

## Uses of the 14¢ American Indian Stamp



The 14¢ American Indian stamp was the first United States stamp of this denomination and the first to feature an Indian. However, as a single stamp it never paid a specific postage rate or fee. Consequently, most uses of the American Indian stamp are on registered mail, special delivery mail, parcels, and international mail where there was a need to use stamps of different denominations to make up the required postage.

There were two printings of the 14¢ American Indian stamp. The first was a flat plate printing (perforated 11) issued on 1 May 1923, and the second a rotary press printing (perforated 11 x 10½) issued on 8 September 1931. This exhibit makes no distinction between the two printings.

This exhibit shows representative examples of the 14¢ American Indian stamp used on different types of mail, both solo and with stamps of other denominations. They are presented in the following order. Domestic surface and airmail, international surface, and airmail.

Many different rates and fees are represented in this exhibit. Where appropriate the rate and fees are detailed. All rates and fees were calculated using the books *U. S. Domestic Postal Rates, 1872-1999* and *U.S. International Postal Rates, 1872-1996*, both by Henry W. Beecher and Anthony S. Wawrukiewicz.

**Uses of the 14¢ American Indian Stamp**  
First-Class, Surface Mail (Registered)



**Registered letter from Atlanta, Georgia, to Scotch Plains, New Jersey, postmarked 12 March 1924, with "Return Receipt Requested" marking.**

Unusual use of a solo 14¢ American Indian stamp. During the short period from 1 May 1923 to 15 Apr 1925 the 14¢ stamp paid the total postage on a double weight registered letter. Envelope reduced approximately one-half inch at left. Backstamps (top) show only the origin (Atlanta).

Until March 1931 a return receipt was free for registered mail but had to be requested.

The rate and fee calculated as:

4¢	First class, surface mail (>1 oz ≤ 2 oz @ 2¢ per oz)
10c	Registry fee including return receipt (indemnity ≤\$50)
<b>14¢</b>	<b>Total</b>

**Uses of the 14¢ American Indian Stamp**  
First-Class, Surface Mail (Special Delivery)



**Special delivery letter from Buchanan, Virginia to Hollis, New York, postmarked 23 April 1932.**

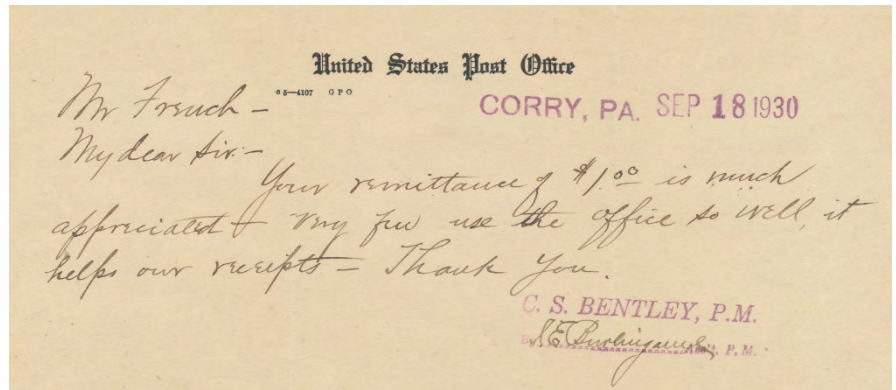
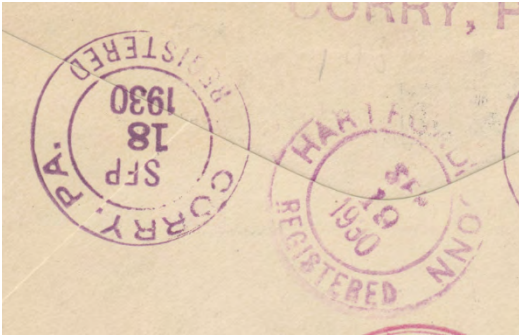
The solo use on this cover is an overpayment of the required postage.

The backstamps (top) show only the arrival in New York and the destination post office (Hollis). The letter was one day in transit.

The rate and fee calculated as:

3¢	First class surface mail (≤1 oz @ 3¢ per oz)
10¢	Special delivery fee
1¢	Overpayment
<b>14¢</b>	<b>Total</b>

**Uses of the 14¢ American Indian Stamp**  
 First-Class, Surface Mail (Registered with Fancy Cancel)



**Registered letter with fancy arrow postmarks mailed from Corry, Pennsylvania, to Hartford, Connecticut, on 18 September 1930.**

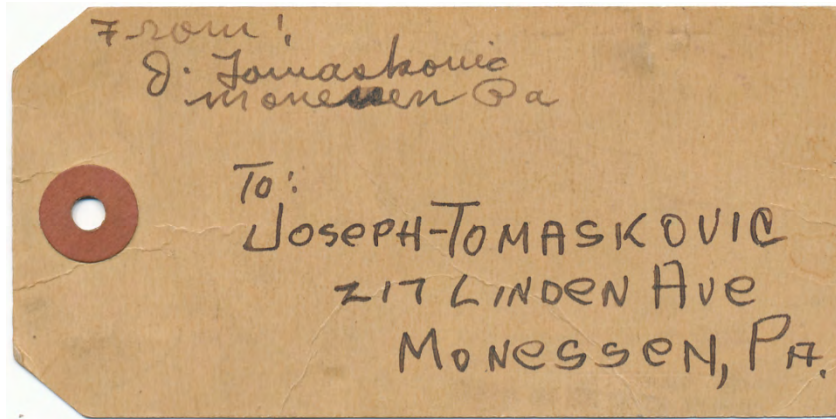
There was a long-standing requirement that registered mail was not to be canceled on the front with the town postmark. As a result, some post offices began using fancy cancels to cancel the stamps. During the great depression this was a god send for many fourth-class post offices whose existence depended on postal receipts. By catering to collectors who paid to obtain the fancy cancels, many offices were able to survive.

The letter at top right expresses the appreciation of the Corry, Pennsylvania, postmaster to the collector who sent \$1.00 to obtain this cover.

The rate and fee calculated as:

- 2¢ First class surface mail (≤1 oz @ 2¢ per oz)
- 15¢ Registration fee (indemnity ≤ \$50)
- 17¢ Total**

**Uses of the 14¢ American Indian Stamp**  
Parcel Post, Surface (Tag)



**Insured parcel post mail tag from Marcus Hook, Pennsylvania, to Monessen, Pennsylvania, postmarked 12 September 1936.**

The 14¢ American Indian stamp, a 20¢ and a \$1 stamp make up the \$1.34 postage.

Period post office charts show the distance between Marcus Hook and Monessen was 150-300 miles (parcel post zone 3). The rate and fees calculate as:

9¢	Parcel post (first pound @ 9¢ – zone 3)
90¢	Parcel post (additional 45 pounds @ 2¢ per lb – zone 3)
35¢	Insurance fee (indemnity \$150-\$200)
<b>\$1.34</b>	<b>Total</b>

**Uses of the 14¢ American Indian Stamp**  
Third-Class, Collect on Delivery (C.O.D.)



**Small mailer sent Collect on Delivery (COD) from St. Louis, Missouri, to Troy, Missouri, postmarked 29 November 1933.**

Effective 15 April 1925 third- and fourth-class were separated by weight. All matter  $\leq 8$  oz was placed in the third-class. The 14¢ American Indian stamp underpaid the postage on this mailer by 1¢. This deficiency was not detected until arrival at Troy. There the mailer was marked "Due 1¢." The intended recipient refused the package and it was returned to St. Louis. There double the deficiency of 1¢ was charged as a penalty for the underpayment and the 2¢ postage due stamp applied.

The rate and fees calculated as:

- 3¢ Third class (> 2 oz < 4 oz @ 1.5¢ per 2 oz)
- 12c Collection on delivery service fee
- 15¢ Total postage required
- 14¢ Actual postage (1¢ deficiency)
- 2¢ Deficiency penalty (double the deficiency)
- 16¢ Total**

COD fees

- 75¢ Due sender
- 6¢ M. O. fee
- 81¢ Total**

**Uses of the 14¢ American Indian Stamp**  
Surface Mail (Wrapper)



**Postal wrapper mailed from New York to Chicago, date unknown**

Wrappers were primarily used to mail a small number of newspapers or periodicals at the transient second-class rate.

A 2¢ postal stationary wrapper of the 1915-1932 series uprated by a 14c American Indian stamp make up the 16¢ postage.

The only marking on the wrapper is a penciled "14" which indicates the additional postage required over the 2¢ on the wrapper. There are no markings on this wrapper to indicate the class of mail and no postmark to give the date of mailing. Therefore, it is not possible to determine the rate represented by the 16¢ in postage.

**Uses of the 14¢ American Indian Stamp**  
First-Class, Airmail



**First class airmail letter from Los Angeles, California to St. Louis, Missouri, postmarked 13 October 1925.**

From 1 July 1924 to 1 February 1927 airmail flown on government operated routes was charged by weight and zone. There were three zones: San Francisco to Cheyenne to Chicago to New York. Mail carried within any portion of a zone was charged full postage for that zone. Airmail service for this letter apparently ended in Omaha, Nebraska (see backstamp). The 14¢ American Indian stamp and the 2¢ stamp make up the 16¢ postage.

The rate calculated as:

16¢ First class, airmail (≤ 1 oz carried in two zones @ 8¢ per oz per zone)



**Uses of the 14¢ American Indian Stamp**  
First-Class, Airmail (Registered and Special Delivery)



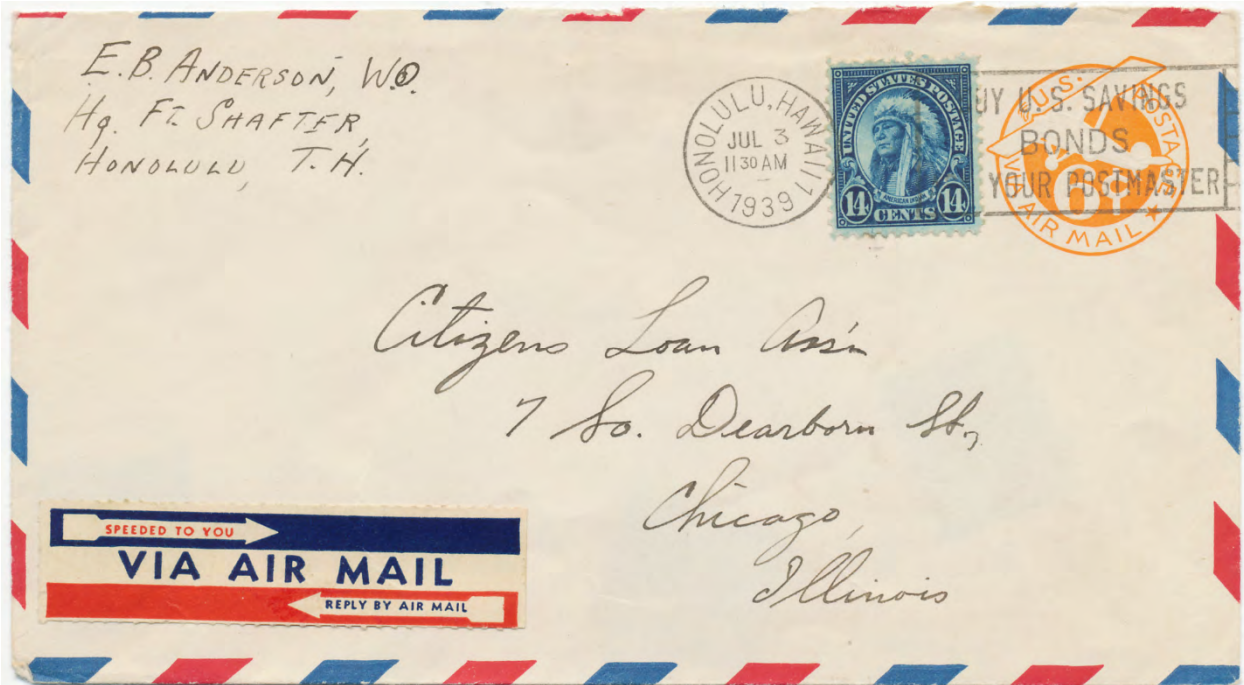
**Registered airmail special delivery letter with return receipt requested from Los Angeles, California, to Seattle, Washington, postmarked 30 April 1932.**

The 14¢ American Indian stamp, 5¢ airmail, 10¢ special delivery, and 4¢ commemorative stamps make up the 33¢ postage. Cover reduced by approximately half an inch at left. Backstamps (top) show origin (Los Angeles) and destination (Seattle). The letter was one day in transit.

The rate and fees are calculated as:

- 5¢ First class, airmail letter (≤1 oz @ 5¢ per oz)
- 15¢ Registry fee (indemnity < \$50)
- 10¢ Special delivery fee
- 3¢ Return receipt fee
- 33¢ Total**

**Uses of the 14¢ American Indian Stamps**  
First-class, Airmail from US Territory



**Airmail letter from Honolulu, Hawaii Territory, to Chicago, Illinois, postmarked 3 July 1939.**

Until October 1946 airmail rates to and from Hawaii and the continental United States were higher than airmail rates within the continental United States. The rates were also per one-half ounce instead of the per ounce rates in the continental United States.

The 6¢ airmail postal stationary envelope is uprated with a 14¢ American Indian stamp to make the 20¢ postage.

The rate is calculated as:

20¢	First Class airmail, Hawaii to mainland ( $\leq \frac{1}{2}$ oz @ 20¢ per $\frac{1}{2}$ oz)
<b>20¢</b>	<b>Total</b>

**Uses of the 14¢ American Indian Stamp**  
Canal Zone, First-Class, Surface Mail



**Letter from Balboa Heights, Canal Zone to San Francisco, California, postmarked 19 December 1938**

Beginning in 1904 surface rates from the Canal Zone to the United States were the same as rates in the United States. The 1¢ postal stationary envelope uprated with the 14c American Indian stamp overprinted "CANAL ZONE" and three 1¢ Canal Zone stamps make up the 18¢ postage.

The backstamps (top) show the letter was routed from the Canal Zone, through New York, to San Francisco. The letter was nine days in transit.

The rate and fee calculated as:

- 3¢ First class (≤ 1 oz @ 3¢ per oz)
- 15¢ Registry fee (indemnity ≤ \$50)
- 18¢ Total**

**Uses of the 14¢ American Indian Stamp**  
International First-Class, Surface Mail (Registered)



**First class letter from Wilkinsburg, Pennsylvania to Berlin, Germany, postmarked 21 January 1924.**

The 1¢ postal stationary envelope and the 14¢ American Indian stamp make up the 15¢ postage. Backstamps (top) show the origin Wilkinsburg, the New York exchange office, and the destination (Berlin). The letter was 32 days in transit (21 January to 22 February).

The rate and fee calculated as:

- 5¢ First class surface rate to Europe ( $\leq 1$  oz @ 5¢ per oz)
- 10¢ Registry fee
- 15¢ Total**

**Uses of the 14¢ American Indian Stamp**  
International First-Class, Surface Mail (Registered)



**Registered surface letter from Thomasville, Georgia to Valparaiso, Chile, postmarked 5 November 1927.**

The 14¢ American Indian stamp and the three 2¢ commemorative stamps make up the 20¢ postage on this letter to Chile. Backstamps (bottom) show the origin (Thomasville), New York Foreign Exchange Office, and the destination (Valparaiso). The letter was 42 days in transit (5 November to 27 December).

The rate and fee calculated as:

4c	First Class surface mail (> 1 oz ≤ 2 oz @ 2¢ per oz)
15¢	Registry fee (indemnity \$9.65)
1¢	Overpayment
<b>20¢</b>	<b>Total</b>

**Uses of the 14¢ American Indian Stamp**  
International First-Class, Airmail (Catapult Mail)



**Airmail letter from New York to Berlin, postmarked 26 Jul 1929.**

To speed up the Trans-Atlantic mail service experiments launching seaplanes from ships were conducted in 1928-1929. The seaplanes were launched 600-700 miles from shore saving from 35 to 45 hours. The first reliable catapult service began in July 1929 from the German liner *S. S. Bremen*.

This letter was included in the mail carried by the seaplane catapulted from the *S. S. Bremen* on 1 August 1929. The red cachet gives the date as 2 August, but these were made and applied in advance of the actual flight and do not always reflect the actual launch date. The 14¢ American Indian stamp and the pair of 3¢ stamps make up the 20¢ postage.

Rates calculated as:

- 5¢ First class surface rate to Europe (1 oz @ 5¢ per oz)
- 15¢ Ship-to-Shore catapult service including air in Germany (½ oz @ 15¢ per ½ oz)
- 20¢ Total**

**Uses of the 14¢ American Indian Stamp**  
International First-Class, Airmail (Registered)



**Registered airmail letter from Brooklyn, New York to Copenhagen, Denmark postmarked 29 January 1940.**

The “Trans-Atlantic Air Mail” handstamp was added to ensure the cover went by air to Europe and not by sea. The 14¢ American Indian stamp, a 30¢ airmail stamp and a 1¢ stamp make up the 45¢ postage. Backstamps (top) show the origin (Brooklyn), the New York foreign registry office, and Baltimore, Maryland, (all on the same day) and the destination (Copenhagen). The Baltimore postmark is a mystery. The letter was 15 days in transit.

The rate and fee calculated as:

- 30¢ Airmail from US to Denmark ( $\leq \frac{1}{2}$  oz @ 30¢ per  $\frac{1}{2}$  oz)
- 15¢ Registry fee (\$9.65 indemnity)
- 45¢ Total**

**Uses of the 14¢ American Indian Stamp**  
International First-Class, Airmail



**Airmail letter from New York to Saigon, French Indochina, postmarked 15 September 1936.**

There was no airmail service to Europe until 1939. This cover went by sea from New York to France and then by airmail to Saigon. The airmail route included stops in Italy, Greece, Turkey, Lebanon, Iraq, Iran, India, Burma, and Thailand before reaching Saigon. The backstamp (top) shows the arrival in Saigon). The letter was 18 days in transit (eight days from New York to France by sea and eight days by air from Marseille to Saigon).

The rate and surcharge calculated as:

- 5¢ First class surface rate – New York to Europe ( $\leq 1$  oz @ 5¢ per oz)
- 39¢ Airmail surcharge from France to Indochina ( $\leq \frac{1}{2}$  oz @ 39¢ per  $\frac{1}{2}$  oz).
- 44¢ Total**