

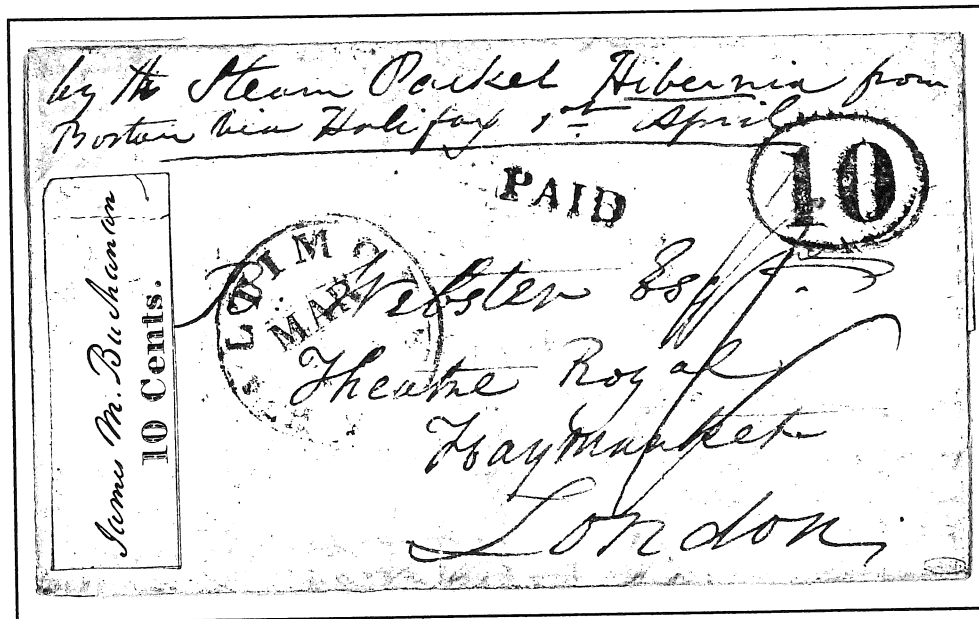
July 1, 1845 - June 30, 1851

Buchanan provisional stamp - 10¢ on white
To London, England

March 28, 1847

Addressed to London [England], endorsed to catch the Cunard packet "Hibernia" due to leave Boston for Halifax and Liverpool on April 1st.

Pre-treaty period: the U.S. inland postage to port of departure (Boston) pre-paid: 10¢ per ½ ounce for a distance of over 300 miles. Paid by 10¢ Buchanan provisional adhesive stamp.



One of five recorded on cover.

1 shilling due in London, marked in manuscript on front; London CDS 16 AP 16/1847 in red on reverse. The "Hibernia" arrived in Liverpool on schedule on April 15.

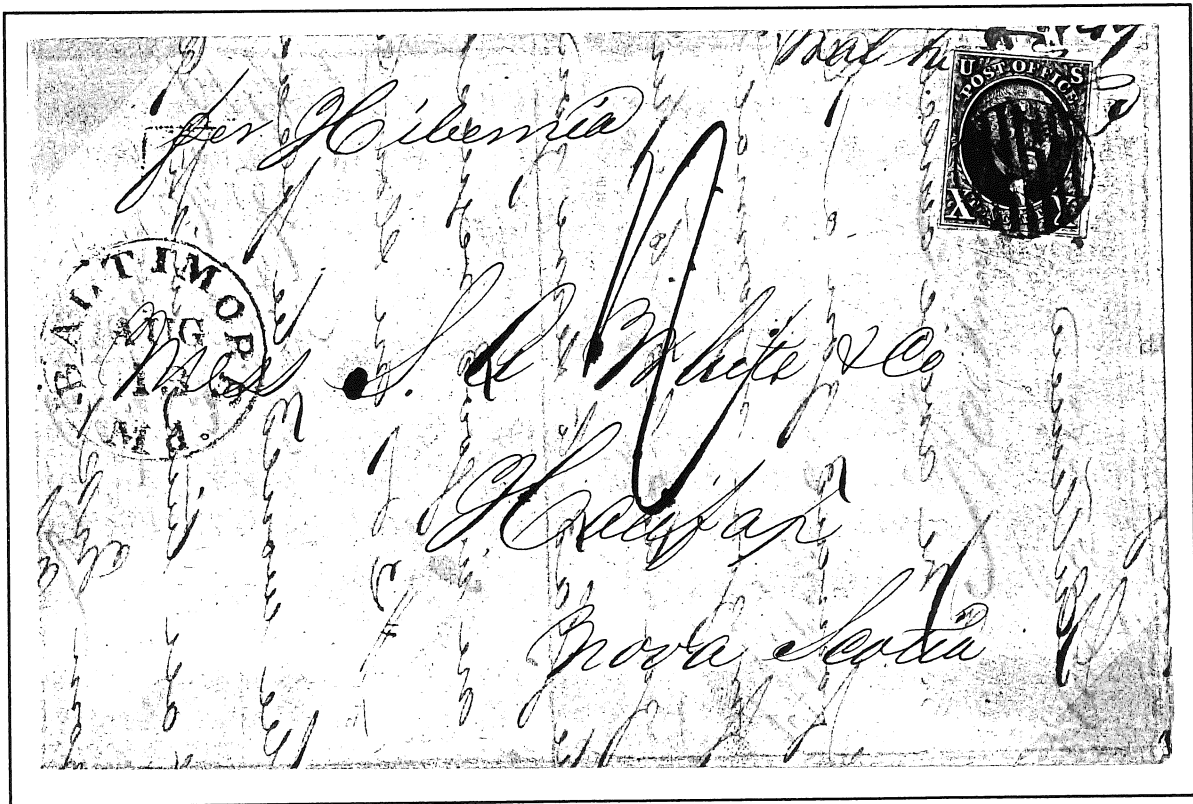
July 1, 1845 - June 30, 1851

To Nova Scotia, paid to port of departure
More than 300 miles - 10¢

August 13, 1847

Paid 10¢ U.S. inland postage to port of departure: Boston.

The Cunard packet "Hibernia" left Boston for Halifax (and Liverpool) on August 16th. The charges in Nova Scotia were 1/ packet fee plus inland. Since delivered at the port of Halifax, no inland fees applied: 1/ due only - marked in manuscript.



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

Earliest known use to to any foreign destination from Baltimore of either adhesive.

July 1, 1845 - June 30, 1851

To France - 10¢ to port of departure
1848 British Treaty rate - 24¢

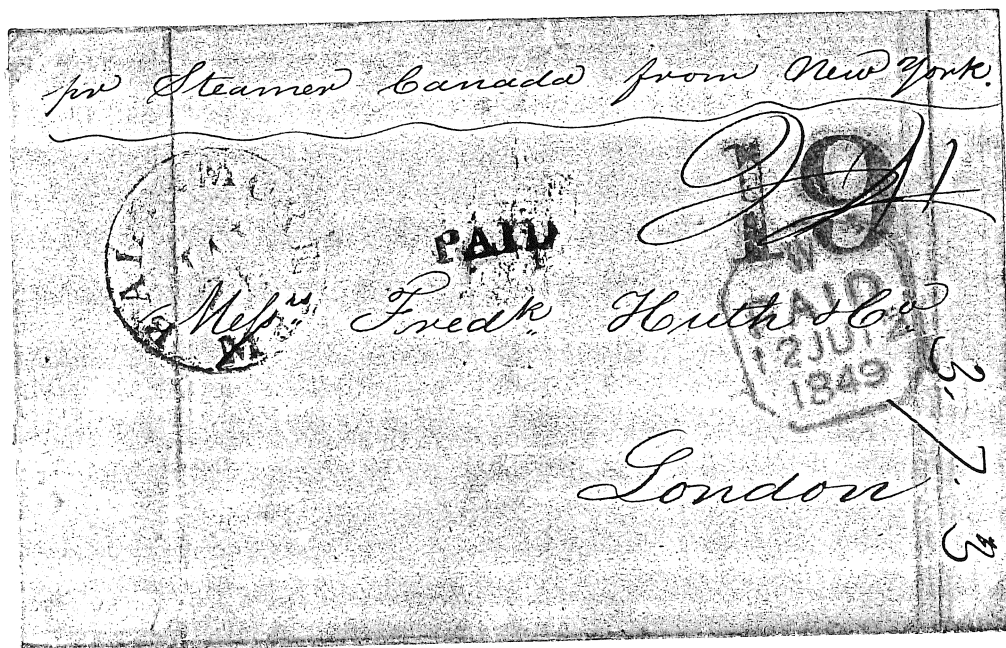
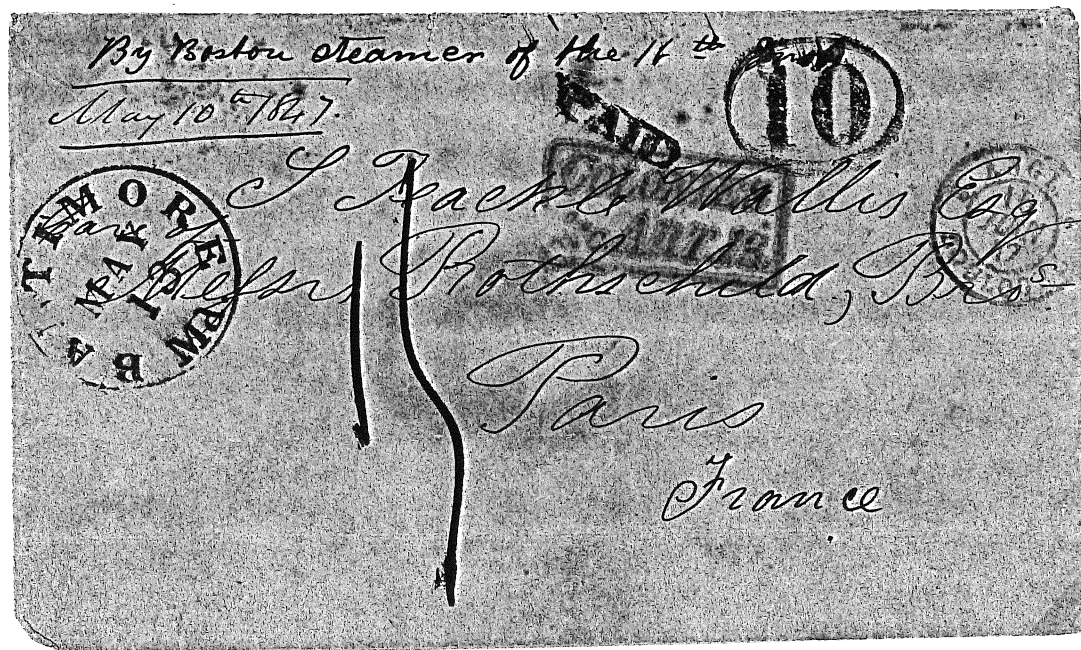
May 13, 1847
June 12, 1849

Endorsed By Boston steamer of the 16th Inst., based on London transit CDS of 14 JU 14/1847 and French entry mark of ANGL/16 JUIN 47/BOULOGNE, letter missed the boat and caught the Cunarder Britannia departing Boston June 1st, instead.

Paid 10¢ U.S. Inland postage to port of departure in Baltimore. Rectangular boxed accountancy hand stamp:

COLONIES
&c ART. 13.

applied in London. Postage due 15 decimes: 10 decimes for British transit and 5 decimes French internal (single rate for 7½ grams, or ¼ ounce.



As noted in manuscript: 24¢ paid in Baltimore: Rates per US-British Treaty effective February 1849:

U.S. inland	5¢
British sea	16¢
British inland	3¢
Total	24¢

Of which the U.S. credited 19¢ to Great Britain

Red 19 handstamp applied in New York. "Tombstone" shaped PAID datestamp applied in London.

Mailed May 26, 1849 in Baltimore, departed New York May 30 on board Cunard steamer Canada, arrived Liverpool June 12, transit to London the same day.

July 1, 1845 - June 30, 1851

Retaliatory Rate Period, via British packet
To France via New York - 29¢ pre-paid
To Ireland via Boston - 34¢ pre-paid

August 15, 1848
November 26, 1848

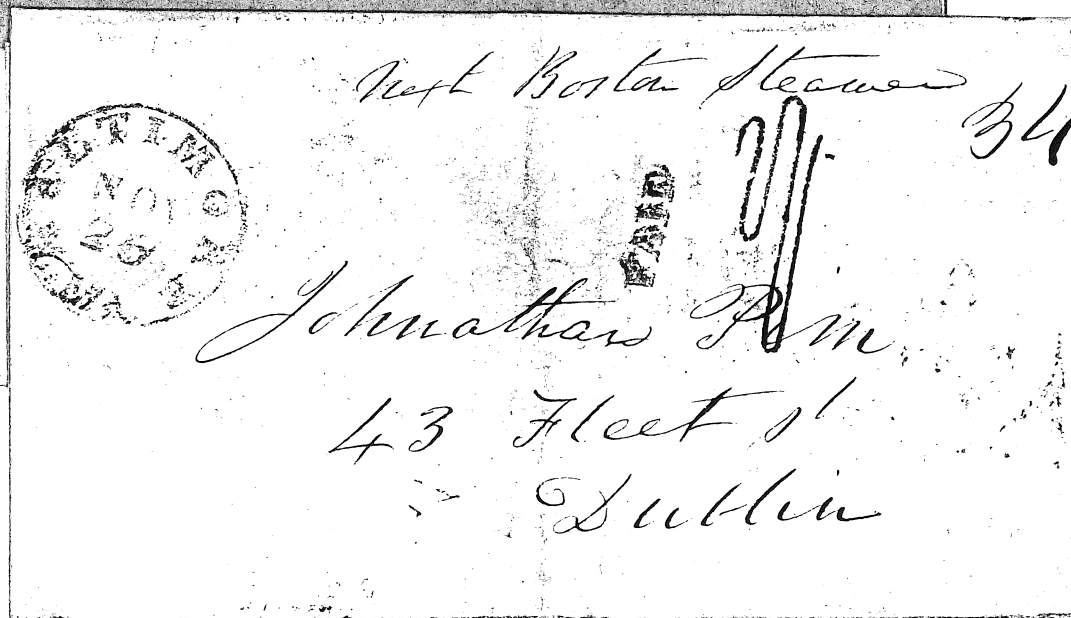
In 1847, when U.S. contract steamers began to carry mails to Britain, the British continued to charge their own packet fees (1 shilling) even though the vessel providing the service was not British. The U.S. Congress reacted by directing that U.S. postmasters act likewise; thus during the period July 1 to December 31, 1848, before a new treaty was negotiated, the U.S. sea postage was charged even when a letter was to be transported by a British packet.

5¢	Inland postage, less than 300 miles
24¢	sea postage, regardless of packet
29¢	total US postage paid, Retaliatory period
28	Postage due - this included the debit to decimes
	England and distance traveled in France.

Carried on Cunard steamer *America*, departing New York August 16, 1848, arriving Liverpool August 30th.



Exchanged under Franco British Convention of 1843 - COLONIES/&c. ART 13- exchange office handstamp and ANGL/BOULOGNE French entry marking. British FPO CDS of 31 August and Cognac arrival on reverse.



Carried on Cunard steamer *Acadia*, departing Boston November 29, 1848, arriving Liverpool December 12th. Serpentine black 1/ postage due stamp; Liverpool and Dublin CDS on back.

10¢	Inland postage, more than 300 miles
24¢	sea postage, regardless of packet
34¢	total US postage paid, Retaliatory period
1/	Postage due - British packet rate

July 1, 1851 - March 31, 1855

Less than 3000 miles - 5¢ , unpaid
 Less than 3000 miles - 3¢ , pre-paid

July 1, 1851
 October 31, 1852

Act of March 3, 1851 effective *From and after June 30, 1851* established the above rates for single letters (less than ½ ounce).

For the first time there was a penalty for sending a letter unpaid.

Drop letters were 1¢, ship letters still 2¢, plus inland.

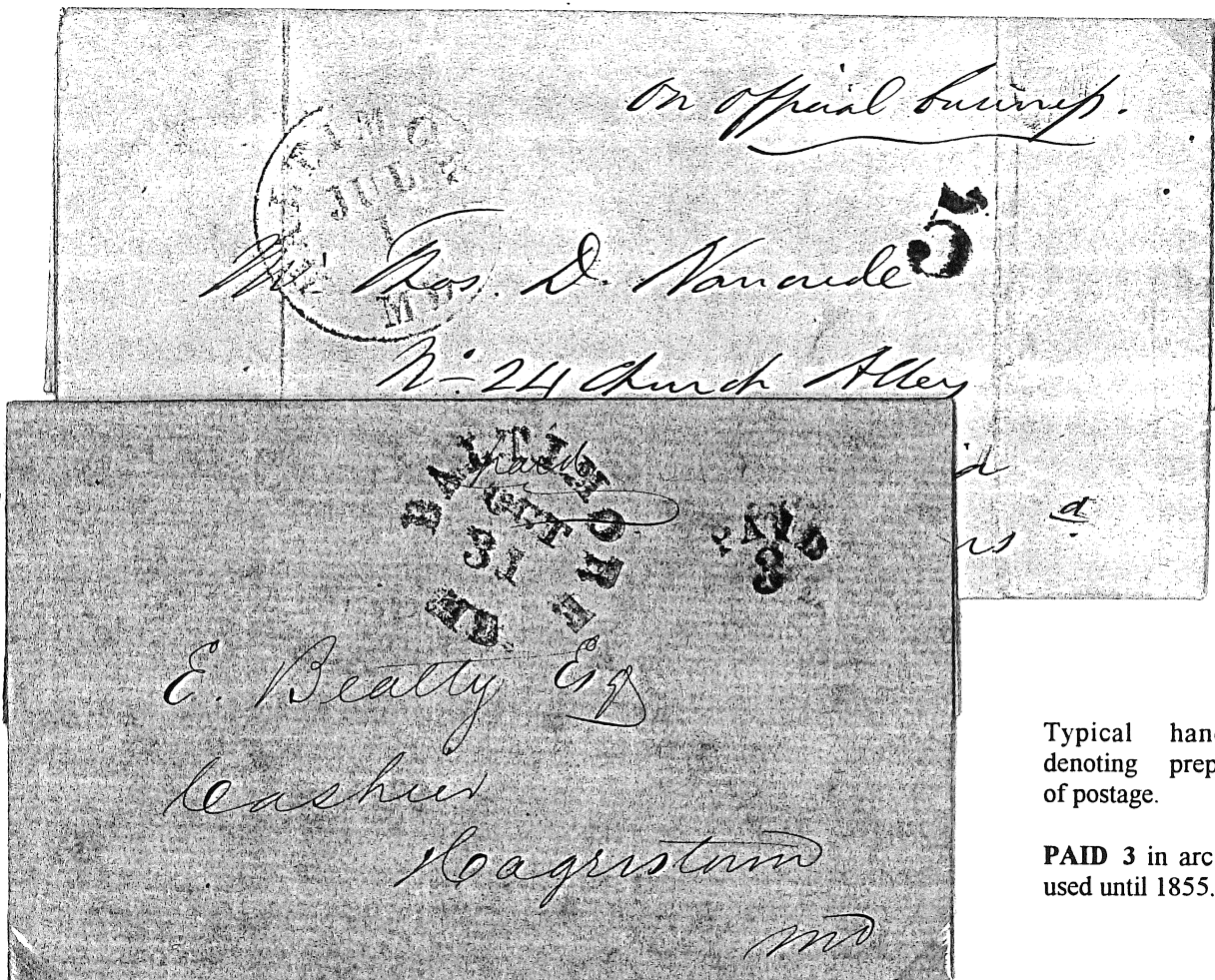
Rates effective: July 1, 1851

Not over 3000 miles – pre-paid	3¢
Not over 3000 miles – unpaid	5¢
Over 3000 miles – pre-paid	6¢
Over 3000 miles – unpaid	10¢

First day of new rate

Sent un-paid, charged 5¢ although marked *on official business*. Indeed, the content seems as if it deals with official army business, however T.P. Andrews (the sender) as Deputy Paymaster General of the Army did not have the franking privilege.

CDS - 33 mm diameter - **BALTIMORE MD.** - recorded used 1851-1852.



Typical handstamp denoting prepayment of postage.

PAID 3 in arc known used until 1855.

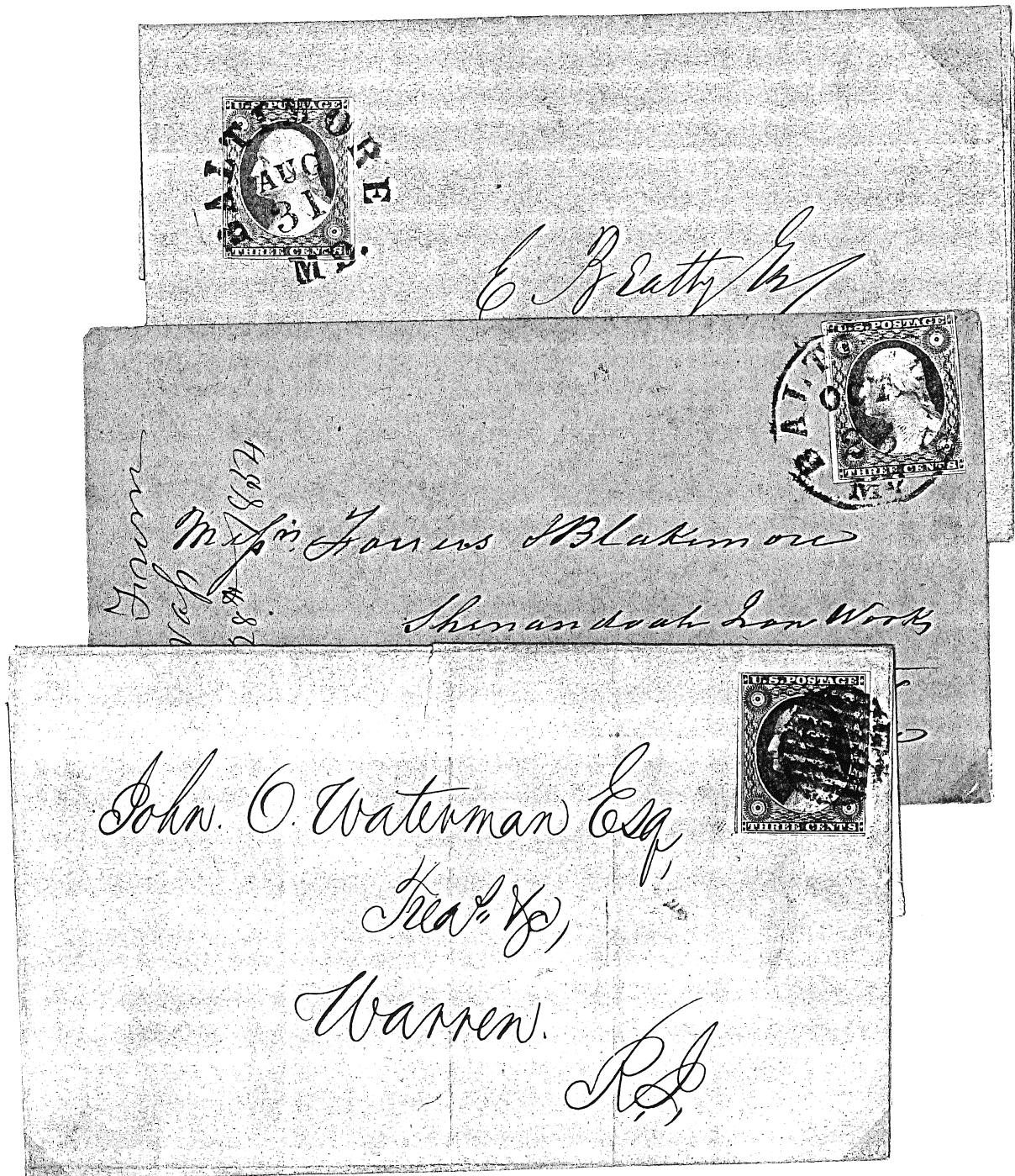
Unframed CDS, 29mm diameter - **BALTIMORE MD.** - known used 1852-53.

July 1, 1851 - March 31, 1855

Less than 3000 miles - 3¢, pre-paid

August 31, 1853
October 23, 1854
February 27, 1852

The Post Office Department contracted with the firm of Toppan, Carpenter, Casilear & Company, bank note engravers in Philadelphia to supply new 1¢ and 3¢ adhesive stamps in 1851.



Use of town dates stamps to cancel the adhesives was a common practice. Unframed CDS used 1852-53, framed CDS, 30 mm diameter, used 1852-55. Basic grid obliterator - brown ink - no date stamp applied; contents of letter has Baltimore dateline.

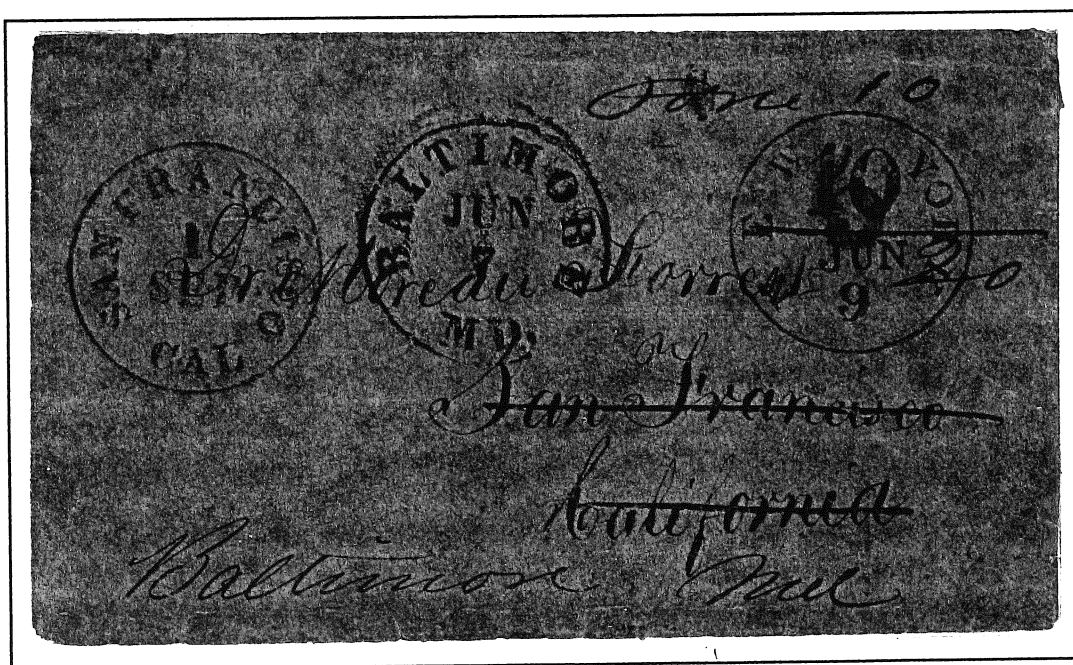
July 1, 1851 - March 31, 1855

Over 3000 miles - 10¢ , unpaid
And returned—20¢ due

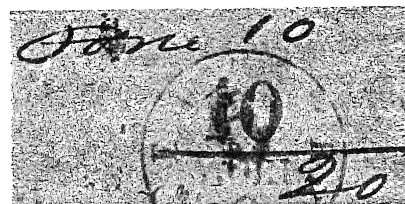
June 7, 1852

Letter initially headed *Baltimore May 19, 1852*... several letters connected—from Mary L. Forrest to her husband Dr. Moreau Forrest in San Francisco. It resumes in the middle: *The children took this letter to post office and found they had deffered [sic] the mail until 24 and brought it home again...*

Sent unpaid—initial rate marking—possibly an incorrect 5, overstruck by **New York 10./Jun 9.**



Dr. Forrest had returned to Baltimore by the time the letter arrived:
San Francisco receiving CDS of 1 September. Letter readdressed.
Marked *Fore 10*—for a total due of 20¢



July 1, 1851 - March 31, 1855

Contract Mail Route - 3¢, paid
Washington Branch RR

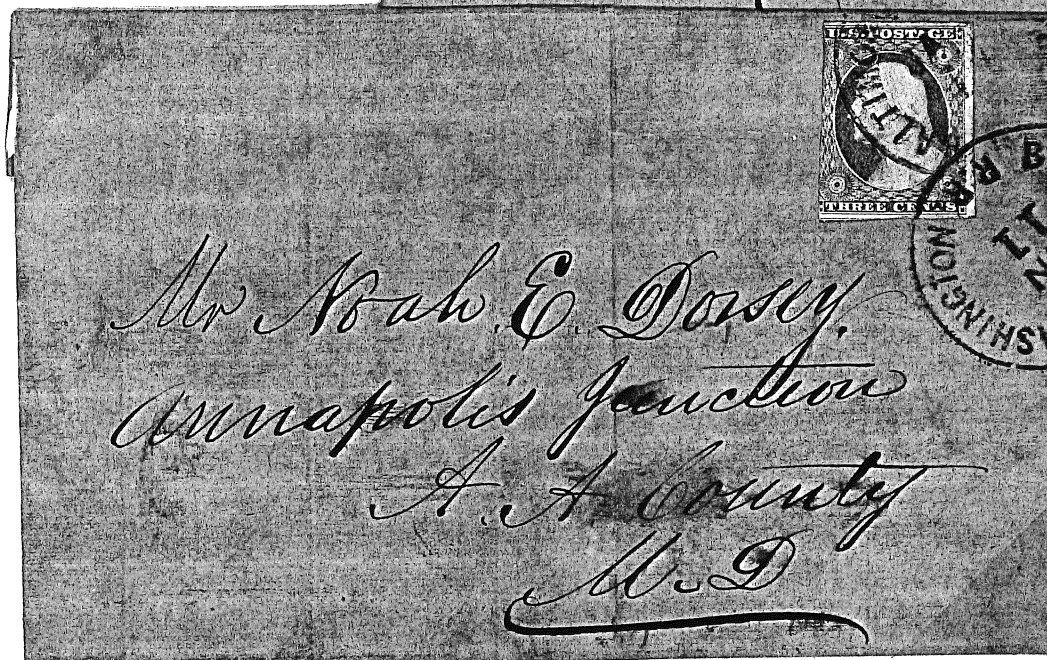
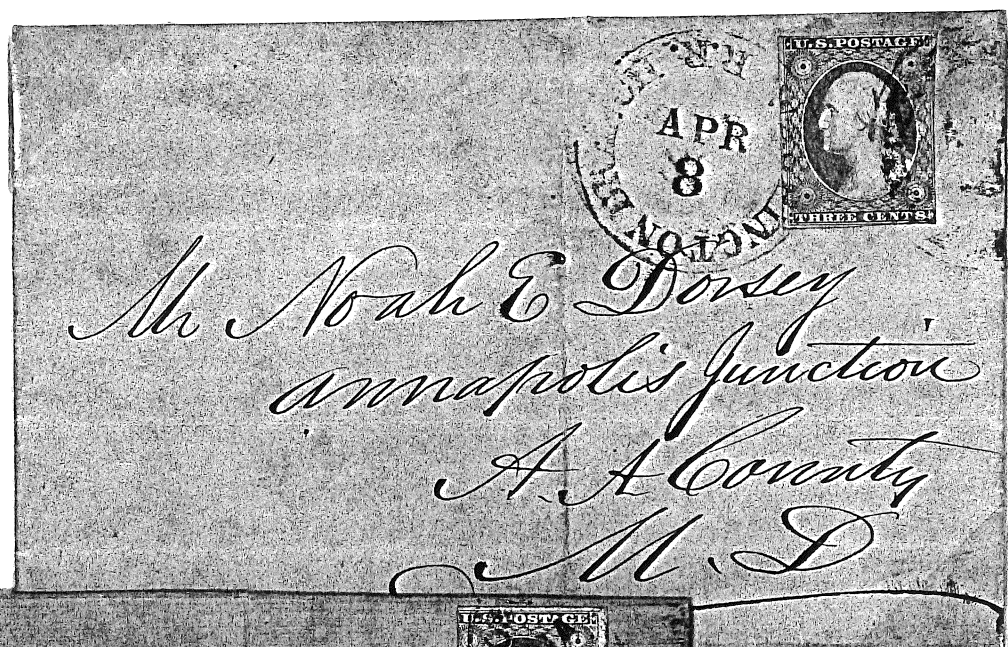
April 8, 1853
January 11, 1854

Letters datelined *Baltimore, April 7, 1853* and *Baltimore Jany 11th 1854*, 3¢ imperforate 1851 issue stamp cancelled with the route agent CDS.

The Washington Branch of the B & O Railroad opened to Washington in 1835. The branch diverged from the main line at Relay House, crossing the Patapsco River on the Thomas Viaduct near Elkridge Landing, then turning south to Washington.

WASHINGTON BRANCH R.R., center date inverted. CDS, 4 copies known.

By 1851, the stations were Baltimore, Mount Clare, Relay House, Elkridge Landing, Jessup's Cut, Patuxent Switch, Annapolis Junction, Savage Factory, Watson's Cut, Laurel Factory, White Oak Bottom, Beltsville, Paint Branch, Bladensburg, and Washington.



BALTIMORE & WASHINGTON
JAN 11
R.R.

CDS in "gothic lettering",
less than 5 examples known.

Annapolis Junction was the location of the junction for the Washington Branch of the B & O RR and the Annapolis & Elkridge RR.

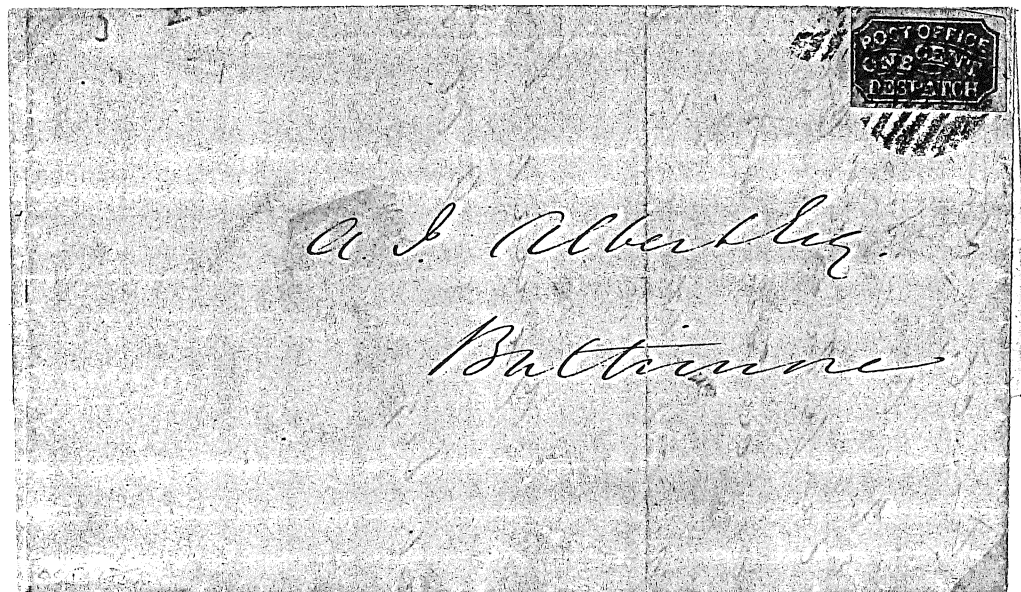
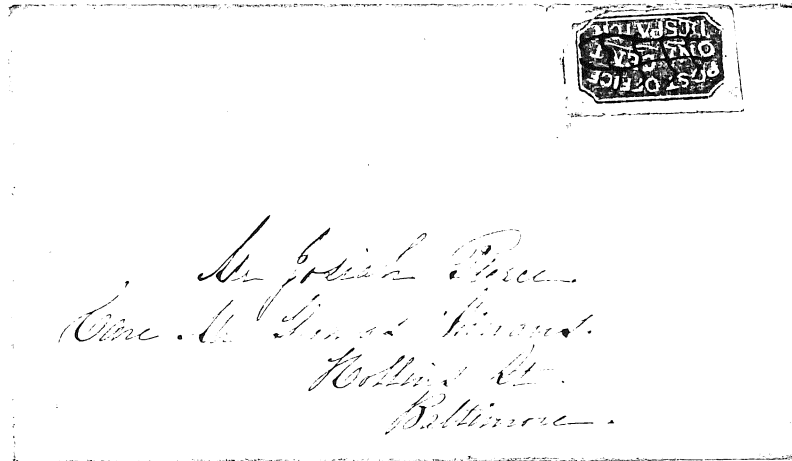
July 1, 1851 - March 31, 1855

Carrier city delivery - 1¢
ONE CENT DESPATCH adhesive

? 185?
October 11, 1852

The Postage Act of March 3, 1851 provided for Post Routes to be established on the streets and highways within the limits of the city. Baltimore's carrier service re-organized to implement this change. In June of 1851, Charles T. Maddox, Postmaster of Baltimore advertised 14 districts for collection and delivery of mail.

Hollins Street is a few blocks west of the Branch Post-Offices listed for District No. 1, Samuel Kugler, Carrier. District 11, J. W. Hinkle, Carrier, included *the corner of Fayette and St. Paul Streets* - the address on the letter below.



For letters received from the Post Office, there was a 2¢ delivery fee. However, letters for city delivery, if handed to a carrier or left in a carrier collection box were delivered to the persons address, without passing through the Post Office, for a fee of 1¢ only, which had to be pre-paid. Stamps were provided for the purpose of paying this fee.

First type of Baltimore carrier adhesive - POST OFFICE ONE CENT DESPATCH - in red, blue and green - used 1850 to 1855.

July 1, 1851 - March 31, 1855

Drop letter - 1¢

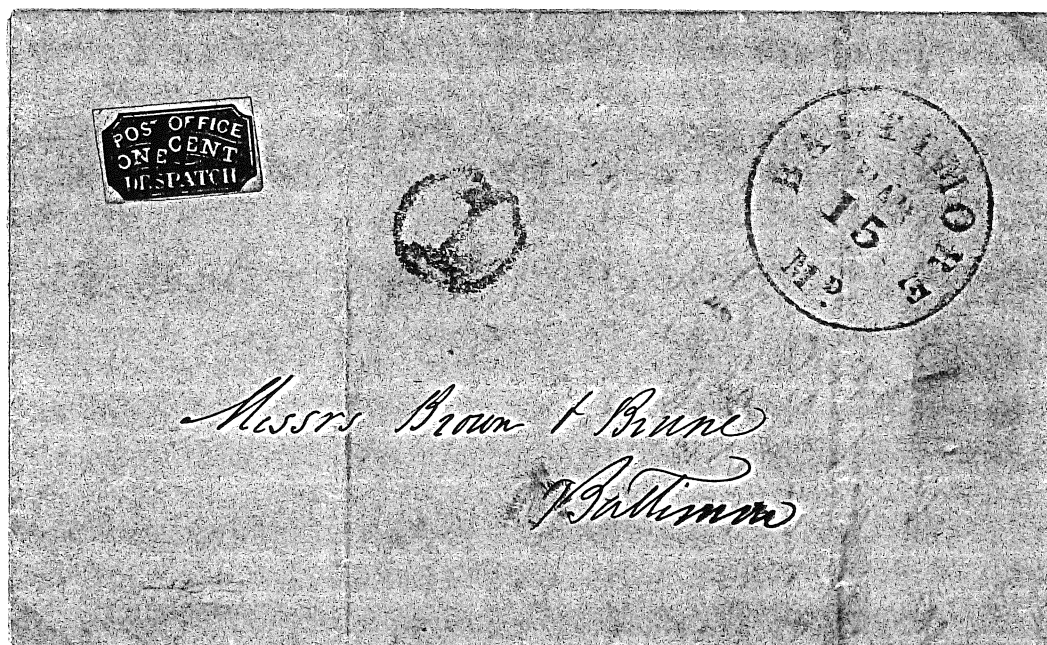
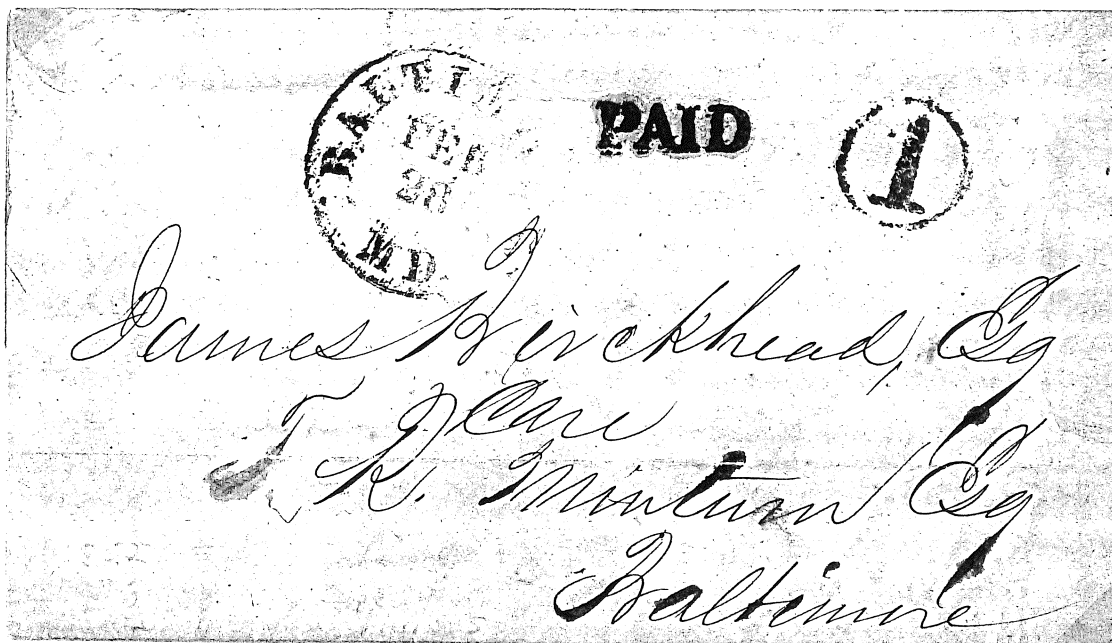
Drop letter plus Carrier delivery - 2¢

February 28, 1852

March 15, 1854?

By the Act of March 3, 1851, drop letters were to be charged 1¢ each. Drop letters were those that were placed in the post office or collected from letter boxes and brought to the post office but were not transmitted to another post office for delivery.

Handstamped **PAID** with 1 in circle - from this evidence brought to the post office - fee paid in cash.



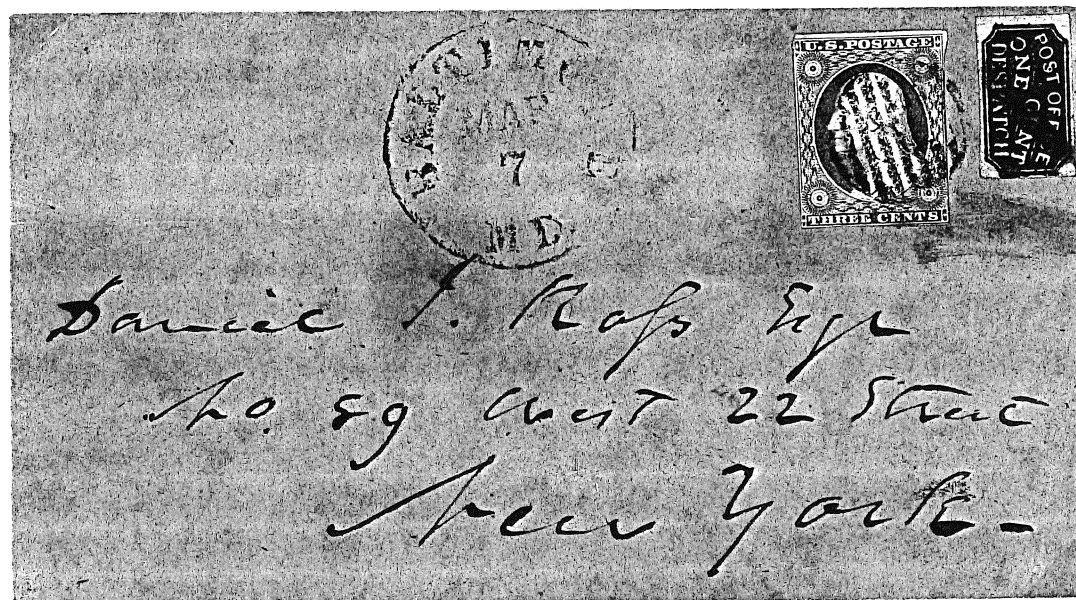
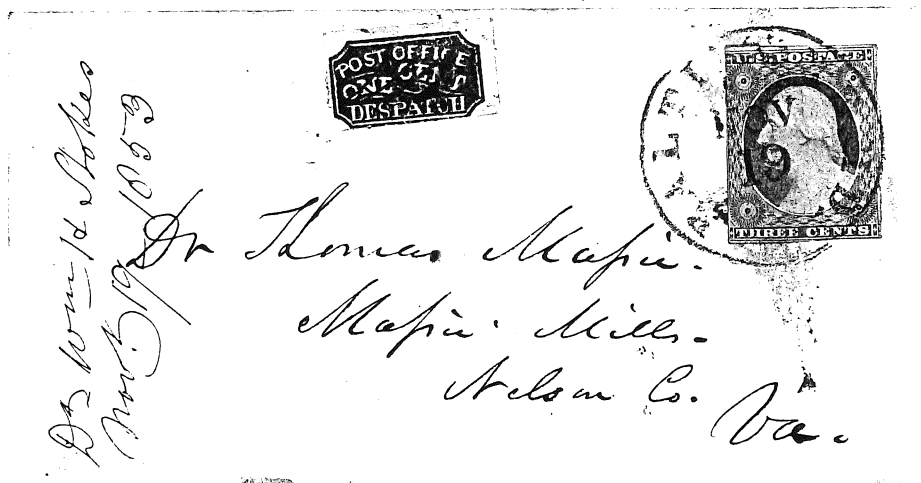
Letter brought to post office, drop fee of 1¢ paid in cash - carrier stamp already affixed - delivered by carrier. CDS - 32mm in diameter - smallish letters - recorded used 1852 to 1855.

July 1, 1851 - March 31, 1855

Carrier delivery
To the mails

November 19, 1853
March 7, 185?

Letters could be placed in the collection boxes of the Branch Post offices of the Carrier system or handed to the carrier and, if prepaid with a carrier stamp be delivered to the post office for outward dispatch.



Prepaid with first type Baltimore carrier adhesive - typical pen cancellation of only the carrier stamp; the regular adhesive stamps were not obliterated by the carrier, but only by the post office.

July 1, 1851 - March 31, 1855

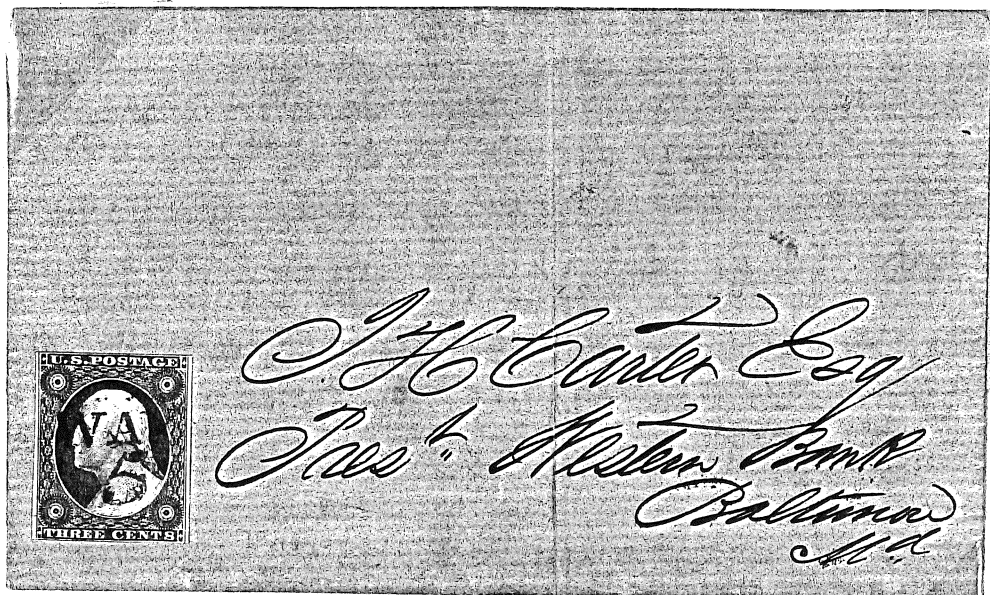
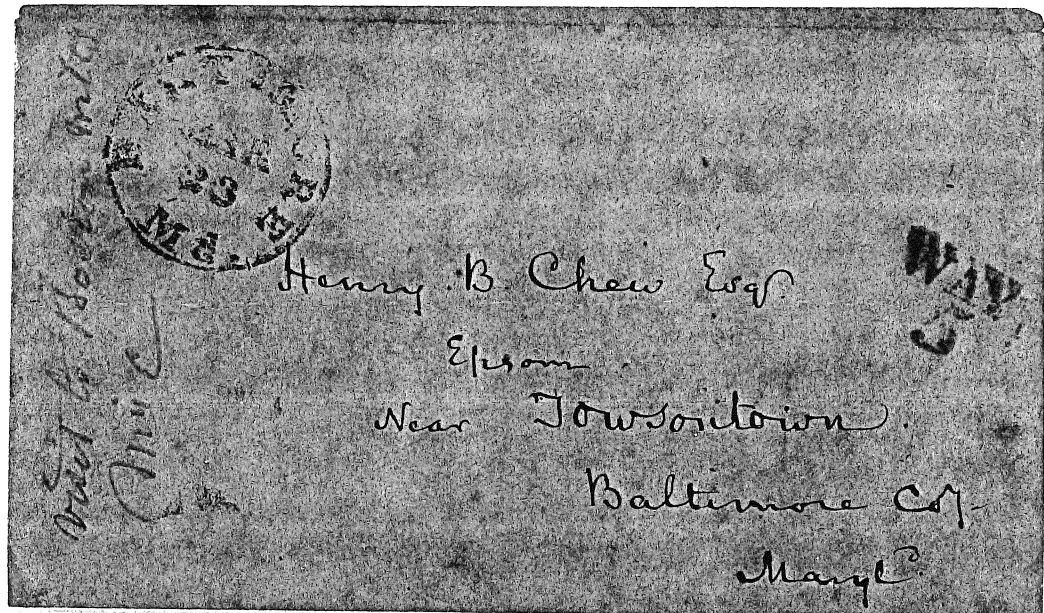
Less than 3000 miles
Unpaid and paid Way Letters

March 23, 185?
October 10, 1851

In the early 1850s, after adhesive stamps came into common use, on unpaid stampless way letters, a handstamp WAY 5 is typically present - representing the penalty (un-paid) rate of 5¢.

All way fees were discontinued in January 1853.

Envelope has no contents, addressed to "near Towsontown" - which is on the post road to York and Lancaster, Pennsylvania. This letter could have been collected by a mail carrier inbound to Baltimore or possibly have been given the letter to deliver on the "way" north to York.



Letter heading: New York Oct 10th 1851 - franked with 3¢ red brown of 1851 - possibly carried by train with no route agent - treated as Way Letter by Baltimore Post Office which obliterated adhesive with their two line WAY 5 handstamp - recorded used 1850 to 1854.

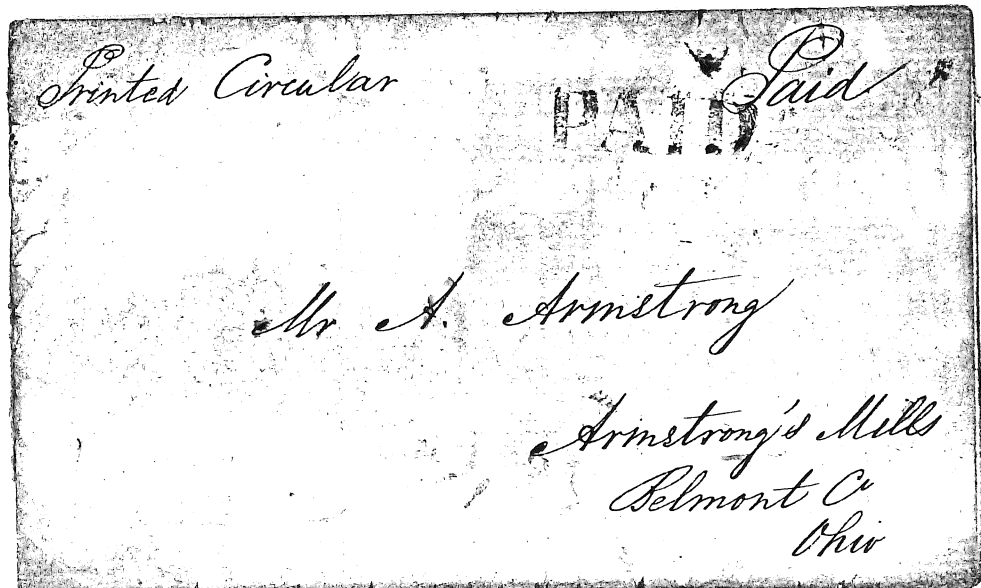
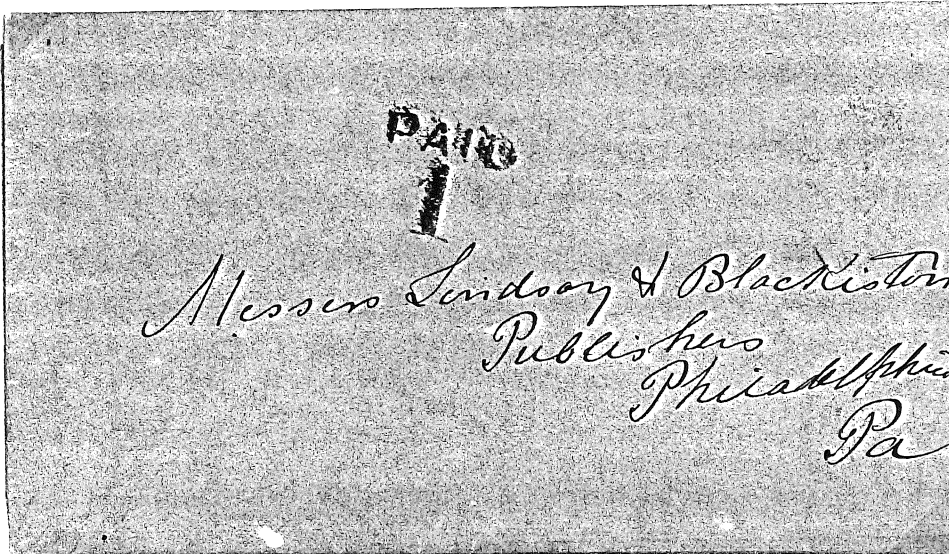
July 1, 1851 - March 31, 1855

Less than 500 miles - 1¢, printed matter
1¢ printed matter - no distance limit

August 7, 1851
February 1, 1855

According to the Act of March 3, 1851, postage for other papers and circulars... periodicals... books.. and all other printed matter, of not more than 1 ounce in weight, conveyed not exceeding 500 miles, 1 cent; exceeding 500 miles and not exceeding 1,500 miles double said rates... [9 Stat. 587-589]

Printed dateline on this notice of a publishing firm changing hands *Baltimore, August 7, 1851*. Two line handstamp **PAID 1** not listed as used in Baltimore.



The Act of August 20, 1852 eliminated the distance scale for printed matter and increased the weight allowance as follows: *Each newspaper, periodical, unsealed circular, or other article of printed matter, not exceeding 3 ounces in weight, to any part of the United States, 1 cent.* [10 Stat. 38],

Printed circular relating the the tobacco market, datelined *Baltimore, February 1st, 1855*. Large handstamp **PAID** not listed for Baltimore through 1855.

July 1, 1851 - March 31, 1855

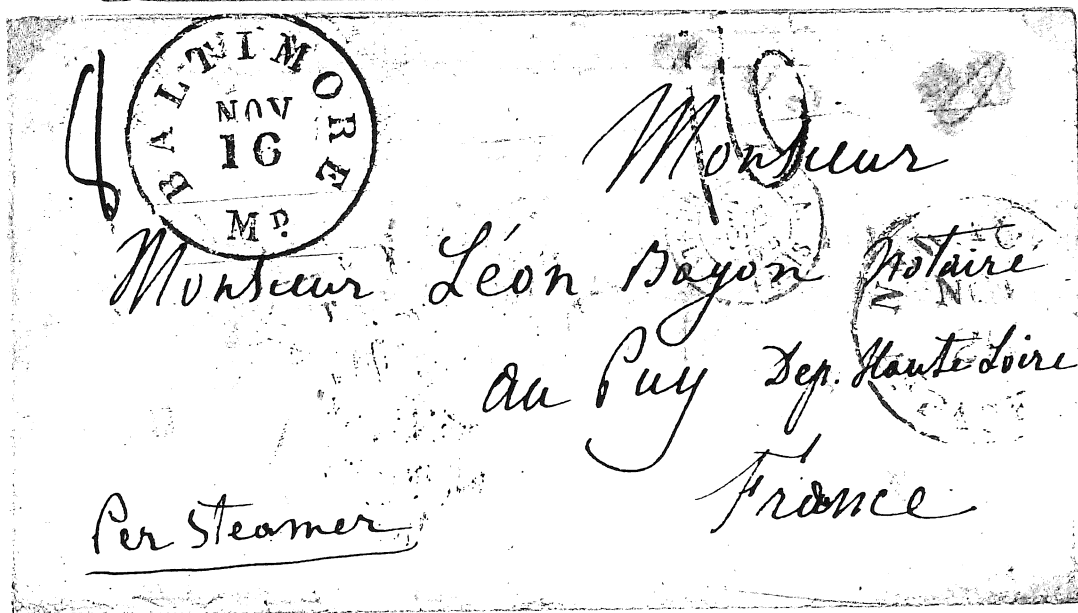
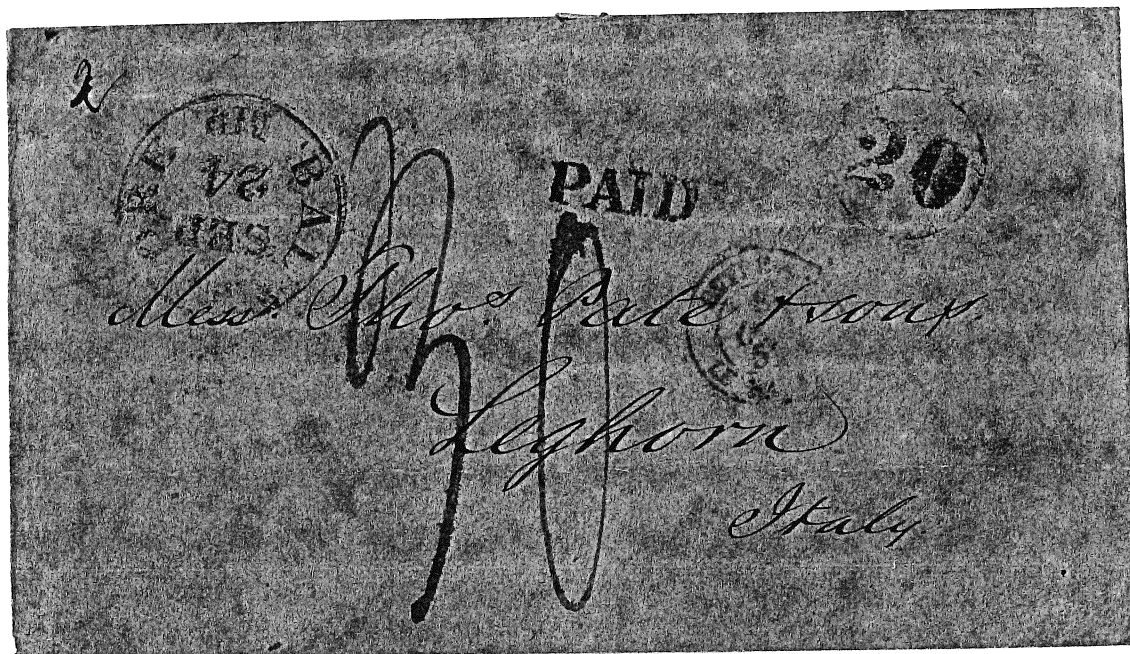
Direct rate to France - 20¢

September 24, 1852

November 16, 1854

Starting July 1st, 1851, mails sent directly to France by the New York to Havre route were charged at a rate of 20¢ per ½ ounce. Pre-payment required.

To Leghorn (Livorno), Tuscany - black **PAID** and 20 in circle handstamps struck in Baltimore. *OUTRE MER/LE HAVRE* French entry marking in red. Sent via New York & Havre line *Humboldt*, departing New York September 25, 1852. Postage due: 30 crazie (about 40¢) for French transit to Tuscany.



To Puy [en-Velay], France - mailed November 16, 1854 in Baltimore paid 20¢ for French direct mail rate in expectation of catching the November 18th Havre line steamer. Oily red **PAID** and 20 (overstruck on pencil 20) in upper right applied in Baltimore.

Havre line had lost steamer in July 1854 and were unable to maintain weekly sailing. New York exchange office allowed letter to go on November 25th Collins line steamer, *Atlantic*, to Liverpool although 1¢ underpaid by that route.

16 decimes due for a 8 gram letter. Rate was 8 decimes per 7½ grams.

July 1, 1851 - March 31, 1855

British Open Mail rate - 5¢

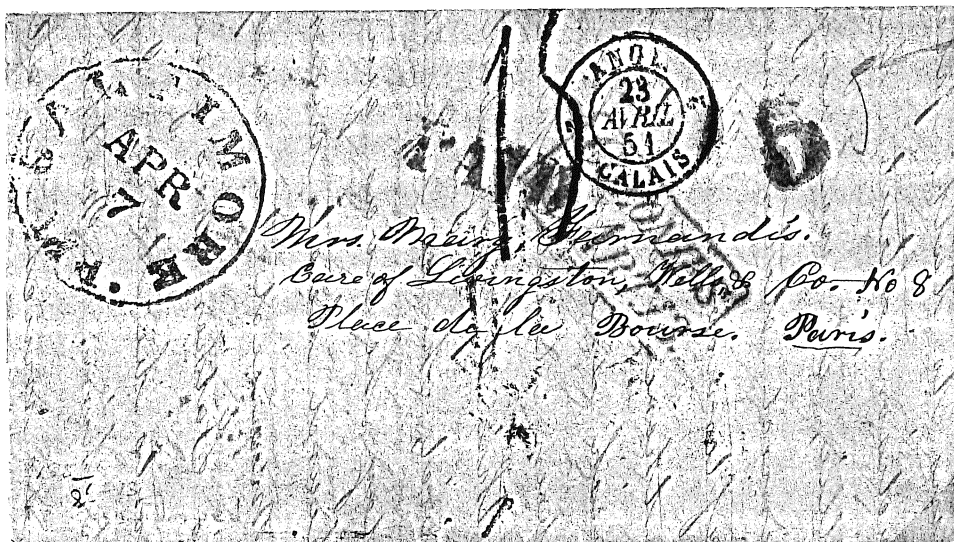
1848 British Treaty Rate - 24¢

April 7, 1851

September 20, 1852

Paid and **5** applied in Baltimore - represents 5¢ British Open Mail rate (paying to port of departure).

Under the 1843 Franco-British Treaty mail was exchanged using bulk rates - the boxed **COLONIES & C. ART 13** indicating the appropriate section of the letter bill under which the rate was documented. By this time the French were charging 15 decimes due regardless of distance travelled in France. Of this, 10 decimes went to Britain to cover the sea postage and the transit fee.



Pencil "5" - noted by PO window clerk to indicate amount paid. Handstamps applied at a later time.

Left Boston April 9th on Cunard steamer *Canada*, arriving in Liverpool April 21st, British FPO CDS of 22 April and French entry mark of 23 Avril 51.

5¢	U.S. inland
16¢	Sea postage
3¢	British inland
24¢	Total

Under the U.S.-British Treaty of 1848, the portion of the rate allocated to sea postage - 16¢ - was due to the country providing the packet. Thus, when travelling via British packet, Britain entitled to 19¢, of total collected.



From Adams & Co's Express Office - send un-paid - handstamp 24 struck in Baltimore. 5 in circle applied in New York exchange office, represents debit to England.

Travelled via Cunard line *Europa*, departing New York September 22, 1852. 24¢ or 1s postage due. 1/- handstamp of Liverpool, backstamped **AMERICA/LIVERPOOL/OC 4/ F52** and **5/OC 5/1852/E** un-named date stamp of Dublin.

July 1, 1851 - March 31, 1855

Prussian Closed Mail - 30¢

November 5, 1852

5¢	U.S. Inland
18¢	Sea + British transit
2¢	Belgian transit
5¢	Prussian inland
30¢	Total

The Prussian Closed Mail Convention became effective in October, 1852. Under this convention, the United States was entitled to 23¢ of the 30¢ collected by Prussia.



Sent via Ocean line steamer *Washington*, departed New York November 6, 1852; arrived Southampton November 21st; Aachen entry date stamp of November 23rd.

Blue handstamp 30 struck in Baltimore. Earliest date of use for New York exchange office 23/NOV 6/N.YORK. AM PKT CDS. 23¢ represents the debit to Prussia.

45 Kreuzer, equivalent to 30¢, plus 2 kreuzer local postage due.

April 1, 1855 - June 30, 1863

February 11, 185?
October 13, 186?

Act of March 3, 1855, effective April 1st, 1855, the rates applied to single letters defined as weighing less than ½ ounce.

The rates to be pre-paid, *excepting letters to and from a foreign country.*

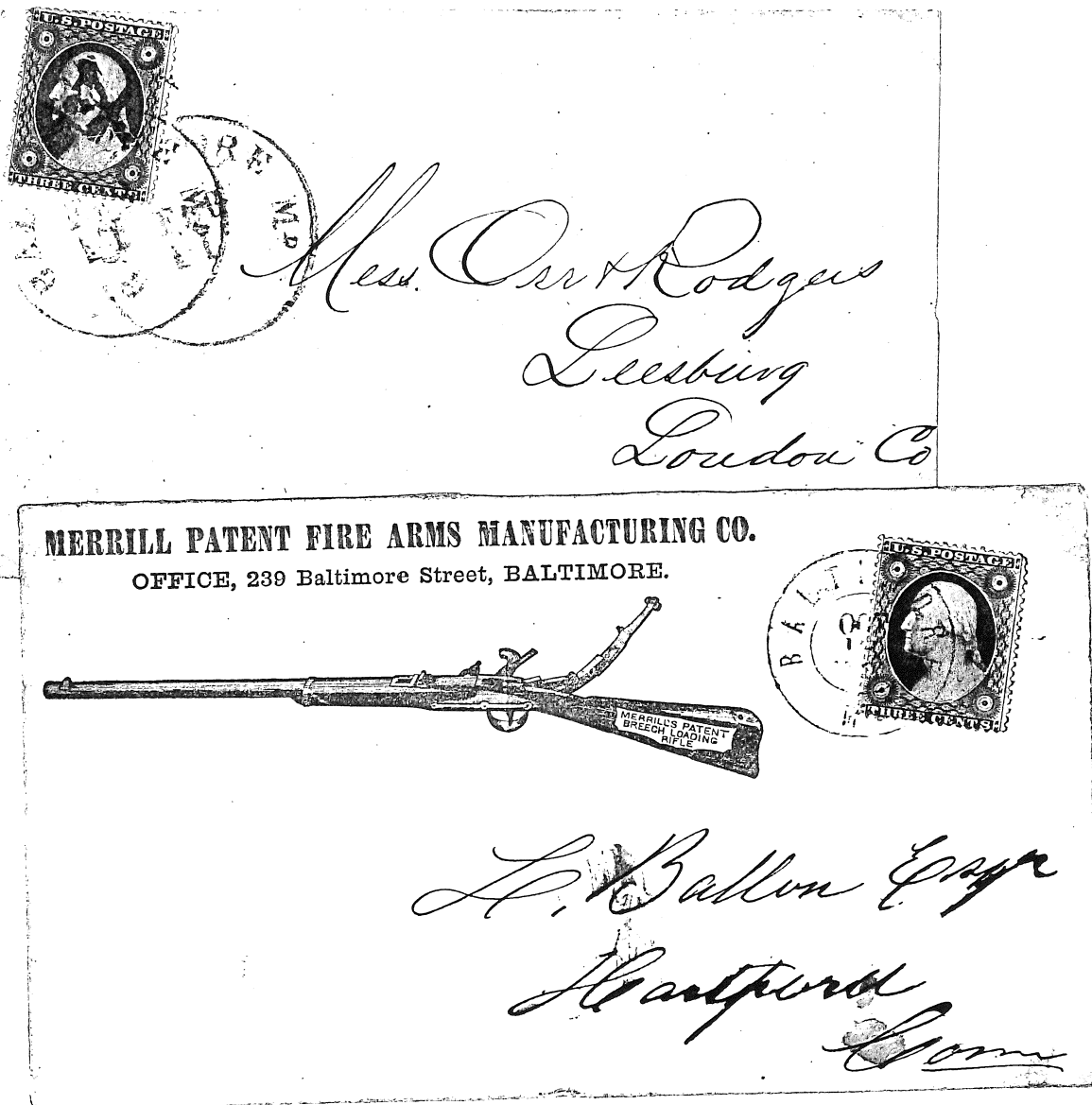
Drop letters charged at 1¢.

Rates effective: April 1, 1855

Not over 3000 miles	3¢
Over 3000 miles	10¢
Prepayment of postage on domestic letters compulsory for the first time	

The 3¢ adhesive stamp first issued in perforated form in February of 1857.

Red Masonic design obliterator, BALTIMORE MD CDS, with MD at side, not recorded prior to 1855.



Double ring BALTIMORE dated CDS, type used as obliterator 1860 to 1865.

April 1, 1855 - June 30, 1863

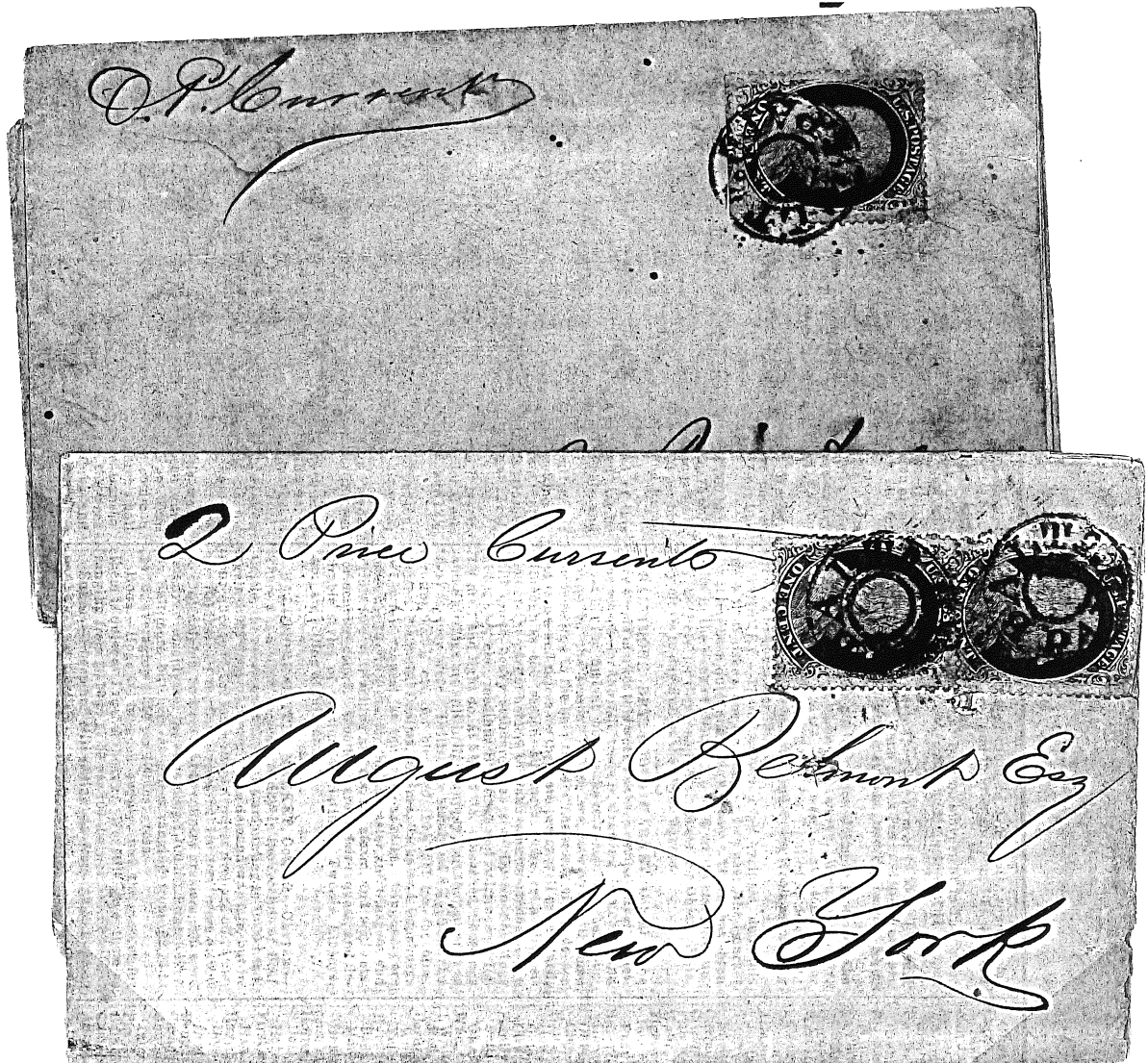
Circular rate - 1¢
Single and double

June 18, 1859
c. 1858-61

Circulars were subject to the rates set out in the Act of August 30, 1852, namely 1¢ for each article of printed matter up to 3 ounces, with 1¢ additional for each extra ounce (or fraction thereof) - to any part of the United States [10 Stat.38]. If enclosed in an envelope, it could not be sealed.

The 1¢ adhesive stamp in perforated form first issued in 1857.

Small double ring handstamp - **BALTo. PAID** - first recorded used in 1855.



Marked upper left in manuscript *2 Price Currents* - since rate was 1¢ for each, 2¢ was paid.

The two prices current lists are printed in one document, but still counted as two to the post office.

April 1, 1855 - June 30, 1863

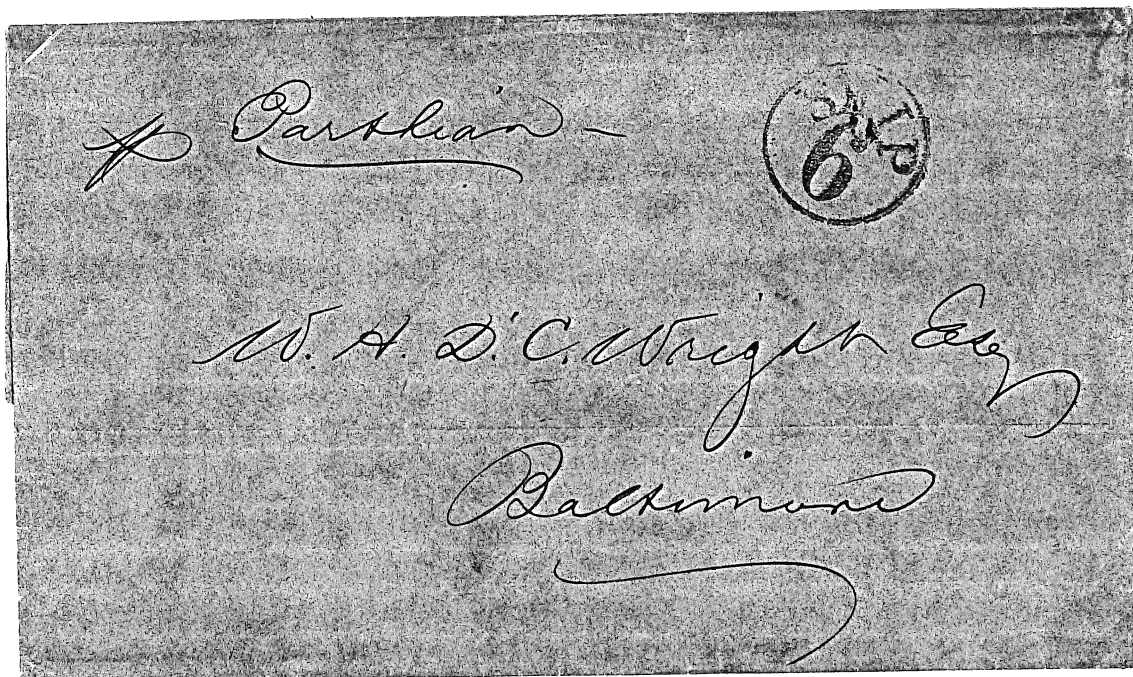
Ship letter beyond the port - 3¢ + 2¢
Ship letter to the port - 6¢

February 9, 1861
August 14, 1858

As ship letter fees remained 2¢ plus regular postage and were exempt from pre-payment penalties, the fee for a ship letter going beyond the port of arrival was now 5¢ which was less than the rate charged for a ship letter delivered to the port of arrival which remained 6¢.

From Aquadilla Puerto Rico, via St. Thomas—crown circle PAID/SAN JUAN PUERTO RICO, manuscript 1/- in red crayon, the rate to St. Thomas. Addressed to New York.

Handstamped **SHIP** (24 x 7mm recorded used 1851-72) and **5** (recorded used from 1855).



Letter datelined *Rio de Janeiro*, August 14th, 1858 - addressed to Baltimore.

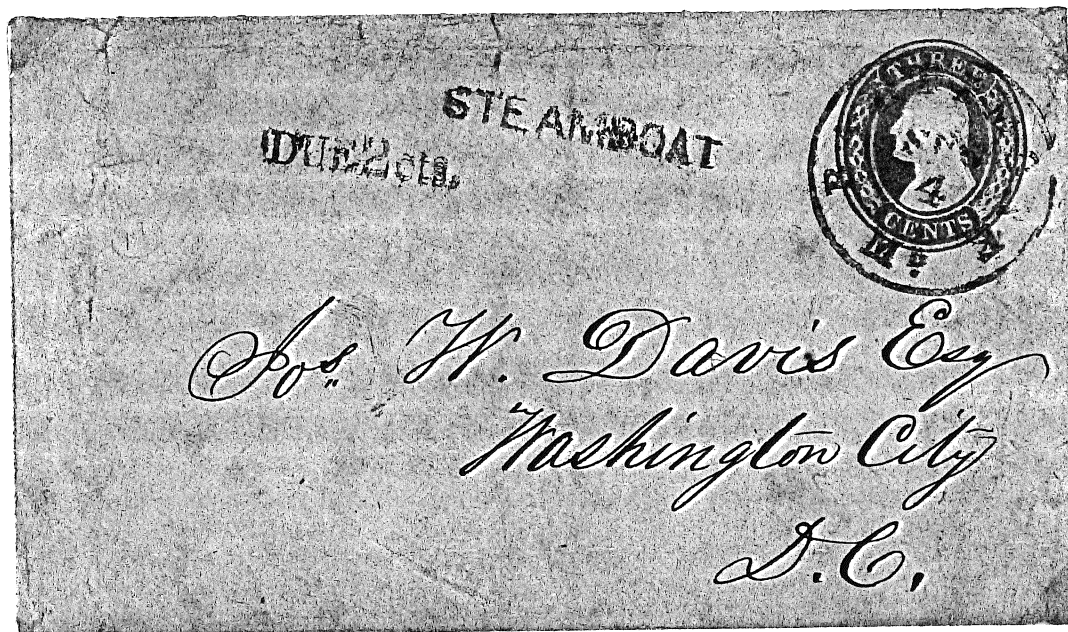
Handstamped with **SHIP 6** in circle - not listed.

April 1, 1855 - June 30, 1863

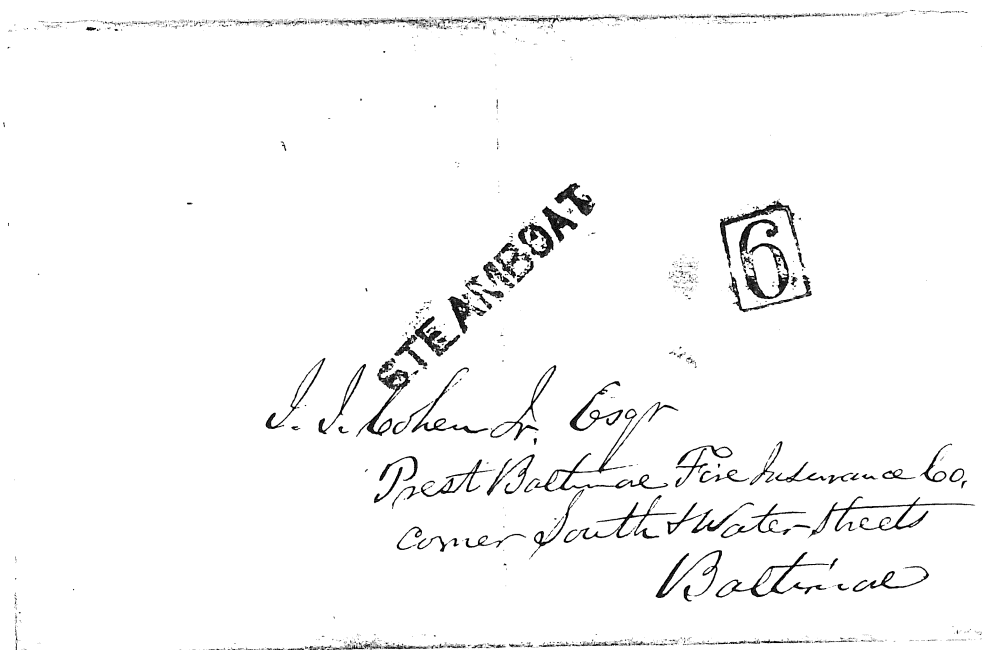
Steamboat - as Ship Letter - 2¢ additional
Steamboat - as Ship Letter - 6¢ port of arrival

September 4, 185?
October 17, 1857

The postal Act of March 3, 1855 eliminated special fees to be collected for steam boat letters, instead treating them as ship letters; that is 2¢ fee plus regular postage when address beyond port of arrival.



Stamped letter envelope, 3¢ issue of 1854 - handstamped **DUE 2** cts. to cover ship letter fee of 2¢.
Sans serif **STEAMBOAT** typical of this period.



Letter docketed: *Cersica* [sic], Md 17th Oct. 1857. Corsica is in Queen Anne's County on the river of the same name on the eastern shore of the Chesapeake Bay.

Postage due 6¢ - ship letter fee for port of arrival.

Box framed handstamp numeral 6 and sans serif **STEAMBOAT** typical of this period.

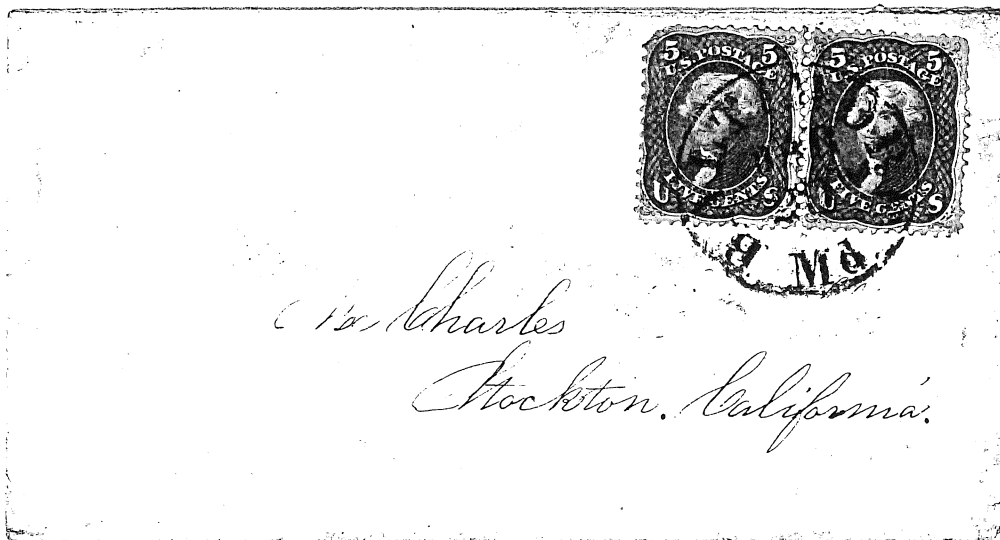
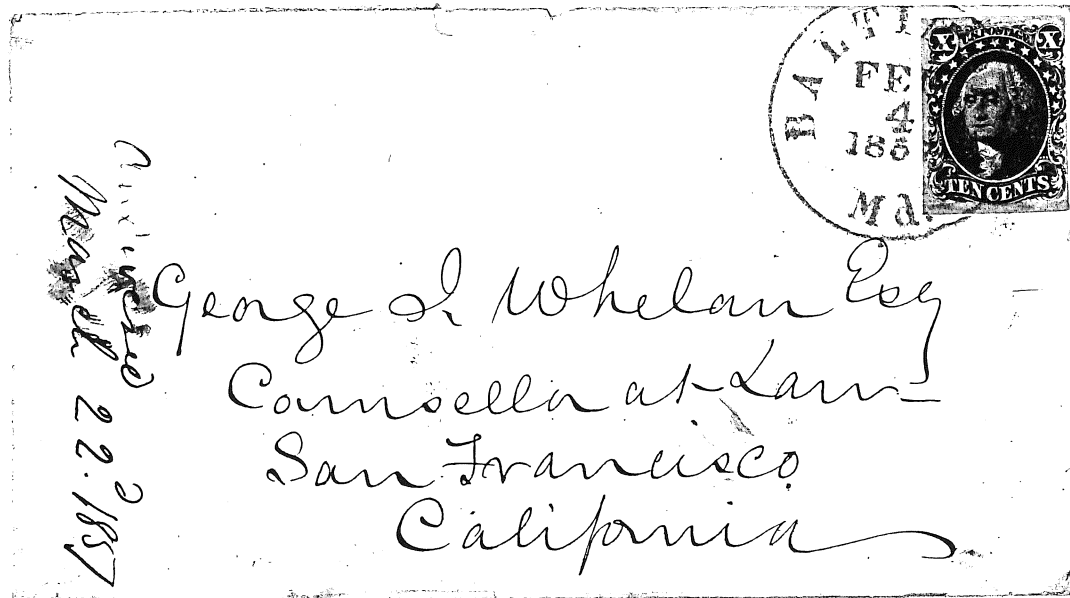
April 1, 1855 - June 30, 1863

Over 3000 miles - 10¢
"California" Rate

February 4, 1857
March 20, 1862?

To San Francisco: 10¢ rate - single letter - less than ½ ounce - for over 3000 miles.

Franked with 10¢ green - Type II - issued in 1855. Year dated CDS of Baltimore.



To Stockton, California; franked with a pair of 5¢ buff 1861 issue.

Part of addressee's name erased; known on this correspondence.

April 1, 1855 - June 30, 1863

To the Confederacy

Adams Express- Across the Lines

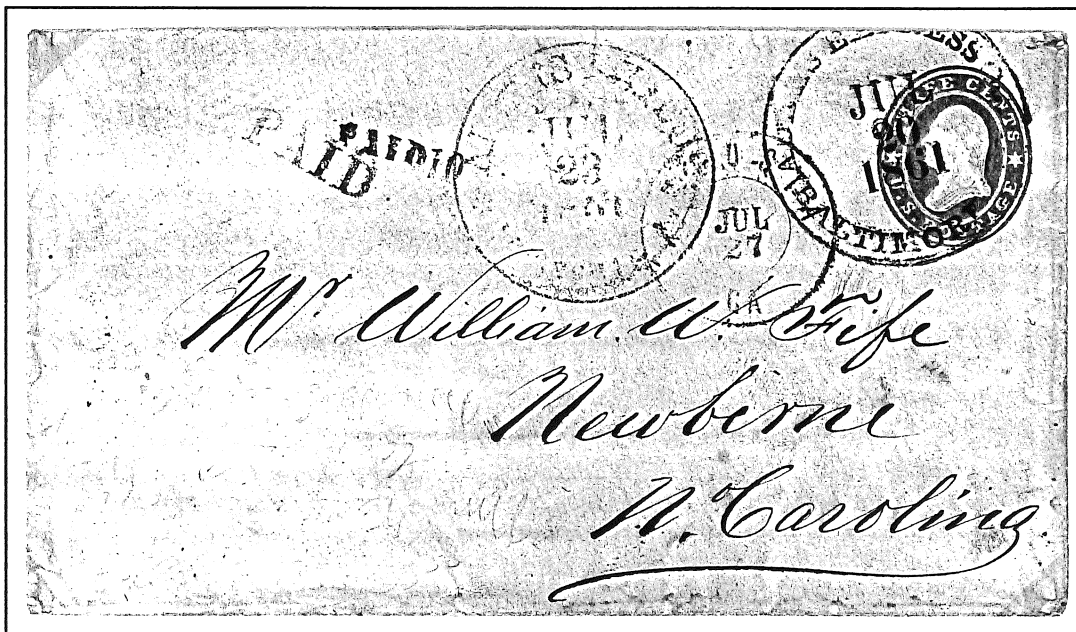
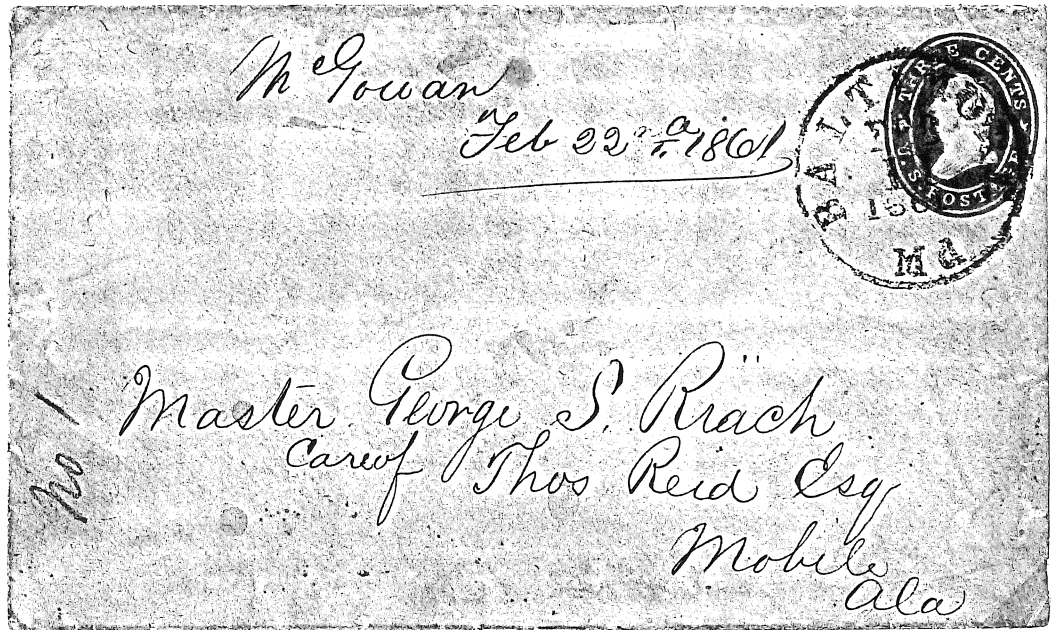
February 11, 1861

July 20, 1861

Addressed to Mobile, Alabama in the Confederacy. Alabama had seceded from the Union on January 11, 1861 and was admitted to the Confederacy on February 4, 1861.

Letters pre-paid with United States postage were allowed to pass in the Confederacy without additional charges from February 4, 1861 until May 31st, a period of 4 months and 20 days, when the Confederate postal system began operating.

Stamped letter
envelope - 3¢,
issue of 1854.



5 covers known

ADAMS EXPRESS CO-
BALTIMORE MD

Office date stamp.

The express companies typically charged 25¢ for their service, from which the US or CSA postage fees would be paid.

Normal interchange of mail between North and South ceased on June 1, 1861 the day the Confederate postal service commenced. The established express companies quickly filled the gap.

Carried by Adams Express Company from Baltimore to Louisville, Kentucky (in the Union) via Nashville, Tennessee (in the CSA) to the Adams office in Augusta, Georgia where it was entered into the Confederate mail system and 10¢ postage paid for delivery to New Berne, North Carolina.

April 1, 1855 - June 30, 1863

Davis One Cent Despatch

February 1856

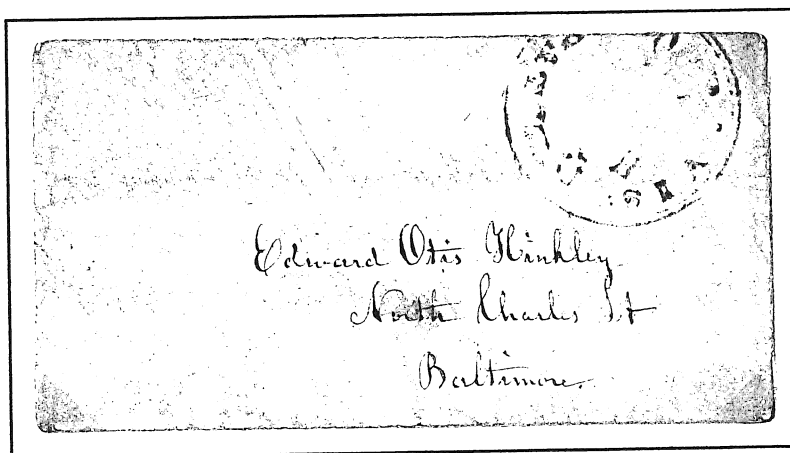
William D. Davis announced the opening of his dispatch post on February 5, 1856 and last advertised on February 18th only slightly less than 2 weeks later.

From the advertisements it was a large operation; delivering to "all parts of the City" and to the Post Office four times daily, with 25 delivery "boys".

The detailed advertisement included the following: *Four Hundred Boxes have been placed in conspicuous places in all parts of the city, and all Letters deposited therein will be delivered without delay.*

Davis sold adhesive stamps to prepay the letters, very few genuine covers survive.

Davis circular handstamp—used to cancel adhesives and on cash paid letters brought to one of his Box Stations.



Number 10 in Roth Census

Davis' offices supplied adhesive stamps for 1 penny each.

3 genuine adhesive covers and two stampless covers are known from this post. (Roth census, *Chronicle* 173/175, February/November 1997.

April 1, 1855 - June 30, 1863

Private Post - John Wiley

Private Post - Grafflin's

November 28, 1856

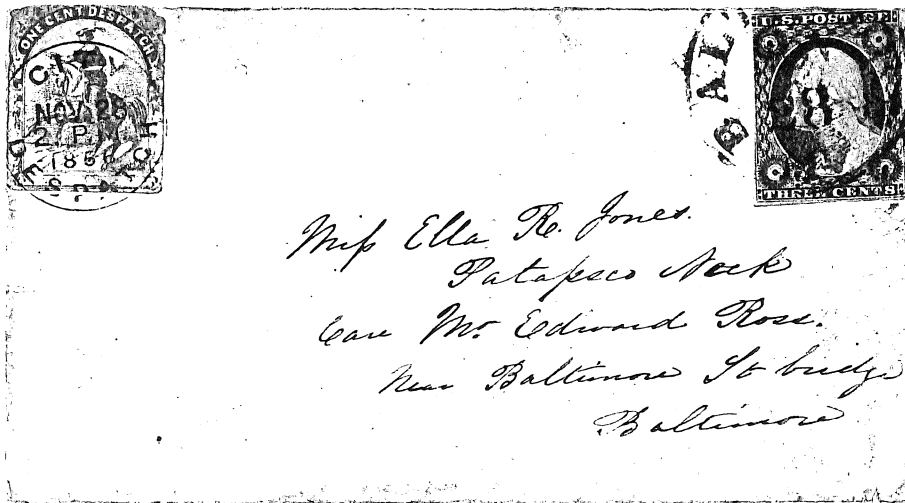
January 17, 1857

Private posts in Baltimore were all short lived due to their inability to compete successfully with the well established official carrier service operated by the U.S. Post Office.

John Wiley opened his despatch post in Washington DC in March 1856, and advertised that he was starting a branch in Baltimore on September 28th, 1856. The Washington branch closed on November 3rd, the Baltimore branch soon followed suit on December 11, 1856.

One of 19 recorded.

Number 16 in Roth census, *Chronicle* 173/5, February/November 1997.



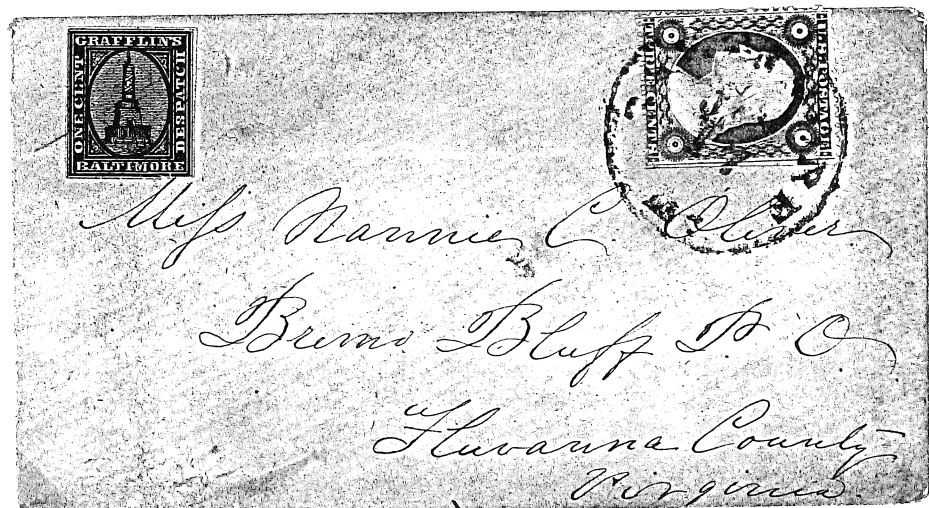
Wiley's One Cent Despatch stamp paying the fee to the mails - 3¢ adhesive indicates payment of regular postage, although the address is an outlying district of the city of Baltimore, evidently not served by Wiley's despatch post

One of 21 recorded.

Number 7 in Roth census, *Chronicle* 173/175, February/November 1997.

Grafflin's One Cent Despatch stamp paying the fee to the mails; J[AN] 17 Baltimore CDS cancelling 3¢ adhesive.

Faint single pen line cancellation on Grafflin's stamp. Grafflin appears not to have had a cancellation device.



Joseph Grafflin's despatch post operated in the later 1850s; it was not extensively advertised and most extant covers are addressed to cities other than Baltimore. The post's main business being to convey letters "to the mails" rather than provide city delivery service.

The stamps issued by Grafflin's post were lithographed in black on faintly grayish white wove paper of medium thickness and feature the "Battle Monument".

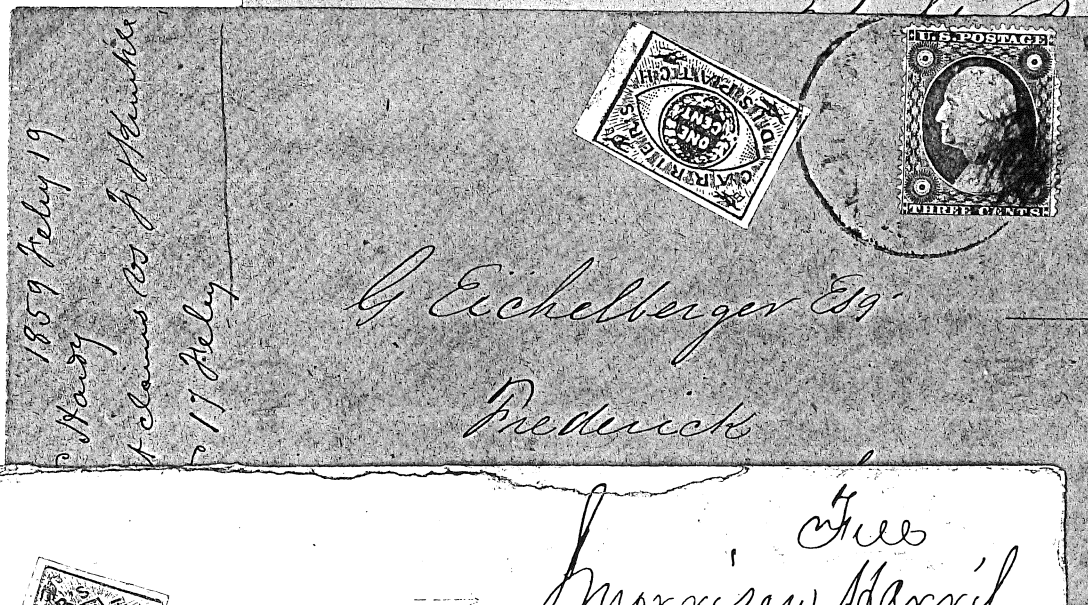
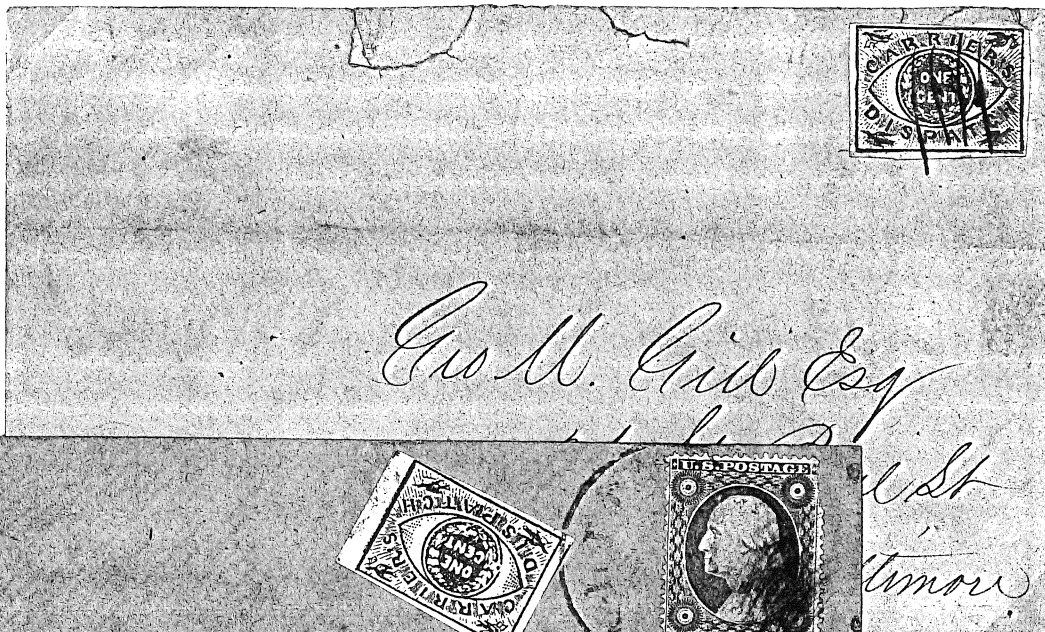
April 1, 1855 - June 30, 1863

Carrier Service - 1¢, city delivery
To the mails—second carrier stamp
Congressional free frank

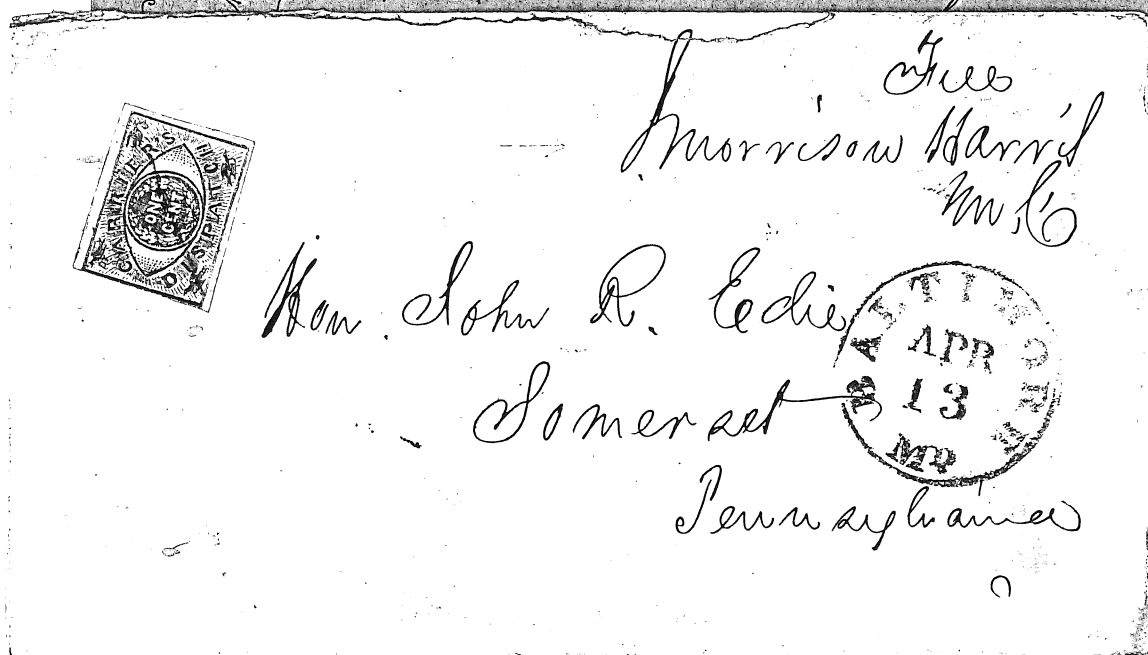
1856
February 19, 1859
April 13, 1856

The carrier service in Baltimore remained active, until the special fees were abolished on July 1, 1863. Of the three designs for carrier stamps, the "eye" design is the second; first issued in red in 1856. The change to blue may have occurred when a new Postmaster was appointed in 1857.

1¢ Carrier fee for city delivery paid with second type carrier adhesive - the "eye" design; issued in 1856 in red and blue.



1¢ carrier fee for service "to the mails".



Free frank of
J. Morrison Harris
M.C.
Member of Congress
from Maryland's 3rd
District from 1855 to
1861.

April 1, 1855 - June 30, 1863

Carrier Service - 1¢ - City delivery

Carrier Service - 1¢ - to the mails

November 8, 1859

October 9, 1860

Baltimore's Carrier Department issued its third, and last, type of carrier stamp in 1857 - printed in black and red, because of its design known as the "Horseman" type.

City delivery - letters handled exclusively by the carrier service.—most usual cancellation is manuscript.

Initial *F*—possibly the carrier John S. Fusselbaugh, served from 1855 through 1859.

By this date the Baltimore carrier service had 16 districts.



No advertisements or notices have ever been found that state that the fee for the delivery of letters "to the mails" was ever permanently abolished during the 1842 to 1863 period. In Baltimore, unlike other major cities in the east, there was no significant competition with private local mails, and the public was conditioned to paying such fees and usually did so.

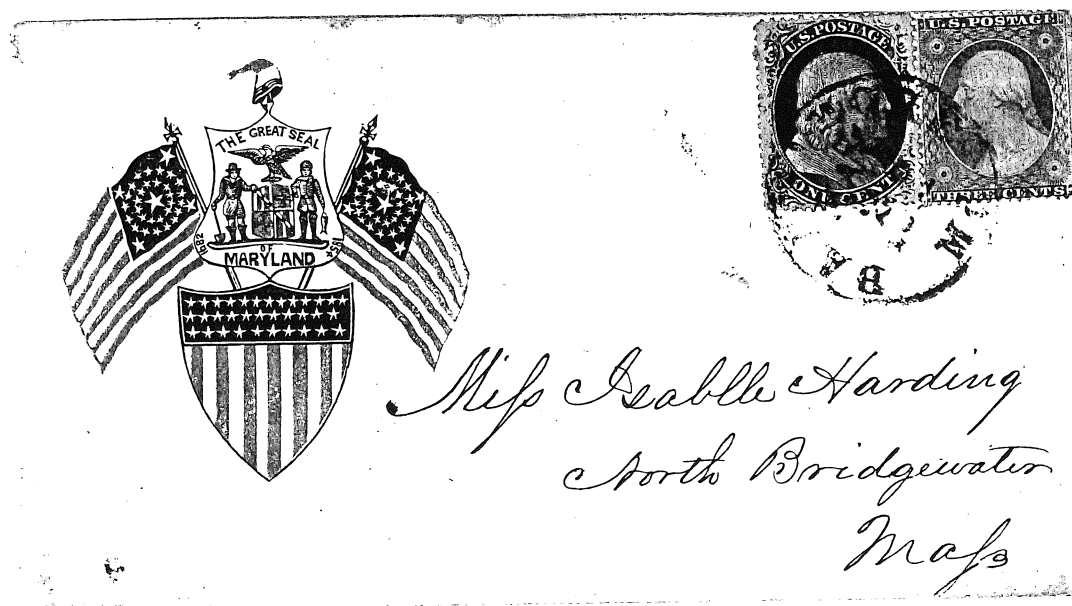
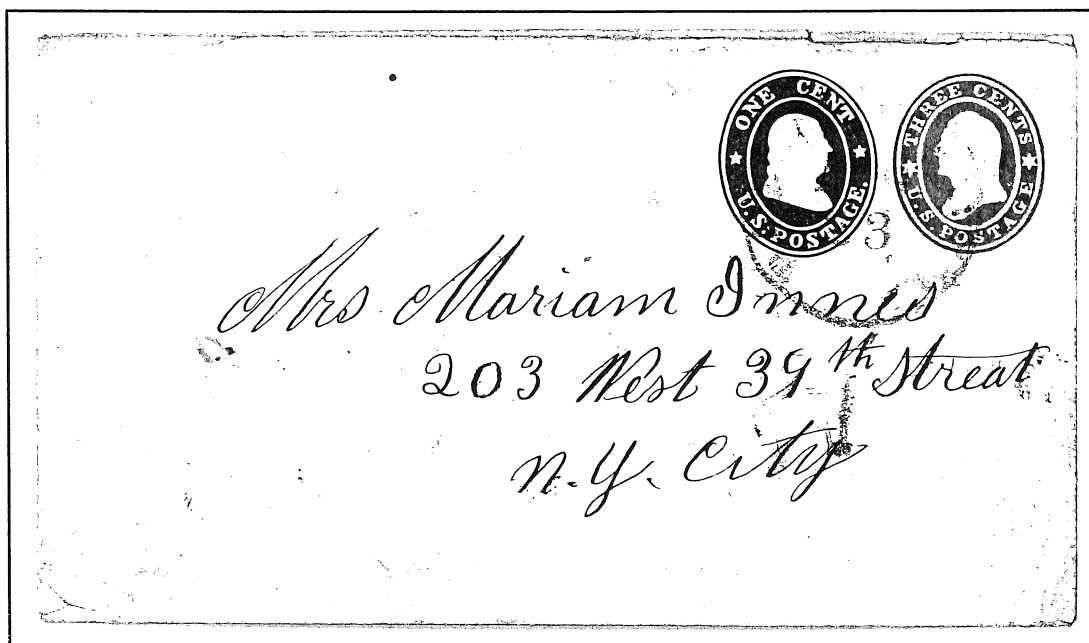
April 1, 1855 - June 30, 1863

Carrier Service - 1¢, to the mails
Compound envelope
1857 Regular issue

August 3, 1861
May 26, 1861

In the 1860s regular adhesive stamps are found paying the carrier fee - especially on letters outgoing to the mails. A variation of this is the 3¢ + 1¢ Red and Blue on White Star Die envelope issued in 1860-61.

One of two compound entires known used in Baltimore..



Paid with 1¢ (carrier fee) and 3¢ (regular postage) adhesives of 1857 issue..

Canceled with year dated Baltimore CDS.

April 1, 1855 - June 30, 1863

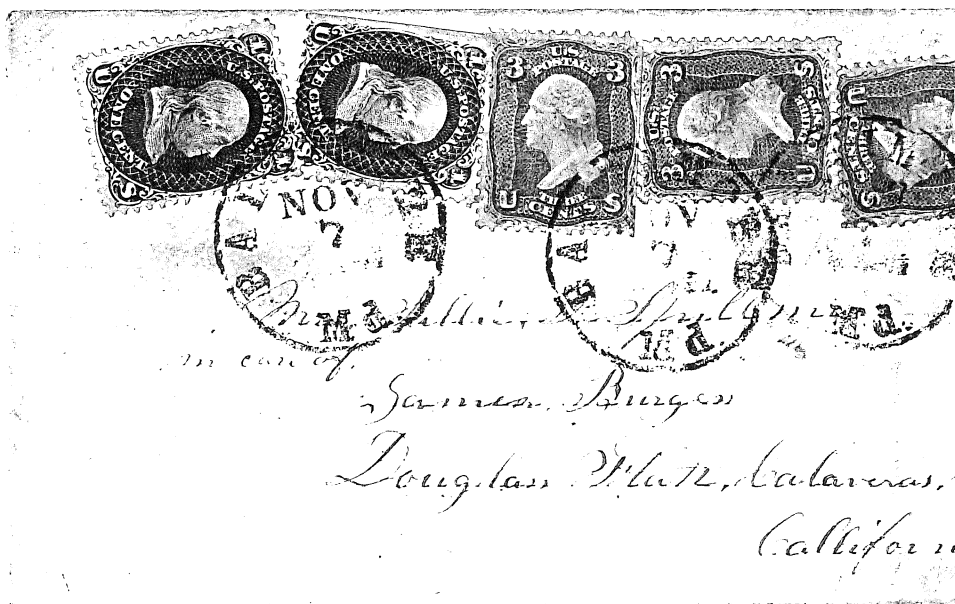
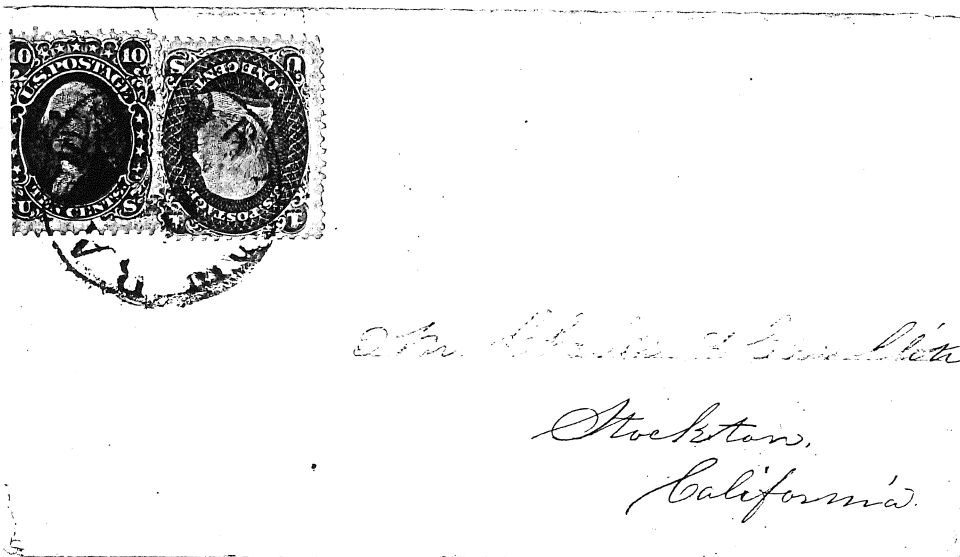
Over 3000 miles - 10¢

Plus carrier 1¢ to the mails

Circa 1861
November 7, 186?

To Stockton, California 10¢ rate - single letter - less than ½ ounce - for over 3000 miles, with additional 1¢ to pay the carrier fee for "to the mails" service.

Franked with 10¢ dark green and 1¢ blue issued in August 1861. Indistinguishable month/day in CDS of Baltimore. An attempt has been made to erase the name of the addressee; known for this correspondence. Cover reduced at left.



To Douglas Flat, Calaveras County, California

Pre-paid 11¢, extra 1¢ pays the carrier fee for service to the mails.

Franked with two 1¢ and three 3¢ adhesives of the 1861 issue. Envelope reduced at right.

April 1, 1855 - June 30, 1863

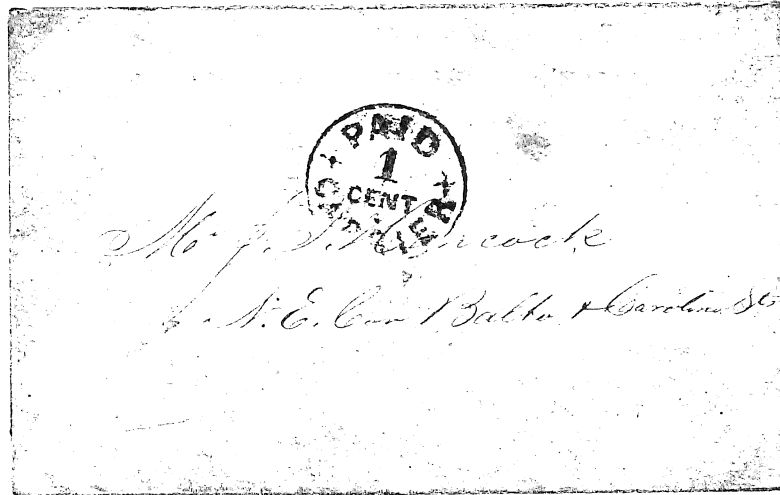
Carrier handstamp—PAID 1 CENT
Drop letter/carrier delivery 1¢ rate

No date
May 16, 1862/3

Only one hand stamped postal marking can be definitively attributed to the Carrier Department , it having been designed for use on multiple or bulk mailings to avoid waste of time and adhesive stamps. Known on printed circular.

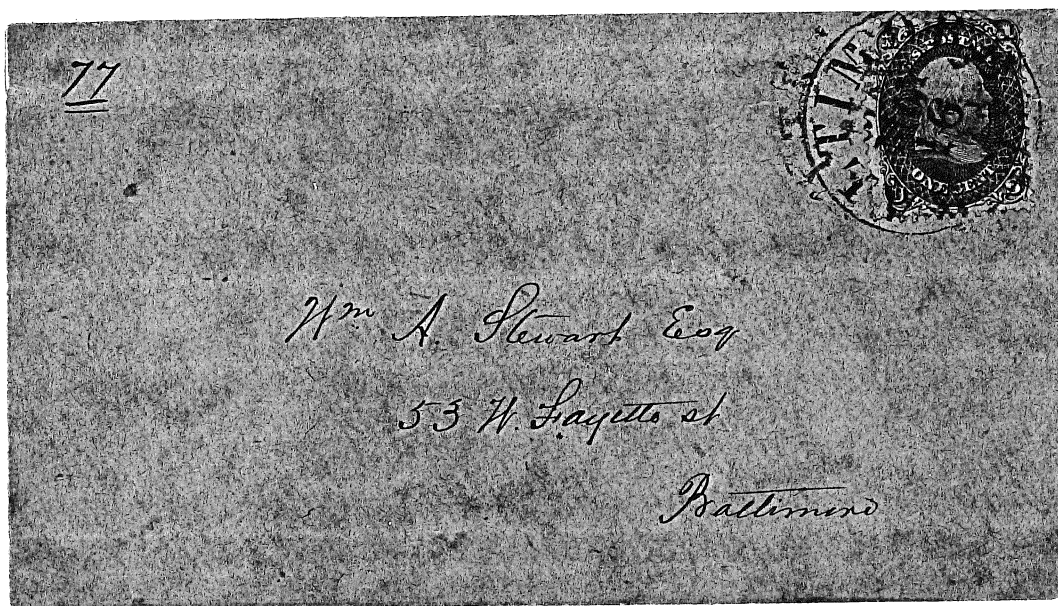
Small envelope, possibly containing an invitation or meeting notice.

Hand stamped with the Carrier Department PAID marking.



Act of 3 April 1860 - fixed the rate on drop letters delivered by carriers at 1 cent each.

Prior to this date the rate had been 1 cent for each service.



Drop letter—local street address—delivered by carrier. Franked with 1¢ blue issued in August 1861. Blue Baltimore CDS May 16. This rate eliminated on 30 June 1863.

April 1, 1855 - June 30, 1863

Carrier—3¢ magazine rate

March 1861

Although not specifically stated in published records or advertisements, it is believed that a 3¢ rate for magazines or journals of this weight existed.

Note that the *Journal and Transactions of the Maryland College of Pharmacy* contained almost 50 pages.

Address written along right edge of the cover and placement of the stamps indicate "bulk" stamping and addressing.

JOURNAL AND TRANSACTIONS
OF THE
MARYLAND
College of Pharmacy

PUBLISHED BY AUTHORITY OF THE COLLEGE.

UNDER THE SUPERVISION OF A PUBLISHING COMMITTEE, CONSISTING OF

GEORGE W. ANDREWS,
WILLIAM S. THOMPSON,

CHARLES CASPARY,
J. JACOB SMITH, AND

L. PHILLIPS.

EDITED BY WILLIAM S. THOMPSON.

Vol. 2.

MARCH, 1861.

No. 1.

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BALTIMORE.

PRINTED BY FREDERICK A. HANZSCHE.

No. 212 BALTIMORE STREET, NEAR CHARLES

PF certificate.
Ex Caspary, Kelly

April 1, 1855 - June 30, 1863

24¢ British Treaty rate - American packet

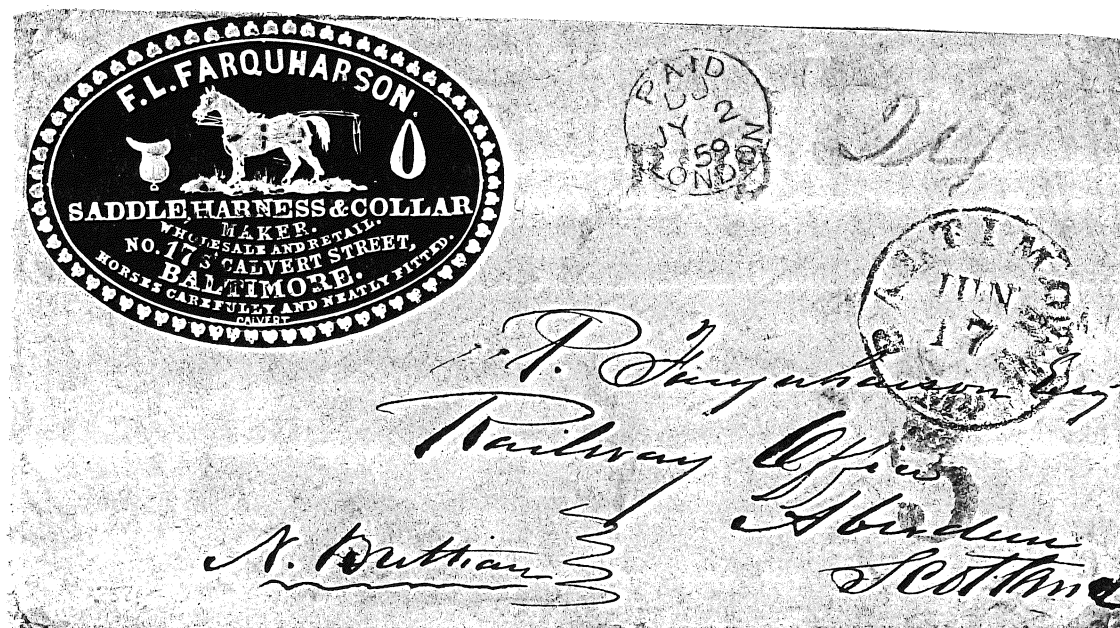
24¢ British Treaty rate - British packet

April 1, 1856

June 17, 1859

Both letters pre-paid 24¢ in cash. Handstamp **PAID** and **24** in red (also in pencil) applied in Baltimore.

To London by Cunard (British) steamer *Persia*, 19¢ due to England for sea postage plus British inland; New York exchange office handstamp red 19 indicates credit to England.



To Aberdeen, Scotland by Vanderbilt European Line steamer *Ariel*. Commencing in May 1858, the Vanderbilt Line held temporary contracts to supply American packet service on Havre route, via Southampton.

The sea postage of 16¢ was retained by the U.S. Credit to England of 3¢, for the British inland portion of the date - indicated by large red 3 handstamp of the New York exchange office, recorded used from April 1849.

April 1, 1855 - June 30, 1863

48¢ British Treaty rate - American packet
Weight ½ to 1 ounce

April 7, 1859

10¢	U.S. inland
32¢	sea postage
6¢	British inland
48¢	Total due

Letter envelope weighing more than ½ ounce - treated as unpaid by Baltimore - manuscript rated 48 - 3¢ represented by stamped envelope ignored when calculating rate.

Via American packet - Britain entitled to 6¢, the U.S. to 42¢ of total collected. New York exchange office CDS with 42¢ debit marking recorded used from September 15, 1860.



Addressed to Newtownbarry, Co. Carlow, Ireland.

Carried by *Kangaroo* steamer of Inman line under temporary contract to carry U.S. mails.

Horseshoe shaped **AMERICAN MAIL** date stamp - applied in Dublin, less than 10 recorded.

Manuscript 2/= postage due notation.

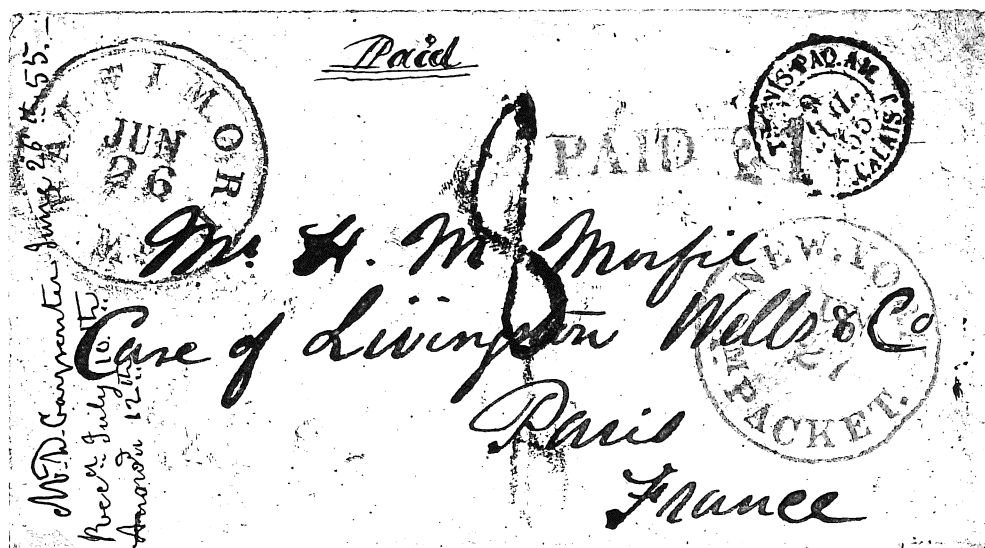
April 1, 1855 - June 30, 1863

To France
via British Open Mail - 21¢

June 26, 1855

5¢	U.S. inland
16¢	sea postage
21¢	Total prepaid

Prepaid for British Open Mail - when sent via American packet, U.S. retained entire 21¢. 8 decimes due - rate for 7½ grams.



To Paris, June 26, 1855, pre-paid in cash 21¢ - red handstamp **PAID** and 21 struck in Baltimore.

NEW YORK JUN 27 AM PACKET handstamp indicates letter went via Collins line steamer *Atlantic*, arriving in Liverpool July 8th. London backstamp of **EF/9 JY 9/1855**.

French entry mark *ET. UNIS - PAQ. AM. CALAIS*. Handstamp 8: 8 decimes postage due.

April 1, 1855 - June 30, 1863

To France

1857 French Treaty - 15¢

July 26, 1858

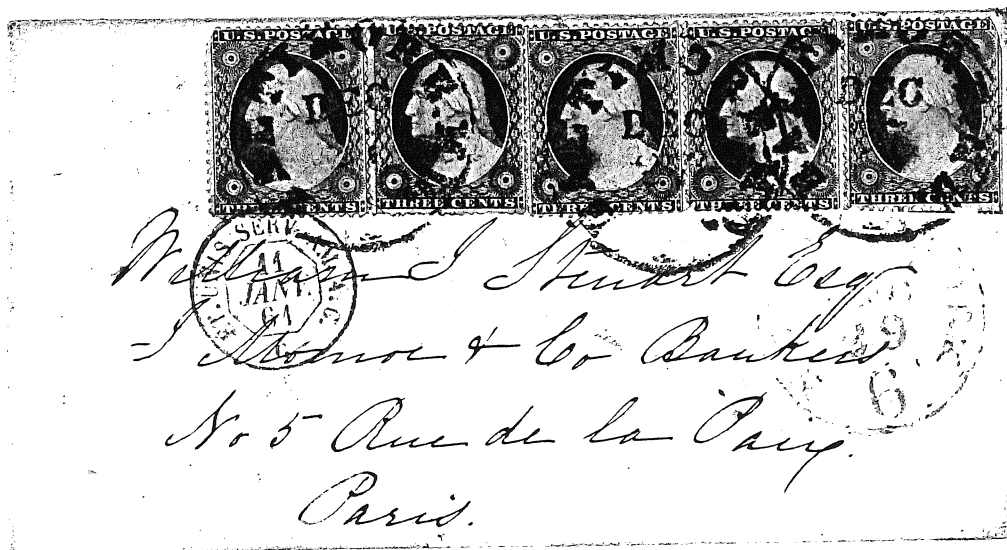
December 27, 1860

Effective April 1, 1857 a U.S.-French Treaty established a rate of 15¢ per ¼ ounce (equivalent to the French 7½ grams) - which paid a letter to destination. France was responsible for paying England for sea postage or transit.

To Paris, France via Boston, and British Cunard packet *Arabia*. Paid 15¢ in cash, **PAID** handstamp of Baltimore, 15 noted in manuscript.

Boston exchange office CDS: **BOSTON JUL 14 PAID 12** denotes 12¢ credit to France, who compensated England for sea postage.

French entry denotes mode of transport: *ET. UNIS SERV. BR.* - United States, British Service.



To France via New York and American packet, *Etna*; newly of the Inman line and carrying the U.S. mails under a temporary contract. 15¢ paid with 5 single 3¢ stamps of the 1857 issue.

New York exchange office CDS denotes U.S. credit of 6¢ to France - U.S. being responsible for the expense of paying the rate to the British port of entry.

French entry handstamp *ET. UNIS SERV AM A.C.* [Ambulant Calais].

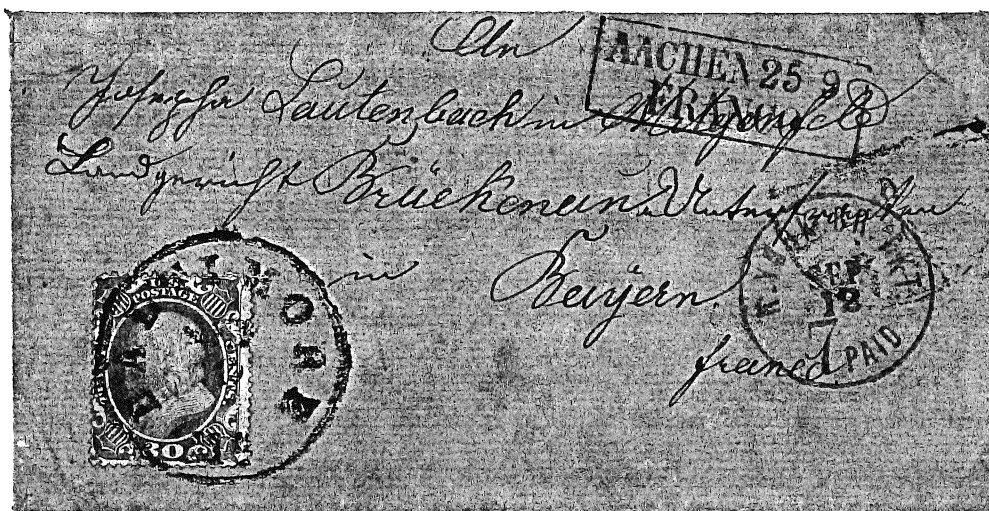
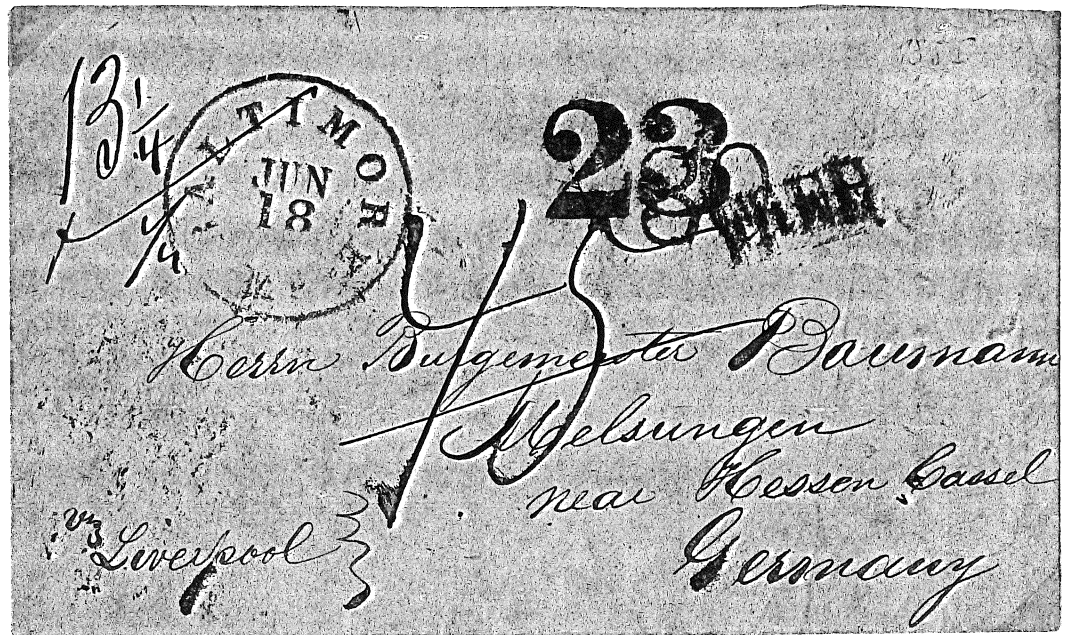
April 1, 1855 - June 30, 1863

Prussian Closed Mail - 30¢
Unpaid and paid

June 18, 1855
September 10, 1860

Sent unpaid - handstamp 30 in blue of Baltimore denotes 30¢ Prussian Closed Mail rate - large handstamp 23 in black is Boston Exchange office debit to Prussia for the US share. Letter travelled via British Cunard steamer *Africa* from Boston to Liverpool.

45 kreuzer or 13¼ silbergroschen postage due.



Circular red
N. YORK BR. PKT.
SEP 12

7 PAID

New York exchange office
credit to Prussia.

Letter travelled via British
Cunard steamer *Africa* arriving
Queenstown September 22nd.

Sent paid - franked with 30¢ orange of the 1857 issue - paying the Prussian Closed Mail rate.

Backstamps from Bruckenaue and Gemunden - both September 26 - black semi-circle.

Red AACHEN 25 9/ FRANCO on front indicates prepayment, no postage due.

April 1, 1855 - June 30, 1863

via British Open Mail - 5¢ - To Newfoundland

via British Open Mail - 5¢ - To Amsterdam

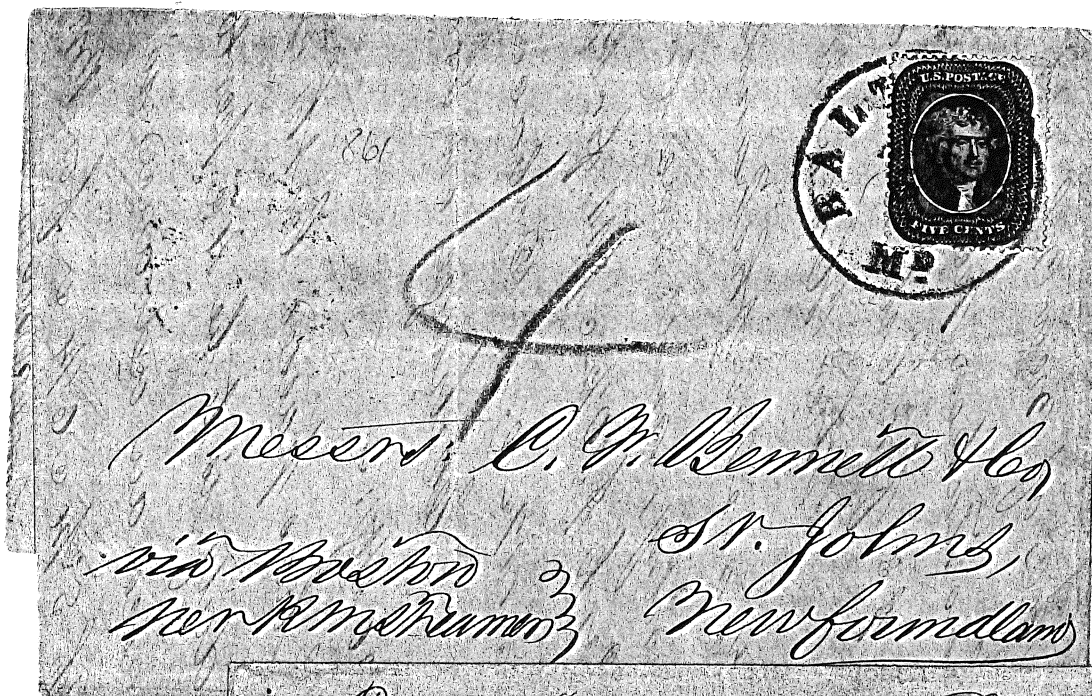
August 5, 1861

June 11, 1860

Franked with 5¢ 1861 orange brown, paying the British Open Mail rate to port of departure - 5¢ for less than 3000 miles. Manuscript endorsement - *via Boston/ per RM Steamer.*

Carried via Cunard steamer *Arabia*, departing Boston August 7th, via Halifax, Nova Scotia - received in St. John's, Newfoundland, August 12th.

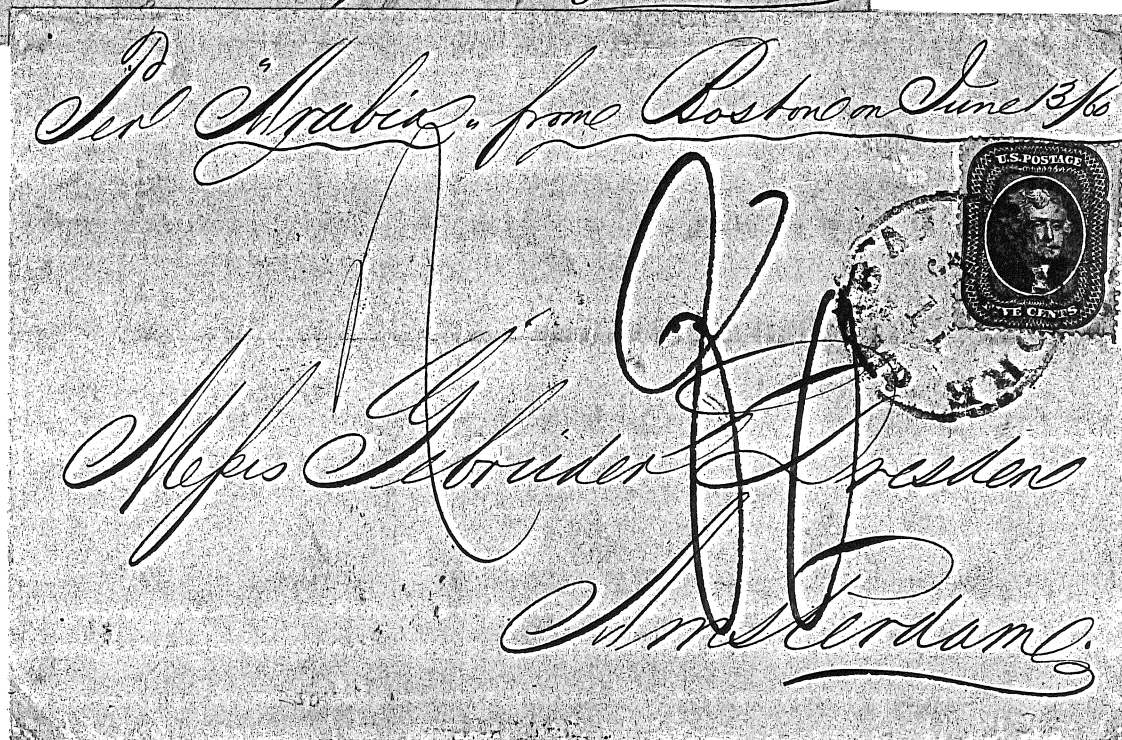
BOSTON BR. PKT and **ST. JOHNS NEWFOUNDLAND** back stamps.



Travelled as an unpaid letter in the British Open Mail. Per Anglo-Dutch Convention of 1854, London marked letter with 1/ debit to Holland for the sea postage (8d) and British transit (4d).

Postage due 80 Dutch cents (D¢) includes 20 D¢ for inland postage.

Via Cunard packet *Arabia* - departed Boston June 13, arrived Queenstown, June 22nd.



Backstamped **BOSTON BR PKT/JUN 13** in black, and **CX/LONDON/JU 25/60** and **AMSTERDAM/27/6/1860** in red.

April 1, 1855 - June 30, 1863

To Brazil - British mail rate - 45¢
Via French Steamer Service

June 5, 1860

Prepaid 45¢ - correct rate for a letter to Brazil via British packet through England. New York credited Great Britain 40¢ (magenta 40 in manuscript) as letter travelled via British steamer.

Britain forwarded letter via Paris to Bordeaux to catch a new French steamer service to Brazil.
Navarre, departed Bordeaux 25 June 1860, arriving Rio de Janeiro approximately July 21st.



In May 1860, British PO announced that British mail could get to Brazil by the new French steamship service (first voyage from Bordeaux 24 May 1860) by prepaying 8d (16¢) per ¼ oz. Mail would be held in London until the morning of the day before the steamer was scheduled to depart.

Since this letter was prepaid 45¢, it was sufficiently franked to pay for this new routing (21¢ to Great Britain, plus 16¢ to France for transit and carriage to Brazil). As the monthly British packet had left the previous week, rather than wait three weeks, this letter was forwarded via France.

By early fall of 1860, mail from the U.S. via France to Brazil would have been covered by the US-French convention and travel in closed bags through England at a rate of 33¢ per ¼ oz.

April 1, 1855 - June 30, 1863

MISSENT SOUTH, EAST, WEST routing marks

Incoming from Switzerland, via French mail

Incoming from Thurn & Taxis, via Hamburg Convention

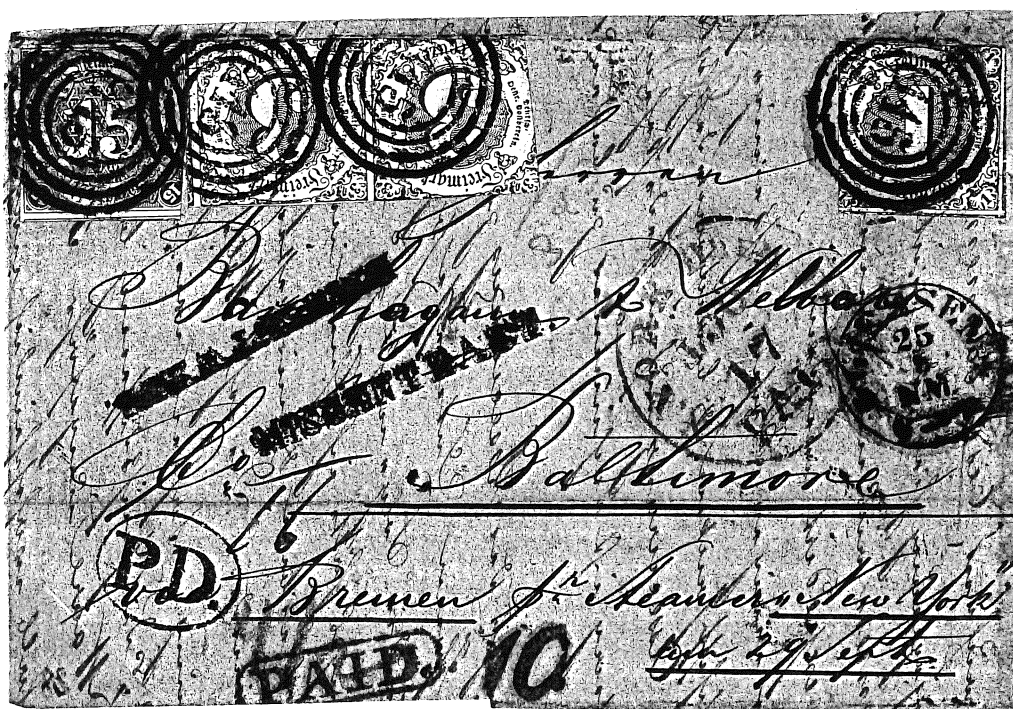
February 1857

October 1860

Straightline hand stamps reading MISSENT followed by a direction; either SOUTH, EAST or WEST are known on covers arriving in Baltimore from New York, Philadelphia or Washington City. Presumed to have been sent incorrectly to district stations in Baltimore and used there when a letter had to be returned to the central office.

From Switzerland, February 1857, paying the scarce 95 rappen single letter rate to the U.S. via France and England; valid for only the first three months of 1857.

Struck with blue MISSENT SOUTH rerouting mark upon arrival in Baltimore.



From Thurn & Taxis, paying 22 kreuzer rate under 1857 Hamburg convention—routed via Bremen and New York on North German Lloyd Bremen packet. Traveled on *New York* leaving Bremen 30 September 1860.

Mis-sorted twice in Baltimore!

Struck with both
MISSENT EAST.
and
MISSENT WEST.

sorting hand stamps before final delivery.

(Cover front only).

July 1, 1863 - June 7, 1872

August 22, 1865
October 15, 1867

Rates effective: July 1, 1863

First Class letter	3¢
Drop letter	2¢
No distance limitation.	

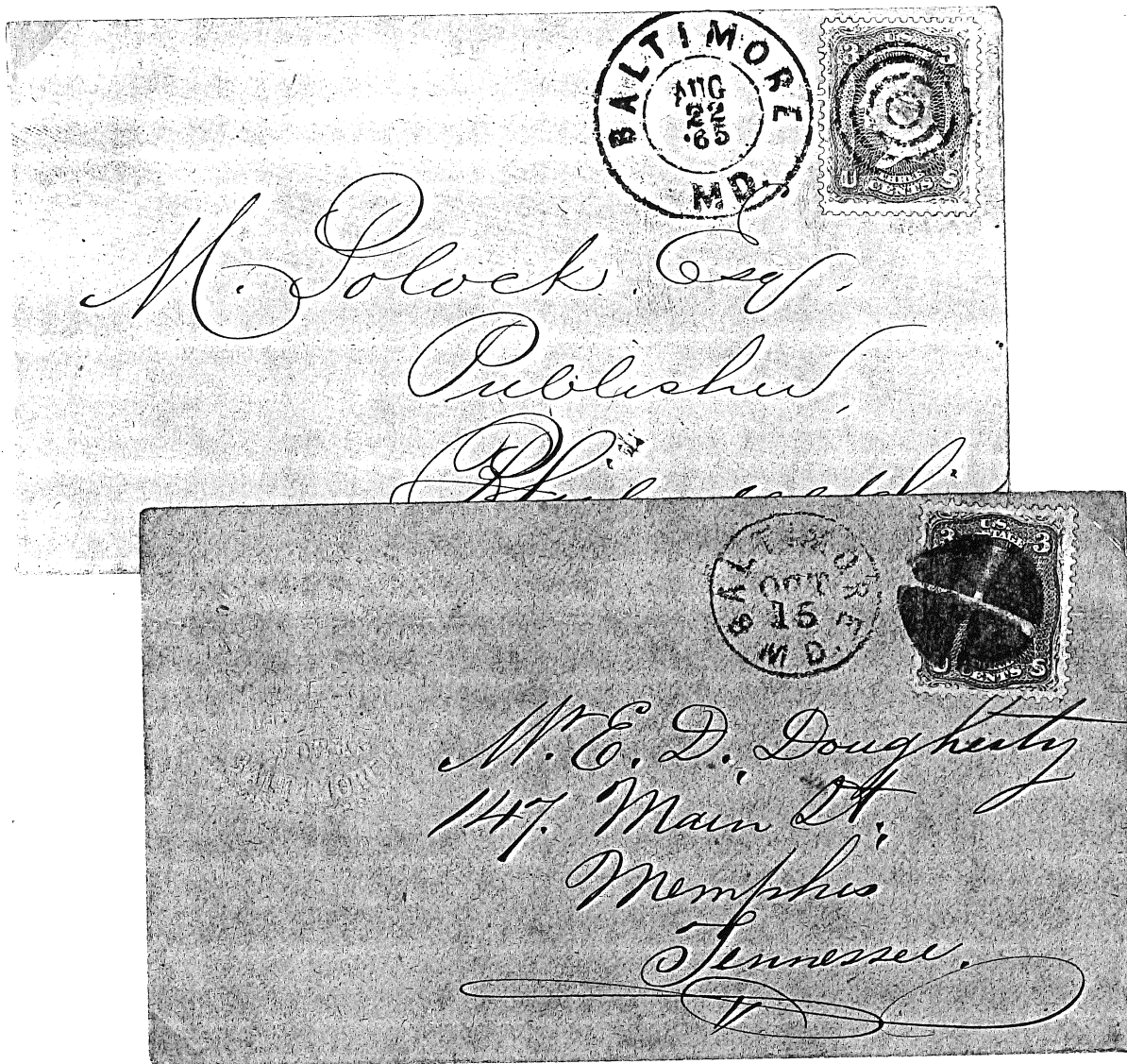
Postage was to be prepaid by postage stamps affixed.
The penalty for non-prepayment (if anything got delivered) was double the required postage.

The Act of March 3, 1863, effective July 1, 1863, defined classes of mail for the first time:

- First class included letters and *matter wholly or partly in writing*, except books.
- Second class included periodicals
- Third class was *all otherailable matter* including books.

Although the drop letter rate was raised to 2¢ , carrier fees were abolished.

Ship letters were to be charged double postage.



In the early 1860s Baltimore started using a double ring date stamp with target obliterator. Envelope franked with 3¢ National Banknote issue of 1861-66.

Later 1860s: small single ring date stamp, obliterator with variety of cork designs.
Envelope has no docketing with date; stamp is grilled - thus issued no earlier than 1867.

July 1, 1863 - June 7, 1872

Drop Letter - 2¢
Carrier Fee abolished

c. 1863 - 66

2¢ drop letter rate.

Addressed for street delivery.

The drop letter rate was raised from 1¢ to 2¢, but carrier fees were abolished - thus letters were now taken to the mails and delivered from the mails free of additional charge.

Will the "Jenny Post" please take this slip
to Three Hundred, thirty-four
On the Northern side of East Pratt St.
In good old Baltimore?
Please hand it to Miss M.L.
And some one there for her.
Your humble servant, Sir!
If this address which I have framed
is not quite plain enough,
On the bell you'll find the well known name
of "Andrew L. Randolph." (!!!!!!)

Postage was to be prepaid by postage stamps affixed. A 2¢ adhesive stamp was issued by the National Banknote Company in July of 1863.

Franked with 2¢ ungrilled stamp.

The elaborately written out address has been nicely "translated" for the carrier by the sender - based on a comparison of the handwriting.

July 1, 1863 - June 7, 1872

Drop Letter - 1¢

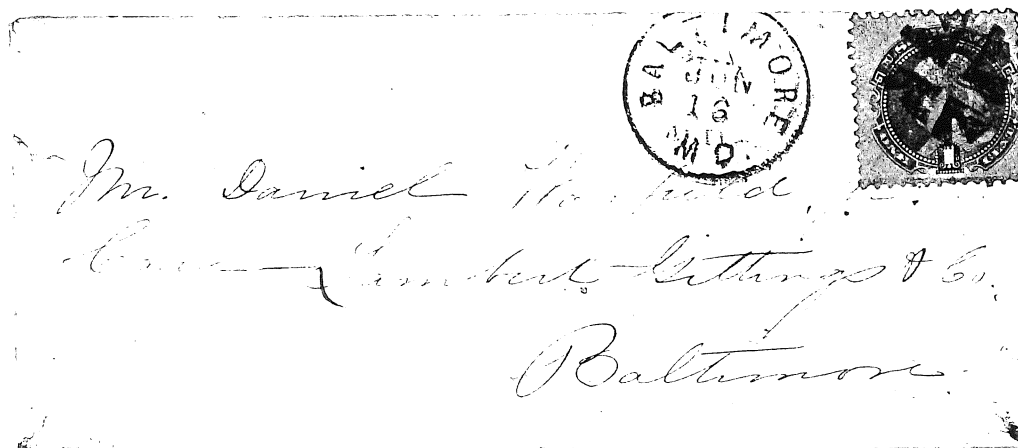
Circulars - third class - 2¢

June 16, 1869/70

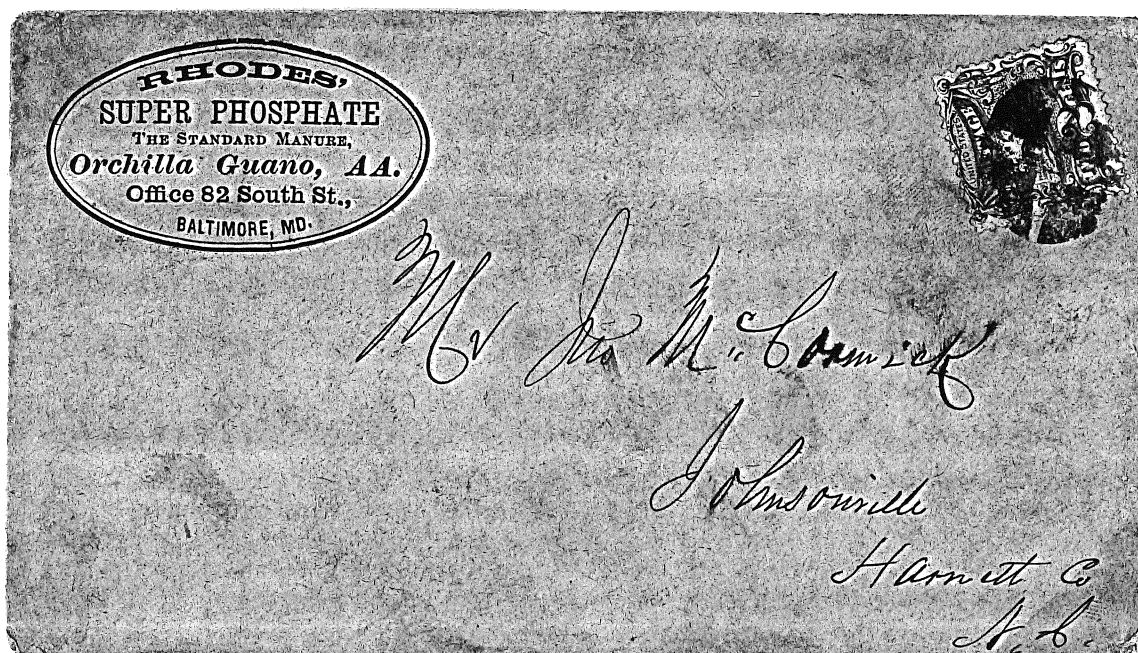
c. 1869-70

A modification in the rates for drop letters was authorized by the Act of March, 3, 1865.

Fixed the prepaid postage on drop letters, at 1¢ for offices that did not have free delivery.



Drop letter envelope, franked with 1¢ adhesive from 1869 pictorial issue.



Circulars, unsealed, were considered third class mail under the Act of March 3, 1863 - mailed at a rate of 2¢ "each", not exceeding three in number to the same address.

Unsealed circular - franked with 2¢ adhesive from 1869 pictorial issue - mute cork obliterator.

July 1, 1863 - June 7, 1872

Advertised letter - fee 1¢
Returned dead letters - 3¢

May 8, 1864/5
October 21, 186?

When the Post Office received letters which were not collected; after a period of time, such letters were advertised in the newspapers - the fee for this service, established at 1¢ by the Act of March 3, 1851, carried forward into subsequent periods.

Mailed in New Haven, CT April 28; marked as advertised in Baltimore on May 8,
Back stamped with Baltimore CDS with target killer on June 11.
Assume large **NOT FOUND** struck at that time.

The 1¢ advertising fee denoted by 1 in circle handstamp, also found on drop letters.



Act of March 3, 1863 fixed the postage on returned dead letters not registered as valuable at 3¢.

Drop letter (free delivery office) - fee paid with 2¢ envelope issued 1864.

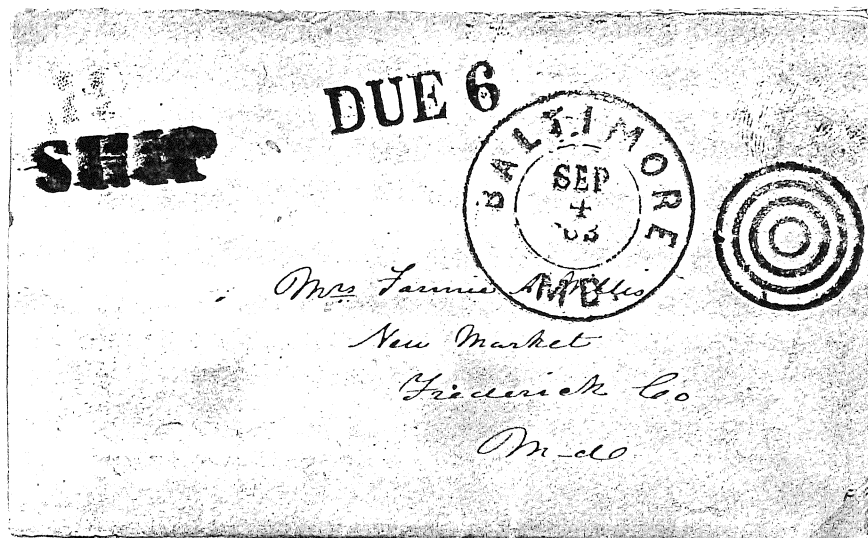
Handstamped **RETURNED TO WRITER**, manuscript 3 in upper left denotes fee for return.

July 1, 1863 - June 7, 1872

Ship letter fee - 6¢ - double postage rate
Steamboat - as Ship Letter

September 4, 1863
November 7, 186?

The fee due to the vessel (not contracted to carry the mail) depositing letters with the post office remained 2¢ per letter, however the postage for delivery within the United States was now fixed at *double rates of postage, which shall cover the fee paid to the vessel*. No distinction between port of arrival and beyond; eliminated previous inequity.



Letter datelined: *Santos July 17th 1863*. Charged double 3¢ postage rate for delivery. Under previous Act, this would have been 3¢ + 2¢ for delivery beyond port of arrival. Contents mentions voyage of 40 days to Rio and an overnight steamer to Santos.



Envelope franked with 1¢ and 2¢ stamps of 1861 and 1863 (ungrilled); letters carried by inland waterway steam vessels not contracted to carry the mail treated as ship letters and charged double regular postage, hence the circle handstamp DUE. 3 accompanying the STEAMBOAT.

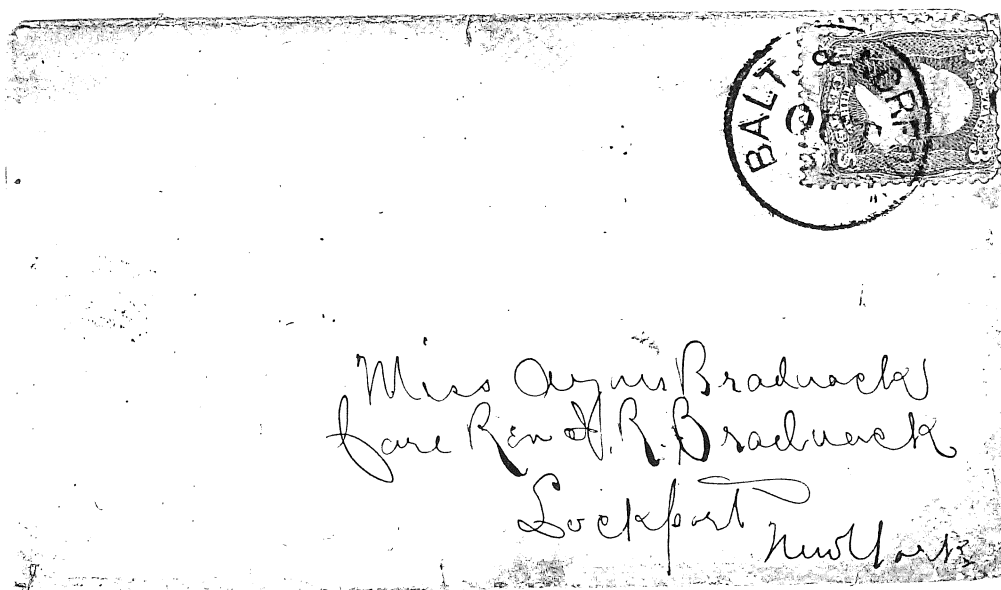
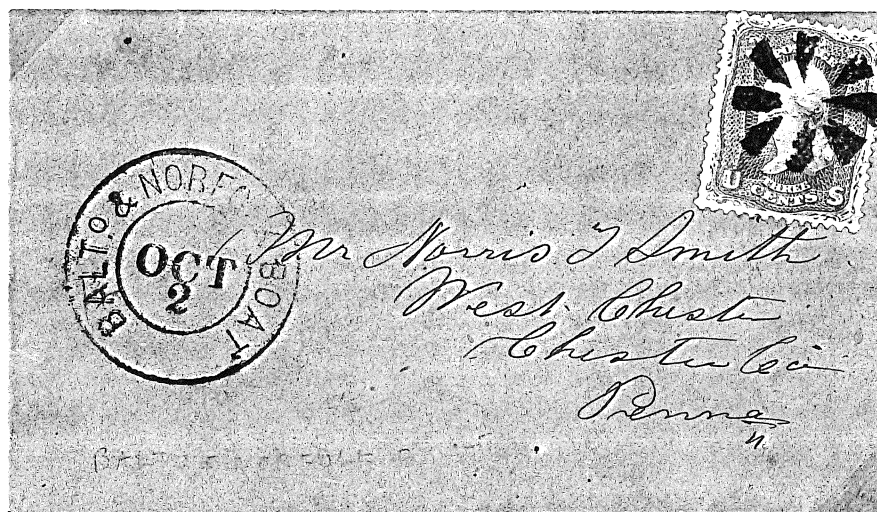
July 1, 1863 - June 7, 1872

**Baltimore & Norfolk Steamboat
Route Agent marking**

October 2, 186?
October 31, 186?

Markings used by the Route Agent on the Baltimore Steam Packet Company's Baltimore and Norfolk steamboats. Also know as the Old Bay Line, they were contracted to carry the mail as early as July 1841.

Applied to loose letters received en route, to indicate entry into the mails.



Double circle type BALTo & NORFOLK BOAT- listed as used in the 1850s-60s.

Single circle type BALT. & NORFOLK- listed as used 1865-70s.

July 1, 1863 - June 7, 1872

Registration fee - 20¢

Registration fee - 15¢

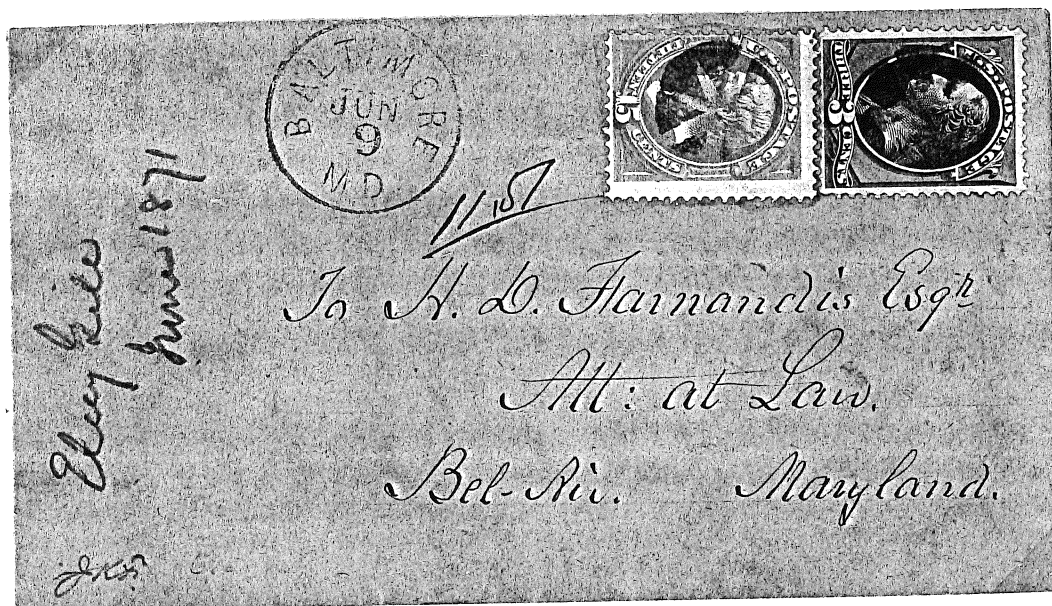
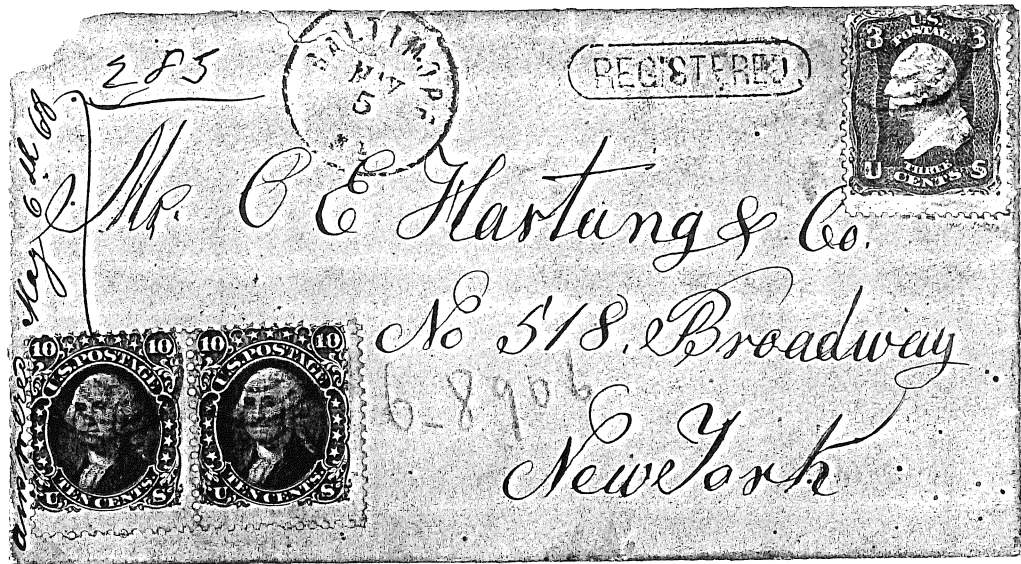
May 5, 1868

June 9, 1871

Registration fee instituted July 1, 1855 - 5¢, payable only in cash. Raised to 20¢ July 1, 1863; reduced to 15¢ January 1, 1869. Payment of the registry fee in stamps was required starting January 1, 1867. Postmasters were instructed to mark letters "Registered" and number them.

Registration fee -20¢: in effect July 1, 1863 until December 31, 1868.

Letter bears control number of 285 - oval framed **REGISTERED**, fee paid with stamps, as required, pair of 10¢ green, issue of 1861. Red crayon 6_8906 is New York city post office control number.



PF Certificate - 15¢ stamp "lifted and emplaced"

Registration fee - 15¢: in effect January 1, 1869 until December 31, 1873.

Letter bears control number of 1151 - marked to left of stamps, but letter is not marked "registered", contrary to instructions.

Registry fee paid with 15¢ orange - National Banknote Company - grilled issue of April 1870.

First class letter rate paid by 3¢ - National Banknote Company - ungrilled issue - March 1870.

July 1, 1863 - June 7, 1872

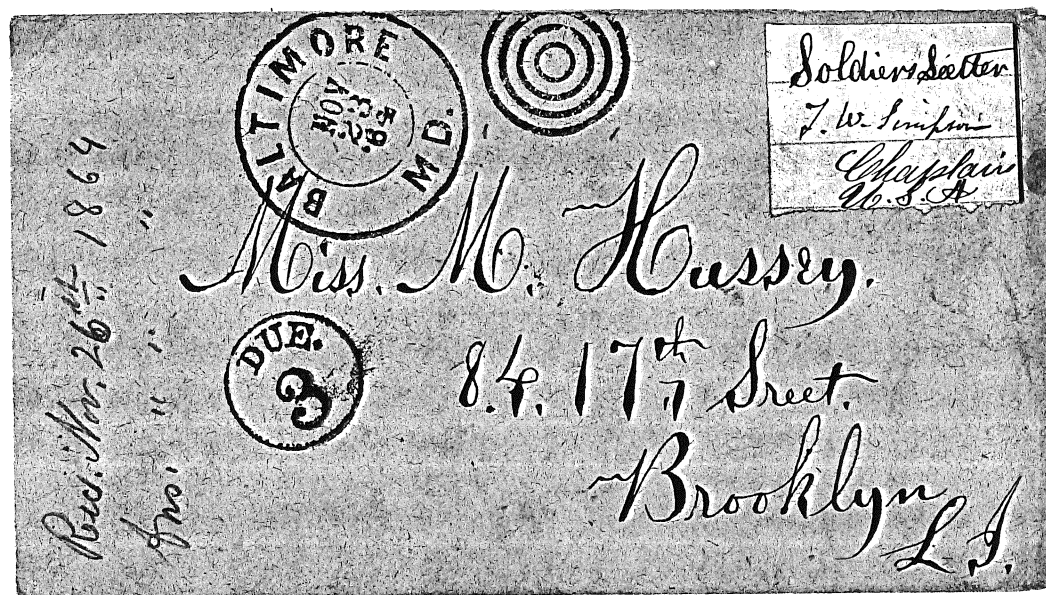
Soldier's Letter

Exempt from pre-payment

April 5, 186?
November 23, 1864

During the Civil War, letter sent from soldier' - properly endorsed were exempt from requirement to pre-pay postage. Letters were delivered with a single rate of postage due.

Endorsed on reverse (presumably because of all-over design of envelope):
Soldier's letter, signature and Adj. 12th N.Y. I.



"Endorsement" supplied by means of a slip of paper to be glued to the envelope, reading in 4 lines:
Soldiers Letter,, T. W. Simpson Chaplain U.S.A.

Both envelopes handstamps with standard circular **DUE. 3** of Baltimore.

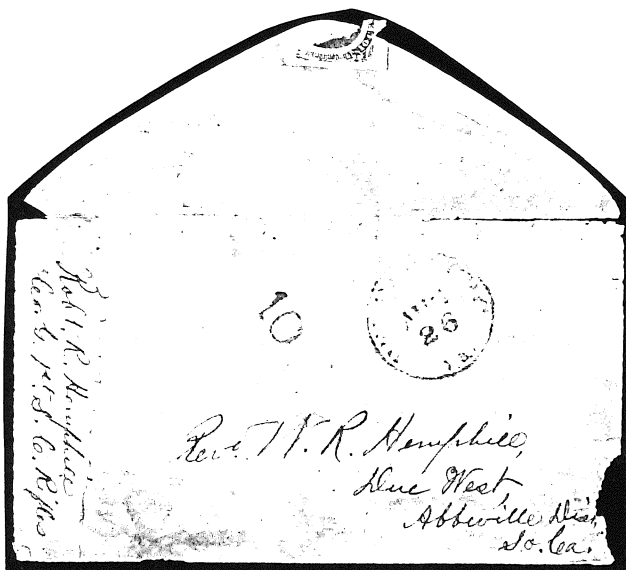
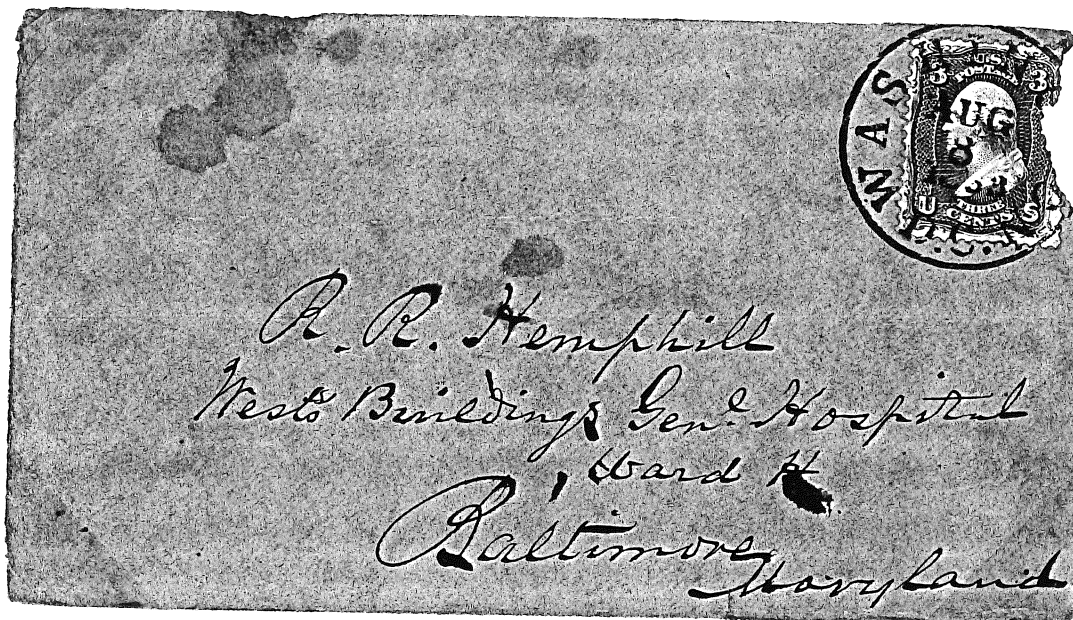
July 1, 1863 - June 7, 1872

Incoming POW mail
West's Building

August 8, 1863

West Hospital, also known as West's Building, is listed in the Official Records as a prison for wounded Confederate prisoners. The Official Records report that nineteen Confederate prisoners were being cared for in tents adjoining the hospital in August 1863.

Franked with a United States 3¢ 1861, cancelled in Washington, addressed to an *R.R. Hemphill*.
Evidence on reverse of envelope shows address was member of 1st South Carolina Rifles.



Turned envelope: reverse bears traces of a Confederate stamp and is addressed to Revd W.R. Hemphill and endorsed at side:

Robt. R. Hemphill
Co. G 1st S.C. Rifles

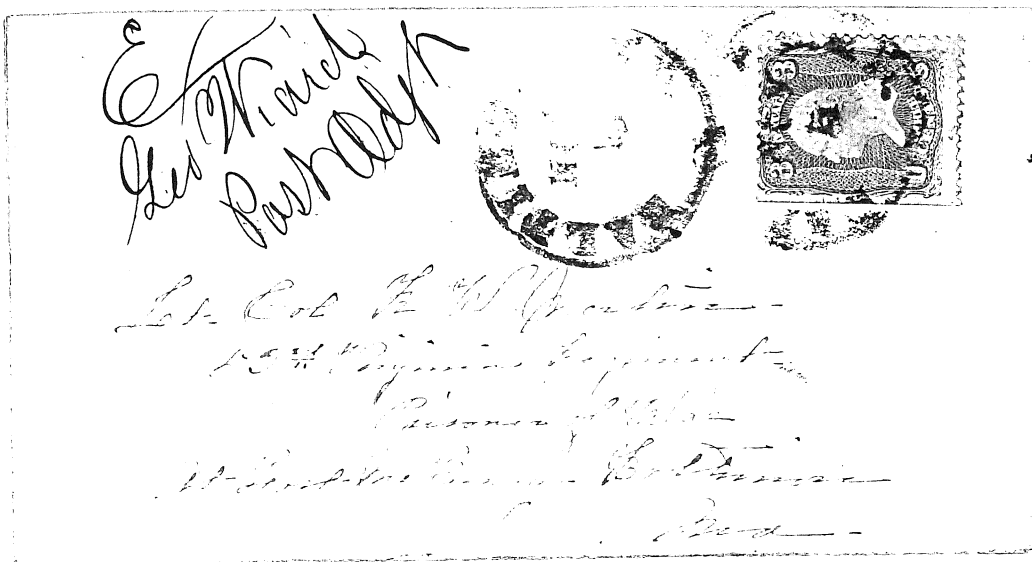
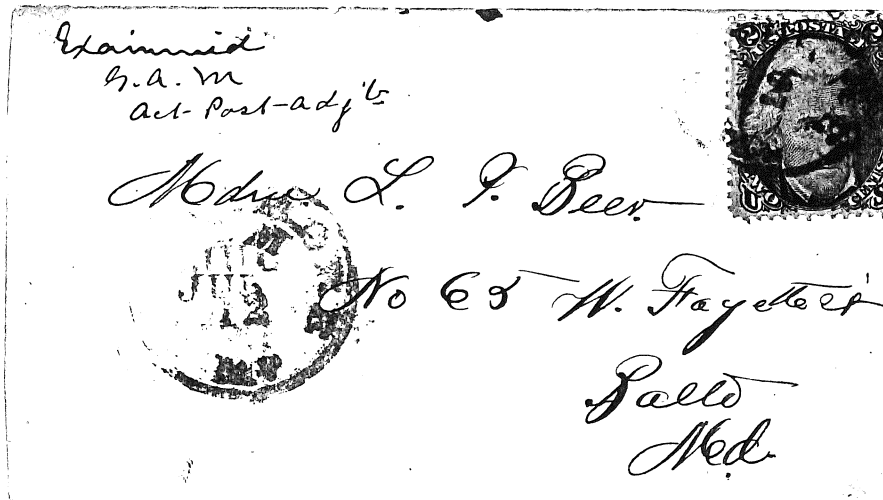
July 1, 1863 - June 7, 1872

Outgoing/Incoming POW mail
Fort McHenry

July 12, 1864
November 5, 186?

Letter headed *Ft McH, July 11/64* from *H Louis Beer* to his mother on the occasion of his birthday: "*this one I pass in a darksome cell*". Censored - manuscript endorsement: *Examined/G.A.M./Act. Post-Adjt.*

Paid newly raised drop letter rate of 2¢.



Envelope addressed to:
Lt. Col F W Jostin/53rd Virginia Regiment/Prisoner of War/at Fort McHenry Baltimore/Md.

Censored: manuscript endorsement: *Ex[amined]/Geo Wiarct/Post Adj.*

July 1, 1863 - June 7, 1872

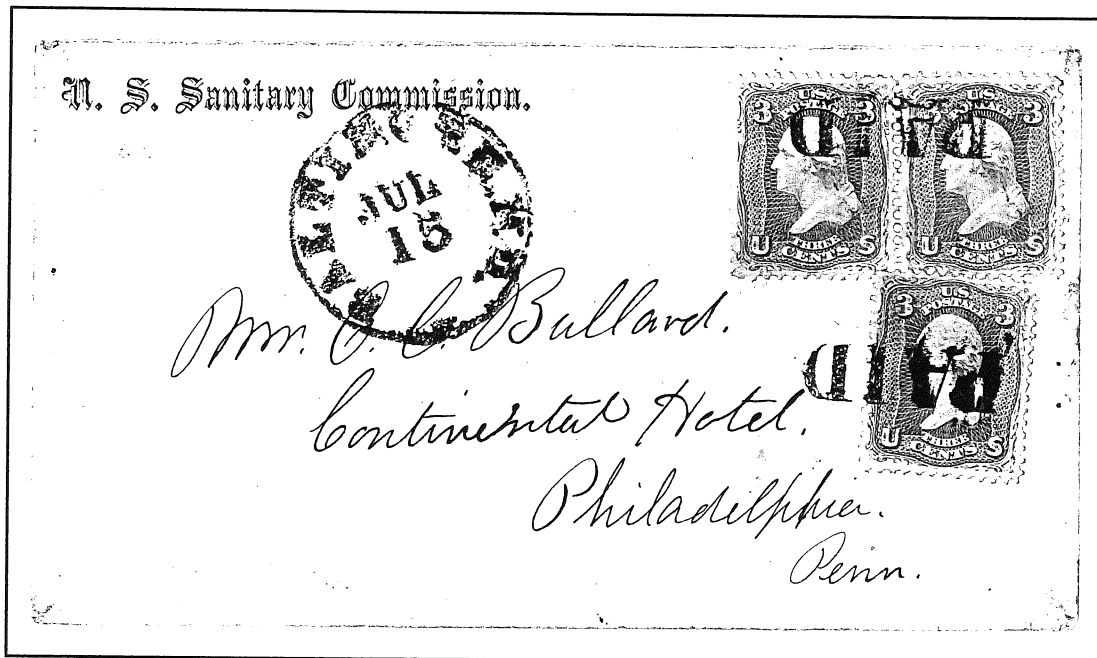
Leeds Patent Envelope

9¢ franking - 1 to 1½ oz.

July 15, 186?

The key to the Leeds patent envelope was the lattice window over which it was intended that a stamp be placed. Cancelled by the town's date stamp, when the envelope was opened, the stamp would detach from the envelope and remain adhered to the letter, proving place and date of mailing. An ingenious idea defeated by post office regulations that prohibited the town CDS from being used as an obliterator.

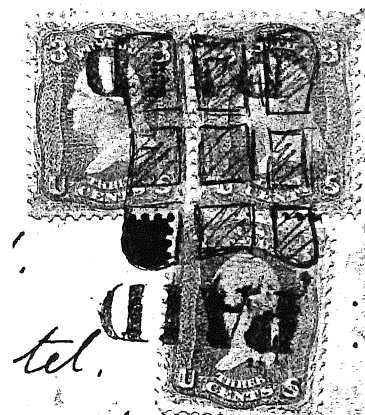
The U.S. Sanitary Commission purchased 29,500 of the Leeds envelopes in November 1862. However, very few are found used either correctly or incorrectly.



Three 3¢ stamps have been placed over the lattice of the envelope's window - perhaps to cover it up? rather than to pay postage for a letter weighing more than 1 ounce.

Shaded/black area indicates where paper is cut out.

Obliterated with the **PAID** handstamp, CDS to left, defeating the purpose of the patent.



July 1, 1863 - June 7, 1872

Baltimore as Exchange Office
Baltimore Am Pkt PAID

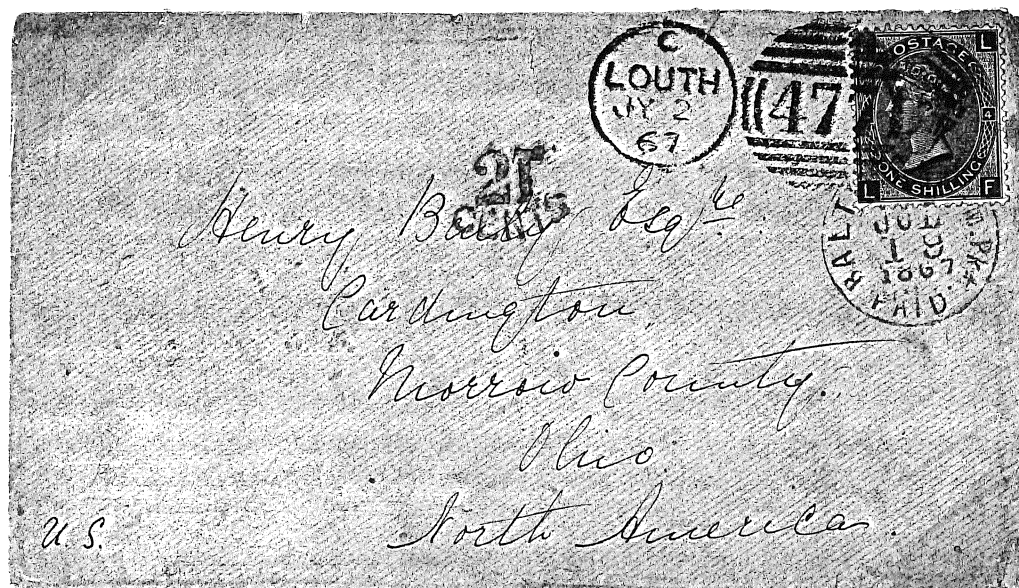
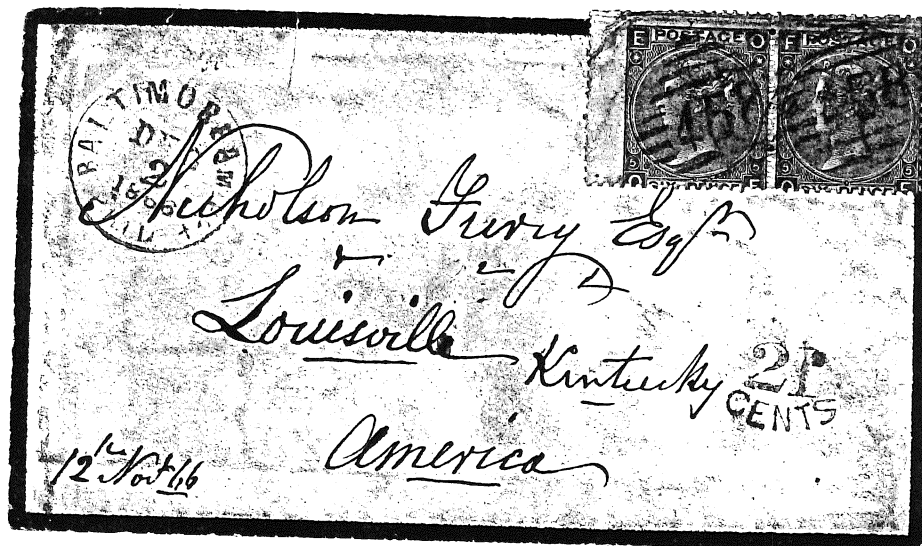
December 2, 1866
July 19, 1867

By November 1865, the Post Offices of the US and Great Britain ratified an agreement for Additional Articles to the 1848 Treaty which established Baltimore as an official exchange office.

BALTIMORE AM Pkt/DEC 2/1866/PAID - exchange office handstamp

Pair lilac 6d 1865 surface printed issue, canceled with 458 diamond obliterator of Ballisodare, Ireland Col-looney transit, rocking 21 CENTS of Liverpool, credit to the US.

Carried by steamer *Somerset* of the Baltimore & Liverpool Steamship Company; departed Liverpool on 14 November 1866, arrived in Baltimore on December 2, 1866.



1s green 1865 surface printed issue, canceled with 477 duplex of Louth, red London transit of 3 July, rocking 21 CENTS of Liverpool, credit to the US.

Carried by steamer *Carroll* of the Baltimore & Liverpool Steamship Company; departed Liverpool on 3 July 1867, arrived in Baltimore on 18 July.

BALTIMORE AM Pkt/JUL 19 1867/PAID - exchange office handstamp.

British GPO notice of 23 April 1866 reads in part: *Information has been received from the United States Post Office of the establishment of a United States line of Mail Packets between Liverpool and Baltimore...Correspondence for the City of Baltimore and the under-mentioned States, if not specially addressed to be otherwise sent, will be forwarded by this new line of packets if posted on time.* The District of Columbia and 19 states are listed, of which Ohio and Kentucky are included.

Baltimore & Liverpool SSCO in business only from 1865-68.

July 1, 1863 - June 7, 1872

Baltimore Exchange Office Depreciated Currency Triple rate from England

November 9, 1867
May 19, 1867

The Civil War caused inflation which forced the issuance of paper money in late 1861; its value fluctuated in relation to gold and silver. International mail credits and debits were settled in gold, but foreign letters charged postage due were paid in paper currency. The disparity caused the Post Office Department considerable losses. Thus, in March 1863, Congress passed the authorization for collecting postage due either in specie or in United States Notes *provided the premium on a corresponding amount of coin be tendered*. Hence the term "depreciated currency."

Carried by Baltimore and Liverpool line steamship *Worcester*, departing Liverpool October 23, 1867, arriving in Baltimore at 6pm on November 9th with "a large quantity of mail" as reported by the newspaper.

Baltimore Exchange
Office - depreciated
currency mark:

BALTIMORE

24

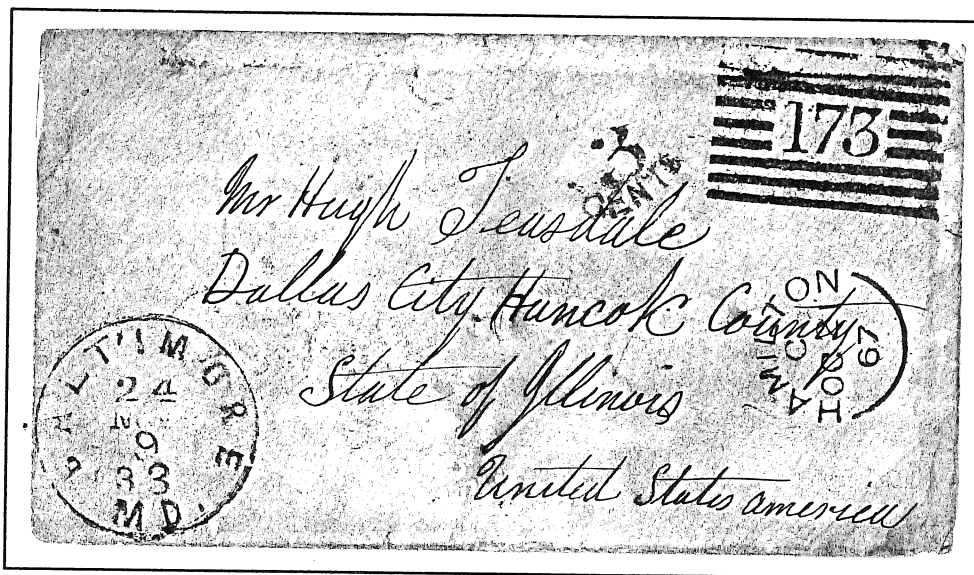
NOV 9

33

MD.

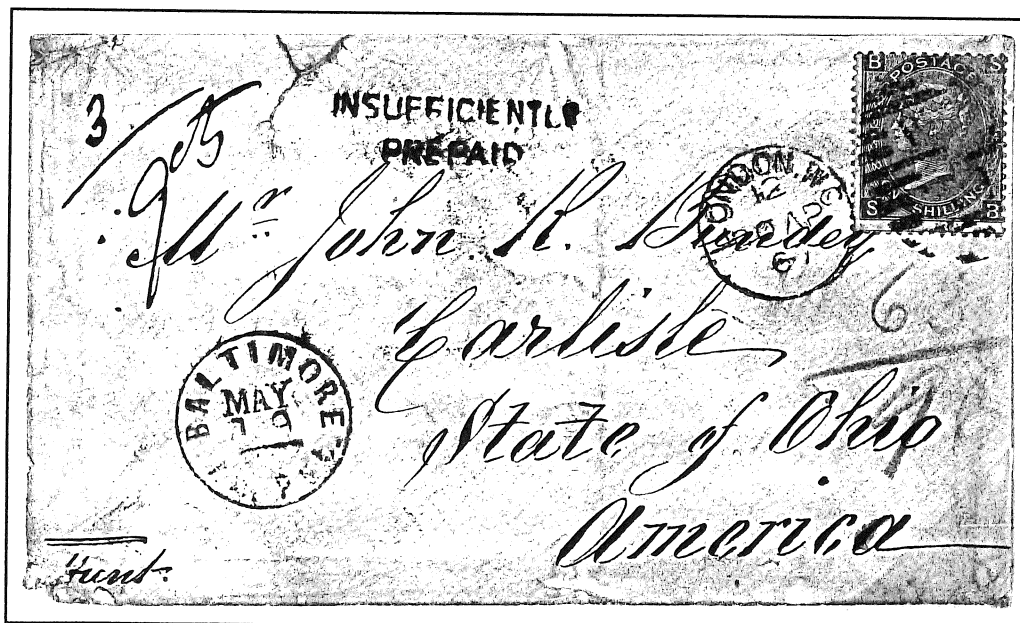
24¢ if paid in silver -
33¢ if paid in U.S.
Notes.

Less than 5 depreciated
currency covers known
handled by Baltimore
Exchange Office.



A modification in April 1866 to the 1848 US-British Treaty added a **triple rate**; in effect only 21 months.

From London to Carlisle, Ohio - marked *3/9 cents* in upper left, indicating 3 rates and a 9¢ debit to Britain when the final postage was collected. This should have been 72¢ as the 1 shilling stamp ignored; underpaid letters treated as not paid.



Baltimore Exchange Office marks letter in blue crayon 63/96 - depreciated currency of 63¢ if paid in silver or 96¢ if paid in notes. The amount due should have been 72¢; someone seems to have felt the “9cts” indicated a partial payment and not a debit?

Left Liverpool 1 May via Baltimore and Liverpool steamship *Somerset*.

BALTIMORE/MAY/19/1867/Am Pkt.
receiver.

July 1, 1863 - June 7, 1872

Incoming Steamship - 10¢, double rate
 Caribbean transit US to GB - per 1870 Convention - 12¢
 FROM HAVANA transit handstamp

August 25, 1870
 April 11, 1872

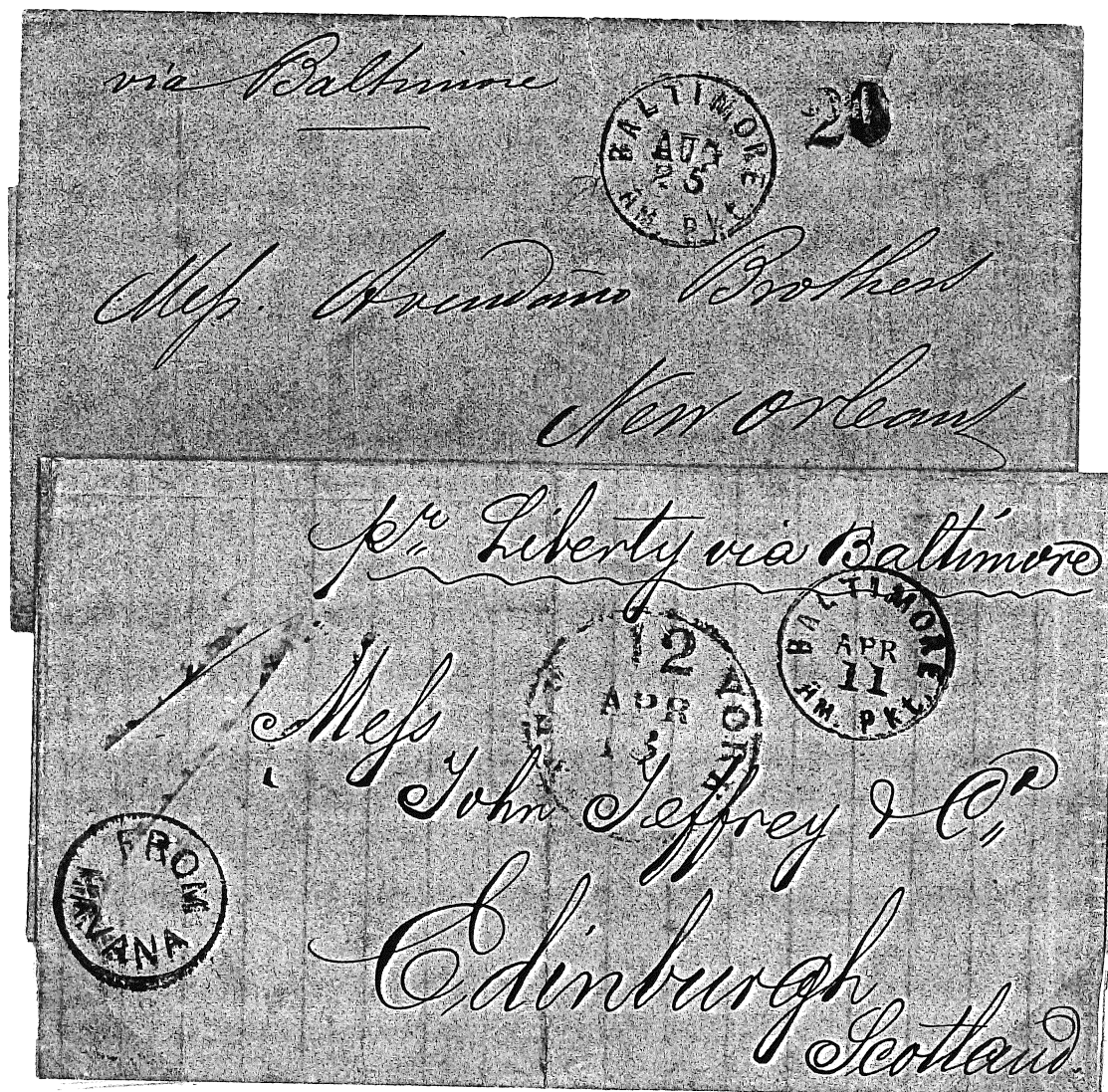
Act of June 30, 1864, effective July 1st, created a uniform 10¢ rate for all steamship letters regardless of the distance carried. It applied only to those letters and packets carried by contract steamers to or from foreign countries for which a postal convention or treaty did not exist. It remained in effect until July 1, 1875.

Docketed as originating in Havana, Cuba.

The 20¢ rate applied to letters weighing between ½ and 1 ounce.

Steamship mail from Cuba, incoming to Baltimore was carried on the ships *Cleopatra*, *Cuba*, and *Liberty*.

BALTIMORE
 AM Pkt,
 one of three styles used on mail coming from Cuba.



Uncommon **FROM HAVANA** circular stamp, used as a transit marking. Letter routed via New York where handstamp due 12¢ applied.

Inman line steamer *City of Montreal* left New York April 13, 1872, arrived Queenstown April 23. Edinburgh back stamp AP 25/72.

Incoming Steamship from Caribbean	10¢
Sea Postage to Britain	2¢
Postage due 6d plus surcharge of 6d	1s
Total collected at Edinburgh	1/

The Anglo - U.S. Convention of 1868 set a rate of 6¢ (3d) for letters between the US and Britain; of this, 2¢ was the sea postage. Prepayment was optional and not subject to penalty. In 1870, this Convention was modified to add a surcharge on unpaid letters equal to the paid rate.

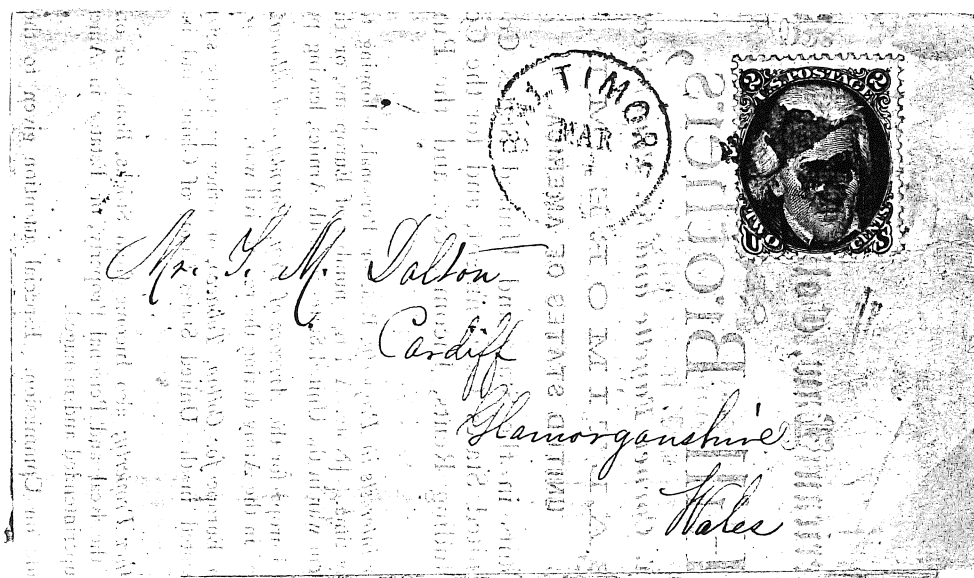
July 1, 1863 - June 7, 1872

Printed Matter - to Wales
Short Paid - 4¢

March ??, 1868

Circular rate 6¢: October 1, 1867 to September 1, 1868.

Printed legal advertisement to Cardiff - Wales, short paid 4¢.



Receiving backstamp: C/CARDIFF/AP 6/68.

Commencing October 1, 1867, the rate to Britain for newspapers was set at 2¢ paid to destination. Prior to that date postage due in country of arrival. All other printed matter was considered "Book and Packet" mail for which the rate was 6¢ per 4 ounces. Circulars fell into this category until September 1, 1868 at which time circulars were classified with newspapers.

July 1, 1863 - June 7, 1872

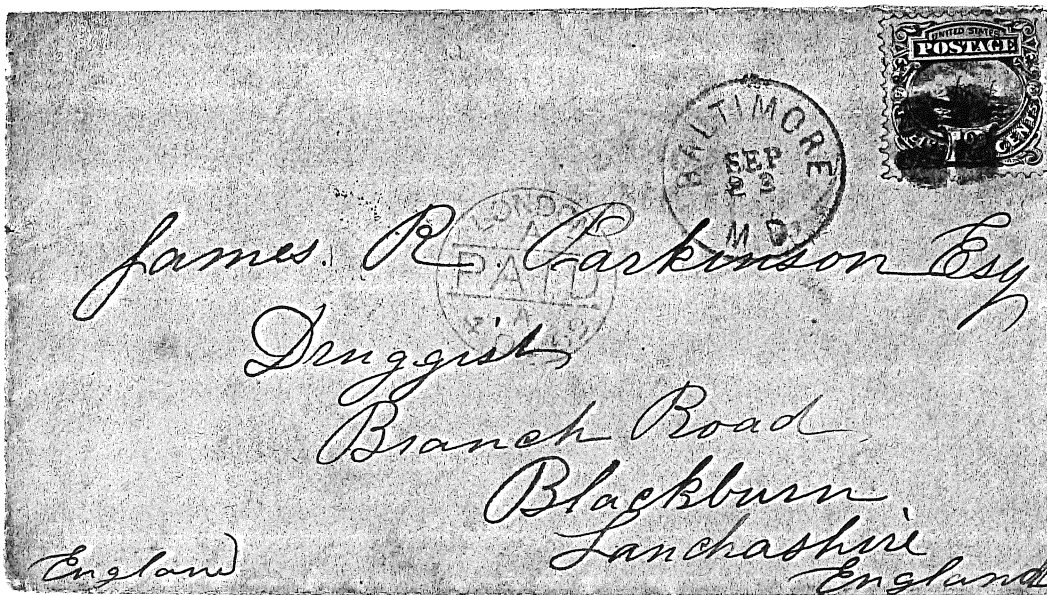
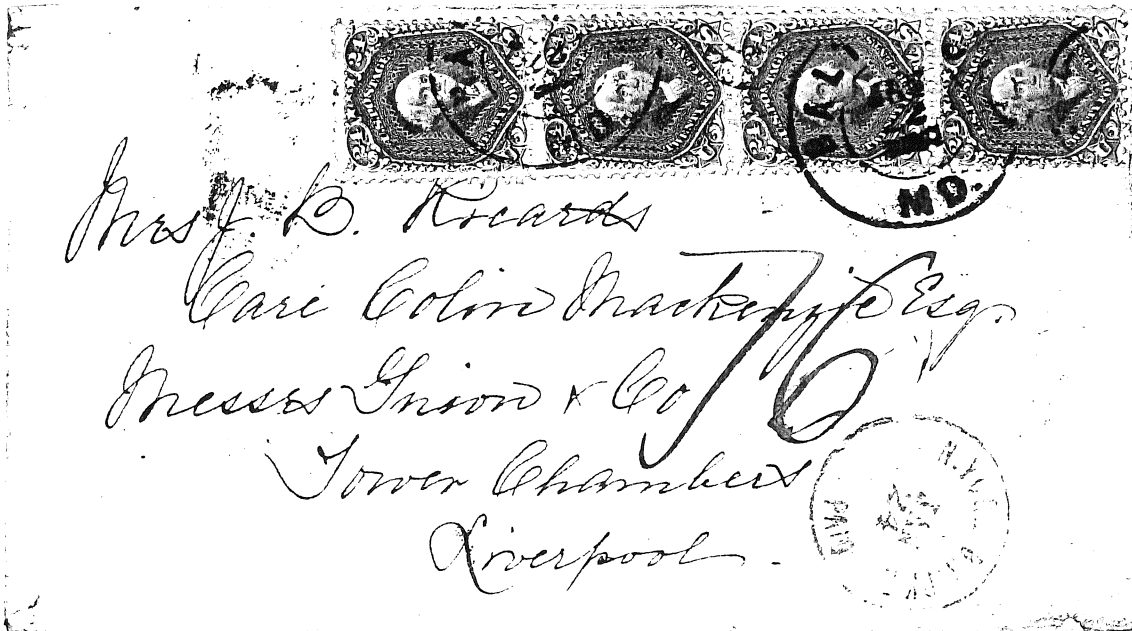
Quadruple 24¢ rate - to England
1868 12¢ rate - to England

January 22, 1866
September 22, 1869

From February 1849 until the end of 1867 the rate to England per ½ ounce was 24¢.

Quadruple rate letter weighing from 1½ to 2 ounces.

N.YORK BR. PKT PAID in red; manuscript magenta 76 cent credit to England; 4 times the 19¢ credit for a single letter when carried by British Packet. Liverpool receiver of 4 FE 66. Travelled via Cunard line steamer *Scotia*.



Commencing January 1, 1868 until January of 1870 the rate to England per ½ ounce was 12¢.

Baltimore was using red ink and special obliterations on foreign mail during this time period.

Faint New York exchange office CDS and London PAID arrival marking.
Credit/debit markings were no longer required.

July 1, 1863 - June 7, 1872

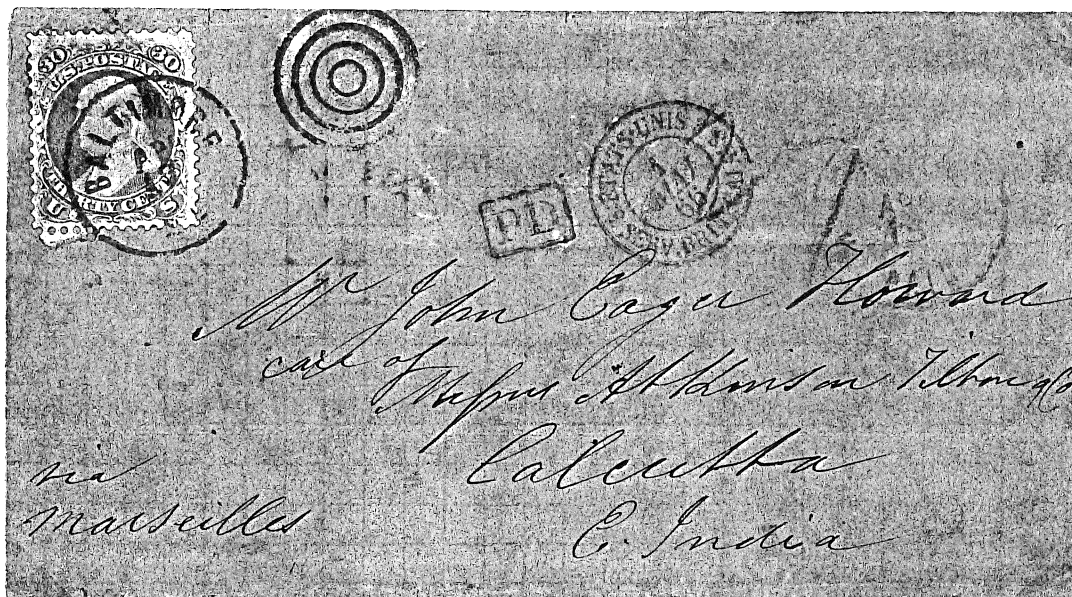
To Calcutta, India via French Mail - 30¢

April 17, 1866

The 1857 U.S. - French Treaty included a rate of 30¢ for ¼ ounce letters to British India.

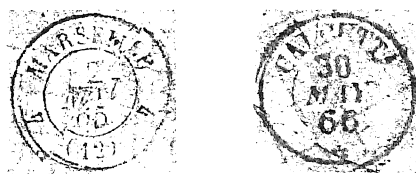
Addressed to *Calcutta E. India*; endorsed in lower left *via Marseilles*.

Franked with 30¢ 1861 issue paying the single letter rate. 27 cents credit to France, marked in red crayon.



Routed via New York, very faint New York exchange date stamp, via closed bag on Cunard steamer *Cuba* departing April 18th, 1866 arriving in Liverpool on the 28th. French entry marking *ETATS UNIS/1/MAI/66/SERV. BRIT CALAIS*. Small boxed PD, paid to destination.

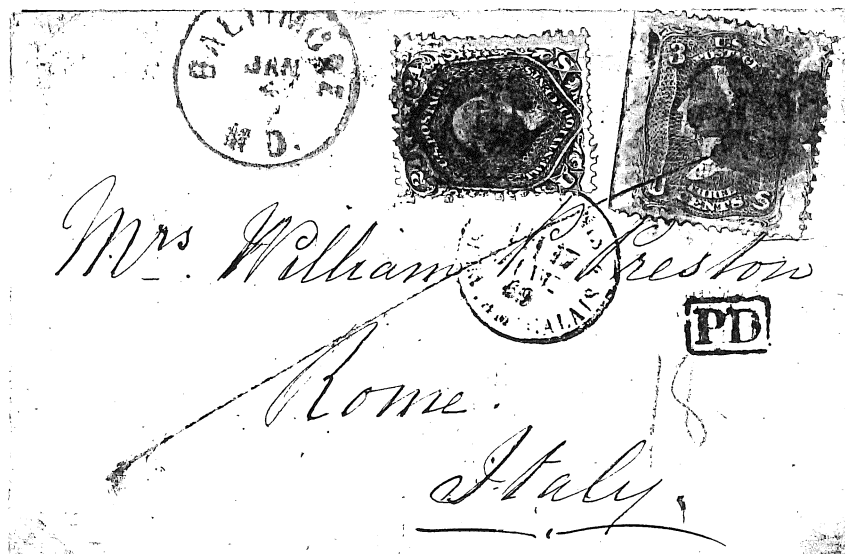
Marseilles and Calcutta backstamps. Marseilles seems to have the wrong year date.



July 1, 1863 - June 7, 1872

Italy - via French Mail - 27¢
Closed Mail - Netherlands - 15¢

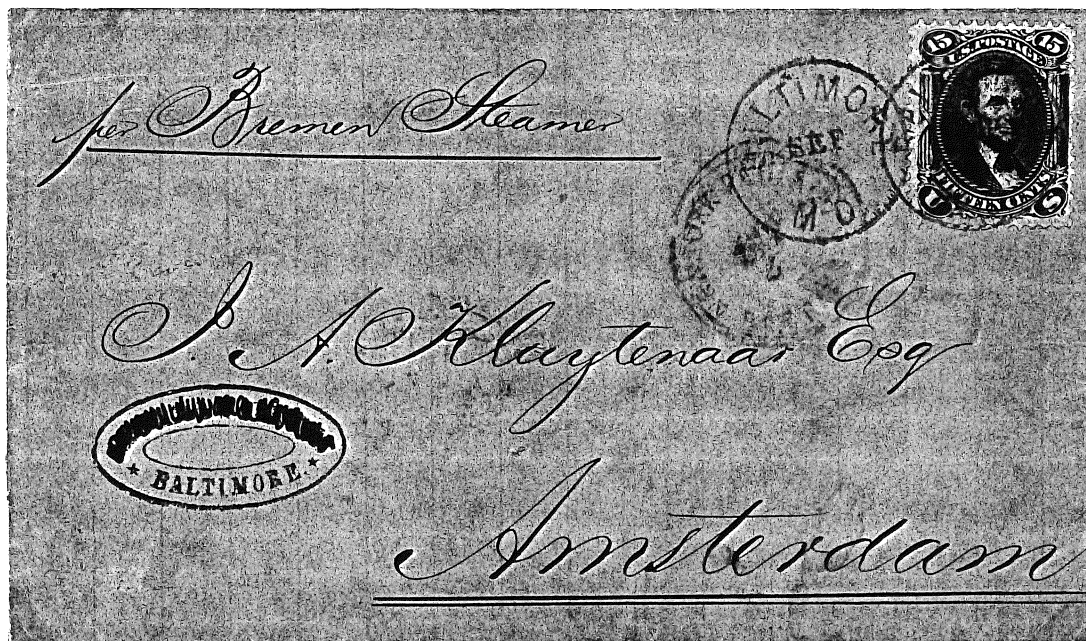
January 4, 1869
September 1, 1869



Per French Mail Treaty of April 1857, a 27¢ per ¼ ounce rate was established to Rome and the Papal States.

New York **PAID ALL** mark on reverse, French entry mark and boxed **PD** in blue on front.

Starting January 1868, the United States - Netherlands Postal Convention provided for a 15¢ rate per ½ oz., pre-paid to destination, travelling via closed mail through England.



Via New York and North German Lloyd [NGL] steamer *Deutschland*, on September 2, arriving in Southampton on September 13th and Amsterdam on September 16th. Franked with 15¢ Lincoln "Memorial" issue of 1866-67 - Baltimore was using red ink for foreign mail markings.

July 1, 1863 - June 7, 1872

Via Bremen Mail through Hamburg - 15¢
To Gross Herzogthum Hessen

August 7, 1863

Sent unpaid from Baltimore - handstamped with blue 15, indicating 15 cents due - the correct rate for a letter sent via the Bremen-Hamburg mails to Hessen [rate effective October 1859]. New York exchange office handstamp indicating 5¢ debit for US share: N. YORK HAMB PKT/ 5 AUG 8.

Postage due: 22 Kreuzer for transit plus 1 Kreuzer local delivery. Hamburg handstamp showing 4½ silbergroschen debit to Hessen.



With outbreak of the American Civil War, American contract steamers were pulled from the Atlantic run. In May 1861, the postal service contracted with the Hamburg American Line (HAPAG) to supplement their existing contract with North German Lloyd (NGL) to provide weekly mail service to Germany.

Addressed to Biedenkopf (near Frankfurt) in Hessen - carried by HAPAG steamer *Hammonia* - departing New York on August 8th, arriving in Hamburg August 23rd, 1863.

July 1, 1863 - June 7, 1872

Via Bremen Convention Mail - 10¢

NGU - direct via Bremen to destination - 10¢

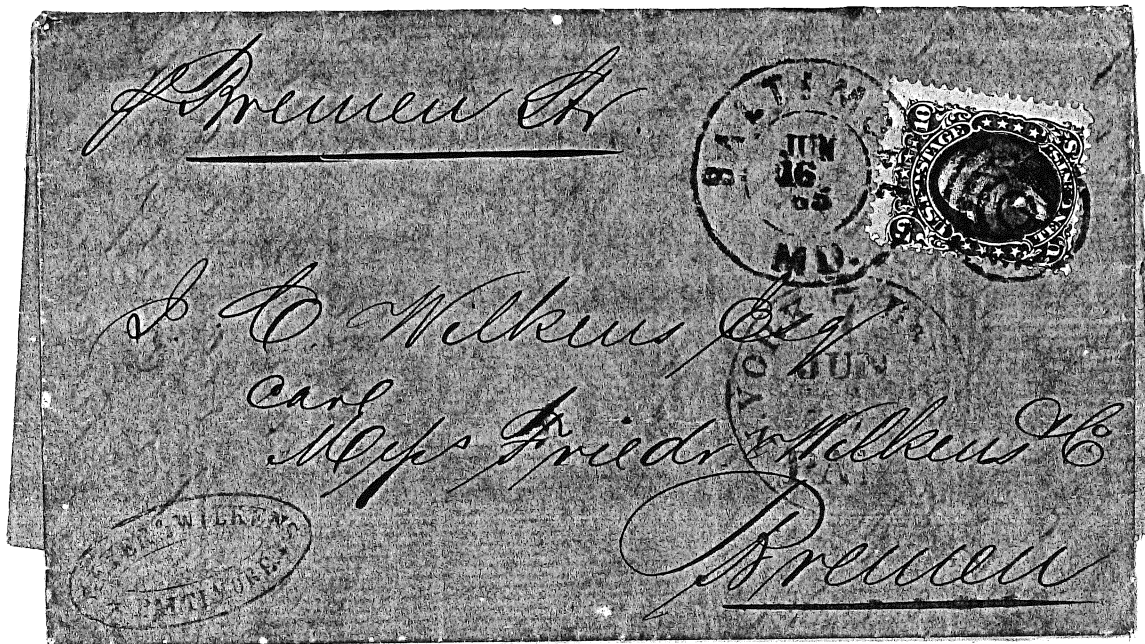
June 16, 1865

June 2, 1869

Bremen Convention, effective August 15, 1853, rate of 10¢, paid or unpaid to Bremen via steamer from New York. Letters beyond Bremen accrued additional charges.

Sent paid from Baltimore to Bremen - New York exchange office handstamp indicating 7¢ credit for US share: **N. YORK 7 BREM PK/ JUN 17/PAID.**

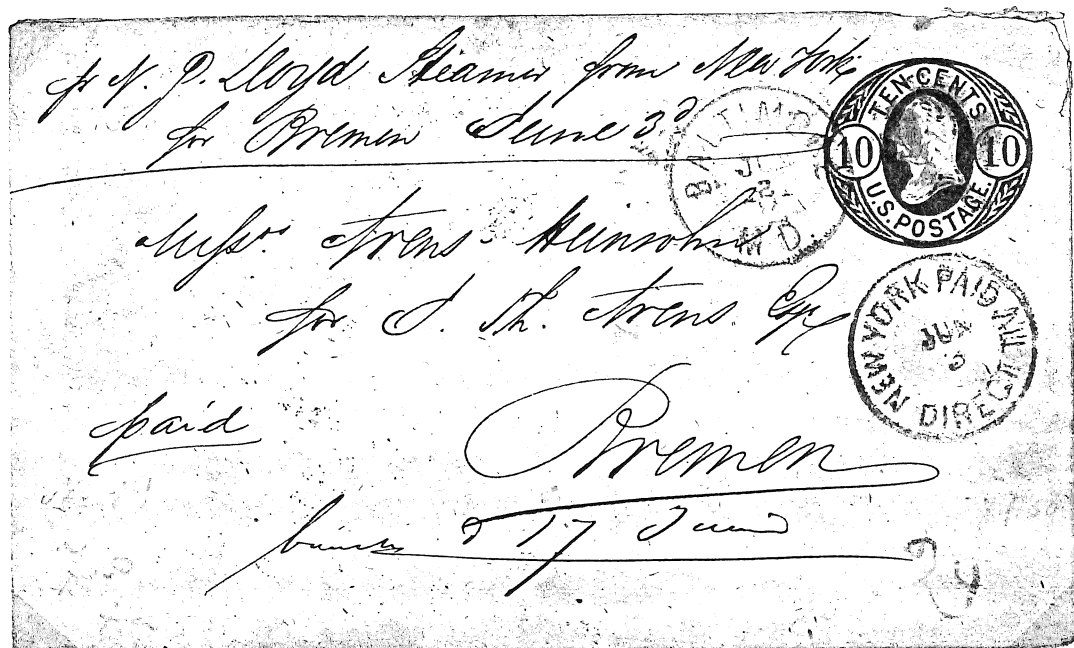
NGL steamer *New York* departing New York June 17th arriving Bremen July 1st, 1865.



Beginning **January 1, 1868**, a Postal Convention between the United States and the North German Union provided for a 10¢ per ½ oz. rate - direct via Bremen or Hamburg. Rate paid letters to destination anywhere in the NGU.

Carried via NGL Line steamer *America*, departing New York June 3, 1869; arriving Bremen June 17 (manuscript docketing)

10¢ yellow green stamped envelope, issue of 1861, pays letter to destination.



July 1, 1863 - June 7, 1872

NGU - direct via Hamburg - 10¢

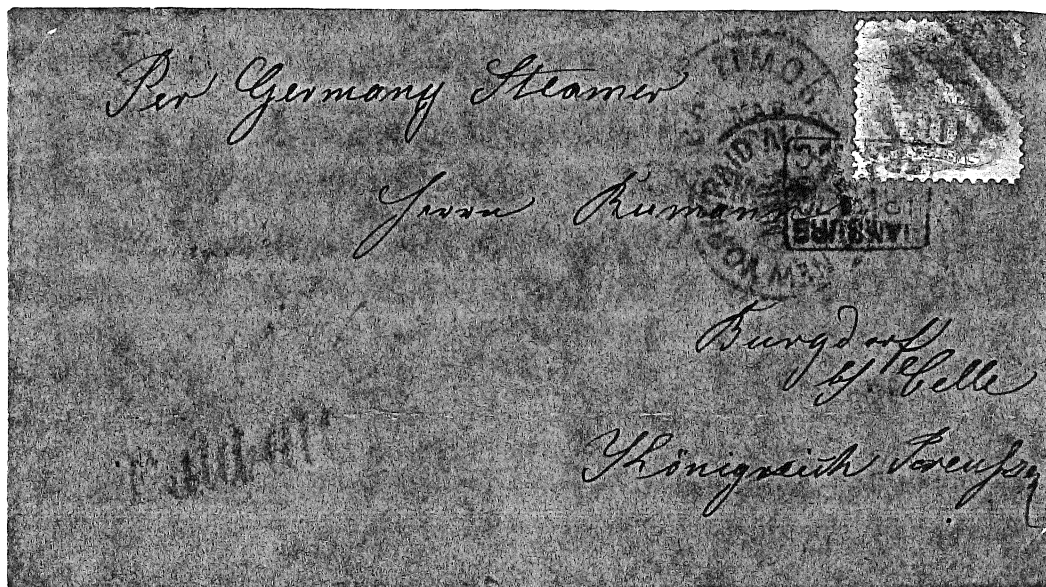
NGU - closed mail via England - 15¢

March 28, 1870

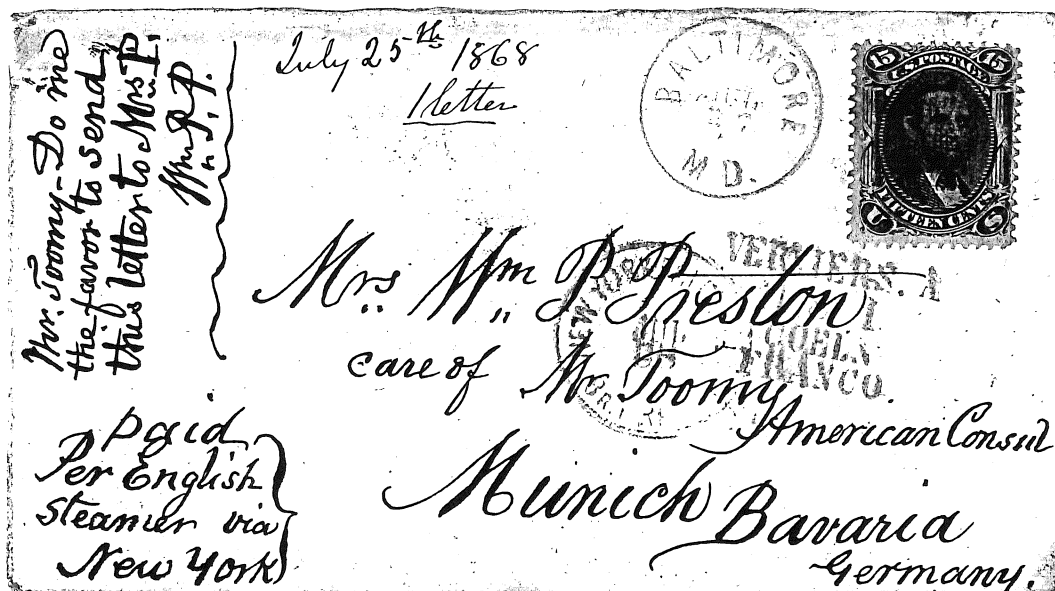
July 27, 1868

Addressed to *Burgdorf bei Celle Konigreith? Preussen*—endorsed *Per Germany Steamer*; traveled via New York, departing on March 29th on HAPAG steamer *Saxonia*, arriving Plymouth on April 11th. Closed bag to Hamburg where boxed **HAMBURG** dated arrival marking of 13 April applied.

Script *Paid all* recorded only on Baltimore foreign mail—13 recorded.



The January 1, 1868 Postal Convention between the United States and the North German Union provided for a rate of 15¢ per ½ oz. for closed mail via England.



To Munich in Bavaria, endorsed *paid Per English steamer via New York*. Paid 15¢ to destination under 1868 NGU convention. **NEW YORK PAID ALL/JUN 28/BR TRANSIT** via Cunarder *Java* arriving Queenstown 7 August.

VERVIERS. A/10? 8 1/COELN/Franco French transit and **MUNCHEN/11 AUG 1868 10** receiver on reverse.

July 1, 1863 - June 7, 1872

NGU - direct from Baltimore via Bremen - 10¢

NGU - direct from Baltimore via Bremen - 6¢

November 17, 1869

May 8, 1872

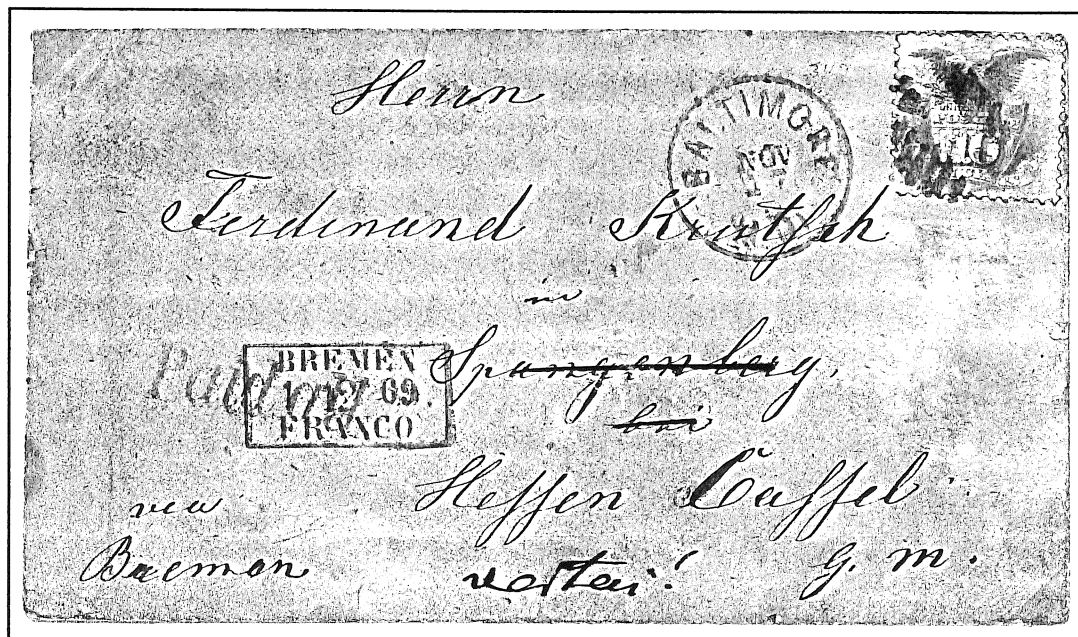
10¢ single direct rate by North German Union mails, effective 1 January 1868.

Baltimore to Spangenberg, Hesse, readdressed to Cassel. Baltimore ***Paid all*** recorded only on Baltimore foreign mail. Absence of New York exchange office handstamp indicates letter went on NGL steamer *directly from Baltimore*, although a few months earlier than Baltimore newspapers have reported mails being carried.

NGL steamer *Leipzig* departed Baltimore on 17 November 1869 for Southampton and Bremen as reported in the newspapers, arrived at Southampton on 29 November and Bremen on 1 December 1869.

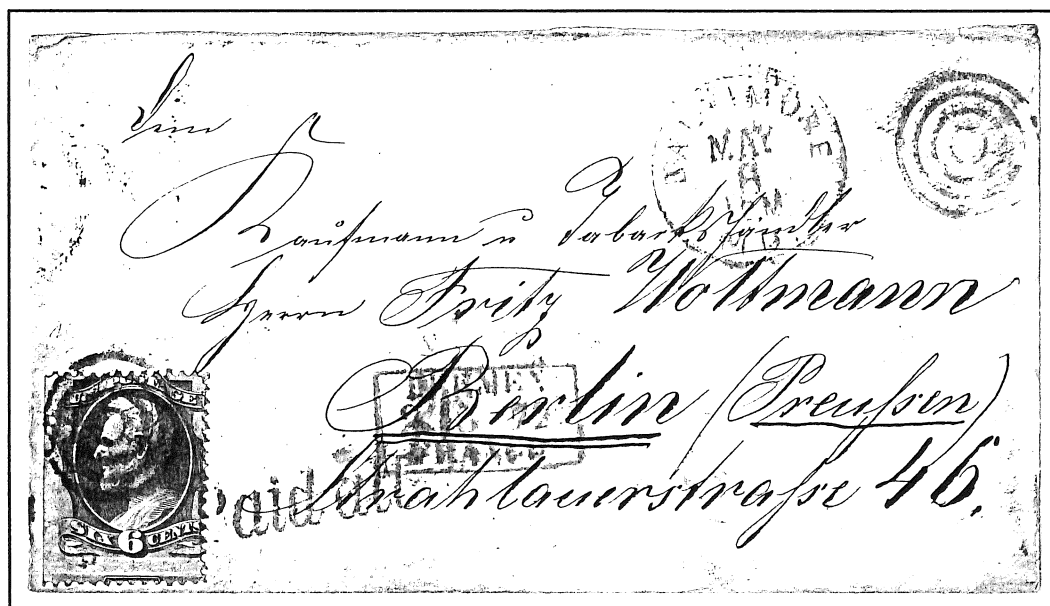
Boxed **BREMEN 1 12 69**
FRANCO arrival mark.

Backstamps for Spangenberg of 2 December and Cassel of 4 December.



2 of three confirmed covers¹ eastbound by North German Lloyd steamers sailing directly to/from Baltimore.

Beginning October 1, 1871, the rate between the United States and the North German Union was reduced to 6¢ per ½ oz. - direct via Bremen or Hamburg.



Franked with 6¢ carmine, National Bank Note Company, issue of 1870.

Travelled via NGL steamer *Baltimore* - sailing *directly from Baltimore* on May 8, 1872 for Southampton (arrived May 22nd) and Bremerhaven on about May 24. Processed in Bremen where boxed/dated **FRANCO** applied; date reads 22 5 72.

1. Of 13 covers with script *Paid all* recorded by R.F. Winter only 3 do not have New York exchange office markings, *Chronicle* 178, p155.

June 8, 1872 - 1878

July 16, 1874
October 13, 187?

The three classes of mail were re-defined:

- First class included letters and all correspondence wholly or partly in writing except book manuscripts.
- Second class included printed matter *regularly issued at stated periods from a known office of publication without addition by writing, mark or sign.*
- Third class was everything else.

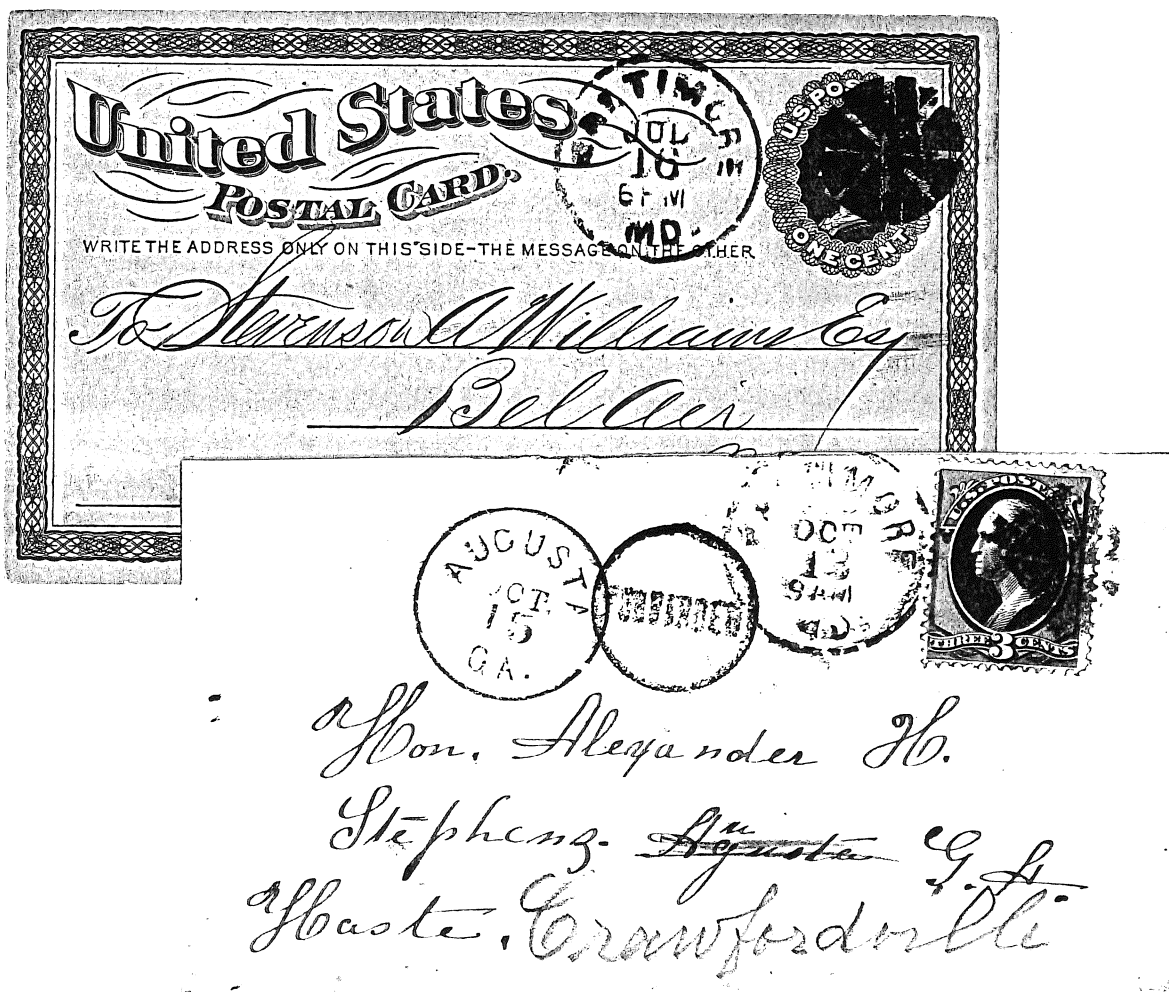
Ship letters charged at double postage rates. Postal cards at 1¢ each are mentioned for the first time. Forwarding of pre-paid letters was now free of charge.

Rates effective: June 8, 1872

First Class letter	3¢
Drop letter—carrier office	2¢
Drop letter all other offices	1¢
Postal cards	1¢

Postal cards issued in May 1873 - 1¢ Liberty - small USPOD watermark.

To Bel Air, Md - bank acknowledgment of receipt - CDS with time code.



Letter envelope addressed to Alexander H. Stephens, the former vice-president of the Confederacy, at Augusta, Ga. Re-addressed and forwarded free of charge - circle **FORWARDED** struck in Augusta.

Franked with 3¢ green Continental Banknote issue of 1873, with secret mark.

June 8, 1872 - 1878

4 ounce rate - 24¢

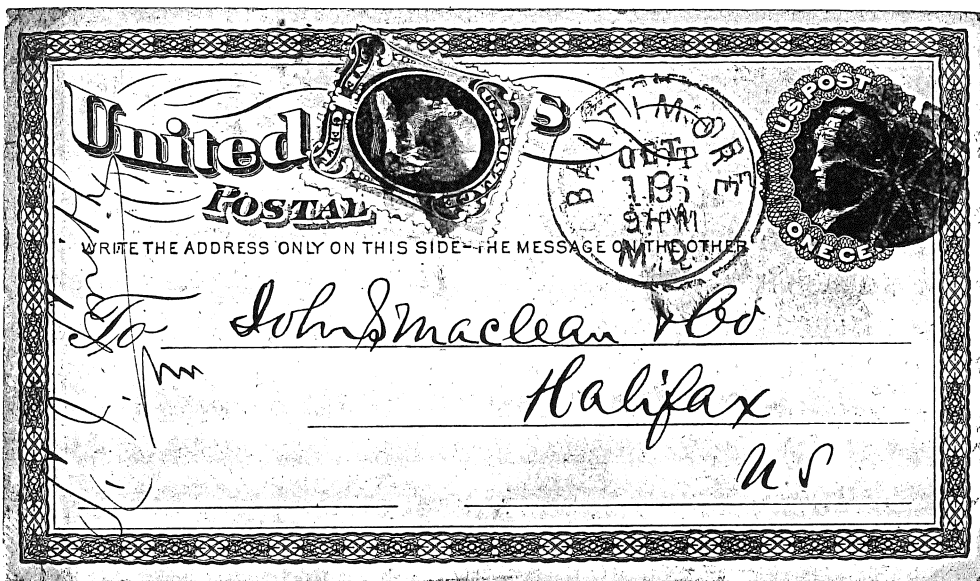
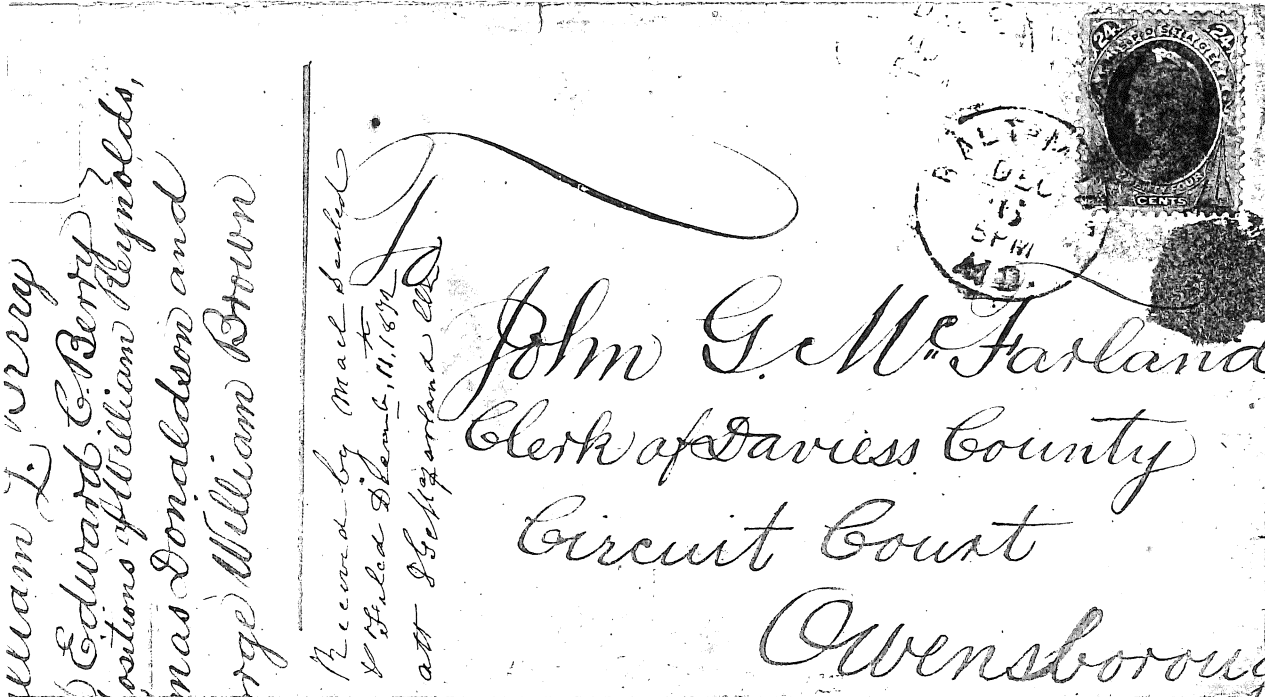
Postal card to Nova Scotia - 2¢

December 6, 1872

October 19, 1874

8 times rate - for a first class letter weighing between 3½ and 4 ounces. Franked with 24¢ purple ungrilled 1870 National Bank Note issue. Envelope reduced at both right and left, and refolded at bottom. Originally "legal" length containing court papers. Docketing reads:

Received by mail Sealed
& Filed Decemb. 11th 1872
Att JG McFarland Esq.



Note red and black obliterations. Possibly mailed without extra rate, canceled with Baltimore black duplex obliterator; sender contacted (major merchant firm), stamp added then handled by Baltimore foreign mail branch which typically used red ink for hand stamps and obliterations.

Addressed to Halifax, NS— stamp added to pay 2¢ international postal card rate.

June 8, 1872 - 1878

To France - 1874 Treaty - 9¢
NGU - direct mail - 6¢

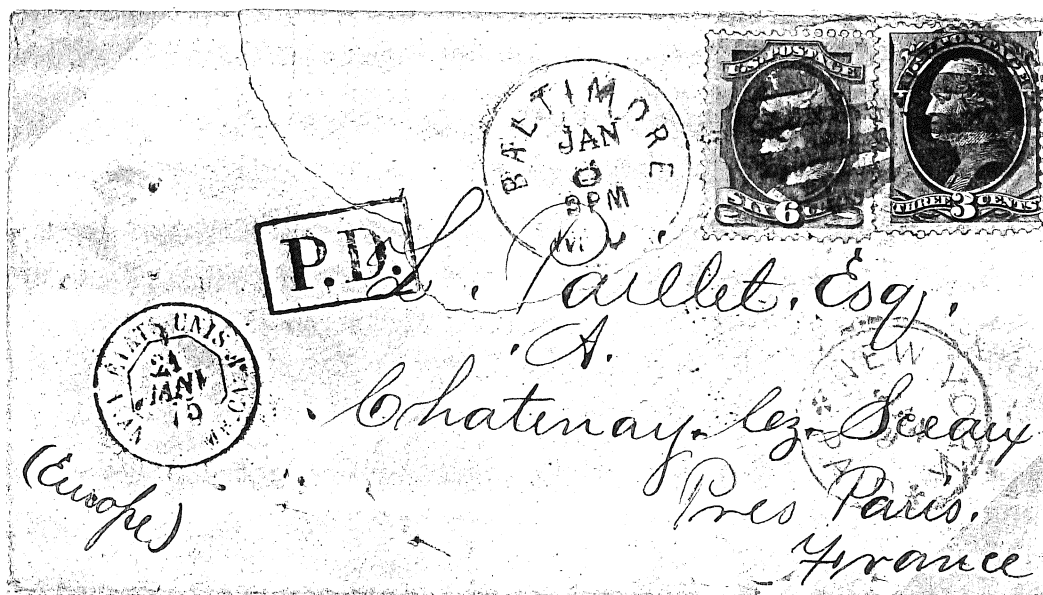
January 8, 1875
April 1, 1875

The 1857 Treaty with France expired in 1870; a new treaty was not negotiated until 1874. Effective August 1874 a single rate of 9¢ between the U.S. and France was established. Mail again traveled by closed bags through England.

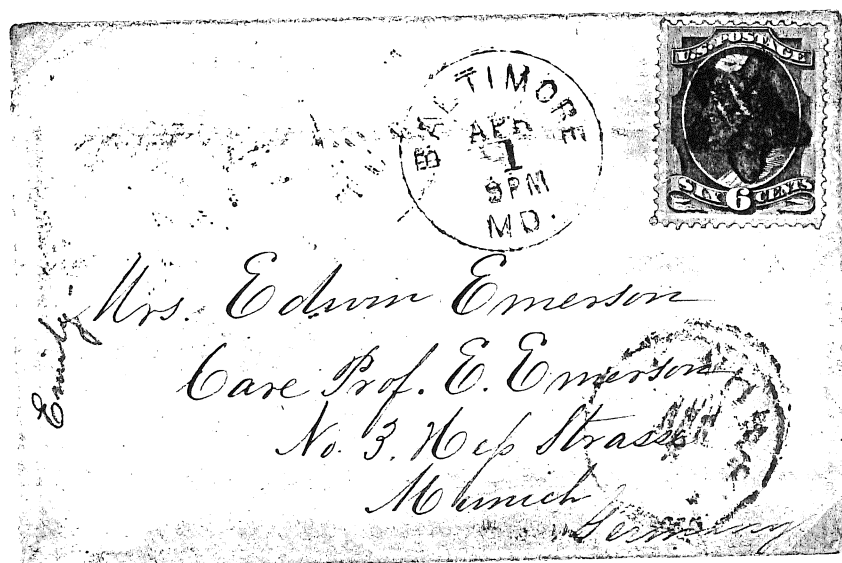
Traveled via New York and NGL steamer *Hohenzollern*, arriving in Southampton on January 20, 1875.

French entry:
F ETATS UNIS F
21 JANV 75
ANGL. AMB. CAL

Large boxed P.D.,
paid to destination.



Beginning October 1, 1871, the rate between the United States and the North German Union was reduced to 6¢ per ½ oz. - direct via Bremen or Hamburg.



Traveled via New York, departing on April 3 per NGL steamer *Oder*, arriving in Southampton on April 14, 1875.¹

German receiver:
MUNCHENT
16 APR.
10-11vm

Note change from red to blue ink by Baltimore foreign mail section.

1. Best fit dates from sailing tables, NAMS

June 8, 1872 - 1878

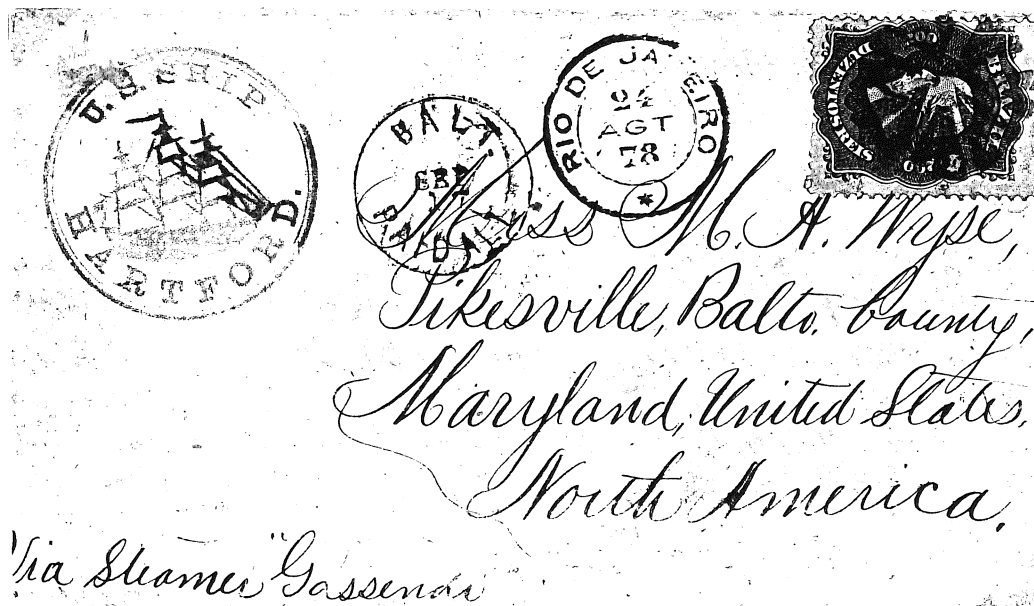
Incoming from Brazil - double GPU rate

September 17, 1878

Not all countries joined the GPU when it was formed in 1875.

Between 1865 and 1875 there was regular steamship service between the U.S. and Brazil with a rate of 10¢ per ½ ounce. This was not profitable for the USPOD, who did not renew the contract; in April 1876 a 15¢ rate was established.

On July 1, 1877 Brazil joined the GPU with the rate to/from the U.S. established as twice the established GPU rate of 5¢ paid by other GPU members.



100 reis the equivalent of 5¢.

From a sailor aboard the USS Ship Hartford, serving in the Brazil Squadron.

Brazilian GPU rate of 10¢ paid with 200 reis black adhesive of 1866 issue.

RIO DE JANEIRO 24 AGT 78 CDS

Magenta Baltimore Exchange office: receiving mark.

