

Boston Postal History to 1851

Purpose and Scope


The purpose of this exhibit is to illustrate the evolution of the rates and services of the American postal system from the very early Colonial period through the rate simplification of 1851, shown through the window of the Boston Post Office. The starting point of 1703 was the year in which postal markings were first introduced in America. Specific attention has been paid to include all types of letters handled by the Boston Post Office (e.g., domestic and foreign; private ship and packet steamer; drop letters and printed circulars; letters traveling by railroad and steamboat; etc.), as well as the great variety of postal markings used during the period, and the broad range of ports from which ship letters originated.

Organization

The exhibit is organized by rate period as shown in the table at right, and within rate period, by distance. Information regarding the range of time in which the markings were used is contained in a light gray box. The term “earliest (or latest) reported” refers to the dates for markings listed in *Blake & Davis: Boston Postmarks to 1890*. “Earliest (or latest) known” includes those covers which the exhibitor owns or has seen.

Legend

Important or unusual items are framed in red.

Primary research on the part of the exhibitor is noted by the icon 

• Forerunners	1639-1693	From the First Boston Post Office up to the Neale Patent
• Neale Patent	1693-1711	The First Inter-Colonial American Post
• Queen Anne Act	1711-1765	Rates established in sterling or in coined silver. Letters sent within New England stated in inflating local currency.
• Act of King George III	1765-1775	Queen Anne rates maintained; extended in zones of 100 miles.
• Mass. Provisional Post	1775	Independent post established; main P.O. in Cambridge.
• Acts of the Constitutional and Confed’n Congresses	1777-1792	Rates at pre-War levels; increased as currency devalued.
• Act of Congress	Feb. 1792 (eff. June 1)	Pre-war rates re-established 1782. Reduced by 25% in 1787.
• Act of Congress	Mar. 1799	First rates under Constitution.
• Act of Congress	Dec. 1814 (eff. Feb. 1)	Rate zones reduced from nine to six. Ship fee reduced.
• Act of Congress	Mar. 31-Apr. 30, 1816	Rates increased by 50% to help pay for War of 1812.
• Act of Congress	Apr. 1816 (eff. May 1)	Rates restored to those of March 1799
• Act of Congress		Rate zones reduced from six to five; 150-400 mile rate changed from 18½c to 18¾c in 1835.
• Acts of Congress	Mar. 1845/ Mar. 1847 (eff. July 1)	Rates greatly simplified. Printed circular rates established.
• Boston Penny Post	Feb. 18, 1849	Carrier service to post office and within Boston; adhesives issued.
• Cunard Steamship Era	June 3, 1840- June 30, 1851	First transatlantic mail steamers. U.S. and U.K. retaliate over payment for sea post. First U.S.-U.K. Treaty signed late 1848.

Forerunners

In Massachusetts-Bay, Richard Fairbanks’ tavern was appointed Boston’s first post office on Nov. 5, 1639, and on Nov. 4, 1646 he was appointed postmaster. His tavern was used as an exchange for letters sent to or arriving from overseas. From 1673-1687, John Hayward was postmaster, responsible for both overseas and domestic letters. In July 1690, a regular post was begun between Boston, Bristol, Mass. and Providence and Newport, R.I. By 1694, postal routes had been established from Portsmouth, N.H. to the James River in Virginia. During John Campbell’s time as Boston postmaster, there was a weekly mail in summer, every two weeks in winter, between Portsmouth and Philadelphia, Pa.

The Earliest Known Letter Datelined at Boston



Boston to Barbados

dateline April 15, 1651

Addressed to Nathaniel Maverick, at Barbados

This letter was sent from Samuel Maverick, one of Boston’s earliest settlers, to his son in Barbados.

This is also the earliest known letter into Barbados.

While it cannot be determined with certainty, this letter may well have been sent via Richard Fairbanks’ post office .

The Earliest Known Domestic Boston Letter in Private Hands



Boston to Pistataqua, NH

dateline November 3, 1685

Addressed “for post at Straw-berry-bank, Pistataqua”*

This letter was sent from Jonathan Campbell, future postmaster of Boston, prior to the introduction of the first Boston postal markings in 1703.

John Hayward’s post office existed in Boston at this time, but it is not possible to determine whether this letter went by post.

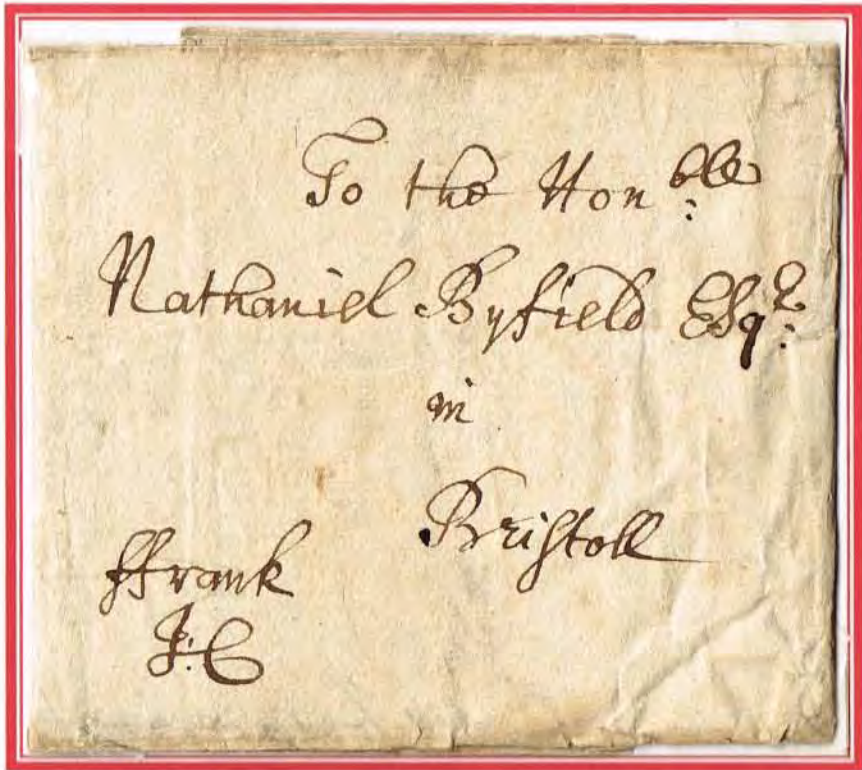
* modern day Portsmouth

On February 17, 1692, Britain granted Thomas Neale a royal patent – or exclusive right – to maintain postal facilities in British Colonial America. Up to this time, there was no American Post Office; individual provinces had established their own posts. Neale appointed Andrew Hamilton Postmaster General the following year, and the first inter-colonial post began on May 1, 1693. Clause 9 of the Neale Patent dealt with mail that could be sent free of postage. With the Act of Queen Anne of 1711, the British Crown repurchased the Neale patent, and took back the direct responsibility for the post.

**The Earliest Recorded American Free Frank
and earliest known Boston postal marking available to philately**

John Campbell, Boston Postmaster (1702-1718)

“ffrank / J:C”



Boston to Bristol, RI

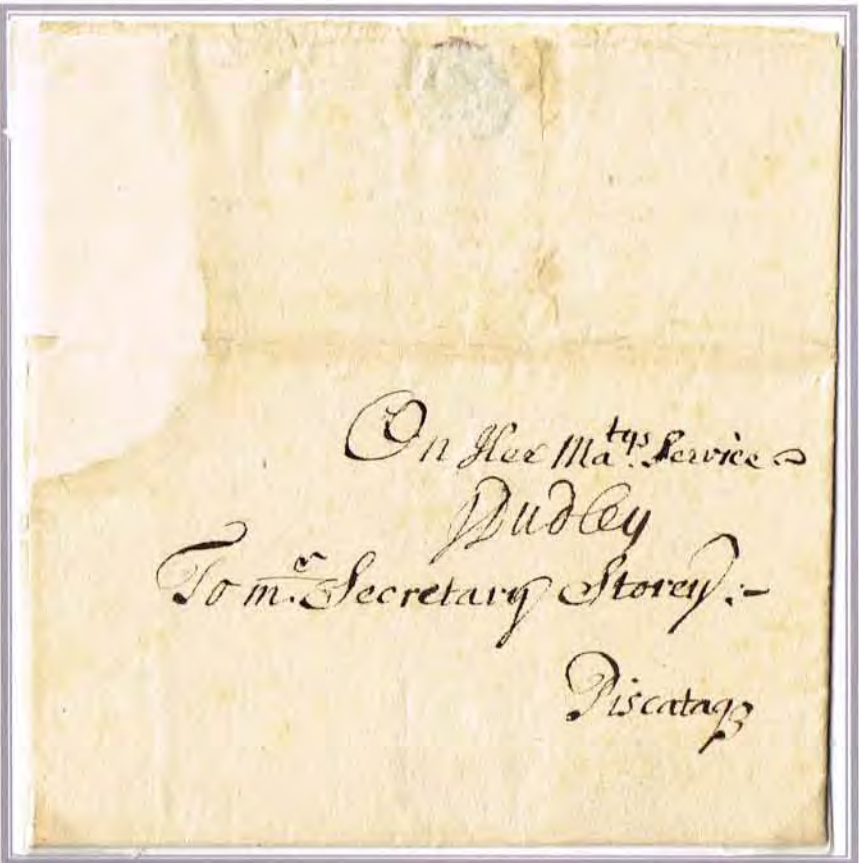
dateline June 9, 1707

This letter concerned the ownership of a stolen silver tankard, which was described in the Boston News-Letter of Oct. 30-Nov. 6, 1706, published by Campbell . It enclosed a second letter from the lawyer representing the original owner, describing certain markings on the tankard. In Campbell’s letter, he requested the opinion of Nathaniel Byfield, Judge of the Admiralty Court on whether or not that evidence of ownership was sufficient. Byfield wrote his (favorable) opinion on the inside of Campbell’s letter and returned it by messenger.

The Only Reported Free Frank of Governor Joseph Dudley

“On Her Ma^{ty} Service / Dudley”

Letters so marked were either handled by military courier,
or if sent by post, the cost was reimbursed by the government.



Boston to Piscataqua, NH

dateline June 11, 1711

This letter was sent to the clerk of the Governor’s council and concerned a meeting to be held later that month in New London, Conn., to discuss secret plans for a simultaneous attack on the French in both Montreal and Quebec. This was one of the last battles of the Queen Anne’s War (1702-1713), the third in a series of four French and Indian wars, pitting England and France in a battle for control of North America.

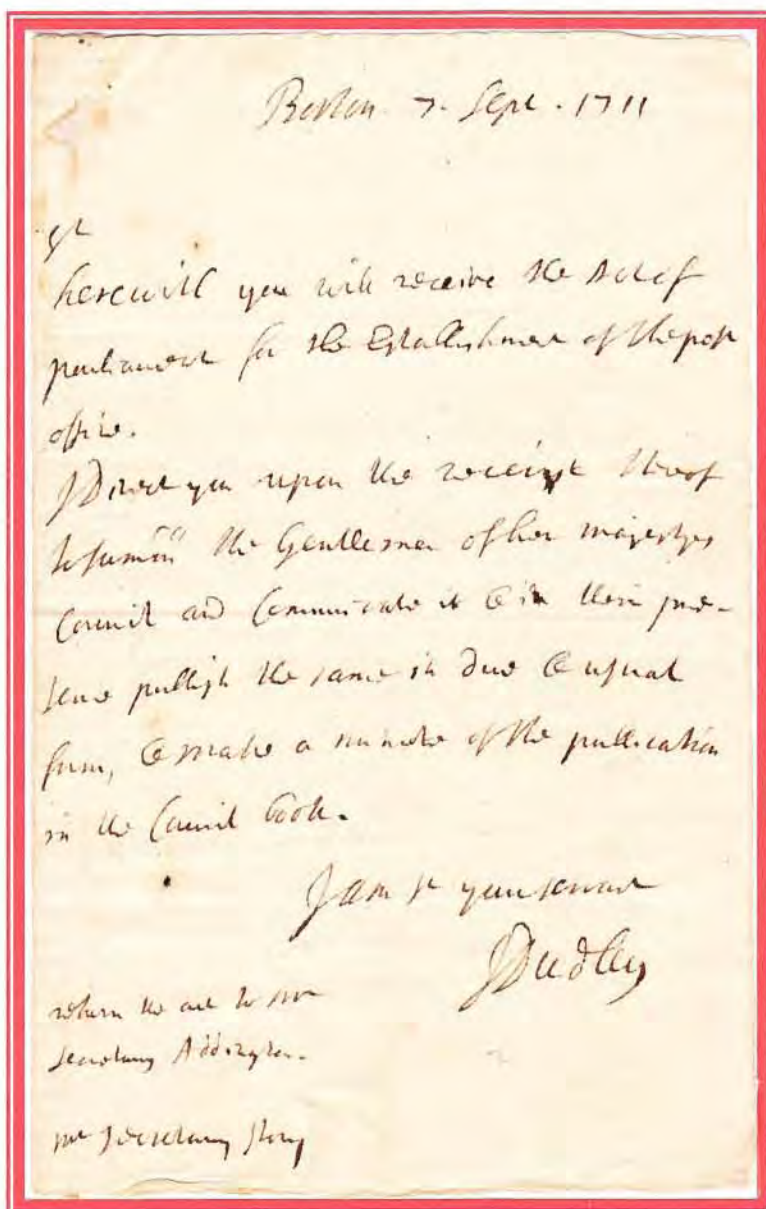
Announcement to the New England Governors

Act of Queen Anne 1711

The British P.O. Act of 1710, known as the Act of Queen Anne, was effective June 1, 1711. It established direct British governmental responsibility for all colonial post offices and created a "chief letter office" at New York. Official rates were in shilling (Sh) and pence (d) and based on distance traveled, but the marked rates were in pennyweight and grains of coined silver (1 Sh sterling = 3 dwt; 1 dwt = 24 gn). The ship letter fee was 16gn.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 60 miles	1dwt, 8gn	2dwt, 16gn	4dwt
60-100 miles	2dwt	4dwt	6dwt
Boston to Connecticut or Maine	3dwt	6dwt	9dwt
Boston to New York	4dwt	8dwt	12dwt
Boston to Philadelphia	7dwt	14dwt	21dwt

Announcement of the "Act of Parliament for the Establishment of the Post Office."



Boston to Piscataqua, NH

dateline September 7, 1711

The first notification of the Act of Queen Anne was sent from Joseph Dudley, Governor of Massachusetts, to the Governors of New England through Charles Storey, Secretary of the Province of New Hampshire.

double ship / 1 oz. ship

In Colonial America, British shillings and pence was uncommon and rates for letters sent **within New England** began to be rated in paper currency called Massachusetts Old Tenor (MOT). From its introduction in 1690 at a 25% discount to British money, MOT had lost additional value such that by 1723, the written rates were 2.3x the official rates in British money. The following 5 pages show how these rates continued to increase through 1754.

<u>Period</u>	<u>Inflation factor</u>	<u>up to 60 miles*</u>	<u>60-100 miles*</u>	<u>Bos. to Conn./ Maine*</u>
1723-31	2.3	9d M.O.T.	1 Sh, 2d M.O.T.	1 Sh, 9d M.O.T.
1735-48	3.5	1 Sh, 2d	1 Sh, 9d	2 Sh, 8d
1748-50	7.0	2 Sh, 4d	3 Sh, 6d	5 Sh, 3d
1750-51	7.5	2 Sh, 6d	3 Sh, 9d	5 Sh, 8d
1752-54	9.0	3 Sh	4 Sh, 6d	6 Sh, 9d

* per single sheet

The rate of 17d British, or 3 shillings, 3d in local currency, was for a 1 oz. ship letter sent up to 60 miles, and included a 1d sterling (~2d local) ship fee.

Ship *unknown*, John Curling, master

This style
manuscript postmark
"BSh"
is known used from
1720-1732.



The rate of 9d British, or 1 shilling, 9d in local currency, was for a double ship letter sent up to 60 miles, and included a 1d sterling (~2d local) ship fee.

c. October 23, 1723

Ship *unknown*, William Dove, master



Devaluation of Local Currency (1736-48)

Act of Queen Anne 1711

up to 60 miles

Boston / Connecticut

single / single ship

single

Local Currency at 3.5 times British Money

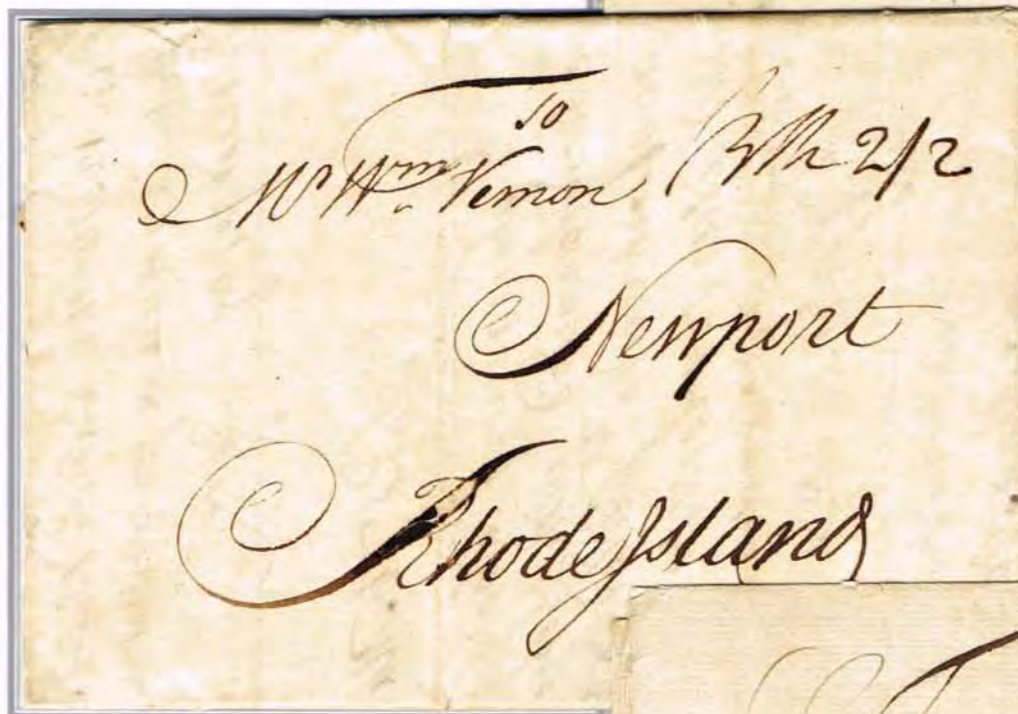
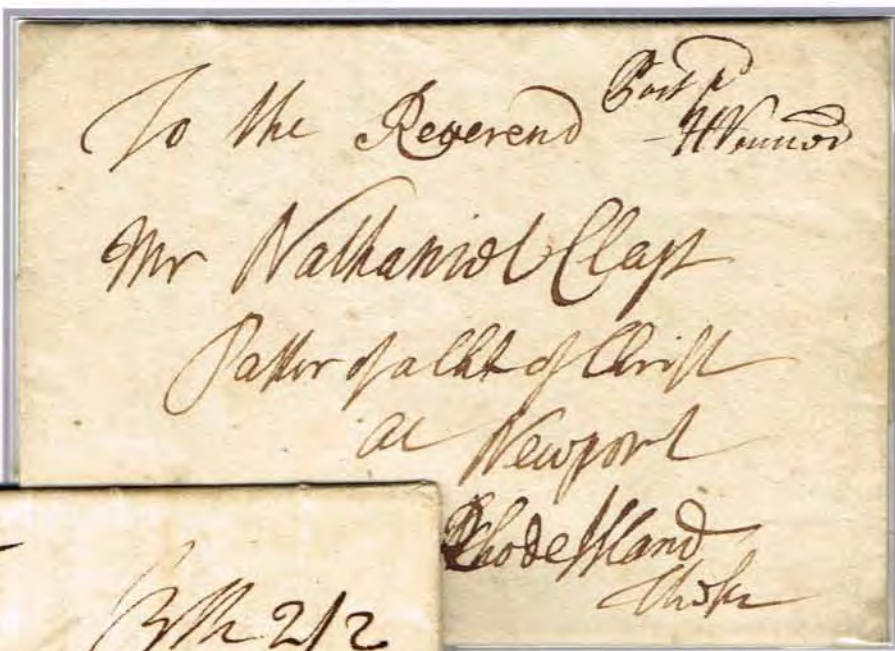
Letters rated in this manner are known from 1735 to 1748.

"Post Pd, H Vennor"

The rate of 4d British, or 1sh, 2d in local currency, was pre-paid. Vennor was assistant deputy PM under Ellis Huske.

Boston to Newport, RI
datelined January 29, 1743

The distance from Boston to Newport is 74 miles. The reduced rate is believed due to lobbying efforts by the merchants of Newport (and Portsmouth, NH), to make the "official" distance between the towns under 60 miles.



The rate of 4d British, or 1sh, 2d in local currency, was for a single letter sent up to 60 miles. The additional 1sh ship fee in inflated currency was an accounting oddity used from 1737 - 1745.

London via Boston to Newport, RI
datelined October 3, 1743

The rate of 9d British, or 2 shillings, 8d in local currency, was for a single letter sent from Boston to Connecticut.

Boston to Hartford, Conn.
c. 1748

This style
manuscript postmark "B^o"
is known used from
1746-1768.



Devaluation of Local Currency (1748-50)

Act of Queen Anne 1711

up to 60 miles

Boston / Connecticut

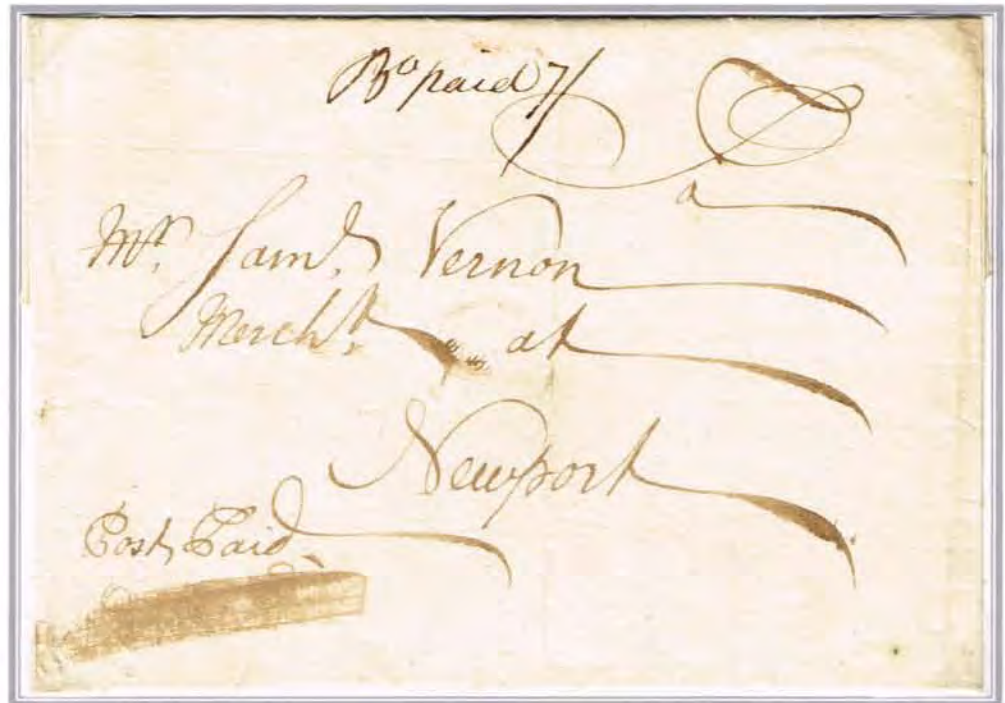
triple

single

Local Currency at 7 times British Money

Letters rated in this manner known from 1748 to early 1750.

The rate of 12d British, or 7 shillings in local currency, was for a triple letter sent up to 60 miles.



Boston to Newport, RI

datelined February 20, 1748

The rate of 9d British, or 5 shillings, 4d in local currency, was for a single letter sent from Boston to Connecticut.



Boston to New London, Conn.

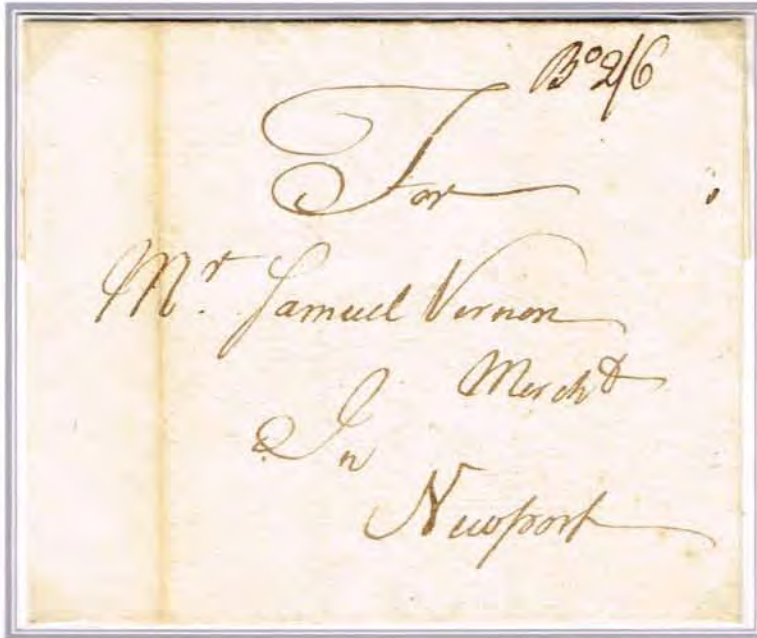
datelined August 28, 1749

up to 60 miles

single / triple

Local Currency at 7.5 times British Money

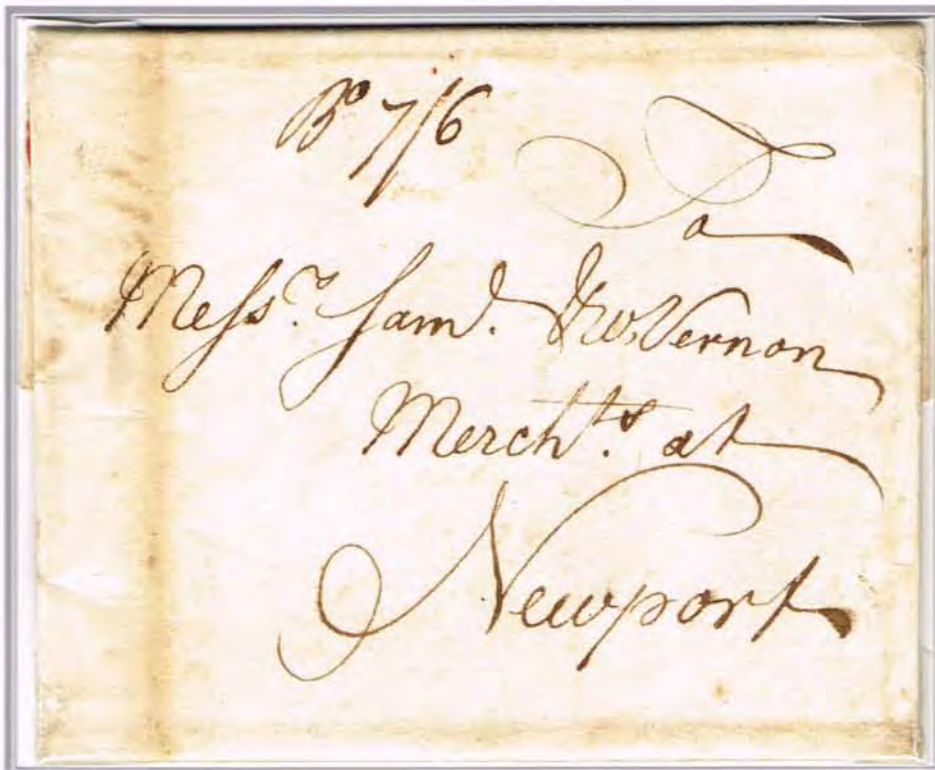
Letters rated at 7.5 times sterling are known from mid-1750 to 1751.



Boston to Newport, RI

datelined October 8, 1750

The rate of 4d British, or 2 shillings, 6d in local currency, was for a single letter sent up to 60 miles.



Boston to Newport, RI

datelined November 19, 1750

The rate of 12d British, or 7 shillings, 6d in local currency, was for a triple letter sent up to 60 miles.

up to 60 miles

single / single ship

Local Currency at 9 times British Money

Letters rated at 9 times sterling are known from 1752 to 1754.



Boston to Piscataqua, NH

datelined June 10, 1754

The rate of 4d British, or 3 shillings in local currency, was for a single letter sent up to 60 miles.

The distance from Boston to Piscataqua (Portsmouth) was 68 miles. As with Newport, there may have been a special "agreement" between the Post and the merchants of Portsmouth.

The rate of 6d British, or 4 shillings, 6d in local currency, was for a single ship letter sent up to 60 miles, and included a 2d sterling (1 shilling, 6d local currency) ship fee.

This style manuscript postmark "B^oSh" is known used from 1746-1758.



London via Boston to Newport, RI

datelined April 10, 1752

Ship Knowles, Benjamin Hallowell, master

Rates on Letters Sent Outside New England

Act of Queen Anne 1711

Boston / Philadelphia

single ship / triple ship

Rates in Pennyweight and Grains

During this period, letters sent from Boston to destinations **outside of New England** were rated not in local currency, but in pennyweight (dwt) and grains (gn) of coined silver (1 Sh sterling = 3 dwt; 1 dwt = 24 gn).

The rate of 7dwt, 16gn in silver was equal to the published rate in sterling for a single ship letter sent from Boston to Philadelphia, and included a 16gn ship fee.

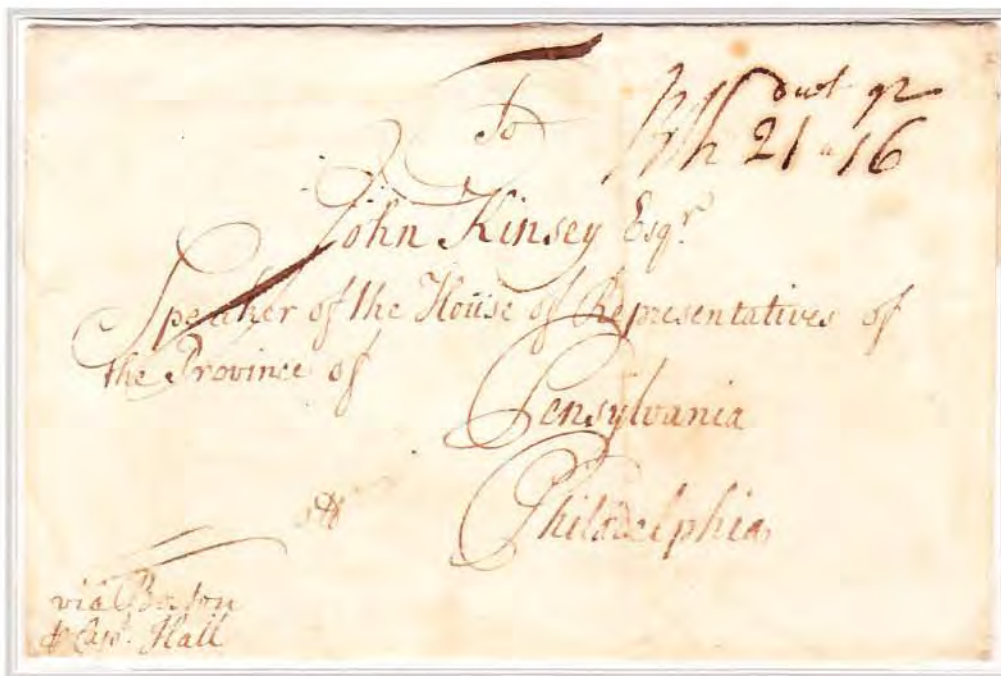
This style manuscript postmark "BSh" is known used primarily from ~1740-1748.



London via Boston to Philadelphia, Pa.

c. February 20, 1742

Ship unknown, Bishop, master



London via Boston to Philadelphia, Pa.

c. April 23, 1743

Ship unknown, Hall, master

The rate of 21dwt, 16gn in silver was equal to the published rate in sterling for a triple ship letter sent from Boston to Philadelphia, and included a 16gn ship fee.

The Free Frank of Ellis Huske, Boston Postmaster (1734-1754)

“Free E Huske”



Portsmouth, NH to Philadelphia, Pa.

received December 28, 1747

Huske was postmaster at Boston, but lived in Portsmouth, NH, because he was Councilor of New Hampshire and a member of the Supreme Court of that Province.

up to 60 miles

single / single

Benjamin Franklin and William Hunter became Deputy Postmasters General in 1753. In 1754, they tried to eliminate confusion from use of different currencies in various Provinces. They instructed postmasters to **rate all letters in pennyweight (dwt) and grains (gn)** of coined silver. Franklin also published rates for letters sent from Boston to various towns from Portsmouth, N.H. to Norfolk, Va. Because of the fixed relationship between coined silver and lawful British money, pennyweight and grains became the official "currency of account."



The rate of 1dwt, 8gn was now the published rate for a single letter sent up to 60 miles.

Boston to Salisbury, Mass.

datelined April 28, 1755



The rate of 1dwt, 8gn was now the published rate for a single letter sent up to 60 miles.

Boston to Providence, RI

docketed March 7, 1763

60-100 miles

single / single ship / double ship

The rate of 2dwt was
now the published rate
for a single letter
sent 60-100 miles.

Boston to Newport, RI
datelined November 19, 1759

To B^o 2^d dwt
Mess^{rs} Wilkinson & Ayrault
Merch^{ts}
In Newport

The rate of 2dwt, 16gn
was now the published
rate for a single ship letter
sent 60-100 miles, and
included a 16gn ship fee.

London via Boston to Newport, RI
datelined June 7, 1763

Ship Devonshire, Hugh Hunter, master

To B^o 2^d dwt
Mess^{rs} Samuel & Will^m Vernon
Merch^{ts}
at
New Port-Rhode Ind
To the care of
Mr Jonathan & Mason
Merch^{ts}
at B^o
P^{er} Capt. Hunter

The rate of 4dwt, 16gn
was now the published
rate for a double ship
letter sent 60-100 miles,
and included a
16gn ship fee.

London via Boston to Newport, RI
datelined May 24, 1764

Ship Hannah, Robert Jarvis, master, 7 weeks

To B^o 4^d dwt
Mess^{rs} Sam^l & Will^m Vernon
Merch^{ts}
at Newport
Rhode Island
W^m Jarvis

Boston / New London
/ New York City
/ Perth Amboy

single
single
triple ship

4dwt 8gn
To
Mr George Fitch
att
New Castle in New
Hampshire
to the Care of Wm Tyler
Kilbey in Boston

The initial rate of 3dwt was now the published rate for a single letter sent from New London to Boston. The total of 4dwt, 8gn included the additional 1dwt, 8gn for a single letter forwarded up to 60 miles.

New London-Boston-New Castle, NH
 datelined Jan. 26, 1760

The rate of 4dwt was now the published rate for a single letter sent from Boston to New York. Also indicated is the rate of 1 shilling, 8d in local New York currency.

Boston to New York, NY
 datelined September 24, 1764

To Mr Tho Newton
merc
New York

To Bph
Rob^t Lawrence Esq.
Speaker of the House of Representatives
of New Jersey
Perth Amboy
via Boston

The rate of 15dwt, 16gn was now the published rate for a triple ship letter sent from Boston to Perth Amboy, and included a 16gn ship fee.

London via Boston to Perth Amboy, NJ
 c. March 24, 1755
 Ship unknown, Gordon, master, 8 weeks

Boston / Philadelphia

single / single ship / double

Sent Post Paid

The rate of 7dwt was now the published rate for a single letter sent from Boston to Philadelphia. The rate in local Pennsylvania currency was unnecessary as the letter was post paid.

Boston to Philadelphia, Pa.
received June 10, 1761

Postage paid
To Bos post paid 7 dwt
Mr John Reynell
Messrs
at Philadelphia

3d
To
Mr John Reynell
Merchant for
Philad^a

The rate of 7dwt, 16gn was now the published rate for a single ship letter sent from Boston to Philadelphia, and included a 16gn ship fee. Also indicated is the 3 shilling, 3d rate in local Pennsylvania currency.

Liverpool (?) via Boston
to Philadelphia, Pa.

received October 27, 1758

The rate of 14dwt was now the published rate for a double letter sent from Boston to Philadelphia.

Boston to Philadelphia, Pa.
received December 24, 1760

The manuscript
"Bos"
is known used from
1760-1767.

To Bos - 14 dwt
Mr John Reynolds
Messrs
at Philadelphia

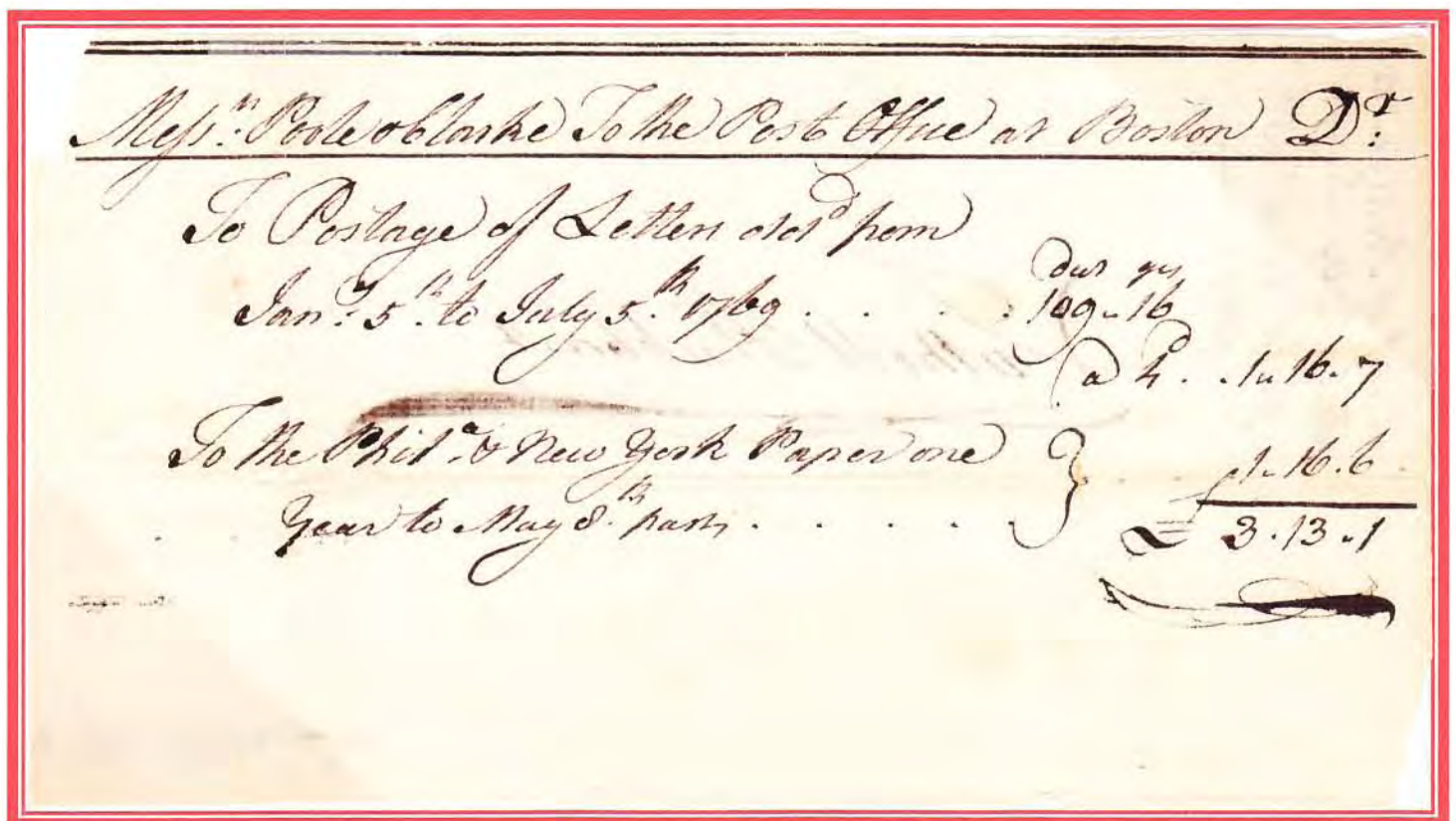
Tuthill Hubbart Postal Invoice

Act of King George III 1765

The Act of King George III was enacted Oct. 10, 1765, with the first recorded letter bearing these new rates datelined Dec. 6. The Act retained the single letter inland rates of 1dwt, 8gr to 60 miles, and of 2dwt for 60-100 miles; greater distances introduced a charge of 16gr per additional 100 miles. The ship fee remained at 16gn.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 60 miles	1dwt, 8gn	2dwt, 16gn	4dwt
60-100 miles	2dwt	4dwt	6dwt
100-200 miles	2dwt, 16gn	5dwt, 8gn	8dwt
200-300 miles	3dwt, 8gn	6dwt, 16gn	10dwt
300-400 miles	4dwt	8dwt	12dwt

**Post Office Account for Messrs Poole & Clarke for the first half of 1769,
in accordance with rates established by the Act of King George III.**



(Reverse @ 50%)

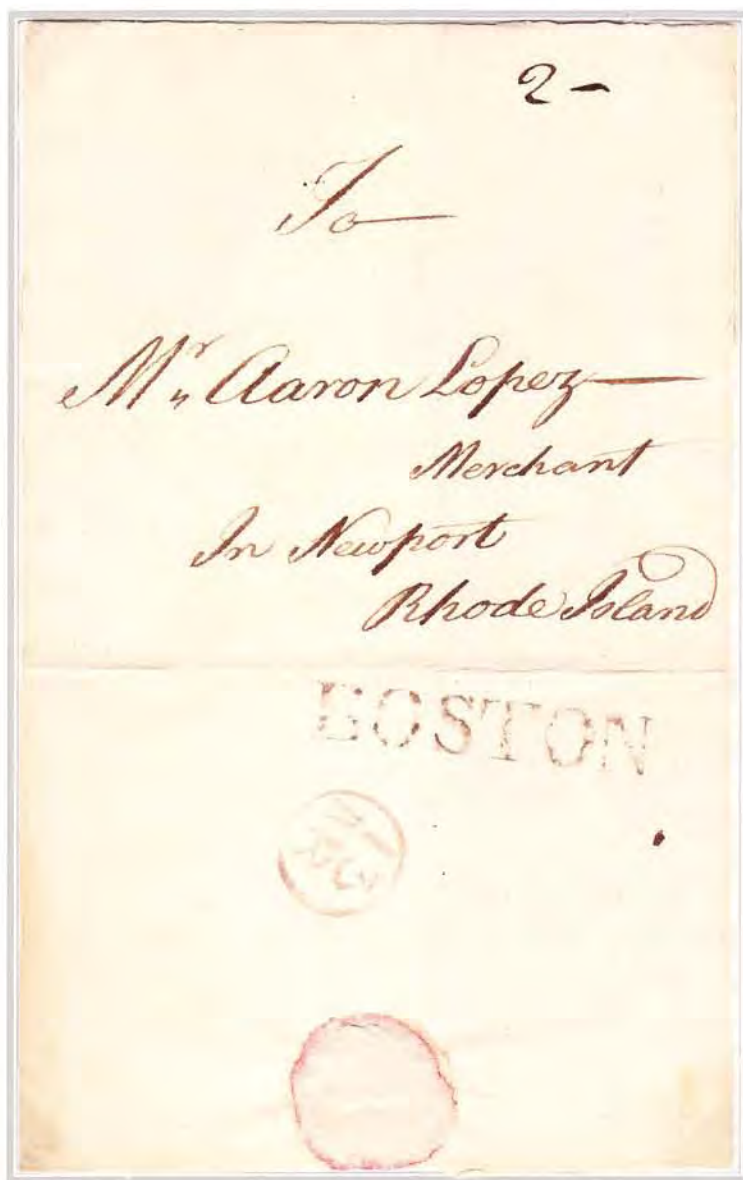
Signed on the reverse by Tuthill Hubbart, last Royal Postmaster of Boston (1756-1776)

up to 60 miles

single

The First Colonial Boston Straight-line Hand Stamp

In February 1769, Boston began using a straight-line hand stamp for the first time. For several months, it was struck in **violet**, as in the example below. Likely because this shade did not show up well, it was changed to red and then magenta. As was the custom at this time, the hand stamp was almost always placed on the reverse of the letter.



Boston to Newport, RI

March 13, 1769

The rate of 2dwt was
for a single letter
sent 60-100 miles.

This 43½ x 7½mm
Boston S/L hand stamp
is reported used
in **violet** from Feb. 2
to July 24, 1769.

BOSTON

60-100 miles
300-400 miles

triple ship
single ship



The rate of 6dwt, 16gn was for a triple ship letter sent 60-100 miles, and included a 16gn ship fee.

London via Boston to
Newport, RI

October 8, 1770

Ship *London*, Calef, master

This 43½ x 7½mm Boston
S/L hand stamp
is reported used in **red**
from Sept. 21, 1769
to June 6, 1771.

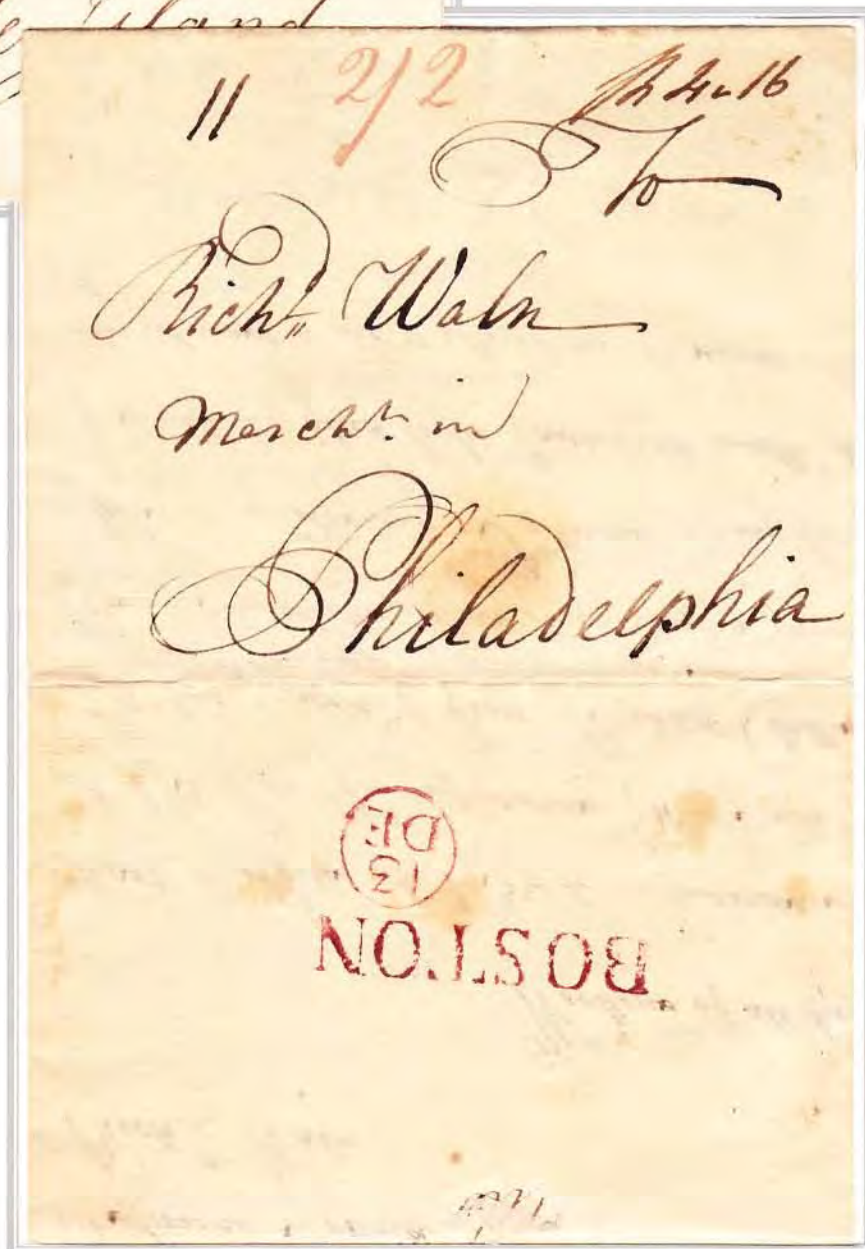
The rate of 4dwt, 16gn was for a single ship letter sent 300-400 miles, and included a 16gn ship fee. Also noted is the 2 shilling, 2d rate in local Pennsylvania currency.

Leeds, Eng. via Boston to
Philadelphia, Pa.

December 13, 1773

Brig unknown, Randall, master

This 43½ x 7½mm Boston
S/L hand stamp
is reported used in
magenta from April 12,
1770 to Oct. 10, 1774.



Last Colonial Boston Straight-Line Postmark

Act of King George III 1765

200-300 miles

single

The Last Hand Stamp of the British Colonial Post Office at Boston

This "BOSTON" straight-line hand stamp is known used from February 20 to June 4, 1775. During that time, the Battle of Lexington and Concord occurred, and this would be then considered an occupation mark. After June 4, the primary post office was moved to Cambridge and it was connected with other independent post offices from Falmouth, Maine to the Carolinas.

The rate of 3dwt, 8gn was for a single letter sent 200-300 miles. Also noted is the 1 shilling, 8d rate in local New York currency.

This 27½ x 4½mm Boston S/L hand stamp is known used from Feb. 20 to June 4, 1775.

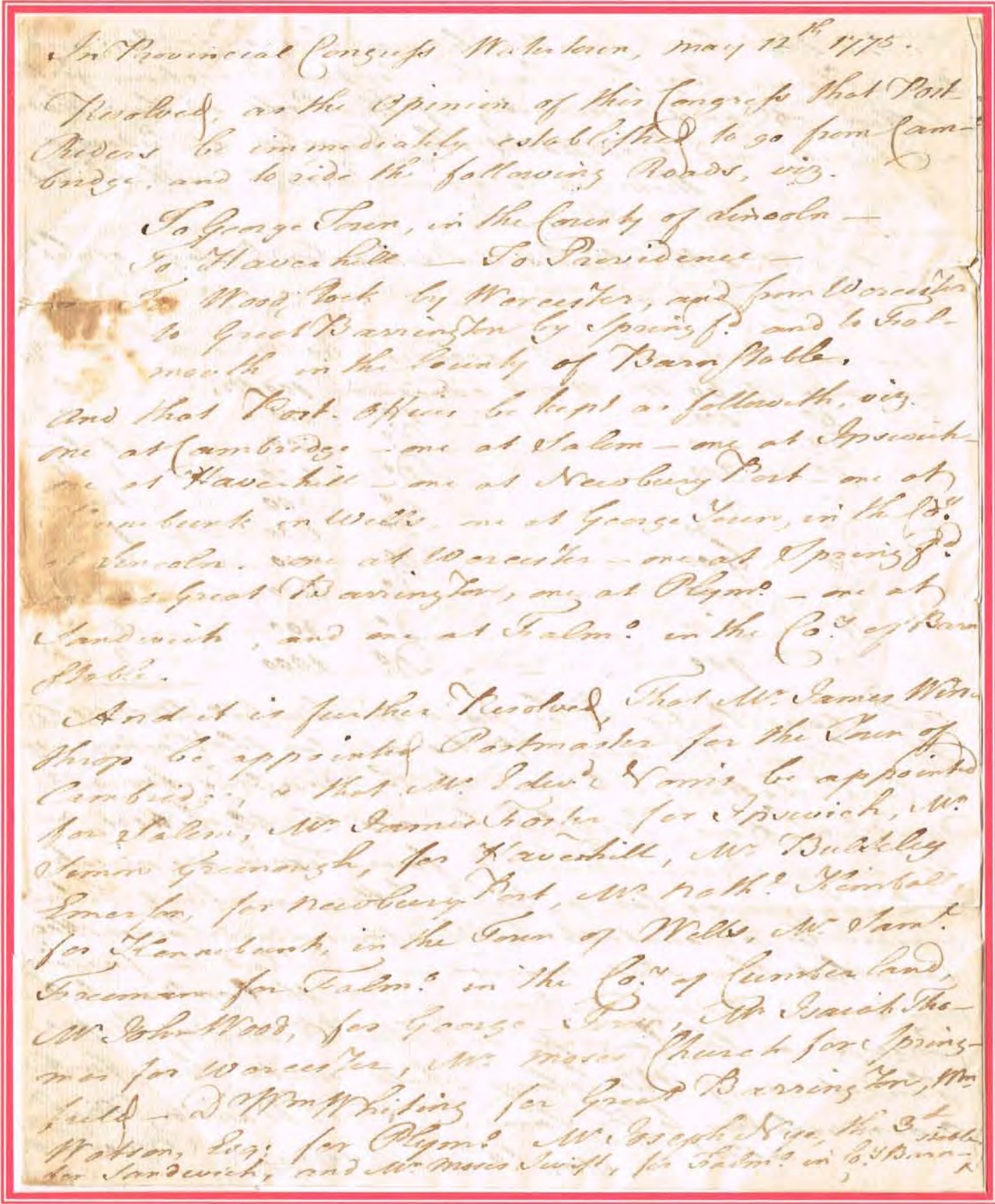
BOSTON



Boston to New York, NY

March 2, 1775

An Original Manuscript Copy of the Act Establishing an Independent Post in Massachusetts



By this time, the port of Boston had been closed to general commerce by the British and the Revolutionary War had begun at Lexington and Concord. The Boston Committee of Safety recommended that “the Provincial Congress take the concerns of the Massachusetts Post Offices into their own hands.”

On May 13, 1775, the Massachusetts Provincial Congress authorized an independent postal system in the state, with the main post office at Cambridge (Boston was still in the hands of the British), and thirteen others in key towns – Haverhill, Salem, Ipswich, Newburyport, Georgetown, Worcester, Springfield, Great Barrington, Sandwich, Plymouth and Falmouth, in Massachusetts; and Kennebunk and Falmouth, in the District of Maine.

The Congress also established zoned postal rates up to 1000 miles, to be paid in the “lawful money of this Colony.”

For any distance not exceeding	60 miles	0s.	5¼d
Upwards of 60 miles, and not exceeding	100 miles		8 d
Upwards of 100 miles, and not exceeding	200 miles		10½d
Upwards of 200 miles, and not exceeding	300 miles	1s.	0 d
Etc., in increments of 2½ -3d per 100 miles.			

This post lasted only a few months, and by November 1775, rates were again being stated in pennyweights and grains of silver, according to the Act of the Continental Congress of Sept. 30.

One of only two recorded examples.

The other is in the Rhode Island State Archives.

A First-Hand Report of the Events of March 2 – 17, 1776 leading to the
Evacuation of the British from Boston and the Re-opening of the Boston Post Office



This letter was written by Captain George Elliot, aboard the ship *James and William* on March 18, 1776, five miles from Boston at the King's Road. In it, he describes the previous two weeks – the fortification of Dorchester Heights, the British realization that they were isolated by the cannon, the failed attempt to assault the Heights, the decision to evacuate the town, and the chivalry of the Continental Army during the evacuation.

"The enemy had thrown up such works on Dorchester hills, as could not probably have been done, by the opinion of everybody, with less than ten thousand men."

The Siege of Boston was the opening phase of the American Revolution. It began on April 19, 1775, after the Battles of Lexington and Concord, when militiamen surrounded Boston, limiting resupply to naval operations. In November, Washington sent Henry Knox to bring 60 tons of heavy artillery captured at Ticonderoga back to Boston. After an epic struggle, Knox arrived back in January 1776, and in March fortified Dorchester Heights with those cannon. British ships in Boston Harbor were within range of these cannon, putting it and the troops in the city at risk. Having been prevented by a storm from assaulting the Heights, the British decided to abandon the town and evacuated Boston on March 17, 1776.

The initial rate of 2 shillings was the British rate for a double packet letter sent to London. An additional 8 pence (2x4d) was added for a double letter sent from London to Devon.

(@45%)



Dear Chaundry. On Board the *James and William* Trans-
port about 5 miles from Boston
18th March 1776. King Road.

On the 2^d Instant at 1/2 past 11. o'clock at night
the Rebels began a cannonade on the Town from some
new works that they had thrown up on the Cambridge side
and at the same time they opened a Bomb Battery, and
threw several Shells into the Town. I happened to be
on the Line Guard leading to Beaumont, and at the
same time they began to cannonade us, and likewise
opened another Bomb Battery ~~opened~~ which they
continued to play upon us all night without doing
us any kind of hurt, except a few houses in the Town
disfigured by the Shot and Shells, this sort of work
they continued from time to time, but on the Monday
night of the 4th inst. in particular, when a general
cannonade began on all sides, and shells thrown from
all quarters. this continued the whole night, but
to our great surprise on the Tuesday morning
the enemy had thrown up such works on Dorches-
ter hills, as could not probably have been done, by the opinion
of every body with less than Ten Thousand Men, we
then found our selves so beleagued all round, that
a disposition was made for attacking those Hills
on the Tuesday evening, four Reg^{ts} embarked and
fell down to the *William* in order to land

60-100 miles

single

The Continental Congress Post

The Second Continental Congress, meeting in Philadelphia, had first established a General Post Office on July 26, 1775. It proposed postal rates 20% less than those under the King George III Act of 1765. On September 30 of that year, the July Resolution was suspended and the 1765 rates were adopted as the standard rates, but expressed only in pennyweight and grains of silver.

One of Two Recorded Boston 1776 Straight Line Hand Stamps in Yellow

Boston to Portsmouth, NH

May 16, 1776

The rate of 2dwt was for a single letter sent 60-100 miles.

Rates by Zone

Resolution of the Continental Congress, Oct. 17, 1777

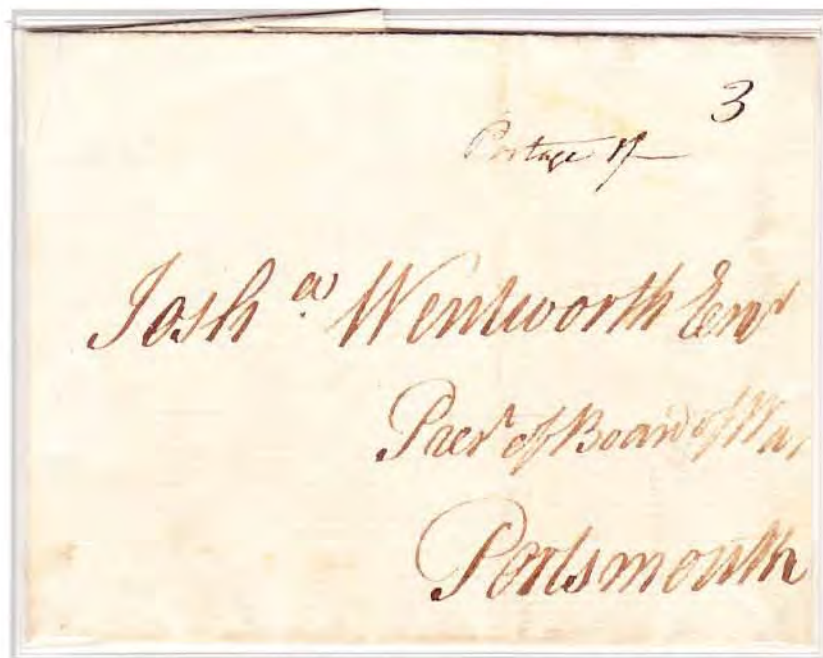
60-100 miles

single

100-200 miles

single

On October 17, 1777, a new Resolution of Congress set rates 50% higher than the Act of 1765, reflecting a decrease in the value of the recently created Continental currency.



The rate of 3dwt
was for a single
letter sent
60-100 miles.

Boston to Portsmouth, NH

datelined May 7, 1778

Way Letter

The rate of 4dwt
was for a single
letter sent
100-200 miles.

A "way" letter was one handed to an official mail carrier on his way between two post offices. The carrier delivered it to the first post office at which he arrived.

The word "way" was written as an accounting device. The fee charged for this service was paid by the sender and not added to the rate.



Boston to Falmouth, Maine

datelined January 7, 1779

Rates by Zone

Resolution of Apr. 16, 1779

600-700 miles

single

The Resolution of the Second Continental Congress, April 16, 1779, doubled the rates of 1777. The devaluation of Continental currency continued.



Boston to Fredericksburg, Va.

docketed Nov. 11, 1779

The rate of 18dwt was for a single letter sent 600-700 miles.

Rates by Zone

Resolution of Feb. 24, 1781

100-200 miles

single

After a series of additional rate increases in 1779-1780, rates were reduced dramatically on Dec. 12, 1780 to half those of 1765 and 1775. This reduction lasted only 10 weeks.

On Feb. 24, 1781, in one of the last acts of the Second Continental Congress, rates were set at “double the sums paid before the commencement of the present war.” The Continental Congress Post lasted until the Articles of Confederation were ratified (March 1, 1781) and a new Resolution was passed in October of that year.



Boston to New Haven, Conn.

datelined October 4, 1781

The rate of 8dwt was for a single letter sent 100-200 miles.
Also noted was the 5 shilling, 6 pence rate in local Connecticut currency.

The “**B**” on this letter has previously been assumed to stand for Boston.
Some students of Boston postal history now believe it may represent “**B**out”.

Rates by Zone

Resolution of the Confederation Congress, Oct. 19, 1781

100-200 miles

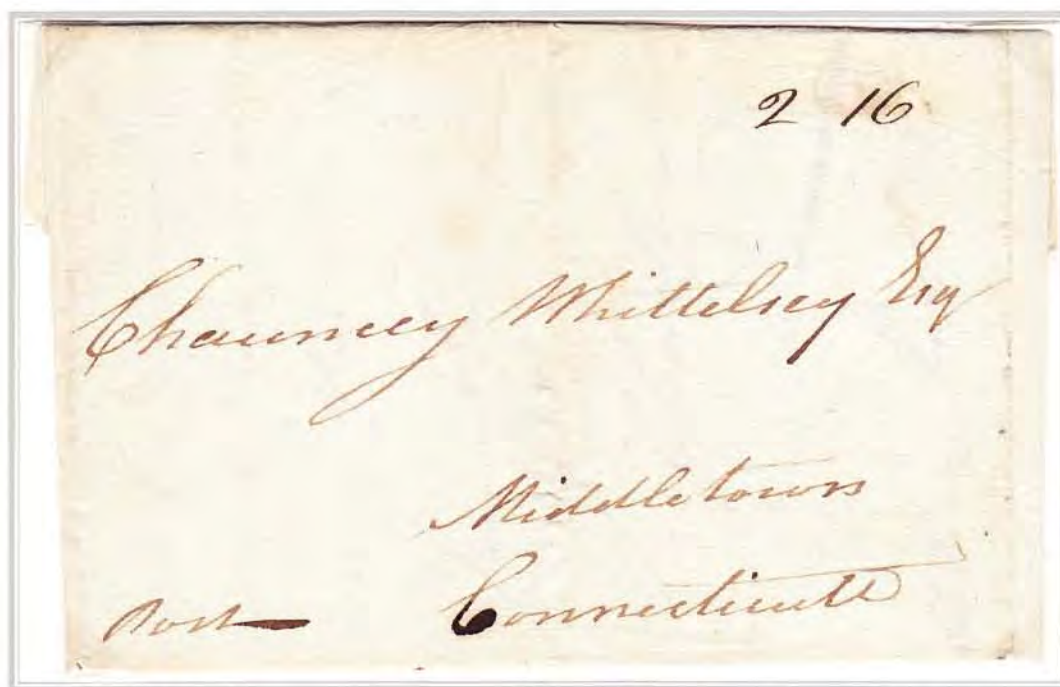
single

The Confederation Post

Final ratification of the Articles of Confederation occurred on March 1, 1781. In a resolution passed on Oct. 19, 1781 (eff. Jan 1, 1782), the Congress of the Confederation determined that "that the price to be paid for the postage of letters be reduced to what it was at the commencement of the present war."

The Confederation Post lasted until the Constitution was ratified (March 4, 1789) and the U.S. Congress passed a new postal act in 1792.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 60 miles	1dwt, 8gn	2dwt, 16gn	4dwt
60-100 miles	2dwt	4dwt	6dwt
100-200 miles	2dwt, 16gn	5dwt, 8gn	8dwt
200-300 miles	3dwt, 8gn	6dwt, 16gn	10dwt
300-400 miles	4dwt	8dwt	12dwt



Boston to Middletown, Conn.

datelined July 3, 1782

The rate of 2dwt, 16gn was for a single letter sent 100-200 miles.

Rates by Zone

Ordinance of the Confederation Congress, Oct. 18, 1782

up to 60 miles
60-100 miles

single ship
single

The Postal ordinance of Oct. 18, 1782, passed by the Confederation Congress, continued the rates established one year earlier.



London via Boston to Providence, RI

April 30, 1787

Ship *Neptune*, John Scott, master

The rate of 2dwt was for a single ship letter sent up to 60 miles, and included a 16gn ship fee.

This 25 x 3½mm Boston S/L hand stamp is reported used only in brown-black from Mar. 10 to Aug. 6, 1787.

BOSTON

Sent to a signer of the Declaration of Independence

The rate of 2dwt. was for a single letter sent 60-100 miles.

This 25 x 3½mm Boston S/L hand stamp is reported used only in brown-black from Mar. 10 to Aug. 6, 1787.

BOSTON



Boston to Portsmouth, NH

December 26, 1782

100-200 miles

200-300 miles

singlesingle

The rate of 2dwt, 16gn
was for a single letter
sent 100-200 miles.



Boston to New Milford, Conn.

February 13, 1783



Boston to New York, NY

November 18, 1787

The rate of 3dwt, 8gn
was for a single letter
sent 200-300 miles.

Also indicated is a
rate of 1 shilling, 8d in
local New York
currency.

This 28½ x 5mm Boston
S/L hand stamp is reported
used only in brown-black
from June 25, 1787 to July
21, 1789. It is also seen
infrequently in the 1790s.

BOSTON

300-400 miles

single / single

The rate of 4dwt was for a single letter sent 300-400 miles.

This 27 x 3mm Boston italicized S/L hand stamp is known used in olive from Oct. 30 to Nov. 27, 1783; in red from April 1783 to June 27, 1785; and in magenta on Dec. 5, 1785.

This is the latest reported example of a Boston town mark in olive.

BOSTON



Boston to Philadelphia, Pa.

November 27, 1783

The rate of 4dwt was for a single letter sent 300-400 miles.

This 28 x 5mm Boston S/L hand stamp is reported used in brown-black from Mar. 7, 1787 to Aug. 11, 1789; and in black from June 22 to July 19, 1789.

BOSTON



Boston to Philadelphia, Pa.

September 30, 1787

400-500 miles

500-600 miles

singledouble

The rate of 4dwt, 16gn was for a single letter sent 400-500 miles. Also indicated is a rate of 2 shillings, 4d in local New York currency.

Boston to Albany, NY

May 5, 1787

The rate of 10dwt, 16gn was for a double letter sent 500-600 miles. It was carried privately from Hingham to Boston. Also indicated is a rate of 3 shillings, 8d in local Virginia currency.

BOSTON

This 30½ x 5mm Boston S/L hand stamp is reported used in brown-black on Dec. 1, 1785, in black from 1786 to Nov. 17, 1786; and in magenta from Jan. 2, 1786 to March 1787.



Hingham, Mass. via Boston to Alexandria, Va.

September 26, 1785

Free / Member of Congress Res. of the Confederation Congress, Oct. 20, 1787

The Resolution of the Confederation Congress of October 20, 1787 (eff. April 5, 1788) reduced the postal rates by “nearly twenty five percentum as will consist with the present mode of calculating pennyweights and grains of silver in order to reduce them to the currencies of the various states.” The ship letter fee remained at 16gn.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 60 miles	1dwt	2dwt	3dwt
60-100 miles	1dwt, 8gn	2dwt, 16gn	4dwt
100-200 miles	2dwt	4dwt	6dwt
200-300 miles	2dwt, 16gn	5dwt, 8gn	8dwt
300-400 miles	3dwt	6dwt	9dwt



Boston to New York, NY

June 28, 1789

Per the Ordinance of Oct. 18, 1782: “And be it further ordained by the authority aforesaid, that letters, packets, and despatches to and from the members and secretary of Congress, while actually attending Congress... shall pass and be carried free of postage.” This clause was still in effect at this time.

George Thacher represented the Maine District of Massachusetts in Congress from March 1789 to March 1801.

up to 60 miles
60-100 miles

1 oz. ship / 1¼ oz. ship
single ship

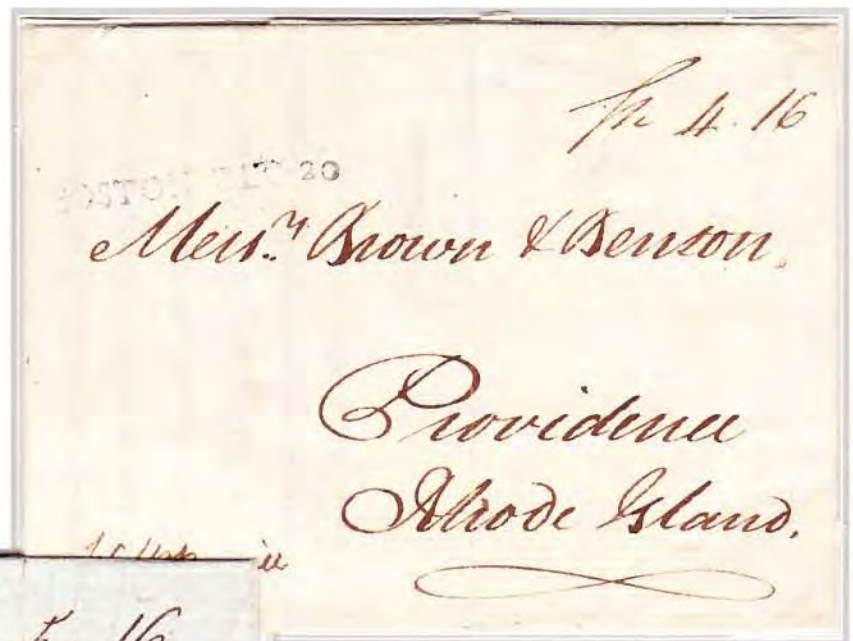
The rate of 4dwt, 16gn was for a 1 oz. ship letter sent up to 60 miles, and included a 16gn ship fee.

London *via* Boston to Providence, RI

December 20, 1790

Brig *Triton*, Burrell, master

This type of Boston S/L hand stamp is known used in brown-black and black from July 19, 1789 to May 20, 1792.



The rate of 5dwt, 16gn was for a 1¼ oz. ship letter sent up to 60 miles, and included a 16gn ship fee.

L'Orient, France *via* Boston to Providence, RI

October 18, 1790

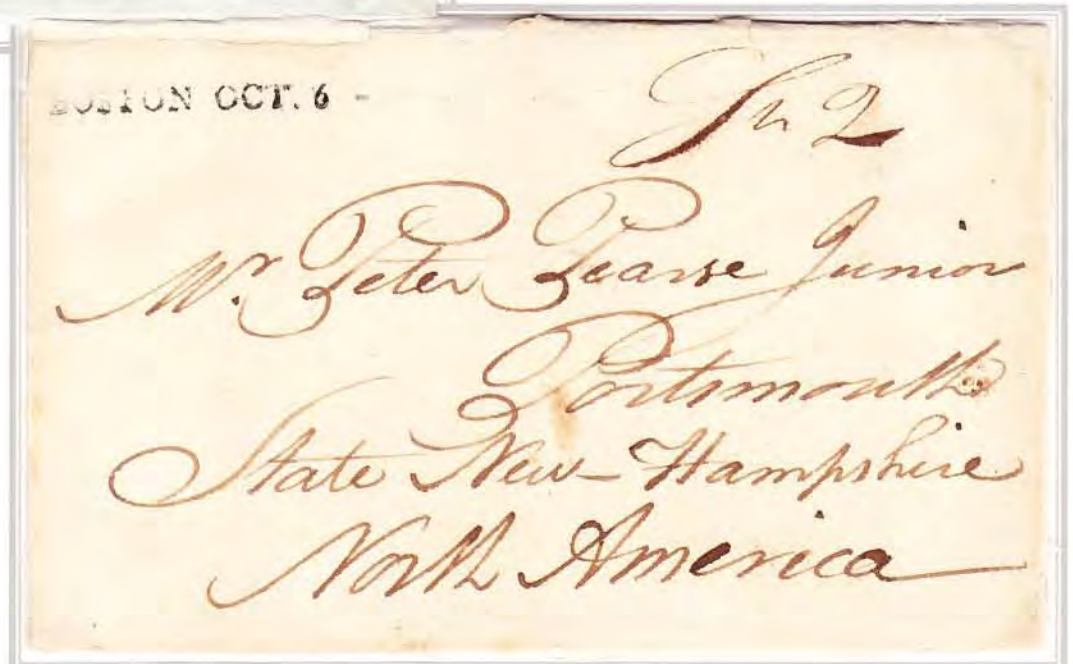
Brig *Lively*, Kelley, master

The rate of 2dwt was for a single ship letter sent 60-100 miles, and included a 16gn ship fee.

Grenada *via* Boston to Portsmouth, NH

October 6, 1789

Brig *Fanny*, Daniel Ross, master,
 23 days from St. Bartholomews



200-300 miles

single / triple

The rate of 2dwt, 16gn was for a single letter sent 200-300 miles. Also noted was 1 shilling, 4d in New York local currency.



Boston to New York

November 18, 1789

The rate of 8dwt is for a triple letter sent 200-300 miles. Also indicated is a 4 shilling rate in local New York currency.



Boston to New York

June 4, 1789

300-400 miles

single / double ship



The rate of 3dwt, was for a single letter sent 300-400 miles. Also indicated is a rate of 1 shilling, 5d in local Pennsylvania currency.

Boston to Philadelphia, Pa.

May 10, 1789



The rate of 6dwt, 16gn was for a double ship letter sent 300-400 miles, and included a 16gn ship fee. Also indicated is a rate of 3 shillings in local Pennsylvania currency.

Bilbao, Spain via Boston to Philadelphia, Pa.

March 9, 1791

Schr Eagle, Trask, master

Final ratification of the United States Constitution occurred on March 4, 1789. On February 20, 1792, Congress passed "An Act to establish the Post Office and Post Roads within the United States." Effective on June 1, rates were for the first time stated in dollars and cents. There were nine postal zones and ship letters were charged 4c, either for delivery at the port or in addition to the zoned rate for those delivered inland. These rates were re-enacted on May 8, 1794.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 30 miles	6c	12c	18c
30-60 miles	8c	16c	24c
60-100 miles	10c	20c	30c
100-150 miles	12½c	25c	37½c
150-200 miles	15c	30c	45c
200-250 miles	17c	34c	51c
250-350 miles	20c	40c	60c
350-450 miles	22c	44c	66c
over 450 miles	25c	50c	75c



Boston to Philadelphia, Pa.

December 16, 1793

Per Section 19, "That the following letters and packets, and no other, shall be received and conveyed by post, free of postage, under such restrictions as are hereinafter provided, that is to say: ...all letters and packets, not exceeding two ounces in weight, to or from any member of the Senate or House of Representatives... during their actual attendance in any session of Congress, and twenty days after such session."

John Langdon was the first Senator from New Hampshire, and served from Apr. 1789 to Mar. 1801.

This 24 x 3½mm Boston S/L hand stamp is reported used in black from Dec. 26, 1792 to Nov. 7, 1796.

BOSTON

This "Free" hand stamp is reported used from May 23, 1796 to July 2, 1801.

This example is a new earliest known use.

Rates by Zone

30-60 miles

Act of the U. S. Congress, Feb. 20, 1792

single

A very early letter from the Northwest Territory (NWT)



Marietta, Ohio *via* Boston to Providence, RI

October 21, 1792

The letter entered the mails at Boston, with a rate of 8c for a **single letter** sent 30-60 miles.

Marietta was established in 1788 as the first permanent American settlement in the NWT. This letter was datelined at Marietta on Sept. 16, 1792, prior to there being a post office at Marietta and prior to any mail route between the NWT and the East. It notes the defeat of the Army in November 1791 (under General Arthur St. Clair) – the greatest defeat of the American army by Native Americans in history.

30-60 miles

single ship / double / double ship

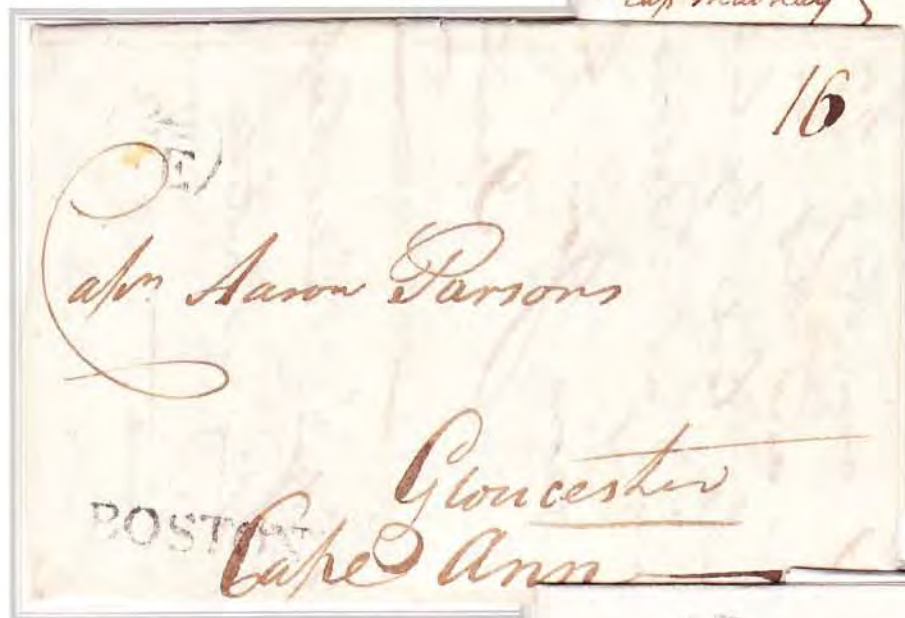
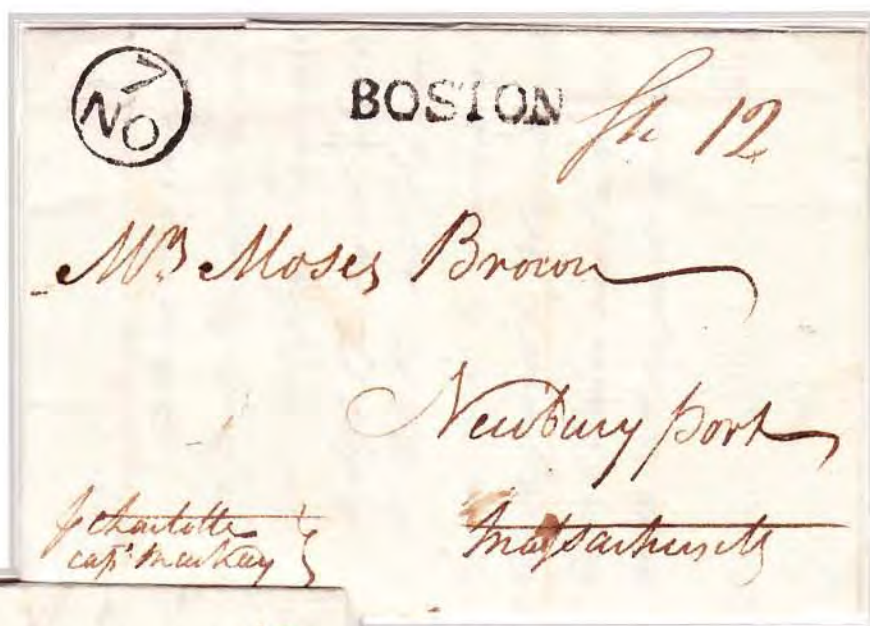
The rate of 12c was for a single ship letter sent 30-60 miles, including a 4c ship fee.

London via Boston
to Newburyport, Mass.

November 7, 1792

Ship *Neptune*, John Scott, master

The 28½ x 5mm "BOSTON" hand stamp is reported used in black sporadically from June 22, 1789 until Jan. 16, 1801, when the first Boston CDS was introduced.



The rate of 16c was for a double letter sent 30-60 miles.

Boston to Gloucester, Mass.

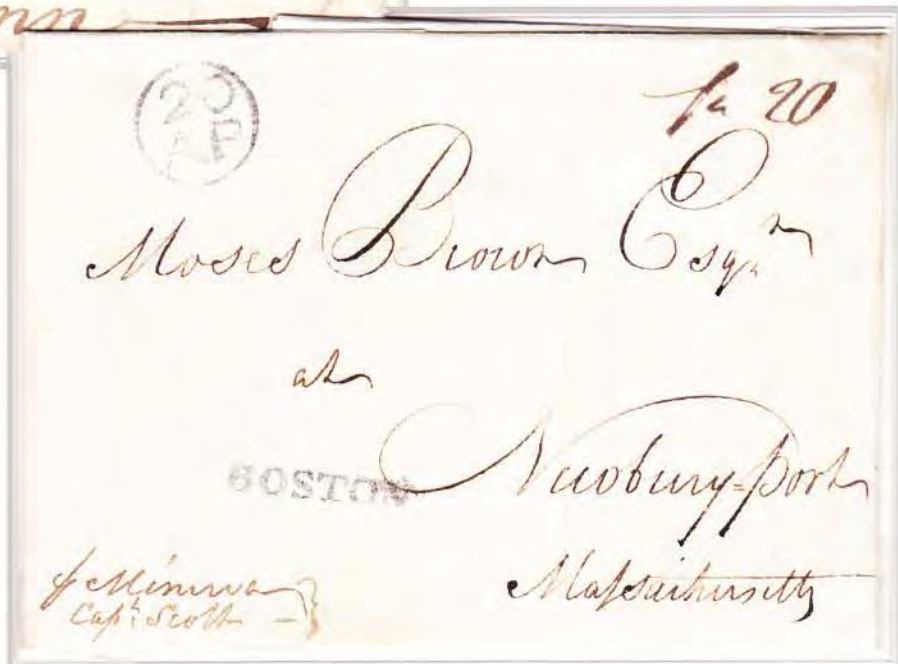
February 24, 1798

The rate of 20c was for a double ship letter sent 30-60 miles, and included a 4c ship fee.

London via Boston to Newburyport, Mass.

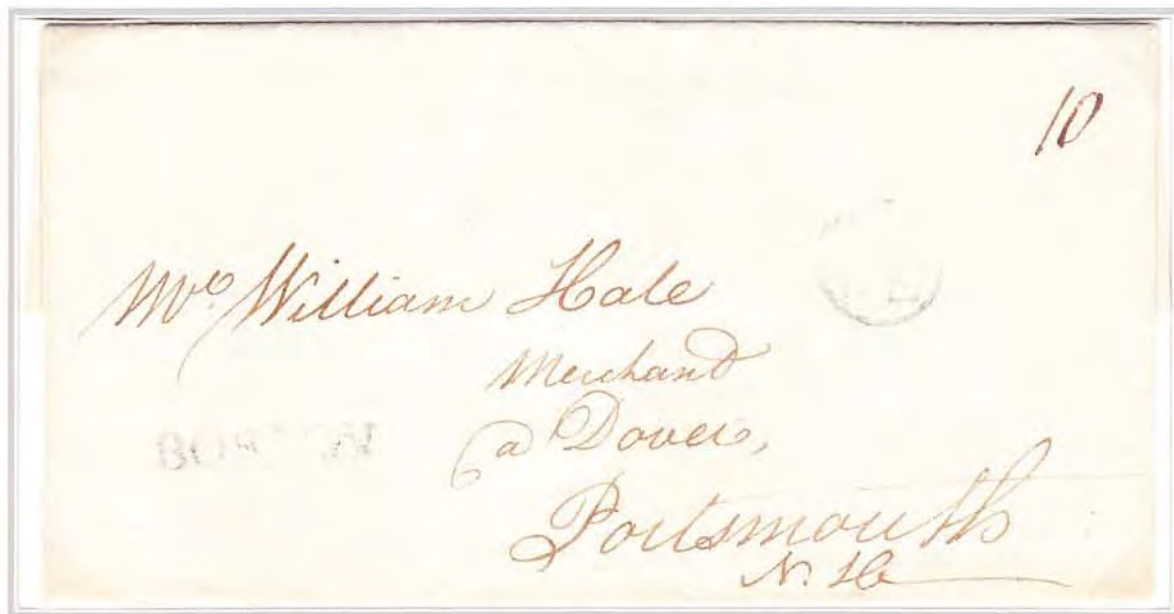
April 20, 1796

Ship *Minerva*, James Scott, master



60-100 miles

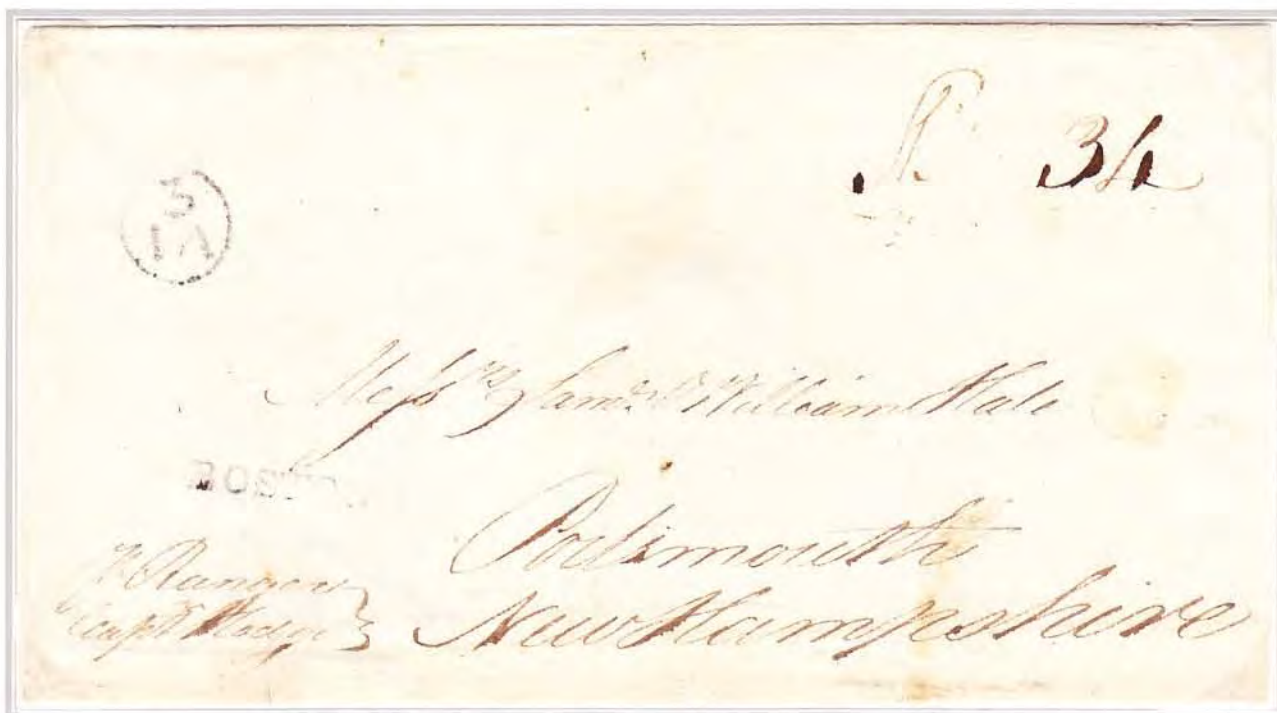
single / triple ship



The rate of 10c
was for a single
letter sent
60-100 miles.

Boston to Portsmouth, NH

February 20, 1796



The rate of 34c
was for a triple
ship letter sent
60-100 miles.

Liverpool via Boston to Portsmouth, NH

January 3, 1798

Ship *Ranger*, Hodge, master, 81 days

60-100 miles

single ship

An Unusual Paid Ship letter

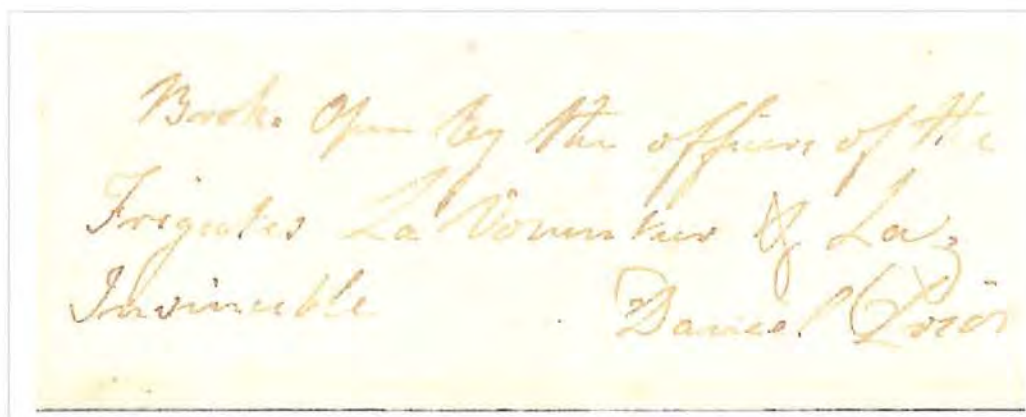
At this time, the great majority of domestic letters were sent unpaid.
The uncertainty of a ship reaching its destination made pre-paid ship letters quite unusual.



This 23½ x 3½mm
Boston S/L is
reported used in
black from Nov. 23,
1796 to Jan. 7, 1801.
It is slightly smaller
than the S/L used in
1792-1796.

St. Ubes, Portugal *via* Boston to Portsmouth, NH

November, 26, 1798

Ship *Ariadna*, Daniel Prior, master

(reverse @ 120%.)

The rate of 14c was for a single ship letter, sent 30-60 miles, and included a 4c ship fee.

This letter was datelined at St. Ubes (now Setubal), Portugal and carried on the Ship *Ariadna*, Daniel Prior, master. The *Ariadna* was stopped by the French frigates *La Volunteer* and *La Invincible*, boarded, cargo taken and letters opened.

150-200 miles

single ship / double ship

The rate of 19c was
for a single ship
letter sent 150-200
miles, and included
a 4c ship fee.



Liverpool via Boston to Wiscasset, Maine

June 29, 1794

Ship *Perseverance*, Amasa Delano, master

Liverpool via Boston to Wiscasset, Maine

November 21, 1792

Ship *York*, Thomas Norton, master

The rate of 34c was
for a double ship
letter sent 150-200
miles, and included
a 4c ship fee.

250-350 miles
over 450 miles

single ship
double

The rate of 24c
was for a single
ship letter sent
250-350 miles,
and included a 4c
ship fee.



Brest, France via Boston to Philadelphia

April 6, 1795

Ship Sally, Tew, master

The rate of 50c
was for a double
letter sent
over 450 miles.



Boston to Richmond, Va.

December 19, 1793

Boston Postmaster Free Franks

Act of Congress, Mar. 2, 1799

The Act of Congress, March 2, 1799 reduced the number of zones from nine to six, and differentiated the ship fee, with a 6c rate for letters delivered to the port, and 2c added to the zoned rate for letters delivered inland.

Distance	Single sheet	Double sheet	Triple sheet
up to 40 miles	8c	16c	24c
40-90 miles	10c	20c	30c
90-150 miles	12½c	25c	37½c
150-300 miles	17c	34c	51c
300-500 miles	20c	40c	60c
over 500 miles	25c	50c	75c



Boston to Norwich, Conn.

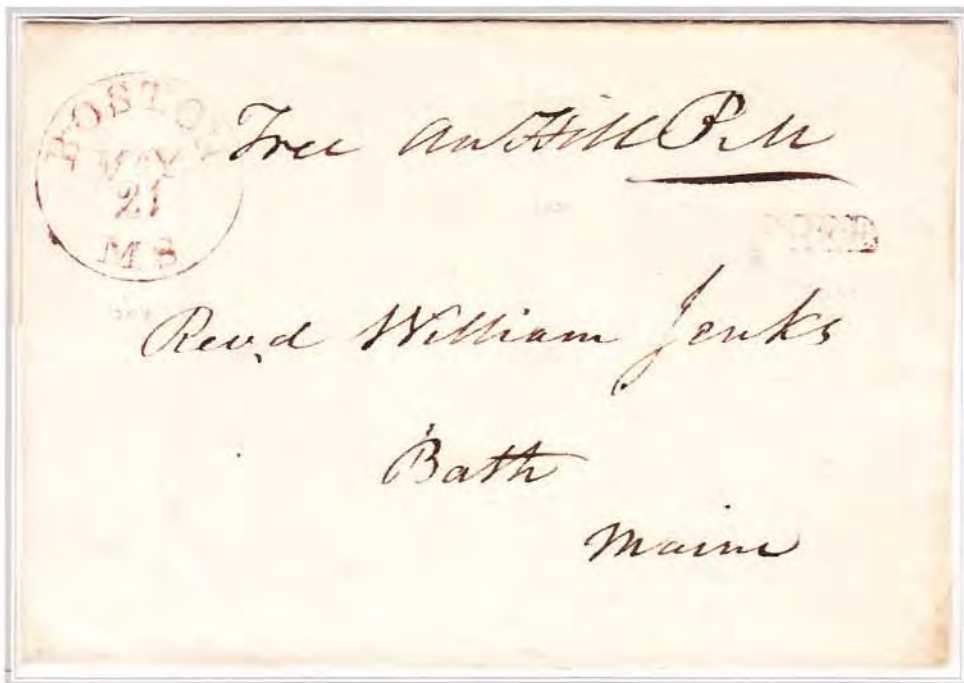
February 12, 1804

Jonathan Hastings,
1st U.S. Postmaster of Boston
(1776-1808)

Per Sec. 17 of the Act of Congress, Mar. 2, 1799, postmasters were allowed to send and receive up to ½oz. letters free of postage.

This 13½ x 4mm "Free" hand stamp is reported used in red from Feb. 10, 1803 to Feb. 12, 1804.

This example is a latest reported use.



Boston to Bath, Maine

May 21, 1813

Aaron Hill,
2nd U.S. Postmaster of Boston
(1808-1829)

This "FREE" hand stamp is reported used in red from May 21, 1813 to Feb. 10, 1815.

The example is an earliest reported use.

Free Frank of ex-President John Adams

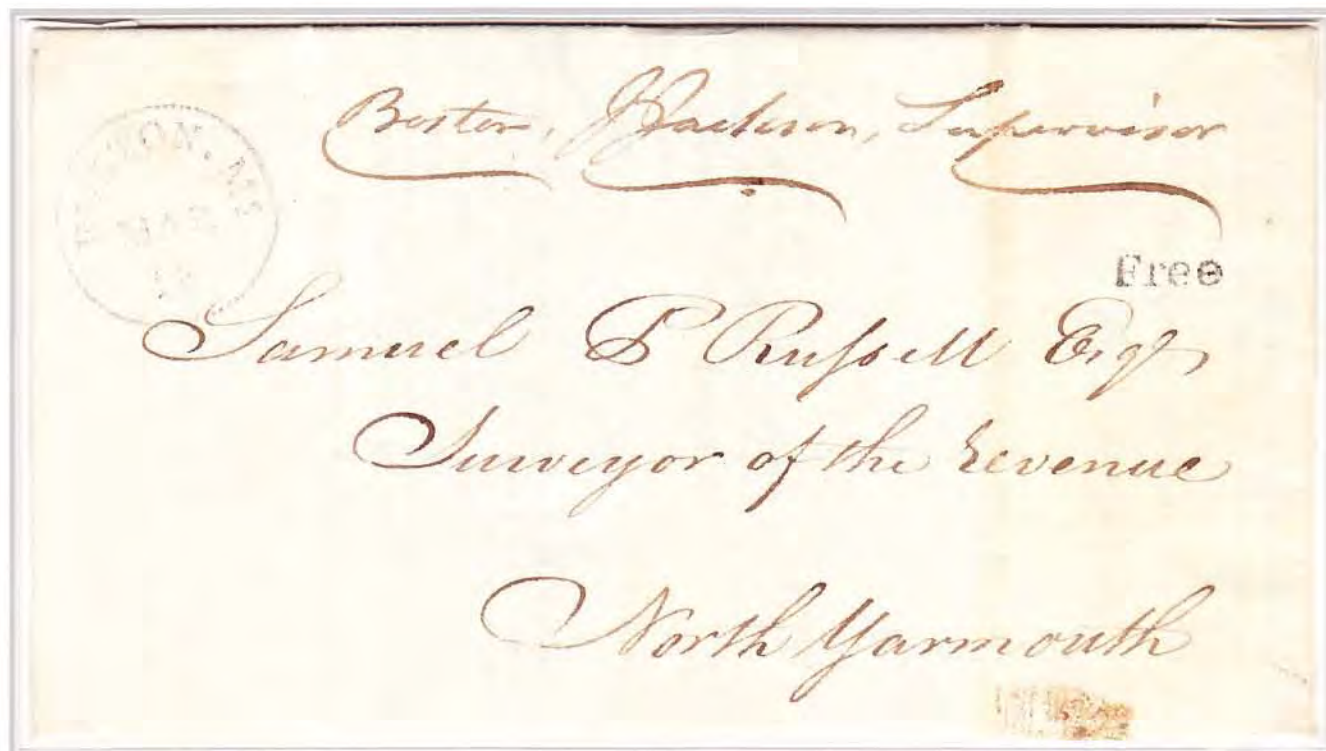


Boston to Philadelphia, Pa.

June 27, 1806

Beginning with the Act of March 2, 1799, Sec. 17, ex-Presidents were granted the privilege to send and receive letters by post, free of postage.

The "FREE" hand stamp
in black has **not previously**
been reported.



Boston to North Yarmouth, Mass.

March 28, 1801



Boston to Dedham, Mass.

February 10, 1803

Per Sec. 17 of the Act of Congress, March 2, 1799, U.S. Supervisors of the Revenue were allowed to send and receive letters by post,

This 13½ x 4mm "Free" hand stamp in red is reported used from Feb. 10, 1803 to Feb. 12, 1804.

This is an earliest reported use.

Rates by Zone

to the port
up to 40 miles

single

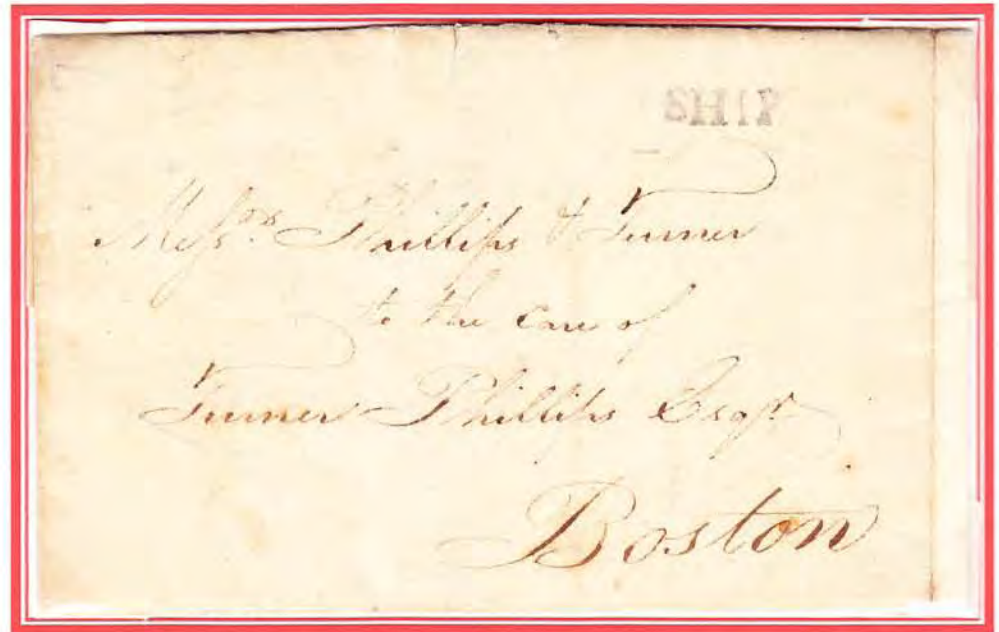
Act of the U.S. Congress, Mar. 2, 1799

The Earliest Known Letter Addressed "to the Port" at Boston

The rate for a ship letter delivered at the port of entry was 6c.

Letters addressed to the port commonly bear no postmark, as they needed no instructions for a distant postmaster.

Blake records no "to port" ship letters prior to 1817.



St. Johns, Newfoundland to Boston

September 21, 1801

Schooner *Swift*, La Bas, master, 10 days

Way Letter

The rate of 8c was for a single letter sent up to 40 miles.

Per Sec. 13, Act of Mar. 2, 1799, "the post riders, and other carriers of the mails, receiving any way letters... shall deliver the same together with postage, if paid, at the first post-office to which they shall arrive ... adding to the rates of each way letter, one cent, which shall be paid by the postmaster to the mail carrier from whom such way letter shall be received."



Boston to Pembroke, Mass.

datelined March 12, 1804

up to 40 miles

single / single ship / double



The rate of 8c was
for a single letter
sent up to 40 miles.

Boston to Pembroke, Mass.

September 18, 1805

This 27½mm Boston CDS
is reported used in **black**
from Mar. 14, 1805 to
Nov. 15, 1808; and in **red**
from May 15, 1805 to
May 20, 1808.

The rate of 10c was for
a single ship letter sent
up to 40 miles, and
included a 2c ship fee.
A rate of 8c was added
for forwarding up to an
additional 40 miles.

London via Boston to Salem,
forwarded to Beverly, Mass.

December 29, 1800

Ship Merchant, B. Knox,



The rate of 16c was
for a double letter
sent up to 40 miles.

Boston to Salem, Mass.

June 30, 1814

This 27½ mm Boston
CDS with "M S" widely
spaced is reported used
from Mar. 22, 1813 to
Sept. 24, 1815.

This example is a new
earliest known use.



up to 40 miles
40-90 miles

triple ship
single

The rate of 26c was for a triple ship letter sent up to 40 miles, and included a 2c ship fee.

This 15 x 4½mm
"SHIP" hand stamp is
reported used from
Apr. 28, 1800
to July 9, 1802.



Bilbao, Spain via Boston to Beverly, Mass.

June 24, 1800

Schooner *Elizabeth*, J. J. Lathrop, master

The Earliest Known Use of the First Boston CDS



The rate of 10c was for a single letter sent 40-90 miles.

This 28mm Boston CDS is known used in **black** from Jan. 18, 1801 to June 11, 1804; and in **red** from Feb. 8, 1803 to sometime in 1805.



Boston to Newburyport, Mass.

January 18, 1801

40-90 miles

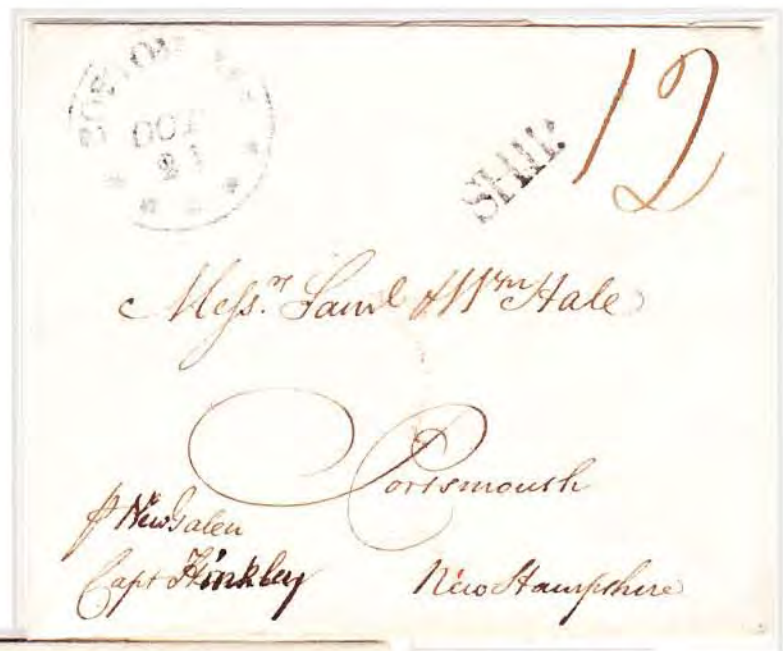
single ship / double / double ship

The rate of 12c was
for a single ship letter
sent 40-90 miles, and
included a 2c ship fee.

London via Boston to Portsmouth, NH

October 24, 1806

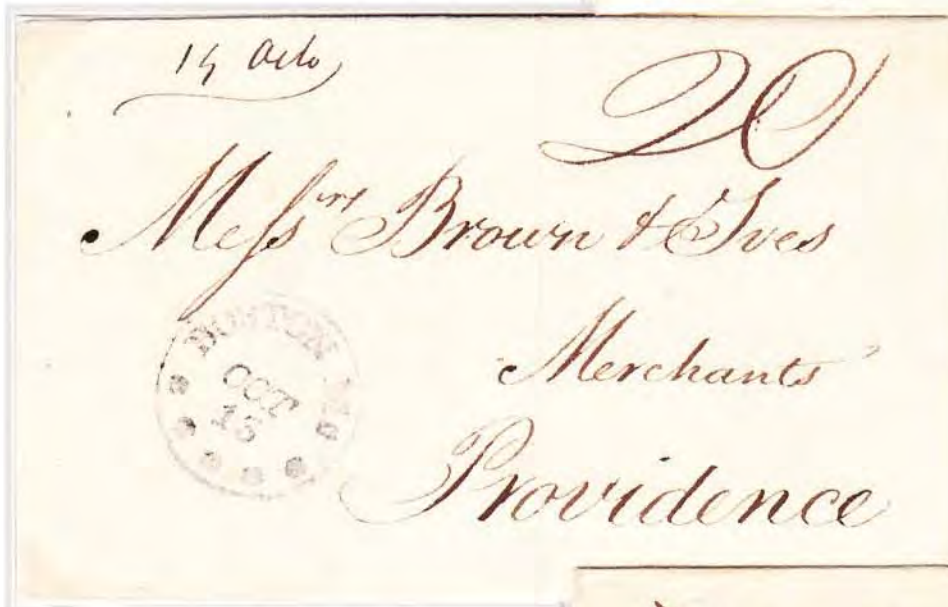
Ship *New Galen*, Robert Hinckley,
master, 45 days



The rate of 20c
was for a
double letter sent
40-90 miles.

Boston to Providence, RI

October 13, 1807



A Very Early Letter from Russia

The rate of 22c was for a
double ship letter sent 40-90
miles, and included a 2c ship fee.

St. Petersburg via Hamburg, London
and Boston to Providence, RI

September 17, 1801

Ship *Galen*, Hinkley, master



40-90 miles

2¼ oz.



Boston to Amherst, NH

October 8, 1807

The rate of 90c was for a 2¼ oz. letter sent 40-90 miles.

These weight and
rate markings are not
reported in Blake.

90-150 miles

single / single ship

The latest known use of the last Boston straight-line



Boston to Hartford, Conn.

January 19, 1801

The rate of $12\frac{1}{2}c$
was for a
single letter sent
90-150 miles.

This $23\frac{1}{2} \times 3\frac{1}{2}$ mm
Boston S/L is reported
used in black from
Nov. 23, 1796
to Jan. 7, 1801.

This example is a new
latest known use.



Cork, Ireland via Boston to Portland, Maine

April 26, 1801

Ship Commerce, Merchant, master, 32 days

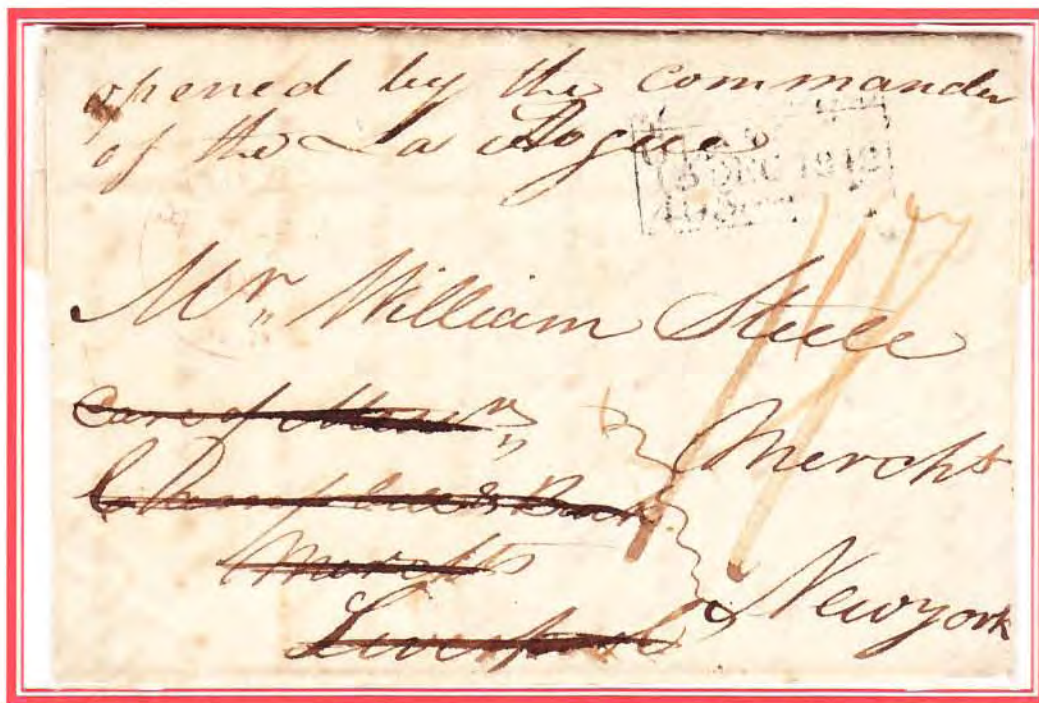
The rate of $14\frac{1}{2}c$
was for a single
ship letter sent
90-150 miles, and
included
a 2c ship fee.

150-300 miles

single

“opened by the commander of the La Hogue”

A letter sent aboard a ship captured in the early part of the War of 1812



Glasgow via Liverpool, Halifax and Boston to New York, NY

June 26, 1813

Ship *Henry*. Gardiner, master

The rate of 17c was for a single letter sent 150-300 miles. It was not charged the 2c ship fee.

The ship *Henry* sailed from Liverpool around March 18, 1813. The *La Hogue*, a 74 gun vessel commanded in 1813 by Captain Thomas Bladen Capel, captured the *Henry* on April 28, and sent it to the Vice Admiralty Court at Halifax, where it was cleared on June 15.

150-300 miles

triple ship / 1 oz.

The Earliest Known Letter to the U.S. from Uruguay



The rate of 53c was for a triple ship letter sent 150-300 miles, and included a 2c ship fee.

Montevideo, Uruguay via Boston to New York, NY

August 2, 1807

Ship *Superb*, Lombard, master, 64 days from River La Plate

The rate of 68c was for a 1 oz. letter sent 150-300 miles.



Boston to New York, NY

October 16, 1805

300-500 miles

double / double ship

The rate of 40c
was for a
double letter sent
300-500 miles.



Boston to Philadelphia, Pa.

August 4, 1801

The 2nd Earliest Known Letter to the U.S. from India

The rate of 42c was
for a double ship
letter sent 300-500
miles, and included a
2c ship fee.



Madras, India via Boston to Philadelphia, Pa.

April 27, 1806

Ship *Aurora*, Benjamin Cook, Master, 211 days (delayed at Barbadoes)

300-500 miles

triple / 1¼ oz.



The rate of 60c
was for a
triple letter sent
300-500 miles.

Boston to Philadelphia, Pa.

August 12, 1802



Boston to Philadelphia, Pa.

August 5, 1802

The rate of \$1.00 was for a 1¼ oz. letter sent 300-500 miles.

over 500 miles

single / triple



The rate of 25c was for a single letter sent over 500 miles.

Boston to Fayetteville, NC

January 8, 1806

The rate of 75c is for a triple letter sent over 500 miles.

This 27mm Boston CDS is reported used from April 18, 1809 to sometime in 1813.



Boston to Alexandria, Va.

October 5, 1809

The “War Rate”

On December 23, 1814, to help pay for the War of 1812, Congress passed legislation that increased postal rates by 50%. This increase applied to all zoned postal rates, and to the 6c ship letter “to port” rate, but did not apply to the 2c ship letter fee added to the zone-based rates.

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 40 miles	12c	24c	36c
40-90 miles	15c	30c	45c
90-150 miles	18½c	37½c	56¼c
150-300 miles	25½c	51c	76½c
300-500 miles	30c	60c	90c
over 500 miles	37½c	75c	\$1.12½



Boston to Wakefield, NH

August 31, 1815

Per Sec. 17 of the Act of Mar. 2, 1799, Collectors of Revenue were allowed to send and receive letters, free of postage.

The franking privilege was not affected by the change in postal rates.

Rates by Zone

Act of Congress, Dec. 23, 1814 (eff. Feb. 1)

drop letter to the port

Drop letters were first included in the Act of Congress, May 8, 1794: "And for every letter lodged at any post-office, not carried by post, but to be delivered at the place where it is so lodged, the deputy postmaster shall receive one cent of the person to whom it shall be delivered." This 1c rate continued through July 30, 1845.

The 1c rate was not affected by the 50% "War rate" increase.

The manuscript "1" rate mark is reported used from Sept. 20, 1820 to Mar. 6, 1843.

**This example is
a new earliest
known use.**

One of 3-4 known drop letters correctly rated during this period



Boston to Boston, Mass.

August 21, 1815

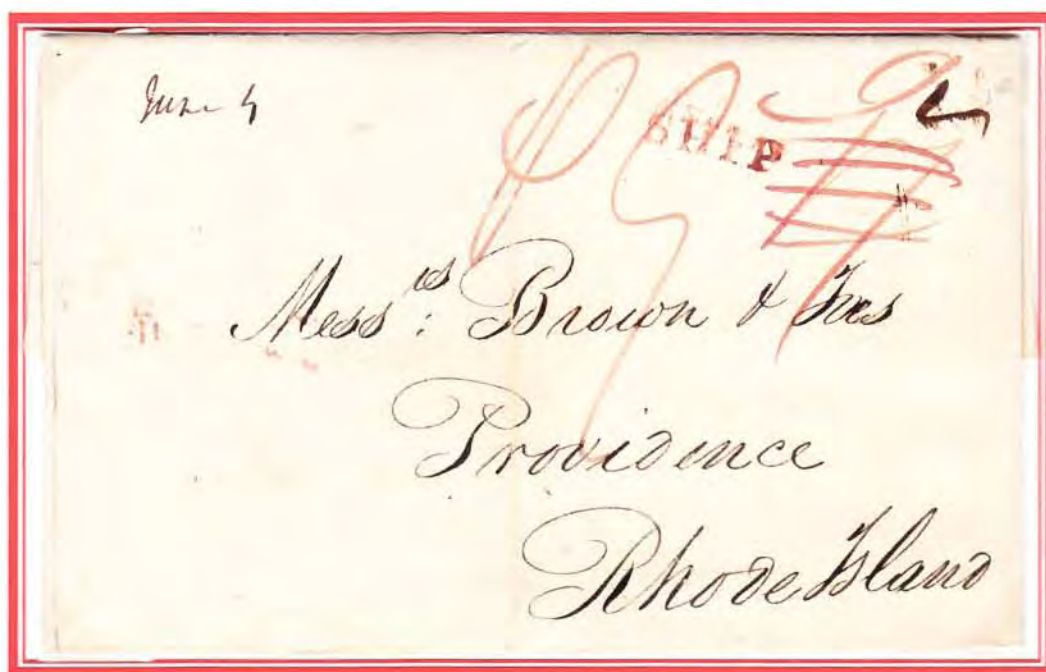
Liverpool Post Paid Withdrawn Ship Letter

The initial rate of 17c was for a single ship letter sent 40-90 miles, and included a 2c ship fee. A British fee of 9d sterling was paid at Liverpool.

Re-rated 9c as a ship letter delivered to port.



reverse



Liverpool via Boston to Providence, RI

June 2, 1815

Ship *Milo*, Stephen Glover, master, 38 days

The British Act of September 17, 1814 authorized the sending of letters abroad by private ship, upon pre-payment of one third the packet rates. This "tax" was rescinded by the British Act of July 11, 1815, lasting only ten months and 14 days. Hahn notes 18 examples on letters sent to the U.S.

40-90 miles

single / single ship



The rate of 15c was for a single letter sent 40-90 miles.

Boston to Bristol, RI

February 22, 1815



The rate of 17c was for a single ship letter sent 40-90 miles, and included a 2c ship fee.

This 17 x 4mm "SHIP" hand stamp is reported used from May 1814 to Feb. 2, 1819.

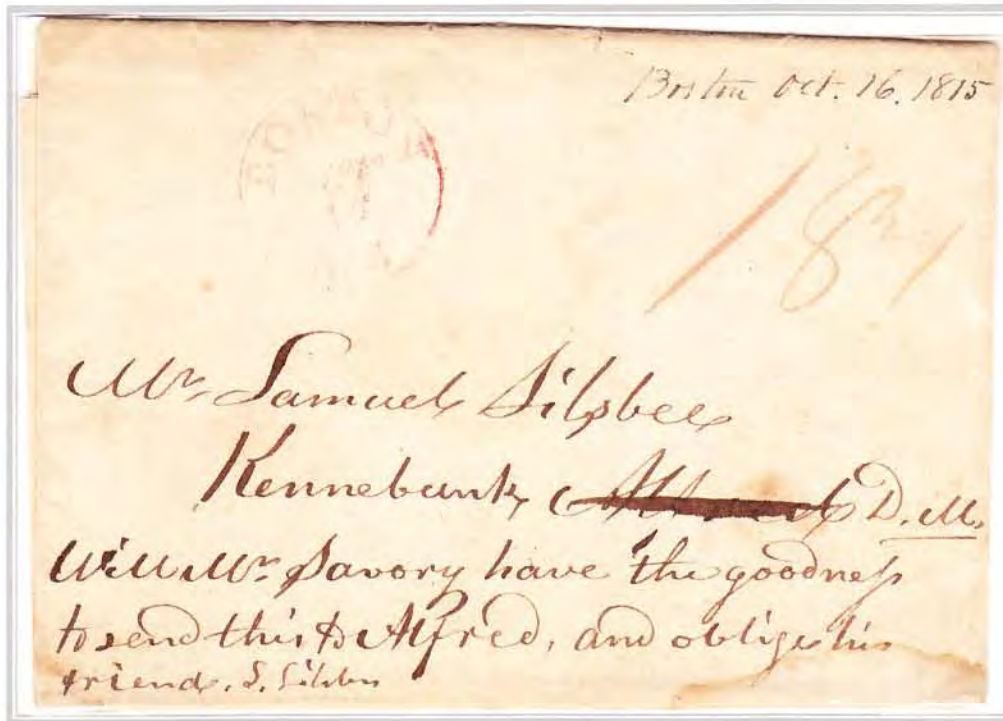
New Orleans via Boston to Portsmouth, NH

July 14, 1815

Brig *Francis*, C. Hillard, master

90-150 miles
300-500 miles

single
single



The rate of 18¾c was
for a single letter
sent 90-150 miles.

Boston to Kennebunk, Maine

October 16, 1815

The rate of 30c was
for a single letter
sent 300-500 miles.

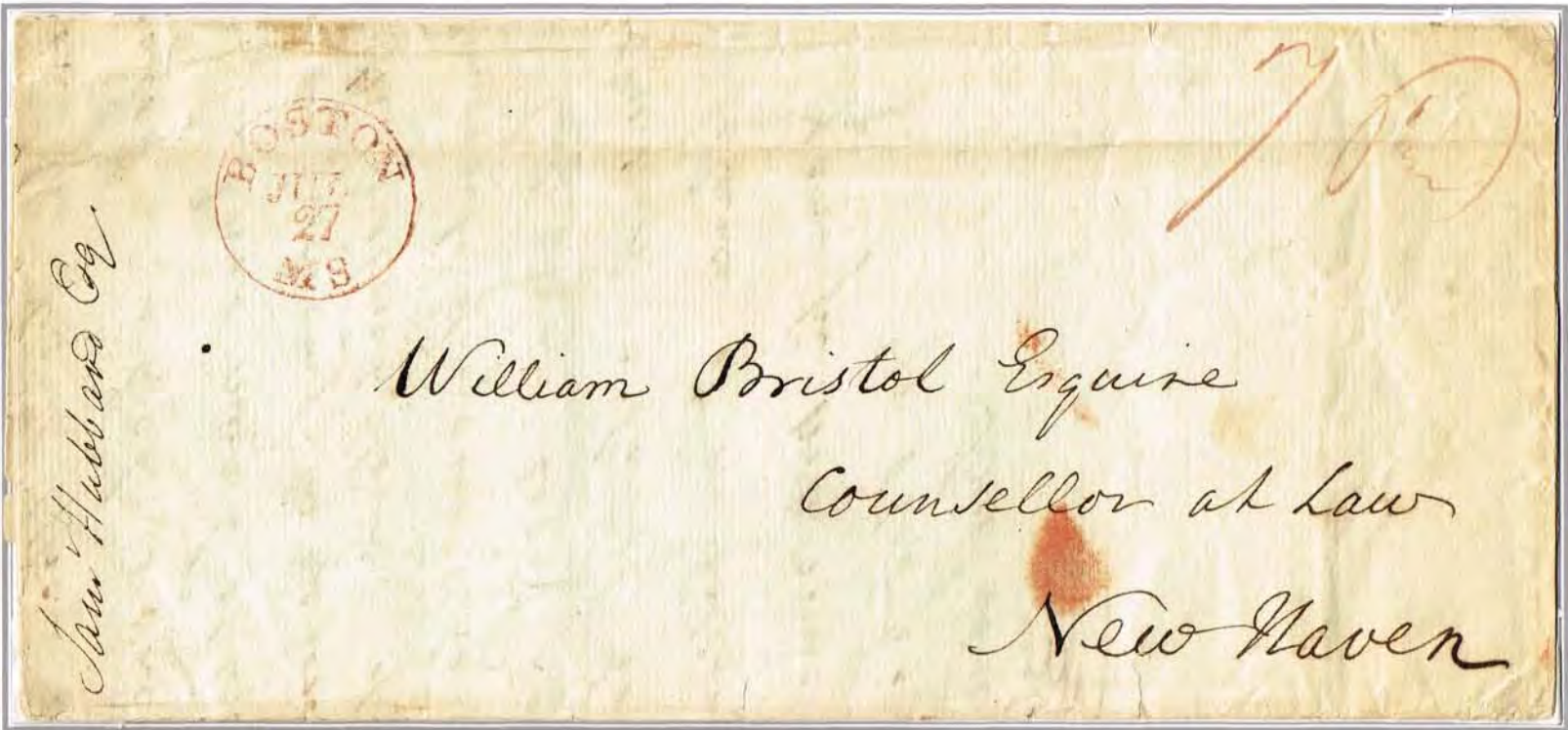


Boston to Machias, Maine

August 3, 1815

150-300 miles
300-500 miles

triple
single ship / triple ship



Boston to New Haven, Conn. July 27, 1815

The rate of 76½c was for a triple letter sent 150-300 miles.

This 27mm Boston CDS is reported used from Feb. 11, 1814 to April 13, 1820.



An Extremely Early Letter from China



Canton, China via Boston to Philadelphia, Pa. September 7, 1815
Ship Packet, Bacon, master, 164 days

The rate of 92c was for a triple ship letter sent 300-500 miles, and included a 2c ship fee.

London Post-paid Withdrawn Ship Letter



London via Boston to Fredericktown, Md. May 13, 1815
Spanish brig Isabel, Pedro Uguiola, master, 30 days from Cowes

The rate of 32c was for a single ship letter sent 300-500 miles, and included a 2c ship fee. A British fee of 8½d sterling was paid at London.



Rates by Zone

up to 40 miles

Act of Congress, Feb. 1, 1816 (eff. Mar. 31)

single / single ship

The "Restored Rate"

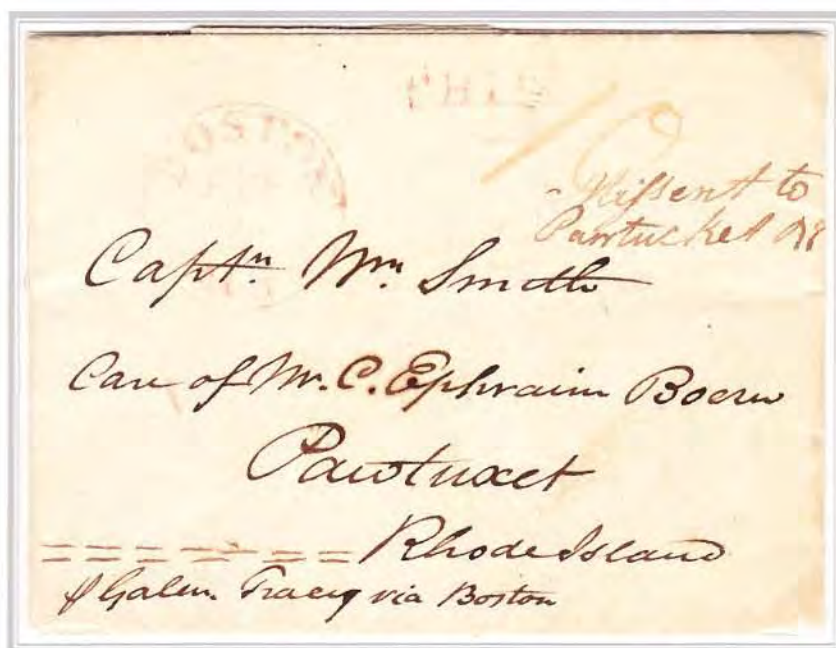
On February 1, 1816, Congress repealed the 50% increase on postal rates, effective March 31-April 30, 1816.



The rate of 8c was
for a single letter
sent up to 40 miles.

Boston to Newburyport, Mass.

April 22, 1816



The rate of 10c was for a
single ship letter sent up
to 40 miles, and
included a 2c ship fee.

In addition to the two in
this exhibit, five other re-
stored rate ship letters are
known to this exhibitor:

Boston (April 17);
NYC (April 30);
Baltimore (April 27);
Salem (April ~9) and
Plymouth (April ?).

London and Isle of Wight via Boston to Pawtuxet, RI

April 25, 1816

Ship *Galen*, Charles Tracy, master, 43 days from London

up to 40 miles

single ship

The Last Day of the "Restored Rate"



Newcastle, England via Boston to Dedham, Mass.

April 30, 1816

The rate of 10c was for a single ship letter sent up to 40 miles, and included a 2c ship fee.

Free / Deputy Postmasters

Act of Congress, Apr. 9, 1816 (eff. May 1)

On April 9, 1816, Congress established new rates and distance zones, reducing the number of zones to only five. The ship letter rates were kept the same, at 6c for a letter of any size or weight addressed to the port, and 2c added to the zoned rate for letters addressed inland. With only a small change in March of 1825 – the 18½c rate was increased to 18¾c – these rates remained in effect until July 1, 1845.



Per Sec. 17 of the Act of Mar. 2, 1799 – still in force – postmasters were allowed to send and receive $\leq \frac{1}{2}$ oz. letters free of postage.

Boston to Benson, Vt.

April 25, 1822

Per Sec. 27 of the Act of Mar. 3, 1825, postmasters were allowed to send and receive letters up to $\frac{1}{2}$ oz. free of postage.

This manuscript
“Free” is **not** reported
in Blake.



Boston to Harwich, Mass.

December 14, 1832

Drop Letters

Per the Act of Congress of May 8, 1794, those letters dropped off and picked up from the same post office were charged at a **rate of one cent**, payable by the addressee. This rate continued through July 30, 1845.

The Only Known Example of the Boston "ONE CENT" CDS

Boston to Boston, Mass.

January 29, 1839



George's Island to Boston

August 18, 1842

George's Island lies at the entrance to Boston Harbor, seven miles from downtown Boston. It did not have its own post office.



The Latest Known Boston Letter Bearing a 1c Drop Mark

Boston to Boston, Mass.

June 1, 1844



Periodical Pamphlet

Act of Congress, Apr. 9, 1816 (eff. May 1)

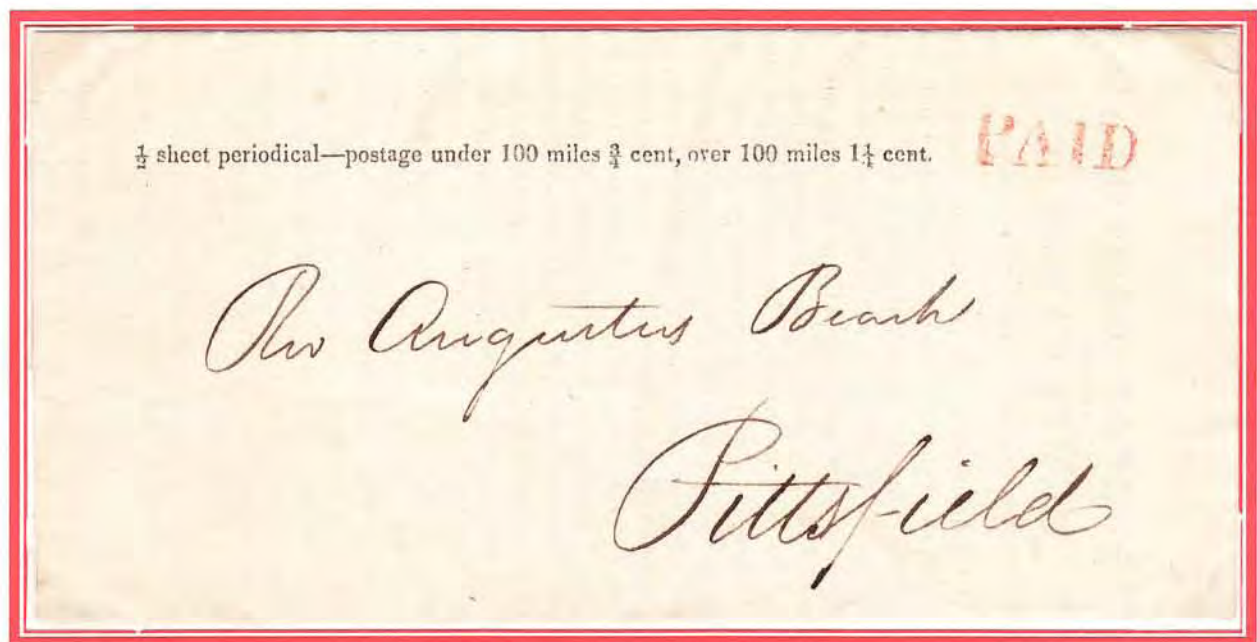
over 100 miles

½ sheet

Per Sec. 30 of the Act of Mar. 3, 1825 (eff. May 1), magazines and pamphlets published periodically, could be transported in the mail to subscribers, at one and a half cents a sheet, for any distance not exceeding one hundred miles, and two and a half cents for any greater distance. Partial sheets were charged proportionally.

“½ sheet periodical – postage under 100 miles ¾ cent, over 100 miles 1¼ cent.”

One of only two known examples.



Boston to Pittsfield, Mass.

dated December 24, 1832

The rate on this ½ sheet periodical pamphlet, which was sent over 100 miles, was 1¼c.

This periodical pamphlet
rate statement is known
only used on this circular
and on this date.

Rates by Zone

Act of Congress, Apr. 9, 1816 (eff. May 1)

to the port

Liverpool / Oahu

In 1816, Boston was introduced its first hand stamp specifically for ship letters addressed to the port. At that time Boston was one of the major ports of North America and ships arrived with goods from all over the world.

The rate of 6c was for a ship letter addressed to the port.

This fancy Boston "SHIP/ 6" is known used in red from May 7, 1816



Liverpool to Boston

November 10, 1841

Ship *New Jersey*, Adams, master

A Very Early Missionary Letter from Hawaii



The rate of 6c was for a ship letter addressed to the port.

Oahu, Hawaii to Boston

May 5, 1824

Brig *Arab*, Meek, master, to Canton; Brig *Vancouver*, Scudder, master, to Boston

to the port

St. Petersburg / Palermo / Calcutta

The rate of 6c
was for a ship
letter addressed
to the port.

St. Petersburg, Russia to Boston

c. October, 1836

Ship *Aleiope*



The rate of 6c
was for a ship
letter addressed
to the port.

Palermo, Italy to Boston

March 31. 1827

Brig *Pharos*, Rogers, master,
51 days

The rate of 6c
was for a ship
letter addressed
to the port.

Calcutta, India to Boston

May 26, 1820

Brig *Barbara*, Turner, master,
104 days from Pondicherry



up to 30 miles

single / single

<u>Distance</u>	<u>Single sheet</u>	<u>Double sheet</u>	<u>Triple sheet</u>
up to 30 miles	6c	12c	18c
30-80 miles	10c	20c	30c
80-150 miles	12½c	25c	37½c
150-400 miles	18½c/18¾c*	37c/37½c*	55½c/56¼c*
Over 400 miles	25c	50c	75c

* rate adjusted to 18¾c per sheet in 1825

The rate of 6c was for a single letter sent up to 30 miles.

This 26½ mm Boston CDS is reported used from June 6, 1826 to Sept. 8, 1840. The "MS" is closely spaced.

This "PAID" hand stamp is reported used from Nov. 30, 1835 to Aug. 29, 1855.



Boston to Lowell, Mass.

March 1, 1832

The rate of 6c was for a single letter sent up to 30 miles.

This 30 mm Boston CDS with "Mas." and "B O" widely spaced is reported used from April 29, 1842 to Oct. 15, 1847.



Boston to Bridgewater, Mass.

February 26, 1844

up to 30 miles

single ship / single ship



The initial rate of 6c was for a ship letter (any wt.) addressed to the port. Re-rated 8c as a single ship letter sent up to 40 miles, including a 2c ship fee.

This fancy Boston "SHIP/ 6" is reported used in red from Nov. 21, 1817 to July 12, 1849.

Despite being used in error, this example is a new earliest known use.



Liverpool via Boston to Dedham, Mass.

May 7, 1816

Ship *George Potter*, Isaac Foster, master, 27 days

The Only Reported Boston "2nd Delivery" Marking



The rate of 8c was for a single ship letter sent up to 30 miles, and included a 2c ship fee.

The "2nd Delivery" hand stamp appears to have been used on ship letters delivered late to the post office.

This 23½ x 6 mm "SHIP" hand stamp is reported used from Feb. 24, 1827 to Oct. 7, 1844.

SHIP

Balasore, Dutch India via Boston to Holliston, Mass.

February 15, 1842

Ship *Sophia*, Snell, master, 126 days from Calcutta

up to 30 miles

single ship



The rate of 8c was for a single ship letter sent up to 30 miles, and included a 2c ship fee.

The British rate of 1 shilling, 8d paid the postage from Russia to London, *via* Hamburg (Thurn & Taxis post), per the agreement of January 1812.

*Deutsch-Preussische
Postanstalt
zu Arnheim*

St. Petersburg *via* Memel (Prussia), Hamburg,
London, Liverpool and Boston to Marblehead, Mass.

December 24, 1829

Ship *Liverpool*, Howes, master, 33 days

up to 30 miles
30-80 miles

2 oz. ship
single

The rate of 50c was for a 2 oz. ship letter sent up to 30 miles, and included a 2c ship fee.



Liverpool via Boston to Lowell, Mass.

January 8, 1836

Ship Allbree, Baker, master

Used on the Boston & Worcester / Western Railroads



The rate of 10c was for a single letter sent 30-80 miles.

This "RAILROAD CAR" hand stamp is reported used in red from Oct. 31, 1841 to Oct. 27, 1846.

Clappville, Mass to Boston

dateline January 22, 1842

30-80 miles

single ship

The Ship *Milo*



Stockholm and Liverpool via Boston to Providence, RI

April 23, 1818

Ship *Milo*, S.G. Bronson, master, 25 days

The rate of 12c was for a single ship letter sent 30-80 miles, and included a 2c ship fee.

This blue double circle
"SHIP MILO / S. G.
BRONSON" is reported
used only on Mar. 27, 1818.

Similar examples are known
used on June 7 and Aug. 16.

30-80 miles

single ship / single ship



Liverpool via Boston to Providence, RI

June 27, 1826

Ship *Delta*, Clarkson, master, 47 days

The rate of 12c was for a single ship letter sent 30-80 miles, and included a 2c ship fee.

This 23½x6 mm straight line "SHIP" is reported used from Feb. 24, 1837 to Oct. 7, 1844.

This example is a new earliest known use.

SHIP

Letter sent via Hawaii from the Whaler *Gideon Howland*



Oahu, Hawaii, via Boston to Fairhaven, Mass.

December 24, 1843

Brig *Eliza Burgess*, Bowers, master, Cienfuegos

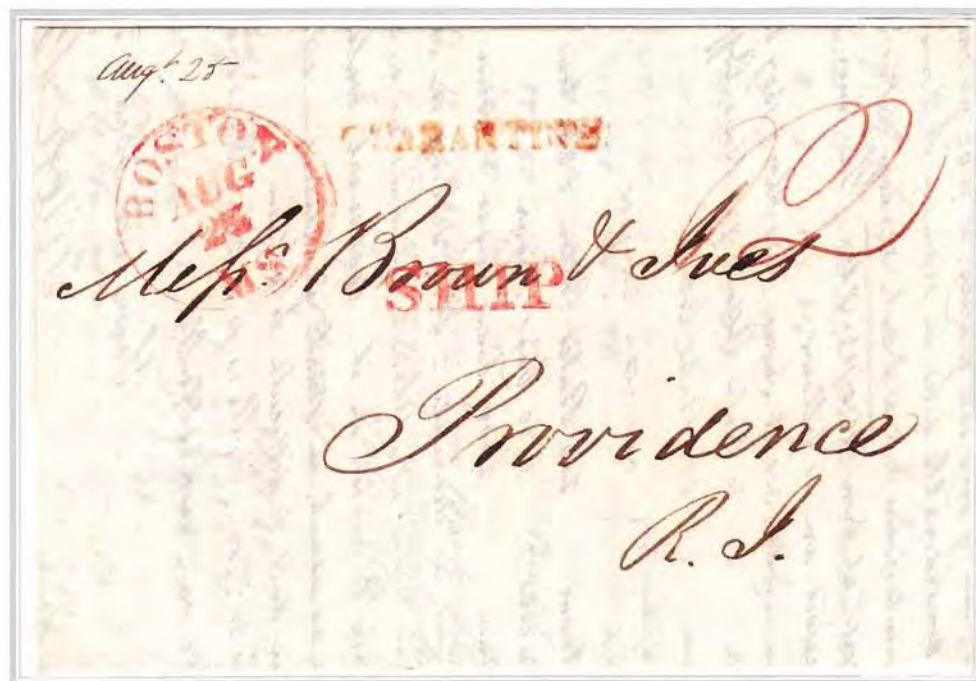
The rate of 12c was for a single ship letter sent 30-80 miles, and included a 2c ship fee.

30-80 miles

single ship / single ship

Quarantined Letters

In 1737, quarantine was established at Rainsford Island, situated in Boston Harbor 6 miles from the town. By 1832, a boat had been established for quarantine work in Boston harbor and permanent buildings had been erected on the island in connection with the quarantine service of the City Health Department.



The rate of 12c was for a single ship letter sent 30-80 miles, and included a 2c ship fee.

This 29x3½ mm straight-line "QUARANTINE" is reported used from July 1, 1827 to Sept. 9, 1828

Marseilles via Boston to Providence, RI

August 25, 1827

Brig Cecilia, Gage, master

The rate of 12c was for a single ship letter sent 30-80 miles, and included a 2c ship fee.

This 43x4 mm straight-line "QUARANTINE" is reported used from June 17, 1831 to April 16, 1832.



Matanzas, Cuba via Boston to Mattapoisett, Mass.

July 4, 1831

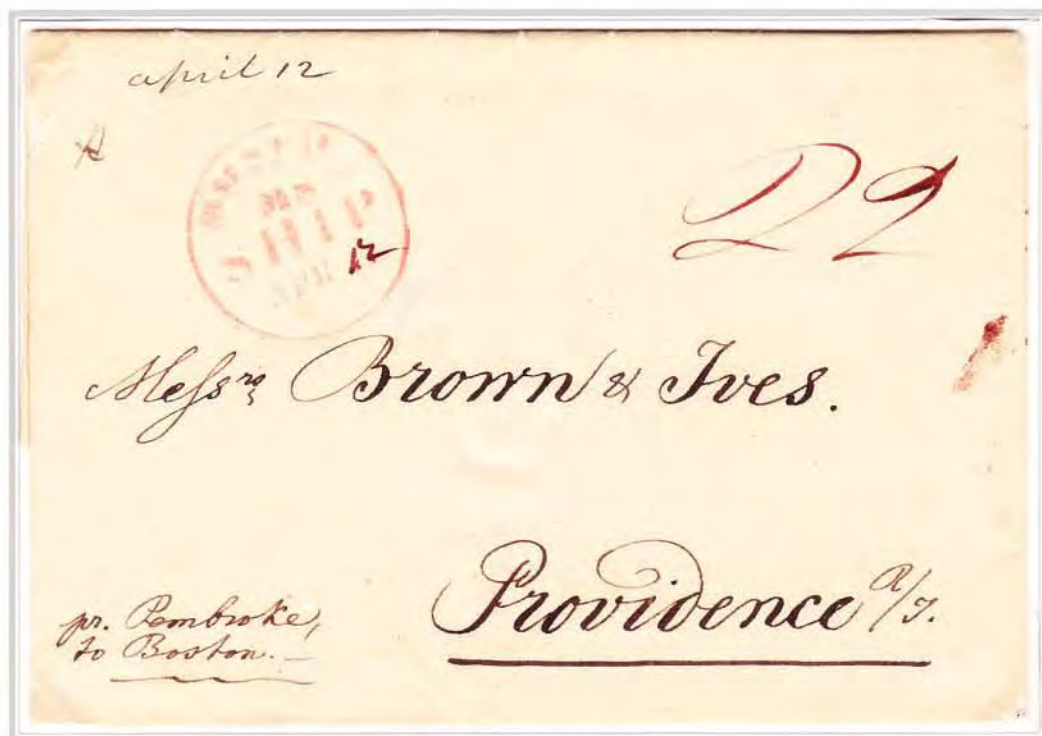
Brig Betsy, Hodge, 15 days

30-80 miles

double ship / 1 oz.

The rate of 22c was for a double ship letter sent 30-80 miles, and included a 2c ship fee.

This Boston integral "SHIP" CDS is known used from Feb. 2, 1832 to Feb. 19, 1835



Amsterdam via Boston to Providence, RI

April 12, 1833

Brig Pembroke, Meacum, master



The rate of 40c was for a 1 oz. letter sent 30-80 miles.

Boston to New Bedford, Mass.

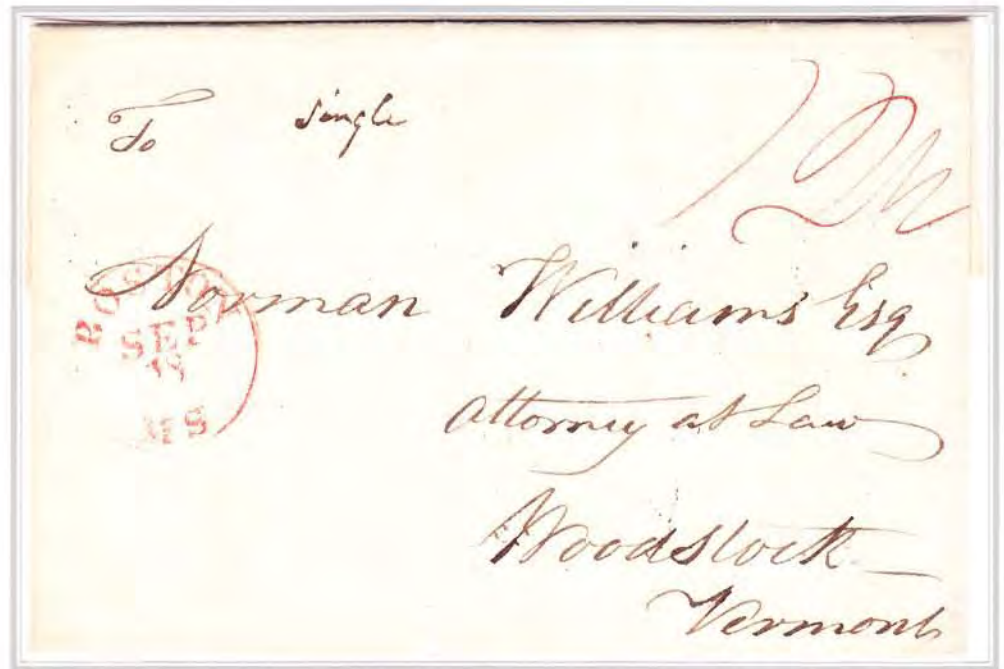
September 12, 1834

80-150 miles

single / single ship

The rate of 12½c
was for a single letter
sent 80-150 miles.

This 26mm Boston
CDS is known used
in red from
May 27, 1821 to
April 21, 1826



Boston to Woodstock, Vt.

September 18, 1823

The rate of 14½c
was for a single ship
letter sent 80-150
miles, and included
a 2c ship fee.

This 16x4mm
"SHIP" hand stamp is
unreported in Blake.



London via Liverpool and Boston to Portland, Maine

April 5, 1826

Ship Emerald, J. Howes, master, 52 days

150-400 miles (18½c)**single / single ship**

From May 1, 1816 until March 3, 1825, the rate per sheet for a letter sent 150-400 miles was 18½c.



Boston to Bangor, Maine

June 15, 1818

The rate of 18½c was for a single letter sent 150-400 miles.

This 27mm Boston CDS is reported used from Feb. 11, 1814 to April 13, 1820.

The "PAID" hand stamp is reported used from June 12, 1816 to June 13, 1821.



London via Boston to New York, NY

September 28, 1821

Ship *London Packet*, Tracy, master, 48 days

The rate of 20½c was for a single ship letter sent 150-400 miles, and included a 2c ship fee.

This 17x4½ mm "SHIP" hand stamp is reported used from Aug. 1, 1821 to June 5, 1831.

150-400 miles (18½c)

triple ship / 1¼ oz.

The rate of 57½c was for a triple ship letter sent 150-400 miles, and included a 2c ship fee.

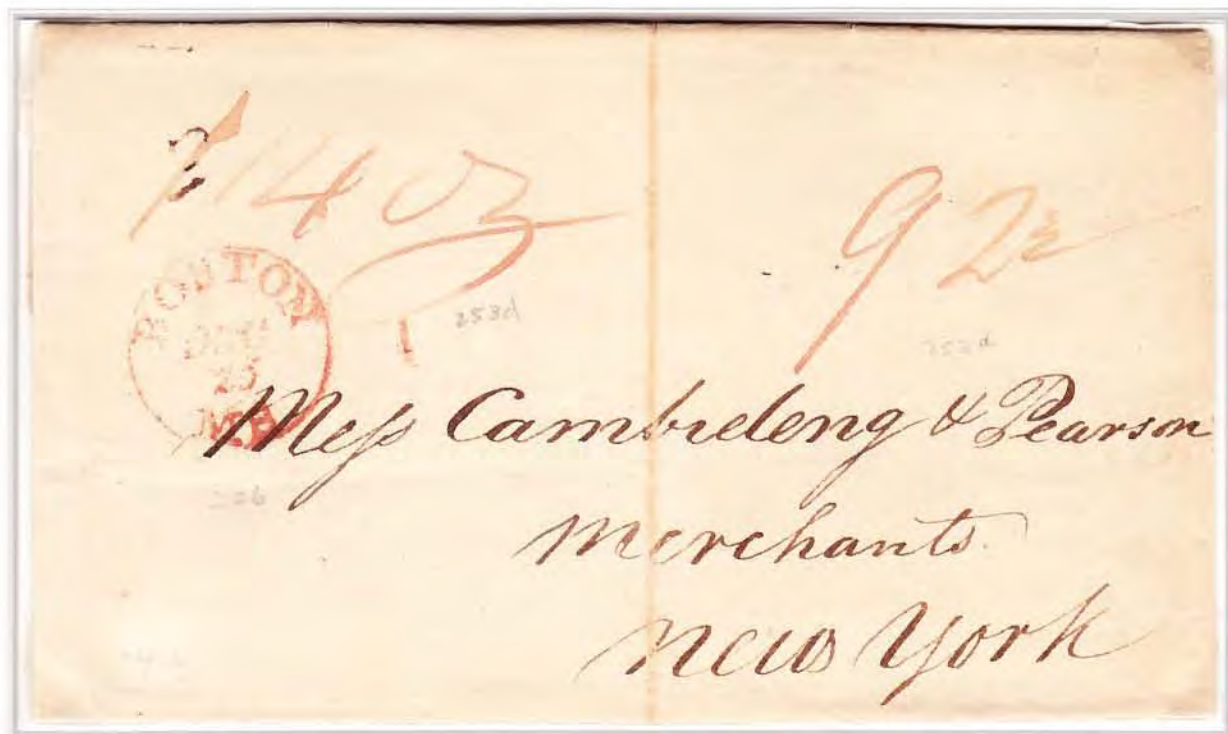
This 18½x4mm curved "SHIP" hand stamp is known used from June 2, 1815 to April 22, 1818.



Liverpool via Boston to Wiscasset, Maine

August 5, 1816

Ship William, Gilpatrick, master, 54 days



The rate of 92½c was for a 1¼ oz. letter sent 150-400 miles.

Boston to New York, NY

December 25, 1820

150-400 miles (18¾c)**single / single ship**

From March 3, 1825 until July 1, 1845, the rate per sheet for a letter sent 150-400 miles was 18¾c. The latter rate fit better with the Spanish dollar, which contained more silver and was more popular than the U.S. dollar, and which was legal tender in the U. S. until 1857. The Spanish silver dollar was made up of 8 reales, and 18¾c was equivalent to 1½ reales.



The rate of 18¾c was
for a single letter
sent 150-400 miles.

Boston via Hallowell to Augusta, Maine

October 5, 1826

Quarantined Letter

The rate of 20¾c was
for a single ship letter
sent 150-400 miles, and
included a 2c ship fee.

This 36 x 3¼ mm straight-
line "QUARANTINE"
is reported used from
May 28, 1832 to
sometime in 1835.



Smyrna and Athens via Boston to Philadelphia, Pa.

July 9, 1832

Brig *Africa*, Chamberlain, master, 63 days from Smyrna

150-400 miles (18½¢)

single ship / double ship

The rate of 20¾¢ was for a single ship letter sent 150-400 miles, and included a 2¢ ship fee.



(reverse)



Calcutta via Boston to Philadelphia, Pa.

October 18, 1835

Ship *Gentoo*, Coffin, master, 128 days

One of the Earliest Known Letters Carried to the U.S. from Siam

The rate of 39½¢ was for a double ship letter sent 150-400 miles, and included a 2¢ ship fee.



Siam via Singapore and Boston to Philadelphia, Pa.

December 15, 1836

Brig *Maria Theresa*, Taylor, master, 186 days

150-400 miles (18 $\frac{3}{4}$ c)

single / single

Steamboat Markings

The Act of Feb. 27, 1815 authorized the Postmaster General to use steamboats to carry mail. Until 1838, the mail for Boston was carried either by stage or by steamboat to New Haven to meet the stage there. It is often unclear whether these "Steam" or "Steamboat" markings were applied, at the origin, destination or *en route*.

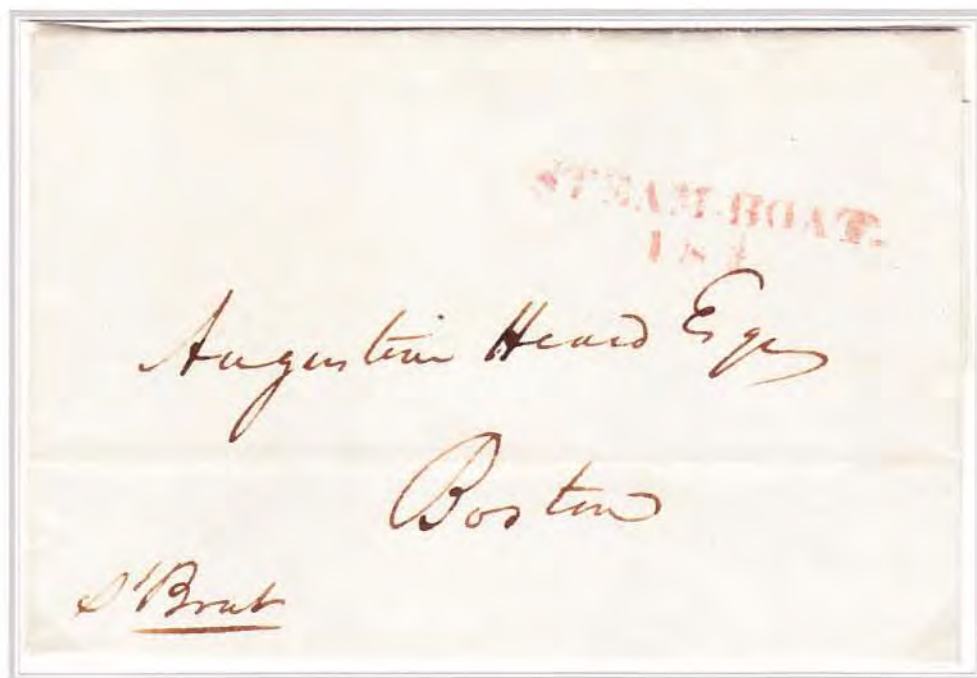


The rate of 18 $\frac{3}{4}$ c was for a single letter sent 150-400 miles.

This 32½x3 mm "STEAM BOAT" hand stamp is reported used from June 8, 1929 to Mar. 29, 1837.

New York *via* Boston to Bridgewater, Mass.

November 6, 1836



The rate of 18 $\frac{3}{4}$ c was for a single letter sent 150-400 miles.

This 44½x4½ mm "STEAM-BOAT / 18 $\frac{3}{4}$ " hand stamp is reported used from July 12, 1836 to Jan. 18, 1839.

New York to Boston, Mass.

November 9, 1836

150-400 miles (18¾c)

single / single

The Steamboat - Railroad Connection

On Nov. 17, 1837, a railroad line opened between Stonington, Conn. and South Providence, R.I., connecting with the Boston & Providence Railroad and allowing relatively continuous and rapid travel between Boston and Stonington. The connection between Stonington and New York by steamboat allowed mail to travel rapidly between Boston and New York.

The rate of 18¾c
was for a single
letter sent
150-400 miles.

This 45x3 ½ mm
“STEAM-BOAT” hand
stamp (no period) is
reported used from
July 23, 1837 to
July 11, 1838.



New York via Boston to Andover, Mass.

July 9, 1838



New York to Boston, Mass.

datelined December 25, 1843

The rate of 18¾c
was for a single
letter sent
150-400 miles.

This “STEAM /
BOAT / 18¾” in circle
hand stamp is
reported used from
Aug. 3, 1839 to
Dec. 25, 1841.

This is a new LRU.

150-400 miles (18½¢)

Bundle of Letters - 47¾ oz.

Only ¼ oz. Under the Limit



Boston to New York, NY

October 17, 1839

The rate of \$35.81¼ was for a letter weighing 47¾ oz. sent 150-400 miles. This letter appears to have been on top of a large bundle sent to New York for the Oct. 19th sailing of the Transatlantic Steamship Company Ship *Liverpool*.

It is believed to be an example from Boston of a “freight money” letter, with the payment Included in the letter rather than collected by the postmaster and noted on the outside.

Per Sec. 13 of the Act of Mar. 3, 1825:

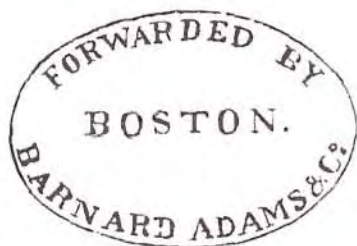
“No postmaster shall receive, to be conveyed by the mail, any packet which shall weigh more than three pounds.”

over 400 miles

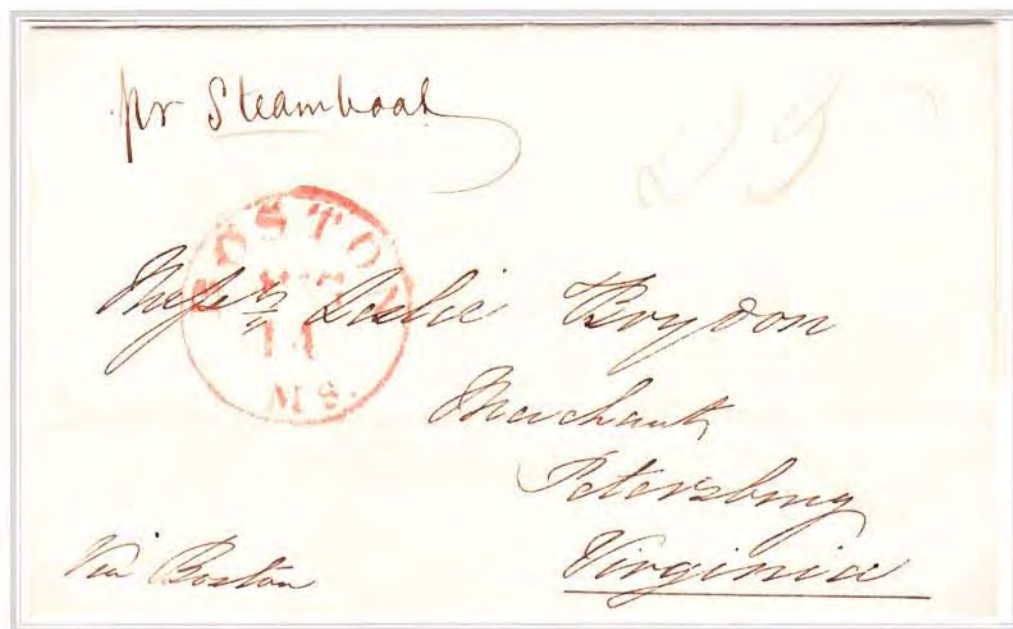
single / single

The rate of 25c was for a single letter sent over 400 miles.

No ship fee, as it was picked up from the ship by Barnard Adams & Co. and forwarded to Petersburg.



(reverse)



Halifax via Boston to Petersburg, Va.

August 14, 1839

Brig *Acadian*, Thomas J. Jones, Master

The rate of 27c was for a single ship letter sent over 400 miles, and included a 2c ship fee.

An additional 6d fee for the packet rate and a 1sh, 8d internal rate (for a 1 oz. letter from Vere St., London to the London docks) was paid in Britain.

"ADVERTISED" at Cleveland.

This Boston integral "SHIP" CDS is reported used from Aug. 1, 1838 to Jan. 5, 1839.

This example is a new earliest known use.



London via Boston to Cleveland, Oh.

April 27, 1838

Ship *Jacob Perkins*, Shoof, master

Express Mail

Act of Congress, Apr. 9, 1816 (eff. May 1)

Boston to New Orleans

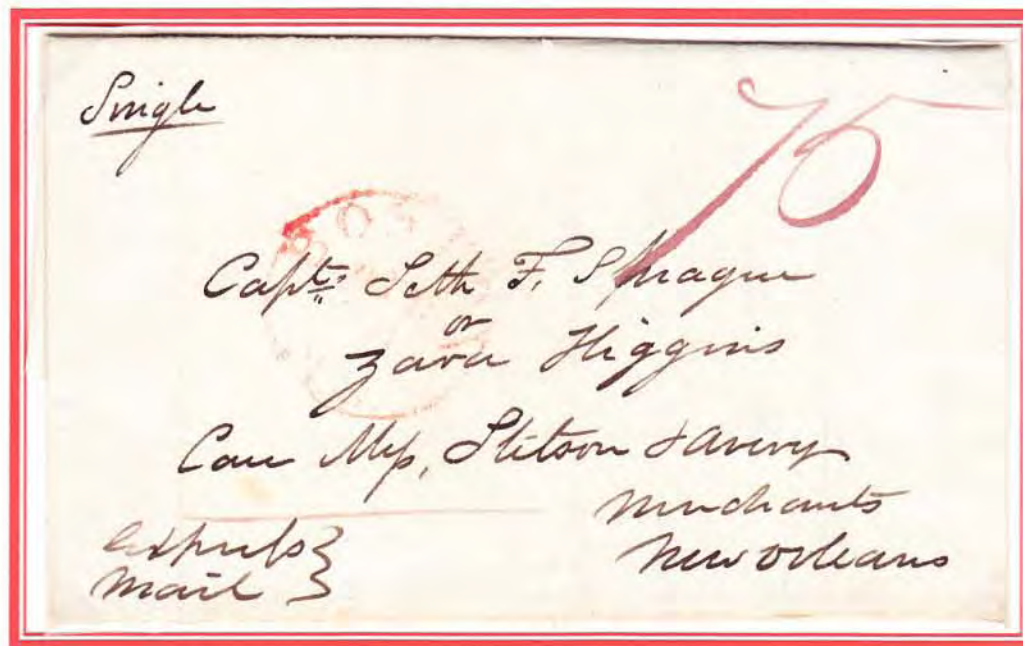
single

The Southern Express Mail 1836-1839

On July 2, 1836, President Andrew Jackson signed a bill which included authorization of an express mail. Letters were to be marked "Express Mail", could not weigh more than $\frac{1}{2}$ oz., and were to be charged triple the rates of the ordinary mails. The express mail began on Nov. 15, 1836 between New York and New Orleans. The earliest North-South express letter was from Boston to Charleston on Dec. 6. Blake (1949) notes only a letter from Boston to St. Louis. Two others are illustrated in Dr. Milgram's book, copyright 1977, including the Dec. 6 letter noted above. Additional information indicates that a few others are known.

Less than 15 examples known sent from Boston

The rate of 75c was for a single letter sent
over 400 miles by the Southern Express Mail.



Boston to New Orleans

April 29, 1837

The Simplified Postal Rates of 1845

Due to public clamor, resulting in part to the large number of independent posts providing mail delivery at a lower cost, Congress enacted lower and greatly simplified postal rates on March 3, 1845. There were now two postal zones, with a 5c rate per ½ oz. for letters sent up to 300 miles, and a 10c rate per ½ oz. for those sent over 300 miles. The Act also was intended to limit the use and correct abuses in the franking privilege, limiting such use to official business only, requiring that detailed accounts of that use be kept, and establishing substantial penalties for abuse. Included in this section are covers rated under the Act of March 3, 1847, which dealt with printed circulars and letters to Cuba, Panama and the Pacific Coast.

Daniel Webster, U.S. Senate



Boston to New York, NY

May 8, c. 1848

Per Sec. 8 of the Act of Mar. 2, 1845, Members of Congress were allowed to send and receive letters, newspapers and packets, up to 2 oz. free of postage, while Congress was in session and for 30 days before and after. They also had the right to frank written letters from themselves during the whole year.

5th Auditor of the Treasury

Per Sec. 27 of the Act of Mar. 3, 1825, Auditors of the Treasury were allowed to send and receive letters, free of postage. That privilege did not change with the Act of Mar. 2, 1845.



Turin, Italy via Boston to Washington, DC

May 26, 1849

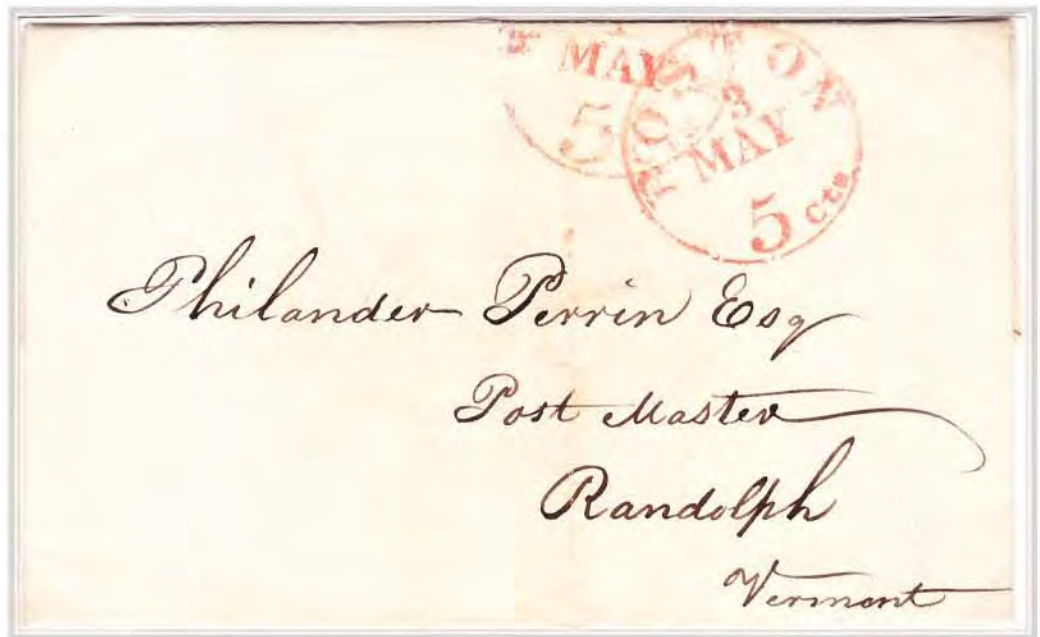
Free / Deputy Postmasters

Act of Congress, Mar. 3, 1845 (eff. July 1)

Repeal and Reinstatement of Deputy Postmaster Franking Privilege

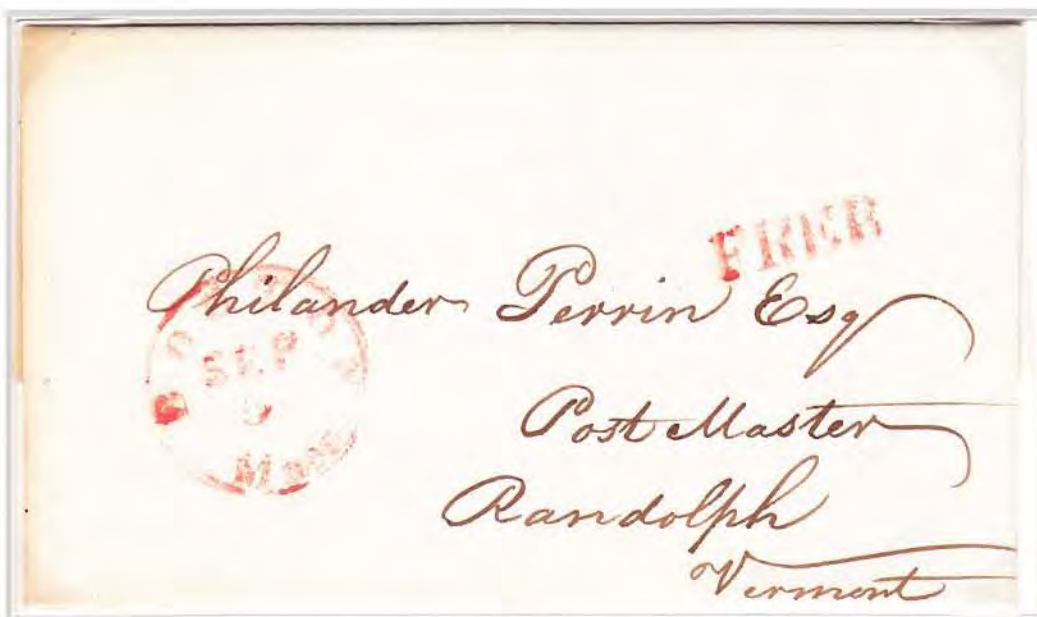
The Act of March 3, 1845 limited the franking privilege for deputy postmasters to official business only, subject to a penalty of \$300. Since to many of them, the privilege was more important than their salaries, nearly one-third of them quit. The Act of March 3, 1847 (eff. July 1) reinstated this privilege for deputy postmasters with a salary in the prior year of less than \$200. The two letters below, addressed to the same postmaster – Philander Perrin of Randolph, Vermont – demonstrate both the repeal and reinstatement.

The rate of 5c
was for a ½oz.
letter sent up to
300 miles.



Boston to Randolph, Vt.

May 3, 1847



Boston to Randolph, Vt.

Apr. 2, 1849

The Act of Mar. 3,
1847 reinstated the
franking privilege
for lower paid
deputy postmasters.

Drop Letters

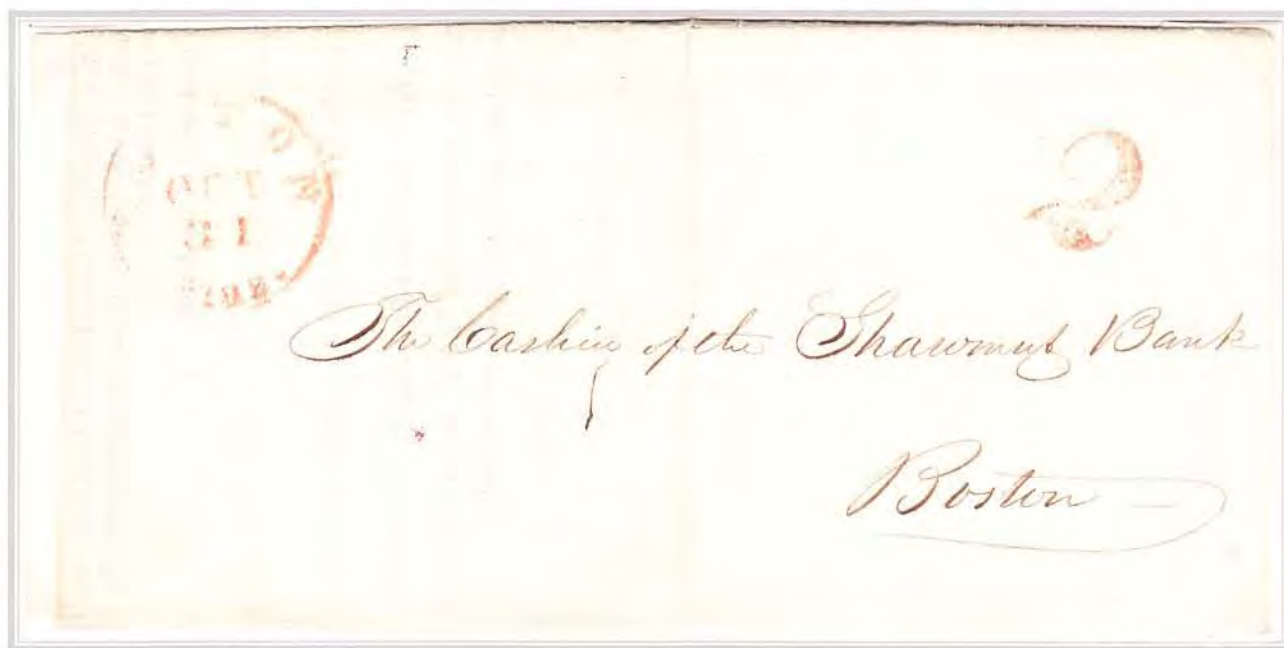
Act of Congress, Mar. 3, 1845 (eff. July 1)

On July 1, 1845, a new 2c rate for drop letters went into effect, replacing the previous rate of 1c that had been in effect since 1794.

The rate of 2c was for a letter dropped off and picked up at the same post office.

This numeral "2" hand stamp is reported used from Oct. 31, 1846 to Feb. 5, 1847

This example is an earliest reported use.



Boston to Boston, Mass.

October 31, 1846

The rate of 2c was for a letter dropped off and picked up at the same post office.

The Boston CDS with integral "2" is unreported in Blake



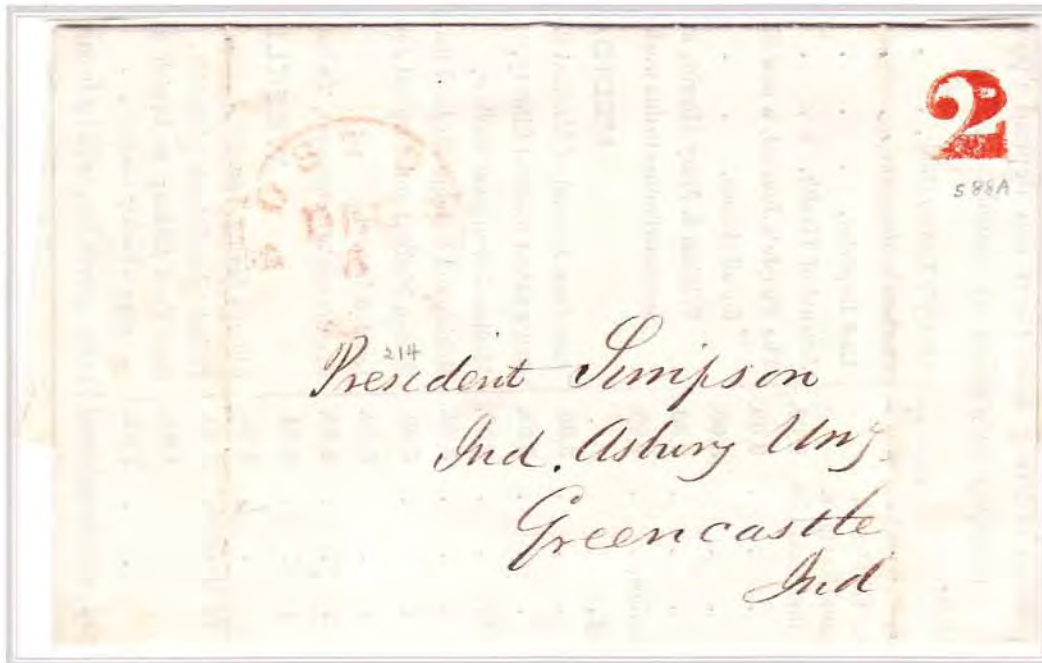
Boston to Boston, Mass.

October 9, 1849

Unsealed Printed Circulars

Act of Congress, Mar. 3, 1845 (eff. July 1)

As of July 1, 1845, "all printed or lithographed circulars or handbills or advertisements, printed or lithographed on quarto post or single cap paper, or paper not large than single cap, folded directed and unsealed, shall be charged with postage at the rate of two cents for each sheet, and no more, whatever be the distance the same may be sent." On July 1, 1847, the rate for "all handbills of circulars, printed or lithographed, not exceeding one sheet, shall be subject to three cents postage each, to be paid when deposited in any post-office..."



The rate of 2c was for a single sheet unsealed printed circular.

This numeral "2" hand stamp is reported used on Dec. 18, 1846.

This is the second reported example and a new earliest known use.

Boston to Greencastle, Ind.

December 5, 1846

New Rates per Sec. 13, Act of March 3, 1847 (eff. July 1)



The rate of 3c was for a single sheet unsealed printed circular.

Two strikes of the CDS generally meant a double rate (6c)

This Boston CDS with integral "3" is reported used from June 29, 1847 to June 17, 1848.

This example pre-dates the effective date and is a new earliest known use.

Boston to Salem, Mass.

June 23, 1847

Rates by Zone
to the port

Act of Congress, Mar. 3, 1845 (eff. July 1)

Second and Final Westward Sailing of the *Unicorn*

One of 7 Known Examples



London to Boston, Mass.

April 16, 1846

British Steamship *Unicorn*, Dallimore

The rate of 6c was for a ship letter addressed to the port.

The R.M.S. *Unicorn* made the first transatlantic voyage for Samuel Cunard in 1840, after which she was pressed into feeder service between Pictou, Nova Scotia and Quebec. In September of 1845, the *Unicorn* sailed back to England to be decommissioned, and was sold by Cunard to an independent ship operator to be placed on a run between Halifax and St. John's. Between October, 1845 and the Spring of 1846 she was refitted at Liverpool and the *Unicorn*, now a private ship, sailed back to Boston, carrying transatlantic mail for the last time.

up to 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.

First Day of New Rates

Initially rated $12\frac{1}{2}$ c as a letter sent 80-150 miles, per the Act of 1825.

Re-rated 5c as a $\frac{1}{2}$ oz. letter sent up to 300 miles.

Mis-sent and forwarded with an additional 5c rate, the extra 5c rate being noted as an overcharge at the destination and removed.



Boston via Charlestown, NH to Woodstock, Vt.

July 1, 1845



Boston to Bridgewater, Mass.

March 6, 1847

The rate of 5c was for a $\frac{1}{2}$ oz. letter sent up to 300 miles.

This Boston CDS with integral "5 Cts" ("N -- Cts" close) is reported used from Apr. 16, 1846 to May 15, 1851.

up to 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.**Black over red 5c CDS for clarity— different CDS**

The rate of 5c was
for a $\frac{1}{2}$ oz. letter
sent up to 300 miles.

Boston to Claremont, NH

April 28, c.1850

This black Boston
CDS with integral
"5 cts" is reported used
from Aug. 15, 1849 to
Mar. 7, 1855.

**Black over red 5c CDS for clarity – same CDS**

The rate of 5c was
for a $\frac{1}{2}$ oz. letter
sent up to 300 miles.

Boston to Deerfield, Mass.

November 26, 1850

This Boston CDS with
integral "5 cts" is reported
used in red from June 4,
1849 to June 28, 1851 and
in black from Aug. 15,
1849 to Feb. 24, 1855.

**Numeral "5" over red 5c CDS**

The rate of 5c was
for a $\frac{1}{2}$ oz. letter
sent up to 300 miles.

Boston to Naugatuck, Conn.

December 4, 1850

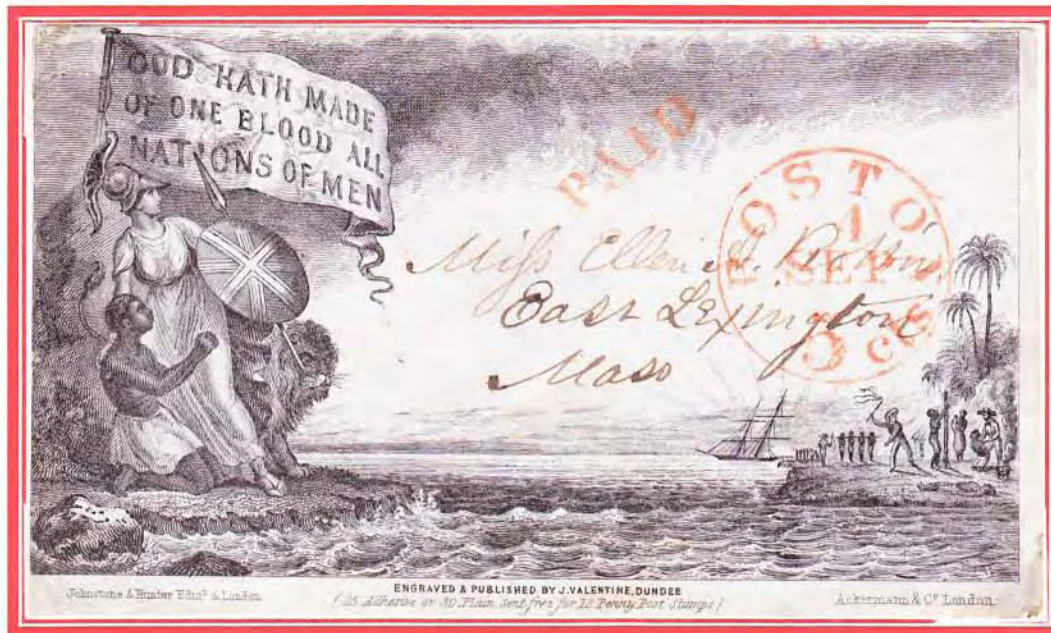
This overstruck
Boston CDS with
integral "5 cts" is
reported in Blake
as **unique**.



up to 300 miles

½ oz.

An Anti-Slavery Propaganda Cover



Boston to East Lexington, Mass.

September 1, 1850

The rate of 5c was for a ½ oz. letter sent up to 300 miles.

This Boston CDS with
integral "5 cts"
is reported used in red
from Mar. 18, 1850 to
June 18, 1851.

up to 300 miles

½ oz.

One of less than 10 recorded intact covers sent from Boston bearing
a 5c NY Postmaster's Provisional Adhesive



PFC 104,032

Boston to New York, NY

November 8, 1845

The rate of 5c was for a ½ oz. letter sent up to 300 miles.

The agent for Howland & Aspinwall put the stamp on the letter and marked it "U.S. Postage Paid", but since the stamp was not valid for postage in Boston, the letter was also marked with the Boston CDS and the manuscript magenta "5", indicating 5c due. When it arrived in NY, the stamp was cancelled with an "X" and the curved PAID applied, indicating that the NY postmaster accepted the 5c provisional as valid postage.

This 29½ mm Boston CDS is
reported used from July 5,
1841 to June 5, 1852.

The manuscript "5" was re-
placed by an integral rate CDS
in 2Q45, dating this cover
to 1845.

up to 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.**The First U.S. Post Office Adhesives**

Section 11 of the Act of Congress, March 3, 1847 (eff. Jul 1), authorized the postmaster general to prepare postage stamps. He contracted with the engravers Rawdon, Wright, Hatch and Edson to prepare both 5c and 10c adhesives. Pre-payment was not compulsory, and letters through June 30, 1851 (the scope of this exhibit) are found both stamped and stampless.



The rate of 5c was for a $\frac{1}{2}$ oz. letter sent up to 300 miles.

Boston to Northampton, Mass.

February 23, 1850

Paid to the Canadian Border

The rate of 5c was for a $\frac{1}{2}$ oz. letter sent up to 300 miles. The 4 $\frac{1}{2}$ d paid the Canadian inland rate.

(PFC 71296)



Boston via Derby Line and Stanstead to Sherbrooke, East Canada

August 8, 1848

up to 300 miles

½ oz. ship / ½ oz. ship

The rate of 7c was for a ½ oz. ship letter sent up to 300 miles, and included a 2c ship fee.

The 22½ x 5½ mm "SHIP" hand stamp is reported used in black from May 30, 1850 to May 31, 1854.



Pernambuco, Brazil via Boston to Salem

June 8, 1850

British Brig *Mary Taylor*, Callender, master

Last Day of Rate

The rate of 7c was for a ½ oz. ship letter sent up to 300 miles, and included a 2c ship fee.



Matanzas, Cuba via Boston to Providence, RI

June 30, 1851

Barque *Baltic*, Saunders, master, 15 days

up to 300 miles

½-1 oz. / ½-1 oz. / 1-2 oz.



**5c Adhesive Underpaying
an Overweight Letter**

The 5c adhesive was
for a ½ oz. letter sent
up to 300 miles.

Rated as a ½-1 oz. letter
and marked "5 Due."

Boston to Walpole, NH

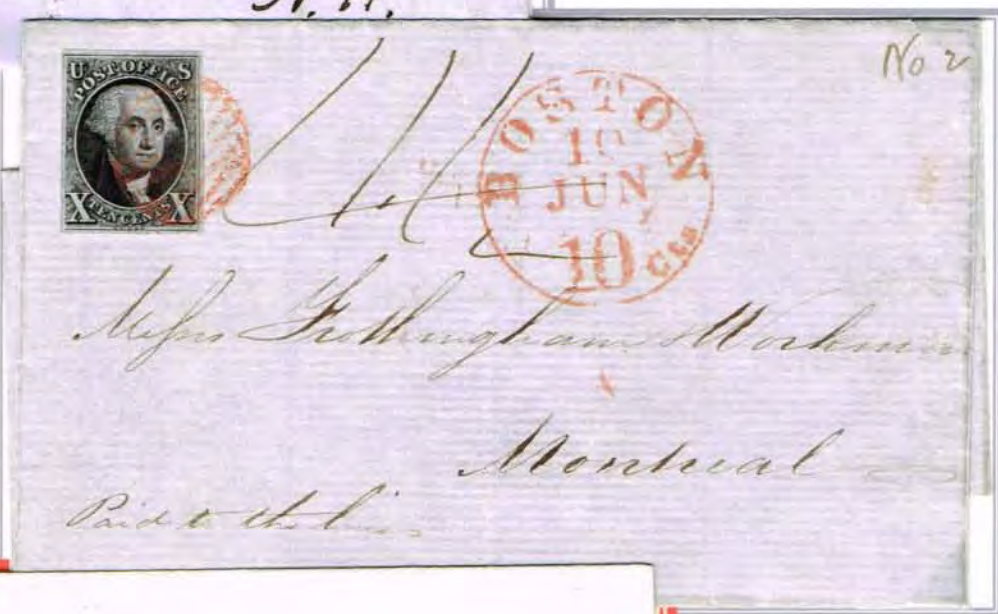
August 11, 1849

The rate of 10c
was for a ½-1 oz.
letter sent up to 300
miles "to the lines".

The 4½p Canadian
was paid at Montreal.

Boston to Montreal, Canada

June 10, 1850



**One of 2 known Boston
covers paying this rate
with 5c adhesives.**

The 20c rate was
for a 1-2 oz. letter sent
up to 300 miles.

Boston to New York, NY

December 10, c.1849

up to 300 miles

1-1½ oz. / 1-2 oz.

The Triple Rate and its Elimination

Beginning July 1, 1845, at 5c per ½ oz., the U.S. rate for a 1-1½ oz. (triple) letter, sent up to 300 miles, was 15c. However, Great Britain had no triple rate. The progression in the U.K. was 0-½ oz., (single rate); ½-1 oz. (double rate); and 1-2 oz. (quadruple rate). When the U.S.-U.K. Postal Convention was signed on Jan. 3, 1849, it explicitly noted that the U.S. and U.K. had a difference in their respective rate progressions. However, per a notice of March 15, 1849, the U.S. Postmaster General eliminated the triple rate. Thus, the use of the 1847 issue stamps to prepay the triple rate was allowed for only about 20 months.

Sent Prior to March 15, 1849

**One of two reported
strips of three 5c
1847s used at Boston**

The rate of 15c
was for a 1-1½ oz.
letter sent up
to 300 miles.

PFC 348232-01



Boston to New York, NY

August 16, 1847

Sent After March 15, 1849 - Elimination of the Triple Rate

Boston to New York, NY

May 31, c. 1849

**One of two
combinations of
the 5c and 10c
1847 used at Boston**

The rate of 20c
was for a 1-2 oz.
letter sent up
to 300 miles.

The presence of both red
crayon "15" and "unpaid 5"
markings strongly
suggests a rerating due to
the elimination of the
triple rate.

(cover front)

up to 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.**Boston & Albany Railroad**

The Boston & Worcester RR was finished to Worcester on July 6, 1835. The Western Railroad was built to connect the B&W to the Hudson and Berkshire Railroad at the New York state line. On October 4, 1841 the first train ran along the full route. The Albany and West Stockbridge Railroad (the New York part of the Western Railroad) opened to the Massachusetts state line on September 12, 1842. The first route agent was appointed on July 1, 1840.

This 30½ mm "BOSTON & ALBANY"
CDS is reported used in red from
July 29, 1848 to Oct. 2, 1851.
This is a new earliest known use.

This "United States Hotel"
hand stamp is reported used
only on Apr. 20, 1847.
This is a new latest known use.

The rate of 5c was for
a $\frac{1}{2}$ oz. letter sent up
to 300 miles.



Boston to Lenox, Mass.

January 22, 1848

The rate of 5c was
for a $\frac{1}{2}$ oz. letter sent
up to 300 miles.



PFC 149035

Boston to Ware, Mass.

June 21, 1851

up to 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.

Likely Used on the Boston & Providence Railroad

The rate of 5c was for a $\frac{1}{2}$ oz. letter sent up to 300 miles.

This "RAIL R." hand stamp is reported used from Mar. 8 to May 5, 1846.

The Boston & Providence Railroad, starting on July 21, 1842, was initially served by Express Mail agents of the Boston and New York through mail.



New York to Boston, Mass.

March 2, 1846

Eastern Railroad (Newburyport to East Boston)

The rate of 5c was for a $\frac{1}{2}$ oz. letter sent up to 300 miles.

This 32mm Eastern RR CDS is reported used in blue from Dec. 17, 1845 to sometime in the 1850s.

The first route agent for the Eastern Railroad, was appointed on July 7, 1848.

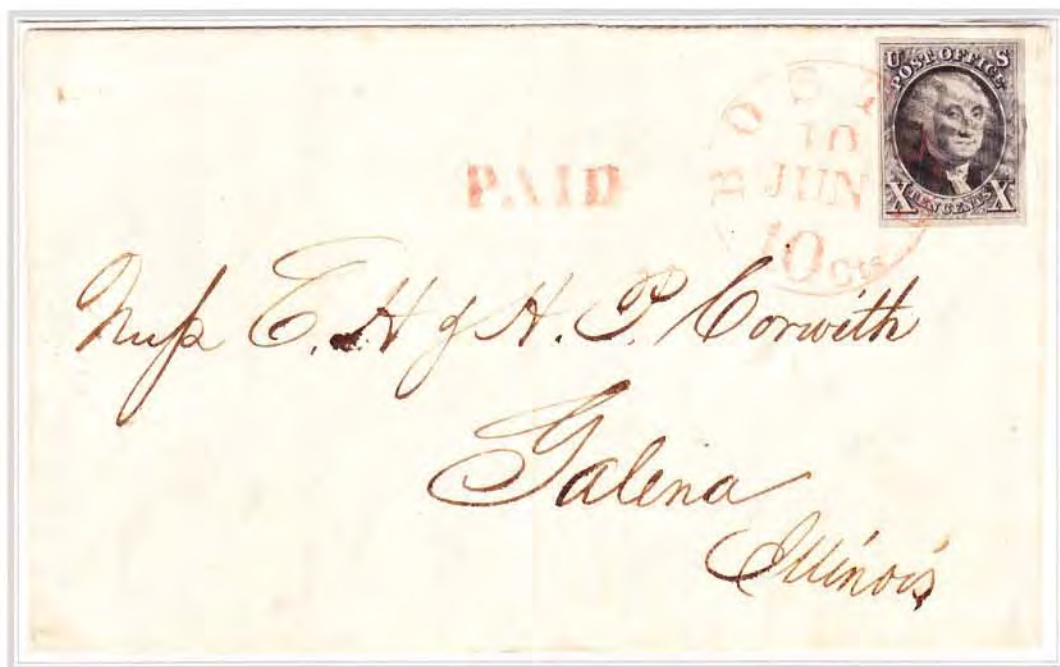


Boston to Greenland, NH

February 22, 1851

over 300 miles

½ oz. / ½ oz.



The rate of 10c was for a ½ oz. letter sent over 300 miles.

This Boston CDS with integral "10 cts" (worn, circle close) is reported used in red from Apr. 14, 1849 to Feb. 19, 1856.

Boston to Galena, Illinois

June 10, 1851



One of Three recorded 1847 covers from Boston to Texas

The rate of 10c was for a ½ oz. letter sent over 300 miles.

This Boston CDS with integral "10 cts" ("10" slanting) is reported used in red from June 16, 1846 to March 8, 1851.

Boston via to Houston, Tx.

March 4, 1851

over 300 miles

 $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz.

The rate of 10c was for a $\frac{1}{2}$ oz. letter sent over 300 miles (to the border). It was Carried by steamboat to St. Johns.

The 1 shilling, 1 $\frac{1}{2}$ d was paid at Truro, Nova Scotia.

Boston via St. John, New Brunswick to Truro, Nova Scotia

October 7, 1849

Boston to New York - U.S. Express Mail

The rate of 10c was for a $\frac{1}{2}$ oz. letter sent over 300 miles.

This Boston CDS with "U.S. Express Mail" is reported used in red in 1843 and from Mar. 6, 1844 to Oct. 13, 1852.



PFC 498, 119

Boston to Philadelphia, Pa.

November 5, c.1850

over 300 miles $\frac{1}{2}$ oz. / $\frac{1}{2}$ oz. ship / $\frac{1}{2}$ -1 oz.

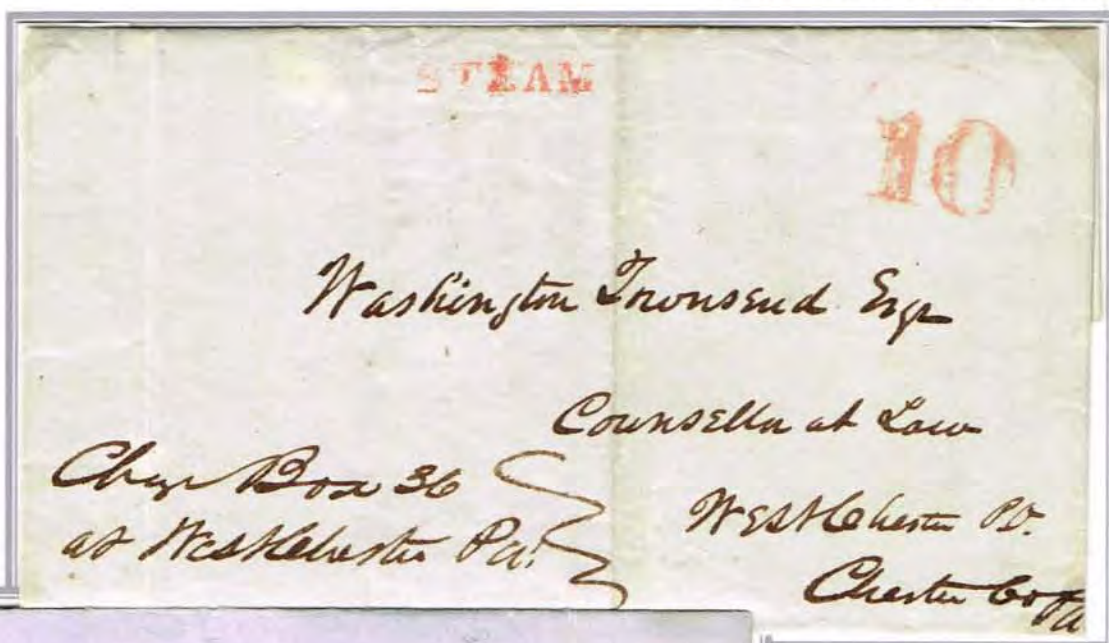
The rate of 10c
was for a $\frac{1}{2}$ oz.
letter sent over
300 miles.

Boston via New York
to West Chester, Pa.

dateline July 10, 1847

This 23x3½ mm "STEAM"
hand stamp is reported used
in red from Feb. 6, 1846
to July 23, 1851.

The numeral "10" hand
stamp is reported used from
July 1848 to Sept. 1, 1849.



The rate of 12c was for a $\frac{1}{2}$
oz. letter sent over 300 miles
and included a 2c ship fee.

Halifax via Boston to Hartford, Ct.

January 18, 1851

Brig Boston, Laybold

The 23x6½ mm "SHIP" is
reported used in black from
Jan. 18 to Jan. 25, 1851.

This example is an ERU.

The numeral "12" is reported
used from Nov. 21, 1845 to
Jan. 18, 1851.

This example is an LRU.

**One of 2 reported
Boston Covers with a
strip of four 5c adhesives**

The rate of 20c was for a
 $\frac{1}{2}$ -1oz. letter sent over
300 miles.

Boston to Philadelphia, Pa.

December 13, c.1849



Rates by Zone

Act of Congress, Mar. 3, 1845 (eff. July 1)

over 300 miles

1/2-1 oz. / 1/2-1 oz. ship / 1 1/2-2 oz.

The rate of 20c was for a 1/2 -1oz. letter sent over 300 miles.

Boston to Detroit, Mi.

September 25, 1847

This "20" in circle hand stamp is reported used from Feb. 18, 1847 to Dec. 14, 1849.



The rate of 22c was for a 1/2 -1oz. ship letter sent over 300 miles, and included a 2c ship fee.

St. Jago de Cuba via Boston to Philadelphia, Pa.

October 23, 1850

Brig Smyrna, Sprague, Master, 26 days

The rate of 40c was for a 1-2 oz. letter sent over 300 miles.

Boston to Tallahassee, Florida

March 20, 1850

This numeral "40" hand stamp is reported used only on July 6, 1849 or 1850.

This example is the second known use.



to Havana
to the Pacific Coast

 $\frac{1}{2}$ oz. $\frac{1}{2}$ oz.

One of Only 3 Known Examples of the Boston "12½" Hand Stamp



Boston via Charleston, S.C. to Havana, Cuba

July 9, 1850

Steamer Isabel, Rollins, master

The rate of 12½c was for a ½ oz. letter sent to Cuba. An additional 1 peso was due at Havana.

This red "12½" hand stamp is known used from July 9, 1850 to Oct. 25, 1851.

This is a new earliest known use.



Boston to San Francisco, Calif.

December 10, 1850

The rate of 40c was for a ½ oz. letter sent from the Eastern U.S. to the Pacific Coast.

This numeral "40" hand stamp is reported used from June 28, 1849 to Dec. 10, 1850.

This example is a latest reported use.

to the Pacific Coast

½ oz. / ½ oz.



Boston to San Francisco, Calif.

August 12, 1850

The rate of 40c was for a ½ oz. letter sent from the Eastern U.S. to the Pacific Coast.

The CDS with integral "40" is reported used in red from June 19, 1849 to April 10, 1851.

The rate of 40c was for a ½ oz. letter sent from the Eastern U.S. to the Pacific Coast.

The numeral "40" hand stamp is reported used on March 24, 1851.

This example is the second known use.

The CDS with integral "40" is unreported in black.



Boston to San Francisco, Calif.

April 10, 1851

to the Pacific Coast

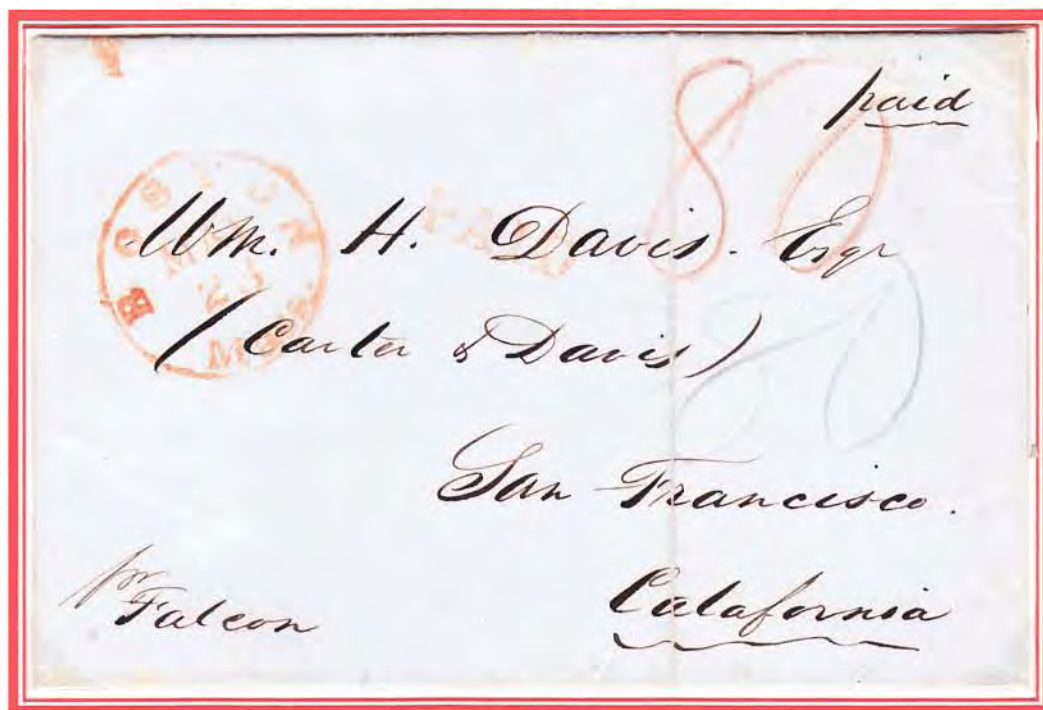
 $\frac{1}{2}$ -1 oz. / $\frac{1}{2}$ -1 oz.

Earliest Reported Boston Rate Marking to the Pacific

The rate of 80c was for a $\frac{1}{2}$ -1oz. letter sent from the Eastern U.S. to the Pacific Coast.

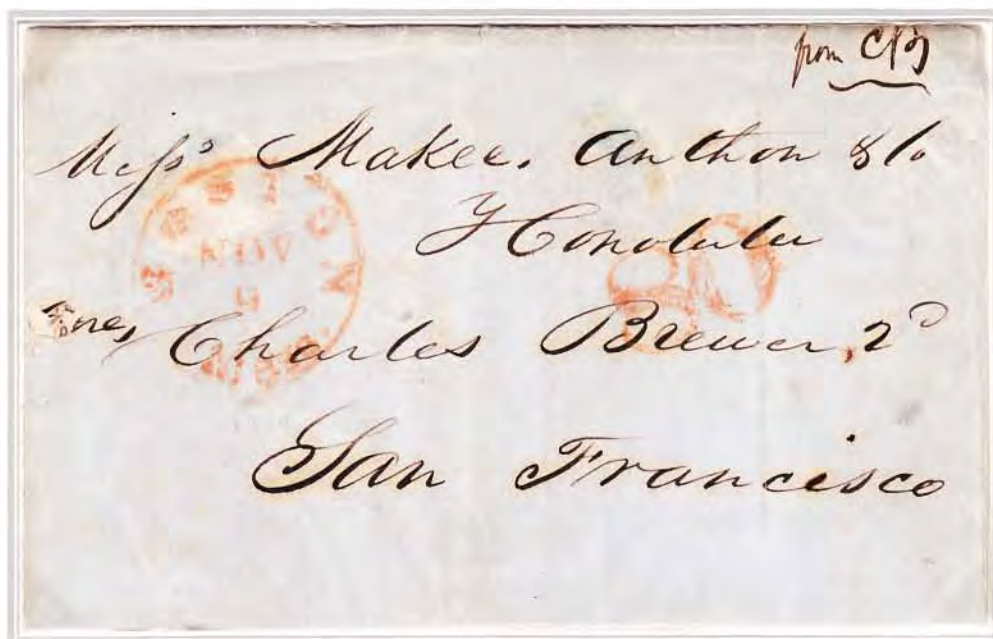
This manuscript rate of 80c is reported used from May 19, 1850.

This example is more than one year earlier.



Boston to San Francisco, Calif.

May 23, 1849



The rate of 80c was for a $\frac{1}{2}$ -1oz. letter sent from the Eastern U.S. to the Pacific Coast.

This '80' hand stamp is reported used from Aug. 8 to Nov. 20, 1850.

Boston via San Francisco, Calif. To Honolulu, Hawaii

November 9, 1850

Boston Semi-Official Penny Post and Delivery

Carrier service in Boston had existed since the earliest days of the Boston Post Office. On Feb. 18, 1849, the postmaster at Boston, Nathaniel Green, announced that Mr. James H. Patterson and his carriers had been appointed to provide letter delivery in Boston. The Letter Carrier's Office was established at 23 Sudbury St., moving in 1850 to the Merchant's Exchange. During the years 1849-1857, the first specific penny post markings and adhesives were introduced. This page provides two examples of Boston Penny Post markings that were in use during the period covered by this exhibit.

The penny post adhesive paid for delivery to the Boston Post Office. The 10c rate was for a <1/2oz. letter sent over 300 miles, part paid by the U.S. 5c 1847, with 5c due from the addressee.

The Meyersburg Census contains 23 examples of the 5c 1847 used in combination with the first Boston Penny Post adhesive.

The ringed circle cancel is reported used in April 1850.



PFC 476826
(front)

Boston, Mass. to Washington D.C.

April 13, c.1850

The penny post adhesive paid for carrier delivery within the city of Boston.

The red 3-bar concentric circle is known used from April 1851 through July 1859.

It is not commonly seen used to cancel the first Penny Post adhesive.



Boston, Mass., for local delivery

June 25, 1851

Pre-U.S./U.K Treaty: May 1840-June 1845

Early Cunard Era 1840-1851

80-150 miles
150-400 miles

double ship
single ship

The Cunard Transatlantic Steamship Era

Cunard steamers made transatlantic mail faster and regular. Payments in each country were required for that country's postal fees. Letters arriving at Boston from the U.K. were pre-paid the 1 shilling per ½ oz. packet (and any other applicable) rate by the sender; the U.S. inland rate and ship fee were paid by the addressee.



Liverpool via Boston to Bath, Maine

February 4 to February 19, 1845

R.M.S. Hibernia

The rate of 27c was for a double ship letter sent 80-150 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This "27" in circle Boston hand stamp is known used from Aug. 3, 1843 to March 18, 1845.

It is unreported in Blake.

First Cunard Voyage (RMS Unicorn) – Ten Covers Recorded



Liverpool via Boston to New York, NY

May 16 to June 3, 1840

R.M.S. Unicorn

The rate of 20¾c was for a single ship letter sent 150-400 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This "SHIP" in Boston CDS is reported used from June 4, 1840 to Jan. 22, 1844.

This example is an earliest known use.

150-400 miles

single ship / single ship

The rate of 20 $\frac{3}{4}$ c was for a single ship letter sent 150-400 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This "20³" hand stamp is reported used from Jan. 18, 1843 to some time in 1844.



Liverpool via Boston to New York, NY

May 19 to June 1, 1843

R.M.S. Acadia



The rate of 20 $\frac{3}{4}$ c was for a single ship letter sent 150-400 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This "20 $\frac{3}{4}$ " in circle hand stamp is reported used from Aug. 3, 1843 to June 2, 1845.

Londonderry via Liverpool and Boston to New York, NY

October 4 to October 18, 1843

R.M.S. Hibernia

150-400 miles

double ship / triple ship



The rate of 39½c was for a double letter sent 150-400 miles, including a 2c ship fee. The 15 decimes postage from France to the U.S. port was prepaid.

The "39½" hand stamp is reported used from Jan. 31, 1843 to sometime in 1845.

The red "SHIP" in Boston CDS is reported used from May 1844 to June 28, 1849.

Paris via Liverpool and Boston to NY

April 19 to May 5, 1844

R.M.S. Hibernia

The rate of 58¼c was for a triple ship letter sent 150-400 miles, and included a 2c ship fee. The 1 sh packet rate was prepaid in the U.K.

Unusual combination of a triple rated U.S., single rated U.K. letter.



Liverpool via Boston to Philadelphia, Pa.

July 19 to August 1, 1841

R.M.S. Columbia

over 400 miles

single ship / triple ship

The Only Known Example of the Small Boston "27"

The rate of 27c was for a single ship letter sent over 400 miles, and included a 2c ship fee. The 22 decime postage (reverse) from France to the U.S. port was prepaid, with a 1 shilling credit to the U.K.

This small "27" Boston hand stamp is known used in May 1843.

It is not reported in Blake.

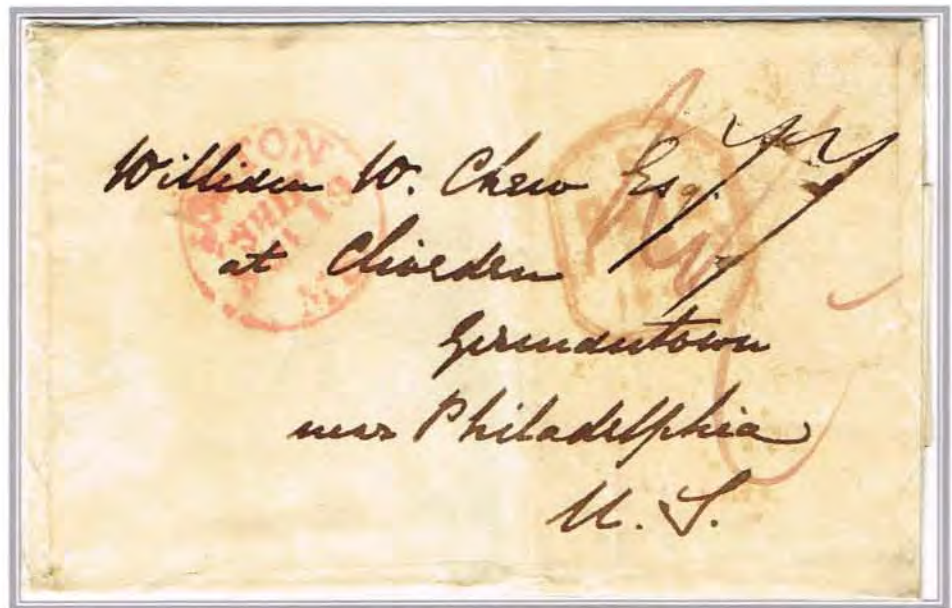


Paris via Liverpool and Boston to New Orleans, La..

April 19 to May 4, 1843

R.M.S. Hibernia

The rate of 77c was for a triple ship letter sent over 400 miles, and included a 2c ship fee. The 2 shilling packet rate for a ½-1 oz. letter was prepaid in the U.K.



London via Boston to Germantown, Pa.

August 4 to August 19, 1841

R.M.S. Columbia

Pre-U.S./U.K Treaty: July 1845-June 1848

Early Cunard Era 1840-1851

to the port
up to 300 miles

single ship

Act of Congress, March 2, 1845 (eff. July 1) reduces U.S. inland rates



The rate of 6c was for a single ship letter addressed to port. The 24 decimes for the postage from Belgium to the U.S. port was prepaid.

This fancy "SHIP / 6" hand stamp is known used in red from May 7, 1816 to July 12, 1849.

Antwerp, Belgium *via* London and Liverpool to Boston

Nov. 4 to Nov. 17, 1846

R.M.S. Acadia



The rate of 7c was for a single ship letter sent up to 300 miles, and included a 2c ship fee. The 12 decimes postage from France to the U.S. port was prepaid.

This "7" hand stamp is reported used in red from July 31, 1845 to May 30, 1850.

Le Havre, France *via* Liverpool and Boston to Castine, Maine

June 19 to July 4, 1847

R.M.S. Caledonia

over 300 miles

single ship / single ship

The 12c rate was for a single ship letter sent over 300 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This red "12" hand stamp is known used from Nov. 21, 1845 to June 19, 1848.



Manchester, England via Liverpool and Boston to Baltimore, Md. Nov. 4 to Nov. 20, 1845

R.M.S. Britannia



Hong Kong via London, Liverpool and Boston to Washington, D.C.

May 5 to May 21, 1846

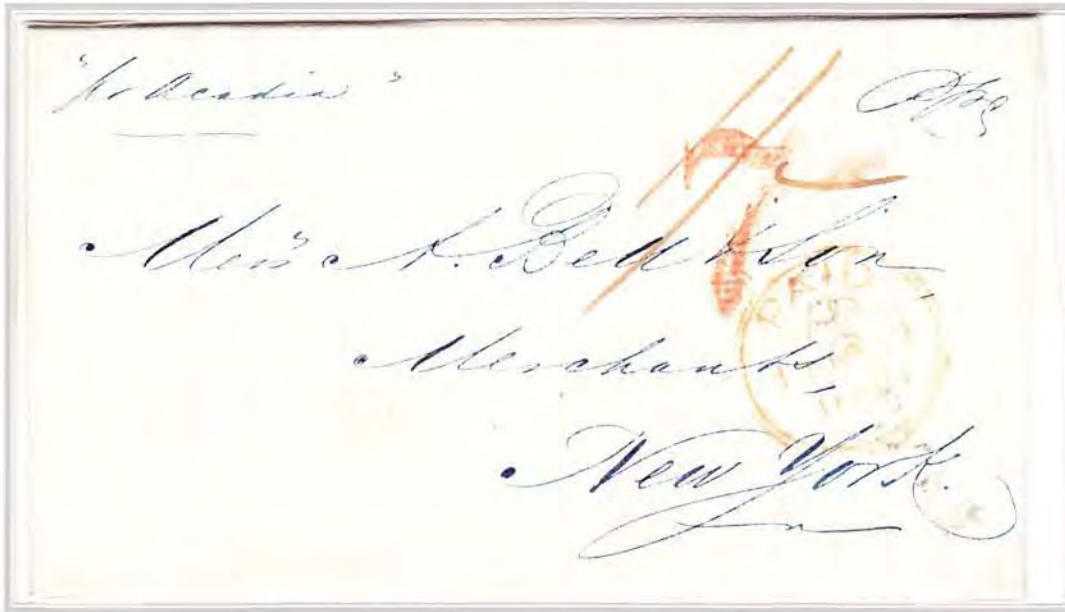
R.M.S. Britannia

The 12c rate was for a single ship letter sent over 300 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This red "12" hand stamp is reported used from Nov. 21, 1845 to Jan. 18, 1851.

Special Handling of U.S. mail at Liverpool (1844-1848)

By late 1843, an agreement had been reached between the U.S. PMG and the postmaster at Liverpool, allowing letters addressed to New York to be carried in a sealed bag. At Boston, this bag was sent to New York without sorting and marking, thus reaching New York merchants as much as a day sooner. These letters bear no Boston markings, but are rated at New York. Moreover, the Liverpool PM also seems to have pre-bundled letters for Philadelphia, Baltimore, New Orleans, Charleston, Mobile and Augusta, although only one or two such letters have been reported for the last three cities.



The 7c rate was for a single ship letter sent up to 300 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

This 24mm red "7" hand stamp is reported used at New York from April 1846 to Feb. 1849.

Letters to New York per this special arrangement are reported from May 1844 to Feb. 1848.

London via Liverpool and Boston to New York, N.Y.

January 15 to February 1, 1848

R.M.S. Acadia

The 12c rate was for a single ship letter sent over 300 miles, and included a 2c ship fee. The 1 shilling packet rate was prepaid in the U.K.

Letters to Baltimore per this special arrangement are reported from July 1846 to Sept. 1847.

About 15 such covers have been reported; two from France.



Paris via Liverpool and Boston to Baltimore, Md.

October 4 to 20, 1846

R.M.S. Caledonia

Retaliatory Rate Period: July 1848-Jan. 1849

Early Cunard Era 1840-1851

to the port
up to 300 miles

single ship

On June 15, 1847, the Ocean Mail Steamship Co. began carrying pre-paid U.S. letters to the U.K. The British refused to accept them as ordinary ship letters, because the British Post Office order of June 9, 1847 made them all subject to the usual British Packet one shilling rate. After unsuccessful attempts to stop this practice, on July 1, 1848 the U.S. began imposing a similar 24c (1 shilling) "retaliatory" rate on mail carried by British packets. This lasted until the U.S.-U.K Postal Convention of Dec. 1848.

The 24c rate was for a packet letter addressed to the port. An additional 1 shilling packet rate was paid in the U.K.

This "24" hand stamp is reported used in red from September 18 to October 6, 1848.

This example is a new latest known use.



London via Liverpool to Boston

November 18 to December 6, 1848

R.M.S. Britannia

The 29c "retaliatory" rate was for a packet letter sent up to 300 miles. An additional 1 shilling packet rate was paid in the U.K.

This "29" hand stamp is known used from Aug. 14 to Dec. 16, 1848.



Lurgan, Ireland via Dublin, Liverpool and Boston to New York, NY

Oct. 7 to Oct. 19, 1848

R.M.S. Niagara

up to 300 miles

single sailing ship / double ship / double ship



Retaliatory Rate Sailing Ship Letter

The 21c "retaliatory" rate was for a 0-½ oz. sailing ship letter sent up to 300 miles.

Halifax via Boston to New York
July 5 to 19, 1848

British Schooner *Boston*

The Act of June 27, 1848 called for a retaliatory rate of 16c for letters arriving in the U.S. by British sailing ship.

The 58c "retaliatory" rate was for a ½-1oz. packet letter sent up to 300 miles. An additional 2 shilling packet rate was paid in the U.K.

L'pool and NY to Boston
July 22 to August 4, 1848
R.M.S. America



The "58" Boston Hand Stamp Approx. 10 Known Examples

The 58c "retaliatory" rate was for a ½-1oz. packet letter sent up to 300 miles. An additional 2 shilling packet rate was paid in the U.K.

London via L'pool and Boston to Salem
August 12 to August 26, 1848

R.M.S. Britannia

This "58" hand stamp, unreported in Blake, is known used from Aug. 13 to Dec. 16, 1848.



over 300 miles

single ship / single ship / double ship

The 34c "retaliatory" rate was for a packet letter sent over 300 miles. An additional 1 shilling packet rate was paid in the U.K.

Liverpool via Boston to Petersburg, Va.

October 21 to November 3, 1848

R.M.S. Hibernia

This "34" hand stamp is known used from July 12 to Dec. 16, 1848.



The 34c "retaliatory" rate was for a packet letter sent over 300 miles. An additional 15 decimes postage was paid from France to the U.S. port.

Paris, France via London, Liverpool and Boston to Petersburg, Va.

November 4 to November 19, 1848

R.M.S. Acadia

This "34" hand stamp is reported used July 27 to December 16, 1848.

The 68c "retaliatory" rate was for a ½-1oz. packet letter sent over 300 miles. An additional 2 shilling packet rate was paid in the U.K.

Liverpool via Boston to Petersburg, Va.

November 4 to November 19, 1848

R.M.S. Acadia



Restored Rate Period: July 1848-Jan. 1849

Early Cunard Era 1840-1851

to the port
up to 300 miles

single ship

The First U.S. - U.K. Postal Convention was signed on Jan. 3, 1849. It became effective in mid-February. For six weeks in early 1849, postal rates reverted to those in existence before June 1848. There were four Cunard voyages to the U.S. (two to Boston) and three from the U.S. to the U.K. (only one from Boston) during this time.

Two Letters from the First Westward Voyage under the Restored Rates

The 6c rate was for a ship letter addressed to the port. The 1 shilling packet rate was prepaid in the U.K.



Liverpool to Boston

December 30, 1848 to January 12, 1849

R.M.S. America



Liverpool via Boston to Wiscasset, Maine

December 30, 1848 to January 12, 1849

R.M.S. America

The 7c rate was for a $\leq \frac{1}{2}$ oz. ship letter sent up to 300 miles, and included a 2c ship fee. The 1 shilling packet rate was paid in the U.K.

(unrated at Boston)
up to 300 miles

single ship

The Sole Voyage from Boston under the Restored Rates

Unrated at Boston as a letter put directly aboard the ship. Rated 19 decimes due at Paris for the postage from the U.S. port to Cognac, France.



Boston via Liverpool to Cognac, France

January 24 to February 4, 1849

R.M.S. America

The Last Voyage to Boston under the Restored Rates

The 7c rate was for a $< \frac{1}{2}$ oz. ship letter sent ≤ 300 miles, and included a 2c ship fee. The 1 shilling packet rate was paid in the U.K.



London via Liverpool and Boston to New York, NY

Jan. 27, 1848 to Feb. 12, 1849

R.M.S. Niagara

Treaty Rate Period: beginning Feb. 15, 1849

Early Cunard Era 1840-1851

Packet Rate

single packet / single packet

The U.S.-U.K. Postal Convention went into effect Feb. 15, 1849. The basic letter weight was $\frac{1}{2}$ oz., with weight progression up to the individual country. The total international rate was 24c (12d), with 16c (8d) sea postage to the country whose packet carried the letter, 3c ($1\frac{1}{2}$ d) British inland postage and 5c ($2\frac{1}{2}$ d) for U.S. inland postage. The total 24c (12d) could be prepaid or left unpaid.

First Voyage (Eastbound) under the Treaty Rates



The 24c rate was for a $\leq \frac{1}{2}$ oz. packet letter.

The "24" hand stamp is reported used from March 10, 1849 to January 5, 1851.

This example is a new earliest known use.

Boston via Liverpool to London

February 21 to March 6, 1849

R.M.S. Niagara

First Westbound Voyage under the Treaty Rates



The 24c rate was for a $\leq \frac{1}{2}$ oz. packet letter.

This "SHIP" in Boston CDS is reported use from March 19, 1846 to February 2, 1849.

This example is a new latest known use.

London via Liverpool and Boston to Pontiac Michigan

Feb. 24 to March 9, 1849

R.M.S. America

Packet Rate**single packet / single packet**

Additional Treaty articles, effective July 1, 1849, indicated that in the upper right corner, pre-paid letters were to be marked in red ink the amount due to the country to which the letter was sent and unpaid letters were to be marked in black ink the amount due to the county forwarding the letter.

**One of two reported treaty letters paid by
a combination of a 5c 1847 plus cash**



The 24c rate was for a paid $\leq \frac{1}{2}$ oz. packet letter, with a 19c credit noted due the U.K.

The "19" hand stamp is known used from September 12, 1849 to November 16, 1859.

PFC 487,022

Boston via Liverpool to London

September 25 to October 5, 1850

R.M.S. Asia

The 24c rate was for a $\leq \frac{1}{2}$ oz. paid packet letter, with a 5c credit noted due the U.S.



London via Liverpool and Boston to Wiscasset, Maine

May 12 to May 26, 1849

R.M.S. Caledonia

Packet Rate

single packet / single packet / double packet

One of seven recorded 5c 1847 letters from Boston to France

Per British Open Mail, the 5c paid the rate to the port for a <1/2oz. packet letter. The addressee paid 15 decimes (10 dec. to the U.K., 5 dec. to France).

Boston via New York and
Liverpool to Paris

December 18 to December 28, 1850

R.M.S. Asia

PFC 485,629

**One of two recorded 5c 1847 letters from Boston to Germany**

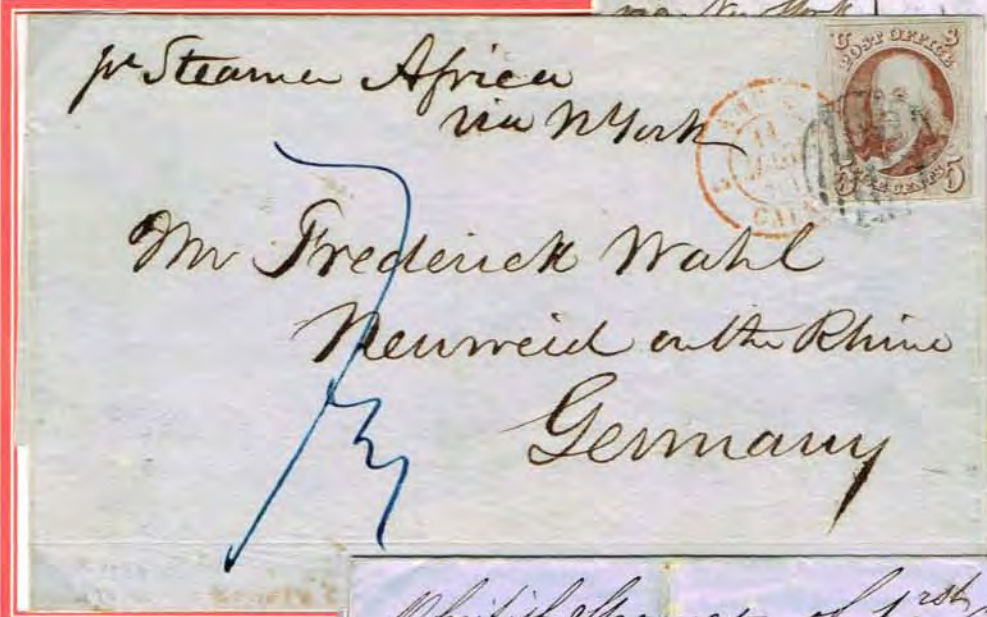
Per British Open Mail, the 5c paid the rate to the port for a <1/2oz. packet letter. The addressee in Germany paid 7 1/2 silbergroschen.

Boston via New York and
Liverpool to Germany

February 26 to March 9, 1851

R.M.S. Africa

PFC 512,271



The 48c rate was for a paid 1/2-1oz. packet letter, with a 38c credit noted due the U.K.

New Orleans via Boston and
Liverpool to London

May 1 to May 13, 1850

R.M.S. America

The "38" hand stamp is reported used only on
March 6, 1850.

This example is a new
latest known use.



1847 Issue Demonetized Use

Epilogue

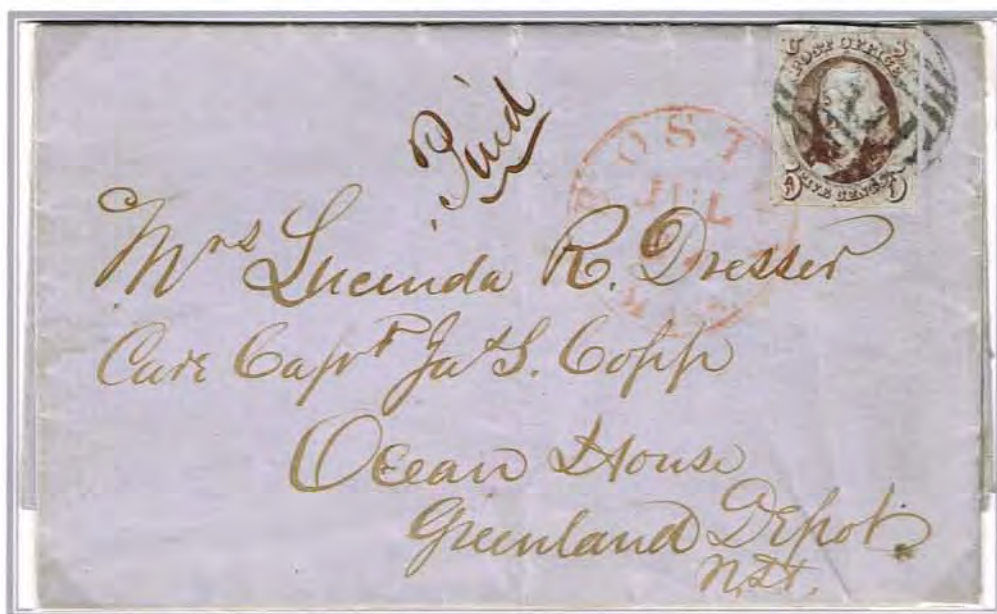
The Act of Congress, Mar. 3, 1851 established new postage rates of 3c per ½ oz. for a paid letter (5c unpaid) sent up to 3000 miles, and 6c for a paid letter (10c unpaid) sent over a greater distance. On June 10, 1851, in expectation of these new rates, Postmaster General Nathan K. Hall issued a regulation that the five and ten cent postage stamps of 1847 would no longer be accepted as legal postage as of July 1, 1851. Still, except for a few small towns, deputy postmasters continued to accept them.

The Latest of Five Demonetized 5c 1847 Adhesives Used at Boston

The 5c rate was a 2c overpayment on a letter of up to ½ oz. sent up to 3000 miles.

This large Boston "PAID" in grid cancel is known used in black from January 16, 1852 to October 15, 1855.

PFC 512272



Boston to Greenland Depot. NH

July 27, 1852

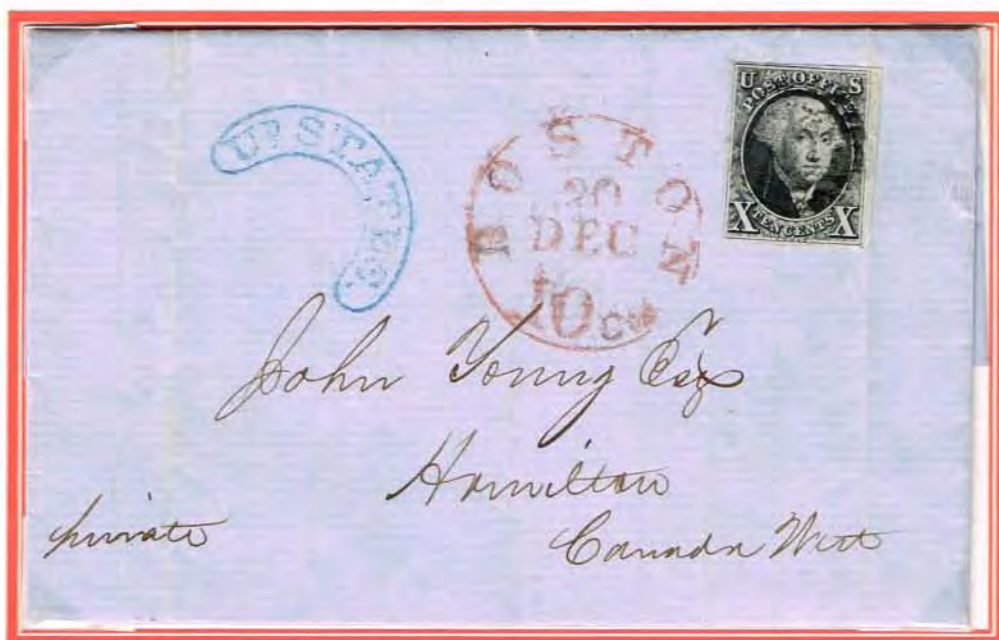
The Only Recorded Demonetized 1847 Stamp Used on a Cover to Canada

The 10c rate was for a through letter of up to ½ oz. sent from the United States up to 3000 miles to the Canadian border, and from there to anywhere in Canada.

Although the postage was correct, use of the adhesive itself was illegal.

The small Boston "PAID" in grid cancel is known used in black from July 12, 1851 to Jan. 15, 1852.

PFC 310728-01



Boston via Buffalo to Hamilton, Canada West

December 20, 1851