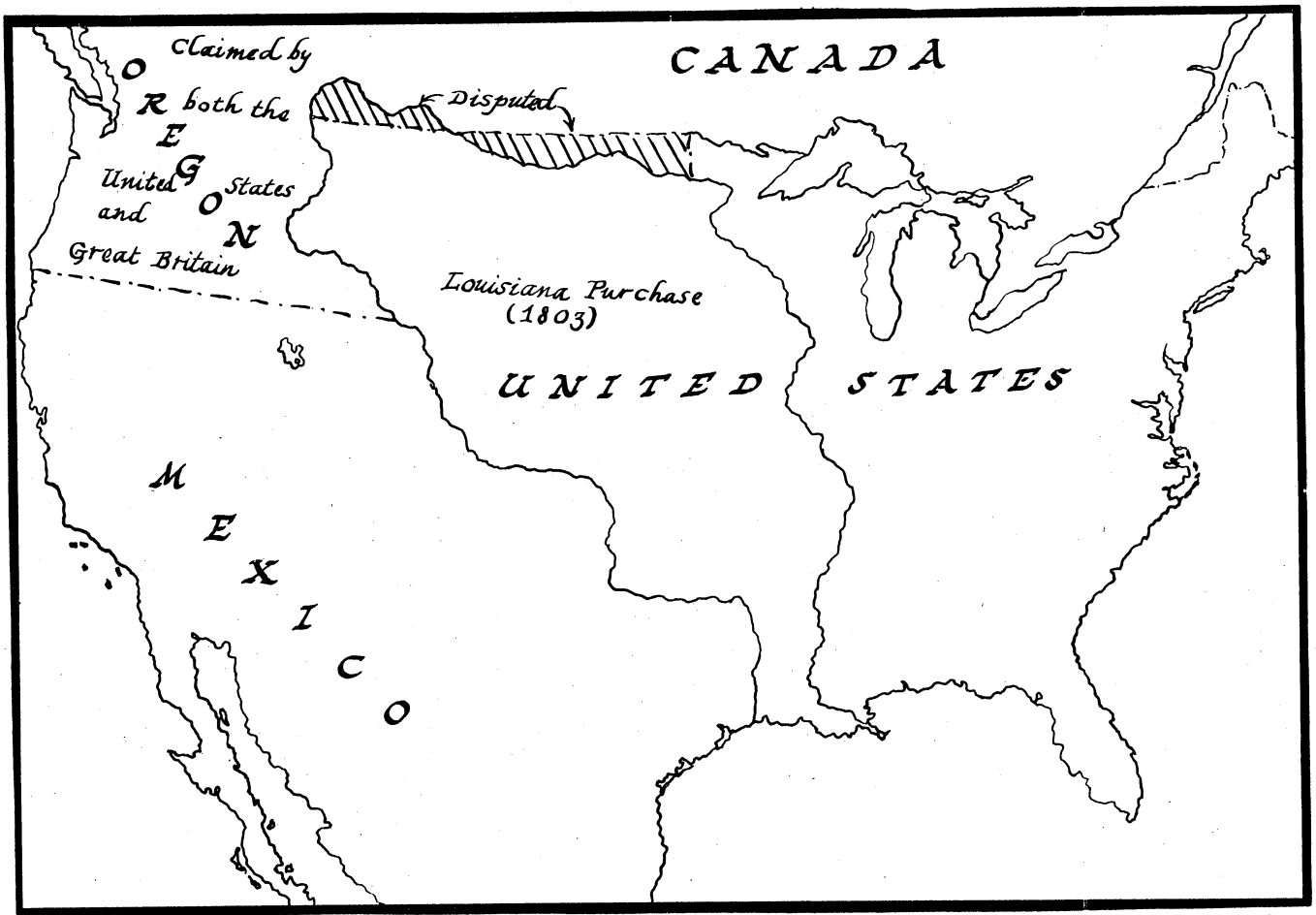


FIRST ISSUE OF U.S. STAMPS

CREIGHTON C. HART

AS RECEIVED BY  
THE EXHIBITION PHOTOCOPY COMMITTEE  
OF THE  
U.S. PHILATELIC CLASSICS SOCIETY, INC.

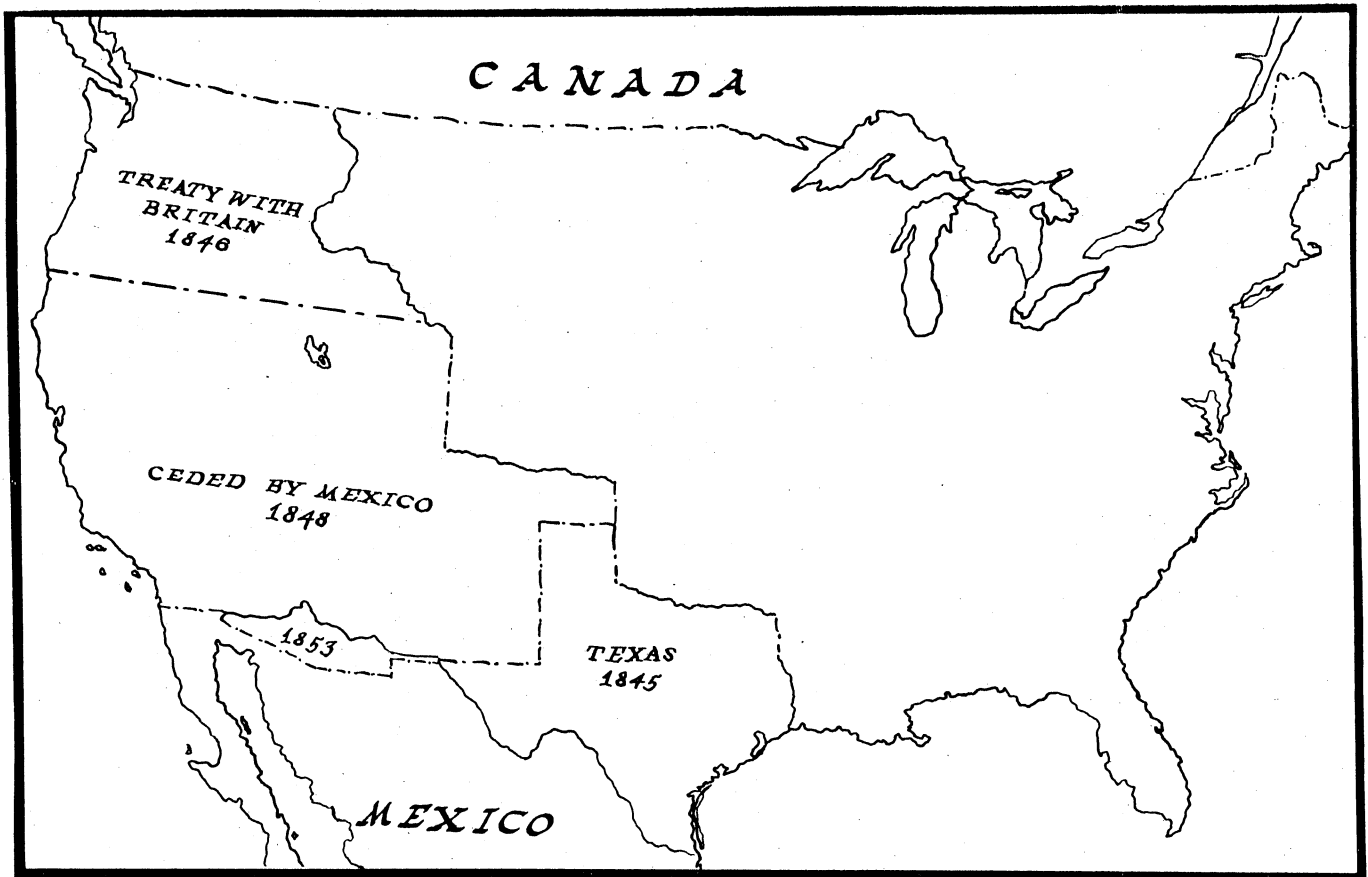
4 NOVEMBER 1988



*There were two large territorial additions to the United States after the Revolutionary War. The first was the Louisiana Purchase in 1803. The second occurred during the 1840-1850 decade. This latter expansion added more territory to the nation than did the Louisiana Purchase.*

*James K. Polk, an avowed territorial expansionist, was President from 1844 to 1848. During his presidency the great postal reform of 1845 was instituted, by which rates were greatly simplified and reduced. It was also during his term office that the first United States postage stamps were issued.*

*Communications are vital to a large and growing nation. The postal reform coupled with the convenience of postage stamps, played an important part in binding the nation together.*



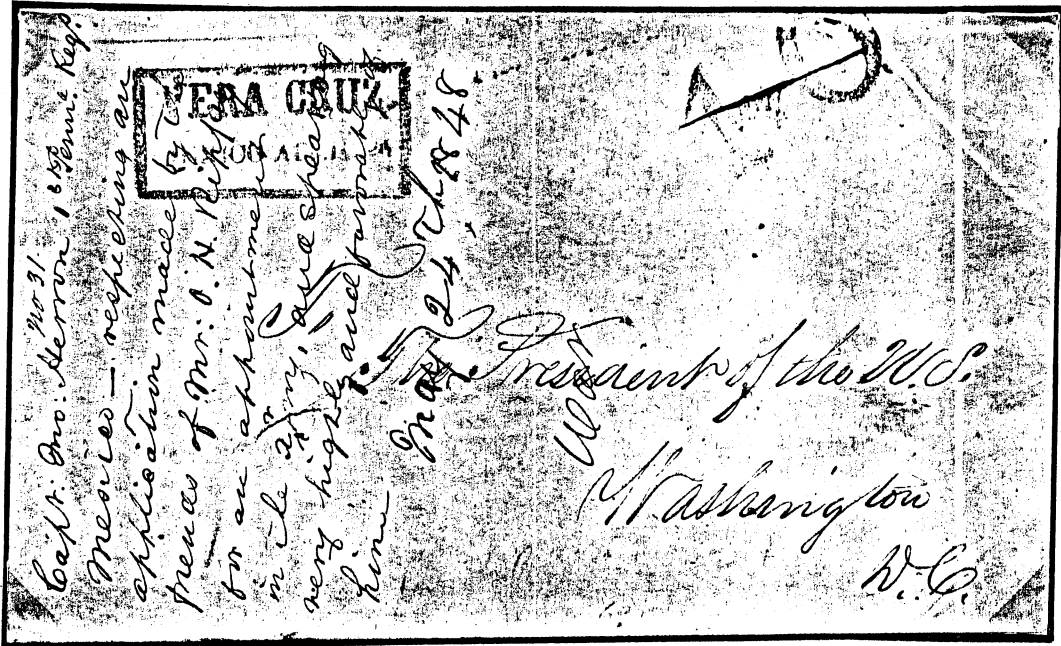
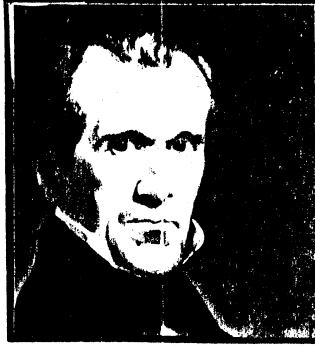
*By 1850 the continental limits of the United States were as they are today, except for Alaska and the comparatively small Gadsden Purchase of 1853.*

*President Polk was responsible for bringing about a large territorial expansion, first by obtaining the admission of the Republic of Texas to the Union in 1845. This act precipitated the Mexican War, which ended with the Treaty of Guadalupe-Hidalgo on February 2, 1848. By that treaty all of Mexico west and north of Texas to the Pacific Ocean became a vast unorganized territory of the United States.*

*By a second significant expansion in 1846 the northwest boundary of the country was fixed at the 49<sup>th</sup> parallel. Congress agreed to this compromise boundary with Great Britain even though Polk wanted the entire Pacific coast, all the way to Russian Alaska.*

JAMES K. POLK

1844 - 1848



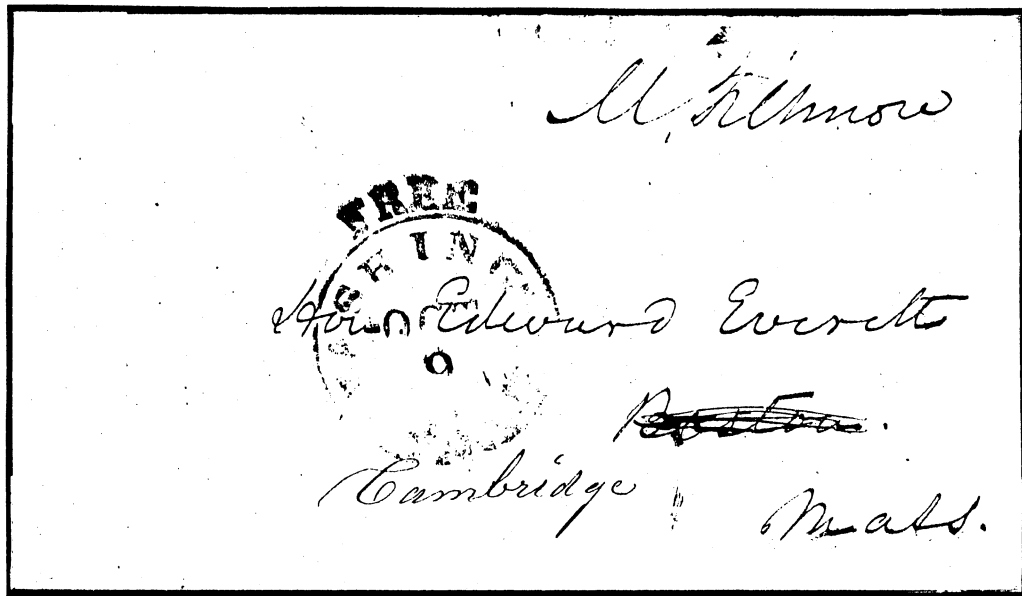
President Polk, a Democrat, never deviated from his policy of expanding the boundaries of the United States from the Atlantic to the Pacific coasts.

This 1848 letter to Polk is from an officer in occupied Vera Cruz, Mexico. It was rated "10" cents due; however, the "10" has been crossed out, since Presidents at this time received as well as sent mail free under their franking privilege.

The clocketing at the left is entirely in President Polk's hand.

MILLARD FILLMORE

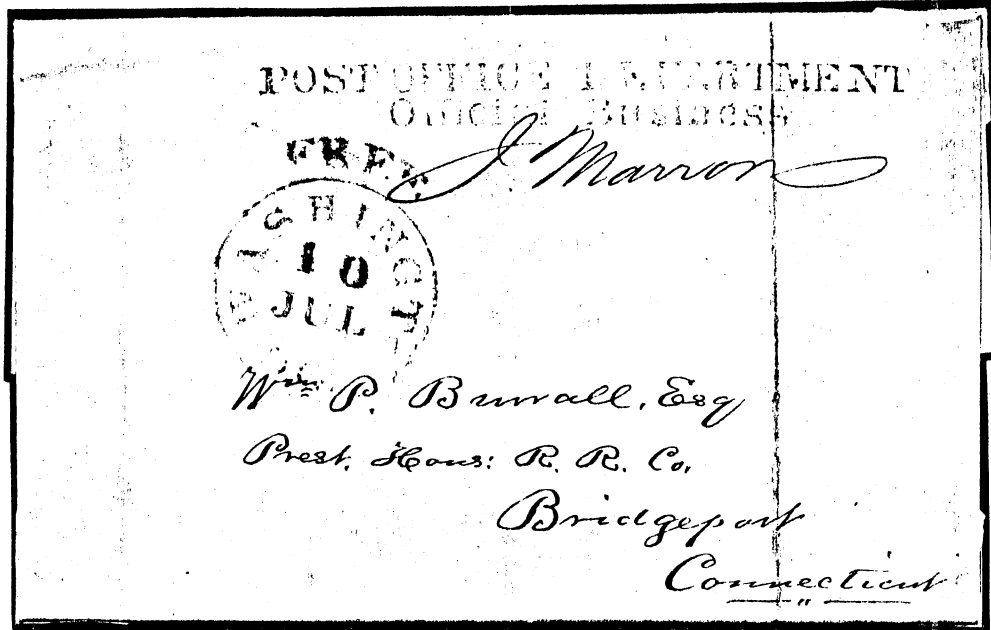
1849 - 1852



*Millard Fillmore succeeded to the presidency upon the death of President Taylor on July 9, 1850. This envelope was franked while he was president. Fillmore was Vice-President for only a year and four months, and was President for nearly three years. Surprisingly, his frank as Vice-President is common, while that as President is rare.*

JOHN MARRON

3<sup>d</sup> ASST. POSTMASTER GENERAL



This letter was franked by John Marron on July 10, 1847, the day after he returned to Washington after delivering the first supplies of 1847 stamps to the postoffices at New York, Boston, Philadelphia and Washington, as follows:

<u>Postoffice</u>	<u>Date Delivered</u>	<u>5 cent</u>	<u>10 cent</u>	<u>Amount</u>
New York	July 1, 1847	60,000	20,000	\$ 5,000
Boston	July 2, 1847	40,000	10,000	3,000
Philadelphia	July 7, 1847	40,000	10,000	3,000
Washington	July 9, 1847	3,000	1,000	250

A week later 500 5¢ and 500 10¢ stamps were taken to Baltimore. After that supplies were mailed to the various postmasters who requested them.

## PLATE AND DIE PROOFS

Plate and die proofs are noted for their sharp impressions to show all the fine lines of the engraving. Special care is used to make these impressions on very thin paper especially manufactured for this purpose.

The engravings of Washington and Franklin on the first United States stamps were in use long before the 1847 stamps were printed. Clarence Brazer and Julian Blanchard were two prime students of the plate and die proofs of this issue. They believed that A. B. Durand engraved both vignettes. The earliest use that Brazer and Blanchard record is in 1832 on a \$10 note of the Bank of West Florida.

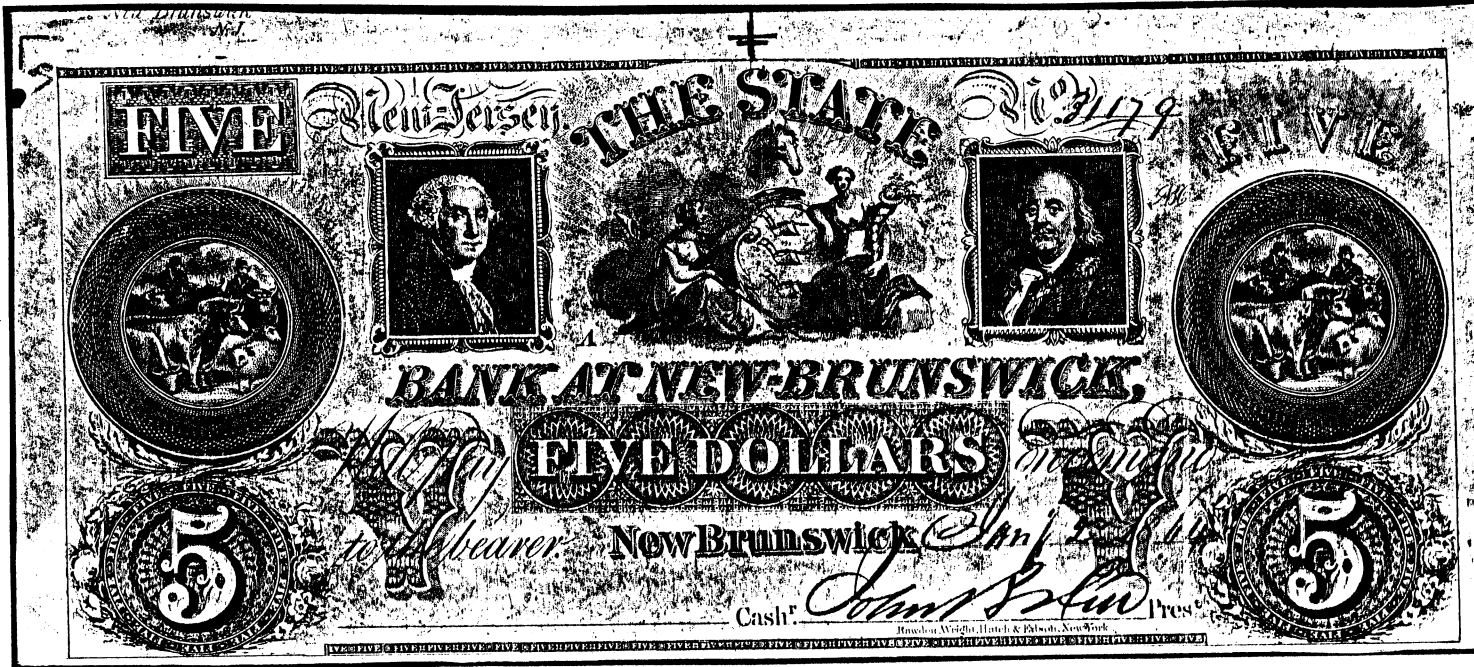
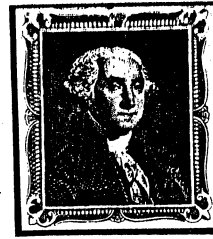
At the time the stamps were printed the engravings had passed from Durand Perkins & Co. to Rawdon, Wright, Hatch & Edson. Later, ownership passed to the National Bank Note Co., to the Continental Bank Note Co., and finally to the American Bank Note Co.

Plate and die proofs of the two stamps were struck many times by all of these bank note companies, both for the government and for company brochures. In this exhibit are examples of each printing, whether official or unofficial.

The year date of the plate and die proofs when struck is given if known; if not, the approximate date is shown.

Only a few die and plate proofs are contemporary with the stamps. On December 12, 1851 (after the 1847 issue was demonetized), the original dies and plates were destroyed. However, the engravers retained the transfer rolls and used them in 1858 (?) to make new dies. Apparently these were unhardened, as progressive changes on the 5¢ may be observed over the years. There cannot, of course, be any post-contemporary plate proofs of the original designs.

After the reproduction designs were manufactured in 1875, many die and plate proofs of these were struck at various times.



The banknote engraving firm of Rawdon, Wright, Hatch & Edson obtained the contract to produce the 1847 stamps. They used two portraits for the stamp vignettes which they had previously used on banknotes, as shown here.

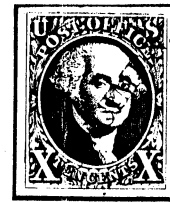
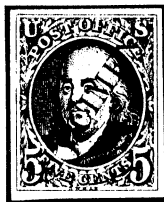


1847 PLATE PROOFS  
"SPECIMEN" OVERPRINTS

India Paper



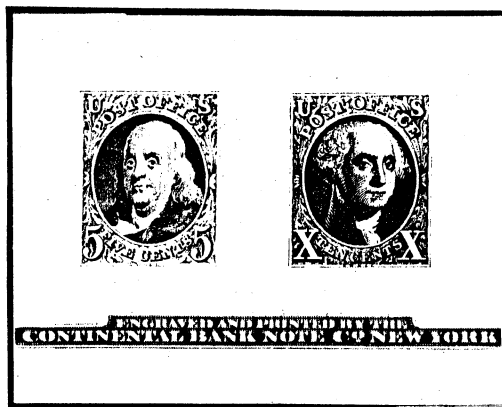
India Paper Mounted on Cardboard



1875 PLATE PROOFS

(1847 DESIGN)

CONTINENTAL BANKNOTE COMPANY

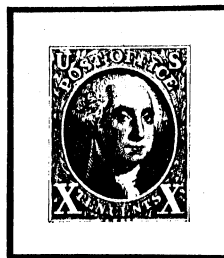
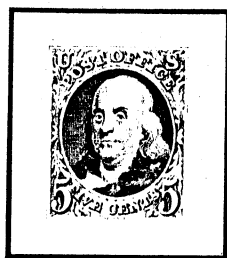


*Hybrid plate proofs on India paper mounted on thin cardboard.*

1902 DIE PROOFS

(1875 DESIGN)

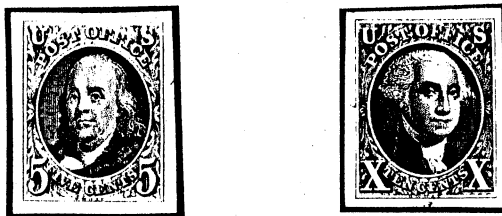
AMERICAN BANKNOTE COMPANY



*Printed by the American Banknote Company for albums prepared for each director.*

DIE REPRODUCTION

1847 DESIGN



*On white bond.*

PLATE REPRODUCTION

1875 DESIGN



*On cardboard.*

*These are believed to have been produced in 1879. The 5¢ value is distinguished from earlier examples by the "dot on the forehead." On the 10¢ value, many of the fine lines on the leaves are cut away.*

1875



*These blocks on India paper are not backed with cardboard. They are valued by specialists because of the sharp impressions, which show clearly the fine lines of the engraving on the official reproductions made in 1875.*

# CENTENNIAL REPRODUCTION



*The block on the left shows the issued stamps as they were printed in 1847-1851 by Rawdon, Wright, Hatch & Edson. The stamps on the right are official imitations manufactured in 1875 by the Bureau of Engraving & Printing for display at the 1876 Centennial Exposition in Philadelphia.*

*Despite the identical design, these two products are strikingly dissimilar in appearance, primarily because of the different paper and color used for each. As to the design, the major difference is that Franklin's ruffle strikes the oval higher on the reproduction than it does on the original.*

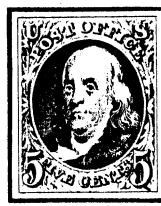
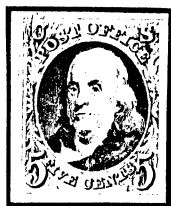
*The stamps were demonetized as of July 1, 1851, and was no longer valid for postage. The official imitations of 1875 were never valid for postage.*

ATLANTA TRIAL COLOR

PLATE PROOFS

*These were printed for display at the International Cotton Exposition in 1881 at Atlanta, Georgia. A plate of 50 impressions for each denomination was prepared for the Post Office Department from the 1875 reproduction design.*

*According to Clarence Bruzer, only one sheet of 50 of the 5¢ and one sheet of 50 of the 10¢ in each of five colors became available in 1881. About 1918, each of these sheets was cut into one block of eight, two blocks of four, two horizontal pairs, and 30 singles, some of which were badly cut into.*



DIE PROOFS

1895

Various Colors and Papers

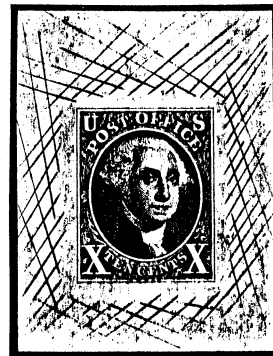
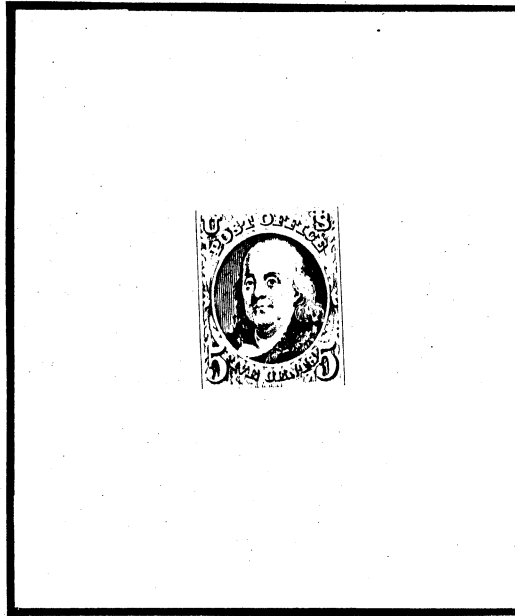
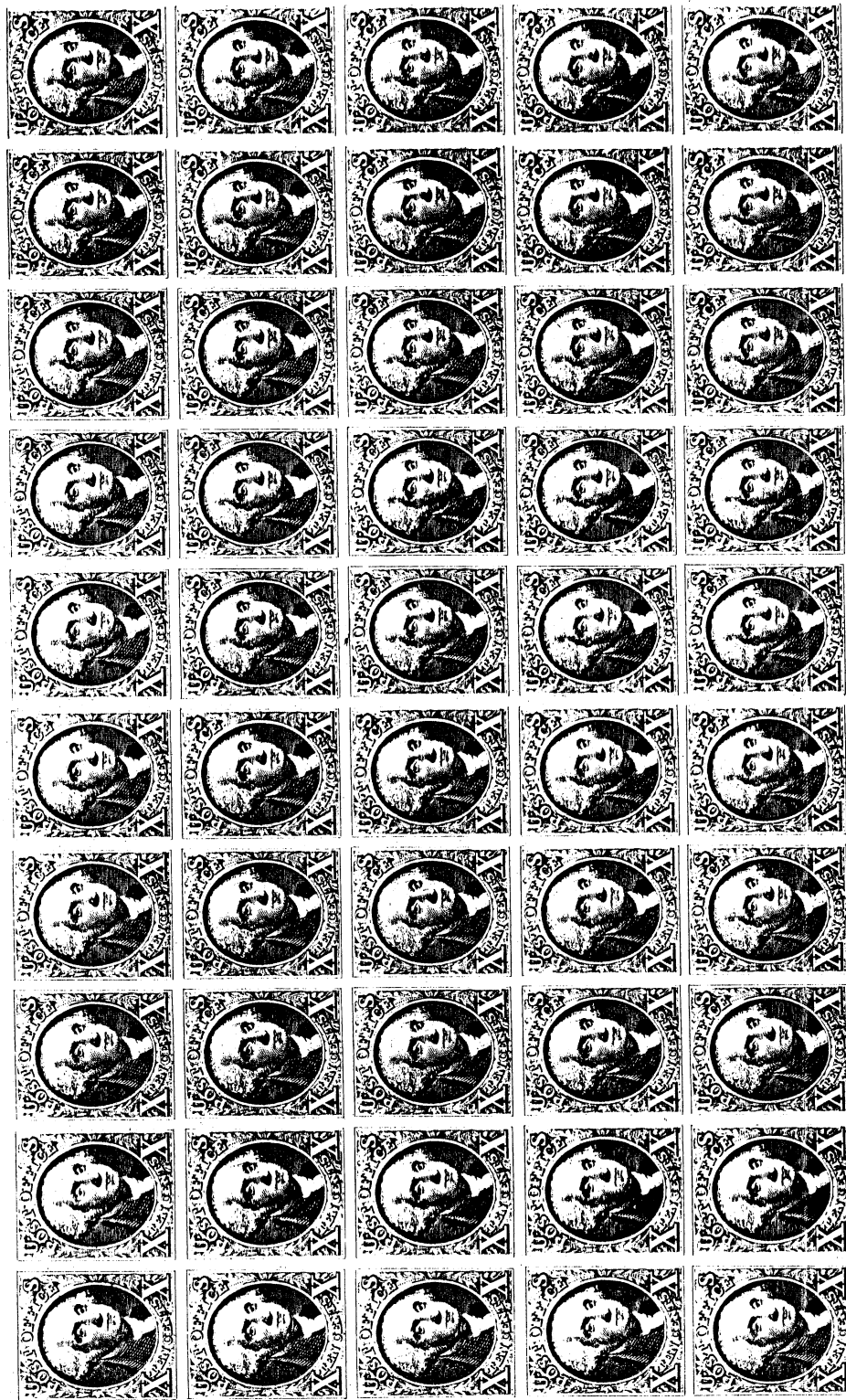


PLATE PROOFS OF 1875







# PRINTINGS AND COLORS

## THE 5¢ STAMP

In 1916 Dr. Carroll Chase was able to assign colors by year of use from 1847 to 1851. With this work as a basis and by using later information, it is possible to assign colors to the five printings with a high degree of accuracy. Colors of the 2<sup>d</sup> and 3<sup>d</sup> printing show considerable consistency, the notable difference being that the light impressions from a dirty plate appear grayish in late 1849 and early 1850.

Ridgeway's "Color Standards and Nomenclature." Only the colors that Dr. Chase considered distinct enough to list are shown. His color names are beneath each example; in parenthesis are the Ridgeway names from his color dictionary.

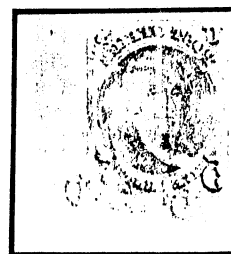
Additional Shades. Colors graded from one to another so there are shades other than those "sufficiently distinct" to be listed by Chase. Since 1916 a very few additional colors have been recognized as distinct enough to now have names recognized and assigned by collectors and professionals. The three principal ones are shown: Chocolate, Walnut, and Red Orange.

Scott's Four Major Shades. Scott's Specialized Catalogue is the reference for dealers and auction houses when descriptive colors are used. Scott's No. 1 is described as "red brown" with three subdivisions: dark brown, orange brown and red orange. These four shades are exhibited here.

Natural Changelings. Original colors sometimes change from natural causes, two of which are shown here.

### Double Off-Set on a Slip Sheet.

Slip sheets were sometimes used to prevent off-sets on the backs of previous sheets. A corner from a slip sheet used during the printing of our first issue has survived and is shown here.



FIRST PRINTING

600,000 stamps. On hand at the Post Office Department from July 1, 1847, to June 1, 1848. Shades of the first printing vary more than those from later ones. However, sharp impressions are consistent. Dark brown appears in all printings, often being lighter than here in varying degrees. The other shades are found only from this printing.



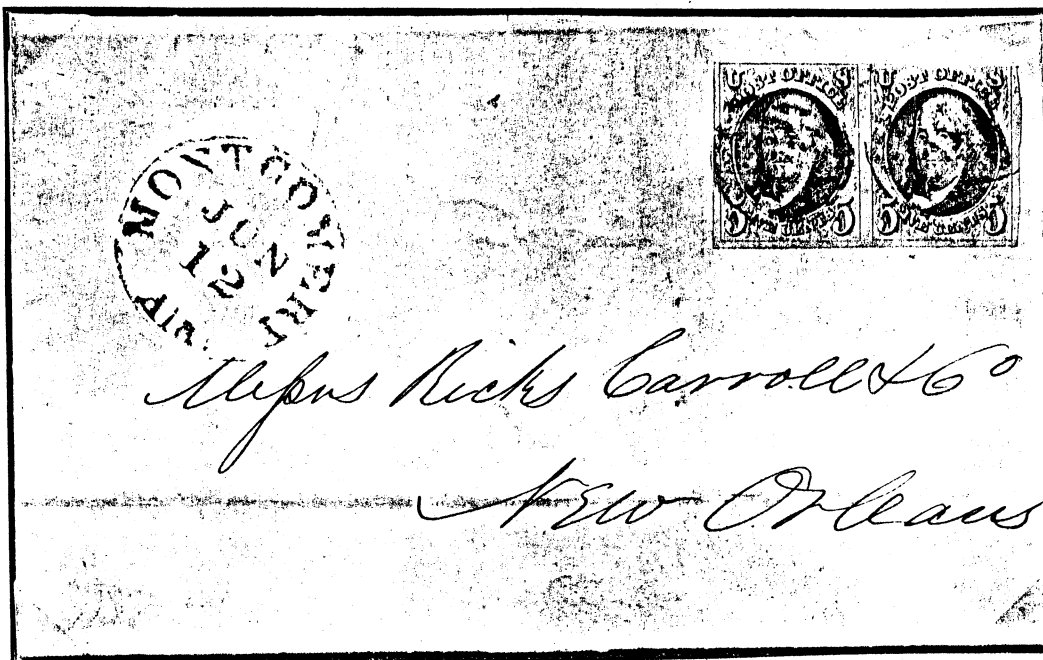
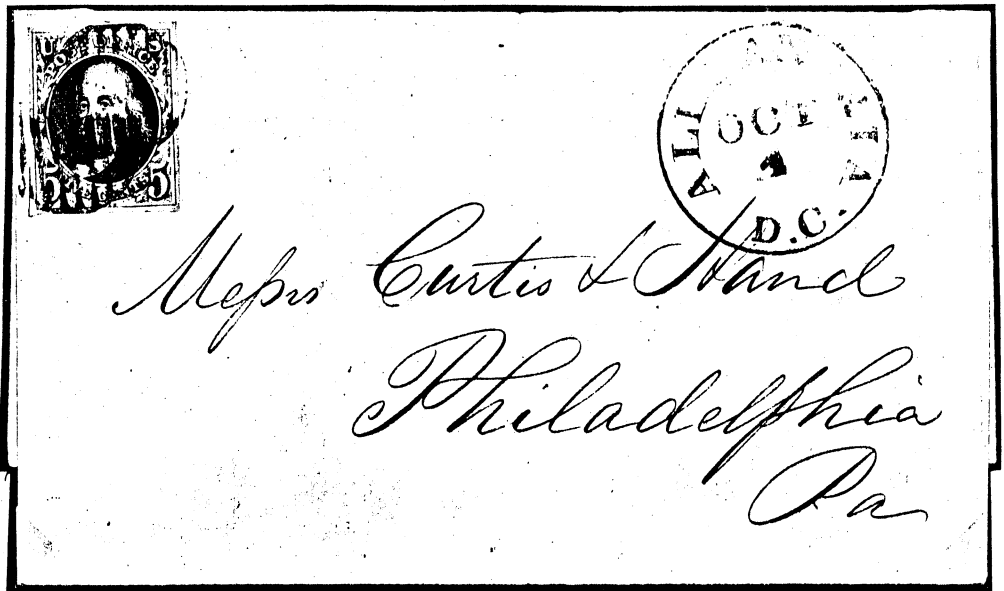
Bright Orange Brown  
(Light Auburn)



Black Brown  
(Dark Van Dyke)

Dark Brown  
(Chestnut Brown)

Oct. 4, 1847



Orange Brown  
(Auburn)

June 12, 1848

SECOND PRINTING

800,000 stamps. On hand at the Post Office Department from June 1, 1848, to July 1, 1849 (?). Dark brown or reddish brown were the desired shades for the 5¢ denomination. The reddish brown shades came from the second printing - the first appearance of this color.



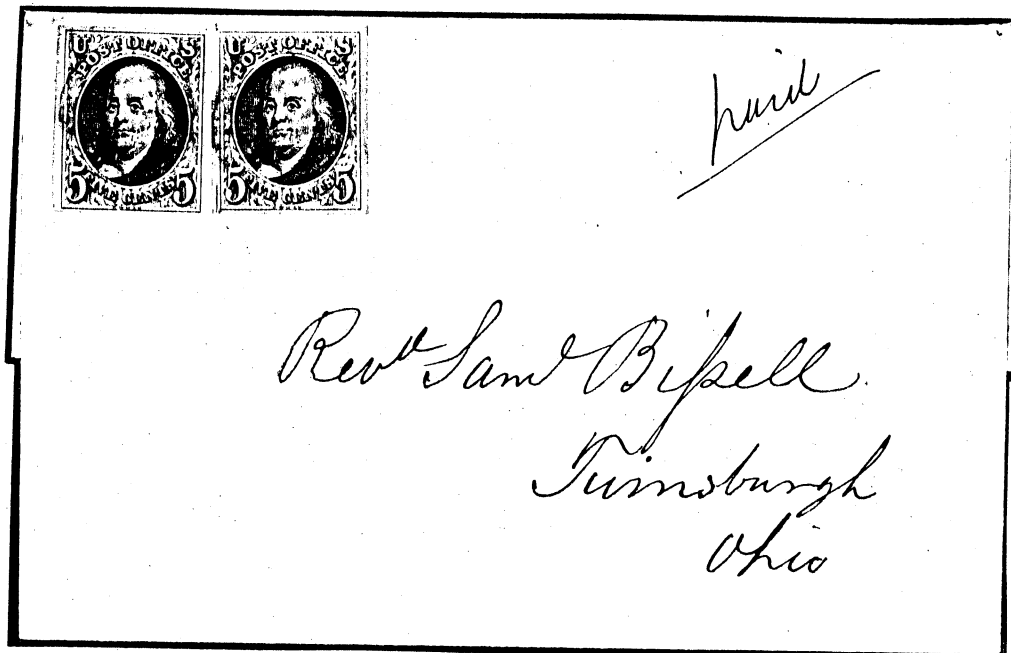
Dark Brown  
(Chestnut Brown)



Dark Reddish Brown  
(Deep Rood's Brown)



Reddish Brown  
(Dark Russet)



Dark Reddish Brown

August 3, 1848

THIRD PRINTING

1,000,000 stamps. On hand at the Post Office Department from July 1, 1849, to April 1, 1850 (?). Light shades of brown and reddish brown (giving a grayish look) are the "new" shades associated with the third printing.



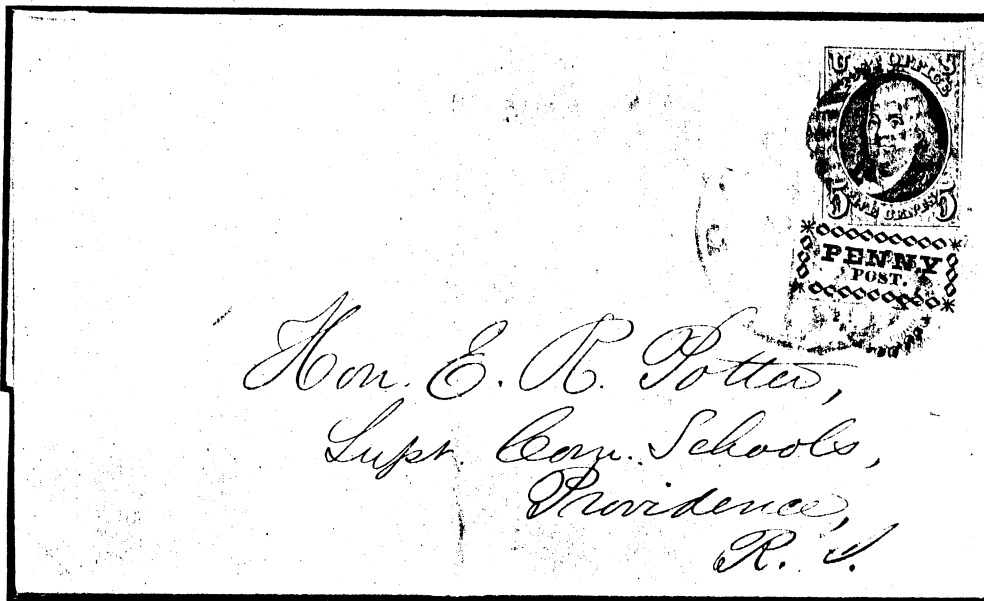
*Brown  
(Chestnut)*



*Dark Grayish Brown  
(Mars Brown)*



*Grayish Brown  
(Light Mars Brown)*

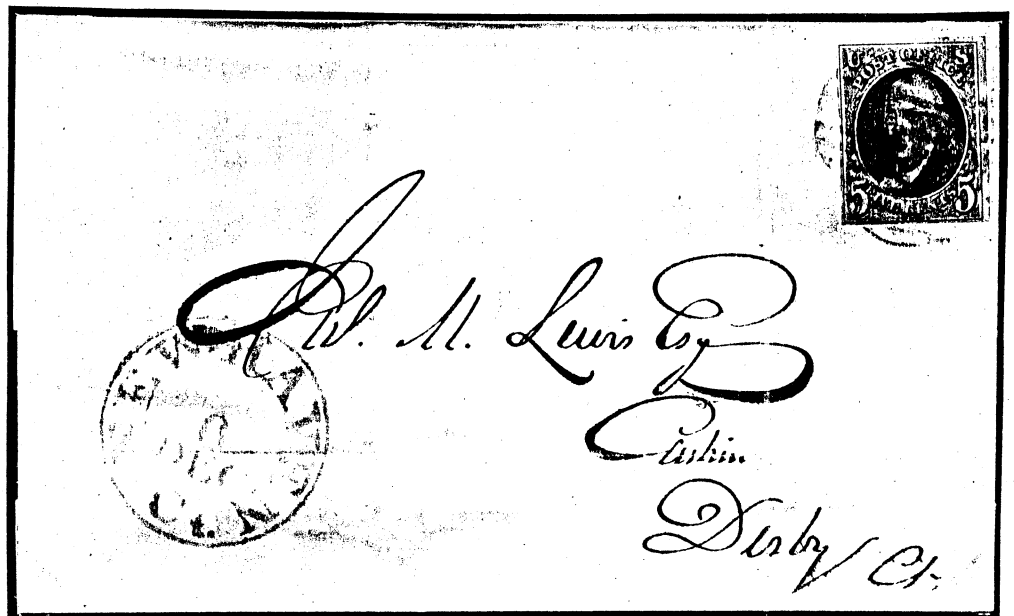


*Reddish Brown  
(Dark Russet)*

*March, 1850*

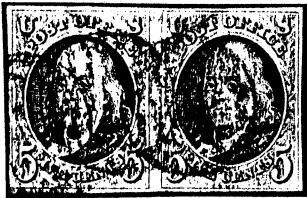
*Bright Reddish Brown  
(Dark Pecan Brown)*

*Dec. 6, 1849*

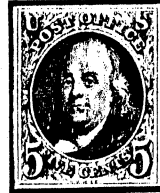


FOURTH PRINTING

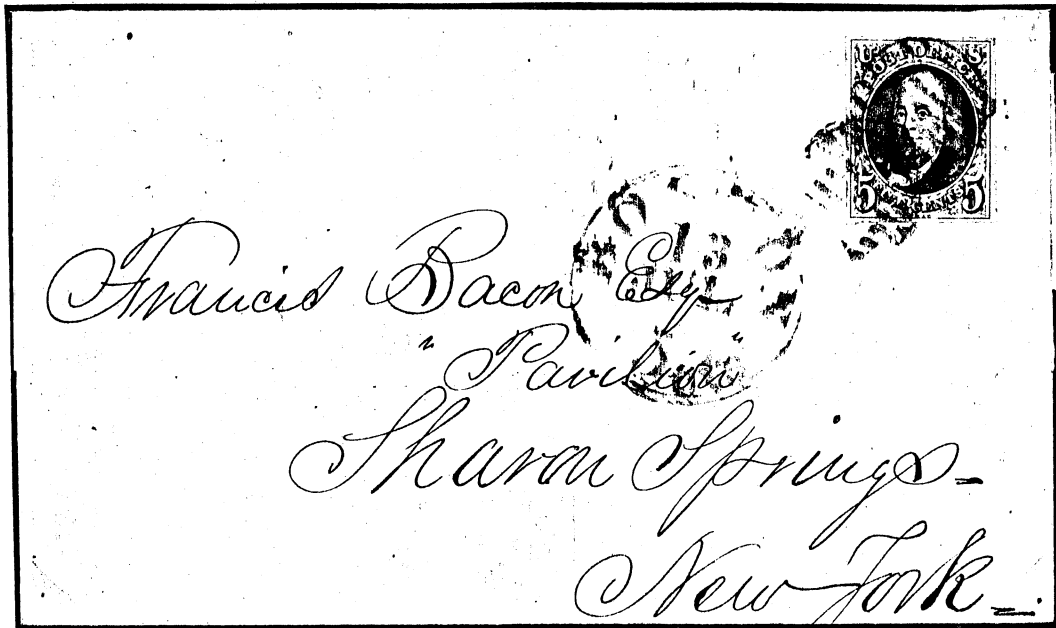
1,000,000 stamps. On hand at the Post Office Department from April 1, 1850 (?), to January 5, 1851 (?). The impressions are again sharp. Before the fourth printing the plate appears to have been thoroughly cleaned, probably with chemicals.



Dark Brownish Orange  
(Dark Hazel)



Dark Brown

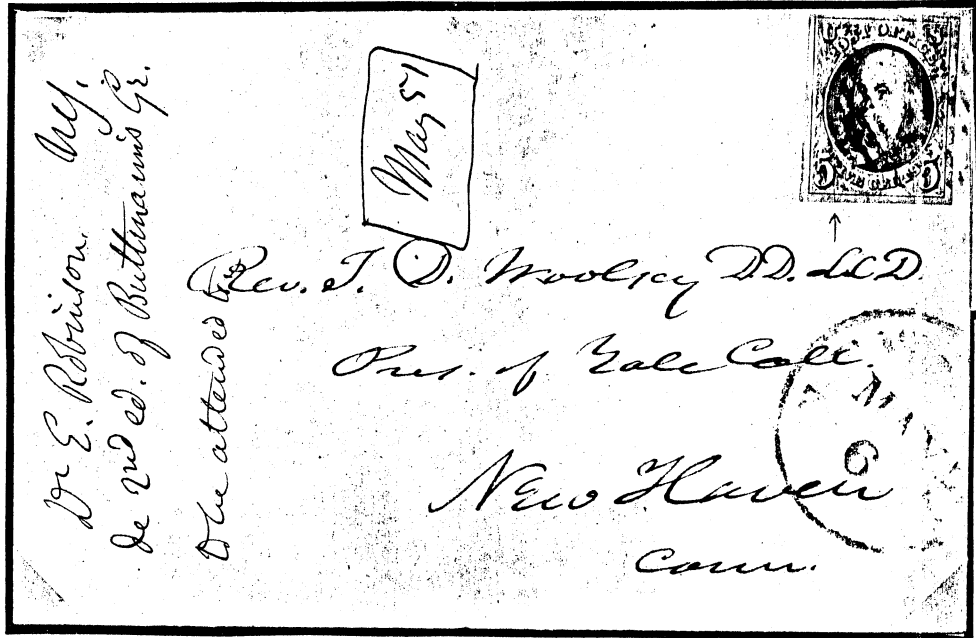


Dark Olive Brown  
(Proud's Brown)

July 13, 1850.

FIFTH PRINTING

311,994 stamps. On hand at the Post Office Department from January 5, 1851 (?) to July 1, 1851. The fifth printing consisted of 1,000,000 stamps. After the issue was demonetized 688,006 stamps were destroyed, probably all or nearly all being from the fifth printing, leaving 311,994 which had been issued to the public.



Orange  
(Cinnamon - Rufous)

May 6, 1851

"The rarest colors are the true orange and the black brown, while bright orange brown, the bright reddish brown, the brownish orange and the dark olive brown are not much commoner." Dr. Carroll Chase.

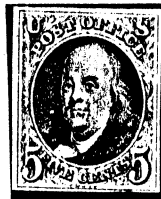
FOUR MAJOR CATALOG COLORS



\*1  
*Red Brown*



\*1a  
*Dark Brown*



\*1b  
*Orange Brown*

\*1c  
*Red Orange*

NATURAL COLOR CHANGELINGS



*The right half of this stamp has oxidized to a black brown shade. The left half has been treated with hydrogen peroxide to restore the original color.*



*This stamp absorbed some of the color from a buff envelope because of moist conditions long ago.*



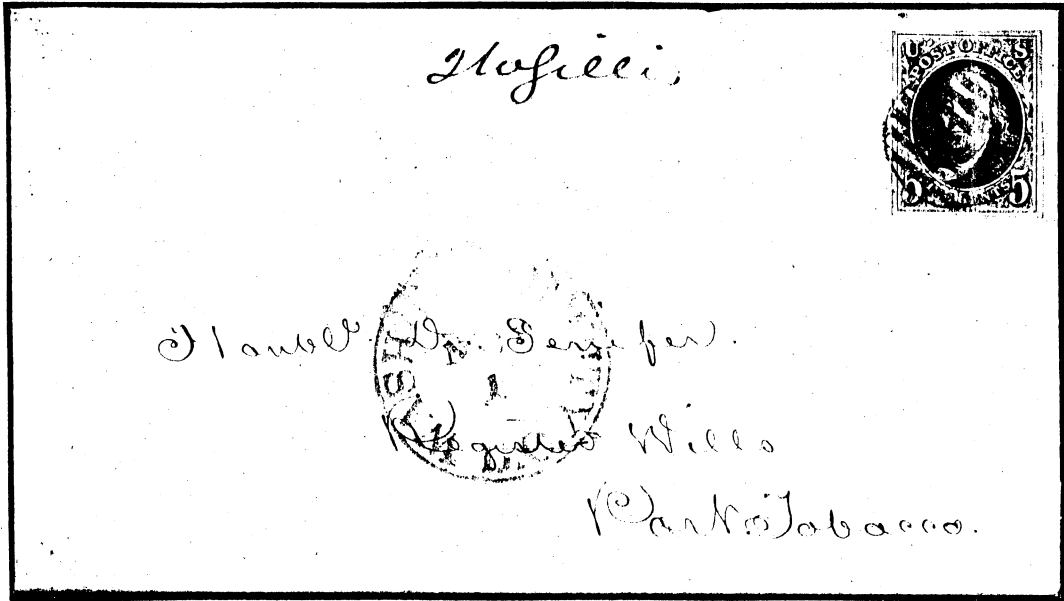
ADDITIONAL SHADES

Red Orange

Chocolate

Walnut

A pair of the Red Orange is exhibited as one of Scott's four shades on the previous album page.



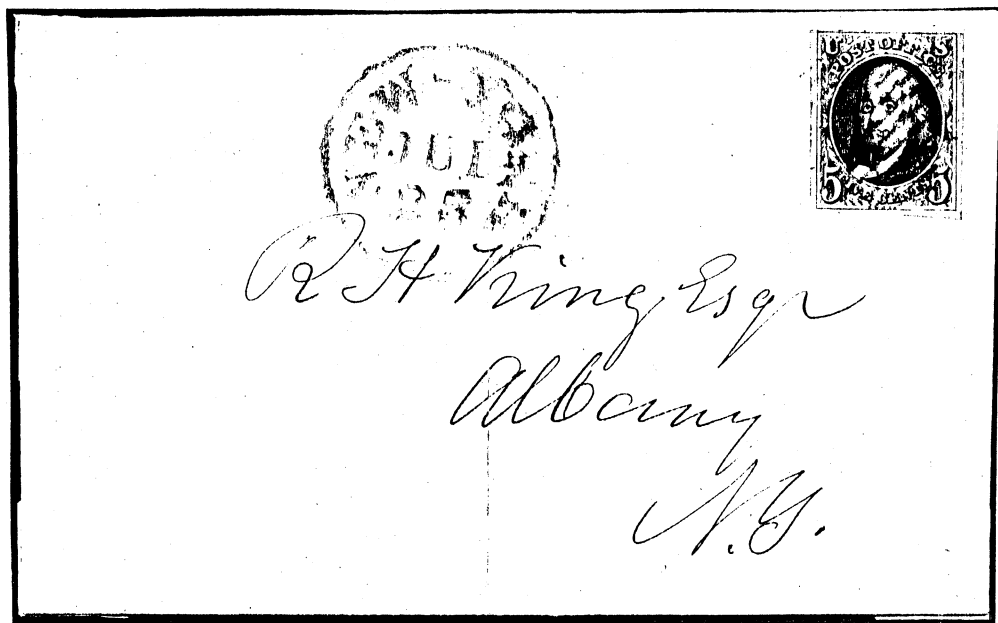
Chocolate - First Printing



Walnut - First Printing

PLATE VARIETIES

DOUBLE TRANSFER

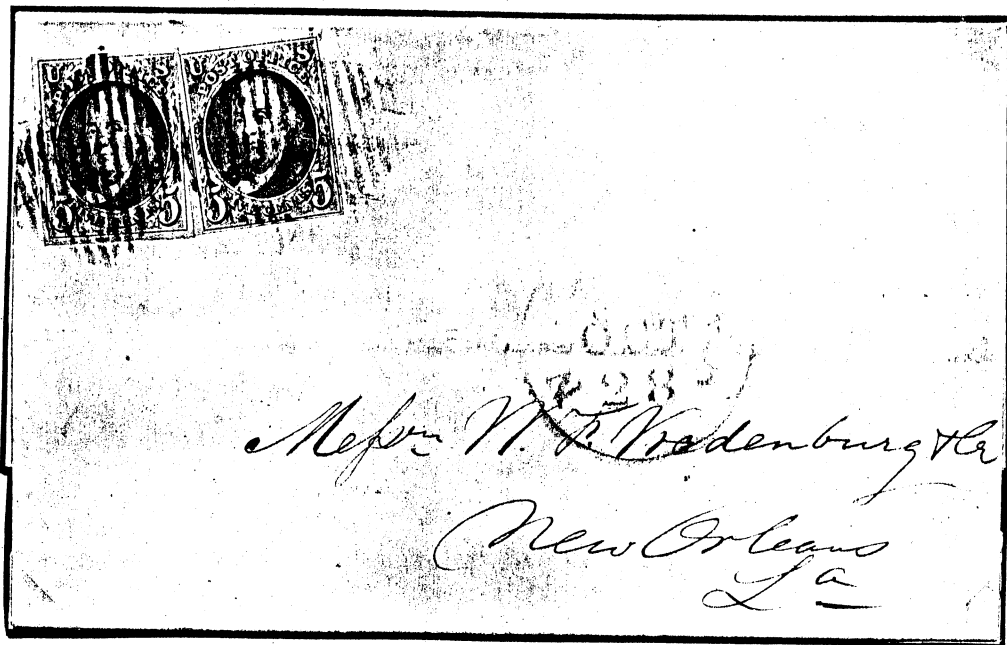
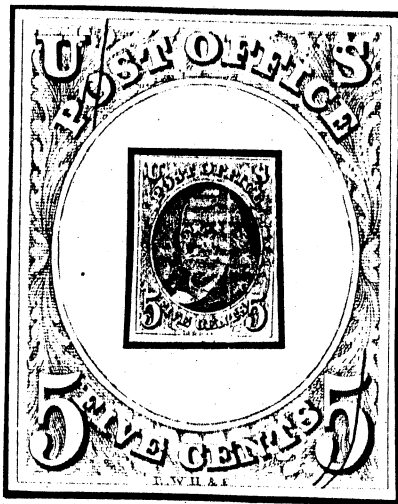


The "Mower Shift" shows doubling in the right arm of the "u" of "u.s." In the word "POST" there are doubled lines in the "s" and the cross bar of "T."

It is consistent on all six printings. The doubled lines are more distinct in this early impression (the cover was mailed on July 23, 1847) than copies from later printings.

PLATE VARIETIES

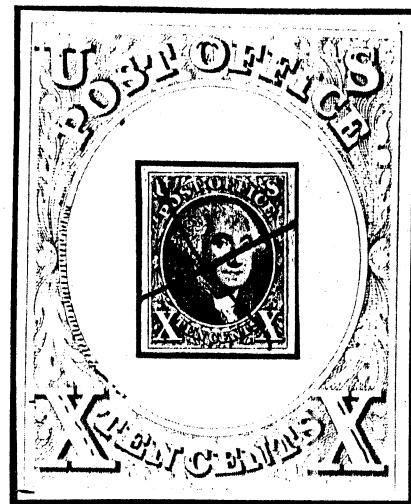
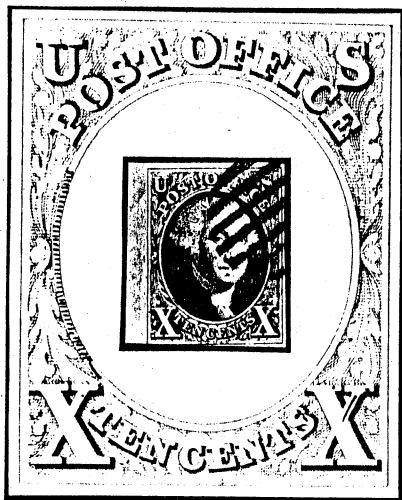
DOT IN "S"



*Each stamp in the ninth vertical row of the left pane has a dot in the upper arm of the "S" of "U.S." It is believed that this served as a guide for rocking in the impressions.*

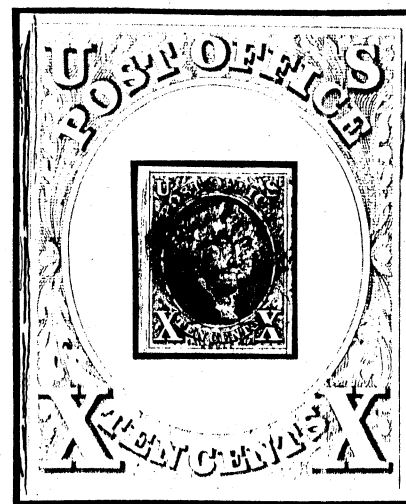
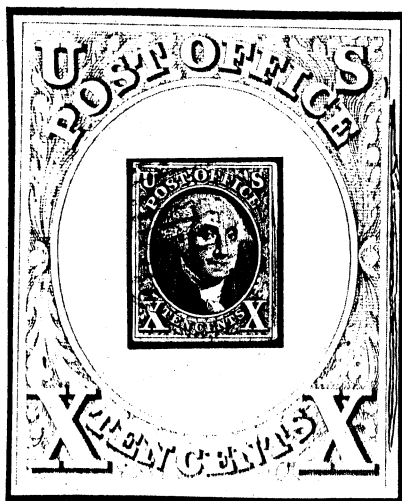
*The off cover single and the left stamp on the cover show this variety. In addition, the single shows consistent plate scratches through the stamp.*

PLATE VARIETIES  
DOUBLE TRANSFERS



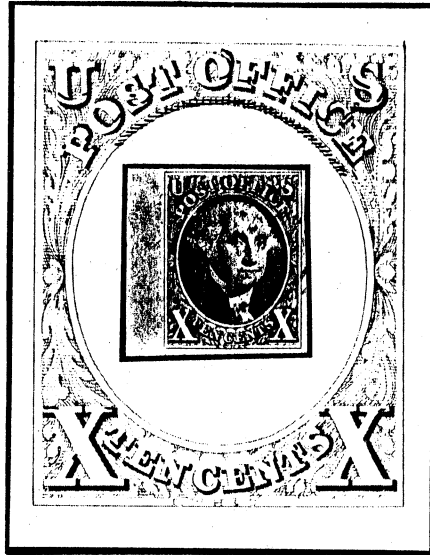
*Two very prominent double transfers are found on adjacent positions- 1R and 2R. Both are doubled to the left, with the doubled lines being most apparent in the white lettering and the oval to the left of the medallion.*

PLATE SCRATCHES



*The multiple plate scratches found between positions 44R and 45R were of assistance to Elliott Perry in tying the two together when he successfully reconstructed the 10¢ plate.*

THE BIG SHIFT



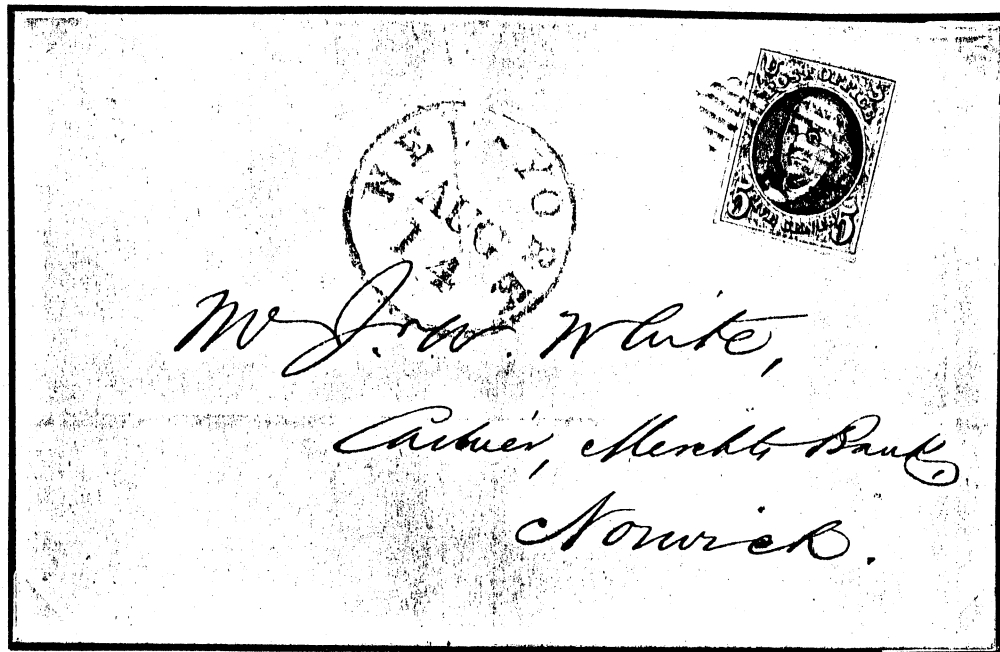
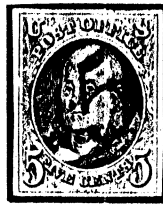
*Type B*

*Each position was rocked into the plate with the use of a single relief transfer roll. Faulty impressions were erased and re-entered with the transfer roll. Where the erasure of the first impression was incomplete, the resulting stamp will show the "double transfer."*

*This is an example of the most extensive double transfer on the 10¢ plate. The doubling is most apparent in the words POST OFFICE and U.S., and the extension of the medallion cross-hatching into the white oval above the portrait.*

PLATE VARIETIES

DOUBLE TRANSFER

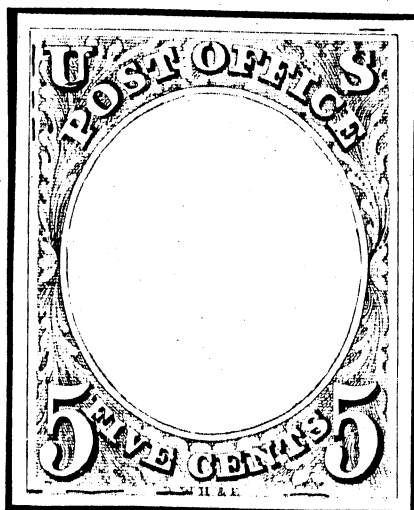


The Type A double transfer shows the top frame line doubled. In addition, there is a very faint doubling of the bottom frame line. This double transfer is found on all five printings.

The cover is dated August 14, 1849; the stamp is from the second printing. The off-cover stamp is from the fourth printing. Here, the doubling at the top is still evident, but the faint doubling at the bottom can no longer be seen.

PLATE VARIETIES

DOUBLE TRANSFER

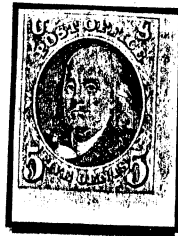


*The top left stamp of this block shows the Type D double transfer, which occurred only on the 4<sup>th</sup> and 5<sup>th</sup> printings.*

*The plate is believed to have been chemically cleaned before the 4<sup>th</sup> printing in February, 1850. At that time two re-entries were made on the plate, producing the double transfers referred to as Types C and D. The Type D is most noticeable adjacent to the top, bottom and left frame lines.*

*Nearly 80% of the fifth printing was destroyed after the stamps were demonetized on June 30, 1851. As a result, the Type D double transfer is rare.*

SHEET MARGINS

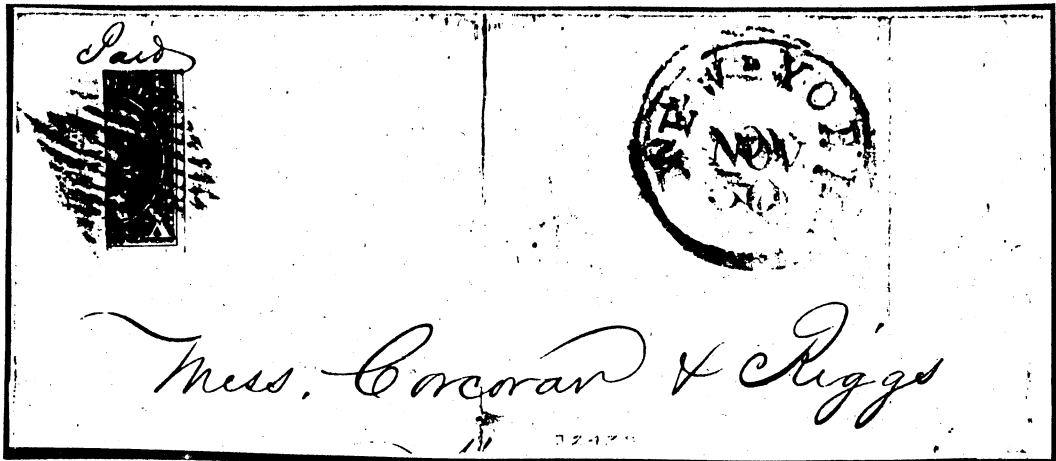


*The stamps were printed on sheets of paper only slightly larger than the 200 impressions. The sheets were apparently positioned at the top row of impressions.*

*Side margin copies are fairly common.*

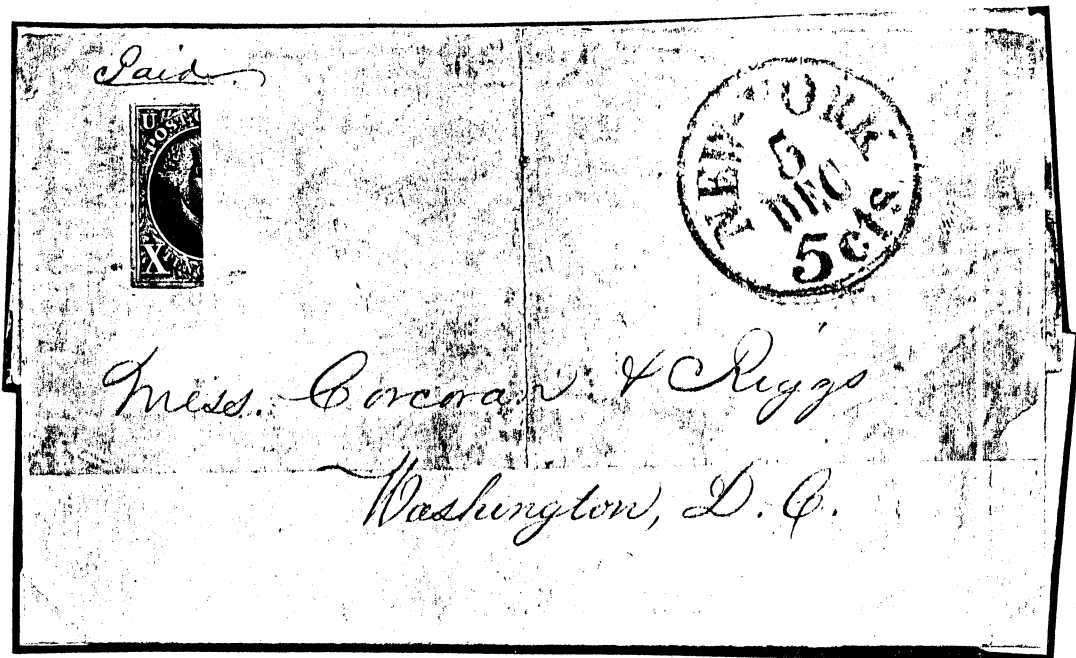
*Lower corner copies are scarce, while upper corner copies are rare, as are upper sheet margins.*





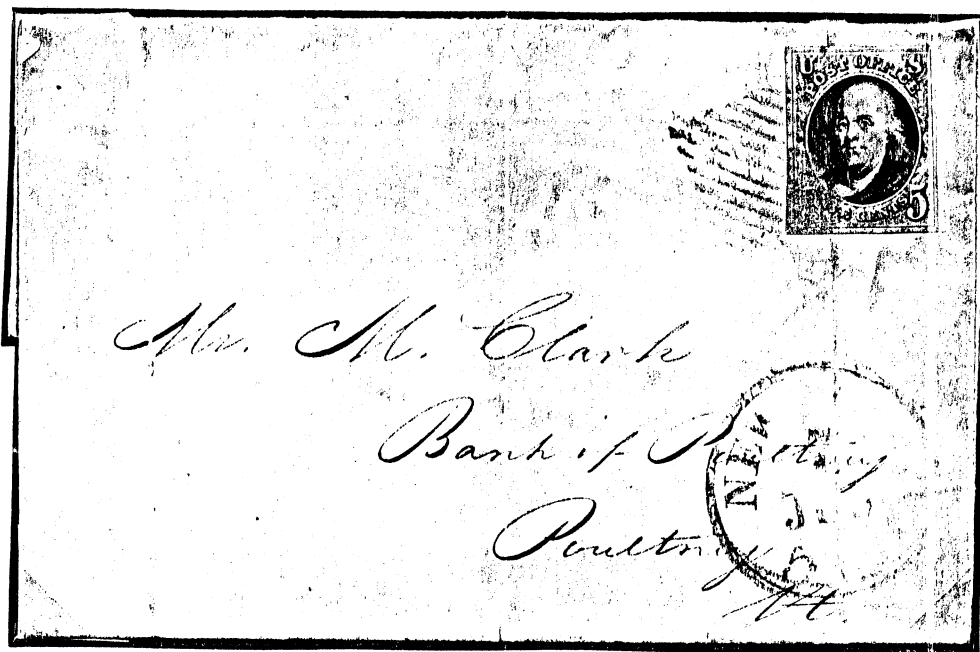
Miller Collection

*These matching halves are from the same stamp, position 89R1. Both have the same addressee and are from New York City. The bisect on the top cover was recognized as valid for 5¢ postage on November 30. The bisect on the lower cover was genuinely used on December 5, but it may or may not have been accepted for 5¢ in postage.*



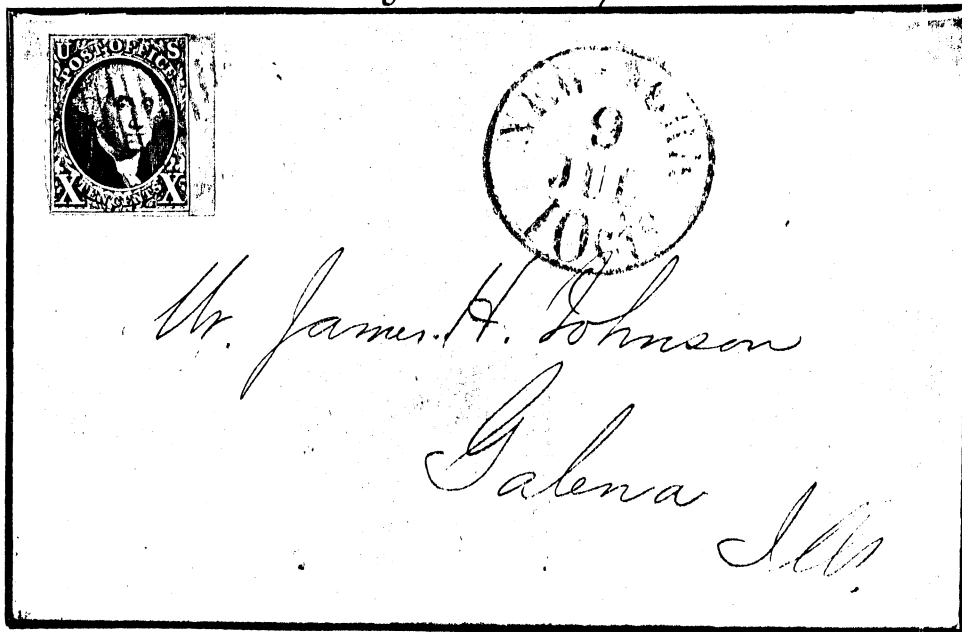
PAIRS OF NOTE

EARLY USES OF THE FIRST U.S. STAMPS



July 7, 1847

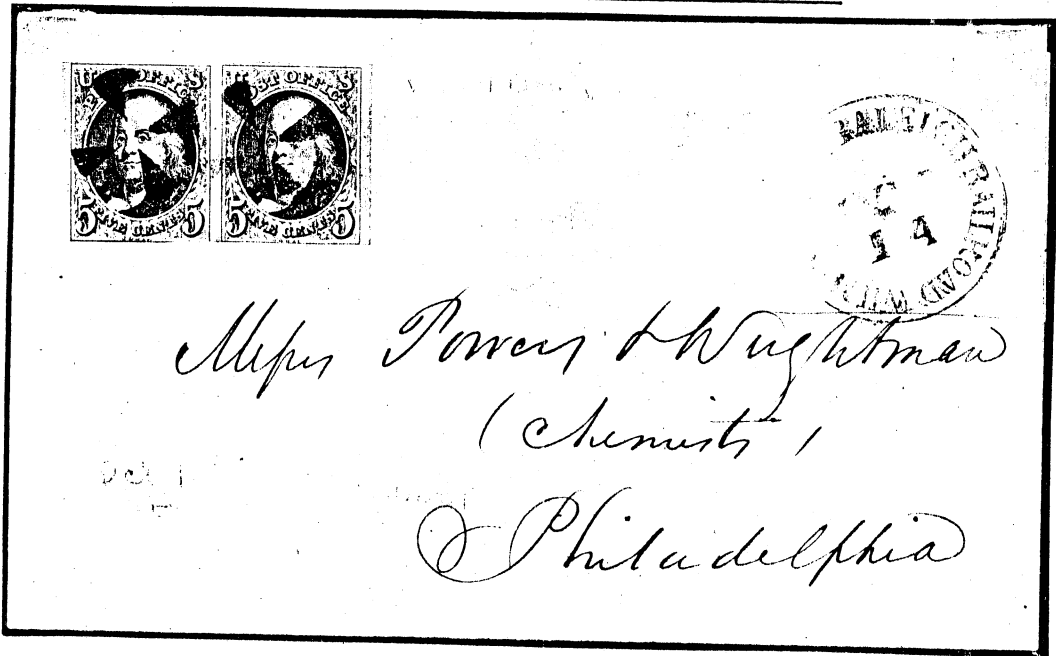
*The stamps were issued only to the New York City Post Office on July 1, 1847, but no covers are known postmarked on that date. This is the earliest known 1847 cover bearing a 5¢ stamp.*



July 9, 1847

*This is the second earliest known 10¢ cover. The earliest is July 2.*

PAIRS OF NOTE  
WILMINGTON & RALEIGH RAILROAD  
"THE WINDMILL"

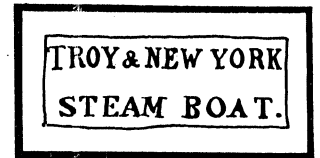
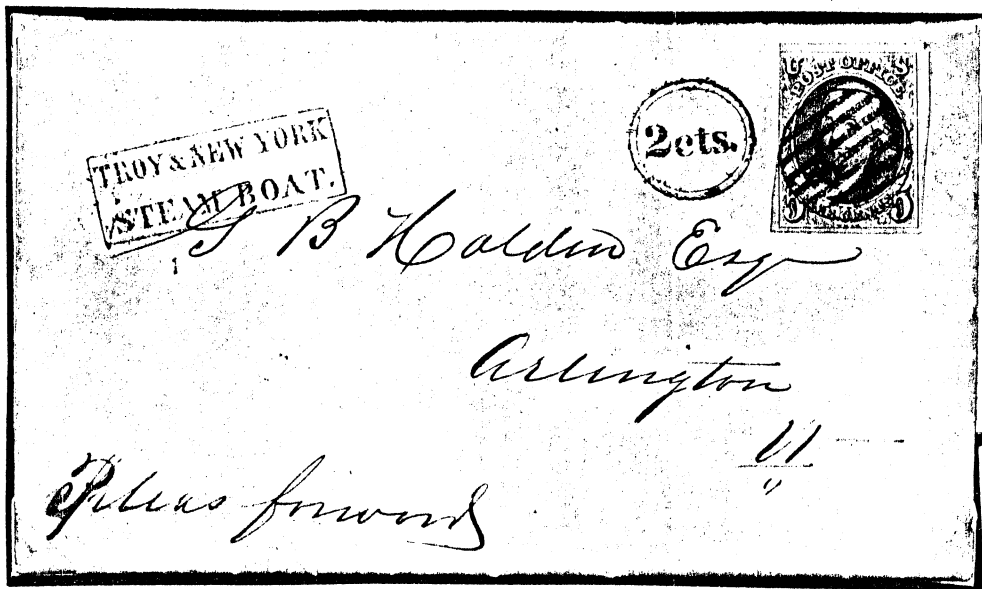


*This pair of 5¢ stamps required two strikes of the distinctive "Windmill" cancellation used by the route agent on this line.*

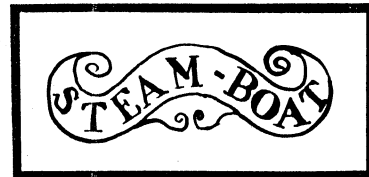
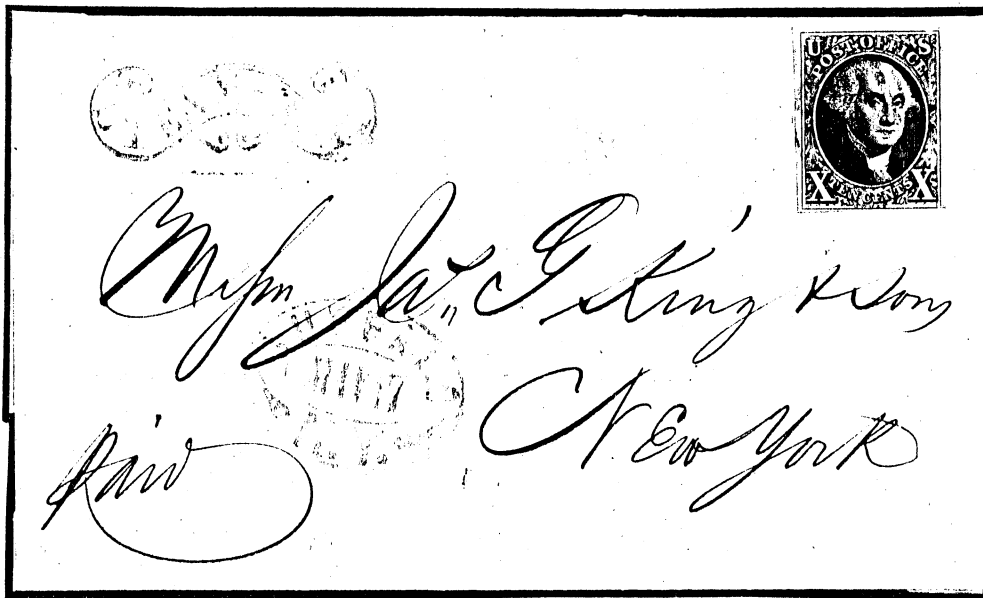


*John H. Honour was a letter carrier in Charleston, South Carolina. He had this stamp printed for the convenience of his customers.*

PAIRS OF NOTE

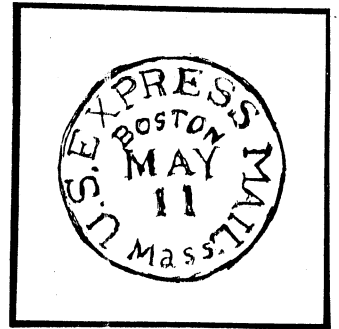
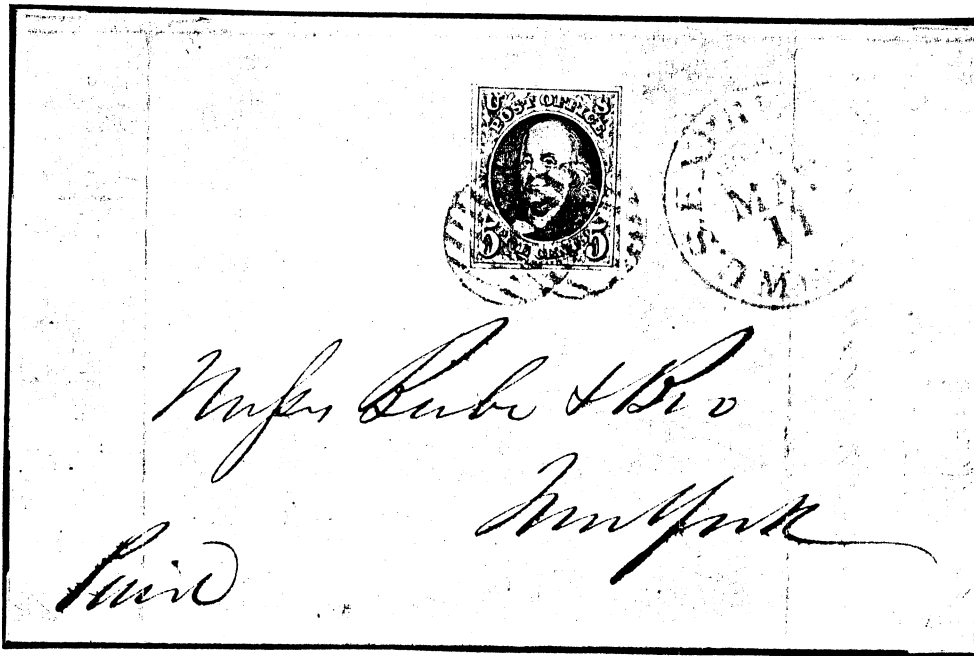


The Troy & New York Steamboat handstamp was struck on board a non-contract mail carrier on its way up the Hudson River to Albany. The "2 cts" handstamp represents the amount due the captain for this carriage. The letter was mailed from New York.

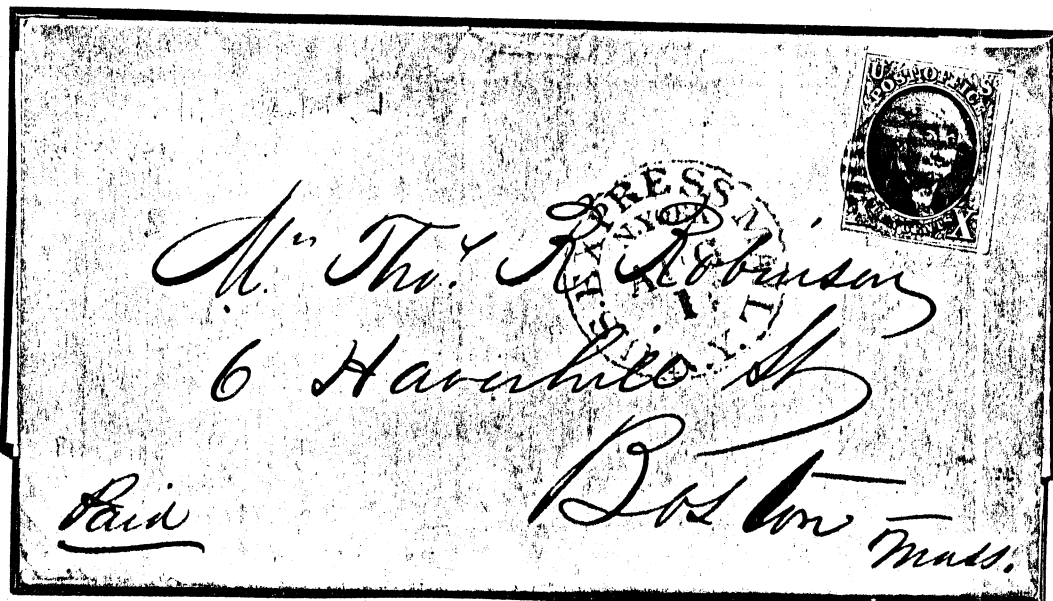


This STEAMBOAT handstamp was also applied to a cover carried on a non-contract steamboat moving down the Hudson River to New York City. Two cents was paid the captain, even though this amount is not rated on the cover.

PAIRS OF NOTE  
U. S. EXPRESS MAIL  
N. YORK AND BOSTON

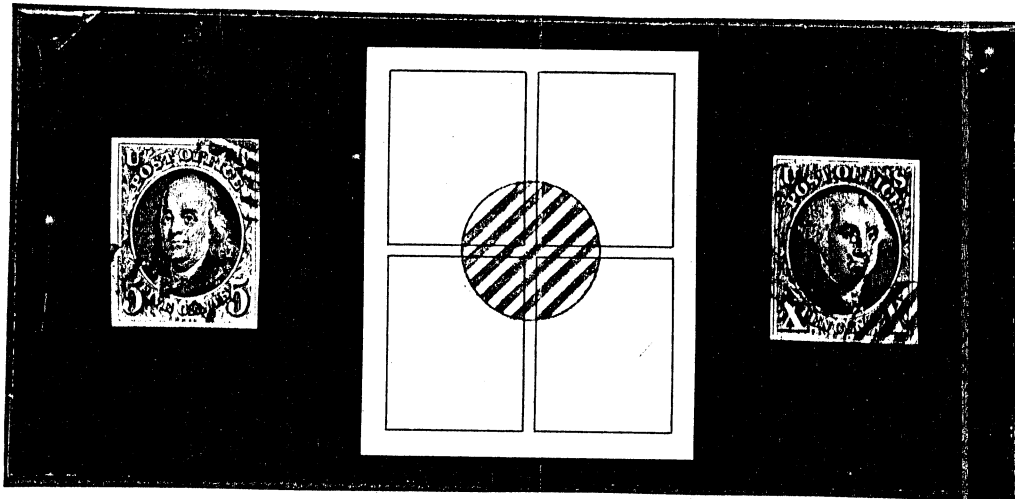


South from Boston on May 11, 1849.



North from New York. This August, 1851, date is an illegal late use of a 10¢ stamp, which had been demonetized as of July 1, 1851.

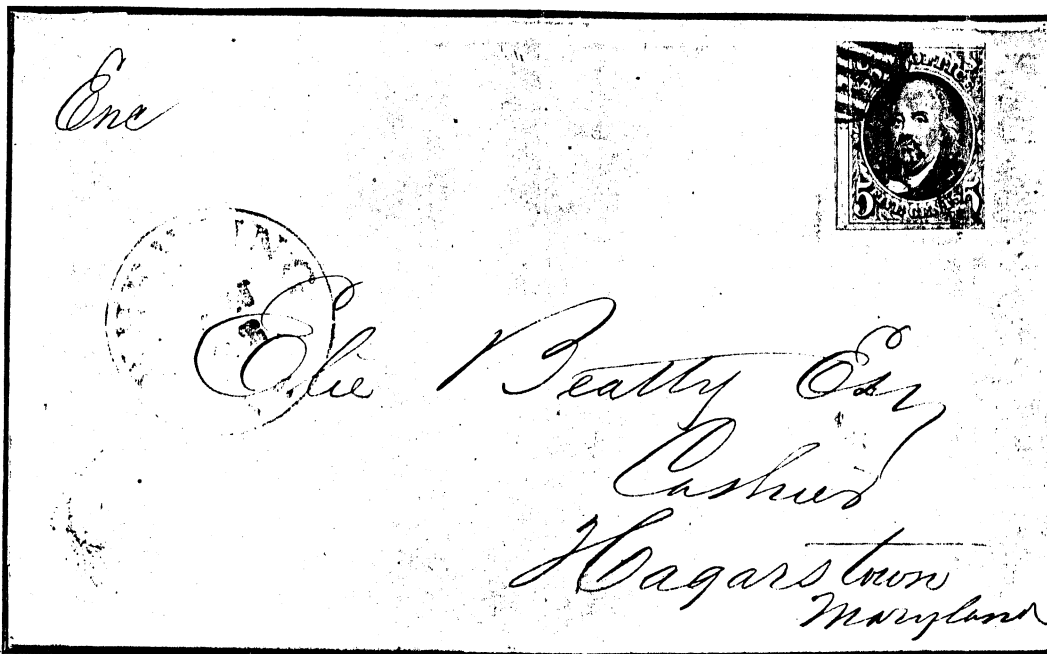
PAIRS OF NOTE  
THE WHEELING GRID



*The red grid struck in the center of the four stamps was probably intended as a control by the Wheeling, Virginia, post office. However, the grid did cancel the stamps and thus may have created the first precancelled stamps.*

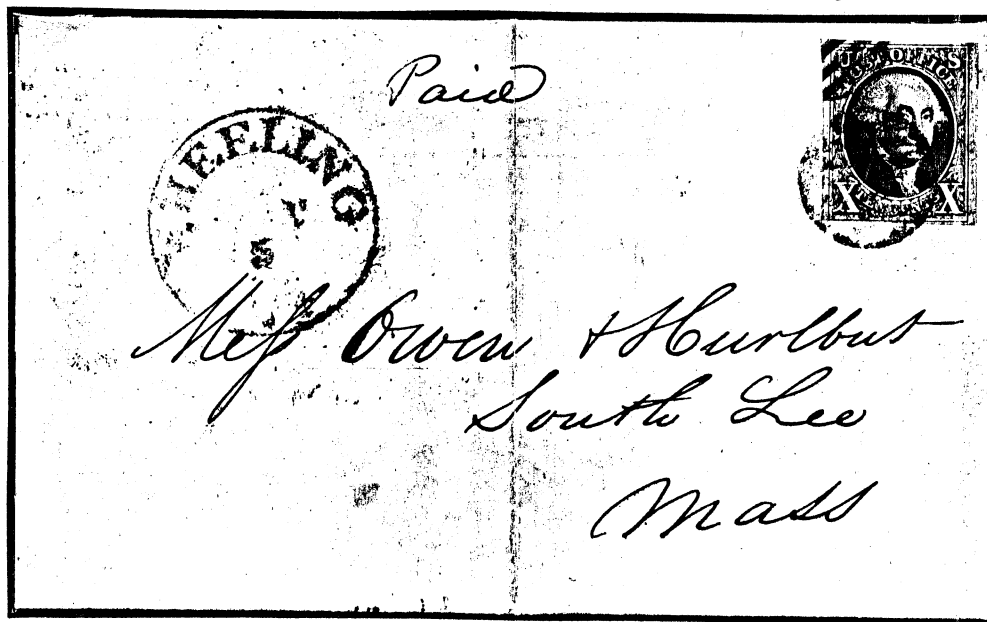
*The grid was struck so distinctly and was so precisely centered on a block of four stamps (one-fourth on each stamp), that it is possible to identify these two off-cover stamps as originating at the Wheeling post office.*

PAIRS OF NOTE  
THE WHEELING GRID



January 22, 1848

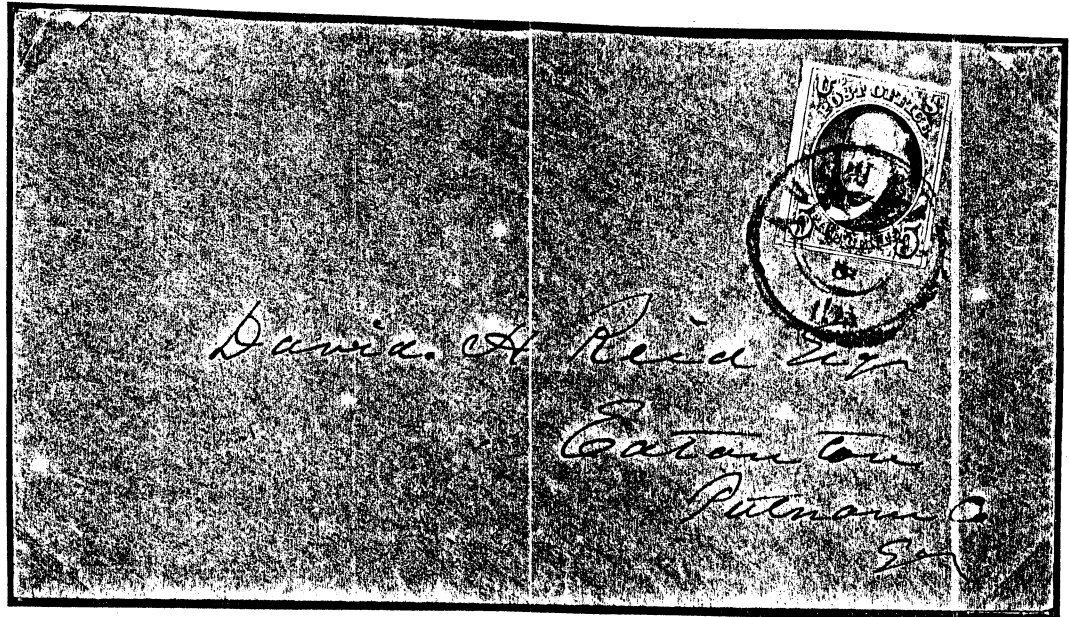
*This is the only 5¢ cover presently known. From the Hagerstown Bank find.*



November 5, 1847

*The 7 bar grid was used only on the first shipment of stamps to Wheeling. The latest known use is March 2, 1848. Later covers from Wheeling do not have the grid.*

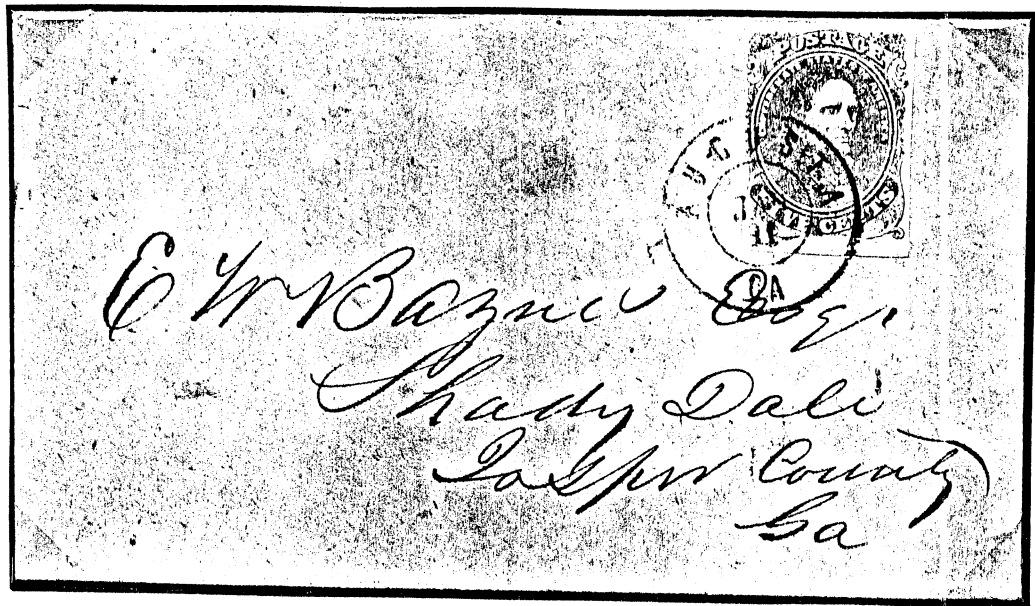
PAIRS OF NOTE  
CONFEDERATE USE



January 8, 1862.

Augusta, Georgia

This 5¢ stamp was accepted to pay the 5¢ Confederate rate in effect until July 1, 1862.



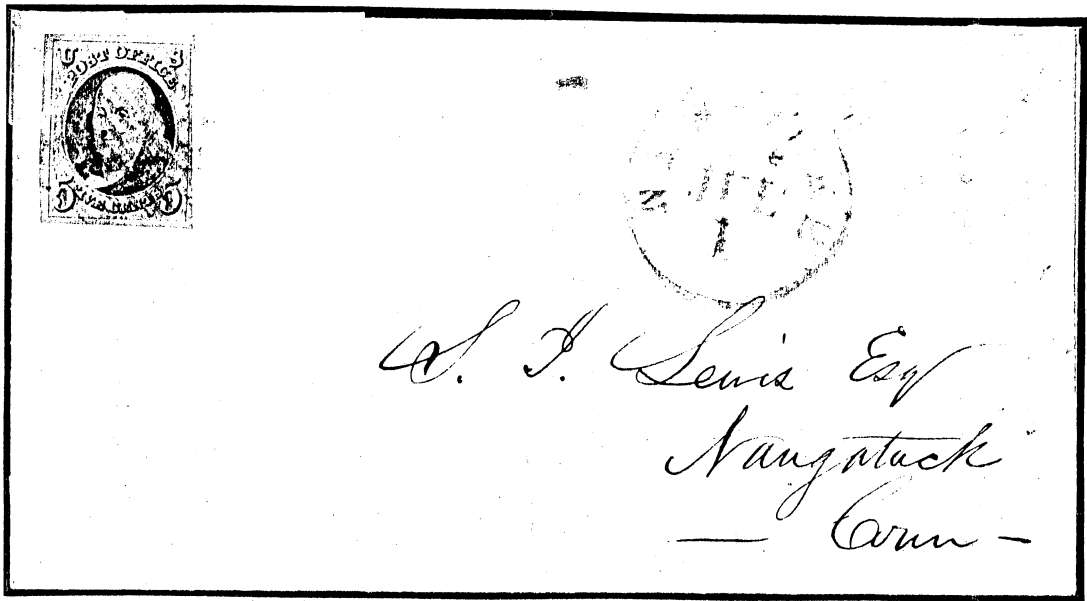
January 11, 1862.

Augusta, Georgia

This 5¢ Confederate stamp was used at Augusta just three days later.

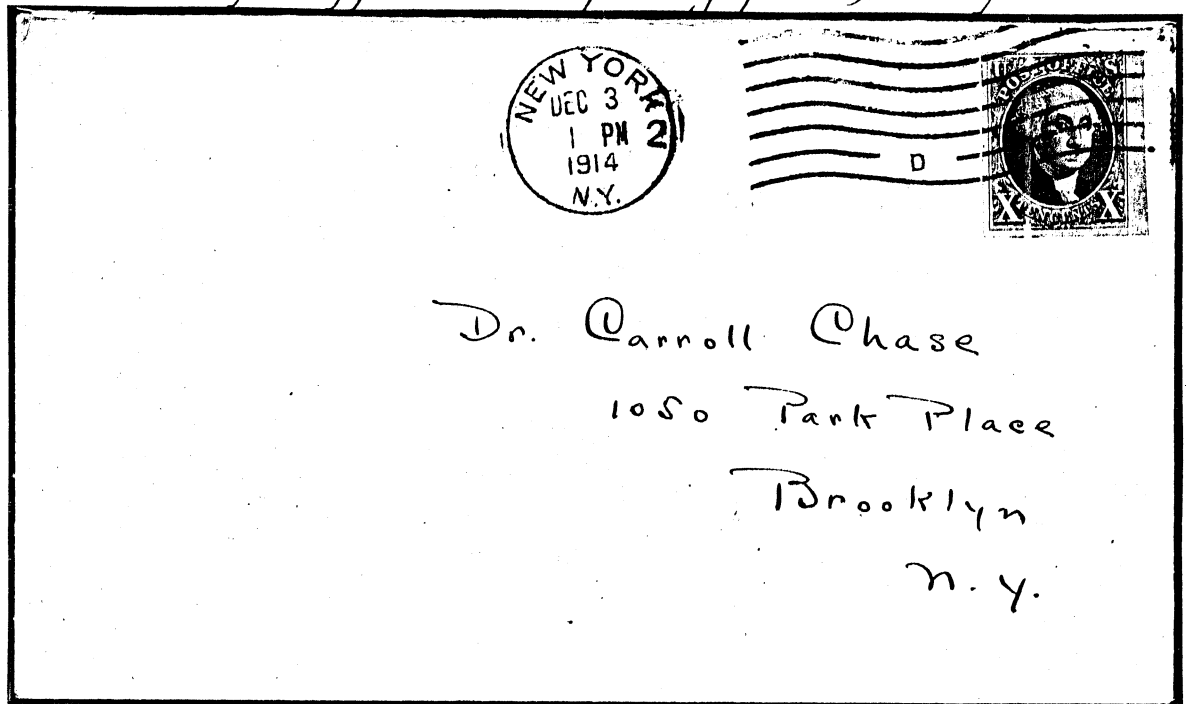


PAIRS OF NOTE  
ILLEGAL LATE USES



July 1, 1851

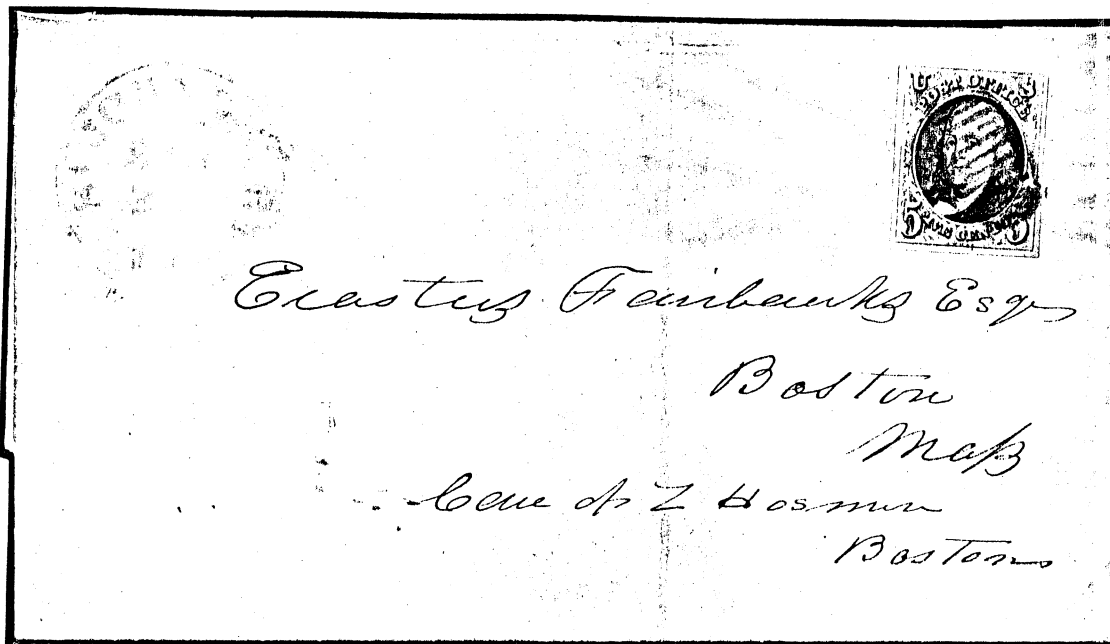
A "first day of use" of the demonetized stamps. This pale shade is characteristic of the fifth and last printing of the 5¢ stamp.



December 3, 1914

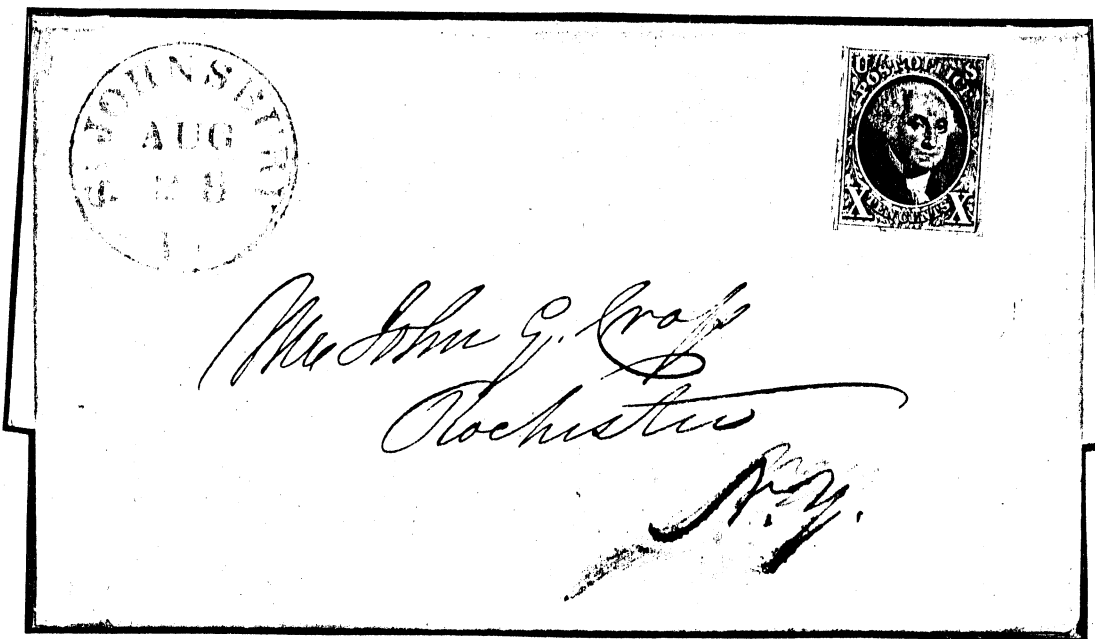
From Dr. Chase to himself to see if the stamp would be recognized.

PAIRS OF NOTE  
ST. JOHNSBURY SCARAB



September 28, 1849

*Distinct strikes of the scarab cancellation, such as this, are unusual.*

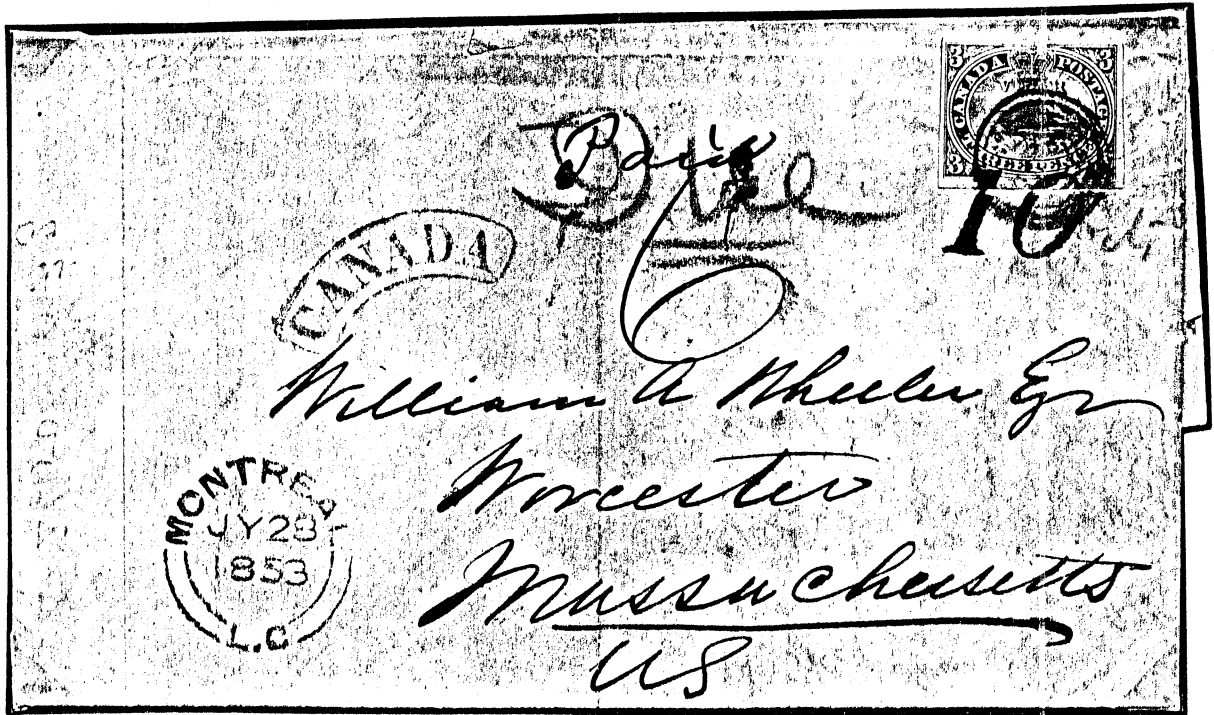


August 28, 1849

*The scarab was usually faintly or indistinctly struck, as on this stamp.*

PAIRS OF NOTE

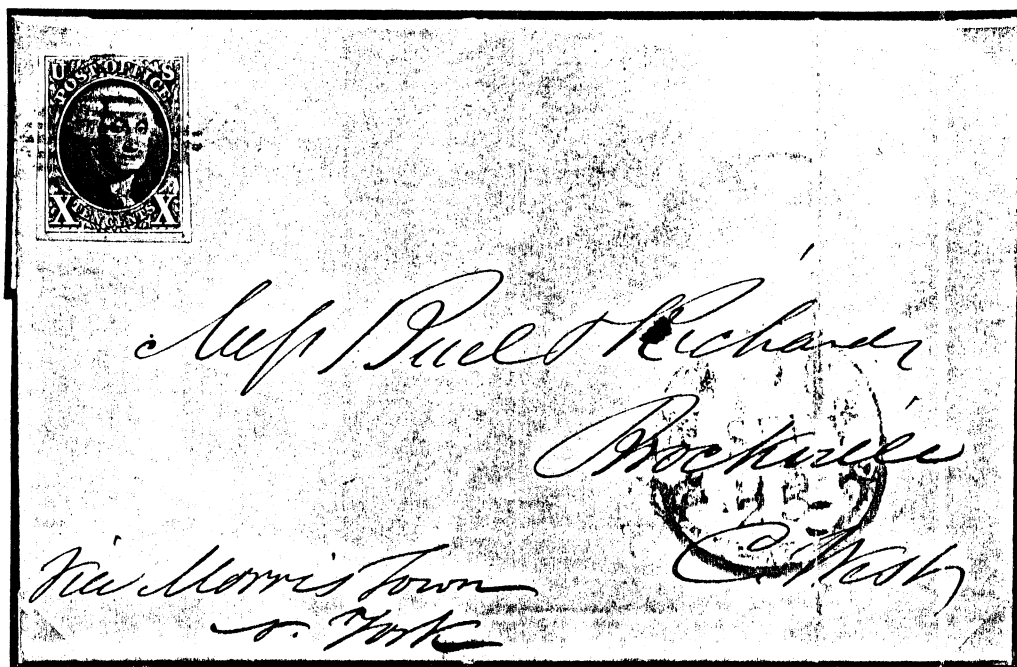
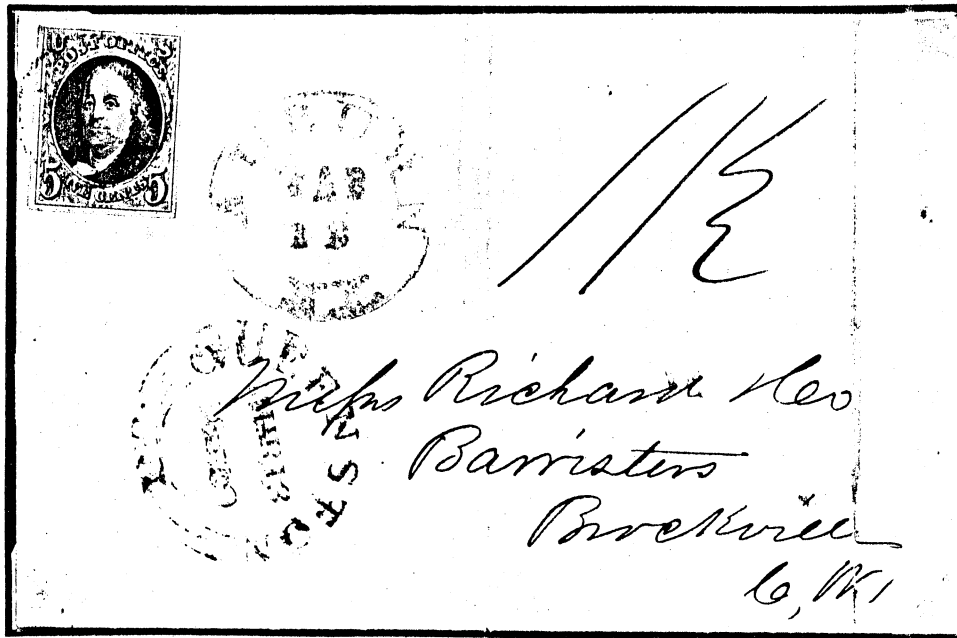
Short Paid To and From Canada



The through rate was 10¢; partial payment should not have been permitted. However, on the top cover the 5¢ stamp was recognized and the balance rated "Due 5" or 3d. On the lower cover the 3d stamp was disregarded and the full rate of 6d. or 10¢ was due.

PAIRS OF NOTE

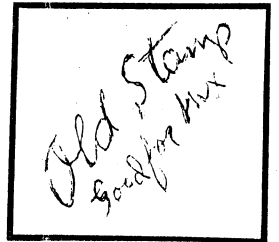
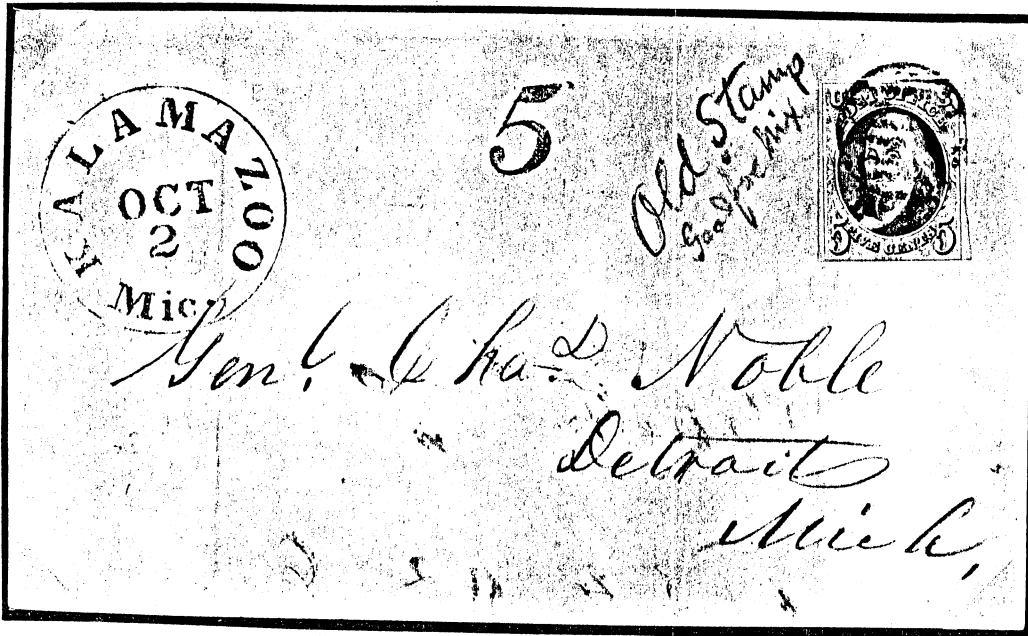
Canada Postage FREE or 11½ pence



The top cover has 11½ d. Canadian postage due from the border office at Queenston to Brockville (200-300 miles). Mail to Canada West was routed via daily service to Queenston. No postage was due on the bottom cover to the same destination, because the sender specified "via Morristown," the U.S. office opposite Brockville.

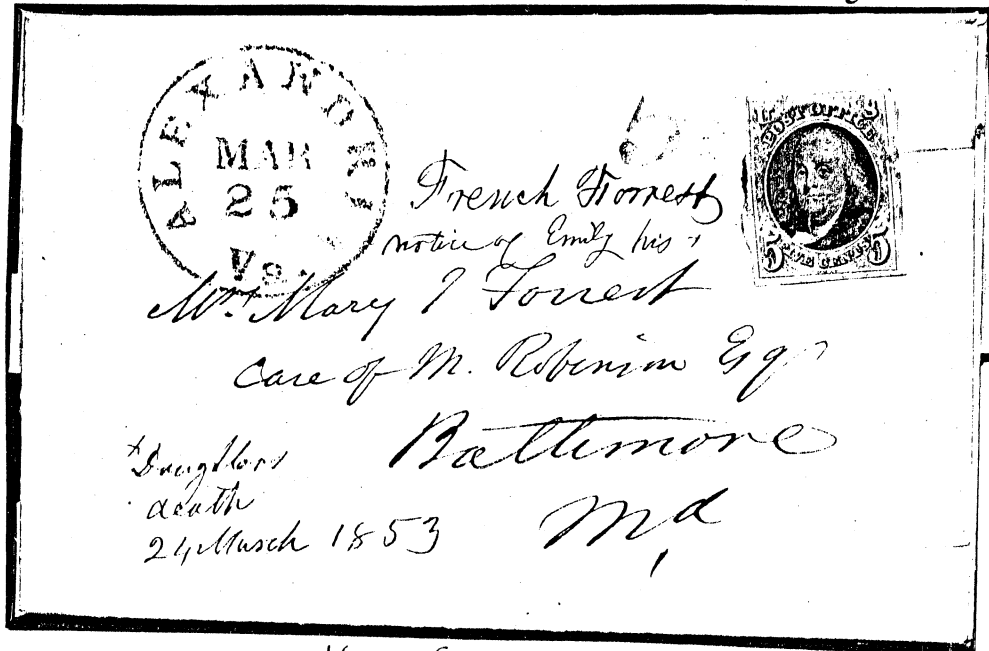
PAIRS OF NOTE

NOT VALID FOR U.S. POSTAGE



October 2, 1851

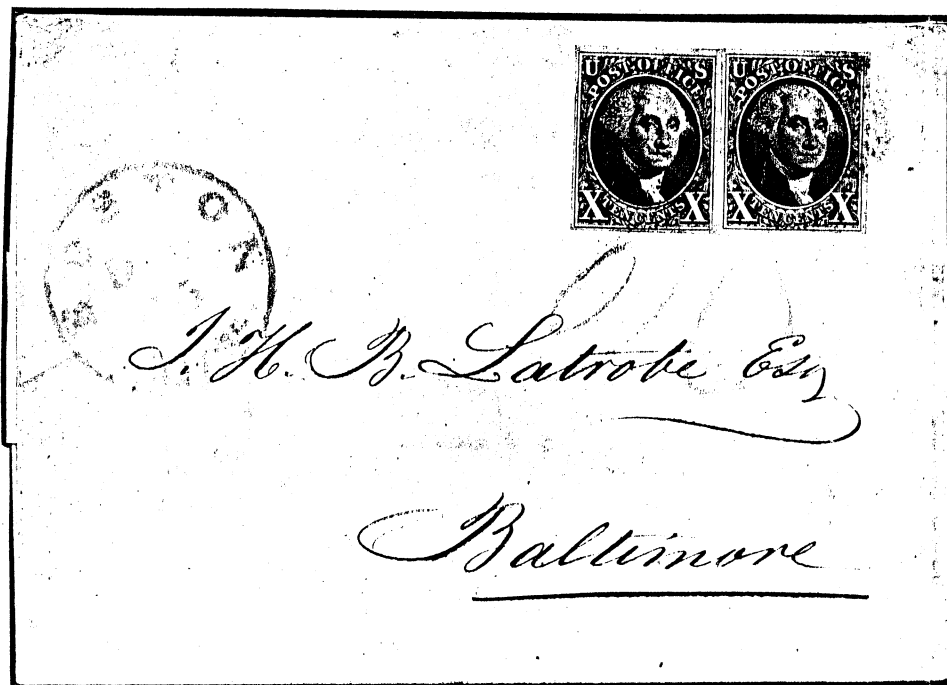
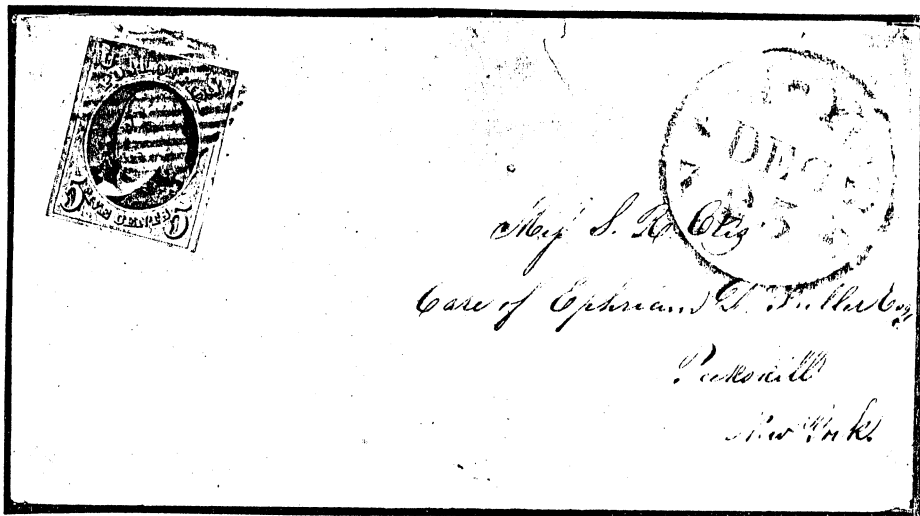
The 1847 stamps were demonetized as of July 1, 1851, but could be exchanged for cash or valid postage for an additional 90 days, until October 1, 1851. On October 2 this stamp was no longer valid for either postage or cash.



March 25, 1853

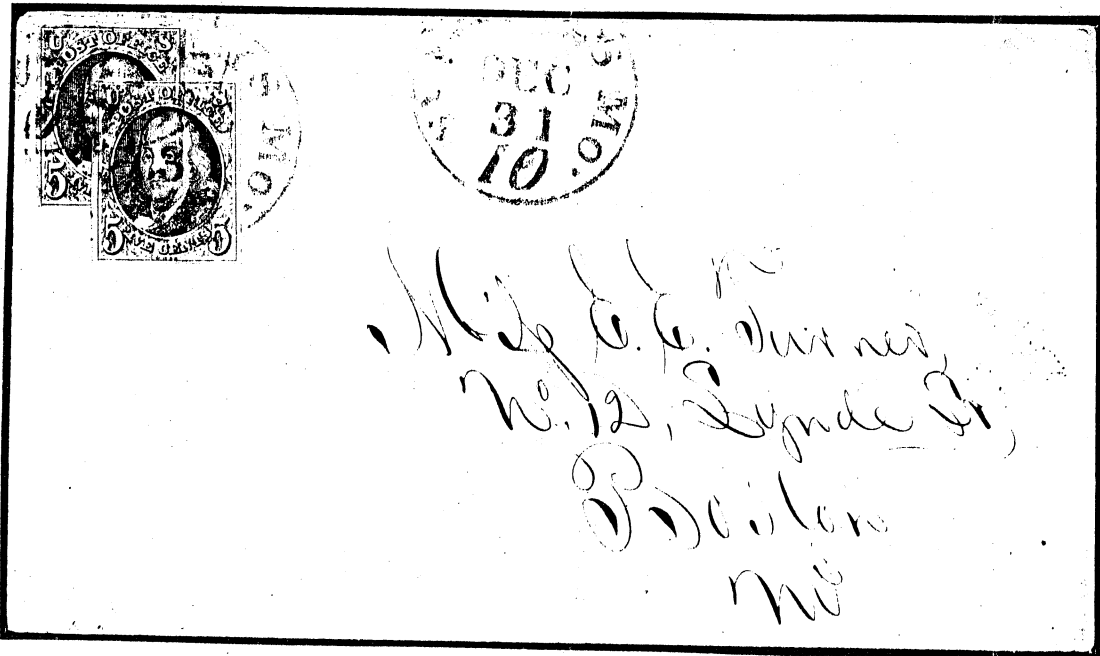
Stamp not recognized and letter rated the unpaid 5¢ rate then in effect.

PAIRS OF NOTE  
CHRISTMAS CANCELLATIONS

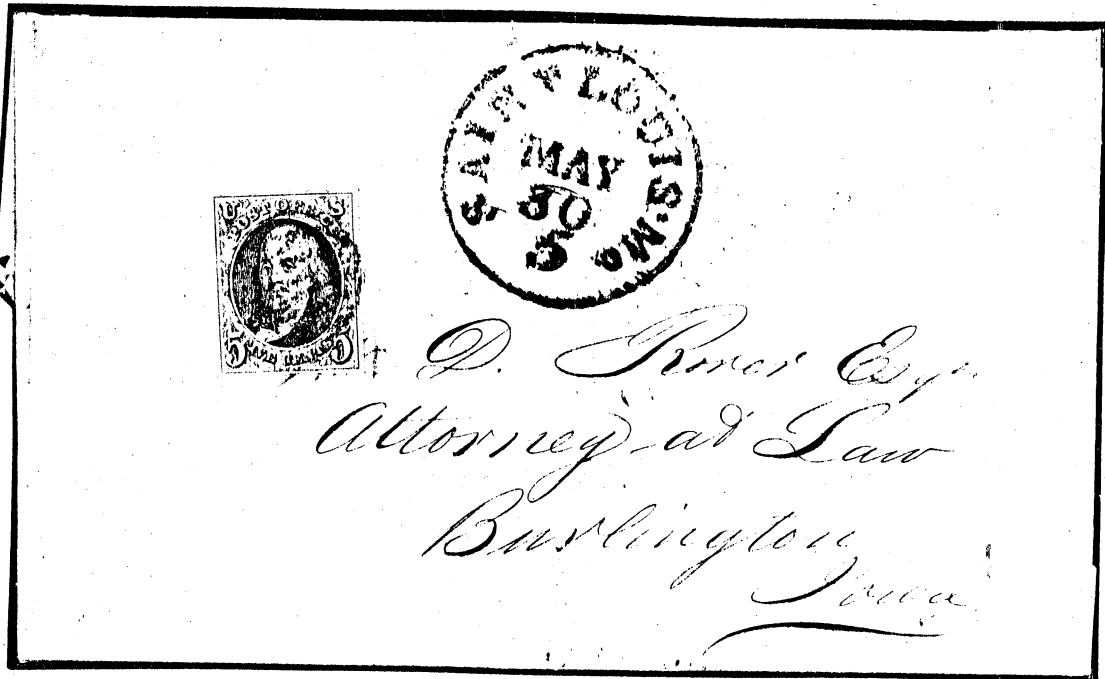


PAIRS OF NOTE

"ST" LOUIS AND "SAINT" LOUIS



The St. Louis postoffice used this "St" townmark until November, 1850.

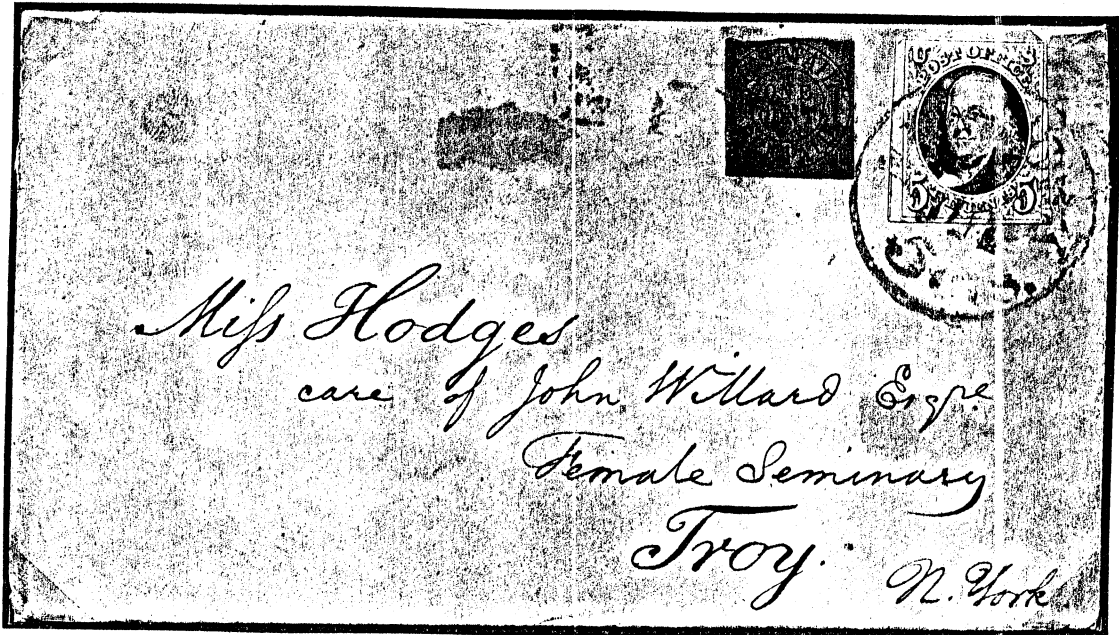


May 30, 1851

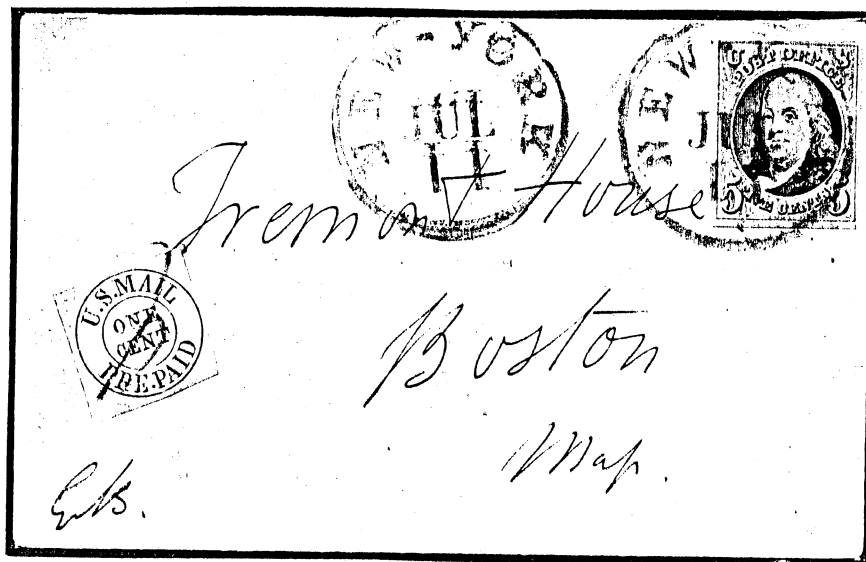
The earliest known use of the "SAINT" townmark is November 8, 1850. Thus, 1847 covers with "SAINT" in the townmark may be year-dated even though there is no other evidence of the year date on the cover.

PAIRS OF NOTE

USE WITH 1¢ U.S. MAIL



Robert Morris, the New York postmaster, issued these stamps to pay for official carrier service to the city post office from letter boxes. The rose colored stamp was issued in 1849.



The color of the U.S. MAIL stamp was changed to yellow in 1850.



CROSS BORDER COVERS  
BETWEEN THE U.S. AND CANADA

Cross border uses during the lifetime of the 1847 issue divide broadly into two periods:

I. July 1, 1847, to April 5, 1851.

From the United States to Canada: "Paid to the Lines."

U.S. postage by mileage from origin to border. Prepayment was optional until November 16, 1847; thereafter, prepayment was required.

Canadian postage could not be prepaid in the United States until April 6, 1851.

From Canada to the United States: "Paid to the Lines" and "Paid Through" to destination.

Canadian postage by mileage from origin to border. Prepayment was required during the entire period.

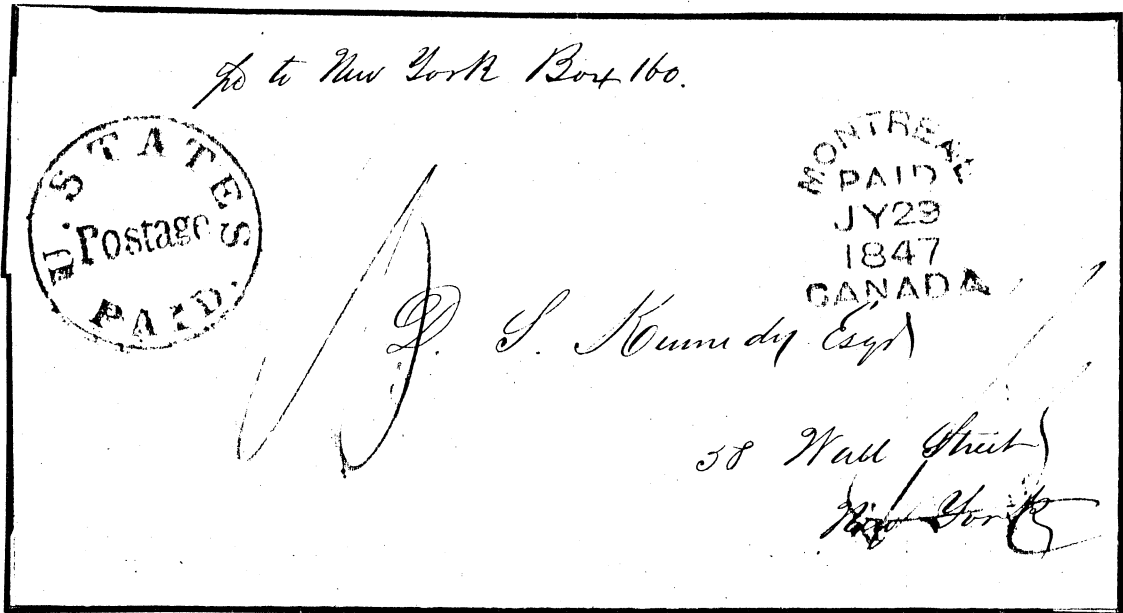
U.S. postage could be prepaid in cash when mailed at a Canadian postoffice at the option of the sender until November 16, 1847. Canadian postoffices acted as agents for the U.S. Post Office Department in the collection of U.S. postage. As of November 16, 1847, the Canadian Post Office ceased to act as agent for the U.S. Post Office. Thereafter, U.S. postage could be prepaid in Canada only if 1847 stamps were affixed to the letters.

II. April 6, 1851 and thereafter.

A uniform agreement took effect on this date fixing a rate of 10¢ or 6d per single  $\frac{1}{2}$  oz. letter to or from any place in the United States to or from any place in Canada (15¢ or 9d to or from the Pacific Coast). Prepayment was optional; partial payments were not allowed.

CANADA TO UNITED STATES

Prior to November 16, 1847



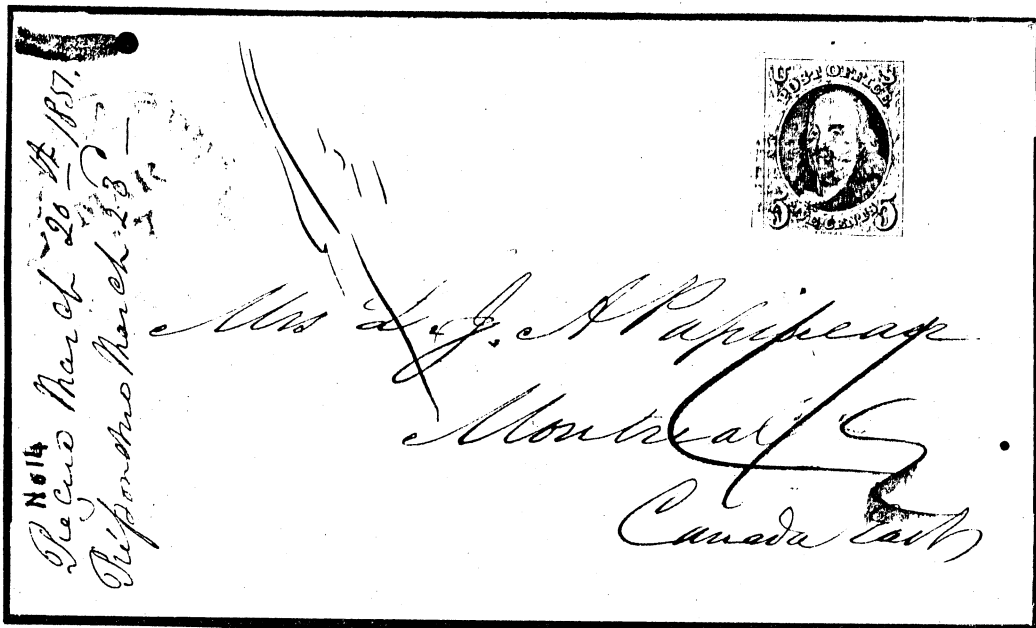
A stampless cover paid through to U.S. destination, and charged to Box 160: "pd to New York Box 160."

This shows that both the Canadian postage of 4½¢ and the United States postage of 10¢ were prepaid. These amounts were collected by the Montreal postmaster, who acted as agent for the U.S. Post Office Department, at a 20% commission.

Effective November 16, 1847, Canadian postmasters could no longer collect U.S. postage, and stamps were the only means of prepaying U.S. postage in Canada.

UNITED STATES TO CANADA

July 1, 1847, to April 5, 1851

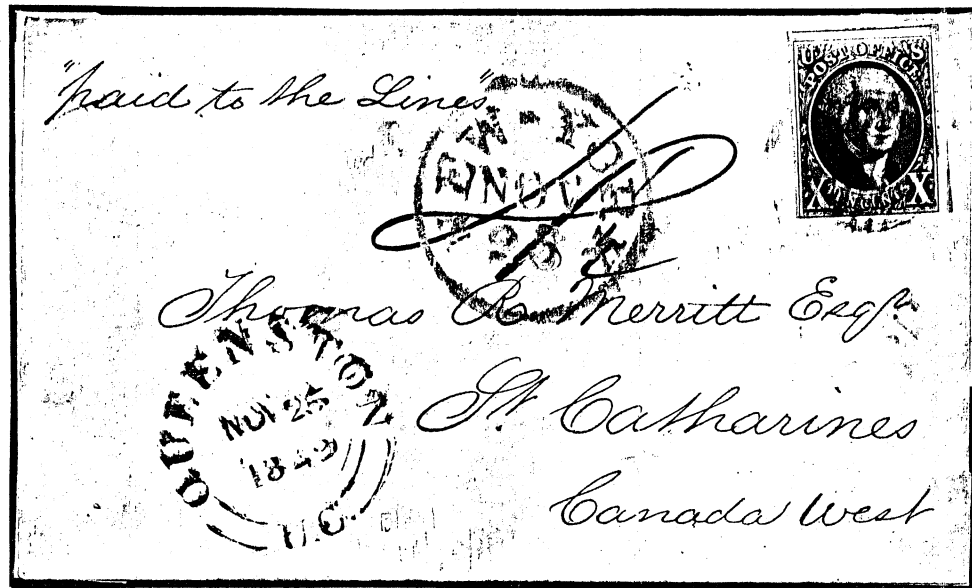


From Saratoga Springs, New York, on March 17, 1851. The 5¢ stamp pays the U.S. postage for less than 300 miles to the U.S. exchange office at the border. Canadian postage of "4½" pence due for under 60 miles was collected from the addressee.

Covers to Canada with single 5¢ stamps are less common than those at the 10¢ rate for more than 300 miles.

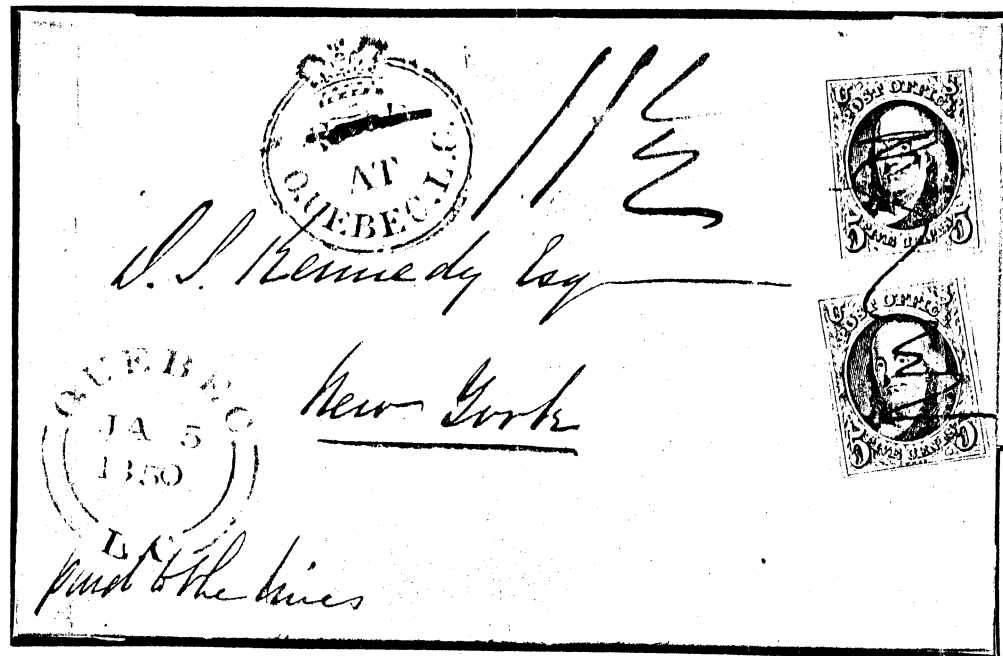
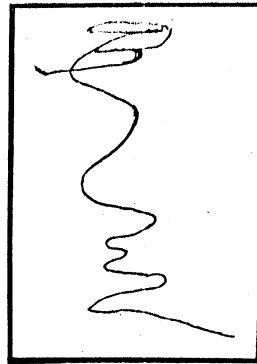
UNITED STATES TO CANADA

July 1, 1847, to April 5, 1851



From New York City on November 23, 1849. The 10¢ stamp pays the single letter rate over 300 miles to the exchange office on the Niagara frontier. The Canadian exchange office at Queenston rated the letter "4½" pence for under 60 miles.

Covers from New York City with 10¢ 1847 stamps represent the most common use to Canada during the 1847 period. The correspondence most frequently seen is that addressed to Thomas R. Merritt at St. Catharines, which comprises nearly 15% of the total.



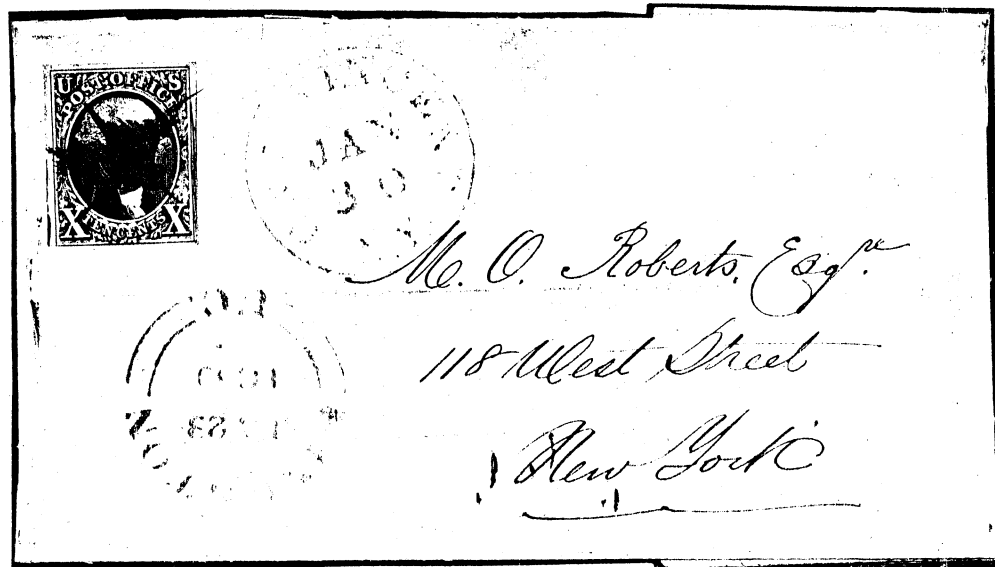
January 5, 1850

*On letters from Canada at this time the U.S. postage could not be pre-paid in cash. Some Canadian correspondents affixed 1847 stamps for U.S. postage from the border to the U.S. address. The stamps were not cancelled until the letter reached the U.S. exchange office.*

*This letter was sent in the Montreal-New York through mail bag, which went unopened to New York. Here the clerk, who had pen and ink to rate the stampless mail in the same bag, cancelled the stamps with the blue ink characteristic of the New York office and also crossed out the Canadian PAID the same way.*

CANADA TO THE UNITED STATES

November 16, 1847, to April 5, 1851



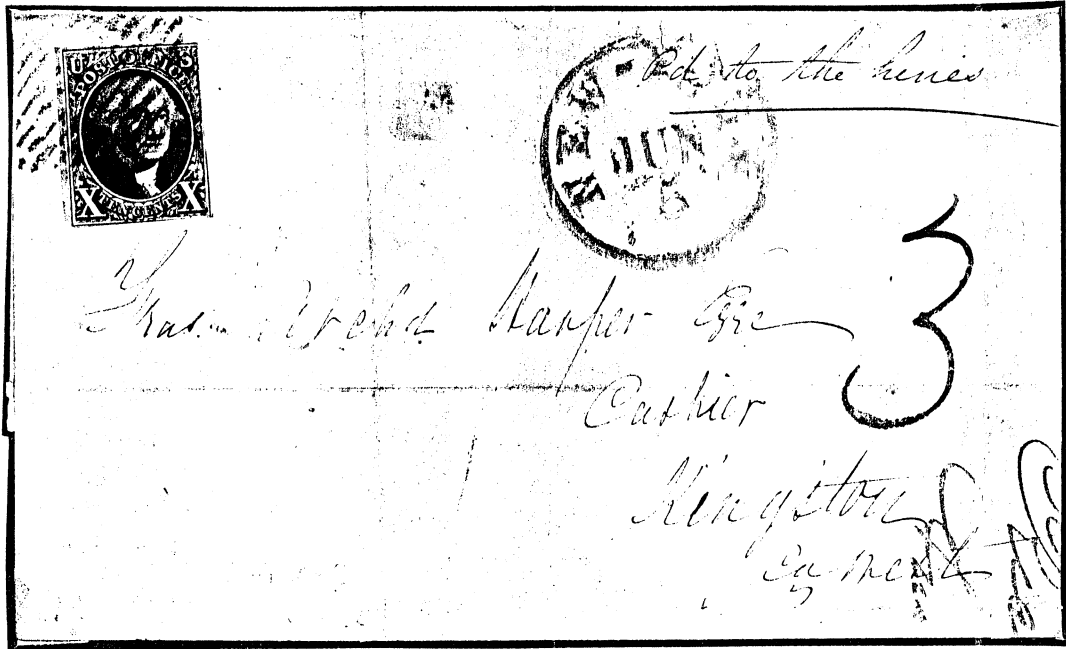
*From Kingston, U.C., on January 28, 1850. The 10¢ stamp paid the U.S. postage for over 300 miles to New York City from the U.S. exchange office at Cape Vincent, New York.*

*Kingston was the Canadian office opposite Cape Vincent and mails were transported by ferry between the two offices. A ferrage rate of 3d per letter was charged for such conveyance only when Kingston was the origin or destination. The 3d charge, however, was marked on the letter only when it was to be collected from the addressee at Kingston. When a letter originated at Kingston, as here, the charge was prepaid at mailing, and was not marked.*

*Three covers with 1817 stamps are listed addressed to Kingston and showing the 3d rate in manuscript.*

UNITED STATES TO CANADA

November 16, 1847, to April 5, 1851.



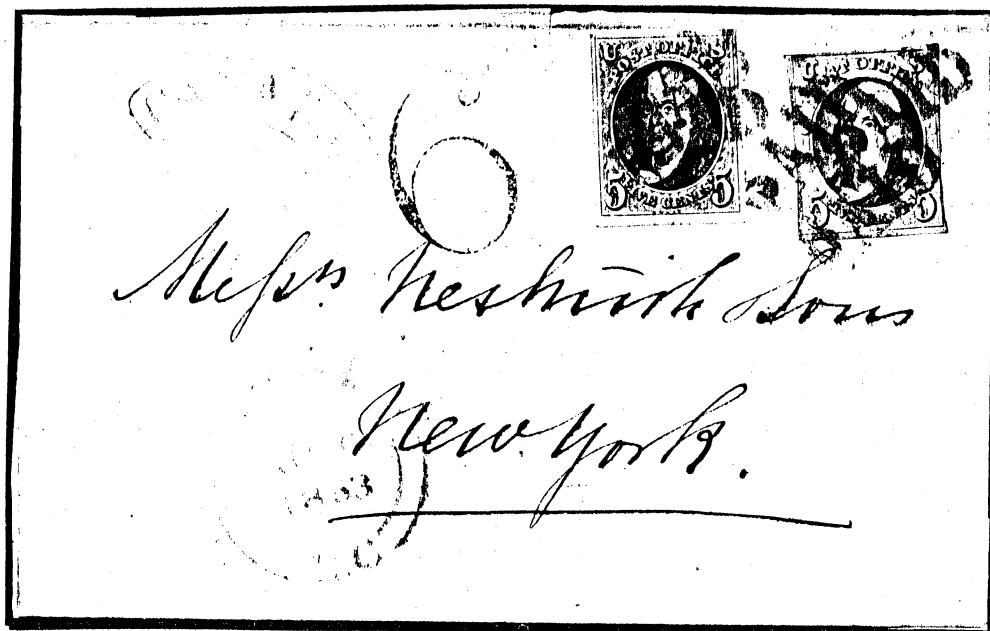
From D. S. Kennedy in New York on June 5, 1848. This letter was sent to Kingston, which is mail sent in the opposite direction from the cover shown on the previous page.

The large "3" pence marked on this cover is due for ferrriage from Cape Vincent to Kingston. Ferrriage had to be collect since it could not be prepaid as it was on the cover originating at Kingston.

This is one of three covers listed which show the 3d. due.

CANADA TO THE UNITED STATES

April 6, 1851 and after.



*From Quebec, L. C., on April 6, 1853. Two copies of the 5¢ used nearly two years after demonetization to pay the whole rate from Canada.*

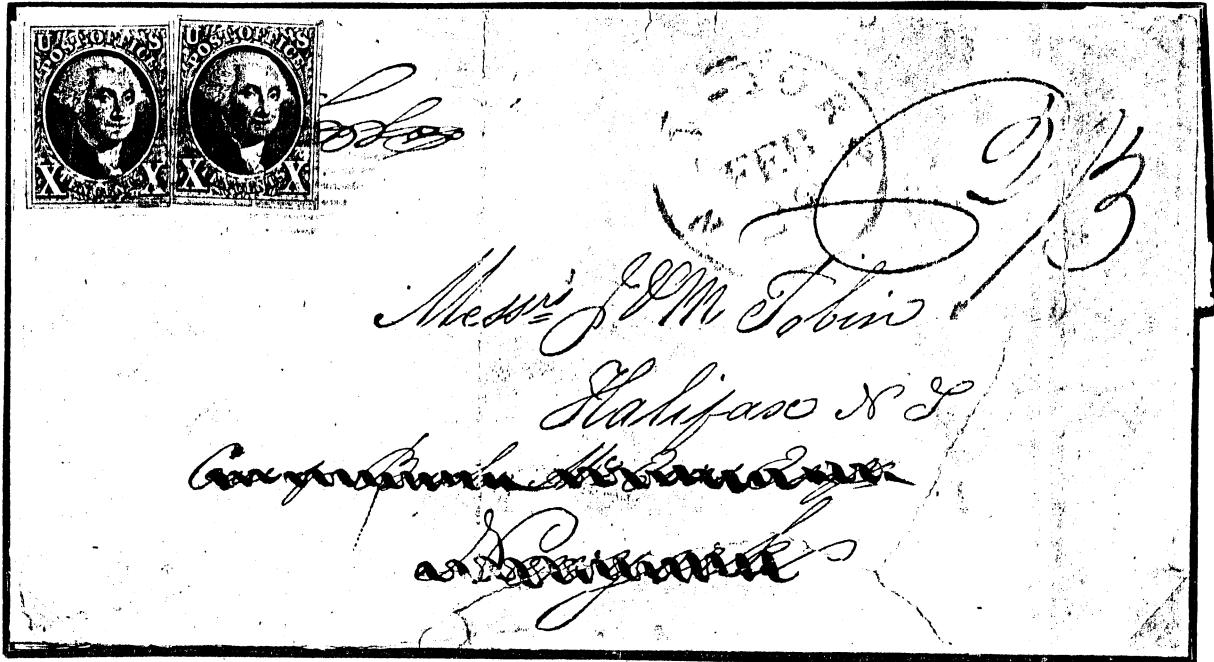
*The Canadian Post Office treated the letter as unpaid and rated it 6d due, but did not cancel the stamps. When the letter reached New York City, the postal employees there accepted the stamps as payment and struck them with the New York curved "PAID." The left stamp replaces one lost.*



UNITED STATES

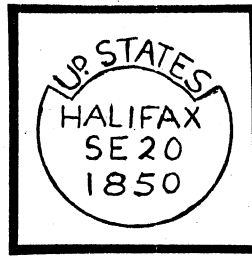
TO

NOVA SCOTIA



An incoming ship letter addressed in care of Bache & McEvers, forwarding agents, who paid the 6¢ ship letter fee and crossed out their name in the New York address.

The agents then applied the two 10¢ stamps to the double weight letter, which went overland through New Brunswick to Halifax. Nova Scotia postage due was 2 shillings, 3 pence; twice the single rate of 1/1½.

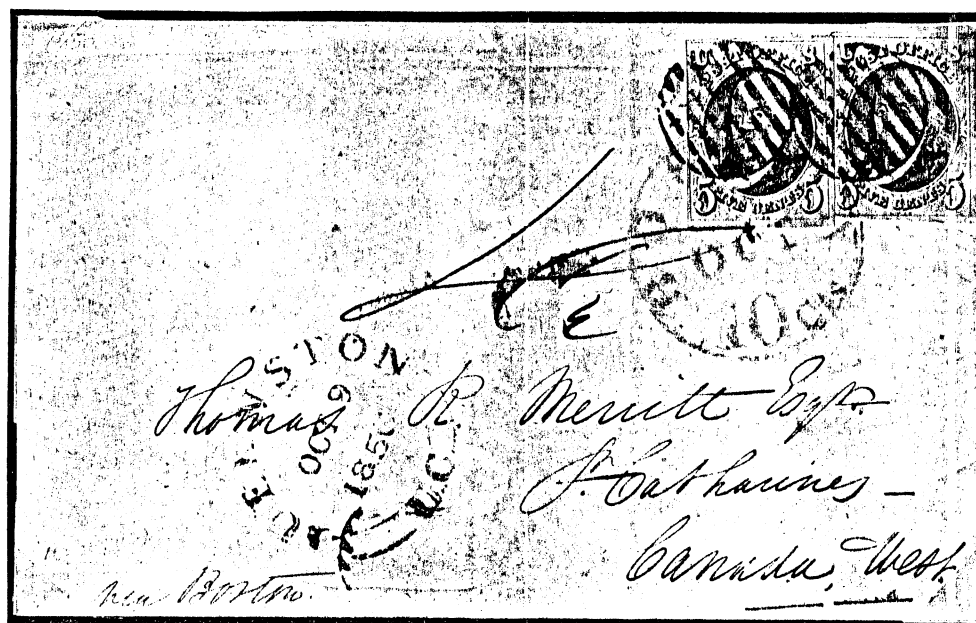


*From Baltimore on September 15, 1850. By British packet: "Pr Hibernia via Boston." Mails to Nova Scotia could go by sea as well as overland. Although the postal treaty with Great Britain had taken effect in February, 1849, Nova Scotia was not among the countries to which the 5¢ U.S. inland treaty rate applied (at this time). The pair pays the 10¢ single letter rate for over 300 miles to the port of embarkation at Boston, the same rate which had been in effect prior to the institution of retaliatory rates in July, 1848.*

*On receipt at Halifax, the cover was backstamped with the circular U.P. STATES/HALIFAX postmark used on mail from the United States by British packet and rated 4½ d due in Nova Scotia currency, representing the port to port rate effective September 20, 1849.*

NOVA SCOTIA TO THE UNITED STATES

BOOTLEG



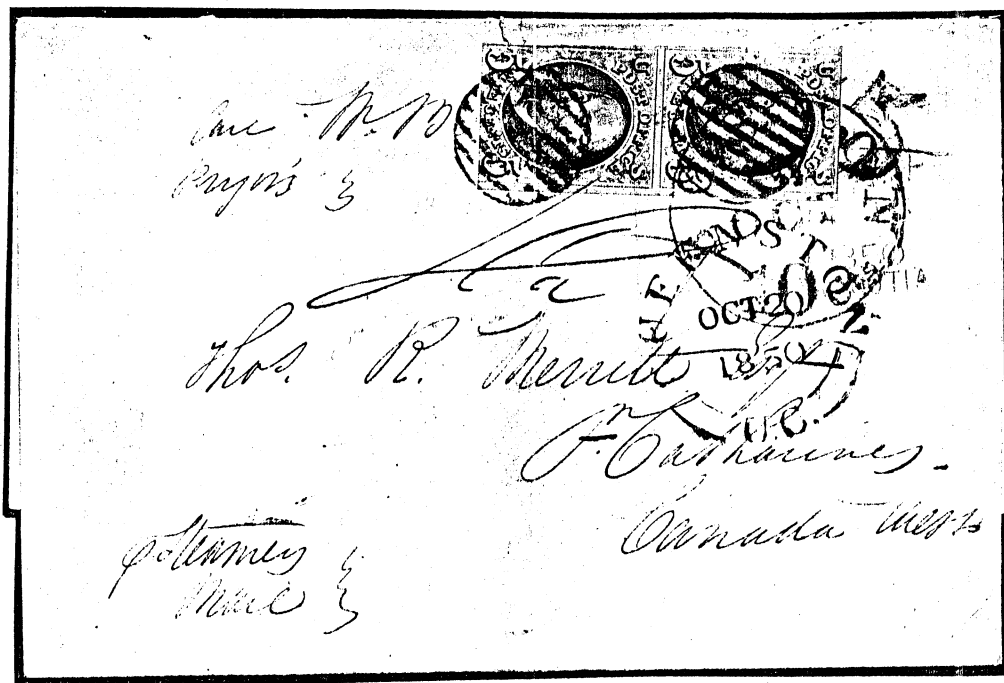
*From Halifax, Nova Scotia. Handed aboard the British packet "Cambria" and carried by favor to Boston. The stamps were put on and the cover mailed at Boston on October 5, 1850.*

*The stamps paid the 10¢ rate for over 300 miles to the exchange office of Queenston on the Niagara River. Here the due Canadian postage of 4½ d was applied for less than 60 miles to St. Catharines.*

*The postage rate from Halifax to St. Catharines overland entirely within British North America was 2/7½, or over 50¢ U.S., so that the saving in money by the bootleg route was considerable (about 35¢). If the departure of the packet from Halifax coincided with the date of writing, a substantial time advantage was also gained over the overland route.*

NOVA SCOTIA TO THE UNITED STATES

BOOTLEG

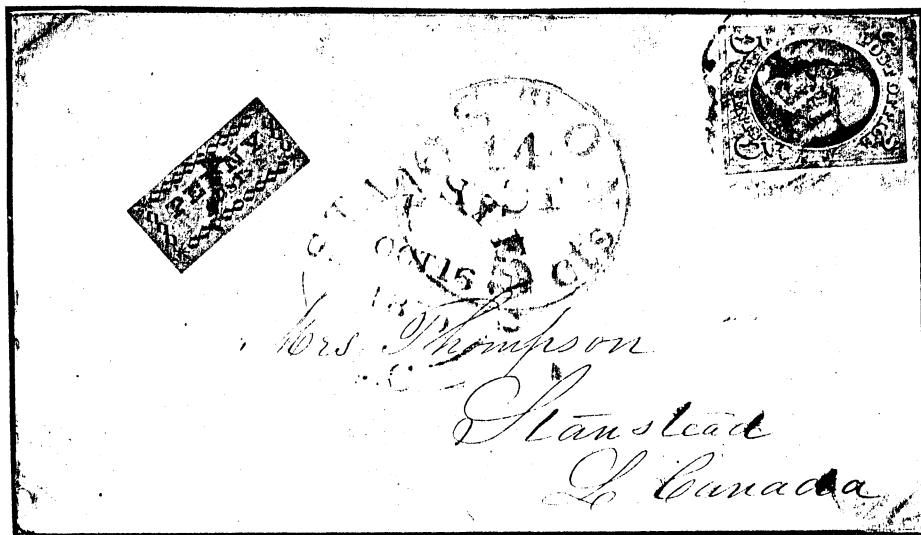


By packet on October 15, 1850, from Halifax. Prepaid 4½ d with the Halifax PAID tombstone postmark, partly under the stamps. Delivered to a forwarding agent in Boston with 5¢ U.S. due. The agent affixed the stamps to pay the 10¢ rate to the border, and remailed the letter on Oct. 17. At Queenston the letter was rated 4½ d due in Canadian postage to St. Catherines.

This cover and the preceding one are the only examples known from Nova Scotia to Canada by way of the United States with 1847 stamps.

UNITED STATES TO CANADA

July 1, 1847, to April 5, 1851

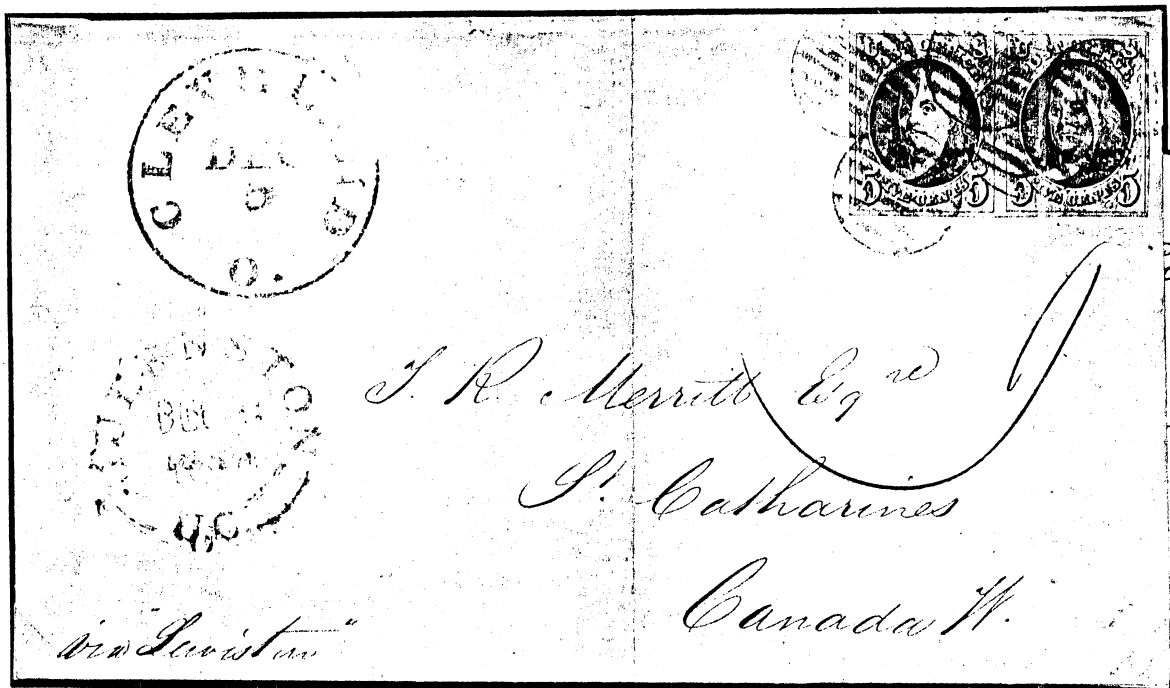


*From Boston on October 14, 1850, to Stanstead, L. C. The 5¢ stamp paid postage for less than 300 miles to the U.S. office at Derby Line, Vermont. Because Stanstead was the Canadian office opposite Derby Line, no Canadian postage was charged.*

*The Penny Post stamp paid the carrier fee from the letter box to the Boston postoffice.*

UNITED STATES TO CANADA

November 16, 1847, to April 5, 1851

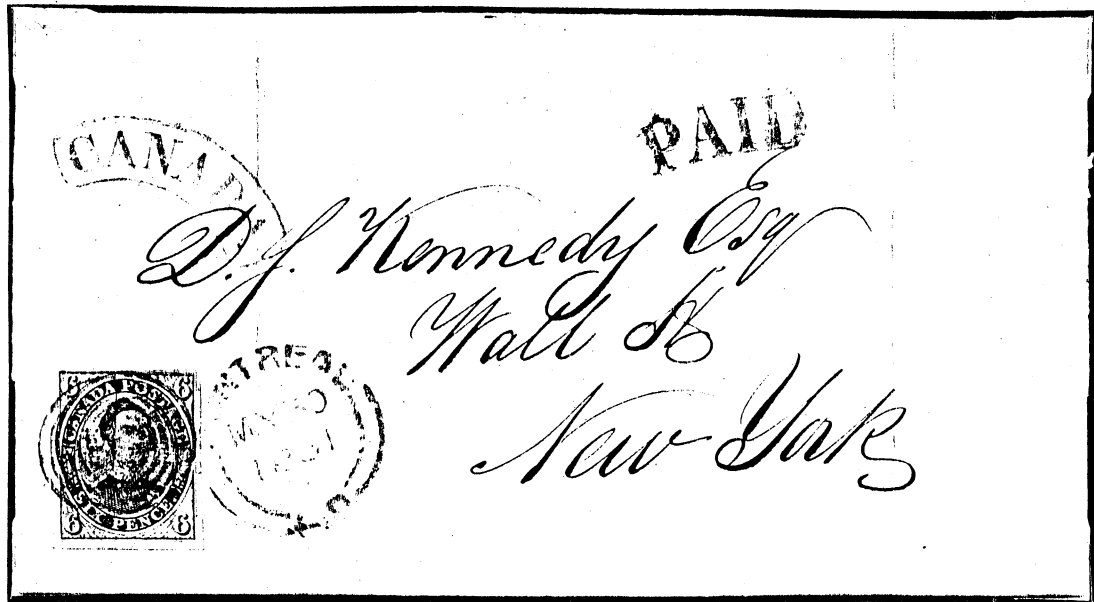


From Cleveland to St. Catharines on December 5, 1850. This was a double letter since the distance from Cleveland to the Niagara frontier is well under 300 miles. The U.S. postage is paid by a horizontal pair of the 5¢ cancelled by several strikes of a small (17mm.) circular grid.

Directed "via Lewiston" and exchanged through QUEENSTON U. C. DEC. 6 1850. Rated 9d Canadian postage due, double rate for less than 60 miles to St. Catharines.

CANADA TO UNITED STATES

After April 6, 1851

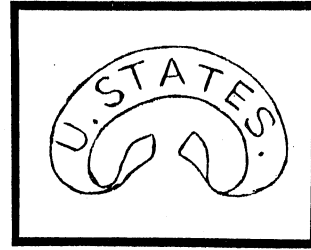
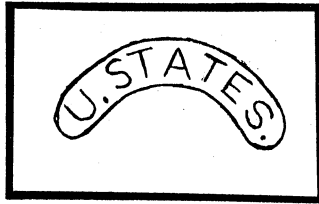


*From Montreal to New York on May 30, 1851. The laid paper 6d lilac, first issued about May 6, pays the whole rate to the United States.*

*The exchange marking CANADA was applied in Montreal in accordance with treaty provisions. Upon arrival at New York the red curved PAID was applied to show that no additional postage from the border was due.*

UNITED STATES TO CANADA

April 6, 1851, and after.



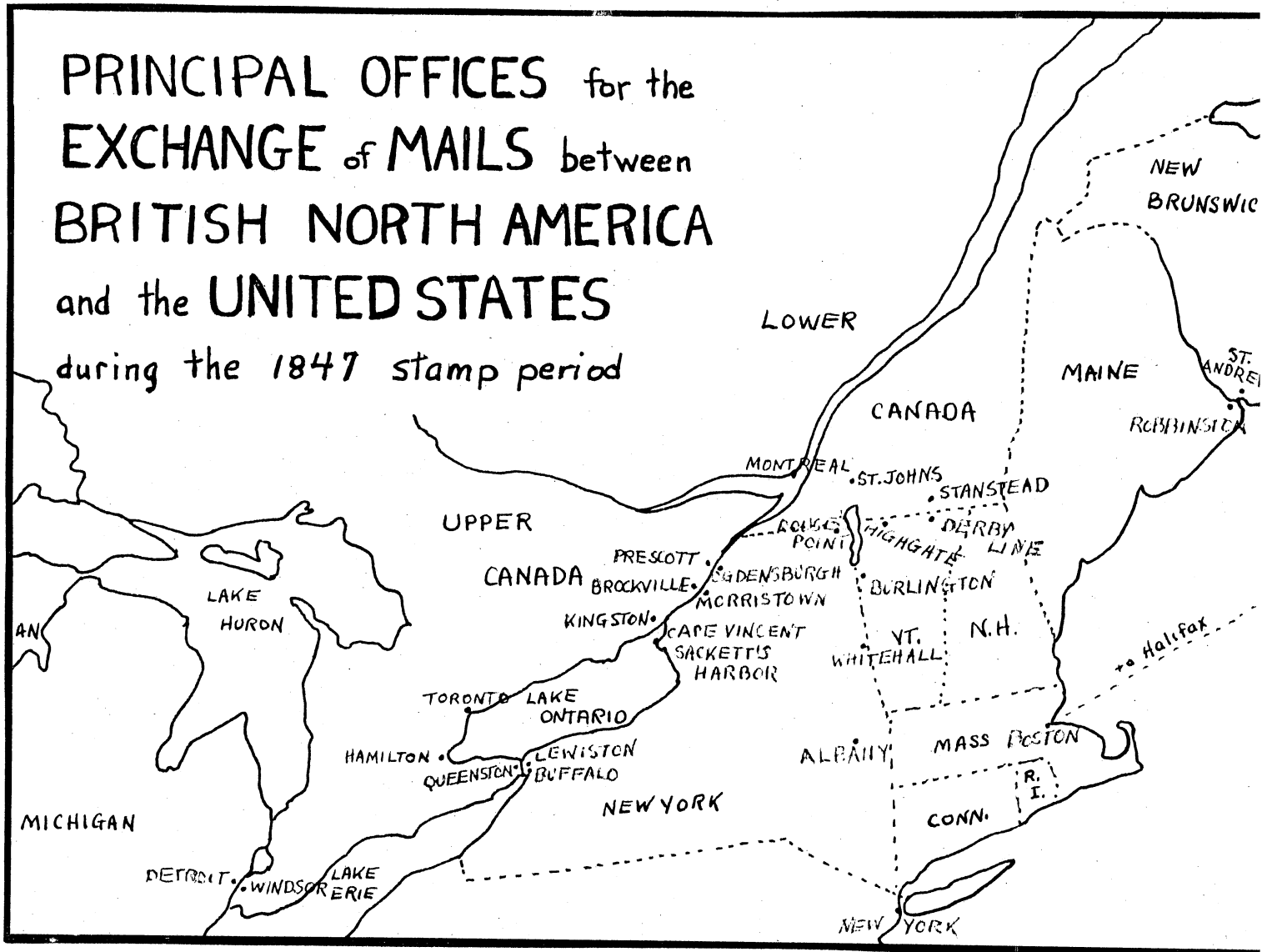
*From Boston on June 10, 1851. The pair of 5¢ stamps pays the whole rate of 10¢ to Canada.*

*The cover was faintly struck in black at Boston with the shallow "U. STATES" in arc. This marking was applied in error as it was normally used on letters to Montreal sent by through mail bag from Boston.*

*The letter, however, was properly routed to the U.S. exchange office at Ogdensburgh. Here the red exchange marking was applied and the letter exchanged through the Canadian office at Prescott, across the river.*



PRINCIPAL OFFICES for the  
 EXCHANGE of MAILS between  
 BRITISH NORTH AMERICA  
 and the UNITED STATES  
 during the 1847 stamp period

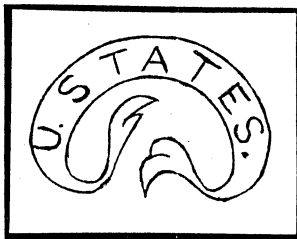


*Mail was exchanged between adjacent border-offices, usually in pairs. Some offices exchanged with more than one other office: Queenston with Lewiston and Buffalo; Kingston with Cape Vincent and Sackett's Harbor. St. Johns served Rouse's Point, Highgate, Burlington and Whitehall. In addition, through mail systems operated between Montreal and New York, Boston and Albany (separately); Toronto and New York; Toronto, Hamilton, and Buffalo.*

*Covers with 1847 stamps are recorded exchanged through all offices shown except Detroit-Windsor. The exchange markings on the 13 whole rate covers from April 6, 1851, have been positively identified with the offices at New York, Albany, Boston, Buffalo, & Ogdensburgh, and tentatively with Rouse's Point and Lewiston.*

UNITED STATES TO CANADA

April 6, 1851, and after.



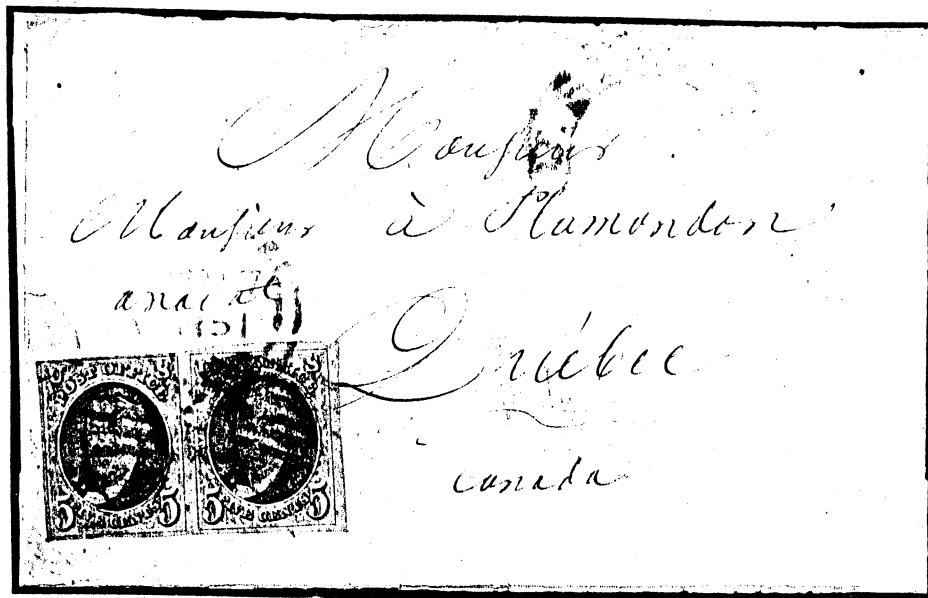
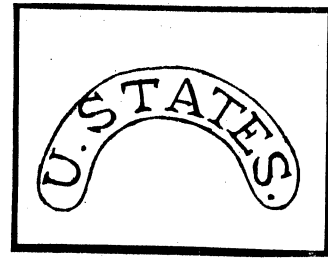
*From Lockport, New York, on April 9, 1851. Two copies of the 5¢ stamp pay the whole rate of 10¢ to Canada. Exchanged through the Canadian office at Queenston.*

*The April 6<sup>th</sup> agreement provided that each letter be stamped with the name of the country of origin. The earliest U.S. markings consisted of "U. STATES" enclosed in a plain or fancy arc. The type shown was used at Buffalo, New York.*

UNITED STATES TO CANADA

April 6, 1851, and after

STEAM  
BOAT

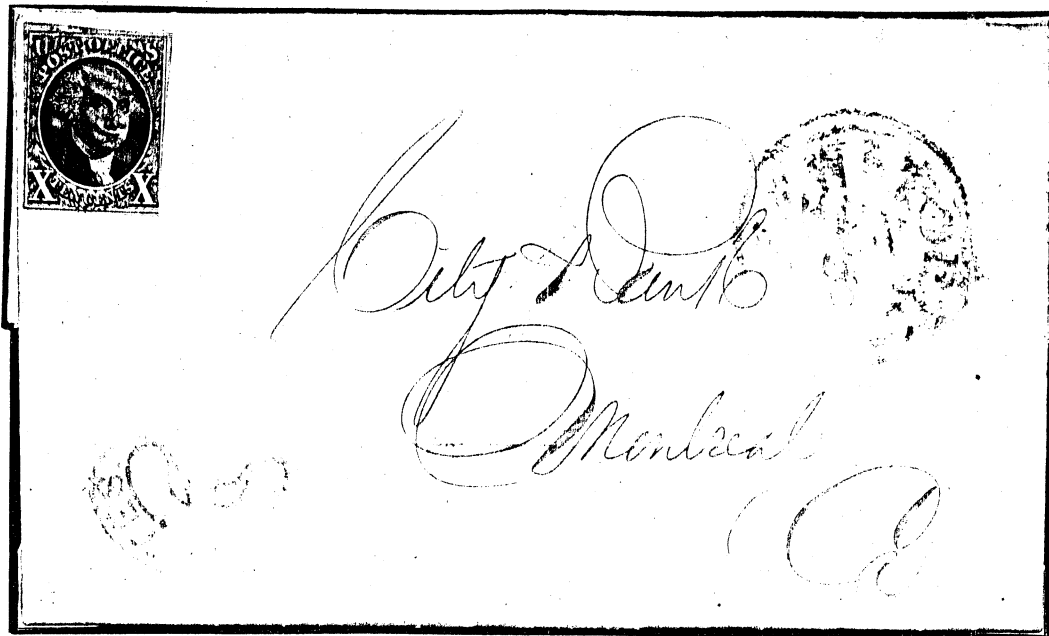
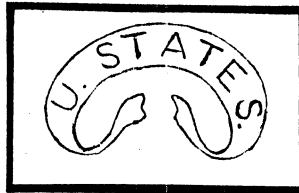


Originating at New York City on April 14, 1851, but not conveyed in the through bag. Carried on a non-contract Hudson River steamboat. It was removed from the steamboat at Albany, where the black "U. STATES" was applied; it was placed in the through bag from Albany to Montreal.

The pair of 5¢ stamps pays the whole rate to the destination in Canada.

UNITED STATES TO CANADA

*After April 6, 1851*



*New York (June 6, 1851) to Montreal by closed mail bag. The exchange marking was applied at New York City.*

*The 10¢ stamp paid the whole rate from the United States to the Canadian destination.*

# TRANSATLANTIC MAIL

## RATES

July 1, 1847 to July 4, 1848

U.S. domestic rate of 5¢ or 10¢ per single letter to the port of embarkation by mileage. Prepayment required.

Sea postage and foreign internal postage could not be prepaid in the U.S. (except sea postage of 24¢ by U.S. packet).

July 5, 1848 to January 2, 1849

U.S. domestic rate of 5¢ or 10¢ to the port by mileage. Prepayment required.

U.S. sea postage of 24¢ by whatever packet conveyed. Prepayment required.

January 3, 1849 to February 20, 1849

Restored rates as in pre-treaty period, July 1, 1847 to July 4, 1848.

February 21, 1849 to July 1, 1851 (and after)

U.S. internal rate of 5¢ per single letter regardless of distance to port of departure for letters addressed to all countries listed in Table B of the Articles of Execution of the 1848 Postal Convention with Great Britain. Prepayment required. Sea postage and foreign internal rates to these countries could not be prepaid.

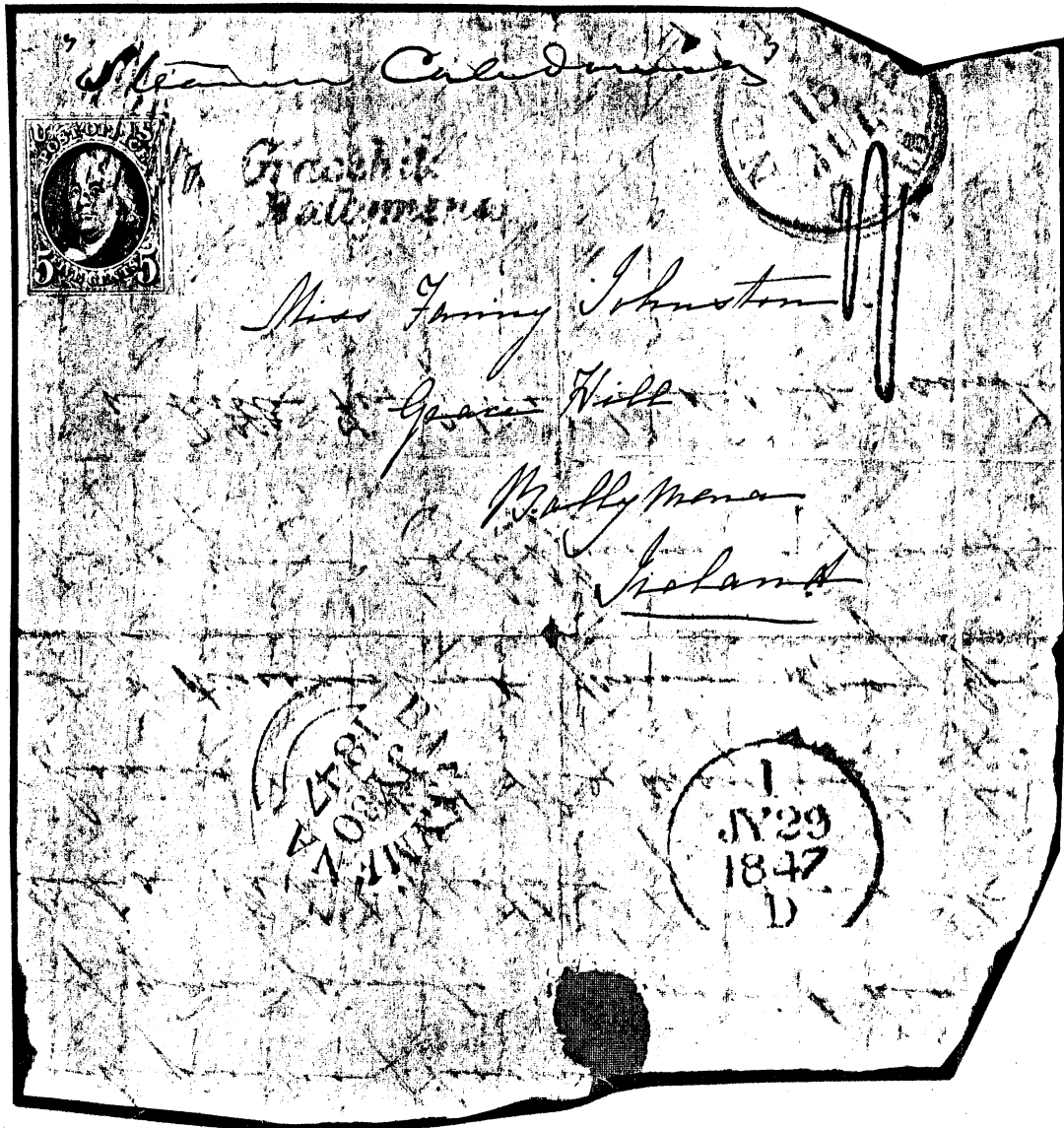
Treaty rate to Great Britain was 24¢ or 1/-, with prepayment being optional. Partial payment was not recognized. Special rates and payment requirements applied to countries not covered in Table B.

During this entire period letters from the U.S. to overseas could be sent by private ship, if domestic U.S. postage was prepaid to the port of departure.

FIRST  
TRANSATLANTIC MAIL

July 15, 1847

Pre - Treaty

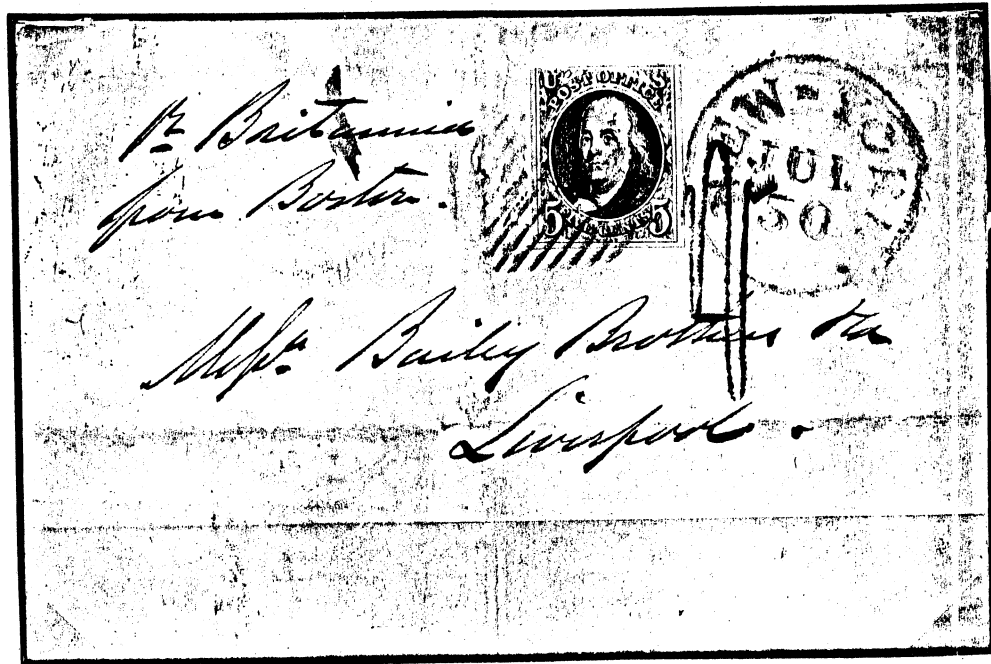


*This cover was carried by the first transatlantic sailing after the 1847 stamps were issued. The Cunard liner "Caledonia" sailed from Boston on July 16. The 5¢ stamp paid U.S. postage to Boston. On receipt at Liverpool the handstamp denoting 1/- was struck in black, representing the combined British sea and inland rate collected from the addressee.*

TRANSATLANTIC MAIL

PRE-TREATY PERIOD

July 1, 1847 to July 4, 1848



Postmarked July 30, 1847, this cover was carried on the second Cunard transatlantic crossing during the 1847 stamp period. It is backstamped with the characteristic Liverpool receiving postmark used on unpaid mail from the U. S.; the numerals "18" in the year are reversed and inverted.

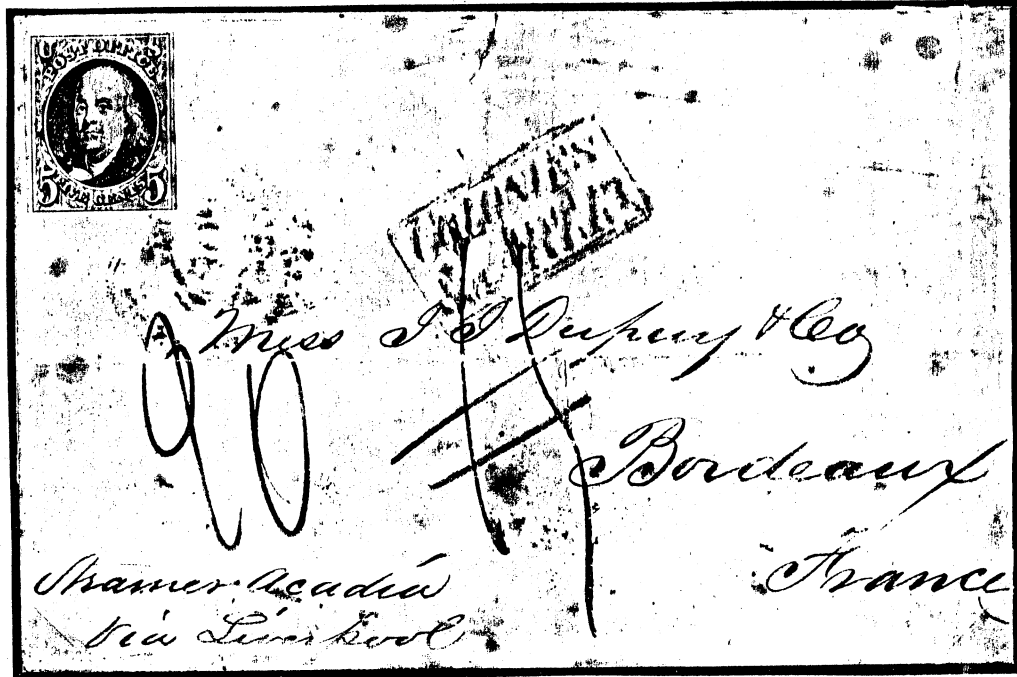
"Per Britannia from Boston." This vessel inaugurated the Cunard mail service on July 4, 1840. Beginning on January 1, 1848, British packets sailed to and from New York on alternate voyages.

TRANSATLANTIC MAIL

PRE-TREATY PERIOD

July 1, 1847 to July 4, 1848

COLONIES  
&c ART. 13.



*This cover was carried on the return maiden voyage of the "Arcadia," which sailed from Boston on December 1, 1847.*

*It was carried to France via Britain and was handled in accordance with the provisions of the Anglo-French Treaty of 1843. The expression "Colonies &c Art. 13" does not refer to the article of the treaty, but to the heading on the waybill under which such mail should be entered.*

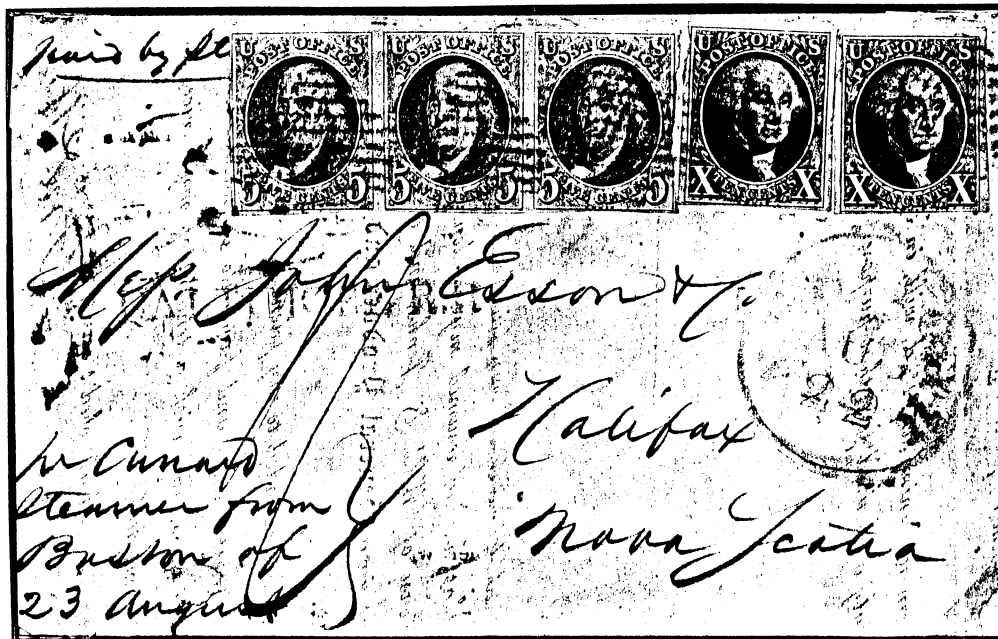
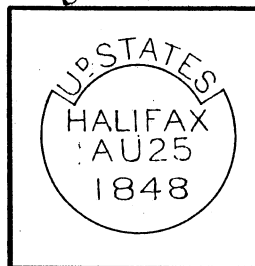
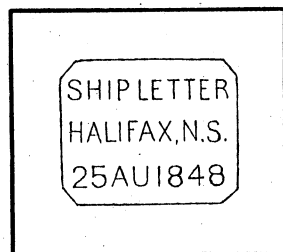
*A single letter by U.S. rates, this was rated double, with 30 decimes due, in France, the erroneous single rate of 15 decimes being crossed out.*



TRANSATLANTIC MAIL

RETALIATORY PERIOD

July 5, 1848, to January 2, 1849



Although this cover traveled to Nova Scotia rather than to Europe, it illustrates the transatlantic retaliatory rate. Originating in Baltimore, it was endorsed "Pr. Cunard Steamer from Boston of 23 August." The United States required prepayment of both domestic and sea postage on packet letters, whether conveyed by British or American packet, in retaliation for the British Post Office practice of charging 1/- sea postage on letters sent by American packet.

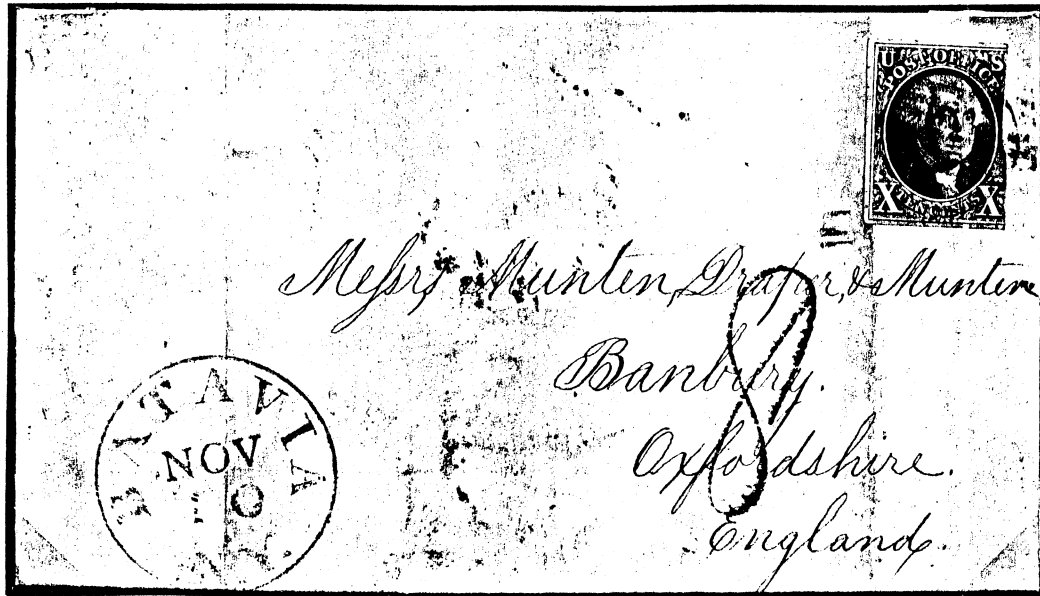
The stamps on this cover overpay by 1¢ the 10¢ rate for over 300 miles to the port plus 24¢ sea postage. In addition, 1/- (as noted in manuscript) was collected from the addressee for British packet postage.

TRANSATLANTIC MAIL

RETALIATORY PERIOD

July 5, 1848, to January 2, 1849

4 DE 1848  
LIVERPOOL  
SHIP



Mailed on November 10, 1848, from Batavia, New York. The 10¢ stamp was sufficient to pay the U.S. internal postage to any point on the East coast. Prepayment of the 24¢ packet rate was required during this period; therefore, the letter could not be forwarded by either British or American packet. The only remaining alternative was to send it by private ship from an East coast port.

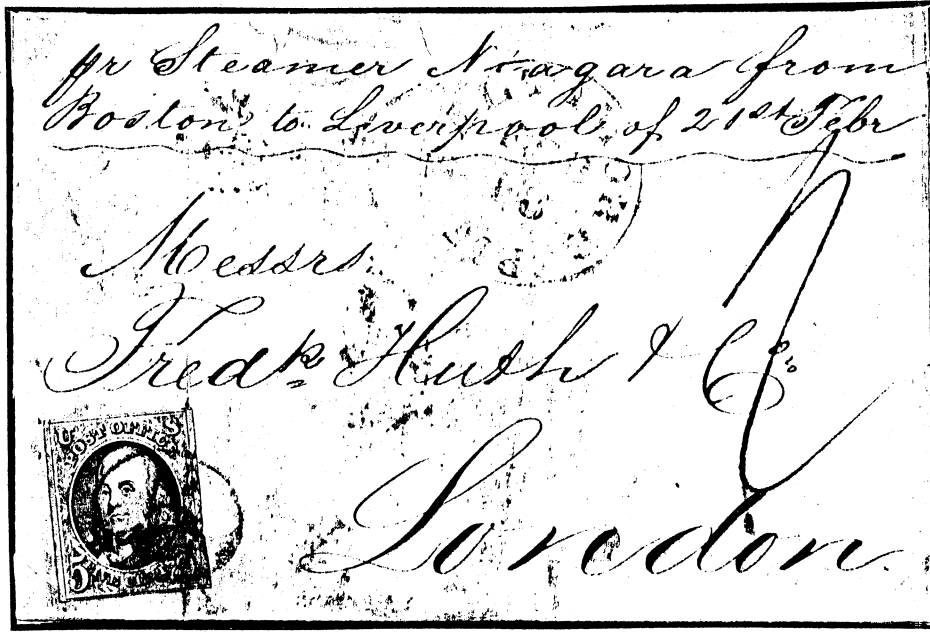
It was received at Liverpool as a ship letter and was struck on the back with the boxed ship letter handstamp of Liverpool on December 4, 1848. The handstruck "8" represented the inclusive fee for an incoming ship letter from the port of entry to the destination, which had been in effect since 1840.

Five such covers have been recorded.

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



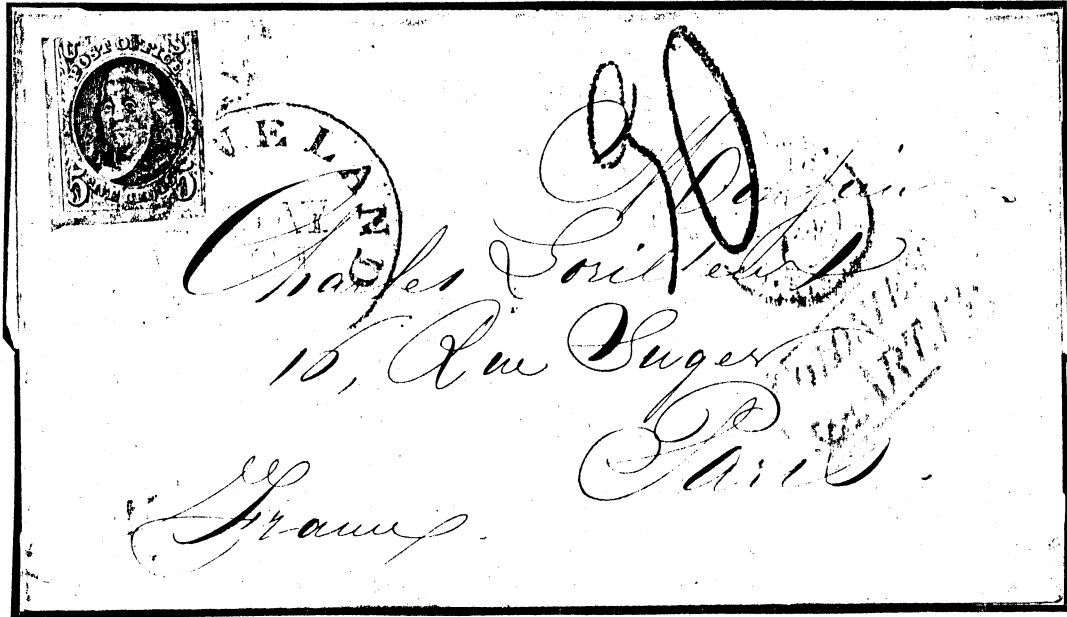
Mailed from Baltimore on February 18, 1849. The specific provisions of the United States - Great Britain Treaty took effect with the February 21, 1849, sailing. The 5¢ stamp was insufficient to pay the 10¢ postage by mileage to Boston under the restored rates in effect from January 3 to February 20, 1849. The treaty rate of 24¢ to Great Britain had to be either fully prepaid or fully collect. No partial payments were recognized. Therefore, the 5¢ stamp was wasted and the letter was rated 1/- due. It is probable that the new rates and requirements of the treaty, which had just been announced, were misunderstood by the sender.

Although the division of the 24¢ (1/-) postal rate had been agreed upon, the accountancy handstamps usually seen on later-transatlantic mail covers were not put into use at this early date.

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



From Cleveland, Ohio, on May 31, 1851. The 5¢ stamp pays the internal U.S. treaty rate to the port of departure, New York City, although the distance is considerably over 300 miles. This rate is often misleadingly called the "shore to ship rate."

Prior to February 21, 1849, the U.S. domestic rate applied, and 10¢ would have been required to pay the postage over 300 miles.

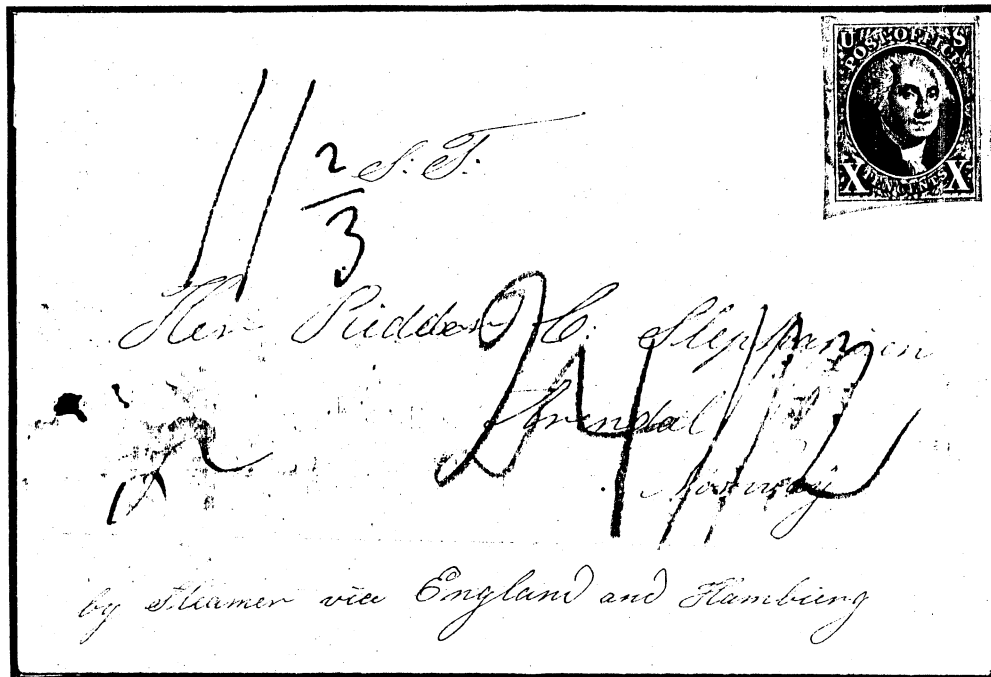
By French standards this letter was double and was therefore rated 30 decimes due by handstamp.

Covers to France :

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



Letter from Norfolk, Virginia, dated March 15, 1850, addressed to Norway "by Steamer via England and Hamburg." Norway was among the countries to which the 5¢ internal treaty rate applied. Apparently the sender did not realize that 5¢ postage would have been sufficient under the treaty. Therefore, he used a 10¢ stamp which would have ordinarily been required for the domestic rate for over 300 miles to the port.

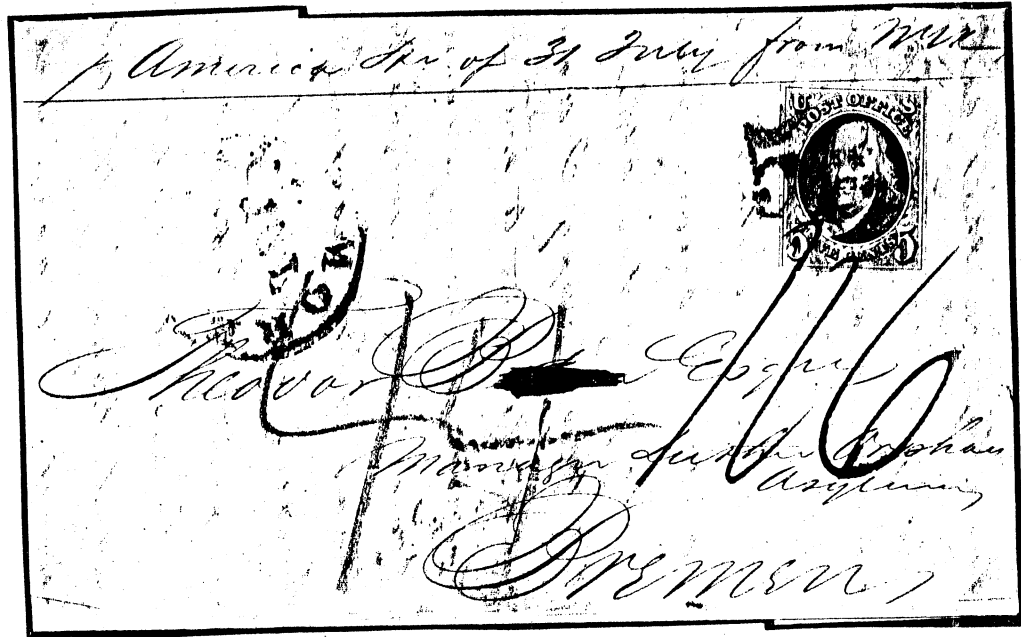
The manuscript "1/2" represented postage to Hamburg via England, including 8¢ packet postage. The postal charge from Hamburg to Norway was "11 2/3" groschen. The total of these amounts was "24" groschen, as noted in red. This sum, equal to 61 Norwegian skilling, plus local postage of 5 skilling, was collected from the addressee.

This is the only 1847 cover known used to a Scandinavian country.

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



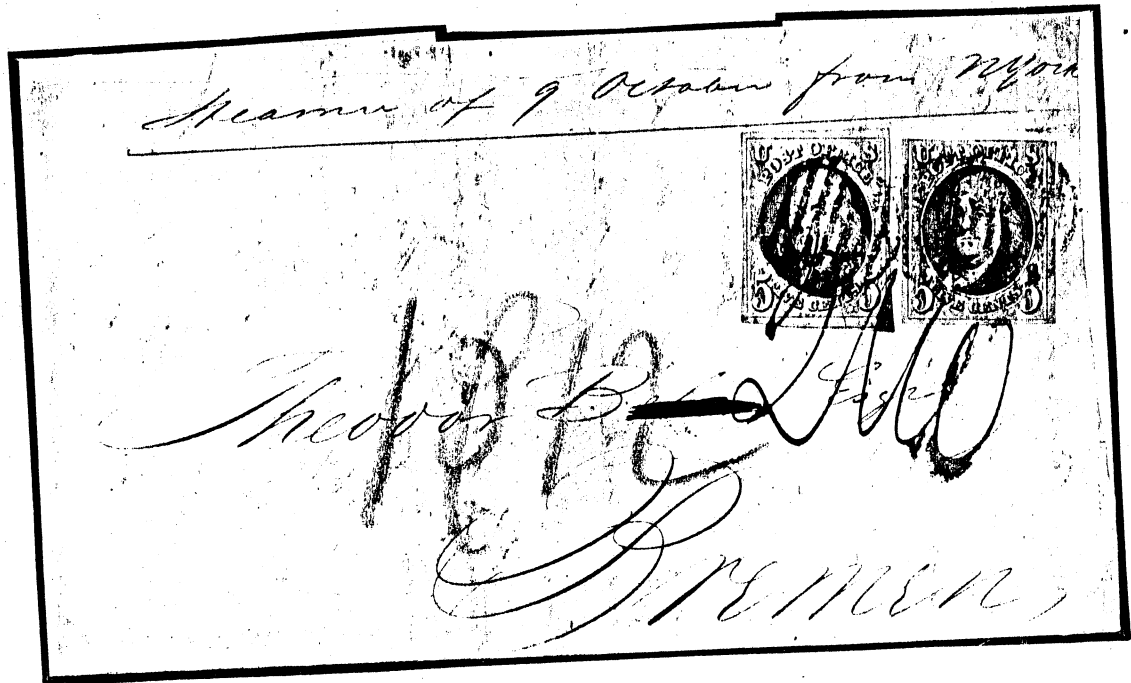
From Baltimore on July 31, 1850. The 5¢ stamp paid U.S. treaty internal postage to the port. From England the letter went via Anglo-Prussian closed mail under the treaty of October 1, 1846. Charges were 6d basic international rate per  $\frac{1}{2}$  oz., transatlantic packet rate of 8d per  $\frac{1}{2}$  oz., and Belgian transit of 2d under  $\frac{1}{4}$  oz.

Since the letter was over  $\frac{1}{4}$  oz. but under  $\frac{1}{2}$  oz., the Belgian transit rate was 4d (double) for a total of 1/6, as shown in black manuscript. This amount represented the debit to Prussia by Great Britain, and was equal to 36 Bremen grote. A transit charge of 8 grote per  $\frac{1}{2}$  oz. from Prussia to Bremen was added for a total of 44 grote, as shown in red, to be collected from the addressee.

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



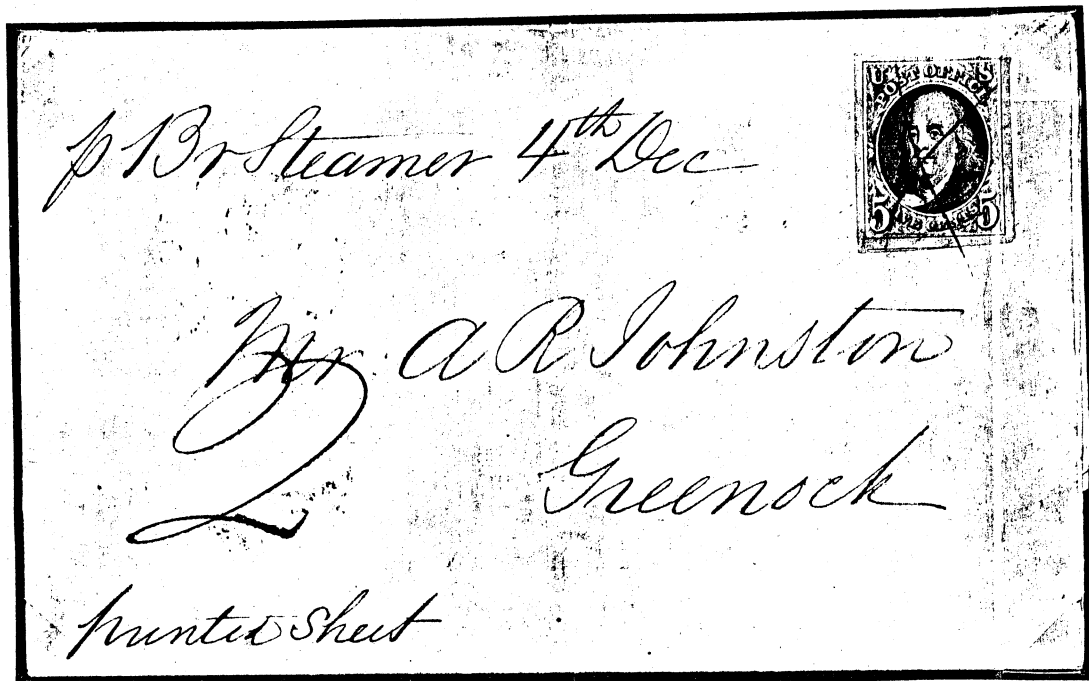
From Baltimore on October 9, 1850. This was a double weight letter ( $\frac{1}{2}$  to 1 oz.) by U.S. and British rules, and therefore prepaid 10¢ to the port. It was a triple weight cover under the Belgian system, and hence was charged 6d transit (plus 1/- basic rate and  $\frac{1}{4}$  packet), for a total of "2/10" British debit to Prussia. Transit postage of 16 grote (double) from Prussia to Bremen to make a total due of 84 grote or "1 $\beta$  12" (1 rix thaler, 12 grote).

Although there was a direct service between the United States and Bremen, many correspondents preferred sending letters by British packets, because of their greater frequency and dependability.

TRANSATLANTIC MAIL

TREATY PERIOD

February 21, 1849, to July 1, 1851



Under the provisions of the U.S.-Great Britain Postal Convention of 1849, pamphlets, periodicals, and printed circulars could be sent "from the United Kingdom to the United States, and vice versa, at 2 cents of United States postage each if they do not exceed two ounces in weight .... to be collected in all cases in the United States; and the same will be subjected to an additional like charge in the United Kingdom when not exceeding two ounces ...." (U.S. P. O. Tables and Instructions, June 19, 1849).

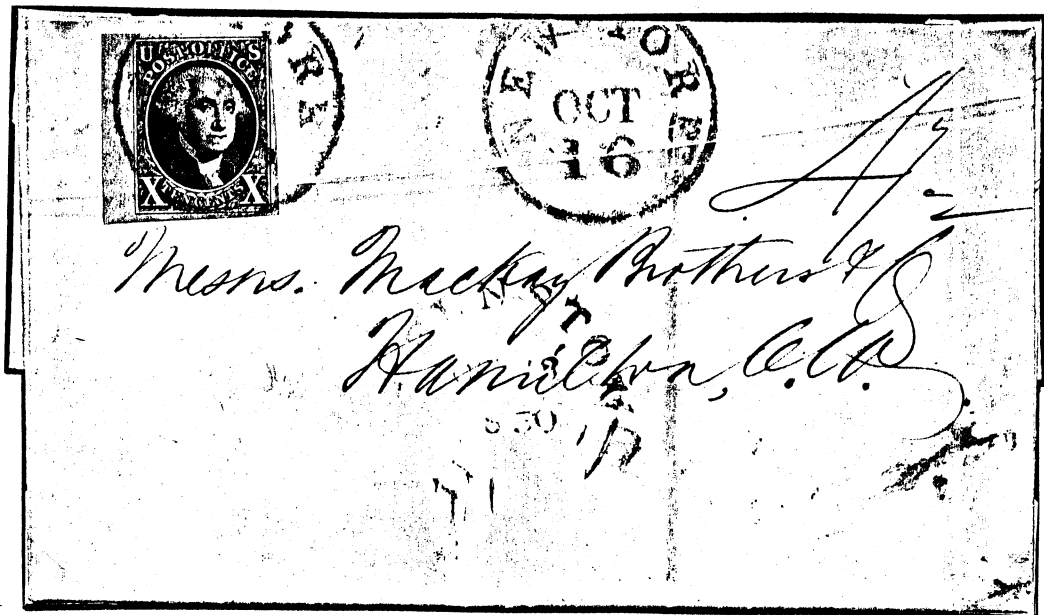
Prepayment was required in the country of origin. The postage due to the country of destination was collected from the addressee. The entire amount could not be prepaid.

(Figure 2)  
This circular, was mailed from Charleston, South Carolina, on December 4, 1850. The 5¢ stamp overpays the U.S. 2¢ circular rate. It was rated 2d due by the British Post Office. This is the only recorded example.



COLOR OF CANCELLATION

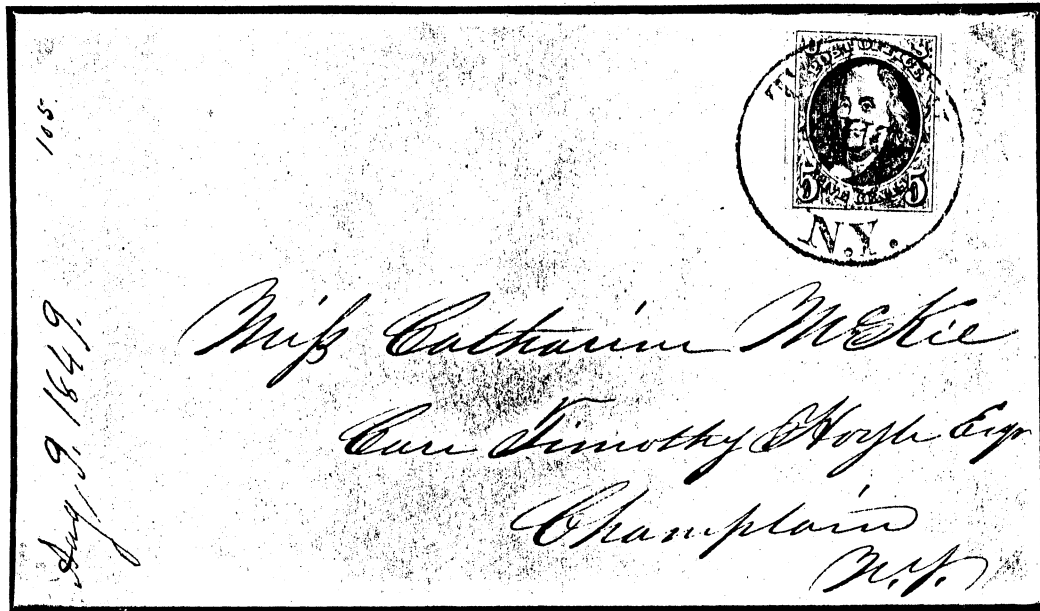
RED



*"It did not take most postmasters long to discover that red was the one color that satisfactorily cancelled both values.... perhaps 75% are found with red cancellations." Dr. Carroll Chase.*

COLOR OF CANCELLATION

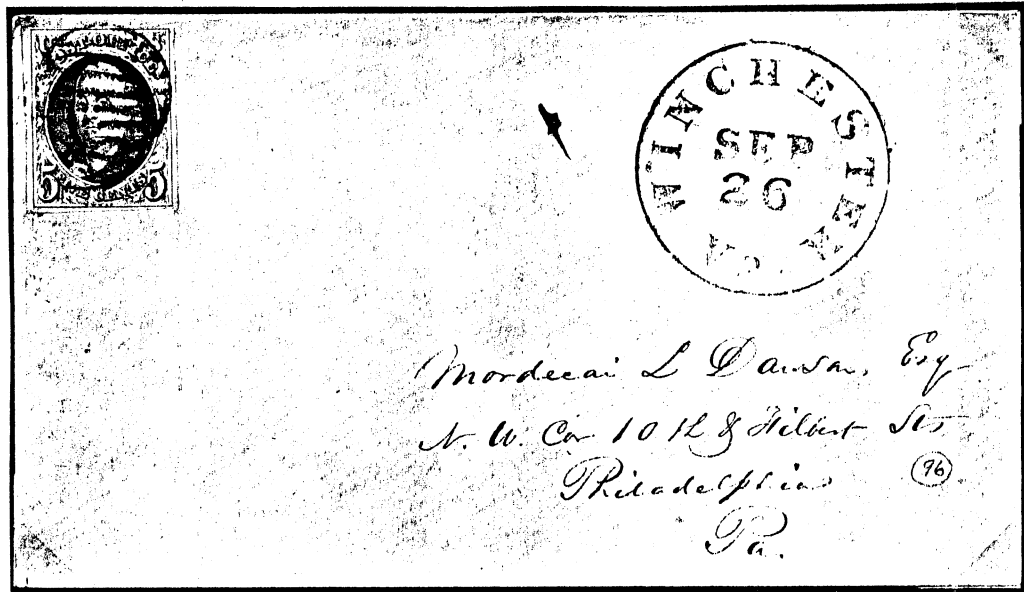
BLUE



*"Prior to the issuance of the stamps, each postmaster followed his own whim in choosing the ink. Blue was the next most popular color (after red), perhaps 15% being thus cancelled." Dr. Carroll Chase.*

COLOR OF CANCELLATION

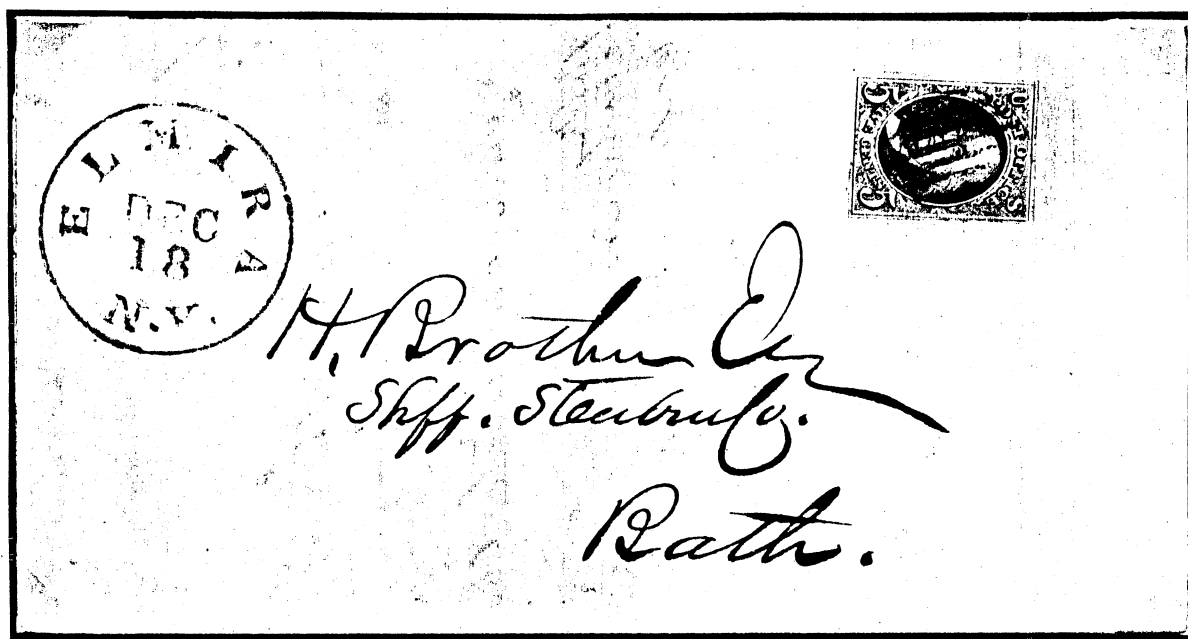
BLACK



*"Black cancellations are uncommon, but not rare...." Dr. Carroll Chase.*

COLOR OF CANCELLATION

ORANGE



*Orange is red with yellow added. Most orange cancellations are a medium size, as here.*

COLOR OF CANCELLATION

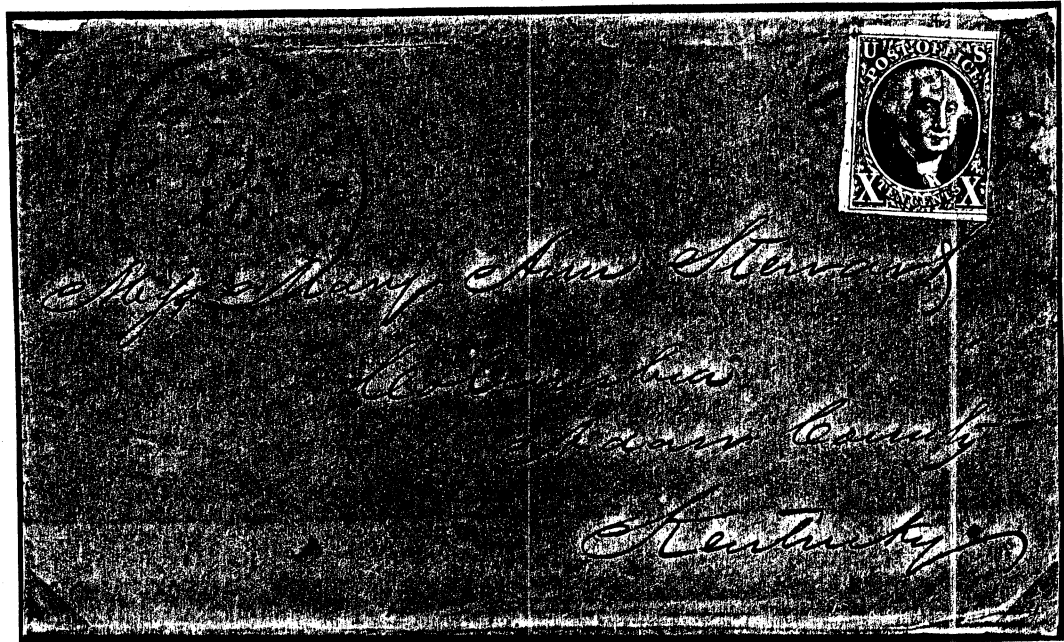
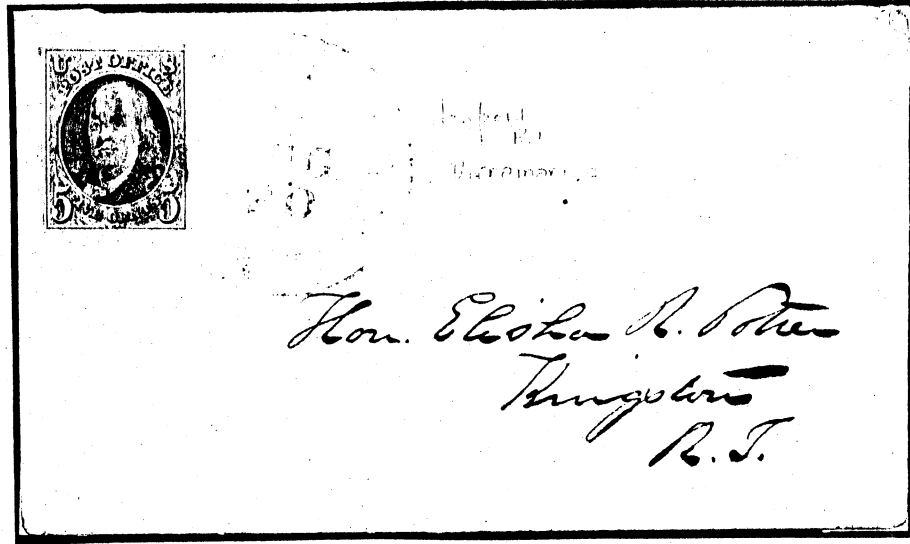
BROWN



*Brown is red or orange with black added. It is a fairly rare color cancellation. Most browns are of a medium size, as here.*

CO L O R   O F   C A N C E L L A T I O N

U L T R A M A R I N E

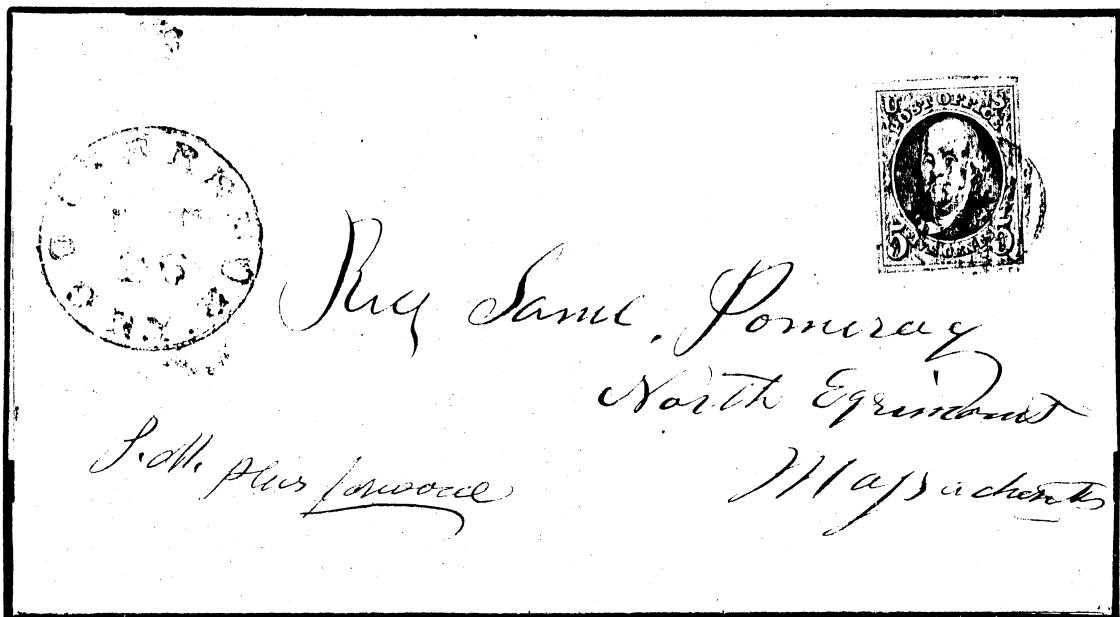
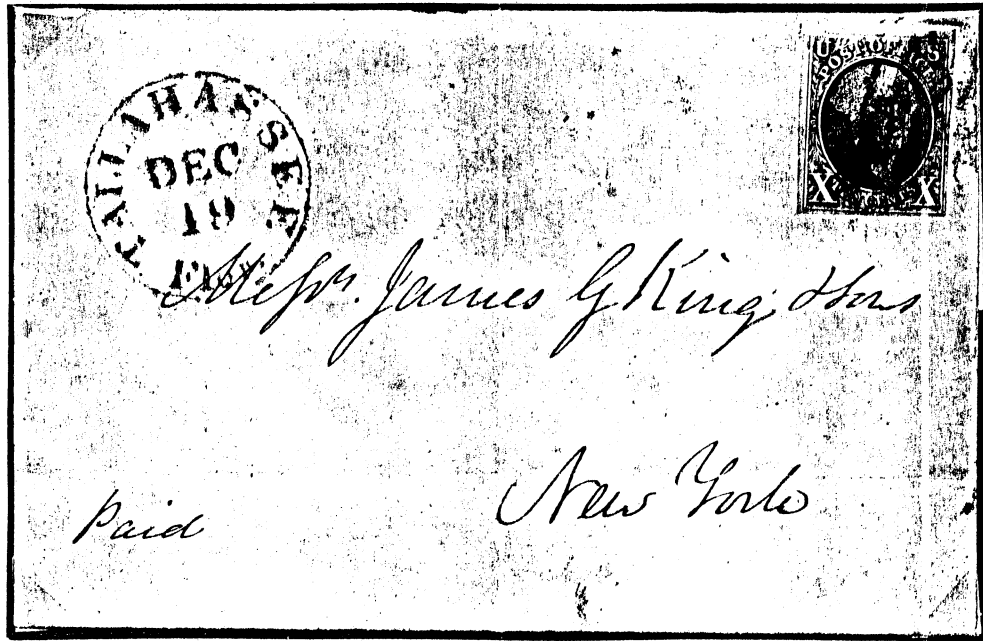


*"A few stamps have been seen, all off cover, cancelled in an undoubted ultramarine, entirely different from any of the ordinary blue cancellations." Dr. Carroll Chase (1916).*

*"The 10¢ stamp is known on a Newport cover, with a violet postmark known as 'ultramarine'." Elliott Perry (1930).*

COLOR OF CANCELLATION

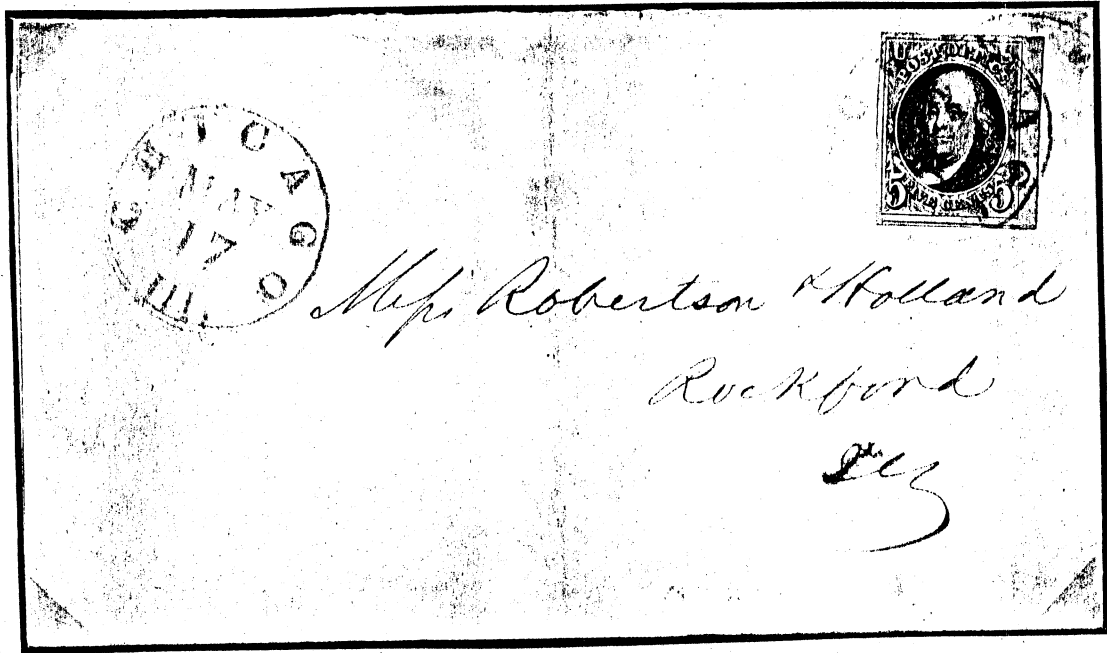
GREEN



"A few towns used green, but seldom if ever throughout the life of the issue." Dr. Carroll Chase.

COLOR OF CANCELLATION

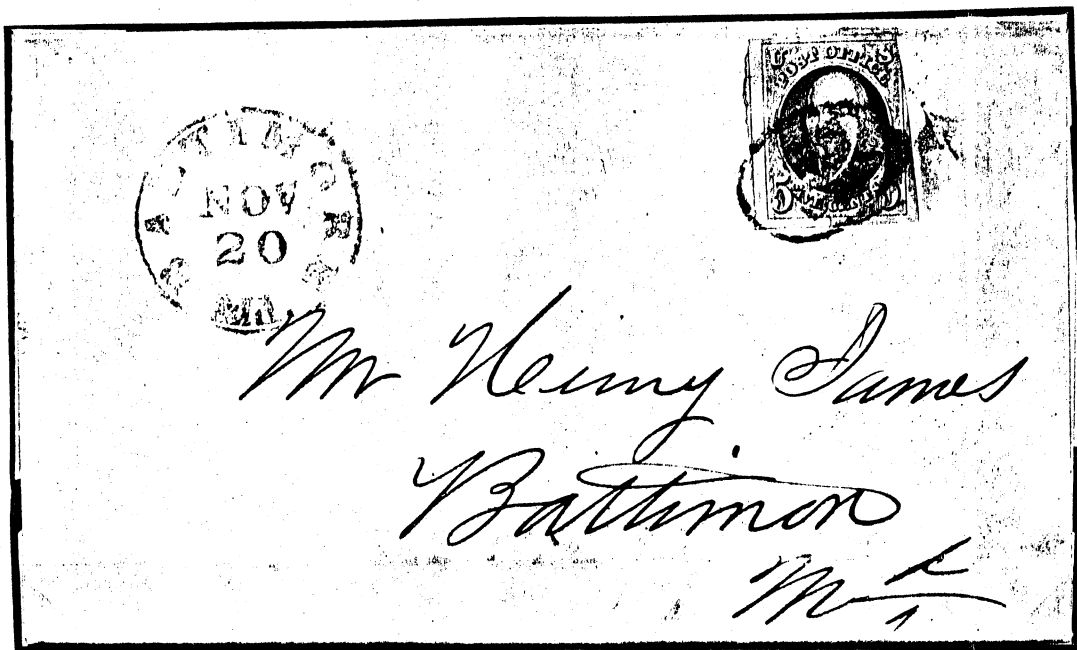
"CHICAGO PINK"



*"The 'pink' is the rarest of the color cancellations."  
- Dr. Carroll Chase.*



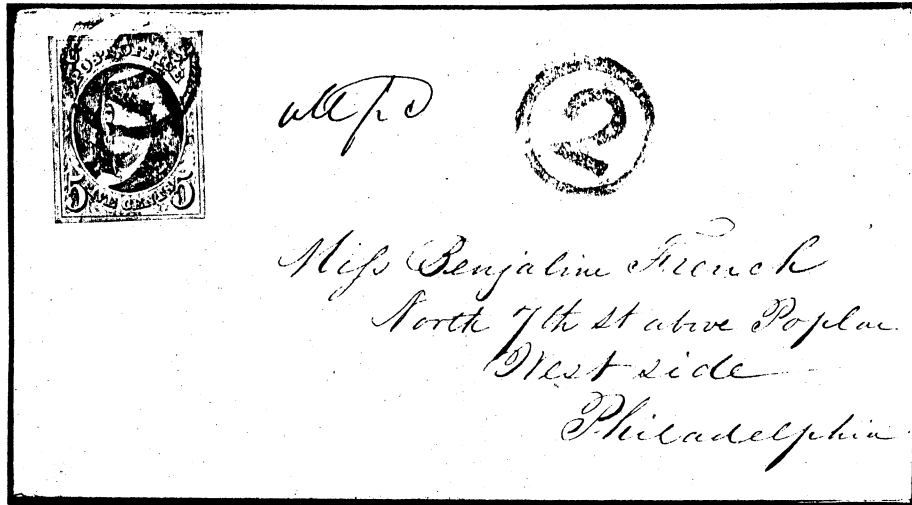
2¢ DROP LETTER



*From Baltimore on November 20, 1849. Covers of this period from Baltimore often bear a characteristic blue oval rate marking enclosing the rate figure "5" or "10." Drop letters (those addressed to the same post offices at which they were mailed) were rated only two cents. The oval "2" handstamp was used in rating such letters.*

*The 5¢ stamp overpays the 2¢ drop rate. This is the only example known from Baltimore.*

2¢ DROP LETTER



*This cover to Miss Benjamin French does not have a Philadelphia townmark, but does have the encircled "2" marking used at Philadelphia on drop letters.*

*There was an official carrier service at Philadelphia charging a 1¢ fee each way to or from the post office. The manuscript notation "all pd" probably instructs the carrier that the 5¢ stamp is sufficient to pay not only the 2¢ drop rate but also the additional 2¢ in carrier fees to and from the post office.*

2¢ DROP LETTER

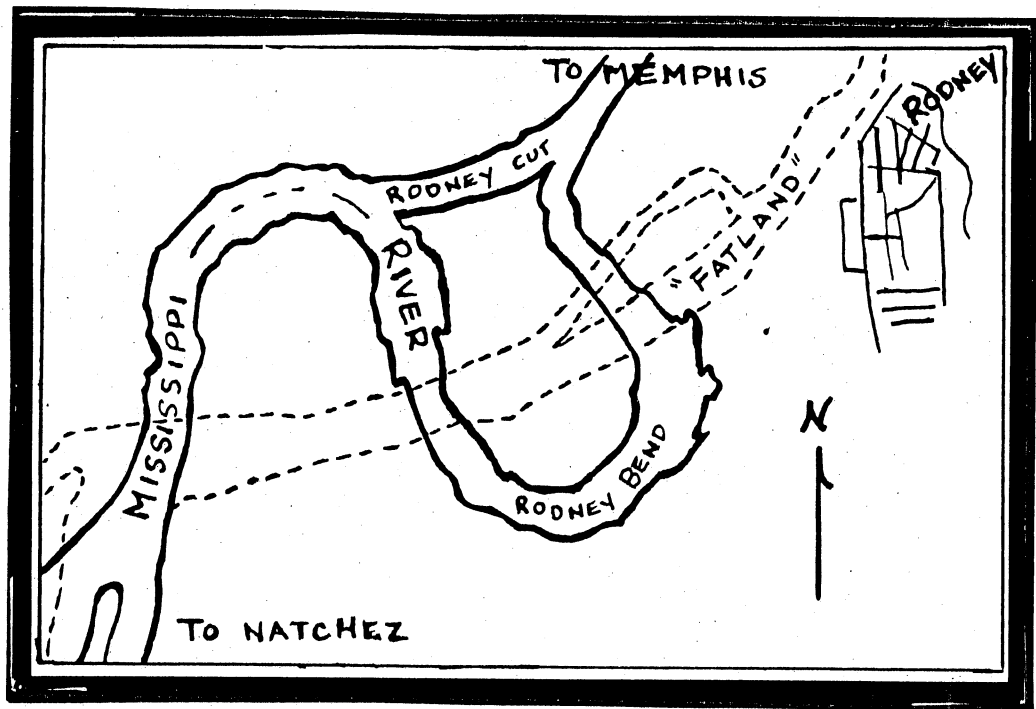
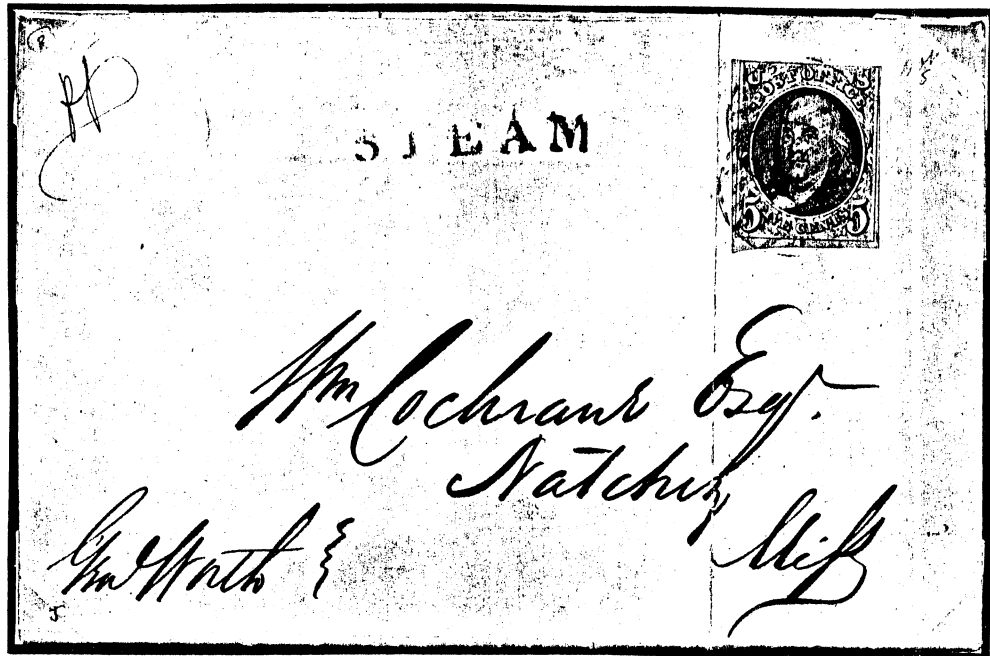


*The drop letter rate was 2¢, but no stamp of that denomination was included in the first issue of postage stamps. Many examples are known of the bisection of the 10¢ stamp to pay the 5¢ rate, but no examples of a 5¢ stamp bisected to pay the 2¢ rate have ever been found.*

*This cover has no townmark, but its origin in New York City is established by the 13-bar grid cancellation used only at New York City.*

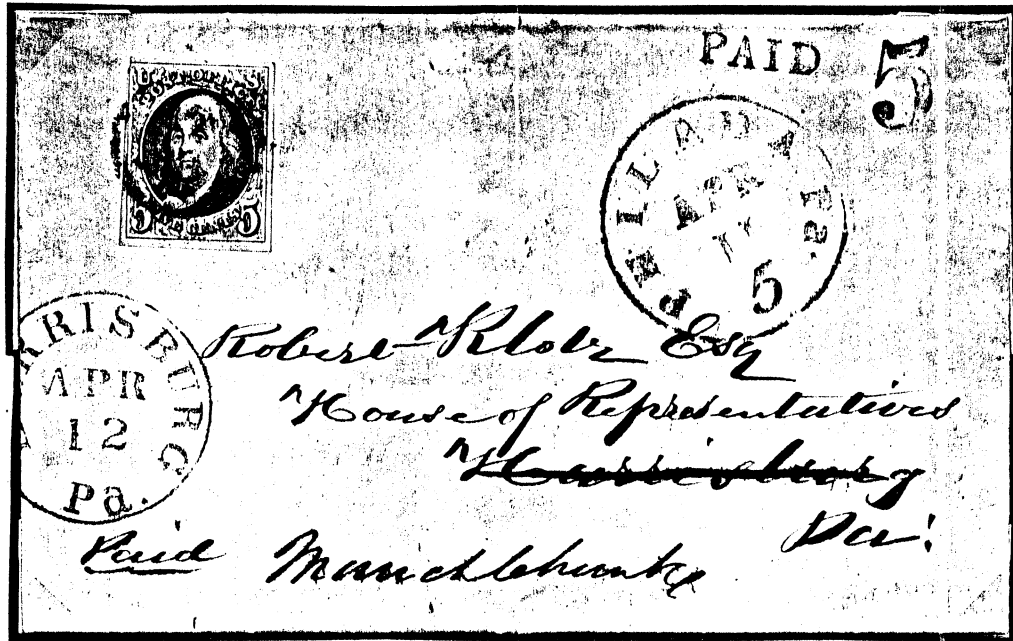
MISSISSIPPI PACKET

"GENERAL NORTH"



The dateline on this letter is Rodney, Mississippi, now a ghost town. The map shows how Rodney was left high and dry after the Mississippi River suddenly changed its course in 1865. More cotton was shipped from Rodney in the 1850's than any other river port.

FORWARDED



From Philadelphia on April 11, 1849. Letters were not forwarded free of charge during the 1847 period. They were charged an additional fee based on weight and distance from the point of forwarding to the new destination just as if the letter had originated at the point of forwarding.

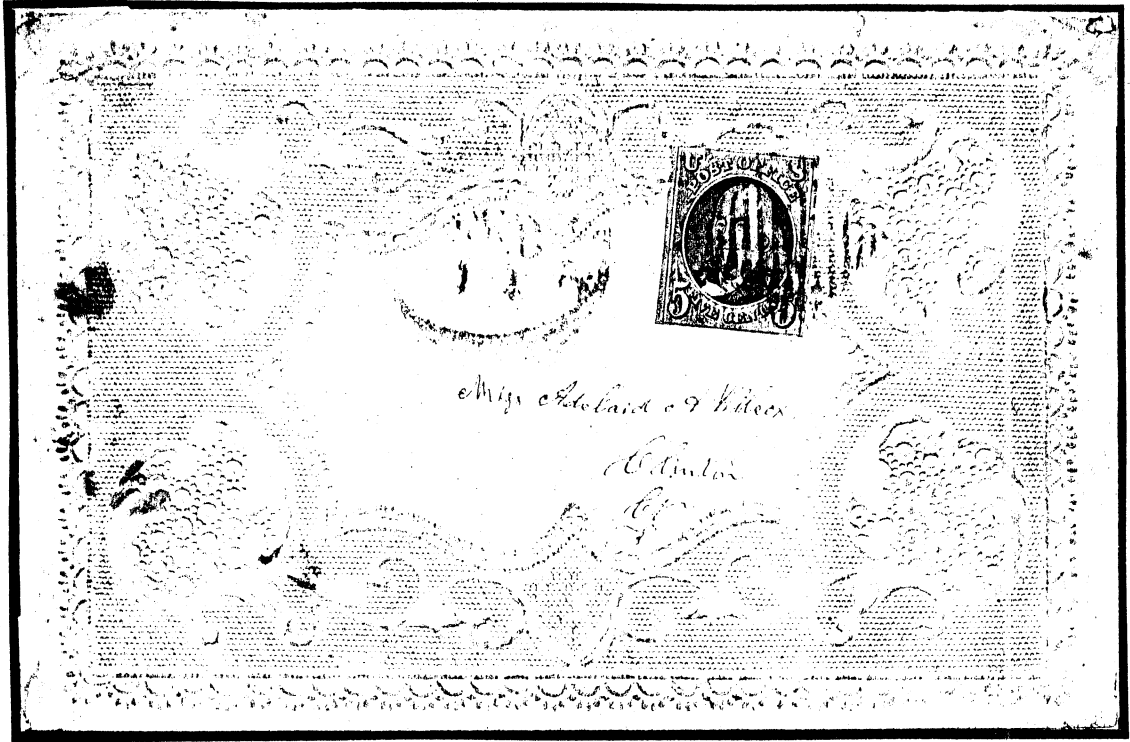
The 5¢ stamp paid the postage to Harrisburg. Someone at the House of Representatives there paid an additional 5¢ in cash and forwarded the letter to Mauch Chunk, Pennsylvania.

MISSENT AND FORWARDED



*Letters which were missent through a post office error were forwarded free of charge. This letter from Mobile, Alabama, to Haverhill, New Hampshire, was delivered to the Hanover, New Hampshire post office by mistake. The postmaster at Hanover, in accordance with instructions, wrote "missent to & forwarded" and struck his office townmark.*

VALENTINE COVER



*Valentines are the only greeting cards sent during the currency of our first stamps. The valentines at this time were hand painted with an appropriate verse copied from a commercial book of poems.*

*This valentine is postmarked "Feb. 14" but any time during February was considered proper.*



Forget-Me-Not.

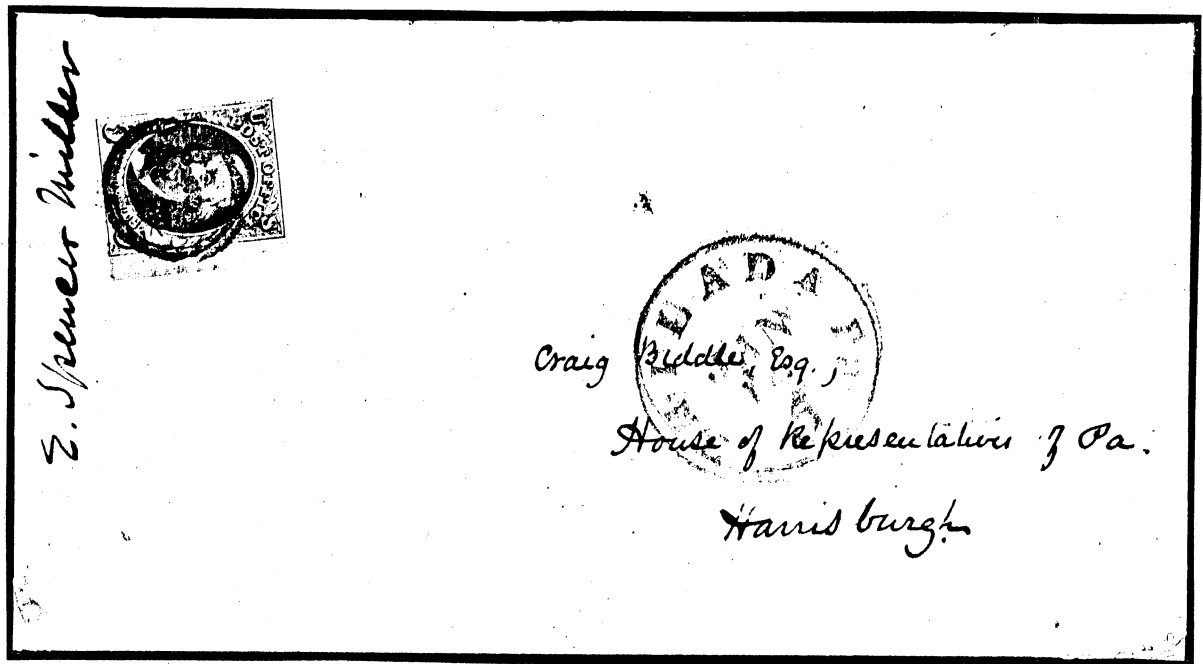
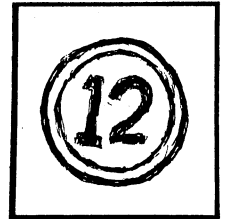
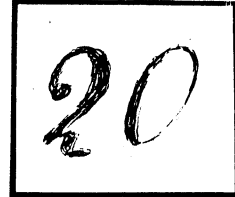
To poor of thee I'd be content  
I'd share with thee the humblest lot  
No other fortune would I prize  
Then gentle maid's Forget-Me-Not.

St. Valentine's Day



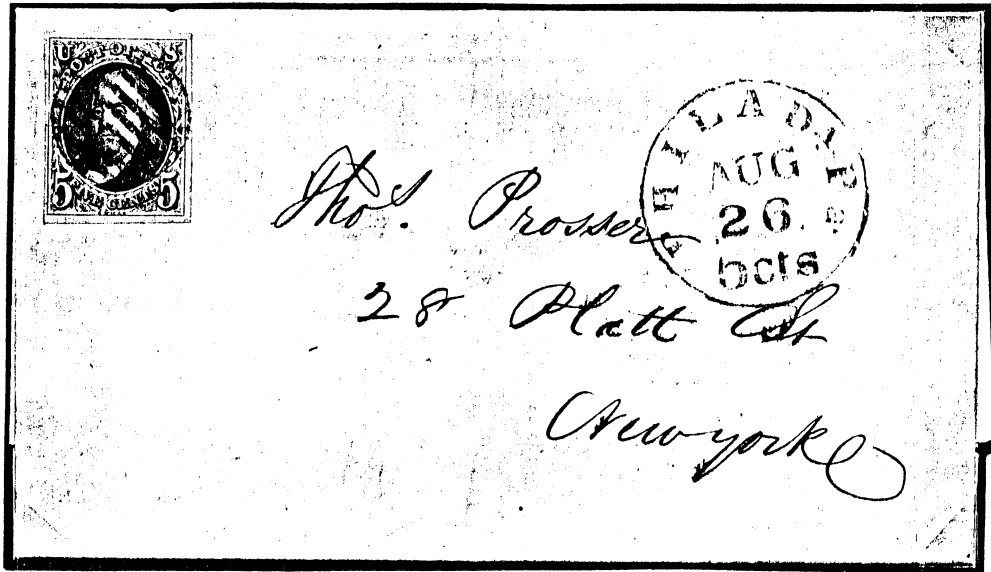


PHILADELPHIA



*Rating handstamps used on stampless letters were occasionally pressed into service as devices to cancel stamps, as shown here.*

PHILADELPHIA

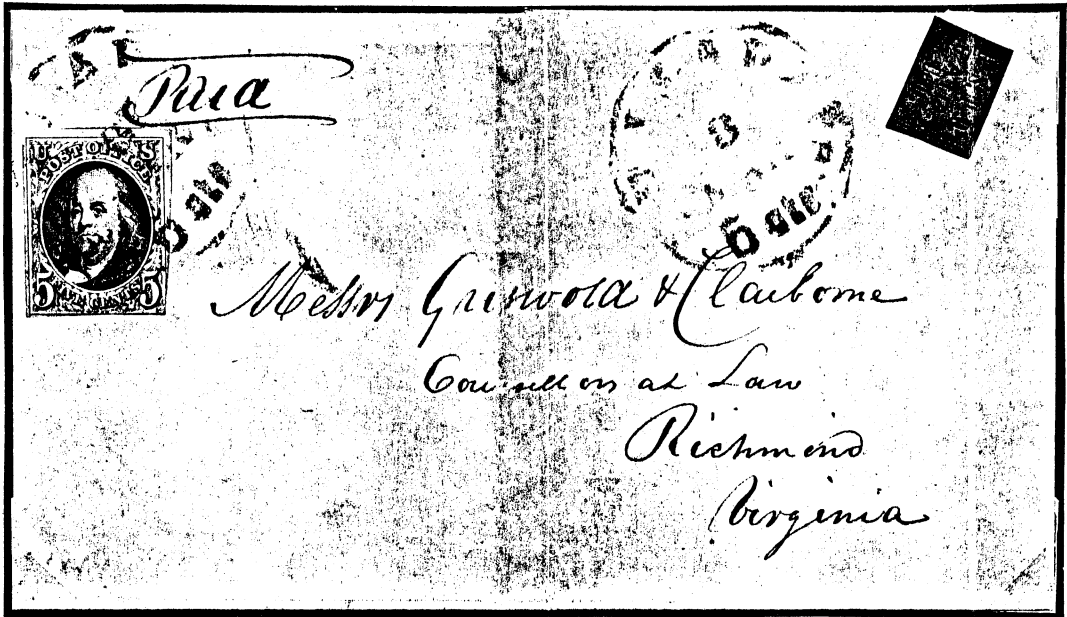


*This letter was mailed on August 26, 1847. The stamp is orange brown.*

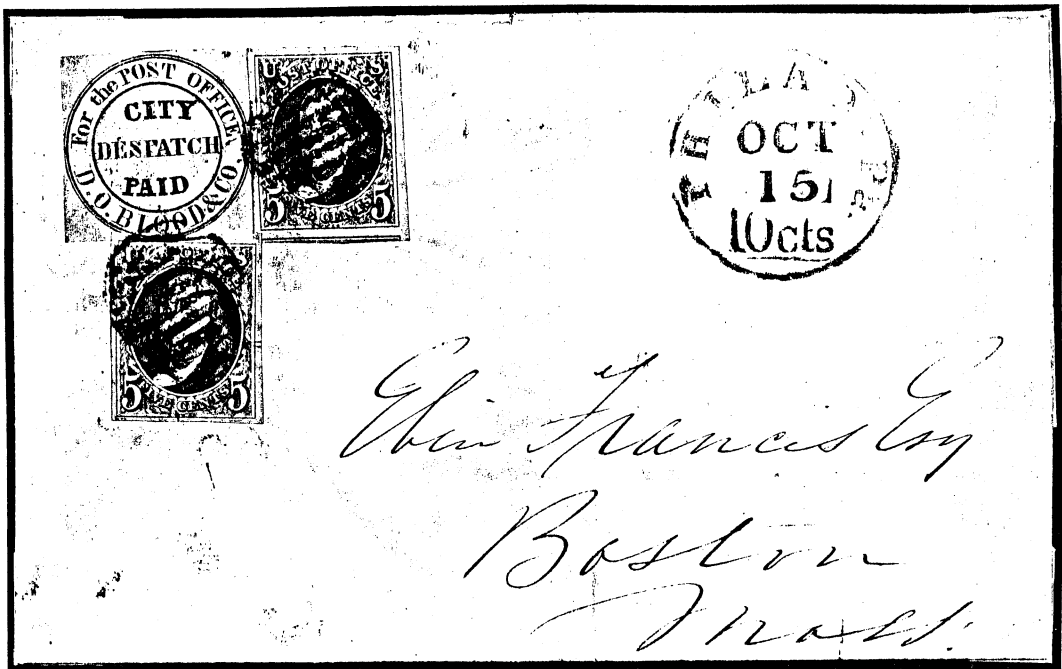
*Philadelphia was the second largest commercial center and used about three-fourths as many stamps as New York City.*

*"An instrument" furnished to certain post offices, for canceling the new stamps, was the seven bar enclosed circular grid. Philadelphia received its first supply of stamps on July 9, 1847, and the earliest known use of this official grid is from Philadelphia on July 12<sup>th</sup>.*

PHILADELPHIA

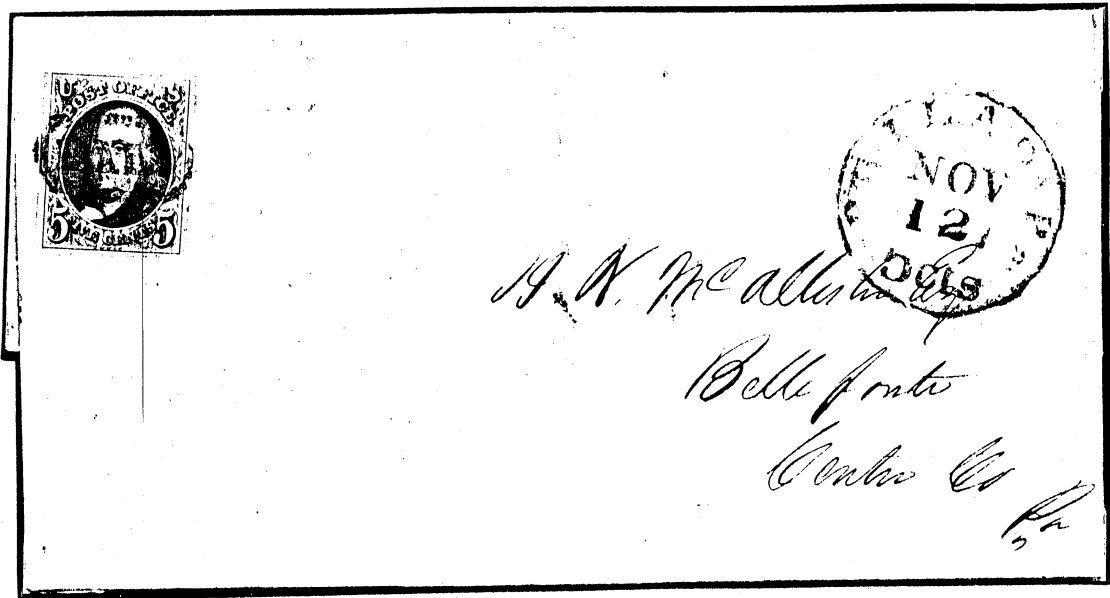
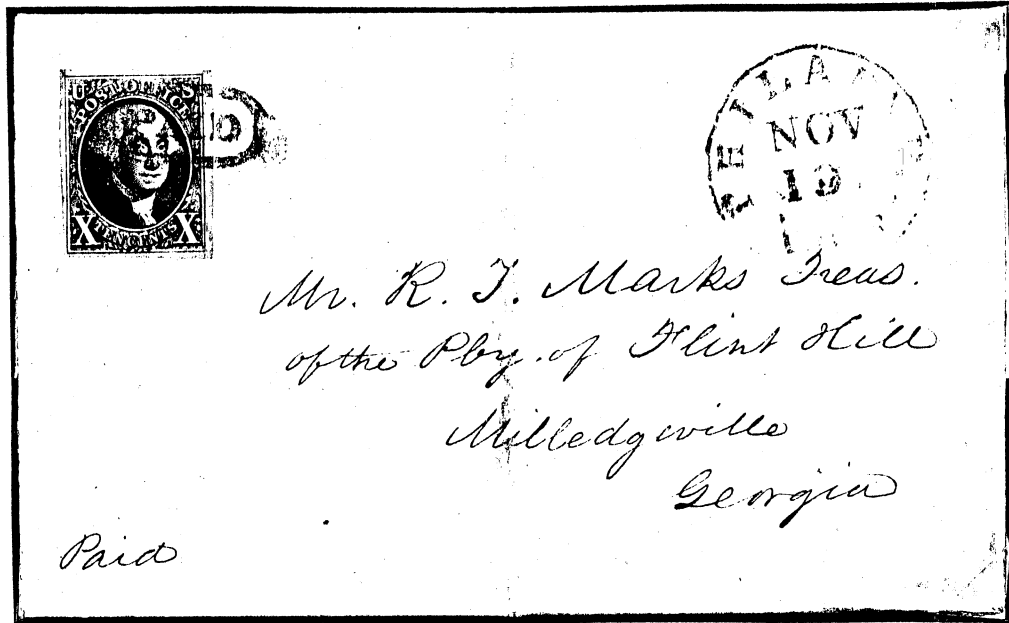


*The U. S. P. O. D. provided official carrier service to the one central post office for an additional fee of 1¢, evidenced by the small red stamp.*



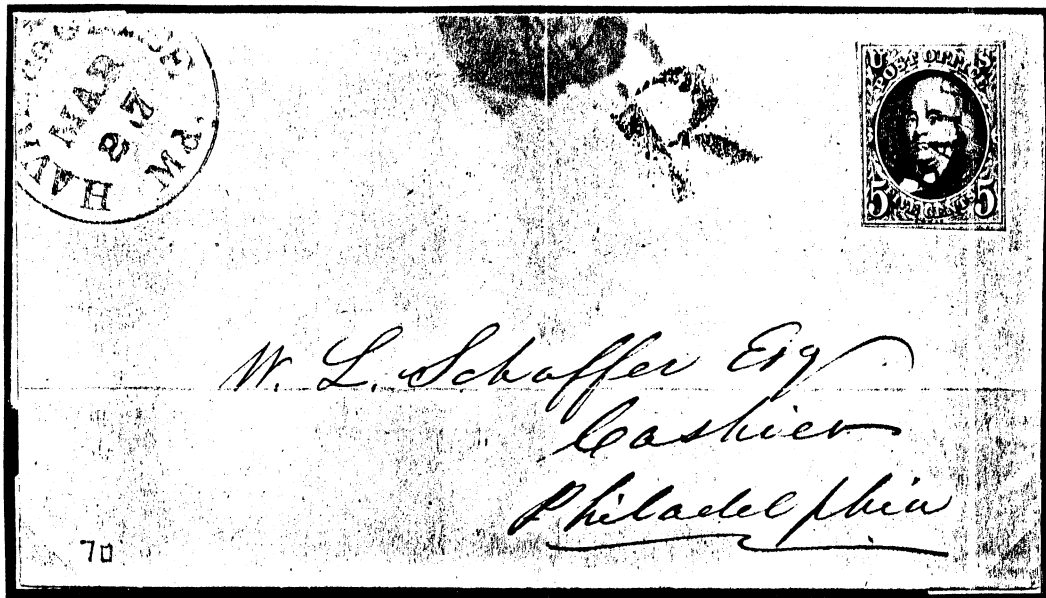
*The local companies also provided competitive service. Blood's City Dispatch was the largest independent offering the same service.*

PHILADELPHIA

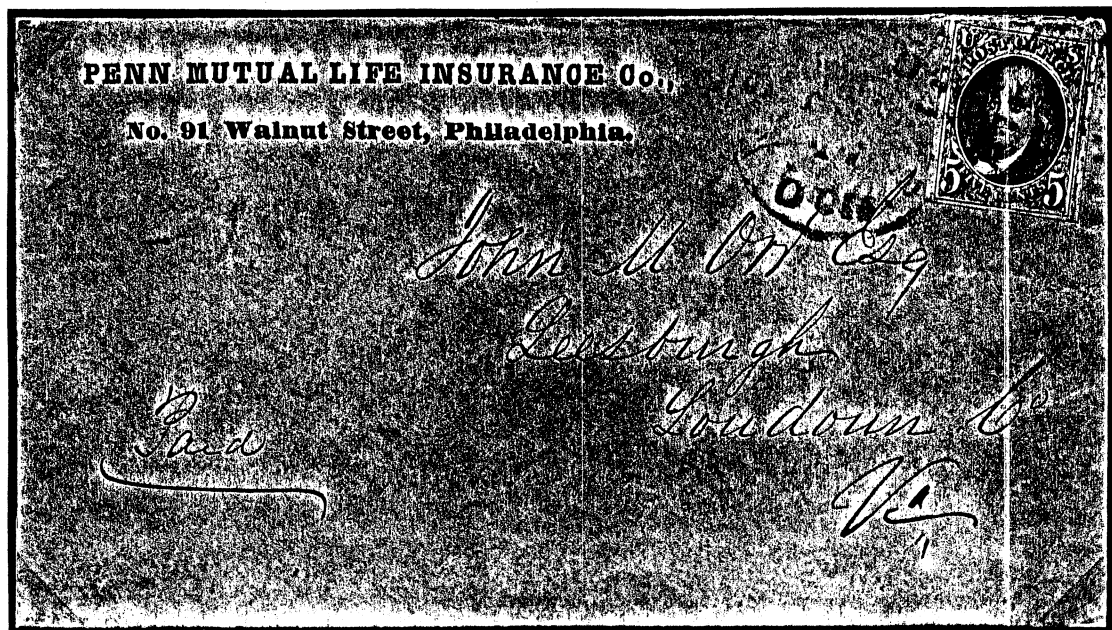


This distinctive handstamp PAID had been used on stampless mail prior to the time stamps came into use. The Philadelphia postal clerks used the new 7 bar grid provided by the Post Office Department to cancel stamps only during their first month of use. Thereafter, they used the old PAID handstamp as an obliterator, as shown here.

PHILADELPHIA



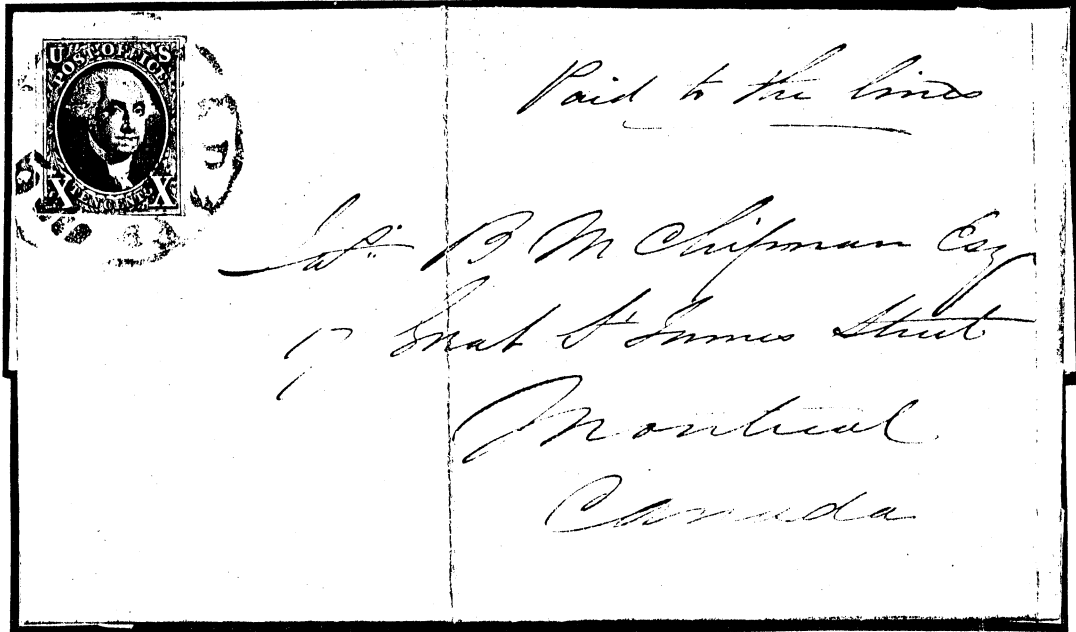
The large blue "R" was applied at Philadelphia upon arrival at that office. This indicated a letter containing money or a financial transaction; such letters were given special care. It is a forerunner of the registry system that was adopted in the 1850's.



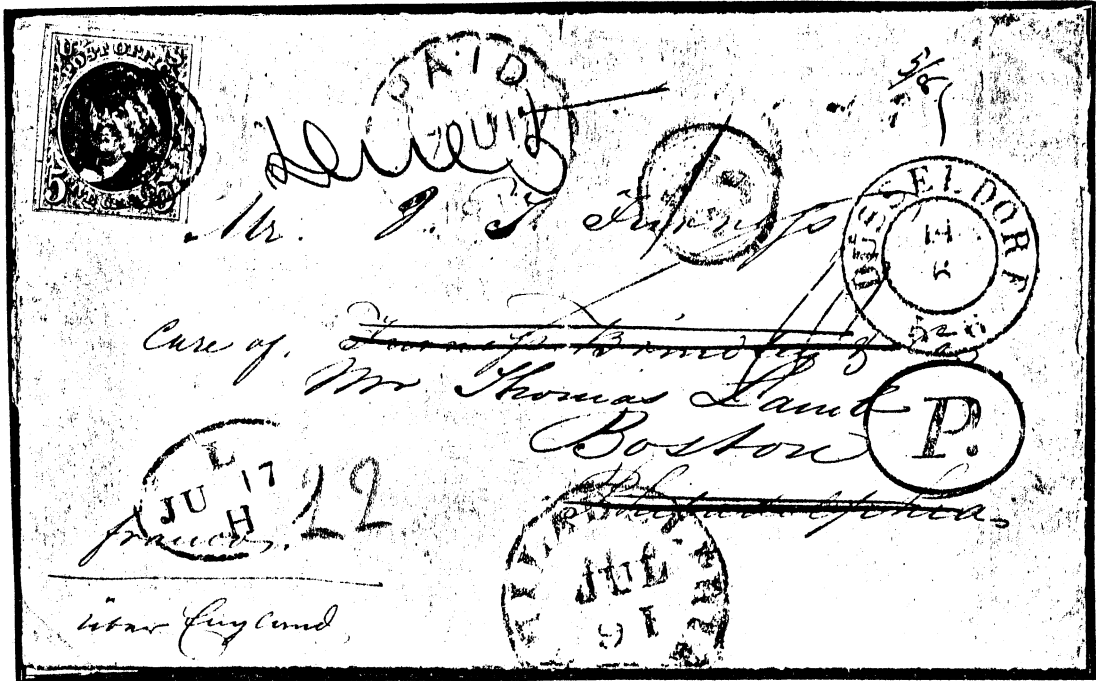
Corner cards and illustrated envelopes were just beginning to be used in the late 1840's. This Penn Mutual envelope is an early usage.

PHILADELPHIA

TO CANADA - FROM GERMANY

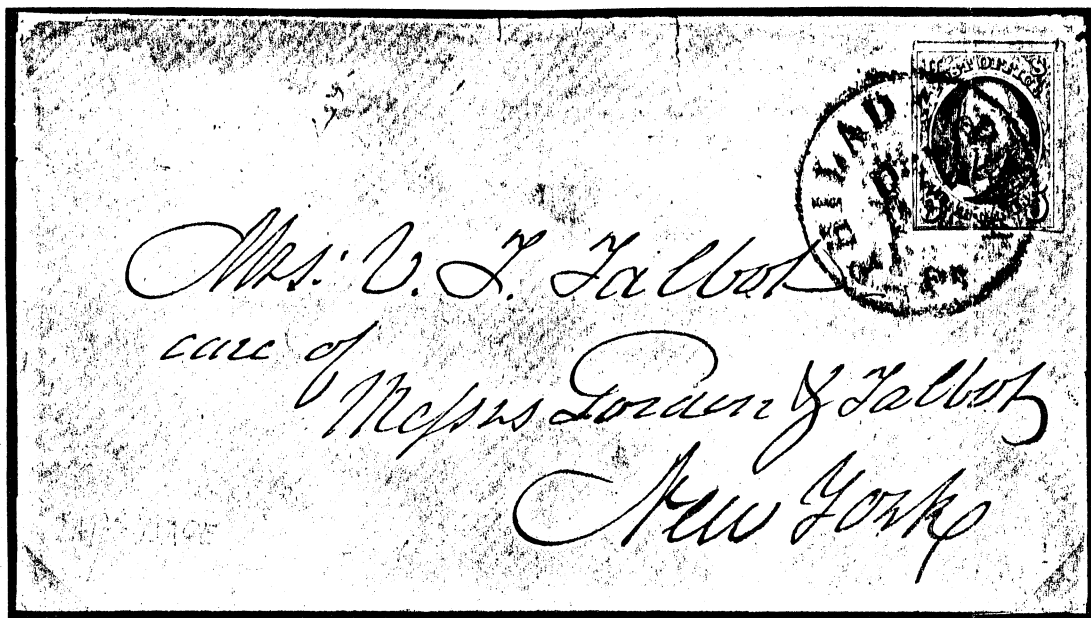
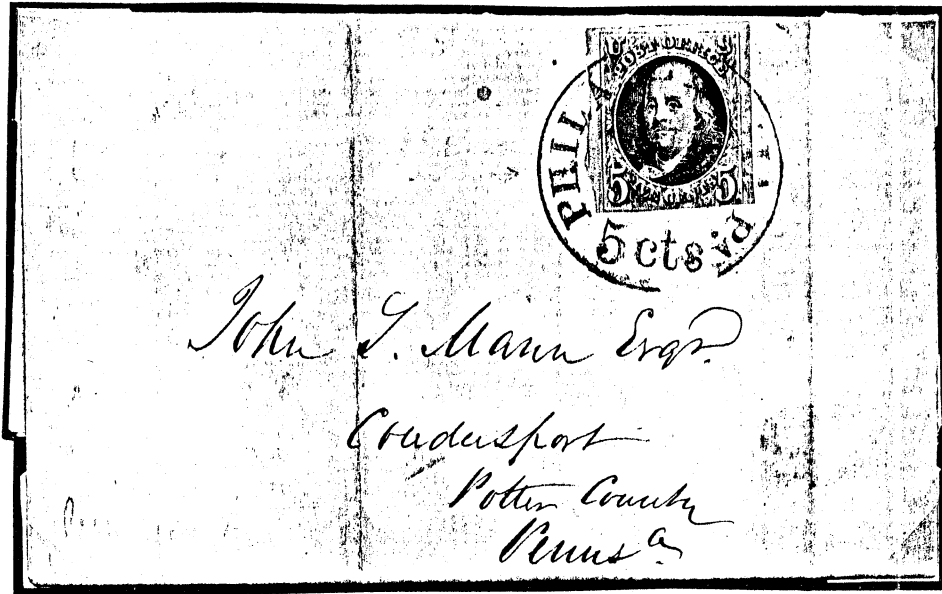


The 10¢ paid through rate to Canada went into effect April 6, 1851. This cover, posted April 8 so soon afterwards lacks the "U. STATES" origin mark, and the "4½" pence found on covers posted prior to April 6<sup>th</sup>.



This cover arrived stampless from Dusseldorf with 12¢ due, which was paid in cash. It was then forwarded to Boston with a 5¢ stamp. The rate to Boston was 10¢; hence the manuscript "Due 5."

PHILADELPHIA

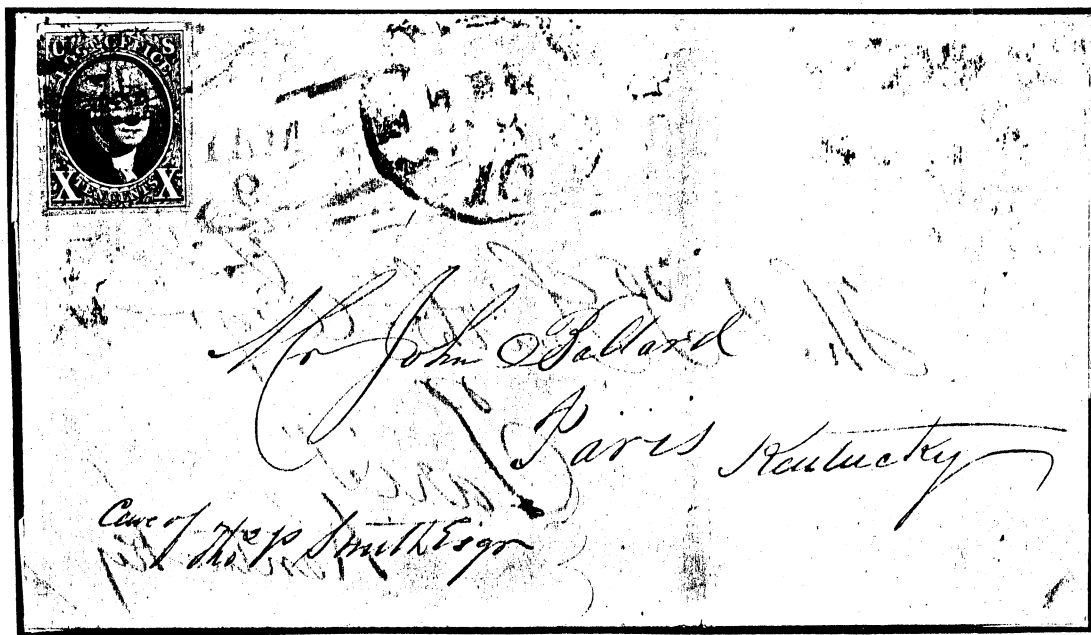
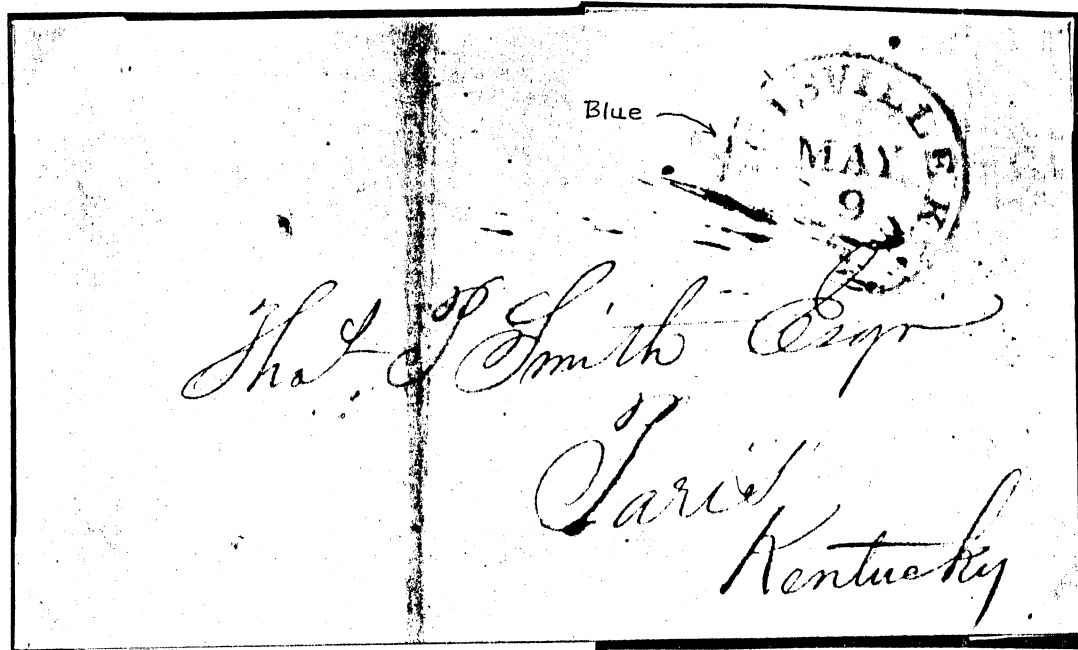


The 1847 issue was no longer valid for postage after June 30, 1851, but illegal uses accepted as valid are well known. The top cover is a folded letter year dated 1852, but even if the year were not evident, this type town-mark is of a date used after demonetization.

The bottom cover with the black townmark is known to be a late usage, since only blue was used during the four years in which the stamps were current.

PHILADELPHIA

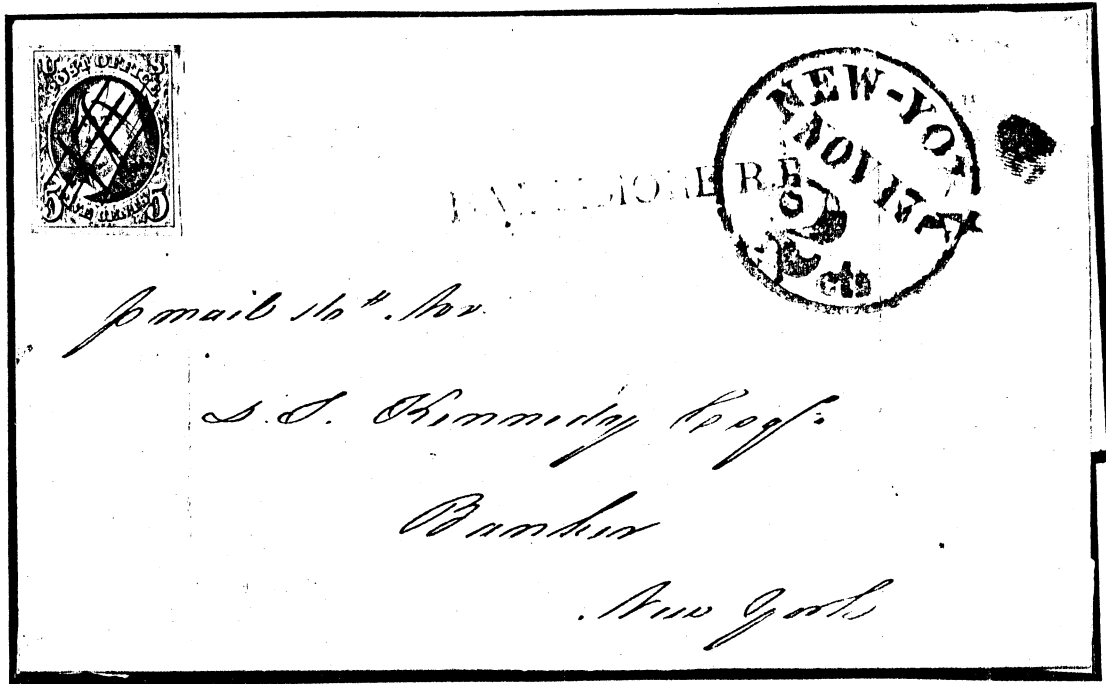
T U R N E D C O V E R



*This cover was sent from Louisville to Paris, Kentucky, as a stampless, unpaid 5¢ letter. It found its way to Philadelphia, where it was turned and re-addressed to Paris, this time being prepaid with a 10¢ 1847 stamp. The photograph at top shows the stampless cover on the other side of the stamped cover.*



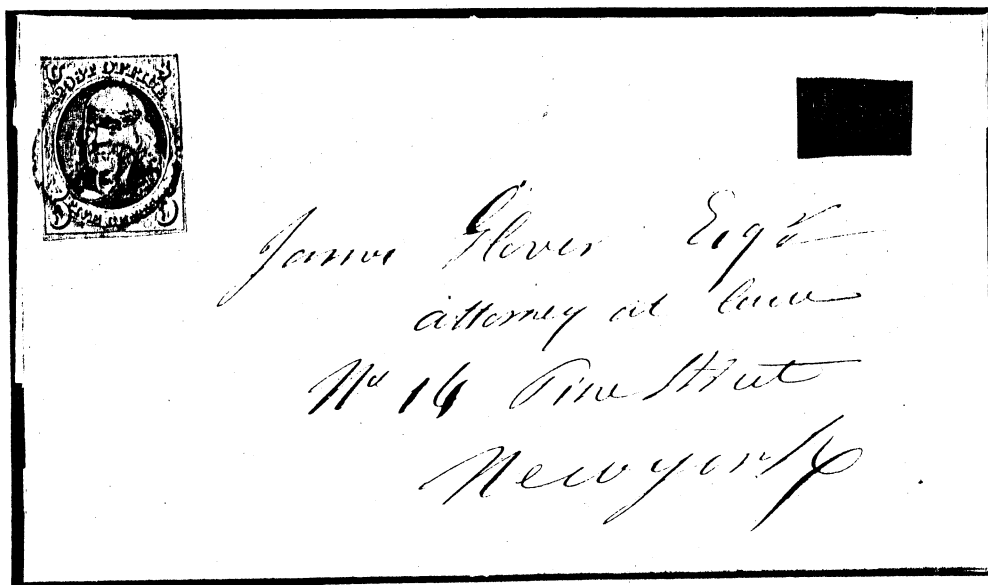
NEW YORK CITY



November 17, 1849

The letter originated at Baltimore and was handed to the route agent there. Evidently the sender asked him to expedite delivery so that it would reach the addressee by Saturday, the 17<sup>th</sup>. The route agent therefore kept the letter separate and gave it directly to the clerk handling drop letters on arrival at the New York City Post Office. This clerk cancelled the stamp with the blue ink typical of New York City and struck the drop letter postmark.

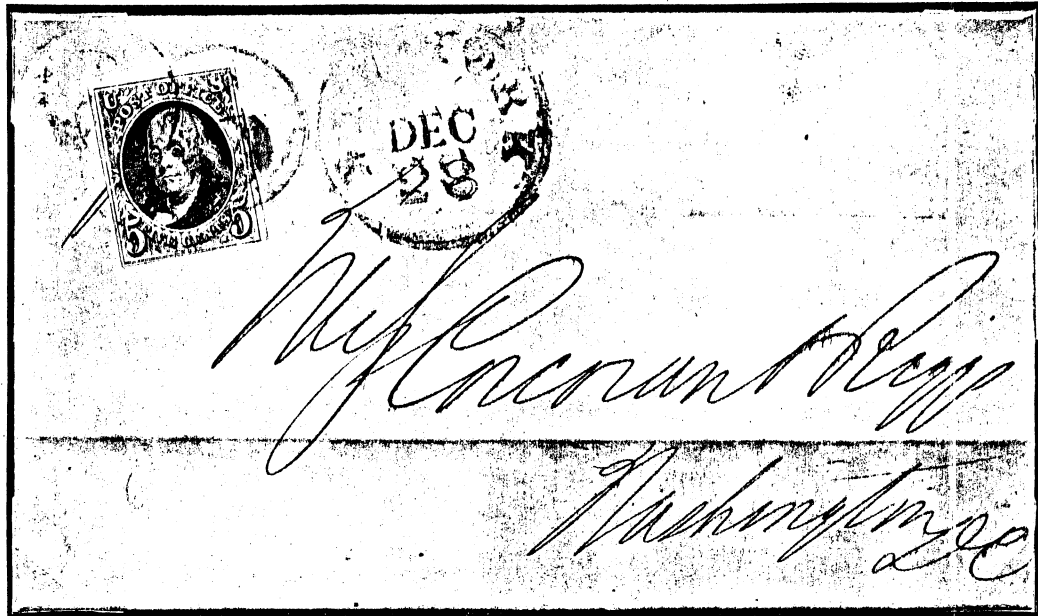
NEW YORK CITY



October 21, 1850

*This rating handstamp was designed for use on stampless letters at the single rate of 5¢ for less than 300 miles. Its use as a canceller is accidental and unusual.*

NEW YORK CITY

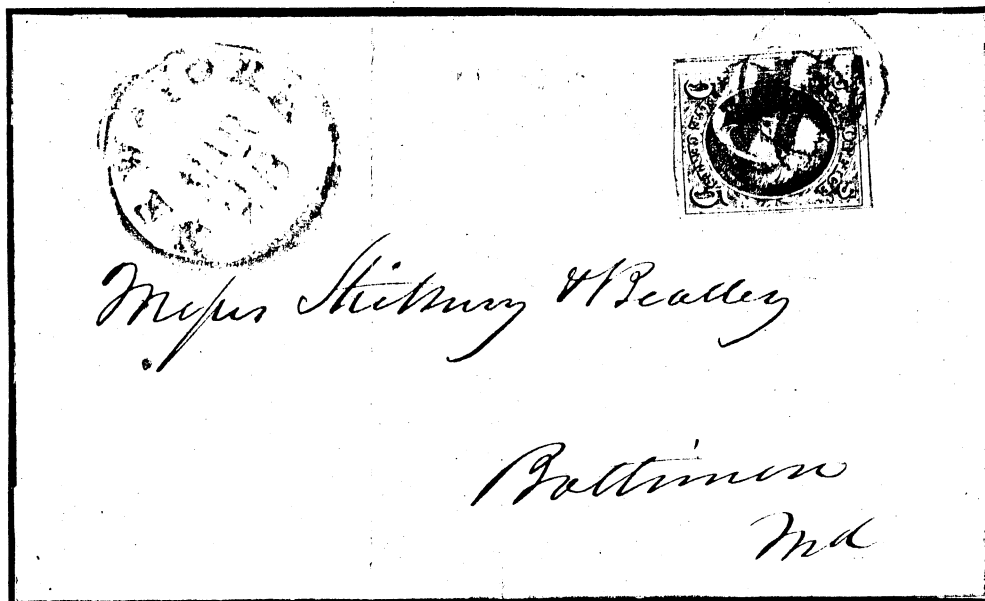
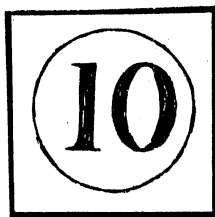


December 28, 1848

The encircled "6" handstamp was used on incoming ship letters as the rating mark. The ship letter fee for such letters delivered at the port at which they were landed was 6¢.

This rating stamp was pressed into service as a canceller in emergencies.

NEW YORK CITY



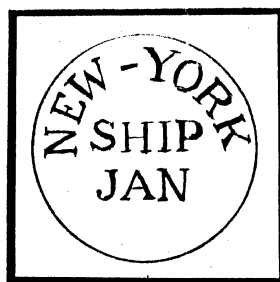
March 25, 1849

The encircled "10" handstamp used to cancel this stamp was one of a series of rating handstamps of similar design used at New York City.

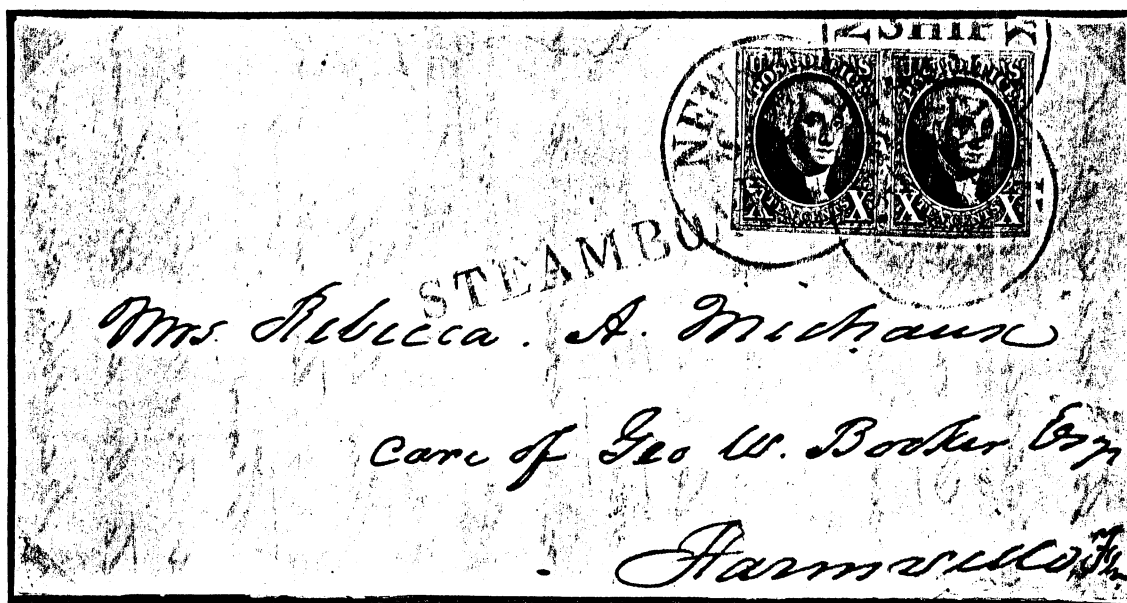
It occurs most often on stampless mails of Canadian origin reaching New York in the through bag from Montreal and was struck to indicate U.S. postage due - in red, until April 6, 1851. Thereafter it was used on letters both to and from Canada as a due marking - in black.

Its use simply as a canceller on ordinary mail is uncommon.

NEW YORK CITY



STEAMBOAT

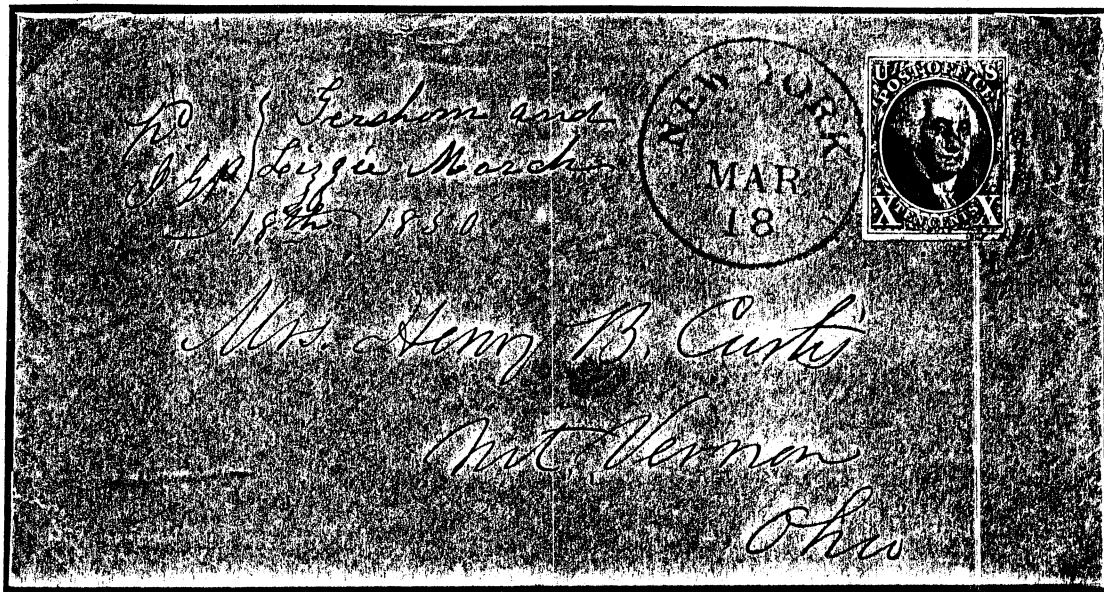
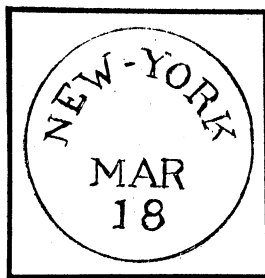


January x, 18 - x

*This ship letter postmark was normally used on ship letter mail from overseas received at New York City from private vessels. Its use on a cover with 1847 stamps is most unusual.*

*The "STEAMBOAT" marking indicates that the letter was carried into New York by a non-contract steamboat and sent from there to Florida through normal mail channels.*

NEW YORK CITY

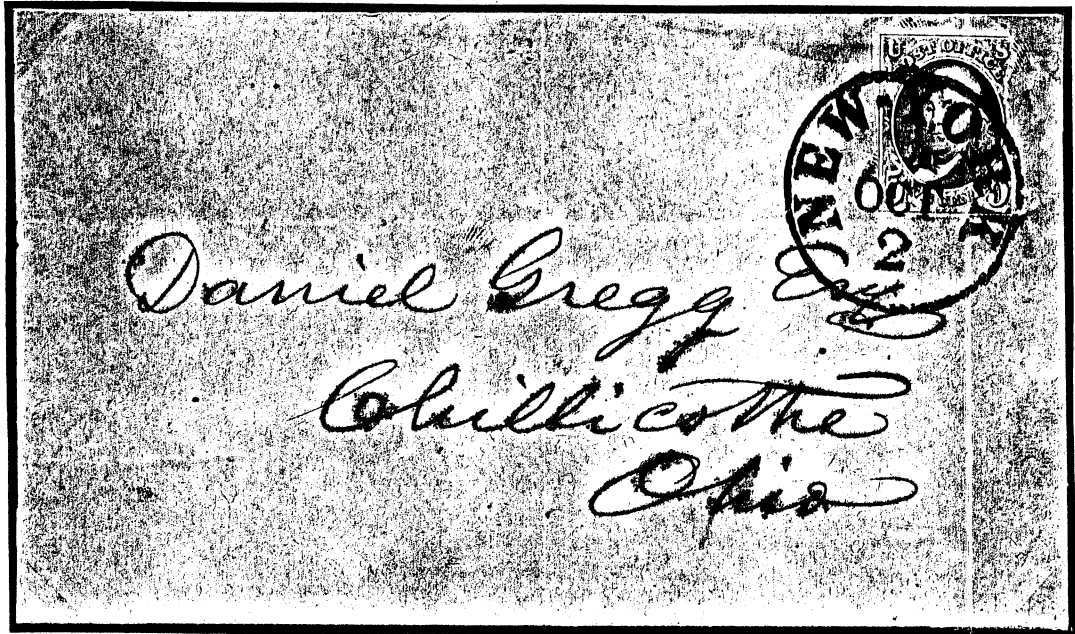
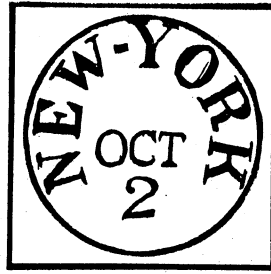


March 18, 1850

*This townmark is known as the first type of "Ocean Mail" postmark. It was normally used on letters from New York to California by sea, although it occasionally was struck on ordinary mail, as here.*

*The instrument was the one formerly used on incoming ship letters, except that the word "SHIP", which had appeared above the date, was removed.*

NEW YORK CITY

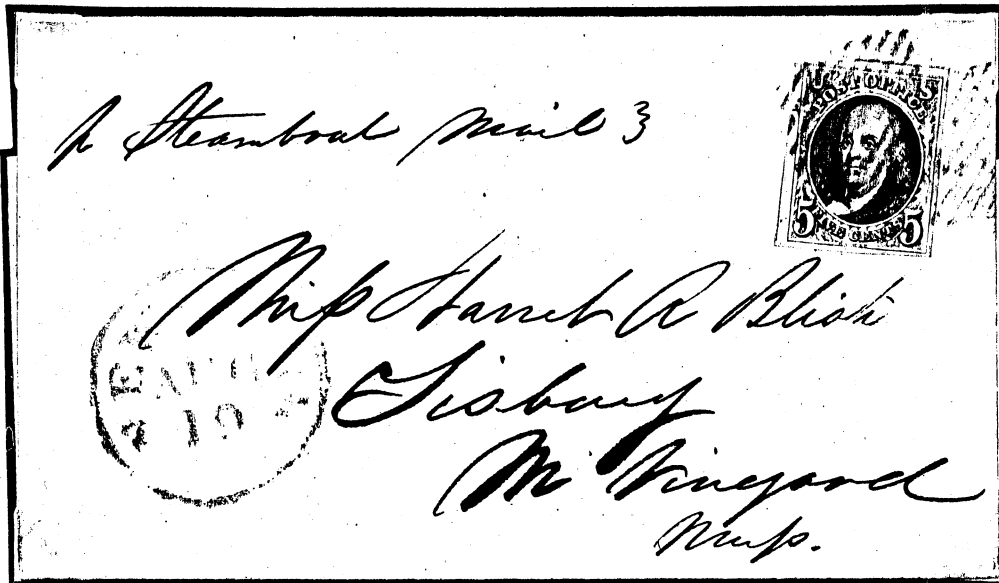


October 2, 1852

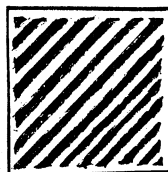
*New York City gradually shifted from red to black for postmarks beginning in early July, 1851, and used black with increasing frequency.*

*The 1847 stamps were demonetized as of July 1, 1851, but many examples of late use are known. However, 1847 stamps cancelled by the New York City postmark in black are very rare.*

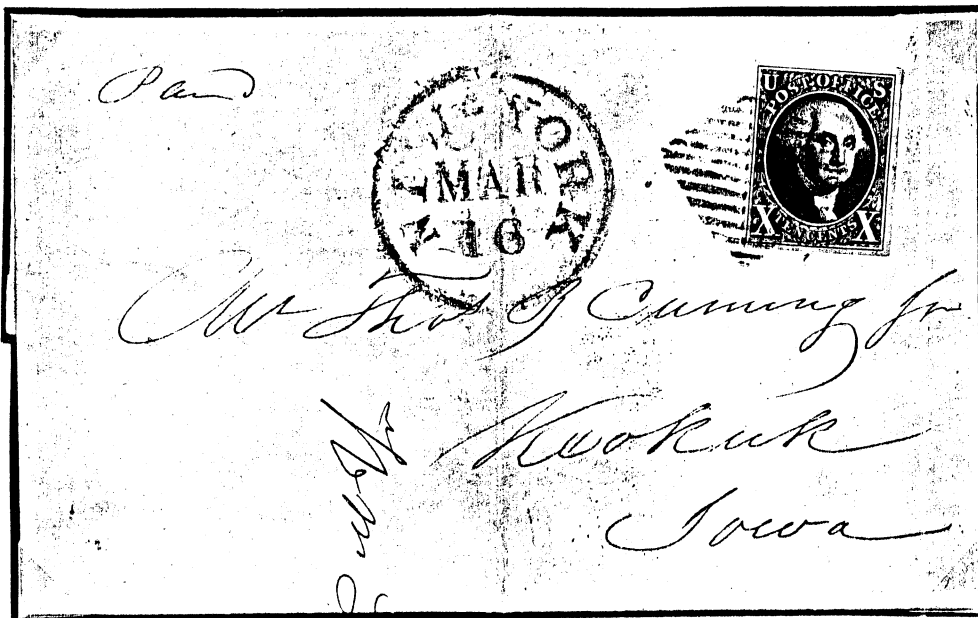
NEW YORK



August 19, 18x.



New York City



March 16, 1850.

New York City



STATE USES  
DIRECTORIES OF 1847 COVERS —

Supplies of the 5¢ and 10¢ stamps of the 1847 issue were sent to 30 states, 3 territories, and the U.S. postal agent in Panama. Covers are known from all of these areas except Minnesota Territory, and one 5¢ cover from there is rumored to be in existence.

The first supplies were delivered to the New York City Postoffice on July 1, 1847. Other large cities received supplies shortly thereafter. The first U.S. issue was valid for postage for four years, until July 1, 1851.

Rates for domestic letter mail were 5¢ per 1/2 ounce (single letter) for under 300 miles and 10¢ per 1/2 ounce (single letter) for 300 miles or more. The drop letter rate was 2¢.

Stamps were also supplied to route agents on railroads and at rail terminals. They used a variety of "railroad" and "rail route" postmarks.

A few covers are known from states and territories which did not receive an official supplies of postage stamps, including California, New Mexico, and Oregon. Covers are also known from Canada.

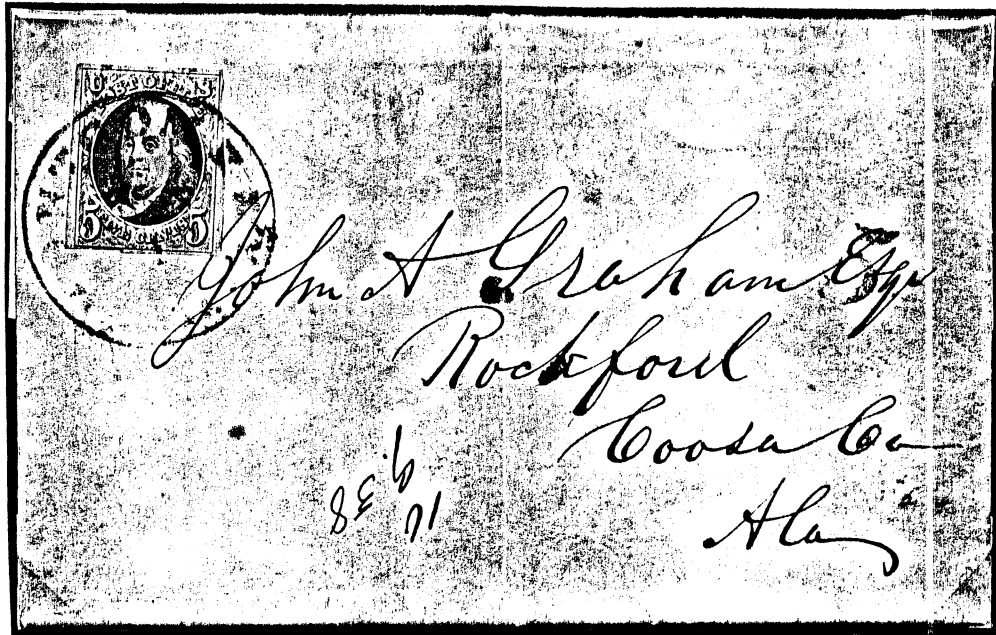
Covers from Missouri, New York, Pennsylvania and Vermont are shown elsewhere and are not repeated here because of a shortage of space.

THE DIRECTORIES

Lists of known 1847 covers have been compiled in separate 5¢ and 10¢ directories. Covers are listed in chronological order, giving origin and destination. The listed year date of use is based on the enclosed letter's dateline or on a docketed date on the cover. If the year date (or any other element of the date) cannot be determined, the symbol "x" is used.

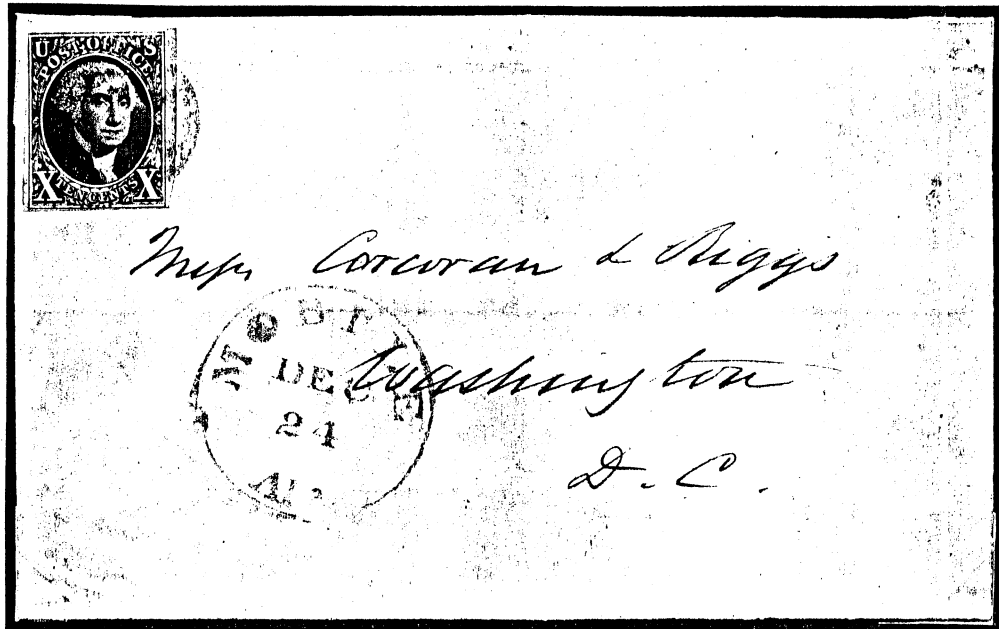
Statistics given in this exhibit are based on the covers listed in these directories as of January, 1976.

ALABAMA



January 1, 1850.

Montgomery



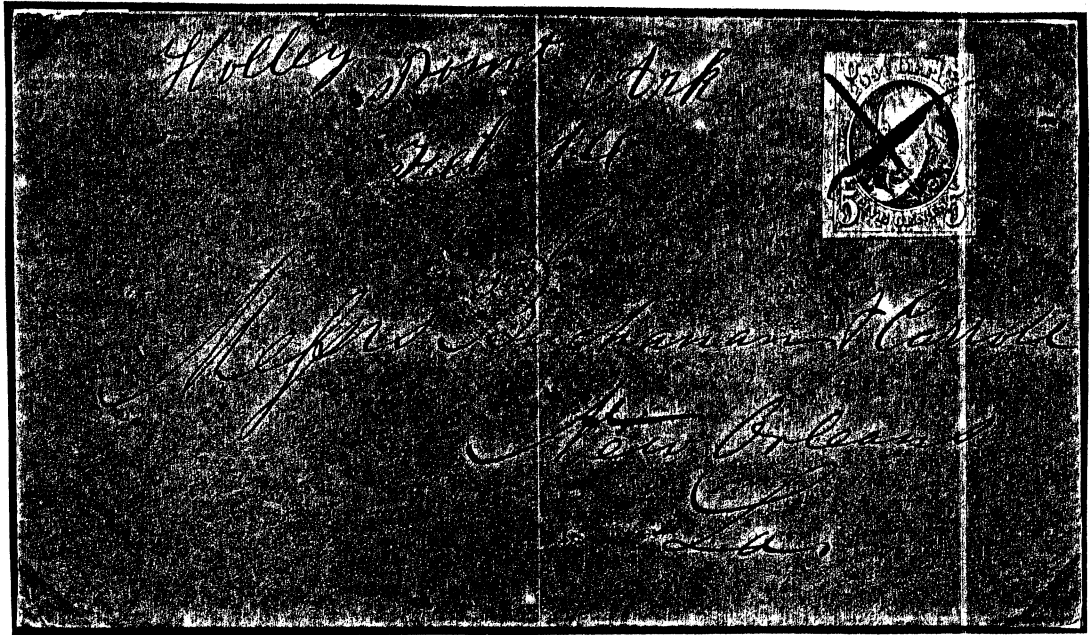
December 24, 1848.

Mobile

5¢ covers listed: 62

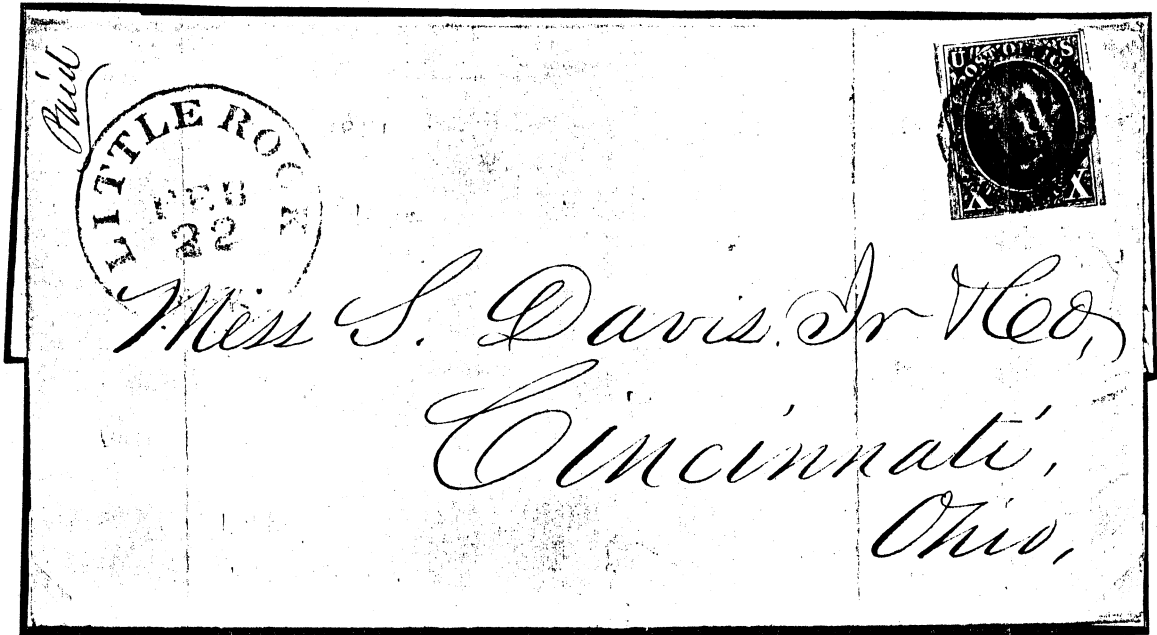
10¢ covers listed: 70

ARKANSAS



February 14, 1851.

Holly Point



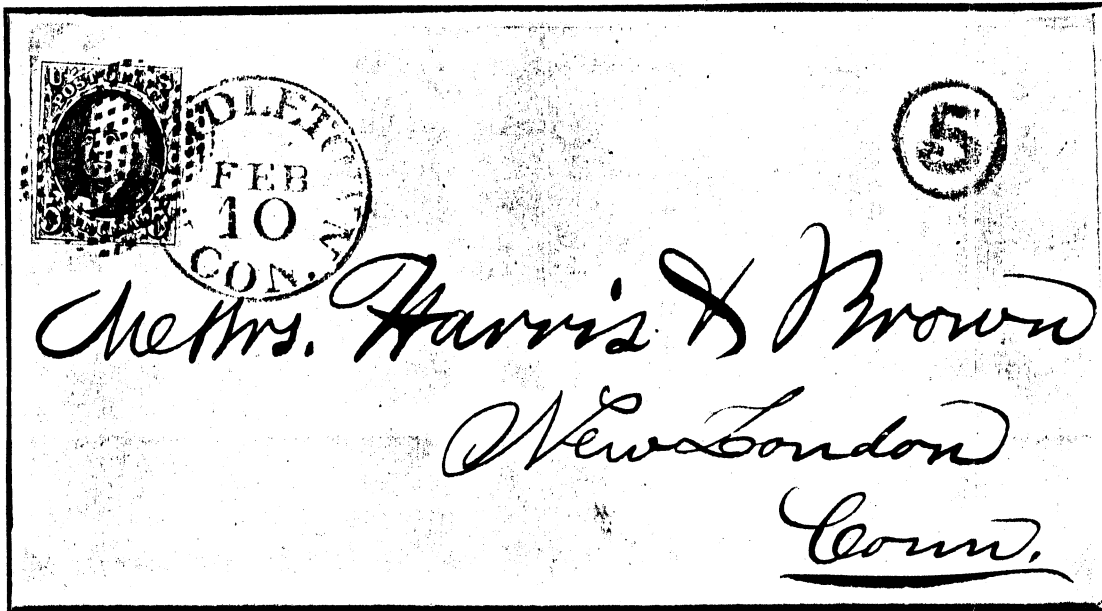
February 22, 1851.

Little Rock

5¢ covers listed: 1

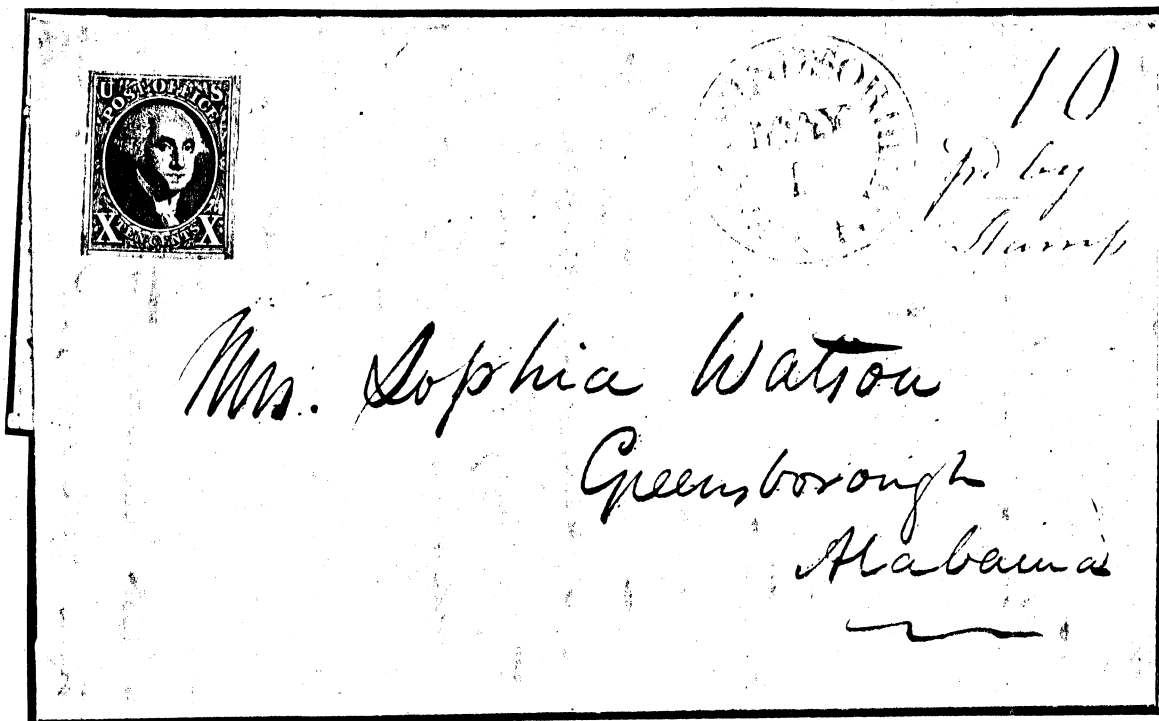
10¢ covers listed: 3

C O N N E C T I C U T



February 10, 1848.

Middletown



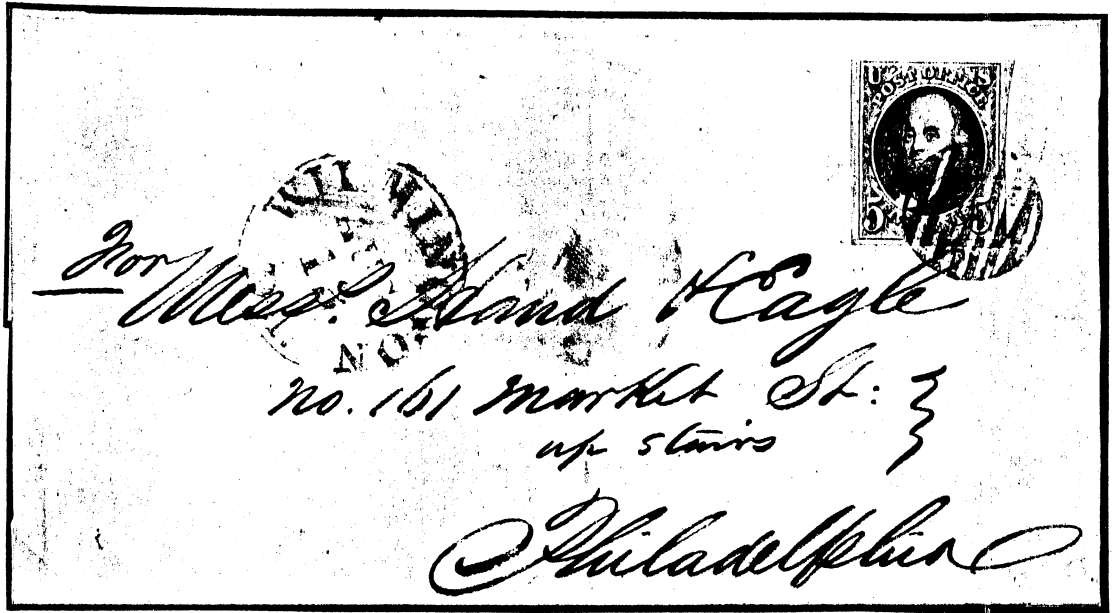
May 1, 18-x

East Windsor Hill

5¢ covers listed: 210

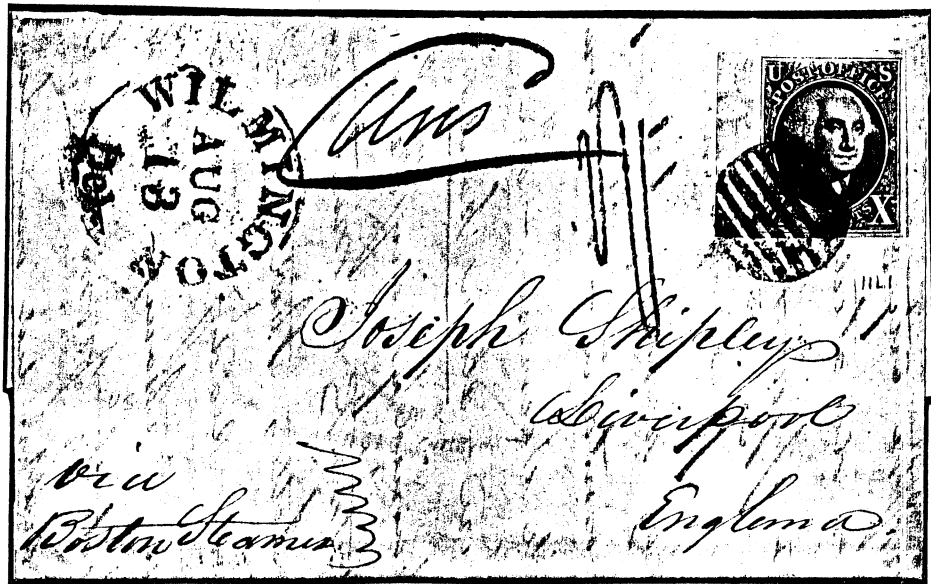
10¢ covers listed: 28

DELAWARE



August 13, 1847.

Wilmington



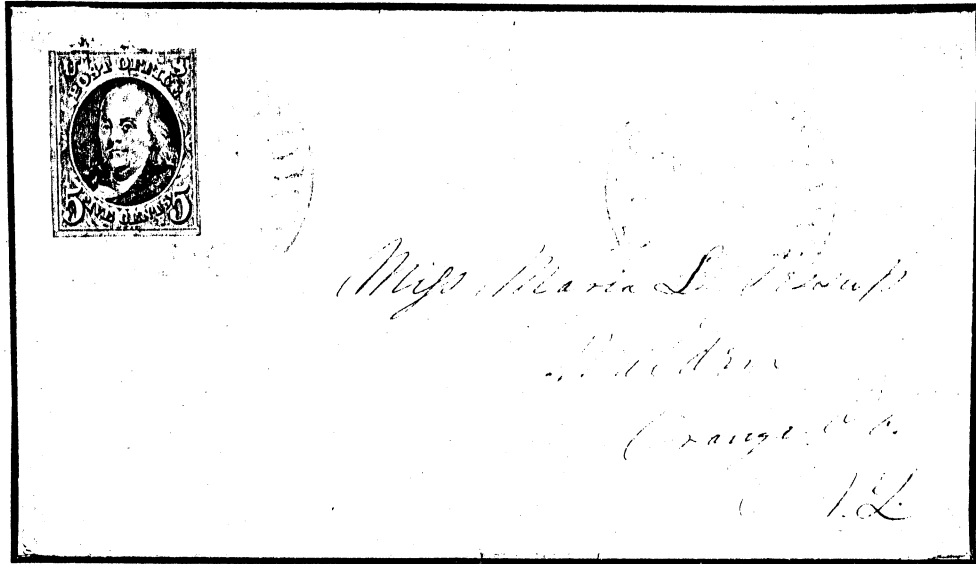
August 13, 1847.

Wilmington

5¢ covers listed: 19

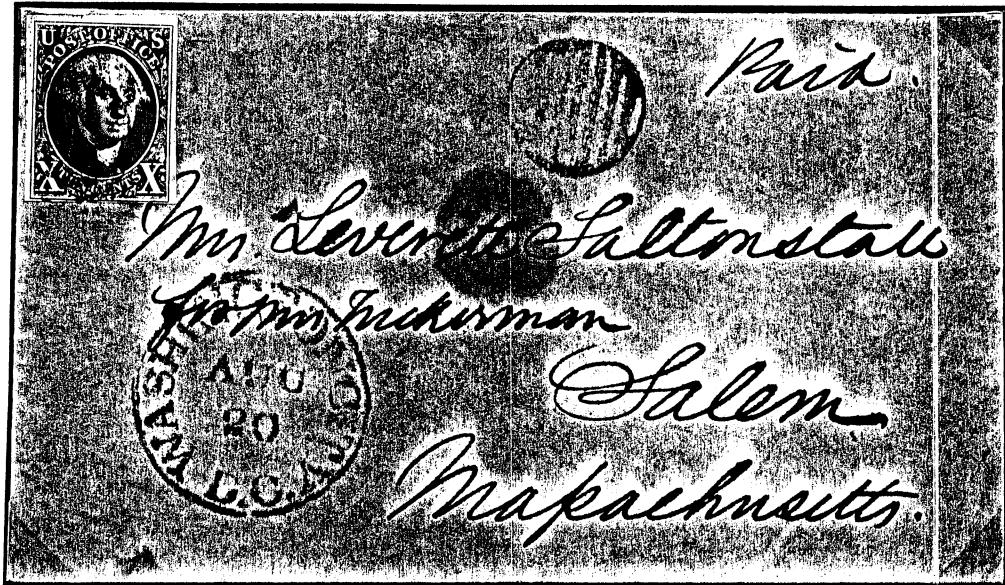
10¢ covers listed: 1

DISTRICT OF COLUMBIA



March 2, 18-x.

Georgetown



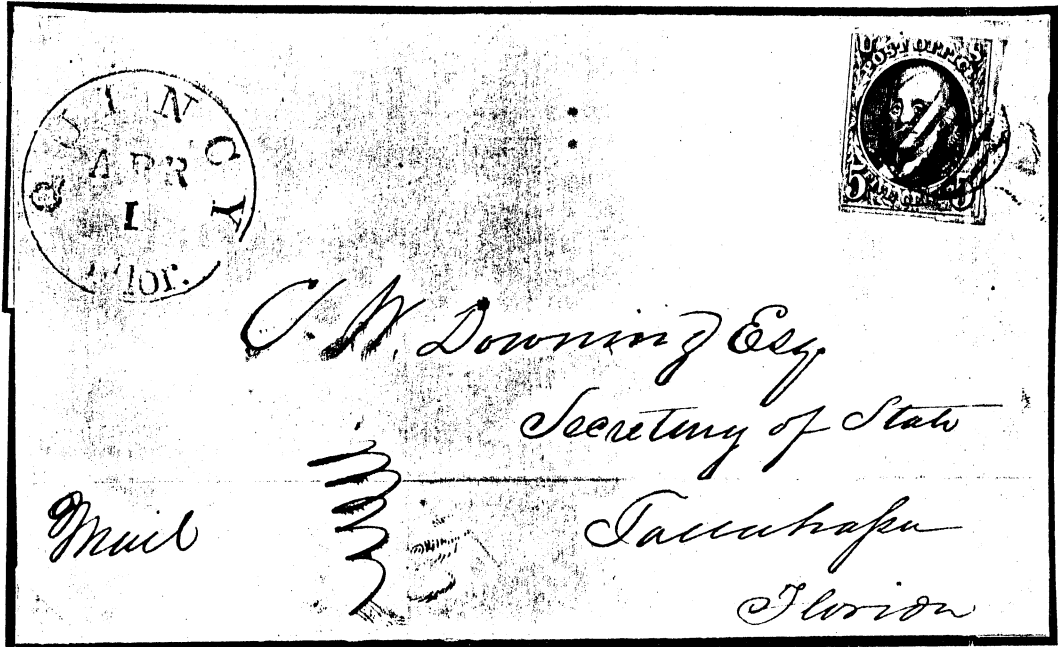
August 20, 18-x.

Washington City

5¢ covers listed: 17

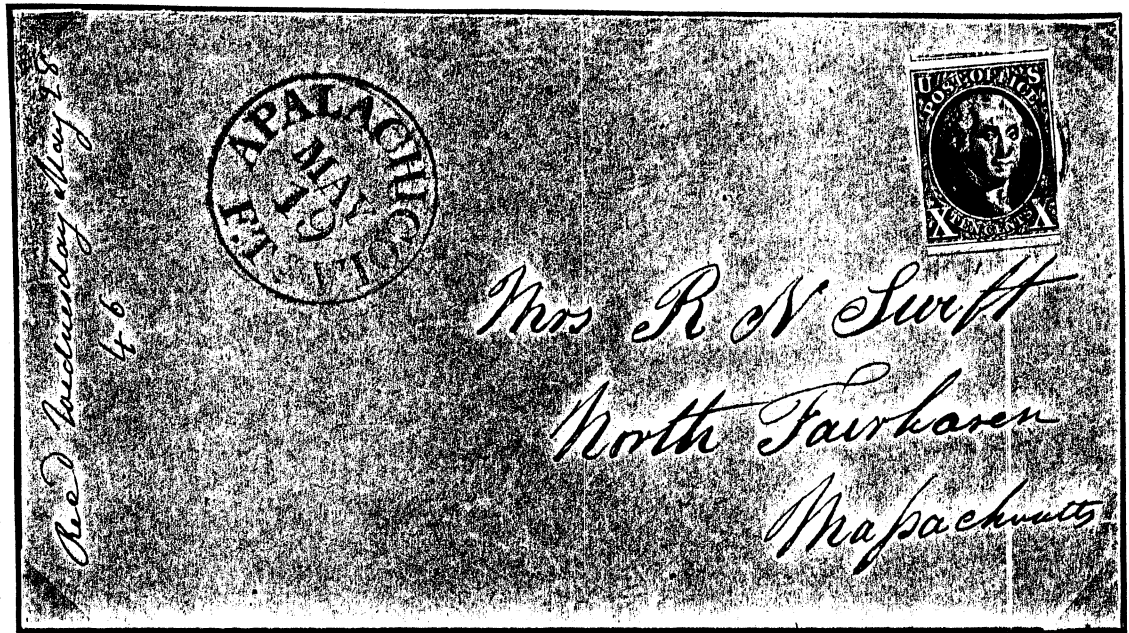
10¢ covers listed: 14

FLORIDA



April 1, 1851.

Quincy



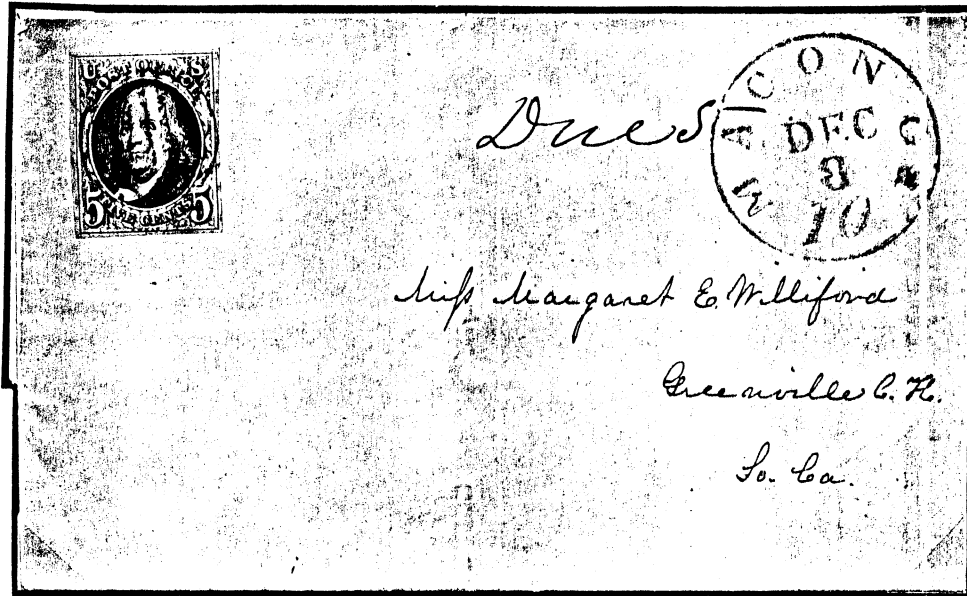
May 19, 1851.

Apalachicola

5¢ covers listed: 14

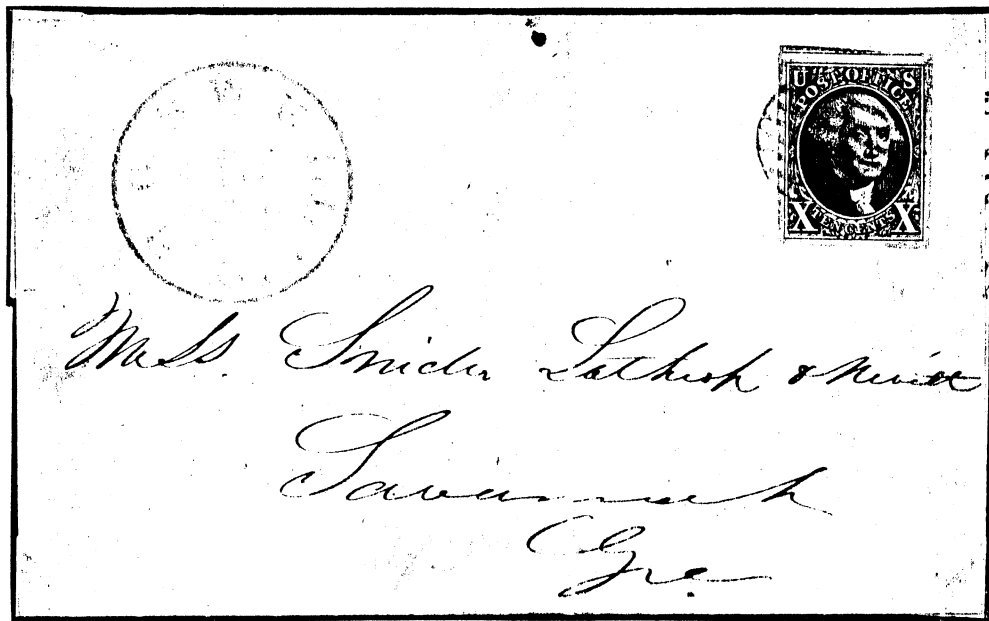
10¢ covers listed: 32

GEORGIA



December 8, 18-x.

Macon



January 8, 18-x.

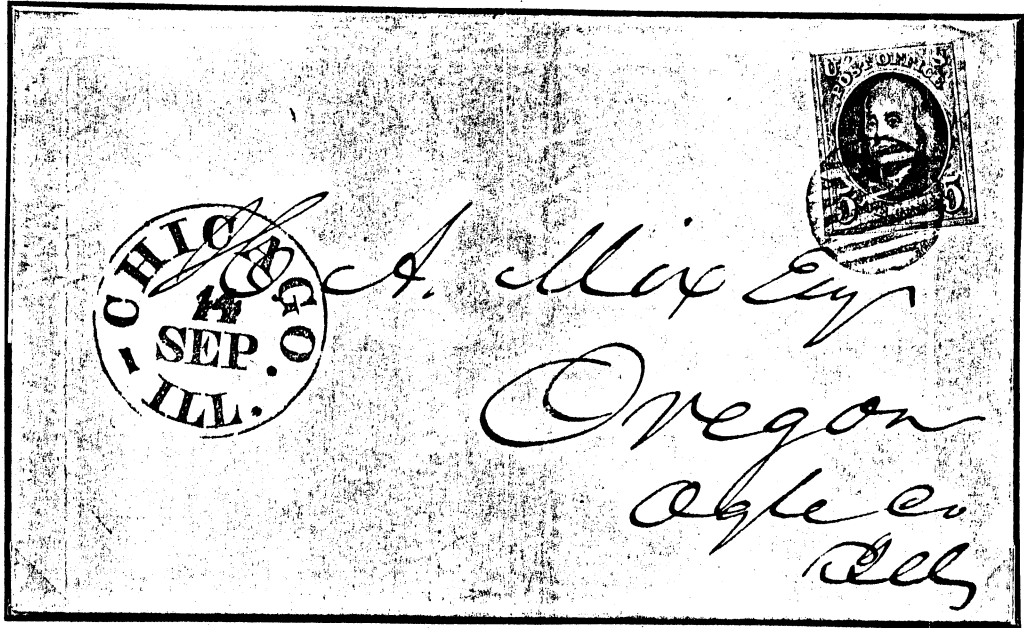
Roswell

5¢ covers listed: 21

10¢ covers listed: 28

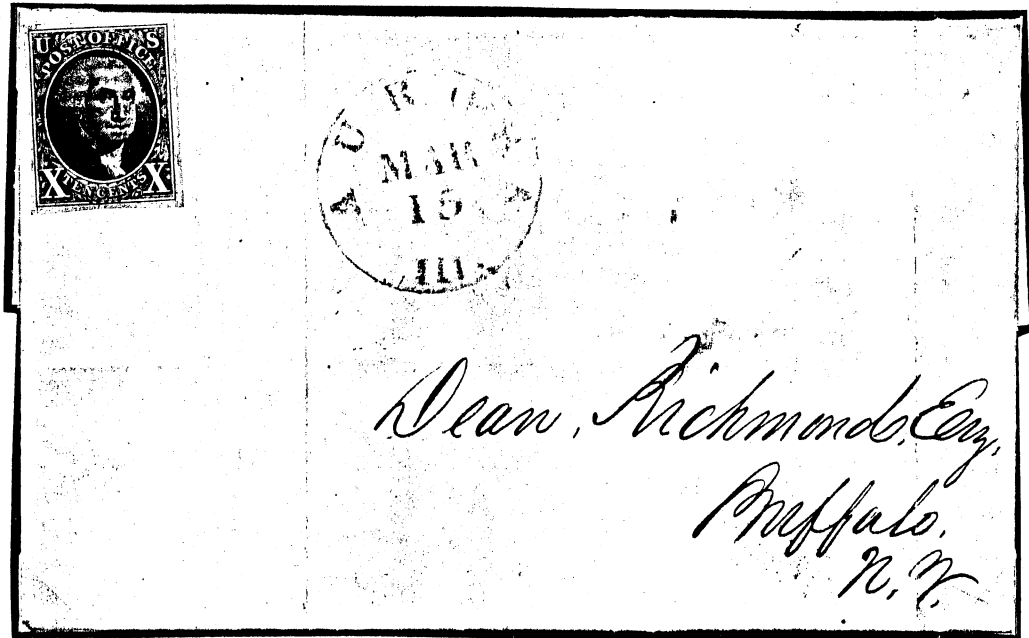


ILLINOIS



September 14, 1850

Chicago



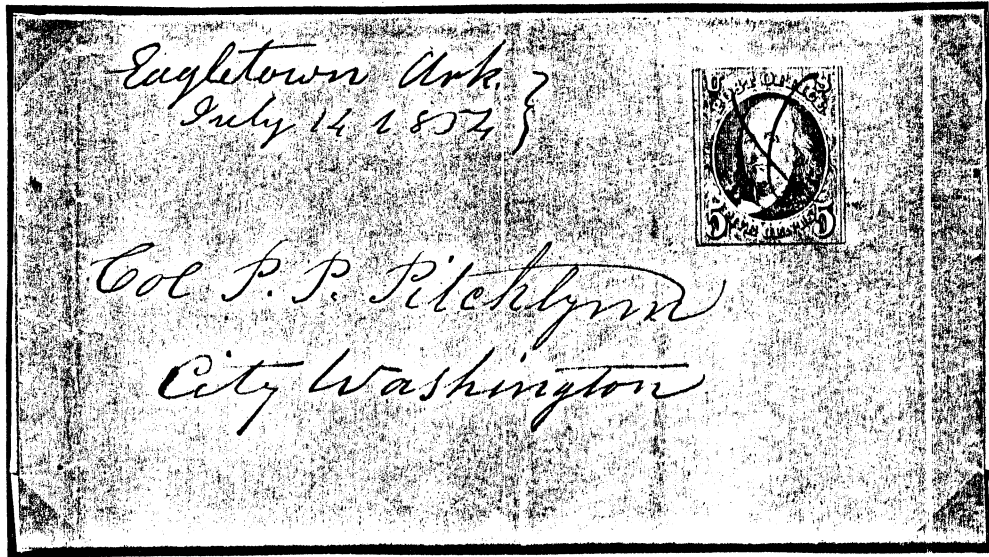
March 15, 1850

Aurora

5¢ covers listed: 59

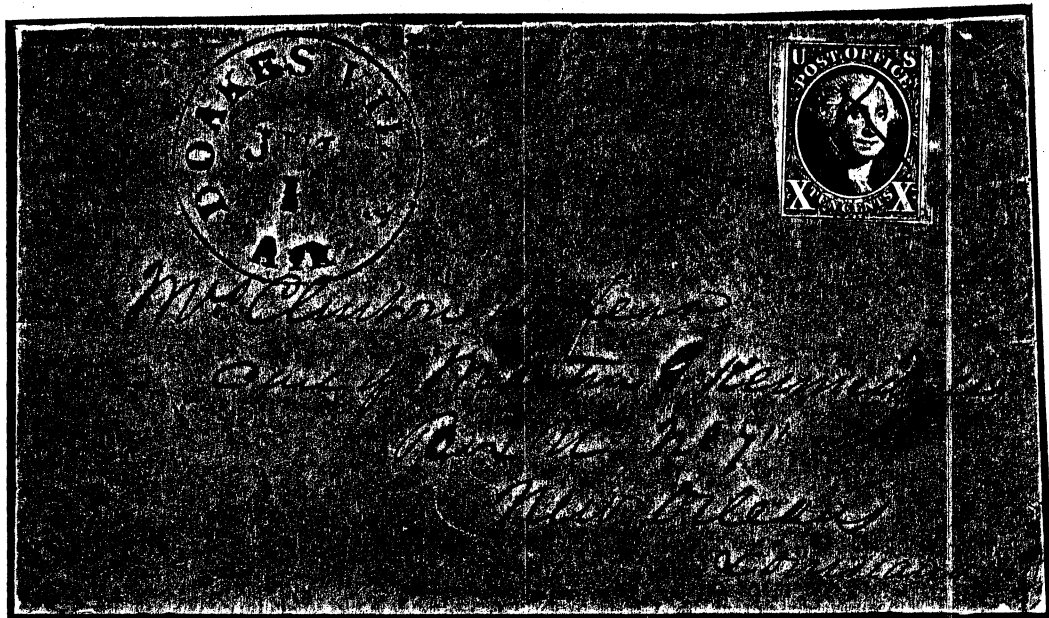
10¢ covers listed: 31

INDIAN TERRITORY



July 14, 1854.

Eagletown



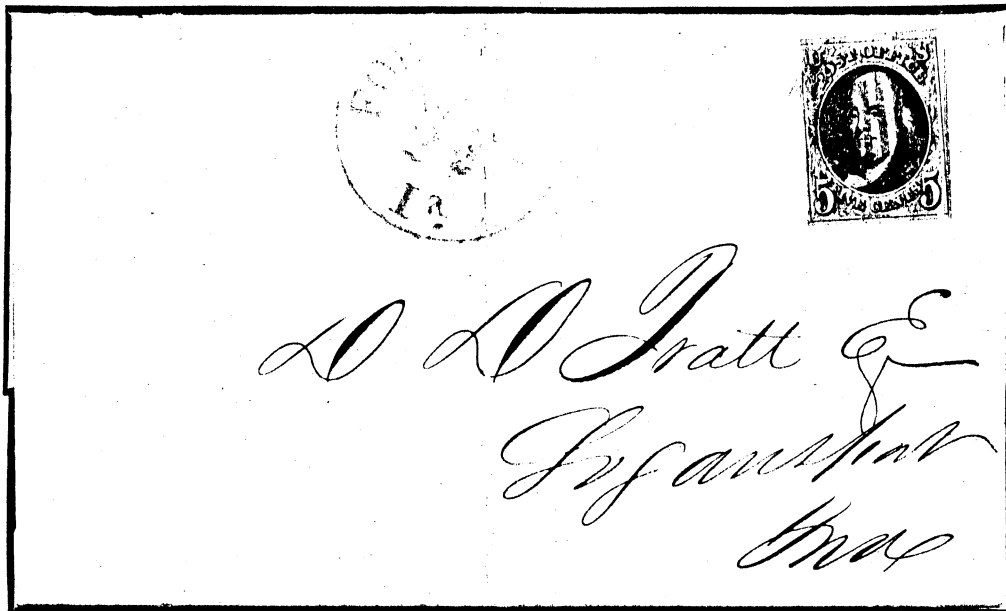
July 1, 18~x.

Doakesville

5¢ covers listed: 2

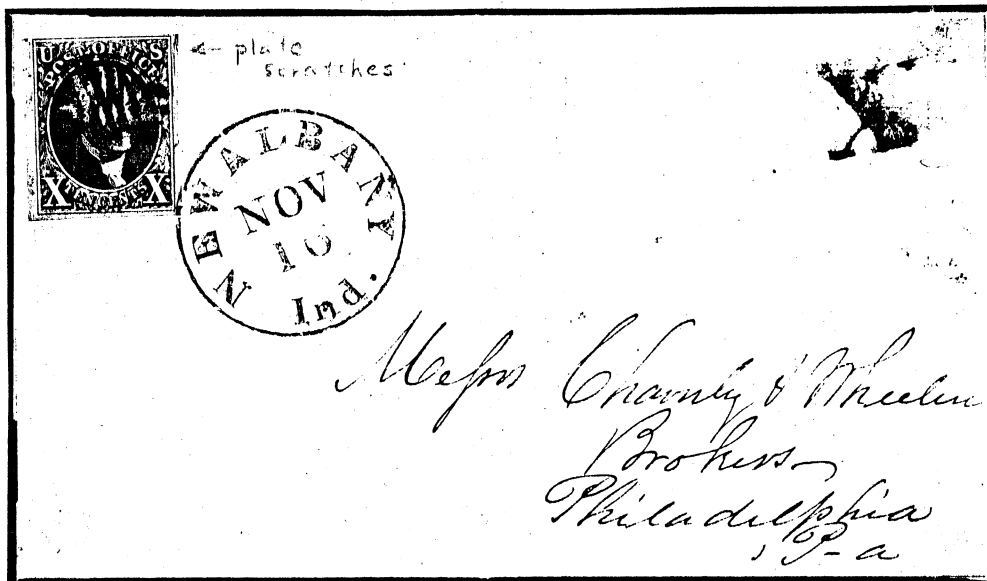
10¢ covers listed: 4

INDIANA



April 22, 1851.

Fort Wayne



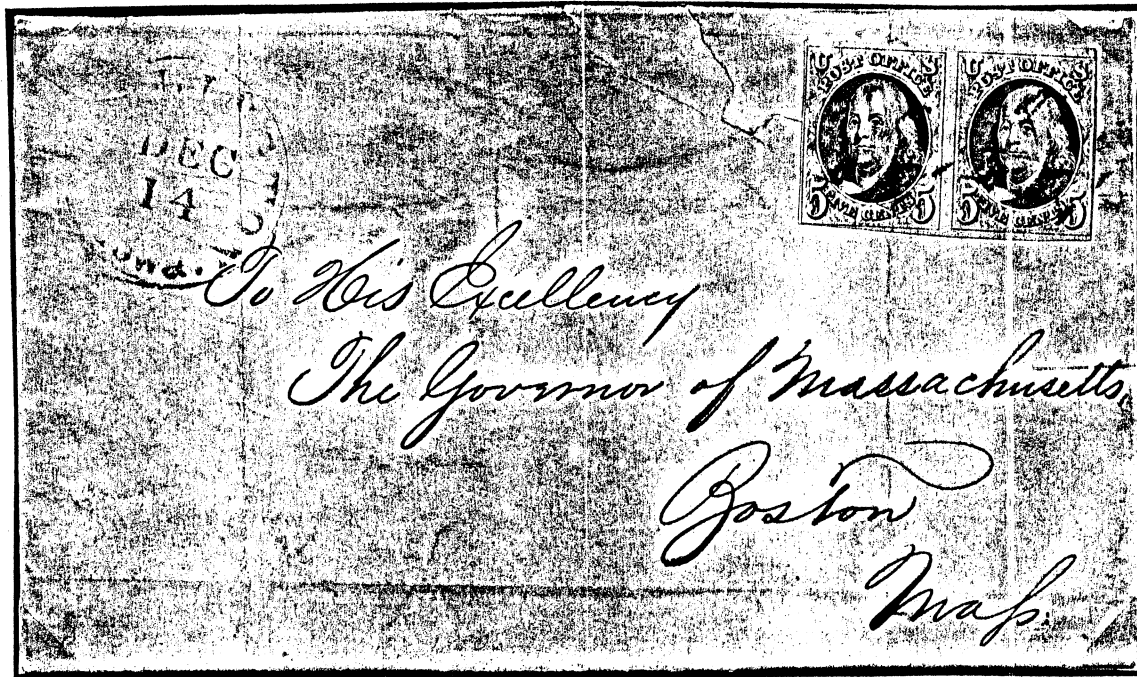
November 16, 1848.

New Albany

5¢ covers listed: 11

10¢ covers listed: 13

I O W A



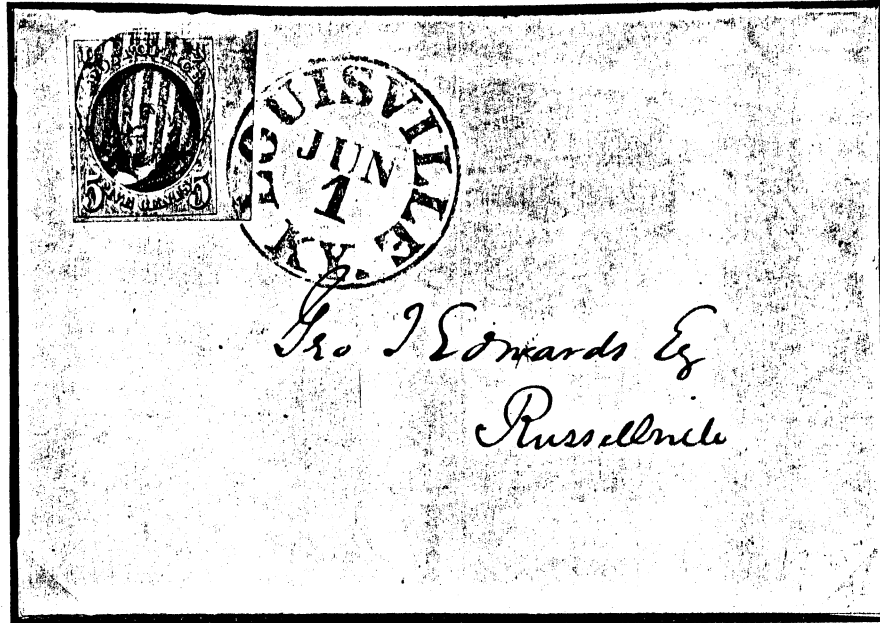
*December 14, 1850.*

*Burlington*

*5¢ covers: 10*

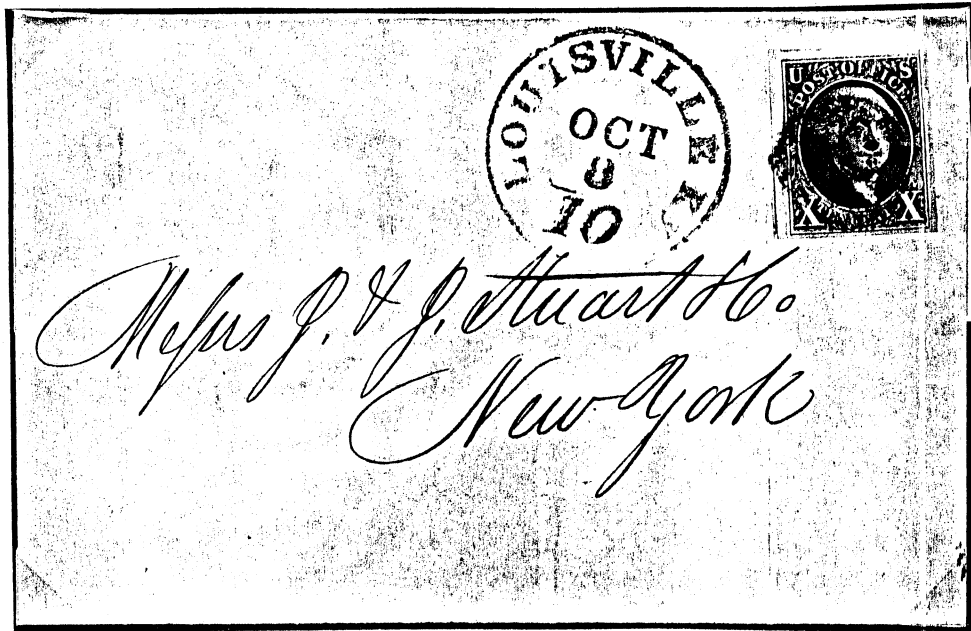
*There are no 10¢ covers known.*

KENTUCKY



June 1, 1849.

Louisville



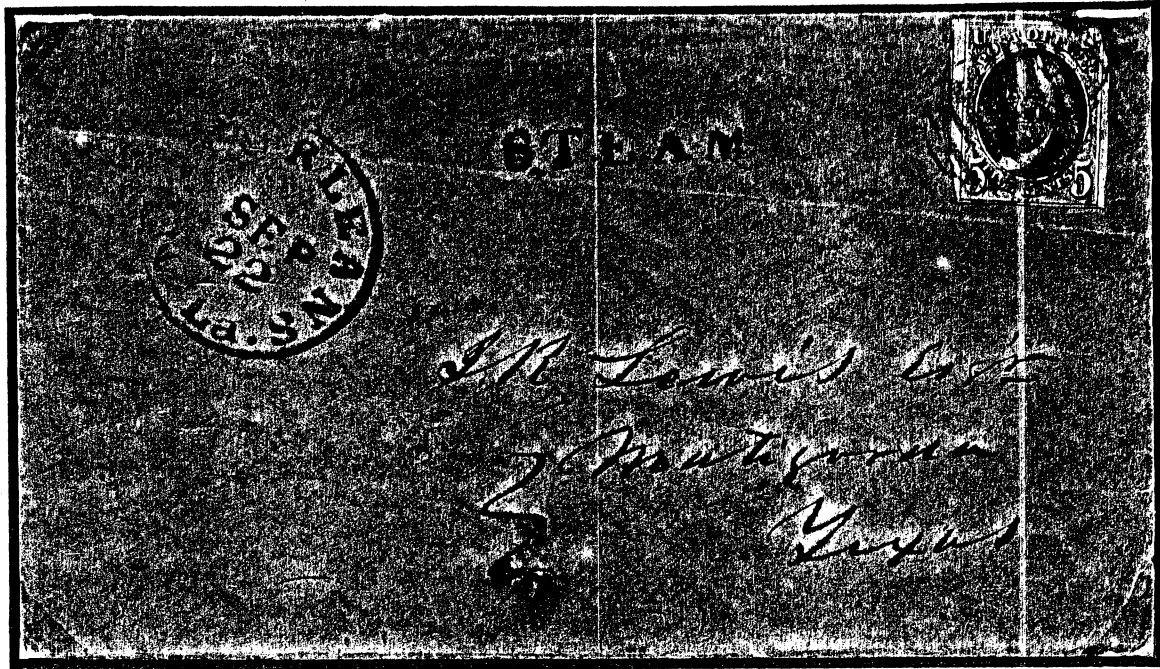
October 8, 1850.

Louisville

5¢ covers listed: 58

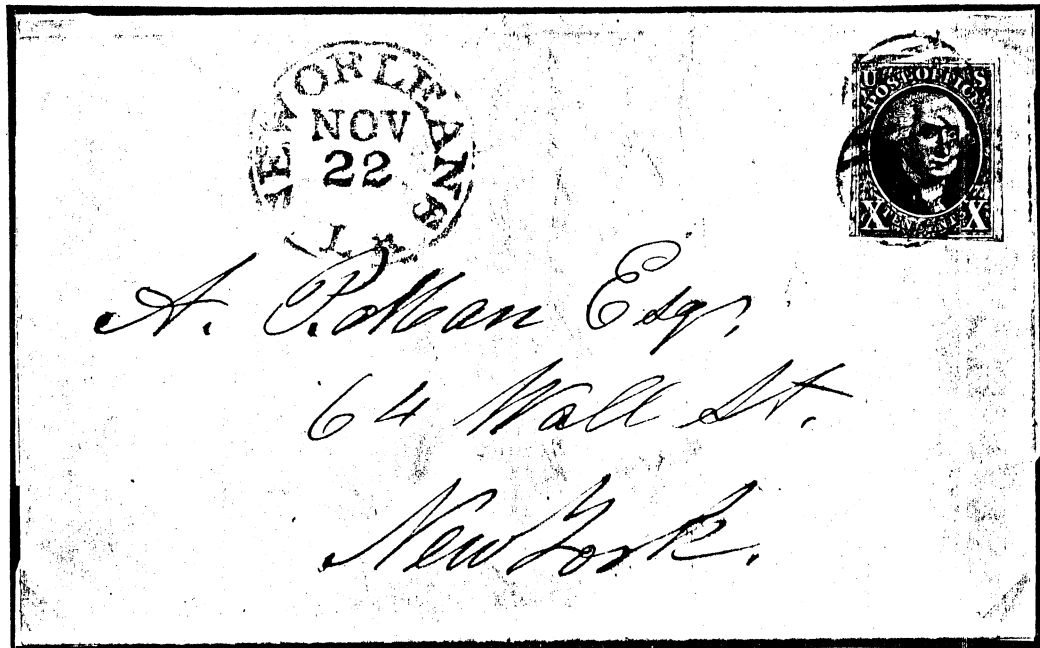
10¢ covers listed: 54

LOUISIANA



September 22, 18-x.

New Orleans



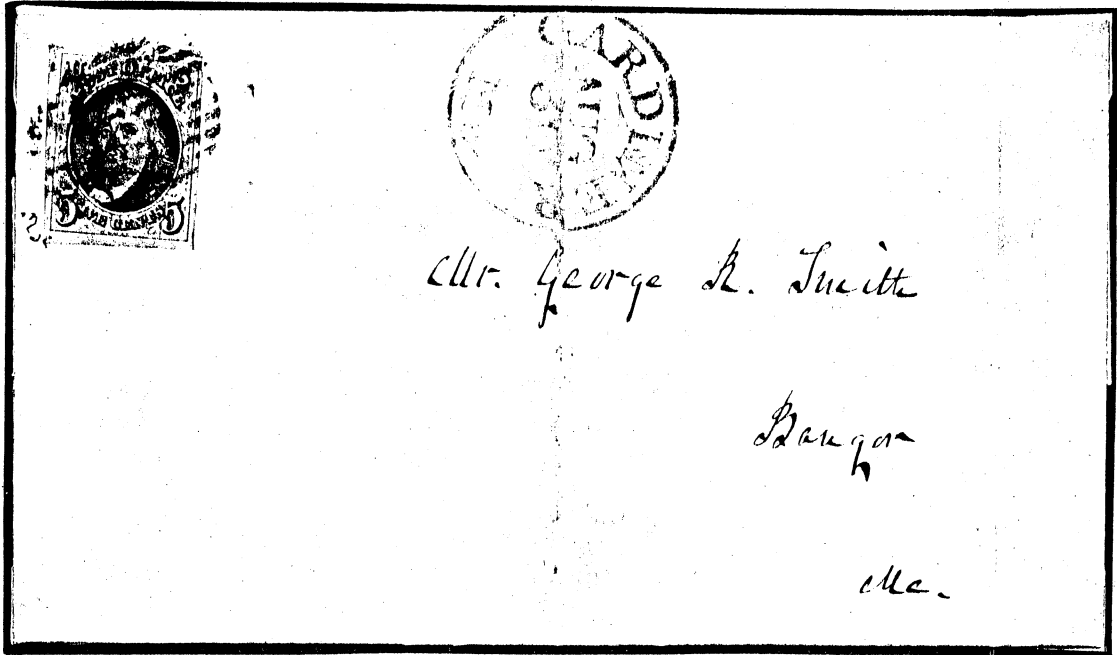
November 22, 1849.

New Orleans

5¢ covers listed: 21

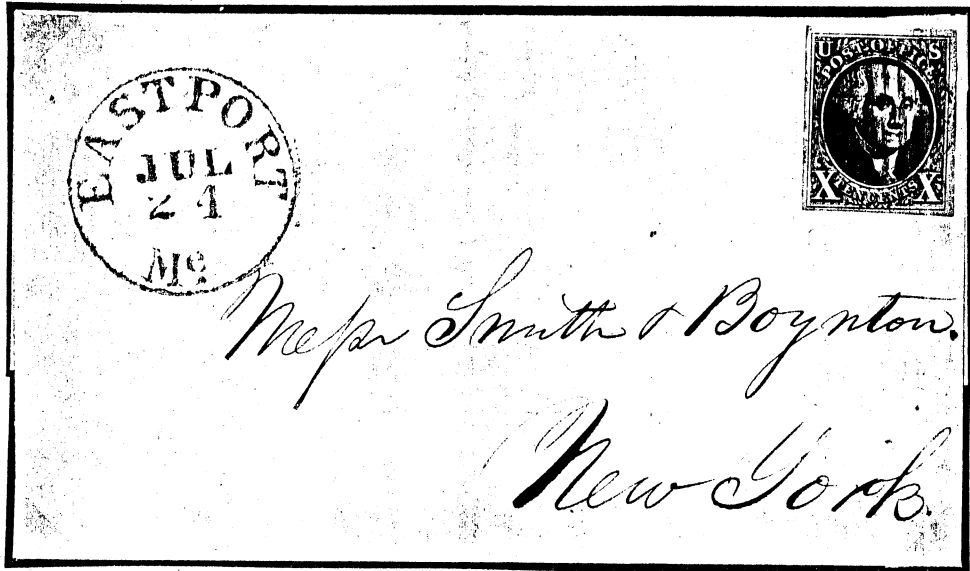
10¢ covers listed: 21

M A I N E



April 30, 1849.

Gardiner



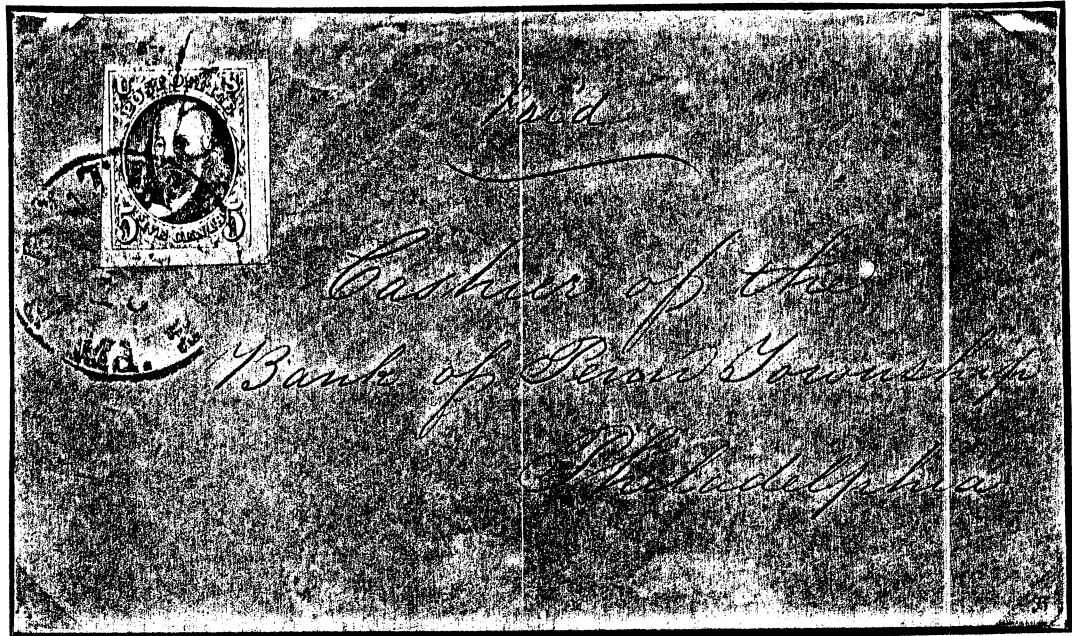
July 24, 1849.

Eastport

5¢ covers listed: 41

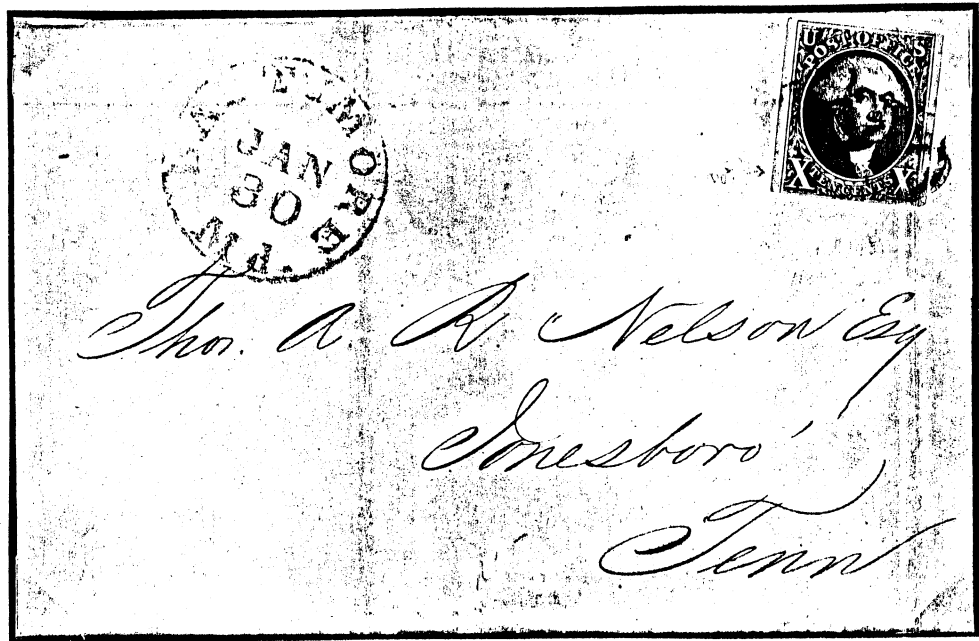
10¢ covers listed: 49

MARYLAND



December 18, 18-x.

Baltimore



January 30, 1850.

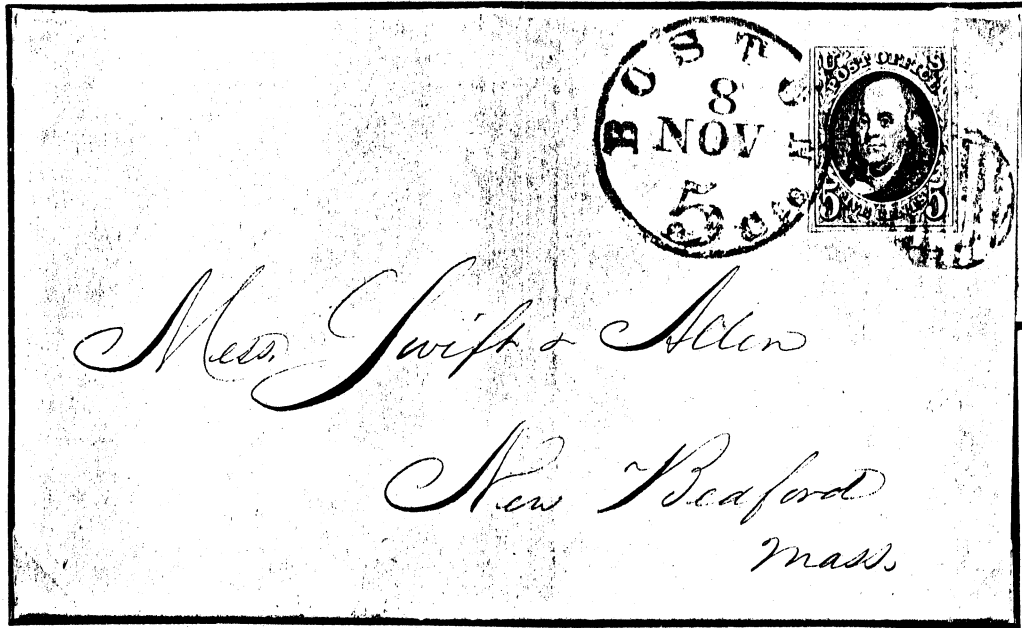
Baltimore

5¢ covers listed: 247

10¢ covers listed: 66

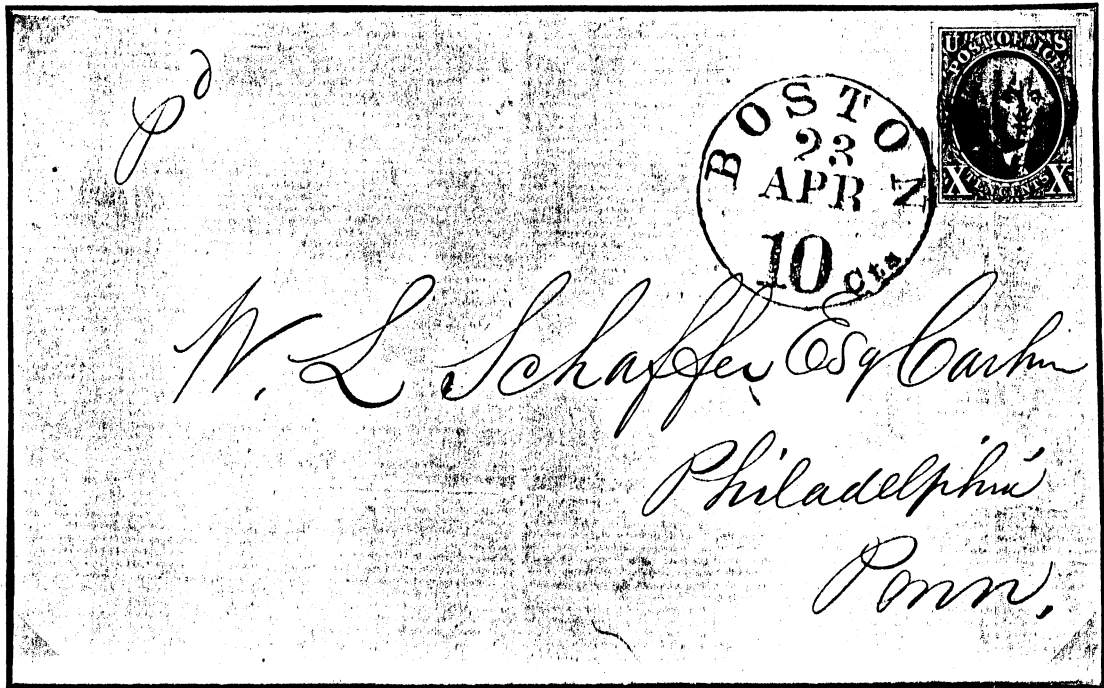


MASSACHUSETTS



November 8, 1849.

Boston



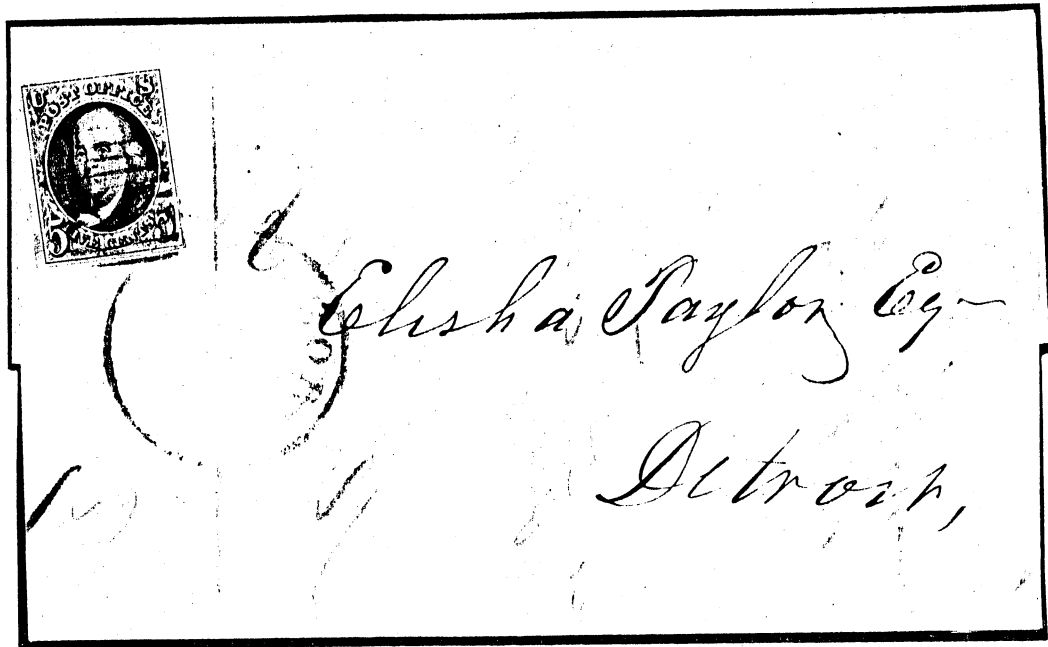
April 23, 18-x.

Boston

5¢ covers listed: 671

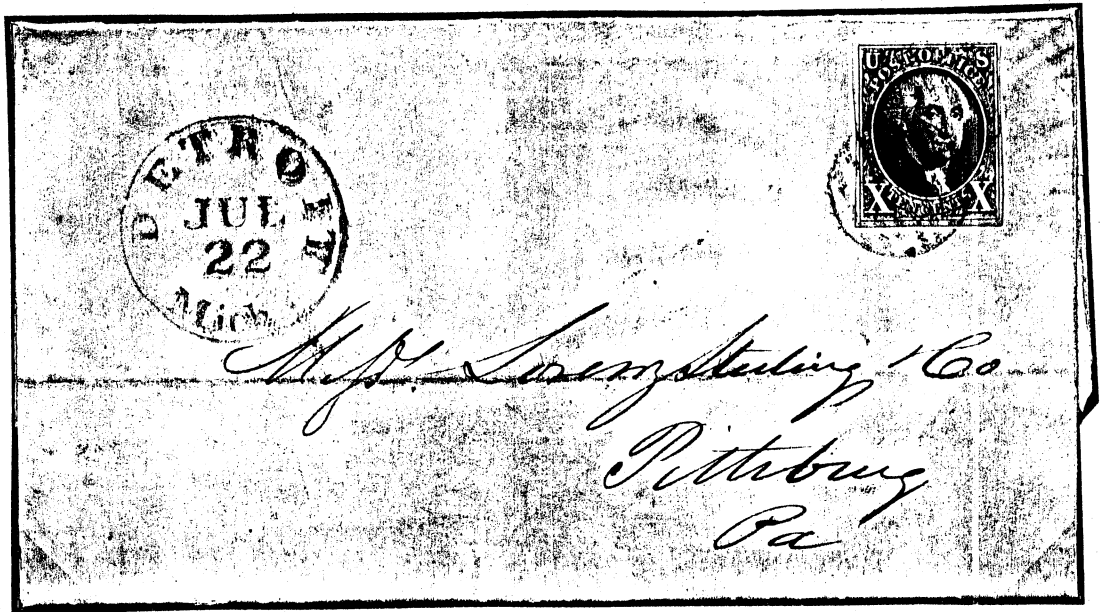
10¢ covers listed: 107

M I C H I G A N



September 3, 1849.

Ann Arbor



July 22, 1849.

Detroit

5¢ covers listed: 64

10¢ covers listed: 17

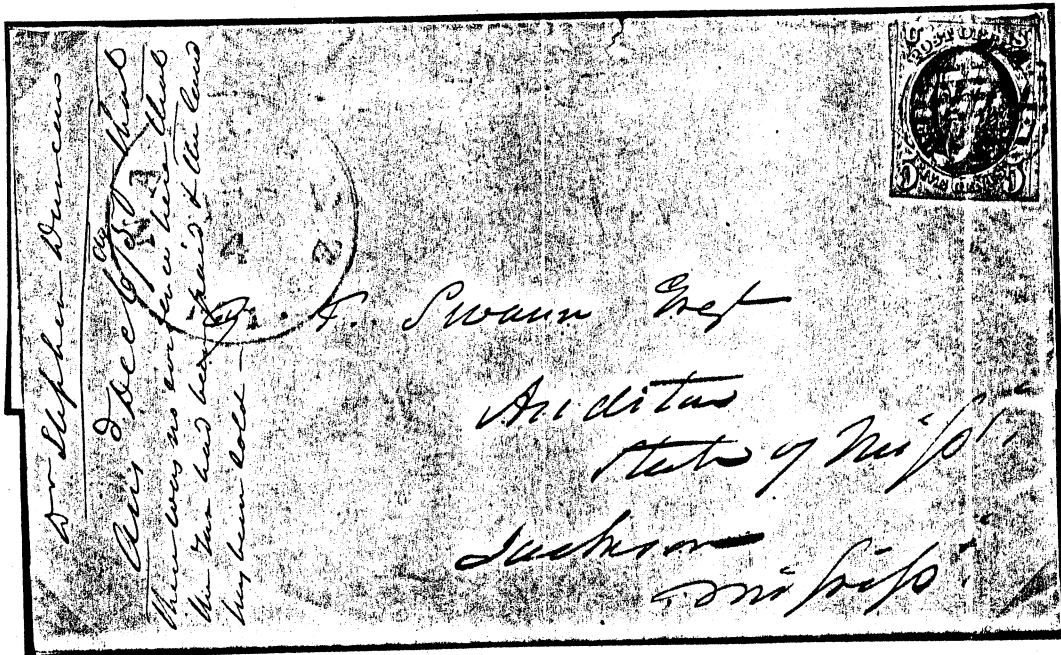
MINNESOTA TERRITORY



*There are no 1847 covers known from Minnesota Territory. This is the only 1847 cover listed to Minnesota Territory.*

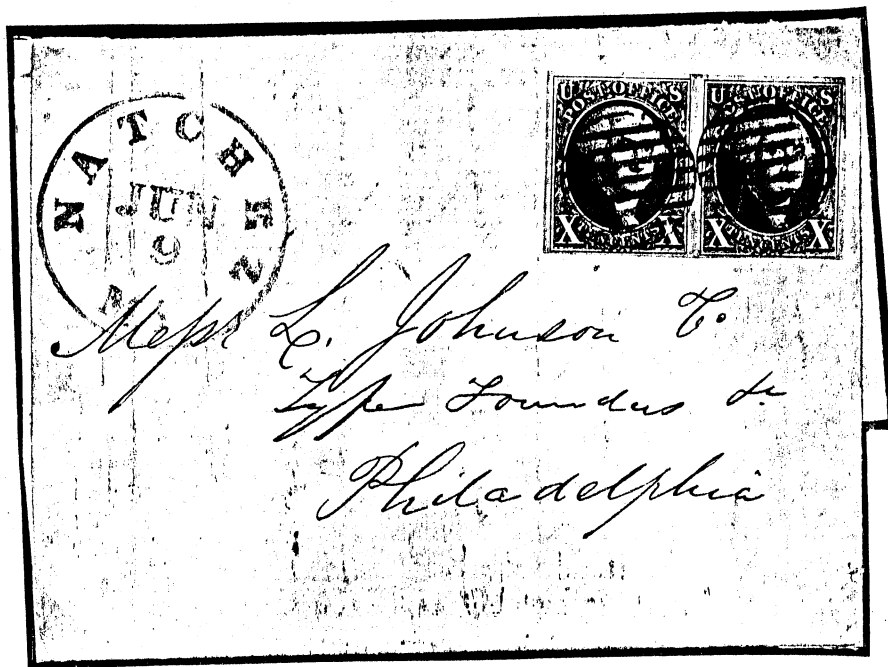
*A collector specializing in Minnesota postmarks reported seeing a 5¢ 1847 cover in 1927. If it exists, its whereabouts has remained unknown since that time.*

MISSISSIPPI



December 4, 1850.

Natchez



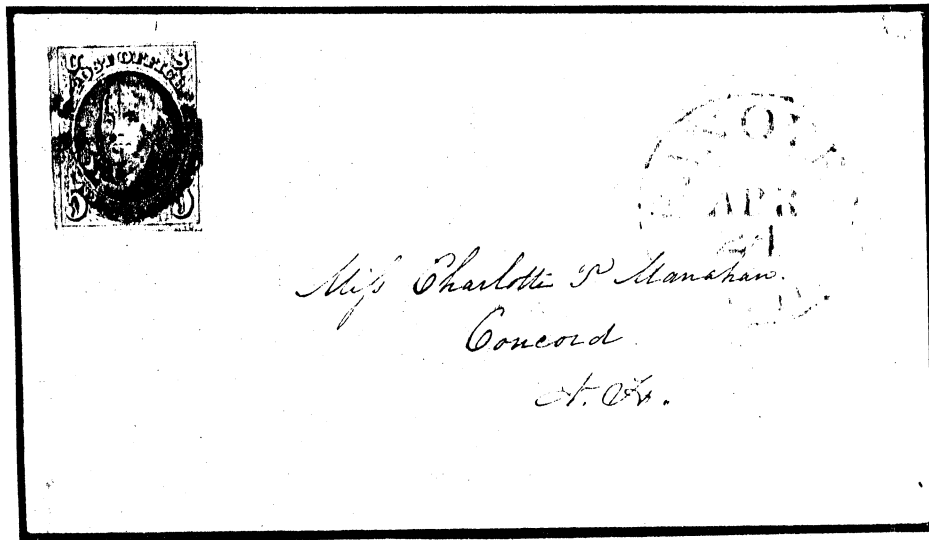
June 9, 1851.

Natchez

5¢ covers listed: 5

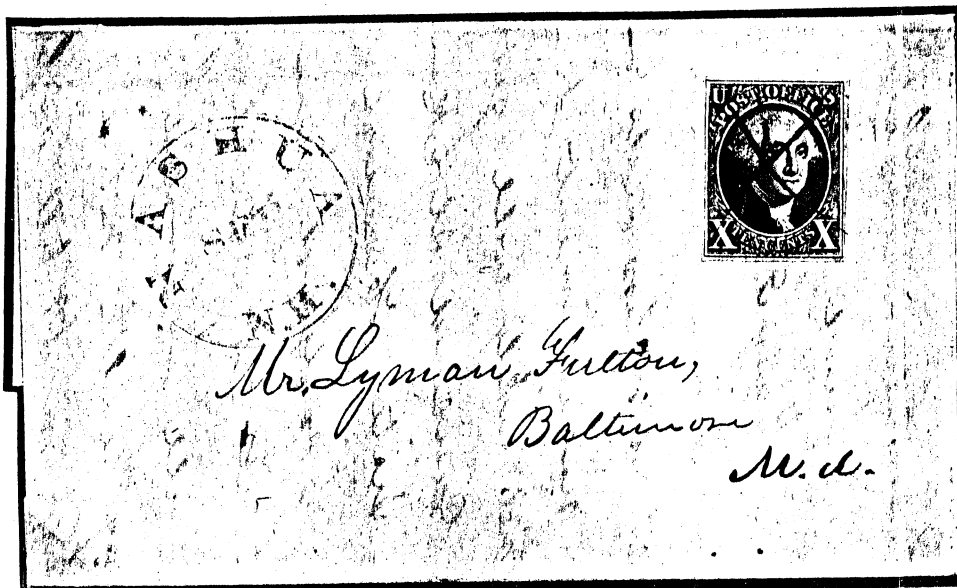
10¢ covers listed: 11

NEW HAMPSHIRE



April 21, 18-x.

Hanover



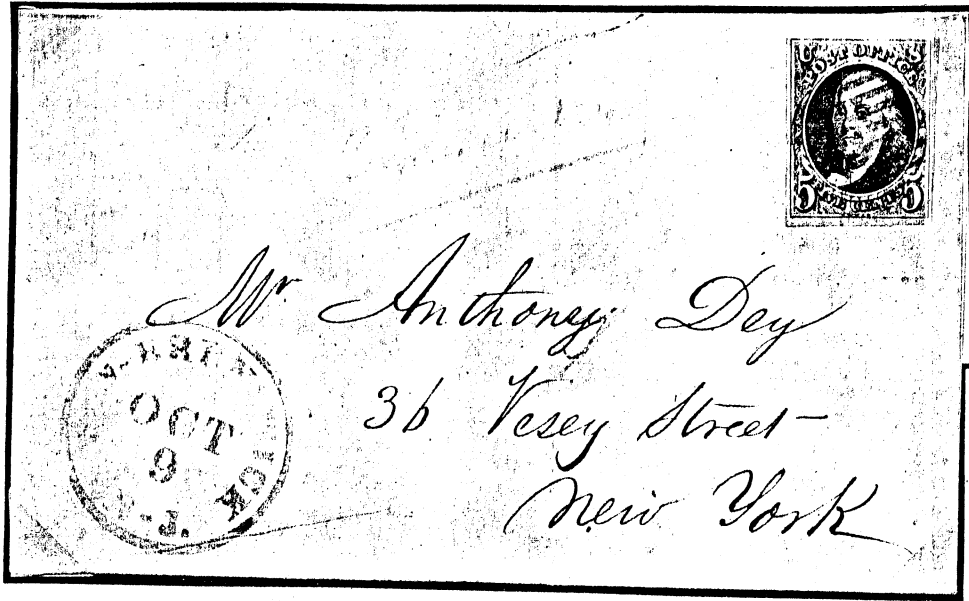
September 2, 1847.

Nashua

5¢ covers listed: 67

10¢ covers listed: 2,  
plus 8 bisects

NEW JERSEY



October 9, 1849.

New Brunswick



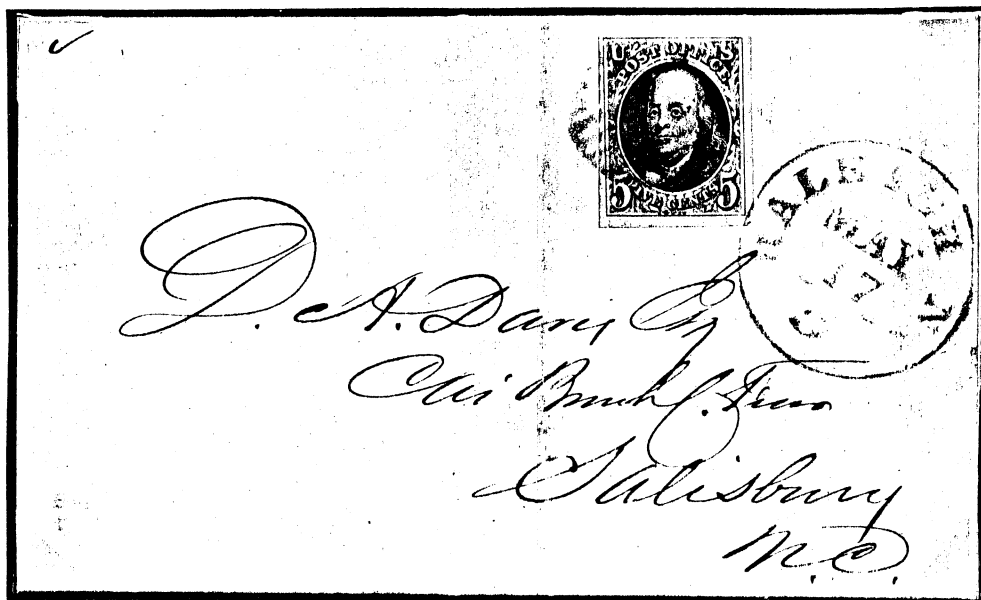
June 30, 18-x.

Newark

5¢ covers listed: 53

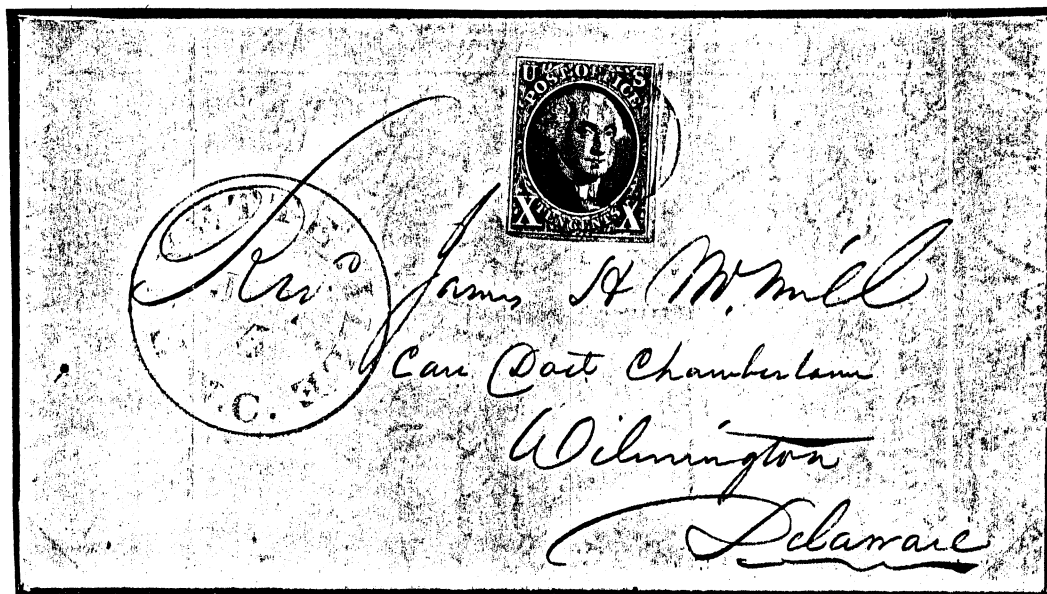
10¢ covers listed: 9

NORTH CAROLINA



May 17, 1848.

Raleigh



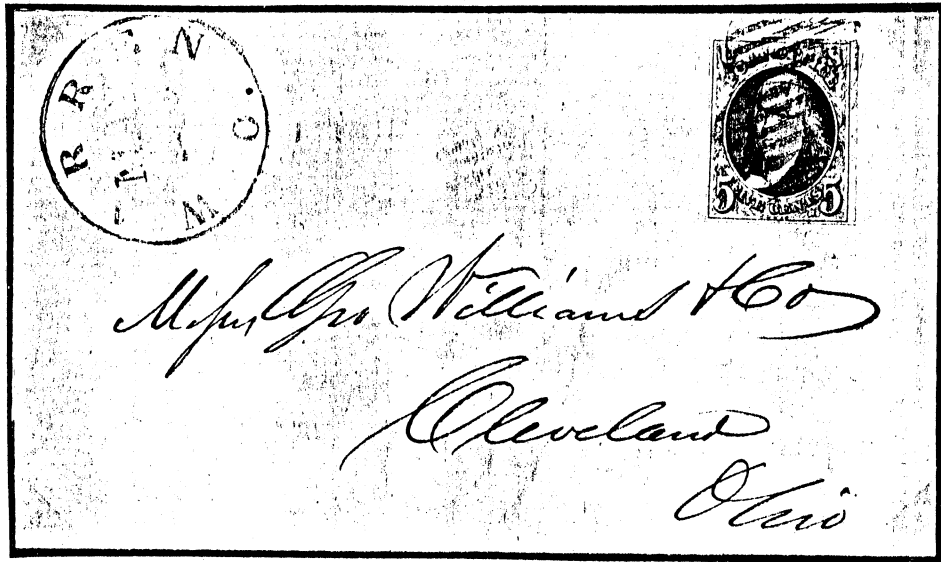
July 5, 1850.

Fayetteville

5¢ covers listed: 19

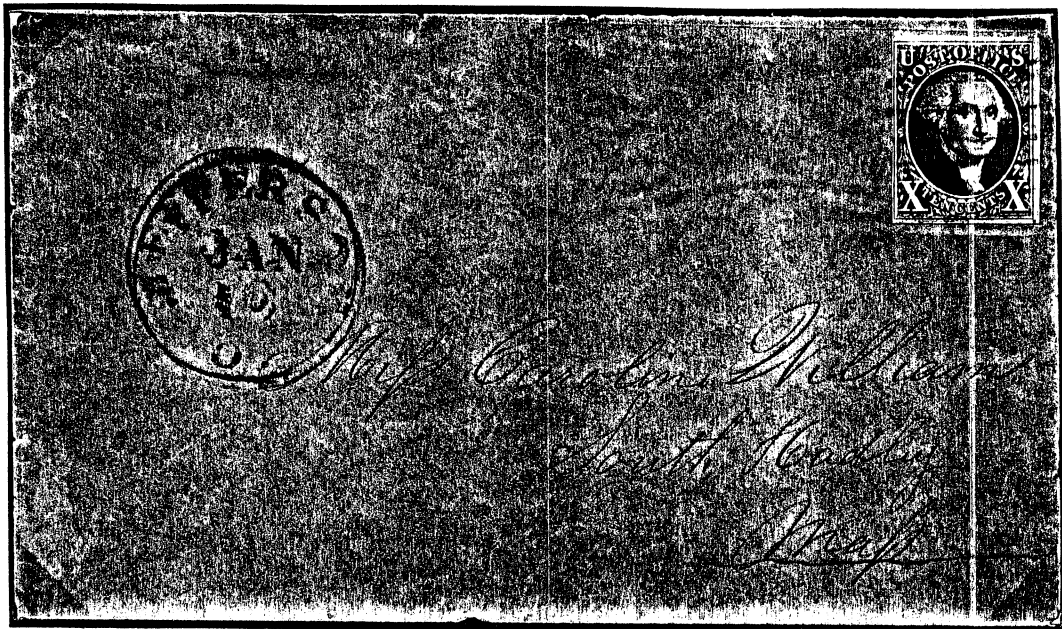
10¢ covers listed: 21

OHIO



May 21, 1854.

Warren



January 10, 18-x.

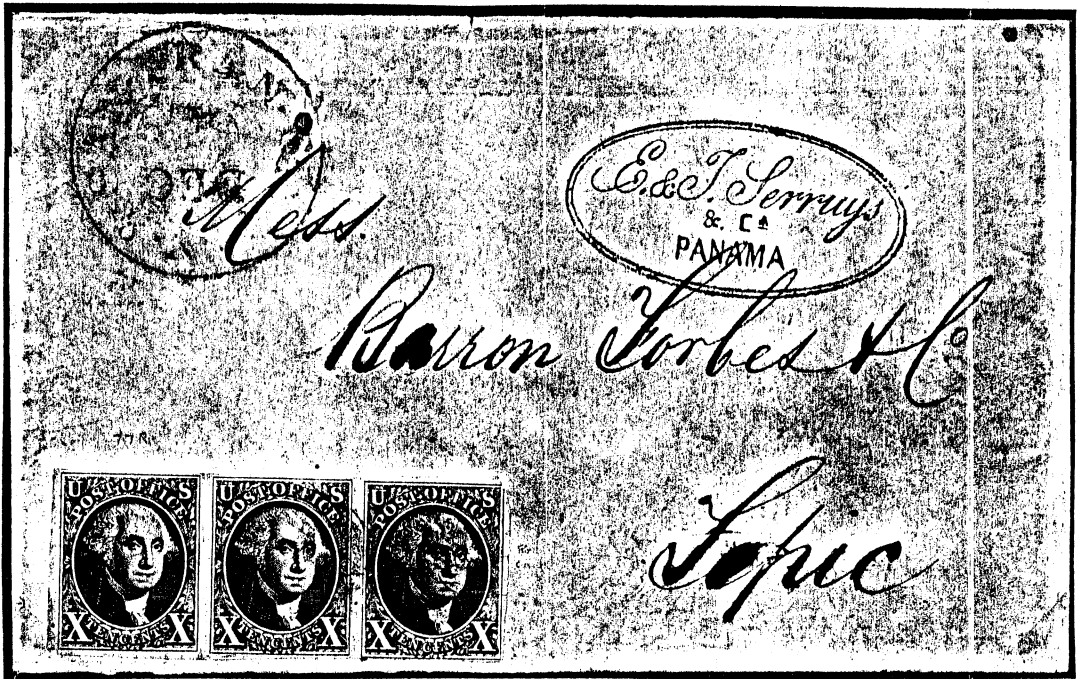
Jefferson

5¢ covers listed: 191

10¢ covers listed: 107



PANAMA



*December 4, 1851*

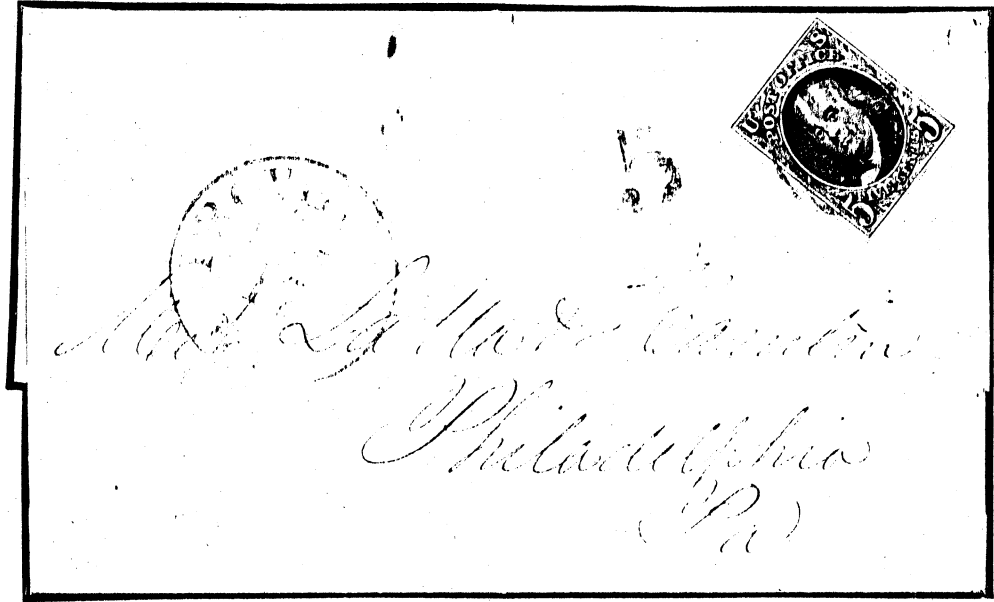
*Pan. & San Fran. S. S.*

*This cover originated at Lima, Peru.*

*No 5¢ stamps were sent to the postal agent in Panama.*

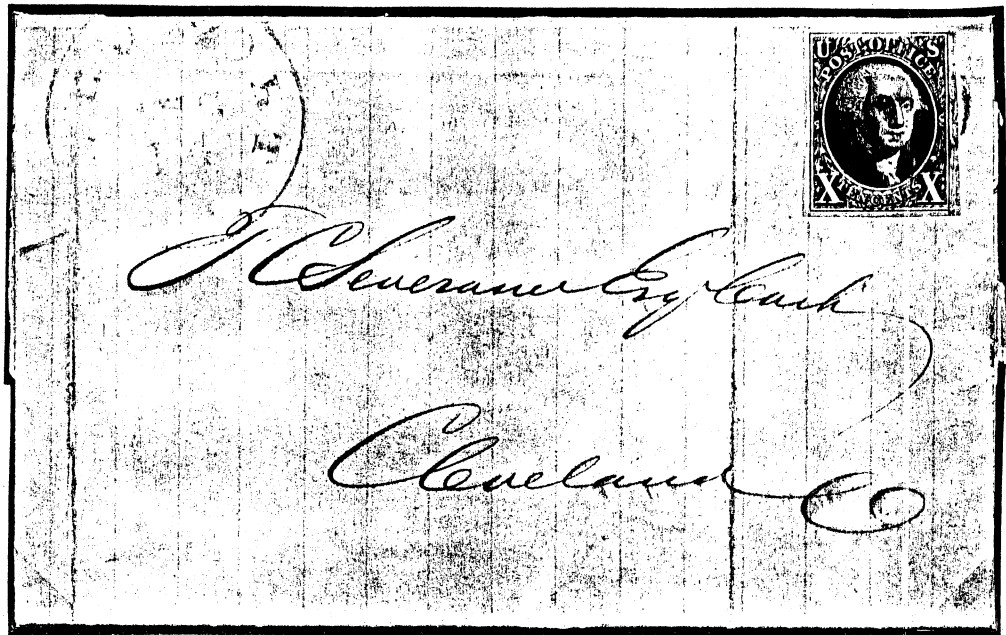
*10¢ covers listed : 9 full covers, one piece, and one strip, formerly  
on cover.*

RHODE ISLAND



September 17, 1847.

Providence



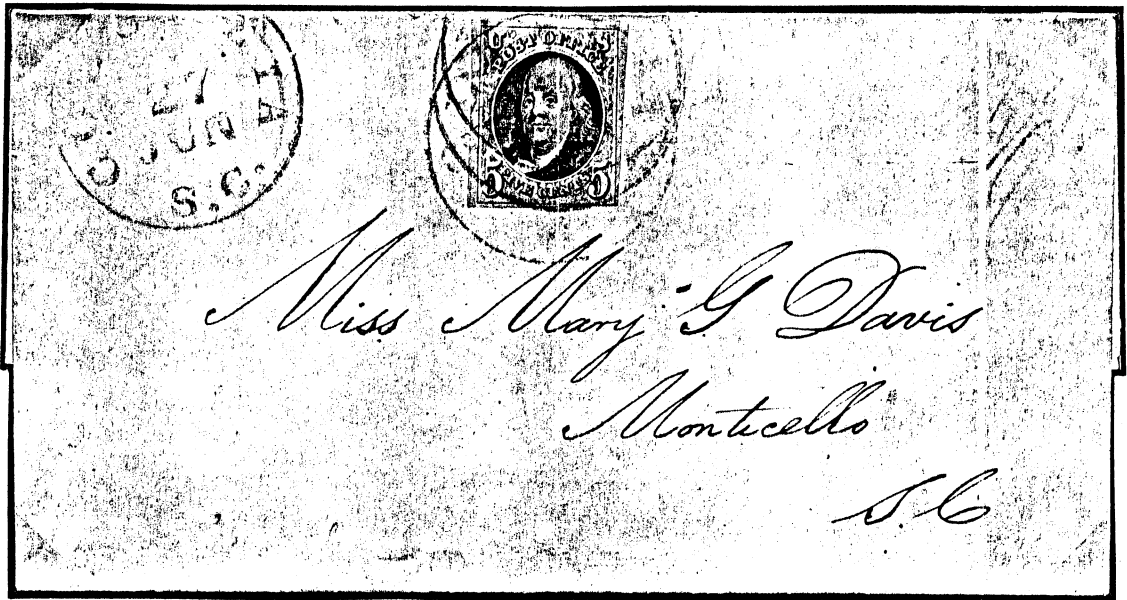
August 14, 1850.

Newport

5¢ covers listed: 69

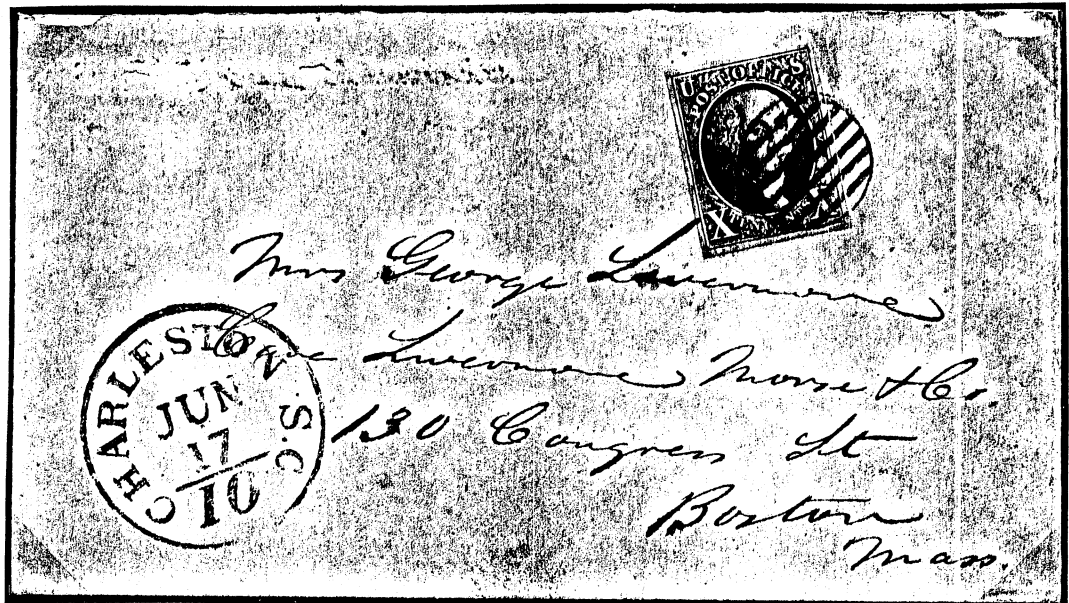
10¢ covers listed: 12

SOUTH CAROLINA



June 27, 1851.

Columbia



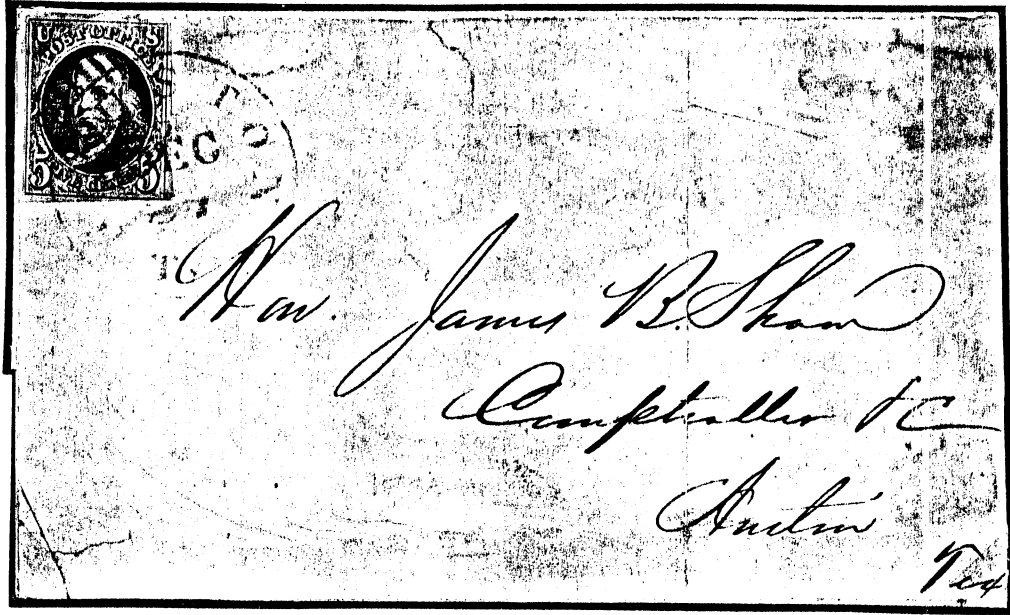
June 17, 18-x.

Charleston

5¢ covers listed: 39

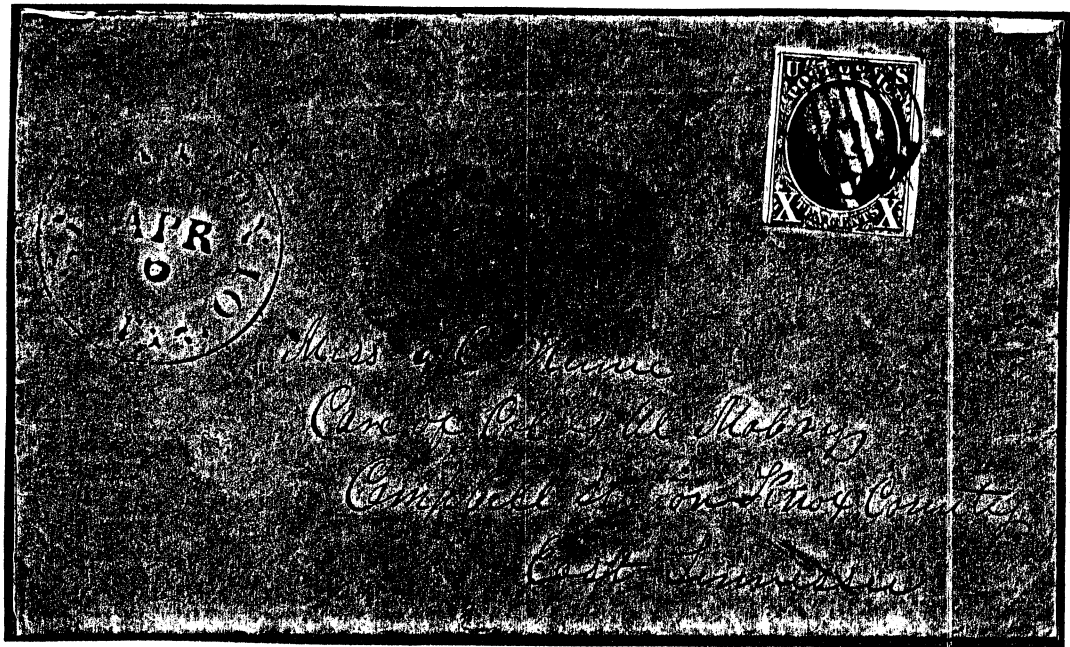
10¢ covers listed: 46

T E X A S



December 27, 18-x.

Houston



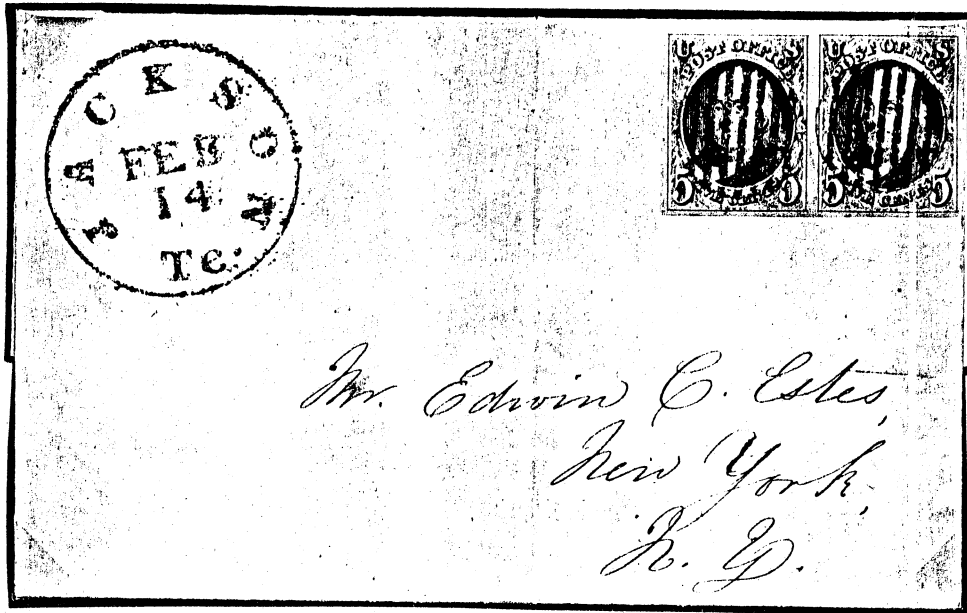
April 6, 18-x.

San Antonio

5¢ covers listed: 4

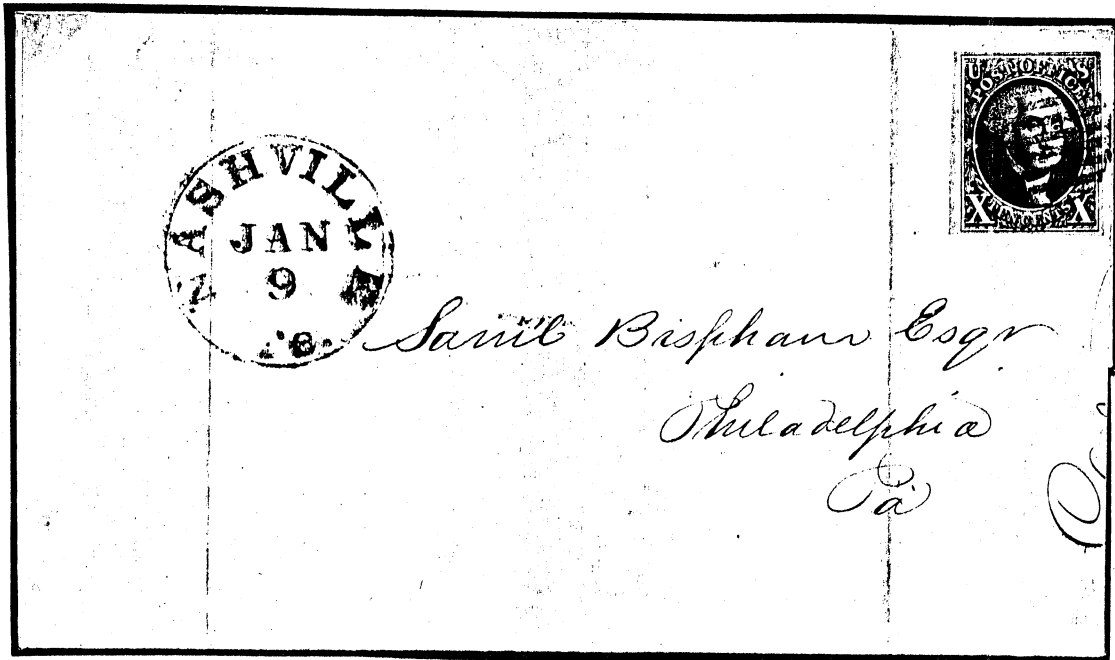
10¢ covers listed: 6

T E N N E S S E E



February 14, 1850.

Jackson



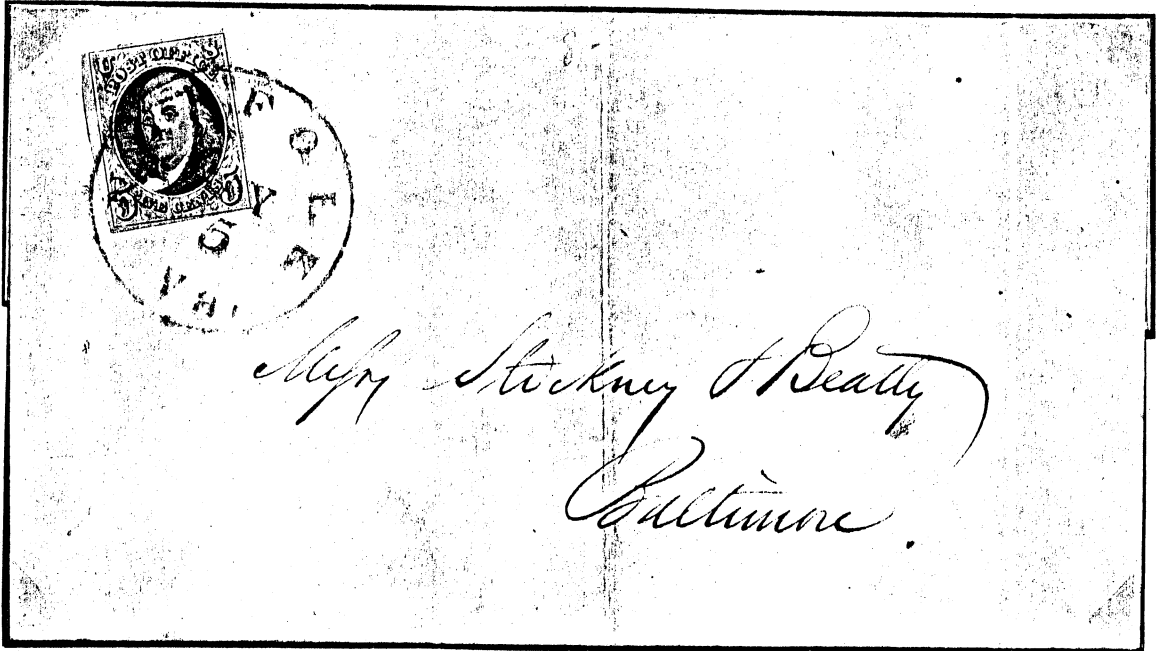
January 9, 1851.

Nashville

5¢ covers listed: 15

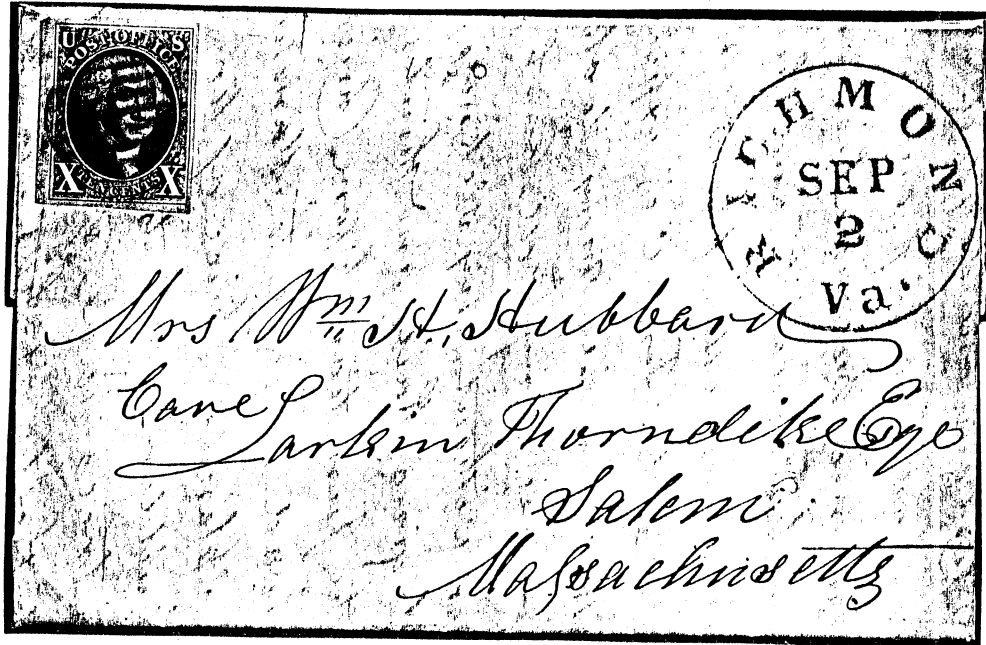
10¢ covers listed: 25

VIRGINIA



May 5, 1851.

Norfolk



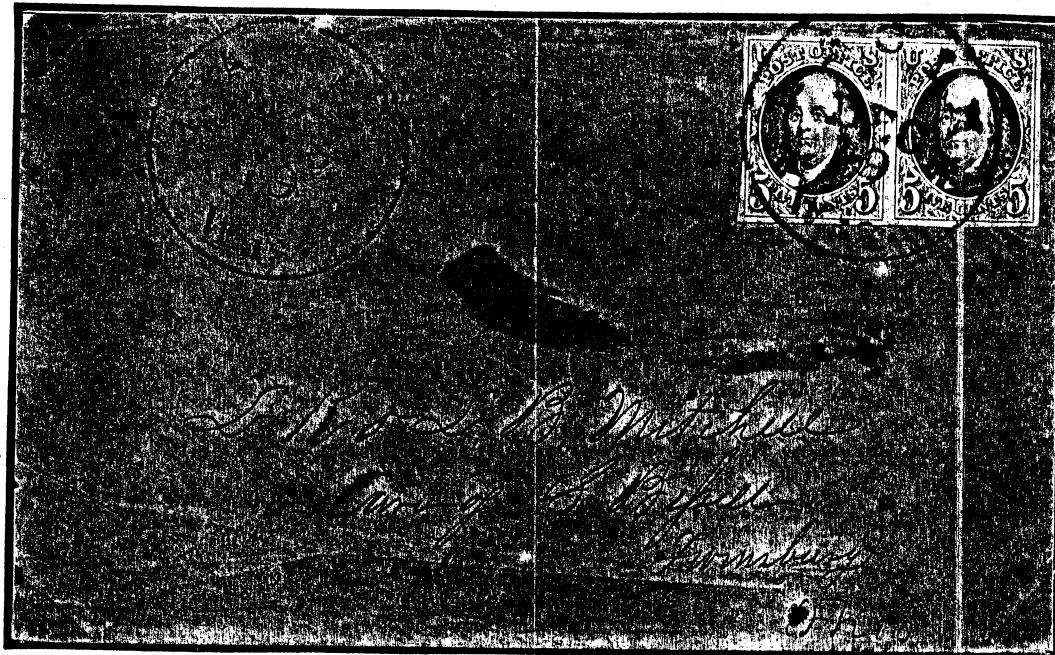
September 2, 1850.

Richmond

5¢ covers listed: 62

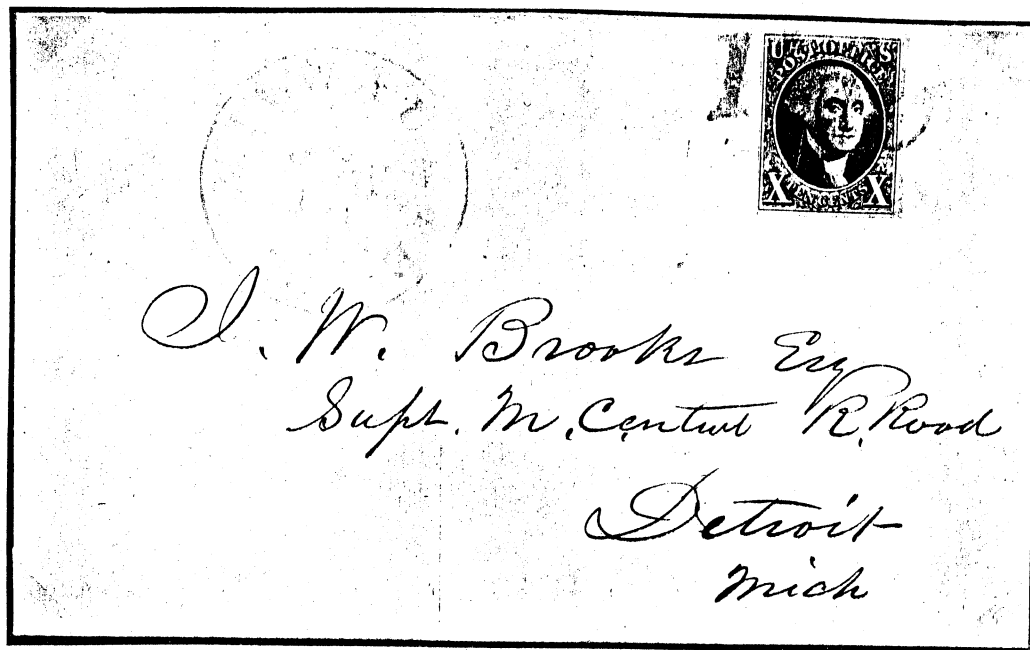
10¢ covers listed: 38

W I S C O N S I N



December 19, 1850.

Racine



June 10, 18-x

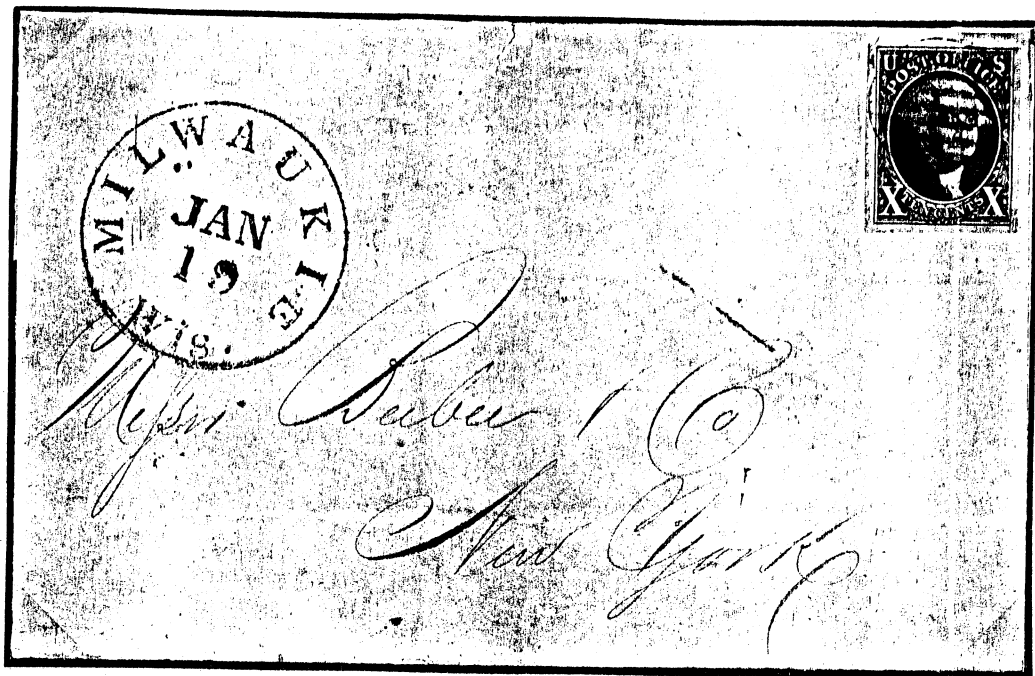
Milwaukee

5¢ covers listed: 20

10¢ covers listed: 19  
plus 2 bisects

WISCONSIN TERRITORY

One 5¢ cover is known used during territorial days (through May 28, 1848). It belongs to the State Historical Society of Wisconsin. The manuscript townmark on this cover is "Monroe Wis Sept 19." The year is 1847. The cover is addressed to Mineral Point "Wisconsin."



January 19, 1848.

Milwaukee

10¢ covers listed: 3