

THE U.S. 1847 ISSUE: STAMPS THAT CHANGED THE SYSTEM

BACKGROUND AND PURPOSE

In 1845, Congress lowered postage rates to 5¢ per ½ ounce for letters traveling up to 300 miles, and 10¢ per ½ ounce for letters traveling beyond 300 miles. In 1847, the first adhesive stamps of the United States – the 5¢ Franklin and 10¢ Washington stamps – were issued to facilitate pre-payment of these new rates.

The first frame of this exhibit shows that the new stamps were, indeed, widely used for their intended purpose. Examples of both stamps appear singly and in various combinations, showing payment not only of the full range of letter rates they were designed for, but also payment of postage for other categories of mail of that era.

The purpose of this exhibit, however, is to go beyond that. The exhibit hypothesizes that the most important benefit of the new adhesive stamps could only be determined after the fact. That is, our hypothesis is that the actual usage pattern of the 1847 issue demonstrated that adhesive-stamped mail could do everything that stampless mail could do. Therefore, that there was no cultural, logistical or operational reason why adhesive-stamped mail could not replace the stampless system altogether. That change would eliminate the extra handling and lost revenues associated with unpaid “collect letters” which were a major component of recurring postal deficits.

METHODOLOGY

In support of its hypothesis, the exhibit provides a comprehensive archive of 1847 rates, routes, markings and usages. The goal is to ascertain whether 1847-stamped mail actually did everything that stampless mail could do. If so, the use of stamps to pre-pay postage could be mandated and stampless letters and their deficits could be eliminated.

EXHIBIT PLAN

In order to review the complete range of use for the first U.S. postage stamps, each frame presents a different aspect:

- Frame one : prepaying domestic postage rates;
- Frame two : services and accommodations received;
- Frame three : geographic usage patterns;
- Frame four : means of transportation;
- Frame five : stamps on letter sheets, stamps on folded letters, stamps even on those “new-fangled envelopes”;
- Frame six : entering the mainstream: from national politics to local post offices;
- Frame seven : usages to and from Canada and the Maritime Provinces;
- Frame eight : usages to and from other foreign countries.

last day of “stampless only” era
(June 1, 1792 – June 30, 1847)



Folded letter to Warrensburg, NY; rated “V” (5c postage collect); cds dated “TROY/JUN 30 (1847)/N.Y.”

POSTAGE RATES SHOWN AT TOP OF 1849 LETTERSHEET

RATES OF POSTAGE.

Postage on all Letters, under 300 miles, 5 cents. Over 300 miles, 10 cents.
 Newspapers, within the State, and from the office of publication, 1 cent. If out of the State, and more than 100 miles, 11-2 cents.
 All transient Newspapers, each 3 cents. Circulars and Hand-bills, 3 cents.
 Transient Newspapers, Circulars, and Hand-bills, must in all cases be *prepaid*.
 Letters to different persons cannot be enclosed in the same envelope, under a penalty of ten dollars.
 Letters, Newspapers and Packages, not exceeding 1 ounce, addressed to Officers, Musicians and Privates of the United States Army in Mexico, *free*. The address must state "belonging to the Army."

BOSTON LETTER PAPER.



Entered according to Act of Congress, in the year 1849, by H. P. Houghton, in the Clerk's Office of the District Court of Massachusetts.

(Boston) April 28th 1849.

Brother is about leaving me & will leave me soon & will send some talk about your leaving the bar and this being the first chance I have had to offer it to you I take the opportunity to write you to that effect.



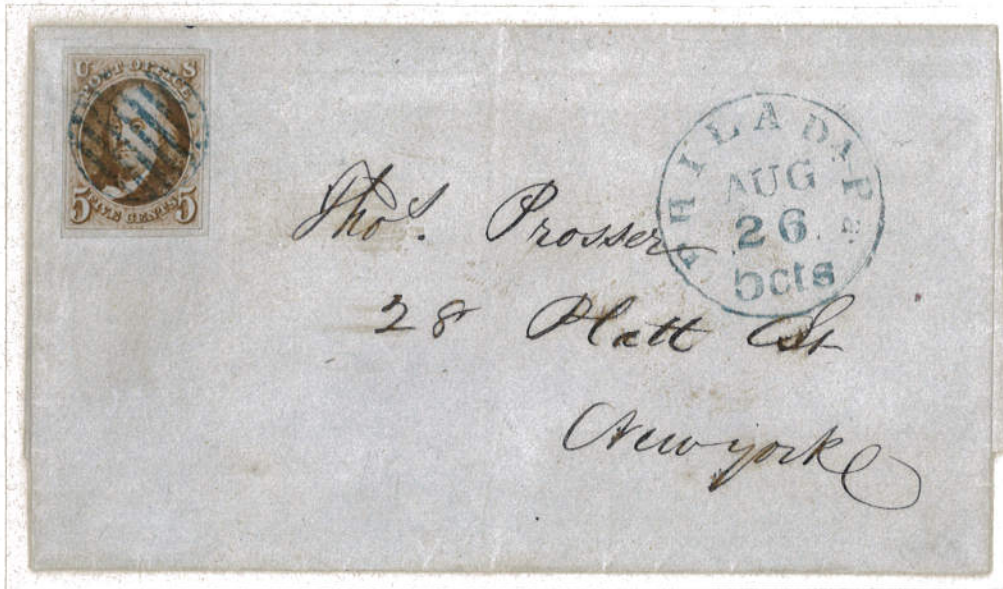
William B. Ty Co
 Putney Vermont

Boston to Putney, Vermont, April 30, 1849, 5c stamp pays "under 300 miles" postage (as prescribed and printed at top right of opened lettersheet).

BASIC LETTER RATES

5¢ per 1/2 ounce under 300 miles; 10¢ per 1/2 ounce over 300 miles

Philadelphia - August 26, 1847



Philadelphia - August 26, 1847



5¢ cover : under 300-miles rate to New York; government-issued 7-bar grid; cds Clarke 71a (LKU 7/19/48)¹
 10¢ cover: over 300-miles rate to Hopkinsville, KY; "PAID" in double-octagon; cds Clarke 60a (LKU 7/27/48)²

BOTH COVERS MAILED SAME DAY FROM SAME POST OFFICE: TWO DIFFERENT DIRECTIONS, TWO DIFFERENT DATE STAMPS, TWO DIFFERENT CANCELS

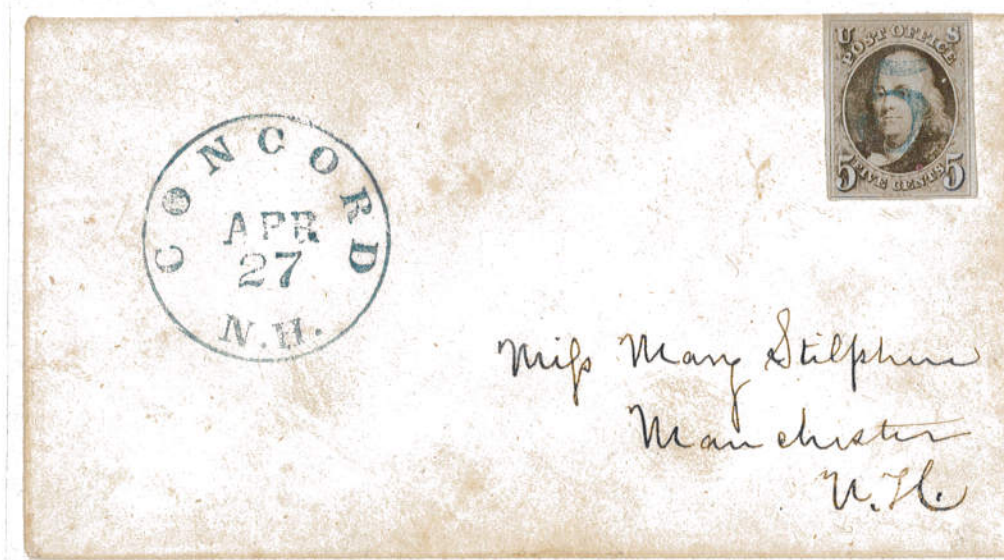
¹ Tom Clarke, *A Catalogue of PHILADELPHIA POSTMARKS, Part 1* (Revised Edition, 1991), PP. 18-19

SINGLE 5¢ LETTER RATE

Up to 1/2 oz., Traveling No More Than 300 Miles

There were two ways to pay the basic 5¢ rate using stamps: with the officially-sanctioned 5¢ Franklin, which had been issued for that purpose, or with an unauthorized, but tolerated, bisect of the 10¢ Washington.

the Stilphin correspondence illustrates both methods:



e



e

Both envelopes sent from Concord to Manchester, N.H., a distance of under 300 miles (hence, the 5¢ rate). Both addressed (in different hands) to Miss Mary Stilphin, and both stamps canceled with a blue numeral "5" handstamp (the fact that the bisect is tied by the "5" adds additional validity to its acceptance as payment of 5¢ postage).

Top cover sent by Rev. John Foote, whom Ms. Stilphin eventually married; it is not known who sent the bisected cover, although other covers addressed to Ms. Stilphin in the same handwriting are known.

OVERPAYING THE 2¢ DROP RATE



Dated August 24, 1849, Wrightsville, Pennsylvania; lack of railroad route agent's datestamp, or "WAY" marking (as on other letters in the correspondence), indicates letter hand-carried outside the mails. "AUG 24" cds matches Wrightsville dateline, confirming same day posting at Baltimore; letter qualifies for 2¢ drop rate for letters brought to, and delivered at same Post Office.

OVERPAYING THE 2¢ DROP RATE PLUS THE 2¢ CARRIER FEE

One Of 5 Examples Currently Known

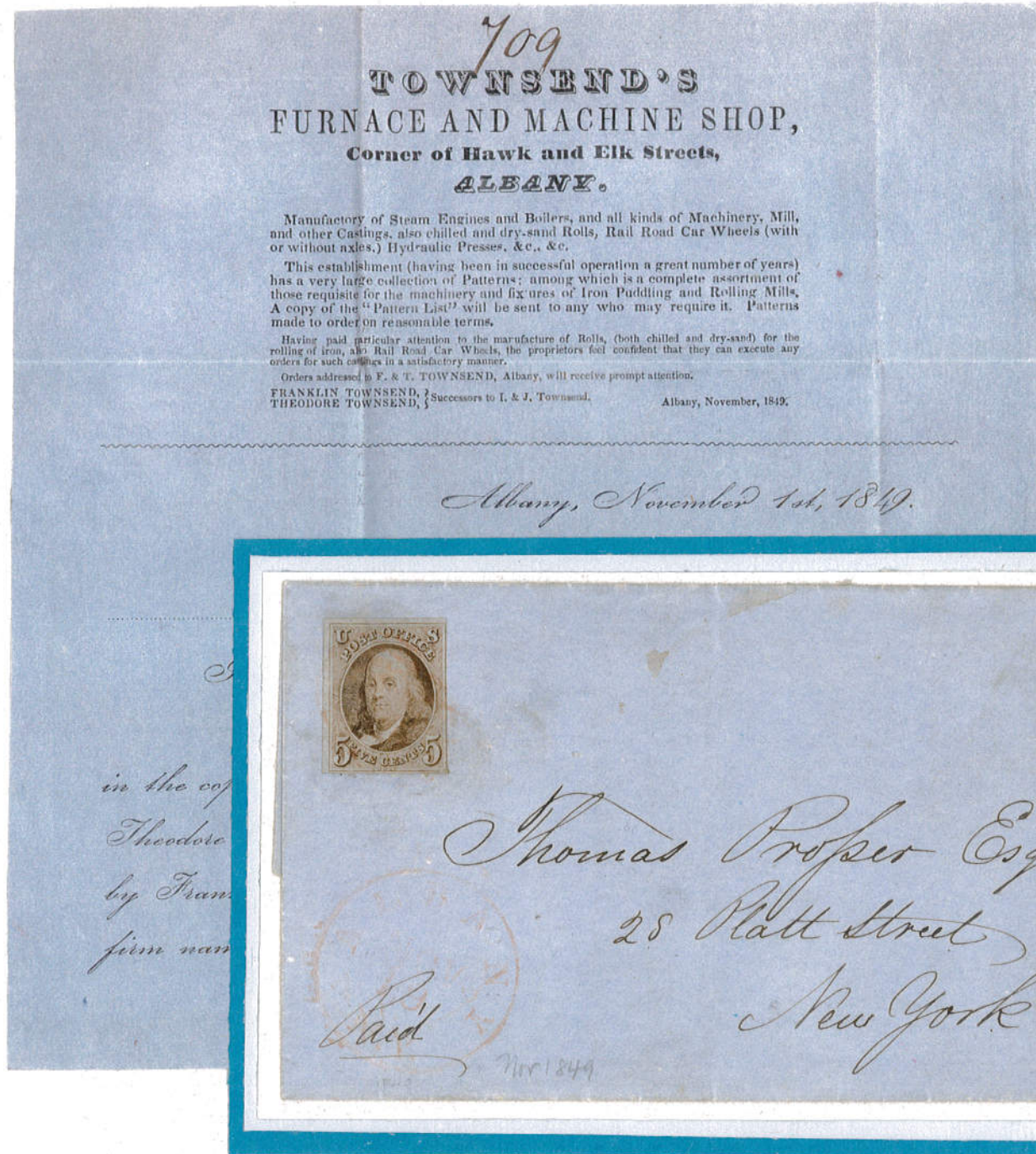
the only example from Newark



Embossed "ladies envelope" dated February 14th (1848) with original Valentine greeting. Envelope bears Newark address. Posted in Newark, qualifies for 2¢ drop rate. Full street address indicates sender's wishes that letter be delivered by the Newark Carrier Department, at additional fee of 2¢.

OVERPAYING THE 3¢ CIRCULAR RATE

The Only Example So Far Identified



Letter datelined Albany, November 1, 1849, announcing change in ownership of Townsend's Furnace and Machine Shop; the 5¢ stamp paid the correct letter rate for the under 300 miles distance to New York City.

The Reform Act of March 3, 1847 established a new rate of 3¢ for printed circulars, regardless of distance traveled. This printed one-page letter, unsealed and prepaid, met all requirements as circular mail (manuscript writing not allowed on circulars, but "709" at top is obviously recipient's filing code); 5¢ stamp is 2¢ overpayment of rate.

SHOULD HAVE BEEN A "FREE" FRANKING

One Of Three Examples Currently Known



This letter, addressed to the New York City Postmaster, bears a 5¢ stamp tied by penstrokes and a "WASHINGTON D.C./FEB 6 (1849)" circular date stamp. The stamp paid the under 300 miles postage rate to New York City.

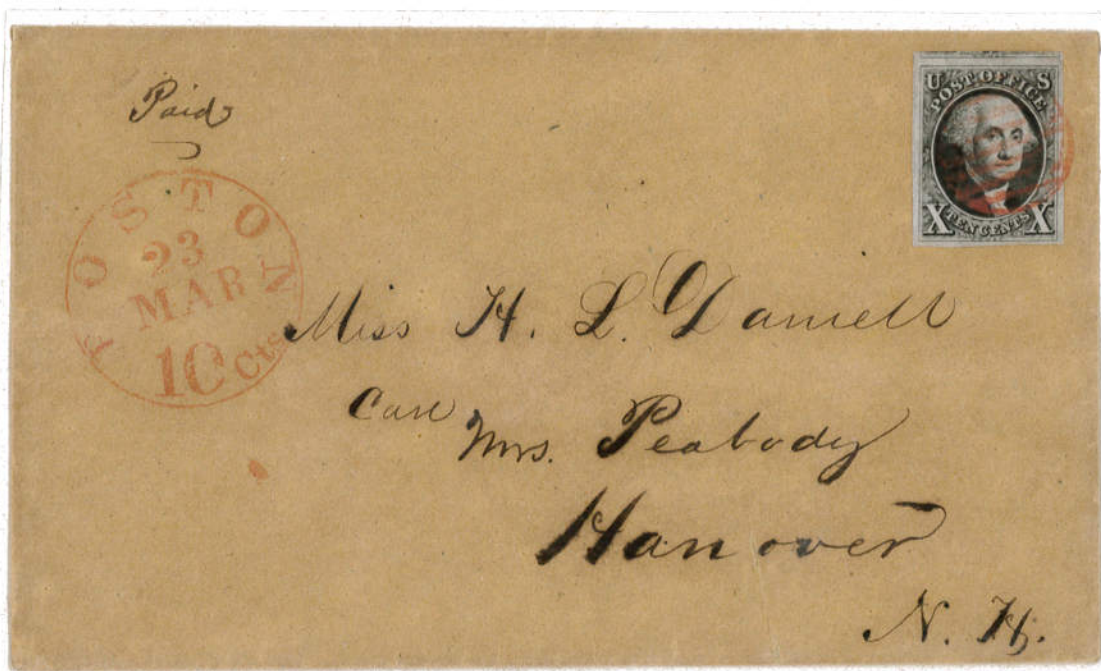
The writer refers to a recently-published list of letters being held for delivery at the New York Post office, and is providing a forwarding address for one of the listed addressees. Since this letter concerns "official" Post Office Business, *the sender could have requested the Washington Postmaster to mail it under his "FREE" frank to New York City.* Alternatively, the sender could have simply added a manuscript "free", and have the New York Postmaster's incoming free franking privilege apply. In either case, the 5c stamp was superfluous.

"DOUBLE" 5¢ LETTER RATE

Between 1/2 and 1 oz., Traveling Up To 300 Miles



Horizontal pair pays under 300 miles double rate from Syracuse to Philadelphia.



10¢ Washington pays under 300 miles double 5¢ rate from Boston to Hanover, N.H.

"TRIPLE" 5¢ LETTER RATE

Between 1 and 1-1/2 oz., Traveling Up To 300 Miles



Boston to New York City (under 300 miles); horizontal strip pays triple rate for letter weighing between 1 and 1-1/2 ounces; ms. "15" rate notation in red crayon; "Boston/AUG 16 /Mass." cds; docketing confirms 1847 mailing date.

Due to the odd weight involved, and the 1849 rate change (see next page), strips of three 5¢ stamps paying the domestic 15¢ rate are extremely scarce.



5¢/10¢ combination paying triple 5¢ rate on restored folded letter sheet from Rochester to Lockport, N.Y. Faint Rochester cds at upper right.

THE ONLY CHANGE IN INTERNAL DOMESTIC RATES

As a result of the U.S. - Great Britain Transatlantic Mail Treaty of 1848, and in order to bring the method for calculating internal rates into conformity with the British system, the U.S. added a clause to the Post Office Appropriations Act of March 3, 1849. It provided that letters weighing up to 1/2 oz. would continue to be charged the usual single rate (i.e., 5¢ or 10¢, depending on the distance traveled), and that letters weighing between 1/2 and 1 oz. would continue to be charged the established double rate. However, the progression beyond that would change, in that **an additional two rates would be charged for each additional full ounce or fraction thereof**. This was the only change in domestic rates for letters mailed and delivered within the United States during the 1847 - 1851 period.

change in rate requires additional postage due



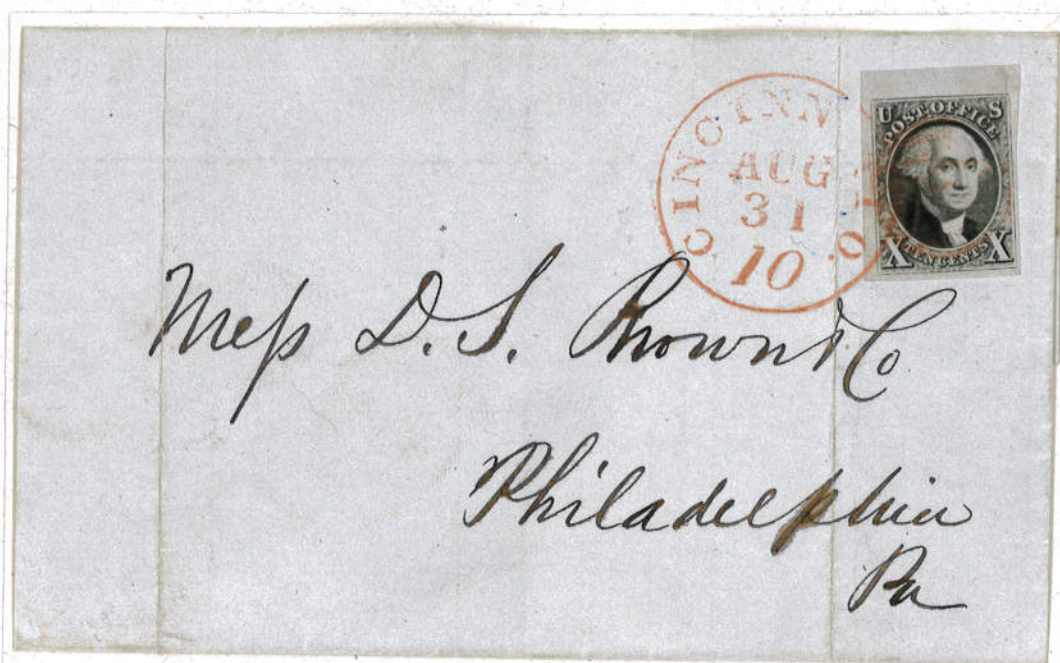
top margin strip of three 5¢ stamps; Pottsville, PA to New York City. Strip tied by red grids, matching "Pottsville/AUG 13/Pa." cds. Letter obviously weighed between 1 and 1-1/2 ounces, but docketing shows it had an August 12, 1849 dateline. Therefore, new rating system already in effect, and Postmaster correctly added ms. "Due 5" notation.

SINGLE 10¢ RATE

Letters up to 1/2 oz., Traveling More Than 300 Miles



Two overlapping 5¢ stamps pay single, over-300-mile 10¢ rate from St. Louis to Boston. Stamps tied by red St. Louis "APR/8" town mark; second strike at right. **This overlapping 1847 franking format is unique to the Turner correspondence, and there are less than ten such 5¢ covers recorded.¹**

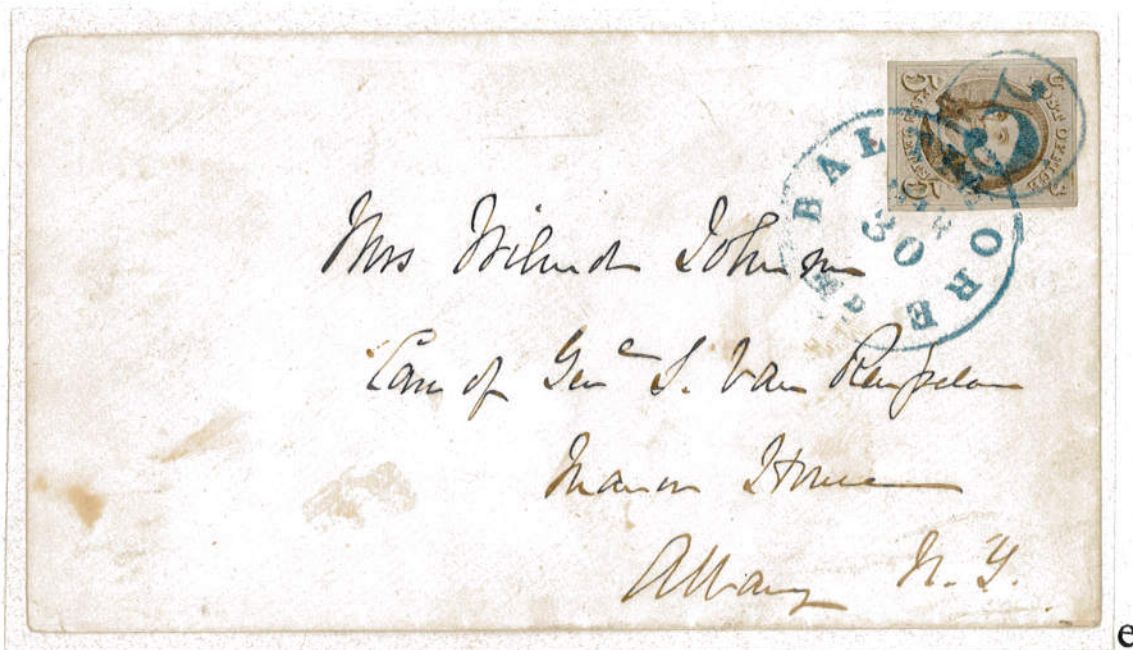


10¢ top-margin stamp pays over 300-mile rate Cincinnati to Philadelphia; red "AUG 31" cds; stamp shows strong color and impression of early printing (1847 docketing).

¹ see census by Gordon Eubanks, *The Turner Correspondence*, *The Chronicle of the U.S. Postal Issues*, Nov., 2009, Whole No. 224, P. 289

THE 10¢ RATE -- "SHORTPAID"

Correct Rate To Albany Was 10¢



5¢ Franklin on envelope to Albany, N.Y.; stamp tied by blue "BALTIMORE MD/MAR 30" circular date stamp and matching numeral "5" in circle of Baltimore and Ohio RR.

Of the more than 600 1847 covers known from Baltimore, this is the only one addressed to Albany. Perhaps that is why the Baltimore Postmaster and the Albany Postmaster both missed the fact that their cities are actually more than 300 miles apart and that, therefore, this cover should have paid 10¢ postage, not 5¢. A mistake like that was extremely rare in an era when most Postmasters were remunerated based on the amount of postage they collected.

THIS IS THE ONLY EXAMPLE CURRENTLY KNOWN OF UNNOTICED INSUFFICIENT POSTAGE ON AN 1847 DOMESTIC COVER (there is one underpaid letter known from Canada - see Frame #7, page 10).

"DOUBLE" 10¢ LETTER RATE

Between ½ and 1 oz., Traveling Over 300 miles



10¢ pair (Pos. 77-78L) pays double, over-300 mile rate New York to New Orleans



10¢ pair (Pos. 44-45R) pays double, over-300 mile rate Boston to Philadelphia; part of the famous Ludlow Beebe correspondence.

"DOUBLE" 10¢ RATE -- UNUSUAL COMBINATIONS



Rare strip of four 5¢ stamps paying double 10¢ rate on folded letter to Oregon, Illinois. Stamps tied by red square grids, with matching "NEW YORK/OCT 9 (1849)" cds at left.

only two 20¢ combination covers are recorded



Combination of 5¢ horizontal pair and single 10¢ stamp paying double the over-300 mile rate, Baltimore to Lancaster, Ohio; letter datelined August 12, 1850.

"TRIPLE" 10¢ LETTER RATE

Between 1 and 1-1/2 oz., Traveling More Than 300 miles



Strip of three 10¢ Washington stamps tied by red grids, matching "U.S. EXPRESS MAIL/BOSTON/JUN 20/Mass."; another cover from the Ludlow Beebe correspondence.

Only Recorded Example Of Two Pairs In Combination



Horizontal pair of 10¢ stamps, combines with vertical pair of 5¢ stamps (Pos. 1/11L) on repaired letter sheet to pay triple, over-300 miles rate Charleston to New York.

This unique combination of stamps (the only time pairs of both 1847 stamps are recorded used on the same cover), coupled with their awkward placement, and the fact that the 10¢ pair is shaved across the top, suggests that the two 10¢ stamps may have been contemporaneously (and fraudulently) re-used.

30¢ RATE FOR LETTERS SENT VIA PANAMA

One Of Seven Covers Recorded To The U.S.



Across the Isthmus to Chagres, New Grenada (now Panama); then by United States Mail Steamship Co. to NYC; handstamped "STEAM/SHIP" at NY Post Office and sent on to Philadelphia. U.S. postage for this service 30 cents per ½ oz, paid here by right-margin strip of three (Pos. 41-43R). **The only 1847 corner card cover received from outside the U.S.**

40¢ TRANSCONTINENTAL RATE TO CALIFORNIA



Strip of three 10¢ stamps, plus single stamp, on partial blue letter; United States Mail Steamship Co. to Chagres; across the Isthmus; then by Pacific Mail Steamship Company to San Francisco.

ACCOMMODATIONS AND SERVICES

This frame illustrates the many Post Office accommodations and services afforded to mail bearing the 1847 first issue. The objective is to show that letters using the new adhesive postage stamps were given the same recognition as stampless mail, and that they enjoyed the complete range of postal operations and services available at that time.

Postage could be paid in various ways involving adhesive stamps and, in some instances, local Postmasters provided payment accommodations that went even beyond those authorized in the Postal Regulations. Adhesive-stamped letters were seen in every part of the mail system and they received every courtesy and every accommodation that the U.S. Postal Service could provide. Putting it another way: although small in numbers (only about 2% of all letters), adhesive-stamped mail was, nonetheless, used in 100% of all possible ways.

Paying the 5¢ Rate With a Bisected Stamp



Top: Horizontally bisected 10¢ stamp accepted as payment for 5¢ rate on small original piece, postmarked "Franklin La, May 29." **One of only 2 horizontal bisects certified "genuinely used" by Philatelic Foundation.**

Bottom: letter to Rev. Isaac Sangworthy in Chelsea, Mass., from his mother in New Haven, Connecticut. Distance less than 300 miles; 5¢ postage paid by bisected 10¢ stamp; June 27, 1851 dateline suggests sender simply trying to use up remaining 1847 stamps before demonetization a few days later.

Although payment in this manner was not authorized in the Regulations, local Postmasters were very accommodating; there are about 100 recorded examples of 5¢ postage paid with bisected 10¢ stamps.

10¢ RATE PAID WITH 5¢ STAMP AND 5¢ CASH

One Of 2 Examples Currently Known



5¢ Franklin tied on over-300 mile cover New York to York, Maine. Red "U.S. EXPRESS MAIL N.Y./N. YORK/MAY 21" cds, with matching "10" hs. at top (indicating full payment received), as well as manuscript "Paid" at upper left; no "due" markings

Receipt-Stamping ("Backstamping")

One Of 3 Examples Currently Known On A Domestic 1847 Letter



Mailed at Philadelphia August 7th, green receipt marking ("backstamp") applied at Wilmington August 8th. Wilmington only U.S. city to backstamp mail in the 1847 era.

PART PAYMENT 10¢ RATE -- BALANCE "POSTAGE DUE"

Double Weight Letter Traveling Less Than 300 Miles



Under 300 miles distance Baltimore to Wellsburg, Virginia (now, West Virginia), but letter weighed between 1/2 and 1 ounce, requiring 10¢ postage. Because 5¢ stamp only paid part postage, cover marked "due 5" (from recipient).

Note interesting cancellation: stamp is tied to cover 3 different ways, including "BALTIMORE Md/OCT 24 (1849)" circular date stamp.

Single Weight Letter, But Traveling More Than 300 Miles



Letter New York City to Plattsburgh, bears single 5¢ stamp tied by handstamped "6" in circle. Distance greater than 300 miles; cover marked "Due 5" (ms. "Due," hs "5") for additional postage due from recipient.

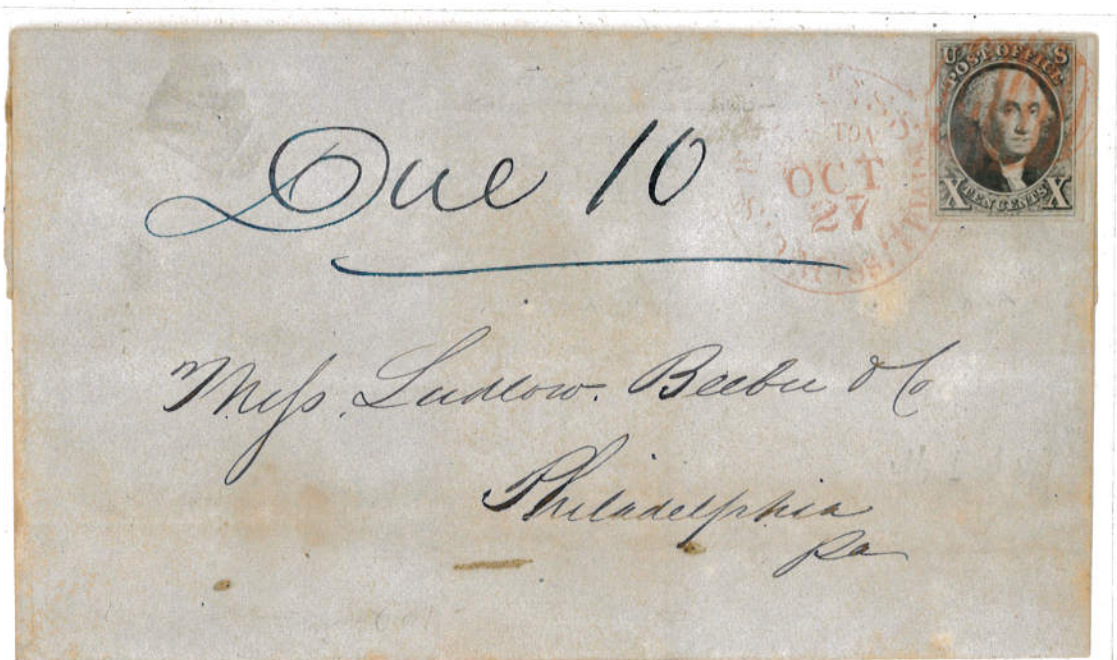
The "6" in circle rating mark was usually reserved for incoming ship letters.

PART PAYMENT DOUBLE 10¢ RATE – BALANCE "POSTAGE DUE"

Only Recorded Usage From Enfield, North Carolina



Ms. canceled 10¢ Washington on letter to Philadelphia; red "ENFIELD/FEB 29/N.C." cds. This 1848 leap year letter (note ms. "29" in date stamp) hs. rated "10" but revised in ink to "20" with Postmaster's additional ms. notation "Paid 10/Due 10."

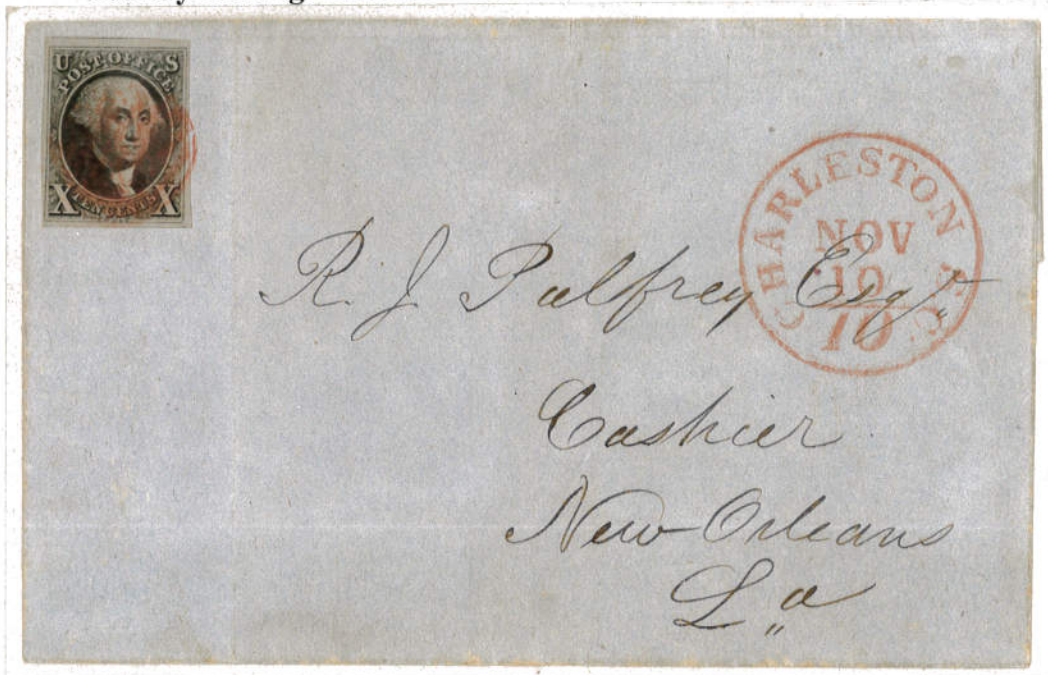


10¢ stamp tied by red grids and "U.S. EXPRESS MAIL/BOSTON/OCT 27/Mass." cds. Over 300 miles, Boston to Philadelphia; weight between 1/2 and 1 oz., route agent adds ms. "Due 10" marking for additional postage to be paid by recipient.

MAIL WAS ACCEPTED EVERY DAY

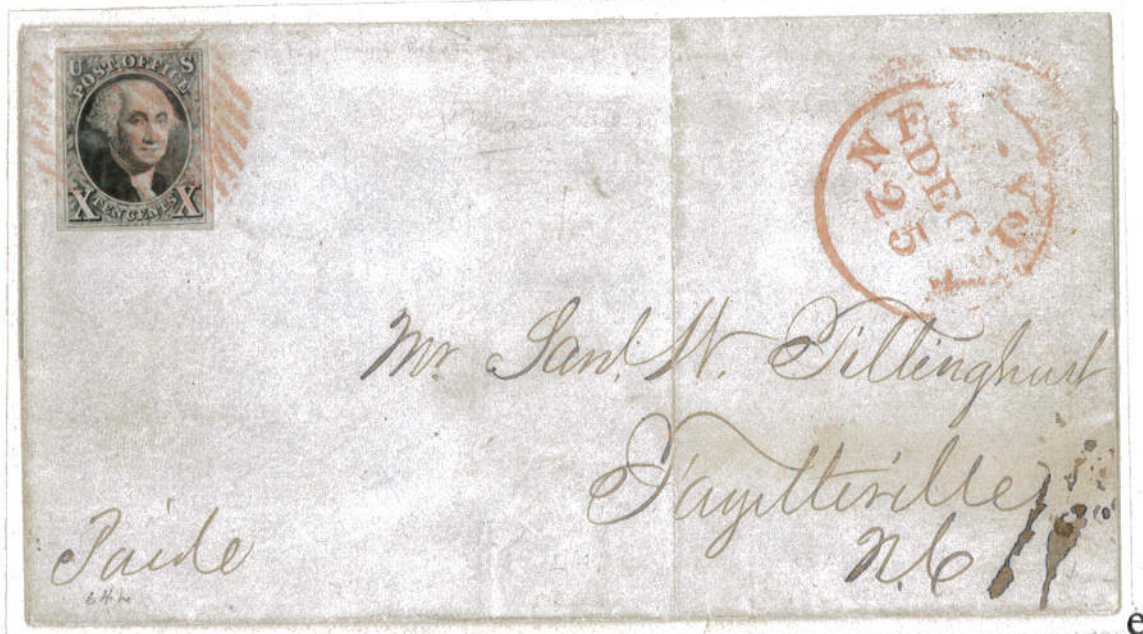
Sundays and Holidays Included!

Sunday Closings Did Not Occur At Most Post Offices Until 1912



10¢ Washington stamp pays over-300 mile single rate Charleston to New Orleans; "CHARLESTON/NOV 10 (1850)/10" cds. November 10, 1850 was a Sunday.

Christmas Was Not Declared A Federal Holiday Until June 26, 1870



10¢ Washington stamp pays over-300 mile single letter rate to Fayetteville, NC; red "NEW YORK/DEC 25 (1847)" circular datestamp. Christmas Day usage.

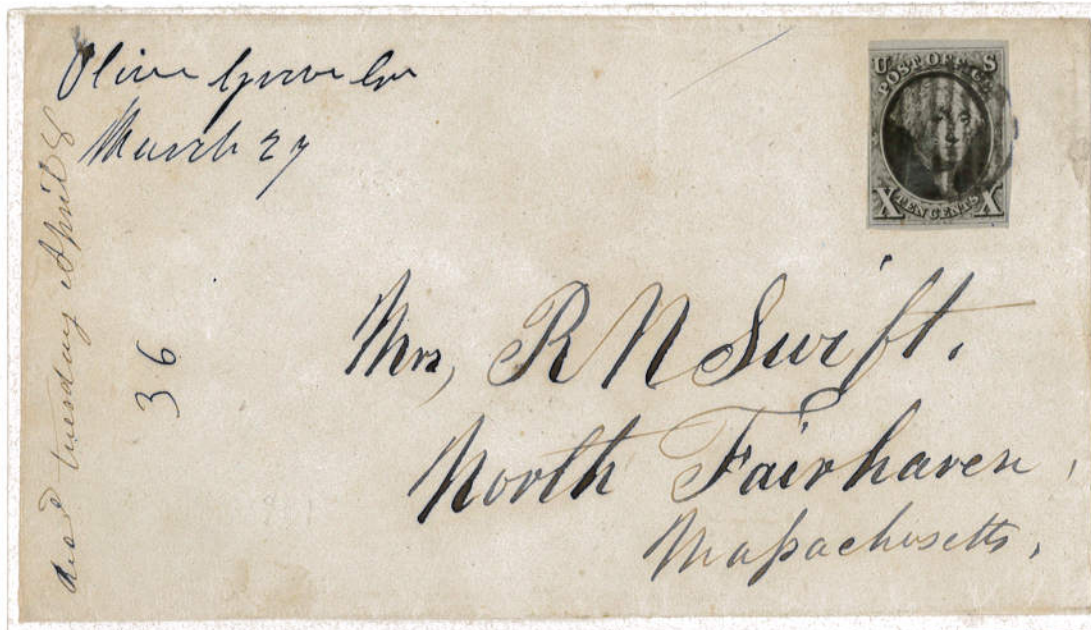
EVEN SMALLEST POST OFFICES ACCEPTED ADHESIVES

Only Recorded Use From Oxford, Connecticut



ms. canceled 5¢ Franklin pays under 300 mile rate Oxford, CT to Philadelphia. Manuscript postmark (Feb 28), and "5" rating mark added by Oxford Postmaster, Nathan J. Wilcoxson.

The Swift Correspondence



Capt. R.N. Swift traveled extensively through Georgia, Alabama and Florida. His wife carefully docketed and numbered each letter sent home. This one, number 36, postmarked by Olive Grove Postmaster, Merrhesea Roasier, March 27, 1851, received in North Fairhaven on April 8th.

BOTH POST OFFICES WERE TOO SMALL TO EVEN JUSTIFY THE COST OF A MANUFACTURED DATE STAMP (NOR DID THEY RECEIVE ANY 1847 ADHESIVES FROM WASHINGTON), YET NEITHER POSTMASTER OBJECTED, OR REJECTED THE NEW STAMPS.

STAMP ADDED AND CHARGED TO SENDER'S BOX NUMBER



From Rev. M.L. Wood, Brunswick, ME, to Mr. Alexander Valtmare, New York City.

Posting it as a stampless letter, but not wanting to burden Mr. Valtmare with the postage charges, Rev. Wood added manuscript instructions telling the Brunswick Postmaster to "Ch(arge Box) 89." However the PM had already obtained some of the new adhesive stamps. He affixed one (a 10¢ stamp for the over-300 miles distance to New York) and charged the 10¢ to Box 89 (Rev. Wood's local Post Office Box).

MAIL COULD ALSO BE SENT TO A POST OFFICE BOX



Folded letter from Washington, GA carries two 5¢ Franklin stamps to pay the single-weight, over-300 miles rate to Buffalo, NY. Letter addressed to "E.H.L." at "Box 248."

CANCELED EN ROUTE

"if you have the stamp, we'll deliver the letter!"



Envelope mailed in Norfolk, Connecticut; stamp canceled in New York City; letter delivered in Newark, New Jersey

"and if you don't have any stamps, we'll get some!"



Bethany's Postmaster, Peter Williamson, did not receive any stamps from Washington, but must have obtained a supply from the Postmaster at his county seat. He sold this horizontal pair of 5¢ stamps to Abraham Griss, who used them to pay over 300 miles rate on letter to Baltimore. Postmaster Williamson pen-canceled the stamps and added June 14 (1851) manuscript date to his town's distinctive postmark.

The only 1847 cover recorded from Bethany

TERRITORIAL MAIL SERVICE

In the 1847 period, U.S. Territories received the same postal services, at the same rates, as the contiguous states of the Union.

To the territories: Goshen, N.Y. to St. Paul, Minnesota Territory
The only known cover to Minnesota Territory



Folded letter datelined July 5, 1849 and franked by 10¢ Washington adhesive for over-300 mile rate Goshen, N. Y. to St. Paul, Minnesota Territory. Stamp tied by red Goshen datestamp; matching straightline "PAID" to the left; second strike of town mark at far left.

Eastern portion of the territory entered the Union as the State of Minnesota on May 11, 1858

From the territories: Choctaw Nation (Indian Territory) to New Orleans
One Of Nine Covers Recorded From Indian Territory



Cover postmarked with "DOAKES VILLE/MAY 30 (1850)/Ark." cds. Doakesville was actually in Indian Territory (now, Oklahoma), and was the capital of the Choctaw Nation; for administrative purposes, the post office was assigned to Arkansas. 10¢ Washington pays over-300 mile rate to New Orleans. Iron oxide contained in ink of ms. cancel has rusted and "ties" stamp to cover.

Oklahoma entered the Union as the 46th State on November 16, 1907

U.S. EXPRESS MAIL SERVICE

A designation of origin was always included within the "U.S. EXPRESS MAIL" date stamp.

New York City Origin



5¢ Franklin stamp paid the under-300 mile postage rate on cover from New York City to Providence. Red "U.S. EXPRESS MAIL/N. YORK/NOV 21 (1850)/N.Y." circular date stamp at right.

Boston Origin



10¢ Washington stamp canceled by red 7-bar grid, matching hs. "10" (indicating amount of postage paid), and "U.S. EXPRESS MAIL/BOSTON/MAY 10 (1849)/Mass." circular date stamp.

The designation "Express Mail" was used to imply that government mail service was as fast as the service offered by private express companies of the era. In truth, "U.S. Express Mail" was carried along with "normal" mail. The only meaning it had, and the only benefit it provided was that, at certain depots, mail would be accepted up to one hour beyond the regular closing time; such letters were marked with a "U.S. EXPRESS MAIL" datestamp.

REGISTERED MAIL

THE ONLY RECORDED EXAMPLE OF THE "REGISTERED" MARKING (HANDSTAMPED OR MANUSCRIPT) ON AN 1847 COVER

Registered Mail was not authorized under Postal Regulations until 1855. This 1851 cover, however, shows that there was an informal system of letter registration between cities and Postmasters prior to 1855.

Wilkes Barre was the only city to actually mark outgoing "registered" mail, and Philadelphia was the only city which marked incoming registered letters (using the "R" handstamp). This is the only recorded "**Registered**" marking on an 1847 cover; stampless examples confirm that it was a Wilkes Barre marking.



5¢ Franklin stamp pays under-300 miles postage to Philadelphia. Stamp canceled with black 7-bar grid, matching "WILKES BARRE/Pa/MAR 29 (1851)" circular date stamp and matching "Registered" handstamp. Small blue "R" applied at Philadelphia (small blue "R" used Oct. 1849-Sept. 1851). **Manuscript "25" was letter's registered number applied at Wilkes Barre.**

TEMPORARY CHANGE OF ADDRESS

Mr. Frank Miller asks NYC Postmaster to: "please forward to Philadelphia what there is now in your Office for me and what may arrive before the 20th inst."

In effect, he is asking that a temporary change of address be instituted. This is not unlike the same service provide today, except today forwarding is free of charge, while in 1849 Mr. Miller had to pay the additional postage to the forwarded destination.



Dateline Trenton, July 17, 1849, letter is marked (an stamp is tie by) red "PHILADA RAIL ROAD" handstamp.

THE ROUND-TRIP LETTER



5¢ horizontal pair canceled by blue grids pays over-300 miles rate to Delafield, Wisconsin; matching "PHILADA Pa/10JUNE/1850" cds; Addressed back to Philadelphia with Delafield cds added at left; ms. "10" rating at upper right indicates forwarding postage due from recipient.

MISSENT MAIL

Letters incorrectly routed and transported to the wrong city, would be sent on to the correct destination with no additional charge.



5¢ Franklin canceled by NYC red square grid (note "NEW YORK/OCT 4" cds at right). Addressed "Elizabethtown, NJ," misdirected by Post Office to Elizabethtown, N.Y. There, local Postmaster canceled stamp again with brown ink added town's cds, and marked env. "missent." Before forwarding, he spelled out "(NJ)ersey" in the address.



10¢ Washington tied by red square grid, matching "NEW YORK/OCT 7 (1847)" cds. Addressed Gainesville, Alabama; incorrectly routed to Mobile. Datestamped Mobile October 16, marked "missent" and forwarded to Gainesville (Mobile PM added ms. "Paid" to insure no additional postage was charged; arrived Gainesville October 28th).

FORWARDED MAIL

The Post Office would forward mail to another address, but charged additional postage for the distance to the forwarded city. Forwarding did not become a free service until July 1, 1866.



10¢ Washington stamp paid over-300 mile rate Buffalo to Albany, NY. Letter forwarded to Albion, NY from Albany (Albany datestamp applied, slightly overlapping 10¢ adhesive) and 5¢ Franklin stamp added for under-300 mile forwarding distance (adhesive slightly overlaps Buffalo datestamp).

The Gideon Hard cover is the only known example showing both stamps separately paying their own designated rate. As such, it embodies both the conceptual and legislative purpose of the Postal Reform Act of 1845 (setting reduced rates of 5¢ and 10¢), and the Postal Reform Act of 1847 (authorizing printing and distribution of adhesive stamps to facilitate the payment of the reduced rates).

FROM A POSTAL HISTORY POINT OF VIEW (RATES, ROUTES AND USAGES), THIS IS ARGUABLY THE MOST SIGNIFICANT COVER OF THE U.S. FIRST ISSUE AND, THEREFORE, AMONG THE MOST IMPORTANT COVERS OF U.S. POSTAL HISTORY.

"CARE OF" DELIVERY

Another service provided then, and still today, was that letters could be sent to someone in care of either another person or an organization.

Binghamton's "Herringbone" Fancy Cancel With Second Strike At Right Covering Roman "V" Rate Marking



Letter to Sarah Roseboom, in care of Doctor White in Canajoharie, N.Y..

One Of Six Recorded Examples Of Brattleboro 13-Bar Grid Cancel On Cover



Letter to Elizabeth Merrow, in care of Cheney Brothers, Manchester, Connecticut.

ONE FINAL ACCOMMODATION

Unlike other countries, the U.S. did not require the new adhesive stamps to be placed in a specific location when affixed to a letter.

Most writers placed stamps at the upper right corner of the address panel, probably because they were most likely to be seen in that position. However, there were no rules; the Post office was willing to recognize the new stamps regardless of where they were placed.

Stamp Placed At Lower Right Corner of Folded Letter



Blackish brown Franklin stamp affixed at lower right of folded letter to Baltimore; blue "CUMBERLAND/Sep 27 (1847)/M^d" cds; ms. "Paid" at top center.

Only 3 domestic covers known with stamp at lower right corner (approx. 13,000 1847 covers extant); transatlantic example at Frame #8, Page 12.

GEOGRAPHIC USAGE PATTERNS

When the 1847 stamps were first issued, there were 29 states in the Union. Two additional states were admitted before the stamps were demonetized on July 1, 1851 (Wisconsin on May 29, 1848 and California on September 9, 1850). One measure of their success is that while only about 550 post offices received the new stamps (less than 4% of all post offices), there are covers extant from all 31 states, as well as from the District of Columbia.

As this frame shows, the use of adhesive postage stamps was not confined to only one particular group of states or to a particular region of the country; the 1847 stamps were used on mail from every part of the country; from cities of every size; and for every type of correspondence. Even a relatively small number of adhesive stamp users (approx. 2% of all letters), demonstrated that adhesive stamps could be used by everyone – regardless of where one lived, or what purpose the letters served.

The frame begins with the only recorded 1847 cover from St. Augustine, Florida, North America's oldest, permanent European settlement. The remaining pages show letters sent from small towns, from big cities in every major section of the country, and from towns that no longer exist.

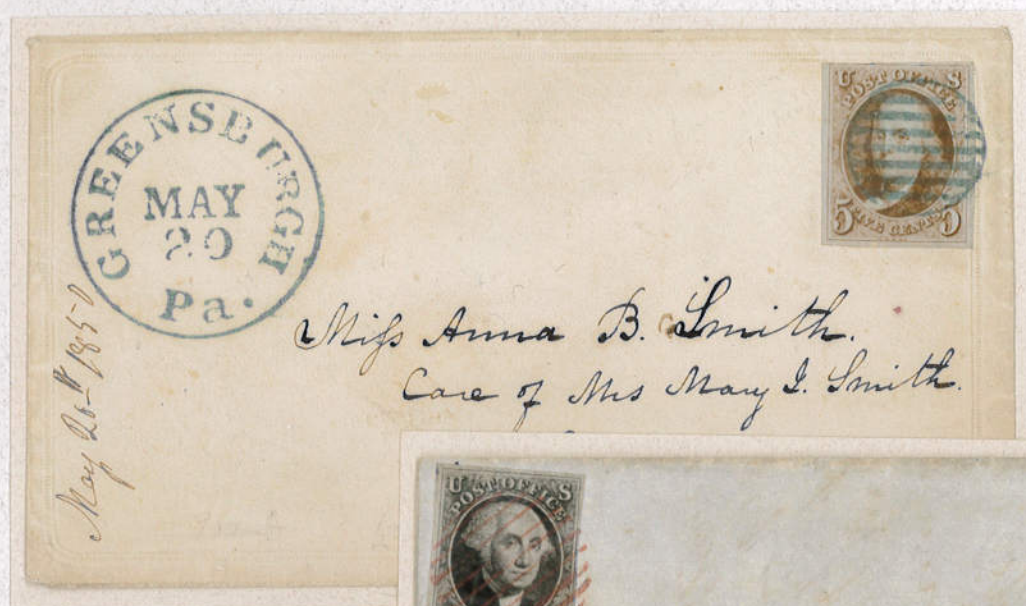
THE COUNTRY'S FIRST ISSUE USED FROM THE COUNTRY'S FIRST CITY



10¢ pen-canceled Washington stamp pays double weight postage on folded letter from St. Augustine, Florida to Savannah, Georgia (an under-300 mile distance).

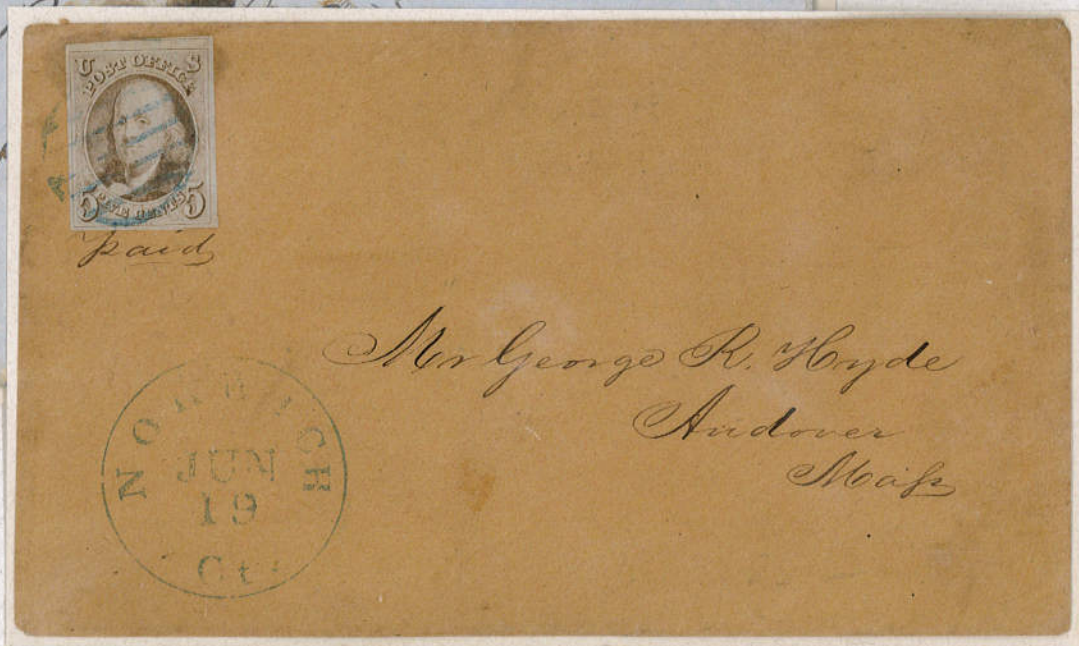
Note March 20 (1848) date stamp showing "Fl.T.," for "Florida Territory." Florida became a state on March 3, 1845 but the St. Augustine Postmaster continued to use the territorial designation until as late as 1854.

SMALL TOWN USAGES



from the top: Greensburgh, PA; Brunswick, ME (scarce 10¢ usage); Westchester, PA; Skaneateles, NY

SMALL TOWN USAGES



from the top: Fort Ann, NY; Russell, NY; Monfort, WI (last week of 1847 usage); Norwich, CT.

ST. JOHNSBURY, VERMONT

Earliest Recorded Use Of Highly-Prized Scarab Cancel, Usually Lightly-Struck



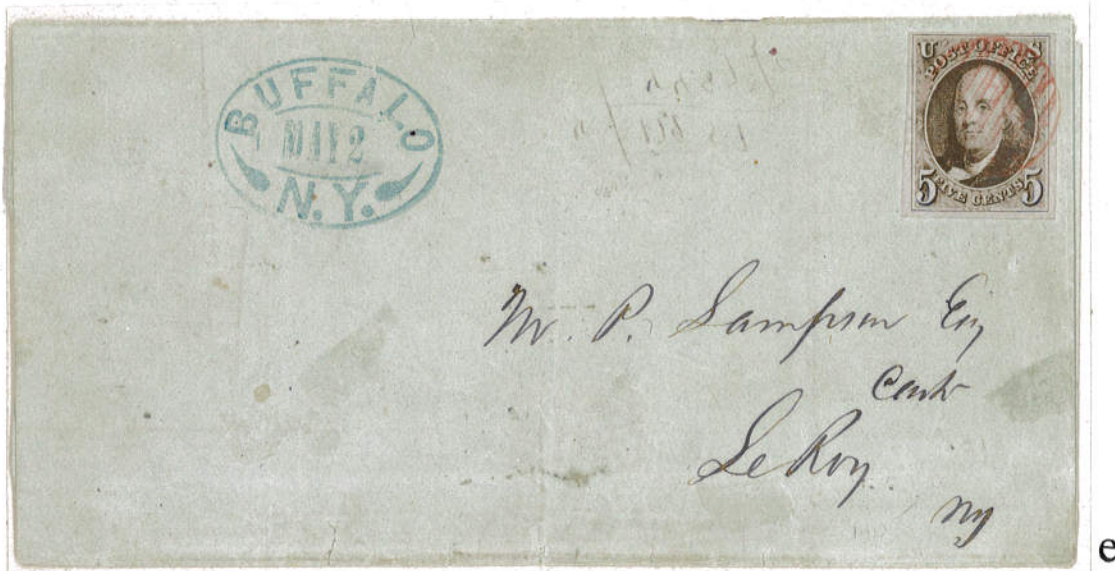
5¢ dark brown Franklin pays under-300 mile rate on September 7 (1848) letter to Bath, New Hampshire; **one of five genuine examples of scarab cancel on five-cent cover.**

One Of 9 Genuine Ten-Cent Scarab Covers Recorded

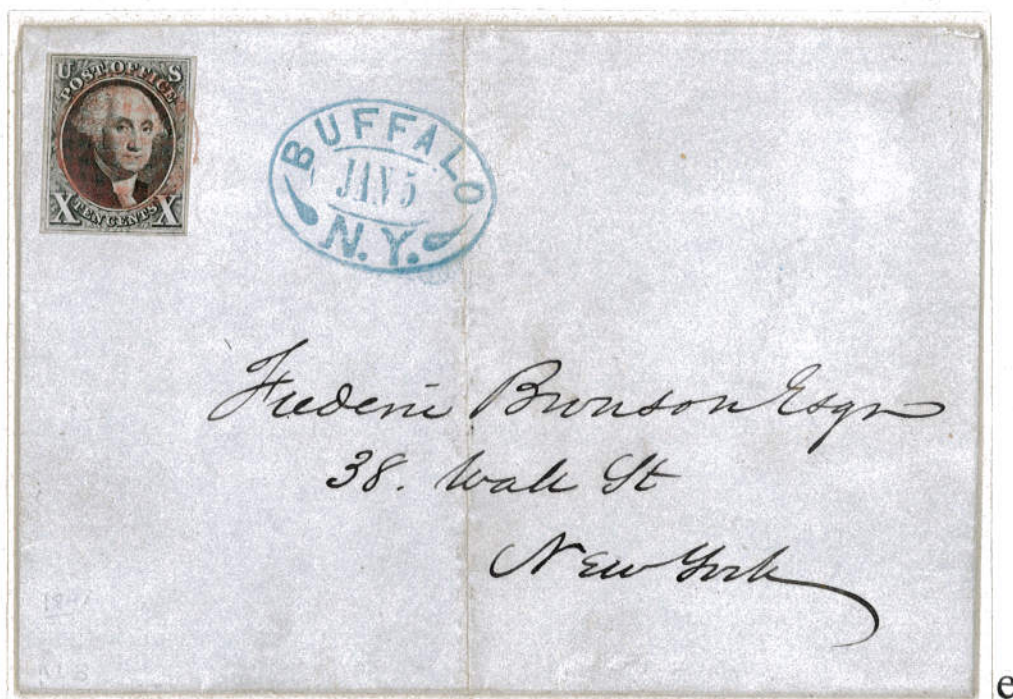


10¢ Washington pays the over-300 mile rate on August 28 (1849) folded letter from St. Johnsbury to Rochester, N.Y.

BUFFALO OVAL



5¢ stamp ("brown" shade) on letter postmarked May 2 (1848) to Le Roy, N.Y.



Jan 5 (1848) oval postmark on folded letter; 10¢ stamp pays over-300 mile rate to New York City.

TROY, NEW YORK

"Socked-On-The-Nose"



5¢ Franklin stamp pays the under-300 mile rate to Philadelphia; postmarked May 30.



10¢ stamp pays over-300 mile rate to Oberlin, Ohio; postmarked JAN 17 (1851).

Addressee, Hamilton Hill, was long-time Treasurer (1841 - 1864) of Oberlin College (then Oberlin Collegiate Institute).

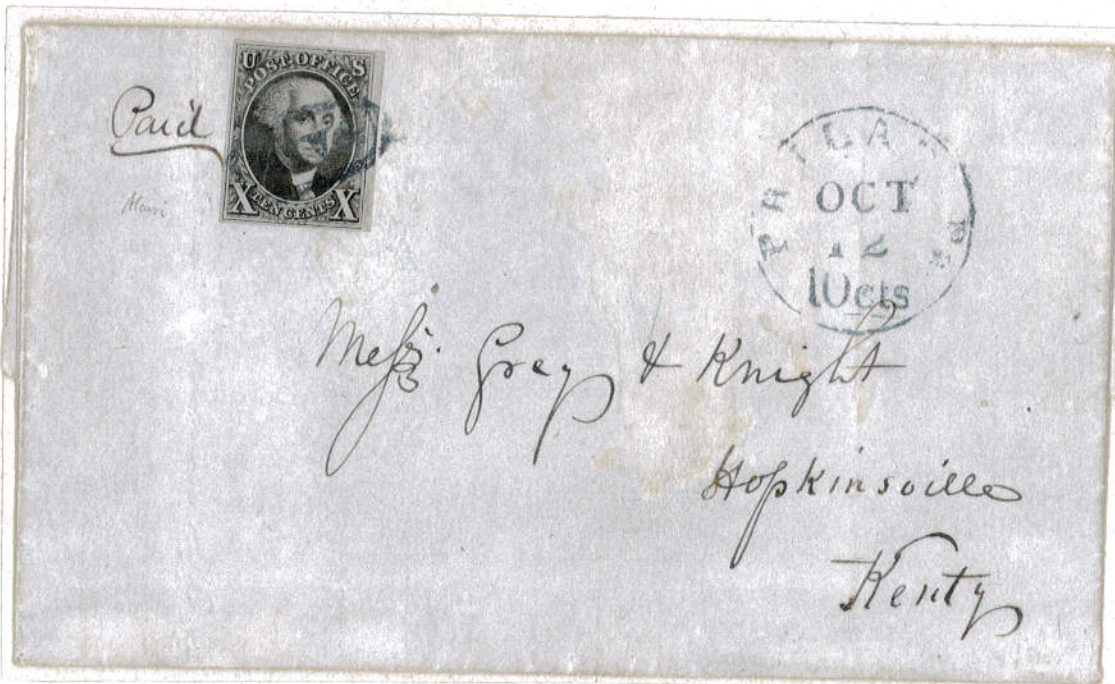
PHILADELPHIA

The "PAID" In Double-Oval Marking Is Unique To Philadelphia



5¢ orange brown Franklin pays the under-300 mile rate to Trenton; blue September 4 (1847) postmark.

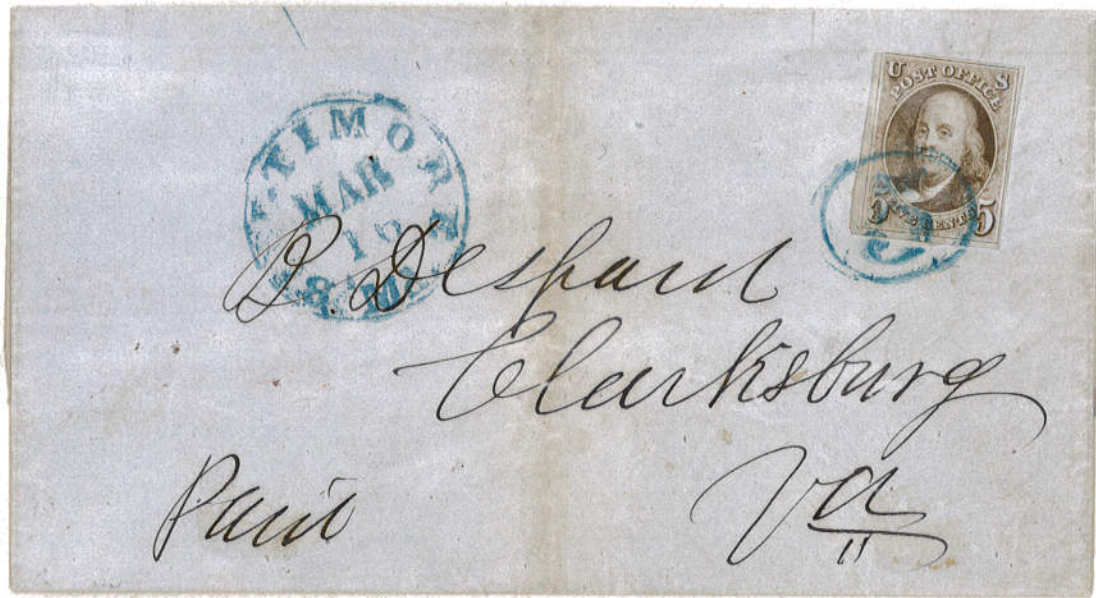
After the New York City square grid, the Philadelphia "PAID" in double-oval is the city-specific "cancel" most often seen on 1847 covers.



10¢ Washington stamp pays the over-300 mile rate to Hopkinsville, Kentucky; blue October 12 (1847) postmark; matching "PAID" in oval ties the adhesive.

BALTIMORE

Numerical rate stamps were used to indicate the required postage on stampless covers. While other cities occasionally used their rating handstamps to cancel the new adhesives, only Baltimore did it on a regular basis. This was not an authorized method for canceling the new stamps.



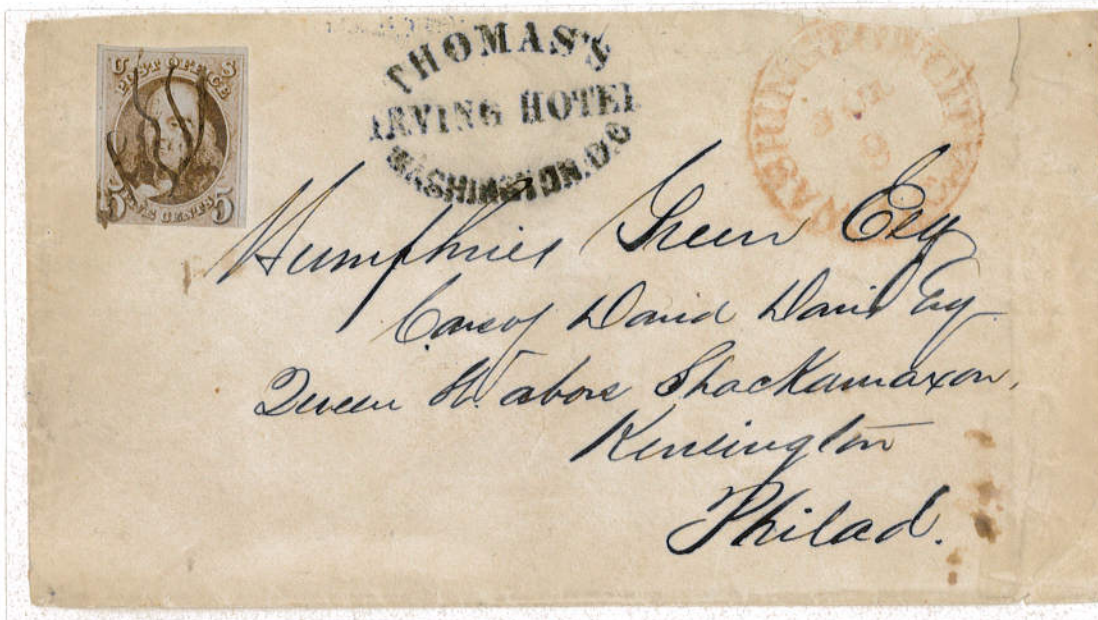
Under-300 mile rate to Clarksburg, Va.; blue "BALTIMORE/MAR 16 (1849) /Md." circular datestamp; matching "5" in oval ties the adhesive.



Over-300 mile rate to Boston; blue "BALTIMORE/APR 27 (1849)/ Md." circular datestamp; two strikes of matching "10" in oval tie adhesive.

DISTRICT OF COLUMBIA

carried by hotel messenger to Post Office



5¢ Franklin stamp paid under-300 mile rate to Philadelphia; stamp pen canceled at THOMAS'S IRVING HOTEL, carried by hotel messenger to Washington City post office.

early, and still prominent, New England political family



10¢ Washington stamp paid over-300 mile rate for envelope to Salem, Massachusetts; "WASHINGTON CITY D.C./SEP 14" circular date stamp.

Letter sent care of Mrs. Leverett Saltonstall, widow of Massachusetts Congressman; great-grandmother of Massachusetts Governor and U.S. Senator.

RICHMOND, VIRGINIA

30mm Circular Date Stamp



5¢ dark brown Franklin canceled and tied by 7-bar circular grid, pays the under-300 mile rate to Lynchburg; 30mm "RICHMOND/SEP 21 (1847)/Va." datestamp. **Dateline and docketing confirm earliest recorded example of a 5¢ usage from Richmond.**

35mm Circular Date Stamp -- introduced 1851



10¢ Washington stamp pays over-300 mile rate to New York City, canceled by red circular grid; matching 35mm "RICHMOND APR 12 (1851)/Va." circular date stamp.

MOBILE

COVERS FROM MOBILE ARE KNOWN FOR BRIGHT "PAINT RED"
MARKINGS



Ben Franklin is behind bars ("paint red" bars) on folded letter to New Orleans; matching paint red "MOBILE/MAR17/Ala." postmark.



10¢ Washington Stamp (very unusual gray shade), tied by paint red circular grid on letter to Philadelphia; matching "MOBILE/JUN2(1859)/Ala." datestamp.

These covers are from two separate finds of commercial correspondence, each of which had significant postal history import: the Carroll & Buchanan find of 1912, and the Charnley and Whelen/E.S. Whelen find of 1942.

LOUISVILLE, KENTUCKY

rare combination of black cancels/black date stamps



Black grid cancels 5¢ dark brown Franklin stamp on envelope to Hopkinsville, Kentucky; matching "LOUISVILLE/SEP 15 (1850)/KY." date stamp. Black grid cancels 10¢ stamp on envelope to Cambridge, Mass; matching "LOUISVILLE/SEP 10/KY." date stamp.

PITTSBURGH

30mm Circular Date Stamp



Ms. "X" cancels 5¢ dark brown Franklin stamp paying under-300 mile rate on folded letter to Salem, Ohio; red "PITTSBURGH/MAY 2/Pa." 30mm cds ties the stamp.

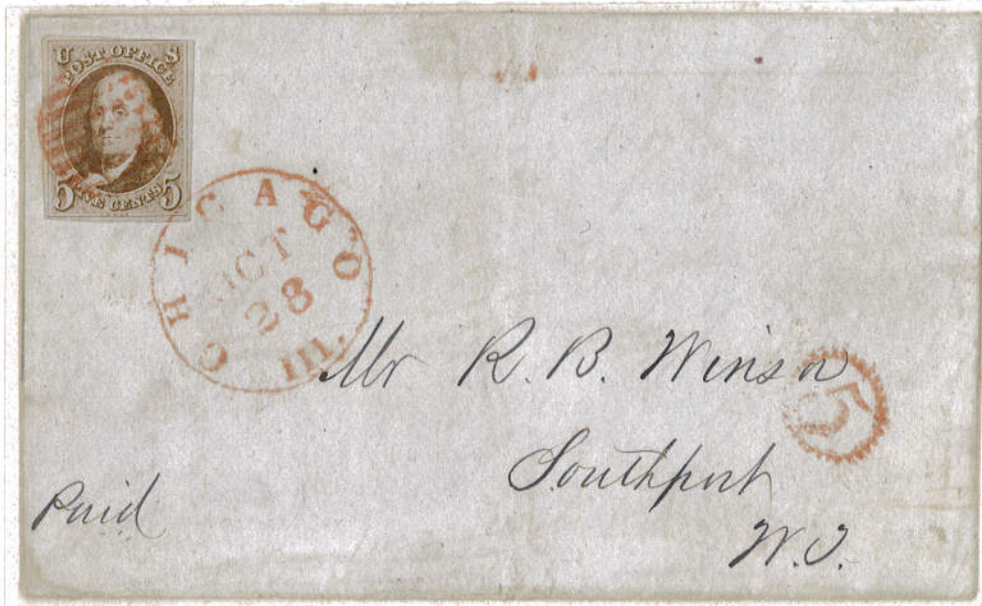
32mm Circular Date Stamp



Red grid cancels 10¢ black Washington stamp paying over-300 mile postage on folded letter to Baltimore; matching "PITTSBURGH/OCT 9 (1849)/Pa." 32 cds ties the stamp.

CHICAGO

serrated oval rate marking ("cog wheel") is unique to Chicago



5¢ stamp (dot in "S" variety) pays under-300 mile rate to **Southport, Wisconsin Territory**.

29mm date stamp only used 1849-1850



10¢ stamp pays over-300 mile rate on folded letter to Philadelphia; stamp canceled by red grid, with matching 29 mm "CHICAGO/DEC 28 (1849)/Ill." date stamp.

St LOUIS -- SAINT LOUIS

From 1847 - 1850, name appeared as St LOUIS



10¢ stamp pays over-300 mile rate to So. Boston, Mass.; stamp tied by multiple strikes of "St LOUIS Mo./APR 22/10" circular date stamp, with additional strike at right.

In 1850, the spelling was changed to SAINT LOUIS



5¢ red brown Franklin adhesive pays under-300 mile rate to Alton, Illinois; stamp tied by red circular grid, with matching "SAINT LOUIS Mo./JUN 25 (1851)/5" circular date stamp. Letter mailed less than one week before demonetization of the 1847 issue.

TOWNS THAT NO LONGER EXIST

Enfield, MS was flooded and submerged in 1937, to allow creation of the Quabbin Reservoir



mailed Enfield "SEP 14" (faint cds at lower left); arr. Peace Dale "SEP 16" (1847), marked "Forwarded" and (Due) "5" for additional, under-300 miles postage to South Walpole.

When the Penn. And Ohio Canal bypassed Middlebury, Ohio in 1835, this once-thriving town declined rapidly; in 1872, it was joined to nearby Akron



the complete Middlebury, Ohio 1847 census (two covers); underneath cover to Cincinnati, top cover to Spring Arbor, Mich. – both distances under 300 miles

TRANSPORTING THE MAIL

The purpose of this frame is to show that letters bearing adhesive postage stamps were transported by every mode and means available in the 1847-1851 era.

There are three obvious segments to every letters' journey: getting it to the local Post Office; transporting it to its destination city; and delivering the letter to the local addressee. The following pages discuss each of these 3 segments in turn, and show examples of mail carried by every one of the available options within each segment.

How A Typical Letter Traveled in 1847



This letter traveled from New York City to Baltimore. Working backwards, the following assumptions can be made:

- in Baltimore, Miss Howlands (or someone from the office of J. Williams and Son), went to the Post Office and picked up the letter;
- the letter probably reached Baltimore via Postal Route 1901 from Philadelphia, after being transported via connecting Postal Route 1351 from New York City;
- in New York, the letter entered the mails after being carried to the Post Office by the sender. That was typical of the 1847-1851 period – the vast majority of letters were simply hand-carried by the sender to the local Post Office

In that last respect, however, there were other options:

LOCAL POSTS

One available option was to use a local post. For a fee, usually one cent or two cents, these privately-owned companies would pickup mail from your home or office, or from one of their drop boxes, and carry it "to the mails."

Hand-Carried to Post Office



5¢ dark brown stamp pays under-300 mile rate for January 7 (1848) letter, shows blue Cyrus W. Field & Co. handstamped "corner card"; carried to Post Office by sender or an employee.

Carried By Local Post (Boyd's) to The U.S. Post Office



5¢ red brown Franklin also pays the under-300 mile rate on Cyrus Field folded letter to Hartford Connecticut. This letter, however, carried to New York Post Office by Boyd's City Express Post; their green adhesive (Scott No. 20L7), evidences payment for this service.

Cyrus Field was a paper merchant; both letters relate to that business. In 1858, he led a group that financed first telegraphic cable across the Atlantic.

LOCAL POSTS

Blood's Despatch of Philadelphia used **handstamps**, **adhesive stamps**, and even **pre-paid embossed envelopes** to acknowledge payment of their carrier fees.



Three outbound covers, each franked with appropriate U.S. postage, carried by Blood's Despatch to Philadelphia Post Office. Prepayment of Blood's local carrier fee indicated by *handstamp* (top cover); *adhesive stamp* (15L17, middle cover); and 15LU1 *pre-paid embossed envelope* (front) at bottom.

Blood's was only local post to use embossed envelopes. Introduced in 1848, this innovation not adopted by USPO. until 1853. **Above is only recorded example of this combination franking.**

LOCAL POSTS

Aaron Swarts opened his City Dispatch Post in the same building that previously housed a branch of the New York Post Office. The branch closed in early January, 1847. Swarts (previously an employee at the branch), opened his own "post office" there 10 days later.

Carried By Swarts' City Dispatch Post to U.S. Post Office



e

5¢ dark brown Franklin pays the under-300 mile rate on folded letter dated May 5 to Peekskill, N.Y. Front of cover shows red "POST OFFICE/SWARTS/CHATHAM SQUARE" oval handstamp; matching "LETTERS FOR N. YORK CITY/DIRECT TO CHATHAM SQUARE/POST OFFICE" oval on back. This combination of markings was used for only a few months in 1849.

Carried "to the mails" By Messenkope's Union Square Post Office



e

5¢ red brown Franklin pays under-300 mile rate to Utica, N.Y. One cent green adhesive (Scott No. 106L1), paid fee charged by Charles Messenkope's "UNION SQUARE Post Office" for carrying letter to New York Post Office. Messenkope's was an "uptown" local post, operating north of Houston Street.

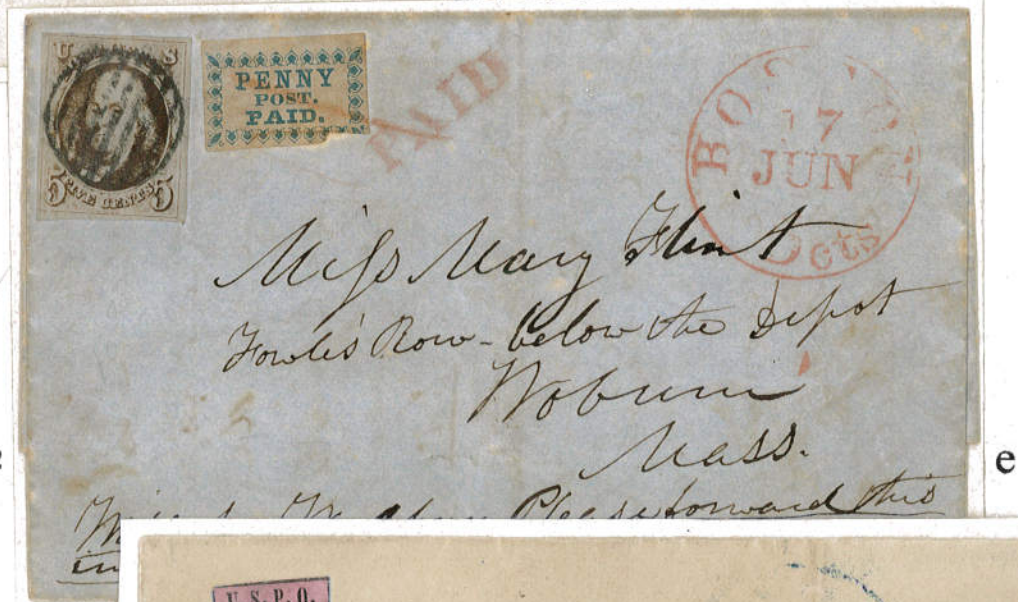
THE POST OFFICE CARRIERS

In 1849, the Postmasters of six cities (Baltimore, Boston, Charleston, New York, Philadelphia and St. Louis), issued adhesive stamps for their "Carrier Departments" (separate organizations attached to the local Post Office, providing delivery services within the city). Street boxes were also deployed into which mail could be dropped, and carriers would bring those letters to the Post Office for processing. Special adhesives, known as "semi-official carrier stamps," were required for these services.

New York Semi-Official Carrier Stamp (6LB11) Paid 1¢ Fee "to the Mails"



Boston carrier 3LB2
1¢ to the mails
one of 3 examples
recorded of this
combination



Philadelphia carrier 7LB3
1¢ to the mails
one of 3 examples recorded
of this combination



HOTEL FORWARDERS

Hotels sometimes acted as local forwarders of mail. They rarely, if ever, charged a fee for this service, but often did add their corner card handstamp before carrying the letter to the Post Office.

one of 2 recorded
"FERGUSON & BRO."
corner cards



e

one of 2 recorded
"ST. CHARLES HOTEL"
corner cards



5c Franklin stamp pays under 300 miles postage rate on folded letter from Philadelphia to Bellefonte, PA. Black strike of "FERGUSON & BRO./COLUMBIA HOUSE/PHILADELPHIA." oval corner card on reverse;

10c Washington stamp pays over 300 miles rate on folded letter from Pittsburgh to New York City, struck on reverse with black "ST. CHARLES HOTEL./PITTSBURGH./D.R. MILLER." oval corner card.

HOTEL FORWARDERS

"UNION HALL/SARATOGA/SPRINGS" OVAL CORNER CARD

Only Recorded Example Struck In Blue



One Of Two Recorded Examples Struck In Red



5c Franklin stamp pays under 300 miles rate Saratoga Springs to Rochester (top cover), and to New York City (lower cover); both carried to Post office by employee of Union Hall Hotel.

BOTTOM COVER IS EARLIEST RECORDED 1847 USAGE FROM SARATOGA SPRINGS

FORWARDING AGENTS

Forwarding agents were usually involved in international shipping or trading activities. A client might give them a letter in one country, and the agent would arrange for the transport of the letter to another country, for placement into the local mail system.

"FORWARDED/BY/JAMES B. KING & SONS" OVAL CORNER CARD

Only Example Currently Known



James B. King & Sons had offices in London and New York. This letter probably carried outside the mails, then brought to Post Office in New York City; stamp is tied by New York grid, and pays correct postage to Philadelphia.

"WAY MAIL"

First noted in Act of Congress March 3, 1825; reconfirmed in 1847 Postal Regulations, "way" letters were defined as: "letters a mail carrier receives on his way between two post offices." Carrier "will deliver them to the first post office at which he arrives ... **the Postmaster will pay the mail carrier one cent if demanded ... and add that cent to the ordinary postage.**"



both letters datelined Mobile and bear 5¢ Franklin stamps to pay either single-weight or double-weight postage for under-300 miles trip to New Orleans. Carried on steamer across the Gulf of Mexico by onboard mail carrier, letters were delivered to New Orleans Post Office; Postmaster applied city's circular datestamp, and paid the Carrier his 1¢ "Way" fee.

THE WAY FEE WAS ALWAYS 1¢, REGARDLESS OF THE WEIGHT OF THE LETTER OR THE AMOUNT OF REGULAR POSTAGE PAID.

INTER-CITY TRANSPORTATION

THE ROUTE AGENTS

In 1838, all railroads were designated "post roads." Post Office Department employees, called Route Agents, traveled the railroads and processed mail on board. The letters they handled were stamped with the Agent's circular datestamp which was similar to a post office datestamp, except it showed the route name instead of a town name.

"WILMINGTON & RALEIGH RAILROAD"



5¢ Franklin paid under-300 mile rate, Wilmington, N.C. to Fayetteville, N.C.

"EASTERN R.R."

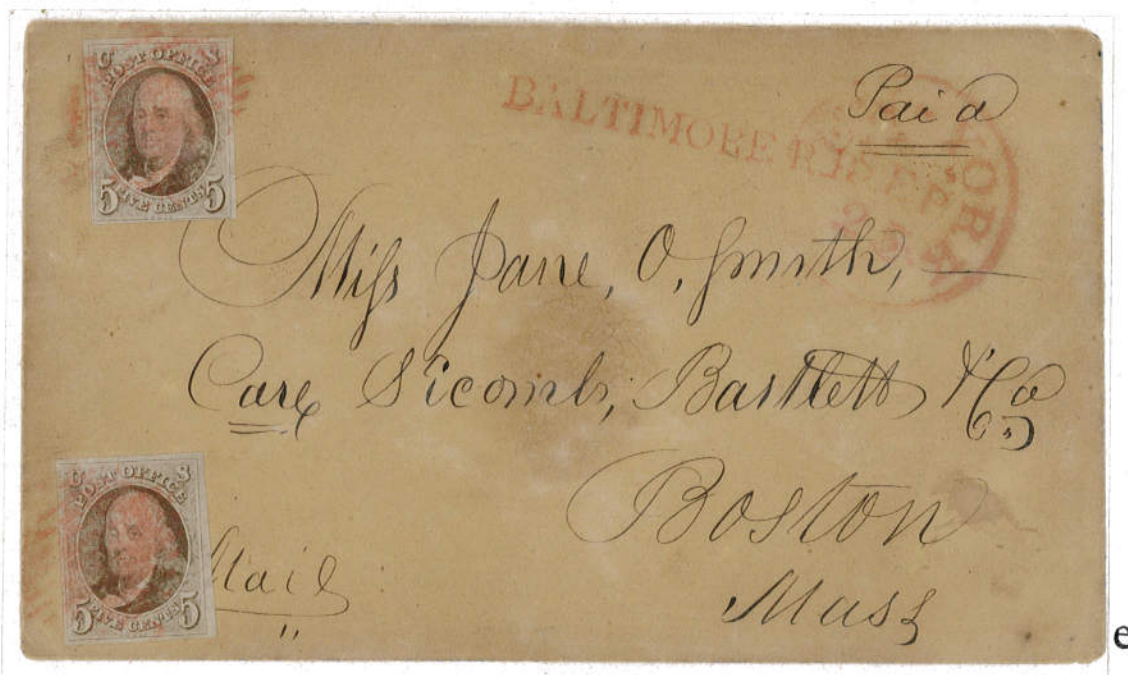


5¢ adhesive paid under-300 mile rate, Portland to Saco, Maine; hs. "PAID" cancels stamp, matching strike at left; "EASTERN R.R./4 SEP (1849)" Route Agent's cds.

CARRIED BY RAILROAD WITHOUT ROUTE AGENT'S STAMP



Carried to Philadelphia railroad terminal by Blood's (1¢ local adhesive, No. 15L13).



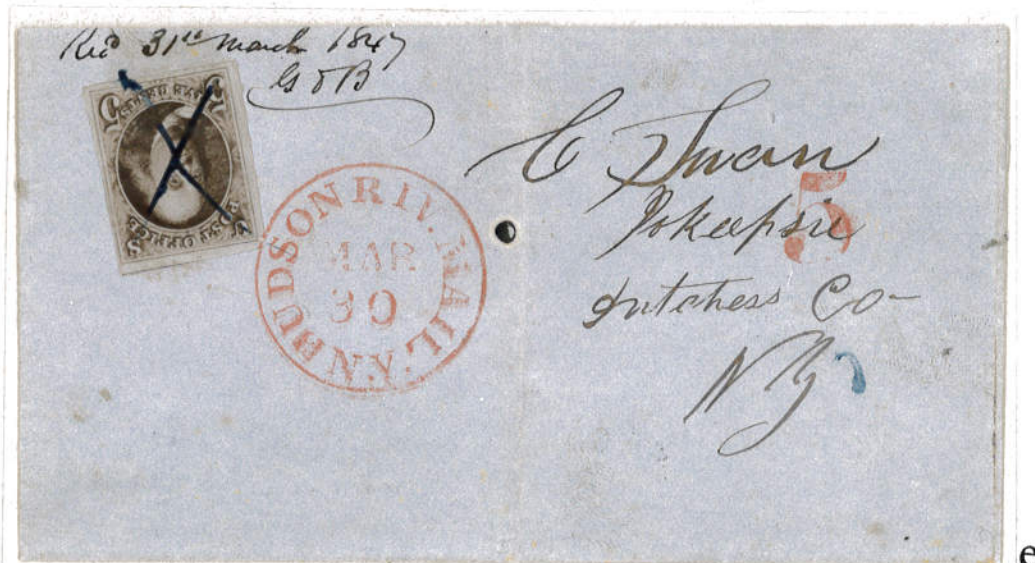
Routed through Baltimore Post Office and sent by rail in New York mail bag.

Due to a dispute, Route Agents did not travel on the Philadelphia/New York and Baltimore/New York rail lines during this period. Letters were placed in mail bags by Conductor, and actually entered the mails in NYC; straightline Philadelphia and Baltimore "Railroad" markings applied there to indicate origin of letters. But note that postage is paid from point of origin (Philadelphia, resp. Baltimore), to final destination.

INLAND WATERWAYS

In 1823, all inland waterways of the United States were declared "post roads." Mail sent on contract vessels - those under annual contract with the government to carry mail for a set fee - usually show a Route Agent's datestamp. Letters carried by non-contract vessels were delivered to the first convenient post office, where they were usually marked "STEAM," "STEAMER" or "STEAMBOAT" in one or two lines.

EARLIEST RECORDED 1847 ROUTE AGENT WATERWAY MARKING



Dark brown 5¢ stamp pays under-300 mile rate to Poughkeepsie, N.Y.; Route Agent's red "HUDSON RIV. MAIL/MAR 30(1848)/N.Y." cds ("31st March 1847" docketing above stamp is obvious misdate since adhesive not yet issued in March of 1847).

Note the extraordinarily rich color of the stamp.

EARLIEST RECORDED STRAIGHTLINE "STEAMBOAT" MARKING



Letter datelined Detroit September 20, 1847; routed across Lake Erie to Buffalo, where 10¢ stamp was canceled and "STEAMBOAT" in scroll marking applied.

RIVERBOAT MARKINGS (NON-CONTRACT VESSELS)

HUDSON RIVER ("STEAM/BOAT")

New York City
to Albany



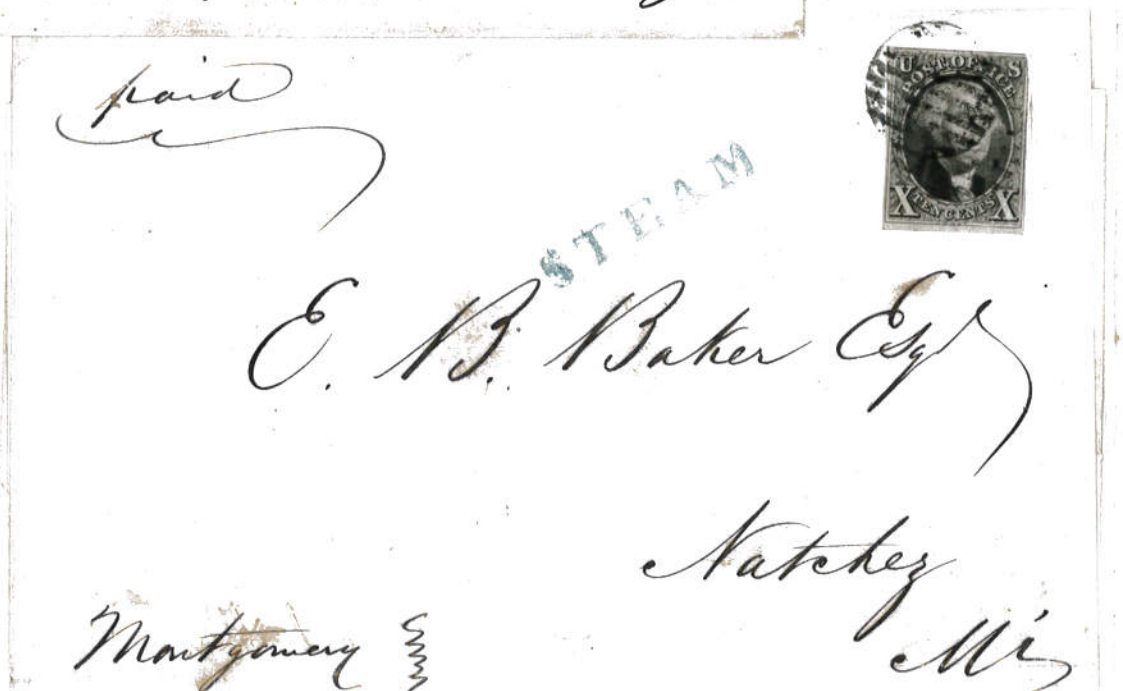
OHIO RIVER ("STEAM")

Louisville to New York
via Cincinnati



MISSISSIPPI RIVER ("STEAM")

New Orleans
to Natchez



UNUSUAL ROUTINGS: ONLY RECORDED EXAMPLES

CARRIED BY HOTEL FORWARDER DIRECTLY TO STEAMBOAT



5¢ stamp paid under-300 mile rate Washington, D.C. to Richmond, Virginia. Carried aboard a contracted vessel, the envelope bears red "POTOMAC STEAMBOAT/MAR 15" route agent's datestamp; black "THOMAS'S/IRVING HOTEL/WASHINGTON, D.C." corner card.

CARRIED BY HOTEL FORWARDER DIRECTLY TO THE RAILROAD



10c Washington paid over-300 mile rate Buffalo to New York City. Carried by rail, it bears blue "ALBY & BUFFALO R.R. SEP 12" date stamp, and red "FROM/WESTERN HOTEL/IRA OSBORN" octagonal corner card.

"UNCLE SAM" MISSISSIPPI PACKETBOAT MARKING

One Of Two Stencil Markings Known On An 1847 Cover
(the only "UNCLE SAM")



5¢ adhesive, "STEAM 5" in double line circle, and marked with stenciled "UNCLE SAM." Letter carried by Mississippi River packetboat to New Orleans from port less than 300 miles upstream. Only other stencil marking known is datestamp from upstate New York.

"SHIP" MARKING APPLIED TO COASTAL STEAMER MAIL

The Only Example Currently Known



Cover franked with 10¢ stamp for normal over 300 miles inland postage, Charleston to Philadelphia; entered Philadelphia as "SHIP" letter, which actually qualified it for 6¢ incoming ship rate.

The only other 1847 "SHIP" marking is in black, on a cover sent via inter-coastal vessel from New Brunswick to Eastport, Maine (see Frame #8, page 1).

COMPLETING THE JOURNEY

Mail was usually picked up at the Post Office by the addressee or an authorized agent. Local postmasters, however, could deliver any letter not called for within 48 hours, and receive a 2¢ delivery fee if the letter was accepted. It was not possible to prepay this fee from another city.

It was also not possible to prepay a local post's delivery fee, but it was possible to request the Post Office to turn the letter over to a local post for delivery. The applicable fee was then collected from the addressee.

One Of Four Covers Currently Known Requesting Post Office To Give Letter To Local Post For Delivery



10¢ adhesive, red grid cancel and two matching strikes of "WASHINGTON CITY/SEP 10/D.C." datestamp. Sender's manuscript instructions "penny post deliver" written at lower left. The sender's apparent intent was to have the Brooklyn Post Office turn the letter over to a local private post for delivery to Miss Dayton. She would then pay the local post's delivery fee.

STAMPS ON LETTER SHEETS, STAMPS ON FOLDED LETTERS, STAMPS EVEN ON THOSE "NEW-FANGLED ENVELOPES"

Prior to Postal Reform, envelopes were considered separate "sheets" and an additional postage rate was charged for their use. Under the Reform Act of 1845, however, postage was now based on weight only.

Without the extra rate charge, the combination of stamps and envelopes started to appear in the 1847 era and, by the 1860s, envelopes were the predominant means for sending a letter though the mails.

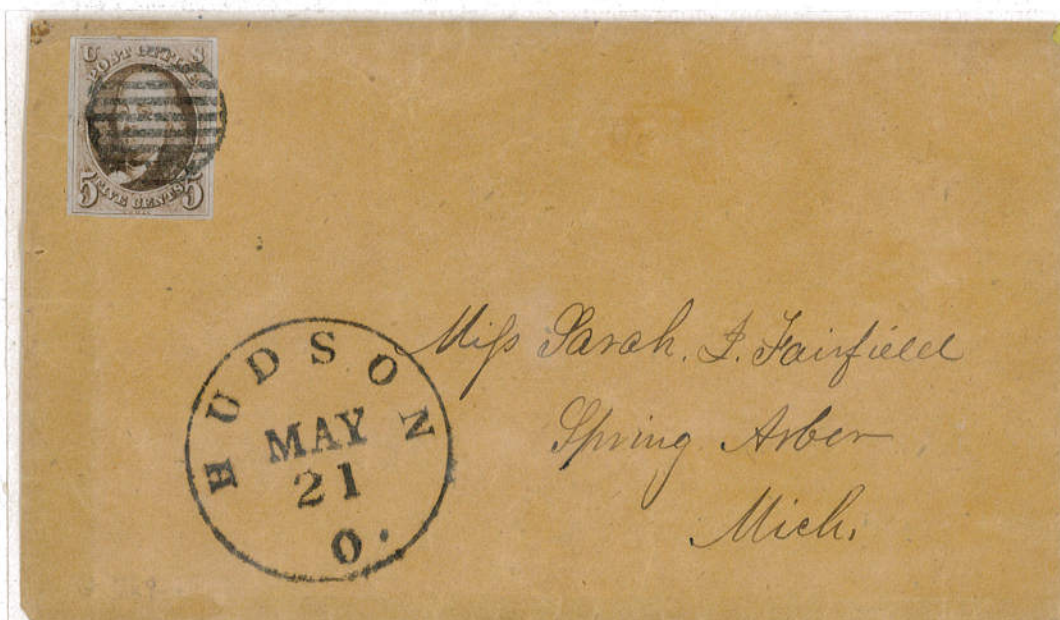
Today, an envelope with a stamp on the front and a message inside is still the communications medium most often seen by people on a daily basis. The examples in this fame were the pioneers, foretelling the various ways envelopes would be used and adapted in the years that followed. In terms of this exhibit, they are further proof of the versatility, quick acceptance, and broad usage given to America's first adhesive stamps – every way a letter could be sent, it was sent with a stamp!

First Month Of Availability – The New Stamps Already Used On Envelopes



Docketing and contents confirm July 13, 1847 date for the 5¢ Franklin cover (under 300-miles rate from New York City to Saratoga Springs, N.Y.), and July 29, 1847 date for 10¢ Washington cover (over 300-miles rate between Philadelphia and Cadiz, Ohio). **These Two Examples Are Among The Very Earliest Envelopes Franked With U.S. Postage Stamps.**

OFFICIAL GOVERNMENT CANCELING DEVICE



It is less than 300 miles from Hudson, Ohio to Spring Arbor, Michigan. Both envelopes, therefore, franked with a five-cent stamp -- the appropriate postage for that distance.

The cancels on the stamps (in blue on the top stamp, and black on the bottom one), were struck using a government-issued handstamp that was specifically designed to "kill" the postage stamp (i.e., render it incapable of being reused).

"Stamps so affixed are to be immediately cancelled in the office in which the letter or packet may be deposited, with an instrument (i.e., the 7-bar grid) to be furnished to certain of the post offices for that purpose"

"Regulations For The Government of the Post Office Department"
1847, Chapter 68, para. 501

POSTAL REFORM IN ACTION



Both envelopes sent from Princeton, N.J. to Savannah, Georgia. Stampless cover with green "PRINCETON N.J./DEC 18" circular datestamp; matching Roman numeral "X" rating mark and handstamped "PAID"; later cover also has green "PRINCETON N.J./JAN 1 (1848)" datestamp, but now the vertical pair of 5c stamps, tied to the envelope by red crayon, pays the same over 300-miles rate to Savannah.

Charles, who signs himself "Forever yours," would never dream of making Anna pay the postage on his love letters to her, but now he doesn't have to stand in line at the Post Office -- he can simply prepay the postage using the newly-available adhesive stamps issued for that purpose.

TURNED ENVELOPE: STAMPLESS → STAMPED



5¢ Franklin, brown shade, pays under 300-mile rate to Northampton, Mass.; stamp tied by red "BOSTON/17 APR/5 cts" cds. Originally stampless (see reduced photocopy at top), envelope sent from New Haven and rated "5" in pencil for under-300 miles postage to Boston (postage prepaid in cash, as evidenced by red "PAID" in scroll). At Boston, it was turned "inside out" and used again as a prepaid envelope. This time, however, a stamp was used to pay the postage.

ENVELOPES WERE MADE IN A VARIETY OF SHAPES AND SIZES

The first machines for the manufacture of envelopes were patented only in 1848. Most early envelopes were homemade and came in various shapes and sizes.



Petite envelope with red "RICHMOND/FEB 10/Va." circular datestamp; matching circular grid (supplied by Postal Service in Washington) cancels and just ties 5¢ stamp paying the single rate postage to Wilmington.



Small rectangular envelope with red "BOSTON/12/APR/5cts" circular datestamp; matching circular grids ties 5¢ stamp paying the single rate postage to Worcester, Massachusetts.



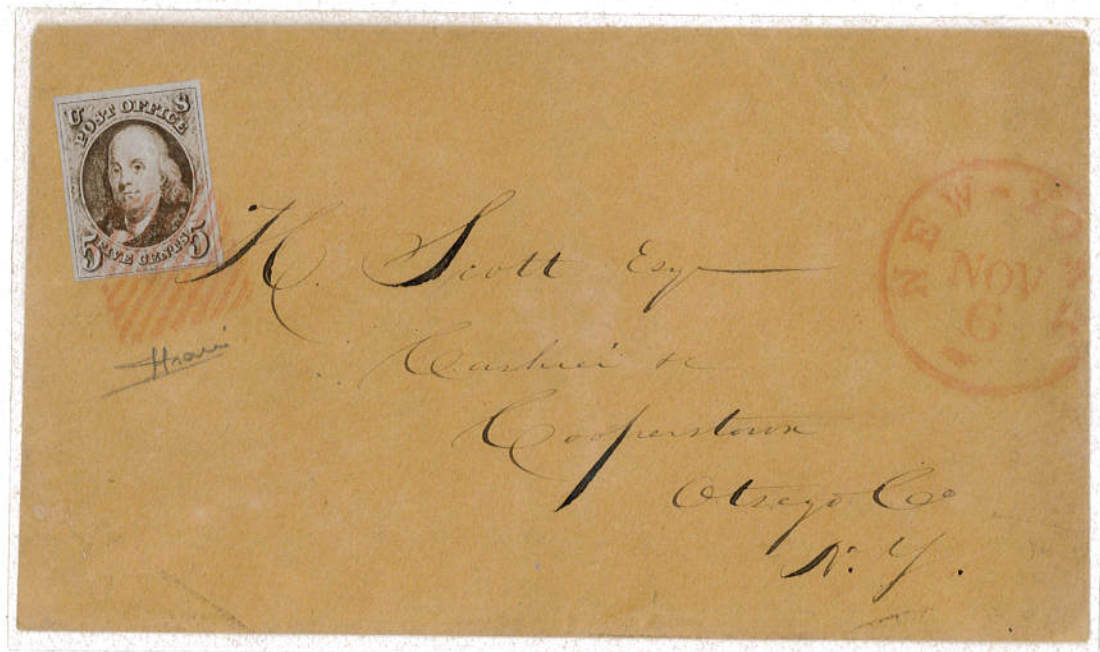
Oblong envelope with blue "BALTIMORE/JAN 4 (1848)/Md." cds; matching straightline "PAID" cancels dark brown 5¢ stamp; under-300 miles rate to St. James Maryland. Envelope incorrectly routed to Hagerstown, Maryland where local PM docketed envelope; added town's date stamp, marked "missent" in ms; and forwarded to correct city. Docketed "47" date should have been "48" (New Year had just begun).

Routing confusion probably arose because there was no town named "College St. James." There was (and is) a town called St. James and there was a College there in 1848(now a preparatory school).

PRE-ADDRESSED ENVELOPES



Pre-addressed buff envelope with faint "NEW-YORK/AUG 28" cds in red; matching square grid ties stamp, which paid under 300-miles postage rate to Cooperstown, NY.



Same color envelope, same New York postmark, same 5¢ stamp, same square grid, and same addressee in Cooperstown -- but this envelope is hand-addressed.

TOP ENVELOPE IS AN EXAMPLE OF THE EARLIEST KNOWN USE OF PRE-ADDRESSED, ADHESIVE-STAMPED ENVELOPES IN AMERICA.

MOURNING COVERS



e

glazed paper



e



e

15¢ Franklin on top cover pays under-300 miles rate to Elizabethtown, N.J.; red "Albany/JUN 22/N.Y." cds, blue grid cancels stamp; middle cover also with 5¢ Franklin (Dot in "S" variety) to pay under-300 miles rate to Elbridge, NY; blue "SYRACUSE/JUN 13/N.Y." cds, matching grid cancels stamp. Bottom cover, 10¢ Washington pays over-300 miles rate to Middletown, Conn.; red "CINCINNATIO./APR 7 (1851)/10" cds, matching grid cancels stamp

LADIES ENVELOPES

Lower postal rates led to increased personal communications through the mails. One way to impart a distinctive feeling to a letter was by enclosing it in a diminutive "ladies envelope." "Motto wafers" were another way to further personalize the envelope.



Matched pair of ladies envelopes; each with 10¢ stamp paying over-300 miles rate to Pittsfield, N.H.; red grid cancels, blue Baltimore cds; top dated "JAN 13", lower shows only a "12," month not readable.

Both envelopes sealed with small "day-of-the-week" labels (motto wafers). Top cover ("JAN 13") carries "Saturday" label. If sender used label corresponding to the actual day of the week, envelope was mailed January 13, 1849 (the only January 13th that fell on a Saturday during the 1847-1851 era). This is corroborated by the second envelope which bears a "Monday" label; February 12, 1849 was a Monday.

SALERATUS MANUFACTURING COMPANY CORNER CARD



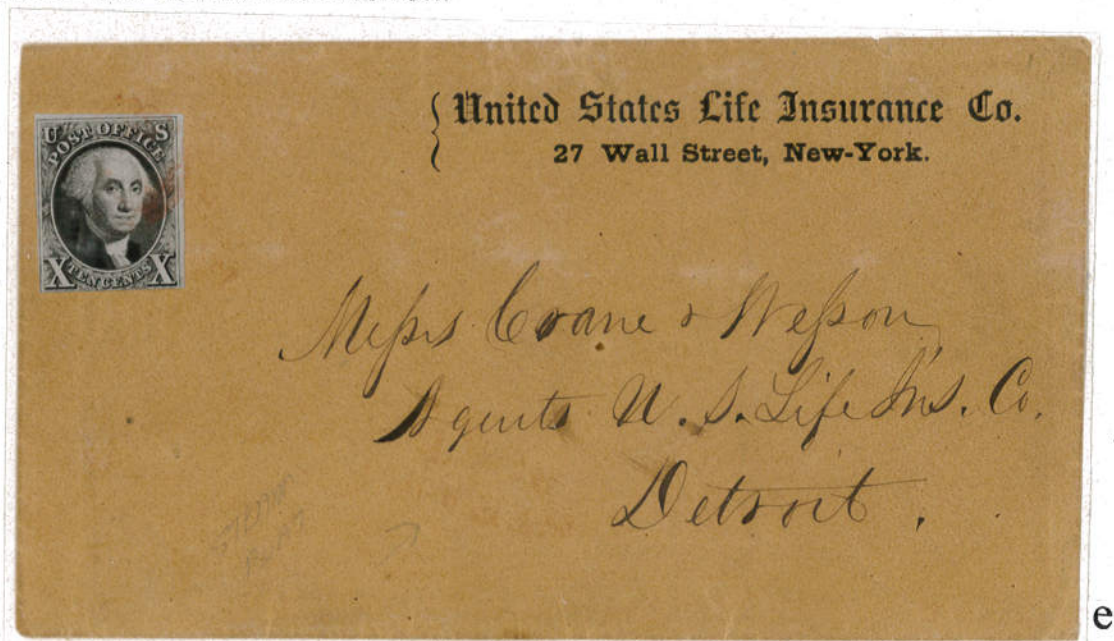
Two single 5¢ stamps (upper stamp dot in "S" variety), each tied by blue 7-bar circular grid, pay single, over 300-mile rate to Detroit on buff envelope; matching "SYRACUSE N.Y./OCT 25/10" integral rate circular date stamp. Red woodcut cameo of Saleratus Manufacturing Company at upper right.

CORNER CARDS

Business firms were quick to adopt the use of envelopes. Then, recognizing an obvious opportunity for free advertising, some firms started to show their name and address on the front of their envelopes. Later in the 19th century, more elaborate advertising was used, while the simple "corner card" evolved into what we call today a "return address."



Orleans Insurance Company corner card; 5-cent Franklin stamp pays under-300 miles rate to Lockport, N.Y.; red "ALBION/JUL 5 (1850)/N.Y." cds, matching straightline "5" cancels stamp. **THE ONLY RECORDED 1847 COVER FROM ALBION.**



United States Life Insurance corner card; 10-cent stamp pays single rate postage, New York to Detroit.

CORNER CARDS

New York was a publishing center in the 19th century, and firms there recognized that the envelope's back flap was another excellent location for their ads.



Top cover, with shield cameo of Dexter & Brother on back flap, has 5¢ stamp to pay under-300 miles rate to West Cambridge, Mass.; red "NEW-YORK/AUG 5" cds, matching square grid ties adhesive. Lower cover with book-shaped cameo of Cady & Burgess on back flap, pays 10¢ over-300 miles rate to Tallahassee; adhesive tied by red square grid; matching "NEW-YORK/NOV 29" cds at right.

HOTEL FORWARDERS

Hotels were among the first to use advertising handstamps. When guests asked them to carry their mail to the Post Office, they were glad to provide that service, especially as it provided an opportunity to add their advertising to the letter.



5c dark brown Franklin stamp paid the under 300 miles rate on white ladies envelope to New York City; blue "PHILADA Pa./APR 10/5" integral rate cds, matching "5" in double-line circle ties the adhesive; back flap with "United States Hotel" handstamped cameo.



10c stamp paid over 300-miles rate on buff envelope to New Orleans; red "NEW-YORK/14 MAR/10 cts" integral rate cds ties the adhesive; second strike at center; matching "FROM/BARNUM'S/HOTEL/NEW YORK" oval handstamp at upper right.

ONLY RECORDED EXAMPLES OF BOTH CORNER CARDS ON 1847 COVER

EMBOSSSED HOTEL CORNER CARD



5¢ Franklin, tied by red grid to buff envelope, pays under 300-miles rate Boston to Bridgewater, Mass.; 5¢ integral rate date stamp; embossed at top center with double oval "UNITED STATES HOTEL/HOLMAN & SILSBY/BOSTON" corner card.

ONLY RECORDED EXAMPLE OF BOSTON "UNITED STATES HOTEL" CORNER CARD ON 1847 COVER

EMBOSSSED ENVELOPES



e



Pair of embossed envelopes, each with 5¢ stamp paying single-weight, under-300 miles postage. Top ("illustrated") cover to Harrisonburg, VA; brown ms. cancel of West River MD (**only known 1847 cover from West River**). Lower cover to Northumberland, PA; carried to the mails by Blood's Despatch, as evidenced by their acid-tied adhesive, .15L17; blue Philadelphia datestamp ties adhesive, second strike alongside.

EMBOSSSED AND DIE-CUT ENVELOPE



Die-cut, embossed ladies envelope (green page inserted to highlight die-cut); ms-canceled 5¢ Franklin stamp paying under 300 miles postage to Lyme, NH; red "BROOKFIELD/(ms.)Aug 27 V.T." cds.

This is the only known example of a die-cut 1847 envelope and, in the opinion of this exhibitor, it is the most beautiful 1847 cover extant.

PRETTY VALENTINE



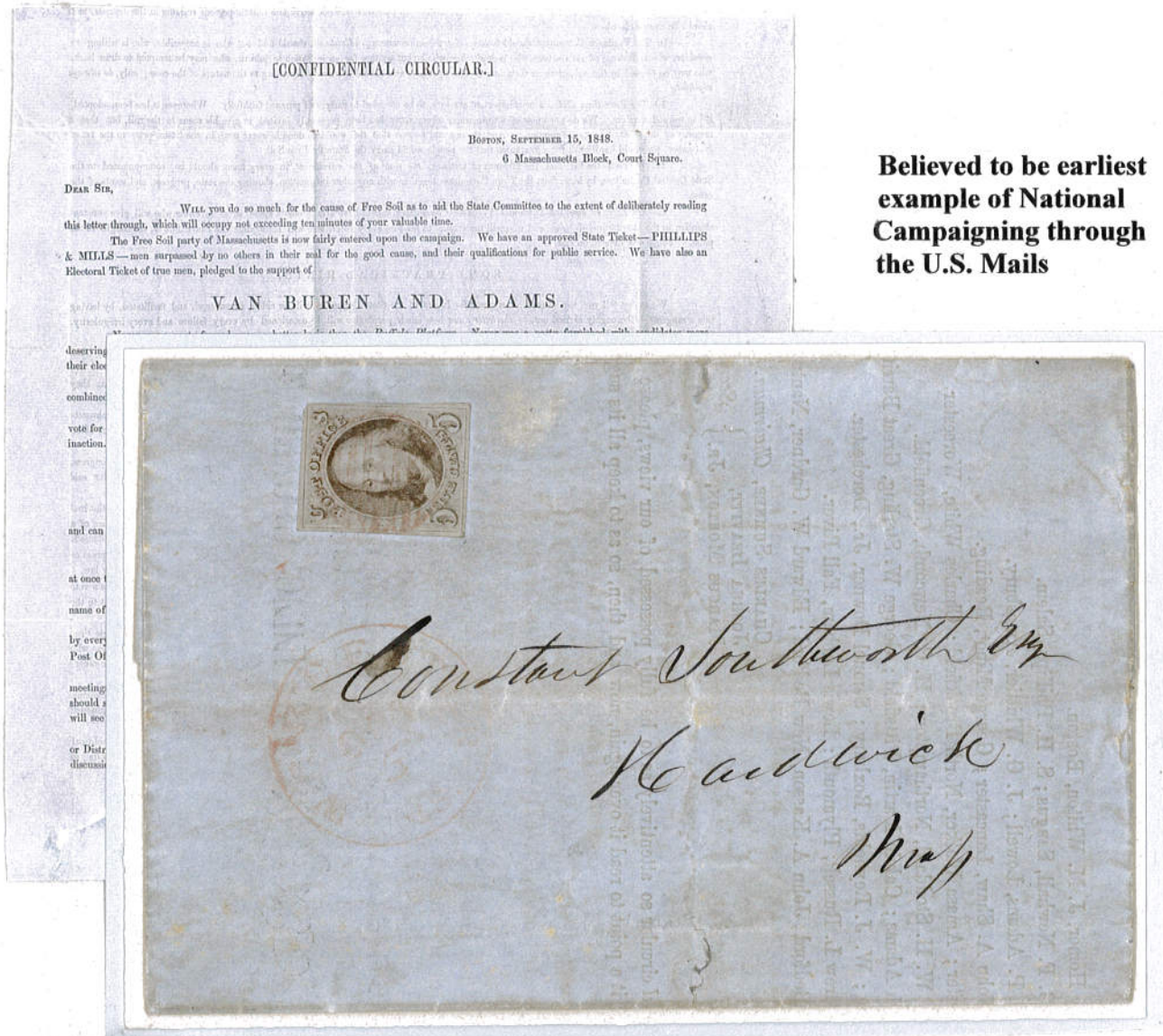
Two 5c adhesives pay over-300 miles rate to Geneva Wisconsin; red "NEW-YORK/FEB 17" cds, matching square grids tie both stamps.

MAINSTREAM ACCEPTANCE OF THE 1847 ISSUE

The purpose of this frame is to illustrate how quickly, and how deeply, adhesive stamps became part of American society. The covers shown on these pages reflect the most important political event of the era (the Presidential election of 1848 and the subsequent accession of Millard Fillmore to the Presidency), as well as some of the alternative ways the new stamps were treated at the local post office level.

Having demonstrated that letters using postage stamps were operationally and logistically equivalent to stampless mail, this frame shows that there were also no apparent cultural barriers to prevent their full integration into society; they were accepted by those who sent mail, as well as by those who processed it.

1848 PRESIDENTIAL ELECTION AND THE ACCESSION OF MILLARD FILLMORE



In 1848, the Whig party candidates for President/Vice President were Zachary Taylor, a hero of the recent Mexican-American War, and Millard Fillmore, Comptroller of the State of New York. When the Democratic Party nominated Lewis Cass for President, a dissident faction put forth their own "Free-Soil candidate," Martin Van Buren; Van Buren had previously been President (1837-1841).

This "confidential circular" in support of the Van Buren candidacy shows a printed dateline at Boston, September 15, 1848, but bears a lightly-struck "WORCESTER/Ms./OCT 5" circular datestamp at left center. The five cent adhesive paid the postage to nearby Hardwick, MS.

THE ELECTION

Van Buren had no chance of winning the election, but took enough votes away from the Democrats to insure the victory of the Taylor/Fillmore ticket.

On November 7, 1848 (the first time all the states voted for President on the same day), Zachary Taylor was elected President, and Millard Fillmore was elected Vice President.

Congratulating the Vice President-Elect

In a letter sent less than a week after the election, the writer congratulates Fillmore **"on your election and its auspicious promise to the country."** He then goes on to lobby for the appointment of a new Commissioner at the U.S. Patent Office.



folded letter postmarked "WASHINGTONCITY/D.C./NOV 13"; horizontal pair of 5c stamps for over-300 mile rate to Buffalo; oval date stamp ("NOV 16") and rarely seen "FORWARDED" in frame added at Buffalo; also marked "10" for over-300 mile forwarding distance to Albany.

VICTORY BALL INVITATION

WHIG BALL.

At the American Hotel, in Batavia,

FRIDAY EVENING, DECEMBER 15, 1848.

Your attendance is respectfully requested, on this festive occasion, complimentary to the pure Patriot, unsullied warrior, and honest man, General ZACHARY TAYLOR;—and the eminent Statesman, who is with us, for us, and one of us, MILLARD FILLMORE.

ACTING MANAGERS.

JOHN L. THORNE,
M. F. ROBERTSON,
THOMAS YATES,
GEORGE H. HOLDEN,
A. TRACY LAY,
T. C. KIMBERLY,
NATHAN T. SMITH,
CHARLES W. DIBBLE.

M. WELLS HEWITT,
JOHN F. LAY,
ELIJAH HURTY,
EUGENE PRINGLE,
JOHN H. KIMBERLY,
STEPHEN ESTES, JR.,
WILLIAM TYRRELL,
CHARLES A. RUSSELL.

HONORARY MANAGERS.

Hon. BENJAMIN PRINGLE Hon. H. U. SAMPSON

Hon.



Mr Charles Dinklee Esqr
Alden Erie Co
N. York

folded circular; red "BATAVIA/DEC 11(1848)/N.Y." postmark; matching grid ties 5c Franklin stamp paying single, under 300-miles rate to Alden, New York.

Invitation to a Ball the following Friday, in honor of "General ZACHARY TAYLOR --- and the eminent Statesman who is with us, for us, and one of us, MILLARD FILLMORE." Fillmore had been a Congressman from New York and, most recently, was State Comptroller.

THE INAUGURATION

Advance Letter To Congressman Orsamus Cole Of Wisconsin

William J. Fuller, Milwaukee Sentinel and Gazette, writes to Congressman Cole that ***"You will oblige me by writing and stating whether you design being present at the inauguration, and whether you shall take this city in your route to Washington. I have some documents I should like to entrust to your charge if you go."***



Folded letter postmarked "MILWAUKEE/FEB 7 (1849)/Wis."; 5c adhesive pays under 300-mile postage to Cong. Cole at his home in Potosi, Wisconsin.

GETTING THE ADMINISTRATION OFF TO A GOOD START

With the inauguration less than a week away, Rufus King, editor and part owner of the Gazette (later Minister to the Papal States, and then Brigadier General of the Union Army), writes lengthy letter of political opinion to Rep. Cole. Addressing the Congressman as **"My Dear Cole"**, he goes on to discuss the **"distribution of loaves and fishes"** in the new Administration.

Even Before The Inauguration, The Politicking Had Already Begun



Folded letter on "OFFICE OF THE MILWAUKEE SENTINEL AND GAZETTE" letterhead; blue "MILWAUKEE/FEB 28 (1849)/Wis." cds; 10¢ stamp pays over 300-miles rate to Washington, D.C.; canceled by 3 matching strikes of "FREE" hs. (only one other example of this marking currently known on an 1847 cover).

INAUGURATION HELD MARCH 5, 1849

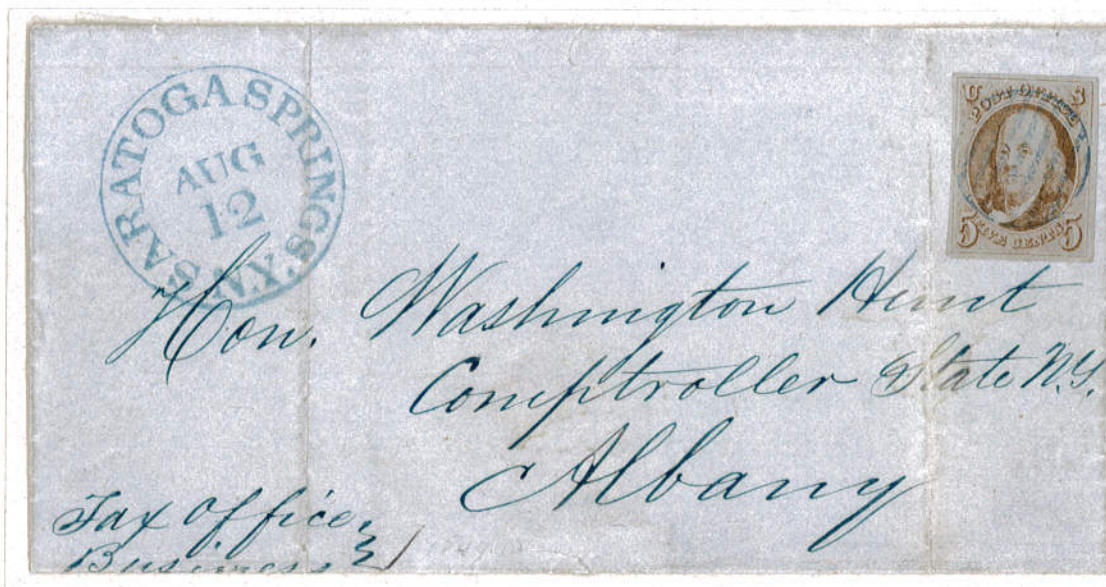
Prior to his election as Vice President, Millard Fillmore had been Comptroller of New York State.



5¢ red brown (dot in "S" variety) postmarked "NEW-YORK/JUL 6 (1848)," canceled by that city's red square grid, and addressed to Fillmore as "Comptroller/Albany."

Upon Fillmore's Inauguration as Vice President, Washington Hunt (his duly elected successor), was sworn in as Comptroller for New York State.

Letter to Millard Fillmore's Successor



Blue "SARATOGA SPRINGS/AUG 12 (1849)/N.Y." cds; matching circular grid cancels 5¢ stamp paying under 300-miles rate to Albany; ms. "Tax Office Business" notation bottom left.

Hunt had previously been a Congressman from New York. Following his service as Comptroller, he was elected Governor of the State.

SWARTS LOCAL PICTURES "ROUGH AND READY" ZACHARY TAYLOR

In 1848, in the midst of the Presidential campaign, Bouton's Local Post introduced an adhesive featuring a portrait of candidate "ROUGH AND READY" Zachary Taylor. After Aaron Swarts bought Bouton's in early 1849, he printed his own stamps, still featuring Taylor's portrait, but now with the Swarts name on them. **They are the only stamps ever used for the carriage of mail in the United States that bear the likeness of a sitting President.**

One Of 3 Examples Of Scott No. 136L4 Recorded On An 1847 Cover



Buff envelope bears 5¢ Franklin stamp paying under-300 mile rate from New York City to Port Chester, N.Y.; carried to the New York and New Haven Railroad terminal by Swarts Dispatch, as evidenced by their red adhesive (Scott No. 136L4); Route Agent's red "N.YORK.N.HAVEN R.R./OCT 9 (1850)" circular date stamp and matching circular grid tie 5c stamp; local adhesive canceled by star cancel, and tied by ms. "5" and recipient's subsequent docketing.

ZACHARY TAYLOR DIED IN OFFICE ON JULY 9, 1850

In a "newsy" letter to her friend, this writer notes that: **"We are today to have a funeral pageant for our deceased President Gen. Taylor. I suppose it will be an immense one. Judging from appearances and preparations it will be the largest procession that ever witnessed in this city."**



5c stamp pays under 300-mile single rate, Albany to Utica; tied to blue folded letter by indistinct strike of Route Agent's "ALBANY & BUFFALO RAIL ROAD" cds; second strike ("JUL 17") at lower left.

MILLARD FILLMORE ACCEDED TO THE PRESIDENCY ON JULY 10TH

Millard Fillmore's Free Frank As President



Millard Fillmore's Free Frank on envelope sent Washington to Buffalo; docketed August 26, 1852.

POSTAL HISTORY AT THE LOCAL LEVEL

Even as the 1847 issue was being used on letters that reflected national events of the highest order, they were also creating their own postal history legacy.

Cancels

The advent of adhesive postage stamps brought with it an immediate need for effective cancels (or “killers”), that could be applied to the stamps in order to prevent their re-use.

The balance of this frame shows some of the various ways that were used to cancel the new stamps. The diversity and eccentricities of these cancels is further testimony to the fact that local Postmasters had no problem accepting this new payment option and making it work. They simply used whatever handstamps and inks they had available to keep the mail flowing smoothly from one place to the next.

THE NEW YORK SQUARE GRID: THE CITY-SPECIFIC CANCEL MOST OFTEN SEEN

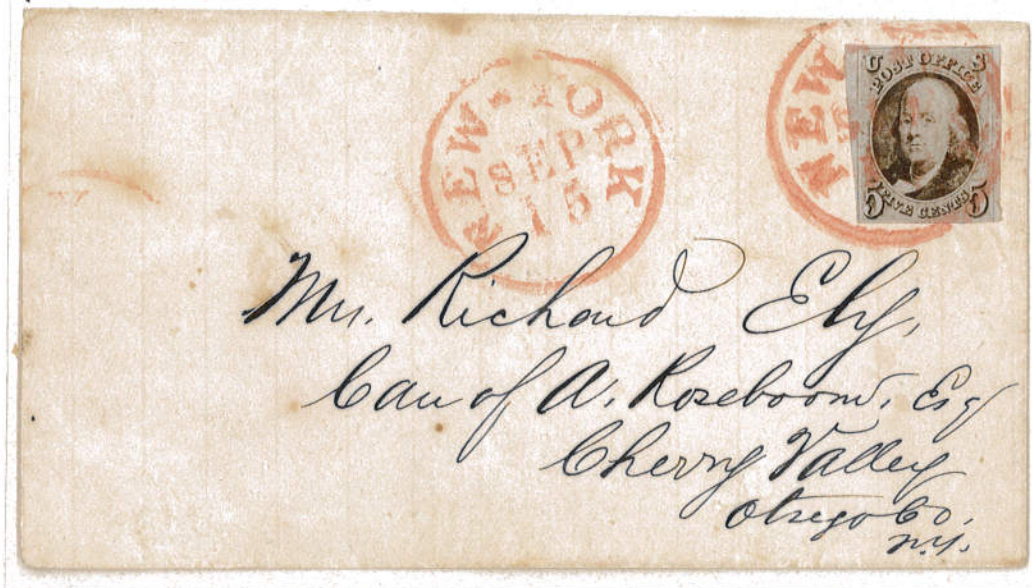
The New York 13-bar square grid (always struck in red), is the city-specific killer most often seen on the 1847 issue. Designed to kill the 5c N.Y. Provisional stamp (1845-1847), it is the first cancel used on a U.S. government (or government-authorized) postage stamp.



Two folded letters, each with clear strike of red New York square grid; matching “NEW YORK/OCT 2 (1848)” and “NEW YORK/MAR 22 (1849)” circular date stamps: 5¢ Franklin pays under-300-miles rate to Washington, D.C.; 10¢ Washington pays over-300 miles postage to Columbus, Ohio.

UNUSUAL NEW YORK CANCELS

Circular Date Stamp



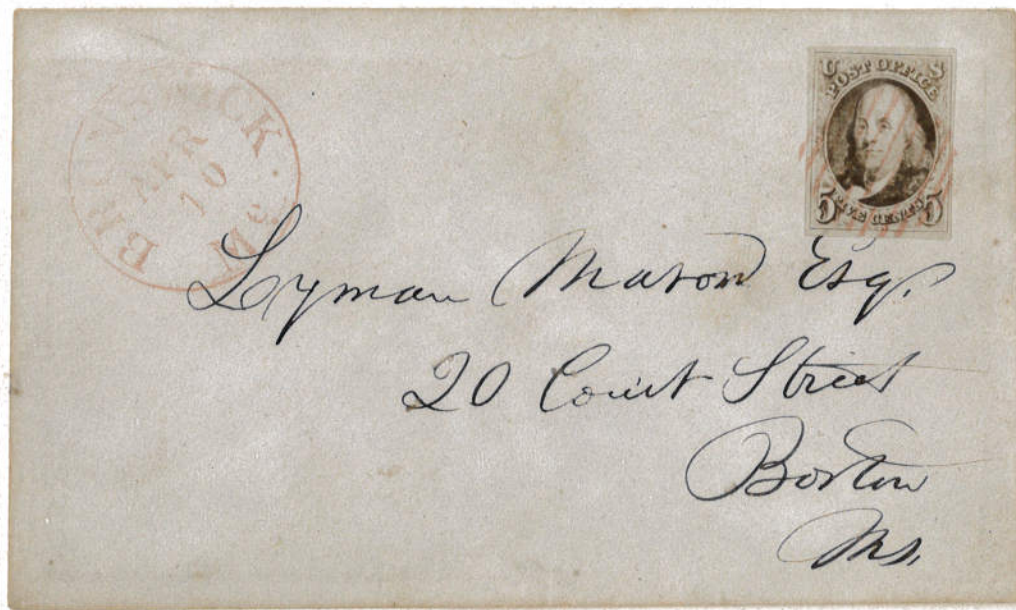
Round Grid



Both covers paying 5¢, under 300-miles rate; top cover to Cherry Valley, N.Y., stamp tied by "NEW - YORK/SEP 15" datestamp, second strike at center; lower cover to Cooperstown, stamp tied by red, government-supplied, circular grid..

SOME POSTMASTERS BOUGHT OR MADE OPEN GRIDS TO CANCEL STAMPS

11-Bar Open Grid



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9-Bar Open Grid

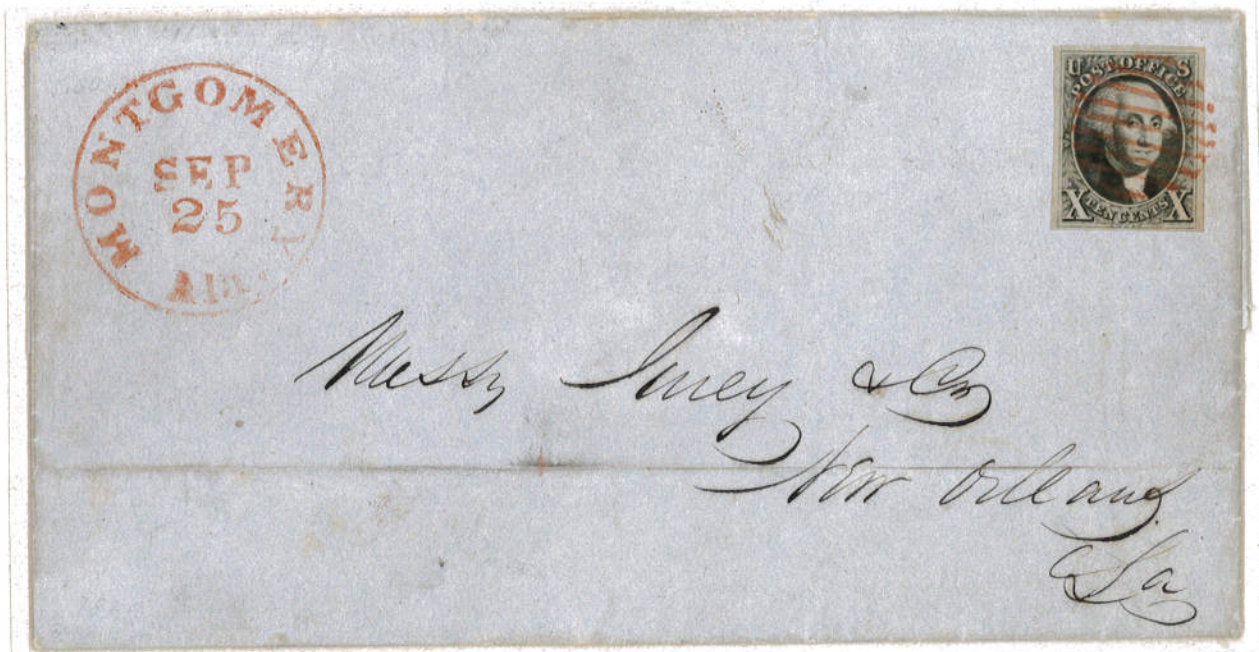


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top cover "BRUNSWICK/APR 10/Me" cds in red; matching 11-bar open grid cancels 5¢ stamp, under 300-miles rate to Boston; lower cover "AURORA/DEC 12 (1850)" red cds, matching 9-bar open grid cancels 10¢ stamp, over-300 miles distance to Buffalo.

**THE MONTGOMERY POSTMASTER USED AN OPEN GRID AND
A CLOSED GRID TO CANCEL STAMPS**

7-Bar Open Grid



7-Bar Closed Grid



matched pair of 1849 covers bearing 10¢ stamps for over 300-miles postage to New Orleans; top cover "MONTGOMERY/SEP 25/Ala." cds, stamp tied by 7-bar open grid; lower cover "MONTGOMERY/OCT 8/Ala." Cds, stamp tied by 7-bar closed grid.

SOME CITIES USED HANDSTAMPED NUMERALS (RATE MARKS) TO CANCEL STAMPS



both covers with 5¢ stamps paying under 300-miles, single-weight postage; top cover to Philadelphia, red "PROVIDENCE/SEP 28 (1847)/R.I." cds, stamp tied by matching straightline "5" and round 7-bar circular grid: lower cover with blue "BALTIMORE/AUG 16 (1850)/Md." cds, stamp tied by matching strike of datestamp and red straightline "5."

**ONLY HANOVER, NH AND GREENWICH, NY USED A 4-RING
"TARGET" CANCEL ON THEIR STAMPS**



**4 examples
recorded**

**5 examples
recorded**

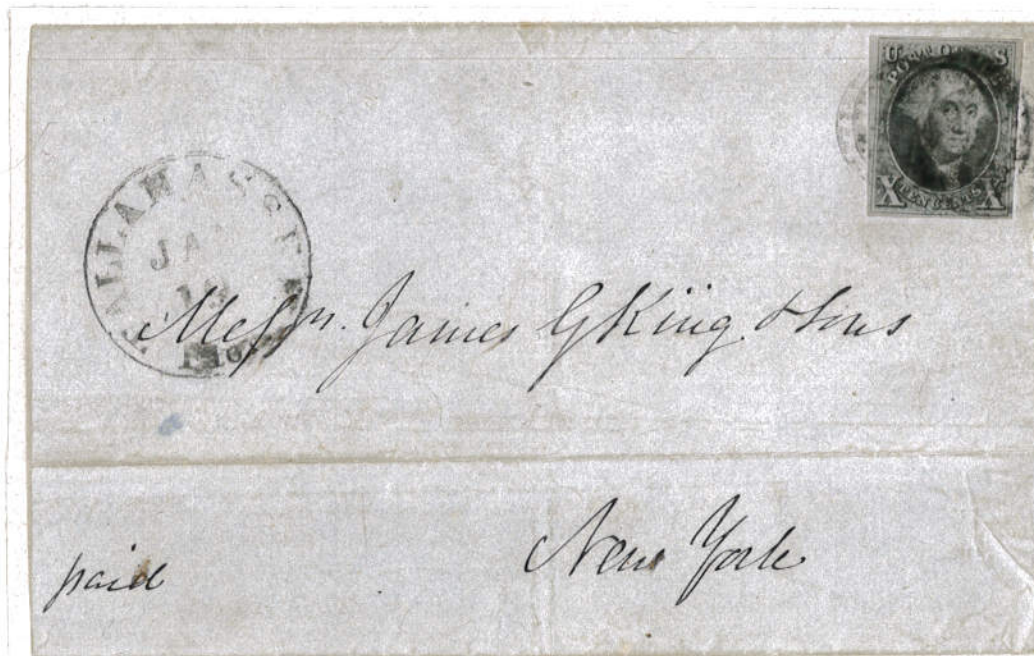
Both covers bear 5c Franklin stamps to pay under-300-miles, single-weight postage; both canceled by red handstamped, 4-ring target cancel; embossed ladies envelope at top to Taunton, Mass., datestamped "HANOVER /NOV 9/ N.H." in red; lower cover to Argyle, NY, red "GREENWICH/NOV 29 (1850)/N.Y." datestamp.

HARTFORD USED BLUE OR MAGENTA MARKINGS



5¢ stamps pay under 300-miles postage on both; cover front at top to New Bedford, blue "HARTFORD/AUG 31/Ct." cds, matching strikes of straightline "5" and "PAID" with pointing hand tie adhesive; lower cover to New London, magenta "HARTFORD/NOV 29 (1848)/Ct." cds, matching strike of "PAID" with pointing hand; 7-bar grid ties adhesive.

THE TALLAHASSEE GREEN



Matched pair of covers bear 10¢ Washington stamps paying over 300-miles postage to New York City. Addressee is James J. King & Sons, international merchants and forwarding agents (see Frame #4, page 8). Top cover with green "TALLAHASSEE/DEC 19 (1849)/Flor." datestamp and matching cancel tying the stamp; lower cover with black "TALLAHASSEE/JAN 19 (1851)/Flor." datestamp, matching grids tie the adhesive.

THERE ARE FAR FEWER TALLAHASSEE BLACK CANCELS THAN GREEN ONES, BUT GREEN MARKINGS ARE MORE HIGHLY VALUED DUE TO THEIR COLOR.

USAGES TO AND FROM CANADA

By 1847, a highly evolved (and highly cooperative) system was in place for sending and receiving mail between the United States and Canada. This frame documents that the 1847 stamps fit right into that system. It shows that although it was not their original purpose, the stamps would have had no difficulty totally replacing stampless mail for cross-border use.

Until April 6, 1851 (when a "through" rate was instituted), each country assessed and collected its own internal postage from point of origin to the common border (for outgoing mail), or from the common border to final destination for incoming mail.

Private Carrier To U.S. Post Office; U.S. Mails To Canadian Border; Canadian Post Office Inland To Montreal



Letter carried to Philadelphia Post Office by D.O. Blood & Co. (their 15L9 adhesive confirms payment of 2¢ Local Post fee); pair of dark brown Franklins is tied by Philadelphia date stamp, and pays over 300-miles postage from Philadelphia to Canadian border; letter then assessed 4-1/2 pence inland postage for letter traveling up to 60 miles (i.e., Canadian border to Montreal).

One of Three Covers Recorded to Canada With This Combination Franking

U.S. DOMESTIC RATES APPLIED ON ALL MAIL SENT CROSS-BORDER

U.S. Postage Paid To The Lines



5¢ Franklin pays under-300 miles U.S. domestic rate from Oswego, N.Y. to the Exchange Office at Queenston. Queenston was the main distribution point for mail to Canada West, or "Upper Canada," as it was also called. Transit marking shows letter was received there Nov. 16, 1849. Manuscript "4-1/2" represents the under-60 miles Canadian postage rate to Toronto (4-1/2 pence); this amount was paid in cash by the letter's recipient in Toronto.



10¢ Washington pays over-300 miles U.S. domestic rate "to the lines" on this early (September 3, 1847) cross-border cover from New York City. Lack of Exchange Office marking indicates the letter was sent in the New York-Toronto through bag; the Canadian inland postage was again 4-1/2p and was paid by the recipient in cash.

U.S. DOMESTIC RATES APPLIES ON ALL MAIL RECEIVED FROM BNA

U.S. Postage Paid From The Lines



5¢ Franklin pays under-300 miles U.S. domestic rate from Lewiston Exchange Office to letter's destination at Buffalo, N.Y. Note manuscript "4-1/2" and the notation "Paid No 40." This indicates that a Canadian Post Office charge account (Account No. 40) was used to pay the 4-1/2 pence, under 60-mile rate from letter's point of origin (St. Catharines — per dateline and faint circular date stamp at upper left) to Exchange Office at Queenston; red Queenston receiving mark on reverse matches Lewiston date of August 18 (1848).



10¢ Washington pays the over-300 miles U.S. domestic rate "from the lines" at Lewiston Exchange Office to New York City destination. Folded letter originated at Toronto and 4-1/2p Canadian postage (under-60 mile rate) noted there as "Paid to the Lines Box 104."

As in the United States, Canadian domestic postage rates were based on weight and distance traveled. There were four basic distances used to assess postage on a 1/2 ounce, single rate letter. Rates were:

- 4-1/2 pence for letters traveling up to 60 miles
- 7 " " " " 60 to 100 miles
- 9 " " " " 101 to 200 miles
- 11-1/2 " " " " 201 to 300 miles

This page, and the next 3 pages, show examples of letters sent from New York and Boston to Canadian cities located in each of the four basic distance zones. In each example, U.S. postage to the lines was ten cents (the over-300 mile domestic rate to the border), but the Canadian postage from the lines differs according to the inland distance the letter had to travel.

U.S. MAIL TO CANADA

SENT LESS THAN 60 MILES INLAND FROM CAN. BORDER = 4-1/2p POSTAGE DUE



Both covers bear manuscript "4-1/2" (pence due) rate markings, indicating inland Canadian distance from the lines is less than 60 miles. The top cover was sent in the New York-Montreal through bag and, therefore, does not have any Exchange Office markings. The bottom letter, to Hamilton, is marked with a December 7, 1847 Queenston Exchange Office date stamp.

U.S. MAIL TO CANADA

SENT 60 TO 100 MILES INLAND FROM CANADIAN BORDER = 7p POSTAGE DUE



Because Queenston was the main distribution center for mail to Canada West, a New York-Queenston through bag was established. Both these covers were sent to Canada that way; both bear 1850 Queenston markings; and both are rated "7" (pence), the Canadian postage for letters traveling domestically 60-100 miles.

The letters are addressed to two different offices (Oshawa and Bowmanville) of the same firm, J. Simpson & Co., and both were sent by the same correspondent (G. & J. Laurie & Co.). The subject matter of both letters is Canadian wheat.

U.S. MAIL TO CANADA

SENT 101 TO 200 MILES INLAND FROM CANADIAN BORDER = 9p POSTAGE DUE



Both covers sent via the New York-Queenston through bag (note red Exchange Office markings), and both rated 9 pence for letters traveling 101-200 miles from the lines (manuscript "9" obviously applied by same clerk on both letters).

Cover to Cobourg has horizontal pair of brown Scott #1 (left stamp "dot in S" variety), and shows April 10 Cobourg receiving mark on reverse. Reverse of London cover bears September 21 Hamilton transit marking and red receiving mark applied at London.

U.S. MAIL TO CANADA

SENT 201 TO 300 MILES INLAND FROM CANADIAN BORDER = 11-1/2p POSTAGE DUE



Both covers received at Queenston Exchange Office and rated 11-1/2 pence (by the same clerk) to pay inland Canadian postage for the 201-300 mile distance to destination. Reverse of Franklin-stamped cover shows red Kingston receiving mark dated November 16 (letter posted at New York November 11). Reverse of cover with 10¢ Washington stamp, posted on October 13, shows transit marks of Hamilton, London and Raleigh (now Chatham), as well as October 19 Amherstburg receiving stamp, all in red.

THE CAPE VINCENT -- KINGSTON FERRIAGE RATE

One Of Three 5¢ Covers Recorded Paying 3p Ferriage Rate



One Of Nine 10¢ Covers Recorded Paying 3p Ferriage Rate



Both letters addressed to Kingston, Canada West, and carry 10¢ postage for over-300 mile rate, New York City to U.S. Exchange Office at Cape Vincent, NY.

Because Cape Vincent, N.Y. and Kingston, Canada are directly across each other on the eastern tip of Lake Ontario, there was no Canadian inland postage to assess. Instead, letters rated "3" (pence), the ferriage rate for the short trip across the lake to Kingston on the opposite shore.

MAIL FROM CANADA TO THE U.S.

Crowned Circle Marking Applied at Quebec Confirms Cash
Payment of Canadian Postage to U.S. Border

Two 5¢ Adhesive Stamps, Also Applied At Quebec, Paid U.S.
Postage from Border to New York City (300+ miles)

One of Five Examples Recorded With This Franking



Letter on **Office of Quebec and Lake Superior Mining Association** stationery to NYC dated April 20, 1850. Distance from Quebec to Canadian border ("to the lines") is more than 200 miles but less than 300 miles; therefore, letter ms. rated 11-1/2 pence postage for single-weight letter traveling that distance; red "PAID AT QUEBEC, L.C." crowned circle marking at upper right, confirms payment of 11-1/2p Canadian postage.

U.S. postage (10¢ for letter traveling more than 300 miles from the lines), pre-paid at Quebec by two 5¢ Franklin stamps.

Canadian Post Office was under the control and supervision of Imperial Post Office in London. The Crowned circle handstamp was used at British colonial post offices as acknowledgment of cash payment for postage. Quebec was only Canadian city to use this marking because main branch of colonial post office was located there.

THE UNDERPAID COVER TO NEW YORK

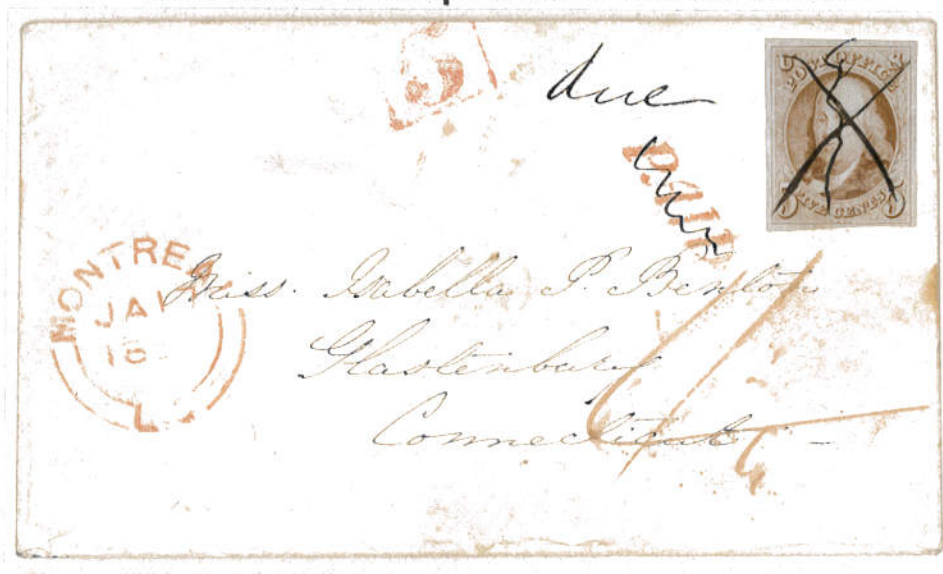


Letter originated Montreal April 26, 1850; rated at 1 oz. (double weight) and assessed "9" pence (2 x 4-1/2 pence postage), for less than 60 miles distance to the border; letter lists several enclosures, accounting for extra weight.

1847 stamps were accepted as prepaid U.S. postage on letters from BNA. However, this letter had only one U.S. 10¢ adhesive affixed at Montreal (small mark at top center is an impression on the envelope, not a paper remnant). Single Washington stamp only pays 1/2 oz., over-300 miles rate from the border to NYC. In other words, letter rated at double weight (1 oz.) in Canada, but only paid single weight (1/2 oz.) U.S. postage. Postal authorities at NYC accepted single rate as full payment - no "due" markings added, and "PAID" handstamp applied at Montreal not crossed out.

Believed To Be The Only Example Of Underpaid U.S. Postage Applied On A Letter From British North America And Accepted In The United States

The ALMOST Underpaid Cover To Connecticut



Single-weight postage ("4-1/2" pence) was correct for Montreal to the border, but 5¢ Franklin stamp insufficient for the 10¢, over-300 miles rate from the border to Glastenbury, Connecticut. Accordingly, Glastenbury Postmaster (Benjamin Taylor), crossed out "PAID" marking (originally applied in Montreal to indicate that the Canadian postage had been paid), and indicated additional postage due from local addressee by adding ms. "due" and boxed "5" rating mark.

TROY AND NEW YORK STEAMBOAT



"TROY & NEW YORK STEAM BOAT" marking applied at Troy on mail carried from NYC by non-contract steamers not stopping at Albany.

Troy cds notwithstanding, letter actually originated NYC (it is datelined New York, August 22, 1850); 10¢ stamp is for complete, over-300 miles rate from NYC to Canadian border (letters originating at Troy would only have paid 5¢ for the under-300 miles rate to the lines). Manuscript "4-1/2" rating is postage due (in pence) for under 60-mile trip from the border to Montreal.

One of Four Examples Recorded to Canada

HUDSON RIVER MAIL LINE



10¢ Washington (**position 52L - stickpin variety**) prepays postage NYC to Canadian border; carried on contract steamer (as evidenced by Route Agent's "HUDSON RIVER MAIL LINE" date stamp and distinctive 17-bar wavy grid canceling adhesive); rated "4-1/2" for Canadian postage from the lines to Montreal.

One of Four "Wavy Grids" Recorded to Canada

THE TREATY OF APRIL 6, 1851

Spanning The Pre- And Post-Treaty Eras



Effective April 6, 1851, a new "through rate" was established between the U.S. and Canada; 10¢ U.S. (or 6 pence Canadian.), per ½ oz. to or from any place in the United States, and to or from any place in Canada (except that the rate to or from the U.S. Pacific coast was 15¢, or 9 pence per ½ oz.).

Writing a letter dated **April 4, 1851**, this correspondent was apparently unaware of the impending change in rates and, after placing a 10¢ Washington stamp on the cover, marked it only as "Paid to the lines." However, by the time his letter crossed the border inside the sealed through bag to Montreal, the new rate had come into effect. Therefore, the cover was not marked with any Canadian postage due. There was no postage due -- the 10¢ stamp served to carry the letter through from Philadelphia, via New York, and on to Montreal under the new treaty rate.

EARLIEST RECORDED EXAMPLE OF U.S. – CANADA TREATY RATE ON 1847 LETTER

**APRIL 6, 1851 TREATY: NEW RATE AND COUNTRY OF
ORIGIN MARKING REQUIRED**



10¢ adhesive on May 8, 1851 cover front paid new through rate New York to Montreal. **Terms of the treaty required all cross-border mail to be stamped with country of origin; "U. STATES" marking in red at center applied at NYC.**¹



May 20, 1851 envelope with pair of orange brown 5¢ stamps (Pos. 1-2R) paying through rate, Buffalo to Cayuga, Canada West; received at nearby Queenston Exchange Office same day; indistinct U.S. country of origin marking below date stamp.²

⁽¹⁾ marking designated "A-11" per classification of Susan McDonald – see *The Chronicle of the U.S. Classic Postal Issues*, August, 1970, Whole No. 67

⁽²⁾ designated "A-23" – *ibid.*

POST-TREATY MAILING -- AN ILLEGAL USAGE

Letters had to Be Entirely Prepaid Or Entirely Collect



This letter, datelined and date stamped April 23, 1851 at Troy, N.Y., was sent to Perth, Canada West. Although the combined through rate was now 10¢ (set by treaty 17 days earlier), the sender affixed only one 5¢ stamp (red brown), leaving room where the other 5¢ stamp should have gone, and marking that space (in his own handwriting), "Due 5."

This is an illegal usage. The agreement with Canada specified that the through rate had to be entirely prepaid or entirely collect. Nonetheless, U.S. postal authorities accepted this cover and sent it on to Canada. Canadian postal authorities also accepted the cover as valid; marked it "3" (for 3 pence due -- the balance of the through rate); and delivered it to Perth where it was backstamped in red on April 30, 1851.

After mailing at Troy, N.Y., the letter was first processed at the Prescott Exchange Office in Canada. Then, en route to Perth, the letter passed through two other cities of Upper Canada (Kingston and Brockville); in both those instances, it was again accepted as valid and backstamped by the local postal authorities.

FIVE DIFFERENT POST OFFICES, IN TWO DIFFERENT COUNTRIES, ACCEPTED THIS LETTER AND DELIVERED IT, EVEN THOUGH THE FRANKING WAS ILLEGAL.

ANOTHER ILLEGAL USAGE -- POST-DEMONETIZATION

ONLY RECORDED POST-DEMONETIZATION USAGE TO CANADA



This folded letter has a "20 DEC" (1851) Boston circular date stamp and an "A-2" country of origin marking. It is addressed to Hamilton, Canada West.

The 10¢ Washington stamp was used on this cover after demonetization on July 1, 1851, but was still accepted as valid by the Boston Postmaster, and by the Hamilton Postmaster in Canada. The amount of postage was correct, because the 10¢ through rate with Canada (as per agreement of April 6, 1851) had not changed, but the stamp itself was not legally valid.

**THERE ARE ABOUT 75 DEMONETIZED USAGES RECORDED FOR THE 1847
ISSUE; ONLY FOUR WENT TO A FOREIGN COUNTRY -- THIS IS THE
ONLY ONE TO CANADA**

USAGES TO AND FROM OTHER FOREIGN COUNTRIES

Although international mail was only a very small portion of total U.S. mail volume in 1847, this frame shows the new adhesives used on letters to and from British North America, as well as to the Far East, South America, Great Britain and to the European continent – in short, to every destination where mid-nineteenth century mail was carried.

Highlighting the importance of transatlantic commercial ties, a study of U.S.-Great Britain packet mail rates and arrangements begins on page six. It starts with the pre-treaty period, evolves through the Retaliatory Rate period, and concludes with the open mail, closed mail and standardized rates established under the treaty of 1848.

FROM ONE BRITISH NORTH AMERICAN COLONY TO ANOTHER ROUTED THROUGH THE U.S.



Carried on coastal steamer (most likely the "MAID OF ERIN" out of St. John, New Brunswick), envelope arrived in the U.S. and postmarked lower left at Eastport, Maine, September 10, 1850. Also marked "SHIP" to indicate arrival by vessel;⁽¹⁾ and "2" for additional postage due for ship letter forwarded in the mails to another office.⁽²⁾

From Eastport, letter carried via U.S. mails to Queenston; received there September 15, rated "4-1/2" (pence) for inland Canadian postage; delivered to Hamilton September 16, as evidenced by receiving stamp on reverse.

Only recorded example of handstamped "2" rate and "SHIP" marking on incoming inter-coastal letter (see Frame #4, page 15 for only intra-coastal example of "SHIP" handstamp).

⁽¹⁾ Regulations For The Government of the Post Office Department, p. 20, chapter 16, para. 122, J.T. Towers, printer - by order of the Postmaster General, Washington, 1847

⁽²⁾ *ibid.*

EARLIEST USE TO NEW BRUNSWICK



Two 5¢ Franklin stamps pay over-300 mile U.S. domestic postage on this previously unrecorded cover from Boston to St. John, New Brunswick. Carried overland, it was rated manuscript "7" for postage due from the lines to St. John; St. Andrews transit marking on reverse dated "DE 7 1847," St. John receiving mark dated "DE 8 1847."

Via U.S. Express Mail



Over 300-mile rate from New York "to the lines" at Robbinstown paid by 10¢ Washington stamp tied by manuscript cancel and Route Agent's "U.S. EXPRESS MAIL/NEW YORK/MAY 8 (1850)" circular date stamp, second strike at center; rated "7" for New Brunswick inland postage due from recipient at Saint John.

OVERLAND ROUTE TO NOVA SCOTIA



Folded cover posted at Philadelphia, June 20, 1850, addressed to Wallace, Nova Scotia. Sender's routing instructions were "Mail via Robbinstown Maine" (the overland route to the Maritimes); 10¢ Washington stamp pays domestic postage to that border location. Cover then manuscript rated "11-1/2" at top for postage due at Wallace.

REVERSE



Transit markings on reverse show letter went through St. Andrews, New Brunswick (June 24), St. John, New Brunswick (June 25), Amherst, Nova Scotia June 27), and then on to Wallace.

PACKET MAIL TO NOVA SCOTIA

Until September 20, 1849 - 1 Shilling Rate



reverse



Cunard packet boats regularly stopped at the Maritime Provinces on sailings to and from England. This folded cover posted at Baltimore, October 13 (1847); 10¢ adhesive paid over-300 miles rate to Boston; sailed Oct. 16 on Cunard steamer "Hibernia" arrived Halifax Oct. 17th. Rated one shilling for packet service to Halifax – the standard rate set by Great Britain – no inland charge assessed.

From September 20, 1849 – 4 Pence Rate



reverse



As of Sept. 20, 1849, Great Britain unilaterally reduced packet rate to 4 pence (sterling). Pr. of 5¢ Franklins overpaid under-300 miles U.S. rate Philadelphia to Boston; sailed "Cambria" May 8th, arr, Halifax May 11th. Ms. rated "4-1/2" pence (local currency); Halifax destination = no inland postage.

Receiving handstamp on reverse of both covers with "U^S STATES/HALIFAX" (and respective arrival dates), confirms steamer mail; marking was reserved for incoming packet mail only.

CLIPPER SHIP IN THE CHINA TRADE

Mail Forwarded to the "SAMUEL RUSSELL"



Front panel (probably from a wrapper), sent to A.A. Low & Brother, New York City; single 5¢ and 10¢ stamps tied by red circular grids; matching "May 31st" Boston datestamp; rated "30" in red crayon, with matching "unpaid" and "15" for balance due; endorsed in manuscript at lower left "letters for the S. Russell." Among the holdings of A.A. Low and Brother was part ownership in the "Samuel Russell," a Clipper Ship involved in the China Trade.

The manuscript notation and amount of postage assessed show there were more than a few letters in this packet. Since the 1847 Postal Regulations were very specific that **"letters addressed to different persons, enclosed in the same envelope or packet, cannot be sent through the mails, under a penalty of ten dollars, unless addressed to foreign countries"**⁽¹⁾ it is clear the enclosed letters were to be forwarded to crew members of the "Samuel Russell" at a foreign port. That foreign port would have been in the China Seas.

⁽¹⁾ *Regulations For The Government of the Post Office Department*, reprint edition, (Holland, Michigan: Theron Wierenga, 1980), p. 20, chap. 15, para. 119.

MARCH 6, 1844 TREATY OF NEW GRENADA

The treaty of New Grenada provided that U.S. Navy vessels could drop off sealed mail bags at either Chagres or Porto-bello, Grenada (today, Panama). The bags would then be transported across the isthmus and delivered to the U.S. Consul at Panama City for further handling and distribution.¹

ONLY RECORDED 1847 USAGE TO CHILE



Cover front carried Philadelphia to Washington, D.C. by U.S. Post Office (5¢ for under-300 mile distance), then in sealed bag to Chagres, New Grenada by U.S. Navy vessel; west across the Isthmus of Panama by New Grenada Post Office (**pursuant to the 1844 Treaty**); down the west coast of South America by (British) Pacific Steam Navigation Company to Valparaiso; and inland to Santiago by Chilean postal authorities.

The "1-1/2" (reales) rating in red was the single-letter charge for mail arriving in Chile by sea (illegible "ULTRAMAR" handstamp, also in red, to the right); "2" reales was the internal postage charge to Santiago (illegible "VALPARAISO" port of entry marking also at right).² This is the only recorded example of this Chilean rating chop applied on a letter franked with an adhesive postage stamp.

ONLY EXAMPLE KNOWN OF ANY MAIL CARRIED UNDER TREATY OF NEW GRENADA

¹ see "The Chronicle of the U.S. Classic Postal Issues" August, 1971 (Whole No. 71), Pp.152-156, for complete text of the Treaty

² A.R. Doublet, "The Pacific Steam Navigation Company," p.5, The Royal Philatelic Society London, 1983

U.S. – GREAT BRITAIN PACKET MAIL: PRE-TREATY

British postage and ocean charges could not be pre-paid; only U.S. domestic postage could (and had to be) pre-paid

First Month of 1847 Usage (London)



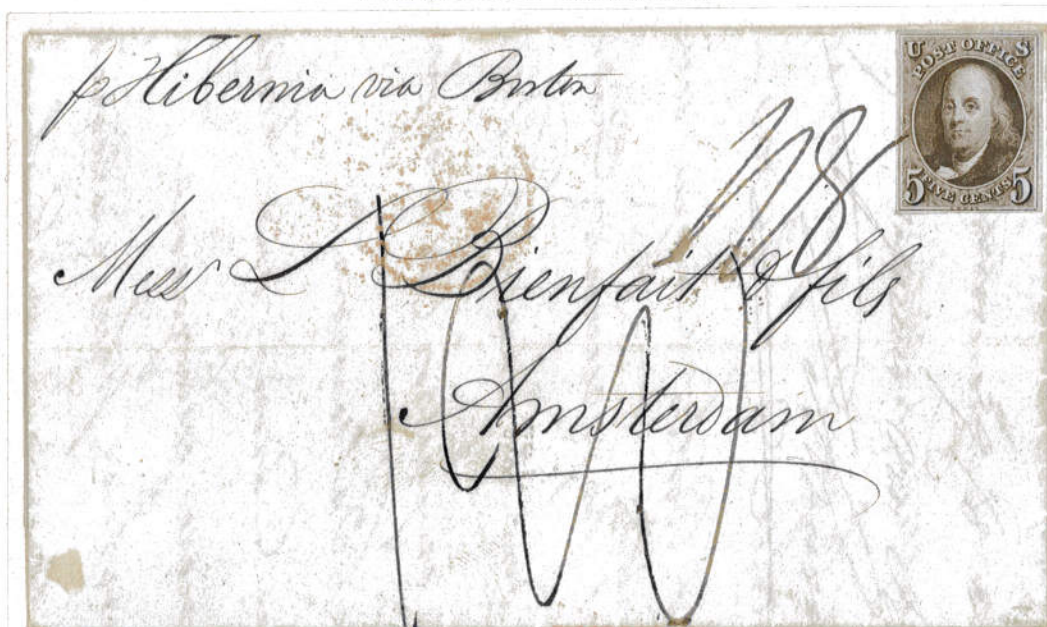
reverse



e

Red "NEW-YORK/JUL 29 (1847)" cds; matching grid ties 5¢ adhesive paying under 300-miles rate to Boston; carried on S.S. "Britannia"; arr. Liverpool August 13th; received at London August 14th. large ms. 1 shilling (due) mark added at center.

Earliest Use To Holland



reverse



e

5¢ U.S. domestic postage for under 300-mile distance New York to Boston. Written in French, datelined NY August 13, 1847, letter departed Boston steamer "Hibernia" August 16th; arr. Liverpool August 28th; ms. rated "1/8" British debit and "120" Dutch cents due.

U.S. – GREAT BRITAIN PACKET MAIL: PRE-TREATY

Domestic postage had to be prepaid on all mail to foreign destinations

single-weight
letter



double-weight
letter



Top cover with 10¢ Washington stamp tied by Philadelphia "MAR 8 (1848)" cds (second strike at right), paying over-300 miles single postage rate to Boston; sailed on steamer "Britannia" March 11th, arrived Liverpool March 25th, backstamped at London next day and ms. rated "1/-" (one shilling) due from addressee.

Lower cover is folded letter also bearing 10¢ Washington stamp, but paying double-weight, under 300-miles postage, New York to Boston; red "NEW-YORK/SEP 30/(1847)" cds; matching square grid ties adhesive; sailed next day on steamer Britannia, arrived Liverpool Oct. 16th, transferred by rail to London; ms. one shilling mark added at center.

Sender notes: "will likewise trouble you to forward the enclosed letter", thereby accounting for the extra weight.

U.S. – GREAT BRITAIN PACKET MAIL: RETALIATORY RATE PERIOD

One Of Two Examples Recorded To British North America



Red "U.S. EXPRESS MAIL/BOSTON, MASS/AUG 15 (1848)" cds lower right; red grids tie strip of three 10¢ Washington stamps overpaying by 1¢ the combined under 300-miles domestic 5¢ rate Boston to New York, plus 24¢ packet rate to Nova Scotia; sailed Cunard steamer "America" Aug. 16th; backstamped Halifax August 18th; rated add'l. one shilling British discriminatory rate, plus 6 pence inland postage to Pictou; total 1 sh, 6p. converted to ms. 1 sh, 8-1/2p local currency; rec'd. Pictou Aug. 20th.

Carried By Private Vessel



reverse

4 DE 1848
LIVERPOOL
SHIP

Folded cover bears 10¢ Washington tied by red grid for over-300 miles rate to port of departure; matching "BATAVIA/NOV 10 (1848)/N.Y." datestamp. Because American packet rate was not prepaid (the Retaliatory Rate), Post Office routed letter via by private vessel. Backstamped "4 DE 1848/LIVERPOOL/SHIP", ms. "8" added for combined British Ship Letter fee and inland postage.

ONE OF 6 RECORDED 1847 LETTERS CARRIED BY PRIVATE VESSEL DURING RETALIATORY RATE PERIOD. POSTAGE SAVED ABOUT 32¢; VOYAGE TOOK ABOUT 2 WEEKS LONGER.

U.S. – GREAT BRITAIN TREATY OF 1848

Under the treaty, the packet rate for mail between the two countries was set at 24¢ per ½ ounce. This was comprised of 5¢ for internal U.S. postage, ocean carriage at 16¢, and 3¢ for internal British postage.

Mail between the U.S. and Great Britain was sent as "closed mail." Postage (24 U.S. cents, or 1 British shilling), could be entirely pre-paid, or entirely unpaid; partial payment was not allowed.

ONE OF TWO RECORDED EXAMPLES OF THIS FRANKING



Five 5¢ stamps fully prepay the packet rate (plus 1¢ overpayment) from Charleston (April 11, 1850); sailed from NYC S.S. "Europa" April 17th; arr. Liverpool April 29th; backstamped Devonport April 30th. Red hs. "19" is ocean carriage/inland postage credit to Great Britain.

TREATY OF 1848 STANDARDIZED U.S. INTERNAL RATES

Treaty with Great Britain set internal U.S. rate on packet mail at 5¢ per ½ oz, regardless of distance traveled (10¢ rate for Oregon and California).

New Orleans to New York (over 300 miles) = 10¢ Postage

Pre-Treaty



Postmarked New Orleans June 11 (1848); departed steamer "Acadia" June 21st, arrived Liverpool July 5th; Blackburn July 6th (black receipt mark on reverse)..

New Orleans to Boston (over 300 miles) = 5¢ Postage

Post-Treaty



New Orleans June 15 (1851), standardized 5¢ rate to Boston; sailed S.S. "America" June 25th (last packet sailing of 1847 era – one of two known examples), arr. Liverpool July 7th, transited London July 8th (per red receipt mark on reverse). Red Calais receipt mark July 9th; Bordeaux July 11th (in black, on reverse); orange "COLONIES & c. Ar. T. 13" British-French Accountancy marking; "15" (decimes) French postage (10 dec. GB; 5 dec. France).

Mail to third countries was sent as "Open Mail" – the U.S. collected the standardized internal postage to the port, which had to be pre-paid. The balance, including forwarding postage, was collected by Great Britain.

Per Steamer Arctic

COLOGNE
MAY 15

CALAIS
MAY 15

5c

Messrs. J. Hino & Co
Sarnae
France

Note 4 markings, from 3 countries, struck one upon the other: blue Philadelphia datestamp, boxed "COLONIES/&c.ART13" Anglo-French Accountancy mark in red, red double-circle transit stamp of Calais, and black manuscript "15" (decimes) for French inland postage to Jarnac.

per Liverpool Steamship near London
 1/2 man Carl Gustaf
 the ship of war
 In. Wright & Co.
 Pub. am. Fair
 ENGLAND

ONLY RECORDED EXAMPLE OF COLOGNE RESERVE POST OFFICE DISTRIBUTION HANDSTAMP (ON REVERSE), AND ONE OF TWO EXAMPLES OF AACHEN "AMERICA per ENGLAND" HANDSTAMP APPLIED AT LOWER LEFT (THE OTHER EXAMPLE IN RED).

PRE-TREATY



ONLY 1847 COVER RECORDED TO DUNDEE

Henry Brock Esq
Manager
Glasgow Banking Co
Glasgow
J. R.

ONLY 1847 COVER RECORDED TO GLASGOW

TO PARIS VIA LIVERPOOL, LONDON, CALAIS



Red boxed "COLONIES/&c.ART 13" Anglo-French Accountancy handstamp mark applied by British Exchange Clerk; letter ms.-rated "30" (decimes) in France for double-weight letter of 7½-15 grams (must have been less than 14.17 grams, in light of ½ oz. rated weight in U.S.). As per British-French Accounting Rules, thirty decimes divided 20 decimes (20 pence) to Britain; 10 decimes to France.

POST-DEMONETIZATION

ONLY RECORDED POST-DEMONETIZATION USAGE TO ENGLAND



Blue "PHILADELPHIA PA./NOV 3 (1851)" cds on post-demonetization cover front to Liverpool; matching circular grids cancel one 5¢ stamp/two 10¢ stamps overpaying the 24¢ packet treaty rate with Great Britain by 1¢; rated "24" in blue, with red handstamped "19" to indicate credit due Great Britain; carried on the "Niagara" from New York, departed November 5th, arrived Liverpool November 18th.

ONE OF FOUR POST-DEMONETIZATION USAGES RECORDED TO A FOREIGN COUNTRY; THE ONLY ONE RECORDED TO ENGLAND; THE ONLY ONE RECORDED WITH 5¢/10¢ COMBINATION POSTAGE.

MEANWHILE, BACK HOME ...

... IT WAS ALREADY THE END OF AN ERA



LAST DAY OF VALID USE FOR THE 1847 ISSUE: 5¢ Benjamin Franklin stamp pays under-300 mile rate to Wilmington, Del.; blue "PHILADELPHIA/JUN 30 (1851)/PA." circular datestamp; matching 7-bar enclosed circular grid ties adhesive.

EPILOGUE

We have seen that the 1847 issue went everywhere; did everything; was carried by every means of available transportation; and received every service that stampless mail did. Our hypothesis, therefore, was correct: when reviewed after the fact, the actual usage pattern of the 1847 issue shows there was no reason why adhesive-stamped letters could not replace the stampless system.

Significantly, when the Postal Service introduced the next issue of postage stamps on July 1, 1851, additional denominations were included. These allowed the public to use adhesive stamps also for drop letters and circulars, and facilitated the exact payment of overseas treaty rates. In addition, a lower preferential rate was given for pre-paid letters (3¢ per ½ oz. for up to 3,000 miles, versus 5¢ for mail not prepaid) and stamps were now distributed to virtually every post office in the country.

This lower rate, and the fact that there was now a full range of adhesive stamps available at virtually every post office in the country (compared to only about 4% availability for the 1847 issue), caused the use of stamps to soar. That set the stage and, in 1856, Congress was able to enact legislation making prepayment of postage - using only adhesive stamps or stamped envelopes - mandatory for all domestic letters.

With that, the final piece of the Great Postal Reform Movement was in place. Stampless letters entered history and the modern era began. Postage rates were significantly lower, service was better, "collect" letters (and, therefore, post office deficits) were eliminated, and communications were enhanced. The key to all of that was the 1847 Issue; although introduced as only another way for the public to pre-pay postage, in the end they did more than that - they showed that stampless mail could be eliminated.