

The United States Five Cent Stamp of 1856



Richard C. Frajola
Frederick R. Mayer

**The United States
Five Cent Stamp
of 1856**

The Frederick R. Mayer Collection

Richard C. Frajola

Frederick R. Mayer

The Collectors Club

2005



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Foreword

The formation of my 5-cent Jefferson stamp collection is probably a path taken by many other collectors, just different particulars and details. For me, stamp collecting began with a worldwide stamp collection started when I was age six with help from my father. After I left Dallas for prep school and college in the East, I began to dispose of most of my general collection, keeping only Costa Rica because it seemed rather uncomplicated and did not have a lot of expensive early issues. When I ran across interesting pieces, large multiples, and covers, I began, in the late forties, to purchase them. Naturally, this led to a continual increase in my interest in Costa Rica, its stamps and postal history.

The Costa Rican material was really turning into more of an accumulation, and as I was extremely busy building a company, I didn't have a lot of time to break up the collections that I bought. I did spend considerable time studying what had been purchased. In the middle sixties, my wife Jan and I were invited by a friend in Costa Rica, who was a part-time stamp dealer and the American Consul, to spend several weeks driving around Costa Rica. We visited many of the towns that I was familiar with from observing the cancels and postmarks on covers I had acquired. This interest in Costa Rica manifested itself fully when we began to build an important collection of Costa Rican Pre-Columbian art. It is now considered to be the largest study collection of Costa Rican Pre-Columbian art extant outside of Costa Rica. The seed was the stamp collection.

The Costa Rican collection also stimulated my strong interest in postal history, as it included major collections of colonial-era letters and early stamped covers. This interest in postal history, along with the downsizing of the general collections, led to the formation of several specialized stamp collections, including the imperforate 5-cent Jefferson.

The path of specialization led me to retain the imperforate 5-cent Jefferson stamp when I sold all of my United States stamps in an H.R. Harmer auction in May 1972. Bill Roscher, of Harmers, did not like my holding out the 5-cent imperforate to collect. He didn't like the stamp, saying that it could not be plated, that it always has corner creases, and that many other dealers shared his low opinion. However, I've always liked the intricate lattice-work framing the very rare Jefferson portrait. It is cleaner and more distinctive than the frilly framing of the other stamps of the 1851-1856 issues.

I had set no goals, but began in 1972 to purchase extremely fine four-margin copies. In time this led to marginal copies, multiples, cancellations and covers, and the collection was begun in earnest in the eighties. Most of the covers were singles to France, which made multiples, combination covers with other stamps and unusual destinations much more desirable. The majority of the cancellations were from New Orleans, so the hunt for legible cancellations from other towns was that much more interesting and challenging. My goal has been to build the finest possible collection of this stamp, which was only in use for about a year and a half, and produce a book that would be the definitive text on the subject.

I enjoy the solitude of this type of collecting. Most purchases have been from auctions or from a few select dealers. It takes a lot of time to search the world over for needed pieces. You have to stay focused and be persistent. The great pieces may not turn up more than once every

twenty to thirty years, if then. I was fortunate that almost all of the major pieces of the Jefferson came on the market in the eighties and nineties.

There is the question of having put this collection together: Has the process been worth the time, effort and great expense? The answer: It is well worth it – and a strong yes! Absolutely yes! It has been, and still is, fascinating. The hunt is always exciting. An example is a Wells Fargo cover with the 5-cent stamp that was held in a major collection for the past eighty years and unavailable. Suddenly, a second example appeared and was acquired for this collection. Subsequently the long-held companion example also was acquired. As there is little more that can now be added to the collection, the time has come to share the results with a new generation of collectors and students.

Frederick R. Mayer
Denver, May 2005

Preface

The United States 5-cent stamp of 1856 was the subject of a book only once in the past. In 1955 Henry W. Hill authored and published *The United States Five Cent Stamps of 1856-1861*. This volume dealt with both the imperforate stamp of 1856 and the 5-cent perforated stamp issued between 1857 and 1861.

This present book deals only with the imperforate stamp that was used from March 1856 until it was gradually replaced by the perforated stamp beginning in the summer of 1857. Although limiting the scope to the imperforate issue may be an unusual approach, it allows for a more focused treatment of the subject at hand. Further, all illustrated items are from a single collection, the one formed by Frederick R. Mayer. Surprisingly this is not a limitation; rather it is a testament to the incredible accomplishment entailed in the formation of a collection that has been termed the finest of a single United States stamp ever formed.

The collection of the imperforate 5-cent stamp began as a traditional one, and included proofs, issued stamps and stamps on cover. The proof section now includes a large study group of the trial colors produced in 1855, as well as examples of all of the various die proofs that are known in private hands. Unfortunately, no essays survive. The stamp portion of the collection includes the only mint block of four in private hands as well as all of the known used blocks, both on cover and off cover. The collection abounds in position pieces and multiples.

In 1963 Earl Oakley published an article in *The Chronicle of the U.S. Classic Issues* that delineated the various transfer reliefs used to produce the 5-cent stamp. The article also provided an overview of how the plate was laid out. Although some new information has been discovered since the publication of that article, such as the identification of a double transfer, no significant advances have been made that hold promise that the stamp can be plated using only imperforate examples. Full plating of the 5-cent stamp may one day be accomplished by studying multiples of both the perforated and imperforate stamps.

As the collection developed, the stamp-on-cover portion soon became a postal history study. This study is very narrow in scope because it is limited to aspects that can be illustrated by the use of the 5-cent stamp on cover - a stamp that was used only for about a year and a half and saw minimal use in domestic mails.

This book reflects that study. Although many aspects of domestic mails in the United States cannot be illustrated with usages of the 5-cent stamp, some of the ones that are present, such as a usage to mail photographs, are surprising. Mails to foreign destinations are examined in more significant detail. The greatest use of the 5-cent stamp was on mail to France and the mail arrangements in effect during the period are well documented.

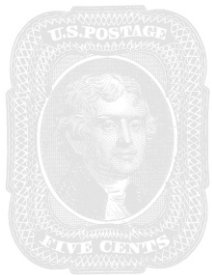
Covers bearing the imperforate 5-cent stamp used to other foreign countries are present to a surprisingly large extent. This allows an examination of many of the major routes and services available in the period. The various treaties that regulated such correspondence are discussed in both an overview chapter and as they pertain to mail to the specific destinations.

The authors thank Richard Celler for providing an advance review of a chapter on Toppan Carpenter plate production, which will appear in the soon-to-be-released book, *The 1851 Issue, A Sesquicentennial Retrospective*, edited by Charles Peterson and Hubert Skinner. Also, we thank Wilson Hulme for allowing the publication here of two pertinent letters from the *Travers Historical Documents*.

The authors also thank the following individuals for assistance on specific sections: Richard Celler for his significant assistance on the chapter on Stamp Die and Plate Production; Steven Walske for his critical review and major contributions to the Mail to France chapter; David D'Alessandris for editorial assistance on the Mail to British North America chapter; Jeffrey Bohn for help on the Mail to the Italian States chapter; Dwayne Littauer for significant contributions to the Mail to the German States chapter; and Richard Winter for kindly permitting wholesale use of postmark tracings found in his *North Atlantic Mail Sailings 1840-75* book. Any errors or omissions are the sole responsibility of the authors.

We also acknowledge the contributions of the following individuals who have assisted with this book. If any names are omitted in error, please accept our apology.

Philip Ahrens	Thomas Mazza
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William Bilden	Robert Odenweller
Elaine Boughner	Elliot Omiya
Lawrence Bustillo	Jerry Palazolo
Francine Frajola	Michael Perlman
Keith Harmer	Stanley Piller
Yamil Kouri	Kevin Preece
James Lee	Schuyler Rumsey
William Longley	Charles Shreve



Chapter One

Introduction



The 5-cent Jefferson stamp of 1856 is one of the more neglected stepchildren of the United States imperforate classic issues. Prior to the introduction in 1857 of machines capable of perforating stamps, the United States issued imperforate stamps in sheet form; they had to be separated with scissors before use. Together, the different imperforate stamp issues that preceded the perforating machine are considered the classics, and have long been the focus of intense study.

The first issue of United States stamps in 1847 included two denominations, a 5-cent stamp with a portrait of Benjamin Franklin and a 10-cent stamp with a portrait of George Washington. These denominations reflected the two-tier domestic postal rates in effect at the time: 5 cents for letters weighing less than one-half ounce sent under 300 miles, and 10 cents for letters sent over 300 miles. Effective July 1, 1851, the postal rates were lowered, and a new series of stamps was introduced to replace the 1847 issue. The series included a 3-cent denomination with a portrait of Washington for the prepaid domestic postal rate to 3,000 miles; a 1-cent stamp with a portrait of Franklin primarily for printed matter and local mail rates; and a 12-cent denomination, again with a portrait of Washington, primarily for multiple-weight domestic letters and, when used in pairs, to prepay the postal rate to Great Britain.

An Act of March 12, 1855 (see Appendix, page 155), effective April 1, 1855, introduced a new postal rate of 10 cents for letters carried over 3,000 miles replacing the 6 cent rate. A 10-cent denomination, again with a portrait of Washington, was added to the series. This act also required the prepayment of postage on letter mail commencing April 1, 1855, and prepayment with postage stamps, or stamped envelopes, commencing January 1, 1856.

There was no compelling reason for the issuance in 1856 of the 5-cent stamp. Unlike the previously issued 1-cent, 3-cent and 10-cent stamps, the 5-cent was not issued to prepay a specific new postal rate. Before looking into why the stamp was issued, an examination of when the stamp was issued might help put the matter in perspective.

When was the 5-Cent Stamp Issued?

The earliest-known official reference to the 5-cent stamp is found in the "*Travers Historical Documents*," a file put together by Third Assistant Postmaster General Arthur Travers about 1910. The file contains a letter (excerpted here, see full text in Chapter 2) from Toppan Carpenter & Company to the Third Assistant Postmaster General John Marron dated October 19, 1855:

"Herewith please receive several impressions (8) of the new 5 Cents Stamp - The plate is now ready for Press and only waiting the decision of the Post Master General as to the color in which he may direct it to be printed."

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A return letter of John Marron, dated October 24, 1855 states: "you can print 6000 impressions or sheets of 100 each." This information establishes October 24, 1855 as the date the print order for the 5-cent stamp was placed by the Post Office Department. This reflects an order for 6,000 sheets of 100 stamps, although actually printed as 3,000 impressions of 200 stamps.

In John K. Tiffany's *History of the Postage Stamps of the United States of America*, published in 1887, the 5-cent stamp is listed as having been issued on January 5, 1856. This date fell on a Saturday, which would seem unlikely for a delivery of stamps. John Luff in his *The Postage Stamps of the United States*, published in 1902, gives the date of issue as January 1, 1856. Both statements would seem inaccurate given the fact that the earliest-known usage of the stamp on cover is March 24, 1856. However both of these authors apparently had access to postal records that are not now available. Their statements cannot be dismissed without first trying to reconcile the discrepancy between their dates and the earliest reported usage.

In 1856, individual postmasters did not automatically receive new issues of postage stamps. The postmasters had to learn of the availability of new stamps, and then order them from the Third Assistant Postmaster General. After processing in Washington, the order was transmitted to Jesse Johnson, the stamp agent in Philadelphia, for fulfillment. The stamp agent maintained a stock of the current stamps that were delivered to him directly from the printer, who was also located in Philadelphia. An example of a covering letter, sent with an order of stamps to Zoar, Ohio, in 1856 is shown in Figure 1-1.

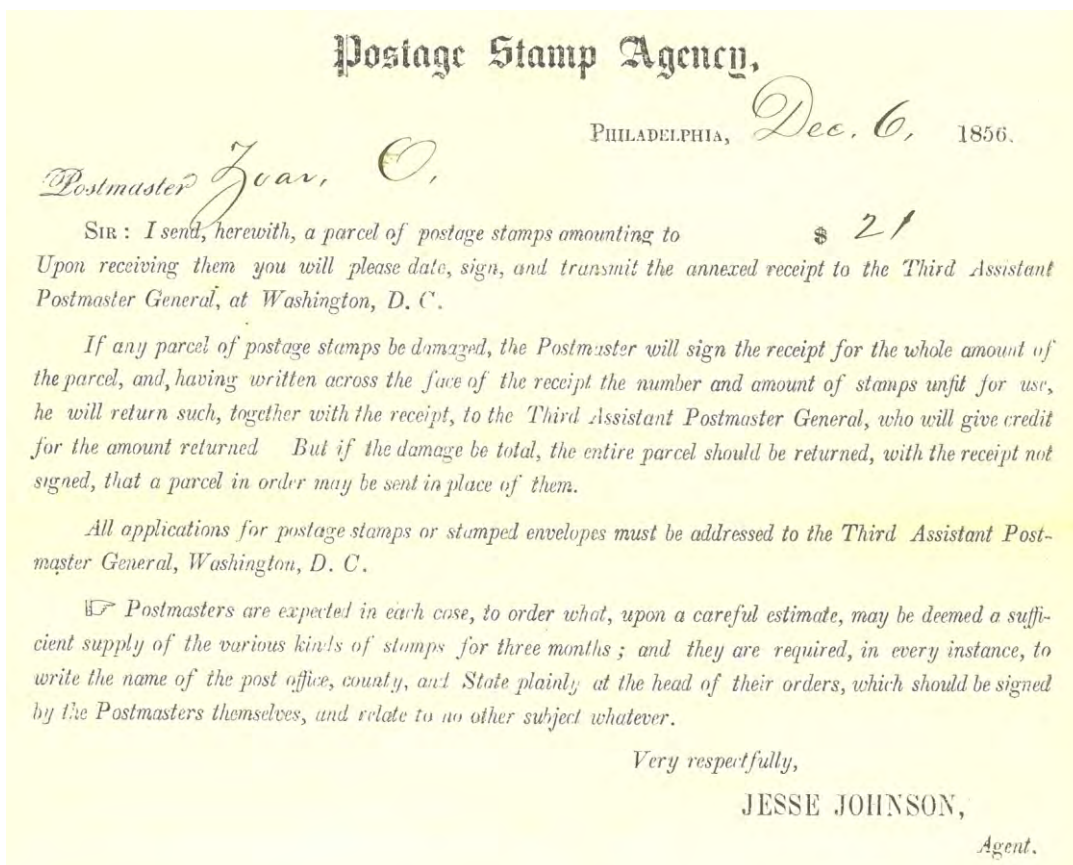


Figure 1-1. This letter from the stamp agent in Philadelphia accompanied a shipment of stamps in December 1856.

This letter mentions: “*Postmasters are expected in each case, to order what, upon careful estimate, may be deemed a sufficient supply of the various kinds of stamps for three months.*” As a result, there was certainly a delay between the delivery of the 5-cent stamps to the stamp agent and their delivery to the individual postmasters. When the 10-cent stamp was issued in May 1855, advance notice that the stamp was to be released was circulated on March 12, 1855, in the same letter that announced the Postage Act (see Appendix, page 155). It included the following statement: “*Postage stamps and stamped envelopes of the denomination of ten cents will be prepared and issued speedily.*”

No circular announcing the issuance of the 5-cent stamp has been found. An apparently complete archive of original communications from the Post Office Department to the Postmaster at Zoar, Ohio, from the 1850s has been preserved and is now in the collection of Richard Frajola. The lack of such a circular in this archive may indicate that no announcement was made, or possibly that announcements were sent only to larger post offices where the stamp was likely to be most used. In either case, absent a compelling immediate need for the stamp, it is certainly possible that the 5-cent stamps were delivered to the stamp agent at the beginning of January 1856, yet not ordered or available at post offices until March.

The pattern of early usages of the stamp on cover seems to support the notion that distribution may not have been immediate. The March 24, 1856 earliest-reported usage is from Philadelphia. Despite the fact that New Orleans was, by far, the largest user of the stamp, the earliest-known usage in the Mayer collection from New Orleans is July 20, 1856. These considerations reflect the fact that there may not have been an immediate, pressing reason, for the issuance of the stamp.

Why was the 5-Cent Jefferson Issued?

The Act of 1855 introduced the registration of letters for a 5-cent fee. Some early authors thought that the 5-cent stamp was issued to prepay this fee, but such is not the case (see Chapter 4) as it was a fee that was to be paid in cash. The 1857 Postal Regulations, in article 28, specify: “*postmasters will enter an amount of fees received for registry of letters, casting their commissions at 80 per cent thereof.*” Postage stamps were accounted for in a different fashion, and the commission granted the postmaster was far less.

Another reason that has been put forth for the issuance of the 5-cent denomination is that the stamp was issued to prepay the 5-cent open mail rate for mails carried by British packets. This service was most often employed for carriage of mail to France at this time. Such an explanation makes for a plausible story and it provides a possible explanation for the choice of Jefferson on the stamp portrait, for Jefferson was a former ambassador to France. This explanation has been advanced based primarily on the fact that the greatest use of the stamp seen in 1856 was as prepayment of the 5-cent open mail rate. However, there is no factual evidence that this was the reason for the stamp.

Another plausible reason for the issuance of a 5-cent stamp is that the Post Office Department felt a desire to have a stamp between the 3-cent and 10-cent denominations. It would be useful for payment of assorted multiple rates, as well as for foreign rates, including the 5-cent open mail rate. It might also be noted that the primary American coinage circulating in the United States in 1855 were dimes and half dimes, and having stamps that corresponded to

INTRODUCTION

those denominations might have been considered an additional advantage of having a 5-cent stamp. Certainly there was no pressing need for a 5-cent stamp as evidenced by the five-month time lag between the October 1855 plate production and the earliest usage in March 1856.

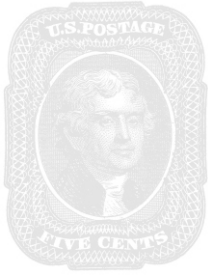
Why was a Portrait of Jefferson Selected?

There is insufficient reliable information available regarding the reason a portrait of Jefferson was selected to grace the 5-cent stamp. By late 1855, the portrait of Washington was on three of the four stamps in circulation. Certainly there was every reason to consider someone else to honor with a postage stamp.

Some events in the year 1855, when the design was selected, might have brought the Jefferson name into the minds of those responsible for the decision. In May 1855 the magazine of the political party then in power, *The United States Democratic Review*. Volume 35, Issue 5, published an article titled "American Leaders, No. 1. Thomas Jefferson." "The Writings of Thomas Jefferson" followed this in Volume 36, Issue 1, July 1855. This second article was published by the order of the Joint Committee of Congress on the Library, from the original manuscripts deposited in the Department of State. The introduction to the second article includes:

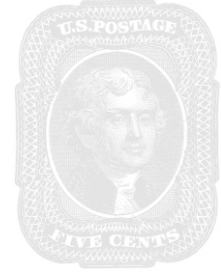
"What other of the greater periods in the history of the Old World is there which may, for a single moment, be reckoned against that time in our annals, with which the name of THOMAS JEFFERSON is so indissolubly united by the gratitude of those for whom and for whose children and for whose children's children he drew up that precious document, to whose fearless enunciation of the primary principles of liberty and freedom we owe that which we cherish as our brightest possession our independence among the nations of the earth?"

The appearance of these two highly laudatory articles on Jefferson may have had no direct influence on the selection of Thomas Jefferson's portrayal on a stamp, but they are evidence that, at the time the selection was being made, Jefferson was at least in the minds of the Democrats.



Chapter Two

Stamp Die and Plate Production



After Post Office Department officials settled on the issuance of a 5-cent stamp, and had decided to use a portrait of Thomas Jefferson, they undoubtedly solicited design ideas from the engraving and printing firm that held the stamp production contract. Toppan, Carpenter, Casilear & Company (Toppan Carpenter) was awarded the contract for stamp production in 1851 and retained the contract until 1861. Mr. Casilear retired from the company prior to 1856, yet his name was retained in the title. For a thorough discussion of the firm, and the stamp production techniques employed, the U.S. Philatelic Classics Society book *The United States Stamp Issue of 1851: A Sesquicentennial Retrospective* is necessary reading.

Unfortunately little is known about the designer of the 5-cent stamp, and no design essays survive. As Toppan Carpenter also was engaged in the printing of paper currency for banks, that firm might have turned to one of its stock vignettes for a Jefferson portrait. However, a review of the obsolete currency produced by Toppan Carpenter, as listed in James Haxby's *United States Obsolete Bank Notes, 1782-1866*, does not reveal any likely portrait engravings that could have been used. It is also possible that a new portrait engraving was produced. The final engraving used is very close to one of several Thomas Jefferson portraits painted by Gilbert

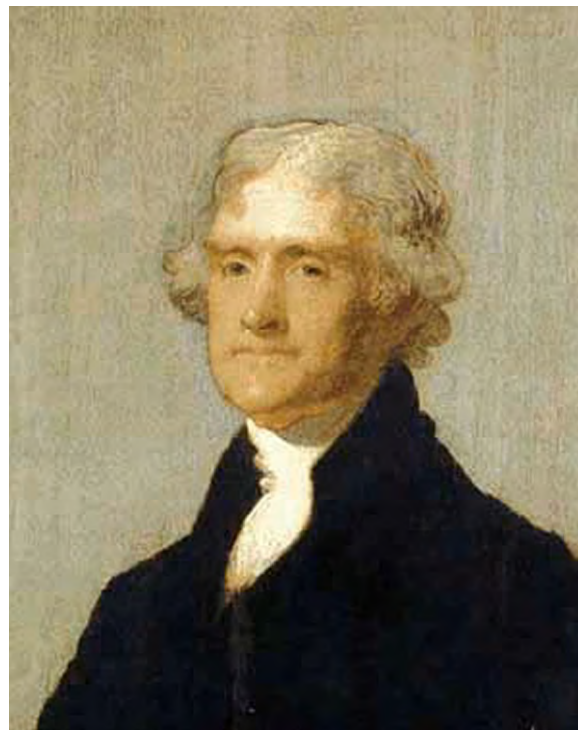


Figure 2-1. An 1805 Gilbert Stuart portrait of Thomas Jefferson.

STAMP DIE AND PLATE PRODUCTION

Stuart. The painting shown in Figure 2-1 from the National Portrait Gallery was done in 1805. Although Jefferson is facing to the left in the painting, the image is otherwise very similar to the stamp engraving.

The engraver who produced the master die for Toppan Carpenter is unknown. However, two surviving essays for the 10-cent stamp issued in 1855 have a pencil notation “Pitcher” on them. If this represents the name of the engraver, this person would be a likely candidate to have been the engraver of the 5-cent stamp as well.

The Proofs from the Master Die

After a design for the 5-cent stamp was approved by the Post Office Department, the next step was the engraving of a master die. A mirror-image of the stamp design was entered, in recess, into a block of softened steel, partly by hand-engraving, and partly by using geometric lathe work. The steel was then hardened and the master die was ready for use. The Mayer collection includes two large die proofs in black taken from the master die. Both proofs, impressed on india paper and backed by cardboard as required for printing on the thin paper, show the complete design as well as guide lines in the margins outside the design.

One of the two surviving die proofs in black, the only example that shows the full extent of die sinkage (47mm by 73mm), is shown in Figure 2-2. This proof is endorsed in pencil with a “91” at lower left. This notation represents the die number assigned by the Treasury Department. B.K. Miller in his “Tentative List of U.S. Stamp Dies,” which appeared in the *Albemarle Stamp Collector* for July-August-September 1920, reported “91” as the number for the

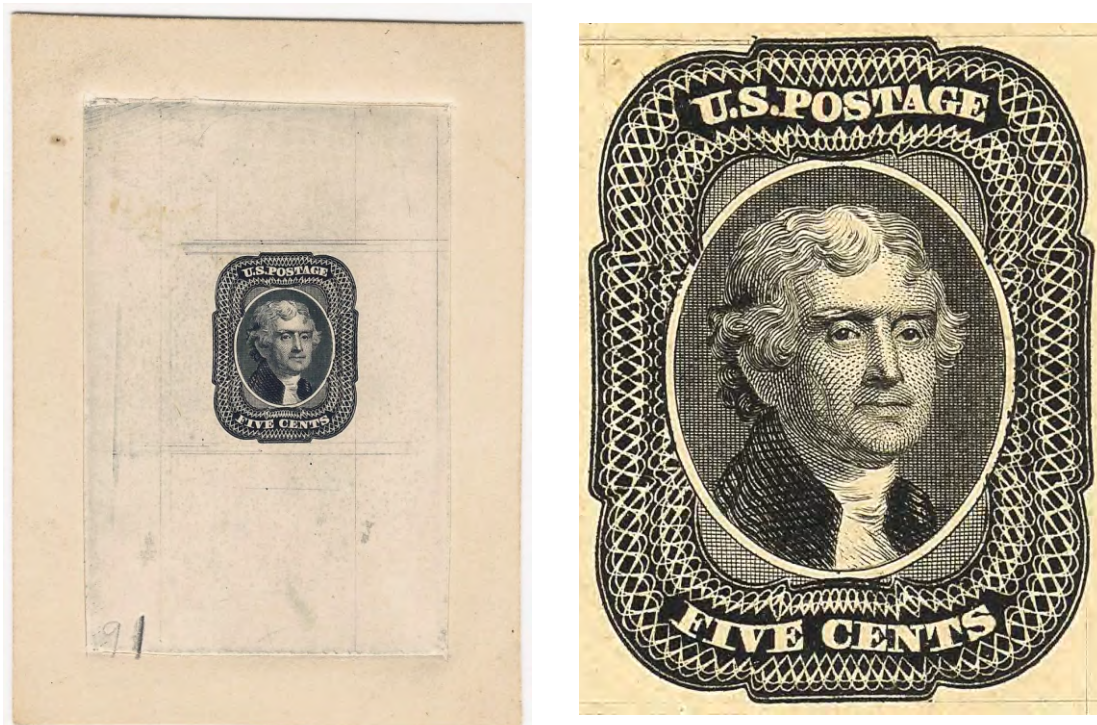


Figure 2-2. A die proof in black on india paper, with original card backing and penciled “91” die number. The image at right is an enlargement to show details.

5-cent die as recorded in the “Post Office (Die) book” kept by the Treasury Department. The die numbers reported for the other dies manufactured by Toppan Carpenter are not in the order the dies were actually made, but rather by denomination. For instance, the 10-cent die is recorded as number “92” even though it was produced prior to the 5-cent die. This reflects the fact that the dies were surrendered to the Post Office Department by Toppan Carpenter after its contract had expired in 1861, as required, and at some later time were entered as a batch by denomination by the Treasury Department. It is not known when either of these black die proofs were pulled.

Note in the enlargement in Figure 2-2 that the full design as shown in the master die is not identical to any of the issued stamps. In addition to the guide lines that are present on the impressions from the master die, the colorless oval surrounding the portrait shows impingements at top left, top right and bottom right that were largely removed from the reliefs on the transfer roll. As a result, only small remnants of the impingements are readily apparent on the issued stamps.

In addition to the two die proofs in black, the Mayer collection includes a die proof from the master die in orange brown. Although this proof has been reported as being in the red-brown color of the issued stamp, such is not the case. The only example of this proof in private hands, formerly in the Falk Finkelburg collection, is shown in Figure 2-3.



Figure 2-3. A die proof in orange brown on india paper, with original card backing.

About 1902, the master die was used again to print proofs for the Bureau of Engraving and Printing. The BEP produced about 85 special albums, called “Roosevelt albums,” that contained proofs of all United States stamps that had been issued up to that time, and these albums were distributed to favored government officials. The die proofs on wove paper were either printed on smaller pieces of paper or were cut down so the paper size was roughly 23mm by 29mm, and were mounted on gray card pages. These pages were then made into albums, with the complete issues generally on the same page. The 5-cent proofs were printed in a color that closely approximates that of the original issued stamp. The print quality varies and only the clearest prints show the faint guidelines surrounding the design. The guideline grooves in the master die were evidently filled in by the printer, with wax or some other substance, so the resultant prints would not show the guidelines. An example is shown in Figure 2-4.



Figure 2-4. A 1902 die proof impression in red brown on wove paper, from a Roosevelt album, with original gray card backing.

The master die was used once again in 1915 to produce proofs for the Panama Pacific Exposition held in San Francisco. It is believed that fewer than six examples of these proofs of the 5-cent stamp exist in private hands; this number may be as low as three. These Panama Pacific die proofs, again either printed on smaller pieces of paper or cut down to a smaller paper size, were printed in red brown on a wove paper that is not the same as the paper used in 1902. The paper used in 1915 shows more mesh and often appears slightly toned. The Mayer example of the 5-cent die proof is illustrated in Figure 2-5.



Figure 2-5. A 1915 Panama-Pacific die proof impression in red brown on mesh wove paper.

The Plate Production

After the master die was approved, the next production step was the making of the plates required to print the stamps. All the Toppan Carpenter stamp plates had 200 stamps, arranged in two side-by-side panes of 100, each pane being ten by ten stamps. The process employed by Toppan Carpenter in the making of printing plates is detailed in the book *The United States Stamp Issue of 1851: A Sesquicentennial Retrospective* in the chapter titled “The Toppan Carpenter Plates and the Guide Relieving Method” by Richard Celler and Elliot Omiya. The process is summarized here only as it applies to the 5-cent stamp.

Principal Steps in the Plate Production of the 5-Cent
1. Engrave master die (mirror image of final stamp) in recess on soft steel block
2. Harden the die
3. Transfer the die design four times onto a soft steel transfer roll (the master transfer roll)
4. Harden the transfer roll
5. Transfer the four designs from the transfer roll onto the soft steel printing plate
6. Step 5 is repeated until all 200 plate positions are entered

Four transfer reliefs were employed in the production of the plate for the 5-cent stamp. Each of the four (identified as relief A, relief B, relief C, and relief D) differs from the master die and each has unique features that are the result of varying amounts of touch-up performed before the hardening of the transfer roll. A model of the transfer roll showing the four reliefs is illustrated in Figure 2-6.

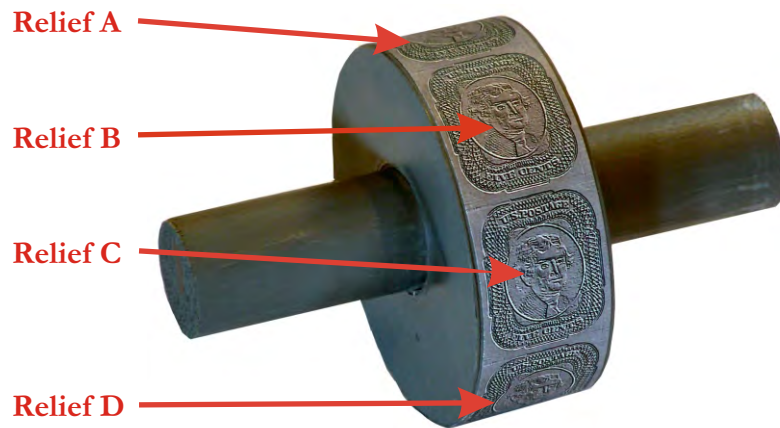


Figure 2-6. A model of the transfer roll for the 5-cent stamp.

STAMP DIE AND PLATE PRODUCTION

For convenience in referring to the various stamp positions on the sheet, the individual positions from each pane are numbered horizontally commencing at the top-left corner, which is designated position 1, and continuing across the row, then continuing at the left of the second row, which is position 11. If the stamp is from the right pane, the letter "R" is added to the position number, and if from the left pane, the letter "L" is added. For example, the upper left corner position of the left pane is identified as position 1L.

A large soft steel plate was employed in stamp production. Guide dots were carefully scribed on the plate, and used to position the transfer roll in the correct place for each set of entries. A diagram of the resultant plate is shown in Figure 2-7. The red dots indicate the guide dot placement.

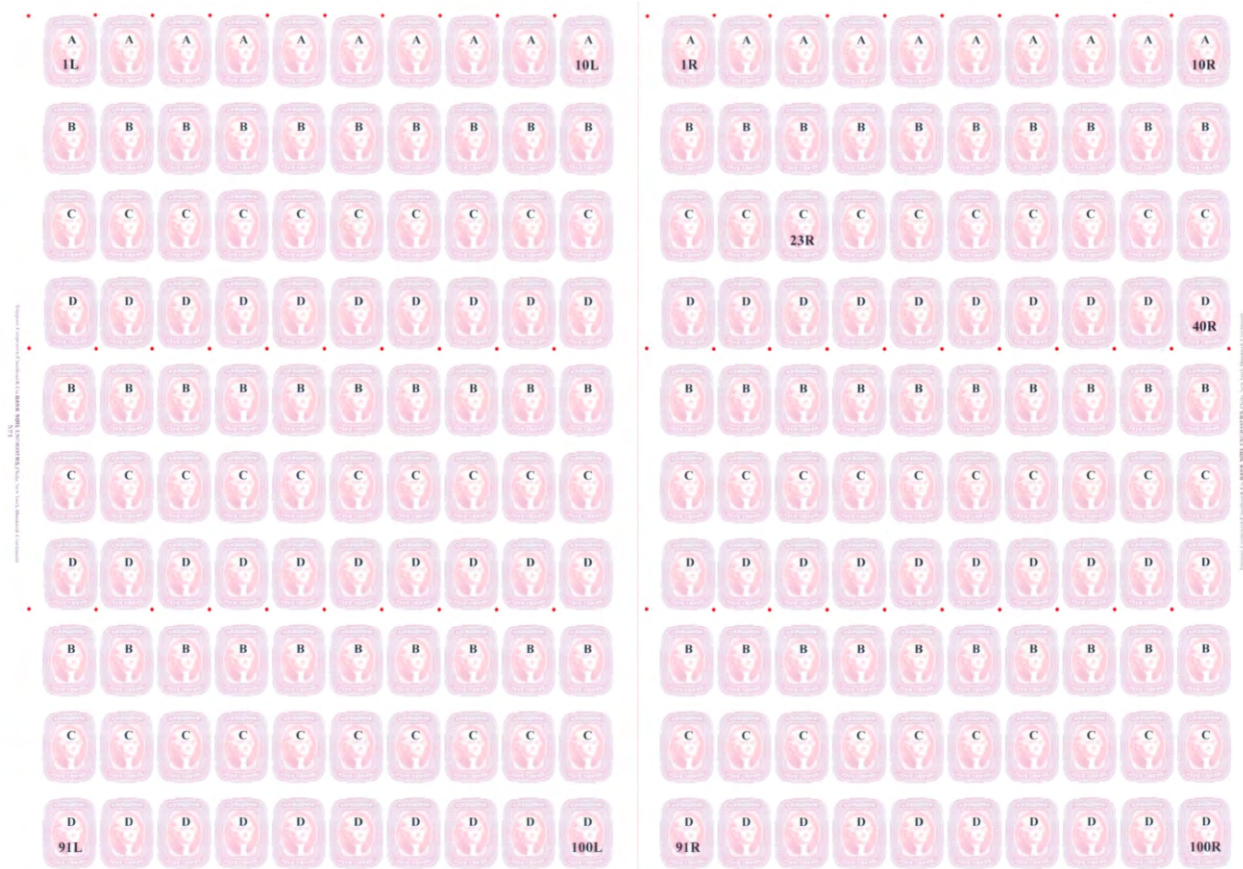


Figure 2-7. A sheet layout showing transfer reliefs. The red dots indicate guide dot placement.

After all 60 necessary guide dots were scribed, transfer of the reliefs into the plate commenced. The transfer roll, a cylinder that had four reliefs (A-D in order) wrapping around it, as seen in Figure 2-6, was used. The transfer process, diagrammed in Figure 2-8, was begun at the top left-hand corner of the plate, and the roll was impressed in the vertical column. Since the printed stamps are a mirror image of the plate, these represent the stamps on the top right hand corner of the printed sheet. Thus, stamp positions 10R, 20R, 30R, and 40R were the first entered on the plate. As the first position on the transfer roll was relief A, the resultant plate impression, position 10R, was a recessed version of the A relief. In like manner, position 20R was a B relief, position 30R was a C relief, and position 40R was a D relief.

To complete the vertical column, the transfer roll was repositioned with relief A over the previously impressed D relief at position 40R, using the guide dot on position 39 to assist with proper placement of the transfer roll, and the fresh impressions started with the B relief pressed into position 50R. This was continued with the rolling of the C and D reliefs into positions 60R and 70R. This process was repeated using the guide dot on position 69, imparting the B relief to position 80R, the C relief to position 90R, and the D relief to position 100R. This completed the transfer process for the vertical column of ten entries. The entire column entry process was repeated 19 additional times across both panes until the entire plate was completed.

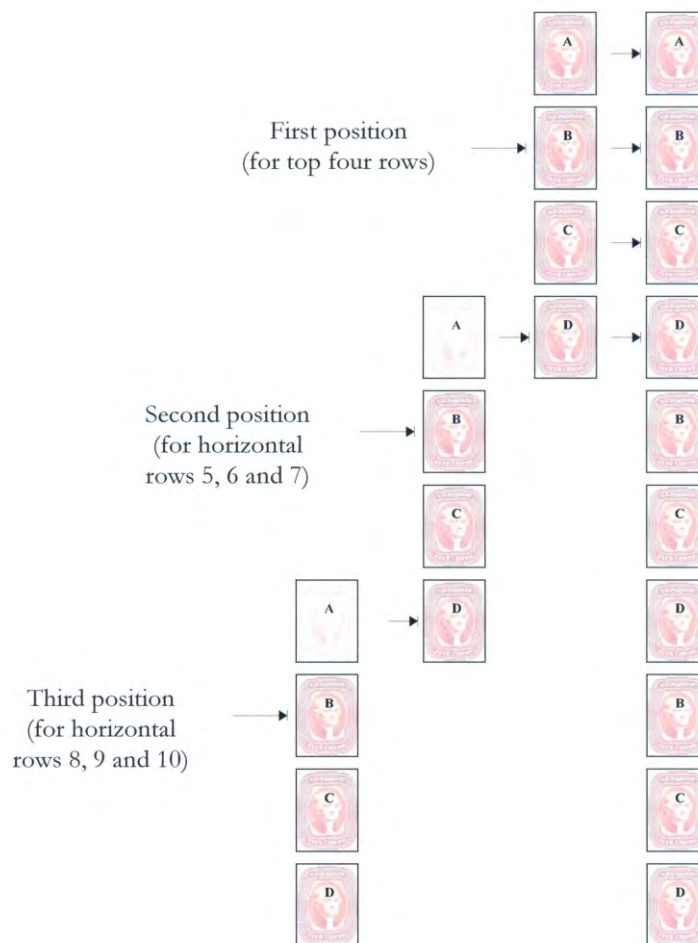


Figure 2-8. A diagram of the plate lay-down sequence

STAMP DIE AND PLATE PRODUCTION

After all 200 positions were entered into the soft steel plate, a vertical center line was scribed between the two panes, and the imprints were added at the sides. The imprint is shown in Figure 2-9. The imprint included the “Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati” text and the plate “No. 1” below it. Although no examples are known of the imperforate 5-cent showing the plate number, there is a marginal strip of the perforated stamps which shows the actual plate number “1”. After the imprints were added, and some plate finishing steps were completed, the plate was ready for use. It is not known if the plate was hardened.

**Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati.
No. 1**

Figure 2-9. The Toppan Carpenter imprint and plate No. 1.

Identifying the Reliefs

The four reliefs used to produce the 5-cent stamp were first identified by Earl Oakley in an article in *The Chronicle*, July 1963, Issue No. 45, page 14. The positive identification of reliefs for individual stamps can be difficult or impossible if a cancel interferes with characteristics, or if the stamp is not clearly printed. Figure 2-10 shows typical examples of stamps from each of the different reliefs. The characteristic marks which differentiate the four reliefs are located in the white oval to the left of Jefferson’s head.



Figure 2-10. Relief details: stamps printed from reliefs A, B, C and D

The A relief has a slight “bulge” into the colorless oval from the outside, thus the colorless oval becomes narrower.

The B relief shows a “check mark” and has the least amount of the impingement burnished away.

The C relief shows a faint “curl” in the same location; below that there is no impingement remaining.

The D relief shows a long “artifact trail” that extends much further down the oval.

Plate Proofs

Printing proofs in sheet format was the next step after the plate had been produced. The 5-cent exists in what are termed “trial color” plate proofs. Some of these proofs are printed on a paper that is stamp-like but crisper than the paper of the proof in Figure 2-13 and not similar to the paper actually used to produce the stamps. The letter below from Toppan Carpenter to John Marron refers to the submission of trial color plate proofs, probably submitted in sheet form.

Philada. Octo 19, 1855

Dear Sir:

Herewith please receive several impressions (8) of the new 5 Cents Stamp - The plate is now ready for Press and only waiting the decision of the Post Master General as to the color in which he may direct it to be printed - We have made various experiments in colors, and those now sent are among the best that we have produced - You will recollect that we have nearly “used up” all the best colors on the other Stamps - Red, Blue Green and Black - we are therefore “put to our trumps” to get another variety that will be handsome and give sufficient body to the Stamp - We tried a yellow, and straw color, but found that neither of those colors would shew the work at all — the head was almost entirely lost, and the lathe work a confused mass without any clearness and presenting altogether a most unpleasant appearance -

We think the color of Impression marked No. 5 will show the work to best advantage, altho this impression (as well as all the others,) has been mashed and the work injured by being pressed before the ink was dry -

We would have had them reprinted, but that we thought the time would be deemed of paramount importance by you -

Be kind enough to return us the impression which is adopted as the color to be used, (at your earliest convenience,) and we will immediately proceed to print the Stamps.

The trial color plate proofs that survive may have been from the sheets submitted with the letter above even though we only have examples in six different colors, as shown in Figure 2-11. The report of impressions having been mashed and the work injured is an excellent description of the physical appearance of these trial color proofs. The proofs in red brown show the least evidence of mottling but it is still present.



Figure 2-11. Trial color plate proofs in red brown, pale brown, rose brown, olive green, olive bistre and orange.

STAMP DIE AND PLATE PRODUCTION

The Mayer collection includes what is probably the largest group of trial color plate proofs ever assembled. It was hypothesized that only one sheet of each color was produced, and it was hoped that by assembling a large quantity of each color it might be possible to plate them. Unfortunately, it is estimated that fewer than 20 to 25 examples of each color have survived.

There is a single reported example of a plate proof in black on paper similar to the trial color proofs. It is shown in Figure 2-12. Like the preceding proofs, the impression is mottled.



Figure 2-12. Plate proof in black on stamp like paper. The only reported example in this color.

In addition to the trial color plate proofs, there are two reported examples of a plate proof that was probably printed contemporarily with the regular stamp production. The Mayer example is shown in Figure 2-13. It is a plate proof in black on stamp-like paper.

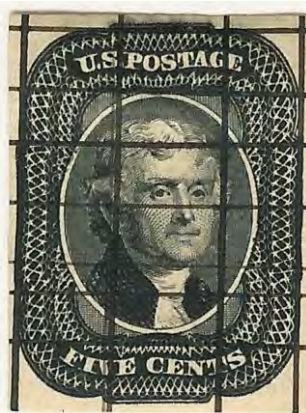
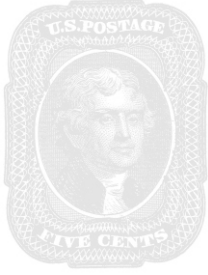


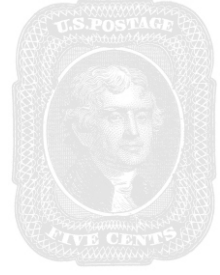
Figure 2-13. A black plate proof of the 5-cent on stamp like paper, relief B.

Both known examples were canceled with crossroad style manuscript lines. The second example has had the pen cancel removed. The example in Figure 2-13 is very clearly printed and shows very strong characteristics of the B relief. The 1-cent, 3-cent and 10-cent denominations of the 1851-1855 issue exist in similarly canceled plate proofs. The recorded copies have all been plated as being from the second row of the right-hand pane of stamps. The 1-cent examples are from plate 2; the 3-cent examples are from plate 4. Those two plates, as well as the 5-cent and 10-cent plates, were in production at the start of 1856. This makes a strong case for all of the proofs having been pulled sometime during the first six months of 1856. The second row of the 5-cent plate was all B relief positions and, as the two known examples are both relief B, they may well have come from the same second row positions as the other denominations. It is not known why these plate proofs were produced, or what they were used for.



Chapter Three

The Issued Stamp



Stamp production of the 5-cent imperforate began in the late fall of 1855. Letter #133 in the *Travers Historical Documents* is a transcription of the order to print 6,000 sheets of 100 stamps written five days after the letter submitting trial color proofs (see page 13):

October 24th 1855.

Messrs. Toppan, Carpenter & Co.,

Gentlemen:

Your letter of the 19th transmitting 8 impressions of the new five cent Stamps was duly received and laid before the Postmaster General, who was much pleased with the fine taste displayed in the design and the skill evinced in the execution of the stamp. He adopts your opinion as to the color used for impression No. 5 and requests me to say that you can print 6000 impressions or sheets of 100 each to begin with. I have for lack of skill in designating colors, described that used on No 5 in a circular, I am about to have printed as a brown, May it be so designed, if not what color is it.

*Very Respectfully,
Your Obedient Servant,
J. Marron,
3rd Asst. P.M. Gen'l.*

The 5-cent stamps were printed in the Toppan Carpenter facility in Philadelphia and were distributed from there to the stamp agent, Jesse Johnson, also located in Philadelphia, who received the stamps on behalf of the Post Office Department.

Without any evidence to the contrary, the author believes that the 5-cent stamps were produced in a single production run from a single plate (plate number 1). The examples of the imperforate 5-cent stamp in the Mayer collection show very little discernable difference in color or shade beyond that which can be attributed to preservation. In fact, the uniformity in color is convincing when only unused and on cover examples are compared.

Although the relief type of most individual stamps can be determined, the stamp has not been plated. To do so would require access to additional multiples such as can be found in the perforated stamps printed from the same plate, and this was outside the parameters set for the Mayer collection.

Unused Stamps

It is estimated that fewer than 50 examples, of the 600,000 5-cent stamps ordered, survive in unused condition.

The Mayer collection contains the only reported unused block of four in private hands as well as an irregular “block” of three and two singles. The block of four is shown in Figure 3-1. It is the largest known unused multiple and bears a large part of its original gum. This block is one of the highlights of the Mayer collection and one of the most important unused multiples in classic United States philately. This block previously graced the collections of several notable philatelists including Henry Duveen, Arthur Ward, Wharton Sinkler and Ryohei Ishikawa.



Figure 3-1. The largest reported unused multiple of the 5-cent imperforate stamp.

The top pair of the block is relief D while the lower pair is relief B. This configuration of reliefs occurs in horizontal rows 4-5 or rows 7-8 (see figure 2-7).



Figure 3-2. Unused examples of the 5-cent imperforate stamp.

The two unused singles and the irregular block of three are shown in Figure 3-2. The top stamp of the block is relief C and bottom pair relief D with guide dots at foot. The single stamp at left is from relief C while the stamp at right is a right sheet margin example from relief A and shows the characteristic guide dot in the margin at top left, and no guide dot at top right. This stamp originated from a top-right corner of the pane.

Used Blocks

Frederick Mayer has made a concerted effort to secure used blocks of the 5-cent stamp. The collection contains all of the known blocks, both on and off cover. The largest used block remaining intact is a horizontal block of six on a letter to Germany (see Figure 9-12). The block, isolated from the cover image, is shown in Figure 3-3. The top row is relief B and the lower row is relief C. This block is the largest intact multiple, in any form, of the 5-cent stamp.



Figure 3-3. The largest reported intact multiple of the 5-cent stamp.

The next largest multiple extant is an irregular block of five, reduced from a block of six, preserved on a cover to Germany shown in Figure 3-4. The top stamp is relief C, the next row is relief D, and the bottom row is relief B.



Figure 3-4. An irregular block of five on cover to Germany.

THE ISSUED STAMP

In addition to the blocks of six and five shown, seven used blocks of four are recorded. Two are on cover and the remaining five are off cover. Two of the blocks were originally part of a larger block that was cut apart. The block of eleven on piece was illustrated in Brookman, *The United States Postage Stamps of the 19th Century*, Volume I, page 152. Since that picture, the block has been reduced to two blocks of four with the additional stamps removed. The two blocks are reunited in the Mayer collection and are shown in Figure 3-5. The top row is relief C while the lower row is relief D.



Figure 3-5. Two blocks of four that were originally part of a larger multiple.

The three additional off-cover used blocks of four are shown in Figure 3-6. The first block is from the top row of the sheet as it is a relief A pair over a relief B pair. The second block is a relief D pair over a relief B pair, and the block at right is a relief B pair over a relief C pair.



Figure 3-6. Three used blocks of four.

Finally, the two used blocks of four known on cover are shown in Figure 3-7. The first is on cover to France, which is discussed in Chapter 6 and is shown in Figure 6-7. This block is from the top two rows of the sheet and is a relief A pair over a relief B pair. The second is on cover to Germany, which is discussed in Chapter 9 and shown as Figure 9-9. This block is a relief B pair over a relief C pair. The stamps are shown in Figure 3-7.



Figure 3-7. Isolated images of the used blocks of four on cover.

Used Strips

The Mayer collection includes numerous used strips both on and off cover. Some of the most significant off-cover items are shown in this section. Strips of four are substantially rarer than strips of three. In addition to the strip of four showing an imprint, which is discussed later in this chapter, the collection includes two marginal strips of four. These are shown in Figure 3-8.



Figure 3-8. Two used strips of four.

The strip at left is from a relief D and shows guide dots at the foot. It also shows a partial sheet margin at left. The strip at right is from relief B and shows a partial sheet margin at right. Additional strips of four on covers to China are shown in Chapter 11.

Used 5-cent strips of three are far more common than strips of four. This is because numerous strips of three were used from New Orleans to pay the 15-cent convention mail rate

THE ISSUED STAMP

to France between April 1, 1857, and the introduction of the perforated stamps there in August 1857. Four strips of three, including one not used from New Orleans, are shown in Figure 3-9.



Figure 3-9. Four used vertical strips of three.

The strip at left shows the vertical center line on the left, which allows it to be placed as being from the right-hand pane of stamps. As it is reliefs A-B-C and shows guide dots at the top, the strip is from positions 1R, 11R and 21R. The second strip is reliefs C-D-B and has a Cleveland, Ohio, postmark. The third strip is reliefs B-C-D, and the strip at far right is reliefs D-B-C. Figure 3-10 shows two horizontal strips with partial sheet margins at right.



Figure 3-10. Two used horizontal strips of three.

The strip at left is from relief C and the one at right is from relief B. The strip at right was postmarked at Wellsborough, Pennsylvania.

Used Pairs

Pairs of the 5-cent stamp were used on mails to and from California to pay the 10-cent rate. Additional pairs exist that have been cut down from larger multiples. The finest pair extant

is the bottom sheet margin pair used on a folded letter to France, which is discussed in Chapter 6. This item was formerly in the Alfred Caspary collection and, when sold, was described as "One of the most beautiful items of a collection in which beauty abounds." The pair is shown as Figure 3-11; the full letter is shown as Figure 6-4. This cover is considered one of the premier pieces of the issue, particularly since the famous Consul Klep cover with a strip of three has been proved to be a fake.



Figure 3-11. A bottom sheet margin pair.

The pair shown in Figure 3-11 is a relief D pair. As it is from the bottom of the sheet, it does not have guide dots. It bears a faint New Orleans postmark. A sampling of other horizontal pairs is shown in Figure 3-12.



Figure 3-12. Four horizontal pairs of the 5-cent imperforate.

The four pairs shown in Figure 3-12 include pairs from reliefs A and B in the top row and pairs from reliefs C and D in the bottom row. As the D relief pair is from one of the interior plate rows, it shows the guide dots at bottom. The B relief pair bears a New York City postmark and the C relief pair bears a blue postmark of Colima, California.

Used Singles

The Mayer collection includes what is unquestionably the finest-known used single. The stamp, shown in Figure 3-13, was illustrated in the Hill book and was later in the collections of Ryohei Ishikawa and Vernon Morris. It is a full bottom sheet margin copy showing a vertical center line at right. This D relief example is from position 100L and bears a New Orleans postmark.



Figure 3-13. The finest-known used single, position 100L.

Additional selected singles from corners of the panes are shown in Figure 3-14. The first two stamps are both A relief examples from the top row of the left pane and right pane, respectively. These copies, being adjacent stamps separated by the center line, show that the center line between the panes was slightly closer to the left pane than to the right pane.



Figure 3-14. Corner margin copies, positions 10L, 1R and two from position 91L.

The two stamps at the right are both D relief examples, without guide dots, from the same position 91L. The position is the bottom left corner of the pane, as well as the sheet, and the example at right is an exceptional example that probably shows the full extent of the selvage at the left of the sheet.

Imprint Examples

Stamps showing portions of the plate imprint are decidedly rare. See Chapter 2 for an illustration of the imprint in full. The imprint extended vertically in the outside margin spanning four stamps in each pane (positions 31-61L and 40-70R).



Figure 3-15. Side sheet margin copies showing partial imprint.

In addition to the strip of four discussed under printing varieties, the Mayer collection contains four off-over examples that show significant portions of the imprint. The stamps in Figure 3-15 show two examples from the left pane (positions 31L and 51L) and two from the right pane (positions 40R and 60R).

Printing Varieties

Two recognized constant varieties are found on the 5-cent stamp. One is quite prominent and the other is minor. These varieties occur on every stamp printed from the position noted. They are called “constant” varieties to differentiate them from “non-constant” varieties that occur only on a single sheet of stamps. Stamps printed from position 23R show a major defect, which has been termed a “damaged transfer,” at the right of the portrait. The cause of this defect is unknown. Enlarged images from three examples in the Mayer collection are shown in Figure 3-16. This variety has been determined to be from position 23R as proved by examination of perforated multiples.



Figure 3-16. Examples of a damaged transfer, position 23R.

The example at the center in Figure 3-16 is an enlargement of the central portion of the bottom stamp in a vertical strip of three used on a folded letter from New Orleans to France, mailed May 10, 1857. The complete cover is shown in Figure 3-17. It is believed that this strip is the only known imperforate strip that includes the variety.



Figure 3-17. A strip (positions 3-23R) on a letter to France, bottom stamp is the damaged transfer.

The enlargement at left in Figure 3-16 is from an off-cover stamp and the enlargement at right is from a stamp hinged on piece that bears a faint Boston postmark of February. Images of the full stamps are shown in Figure 3-18.



Figure 3-18. Stamps from position 23R showing damaged transfer variety. Enlargements of these stamps appear in Figure 3-16.

The second constant variety found on the 5-cent stamp is the partial double transfer found at position 40R. An enlargement appears at left in Figure 3-19. The stamp is from the strip of four, positions 37-40R, shown at right. It bears a partial imprint.



Figure 3-19. Double transfer of position 40R, the right stamp in the strip at right.

This faint double transfer is most noticeable in the “N” of “CENTS” and shows as an additional diagonal line. This is an artifact from when the plate was laid down. The line is a remnant of a light impression of the A relief from when it was placed over position 40R to position the transfer cylinder for the next three rows in the laying down of the plate. This strip was illustrated in the Hill book when it was still on a 21-cent rate domestic cover.

The Mayer collection contains two stamps that display non-constant paper fold varieties. Such varieties were caused by a wrinkle in the sheet stamp paper that occurred prior to the printing of the stamps. The printing was on top of the paper wrinkle, and the resultant stamp appeared normal in the finished sheet. However, when the wrinkle is pressed out of the stamp, a print void is revealed. Two examples of paper folds are shown in Figure 3-20. The example at left was caused by a much heavier wrinkle than the example at right. Such varieties are scarce on the 5-cent imperforate stamp, apparently reflecting the high-quality control standards that were in place.



Figure 3-20. Pre-printing paper folds.

Cancellations

The variety of cancels found on the 5-cent reflects the brief period that the stamps saw use, as well as the limited distribution of the stamps. Within those constraints, quite a few different cancels are known. Other than black, red is most often found for cancels, including postmarks. Figure 3-21 shows some of the more spectacular red cancels in the Mayer collection.



Figure 3-21. Red cancels on the 5-cent imperforate.

From the left in Figure 3-21, the red cancels are a numeral “6,” believed to be a ship cancel of Philadelphia, a target, a grid of diamonds and a grill. After red, the next most frequently found colored cancels are blue. Although several town postmarks in this period were blue, cancel devices struck in this color are uncommon. Figure 3-22 shows two examples.

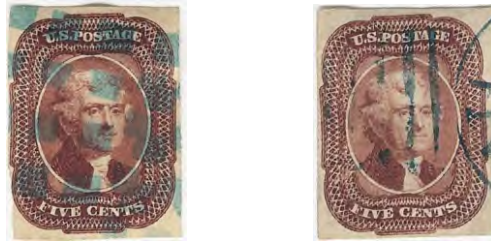


Figure 3-22. Blue cancels on the 5-cent imperforate.

The example at left in Figure 3-22 is the distinctive “waffle” grid used at Marysville, California, and the example at right shows a blue grill cancel as well as part of a blue postmark. The authors have not seen a genuine cancel in green on the 5-cent stamp and only a single example with a magenta cancel. The magenta example is in the Mayer collection and is shown in Figure 3-23.



Figure 3-23. Magenta postmark of Mobile, Alabama, on folded letter to France.

This folded letter was mailed from Mobile, Alabama, to France on November 26, 1856, and has a brilliant magenta postmark. Surprisingly, this is the only reported example of the 5-cent used from Mobile.

In addition to the cancels and postmarks found in color, several unusual cancels exist in black on the 5-cent. Figure 3-24 shows three of the scarcer types applied at New York City.



Figure 3-24. Unusual cancels applied at New York City.

The two types of Steam Ship cancels shown at left were used on incoming mail from steamers arriving in New York City. The two-line handstamp was in use for a long period of time but is generally seen on mail prior to 1855, while the second, dateless style, is usually more often seen in the 1855 to 1857 period. The style of New York postmark seen in the two examples at right, with a small seven-bar grid at top, is known as the “New York Ocean Mail” cancel. This cancel is most often seen on outbound mail from New York to California.

Other unusual black cancels may be found on the 5-cent. Two different “Paid” cancels and two foreign transit cancels are shown in Figure 3-25.



Figure 3-25. Paid cancels and foreign transit cancels on the 5-cent imperforate.

The “Paid” in bars cancel at left was used at Boston for many years. The “Paid” struck twice on the second stamp is of a style used at several different offices; the exact city of origin is unknown. The third stamp bears a large part strike of the “Etats Unis Paq. Am.” French entry postmark as shown in Plate 6-3, marking F. The last stamp in the row has a partial strike of the Belgian accounting box handstamp as illustrated and discussed in Chapter 14, Mail to Belgium.

Four other black cancels are shown in Figure 3-26 as a small sample of the cancel types that may be found.



Figure 3-26. Unusual black cancels found on the 5-cent imperforate stamp.

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The stamp at far left has a target cancel of a type that saw limited use in this period. The next two stamps bear cancels from unknown towns, a pinwheel and a waffle grid. The fourth stamp bears a numeral “10” cancel and was probably used on a cover from or to California that required a 10-cent rate.

The final example of a fancy cancel is the syncopated grid cancel used on the cover to France shown in Figure 3-27.



Figure 3-27. The syncopated grid cancel of Swanton, Vermont, on cover to France.

This cover was franked with a 10-cent 1855 issue in combination with the 5-cent and was used September 3, 1857, from Swanton, Vermont, to France. Swanton used an unusual style syncopated grid cancel device to cancel both stamps. This cover is the only reported usage of the 5-cent from Vermont.

Distribution of the 5-Cent Stamps

The map in Figure 3-28 shows the distribution pattern of the 5-cent imperforate stamp as represented in the Mayer collection. Black dots represent towns from which covers are present in the collection, while red dots indicate those additional towns represented by off-cover examples.

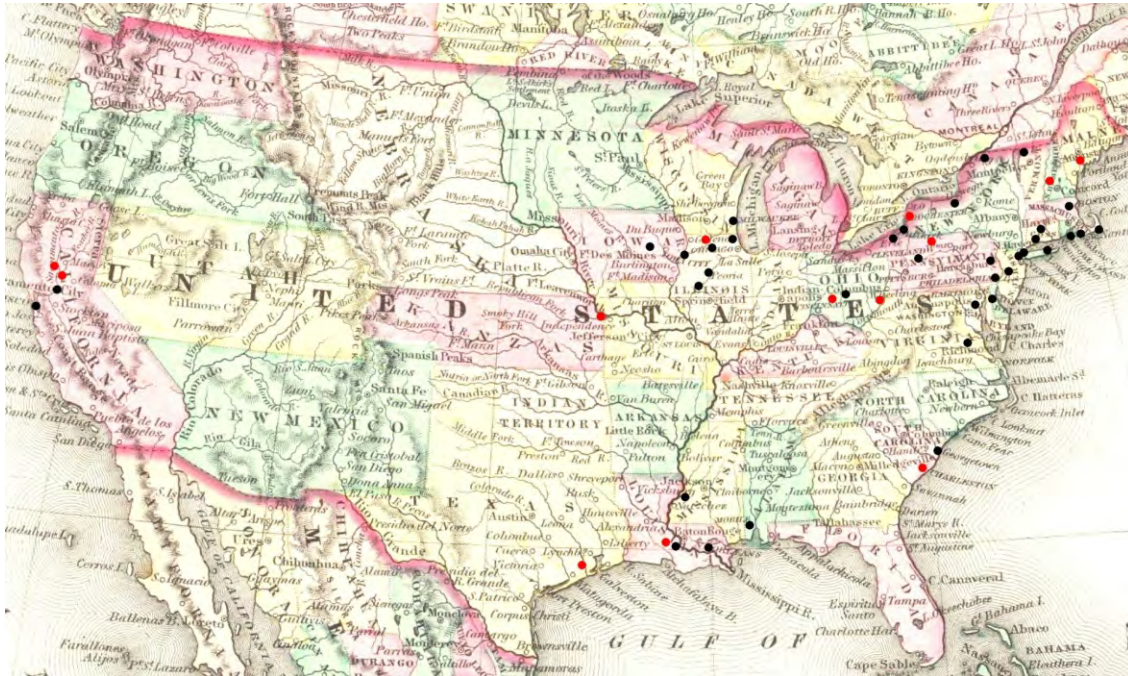


Figure 3-28. An 1856 Colton map of the United States. The black dots represent towns in the Mayer collection from which covers are known; red dots designate additional towns known in off-cover examples.

Covers **or stamps** are known from:

Alabama: Mobile

California: **Colima**, **Yankee Jims**, Sacramento, San Francisco

Connecticut: Hartford, New Haven

Delaware: Wilmington

District of Columbia: Washington

Illinois: Aurora, Freeport, Nauvoo, Palatine, Pekin, Peoria

Iowa: Washington

Kansas Territory: **Fort Leavenworth**

Louisiana: New Orleans, Donaldsonville, **St. Martinsville**

Maryland: Annapolis,

Massachusetts: Boston, Edgartown, New Bedford

Mississippi: Vicksburg

New Hampshire: **Kingston**

New Jersey: Trenton

New York: Albany, Auburn, Buffalo, **Cape Vincent**, Flushing, Mayville, New York, Orient, Potsdam, Troy

Ohio: **Baresville**, Columbus, **Youngstown**

Pennsylvania: Bellefonte, Bethlehem, Erie, **Holidaysburg**, Philadelphia, **Wellsborough**

Rhode Island: Providence

South Carolina: Georgetown

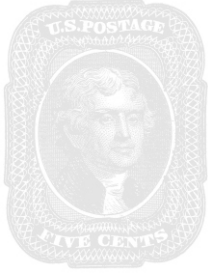
Texas: Columbia

Vermont: Swanton

Virginia: Norfolk, Richmond

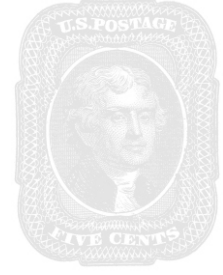
Wisconsin: Milwaukee

THE ISSUED STAMP



Chapter Four

Domestic Mail



In 1856 domestic mail that originated within the continental United States and was delivered to another point within the United States exceeded the amount of mail to foreign destinations by a substantial margin. There were several types of domestic mail, including letter mail; packages of valuable currency or bonds; various forms of printed matter including newspapers, pamphlets, circulars and periodicals; as well as non-standard items such as daguerreotypes. The limited use of the 5-cent stamp on this class of mail partially accounts for the limited production and need for this denomination.

Printed Matter Postal Rates

The rates of postage for printed matter in 1856 are summarized in the accompanying table. Only one example of the 5-cent stamp is reported used on this class of mail. This is not surprising given the fact that the postal rates are generally below 5 cents.

Newspapers	Magazines, periodicals, and pamphlets	Circulars, handbills, and printed matter	Books
1 cent - to any part of the U.S. not over 3 ounces. Each additional ounce, 1 cent per ounce (half rates if postage prepaid in advance, quarterly or yearly, at office of mailing or at office of delivery)	1 cent – to any part of the U.S. not over 3 ounces. Each additional ounce, 1 cent per ounce (half rates if postage prepaid quarterly or yearly)	1 cent – to any part of the U.S. not over 3 ounces. Each additional ounce, 1 cent per ounce	1 cent per ounce – not over 3,000 miles (plus 50% if not prepaid, weight limit 4 pounds) 2 cents per ounce – over 3,000 miles
within state, not over 1½ ounces, ½ cent each	within state, not over 1½ ounces, ½ cent each		
published monthly or more often, in single packages weighing at least 8 ounces to one address, ½ cent per ounce	published monthly or more often, in single packages weighing at least 8 ounces to one address, ½ cent per ounce		
transient, not over 3 ounces, 1 cent each (double rate if not prepaid) Each additional ounce, 1 cent per ounce	transient, not over 3 ounces, 1 cent each (double rate if not prepaid) Each additional ounce, 1 cent per ounce		

DOMESTIC MAIL

Figure 4-1 shows a large refolded wrapper with a 28-cent postal rate. This is the correct rate for either a bundle of printed matter weighing between 31 and 32 ounces or a book weighing between 27 and 28 ounces.



Figure 4-1. A large wrapper with a 28-cent printed matter rate prepaid with a single 5-cent stamp, a pair of the 10-cent 1857 issue, type II, and a single 3-cent 1857 issue. The wrapper was sent November 12, 1858, from Bellefonte to Philadelphia, Pennsylvania.

The 3-Cent Postal Rate for a Domestic Letter

The most common postal rate for domestic mail, the rate for a letter that weighed less than one-half ounce and was to be carried less than 3,000 miles, was 3 cents. The rate was lowered from 5 cents to 3 cents effective July 1, 1851. A 3-cent coin was introduced at the same time to make it easier to pay the postage. A 5-cent stamp was rarely used for payment of this rate as such use entailed a 2-cent overpayment.

Letter Rate
3 cents prepaid – For single letter conveyed in the mail for any distance between places in the United States not exceeding three thousand miles.
Multiples of 3 cents prepaid – double-weight letter charged double the 3-cent rate, every additional weight of half an ounce or less charged an additional 3 cents.

The Act approved March 3, 1855, effective April 1, 1855, continued the 3-cent rate but increased the rate from 6 cents to 10 cents for distances over 3,000 miles (Appendix, page 156). The first section of the Act established the postal rates for single-weight letters:

For every single letter in manuscript, or paper of any kind in which information shall be asked for or communicated in writing, or by marks or signs, conveyed in the mail for any distance between places in the United States not exceeding three thousand miles, three cents; and for any distance exceeding three thousand miles, ten cents.

The same section of the Act included new provisions for the prepayment of letters:

All letters passing through or in the mail of the United States, excepting such as are to or from a foreign country, the postages as above specified shall be pre-paid, except upon letters and packages addressed to officers of the Government on official business which shall be so marked on the envelope. And from and after the first day of January, eighteen hundred fifty-six, the Postmaster General may require postmasters to place postage stamps upon all pre-paid letters upon which such stamps may not have been placed by the writers.

Figure 4-2 shows an example of a 5-cent stamp overpaying the 3-cent rate. It entered the mails at Vicksburgh, Mississippi, and is addressed to a depot, and post office, on the North Eastern Rail Road in South Carolina. It entered the mails at the Vicksburgh post office as a regular letter, but the cover may have originated elsewhere. It is possible that the letter was carried outside the mails from some point along the Mississippi River and deposited upon arrival at Vicksburgh. As there was no additional fee for steamboat mail arriving at Vicksburgh during this period, the cover would not have been marked. Such overpayments utilizing the 5-cent stamp are rare, with fewer than four known.

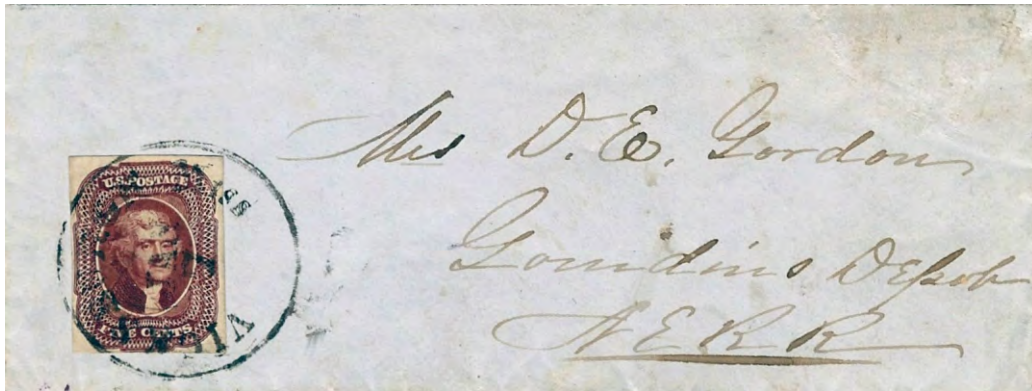


Figure 4-2. Shown is an overpaid 3-cent rate usage from Vicksburgh, Mississippi, with January 7 postmark, to Gourdin's Depot on the North Eastern Rail Road in South Carolina.

For letters weighing over one-half ounce, an additional postal rate of 3 cents was charged for each additional one-half ounce weight increment. The same Act specified:

And for a double letter there shall be charged double the rate above specified; and for a treble letter, treble those rates; and for a quadruple letter, quadruple those rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter; and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage...

The use of 5-cent stamps to prepay multiple rates is uncommon, but not rare. To prepay the 6-cent postal rate for a double weight letter, a 5-cent stamp could be used in combination with a 1-cent stamp. In 1856 that 1-cent stamp would have been of the imperforate issue of 1851. An example of such a combination is shown in Figure 4-3. This cover was mailed April 29, 1856, from Mayville, New York to Oakland, New York, and represents the earliest reported usage of the 5-cent stamp on a domestic cover.

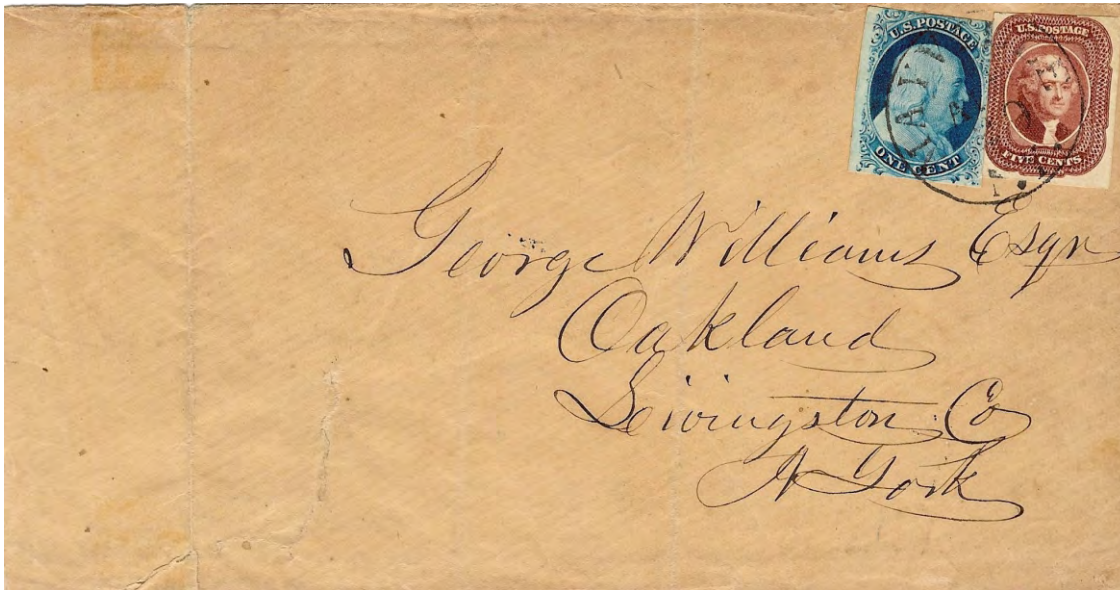


Figure 4-3. A cover with 6-cent double rate prepaid with a 5-cent stamp in combination with a 1-cent 1851 issue, type II, used April 29, 1856, from Mayville to Oakland, New York. This is the earliest reported domestic usage of the 5-cent adhesive.

The cover in Figure 4-4 is an example of a similar double-rate cover prepaid using a 5-cent stamp and a 1-cent perforated stamp issued in 1857. Use of the 5-cent imperforate stamp after the perforated 5-cent stamp had been introduced in August 1857 occurred because many postmasters, particularly in the smaller offices, still retained their original supply of the stamps. New stamps of the perforated variety would only have been ordered when the supply of imperforate stamps was nearly depleted.



Figure 4-4. This cover has the 6-cent double rate prepaid with a 5-cent stamp in combination with a 1-cent 1857 issue, type V, used March 12, 1858, from New York City to Baltimore.

Other multiple 3-cent rate combination frankings exist. The Figure 4-5 cover is a 9-cent triple rate covered by a 5-cent stamp in combination with 1851 issue 1-cent and 3-cent stamps. The Figure 4-6 cover has a quintuple rate of 15 cents prepaid with a 5-cent stamp and 10-cent 1855 issue. The Figure 4-7 cover has a quintuple rate of 15 cents prepaid with a 5-cent stamp and 10-cent 1857 issue. The cover in Figure 4-8 has a sextuple rate of 18 cents with a 5-cent used in combination with the 1857 12-cent and 1-cent stamps mailed in 1859.



Figure 4-5. This cover shows the 9-cent triple rate prepaid with a 5-cent stamp in combination with a 3-cent 1851 issue, type II, used August 4, 1856, from Potsdam, New York, to Bangor, Maine.



Figure 4-6. The 15-cent quintuple rate prepaid with a 5-cent stamp in combination with a 10-cent 1855 issue, type II, is shown on this cover used August 22, 1856, from New Orleans to Catahoula Parish, Louisiana.



Figure 4-7. A 15-cent quintuple rate is prepaid here with a 5-cent stamp in combination with the 10-cent 1857 issue, type II, used November 10, 1858, from Aurora to Lewistown, Illinois.

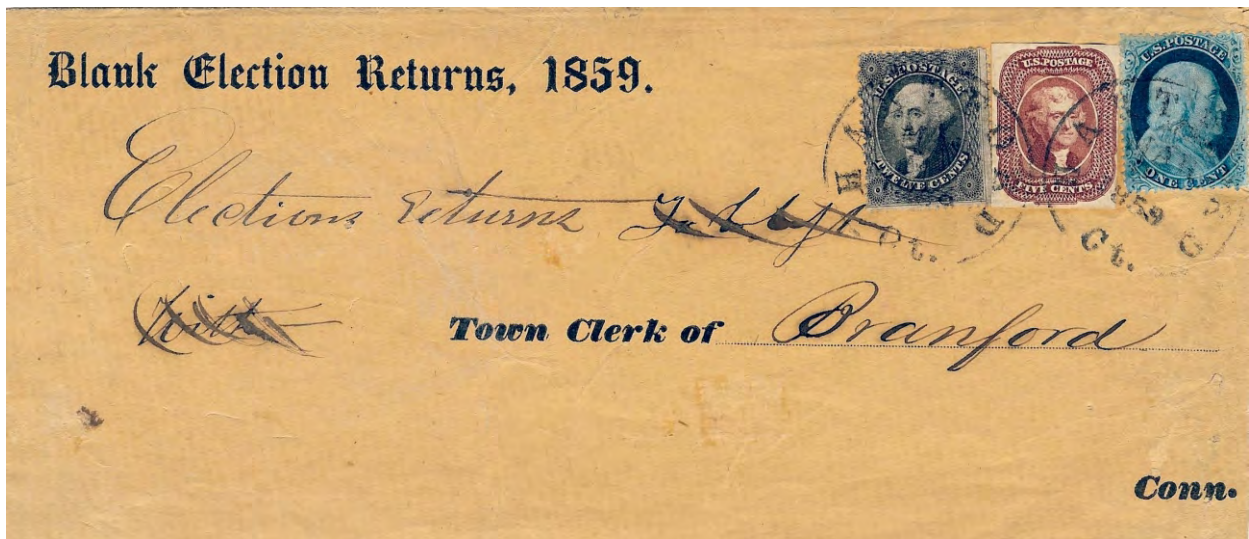


Figure 4-8. This 18-cent sextuple rate cover is prepaid with a 5-cent stamp in combination with 12-cent 1857 and 1-cent 1857 stamp, type V, used March 2, 1859, from Hartford to Branford, Connecticut.

One of the most unusual domestic usage covers is shown in Figure 4-9. It is not the typical long envelope usually associated with multiple-rate usages. A possible explanation is that

the letter contained daguerreotypes. These were photographs on silvered copper plates and had considerable weight for their size. Section No. 15 of the September 1854 instructions (Appendix, page 161) issued by James Campbell, postmaster general, stated:

Daguerreotypes when sent in the mail should be rated and charged with letter postage by weight.

This indicates that mailing daguerreotypes was not uncommon. However, few covers that may have contained daguerreotypes have survived.



Figure 4-9. The 24-cent octuple rate on this cover is prepaid with four copies of the 5-cent stamp in combination with a 1-cent 1857 issue, type II, and a 3-cent 1857 issue, used March 25, 1858, from Philadelphia to New York City.

The 10-Cent Postal Rate for a Domestic Letter

Letter Rate for Letters over 3,000 Miles
10 cents – For single letter conveyed in the mail for and distance between places in the United States exceeding three thousand miles.
Multiples of 10 cents - double letter charged double the 10-cent rate, every additional weight of half an ounce or less charged an additional 10 cents.

The Act approved March 3, 1855, effective April 1, 1855, increased the single letter rate from 6 cents to 10 cents for distances over three thousand miles. The second portion of the first section of the Act set out the postal rates for single weight letters:

... and for any distance exceeding three thousand miles, ten cents.

DOMESTIC MAIL

In practice, this meant that letters carried to and from the West Coast, including California, Washington Territory and Oregon, were subject to the 10-cent postal rate.

In 1856 the mails between New York and California were primarily carried by steamer as the existing overland routes were less reliable and slower. At the start of 1856, and continuing throughout the period until the end of 1858, the mails to California were carried by steamers from New York City to Chagres, New Grenada, thence by train across the isthmus of Panama, and then by steamer from Panama to San Francisco. Mails on the Atlantic Ocean were carried by the United States Steamship Company, mails across Panama were carried by the Panama Railroad Company, and mails on the Pacific Ocean were carried by the Pacific Mail Steamship Company.

The quantities of mail carried by water were immense. In a May 1, 1856, "Message of The President Of The United States, Communicating a report of the Postmaster General relative to the postal arrangements between the Atlantic and Pacific" Postmaster Campbell reports:

The weight of the mails transported across the isthmus, in the year ending March 31, 1856 is estimated at 313 tons.

Various transcontinental overland mail contract routes were attempted before the Butterfield Southern Route began operation in September 1858. However, none of them carried much mail.

Two examples of the 10-cent over 3,000 miles rate are shown. Figure 4-10 is a single-rate cover from Auburn, New York, addressed to the U.S. Mint at San Francisco, California, which had just opened in 1854. Figure 4-11 shows an example of the 20-cent double rate.



Figure 4-10. The 10-cent rate is prepaid on this cover by a vertical pair of the 5-cent stamp, used April 16, 1857, from Auburn, New York, to San Francisco, California.

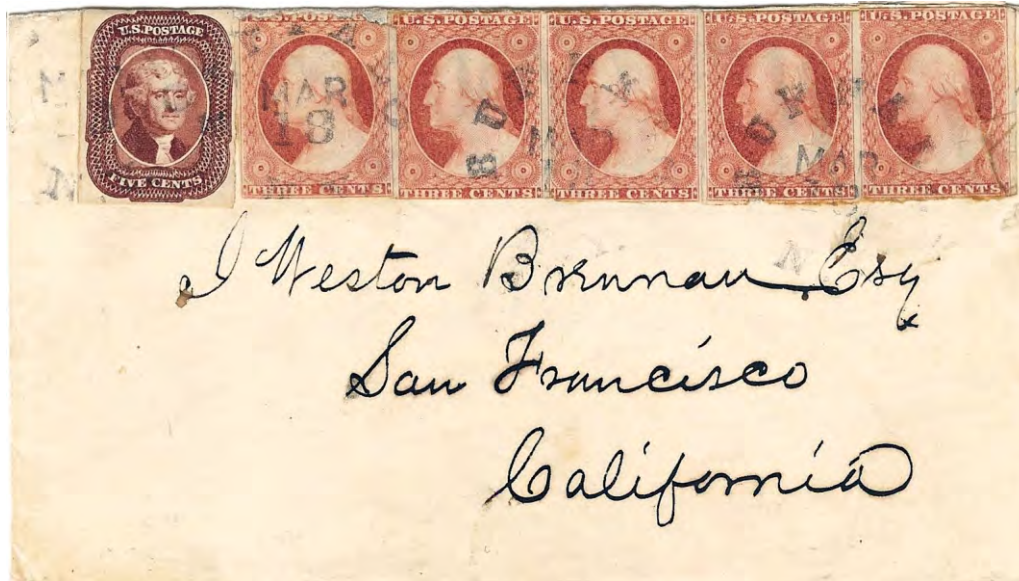


Figure 4-11. The 20-cent double rate is here prepaid with a 5-cent stamp and five copies of the 3-cent 1851 issue, used March 18, 1857, from Buffalo, New York, to San Francisco, California.

Private Mail Usage

The postal regulations in effect in 1856 also included provision for mail to be carried privately outside the United States mails. The most common forms of private mail carriage in the era were local posts that operated within some of the major cities, mail carried by steamboats on the major rivers, and mail carried by the express companies operating in the West. The 5-cent 1856 stamp is not known used in combination with local posts or used outside the mails on steamboats. However, two examples are reported used by Wells, Fargo & Company in California. The 1852 postal regulations allowed such usage. The regulations stipulated:

By the 8th section of the foregoing Act [1852], the Postmaster General is authorized to provide and furnish to Postmasters, and other persons applying therefore, suitable stamped envelopes with postage stamps thereon for prepayment of postage; and by the same section it is provided that letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, may be sent, conveyed, and delivered otherwise than by post or mail.

The first of the two reported examples is shown in Figure 4-12. It is a “paste-up” usage that apparently carried legal documents. The documents were enclosed in the envelope shown, which was then pasted, back to back, onto a government postal entire. The amount of government postage required was a multiple of the 3-cent rate. The additional postage would have been applied on the other envelope. If it was a triple 3-cent rate, a 3-cent government franked entire may have been used. In such a case, a 1-cent stamp could have been applied to the entire and the 5-cent to the longer envelope for a total of 9 cents postage.

DOMESTIC MAIL

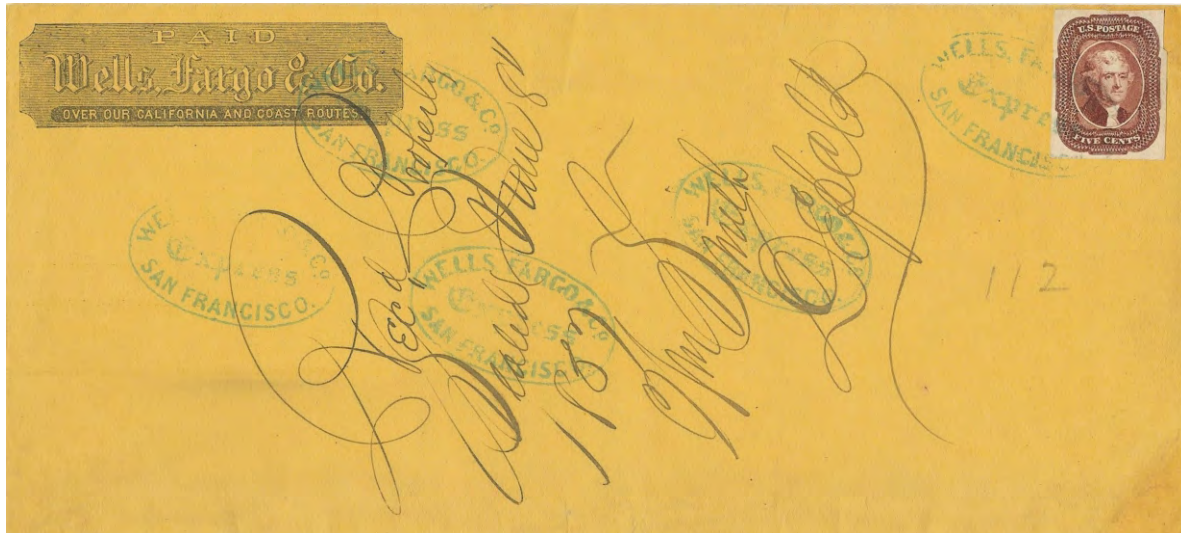


Figure 4-12. Shown is usage of a 5-cent stamp on a Wells, Fargo franked envelope, part of a “paste-up” sent June 8, 1857, from San Francisco, with Wells, Fargo Express San Francisco hand stamps.

The Wells, Fargo fee for private carriage was 10 cents per half-ounce at this time, and was prepaid when the franked envelope was purchased. Usually the franks appear on government 3-cent or 10-cent envelopes. Some franks are known on legal-size blank envelopes, such as is the case here, because legal documents required larger envelopes than were currently available from the government. The second reported example is shown in Figure 4-13. As with the previous example, this envelope is one part of a “paste-up” usage. This example bears a pencil notation at the top, “this too heavy, DeKay collect on this, F.A.H.” This was applied by the Wells, Fargo agent at Sacramento as an instruction to the agent at Marysville to collect additional fees.

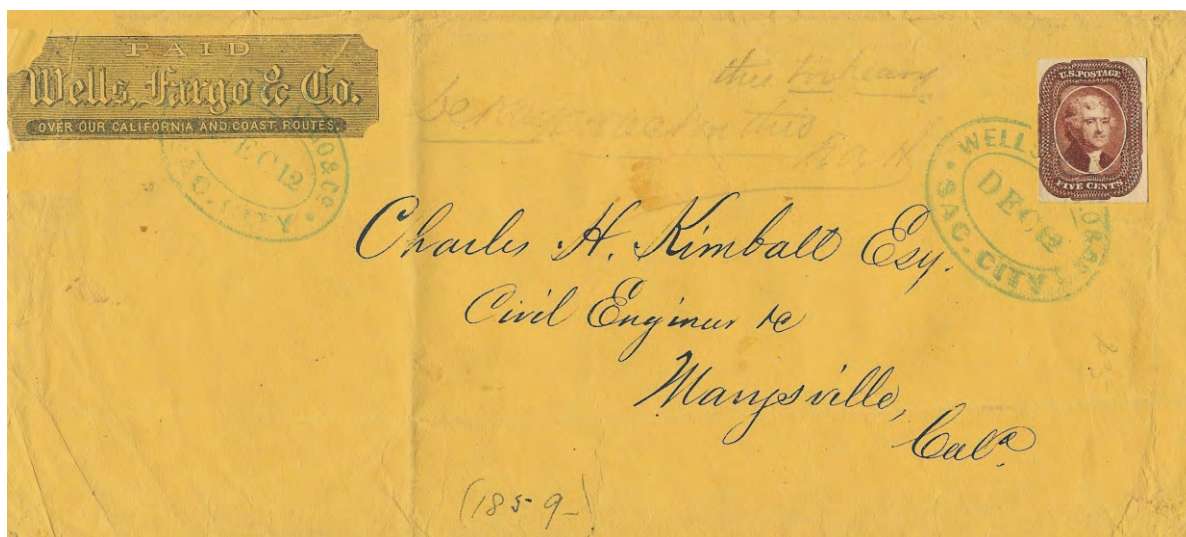


Figure 4-13. Usage of a 5-cent stamp on a Wells, Fargo franked envelope, part of a “paste-up” sent December 12, 1859, from Sacramento to Marysville. It has Wells, Fargo Express Sacramento City date stamps.

The 5-Cent Registry Fee

The third section of the Act of March 3, 1855, established a new registered mail system for handling valuable letters by the post office. The law required the prepayment of the postage, as well as a registration fee of 5 cents on mail that was to be sent registered. The “Instructions To Postmasters” that was dated May 10, 1855 (Appendix, page 158), clearly states that from July 1, 1855, valuable letters to be registered at the office of mailing were subject to the payment of a registration fee of 5 cents. Fees were not considered as postage and were accounted for separately.

This may seem somewhat vague as to whether the fee was to be paid by adhesive postage stamps or in cash. However, the postmasters of the era were used to collecting and accounting for fees in cash separately from adhesive postage stamp sales. The quarterly accounting procedures included instructions to postmasters that they were to credit their account with a commission of 80% on registry fees collected.

In John Tiffany’s book, *The History of the Postage Stamps of the United States*, published in 1886, he erroneously stated that the 5-cent stamp was issued to prepay the registration fee. This error was picked up and repeated by other early authors including John Luff.

Only two reported usages show the registry fee incorrectly paid using a 5-cent adhesive. Both are from Albany, New York, and both are most likely 1856 usages. The example from the Mayer collection, shown in Figure 4-14, has a registry number “204” and was used in November, while the other example has registry number “69” and was used in July.

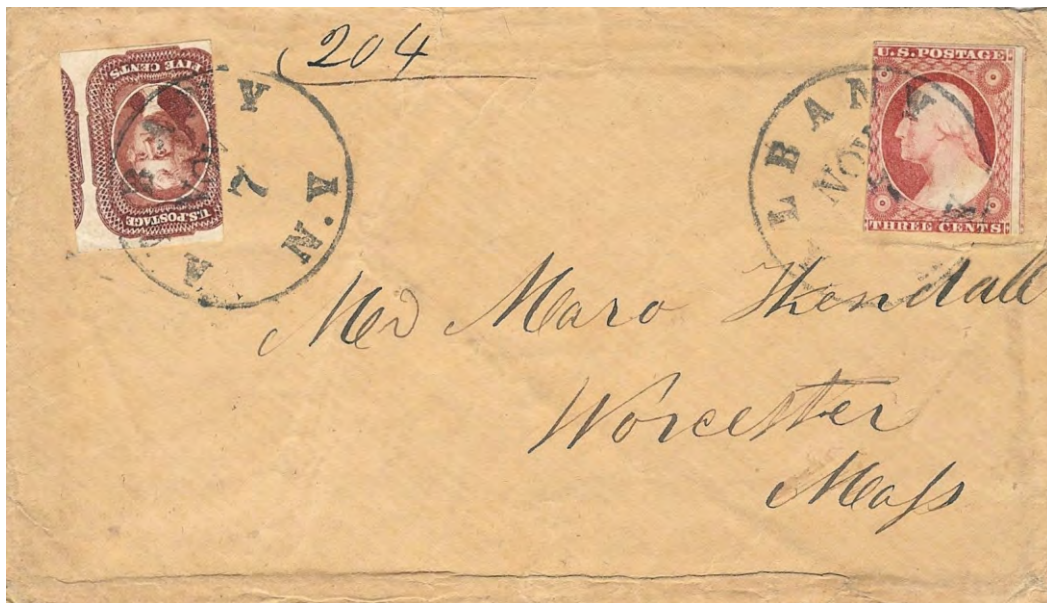
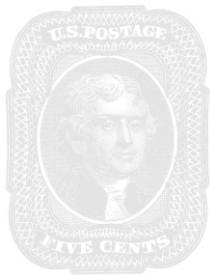


Figure 4-14. Here the 5-cent adhesive is improperly used to pay the registry fee on a cover with a 3-cent 1851 issue. This cover was sent from Albany, New York, November 7 (1856) to Worcester, Massachusetts.



Chapter Five

Overview of Mail Service to Foreign Destinations



During the 1856-1858 period, prior to the widespread distribution of the 5-cent perforated stamps, ocean mail service to foreign countries was regulated under the provisions of four major treaties, several auxiliary agreements, or provided by direct contract mails. In addition, mail could also be sent by private ship. George Hargest's book, *History of Letter Post Communication Between the United States and Europe, 1845-1875*, provides an excellent guide to the major treaties of the era. Other books and articles listed in the Bibliography also furnish information on some of the additional treaties, such as those regulating mail service to British North America.

The 5-cent stamp is known used on cover to fewer than 30 different foreign countries. This book presents the foreign mail usages of the 5-cent stamp by destination, based on the number of covers known, presented in decreasing order. Thus, France, the most commonly found destination, is presented first. Several destinations are known only in single examples and these are grouped together in Chapter 14.

In many cases, mail to a particular destination could be sent under the provisions of one or more treaties. Destination specific information is found in the pertinent chapters that follow. This overview is designed to put the various major services and treaties into perspective. Additional treaties with Canada and the various Canadian provinces also were in effect and are dealt with in Chapter 7.

The major types of mail service, regardless of the operative treaty agreement under which they were carried, can be summarized as follows:

- Direct packet - Mails were carried directly to the country of destination by a mail carrier with a contract to carry mails. These steam packets were either regulated by a treaty between the United States and the destination country, or were subsidized by the United States to provide the service.
- Transit mail - Mails were carried first to a country other than the country of destination. Such mails were regulated by a treaty between the United States and the intermediary country. In addition, such mails usually depended on supplemental treaties between the intermediary country and the country of final destination.
- Private ship mail - carried by a ship operating without a postal contract

OVERVIEW OF MAIL SERVICE TO FOREIGN DESTINATIONS

The British Treaty

The first treaty between Great Britain and the United States was signed on December 15, 1848, and became effective February 15, 1849. This treaty, which was still in effect in 1856, provided for the exchange of mails between Great Britain and the United States. It also set certain procedures for the handling of mail from the United States to additional destinations served by British mails, or under the auspices of treaties between Great Britain and other countries.

The concept was simple. Trans-Atlantic mail service was provided by steamers of both the United States and Great Britain. The two countries were each entitled to their respective inland postal charges, and a uniform postal charge was imposed for the trans-Atlantic carriage (sea postage). The country that provided the trans-Atlantic carriage collected, or was credited with, the sea postage. At the end of the fiscal year, the accumulated credits and debits were balanced, and any outstanding amount due was paid.

For mails destined beyond Great Britain, a letter was subject to the same postal rate as that paid by British citizens for the service. The composite total rate included an amount for United States inland postage, an amount for sea postage, a British charge (transit postage), plus the rate from Great Britain to the destination.

To implement the treaty, various exchange offices were designated in both the United States and Great Britain. These offices were responsible for the bagging of mail and for the making of way bills that summarized the contents of the bag, including the total credits and debits. The treaty further stipulated the color of markings to be employed by the exchange offices. On fully prepaid letters, a red marking was to be used for the amount of credit due the sending country. On unpaid letters a black marking was to be used for the debit lodged against the sending country.

The basic treaty rate was 24 cents for a one-half ounce letter between the United States, except the West Coast, and Great Britain. All accounts were kept in dollars and cents with one British penny being equal to 2 cents and one shilling equal to 24 cents. The components of the 24-cent rate were as follows:

United States inland postage	5 cents
Great Britain inland postage	3 cents
Sea postage	16 cents

For example, if a one-half ounce letter to Great Britain was prepaid at the 24-cent rate, and was carried by the Cunard Line, a British packet, Great Britain was entitled to the 16-cent sea postage as well as the 3-cent Great Britain inland postage. The total credit of 19 cents was marked in red ink by the exchange office. The United States retained the 5-cent inland postage. If the same letter was carried by the Collins Line, an American packet, Great Britain was only credited with 3 cents for its inland postage.

OVERVIEW OF MAIL SERVICE TO FOREIGN DESTINATIONS

Under this treaty there were two different modes of service to Great Britain: by American packet and by British packet. For mails destined beyond Great Britain, it was allowable to prepay the postage only to Great Britain, or in many cases to prepay the postage to the final destination. For mail from the United States to destinations beyond England, and prepaid only to England (the open mail rates), the rate if carried by British packet was 5 cents (the sea postage to be collected by Great Britain), while the rate if carried by American packet was 21 cents. These rates are derived from the breakdown shown above. If carried by British packet, 5 cents for the United States inland postage could be prepaid. If sent by American packet, the inland postage of 5 cents plus the sea postage of 16 cents (total 21 cents) could be prepaid. In either case, letters sent by open mail were subject to postage due upon receipt. On these open mail rated covers there were no United States credits or debits involved, as the further accounting was between Great Britain and the country of destination.

For mails under the British treaty where prepayment was optional, the various rates from the United States were a combination of the rate to Great Britain, plus British transit fees, plus the prepaid rate of postage from Great Britain to the destination. Some destinations for transit mail through Great Britain required prepayment. For those destinations, the entire postal rate had to be prepaid in the United States.

During the 1856-1858 period, mail carried under this treaty arrangement accounted for the largest quantity of foreign mails sent from the United States. Great Britain contracted with the Cunard Line for carriage of mails as a British packet, while the largest carrier of mails under contract to the United States was the Collins Line. The Postmaster General's Report of December 1857 (page 1098) reported that for the fiscal year that ended June 30, 1857, the amount of postage for mail sent by the Cunard Line from the United States was \$252,386.70, while the amount sent by the Collins Line was only \$95,554. 65. Additional mails were carried by American packets of the Bremen Line and the New York and Havre Line. Together they accounted for a further \$71,154.99 in postage for mail sent to Great Britain during this fiscal year.

The Cunard Line steamers provided extremely reliable service and during the fiscal year cited above, there were 53 Cunard Line departures from either Boston or New York. During this same period there were only 22 departures of Collins Line steamers from New York.

During the 1856-1858 period, the schedule of foreign mail departures included American packets leaving New York every Saturday. Cunard Line sailings operated on a schedule of Wednesday departures, alternating between Boston and New York as ports of departure. The Cunard Line and Collins Line steamers went to Liverpool while the other American packets used Southampton as their port in England.

The Prussian Convention

A convention for the exchange of mails between the United States and Prussia (representing all members of the recently formed German Austrian Postal Union) was signed in Berlin on August 26, 1852, and became effective October 16, 1852. This treaty utilized portions of the United States – Great Britain Treaty as well as portions of the treaty between Prussia and Great Britain. It provided for the exchange of mail in closed bags (closed mail) sent via Great Britain and Belgium. A basic treaty postage rate was 30 cents for a one-half ounce letter

OVERVIEW OF MAIL SERVICE TO FOREIGN DESTINATIONS

addressed to any member of the German Austrian Postal Union. Payment was optional, but partial prepayments were not recognized.

The components of the 30-cent rate were as follows:

United States inland postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian inland postage	5 cents

Under this treaty the United States was the party responsible for providing, or paying for, the sea postage. For example, if a one-half ounce letter to Prussia was prepaid at the 30-cent rate, the United States was entitled to the 18 cents sea postage plus the 5 cents inland postage, and the remaining 7 cents was a credit to Prussia and Prussia was responsible for paying the 2 cents Belgian transit postage from their share. As under the terms of the British treaty, the designated exchange offices were to mark credits to Prussia in red and debits in black.

Prepaid rates from the United States to places beyond the limits of the German Austrian Postal Union were available by combining the 30-cent rate and the prepaid rate from Prussia to the destination. If no prepaid rate beyond Prussia was available, or if a sender chose to prepay only the rate to Prussia, the remaining portion of the rate was handled as postage due.

The Bremen Conventions

A second Bremen Convention became effective on August 15, 1853, replacing the original 1847 agreement. Unlike the British and Prussian mail conventions, the Bremen convention relied on mails sent between New York and Bremerhaven. These mails were to be carried by either Bremen packets or American packets. The basic rate was 10 cents for a one-half ounce letter to Bremen. Additional surcharges were imposed for service beyond Bremen to other members of the German Austrian Postal Union as shown:

Bremen Mails Surcharges	
Bremen	no surcharge
GAPU members except those listed below	5 cent surcharge
Oldenburg	3 cents surcharge
Other Thurn & Taxis service areas	12 cents surcharge

OVERVIEW OF MAIL SERVICE TO FOREIGN DESTINATIONS

The components of the base 10-cent rate were as follows:

United States inland postage	5 cents
Sea postage	4 cents
Bremen inland postage	1 cent

In June 1858, the United States internal postage amount was reduced to 3 cents. Again, prepaid covers from the United States were marked with red ink at the exchange offices and an amount of credit to Bremen indicated. Insufficiently prepaid letters were marked in black with a debit.

The French Convention

Prior to April 1, 1857, there was no formal arrangement between the United States and France for the transmission of mail. Most mail to France was carried under the British open mail provisions previously discussed. Some mail was carried directly from New York to Le Havre under a blanket direct mail rate of 20 cents. Upon arrival in France, this direct mail was treated as ordinary ship mail and further charges were imposed.

A postal convention between the two nations became effective on April 1, 1857. The previously used routes and services were employed. A basic rate of 15 cents for a letter to one-quarter ounce, 7.5 grams in France, was established. This weight increment was used only for French mails, as other treaties in effect at the time were based on a single letter weight of one-half ounce.

The division of the rate is somewhat complicated because the postal charges were appropriated differently depending on how the letter was carried. A summary follows for mail sent via England:

United States inland postage	3 cents
Sea postage	6 cents
British transit postage	2 cents
French inland postage	4 cents

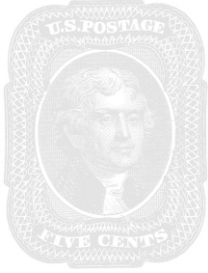
In the above summary, the 6-cent sea postage amount on a prepaid letter was credited to the United States if carried by American packet and credited to France if carried on a British packet. Inland postage amounts were credited to the respective country.

OVERVIEW OF MAIL SERVICE TO FOREIGN DESTINATIONS

For mail carried directly to Le Havre, the 15-cent rate was apportioned as follows:

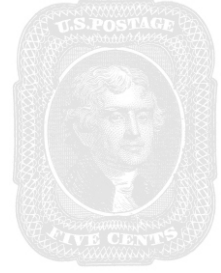
United States inland postage	3 cents
Sea postage	9 cents
French inland postage	3 cents

The 9-cent sea postage amount on a prepaid letter was credited to the United States because American packets provided the direct mail service. Inland postage amounts were credited to the respective country. Although French mail service was available for countries beyond France, it was rarely used.



Chapter Six

Mail to France



The primary use of the 5-cent stamp was on mail to France. Although several options were available for sending mail to France, the least expensive, and most often used, was the British 5-cent open mail rate. The Mayer collection includes 63 covers to France. The most interesting and exceptional examples are shown and discussed individually. Additional covers are shown in a table on pages 80-86.

Postal Rates to France		
1856	Introduced January 1, 1857 (Three Months Period)	Introduced April 1, 1857
5 cents – British open mail rate carried by British packet, per half - ounce, sea postage and postage from England to France collect on delivery	rate continued but French due charges reduced	
21 cents – British open mail rate carried by American packet to England, per half- ounce, postage from England to France collect on delivery	rate continued but French due charges reduced	
20 cents – American Packet direct, per half-ounce, ship rate postage due		rate discontinued after March 31, 1857
		15 cents – French Treaty Mail rate for quarter-ounce

The rate table above shows a simplified version of the postal rates available from the United States to France. As several of these rates were dependent on the service available, and the debit markings and postage due amounts varied according to method of transport to France, the usages are better understood in the full context presented below. The French postal rate progression, and hence the due charges, was based on 7.5 gram weight increments while the progression used by both the United States and Great Britain were based on increments of one-half ounce. The French system base weight of 7.5 grams is equivalent to .242 ounces, just under one-quarter ounce. By treaty agreement, the French decime was valued as equivalent to the British pence, approximately equal to 2 cents in the United States.

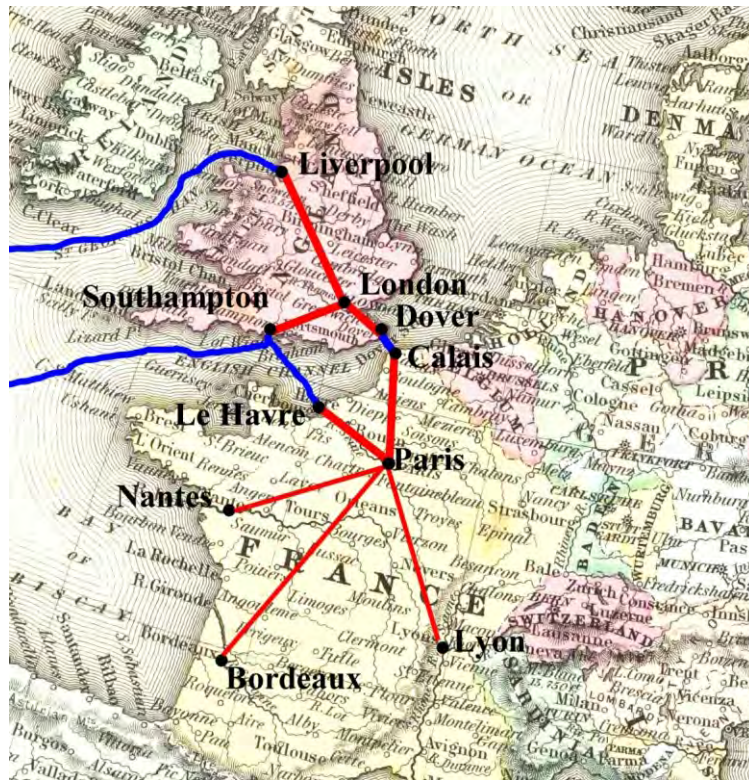


Figure 6-1. A map of the primary sea (blue) and overland (red) postal routes to Paris, France.

The map in Figure 6-1 shows the sea routes and rail connections used for mail from the United States to France in the period. Steamers of the Cunard Line, Collins Line and Inman Line arrived at Liverpool, England. From Liverpool mails were transported by rail to London and then on to Dover. From Dover, mails were carried by steamer to Calais, France. Mails were usually processed on the “ambulant,” or railcar, while being transported to Paris for final sorting. Steamers of the New York and Havre Line, as well as the Vanderbilt European Line, first stopped at Southampton, England. Some mail was carried via London and Dover by rail and then across the English Channel to Calais, while other mail remained onboard the steamer and was processed when the original steamer arrived at Le Havre, France.

The 5-Cent British Open Mail Rate by British Packet

Covers sent by the 5-cent British open mail rate, by British packet, account for the majority of 5-cent covers extant. The Mayer collection contains 43 examples. The rate prepaid only the United States inland postage for a letter to one-half ounce, plus an undefined allowance for delivery to the British ship. The handstamped markings usually found on such mail are shown in the first row of Plate 6-1.

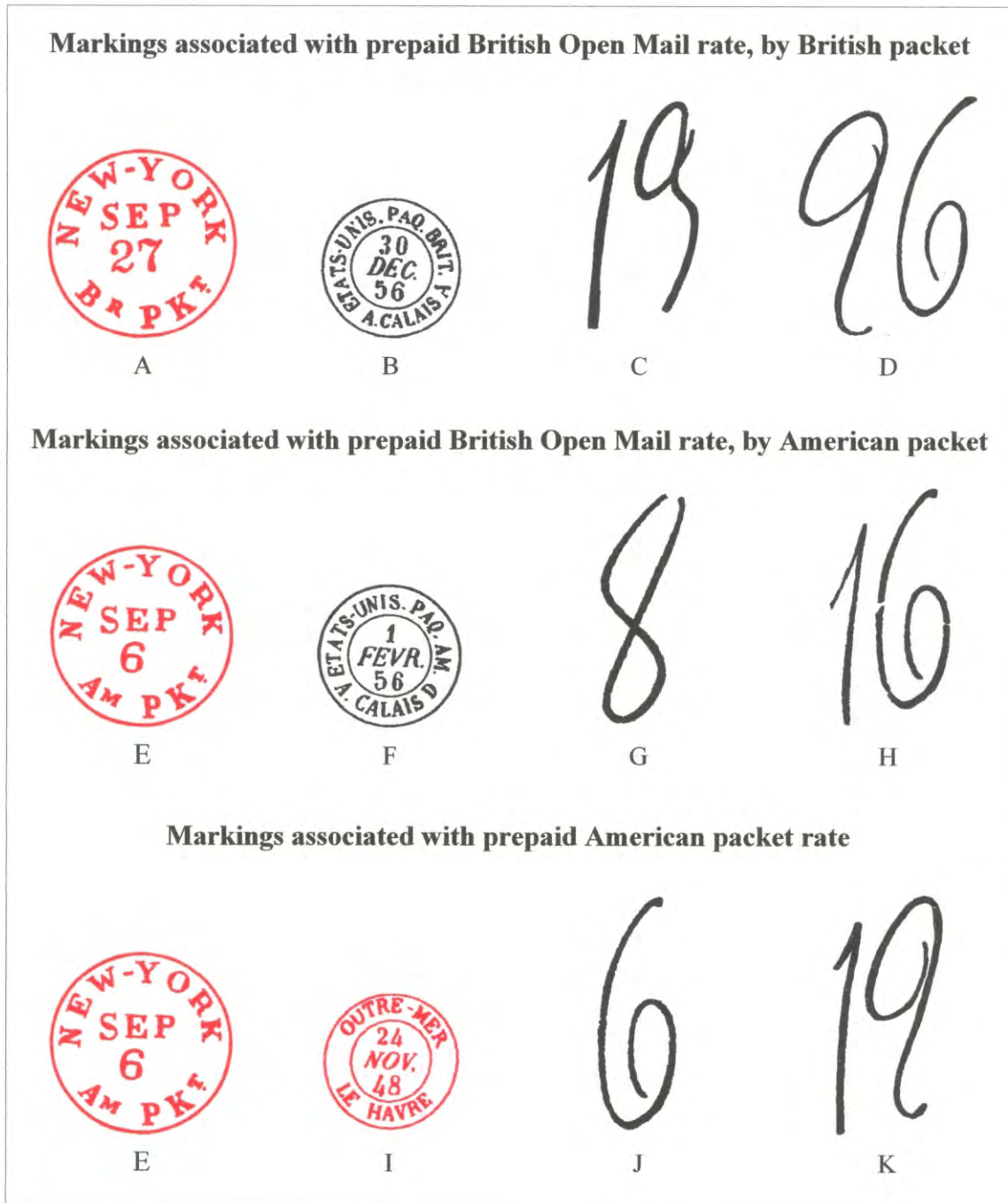


Plate 6-1. Markings A-K were used on prepaid mail to France before 1857.

The earliest example of the 5-cent British open mail rate, by British packet, in the Mayer collection is shown in Figure 6-2.

This cover was prepaid with a 5-cent adhesive in New Bedford, Massachusetts, on March 31, 1856. This amount prepaid the United States inland postage component of the open mail

MAIL TO FRANCE



Figure 6-2. This cover shows the 5-cent British open mail rate to Paris, France. It was sent March 31, 1856, from New Bedford, Massachusetts.

rate, as established by the United States-Great Britain postal treaty; the balance was collected from the addressee.

The British mail rate was broken down into the following components:

United States inland postage	5 cents
Sea postage	10 cents (5 decimes)
British transit postage	6 cents (3 decimes)
French inland postage	10 cents (5 decimes)

On a cover less than 7.5 grams in weight, such as the cover shown in Figure 6-2, the United States stamp paid the United States inland postage and a further 13 decimes postage was collected in France (a combination of sea postage, British transit and French inland postage). France was responsible for payment to Great Britain of 8 decimes for the sea and transit postage.

This cover in Figure 6-2 bears a red New York British packet datestamp of April 2 (Plate 6-1-A). These exchange markings generally were dated for the departure date of the steamer and struck in red ink for prepaid letters. The cover was placed in a closed bag for France and carried by the Cunard Line steamer *Persia*, which departed New York on that date and arrived at Liverpool April 12. It arrived at Calais, France, April 14 and bears an “ETATS-UNIS PAQ. BRIT. A. CALAIS I” entry datestamp (Plate 6-1-B). This datestamp signifies that the cover was received from the United States (ETATS-UNIS) and was carried by a British packet (PAQ. BRIT.) to Liverpool and then entered French mails through Calais (CALAIS). It was processed on the railway cars (A = ambulant). The final letter in the postmark is a clerk designation and is

generally not included when the postmark is mentioned. It was rated 13 decimes due, which is designated with a handstamp (Plate 6-1-C).

Another 5-cent British open mail cover is pictured in Figure 6-3. This example shows that mail bagged at the New York exchange office, for carriage on a Cunard Line steamer leaving from Boston, was marked with a New York datestamp of the day prior to departure. This shows the typical handling of mail that originated in the South and was destined to leave on a Boston Cunard Line sailing. This example is a letter that weighed between 7.5 and 15 grams. It was originally rated with 13 decimes due. However, upon arrival in Paris it was found to weigh 8 grams, as indicated by the “8” in manuscript at left. Although the United States postage was good to one-half ounce, the French portion was based on 7.5 grams. This meant that it was treated as a double-rate letter for the sea postage, the British transit postage and the French inland postage (10 decimes, plus 6 decimes, plus 10 decimes). As a consequence, the letter was rated as 26 decimes due in manuscript (as Plate 6-1-D but in manuscript), correcting the 13 decimes handstamp due amount.

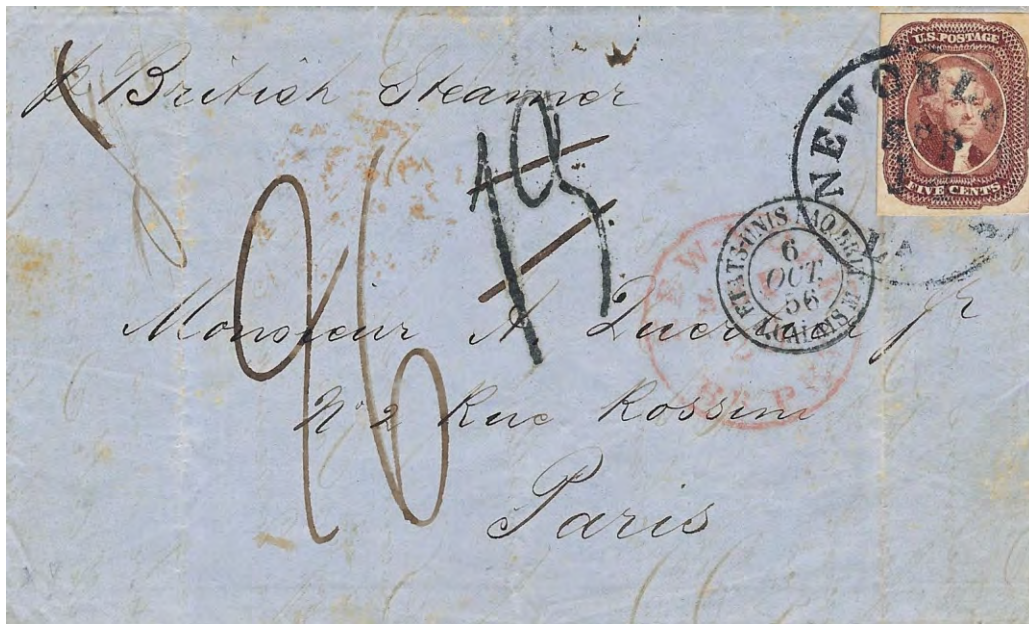


Figure 6-3. The 5-cent open mail rate to Paris is prepaid with a 5-cent stamp on this cover sent September 14, 1856, from New Orleans.

The cover bears the same Calais entry marking (Plate 6-1-B) as the previous cover, which is typical of all prepaid covers carried by British packets during this period.

The cover shown in Figure 6-4 is a stunning combination of visual beauty and postal history interest rarely found in a postal artifact of this vintage. It is a letter from New Orleans that was prepaid with a bottom margin horizontal pair of the 5-cent stamp. The pair, which shows full bottom margin selvage, also has enough margin visible at the right to identify it as a pair from the bottom right corner of the pane. The letter was carried on the last steamer leaving the United States prior to the change in mail handling procedures that marked the commencement of the “Three Months Period” in January 1857.



Figure 6-4. The double 5-cent open mail rate to Bordeaux is prepaid with a bottom sheet margin pair of 5-cent stamps on this December 5, 1856, cover sent from New Orleans.

The letter originated in New Orleans on December 5, 1856, where it was prepaid as a double-weight letter and was endorsed for carriage by British Royal Mail steamer (the Cunard Line). The 10-cent rate was for a letter between one-half ounce and one ounce. At New York City it was exchanged with the red New York British packet datestamp of December 16 and departed Boston the following day aboard the Cunard Line steamer *Arabia*, which arrived at Liverpool on December 28. The letter was then processed through Calais where it received the December 30 datestamp, indicating that it was received from British mails. It was handstamped in error with the 13 decimes due marking and corrected in manuscript to 26 decimes due. The amount due was for a letter weighing between 7.5 and 15 grams.

The 21-Cent British Open Mail Rate by American Packet, via England

Covers bearing the 5-cent stamp sent by the 21-cent British open mail rate, and actually transmitted by American packets of the Collins Line, are rare. Mr. Mayer made a particular effort to acquire examples whenever they became available. He managed to find only two that were actually carried by American packets, via England, and only one of these was correctly prepaid. The markings usually found on mail carried by American packet are shown in the second row of Plate 6-1.

During the period that the 21-cent rate was in effect, there was also a 20-cent rate for carriage by Havre Line packet, or American packet directly to Le Havre. Many senders prepaid 21 cents so their letters could be carried by whichever of the two lines was departing earlier. Many of the covers that were prepaid 21 cents were actually carried by the Havre Line. The earliest example in the collection that was carried by American packet is also the earliest trans-Atlantic example of a 5-cent usage. It is shown in Figure 6-5.



Figure 6-5. The 21-cent open mail rate is shown on this cover carried by an American packet to Paris. The cover is prepaid with a 5-cent stamp, two copies of the 3-cent 1851 issue and a 10-cent 1855 issue, type II. It was sent March 27, 1856, from New Bedford, Massachusetts.

This cover was prepaid with 21 cents in adhesives at New Bedford, Massachusetts, on March 27, 1856. This amount prepaid the United States inland postage as well as the sea postage to England; the balance was collected from addressee.

The British open mail rate, via American packet, is broken down into components as follows:

United States inland postage	5 cents
Sea postage	16 cents
British transit postage	6 cents (collect 3 decimes)
French inland postage	10 cents (collect 5 decimes)

On a cover less than 7.5 grams in weight, such as the cover shown in Figure 6-5, the United States stamps paid the United States inland postage of 5 cents as well as the sea postage of 16 cents, leaving a further 8 decimes postage to be collected in France. France was responsible for payment to Great Britain of 3 decimes for the transit postage.

This cover was exchanged at New York City with its New York American packet datestamp (Plate 6-1-E) of March 29 and bagged for the regular Saturday sailing of the American packet. The Collins Line *Ericsson* departed New York on that date and arrived at Liverpool April 12. On April 14 it was processed through the Calais office where it received the entry datestamp (Plate 6-1-F) signifying that it had been received via England from an American

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packet. It also received the correct 8 decimes due handstamp (Plate 6-1-G). The cover arrived in Paris the following day and was backstamped with an arrival postmark.

The 20-Cent Rate by Direct American Packet

The 20-cent postal rate, per one-half ounce, applied to mail carried by American packet direct from New York City to Le Havre by steamers of the New York and Havre Line (the Havre Line). The two ships of the Havre Line, the *Fulton* and the *Arago*, made a total of only twelve trips over the twelve months between the March 1856 issuance of the stamp and the April 1, 1857, implementation of the 15-cent treaty rate. The 20-cent rate was lower than the rate via England by American packet as no British transit was involved. The United States retained all of the prepaid postage as compensation for providing inland and sea carriage to Le Havre.

Upon arrival in Le Havre, the letters were treated as equivalent to letters received from private ships. The ship letter rate for letters directed beyond the port of Le Havre was 6 decimes per 7.5 grams. Markings associated with this service are shown in the third row of Plate 6-1.

The only example in the Mayer collection that shows the correct prepayment of the 20-cent rate on a cover that was carried by Havre Line steamer is shown in Figure 6-6.



Figure 6-6. The 20-cent direct mail rate, via American packet, to Pontay, France, is correctly prepaid here with strip of three and a single of the 5-cent stamp. The cover originated November 8, 1856, in New Orleans.

This letter was prepaid with 20 cents in postage and, although endorsed to be sent by “first Steamer,” it was prepaid only enough to be carried by the Havre Line steamer. The Havre Line steamer was, in fact, the next steamer departing, and the letter was exchanged at New York

with its New York American packet datestamp of November 15 (Plate 6-1-E). It was carried on the Havre Line steamer *Fulton*, which departed on November 17 and arrived in Le Havre on December 1. At Le Havre it received the “OUTRE-MER LE HAVRE” entry datestamp (Plate 6-1-I) of December 1, 1856, and was rated with its 6 decimes due handstamp (Plate 6-1-J). This due rating is the same as if the letter had arrived at Le Havre aboard a private vessel.

Examples of the overpaid 20-cent rate are shown in Figure 6-7 and 6-8. The first, Figure 6-7, shows a block of four of the 5-cent used in combination with the 1-cent 1851 issue. It is the only reported usage of a block to France.



Figure 6-7. The 20-cent direct mail rate, via American packet, to Marbourquet, France, is overpaid here with a block of four of the 5-cent stamp and a single 1-cent 1851 issue, type IV. The cover originated September 8, 1856, in Donaldsonville, Louisiana.

This letter was sufficiently prepaid at the Donaldsonville, Louisiana, origin for transmittal by any steamer operating to France. It was probably targeted for the regularly scheduled Saturday departure of the Collins Line steamer on September 13. At the New York exchange office the cover received that office’s New York packet datestamp of September 20 and was carried by the Havre Line steamer *Arago*, which departed New York on that date and arrived at Southampton on October 3. From Southampton the letter was carried in a closed bag on an auxiliary steamer that arrived at Le Havre on the same day. At Le Havre it was marked with the red “OUTRE-MER LE HAVRE” datestamp (Plate 6-1-I) of October 3. It was marked in manuscript with 12 decimes due (Plate 6-1-K), which was the inland postage for a letter over 7.5 grams and under 15 grams.

The second example of an overpaid usage by the Havre Line steamer is shown in Figure 6-8. The cover was prepaid at the 21-cent rate using four copies of the 5-cent stamp and a single 1-cent 1851 stamp. The two copies of the 5-cent at top left are bottom sheet margin examples.



Figure 6-8. This cover shows the 20-cent direct mail rate, via American packet, to Paris overpaid with four copies of the 5-cent stamp and a single 1-cent 1851 issue, type II. It originated November 30, 1856, in New Orleans.

This letter originated in New Orleans on November 30, 1856. At New York City it was marked with the red New York American packet datestamp of December 13. It was carried on the Havre Line packet *Arago*, which departed that day and arrived in Le Havre on December 27. Upon arrival at Le Havre, it was treated the same as the previous example and marked with a red “OUTRE-MER LE HAVRE” datestamp (Plate 6-1-I) of December 27. It was marked in manuscript with 12 decimes due, which was the inland postage for a letter over 7.5 grams and under 15 grams.

Three Months Period

The so-called “Three Months Period” began when the Anglo-French convention became effective on January 1, 1857. This agreement changed the accounting procedures for mails between Great Britain and France, including mails transiting England. Lower British transit tariffs, instituted when this agreement took effect, resulted in reduced total French postage due fees being collected.

Mails that passed through Great Britain bound for France received one of the two distinctive British debit to France markings shown in Plate 6-2 as markings E and J. The rectangular marking, Plate 6-2-E, was applied to mail that arrived in France after having arrived in Great Britain from British packets (Cunard Line). The 1F 60c indicates that the French Post Office was to pay Great Britain, for sea conveyance and transit, 1 franc 60 centimes for each 30 grams of letters. This was a rate calculated in bulk by weight but, since it was based on an individual letter weight of 7.5 grams, it can also be expressed as 40 centimes per letter. This marking is found used in conjunction with one of the Calais French entry datestamps, Plate

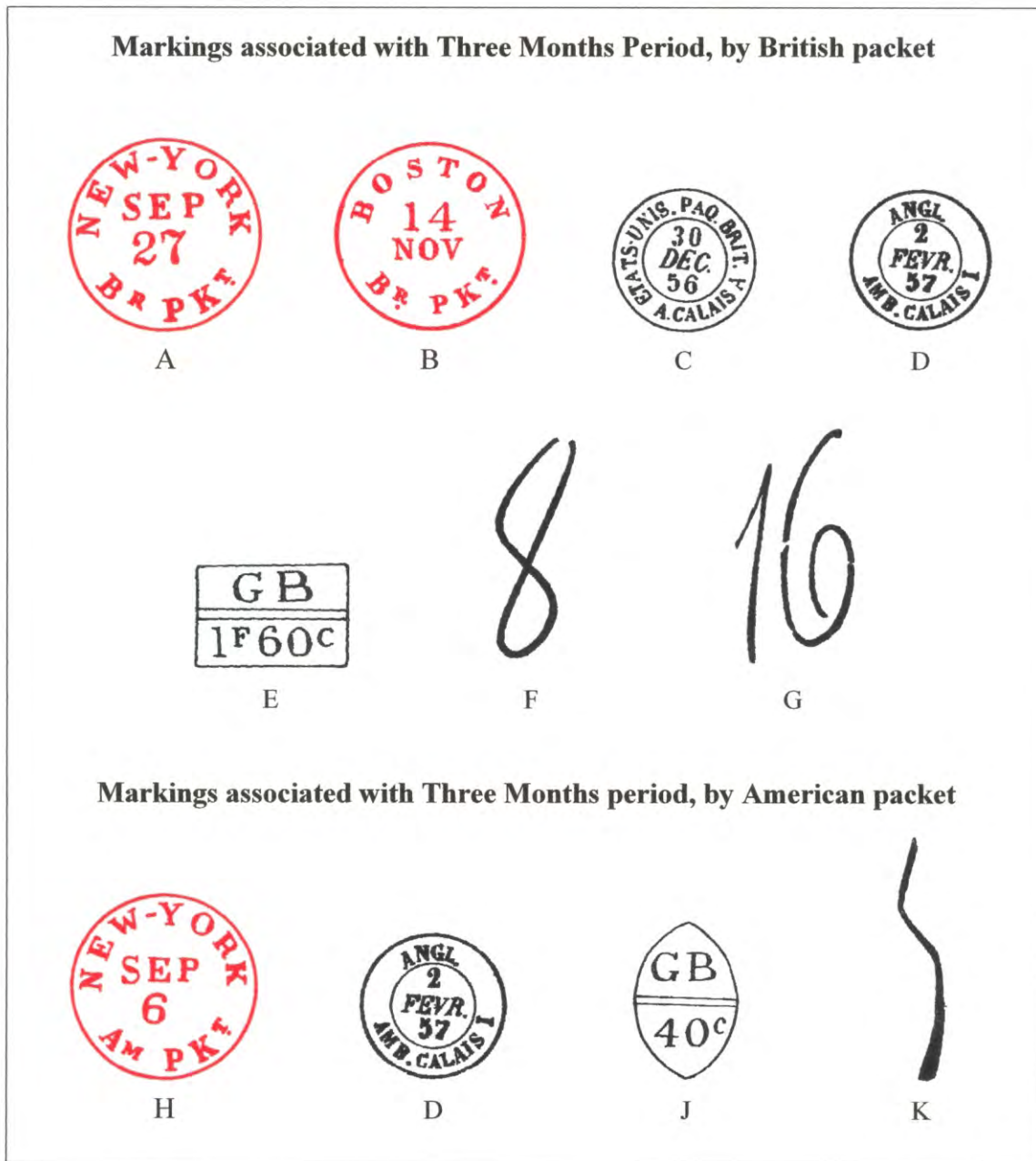


Plate 6-2. Markings A-K were used on prepaid mail to France during the Three Months Period of 1857.

6-2-C or Plate 6-2-D. The oval marking, Plate 6-2-J, was applied to mail arriving in France after having arrived in Great Britain from American packets. The 40c indicates that the French Post Office was to pay Great Britain 40 centimes for transit postage on each 30 grams of letters. This was a rate calculated in bulk by weight but, since it was based on individual letter weight of 7.5 grams, it can also be expressed as 10 centimes per letter. The 10 centimes was added to the

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inland postage of 40 centimes, for a total due of 50 centimes (5 decimes). This accountancy marking is found used in conjunction with the Calais French entry datestamp (Plate 6-2-D).

For mail from the United States to France, this new accounting procedure was first implemented on letters carried on the Cunard Line steamer *Africa*, which departed New York City on December 24, 1856. It arrived in Great Britain on January 4, after the January 1, 1857, effective date of the treaty. After three months, on April 1, 1857, the new postal treaty between the United States and France became effective. This resulted in further changes in the rates as well as the accounting system employed.

British Packet (Cunard Line) Sailings During Three Months Period				
Last two sailings also carried some mail that was posted prior to April 1, 1857				
Trip #	Steamer	Departure Date	Departure Port	Liverpool Arrival Date
1	<i>Africa</i>	December 24, 1856	New York	January 4, 1857
2	<i>Canada</i>	December 31, 1856	Boston	January 13, 1857
3	<i>Europa</i>	January 7, 1857	New York	January 18, 1857
4	<i>Niagara</i>	January 14, 1857	Boston	January 26, 1857
5	<i>Asia</i>	January 21, 1857	New York	February 2, 1857
6	<i>America</i>	January 29, 1857	Boston	February 11, 1857
7	<i>Persia</i>	February 4, 1857	New York	February 14, 1857
8	<i>Arabia</i>	February 11, 1857	Boston	February 21, 1857
9	<i>Africa</i>	February 18, 1857	New York	March 2, 1857
10	<i>Europa</i>	February 25, 1857	Boston	March 8, 1857
11	<i>Asia</i>	March 4, 1857	New York	March 16, 1857
12	<i>Niagara</i>	March 11, 1857	Boston	March 23, 1857
13	<i>Persia</i>	March 18, 1857	New York	March 29, 1857
14	<i>America</i>	March 25, 1857	Boston	April 6, 1857
15	<i>Africa</i>	April 1, 1857	New York	April 12, 1857
16	<i>Europa</i>	April 8, 1857	Boston	April 20, 1857

American Packet Sailings from New York During Three Months Period			
Steamer (Line)	Departure Date	Arrival Port	Arrival Date
<i>Atlantic</i> (Collins)	December 20, 1856	Liverpool	January 1, 1857
<i>Baltic</i> (Collins)	January 3, 1857	Liverpool	January 17, 1857
<i>Ericsson</i> (Collins)	January 17, 1857	Liverpool	February 1, 1857
<i>Constitution</i> (Ocean)	January 24, 1857	Southampton	February 7, 1857
<i>Atlantic</i> (Collins)	February 1, 1857	Liverpool	February 14, 1857
<i>Washington</i> (Ocean)	February 21, 1857	Southampton	March 7, 1857
<i>Hermann</i> (Ocean)	March 21, 1857	Southampton	April 6, 1857

Fourteen Cunard line trips departed from the United States between December 24, 1856, and March 25, 1857 (see trip table). Mail to France, carried at the 5-cent open mail rate on these trips, received the 1F 60c debit handstamp. American packets made seven trips between December 20, 1856, and February 25, 1857 (see trip table). Mail carried on these trips received the 40c debit marking.

There were also two trips of the Havre Line during this period: the *Arago*, which departed February 7, 1857, and the *Fulton*, which departed March 7. Mail carried on these two trips did not transit Great Britain and was not subject to the additional bulk transit fees.

The introduction of the new United States–France Convention rate of 15 cents on April 1, 1857, did not stop some additional mails from being transmitted under the obsolete 5-cent open mail service. The Mayer collection includes three examples that were mailed in New Orleans prior to April 1, 1857, and were carried on the two Cunard Line trips that departed the United States on April 1 and April 8, 1857. These letters continue to show the distinctive debit markings. The earliest reported convention rate usage with the 5-cent stamp was carried on a steamer that departed March 21, 1857.

An example of a letter carried on the first trip to arrive in England after the start of the Three Months Period is shown in Figure 6-9.

This letter was mailed on December 8, 1856, from New Orleans. It was exchanged at New York and marked with the New York British packet datestamp (Plate 6-2-A) of December 24. It was carried on the Cunard Line steamer *Africa*, which departed New York that day and arrived at Liverpool on January 4, 1857. The letter, from a closed mail bag, was processed through Calais where it received the French entry datestamp (Plate 6-2-C) of January 6; the 1F 60c debit handstamp (Plate 6-2-E) reflecting the reduced transit postage due England; and the reduced amount, 8 decimes, postage due handstamp (Plate 6-2-F) for a letter under 7.5 grams.

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Figure 6-9. This cover shows the 5-cent open mail rate, and was sent prepaid with a 5-cent stamp via British packet to Mulhouse, France. The cover, which originated in New Orleans December 8, 1856, was on the first trip of the Three Months Period.

A letter carried on the second trip of the period is shown in Figure 6-10.



Figure 6-10. A 5-cent open mail rate cover sent via British packet to Paris. It was prepaid with a 5-cent stamp and originated in New Orleans December 22, 1856. The cover was sent on the second trip of the Three Months Period.

This letter was posted in New Orleans on December 22, 1856, and was exchanged through New York City on December 30 for the Cunard Line sailing the next day from Boston. It should be noted that mail for the Cunard Line steamers departing from Boston was processed with the New York exchange office datestamp dated the day before departure. The letter departed Boston onboard the steamer *Canada*, which arrived at Liverpool on January 13, 1857. The letter was processed through Calais, where it received the French entry datestamp (Plate 6-2-C) of January 14; the 1F 60c debit handstamp reflecting the reduced transit postage payable to England; and a 16 decimes due handstamp (Plate 6-2-G) for a letter over 7.5 grams and under 15 grams.

Figure 6-11 shows a letter that bears the seldom seen “TOO LATE” handstamp.

TOO LATE



Figure 6-11. This cover with the 5-cent open mail rate was sent via British packet to Paris. It is prepaid with a 5-cent stamp used January 13, 1857, from New Orleans. Note the “TOO LATE” handstamp.

The letter originated at New Orleans on January 13, 1857. It arrived in New York after the mails had been closed for the January 29 sailing of the Cunard Line steamer *America* from Boston (trip 6). As a result, it was held over for the next sailing and the red “Too Late” handstamp was used to explain the delay. It was marked with the New York British packet datestamp of February 4 and carried by the *Persia*, which departed the same day. It entered the French mails through Calais. The cover was rated with a debit handstamp for British transit as well as the 8 decimes due handstamp for a letter under 7.5 grams.

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However, commencing with this trip, a different style French entry marking is found. The previous style was replaced with the marking shown below, which reads “ANGL AMB. CALAIS” and includes the date in the center (Plate 6-2-D). This example is dated February 15, 1857.

The letter shown in Figure 6-12 originated in Tabasco, Mexico. It is one of only three usages reported that originated outside the United States.



Figure 6-12. Shown is a 5-cent open mail rate cover sent via British packet to Bordeaux. It is prepaid by a 5-cent stamp and was carried privately from Tabasco, Mexico. It was posted on February 21, 1857, from New Orleans.

The letter was carried privately from Tabasco to New Orleans where it was mailed on February 21, 1857. It was exchanged at New York on March 4 and carried on the Cunard Line steamer *Asia*, which arrived in Liverpool on March 16. It was processed through Calais the following day and received the new style French entry datestamp, the debit to Great Britain handstamp and the 8 decimes due handstamp.

The Mayer collection includes two examples of the double weight 10-cent British open mail rate, for a letter over one-half ounce and under one ounce, to France used during the Three Months Period. Both are addressed to the same party. The first is shown in Figure 6-13. On this cover the 10-cent rate is prepaid using a 5-cent stamp, a horizontal pair of the 1-cent 1851 issue, type II, and a single of the 3-cent 1851 issue. It was used on February 10, 1857, from New Orleans and was exchanged at New York on February 18. After carriage on the Cunard Line steamer *Africa*, which arrived in Liverpool on March 2, it entered the French mails through Calais the next day. It was marked with the usual French entry datestamp, the debit to Great Britain handstamp and an 8 decimes due handstamp. The due marking was corrected to 16 decimes in manuscript, which was the rate for a letter between 7.5 and 15 grams.



Figure 6-13. This cover was sent at the double 5-cent open mail rate via British packet to Nantes. It was prepaid with a 5-cent stamp, a pair of the 1-cent 1851 issue, type II, and a 3-cent 1851 issue. The cover originated February 10, 1857, in New Orleans.

The second example of a double rate, shown in Figure 6-14, is the only reported example of a pair of the 5-cent used during the Three Months Period.



Figure 6-14. This cover shows the double 5-cent open mail rate and was sent via British packet to Nantes. It is prepaid with a pair of 5-cent stamps. It originated in New Orleans March 2, 1857.

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This letter was exchanged through the New York City office on March 10 for carriage on the Cunard Line steamer *Niagara*, which left Boston the following day. It arrived in Liverpool on March 23 and was processed through Calais. It bears a French entry datestamp of March 24 and the debit to Great Britain handstamp. This example, unlike the previous one, was rated as 24 decimes due. This represents the third step in the rate progression for a letter that weighed over 15 grams and under 22.5 grams. The letter also bears a small manuscript "16" at top left, which is a notation of the actual weight in grams. This weight was just over one-half ounce so it was correctly rated in both the United States and France. The previous example was prepaid by the sender as being over one-half ounce (15.5 grams) in the United States, yet in France it was rated as being less than 15 grams.

The next letter, Figure 6-15, was carried on the last Cunard sailing of the Three Months Period and is one of two such usages in the Mayer collection.



Figure 6-15. A 5-cent open mail rate cover sent via British packet to Bordeaux. It is prepaid with the 5-cent stamp, used March 15, 1857, from New Orleans. This represents the last sailing of the Three Months Period.

This letter entered the mails at New Orleans on March 15, 1857, as a prepaid letter, under one-half ounce, to be conveyed by British steamer under the provisions of the 5-cent open mail rate. It bears a red Boston British packet datestamp (Plate 6-2-B) of March 25 on the reverse. It was carried by the Cunard Line steamer *America*, which departed from Boston on that date. It has a Calais French entry datestamp of April 7, the rectangular debit to Great Britain handstamp and an 8 decimes due handstamp. It arrived in Bordeaux two days later and was backstamped with an arrival postmark.

The cover above is the earliest letter in the Mayer collection from New Orleans that was exchanged at the Boston office rather than the New York City office. The letter shown in Figure

6-14 was carried on the previous Cunard Line sailing (trip 12) from Boston and was exchanged at New York. Commencing with this March 25 sailing (trip 14), letters from New Orleans that were carried on Cunard steamers leaving Boston, conveyed at the 5-cent open mail rate, were marked with the Boston exchange datestamp of the style shown as Plate 6-2-B.

Late Usages of the Three Months Period Debit Markings

The new postal convention between the United States and France became effective on April 1, 1857. However, the 5-cent British open mail rate was not discontinued even though it no longer appeared in the rate tables. The same method of accounting used during the Three Months Period, including the use of the rectangular debit handstamp, and the same French postage due rates were applied. Examples of such usages on covers that were carried on the two Cunard Line sailings of April 1 and April 8 are known. These were both posted in New Orleans before the new rate was in effect. Three examples of late usages are shown.

Figure 6-16 shows an example that was carried on the April 1, 1857, Cunard Line sailing from New York City. The letter originated in New Orleans on March 21 and bears the New York red exchange datestamp. It was carried on the Cunard Line steamer *Africa*, which departed April 1, 1857, and arrived at Liverpool on April 12.



Figure 6-16. A 5-cent open mail rate cover sent via British Packet to Paris is prepaid with a 5-cent stamp. Sent March 21, 1857, from New Orleans it was carried on an April 1, 1857, sailing.

This letter was exchanged at New York on the day the new French Convention went into effect. Because it was mailed appropriately in New Orleans before the treaty became effective, the clerks in New York had the choice to either handle it as a 5-cent open mail rate letter or a short-paid 15-cent treaty mail letter. They chose to handle it as an open mail letter.

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It entered the French mails through Calais and was handled the same as the example shown previously except that it was rated as a letter weighing over 7.5 grams and under 15 grams, and was rated at 16 decimes due. The manuscript check mark at left was frequently used by the French office to indicate a letter that weighed between 7.5 and 15 grams.

Figure 6-17 shows the latest example of the 5-cent rate from New Orleans sent prior to the earliest convention mail usage from New Orleans. It is postmarked March 29, 1857, at New Orleans. It was exchanged at Boston on April 8 and carried on the Cunard Line steamer *Europa*, which left the same day and arrived at Liverpool on April 20.



Figure 6-17. A 5-cent open mail rate cover sent via British packet to Paris. Prepaid with a 5-cent stamp, it originated at New Orleans March 29, 1857. It was carried on an April 8, 1857, sailing.

This letter entered the French mails through Calais on April 21 and bears the rectangular debit handstamp and 8 decimes due handstamp. It arrived in Paris the next day and has an arrival backstamp.

Three Months Period Usage by American Packet

During the Three Months Period, there was limited mail service by American packets (see table). These were subject to the British open mail rate of 21 cents. All such usages are rare, particularly so when paid with stamps. The Mayer collection contains a single example of such a usage and it is certainly one of the postal history gems of the collection. It is pictured in Figure 6-18.



Figure 6-18. A 21-cent open mail rate cover sent via American packet to Marsevaux, with a short prepayment of a single 5-cent stamp. It was accepted as fully prepaid. The cover originated in New Orleans January 15, 1857. It was carried on the last American packet sailing.

This letter was mailed in New Orleans on January 15, 1857. It was exchanged in New York City with the New York American packet datestamp (Plate 6-2-H) of February 1 for carriage on the Collins Line steamer *Atlantic*, which departed that day. Although the letter was insufficiently prepaid to be carried by American packet, it was accepted and transmitted as fully prepaid. The steamer *Atlantic* arrived at Liverpool on February 14. The letter entered the French mails on February 16 with the normal “ANGL AMB CALAIS” datestamp (Plate 6-2-D) but received the “GB 40c” oval debit handstamp (Plate 6-2-J) that was reserved for mails carried by American packets. As a consequence of the lower amount due Great Britain, the letter was rated and handstamped with a 5 decimes due marking (Plate 6-2-K). This amount included the French inland postage of 4 decimes plus 1 decime for the reduced British transit postage.

The 15-Cent Treaty Mail Rate

The postal convention between the United States and France that was signed on March 2, 1857, became effective on April 1, 1857. The reader is referred to *History of Letter Post Communication Between the United States and Europe* by George Hargest for a detailed discussion of the articles and the operation of this convention. The convention established a uniform postal rate of 15 cents per quarter-ounce for mail sent from the United States to France. This rate was completely prepaid to a destination in France or Algeria.

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For accounting purposes between France and the United States, the rate was broken down into components as follows for mail carried via Great Britain:

United States inland postage	3 cents
Sea postage	6 cents
British transit postage	2 cents
French inland postage	4 cents

France was responsible to Great Britain on all such mail for payment of the British transit postage of 2 cents. France also was responsible for payment of 6 cents sea postage to Great Britain if a Cunard Line steamer carried the letter. That amount plus the 4 cents French inland postage equaled 12 cents of the 15-cent rate. This 12 cents was credited by the United States to France from the total prepaid 15-cent rate, which was indicated by the use of a ‘PAID 12” designation in the exchange datestamps.

The United States retained the sea postage amount and the United States inland postage if the letter was carried by American packet. The remaining 6 cents of the 15-cent rate was credited to France in such instances and was indicated by the use of a “PAID 6” designation in the exchange datestamps.

Under the convention, the United States was entitled to retain all but 3 cents of the 15-cent postal rate if the letter was carried by Havre Line direct packet. This was indicated by the use of the “PAID 3” designation as a credit to France in the exchange datestamps. Some of the various exchange office markings employed are shown in Plate 6-3.

Treaty Mail Carried by British Packet

The United States credited France with 12 cents on letters carried by Cunard Line steamers. The 12 cents due to France on a letter prepaid at the 15-cent rate was shown as “Paid 12” in the exchange marking. The marking used at New York City is shown as Plate 6-3-A and the one used at Boston as Plate 6-3-C. The double marking used for double rate letters at New York is shown as Plate 6-3-B. Similar devices were employed at other exchange offices. When struck in red, these reflect credits to France on prepaid letters. When struck in black without a “PAID” designation on unpaid or insufficiently prepaid letters, these reflect debits to France.

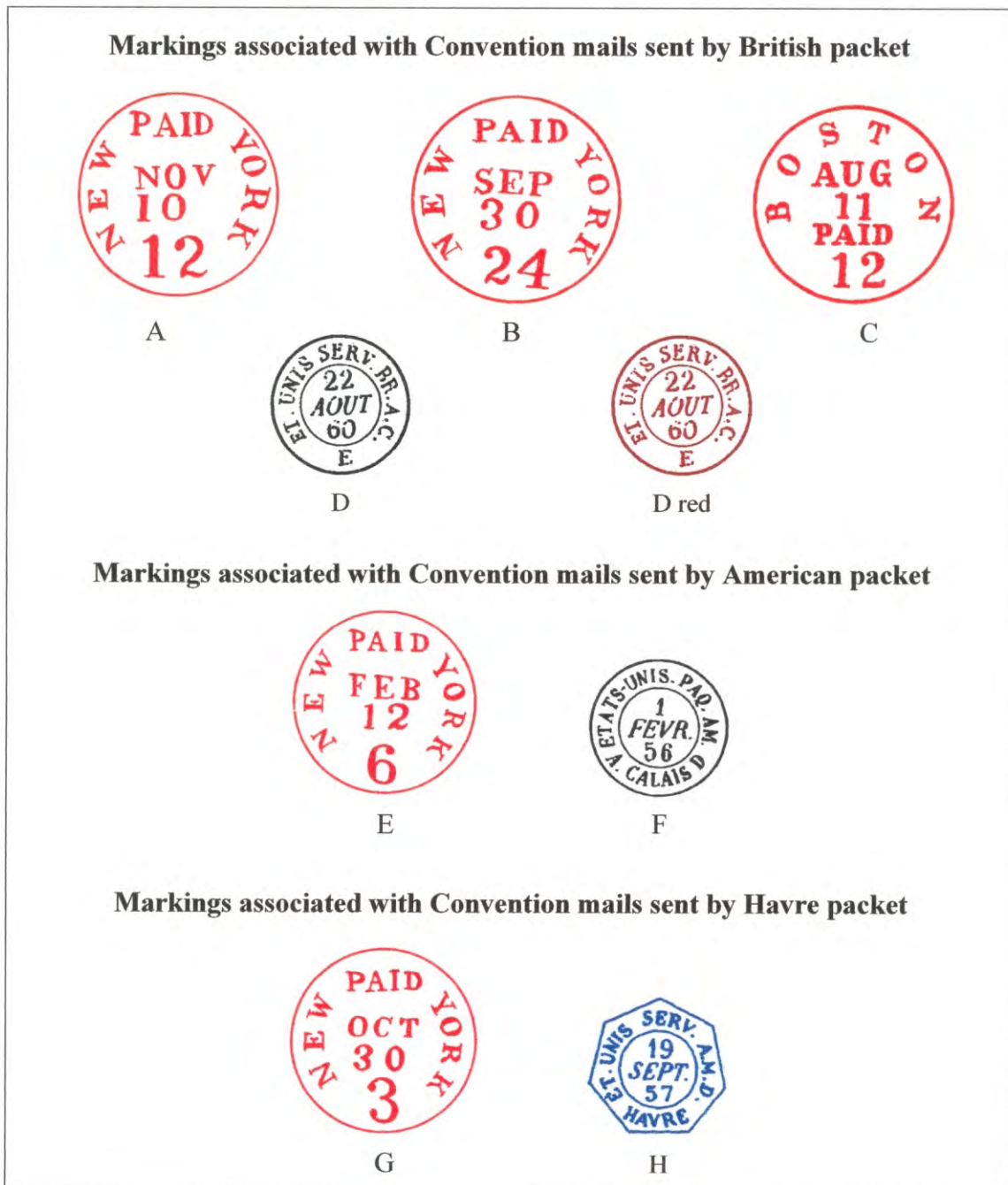


Plate 6-3. Markings associated with Convention mails after April 1, 1857.

The earliest example of a letter carried under the new 15-cent rate in the Mayer collection is shown in Figure 6-19.

This letter originated in New Orleans where it was posted on April 6, 1857. At New York it was bagged to be carried on the Cunard Line steamer and marked with the new exchange

MAIL TO FRANCE



Figure 6-19. This cover was prepaid for the 15-cent convention rate and was sent via British packet to Bordeaux. It is prepaid with a 5-cent stamp and a 10-cent 1855 issue, type II, used April 6, 1857, from New Orleans.

marking (Plate 6-3-A) showing “PAID 12” representing the credit to France. It was carried on the Cunard Line steamer *Asia*, which departed New York that day and arrived at Liverpool on April 28. A new style French entry marking (Plate 6-3-D) dated April 28 indicated when the letter entered the French mails.

It appears from this letter that there still may have been some confusion regarding how to implement the new convention rate. Although no postage due was to be collected on sufficiently prepaid convention mail, this cover shows a manuscript 5 decimes, the amount due for a letter received from an American packet during the Three Months Period. But the 5 decimes was changed to 8 decimes due, the amount due for a letter received from a British packet. This was an error on the part of the French office.

The example shown in Figure 6-20 has a strip of three of the 5-cent and shows similar handling. It was carried on the Cunard Line steamer *Asia*, which departed New York on May 27, 1857, and arrived at Liverpool on June 8.

This example bears the same New York exchange and French entry markings as the previous one but also bears a large boxed “P.D.” handstamp indicating that it was paid to the destination.



Figure 6-20. This cover shows the 15-cent convention rate and was sent via British packet to Paris. It is prepaid with a strip of three of the 5-cent stamp. The cover originated in New Orleans May 18, 1857.

The next example, Figure 6-21, is a rare example of a double weight letter prepaid with two strips of three of the 5-cent. The weight increment in the United States was one-quarter ounce, so this letter was correctly prepaid for a letter between one-quarter and one-half ounce.



Figure 6-21. The 30-cent convention rate for a double weight letter sent via British packet to Port Vendres is prepaid on this cover with two strips of three of the 5-cent stamp. The cover originated in New Orleans August 12, 1857.

MAIL TO FRANCE

This letter was exchanged and bagged at New York City and marked with the datestamp (Plate 6-3-B) including integral “PAID 24” credit to France for a double weight letter. It was carried on the Cunard Line steamer *Persia*, which departed the same day and arrived at Liverpool on August 29. It bears a French entry marking (Plate 6-3-D in red) dated August 31. This marking is rarely found struck in red.

An example of a letter exchanged through the Boston office is shown in Figure 6-22. It is a single weight letter that originated at New Orleans on June 23, 1857.



Figure 6-22. This cover with the 15-cent convention rate sent via British packet to Brest is prepaid with a strip of three of the 5-cent, used June 23, 1857, from New Orleans.

This letter was processed at the Boston exchange office to be carried on the Cunard Line steamer *Europa*, which departed Boston on July 1. It received the red Boston exchange datestamp (Plate 6-3-C) with “PAID 12” credit to France. The steamer arrived at Liverpool on July 11 and bears the usual French entry postmark of two days later.

An example of an insufficiently prepaid cover is shown in Figure 6-23. It was prepaid at the one-quarter ounce rate but recognized as over one-quarter ounce in New York where it was stamped “SHORT PAID.” It is the only example of this handstamp on a cover bearing the 5-cent stamp.



Figure 6-23. This 15-cent convention rate cover sent via British packet is prepaid with a 5-cent stamp and a 10-cent 1855 issue, type II. The cover originated in Nauvoo, Illinois, August 20, 1857. Note the SHORT PAID handstamp.

This cover was mailed from Nauvoo, Illinois, and was exchanged at New York City. It received the datestamp showing the numeral “6” at top struck in black rather than red, signifying a debit to France of 6 cents. Under the convention, all partial prepayments were disregarded on underpaid letters and they were to be treated as unpaid. As a result, this cover was treated as unpaid double rate. As the United States was entitled to 3 cents of each 15-cents rate for inland postage, this was rated as double 3 cents due from France. The cover was carried on the Cunard Line steamer *Arabia*, which departed New York on September 2 and arrived in Liverpool September 13. The cover entered the French mails the following day where it received the Calais datestamp and was struck with the 16 decimes due handstamp, which correctly reflects the French convention rate for a double weight cover.

An alternate way of handling short paid letters is shown in Figure 6-24. This letter bears a superb strip of the 5-cent used from Boston.

When the letter reached New York, it was apparently recognized as being overweight for the 15-cent convention rate and was handled as an overpaid double 5-cent British open mail rate. The letter was carried on the Cunard Line steamer *Europa*, which departed New York on December 23 and arrived at Liverpool on January 4. It was processed through Calais with markings used during the Three Months Period, including the boxed 1F 60c bulk debit to Great Britain handstamp and a manuscript 16 decimes due for a letter between 7.5 and 15 grams.

MAIL TO FRANCE

Coincidentally, the postage due amount was the same as that charged for the convention rate. It is the latest reported example of the 5-cent stamp bearing the boxed debit handstamp.



Figure 6-24. The 15-cent convention rate on this cover sent via British packet to La Rochelle is prepaid with a strip of three 5-cent stamps. The cover originated in Boston, Massachusetts, December 22, 1857.

The latest reported usage of the 5-cent imperforate on trans-Atlantic mail is October 12, 1858. The Mayer collection includes two covers used on that date. Figure 6-25 shows the example used from Providence, Rhode Island (see table listing #36, page 86, for second example).



Figure 6-25. A 15-cent convention rate cover sent via British packet to Paris is prepaid with a 5-cent stamp and a 10-cent 1857 issue, type IV. The cover originated in Providence, Rhode Island, October 12, 1858.

This cover was prepaid in Providence with a 5-cent imperforate stamp and a 10-cent perforated 1857 issue. The 10-cent stamp shows re-cutting at the top of the design and is from position 3 from the right pane of 100 stamps. The cover was exchanged at New York with the October 13 datestamp showing "PAID 12" credit to France. It was carried on the Cunard Line steamer *Arabia*, which departed on that date and arrived in Liverpool on October 25. The French entry marking is dated October 25.

Treaty Mail Carried by American Packet via England

The United States credited France with 2 cents British transit postage and 4 cents French inland postage for mails carried on American steamers. The 6 cents total due to France on a letter prepaid at the 15-cent rate was shown as "Paid 6" in the exchange marking. The markings used were similar to the markings shown previously but with changed numerals.

Figure 6-26 shows a rare example of the 5-cent stamp used on convention mail sent by American packet.



Figure 6-26. The 15-cent convention rate on this cover sent by an American packet to Port Vendres is prepaid with a strip of three of the 5-cent stamp. The cover originated in New Orleans October 3, 1857.

This letter is a rather late usage of the 5-cent imperforate stamp from New Orleans posted on October 3, 1857. The earliest reported usage of the perforated stamps at New Orleans is August 23, 1857, and the extensive usage of the perforated stamp soon thereafter indicates rapid turnover of supplies. The strip used on this letter was probably acquired much earlier from the post office and applied by the sender. The letter was endorsed by the sender for the Cunard Line sailing of October 7 but was exchanged at New York City for carriage by American steamer

MAIL TO FRANCE

and dated October 10 with a datestamp (Plate 6-3-E) incorporating the correct “PAID 6” credit to France.

The regular Saturday sailing of an American packet steamer on October 10, 1857, was canceled. As a result, this letter was held over for the Inman Line steamer *The City of Washington*, which left on October 15. This sailing is confirmed by the red French entry marking of Calais dated October 28, the date the steamer arrived in Liverpool.

Hargest (page 134) noted that the United States Post Office made a single-trip contract with the Inman Line for this particular voyage, making it an American packet sailing. It was the first such trip by the Inman Line carrying mails as an American packet. Hargest illustrates a cover to England that was endorsed to be carried by *The City of Washington*. However, based on the arrival marking, the cover could also have been carried on the Havre Line steamer *Fulton*. The Mayer cover proves that the Inman Line voyage was indeed a contract American packet trip, as the October 28 French entry marking fits carriage by *The City of Washington* and precludes it having been carried by the *Fulton*, which did not arrive in England until October 29.

Treaty Mail Carried by American Packet Direct to Le Havre

For mails carried directly between New York and Le Havre, which required no payment to Great Britain for transit, the rate for a single weight letter was broken down as follows:

The United States was responsible for paying the sea postage on mails sent by American packets directly to Le Havre, so it retained the 9-cent allowance. The United States also retained the United States inland postage of 3 cents. The typical credit to France was the 3 cents for French inland postage, as reflected in the exchange markings. The New York exchange marking is shown as Plate 6-3-G.



Figure 6-27. This cover with the 15-cent convention rate was sent by Havre packet to Nantes. It is prepaid with a 5-cent stamp and a 10-cent 1855 issue, type II, used May 30, 1857, from New York.

Figure 6-27 shows a letter mailed from New York City on May 30, 1857. It was prepaid using a 5-cent stamp, which shows a guide line at right, in combination with a 10-cent 1855 issue. The letter bears a New York exchange datestamp of the same day that shows the correct "PAID 3" credit to France. It was carried on the Havre Line steamer *Arago*, which departed that day and arrived in Le Havre on June 11. It bears a French entry postmark (Plate 6-3-H) dated June 11 and was also stamped with the small boxed "P.D." indicating that it was paid to the destination.

While the cover in Figure 6-27 was carried by the Havre Line, the cover shown in Figure 6-28 was carried by the Vanderbilt Line directly to Le Havre.



Figure 6-28. Shown is a 15-cent convention rate cover sent by direct American packet to Le Havre and prepaid with a 5-cent stamp and a 10-cent 1855 issue, type II. The cover originated in Swanton, Vermont, September 3, 1857.

According to Hubbard and Winter, *North Atlantic Mail Sailings 1840-75*, page 163, the Vanderbilt European Line steamers running to Bremen advertised that they would stop at Le Havre on the trip beginning September 5, 1857. This cover, posted from Swanton, Vermont, on September 3, 1857, was carried on the Vanderbilt Line trip of the *North Star*, which departed New York on September 5, 1857. The cover bears a New York datestamp with "Paid 3" noted as a credit to France. The *North Star* arrived at Le Havre on September 18 and this cover bears the octagonal Le Havre entry datestamp (Plate 6-3-H). It also bears the small boxed "P.D." handstamp also seen on the previous cover.

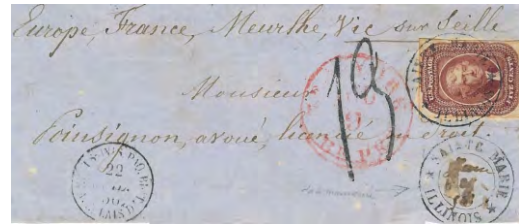
Table of Additional Covers to France

In addition to the covers to France discussed individually, the Mayer collection contains 36 usages that are not discussed. For the record, these additional covers are listed and illustrated in table on pages 80 - 86. The covers appear in date order.

MAIL TO FRANCE

Covers To France

#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes
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1	New York NY	APR 5 1856	NY AP APR 15	Havre - <i>Fulton</i>	Outre Mer Le Havre APR 19	6	short pay accepted
2	Sainte Marie IL	JUL 7 1856	NY BP JUL 9	Cunard - <i>Asia</i>	EU-Paq. Brit. A Calais JUL 22	13	



3	New York NY	JUL 10 1856	NY BP JUL 19	Collin - <i>Baltic</i>	EU-Paq. Brit. A. Calais JUL 31	13	18 debit to Great Britain
4	New York NY	JUL 7 1856	NY BP JUL 15	Cunard - <i>Canada</i>	EU-Paq. Brit. A. Calais JUL 28	26	



5	New Orleans LA	JUL 20 1856	NY BP JUL 29	Cunard - <i>Niagara</i> from Boston	EU-Paq. Brit. A. Calais AUG 12	26	New Orleans postmark with dots under "LA"
6	New Orleans LA	JUL 21 1856	NY BP JUL 29	Cunard - <i>Niagara</i> from Boston	EU-Brit Serv. A. Calais AUG 12	26	two singles of 5c

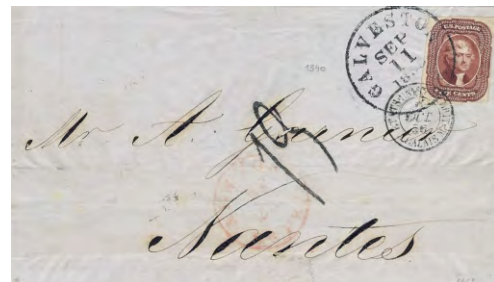
Covers To France							
#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes



7	New Orleans LA	AUG 3 1856	NY BP AUG 12	Cunard - <i>Arabia</i> from Boston	EU-Paq. Brit. A Calais AUG 26	13	New Orleans postmark with dots under "LA"
8	Mexico	AUG 2 1856	NY BP AUG 26	Cunard - <i>Canada</i> from Boston	EU-Paq. Brit. A Calais SEP 8	26	New York forwarder



9	New Orleans LA	AUG 25 1856	NY BP SEP 3	Cunard- <i>Africa</i>	EU-Paq. Brit. A Calais SEP 15	26	
10	New Orleans LA	SEP 6 1856	NY BP SEP 17	Cunard - <i>Persia</i>	EU-Paq. Brit. A. Calais SEP 30	13	



11	New Orleans LA	SEP 7 1856	NY BP SEP 17	Cunard - <i>Persia</i>	EU-Paq. Brit. A. Calais SEP 30	26	
12	Galveston TX	SEP 11 1856	NY BP SEP 23	Cunard - <i>Arabia</i> from Boston	EU-Brit Serv. A. Calais OCT 6	13	

MAIL TO FRANCE

Covers To France

#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes
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13	New Orleans LA	SEP 12 1856	NY BP SEP 23	Cunard - <i>Arabia</i> from Boston	EU-Paq. Brit. A Calais OCT 6	26	
14	New Orleans LA	SEP 13 1856	NY BP AUG 26	Cunard - <i>Arabia</i> from Boston	EU-Paq. Brit. A Calais OCT 6	13	



15	New Orleans LA	OCT 5 1856	NY BP OCT 15	Cunard- <i>Africa</i>	EU-Paq. Brit. A Calais OCT 28	13	
16	New Orleans LA	OCT 27 1856	NY BP NOV 4	Cunard - <i>Arabia</i> from Boston	EU-Paq. Brit. A. Calais NOV 17	13	bottom sheet margin copy

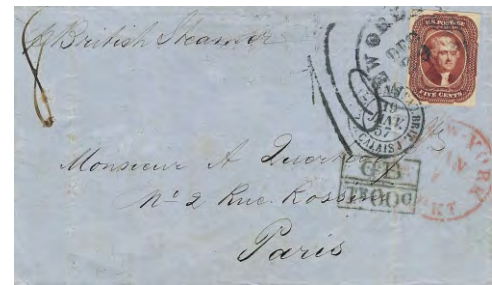


17	New Orleans LA	NOV 10 1856	NY BP NOV 17	Cunard - <i>Canada</i> from Boston	EU-Paq. Brit. A. Calais DEC 2	13/8	originally rated in error as from American packet
18	New Orleans LA	NOV 17 1856	NY BP NOV 26	Cunard - <i>Europa</i>	EU-Brit Serv. A. Calais DEC 8	13	

Covers To France							
#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes



19	Mobile AL	NOV 26 1856	NY BP DEC 2	Cunard - <i>Niagara</i> from Boston	EU-Paq. Brit. A Calais DEC 16	8	due rate handstamp in error
20	New Orleans LA	DEC 3 1856	NY BP DEC 10	Cunard - <i>Persia</i>	EU-Paq. Brit. A Calais DEC 21	13	



21	New Orleans LA	DEC 7 1856	NY BP DEC 16	Cunard- <i>Arabia</i> from Boston	EU-Paq. Brit. A Calais DEC 30	13	
22	New Orleans LA	DEC 29 1856	NY BP JAN 7	Cunard - <i>Canada</i>	EU-Paq. Brit. A Calais JAN 19	16	Three Months Period 1 ^F 60 ^c debit



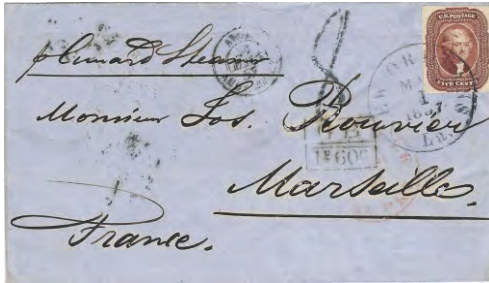
23	New Orleans LA	JAN 4 1857	NY BP JAN 13	Cunard - <i>Niagara</i> from Boston	EU-Paq. Brit. A Calais JAN 27	8	Three Months Period 1 ^F 60 ^c debit
24	New Orleans LA	JAN 31 1857	NY BP FEB 10	Cunard - <i>Arabia</i> from Boston	Angl. A. Calais FEB 23	8	Three Months Period 1 ^F 60 ^c debit

MAIL TO FRANCE

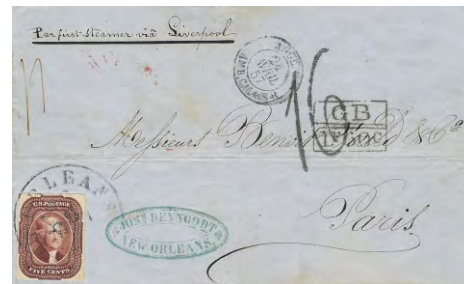
Covers To France							
#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes



25	New Orleans LA	FEB 17 1857	BO BP FEB 25	Cunard - <i>Europa</i> from Boston	Angl. A Calais MAR 10	8	Three Months Period 1 ^F 60 ^c debit
26	New Orleans LA	FEB 23 1857	NY BP MAR 4	Cunard - <i>Asia</i>	Angl. A Calais MAR 19	8	Three Months Period 1 ^F 60 ^c debit

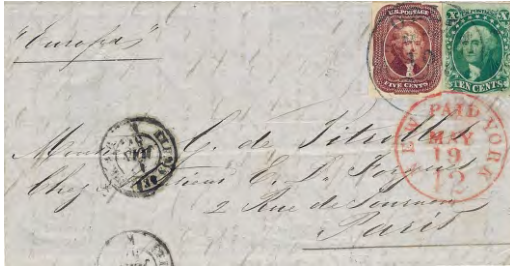


27	New Orleans LA	MAR 1 1857	NY BP MAR 18	Cunard - <i>Persia</i>	Angl. A Calais MAR 30	8	Three Months Period 1 ^F 60 ^c debit
28	New Orleans LA	MAR 9 1857	NY BP MAR 18	Cunard - <i>Persia</i>	Angl. A. Calais MAR 30	16	Three Months Period 1 ^F 60 ^c debit



29	New Orleans LA	MAR 15 1857	BO BP MAR 25	Cunard - <i>America</i> from Boston	Angl. A. Calais APR 7	16	Three Months Period 1 ^F 60 ^c debit
30	New Orleans LA	MAR 28 1857	NY BP APR 8	Cunard - <i>Europa</i>	Angl. A. Calais APR 21	16	Three Months Period 1 ^F 60 ^c debit

Covers To France							
#	Origin	Date	Exchange Postmark	Ship	Entry Postmark	Due	Notes



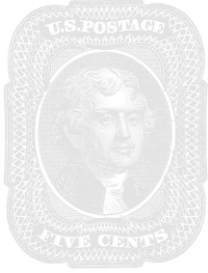
31	New Orleans LA	MAY 10 1857	NY MAY 19	Cunard - <i>Europa</i> from Boston	EU Serv. Br. A. Calais JUN 1		Convention Period damaged transfer
32	New Orleans LA	MAY 10 1857	NY MAY 19	Cunard - <i>Europa</i> from Boston	EU Serv. Br. A. Calais JUN 1		Convention Period Paid 12



33	New Orleans LA	JUN 28 1857	NY JUL 8	Cunard - <i>Arabia</i>	EU Serv. Br. A. Calais JUL 18		Convention Period Paid 12
34	Norwich CT	JUL 6 1857	BO JUL 8	Cunard - <i>Arabia</i>	EU Serv. Br. A. Calais JUL 18		Convention Period Paid 12

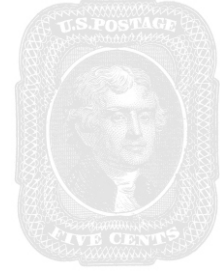


35	New Orleans LA	JUL 19 1857	BO JUL 29	Cunard - <i>America</i>			Convention Period Paid 12
36	Boston MA	OCT 12 1858	BO OCT 12	Cunard - <i>Arabia</i>	Angl. A. Calais OCT 25		Convention Period Paid 12



Chapter Seven

Mail to British North America



In 1856 British North America included Canada (Canada East and Canada West), Newfoundland, Victoria Island, British Columbia and the Maritime Provinces of Nova Scotia, New Brunswick and Prince Edward Island. Mails from the United States to Canada were regulated under the terms of an agreement that took effect on April 6, 1851. Mails to the provinces were governed under separate agreements with the individual colonies. Land routes existed to Canada and the other provinces. In addition, considerable mail was carried over a subsidiary route via Cunard Line steamers that operated between Halifax, Nova Scotia and Boston. Particularly, this was mail destined for Nova Scotia and, to a lesser extent, the other Maritime Provinces. No covers bearing the 5-cent stamp are reported destined for Newfoundland or British Columbia. A map showing the destinations of mail bearing the 5-cent stamp is shown in Figure 7-1.



Figure 7-1. This map shows British North American destinations of covers bearing the 5-cent imperforate stamp.

Mail to Canada

In 1856 the rate of postage for mail to Canada was 10 cents per half-ounce from any place in the United States to any place in Canada, except from the Pacific Coast where the rate was 15 cents. These rates included the domestic Canadian postage so that, if correctly prepaid, no postage was due upon receipt.

MAIL TO BRITISH NORTH AMERICA

Postal Rates to Canada

10 cents - from any part of the United States to any part of Canada, 10 cents per half ounce except 15 cents if from the Pacific Coast.

2 cents – from certain offices on the Canadian border to adjacent border offices in Canada

Several different land routes were available to get mail to Canada. Mail was processed and bagged at special exchange offices, and the 1857 Postal Laws & Regulations lists 45 different United States exchange offices. These offices marked prepaid mail to Canada with a handstamp, usually in an arc, reading “United States” or a variant of the marking, such as “U. States.” Sometimes they also used either “Paid 6d” or “Paid 10cts,” representing the total amount prepaid in the equivalent Canadian pence or in United States cents.

The covers in Figures 7-2 and 7-3 are from the same correspondence from Palatine, Illinois, to Canada. The combination franking on the first cover includes a top left corner margin example of the 5-cent stamp. Both were exchanged through the Detroit, Michigan, exchange office and bear the “U. States” and “Paid 10” handstamps of that office.

The Figure 7-4 item is an example of a cover that was exchanged at the Buffalo, New York, office where the “U. STATES PAID 6D” handstamp was applied. The following item, the



Figure 7-2. This cover shows the 10-cent rate to Forestville, Canada, prepaid with a single 5-cent stamp, a pair of the 1-cent 1857 issue, type IIIA, and a single 3-cent 1857 issue. The cover originated at Palatine, Illinois, August 13, 1858.



Figure 7-3. This is a 10-cent rate cover sent to Forestville, Canada, which is prepaid with a pair of the 5-cent stamps. It was sent on September 19, 1858, from Palatine, Illinois.

cover in Figure 7-5, is an example of a cover exchanged at the Boston office and bearing its distinctive syncopated double oval exchange marking.



Figure 7-4. This cover shows the 10-cent rate to Toronto, Canada, prepaid with a pair of the 5-cent stamps, used June 23, 1856, from Columbus, Ohio.



Figure 7-5. The 10-cent rate to Kingston, Canada, is prepaid on this cover with two copies of the 5-cent stamp. The cover originated in Boston on November 13, 1856.

Mail to New Brunswick

The rate of postage for mail to New Brunswick was 10 cents per half-ounce from any place in the United States to any place in New Brunswick, except if mailed from the Pacific Coast where the 15 cents rate applied. This was in accordance with an agreement between the United States and New Brunswick that went into effect on July 6, 1851. In 1852 there were three designated United States exchange offices for mail addressed to New Brunswick. These were Robbinston, Calais and Houlton, Maine. As with mail to Canada, these exchange offices used special handstamps incorporating the words “U. States.” These rates included the domestic New Brunswick postage so that, if correctly prepaid, no postage was due upon receipt. A special 2-cent “line office” rate between cities that straddled the border also existed, but no examples are known bearing the 5-cent stamp. There is one exceptional cover bearing the 5-cent stamp used from New Brunswick to England. It is discussed in the chapter on mail to Great Britain.

Postal Rates to New Brunswick
10 cents – from any part of the United States to any part of New Brunswick, 10 cents per half ounce except 15 cents if from the Pacific Coast.
2 cents – from certain offices on the New Brunswick border to adjacent border offices in New Brunswick

The cover shown in Figure 7-6 is an example of mail to New Brunswick that was exchanged at the Houlton, Maine, exchange office. This cover bears an imprinted corner card of Howard's Express, one of the leading package expresses of the era operating between Philadelphia, New York and British North America.

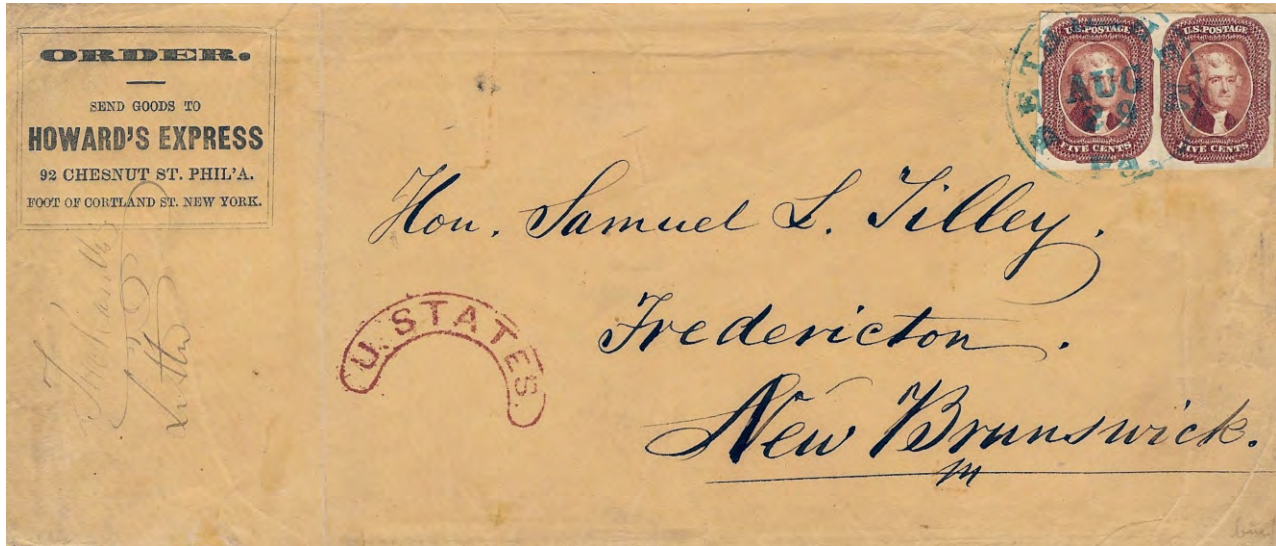


Figure 7-6. The 10-cent rate to Fredericton, New Brunswick, is prepaid on this cover with a pair of the 5-cent stamps. The cover originated in Bethlehem, Pennsylvania, on August 29, 1857. It has a Woodstock, New Brunswick, transit and September 5 arrival backstamps.

Mail to Nova Scotia

In 1856 there were two rates of postage for mail to Nova Scotia. The land route rate was 10 cents per half-ounce from any place in the United States to any place in Nova Scotia, except from the Pacific Coast where the rate was 15 cents. This rate was the same for paid or unpaid mail, but partial prepayments were not recognized. This was in accordance with an agreement between the United States and Nova Scotia that went into effect on July 6, 1851. The land route was via Maine and New Brunswick.

In addition to the land route, Cunard Line steamers operating between Boston and Halifax as part of their run from Boston to England could carry mail. This service was usually twice a month in this period. The service was never covered under the provisions of the treaty between the United States and Great Britain, but by November 1854 mail was carried at the same 5-cent rate as used for British open mails. Mail carried by this service was subject to the 5-pence packet postage due at Halifax, plus additional inland postage due of 3 pence if directed beyond the port.

This 5-cent rate to Nova Scotia accounts for the vast majority of solo 5-cent stamp usages to British North America. These are primarily from a single correspondence addressed to William Hare in Halifax. The earliest reported usage of the 5-cent stamp, not present in the Mayer collection, is a March 24, 1856, usage from this correspondence.

MAIL TO BRITISH NORTH AMERICA

Postal Rates to Nova Scotia
10 cents – land route – from any part of the United States to any part of Nova Scotia, 10 cents per half ounce except 15 cents if from the Pacific Coast.
5 cents – sea route – from any part of the United States within 3,000 miles of Boston, via Boston, to Nova Scotia. Packet postage (5 pence) plus inland postage (3 pence), if required, to be collected as due in Nova Scotia.

The cover shown in Figure 7-7 is an unusual example from the Hare correspondence that was carried on the land route. Although endorsed to be sent via the Cunard Line steamer *Arabia*, which left Boston on May 7, 1856, the cover was apparently transmitted by the land route. As such, it is one of two known carried by this route bearing a 5-cent stamp. The letter was mailed from Philadelphia on May 5, 1856, and should have arrived in Boston in time to catch the sailing of the *Arabia*. It evidently missed the sailing and was inexplicably marked “Paid” and “10” in manuscript (the land route rate). The cover bears a blue St. Andrews, New Brunswick, transit backstamp, confirming land route carriage, and also bears a matching numeral “6” (pence) due handstamp. The cover has a Halifax arrival backstamp of May 13, 1856. Had it actually been carried by the *Arabia*, it would have reached Halifax much sooner, on May 9. The 6-pence due marking reflects the charge for an unpaid cover carried by the land route.



Figure 7-7. The 10-cent rate to Halifax, Nova Scotia, is insufficiently prepaid with a 5-cent stamp on this cover. Sent May 5, 1856, from Philadelphia, it has a Woodstock, New Brunswick transit backstamp.

A typical example from the Hare correspondence that went by sea is shown in Figure 7-8. This cover was sent from Philadelphia on April 3, 1858, and arrived in Boston in time to catch the sailing of the Cunard Line steamer *Niagara* on April 7. The steamer arrived in Halifax two days later and the cover was marked with the correct packet postage due of 5 pence.



Figure 7-8. This is a cover showing the 5-cent open mail rate sent to Halifax, Nova Scotia. It is prepaid with a 5-cent stamp, used April 3, , from Philadelphia. It has a 5 pence due marking and an April 9 arrival backstamp.

Figure 7-9 is another example of the open mail rate to Nova Scotia, but this one was mailed at Boston. It was carried by the Cunard Line steamer *America*, which departed Boston on February 23, 1859. It bears a Boston British packet backstamp and was correctly marked with the packet postage due of 5 pence.

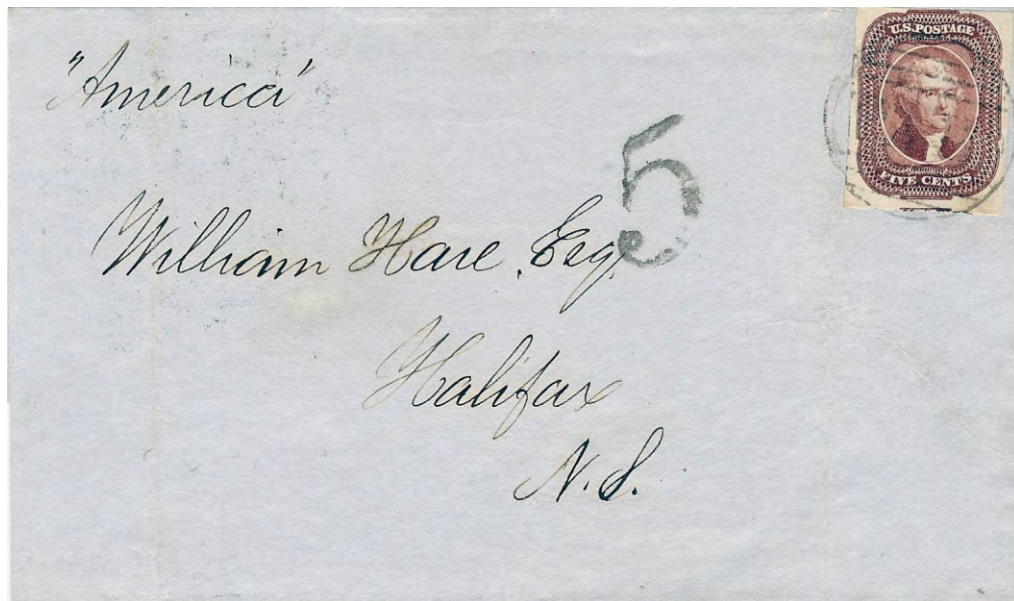


Figure 7-9. The 5-cent open mail rate was prepaid on this cover addressed to Halifax, Nova Scotia. It is prepaid with a 5-cent stamp used February 22, 1859, from Boston. It has a 5 pence due marking and a February 25 arrival backstamp.

MAIL TO BRITISH NORTH AMERICA

Mail to Prince Edward Island

In 1856 there were two rates of postage for mail to Prince Edward Island. One was a rate of 10 cents per half-ounce from any place in the United States to Prince Edward Island, except from the Pacific Coast where the rate was 15 cents. This was in accordance with an agreement between the United States and Prince Edward Island that went into effect on July 6, 1851. Mail was carried via St. John, New Brunswick. No examples are known bearing the 5-cent stamp. The other rate was for mail carried by Cunard Line steamers operating between Boston and Halifax. Although this service was never covered under the provisions of the treaty between the United States and Great Britain, mail was carried after November 1854 at the same 5-cent rate as used for British open mails. Letters forwarded by post via Halifax, from the United States, were subject to the British packet postage charge of 6 pence, as well as the Colonial charge of 3 pence, together 9 pence currency on each rate, independent of the United States rate of postage.

Postal Rates to Prince Edward Island
10 cents – from any part of the United States to Price Edward Island, 10 cents per half ounce except 15 cents if from the Pacific Coast.
5 cents - sea route – from any part of the United States within 3,000 miles of Boston, via Boston, to Prince Edward Island. Packet postage (6 pence) plus Colonial postage (3 pence) to be collected as due in Prince Edward Island.

The Figure 7-10 cover is an example of an open mail usage. This cover, which bears an albino embossed corner card of a Boston druggist, has a black “Boston Br. Pkt” origin backstamp, a Halifax transit with “U^D States” at top and an arrival backstamp. It was carried on the Cunard Line steamer *Niagara*, which departed from Boston on June 2, 1858, and arrived at Halifax two days later. It is rated in manuscript with a 4 pence (in silver) at center, which was equivalent to 6 pence currency, plus 3-pence inland postage, making a total of 9 pence collect as shown in manuscript at the left.

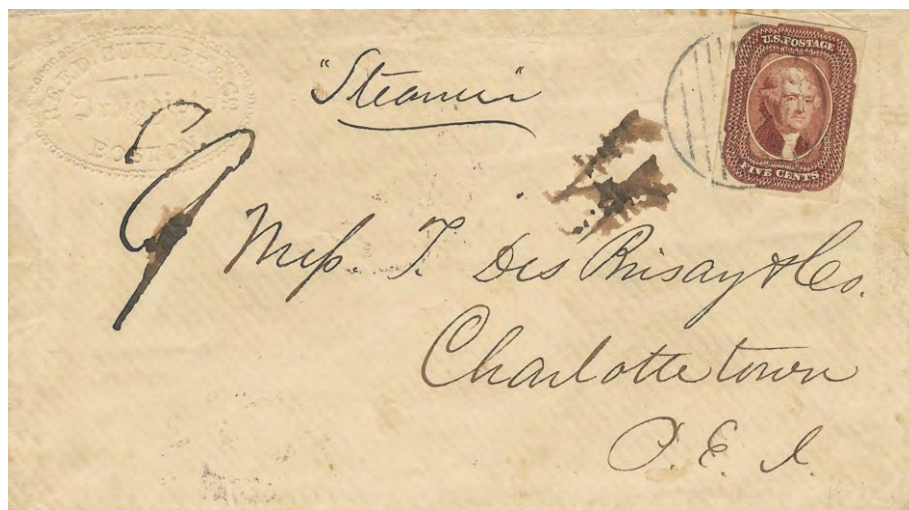
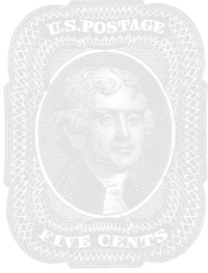
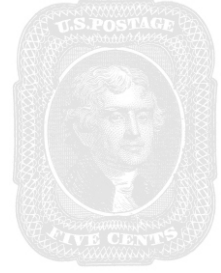


Figure 7-10. The 5-cent open mail rate to Charlottetown, Prince Edward Island, is prepaid on this cover with a 5-cent stamp, used June 2, 1858, from Boston. It has a Halifax transit marking, 9 pence due indication and a June 8 arrival backstamp.



Chapter Eight

Mail to the Italian States



Mail from the United States to the Italian States of Tuscany and Sardinia is represented in the Mayer collection. A map of destinations is shown in Figure 8-1.



Figure 8-1. A map showing Italian mail destinations for covers bearing the 5-cent stamp.

Mail to Tuscany

The chart on the following page summarizes the rates, routes and services available for Tuscany.

Two covers bearing the 5-cent stamp sent to Tuscany are reported. An example to Florence is shown in Figure 8-2. It was mailed and postmarked in blue on June 11, 1857, at Norfolk, Virginia. It was prepaid at the 5-cent rate for British open mail and endorsed for carriage by Cunard Line steamer. However, the Cunard steamer *Arabia* had departed New York City on June 10. Rather than send the cover on to Boston to catch the June 17 Cunard sailing, clerks held the letter in New York City and put it on the regular Saturday American packet sailing.

In New York it was directed to go by French mails, via England, to Tuscany, and was rated by the exchange office as an unpaid 27-cent rate letter. The partial payment was not recognized. The appropriate debit datestamp “New York 9” was applied. This represents the United States debit to France on unpaid letters by American packet of 3 cents for inland postage plus 6 cents for sea postage. The letter was carried in a closed bag by the Collins Line steamer *Atlantic*, which departed New York on June 20, 1857, and arrived at Liverpool on July 1. It was then carried to Calais, where it entered the French mails with a July 2, 1857, transit datestamp. It was correctly rated as postage due for the entire 27-cent rate, 20 crazie in the Tuscan currency as indicated with the manuscript “20” due notation at left.

MAIL TO THE ITALIAN STATES

Postal Rates to Tuscany		
1856	Introduced April 1857	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, sea postage, and postage from England to Tuscany collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Tuscany collect		
33 cents – Bremen Closed Mail rate, per half ounce		
35 cents – Prussian Closed Mail rate, per half ounce		
	27 cents – French Mail rate for quarter ounce; 54 cents per half ounce	
		28 cents – Bremen-Hamburg Mail rate, via Marseilles, for quarter ounce



Figure 8-2. This cover, sent to Florence, Tuscany, shows a 27-cent French Mail rate. It was treated as an unpaid letter, ignoring the 5 cents paid with the stamp. The cover originated in Norfolk, Virginia, June 11, 1857.

Mail to Sardinia

The chart below summarizes the rates, routes and services available for Sardinia.

Postal Rates to Sardinia	
1856	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, sea postage, and postage from England to Sardinia collect on delivery	
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Sardinia collect on delivery	
33 cents – Bremen Closed Mail rate, per half ounce	
38 cents – Prussian Closed Mail rate, per half ounce	
21 cents – French Mail rate for quarter ounce; 42 cents per half ounce	
	30 cents – Bremen-Hamburg Mail rate for quarter ounce

Under the 1851 convention between France and the Kingdom of Sardinia, France received a fee of 1 lira 52 centesimi per 7.5 grams for the postal service provided on unpaid letters sent to Sardinia from the United States. The Sardinian inland postage on such letters was 18 centesimi so the total postage due was 1 lira 70 centesimi.

Almost all of the more than twenty reported usages of the 5-cent stamp to Italy are British open mail usages to Sardinia. An example to Spezzia (La Spezia) is shown in Figure 8-3. Spezzia served as a major supply port for American Naval vessels serving in the Mediterranean Sea, and this example is addressed to a sailor aboard the fleet flagship USS *Susquebanna* at the port. It was sent on September 3, 1856, from Annapolis, Maryland, and bears a red New York British packet transit marking of September 9. The Cunard Line steamer *Niagara*, which departed from Boston on September 10 and arrived in Liverpool on September 21, carried it. The cover bears a French entry postmark of Calais dated the next day. It arrived in Spezzia on September 26, 1856, when it was backstamped. It was rated as postage due 17 decimes, approximately 32 cents, representing the postage for an unpaid letter from England to Sardinia, 10 pence rate plus 6 pence fine for being unpaid.

A second example from the same correspondence is illustrated in Figure 8-4. It was handled, and rated, in the same fashion as the previous example but bears an attractive red origin

MAIL TO THE ITALIAN STATES



Figure 8-3. The 5-cent open mail rate to Spezzia, Sardinia, is here prepaid with a right side sheet margin example of the 5-cent stamp showing an inter-pane line. The cover originated in Annapolis, Maryland on September 3, 1856.

postmark. It was sent from Annapolis, Maryland, on October 11, 1856, and was carried by the Cunard Line steamer *Africa*, which departed New York City on October 15 and arrived at Liverpool on October 27. The French entry postmark is October 28. The cover arrived in Spezzia on November 1, 1856.



Figure 8-4. This cover shows the 5-cent open mail rate to Spezzia, Sardinia, prepaid with a 5-cent stamp. The cover originated in Annapolis, Maryland, October 11, 1856.

A third usage to Sardinia is shown in Figure 8-5. This cover was sent during the Three Months Period when the new treaty between Great Britain and France was in effect, but before the treaty between the United States and France was in effect (see Chapter 6). When the Franco-British Convention went into effect on January 1, 1857, the exchange rate on unpaid letters from the United States, via England, was reduced to 82 centimes per 7.5 grams. The Sardinian inland postage remained at 18 centesimi, so the new total postage due was 10 decimi (1 lira).



Figure 8-5. This cover shows the 5-cent open mail rate to Intra, Piedmont (Sardinia), prepaid with a 5-cent stamp. It was sent during the Three Months Period, originating February 25, 1857, at New Orleans.

The letter was prepaid at the 5-cent British open mail rate and mailed on February 25, 1857, at New Orleans. It was exchanged at New York City and has a March 10 British packet postmark. Carried by Cunard Line steamer *Niagara*, which departed Boston the following day, the letter arrived at Liverpool March 23. The letter was marked with the “GB 1^f 60” debit handstamp and has a Calais entry postmark of March 24. The letter arrived in Intra on March 28, 1857, and was rated 10 decimes due.

A similar usage during the Three Months Period, on a cover addressed to Genes (Genoa), Sardinia, is shown in Figure 8-6. It was carried on the Cunard Line steamer *Africa*, which departed New York City on February 18, 1857. It has a March 3 Calais entry postmark and a March 4 arrival backstamp. It also was rated 10 decimes due.

Figure 8-6. The 5-cent open mail rate to Genoa (Sardinia) is prepaid on this cover with a 5-cent stamp, used during the Three Months Period. The cover originated in New Orleans February 7, 1857.

One of the most spectacular usages to Sardinia is the cover shown in Figure 8-7. It is the only reported usage bearing the 5-cent stamp that was prepaid and carried by Prussian closed mail.



Figure 8-7. This cover shows a 38-cent Prussian closed mail rate to St. Julien, Sardinia, prepaid with a 3-cent postal entire, a 5-cent stamp and a strip of three 10-cent 1855 stamps, type II, III and I. The cover originated in New Orleans August 8, 1857.

The cover bears a superb, bottom left corner sheet margin vertical strip of the 10-cent stamp of 1855 showing three different types used in combination with the 5-cent stamp on a 3-cent Nesbitt first issue postal entire. It is addressed to St. Julien, Geneva, “Etats Sardes,” which may have caused some confusion. St. Julien was located south of Geneva, Switzerland, in an area of Sardinia that is now part of France. The cover was sent August 8, 1857, from New Orleans. It bears a New York exchange office datestamp of August 15 and was marked with a manuscript 15 cents credit to Prussia.

The rate broke down as follows:

United States inland postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian transit postage	5 cents
Postage beyond Prussia	8 cents

The United States retained the 5-cent inland postage and the 18-cent sea postage, leaving Prussia with the 15 cents for Belgian transit, Prussian inland postage and postage beyond Prussia.

The cover was carried by American packet on the Collins Line steamer *Baltic*, which departed August 16 and arrived in Liverpool on August 28. The closed bag was then exchanged at Aachen, where the cover received the boxed Aachen paid datestamp of August 29 and the manuscript “f 3¼” silbergrochen notation representing the equivalent of 8 cents paid (f = franco, or paid) for the postage beyond Prussia. The routing handstamp “Via Di Svizzera” (via Switzerland) as well as the “Franca” (paid) and “P.D.” (paid to destination) handstamps indicate the route was to be via Switzerland and that the cover was prepaid.

It bears Torino and Annecy transit backstamps. Also, at the left is a red crayon “7,” which may represent an amount due or, in light of similarity to other Swiss notations, may represent an amount of Swiss postage to be paid by Prussia. The final portion of the route is shown in the map in Figure 8-8.

MAIL TO THE ITALIAN STATES

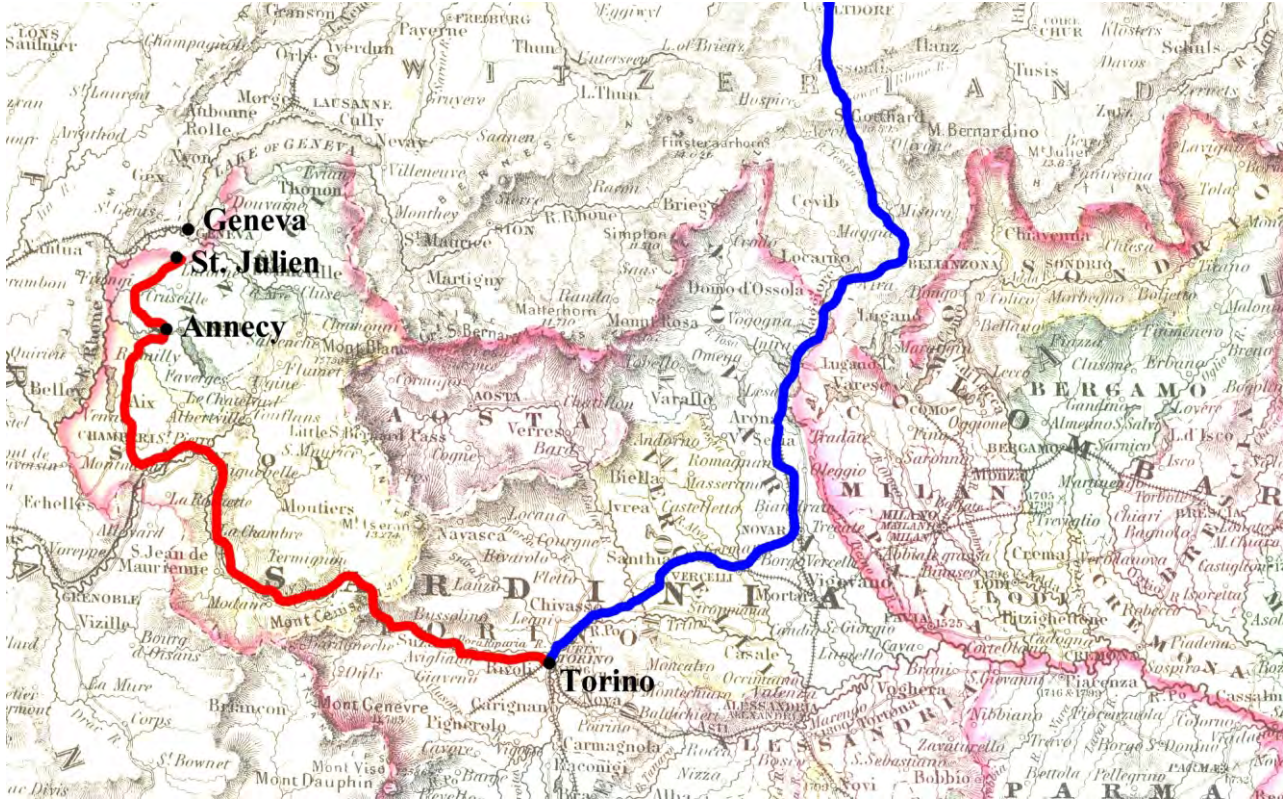
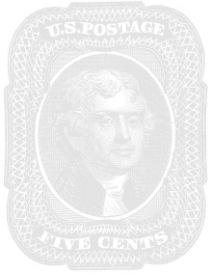
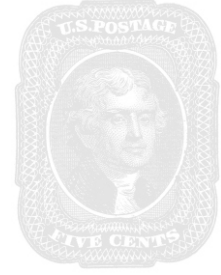


Figure 8-8. A map showing the route from Switzerland to Torino in blue and to St. Julien in red.



Chapter Nine

Mail to the German States



In the period between 1856 and 1858 Germany included several autonomous kingdoms, duchies, principalities, free cities and an electorate.

The Mayer 5-cent imperforate stamp collection includes usages to each of the five kingdoms in Germany at the time: Prussia, Bavaria, Hanover, Saxony and Württemberg. Also included are usages to the free cities of Bremen and Hamburg, as well as to the Electorate of Hesse-Kassel.

The collection has examples that were carried under the U.S.-Prussian Convention (called “Prussian Closed Mail” because the mail bag was sent unopened through England and Belgium) as well as examples carried under the U.S.-Bremen and U.S.-Hamburg Conventions. As the chapter is organized by destination rather than by service, maps of destinations represented in the collection are pictured first. Figure 9-1 is a map showing Prussian closed mail destinations represented and Figure 9-2 is a map showing Bremen and Hamburg mail destinations represented in the collection.



Figure 9-1. A map showing the Prussian closed mail route to Aachen and German destinations represented in the Mayer collection.

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Figure 9-2. A map showing Bremen and Hamburg mail routes with German destinations represented in the Mayer collection.

Except Württemberg, the kingdoms of Germany all had the same postal rates and services available for mail sent from the United States. A table of these rates follows.

Postal Rates to the Kingdoms of Bavaria, Hanover, Prussia and Saxony		
As of 1856	Introduced April 1857	Introduced July 1857
30 cents – Prussian Convention rate, per half ounce		
15 cents – Bremen Convention rate, per half ounce (effective until January 1868)		
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to Germany collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Germany collect on delivery		
	21 cents – French Convention rate per quarter ounce; 42 cents per half ounce	
		15 cents – Hamburg Convention rate per half ounce

Mail to the Kingdom Of Bavaria

Figure 9-3 shows a cover addressed to Bayreuth, Bavaria. The cover was prepaid at the British open mail rate of 5 cents, but the New York clerk disregarded the prepayment and sent the cover as part of the Prussian closed mail. The cover was bagged in New York for carriage on the Cunard Line packet *Europa*, which among others carried mail under the Prussian Convention. It bears a New York City exchange office datestamp of May 19 that shows a 23-cent debit to Prussia from the United States.



Figure 9-3. The 30-cent rate is insufficiently prepaid on this cover sent from Washington, Iowa, May 14, 1857, to Bayreuth, Bavaria.

The Prussian closed mail rate to Prussia, Austria and other German states was 30 cents at this time. The rate was broken down into the following components:

United States internal postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian internal postage	5 cents

So, on a cover that was insufficiently prepaid, and hence treated as completely unpaid, the United States was entitled to the internal postage of 5 cents plus the sea and British transit postage of 18 cents. The total of 23 cents was debited to Prussia and is shown in the exchange handstamp.

At New York the cover was placed into a closed bag that was transmitted, via England and Belgium, to Aachen, Prussia (Aix-la-Chapelle). The cover was carried by the Cunard Line

MAIL TO THE GERMAN STATES

steamer *Europa*, which departed from Boston on May 20, 1857, and arrived at Liverpool on May 31, 1857. The cover was rated as 45 kreuzer due in Aachen. This amount was equivalent to the total rate of 30 cents. The cover also bears an arrival backstamp of June 4.

Mail to the Kingdom Of Hanover

Mail to the Kingdom of Hanover shared the same rate structure and services as Bavaria. These rates are shown in the foregoing Postal Rates Table.

An example of the prepaid 15-cent rate to Hanover, under the Bremen Convention, is shown in Figure 9-4. It was mailed from Milwaukee, Wisconsin, while the official post office name was "Milwaukie." When the cover reached the New York City exchange office, it was marked with a red "N. York U.S. Pkt. Paid 6" datestamp of September 5.



Figure 9-4. This cover has the 15-cent rate correctly prepaid with a 5-cent stamp in combination with a 10-cent 1857 issue, type III. It was sent from Milwaukee, Wisconsin, September 2, 1857, to Gronau, Hanover.

The 15-cent Bremen rate broke down as follows:

United States internal postage	3 cents
United States Sea postage	6 cents
Bremen internal postage	1 cents
GAPU internal postage	5 cents

On the cover in Figure 9-4 the United States credited Bremen with 6 cents retaining 9 cents for United States internal postage (3 cents) and packet postage (6 cents).

Concerning the listed GAPU internal postage, GAPU refers to the German-Austrian Postal Union. For those states that had not reduced their postage to this 5-cent rate or less, the total rate was increased to 22 cents. This represented the sum of a 15-cent international rate (5 cents United States internal, 9 cents sea and 1 cent Bremen postage) plus 7 cents German internal postage. This is shown in the Postal Rate Table for Württemberg.

The cover in Figure 9-4 was carried on the Saturday scheduled American packet trip of Vanderbilt's European Line steamer *North Star*, which departed from New York City on September 5, 1857, and arrived at Bremerhaven, the port city of Bremen, on September 19, 1857. It was marked with the blue "America / über Bremen / Franco" handstamp meaning prepaid via Bremen. The cover has a Gronau arrival backstamp of September 20.

Mail to the Kingdom Of Prussia

The Mayer collection contains three covers to Prussia carried by two different means. One, an irregular block of five on cover, is discussed in Chapter 3. The second, shown in Figure 9-5, was carried as Prussian closed mail. Like the cover in Figure 9-3, this cover was prepaid at the British open mail rate of 5 cents, but the New York clerk disregarded the prepayment and sent the cover as part of the Prussian closed mail. It bears a New York City British packet exchange office datestamp of October 20, which shows a 23-cent debit to Prussia from the United States.



Figure 9-5. The 30-cent rate is insufficiently prepaid and treated as unpaid on this cover from Flushing, New York, October 20, 1856, to Althaldensleben, Prussia.

MAIL TO THE GERMAN STATES

At New York the cover was placed into a closed bag that was transmitted, via England and Belgium, to Aachen, Prussia. The Cunard Line steamer *Niagara*, which departed from Boston on October 22, 1856, and arrived at Liverpool on November 2, 1856, carried the cover. It was rated as 13 silbergroschen due in Aachen. This amount, in the currency of Prussia, was treated as equal to the total rate of 30 cents, although the actual exchange rate may at times have been slightly above 31 cents. The cover also bears an arrival backstamp of November 4.

The Prussian closed mail rate to Prussia was 30 cents at this time. The rate was broken down as shown previously on Figure 9-3.

So, on a cover that was insufficiently prepaid, and hence treated as completely unpaid, the United States was entitled to the internal postage of 5 cents plus the sea and British transit postage of 18 cents. The total of 23 cents was debited to Prussia and is shown in the exchange handstamp.

The third cover to Prussia was sent via the Bremen Convention and is shown in Figure 9-6. It was handled similarly to the cover shown in Figure 9-4. It was processed at the New York City exchange office under the Bremen Convention on April 17, 1858, which applied its paid 6 credit handstamp for carriage by United States packet. The cover was carried on the Saturday scheduled American packet trip of Vanderbilt's European Line steamer *North Star*, which departed from New York City on April 17, 1858, and arrived at Bremerhaven on May 3, 1858. It was marked with the blue "America / über Bremen / Franco" handstamp, meaning prepaid via Bremen. It has a Berlin arrival backstamp of May 5.



Figure 9-6. The 15-cent rate is prepaid on this cover with the 5-cent stamp in combination with the 10-cent 1857 issue, type III. Originating in Pekin, Illinois, April 8, 1858, the cover was sent to Berlin, Prussia.

Mail to the Kingdom of Saxony

An example of the 5-cent stamp used to Saxony is shown in Figure 9-7. The cover bears a wonderful printed portrait of the famous Sauk Indian Chieftain Keokuk, the namesake of Keokuk, Iowa, at the left. This cover is the only reported example of the 5-cent stamp on an illustrated cover of any type. The woodcut portrait is similar to a mezzotint of the era pictured in Figure 9-8.



Figure 9-7. This cover has the 30-cent rate insufficiently prepaid and treated as unpaid. It was sent from Erie, Pennsylvania, to Hildburghausen, Saxony, January 28, 1858.

The purpose of the portrait is unknown. It may be related to a product, or brand, named Keokuk. It seems that the Prussian mail clerk added the moustache to the image in the same blue ink he used to rate the cover, giving the chief a Persian appearance.



Figure 9-8. A portrait of Sauk Indian Chieftain Keokuk. A similar likeness appears on the illustrated cover in Figure 9-7.

MAIL TO THE GERMAN STATES

Like the covers in Figures 9-3 and 9-5, the cover in Figure 9-7 was prepaid at the British open mail rate of 5 cents, but the New York clerk disregarded the prepayment and sent the cover as part of the Prussian closed mail. It was bagged in New York for carriage on the Cunard Line packet *Europa*, which among others carried mail under the Prussian Convention. The cover bears a New York City British packet exchange office datestamp of February 3, which shows a 23-cent debit to Prussia from the United States.

The Prussian closed mail rate to Prussian cities was 30 cents at this time. The rate was broken down as shown previously on Figure 9-3.

Again, it is noted that on a cover that was insufficiently prepaid, and hence treated as completely unpaid, the United States was entitled to the internal postage of 5 cents plus the sea and British transit postage of 18 cents. The total of 23 cents was debited to Prussia and is shown in the exchange handstamp.

At New York the cover was placed into a closed bag that was transmitted, via England and Belgium to Aachen, Prussia. The cover was carried by the Cunard Line steamer *Europa*, which departed from New York on February 3, 1858, and arrived at Liverpool on February 15, 1858. The cover was rated as 45 kreuzer due in Aachen. This amount was crossed out and restated in the currency of Saxony as 12³/₄ neugroschen, which was the equivalent to the total rate of 30 cents. The cover also bears an arrival backstamp of February 17.

Mail to the Kingdom of Württemberg

The postal rates to Württemberg were almost the same as to the other kingdoms in Germany except that the rate by the Bremen Convention or Hamburg Convention was 7 cents higher.

Postal Rates to Kingdom of Württemberg and Electorate of Hesse-Kassel			
As of 1856	Introduced April 1857	Introduced July 1857	Introduced March 1859
30 cents – Prussian Convention rate, per half ounce			
22 cents – Bremen Convention rate, per half ounce (effective until March 17, 1859)			15 cents – Bremen Convention per half ounce
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to Germany collect on delivery			
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Germany collect on delivery			
	21 cents – French Convention rate per quarter ounce; 42 cents per half ounce		
		22 cents – Hamburg Convention per half ounce	15 cents – Hamburg Convention per half ounce

The Mayer collection includes two usages from the same correspondence to Hösslinswart, a small village near Schorndorf, Württemberg. Both were handled as Prussian closed mail at the 30-cent rate. One was carried by British packet and the other by American packet. The first cover is shown in Figure 9-9.

MAIL TO THE GERMAN STATES



Figure 9-9. This 30-cent rate cover is prepaid with a 5-cent imperforate block of six, which has since been reduced to a block of four. It was sent from Wilmington, Delaware, September 27, 1856, to Würtemberg.

This cover was originally prepaid with a block of six of the 5-cent stamp. Unfortunately, some vandal removed the top pair and replaced the remaining block back on the cover. Even so, it is one of only four blocks on cover known (for others, see Figures 3-4 and 6-7 in Chapters 3 and 6, respectively, and in Figure 9-12 in this chapter). The cover was carried as Prussian closed mail and bears the New York City “Paid 7” exchange office datestamp of October 1. It also shows that the cover was to be carried on a British packet.

The Prussian closed mail rate to Prussia, Austria and the other German states was 30 cents at this time. The rate was broken down into the following components:

United States internal postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian internal postage	5 cents

So, on a cover that was prepaid, the United States was entitled to the internal postage of 5 cents plus the sea and British transit postage of 18 cents. Prussia was entitled to the Belgian transit postage of 2 cents as well as the Prussian internal postage of 5 cents. This is correctly reflected in the Paid 7 cents credit to Prussia exchange office stamp. The United States accounted separately to Great Britain, by weight, for the carriage of mails by British steamer. The letter was carried on the Cunard Line steamer *Asia*, which departed from New York on October 1, 1856, and arrived at Liverpool on October 13, 1856. The cover was processed at the Aachen exchange office on October 15, 1856, which applied its red boxed paid datestamp. The cover bears an October 18 Schorndorf backstamp.

An American packet carried the second cover, shown in Figure 9-10, in 1857. It is an attractive three-color franking with a pair of the 12-cent black stamp of the 1851 issue, a single of the 1-cent blue stamp of the 1851 issue and the 5-cent stamp.



Figure 9-10. This 30-cent rate cover is prepaid with a 5-cent stamp, a pair of the 12-cent 1851 issue and a 1-cent 1851 issue, type IV. It was sent from Wilmington, Delaware, February 20, 1857, to Württemberg.

The letter was processed at the New York City exchange office for carriage on the Saturday American packet sailing. The exchange office applied its “Paid 7” credit datestamp of February 21. The cover was carried on the Ocean Line steamer *Washington*, which departed from New York on that date and arrived in Southampton on March 7, 1857. It was processed at the Aachen exchange office on March 9, 1857, which applied its datestamp. The cover bears a Schorndorf backstamp of March 11. The additional handwriting on the front is a docketing notation applied by the recipient noting the name of the sender.

Mail to the Electorate of Hesse-Kassel

The postal rates and services for mail from the United States to the Electorate of Hesse-Kassel were the same as for Württemberg and are shown in the previous table.

The cover shown in Figure 9-11 is a usage by Prussian closed mail to Marburg, Hesse-Kassel. It was overpaid by 5 cents.

The same 30-cent rate and rate breakdown applied to this cover as to the previous example. It is marked with the Paid 7 cents credit to Prussia to be carried by British packet. It was processed by the New York City exchange office on June 16, 1856. The cover was carried on the Cunard Line steamer *Niagara*, which departed from Boston on June 18, 1856, and arrived at Liverpool on June 29, 1856. It was processed at the Aachen exchange office on June 30, 1856, as a fully prepaid letter. The cover bears a July 1 arrival backstamp.

The Mayer collection includes one cover to Bremen and it is one of the gems of the collection. The folded letter is shown in Figure 9-12. Franked with a block of six of the 5-cent stamp, it is the largest known intact multiple of the 5-cent stamp in any form. The sender wrapped the block over the top of the letter because there wasn't room to fit it on the front.



Figure 9-12. This large 30-cent rate cover, prepaid with block of six of the 5-cent imperforate stamp, was sent from Richmond, Virginia, July 23, 1857, to Bremen. It was redirected to Münster.

The letter was sent from Richmond, Virginia, on July 23, 1857, with a manuscript sender's directive at the top that it was to be sent by Havre steamer. The letter was processed at the New York City exchange office under the Prussian Convention to be carried by an American packet leaving on July 25, 1857. As with the previously discussed covers sent by Prussian closed mail, the cover was correctly marked with the "Paid 7" credit to Prussia datestamp.

The Havre Line steamer *Arago*, which departed from New York City on July 25, 1857, and arrived at Southampton on August 6, 1857, carried the cover. The next day, the cover reached the Aachen exchange office, which applied its boxed paid datestamp. When the letter reached Bremen it was redirected to (Bad) Münster über Springe in Hanover. A total of 1½

MAIL TO THE GERMAN STATES

silbergroschen was charged for the additional handling to Münden, where it was received on August 9 and backstamped with the blue arrival marking.

Mail to the Free City of Hamburg

The postal rates and services to Hamburg are similar to those to other areas of Germany except that, as a result of the direct service available to Hamburg from July 1856 via Hamburg-American (HAPAG) Line steamers, a lower rate of 10 cents was available by direct mails. A summary is in the following table.

Postal Rates to Hamburg		
As of 1856	Introduced April 1857	Introduced July 1857
30 cents – Prussian Convention rate, per half ounce		
15 cents – Bremen Convention rate, per half ounce		
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to Germany collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Germany collect on delivery		
	21 cents – French Convention rate per quarter ounce; 42 cents per half ounce	
10 cents – Direct mail by HAPAG line steamers, effective July 1856, rate for half ounce		10 cents – Hamburg Convention rate per half ounce

The cover shown in Figure 9-13 likely was prepaid at its origin for the 15-cent Bremen Convention rate to Hamburg. The total amount prepaid is restated in manuscript below the adhesives. The cover is an example of the poor performance of the Vanderbilt European Line of steamers. (See Hargest page 116; Hubbard & Winter pages 164, note 10, and page 173, note 5.)

After the expiration of the Ocean Line contract in July 1857, the United States postmaster general awarded a one-year temporary contract to the Vanderbilt European Line to carry the Bremen mails. When this cover, which had been mailed on March 23, 1858, from

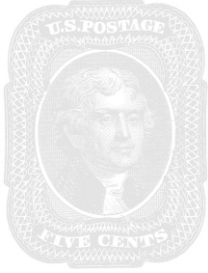


Figure 9-13. This 10-cent rate cover was overpaid with the 5-cent stamp and the 10-cent 1855 issue, type II. It was sent from Freeport, Illinois, March 23, 1858, to Hamburg.

Freeport, Illinois, reached New York City, it was held for the next contract sailing of the Vanderbilt European Line steamer. However, the Vanderbilt steamer *Ariel*, which departed on April 10, did not sail to Bremen, and no contract mails were handled.

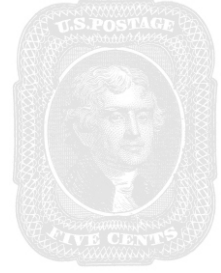
The Bremen Convention mails were held for the April 15 departure of the HAPAG Line steamer *Hammonia*, which carried the contract mails that had been slated for the Vanderbilt steamer. The New York exchange office marked the cover with its Hamburg packet Paid 5 datestamp, indicating a credit of 5 cents to Hamburg (4 cents sea and 1 cent Hamburg). The United States retained the additional 5 cents of the 10-cent rate as its internal postage plus the 5 cents overpayment.

The cover was carried on the HAPAG Line steamer *Hammonia*, which departed from New York City on April 15, 1858, and arrived in Hamburg on April 29, 1858.



Chapter Ten

Mail to Switzerland



In the period between 1856 and 1858 mails from the United States to Switzerland could be sent by several different means. The following rate table summarizes these various services and rates.

Postal Rates to Switzerland		
1856	Introduced April 1857	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to Switzerland collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Switzerland collect on delivery		
25 cents – Bremen Closed Mail rate, per half ounce (valid until July 1857)		
35 cents – Prussian Closed Mail rate, per half ounce		
	21 cents – French Mail rate for quarter ounce; 42 cents per half ounce	
		27 cents – Bremen-Hamburg Mail rate

The Mayer collection includes three covers carried by Prussian closed mail to Switzerland. All were handled similarly and bear similar transit and credit handstamps.

This first cover, shown in Figure 10-1, is addressed to Geneva, Switzerland, and is properly prepaid at the Prussian closed mail rate of 35 cents. According to the treaty regulating such mail, the United States was to retain the sea postage, the British transit postage and the United States inland mail portion. From that amount, the United States had to pay the British fees in bulk.



Figure 10-1. A cover with the 35-cent rate to Geneva, Switzerland, prepaid with a 5-cent stamp in combination with a 10-cent 1855 strip of three, types III, II and III. The cover was sent July 15, 1857, from New Orleans.

The rate was broken down into the following components:

United States internal postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian transit postage	5 cents
Postage beyond Prussia	5 cents

So, on a cover that was prepaid, the United States was entitled to the inland postage of 5 cents plus the sea and British transit postage of 18 cents. Prussia was entitled to the 2 cents Belgian transit, the Prussian inland charge of 5 cents and the additional 5 cents to cover transmission to Switzerland. The total credit to Prussia was 12 cents. This is the amount shown by the red 12 credit to Prussia exchange handstamp.

At New York, the cover was placed into a closed bag that was transmitted via England and Belgium to Aachen, Prussia. The Collins Line steamer *Columbia*, which departed New York on Saturday July 18 and arrived at Liverpool on July 29, carried the cover. It reached Aachen on August 8 where it received the red “Aachen Franco” (Aachen paid) datestamp and the blue manuscript “f2” (franco 2 silbergrochen), signifying that the 2 silbergrochen for payment beyond Prussia had been paid. The silbergrochen had a value of 2.4 cents at the time; this amount corresponds to the 5 cents for postage beyond Prussia.

The cover was received at Geneva on August 6, 1857, and bears an arrival backstamp. The red crayon "6" at the foot of the cover indicates that 6 rappen, a little over 1 cent, was due from the recipient for delivery charges.

The second cover sent by Prussian closed mail is shown in Figure 10-2. In addition to the 5-cent stamp, it bears a superb strip of three of the 10-cent 1855 issue. The stamp at right is the only position on the plate of 200 subjects that shows recutting at both top and bottom. Stanley Ashbrook plated the strip as positions 62 to 64 from the left pane of 100 stamps. The cover was posted from New Haven, Connecticut, on August 18, 1857.



Figure 10-2. The 35-cent rate to Vevey, Switzerland, is prepaid on this cover by a 5-cent stamp in combination with a 10-cent 1855 issue strip of three, types III, III and IV. The cover originated in New Haven, Connecticut, August 18, 1857.

Unlike the previous cover, this one was carried by British packet rather than on an American packet. It was transmitted on the Cunard line steamer *Persia*, which departed New York on August 19 and arrived in Liverpool on August 29. The rate and credits are identical to the previous cover even though it was carried by British packet, because the United States was responsible for payment to Great Britain for the additional sea and transit postages. On the prior cover the United States retained the 18 cents sea postage, while on this example the United States had to pay Great Britain.

The cover reached Aachen on September 1 where it received the red "Aachen Franco" datestamp and the blue manuscript "f2," signifying that the 2 silbergrochen for payment beyond Prussia had been paid. The cover was received at Vevey on September 6, 1857, and bears an arrival backstamp. The red crayon "6" at the foot of the cover indicates that 6 rappen was due from the recipient for delivery charges.

The third cover sent by Prussian closed mail is shown in Figure 10-3. In addition to the 5-cent stamp, it bears a strip of three of the 10-cent 1855 issue. The 10-cent stamp at the right is

MAIL TO SWITZERLAND

a type IV from position 74 from the left pane of 100 stamps. It is re-cut at the top. It was posted from New Orleans on December 19, 1857.



Figure 10-3. This cover shows the 35-cent rate to Geneva, Switzerland. It is prepaid with a 5-cent stamp in combination with a 10-cent 1855 strip of three, types II, II and IV. The cover was sent from New Orleans on December 19, 1857.

Like the previous cover, this one was carried by British packet. It was transmitted on the Cunard line steamer *Europa*, which departed New York on December 23, 1857 and arrived in Liverpool on January 4, 1858. The cover bears the same “12” credit to Prussia handstamp as the others but additionally was struck with the “P.D.” handstamp, indicating that it was paid to the destination. The cover arrived at Geneva on January 9, 1858, and received an arrival backstamp. No further charges were levied.

The Mayer collection also includes two covers originating from Baresville, Ohio, that were prepaid at the 5-cent British open mail rate to Switzerland. However, the second cover was actually carried under the French mail treaty.

The cover shown in Figure 10-4 was carried from New York, after receiving the exchange office datestamp, by the Cunard Line steamer *Asia*, which departed on July 9 and arrived at Liverpool on July 22, 1856. The cover bears a French entry postmark of July 22 from Calais. This indicates it is a letter from the United States that was carried via Great Britain. As with all open mail usages, the 5-cent stamp covered only the United States inland postage. The sea postage, British transit postage and the postage from Great Britain to the destination was due from the recipient.

The postal rate for a cover from Great Britain, via France, to Switzerland in 1856 was 8 pence to one-quarter ounce; 1 shilling 4 pence to one-half ounce. This cover bears a manuscript numeral, apparently 135, which indicates rappen due. This amount is roughly equivalent to 1 shilling and 1 pence, or 26.5 cents.



Figure 10-4. The 5-cent open mail rate to Kiesen, Switzerland, is prepaid on this cover with a 5-cent stamp used July 1, 1856, at Baresville, Ohio.

The second cover prepaid the 5-cent British open mail rate to Switzerland and is shown in Figure 10-5.



Figure 10-5. The 5-cent open mail rate to Schwyz, Switzerland, is prepaid on this cover with a 5-cent stamp used June 11, 1857, at Baresville, Ohio.

Although prepaid for the open mail rate, the cover was transmitted as unpaid at the French mail rate of 42 cents for a letter weighing between one-quarter and one-half ounce. It was struck at New York with the debit 6 cents exchange office datestamp of June 16.

The 42-cent half-ounce French mail rate breaks down as follows:

United States internal postage	6 cents
Sea postage	12 cents
Great Britain transit postage	4 cents
French transit postage	8 cents
Postage beyond France	12 cents

The 6 cents debit represents the United States debit to France for the inland postage on the 42-cent rate. The Cunard Line steamer *America*, which departed from Boston on June 17 and arrived at Liverpool on June 28, 1857, carried the cover. It bears a French entry postmark of June 29 from Calais, which indicates that it is a letter from the United States that was carried via Great Britain. The cover bears a red crayon 230 rappen due notation representing the Swiss equivalent of the 42-cent rate. It bears a Bern transit backstamp of July 3, 1857.



Chapter Eleven

Mail to China



Mail to China in the period between 1856 and 1858 was listed in two separate categories in the rate tables of the era. There were listings for Hong Kong as well as listings for China other than Hong Kong. The rates and services available for Hong Kong are shown in the following table.

Postal Rates to Hong Kong	
1856	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to China collect on delivery	
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to China collect on delivery	
38 cents – Prussian Closed Mail rate, per half ounce	
	30 cents – Bremen - Hamburg mail rate for half ounce

Figure 11-1 shows the earliest of the three covers to Hong Kong present in the Mayer collection. The cover is addressed to Lieutenant English on the USS *Levant*, to the care of the American Consul at Hong Kong. The USS *Levant* joined the East India Squadron on May 12, 1856, and served an important role in protecting American interests in the area, including the capture of four hostile forts along the Pearl River below Canton in November 1856 before departing Hong Kong on December 7, 1857.

This cover was sent from Trenton, New Jersey, on August 19, 1856, and was prepaid at the 21-cent rate for open mail carriage by American packet to Southampton. The balance of the postage from Great Britain to Hong Kong, 6 pence, was to be collected upon delivery. At New York City the cover was marked with the red New York American packet datestamp and bagged for carriage on the regular American packet Saturday sailing. The Havre Line packet *Arago*, which departed New York on August 23 and arrived at Southampton on September 4, carried it. The cover should have been marked with collect postage but was not.



Figure 11-1. This cover addressed to Hong Kong, China, shows the 21-cent rate prepaid with a strip of four 5-cent stamps and a single 1-cent 1851 stamp, type IV, used August 19, 1856, at Trenton, New Jersey.

The letter traveled next on the Peninsular & Oriental Line steamer *Indus*, which departed Southampton on September 4 and arrived at Alexandria, Egypt on September 19. After an overland trip, the letter reached Suez and was carried from there on the P&O steamer *Oriental*, which departed September 25 and arrived at Galle, Ceylon, on October 13. From Ceylon the letter was taken by the P&O steamer *Singapore*, which arrived in Hong Kong on November 2, 1856. The cover is docketed as being received on the 13th (of November).

A second cover from the Lt. English correspondence was mailed from Trenton, New Jersey, on September 5, 1856, and is shown in Figure 11-2. It was prepaid 21 cents as the previous cover. This would have been sufficient for carriage on the Saturday American packet sailing of the following day even though it is endorsed to go by English steamer. The cover



Figure 11-2. On this cover the 21-one cent rate to Hong Kong, China, is prepaid with a strip of four 5-cent stamps and a single 1-cent 1851 issue, type IV. The cover originated in Trenton, New Jersey, September 5, 1856.

evidently missed the American packet sailing. It was marked at New York with the British packet datestamp of September 9. Transmitted as an overpaid 5-cent British open mail cover by British packet, it was carried on the Cunard Line steamer *Niagara*, which departed from Boston on September 10 and arrived at Southampton on September 21.

The cover was rated 2 shilling due as an overweight collect letter, weighing between one and one-quarter and two ounces to Hong Kong. At the time, the rate progression on mail from Great Britain to Hong Kong was 6 pence to one-half ounce; 1 shilling over half an ounce and under one and one-quarter ounces; and 2 shillings over that up to two ounces.

The letter traveled next on the Peninsular & Oriental Line steamer *Pera*, which departed Southampton on October 10 and arrived at Alexandria on October 18. After an overland trip, the letter reached Suez and was carried from there on the P&O steamer *Hindustan*, which departed October 21 and arrived at Galle, Ceylon, on November 8. From Ceylon, the letter was taken by the P&O steamer *Norna*, which departed Galle on November 9 and arrived in Hong Kong on December 1, 1856. The cover bears a Hong Kong arrival backstamp of that date.

The third cover to Hong Kong, Figure 11-3, is from the famous Augustine Heard correspondence. It is a three-color, mixed-issue franking, correctly prepaying the 38-cent postage rate for carriage by Prussian closed mail, although it was actually carried as British mail. The cover is prepaid with a 5-cent stamp that shows the inter-pane center line, a 3-cent 1857 stamp and a vertical strip of three 10-cent 1857 stamps, types III, II and III. It was mailed from Boston on February 2, 1858, with a manuscript endorsement to be sent by steamer via New York.



Figure 11-3. The 38-cent rate to Hong Kong, China, is prepaid on this cover with a 5-cent stamp, a 3-cent 1857 stamp and strip of three of the 10-cent 1857 issue, type III, II and III. The cover originated in Boston February 2, 1858.

MAIL TO CHINA

The cover was bagged in New York for carriage on the Cunard Line steamer *Europa*. The New York City exchange office endorsed the cover in red manuscript "28" cents as a credit to Great Britain. This credit is correct for the 33-cent prepaid British mail rate to China, other than Hong Kong.

It is interesting to note that there was no fully prepaid rate by British mails to Hong Kong in the postal rate charts. The 33-cent rate to places other than Hong Kong was probably also valid for Hong Kong because the initial port of entry in China was Hong Kong. This cover was treated as fully prepaid to Hong Kong and is an example of the application of a non-standard rate.

The 33-cent rate to Hong Kong was broken down into the following components:

United States internal postage	5 cents
Sea postage	16 cents
Great Britain transit postage to Asia	12 cents

In the case of this cover, the United States retained 5 cents of the 33-cent rate and gave a credit to Great Britain of 28 cents. The surplus postage that was prepaid was also retained by the United States.

At New York the cover was placed on the Cunard Line steamer *Europa*, which departed on February 3 and arrived at Liverpool on February 15. The cover traveled through London where it received the red London paid transit datestamp the next day. The cover then caught the sailing of the Peninsular & Oriental Line steamer *Colombo*, which departed Southampton on February 20 and arrived at Alexandria on March 5. After an overland trip, the letter reached Suez and was carried from there on the steamer *Nubia*, which departed March 20 and arrived at Galle, Ceylon, on April 3. It was then placed on the P&O Line steamer *Pottinger*, which departed Galle on April 16 and arrived at Hong Kong on April 24, 1858. The cover bears an arrival backstamp of that date.

As mentioned, mail to China in the period between 1856 and 1858 was listed in two separate categories in the rate tables of the era. The rates and services available for places except Hong Kong are shown in the following table.

Postal Rates to China, other than Hong Kong		
1856	Introduced January 1857	Introduced April 1857
33 cents - British Mails via Southampton, per half ounce		
43 cents - British Mails via Marseilles, per quarter ounce, 53 cents per half ounce	39 cents - British Mails via Marseilles, per quarter ounce, 45 cents per half ounce	
62 cents – Prussian Closed Mails via Trieste, per half ounce		
10 cents – Private ship via San Francisco		
		30 cents – French Mail rate for quarter ounce, 60 cents per half ounce

The cover shown in Figure 11-4 is another Heard correspondence cover but this one is addressed to Shanghai rather than Hong Kong. It is the only reported usage to Shanghai. The cover was mailed from Boston by the same sender, and on the same day, as the cover in Figure 11-3. This one was prepaid for the 5-cent British open mail rate, which was not valid for mail to Shanghai. A New York exchange office clerk originally marked the cover with the February 3 datestamp and then realized his error. The cover was then struck with the exchange office's red "Returned For Postage" handstamp and the letter was returned to Boston.

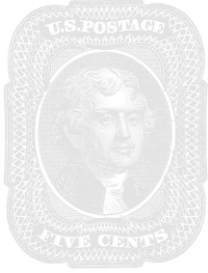
At Boston, an additional amount of postage, 28 cents to make the total rate of 33 cents, was eventually paid in cash and the letter was returned to New York City for transmission. At New York the letter was bagged for Cunard Line mail and a new exchange office datestamp of March 9 was struck on the reverse. After crossing out the day in the New York datestamp, and the "Returned For Postage" handstamps, a clerk marked the letter with the correct 28 cents credit notation. The breakdown of the rate and credit is identical to that of the previous cover.

The letter departed Boston on the Cunard Line steamer *America* on March 10 and arrived at Liverpool on March 22, 1858. From Liverpool the letter went to London where it was postmarked with a London Paid March 23 datestamp after a clerk originally rated it as due and correctly crossed out the due notation. The cover then caught the sailing of the Peninsular & Oriental Line steamer *Colombo*, which departed Southampton on April 4 and arrived at Alexandria on April 17.



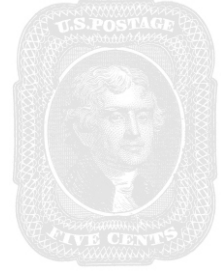
Figure 11-4. This 33-cent rate cover to Shanghai, China, was partially prepaid with a 5-cent stamp and was returned for postage. Additional postage was paid in cash. The cover originated in Boston February 2, 1858.

After an overland trip, the letter reached Suez and was carried from there on the steamer *Bentinck*, which departed April 20 and arrived at Galle, Ceylon, on May 7. It was then placed on the P&O Line steamer *Norma*, which departed Galle on May 7 and arrived at Hong Kong on May 21, 1858. The cover bears a Hong Kong transit backstamp of that date. The letter is docketed at the left as being received on (May) 24.



Chapter Twelve

Mail to India



Several different mail rates and services were available for mails from the United States to India in the period between 1856 and 1858. The following chart summarizes those rates, routes and services.

Postal Rates to British India		
1856	Introduced April 1857	Introduced July 1857
45 cents - British Mails via Southampton, per half ounce		
45 cents - British Mails via Marseilles, per half ounce		
5 cents – British open mail rate carried by British packet, per half ounce, packet fee and postage from England to India collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to India collect on delivery		
38 cents – Prussian Closed Mail rate, per half ounce		
	30 cents – French Mail rate for quarter ounce	
		40 cents – Bremen-Hamburg Mail rate, via Marseilles, for quarter ounce
		64 cents – Bremen-Hamburg Mail rate, via Trieste, for half ounce

MAIL TO INDIA

The two prepaid rates for British mails, via Southampton or via Marseilles, as listed in the foregoing table, were listed in the 1855 “Postal Laws and Regulations” but were omitted in the 1857 “List of Post Office Laws and Regulations” table of foreign postal rates. Both of these rates were still available even though omitted.

Only three covers that bear the 5-cent stamp used to India are known. All are from a single correspondence to Saugor, Hindustan, India, and all correctly prepaid at the 45-cent rate by British mail, via Southampton, which was omitted from the rate table. The route taken was from the United States by steamer to England, then via Southampton, Gibraltar and Malta to Alexandria, Egypt. From there, mail was carried overland utilizing camel caravan for the portion between Cairo and Suez. The map in Figure 12-1 shows the overland portion and the line between Alexandria and Suez. Note that the Cairo to Suez portion is designated “Caravan Route” on the original 1856 Colton map. From Suez, the Peninsular & Oriental Line steamers took the letter to Bombay.



Figure 12-1. A map of the route between Alexandria and Suez, Egypt.

All of these letters to Saugor were handled during the period of the Indian Mutiny of 1856-1859. The entire district in which Saugor was located was in the possession of the rebels, except for the town and fort where the Europeans had retreated to. After an eight-month confinement, they were relieved by Sir Hugh Rose on February 3, 1858. (Robson Lowe Asia, page 213, etc.). The first letter of the group of three arrived prior to this date. The rebels in the area were defeated and order was again restored by March 1858.

Figure 12-2 illustrates the earliest of the three covers. It was mailed at Troy, New York, on December 1, 1857. At the Boston exchange office it was directed to the British steamer. Here it received the correct “40” credit handstamp, indicating that the United States was retaining only the 5-cent inland postage, with the balance of 40 cents going to Great Britain. The Cunard Line steamer *Niagara*, which departed from Boston on December 2 and arrived in Liverpool on December 14, carried the cover.



Figure 12-2. The 45-cent rate to Saugor, Hindustan, India, is prepaid on this cover with a 5-cent stamp and a strip of four 10-cent 1857 stamps, type II, used December 1, 1857, from Troy, New York.

The letter traveled next on the Peninsular & Oriental Line steamer *Pera*, which departed Southampton on December 20 and arrived at Alexandria on January 3, 1858. After an overland trip, the letter reached Suez and was carried from there on the steamer *Nubi*, which departed



Figure 12-3. The 45-cent rate to Saugor, Hindustan, India, is prepaid on this cover with a 5-cent stamp and two pairs of the 10-cent 1857 issue. The left pair is type II; the right pair is types IV and III. The cover originated in Troy, New York, February 2, 1858.

MAIL TO INDIA

January 6 and arrived at Aden on January 12. From Aden the letter was taken by steamer to Bombay and thence to its destination, where it arrived on January 31, 1858.

The second cover in the correspondence is shown in Figure 12-3. It was mailed at Troy, New York, on February 2, 1858. At the New York City exchange office it was directed to the British steamer and received the correct "40" credit in magenta manuscript, indicating that the United States was retaining only the 5 cents inland postage, with the balance of 40 cents going to Great Britain. The Cunard Line steamer *Europa*, which departed New York City on February 3 and arrived in Liverpool on February 15, carried the cover. The letter then traveled on the Peninsular & Oriental Line steamer *Colombo*, which departed Southampton on February 20 and arrived at Alexandria on March 5. After an overland trip, the letter reached Suez and was carried from there by steamers to Aden and then on to Bombay. It arrived at its destination on March 14.

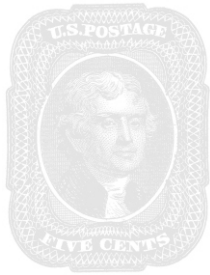
The third cover in the correspondence is shown in Figure 12-4. It was mailed at Troy, New York, on May 4, 1858, and was franked with a block of four of the 10-cent 1857 stamp and a 5-cent stamp. At the Boston exchange office it was directed to the British steamer and received the correct "40" credit handstamp in red, indicating that the United States was retaining only 5 cents postage, the balance of 40 cents going to Great Britain.



Figure 12-4. This is a 45-cent rate cover to Saugor, Hindustan, India, prepaid with a 5-cent stamp and a block of four 10-cent 1857 stamps. The top pair of stamps are type II; the lower pair of stamps are type III. The cover originated at Troy, New York, May 4, 1858.

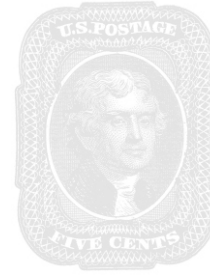
The Cunard Line steamer *Canada*, which departed May 5 and arrived in Liverpool on May 17, carried the cover. The letter then caught the sailing of the Peninsular & Oriental Line steamer *Colombo*, which departed Southampton on May 20 and arrived at Alexandria on June 2.

After an overland trip, the letter reached Suez and was carried from there on the steamer *Nubia*, which departed June 4 and arrived at Aden on June 10. From Aden the letter was taken by steamer to Bombay and thence to the destination, where it arrived on June 29, 1858. This cover is the only one of the group of three that shows the 1 penny credit from Great Britain to India (the red manuscript "1"). According to Moubray (page 190), the 1 penny credit had been introduced on mails to India in September 1856, but the first two examples from this correspondence do not show it.



Chapter Thirteen

Mail to Great Britain



Mails between the United States and Great Britain, which included England, Scotland, Ireland and Wales, were regulated under the terms of the treaty signed on December 15, 1848. Details of the treaty may be found in Hargest (page 27) but will be summarized briefly here. A uniform rate of 24 cents per half-ounce was established for mails to Great Britain. This single-weight rate was broken down so that the United States received 5 cents for inland postage, England received 3 cents for inland postage, and 16 cents went to whichever country provided the sea transit. This treaty required an accounting system to keep track of the amounts due the respective countries. Exchange offices were established and special postal markings introduced.

The rate from the United States for distances exceeding 3,000 miles was 29 cents, and the amount of inland postage retained was 10 cents rather than 5 cents. By 1856 the rate progression by weight was reckoned by the ounce rather than half-ounce. Therefore, a letter weighing between one ounce and one and one-half ounce was rated at four times the half-ounce rate rather than as the triple rate that would have been used in United States domestic mail.

Mail to Great Britain

24 cents - from any part of the United States to any part of Great Britain, 24 cents per half ounce except 29 cents if over 3,000 miles in the United States. The 5-cent open mail rate was not available for mail to England.

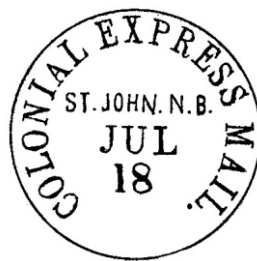
Figure 13-1 shows one of the gems of the Mayer collection. It is one of only two known examples of the 5-cent imperforate stamp used to Great Britain. Addressed to Alex Chivas at Aberdeen, Scotland, it originated in Albany, New York, on April 9, 1857. The 24-cent rate was prepaid using two large-margined pairs of the 5-cent stamp and singles of the 1-cent and 3-cent 1851 issue. The cover departed New York on April 11 on the steamship *Alps*, operating under an American mail contract for this sailing, replacing the Collins Line steamer *Atlantic*. The cover arrived at Liverpool on April 24 and received the "America Paid Liverpool" datestamp and was marked with a red "3 cents" credit to England for its portion of the postage. England received the 3 cents for its inland postage and the United States retained the balance, 5 cents inland postage plus 16 cents for the sea carriage. The cover arrived in Aberdeen the next day and was backstamped with an arrival datestamp.

MAIL TO GREAT BRITAIN



Figure 13-1. On this cover the 24-cent rate to Aberdeen, Scotland, is prepaid by two pairs of the 5-cent stamp, a 1-cent 1851 issue, type IV, and a single 3-cent 1851 issue. The cover originated at Albany, New York, April 9, 1857.

The only other cover reported bearing the 5-cent stamp sent to Great Britain is another gem of the collection. In Figure 13-2 is a front used on July 6, 1858, sent from New Brunswick to Glasgow, Scotland. The cover was posted at St. John, New Brunswick, and went directly to the American steamer *Admiral*, which was bound for Boston. The postage was correctly prepaid for the 24-cent rate, using two pairs of the 5-cent stamp in combination with a 1-cent and a 3-cent 1851 stamps.



The mail was processed by a steamboat letter carrier who applied a “Colonial Express Mail St. John Jul 6” postmark of the type shown above, and canceled the stamps. The agent is considered to have been a United States waterway route agent as he operated onboard an American steamer.

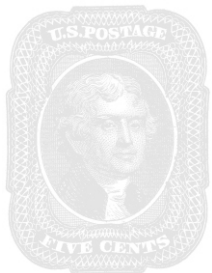
Upon arrival at Boston, the letter was directed to New York City. It was carried on the Cunard Line steamer *Persia*, which departed New York City on July 7. The cover arrived at Liverpool on July 17 and received the “America Paid Liverpool” datestamp and a red “19” cent handstamp indicating a credit to Great Britain of 19 cents. This represented the British inland postage of 3 cents plus 16 cents for providing the sea transit.



Figure 13-2. The 24-cent rate to Glasgow, Scotland, is prepaid here with two pairs of the 5-cent stamp, a 1-cent 1851 issue, type IV, and a single 3-cent 1851 issue, used July 6, 1858, from St. John, New Brunswick.

The cover in Figure 13-2, in addition to being the only example of the 5-cent stamp used from British North America and one of two known usages to Great Britain, is also the only example of a route agent marking on a cover bearing the 5-cent stamp.

It is surprising that there are only two reported examples of the 5-cent stamp used to Great Britain. This may be partially due to the fact that the larger offices that would have received the 5-cent stamps also would have received supplies of the 12-cent stamps that would be more convenient to use for the 24-cent rate.



Chapter Fourteen

Mail to other Destinations



This chapter deals with mail to several rare destinations represented in the Mayer collection. The collection contains single covers bearing the 5-cents imperforate to each of the following countries: Belgium, Bermuda, Cape Verde, Cuba, Denmark, Hungary, Java and Mexico.

Mail to Belgium

In the period between 1856 and 1858 limited service options were available for mail carried from the United States to Belgium. The following rate table summarizes the services.

Postal Rates to Belgium	
1856	Introduced April 1857
5 cents – British open mail rate carried by British packet, per half ounce, postage from England to Belgium collect on delivery	
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Belgium collect on delivery	
	21 cents – French Mail rate for quarter ounce; 42 cents per half ounce

Figure 14-1 illustrates a folded letter addressed to Antwerp, Belgium. The cover was prepaid at the British open mail rate of 5 cents. The letter bears an October 15 (1856) New York British packet exchange datestamp and was carried on the Cunard Line steamer *Africa*, which departed that day. The letter arrived in Liverpool on October 27 and was handled as a collect letter from England to Belgium, where it arrived on October 29. This cover is the only reported example of the 5-cent stamp used to Belgium.

Great Britain was entitled to 8 pence sea postage for the carriage to England as well as its portion of the postal rate from Great Britain to Belgium. Effective February 15, 1850, the postal rate from Great Britain to Belgium was 6 pence to one-quarter ounce. As this letter was under one-quarter ounce, the total rate was 14 pence, sea postage of 8 pence plus postage to Belgium of 6 pence (4 pence being Great Britain's share). Thus, Great Britain received the 8 pence sea

MAIL TO OTHER DESTINATIONS



Figure 14-1. This folded letter shows the 5-cent rate to Antwerp, Belgium, used October 7, 1856, from New Orleans.

postage plus the 4 pence due on the rate to Belgium, for a total of 12 pence or 1 shilling. The letter was marked with a manuscript 1 shilling debit to Belgium for this amount.

DEBOURS ÉTRANGERS	_____
TAXE REDUITE	_____
PORT BELGE	_____

Figure 14-2. An accounting box of the type shown on the Figure 14-1 cover.

In Belgium the letter was stamped with an accounting box handstamp of the type pictured in Figure 14-2. The handstamp showed the rate division in decimes, which were equal in value to the British pence.

Debours Etrangers	11 (inserted)
Taxe Reduite	1 (inserted)
Porte Belge 2	2 (inserted)

The total of 14 decimes is restated in blue ink to the right center of the cover as the amount of total postage to be collected.

Mail to Bermuda

The only published mail service from the United States to Bermuda between 1856 and 1858 was by American steamers that operated between New York and Bermuda. The authors have been unable to locate a contract for implementing this service. It may have been “per trip” contracts with American steamers for sporadic service. The only regular packet service to Bermuda at the time was from Halifax, Nova Scotia, to Bermuda by the Cunard Line monthly packets.

Postal Rate to Bermuda
10 cents – Direct mail rate by American Packet, per half ounce for distances under 2,500 miles, 20 cents over 2,500 miles

Only one cover is known bearing the 5-cent stamp used to Bermuda. It is shown in Figure 14-3 and is addressed to the United States consul at St. Georges. Although correctly prepaid for the published postal rate, it appears to have been handled as a private outbound ship letter in the absence of available service by American packet.

The “NOT PAID” handstamp on the cover appears to be of the style used at New York City. The manuscript 4 pence due notation is similar to examples seen on two covers carried by private ship from the United States to Bermuda that were in the Ludington collection (Spink auction, June 22, 1999, lots 213 and 216).

NOT PAID



Figure 14-3. The 10-cent rate to St. Georges, Bermuda, is prepaid on this cover with a single 5-cent stamp, two copies of the 1-cent 1851 issue, type IV, and a 3-cent postal entire. The cover originated in Georgetown, South Carolina, December 19, 1856.

MAIL TO OTHER DESTINATIONS

Mail to Cape Verde

Prior to July 1859, when a French service went into operation, there was only a single postal rate available for mail destined to the Portuguese colony of Cape Verde Islands. It was a 65-cent prepaid rate by British mails to England and then to Cape Verde.

Postal Rate to Cape Verde
65 cents – British mail prepaid rate, via England, per half ounce

Figure 14-4 illustrates one of the two reported usages of the 5-cent stamp to the Cape Verde Islands. It is a cover addressed to a lieutenant on USS *St. Louis* at Porto Grande, Isle of St. Vincent, Cape Verde Islands. The ship was dispatched from New York in November 1855 to help suppress the slave trade along the western coast of Africa. It remained on station until 1858. The Island of St. Vincent served as a coaling station and point of supply for both British and American vessels. The cover is endorsed to the care of the American Consul. The usual procedure in sending mail to sailors abroad was to send mail to the consul at the primary port of supply, which in this case was Porto Grande on St. Vincent.



Figure 14-4. This cover shows the 65-cent rate to Cape Verde. It was prepaid with five copies of the 12-cent 1851 issue and a single 5-cent. It was sent July 23, 1857, from Washington, D.C.

The cover was prepaid 65 cents for the British mail rate using five copies of the 12-cent 1851 issue (two pairs and a single) plus a 5-cent stamp. It was posted from Washington, D.C., on July 23, 1857.

At New York City, the exchange office endorsed the cover with a manuscript credit to Great Britain of 44 cents for carriage on the American packet Saturday sailing. The United States share of the 65-cent postal rate included 16 cents for sea postage plus 5 cents for inland postage, leaving 44 cents of the rate as a credit to Great Britain.

The Havre Line steamer *Fulton*, which departed New York on July 25 and arrived at Southampton on August 6, carried the cover. It was postmarked at London the same day. The mails for Cape Verde, to be transmitted by the Royal Mail Steam Packet Company for Cape Verde, were made up in London on the tenth of each month. This cover was carried, via Southampton, on the trip leaving August 10, 1857.

Mail to Cuba

The only published mail service from the United States to Cuba between 1856 and 1858 was by American steamers that operated between New York, via Charleston, to Cuba. The service from Charleston was scheduled to be twice monthly, leaving on the fourth and nineteenth of each month.

Postal Rates to Cuba
10 cents – Direct mail rate by American Packet, per half ounce for distances under 2,500 miles; 20 cents over 2,500 miles

Only one cover is known bearing the 5-cent stamp used to Cuba. It is shown in Figure 14-5 and is exceptional in that it is also the only cover that bears a combination of the 5-cent imperforate issue of 1856 and the perforated issue of 1857. Such a usage probably resulted from the sender having one pair of stamps that he applied to the letter and, when posted, was informed that the letter was double weight. The second pair was then applied at the post office.



Figure 14-5. This cover shows the double 10-cent rate to Havana, Cuba, prepaid with a pair of the perforated 5-cent 1857 issue and a pair of the imperforate 5-cent 1856 issue. The cover originated from New York City on January 15, 1858.

MAIL TO OTHER DESTINATIONS

The letter was posted on January 15, 1858, and carried by the New York and Charleston Steam Ship Company steamer *Nashville* leaving the next day. The steamer arrived at Charleston on January 18. From Charleston it was carried on the steamer *Isabel*, operated by M.C. Mordecai, leaving on January 19 and arriving in Havana on January 22.

Upon arrival in Cuba the cover received the "N.A." blue handstamp that is found on incoming mails from North America as well as the "3" handstamp indicating that 3 reales was due from addressee.

Mail to Denmark

A variety of mail services and postal rates were available for mail from the United States to Denmark between 1856 and 1858. These services are shown in the following table.

Postal Rates to Denmark		
1856	Introduced April 1857	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, postage from England to Denmark collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Denmark collect on delivery		
27 cents – Bremen Closed Mail rate, per half ounce (valid until July 1857)		
35 cents – Prussian Closed Mail rate, per half ounce		
	27 cents – French Mail rate for quarter ounce; 54 cents per half ounce	
		27 cents – Bremen-Hamburg Mail rate per half ounce

MAIL TO OTHER DESTINATIONS

One cover is known bearing the 5-cent stamp used to Denmark. It is shown in Figure 14-6. The cover is correctly prepaid 35 cents for the Prussian closed mail rate and is endorsed by the sender to be sent by that service. It bears an Orient, New York, April 20, 1858, double-circle origin postmark.



Figure 14-6. The 35-cent rate to Copenhagen, Denmark, is paid on this cover by a single 5-cent stamp and a strip of three of the 1855 10-cent stamp, type II. The cover was sent April 20, 1858, from Orient, New York.

These unusual style postmarks were made from devices manufactured by Collin and Company of New York City. Many were sold for \$2.50 each to smaller post offices that were not entitled, because of the small dollar volume of mail handled, to receive free devices supplied by the post office department. This particular postmaster evidently paid a further 50 cents for the additional year date slug. See Figure 14-7 for an illustration of a Collin circular of the era.

From the Long Island location of Orient, New York, a train carried the cover in Figure 14-6 to New York City and then on to Boston, where it was marked with the 12 cents credit to Prussia handstamp. According to the Prussian closed mail treaty, the breakdown of the 35-cent rate was as follows:

United States internal postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian transit postage	5 cents
Postage beyond Prussia	5 cents

IMPROVED BRASS-BOUND RATING STAMPS.

Improved Brass-Bound Stamp, with change of dates and months, - \$2 50
 Buckskin Ball and Cushion, - - - - - 25
 Box of Black Ink, - - - - - 25

N. B.—When the year is wanted in, it is 50 cents extra.

We can insure this as the prettiest and most durable Stamp ever made. We can refer to Postmasters who have had our Stamps in use six years. We guarantee to furnish as perfect a Stamp, in letter and style, as the specimen impression on this circular.



POSTMASTER'S NAME AND NAME OF OFFICE. We furnish a beautiful Stamp.

POSTMASTER'S NAME at 75 CENTS.
 NAME OF OFFICE at 75 CENTS.

Postmasters ordering a Stamp with name, will please state if they wish P. M. attached to their name.

GOLD COIN TEST-SCALES.—Patent Test-Scales for detecting counterfeit or sweated gold coin. This beautiful article is so simple in construction that a child can detect spurious coin. Price, free of postage, \$1 87.

Persons asking for information, as to prices, will please inclose a three-cent stamp, and we will reply by return mail.

When not convenient to remit money, we will receive Postage Stamps in payment.

For our character and responsibility, we are kindly permitted to refer to Beverly Clark, Esq., Blank Agent, New York P. O.,

It takes about five days to get up a stamp. We invariably make it a point to fill all orders as soon as possible. **ALSO, TO PREPAY THE POSTAGE ON ALL ARTICLES ORDERED FROM US.**

We are prepared to get up STAMPS, BRANDS, MARKING PLATES, SEALS, in fact, any thing in the Printing or Marking line, superior to any now manufactured.

Persons at a distance, who wish to purchase any thing from New York, no matter by whom advertised or manufactured, can rely upon us forwarding the article, at just the same cost to them as if they were here to purchase themselves.

Postmasters ordering a Stamp will please state the style they prefer.

Address,

**COLLIN & CO.,
 BOX 5220.
 NEW YORK.**

Figure 14-7. A Collin & Co. printed circular advertising postal devices.

The United States therefore retained the 5 cents inland postage plus the 18 cents sea postage, as it had to pay Great Britain for carriage in bulk by a British packet. The remaining 12 cents was credited to Prussia for the Belgian transit, the Prussian transit and for the postage between Prussia and Denmark.

From Boston the cover was carried in a closed bag on the Cunard Line steamer *America*, which departed on April 21 and arrived at Liverpool on May 4. The cover arrived on May 8 at Aachen, where it received the red boxed paid datestamp. It then went via Hamburg to Copenhagen. The cover bears a Hamburg transit backstamp of May 8, 1858.

Mail to Hungary

In the period between 1856 and 1858, Hungary was part of the Austro-Hungarian Empire. As there is only a single cover to any portion of the Austrian Empire, and that example is to Hungary, this section is titled as mail to Hungary. The rate tables of the era list postal rates as for “Austria and its states.”

Postal Rates to Austrian States		
1856	Introduced April 1857	Introduced July 1857
5 cents – British open mail rate carried by British packet, per half ounce, postage from England to Austrian States collect on delivery		
21 cents – British open mail rate carried by American packet to England, per half ounce, postage from England to Austrian States collect on delivery		
15 cents – Bremen Closed Mail rate, per half ounce (valid until July 1857)		
30 cents – Prussian Closed Mail rate, per half ounce		
	27 cents – French Mail rate for quarter ounce; 54 cents per half ounce	
		15 cents – Bremen-Hamburg Mail rate

Figure 14-8 shows a cover addressed to Eperies, Hungary (Epjeries, Czechoslovakia). The cover was prepaid at the British open mail rate of 5 cents but was endorsed “by first steamer via England,” which meant that if mail by another service via England was leaving New York City before the British mail steamer, that is the way it was to be sent.

That is exactly what happened. By the time the cover arrived in New York City, it was apparently too late to catch the Cunard Line sailing of the *Arabia* from Boston that departed on November 5, 1856. The cover was bagged in New York for carriage on the Collins Line packet *Atlantic*, an American packet that carried mail under the Prussian closed mail treaty. It bears a New York City exchange office datestamp of November 8 that shows a 23-cent debit to Prussia (a credit to the United States of that amount).

MAIL TO OTHER DESTINATIONS



Figure 14-8. The 30-cent rate to Eperies, Hungary, is insufficiently prepaid on this cover sent October 31, 1856, from Peoria, Illinois.

The Prussian closed mail rate to Prussia and the Austrian states, was 30 cents at this time. The rate was broken down into the following components:

United States internal postage	5 cents
Sea and British transit postage	18 cents
Belgian transit postage	2 cents
Prussian internal postage	5 cents

So, on a cover that was insufficiently prepaid, and hence treated as completely unpaid, the United States was entitled to the inland postage of 5 cents plus the sea and British transit postage of 18 cents. The total of 23 cents was debited to Prussia and is shown in the exchange handstamp.

At New York the cover was placed into a closed bag that was transmitted via England and Belgium to Aachen, Prussia. The Collins Line steamer *Atlantic*, which departed New York on Saturday November 8 and arrived at Liverpool November 20, carried the cover. It reached Aachen on November 22, where it received a transit backstamp and was rated at the equivalent of 30 cents due. In Austrian currency, this amount was 48 kreutzers as seen in the blue ink endorsement. The cover also bears a November 26 transit backstamp of Cashau.

Mail to Java

Available mail service from the United States to Java, Netherlands Indies, in the period between 1856 and 1858 is summarized in the following table.

Postal Rates to Java		
1856	Introduced January 1857	Introduced April 1857
33 cents - British Mails via Southampton, per half ounce		
53 cents - British Mails via Marseilles, per quarter ounce, 63 cents per half ounce	39 cents - British Mails via Marseilles, per quarter ounce, 45 cents per half ounce	
		30 cents – French Mail rate for quarter ounce, 60 cents per half ounce

Very few covers of this era are reported to Java. Only one bears the imperforate 5-cent stamp. The cover shown in Figure 14-9 was prepaid at the 45-cent per half-ounce rate by British mail via Marseilles, even though the cover was endorsed to go via Southampton. The rate, via Southampton, to Java had been lowered in February 1856 from 45 cents to 33 cents, but an additional Netherlands charge was due for carriage beyond Singapore.



Figure 14-9. The 45-cent rate to Batavia, Java (East Indies), is prepaid on this cover by a single 5-cent stamp and four copies of the 10-cent 1857 issue. The severed pair at left is type I and the pair at right is type III. The cover originated at Edgartown, Massachusetts, March 29, 1858.

MAIL TO OTHER DESTINATIONS

It is possible that the sender of this cover was not aware of the rate reduction or possibly prepaid the higher rate so that if the route via Marseilles was determined to be faster, it could be sent that way. It was mailed March 29, 1858, from Edgartown, Massachusetts, on Martha's Vineyard, addressed to the captain of "Ship Minstrel" at Batavia. At the New York City exchange office the cover was directed to the British steamer and received the correct "40" credit in magenta manuscript, indicating that the United States was retaining only the 5 cents inland postage; the balance of 40 cents going to Great Britain.

The Cunard Line steamer *Arabia*, which departed March 31 and arrived in Liverpool on April 11, carried the cover. It was marked as a paid letter at the London office the next day. The letter then caught the sailing of the Peninsular & Oriental Line steamer *Indus*, which departed Southampton on April 20 and arrived at Alexandria on May 5. After an overland trip, the letter reached Suez and was carried from there on the steamer *Hindustan* to Galle, Ceylon, where it arrived on May 22. It was then carried to Singapore per steamer *Cadiz*, arriving May 30. At Singapore it was rated at 80 cents collect for carriage to Batavia.

Mail to Mexico

The primary mail service from the United States to Mexico between 1856 and 1858 was by American packets that operated between New Orleans and Vera Cruz. The service was inaugurated on April 14, 1853 (Weirenga, *United States Incoming Steamship Mail, 1847-1875*, page 75), and operated under contract to E.H. Carmack until difficulties in performance led to a change of contractors in 1857. The contract was then awarded to C.K. Garrison, who continued this service until the Civil War.

Postal Rates to Mexico
3 cents – Land routes, primary route used was via Texas
10 cents – American Packet direct, per half ounce, 20 cents if over 3,000 miles
34 cents – to Gulf Coast destinations by British Mails via Kingston, Havana or Panama, per half ounce, 44 cents if over 3,000 miles

Two reported covers are known bearing the 5-cent stamp used to Mexico. Figure 14-10 is the earlier of the two letters from the same correspondence from New Orleans to Vera Cruz. It was carried on the steamer *Calboun* of the New Orleans and Vera Cruz Line, which departed New Orleans on November 1, 1856, and arrived in Vera Cruz approximately four days later.

The second letter, shown in Figure 14-11 was endorsed by sender to be carried by the ship *Col. Lester*. It was posted at New Orleans on February 7, 1857. The *Col. Lester* does not appear in any lists of steamers that I have been able to locate and may have been a sailing vessel. The *Calboun* is reported by Wierenga to have made her last contract trip on the route when she returned to New Orleans on January 23, 1857. This letter may have been carried on a temporary contract on a per trip basis, or possibly carried by the ship "for postage," meaning that the ship received compensation for mail carriage in an amount equal to the total postal receipts for mail carried.



Figure 14-10. A pair of the 5-cent stamps prepays the 10-cent rate to Vera Cruz, Mexico, on this cover sent November 1, 1856, from New Orleans.

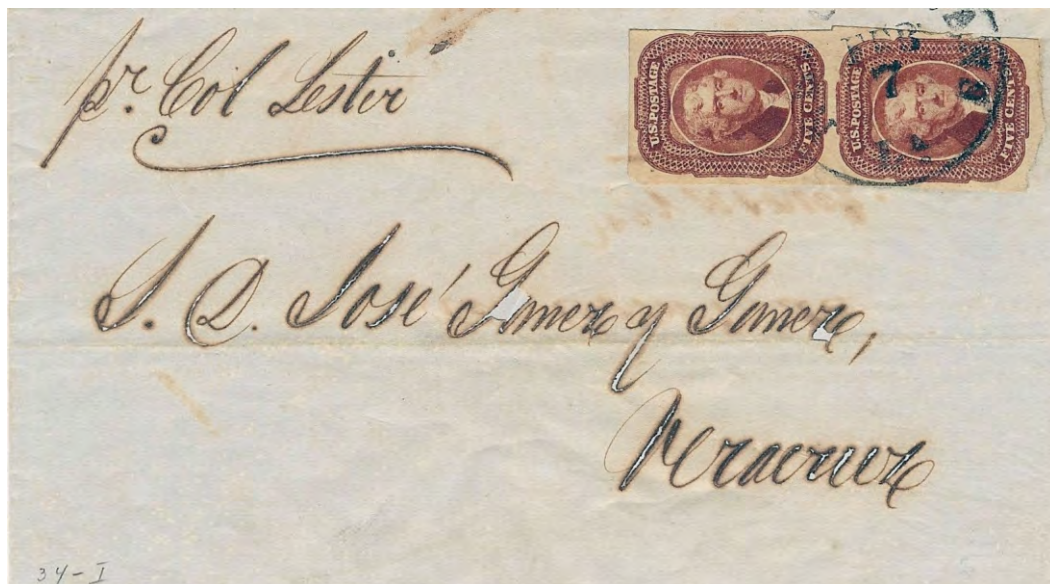


Figure 14-11. A pair of 5-cent stamps prepays the 10-cent rate to Vera Cruz, Mexico, on this cover sent February 7, 1857 from New Orleans.

MAIL TO OTHER DESTINATIONS

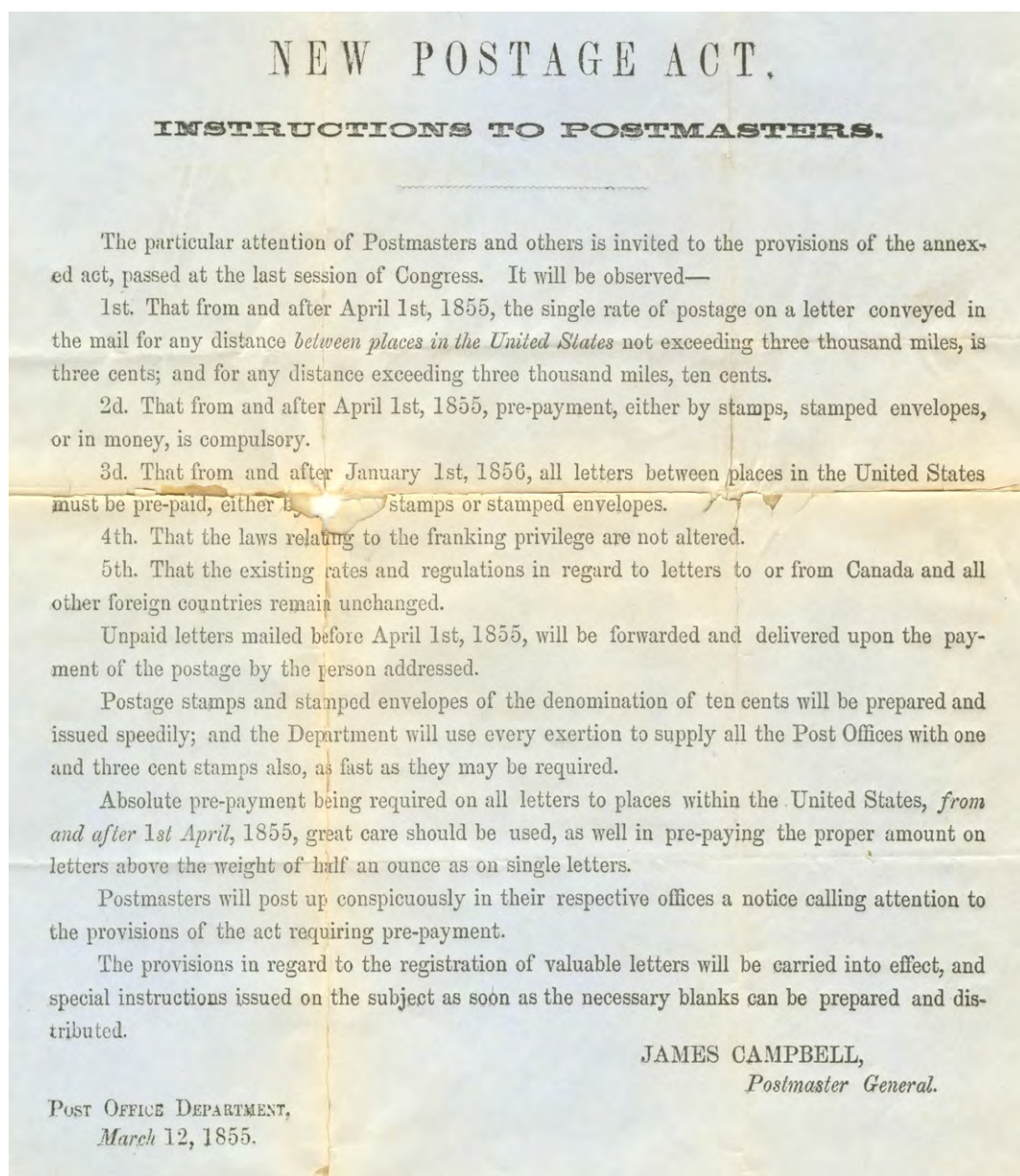
Appendix

Page 155 March 12, 1855 First page of circular announcing "New Postage Act"

Page 156 & 157 May 15, 1855 Circular announcing "New Postage Act"

Page 158 & 159 May 10, 1855 Circular "Instructions" regarding registered mail

Pages 160-163 September, 1854 Circular "Instructions and Laws"



NEW POSTAGE ACT.

AN ACT further to amend the act entitled "An act to reduce and modify the rates of postages in the United States, and for other purposes," passed March three, eighteen hundred and fifty-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in lieu of the rates of postage now established by law, there shall be charged the following rates, to wit :

For every single letter in manuscript, or paper of any kind in which information shall be asked for or communicated in writing, or by marks or signs, conveyed in the mail for any distance between places in the United States not exceeding three thousand miles, three cents ; and for any distance exceeding three thousand miles, ten cents.

And for a double letter there shall be charged double the rate above specified ; and for a treble letter, treble those rates ; and for a quadruple letter, quadruple those rates ; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter ; and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage ; and upon all letters passing through or in the mail of the United States, excepting such as are to or from a foreign country, the postages as above specified shall be prepaid, except upon letters and packages addressed to officers of the government on official business, which shall be so marked on the envelope. And from and after the first day of January, eighteen hundred and fifty-six, the Postmaster General may require postmasters to place postage stamps upon all prepaid letters upon which such stamps may not have been placed by the writers.

And all drop-letters, or letters placed in any post office not for transmission through the mail, but for delivery only, shall be charged with postage at the rate of one cent each ; and all letters which shall hereafter be advertised as remaining over, or uncalled for, in any post office, shall be charged with one cent each, in addition to the regular postage, both to be accounted for as other postages now are.

SEC. 2. *And be it further enacted,* That it shall not be lawful for any postmaster or other person to sell any postage stamp or stamped envelope for any larger sum than that indicated upon the face of such postage stamp or for a larger sum than that charged therefor by the Post Office Department ;* and any person who shall violate this provision shall be deemed guilty of a misdemeanor, and, on conviction thereof shall be fined in any sum not less than ten nor more than five hundred dollars. This act to take effect and be in force from and after the commencement of the next fiscal quarter after its passage. *Provided,* That nothing herein contained shall be so construed as to alter the laws in relation to the franking privilege.

SEC. 3. *And be it further enacted,* That for the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General be and hereby is authorized to establish a uniform plan for the registration of such letters on application of parties posting the same, and to require the prepayment of the postage, as well as a registration fee of five cents on every such letter or packet to be accounted for by postmasters receiving the same in such manner as the Postmaster General shall direct : *Provided,* however, That such registration shall not be compulsory ; and it shall not render the Post Office Department or its revenue liable for the loss of such letters or packets or the contents thereof.

Approved March 3, 1855.

* That is, the charge for postage stamps must not be more than the sum indicated on their face, and no higher price must be charged for stamped envelopes than is charged by the Department.

J. C.

INSTRUCTIONS TO POSTMASTERS.

By the act of March 3, 1855, requiring the pre-payment either by stamps, stamped envelopes or in money, of all letters to places within the United States, from and after April 1st, 1855, the single rate under 3,000 miles is three cents, and over 3,000 miles, in the United States, ten cents. From and after January 1st, 1856, all such letters must be pre-paid either by stamps or stamped envelopes. The franking privilege is continued, and by another act extended to Ex-Vice Presidents of the United States.

The law relative to drop letters is not changed in any particular by the recent act.

The act of March 3, 1855, making no provision for unpaid letters to places within the United States—on the same or day following any such unpaid letter or letters being put into a post office, the Postmaster thereof will post up conspicuously in his office a list of the same, stating that they are held up for postage. Any unpaid letters, dropped into mail cars to be forwarded, must be deposited by the route agents in the post office at or nearest the point where they are received, and the postmaster will add them to his list, stating that they were put into the cars unpaid. If not attended to, all such letters must be returned monthly to the dead letter office.

Letters *part paid* should be despatched, charged with the additional postage due at the pre-paid rate, according to distance, established by said act, except where the omission to pay the correct amount is known to have been intentional, when they should be treated the same as letters wholly unpaid.

It is proper to forward a letter when duly requested. When forwarded, no additional postage should be charged, if the letter, contrary to its address, has been mis-sent. If it has been sent according to its address, and then forwarded, it must be charged with additional postage, at the *pre-paid rate, according to distance, established by the act of March 3, 1855*, which additional postage may be paid either at the forwarding office or at the office of delivery.

The franking privilege is not changed by the new postage act of 3d March, 1855. Of course all persons entitled to this privilege before the passage of the late law still retain it. Any postmaster, whose compensation for the last preceding fiscal year did not exceed \$200, can send through the mail all letters written by himself, and receive letters addressed to himself, on his private business, free of postage, the weight of each letter not to exceed half an ounce. He cannot receive free nor frank printed matter of any kind; nor letters addressed to his wife, nor any other member of his family; nor can he frank letters to editors or publishers containing money in payment of subscription.

The franking privilege of postmasters whose yearly compensation exceeds \$200 is restricted to sending and receiving free, *written* communications relating exclusively to the business of their offices, or of the post office department. The penalty for a violation of law in this particular is \$300.

It being impracticable in all cases to determine what postmasters are entitled to receive their private communications free, a *manuscript* letter addressed to a postmaster should not be detained in the mailing office, for the reason that the postage on it is not pre-paid, except in cases where it is known that the postmaster addressed is not entitled to receive his private letters free. And if letters to any postmaster are known to relate exclusively to "post office business," being so superscribed, they should be mailed free.

Any postmaster receiving a letter free, which should have been charged with postage, is bound by his oath of office to charge himself with such postage in his account with the department.

Postmasters are required to report to the department all violations of the franking privilege.

The law, fixing the penalty for violation at fifty dollars, provides "that no postmaster or assistant postmaster shall act as *agent* for lottery offices, or under any color of purchase, or otherwise, vend lottery tickets;" and that "no postmaster shall receive free of postage, or frank lottery schemes, circulars or tickets." Therefore, all such lottery schemes, circulars or tickets, addressed either to a postmaster or assistant postmaster, must hereafter be excluded from the mail, together with all other transient matter of this kind, addressed simply to an office and not to any individual.

Copyright books, charts, &c., required to be delivered to the library of Congress or Smithsonian Institution, and which are entitled to pass free in the mail, should be superscribed "Copyright for Congress Library," or "Smithsonian Institution," as the case may be.

All letters placed on a mail steambot, on which the mails are in charge of a route-agent, should go into the hands of such agent; and on these letters the master of the vessel is not entitled to receive any compensation. None but pre-paid letters should be received on such steambot, and these should be duly mailed. But should any chance to be unpaid, they should be deposited by the route agent in the post office at or nearest the point at which they are received, and the postmaster should post up a list of them, with the unpaid letters dropped into his office, adding that they were put on board the steambot unpaid.

In like manner, when practicable, all letters should be pre-paid which are received by steamboats or other vessels not in the mail service, or carrying the mail with no route-agent on board. When pre-paid, the master of the vessel, if under contract to carry the mail, may receive one cent "way," and if not under contract with the department, two cents each from the postmaster in whose office he deposits them; and they should be delivered to their address without any charge beyond the amount pre-paid. But if unpaid, they should be treated as ship-letters, and are chargeable as such with a postage of six cents if delivered at the office at which the vessel shall arrive, and with two cents in addition to the ordinary rate of postage if destined to be conveyed by post to another place. In the latter case, the master of the vessel is entitled to receive two cents a letter.

Persons desiring to send their letters by steamboats can most readily accomplish their object by enclosing such letters in the stamped envelopes issued by the department, inasmuch as letters so enclosed may be conveyed out of the mail without a violation of law, and need not be delivered to the postmaster on the arrival of the vessel.

Letters relating exclusively to the cargo of the vessel by which they are conveyed are not subject to postage, but should be left unsealed—the law relating to such letters remaining unchanged.

Ship letters, as they cannot be prepaid, and are not supposed to be embraced in the new act, will continue to be despatched agreeably to the provisions of the 15th section of the act of March 3, 1855. Abstract logs, addressed to the Superintendent of the National Observatory, are to be treated as ship letters.

The rates and regulations in regard to letters to or from Canada and all other foreign countries are not changed by the new act.

Every Postmaster, in addressing the Department, should be careful to write the name of his office, County and State, at the head of his letter, and to avoid writing upon more than one subject in the same letter. He should then postmark the letter with the name of his office and State, as well as date of mailing, and address it to the proper *bureau*.

In stamping letters, great care should be observed to render the impression distinct and legible.

JAMES CAMPBELL,
Postmaster General.

POST OFFICE DEPARTMENT,
May 15, 1855.

INSTRUCTIONS TO POSTMASTERS,

AND

NOTICE TO THE PUBLIC.

For carrying into effect the 3d Section of the Act of March 3d, 1855, providing for the Registration of valuable letters.

Sec. 1. Letters, alleged to be valuable, posted at one Post Office in the United States, and deliverable at another such office, shall from and after the first day of July, 1855, be registered at the office of mailing, on the application of the person posting the same, and the payment of a registration fee of five cents.

2. Postmasters are instructed to enter all such letters in a book to be prepared and kept for the purpose, to be called the *Receipt Book* (which, in small offices, will be prepared by stitching together the several sheets of blank receipts furnished by this Department,) containing blank receipts with a wide margin for a brief duplicate of each, as in Bank check books. The Postmaster will enter in this margin the number of the receipt, the date of filling it, the name of the person to whom the letter is addressed, and of the place to which it is to be mailed. He will then fill up the receipt to correspond with this marginal entry, separate it from the margin, and deliver it to the person who deposited the letter.

3. *Registered Letters* will not be entered in the ordinary accounts of mails received and sent, but separate accounts of such letters will be kept at each Post Office, to be called *account of registered letters received*, and *account of registered letters sent*, blanks for which will be furnished by the Department.

4. When a letter has been received, registered, and receipted for, as directed in section 2, the Postmaster will enter its number, the date of mailing, the rate of postage, the name of the person to whom it is addressed, and of the office (whether of distribution or delivery) to which it is to be sent, in his *account of registered letters sent*. He will make a separate letter bill for each registered letter or parcel of registered letters for the same office of delivery or distribution, entering therein the number, address, registration fee, and rate of postage of each. He will then mail each such letter or parcel of letters, in a separate package from his unregistered letters, and will SEAL each package, after tying it in the usual manner. The letter bills of such registered letters will not be enclosed in the packages with them, but such letter bills will be enclosed in a separate wrapper or envelope, sealed and addressed to the Postmaster, at the office to which the corresponding package of registered letters is sent.

To prevent delay in the examination and comparison of letter bills, the Postmaster at each of the larger offices will assign to some confidential clerk (not employed in opening the mails) the duty of opening in his absence official letters addressed to him.

5. In all large offices, where letters are received, entered and mailed by different persons, it shall be the duty of the Postmaster either to keep the *Receipt Book* provided for in section 1, or to designate some one specially for that service.

The Postmaster, or receiving clerk, having received a letter for registry, will pass it to the clerk who keeps the *account of registered letters sent*, who will receipt for it by writing his name or initials across its marginal entry in the receipt book. He will enter it in his account of registered letters sent, and keep it in a secure place of deposit until the hour of mailing. He will then make up his letter bill of registered letters, which is to be forwarded in a separate sealed wrapper or envelope as provided in section 4, addressed to the Postmaster at the office to which the corresponding package of registered letters is to be sent. It shall also be his duty to make up each package of registered letters, seal the package with wax at the tie, address it to the office of its destination, and see that it is placed in its appropriate bag at the moment when that bag is to be finally locked and sent from the office.

6. On the receipt at a distributing office, of registered letters for distribution, the clerk who opens and distributes the mail, will apply to the Postmaster, or to such one of his assistants as may be authorized to open official letters addressed to him, for the corresponding letter bill. Having compared the letters with the bill, he will indorse it "correct" if he find it so, or will note the error if there be one, and will pass it with the letters to the clerk who keeps the account of registered letters received for distribution, who will enter its contents in his account and indorse upon it his signature or initials. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will pass it to the Postmaster or his principal assistant, who will see that it is returned by the first mail thereafter with his indorsement, to the office of mailing.

Registered letters remained at a distributing office for their respective offices of delivery, are to be passed from the charge of the clerk who keeps the account of registered letters received, into the charge of the clerk who keeps the account of registered letters sent (if two are employed in these duties) who will receipt for them by indorsing the original letter bill, and afterward dispose of them in the same manner as is provided in section 5 for letters originally mailed at the office.

7. On the receipt of registered letters at the office of delivery, if it be a large one, the clerk who opens the mail will apply for the post-bill, and otherwise proceed in the same manner as prescribed in section 6. The clerk who keeps the account of registered letters received, will, on receiving the letter-bill enter its contents in his account, make a duplicate thereof on the blank return bill which accompanies it, and having indorsed thereon the word "correct" if it be so, or noted the error if there be one, he will pass it to the Postmaster or his principal assistant, who will inclose it in a sealed envelope and *mail it direct* by first mail to the address of the Postmaster from whose office the bill was received.

8. On the receipt of registered letters at smaller offices of delivery, the Postmaster or his assistant will compare such letters with their letter bill, make a duplicate upon the blank return bill annexed, and will then mark the return bill *correct*, or note upon it any error found in the original bill, and inclose it in a sealed wrapper or envelope, and *mail it direct* by first mail to the address of the Postmaster *at whose office it was originally mailed*.

9. When the duplicate letter bill of any registered letter or letters is returned from the office of distribution or delivery to the office where it was originally mailed, that fact shall in each case be noted by a check mark on the margin of the account of *registered letters sent*, opposite the original entry; and if it be *not* duly returned, the failure shall in like manner be noted by a different check mark, and such failure shall in all large offices be immediately reported by the clerk who keeps the account of *registered letters sent* to the Postmaster or his principal assistant, and each Postmaster will give immediate notice to the chief clerk of this Department of every such failure noted in his office.

If upon the receipt of any duplicate or return letter bill it be found on examination that a letter originally mailed with it is missing, or that any important error or discrepancy is indorsed on it, the fact will be duly noted on the account of registered letters sent, and immediately reported to the chief clerk of this department, and if the discrepancy implies a robbery of the mail, or if a money letter or package of considerable value is found to be missing, such report *will be made by telegraph if possible*.

It will also be the duty of the Postmaster to report by telegraph any mail robbery of which he may otherwise receive early information.

10. On the delivery of a registered letter at the office of its destination, a receipt therefor will be taken from the person authorized to receive it, and such receipt will be carefully filed and preserved at that office.

The blank receipts furnished by this department can be used for this purpose, but Postmasters may adopt any other certain method of verifying the delivery of registered letters.

11. Letters for Germany by the Bremen line *via* New York, and by the Prussian closed mails *via* New York and Boston, will be registered in the same manner and on the same terms as those deliverable in the United States, but the postage on such letters must be prepaid to the place of their destination.

Prepaid letters *from* Bremen, and those received by the Prussian closed mails, (if accompanied with letter bills similar to those prescribed for the use of this Department,) will be duly registered at the American office of distribution or delivery at which they are first received, and will thereafter be treated in all respects in the same manner as letters originally mailed in the United States.

12. Each Postmaster will see that his accounts of registered letters are legibly and accurately kept; and at the end of each quarter he will forward with his quarterly returns full and perfect transcripts of such accounts with the letter-bills pertaining to them, retaining the original accounts in his office for reference.

JAMES CAMPBELL,
Postmaster General.

POST OFFICE DEPARTMENT,
May 10th, 1855.

Two copies of this sheet will be furnished to each Postmaster. One of them he will carefully preserve for reference on his own files: the other he will post up conspicuously in his office for the information of the public.

POST OFFICE DEPARTMENT,

September, 1854.

The annexed Instructions and Laws are published for the government of Postmasters in the performance of their duties, as well as for the information of the public. Many of the Instructions will be found in the last edition of "Laws and Regulations," (1852,) which is exhausted; and the Laws here given, which have been passed since the edition of 1852 was printed, are all that are particularly required for the use of Postmasters.

JAMES CAMPBELL,

Postmaster General.

INSTRUCTIONS.

No. 1. A Postmaster whose compensation for the last preceding fiscal year did not exceed \$200, can send through the mail, free of postage, all letters written by himself on his own private business, the weight of each letter not to exceed half an ounce. He cannot receive free, nor frank printed matter of any kind; nor letters addressed to his wife or any other member of his family; nor can he frank letters to editors or publishers containing money in payment of subscription.

The franking privilege of Postmasters whose yearly compensation exceeds \$200, is restricted to sending and receiving *free, written* communications relating exclusively to the business of their offices, or of the Post Office Department.

If a Postmaster, having the franking privilege, franks matter which exceeds half an ounce in weight and which does not relate exclusively to the business of his office, or of the Post Office Department, the excess is chargeable with postage; and if not so charged at the mailing office, the charge should be made at the office of delivery. Postmasters' Assistants are forbidden by law to exercise the franking privilege under any circumstances.

No. 2. If any person shall counterfeit the hand writing, or frank of a person entitled to the franking privilege, or cause the same to be done in order to avoid the payment of postage, each person so offending is liable to a fine of \$500.

No. 3. Letters enclosed in stamped envelopes may be carried out of the mail, provided such stamps are equal in value and amount to the rates of postage to which such letters would be liable if sent in the mail; and provided, also, that the envelopes are duly sealed, &c. [See law annexed.]

No. 4. A letter bearing a stamp, cut or separated from a stamped envelope, cannot be sent through the mail as a prepaid letter. Stamps so cut or separated from stamped envelopes lose their legal value. Stamped envelopes, as well as postage stamps on prepaid letters, should be cancelled immediately on the letters being placed in a Post Office.

No. 5. When a letter is delivered and the postage paid thereon, the postage should not be returned after the letter has been opened, except in cases where the Postmaster is satisfied it has been opened by the wrong person through mistake, in which event the letter should be resealed and a memorandum of the mistake made thereon in writing.

No. 6. It is a violation of law to enclose or conceal a letter or other thing (except bills and receipts for subscription) or to make any memorandum in writing, or to print any word of communication, after its publication, upon any newspaper, pamphlet, magazine or other printed matter. In all such cases letter postage should be demanded, and, if the person addressed refuse to pay such letter postage, the package should be returned to the Postmaster from whose office it came, to prosecute the sender for the penalty of \$5, prescribed by the 30th section of the act of 1825: and all transient printed matter should be distinctly postmarked at the mailing office.

No. 7. Any memorandum in writing or by marks or signs upon the cover or wrapper of a newspaper, pamphlet, magazine, or other printed matter, other than the name and address of the person to whom it is to be sent, subjects the package to letter postage; but, in such cases, should the party addressed fail to pay letter postage, further proceedings should be waived and the package placed with the other refused matter in the office, there being no concealment nor attempt at fraud.

No. 8. Contractors and mail carriers may carry newspapers out of the mails, for sale or distribution among regular subscribers; but when such papers are placed in a Post Office for delivery, postage must be charged and collected. Contractors and other persons may also convey

books, pamphlets, magazines and newspapers (not intended for immediate distribution) done up in packages as merchandise, and addressed to some bona fide agent or dealer.

No. 9. It is proper to forward a letter when requested in writing. When forwarded, no additional postage should be charged, if the letter, contrary to its address, has been mis sent. If it has been sent according to its address, and then forwarded, it is subject to additional postage.

No. 10. Books, not weighing over four pounds, may be sent in the mail, prepaid, at one cent an ounce any distance in the United States under three thousand miles; and at two cents an ounce over three thousand miles, provided they are put up without a cover or wrapper, or in a cover or wrapper open at the ends or sides, so that their character may be determined without removing the wrapper. If not prepaid, the postage under three thousand miles is one cent and a half, and over three thousand miles in the United States, three cents an ounce.

No. 11. Publishers of newspapers may, without subjecting them to extra postage, fold within their regular issues a supplement, provided the weight of the whole does not exceed one and a half ounces within the State where printed, or three ounces when sent out of the State. But in all such cases, the added matter must be a genuine supplement, or appendage to the newspaper in question, and of the same essential character, conveying intelligence of passing events of general interest.

No. 12.—Money, and other valuable matters sent by mail, are at the risk of the owner.

No. 13.—Payment of postage on newspapers, periodicals and magazines, quarterly or yearly in advance, may be made either at the office of mailing, or office of delivery. When made at the mailing office, it is the duty of the Postmaster to send to the office of delivery evidence thereof. The receipt of the Postmaster of the mailing office is sufficient evidence of payment.

No. 14.—Postmasters, assistants and clerks, regularly employed in Post Offices, are exempt from militia duty, and from serving on juries, but not from working on roads, nor from obeying a summons to appear in court as witnesses, or to testify before a Grand Jury. Justices of the Peace, unless excluded by their own state laws, may serve also as Postmasters.

No. 15.—Daguerreotypes when sent in the mail should be rated and charged with letter postage by weight.

No. 16.—Letters mailed in the cars can be prepaid only by using postage stamps or stamped envelopes; and when not thus prepaid, it is the duty of Postmasters to treat all such letters as unpaid, although marked "paid"—no Route Agent being permitted to receive pre-payment in money.

No. 17.—Circulars, advertisements and business cards, not weighing over three ounces, sent any distance in the United States, are chargeable with one cent postage each when prepaid, and two cents each when not prepaid. The same rates apply when sent in packages, unless the packages be sealed, so as to prevent the contents from being ascertained. If sealed, they are chargeable with letter postage by weight.

No. 18.—Postmasters are allowed one cent for the delivery of each free letter, except such as come to themselves, and two mills each on newspapers (to subscribers) not chargeable with postage. They are not allowed any commission on printed matter made free by the frank of a member of Congress.

No. 19.—Properly franked mail matter, or mail matter addressed to a person enjoying the franking privilege is

entitled to be carried free in the mail when "forwarded" to the person elsewhere, as well as in its transportation simply to the office to which originally addressed.

No. 20.—Postmasters receiving letters referring to business not connected with the Department but designed to promote private interest without payment of postage, must return said letters to the parties sending them under a new envelope charged with letter postage.

No. 21.—The Postmaster who collects the postage on newspapers, periodicals, magazines, &c., quarterly or yearly in advance, is entitled to the commissions on the same, although he may go out of office immediately thereafter and the paper or periodical be delivered by his successor. He should, however, leave in the office a record of all such payments.

No. 22.—Bona fide subscribers to weekly newspapers can receive the same free of postage, if they reside in the county in which the paper is printed and published, even if the office to which the paper is sent is without the county, provided it is the office at which they regularly receive their mail matter.

No. 23.—Bills of lading and unsealed letters relating exclusively to the whole or any part of the cargo of a vessel or steamboat, may be sent on such vessel or steamboat outside of the mail, unless they are placed in an envelope with other matter. In the latter case, the whole package is subject to letter postage.

No. 24.—When newspapers or periodicals are not taken out of the Post Office by the persons to whom they are addressed, the Postmaster will, under his frank, give

immediate notice to the publisher, stating the cause thereof, if known.

No. 25.—Postmasters cannot deliver letters from their respective offices which may be addressed to and deliverable from other offices.

No. 26.—Postage cannot be prepaid on regular newspapers or periodicals for a less term than one quarter; and in all cases postage must be paid on such matter at the commencement of a quarter.

No. 27.—Under no circumstances can a Postmaster open a letter not addressed to himself.

No. 28.—Exchange newspapers and periodicals, cannot be remailed without being chargeable with postage.

No. 29.—The same person cannot act as a mail Contractor, or Mail Carrier, and as Postmaster or Clerk in a Post Office, at the same time.

No. 30.—Postmasters will apply for blanks as follows; Those in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, California and Oregon, will apply to the *Postmaster at New York, N. Y.* Those in the District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Alabama, and Florida, will apply to the *First Assistant Postmaster General, Washington, D. C.* Those in Mississippi, Louisiana, Arkansas, Missouri, Kentucky, Tennessee, Texas, New Mexico, and Utah, will apply to the *Postmaster at Cincinnati, Ohio.* Those in Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, and Minnesota, will apply to the *Postmaster at Buffalo, N. Y.*

AN ACT to amend the act entitled "An act to reduce and modify the rates of postage in the United States, and for other purposes," passed March third, eighteen hundred and fifty-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the thirtieth day of September, eighteen hundred and fifty-two, the postage upon all printed matter passing through the mail of the United States, instead of the rates now charged, shall be as follows, to wit: Each newspaper, periodical, unsealed circular, or other article of printed matter, not exceeding three ounces in weight, shall be sent to any part of the United States for one cent, and for every additional ounce, or fraction of an ounce, one cent additional shall be charged; and when the postage upon any newspaper or periodical is paid quarterly or yearly in advance at the office where the said periodical or newspaper is delivered, or is paid yearly or quarterly in advance at the office where the same is mailed, and evidence of such payment is furnished to the office of delivery in such manner as the Post Office Department shall by general regulations prescribe, one half of said rates only shall be charged. Newspapers and periodicals not weighing over one ounce and a half, when circulated in the State where published, shall be charged one-half of the rates before mentioned: *Provided*, That small newspapers and periodicals, published monthly or oftener, and pamphlets not containing more than sixteen octavo pages each, when sent in single packages, weighing at least eight ounces, to one address, and prepaid by affixing postage stamps thereto, shall be charged only half of a cent for each ounce or fraction of an ounce, notwithstanding the postage calculated on each separate article of such package would exceed that amount. The postage on all transient matter shall be prepaid by stamps or otherwise, or shall be charged double the rates first above mentioned.

Sec. 2. *And be it further enacted*, That books, bound or unbound, not weighing over four pounds, shall be deemed mailable matter, and shall be chargeable with postage at one cent an ounce for all distances under three thousand miles, and two cents an ounce for all distances over three thousand miles, to which fifty per cent. shall be added in all cases where the same may be sent without being prepaid, and all printed matter chargeable by weight shall be weighed when dry. The publishers of newspapers and periodicals may send to each other from their respective offices of publication free of postage one copy of each publication; and may also send to each actual subscriber, enclosed in their publications, bills and receipts for the same, free of

postage. The publishers of weekly newspapers may send to each actual subscriber within the county where their papers are printed and published one copy thereof free of postage.

Sec. 3. *And be it further enacted*, That no newspaper, periodical, magazine, or other printed paper or matter, shall be entitled to be sent at the rates of postage in this act specified, unless the following conditions be observed:

First.—It shall be sent without any cover or wrapper, or in a cover or wrapper open at the ends or sides, so that the character of the matter contained therein may be determined without removing such wrapper. *Second*.—There shall be no word or communication printed on the same after its publication, or upon the cover or wrapper thereof, nor any writing or marks upon it, nor upon the cover or wrapper thereof, except the name and address of the person to whom it is to be sent. *Third*.—There shall be no paper or other thing enclosed in or with such printed paper; and if these conditions are not complied with, such printed matter shall be subject to letter postage; and all matter sent by mail from one part of the United States to another, the postage of which is not fixed by the provisions of this act, shall, unless the same be entitled to be sent free of postage, be charged with letter postage.

Sec. 4. *And be it further enacted*, That if the publisher of any periodical, after being three months previously notified that his publication is not taken out of the office to which it is sent for delivery, continue to forward such publication in the mail, the Postmaster to whose office such publication is sent may dispose of the same for the postage, unless the publisher shall pay it; and whenever any printed matter of any description, received during one quarter of the fiscal year, shall have remained in the office without being called for during the whole of any succeeding quarter, the Postmaster at such office shall sell the same, and credit the proceeds of such sale in his quarterly accounts, under such regulations and after such notice as the Post Office Department shall prescribe.

Sec. 5. *And be it further enacted*, That so much of the second section of the act entitled "An act to modify and reduce the rates of postage in the United States, and for other purposes," approved March third, eighteen hundred and fifty-one, as relates to the postage or free circulation or transmission of newspapers, periodicals, and other printed matter, and all other provisions of law inconsistent with the provisions of this act are hereby repealed.

Sec. 6. *And be it further enacted*, That when a list of uncalled-

for letters shall be published in any newspaper printed in any foreign language, said list shall be published in such newspaper having the largest circulation within the range of delivery of said office.

Approved August 30, 1852.

AN ACT to establish certain post roads, and for other purposes.

Sec. 4. *And be it further enacted*, That if any person shall steal, purloin, or embezzle any mail bags in use by or belonging to the Post Office Department of the United States, or any other property in use by or belonging to the said Post Office Department, or shall, for any lucre, gain, or convenience, appropriate any such property to his own, or any other than its proper use, or for any lucre or gain shall convey away any such property to the hindrance or detriment of the public service of the United States, the person so offending, his counsellors, aiders, and abettors (knowing of and privy to any offence aforesaid) shall, on conviction thereof, if the value of such property shall exceed twenty-five dollars, be deemed guilty of felony, and shall be imprisoned for a period not exceeding three years; or if the value of such property shall be less than twenty-five dollars, shall be imprisoned not more than one year, or be fined not less than ten dollars, nor more than two hundred dollars for every such offence.

Sec. 8. *And be it further enacted*, That the Postmaster General shall be, and he is hereby authorized to provide and furnish to all Postmasters and other persons applying and paying therefor suitable letter envelopes, with such water marks or other guards against counterfeits as he may deem expedient, and with one or more suitable postage stamps, with such device and of such denominations and value as he may direct, printed or impressed thereon, which envelopes shall be sold at the cost of procuring and furnishing the same, as near as may be, with the addition of the value or denomination of the postage stamps so printed or impressed thereon or attached thereto as aforesaid; and letters, when enclosed in such envelope, with postage stamps printed or impressed thereon, (the postage stamp or stamps in every such case being of the value, denomination, or amount required to prepay the postage which would be chargeable on such letters and envelopes if sent by mail to the place of their destination under the provisions of the laws then in force, and such stamps and envelopes not having been before used,) shall pass in the mails as prepaid letters; and all letters enclosed in such envelopes as shall be provided and furnished by the Postmaster General, as first in this section prescribed, and with postage stamps thereon as aforesaid, (and such postage stamps on such envelopes being equal in value and amount to the rates of postage to which such letters would be liable if sent by mail; and such postage stamps and envelopes not having been before used,) may be sent, conveyed, and delivered otherwise than by post or mail, notwithstanding any prohibition thereof under any existing law: *Provided*, That the said envelope shall be duly sealed, or otherwise firmly and securely closed, so that such letter cannot be taken therefrom without tearing or destroying such envelope; and the same duly directed and addressed, and the date of such letter, or the receipt or transmission thereof, to be written or stamped, or otherwise appear on such envelope.

Approved August 31, 1852.

AN ACT to establish certain post-roads, and for other purposes.

Sec. 8. *And be it further enacted*, That it shall be the duty of every Postmaster to cause to be defaced, in such manner as the Postmaster General may direct, all letter envelopes with postage stamps thereon which may be deposited in his office for conveyance in the mail; and if any Postmaster sending such envelopes in the mail shall omit to deface the same, it shall be the duty of the Postmaster, to whose office such envelopes shall be sent for delivery to deface them, and report the delinquent Postmaster to the Postmaster General. And if any person shall use, or attempt to use, for the conveyance of any letter, or other mailable matter or thing, over any post-road of the United States, either by mail or otherwise, any such stamped letter envelope which has been before used for a like purpose, such person shall be liable to a penalty of fifty dollars, to be recovered, in the name of the United States, in any court having competent jurisdiction.

Approved March 3, 1853.

AN ACT granting the franking privilege to the Superintendent of the coast survey, and the Assistant in charge of the office of said coast survey.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Superintendent of the coast survey, and the Assistant in charge of the office of the coast survey, shall be authorized to receive and transmit, free of postage, by the mails, all letters and documents in relation to their public duties.

Approved February 2, 1854.

AN ACT regulating the pay of Deputy Postmasters.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That in place of the compensation now allowed Deputy Postmasters, the Postmaster General be, and he is hereby, authorized to allow them commissions at the following rates on the postage collected at their respective offices in each quarter of the year, and in due proportion for any period less than a quarter, viz:

On any sum not exceeding one hundred dollars, sixty per cent.; but any Postmaster at whose office the mail is to arrive regularly, between the hours of nine o'clock at night and five o'clock in the morning, may be allowed seventy per cent. on the first hundred dollars.

On any sum over and above one hundred dollars, and not exceeding four hundred dollars, fifty per cent.

On any sum over and above four hundred dollars, but not exceeding twenty-four hundred dollars, forty per cent.

And on all sums over twenty-four hundred dollars, fifteen per cent.

On the amount of postage on letters and packages received at a distributing office for distribution, twelve and one-half per cent. commission may be allowed.

Every Postmaster whose compensation shall not exceed five hundred dollars in one quarter, shall be allowed one cent on every free letter delivered out of his office, except such as are for the Postmaster himself. But the special allowance now made by law to the Postmasters at New Orleans and Washington City, shall not otherwise be either increased or diminished.

Each Postmaster who shall be required to keep a register of the arrival and departure of the mails, shall be allowed ten cents for each monthly return which he makes to the Postmaster General.

Each Postmaster may be allowed two mills for the delivery from his office to a subscriber of each newspaper not chargeable with postage: *Provided*, That to any Postmaster of a distributing office at which the commissions, allowances, and emoluments, since the thirty-first day of March, one thousand eight hundred and fifty-three, have been insufficient to defray the actual and necessary expenses, and afford the Postmaster the annual compensation derived from commissions at the office before said thirty-first of March, the Postmaster General may, in his discretion, allow quarterly, from the date aforesaid, out of the postages collected at any such office, an amount sufficient to supply such deficiency: *Provided further*, That to any Postmaster of a separating office, whose commissions, allowances, and emoluments may be found insufficient to provide the extra labor necessary to a prompt and efficient performance of the duties of separating and dispatching the mails passing through his office, the Postmaster General may make such quarterly allowance, out of the postages collected at such office, as he may deem sufficient to compensate such extra labor: *Provided further*, That the commissions and allowances authorized by this Act shall be subject to the provisions of the forty-first section of the act entitled "An act to reduce into one the several acts establishing and regulating the Post Office Department:" *And provided further*, That the Postmaster General may, in his discretion, dispose of any quarterly returns of mails sent or received, which were made up previous to the first day of July, eighteen hundred and fifty, preserving the accounts current, and all vouchers accompanying such accounts, and use such portion of the proceeds thereof as may be necessary to defray the cost of separating and disposing of the same. This act shall take effect and be in force from and after the commencement of the next fiscal quarter after its passage.

Approved June 22, 1854.

NOTE.—The last above act modifies the act of 3d March, 1853, as regards the commissions of Postmasters; hence the "Directions" on page 11 of the United States Post Office Directory of April, 1854, wherein they differ from the present law, are no longer to be followed.

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