act of Congress, March 3, 1813.

March 2, 1799 - January 31, 1815

March 14, 1799
September 27, 1814

Not over 40 miles - 8¢, double rate
41 to 90 miles - 10¢, pre-paid

*Rates effective:
March 2, 1799*

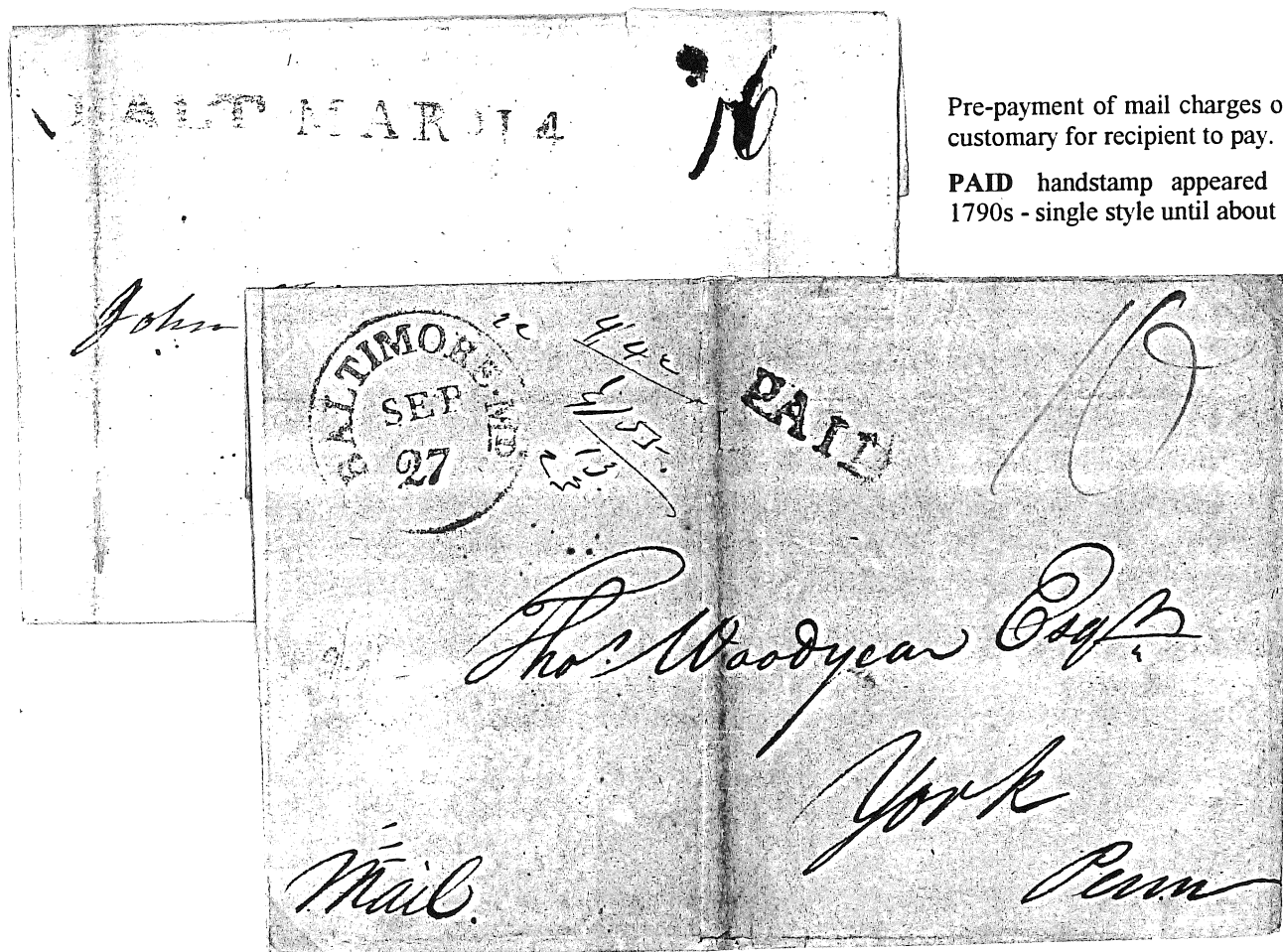
Not over 40 miles	8¢
41—90 miles	10¢
91—150 miles	12½¢
151—300 miles	17¢
301 to 500 miles	20¢
Over 500 miles	25¢

The Act of March 2, 1799 was most likely effective the same date. It reduced the number of distance zones by 3.

Ship letters delivered to the port of arrival were 6¢; beyond the port, the fee was reduced to 2¢ plus the ordinary postage.

Drop letters were 1¢, as per the Act of May 8, 1794.

Letter with enclosure; addressed to Alexandria, Virginia on the main road south - very close to, if not over, the 40 mile limit of the zone rate. Rates in effect less than 2 weeks; perhaps charged according to the old rates: 8¢ zone was for 31 to 60 miles in previous rate schedule.



Pre-payment of mail charges optional; customary for recipient to pay.

PAID handstamp appeared in late 1790s - single style until about 1810.

York, PA is north of Baltimore approximately 50 miles distant.
The circular date stamp (CDS) replaced to previous straightline handstamps in 1799.
CDSs are distinguished by diameter, abbreviation and placement of letters.

BALTIMORE. MD - 30mm diameter, dot after E, Large D in MD.
Recorded used from 1808 until 1818 - third CDS type

March 2, 1799 - January 31, 1815

Drop letter fee - 1¢

Additional Ship fee - 2¢

February 21, 1802

April 6, 1801

Letter heading:

Norfolk 16th february 1802.

Hand carried; note ms.
endorsement in lower left

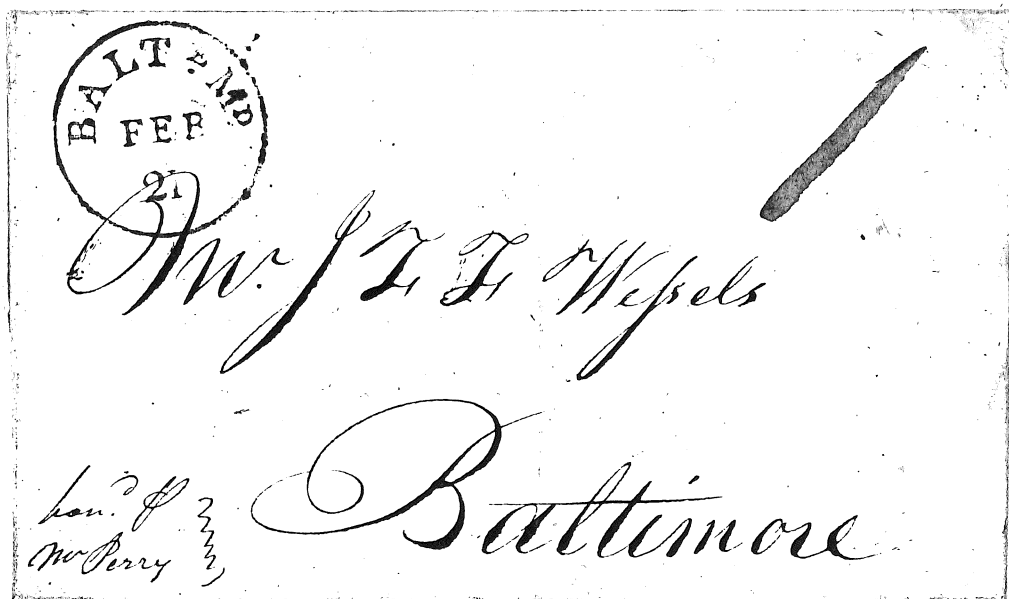
hand P

Mr. Perry

Mailed as a drop letter on
arrival in Baltimore:

5 days en route.

Act of May 8th, 1794 set
drop letter fee as 1¢.



Ms: 14½ :
12½¢ (91 - 150 mile rate)
+ 2¢ ship fee additional.

Handstamp: **SHIP**,
16mm by 5mm, used in
period 1800 to 1820.

First Circular Date Stamp,
27mm diameter, **BALTE MD**,
top third of arc.

Letter heading: *Hambourg 7 Novembre 1800*: Hand carried from Hamburg to London where 10d ship letter fee paid. Fee half the then current packet rate of 1/8. Note the faint red manuscript 10 above the "P" in Philadelphia.

Double oval crowned **Post Paid Ship Lre/LONDON** handstamp in use to 1802.

March 2, 1799 - January 31, 1815

Port of arrival - 6¢ Ship fee

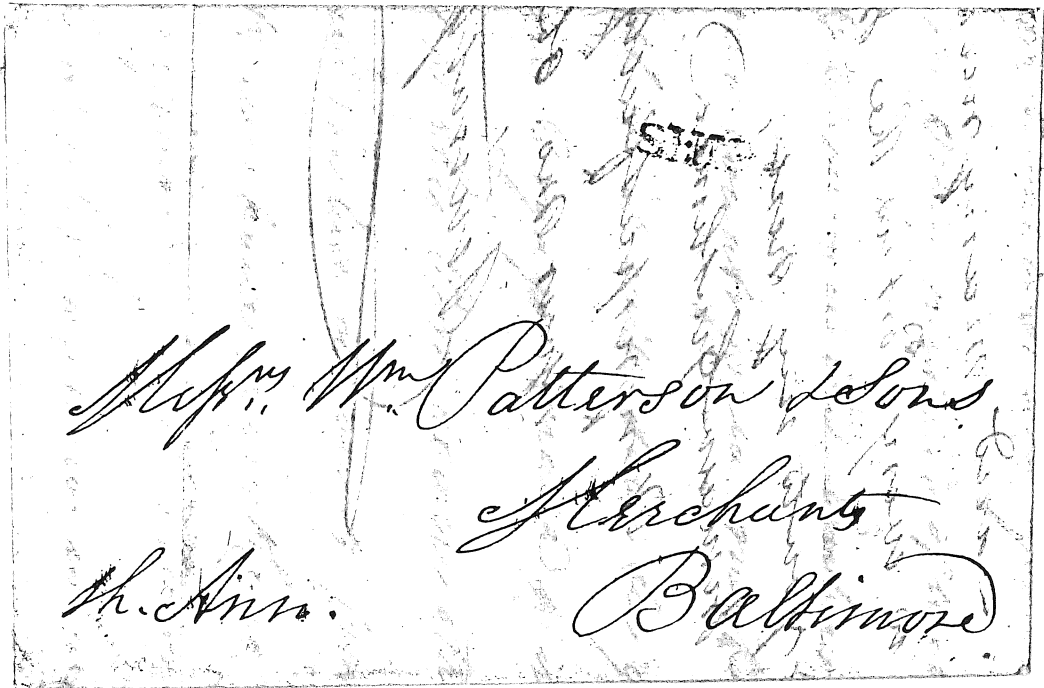
Multiple inland charges, single 2¢ Ship fee

July 12, 1812

January 6, 1802

Letter headed *Havana July 12, 1812*. No fee written on face of letter. Fee for ship letters addressed to port of arrival: 6¢.

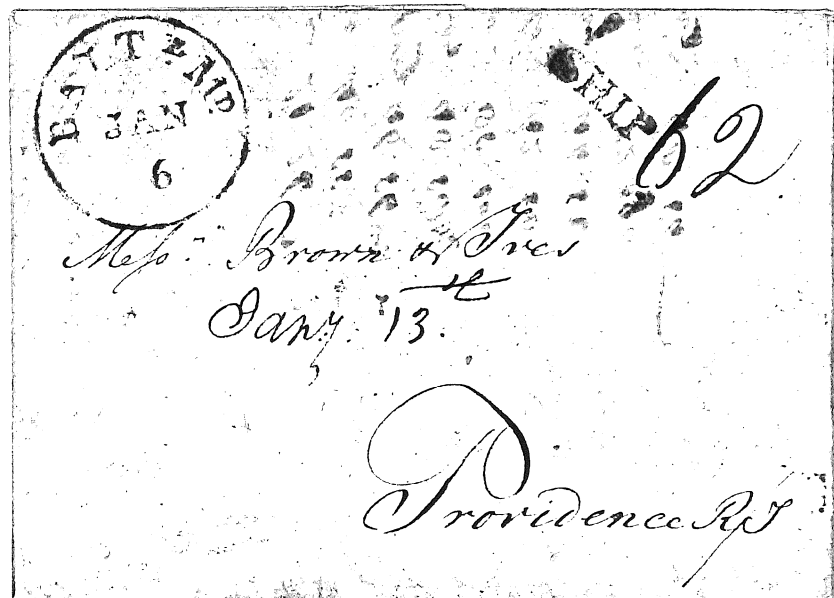
Handstamp straightline **SHIP** of a style used in Baltimore from 1800 to 1820.



Amstr 4 Novr 1801

Treble 20¢ (301 - 500 mile) inland
rate plus 2¢ ship fee: 62¢.

16mm x 5mm (small) **SHIP**, 28mm
CDS **BALTE**, in use through 1807.



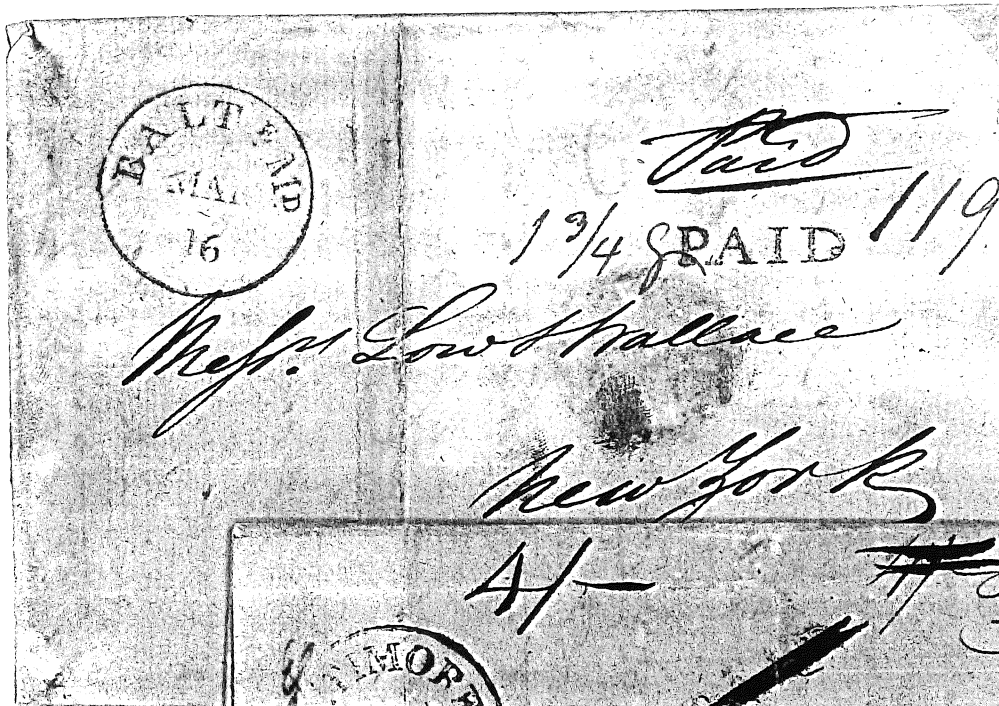
March 2, 1799 - January 31, 1815

151 to 300 miles - $1\frac{3}{4}$ ounces - 7 times 17¢ rate
Per packet to London, via New York

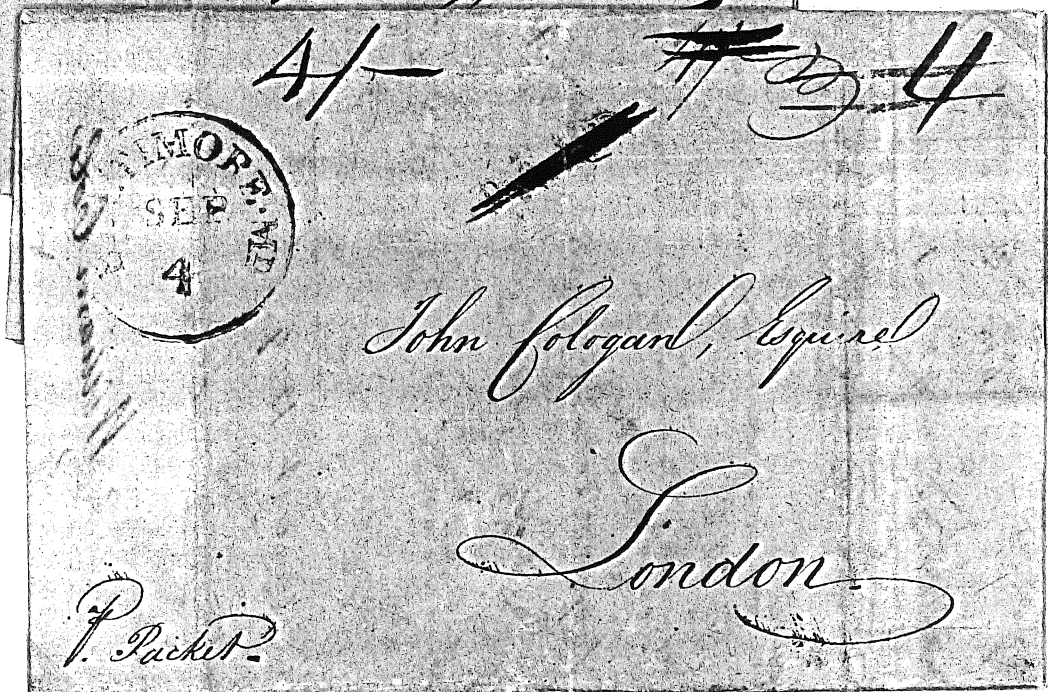
March 16, 1803
September 4, 1809

Ms red $1\frac{3}{4}$ oz, handstamp **PAID**, ms 119 : 7 times 17¢ = 119¢. The wording of the Act setting the zones stated that a "Quadruple letter or packet" should be charged at a rate of 4 single letters for each ounce. This evidently did not progress in ounce steps but was figured on fractions of $\frac{1}{4}$ ounce. Maximum allowed, three pounds.

Excerpt from contents: *We will thank you to forward the enclosed letters for London. I request you will in your next advise by what conveyance they go...*



CDS 28mm:
BALTE MD in
top half of the
arc, rather than
top third arc.
Recorded used
1807 only.



To London via New York - 195 miles - 17¢ - double rate, ms 34 in red and **PAID**,
deleted by New York packet office or in England.

Endorsed *P. Packet* - 4 shillings postage due - double prevailing packet rate of 2/
between London and America.

CDS, 30mm diameter, **BALTIMORE** Md, large D.

March 2, 1799 - January 31, 1815

301 to 500 miles - 20¢, double rate

Over 500 miles - 25¢, double rate

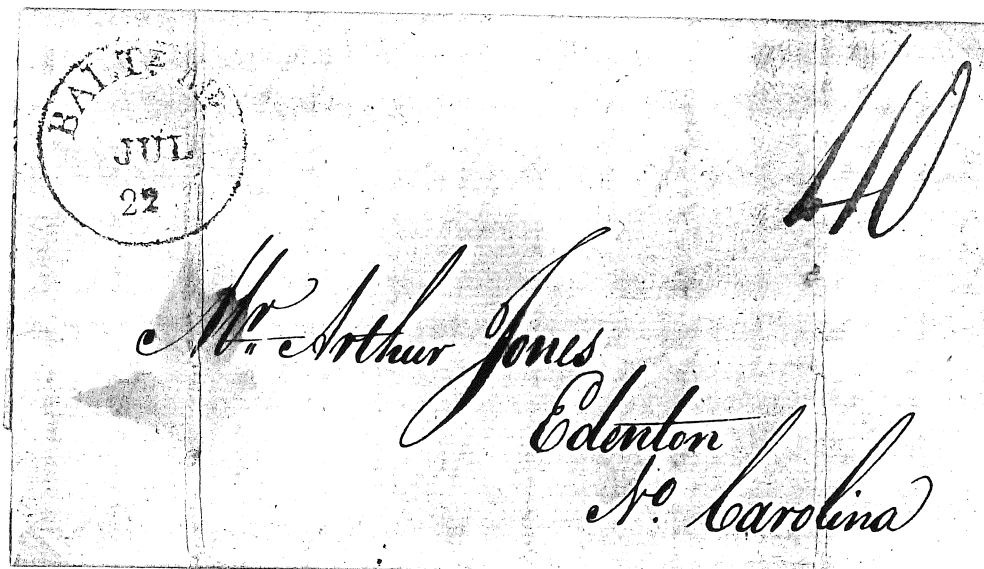
July 22, 1800

May 6, 1800

Edenton, No. Carolina - on the north shore of Albemarle Sound.

The northernmost post office in the Southern District, listed as 340 miles from Baltimore.

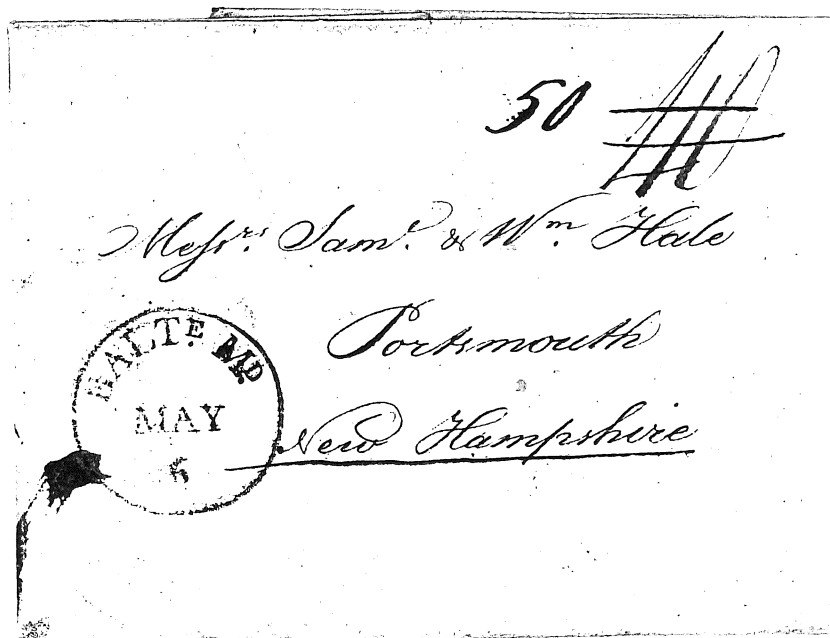
Business letter mentions an *inclosed account*— causing the letter to be charged double the 20¢ rate for 301 to 500 miles.



First type of CDS—27mm, **BALTE MD**. Top third of arc - in faded red (or purple) above and in black below. Period of use 1799 to 1809; black ink less common for CDS later in this period.

Portsmouth, New Hampshire (90 miles north of Boston) is over 500 miles from Baltimore.

Originally rated as a double letter at the less than 500 mile rate: 40¢, rate deleted and 50 (2 x 25¢) substituted.



March 2, 1799 - January 31, 1815

151 to 300 miles - 17¢, double rate
Forwarding agent R. Gilmor & Sons

July 27, 1804

Letter headed *Amsterdam 21 Novemb 1803*. Docketing indicates receipt on 30th July *Via Baltimore*. Privately carried to Baltimore and placed in the mail by forwarding agent.

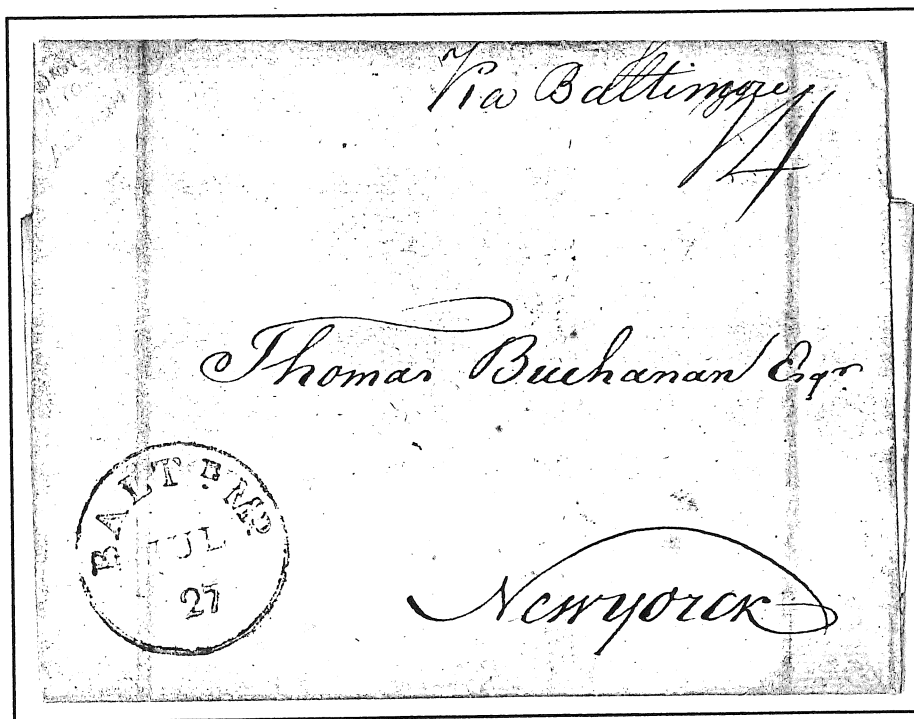
Endorsed on the back flap:

Balt^e July 27, 1804—rec^d & forwardd
By fvr yr mo[st] ob sevt
for R. Gilmor & Sons
R Dorsey

*Recd July 27. 1804. Paid by forwardd
by fvr yr mo. ob sevt
for R. Gilmor & Sons
R Dorsey*

Robert Gilmor was a prominent Baltimore shipping merchant.

Forwarding agent endorsement 23 years earlier than any listed in Rowe.



Part of the docketing *Via Baltimore* written over the rate charge of 34 - a bill of lading was enclosed, making the charge double the 17¢ rate for the 195 miles to New York.

CDS, 28mm: **BALTE** in top half of arc, rather than top third - type recorded used in 1807 only.

February 1, 1815 - March 30, 1816

February 1, 1815

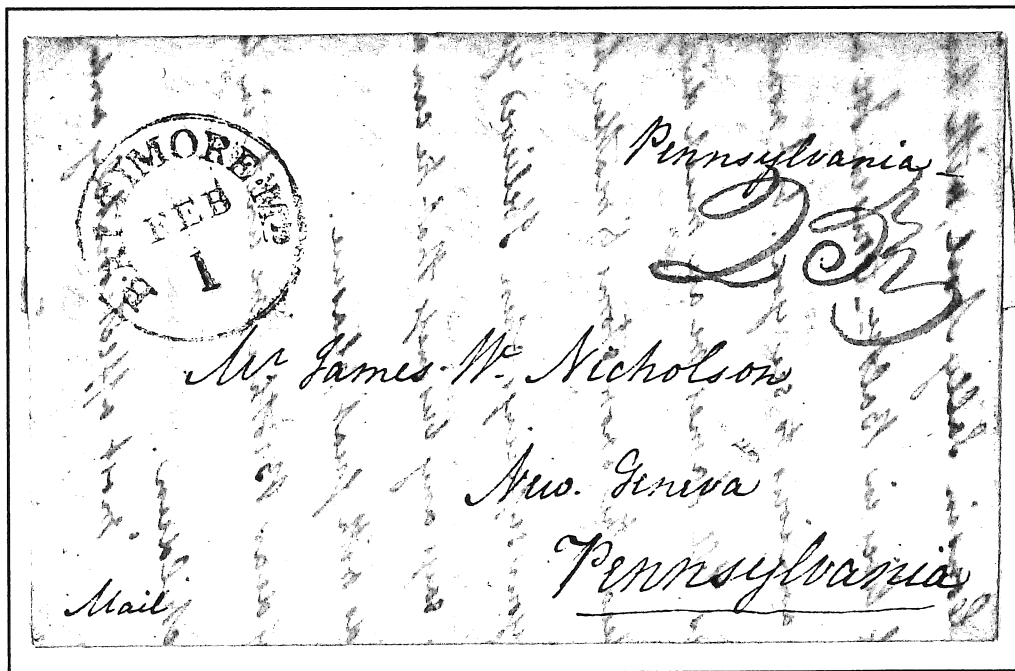
151 - 300 miles - 25½ ¢

Act of December 23, 1814, effective February 1, 1815 increased the postal rates 50%. Surtax indirect way to help defray the expenses of the War of 1812. It was part of a larger tax scheme proposed and implemented by Alexander J. Dallas, the Secretary of the Treasury. It was the first time that postal charges were used as a way of increasing revenue and in the thirteen months that they were in effect, the net revenue of the Post Office increased by \$290,000.

The increase applied only to zone distance rates, not to way or ship letter fees, except when ship letters delivered to port of arrival.

*Rates effective:
February 1, 1815*

Not over 40 miles	12¢
41—90 miles	15¢
91—150 miles	18¾¢
151—300 miles	25½¢
301 to 500 miles	30¢
Over 450 miles	37½¢

First day of new rate

New Geneva is in Western Pennsylvania, about due north of Morgantown, W. Va.

Rate for 151 to 300 miles: 17¢ + 50% (8½ ¢) = 25½ ¢

February 1, 1815 - March 30, 1816

Not over 40 miles - 12¢

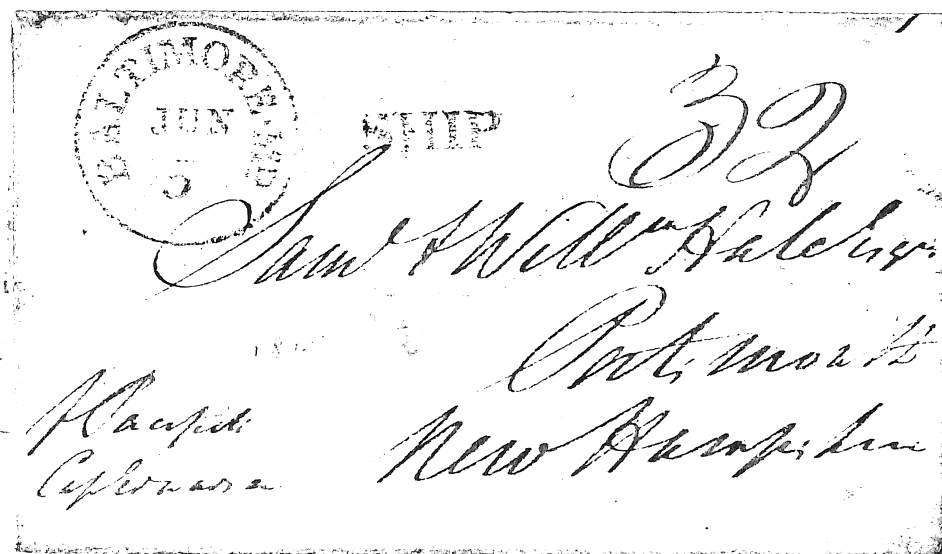
301 - 500 miles - 30¢, plus 2¢ ship fee

February 2, 1815

June 5, 1815

Second day of new rate

Annapolis is 33 miles from Baltimore as measured in Colles *Survey of the Roads of the United States of America, 1789*: Postal charge: 8¢ + 50% (4¢) = 12¢.



The 50% surtax did not apply to the 2¢ ship fee unless delivered at port of arrival.

301-500 miles, old rate	20¢
50% surtax	10¢
Ship fee	2¢
Total postage due	32¢

February 1, 1815 - March 30, 1816

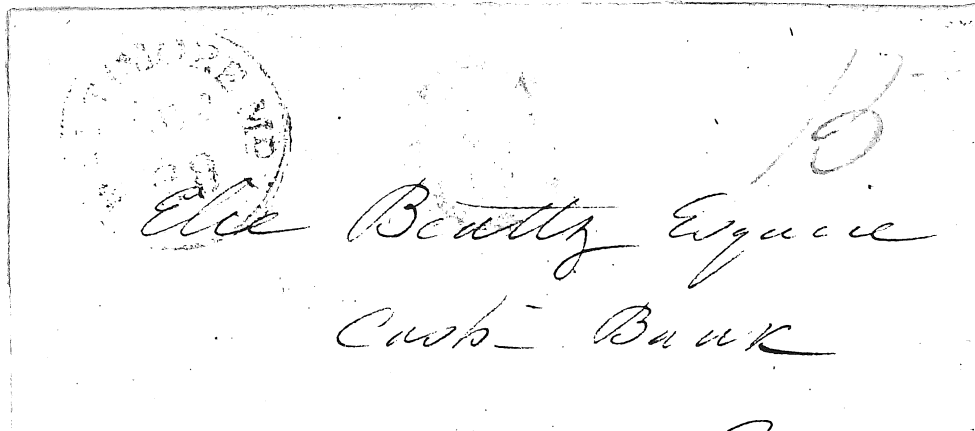
41 - 90 miles - 15¢

Single, double, treble rates

September 28, 1815

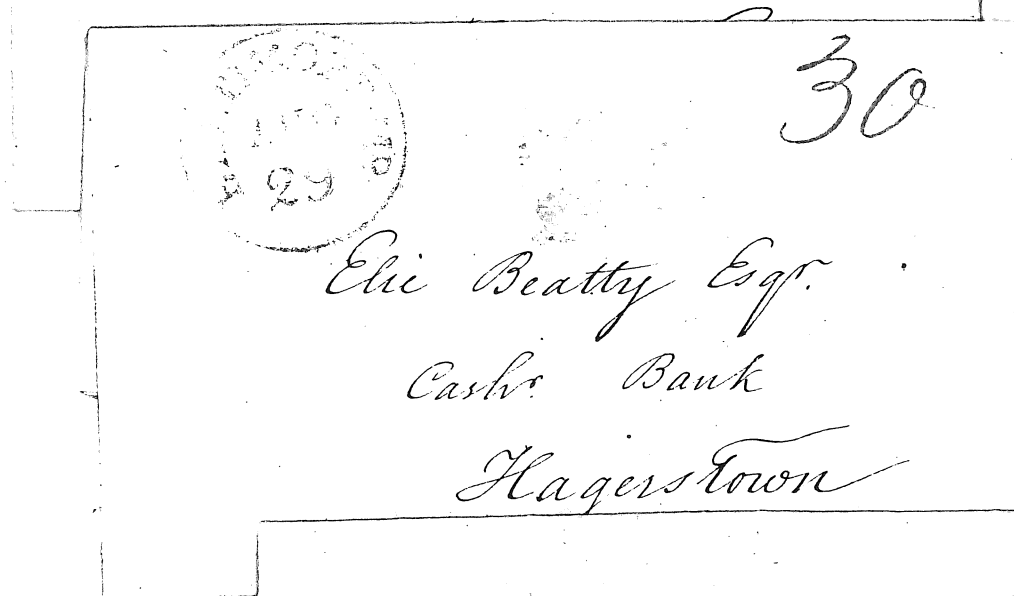
August 29, 1815

September 16, 1815



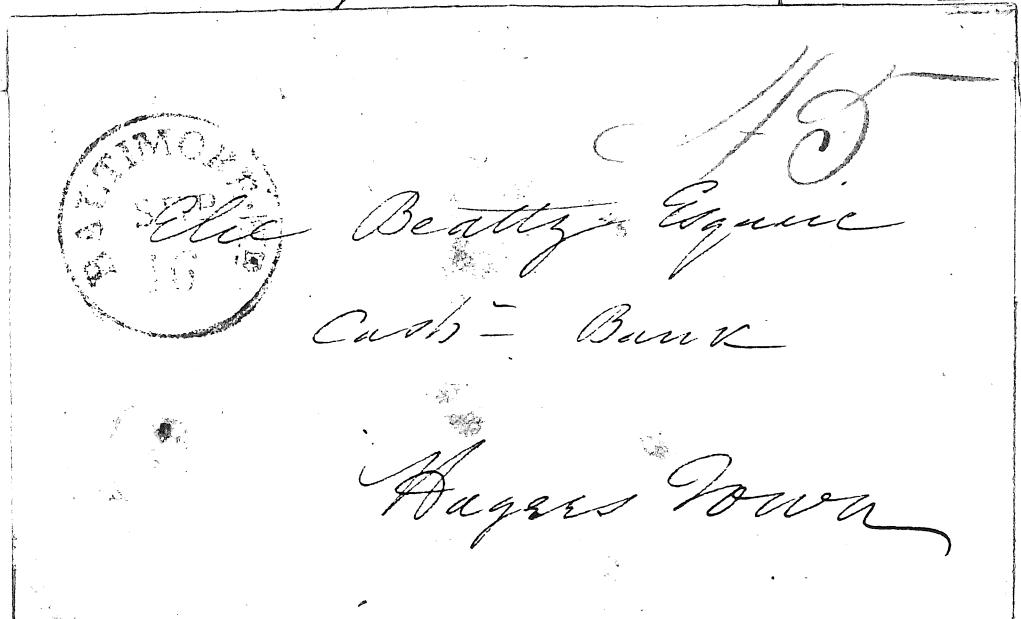
Hagerstown is 65 miles west
of Baltimore on the National
Road. Postal rate:

$$10¢ + 50\% (5¢) = 15¢$$



Double letter:

$$20¢ + 50\% (10¢) = 30¢$$



Treble letter:

$$30¢ + 50\% (15¢) = 45¢$$

March 31, 1816 - April 30, 1816

April 15, 1816

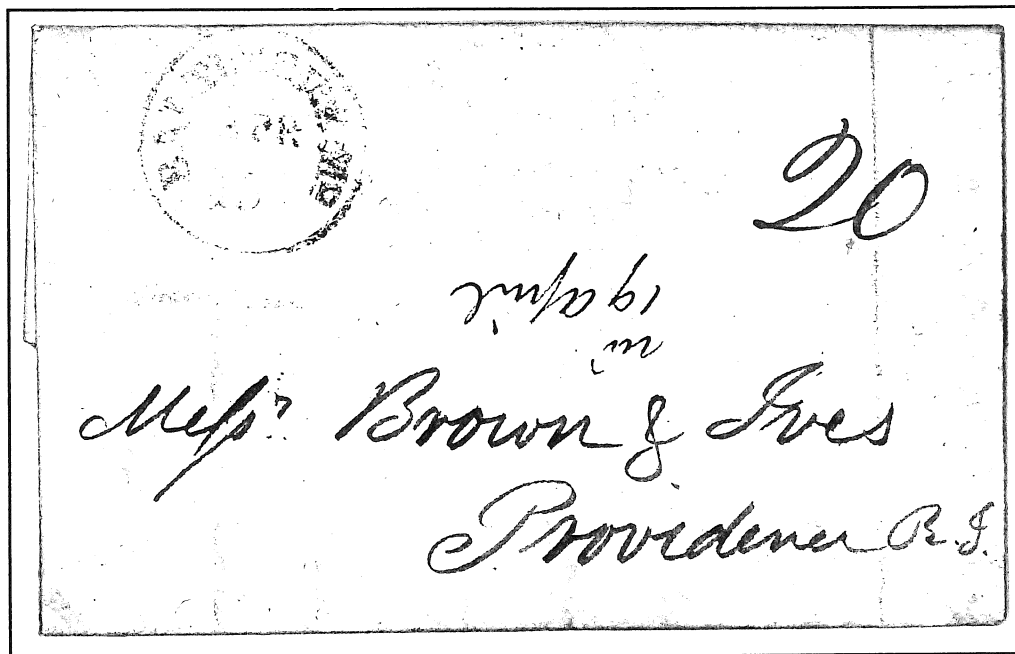
301 - 500 miles - 20¢

Restored Rate

The War surtax was repealed by a February 1, 1816 Act of Congress, effective March 31, 1816 restoring the rates of 1799. Rate in effect a single month

*Rates effective:
March 31, 1816*

Not over 40 miles	8¢
41—90 miles	10¢
91—150 miles	12½¢
151—300 miles	17¢
301 to 500 miles	20¢
Over 500 miles	25¢



Letter headed: *Baltimore 15th April 1816*

301 to 500 mile zone rate: 20¢

Letter concerns cargo from China recently landed in Baltimore belonging to the addressee.

March 31, 1816 - April 30, 1816

301 - 500 miles - 20¢, plus ship fee

April 27, 1816

One of two known restored rate ship letters.



301 to 500 mile zone rate: 20¢ + 2¢ Ship letter fee.

Letter heading: Norfolk April 24, 1816...

Write me at Fredericksburg and send me a very particular prices current.

May 1, 1816 - April 30, 1825

31 - 80 miles - 10¢ rate, prepaid
81-150 miles - 12½¢ rate, double

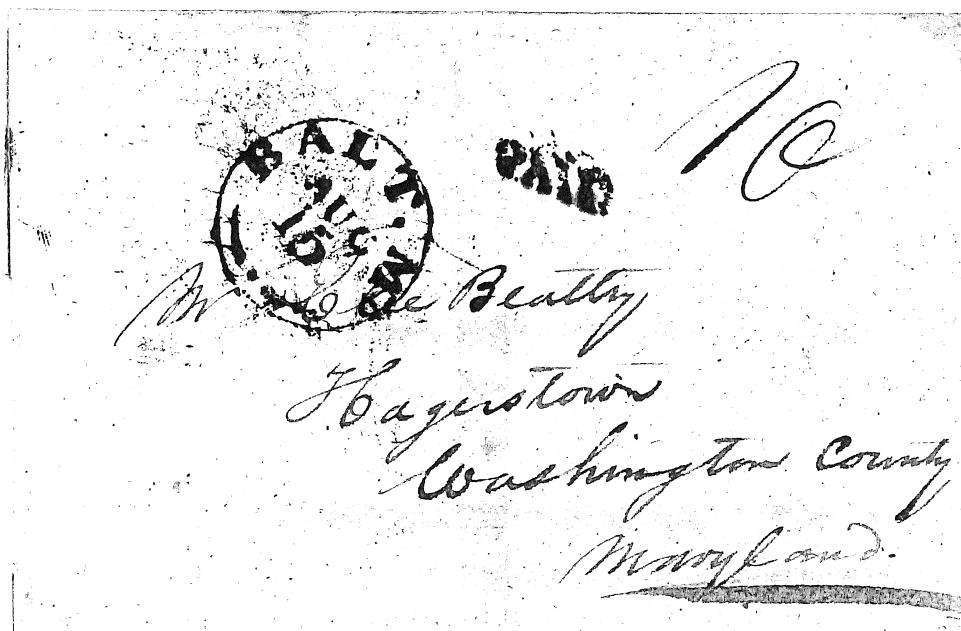
August 15, 1819
June 15, 1822

Act of April 9, 1816; effective May 1, 1816.

Fees for ship letters remained 6¢ port of arrival and 2¢ plus zone postage for beyond the port.

Rates effective:
May 1, 1816

Not over 30 miles	6¢
31—80 miles	10¢
81—150 miles	12½¢
151—400 miles	18½¢
Over 400 miles	25¢



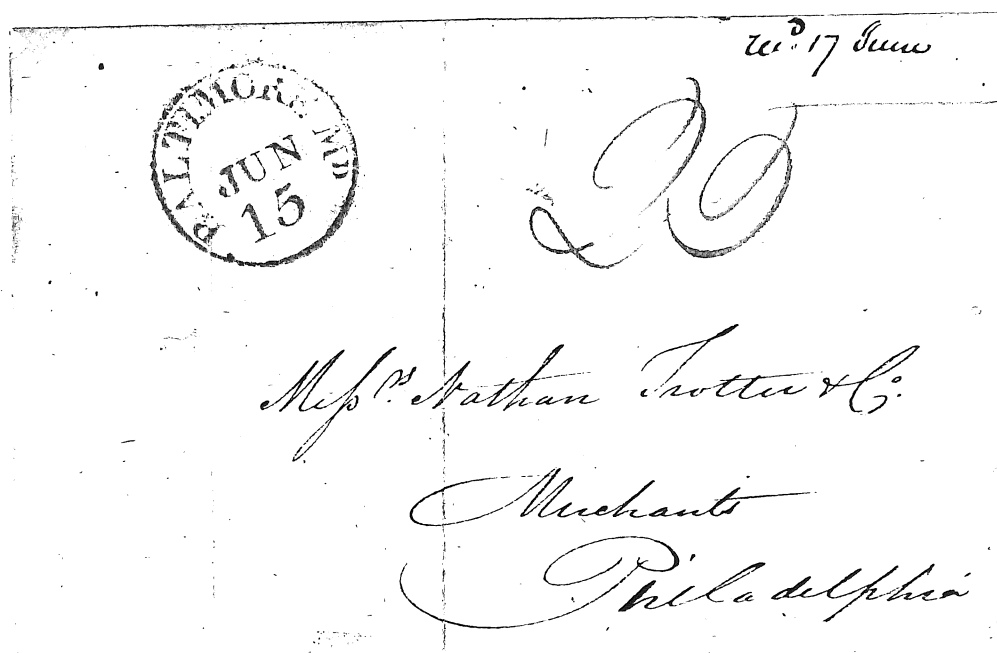
Pre-paid letter to Hagerstown, Md, west of Baltimore, over 60 miles.

BALT. MD, fleuron at the bottom - used 1817 to 1822.

“Back slanted” **PAID** used as early as 1808.

To Philadelphia, double letter, approximately 100 miles from Baltimore. Postal charge: 2 x 12½¢ = 25¢.

CDS BALTIMORE MD, 27 mm diameter, no dot before MD - used 1820 to 1827.

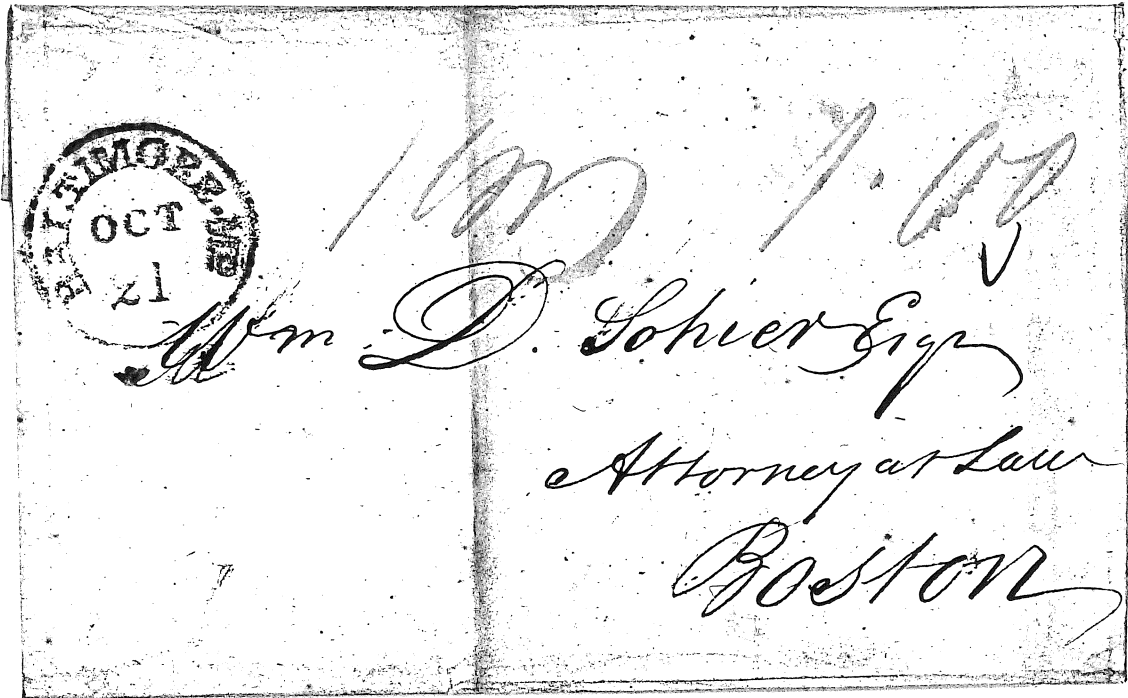


May 1, 1816 - April 30, 1825
Over 400 miles - 25¢ rate
1 ounce rate
Forwarding postage extra

October 21, 1817
October 27, 1817

1 ounce packet - 4 rates - \$1.00 postage.

Herewith you have enclosed authenticated copies of the discharge of Jno. M. Prentiss & Robert E. Carter under the hands of the Clerk of Baltimore County Court.



Charleston, South
Carolina to Baltimore
(25¢), re-addressed and
forwarded back to
Charleston.

Forwarding postage
was extra (25¢).

Manuscript notation:

25
fwd 25
50.

May 1, 1816 - April 30, 1825

Ship letter, port of arrival - 6¢

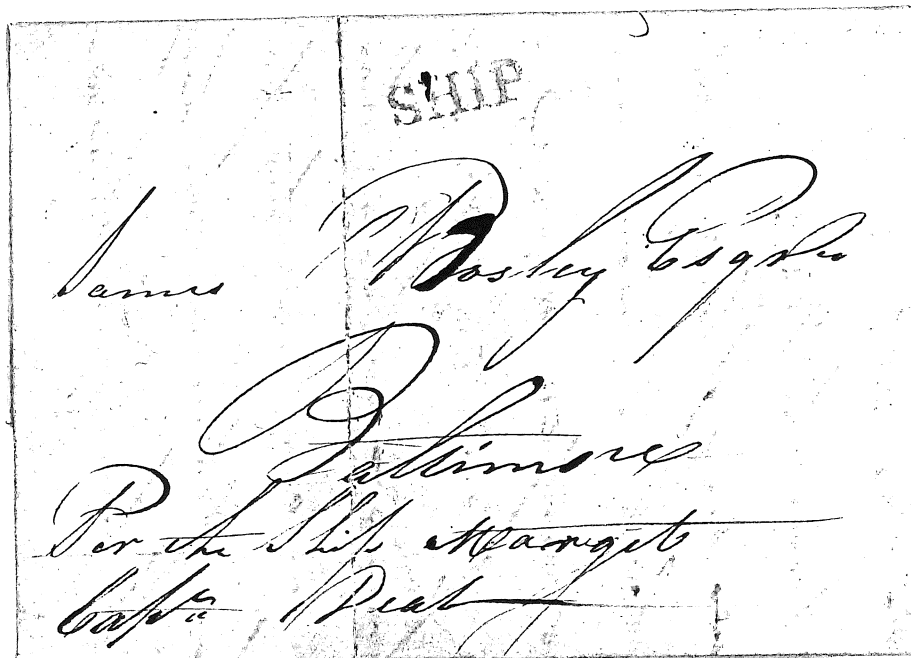
Ship letter fee - 2¢

January 19, 1822

November 15, 1823

Letter heading: *Sourabay*[Surabay, island of Java] 19th Jan 1822...as the Ship *Marget* is to leave *Samarang* [Semarang] in a few days for Baltimore... mention is also made of a ship's arrival after a four day passage from *Batavia*.

Handstamped **SHIP** on arrival in Baltimore; no other notations.
Fee for delivery in port of arrival: 6¢.



COMMERCIAL ROOMS/KINGSTON JAMAICA handstamp used 1822-1829,
one of 8 types used by forwarding agency in that city.

Postal charges: double 10¢ (31 to 80 miles) + 2¢ ship fee = 22¢.

Large (20mm x 5 mm) **SHIP** handstamp used 1808 to 1832.

May 1, 1816 - April 30, 1825

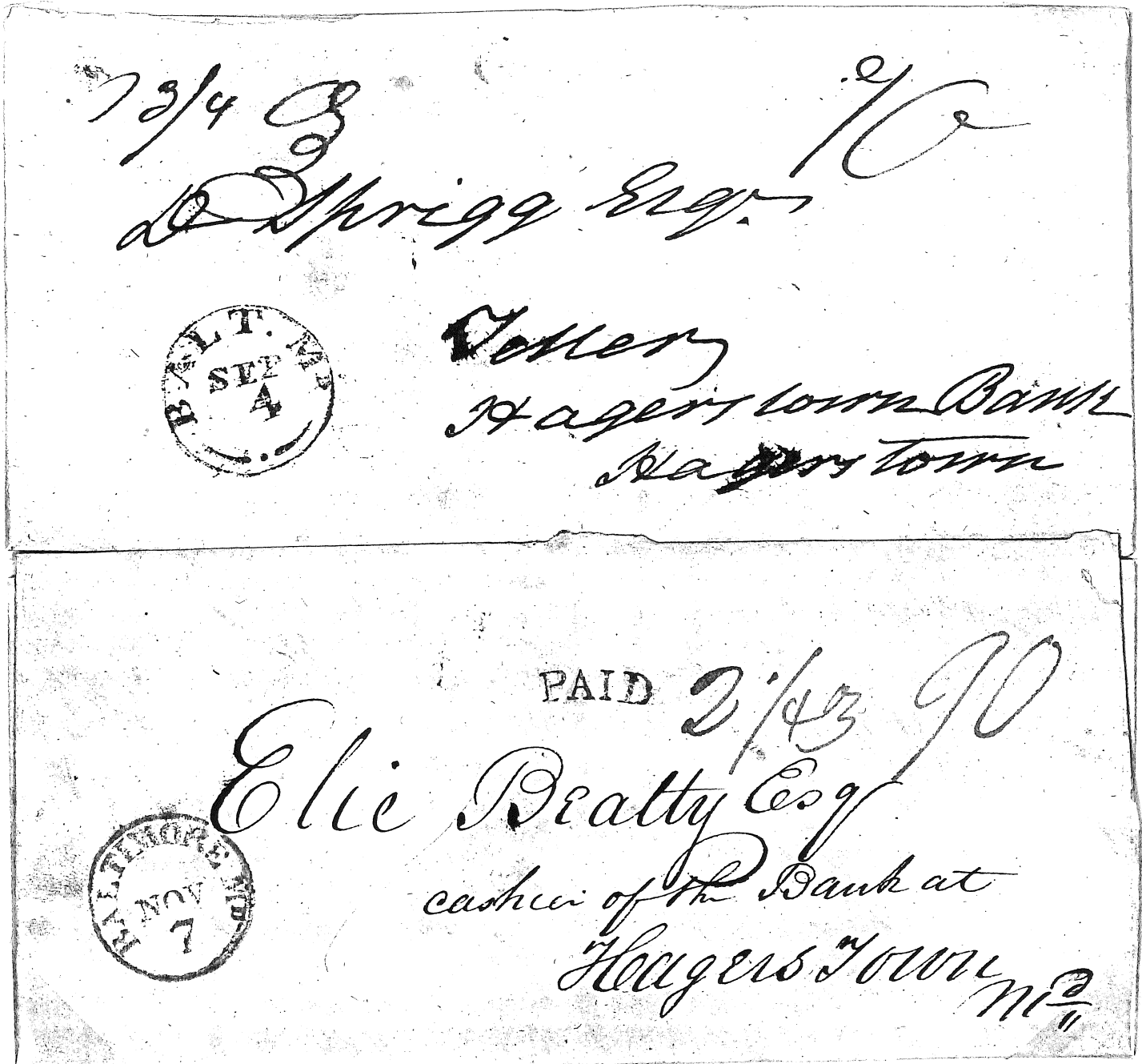
31 - 80 miles - 10¢ rate
1¾ oz and 2¼ oz weights

September 4, 1819
November 7, 1821

Bank related mail often enclosed drafts drawn on a particular bank—as exemplified by these two letters: *Here enclosed \$1200 in paper of your bank... and enclosed is 829 to pay... Return me a check next mail.*

Single and double rate letters were counted by the sheets of paper. Heavy letters were weighed; a one ounce letter was charged 4 rates—the additional weight progression was by ¼ ounce increments.

1¾ oz = 7 rates = 70¢.



2¼ oz = 9 rates = 90¢.

May 1, 1825 - June 30, 1845

151 - 400 miles - 18¾ ¢

Not over 30 miles - 6¢ , forwarded

July 10, 1828
September 13, 1836

Act of March 3, 1825, effective May 1st; increased the zone rate for 151 to 400 miles from 18½¢ to 18¾¢.

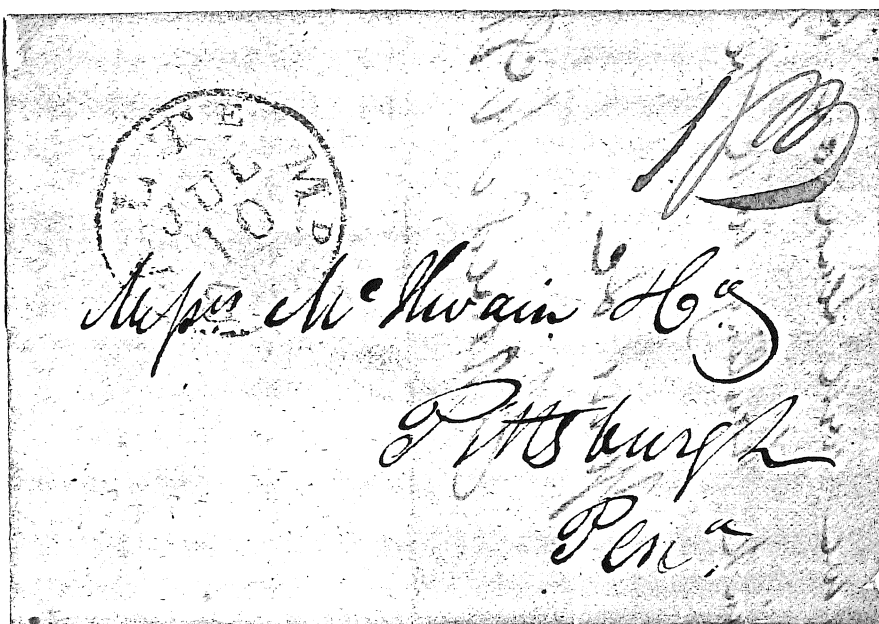
Way letters and local (drop) letters were 1¢. This act also provided for the first time for sending letters by private ship from or intra-U.S., a 1¢ fee.

Incoming ship letters were still covered by the Act of March 2, 1799.

*Rates effective:
May 1, 1825*

Not over 30 miles	6¢
31—80 miles	10¢
81—150 miles	12½¢
151—400 miles	18¾¢
Over 400 miles	25¢

The rate change for the 151 to 400 mile zone from 18½¢ to 18¾¢ was made to accommodate the currency exchange rate of 1½ reales being equivalent to 18¾¢ - reflecting the continuing use of Spanish coinage.



Letter to Pittsburgh, Pena. relates to receipt and forwarding of goods, namely 1 pipe of brandy, logwood and 20 bags of green coffee.

32 mm diameter CDS with widely spaced letters
BALTE MD - used 1820 to 1836.

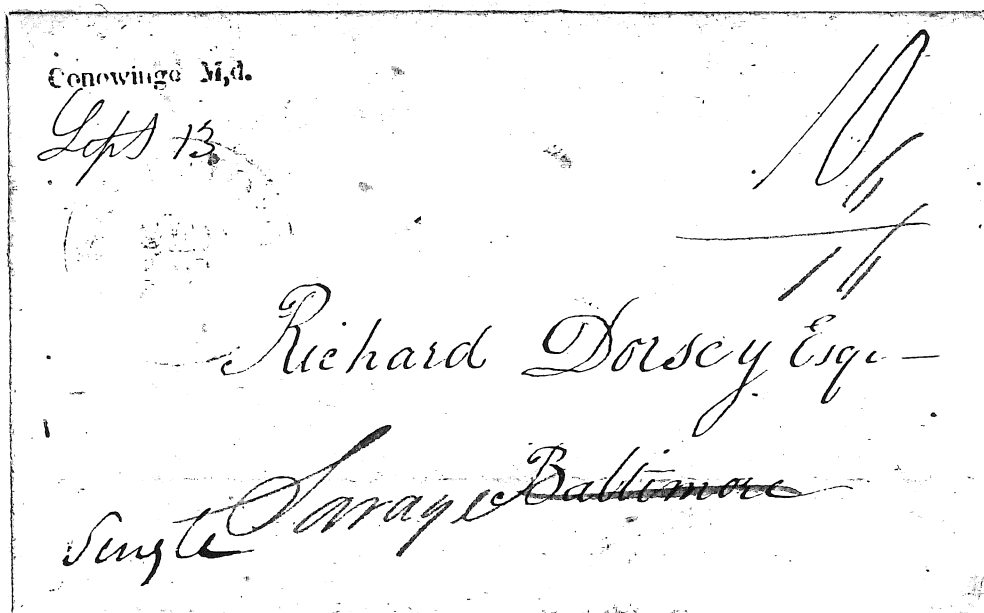
Sent from Conowingo (north of Baltimore on the Susquehanna River) to Baltimore on September 13, 1836 - charged 10¢ for the 31 to 80 mile zone rate.

Handstamp Conowingo Md. (27mm x 1.5mm) recorded used in 1836 only.

In Baltimore, September 19?, forwarded to Savage, Md

Charged an additional 6¢ for the zone rate of less than 30 miles.

Recipient paid the total of 16¢.



May 1, 1825 - June 30, 1845

Ship letter fee 2¢

Forwarding agent W & T Adair

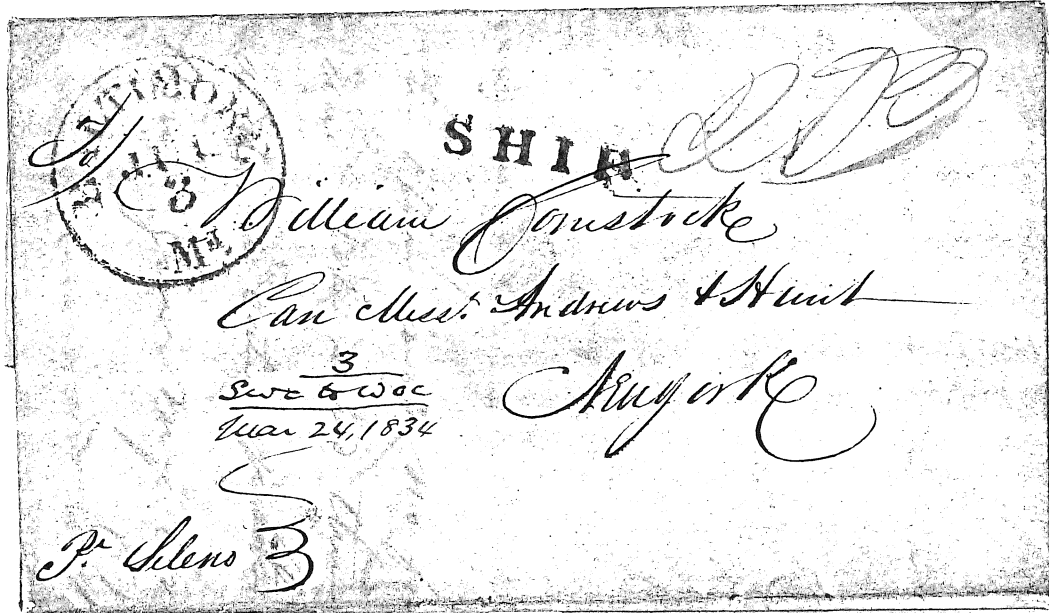
July 3, 1834

January 29, 1839

Letter heading: *Valpariso March 24, 1834*. Received in Baltimore July 3, postal charges 18¾¢ for the zone rate to New York plus 2¢ incoming ship letter fee; total due 20¾¢.

CDS - 30mm diameter. **BALTIMORE** in half arc, small underlined **d** in **Md**. Used 1833-1837.

S H I P— widely spaced letters, recorded used 1836 to 1851.



Docketed at left:

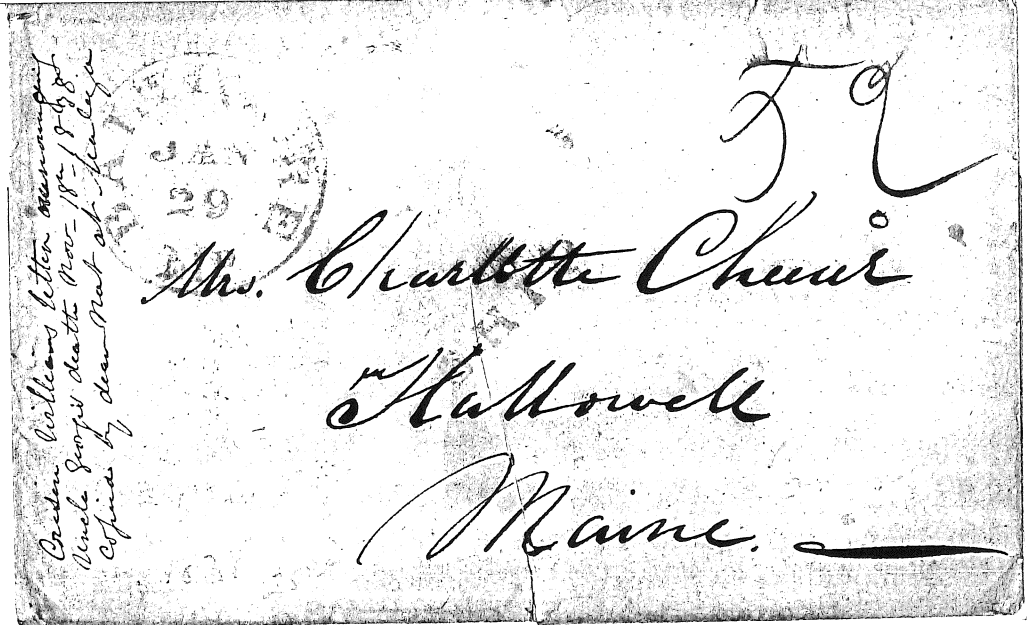
*Cousin Williams letter announcing
Uncle George's death Nov-18th-1838
copied by dear Nat at Malaga.*

Handled by the Forwarding agent **W. & T. ADAIR**
Red oval cachet recorded used in Baltimore in 1838.



Double letter, Cousin
William's being en-
closed?.

Over 400 miles 2 x 25¢	50¢
Ship letter fee	2¢
Total due	52¢



May 1, 1825 - June 30, 1845

101 - 200 miles - 12½¢ , STEAMBOAT
Over 400 miles 25¢ , STEAM

August 11, 1829
November 24, 1840

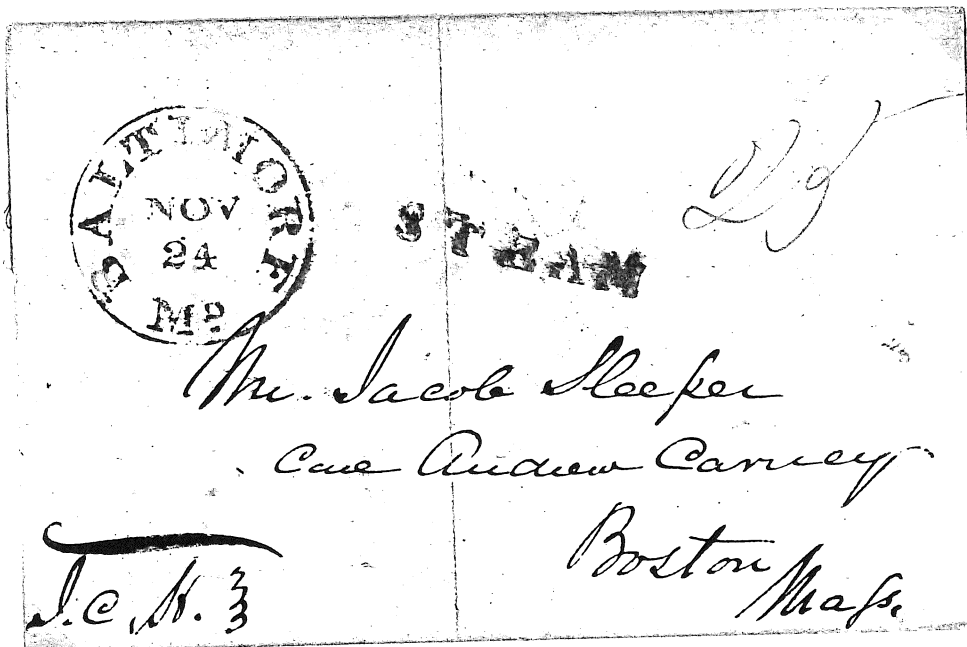
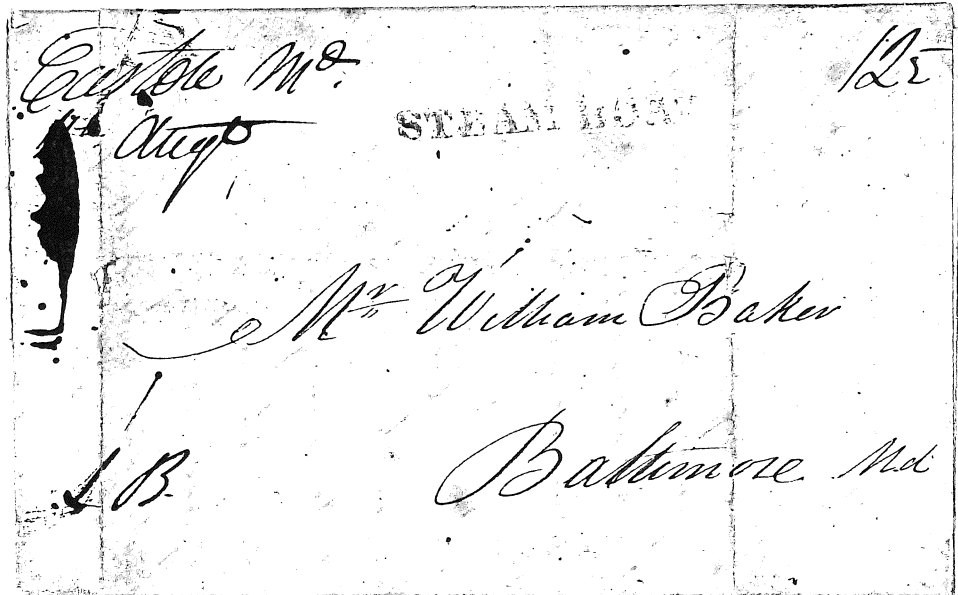
A great deal of Maryland's "eastern" mail traveled on the Chesapeake Bay. Letters carried on steam boats not contracted to carry the mail, by law were handed in to the post office at the first port of call after receipt. These were typically handstamped "Steam" or "Steamboat".

STEAM BOAT - 41mm x 4mm - recorded used 1825 to 1836.

Manuscript notation: *Easton Md./11th Aug.*

Also initials *AB* in lower left and rate *12½* in upper right corner.

Easton is in Talbot County on Maryland's Eastern Shore. By water, less than 100 miles from Baltimore. Letter was charged the "overland" zone distance.



By inference from body of letter: from Norfolk, Virginia. Carried by Baltimore Steam Packet Company (the Old Bay Line) which commenced operations in 1840, obtaining first mail contract July 1st 1841.

STEAM - 33mm x 4mm
recorded used 1836 to 1851.

Entered mails in Baltimore. Norfolk to Boston over 400 miles, hence 25¢ zone rate.

CDS - 32 mm diameter.
BALTIMORE 2/3 of arc. MD
at bottom - used 1835 - 54.

The master received 2¢ per letter which was not, at this time, charged the recipient. Masters of vessels contracted to carry the mail received 3¢ per letter. Letters transmitted in the mail on them [steam boats] are liable to the same postage that would be charged for an equal distance on land.

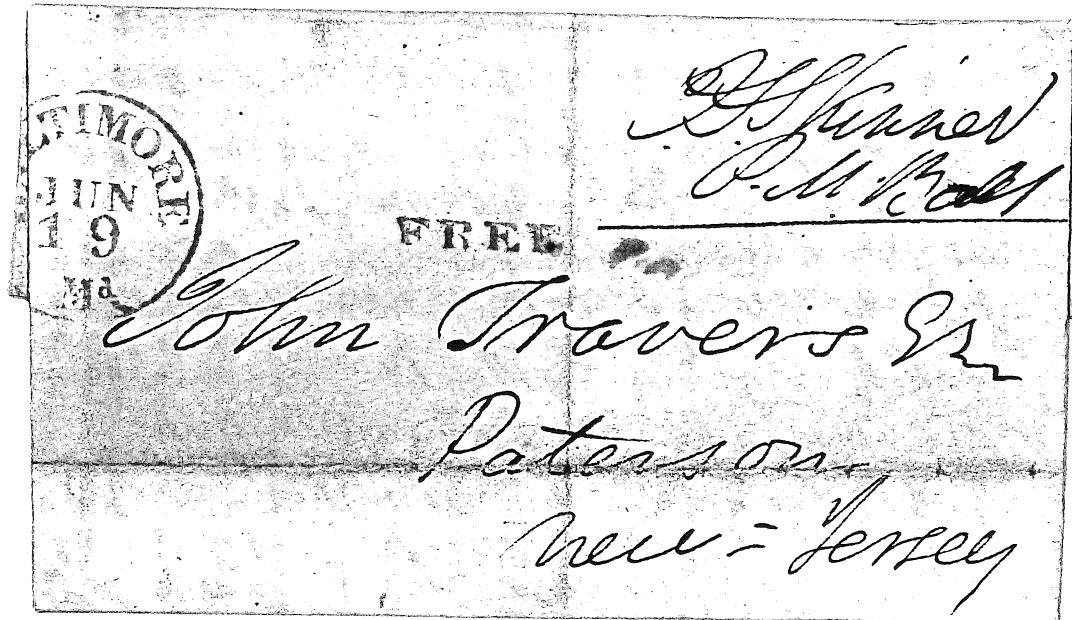
May 1, 1825 - June 30, 1845

Franking privilege - postmasters

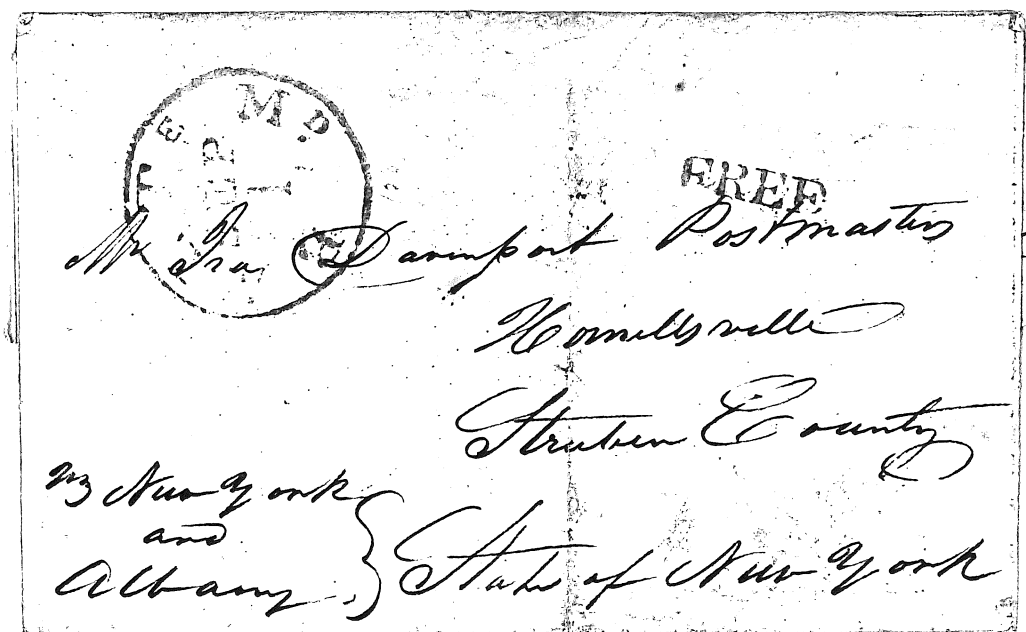
June 19, 1836
September 1, 1828

Postmasters could frank personal mail for letters less than ½ ounce from 1798 to 1845 and then again from 1847 to 1863. This letter to *my dear Travers* concerns land speculation...

John Stewart Skinner Postmaster of Baltimore May 6, 1816 to May 20, 1839; held office longer than any other Postmaster prior to the Civil War. Handstamp **FREE** (19mm x 4mm) used 1820 into the 1850s. One of 5 **FREE** stamps of varying sizes in this period.



Addressed to the Postmaster at *Hornellsville, Struben [sic] County, State of New York*. Letter concerns sales of goods. Handstamp **FREE** (19mm x 5mm) used 1820 into the 1850s.



May 1, 1825 - June 30, 1845

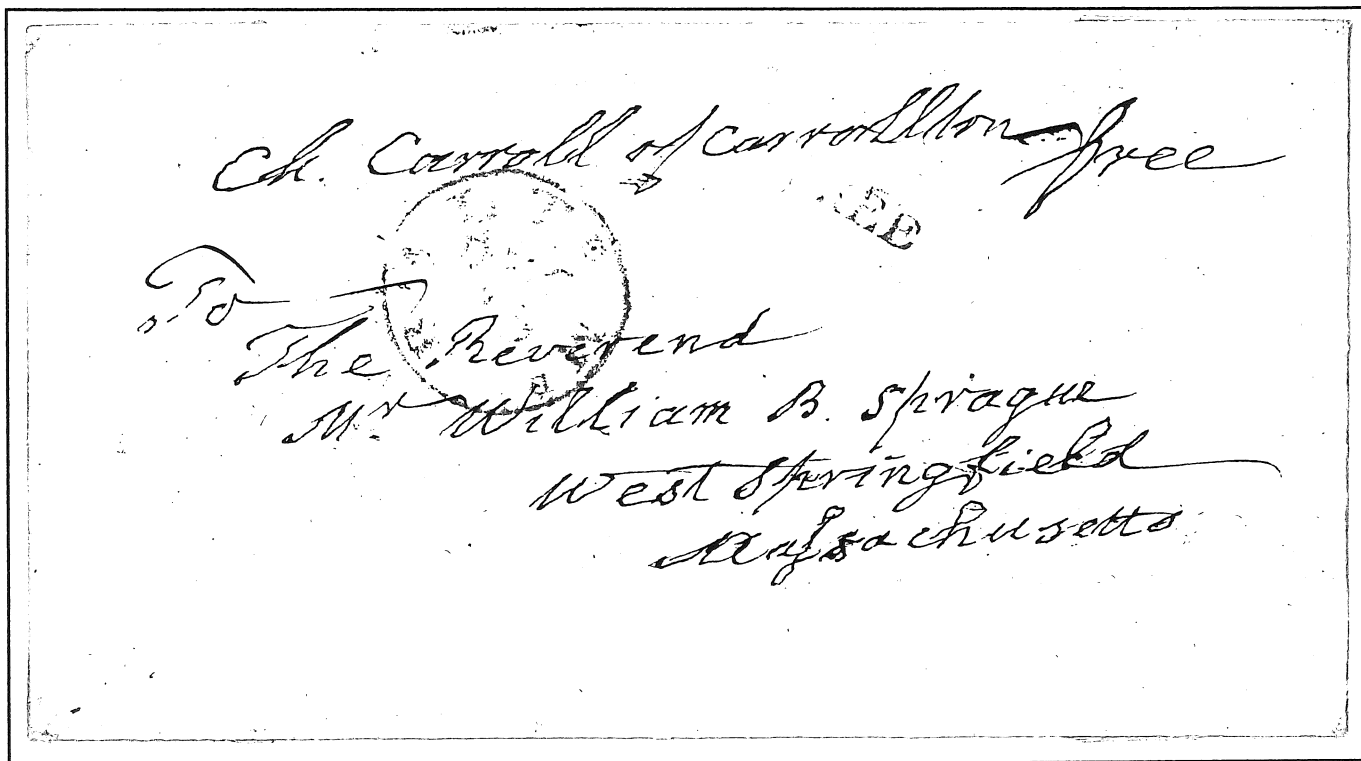
Franking privilege - special
Last "Signer "

December 25, 1828

Special franking privilege granted by Congress in 1828 to Charles Carroll when he became the last surviving signer of the Declaration of Independence. Charles Carroll received huge quantities of mail - most of it sent collect. He died in 1832 at the age of 95!

Signature: *Ch. Carroll of Carrollton*

The "of Carrollton" to prevent confusion with another prominent Charles Carroll of the same family.



Dear & Reverend Sir
of your very humble servant
Ch. Carroll of Carrollton

May 1, 1825 - June 30, 1845

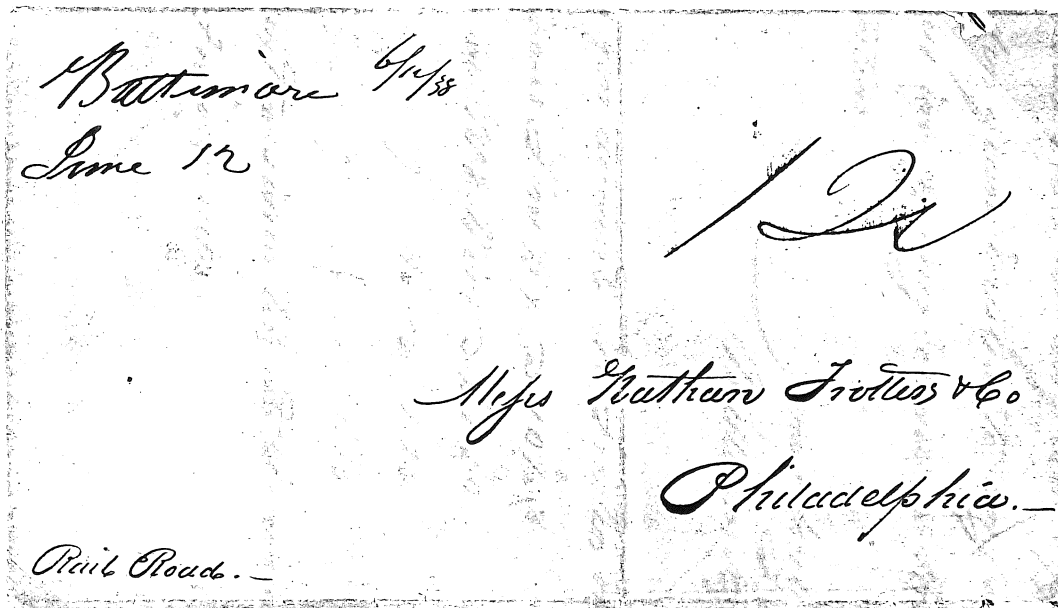
81 - 150 miles - 12½ ¢, via railroad

151 - 400 miles - 18¾ ¢, via railroad

June 11, 1838
August 24, 1838

One of the earliest railroad postal routes to be operated under contract between the Post Office Department and the railroad was with the Philadelphia, Wilmington & Baltimore Railroad Company. Commencing sometime in early 1838, the contract called for carrying the mail between Baltimore and Philadelphia, with intermediate stops, daily.

Markings for this route use terminology "Baltimore Railroad", although the company was never so named. Letters with these markings in one unexplained exception are all addressed to points north of Baltimore.



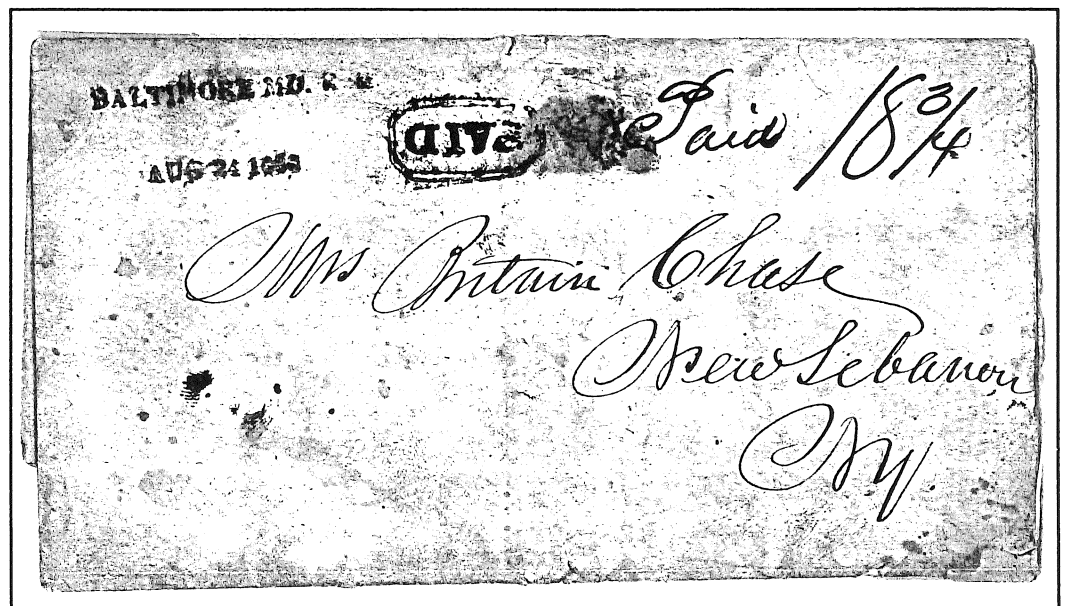
Early markings typically in manuscript. *Rail Road* endorsement in lower left in the same hand as address.

Different from *Baltimore 6/12/38 / June 12 and 12½*, which may possibly have been notation of route agent.

BALTIMORE MD. R R
AUG 24 1838

First handstamp of the "Baltimore Railroad" - recorded used 1838 to 1846; blue boxed PAID handstamp of Philadelphia, at that time end of the line.

New Lebanon, NY is south east of Albany near the Massachusetts border.



May 1, 1825 - June 30, 1845

**Independent Mail Service
Hale & Co.**

May 8, 1845
June 8, 1845

Commencing operations in New York city in 1842, Hale & Company rapidly spread into the New England and Mid-Atlantic states as an independent mail service.

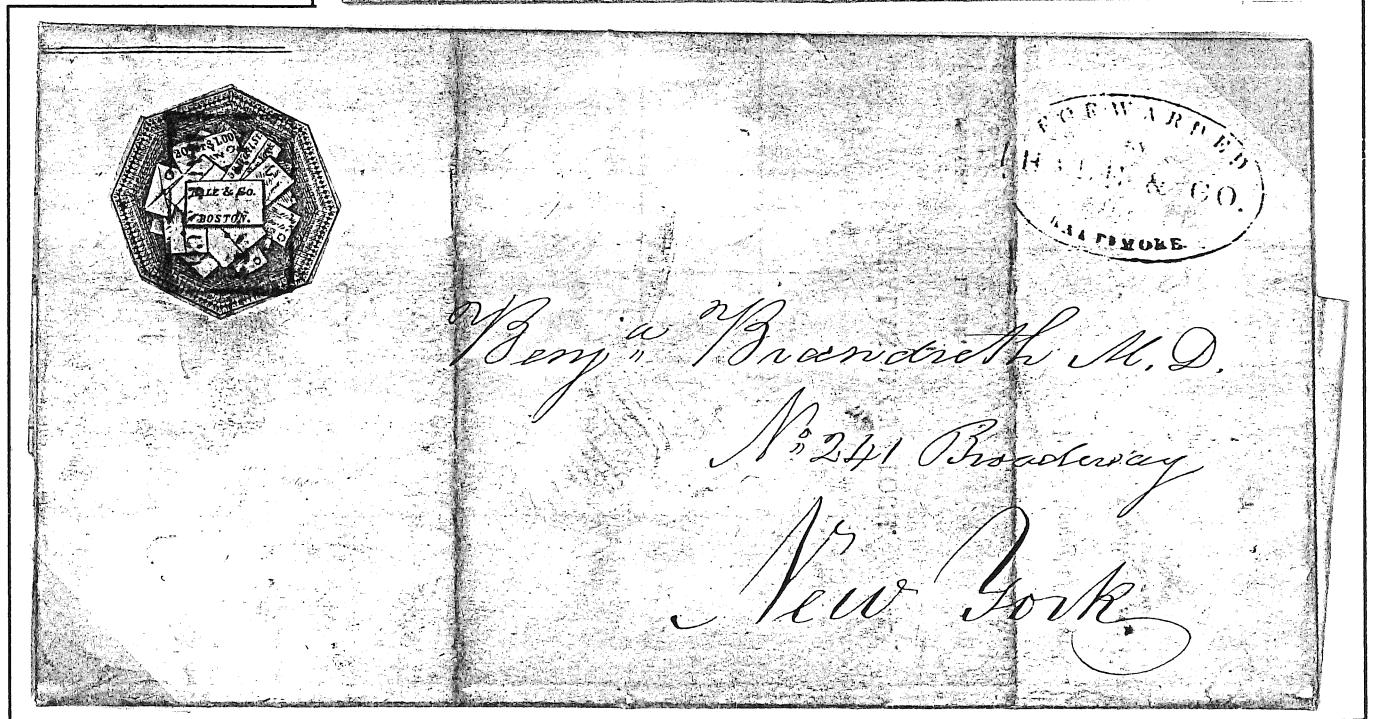
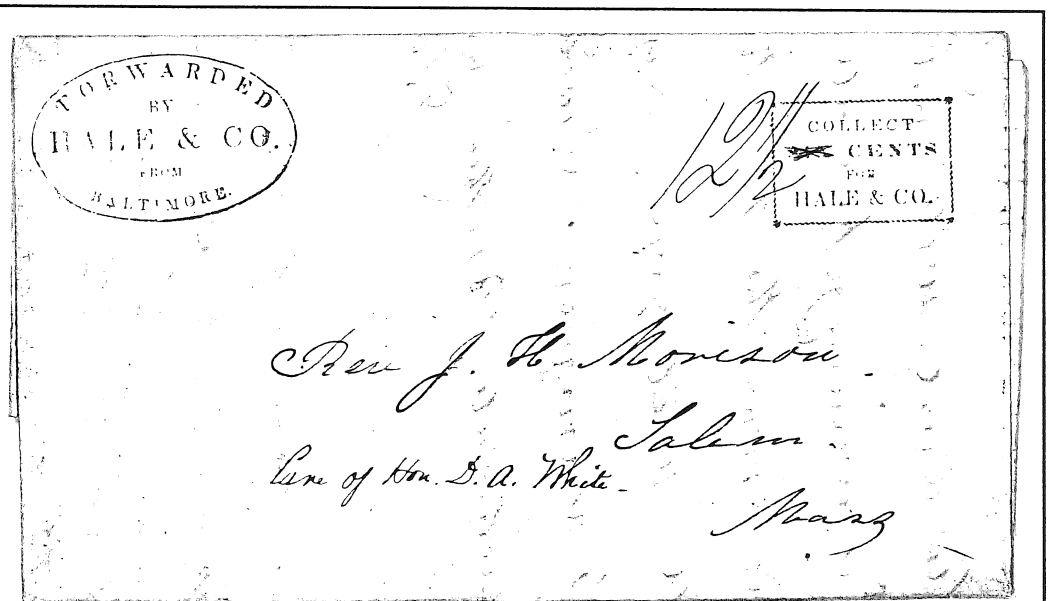
Hale & Co. opened their Baltimore office - at 16 South Calvert Street - on April 24, 1845.
Legal action by the Federal Government forced Hale & Co. to cease operations July 1, 1845.
Baltimore office only open a total of 2 months and 6 days.

23 covers recorded.

Standard design oval handstamp
with BALTIMORE. at bottom.

Boxed due marking:
COLLECT/SIX CENTS/FOR/
HALE & CO. with SIX amended
in manuscript to 12½.

Numbers 3 and 9 in
Roth census,
Chronicle 173/175,
February/November
1997.



Prepaid 6¢ with cut-to-shape Hale & Co. adhesive, type street address omitted. Rectangular "COLLECT SIX CENTS" handstamp used as pre-cancel or obliterator only.

Preprinted **BALANCE SHEET** of *Business transacted at DR. BRANDRETH'S OFFICE, in Balt.*
[ms] *commencing June 1st* [ms] *and ending June 7/45.* [ms]

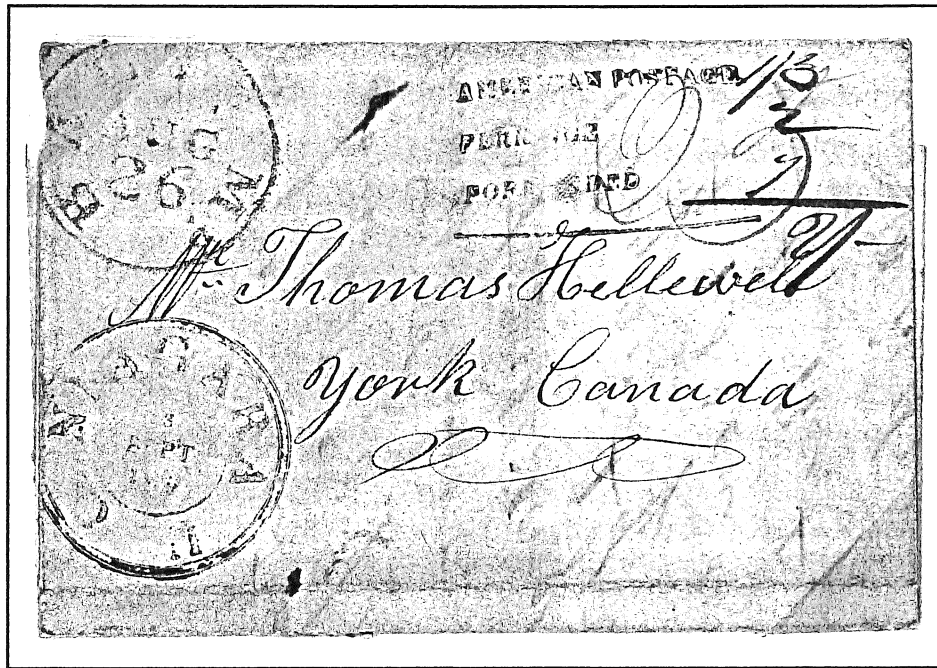
May 1, 1825 - June 30, 1845

Cross Border to Canada, 25¢ unpaid
Ferriage fee at Niagara - 2d

August 26, 1829

The first postal convention between the United States and Canada took place in 1792. Under its terms letters from the U.S. to Canada could be pre-paid to the border or sent entirely unpaid. The Canadian post office acted as agent for the U.S. post office in collecting fees—receiving a discount on postage collected as compensation.

Letter from Baltimore to York [now Toronto] - sent unpaid. U.S. charged 25¢ for over 400 miles zone rate. Routed via Youngstown in New York state and Niagara, U[pper] C[anada]. CDS of a type introduced in 1828.



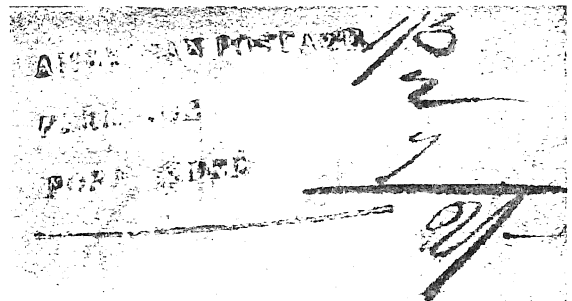
“American postage” of 25¢ converted to 1/3 currency in Canada.

Charge for “ferriage” from Youngstown, New York to Niagara across the Niagara River 2d.

Additional “forwarded” postage of 7d due for zone rate of 60 to 100 miles—distance to York [Toronto].

Total due in Canada 2/- (2 shillings local currency)

Special handstamp applied in Niagara spelling out the charges.



May 1, 1825 - June 30, 1845

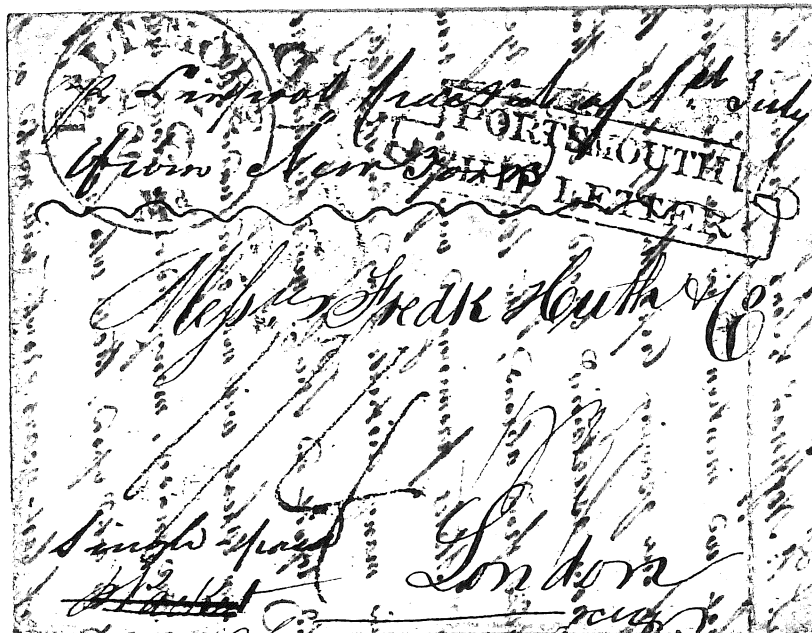
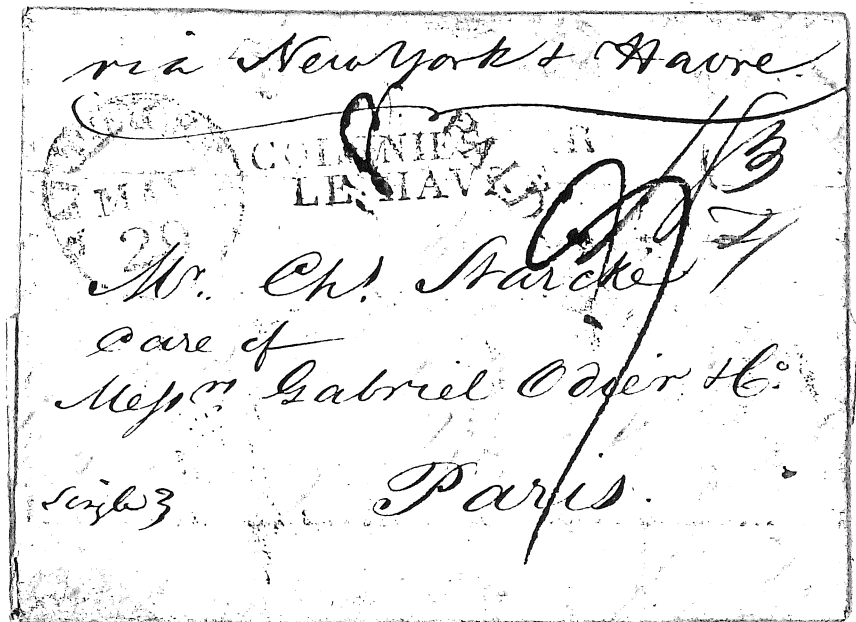
To Paris, France, via New York and Havre
To London, England, via New York and Portsmouth

May 29 1825
June 29, 1836

Pre-paid to port of departure - New York—distance zone rate of 151-400 miles -18¾¢.

Sent via private sailing ship—French port of entry marking **COLONIES PAR/LE HAVRE**

US postage to New York: 151 to 400 miles— prepaid	18¾¢
French Ship letter fee	1 decime
Le Havre to Paris: 177km (100 to 200 kilometer zone)	8 decimes
Total due	9 decimes



US postage to New York: 151 to 400 miles— prepaid	18¾¢
British Ship letter fee	8d
Portsmouth to London: 72 miles (50 to 80 miles zone)	8d
Total due	1/4

Letter endorsed across top: *p/ Liverpool packet depart 1st July from New York* and bottom left *Single paid/ p Packet*. The "pPacket" deleted, as letter missed the sailing and was sent via sailing ship to Portsmouth where step frame PORTSMOUTH/SHIP LETTER applied.

May 1, 1825 - June 30, 1845

Freight Money - sailing ship fee - 12½¢

Freight Money - steam ship fee - 25¢

December 13, 1839

October 2, 1838

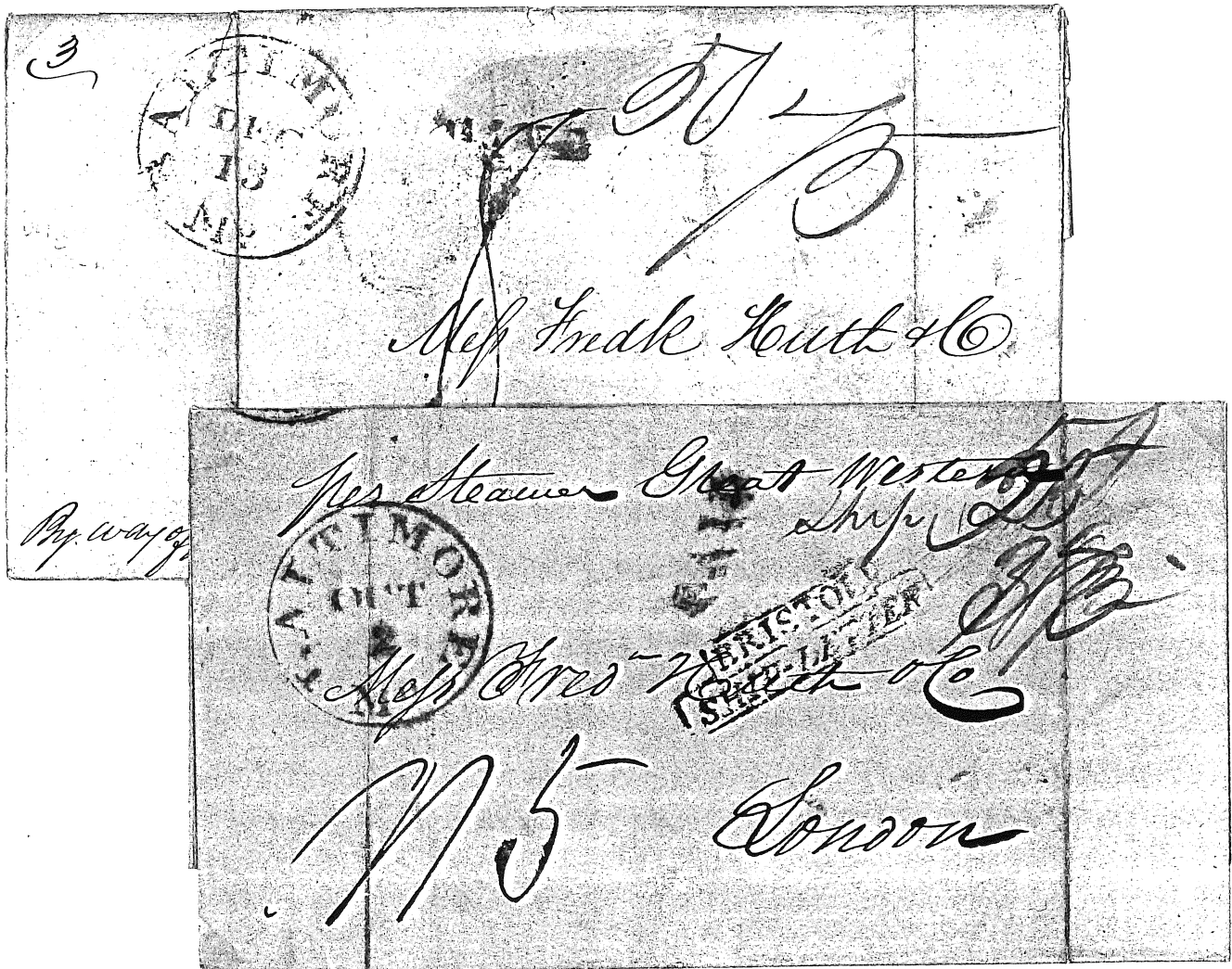
A freight money letter was a trans-Atlantic letter carried by private ship (sail or steam) for which a private fee for the sea postage was collected in advance by the US postmaster who received a percentage (7½ to 10%) as compensation.

Fees (single sheet) for carriage were: by steamship - 25¢, by sailing ship 12½¢.

Pre-paid a quadruple rate:- letter refers to enclosure of exchange notes:

4 x 12½ ¢ = 50¢ - the sailing ship freight money fee

4 x 18¾ ¢ = 75¢ - the US inland postage zone rate (151 to 400 miles)



Unlisted in Charles Hahn census.

Originally charged a single sheet rate of "Steamship" fee 25¢ and inland postage 18¾¢ - corrected to 50¢ and 37½¢ respectively - double rate for 2 sheets or vice versa (see below) - prepaid.

Bristol step framed **BRISTOL SHIP-LETTER** - London double rim CDS **D/18OC18/1838** on back.

Postage due in England - 1 shilling 5 pence (1N5) - 8d incoming ship letter fee plus inland postage, which was 9d for the Bristol to London distance of 122 miles (120 to 170 miles).

Charged as a single letter.

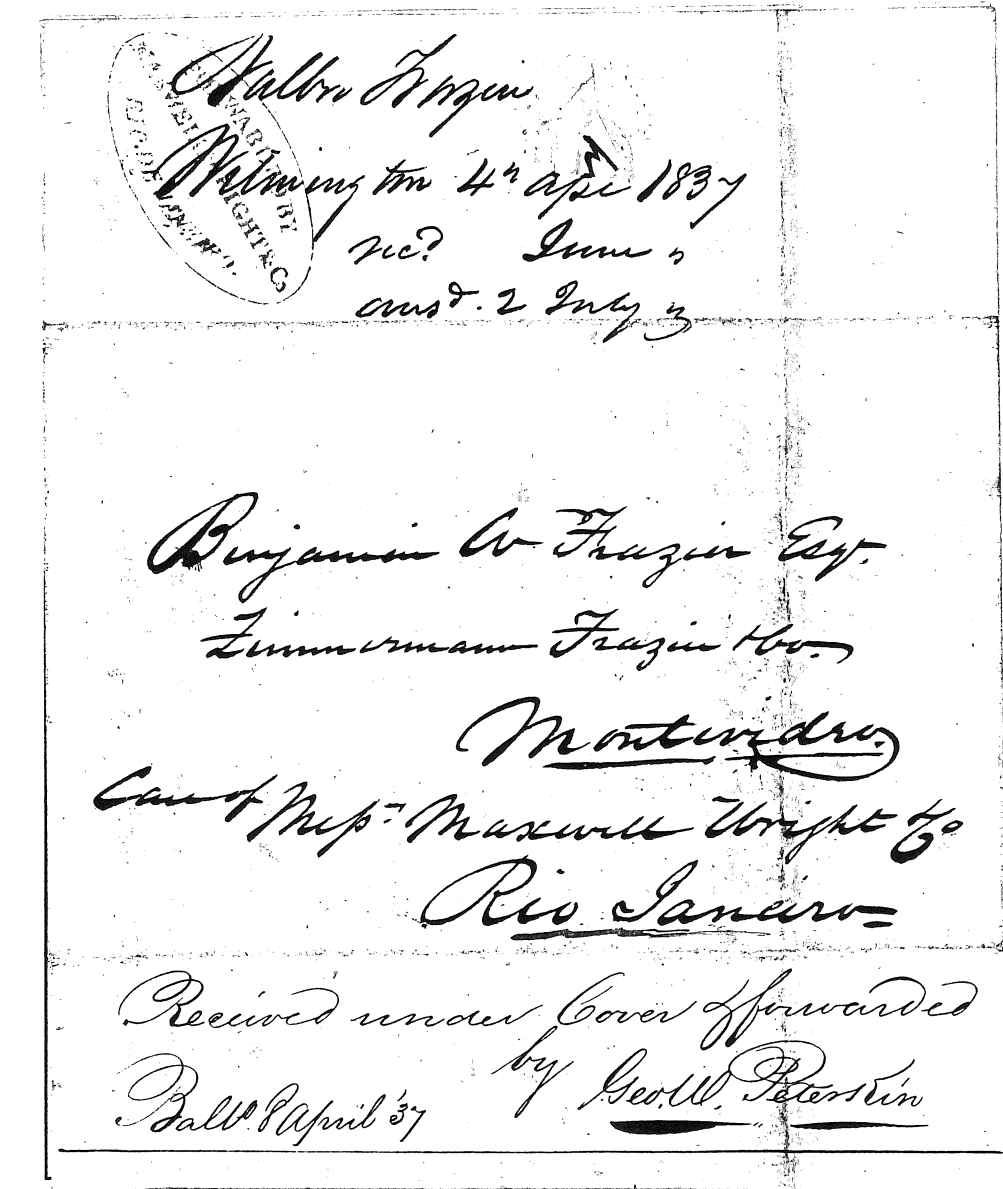
May 1, 1825 - June 30, 1845

Forwarding agent - Geo. W. Peterskin
To Montevideo, via Rio de Janeiro

April 8, 1837

Letter headed *Wilmington* [Delaware] *Apl 4 1837* - privately carried to Baltimore. Endorsed on reverse:

*Received under cover & forwarded
by Geo. W. Peterskin
Balto 8 April '37*



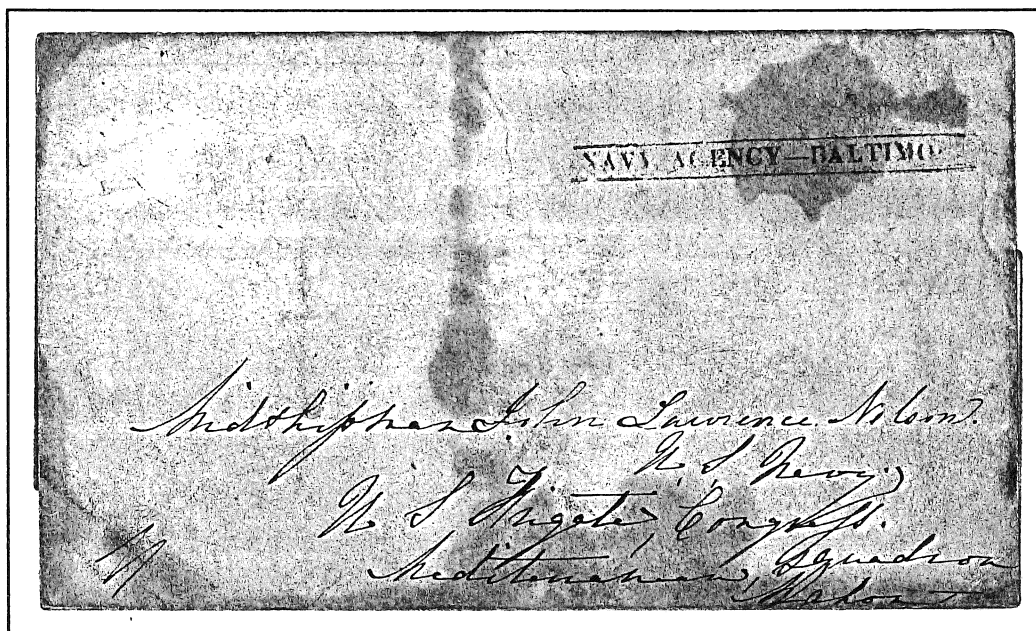
Forwarding agent Peterskin arranged that letter be sent by private ship to Maxwell Wright & Co of Rio de Janeiro - oval cachet on reverse - who, in turn, arranged its delivery in Montevideo.

May 1, 1825 - June 30, 1845

Navy Agency - Baltimore
Forwarding agent

c. 1842 - 43

The Navy Agency in Baltimore acted as a forwarding agent for mail going to the various squadrons around the world. The straightline handstamp **NAVY AGENCY-BALTIMORE** between bars currently is believed to be one used during the tenure, as Navy Agent, of Samuel McClelland: August 31, 1841 to April 8, 1845.



Privately delivered to the Navy Agency. Addressed to a midshipman aboard the U.S. frigate *Congress* at Mahon, Mediterranean squadron. Tracing the history of the *Congress* we find her in the Mediterranean from July 1842 to December of 1843.

July 1, 1845 - June 30, 1851

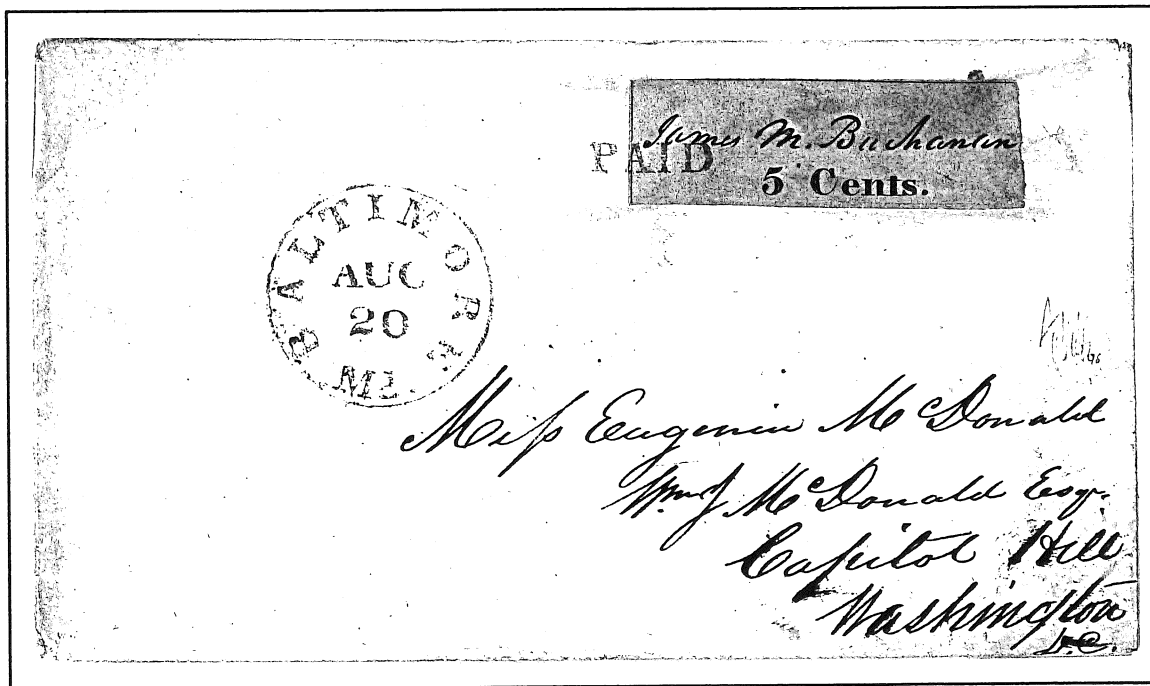
August 20, 1845

Buchanan provisional stamp - 5¢ on blue

Act of March 3, 1845, effective July 1, 1845 established the above rates for a single letter which is defined for the first time as *every letter or parcel not exceeding one-half ounce in weight; every additional weight of one-half ounce or less shall be charged with an additional single postage.* Weight had replaced number of sheets in determining rates of postage.

<i>Rates effective: July 1, 1845</i>	
Not over 300 miles	5¢
Over 300 miles	10¢

James M. Buchanan was appointed Postmaster of Baltimore On April 8, 1845 and anticipating a marked increase in the volume of mail because of the new rates, prepared both stamped envelopes and adhesive stamps for use by the public.



The first stamps appeared a few days after a July 26, 1845 newspaper article which remarked *We learn that the demand for postage stamps has been so great that it was difficult for a time to furnish a full supply, though Mr. Buchanan has now a sufficient number on hand.*

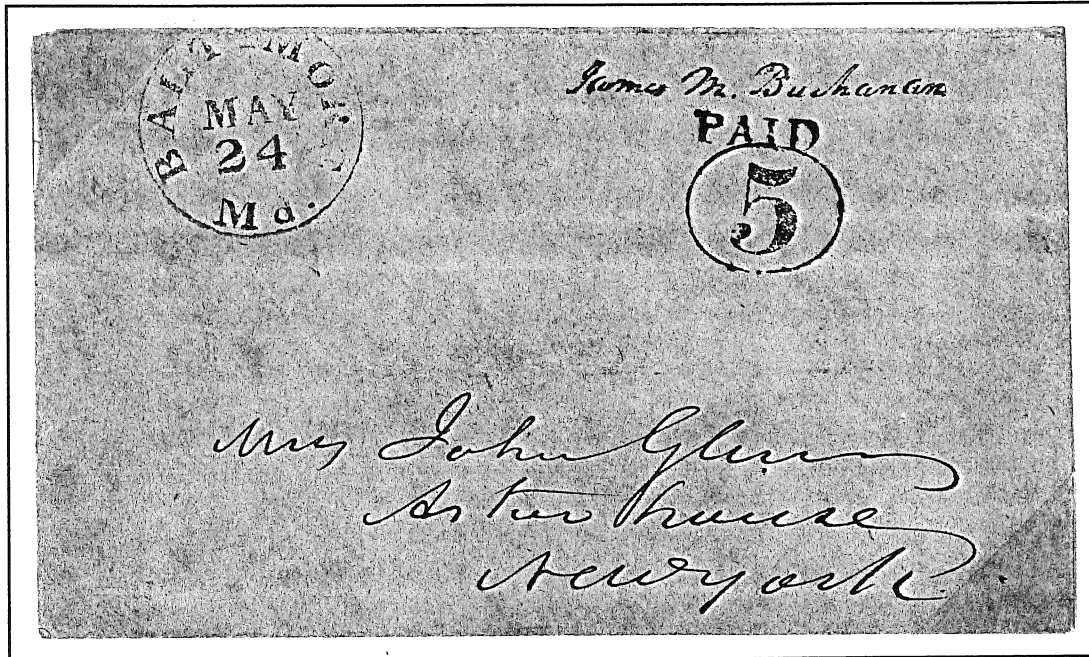
Blue paper was used first - there are 6 recorded covers of the Buchanan 5¢ on blue paper, all 1845, addressed to Eugenia McDonald. This is the seventh from that correspondence.

July 1, 1845 - June 30, 1851

Buchanan provisional envelope - 5¢ blue

May 24, 1847

Stamped envelopes first reported in the newspaper *Baltimore American* July 15, 1845, noting that they *may be procured at the [post] office from the clerks*. The cost 16 5¢ envelopes for one dollar. The extra 1¼ ¢ was for *expenses of paper and stamping*.



The envelopes were pre-stamped with a facsimile signature of James M. Buchanan, the **PAID** straightline and either the oval 5 or oval 10 rate handstamp in use at that time. The positions of these handstamps vary and the ink colors and envelope papers vary over time.

Earliest envelopes where handstamps in black, blue ink was first used in February 1846. Buff paper, as is this envelope, was used in late 1846 and early 1847, making the probable date of this envelope addressed to New York May 24, 1847. If accurate, the latest known use.

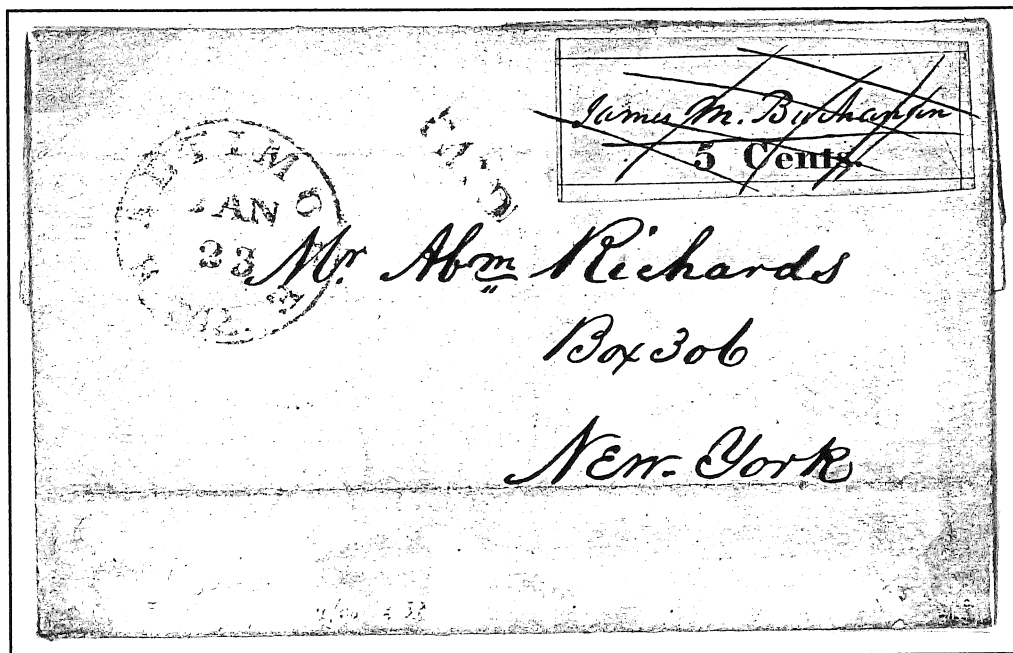
July 1, 1845 - June 30, 1851

Buchanan provisional stamp - 5¢ on white

January 23, 1846

Distance to New York less than 300 miles; charges of 5¢ for a ½ ounce letter prepaid with James M. Buchanan provisional adhesive stamp printed on white paper.

Stamps were printed in sheets of 12 (2 x 6) with 9 copies of the 5¢ and 3 of the 10¢ per sheet. The 10¢ stamps are believed to have occupied positions 7, 9, and 11 on the left. This copy of the 5¢ is position 2.



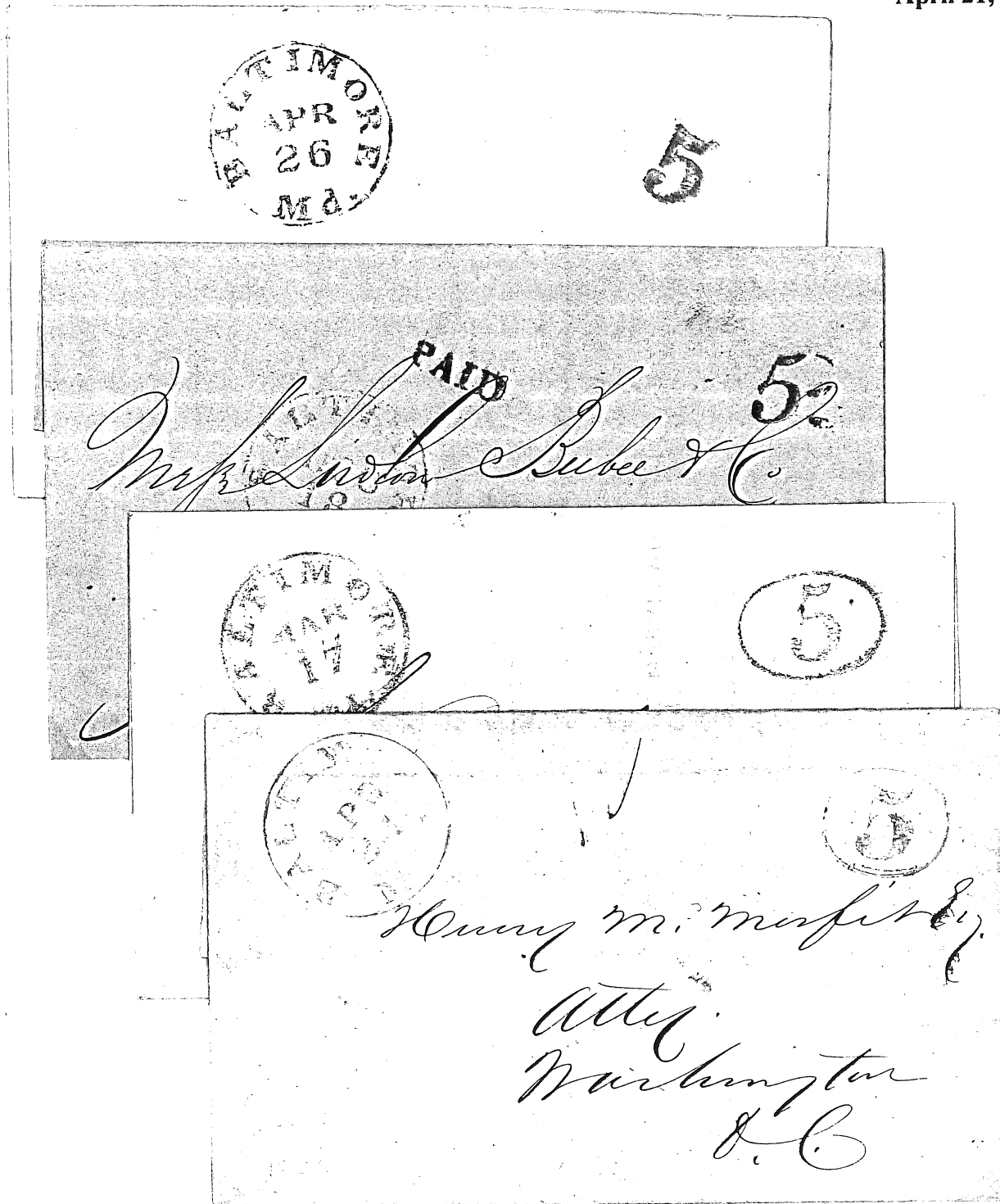
Typical pen cancellation - and straightline **PAID** in blue.
This cover is the third recorded usage of 30 of the 5¢ on white adhesive (Hayes census).

Position 2 is defined as: line drawn through period after M passes to the left of C in Cents; line drawn through period after Cents touches top of h in Buchanan. Framelines extend both above and to the right of the upper right corner of the stamp.

July 1, 1845 - June 30, 1851

Less than 300 miles - 5¢
Typical hand stamps

April 26, 1850
February 18, 1847
March 17, 1846
April 21, 1846



Single letters (less than ½ ounce), distance of less than 300 miles - 5¢.

Typical handstamp numeral 5's used in Baltimore on both unpaid and prepaid mail.
Red and blue standard colors, oval and circular frames as well as no frame.

July 1, 1845 - June 30, 1851

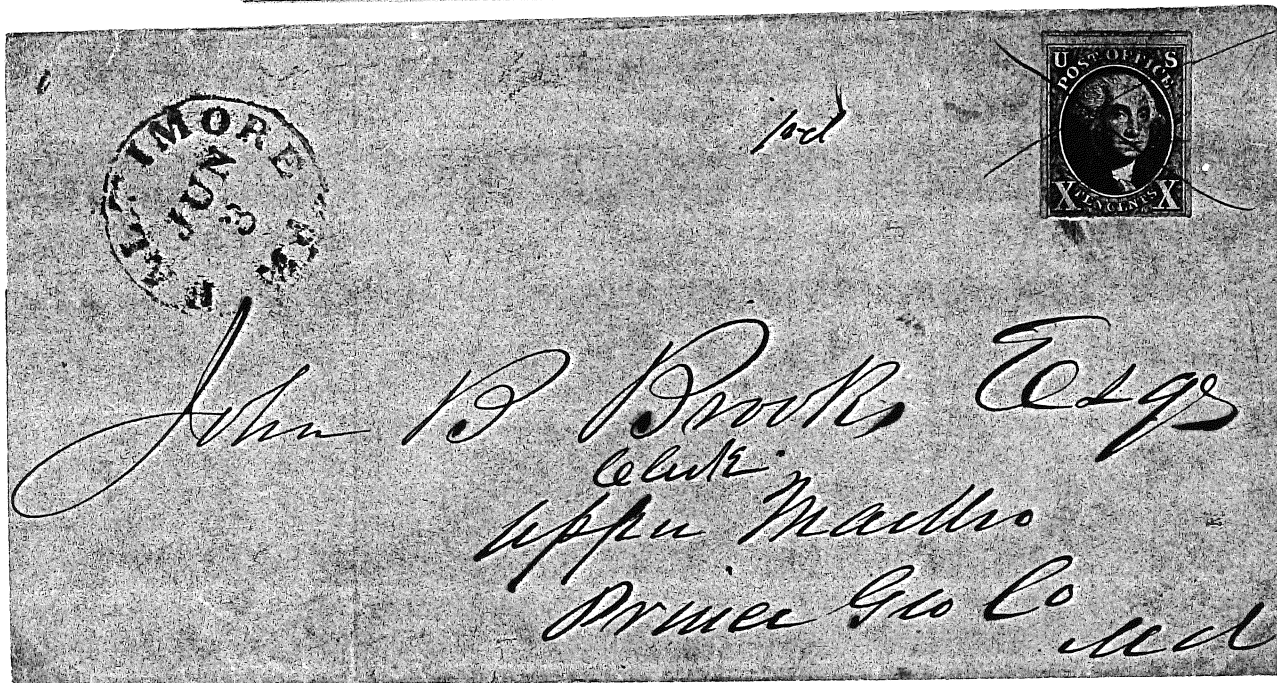
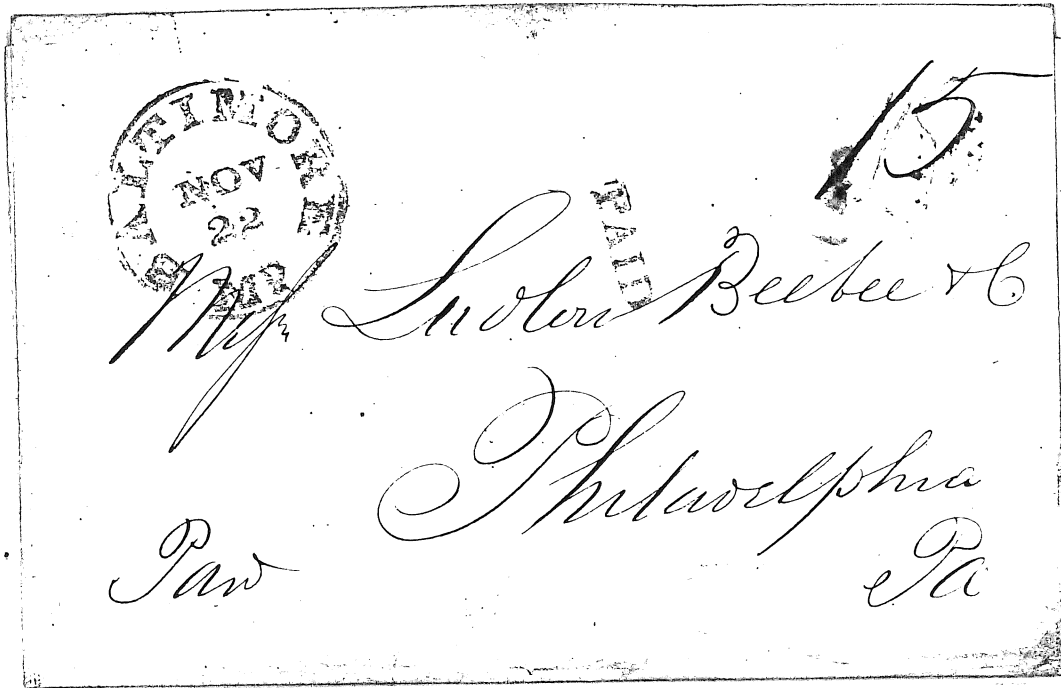
Less than 300 miles - 5¢
Double and Treble rates

November 22, 1848
June 3, 1850

Every letter or parcel not exceeding one-half ounce in weight shall be deemed a single letter, and every additional weight of one-half ounce or less shall be charged with an additional single postage.

[Act of March 3, 1845 - 5 Stat. 733,737]

To Philadelphia - weight between 1 ounce and 1½ ounce - 15¢.



Weight between ½ ounce and 1 ounce - 10¢. - legal papers.

July 1, 1845 - June 30, 1851

Less than 300 miles - prepaid 5¢

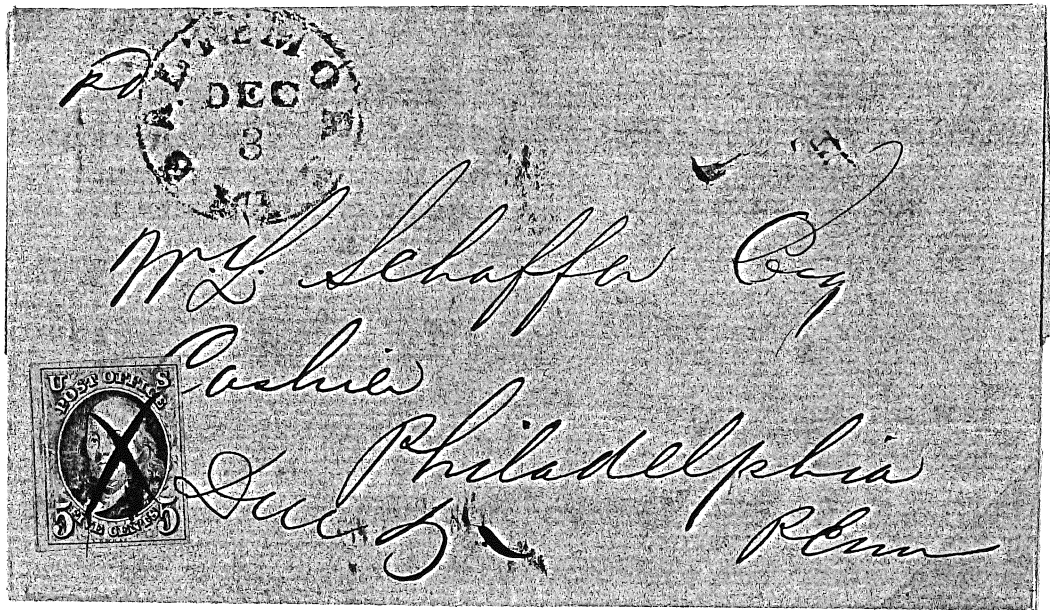
Overweight—postage due 5¢

December 3, 1850

The Act of March 3, 1847 authorized the furnishing of postage stamps to be used in payment of postage on mail. A contract was made for the production of 5 and 10 cent stamps with the firm of Rawdon, Wright, Hatch, and Edson well known Bank Note engravers located in New York City. The first stamps were delivered in July of 1847. Baltimore received 155,500 5¢ stamps.

Letters weighing between ½ ounce and one ounce were liable for two rates of postage.

10¢ for a distance of less than 300 miles.



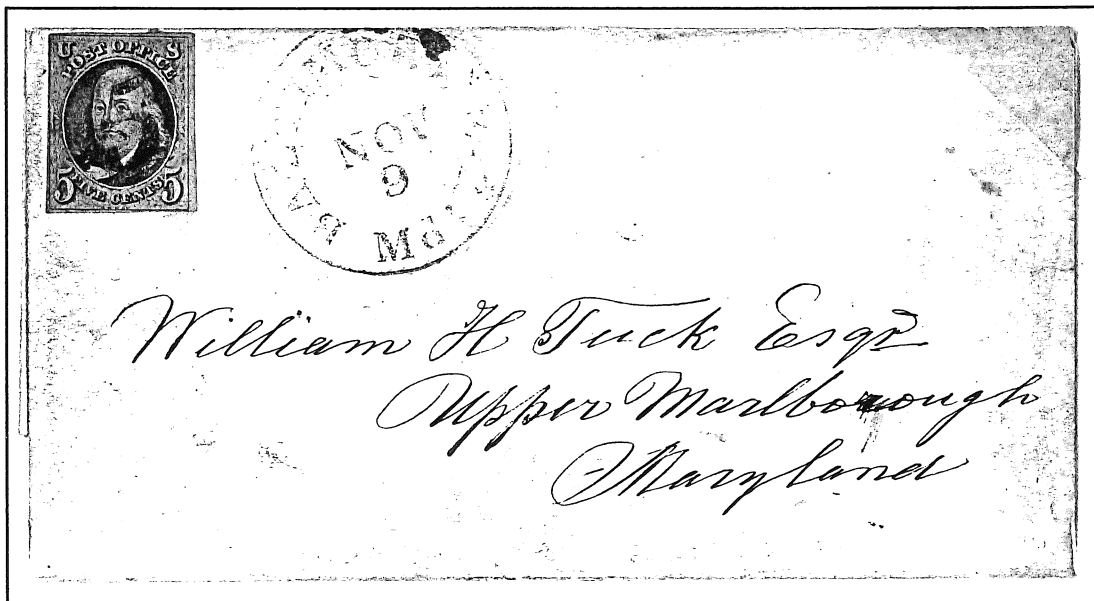
Letter prepaid a single rate only - with 5¢ adhesive. However as it enclosed 10 bank drafts (listed in the contents), it weighed more than ½ ounce and was marked in manuscript: *Due 5*. No penalty for underpayment.

July 1, 1845 - June 30, 1851

Contract mail route
Via Washington Branch

November 9, 1850

Letter headed *Baltimore 9th Novr 1850* - travelled via Washington Branch of the B & O R.R. to Washington DC and thence by stage to Upper Marlborough. The stage ran from Washington to Annapolis every Tuesday, Thursday and Saturday, returning on Monday, Wednesday and Friday.



Route agent CDS - **BALTIMORE R.R. Md.** - known used June 1850 to June 1851.

The Washington Branch of the Baltimore & Ohio Railroad was chartered separately from the main B & O R.R. It commenced service to Washington in 1835 and first carried the mail in 1836.

Route agent service began in 1839. On a route between Philadelphia and Washington the route agent would have changed trains in Baltimore moving from the Philadelphia, Wilmington & Baltimore RR to the Washington Branch of the B & O RR.

July 1, 1845 - June 30, 1851

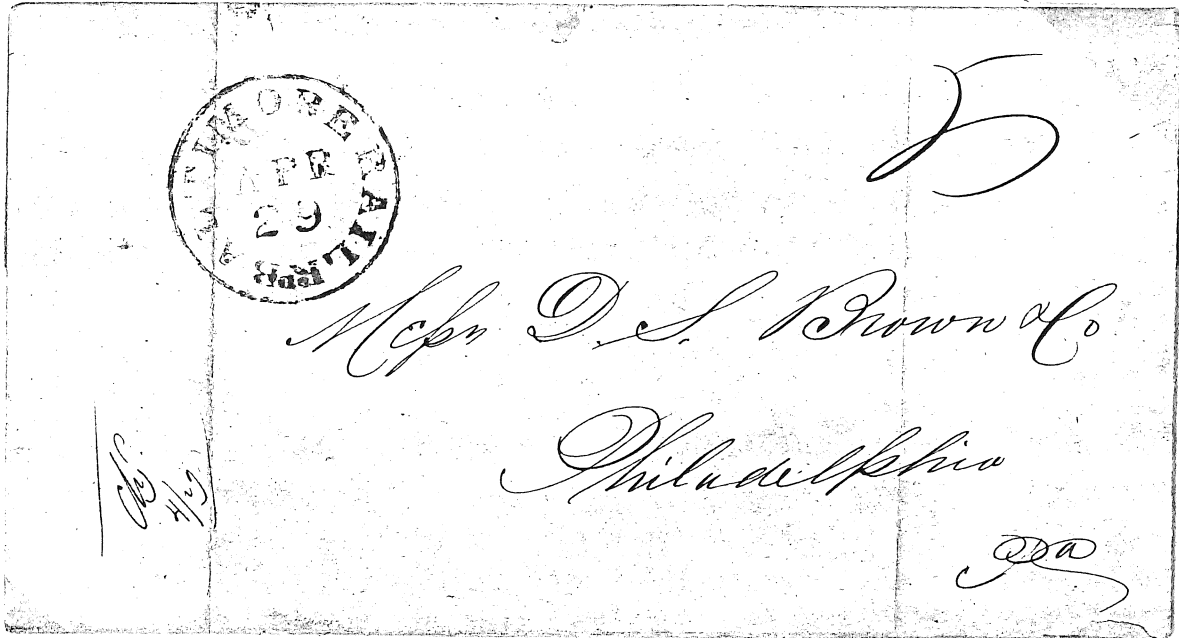
**Contract mail routes
Via Baltimore Railroad
Via Baltimore & Susquehanna RR**

April 29, 1846
March 25, 1850

Philadelphia, Wilmington & Baltimore Railroad Company from 1838, had a contract for carrying the mail between Baltimore and Philadelphia, with intermediate stops, daily.

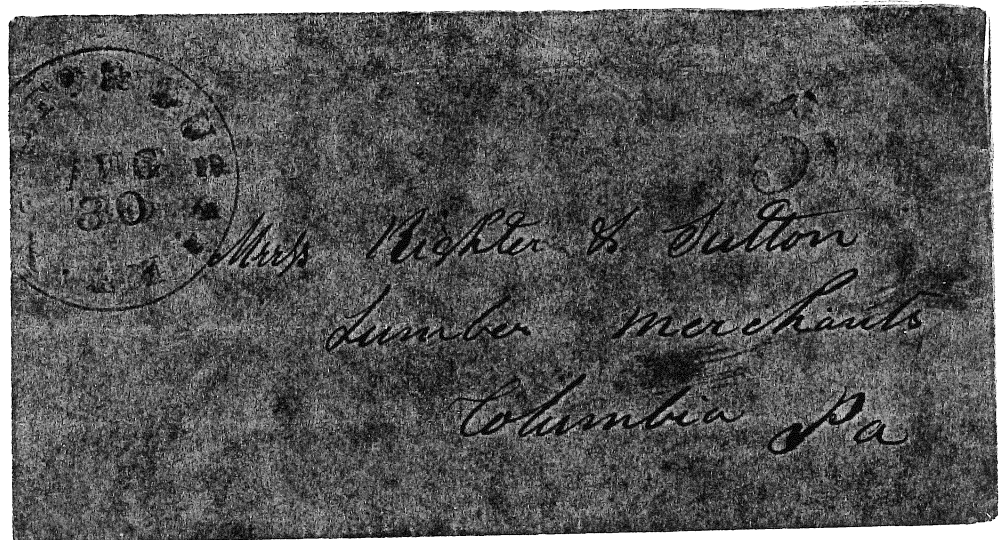
Markings for this route use terminology "Baltimore Railroad", although the company was never so named. Letters with these markings in one unexplained exception are all addressed to points north of Baltimore.

CDS of route agent - **BALTIMORE RAILRD** with D high, recorded used 1839 to 1861.



The Baltimore & Susquehanna chartered in Maryland on February 13, 1828, however construction delayed until 1835. Per the 1848 station list, Columbia Pa was the end of the line.

Postal route 72 miles; 7 trips a week in 1848-1851 period



Letter headed: *Balt August 29 1850*

Route agent's marking: **BALT^O & SUSQ^H R.R.** 34mm in blue known from 1847 to 51.

July 1, 1845 - June 30, 1851

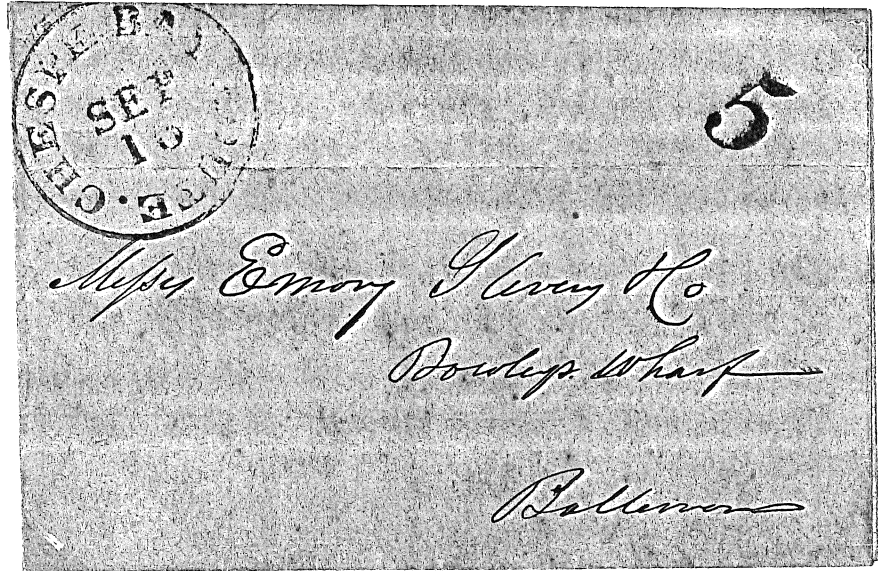
Contract mail routes
Chesapeake Bay Route - incoming
Baltimore & Ohio Railroad - incoming

September 16, 1848
July 26, 1850

The Baltimore Steam Packet Company, "The Old Bay Line", had contracted to carry the mails as early as 1841.

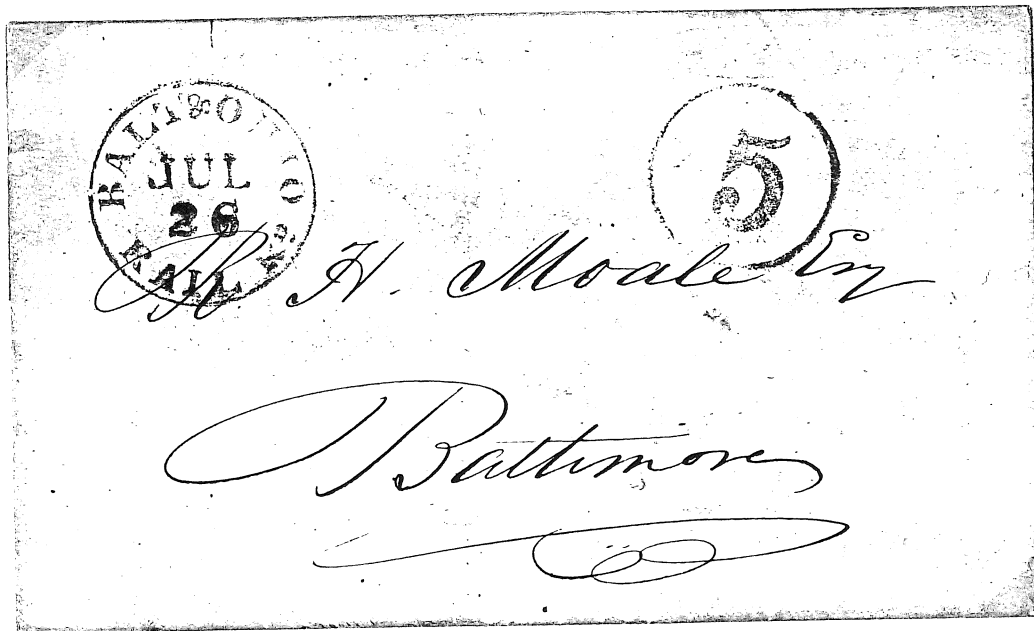
Baltimore to Norfolk steamboat contract mail route No. 2462, beginning August 19, 1847 - agent's handstamp applied to loose letters received en route to indicate that such letters had entered the mails.

Letter headed *Norfolk, Sept 16 48*—an order for a half chest of tea.



The Baltimore and Ohio railroad is one of the oldest railroads in the United States, having been incorporated in 1827 and opening its first section of track in 1830. The first mail contract was granted in 1836 to carry the mail between Baltimore and Frederick, Maryland. The mail route was extended as construction continued - by 1850 reaching Cumberland.

As evidenced by the known markings route agent service most likely started in 1845.



BALT & OHIO RAIL Rd CDS known in 2 sizes - this one 29.5mm in diameter with the date positioned high - recorded used in blue from 1845 to 1847 only.

Mailed from Cumberland, charged 5¢ for distance of less than 300 miles. Large circle with off center 5 recorded used as route agent marking in this period.

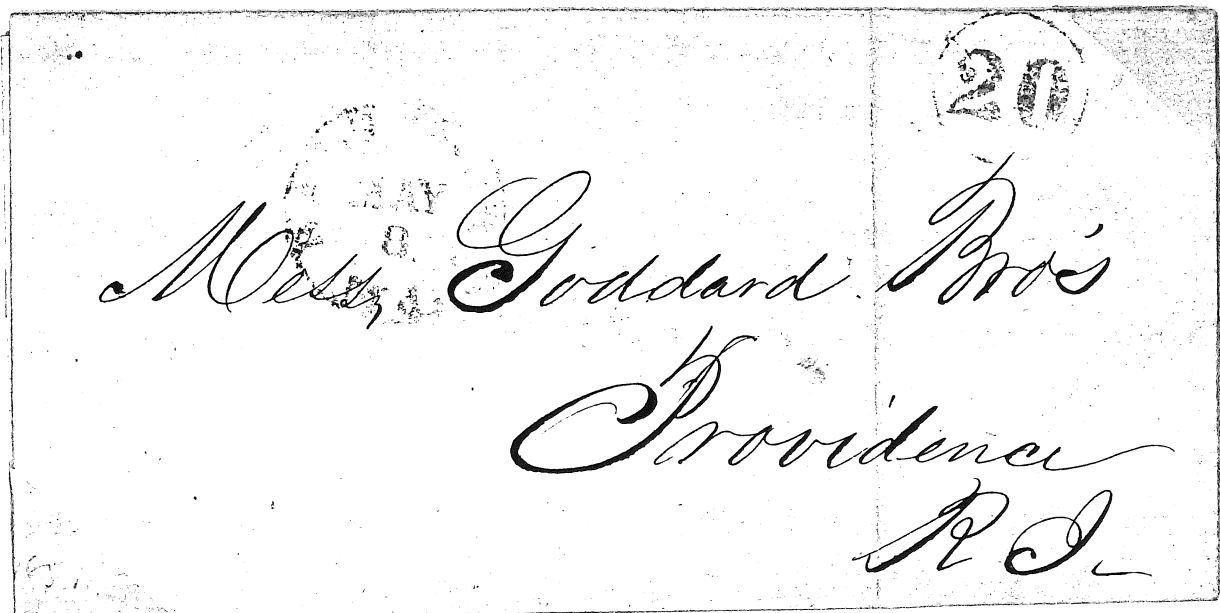
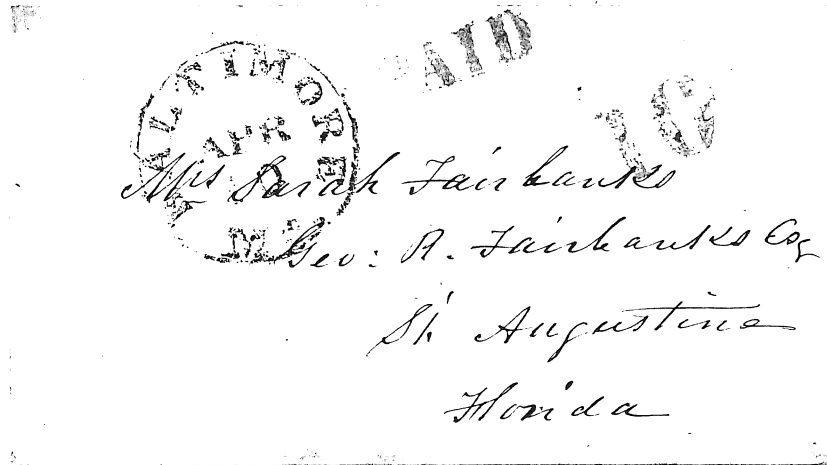
July 1, 1845 - June 30, 1851

More than 300 miles - 10¢
Single and double weights

April 10, 1847
May 8, 1851

Large (22mm x 12mm) **PAID** handstamp recorded used from 1844 to 1851.

Single letters (less than ½ oz.), paid or unpaid - for distances of greater than 300 miles - 10¢.
To St. Augustine, Florida



Double letters (more than ½ oz.), paid or unpaid - for distances of greater than 300 miles - 20¢

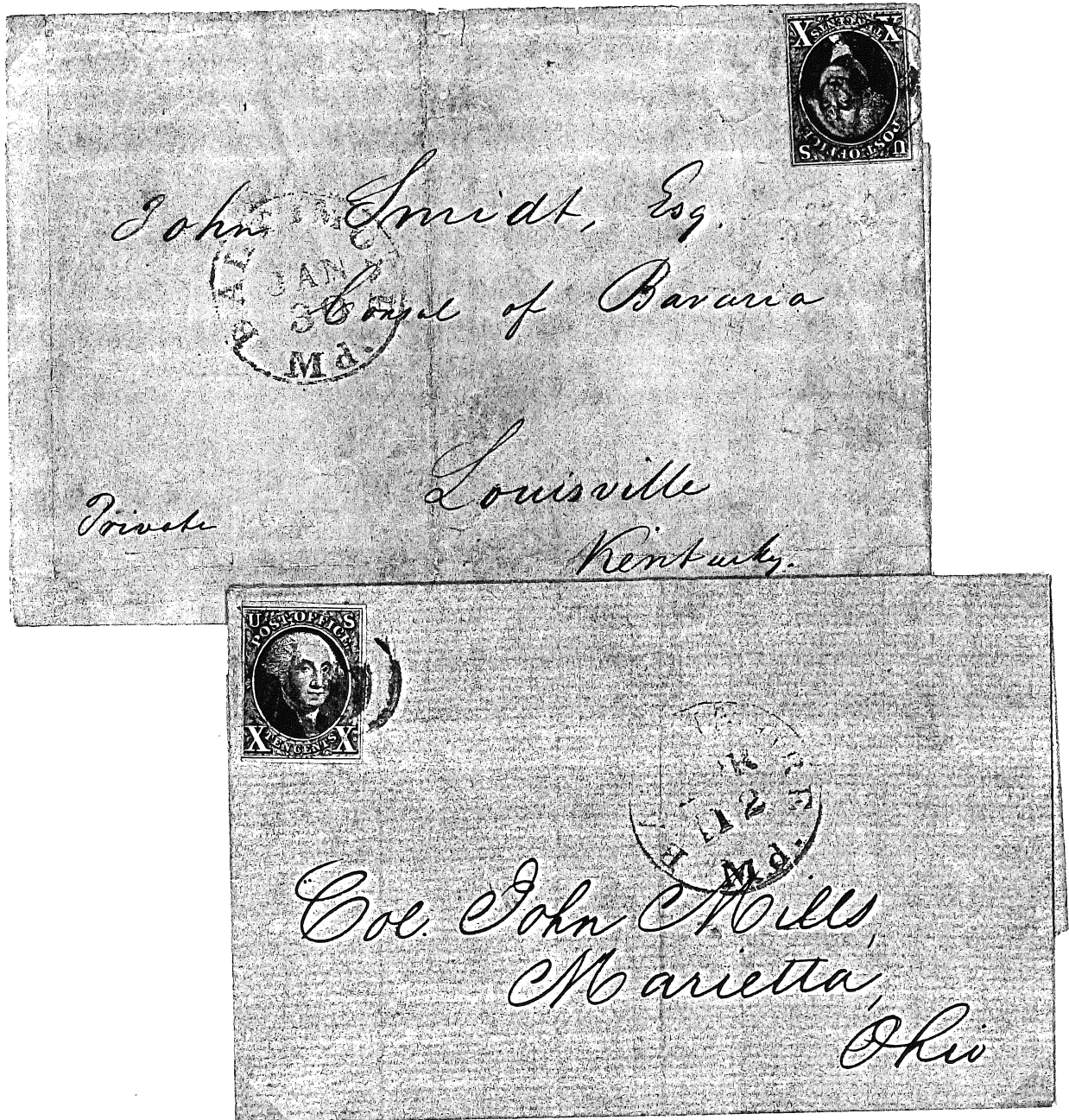
Letter text mentions 6 *bknotes* for one account and a single note for a different account - thus accounting for weight of between ½ and 1 ounce.

July 1, 1845 - June 30, 1851

More than 300 miles - 10¢
To Kentucky and Ohio

April 12, 1849
January 30, 1850

The Act of March 3, 1847 authorized the furnishing of postage stamps to be used in payment of postage on mail. A contract was made for the production of 5 and 10 cent stamps with the firm of Rawdon, Wright, Hatch, and Edson well known Bank Note engravers located in New York City. The first stamps were delivered in July of 1847. Baltimore received 32,800 10¢ stamps.



Franked with 10¢ adhesive stamp of 1847 issue - paying the rate for more than 300 miles.

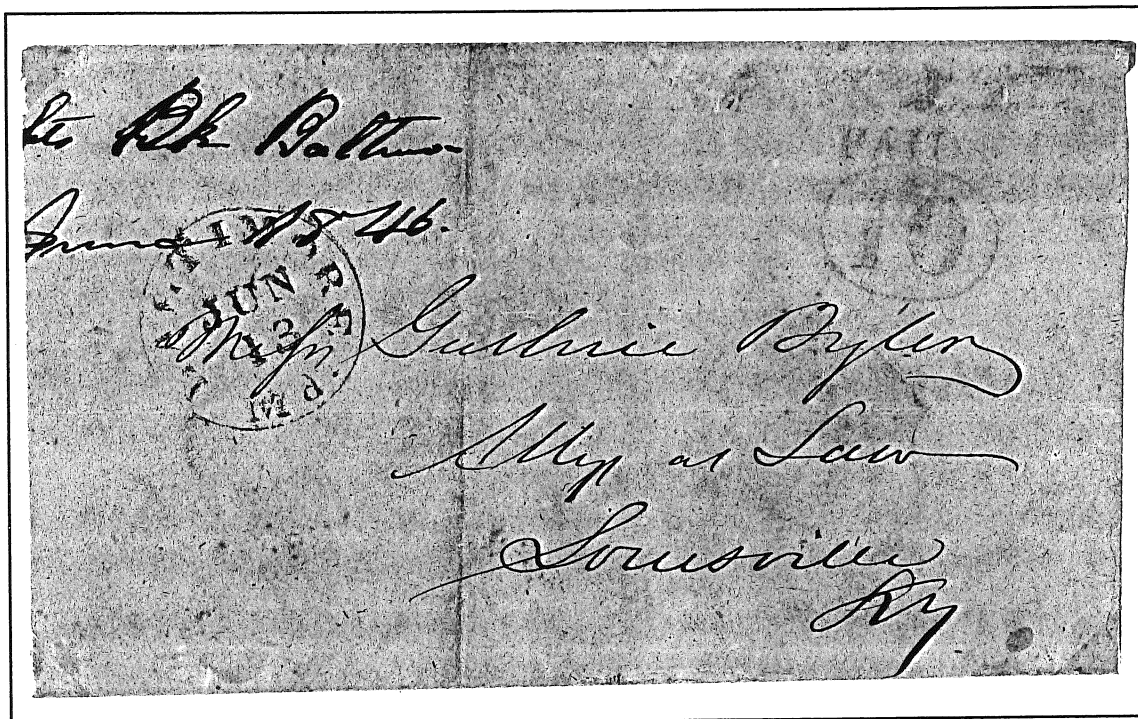
Baltimore post office obliterated the adhesive with oval framed 10 - one of two styles known used through 1852. Typical of this period.

July 1, 1845 - June 30, 1851

Buchanan provisional envelope - 10¢ red

June 13, 1846

10¢ rate for over 300 miles - this envelope to Louisville, Kentucky was once legal size, now reduced at left. Most other Buchanan provisional envelopes were letter size.



Manila paper appeared in early 1846; those envelopes prepared starting in April, when the Baltimore post office was using red ink for postmarking, are handstamped in red. 3 are known of the 10¢ value.

July 1, 1845 - June 30, 1851

California rate - 40¢

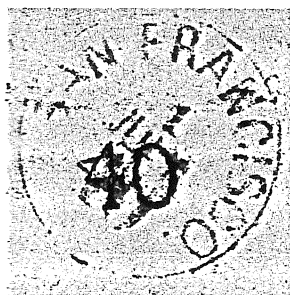
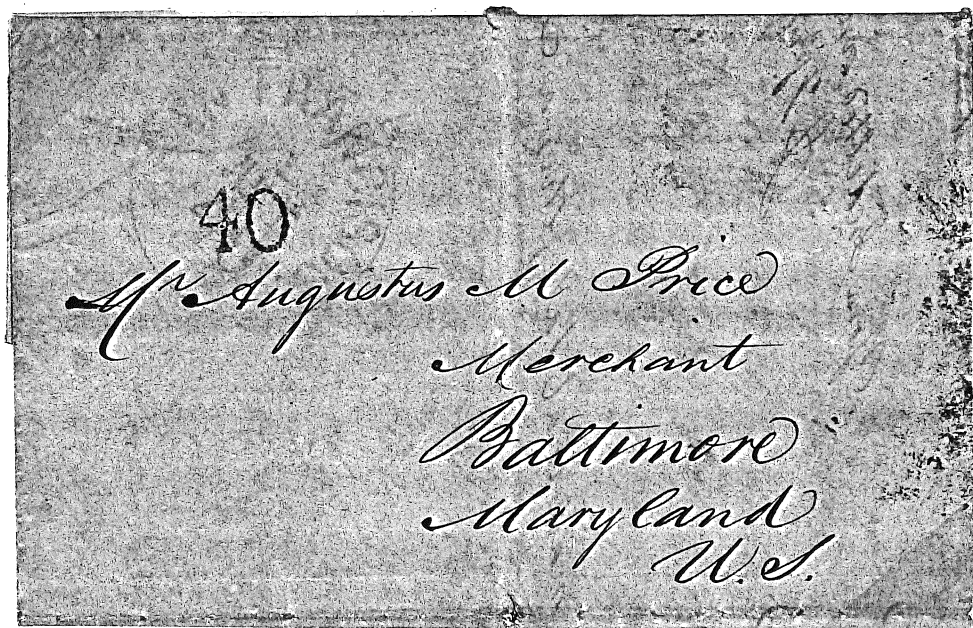
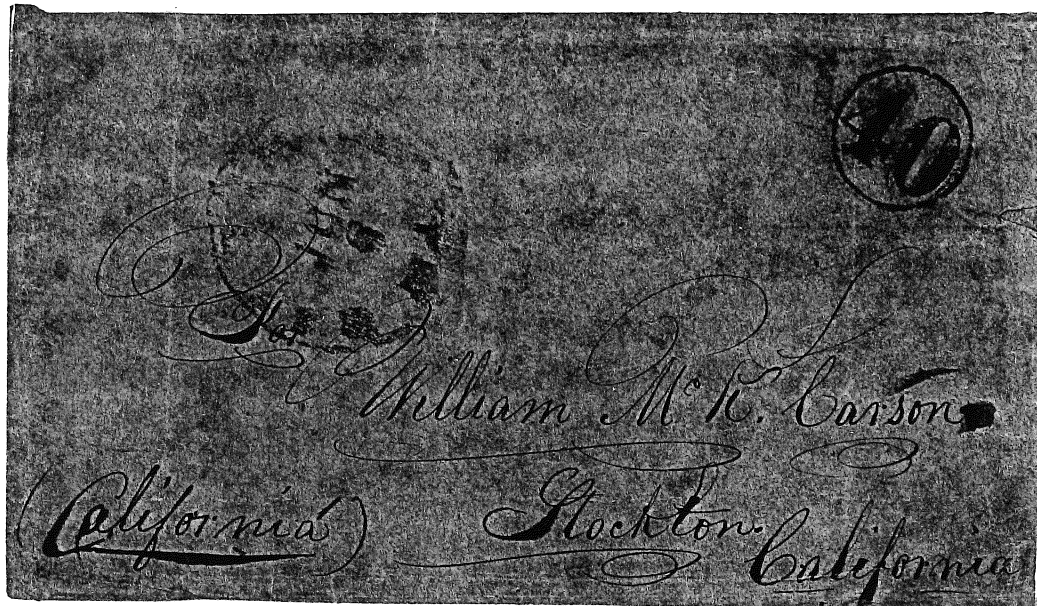
California rate—incoming

June 6, 18??

June 30, 1850

Letters conveyed to or from places on the Pacific in California from or to any place on the Atlantic coast, shall be charged with 40 cents postage. [Act of August 14, 1848, 9 Stat. 320]

To Stockton, California - handstamp 10 (red) overstruck with 40 in circle (black).



Letter datelined *San Francisco June 30th, 1850*. Sent during the U.S. pre-statehood period. Faint red circular dated 40 rate marking of San Francisco overstruck with small blue 40, style and color typical of Baltimore.

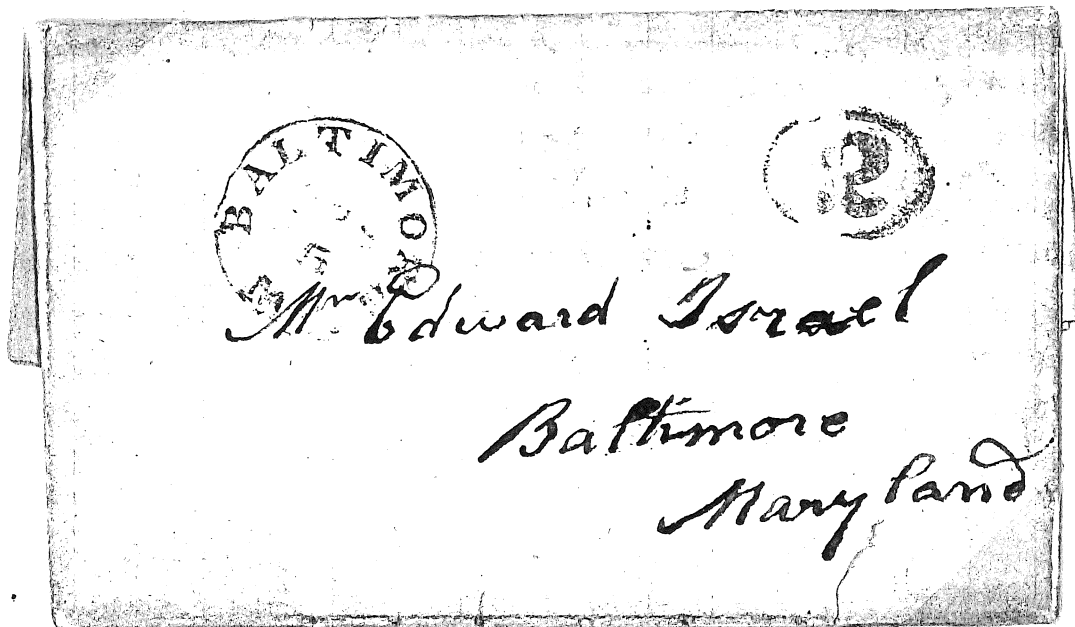
July 1, 1845 - June 30, 1851

Drop letter rate - 2¢, unpaid
Drop letter plus carrier fee, 4¢ prepaid

September 5, 1849
August 18, 1845

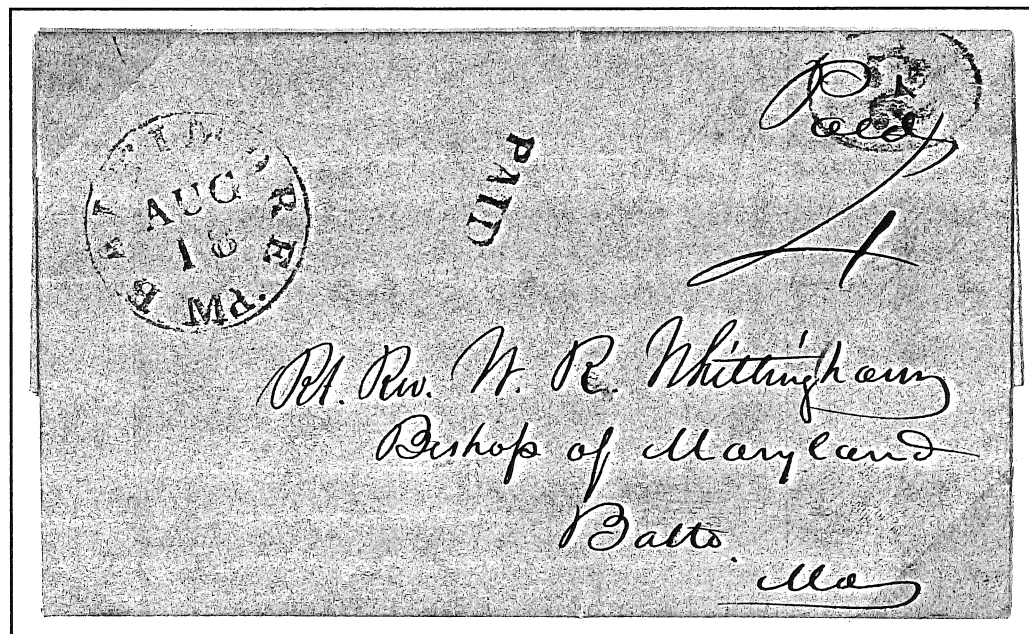
The Act of March 3, 1845 stated: *Drop letters, or letters placed in any post office, not for transmission by mail, but for delivery only, shall be charged a postage rate of 2 cents each.*

Blue 2 in oval frame—rate marking for drop letter fee.



Letter handed in at drop letter window where handstamped markings applied then turned over to carrier department for delivery.

A fully organized carrier service was in existence in Baltimore as early as 1842.



Local letter with both the drop letter and carrier fees prepaid, indicated by manuscript *Paid 4*.
Double prepayment most unusual; drop letters were not normally delivered by carriers.

Contents may explain urgency. It is a request by a young Episcopal cleric asking his Bishop for an appointment so that he may be married.

July 1, 1845 - June 30, 1851

Mearis' City Despatch Post, 2¢ city delivery
Stringer & Morton City Despatch, 1¢

February 14?, 1846/7
December 1850

The City Despatch Post was established by Malcolm W. Mearis, who announced its opening in an advertisement that appeared in *The Sun* from January 23 to 229, 1846. Rates charged were 2¢ for city delivery and 1¢ for letters carried to the post office. The last reported advertisement for the City Despatch Post appears in January 1847.

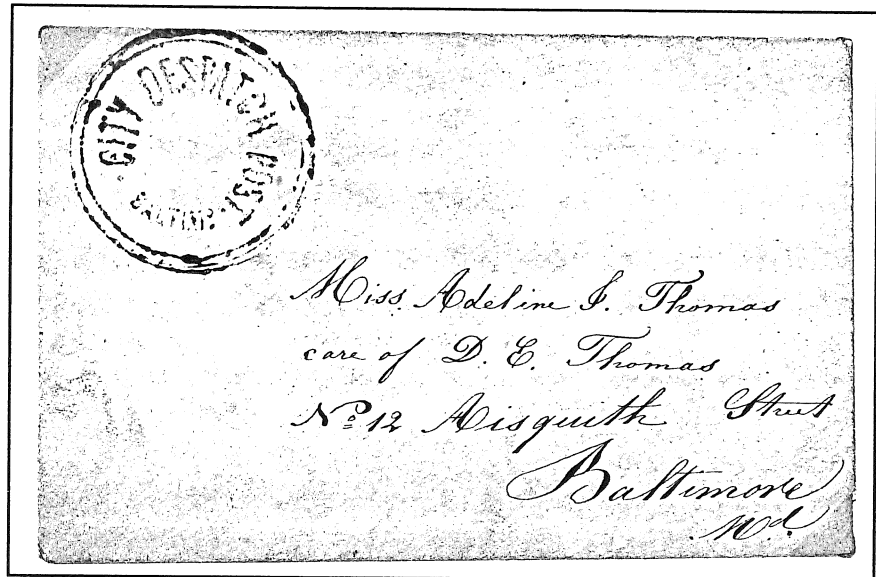
6 known covers with this handstamp.

Double line circle hand
stamp in red:

CITY DESPATCH POST
BALTIMO.

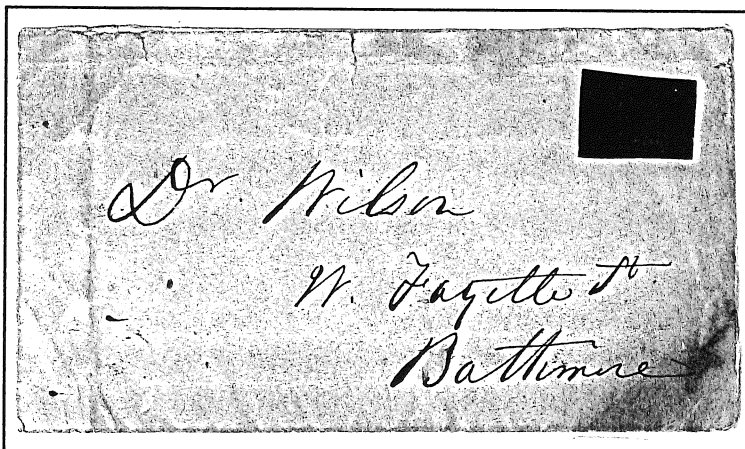
Small envelope, no date.
Fancy sealing wafer with a
thistle and "Dinna
Forget" - assumed to be a
Valentine.

Charge was 2¢ for delivery
to street address.



Ex Jarrett, Number 6 in Roth Census, *Chronicle* 173/175, February /November 1997.

14 covers known with adhesive.



PSE certificate, not listed in Roth Census, *Chronicle* 173/175.

Undated envelope contains an
invitation card reading:

Med Conv. Club
At Dr. J. E Chatard's
Wed Dec 11th

Franked for city delivery with
Stringer & Morton's private post
stamp; design negatively printed
in bronze gold on black surfaced
paper. Typically uncanceled.

Stringer and Morton's City Despatch was in operation from about October 15, 1850 to January 21, 1851. Well documented through its newspaper advertisements; the delivery service erected boxes in the "six districts" into which they had divided the city. All letters had to be prepaid with their adhesive stamp—the fee was 1¢.

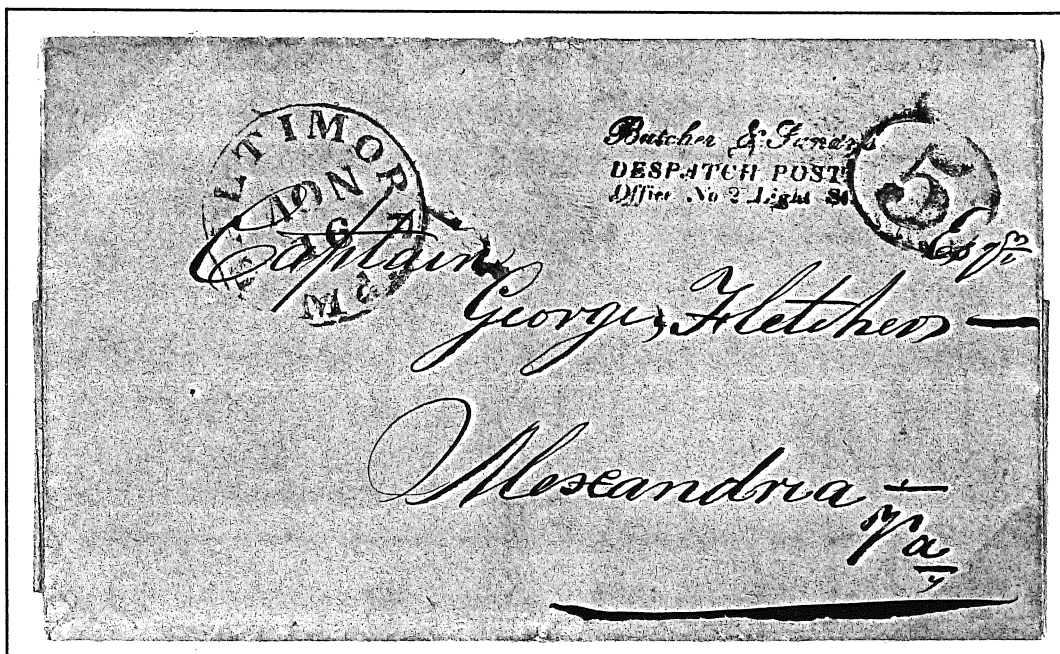
July 1, 1845 - June 30, 1851

Butcher & Sandy Despatch Post
To the mails

November 16, 1849

Little definite is known about Butcher & Sandy's Despatch Post. Based on this folded letter we know it was operating in November of 1849. City directories do not provide a listing for the firm, nor do advertisements exist as they do for other Baltimore local posts.

Only recorded example.



PF Certificate. Ex Hollowbush, Lowe, and Jarrett.

Butcher and Sandy's City Despatch obviously supplied a "to the mails" service.
The fee most likely would have been 1¢.

Typical blue CDS and oval 5 rate stamp for the carriage of the letter to Alexandria, Va.

July 1, 1845 - June 30, 1851

1845 Printed circular rate - 2¢

1847 Printed circular rate - 3¢

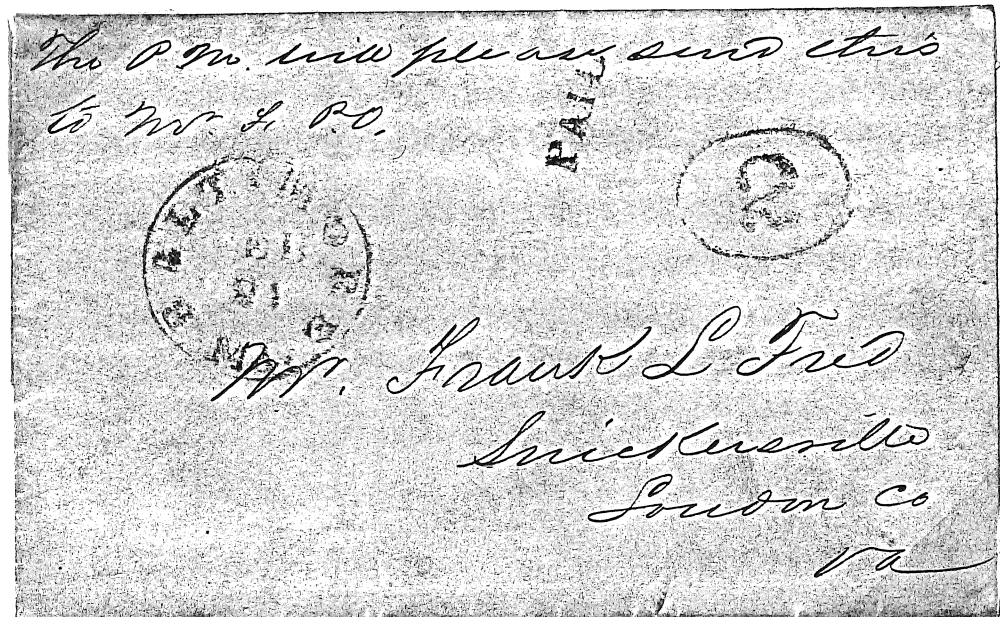
February 21, 1846

January 8, 1848

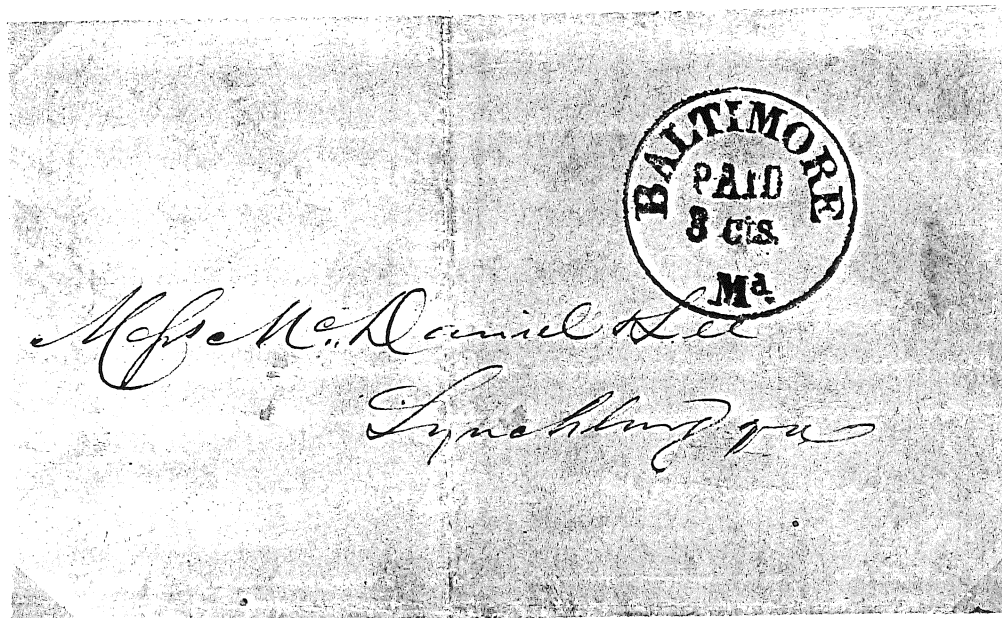
The Act of March 3, 1845 provided a rate for:

*All printed or lithographed circulars, handbills, or advertisements ...
2 cents for each sheet, without regard to distance.*

Printed notice
regarding the
formation of a
*Wholesale Grocery
and Commission
Business* by Messrs.:
Sewell, Janney, and
Owings.



By the Act of March 3, 1847 this had been changed to 3¢ - with mandatory prepayment: *All handbills or circulars, printed or lithographed, not exceeding one sheet, shall be subject to 3 cents postage each, to be paid when deposited in the post office to be conveyed by mail.*



Docketing includes manuscript date: 8 Jan'y 1848.

CDS: BALTIMORE/PAID/3 cts./MD recorded used 1847 to 1849.

July 1, 1845 - June 30, 1851

Way Letter fee 1¢ - changed to "free"
Franking privilege - Quartermaster Department
Franking privilege - Secretary of the Treasury

March 21, 1850
March 26, 1849

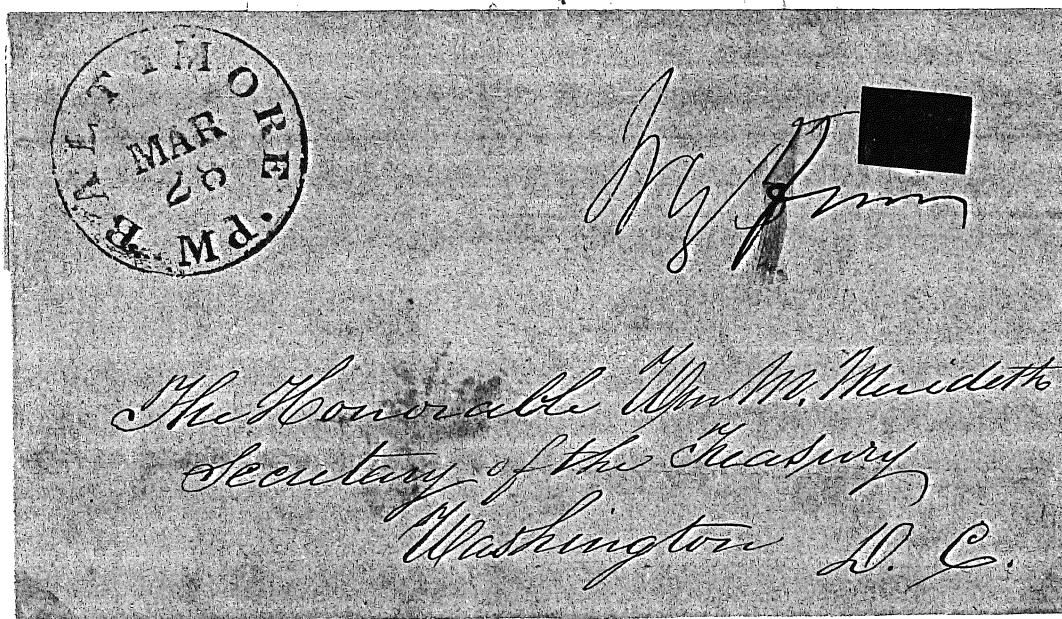
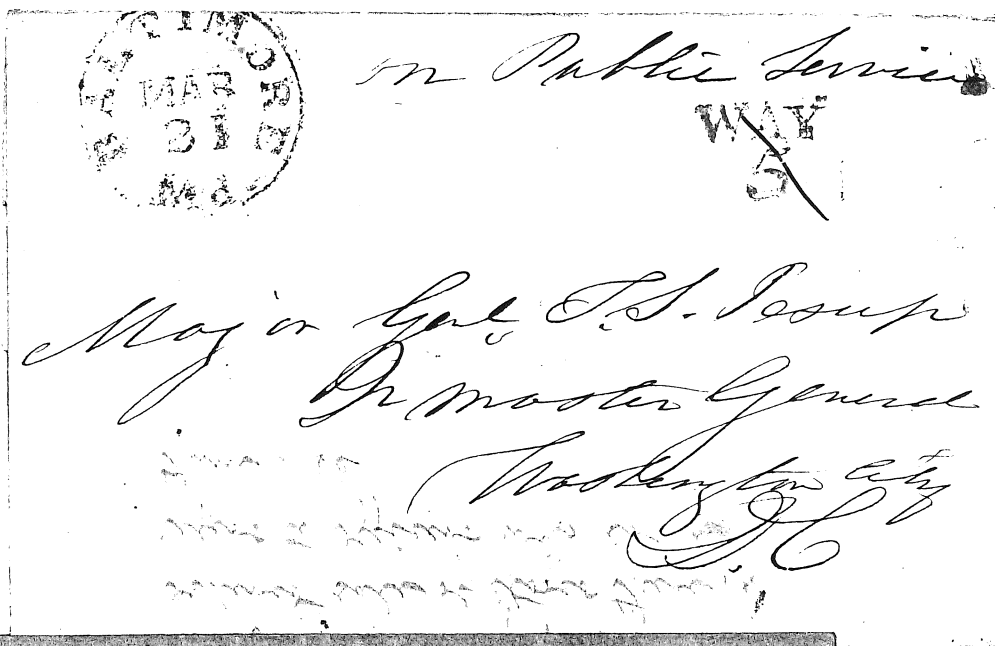
Way letters ... are such as are received by a mail-carrier on his way between two post offices, and which he is to deliver at the first post office he comes to... The word way is also to be written upon each way letter. [From Postal Laws and Regulations of January 1, 1798]

The fee for such service was 1¢ - Baltimore used the two line **WAY 5** handstamp shown here from 1850 to 1854.

No contents; docketing refers to a situation in Philadelphia.

On receipt in Washington DC, **WAY 5** deleted with manuscript and *on Public Service* noted. Those with the franking privilege were also entitled to receive free mail when on official business.

The Quartermaster's Department regained the franking privilege upon its re-organization in 1812. A Quartermaster General in Washington was appointed in 1818. Major General T.S. Jesup, the addressee of this letter served from that time (1818) until 1860 !!



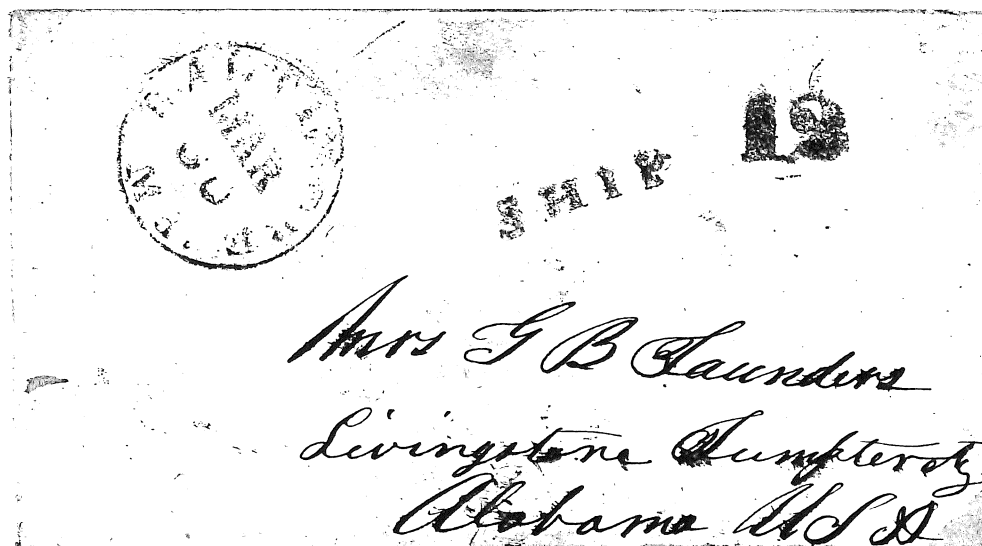
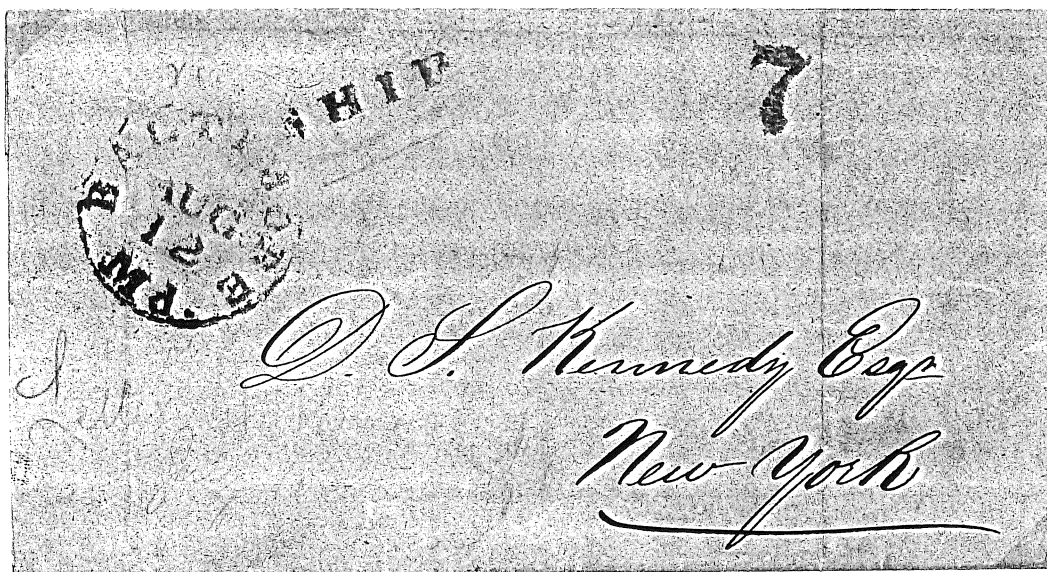
Philadelphia origin assumed—Bloods Despatch local post service used to carry letter to railroad. Ms *Way 5* overwritten with *free*. Addressee—the Secretary of the Treasury entitled to receive mail free. William Meredith held this position from March 8, 1849 until July 22, 1850.

July 1, 1845 - June 30, 1851

Less than 300 miles - 5¢ - plus 2¢ ship fee
More than 300 miles - 10¢ - plus 2¢ ship fee

August 12, 1850
March 30, 184?

Per the Act of March 3, 1845, ship letter charges remained unchanged: 2¢ plus inland charges, when letter delivered beyond the port of arrival.



Baltimore introduced unframed handstamps: 7 and 12 - for the two single rates.

July 1, 1845 - June 30, 1851

More than 300 miles - 10¢, plus - 2¢ ship fee
Via Boston, entered mails in Baltimore

19 December 1845
September 4?, 1847

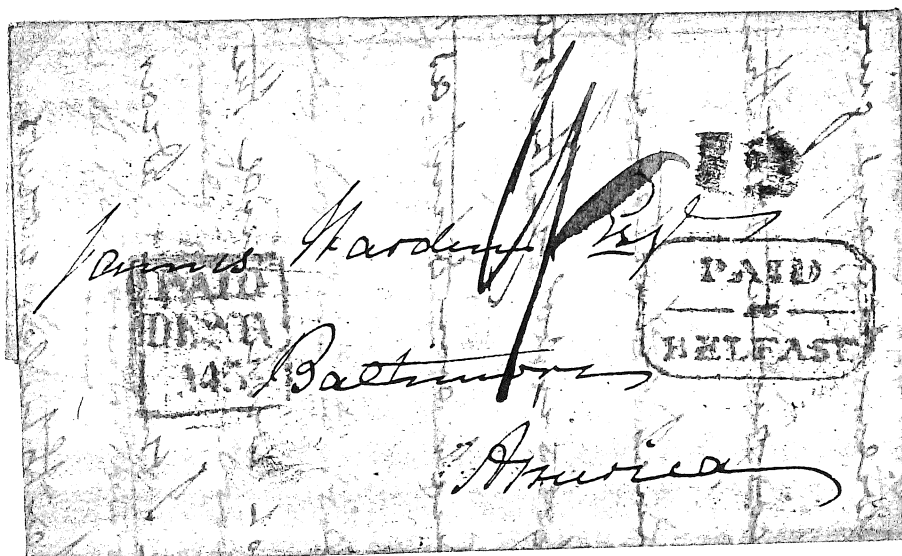
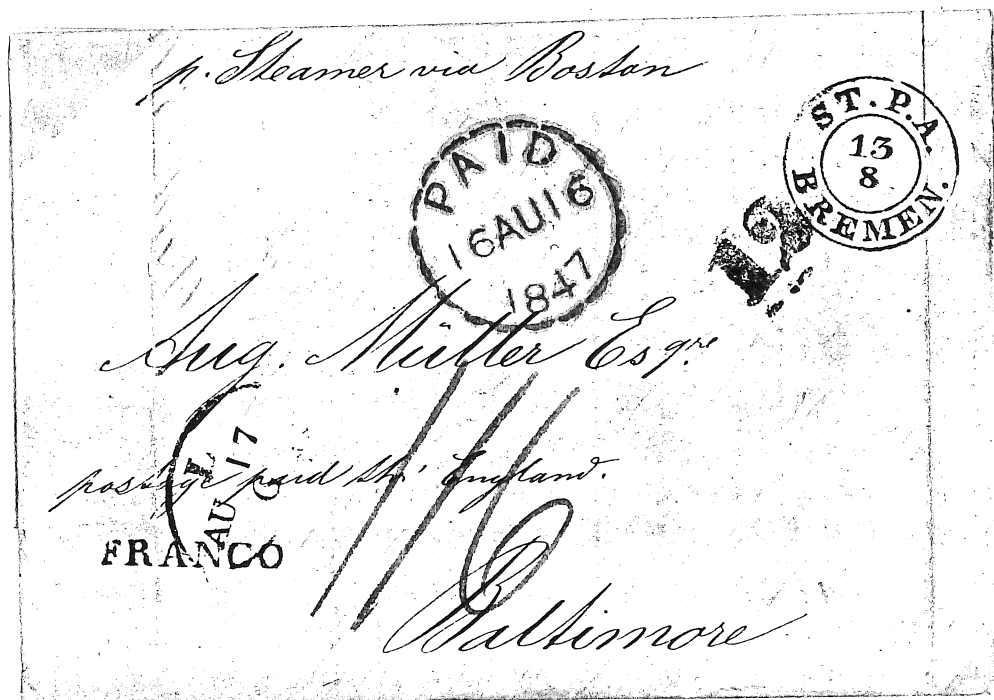
The considerable volume of mail arriving in Boston via Cunard steamer service, overburdened that exchange office to the extent that the mails for the "south" often missed the first train, causing delays of 24 hours, to the great dismay of the merchant community.

By November 1843 PMG Charles A. Wickcliffe had successfully concluded a private agreement with the PM of Liverpool, England such that the mails for New York were bagged separately in order that they might be dispatched promptly from Boston and opened only on arrival in New York. He additionally requested that the same service be provided for the following cities: Philadelphia, Baltimore, Washington City, Richmond VA., Petersburg, Va., Charleston SC, Savannah, Ga., Mobile Ala., and New Orleans.

Absence of any Boston exchange office markings distinguishes letters handled under this arrangement.

Baltimore letters are known from July 1845 to September 1847.

From Bremen on 13 August 1847, marked **FRANCO** and endorsed in manuscript *postage paid thr' England*. Red **PAID/16AUG16/1847** CDS OF London and black oval **L/AU 17/G** of Liverpool. Ms 1/6 in magenta, credit to Britain from Bremen. Letter departed 19 August on Cunard steamer *Caledonia*, arriving Boston on 2 September



Paid the 1/ British packet rate in Belfast.

Octagonal framed **PAID AT BELFAST** known used from 1832-1846, square Dublin **PAID** date stamp

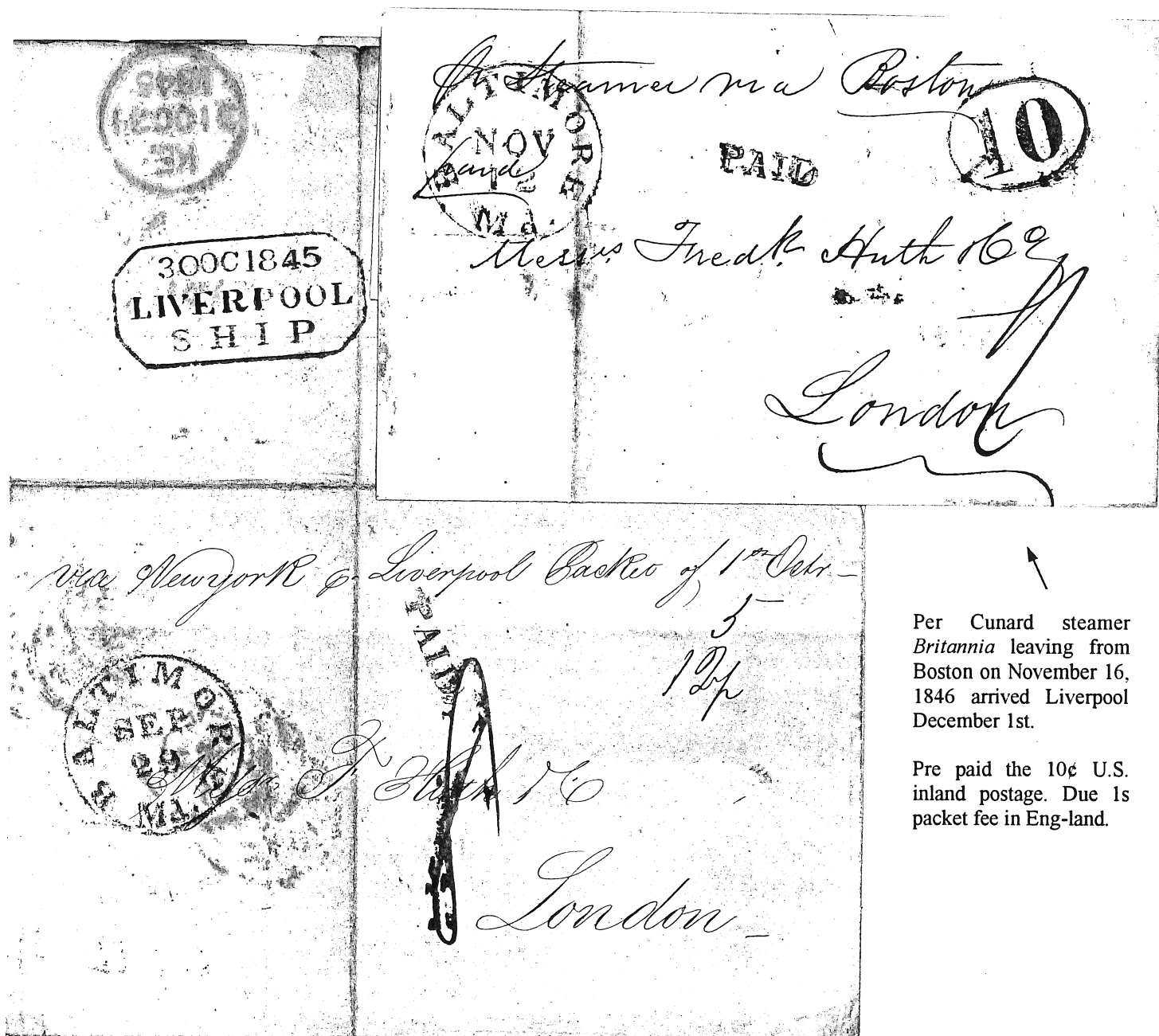
Distinctive blue Baltimore **12** denotes rate of 10¢ for more than 300 miles plus the 2¢ ship fee.

July 1, 1845 - June 30, 1851

Freight Money, Sailing ship fee - 12½¢
More than 300 miles - 10¢ , packet

September 29, 1845
November 12, 1846

A freight money letter was a trans-Atlantic letter carried by private ship for which a private fee for the sea postage was collected in advance by the US postmaster. Fees (single sheet) for carriage by sailing ship: 12½¢. Freight money letters this late are much less common. Charged 5¢ U.S. inland postage for the zone rate of less than 300 miles, plus 12½¢ sailing ship freight money fee.



Per Cunard steamer
Britannia leaving from
Boston on November 16,
1846 arrived Liverpool
December 1st.

Pre paid the 10¢ U.S.
inland postage. Due 1s
packet fee in Eng-land.

Based on arrival date of 30 October the voyage took about twice the time of the steam packet and cost a grand total of ½ ¢ less: 17½ ¢ in the U.S. and 8d or 16¢ in London for a total of 33½ ¢. By contrast the packet left from Boston, 10¢ U.S. and cost 1s or 24¢ for a total of 34¢.