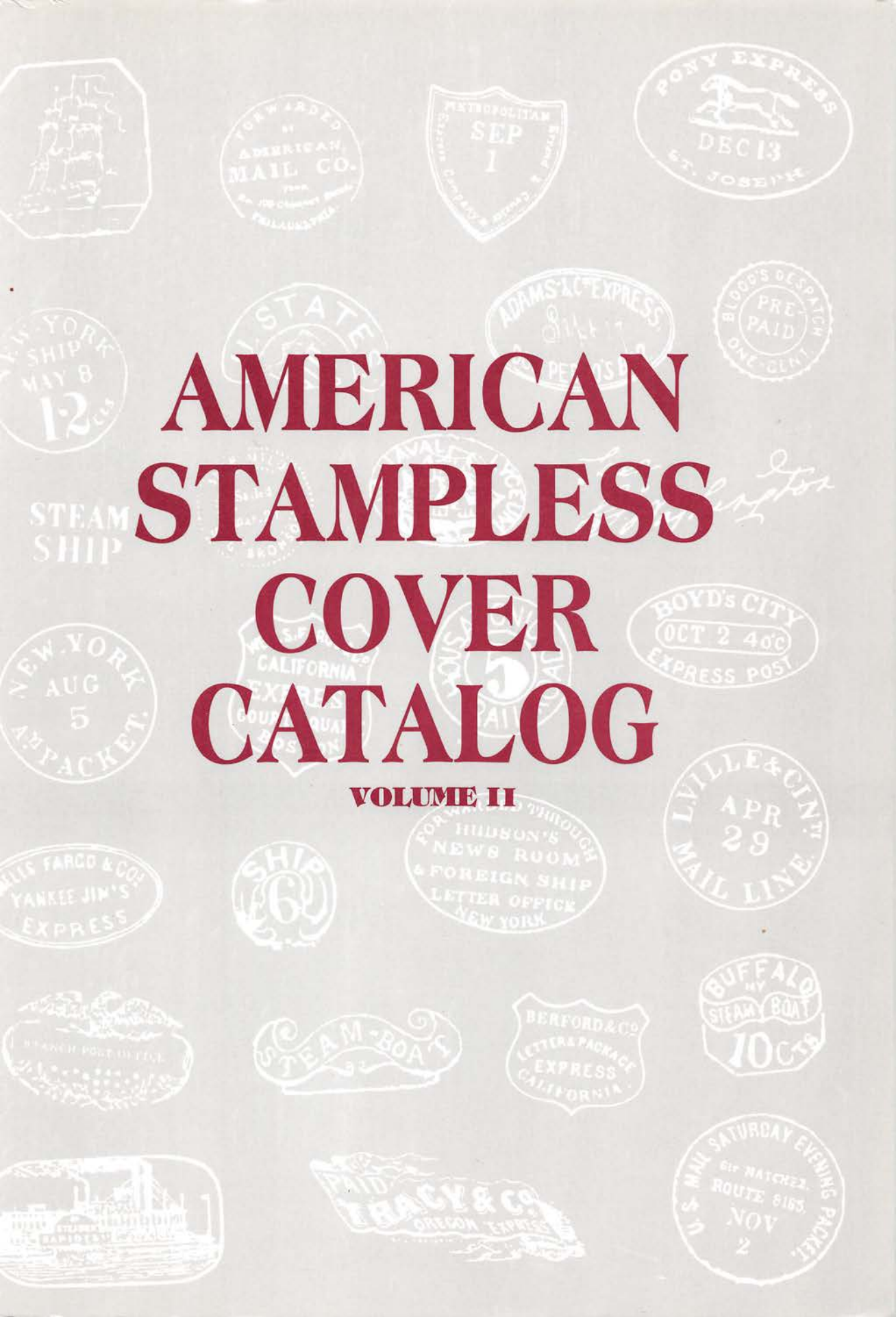


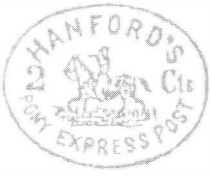
AMERICAN STAMPLESS COVER CATALOG

VOLUME II

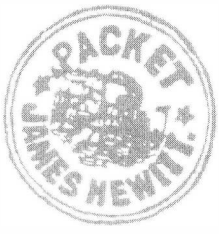

STMR. SIERRA NEVADA
VIA NICARAGUA
ADVANCE OF THE MAILS.

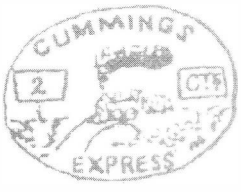

FREE.
For the Regiment
ADAMS EXPRESS CO.
Per HOEY


LANGTON & BRO.
YUBA RIVER
EXPRESS.
CALIFORNIA

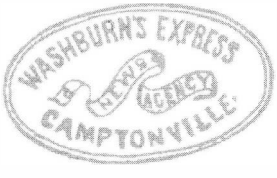

HANFORD'S
2 Cts
EXPRESS POST


GREY EAGLE

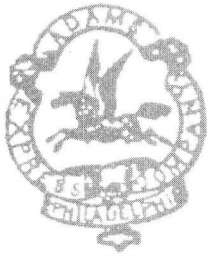

PACKET
JAMES MEWIT

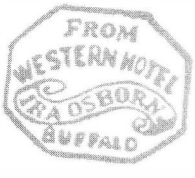

CUMMINGS
2
CTS
EXPRESS

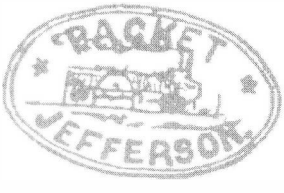

SAN FRANCISCO
LETTER EXPRESS

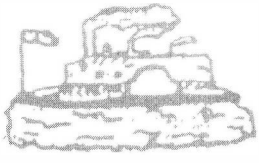

WASHBURN'S EXPRESS
NEWARK
AGENCY
CAMPTONVILLE


HUSSEY'S SPECIAL
MESSENGER EXPRESS.
PAID
54 PINE STREET.

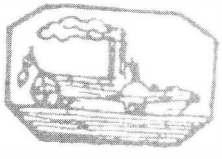

ADAMS
EXPRESS
PHILADELPHIA


FROM
WESTERN HOTEL
IRA OSBORN
BUFFALO


PACKET
JEFFERSON




STEAMER HOMER



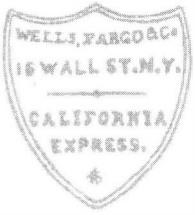

SAN FRANCISCO
CITY LETTER EXPRESS


S.P.O. DISPATCH
FEB 22
11 AM
P. PHILA.

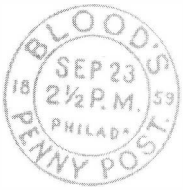

U.S.SHIP
3 cts.

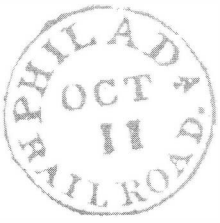

EAST RIVER POST
23
AVENUE D
PAID
OFFICE.


FARLEY'S
EXPRESS
Via Erie

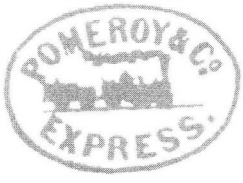

WELLS, FARGO & Co.
16 WALL ST. N.Y.
CALIFORNIA
EXPRESS.

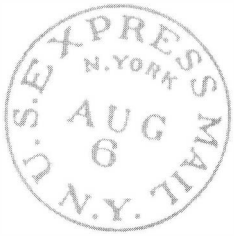

Gregory's
EXPRESS.


BLOOD'S
SEP 23
18 2½ P.M. 59
PENNY POST.
PHILAD.


PHILAD.
OCT
11
RAILROAD.


SHIP
6
CENTS.


POMEROY & Co.
EXPRESS.


U.S. EXPRESS MAIL
N.YORK
AUG
6
N.Y.

AMERICAN STAMPLESS COVER CATALOG

THE STANDARD REFERENCE CATALOG OF AMERICAN POSTAL HISTORY

AMERICAN STAMPLESS COVER CATALOG

THE STANDARD REFERENCE CATALOG OF AMERICAN POSTAL HISTORY

VOLUME II

A LISTING WITH VALUATIONS OF OFFICIAL, SEMI-OFFICIAL AND PRIVATELY APPLIED MARKINGS APPEARING ON STAMPLESS AMERICAN LETTER MAIL FROM THE EARLY 1700s TO APPROXIMATELY 1870.

FOURTH EDITION

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FOURTH EDITION

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North Miami, Florida 33261-1388

PREFACE

Work on this volume began ten years ago, following publication of the Third Edition of the catalog, when many shortcomings in the content and presentation of the subject matter occupying the final 46 pages of that book became evident.

In planning this new Fourth Edition, it was decided to split the catalog into two volumes with Volume I devoted exclusively to the basic area of handstamped and manuscript town postmarks, and Volume II to contain everything else then occupying the "back of the book".

A rather slim volume might have resulted except for the splendid response received to our calls for help from the editors and contributors named elsewhere in these pages...to all of them go our thanks and great appreciation for their assistance.

Given these favorable circumstances, coupled with an unprecedented increase in interest in all areas of American postal history over the past decade, we see in this catalog a six-fold increase in the number of pages required to properly discuss, list and illustrate the rich and diverse subject matter formerly relegated to the "back of the book".

It seems unlikely that any single collection would encompass all of the subject areas covered in this volume but it is the hope of the editors that present and future collectors and postal historians will find these listings to be a useful vehicle in the furtherance of their interest in American postal history.

David G. Phillips

INTRODUCTION

The markings on American stampless covers (those without affixed adhesive stamps) offer a wide spectrum for study and specialization by collectors and students of postal history. In Volume I, we have listed the handstamped and manuscript town markings arranged geographically by states, including colonial and territorial periods, United States possessions, and unorganized territories, together with many auxiliary markings (such as ADVERTISED, DROP, FORWARDED, REGISTERED, NOT FOUND, etc.). The size and description of each town marking, the known dates of usage, handstamped rate markings known to exist (including PAID, FREE, DUE) with each town type, are indicated and it is profusely illustrated with line drawings and halftone cuts. In this, the second volume, we venture to classify, list, and describe the other markings found on stampless covers --- those of the private posts, the express companies, the forwarders, the markings on maritime and inland waterways letters, directional markings, exchange markings on international mail, route agent and carrier markings (both private and semi-official), the "propaganda" or advertising handstamps placed on river mail, and other markings related to special services or routing of stampless covers. Many of these markings were applied by private persons or companies; others are products of the governmental postal system of the United States or another country.

The markings presented in Volume II are quite widely varied and the origins and definitions of many of them are incompletely understood by many collectors. There has been some confusion in philatelic literature dealing with these, including the publication, in some cases, of erroneous information and incorrect interpretations. We hope to approach this problem and improve the understanding of these intriguing and popular stampless cover markings.

Classifying and arranging the markings listed in Volume II presented some difficulties, inasmuch as certain types of handstamps were used for somewhat different purposes and in different places. For example, the designation WAY was used on both land routes and on the inland waterways to indicate that letters were picked up by contract carriers on the "way" between offices. We solved this dilemma by placing all WAY markings in a separate chapter immediately following the inland waterways markings. The markings STEAM and STEAMBOAT which indicate letters picked up by non-contract vessels on lakes, streams, and rivers are listed separately in the inland waterways section for purposes of accuracy, thus avoiding confusion but losing the convenience of having WAY and STEAM markings listed in adjacent sections. We hope that the arrangement of listings in this volume will prove to be convenient and acceptable to our readers.

Hubert C. Skinner

ACKNOWLEDGEMENTS

The generous assistance of numerous collectors, postal history students and dealers who provided individual listings, illustrations and other valuable contributions to this volume is gratefully acknowledged. Contributors include the following:

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Charless Hahn

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John A. Eggen

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James W. Milgram

OFFICIAL U.S. AND BRITISH NORTH AMERICA EXCHANGE MARKINGS
Susan M. McDonald

BRITISH NORTH AMERICA STRAIGHT LINE AND OVAL TOWNMARKS
Alan L. Steinhart

PUBLISHED WORKS

Major expansion of the listings of the markings presented in the various subject areas presented in this volume could not have been attempted without reference to the dedicated research efforts and published works of the numerous students of United States postal history who have addressed themselves to these subjects in the past. We have inserted reference citations throughout the listings and we wish to acknowledge these contributions here with our sincere thanks to the authors past and present for their dedicated labors. Among the published efforts of those who have contributed significantly to this volume, and whose works are cited herein are:

GENERAL WORKS: United States Mail and Post Office Assistant (1860-72; reprinted 1975); John N. Luff (1902); A.D. Smith (1917); J.W. Sampson (1918); Carroll Chase (1929, 1942, reprinted 1979); Delf Norona (1933, 1935, with H.M. Konwiser, 1946; reprinted 1975); Konwiser, E.N. Sampson et al. (1936, 1938, 1942-3, 1947, 1952, 1965, 1971, 1978); Stanley B. Ashbrook (1938); Carroll Chase and Richard McP. Cabeen (1950, reprinted 1975); Tracy W. Simpson (1958); Robert Friedberg and Jack Friedberg (eighth ed., 1975); ter Braake (1975); and, Thomas J. Alexander et al. (1979).

AUCTION CATALOGS: Richard C. Frajola, John W. Kaufmann, Robert G. Kaufmann, Daniel F. Kelleher, Robson Lowe, Samuel C. Paige, David G. Phillips, Robert A. Siegel, Henry M. Spelman III, William R. Weiss, Jr., Al Zimmerman.

STATE OR CITY MONOGRAPHS: Boston (Blake and Davis, 1949, reprinted 1974); Chicago (Karlen, 1970); Philadelphia (Stets, 1983, 1984); Indiana (Baker, 1976); Maryland (Kendall, 1984); Michigan (Cole, 1955); Texas (Konwiser, 1933; and ter Braake, 1970); Colorado (Jarrett, 1976); New Jersey (Coles, 1983); and Minnesota (Risvold, 1986).

INDEPENDENT LETTER MAIL, LOCAL POSTS AND CARRIER SERVICES: Elliott Perry (1931-1958, 1966); George B. Sloane (1932-1958, edited by George T. Turner, 1961); Stanley B. Ashbrook (1938); Harry M. Konwiser and Laurence B. Mason (1940); Maurice C. Blake (1958; with Wilbur Davis, 1949; reprinted 1974); Donald S. Patton (1967); C.M. Hahn (1969); Thomas Blinn (1970); Hubert C. Skinner (1973, 1978, 1980); Richard B. Graham (1980); and Floyd E. Risvold (1986).

WESTERN EXPRESS MAIL: Victor M. Berthold (1926); Leroy P. Hafen (1926); Ernest A. Wiltsee (1931; reprinted 1976); Edward Hungerford (1949); J.F. Leutzinger (1968); Mel C. Nathan (1973); Jesse L. Coburn (1984); and, David L. Jarrett (1984).

MARITIME MAIL: Kenneth Rowe (1966, 1974, 1984); Arthur H. Bond (1968, 1971, 1973; with Hubert C. Skinner, 1974); Morris H. Ludington and Geoffrey Osborn (1971); Robson Lowe (1973); William C. Coles, Jr. (1975); James T. Devoss (1970, 1978); Charless Hahn (1978,1979, 1980, 1985); Robert G. Stone (1979); Theron Wierenga (1983); and Allan L. Steinhart (1984).

TRANS-ATLANTIC MAILS: Frank Staff (1956); Raymond Salles (nine Vols., 1961-1975); John H. Morrison (1967); George C. Hargest (1968, 1971, 1975); and, Charles J. Starnes (1982).

INLAND WATERWAYS MAILS: Carroll Chase (1929, 1942; reprinted 1975); Mannel Hahn (1938); Eugene Klein (1940, 1942); Henry A. Meyer (1945, 1948, 1954, 1955, 1956); Leonard V. Huber and Clarence Wagner (1949); William M. Lytle (1952, 1954,1958; reprinted and supplemented 1975, 1978, 1982, 1984); Donald B. Johnstone (1960, 1972); Kenneth de Lisle (1969); Creighton C. Hart (1978); John A. Eggen (1979); Gerard J. Neufeld (1979); H.L. Hill, Jr., and Dale Ferber (1979 a, b, 1980, 1981); and James W. Milgram (1984, 1985).

EXPRESS MAIL OF 1836-39 AND 1845: James W. Milgram (1977).

RAILROAD ROUTE AGENTS MARKINGS: C.W. Remele (1958); Charles L. Towle and Henry A. Meyer (1968); and, Charles L. Towle (1986).

FREE FRANKS AND FRANKING: Edward Stern (1933, 1936, 1944); Theodore A. Stevens (1964-78); and, Richard B. Graham (1963-86).

U.S. AND BRITISH NORTH AMERICA EXCHANGE MARKINGS: Fred Jarrett (1929); Winthrop S. Boggs (1945); Susan M. McDonald (1970, 1971, 1972, 1978, 1979); and, Robson Lowe (1973).

OTHER SOURCES: Many other articles, books, periodicals and auction catalogues were used in many ways to provide or support the listings in Volume II. We apologize for any unintentional omissions from the above cited sources which provided major support or documentation to the markings listed herein.

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GENERAL INFORMATION

This catalog is a listing with valuations of official, semi-official and privately applied markings appearing on stampless American letter mail from the early 1700s to approximately 1870.

Volume I of this work is a listing with valuations of American handstamped and manuscript town postmarks by States, including Colonial and Territorial periods, U.S. Possessions, and Unorganized Territories from the early 1700s to approximately 1870.

Volume I introductory information includes a general discussion of American stampless covers, and handstamped townmarks. A listing of the four basic groups of handstamped town postmarks, and discussions and definitions of factors affecting condition of markings and covers, as well as tables of Rates of Postage from 1692 to 1863.

Confederate States of American stampless markings are listed in a separate volume, the "Confederate States Stampless Cover Catalog", available from the publisher of this catalog.

VALUE:

Price fluctuations in stampless covers, in common with other types of postal history material and collectibles, are to be expected in view of changes in available supply, competitive interest in certain areas by collectors and dealers, and general economic trends.

Prices indicated in this catalog are not intended to represent a 'dealer price list', but are based on the following considerations:

Known recent selling prices by private treaty or at auction,

Quantity of the item known to exist,

History of prior sales,

Values expressed by leading specialists.

Prices appearing in the listings are for fine strikes on covers in fine condition.

LISTINGS:

Markings appear in alphabetical order, with upper and lower case letters used as they actually appear in the marking (when applicable). Ornaments of various types appearing in some markings are indicated by the terms "orn", "fleuron", "mustache", etc.

Use of an * preceding a listing indicates institutional ownership. Such listings are unpriced unless similarly dated, privately owned examples are known to the editors.

Many stampless markings remain to be discovered and reported, and the absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings, and significant variations in markings appearing in the listings. This information should be directed to the attention of the publisher.

ABBREVIATIONS AND SYMBOLS USED IN THE CATALOG LISTING:

Arc	Arc or semi-circle
Box	Single line box or rectangle
DL Box	Double line box or rectangle
C	Circle
DC	Double Circle
DLC	Double Line Circle
DLDC	Double outer line, double circle
RC	Rough Circle
CD	Circle Date ('Bishop Mark' or 'Franklin Mark')
(E)	Earliest known date
(L)	Latest known date
F	Fancy
FC	Folded Cover (consists of address leaf with postal markings but no message leaf.)
FL	Folded Letter (entires containing both adress and message leaves of letter.)
HS	Handstamp
Irreg	Irregular circle or oval
Ms	Manuscript postmark
MD	Month Date only
MDD	Month and Day Date
YMDD	Year, Month and Day Date
NOR	No Outer Rim
OV	Oval
DO	Double Oval
DLO	Double Line Oval
DLDO	Double outer line, double oval
Pmk	Postmark or Townmark
SL	Straight Line
*	Star
/	Beginning of new line

SIMILAR ABBREVIATIONS FOUND IN TERRITORIAL & STATEHOOD POSTMARKS:

A.T.	can refer to	Alabama Territory or Arkansas Territory
C.N.	can refer to	Cherokee Nation, Chickasaw Nation, Choctaw Nation (see Indian Territory listings for locations).
Ia.	refers to	Indiana (not Iowa)
I.T.	can refer to	Iowa Territory, Idaho Territory, Indian or Indiana Territories
Miss., Mi. Mis., and MI		All normally Mississippi
Ms.		Normally Massachusetts, also can be District of Maine
M.T.	can refer to	Minnesota Territory, Mississippi Territory or Michigan Territory.
N.T.	can refer to	Nebraska or Nevada Territories
O.T.	can refer to	Oregon or Orleans Territories
Mo., T.M., Mo.T., and Ter. Mo.		All Missouri Territory
W.T.	can refer to	Washington or Wisconsin Territories

MEASUREMENTS:

All measurements are given in millimeters to the nearest full millimeter. Horizontal measurements are given first, then vertical. Circular measurements are diameter of circle as reported and may be outside to outside or center to center of a thick circle. Measurements of NOR markings are of an implied circle through the extremities of the letters. Boxes and geometrics are usually measured outside to outside. Variation in the method of measurements can easily cause variations of a full millimeter or more in recorded dimensions.

ILLUSTRATIONS:

Illustrations are not necessarily to actual size or to a uniform scale throughout the catalog.

PRIVATE LETTER MAIL AND EXPRESS CARRIERS

(Domestic Mail)

Independent Letter Mail

Letter mail was received and handled by private carriers in competition with the governmental postal systems as early as the colonial period (with rates in sterling or grains and pennyweights of coined silver). A manuscript marking for Prince's Express (Charleston, S.C.) is recorded from 1782 (v. II, p. 29), a straight-line handstamp (BSS) for the "Baltimore Stage Service" is listed for 1783 (v. II, p. 8), and a boxed BORDENTON/&/NEW YORK STAGE handstamped colonial marking from 1786 is listed in the New Jersey section (v. I, p. 220) and in this volume (p. 9).

After a postal act was passed by the Second Continental Congress on 26 July 1775, Benjamin Franklin became Postmaster General and began to operate the posts under the Articles of Confederation (with rates in grains and pennyweights of silver; 24 gr=1 dwt, 20 dwt=1 oz). After 22 September 1788, when a temporary postal act was passed by Congress, the post office was operated under the Constitution of the United States. The Act of 20 February 1792 (effective 1 June 1792) established decimal coinage and new zone distances rated in cents.

Note: Initially, the private letter and express companies charged fees comparable to government postage (early letters were rated in sterling or grains and pennyweights of silver). Caution must be exercised to avoid confusing the sterling notation, such as "2/-" for two shillings, with later rates based upon Spanish coinage, e.g "2/-" for "two bits" (dos reales or one-fourth of the eight reales coin). To date sterling notation markings are known only on covers from the regular mails; however, the possibility of private charges so rated exists.

Throughout the transition from the British postal system to that of the United States, private letter carriers and forwarders continued to handle mail, but few examples are recorded before 1839 except for letters to and from foreign ports which were handled in large numbers by private forwarding agents and companies. Handstamped forwarding markings on the international mails are listed in the Ocean Mail Markings section of this catalog. Only those appearing on the domestic mails and on the mails between the United States and Canada (and the Maritime Provinces) are included here.

On 23 February 1839, William Harnden began carrying letters and packages between New York and Boston and his business prospered and expanded rapidly. Competitors soon appeared and the private handling of domestic mail reached a peak in 1844-1845. Hale & Company with more than one hundred reported offices and branches, and the American Letter Mail Company were the most prominent and successful independent carriers.

These and various other companies carried letter mail during the stampless era and all handstamped and manuscript markings known to exist (and reported to us) are listed below.

Note: In the listings below, headings and brief descriptive information are given for a number of companies for which no handstamped markings are recorded. We request that our readers transmit to us reports and documentation for any unlisted handstamps or manuscript endorsements from these companies in addition to unrecorded markings from the better known services. The presence of an adhesive label advertising the company's services does not preclude the listing of any accompanying markings.

Some of the markings listed in this section are endorsed in manuscript. In many cases, the manuscript marking listed is the sole evidence that the letter was carried by a certain express company. In some instances, these are directional endorsements placed on the letter by the sender; in others, clearly they are private company postal markings. Though both are collectable, the latter are more desirable and command much higher premiums among knowledgable collectors. On many express letters it is not possible to distinguish between company markings and sender's endorsements with certainty; thus, both kinds of manuscript markings occur in the listings. Many manuscript private express markings are accompanied by adhesive labels and such combinations are listed here. Some labels are illustrated; others cannot be at this time. Readers are invited to submit clear photographs or high quality photocopies of unlisted items (scale 1:1, please; indicate size and color of markings).

The private companies initiated many of the postal services and conveniences later adopted, albeit reluctantly, by the government Post Office Department. These include post-to-home or business office delivery, use of adhesive labels for prepayment of postage, embossed postal stationery envelopes, local delivery by special carriers, and local parcel post. "In its early days the post office department was never a leader but always a follower." (Luff, 1902, p. 6).

The independent letter mail companies were popular with their patrons because of the lower rates and better service. The cost of sending letters through the United States mails was high and, in many cases, abusive. For example, under the Act of 3 March 1825, the government charged 18-3/4c (zone 150 to 400 miles) to carry a single letter from New York to Boston. The independent companies charged 6-1/4c for the same service and prospered at this lower rate. The savings were even greater for heavy or multiple-rate letters and for longer distances.

These early nineteenth century rates (such as 18-3/4c and 6-1/4c) were based on the coinage of Mexico or Spain which was then in common circulation and was legal tender in the United States. The piece of eight (ocho reales) was equivalent to one dollar and the common practice of chopping pieces of eight into smaller pieces to make change introduced the vernacular term "bit" into American usage (one-half = 4 reales or "4 bits", thus 50c, and one-quarter = 2 reales or "2 bits", thus 25c). Other Mexican or Spanish coins included the cuatro reales, dos reales, un real, and medio real pieces. The medio real (1/2 real) was the equiva-

lent of 6-1/4c and was known as the "picayune" (the DAILY PICAYUNE, New Orleans, sold for this amount). It is a curious fact of economic history that our early postage rates, in part, were based on foreign coinage rather than on the decimal system adopted for this country in 1792.

Express and Package Mail

A number of express companies were organized in the eastern, southern, and midwestern states to carry express or package mail, but some later added letter carrying as a convenience and service for their express customers and for the additional purpose of increasing revenue and profits. As a result, it is virtually impossible to separate adequately the independent letter mail companies from the package express companies and, therefore, the listings are merged below. Further, the presence of the word "express" in the company name is not definitive, as shown by its use in the name of companies such as "Boyd's City Express" which were formed to carry and deliver local city mail.

Initially, the private letter and express companies used existing stage coach lines, coastwise and inland steamship lines, and after 1840, the railroads. In fact, the development of the express companies followed closely the expansion of the railroads. Later, some private letter and express companies operated their own coaches as they increased and expanded their services. Many made arrangements with the local or city post companies for prompt local pickup and delivery. Thus, some covers bear the handstamps of both express and independent letter mail companies and the city posts.

Note: Caution must be used in interpreting the rates applied to early private letter and express mail. For example, the express rate 25c or "two bits" was based on Spanish coinage (dos reales or one-fourth of the eight reales coin) and often was rendered as "2/-", which is identical with sterling notation for two British shillings (=24c).

The economic effects of the independent mail carriers and the private express companies were felt keenly by the United States Post Office Department and various actions were taken to stop this competition. These include the legal definition of "post roads" and the prohibiting of private companies from carrying mail over post roads. Such forbidden routes included the inland waterways where mail was carried by vessels under contract to the United States government. Private carriers risked the imposition of heavy fines (in some cases as high as $50.00 per letter) for carrying mail privately over a "post road". Further, the Act of 3 March 1845 (effective 1 July 1845) reduced the single postage rate for distances under 300 miles to 5c and outlawed the carrying of letters by private companies between cities where the Post Office Department offered inter-city mail service. It is clear that the Act of 3 March 1845 and the reduced rates were the direct outcome of competition from the private posts. This act also limited the kind of correspondence that the express companies could carry, prohibiting letter mail and messages other than ordinary business papers such as drafts, invoices, and bills of lading directly related to the goods or money packages transported by the expresses. These package expresses, including some converted independent letter mail companies, continued to operate for many years. (Indeed, private package express companies operate today.) The markings and adhesive labels used by express companies (after the "end" of the stampless period) represent a fascinating collecting area, but are considered beyond the scope of this catalog.

EASTERN INDEPENDENT LETTER MAIL AND EXPRESS COMPANY MARKINGS

ADAMS & COMPANY - 1845

In 1840 a letter express was established in Boston by Alvin Adams and P.B. Burke, operating as Burke & Company, between New York, New London, Norwich, Worcester and Boston. In late 1841 Burke retired and the concern became Adams Express. In 1842 the line was extended to Washington. In these early years the route between New York and Boston via Long Island Sound steamers was the most important. Later, during the 1840's, Adams in partnership with William B. Dinsmore of New York operated a package express between Boston and New York via the Boston & Worcester Railroad to Worcester, the Norwich & Worcester Railroad to Norwich (CT), and via the Long Island steamers to New York. This company merged with Harnden & Co., Thompson & Co., and Kingsley & Co. on July 1, 1854, to form the well-known Adams Express Company which expanded into Tennessee, South Carolina, Alabama and Louisiana. By the outbreak of the Civil War in 1861, Adams had become one of the largest express companies, which continued into the early war period and carried mail "through the lines". (See "Western Express" section for Adams's involvement with Adams & Company of San Francisco.)







Several Adams & Company adhesive labels printed in black on green or magenta paper are recorded on letters carried by this concern. The printed legends on these labels are similar to those on the handstamped markings listed below.

Adams(1842-43;Ms;Black) 75.00
FORWARDED BY/ADAMS & CO'S/EXPRESS/FROM/NEW LONDON CT./
D.HOMER/AGENT(1845;C-27;Blue) 250.00



FORWARDED/BY/ADAMS & Co's EXPRESS/FROM NEW LONDON/
P.TURNER/AGENT(1852;diamond 45x28;Red,Black). .300.00
FORWARDED BY/Adams & Co's Express/No.7 Wall St.NEW
YORK(1845;SL-58x14;Red) 250.00
Per Adams/Express(1850's;Ms;Black). 60.00



Adams & Co. Express(1850's;Ms;Black) to California. .125.00

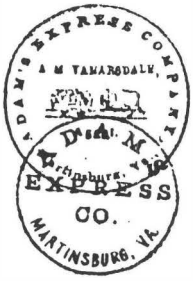


THE ADAMS EXPRESS/COMPANY.(ms town name in center)
(1850's;printed embossed oval 47x30;Green). . . 60.00



ADAMS & Cos-./EXPRESS./556 MAIN ST./LOUISVILLE,/KY.
(locomotive in center)(1850's;printed embossed
shield--;Blue). 85.00

Company Marking	Date	Type & Size	Rate	Color	Value



ADAMS/EXPRESS/CO./MARTINSBURG,VA.(1850's;C-33;Black). 50.00
ADAM'S EXPRESS/COMPANY,/A.M.VANARSDALE,/Agent./
Martinsburg,Va.(locomotive in center)(1850's;
C-38;Black) 60.00
Same(used in combination with ADAMS/EXPRESS/CO./
MARTINSBURG,VA.(1850's;Black) 75.00



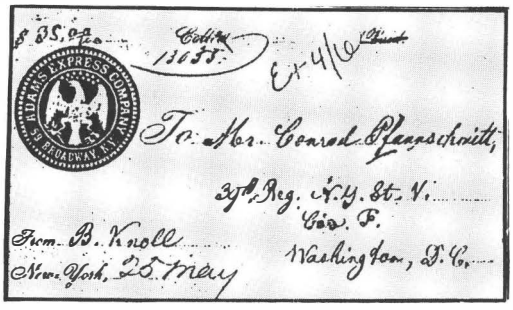




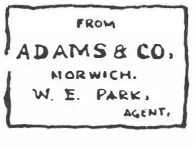
ADAMS & Co./EXPRESS/16 WALL ST./NEW YORK.(1850's;
printed embossed shield--;Red). 60.00
ADAMS & Co-/EXPRESS/-59-/BROADWAY./NEW-YORK.(1850's;
printed embossed shield--;Red). 60.00
THE ADAM'S EXPRESS COMPANY./No-59/BROADWAY./NEW YORK.
(1850's;printed embossed oval--;Red). 60.00



FORWARDED BY/THE/ADAMS/EXPRESS COMPANY/FROM/59 BROAD-
WAY,N.Y.(1850's;fancy frame--;Green). 60.00
Same(struck on env w/embossed oval design) 85.00



ADAMS EXPRESS COMPANY/59 BROADWAY,N.Y.(eagle & stars
in center)(1850's;printed embossed C-36;--)
printed money letter envelope 125.00
Same/unused envelope 15.00
Same/cut square from unused envelope 3.00



FROM/ADAMS & CO,/NORWICH./W.E.PARK,/AGENT,(1849;box
39x27;Red). 250.00

Company Marking	Date	Type & Size	Rate	Color	Value



THE ADAMS EXPRESS CO:/116 CHESTNUT ST.PHILA:(Pegasus in center)(1850's;printed embossed oval--;Red). 75.00
Same/unused envelope 15.00
Same/cut square from unused envelope 3.00



ADAMS/EXPRESS COMPANY/PHILADELPHIA(Pegasus in center)(1850's;printed fancy scroll--;Black) 75.00





THE/ADAMS EXPRESS CO./COR.MAIN/& 14 STS-/RICHMOND,/VA.(1850's;printed embossed shield--;Green). . . . 65.00
BY/ADAM'S EXPRESS CO'S/LIGHTNING LINE/VIA/OHIO & MISS. RAILROAD(St.Louis)(1855;oval--;Paid $5.00[ms];Red). 75.00



NEW YORK SOUTHERN & CALIFORNIA/ADAMS & Cos./EXPRESS/84/WASHINGTON ST./BOSTON(1850's;printed C-30;--) 60.00







TELEGPH- OFFICE/BY/ADAMS/EXPSS-/3(1849-50;C--;Red). .150.00
Same("3"omitted)(FREE[long wavy line box];Red) See Eagle City Post, Phila.,Pa. 150.00





ADAMS EXPRESS COMPANY./N.Y.(1861;DC-26;Blue,Greenish blue) 75.00
Same(on patriotic cover) 125.00
ADAMS EXPRESS Co./N.Y.(1861;DC-26;Blue,Greenish-blue) 75.00
Same(on patriotic cover) 125.00

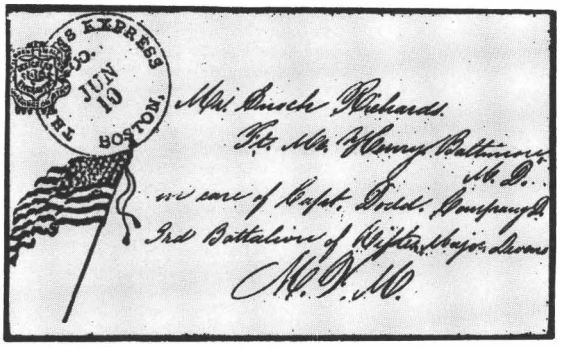
FREE.
For the 7th Regiment
ADAMS EXPRESS CO.
Per HOEY.

FREE./For the 7th Regiment/ADAMS EXPRESS CO./Per HOEY.(April 1861;SL-47x22;Blue) 1500.00

Company Marking	Date	Type & Size	Rate	Color	Value

FREE.
For the Regiment
ADAMS EXPRESS CO.
Per HOEY

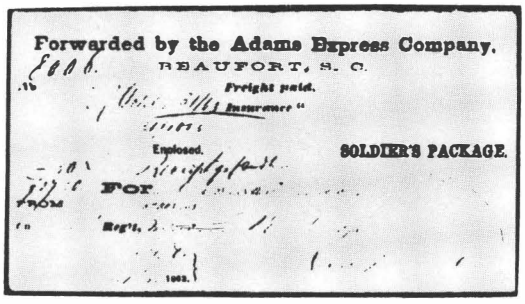
FREE./For the Regiment/ADAMS EXPRESS CO./Per HOEY (May 1861;SL-47x22;Blue). 1500.00



THE ADAMS EXPRESS/CO./BOSTON.(1860's;C-34;Black). . . 75.00
Same(on patriotic cover) 125.00
Same(on patriotic cover w/additional marking,ADAMS EXPRESS CO.,/N.Y. on back). 150.00

Several different patriotic designs are known on covers carried by Adams Express and bearing these markings. Those with especially colorful or attractive designs will command higher prices.

Pr/Adams & Co Express(1861;Ms;Paid 2/H[ms];Black) Endorsement on patriotic cover. 125.00



Forwarded by the Adams Express Company,/BEAUFORT,S.C./No.... Freight paid..../Insurance/..../$..../$.. Enclosed. SOLDIER'S PACKAGE./For..../From/Co.... Reg't..../....1863./(1863;printed entire;var ms rates;Black). 125.00
Same(similar printed envelopes with slightly different legends). 125.00

Several additional designs of printed envelopes to accommodate the needs of Union soldiers in the field are recorded. The printed legends vary but are similar to the cover illustrated above.

ADAMS EXPRESS CO.
BROWNSVILLE
TEXAS

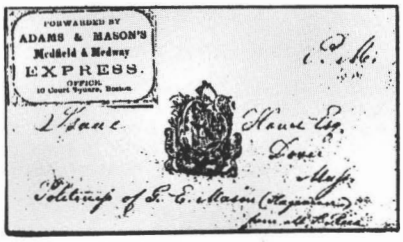
ADAMS EXPRESS CO./BROWNSVILLE/TEXAS(1865;SL--;2-/Paid [ms];Blue) postwar express letter 250.00

Company Marking | Date | Type & Size | Rate | Color | Value

The Adams Express Company.

Adams and Company and other express companies operating in the southern states carried much letter mail in the immediate postwar period when United States postal services had not yet been re-established. Numerous other postwar express usages are recorded; many are in envelopes with the inscription "The Adams Express Company" printed across the top in Old English style type. Value. 35.00

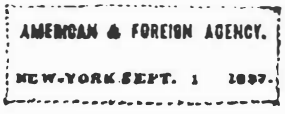
ADAMS & MASON'S MEDFIELD & MEDWAY EXPRESS - c.1851



This express company operated from 10 Court Square in Boston westward to Medfield and Medway during the early 1850's. Covers are recorded bearing Adams & Mason's labels printed in black on orange glazed paper.

AMERICAN & FOREIGN AGENCY - 1837

This forwarding agency is known from the marking shown below. Evidently, it operated at New York in the late 1830's. See also Private U.S. Forwarders Markings on Incoming and Outgoing Ocean Mail.



AMERICAN & FOREIGN AGENCY./NEW-YORK.SEPT.1 1837(1837-40;boxed SL-70x24;1oz 5/-[ms];Red). 250.00

A.B.C.F.M. (Boston) - c.1855

The American Board of Commissioners for Foreign Missions, Boston, received and forwarded incoming mail to the private and regular mails in the mid to late 1850's. The marking shown below is recorded on a stampless cover to Indiana dated 1855; other strikes recorded are on franked mail 1857-59.



FORWARDED BY/J.M.GORDON/TREASURER/A.B.C.F.M./BOSTON. (1855;DLO-35x26;Red). 150.00

AMERICAN EXPRESS COMPANY - 1850

This company was formed in 1850 by Henry Wells, William G. Fargo and John Butterfield from the merger of Wells, Butterfield & Co., and Livingston, Fargo & Co. After March 18, 1852, when Henry Wells and W.G. Fargo founded Wells, Fargo & Co. to operate in the western country, American Express continued to operate east of the Mississippi River, expanded rapidly and by 1862 had established eight hundred and ninety offices throughout the eastern states.





In addition to the handstamped marking listed below, a variety of printed envelopes and adhesive labels printed in black on various colored papers are recorded. Many of these labels resemble the second design illustrated above, differing only in the name of the receiving express office. Two cent adhesive stamps bearing the legend "AMERICAN EXPRESS COMPANY", printed in black on green glazed paper, are listed as local stamps in the Scott Specialized Catalogue. These are attributed to Smith and Dobson of N.Y.C., in 1856. No connection between these local stamps and the American Express Company formed by Wells, Fargo and Butterfield is known to the editors.



AMERICAN/SYRACUSE/N.Y./EXPRESS(1854;oval 22x17,NOR; Blue) 1000.00

AMERICAN LETTER MAIL COMPANY - 1844

In 1844, Lysander Spooner established this independent mail line to carry mail between New York, Philadelphia and Boston. Adhesive stamps in two different sizes and designs were issued in early 1844 (See Scott Specialized Catalogue); handstamped markings are recorded from May, 1844. In 1845 operations apparently ceased.

Am.L.M.Co.(1845;Ms;Black) 50.00

COLLECT



PAID

PAID

AMERICAN LETTER/OFFICE/No.12 STATE STREET/BOSTON./MAIL COMPANY.(1844-45;oval 43x28;PAID,6;Red) 125.00
Same(COLLECT,PAID,6[black];Red). 150.00





Same(COLLECT/6-1/4 cts/BOSTON/OFFICE[fancy box 17x10] or NEW YORK/OFFICE[fancy box 18x13]; Red). 150.00
Same/No.16 STATE STREET/(1845;oval 43x28;6;Red). .175.00
Same(COLLECT/6-1/4 cts/NEW YORK/OFFICE[box],COLLECT [SL];Red) 175.00
Same(COLLECT/6-1/4 cts/NEW YORK/OFFICE[fancy box 18x13,struck twice for double rate];Red). . . .225.00
COLLECT(--;SL--;--) used alone w/no oval marking. . . 50.00
FORWARDED BY/AMERICAN LETTER/MAIL COMPANY/OFFICE 56 WALL ST.N.Y.(1844;SL-43.5x10;Red) 100.00
FORWARDED BY THE/AMERICAN LETTER MAIL/COMPANY/OFFICE/ 4 Wall St.N.Y.(1844;oval 43x28;PAID;Red). . . . 50.00





FORWARDED BY THE/AMERICAN LETTER MAIL/COMPANY,/OFFICE/ 56 Wall St.,N.Y.(1844-45;oval 43x28;PAID[red, black],6[17x16];Red). 50.00

Company Marking	Date	Type & Size	Rate	Color	Value

Same(COLLECT/6-1/4 cts/BOSTON/OFFICE[fancy box 17x10];Red) 60.00
Same(COLLECT/6-1/4 cts/NEW YORK/OFFICE[fancy box 17x10];Red) 60.00

FORWARDED BY
AMERICAN MAIL CO.

FORWARDED BY/AMERICAN MAIL CO.(1844;SL-45x13;Red) . .150.00
Same(COLLECT[11x3,black],COLLECT/6-1/4 cts/BOSTON/OFFICE[fancy box 17x10];Red). 160.00

FORWARDED BY
AMERICAN MAIL CO.
No. 12 STATE ST. BOSTON

FORWARDED BY/AMERICAN MAIL CO./No.12 STATE ST.BOSTON (1844;SL-44x9;Red). 175.00

FORWARDED BY
AMERICAN MAIL COMPANY
Office 12 State Street, Boston

FORWARDED BY/AMERICAN MAIL COMPANY/Office 12 State Street,Boston(1844;SL-52x10;Red). 175.00
Same(COLLECT[fancy box 20x8];Red,Black). 200.00

FORWARDED BY
AMERICAN MAIL CO.
No. 56 WALL ST -N.Y.

FORWARDED BY/AMERICAN MAIL CO./No.56 WALL ST.-N.Y. (1844;SL-44x10;Red) 100.00





FORWARDED BY/AMERICAN/MAIL CO./FROM/No.109 Chestnut Street,/PHILADELPHIA.(1844;C-34;PAID;Red) . . . 75.00
Same(COLLECT/6-1/4 cts/NEW YORK/OFFICE[fancy box 18x13];Red) 75.00
FORWARDED BY/AMERICAN MAIL/CO./FROM/No.101 Chestnut St.,/PHILADA.(1844-45;C-32;PAID,6[black],6, COLLECT;Red). 75.00
Same(COLLECT/6-14 cts/BOSTON/OFFICE[fancy box 17x10];Red). 75.00
Same(COLLECT/6-14 cts/NEW YORK/OFFICE[fancy box 18x13];Red) 75.00

AMES & COMPANY - 1844

Robson Lowe reports (Encyclopaedia British Empire Postage Stamps: V, North America, p.339) the boxed handstamp shown below on maritime mail dated 1844. This marking is quite rare.



FORWARDED/BY/AMES' & CO'S/EXPRESS.(1844;box 22x34; Black). 250.00

ANDREWS PORTLAND EXPRESS - 1844

This express operated via the Eastern Railroad from late 1843 to 1845 between Boston and Portland. In addition to the handstamped markings listed below, adhesive labels printed in black on pale yellow are recorded.

ANDREWS PORTLAND
EXPRESS OFFICE
77 WASHINGTON ST. Boston.

ANDREWS PORTLAND/EXPRESS OFFICE/77 WASHINGTON ST. Boston.(1844-45;SL-67x10;Red) 200.00

Company Marking	Date	Type & Size	Rate	Color	Value

AYER'S HAVERHILL EXPRESS - c.1850

Apparently this package express operated about 1850 between Boston and Haverhill, Mass. An adhesive label printed in black on green paper and listing three office addresses is recorded on cover.

BAKERS EXPRESS - c.1840

This express operated at Boston in the 1840's as shown by covers with the name of the express endorsed in manuscript.

Bakers Express(1840's;Ms;Black) 75.00

BALDWIN'S NEWARK EXPRESS - c.1848

Baldwin's Newark Light Package Express operated twice daily in 1848 from No. 6 Wall St. (Harnden's Express Office) in New York City to Newark, N.J. Large adhesive labels printed in black on green paper describing the services in detail were affixed to the covers. One cover is recorded with a cut-down portion of a different label affixed.

BALTIMORE STAGE SERVICE

A cover dated Oct. 17, 1783 and addressed to Philadelphia bears the initials "BSS" at upper left (see illustration in Vol. I, page 150). It has been asserted that these letters represent the words "Baltimore Stage Service"; however, no factual evidence for this interpretation is known to the editors.

BSS

BSS(Oct.17,1783;SL--;Black) 1500.00

BANK OF NORTH AMERICA - 1852

In 1852, the Bank of North America, Boston, apparently handled letters for the domestic mails and collected postage (probably as a convenience for patrons). Such letters bear the marking illustrated below imprinted at the upper right, in addition to the regular Boston town circle and PAID struck upon receipt at the U.S. post office.



PAID/AT THE/BANK of N.AMERICA(1852;DLO-32x22;Red) . . 75.00

BAPTIST MISSION ROOMS (Boston) - c.1844

Letters from the foreign mails were received at Boston and forwarded by the Baptist Mission Rooms to the U.S. mails or to independent services such as Hale & Co. No markings indicating inter-city transport of these letters have been seen by the editors.



FORWARDED FROM THE/BAPTIST MISS.ROOMS,/BOSTON(1844, 1857;oval 42x24;Red). 125.00

BARNARD ADAMS & COMPANY - 1833

This is the earliest recorded handstamp from a private letter company (and the earliest marking listed in this section except for the "BSS", BORDENTON & NEW YORK STAGE, and the Burlington Stage markings). Barnard Adams & Co. appear to have forwarded letters and circulars "to the mails". The example upon which the listing is based is a prices current with "1 1/2" endorsed in crayon, representing the U.S. newspaper rate.

Company Marking	Date	Type & Size	Rate	Color	Value



FORWARDED BY/BOSTON./BARNARD ADAMS & Co.(1833-50; oval 37x25;Red) 250.00

E.C.BATES & CO. - 1844

This post was established at New Bedford, Mass., by E.C. Bates in 1844. It is reported to have served as agent at New Bedford for Hale & Co. of N.Y.C.

FORWARDED BY/E.C.BATES & CO./BOSTON(1845;oval 43x15; Red). 175.00



FORWARDED BY/BATES & CO/FROM/NEW BEDFORD(1844-45;oval 33x20;Red). 200.00
Same(COLLECT/6 Cents/FOR/N.Bedford Office[box 16x11];Red) 225.00
FORWARDED BY/BATES & CO/FROM/NEW YORK(1844;oval 29x 21;Red) 200.00
Same(COLLECT/6 Cents/FOR/N.Y.Office[box 16x11]; Red). 225.00

STEPHEN BATES - 1799

Robson Lowe reports (Encyclopaedia British Empire Postage Stamps: V, North America, page 109) that "Stephen Bates carried the mail between Niagara, Buffalo and Canandaigua during the winter of 1799 and 1800 and operated a private mail service to points in the U.S.". No covers from this private letter service have been identified and recorded.

BEECH'S EXPRESS - 1842

Beech's Express operated at New York in 1842 as shown by covers with the name of the express endorsed in manuscript.

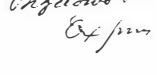
Beech's(1842;Ms;Black). 75.00

BERFORD & COMPANY - 1851

Berford & Co. was organized at New York in 1851 by Richard G. Berford and Loring L. Lombard. In addition to the offices in N.Y.C., this company had agencies in the West Indies, Panama, California, Hawaii and on the west coast of South America. They carried letters, newspapers and packages by steamer to Panama and beyond to destinations on the west coasts of both North and South America. Letters carried by Berford & Co. bear oval printed adhesives in the values of 3¢, 6¢, 10¢ and 25¢ (see Scott Specialized Catalogue). No stampless Berford & Co. covers have been reported to the editors.

BIGELOW'S EXPRESS -1848

In 1848 this company was established by L. Bigelow to operate on the Boston and Fitchburg and the Worcester and Nashua rail lines. The express was sold to Fiske and Rice in 1851. Printed labels reading "BIGELOWS EXPRESS" within a printer's rule border were affixed to some of the covers carried by Bigelow (see Scott Specialized Catalog).



Bigelows Express(1848-51;Ms;Paid 12-1/2[ms];Black). . 75.00
Bigelows & Co./Express(1849;Ms;Paid[ms];Black). . . . 75.00

Company Marking	Date	Type & Size	Rate	Color	Value

BORDENTON & NEW YORK STAGE - 1786

This marking is attributed to a private mail carrier operating a stage route in the mid 1780's between N.Y.C. and Bordentown (near Trenton), N.J. No further information on this carrier has been communicated to the editors.



BORDENTON/&/NEW YORK STAGE(1786;box 60x24;Black). . 1500.00

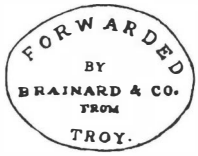
BRAINARD & COMPANY - 1844

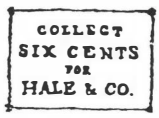
This express was established by Charles H. Brainard at 58 Wall St. in N.Y.C. in 1844 with branch offices in Albany & Troy, N.Y. It connected with Hale & Co. (Brainard's former employer) for Boston and other points. In addition to the stampless usages listed below, adhesive stamps ("20 for one Doll.") printed in black or blue were used on Brainard covers (see Scott Specialized Catalogue).

Brainards(1845;Ms;Black) Troy, N.Y. 65.00



FORWARDED BY/BRAINARD & CO./ALBANY.(1844-45;oval 35x13;Red). 75.00
Same(COLLECT/6 cts/ALBANY/OFFICE[box 16x11];Red) . 85.00
FORWARDED BY/BRAINARD'S EXPRESS/82 WASHINGTON ST./ BOSTON(1845;oval 36x21;Red) 200.00
Same(COLLECT/3/CENTS[box 15x11];Red) 225.00
FORWARDED BY/BRAINARD'S EXPRESS/125 FULTON ST./NEW YORK(1845;oval 30x21;Red) 225.00
Same(COLLECT/3 CENTS[box15x4];Red) 225.00





FORWARDED/BY/BRAINARD & CO./FROM/TROY.(1844-45;oval 32x27;PAID,6;Red) 125.00
Same(COLLECT SIX CENTS/FOR/HALE & CO.[box 24x17]; Red). 135.00

BRITISH AND NORTH AMERICAN EXPRESS COMPANY - c.1850

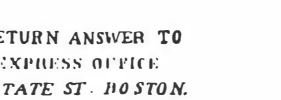
This was one of several private companies formed in the 1850's to operate between the U.S. and Canada. In 1855 several of these companies merged to become the British and American Express Company which, in 1865, became the Canadian Express Company, operating over the Grand Trunk Railway and other routes throughout Canada. No handstamped markings for these companies on covers to or from the U.S. have been reported to the editors.

BRITTIN'S EXPRESS - c.1850

This express operated for a very brief period between N.Y.C. and Newark, N.J. The legend on their adhesive labels is printed in black on pale blue paper and describes Brittin's twice daily service between their office in central Newark and three offices in N.Y.C.

BRYANT AND COMPANY'S PACKAGE EXPRESS - 1849

In 1849 J.H. Bryant established this express to operate northward from Boston, Mass., to the mouth of the Penobscot River and thence upriver on board the Steamer Kennebec to Bangor, Me. Two different adhesive labels printed in black on orange glazed paper are recorded. The three line handstamp listed below was struck on a cover bearing an adhesive label.



Company Marking | Date | Type & Size | Rate | Color | Value

RETURN ANSWER TO/EXPRESS OFFICE/7 STATE ST.,BOSTON
(1849;SL--;Red) 125.00

BRYANT & SPEAR'S PENOBSCOT EXPRESS - 1850

In 1850, the partnership Bryant & Spear operated the route carrying letters and parcels on the Steamer Governor between Boston and Bangor. By December, 1850, Spear was no longer a partner. Three different adhesive labels printed in black on orange or green glazed paper are recorded.

BRYANT'S BOSTON AND PENOBSCOT EXPRESS - 1850

J.M. Bryant continued to operate the express line between Boston and Bangor after Spear's departure in Dec. 1850 until August 1851 when the company was taken over by Carr (see Carr's Bangor Express). A cover is recorded bearing the Bryant & Spear's Type 3 label with Spear's name excised; other examples have adhesive labels (two types, black on green glazed paper) revised and with Bryant's name appearing alone.

BRYANT AND MANNING'S BOSTON AND BANGOR EXPRESS - 1854

The partnership Bryant and Manning operated an express between Boston and Bangor in 1854. Manning was the former agent at Bangor for Carr's Bangor Express. In addition to the handstamped marking listed below, an adhesive label printed in black on green glazed paper is recorded.



BRYANT & MANNING'S/11/STATE STREET/BOSTON/3/STRICKLAND'S
BLOCK,/BANGOR./BANGOR EXPRESS(1854;DLDC-32;
Black). 500.00

BUCK'S EXPRESS - c.1850

This express operated solely between 134-1/2 Market St., Newark, N.J. and 169 Washington St., N.Y.C. The two covers recorded bear adhesive labels, 25x30mm, printed in dark blue on light colored paper.

BURBANK & COMPANY'S EXPRESS - 1844

On April 18, 1844, J.C. Burbank established an express to operate from Utica, N.Y., to Watertown, Sackets Harbor, N.Y. and Kingston, Canada, connecting at Utica with Pomeroy's Letter Express. Evidently, a reciprocal agreement between Burbank and Pomeroy was made. No handstamps or adhesives are known from Burbank & Company. The only known markings are "B" (for Burbank) manuscript cancellations on Pomeroy adhesives used on covers carried by Burbank to connect with Pomeroy's Letter Express at Utica.

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

Illustrations are not necessarily to actual size or to a uniform scale throughout this catalog.

Company Marking | Date | Type & Size | Rate | Color | Value

B.BURGESS & SONS - 1845

A cover from Trinidad dated April 1845 bears on the reverse the circular handstamp illustrated below, indicating that (at Boston) this company received & forwarded incoming foreign mail to private letter companies for domestic delivery.



FORWARDED/BY/B.BURGESS & SONS,/BOSTON.(1845;C-28;
Red). 250.00

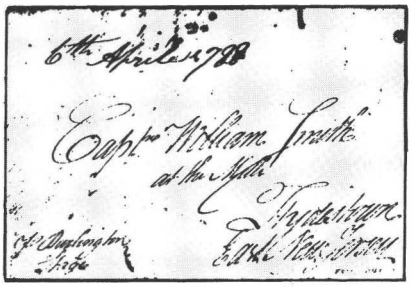
This cover was sent to New York with Hale & Co. markings. The 2¢ ship fee is added in manuscript to the Hale due marking showing a total of 8¢ to be collected.

BURKE & COMPANY - 1840

The express formed in 1840 by Alvin Adams and P.B. Burke operated as Burke & Co. until Burke retired in 1841 and the name was changed to Adams & Co. (see Adams listings).

BURLINGTON STAGE - 1788

The manuscript endorsement "p Burlington/Stage" appears on a letter of 6 Apr. 1788 from Philadelphia to Hydestown, N.J. Other letters to the addressee, Capt. William Smith, are known with the BORDENTON/&/NEW YORK STAGE handstamped marking. No further information on this carrier is known to the editors.



"p Burlington/Stage"(1788; Ms; Black) 500.00

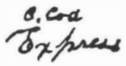
CANNEY & COMPANY'S EXPRESS - c.1850

This express operated between Boston and points in New Hampshire about 1850. Adhesive labels printed in black on pale brown or white paper are recorded on cover with manuscript rate markings and delivery instructions.

Company Marking Date Type & Size Rate Color Value

CAPE COD EXPRESS - 1853

In 1853, this express service operated between Yarmouth Port in Cape Cod and Boston.



C.Cod/Express(1853;Ms;Paid[ms];Black) 75.00

CARPENTER & COMPANY KENNEBEC & BOSTON EXPRESS - 1848

By 1848, Carpenter & Co. had begun express service between Boston and the Kennebec area of Maine. In 1852, it was operating between towns on the Kennebec and Portland R.R. route. In 1857, the Carpenter & Co. line was absorbed by the Eastern Express Co. Round, die-cut adhesive labels printed in gold on white or black glazed paper, black on magenta and red on white paper are known on cover.

CARR'S BANGOR EXPRESS - 1851

In August, 1851, Carr's Express took over the route between Boston and Bangor (on the Penobscot River) formerly operated by Bryant's Express. Their agent at Boston was J.L. Libbey and the agent at Bangor was J. Manning (who in 1854 joined with J.H. Bryant to form Bryant and Manning's Boston and Bangor Express). Four types of round die-cut adhesive labels printed in black on green glazed paper are recorded on cover.

CHASE & COMPANY - c. 1850

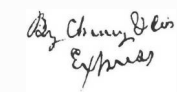
Apparently, Chase & Company operated an express service from an office at 38 Broadway Street in New York City about 1850. The rectangular adhesive label illustrated below



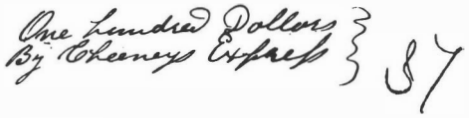
(printed in black on green paper) is recorded on a large package or newspaper wrapper (New York to New Hampshire).

CHENEY & COMPANY'S EXPRESS - 1842

In 1842, Ben Cheney organized an express to operate from Boston northward into New Hampshire and Vermont. About 1846 Cheney's service was extended by stage coach to Montreal and renamed Cheney & Company's United States & Canada Express. In the 1850's it combined with Fiske's Express to form Cheney, Fiske & Co. Eventually, the name was shortened to the United States & Canada Express. Various printed franks and circular, die-cut adhesive labels are known on cover.



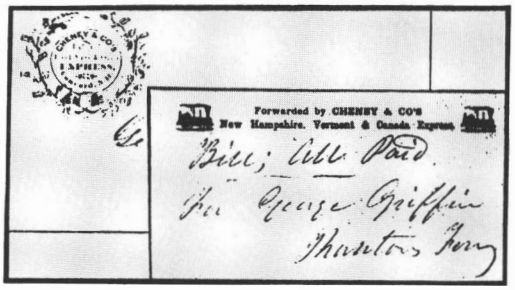
By Cheney & Co's/Express (1849-51; Ms; Black) 50.00
(Manuscript notation varies: with or without "By", etc.)



ONE HUNDRED Dollars/By Cheeneys Express/ 37 (1849; Ms; Black) (Money letter) 60.00

Use of an * preceding a listing in this catalog indicates institutional ownership. Such listings are unpriced except in those cases where similarly dated, privately owned examples are known to the editors.

Company Marking Date Type & Size Rate Color Value



Forwarded by CHENEY & CO'S/(engine)/New Hampshire, Vermont & Canada Express./(engine)(c. 1850; 2SL; printed; Ms "Bill; All Paid"; Black). 75.00

CHENEY & CO.'S/(scroll)/United States & Canada/EXPRESS,/(ornament/Concord, N.H. (c. 1850;printed within floral wreath;black) 75.00



CHENEY & CO'S/--*--/U.S. & CANADA EXPRESS/40/COURT SQ.,BOSTON.(C. 1850;printed DLO 42x24; Ms "By Ex- Pd." or "Pd Ex 30"; Black)(Money letter). . 75.00
(Ms notations, type styles and oval frames vary)





CHENEY & CO'S/*--*/U.S. & CANADA/EXPRESS./40 Court Square,/BOSTON. (c. 1850; printed DL shield 31x 32;Ms "Paid 12¢" or "C.O.D. $1.68 Expense"; Black). 75.00

CHENEY & CO'S/(scroll)/UNITED STATES/AND/Canada Express,/ 40 Court Square/BOSTON. (c. 1850; printed DL shield 44x45; Ms endorsements; Black). 75.00





CHENEY & CO'S/Northern Express/RAILROAD EXCHANGE,/ COURT/SQUARE,/BOSTON(185-;h/s oval 35x26;Black)250.00

R.R.EXCHANGE COURT SQUARE/CHENEY & CO'S/--*--/EXPRESS/ --*--/-*- BOSTON. -*-(185-; C-28;negative,printed in Red) pencil Paid 12-1/2) 250.00

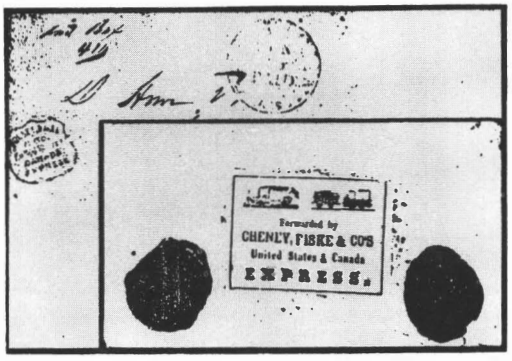
This same design was used to prepare circular, die-cut, adhesive labels printed in red on white paper or in black on gold glazed paper; both are known on cover.

Same/(the envelope, printed in red, used in combination with the oval handstamp) 350.00

CHENEY, FISKE & COMPANY - c. 1855

About 1855, Cheney & Co. joined with Fiske & Co. to form Cheney, Fiske & Co.'s United States and Canada Express which advertised that it operated "Throughout the Canadas". Eventually, the name was shortened to the United States and Canada Express.

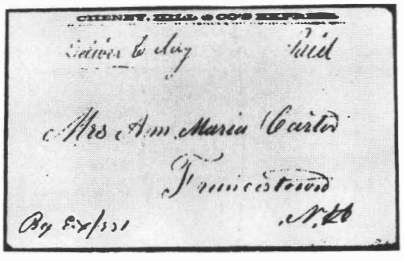
Company Marking Date Type & Size Rate Color Value



CHENEY, FISKE/& CO./United States & CANADA/EXPRESS(1855; printed DL shield 24x25; Black) 75.00
Forwarded by/CHENEY, FISKE & CO'S/United States & Canada/EXPRESS.(185-; printed label[black on green] 55x40; Ms "$12.25")(Also with American Express Co. label). 125.00
(With two wax seals flanking label (on reverse of cover) impressed with "CONTENTS UNKNOWN TO EXPRESS CO.)

CHENEY, HILL & COMPANY - c. 1854

Cheney & Company combined with several other expresses in the mid-1850's. The existence of Cheney, Hill & Company's Express is demonstrated by the imprinted envelope illustrated below.



CHENEY, HILL & CO'S EXPRESS (c. 1854; printed SL 94x 3-1/2; Ms "Deliver to day/Paid/By Express";Blk)100.00

CHENEY, LANGDON & COMPANY'S NORTHERN EXPRESS - c.1845

Little is known about Cheney, Langdon & Co. Evidently, Ben Cheney formed this partnership in the late 1840's. But, it is most likely that the company was short lived as few examples of covers carried by the partnership are recorded.

CHENEY, LANGDON & CO'S NORTHERN EXPRESS.
New Hampshire and Vermont.

CHENEY,LANGDON & CO'S NORTHERN EXPRESS./New Hampshire and Vermont.(1840's;printed SL 118x12;Free[ms], $250 [ms];Black). 100.00

CHENEY, RICE & COMPANY - c.1854

About 1854, Cheney, Rice & Co. was formed to carry express packages, money, invoices, bills and receipts in Canada & the U.S. Soon afterward, this express merged with the British & North American Express Co. and others to form the British and American Express Co. which later (in 1865) became the Canadian Express Co.

CHILD & COMPANY - 1843

Child & Company's Great Eastern Express (founded by C.W. Child in 1843) operated between Boston and Portland, Maine, via the Eastern Railroad from late 1843 until late 1848. In mid 1844, this concern purchased and absorbed the Winslow Express Co. In addition to the manuscript endorsement and handstamped markings listed below, large adhesive labels printed in black on pale green paper are recorded on cover.

Company Marking Date Type & Size Rate Color Value

Child & Co's/Express(1844-45;Ms;PAID[hdstp];Red). . .150.00

CHILD & CO'S
EXPRESS.
Nos 8 & 9 Court St. BOSTON.
Canal Bank Building, PORTLAND

PAID.

CHILD & CO'S/EXPRESS./Nos.8 & 9 Court St. BOSTON./ Canal Bank Building,/PORTLAND(1844-45;SL-55x18; Red). 350.00
Same(PAID,6[hdstp due markings];Red) 375.00
Same(PAID[hdstp],12-1/2[ms];Red) 350.00

CLARK & DAVIS EXPRESS - c.1850

This express operated at Boston about 1850. Very few covers are recorded from this little known express company.



CLARK & DAVIS/EXPRESS/5 Congress Square/BOSTON.(1850's; oval--;Black) 250.00

COLONIAL EXPRESS MAIL - 1857

See OFFICIAL WATERWAYS ROUTE AGENTS MARKINGS

COMMERCIAL EXPRESS COMPANY-1865

In 1865, the Commercial Express Company operated at New Orleans during the postwar disruption of the mails. Very few stampless covers from this period have been identified. The Commercial Express Company prepared adhesive labels (printed in black on red glazed paper) for use on letters transported during 1865. The legend on these rectangular labels reads "FORWARDED/BY/COMMERCIAL/Express Co." One example recorded.

PD 2/- H(1865;MS;Black)(With black on red label). . .500.00

CONANT'S BOSTON & NEWBURYPORT EXPRESS - 1852

This express operated between Boston (10 Court Square) and Newburyport (6 Pleasant St.). Earlier, N.H. Conant was a partner in Walker and Jackson's Portsmouth Express. An adhesive label printed in black on orange paper is present on the cover recorded.

CRANE & COMPANY'S BANGOR & PORTLAND EXPRESS - 1859

By early 1859, this express was operating between Boston, Portland & Bangor, utilizing the Steamer Daniel Webster on the Penobscot River. An adhesive label printed in black on green glazed paper was affixed to covers carried by Crane & Company.

H.T. CROFOOT'S NEWBURYPORT LETTER OFFICE - 1844

Crofoot's Letter Office operated between Boston and Newburyport from 1844 until mid 1845. Among the covers recorded is one addressed to New Haven, Ct., bearing only Crofoot's oval handstamp and the boxed paid marking.







H.T.CROFOOT'S/NEWBURYPORT/LETTER OFFICE.(1844;oval 40x20;PAID,COLLECT/6-14 CENTS.[fancy box 17x8]; Red). 200.00

Company Marking | Date | Type & Size | Rate | Color | Value

CROSSMAN & COMPANY - 1844

Crossman & Co. operated from 11 Exchange St. in Portland, Maine in 1844.

Forwarded by/Crossman & Co./11 Exchange/Portland(1844; SL-41x10;Red) 250.00

CURRIER'S GLOUCESTER AND BOSTON EXPRESS - c.1850

This express company operated between Boston and Gloucester, Mass., in the 1850's. Adhesive labels printed in black on green glazed paper were used on letters carried by Currier's Express. It later became Currier & Atkinson's Express.

CURRIER & ATKINSON'S GLOUCESTER & BOSTON EXPRESS - c.1850

This, the successor to Currier's Express, used printed labels very similar in style to Currier's adhesives, printed in black on red paper.

CUTTING AND COMPANY - c.1850

Cutting & Co's Kennebec & Boston Express operated between Boston and the Kennebec River region in Maine during the 1850's. Adhesive labels printed in black on orange paper were used on letters carried by Cutting & Co.

DAVENPORT AND COMPANY - 1845

Charles Davenport, a former post office clerk, formed this express about 1845, operating from Boston to Taunton and New Bedford, Mass., via Bristol and Warren, R.I.



FORWARDED/BY/DAVENPORT & CO./29-1/2 STATE STREET,/ BOSTON.(1845-46;oval 34x21.5;6;Red,Black) . . .150.00

DAVENPORT & MASON'S EXPRESS - 1851

Mason joined Davenport as a partner in 1851. The route was extended to N.Y.C. and the company was still in existence and operating as late as 1866. Circular, die-cut labels, printed in black on yellow paper were used on some covers beginning in 1852 and, in addition, quite large



adhesive labels printed in black on colored paper are recorded on the reverse of other letters carried by Davenport & Mason.





DAVENPORT & MASON'S/EXPRESS/103 UNION ST./NEW BEDFORD./ 74 BROADWAY/NEW YORK.(1855;C--;Black) 150.00
BY/DAVENPORT/& MASON'S/EXPRESS/11 State St.Boston/2-- St.Taunton/74 Broadway N.Y.(1857;DL shield--; Black). 150.00

Company Marking | Date | Type & Size | Rate | Color | Value



DAVENPORT & MASON'S EX./TAUNTON,MASS.(1866;DLO--; Blue) 100.00

DAY EXPRESS COMPANY - c.1850

Day's Express operated between Newark, N.J., and N.Y.C.



DAY EXPRESS CO.,/Newark/AND/New York./W.&J.M.MARTIN. (1850's;DC--;Black) 600.00

DE FOREST & COMPANY - 1849

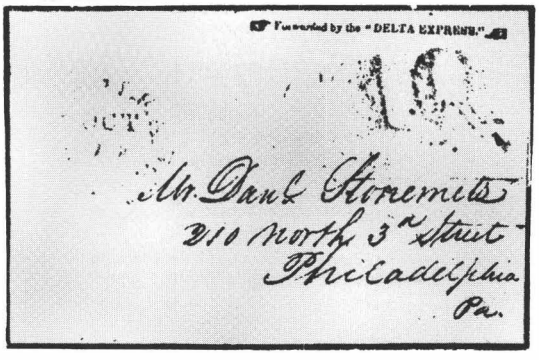
William W.De Forest & Co., N.Y., are known from the oval handstamp illustrated below which is recorded on an 1849 cover to London.



FORWARDED BY/WM.W.DE FOREST & Co./NEW-YORK.(1849; oval 37x25;Black) 200.00

DELTA EXPRESS - 1847

James L. Frearner of the New Orleans Daily Delta and George Wilkins Kendall of the New Orleans Picayune went to Mexico to cover the Mexican War for their newspapers. Each organized a private courier service to insure transmission of their dispatches safely and expeditiously. Both permitted military officer friends to utilize their private mail services to avoid waiting for the infrequent and uncertain departure of the regular military mails (Risvold, AP, 1986, vol. 100, no.1, p.46). Single examples of two different straightline markings are recorded on letters which reached New Orleans through the courtesy of the Delta's courier. These two letters (one addressed to Philadelphia, the other to Washington) were placed in the regular U.S. mails to be forwarded to their destinations. The contents of the letter illustrated below describe its being "sent by private express courier of the New Orleans Daily Delta who organized it to expedite news, where no regular service was available". No similar letter from the Mexican War period, identified as mail forwarded by favor of the Daily Picayune, is known to the editors.



Company Marking	Date	Type & Size	Rate	Color	Value

Forwarded by the "DELTA EXPRESS"(pointing hand at each end)(Oct.11,1847;SL-60x2;Black) Datelined "City of Mexico, Sep.23,1847. . . . . 1500.00

Forwarded by the N.O."DELTA"COURIER.(pointing hand at each end)(Jan.14,1848;SL-64x2;Blue) Datelined "City of Mexico,Dec.19,1847 . . . . . 1500.00

DODGE & COMPANY - 1849

This express service operated in the Gulf of Mexico area in the late 1840's. Covers addressed to Panama and points in Texas are recorded.



FORWARDED BY/DODGE & CO'S/EXPRESS(1849;oval 36x26; FREE;Red) 200.00

DOWS & COMPANY - 1845

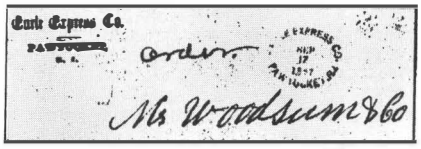
In 1845, Dows & Co. operated at Portland, Maine, as shown by covers with the name of the express endorsed in manuscript.

Dows & Co.(1845;Ms;Black) 75.00

EARLE'S EXPRESS COMPANY - c.1840

This express was founded prior to 1842 by B.D. Earle and L.B. Earle at Boston. In the early years of its existence it operated by rail from Boston to Providence, R.I. B.D. Earle died in 1851, leaving L.B. Earle to continue the business. Later, the services were expanded to other parts of New England. It is known that branch offices were established at Waterford, Ct., Blackstone, Mass., and Pawtucket, R.I. This company was still in existence as late as 1867 as shown by the oval dated handstamp illustrated below. At least two adhesive labels (printed in black on yellow or orange glazed paper) are recorded on covers carried by Earle's Express.

(Earle's Express.)(1849;Ms;Paid,deliver to night/with our fare[ms];Black) 125.00



EARLE EXPRESS CO./PAWTUCKET,R.I.(1867;oval--,NOR; Blue) used on cover w/printed Earle Express cc.150.00

EASTERN EXPRESS COMPANY - 1857

Hodgman, Carr & Co., Carpenter & Co., and Winslow & Co. were combined on May 1, 1857, to form the Eastern Express Co. It operated between Boston and Maine, using the Steamer Daniel Webster for services along the Penobscot River and the Steamer T.F. Secor on the Kennebec River. In 1879, this express was absorbed by the American Express Co. The recorded Eastern Express covers bear adhesive labels printed in gold on blue or black glazed paper.



FORWARDED BY THE/EASTERN EXPRESS CO./OFFICE/No.35 COURT SQUARE/BOSTON(1857;DL octogonal box 52x32; Black). 350.00

Company Marking	Date	Type & Size	Rate	Color	Value

EDWARDS, SANFORD & COMPANY - c.1849

About 1849, Edwards, Sanford & Co's Transatlantic Express, N.Y., received and forwarded incoming letters to the U.S. domestic mails. The recorded cover bears the diamond shaped embossed and printed design at the upper left and is addressed to Cincinnati, Ohio.



EDWARD'S/SANFORD & Cos./TRANSATLANTIC/EXPRESS/18/WALL STREET/NEW YORK(1840's;embossed diamond 42x42; Deep red-brown) 150.00

ERWIN'S DISPATCH - c.1850

This dispatch service is known from an adhesive label (printed in black on orange paper) pasted on a brown package wrapper. The legend reads "From New York, Erwin's Dispatch in Adams & Co's Express".

FAVOR'S EXPRESS - 1849

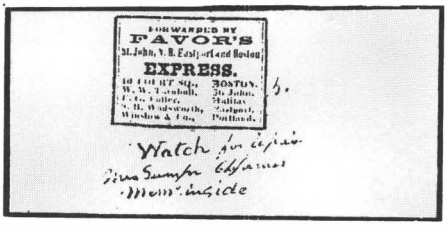
About 1849, Hiram S. Favor established an office in Boston to provide letter and package express service by coastwise steamer via Portland, Eastport and Calais, Maine, to St. John, New Brunswick. The Steamer Admiral and the Steamer Creole were used for Favor's twice weekly schedule.



Express(1849;Ms;Black) St.Stephens,N.B.to New Haven, Conn., with red STEAM [23x2.5] hdstp. 100.00



Forwarded by/FAVOR'S/Package Express/7 State St., Boston,/Waterhouse,St.John,/Wadsworth,Eastport.(1850;box 30x25;STEAM[black];Red). 450.00



"Watch for repair"(1855; Ms;Black)(on package wrapper with adhesive label in black on green paper). .100.00



ST.JOHN,N.B.EASTPORT & BOSTON/FAVOR'S/EXPRESS./ BOSTON/10 COURT SQ.(1851-55;triple LC-33;STEAM, 7,SHIP,SHIP over STEAM;Red) 600.00

Company Marking	Date	Type & Size	Rate	Color	Value



ADMIRAL

FAVORS/EXPRESS(1856;negative DC-25;ADMIRAL;Red) St. John,N.B. to New York 350.00



FAVOR'S EXPRESS./STEAMER ADMIRAL(1856-59;C-35;Red, Black). 300.00

FISHWICK'S COLONIAL EXPRESS - 1866

Robson Lowe reports (Encyclopaedia British Empire Postage Stamps: V, North America, p.378) a circular handstamp reading "FISHWICK'S COLONIAL EXPRESS/HALIFAX N:S:" on maritime mail dated in 1866. This mail is of "considerable rarity".

FISHWICK'S COLONIAL EXPRESS/HALIFAX N:S:(1866;C--; Black). 250.00

FISKE & RICE - 1851

Fiske and Rice purchased Bigelow's Express in 1851 and operated from Boston to Montreal via Shelburne Falls, Mass., and Burlington, Vermont. It was superseded by Fiske & Co. in 1854. An adhesive label (printed in red) with the legend "FORWARDED BY/ EXPRESS/ FROM/ SHELBURN FALLS./ Fiske & Rice, Proprietors/ D.B. Hahn, Agent" is recorded on a cover carried in 1853. Other labels reading "FISKE & RICE/EXPRESS" with illustration of a locomotive were affixed to some covers carried by Fiske & Rice (see Scott Specialized Catalogue). The designs of these labels are quite similar to those used by the company's predecessor, Bigelow's Express.

FISKE & COMPANY - 1854

Fiske & Company's United States & Canada Express succeeded Fiske & Rice in 1854, continuing to operate on the route from Boston to Montreal. Later, it combined with Cheney's Express to form Cheney, Fiske & Co. and eventually became known as the United States and Canada Express. Fiske & Co. attached adhesive labels (printed in black on orange glazed paper) to letters they carried.

FORBE'S NEWBURYPORT EXPRESS - 1844

This express operated on the railroad between Boston and Newburyport. The handstamp illustrated below is from a cover dated 1844. Adhesive labels in at least two designs (printed



in black on buff or pale yellow paper) are recorded from 1854.



FORBES'S/OFFICE/8 Court St.,Boston/NEWBURYPORT EXPRESS (1844;oval--;Red) 300.00

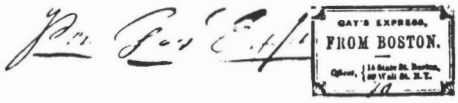
GAY'S EXPRESS - 1842

James Gay and E. Littlefield established Gay's Express at Boston in 1842. Sometime after February, 1848, Gay merged with R.B. Kinsley to from Gay, Kinsley & Co. Several

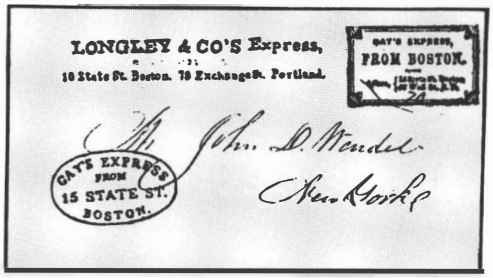
Company Marking	Date	Type & Size	Rate	Color	Value



different adhesive labels printed in black on yellow, rose, pink or green paper are recorded on covers carried by Gay and Company.



Gay's Express, Per Gay's Express, Gay's Ex(1845-48; Ms;Black) used with Gay's label 100.00



GAY'S EXPRESS/FROM/15 STATE ST./BOSTON.(1845-46; oval 36x22;Red) used with Gay's label 300.00

GAY, KINSLEY & COMPANY - 1848

James Gay and R.B. Kinsley joined to form Gay, Kinsley & Co. sometime after Feb., 1848. Offices were located at Boston, Fall River, Newport, N.Y.C. & Philadelphia. A number of adhesive labels printed in black on yellow, blue, red or orange paper are recorded on cover. In 1850, Gay left the partnership and began a new Gay & Co. express to operate between Boston and the Kennebec area of Maine. That Kinsley continued to operate the company on his own is shown by a Gay, Kinsley & Co. adhesive label (black on blue) used on cover in 1850 with the corner clipped away to remove Gay's name.



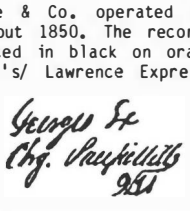
GAY,KINSLEY & Co./EXPRESS,/From 11 State St.,/BOSTON. (1848-50;oval 48x25;Red). 400.00
GAY,KINSLEY & Co./EXPRESS,/From 1 Wall St.,NEW YORK (1848;oval 48x25;Red) 450.00

GAY & COMPANY - 1850

When he left the partnership with Kinsley in 1850, James Gay established Gay & Co's Kennebec & Boston Express with branch offices in Maine at Augusta and Hallowell in addition to the main office in Boston. Circular, die-cut adhesive labels (printed in black on pink glazed paper) were affixed to letters carried by the new Gay & Co. express. The recorded cover is dated May 12, 1851.

GEORGE & COMPANY - c.1850

Apparently George & Co. operated between Boston and Lawrence, Mass., about 1850. The recorded cover bears an adhesive label printed in black on orange paper with the legend "George & Co's/ Lawrence Express/ R.R. Exchange".



Georges Ex(1850's;Ms;Black) used w/adhesive label . .200.00

Company Marking | Date | Type & Size | Rate | Color | Value

GILLETT & COMPANY - c.1861

An adhesive label bearing the printed legend "Gillett & Co's Newburyport Express" is known on a cover with the circular 34mm Adams Express Boston marking used in the Civil War period. Evidently the company operated between Boston and Newburyport about 1861.

GILMAN'S EXPRESS - 1844

During 1843 and early 1844, Henry Gilman was one of the partners in Winslow's Portland Express. In mid 1844, after Winslow's routes were sold to J.J. Jerome and C.W. Child, Gilman initiated his own service between Boston and Bangor, Maine. In addition to the handstamp listed below, two different adhesive labels printed in black on yellow paper and another on pink paper are recorded on Gilman Express covers.

Gilman's(1845;Ms;Black) Boston. 100.00



GILMAN'S/OFFICE/No.9 COURT STREET/BOSTON./EXPRESS.
(1844-45;oval 42.5x27;Red). 300.00

GODFREY & COMPANY - 1843

This express operated between New Bedford, Mass., and New York about 1843 to 1845.

Godfrey's(1843;Ms;Black) New York 100.00
GODFREY & CO'S./NEW BEDFORD EXPRESS/OFFICE No.3 WALL ST.,/NEW YORK(1845;oval 50x23;Red). 250.00

GRAVES & COMPANY - 1856

W.W. Graves established a money and package express and advertised his services as early as March 1856. However, the earliest known cover to have been carried by the Graves & Co. Boston & Portland Express is dated 1857. Adhesive labels (printed in black on orange glazed paper) were affixed to letters carried by this express.



pr Boat Graves Express(1857;Ms;Black) w/Graves label.350.00

GEORGE H. GRAY - 1847

This service was established at Boston by George H. Gray about 1847. A single example of a circular die-cut adhesive printed in red-brown bearing a manuscript "2" is known on a cover from Birmingham, England. Apparently, Geo. H. Gray &





Co. collected the letter on arrival, in 1848, and posted it, charging a 2¢ fee for the service.



Forwarded by/GEO.H.GRAY & Co./BOSTON(1847;oval 28x20; Red,Black). 300.00
Same/used on outgoing foreign mail 50.00

Company Marking | Date | Type & Size | Rate | Color | Value

GRAY'S LOWELL EXPRESS - 1843

A cover from Boston dated 1843 and bearing a manuscript endorsement for Gray's Express is recorded. By mid 1844 William Gray was operating his express service from Boston to Lowell via Boston & Lowell Railroad. Apparently, by 1846, he had ceased operations.

Gray's(1843;Ms;Black) Boston. 75.00

The identity of this marking with Gray's Lowell Express is uncertain.



Grays Express/Paid(1844;Ms;Black) Lowell-Boston . . .100.00



12½

GRAY'S/LOWELL EXPRESS./OFFICE./No.8 COURT STREET,/ BOSTON.(1844-45;dotted box 50x32;Red) 450.00

GRAY'S NEW BEDFORD EXPRESS - 1845

Apparently this express service was in operation for only the first six months of 1845. It appears to be distinct from Gray's Lowell Express.



GRAY'S NEW BEDFORD/EXPRESS,/No.9 ELM STREET,BOSTON (1845;oval 50x23;Red) 250.00

GUNNISON'S EXPRESS - 1844

This express was established in 1844 to handle mail between St. John, New Brunswick and the ports of Boston and New York. In 1851, the service was discontinued. It reopened in 1853 but, apparently no letters were carried.

Gun Ex 12(1844;Ms;Black) St.John-N.Y.C. 200.00
Gunnison(1844-45;Ms;Black) Boston 75.00



Gunnison Exp(1845;Ms;Black) St.John-Boston. 200.00





Same(with two HALE & CO. ovals, red boxed COLLECT/ SIX CENTS & ms 12-1/2). 250.00

Company Marking	Date	Type & Size	Rate	Color	Value



GUNNISON'S/EXPRESS/Office 8 Court St./BOSTON(1845; oval 37x20;Red) St.John via Boston to New York.200.00







Same(COLLECT/6 CENTS[red box,"6"crossed out & replaced by ms 12-1/2]) 250.00
Same(COLLECT/6 CENTS[box,red],12-1/2[ms],Exp 6-1/4[ms]). 300.00

HALE & COMPANY - 1842

This private letter mail and express service was founded by James W. Hale at N.Y.C. in 1842. Hale had operated a forwarding office for foreign letters at New York as early as 1839. The new company prospered and expanded rapidly, soon covering most of New England. By 1844 the routes extended as far south as Philadelphia and Baltimore and northward to St. John, New Brunswick. By 1845, when James W. Hale retired from the company, it had become one of the largest independent mail carriers in the U.S.

Octagonal adhesive stamps were prepared and sold by Hale at six cents each or twenty for a dollar (see Scott Specialized Catalogue). These stamps, printed in blue or red on white wove paper, are commonly encountered on letters carried by Hale & Co. in addition to the very large number of stampless covers bearing Hale & Co. markings. Many combination usages are recorded with other connecting private letter companies.

The numerous Hale & Co. markings recorded are arranged alphabetically in the listings which follow by the name of the town or office where the marking was struck. In addition, a variety of boxed due or COLLECT handstamps appear on Hale covers from many different offices. These vary in size and differ slightly in the arrangement of the legends. Further, at least one straightline COLLECT marking is recorded. These due markings add a small amount to the value of Hale covers and are illustrated below together with the added valuations.















	ADDED VALUE
COLLECT/SIX CENTS/FOR/HALE & CO.(1844-45;box 21x14 to 24x17;Red,Black)	10.00
COLLECT/6 CENTS/FOR/HALE & CO.(1844-45;box 23x16;Red)	15.00
COLLECT/SIX CENTS(1844-45;box 22x12 to 25x14;Red, Black)	10.00
COLLECT/6 CENTS.(1845;box 25x15;Red)	15.00
COLLECT/SIX 1/4 CENTS(1844-45;box 25x13;Red)	20.00
COLLECT 6-1/4(1844-45;SL-40x4.5;Red)	20.00

Albany, N.Y.

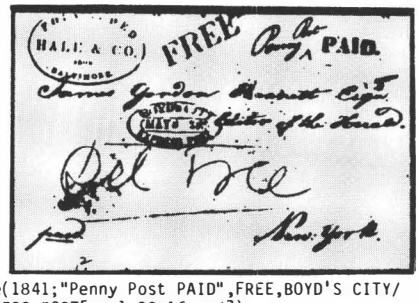
FORWARDED/BY/HALE & CO./FROM/ALBANY(1844-45;oval 33x21;6;Red) 100.00
Same(1844-45;COLLECT/6 Cts/ALBANY OFFICE[box 16x11,red]) 115.00

Company Marking	Date	Type & Size	Rate	Color	Value

Baltimore, Md.



FORWARDED/BY/HALE & CO./FROM/BALTIMORE.(1845;oval 35x22;PAID;Red) 125.00



Same(1841;"Penny Post PAID",FREE,BOYD'S CITY/ EXPRESS POST[oval 30x16,red]). 175.00

Boston, Mass.



FORWARDED/BY/HALE & CO'S/GREAT/EASTERN MAIL(1844-45; oval 32x21;Red,Black) 75.00



Same,with no Hale townmark(1844;COLLECT/6 CENTS/ FOR/BOSTON OFFICE[box 22x12,black]). 30.00
Same,with no Hale townmark(1845;COLLECT/SIX CENTS [box 25x14,red]) 35.00





FORWARDED/BY/HALE & CO./FROM/BOSTON.(1844-45;oval 34x21;PAID,6;Red,Black) 40.00
Same(1844-45;COLLECT/6 CENTS/FOR/BOSTON OFFICE [box 22x12,black]). 50.00
Same(1844;COLLECT/SIX CENTS/FOR/HALE & CO.[box 24x17,red]) 50.00



Same(1844;COLLECT/SIX CENTS/FOR/HALE & CO.[box], JEROME & CO.'S[box 33x18,red]) 150.00

Company Marking	Date	Type & Size	Rate	Color	Value



FORWARDED/BY/HALE & CO./FROM/BOSTON.(1845;oval 38x20; Red) 40.00
Same(1845;COLLECT/SIX/CENTS[box 25x14,red]) . . . 75.00
Same(1845;COLLECT/SIX/CENTS[box 50x25,black]) . . . 75.00

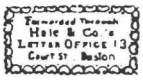


FORWARDED/BY/HALE & CO./BOSTON.(1845;oval 38x20,MDD; COLLECT/SIX CENTS.[box 25x14];Red) 65.00
See combination usages with R.BURGESS & SONS.



PAID

FORWARDED/BY/HALE & CO./FROM/Boston.(1845;DLO-51x24; PAID;Red) 60.00







Forwarded Through/Hale & Co.'s/LETTER OFFICE 13/Court St.,Boston(1843-44;fancy box 22x12;Red,Black) . 75.00
Forwarded through/Hale & CO.'S/LETTER OFFICE/Boston (1844;fancy box 22x11.5;Red). 75.00
Same(1844;COLLECT/6 CENTS/FOR BOSTON OFFICE[box 22x12,black];Red) 85.00

PAID BOSTON

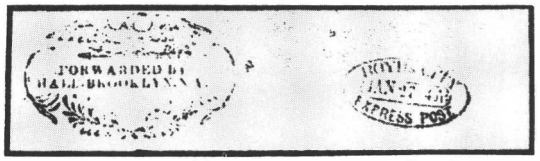
Same(1844;PAID BOSTON[SL-35x3,black];Red). 85.00





HALE & CO'S MAIL/PAID AT BOSTON(1844-45;fancy box 41x15; Red,Black) 125.00
HALE & CO.'S MAIL/BOSTON./Office 23 State Street. (1844-45;oval 32x19;Red). 75.00
Same(1844-45;COLLECT/6 CENTS/FOR/BOSTON OFFICE [box 22x14,red,black]). 85.00
Same(1844;COLLECT SIX CENTS/FOR/HALE & CO.[box 23x15,black]) 85.00

Brooklyn, N.Y.

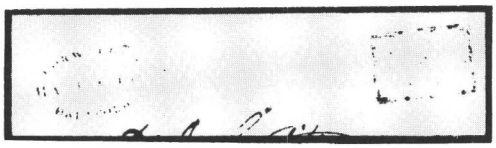


FORWARDED BY/HALE-BROOKLYN,N.Y.(1845;ornate oval w/ eagle at top 47x27;Black) 850.00
Same(1845;BOYD'S CITY/EXPRESS POST.[oval 30x16, red]) 900.00

Hartford, Ct.

FORWARDED/BY/HALE & CO./FROM/HARTFORD.(1844-45;oval 35x23;Red). 75.00

Company Marking	Date	Type & Size	Rate	Color	Value



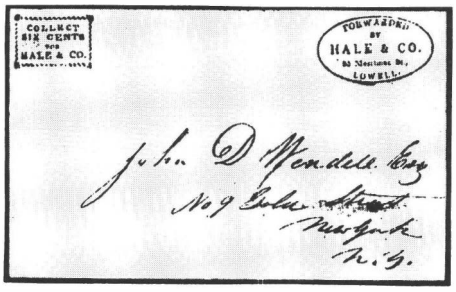
Same(1845;COLLECT/SIX CENTS/FOR/HALE & CO.[triple line box 28x20,red]). 125.00

Haverhill, Mass.



FORWARDED/BY/HALE & CO./FROM/HAVERHILL.(1844;oval 33x20;Red). 85.00
Same(1844;COLLECT/SIX CENTS/FOR/HALE & CO.[box 24x17,red]) 95.00

Lowell, Mass.



FORWARDED/BY/HALE & CO./95 Merrimac St./LOWELL.(1844; oval 33x20;Red) 100.00
Same(1844;COLLECT/SIX CENTS/FOR/HALE & CO.[box 23x16,red]) 110.00

Middletown, Ct.



FORWARDED/by/HALE & CO./FROM/MIDDLETOWN.(1844-45;oval 34x23;Red). 150.00
Same(1840's;PAID M[oval 27x19,red]). 160.00

Nantucket, Mass.

FORWARDED/BY/HALE & CO./Nantucket("Nantucket"ms) (1840's;oval 34x21;Red) 125.00
Same(1840's;PAID M[oval 29x24,red]). 150.00

New Bedford, Mass.



PAID

FORWARDED/BY/HALE & CO./FROM/NEW BEDFORD.(1844-45;oval 33x21;PAID;Red) 65.00
Same(1844-45;COLLECT/6 Cents/FOR/N.Bedford Office [box--,red]). 75.00
Same(1840's;PENNY POST PAID[SL-30x2,red]). 225.00

Company Marking	Date	Type & Size	Rate	Color	Value

New Haven, Ct.



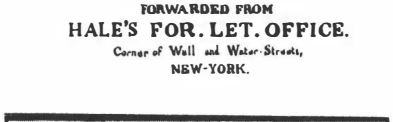
FORWARDED/BY/HALE & CO./FROM/NEW HAVEN.(1844-45;oval 33x21;Red). 125.00

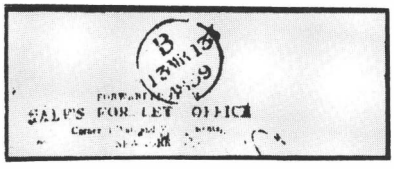
New London, Ct.



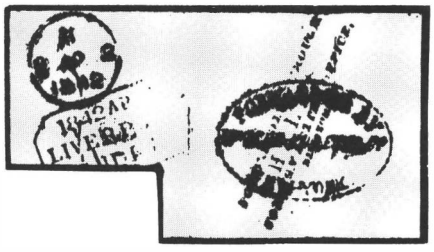
FORWARDED/BY/HALE & CO./FROM/NEW LONDON.(1844-45;oval 27x19;Red). 125.00

New York, N.Y.

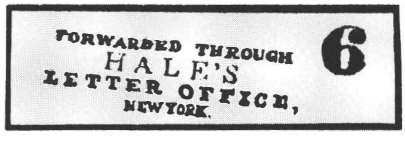




FORWARDED FROM/HALE'S FOR.LET.OFFICE/Corner of Wall and Water Streets,/NEW-YORK.(1839;SL--;Red) . .150.00



FORWARDED THROUGH/HALE'S/FOREIGN LETTER OFFICE,/ NEW-YORK.(1842;SL-40x11;Red) used w/blk WM.W. DE FOREST & CO. marking 250.00



FORWARDED THROUGH/HALE'S/LETTER OFFICE,/NEW YORK. (1844;SL-52x15;6,12;Red). 150.00



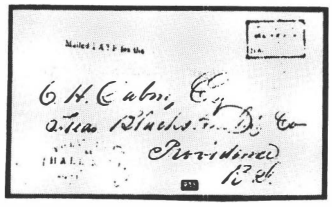
FORWARDED/BY/HALE & CO./FROM/COUR.& ENQ.BUILDING,/ NEW YORK.(1844-45;oval 35x21;Red) 50.00
Same(1844-45;COLLECT/SIX CENTS/FOR/HALE & CO. [box 24x16,red]). 60.00

Company Marking	Date	Type & Size	Rate	Color	Value



PAID

FORWARDED/BY/HALE & CO./FROM/Courier & Enquirer Building,/NEW YORK.(1844-45;oval 37x20;PAID, COLLECT;Red). 50.00
Same(1845;COLLECT/SIX CENTS/FOR/HALE & CO.[box 24x16,red]) 60.00
Same(12-1/2;Red) double rate 60.00



Same(1844;MAILED LATE for the[SL-33x3,red]). . . . 75.00

6 6¼

With no Hale townmark(1844-45;6,6-1/4,12,12-1/2 [10mm];Red) 50.00
With no Hale townmark COLLECT/SIX CENTS/FOR/ HALE & CO. (1844;box 24x16;Red). 30.00



With no Hale townmark COLLECT/6-1/4 CTS/NEW YORK/ OFFICE(1844;box--;Red). 65.00

Northampton, Mass.

FORWARDED/BY/HALE & CO./FROM/NORTHAMPTON.(1844-45; oval 35x21;Red) 60.00

Norwich, Ct.

Forwarded by/HALE & CO./from/Norwich Con.(1844;SL-18x13;Black). 125.00
Same(1844;COLLECT/6-1/4 Cents/for/Norwich Office [SL-18x13];Black) 150.00
Same(1844;PAID*/HALE & CO.[C-25];Red-orange) . . .160.00

Philadelphia, Pa.



PAID

FORWARDED/BY/HALE & CO./FROM/37 S.Third Street/ PHILADELPHIA.(1844-45;oval 35x21;Red) 60.00
Same(PAID,12-1/2;Red). 75.00

Pottsville, Pa.

FORWARDED/BY/HALE & CO./FROM/POTTSVILLE PA.(1844; oval 35x22;Red) 150.00
Same(1844;COLLECT/SIX CENTS/FOR/HALE & CO.[box 24x17];Red) 160.00

Company Marking	Date	Type & Size	Rate	Color	Value

Providence, R.I.



6

FORWARDED/BY/HALE & CO./FROM/PROVIDENCE.(1844-45; oval 34x21;6;Red) 50.00

Salem, Mass.

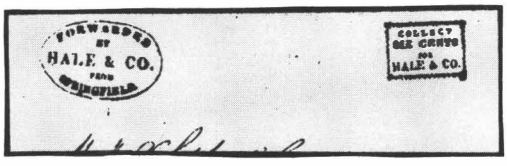


FORWARDED/BY/HALE & CO./FROM/SALEM.(1844-45;oval 33x20;Black). 75.00

South Hadley, Mass.

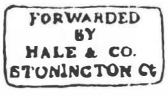
FORWARDED/BY/HALE & CO./FROM/South Hadley("South Hadley"ms)(1845;oval--;PAID;Red). 85.00

Springfield, Mass.



FORWARDED/BY/HALE & CO./FROM/SPRINGFIELD.(1844-45; oval 34x21;Red) 60.00
Same(1845;Green) 75.00
Same(1844-45;COLLECT/SIX CENTS/FOR HALE & CO.[box 25x15];Green) 125.00

Stonington, Ct.



FORWARDED/BY/HALE & CO./STONINGTON Ct.(1844-45;box 40x20;6[ms];Black). 125.00

Wareham, Mass.

FORWARDED/BY/HALE & CO./FROM/Wareham("Wareham"ms) (1845;oval 33x20;PAID;Red). 125.00

Warren, R.I.

FORWARDED BY/HALE & CO./FROM/WARREN R.I.(1845;SL-24x15;PAID;Black) 150.00

Westfield, Mass.

By Hale & Co./Westfield(1845;Ms;COLLECT/SIX CENTS [box 24x12];Red). 60.00

Worcester, Mass.

HALE & CO'S./WORCESTER/MAIL(1844-45;oval 34x19;Red) .150.00
Same(1845;COLLECT/SIX CENTS/FOR/HALE & CO.[box 24x17];Red) 160.00

Company Marking	Date	Type & Size	Rate	Color	Value

T.A. HAMPTON'S DESPATCH POST - 1847

T.A. Hampton at Philadelphia established a letter post in 1847. Extant covers indicate that this private post carried local mail for two cents, evidently its principal function, and inter-city mail for three cents. At least one unsealed envelope (dated Feb. 14, 1848) bearing the circular handstamp illustrated below has survived. Several other covers with a "2 Cts" handstamp of identical design are recorded (local usages). In addition, two adhesive labels were prepared by Hampton. One has the same design as the "3 Cts" handstamp with "PAID" substituted for the value at the center. The legend on the smaller, second design, also a double circle, reads, "For the POST OFFICE./CITY/DESPATCH/ PAID/T.A. HAMPTON". Both are typeset and printed in black on white paper (see Scott Specialized Catalogue). One folded letter with a handstamped impression of the larger ("PAID") design is recorded in the auction record. Apparently, all of the two cent usages are local mail and the three cent cover is inter-city usage.



DESPATCH POST/3 Cts./*T.A.HAMPTON*(1848;DC-31-18; Black). 100.00

HANCOCK'S EXPRESS - c. 1846

Hancock's Express operated between offices at No. 11 Elm Street in Boston and at O.C. Tinkham's in North Bridgewater, Massachusetts, in and about 1846. Adhesive labels printed in black on pink paper were prepared and used on letters transported by Hancock's North Bridgewater Express.



(By Express)(1846; with printed label affixed 75.00

HARNDEN'S EXPRESS - 1839

William F. Harnden, the pioneer in (or father of) the express business, established his service at Boston in early 1839. Harnden's operations expanded rapidly from the main office at No. 8 Court St., Boston, along the railroad and steamer routes and, by 1840, his line extended to New York, Albany, Providence and Philadelphia. Daily package express cars ran between Boston and New York and between Boston and Albany. Based upon his success with private letter mail and package express services in the U.S., he entered the Trans-Atlantic business, securing a contract with Cunard to forward letters to England, Ireland, Scotland, Belgium and France via their steamship line. By 1841, Harnden had established offices in Antwerp, Belgium, St. John, New Brunswick, Montreal and Kingston in Canada and at London and Liverpool in England. Harnden & Co., Liverpool, became the principal agency to forward mail to & from Boston on five Cunard Line vessels, "Acadia","Britannia","Caledonia","Columbia", and "Hibernia", or by the steamer "Great Western" or the sailing packet "Specie" to and from New York. By 1843, overseas offices at Havana and Bombay were established. This foreign business became the main thrust of Harnden's activities, continuing until his death at 31 on Jan. 14, 1845.

Company Marking | Date | Type & Size | Rate | Color | Value



After Harnden's death, the company continued to operate but was consolidated into Adams Express in 1854. However, the Harnden name remained in use for some time after this date.

Several Harnden's Express labels, depicting various forms of mail transportation and printed in black on white or pale pink or pale green paper, were prepared and used at various company offices. Another adhesive label, reading "Postage paid at Boston ... L'pool" has been termed the "first international adhesive postage stamp".

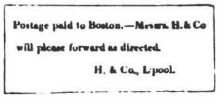












Further, distinctive advertising designs were printed in black or blue on various colored envelopes for the New York and certain other offices. Some used examples were carried without added markings. Also, overall illuminated advertising envelopes, printed in pink, are recorded from the Boston office; some of these bear Harnden handstamps.

Boston, Mass.



PAID

FORWARDED BY/HARNDENS/EXPRESS/FROM/BOSTON(1839-49; C-36;PAID;Red,Black) See also OCEAN MAIL list .200.00





FORWARDED FROM/HARNDEN'S/PACKAGE EXPRESS & FOREIGN/ LETTER OFFICE/No.8 COURT ST.BOSTON(1840-45; oval 39x25;Red,Blue) See OCEAN MAIL list. . . .175.00
Same(1841-45;Pd/H[C-21];Red) 200.00

Company Marking | Date | Type & Size | Rate | Color | Value







FORWARDED BY./HARNDEN & CO./BOSTON.(1846-47;oval 39x27.5;Red). 150.00
Same(1846-47;PAID/H & Co[C-23.5];Red). 175.00
Same(1846;PAID/H & Co[C-23.5],POSTAGE PAID/TO DESTINATION/LIVERPOOL[octagon 41x21];Black) . .300.00
FORWARDED BY/HARNDEN & CO./BOSTON(1847;oval 37x27; Red). 150.00

Liverpool, England



FORWARDED BY/HARNDEN & Co./No.20.WATER ST./LIVERPOOL. (ship in center)(1844-48;oval 40x29;Black). . .250.00
Same(1845;HARNDEN'S/PACKAGE EXPRESS & FOREIGN/ LETTER OFFICE/BOSTON[oval 39x25],red]). 275.00



PAID TO/BOSTON/by/HARNDEN & Co./Liverpool.(1845-48; shield 19x20;Black) 200.00



HARNDEN & Co./of Liverpool/Have Paid Postage/TO LIVERPOOL/TRANS-ATLANTIC/TO BE COLLECTED/ by/HARNDEN & Co.OF U.S.(1846-48;C-34;Black) on incoming foreign mail. 200.00





POSTAGE PAID/TO DESTINATION./BY/HARNDEN & Co./of/ LIVERPOOL.(1846-50;octagon 41x21;Black) on, incoming foreign mail 250.00
Same(1846-50;PAID/H & Co[C-23.5,red]). 275.00
Same(1847-49;PAID/H & Co[shield 14.5x17,red]). . .275.00

New York, N.Y.



FORWARDED FROM/HARNDEN'S/PACKAGE EXPRESS & FOREIGN/ LETTER OFFICE/No.2 WALL ST.NEW YORK(1841;oval 39x25;Red) See OCEAN MAIL listing 175.00
FORWARDED BY/HARNDEN'S EXPRESS/FROM NEW YORK./Office 2 Wall St.(1840-45;SL-55x17.5;Red). 200.00

Company Marking	Date	Type & Size	Rate	Color	Value



HARNDEN & Co.'s/EXPRESS/NEW YORK.(1841-42;oval 35x20;Red). 150.00

Philadelphia, Pa.



FORWD.FROM/HARNDEN & COS./FOREIGN/LETTER OFFICE/ PHILA.(1841;C-34;Red) 200.00

Printed Envelopes - Various Cities



HARNDEN EXPRESS/65 BROADWAY, N.Y.(18--;printed design across top of envelope;blue on white or black on orange paper) with no Harnden hdstps 100.00



HARNDEN EXPRESS/CINCINNATI,O.(1866;printed design across top of envelope;Black) with no Harnden handstamps. 125.00



HARNDEN'S EXPRESS,/EAST,WEST & SOUTH,/8 COURT STREET, BOSTON.(overstruck w/new addr 98 WASHINGTON STREET/BOSTON.(18--;overall design, pink or white envelope) 300.00
HARNDEN'S EXPRESS/etc(printed label on cover) 175.00

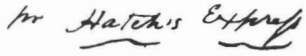
HATCH, GRAY & COMPANY - 1840

Hatch's Express was founded in 1840 by A.D. Hatch of New Bedford, Mass., and operated from that city to Boston and Martha's Vinyard. Apparently, Hatch's Express later became Hatch, Gray & Company. Adhesive labels printed in black on

Company Marking	Date	Type & Size	Rate	Color	Value



pink paper were prepared and used on letters carried by Hatch, Gray and Company.



pr Hatch's Express(1844;Ms;Black) 50.00



BY HATCH,GRAY/& CO'S/EXPRESS./OFFICES./4 R.R.Exchange, Boston/142 Union Street,/New Bedford(1848;DLO-35x26;Blue) 200.00

HAWLEY & COMPANY - 1842

In 1842, Elias S. Hawley advertised at Buffalo, N.Y., a semi-weekly express service on the Western Lakes to Detroit and a weekly express to Chicago. An additional express run to Albany, connected there with Harnden & Co. for New York, Philadelphia and Boston. Later, Hawley & Co. advertised delivery of apples from Kentucky by their express and extension of their line from Cleveland to Portsmouth. However, as yet no covers bearing Hawley & Co. markings have been reported to the editors. Apparently this company did not survive the winter of 1842-43. (Perry, PP28, 1936.)

HAYES & TREADWELL - 1840

As early as 1840, Hayes & Treadwell were forwarding letter mail from the Franklin House in New York. One authority states that this is the earliest recorded usage of a hotel name in a private postal marking.



FORWARDED BY/HAYES & TREADWELL./Franklin House,NEW YORK(1840-43;DLO-41x25;Blue). 75.00

HENSHAW, WARD & COMPANY - 1841

From 1841 until 1847 or 1848, Henshaw & Co., Merchants, 36 India St., Boston, handled prepaid letters charged to their account from the Boston Post Office. These were struck with the straightline "Charged" marking shown below.

CHG. H.W.& Co

CHG.H.W.& Co.(1841-47;SL-45x4.5;Red). 100.00

J.F. HILTON'S EXPRESS - 1858

J.F. Hilton operated the Lynn & Boston Railroad Express thrice daily between 10 Court Sq., Boston, and 2 Central Sq., Lynn, Mass., in and about 1858. The recorded cover, from W.Lynn to Boston, bears an adhesive label printed in black on orange glazed paper and the manuscript notation, "Paid 12" in pencil. No handstamps have been reported to the editors.



Company Marking	Date	Type & Size	Rate	Color	Value

Paid 12 (1858;Ms; pencil)(with printed label)(West Lynn, Massachusetts, to Boston. 175.00

HIRSCH & ANDREWS - 1860

Hirsch and Andrews forwarded mail from Boston to New York for trans-Atlantic dispatch in and about 1860. Their fee was five cents. It is likely that the oval handstamp illustrated below was struck on stampless covers, but at this time it has been reported only on stamped covers.



HIRSCH & ANDREWS/BOSTON.(1860's;oval 35x18;Black) . . ---

HODGMAN & COMPANY - 1848

In 1848, Hodgman & Co's Boston and Bangor Express was established by F.J. Hodgman to make the run between Boston and Bangor, Me. Two different rectangular labels, printed in black on orange glazed paper, and round, die-cut, labels, printed in red on white paper, black on magenta paper, or gold on black glazed paper, are recorded on covers carried by Hodgman together with the return handstamp listed and illustrated. Generally, the double oval frame of this marking is faint and incomplete on recorded strikes.



RETURN BY/HODGMAN & CO.(1850-53;DLO-57x24;Magenta) used w/circular, die-cut label. 300.00

HODGMAN, CARR & COMPANY - 1854

In 1854, Hodgman & Co. and Carr's Bangor Express merged to form Hodgman, Carr & Co. Bangor Express. J. Manning, Carr's agent at Bangor, left that company and joined J.H. Bryant to establish Bryant & Manning's Boston & Bangor Express. Hodgman, Carr & Co. carried mail aboard the "Daniel Webster" between Boston and Bangor. In May 1857, this express was absorbed by the Eastern Express Company.





HODGMAN,CARR & CO./BANGOR/EXPRESS/OFFICES/10/COURT SQUARE/And R.R.Exchange,Boston.(1854;C-34;Red) 200.00
Same/35/COURT SQUARE/(1856;C-34;Black) 200.00

HOMAN'S EXPRESS - 1845

Homan's Express was established at 8 Court St., Boston, about 1845. Little is known about the company except for covers bearing the oval handstamp marking listed below. No connection has been confirmed with Homan's Empire Express, N.Y.C., which was established about 1852 by Richard S. Homan. Typeset adhesive labels were prepared and used by this N.Y. express company (see Scott Specialized catalogue).



PLEASE REPLY & ANSWER/BY/HOMAN'S EXPRESS/Office 8 Court St./BOSTON.(1845;oval 51x24;Red). 200.00

Company Marking	Date	Type & Size	Rate	Color	Value

HOPE EXPRESS COMPANY - c.1860

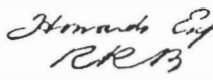
Hope Express Co., a stage line, prepared and used printed envelopes for carrying messages about 1860. These were printed in violet on lemon colored envelopes. The recorded cover enclosed a telegram.



HOPE EXPRESS COMPANY/HECo(entwined monogram)(1860's; printed circular"belt"design--;Violet). 100.00

HOWARD & COMPANY - c.1850

Howard & Co's Express was established at Philadelphia to carry mail by "fast passenger trains" to & from Erie, Lebanon, Pottsville, Reading, Harrisburg and various other smaller towns throughout eastern Pennsylvania, mainly east of the Susquehanna River and along its northern course and that of the West Branch of the river, and to connect with Harnden's Express, American Express and Wells, Fargo & Co. for more distant destinations, including New York, Providence and Boston to the northeast, New Orleans, Savannah and other southern cities, points in the midwest and the far west, and for the trans-Atlantic mails to London, Liverpool and Paris. Several different designs of printed envelopes were prepared to serve the purpose of enclosing messages and recorded. in addition to those illustrated.



Howards Express/RRB(1850's;Ms;Black). 40.00



HOWARD & CO.'S EXPRESS,/OFFICE,92 CHESTNUT ST., PHILADELPHIA./etc(1850's;printed within ornamental frame across top of envelope;Black). . .100.00



FORWARDED/BY THE HOWARD/EXPRESS CO/OFFICE/CENTRE STREET/POTTSVILLE PA(1850's;printed in banner across top of envelope;Black) 100.00

HUDSON RIVER EXPRESS - 1844

In 1844, an advertisement at Albany, N.Y., offered a daily package servive, the Hudson River Express, from Albany to New York and intermediate landings. In July 1844, Damon & Co. were the stated proprietors of the company; by mid August, Overton & Co. (late Damon & Co.) were the operators (see Overton & Co. listings).

HUMPHREY'S EXPRESS - 1842

In 1842, E. Jerome Humphrey advertised a package express between New York and Buffalo, connecting with Harnden & Co. at New York for points east and south, and with Hawley & Co. at Buffalo for points west. Offices were listed at Albany, New York, Utica, Syracuse, Auburn, Geneva, Canandaiga, Rochester and Buffalo. No handstamped markings have been reported to the editors.

Company Marking	Date	Type & Size	Rate	Color	Value

JACKSON & COMPANY - c.1845

Jackson & Co's Portsmouth and Boston Express is the successor to Walker & Jackson's Portsmouth Express which was established in 1841 at 8 Court St., Boston. (See Walker & Jackson listing.)



JACKSON & CO'S/PORTSMOUTH/AND/BOSTON/EXPRESS/R.R. EXCHANGE,COURT SQUARE,BOSTON.(1840's;C-34; Jacksons Express[ms];Black) 300.00

JENKINS' LYNN AND BOSTON EXPRESS - c.1845

Jenkins' Express operated on the railroad between Lynn and Boston. The recorded cover bears a rectangular adhesive label printed in black on yellow paper bearing the legend "JENKINS'/ LYNN AND BOSTON/ Railroad Express./ OFFICES:/ Central Square, Lynn./ No. 10 Court Square, Boston.", in addition to the manuscript endorsements. No connection is known to exist with the Jenkins' Dispatch founded in 1853 at Camden, N.J. Samuel H. Jenkins and later his brother, William H. Jenkins, provided local mail delivery at Camden until about 1861. Jenkins had adhesive labels prepared in two different designs for his local post (see Scott Specialized Catalogue).





By Jenkins Exp(1840's;Ms;Paid[ms];Black). 175.00

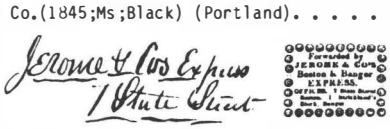
JEROME & COMPANY - 1843

About June, 1843, J.J. Jerome established an express line between Portland, Me., and Boston. At first, the coastwise steamer "Charter Oak" was used to carry the mail from Boston to Portland where it connected with another vessel for Bangor on the Penobscot River. Also, by June, 1844, Jerome had purchased the portion of J.N. Winslow's Express line which operated along the Maine coast, eastward from Portland. Further, Hale & Co's New York to Boston route connected at Boston with Jerome & Co. for destinations in

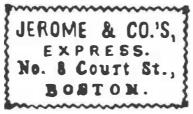


Maine. Jerome had at least five different adhesive labels prepared for use on letters carried by his company.

Jerome & Co.(1845;Ms;Black) (Portland). 50.00



Jerome & Cos Express/7 State Street(1840's;Ms;Black) (used with adhesive label). 165.00

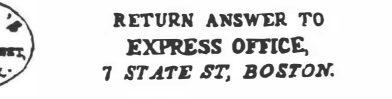




JEROME & CO.'S./EXPRESS./No.8 Court St.,/BOSTON. (1844-48;fancy box 31x17;PAID[box 15x9];Red, Black). 150.00
Same(1844;COLLECT/6-1/4 CENTS[box 16x8,red]) . . .150.00

Company Marking	Date	Type & Size	Rate	Color	Value





Same(1848;Gay & Co oval marking,RETURN ANSWER TO/ EXPRESS OFFICE,/7 STATE ST.BOSTON.[SL-47x24, red]) used with label 175.00
Same(1844-45;Hale & Co.N.Y.or Boston oval[35x21, or 37x20],COLLECT/SIX CENTS/FOR/HALE & CO. [box 24x17,red]). 175.00
Same(1844;PAID[box 15x9,red],Hale & Co.Salem oval [33x20,black]). 175.00

JOHNSON & COMPANY - c.1845

Johnson's & Co's Northern Express carried letter mail on the Harlem & Albany Northern Railroad between its offices in N.Y.C. and Albany. A rectangular adhesive label printed in black on orange-red paper was used on the letter with the manuscript endorsement listed here. No handstamps for this company have been reported to the editors.



Johnson & Co. will/collect $2.75/R.R.O.(1840's;Ms; Black) (used with adhesive label) 175.00

JUDSON ANDREWS & COMPANY - 1845

Judson Andrews & Co. handled and forwarded letter mail by Cunard Line vessels bound for London at Boston in the mid 1840's. No domestic letters transported by this company have been reported.



FORWARDED BY/BOSTON./JUDSON ANDREWS & Co.(1845;oval 39x28;Black). 100.00

KENNEBEC EXPRESS - 1844

The Kennebec Express operated from Boston to and along the Kennebec River in Maine from mid 1844 to 1848. A Mr. Laurence was listed as the proprietor in 1847.



KENNEBEC/OFFICE/No.8 COURT STREET/BOSTON./EXPRESS. (1844-48;DLO-42x28;8[ms];Red) 350.00
KENNEBEC RAILROAD EXCHANGE EXPRESS(1840's;oval--; Red). . . . . ---

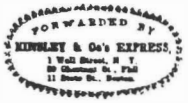
R.B. KINSLEY - c.1848

About 1848, R.B. Kinsley established an express service at Boston. A cover bearing a partly illegible adhesive label printed in black on oxidized orange paper is recorded. The legend reads "FORWARDED BY/ R.B. Kinsley's/ BOSTON,/ FALL RIVER & NEWPORT/ EXPRESS/ OFFICES:/ --Street, Boston./ --Block, Fall River./ --Thames St., Newport". Sometime after Feb., 1848, Kinsley joined with James Gay to form Gay, Kinsley & Co. In 1850, Gay left the partnership and Kinsley continued under the name Kinsley & Co.

Company Marking | Date | Type & Size | Rate | Color | Value

KINSLEY & COMPANY - 1850

After James Gay left in 1850 to form his own company, R.B. Kinsley continued to operate an express service between New York, Boston and Philadelphia during the 1850's. One of the handstamps listed below shows that Kinsley still had an office at Newport, R.I., in 1854.



FORWARDED BY/KINSLEY & Co's EXPRESS,/1 Wall Street, N.Y./80 Chestnut St.,Phil./11 State St.,Boston. (1850's;fancy oval--;Black) 150.00

KINSLEY & CO'S/EXPRESS/17 Court St.,Boston/NEWPORT, R.I.(1854;oval--;By Kinsleys and Co Express/Paid 25 cents/F.D.B.[ms];Black). 100.00

J.W. LAWRENCE - 1844

J.W. Lawrence operated an express service between Boston and Lowell, Mass., in 1844.



J.W.LAWRENCE'S/LETTER OFFICES/8 Court St.,Boston,/ 1 John St.,Lowell.(1844;wavy box 35x14;Red) . .225.00

LEONARD'S EXPRESS - c.1845

Leonard's Express operated from Boston to Worcester, Mass. A handstamped marking is known.

LEONARD'S EXPRESS BOSTON WORCESTER(1840's;shield--; Black) (on cover to Boston) . . . . . ---

LETTER EXPRESS - 1844

On Feb. 22, 1844, Wells & Co. Express was formed by Henry Wells, William Fargo and D. Dunning to serve Buffalo, Cleveland, Detroit and Chicago. This company took over the routes previously controlled by Miller & Co. and Hawley & Co. and soon dominated the express business west of Buffalo. The letter mail carrying portion of the Wells & Co's operation was called simply Letter Express. Five and ten cent Letter Express adhesive stamps in several designs (see Scott Specialized Catalogue) were issued and are seen primarily on mail eastbound from points west of Buffalo. Due to pressure from the U.S. Post Office, the Letter Express ceased to exist in late 1844. No stampless markings are recorded for Wells & Co's Letter Express.

A.S. & W.G. LEWIS - 1847

The marking shown below is illustrated in Blake & Davis. The cover recorded is addressed to Boston. It is not stated whether this independent agency transported mail or whether they acted solely as forwarding agents.



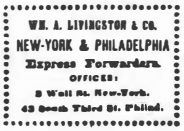
FORWARDED/BY/A.S.& W.G.LEWIS/BOSTON.(1847;oval 40x24; Red). 100.00

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

Company Marking | Date | Type & Size | Rate | Color | Value

WILLIAM A. LIVINGSTON & COMPANY - c.1844

This express company was organized about 1844-46 by William A. and Johnston Livingston to operate between New York and Philadelphia on the same route established earlier



by Harnden & Co. Rectangular adhesive labels printed in black on pale green or pale pink paper were prepared and used on letters carried by this company. No handstamps are recorded.

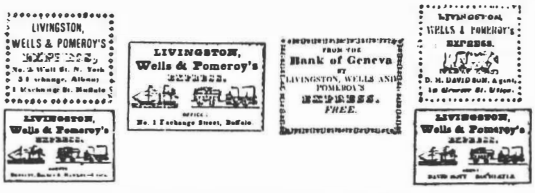
Livingston & Co.(1844;Ms;Black) 50.00

LIVINGSTON, WELLS & POMEROY'S EXPRESS - 1841

In the fall of 1841, Crawford Livingston and Henry Wells joined George E. Pomeroy as partners in Pomeroy & Co. which Pomeroy had founded a few months earlier to operate from Albany to Buffalo, N.Y., via Auburn, Geneva, Rochester and Batavia. Pomeroy's Express to Canada operated from the

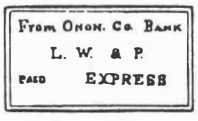


office at 158 Exchange St. in Buffalo. By the spring of 1844, Pomeroy & Co. was well established and was fully in control of the New York-Albany-Buffalo express route, connecting with Wells & Co's Western Express for points west of Buffalo, with Smead's Canada Express for points north of Rochester, with Thompson & Co's Eastern Express from Albany to Boston, and with Virgil & Co. from Troy to Montreal. On April 27, 1844, George Pomeroy (yielding to the stress of government lawsuits for handling letter mails in competition with the U.S. Post Office) dissolved the partnership firm of Pomeroy & Co. It was succeeded by Livingston, Wells & Pomeroy with the designated legal partners, Crawford Livingston, Henry Wells and Thaddeus Pomeroy, though George Pomeroy retained an interest. On April 9, 1845, Pomeroy withdrew and the firm became Livingston, Wells & Co. On Nov. 9, 1847, it became simply Wells & Co. and on March 18, 1850 it became a part of the American Express Co. A number of rectangular adhesive labels (printed in black on paper



tinted in various colors) were prepared for use on letters carried by Livingston, Wells & Pomeroy during 1844-45.

L.W.& P.(1844-45;Ms;Black). 50.00



From ONON.CO.BANK/L.W.& P./PAID EXPRESS(1845;DL box 31x17;Red). 175.00

LIVINGSTON, FARGO & COMPANY - 1845

In 1845, Crawford Livingston and William G. Fargo formed Livingston, Fargo & Co. at Buffalo to operate westward from Buffalo and northward into Canada West (now Ontario) with

Company Marking Date Type & Size Rate Color Value

offices in Canada at Clifton and Toronto. Livingston, Fargo & Co. merged in 1850 with Wells, Butterfield & Co. to form the American Express Co. Covers bearing printed adhesive labels with the legend Livingston and Fargo's American Express Co. are recorded from the years 1850-52. (See American Express Co.)

LIVINGSTON & WELLS - 1845

On April 9, 1845, Livingston, Wells & Pomeroy's Express became Livingston & Wells Express when George Pomeroy retired from the firm. In late 1847, it became Wells & Co's





Express. A number of adhesive labels printed in black on various tinted papers were prepared and used on covers carried by Livingston & Wells Express.

Livingston,Wells & Co.(1845;Ms;Black) 50.00

LONGLEY & COMPANY - 1845

Longley & Co's Portland Express was operating between Saco, Me., and Boston by late 1845. By 1852, their express services extended to most of the towns situated along the railroads in Maine. Longley & Co. connected at Boston with Gay's Express for New York. Longley took in John Hall as a partner in 1848 and bought back his interest in 1852. The company continued until early 1853.



Rectangular adhesive labels printed in gold on dark blue glazed paper and circular die-cut adhesive labels printed in red on white paper were prepared and used on letters carried by Longley & Co.



LONGLEY & CO'S Express,/PORTLAND OFFICE./10 State St. Boston.78 Exchange St.Portland.(1846;SL-75x11; Black) used with Gay's Express marking & label.300.00

LUFKIN'S EXPRESS - c.1850

Lufkin's Express was established at Boston to serve small towns north of the city of Boston. Rectangular adhesive labels printed in black on pale red paper were prepared and used on letter carried by Lufkin. The legend reads, "Forwarded by/ LUFKIN'S/ Boston, Essex, Wenham, & Hamilton Express./ OFFICES. 7 State Street, Boston,/ At H.C. Cogswell's, Essex./ At Rail-Road Depot, Wenham./At " " Hamilton". No handstamps are recorded for this company.

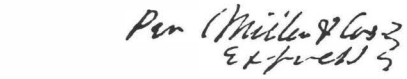
MARBLE'S EXPRESS - c.1850

A cover bearing an adhesive label printed in black on orange paper is recorded with the legend, "MARBLE'S/ No. Easton, So./ Easton & Easton/ EXPRESS,/ Office, 34 Court Sq./ BOSTON./ Leave at 11 and 3:30 P.M.". No handstamps from this express company have been reported to the editors.

MILLER & COMPANY - 1843

Miller & Co. began advertising their express service westward from Buffalo "For Detroit, Michigan, Chicago and intermediate ports" in the "Buffalo Commercial" on March 7, 1843. Later, similar ads appeared in two Erie, Pa., newspapers (Perry, PP28, 1936). Miller & Co. was taken over by Wells & Co. in Jan. 1844.

Company Marking Date Type & Size Rate Color Value



Per Miller & Cos./Express(1843;Ms;Black). 125.00

C. MILLS & COMPANY - 1833

This company forwarded mail at N.Y.C. during 1833-35. (See Maritime Mail Forwarders listing.)

FORWARDED/BY/C.MILLS & CO./NEW YORK.(1833-35;oval 50x41,NOR;Red). 225.00

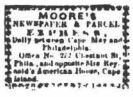
OLIVER P. MILLS - 1845

Oliver P. Mills forwarded letter mail at N.Y.C. in about 1845.

FORWARDED BY/OLIVER P.MILLS/NEW-YORK.(1845;DLO-38x25; Red). 250.00

MOORE'S EXPRESS - c.1849

An adhesive label printed in black on light green paper was used on letter mail by Moore's Newspaper & Parcel Express on its daily service between Philadelphia and Cape May, N.J. The recorded cover is from 1849 and bears the manuscript rate "7¢" in addition to the express label.





(Moore's Express)(1849;paper label;7¢[ms];Black). . .125.00

MORRILL & COMPANY - 1875

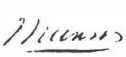
Morrills & Co's Express operated from Boston to Nashua, Milford, Wilton and Greenfield, N.H., in the mid 1870's (Blake & Davis, BPM, p.92). The listing and illustration below are taken from a stampless money letter (Milford to Nashua, Aug. 9, 1875).



MORRILL & CO's/BOSTON,NASHUA,/Wilton and Greenfield/ EXPRESS/BOSTON OFFICE/75 KILBY ST.(1875;DL box 32x24;Magenta). 75.00

MUNRO'S EXPRESS - 1852

In 1852, this express operated between New York and New Bedford, Mass. Adhesive labels printed in black on yellow paper were used on letters carried by Munro's Express.





Munro(1852;Ms;Black) used with label. 85.00

NATIONAL EXPRESS COMPANY - 1855

The National Express Company was formed in the spring of 1855 to handle routes extending from New York to Albany and Saratoga, to Rutland, Vermont, and to Montreal. Pullen, Virgil & Company and Johnson & Company were absorbed into the National Express Company. Envelopes with several different printed and/or embossed designs were prepared to

Company Marking | Date | Type & Size | Rate | Color | Value

enclose letter mail transported by this express; these are



listed below. In addition, adhesive labels printed in black on orange paper were used on some covers.





* NATIONAL EXPRESS CO./NEW YORK,/(locomotive and cars) /TROY,/ MONTREAL & QUEBEC * (1857;emb DLO---; Blue) 100.00

NATIONAL EXPRESS CO./(locomotive and cars)/NEW YORK, TROY, & MONTREAL (185-; embossed DLO---;Blue) .100.00



NATIONAL EXPRESS CO./NECo=(monogram)(185-;DLO,garter design----;Violet). 100.00

Same/with added orange label (FORWARDED/BY/[dog guarding freight]/THE/NATIONAL EXPRESS Co. in DL rectangle) 125.00



NATIONAL EXPRESS CO.(185-;in emb fancy scroll;Blue) .100.00



(locomotive and cars)/NATIONAL/EXPRESS CO./-----/ $-----/From-----(185-;printed in black at left of large brown envelope)(money letter). 50.00

NEW JERSEY EXPRESS COMPANY - 1858

The New Jersey Express Company operated in and about 1858 between Newark and New Brunswick, New Jersey, and New York City. Envelopes with embossed oval designs featuring a horse's head at center were prepared and printed in several different colors to enclose messages carried by this company. Examples are recorded for the foreign mails to Liverpool and for domestic delivery.





(scrollwork)NEW JERSEY(scrollwork)/(horse's head)/ EXPRESS Co. (1858; embossed DLO---;Blue or Green). 50.00

Same/for the British Mail to Liverpool 125.00

NEW JERSEY EXPRESS COMPANY/(horse's head)(1858;embossed DLO(garter design)---;Red). 65.00

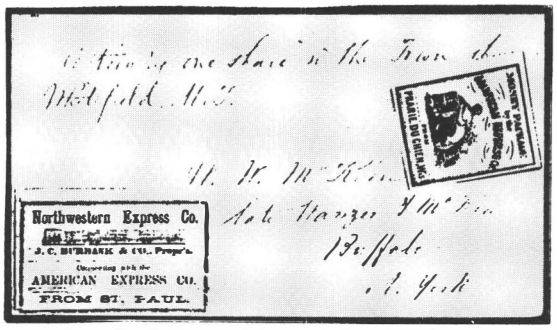
Company Marking | Date | Type & Size | Rate | Color | Value

NILES & COMPANY - c. 1845

Niles & Company's Express operated in Massachusetts within the area north of Boston about 1845. The recorded cover bears an adhesive Niles & Company label printed in gold on black paper and is addressed to West Newbury, Massachusetts. It bears no handstamps or other postal markings.

NORTHWESTERN EXPRESS COMPANY - 1854

This company was formed in 1854 by J.C. Burbank et al. to operate an express service between St. Paul, Minnesota and Galena, Illinois. In 1857, the route was extended to Prairie du Chien, Wisconsin. In 1863, the routes south of St. Paul were sold to the American Express Company. Adhesive labels were prepared (printed in black on orange



paper) for use on letters carried by this company. Such labels bear the legend "Connecting with the AMERICAN EXPRESS CO." and may appear in combination with the American Express Co.'s Money Package labels.

ODLIN'S EXPRESS - c. 1861

Odlin's (or Oldin's, testa Massachusetts Historical Society) Exeter Express was located at 33 Court Square in Boston both prior to 1861 and after the war in 1865. During the war years (1861-64), it was located at 8 Court Square, during which time a rectangular label (printed in black on bright orange paper) with the legend "ODLIN'S EXPRESS,/8 COURT STREET,/BOSTON." was prepared for use on letters carried by this company. Reportedly, the recorded cover is addressed to a roving Civil War photographer at Exeter, New Hampshire, and originally may have borne a U.S. postage stamp in addition to the described label.

OVERTON & COMPANY - 1844

In 1844, Overton & Company carried mail between its offices in New York and Boston, and from New York to Albany. In addition to the two oval handstamps listed below, circular adhesive stamps were prepared for use on letters carried by Overton & Company (see Scott Specialized Catalogue). These stamps sold for six cents each, twenty for one dollar, and represented the single charge for transport of a letter.



FORWARDED/BY/OVERTON & CO./29 1/2 STATE STREET/BOSTON. (1844;oval 34x21;PAID,5, 6;Red or Black). . . .175.00

Same/with oval AMERICAN LETTER MAIL COMPANY marking 225.00

FORWARDED/BY/OVERTON & CO./3 BROAD STREET/NEW YORK (1844; oval 34x21;Red or Black) 200.00

Same/both oval Overton handstamps on one cover . .225.00

PAGE & COMPANY - c. 1850

Apparently this express company operated about 1850 between Boston and Gloucester, Massachusetts. An adhesive label printed in black on orange paper with the legend "PAGE

Company Marking Date Type & Size Rate Color Value

& CO.'S/(rule)/GLOUCESTER/EXPRESS./Office--32 Court Sq.,/ BOSTON"(in fancy DL frame) is recorded on cover.

PARKER'S EXPRESS - 1863

An adhesive label (printed in black on orange paper) with the legend "FORWARDED BY/PARKER'S EXPRESS/COMPANY./(rule)/ FROM THE/ARMY OF THE MISSISSIPPI./-----" is recorded on a large, elaborately printed envelope with a fancy PARKER'S EXPRESS COMPANY (in arc) over a large eagle design. The contents, dated in 1863, confirm that this company operated during the war years.

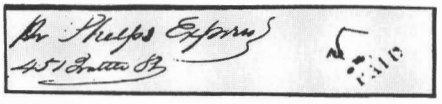
AARON H. PALMER - 1829

Aaron H. Palmer operated an express service at New York in and about 1829, handling and forwarding letter mail.

FORWARDED BY/AARON H. PALMER,/NEW-YORK (1829; fancy box 47x27; Black) 350.00

PHELPS EXPRESS - 1846

Blake and Davis record a cover carried by Phelps Express from Boston to Northboro, Massachusetts (BPM, p. 92).



per Phelps Express/45 Brattle St. (1846;Ms;Red;PAID in Blue. 50.00

POMEROY & COMPANY - 1841

In the spring of 1841, George E. Pomeroy founded Pomeroy & Company to provide a service between Buffalo and Albany, New York, to handle small packages, samples, and bank note shipments. Initially, he failed to secure a Post Office contract to handle the mails. In the fall of 1841, Crawford Livingston and Henry Wells joined the firm and the route was extended from Albany to New York City. The new partnership handled letter mail in addition to their package express services on a bi-weekly schedule. By the spring of 1844, Pomeroy & Company was well established and was fully in control of the New York-Albany-Buffalo express route, connecting with Wells & Company's Western Express for points west of Buffalo, with Smead's Canada Express for points north of Rochester, with Thompson & Company's Eastern Express from Albany to Boston, and with Virgil & Company from



Troy to Montreal. On 27 April 1844, George Pomeroy (yielding to the stress of government lawsuits for handling letter mails in competition with the U.S. Post Office) dissolved the partnership firm of Pomeroy & Company. It was succeeded by Livingston, Wells & Pomeroy with the designated legal partners, Crawford Livingston, Henry Wells and Thaddeus Pomeroy, though George Pomeroy retained an interest. On 9 April 1845, Pomeroy withdrew and the firm became Livingston, Wells & Company. On 9 November 1847, it became simply Wells & Company and on 18 March 1850 it became part of the American Express Company. During the 1840's, Pomeroy & Company was one of the most active and important eastern inter-city express companies. From 26 June 1844, the related firm, Pomeroy's Letter Express, handled the letter

Company Marking Date Type & Size Rate Color Value

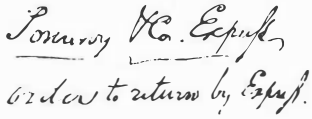
carrying portion of the business. Engraved adhesive stamps (printed in black on yellow paper) were prepared for use on letter mail. The rate from Buffalo to New York was five cents if prepaid by their adhesive or six and one-quarter cents if sent collect. Later, additional adhesive stamps were issued (same design), printed in blue, black, red, lake, and orange inks (see Scott Specialized Catalogue).





POMEROY & CO./(locomotive)/EXPRESS. (May 1842;oval 30x22; Black)(Type 1) 750.00

OFFICE OF/POMEROY & Co-/EXPRESS. (October 1842; negative DO 31x26;Red)(Type 2). 750.00



Pomeroy & Co. Express/order to return by Express. (1843;Ms;Black) 50.00



POMEROY & Co-/PAID/EXPRESS (November 1843-January 1844; C-33;Red)(Type 3 - used at New York). . .150.00



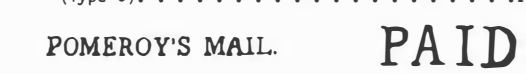
FORWARDED/BY/POMEROY & CO./EXPRESS./FROM/ALBANY. (1843;C-33;Red)(Type 4-A1). 175.00
Same/AUBURN. (1843;C-33;Red)(Type 4-Au). 175.00
Same/NEW YORK. (1843;C-33;Red)(Type 4-NY). 150.00
Same/UTICA. (1843;C-33;Black or Red)(Type 4-U) . .150.00



FORWARDED/BY/POMEROY & COs./EXPRESS/FROM/ALBANY (1842-44;C-32;Red)(Type 5-A). 150.00
FORWARDED/BY/POMEROY & COs./EXPRESS/FROM/BUFFALO (1842-44;C-32;Red)(Type 5-B). 150.00



POMEROY'S/MAIL (July-August 1844; arc 22x10; Red) with COLLECT/6-1/4 Cts./ALBANY/OFFICE.(in fancy box 17x11)(Type 6). 125.00
Same/with COLLECT 6-1/4 Cts./NEW YORK/OFFICE. (1844;arc 22x10; collect marking 17x11;Red) (Type 6). 125.00



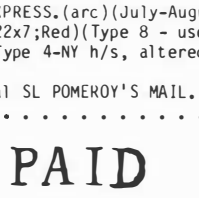
POMEROY'S MAIL. (July-August 1844;SL 35x3;PAID 22x7; COLLECT 18x3;Red)(Type 7) 175.00
Same/with COLLECT 6-1/4 Cts./NEW YORK/OFFICE. (box) 175.00

Company Marking	Date	Type & Size	Rate	Color	Value

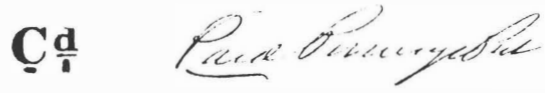
POMIROY'S MAIL (1844;SL 35x3;PAID;Red)(misspelled - used at Auburn, N.Y.. . . . . .200.00



(arc)POMEROY & COs./EXPRESS.(arc)(July-August 1844; 2SL 33x21;PAID 22x7;Red)(Type 8 - used at NYC .175.00
(Note: This is Type 4-NY h/s, altered or cut-down.)
Same/with additional SL POMEROY'S MAIL. (Type 7 + 8). 200.00



PAID (1844;SL 22x7;Red) with additional Ms endorsement "Per L.W. & Pomeroys Ex" in black 50.00



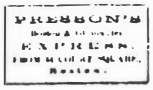
Cd-. (1844;SL 12x9;Red) with "Paid Pomeroy's Post" in manuscript (? "Collected." ?) 100.00



COLLECT 6-1/4 Cts./NEW YORK/OFFICE. (1844;fancy box 17x11; 6;Red)(no Pomeroy's company marking) . . 35.00

PRESSON'S EXPRESS - 1874

Apparently Presson's Express operated in 1874 between Boston and Gloucester, Massachusetts. A stampless cover of this date is recorded with an adhesive label (printed in



black on light green paper) bearing the legend "PRESSON'S/ Boston & Gloucester/EXPRESS./FROM 34 COURT SQUARE,/Boston." in a double-line rectangular frame.

MR. PRINCE'S EXPRESS -1782

This marking is attributed to an express service operating at Charleston, South Carolina, in the early 1780's. No further information is recorded.

Pr. Mr. Prince's Express (1782;Ms;Black). . . . . ---

PRINCE'S LETTER DISPATCH - 1861

An express service between Portland, Maine, and Boston Massachusetts, was established by J. H. Prince of Portland circa 1861. Each night, a messenger travelling by steamer, transported letter mail from Portland to Boston. Engraved adhesive stamps were prepared and used on covers carried by this express courier (see Scott Specialized Catalogue). No value was expressed but the rate was likely five cents per single letter.

PULLEN & COPP'S EXPRESS - 1843

Pullen & Copp's Express was established at New York City in the spring of 1843 (early 1842, testa Lowe, V, p. 111) for transport of mails via the Hudson River steamboats from New York to Albany, Troy, and Saratoga Springs, connecting at Albany and Troy with Virgil & Howard's Express for Burlington, Vermont, Plattsburgh, New York, Lake Cnamplain to Saint-Jean, Quebec (on the Richelieu River), by stage to Laprairie, Quebec, and across the St. Lawrence River to Montreal (RL, V. p. 111). Shortly afterward, the route was divided with Pomeroy & Company and Copp retired from the company.

Company Marking	Date	Type & Size	Rate	Color	Value



Adhesive labels picturing a steamer were prepared and printed in black on rose paper for use on letters carried by Pullen & Copp (1843).



FORWARDED BY/PULLEN & COPP'S./EXPRESS/FROM ALBANY. (1843;oval 40x28;Red) 225.00
FORWARDED BY/PULLEN & COPP's./EXPRESS/FROM NEW-YORK. (1843;oval 40x28;Red) 225.00

PULLEN & COMPANY - 1843

After Copp retired, Major Pullen reorganized the company with E.L. Stone as partner to continue the routes. The new firm operated as Pullen & Company's Express with offices in



New York, Troy, and Saratoga, New York. Adhesive labels were prepared and printed in black on green glazed paper. These are similar to those used by its predecessor Pullen & Copp.

PULLEN, VIRGIL & COMPANY - 1844

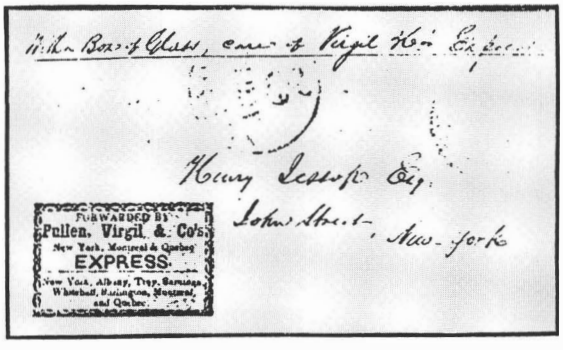
Later, Pullen & Company combined with Virgil & Company to form Pullen, Virgil & Company (in 1844, testa Lowe, V, p. 111). The routes were extended to Whitehall, Burlington,



Montreal and Quebec. Two or more adhesive labels (printed in black on red or orange) are recorded on covers carried by Pullen, Virgil & Company.



PULLEN, VIRGIL & Cos--/16/WALL ST-/EXPRESS. (1852; DLO 34x26; Red). 100.00



Company Marking | Date | Type & Size | Rate | Color | Value

A. ROBERTS & COMPANY - 1844

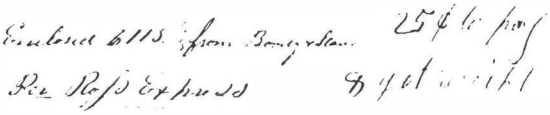
In 1844, A. Roberts & Company operated an express service, the Eastern Letter Express, from Boston, Massachusetts, northward into New Hampshire and Maine.



FORWARDED/BY/A. ROBERTS & Co.'s/EASTERN LETTER EXPRESS (1844;DLO 43x28;Black). 250.00

ROSS EXPRESS - 1848

In 1848, Ross Express, a one-man operation, carried letter mail between Worcester, Massachusetts, and Providence, Rhode Island, on the railway.



Per Ross Express/25¢ to pay/& get receipt (1848;Ms; Black)(money letter, Worcester to Providence) . 50.00

SARGENT & COMPANY - 1850

Sargent's Lowell and Boston Express operated from 1850 to 1855 or later from Boston to Lowell on the railway. In addition to the handstamped markings listed below, adhesive

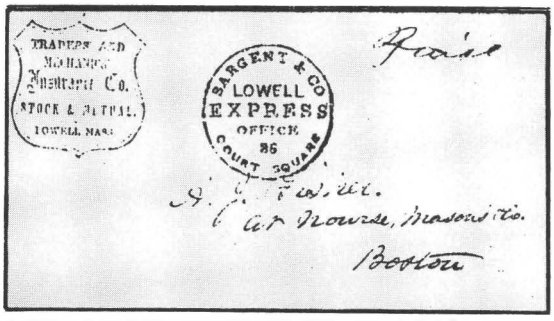


labels printed in black on orange glazed paper were prepared and used on letters carried by this company.



FORWARDED BY/SARGENTS/LOWELL & BOSTON/EXPRESS (1850; oval rimless stencil 46x26;Black) 850.00



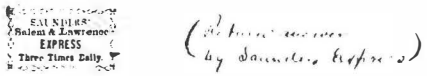


SARGENT & CO/LOWELL/EXPRESS/OFFICE/35/COURT SQUARE (185-;C-33;Ms Paid;Black) 275.00

Company Marking | Date | Type & Size | Rate | Color | Value

SAUNDER'S EXPRESS - c. 1860

Saunder's Express operated for a brief period in the early 1860's between Salem and Lawrence, Massachusetts, and northward into New Hampshire. Rectangular adhesive labels printed in black on yellow paper were used on letters carried by this company.

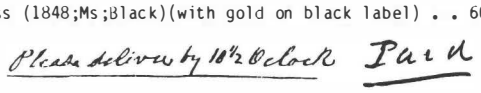


(Return answer/by Saunders Express)(186-;Ms;Black) (with black on yellow adhesive label) 150.00

SAVORY & COMPANY - 1848

By 1848, Savory & Company's Boston and Salem Express had been established to carry letter mail between Boston and Salem, Massachusetts. This express continued to operate into the war years and, apparently, was still in existence in 1879 as Blake and Davis report the octagonal handstamp listed below on a cover containing legal papers late in December of that year (BPM, p. 92). At least two different adhesive labels printed in black on orange glazed paper, another on red, and one printed in gold on black paper were prepared and used on letter mail carried by Savory & Company.

Express (1848;Ms;Black)(with gold on black label) . . 60.00



Please deliver by 10 1/2 O clock/Paid (c. 1848;Ms; Black)(with black on orange adhesive label) . . 75.00

By Express/to be delivered before 12 O'Cl. May 22 (c. 1850;Ms;Black; "15 cts. due" in pencil) (with label). 75.00

(Note: see Thompson's Express listing for patriotic cover with handstamped Thompson's Express marking in combination with a Savory & Company adhesive label.)



RETURN GOODS BY/SAVORY & CO.'S/SALEM EXPRESS,/LEAVES/ 32 COURT SQUARE./11.30 A.M. - 2.30 & 3.30 P.M. (1879;DL octagon 49x32;Magenta;Ms "Savory's Ex $1.15 paid") 50.00

SHATTUCK & SMYLIE'S EXPRESS - 1851

In 1851, Shattuck & Smylie's Philadelphia & Easton Package Express was established to carry "Checks, Notes, Drafts, Bills for Collection, Jewelry and all light valuable Parcels" between Philadelphia and Easton, Pennsylvania. Large adhesive labels printed in black on light green paper were prepared and used on covers carried by Shattuck & Smylie's Express.

SMEAD'S CANADA EXPRESS - c. 1844

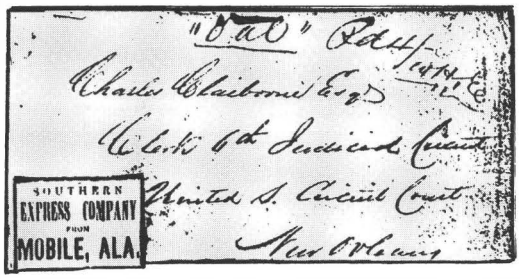
Smead's Canada Express connected with Pomeroy & Company at Rochester, New York, to handle letters addressed to points north of Rochester and into Canada (see Pomeroy & Company).

SOUTHERN EXPRESS - 1861

The Southern Express was founded by Henry B. Plant in 1861. During the war years this company transported "Valuable" or money letters throughout the South (also connecting with Adams Express for "through the lines" letters). After the war, Southern Express continued to provide valuable letter service (using imprinted postal stationery envelopes or large express company envelopes) as late as mid-August 1869. In late 1865, this company handled and transported much letter mail and express parcels during the interim period when the United States Post Office had not yet restored service

Company Marking | Date | Type & Size | Rate | Color | Value

to many southern destinations. Some of these express-carried letters are stampless and bear adhesive labels (printed in black on orange glazed paper) from their offices in Columbus (Georgia), Memphis, Mobile, and New Orleans. The rates charged for such letters by Southern Express were expressed in "bits".



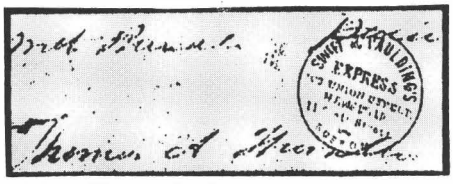
"Val" Pd 4/- WHE (1865;Ms;Black)(Mobile printed label, transporting court papers to New Orleans) . . . 75.00
Same/New Orleans office (parcel wrapper, with printed label). 75.00
Same/Memphis or Columbus, Georgia (with label) . . 75.00

STATEN ISLAND EXPRESS POST - 1849

In 1849, this express was established at Stapleton on Staten Island by Hagadorn & Company to handle letter mail to New York City. The Staten Island Express Post connected with Boyd's City Express for local delivery in the city. Adhesive stamps in the values of three and six cents were prepared and issued for use on letters carried by this service (see Scott Specialized Catalogue).

SWIFT & PAULDING'S EXPRESS - c. 1850

This company operated between Boston and New Bedford, Massachusetts, about 1850.



SWIFT & PAULDING'S/EXPRESS/122 UNION STREET,/NEW BEDFORD./11 State Street,/--*--/BOSTON. (185-; C ---;Ms "With Bundle", "Paid";Black) 100.00

THOMPSON'S EXPRESS - 1844

In 1844, J. M. Thompson purchased an express route from Harnden & Company to operate between Boston and Albany via Springfield, Massachusetts. Several different adhesive labels (printed in black on pale green or blue paper) were prepared and used on covers carried by Thompson's Express. Further, by the early 1850's, printed company envelopes with an oval allegorical design were used to enclose letters transported by this company.



Thompson's Express (1844;Ms;Black). 100.00



FORWARDED BY/THOMPSON/& CO'S/EXPRESS/FROM/SPRINGFIELD (1843-45;C-38;Red or Black) 150.00

THOMPSON & CO/EXPRESS (1844;SL 27x2;Black). 250.00

Company Marking | Date | Type & Size | Rate | Color | Value



THOMPSON & Co's. EXPRESS (1852; oval printed design; Ms Free or Paid; Black) 125.00



paid H.D. (1853;Ms;Black)(with printed label on green paper)(money letter, Boston-Ludlow]). 75.00



$2.20 Paid Through (1854;Ms;Black) (with American Express Co. label on orange; Thompson & Co's label on blue; western money letter to Salisbury, Ct.) 150.00



Thompson & Co. (1861;Ms;Black) (on package wrapper, with printed label on green paper). 75.00
Same/(1861;Ms;Black) on patriotic cover with additional Savory & Company's Express label on reverse. 150.00

TURNER'S AMERICAN EXPRESS - 1859

From about 1859, Turner's American Express operated to/from No. 3 Court Square in Boston via coastwise steamers to St. John, New Brunswick. Only a very few covers carried by this express company are known. Evidently there was an office in New York City, as one of the recorded covers was delivered at New York without additional express or postal markings.

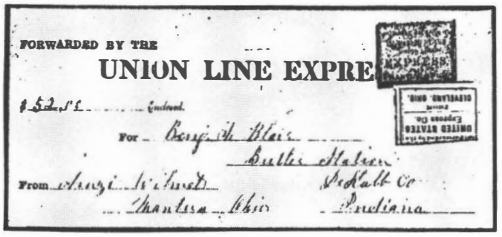


TURNER'S AMERICAN/EXPRESS,/No. 3 Court/Square./BOSTON. (1859-64;C-33 1/2;Black). 750.00

UNION LINE EXPRESS - c. 1865

The Union Line Express was one of those in the business of transporting money letters during the war years. Adhesive labels (printed in black on orange paper) and printed money letter envelopes were prepared for use by this company, as shown by the example illustrated below. This money letter was forwarded from the Union Line Express office at Mantua, Ohio, connecting at Cleveland, Ohio, with the United States Express Company for delivery in Indiana.

Company Marking Date Type & Size Rate Color Value



FORWARDED BY THE/UNION LINE EXPRESS .... (c. 1865; printed money letter envelope with adhesive labels; Black). 150.00

UNITED STATES EXPRESS COMPANY - 1854

In 1854, the United States Express Company was organized to operate routes in Western New York. It prospered and expanded throughout the Midwest and became one of the largest and most active express companies. In addition to the handstamps illustrated below, large money letter printed envelopes and a variety of adhesive labels (printed in black on green or orange paper) were prepared and used at their various offices for money letters and on other stampless covers carried by this company. The United States Express Company was still operating as late as the 1870's and early 1880's.



UNITED STATES/EXPRESS COMPANY./VIA NEW YORK AND ERIE RAIL ROAD./(rule)/Buffalo, Dunkirk, Cincinnati,/ St. Louis, Cleveland & Chicago./(wavy rule)/ MARION, Ohio. (185-;Ms "25";printed label, black on green)(Type 1) 150.00
Same/WHITE PIGEON, MICH. (1856; black on green label). 150.00

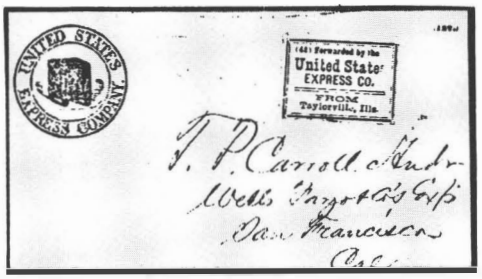




Forwarded by the/United States/EXPRESS CO./(rule)/ FROM/CHICAGO, Ills. (186-; printed label, black on green; Ms endorsements;Black) (Type 2) . . .100.00
Same/with additional Adams Express Company label (black on red) imprinted official envelope. . .225.00
Same/CINCINNATI, O. (1860;Ms "Pr. Express";Black).100.00
Same/HANNIBAL, Mo. (186-;Ms "$44.06 Paid";Black).100.00
Same/MUSCATINE, Iowa. (186-;Ms "Deliver promptly"; Black). 100.00
Same/Rochester (186-;Ms "By Express";black on orange label) (money letter). 100.00
(44) FORWARDED BY THE/UNITED STATES/EXPRESS CO./ (rule)/FROM/Bellefontaine, Ohio. (186-;printed label, black on green;Ms endorsements; Black) (Type 3). 100.00
(Type 3 varies in type style, u/l case border, rules)
Same/Cincinnati,Ohio. (186-;Ms endorsements;Black)100.00
Same/Cincinnati, O. (on United States Express Company printed money letter envelope;Ms "Paid 4/-";Black) 125.00
Same/Cincinnati, O. (on Adams Express Company printed money letter envelope; 1864). 150.00
Same/CLEVELAND, OHIO (on Union Line Express printed money letter envelope, c-1865). 150.00
Same/COCHECTON,/N.Y.(186-; orange on black label).125.00
Same/Des Moines, Iowa.(c. 1875;Ms "By Ex", "Collect"etc.;Black; black on green label). . .100.00
Same/ELDORA, Iowa.(1878;black on green label). . .100.00
Same/Homestead, Iowa.(1866;black on green label) .100.00
Same/LEXINGTON, Ill.(186-;black on green label). .100.00
Same/Marysville, O.(Italic)(186-;black on green) .100.00

Company Marking Date Type & Size Rate Color Value

Same/PERRYSBURG, OHIO (186-;black on green). . . .100.00
Same/PLYMOUTH, O. (on United States Express Company printed money letter envelope; 186-; Ms "Paid 30") 125.00
Same/St. Louis, Mo. (186-;Ms "By/U.S. Express/ via Springfield/Ohio";Black)(money letter). . .100.00
Same/St. Louis, Mo. (on Adams Express Company printed money letter envelope; 186-;Ms "Ex 4/-"; Black) with additional Adams Express Company printed label (black on yellow/Rolla,Missouri).225.00
Same/Spirit Lake,Iowa.(1886; black on green label)100.00
Same/Steamb't Rock,Iowa(186-;black on green label)125.00



Same/Taylorville, Ills.(186-;black on green label; with printed corner card. 150.00



UNITED STATES/(orn.)/Express Company/(orn.)/ JACKSONVILLE, ILL.(187-;C-50;C.O.D.,COLLECT RETURN CHARGES; Violet) 125.00

UNITED STATES AND CANADA EXPRESS - 1850's

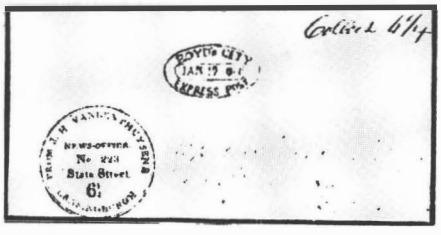
In 1846, Cheney & Company's Express was renamed Cheney & Company's United States & Canada Express. Later, it combined with Fiske & Company to become Cheney, Fiske & Company. Eventually, during the 1850's, the name was shortened to the United States and Canada Express. Printed envelopes with the revised name were prepared and used by this company for transporting money letters.



Valuable/---"---(185-;Ms;Black;"Paid"in pencil;printed envelope) 60.00

VAN BENTHUYSEN'S NEWS OFFICE - 1845

This express mail service operated between Lansingburgh, New York, and New York City in and about 1845. The cover illustrated below was turned over to Boyd's City Express Post for delivery upon arrival at New York.



FROM J. H. VANBENTHUYSEN's/NEWS-OFFICE./No. 223/State Street/6-1/4/LANSINGBURGH. (1845;DLC-33-1/2;Ms "Collect 6-1/4";Black)(with Boyd's oval h/s). .200.00
Same/with "PAID" in place of "6-1/4" 200.00

Company Marking | Date | Type & Size | Rate | Color | Value

VICKER'S EXPRESS - 1854

In 1854, John J. Vickers organized an express service to operate over the Northern Railway. Vicker's Express was active also over various railways in Ontario, including parts of the Canadian Pacific Railway. In 1888, John Vickers sold out to The American Express Company.

VIRGIL & COMPANY - 1844

In 1844, Virgil & Company carried letter mail between New York City and Burlington, Vermont, evidently connecting at Burlington with Virgil & Howard's Express for the Lake Champlain mails to points in Canada. Adhesive labels printed in black on yellow paper were affixed to letters carried by Virgil & Company.



Collect 4/- (1844;Ms;Black)(with printed label) . . .200.00

VIRGIL & HOWARD'S EXPRESS - 1843

In 1843, Pullen & Copp's Express connected at Albany and Troy, New York, with Virgil & Howard's Express which operated from those cities to Burlington, Vermont, and Plattsburgh, New York, on Lake Champlain; to St. Johns (St. Jean), Quebec, on the Richelieu River; by stage coach to Laprairie, Quebec; and across the St. Lawrence River to Montreal (testa Lowe, V, p.111). About 1844, these routes and companies were consolidated as Pullen, Virgil & Company's New York, Montreal & Quebec Express, and subsequently the service was extended to Toronto.

WALES' EXPRESS - 1851

This express service operated between Boston and Beverly, Massachusetts, in and about 1851. Rectangular adhesive labels (printed in gold on black glazed paper) with the legend "WALES'/Boston & Beverly/EXPRESS./Office No. 10 Court Sq.,/ BOSTON." within an ornamental border were used on letters carried by this company.

paid (1851;Ms;Black)(with printed label). 200.00

WALKER & JACKSON'S PORTSMOUTH EXPRESS - 1844

In the 1841 report of the PMG, Walker & N. H. Conant were listed as operating on the Boston-Portsmouth route. Evidently, by 1844, this company became Walker & Jackson's Express. Later, it became Jackson & Company's Express.

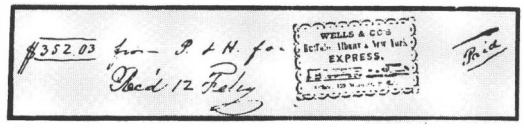
WALKER & JACKSON'S/--*--/OFFICE,/No. 8 Court St.,
Boston./--*--/PORTSMOUTH EXPRESS. (1844; oval
38x20;Red). 200.00

WELLS & COMPANY - 1844

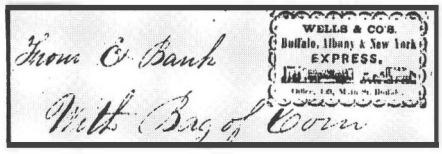
In early 1844, Charles H. Miller's Western Express lines (Miller & Company) were taken over by Henry Wells, Dan Dunning, and William G. Fargo and advertisements for Wells & Company's Buffalo, Cleveland, Detroit and Chicago Express began to appear in the BUFFALO COMMERCIAL and other newspapers. Wells & Company's Western Express connected with Pomeroy and Company at Buffalo. On 27 April 1844, Pomeroy & Company became Livingston, Wells & Pomeroy. On 9 April 1845, Pomeroy withdrew and the firm became Livingston, Wells & Company. As late as mid-1845, it is apparent that Wells & Company's Western Express was an independent company, as their advertisements (with the three original partners' names listed) continued to appear after these mergers. In late 1847, after the death of Crawford Livingston, Livingston, Wells & Company became simply Wells & Company. Evidently, at this time, Wells & Company's Western Express was consolidated with the new Wells & Company. This express service continued over the route from New York City to Albany and Buffalo, New York, until March 1850, when Wells & Company was absorbed by the American Express Company. In addition to the handstamped marking listed below, rectangular adhesive labels printed in black on orange, pale blue, red, or yellow paper were prepared and used on money letters transported by Wells & Company.

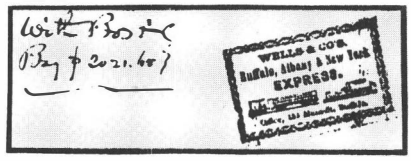


WELLS & CO'S/EXPRESS MAIL/FROM/CHICAGO.(1844;DC-17-1/2;Ms "6-1/4" and "Collect" in pencil; Ms "by Express";Black 375.00



$500.00 from P. & H. for/Paid (1848-49;Ms endorsements [amount varies];with printed label on orange or yellow paper)(money letter) 175.00

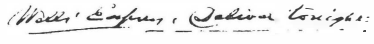




From Ex Bank (or) With Box &/Bag $2021.68 (Endorsements vary)(1848-49;Ms;Black)(with paper label)175.00

WELLS' AMESBURY AND BOSTON EXPRESS - c. 1865

This express service operated between Boston and Amesbury Mills, Massachusetts, during the post-war years. The adhesive label (printed in black on yellow paper) on the money letter listed below reveals that dispatches left twice daily at "2 and 4 1/2 o'clock".



Wells' Express . Deliver tonight. (1864;Ms;Black)(on cover from Boston, addressed to Amesbury) . . . 75.00



Per Well's Express/Paid (1868;Ms endorsements;Black) (with printed label). 125.00

WELLS, BUTTERFIELD & COMPANY - c. 1845

Sometime before 1850, Wells, Butterfield & Company began to operate on routes west of Buffalo, New York. In 1850, this company merged with Livingston, Fargo & Company to form the American Express Company which became one of the most successful of the eastern express companies. For several years (post-1850), printed labels bearing the legend "American Express Co." at the top and "Wells, Butterfield & Co." at the bottom were in use on western routes (see the illustration under American Express Company).

WHALL'S EXPRESS - late 1850's

Whall's (Formerly Stacy's) Express operated from Boston via Dorchester, to Milton, Massachusetts, in the late 1850's. Rectangular adhesive labels (printed in black on orange glazed paper) were prepared and used on letters carried by Whall's Express. The complete legend reads "WHALL'S/(Formerly Stacy's)/Dorchester & Milton/EXPRESS./ 10 Court Square, Boston./D. M. Swift's, Milton."

Company Marking | Date | Type & Size | Rate | Color | Value

WHITE'S BRANCH EXPRESS - 1852

John White is known to have operated an express service from 58 William Street in New York City. White's Branch Express is believed to have been a "branch" service from Jersey City, New Jersey. The single recorded cover bears an uncancelled adhesive stamp (printed in black on vermilion paper) with the legend "WHITE'S/Branch Express,/Paid." within an ornamental frame of printer's sorts. The letter addressed to Sing Sing, is dated April 30, 1852, and entered the mails at New York City on May 1.

WINCHESTER & COMPANY'S GLOUCESTER EXPRESS - c. 1845

Winchester & Company operated an express service between 32 Court Square in Boston and Gloucester, Massachusetts,



about 1845. Rectangular adhesive labels printed in black on yellow paper were prepared and used on letters carried by this express.

WINSLOW'S PORTLAND EXPRESS - 1840

In 1840, James N. Winslow, began an express service between Boston and Portland, Maine, using the coastwise steamer PORTLAND for transport. By 1843, Winslow had taken H. Gilman and J. W. Richardson in as partners and the express was dispatched via the Eastern Railroad. In June 1844, Winslow's routes were sold to J. J. Jerome and C. W. Child. Adhesive labels printed in black on pale yellow paper were prepared and used on letters transported by this express service.

WINSLOW'S EXPRESS (1842;octagon 40x20;Red)(Bangor Maine). 225.00



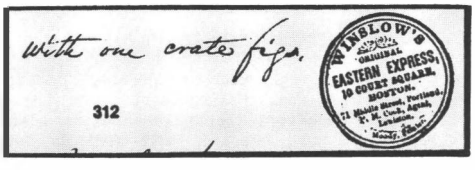
1/- (1844;Ms rate;Black)(with printed label). 400.00

WINSLOW'S ORIGINAL EASTERN EXPRESS - 1850

In 1850, James N. Winslow again advertised an express line to operate via railroad between Boston and Portland. However, by September 1850, his express was transported by the coastwise steamer JOHN MARSHALL. In 1853, he bought Bigelow's routes and expanded the service to Montreal over the Atlantic & St. Lawrence Rail Road. Winslow's Express was absorbed by the Eastern Express Company in 1857. In addition to the handstamped markings listed below, at least

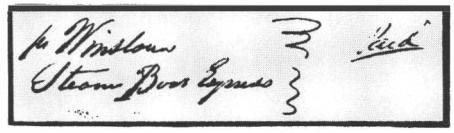


three different adhesive labels (printed in black on yellow or orange paper) were used on letters carried by Winslow.

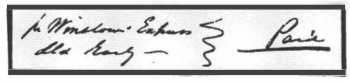


"with one crate figs."(1851;Ms;Black)(with label) . .350.00

Company Marking | Date | Type & Size | Rate | Color | Value

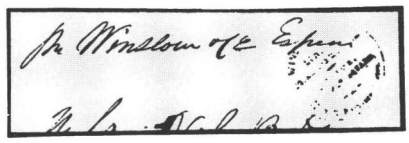


"pr Winslows/Steam Boat Express"(1852;Ms "Paid";Black) (with adhesive label on yellow paper) 350.00





WINSLOW & CO./EASTERN EXPRESS/OFFICES,/10/COURT SQUARE, AND/RAIL-ROAD EXCHANGE/BOSTON. (1854;oval 35x25; Ms "pr Winslow's Express/dld Early" and "Paid"; Black). 250.00

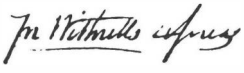




WINSLOW & CO./EASTERN/EXPRESS/--*--/OFFICE,/10 Court Square,/--&--/R. R. Exchange, Boston(1854;C-33; Ms "pr Winslow & Co Express" and "Paid";Black .300.00

WITHRELL'S EXPRESS - 1847

This one-man express operated in and about 1847 between Boston and New Bedford, Massachusetts, on the railroad.

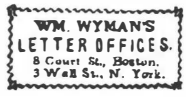


pr Withrell's Express (1847;Ms;Black) 100.00

WM. WYMAN'S LETTER OFFICE - 1844

In 1844, William Wyman established his letter office at 8 Court Street in Boston to carry letter mail between Boston and 3 Wall Street in New York City. In addition to stampless covers with handstamped markings, some Wyman covers were prepaid with adhesive postage stamps. These stamps (picturing a locomotive and one railway car and printed in black on white paper) were prepared and sold at 20 for one dollar or six cents singly to prepay the express charge between the two cities (see Scott Specialized Catalogue).

Wyman (1844;Ms;Fancy boxed "COLLECT/6 1/4 cts/BOSTON/ OFFICE";Red)(American Letter Mail marking). . . 60.00



PAID

WM. WYMAN'S/LETTER OFFICES./8Court St., Boston./ 3 Wall St., N. York. (1844;Wavy box 30x13; PAID:Red) 125.00

WESTERN INDEPENDENT LETTER MAIL AND EXPRESS COMPANY MARKINGS

The western territories and unorganized regions developed rapidly following the discovery of gold at Sutter's Mill in El Dorado County, California, on 24 January 1848. The gold rush to California during the following year resulted in thousands of gold seekers and settlers situated in regions beyond the reach of the services provided by the United States Post Office Department. The immediate need for mail service to the newly settled localities was met by a fairly large number of private firms and individuals who began carrying the mails to and from the remote settlements and the larger post offices. The charges levied for these express mail services varied greatly dependent upon the difficulties and dangers of the route over which the mail was carried, the volume of letters, and the ability and willingness of people to pay for these services.

The idea of offering private express service in California originated entirely independently from that of the eastern expresses. None of the very early western expressmen had any connection or association with any eastern express company so far as is known, though Alvin Adams of Boston and Henry Wells of New York soon expanded their activities to open offices in San Francisco and enter the western express business. The eastern expresses were made necessary by the need for cheaper and more expeditious mail service than that offered by the United States Post Office Department. The western expresses were necessitated by the overwhelming craving for letters from home by miners who were isolated, lonely, and situated in strange and dangerous surroundings and the desire to secure at any cost safe and prompt delivery of mail as precious to them as the gold they had come so far to get. Travel was difficult and at times nearly impossible due to rain and mud. Further, the danger of the loss of a valuable claim best protected by one's own presence, loss of precious working time and other factors, such as the expense and rigor of travel, made the continued presence of the miner on his property the only sane and safe answer to his predicament. The express companies that carried and delivered mail to each mining camp, bar, creek, or gulch, and shipped gold dust for the miners became as essential to their existence as the food they ate, the air they breathed, and the gold they mined. The fees for express letters and shipments were very high even though there was intense competition among the expressmen who offered excellent service compared with the "utter delinquency of the United States Mail." (Wiltsee, 1931, p. 26).

Alexander H. Todd, who arrived at San Francisco in June 1849 was probably the first expressman. He organized an express company and soon had two thousand miners whose mail he was charged to receive at San Francisco and deliver to them at a charge of $2.50 per letter. On his return, he carried their gold dust back to San Francisco for deposit in the banking houses, charging at first the very high rate of 5% of its value. His services were eagerly employed by the miners in spite of the seemingly high cost because loss of the miner's time in the working season compared with the rewards of mining overshadowed these charges. This lucrative business soon attracted many competitors who soon reached every remote part of the mining fields. At first, only San Francisco had a functional post office, but soon three new "base towns" appeared near the gold fields, each of which had water communication with San Francisco, and thus could be reached with some efficiency. Sacramento City, the oldest, arose near Sutter's Fort and served the central portion of the mining region on the Bear, American, Cosumnes, and Mokelumne rivers. Marysville served the mines to the north on the Feather and Yuba rivers and Stockton served the southern mines on the Calaveras, Stanislaus, Tuolumne, and Merced rivers. Adequate United States post offices were established at these points and the larger express companies opened offices there to handle the bulk of the express mail for the mining camps, allowing the smaller express companies to provide much of the service to the more remote destinations. From about 1850 much of the mail was directed to one of these three base towns from which mail was carried to the miner at his creek, bar, or gulch by one of the smaller express carriers or by "pack-mule express" which was the only means in the early years by which many of the more remotely situated miners could be reached (Wiltsee, 1931, pp. 22-23).

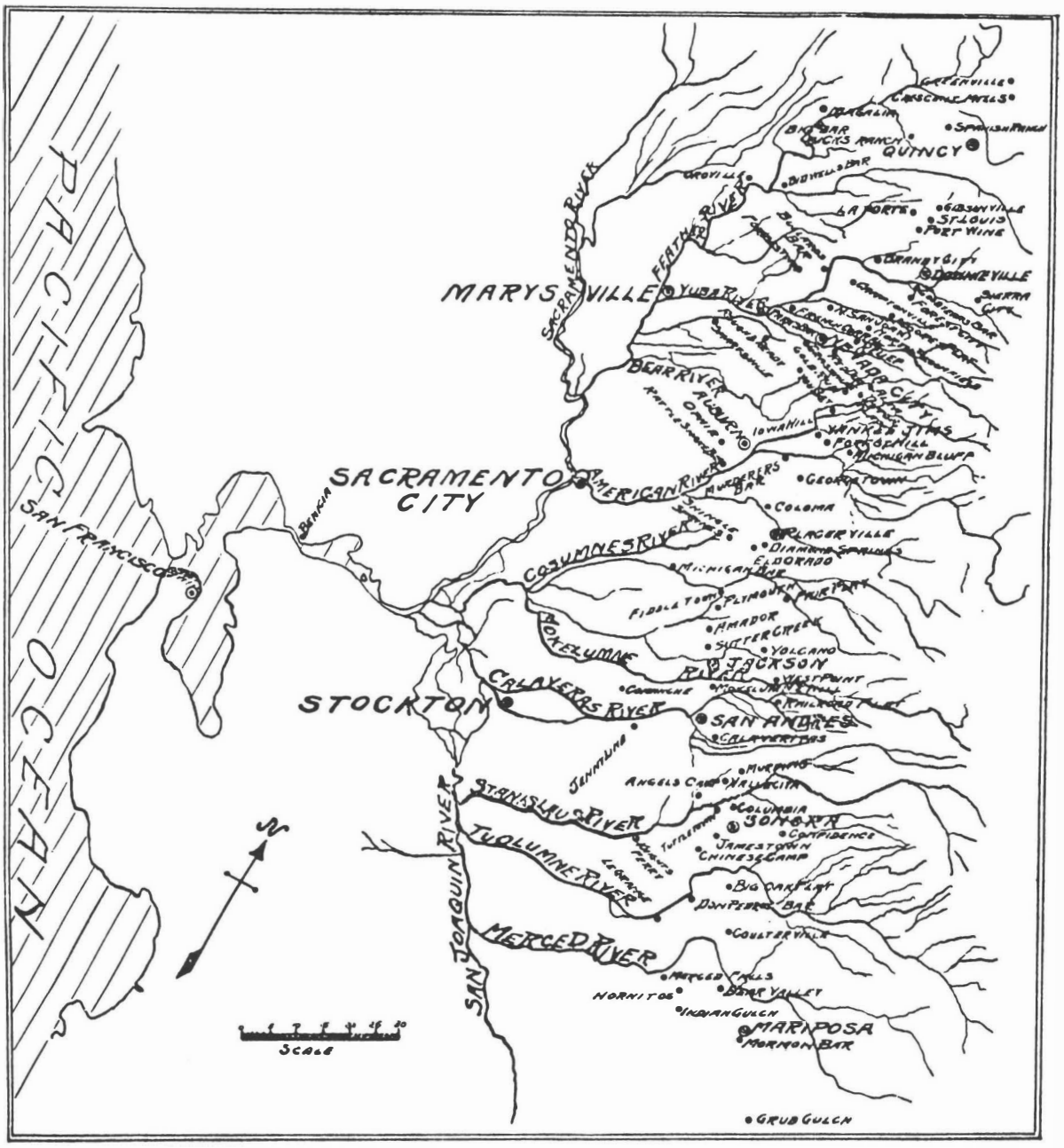
The two largest carriers were Wells Fargo & Company and Adams & Company who developed and rapidly expanded their mail services throughout the west to and from the larger towns and cities, competing directly with the United States Post Office Department at San Francisco and the "base towns" Sacramento City, Marysville, and Stockton and, somewhat later, in a number of other cities and towns. The Department finally accepted the inevitability of this competitive situation and the carrying of mail by private concerns was legalized formally by the Act of 31 August 1852 which specified that letter mail could be carried by private companies or individuals, but that it must be enclosed in a United States embossed postal stationery envelope in the value or denomination necessary to prepay the normal United States postage for the distance involved. However, until the embossed stamped envelopes became available on 1 July 1853, the use of envelopes bearing adhesive stamps was permitted.

It is certain that usage for private mail carriage was one of the principal reasons the first issue Nesbitt envelopes were conceived of, prepared, and issued. Thus, postal stationery envelopes represent another deliberate method used by the United States Post Office to collect postal fees for services not rendered by the Department.

The fascinating handstamped and manuscript markings on western express letters enclosed in postal stationery envelopes (required after mid-1853) and/or franked with postage stamps quite obviously are beyond the scope of this catalog, but their importance, popularity, and philatelic interest are undeniably high among postal historians and collectors. Prior to 1 July 1853, however, the markings of the early western expressmen commonly occur on stampless covers and are listed here, together with markings on later stampless covers which exist for a variety of reasons including:

- letters picked up in remote localities where no stamped envelopes were available to the sender,
- some properly "free franked" mail,
- letters containing waybills or other papers related to and accompanying packages or other freight including gold shipments,
- "bootleg" letters sent without prepayment of United States postage.

Most of the western express markings on stampless covers were applied to letters carried in California and other Pacific Coast areas, but some are from the Rocky Mountain area and others are "Overland Route" letters. All known markings are included here if applied to inter-city inland letters, or in the Maritime Mail section if applied to letters carried on the Pacific Coastal waters, or in the Local Post and Carrier Service section if applied to letters for local delivery.



MAP

SHOWING THE SCENE OF THE GREAT GOLD RUSH OF 1849

TOGETHER WITH SAN FRANCISCO AND THE

"BASE TOWNS" OF MARYSVILLE, SACRAMENTO CITY AND STOCKTON.

(from Wiltsee, 1931, p.5)

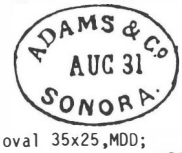
ADAMS & COMPANY - 1849

Alvin Adams of Boston and William B. Dinsmore of New York operated Adams & Co's Express between Boston and New York in the mid- to late 1840's. During the summer of 1849, D. H. Haskell, a trusted subordinate in the Boston office, urged Adams to establish an express service in California. In late 1849, Haskell was sent to San Francisco to open an express office. Adams & Company's Express of San Francisco began operating on 1 December 1849 under the combined ownership of Adams, Dinsmore, and Haskell (but soon afterward, Dinsmore retired from the company). Though the names were similar, this firm was fully separate from Adams Express Company, the great eastern express company with which it was affiliated. The new company prospered under the supervision of Haskell (a trained expressman) and expanded steadily throughout the gold fields of California and Oregon. Soon Freeman & Company, Ballou's Express in the southern region, and Newell and Company's Express were purchased or absorbed and Adams offices were opened at advantageous points throughout the gold fields. Adams & Company carried on a general banking business and became one of the leading gold shippers in the west, in part due to their connection with the New York Company which permitted them to draw bills of exchange and sell bank drafts on all eastern cities through an established and reputable eastern firm. In 1852, I. C. Woods, joined the company, quickly rose to the management level, and in 1854 the company was reorganized and he became a full partner. However, due to business reverses weakening their resources and a dispute leading to the dismissal of Newell and Colt of the Stockton office, a serious run on the Adams & Company's offices occurred. Following this, Page, Bacon & Company with whom Adams transacted much banking business failed and on 23 February 1855 Adams & Company of San Francisco failed and was forced to close its doors forever. (Wiltsee, 1931, pp. 59-60; Nathan, 1973, p.1)

Express Marking	Date	Shape	Size	Color	Value







ADAMS & CO./DIAMOND SPRINGS.(1850-51;oval 35x25,MDD; Red) 175.00
Same/GEORGETOWN.(18-;PAID;Red) 250.00
Same/GRASS VALLEY.(1850-51;PAID;Red) 175.00
Same/JACKSON.(185-;Red). 200.00
Same/MARYSVILLE.(1853-54;PAID[octagon];Red). . . .150.00
Same/MOK:HILL.(185-;Red,Blue). 275.00
Same/MORMON IS.(185-;Red). 250.00
Same/MUD SPRINGS.(185-) 200.00
Same/NEVADA.(1853-54;PAID[DL-octagon];Red) 200.00
Same/OPHIR.(185-;PAID[octagon];Red) 275.00
Same/PORTLAND O.T.(1854;PAID[oval];Red). 1000.00
Same/SAN JOSE(1855;PAID;Blue). 150.00
Same/SONORA(1852-3;PAID[octagon];Blue,Red) 150.00



ADAMS & CO./SACRAMENTO.(1853-55;DC-36-22,MDD; PAID[box];Red,Blue,Black) 100.00
Same/SAN FRANCISCO(185-;Blue). 100.00
Same/STOCKTON(1852;Blue) 150.00



ADAMS & COs./* EXPRESS */AUBURN(185-;DLO-53x27;--). .250.00
Same/BENICIA(1854;Blue). 300.00
Same/COLOMA(1852;Blue) 300.00

Express Marking	Date	Shape	Size	Color	Value

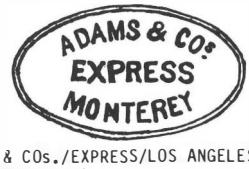
Same/COLUMBIA(185-;Blue) 300.00
Same/CRESCENT CITY(185-;PAID;BlacK). 250.00
Same/MARYSVILLE(1852-53;PAID[octagon];Blue,Black).250.00
Same/MONTEREY(185-;--) 300.00
Same/MONTEZUMA(185-;PAID[octagon];Blue). 500.00
Same/MORMON ISLAND(1852;NOT PAID[oval];Blue Red,Black). 250.00
Same/SACRAMENTO(1852-53;PAID[octagon];Blue,Red). .250.00
Same/SAN FRANCISCO(1852-53;Blue) 250.00
Same/SAN JOSE(185-;PAID;Blue). 250.00
Same/SONORA(1853;PAID[octagon];Blue) 250.00
Same/YANKEE JIMS(1852;Black) 350.00



ADAMS & CO'S/EXPRESS/PORTLAND O.T(1852;oval 44x22; Blue) 1000.00
Same/SAN FRANCISCO(1851;PAID[DL-octagon];Blue) . 200.00



ADAMS & CO'S/EXPRESS/SACRAMENTO(1852;dotted oval 43x23;Red). 125.00
Same/SAN FRANCISCO(185-;PAID[octagon];Blue,Red). .125.00
Same/STOCKTON((185-;Blue). 125.00





ADAMS & COs./EXPRESS/LOS ANGELES.(185-;DLO-52x31; PAID;Red) 500.00
Same/MONTEREY.(1855;PAID[oval];Magenta). 200.00
Same/RATTLESNAKE BAR(185-;PAID[octagon];Green) . .300.00
Same/SAN JOSE(185-;PAID;Blue). 200.00



ADAMS & Cos. EXPRESS/DON PEDRO'S BAR.(185-; DLO-57x37;Blue) 500.00



FORWARDED BY/ADAMS & Cos/EXPRESS/SAN FRANCISCO. (1851;oval 40x20;Red) 350.00



ADAMS & Co./SOUTHERN/COAST/EXPRESS("o"high)(185-; C-40;Blue) 200.00



ADAMS & Co./EXPRESS/SAN FRANCISCO/CALIFORNIA (185-;embossed printed frank 24x27;Black) 200.00

Express Marking | Date | Shape | Size | Color | Value

ALTA EXPRESS COMPANY - 1857

After Adams & Company failed in 1855, the Pacific Express Company was formed by a group of Adams employees; it lasted until early 1857. The Alta Express Company arose from the "ruins of the Pacific Express" in July 1857. Owners were C. L. Farrington, Alex Badlam, Jr., and James A. Frost (all former Adams employees). Their main offices were in San Francisco and Sacramento, but they operated from California northward into Oregon, Washington, and British Columbia, and connected with a number of other major express companies and briefly threatened to overtake Wells, Fargo & Company. The company failed, however, in late 1858. (Nathan, pp. 4, 154)



ALTA EXPRESS/COMPANY/San Francisco(1853;oval 34x25; Red,Black) 500.00

ANTHONY & COMPANY - 1852

Anthony & Company's Express, owned by J. Anthony, advertised service for Sacramento and the northern mines via Benecia, Sacramento, Marysville, and Nevada City. The company ceased operations in mid-1853. (Nathan, p.8)



ANTHONY & CO's/PAID/NORTHERN EXPRESS.(1852-53;oval 53x34;Black). 650.00

PHINEAS BANNING - c. 1855

Little is known about Phineas Banning, Forwarding Merchant of Los Angeles, except that he operated a forwarding and express service between Los Angeles and San Pedro, c. 1855.



PHINEAS BANNING/[stagecoach and team]/FORWARDING MERCHANT/LOS ANGELES AND SAN PEDRO(185-;oval 60x36;Bluish) 750.00

BECKER & COMPANY - 1852

Becker carried mail and express daily from Marysville to French Corral along the Yuba River during 1852 and 1853. He connected with Gregory's Express until the spring of 1853 when Gregory ceased business and afterward with Wells, Fargo & Company who probably absorbed his route later in 1853. (Nathan, p.20)



BECKER & CO'S/EXPRESS/FORBES BAR(1852-53;oval 38x23; Blue) 500.00
Same/LANDERS BAR(1854;Black) 500.00
Same/ROSE'S BAR(185-;--) 500.00

BECK'S EXPRESS - 1853

H. S. Beck operated from Downieville to Sears Diggings on Gibsonville Ridge in 1853 and 1854, in the northern mines. He sold to to Frank Rumrill on 1 July 1854. (Nathan, p.20)

Express Marking | Date | Shape | Size | Color | Value



BECK'S/EXPRESS(1853-54;shield 34x18;Red). 600.00

BEEKMAN'S EXPRESS - 1855

Cornelius C. Beekman represented Cram, Rogers & Company at Jacksonville, Oregon, from 1852 until it closed along with Adams & Company in 1855. Shortly afterward, he started his own express service from Jacksonville to Crescent City and Yreka, California, and later, extended his route northward to Portland, Oregon. Also, he eventually took over the Oregon portion of Hoffman's Express route. In 1863, he yielded to competition and sold out to Well's, Fargo & Company. (Nathan, p.21)



BEEKMAN'S/EXPRESS/JACKSONVILLE O.T.(1855;DLO-41x29; Red) 1250.00

This marking has been forged.
See notes at end of this section

BERFORD & COMPANY - 1849

Berford & Company United States and California Express and Independent Mail Company was founded at San Francisco in the fall of 1849 by Richard S. Berford, James C. Hackett, and J. S. Silver (who left in 1851) to carry mail "For all parts of the States, and the only Express to San Jose." Berford & Company connected with Todd & Company, Munson & Company, and Anthony & Company to the gold fields, and southward via Hall & Crandall Stage Lines to San Jose (daily) and to Monterrey (twice weekly). They sold out to Wells, Fargo & Company in the summer of 1854. (Nathan, pp. 22-23)



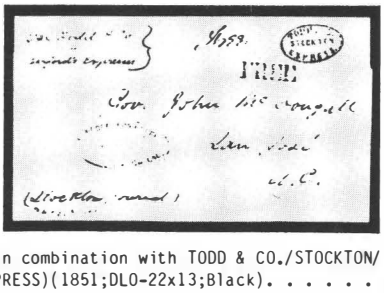


BERFORD & COs./CALIFORNIAN/EXPRESS(1850-53;DO-38x26; B & CO/COLLECT,[2 SL 27x9];Blue,Red). 400.00





BERFORD & COs EXPRESS/SAN FRANCISCO CAL.(1851-53; DO-34x18;PAID,COLLECT,FREE;Blue,Black,Green). .400.00



Same(in combination with TODD & CO./STOCKTON/ EXPRESS)(1851;DLO-22x13;Black). 500.00

Express Marking | Date | Shape | Size | Color | Value



BERFORD & CO./LETTER & PACKAGE/EXPRESS/CALIFORNIA.
(1852;shield--;B & Co/COLLECT:RED)
See Panama Forwarders of U.S. Mail.

BOWERS EXPRESS - 1849

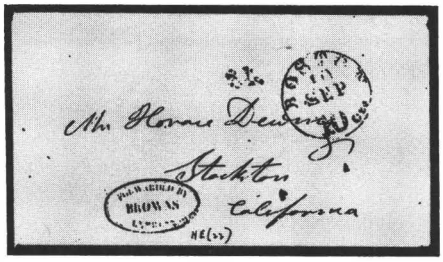
Established in 1849 by the two Bowers brothers to handle mail for northern miners between Nevada City (then known as Caldwell's Upper Crossing), Grass Valley, Rough and Ready, and San Francisco. The fee was $2.50 per letter. They connected with Freeman & Company at Sacramento which shortened their route. Apparently they operated only until 1851. (Nathan, p.27)



FORWARDED/BY/BOWERS/EXPRESS(1849-51;oval 24x16;
Black). 600.00

BROWN'S EXPRESS - 1850

William A. Brown began operating in 1850 between Stockton and the southern mines, connecting with Todd & Company (later with Newell & Company) at Stockton, and then with Adams & Company for the Atlantic States and Europe. He was shot and killed in April 1853, after which Adams & Company operated the express until early 1855. (Nathan, p.31)





FORWARDED BY/BROWNS/EXPRESS(1850-51;DLO-33x18;50 Cts,
$1.[hdstp rates];Blue,Black). 600.00





BROWN'S/*EXPRESS*/ANGELS(1853;DLO-51x25;Blue) 500.00
BROWN'S/EXPRESS/MURPHY'S(1853;DLO-53x25;PAID
[DL-octagon];Blue). 350.00
Same/STOCKTON(1853;--) 500.00

BYAM'S EXPRESS - 1851

From about 1851 to 1855, Henry S. Byam operated his express from Sacramento to Volcano via Fiddletown, Willow Springs, Michigan Bar, Cook's Bar, and Live Oak City. He connected at Sacramento with Wells, Fargo & Company. (Nathan, p.34)

Paid/Byams & Co/Express(1851;Ms endorsement). 150.00
FORWARDED BY/BYAM'S EXPRESS./FIDDLETOWN(1851;oval
50x28;Blue) 750.00

Express Marking | Date | Shape | Size | Color | Value

CHASE'S EXPRESS - 1856

"Chase's Express and Daily Passenger Wagon" was started in 1856 by G. W. Chase, but the name was soon shortened to Chase's Express. It ran westward from Yreka to Humbug Creek and Indian Creek in the Klamath River valley in extreme northern California. Chase connected at Yreka with Wells, Fargo & Company and triweekly at Indian Creek with Van Wyck's Scott Valley Express. In 1863 he sold out to Charles W. Prindle. He impressed a colorless embossed ribbon on the letters he handled. (Nathan, p.41)



CHASE'S EXPRESS/YREKA DEADWOOD &/INDIAN CREEK./PAID
(185-;embossed ribbon scroll;PAID[oval];
colorless). 2000.00
CHASE'S/EXPRESS/DEADWOOD AND INDIAN CREEK(185-;oval
35x25;--) 350.00



CHASE'S EXPRESS,/PAID.(185-;framed printed frank
54x14;Black). 350.00

CHEROKEE EXPRESS - 1853

Little is known about this express other than that it operated from Oroville to Cherokee, California, from about 1853 to as late as 1864. (Nathan, p.42)



CHEROKEE/EXPRESS/PAID(1853-64;oval 40x28;
Blue,Black) 250.00

CLIPPINGER'S EXPRESS - c. 1852

Only one cover is recorded from this little known express. It was mailed from Winchester, Illinois, to Yankee Jims, Upper California, and bears a "10" (collect) rate marking and Clippinger's oval handstamp on the face. Evidently, Clippinger picked up the letter at the Yankee Jims post office and delivered it to the addressee. (Nathan, p.44)

CLIPPINGER'S/EXPRESS/YANKEE JIMS(185-;oval 40x25;
Blue) 750.00

CONDON'S EXPRESS - c. 1850

Condon's Express is represented by a single cover bearing the handstamped marking shown below. The letter, from Prairieville, Missouri, is addressed to Sacramento City where Condon picked it up and delivered it to the recipient in the northern mining region. Also, it bears a manuscript "40" representing the U. S. postage due and an additional "200" indicating that Condon charged $2.00 for delivery. (Nathan, p.47)



FORW'D BY/CONDONS/EXPRESS(1855;shield 14x16;
Black). 750.00

Express Marking Date Shape Size Color Value

COPLEY & COMPANY - 1855

Copley & Company's Miners Express was owned by Jack Copley. He operated from Marysville, California, to the mining camps along the Feather River and Gibsonville Ridge in the northern mines, connecting with Wells, Fargo & Company at Marysville. (Nathan, p. 48)



COPLEY & Co's/MINERS'/EXPRESS(1855;DLO-40x30;Red, Blue) 500.00

CRAM, ROGERS & COMPANY - 1851

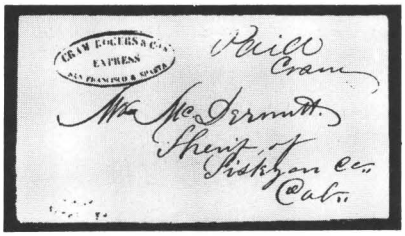
In 1851, R. B. Cram, F. A. Rogers, A. E. Raynes, and R. Dugan formed a partnership and took over the route formerly operated by Raynes & Company as a feeder line and agent in the smaller towns for Adams & Company. Cram, Rogers served a broad region in extreme northern California, including Crescent City, Yreka, Weaverville, Shasta, Big Bar, Humbug Creek, Scott's Bar, Deadwood Creek, and the Salmon River and Trinity River areas. In 1853, they bought Dugan & Company's Oregon Express which expanded their operation northward to Jacksonville, Oregon, where they connected with Newell & Company's Express. Because of their close connection with Adams & Company they lasted only one month after Adams failed and were taken over by the Pacific Express Company on 27 March 1855. (Nathan, p. 50)



CRAM,ROGERS & Co./EXPRESS./SHASTA.(185-; DLO-52x28;Black). 300.00



CRAM ROGERS & Co/EXPRESS/YREKA.(185-; DLO-42x26;PAID[box];Blue) 300.00





CRAM ROGERS & Co's/EXPRESS/SAN FRANCISCO & SHASTA (1852;oval 50x20;Blue,Black). 500.00



CRAM ROGERS & COs./*SHASTA*/EXPRESS(1851; DLO-54x27;Blue) 500.00
Same/*WEAVERVILLE*(1853;PAID[DLO];Blue). 500.00
Same/EXPRESS/JACKSONVILLE,O.T.(1853) 1000.00

Express Marking Date Shape Size Color Value

CROOKS EXPRESS - c. 1855

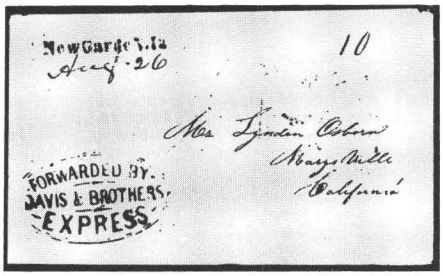
A. D. Crooks started a daily express service from Yreka to the mines along the Scott and Klamath rivers in about 1855, connecting with Wells, Fargo & Company at Yreka. In February 1860, Crooks sold the Scott and Klamath River Express to Charles W. Prindle, a former messenger with the company. The last trace of Crooks Express is an advertisement by A. D. Crooks in the YREKA DAILY UNION for 13 August 1862 announcing an express and stage line running from Yreka to Red Bluff by stage coach and then along the Sacramento River to Sacramento City. (Nathan, p.53)



CROOK'S/EXPRESS/SCOTTS RIVER(185-;oval--;Blue). . . .450.00

DAVIS & BROTHERS EXPRESS - c. 1858

About 1858, Davis & Brothers Express was formed by Frank and Edward Davis, operating from Quincy to Honey Lake (1858), and from Oroville to Susanville (1862). (Nathan, p. 54)





FORWARDED BY/DAVIS & BROTHERS/EXPRESS(1858; DLO-50x28;Black). 750.00

DEMING & WALL'S UNION & EUREKA EXPRESS - c. 1856

The only record of the Union & Eureka Express known to have survived is a stampless cover bearing the printed frank illustrated below and addressed to Bucksport (near Eureka). Evidently, this express operated from Union (now Uniontown) to Eureka in Humboldt County, California, about 1856 or 1857. There is no further information on the owners, except that a Bryan Deming owned a lumber mill and was active in business at Uniontown, but there is no evidence connecting him with the express business. (Nathan, p. 55)



Union and Eureka Express,/DEMING & WALL./Paid.(ship illustration)(185;printed frank;Black). . . . . ---

DODGE & COMPANY - 1850

In the fall of 1850, Dodge & Company entered the express business in California with an oceanic route between the Atlantic states and San Francisco, soon connecting with all parts of the world. They offered banking services and shipped gold dust by special messengers in addition to their express operations. They served the mining regions through Mumby & Company and, in early 1851, they added an express line to Portland, Oregon. By mid-1851 they ceased to do business, as no further advertising appeared. (Nathan, p.62)

Express Marking	Date	Shape	Size	Color	Value



FORWARDED BY/DODGE & CO-S/EXPRESS(1849;oval--; PAID; Red). 1000.00

ENRIGHT & COMPANY - 1864

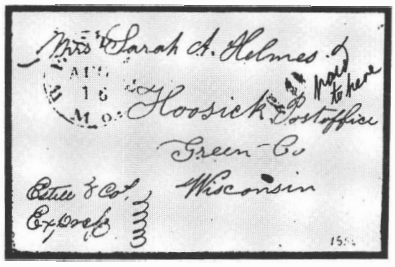
In Idaho, Enright & Company's Boise City & South Boise Express Company covered the route from Idaho City to Middle Boise, Clifden, Esmeralda, Happy Camp and South Boise Mines, connecting at Idaho City with Wells, Fargo & Company. Later, Enright & Company merged with C. L. Goodrich & Company and extended their lines to Walla Walla, Washington, and to Salt Lake City, Utah. (Nathan, p.66)



PAID/ENRIGHT/&/COS./BOISE CITY & S.BOISE (1864;C-25;Red,Black) 750.00

ESTILL & COMPANY - 1850

In 1850, Col. J. M. Estill began a transcontinental express service "in lieu of the mails". He carried mail along the line of the emigrant trail for a fee of fifty cents per letter. Estill may be regarded as the earliest overland expressman to mark the letters he carried, but he evidently was unsuccessful for nothing is heard of Estill & Company's Express after 1850. The cover illustrated below was carried from the Sweetwater River Valley in Oregon Territory to Weston, Missouri, where it entered the United States mails for Wisconsin. (Milgram, n.d., p. 45; Nathan, p. 66)



Estill & Cos./Express(1850;Ms). 750.00

EVERTS & COMPANY - 1850

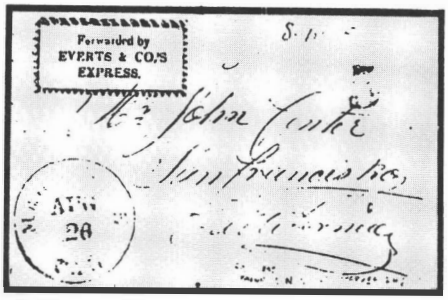
Frank D. Everts (from Indianapolis, Indiana) formed Everts & Company in 1850 and carried mail from Marysville, California, to the mining camps along the Feather River and Gibsonville Ridge, connecting at Marysville with Adams & Company. In 1851, he formed the first of a series of partnerships with other individuals as described below. (Nathan, pp. 69-70)





EVERTS & COS/EXPRESS/FEATHER RIVER (1850-52;SL--;Blue) 350.00
FORWARDED BY/EVERTS & COS./EXPRESS(1850-51; SL-38x14;Blue). 350.00

Express Marking	Date	Shape	Size	Color	Value





Forwarded by/EVERTS & CO.'S/EXPRESS(1851; SL in sawtooth box;Blue). 500.00



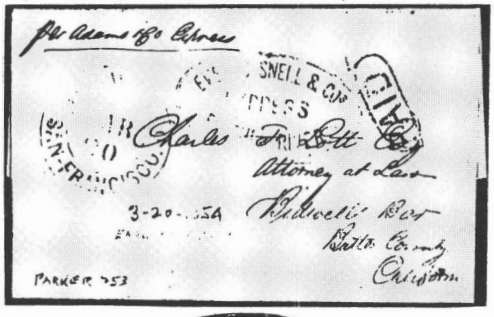
EVERTS & Cos. EXPRESS/FORBESTOWN/CONNECTING WITH/ ADAMS & CO.(1851;DLO--;Blue). 400.00
Same/MARYSVILLE/CONNECTING WITH (blank space) (185-;PAID;--). 400.00

EVERTS, SNELL & COMPANY

Everts prospered and, in 1851, formed the partnership Everts, Snell & Company. Their oval handstamp is recorded both with the "S" missing from Everts and with the name spelled correctly. (Nathan, p.70)



EVERT SNELL & COs./EXPRESS/FEATHER RIVER (1853;DLO-53x27;Blue)(Everts misspelled). . . .325.00





EVERTS SNELL & COs/EXPRESS/FEATHER RIVER (1853-54;DLO-52x28;BLUE). 250.00



EVERTS, SNELL & Co/EXPRESS/GIBSONVILLE (185-;oval 40x32;Blue). 350.00

Express Marking | Date | Shape | Size | Color | Value

F. D. EVERTS & COMPANY - 1854

On 25 January 1854, Everts and Snell was dissolved, and a new partnership (Frank Everts and his brother Henry C. Everts) was formed, known as F. D. Everts & Company, at La Porte, California. One year later, this company was sold to Adams & Company which failed only a few days afterward and, as a result, Everts took his business back.
(Nathan, p. 71)

EVERTS, DAVIS & COMPANY - 1855

On 10 May 1855, a new partnership, Everts, Davis & Company was formed by the two Everts brothers, G. O. Davis, J. St. Clair Wilson, and M. W. Hannon, connecting with the Pacific Express Company at Marysville. (Nathan, p.71)

EVERTS,DAVIS & Cos./EXPRESS/GIBSONVILLE(1855;oval 51x32;PAID[box];Red). 500.00



EVERTS,DAVIS/& CO'S/EXPRESS./SACRAMENTO.(1855; C-43;Blue). 250.00
Same/SAINT LOUIS.(185-;C-43;PAID[oval];Blue) . . .350.00



EVERTS, DAVIS & CO.'S EXPRESS./ST. LOUIS (1855;oval 45x33,MDD:PAID[oval];Blue) 250.00

EVERTS, HANNON, WILSON & COMPANY - 1856

In 1856, G. O. Davis left the partnership and the company name was changed to Everts, Hannon, Wilson & Company. The company connected with Pacific Express at Marysville for Sacramento, San Francisco, and the Atlantic states, and with W. E. Singer & Company for other northern mining camps. The printed frank of this partnership is considered to be the scarcest of the Everts franks. (Nathan, p.73)

EVERTS, WILSON & COMPANY - 1857

Soon after Davis left, M. W. Hannon also left the company and a new one, Everts, Wilson & Company's Daily Express, was formed. After Pacific Express failed in 1857, the new company connected with Wells, Fargo & Company for San Francisco and the eastern states. This final partnership lasted until 1862 when mining had diminished and Everts sold out to Holland, Morley & Company, after which Frank Everts returned to Indiana. (Nathan, pp.73-74, 246-247)

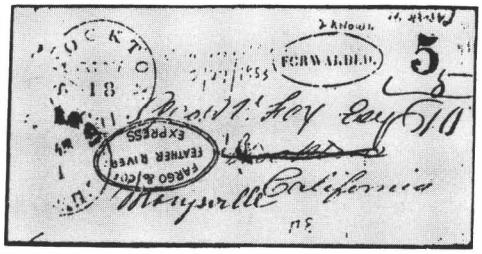


EVERTS, WILSON/& CO.'S/EXPRESS./PINE GROVE. (1858;C-33;PAID[oval];Black). 450.00

FARGO & COMPANY - 1853

William E. Singer (from Philadelphia) and Annan Fargo (no relation to William G. Fargo) bought the John R. Buckbee North Fork Feather Express (successor to Camps Express) and route and formed Singer & Fargo in 1852. Shortly afterward, they took in W. S. Dean and the name became Singer, Dean & Company. No handstamp or printed frank is known of either of these Singer partnerships. In 1853, Annan Fargo left the company and formed his own, but he was not successful and soon left the express business. (Nathan, pp. 75, 192, 262-263)

Express Marking | Date | Shape | Size | Color | Value



FARGO & COs/FEATHER RIVER/EXPRESS(1853; DLO-40x22;Green). 350.00

FARLEY'S EXPRESS - 1855

Farley's Express operated from Camptonville in Yuba County via Ira Creek and Young's Hill to the mining camps around Howland Flat from 1855 to 1857. Farley deposited outgoing mail in the Camptonville post office.
(Nathan, p.76)



FARLEY'S/EXPRESS/CAMPTONVILLE(1855-57;DL-octagon 48x32;Blue) 500.00
Same/Howland Flat(town name in ms)(1855-57; DL-octagon 48x32;Blue). 600.00
Same/Ira Creek(town name in ms)(1855-57;octagon 48x32;Blue) 600.00

FORD & COMPANY - 1851

In 1851-52, Ford & Company's Express carried letters between Sacramento City and Greenwood in El Dorado County, charging $1.25 per letter for this service.
(Nathan, p. 77)



FORD & COs/(circle & star)/EXPRESS(1851;C--,NOR; Blue,Black,Green) 1250.00

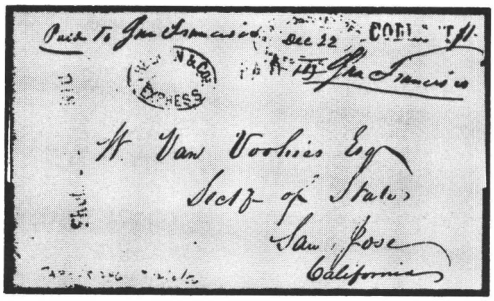


FORWARDED BY/FORD & CO's/EXPRESS(1851-52;dotted oval 36x18;Blue,Black). 750.00

FREEMAN & COMPANY - 1850

In July 1850, John M. Freeman, one of the early California expressmen, bought a one-half interest in Hawley's Express which ran via steamboats between San Francisco, Benicia, and Sacramento City. Later, in November, he bought the remaining interest from Hawley. In June 1851, he absorbed Mumby & Company who operated between San Francisco and Sacramento. Freeman then arranged to connect with Bowers Express and became Adams's agent for the northern mines. Freeman sold out to Adams & Company on 14 November 1851, remaining as their agent in Sacramento until Adams failed on 23 February 1855. Afterward, he organized "Freeman & Company's Treasure, Package and Letter Express for all parts of the Atlantic States, Canada and Europe" in San Francisco. He was successful, prospered, expanded, and became an active rival of Wells, Fargo & Company throughout the mining areas of California and northward to British Columbia, but in April 1860, yielded to the pressure of competition and sold out to Wells, Fargo & Company. (Nathan, p. 81, 247-249)

Express Marking | Date | Shape | Size | Color | Value





FREEMAN & COs./EXPRESS(1850-51;DLO-27x17;PAID,FROM SACRAMENTO;Red,Blue,Black). 150.00
Same/with BERFORD & COs. EXPRESS/SAN FRANCISCO CAL.(185-;DO--;COLLECT;--). 250.00
FREEMAN & COs./EXPRESS(1851;oval 43x22;Blue,Red, Green). 150.00



FREEMAN & COs./EXPRESS(1853;C-30,MDD;Red) 150.00



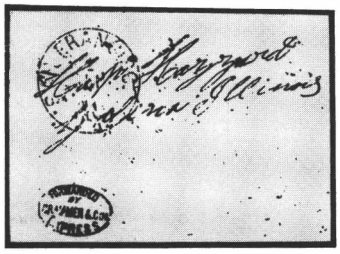
FREEMAN & COs./EXPRESS/SAN FRANCISCO.(1855-56; oval 37x27;Red) 100.00



FORWARDED BY/FREEMAN & C'OS/EXPRESS/SAN FRANCISCO (1855;oval 38x30;Blue,Red). 150.00
Same/with REPLY BY/FREEMAN & COs- EXPRESS.(185-; SL-68x12;Red) 150.00
Same/MARYSVILLE(1855;oval 38x30;Green) 175.00

GRAMMER & COMPANY - 1849

Joseph Grammer was one of the pioneer independent expressmen. From 1849 to 1851, he met incoming steamers at San Francisco and collected the mail for a list of miners at camps beyond Sacramento City as far as Georgetown in El Dorado County. He carried mail for the eastern states back to San Francisco on his return. His charges were $1.00 per letter at first, but later were raised to $1.50 per letter carried. (Nathan, pp. 89, 249-251)



FORWARDED/BY/GRAMMER & Cos/EXPRESS(1850-51;oval 25x17;Black). 600.00

Express Marking | Date | Shape | Size | Color | Value

GRAY'S CAL EXPRESS - c. 1850

Gray's Cal Express was one of the smaller expresses that ran between San Francisco and Sacramento City. Little is known about this company other than the existence of the marking illustrated below. In 1862 and 1863, another Gray's Express operated in the southern area between Coulterville and mining towns in Alpine and Mono counties (adjacent to Nevada). There is no known connection with Gray's Cal Express. (Nathan, p. 90)



GRAY'S/CAL/EXPRESS(185-;shield 15x18;Red,Blue,Black) 750.00

GREEN'S EXPRESS - 1853

Jerry A. Green was an early independent expressman who operated in 1853 and 1854 in the northern area from Grass Valley and Nevada City to the mining camps of Camden, You Bet, Red Dog, Walloupa, Little York, Lowell Hill, Remington, Omega, Alpha, Washington, Moore's Flat, and Eureka South. (Nathan, p. 92)



GREEN'S/EXPRESS(1853-54;DLO-44x23;Red). 750.00

GREGORY'S EXPRESS - 1850

Early in 1850, Joseph W. Gregory opened express offices in New York, San Francisco, Sacramento City, and towns such as Mormon Island, Sutter's Mill, Old Dry Diggings, and Yuba City, in the northern mining region. He seemingly prospered and extended his operations to Honolulu and into Europe and later, into Asia and Australia, but continued as sole owner. He used a variety of names, advertised extensively, initiated imaginative features such as Gregory's Express Packet LetterBook with a space to write a letter and an envelope to send it, and published a guide for travelers, but due to the heavy pressure of competition gave up and closed his doors on 1 May 1853. Reportedly, he used twenty-two different handstamps, struck in various colors. (Nathan, pp. 94, 252-255)



Gregory's/EXPRESS.(1850-53;SL-52x19;PAID,PAID [oval],NOT PAID[oval];Blue,Red,Black) 200.00

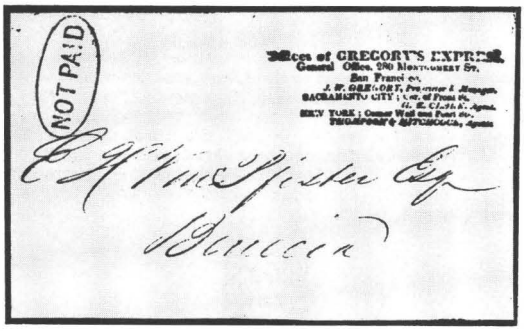


GREGORY'S/NEW YORK & CALIFORNIA/EXPRESS.(1850-51; sawtooth oval 52x27;NOT PAID[oval];Blue, Black)(used on east-west mail). 1000.00



GREGORY'S/EXPRESS(1852;oval 46x22;PAID,NOT/PAID [both in oval];Blue,Red,Black). 250.00

Express Marking	Date	Shape	Size	Color	Value



Offices of GREGORY'S EXPRESS, General Office. 280 Montgomery St. San Francisco. J. W. GREGORY, Proprietor & Manager. SACRAMENTO CITY; Cor. of Front St. G. E. CLARK, Agent. NEW YORK; Corner Wall and Pearl Sts. THOMPSON & HITCHCOCK, Agents

Offices of GREGORY'S EXPRESS./General Office.280 MONTGOMERY ST./San Francisco./J.W.GREGORY, Proprietor & Manager./SACRAMENTO CITY;Cor. of Front St./G.E.CLARK,Agent./NEW YORK; Corner Wall and Pearl Sts./THOMPSON & HITCHCOCK,Agents(185-;SL--;NOT PAID[oval];Red,Black) (used on east-west mail). 250.00

GREGORY'S
ATLANTIC & PACIFIC EXPRESS
CENTRAL OFFICE.
Cor. Montgomery & Merchant Sts.
San Francisco, California

GREGORY'S/ATLANTIC & PACIFIC EXPRESS/CENTRAL OFFICE./ COR.MONTGOMERY & MERCHANT STS./San Francisco, California(185-;SL-55x18;NOT PAID[oval];Black) (used on east-west mail). 500.00

GREGORY'S
ATLANTIC AND PACIFIC EXPRESS
Central Office 280 Montgomery Street
SAN FRANCISCO.

GREGORY'S/ATLANTIC & PACIFIC EXPRESS/Central Office 280 Montgomery Street/SAN FRANCISCO.(1851; SL-53x15;NOT PAID[oval];Red,Black)(used on east-west mail) 500.00
Gregory's U.S. and California Express/THOMPSON & HITCHCOCK, Agts./149 PEARL ST.N.Y.(1850;SL-59x--;K./T.& H.[oval];Red,Black)(used on east-west mail) 400.00
Gregory's California Express,/RECEIVED AND FORWARDED BY/THOMPSON & HITCHCOCK/149 PEARL ST.NEW YORK (1851;SL-65x--;PAID.T.& H.;Red,Black)(used on east-west mail) 750.00

Gregory's Atlantic and Pacific EXPRESS. Forwarded by THOMPSON & HITCHCOCK. 149 PEARL ST. N. Y.

GREGORY'S EXPRESS. F. Ricketson & Co. Agents. OREGON & CALIFORNIA

Gregory's Atlantic and Pacific/EXPRESS./Forwarded by THOMPSON & HITCHCOCK/149 PEARL ST.,N.Y.(1851-52; SL-58x--; Black)(used on east-west mail). . . .250.00
GREGORY'S EXPRESS/F.Ricketson & Co.Agents/OREGON & CALIFORNIA(185-;SL--;--). 1000.00
Same("SAN FRANCISCO"25mm)(185-;NOT PAID[oval]; Blue) 500.00

FORWARDED FROM MARYSVILLE, CAL
BY GREGORYS EXPRESS.

FORWARDED FROM MARYSVILLE CAL./BY GREGORY'S EXPRESS. (1851;SL-73x9;Black). 200.00

GREGORY'S EXPRESS
MARYSVILLE.

GREGORY'S EXPRESS.
MARYSVILLE.

GREGORY'S/EXPRESS/MARYSVILLE.("MARYSVILLE."39mm) (1852;SL-39x15;NOT PAID[SL];Blue) 250.00
Same("MARYSVILLE."34mm)(1852;SL-38x13;NOT PAID [oval];Blue). 250.00

Express Marking	Date	Shape	Size	Color	Value

GREGORY'S EXPRESS
MARYSVILLE

GREGORYS EXPRESS.
MARYSVILLE

Same("MARYSVILLE."32mm)(1852;SL-36x15;PAID[DLO]; Blue) 250.00
GREGORY'S/EXPRESS/MARYSVILLE(1853;SL-47x16;NOT PAID;Blue). 300.00

FROM GREGORY'S EXPRESS. SAN FRANCISCO.

GREGORY'S EXPRESS. SAN FRANCISCO

FROM/GREGORY'S EXPRESS./SAN FRANCISCO.(1852;SL53x12; PAID(oval);Blue,Red). 450.00
GREGORY'S EXPRESS/SAN FRANCISCO(1852;SL-53x9;PAID [oval];Blue). 450.00

GREGORY'S EXPRESS OFFICE. SAN FRANCISCO.

GREGORY'S EXPRESS OFFICE. San Francisco

GREGORY'S EXPRESS/OFFICE/SAN FRANCISCO(1851-52;SL-53x13;PAID,NOT PAID[both oval];Blue). 450.00
GREGORY'S/EXPRESS OFFICE,/San Francisco(1851;SL-43x 11;PAID,NOT/PAID[oval];Blue). 200.00

GREGORY'S EXPRESS OFFICE, SAN FRANCISCO

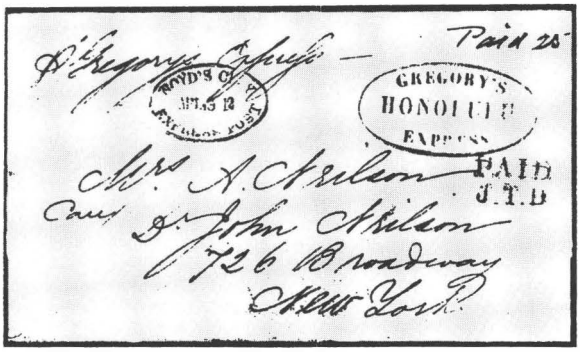
FREE J.W.G.

GREGORY'S EXPRESS OFFICE SAN FRANCISCO

GREGORY'S/EXPRESS OFFICE,/SAN FRANCISCO(1852;SL-35x 11;PAID,FREE/J.W.G.[both oval];Blue). 150.00
Same/SAN FRANCISCO(1852;SL-28x10;NOT PAID[oval]; Blue) 150.00
GREGORY'S/EXPRESS/SAN FRANCISCO OFFICE(1853;SL-53x--; PAID[oval];Blue). 200.00

GREGORY'S MARYSVILLE EXPRESS

GREGORY'S/MARYSVILLE/EXPRESS(1851-52;oval 44x23;NOT PAID[oval];Black) 350.00



GREGORY'S/HONOLULU/EXPRESS(1851-52;oval 44x23; Black) 1250.00
Same(with BOYD'S CITY/EXPRESS POST[oval];Black). 1350.00

GREGORY'S NEVADA EXPRESS

Same/NEVADA(1851-52;[heavy lined oval];Black). . .150.00
Same/SACRAMENTO(1851;Blue) 150.00
Same/SAN FRANCISCO(185-; --) 150.00

GREGORY'S EXPRESS SACRAMENTO.

GREGORY'S/EXPRESS/SACRAMENTO(1852;DL-octagon 42x19; NOT PAID[DLO];Red). 350.00

Express Marking | Date | Shape | Size | Color | Value

Haven & Cos Express(1850;Ms). 250.00

HAWLEY & COMPANY - 1849

In October 1849, the former partners of Weld & Company's Express, D. Weld, T. P. Tracy, T. R. Hawley, and William H. Tiffany, organized Hawley's Express to operate between San Francisco, Benicia, and Sacramento City, using steamboats to carry the mail. They connected with Adams & Company for the Atlantic states, with Tiffany & Company for Vernon, and with Todd & Company for the southern mines. In early 1850, Hawley bought out his partners and, in June 1850, purchased Angle & Company (successor to Angle, Young & Company). One month later, John M. Freeman bought a one-half interest in Hawley & Co.'s Express and, in November of 1850 bought Hawley's half interest and formed Freeman's Express taking over the entire Hawley route. (Nathan, pp. 102-103)



HAWLEY/& C's/EXPRESS.(1850;DO-30x20;FROM SACRAMENTO, PAID;Red,Black) 600.00



PAID

HAWLEY & CO's/EXPRESS(1850;shield 15x17;PAID; Black). 750.00

HERVEY'S EXPRESS - 1859

This express service is known only from the handstamped marking illustrated below. It must have operated between Marysville and Nevada City in the Yuba valley area.



S.HERVEY'S/EXPRESS/NEVADA,CAL.(1859;oval 42x22; Black). 1200.00

J. W. HOAG & COMPANY - 1855

On 24 October 1855, R. T. Lockwood's Contra Costa Express was purchased by J. W. Hoag, John Bamber, and Charles D. Gable, and reorganized as J. W. Hoag & Company. Also, in 1856, Hoag & Company acquired W. F. Herre's Contra Costa Express. J. W. Hoag & Company's Contra-Costa Express ran between Oakland and San Francisco, and from Oakland via Clinton, San Antonio, San Leandro, Haywood's Hotel, and Mission San Jose to Warm Springs. Along this line, they connected with the California Stage Company, Pacific Express, and Wells, Fargo & Company. In 1858, John Bamber bought out the other partners and took over the company routes. (Nathan, p.107)



PAID

J.W.HOAG & CO./CONTRA-COSTA/EXPRESS/SAN FRANCISCO (1856;DLO-52x28;PAID[box],COLLECT/12-1/2 Cts [diamond]; Blue). 450.00

Express Marking | Date | Shape | Size | Color | Value

HOFFMAN & COMPANY - 1850

F. J. Hoffman and a partner named Page began an express service in 1850 from Sacramento City to Weberville and Placerville. Later in 1850, they added a line to Oregon which was sold in 1851 to C. C. Beekman (Hoffman's son-in-law). At this time Hoffman became full owner of the California line. (Nathan, p. 108)



FORWARDED/BY/HOFFMAN & Co./EXPRESS(1850-51;oval --; Black). 750.00

HORSLEY'S & BRASTOW'S EXPRESS - 1855

Early in 1855, two of Cram, Rogers & Company's messengers, Jack Horsley and S. D. Brastow, began an express service from Shasta to Yreka and the Scott River Country and to part of southern Oregon. In early 1856, after only ten months, the partnership was dissolved. (Nathan, p. 113)



HORSLEY & BRASTOW'S/EXPRESS/SCOTT-RIVER(1855;oval 52x36;Black). 150.00

HUNTER & COMPANY - 1851

In early 1851, Alexander Hunter, an independent expressman, formed Hunter & Co.'s Express, based at Sacramento and operating in the east central mining region from the Mokelumne River to the Bear River (Placer, El Dorado, and Amador counties). He connected at first with Gregory's Express at Sacramento, and after March 1852 with Adams & Company. On 15 July 1854 he yielded to the strong competition and sold out to Wells, Fargo & Company, becoming their agent at Placerville. (Nathan, pp. 115, 255-256)



HUNTER & Cos/(Pony Rider)/EXPRESS.(1850-52;DLO-25x 18;Black) 1800.00



HUNTER & COs./EXPRESS(1852;DC-25-14;Blue) 350.00







FORWARDED/BY/HUNTER & Cos/EXPRESS/AUBURN(1852; shield 25x27;NOT PAID[DLO];Blue). 750.00
Same/PLACERVILLE(18-;PAID;Blue). 500.00

Express Marking	Date	Shape	Size	Color	Value

FORWARDED/BY/HUNTER & Cos/EXPRESS/COLOMA(1852;shield 29x32;PAID,NOT/PAID[oval];Blue) 600.00
Same/MUD SPRINGS/CALA.(185-;PAID[DLO];Blue). . .500.00
Same/PLACERVILLE/CALA.(185-;PAID;Black). 750.00



HUNTER & CoS/EXPRESS (1851;oval 38x19;Blue) 750.00



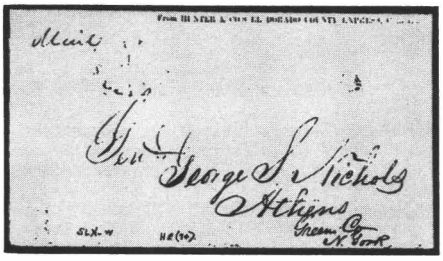
HUNTER & CO's./EXPRESS(1852;DLO-50x22;Black). 500.00



HUNTER & CO'S/EXPRESS/MORMON-ISLAND(1851-52;DLDO-50x25;PAID,NOT PAID[DLO];Black) 550.00
Same/YANKEE JIM'S(--;Black). . . . . ---
HUNTER & CO's/EXPRESS/MUD SPRINGS(--;oval 36x24;Red).350.00



HUNTER & COs./EXPRESS/PLACERVILLE(--;DLO-36x20; Black). 450.00



From HUNTER & CO'S EL DORADO COUNTY EXPRESS, C[illegible]

From HUNTER & CO'S EL DORADO COUNTY EXPRESS,California.(1852;SL-printed frank 77x1.5;Black) . .650.00



HUNTER & COs./*EXPRESS*/DIAMOND SPRINGS(1853;DLO-52x26;PAID[oval];Black) 450.00



HUNTER & CO'S EXPRESS/TO & FROM ALL PARTS OF/ ELDORADO & PLACER COUNTIES/AMERICAN RIVERS, &/SACRAMENTO CITY, CONNECTING/WITH/ADAMS & CO./TO SAN FRANCISCO, ATLANTIC STATES/& EUROPE.(1852;embossed printed frank 54x37; Blue) 500.00

Express Marking	Date	Shape	Size	Color	Value

LANDIS' EXPRESS

In 1864 and 1865, this small express operated in southern Oregon near the Oregon-California line between Jacksonville, Kirbyville, and Sailors Diggins.



LANDIS'/EXPRESS./PAID.(1864;fancy oval 38x22;Black) .500.00



LANDIS'/EXPRESS./PAID.(1864;printed frank in scroll 24x20;Black). 500.00

LANGTON'S EXPRESS - 1850

Samuel W. Langton has been called the greatest of all the independent expressmen. In July 1849, at the age of nineteen, he arrived in California from Washington, D. C. By February 1850, he was established in the express business, based at Downieville in the upper reaches of the Yuba river valley, and operating over one of the toughest routes in the entire region. He began at Marysville, and traveled up the Yuba valley via Grass Valley and Nevada City by wagon, horseback, and on foot to remote mines in the almost inaccessible upper canyons. He became agent for Adams & Company at Downieville. In August 1850, William T. Ballou joined him as partner in Langton's Yuba River Express but Ballou soon sold out to Langton. In March 1851, Langton & Company's Express, a new partnership with Samuel L. Clapp and Z. White, was formed. In April 1852, S. W. Langton's Pioneer Banking House on Main Street in Downieville, was opened to buy, sell, and ship gold dust and conduct other banking and express business. In November 1853, Langton dissolved the existing partnership and established (with his brother W. T. Langton) Langton & Bro's Treasure, Package, and Letter Express, using the handstamped frank Langton & Bro's Express. In February 1855, Langton's Express was sold to Adams & Company who failed two days later. Langton took back the company and formed a partnership with N. W. Wilkinson of Marysville and Charles P. Stone of San Francisco called Langton's Pioneer Express (Stone withdrew on 5 September 1856), connecting with Pacific Express, Freeman & Company, and by 1859 with Wells, Fargo & Company. At this time he gave up the run from Marysville to San Francisco and Sacramento City. Discovery of the Comstock Lode in Nevada on 1 July 1859 led Langton to form Langton's California and Nevada Express in January 1860 to run from Downieville over the Sierra Nevada via Heness Pass to the Nevada mines, using Langton's Pioneer Express franked envelopes on the route. In February 1860, Langton's Humboldt Express extending from the Humboldt mines to Carson City was added to the prospering and expanding Langton Express empire. Tragically, Langton died at 34 years of age on 24 August 1864 from injuries received twelve days earlier when he was thrown from his buggy in Silver City, Nevada Territory. Unable to carry on his business, his family sold out to Lamping & Company, shortly after Langton's death. (Nathan, pp. 126, 257-259)





LANGTON & BROs./EXPRESS/CAMPTONVILLE.(1852;oval 39x25;Blue,Black) 150.00
Same/FORREST CITY(1852;oval 39x25;Black) 150.00
LANGTON'S/*EXPRESS*/DOWNEVILLE(misspelled)(1852; oval--;--). 500.00

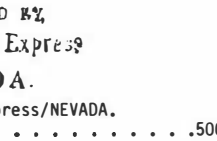
Express Marking	Date	Shape	Size	Color	Value

LANGTON & BROs./EXPRESS/DOWNIEVILLE(1854;oval 37x32;Red) 150.00

The above marking has been forged. See notes at end of this section.



LANGTON & BRO's/EXPRESS/FRENCH CORRAL(1853;in fancy frame--;Blue) 600.00



FORWARDED BY,/Langton & Bro's Express/NEVADA. (1854;SL-50x20;Red) 500.00





LANGTON'S/DOWNIEVILLE/PIONEER EXPRESS.(185-; oval 50x28;Red,Black) 150.00
Same/MARYSVILLE(185-; Red) 150.00
Same/TIMBUCTOO(1859;Blue). 450.00
Same/VIRGINIA CITY(185-;Red) 150.00



LANGTONS/PIONEER/EXPRESS/MARYSVILLE.(1855; DLC-40;Greenish-blue) 250.00
Same/(186-;oval 52x27;Blue). 150.00



LANGTON'S PIONEER/[town in Ms]/EXPRESS(185-; oval--;--). 350.00



LANGTON & BRO'S/YUBA RIVER/EXPRESS./ PRINCIPAL OFFICES/MARYSVILLE,/DOWNIEVILLE,FOSTERS BAR,/ GOODYEARS BAR,/FRENCH CORRAL,/SWEETLANDS,/ HESS' CROSSING, &/PARKS BAR/(1851;embossed printed frank in shield with pony rider on back flap;Blue,Red) 500.00



LANGTON & BROs./YUBA RIVER/*EXPRESS*/CALIFORNIA (1854;embossed printed frank 42x32;Red, Black 450.00

Express Marking	Date	Shape	Size	Color	Value

LELAND & McCOMBE'S EXPRESS - 1853

In late 1853, George L. Leland and John McCombe began an express run from San Francisco northward by steamer to Humboldt Bay and then overland to Crescent City, California, and Port Orford, Oregon. From San Francisco, this express also served Alamo in Contra Costa County, and the cities of Santa Clara and San Jose to the south. On 28 June 1854, Leland and McCombe dissolved their partnership, but both continued to serve the same territory. Leland took in David McComb (no "e") as a partner and connected with Wells, Fargo & Company; John McCombe joined Adams & Company. In August 1854, Leland & McComb introduced a southern route to Monterey, Santa Barbara, San Pedro, Los Angeles, and San Diego. The final "e" was removed from the old oval handstamp to serve the needs of the new partnership. A new handstamp was prepared for the south coast route. By October 1855, the name McComb no longer appeared in the company advertising, and Leland carried on alone. (Nathan, pp. 131-132)





LELAND & McCOMBE's/EXPRESS/SAN FRANCISCO(1853-54; DLO-52x30;Blue,Red,Black) 300.00
Same/CRESCENT CITY.(1854;DLO-52x30;COLLECT [diamond frame];Black,Bluish) 300.00



LELAND & McCOMB's/EXPRESS/SAN FRANCISCO(1854; DLO-52x30;Blue,Red,Black) 300.00



LELAND & McCOMB'S/SOUTHERN/EXPRESS(1854;DLO-52x30; PAID[DLO];Black). 750.00

MILLER & EVANS CANON CITY EXPRESS - 1860

In late 1860, an advertisement appeared reading "Canon City Express---Miller & Evans are now running a weekly express to Canon City, for the conveyance of passengers, letters and light packages! Everything entrusted to their care will be forwarded with Safety, Promptness and Despatch! Their coaches leave Canon City on Friday of each week and arrive in Colorado (Colorado City, K.T., now Colorado Springs) to connect with Harrison's Line to Denver,thus giving a rapid means of communication with all parts of the Gold Region! and the States! Leave Denver for Canon City every Friday at 6 A.M. Office in Canon City, with Jacks & Miller. Office in Denver with Hinckley & Co." Only manuscript endorsements on the cover are known from this express line. It connected at Colorado City with Harrison, Soley & Company's Express for Denver or with Western Stage Company to the eastern states. (Nathan, p. 138)

Miller & Evans'/Express/Canon City(1850;Ms;Paid). . .150.00

MOSSMAN & COMPANY - 1861

In April 1861, a pony express rider, Isaac Van Dorsey Mossman, began an express service between Portland and The Dalles, Oregon, and from Walla Walla, Washington Territory, to the mines in Idaho Territory (charge 50¢ per letter). In October 1861, Joaquin Miller joined him and the company became Mossman & Miller. Mossman rode from Walla Walla to Oro Fino and Miller from Lewiston to Florence City and the Sal-

Express Marking | Date | Shape | Size | Color | Value

mon River mines in Idaho (charge $1.00 per letter). In early 1862, Miller left and Mossman took in J. C. Franklin, Thomas Paulson, Pat Smith, and John McBride as partners. In June 1863, Mossman & Company was sold to Wells, Fargo & Company. (Nathan, p.142)





MOSSMANS/EXPRESS(186-;oval 45x25;PAID/50 [DL shield with four stars above];Black). 850.00

MUMBY & COMPANY - 1851

In early 1851, Mumby & Company was formed by Joseph H. Mumby and Henry Reed to operate between San Francisco and Sacramento City by water and then to the mining districts. Mumby & Company connected with Dodge & Company at San Francisco for the Atlantic states. In June 1851 Freeman & Company purchased Mumby & Company. (Nathan, p. 143)



MUMBY & CO'S/EXPRESS(1851;DLO-39x20;Blue) 650.00

NEWELL & COMPANY - 1851

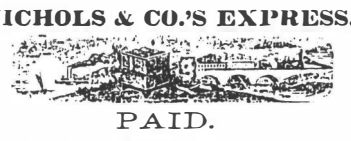
L. W. Newell and E. W. Colt, partners in Todd & Company, bought the Oregon line from Alexander H. Todd and, on 9 October 1851, formed their own company to carry mail from Stockton to Sonora and from San Francisco to Portland. Newell & Company connected with Freeman & Company for the northern mines, at San Francisco with Adams & Company, and with Cram, Rogers & Company (Adams's agent in the smaller towns). From November 1851, Adams had practical control over Newell & Company and, on 1 July 1853, together with Justis Steinberger, one of their agents, bought out Newell and Colt. (Nathan, pp. 145, 209)



NEWELL & CO'S/EXPRESS/OREGON(1852;DO-28x15;COLLECT [oval];Blue). 750.00
Same/SAN FRANCISCO(1851;DO-28x15;Blue) 450.00

NICHOLS & COMPANY - 1858

In the Spring of 1858, C. P. Nichols and Edward Ludlow began an express from San Francisco to San Jose and twice monthly to Oregon through Crescent City on the north coast. They connected with Freeman & Company and Alta Express for the California and Oregon mining regions and, later, with Freeman for the Fraser River mines in British Columbia. Ultimately, they sold out to American Express (of California). (Nathan, pp. 145-146)



NICHOLS & CO.'S EXPRESS/PAID(1858;printed frank with city scene;Black) 250.00

A. J. OLIVER & COMPANY - 1864

In late 1863 or early 1864, A. J. Oliver, E. A. Conover, and Ed House formed A. J. Oliver & Company's Bannack City Express, running a tri-weekly mail, express, and passenger service to Salt Lake City from Virginia City and Bannack City, Montana. At Salt Lake City they crossed Ben Holladay's Overland Express route which ran to the north and northwest as far as Helena, Montana, and Walla Walla, Washington. Yielding to competition from Holladay, they sold out to him in 1867. (Nathan, pp. 15-16, 149)



A.J.OLIVER & CO/EXPRESS/VIRGINIA CITY,MT.(186-; oval 46x25;Black) 750.00

PACIFIC EXPRESS COMPANY - 1855

After the failure of Adams & Company on 23 February 1855, a group of Adams employees formed a new company (2 March 1855) for the "purpose of conducting a General Express and Forwarding Business in all its Branches, throughout California, Oregon and the Pacific Coast generally" and "a regular express for freight, small parcels and letters, to and from the Atlantic States by every steamer" according to its advertising. In early 1857, the company closed its offices. (Nathan, p. 154)





PACIFIC EXPRESS Co./AUBURN(1855;oval 38x28, MDD;PAID[oval];Blue). 100.00
Same/LOS ANGELES(1855;Blue). 300.00
Same/MARYSVILLE(1856;Blue) 150.00
Same/NEVADA(1855;Blue) 150.00
Same/NORTHERN MINES(1855;Blue) 350.00
Same/SACRAMENTO(1855;PAID.[oval];--) 250.00
Same/SHASTA(1855;Red). 200.00



Same/VALLEJO(1855;PAID[octagon];Green) 200.00
Same/VOLCANO(--;PAID[DL octagon];Green). 200.00



PACIFIC EXPRESS CO./JACKSONVILLE(1855;oval 52x35; Red). 650.00
Same"50"(handstampd rate). 750.00
Same/NAPA(1855;PAID[octagon];Red). 175.00
Same/SAN JOSE(1855;PAID[oval];Black) 175.00
Same/STOCKTON(1855;Blue) 125.00
Same/VALLEJO(1855;Black) 125.00
Same/WATSONVILLE(1855'--) 150.00



PACIFIC EXPRESS Co./SAN FRANCISCO.(1856;DC-36-21; MDD,PAID,COLLECT[both oval];Blue) 100.00
PACIFIC EXPRESS CO./DIAMOND SPRINGS(185-;DLO-53x33;Blue) 200.00
Same/GEORGETOWN(185-;PAID[box];Blue) 200.00

Express Marking | Date | Shape | Size | Color | Value

PALMER & COMPANY - 1850

This express company was started in New York by C. S. Palmer. He opened a branch in Boston and shortly afterward established offices in San Francisco, Sacramento, and Marysville where he conneted with Hunter & Company's Express for Coloma and Placerville, and with Mumby & Company for the northern mines. Early in 1851 his advertisements stopped. (Nathan, p. 158)



PALMER/& Cos/EXPRESS.(1850;DL shield 25x24;Red, Black). 750.00

PETERSON'S EXPRESS - 1861

In 1861, Peterson's Lower California Express ran from San Francisco south to San Diego and La Paz, Mexico. It connected with Wells, Fargo & Company. (Nathan, p. 168)



Forwarded by/Peterson's Lower California Express,/ --FROM--/[town in Ms]/Office in San Francisco, at H. Payot's Book Store/640 Washington Street. (1862;printed frank in ornamental frame 58x26; Black) 750.00

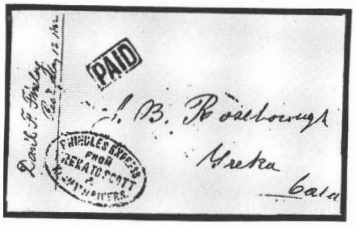
PRAGER & DAVIS - 1863

Prager & Davis is known only from a manuscript endorsement. No handstamp other than a DLO "PAID" marking is recorded.

PRAGER & DAVIS(1863;Ms;PAID[DLO];Blue). 500.00

PRINDLE'S EXPRESS - 1860

In February 1860, Charles W. Prindle, a former messenger with the company, bought Crooks Express from A. D. Crooks. He operated from Yreka to the mines in the Scott and Klamath river valleys until 1862, connecting at Yreka with Wells, Fargo & Company. In 1863, he bought Chase's Express from G. W. Chase and continued operating alone or with various partners until 1866. (Nathan, pp. 41, 171)





PRINDLES EXPRESS/FROM/YREKA TO SCOTT/&/KLAMATH RIVERS.(1861-62;DLO--;PAID[box];Red,Black) . .750.00

Express Marking | Date | Shape | Size | Color | Value

RAVELEY'S EXPRESS - 1854

In 1854, S. W. Raveley started an express run to and from Weaverville, Canon Creek, and the Trinity River mining camps in California. He connected with Cram, Rogers & Company, the agents for Adams & Company. (Nathan, p. 177)



RAVELEY'S EXPRESS./PAID/CANON CREEK(1855;DLDO--; Black). 1000.00

REINKINGS COAST EXPRESS -1861

In 1861, this small express, known mainly from the handstamp reproduced below, ran from Fort Ross to Tomales and Smith's Ranch in coastal California. (Nathan, p. 177)



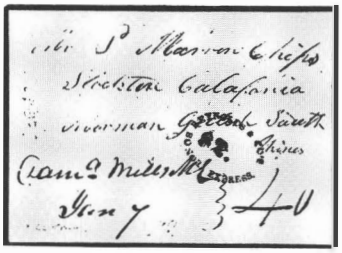
REINKINGS/COAST/EXPRESS.(1861;oval 37x22;Blue). . . .500.00

REYNOLDS & COMPANY -1850

In January 1850, Angevine Reynolds established an express at Sacramento City and Stockton running to the southern mines. His partners were J. P. D. Wilkins and A. S. Reynolds (who left at year's end). They connected with Todd & Company for San Francisco and with Adams & Company for the Atlantic states and Europe. In October 1851, they reorganized along with Alexander H. Todd and William H. Brown as Reynolds, Todd & Company's Express. (Nathan, pp. 178, 265)



REYNOLDS/EXPRESS(1850;DL-shield--;Black). 750.00





REYNOLDS & CO'S/SONORA EXPRESS.(1851;oval 30x22, NOR;handstamped or manuscript rate at center; --) 750.00
REYNOLDS & CO'S./EXPRESS(Italic)(1850;C-18,NOR; Black). 600.00
REYNOLDS & Co's EXPRESS/San Francisco/STOCKTON & SONORA(1851;DLDO-42x18;Blue). 575.00
REYNOLDS & Co's EXPRESS/MOKELUMNE HILL/STOCKTON & SAN FRANCISCO(185-;octagon--;--). 500.00
REYNOLDS & Co.,/SAN FRANCISCO(185-;SL--;--) 350.00

Express Marking | Date | Shape | Size | Color | Value



FORWARDED/BY/REYNOLDS & C'o./EXPRESS.(1851;oval 25x16;Blue,Black) 200.00

REYNOLDS TODD & COMPANY - 1851

In October 1851, Angevine Reynolds and J. P. D. Wilkins (formerly Reynolds & Company) joined with Alexander H. Todd and William H. Brown (formerly Todd & Company) to form Reynolds, Todd & Company's Express. They continued to serve the same area, running a daily stage line between Stockton and Sonora, Mokelumne Hill, Double Springs, Carson's Creek, and Angel's Camp, and a tri-weekly express to Mariposa, Agua Fria, and other points in Mariposa County. However, pressed by competition and other problems, the company folded and it was sold on 22 April 1852 to Charles A. Todd (no relation to A. H. Todd) who continued in business until 14 September 1853 when he sold to Wells, Fargo & Company (representing their first access to the southern mining region). (Nathan, pp. 179, 265-266)





FORWARDED BY/REYNOLDS,TODD & CO/EXPRESS/COLUMBIA (1852;DLO-48x25;Blue) 200.00
Same/SAN FRANCISCO(1852;COLLECT,NOT PAID[oval], PAID[oval];Blue). 200.00
Same/SONORA(1852;NOT PAID[oval];Blue). 300.00
Same/STOCKTON(1852;Blue) 350.00

RHODES & LUSKS EXPRESS - 1852

In 1852, James H. Rhodes and Hiram Lusk formed Rhodes & Lusk's Express, to run daily from Sacramento City to Marysville, Tehama, Shasta, Yreka, Weaverville, and into southern Oregon. In 1853, Rhodes withdrew and Rhodes continued for several years as Rhodes & Company's Express, adding later on a twice weekly express service to and from San Francisco. (Nathan, p. 181)





RHODES & LUSKS/EXPRESS/YREKA("EXPRESS" in ribbon) (1853-57;DLO-38x26;Black) 650.00
This marking has been forged.
See notes at end of this section
Same/WEAVERVILLE(185-;--). 450.00
RHODES & LUSK/EXPRESS/SHASTA(185-;DLO--;--) 450.00
RHODES & LUSK/EXPRESS/SHASTA & SAN FRANCISCO (1852;DLDO-38x16;Blue). 550.00

RHODES & WHITNEY'S EXPRESS - 1856

In 1853, Rhodes and Lusk again became partners, operating as Rhodes & Whitney's Express (Whitney has never been further identified). However, in late 1856 or early 1857, the company was taken over by the Greenhood and Newbauer Northern Express which continued until 1859 when Wells, Fargo & Company took over the routes. (Nathan, pp. 92, 181).



RHODES & WHITNEY'S/EXPRESS/WEAVERVILLE.(1856;DLO-40x23;Blue) 200.00
Same/YREKA(1856;DLO-50x28;--). 250.00
This marking has been forged.
See notes at end of this section

Express Marking | Date | Shape | Size | Color | Value

ROWE & COMPANY - 1856

This express ran from Shasta to Weaverville and from Weaverville to Big Bar and Canyon Creek from 1856 until 1858 when Greenhood & Newbauer bought the company. (Nathan, p. 185)



ROWE & C's./WEAVER(1856;oval 44x30;Black) 1000.00
ROWE & Co.'s/EXPRESS/No.16/WEAVERVILLE(185-; DLO--;Black). 1000.00

FRANK RUMRILL & COMPANY - c. 1852

In the spring of 1851, Frank Rumrill of Franklin MIlls, Ohio, came to California to mine for gold, but instead became involved with the express business, first working as an agent for Gregory's Express and later, at Marysville, for Wells, Fargo & Company. However, he soon formed F. Rumrill & Company's Express, connecting at Marysville with Wells Fargo & Company. On 1 July 1854, he bought Beck's Express which had operated in the rough country between Downieville and Gibsonville Ridge in the northern mines. He advertised service "to and from the following places in the northern mines: Marysville, Foster's Bar, Camptonville, Goodyear's Bar, Downieville, Hansonville, Gibsonville, Chandlerville, Pine Grove, St. Louis and other points in their vicinity." In the spring of 1855, yielding to the hardships encountered in the mountain routes, he sold out to Samuel W. Langton and headed home for Ohio. (Nathan, pp. 185, 260) (Nathan reports three handstamps in addition to those listed below; an elongated octagonal box; a shield-type with three-line inscription; and, a small DLO with three lines.)



F.RUMRILL & CO'S./Northern Express/CONNECTING WITH/ WELLS FARGO & CO.(1854;SL-49x19;Black). 375.00







F.RUMRILL & CO'S./EXPRESS/DOWNIEVILLE(1854;DLO-42x25;Black). 300.00
F.RUMRILL & CO'S/NORTHERN/EXPRESS./CONNECTING WITH/ Wells,Fargo & Co.(1854;DLO-34x25;Blue,Black). .475.00
F.RUMRILL & CO'S/NORTHERN EXPRESS/CONNECTING WITH/ WELLS,FARGO & CO.(1854;DLO-51x29;Blue). 575.00
F.RUMRILL & CO'S/EXPRESS/CONNECTING AT/MARYSVILLE/ WITH/WELLS,FARGO & CO.(1854;C-36;Black) 300.00

SERVICE & ROBERTS EXPRESS - 1853

Service & Roberts Yuba Express ran from Marysville to the mines along the Yuba River in 1853 and 1854. Little is known about this small express company. (Nathan, p. 191)



SERVICE & ROBERTS/YUBA/EXPRESS(1853-54;oval--;--) . .350.00

W. E. SINGER & COMPANY - 1855

Captain William E. Singer (from Philadelphia) was owner or partner in five different expresses between 1852 and 1857. All of these operated over the route from Marysville, to the Feather River mining camps high in the Sierra Nevada. He and Annan Fargo bought the John R. Buckbee North Fork Feather Express (successor to Camps Express) and route and

Express Marking | Date | Shape | Size | Color | Value

formed Singer & Fargo in 1852. Shortly afterward, they took in W. S. Dean and the name became Singer, Dean & Company. No handstamp or printed frank is known of either of these Singer partnerships. In 1853, Annan Fargo left Singer, Dean & Company to form his own firm and, in 1854, Singer dissolved the partnership with Dean and went on his own as W. E. Singer & Company's Feather River Express. The handstamp of this express company is listed below. Later, in 1855, Singer formed a new partnership with Thomas H. Morrow known as Singer & Morrow's Feather River Express and, two years later, dissolved this company and formed Singer, Meek & Company's Feather River Express which soon afterward (1857) was sold to Henry C. Everts and Fenton B. Whiting of Whiting & Company. Each of these last two Singer companies had an oblong printed frank with a decorative border handset from printer's sorts but these are not recorded on stampless covers. (Nathan, pp. 192, 262-263)

W.E.SINGER & COS./EXPRESS/FEATHER RIVER(1854;DLO-50x 27;PAID;Blue) 400.00



W.E.SINGER & CO'S./FEATHER RIVER/EXPRESS/CONNECTING WITH/WELLS,FARGO & CO(1854-55;oval 48x28; PAID[DLO];Blue) 450.00

SPARGUR'S EXPRESS - 1860

In 1860, Spargur's Honey Lake Express was founded by H. L. Spargur to run from Oraville and Quincy to the Honey Lake area in Lassen County, California. He remained in business until 1864. (Nathan, p. 194)



SPARGUR'S/HONEY LAKE/EXPRESS./PAID.(186-;printed frank in ornamental box 49x34;Black) 500.00

N. U. STARR'S EXPRESS - 1854

Covers with a DL handstamped frank for N. U. Starr's Express exist. He was supposed to have made the run from Marysville to the bars and camps along the Yuba River in 1854, and to have had some connection with Wells, Fargo & Company. However, according to Nathan (1973, p. 195), it is uncertain whether N. U. Starr's Express ever actually operated and that whether it should be designated as "the express that never ran" remains unresolved.



N. U. STARR'S/EXPRESS/CONNECTING WITH/WELLS, FARGO & CO.(1854;DLO--;Black) . . . . . ----

STOLP'S EXPRESS - 1851

In 1851, Stolp's Express ran from Nevada City eastward to the mining camps Red Dog, Little York, and Gouge Eye high in the Sierra Nevada. Nothing else is recorded about this small express service. (Nathan, p. 197)



STOLP's/EXPRESS/NEVADA.(1851;oval 40x28;Black). . . .660.00
Same/RED DOG(1851;Blue). 650.00

Express Marking | Date | Shape | Size | Color | Value

STUART'S EXPRESS - 1854

A. B. Stuart operated an express service from Portland, Oregon, to Vancouver, Washington, and to Cascade and The Dalles, Oregon, from 1854 to 1856. It connected with Adams & Company until Adams failed in the spring of 1855. (Nathan, p. 199)



STUART'S/EXPRESS/OLYMPIA,W.T.(185-;DL-octagon 31x31; Blue) 1250.00

SWART & COMPANY - 1854

In 1854, Jesse H. Swart offered an express service from San Francisco to Oakland, Clinton, Alameda, Union City (later Centerville), San Jose, San Pablo, and Martinez, connecting with Adams & Company who did not serve these points. (Nathan, p. 201)



SWART & COs./EXPRESS/OAKLAND(1854;oval 52x31; Blue,Red) 500.00

TAYLOR'S EXPRESS - 1851

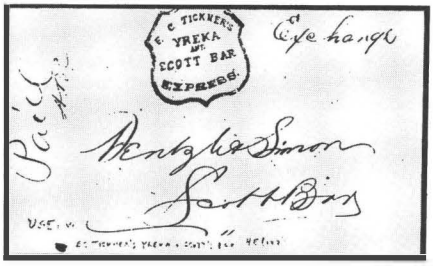
L. W. Taylor ran an express route from Shasta in northern California to Sacramento City from June 1851 until the spring of 1852, connecting with Gregory's Express for the Atlantic states. Only manuscript markings are recorded on the letters he carried. (Nathan, p, 204)

Taylors Express(1851;Ms;--) 300.00

E. C. TICKNER'S EXPRESS - c. 1862

The Tickner Family (three brothers and one sister) were in the express business in northern California from before 1862 until after October 1880. First, E. C. Tickner operated as an independent expressman until about 1862, carrying the mail from Yreka to the mining camps on the Klamath River. Later, an article in the Yreka UNION (1866) announced that Tickner's Express would begin a run from Yreka to the Indian River and Scott River areas. He soon extended his route to Deadwood, McAdam's Creek, Fort Jones, and Indian Creek, changing the name of the express to the Scott River and Scott Valley Express. In 1869, he bought out the J. D. Hickox Express, extending his Scott River line to Rough and Ready. In 1871, his two brothers Walter A. and F. L. Tickner started W. A. Tickner & Brother's Express from Yreka to Fort Jones and Etna, connecting with E. C. Tickner's Express for Scott River. In 1872, both E. C. Tickner and his brothers sold their express lines, and E. C. Tickner became a clerk for Wells, Fargo & Company. Then, in 1874, Lavinia Tickner began operating her own express service in the same territory, from Yreka to Scotts Bar, McAdams Creek, Fort Jones, and Indian Creek. She worked with other expressmen, including Carlock & Ward who had bought E. C. Tickner's Scott River and Scott Valley Express and who leased this express to Lavinia Tickner. Next, F. L. Tickner re-entered the express business and bought out Dave Horn of the Scott River Stage and Express Line, connecting with A. A. Beem's stage for Fort Jones and Yreka. Clearly, the Tickner family was an important, successful, and ambitious expressman clan; one or more of them remained active in the express business until late 1880. (Nathan, pp. 205-206)

Express Marking | Date | Shape | Size | Color | Value



E.C.TICKNER'S/YREKA/AND SCOTTS BAR/EXPRESS.
(1866-72;shield--;Black). 400.00

TODD & BRYAN'S EXPRESS - 1850

Alexander H. Todd was one of the first western expressmen, if not the very first. He arrived in San Francisco on 23 June 1849. Soon afterward, as his health did not permit him to become an active miner, he formed an express service to the miners in the Mokelumne Hill area. He had a list of about 2000 miners for whom he picked up letters at the San Francisco post office, taking them back to the mines and charging an ounce of gold dust for the service. He also bought copies of the New York HERALD for 1 to 3 dollars and sold them to the miners for 8 dollars each. He charged a fee of five percent to carry gold dust to San Francisco for deposit in the banking houses. He was so successful, that in February 1850, he expanded and with Benjamin L. Bryan founded Todd & Bryan's Express and, shortly thereafter, took in E. W. Colt as a third partner. Their route ran from San Francisco to Stockton and the southern mines, and at Stockton they had offices jointly with Adams & Company. (Nathan, pp. 208, 264-265)



TODD & BRYAN'S/EXPRESS(1850;shield 16x20;Black) . . .850.00

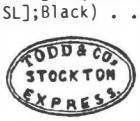
TODD & COMPANY - 1850

On 13 July 1850, B. L. Bryan of Todd & Bryan's Express left to become a clerk on the Sacramento Steamer UNION, and the remaining partners, A. H. Todd and E. W. Colt reorganized as Todd & Company. They continued to operate the route from San Francisco to Stockton, connecting with Adams & Company for the Atlantic states and with Freeman & Company for the northern mines. They added a line to Oregon under the label Todd & Company's Oregon and California Express taking L. W. Newell into partnership for this route. Soon after, on 9 October 1851, Todd sold the Oregon line to Colt and Newell who reorganized as Newell & Company's Express. A. H. Todd immediately joined with Angevine Reynolds, J. P. D. Wilkins, and William H. Brown to form Reynolds, Todd & Company's Express, which lasted only until 27 April 1852 when it was sold to Charles A. Todd of Todd's Express (no relation). C. A. Todd operated the company as Todd's Express until 14 September 1853 when he sold to Wells, Fargo & Company. (Nathan, pp. 209-210, 265-266)



$2.

TODD & Co./EXPRESS(1850;shield 16x19;PAID;Black). . .300.00
Same/($2.[handstamped rate];Black) 450.00
Same/(FROM SAN FRANCISCO[SL];Black) 350.00
Same/(FROM STOCKTON[SL];Black) 350.00

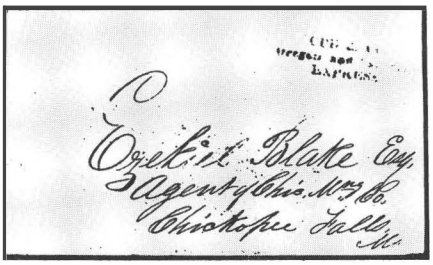


TODD & COs/STOCKTON/EXPRESS(1851;DLO-22x13;
PAID;Black) 200.00

Express Marking | Date | Shape | Size | Color | Value



FORWARDED BY/TODD & CO'S/EXPRESS(1852;DLDO-33x19;
PAID;Blue,Black). 100.00



TODD & CO.'s/Oregon and California/EXPRESS.
(1850;SL-48x15;Blue,Black). 650.00

TODD & CO.'S
OREGON and CALIFORNIA
EXPRESS.

TODD & CO.'S/OREGON and CALIFORNIA/EXPRESS.
(1850; SL-- ; Blue; Black). 650.00



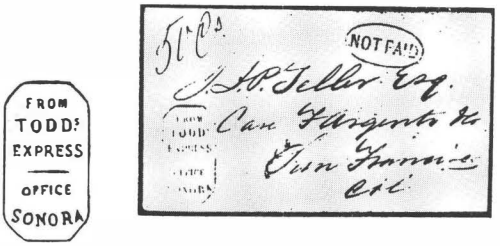
FORWARDED BY/TODD & C'OS/OREGON & CALIFORNIA/EXPRESS
(1850-51;oval 40x20;Blue) 850.00

TODD'S EXPRESS - 1852

Charles A. Todd (no relation to Alexander H. Todd) bought out Reynolds, Todd & Company on 27 April 1852. He operated the company as Todd's Express until 14 September 1853 when he sold out to Wells, Fargo & Company, allowing them access to the southern mines area for the first time, and enabling them to compete for business in that region. (Nathan, p. 210)



FORWARDED BY/TODD'S/EXPRESS/SAN FRANCISCO(1852;oval
46x22;NOT PAID[oval or DL rectangle];Blue). . .125.00
Same/SONORA(1852;Blue) 150.00
Same/STOCKTON.(1852;Blue). 150.00



FROM/TODDs/EXPRESS/OFFICE/SONORA(1852-53;octagon--;
PAID[DLO],NOT PAID[oval];Blue). 400.00

Express Marking | Date | Shape | Size | Color | Value

TRACY & COMPANY - 1859

In July 1859, E. W. Tracy started an express from Portland, Oregon, to Eugene City via Salem and Albany. His line extended on south to Jacksonville and connected with C. C. Beekman's Express for points in California. His partners in Tracy & Company were Ed Norton and E. J. James. By February 1860, he added Tracy & Company Oregon Express, a line running up the Columbia River to The Dalles and to Wallula, W. T., and inland to Fort Walla Walla. Eventually, it was extended to the Boise Basin Mines and Lewiston, Idaho. On 31 March 1862, the partnership was dissolved and E. W. Tracy became sole owner. On 10 November 1863, he sold the Idaho express to Wells, Fargo & Company, but he continued Tracy & Company's Express until his death on 13 July 1866. (Nathan, p. 212)



PAID/TRACY & Co./OREGON EXPRESS(186-;printed frank in ribbon;Black). 250.00

WASHBURN'S EXPRESS - 1856

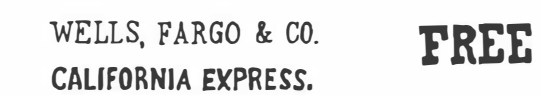
In 1856 and 1857, this express ran from Camptonville, California, to bars and camps in the upper Yuba River valley. Little is known about this operation other than from the handstamp illustrated below. (Nathan, p. 222)



WASHBURN'S EXPRESS/& NEWS AGENCY/CAMPTONVILLE("NEWS AGENCY" in ribbon)(1856-57;DLO-54x31;Blue). . .750.00

WELLS, FARGO & COMPANY - 1852

In 1849, Henry Wells, William G. Fargo, and John Butterfield, after years of experience in the package express business in New York state, along with several others, formed the American Express Company. All were astute and shrewd businessmen and they had plenty of capital. After watching the progress of the gold rush for several years, on 18 March 1852, Henry Wells, William G. Fargo, Johnston Livingston and six others, in an historic meeting at the Astor House in New York City, formed Wells, Fargo & Company to compete in California with Adams & Company and the other expresses. Thus began the company which outlasted all others, gradually absorbed all of the smaller expresses, and covered far more territory than its competitors. It began advertising its "California Express" in the NEW YORK TIMES and its "Atlantic & Pacific Express" in the SAN FRANCISCO ALTA, in May and July 1852 and flourished until 1896 when the government forced it to quit providing mail services. Numerous handstamps and printed franks of every size and description have been recorded. We illustrate below those recorded to date on stampless covers. (Berthold, pp. 11-13; Hungerford, pp. 5-7; Nathan, pp. 226-227; Wiltsee, pp. 63-65)



WELLS,FARGO & Co./CALIFORNIA EXPRESS.(July 1852;SL-50x12.5;FREE;Red) 4000.00

Express Marking | Date | Shape | Size | Color | Value



WELLS, FARGO & CO'S/EXPRESS/SAN FRANCISCO(1852; oval 36x19;Red) 4500.00
(Note: This cover is dated 10 May 1852, a compound usage with Todd's Express, Stockton; this is the earliest recorded Wells, Fargo & Company Marking.)





WELLS,FARGO & Co./16 WALL ST.N.Y./CALIFORNIA/EXPRESS/*(1853;DL-shield 29x27;Black)(used on east-west mail). 2000.00
WELLS, FARGO & CO.;16 WALL ST N Y/CALIFORNIA/EXPRESS.(185-;DL-shield;Red)(used on east-west mail). 2000.00



WELLS,FARGO & Co./CALIFORNIA/EXPRESS/COURT SQUARE/BOSTON(185-;shield 37x35;PAID[DLO];Blue,Red) (used on east-west mail). 750.00







WELLS,FARGO & Co./EXPRESS/SAN FRANCISCO(185-;shield--;PAID[DLO];Black) 750.00
WELLS,FARGO & Co./CALIFORNIA./EXPRESS(1853;oval 42x25;Red). 750.00





WELLS,FARGO & COs./MARYSVILLE/EXPRESS(185-;DLO-38x20; PAID,COLLECT,FREE[all DLO];Blue,Red). 200.00
Same/YANKEE JIM'S(1853;Blue,Black) 200.00

The two markings above have been forged.
See notes at end of this section.



WELLS,FARGO & Co./EXPRESS/SAN FRANCISCO(1854;octagon 33x24;Blue,Red) 150.00

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

Express Marking | Date | Shape | Size | Color | Value



WELLS,FARGO & Co./OPHIR/EXPRESS(185-;oval 51x24; FREE[DLO];Blue) 300.00
WELLS,FARGO & COS/OPHIR/EXPRESS(185-;DLO-37x21; Blue) 350.00



WELLS,FARGO & COS./EXPRESS/SAN FRANCISCO(185-; DLO-55x28;PAID[DLO];Blue) 350.00





WELLS,FARGO & Cos EXPRESS./S.FRco.(1860;DC-37-21, MDD;COLLECT[DL box],PAID[DLO];Blue,Black) . . .100.00
WELLS,FARGO & CO./.SACRAMENTO(186-;DC-37-21, MDD;Blue,Black) 125.00



WELLS,FARGO & COs/EXPRESS/COLUMBIA(185-;oval 41x22; FREE[DLO];Blue) 300.00
WELLS,FARGO & CO/EXPRESS/NAPA CITY(1857;DLO-44x24; Blue) 150.00
WELLS,FARGO & CO'S/EXPRESS/STOCKTON(185-;DLO-39x23; Blue) 250.00



WELLS,FARGO & COs/EXPRESS/BENICIA(1853;DLO-37x21; FREE[DLO];Black). 175.00
Same/IOWA HILL(185-;PAID[DLO];Blue). 200.00
Same/MOK:HILL(185-;Blue) 250.00
Same/NEVADA(1852;PAID[DLO];Blue) 200.00
Same/SACRAMENTO(1852;Blue,Red) 200.00
Same/SAN FRANCISCO(185-;PAID[DLO];Red) 200.00



WELLS,FARGO & Co/EXPRESS/ANGELS(185-;oval 39x23;--) .150.00
Same/COLOMO(185-;PAID[DLO];Blue) 200.00
Same/CRESCENT CITY(185-;50, $1[handstamped rates];Blue). 250.00
Same/FOLSOM(185-;PAID[oval];Blue). 125.00
Same/HONOLULU(185-;Black). 450.00
Same/HORNITAS(1866;Blue) 125.00
Same/MARYSVILLE(1857;PAID,FREE[DLO];Blue,Black). .100.00
Same/NEVADA(185-;FREE[DLO];Red). 100.00
Same/PLACERVILLE(185-;--). 100.00
Same/SACRAMENTO(185-;Red). 75.00

Express Marking | Date | Shape | Size | Color | Value





Same/SAN FRANCISCO(1854;FREE,PAID,COLLECT[allDLO], COLLECT[diamond];Red,Blue). 60.00
Same/SONORA(185-;PAID[DLO];Blue) 100.00



WELLS,FARGO & Co/.EXPRESS./BEAR VALLEY.(185-; oval 44x25;Blue). 75.00



WELLS, FARGO & Co./.EXPRESS./MARYSVILLE(1855;oval 41x23;PAID[DLO];Blue) 150.00
Same/SAN BERNARDINO(185-;Black). 150.00
Same/SANTA CRUZ(185-;Green). 200.00



WELLS, FARGO & Co./AUSTIN, N.T.(185-;oval 37x27, MMD;Blue) 500.00
Same/CARSON CITY,N.T.(185-;Blue) 500.00
Same/CHICO(1864;oval;38x27;Blue) 250.00
Same/DUTCH FLAT(185-;Blue) 250.00
Same/OAKLAND,O(185-;Greenish). 500.00
Same/PETALUMA(1861;Blue) 200.00
Same/SALT LAKE CTY.,U.T.("TY"small & high) (185-;Black). 500.00



WELLS, FARGO & Co/SAN JOSE(185-;oval 36x27,MDD; Black). 75.00



WELLS,FARGO & Co/.MARYSVILLE.(185-;DO-3/x28, MDD;Blue) 75.00



WELLS,FARGO & CO./MESSENGER/SOUTHERN COAST(185-; oval 44x24;Blue). 75.00

For listings of other markings found on Western stampless covers see:
MARITIME MARKINGS
FORWARDERS MARKINGS
CITY DELIVERY & LOCAL POSTS:
San Francisco Letter Express Companies
San Francisco Letter Bag Operators
ROCKY MOUNTAIN & PACIFIC COAST OVERLAND MAILS

Express Marking | Date | Shape | Size | Color | Value



WELLS,FARGO & Co./EXPRESS/STEAMBOAT(1854;box w/rounded corners 36x24;PAID[oval];Blue). 125.00



Same(1853;oval 42x24;Blue) 150.00



Same(1853;DLO-42x26;Blue). 150.00





Same(1853;fancy convex shield 43x26;Blue). 200.00
Same(1853;fancy concave shield 33x21;Blue) 250.00



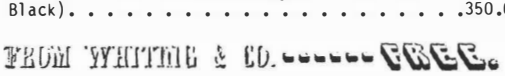
Same(185-;oval 41x23;Blue) 150.00

WHITING & COMPANY - 1857

Fenton B. Whiting was employed as a messenger for Singer & Morrow's Express from the winter of 1855 until the fall of 1857, when he and H. C. Everts bought Singer's interest in the company. Afterward, with George W. Morley and Emerson E. Meek who also owned interests, he organized Whiting & Company's Feather River Express which soon became the leading express company in northern Plumas County and at Magalia Ridge in Butte County. Whiting's offices were established at Quincy where he connected with Everts & Company for Marysville. Whiting served the northernmost camps of Plumas County in very beautiful but rugged country until 1868 when Garland & Company bought him out. (Nathan, pp. 234, 270-273)



WHITING & COS' EXPRESS,/PAID/Quincy.(1857;DLC--; Black). 350.00



FROM WHITING & CO .....FREE(--;printed frank;Black).250.00

Express Marking | Date | Shape | Size | Color | Value

WHITNEY'S NEVADA EXPRESS - 1854

In 1854, this small express operated in Nevada County, California, between Nevada City and mining camps such as French Corral in the Yuba River valley. (Nathan, p. 236)



WHITNEY'S/(pony rider)/NEVADA/EXPRESS("NEVADA" and pony rider negative)(1854;DC-18-10.5;Black). . . . 1250.00

WIGGINS EXPRESS - 1857

In 1857 and 1858, L. Wiggins ran an express from Yreka to Scotts Bar in northern California. Only manuscript endorsements are known on the letters he carried. (Nathan, p. 237)

Wiggins Express(1857;Ms). 250.00

WINES & COMPANY - 1855

From 1855 to 1857, G. H. Wines & Company operated between San Francisco and the northern and southern mining regions as well as other parts of California, connecting with Freeman & Company, Pacific Express, and others to the Atlantic states, Oregon, Mexico, and Nicaragua.



Wines & Co's.Express(185-;SL-55x4.5;COLLECT [box,green];Black). 425.00



G.H.WINES & Co's/CALIFORNIA EXPRESS/NO,2 BOWLING GREEN NEW-YORK(1866;oval 58x38;Blue,Red)(used on east-west mail). 500.00

For listings of other markings found on Western stampless covers see:

MARITIME MARKINGS
FORWARDERS MARKINGS
CITY DELIVERY & LOCAL POSTS:
San Francisco Letter Express Companies
San Francisco Letter Bag Operators
ROCKY MOUNTAIN & PACIFIC COAST OVERLAND MAILS

NOTES & BIBLIOGRAPHY

Wiltsee, E.A., "The Pioneer Miner and Pack Mule Express", Quarterman Pub.Inc., Lawrence Ma., 1976.
"Gold Rush Steamers of the Pacific", Quarterman Pub.Inc., Lawrence Ma., 1976.

Coburn, Jesse L.,"Letters of Gold", U.S. Philatelic Classic Society, Inc., Canton Oh., 1984.

Leutzinger, J.F., "The Handstamps of Wells, Fargo & Co. 1852-1895", Mercer Island Wash., 1968.

Nathan, M.C., "Franks of the Western Expresses", Collectors Club of Chicago, 1973.

Dangerous forgeries exist of certain Western Express markings including those so indicated in this listing. For further information see:

Jarrett,David L., Those Tandler Covers: Guilt by Association", Opinions II - Philatelic Expertising - An Inside View - The Philatelic Foundation, 1984.

ROCKY MOUNTAIN AND PACIFIC COAST OVERLAND MAIL MARKINGS

Markings Found on Stampless Covers

Prior to establishment of regular government mail service to the west of their locations, postmasters at St. Joseph, Mo., Leavenworth, K.T., and Atchison, K.T. were authorized to transfer mail addressed to western destinations to private express and freighting firms serving the areas.

These firms employed the handstamped markings listed here. A very large proportion of the mail which they carried was enclosed in stamped envelopes, or envelopes bearing adhesive stamps as required by the Act of August 31, 1852.

Only those markings known to exist on stampless covers are listed here.



THE CENTRAL OVERLAND CALIFORNI("A"omitted)/& PIKES PEAK/EXPRESS COMPANY/DENVER CITY K.T.(1860-61; oval 40x32;PAID;Black). 400.00



Same/CALIFORNIA/ST.JOSEPH,MO.(Nov.7,1861;"Stage Business.Bela Hughes"[ms]). 600.00



Same("PONY"at top,"EXPRESS"at bottom)(1860-61; oval within C-40) See also PONY EXPRESS . . . 5000.00



HINCKLEY & CO'S EXPRESS/DENVER CITY(1860;C-34,YMDD; PAID[ms];Black) 500.00



JONES & RUSSELL'S PIKES PEAK/DENVER CITY/EXPRESS CO. (1859-60;C-34.5,YMDD;Black) 850.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value



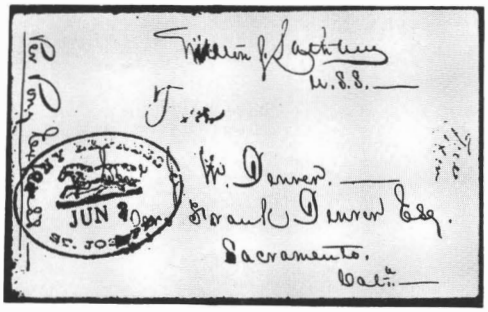
PONY EXPRESS/.SACRAMENTO.(1861;oval 37x28,MDD; Blue) 5000.00



PONY EXPRESS/ST.JOSEPH(running horse in center) (1860-61;oval 49x35,MDD;Black). 5000.00



Same/SAN FRANCISCO(1860;oval 49x35,MDD;Black). . 5000.00



About thirteen stampless PONY EXPRESS covers are known. Six bear the frank of M.S. Latham, U.S.S. One is franked by W.S. Gwin, U.S.S., the others bear "free" endorsements by company officials.

LOCAL CITY DELIVERY POST MARKINGS

(Intra-city Mail)

a. Private Local Posts and Carriers

Prior to 1836, everyone had to go to his local post office to dispatch letters or to pick up his incoming mail as no delivery or pick-up services to home or business addresses were available. The Postal Act of 2 July 1836 authorized "semi-official" carrier services by legally appointed letter carriers who would pick-up or deliver letters for an added fee to be collected from the addressee. These services existed under the auspices of the United States Post Office but operated independently to some extent, including collection of fees, and, thus, are considered "semi-official" (see below). Otherwise, only "favor" mail or in a few instances privately carried inter-city letter mail could be received directly at your home or business office. Thus, beginning with the New York Penny Post which began operating in January 1841, and continuing until mid-1863, numerous private companies were established to provide local delivery services for letters, newspapers, and parcels and to pick-up outgoing mail for delivery to the United States Post Office. These local posts operated completely outside of and were in no way connected with the United States Post Office Department. Such private services became obsolete with the passage of the Postal Act of 3 March 1863 (effective July 1) which instituted the federal city delivery system, providing free home delivery.

The listings presented in this section are for local (intra-city) services only. For the privately transported inter-city mails see the listings in the previous section, Independent Letter Mail and Express Services.

Many of the private local posts prepared and issued their own adhesive postage stamps and/or printed postal stationery. Others are known only stampless. Covers carried by almost all of the companies who provided local pick-up and delivery services are known without adhesives and are listed here. For listings of printed entires and covers bearing adhesive local stamps see the Scott Specialized Catalogue.

Among the most active and successful private local posts was Boyd's City Express (est. in New York City, 1844; later Boyd's City Dispatch) which made local deliveries of incoming mail from Pomeroy's Express, Henry Wells's Letter Express, and others of the inter-city Private Letter Mail companies. Others include D. O. Blood & Company, Philadelphia; City Despatch Post, New York City; and Hussey's Post, New York City. Due to the Postal Act of 1861, most of the private local posts still operating were forced to go out of business, except for Boyd's and Hussey's which were allowed to continue because of the special nature of their business.

In the listings below, local post covers are listed in alphabetical order under the town of origin.

PRIVATE LOCAL POSTS and CARRIERS

--*--

BALTIMORE, MARYLAND



BALTIMORE CITY/PAID/DESPATCH/&/EXPRESS (1850; C-26; Black). 350.00

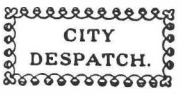


B.Post/3(1849;stencil C-38,NOR;Blue). 750.00

Post Marking	Date	Type and Size	Color	Value



Butcher & Sandy's/DESPATCH POST/Office. No. 2 Light St. (1849;SL 36x11;Black)(one recorded) 850.00







CITY/DESPATCH.(1846-47;fancy box 39x18;Red) 300.00
CITY/DESPATCH(1856;DC-22,YMDD;Paid;Black) 100.00
CITY DESPATCH POST./BALTIMD.("D"high)(1846-47; DLC-32;Red) 200.00





DAVIS'/ONE/CENT/(fleurons)/DISPATCH,(1856;C-30;Red) .350.00
DESPATCH/3/POST (1850's;DLC-22;Black) 250.00

BOSTON, MASSACHUSETTS



BARKER'S/CITY POST./10 COURT SQ. (1853-54;oval 37x25; Red or Black) 125.00





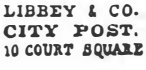
BARKER'S/10/COURT/SQUARE/CITY POST (1855-57;DC 32-22; PAID: Black). 100.00
BARKER'S/34/COURT/SQUARE/CITY POST (1857-59;DC 32-22; PAID; Black). 100.00



CITY DESPATCH/OFFICE/23 State St. (1844: oval 22x19 NOR; Red) (associated with Hale & Company). . .200.00



CITY LETTER/2 CENTS./DELIVERY (1846;C-27;Red)(Fowle & Company ?). 200.00



LIBBEY & CO./CITY POST./10 COURT SQUARE (1852; 3 SL 28x8; Red or Black) 200.00

Post Marking	Date	Type and Size	Color	Value



PAGE & KEYES/RAILROAD EXCHANGE/COURT SQ./2 Cents/ LETTER DELIVERY(1848;DC-25;Red) 200.00



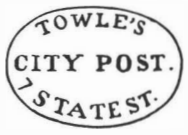
PAID

TOWLE & CO./7 State St./2 CENTS./LETTER DELIVERY. (1847;oval 34x20;PAID;Red). 100.00
Same/"7"dropped(1851;oval 34x20;Red) 100.00

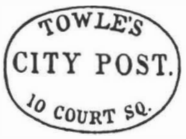




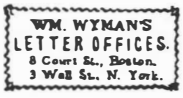
TOWLE'S/7 STATE ST./2 CENTS./CITY DISPATCH POST(1846-49;oval 34x20;PAID;Red)(12 mm "CENTS"). 60.00
TOWLE'S/7 STATE ST./1 CENTS./CITY DISPATCH POST(1849; oval 34x20;PAID;Red)(12 mm "CENTS") 100.00
TOWLE'S/7 STATE ST./2 CENTS./CITY DISPATCH POST(1849-51;oval 34x20;PAID;Red)(8 mm "CENTS") 60.00



PAID



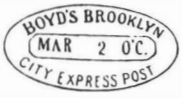
TOWLE'S/CITY POST./7 STATE ST.(1849-50; oval 38x26; PAID;Red) 50.00
TOWLE'S/CITY POST./10 COURT SQ.(1850-52;oval 38x26 PAID;Red) 50.00



PAID

WM. WYMAN'S/LETTER OFFICES./8 Court St.,Boston./3 Wall St.,N.York.(1844;serrated box 29x12;PAID [10x3];Red)(see also New York City listings). .100.00

BROOKLYN, NEW YORK



PAID

BOYD'S BROOKLYN/CITY EXPRESS POST(1844-45;oval 38x18, MDDH;date and time in octagonal box;PAID;Red) .100.00



BROOKLYN/CITY POST(c.1850;oval 40x17;Black)(used for delivery of valentines) 350.00





BROOKLYN CITY/2 CTS/EXPRESS POST(1852-54;oval 30x19; Red,Black). 60.00
Same/with"2 CTS"in oval frame(1852;oval 29x19; Red). 60.00

Post Marking	Date	Type and Size	Color	Value



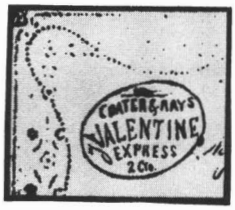
3

Same/with "2 CTS" removed (185-; oval 29x19; h/s 3; Black) (3c rate). 75.00

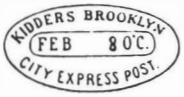


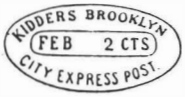
PAID

BUSH'S/BROOKLYN CITY/N.Y./2 CENT EXPRESS(1848-50; oval 21x15;PAID[9x3];Red) 350.00



COATER & RAYS/VALENTINE/EXPRESS/2 Cts.(185-; oval 24x 20; Black) (used for delivery of valentines). 1000.00





KIDDERS BROOKLYN/CITY EXPRESS POST(1847;oval 38x19, MDDH;date and time in octagonal box;Black). . . 60.00
KIDDERS BROOKLYN/2 CTS/CITY EXPRESS POST(1848;oval 38x19,MD;Black)(for delivery of valentines) . .125.00 (value substituted for hour in center logo)



KIDDERS CITY/2 CTS/EXPRESS POST (1848-51; oval 29x19; Red). 60.00



WALTON's BROOKLYN/CITY EXPRESS POST(1845-46;oval 37x19,MDDH;date and time in octagonal box; Black). 350.00

BUFFALO, NEW YORK



CUTTINGS/DESPATCH/POST. (1847-52; oval 28x22; Blue or Green). 350.00



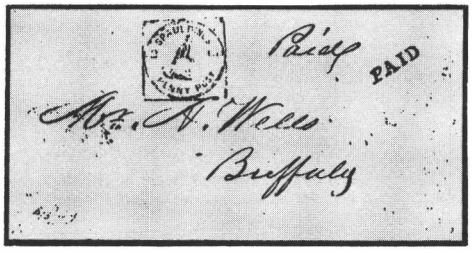


SPAULDING'S PENNY POST/ONE/CENT(1847;simulated coin design C-27;PAID;Vermilion) 1000.00
Same/with"ONE CENT"removed(1847;C-27;Vermilion). 1000.00

Post Marking	Date	Type and Size	Color	Value



PAID



SPAULDING'S/2/Cts/PENNY POST(1849;DLC-27 in frame; PAID;Black)(One example recorded. The central design is similar to that for the adhesive stamps [see Scott Specialized Catalogue]. The frame is believed to be the impression of the edge of the handstamp.) 2000.00

CHICAGO, ILLINOIS

BRONSON & FORBES/PAID/CITY EXPRESS (1855-58; oval ---; Black). 400.00



BRONSON & FOBES/CITY EXPRESS POST.(1856;C-26,YMDDH; Black)(error of spelling of"Forbes"). 275.00
CHICAGO PENNY POST(1842-63;--;Black). 200.00



FLOYD'S PENNY POST (sunburst at center)(1859-62; C-20; Black). 200.00





FLOYD'S/PENNY POST/CHICAGO.(1860-62;DO-35x22;Blue, Black). 200.00
FLOYD'S/PENNY POST/CHICAGO(1862;C-26;Black) 200.00



Mc.MILLAN'S/DESPATCH/POST (1855; C-18; Black) 500.00



MOODY'S/DESPATCH(1856;C-25,YMDDH;Blue,Black). 400.00
MOODY'S/PENNY DESPATCH(1856;C--;Blue,Black) 500.00

Post Marking	Date	Type and Size	Color	Value



WHITTELSEY'S/LETTER/EXPRESS.(1857-58;oval 28x16;Blue)500.00

FITCHBURG, MASSACHUSETTS



PUTNAM'S/Fitchburg/Mass./PENNY POST(1857;C-32;Black).350.00

HARTFORD, CONNECTICUT



.HARTFORD/2 Cts./PENNY POST.(1852-61; DO 26x20;Black)250.00

LOCKHAVEN, PENNSYLVANIA

QUIGLEY'S/PENNY POST/PAID (1862; S1 ---;Black). . . .500.00

NEWARK, NEW JERSEY



ROGERS'/PENNY POST/NEWARK (1856;oval 20x16;Black) . .250.00

NEW ORLEANS, LOUISIANA



MASON'S/23/ROYAL ST./(ornament)/EXPRESS (1850-51;C-20; Red)(Used on magazine cover - periodical rate).200.00



PAID

(MASON'S)N-ORLS.CITY EXPRESS POST./LA.(1850-51;C-33, MDD;Red)(On magazine cover - periodical rate) .200.00
Same/(1851;C-33;PAID;Red)(local letter mail) . . .200.00

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

Post Marking | Date | Type and Size | Color | Value

NEW YORK, NEW YORK



E.N. BARRY'S/-*-/DESPATCH/-*-/POST (1852;C-35;Black).350.00



CITY DESPATCH/POST(185-;oval 34x20;2[ms,red];Black, Magenta)(E.N.Barry) 200.00





BENTLEY'S./MADISON SQUARE(1858;DC-22-14,MDDH;PAID [box];Black). 100.00
BENTLEY'S/MADISON SQUARE(1859;DC-22-14,MDD;PAID [box];Black). 100.00
BENTLEY'S./MADISON SQUARE(185-;DC-22-14;PAID[box]; Greenish-Blue)(date and time logos removed) . .150.00





BOUTON'S/CITY/DISPATCH POST.(1848;oval 31x19;Red) . . 50.00
Same/PAID/BOUTON(1848;SL-21x10;Red). 60.00
Same/with"N"(1848;SL-8x8;Red). 60.00
Same/with"W"(1848;SL--;Red). 60.00





BOUTON'S/MANHATTAN/EXPRESS(1846-48;oval 32x24;PAID, Paid 2[ms];Red,Black)(with diamond) 85.00
Same/(without diamond) 80.00

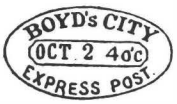




BOYD's CITY/EXPRESS POST.(1844-46;octagon 31x24,MDDH; Collect 6-1/4[ms];Red)(Type A). 85.00
Same(184-;Collect 1/-[ms];Red) 100.00
Same(184-;COLLECT[SL-17x2];Red). 100.00

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

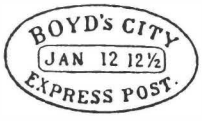
Post Marking | Date | Type and Size | Color | Value



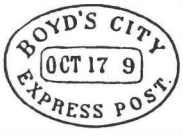




BOYD's CITY/EXPRESS POST.(1844-47;oval 29x15,MDDH; Red) (Type 1 - EXPRESS POST. is sans serif) . . 25.00
Same/(Type 1)(1844-50;PAID/J.T.B.[SL-17x9];Red) (Letters in PAID 5 mm high; J.T.B., 3mm). . . . 30.00
Same/(1845;FREE[SL-25x8];Red). 40.00



BOYD's CITY/EXPRESS POST.(1847-49;oval 32x18,MDDH; date and time in octagonal box;Red) (Type 2). . 20.00

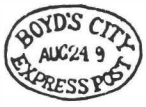


BOYD's CITY/EXPRESS POST.(1848-50;oval 30x20,MDDH; date and time in octagonal box;Red) (Type 3). . 15.00
Same/(Type 3)(1849-57;oval 30x20;Black). 15.00
Same/(Type 3)(184-;FREE[SL-25x8];Red). 25.00

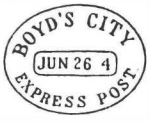




Same/(Type 3)(1852;PAID/J.T.B.[SL-19x10];Black) (letters in PAID 4 mm high;J.T.B.,3mm). 30.00
Same/(Type 3)(1852-59;PAID/J.T.B.[SL-19x10]; Black)(letters in PAID 4 mm high;J.T.B.,4mm). . 25.00
Same/(Type 3)(1857-59;PAID/J.T.B.[octagon 20x13]; Black). 25.00
Same/(Type 3) with Panama forwarder HURTADO y HERMANOS in Red oval(1855;Boyd's marking in Black)200.00



BOYD'S CITY/EXPRESS POST(1853-54;oval 30x20,MDDH; date and hour in octagonal box;Black)(Type 4 - has letters 3MM high) 35.00



BOYD's CITY/EXPRESS POST.(1855-60;oval 30x23,MDDH; Black) (Type 5) 20.00
Same/(Type 5)on fancy valentine(c.1858;Red). . . . 75.00





BOYD's CITY/EXPRESS POST.(1861-62;oval 30x23;Black) (Type 5a - date and hour logos removed) 35.00
Same/(Type 5a)(1861-64;COLLECT/1 CENT[SL-22x9]; Black). 45.00
BOYD'S SPECIAL/39 FULTON ST.(1862;oval 48x28;Black) (Type 6). 50.00



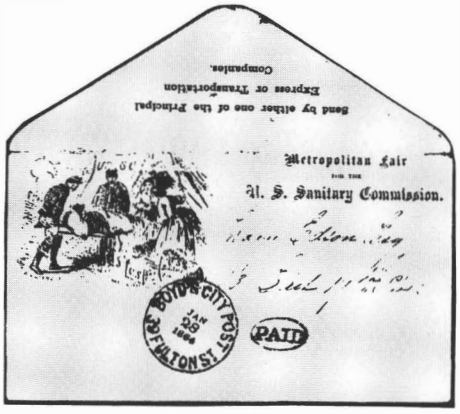






BOYD'S CITY POST/39 FULTON ST.(1863-65;C-30,YMDD; PAID[oval 18x11];Black)(Type 7) 30.00

Post Marking | Date | Type and Size | Color | Value

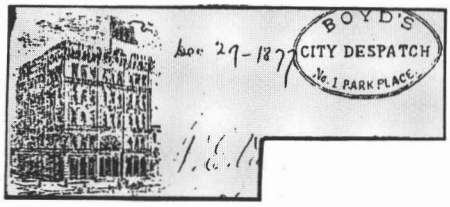


BOYD'S DISPATCH/39 FULTON ST.(1865-70;C-32,YMDD; PAID;Black)(Type 8) 30.00

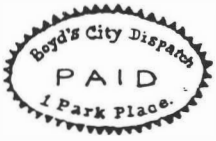




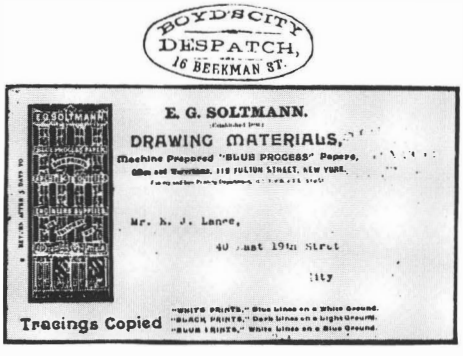
BOYD'S DISPATCH./DELIVY./41 FULTON ST.(1869-72;DC-34-22,MDDH;Black)(Type 9) 35.00
Same/(Type 9)(1867-75;PAID;[C-23];Black) 40.00



BOYD's/CITY DISPATCH/No. 1 PARK PLACE. (1877; DLO-42x 28; Black) (Type 10). 50.00

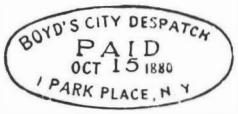


Boyd's City Dispatch/PAID/1 Park Place.(187-; sawtooth oval 40x25; Black) (Type 11). 50.00



BOYD'S CITY/--*--/DESPATCH/--*--/16 BEEKMAN ST. (188-; oval 36x18; Purple) (Type 12) 50.00

Post Marking | Date | Type and Size | Color | Value



BOYD'S CITY DESPATCH/PAID/1 PARK PLACE,N.Y.(1880-84; oval 50x22,YMDD;Magenta)(Type 13) 50.00



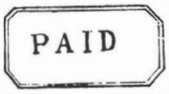


BOYD'S CITY DESPATCH/PAID/1 PARK PLACE,N.Y.(1880-83;C-34;PAID[20x7];Magenta)(Type 14). 50.00



BOYD'S/CITY DESPATCH/19-21 BEEKMAN ST.(1880-82;oval 50x28;Black)(Type 15) 50.00





BRADY & CO./CITY/DISPATCH/POST/97 DUANE ST. (1857-58; oval 30x20; DL octagonal PAID 35x18; Blue or Black). 350.00



BRANCH POST OFFICE.(1847;fancy eagle design 50x31; Red)(Swart's City Dispatch - Type 1). 1500.00





BRANCH POST OFFICE/J.A. SPARKS/224 Bleecker St.(1848; oval 35x26; Black)(Type 2). 150.00
BRANCH POST OFFICE/J.A. SPARKS/212 Bleecker St.(1848; oval 35x26; Black)(Letters in top line are taller and more widely spaced)(Type 3). 150.00
(Note: see Spark's Post Office listing for Type #1)





BROADWAY/CITY/EXPRESS/2 Cts/POST-OFFICE(1845-55;oval 30x20;PAID[arc];Red,Black)(Type 2). 60.00
(The HARRIOTT'S BROADWAY POST OFFICE OVAL is Type 1)
Same(ca.1850;PAID/SWARTS[octagon 25x14;Black). . . 75.00
(Indicates use of SWARTS carrier for delivery)



BROADWAY POST OFFICE./418/BROADWAY/COR. CANAL ST./NEW YORK. (1848;oval 40x26; Red) (Type 3) 60.00

Post Marking | Date | Type and Size | Color | Value



BROADWAY POST/OFFICE.(1859-60;DC-28-15,MDD;Red, Black)(Type 4). 75.00





CITY DESPATCH POST. N.Y./(MDDH)("N.Y." inverted) (1841-42; DLC-34; FREE; Red) 100.00
CITY DESPATCH POST./(MDDH)/N.Y. ("N.Y." upright) (1842; DLC-31; Red or Orange-Red) 75.00
(See Semi-Official Carrier section for similar markings)





PAID

CITY DESPATCH POST/P.O.(1846-50;C-31,MDDH;PAID, FREE[octagon];Red). 60.00
CITY DESPATCH POST/2 Cts.(184-;oval--;Black). 60.00



CITY DESPATCH POST./2 CENTS(1847;oval 31x21;Red) (Dupuy & Schenck, altered Franklin Despatch Post handstamp) 60.00



CITY DESPATCH/POST (185-; oval 34x20; Ms "2" in Red; Black or Magenta) (E. N. Barry) 200.00



CITY MAIL Co./OFFICE/6 Wall Street(1845-46;octagonal box 26x15;2[ms];Red). 200.00
CITY MAIL./OFFICE/BROAD STREET(1845;oval 33x23; PAID;Red) 200.00



CITY POST/2/PD(1846;DC-23-9;Red,Blue) 200.00

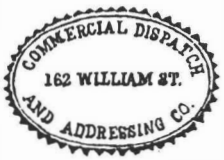


COLE'S CITY DESPATCH/(MDD)/P.O. (1848-50; DC-33-21; RED OR BLACK. 350.00
COLE'S/CITY/POST (184-; oval ---; Blue) 350.00

Post Marking | Date | Type and Size | Color | Value

SPECIAL.





COMMERCIAL/41 & 43 Beekman St./DISPATCH(187-;DL octagon 36x18;SPECIAL.[SL-32x5];Magenta). . . . 75.00
COMMERCIAL DISPATCH/162 WILLIAM ST./AND ADDRESSING CO.(187-;DL cogged oval 46x32;Purple) 75.00



CORNWALL'S/MADISON SQUARE/POST OFFICE (1856; oval 32x20; Black)(D.H. Cornwell's name misspelled).300.00



CROSBY'S SPECIAL/19 WILLIAM ST./N.Y./MESSAGE POST (187-; oval 33x28; Black) 100.00





CUMMING'S CITY POST(1846;fancy eagle design 50x31; Red). 1250.00
A. H. CUMMING'S CITY POST(1845;oval--;Red). 350.00
CUMMINGS/EXPRESS/POST(1845;oval 35x19;Red). 350.00





CUMMING'S/2 CTS./(train)/EXPRESS (1846-47; oval 29x21; PAID/A.H.C.; Red). 750.00



DESPATCH POST/(MD) (c. 1845; DC-32-17; Red) 150.00

PAID



DUNHAM'S/UNION-SQUARE/POST-OFFICE. (1850-52; oval 45x30; PAID in arc [18x8] or oval [25x17]; Red-Orange) 50.00





DUNHAM'S/Union/Place/POST OFFICE(1852;C-33;PAID[arc]; Red). 75.00

Post Marking | Date | Type and Size | Color | Value



DUPUY & SCHENCK/PENNY POST(1847;SL-45x7:Red)(Altered Franklin Despatch Post handstamp) 250.00
CITY DESPATCH POST./2 CENTS(1847;oval 31x21;Red) (Dupuy & Schenck) 60.00



EAST RIVER/POST OFFICE,/23 AVENUE D(1853;SL-30x14; PAID[22x7];Red,Black) 250.00
EAST RIVER POST OFFICE./23/AVENUE D./PAID.(185-; DCL-28;Black) 150.00



E.D.B./N.Y./PAID (185-; oval 28x24; Black). 150.00



EMPIRE/DISPATCH/1 CENT(1848;oval 24x17;Red) 350.00
FRANKLIN CITY DESPATCH POST./2 CENTS(1847;oval 31x21; FREE;Red)(for altered version see Dupuy & Schenck). 350.00



HANFORD'S/PONY/EXPRESS(1845-46;oval 25x22,NOR;Red). .100.00
Same(1846)(used for valentine delivery). 150.00
HANFORD'S/2 Cts/PONY EXPRESS POST(1846-51;oval 29x22.5 Red,Black). 200.00



HARRIOTT'S/BROADWAY POST OFFICE/ COR.CANAL ST./NEW-YORK.(1848-49;oval 40x26;PAID,"N";Red)(Type 1 - see BROADWAY POST OFFICE for other types) . 60.00



A.M. HINCKLEY & Cos./EXPRESS/NEW YORK. (1850's; oval 39x28; Black) 150.00



HUDSON ST./514/POST-OFFICE. (1850; oval 34x20; PAID: Red) (Joseph W. Boardman) 350.00

Post Marking | Date | Type and Size | Color | Value



FORWARDED THROUGH/HUDSON'S/NEWS ROOM/& FOREIGN SHIP/ LETTER OFFICE/NEW YORK (1837; oval 47x33; Red) Used on local mail. 125.00
(This concern was primarily a forwarder of ocean mail and is listed as such.)

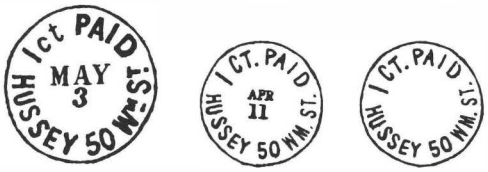


FREE

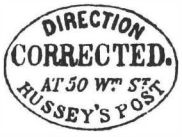
(George Hussey) NOTICE & CIRCULAR/DISTRIBUTING OFFICE/82 BROADWAY.UP STAIRS.(1855-56;oval 35x25;FREE;Red,Black)(Type 1) 75.00



G.HUSSEY/Paid 1 ct.(1858;C-33,MDD;Black)(Type 2). . . 40.00



1 ct PAID/HUSSEY 50 WM.ST.(1858-61;C-33,MDD;Black) (Type 3). 40.00
1 CT.PAID/HUSSEY 50 WM.ST.(1858-63;C-26,MDD;Black) (Type 4) 40.00
Same/(Type 4)(186-;WITH PAPER[SL-47x5];Black). . . 50.00
Same/(Type 4)(no MDD at center)(1861-63;Black) . . 40.00



DIRECTION/CORRECTED./AT 50 Wm. St./HUSSEY'S POST (1858-59; oval 42x30; Black)(Type 5-used with Type 3) 75.00



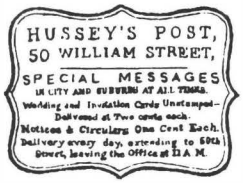
DIRECTION/CORRECTED/BY G.HUSSEY/50 WM ST.(1859;SL-35x24;Black)(Type 6 - used with Type 3) 75.00



PAID/G.HUSSEY(1858-59;SL-21x13;Black)(Type 7) 30.00
FREE/G.HUSSEY(1858;SL-24x13;Black)(Type 8). 40.00

Use of an * preceding a listing in this catalog indicates institutional ownership. Such listings are unpriced except in those cases where similarly dated, privately owned examples are known to the editors.

Post Marking	Date	Type and Size	Color	Value



HUSSEY'S POST,/50 WILLIAM STREET,/SPECIAL MESSAGES/ IN CITY AND SUBURBS AT ALL TIMES./Wedding and Invitation Cards Unstamped-/Delivered at Two cents each./Notices & Circulars One Cent Each./ Delivery every day, extending to 50th/Street, leaving the Office at 11 A.M.(1859-60;DL box 53x41;Black)(Type 9 - used with Type 4) 150.00



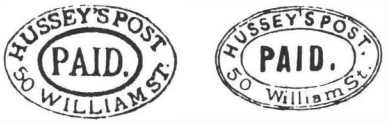
HUSSEY'S POST,/50 WILLIAM STREET./SPECIAL MESSAGES,/ IN CITY AND SUBURBS AT ALL TIMES./Wedding and Invitation Cards Unstamped-/Delivered at Two Cents./Notices and Circulars 1 Cent Each./ DELIVERY AT 11 A.M.BELOW 50th.ST./ESTABLISHED 1854.(1859-60;fancy DL box 53x41;Black)(Type 10 used with Type 4 and Type 6). 150.00



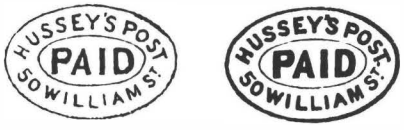
PAID/HUSSEY'S POST./50 WILLIAM ST.(1863-64;SL-36x14; Black)(Type 11) 35.00
1 CT.PAID/HUSSEY'S POST./50 WILLIAM ST.(1863-64;SL-36x14;Black) (Type 12). 45.00



2 CT PAID/HUSSEY 50 WM.ST(1863-70;C-26,MDD;Black) (Type 13) 40.00



HUSSEY'S POST/PAID./50 WILLIAM ST.(186-;DO-38x24; Blue) (Type 14) 50.00
HUSSEY'S POST/PAID,/50 William St.(186-;DLDO-50x30; Blue) (Type 15) 50.00



HUSSEY'S POST/PAID/50 WILLIAM ST.(1868;DO-41x26; Black)(Type 16) 50.00
HUSSEY'S POST./PAID/50 WILLIAM ST.(c.1877;DO-41x26; Black)(Type 17 - heavier, period after "POST"). 50.00

Post Marking	Date	Type and Size	Color	Value



SPECIAL/MESSAGE/HUSSEY'S POST/50 Wm. St./FREE(186-; SL-32x26;Black)(Type 18). 50.00
Same/(1860-64;oval 32x26;Black)(Type 19) 50.00
HUSSEY'S/SPECIAL MESSENGER/PAID(1864;octagon--;Black) (Type 20) 50.00



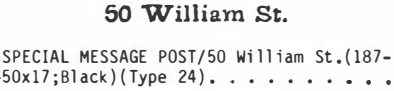
INSTANT/SPECIAL/MESSAGE/HUSSEY'S POST/50 Wm.St.Free (1865-68;SL-33x28;Black)(Type 21) 50.00
Same/with "ANSWER BY BEARER" between lines and pointing hands(186-;80x11;Black). 65.00



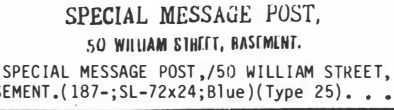
INSTANT/SPECIAL/MESSAGE/Hussey's Post,/50 William St. (186-;SL-38x29;Blue)(Type 22) 50.00



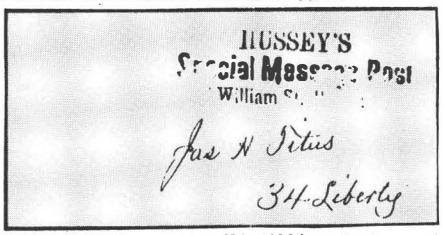
INSTANT/SPECIAL/MESSAGE/Hussey's Post,/50 William St./ FREE.(1871;SL-38x38;Blue)(Type 23). 60.00



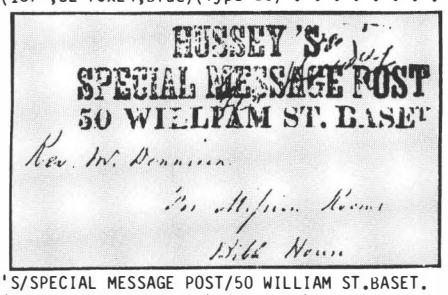
HUSSEY'S/SPECIAL MESSAGE POST/50 William St.(187-; SL-50x17;Black)(Type 24). 50.00



HUSSEY'S/SPECIAL MESSAGE POST,/50 WILLIAM STREET, BASEMENT.(187-;SL-72x24;Blue)(Type 25). 50.00



HUSSEY'S/Special Message Post/50 William St.Basement, (187-;SL-75x24;Blue)(Type 26) 50.00



HUSSEY'S/SPECIAL MESSAGE POST/50 WILLIAM ST.BASET. (187-;SL-105x30;BLACK) (Type 27). 50.00

Post Marking	Date	Type and Size	Color	Value



HUSSEY'S/SPECIAL MESSAGE POST/54 PINE ST.(c.1874; octagonal box 59x25;Black,Blue)(Type 28). . . . 50.00



HUSSEY'S SPECIAL/MESSAGE POST./PAID/54 PINE ST.(1878; oval 40x28;Blue)(Type 29) 50.00



HUSSEY'S SPECIAL/MESSENGER EXPRESS,/PAID/54 PINE STREET.(1879;sawtooth oval 41x26;Violet) (Type 30) 60.00



HUSSEY'S POST/PAID/54 PINE ST.(1873-74;C-29;Black) (Type 31) 35.00



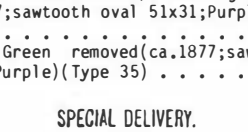


HUSSEY'S POST/PAID/54 PINE ST.(c.1875;35x20;Black) (Type 32) 35.00
HUSSEY'S POST/PAID/54 PINE ST.(c.1877;33x24;Purple) (Type 33) 35.00





Printed by D.A.Edsall's Rubber Hand Stamp/HUSSEY'S POST,/PAID/54 PINE STREET./6 Bowling Green,N.Y. City.(c.1877;sawtooth oval 51x31;Purple) (Type 34) 50.00
Same/6 Bowling Green removed(ca.1877;sawtooth oval 51x31;Purple)(Type 35) 50.00



SPECIAL DELIVERY./HUSSEY'S/61 Pine Street.(c.1888; SL-32x14;Magenta) (Type 36) 50.00

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

Post Marking	Date	Type and Size	Color	Value

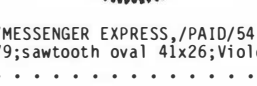
ADDED MARKINGS, etc. - HUSSEY'S POST



SPECIAL MESSAGE/POST/HUSSEY'S 50 WM=ST./ALWAYS READY./ RELIABLE.TRY IT!/NOT A COMMON CARRIER.(1868; printed label 63x48;Black)(Used with Type 13) Added value 50.00



PAID(1857;C-28;Black) Added value 5.00
PAID(c.1874;SL-21x8;Black) Added value. 5.00



COLLECT/2 CTS.(1858-64;SL-21x12;Black) Added value. . 10.00
COLLECT/1 CENT(18--;SL--;Black) Added value 10.00



KENNEDY'S/(star)/DESPATCH (185-; C-24; Ultramarine. .100.00



KENYONS/LETTER OFFICE/NEW YORK(1846-60;oval 30x20; Red). 150.00





BY/KENYON'S/FOREIGN LETTER/OFFICE/N.YORK(1849-51;oval 43x25;PAID[oval 28x15];Red)(Used on letter to San Francisco)(Kenyon also may have operated as an inter-city independent mail carrier . . .250.00



FORWARDED/FROM LEADER OFFICE/11 FRANKFORT ST./NEW-YORK (186-;oval 42x30;Black) 150.00



MANHATTAN EXPRESS/W V/BARR/1.CT/*(1847;C-24;Red). . .350.00

Post Marking	Date	Type and Size	Color	Value



Mc.INTIRE'S/PAID/CITY EXPRESS POST(1859;oval 51x31; Black) (Type 1) 200.00



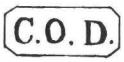
MC.INTIRE'S POST 2 Maiden Lane(1859-60;SL-65x3; COLLECT[oval 33x19];Black) (Type 2) 200.00
Same/prepaid letter, Types 1 and 2 used together .250.00



MESSENKOPE'S/UNION-SQUARE/POST-OFFICE.(1849;oval 45x30;Red). 75.00







METROPOLITAN/Express Company/Errand & Carrier/* (1856-59;DL shield 26x29,MDD;PAID[octagon], C.O.D.;[octagon 25x10];Red,Black) 200.00
Same/(1856;DL shield 26x29;PAID;Green) 250.00
C.O.D.(1856;octagon 25x10;Black)(Used alone). 50.00





METROPOLITAN/P.O.(1856;C-32,MDD;PAID/W.H.LAWS[15x9]; Black). 150.00



NEW-YORK/PENNY POST(1840-41;DLC-33,MDDH;Red,Black). .100.00





OVERTON & CO'S/CITY MAIL./OFFICE/3 BROAD STREET (1844-45;oval 32x22;PAID;Red) 40.00
OVERTON & CO'S/CITY MAIL./OFFICE/7 BROAD STREET. (1845;oval 32x22;Red) 50.00
PRICE'S/CITY LETTER EXP./3 EVERETT HOUSE/PAID (c.1850;oval--;Black) 350.00

Illustrations are not necessarily to actual size or to a uniform scale throughout this catalog.

Post Marking	Date	Type and Size	Color	Value







SPARK'S POST OFFICE./J.A. SPARK'S/221 Bleecker St. (1848;oval 35x27;Red,Green,Blue,Black). 150.00
BRANCH POST OFFICE/J.A.SPARKS/224 Bleecker St. (1848;oval 35x26;Black) (Type 2). 150.00
BRANCH POST OFFICE/J.A.SPARKS/212 Bleecker St.(1848; oval 35x26;Black)(Letters in top line are taller and are widely spaced) (Type 3) 150.00



STONE'S/CITY/POST.(1858;DLC-23;Red) 250.00
Same(185-;Red)(Used for valentine delivery). . . .350.00



(Swarts)BRANCH POST OFFICE.(1847;fancy eagle frame 50x31;Red)(Type 1)(two recorded). 1500.00



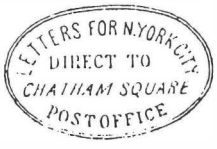




SWARTS'/B./POST OFFICE/N.Y./CHATHAM SQUARE(1848-54; oval 38x25;PAID;Red,Black)(Type 2). 35.00
Same/(Type2)(1852;PAID;Blue-green) 40.00
Same/(Type 2) with PAID/SWART'S(1848-54;octagon 21x12;Black). 40.00
Same/(Type 2)(184-;"N";Red). 75.00



POST OFFICE/SWARTS/CHATHAM SQUARE(1849-50; oval 30x22;Orange-red)(Type 3) 30.00
Same/(Type 3)(1849;"N";Red). 50.00



LETTERS FOR N.YORK CITY/DIRECT TO/CHATHAM SQUARE/POST OFFICE(1849;DLO-35x23;Orange-red)(Type 4 - used on reverse with Types 2 and 3) Added value 15.00
LETTERS FOR N.Y.CITY/DIRECT TO/CHATHAM SQUARE/POST OFFICE(1849;DLO-35x23;Orange-red)(Type 5 - used on reverse with Types 2 and 3) Added value 20.00



SWART'S POST OFFICE/CHATHAM SQUARE(1853-57;oval 35x20, MDD;PAID/SWART'S[box 21x12];Black)(Type 6). . . 30.00
Same/(Type 6 with boxed PAID/SWART'S - used for valentine delivery) 150.00
(Swart's)CHATHAM SQUARE P.O./N.Y.(1859;DC-26; sloping PAID;Red)(Type 7 - one recorded). . . .150.00

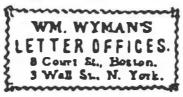
Post Marking	Date	Type and Size	Color	Value



3RD-AVE.POST/--*S-R*--/2 Cts.(1855;oval 40x22;Black)
(Simon Rothenheim). 250.00



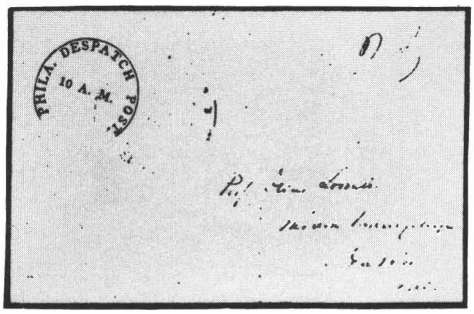
UNION/POST/HRT(1846;SL-19x33;2;Blue). 250.00
UNITED STATES/EXPRESS/COMPANY/NEW York(18--;oval
49x34;Red). 250.00



PAID

WM.WYMAN'S/LETTER OFFICES./8 Court St.,Boston./3
Wall St.,N.York.(1844;serrated box 29x13;
PAID[10x3];Red) (See also Boston listings). . .100.00

PHILADELPHIA, PENNSYLVANIA



(Blood's)PHILA.DESPATCH POST.(1842;C-28;Black)
(Type 1 - circle appears broken at bottom) . . .125.00
Note: This service was advertised by Robertson & Company on 8 December 1842. The cover pictured above was postmarked eleven days later (in black) and is the only cover recorded from 1842. Daniel Otis Blood purchased this predecessor local post on 7 July 1845.



Same/(1843-44;C-28;3[outline or ms 3];Red)
(Type 1 - 10 A.M. or 3 P.M. at center). 40.00
Same/with B & Co.(184-;SL--;Red)(Type 2) 60.00



3

CITY DESPATCH/POST./D.O BLOOD & CO'S(1846;C-31;
3;Red)(Type 3). 60.00

Abbreviations and symbols used in the catalog listings are discussed in the General Information section.

Post Marking	Date	Type and Size	Color	Value



CITY DESPATCH/*/2 Cts./*/D.O.BLOOD & Co.(1846;DC-31;
Red) (Type 4 - in red July-November 1846) . . . 60.00
Same/(Type 4)(1847-48;DC-31;Black) 40.00
Same/(Type 4)(Used for valentine delivery) 60.00



CITY DESPATCH/PAID/D.O.BLOOD & Co.(1846-48;C-31;
Red,Black)(Type 5). 40.00





BLOOD'S/2 Cts/DESPATCH.(1848;DC-25;Black)(Type 6) . . 35.00
BLOOD'S/PAID/DESPATCH.(1848;DC-25;Black)(Type 7). . . 35.00





BLOOD'S/(fleuron)/2 CTS./(fleuron)/DESPATCH. (c. 1851;
C-20; Black) (Type 8) 50.00
Same(1848;C-18,NOR;Black) 50.00





BLOOD'S/28/SO.SIXTH./DESPATCH.(1849-50;C-19;Black)
(Type 9). 25.00
BLOOD'S/26/SO.SIXTH./28/DESPATCH.(1850-51;DLC-22;Black)
(Type 10). 25.00
Same/(Type 10 - used on magazine - periodical rate)45.00



BLOOD'S DESPATCH/PRE-/PAID./ONE-CENT.(1851;cogged
DC-18;Black)(Type 11) 35.00





BLOOD'S/DESPATCH(1852-53;DLC-20,MDDH;Black)(Type 12). 20.00
BLOOD'S/DESPATCH(1854-58;C-20,YMDDH;Black)(Type 13) . 20.00





BLOOD'S/PAID/DESPATCH(1851-56;DLC-22;Black)(Type 14). 20.00
18/BLOOD'S/59/PHILADA./PENNY POST.(1857-61;DC-24,MDDH;
Red,Black)(Type 15) 20.00

Post Marking	Date	Type and Size	Color	Value





BLOOD'S/DESPATCH/SPECIAL/MESSENGER.(1850-54; DLC-20; Black)(Type 16) 75.00
BLOOD'S/DESPATCH/SPECIAL/MESSENGER(185-;dotted C-21; Black)(Type 17) 85.00



BLOOD'S/DESPATCH/POST/PHILA.(c.1850;embossed shield 14x18;colorless)(Type A - on flap of envelope). 50.00





BRIGG'S/PAID/DESPATCH(1848;negative DLC-20;Black) . .350.00
BRIGG'S/2/DESPATCH(1848;negative DLC-20;Black). . . .350.00
G.CARTER'S/DESPATCH(1848-49;oval--;Black) 50.00





G.CARTER'S/90/N.FIFTH ST./PAID/DESPATCH(1849-50; C-19;PAID[curved 20x11];Black). 50.00
G.CARTER'S/90/N.FIFTH ST./2 Cts./DESPATCH(1849-50; C-20;PAID[curved 20x11];Black). 50.00
CITY DESPATCH/etc. - see BLOOD'S listing.



CITY DESPATCH./P M(185-;C-32;Red) 150.00
CITY DESPATCH POST(1856;C-23,YMDDH;Black) 35.00





CITY DESPATCH./PAID.(1860;C-23;Black) 60.00
CITY DESPATCH.PROMPT DELIVERY(1860;C-32,MDDH; "Collect 2 cts" in pencil;Red,Black). 150.00
CITY EXPRESS POST/2 Cts.(1846;C--;Black). 50.00

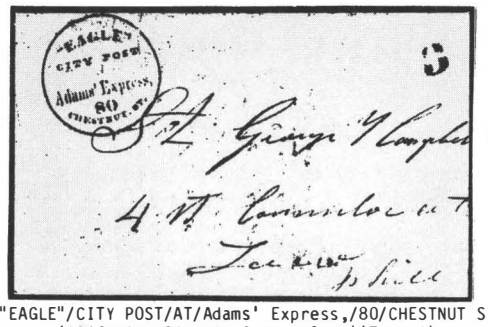


CITY EXPRESS/2 cts./POST.(1846;oval 29x21;Black). . .100.00
CITY EXPRESS/2 Cts./POST.(1846;tombstone box 25x19; Red). 75.00



"EAGLE"/CITY/DESPATCH POST,/85 Chestnut St.(1845-47; C-32;3[12x15];Red)(Type 1). 100.00

Post Marking	Date	Type and Size	Color	Value



"EAGLE"/CITY POST/AT/Adams' Express,/80/CHESTNUT ST. (1846-50;C-32;PAID,3;Red,Black)(Type 2) 75.00
Same/(Type 2)(1848;C-32;2[C];Red). 95.00



EAGLE CITY POST & MAG.TELEGRAPH MESSENGERING DEP'T./ PAID;/ADAMS' EXPRESS,/80 Chestnut St./And all the Mag.Teleg./OFFICES.(1846-49;DLC-37;Red) (Type 3). 75.00
Same/with "AT" in place of "PAID"(1849;DLC-37;3[C]; Red)(Type 4). 100.00
Same/with "3" in place of "PAID"(1847; DLC-37; Red) (Type 5) 100.00





EAGLE CITY POST./AT/Adams'/Express,/WILSON'S BUILDINGS (1850;C-39;bold "1";Red) (Type 6) 125.00





EAGLE POST./AT/ADAMS'/Exp'ss/2(1849-50;C-36;Red) (Type 7). 60.00
Same/with "2" omitted(1849-50;C-36;FREE[box, 54x20];Red) (Type 7a) 75.00





SPECL.MESSGR./FROM/Eagle Post/80 Chestnut St./5 (1849-51;C-36;Red) (Type 8) 60.00
Same/with "5" omitted(1849-51;C-35;2[C];Red) (Type 8a) 75.00



(Eagle)TELEGPH.OFFICE/AT/ADAMS'/Exp'ss(1849-50;C-36; Red)(Type 9 - see Adams's Express Co. listing).150.00

Post Marking	Date	Type and Size	Color	Value





(Hampton)* DESPATCH POST */3 Cts./T.A.HAMPTON(1848; DC-30;Black). 100.00
DESPATCH POST/2 Cts./T.A.HAMPTON(1847;DC-30;Black).125.00
DESPATCH POST/PAID/T.A.HAMPTON(1847;DC-30;Black). .125.00



MORTON'S/POST/2(1846;SL-21x24;Black)(apostrophe inverted) 500.00





(Northern Liberties)N.L.News Rooms,/VIA/Sub Post Office/213 North Third St.(1836;circular ornamental design with negative letters,C-30; Black). 1750.00
Same/with a different center ornament and a negative circle within the outer border(1836; C-30;Black) 2500.00

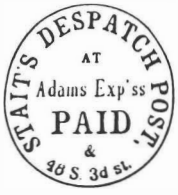
Note: In the past, these have been termed press-printed letter sheets prepared and sold by Alexander McMachin, owner of the News Rooms in Northern Liberties, a suburb just outside Penn's old city (north of Vine Street). Some have considered them the earliest United States local "stamps". They are, however, very carefully and clearly handstamped impressions on "stampless" covers; thus they are listed here.

PHILA.DESPATCH POST - see Blood's Despatch Post, Type 1 (This marking was used by Robertson & Company - one of the predecessors of Blood's Penny Post.)



Philadelphia Express/POST/2 Cts./S & B.(1848;dashed stencil C-34;Black) 400.00

PHILA.SPECIAL POST(18--;C--;Magenta). 200.00
PHILA.SPECIAL POST(18--;oval--;Purple). 200.00
POST(1849;stencil arc 20x4;PAID;Red) 75.00



STAIT'S DESPATCH POST./AT/Adams Exp'ss/PAID/&/48 S 3d St.(1850-51;C-35;Red) 75.00
Same/"PAID"removed(1850;C-30;PAID;Red) 75.00

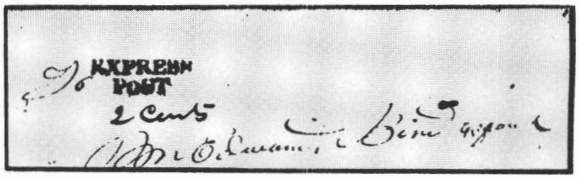
Post Marking	Date	Type and Size	Color	Value



STAIT'S DESPATCH POST./2/Adams' Exp's/&/48 S.3d St. (1850-51;C-35;Red). 75.00
STAIT'S DESPATCH/.s.Third/Street/PAID(1850;DLC-25; Red). 125.00

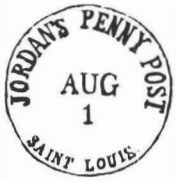


STAITS DESPATCH/48/So-. 3rd- St./PAID(1850-55;DLC-26; Red). 75.00



(Tyson)EXPRESS/POST(1846;SL-22x8;Black) 250.00
(Note:Robson Lowe reports that this post was owned by Calvin Tyson who sold out to D.O.Blood on 24 November 1846.)

ST. LOUIS, MISSOURI



JORDAN'S PENNY POST/SAINT LOUIS. (1860; C-35; Black).300.00

SAN FRANCISCO, CALIFORNIA



THE CALIFORNIA LETTER EXPRESS CO./(running horse and rider carrying banner inscribed)NEWS!!/Have taken an Office in HOOGS & MADISON, Real Estate/ and House Brokers No. 418 Montgomery Street./ Letters delivered to all parts of the City/ OFFICE HOURS 8 A.M. TO 5 P.M.(1863-66;printed frank at top of envelope with printed PAID; Black). 300.00
Same(no horse and rider) 300.00
CITY LETTER/CARNES/EXPRESS(1864;DLO-31x16;Blue) . .300.00

Post Marking	Date	Type and Size	Color	Value



CITY G.& H.EXPRESS/423 WASHN.ST.S.E.Cor./SANSOME ST.(1865;DLO-36x17;Blue). 450.00
CITY LETTER/DELIVERY/S.E.Corner/Sansome & Washn.St. (1864;dotted oval 29x18;Blue) 450.00



EARLY'S/SAN FRANCISCO/LETTER EXPRESS/Office 630 Montgomery Street/Letters delivered to all parts of the City.(1861;printed frank;PAID[boxed]; Black). 500.00



FREY'S VALENTINE EXPRESS./With Compliments of St. Valentine,/To.....(with ornamental NEW ENGLAND VALENTINE COMPANY corner card) (186-; printed express envelope; Black). 150.00



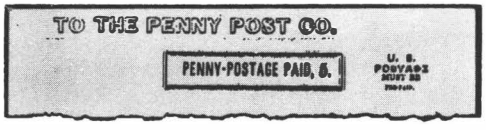
MERCHANTS/EXCHANGE/SAN FRANCISCO(1850;oval 39x27; PAID;Blue, Red) 400.00
MERCHANTS EXCHANGE/SAN FRANCISCO(1850;SL-55x7;PAID; Red). 500.00

City Delivery. Penny Postage Paid. 5

CITY DELIVERY. Penny Postage Paid. 5/Copy-Right Secured(1855;SL printed frank at top of env with part printed lines to fill in name & street address in San Francisco;Black). 350.00

City Delivery. Penny Postage Paid

CITY DELIVERY. Penny Postage Paid(--;--). 400.00

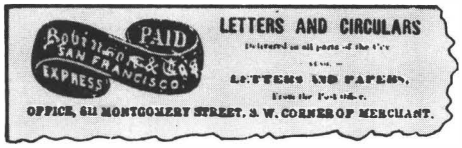


TO THE PENNY POST CO./PENNY-POSTAGE PAID,5.[boxed] U.S./POSTAGE/MUST BE PRE-PAID(1855;3 part SL printed frank;Black). 350.00



PENNY POST CO./SAN FRANCISCO(1855;C-26;Black) 600.00
REED'S/City-Despatch/POST(1853;DLO-26x14;Blue). . . 1000.00

Post Marking	Date	Type and Size	Color	Value



PAID/Robinson & Co's/SAN FRANCISCO./EXPRESS.(1862-4; Printed ribbon frank at UL of env with added inscr "LETTERS AND CIRCULARS/...etc";Black) . .450.00
SAN FRANCISCO/CITY/DISPATCH/POST(1851;shield design, 28x32;Black). 1000.00



SAN FRANCISCO/CITY LETTER EXPRESS(1861-62; box 60x15;PAID[box 20x10];Black). 500.00



SAN FRANCISCO/Letter Express./OFFICE-162 MONTGOMERY STREET(1865;boxed printed frank 60x18;PAID [box];Black). 500.00



SAN FRANCISCO/horse & rider/LETTER EXPRESS(1865-66; oval 47x29;PAID;Blue,Blue-green)
Used entire 350.00
Unused entire 75.00



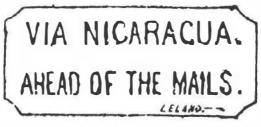
SWIFT'S/CITY/EXPRESS(1856-57;oval 40x23;PAID[oval], COLLECT[box];Blue). 750.00

SAN FRANCISCO

"LETTER BAG OPERATORS"

Markings listed here were applied by private services which expedited delivery of outgoing mail matter to the San Francisco post office or direct to departing steamers. The designation "via Nicaragua" refers to mail carried by non contract steamers operating in competition with vessels operating as U.S. mail contract steam ships.

Only those markings known to exist on stampless mail are listed. A few other types are known only on stamped mail.



(George L. Leland)VIA NICARAGUA./AHEAD OF THE MAILS./ LELAND(1850;Box 57x24;Blue) . . . . . (--)
For similar appearing marking without "Leland" see "Private Markings on Maritime Mail"

Post Marking	Date	Type and Size	Color	Value



(Charles P. Kimball)FROM/NOISY CARRIER'S/MAIL./77 LONG WHARF S.F. CAL.(1855;Box 42x24;Green). . . (--)



By Mail Steamer/FROM/NOISY CARRIER'S(--;Ribbon 36x24;Black). . . . . (--)



NOISY CARRIERS/PUBLISHING/HALL./77 LONG WHARF.(--; oval --;Black). . . . . (--)

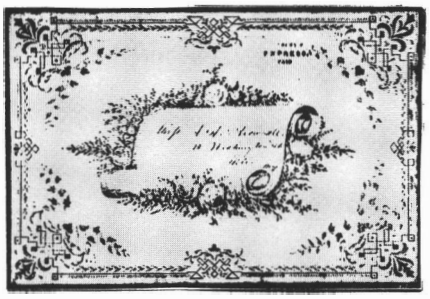


(John W. Sullivan)VIA.NICARAGUA/IN ADVANCE OF THE MAILS/SULLIVAN(1855;DLO-51x27;Black). . . . . (--)
For similar appearing marking see "Private Markings on Maritime Mail"



FROM/J.W. SULLIVAN/NEWS DEPOT/SAN FRANCISCO/CAL (1855;DL shield-51x53;Black). . . . . (--)

UTICA, N.Y.



BEESLEY'S/EXPRESS./PAID(c.1845-50;SL-22x10;Black) (Used for valentine delivery) 450.00
G.N.BEESLEY'S/EXPRESS POST/UTICA,N.Y.(185-;SL-51x14; Black). 350.00

Post Marking	Date	Type and Size	Color	Value

WILMINGTON, DELAWARE



-ROCHE'S-/CITY/DISPATCH (1849-50; C-32; Red). 300.00



-ROCHE'S-/NEWSPAPER/AND/PERIODICAL OFFICE (1849-50; C-32; Red). 200.00



ROCHE'S/CITY DISPATCH/WILMINGTON (1849; negative letters, oval 29x19; Black) 1000.00

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

LOCAL CITY DELIVERY POST MARKINGS

(Intra-City Mail)

b. Semi-Official Carrier Services

The carrier services generally termed "semi-official" were established by the Postal Act of 2 July 1836. This act provided for legally appointed federal letter carriers to deliver incoming letters and pick-up outgoing letters and parcels at the home or business office of the patron. Section 41 of this act, established the carrier fees and provided that the collection fee to the post office was to be paid by the sender. No provision was made in the law for prepayment of delivery fees. In some cases, no charge was assessed on letters collected for the outgoing mails at the time delivery of incoming mail was made.

The appointed carriers were empowered by the Act of 2 July 1836 to charge and collect one or two cents for collection or delivery of letters. The carrier would collect his fee from the sender either in cash or prepaid by use of his own personal and privately printed semi-official stamps. A handstamp was generally applied to the cover to indicate the carrier service if adhesive carrier stamps were not used. Carrier delivery was only rarely prepaid (see N. O. U. S. City Post, New Orleans, for a prepaid marking) and, thus, the carrier normally collected his fee in cash on delivery.

The distinction between "semi-official" and private carrier services is frequently a matter of controversy among postal history collectors. In these listings, only the markings of definitely known United States Post Office carriers are included. Few, if any, semi-official carrier covers are recognized and recorded prior to the mid-1840s.

The Postal Act of 3 March 1863 (effective 1 July), provided for abolishment of the carrier fees and instituted the city delivery system, providing free home delivery. Thus, the local posts became obsolete and for most purposes ceased to exist.

In the listings which follow, the semi-official carrier markings are arranged in alphabetical order by town of origin.

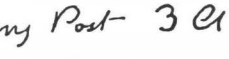
CARRIER or "SEMI-OFFICIAL" MARKINGS

BALTIMORE, MARYLAND



PAID/1/CENT+CARRIER+ (1853-55; C-22; Blue). 300.00

BOSTON, MASSACHUSETTS



Peny Post 3 Ct (1843; Ms; pencil) (drop letter, 2¢ + 1¢ delivery by penny post - 3¢) 75.00

PENNY POST
PAID.

PENNY POST/PAID.(1845;SL-35x10;Red,Blue). 175.00
PENNY POSTAGE PAID(1845;SL-45x4;Red). 200.00

P.P.P. PAID

P.P.P. + PAID(1845;SL--;RED)(Boston-NY letter dropped in penny post box at New York by Hale & Co.) . . .150.00



P P P (1851; Ms; pencil) (drop letter). 50.00

Post Marking	Date	Type and Size	Color	Value



PENNY POST./PAID.(1851-60;DC-19-10,three bars at center;Red,Blue,Black). 75.00



3 O'CLOCK/MDD/DELIVERY (1854-56; oval 35x26; Red) (delivery marking struck on reverse of cover) . 50.00





3 O'CLOCK/MDD/DELIVERY.(1854-57; fancy frame 35x26;Red) (Delivery marking struck on reverse of cover) . 50.00
Same/(1856-57; fancy frame 35x26; on reverse;Black)45.00
Same/in Red with DC 19-10 mm PENNY POST./PAID. marking 100.00

11 O'CLOCK/MDD/DELIVERY(1855-57;fancy frame 35x26;Red) (Delivery marking struck on reverse of cover) . 50.00

CINCINNATI, OHIO



CITY POST/*(1852-53; C-33; Red or Black). 250.00



CITY POST/A.J.M. BROWNE. (1852; C-20; Black). 500.00
(Used on magazine cover - periodical rate)

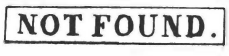
Post Marking	Date	Type and Size	Color	Value

NEW ORLEANS, LOUISIANA





N.O.U.S.CITY POST(1851-53;"snow shovel"shaped 38x29, MDDH;oval"CAR.2"[due marking],22x17;Green) (incoming foreign mail - thus stampless). . . .200.00





Same/(1852;"snow shovel and oval"CAR.2"[green], "NOT FOUND."[box 47x7.5,green],"ADV.1."[box 33x13,red]) 275.00
Same/(1853-54;"snow shovel"and oval"CAR.2";Blue) .175.00
Same/(1854;"snow shovel"and oval"CAR.2";Blue) on wrapper serving as Valuable letter notice/ receipt). 375.00



Same/(1852-54;"snow shovel"and oval"CAR.2"; Green,Blue;with add'l "WAY/5" in Black) 195.00
Same/(1851-54;no due marking;"snow shovel"; Green,Blue)(Outgoing mail - no carrier fee charged). 175.00





N.O.U.S.CITY POST(1851-52;"snow shovel"38x29,MDDH; "PAID/CAR.1."[box 33x16];Green)(Prepaid local rate) 300.00



N.O.U.S.CITY POST(1851-53;"snow shovel"38x29,MDDH; "CAR.1"[oval green or blue)(Unpaid local carrier rate - no drop letter fee charged). 275.00
Same/with "DROP/1" or "PAID/1" (Drop letter fee) .275.00



N.O.U.S.CITY POST(ornament at base)(1854-55;C-36,MDD; "CAR.2"[oval 22x17];Blue)(Incoming mail). . . .200.00
Same/(1854-55:Blue;no due marking)(Outgoing mail).200.00
Same/(1855-60;circular marking and due marking in Black)(Incoming mail). 150.00
Same/(1855-60;circular marking in Black; no due marking)(Incoming mail - after the mid-1850's, generally the due marking was omitted). 100.00
Same/(1855-60;Black;no due marking)(Outgoing mail)100.00
Same/(1855-60;with boxed "NOT FOUND." and "ADV.1."; all markings in Black). 175.00
Same/(c.1856;circular marking with oval "CAR.1"; Black)(Unpaid local carrier rate - valentine delivery) 200.00

Post Marking	Date	Type and Size	Color	Value





Same/(1857; circular marking with "DROP/1";Black).125.00
Same/(1858-60; circular marking in Black; with additional "STEAMSHIP/10" C-28; Black)(From Cuba)200.00

NEW YORK, NEW YORK





CITY DESPATCH POST/U.S.(1842-43;DLC-31,MDDH;Red, Red-orange)(Type 1) 50.00
Same(1843;Type 1 with"PAID/ALEX"[C-25];Pink). . . 60.00
Same(1843-46;C-30;FREE;Red)(Type 2). 40.00
Same(1846;C-30; Red)(Used for valentine delivery). 75.00
Same(1846;C-30;Red)(Thicker letters)(Type 3) . . . 50.00



NEW YORK/U.S./CITY/MAIL (1849-51; C-29; PAID; Red). . 75.00





PAID.

CENTRAL POST OFFICE/CITY/DELIVERY,/TWO CENTS/NEW YORK CITY(1856;C-40;PAID;Black). 350.00
Central Post Office/TWO CENTS/CITY DELIVERY (1856; C-28; PAID; Black). 200.00







U.S.MAIL/1/CITY DELIVERY(1856-58;DC-22-14,MDD; Black)(Type 1 - 1¢ carrier delivery fee unpaid) 30.00
Same/Type 1 - used for valentine delivery) 75.00
Same/with hour marking(1856-60;SL in octagonal frame 21x12;Black)(With or without station letter) 35.00
(Note: letters indicate postal stations A to G; hour marking with no letter attached was used at main office)



PAID/U.S.MAIL/1/CITY DELIVERY(1856-1862;DC-22-14,MDD; Red)(Type 1P - 1¢ carrier fee prepaid) 30.00
Same/(Type 1P used for valentine delivery) 75.00
Same/with hour marking(1856-60;SL in octagonal frame 21x12;Black)(With or without station letter) 35.00
Same/(Type 1P struck in Black)(Error of color) . . 35.00
Same/(Type 1P in Black with hour marking). 40.00
(Note: the unpaid marking was to be struck in black, the prepaid type in red; errors of color are fairly common.)

Post Marking	Date	Type and Size	Color	Value

U.S.MAIL/4 P.M./DELIVERY(1858-60;SL-21x12; Black)(No Type 1 or Type 2 U.S.MAIL/CITY DELIVERY; hour marking used with ordinary New York cds). . . . 30.00



PAID/U.S.MAIL/2/CITY DELIVERY(1856-60;DC-22-14,MDD; Red)(Type 2P - 2¢ prepaid, carrier fee + drop fee). 35.00
Same/with hour marking(1856-60;SL in octagonal frame 21x12;Black)(With or without station letter) 40.00
Same/(Type 2P) - used for valentine delivery). . . 75.00
Same/(Type 2P struck in Black) (Error of color). . 40.00
Same/(Type 2P in Black with hour marking). 45.00



U.S.MAIL/1/CITY DELIVERY(bold, sans serif "1") (1856-61;DC-22-14,MDD;Black)(Type 3). 40.00
Same/(Type 3 with hour marking; both in Black) . . 45.00



NEW YORK CITY/1 CT.(1858-61;C-23,MDD;Black)(Type 4) . 30.00
NEW YORK CITY/2 Cts.(1858;C-23,MDD;Black) 30.00
NEW-YORK CITY DELIVERY(1858;C-25,MDD;1 ct.;Black) . . 40.00





NEW-YORK CITY DELIVERY/1 ct.(1860-61;C-24 or C-25, MDD;Black)(Type 5 - fee unpaid, two sizes). . . 40.00
Same/with hour marking (1860-61) 45.00
NEW YORK PAID CITY DELIVERY/1 ct(1860-61;C-24,MDD; Red)(Type 6 - fee prepaid). 40.00
Same/with hour marking (1860-61) 45.00

PHILADELPHIA, PENNSYLVANIA







U.S.P.O./PREPAID/ONE CENT./*DESPATCH.*(eagle above) (1851;DO-22x19;Red,Black) 150.00
Same/(letters with serifs,no eagle)(1852-53;DO-27x17;Red). 75.00
Same/(letters sans serif,no eagle)(1853-57;DL-27x17;PAID[red];Red,Black). 75.00



U.S.P.O.DISPATCH/*PHILA.*(1861-62;octagon 25x25 with C-15 inside,MDDH;DROP/1 ct.,[C-22];Black) . . . 30.00

HOTEL MAIL MARKINGS

Hotels provided mail service and used handstamps on letters as early as 1842. Little is known about the purpose of these handstamps but apparently they were applied to the letters of guests which were taken to the Post Office or picked up there by a hotel employee. Whether or not there was a small charge for this service is hard to determine as there is no proof that such was the case.

In addition to this local service, a great many letters were carried outside of the mails by guests who were leaving the hotels for another city and who evidently were asked to carry some of this mail and drop it in the post office on their arrival at their destination - in fact there is definite evidence that some merchants in New York City used this means of having their monthly statement delivered to customers in different cities.

Hotel handstamps are generally found on stampless covers in the 1840-50 period applied to either the front or back of the letter, however, there are examples found in later years.

These markings are listed by states & cities.

Hotel Marking | Date | Shape | Location | Color | Value

CALIFORNIA

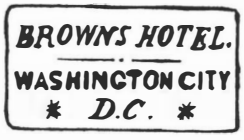
CENTREVILLE, GRASS VALLEY



PECKHAM'S HOTEL/CENTREVILLE/GRASS-VALLEY. Cal(1851; DLO---;front;--). 350.00

DISTRICT OF COLUMBIA

WASHINGTON





BROWN'S HOTEL/WASHINGTON CITY/D.C.(1841-44;box 39x26; front;Black). 50.00
FROM/SAML.S.COLEMAN/NATIONAL HOTEL/WASHINGTON CITY/ D.C.(1845;DL rectangle,cut corners,43x24;Back; Black). 60.00
FULLER'S/CITY HOTEL/WASHINGTON,D.C.(1844;oval 33x19; front;Black). 85.00





WASHINGTON/GADSBY'S/NEW HOTEL.(1848-50;C-27;back; Black). 90.00
THOMAS'S/IRVING HOTEL/WASHINGTON D.C.(1845-50;oval 36x24,NOR;front;Black). 50.00
FROM WILLARD'S/CITY HOTEL./WASHINGTON.D.C.(1847;box 41x15;front;Black). 75.00

Hotel Marking | Date | Shape | Location | Color | Value

GEORGIA

AUGUSTA



GLOBE HOTEL./AUGUSTA,GA.(1850;oval 29x21;front;Blue).150.00



U.STATES/HOTEL./AUGUSTA,GA.(--;triple line oval 28x21; front;--) 125.00

MACON



LANIER/HOUSE (1851;DC-25.5-15;front;Black). 150.00

ILLINOIS

CHICAGO

SHERMAN HOUSE/CHICAGO,ILL.(--;oval 28x15;front; Black). 100.00

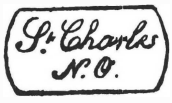
KENTUCKY

LOUISVILLE

LOUISVILLE HOTEL/LOUISVILLE KY./FLETCHER & KEAN (1850;octagon 30x24;front;Red). 100.00

LOUISIANA

NEW ORLEANS



St.Charles/N.O.(1842-45;box 27x14,rounded ends;back; Red,Black). 65.00

MAINE

PORTLAND

U.S.HOTEL(1851;fancy box 27x11;front;Red) 85.00

MARYLAND

BALTIMORE







BARNUM'S/CITY HOTEL/MONUMENT SQUARE/BALTIMORE(1843-44;DLO-39x23;front or back;Red,Blue,Black). . . 65.00
Same(--;DLO-33x17.5;front;Red) 60.00
BARNUM'S/CITY HOTEL/BALTIMORE(1843-44;oval 28x19; front;Black). 75.00

Hotel Marking | Date | Shape | Location | Color | Value





COLEMAN'S EXCHANGE HOTEL,/HAS BEEN/REFITTED & FURNISHED/in the most/ELEGANT MANNER./BALTIMORE (1844;DO-38.5x20;back;Red,Greenish) 75.00
DIX & FOGG /FOUNTAIN INN/Light St./BALTo.(1843;oval 38x28;back;Black) 165.00





EXCHANGE HOTEL/BALTIMORE.(1841;truncated box 38-17; back;Red) 75.00
WEST'S/EXCHANGE HOTEL./BALTIMORE(1845;DLO-30x17; front;Red). 100.00

MASSACHUSETTS

BOSTON



ADAMS HOUSE/BOSTON.(1847;DC-33x28;front or back;Red).125.00
AMERICAN HOUSE/BOSTON/Hanover St.(1846;notched oval 34x18;Black). 85.00
FROM/United States Hotel/BOSTON(1847;oval 26x12; front;Red). 75.00

MISSOURI

ST. LOUIS

BARNUM'S/CITY HOTEL/ST.LOUIS,MO.(1849;oval 28x20; front;Blue) 100.00

NEW YORK

ALBANY



CONGRESS HALL/J.L.MITCHEL/ALBANY N.Y.(1850;C-25; front;Red). 175.00

BUFFALO



FROM/WESTERN HOTEL/IRA OSBORN.[in scroll]/BUFFALO. (1847-49;octagon 24x20;front;Red) 75.00

Hotel Marking | Date | Shape | Location | Color | Value

NEW YORK CITY





AMERICAN/HOTEL/NEW YORK(1846-51;oval 34x18;front & back;Red) 50.00
ASTOR/PAID/HOUSE(1842;C-27.5;front;Red) 75.00
FROM/BARNUM'S/HOTEL/NEW YORK(1850;oval 45x26;front; Red). 40.00
BREVOORT HOUSE./Upon the European Plan/ALBERT CLARK,/ Proprietor/NEW YORK./FIFTH AVENUE,CO.OF 8TH ST. (1857;DC-37-27;back;Black). 150.00





BUNKER'S/MANSION HOUSE/BROADWAY/NEW YORK(1847;oval 40x24;front;Red). 75.00
-FROM-/BUTTS' HOTEL/MURRAY ST.N.Y.(1851;DL truncated box 56x24;front;Blue) 75.00
CARLTON/HOUSE(1842;oval--;back;Black) 85.00
CARLTON HOUSE/BENSON & HODGES/350 BROADWAY,N.Y.(1842; DLC-31,cogwheel outer line;Blue). 125.00
DELMONICOS/HOTEL/NEW YORK(1848-50;oval 27x33;front; Blue) 100.00
FRENCH'S/HOTEL/N-Y.(1850;truncated box 41x25;front; Red). 65.00
HAMILTON/HOTEL/NEW YORK(1848;oval 30x25;front; Greenish) 75.00
FORWARDED BY/HAYES & TREADWELL/FRANKLIN HOUSE/NEW YORK(1840-43;DLO--;back;Blue) 75.00



FROM THE/D.D.HOWARD/IRVING HOUSE(1848-49;oval 37x27; front;Red). 60.00
FORWARDED FROM/HOWARDS HOTEL/NEW YORK.(1842-44;oval 43x19;front;Blue,Black) 55.00
Same/HOWARD HOTEL/(1848;Red) 50.00





LELAND'S/CLINTON HOTEL/NEW-YORK.(1849-50;oval 36x23; front;Red). 75.00
RATHBUN'S/HOTEL/NEW YORK.(1847;C-30;front;Greenish, Red,Blue) 125.00
RATHBUN'S HOTEL/BROADWAY./NEW YORK.(1846-47;oval 36x 24;front;Red) 115.00



RATHBUN'S /HOTEL/BROADWAY N.Y.(1848;fancy scroll--; front;Red). 75.00



TABER & BAGLEY/AMERICAN HOTEL/NEW YORK(1848-49;truncated box 32.5x18;front,back;Black,Red) 100.00

Hotel Marking	Date	Shape	Location	Color	Value



WESTERN/NEW YORK/HOTEL(1848;oval 39x26;front;Red) . . .100.00

NIAGARA FALLS

CLIFTON/N.FALLS/HOUSE(1845-46;oval--;front;Black) . . .100.00

SARATOGA



UNION HALL/SARATOGA/SPRINGS(1847-49;DLO-19.5x14.5;
front;Purple-brown,Blue,Red). 125.00

TROY



COLEMAN'S/Troy House/Troy,N.Y.(1847;sawtooth box 24x
17;front;Black) 100.00
COLEMAN'S/TROY HOUSE/TROY,N.Y.(1848;SL-26x17;front;
Black). 150.00
FORWARDED/FROM/TROY HOUSE(1843;oval 28x24;front;
Blue) 100.00

OHIO

CINCINNATI



CITY HOTEL/4TH ST./CINCINNATI(1850-57;truncated box
32.5x19;Black,Greenish) 150.00
HENRIE/HOUSE/3rd.ST./CINCINNATI(1841;C-24,NOR;back;
Blue) 150.00

CLEVELAND



NEW-ENGLAND/HOTEL./Cleveland,Ohio.(1847;box 39x28.5;
front;Blue) 200.00

COLUMBUS



FORWARDED FROM/KELSEY'S/AMERICAN HOTEL/COLUMBUS,O.
(1846;oval 48x23;front;Black) 300.00

Hotel Marking	Date	Shape	Location	Color	Value

PENNSYLVANIA

HARRISBURG



BUEHLER'S/EAGLE HOTEL/HARRISBURG,PA.(1846-48;DO-
39x26;back;Blue). 75.00

PHILADELPHIA

COLUMBIA HOUSE/PHILADELPHIA.(1841-47;box 38x15.5;
back;Blue,Black). 60.00





E.BADGER/MARSHALL HOUSE/-PHILA-(1841;octagon 41x21,
serrated corners;Black) 60.00
Same/S.BADGER/(1841;octagon 40x20,serrated
corners;Blue) 75.00
FERGUSON & BRO./COLUMBIA HOUSE/PHILADELPHIA(1850;oval
38x17;back;Black) 85.00
FRANKLIN HOUSE./No.105 Chestnut St.Phila(--;two SL in
fancy scroll 44x16;front;Black) 125.00



FRANKLIN HOUSE/105/CHESTNUT ST./PHILADA.(1848;oval
34x15;back;Black) 125.00
HARTWELL'S/WASHINGTON HOUSE/PHILADA.(1844;truncated
box 37x16;Red). 75.00





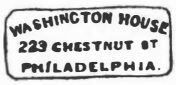
JONES' HOTEL/PHILADELPHIA.(1840-47;cut corner box
37x16;back;Blue,Black). 40.00
MANSION HOUSE/HEAD/PHILADELPHIA.(1843-44;truncated
box 28x17;back;Blue,Black). 85.00
MERCHANTS HOTEL/-N.W.BRIDGES-/PHILADELPHIA.(1842;
oval 44x28;back;Blue) 60.00





M.POPE MITCHELL/UNITED STATES/HOTEL./PHILADELPHIA.
(1846-49;box 45x20;back;Red,Blue) 50.00
SANDERSONS/FRANKLIN HOUSE./PHILADELPHIA.(1843-44;
box 37x15;front or back;Black). 60.00







UNITED STATES/HOTEL/REA/PHILADA.("A"high)(1842-43;box
27x22.5;front;Red). 60.00
WASHINGTON HOUSE/223 CHESTNUT ST./PHILADELPHIA(1841-
47;box 37x16;back;Blue,Black) 50.00
WATSON'S/Barley Sheaf/HOTEL/193 N.SECOND ST.,/Phila-
delphia(1851;fancy DL box 40x26;back;Black) . . 85.00

Hotel Marking	Date	Shape	Location	Color	Value

PITTSRURGH



ST.CHARLES HOTEL/PITTSBURGH./D.R.MILLER.(1847-50; oval 35x22;front or back;Blue,Black). 85.00

SOUTH CAROLINA

CHARLESTON



CHARLESTON HOTEL/J.H.Nickerson/CHARLESTON,S.C.(1844; oval 37x23;back;Black). 60.00



CHARLESTON/HOTEL(1844-51;DLO-28x21;front or back; Red,Black). 50.00

TENNESSEE

NASHVILLE

CITY HOTEL/NASHVILLE(1850;oval 25x17;front;Blue). . .100.00

VIRGINIA

OLD POINT COMFORT

HYGEIA HOTEL/OLD POINT(ca.1847;SL--;Red). 150.00

PETERSBURG



BOLLINGBROOK HOTEL/JNO.MINGE./PETERSBURG,VA.(1845; DC-33-26;back;Blue-green) 250.00

RICHMOND

AMERICAN HOTEL/RICHMOND VA.(1853;box 39x18;front; Blue) 150.00

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

MARITIME MAIL MARKINGS

This section includes the Origin, Exchange, Forwarding Agent and other markings applied to letters which travelled over the high seas either before or after entering the regular mails. Many of these listings represent non-contract SHIP mail of some variety, but other methods of carriage are represented. In addition, the handstamps applied to letters by private forwarders and others are included.

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SHIP MAIL

Throughout the stampless period, letters were commonly carried "out-of-the-mails" by the masters of ships at sea. In the early Colonial period, incoming ship letters commonly were left by the ship captains at the nearest "coffee house" which led to various difficulties and "abuses". This practice continued until postal systems were established in the various Colonies. The Massachusetts Act of 1693 provided that "ships bringing letters into Boston must deliver them to the Postmaster"...the ship captain receiving a half penny for each letter or "pacquet" (three letters). Three years later, this was amended to increase the rate on foreign ship letters to three pence with one penny going to the master of the vessel. The General Post Office Act of Parliament for all British Dominions of 1710-11 established the rate on incoming ship letters at two pence for the ship plus the internal rate, if any, with these rates expressed in pennyweights and grains of coined silver (2 pence = 16 grains). The earliest known Colonial "ship" marking recorded is the manuscript "B" applied at Boston (see v.I, p. 173; and v. and v. II, p. 82) in April 1703. Most of the ship markings in the Colonial Period were applied in manuscript; handstamped ship markings appeared about 1800.

After 1799, private ship letters, coming in from the high seas on vessels without mail-carrying contracts with the Post Office Department, were endorsed or postmarked "SHIP" at the port of arrival where they were received by the post office and entered the United States mails. Thus, "SHIP" is an origin marking designating the source of the letter. Whenever a letter arrived on a private non-contract ship it was treated as SHIP mail regardless of where it originated (a foreign country or even another city in the United States) or the nationality of the captain or the flag under which the ship sailed.

In the late British Colonial Period (Act of Parliament, effective 10 October 1765), the fee for incoming private ship letters was reaffirmed at two pence added to the inland postage from port of arrival to final destination. The letter rate from one port to another port in America was set at four pence. On 30 September 1775, the Second Continental Congress passed a resolution fixing the private ship letter rate at sixteen grains of silver (equivalent to two pence) to be added to the inland rate. Between 1777 and 1781, the depreciation in value of American Continental currency caused a progressive increase in postage rates which ended with the restoration of the 1775 rates effective 1 January 1782. Decimal rates (in cents) were established by the Act of 20 February 1792 which set the rate at four cents for private ship letters delivered at port of arrival and four cents to be added to the inland postage if forwarded through the mail. Finally, the Act of 2 March 1799, established the rates effective for most stampless covers and, therefore, familiar to collectors, reading:

> for "Every letter brought in to the United States or carried from one port to another, in private ship or vessel, 6 cents, if delivered in post office where received; if conveyed by post to any other place, 2 cents added to the ordinary postage."

The ship fee was charged per letter, thus single, double, or triple letters all were charged the same. The war rate increase of fifty per cent, late 1815 - early 1816, did not apply to the ship fee, but it was applied to the postage to which the fee was added. The Postal Act of 1851 reduced the single inland letter rate to three cents and, thus, the total rate on a ship letter addressed beyond the port of entry to five cents (three cents + two cents ship fee). However, the charge on incoming ship letters addressed to the port of arrival remained at six cents. This inequity was not removed until 1861, when by the Act of 27 February 1861, the fee for private ship letters to or within the U.S. was set at five cents if delivered at port of arrival or two cents added to the regular postage if forwarded through the mail. On 2 March 1863 (effective 30 June) the ship fee was changed to double the regular inland letter rates.

All SHIP letters were treated and rated the same without exception. However, the nationality of the master or the registry of the vessel did affect the payment of the fee to the captain of the vessel delivering the letter. One section of the Postal Laws of 1851 states:

> "...the postmaster to whom such letters may be delivered shall pay the master or commander, or other person delivering the same, except the commanders of foreign packets, two cents for each letter or packet..."

Thus, the two cents fee was charged to the recipient of each letter, but only American packet masters were paid for their services in delivering letters to the United States post office. It is doubtful that this was enforced.

It should be noted that some letters were carried by non-contract vessels and delivered privately without being placed in the mails. However, this could subject the captain to a substantial fine. The Postal Laws of 1851 required that all letters addressed to anyone in the United States other than the owner or consignee of the vessel be surrendered to the post office, provided that the master must sign an oath that he had delivered all such letters, and set as penalty for each offence "a sum not exceeding one hundred dollars." There were no exceptions, and the postal law had to be complied with before any cargo was removed from the vessel.

When is a "SHIP" cover not a SHIP Letter?

There are some stampless covers marked "SHIP" which are NOT ship letters. Until 1825, when the category of "STEAMBOAT" letters (or "STEAM" letters) was established, postmasters at some inland river or lake ports used a "SHIP" origin marking on non-contract letters coming in from the inland waterways as no other directive had been given to them. This usage continued at certain offices as late as 1827 as some postmasters did not keep up-to-date with changes in the PL&R. See the Steamboat and Steam Port of Arrival Markings in the Inland Waterways chapter for listings of these early "SHIP" markings (including Albany, New York; Detroit, Michigan; Plattsburg, New York; and, Louisville, Kentucky). After 1827, in most cases, the letter was written aboard a ship but was not charged with a ship fee and, thus, clearly is not a SHIP letter. No ship fee was charged or due because it was not carried on the high seas by a non-contract vessel and delivered to the post office upon arrival in port. Most of these were written on board a ship in port and handed over to the local post office, rated with inland postage, and duly transported and delivered to the addressee without assessment or collection of the ship fee. In other cases, covers bear ship markings by error and, in a very few, the usage of "SHIP" to mark a letter remains unexplained and enigmatic. Non-ship "SHIP" letters are not numerous but they DO exist and, when encountered by collectors, may lead to puzzlement and confusion.

From Sail to Steam

Early ship letters were transported by ships under sail and this remained true until well after 1800. The first vessel powered by steam was built in late 1786 by John Fitch of Connecticut, but the first actually successful steamboat was Robert Fulton's CLERMONT which made its first trip up the Hudson River from New York to Albany on 17 August 1807. Soon afterward, steam packets were carrying freight, mail, and passengers on the inland waterways and coastwise steamers transported some mail along the eastern seaboard (see section on Steamboat Mail). In mid-1819, the sailing packet SAVANNAH was equipped with auxiliary steam power and crossed the Atlantic using coal-fed steam power for eighty hours of

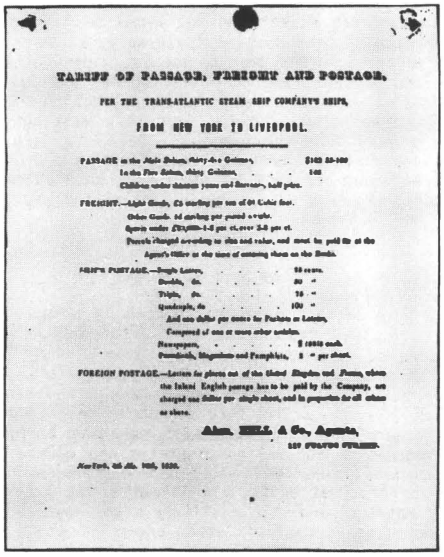
the voyage. A number of other attempts to provide successful trans-Atlantic service followed, both to and from America.

In 1838, the British & American Steam Navigation Company was chartered with the intent of providing regularly scheduled passenger service on steam-powered vessels. Early in that same year, the BASNC's 703-ton steamer SIRIUS which had been built for service in the Irish Sea departed London for New York by way of Cork (Ireland) with a passenger load of one hundred persons. She was one of the first steamers to be fitted with a condenser instead of using salt water in her boilers, a notable advance in steam engineering. A few hours after the SIRIUS arrived at New York on 23 April (after seventeen days at sea), a larger and finer steamship, the GREAT WESTERN, constructed with the intent of continuing the Great Western Railway route across the Atlantic also arrived in New York Harbor, fifteen days after leaving Bristol in southern England. This vessel (1440 tons), was considered the finest steamship of her day. After this, several other Atlantic liners were built but all of the services provided were irregular and were maintained using a variety of ships of varied suitability for trans-Atlantic duty. Not until 1840 when Samuel Cunard founded his line was a regular and successful steam packet service provided. This has been credited to Cunard's innovation of constructing sister ships designed as trans-Atlantic liners.

FREIGHT MONEY COVERS

The SIRIUS left New York on her return voyage on 30 April 1838. According to a newspaper article in the New York ALBION (5 May 1838), she carried 17,000 letters with no charge made. The article (quoted in full, Hahn, 1978, p. 156; or 1979, p. 803) discussed the "loss" incurred, stating that "upward of $4000" would have been earned from a charge of one-quarter dollar per letter and, further, that this would have yielded a greater profit than that from the twenty-eight cabin passengers carried on the voyage, even if the fact of the charge had reduced the number to 8000 letters. By 30 June 1838, advertising in the New York ALBION for the steamship GREAT WESTERN offered to carry private letters for twenty-five cents per single sheet. Thus, a new class of trans-Atlantic letters, "Freight Money Covers" originated.

These successes by pioneer steamers led to vigorous competition, the formation of new trans-Atlantic lines, and renewed activity in ship building for overseas mail and passenger transport. In 1838, the Transatlantic Steam Ship Company of Liverpool built the ROYAL WILLIAM (second of the name), 617 tons, and the LIVERPOOL, 1050 tons, for their trans-Atlantic service; and, in July 1839, the BASNC's new BRITISH QUEEN, 1862 tons, made her maiden voyage from Portsmouth to New York, replacing the SIRIUS. On 10 April 1839, Abraham Bell & Company, the agents in New York for the TSSC, distributed broad sheets advertising their trans-Atlantic service with letter rates similar to those offered by the BASNC (see below).



TARIFF OF PASSAGE, FREIGHT AND POSTAGE,

PER THE TRANS-ATLANTIC STEAM SHIP COMPANY'S SHIPS,

FROM NEW YORK TO LIVERPOOL.

PASSAGE in the Main Saloon, Ship's Accommodation, ... $140 00-100
In the Fore Saloon, Ship's Accommodation, ... 140
Children under thirteen years and Servants, half price.

FREIGHT.—Light Goods, £5 sterling per ton of 20 Cubic feet.
Other Goods, as sterling per ton of 2 tons.
Specie under £50,000—1-2 per cent.—over 3-4 per ct.
Parcels charged according to size and value, and must be paid for at the Agent's Office at the time of entering them on the Books.

SHIP'S POSTAGE.—Single Letters, ... 50 cents.
Double, do. ... 80 "
Triple, do. ... 75 "
Quadruple, do. ... 100 "
And one dollar per ounce for Packets or Letters,
Composed of one or more other articles.
Newspapers, ... 2 cents each.
Pamphlets, Magazines and Pamphlets, ... 2 " per sheet.

FOREIGN POSTAGE.—Letters for places out of the United Kingdom and France, where the Inland English postage has to be paid by the Company, are charged one dollar per single sheet, and in proportion for all others as above.

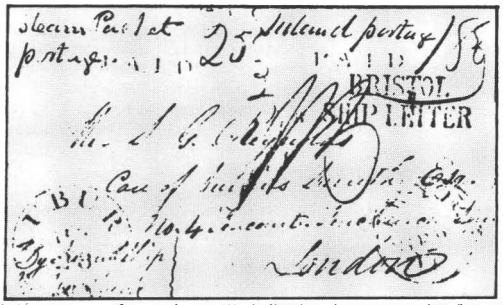
Abm. BELL & Co., Agents,
107 PEARL STREET.

New York, 4th Mo. 10th, 1839.

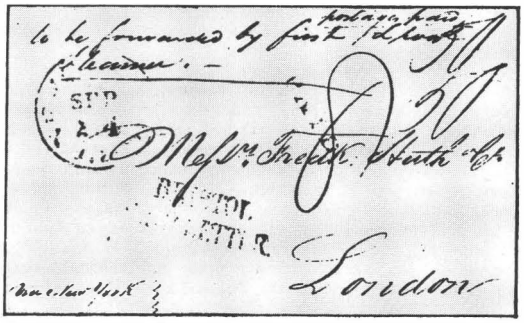
The race was on and, by 4 July 1840, the famed Cunard Line was in operation with its four impressive sister ships, the ACADIA, the BRITANNIA, the CALEDONIA, and the COLUMBIA, each two hundred and seven feet in length and weighing about 1150 tons.

The first notice in the philatelic literature of freight money charges was published by Frank Staff (1956, pp. 155-157). Later, Charless Hahn wrote a series of definitive articles explaining and describing Freight Money Covers (1978a, 1978b, 1979, 1980, 1985) and Allan L. Steinhart has written on Freight Money Covers from Canada (1984). Readers are referred to these excellent articles as the source for further information and more lengthy discussions of this interesting area of postal history which is summarized here.

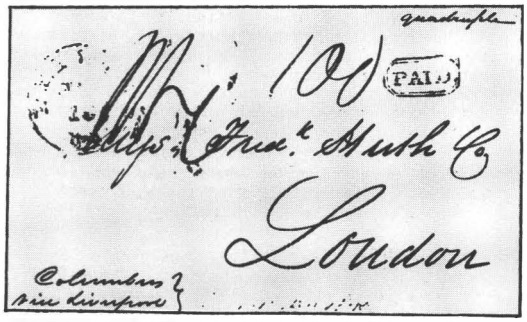
A Freight Money Cover is a trans-Atlantic letter carried by private ship for which a private fee for the sea postage was collected in advance by the United States or Canadian postmaster receiving the letter and transmitted in a "bundle" along with other such letters and a waybill to the shipping agents at New York for transport abroad by private ship. The label "Freight Money" is derived from circulars distributed to postmasters by the BASNC, instructing them in dispatch procedures, and the adoption of the term in official Canadian post office communications (see Hahn, 1978, pp. 156-157; or 1979, p. 804). As such letters are out-of-the-mails private ship letters during the trans-Atlantic portion of their transport and were not carried by a vessel with a mail-carrying contract, they are included here with the other ship mail. Freight Money letters were carried by both the pioneer steamships and the competing United States sailing packets.



Freight money cover from Auburn,NY, indicating the steam packet "postage" and the inland postage on two sides of the top of the letter. The BRISTOL SHIP LETTER and the British postage are also on the front.



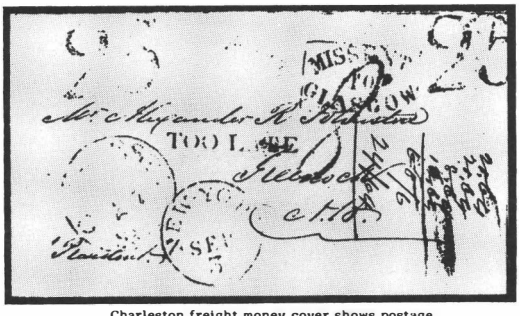
New Orleans double steamer letter showing 50¢ freight money and 50¢ postage plus 8d charged by Great Britain under the Uniform Act. BRISTOL SHIP LETTER on front.



Philadelphia marking shows quadruple sailing packet freight money and U.S. postage combined into $1.00 rating marked PAID.

The collection of fees for private services by government postmasters in two countries is at least anomalous if not incredible. Undoubtedly the commission paid to United States postmasters (7-1/2 to 10 per cent) served to offset any possible objections to the procedure. In Canada, all freight money was dispatched to Deputy PMG Stayner in Quebec who distributed the sums due to the shipping companies. The freight money arrangements and provisions were applied only to letters from America to Europe. The PMG of Great Britain never allowed postmasters to collect freight money, as they insisted on sending mail by the official British Packet system and, after mid-1840, by the government-subsidized Cunard Line. Further, certain traditional gathering places for ship letters such as "coffee houses" and City News Rooms were recognized by the steamship companies and paid a small commission for collecting letters.

By June 1838, the BASNC offered steamship transport for twenty-five cents per single letter, multiples charged in proportion, and letters directed to foreign destinations beyond Great Britain or France, one dollar per sheet. However, even earlier (by mid-August 1837) sailing packets had offered the same service for twelve and one-half cents. These rates continued throughout the freight money period with the higher rate charged by the steamships competing successfully due to their faster service. Of the recorded freight money covers, ninety-three were carried by steamships, seventy-one by sailing packets, and three by Le Havre packets (total recorded, 167).



Charleston freight money cover shows postage of 25¢ on one corner and freight money of 25¢ on the other. Via the SS "President."

Generally the postage and freight money charges were listed separately in manuscript on the cover. At Charleston, a handstamp separately struck was used (see above). At Philadelphia, the postage and freight money were combined into a single manuscript notation (see the quadruple letter carried by sailing packet from New York with 12-1/2¢ postage + 12-1/2¢ freight money X 4 = 1.00 total). In many cases it is necessary to know the rate structure and routing to identify freight money covers. The "8", "1/-", "1/7", "2/2" and other similar notations appearing on these covers indicate the British due postage in sterling.

Collection of freight money fees was terminated in Canada by a directive from the Deputy PMG on 4 December 1840. This was done openly to favor the "great additional advantages afforded by the National Steam Packets, via Halifax and Liverpool, to the intercourse between the Mother Country and British North America." In the United States, the practice was discontinued officially after the first United States owned and subsidized mail steamer went into service in mid-1847, but the arrangements were permitted to continue until January 1848 when it apparently "died a natural death" because of competition from United States subsidized steamships (Hahn, 1978, p. 231; or, 1979, p. 811).

The earliest freight money cover recorded by sailing ship is a double letter from Philadelphia, 17 August 1837; the latest is a single from Baltimore, 29 January 1848. The earliest recorded by steamship is an unrated cover from Havana, 10 August 1838; the latest is a single from Baltimore, 22 February 1847.

The recorded usages from each city are listed below (as published by Charless Hahn who is still actively recording freight money covers). The rates are listed as they appear on the known covers; some Canadian letters were marked in both sterling and U.S. cents, others with only sterling notation (freight money rate marked on reverse of some letters).

FREIGHT MONEY LETTERS

Carried Under Sail

Baltimore, Maryland (1839-1848; 25 recorded)
- Single (12-1/2¢ + 18-3/4¢) or double 175.00
- Triple (37-1/2¢ + 56-1/2¢) or quadruple. 200.00
- Quintuple (62-1/2¢ +93-3/4¢)(one recorded) 275.00

New Orleans, Louisiana (1842-1848; three recorded)
- Single (12-1/2¢ + 25¢) 250.00

Philadelphia, Pennsylvania (1837-1845; 33 recorded)
- Single (25¢ combined rate) or double 150.00
- Triple (75¢ combined rate) or quadruple. 200.00
- LeHavre packet (25¢ combined rate)(3 recorded) . .250.00

Portsmouth, NH (1839;one recorded)
- Single (12-1/2¢ + 18-3/4¢) 300.00

Richmond Virginia (1842-1844; five recorded)
- Single (12-1/2¢ + 18-3/4¢)(freight money charge of 12-1/2¢ marked on reverse of cover) .275.00

From Canada

Guelph, U.C. (1839; two recorded)
- Single (7-1/2d + 7d Canadian postage + 25¢ US) . .275.00

Hamilton, U.C. (1839-1840; two recorded)
- Single (7-1/2d + 4-1/2d Canadian + 25¢ US) 275.00

Katesville, U.C. (1839)
- Single (12-1/2d + 9d Can. + 1/3 US: total 2/7 1/2). 300.00

Loughboro, U.C. (1839)
- Single (12-1/2¢ + 4-1/2d Can. + 18-3/4¢ US). . . .300.00

Melbourne, L.C. (1840)
- Single (12-1/2¢ + 4-1/2d Can. + 18-3/4¢ US). . . .300.00

Montreal, L.C. (1839)
- Single (7-1/2d + 4-1/4d Can. + 11-1/2d US) 275.00

Raleigh, U.C. (1839)
- Single (12-1/2¢ + 9d Can. + 25¢ US). 300.00

Carried by Steamship

Alexandria, D.C. (1840; one recorded)
- Double (50¢ + 37-1/2¢) 350.00

Auburn, New York (1839-1840; three recorded)
- Single (25¢ + 18-3/4¢) or double 325.00

Baltimore, Maryland (1838-1847; 20 recorded)
- Single (25¢ + 18-3/4¢) or double 160.00
- Triple (75¢ + 56-1/4¢) or quadruple. 200.00

Charleston, South Carolina (1839-1845; nine recorded)
- Single (25¢ + 25¢, handstamped). 275.00

Memphis, Tennessee (1840; one recorded)
- Single (25¢ + 25¢) 325.00

New Orleans, Louisiana (1840-1843; seven recorded)
- Single (25¢ + 25¢) or double 175.00

New York, New York (1838-1847; number not known)
- covers originating at New York: no freight money notation. . . . . ---

Norfolk, Virginia (1840; one recorded)
- Single (25¢ + 25¢) 350.00

Philadelphia, Pennsylvania (1838-1844; 44 recorded)
- Single (37-1/2¢ combined rate) or double 125.00
- Triple (1.12-1/2¢ combined rate) or quadruple. . .160.00

Richmond, Virginia (1839-1841; four recorded)
- Single (25¢ + 18-3/4¢) (25¢ marked on reverse) . .275.00

Ridgeway, N.C.(1841; one recorded; 50¢ combined rate,
- Single (25¢+25¢) 325.00

St. Louis, Missouri (none recorded)
- (The contents of a bootlegged letter to Scotland mentions steamer service available at 25¢ per sheet, but the thrifty Scot avoided the charge.) ---

From Canada

Amherstburg, U.C. (1839)
- Single (1/3 + 11d Can. + 25¢ = 1/3: total 2/2 Stg.) with H/S "BRITISH/AMERICAN" accountancy marking 350.00

Dunnville, U.C. (1840)
- Single (25¢ + 4-1/2d Can. + 25¢ US). 325.00

London, U.C. (1840)
- Double (50¢ + 1/6 Can. + 50¢ US) 325.00

Montreal, L.C. (1839)
- Single (no freight money charge indicated; 4-1/2d Can. +18-3/4¢ US) (an anomaly). 275.00

Prescott, U.C. (1840)
- Single (25¢ + 18-3/4¢ US; no Canadian OHMS). . . .325.00

Quebec, L.C. (1839)
- Single (25¢ + 11d Can. + 18-3/4¢ US) 275.00

SHIP MAIL MARKINGS

Town or City	Ship Marking	Date	Size & Type	Color	Value

(Albany,N.Y.)SHIP(1811-15;17x4.5;Black) See Inland Waterways Steamboat Markings. . . . . ---
(Alexandria,D.C.)sh(1804;Ms). 80.00

SHIP

Same SHIP(1816-26;19x5;Red). 100.00
Same(1846-48;18x5;--). 60.00

SHIP

(Annapolis,Md.)SHIP(1811;16x4.5;Black) Used with SL townmark. 500.00

Ship

Same(1816;29x16;Red) 100.00

SHIP **SHIP**

Same(1817-30;15x4.5;Red,Black) 100.00
Same(1830;10x3;Blue) 80.00
(Balize,Orleans Terr.)SHIP.(1806-09;18x5;Black,Red) Territorial use 2500.00
(Baltimore,Md)sh 3.8(1777;Ms) Colonial use. 2000.00
Same sh(1789-99;Ms;Black). 75.00

SHIP

Same SHIP(1800-07;16x4.5;Red). 30.00

SHIP

Same(1808-32;20x5;Red) 30.00

SHIP

Same(1836-51;24.5x4.5;Red,Blue,Black). 30.00
Same(1847-51;7,12[hdstp rates];Red,Blue,Black) . . 30.00
Same(1851-72;24x7;Red,Blue,Black). 40.00
Same SHIP(1869-79;oval 19x8.5;Black) 50.00

SHIP

Same(1855-67;23x6;5;Blue,Black). 30.00
Same(1856-67;6[box];Blue,Black). 45.00
Same(1878;28x6.5;10[C];Black). 40.00
(Bangor,Me.)SHIP(1839-42;20x4;Red). 70.00
Same(1866;21x4;Black). 40.00
(Bath,Me.)Sh(1821;Ms) 40.00
Same SHIP(1840;10x4;Red,Black) 50.00
(Beaufort,N.C.)SHIP(1839;--;Black). 60.00
SHIP.5(1850's;48x6;Black). 50.00
(Beverly,Ms.)Ship(1825;Ms;Black). 80.00



(Boston,Ma.)BSh(April 1703;Ms;Black). 3000.00
This is the earliest known Colonial postmark.

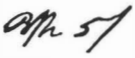


BSh 5d(1713-19;Ms;Black) 1000.00



BSh(1729-48;Ms;Black). 250.00
BO S 3/4(1735;Ms). 250.00
Bos Shp(1735;Ms;Black) 250.00

Town or City	Ship Marking	Date	Size & Type	Color	Value



BSh(July 1754;Ms;Black). 250.00
BoSh(1749-69;Ms;Black) 250.00
Sh(1769-1801;Ms;Black) 70.00
SHIP(1804;16x5;Red). 40.00
SHIP(1800-01;16x5;Black) 40.00
SHIP(1805-07;16x6;Red,Black) 40.00
Same(1810-15;21x5;Red) 45.00
Same(1821-22;18x6;Red) 40.00
Same(1822;24x6;Red). 35.00
SHIP(1826;28x7;Red). 35.00
SHIP(1833-35;28x5;Red) 35.00

SHIP SHIP SHIP SHIP **SHIP**

SHIP(1800-20;var.;Red,Black) 50.00
Same(May-Sept.1814;DO-40x25;Examined Marshall's Office Massachusetts[ms];Black) 500.00



SHIP **SHIP**

SHIP/6(1816-49;fancy arc in ribbon--;Red,Black). . 40.00
SHIP(1815-20;slightly curved--;Red). 45.00
Same(1820-44;SL-var.;Red). 45.00

QUARANTINE **QUARANTINE**

QUARANTINE

QUARANTINE(1827-35;SL-var.;Red). 150.00







BOSTON/Mass/SHIP(1838-39;C-29;Red). 45.00
BOSTON/MS/SHIP(1832-37;C-29.5;Red). 45.00









Same(1840-48;C-27;Red) 40.00
SHIP(slanted letters)(1846;7x4;Red). 35.00
27(1844;C-24;Red). 70.00
Same(1844-49;C-27;Red,Black) 40.00



Same(1846-49;C-27;Red,Black) 35.00
22(--;--;Red). 45.00

20³ **20³**

(1843-45;203["3"high,20-3/4 rate],203["3"high] 20-3/4 rate,[C-27];Red) 50.00
BOSTON Ms/Ship(1849;irregular C-27-25;Red). 50.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

39½ (39½)

39-1/2(1843-45;C-27,& no C;Red). 50.00

SHIP SHIP

SHIP(1845-54;SL-var.Red,Black) 30.00

7 12 12 12

7(1843-53;Red,Black) 35.00
12(1845-55;Red,Black). 40.00
12-1/2(1850-51;PAID;Red) Cuba rate, See Steamship Mail Markings . . . . . ---

22 24 29 34

22(1849-50;Red). 60.00
24,29,34(July-Dec.1848;Retaliatory rates;Red). . . 75.00

SHIP
6

SHIP/6(1850-70;arc--;Red). 40.00

BOSTON 30 SEP 7 cts

SHIP 5

BOSTON.7 cts(1851;C-33;Black) 80.00
SHIP(1855-72;23x6;Black) 30.00
5(1855-63;8x9;Black) 30.00

SHIP. 4 (SHIP 6)

SHIP/4(1864-1900;24x20;Black). 40.00
SHIP/6(1873-92;C-20;Black) 40.00
(Bridgeport,Ct.)SHIP(1828;11x3;Red) 90.00

SHIP

(Bristol,R.I.)SHIP(1818-47;22x6;Red,Blue) 50.00
(Calais,Me.)SHIP(1840;25x6;Red) 60.00

Charles Town S.C. p Ship p? 1~

(Charleston,S.C.)*Charles Town SoC p Ship pd.1(Jan. 1766;Ms;Black). . . . . ---
*Same(July 2,1766;Ms;Red). . . . . ---

Chas Town

Chas Town("s"high)(May 1767;Ms;"Ship dt Sterling" [ms];Red) 3500.00
Same 19 ship(1778;Ms). 2000.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

11/10:10

Same Sh(June,1787;Ms;Black). 750.00
Same sh(1802;Ms;Black) 60.00

SHIP.

Same SHIP(1808;SL--;). 50.00
SHIP(1818-35;22x5;Red) 40.00
Same(1836-60;21x4;12;Red). 30.00
SHIP(1837;16x5;Red). 40.00
CHARLESTON S.C./10 HAVANA(curved)(1854-55;C-35;Blue, Black) See Steamship Mail Markings. . . . . ---
Same("HAVANA"inverted)(1854-55;C-35;Black) See Steamship Mail Markings. . . . . ---
Same HAVANA(straight line)(1854-55;SL-26x4.5;Blue, Black) See Steamship Mail Markings. . . . . ---
(Del.City,De.)Ship(1832;Ms;Brown) 60.00
(Eastport,Me.)SHIP(1834-35;18x5;Red,Black). 70.00
Same(1837-43;22x4;7;Red) 70.00
Same(1849-53;22.5x4;7;Red,Black) 70.00

SHIP

(Edenton,N.C.)SHIP(1834;25x7;Black) 150.00
Same SHIP(1858;25x6.5;5[C];Black). 80.00
(Edgartown,Ma.)ship(1814;Ms;Black). 250.00
Same ship(1822-27;Ms;Black). 100.00
Same SHIP(1848-62;15x5;7,6,5;Red,Black). 100.00

SHIP

(Fair Haven,Ma.)SHIP(1846;18x4;Red,Black) 40.00
Same SHIP(1862;16.5x4;5;Red,Black) 90.00
(Fall River,Ma.)Ship(1812;Ms;Black) 300.00
Same SHIP(1833;box 19x7;Red) 150.00

SHIP

Same(1845-55;17x4;5;Red) 50.00
(Falmouth,Ma.)SHIP(1818;20x5.5,[with SL townmark]; Red). 300.00
(Galveston,Tx.,Republic)Ship(1837-41;Ms;Black). . . .350.00

SHIP

Same SHIP(1838-46;19x4.5;Red,Black) Republic period. 500.00
Same(1841-46;14x5;Black) Republic & State. 500.00

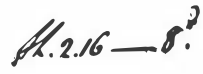
(SHIP)

Same SHIP(1873-75;C-21;Black,Blue) 100.00
(Gloucester,Ma.)Sh(1807;Ms;Black) 80.00
Same SHIP(1812-40;36x6;Red,Black). 60.00
(Hampton,Va.)Hptn Sh 5.8(1773;Ms) 1000.00
(Holmes Hole,Ma.)Ship(1817-40;Ms;Red,Black) 100.00
Same Ship(1847-52;Ms;Red). 100.00
Same SHIP(1862-70;20x4;Black) Town name changed from Holmes Hole to Vineyard Haven in 1870. . . 70.00

SHIP Sh·p

(Houston,Tx.)SHIP("S"low)(1840-41;19x5;Black) No townmark, Republic period 350.00
Ship(1841;15x5.5;Black) No townmark, Republic period. 350.00
(Hyannis,Ma.)Ship(1826;Ms;Black). 100.00
(Kennebunk,Me.)SHIP(1803;--;Black) District of Maine period. 300.00
Same Sh(1806;Ms;Black) 200.00
Same(1826;23.5x6;Red). 60.00
(Kennebunkport,Me.)SHIP(1842;21x5;Black). 50.00
(Key West,Fl.)SHIP(1860's;15x3;Blue). 150.00
Same(1870;--;DUE,5[SL];Black). 70.00
(Lewes,De.)SHIP(1852;--;Black). 60.00
(Louisville,Ky.)SHIP(1825-27) See Inland Waterways Steamboat listing . . . . . ---
(Marblehead,Ma.)MH Sh(1762;Ms;Black). 1000.00

Town or City	Ship Marking	Date	Size & Type	Color	Value



*Same Sh 2:16(1774;Ms) With SL town marking. . . . ---
Same Sh(1801;Ms;Black) 150.00
(Mayport Mills,Fla.)Ship 7cts(1850;Ms;--) 175.00
(Middletown,Ct.)SHIP(1845-50;) See Inland Waterways Steamboat listing . . . . . ---
(Mobile,Al.)SHIP(1849-50;C--;10;Blue,Red) 50.00



Same SHIP 7,12(--;DLO-25x22,ornament;Red,Black). . 50.00
Same SHIP(1850;24x4;5;blue)(Br. Consular Mail) . .150.00
(Nantucket,Ma.)Sh(1825;Ms;Black). 150.00

SHIP

Same SHIP(1838;24x7;Red) 150.00
Same SHIP(1847-52;20x5;7;Red,Black). 70.00



Same(1850's;hdstp depicting ship under sail & 7; Black). 1500.00
(New Bedford,Ma.)Ship(1809;20x5;Red). 70.00
Same SHIP(slanting letters)(1805-31; 15x4;Red, Maroon,Black) 50.00

SHIP.

Same(1847-66;16x3.5;5,7;Red,Blue,Black). 40.00
Same(slanting letters)(1867-70;13.5x4;Black) . . . 45.00
NEW BEDFORD MASS./SHIP6(--;C-27;Black). 60.00
(New Bern,N.C.)Sh,Schooner(1828-37;Ms;--) 75.00
Ship(1851;Ms;--) 45.00
(Newburyport,Ma.)Sh(1803-05;Ms;Black) 100.00
Same SHIP(slanting letters)(1801;14x4;Black) . . .120.00
SHIP.(1818-32;21x5;Red,Dark Red) 70.00

SHIP

SHIP(1851-69;20x5.5;5;Red,Black) 60.00
(Newcastle,De.)SHIP(1805-08;15.5x4;Red) 90.00

Ship

Same Ship (1822;13x5;Red) 90.00
(New Haven,Ct.)Sh(1789;Ms;Black). 500.00
Same SHIP(1824;--;Red) 60.00





SHIP
5

SHIP(outline of ship)(1815-57;21x7;Red,Green,Blue Black). 150.00
SHIP/5(1856-61;C-21;Black) 50.00
SHIP/5(1862;14x4;Black). 60.00
SHIP(1865;framed--;6;Black). 70.00
(New London,Ct.)Sh(1793-1810;Ms). 120.00

SHIP

Same SHIP(slanted letters)(1816;14x3;Red). 125.00

SHIP

Same(1817-47;20x6;Red) 60.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

SHIP

Same(1847-53;19x5;Red,Black) 50.00



Same("SHIP"framed)(1867;18x6;DUE 6;Black). 50.00
(New Orleans,La.)SHIP(1825-44;21x4;Red,Blue,Black). . 40.00
SHIP/14-1/2(1827-30;21x10;Red,Black) 150.00
SHIP/27(1827;21x10;Black). 200.00
SHIP(1840-48;16x4;Blue,Black). 30.00
Same(1845-51;6[16x21],12[27x21];Red,Blue,Black). . 50.00
Same(1848;34[hdstp rate];Black) Retaliatory Rate .125.00



SHIP/6 CENTS(1850-58;C-24;Red,Black) 40.00
SHIP/7(1851-53;19x13;Red,Black). 40.00
SHIP/6(1853-65;17x13;Black). 40.00
SHIP(1856;16x4;6[16x20.5];Black) 40.00
SHIP(1857-60;22x4;5,8;Black) 60.00
SHIP/6(1860's;C-21;Black). 50.00
SHIP/8(1865;C-22;Black). 70.00
SHIP/12(1864;C-22;Black) 60.00
SHIP(1862-76;oval 18x9;Black). 60.00
Same(1864;40 cts[oval 25x12;Black) From Cuba. . . . 90.00
Same(1860's;DUE 5[C-21];Black) 50.00
SHIP/4(1870-74;C-21;Black) 75.00
SHIP(sans serif)(1877;C-22;Black). 60.00



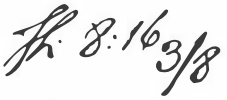
(Newport,R.I.)RId Sh 4:16(1760;Ms;Black). 1600.00
Same RId Sh 3.8(1770;Ms;Black) 1400.00
Same Sh(1774-1802;Ms;Black). 1200.00
Same SHIP(1813-14;13x3;Black). 70.00
Same(1813-19;20x6.5;Black) 50.00
Same(Old English letters)(1815-16;23x11;Green) . .150.00
Same(large block letters)(1815-18;41x12;Red, Blue,Black) 140.00
Same(1817;19.5x5;Black). 90.00

SHIP

Same(1817-23;27x7,[with oval townmark];Red, Blue,Green,Violet,Magenta). 150.00
SHIP 6(1819;47x9,6 is 14mm high;Red) 75.00
Packet(Old English letters)(1823-26;40x12;Green) .250.00
SHIP(1830's;27.5x8;--) 60.00
SHIP(1823-48;27x8;Red,Black) 50.00
Same(1826-31;Green). 60.00
Same SHIP(1836;31x8;Red) 60.00
Same(1855-59;27x7;5;Black) 40.00
SHIP/8(1857;28x19;Black) 80.00
(New York,N.Y.)Sh(1750's;Ms). 1000.00



Same Sh4(1771;Ms). 600.00



Same Sh 8:16(1775;Ms). 150.00
Same Sh(1760-75;Ms;with NEW YORK SL on front). . .200.00
Same Sh(1760-75;Ms;with NEW YORK SL on back) . . .150.00
Same Sh(1790-99;Ms). 75.00
Same Sh(1803;Ms) 40.00

SHIP

Same SHIP(with NEW YORK"clamshell"marking) 75.00
Same SHIP(1803;19x5;Red) 30.00
Same(1806;20x6;Red). 30.00
Same(1811;18x5;Red). 30.00
Same(1817;20x5;Red). 30.00
Same SHIP(1821-30;21x6;Red,Black). 30.00
Same(1837;32x4;Red). 30.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

NEW-YORK/SHIP(1832-47;C-30;Red,Orange). 7.50
Same(1826-41;2ND DELIVERY[SL-45x5];Red) with either of above two. 70.00
NEW YORK/SHIP(1837;C-28;Red). 50.00

SHIP

Same SHIP(1843-44;15x4;Red). 40.00







Same(1849-50;C-30;12-1/2[C-19];Red). 60.00
NEW YORK(1851-55;C-29;Red). 40.00
NEW/(7 bar circular grid)/YORK(1855;C-30;Black) . . .100.00



NEW-YORK/SHIP/5 cts(1853-59;C-34;Black) 45.00
NEW YORK/SHIP/6 CTS(1865-67;C-23;Black) 40.00





NEW-YORK/SHIP/7cts.(1845-51;C-34;Red,Black) 40.00
Same/12 cts(1848;C-34;Red) 45.00
Same/27 cts(1851;C-34;Black) 60.00
Same/29 cts,34 cts((July-Dec.1848;C-34;Red) Retaliatory rates 150.00
24(1848;--;Red). 45.00
Same(1851) 200.00
Same(with plain townmark)(July-Dec.1848;29,34; Red) Retaliatory rates. 150.00
PAID/SHIP(1849-52;24x16;24;Red). 50.00
PAID/SHIP(1849;23x5;Red) British Treaty mail . . . 60.00



NEW YORK/SHIP/29 cts(1848-49;C-34;Black). 100.00
Same/34 cts(1849;C-34;Black) 100.00



NEW YORK SHIP LETTER/4(1864-73;C-25;Black). 45.00
Same/5(1856-61;C-25;Black) 40.00
Same(1862-63;C-25,YD;Black). 40.00
Same/6(1863-65;C-24,YD;Black). 40.00
NEW YORK SHIP/6cts(1867;C-25;Black)(Word "letter" omitted). 40.00
Same/8(1861;C-24.5;Black). 60.00

Town or City	Ship Marking	Date	Size & Type	Color	Value



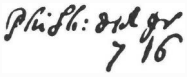
(Norfolk,Va.)Sh 2(1773;Ms). 850.00
Same Sh(1804-07;Ms;Black). 80.00

SHIP

Same SHIP(1824-48;23x3;Red). 70.00
Same(1856;23x4;5;Green). 80.00



(Norwich,Ct.)SHIP(1864;box 28x6;DUE 6;Black). 50.00
(Old Point Comfort,Va.)SHIP(1851;25x7;7;Red). 70.00
Same(1860;--;Black). 75.00
(Pattersonville,La.)SHIP(1850;16x4;10;Red). 150.00



(Philadelphia,Pa.)phi sh 7dwt 16gr(1734;Ms) 2000.00
Same Sh(1773-82;Ms). 750.00



Same(no town marking)4(1792-95;10x11;Brown). . . .250.00
Same 4(1792;6x9;Brown) 250.00
Same 4(1798;C-15;Brown,Black). 200.00
Same 6(1799;C-15;Brown,Black). 85.00

SHIP

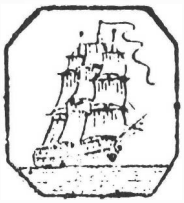
Same SHIP(1798-1802;15x4;Red). 150.00

SHIP

Same(1804-15;slight arc 20x6;Red). 30.00

SHIP

Same(1818-36;22x6;Red) 30.00





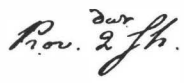
Same(1834-35;picture of full rigged ship in octagon 29x33;Red). 750.00
Same(1839;octagon 29x33;Blue). 5000.00
Same(1837;octagon 21x27;Blue). . . . . ---
(Some authorities question authenticity of this 21x27 marking.)

SHIP SHIP SHIP

SHIP(1843-62;SL-var.;Red,Blue,Black) 30.00
20-3/4(1845;--;Blue) 40.00
Same(1846-53;Woodcut 7;7[C],12[C];Blue). 30.00
Same(1850-61;6[C],6[octagon];Blue,Black) 30.00
Same(1861;24.5x4.5 or 20x5;5;Black). 30.00
Same(1864;18x5;DUE 4[C-21],DUE 12[C-21];Black) . . 30.00
SHIP/DUE/4,6(1872-74;C-21;Black) 30.00
(Plattsburg,N.Y.)SHIP(1827) See Inland Waterways listing . . . . . ---
(Plymouth,Ma.)Ship(1821;SL--;Red) 60.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

(Portland,Me.)sh(1793-1806;Ms;Black). 250.00
Same SHIP(1810-13;15x4.5;Black) District of Maine.200.00
Same(1829;oval 34x20;Red). 100.00
Same(1831-32;24x6;Red) 60.00
Same(1832-65;23x5;7;Red,Blue,Black). 50.00
(Portsmouth,N.H.)P.ship Sh 5.8(1767;Ms;Black) . . . 1500.00
Same Ship(1783-90;Ms). 75.00
Same SHIP(1801-10;13x5;Red) with black SL townmark. 150.00
Same(1806;12.5x4;Red). 100.00
Same(1807-08;7.5x4;Black). 75.00
Same(1814-21;17x4;Red,Green) with oval townmark. . 80.00
Same(1829-35;--;Red) 50.00
Same(1849;16.5x3.5;Blue) 50.00



(Providence,R.I.)Sh(1764;Ms). 1250.00
Same(1793-99;Ms) 200.00
Same SHIP(1808;17x5;Black) 100.00
Same(1815-31;19x7;Red) 60.00
SHIP(1823;29x7;Red). 50.00
SHIP(1836-51;21x5;7;Red,Black) 50.00
Ship(1850's;Ms;Black). 40.00
SHIP 6(1871;SL--;Black). 40.00
(Richmond,Va.)SHIP(1833-56;19x4;5;Red,Blue,Black) . . 70.00
(Sag Harbor,N.Y.)SHIP(1815-46;--;Red,Black) 100.00

SHIP

(St.Marks,Fl.)SHIP(1832-33;6.5x2;Black) Territorial use 500.00

SHIP

Same SHIP(1835;26x8;Black) Territorial use 300.00
(St.Marys,Ga.)SHIP(1827;--;Red,Black) 100.00



(Salem,Ma.)Salem Sh(1754;Ms;Black). 1500.00
Same Sh(1774;Ms) 1000.00
Same Sh(1793;Ms) 150.00

Ship

Ship(1796;10x5;--) earliest ship hdstp 850.00
SHIP(1805-20;16x4.5;Red) 60.00
Same(1826;15x4;Red). 50.00

SHIP

Same(1840-51;26x4;Red,Black) 40.00
Same(1850's;26x6;Black). 40.00
(San Augustine,Tx.)SHIP(1839;--;Black). 350.00



(San Francisco,Ca.)SHIP/6(1850;fancy C-17;Red). . . .150.00
Same(1852-60;Black). 100.00



SHIP/6(1860;partial fancy marking;Black) 300.00



PAID/8/SHIP(1851;28x28;Black). 650.00

Town or City	Ship Marking	Date	Size & Type	Color	Value

SHIP

SHIP(1852-57;25x11;5,7,12,PAID;Black). 125.00

SHIP4

SHIP 4(1864-67;31x7.5;Black) 75.00

SHIP6

SHIP 6(1862-68;32x7.5;Black) 75.00

SHIP.12

SHIP.12(1862-68;33x7.5;Black). 150.00

SHIP
5

SHIP/5(1861-62;15x18;Black). 150.00
In common with other "SHIP" markings, the value of these markings appearing on San Francisco covers may be substantially influenced by other postal markings, rates and usages.
(Savannah,Ga.)Sh(1801;Ms) 60.00
Same SHIP(1802-03;--;Black). 70.00
Same(1806-16;curved ribbon--;Black). 75.00
Same(1827;--;Red). 50.00

SHIP

Same(letters slanted)(1837-46;27x5;12[C];Red, Black). 50.00
HAVANA.(1850-59;var;Black) See Steamship Mail Markings. . . . . ---
(Stamford,Ct.)sh(1800-25;Ms). 250.00
Same SHIP(in outline of boat)(1828-36;22x--;Red) .250.00

SHIP

(Stonington,Ct.)SHIP(1847;21x3.5;Black) also used on Inland Waterways mail. 70.00
(Tuscaloosa,Al.)SHIP(1841;--;Black) See Inland Waterways Steamboat Markings . . . . . ---
(Velasco,Tx.)SHIP(1835;Ms;25[ms];Black) 250.00
(Vienna,Md.)Ship(1832;Ms) 100.00
(Vineyard Haven,Ma.)SHIP(1871-72;20x5;Black). . . . 60.00
(Warren,R.I.)Sh(1794;Ms;Black). 100.00

SHIP SIHP

Same SHIP(1826-39;22x7;Red,Magenta,Black). 50.00
Same SIHP(misspelled)(1834;22x7;--). . . . . ---
Same(1828;22x5;Red). 60.00
Same(1835;27x6;Magenta). 80.00
Same(1836;19x9;Black). 80.00
Same(1836-39;16x9;Black) 70.00
Same(1846-55;17x4;Blue,Black). 60.00
(Washington,Tx.)SHIP(1844;--;Black) Republic period .400.00
Same(1845;16x4;Red). 250.00
(Williamsburg,Va.)Sh 5.8(1773;Ms) 2000.00
(Wilmington,De.)Ship(1802-07;13x4;Red,Black). 80.00
SHIP(1840-50;25x4;7;Red,Blue). 40.00
(Wilmington,N.C.)SHIP(1837-50's;20x3;Red,Black) . . . 60.00
(Wiscassett,Me.)Sh(1810;Ms) 100.00
(York,Me.)SHIP(1798-1804;15x4.5;Black) District of Maine use 400.00
Same(1810;14x4;Black) District of Maine. 300.00

Use of an * preceding a listing in this catalog indicates institutional ownership. Such listings are unpriced except in those cases where similarly dated, privately owned examples are known to the editors.

"U.S. SHIP" MARKINGS

Several different styles of markings with the wording "U.S. SHIP" either with or without an included due rate marking have been recorded on stampless covers dating from the years of the Civil War and just after, 1861-69.

The U.S. SHIP markings with included rates are normally found as due markings on stampless covers and those without rates are more often found on covers bearing postage stamps prepaying the postage.

The markings were used on covers mostly from Federal army or navy units occupying points on the Confederate coast or blockading Confederate ports from Brownsville, Texas and the Caribbean to Virginia. However, the key to the usage is that the letters were brought into northern ports aboard Federal despatch steamers either owned or chartered by the army or navy.

The purpose of the markings was to signify that the 2¢ ship letter fees not be imposed upon the addressees of the letters, since the masters of the Federally controlled ships were not permitted to accept the ship letter fees. In this manner, Federal army and navy personnel could send their letters collect without penalty under the ship letter regulations at a time when all domestic letters were required to be prepaid.

For some years, it was believed the U.S. SHIP markings were applied by route agents aboard the despatch vessels, however, evidence has surfaced in recent years indicating that such was not the case, at least after mid-1861. For a period of a few months prior to the use of the U.S. SHIP markings, ordinary SHIP markings were applied to covers without a ship fee being charged. Thus, it is probable that the well-known round 26 mm markings reading "U.S. SHIP/3 CTS" were supplied to New York, Boston and possibly Philadelphia as early as July, 1861, but the lack of dates and townmarks on covers with these markings has made it difficult to attribute different, but nearly identical types of markings, to the specific ports where they were applied.

The commonest style of marking is the 26 mm U.S. SHIP/3 CTS, of which at least three and possibly as many as five or six different types exist. In addition, wear and dents in the outer rims changed their appearance as the war progressed.

Specific identification of some of the markings has been achieved. However, the fact that despatch steamers traversed in the first months of their use the entire coastline from Virginia to the Rio Grande, resulting in the various markings being applied to covers without exact dates or place of origin known, makes the problem of identification a complex one. Data are still being accumulated and reports of covers with the U.S. SHIP markings and having dates and origins determined by enclosed letters, ship or unit endorsements or docketing are solicited.

The round and oval markings with the 3¢ rate were probably the first to appear in July, 1861. The round marking with the 6¢ rate and the circular marking with a "moustache" or fleuron appeared not long afterwards. However, the first of the straightline markings, used at Philadelphia, didn't appear until 1862. Later, somewhat similar straight line markings were used at Boston and San Francisco but these are not known on stampless covers.

Both the round marking with the fleuron and the straight line U.S. SHIP used at Philadelphia were normally used on covers bearing stamps; the former normally cancelling the stamp with no town datestamp being provided, so the location where this marking was used is not known.

In the listing following, the ports of use of all but the straight line type without rate, used at Philadelphia, are still undetermined.

Ship Marking	Date	Size & Type	Color	Value

U.S. SHIP MAIL

Ports of Use Unknown:





U.S.SHIP/3 CTS.(1861-69;C-26;Black) 50.00
Same(with dated source,naval ship or army unit identification) 90.00
U.S.SHIP/6 CTS.(1862-65;C-26;Black) 150.00
Same(with army unit or naval ship identification).200.00





U.S.SHIP/3 cts.(1861-63;oval 30x15;Black) 90.00
Same(with army unit or naval ship identification).125.00

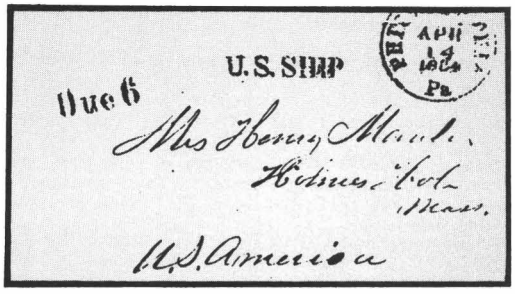


U.S.SHIP(fleuron)(1861-65;DC-26-14;Black) 75.00
Same(with army unit or naval ship identification).125.00
This marking was normally used to cancel stamps or on heavy due covers so that multiple rates were required.

Used at Philadelphia:

These markings are normally found on covers prepaid by stamps, and examples struck on stampless covers are seldom seen.

U.S. SHIP



U.S.SHIP(1862-65;SL-33x5.5;Due 6[ms];Black) 75.00
Same(with army unit or naval ship identification).125.00
Same(1864-65;SL-32x5.5;Due 3,Due 6[ms];Black). . . 75.00
Same(with army unit or naval ship identification).125.00

MAIL ROUTE - 1827-30

The enigmatic "MAIL ROUTE" markings were introduced to the postal historian by Henry A. Meyer in a series of three articles entitled "An Investigation of the Mark 'Mail Route'" (STAMPS: August 14, 1954; August 13, 1955; August 11, 1956). He posed two questions: 1) How did "Mail Route" letters differ from "Ship" letters and by what authority was the marking used? and, 2) Why did the rates of postage on these covers differ from the rates in effect in those years for the various distances? A third (then unasked) question was 3) Why are more than one hundred of the recorded Mail Route covers from New Orleans to New York (south to north) with none known with the Mail Route marking from New York to New Orleans (north to south)? These questions were not fully answered until 1974 when Arthur H. Bond and Hubert C. Skinner published a full exposition of the early "MAIL ROUTE" and "SHIP 14-1/2" markings (FORTIETH CONGRESS BOOK, pp. 139-152).

In 1967, Arthur H. Bond, searching the Letter Books of the Postmasters General in Washington, finally located the basis for the "Mail Route" markings among letters of PMG McLean dated 1825-27. By declaring the Mississippi River a post road, the one hundred miles between New Orleans and the Balize at the river's mouth which was traversed by ships leaving New Orleans for eastern ports could be added to the inland distance in computing the postage charges at New York. Thus a single letter addressed to New York was charged 12-1/2¢ instead of 6¢ for an incoming ship letter, and for a letter carried beyond the port of arrival the one hundred miles was added to the distance in calculating the postage. To avoid the fact that the ships plying the New Orleans-New York route were non-contract vessels on the high seas, the PMG declared them "impliedly under contract" to justify the procedure. An agent of the New Orleans post office was stationed at the Balize and intercepted private ship letters marking them SHIP and charging them at 14-1/2¢ (single rate 12-1/2¢ + 2¢ ship fee). If received at the port of New Orleans as ship letters they would have been charged six cents. New Orleans merchants complained bitterly to their



senators and on 24 February 1830 this abusive and discriminatory practice was ended. In similar fashion, the thirty-three miles between Newcastle and Philadelphia on the Delaware River was added to the postage for the Philadelphia Mail Route letters, and the nineteen miles in Narragansett Bay between Wickford and Providence was added for the Providence Mail Route letters.

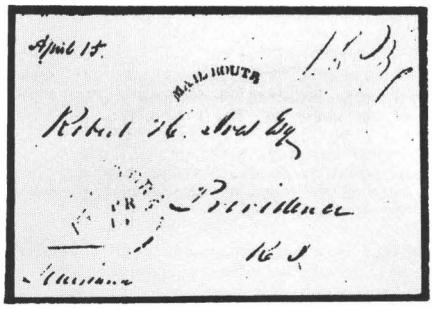
In summary, the MAIL ROUTE marking was placed on private ship letters which were NOT "ship"letters through the device of the "impliedly under contract" ruling. Ship letters are non-contract mail; mail route letters are "under contract"!

Finally, the MAIL ROUTE markings of Savannah, Georgia, 1846-57, are completely unrelated to those discussed here. They are properly classified with WAY letter markings (see v. II, p. 156).

Abbreviations and symbols used in the catalog listings are discussed in the General Information section.

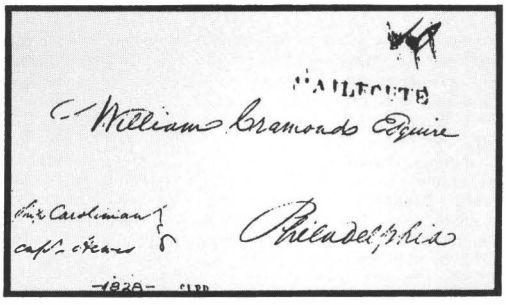
Port of Arrival	Marking	Date	Shape	Size	Color	Value

MAIL ROUTE - 1827-1830



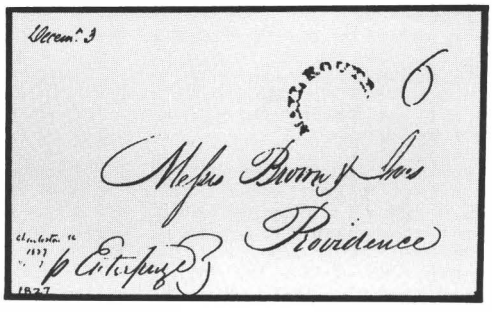


New York, N.Y.
MAIL ROUTE(1827-30;arc 27x7;Red). 75.00





Philadelphia, Pa.
MAILROUTE(1828;SL-39x4;Red) 650.00





Providence, R.I.
MAIL ROUTE.(1827-29;semi-circle 26x16;Red). 450.00

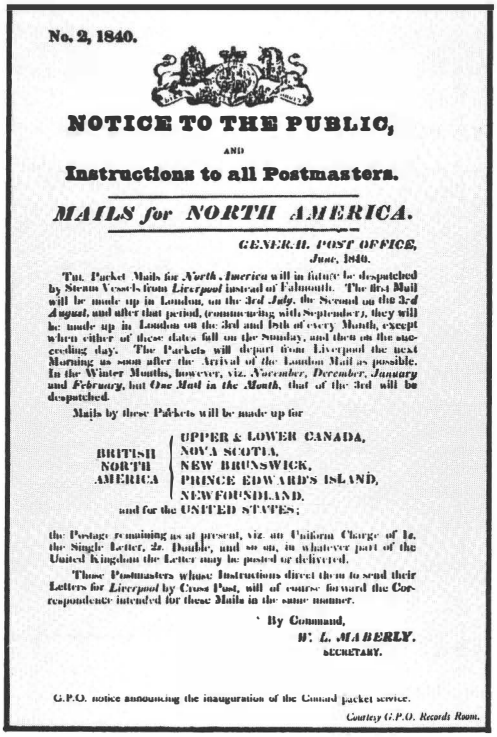
Note: For the Savannah, Georgia, MAIL ROUTE letters see the Inland Waterways section following WAY mail.

FOREIGN STEAMSHIP MAIL TO/FROM UNITED STATES PORTS OR CONNECTING WITH UNITED STATES LINES

--*--

EARLY STEAMSHIPS

The first steam powered vessel was built and tested on the Potomac River in late 1786 by John Fitch of Connecticut. After two decades of experimentation by various ship designers and builders, the first successful steamboat was constructed by Robert Fulton and, on its first trip, steamed from New York to Albany on 17 August 1807. Soon afterward steam packets began plying the inland waterways carrying freight, passengers, and mail. In addition, coastwise vessels transported some mail along the eastern seaboard (see section on Steamboat Mail). But it was not until the sailing packet SAVANNAH was equipped with auxiliary steam machinery and crossed the Atlantic in mid-1819 (Morrison, 1967, p. 406), that trans-Atlantic mail transport by steamships became conceivable. By 1839, steam technology had advanced far enough to allow Samuel Cunard to secure a contract from the British Admiralty to carry the mails by steamship to Canada and the United States. The Cunard line began its famed trans-Atlantic service on 4 July 1840 when the BRITANNIA, a wooden paddle-wheel steamer, left Liverpool for Halifax, Nova Scotia, and Boston, Massachusetts, completing the historic trip in fourteen days and eight hours at an average speed of eight and one-half knots. Thus, the first steam-powered trans-Atlantic mail service to/from America was provided by steamers built and owned by British companies. On 1 June 1847, the WASHINGTON owned by the Ocean Steam Navigation Company of New York departed for Bremen, followed by her sister ship HERMAN on 21 March 1848. These were the first steamers of United States registry to carry regularly scheduled packet mail across the Atlantic Ocean.



No. 2, 1840.

NOTICE TO THE PUBLIC,

AND

Instructions to all Postmasters.

MAILS for NORTH AMERICA.

GENERAL POST OFFICE,
June, 1840.

THE Packet Mails for *North America* will in future be despatched by Steam Vessels from *Liverpool* instead of Falmouth. The 1st Mail will be made up in London, on the 3rd *July*, the Second on the 3rd *August*, and after that period, (commencing with September), they will be made up in London on the 3rd and 18th of every Month, except when either of these dates fall on the Sunday, and then on the succeeding day. The Packets will depart from Liverpool the next Morning as soon after the Arrival of the London Mail as possible. In the Winter Months, however, viz. *November, December, January* and *February*, but *One Mail in the Month*, that of the 3rd will be despatched.

Mails by these Packets will be made up for

BRITISH NORTH AMERICA { UPPER & LOWER CANADA, NOVA SCOTIA, NEW BRUNSWICK, PRINCE EDWARD'S ISLAND, NEWFOUNDLAND, and for the UNITED STATES;

the Postage remaining as at present, viz. an Uniform Charge of 1s. the Single Letter, 2s. Double, and so on, in whatever part of the United Kingdom the Letter may be posted or delivered.

Those Postmasters whose Instructions direct them to send their Letters for *Liverpool* by Cross Post, will of course forward the Correspondence intended for these Mails in the same manner.

By Command,
W. L. MABERLY.
SECRETARY.

G.P.O. notice announcing the inauguration of the Cunard packet service.

Courtesy G.P.O. Records Room.

BRITISH STEAMERS CONNECTING WITH UNITED STATES STEAMSHIPS AT FOREIGN PORTS

Letters delivered to United States ports by vessels of the Cunard Line or other trans-Atlantic carriers with mail carrying contracts are properly classified as packet mail or treaty mail, dependent on the date, route, and other circumstances and, thus, are distinct and separate from STEAMSHIP letters. However, some letters directed to United States ports such as New York and New Orleans were transported to intermediate points by British steam packets as early as 1842 when the Royal Mail Steam Packet Company began providing steam service from Great Britain to the West Indies. Mail carried by the RMSPC to the West Indies from Great Britain and mail from ports of Central and South America served by British steamship lines or packet agencies connected at the West Indies with United States mail carrying steamships that carried the letters on to the United States. These are properly considered STEAMSHIP letters, and upon arrival at ports such as New York or New Orleans were marked and handled the same as letters originating at Havana or in the West Indies.

Letters from British colonies or forwarded by British agencies at ports served by United States steamships may bear British markings and rates in addition to the United States STEAMSHIP markings applied at the port of entry into the United States. The British postage for delivery to the exchange port was collected by the British Agent who received the mail, applied the British postal markings, and turned the letters over to the United States steamer. When these letters arrived at a United States port, they were rated and marked as STEAMSHIP letters. The recipient paid only the steamship rate as the sender had prepaid the British postage. In most cases the United States portion was due from the recipient, but some private forwarding agents had a stock of postage stamps and placed them on the letters to prepay the United States portion of the postage (they were cancelled on arrival in the United States). Steamship letters with the United States steamship postage prepaid by stamps are rare and valuable, especially if adhesives from one or more additional countries are present. However, most steamship letters are stampless covers.

Further, by additions to the United States-British postal convention (effective in early 1853), mail was exchanged with the West Indies. British packets (the Cunard Line) carried mail between New York and St. Thomas, and United States steamers carried mail between New York, Charleston, Savannah, New Orleans, San Francisco, and Kingston, Jamaica (the California steamers of the United States Mail Steamship Company touched at Kingston to take on coal). For single letters (up to one-half ounce) addressed via St. Thomas or Kingston to distant ports served by British mail packets, the United States was to account to Great Britain one shilling (24¢); and, on mail dispatched to Kingston and addressed to the Danish West Indies, four pence (8¢). The British rate between St. Thomas or Bermuda and New York or between ports on the west coast of South America was one shilling (this rate appears on letters carried into Panama); letters to the United States from the West Indies and exchanged at Havana or Kingston were charged four pence; and the rate between two British agencies in the West Indies was likewise four pence (known as the "all in" rate). These rates may appear on incoming covers rated as STEAMSHIP letters in the United States as well as on incoming packet mail.

THE ROYAL MAIL STEAM PACKET COMPANY - 1842

The Royal Mail Steam Packet Company secured contracts in 1840-41 from the British Admiralty and began its service in January 1842 from Southampton to the West Indies and other points in America. As the Cunard Line terminated at Boston, the RMSPC served other ports on various "feeder" routes such as Nassau to Savannah, Charleston, New York and Halifax; New York to Bermuda; Havana to New Orleans, (later Mobile) Vera Cruz, and Tampico; and Savannah to Nassau (in addition to the West Indies packet from Southampton). For more detailed discussion of this subject and for the many changes in these routes during the years 1842-59 see Lowe (vol. v, 1973, pp. 727-735) and Ludington and Osborn (1971, 28 pp.). Thus, though some RMSPC mail was transferred to United States steamships at Havana or in the West Indies, other packets touched at Atlantic and Gulf Coast ports and turned bags of mail over to the United States POD or to the British Packet Agent if diplomatic mail was involved (see Lowe, p. 728). At Boston, the incoming mails for Canada were transhipped under lock and key by the Packet Agent. At the ports of New York, New Orleans, and Charleston, the British Consul in each city was appointed Packet Agent, to receive the incoming mail and to gather and dispatch outgoing mail (often termed British Consular Mail) which was marked with distinctive handstamps of several types as listed below. Some of these are quite rare; others known to have been prepared for use as yet have not been recorded on cover (marked "NR").

Readers are invited to search for and communicate descriptions of any such unrecorded covers to the editors of this catalog. (Note: These are foreign postmarks applied to mail within the United States by British Packet Agents.)

Boston, Massachusetts
(The Cunard Line - T.W. Moore, Agent)

BOSTON

BOSTON (1843-44;SL-26x5;Red). 750.00

Charleston, South Carolina
(RMSPC - W. Ogilby, Agent)



Type I



Type II

Type I - crown circle (1842;DC-23;--). . . . . NR
Type II - double-arc circle (1842;DAC-23;--). . . . . NR

Mobile, Alabama
(RMSPC - agent NR)

Type I - crown circle (1842;DC-23;--). . . . . NR
Type II - double-arc circle (1842;DAC-23;--). . . . . NR

New Orleans, Louisiana - 1842
(mail picked up at mouth of Mississippi River)
(RMSPC: John Crawford, Agent)



Type I



Type II



Type III

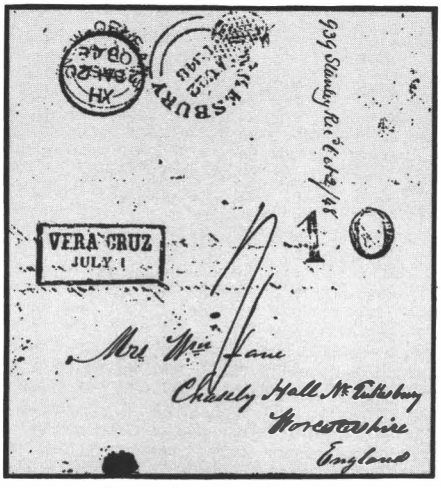
Type I - crown circle (1842;DC-28;Black) . . . . . .NR
Type II - double-arc circle (1842;DAC-23;Black) . . 2500.00
Type III- NEW ORLEANS/MAR.8 (1842;SL 39x10;Black) . 3500.00

New Orleans, Louisiana - 1848
(mail picked up at Cat Island)
(RMSPC -- William Mure, Agent)

Type I - crown circle (1848;DC-23;Black) . . . . . NR
Type IV - double-arc circle (1848;DAC-25;Black) . . 3000.00



Type IV



Mexican War cover to England - routed via New Orleans Royal Mail Steam Packet Service - 1848

New York, New York
(RMSPC - James Buchanan, Agent)



Type I



Type II

Type I - crown circle (1842;DC-23;Red) 2000.00
Type II - double-arc circle (1842;DAC-23;Black) . . 2000.00
Both types I and II on one cover. 2500.00

Savannah, Georgia
(RMSPC - E. Molyneux, Agent)

Type I - crown circle (1842;DC-23;--). . . . . NR
Type II - double-arc circle (1842;DAC-23;--). . . . NR

PACIFIC STEAM NAVIGATION COMPANY - 1840

Steamers from the Pacific Steam Navigation Company began a run between Panama and Valparaiso in 1840, making several intermediate stops along the western coast of South America. British packet agencies were established in 1842 at Panama City and at Chagres (until 1855 when it was transferred to Colon the Atlantic terminus of the Panama Railroad then completed). The PSNC secured a British mail contract in 1845 and connected at Panama City with Pacific Mail Steamship Company steamers on the route to California (after January 1849) or with the overland route across Panama which was under control of the PMSC in 1848-49, and from late 1849 to early 1855, the government of New Grenada (Wierenga, pp. 53, 75). Such letters generally entered the United States at New Orleans, were marked "STEAM" (for STEAMSHIP) and rated at the Panama steamship rates. Letters carried into Panama by the PSNC may be identified by the presence of the British one shilling rate (normally prepaid) and by confirming evidence from the headings and the datelines on the contents of the letters.

NORTH AMERICAN ROYAL MAIL STEAM PACKET COMPANY - 1850

From 1850 to 1854, the North American Royal Mail Steam Packet Company (the Cunard Line) ran a branch line from St. Thomas via Bermuda to New York. In 1854, the line was extended to Halifax. Thus, in some cases, letters forwarded through or originating in St. Thomas, were carried to New York or Boston by the NARMSPC to be delivered in the United States or to connect with trans-Atlantic steamers at these ports. The rate of one shilling applied to these letters is explained at the beginning of this section.

UNITED STATES TO WEST COAST OF SOUTH AMERICA - 1853

Effective 1 October 1853, additional articles of the postal convention between the United States and Great Britain were adopted providing for exchange of mail between the United States and the west coast of South America. United States steamships carried this mail to Panama where it was transferred to British steamers for transport farther south along the west coast of South America. Based on the steamship letter rates of ten cents (under 2500 miles) and twenty cents (over 2500 miles), the rates for outgoing single rate letters (prepayment required) were computed as follows:

	United States	British	Total
New Grenada	10¢	8¢	18¢
Peru	20¢	12¢	32¢
Ecuador, Bolivia, Chile	20¢	24¢	44¢

For incoming letters only the ten or twenty cents United States postage was collected, as the British postage normally was prepaid by the sender.

In December 1856, the official distance from New York to Panama City was recognized as only 2345 miles, thereby reducing the rate for single steamship letters from twenty cents to ten cents, and the total rate to Peru to twenty-two cents and the total rate to Ecuador, Bolivia, and Chile to thirty-four cents.

STEAMSHIP MAIL

Unlike ship letters which entered the United States on non-contract vessels, steamship letters were carried into United States ports on steamers under contract to the Post Office Department. These letters were picked up by incoming steamships from the West Indies, Central America, or South America, over routes considered to be post roads by the POD, and were charged at special rates higher than those charged for private ship letters. The marking STEAMSHIP, an origin marking, was applied to distinguish them from SHIP letters. Further, however, certain markings, including the well-known circular handstamp N.YORK/STEAMSHIP were placed on OUTGOING mail to foreign destinations such as Cuba and Mexico. Steamship markings appeared first in 1849 and continued in use until about 1875, the beginning of the Universal Postal Union (see Wierenga, 1983, United States Incoming Steamship Mail: 1847-1875).

Steamship Rates - 1848-1851

The postal acts of 3 March 1845 and 3 March 1847 (effective 1 July 1847) provided for contract steamship routes from Charleston to Havana; Chagres, Nueva Granada (now eastern Panama), and across the Isthmus of Panama (a distance of sixty miles) to Panama (City) and then northward by steamship to Astoria (Oregon) with intermediate stops at St. Augustine and Key West on the east coast, and at Monterey and San Francisco on the west coast (in later years, stops were made at various other ports including Savannah, New Orleans, Kingston [Jamaica] and, on the west coast, Acapulco, Manzanillo, San Blas, Mazatlan, and San Diego). Though these acts established the postal rates for the routes, they did NOT specify that the letters be postmarked "STEAMSHIP". The rates (in effect, 1848-1851) are, to or from:

"West India and other islands in the Gulf of Mexico, Havana excepted" - 10¢ (single rate, one-half ounce; double rate, one ounce, 20¢; add five cents per additional half ounce or fraction of an ounce)

The port of Havana in Cuba - 12-1/2¢

Chagres, Nueva Granada (east coast of Panama) - 20¢

Panama (City) (west coast) - 30¢

San Francisco or other ports on the Pacific - 40¢

Newspapers, pamphlets, and prices current were charged three cents (each piece). Further, the 1847 PL&R stated: "It shall not be lawful for any person to carry any letter, packet, or newspaper for distribution, or any printed circular or prices current on board vessels transporting the United States mail to foreign countries. Violations of this law will subject the offender to a penalty of five hundred dollars."

The United States Mail Steamship Company secured the contract for the New York-Chagres route and the Pacific Mail Steamship Company obtained the contract to carry the mails between Panama and San Francisco with a branch line to Astoria, Oregon. By 1848, the contract steamers were carrying bagged mail on a regular basis to the west coast via Havana and the Isthmus of Panama. Individual letters were picked up at any stop along the route and when they reached a post office became "STEAMSHIP" letters. For the most part, unless the sender endorsed "via Panama" or the name of the vessel for which it was intended, there were no distinguishing markings on the bagged mail which was treated as normal domestic mail. The differing rates are the principal way to identify and separate the steamship letters from the letters traveling as bagged mail. The steamship letters required separate handling from the bagged mail and, in many cases, paid higher rates for a shorter distance than a similar letter in the bagged mail.

Some outgoing mail to foreign destinations such as Cuba and Mexico was struck at New York with the N.YORK./STEAMSHIP marking. Also, some trans-Atlantic letters received the



STEAM SHIP

straight-line STEAM/SHIP marking at New York. These markings when struck on outgoing mail, properly should be classified as directional handstamps; they certainly are NOT origin markings which occur only on incoming mail. However, various exceptions to the general rules occur fairly commonly in the ordinary course of handling the mails. Such apparent anomalies and the occasional errors made by postal clerks marking letters combine to render the study of postal history more interesting as well as more difficult and, at times, confusing.

Some of the first steamship letters received at New York were marked with the NEW-YORK/SHIP marking but were rated with the (then new) steamship rates. These can easily be confused with ship letters. Further, New Orleans used a straight-line STEAM marking on steamship letters which is similar to the inland waterways STEAM(BOAT) marking. However, soon after the early transition period, all of the principal ports were using distinctive "STEAMSHIP" handstamps, except for San Francisco where simple rate markers were used on most of the steamship mail. These can be identified from the rates applied. The first letters bearing steamship rates are dated in late 1848. These were carried on the ISABEL which departed from Charleston for Havana on 17 October 1848, and the FALCON which left New York for Chagres on 1 December. The FALCON left Chagres on her return 1 January 1849, reaching New York on 24 January. Covers mailed earlier than these sailing dates cannot show steamship rates (Wierenga, 1983, p. 39). Further detail on various steamship markings will be noted with the listings.

Careful study of the covers themselves and a thorough working knowledge of the rate structures are necessary to identify and understand both ship and steamship letters. In summary, it should be remembered that ship letters are incoming non-contract mail from the high seas and steamship letters are "loose" incoming letters carried by a contract mail packet. (see Wierenga, pp. 15-18, 37 et seq.)

The Charleston-Havana Route - 1848

In 1848, the contract for steamship service between Charleston and Havana with stops enroute at Savannah and Key West was awarded to M.C. Mordecai, a Charleston merchant. The first and only steamer on the route, the ISABEL, sailed for Havana on 17 October 1848, and the service continued twice monthly on a regular basis until suspended by the Civil War. The vessel served as a blockade runner under the name ELLA WARLEY but was captured in April 1862. During the war, the route to Havana was served by ships sailing out of New York.

Coastwise Steamship Mail - 1848-1851

A small number of letters with steamship markings originated at ports on the Atlantic coast where they were picked up as "loose" letters and carried to another United States port by a contract steamer carrying bagged mail. Most of these are from Savannah or Charleston and were carried into New York. The rate applied is ten cents which is the ordinary inland rate for more than 300 miles. Though marked "STEAMSHIP", these are actually WAY letters with steamship markings showing their origin from a coastwise steamer.

New Rates - 1851

The Postal Act of 3 March 1851 (effective 1 July 1851) set new reduced rates of postage. This change was made largely as an effort to meet the competition of the independent letter mail and private express companies who had been offering better and cheaper mail services. The domestic rate for single letters was lowered to three cents for distances up to 3000 miles and to six cents for more than 3000 miles (coast to coast routes). The rates for

letters picked up on the steamship routes were reduced to ten cents (under 2500 miles) and twenty cents (more than 2500 miles). Thus, the postage for a steamship letter between New York and Chagres or Panama City (via Havana) became twenty cents as the distance was determined to be in excess of 2500 miles, but for all southern ports such as New Orleans the rate was only ten cents. Outgoing letters were required to be prepaid but the incoming letters were collected on delivery.

United States-Canada - 1851

On 25 March 1851, a postal convention between the United States and Canada was signed (effective 6 April 1851). The agreement provided for United States postage at five cents for distances less than 3000 miles and ten cents if greater; the Canadian postage was set at five cents. Thus, the combined rate was ten cents or fifteen cents, and the postage could be prepaid or collect (but part payment was not allowed). Letters to Canada from the west coast or originating on the steamship routes (considered post roads) through the Gulf of Mexico and the Caribbean or from Central or South America were charged at fifteen cents. (see Wierenga, 1983, p. 109).

The New Orleans-Vera Cruz Route - 1853

The Act of 29 August 1852 authorized the route from New Orleans to Vera Cruz. E. H. Carmick was awarded the contract and this service began on 14 April 1853. Two trips per month were made by two steamers, the TEXAS and the ORIZABA, until 16 August 1855 when Carmick abandoned the service and placed the two steamers on the Nicaragua route. Service resumed on 14 October 1856 by temporary contract with C. K. Garrison who continued until 1 July 1858. On 1 November 1858, another temporary contrat was signed with Charles Morgan, owner of the TENNESSEE, to continue the route which he did until the outbreak of war which ended the New Orleans-Vera Cruz route. The 1851 rates of ten cents per single letter were in effect throughout the existence of this route.

Modified Steamship Rates - 1864

The Postal Act of 30 June 1864 (effective 1 July) created a uniform single rate of ten cents for steamship letters regardless of the distance, the so-called "blanket rate". Also, the international single rate for letters addressed to foreign countries with which postal treaties had not yet been concluded was set at the same amount, ten cents. As a result, steamship markings began to appear on other foreign mail, including some trans-Atlantic letters. This Act remained in effect until 1 July 1875 when the Postmaster General reduced the rate to five cents to conform with the General Postal Union rate which then applied to all mail sent or received from foreign countries (Wierenga, 1983, p. 48).

The New York-Brazil Route - 1865

In May 1864, bids were solicited for a steamship service from the United States to Brazil. The low bidder reorganized as the New York and Brazil Steamship Company, and began service on 30 October 1865, sailing from New York with stops scheduled at St. Thomas in the West Indies, and at Pernambuco and Bahia in Brazil, on the way to Rio de Janeiro. This new service reduced the cost for a single letter to Brazil from 45¢ (per half ounce) by British packet (via Great Britain) or 33¢ (per quarter ounce) by French packet to only 10¢ by the United States steamer. The earliest known inbound steamship letters from Brazil were postmarked at St. Thomas on 20 December 1865. The term of the contract was ten years. The last sailing from New York was on 22 September 1875 and the last northbound closed mail departed from St. Thomas on 13 November 1875. After 1875, the mail steamers were compensated for the sea postages only. (see Stone, 1979, Danish West Indies Mails, 1754-1917, v. I - Postal History; and Wierenga, 1983, pp. 57-58).

New York-Bermuda - 1865

In October 1865, the Postmaster General arranged with Messrs. Waydell & Company of New York to transport monthly mails between New York, St. Georges (Bermuda), and St. Jago de Cuba, using the converted warship FAH KEE which had been redocumented to private service a few days earlier. The postage rate was ten cents and prepayment was required on outgoing mail. The service ended several years later and the steamer was changed to foreign registry in 1872.

China-Japan-San Francisco - 1867

On August 18, 1865 a contract was signed with the Pacific Mail Steamship Co. to eventually provide monthly round trip service between the Orient and San Francisco. The service actually commenced on Jan. 1, 1867 with the sailing of the "S.S. Colorado" for Yokohama and the newly completed "Great Republic", "China" and "Japan" were engaged an the trans Pacific route later in 1867 and 1868. From San Francisco the steamers normally called at Yokohama, then Hong Kong and back to Yokohama before returning to San Francisco. From 1867-68 covers bearing San Francisco town marks are known with the double line oval marking "CHINA AND JAPAN/STEAM SERVICE" as well as the bold straight line "STEAM CHINA". Both are origin markings applied at San Francisco explaining the 10¢ (steamship) rate on letters with postmarks of that city. (See Graham, 1981, "China & Japan Steam Service IV: An Update", The Chronicle.)

BALTIMORE



STEAM,SHIP(2 separate markings)(1857;SL-21x4,24x7;10; Blue) 50.00





BALTIMORE/AM.Pkt.(1867;C-23,YMDD;10;Black). 75.00
Same(1868-72;C-23,MDD;10,20;Black) 50.00





FROM/HAVANA(1869-71;C-22;10;Black). 75.00





BALTIMORE Am.Pkt.(1872-73;C-24;10,20;Black) 50.00





BALTIMORE/MD.(1872;C-29,MDD-time;20;Black). 60.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

BOSTON

12½

12-1/2(w/townmark)(1850-51;SL-24x13;Red). 100.00



BOSTON,AM.PKT/10(1866-68;C-26;Black). 60.00



STEAM

BOSTON MASS/10(1866;DC-30;STEAM;Black). 75.00

CHARLESTON

12

12-1/2(w/townmark)(1849;SL-20x11;Red) 100.00





CHARLESTON S.C./12-1/2(1849-50;C-32;Red). 75.00
Same(1850-51;C-35;Red) 75.00



CHARLESTON S.C./10(1852-54;C-32;Black,Blue,Red) . . . 50.00



CHARLESTON S.C./10/HAVANA(1854-55;C-35;Blue,Black). .125.00
Same/10/HAVANA Inverted(1855). 150.00

HAVANA

HAVANA(w/townmark)(1854-55;SL-26x4.5;20;Blue) 125.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value





STEAMSHIP/10(1856-60;C-28;Black). 75.00
Same/20. . . . . .100.00



STEAM-SHIP(1856-58;oval 41x22;Black). 125.00

KEY WEST





DUE/10(w/octagon townmark)(1872-75;--;Black). 175.00
DUE/20(w/octagon townmark). 200.00

NEW ORLEANS



STEAM/12-1/2(1850;DO-23x20;Red)(from Havana). 60.00

STEAM 

STEAM(1847-50;SL-32x5;30,[DC-19];Red,Black)(rate from Panama, on the west coast). 500.00

STEAM 40 40

STEAM(1849;SL-32x5;40,[DL-25x16];Black)(double rate from Chagres, east coast of Panama) 250.00
STEAM(1850;SL-32x5;40,[23x12];Red)(California rate) .150.00

STEAM 

STEAM(1850's;SL-32x5;40,[DC-19];Red)(California rate) 150.00
STEAM(1850;SL-32x5;40,[DC-19];Red;changed to 80 in Ms)(double California rate) 250.00

STEAM
40

STEAM/40(1850's;SL-33x18;Red) 150.00

Town Postmark Dates Seen Size Other Canc. Color Value











STEAMSHIP(w/townmark)(bottom of circle often dented)
(1858-71;C-28;Black) 75.00
Same/10(often shows damage in "10")(1852-73;C-28;
Black) 25.00
Same(1868-70;C-25;Black) 35.00
Same/20(1858;C-28;Black) (Very similar to the N.Y.
marking used with New Orleans townmark) 50.00
Same(1869;C-25;Black) 50.00



STEAMSHIP(w/townmark)(1868-70;oval 41x8;30;Due 7,
Due 3;Black) 45.00

NEW YORK



STEAM/SHIP(1850-65;SL-24x14;12-1/2[C-19],10[C-20],
Due 7;Red,Black) 25.00





STEAMSHIP/10(space between"S"&"H"of"SHIP")(1851-67;
C-28;Black) 20.00
Same(1854-65;C-29;Black) 20.00









STEAMSHIP/10/Cts(1851-56;C-28;Black). 25.00
Same/12-1/2/Cts(1850-51;C-28;Black). 35.00
Same/20(1851-69;C-28;Black). 30.00
Same(1855-69;C-20;Black) 30.00



STEAM SHIP/20/Cts(1851-61;C-32;Black) 40.00

Town Postmark Dates Seen Size Other Canc. Color Value







NEW-YORK/30(1850;C-34;Red). 175.00
STEAMSHIP/30/Cts(1850;C-28;Black) 100.00
STEAM SHIP/30/Cts(1850-51;C-32;Black) 85.00



Same(bold numerals). 85.00







N.YORK/STEAMSHIP(1855-67;C-33;Black). 50.00
Same(1867-76;C-28;Due 7,40,54[ms];Black) 50.00
Same(1863-67;C-33,MDD;Black) 60.00





N.Y.STEAMSHIP/10(left star not centered)(1872-73;
C-26;Black) 25.00
Same(left star centered)(1872-73;C-26;Black) . . . 25.00



N.Y.STEAMSHIP/10(1866-74;C-23[3 minor types];Red[in
error],Black) 20.00



NEW-YORK./10(1868;C-23;Black) 50.00





N.Y.STEAMSHIP/3(1871;C-23;Black). 50.00
N.Y.STEAMSHIP/3(1872-73;C-26;Black) 50.00



NEW-YORK/DUE 5 CTS.(1875-77;C-25;Black) 50.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

PHILADELPHIA

STEAM
SHIP 10

STEAM,SHIP(two separate markings w/townmark)(1866;SL-22x4,18x5;10;Black) 75.00





STEAM/10/SHIP(w/townmark)(1867-69;C-21;Black) 50.00
STEAM/20/SHIP(w/townmark)(1866-69;C-21;Black) 75.00







STEAMSHIP/10(1871;C-22;Black) 75.00
Same/DUE/10(1873-74;C-21;Black). 75.00
Same/DUE/20(1873-75;C-21;Black). 75.00



PHILA./UNPAID(1869-70;C-24;10;Blue) 35.00

SAN FRANCISCO

10 20 20

10(w/townmark)(1858-72;SL-12x9;Black) 75.00
20(1851-54;SL-20x12;Black). 100.00
20(w/townmark)(1859-65;SL-14x9;Black) 75.00

30 40 40

30(1850-51;box 18x13;Red) 100.00
40(1850;box 18x13;Black). 150.00
40(1858;SL-19x13;Black) 150.00





SAN FRANCISCO CAL/10(1865-67;C-32;Black). 150.00
Same/20(--;C-32;PAID;Red). 175.00





SAN FRANCISCO/STEAMSHIP(1874-75;C-25;Black) 75.00
SAN FRANCISCO CAL./ST.SHP.(1877;C-28;Black) 100.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

DUE 7 DUE 10

DUE 7(--;SL-32x13;Black). . . . . ---
DUE 10(1865;SL-34x13;Black) . . . . . ---









STEAM,/ACAPULCO.(1866-73;oval 38x24;Black). 850.00
Same/MANZANILLO(--;oval 38x24;Black) 1500.00
Same/MAZATLAN(--;oval 38x24;Black) 1000.00
Same/PANAMA.(1863-71;oval 38x24;10,20,DUE 6, DUE 10;Black) 750.00

FOREIGN

FOREIGN(1864;SL-44x8;Black) 500.00

PURSER

PURSER(1865-66;SL-36x8;DUE 7;Black) 750.00

STEAM CHINA

STEAM CHINA(1867;SL-58x8;Black) 2500.00



CHINA AND JAPAN/STEAM SERVICE(1867-69;DLO-15.5x31.5;Red[shades]) 1500.00

SAVANNAH



SAVANNAH Ga./12 1-2(1850;C-32;Red). 250.00
HAVANA.(1850;SL-21x3;12-1/2[ms];Red). 250.00
Same(1854-58;SL-18x2.5;10[DLC-18];Black) 175.00

HAVANA 10

HAVANA(1859;SL-20x3.5;10;Black) 200.00
STEAM(1853;SL-2-x4;10;Black)(one example known) . . .250.00

SUPPLEMENTARY MAIL MARKINGS

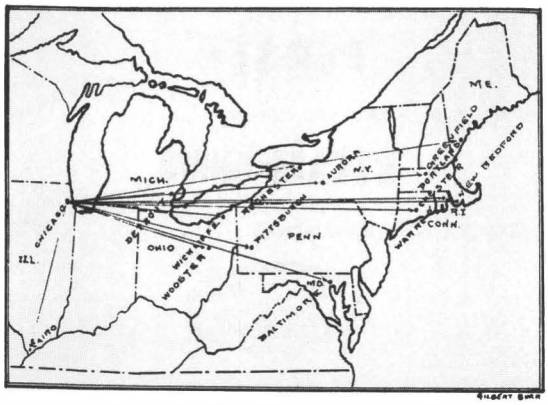
Supplementary Mail

Special dispatches of mail made after the regular dispatch had closed have been termed supplementary mail. Such special dispatches were made as a service to patrons who had posted letters "too late" to make the regular out-going mail; these letters bear "supplementary mail markings". The best known of these are from New York City where five markings are recorded on out-going foreign mail. The others known are from Chicago.

In 1853, The Postmaster General established (for New York) a fee for supplementary mail of double the regular rate. The "second rate" or fee paid for getting mail to the ship after the regular mail had closed but before sailing time. This special supplementary mail service was discontinued in 1939.

Nearly all of the New York Supplementary Mail covers bear postage stamps, as after 1853, prepayment in stamps was customary though not compulsory on foreign mail. It appears that the "extra" stamps placed on letters to prepay the supplementary fee were routinely cancelled with supplementary mail markings. Some outbound foreign mail stampless covers are known from New York with these markings. Those recorded bear the earliest type generally known as "Type A:" (see the listings below).

The two types of markings recorded from Chicago evidently were intended for use on domestic mail which had missed the dispatch for the east-bound train. Almost all known examples are on domestic covers (see map) and are franked with three cent 1861 stamps or are on postal stationery entires.



MAP SHOWING DESTINATIONS OF CHICAGO SUPPLEMENTARY MAIL COVERS
(after Babcock, 1933)

It has been stated that no foreign destination was implied for the Chicago supplementary mail markings (see Babcock in Norona, 1933, art. 5). However, two cross-border mail covers, addressed to Canada, have been recorded with the "Type C" marking used at Chicago from 1861-65. These are stampless covers and are listed below.

SUPPLEMENTARY MAIL MARKINGS



Type A

SUPPLEMENTARY/.MAIL.(c. 1853-1865; octagon 21x12;Red)
(Type A - on outgoing foreign mail at New York)200.00



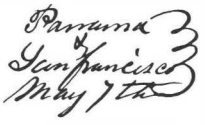
Type C



CHICAGO/(MDD)/SUPPLEMENTARY MAIL (1861-65; C-32;Blue)
(Type C - used at Chicago on mail to Canada). .350.00

STEAM SHIP MAIL ROUTE AGENTS MARKINGS

Applied to letters posted aboard vessels carrying mail under contract from San Francisco to New York and New York to San Francisco via Chagres and Panama City.



Panama/&/San Francisco(May 7,1850;Ms;80[ms];Black). 1000.00





PAN.& SAN.FRAN.S.S.(2 var.)(1850-52;C-33;40[C & ms];
Red,Black). 1250.00



N.YORK & CHAGRES S.S.(1850;C-33;40[ms];Black)
unique marking. 2500.00

See also markings used by the U.S. Despatch Agent, Panama.

HANDSTAMPED FOREIGN THROUGH RATES ON STAMPLESS COVERS

During the 1850's and 1860's, a fairly large number of towns and cities used high-value handstamped rate markings on letters to foreign destinations, generally representing the total postage rate unless the letter was forwarded or otherwise subject to added charges. Surprisingly, some of these high-rate handstamps are from relatively small towns. Previously, no comprehensive attempt has been made to list high-rate markings on foreign-bound letters in this catalog. Some have been listed in the state sections (volume 1) for cities such as New Orleans, but, in many other cases, they were omitted. Obviously, a cover bearing a handstamped foreign high-rate marking is highly collectible and desirable and will command a higher price than an ordinary domestic rate cover from the same town or city. Letters with only the domestic postage prepaid, thus part-paid, even though directed to foreign destinations are not included among the through rate covers discussed and considered here.

The foreign rate covers listed below must not be confused with high-rate (multiple rate) domestic covers or incoming letters carried by contract steamships. For example, letters carried to/from Chagres (20¢), to/from West Indies except

Havana (10¢), to/from Havana (12-1/2¢, to/from Panama (30¢), or to/from the Pacific coast (40¢) under the provisions of the postal acts of 3 March 1845 and 3 March 1847 are included in the Steamship Mail or other sections of this catalog and, thus, do not belong in these listings. Incoming non-contract foreign mail (trans-Atlantic, etc.) may bear similar high-rate due markings, for which see Ship Mail in the Maritime Mail section of this catalog.

FOREIGN THROUGH RATES

Postal regulations required the receiving postmaster to mark in red ink the total rate on all prepaid foreign letters. Some of the rating marks employed for this purpose were separate numeral handstamps, others were attached to PAID markers or, in some cases, the rate was a part of the circular date marking device.

Most of these stampless letters are addressed to Great Britain, Germany, or France, but covers to other destinations with handstamped through rates are known and recorded. Those addressed to unusual destinations are especially desired and sought after by collectors, and command higher prices.

We list here the handstamped high-rate foreign destination covers which have been reported to us at this time and request our readers to advise us of any unlisted examples which come to their attention. Prepaid circular rates are included. For listing purposes, we need a good, legible photocopy, scale 1:1, with relevant size, color, and year date information. Please forward to the editors of the ASCC such documentation for any unlisted rates or towns.

Albany, New York	185-	PAID 24	Brown
	185-	PAID, 24 Red	Black
	1861	15	Black
Ann Arbor, Michigan	185-	PAID 24	Black
	1852, 2860	PAID/30 (c)	Black
	1849	34	Black
Baltimore, Maryland	1852-55	PAID, 24	Red
	1854, 1865	30	Blue, Black
Bath, Maine	185-	24	Red
Belfast, Maine	185-	24	Red
Boston, Massachusetts	1856	38	Red
	1854-58	40	Red
	1855-56	48	Red
	1854	60	Red
	1852-55	65/CENTS	Black
	1852	70/CENTS	Red
	1854	70	Red
	1852	130	Red
Brattleborough, Vermont	185-	PAID 2¢	Red
	185-	PAID 40 (c)	Black
Brooklyn, New York	1854	24	Black
Buffalo, New York	1853	24 (c)	Black
	185-	PAID, 24	Blue
Burlington, Iowa	185-	30 (c)	Black
Cambridge, Massachusetts	1853	PAID, 24	Blue
Carbondale, Pennsylvania	185-	24	Black
Cazenovia, New York	1857	PAID/24 (CDS)	Black
Charleston, S. Carolina	1852	PAID, 24 (in CDS)	Blue
	185-	30 (in CDS)	Blue
Chicago, Illinois	1865	15 (in oval)	Black
	1857	PAID (Black),15	(Red)
	1855	PAID/21 (c)	Red
	1851	PAID/24 (c)	Red
Cincinnati, Ohio	185-	PAID/15	Red, Blue
	185-	PAID 24	Red
	1853	24 PAID (CDS)	Red
	185-	PAID/30	Red, Blue
	1858	PAID/30	Red
Clarkston, Michigan	1854	PAID 24	Black
Columbia, California	1854-55	PAID, 26	Blue
	1854-55	PAID, 29	Blue
	18533-54	59 (c)	Black
Concord, New Hampshire	1853	24 PAID	Blue
Detroit, Michigan	1858	22 (octagon)	Black
Dunkirk, New York	1861	30 (c)	Black
Georgetown, California	1855	PAID, 15	Black
Grass Lake, Michigan	1854	PAID, 22	Black
Grass Valley, California	1857	PAID, 15	Black
Houston, Texas	1851	Paid, 24	Red
Jackson, California	1853	PAID, 28	Black
Louisville, Kentucky	1855	PAID/30 (c)	Blue
Lowell, Massachusetts	1855	24 (in CDS)	Red
Marysville, California	1853-55	26 PAID (CDS)	Blue, Black
Matagorda, Texas	1852	20	Black
Middleport, New York	185-	24	Red
Middletown, Connecticut	1852	PAID, 45	Black
Mobile, Alabama	1860-61	15 (c)	Black
	1849	24 (c)	Red
	1849-50 1855	PAID, 24 (c)	Red
	1856-59	30 (c)	Black
	1860-61	30	Black
	1848	34	Black
New Bedford, Massachusetts	185-	PAID 24	Red
New London, Connecticut	185-	XX (20¢ rate)	Black
	185-	24	Black
New Port, Rhode Island	185-	PAID 27	Black
Newport, Rhode Island	185-	30	Black
New Orleans, Louisiana	1851-52	PAID/2	Red
	1860	PAID/4	Red
	1853-54	PAID/10	Red
	1854-60	15	Black
	1851-55	PAID/20	Red
	1852-55	PAID/21	Red
	1849-50	PAID, 24	Red
	1853	PAID/24	Red
	1848-56, 1863	24	Red, Black
	1854-60	30	Black
	1848	34	Black
	1865	35 (c)	Black
	1854	PAID/42	Red
	1851	48	Red
	1853	PAID/48	Red
New York, New York	1850	24	Black
Norwich, Connecticut	185-	30	Black
Ottawa, Illinois	1856	21/PAID	Black
	1862	30	Blue
Peoria, Illinois	1855-58	PAID, 22	Black
Philadelphia, Pa.	1858-59	PAID/15	Red
	1858	21	Black
	1855-56	PAID/21	Red
	1848-53	24	Red, Blue
	1848-49	29	Blue
	1853, 1865	30	Blue, Black
	1855-58	PAID/30	Red
	1848	34	Blue
	1866	42	Black
	1856	45	Red, Black
	1859	48	Black
	1857	PAID/60	Red
	185-	76	Black
	1856	96	Black
Plymouth, Massachusetts	185-	PAID 30	Blue
Portland, Maine	185-	PAID 24	Red
Portsmouth, N. Hampshire	185-	PAID 24	Red
Providence, R. I.	185-	PAID 24	Red
Rheinbeck, New York	1854	PAID, 24	Blue
Rockford, Illinois	1853	24	Black
Rome, New York	185-	PAID 24	Black
St. Martainsville, La.	1856	PAID/21	Black
Salt Lake City, Utah	1854	PAID 24 (c)	Black
Sandusky, Ohio	1859	30 (c)	Black
San Francisco, California	1857-60	15 (c)	Red
	1864	15	Black
	1857-59	15 Paid (CDS)	Red, Black
	1857-60	22	Black
	1854	PAID, 22	Black,Blue,Red
	1854	PAID, 24	Black,Blue,Red
	1861	24	Black
	1851	PAID, 26	Red
	1856-65	26s Paid (CDS)	Red
	1854	PAID, 29	Black,Blue,Red
	1859	30 Paid (CDS)	Black
	1860	30	Black
	1861	30 (c)	Black
	1851	PAID, 59	Red
Skaneateles, New York	1854	PAID, 24	Blue
Trenton, New Jersey	1850	PAID, 24	Red
Troy, New York	185-	24	Blue
	1856	24 (CDS), PAID	Red
Washington, D. C.	185-	PAID 24	Red
Wilmington, Delaware	1854	PAID-ALL-24 CENTS (c)	Red
Yreka, California	1855-58	PAID, 29	Blue,Black

Note: This is a provisional listing of the high-rate foreign destination covers. A cover with an unlisted rate or town of origin is not necessarily of great rarity or value. Clearly, there are a great many possible listings which have not yet been reported to the editors. The approximate value of those listed is two to three times that of domestic rate covers which are otherwise similar.

EXCHANGE MARKINGS ON INTERNATIONAL MAIL

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TRANS-ATLANTIC MAIL

Early international letters are almost exclusively SHIP mail, with inevitable inequities in charges, reliability, length of time in transit and, in some cases, rates so high that the exchange of letters was limited or prohibited by the cost. With the growth of trans-Atlantic trade and the rising influence of the United States, it became a practical necessity to enter into agreements and postal conventions for the exchange of mail with the larger and more powerful foreign countries. Mail between countries with agreements was forwarded through exchange offices where incoming and outgoing letters were marked to indicate which country's ship carried each letter and to record the debits and credits to each of the exchange countries. A wide variety of markings, rates, and routes are involved and the postal history of the international mails is complicated by the many regulations some of which are obscure and unknown to most collectors. As a result, interpretation of the markings used is often difficult and confusing. Several books essential to the understanding of the international mails have been written and are indispensible tools to the interested student (Staff, 1956; Simpson, 1959; Salles, 9 vols., 1961-1975, Hargest, 1971 and 1975; Starnes, 1982). Articles and books on the rates to foreign countries likewise must be consulted (Smith, 1917; Sampson, 1918; Hill and Konwiser, 1935; U.S. Mail and Post Office Assistant, 1860-1872, reprinted 1975; etc.).

American Packet Mail

Authorized by the Postal Act of 3 March 1845, PMG Cave Johnson in October 1845 invited tendered offers for mail facilities at foreign ports to accommodate United States packets between New York and Liverpool, Bristol, Southampton, Antwerp, Bremen, Hamburg, Le Havre, Brest, and Lisbon. After extensive competitive lobbying by shipping companies and foreign commercial interests, Bremen, a free port, was selected as the European terminus of the American steamship service. The contract, limited to United States citizens and vessels, was awarded to Edward Mills (who formed the Ocean Steam Navigation Company) with a term of five years and an annual payment of $400,000 for fortnightly service to Bremen. Mills built two ships, the WASHINGTON, which departed for Bremen on 1 June 1847, followed by the HERMAN on 21 March 1848, inaugurating the first regular American trans-Atlantic packet mail service.

THE BREMEN CLOSED MAIL

The first United States postal convention was made with the government of Bremen and became effective on 20 March 1848 formally establishing the New York-Bremen route. The single letter rates were: 24¢ from or to the City of New York, 29¢ up to 300 miles from New York, 34¢ over 300 miles from New York. Effective July 1, 1851 the rate was set at 20¢ (five cents inland and fifteen cents sea postage). The contract for this route was awarded to Edward Mills and his Ocean Steam Navigation Company. However, Mills was able to secure enough funding to build only two of the four steamships required by his contract (see above). To counter this problem, Mills assigned the portion of his contract providing a service from New York to Le Havre via Southampton to Messrs. Fox and Livingston who operated the Union line of sailing packets to Le Havre. Mortimer Livingston, an experienced and capable individual, organized the New York and Havre Steam Navigation Company and ordered two steamships, the FRANKLIN and the HUMBOLDT, constructed. The FRANKLIN left New York on her maiden voyage on 5 October 1850 and the HUMBOLDT sailed on 3 May 1851, supplementing the two OSNC vessels in service and touching at Southampton en route to Le Havre. The Bremen closed mail was slow and was largely superseded in late 1852 by the faster and more efficient Prussian closed mail.

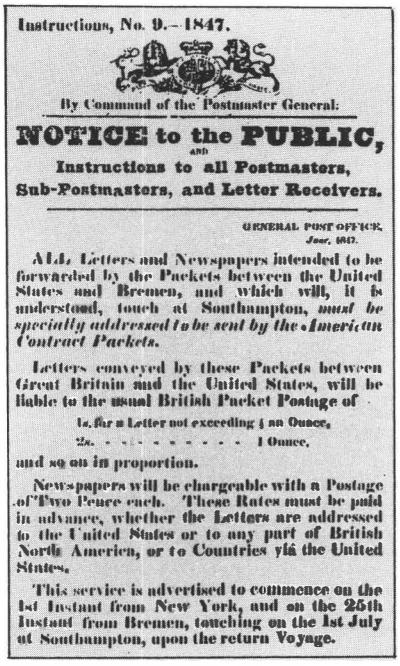
THE BRITISH TREATY MAIL

In mid-December 1848, nine months after the Bremen contract was awarded, the United States-British treaty was signed (effective 15 February 1849 after a long, difficult, and "stormy" period of negotiation.

Retaliatory Rate Covers

On 9 June 1847, the British made an arrogant and desperate move to prevent the United States from competing for the lucrative trans-Atlantic packet business by imposing the full one shilling packet charge on mail to Britain carried by United States vessels. This action by the British government resulted in double charges for the trans-Atlantic fee on such letters, for a service they did NOT provide. After many attempts through diplomatic negotiations to have this unfair practice rescinded, the United States Congress, angered by the continued injustice, passed an act on 27 June 1848, authorizing that same charge be imposed on incoming letters from British packets, the so-called "retaliatory act". Covers bearing these double rates are quite popular among collectors and students of the trans-Atlantic mails.

The discriminatory charges by Great Britain, imposed on 9 June 1847, were ended by a treasury warrant dated 22 December 1848, effective 29 December. The retaliatory charges by the United States, first imposed on 5 July 1848 were terminated by a post office order on 3 January 1849.



Instructions, No. 9.—1847.

By Command of the Postmaster General:

NOTICE to the PUBLIC,

and

Instructions to all Postmasters, Sub-Postmasters, and Letter Receivers.

GENERAL POST OFFICE,
June, 1847.

ALL Letters and Newspapers intended to be forwarded by the Packets between the United States and Bremen, and which will, it is understood, touch at Southampton, *must be specially addressed to be sent by the American Contract Packets.*

Letters conveyed by these Packets between Great Britain and the United States, will be liable to the usual British Packet Postage of

1*s.* for a Letter not exceeding ¼ an Ounce,
2*s.* . . . . . 1 Ounce,

and so on in proportion.

Newspapers will be chargeable with a Postage of Two Pence each. These Rates must be paid in advance, whether the Letters are addressed to the United States or to any part of British North America, or to Countries via the United States.

This service is advertised to commence on the 1st Instant from New York, and on the 25th Instant from Bremen, touching on the 1st July at Southampton, upon the return Voyage.

THE POST OFFICE NOTICE OF JUNE, 1847 WHICH CAUSED THE FRICTION BETWEEN THE U.S. AND BRITISH POST OFFICE, BRINGING ABOUT THE U.S. REPRISAL ACT.

Restored Rate Covers

In the interim between 29 December 1848 in Great Britain and 3 January 1849 in the United States and the effective date of the new treaty, 15 February 1849, the former rates were "restored". Covers with "restored rates" during the interim period are eagerly sought by collectors of the trans-Atlantic mails.

The British Treaty

The treaty was completed and signed on 15 December 1848 and was ratified by both countries in January 1849. This treaty ended the "retaliatory rate" period and established the familiar rate to Great Britain of twenty-four cents for a single-weight trans-Atlantic letter which lasted from 15 February 1849 until 1 January 1868 when it was reduced to twelve cents.

The treaty between the United States and Great Britain set the overseas postage at twenty-four cents (5 cents United States Inland postage + 16 cents sea postage + 3 cents British inland postage). The rate from the Pacific coast was twenty-nine cents.

Later Treaty Mail

Other treaties were signed in the 1850's and afterward and the rates were changed through the ensuing years. As the prepayment of postage by stamps on foreign mail was not compulsory before 1875, international markings appear on stampless covers at much later dates than on domestic letters.

Each treaty or postal convention provided for division of the postage charged between the two countries involved. Exchange offices were established by the Post Office Department in the larger seaport cities to handle such letters, incoming and outgoing, and to account for the debits and credits of the postage on international treaty mail. The first exchange offices were at New York and Boston; Philadelphia was added on 1 January 1854, San Francisco in 1857, Portland on 3 February 1859, Detroit and Chicago on 14 December 1859, and Baltimore about 1860.

International mail transported under the provisions of treaties or other international agreements or postal conventions is termed PACKET mail if carried by a steamship with a mail-carrying contract and marked "Br. Pkt.", "Am. Pkt.", etc., to designate the CONTRACTING country (whether the ship was of American, British, Canadian, French, or of other national registry could vary). Mail arriving on non-contract vessels was treated as ordinary SHIP mail.

OTHER INTERNATIONAL MAIL

The postal conventions with Bremen and Great Britain were concluded in 1848 and fully operative by early 1849, but these two agreements represent only part of the international mail services. Additional conventions and agreements were concluded by the United States in later years with other countries, but many thousands of letters had to be transported and delivered to various foreign destinations other than Great Britain and the German states in the interim. Much of this mail was transported through the British open mail (described below) and forwarded by Britain through various arrangements and agreements to the ultimate destination which included distant portions of the Mediterranean area, the continents of Africa and Asia, and the active trading ports such as Hong Kong in the far east. Some of the more important foreign mail services and arrangements during the stampless cover era are presented in this section.

--*--

BRITISH OPEN MAIL

Article XI of the treaty with Great Britain (effective 15 February 1849) provided that each country deliver to the other its transit letters free of all postage whether packet or inland. Thus, on a letter to another foreign destination conveyed through Great Britain, the postage had to be prepaid to Boston or New York if carried overseas by British packet or to the "British frontier" if transported by American packet. A letter posted in the United States required prepayment of the five cents United States inland postage if placed aboard a British packet at Boston or New York, or if conveyed to Britain by American packet, twenty-one cents had to be prepaid (5¢ inland postage + 16¢ sea postage).



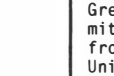






MARKINGS USED ON LETTERS CARRIED BY CUNARD PACKETS, APPLIED AT LIVERPOOL





MARKINGS USED ON LETTERS CARRIED BY U.S. PACKETS

Article XII provided that the rates to be collected abroad were to be the same as those paid by British subjects for the same service. When conveyed to Britain by American packet, the due postage was the same as that paid by Britons to the same foreign destination (21¢ prepaid). When transported by British packet, the British packet postage of sixteen cents was added to the amount to be collected (5¢ prepaid).

Letters addressed to countries with whom Great Britain had no postal convention could not be forwarded unless the British postage was prepaid. On such letters, the entire postage had to be prepaid in the United States (under Article XI). The United States retained its share of five or twenty-one cents (British or American packet respectively) and credited the remainder of the international postage to the British Post Office.

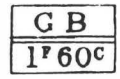
Unfortunately, the post offices in British colonies and in other foreign countries found the open mail provisions "confusing" on mail addressed to the United States. The treaty provisions required prepayment of one rate to the British port of embarkation (American packet) or another to the American frontier (British packet). These offices developed the custom of quoting only the (higher) rate by the Cunard Line which favored the British service. Americans traveling abroad were effectively prevented from having their letters carried by American packets unless double sea postage was paid (first prepaid, a second time on delivery). This injustice reveals the continuing unfair attempts by the British to collect the sea postage regardless of who carried the letters across the Atlantic. Finally, in late 1854, William L. Maberly, the secretary of the British Post Office agreed to credit the sea postage to the United States when it had been collected in advance, thus ending the inequitable and discrimnatory practice (Hargest, 1971, pp. 38-39).

MAIL TO FRANCE VIA GREAT BRITAIN

The mails to and from France provide special problems for the postal historian. At the time the treaty with Great Britain was signed in December 1848 (effectively 15 February 1849), the mail to France via England was exchanged under the terms of the Anglo-French treaty of 3 April 1843 which provided that France pay to Great Britain three shillings four pence (40d) per ounce for conveyance by sea and transit through British territory, and that Great Britain pay to France four francs (40 decimes) per thirty grams for letters conveyed by sea and transit through French territory. Such letters to France bear the familiar "tray" markings and the boxed "COLONIES/&c ART.13." struck on pre-treaty mail to France from the United States via Great Britain.







France was specifically excluded from the provisions of Article XII of the treaty with Britain and until a more equitable agreement could be reached with France, the mails from the United States to France continued to be forwarded under provisions of Article LII of the Anglo-French treaty of 1843. However, France was NOT excluded from the provisions of Article XI and, therefore, the open mail rates of five cents or twenty-one cents were prepaid or collected in the United States.

The inequities produced by these circumstances included (once again) double sea postage on letters conveyed by American packet and high transit rates through Great Britain. Negotiations to effect more equitable arrangements began in January 1849 and continued for quite some time with little success. After an Anglo-French agreement in April 1851 (effective 1 May), the mails from France via England entered the United States as closed mail, but letters from the United States to France continued to be sent by British open mail. (After 1 May 1851, letters from France to the United States do not bear British markings.) In mid-1851, Great Britain made a provisional agreement with France permitting the lower rates applied to the closed mail letters from France to be applied to the open mail letters from the United States, beginning on 1 September 1851. This reduced the postage on letters by American packet from fifteen to

eight decimes per seven and one-half grams (French single weight). This ended exchange of the United States mails under the treaty of 1843 and discontinuance of the "COLONIES" markings. The well-known 21 mm double-circle "ETATS-UNIS PAQ. AM." and "ETATS-UNIS PAQ. BRIT." markings replaced those used previously. By the decree of 19 November 1851



(effective 1 December), Louis Napoleon Bonaparte formally established the rate of thirteen decimes on mail between France or Algeria and the United States if conveyed by British packet and eight decimes if transported by American packet. For other French post offices in the Mediterranean area, five decimes was added to either of these rates (18 British packet; 13 American packet). The total postage from the United States to France became at this point thirty-one cents (5¢ prepaid; 13 decimes = 26¢ due) if by British packet and thirty-seven cents (21¢ prepaid; 8 decimes = 16¢ due) if by American packet. The discrepancy of six cents was from the reduction from sixteen to ten cents of the charge for sea postage by British packet. Though the United States postage was charged per one-half ounce, the French single rate was based on seven and one-half grams (approximately one-quarter ounce). As a result of this difference in calculating the single rate, for letters weighing between seven and one-half grams and one-half ounce, the French due postage was doubled (thus, 57¢ by British packet or 53¢ by American packet). These rates remained in effect until 1 April 1857, when the postal treaty between France and the United States went into effect, reducing the postage on a one-quarter ounce letter to fifteen cents (3¢ inland postage + 9¢ sea postage + 3¢ French inland postage).

The credits and debits in the international exchange markings applied to the French trans-Atlantic mails will reflect these varying rates, differing primarily in whether the letters were transported by American or British packets.

DIRECT MAIL TO FRANCE

In early 1847, Herout et de Handel secured a subsidy from the French government to operate a line of steam packets between Le Havre and New York, using four converted French navy steam frigates. This service was advertised in Le Havre on 28 May 1847 and in New York under the name of the Transatlantic General Steam Packet Company on 16 June 1847. The first frigate sailed from France on 22 June and arrived in New York on 8 July 1847. The ship left New York on its return voyage on 24 July and arrived at Le Havre on 7 August 1847. After ten round trips, due to various difficulties encountered and mounting financial losses, the line suspended its operations in late February 1848 and the service never resumed. Covers carried by this line are extremely rare, but are reported to bear Le Havre markings with "PAQ. REG." (Hargest, 1971, p. 55). The editors would appreciate an opportunity to examine any covers which may have traveled on this service.

THE NEW YORK-HAVRE LINE

Edward Mills of the Ocean Steam Navigation Company, who had been awarded the Bremen contract in 1847, failed to build the four steamships required by his contract. Mills assigned the portion of his contract providing a service from New York to Le Havre via Southampton to Messrs. Fox and Livingston, who organized the New York and Havre Steam Navigation Company and ordered two steamships built, the FRANKLIN and the HUMBOLDT. The FRANKLIN left New York on her maiden voyage on 5 October 1850 and the HUMBOLDT sailed on 3 May 1851, augmenting the service of the OSNC and touching at Southampton en route to Le Havre.

As the United States had no postal convention with France, the United States inland postage and packet charges were required to be prepaid on letters sent and collected on letters received. The prevailing rates (24¢, 29¢, and 34¢) were applied from 5 October 1850 until 1 July 1851 when the reduced rate of twenty cents per half-ounce from any point in the United States became effective. The French private ship rate (from 1849 to 1857) was three decimes per seven and one-half grams if addressed to the port of arrival or posted in the port of departure, and six decimes if posted or received in another part of France. Thus the total rate for direct mail to France was twenty-six cents (20¢ + 3 decimes =6¢) to Le Havre or thirty-two cents (20¢ + 6 decimes = 12¢) if addressed to a point beyond Le Havre. Letters weighing between seven and one-half grams and one-half ounce were charged double French rates (thus 32¢ or 44¢).

For letters under one-quarter ounce, the direct packet rate to France (32¢) was less than by American packet through Great Britain (37¢), only one cent higher than by British packet through Great Britain (31¢), and even cheaper if addressed to Le Havre (26¢). If a letter weighed between seven and one-half grams and one-half ounce, the savings were considerable: by the Havre Line direct, 44¢ (only 32¢ if to Le Havre); by the Collins Line via GB, 53¢; by the Cunard Line via GB, 57¢. The advantage of the direct rate was not extended to letters transported to Southampton by the OSNC Bremen packets.

Though many letters were franked with postage stamps at this time in prepayment of all or part of the postage fees, it is estimated that in the mid-1850's, thirty to forty percent of trans-Atlantic letters were stampless covers. Such estimates are difficult to make due to various factors such as the preference many collectors have for franked covers.

THE PRUSSIAN CLOSED MAIL

After the Collins and Havre lines began carrying the mail in 1850, the closed mails for Bremen were transported only by these lines. Cunard line service was available through the British open mail, and then forwarded by the Anglo-Prussian closed mail through Belgium or if to the southern German states through France. Though the route through Belgium was more efficient and faster, it was also more expensive because of the high British and Belgian transit rates as set by the Anglo-Prussian treaty of 1846. The burden of high transit charges fell upon the recipients in foreign countries. Residents of the German states had to prepay the high transit rates on letters posted to the United States as well as the high fees collected from them upon delivery of letters posted in the United States. Prussia sought to relieve this burden by negotiating a postal convention with the United States that would more equitably divide the postage costs between residents of the two countries.

On 1 July 1850, the German-Austrian Postal Union was established by the German states to simplify and reduce the postage rates between these countries. Prussia now worked to secure an agreement with the United States to use the reduced rates, the Cunard Line, and the Anglo-Prussian closed mail through Belgium which would compete with and replace the slower Bremen closed mail. In mid-1852, a new Anglo-Prussian convention was signed (effective 1 August 1852) which reduced the international rate between the two countries and for transit mail via Belgium to or from the colonies or foreign countries. The new rate for a single letter of one-half ounce was set at eight pence Sterling or seven Prussian silbergroschen.

These reduced rates permitted the United States-Prussian closed mail convention to be signed at Washington on 17 July and on 26 August 1852 at Berlin. The international postage rate of thirty cents per one-half ounce was set (5¢ United States inland postage, 18¢ sea and British transit, 2¢ Belgian transit, and 5¢ Prussian inland postage), prepayment optional, partial payment not allowed. The closed bags were to be made up at New York or Boston in the United States and at Aix-la-Chapelle (Aachen) in Prussia. The British Post Office had the option of sending the closed bags by British or American packet and (predictably) favored the Cunard Line over the Collins Line by a factor of four to one. As the closed bags moved unopened through England and Belgium, Prussian Closed Mail covers do not bear British or Belgian postal markings. Prepaid letters from the United States were marked at Aachen with handstamps reading "FRANCO" or with the common boxed "AACHEN (day) (month)/FRANCO" (date in

Franco. FRANCO AACHEN 11 1 FRANCO

numerals). After the PCM was established relatively few letters to the German states were routed through the British open mail.

THE MAIL TO BELGIUM

A postal convention between Great Britain and Belgium was signed at London on 19 October 1844. The exchange of mail between the United States and Belgium through the British open mail was accomplished under the provisions of this convention until after 15 February 1849 when the treaty between the United States and Great Britain became effective. Under the 1844 agreement, single letters were charged one shilling eight pence (1/- packet postage + 8d British transit) for payment to the Belgian frontier. This amount was to be prepaid in Belgium for letters to the United States or collected there on letters received. The inland postage in either country had to be prepaid on letters sent or collected on letters received. The inland rate in Belgium was set in Article XIX of the convention at four decimes or four pence Sterling. Article X established the following rate progression:

for Belgian postage
under 10 grams - one single rate (eight pence)
from 10 to 15 grams - one and one-half rates
from 15 to 20 grams - two rates
from 20 to 30 grams - two and one-half rates
each additional 10 grams - one-half rate additional

for British postage
up to one-half ounce - one single rate (four decimes)
from one-half to one ounce - two rates
from one to two ounces - four rates
for each additional ounce - two rates were added
(per ounce or fraction of an ounce)

Article I of the 1844 convention required the office at Ostend, Belgium, to exchange the mails with British offices at Dover or London; and, the office at Antwerp, Belgium, to exchange with a newly established British office at Hull.

When American packets of the OSNC began carrying contract mails to Southampton in June 1847, letters by American packet landed at Southampton were to be treated the same as mail originating in Great Britain. Thus, residents of Great Britain would have paid no packet postage on such letters and letters transmitted to Belgium would have been similarly rated. However, on 9 June 1847, the British Post Office rose to the occasion by ordering residents of Great Britain to pay one shilling packet postage on mail conveyed by American packets. Thus, residents of Belgium were also required to pay the packet fee and the fixed rate of one shilling eight pence for letters to Belgium via Great Britain was preserved whether conveyed by British packet or American packet. In issuing this order, "the British Post Office was primarily, and avowedly, motivated by a desire to protect the Cunard line of contract packets." (Hargest, 1971, p. 100)

From 1844 until 1849, for letters between the United States and the Belgian frontier, the sole rate of one shilling eight pence was charged whether transported by British or American packet. On 15 February 1849, when the treaty between the United States and Great Britain went into effect, the packet rate was reduced to eight pence. On 27 November 1849, additions and changes to the postal convention between Great Britain and Belgium were made (effective 1 February 1850). Article I reduced the inland postage in Belgium to two decimes or two pence and changed the rate progression to one rate per seven and one-half grams (ending the half rate progression of the 1844 agreement). Article V set the rate of four pence for transit of letters posted in or addressed to Belgium through Great Britain, and fixed the packet rate as equal to that paid by British residents on incoming foreign letters. The single letter rate to the American frontier by British packet became fourteen decimes (or 14 pence: 2 pence Belgian inland postage + 4 pence transit + 8 pence packet postage) or twenty-eight cents. After Moberly's ruling in late 1854, if the British Post Office elected to dispatch a letter by American packet, it would have credited sixteen cents packet postage to the United States.

On 28 August 1857, a new postal convention between Great Britain and Belgium was signed and became effective on 1 October 1857. Article VII set the international rate at four decimes or four pence (Belgian postage, 2 decimes; British postage, 2d) if prepaid. Unpaid letters were charged at double rates and for insufficiently prepaid letters the deficiency was doubled. The rate progression was set at fifteen grams or one-half ounce for both countries. Letters weighing over thirty grams or one ounce were charged by the ounce (thus, 1X, 2X, 4X, 6X, etc. - no triple letters). In Article XI, the British transit postage was set at two pence and the sea or packet rate was to be the same as that paid by British residents. The rate between Belgium and the United States was fixed at ten decimes by British packet and two decimes by United States packet, prepayment or collection on incoming letters required in Belgium. Thus, letters from Belgium to the United States frontier by British packet were prepaid twelve decimes (2 decimes Belgian inland postage + 2 decimes transit + 8 decimes sea postage) or twenty-four cents; by American packet, four decimes or eight cents. Letters from the United States carried by British packet were prepaid five cents inland postage with twelve decimes to be collected in Belgium; if by American packet, twenty one cents prepaid (5¢ inland + 16¢ sea postage) with four decimes collected in Belgium (total 24¢). If prepaid twelve decimes in Belgium and transported to the United States by American packet, the British Post Office credited sixteen cents to the United States.

By 1854, the United States and Belgium began negotiations for a direct postal arrangement, but a postal convention was not concluded until 21 December 1859. It became effective in Belgium on 1 March 1860 and in the United States on 24 January 1860. This agreement provided for closed mails through England and for direct mail if a direct line of steamers were to be established between the two countries. Belgium paid the British transit charges (under the Anglo-Belgian convention of 1857) and the United States paid for sea transport by American or British packets (under the closed mail provisions of the United States-British treaty of 1848). Exchange offices were established at New York and Boston in the United States and at Ostend and Antwerp in Belgium. The closed mail postage was set at twenty-seven cents (1f40¢ in Belgium) with prepayment optional (5¢ United States inland + 15¢ packet postage + 4¢ British transit + 3¢ Belgian inland). The rate progression was to be per fifteen grams or one-half ounce (with no triples or other odd multiples above one ounce). This convention expired on 31 December 1867.

For more detailed analysis of the mails between the United States and Belgium (or for any other trans-Atlantic service) see Staff(1956), Salles (9 vols., 1961-1975), Hargest (1971 and 1975), and Starnes (1982). In addition, this involved and difficult area of postal history has generated an enormous literature of shorter works and articles. Unfortunately, mastering this fascinating area of study is the work of a lifetime. The editors are deeply indebted to past students of the international mails, especially the pioneer students Frank Staff and George E. Hargest.

In the listings below, the known exchange markings applied to international mail on arrival in the United States are described and illustrated. Depreciated currency markings (reading "IN U.S. NOTES", etc.) are listed separately in the following section.

City	Exchange Marking	Date	Type	Size	Color	Value

BALTIMORE







BALTIMORE Am.Pkt./PAID(1866;C-24,YMDD;Red). 85.00
BALTIMORE/Am.Pkt.(1867;C-24,YMDD;Black) 75.00
Same(1868-72;C-24,MDD;Black) 75.00
BALTIMORE Am.Pkt.(1872-73;C-24;Black) 75.00

City	Exchange Marking	Date	Type	Size	Color	Value

BOSTON

BRITISH TREATY MAILS







BR.PACKET/PAID/BOSTON.("R"high)(1849-57;C-34;Red) . . 50.00
BR.PACKET/BOSTON.("R"high)(1851-61;C-34;Red,Black). . 30.00
Same("R"high)(1851-52;C-35;Red,Black). 50.00







BOSTON/BR.PKT.("R"&"T"high)(1852-60;C-32;Red,Black) . 25.00
BOSTON/BR.PKT./PAID("R"&"KT"high)(1854-57;C-38;Red) . 40.00
BOSTON/B PKT/PAID(1850-59;C-30;Red) 35.00





BR.PACKET/5/BOSTON.("R"high)(1851-59;C-32;Black). . . 35.00
Same(1851-52;C-34;Black) 35.00







5/BOSTON BR.PKT("R"&"T"high)(1853-61;C-33;Black). . . 35.00
BOSTON/5Cts./BR.PKT.(1856-60;C-38;Black). 35.00
BOSTON/B.PKT/5(1861;C-30;Black) 35.00





BR.PACKET/24/BOSTON("R"high)(1850-61;C-35;Red,Black). 30.00
Same(1851-60;C-34;Red,Black) 30.00





BOSTON/24/BR.PKT./PAID("R"&"T"high)(1852-63;C-32;Red) 40.00
BOSTON/48/BR.PKT./PAID("R"&"T"high)(1855;C-32;Red). . 50.00

City	Exchange Marking	Date	Type	Size	Color	Value



BOSTON/24/BR.PKT.("R"&"T"high)(1853-61;C-32;Black). . 40.00







BOSTON/BR.PKT./24("R"&"KT"high)(1855;C-37;Black). . . 45.00
Same("24"smaller)(1855-56;C-37;Black). 40.00
BOSTON/B.PKT./24(1857-61;C-31;Black). 35.00







BOSTON BR PKT(1860-67;C-25;Black) 25.00
BOSTON.BR.PKT.(1863;C-25,YMDD;Black). 35.00
BOSTON BR.PKT./PAID(1858-67;C-25;Red) 25.00



BOSTON BR PKT./19 PAID(1861-67;C-25;Red). 35.00
Same/24 PAID(1862-67;C-25;Red) 35.00
Same/24(1862-63;C-25,YMDD;Black) 35.00
Same/48 PAID(1866-67;C-25;Red) 45.00
Same/48(1863-67;C-25;Black). 45.00





BOSTON/AM.PKT/PAID("M"&"KT"high)(1854-57;C-38;Red). . 50.00
BOSTON/AM.PKT.("M"&"T"high)(1853-59;C-30;Red,Black) . 50.00







BOSTON/AM.PKT./24("M"&"KT"high)(1855-56;C-38;Black) . 50.00
Same("24"longer")(1854-58;C-38;Red,Black). 45.00
BOSTON/24/AM.PKT/PAID("M"&"KT"high)(1860-61;C-38;Red) 50.00





BOSTON/A.PKT./24(1860;C-30;Black) 75.00
BOSTON/A.PKT./PAID(1855-58;C-30;Red). 50.00

City	Exchange Marking	Date	Type	Size	Color	Value





BOSTON/A.PKT./3(1861;C-30;Red). 100.00
Same/21(1861;C-30;Black) 100.00







BOSTON AM.PKT.(1860-64;C-25;Black). 50.00
BOSTON AM.PKT./PAID(1865-66;C-25;Red) 50.00
BOSTON AM.PKT./24 PAID(1862-65;C-25;Red). 60.00
Same/3 PAID(1862-67;C-25;Red). 50.00
Same/5(1862-67;C-25;Black) 50.00
Same/20(1863;C-25;Black) 50.00

PRUSSIAN CONVENTION MAIL MARKINGS







7/BOSTON,BR.PKT.("R"&"T"high)(1856;C-32;Black). . . . 60.00
23/BOSTON,BR.PKT.("R"&"T"high)(1856;C-32;Black) . . . 60.00
30/BOSTON,BR.PKT.("R"&"T"high)(1858;C-32;Black) . . . 60.00



BOSTON/BR.PKT.("R"&"T"high)(1856;C-32;Red,Black). . . 25.00





BOSTON/30/BR.PKT./PAID("R"&"T"high)(1853-60;C-33;Red) 75.00
BOSTON/30Cts/BR.PKT.(1856;C-38;Black) 75.00



BOSTON BR.PKT./7 PAID(1861;C-25;Red). 40.00



BOSTON/AM.PKT.("M"&"T"high)(1853-57;C-30;Black) . . . 50.00

City	Exchange Marking	Date	Type	Size	Color	Value



BOSTON/7/AM.PKT./PAID("M"&"T"high)(1857-58;C-32;Red). 75.00



BOSTON,AM.PKT./7 PAID(1862;C-25;Red). 60.00

FRENCH CONVENTION MAIL MARKINGS







BOSTON/3(1857-63;C-30;Black). 50.00
Same/6(1858-68;C-30;Black) 50.00
Same/9(1859-68;C-30;Black) 60.00







Same/12(1861;C-30;Black) 60.00
Same/18(1860-69;C-30;Black). 50.00
Same/24(1862;C-30;Black) 75.00







BOSTON/PAID/6(1860;C-30;Red). 50.00
Same/12(1858-65;C-30;Red). 60.00
Same/15(1858-69;C-30;Red). 60.00







Same/18(1862;C-30;Red) 75.00
Same/24(1860-66;C-30;Red). 60.00
Same/30(1858-66;C-30;Red). 75.00



BOSTON BR.PKT./PAID(1858-67;C-25;Red) 25.00

City	Exchange Marking	Date	Type	Size	Color	Value







BOSTON/15(1858-63;C-30;Black) 50.00
Same/21(1859;C-30;Black) 125.00
Same/27(1858-59;C-30;Black). 150.00







Same/30(1858-62;C-30;Black). 75.00
Same/45(1857;C-30;Black) 75.00
Same/60(1861;C-30;Red) 125.00



BOSTON/42(1860-61;C-25;Black) 100.00

BELGIAN CONVENTION MAIL MARKINGS





BOSTON.BR.PKT./7 PAID(1861;C-25;Red). 40.00
Same/27 PAID(1864-65;C-25;Red) 60.00
Same/14 PAID(1866;C-25;Red). 50.00

Illustrations of Boston maritime markings appearing in the above listings are from "Boston Postmarks to 1890" by Blake and Davis, Severn-Wylie-Jewett Co., 1949 and are used by permission.

CHICAGO



CHICAGO ILL/3(1861;C-25;Blue) 100.00
Same/5(1859;C-25;Black). 100.00
Same/6(1865;C-25;Blue) 125.00
Same/21(1862;C-25;Red) 125.00
Same/25(1865;C-25;Red) 125.00



CHICAGO.AM PKT/PAID(1860;C-25;Red). 100.00

City	Exchange Marking	Date	Type	Size	Color	Value



CHICAGO AM PKT/5(1863-66;C-25;Blue) 90.00
Same/24(1861-64;C-25;Red,Black). 90.00
Same/25(1863-64;C-25;Blue) 100.00
Same/26(1861-64;C-25;Red,Black). 125.00
Same/42(1860-71;C-25;Black). 125.00



CHICAGO ILL AM PKT/23(1862;C-25;Blue) 100.00
Same/26(1862;C-25;Blue). 100.00
Same/30(1862;C-25;Blue). 100.00



CHICAGO/AM.PKT.(1862-68;C-25;Blue,Black). 150.00



CHICAGO.AM.PKT./3 PAID(1862;C-25;Red) 125.00
Same/24 PAID(1861-64;C-25;Red,Blue,Black). 150.00



CHICAGO ILL/PAID 18(1862;C-25;Red). 150.00



CHICAGO/DIRECT(1868-73;C-25;Blue,Black) 200.00

DETROIT







DETROIT.AM.PKT.(--;C-26;Black). 125.00
Same/PAID(1860's;C-26;Red) 125.00
Same/PAID ALL.(--;C--;--). 150.00
Same/3 PAID(--;C-26;Black) 125.00
Same/24(1867;C-25;Black) 100.00

City	Exchange Marking	Date	Type	Size	Color	Value





DETROIT MICH/PAID 18(1861;C-26;Red) 100.00
DETROIT MICH/15(1862;C-26;Black). 100.00
Same/21(--;C-26;Black) 125.00
Same/42(--;C-26;Black) 125.00
DETROIT AMERICAN PACKET.(1860;C-26;--). 125.00



DETROIT MICH AM.PKT./21(1860-61;C-30;Black) 100.00
Same/23(1861;C--;Black). 125.00
Same 30(1862;C-25;Black) 125.00

NEW YORK CITY

BRITISH TREATY MAILS



NEW/3/YORK(numeral slanted)(1853;C-31;Red). 40.00
Same/5(1851-54;C-31;Black) 35.00
Same/6(1853;C-31;Red,Black). 45.00
Same/10(1850-52;C-31;Black). 40.00
Same/19(1857-58;C-31;Red). 40.00
Same/20(1851-52;C-31;Black). 80.00
Same/21(1853;C-31;Black) 50.00
Same/38(1852-57;C-31;Red,Black). 60.00
Same/42(1852;C-31;--). 75.00
Same/45(1857;C-31;Black) 75.00



3/NEW-YORK AM.PKT.("T"high)(1853;C-31;Red). 50.00





20/N.YORK AM.PKT.("M"&"T"high)(1855;C-31;Black) . . . 60.00
21/N.YORK AM.PKT.("M"&"T"high)(1855;C-31;Black) . . . 60.00
42/N.YORK AM.PKT.("M"&"T"high)(1855;C-31;Black) . . . 75.00



5/N.YORK.BR.PKT.("R"&"T"high)(1853;C-31;Black). . . . 40.00
10/N.YORK.BR.PKT.("R"&"T"high)(1853-61;C-31;Black). . 45.00

City	Exchange Marking	Date	Type	Size	Color	Value



NEW.YORK/AM.PACKET.("M"high)(1853-66;C-32;Red) Also
used on Prussian & Belgian Convention Mails . . 30.00



NEW-YORK/BR.PKT.("R"&"T"high)(1853-66;C-29;Red) . . . 40.00



NEW-YORK/AM.PKT.("M"&"T"high)(1855-66;C-29;Black) Also
used on Prussian & Belgian Convention Mails . . 30.00



Br.PACKET/24("r"high)(1850-58;C-32;Black) 35.00



Am.PACKET/PAID/24("m"high)(1852;C-34;Red) 35.00



Br.PACKET/PAID/24("r"high)(1852-58;C-32;Red). 40.00



NEW-YORK/A.PCKT./24(1851-55;C-36;Black) 60.00
Same/48(1857;C-36;Red) 75.00

Illustrations are not necessarily to actual size or to a uniform scale throughout this catalog.

City	Exchange Marking	Date	Type	Size	Color	Value



NEW YORK/Br.PKT./48("r"high)(1859;C-38;Black) 60.00





N.YORK BR.PKT./PAID/24("R"&"T"high)(1857;C-31;Red). . 35.00
N.YORK BR.PKT./24("R"&"T"high)(1857;C-32;Black) . . . 35.00





NEW-YORK AM.PKT./48(1861;C-25;--) 30.00
NEW YORK AM.PKT.(1863-64;C-25;Black). 30.00





N.YORK.BR.PKT./24(--;C-27;Black). 35.00
Same/60(1864;C-27;Black) 50.00
NEW-YORK BR.PKT./48(1865;C-27;Black). 60.00

PRUSSIAN CONVENTION MAILS



N.YORK/7/BR.PKT./PAID("R"&"T"high)(1853-58;C-32;Red). 50.00
Same/14(1854;C-32;Red) 70.00
Same/30(1856;C-32;Red) 60.00
Same/60 (1856;C-32;Red). 75.00



N.YORK/7/AM.PKT./PAID("M"&"T"high)(1855;C-32;Red) . . 75.00
Same/14(1856;C-32;Red) 75.00
Same/30(1856;C-32;Red) 75.00
Same/60(1856;C-32;Red) 125.00

City	Exchange Marking	Date	Type	Size	Color	Value



N.YORK.BR.PKT./7 PAID(1862;C-25;Red). 40.00
Same/14 PAID(1863;C-25;Red). 60.00



N.YORK.AM.PKT./7 PAID(1862;C-25;Red). 40.00
Same/14 PAID(1862;C-25;Red). 60.00



23/N.YORK.AM.PKT.("M"&"T"high)(1855-62;C-31;Black). . 40.00
30/Same(1858;C-31;Black) 50.00
46/Same(1855;C-31;Black) 60.00



23/N.YORK.BR.PKT.("R"&"T"high)(1855-62;C-31;Black). . 50.00
30/Same(1856-60;C-31;Black). 60.00
46/Same(1855-57;C-31;Black). 75.00



23/NEW-YORK AM.PKT.("T"high)(1859;C-31;Black) 75.00



23/NEW-YORK BR.PKT.("T"high)(1865;C-31;Black) 75.00



N.YORK.AM.PKT./30(1861-63;C-26;Black) 60.00
Same/60(1864;C-26;Black) 100.00



N.YORK.BR.PKT./27(1861;C-26;Black). 50.00

City	Exchange Marking	Date	Type	Size	Color	Value





NEW/4/YORK/BR.TRANSIT("R"high)(1873;C-29;Black) . . . 50.00
NEW YORK/BR.TRANSIT("R"high)(1870;C--;Black). 40.00

BREMEN CONVENTION MARKINGS



N.YORK/1/U.S.PKT./PAID("T"high)(1856;C-32;Red). . . .150.00
Same/6(1854-58;C-32;Red) 150.00
Same/8(1858;C-37;Red). 150.00
Same/12(1858;C-32;Red) 150.00



N.YORK U.S.PKT./PAID("T"high)(1859;C-32;Red). 175.00



9/N.YORK U.S.PKT.("T"high)(1860;C-32;Black) 175.00
10/Same(1856;C-32;Black) 150.00
14/Same(1860;C-32;Black) 125.00
15/Same(1861;C-32;Black) 125.00
22/Same(1856;C-32;Black) 175.00



NEW.YORK/U.S.PKT.("KT"high)(1860;C-30;Black). 100.00



N.YORK/7/BREM PK./PAID("K"high)(1859;C-32;Red). . . .100.00
Same/10(1853;C-32;Red) 100.00
Same/12(1860-67;C-32;Red). 125.00
Same/14(1860;C-32;Red) 125.00
Same/24(1859-61;C-32;Red). 125.00



PAID/N.YORK BREM.PKT.(1859-60;C-30;Red) 75.00



N.YORK BREM PK./PAID("K"high)(1863;C-32;Red). 75.00



N.YORK BREM PKT.(1860;C-30;Red,Black) 35.00



NEW.YORK/BREMEN PK.("K"high)(1858-60;C-29;Red,Black). 50.00



5/N.YORK BREM.PK.("K"high)(1862;C-30;Black) 75.00
15/Same(1853-63;C-30;Black). 100.00

HAMBURG CONVENTION MAILS



N.YORK/PAID/HAMB PKT/5(1860;C-30;Red) 50.00
Same/10(1862;C-30;Red) 50.00
Same/12(1867;C-30;Red) 60.00
Same/17(1863;C-30;Red) 100.00





N.YORK HAMB.PKT.(1859;C-30;Black) 50.00
PAID/N.YORK HAMB.PKT.(1860;C-30;Red). 75.00

City	Exchange Marking	Date	Type	Size	Color	Value



5/N.YORK HAMB.PKT.(1862;C-30;Black) 75.00
10/Same(1856-57;C-30;Black). 75.00
15/Same(1860-62;C-30;Black). 100.00
30/Same(1860-62;C-30;Black). 100.00



HAMBURG PACKET/PAID/3(1866-67;C-30;Red) 40.00



HAMBURG PACKET/3(1865-66;C-30;Black). 40.00
Same/7(1865;C-30;Black). 50.00
Same/12(1864;C-30;Black) 60.00
Same/24(1865;C-30;Black) 60.00

FRENCH CONVENTION MAILS



NEW/PAID/YORK/3(1860;C-30;Red). 75.00
Same/6(1857;C-30;Red). 75.00
Same/9(1858;C-30;Red). 100.00
Same/12(1857-61;C-30;Red). 60.00
Same/15(1863;C-30;Red) 125.00
Same/18(1859-60;C-30;Red). 100.00
Same/24(1856;C-30;Red) 75.00
Same/30(1862;C-30;Red) 125.00
Same/36(1857-66;C-30;Red). 100.00
Same/48(1858;C-30;Red) 100.00



NEW/PAID/YORK(1858;C-30;Red). 60.00



NEW/3/YORK(numerals vertical)(1860-63;C-30;Black) . . 75.00
Same/6(1858;C-30;Black). 75.00

City	Exchange Marking	Date	Type	Size	Color	Value

Same/9(1859;C-30;Black). 100.00
Same/15(1863;C-30;Black) 125.00
Same/18(1863-69;C-30;Black). 100.00
Same/24(1859;C-30;Black) 75.00
Same/30(1862;C-30;Black) 125.00
Same/45(1862;C-30;Black) 100.00
Same/60(1864;C-30;Black) 100.00



NEW/PAID/YORK/FR PKT(1864-67;C-30;Red). 200.00





Am Service(1857-64;box--;Blue,Red)* . . . . . ---
Br.Service(1857-64;box--;Red)** . . . . . ---

* - This marking was applied in blue to letters arriving at U.S. exchange offices via the direct route and in red to American packet letters through England.
** - This marking was applied to letters received via British packets.

PHILADELPHIA



PHILA./5/PAID("A"high)(1849;octagon 27x21;Red). . . . 75.00



PHILA./5Cts./PAID("A"high)(1850-57;octagon 27x22;Red) 50.00
Same("5Cts"altered to"10"in ms)(1850-51) 75.00
Same("5Cts"altered to"20"in ms)(1851). 150.00
Same("5Cts"altered to"21"in ms)(1851-52) 75.00
Same("5Cts"altered to"29"in ms)(1850). 150.00
Same("5Cts"altered to"48"in ms)(1850). 250.00



PHILA./24Cts./PAID("A"high)(1850-53;DL-octagon 26x20;
Red). 75.00



PHILADELPHIA/AM.PKT.("M"&"T"high)(1854-67;C-33;Black) 50.00



PHILADELPHIA.AM.PKT./24("M"&"T"high)(1854-61;C-33;
Black). 50.00

City	Exchange Marking	Date	Type	Size	Color	Value



PHILA./24/AM.PKT./PAID("A","M"&"T"high)(1855-67;C-33; Red). 50.00



PHILA.AM.PKT./PAID("A","M"&"T"high)(1859-67;C-32;Red, Purple) 75.00



PHILA.AM.PKT./3("A","M"&"T"high)(1854-59;C-32;Red). . 50.00
Same/6(1862-67;C-33;Red) 75.00
Same/21(1857;C-32;Black) 75.00
Same/42(1862;C-32;Black) 75.00



PHILADELPHIA/BR.PKT.("R"&"T"high)(1854-67;C-32;Black) 35.00



PHILADELPHIA.BR.PKT./24("R"&"T"high)(1854-64;C-32; Black). 35.00



PHILA./24/BR.PKT./PAID("A","R"&"T"high)(1854-63;C-32; Red). 35.00



PHILA.BR.PKT./PAID("A","R"&"T"high)(1867;C-32;Red). . 75.00



PHILA.BR.PKT./5("A","R"&"T"high)(1854-65;C-32;Black). 50.00
Same/10(1862-63;Black) 50.00
Same/19(1854-67;Red) 35.00
Same/38(1858;Red). 150.00

City	Exchange Marking	Date	Type	Size	Color	Value



PHILADELPHIA/PAID/3(1858-67;C-31;Red) 50.00
Same/PAID/6(1857-69;C-31;Red,Purple) 35.00
Same/PAID/12(1858-69;C-31;Red,Purple). 50.00
Same/PAID/24(1866-69;C-32;Red,Purple). 50.00



PHILADELPHIA PA/PAID/15(1857-65;C-32;Red) 50.00
Same/PAID/30(1859;C-32;Red). 75.00





PHILADELPHIA PA/15(1860-64;C-32;Black). 50.00
Same/18(1865;C-32;Black) 75.00
Same/15(1857-59;C-32,YMDD;Black) 75.00



PHILADELPHIA/3(1859-69;C-31;Black,Purple) 50.00
Same/6(1860-69;C-31;Black,Purple). 50.00
Same/9(1861-62;C-31;Black) 75.00
Same/12(1860;C-31;Black) 75.00





PHILADELPHIA PA./48("A"high)(1854-56;C-31;Black). . . 75.00
PHILADELPHIA PA./PAID/48("A"high)(1856-60;C-32;Red) . 75.00





PHILADELPHIA PA./PAID("A"high)(1853-58;C-32;Red). . . 35.00
PHILADELPHIA PA/PAID(1857-60;C-32,YMDD;Red) 50.00





PHILADELPHIA PA/PAID(1857;C-32;Red) 75.00
PHILADELPHIA/PAID(1868;C-30;Purple) 75.00

City	Exchange Marking	Date	Type	Size	Color	Value





PHILA./PAID ALL(1868-70;C-24;Purple). 20.00
PHILAD.PAID ALL(1869-74;C-26;Red,Orange). 20.00





PHIL'A/DIRECT PAID ALL(1869;C-24;Purple). 50.00
PHIL'A./UNPAID(1869-70;C-24;Blue,Black) 35.00





PHIL'A./DIRECT(1870;C-24;Black) 35.00
PHILAD UNPAID(1873-74;C-26;Black) 35.00

For additional information regarding Philadelphia Maritime markings see: "An Illustrated Catalog of Philadelphia Railroad and Maritime Markings, 1792-1882", compiled by John L. Kay and Robert J. Stets, published by The Associated Stamp Clubs of S.E. Penna. & Delaware, Inc., 1984. Certain illustrations and information in the above listings appeared originally in this work, and are used with permission.

PORTLAND, ME.



PORTLAND ME.AM.PKT./5("E","M"&"T"high)(1859-63;C-33, YMDD;Black) 150.00
Same/6(1852;C-33,YMDD;Black) 150.00
Same/21(1861-66;C-33,YMDD;Black) 175.00
Same/24(1859-66;C-33,YMDD;Black,Red) 150.00
Same/48(1860-63;C-33,YMDD;Black) 175.00





PORTLAND ME.AM.PKT.("E","M"&"T"high)(1860-62;C-33, YMDD;Black) 150.00
Same/PAID(1860;C-33,YMDD;Red). 175.00



PORTLAND/PAID/ME.AM.PKT./24("E","M"&"T"high)(1860-64; C-33,YMDD;Red). 150.00
Same/48(1863;C-33,YD;Red). 175.00

City	Exchange Marking	Date	Type	Size	Color	Value



PORTLAND ME/15(1861-62;C-25;Black). 150.00
Same/21(1861-63;C-25;Black). 150.00
Same/27(1863;C-25;Black) 150.00
Same/30(1860;C-25;Black) 150.00
Same/42(1861;C-25;Black) 150.00
Same/45(1863;C-25;Black) 200.00
Same/60(1861;C-25;Black) 200.00
PORTLAND ME(1861;C-25;35[C];Black). 150.00



PORTLAND ME/AM PKT(1861;C-25;35[C];Black) 150.00



PORTLAND ME AM PKT/30(1861;C-25;Black,Blue) 150.00



PORTLAND ME AM PKT/Paid(1867;C-24;Red). 200.00

SAN FRANCISCO









SAN FRANCISCO CAL./15 PAID(1857-64;C-33;YD;Red) . . . 70.00
Same/26 PAID(1865;C-33,YD;Red) 150.00
Same/29 PAID(1850's;C-33;Red). 130.00
Same/30 PAID(1860;C-33;Red). 150.00

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

DEPRECIATED CURRENCY MARKINGS

One of the impacts of the Civil War was inflation. As the War progressed, the economic effects of the conflict included the necessity for the Federal Government to issue currency or paper money to finance the War. Though paper money had been in use in the American Colonies and the Continental Congress had issued currency, depreciation of this paper money occurred so rapidly and so completely that soon "not worth a Continental" was fixed in our vernacular. From the establishment of the coinage and decimal system on 2 April 1792 until 1861, except for a brief period in 1815, the United States had issued only interest-bearing Treasury Notes and the only currency in circulation was that issued by private banks, many of which failed or "broke" (resulting in "broken bank notes") during stress periods such as the "Hard Times" of 1837-1843 and the "Panic of 1857", all of which served to give paper money a "bad name". Thus, when Congress passed the Act of 17 July 1861 authorizing the Treasury Department to print and circulate currency as legal tender, the Demand Notes which did not bear interest and had to be accepted on faith, were issued to a public not accustomed to trust in paper money. This lack of trust, together with suspension of payments in specie by New York banks on 30 December 1861 and by the federal government on 1 January 1862, precipitated monetary exchange problems. By early 1863, $450,000,000 in non-interest bearing "Greenbacks" had been issued.

The mint act of 1792 actually established a bimetallic standard with both silver and gold made legal tender at a fixed ratio of fifteen to one. However, as the open market ratio fluctuated and the value of silver advanced, a profit could be made by exchanging silver for gold at the United States Mint. The result was to drive undervalued gold out of circulation. A new law raising the ratio to nearly sixteen to one reversed the problem, making it profitable to exchange gold for silver and undervalued silver gradually began to disappear from circulation. Further, until the new Coinage Act of 21 February 1853, the silver content of a dollar's worth of subsidiary coins was equivalent to that in a silver dollar. The new act reduced the silver content of the small coins by nearly seven per cent, helping to keep them in circulation, but the suspension of payments in specie and the issuance of United States currency forced the gold value of small coins above the gold value of paper notes and small coins quickly disappeared from circulation.

A crisis in the availability of small change developed by June 1862. As a temporary substitute, numerous private firms and individuals (in addition to notes of credit) began producing fractional paper currency and tokens to serve as small change. The Currency Act of 17 July 1862 was passed to authorize the use of postage stamps as money. Encased postage stamps appeared during 1862, made under the patent of John Gault of Boston. Further, as postage stamps proved to be unsuitable for circulation, from 21 August 1862 to 27 May 1863, the Treasury produced fractional postage currency notes. By June 1863, three dollars in greenbacks were worth two dollars in gold (depreciation = one-third). The inflationary spiral continued until the early seventies.

The monetary crisis of 1862 which produced the depreciation in the value of currency is only summarized here. It has a complex history inter-related to the silver-gold exchange ratios and the inflationary effects on currency. For further detailed information and background and for more lengthy descriptions of Depreciated Currency markings, the reader is referred to Hargest (1968, 1971, and 1975), Friedberg (eighth ed., 1975), and Coles (1975).

Depreciated Currency Markings

As foreign letters arrived at United States ports, exchange markings were applied to indicate the postage to be collected. The international credits and debits had to be settled in gold. Due to the disparity in the value of specie and currency, the Post Office Department was faced with quite substantial losses if postage were collected in currency and accounts were settled in gold. On 3 March 1863, a measure was passed in Congress ordering the PMG to "take such measures as may seem advisable to him to collect postages on letters from abroad not prepaid, in order to avoid loss in payment of such balances" (Coles, 1975, p. 215). PMG Montgomery Blair sent an official letter to all postmasters dated 1 April, authorizing them from 1 May 1863 to collect postage in gold or silver coin on incoming prepaid mail from abroad. Further, "should however payment of such postage and the premium on a corresponding amount of coin be tendered in United States Notes, you are authorized to accept the same in lieu of coin." (Coles, p. 217) Thus, the authority for postmasters to accept payment for postage in currency in accordance with a formula based on the exchange rate between specie and United States Notes was established. Actually, as the added factor of the relative value of subsidiary coins to the dollar coin was involved, the ratio more properly should be stated as based on the "premium on silver subsidiary coins." In the table reproduced above (Hargest, 1968, p. 113), the variables are shown but, as these are annual averages, the ratios expressed in column six may be either higher or lower than the exchange rate on a certain date of arrival.

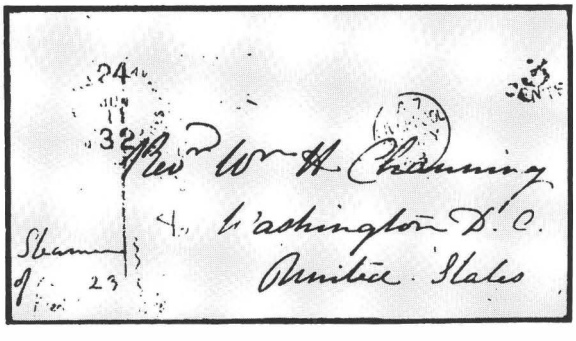
TABLE I

Column 1 Market Ratio of Silver to Gold
Column 2 Market Value of Silver in Gold
Column 3 Price of Silver in Greenbacks
Column 4 Price of Gold in Greenbacks
Column 5 Gold Value of a Dollar's Worth of Silver Subsidiary coins
Column 6 Price of Silver Subsidiary Coins in Greenbacks

	Annual Averages					
Year	1	2	3	4	5	6
1863	15.37	103.9	150.9	145.2	0.967	140.2
1864	15.37	103.9	211.2	203.3	0.967	196.6
1865	15.44	103.5	162.8	157.3	0.963	151.5
1866	15.43	103.6	146.4	140.9	0.964	133.8
1867	15.57	102.7	141.9	138.2	0.956	132.1
1868	15.59	102.6	143.3	139.7	0.955	133.4
1869	15.60	102.5	136.3	133.0	0.954	126.9
1870	15.57	102.7	117.3	114.9	0.956	108.8
1871	15.57	102.7	114.7	111.7	0.955	106.6
1872	15.63	102.3	114.9	112.4	0.952	107.0
1873	15.92	100.4	114.3	113.8	0.938	106.7
1874	16.17	98.9	109.9	111.2	0.925	102.9
1875	16.59	96.4	110.8	114.9	0.888	103.5
1876	17.88	89.4	99.3	111.5	0.842	93.9
1877	17.22	92.8	97.3	104.8	0.869	91.1
1878	17.94	89.1	89.8	100.8	0.834	84.1

Source: Columns 1 and 5: Carothers, Neil, op. cit., appendix F, p. 323; Column 4: Mitchell, Wesley C., op. cit., p. 4; Column 2: 15.988 divided by the figures in Column 1; Column 3: figures in Column 4 multiplied by figures in Column 2; Column 6: figures in Column 4 multiplied by figures in Column 5.

At first, postmasters devised their own method of marking covers to indicate the amounts due, but the "two-value" system was put into use in New York in May 1863 and in Boston the following month. In June, the postmaster at New York wrote to the other exchange offices (Boston, Chicago, Detroit, Philadelphia, Portland, and San Francisco) describing the marking device with changeable slug to allow for the change of the value between "U.S." and "NOTES" he had made (Coles, 1975, p. 219).



Most of the two value exchange markings show the postage rate at the top and the rate in currency at the bottom reading "N.Y. 24 AM. PKT./(month)(day)/OR U.S. 32 NOTES"

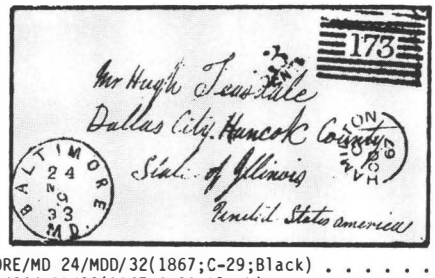
with the numerals larger (as in the illustration above), the upper rate numeral in gold value, the lower one in paper money value. Others vary somewhat, state only the currency value, or are in manuscript notation. Several new postal conventions with European countries went into effect in 1868, each setting a fine on unpaid letters to be collected by the country collecting the postage (payable in currency). Thus, dual rate markings were no longer used and the postmarks after 1868 show the amounts due only in U.S. Notes.

As the value in United States Notes was fixed according to the premium rate on silver subsidiary coins at the time of arrival of each incoming steamship, there is an enormous variety of possible rates and markings in existence due to the fluctuating exchange ratios. The listings presented here are those seen by or reported to the editors. They can be considered definitive and representative but are not complete.

BALTIMORE, MD.

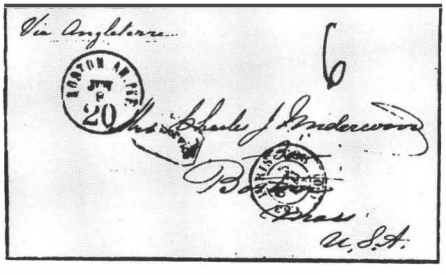
On 11 November 1865, the Post Office Department opened an additional Exchange Office at Baltimore to accept and handle the mail of the Baltimore and Liverpool Steam Ship Company. To date only three covers with depreciated currency markings have been recorded from Baltimore (WTC,pers.comm.,1984).

Town	Postmark	Dates Seen	Size	Color	Value



BALTIMORE/MD 24/MDD/32(1867;C-29;Black) 450.00
Same/24/MDD/33(1867;C-29;Black). 450.00
Same/-/MDD/-(1866;C-29;Black;[rated 24/36 in Ms] Blue) 350.00

BOSTON, MASS.



BOSTON AM.PKT/20(1863;C-25;Black)*. 150.00

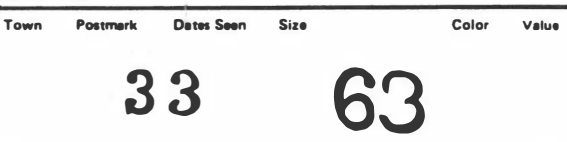
*This is the earliest reported "Notes" cover from Boston, received on 8 June 1863 and marked with the depreciated currency rate "20" rather than the normal rate in gold of "15".



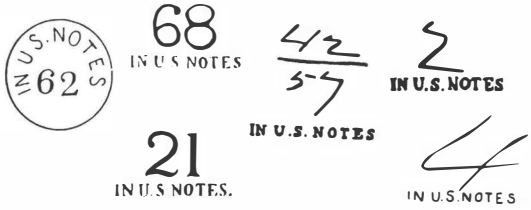


BOSTON/24/BR.PKT./OR U.S./29/NOTES(1863;C-26,MDD; Black). 60.00
Same/with 24/30,31,32,33,34,35,36,37,38,40,41,42, 45,46,48,52,53,56 or 58(1863-67;C-26;Black) . . 60.00
BOSTON/24/AM.PKT./OR U.S./34/NOTES(1865;C-26,MDD; Black). 75.00
Same/with 24/31,44 or 56(1864;C-26;Black). 75.00

Town	Postmark	Dates Seen	Size	Color	Value



33(1863;17x11;Black). 60.00
Same(1863;19x13;Black) 60.00
63(1863;20x14;Black). 60.00

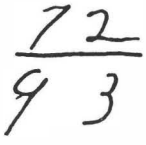


IN U.S.NOTES/62(1867;C-31;Black). 125.00
Same/61,64,65,67,70,71,73,75,79,84,91,94 or 96 (1863-68;C-31;Black) 125.00
40/IN U.S.NOTES(1863;SL-33x18;Black). 150.00
Same/with 67,68,93,96,149,153 or 154(1863-65;SL-var. sizes; Black) 150.00
21/IN U.S.NOTES.(1863;SL-35x18;Black) 150.00
42/57/IN U.S.NOTES(numbers in ms)(1867-68;SL-35x4; Black). 125.00
2/IN U.S.NOTES("2"in ms)(1869;SL-35x4;Black). 125.00
4/IN U.S.NOTES("4"in ms)(1876;SL-48x5;Black). 125.00









BOSTON/30/BR.PKT./OR U.S./42/NOTES(1864-65;C-26,MDD; Black). 60.00
Same/with 30/38,39,43,44,45,46 or 47(1864-67;C-26; Black). 60.00
BOS/15/TON/OR U.S./22/NOTES(1863;C-25,MDD;Black). . . 75.00
Same/with 21/28 or 27/36(1864-66;C-25;Black) . . . 75.00
BOS/30/TON/OR U.S./37/NOTES(1863;C-26,MDD;Black). . . 65.00
Same/with 30/38,39,40,42 or 44(1863-69;C-26;Black) 65.00
BOSTON/21/U.S.NOTES(1868;C-25,MDD;Black). 65.00
Same/with 22 or 23(1868;C-25;Black). 65.00
Same/with 12,13 or 19(1870-72;C-25;Black). 75.00
90,94 or 1.13(1864-65;Ms;Blue crayon or pencil) . . . 60.00
72/93(1867;Ms;Blue crayon). 65.00

CHICAGO, ILL.



7/U.S.NOTES(1863;SL-26x20;Black). 150.00
Same with 11,21,22,24,28,31,36,39(1863-71;SL-26x20; Black,Blue) 150.00
IN U.S.NOTES/28(1863;C-30;Black). 150.00
U.S.CURRENCY/6 (1873;Blue,) 75.00
Same with 7,10,12,13,14,16,24,36(1868-78;Blue, Black). 75.00

Town	Postmark	Dates Seen	Size	Color	Value

DETROIT, MICH.



IN U.S.NOTES/31(1864-68;C-31;Black) 150.00

NEW YORK, N.Y.

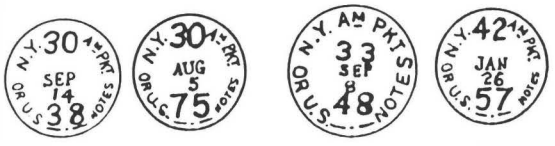
The circular depreciated currency markings used at New York ordinarily have an ornament at the bottom consisting of a dot between two dashes which has been termed the "mustache". Some markings definitely lack this ornament, while in other examples it may be missing due to incomplete strikes. In the following listings "NM" (no mustache) indicates the lack of the ornament in the marking.

American Packet Markings



N.Y./15/AM.PKT./OR U.S./18/NOTES(NM)(1863;C-25,MDD; Black). 60.00
Same/with 15/21,24 or other rates(1864-67;C-25; Black). 60.00
N.YORK/24/AM.PKT./U.S./32/NOTES(NM)(1863-66;C-25, MDD;Black). 50.00
Same/with 24/34 or other rates(1866-67;C-25;Black) 50.00
N.Y./24/AM.PKT./OR U.S./33/NOTES(NM)(1863-67;C-26, MDD;Black). 50.00
N.Y./24/AM.PKT./OR U.S./32/NOTES(NM)(1867;C-29,MDD; Black). 60.00
N.Y./30/AM.PKT./OR U.S./65/NOTES(NM)(1866-67;C-25, MDD;Black). 60.00
N.Y./30/AM.PKT./OR U.S./39/NOTES(NM)(1863-67;C-26, MDD;Black). 60.00
N.YORK/30/AM.PKT./U.S./41/NOTES(NM)(1867;C-29,MDD; Black). 60.00
N.YORK/45/AM.PKT./U.S./59/NOTES(NM)(1865-67;C-26, MDD;Black). 75.00





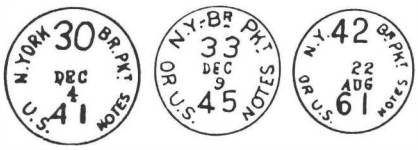


with "mustache"

Town	Postmark	Dates Seen	Size	Color	Value

N.YORK/21/AM.PKT./OR U.S./25/NOTES(1863;C--,MDD; Black). 60.00
N.Y./21/AM.PKT./OR U.S./28/NOTES(1863-67;C-25,MDD; Black). 60.00
N.Y./24/AM.PKT./OR U.S./29/NOTES(1863;C-26,MDD;Black) 50.00
Same/with 24/35(1865-67;C-26;Black). 50.00
N.Y./24/AM.PKT./OR U.S./32/NOTES(1863-67;C-25,MDD; Black). 50.00
Same/with 24/33(1866;C-25;Black) 50.00
Same/with 25/51(1865;C-25;Black) 75.00
N.Y.AM.PKT./24/OR U.S./33/NOTES(1865-67;C-29,MDD; Black). 60.00
N.Y.AM.PKT./27/OR U.S./39/NOTES(1865-67;C-29,MDD; Black). 65.00
N.Y./30/AM.PKT./OR U.S./36/NOTES(1863;C--,MDD;Black). 50.00
N.Y./30/AM.PKT./OR U.S./38/NOTES(1863;C-26,MDD;Black) 60.00
N.Y./30/AM.PKT./OR U.S./75/NOTES(1863-67;C-25,MDD; Black). 75.00
Same/with 30/39 or 41(1867;C-25;Black) 60.00
N.Y.AM.PKT./33/OR U.S./48/NOTES(1865-67;C-29,MDD; Black). 75.00
N.Y./42/AM.PKT./OR U.S./57/NOTES(1863-67;C-25,MDD; Black). 60.00
N.YORK/45/AM.PKT./U.S./59/NOTES(1866;C--,MDD;Black) . 60.00
N.YORK/45/AM.PKT./U.S./61/NOTES(1867;C--,MDD;Black) . 60.00
N.Y.AM.PKT./45/OR U.S./64/NOTES(1865-67;C-29,MDD; Black). 75.00
N.Y./48/AM.PKT./OR U.S./65/NOTES(1863-67;C-25,MDD; Black). 65.00
Same/with 48/70(186-;C-25;Black) 65.00
N.Y./60/AM.PKT./OR U.S./71/NOTES(1863-67;C-25,MDD; Black). 75.00

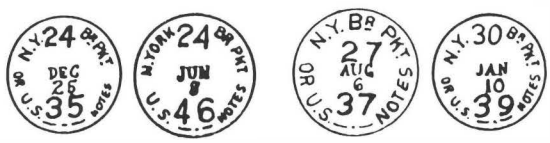




British Packet Markings

N.YORK/24/BR.PKT./U.S./33/NOTES(1867;C--,MDD;Black) . 60.00
N.Y./24/BR.PKT./OR U.S./35/NOTES(1865;C--,MDD;Black). 60.00
N.Y./24/BR.PKT./OR U.S./40/NOTES(1864;C--,MDD;Black). 60.00
N.Y./24/BR.PKT./OR U.S./32/NOTES(NM)(1866-68;C-27, MDD;Black). 50.00
N.YORK/24/BR.PKT./OR U.S./32/NOTES(NM)(1866-67;C-29, MDD;Black). 60.00
N.Y./24/BR.PKT./OR U.S./31/NOTES(--;C--,MDD;Black). . 50.00
N.Y./30/BR.PKT./OR U.S./40/NOTES(NM)(1863-67;C-26, MDD;Black). 50.00
Same/with 30/39 or 41(1867;C-26;Black) 50.00
N.YORK/30/BR.PKT./OR U.S./41/NOTES(NM)(1866-67;C-29, MDD;Black). 60.00
Same/with 30/45(1866;C-29;Black) 60.00
N.Y.-BR.PKT./33/OR U.S./45/NOTES(NM)(1866-67;C-28, MDD;Black). 85.00
N.Y./42/BR.PKT./OR U.S./61/NOTES(NM)(1866-68;C-27, MDD;Black). 60.00





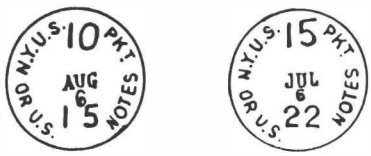


with "mustache":

N.Y./15/BR.PKT./OR U.S./28/NOTES(1863-67;C-26,MDD; Black). 60.00
N.Y./21/BR.PKT./OR U.S./28/NOTES(1863-67;C-26,MDD; Black). 65.00
N.Y./24/BR.PKT./OR U.S./33/NOTES(1863-67;C-26,MDD; Black). 50.00
N.YORK/24/BR.PKT./OR U.S./34/NOTES(1865-66;C-25,MDD; Black). 50.00
N.Y./24/BR.PKT./OR U.S./35/NOTES(1863-67;C-25,MDD; Black). 50.00
N.YORK/24/BR.PKT./OR U.S./46/NOTES(1863-67;C-26,MDD; Black). 60.00
N.YORK/24/BR.PKT./U.S./60/NOTES(1864-C--,MDD;Black) . 60.00
N.Y.BR.PKT./27/OR U.S./36/NOTES(1867;C--,MDD;Black) . 85.00
N.Y.BR.PKT./27/OR U.S./37/NOTES(1866-67;C-28,MDD; Black). 85.00
N.Y./30/BR.PKT./OR U.S./39/NOTES(1863-67;C-25,MDD; Black). 50.00
Same/with 30/41(1867;C-25;Black) 50.00
N.Y./34/BR.PKT./OR U.S./60/NOTES(1865;C-25,MDD;Black) 60.00
N.YORK/45/BR.PKT./U.S./59/NOTES(1863-67;C-26,MDD; Black). 75.00
N.Y./48/BR.PKT./OR U.S./63/NOTES(1863-67;C-26,MDD; Black). 75.00
N.Y./60/BR.PKT./OR U.S./84/NOTES(1863-67;C-25,MDD; Black). 85.00
513/270(186-;Ms;Blue crayon)(from Buenos Ayres) . . .100.00

This is the highest rate cover recorded. It contained six letters to be re-mailed from the patent office in Washington.

United States Packet Markings



N.Y.U.S./10/PKT./OR U.S./15/NOTES(1866;C-29,MDD; Black). 100.00
N.Y.U.S./15/PKT./OR U.S./22/NOTES(1867;C-29,MDD; Black). 100.00

French Packet Markings



N.Y./15/FRNH.PKT./OR U.S./30/NOTES(1864-68;C-25,MDD; Black). 150.00
N.Y./30/FRNH.PKT./OR U.S./38/NOTES(1864-68;C-25,MDD; Black). 150.00
N.Y./42/FRNH.PKT./OR U.S./59/NOTES(1864-68;C-25,MDD; Black). 150.00

Hamburg Packet Markings



N.YORK/15/HAMB.PKT./U.S./19/NOTES(NM)(1866;C-30,MDD; Black). 125.00
N.YORK/15/HAMB.PKT./U.S./20/NOTES(NM)(1867;C--,MDD; Black). 125.00
N.Y./20/HAMB.PKT./OR U.S./28/NOTES(NM)(1867;C-26,MDD; Black). 100.00



with "mustache":

N.Y./10/HAMB.PKT./OR U.S./13/NOTES(1863-67;C-25,MDD; Black). 100.00
N.Y./10/HAMB.PKT./OR U.S./14/NOTES(--;C--,MDD;Black).100.00
N.Y./15/HAMB.PKT./OR U.S./20/NOTES(1863-67;C-25,MDD; Black). 100.00
N.Y./15/HAMB.PKT./OR U.S./21/NOTES(1867;C-26,MDD; Black). 100.00
N.YORK/30/HAMB.PKT./OR U.S./46/NOTES(1867;C-25,MDD; Black). 100.00

Bremen Packet Markings



N.YORK/15/BREM.PKT./U.S./20/NOTES(NM)(1867;C-29,MDD; Black). 125.00
N.Y./15/BREM.PKT./OR U.S./21/NOTES(NM)(1863-67;C-25, MDD;Black). 100.00



with "mustache"

N.Y./10/BREM.PKT./OR U.S./13/NOTES(1864-67;C-26,MDD; Black). 100.00
N.Y./15/BREM.PKT./OR U.S./20/NOTES(1864-67;C-26,MDD; Black). 100.00
N.Y.BREM.PKT./20/OR U.S./28/NOTES(1867;C--,MDD; Black). 125.00



Single Value Markings, Straight Line

U.S.NOTES/32(1863;SL-34x17;Black) 75.00
Same/33(1863;SL--;Black) 75.00
Same/42(1863;SL--;Black) 75.00
Same/53(1864;SL--;Black) 75.00
Same/65(1863-65;SL-33x18;Black). 75.00
Same/90(1863;SL--;Black) 100.00
Same/101(1865;SL--;Black). 100.00
Same/104(1864;SL--;Black). 100.00
Same/240(1864;SL--;Black). 150.00



Single Value Markings, Circular, No Stars

NEW YORK/U.S./26/NOTES(1867-69;C-25,MDD;Black). . . . 60.00
Same/10,21 or 22(1868-69;C-25;Black) 60.00
Same/44(1868-69;C-26;Black). 60.00
NEW YORK/13/U.S.NOTES(1871;C-27,MDD;Black). 60.00
NEW YORK/29/U.S.NOTES(1872;C--,MDD;Black) 60.00
NEW YORK/78/U.S.NOTES(1869-72;C-27,MDD;Black) 60.00
NEW YORK/81/U.S.NOTES(1869;C--,MDD;Black) 70.00



Single Value Markings, Circular, With Stars

NEW YORK/20/U.S.NOTES(1872;C-25,MDD;Black). 60.00
Same/20(1872-73;C-26;Black). 60.00
Same/26(187-;C-25;Black) 60.00







U.S. Currency Due Markings

NEW YORK/Due 13/U.S.CURRENCY(1874-75;C-25,MDD;Black). 60.00
NEW YORK/DUE 10/U.S.CURRENCY(1873-75;C-25,MDD;Black). 60.00
Same/DUE 6(1874;C-26;Black). 60.00
Same/DUE 18(1874;C-25;Black) 75.00
NEW YORK/DUE/3/U.S.CURRENCY(1877-78;two attached with letter A between at bottom,C-19;Black). 35.00





NEW YORK/DUE/14/U.S.CURRENCY(1876-79;two attached C-19;Black) 25.00
NEW YORK/DUE 10 CTS.(1877;C-25,MDD;Black) 25.00
NEW-YORK/DUE 15 CTS.(1875-77;C-25,MDD;Black). 35.00
U.S.CHARGE TO COLLECT(1878;arc--;3 Cents[SL];--). . . 35.00

PHILADELPHIA, PA.











PHIL/24/ADA/32/IN U.S.NOTES(1867;C-25,MDD;Black). . .100.00
PHILA./19/U.S.NOTES(1868;C-24,MDD;Black). 100.00
IN U.S.NOTES/33(1867;C-31;Black). 125.00
Same/10(1871-74;C-26;Black). 125.00
Same/64(1867;C-31;Black) 175.00

PORTLAND, ME.







IN U.S.NOTES/61(1865;C-31;Black). 125.00
IN U.S.NOTES/62(1863-65;C-31;Black) 125.00
IN U.S.NOTES/88("88"ms)(1865;C-20;--) 125.00
U.S./61/NOTES(1863-64;C-21;Black) 150.00
U.S./65/NOTES(1865-67;C-21;Black) 150.00
U.S./66/NOTES(1863-64;C-21;Black) 150.00
U.S./97/NOTES(1867;C-21;Black). 150.00
U.S.NOTES 65(1863;C-20;Black) 125.00
U.S.NOTES 167(1864;Ms C-25;Black) 125.00







PORTLAND/24/AM.PKT./OR U.S./29/NOTES(1863;C-26;Black)125.00
Same/30/NOTES(1863-66;C-26;Black). 125.00
Same/32/NOTES(1866;C-26;Black) 125.00
Same/33/NOTES(1867;C-26;Black) 125.00
Same/34/NOTES(1866;C-26;Black) 125.00
Same/35/NOTES(1863;C-26;Black) 125.00
Same/41/NOTES(1864;C-26;Black) 125.00
Same/48/NOTES(1864-65;C-26;Black). 125.00
Same/50/NOTES(1864;C-26;Black) 125.00
PORT/15/LAND/OR U.S./29/NOTES(1864;C-25;Black). . . .125.00
Same/20/NOTES(1867;C-25;Black) 125.00
Same/21/NOTES(1866;C-25;Black) 125.00
Same/31/NOTES(1864-65;C-25;Black). 125.00
PORT/21/LAND/OR U.S./28/NOTES(1865;C-26;Black). . . .125.00
Same/29/NOTES(1866-68;C-26;--) 125.00
PORTLAND/15/AM.Pkt./OR U.S./20/NOTES(1865;C-26; Black). 125.00
Same/with 15/29,30,35 or 48(1865-67;C-28;Black). .125.00
PORTLAND/24/AM.PKT./OR U.S./29/NOTES(1863-67;C-26; Black). 125.00
Same/with 24/33,34,41,50,52 or 54(1863-67;C-26; Black). 125.00

SAN FRANCISCO, CA.

No depreciated currency markings from this Exchange office have been reported to the editors.

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

PRIVATE OCEAN SHIP NAME MARKINGS

The markings listed in this section were applied by private individuals or companies, ship owners, masters or pursers, forwarders, or others, and are not official U.S. Postal markings.

Ship Name | Marking Used | Date | Shape | Size | Color | Value

PR ACADIA

(Acadia)PR.ACADIA("R"small)(Atlantic Ocean)(1842-45; SL-29x3;Red). 225.00
PR ACADIA("R"normal)(Atlantic Ocean)(1844;SL-26.5x3.5;Red) 225.00

BY STEAMER AFRICA

(Africa)BY STEAMER AFRICA("Y","TEAMER"small)(Atlantic Ocean)(1857;SL-45x4;Black). 175.00
(Alexander)ALEXANDER(Atlantic Ocean)(1824;SL-28.5x2.5; Red). 400.00
(Algonquin)ALGONQUIN(Atlantic Ocean)(1829;SL-26x3; Black). 400.00
(Ann Crocker)Ann Crocker(Atlantic Ocean)(1819;SL-38x4.5;Black) 550.00



(Atlantic)SHIP.ATLANTIC/SAILED/*W.MATLOCK*(Atlantic Ocean)(1819-21;fancy oval 37x27,MDD;Red,Olive green). 500.00
PACKET SHIP ATLANTIC ABRAHAM BELL & CO OWNERS NO 33 PINE ST.NEW YORK.(Atlantic Ocean)(1819;three SL-73x18;Red) 750.00
BY STEAMER ATLANTIC("Y","TEAMER"small)(Atlantic Ocean)(1850-57;SL-33x4;Red,Black) 250.00

PER U.S. MAIL PACKET "ATLANTIC."

PER U.S.MAIL PACKET/"ATLANTIC"(Atlantic Ocean) (1850;SL-41.5x6.5;Red). 300.00

PR U.S. STEAMER "ATLANTIC."

U.S. STEAMER "ATLANTIC."(Atlantic Ocean)(1850;SL-45x2.5;Red) 200.00
(Boston)STEAMER BOSTON/F.F.KENDRICK CLERK(Mass.-Me. coast)(1855;C-35;Black) 300.00

PR. BRITANNIA.

(Britannia)PR.BRITANNIA("R"in"PR"small)(Atlantic Ocean)(1842;SL-39x3.5;Red). 250.00

PR CALEDONIA

(Caledonia)PR CALEDONIA(Atlantic Ocean)(1841-46; SL-40x3;Red). 250.00
PR.CALEDONIA("R"small)(Atlantic Ocean)(1846;SL-37x3.5;Red) 250.00

PR CAMBRIA

(Cambria)PR CAMBRIA(Atlantic Ocean)(1843;SL-30.5x3.5; Black). 250.00

Ship Name | Marking Used | Date | Shape | Size | Color | Value



(Camillus)CAMILLUS/SAILED/*I.BOYER*(Atlantic Ocean) (1821;scalloped oval 36x26,MDD;Black) 500.00

CAROLINE E. FOOTE.

(Caroline E. Foote)CAROLINE E. FOOTE(Pacific Ocean) (1855;SL-48x5.5;Black). 750.00
(China)VIA SAN FRANCISCO/Per"CHINA"(Atlantic and Pacific Oceans)(1867;SL-46x10.5;Black). 375.00

STMR. CITY OF NORFOLK

(City of Norfolk)STMR.CITY OF NORFOLK(Pacific Ocean) (1854;SL-56x5.5;Black). 750.00

PR. COLUMBIA.

(Columbia)PR.COLUMBIA.("R"small)(Atlantic Ocean) (1841-42;SL-36x3;Red) 250.00

STEAM PACKET COLUMBIA

(Columbia)STEAM PACKET/COLUMBIA(Gulf of Mexico)(1838-39;SL-41x9;Red;Black) 500.00
(Columbus)COLUMBUS(San Francisco-Panama)(1850;SL-20x2;Black) 750.00

PER STR COLUMBUS

PER STR COLUMBUS("R"in"STR"high)(San Francisco-Panama)(1850;SL-50x5;Red) 750.00



(Courier)AMERICAN PACKET./Courier./Wm.BOWNE("m"in"Wm" high)(Atlantic Ocean)(1819;DLDO-52x30;SHIP; Red). 450.00
PACKET SHIP COURIER.ABM.BELL & CO.OWNERS.NEW YORK. (Altantic Ocean)(1828;SL-82x18;Red) 750.00

Steam-Ship CRESCENT CITY.

(Crescent City)Steam-Ship CRESCENT CITY(N.Y.C. to Nicaragua)(1849;SL-61.5x16;Black) 2000.00
(Eastern City)EASTERN CITY(Boston-Me.-New Brunswick) (1855;C-32;10;Black). 300.00

PER SCHR. 'E.L.FROST.'

(E.L. Frost)PER SCHR 'E.L.FROST.'(Pacific Ocean) (1853;SL-57x5.5;Black). 1000.00

Ship Name	Marking Used	Date	Shape	Size	Color	Value

PacketBrigELIZA*

(Eliza)PacketBrigELIZA*(Atlantic Ocean)(1828-29;SL-59x7;Black) 1250.00

EMPIRE CITY

(Empire City)EMPIRE/CITY(N.Y.C.to Nicaragua)(1849;SL-21x12;Red). 1000.00



(Fanny)STEAMSHIP/+FANNY+(Gulf of Mexico)(1849;oval 36x21;Red). 350.00

BARK "FANNY MAJOR.

(Fanny Major)BARK "FANNY MAJOR."(various quotation marks)(Pacific Ocean)(1855;SL-55x6;Black) . . .750.00

"FRANCES PALMER."

(Frances Palmer)"FRANCES PALMER."(Pacific Ocean) (1855;SL-53x5;Black). 1000.00

PER FRANCES PALMER

PER FRANCES PALMER(Pacific Ocean)(1855;SL-66x5.5; Black). 1000.00

BAR. FRACIS PALMER

(Francis Palmer)BARK FRACIS PALMER(misspelled) (Pacific Ocean)(1855;SL-55x5.5;Red) 1750.00



NEW-YORK and HAVRE/STEAMER FRANKLIN/STEAM NAVIGATION COMP.(Atlantic Ocean)(1852,1861;DLDO-45,5x24;Blue) 500.00

(Friends)Pr*Ship*Friends*(Atlantic Ocean)(1821;SL-48x5;Red) 750.00

BY STR. FULTON

(Fulton)BY STR. FULTON("R"high)(Atlantic Ocean)(1860; SL-40x5;Black). 175.00

PER GENERAL PIERCE.

(General Pierce)PER GENERAL PIERCE.(Pacific Ocean) (1854;SL-55x5.5;Black). 1850.00

(Guide)Per U.S.STEAMER GUIDE.(Atlantic Ocean)(1863; C-34,YD;Black) Civil War Period use 350.00

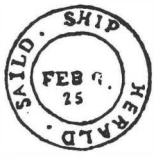
BY STR. HANSA

(Hansa)BY STR. HANSA("R"small)(Atlantic Ocean)(1853; SL-40x5;Blue) 175.00

Ship Name	Marking Used	Date	Shape	Size	Color	Value

(Henry Chauncey)P.M.S.S. HENRY CHAUNCEY.(Pacific Ocean)(1874;DC-28;Blue) 75.00

(Herald)SHIP HERALD P.FOX SAILED(Atlantic Ocean) (1819;DC-25;Blue,Black) 750.00



SHIP HERALD. SAILD.(Atlantic)(1819;DC-25,MDD; Blue,Green) 750.00

PR HIBERNIA

(Hibernia)PR.HIBERNIA(Atlantic Ocean)(1841- 44; SL-37x3;Red). 175.00

BY STR ILLINOIS

(Illinois)BY STR. ILLINOIS("R"high)(Atlantic Ocean) (1860;SL-44x5;Blue) 175.00

(Isabel R.Herbert)BRIG ISABEL R.HERBERT(South Atlantic)(1845;SL--;--). 650.00

PER STR ISTHMUS

(Isthmus)PER STR.ISTHMUS("R"in"STR"high)(Pacific Coast)(1850;SL-42x4;Red). 750.00

ISTHMUS

ISTHMUS(Pacific Coast)(1850;SL-19x4;Red) 750.00

PACKET SHIP



(James Munroe)JAMES MUNROE/WATKINSON/Sailed/1819/ LIVERPOOL.(Atlantic Ocean)(1819;DO-43x34,YMDD; PACKET SHIP[arc];Red) 600.00

JANE MACWILLIAM

(Jane MacWilliam)JANE/MACWILLIAM(Atlantic Ocean) (1823;SL-48x12;Black) 750.00

PACKET SHIP JOSEPHINE

ABRAHAM BELL & CO OWNERS

NO 33 PINE ST NEW YORK.

(Josephine)PACKET SHIP JOSEPHINE/ABRAHAM BELL & CO OWNERS/NO 33 PINE ST NEW YORK(Atlantic Ocean) (1829;3 SL-78x20;Red) 600.00

(Lancaster)LANCASTER(Atlantic Ocean)(1819;SL-46x5; Black). 750.00

Ship Name	Marking Used	Date	Shape	Size	Color	Value



(Milo)SHIP MILO./Sail.d/S.G.BRONSON.(Atlantic Ocean) (1815-23;dotted DC-24-26,MDD;Blue,Green). . . 550.00
(Montezuma)MONTEZUMA(1824;SL-32x3;Red,Red-brown). . .450.00

.S P.NEW YORK.

(New York).S P.NEW YORK.(Atlantic Coast & Gulf of Mexico)(1839;SL-38.5x3.5;Black) 850.00

PacketBrigORION.

(Orion)PacketBrigORION*(Atlantic Ocean)(1828;SL-59.5x7;Black) 600.00
(Orpheus)ORPHEUS(Atlantic Ocean)(1834;SL-23x3;Red). .500.00
(Pampero)STEAMSHIP/PAMPERO/W.C.FLANDERS/MASTER(Gulf of Mexico)(1851;oval 48x34;Red) 500.00

PARAGON

(Paragon)PARAGON(Atlantic Ocean)(1824;SL-21x3;Black).600.00

PENINSULA

(Peninsula)PENINSULA(Atlantic Ocean)(1850;SL-39x6; Blue) 250.00

SCHOONER 'RESTLESS.'

(Restless)SCHOONER"RESTLESS."(San Fran-Hawaii)(1853; SL-56x6;Red). 850.00

PACKET SHIP ROBERT FULTON
ABRAHAM BELL & CO OWNERS
PINE ST NEW YORK

(Robert Fulton)PACKET SHIP ROBERT FULTON/ABRAHAM BELL & CO OWNERS/PINE ST NEW YORK(Atlantic Ocean) (1828;SL-74x19;Red) 750.00
(Russia)BY STR. RUSSIA(Atlantic Ocean)(1867;SL-40x5; Black). 175.00

PER BELFAST & N W YORK PACKET
SHIP SARAH SHEALE
MALCOM ON & BELL AGENTS
NO 9 DONEGALL QUAY BELFAST

(Sarah Sheale)PER BELFAST & NEW YORK PACKET/SHIP SARAH SHEALE/MALCOMSON & BELL AGENTS/NO 9 DONE-GALLQUAY BELFAST(Atlantic Ocean)(1835;SL-88x251;Red) 750.00



(Saratoga)NEW YORK AND CUBA MAIL SHIP LINE/STEAMSHIP/ SARATOGA(Atlantic Ocean)(1878;DLO-49x30; Magenta). 150.00



(Sierra Nevada)STMR.SIERRA NEVADA VIA NICARAGUA ADVANCE OF THE MAILS(San Francisco-Panama) (1852;oval 50x33;Red) 600.00

PER'SPITFIRE

(Spitfire)PER 'SPITFIRE(Pacific Ocean)(1855;SL-30x5, MDD;Black). 1000.00

Telegraph*H*Coffin

(Telegraph)Telegraph*H*Coffin(Atlantic Ocean)(1816; SL-73x5.5;Red). 1000.00
Same:Telegraph*H*Coffin*Liv1(1816;SL-Box 55; Black). 1000.00



SHIP TELEGRAPH H.COFFIN.(Atlantic Ocean)(1818-19; framed arc 44x5 & box 30x5;Red) 300.00

BrigThacher.

(Thacher)Brig Thacher(Atlantic Ocean)(1828;SL-38x5; Black). 750.00

T*Robinson

(T.Robinson)T*Robinson(Atlantic Ocean)(1810-SL-34x5.5;Black,Brown) 2000.00
(Tuscarora)TUSCARORA(Atlantic Ocean)(1824;SL-37x2.5; Red-brown). 850.00

SCHOONER 'VAQUERO.'

(Vaquero)SCHOONER"VAQUERO."(California-Hawaii)(1854-55;SL-56x5.5;Black) 750.00
PER'VAQUERO.'(California-Hawaii)(1855;SL-37x5;Red, Black). 750.00

BY STEAMER WASHINGTON

(Washington)BY STEAMER WASHINGTON("Y","TEAMER"small) (Atlantic Ocean)(1856;SL-53.5x3.5;Black). . . .175.00

PACKET SHIP WILSON
MALCOMSON & BELL AGENTS
NO 9 DONEGALL QUAY BELFAST

(Wilson)PACKET SHIP WILSON/MALCOMSON & BELL AGENTS/ No 9 DONEGALL QUAY BELFAST(Atlantic Ocean) (1828;SL-87x21;Red) 600.00
(Wilson Fuller)Brig Wilson Fuller(Atlantic Ocean) (1823;SL-24.5x2.5;Red). 500.00

Ship Name	Marking Used	Date	Shape	Size	Color	Value

STEAMER WINFIELD SCOTT

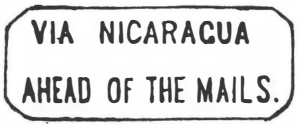
(Winfield Scott)STEAMER/WINFIELD SCOTT(Pacific Coast)(1851;SL-50x9;Red). 1000.00

PER BARK YANKEE.

(Yankee)PER BARK YANKEE(Pacific Ocean)(1856;SL-56x5.5; Black). 1000.00

"VIA NICARAGUA" Markings

These unofficial markings were intended to draw attention to the fact that mail and passengers could travel this route in less time than required via the Panama route. Only those markings seen on stampless covers are listed here, other types exist on stamped mail. For similar appearing markings, see listings under SAN FRANCISCO - "Letter Bag Operators". Page 70.



VIA NICARAGUA/AHEAD OF THE MAILS.(1853;truncated rectangle 56x22;Red,Blue). 750.00



VIA NICARAGUA/IN ADVANCE OF THE MAILS.(1853;DLO-50x28;Black). 750.00



NICARAGUA LINE/IN ADVANCE/OF THE MAIL.(1854;oval 46x27;Blue) 1000.00
See also,(Sierra Nevada) above.

For additional information regarding Private Maritime Markings see: "Vessel Named Markings on United States Inland and Ocean Waterways 1810-1890" by James W. Milgram, M.D., published by Collectors Club of Chicago, 1984.

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

PRIVATE U.S. FORWARDERS MARKINGS ON INCOMING AND OUTGOING OCEAN MAIL

The forwarding of ocean mail between many countries was carried on very extensively by private firms or individuals during the first half of the nineteenth century. The "Philatelist", a London paper, stated that "Forwarding Agents are really in the line of descent from the old Coffee House Keepers of the 18th century who hung up bags of letters to go by ships due to sail". These coffee houses, in the early days of New York also received mail from incoming ships and placed it on public inspection to be claimed by the addressee. A nominal charge was usually made for this service by the coffee house proprietors.

American forwarding agents markings in manuscript are known in the late 18th century. Handstamped markings appeared in the early 1800's and the commonest type is oval in shape with the word FORWARDED BY preceding the name of the agent and his town location.

Many of the U.S. Forwarding Agents were located in New York City. A typical outgoing service was to carry the letter by ship to the country in the address, depositing it in a convenient post office. Incoming letters were usually deposited in the local post office for delivery inside the U.S. However, letters were often received from nearby countries such as Cuba and Mexico and forwarded across the Atlantic. In these cases, the agent apparently performed two functions.

While little is known about charges for these services, it seems most likely that fees must have been paid at least to cover the expense involved. The forwarding agents made it possible for clients to prepay the postage involved - a service that was not provided through regular postal channels until the middle of the 19th century.

This listing is confined to handstamped markings with the exception of a few early manuscript markings before 1800. It lists markings without "FORWARDED BY" if the letter is known not to have originated with the firm or person in handstamp. These markings, both with and without "FORWARDED BY" were used sometimes by the agent on his own mail, and in such cases the marking is of lesser value.

For further information on Forwarders Markings and usages see: "The Postal History of the Forwarding Agents", by Kenneth Rowe, Hartmann, 1984.

LISTING BY CITIES

BALTIMORE

Name	Marking	Date	Shape & Size	Color	Value





(Adair)FORWARDED BY/W.& T.ADAIR/BALTIMORE(1838;DLO-38x25;Red). 150.00
(Brune)FORWARDED BY/W.BRUNE & SON/BALTIMORE(1839-40; oval 33x23;Black) 100.00





(Cohen)FORWARDED BY/E.P.COHEN,/BALTIMORE.(1848;oval 31x22;Black). 150.00
(Dallam & Carroll)FORWARDED BY/DALLAM & CARROLL/ BALTIMORE(1853;oval 38x18;Black). 150.00

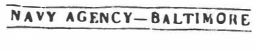
Name	Marking	Date	Shape & Size	Color	Value





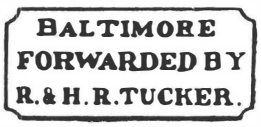
(Jenkins)FORWARDED BY/H.JENKINS & Co./BALTIMORE (1860;oval 38x18.5;Black) 150.00
(Montell)FORWARDED/-by-/FRANCIS.T.MONTELL/BALTIMORE. (1846;oval 45x22;Black) 150.00





(Navy Agency)NAVY AGENCY BALT./US(1850's;negative C-24;Blue). 2000.00
NAVY AGENCY-BALTIMORE(1850's;SL-52x5,between two lines;Blue) 1750.00





(Stirling & Ahrens)FORWARDED BY/STIRLING & AHRENS/ BALTIMORE.(1858;oval 40x25;Blue-green). 150.00
(Tucker)BALTIMORE/FORWARDED BY/R.& H.R.TUCKER.(1845; box 54x24;Black). 150.00



(Wright)FORWARDED BY/W.H.D.C.WRIGHT./BALTO.(1860's; scalloped oval 30x21;Black) 150.00

BOSTON



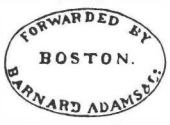


(A.B.C.F.M.)FORWARDED.BY/J.M.GORDON/TREASURER/A.B.C. F.M./BOSTON.(1855-59;oval 34x25;Red,Black). . .150.00
(American)FORWARDED BY/AMERICAN MAIL CO./No.12 STATE ST.BOSTON(1844;SL-52x10;Red). 175.00





(Baptist)FORWARDED FROM THE/BAPTIST MISS.ROOMS./ BOSTON.(1843-50;oval 45x25;Red) 150.00
Forw'd from/BAPTIST MISS.ROOMS/BOSTON(1857; oval 38x24;Red). 175.00
(Barnard)FORWARDED BY/BARNARD & CO./BOSTON.(1853-56; oval--;Red) 150.00





(Barnard,Adams)FORWARDED BY/BOSTON./BARNARD ADAMS & Co.(1833 ;oval 47x31;Red) 250.00
(Bates)FORWARDED BY/BOSTON./* E.C.BATES *(1843-44; DLO-24x17;Red). 150.00
(Burgess)FORWARDED/BY/B.BURGESS & SONS,/BOSTON.(1845; C-28;Red) 250.00
(Clark)FORWARDED/BY/E.G.CLARK & CO./BOSTON(1859; oval 35x26;Red,Black) 100.00
(Davenport)FORWARDED/BY/DAVENPORT & CO./29-1/2 STATE STREET/BOSTON(1845;oval 34x21.5;Brown,Black, Red). 275.00

Name	Marking	Date	Shape & Size	Color	Value







(Favor)Forwarded by/FAVOR'S/Package Express./7 State St.,Boston./Waterhouse,St.John/Wadworth,Eastport(1850-52;box 30x25;STEAM[black];Red). 250.00
(Gossler)FORWARDED/BY/GOSSLER & Co./BOSTON.(1842-48; oval 33x17;Black) 100.00
(Gray)Forwarded by/GEO.H.GRAY & Co./BOSTON.(1846-47; oval 28x20;Black,Red)(on foreign mail 50.00
(See Private Letter Mail section for domestic use.)





(Harnden)FORWARDED BY/HARNDENS/EXPRESS/FROM/BOSTON (1839-45;C-36;Red,Black) See also Private Letter Mail listing 200.00
FORWARDED BY/HARNDEN & CO/BOSTON(1846-48;oval 39x27;Red). 75.00

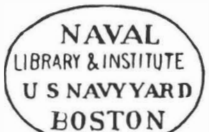


FORWARDED FROM/HARNDEN'S/PACKAGE EXPRESS & FOREIGN /LETTER OFFICE/NO.8 COURT ST.BOSTON(1840-46; oval 40x26;Red,Blue) See also Private Letter Mail listing. 175.00





(Judson Andrews)FORWARDED BY/BOSTON/JUDSON ANDREWS & Co.(1844-49;oval 39x28;Black) 100.00
(Lewis)FORWARDED/BY/A.S.& W.G.LEWIS./BOSTON.(1847-57; oval 41x23;Red,Black) 150.00





(Naval Library)NAVAL/LIBRARY & INSTITUTE/U.S.NAVY YARD/BOSTON(1846;oval 46x30;Black). 850.00
NAVAL LIBRARY & INSTITUTE/U.S.NAVY YARD/BOSTON (1847;C-36;Black) 1000.00
(Overton)FORWARDED/BY/OVERTON & CO./29-1/2 STATE STREET/BOSTON.(1844-45;oval 34x21;Red,Black). .225.00





(Thwing)FORWARDED BY/BOSTON./S.C.THWING & CO.(1846-47; DO-34x21;Black) 150.00
(Ward)FORWD.BY/T.W.WARD/BOSTON(1841-48;oval 30x21; Red). 150.00

Name	Marking	Date	Shape & Size	Color	Value

BROOKLYN





(Naval Lyceum)U.S.NAVAL LYCEUM(1835-52;oval 38x27, ship in center;Black) used by U.S.Navy. 500.00
FORWARDED/BY THE/U.S.NAVAL/LYCEUM(1835;DLO-60x50, picture of ship;Black) backstamp. 1000.00

CHARLESTON, S.C.

(Edmonston)FORWARDED BY/C.EDMONSTON & CO./CHARLESTON, S.C.(1836-37;DL box 53x32;Red). 175.00
(Herckenrath & Lowndes)FORWARDED BY/HERCKENRATH & LOWNDES/CHARLESTON(1841-2;oval 48x22;Black) . .200.00
(Pezant)J.C.PEZANT & CO./CHARLESTON S.C.(1840;DC-29-19;Black). 200.00

GALVESTON, TX.



(James)FORWARDED BY/A.F.JAMES/COM.MERCHANT/GALVESTON/ TEXAS.(1840;oval 41x30;Black) Republic period .750.00

HAWAIIAN ISLANDS



(Bolles)Forwarded by/BOLLES & CO./Lahaina,Maui(1860; truncated box 30x23;Red). 450.00
(Brewer)Forwarded by/C.BREWER & CO.(1844-46;oval 49x30;Red). 300.00
(Bush)FORWARDED BY/BUSH & CO./LAHAINA(1850;truncated box--;Red). 600.00
(Everett)Forwarded by/A.P.Everett/Honolulu,H.I.(1852-57; oval 38x28;Red) 500.00



(Fitch)FORWARDED BY/H.T.FITCH./HONOLULU(1853-55; octagon 40x21;Red,Black). 450.00
(Hackfeld)FORWARDED BY/H.HACKFELD & Co/HONOLULU H.I. (1864-67;DLO-38x16;--). 500.00



(Makee Anthon)FORWARDED BY/SANDWICH ISLANDS/MAKEE ANTHON & CO.(1849-50;oval 41x24;Red) 600.00



(Porter & Ogden)Forwarded by/Porter & Ogden/Honolulu (1850-52;oval 33x18;Red,Black). 600.00

Name	Marking	Date	Shape & Size	Color	Value



(Thomas Spencer)FORWARDED BY/THOMAS SPENCER/SHIP CHANDLER/HONOLULU/SANDWICH ISLANDS.(1850-57; octagon 43x23;Red,Black). 600.00

(Starkey Tanun)Forwarded By/Starkey Tanun & Co./ Honolulu Oahu(script letters)(1849-50;oval 40x23;Red). 750.00

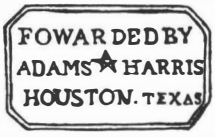


(Waldo)FORWARDED BY/WALDO & CO./MAUI.(1846-47;box 36x18;Red). 750.00

HOLMES HOLE, MA.

(Holmes)FORWARDED/-BY-/Holmes & Bro./SHIP CHANDLERS,/ HOLMES' HOLE./MASS.(1861;shield 33x35;Black). .250.00

HOUSTON, TX.



(Adams & Harris)(FORWARDED BY/ADAMS * HARRIS/HOUSTON. TEXAS(1839;DL octagon--;Black) Republic period.850.00

KANAGAWA, JAPAN



(U.S.Consul)*FORWARDED BY*/U.S.CONSUL/Kanagawa,Japan (1866;DLO-45x31;Black). 1500.00

MAZATLAN, MEXICO

Forwarders of California Mail

(Scarborough)PORT OF MAZATLAN/FORWARDED BY/WN.SCAR-BOROUGH & CO.(1842-44;box 62x26;Black). 150.00

MOBILE

(Bell)*FORWARDED BY*/MOBILE/J.BELL JR & Co.(1849-50; DO-36x16;Black,Blue). 200.00

MONTEREY, CA.



(Larkin)FORWARDED BY/CALIFORNIA/THOMAS O.LARKIN/ MONTEREY(1843-46;DO-43x28;Black). 2000.00

Name	Marking	Date	Shape & Size	Color	Value

NEW ORLEANS



(Babcock & Fennell)FORWARDED BY/BABCOCK & FENNELL/ NEW ORLEANS(1851;oval 38x27;Red). 150.00

Forwarded by
WILLIAM BRYAN,
Ge'nl Ag't for Texas.

(William Bryan) Forwarded by/WILLIAM BRYAN/Ge'nl Ag't for Texas(1836;SL-35.5x11.5;Black). 750.00

FORWARDED. BY.
WILLIAM. BRYAN.

FORWARDED.BY./WILLIAM.BRYAN.(1842;SL-49x10;Black).600.00



FORWARDED BY/WILLIAM BRYAN/NEW-ORLEANS)1842;DO-54x21;Black). 600.00

See also Special Texas Republic Markings under Texas listings in Volume I.

(Caballero)J.N.CABALLERO/*NEW ORLEANS*(1854;DO-29x13; Red). 75.00



(Camerden)FORWARDED BY/FREDR.CAMERDEN/NEW ORLEANS (1852;DLO-43x29;Black). 100.00



(Costa)*ANTONIO COSTA*/N.ORLEANS LA-(1858;DO-45x24; Black). 150.00



(Cramer)*CRAMER & Co-*/NEW ORLEANS.(1854;DO-36x19; Blue) 150.00

(Dodge)FORWARDED BY/DODGE & CO./EXPRESS(1851;oval 37x27;Red). 100.00



(Egana)JUAN Y.DE EGANA/*NEW ORLEANS*(1849-55;DO-28x13; Red). 100.00



(Forstall)FORWARDED/BY E.J.FORSTALL./NEW-ORLEANS. (1858-59;oval 41x19;Blue) 75.00

(Frey)FORWARDED BY/FREDK.FREY & CO./NEW ORLEANS(1834; oval 39x28;Red) 175.00

(Gorrisson)GORRISSON BROTHERS/NEW ORLEANS(1848;DO-45x13;Black). 175.00

(Great Western)FORWARDED BY/GREAT WESTERN EXPRESS./ OFFICE 57 CAMP ST./NEW ORLEANS(1854;DO--;Red) .200.00

(Hermann)FORWARDED BY/NEW ORLEANS/HERMANN & CO(1832-36;oval 38x24;Red,Black). 100.00

Name	Marking	Date	Shape & Size	Color	Value

(Lanfear)FORWARDED BY AMBROSE LANFEAR & Co./NEW ORLEANS(1849;DO-32x22;Red) 125.00

(Merle)FORWARDED BY/Jno.A.MERLE & Co./NEW-ORLEANS (1835-55;oval 41x26;Black) 100.00



(Oliver)FORWARDED BY/G.W.OLIVER & Co./NEW ORLEANS. (1857-60;oval 26x19;Green,Blue) 100.00

(Payro)MANUEL PAYRO./*NEW ORLEANS*(1847-78;DO-37x17; Blue) 50.00

(Schmidt)FORWARDED BY/*SCHMIDT & Co.*/NEW-ORLEANS. (1841;oval 43x26;Red,Black) 150.00



FORWARDED BY/**SCHMIDT & Co.**/NEW ORLEANS. (1840-49;oval 49x17;Red,Black) 100.00

(Zacharie)RECEIVED AND FORWARDED BY/J.W.ZACHARIE & CO./NEW ORLEANS(1850-59;oval 43x21;Red) 100.00



J.W.ZACHARIE,/*NEW ORLEANS.*(1858-59;DO-28x22; Red). 75.00

NEW YORK CITY

(American & Foreign)AMERICAN & FOREIGN AGENCY OFFICE 49 WALL STREET,NEW YORK/TRANSMITTED BY YOUR MOST OBT.SERVT./AARON H.PALMER(1831-34;box 70x32,YMDD;Black) 175.00

AMERICAN AND FOREIGN AGENCY/Office 49 Wall St., New York/Transmitted by/Your most obedient servant/AARON H.PALMER(1834;box 70x32,YMDD; Red). 200.00



AMERICAN & FOREIGN AGENCY/NEW YORK(1837-40;box 70x24,YMDD;Red) 250.00



(Aymar)FORWARDED/BY/AYMAR & Co./NEW-YORK(1839-44; oval 54x32;Red) 100.00

Same(1847-52,1860;oval 39x25;Red,Blue) 100.00

(Bache,McEvers)RECEIVED AND/FORWARDED BY/BACHE,Mc EVERS/NEW YORK.(1830-36;SL-31x12;Red) 100.00

(Baiz)FORWARDED BY/A.BAIZ/NEW YORK.(1859;DLO--;Blue, Black). 75.00

(Barclay & Livingston)FORWARDED/BY/BARCLAY & LIVINGSTON/NEW-YORK(1837;DLO-40x23;Red) 175.00

Same(1851-54;DLO-40x23;Red,Black). 100.00

Forwarded by/NEW-YORK./MESSRS.BARCLAY & LIVINGSTON (1851;oval 44x29;Red) 100.00

MESSRS.BARCLAY & LIVINGSTON/NEW-YORK.(c.1857; oval 31x25;Black) 100.00

(Bartlet & Balch)FORWARDED BY/BARTLET & BALCH/NEW-YORK(1827;oval 38x24;Black) 175.00

(Bech & Kunhardt)FWD'D.BECH & KUNHARDT/NEW-YORK (1854;DO-53x25;Black) 150.00

(Bell)FORWARDED BY/ABRAHAM BELL & CO./NEW-YORK(1839-49;oval 41x23;Red,Black). 100.00

(Bishop)FORWARDED BY/JAMES BISHOP & Co./NEW YORK (1856;oval 36x23;Blue). 100.00

(Blanco)FORWARDED BY/B.BLANCO/NEW YORK(1857;oval--; Red). 75.00

Name	Marking	Date	Shape & Size	Color	Value

(Bleidorn)FORWARDED/M.BLEIDORN/NEW YORK(1850;SL-26x14,YMDD;Blue). 150.00



(Bond,Whitwell)FORWARDED BY/BOND,WHITWELL & Co./NEW-YORK.(1837;oval 44x21;Red). 125.00

(Booth & Edgar)FORWARDED BY/BOOTH & EDGAR/NEW YORK (1851;octagon 33x17;Red). 150.00



(Brett)FORWARDED BY/BRETT,SON & CO.(1863;DO--;Red). . 75.00

(Bruguiere)F.A.BRUGUIERE/NEW-YORK.(1855;DO-32x17, YMDD[ms];Blue). 100.00

(Breuguiere & Thebaud)BRUGUIERE & THEBAUD/NEW-YORK (1860-61;DO-36x20;Red). 100.00

(Bullock,Lyman)FORWARDED BY/*NEW-YORK*/BULLOCK, LYMAN & Co.(1836;oval 40x27;Red). 150.00

(B,M & G)FORWd.BY/No/B,M & G.N.Y.(1838;DLO-33x25; Red). 150.00

(Brown)BROWN BROTHERS & CO./NEW YORK.(1859;oval 43x20;Blue) 100.00

(Carnes)Received & Forward by/F.& N.G.Carnes/New York (1837;oval 45x24;Red) 100.00

(Cary)FORWARDED BY/CARY & CO./NEW YORK(1839-46;oval 38x23;Red). 100.00

(Collomb & Iselin)FORWARDED BY/NEW YORK./COLLOMB & ISELIN.(1839-47;oval 48x32;Black) 100.00

(Corning,Bento)FORWARDED BY/CORNING,BENTO & Co.84 SOUTH ST.,N.Y.(1856;oval 48x25,YMDD[ms];Red). .100.00

(Cottenet)FORWARDED BY/F.COTTENET & Co./NEW YORK (1845-54;oval 44x27;Red). 100.00

(Cottenet & Atherton)FORWARDED BY/F.COTTENET & ATHERTON/NEW YORK(1855;oval 48x29;Red) 100.00

(Crocker & Warren)FORWARDED BY/NEW YORK/CROCKER & WARREN(1844-48;oval 24x15;Black,RED). 100.00

(Curtis)DANIEL CURTIS JR./NEW-YORK(1849-50;oval 31x19,YMDD[ms];Red,Black) 100.00

(De Cordova)HENRY DE CORDOVA/& CO./Forwarded by/NEW YORK(1863;oval 26x17;Black) 75.00

(de Escoriaza)J.M.& L.de ESCORIAZA/*NEW YORK*(1868-69;oval 35x21,YMDD;Blue). 100.00

(De Forest)FORWARDED BY/WM.W.DE FOREST & Co./NEW-YORK.(1839-49;oval 47x30;Black,Red) 100.00

(De Jonge)FORWARDED BY/DE JONGE BRO'S & Co./NEW YORK (1852;oval 50x23;Blue). 100.00

(De Luze)FORWARDED BY/L.P.DE LUZE & Co./NEW YORK. (1840;oval 45x23;Blue). 125.00

(Dennistoun,Wood)New York Received/Forwarded by Dennistoun,Wood & Co.(1849;SL-72x12,YMDD[ms];Red) .100.00

FORWARDED BY/DENNISTOUN,WOOD & Co./NEW-YORK.(1850-52;DLO-46x22;Red) 100.00

(Depew & Neale)FORWARDED BY/DEPEW & NEALE/NEW YORK (1853;oval 31x11;Red) 100.00

(De Pumarejo)FORWARDED BY/M.J.DE PUMAREJO/NEW YORK. (1863;oval 28x14;Blue). 50.00

(De Rham)FORWARDED BY/DE RHAM & Co./NEW YORK(1859-77; oval 39x21;Red,Blue,Purple) 100.00

(De Rham & Moore)FORWARDED BY/DE RHAM & MOORE/NEW-YORK.(1824-41;oval 45x22;Red,Black) 100.00

(De Rham,Iselin & Moore)FORWARDED BY/NEW-YORK/DE RHAM ISELIN & MOORE(1828-32;oval 45x23;Black). . . .100.00

(Des Arts)THEODORE DES ARTS/NEW YORK(1843-44;DLO-35x17,YMDD[ms];Red) 125.00



(De Sola)B.DE SOLA./NEW YORK.(1877;DO--;"Enclosed/to/ &/forwarded/by"[ms in center,red];Magenta). . .125.00

(Douglass)FORWARDED by/GEO.DOUGLASS/NEW-YORK(1827-34; DLO-40x27;Red). 100.00

FORWARDED BY/GEO.DOUGLASS & Co/NEW YORK(1834-36; DLO-38x25;Red). 100.00

Name	Marking	Date	Shape & Size	Color	Value



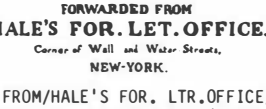
(Dovale)FORWARDED BY/DOVALE & CO./NEW YORK.(1855-63; DLO-33x16;Blue) 50.00
DOVALE & CO./NEW-YORK.(1863;oval 29x17,YMDD;Black) 75.00



(Duncan Sherman)FORWARDED BY/NEW-YORK/DUNCAN SHERMAN & Co.(1860;oval--;Blue) 125.00
(Dunscomb)FORWARDED BY/DUNSCOMB BROTHERS/NEW YORK. (1834;oval 49x28;Red,Black) 100.00
(Dunscomb,Cook)FORWARDED BY/DUNSCOMB,COOK & CO.(1850; oval 36x18;Red) 100.00
(Durand)FORWARDED BY/JOHN DURAND & Co./NEW-YORK(1848-58;oval 38x23;Dark red) 100.00
(Edmonston)FORWARDED BY/NEW YORK/EDMONSTON BROTHERS (--;oval--;Greenish blue) 50.00
(Everett & Brown)FORWARDED BY/EVERETT & BROWN/NEW YORK(1852-59;oval 45x25;Red,Purple) 100.00
(Faber & Merle)RECEIVED & FORWARDED/BY/FABER & MERLE /NEW-YORK(1834-35;oval 34x26;Olive,Red) 100.00
(Fish,Grinnell)FORWARDED BY/FISH,GRINNELL & Co./NEW-YORK.(1832-33;oval 41x27;Black) 100.00
(Fort & Lindan)FORT & LINDAN/NEW-YORK(1855-57;oval 36x19;Red,Black). 100.00
(Fowler)FORWARDED/BY/JOSEPH FOWLER & SONS/NEW YORK (1840;octagon 44x19;Black). 100.00



(Gilpin's)FORWARDED THROUGH/GILPINS EXCHANGE/READING ROOM AND/FOREIGN LETTER OFFICE/N-YORK.(1838-48; oval 50x29;Red,Black) 125.00
(Goodhue)FORWARDED BY/NEW YORK/GOODHUE & Co(1830-61; oval 38x22;Red) 100.00
(Gordon & McAuliff)FORWARDED BY/GORDON & McAULIFF NEW YORK.(1845-65;oval 42x20;Black) 100.00
(Gordon & Talbot)GORDON & TALBOT/N.Y.("Forwarded by" in ms above)(1854-55;oval 24x15;Red). 100.00
(Gordon,Bruce & McAuliff)FORWARDED BY/GORDON,BRUCE & McAULIFF/NEW YORK(1865;oval--;Black). 50.00
(Gracie & Sargent)Forwarded by/Gracie & Sargent/New-York.(1839;oval 28x22;Red). 100.00
(Greene)AGENCY AT NEW YORK/OF/GREENE & Co./PARIS/E. THAYER(--;DO-31x24;Blue). 50.00
(Grinnell,Minturn)FORWARDED BY/GRINNELL,MINTURN & CO./NEW-YORK(1834-43;DLO-48x28;Red,Black) . . .100.00
(Guiet Savoy)*FORWARDED BY*/NEW YORK/GUIET SAVOY & Co.(1859;DO-40x18;Red). 100.00



(Hale)FORWARDED FROM/HALE'S FOR. LTR.OFFICE/Corner of Wall and Water Streets/NEW YORK(1838-42;SL-60x8;Red) 100.00
FROM/HALES NEWS ROOM/NEW YORK(1838-41;SL-44x14; Red). 100.00
FORWARDED FROM/HALE'S NEWS ROOM AND FOREIGN LETTER OFFICE/NEW YORK(1841;SL-45x15;Red). 150.00
FORWARDED FROM/HALE'S NEWS ROOM/AND SHIP LETTER/ OFFICE/NEW-YORK(1841-42;SL-44x13;Red) 125.00
FORWARDED THROUGH/HALE'S/FOREIGN LETTER OFFICE,/ NEW YORK.(1842;SL-52x13;Red). 150.00
See also numerous Hale markings under Private Letter Mail and Express Company listings.
(Hargous)HARGOUS BROTHERS/NEW-YORK(1852-57;DO-30x18; Red). 75.00
HARGOUS & Co./NEW YORK(1864;DO-30x17;Black). . . . 75.00
(Harmony & Herques)FORWARDED BY/HARMONY & HERQUES. (1864;oval--;Blue). 75.00

Name	Marking	Date	Shape & Size	Color	Value

(Harmony's Nephews)FORWARDED BY/P.HARMONY'S NEPHEWS & CO.(1843-56;DO-44x18;Black) 100.00
P.HARMONY'S NEPHEWS & CO./NEW-YORK(1859;oval 40x 27;Red). 100.00
(Harnden)HARNDEN & CO'S/EXPRESS/NEW YORK(1830-44; oval 31x18;Red) 100.00



FORWARDED FROM/HARNDENS/PACKAGE EXPRESS & FOREIGN/ LETTER OFFICE/No.2 WALL ST.NEW YORK(1840-43; oval 40x27;Red) 125.00
(Heckscher)FORWARDED BY/NEW YORK/C.A.& E.HECKSCHER (1832-37;oval 35x23,MDD[ms];Red). 100.00
(Heckscher & Coster)FORWARDED BY/NEW YORK./HECKSCHER & COSTER(1841;oval 44x27;Red) 100.00



(Heckscher,Coster & Matfield)FORWARDED BY/NEW YORK/ HECKSCHER,COSTER & MATFIELD(1837-39;oval 43x27, YMDD[ms];Red) 150.00
(Herckenrath & Van Damme)FORWARDED BY/HERCKENRATH & VAN DAMME/NEW YORK(1826-45;oval 48x23;Blue, Green,Black). 125.00
FORWARDED BY/HERCKENRATH/& VAN DAMME/N.YORK(1848-50;oval 36x19;Blue,Black) 100.00
(Hogan & Milne)FORWARDED BY/HOGAN & MILNE/NEW-YORK (1836-37;oval 42x27;Black). 50.00
(Howard)FORWARDED/BY/J.HOWARD & SON/NEW-YORK(1846; oval 33x23;Black) 100.00
(Howland)FORWARDED BY/G.C.& S.HOWLAND/NEW-YORK(1826-34;box 43x17;Red) 100.00
(Howland & Aspinwall)FORWARDED BY/NEW-YORK/HOWLAND & ASPINWALL(1835;oval 50x23;Red). 100.00
FORWARDED BY/HOWLAND & ASPINWALL/NEW-YORK(1837-51;oval 47x27;Red,Black). 100.00



(Hudson)FORWARDED THROUGH/HUDSON'S NEWS ROOM/& FOREIGN SHIP/LETTER OFFICE/NEW YORK(1835-38; oval 48x35;Black) 150.00



(Hussey & Mackay)FORWARDED BY/HUSSEY & MACKAY,/NEW YORK(1847;oval 50x33;Red) 100.00
(Irvin)FORWARDED/BY/THOS.IRVIN & CO./NEW YORK(1827-28;oval 44x25;Black). 100.00
(Kenyon)BY KENYON'S/FOREIGN LETTER/OFFICE/N.YORK (1847;oval 45x26;Red) 150.00
Same(1851;C--;Red) 150.00
(King)FORWARDED BY/PETER V.KING & CO./NEW YORK.(1854; oval 42x22;Red) 100.00
(Lasala)FORWARDED BY JOHN LASALA/*N.YORK*(1841;DO-40x21,MDD[ms];Black). 100.00
FORWARDED BY/JOHN B.LASALA & Co./NEW YORK(1842; truncated box 41x20;Black). 100.00
(Laurie)Forwarded/by/GEO & JOHN LAURIE./NEW YORK (1841-50;oval 44x22;Red). 100.00
(Lentilhon)FORWARDED/NEW-YORK/LENTILHON & CO.(1839-42;oval 45x24;Red,Black). 100.00
(Leroy & Bayard)New York/Received and forwarded/by Yr.H.Sert/Leroy & Bayard(1794;Ms;Black) 100.00

Name	Marking	Date	Shape & Size	Color	Value

(Lillie & Rasines)FORWARDED BY/LILLIE & RASINES/NEW-YORK.(1851-54;oval 45x29;Red,Blue). 100.00



(Lobach & Schepeler)WM.LOBACH & SCHEPELER/NEW YORK.(1849-59;oval 38x19,MDD[ms];"Received & Forwarded"[ms];Red) 100.00
(Low)FORWARDED/-BY-/A.A.LOW & BROS(1865;oval 40x20;Blue) 50.00
(Luling)RECEIVED/FORWARDED/BY/CHAS LULING & CO./NEW-YORK(1863-65;SL-54x--;Blue,Black) 50.00
(Masters,Markoe)FORWARDED BY/MASTERS,MARKOE & CO./NEW YORK(1836-59;oval 45x25;Black). 100.00
(McMurray)FORWARDED/BY/J.McMURRAY/NEW-YORK(1843;oval 58x40;Black) 50.00



(Merle)FORWARDED BY/G.MERLE/NEW-YORK.(1827;DLO-48x30;Red). 100.00



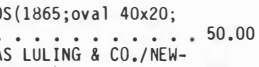
(Meyer & Hupeden)FORWARDED BY/MEYER & HUPEDEN/NEW-YORK.(1829-46;oval 43x28;Black) 100.00
Same(1836-42;oval 41x27;Red,Black) 100.00



(Meyer & Stucken)FORWARDED BY/MEYER & STUCKEN/NEW YORK.(1841-52;oval 47x31;Red,Black) 100.00
(Meyer,Schone)FORWARDED BY/MEYER,SCHONE & CO./NEW YORK.(1840-42;oval 47x31;Black) 125.00
(Meyer,Sons)FORWARDED BY/THEODE.MEYER,SONS & CO./NEW-YORK.(1840-41;oval 48x31;Black) 125.00
FORWARDED BY/TH.MEYER SONS & CO/NEW YORK(1840-41;oval 48x31;Black) 150.00
(Middleton)FORWARDED BY/MIDDLETON & Co./NEW-YORK (1838-57;oval 43x27;Red). 100.00
(Miller & Houghton)FORWARDED BY/MILLER & HOUGHTON/NEW YORK("BY"&"NEW YORK"in outline letters) (1862;oval 32x18;Red) 100.00
(Mills)FORWARDED/BY/C.MILLS & CO./NEW-YORK.(1833-35;oval 50x41,NOR;Red) See also Private Letter Mail and Express Company listing 225.00
(Moke)FORWARDED BY/GEORGE MOKE & Co./NEW-YORK(1858-60;DLO-40x21;Red) 125.00
(Moller & Oppenheimer)FORWARDED BY/MOLLER & OPPENHEIMER/N.YORK(1833-36;oval 47x29;Red) 100.00
(Moller & Thebaud)FORWARDED BY/MOLLER & THEBAUD/NEW-YORK.(1869-73;oval 45x17;Blue). 75.00
(Molloy,Bayard)NEW-YORK/FORWARDED BY/MOLLOY,BAYARD (1845;DL box 36x15;Black) 100.00
(Moore)FORWARDED BY/G.MOORE/NEW-YORK(1827;oval 47x30;Red) 175.00
(Moring)FORWARDED BY/H.E.MORING/NEW-YORK(1844-46;oval 36x17;Black) 100.00
(Morrison & Philips)FORWARDED BY/MORRISON & PHILIPS/NEW YORK(1868;oval 46x15;Blue). 85.00
(Murray)FORWARDED/BY/J.M.MURRAY/NEW-YORK(1843;oval 58x40;Black,Red). 125.00
FORWARDED BY/JOHN B.MURRAY/NEW YORK(1846;oval 42x21;Red) 100.00
(Newbould)FORWARDED./BY/JOHN A.NEWBOULD/NEW-YORK. (1841-44;oval 40x23;Black). 125.00

Name	Marking	Date	Shape & Size	Color	Value

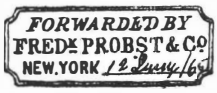
(Noltenius & Pavenstedt)EDWD.NOLTENIUS & PAVENSTEDT/NEW-YORK(1842-43;DLO-32x20,YMDD[ms];Red). . . .100.00
(Oelrichs)FORWARDED BY/OELRICHS & Co./NEW YORK.(1856-61;oval 42x24;Black). 100.00
(Olyphant)FORWARDED BY/OLYPHANT'S,SONS/NEW YORK(1854-61;oval 38x20;Red). 100.00
FORWARDED BY/OLYPHANT'S SON & CO./NEW-YORK(1854-61;oval 36x19;Dark red) 50.00



(Onativia)FORWARDED BY J.V.ONATIVIA & Co./NEW-YORK (1851-71;SL-53x8,MDD[ms];Greenish,Blue,Red) . . 75.00
J.V. ONATIVIA & CO./N.Y.(1865;C-22;YMDD;Black). . 65.00
(Pauli)CAESAR PAULI/NEW YORK.(1856;DO-31x16;Blue) . . 75.00
(Pavenstedt & Schumacher)E.PAVENSTEDT & SCHUMACHER/NEW-YORK(1848-50;DLO-32x20,MDD[ms];Red) 100.00
(Pickersgill)FORWARDED BY/N.YORK/W.C.PICKERSGILL (1837-55;oval 38x24;Black,Red). 100.00



(A.P.Pillot)FORWARDED BY/NEW-YORK./A.P.PILLOT(1854;DO-36x15;Green) 100.00
(Pollitz)C.W.POLITZ/NEW-YORK.(1860;DLO-34x15;Red) . . 50.00



(Probst)FORWARDED BY/FREDK-PROBST & CO-/NEW.YORK (1857;truncated DL box 46x17;Red) 125.00
Same(1859-65;Blue) 100.00
(Renald & Francois)RENALD & FRANCOIS/NEW YORK(1845-55;DO-33x16;Black). 100.00
FORWARDED BY/NEW-YORK/RENALD,FRANCOIS & Co.(1854-58;oval 44x17;Red,Black). 100.00
(Reynolds & Cushman)REYNOLDS & CUSHMAN./NEW YORK (1861;oval 40x21;Red) 100.00



(Rieba & Thebaud)FORWARDED BY/RIEBA & THEBAUD/NEW-YORK.(1862;oval 39x15;Blue) 100.00
(Rising)FORWARDED BY/RISING & Co./NEW-YORK.(1860-61;DLO-42x30;Blue) 100.00
(Ritchie)RECEIVED AND FORWARDED/NEW-YORK BY JOHN RITCHIE(1839;oval 39x28.5,MDD[ms];Black). . . .100.00



(Rivera & Cardoze)FORWARDED BY/RIVERA,CARDOZE & CO/NEW-YORK.(1864;DO-44x26;Blue) 75.00
(Robert)CESAR AUG.ROBERT/*NEW-YORK*(1858-59;DO-38x21;Blue) 50.00
(Robert & Williams)FORWARDED BY/ROBERT & WILLIAMS/NEW-YORK(1850-61;oval 47x22.5;Red). 100.00
(Rolker,Mollmann)A.ROLKER,MOLLMANN & Co./NEW YORK (1844-61;oval 46x23;Blue,Black) 100.00
(Rossire)RECEIVED/FORWARDED BY/A.C.ROSSIRE & Co./NEW-YORK.("per Utica"[ms])(1828-50;oval 68x38,MDD[ms];Red). 100.00



FORWARDED BY/A.C.ROSSIRE & Co./NEW-YORK.(1848-64;oval 47x20;Red,Black) 75.00
(Schlesinger)F.S.SCHLESINGER/*NEW YORK*(1851-54;oval 41x23;Blue) 50.00

Name	Marking	Date	Shape & Size	Color	Value

(Schmidt)FORWARDED/BY/G.W.SCHMIDT & Co.(1833-40;box 50x23;Red) 100.00



(Schmidt & Vogel)FORWARDED BY/J.W.SCHMIDT & VOGEL N. YORK(1846-48;DO-45x20,MDD[ms];Black). 100.00
(Schumacher)FORWARDED BY/G.& F.SCHUMACHER/NEW YORK. (1841-44;oval 47x23;Black). 100.00
(Spofford Tileston(FORWARDED BY/SPOFFORD TILESTON & Co/N.Y.(1850;oval 45x25;Red). 50.00
(Stevens)RECD.& FORWARDED BY/E.STEVENS/& SONS,/NEW-YORK.(1824;oval 45x23;Black). 100.00
(Taylor)FORWARDED BY/MOSES TAYLOR & Co./NEW-YORK. (1836-60;oval 41x25;Red). 100.00
(Thompson)FORWARDED BY/J.& J.B.THOMPSON./NEW-YORK. (--;SL-29x12;Red) 50.00



(Jona.Thompson)FORWARDED/BY/JONA.THOMPSON,/NEW YORK (1852;oval--;Blue,Red). 100.00
(Thompson & Hitchcock)THOMPSON & HITCHCOCK,/149 PEARL ST,N'Y.(1851-53;oval 65x16;Black) 100.00
(Tinkham & Hart)Recd./Ford./BY/TINKHAN & HART/NEW-YORK.(dates & route in ms)(1835;DL-box 51x32, curved corners;Red) 100.00
(Vietor & Duckwitz)FORWARDED BY/THEOD.VIETOR/&/DUCK-WITZ/NEW-YORK.(1833-35;oval 45x31,MDD[ms]; Red). 100.00
FORWARDED BY/TH.VIETOR & DUCKWITZ/NEW YORK.(1848-65;DLO-46x31;Red) 100.00
(Von Hoffman)L.VON HOFFMAN & Co./NEW-YORK.(1863;DO-46x17;Black,Blue) 50.00
(Weston & Gray)1862 FORWARDED BY/NEW YORK/WESTON & GRAY(1862;oval 41x25;Red) 50.00
(Wetmore & Cryder)WETMORE & CRYDER/NEW YORK(1844; DO-33x17;Red) 50.00
(Wetmore,Hoppen)FORWARDED BY/WETMORE,HOPPEN & CO. (1837;oval 32x23;Red) 50.00
(Wilson & Brown)FORWARDED BY/WILSON & BROWN/NEW YORK (1845;SL-57x--;Black) 100.00
FORWARDED BY/WILSON & BROWN./NEW-YORK(1851;oval 47x23,YMDD[ms];Red) 100.00
(Zimmerman)FORWARDED BY/J.E.ZIMMERMAN/NEW YORK.(1853; oval 42x22;Blue). 100.00

PANAMA FORWARDERS OF U.S. MAIL



(Abrahams)FORWARDED BY/E.& H.ABRAHAMS & Co./*COLON N. G.*(1864;DO-37x18;Red). 200.00







(Adams)ADAMS & CO'S EXPRESS/AGENCY/*PANAMA*(1852-53; oval 33x19;Red,Black) 450.00
FORWARDED BY/ADAMS & CO's/EXPRESS,/J.M.FREEMAN,/ Agt/PANAMA.(1854;serrated oval 33x25;Black) . .350.00
FORWARDED BY/J.M.FREEMAN/AGENT OF/ADAMS & CO. EXPRESS/PANAMA.(1855;oval 42x25;Red). 200.00

Name	Marking	Date	Shape & Size	Color	Value

J.B.F. ARRIVET
PANAMA.



(Arrivet)J.B.F.ARRIVET/PANAMA.(1851;SL-33x10;Black) .125.00
JBF ARRIVETT/a Panama(1851;box,slanted to right 41x15;Blue) 150.00



(Berford)BERFORD & Co./LETTER & PACKAGE/EXPRESS/CAL-IFORNIA.(1852;shield 35x30;Red) 350.00
(Brandon)N.BRANDON & Co./+PANAMA+(1869-70;DO-45x26, MDD[ms];Black). 200.00



(Byrne)PANAMA/FORWARDED BY/FREDERICK W.BYRNE(1844-46; truncated box 45x18;Black). 300.00
(Cabrero,Hourquet)CABRERO,HOURQUET/& Cia./PANAMA (1859-62;truncated box 37x18;Blue). 250.00
(Campbell,Jones)CAMPBELL JONES & CO./PANAMA.(1851; DO-32x18,MDD[ms];Black) 275.00



ENCAMINADA POR
JOSE A CESPEDES
COLON



(Cespedes)ENCAMINADA POR/JOSE ANTONIO CESPEDES/COLON. (1863;oval 48x17;Green,Blue-green). 250.00
ENCAMINADA POR/JOSE A.CESPEDES/COLON(1863-74;SL-39x16;Green,Blue) 200.00
ENCAMINADA POR/Jose A.Cespedes/-COLON.-(1875;oval 45x22;Blue) 250.00

FORWARDED BY
CORWINE, BRO. & CO.,
PANAMA, N. G.



(Corwine)FORWARDED BY/CORWINE,BRO.& CO.,PANAMA,N.G. (1850;SL-51x14.5;Black) 400.00
FORWARDED BY/CORWINE,BROTHER & CO./PANAMA,N.G. (--;oval 42x24;Black) 200.00
(Cova)COVA & CO./+PANAMA+(1851-56;DLDO-28x15;Black, Red). 75.00
COVA & CO./PANAMA(1853;DO-18x14.5;Black) 300.00





(Cowan)T.R.COWAN/COMMISSION AND FORWARDING/MERCHANT/ AGENT M.S.P'KT.CO./NAVY BAY CHAGRES.(1853-55; oval 47x25;Red) 275.00
From/T.R.COWAN/SHIPPING & COMMISSION AGENT/COLON* NEW-GRANADA.(1859-62;oval 64x22;Red). 275.00

Name	Marking	Date	Shape & Size	Color	Value



R. C. CROMPTON,
COLON (ASPINWALL)
U. S. C.

(Crompton)FORWARDED BY/R.C.CROMPTON/COLON(1878;oval 38x22;Blue) 250.00
R.C.CROMPTON/COLON(ASPINWALL)/U.S.C.(1878;SL-38x11;Blue) 350.00
(De Alcazar)ENCAMINADA POR/M.DE ALCAZAR/COLON.N.G. (1866-69;truncated box 34x10;Green) 250.00





(Donalisio)FORWARDED BY/COLON.NAVY BAY/J.B.DONALISIO. (1855-61;DO-35x13;Red). 200.00
FORWARDED BY/COLON.ISTHMUS of PANAMA/J.B.DONALISIO & BRO.(1863-67;DO-42-15;Blue,Black). . . .200.00
(Duckworth)FORWARDED BY/L.G.DUCKWORTH/ASPINWALL N.G. (1861;oval 35x20;Red) 350.00
(Ehlers)L.Ehlers y Ca./Panama.(1867;DO-29x22,YMDD [ms];Blue). 150.00





(Ehrman)HENRY EHRMAN/*PANAMA*(1847;DLO-31x22,YMDD; Blue). 350.00
HENRY EHRMAN/PANAMA.(1878;oval 32x20,YMDD;Blue). .350.00
(Feraud)FORWARDED BY/I.B.FERAUD/PANAMA(first initial is actually"J")(1834-37;DC-29-20;Black) 350.00



(Fernandez)ENCAMINADA/POR/L.A.FERNANDEZ y Ho./DE PANAMA(1879;box 52x22;Green). 500.00
(Fletcher)FORWARDED BY/GEO.W.FLETCHER/ASPINWALL N.G. (1854-56;oval 34.5x18;Red). 150.00
(Fox)FORWARDED BY/C.J.FOX/ASPINWALL,N.G.(1857-60; oval 35x19;Red) 75.00



(Freeman)FREEMAN & CO'S./EXPRESS/PANAMA/COVA & CO. AGENTS(1855-57;oval 35x27;Red). 500.00
(Freeman) See Adams, this section . . . . . ---



(Furth)HAMBURG AMERICAN/J.Furth & Co./COLON/AGENTS/ PACKET COMPANY(1871;oval 48x27;Blue). 250.00
(Gogorza)Encaminada por/F.GOGORZA y CA./Panama.(1860-61;SL-38x17;Green). 150.00
(Hamburg American) See Furth, above . . . . . ---
(Hawes)J.HAWES & Co./FOWARDERS AND/COMMISSION MERCHANTS/ASPINWALL & PANAMA.("FORWARDERS"misspelled)(1854;oval 54x29.5;Red) 650.00
(Henriquez)FORWARDED BY/A.N.HENRIQUEZ/COLON N.G. (1862-66;oval 37x17;Blue) 200.00

Name	Marking	Date	Shape & Size	Color	Value





(Hinckley)FORWARDED BY/A.M.HINCKLEY & COS./EXPRESS/ ASPINWALL.(1854;oval 37x23;Red) 425.00
Same/-PANAMA-(1854;oval 37x20;Red,Black) 500.00



(Hirsch)FORWARDED BY/S.HIRSCH/ACT.U.S.CONSUL/ASPINWALL,N.G.(1854;oval 48x28;Black). 500.00
(Hourquet,Poylo)ENCAMINADA POR/HOURQUET POYLO & CA./ PANAMA(1866-72;oval 45x20;Blue,Green) 175.00
(Hurtado)ENCAMINADA POR/HURTADO i HERMANOS/PANAMA. (1854-60;oval 36x23;Red,Black). 150.00



(Jimenez)DIRIJIDA POR/JIMINEZ HERMANOS/PANAMA.(1858-61;DO-39x17;Blue) 200.00



(Leay)WEST INDIA & PACIFIC/COLON AGENCY/FORWd,/P.M. LEAY/STEAM SHIP Co.LIMITED.(1868-69;oval 58x43;Black). 500.00
(Lefevre)ENCAMINADA POR/H.LEFEVRE,/PANAMA.(1882;SL-41x10;Purple) 160.00
(Maal)FORWARDED BY/W.P.MAAL/ASPINWALL.(1868-76;oval 34x17;Blue,Green,Black) 100.00







(Merino)ENCAMINADA POR/PEDRO N.MERINO/PANAMA(1860; oval 44x21;Blue). 250.00
DIRIJIDA por/PEDRO N.MERINO/PANAMA(1860;SL-31x14; Blue) 250.00
ENCAMINADA POR/PEDRO N.MERINO E HIJO/PANAMA(1864; oval 41x19;Blue). 200.00



(Morrell)FORWARDED BY/ASPINWALL N.G.("A.Morrell"in ms)(same device used by Geo.Fletcher with name removed except for portion of"Ge"and"A.Morrell" in ms added)(1857;oval 34.5x18;Red) 400.00
(Mosquera,Hurtado)PANAMA/MOSQUERA HURTADO y CA.(1850-51;oval 36x21.5;Red). 250.00

Name	Marking	Date	Shape & Size	Color	Value





(Nelson)FORWARDED BY WM.NELSON/PANAMA.(1841-56;oval 52x20.5;Red,Black). 250.00
FORWARDED BY WM.NELSON & CO.PANAMA(1850-54;box 68x6;Red) 325.00
(Obarrio,Planas,Perez)OBARRIO,PLANAS & PEREZ/PANAMA. (1866;DO-28x22,YMDD;Blue) 300.00



(Pacific Express)PACIFIC EXPRESS CO./PANAMA/&/ASPINWALL(1856;oval 51x34;Red) 1200.00





(Piza)SAMUEL PIZA & Co./RECd...../FORWd...../+PANAMA+ (1866;DO-35x16.5;Blue). 325.00
(Robinson)FORWARDED BY/D.A.ROBINSON,JR./ASPINWALL,N.G. (1861;oval 35x20;Red) 350.00
(Serruys)E.& T.Serruys & Co/PANAMA(1850;oval 35x21; Black). 375.00
E.& T.Serruys/& CA./PANAMA(1851-52;DLO-45x23; Black). 250.00
(Smith & Lewis)FORWARDED BY/SMITH & LEWIS/PANAMA. (1849-53;oval 29x23;Black). 125.00

FORWARDED BY
THE
UNITED STATES & CALIFORNIA
EXPRESS COMPANY.

(U.S.& California Express)FORWARDED BY/THE/UNITED STATES & CALIFORNIA/EXPRESS COMPANY.(1851;SL-92x33;Red). 600.00

(U.S.Consulate Aspinwall)CONSULATE U.S.A./ASPINWALL (1861;embossed circular seal with eagle in center,C-40;colorless). 200.00



(U.S.Consulate Panama)UNITED STATES CONSULATE/PANAMA (1862;negative oval 23x28,eagle in center,13 stars above;Black). 500.00



(Wells Fargo)WELLS FARGO & Co./*ISTHMUS AGENCY*(1868-69;DC-22,YMDD;Blue) 500.00

Name	Marking	Date	Shape & Size	Color	Value

(West India & Pacific) See Leay, above. . . . . ---





(Zachrisson)FORWARDED BY/ERNEST ZACHRISSON/PANAMA (1844;truncated box 47x19;Black). 250.00
(Zachrisson,Nelson)FORWARDED BY/ZACHRISSON,NELSON & CO./PANAMA.(1849-51;oval 46x20;Black) 100.00

Manuscript markings of Panama forwarding agents where handstamp markings have not been reported:

(DeSabla)"Favored by Mr.I.de Sabla"(1857;Ms). . . . . ---
(Fisher)"Forwarded by Geo:Fisher"(1850;Ms). . . . . ---
Note: George Fisher was manager of Dodge & Cos. Express from Tobago to Panama.
(Plise)"Forwarded by Victor Plise"(1855;Ms) . . . . . ---

MARKINGS USED BY THE U.S. DESPATCH AGENT IN PANAMA



PANAMA/N.Y.(1850;C-33.5;Black). 1000.00

PANAMA

PANAMA(1850;SL-32x6;Red). 1500.00

Markings reading PAN.& SAN.FRAN.S.S. and N.YORK & CHAGRES S.S. are listed under STEAMSHIP MAIL ROUTE AGENT Markings.

More extensive information on Panama Forwarders and Despatch Agents may be found in "Forwarding Agents on the Isthmus", by Col.J.T. De Voss, which appeared serially in the Collectors Club Philatelist starting in the May, 1970 issue, Vol. 40, No. 3, page 145, as well as the book "Via Panama", De Voss, 1978.

PHILADELPHIA





(Dallett)FORWARDED BY/DALLETT BROTHERS/PHILADELPHIA. (c.1845;oval 36x20;Black) 75.00
(Harnden)FORWD.FROM/HARNDEN & COs./FOREIGN/LETTER OFFICE/PHILA.(1841-43;C-34;Red) 100.00
(Jauretche & Carstairs)FORWARDED BY/JAURETCHE & CARSTAIRS/PHILAD'A.(1850-54;oval 42x19;Red). . . .100.00
(Marshall)Philada.Recd.& forwarded/by your Assured St./Benjamin Marshall & Brother(1776;Ms;Black) Colonial use. 300.00
(Moore)Forwarded by Sir/Yr.Most Obed.Servt./J.A.Moore (1790;Ms;Black) 250.00
(Pennell)Forwarded from Philadelphia/Your assured Friend/Jos Pennell(1764-65;Ms,YMDD[ms];Black) Colonial use. 400.00

Name	Marking	Date	Shape & Size	Color	Value

SAN FRANCISCO

(Aldrich,Merrill)FORWARDED BY/SAN FRANCISCO/ALDRICH, MERRILL & CO.(1865;oval 45x25;Blue) 250.00

(Alsop)ALSOP & CO./SAN FRANCISCO(1851-57;DC-34;Blue, Red). 200.00

(Brooks)FORWARDED/BY/CHAS.W.BROOKS & CO./SAN FRANCISCO(1862-64;DLO-38x25;Black,Blue) 175.00

(Gildemeester de Fremery)FORWARDED BY/GILDEMEESTER de FREMERY & Co./SAN FRANCISCO(--;oval--;Blue-green). 250.00



(Hussey,Bond & Hale)HUSSEY,BOND & HALE/SAN FRANCISCO (1853;DLDO--;--). 300.00

(Macondray)FORWARDED/BY/MACONDRAY & Co./SAN FRANCISCO (1850-52;oval 38x27;Red,Blue,Black) 200.00

Same(--;oval 34x20;Black). 200.00





(Post)FORWARDED BY/G.B.POST & Co./SAN FRANCISCO(1852-56;octagon 40x24;Black) 300.00

FORWARDED BY/G.B.POST & Co./SAN FRANCISCO(1852; oval 33x23;--). 300.00

(Shaw,C.)FORWARDED/BY/CHARLES H.SHAW & Co./SAN FRANCISCO(1856;oval--;Red). 250.00



(Shaw,G.)FORWARDED/BY/GEO.N.SHAW & Co./SAN FRANCISCO (1852;oval 36x18.5;Red) 250.00

WILMINGTON, N.C.

(Adams)FORWARDED BY ADAMS BROTHER & CO. WILMINGTON, N.C.(1851;oval--;Red) 200.00



(Davis)FORWARDED BY/GEORGE W.DAVIS/WILMINGTON N.C. (--;oval 50x27;Red) 200.00

The postal markings, rates and usages found on covers bearing Forwarders Markings may greatly influence valueations.

INLAND WATERWAYS MARKINGS

This section includes the origin markings, Route Agent markings, Forwarding Agent and other markings applied to letters which travelled over the inland waterways (rivers, lakes, canals and some coastwise routes designated as post roads or routes). Among the handstamps listed here are origin markings placed on letters transported privately on non-contract vessels either before or after they entered the regular mails, but others were applied to letters picked up or delivered on regular post routes by steamers with contracts to carry mail in locked mail pouches. Further, many private company and forwarding agent's handstamps and manuscript markings (such as name of boat designations) commonly appear on privately transported letters which never entered the regular U.S. mails (in addition to being placed on other letters which did enter the mails). These private markings are listed in this section under separate headings.

In 1938, Mannel Hahn (Postal Markings. v.8, nos.2,3) noted that "many collections show a surprising conglomerate of markings that have no connection with each other save that the letter obviously was carried, at one time, by a boat". He suggested that "The most obvious marking separation would be by reason of the origin of the cover". Thus, the term Origin Marking was introduced by M. Hahn; it was adopted by Henry A. Meyer (1954 et seq.) and other postal historians for markings placed on a cover at the point where it entered the mails to indicate its "origin" (from a ship, steamer, etc) and, as such, has been used for many years. However, it has become apparent to the editors that many collectors are confused by the term "origin marking" and misinterpret it for the point where the cover "originated" (was written) .. a point which may have been widely distant from the point of entry into the mails. Care must be taken in applying the term "origin marking" to designate the marking (or markings) placed on covers to indicate their origin when received into the regular U.S. mails.

Throughout the stampless period private letters and way bills were picked up and delivered to U.S. post offices or directly to the recipients by the ship's clerks and masters aboard hundreds of steamers plying the inland waterways. These steam vessels carried freight and passengers along the Mississippi River, the Red River, the Hudson, the Alabama and many other rivers, through or across the Great Lakes, coastwise to and from Mobile and New Orleans, etc. The letters carried on the inland waterways by these steamers are energetically sought by collectors and the markings on such letters provide an extremely popular area for study by postal historians.

The designations STEAM and STEAMBOAT appeared soon after steam vessels began to provide regular service on inland waterways (ca.1807). Other origin markings include BOAT and MAIL ROUTE which will be explained and treated in the appropriate sections.

STEAMBOAT AND STEAM MARKINGS

The origin marking STEAMBOAT indicates that letters with this endorsement were picked up somewhere along an inland river, canal, lake, bay or sound by a steamboat with no mail carrying status or contract with the Post Office Department. The marking STEAM means exactly the same as STEAMBOAT; it can be considered an abbreviation of the word steamboat. No distinction was made between the two forms of the word in the Postal Laws & Regulations, but STEAM is more common from ports along the Mississippi and Ohio rivers and STEAMBOAT is more common at ports along the Atlantic seaboard. Some post offices used both markings at the same or different times.

The early usages of "Steamboat" on stampless covers were as private or unofficial endorsements, generally placed in the lower left corner as a directional marking (to indicate the intent of the writer for the letter to be carried on board one of the new steam vessels). For further information and values of these early manuscript endorsements see the introduction to the Manuscript NAME-OF-BOAT section. The designation of STEAMBOAT or STEAM as official origin markings clearly must have been the direct result of the earlier informal usage.

In 1825 STEAMBOAT and STEAM letters were recognized formally and officially in the P.L.& R. for the first time with the fee of two cents to be paid to the master of the steamer by the postmaster receiving the letter (at ports on Lake Erie, the fee of only one cent was paid). The rate properly charged for a Steamboat letter was the regular postage from the point where the letter was picked up (as reported by the master of the vessel) and its final destination. At some post offices (notably Troy, N.Y.) the two cents fee was added to the regular postage and collected from the addressee (in apparent violation of the regulations) and such letters show the fee added to the postage charged to the letter. The Postal Act of April 1, 1855 specifically prohibited the two cents fee on prepaid letters but the provision was made to treat unpaid steamboat letters as ship letters and to charge six cents postage if addressed to the receiving post office or to add two cents to the regular postage if addressed to a point beyond the receiving post office. In 1861, when the rate on incoming ship letters was reduced from six to five cents, it was also provided that all letters conveyed in whole or in part by non-contract steamboats were to be charged regular postage plus two cents. In 1863 the rate again was changed to double the regular postage whether unpaid or prepaid.

Prior to 1825 when the STEAMBOAT category was formalized, many postmasters at inland lake and river ports used SHIP to mark incoming letters. In other cases (throughout the stampless period), at inland ports SHIP was used quite correctly on letters received from ocean going vessels. The post office at Plattsburg, N.Y., on Lake Champlain used BOAT (1832).

These origin markings must not be confused with the STEAMSHIP markings used on incoming international mails under contract or postal agreements (see Maritime Mail Markings section of this volume for descriptions and listings of the Steamship Mails).

Clearly, on many routes, the regulations providing that STEAM(BOAT) letters must be surrendered by the carrier at the first post office reached were not observed. For example, many letters were carried from the place where handed over to the carrier to New Orleans (or other points on the Mississippi River) passing by many post offices en route to the destination. This, the most efficient and convenient way to effect delivery, must have been practiced through common consent and tacit government approval. As postage was charged and collected from the point of origin of the letter to the destination, there was no loss to postal revenues to interfere with this arrangement.

Port of Arrival	Marking	Date	Shape	Size	Color	Value
(Albany,N.Y.)	"Ship"(1810-16;ms)					75.00





	SHIP(1809-15;17x4.5[minor vars.];Black)					60.00
	"B" 12-1/2;18-3/4;37(1815-23;ms in Black or Magenta applied to loose letters [way] received from Hudson River vessels)					50.00
	STEAM/BOAT(1827-57;25x10;5;10;Red)					25.00
(Alexandria,D.C.)	STEAM(1825;21x3;Black)					50.00

STEAM

(Alexandria,La.)	STEAM(1834;16x2.5;Black)					50.00
	Same STEAM(1845;21x3;Black)					75.00
	STEAM 10(1845;32x4;Black)					75.00

STEAM
10

	STEAM/10(1845-47;23x9;Black)					60.00

STEAMBOAT

(Alexandria,Va.)	STEAMBOAT(1842;43x5;Red,Black)					40.00
(Alton,Il.)	SB 18-3/4(1842;Ms;Black)					35.00
	SB 5(1846;Ms;Black)					35.00

STEAM

	STEAM(1849;19x5;Red)					75.00
(Ann Arbor,Mi.)	STEAMBOAT(1852;--;Black)					50.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value

(Athens,N.Y.)"B"(1826;Ms;Black) 50.00

S T E A M

STEAM BOAT STEAMBOAT

(Baltimore,Md.)STEAM BOAT(1825-36;41x4;Red) 35.00
STEAM(1836-51;33x4[minor types];5[oval],10;Red,Blue, Black). 25.00
STEAMBOAT(1844-52;37x4.5;Red,Black). 25.00

STEAMBOAT

Same(1852-65;40x5;5;Blue,Black). 25.00
Same(1865;40x5;DUE 4[C-20];Blue) 40.00

STEAMBOAT STEAMBOAT

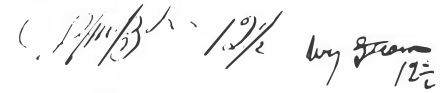
Same(1857-64;43x5;Blue,Black). 25.00
Same(1866;43x6;Black). 25.00

STEAM-BOAT

(Bangor,Me.)STEAM.BOAT(1825-28;36x3;Red). 30.00
S.BOAT(1834;25x4;Red). 40.00
STEAMBOAT(1842;--;Red) 25.00



(Baton Rouge,La.)S.B.12 or St.Bt.12(1824;Ms;Black). . 35.00
SB 12-1/2(1833;Ms;Black) 25.00



StmBt 12-1/2(1841;Ms;Black). 25.00
by Steam 12-1/2(1842;Ms;Black) 25.00

STEAM

5 5 5

10 10 6

STEAM(1843-57;24x3.5;Red,Black). 30.00
Same(5,6,10[var.hdstp rates];Red,Black). 40.00

(Bayou Sara,La.) See St.Francisville,La. listing. . . ---
(Bell's Landing,Al.) See Canton, Al. listing. . . . . ---
(Black's Bluff,Al.) See Canton, Al. listing . . . . . ---



(Boston,Ma.)SB 18-3/4(1827;Ms;Black). 25.00

STEAMBOAT. STEAM BOAT.

STEAMBOAT.(1829-30;40x3.5;Red) 20.00
STEAM BOAT.(1829-37;32.5x3;Red) 20.00

STEAM-BOAT. 18 3 4

STEAM-BOAT.18-3 4(1836;32x3.5;Red) 75.00
("18 3 4" is the rate = 18-3/4 cents)

STEAM-BOAT.
18 3/4

STEAM-BOAT./18-3/4(1836-39;45x11;Red). 40.00

STEAM-BOAT. STEAM-BOAT

STEAM-BOAT.(1837-38;45x4.5;Red). 20.00
STEAM-BOAT(1837-38;45x4;Red) 20.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value



STEAM/BOAT/18-3/4(1839-42;C-30;Red). 35.00

STEAM STEAM V

STEAM(1839-40;32x4.5;Red). 15.00
Same(1838-47;21x4;V;Red) 15.00

STEAM STEAM BOAT

Same(1846-52;23x3.5;Red,Black) 12.50
STEAM BOAT(1860's;42x3.5;Black). 20.00
(Bridgeport,Ct.)STEAM BOAT(1827-29;32x3;Red). 35.00

(Buffalo,N.Y.) Sh 20-1/2 (1818;Ms;Black). 65.00
(Lake Erie steamer; earliest on the Great Lakes.)
(Note: The first steamer operating on Lake Erie between Buffalo, N.Y., and Detroit, Michigan, was the WALK-IN-WATER which left Buffalo for Detroit on her first trip on 23 August 1818, arriving four days later. This steamer was wrecked in a storm on 1 November 1821; and was replaced on this lake service by the Steamer SUPERIOR in May 1822.)





(Buffalo,N.Y.)STEAM-BOAT(fancy scroll marking with or without bottom outside line)(1829-33;39x14;Red) 75.00
Same(1834-51;39x14;Blue) 65.00
Same(1834;39x14;Black) 125.00







BUFFALO/NY/STEAM BOAT/10 CTS(1850;fancy box 22.5x 22;Blue). 250.00
LAKE/ERIE/STEAM-BOAT(1850;shield;25x22; Blue). . .400.00
STEAM-BOAT./5/Cts.(1850;C-24;Blue) 200.00
LAKE ERIE/5cts./STEAMER(1851;oval 25x21;--). . . .200.00
(Burlington,Iowa Terr.)S.B. 18-3/4(1843;Ms;Black) . . 70.00
(Burlington,Vt.) See Lake Champlain listing . . . . . ---





(Cahaba,Al.)(picture of steamboat,deep hull,one stack)(1840's;27x13;5;Red). 1250.00
Same(shallow draft,two stacks)(1850;41x24;Black) 1250.00
(Calais,Me.)STEAM(1848;23x3.5;5[C],X[C];Red). 40.00

STEAM

(Canton,Al.,or Bell's Landing or Black's Bluff,Al.)
STEAM(1850's;19x6;Black) 35.00
(Charleston,S.C.) Steam Boat Free (1827;Ms;Black) . . 50.00
STEAMBOAT(1834;--;Red) 35.00

STEAM-BOAT

STEAM-BOAT(1836-49;37x4;10;Red). 25.00

Port of Arrival	Marking	Date	Shape	Size	Color	Value

(Chicago,Il.,Lake Michigan steamers)Ship 6(1834;Ms; Red) 65.00

STEAMBOAT STEAM

STEAMBOAT(1850's;42x6;Black) 40.00
STEAM(1850's;19x4;Black) 35.00
(Cincinnati,Oh.)S B 18-1/2(1823;Ms;Black) 60.00
S B 12-1/2(1827;Ms;Black) 50.00
S B 25 (1827:Ms;Black) 50.00

STEAM STEAM

STEAM(1826-30;23x4;Black) 50.00
Same(1842-51;28x4.5;Red,Black) 40.00

STEAM BOAT

(Cleveland,Oh.)STEAM/BOAT(1833;16x7.5;Red) 125.00

STEAM-BOAT

STEAM-BOAT(1834;51x5;Red) 100.00
Same(1840's;52x5;Blue,Black) 50.00

STEAM. 10

(Columbus,Ga.)STEAM.(1842-51;22x4.5;10[DC-16;Red, Brown,Blue) 40.00
(Columbus,Ms.)STEAM(1850's;--;--) . . . . . ---
(Corpus Christi,Tx.)STEAM(1852;--;Black) 100.00
(Detroit,Mi.)SHIP(1825;--;Black) Territorial use. . .250.00
STEAMBOAT(1834-36;39x3;Red) Territorial use. . . .150.00
Same(1840-51;Red) 80.00
STEAM(1840's;18x4;5[oval],10[oval];Red,Blue,Green) 60.00

STEAM BOAT STEAMBOAT

STEAMBOAT(1852-55;curved ribbon 28x11;Black) . . .125.00
STEAMBOAT(1850's;40x5;Black) 25.00
(Donaldsonville,La.)Steam Boat 22(1830;Ms;Black). . . 25.00

STEAM

STEAM(1846-52;28x5;Blue,Black) 50.00

STEAM

(Dubuque,Ia.)STEAM(1850's;28x12;Black) 50.00

STEAMBOAT

(Easton,Md.)STEAMBOAT(1851-55;28x3;Blue,Black). . . . 50.00

STEAM STEAMBOAT

(Eastport,Me.)STEAM(1850's;33x5;Black) 40.00
STEAMBOAT(1850;37x4;Red) 40.00

STEAM STEAM

(Evansville,In.)STEAM(1850's;25x7;Black) 35.00
Same(1850's;26x5;Black) 35.00

STEAM.BOAT STEAM

(Fall River,Ma.)STEAM.BOAT(1836-37;framed 35x8;Red, Black) 85.00
STEAM(1845-51;23x4;5;Red,Black) 25.00
(Flushing,N.Y.)STEAMBOAT 5 cts(1840;--;Red) 100.00

Port of Arrival	Marking	Date	Shape	Size	Color	Value

STEAMBOAT

(Fredericksburg,Va.)STEAMBOAT(1850's;37x5.5;Black). . 35.00

STEAM 10

(Galena,Ill.)S.B. 25 (1843;Ms;Black). 40.00
STEAM 10(1849-50;42x8;Red) 150.00
(Galveston,Tx.)STEAM(1846-50;29x4.5;5,10;Blue). . . . 75.00
Same(1850-60;23x4.5;10;Blue,Black) 50.00

STEAMBOAT

STEAMBOAT(1854-55;39x4;5;Red,Black,Blue) 50.00
(Gardiner,Me.)STEAM BOAT(1836;30x3;Red) 40.00
(Grand Ecore,La.)Steamboat 10(1848-49;Ms;Black) . . . 25.00
Steam 5(1850-52;Ms;Black). 25.00

STEAM

(Grand Gulf,Ms.)STEAM(1850's;24x4;Black). 25.00
(Greensboro,Al.)STEAM(1852;15x2;5;Red). 125.00

Steam — 37½

(Harrisonburg,La.)Steam-37-1/2(1836;Ms;Black) 50.00
(Hartford,Ct.)STEAMBOAT(1827-50;32x2.5;Red) 50.00
STEAM(1847-52;27x4;5;Magenta,Blue,Black) 25.00
(Hudson,N.Y.)"B"(1822;Ms;Black) 50.00
STEAM/BOAT(1840's;--;Red). 60.00
(Iberville,La.)Steamer 10(1848;Ms;Black). 30.00

STEAM BOAT STEAM BOAT S.BOAT

(Kingston,N.Y.)STEAM/BOAT(1830-36;bracketed SL-28x 17;Red) 150.00
STEAM/BOAT(1837;21x9;Red,Black). 40.00
S.BOAT(1837-43;16x2.5;Red) 85.00
StBoat 12-1/2(1840;Ms;Black) 25.00

LAKE CHAMPLAIN

SteamBoat

(Burlington,Vt.)Steam Boat(1845-46;29x3;7;Red). . . .400.00

SHIP BOAT STEAM

(Plattsburg,N.Y.)SHIP(1827;9x2;Red) 60.00
BOAT(1832;12x3;Red). 125.00
STEAM(1844-47;26x4;Red). 50.00
STEAM-BOAT(1825-45;17x6;Red) 60.00

STEAM STEAMBOAT

(Whitehall,N.Y.)STEAM(1835;SL-24x4;Red) 100.00
STEAM-BOAT(1835-48;SL-37x4;Red,Blue) 100.00

See also "STEAM PACKET FRANKLIN" under Private Packet-boat Markings and "LAKE CHAMPLAIN S.B." under OFFICIAL ROUTE AGENTS MARKINGS. For further information see article "The Steamboat Mail Service of Historic Lake Champlain" by Dr. D.B. Johnstone, Postal History Journal, June, 1960 and Sept. 1972.

LONG ISLAND SOUND

STEAMER 5 OREGON. STEAMER 5 STEAMER 10

(various towns)STEAMER 5(1846-49;oval 23x17;Red) See Official Waterways Route Agent Markings . . . . ---
STEAMER/5/OREGON(1846;oval 23x17;Red). . . . . ---
STEAMER 10(1847;oval 24x18;Red) See Official Waterways Route Agent Markings. . . . . ---

Port of Arrival	Marking	Date	Shape	Size	Color	Value

LISTINGS BY TOWN, CONTINUED

(Lobdell's Store,La.)Steam 5(1847;Ms;Black) 30.00

SHIP

(Louisville,Ky.)S B 25(1833;Ms;Black) 50.00
SHIP(1825-27;20x4.5;Black,Red) 125.00

STEAM STEAM STEAMBOAT

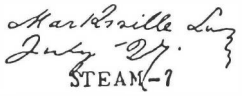
STEAM(1837-40;32x4.5;Red). 40.00
Same(1845-50's;23x6;Red) 40.00
Same(1846-52;31x5;Blue,Black). 30.00
STEAMBOAT(1852-56;36x4.5;Blue) 30.00
LOUISVILLE KY.STEAM(1853;C--;Black). 175.00



(Mackinac,Mi.)SHIP(1836;box 21.5x7;FREE:Red) Territorial use 500.00



(Mandeville,La.)Steamer 5(1851;Ms;Black). 30.00
(Marietta,Oh.)STEAM(1846;--;Black). 85.00



(Marksville,La.)STEAM-7(1846;21x3;Black). 150.00



STEA M

(Maysville,Ky.)MAYSVILLE KY./STEAM("Y"high)(1850's;C-32;Black) 150.00
STEAMBOAT(1825-28;--;Red). 75.00
STEAM(1850's;27x5;Black) 50.00

STEAM

(Memphis,Tn.)STEAM(1838;23x3;Blue). 50.00
Same(1850;25x3.5;Blue) 40.00
(Middletown,Ct.)STEAM-BOAT(letters slanting backwards)(1832;30x3;Red) 85.00
STEAM.BOAT(1839-48;34x3.5;5[oval];Red,Black) . . . 40.00
STEAMBOAT(1840-48;34x3.5;Black). . . . . ---

STEAM

(Milwaukee,Wi.)STEAM(1850's;SL-23x4;Black). 50.00

STEAM

(Mobile,Al.)STEAM(1846-52;32x5;5[C],10[box];Red, Black). 30.00

STEAMBOAT STEAMBOAT

STEAMBOAT(1850's;38x4;Black) 30.00
Same(1850's;42x5;Black). 30.00
PER STEAMER 5 CENTS(1850;--;Red) 85.00



STEAM/5(1851-54;DLO-21x18;Blue,Black,Red). 35.00

Port of Arrival	Marking	Date	Shape	Size	Color	Value





STEAM/6(1857-59;DLO-22x18;Black) 50.00
STEAM/10(1849-52's;DLO-25x22;Black,Blue) 50.00
STEAM 6(1860;--;Black) 35.00
(Monroe,La.)Steam 10(or 20)(1850-51;Ms;Black) 50.00
(Montgomery,Al.)STEAM(1850;box 27x7.5;5;Blue) 75.00

S TEAMBOAT

STEAMBOAT(1851-53;37x4;Black). 50.00

STEAM BOAT

Same(1850's;41x6;Black). 40.00

STEAM

(Nashville,Te.)STEAM(1845-50's;22x4;Blue,Black) . . . 75.00

SHIP

(Natchez,Ms.)SHIP(1819-20;13x4;Red,Black) 350.00
Ship(1821;Ms;Black). 250.00
SB 18-1/2(1824-25;Ms;Black). 50.00
S B 37(1825;Ms;Black). 50.00
S 37-1/2(1827;Ms;Black). 50.00
STEAM(1830;--;Red) 60.00
Same(1842-44;31x4;Red,Blue). 30.00

STEAM

Same(1843-54;31x4.5;5;Red,Blue,Black). 25.00
Same(1846;5;Green) 50.00
STEAM V(1851;C-27;Blue). 75.00
(Natchitoches,La.)S B 18-3/4(1826;Ms;Black) 50.00
SBt.18-3/4(1831;Ms;Black). 30.00
Steam 10(or 20)(1846-48;Ms;Black). 25.00



Steam(1847;Ms;10[18x9 hdstp];Black). 50.00
Steamboat 10(1848;Ms;Black). 25.00

STEAM

(New Albany,In.)STEAM(1850's;39x7;Black). 35.00

STEAM

(New Bedford,Ma.)STEAM(1843-50;23x4.5;Red,Blue, Black). 30.00
STEAMBOAT(1843;33x3;Red) 40.00
Same(1852;36x4;5;Black). 60.00
(New Carthage,La.)Steam 5(1851;Ms;Black). 50.00



(New Haven,Ct.)STEAM-BOAT(1836-48;arc-29x12;Red,Green, Blue,Black). 35.00
(New London,Ct.)SHIP(1819;20x6,Red) 200.00

STEAM
BOAT

STEAM/BOAT(1827-40;21x10;Red). 30.00
Same(1837-51;16x7;5;Red,Green) 25.00
(New Orleans,La.)SB 18-1/2(1823;Ms;Black) 50.00
SBt.18-3/4(1831;Ms;Black). 50.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value

STEAM

STEAM(1826-28;22x4;Black) 40.00

STEAM

Same(1837;22x3.5;Blue) 35.00
Same(1839-40;22x4;Blue). 30.00

STEAM

Same(1840;32x5;Blue) 35.00
Same(1845-52;32x5;5,10;Red,Blue,Black,Magenta) . . 30.00
Same(1848;32x5;20;Black) 75.00
Same(1851;32x5;PAID[19x6];Black) 30.00
Same(1851;32x5;2[large];Blue). 100.00

STEAM

Same(ca.1850;18.5x4;20[18.5x10];Blue). 85.00
Steam 20(1850;Ms;Black). 35.00





STEAM/5(1849-56;DC-20;Red,Black) 40.00
STEAM/10(1848-52;DC-20;Red,Black). 50.00

New Orleans "STEAM/12-1/2" in oval, "STEAM" straight line markings with "30" and "40" rates used on mail from Cuba, Panama and California are listed under...MARITIME MAIL - STEAMSHIP MARKINGS.

STEAM

STEAM(1855-56;33x6;Red,Black). 25.00



STEAM/6(1855-60;C-20;Black). 75.00

STEAMBOAT STEAMBOAT

STEAMBOAT(1855-60;39x5;Black). 35.00
Same(1855-60;42x5;Black) 35.00



STEAM-BOAT

(Newport,R.I.)STEAM-BOAT(1828-33;52x6;Red). 40.00
Same(1829-38;31x5;Red) 25.00
Same(1837-51;51x6;5;Red,Blue). 20.00

STEAMBOAT STEAMBOAT

STEAMBOAT(1852;37x4.5;Black) 20.00
Same(1850's;42x5;Black). 20.00
Same(with picture of Steamboat Perry)(1850's;51x6;
5;Red,Blue) See Listings Under Domestic
Name-of-Boat Markings . . . . . ---

STEAM BOAT STEAM BOAT

(New York City)Steam(1814;Ms;Black on Hudson River mail
rec'd from Troy, N.Y.). 60.00
STEAM BOAT(1823-33;32x2.5;Red) 25.00
Same(1832-45;42x4;5[C];Red). 12.50
Same(1836;TOO LATE;Red). 150.00

STEAM BOAT

STEAM BOAT(1861;43x4.5;Black) 25.00
(Niagara Falls,N.Y.)STEAMBOAT(--;--;--) . . . . . ---

STEAM

(Norfolk,Va.)STEAM(1818-35;24x4;Red,Black). 30.00
Same(1828-35;33x4.5;Red) 25.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value

STEAM BOAT STEAMBOAT

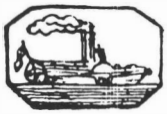
STEAM BOAT(1828-48;40x4;Red) 25.00
STEAMBOAT(1850's;43x5;Black) 25.00
(Norwich,Ct.)STEAM-BOAT.(1840-41;30x3;Red). 40.00
Steam Boat.(1843;32x4;Red) 50.00



STEAMBOAT/5(1850-51;C-27;Blue) 60.00
STEAMER(Slanting letters)(1851-52;19x3;Blue;5) . . 60.00
(Ohio City,Oh.)STEAMBOAT(1840;fancy SL--;V[F];Blue) .150.00
(Opelousas,La.)SB 18-3/4(1828;Ms;Black) 40.00
(Pawtucket,R.I.)STEAMBOAT(1833;30x3;Red,Black). . . . 50.00
(Petersburg,Va.)STEAM(1824;22x4;Red). 50.00

STEAMBOAT

(Philadelphia,Pa.)STEAMBOAT(1824-33;41x3;Red) 25.00
Same(1845;36x3.5;Red). 20.00



(picture of steamboat w/two stacks)(1834;octagonal
box 36x23;Red). 500.00
(Pittsburgh,Pa.)STEAM(1847-50;20x3.5;10;Red,Black). . 30.00

STEAM

Same(1850's;21x4;Black). 20.00
(Plaquemine,La.)Steamer 10(1848;Ms;Black) 35.00





STEAM/5(1851-52;C-19;Red,Black). 85.00
Same(1852-53;C-16,NOR;Black) 60.00
(Plattsburgh,N.Y.) See Lake Champlain listing . . . . ---
(Point Coupee,La.)SB 41(ca.1824;Ms;Black) 50.00
(Port Barre,La.)STEAM(1854-55;33x5;Black) 35.00
(Port Hudson,La.)Steam 12-1/2(1834;Ms;Black). 35.00
Steam 5(1835;Ms;Black) 30.00
(Portland,Me.)STEAMBOAT(1829;32x--;Red) 30.00
STEAM(1835-53;32x5;Red). 30.00

STEAM BOAT.

(Poughkeepsie,N.Y.)STEAM BOAT.(slanting letters)
(1825-28;28x2;Red). 75.00
(Providence,R.I.)STEAM-BOAT(1823-32;30x3;Red) 20.00

STEAM BOAT STEAM BOAT

STEAM BOAT(1832-52;43x4;5;Red,Black) 15.00
Same(1842;32x4;Red). 20.00
Same(1853-60;42x4;Red) 20.00
STEAM(1840-47;23x3.5;5;Red). 15.00
(Quincy,Il.)STEAM BOAT(1848;48x3.5;5;Blue). 75.00

STEAM

STEAM(1851;28x3.5;Black) 60.00
(Richmond,Va.)STEAMBOAT(1833;--;Black). 35.00
(Rochester,N.Y.)STEAM.BOAT(1838-45;30x3;Red). . . . 50.00
STEAM BOAT(1850-51;41x4.5;Red) Lake Ontario. . . . 50.00
(Rodney,Ms.)STEAM(1848;35x6;Black). 50.00
(St.Francisville,La.)SB 20-1/2(1823-24;Ms;Black). . . 30.00
SB 18-3/4(1825-29;Ms;Black). 25.00
SB 20-3/4(1828;Ms;Black) 30.00
SB 37-1/2(1829;Ms;Black) 30.00
Steam 25(1834;Ms;Black). 30.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value

Steam

Steam(1837-38;24x5;Red) 40.00
Steam 12-1/2(or 18-3/4)(1840;Ms;Black) 30.00
Steam 5(1845;Ms;Black) 35.00

STEAM.

STEAM.(1842;28x4;Red) 35.00

STEAM 5 5 6

STEAM(1842-57;26x4;5;Red,Black) 40.00
Same(1851-57;26x4;6;Black) 40.00

STEAM 5 STEAM 10

(St.Louis,Mo.)S.Boat Free(1827;Ms;Black) 70.00
St.Boat 25(1837;Ms;Black) 50.00
SB 50(1842;Ms;Black) 50.00
SB 25(1843;Ms;Black) 35.00
Steam 50(1837;Ms;Black) 50.00
STEAM 5(1850's;43x6;Red,Black) 25.00
STEAM 10(1847-51;46 long,"STEAM"5.5mm high,"10" 6mm high;Red) 30.00
Same(1857;59 long,"STEAM"5.5mm high,"10"12mm high;Black) 35.00
STEAM(1858-59;34x5.5;Black) 25.00
STEAM 2(1862;--;Black) 50.00

STEAMBOAT

(Sandusky,Oh.)STEAMBOAT(1850's;44x6;Black) 35.00

STEAM BOAT STEAM BOAT

STEAM BOAT

(Savannah,Ga.)STEAM BOAT(1838-54;42x3;5[C],10[C];Red) 30.00
Same(1850's;43x4.5;Black) 25.00
Same(1850's;38x5.5;Black) 20.00

STEAM STEAM STEAMBOAT

(Selma,Al.)STEAM(1850's;19x3;Black) 30.00
Same(1850's;16x2.5;Black) 30.00
STEAMBOAT(1850's;41x5;Black) 30.00
(Shawneetown,Il.)STEAM(1852;--;Red) 75.00

STEAM 10

(Shreveport,La.)STEAM(1850;26x5;Red) 40.00
Same(1851;26x5;10[14x9];Red) 40.00
(Skaneateles,N.Y.)Steamboat(1848-49;Ms;7;Blue,Black) 40.00
(Stonington,Ct.)STEAM(1839-44;33x5;Red,Black) 25.00
STEAMBOAT(1839-50;--;Red) 25.00
SHIP(1847;21x3.5;Black) Also used on Ocean Ship Mail 70.00



(Terre Haute,In.)TERRE HAUTE STB.(1850's;C-31;Black) 175.00
(Thibodeauxville.La.)Steam 6(1844:Ms;Blue) 35.00
(Trinity,La.)S.B.,6(1858;Ms;Blue) 50.00
(Troy,N.Y.)STEAM/BOAT(1826;20x8;Red,Purple) 85.00
STEAM(1846-57;26x3.5;5[C],7[C],7cts[DLC];Blue) . . 25.00

Port of Arrival | Marking | Date | Shape | Size | Color | Value





TROY & NEW YORK/STEAM BOAT.(1848-58;box 32x12;2cts. [DC],5[C],7[DC];Blue) 150.00
Same(1857;Black) 200.00
(Tuscaloosa,Al.)SHIP(1847;--;Black) 60.00

STEAM BOAT

(Utica,N.Y.)STEAM/BOAT(1832;25x11;Red) 35.00
(Vera Cruz,Mex.)STEAM(1847;--;Black) See Ocean Mail listing . . . . . ---

STEAM

(Vicksburg,Ms.)STEAM(1846-52;23x4;Red,Black) 25.00







STEAM/5(1851-54;C-21;Blue,Black) 35.00
STEAM/V(1850's;C-27;Black) 50.00
STEAM/10/cts.(1850;C-27;Black) 50.00

STEAM 10

STEAM 10(1854;34x4;Blue,Black) 25.00

STEAM

(Vidalia,La.)STEAM(1852;31x5;5;Black) 85.00
(Warsaw, Ill.)SB 5(1846;Ms;Black) 35.00
Steam 5(1846;Ms;Black) 35.00
(Washington,D.C.)STEAM(1828-33;33x4.5;Red) 30.00
STEAMBOAT(1832-33;39x3;Red) 30.00
(Washington,La.)SB 5(1845;Ms;Black) 50.00

STEAM 5

(West Baton Rouge,La.)STEAM(1850-53;24x5;5;Black) . . 50.00
(West Point,N.Y.)STEAM/BOAT(1845;--;Black) 75.00
(Wheeling, Va.)S.B. 18-3/4(1826;Ms;Black) 50.00
(Whitehall,N.Y.) See Lake Champlain listing . . . . . ---

STEAM. 5.

(Woodville,Ms.)STEAM.5(1850's;box 49x11;Black) 85.00
(Yazoo City,Ms.)STEAM(1850's;--;Black) 50.00

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

Use of an * preceding a listing in this catalog indicates institutional ownership. Such listings are unpriced except in those cases where similarly dated, privately owned examples are known to the editors.

OFFICIAL WATERWAYS ROUTE AGENTS MARKINGS

These markings were applied by U.S. postal employees called Route Agents, who were in charge of the mail bags carried on waterways steamboats with contracts to carry the mails. Similar markings were applied by other Route Agents who rode with the mails on the railroads.

These Route Agents also received loose letters en route and their postmark was applied indicating that such letters had entered the mails.

Marking Route Date Shape Size Color Value



BALT.& NORFOLK)(186-;C-28;Black). 150.00



CHESPK.BAY ROUTE,(Chesapeake Bay)(1848;C-32;5,10; Black,Blue) 125.00



CINCINNATI & LOUISVILLE/MAIL ROUTE(Ohio River)(1847-57;C-32;Blue,Black) 100.00



5



HUDSON RIV.MAIL/N.Y.(Hudson River)(1847-51;C-30;5,10; Red). 40.00
HUDSON RIVER MAIL/N.Y.(Hudson River)(prior to Oct. 1851;C-34;Red). 125.00
Same(Oct.1851 & later) See Railroad Postmarks. . . ---



KEOKUK & RK.ISL.R.M.(--;C--;Steam-Due 5 cents[ms]; --) 250.00



10

LAKE CHAMPLAIN S.B.(Lake Champlain)(1839-50;C-33;10; Blue,Black) 125.00
Same(1851;C-26;Red). 200.00

Marking Route Date Shape Size Color Value



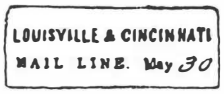
LOUISVILLE & CINCINNATI/MAIL LINE.(1846-51;C-37;5, 10;Red,Blue). 125.00

5



10

LOUISVILLE & CINCINNATI/MAIL LINE.(1847-53;C-38;5, 10[both large];Red,Blue,Black). 125.00
Same(1851;2[box];Red). 225.00



LOUISVILLE & CINCINNATI/MAIL LINE.(1851;box 46x18;10; Red). 250.00



LOU.& CIN./S.B.MAIL LINE(1852;C-33;5;Red) 125.00



L.VILLE & CINTI./MAIL LINE.("TI"high)(1853;C-32;5; Black). 125.00



LOUISVILLE & ST.LOUIS/MAIL ROUTE(1853;oval 38x24; Black). 200.00



LOUISVILLE & ST.LOUIS/S.B.(Ohio & Miss.Rivers)(1851-55;C-33;5;Blue,Black) 150.00

Marking	Route	Date	Shape	Size	Color	Value



MEMPHIS & NAPOLEON RIV.MAIL(Miss.River)(1851-57;C-35; Black). 150.00
N.O.& VICKSBURGH RIV.M.(1857-59;C-36;Blue). 125.00



N.O.& VICKSBURG R.M.(1857-59;C-33;Blue) 135.00
N.O.& VICKSBURGH.R.R.(1860;C-33;Blue) 135.00
NEW ORLEANS & CAIRO RIV.MAIL(1858;C-34;Red) 175.00





PAID./F.A.DENTZEL/AGT.P.O./N.O.(New Orleans)(1851-53; oval 23x19;Red) 250.00
Same(1851-53;C-23;Red,Black) 200.00



10

POTOMAC STEAMBOAT(Potomac River & Atlantic coast) (1847-54;C-30;5,10,FREE;Red,Black). 80.00







ROUTE/7309(1855;DO-34x27;Blue). 75.00
Same(1855-57;DO-37x18;Blue,Green). 75.00
Same(1855;DO-33x19;Blue) 80.00







STEAMER/5/OREGON(Long Island Sound)(1846;oval 23x17; Red). 150.00
STEAMER/5("OREGON"removed)(1846-47;oval 23x17;Red). .100.00
Same/10(1847;oval 23x17;Red) 175.00



U.S.MAIL SATURDAY EVENING PACKET./Str.NATCHEZ./ROUTE 8165(1858-59;C-35;Black). 250.00

Marking	Route	Date	Shape	Size	Color	Value



W & P RIVER MAIL(Wheeling & Parkersburg)(1854;C-30; 5[C];Black) 200.00

The following markings were applied aboard American steamers to mail carried over the Boston, Eastport (Me); and St. John, New Brunswick route. The 'Express Mail' service over this route which began in 1853 had no connection with the earlier U.S. Express Mail of 1836-39 (briefly revived in 1845), and was intended to compete more effectively with the numerous private expresses which were then operating in New England and New York. Letters bearing these markings were carried at the regular rates of postage.







EXPRESS MAIL/BOSTON(1855;32;PAID;Red,Black) 150.00
Same/EASTPORT(1853;32;5;Red,Black) 150.00
Same/ST.JOHN(1855-56;32;10;Black). 150.00





U.S.EXPRESS MAIL/BOSTON.and ST.JOHN(1856;33;Black). .150.00
Same/ST.JOHN(1853-57;33;10,20[C];Black). 150.00





Same/BOSTON(1856;34;Black) 150.00
Same/ST.JOHN,N.B.(1856;34;Red) 150.00



COLONIAL EXPRESS MAIL./ST.JOHN,N.B.(1857;34;Black). .250.00

DOMESTIC WATERWAYS -- NAME OF BOAT MARKINGS HANDSTAMPED

Domestic waterway Name-of-Boat markings are found applied by the purser or clerk aboard the vessel to letters carried by steamboats. The steel, brass or wood handstamps contained the boat's name and other words as desired by the boat's owner. A large number of these markings were applied to letters that entered the mails at New Orleans from river boats which did not have a U.S. mail route agent on board. Such mail was marked WAY on arrival at the post office if the boat had a contract to carry mails or STEAM or STEAMBOAT if the boat was not under such contract. Letters without WAY or STEAM markings but bearing a townmark in combination with a Name-of-Boat marking were doubtless carried aboard a steamboat and mailed as a courtesy without receipt of a way or steam fee.

Letters carried aboard steamboats which bear the handstamped Name-of-Boat markings are found in the following categories of usage:

1. Bills of Lading (often marked B/L in manuscript): Information relating to cargo transmitted on board the same vessel required no postage to be charged provided that they were unsealed. The 1852 P.L.& R. stated the following "Regulations", Chapter 20, page 40:

> "Sec. 158. Masters or managers of all other (than contract) steamboats, are required by law, under penalty of thirty dollars, to deliver all letters brought by them, or within their care or power, addressed to, or destined for, the places at which they arrive, to the postmasters at such places: except letters relating to some part of the cargo. All letters not addressed to persons to whom the cargo, or any part of it, is consigned, are therefore to be delivered into the post office, to be charged with postage. - See act of 1825, secs. 6 & 19."

Even though Bills of Lading did not enter the postal system, these covers frequently bear either manuscript or handstamped Name-of-Boat markings. They will not be marked STEAM or WAY nor will they bear a townmark.

2. Private Carriers: The carriage of mail by private express was so common in the early years that an act was passed in 1845 to prohibit the practice of competing with the postal system. Continued violations prompted further legislation in 1852 to control the mail; the P.L.& R. of this year states the following "Regulations", page 15:

> "By the 8th section of the foregoing act (1845), the Postmaster General is authorized to provide and furnish to Postmasters, and other persons applying therefor, suitable letter envelopes with postage stamps thereon for prepayment of postage; and by the same section it is provided that letters inclosed in such envelopes with postage stamps thereon of a value equal to the postage which would be chargeable upon such letters and envelopes if the same were conveyed in the mails of the United States, may be sent, conveyed and delivered otherwise than by post or mail."

After 1852 private carriage was, therefore, officially permitted provided that the letter was enclosed in a stamped envelope; however, the first "Nesbitt" embossed envelope to implement the above was not issued until July 1, 1853. In the 1855 P.L.& R., the "Regulations", Chapter XXI, page 20, are further explained:

> "Sec. 117. Persons desirous to send their letters by steamboats can most readily accomplish their object by enclosing such letters in the stamped envelopes issued by the department, inasmuch as letters so enclosed may be conveyed out of the mail without violation of law, and need not be delivered to the postmaster on arrival of the vessel."

The stamp was required to be cancelled by pen or other obliterating mark. In actual practice, adhesive stamps were also used on regular envelopes to comply with the regulations. These letters are not to be confused with letters carried "by favor" (or "politeness of") private individuals which were also carried out of the postal system. This was permitted by the P.L.& R. - 1855 - "Regulations", Chapter 49, page 82:

> "Sec. 355. This is not to prohibit the conveyance of any letter, packet, or packets, or other matter, by private hands, no compensation being tendered or received therefor in any way, or by special messenger employed only for the single particular occasion."

Name-of-Boat markings are often found on private carrier letters conveyed on accordance with Section 117 of the P.L.& R. referenced above. These letters bear the proper prepaid postage even though they were carried out of the mail system. The author is not aware of the existence of these markings on letters carried "by favor" or individual messenger without postage. It is doubtful that the latter exist unless the sender used a premarked envelope (comparable to a hotel corner card envelope); certainly the heavy penalties which could be levied against persons acting as a private express would have discouraged any handling of these letters by the clerk of the boat. The 1852 P.L.& R. provided these "Regulations", page 15:

> "The act of 1845 prohibits the carrying of mailable matter by private express, and imposes a fine of $150. for each such offence upon the person who may establish such express, and upon each person acting as such express, or aiding and assisting therin. It imposes the same fine upon the owner of any stage coach, railroad car, steamboat, or other vehicle, or vessel, making regular trips at stated periods, and carrying - with the knowledge or consent of such owner, or of the captain, conductor, driver, or other person in charge of such vehicle or vessel - any person acting or employed as such express."

3. Non-Contract Carriers: These letters were received by the clerk aboard the boat en route between post offices. They were carried to the nearest post office and deposited in the mails. The 1852 P.L.& R. states in its "Regulations", Chapter 15, page 22:

> "Sec. 110: Upon letters and packets received from the masters of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland."
>
> "Sec. 111. If a letter be received as above, to be sent in the mail to another office, there will be charged the proper rate of postage for the distance between the place at which the letter was placed on board the boat, and the post office to which it is addressed. Letters brought by steamboats should be marked "Steamboat", at the time of receiving then."
>
> "Sec. 113. The master is to be paid two cents for each letter and packet delivered by him, except at ports on Lake Erie, where one cent is to be paid to the master, and except where special contracts are made."

Hence, the postmaster stamped the letters STEAM or STEAMBOAT and paid 2¢ each to the clerk of the vessel for his efforts. The postmaster also applied a townmark if the letter was to be delivered beyond the point of receipt.

4. Contract Carriers: Some of the steamboats had official contracts with the Post Office Dept. to carry mail. These boats also received mail en route, and the clerk carried the letters to the first post office at his arrival for deposit into the mail system. The 1852 P.L.& R. states in its "Regulations", Chapter 33, page 48, the following:

> "Sec. 200. On the letters brought by a mail carrier to be mailed, called way letters, one cent is to be charged, in addition to the usual postage, which is to be rated from the place where the carrier received the letter. It is to be marked "Way", and one cent paid to the carrier."

By January, 1853, the practice of adding the way fee to the postage was abandoned. The receiving postmaster hand-stamped these letters WAY and paid the clerk of the vessel 1¢ for each loose letter received en route; this was in addition to the contract amount paid to the owner of the boat. These letters often bear a townmark applied by the receiving postmaster as well as a Name-of-Boat marking applied by the clerk of the boat; the townmark was struck on letters to be delivered beyond the point of receipt.

5. Route Agents: When a contract mail vessel (packet boat) had a paid postal employee on board, this route agent was also allowed to receive letters en route; he cancelled them either in manuscript or with his official handstamp marking (such as "Route 7309") and placed them in locked mail bags for delivery. These bags were separate from other locked "through mail" bags. Name-of-Boat markings used in conjunction with route agent markings are almost unknown except for the "Natchez" used in combination with "Route 7309". Even though these covers occasionally bear a town-mark, they will not be marked WAY or STEAM as the route agent was a salaried employee of the Post Office Dept. The owner of the boat received the sum called for in his mail contract.

6. Other: Letters with Name-of-Boat markings are also found in combination with other official post office markings such as DROP, CARRIER, or in the case of F.A. Dentzel, a post agent's own marking.

The earliest handstamped Name-of-Boat marking recorded by Eugene Klein in his book, "United States Waterway Packet-marks" appeared on Lake Champlain aboard the "Franklin" in 1832. Subsequent years found the use of these markings dramatically increasing. By the 1850's large numbers of letters bore them, predominantly on letters carried on the lower Mississippi River. Most of the letters received into the mails at New Orleans which were marked STEAM or WAY at that post office also bear a Name-of-Boat marking. Although Name-of-Boat markings were used at upriver points on the Mississippi such as Memphis, St. Louis, Louisville and Cincinnati and also on the Alabama River at Mobile, such cases are decidedly more rare. In general, it appears that letters not carried in the locked "through mail" bags but which were received into the mails at New Orleans from steamboats not carrying route agents did bear a Name-of-Boat marking in 1852 and thereafter.

Even though Name-of-Boat markings have been traditionally thought of as only advertising markings, this author believes that they were primarily receiving marks. Prior to the use of the envelope in the early 1850's, it is quite common to find these marks struck on folded letters and folded bills of lading. Even though this practice continued there are examples of way bills imprinted with the boats name that were enclosed inside envelopes in the late 1850's which also bear the identical handstamp Name-of-Boat marking used concurrently by the clerk on the exterior of envelopes. Since these items were not intended for view by the post-office personnel and the imprint established the carrier, one can easily conclude they were applied by the clerk of the boat as a receiving mark to indicate that he had checked the cargo versus the shipping list and verified this by applying his marking. By incorporating the name of the vessel in the handstamp, it not only established his official receipt but also provided a positive reminder of the carrier to the recipient on non-imprinted correspondence. Thus, prompt delivery and good service might encourage the recipient to use the boat again; the markings did, therefore, have some advertising significance. There is no conclusive evidence yet discovered or reported to indicate the exact reason for the development and use of these markings or to indicate that they have any official Post Office Dept. sanction. Regardless of what caused their use, these markings form a unique chapter in the study of our postal history. With the opening of the west and the development of transportation and communication systems to serve the new frontiers, the river boats provide a romantic epic of adventure, daring, struggle, tragedy and success. The Name-of-Boat markings allow the postal historian not only to trace the exact post road and route that a letter traveled, but also the opportunity to do research on the specific carrier. With a Name-of-Boat marking, one can determine the physical properties and history of the vessel that conveyed the letter as well as the personnel who manned the steamboat. This advantage is not available for mail carried by either stage or railroad. These waterway markings do, therefore, bear postal significance to the historian, even though they were not officially ordered.

Tracy W. Simpson, in his book "U.S. Postal Markings 1851-61", developed a theory that the Name-of-Boat markings may have resulted from a postal requirement, probably by the New Orleans postmaster. Based on the fact that the bulk of the known covers bearing the Name-of-Boat markings are found on letters entering the mails in New Orleans, Mr. Simpson contends that an identifying mark on the cover would have greatly facilitated the payment of WAY and STEAM fees. Over 4,000 boats docked at New Orleans in the year 1859-60; therefore, it would have been reasonable for the postmaster to have requested the boat owners to mark each letter with the boat's name to facilitate his vouchering of STEAM and WAY fees for payment at periodic intervals. Even though all collectors of mail carried on the western waters would like to see these markings achieve the status of official sanction by the U.S. Mail service, there is no currently known evidence to prove that the Post Office Dept. initiated or encouraged their use; thus, the following price schedules are based on covers also bearing the U.S. Postal markings (Steam ,Way, townmarks, etc.).

References

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Klein, Eugene, "United States Waterway Packetmarks 1832-1899", 1940.

Milgram, James W. "Vessel Named Markings on United States Inland and Ocean Waterways 1810-1890", 1984.

Simpson, Tracy W., "United States Postal Markings and Related Mail Services 1841-1861", 1959.

P.L.& R., 1845, 1852, and 1855.

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

Abbreviations and symbols used in the catalog listings are discussed in the General Information section.

Boat Name Marking Where Used Year Type Size Color Value

PRIVATE PACKETBOAT MARKINGS APPLIED BY STEAMBOAT CLERKS

(Admiral)STEAMER*ADMIRAL(Miss.River)(1847;SL-40x2.5; Black). 750.00
(Advance)REGULAR PACKET/ADVANCE/CAPT.S.W.ABELS (Alabama & Tombigbee River)(1850's-59;DLO-49x 33;Black) 300.00
(A.Fuselier)STEAMER/A.FUSELIER(Miss.River)(1852-53; DLO-42x26;Red,Black). 150.00
(Aleck Scott)STEAMER ALECK SCOTT OF ST.LOUIS(Miss. River)(1850;negative C-27;Red). 500.00
(Alhambra) STEAMER ALHAMBRA (Ohio & Miss. Rivers) (1845;fancy oval 48x25;Black) 600.00





(Alice Vivian)REGULAR SATURDAY PACKET/ALICE VIVIAN/ CAPT. S.W.ABELS/For DEMOPOLIS/& MERRIWETHER'S LANDING(Alabama & Tombigbee River)(1850's;DLO-49x33;Blue) 250.00
(Alice W.Glaze)FROM STEAMER/ALICE W.GLAZE(Red River & Bayou LaFourche)(1854;DLO-51x23;Red). 150.00
(Aline)From STEAMER/ALINE(Atchafalaya River)(1858; DLO-58x28;Red). 200.00
(Allen Collier)CIN'TI & KANAWHA PACKET/ALLEN COLLIER/ CAPT.J.T.JOHNSON/CHAS.SONNTAG,/Clerk. (Ohio & Kanawha Rivers)(1860;C-37;Blue) 250.00
(Altoona)REGULAR PACKET/ALTOONA(Ohio & Wabash Rivers) (1853;oval 36x21;Red) 150.00
(Alx.Scott)FROM/STEAMER/ALX.SCOTT(Miss.River)(1849; oval 47x22;Red) 300.00
Same FROM/STURGEON/ALX.SCOTT(Ohio & Miss. Rivers) 1849-50;oval 41x26;Red,Black) 450.00
(Amanda)PACKET/STEAMER/AMANDA.(Lower Miss. & Red Rivers) (1853;DLO-46x27;Blue) 150.00
(Amaranth)STEAMER AMARANTH(Miss. River)(1848;oval 38x22;Red). 250.00
(Amazon)STEAMER AMAZON(Miss.River)(1850;box 44x9; Red). 750.00





(America)STEAMER/*AMERICA*(Ohio River)(1850;DLDO-39x20;Red). 250.00
(Andrew Jackson)STEAMBOAT/ANDREW/JACKSON(Ohio & Miss. Rivers)(1848;box 31x29;Black) 850.00





(Anna)STEAMER/ANNA.(Miss.River)(1850;octagon 33.5x19; Red). 400.00
Same ANNA/J J.LABARTHE(Miss. & Red Rivers)(1851; shield 38x33;Black) 650.00
(Anna Perret)FROM STEAMER./ANNA PERRET.(Miss.River) (1858-60;DLO-54x28;Red). 150.00
(Anna Perrey)FROM STEAMER ANNA PERREY.(misspelled) (Miss.River)(1858;DLO-54x28;Red). 150.00



(Arkansas)STEAMER/ARKANSAS/No.4(1848;oval 32x25;Red).500.00

Boat Name Marking Where Used Year Type Size Color Value





(Atlantic)STEAMER/ATLANTIC(Miss.River)(1848;oval 37x21.5;Red). 250.00
Same STEAMER ATLANTIC/M.C.R.R.LINE. MAY 28(Great Lakes)(1849;2 SL within fancy scroll 44x16.5; Black). 750.00
(Autocrat)FROM/STEAMER/AUTOCRAT(Miss.River)(1850; oval 42x26;Red) 250.00
(Bayou Belle)STEAMER/BAYOU BELLE/CAPT.J.D.WALKER(Red River)(1851;oval 42x21;Red) 200.00
(B.E.Clark)FROM STEAMER/B.E.CLARK(Miss.& Red Rivers) (1853;DO-35x19;Blue). 150.00



(Beeswing)STEAMER BEESWING(Miss.River)(1845;fancy oval, eagle at top, approx.48x29;Black) . . . 1250.00





(Bella Donna)STEAMBOAT/+BELLA DONNA+(Miss.River) (1853; DO-47x20;Red). 150.00
(Belle Creole)S.B.BELLE CREOLE(Miss River)(1847;oval 31x19;Black). 250.00
Same STEAMBOAT/+BELLE CREOLE+(Miss.River)(1850-51; DO-41x21;Red). 200.00
(Belle Gould)STEAMER*BELLE GOULD*(Miss.River)(1851; DLO-33x22,star in center;Red) 500.00





(Belle of Clarksville)STEAMER/BELLE OF/CLARKSVILLE (Miss. River)(1843;C with negative lettering-25;Black) 1000.00
(Belle Sulphur)PACKET/BELLE SULPHUR/A.CARLILE MAS./ R.C.HUTCHINSON CLK.(Miss. & Red Rivers)(1851;DLO-53x32; Red) 250.00





(Blackstone)STEAMER/BLACKSTONE/(Narragansett Bay) (1834;C-35;Red) 500.00
(Bloomer)STEAMER/*BLOOMER*(Miss.& Red Rivers)(1851; DLO-51x30;Red). 200.00





(Boreas)BOREAS/NO.2(Upper Miss.River)(1845;scroll 25x15;Black). 500.00
(Bostona)S.B.BOSTONA*(Miss.River)(1849-51;C-28,NOR; Red). 350.00
(Bride)FROM/STEAMER/BRIDE(Red River)(1850-51;DLO-39x24;Red). 250.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Brilliant)S.B.BRILLIANT(Miss. River)(1838;SL-36x3; Black). 850.00
Same STEAMER BRILLIANT(Miss.River & Bayou Sara) (1851;DLO-51x33;Red). 200.00





(Bunker Hill)LOUISVILLE & NEW•ORLEANS PACKET/BUNKER HILL/NO.3(Miss.& Ohio Rivers)(1849;upright oval 28x32,monument in center;Red). 1000.00
(Caddo)RED RIVER/PACKET/CADDO(Red River)(1849;SL-24x13;Red). 250.00
Same PACKET CADDO(Red River)(1849;SL--;Red). . . .250.00
Same CADDO(Red River)(1850;SL-21x4;Red). 250.00
Same CADDO(Red River)(1850-51;SL-51x10;Red). . . .250.00
Same CADDO NO.2(Red River)(1852-53;SL-50x10;Red, Black). 200.00
Same RED RIVER/PACKET/*CADDO NO.2*(Red River) (1853;oval 40x22;Red,Black) 250.00
(Capitol)STEAMER/CAPITOL(Miss.River)(1853;oval 44x24; Red). 125.00
(Ceres)FROM/STEAMER/CERES.(Miss.River)(1853;oval 44x 24;Red) 150.00







(C.E.Watkins)STEAMER/C.E.WATKINS(fleuron)(Miss.River) (1851;DLO-37x19;Red). 250.00
(Chalmeto)CHALMETO(Lower coast of Miss.)(1847-9;box 58x13;Red). 300.00
(Chalmetto)STEAMER/CHALMETTO.(Lower Miss.& Ouachita Rivers)(1849-oval 43x26;Red). 200.00
(Chancellor)FROM/PACKET/CHANCELLOR.(Miss.& Ohio Rivers) (1849-52;DLO-42x26;Red) 150.00
(Charles Belcher)STEAMER/CHARLES/BELCHER(Miss.River) (1851;sawtooth box 31x18;Blue). 500.00
(Cherokee)NEW ORLEANS/& FLORENCE/PACKET/CHEROKEE. (Miss. & Tenn.Rivers)(1850-56;DLO-37x29;Red, Magenta). 275.00
(Choctaw)RED RIVER PACKET/STEAMER/CHOCTAW(Red River) (1851-52;DLO-47x30;Red) 200.00
(Cincinnati)S.B.CINCINNATI.*(Ohio & Miss. Rivers) (1846-47;C-26,NOR;Red). 300.00
(Clara)STEAMER/CLARA(Missouri River)(1851;octagon 33x19;Red). 300.00
(Cleona)FROM/*STEAMER*/CLEONA(Miss.& Red Rivers) (1853;triple line oval 51x35;Red) 250.00
(Columbus)ST.LOUIS &/NEW ORLEANS/PACKET/COLUMBUS(Miss. River)(1850-51;oval 36x25;Red,Black). 200.00





(Compromise)STEAMER/COMPROMISE(Red River)(1852-53; negative DC-32;Red) 850.00
Same PACKET/COMPROMISE(Red River)(1853;oval 27x22; Blue) 300.00
Same RED RIVER PACKET./COMPROMISE.(Red River)(1855; oval 27x22;Blue). 300.00
(Concordia)FROM/STEAMER/CONCORDIA(Miss. River)(1848; box 42x20;Red). 300.00
(Convoy)CONVOY(Miss. River)(1848;sawtooth box 35x16; Red). 350.00
Same CONVOY(Miss.River)(1848;oval 43.5x27;Red) . .250.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Cora)STEAMER/CORA(Miss.& Ouachita Rivers)(1848-49; oval 35x20;Red) 100.00
(Cora No.2)STEAMER/No.2/*CORA*(Ouachita River)(1853; oval 30x24;Red) 150.00
(Corvette)STEAM BOAT/CORVETTE/HYDE & CLARKE Agents (Miss.River)(1840;SL-50x21; Blue) 750.00







(Cote Joyeuse)Steamer Cote Joyeuse(Red River)(1845; fancy oval 47x28,eagle at top;Black). 1250.00
(Cotton Plant)FROM/STEAMER/COTTON PLANT(Miss. River) (1848;Octagon 41x18;Red). 250.00
(Creole)FROM/RED RIVER PACKET/CREOLE.(Red River)(1849; oval 47x25;Black) 350.00
(Crescent)S.B.CRESCENT(Miss.River)(1852;C-27;Black) .200.00
(C.T.Dumont)STEAMER C.T.DUMONT.(picture of steamer in center)(Ohio River)(1864;oval 40x26;Magenta). .500.00





(Cuba)STEAMER/CUBA(Miss.& Ala.Rivers)(1851-54;DLO-44x27;Red). 125.00
(Dallas)STEAMER DALLAS.(Lower Miss.& Ouachita Rivers) (1847-48;fancy ornamental oval 34x19;Red) . . .850.00
Same (ornamental oval frame inverted). 850.00



(Danube)Steamer/Danube (Monongahela & Upper Miss. Rivers)(1847;oval 26x21;Red). 350.00
(Dove)DOVE(Ohio River)(1848;box 44x12;Red). 350.00
(Dr.Batey)DR.BATEY(Quachita & Miss.Rivers)(1851; oval 27x14;Red) 150.00







(Dr.Buffington)REGULAR OUACHITA/PASSENGER PACKET/ STEAMER/*DR.BUFFINGTON.*(Ouach River)(1853-57; oval 52x31;Black) 175.00
(Dr.Franklin No.2)STEAMER/NO.2/DR.FRANKLIN(Upper Miss River)(1849-50;octagon 34x21;Red) 350.00
(D.S.Stacy)STEAMER/D.S.STACY(Ouachita & Miss.Rivers) (1853;DLO-45x29;Red). 225.00
(Dubuque)STEAMER DUBUQUE(Upper Miss. River)(1850; eagle above wreath & stars, oval shape 48x31; Red). 1000.00
Same STEAMER/DUBUQUE(Miss.River)(1851;DLDO-34x20, fancy star design in center;Black). 500.00

Illustrations are not necessarily to actual size or to a uniform scale throughout this catalog.

Boat Name Marking Where Used Year Type Size Color Value





(Duck River)STEAMER/DUCK-RIVER(Miss. & Red Rivers) (1850;oval 45x29;Red) 225.00
(Duke)STEAMER DUKE/+S.APPLEGATE.MASTER+(Red River) (1853;oval 42x18;Black) 150.00







(Duroc)STEAMER DUROC.(Black & Miss.Rivers)(1849; ornate oval 48x23;Black). 1000.00
(Echo)STEAMER/ECHO(Ouach.& Miss.Rivers)(1851;octagon 24x18;Black). 500.00
(Eclipse)STEAMER/ECLIPSE(Miss.& Ohio Rivers)(1853; DLDO-55x33;Red) 150.00
Same PACKET/ECLIPSE.(Miss.& Ohio Rivers)(1853-56; DLDO-40x22;Red,Blue). 150.00
(E.Corning)STEAMER E.CORNING(Sacramento & San Joaquin Rivers)(1851;DLO-35x21;Red,Black) 1250.00
(Edna)STEAMER EDNA(Miss. & Ouachita Rivers)(1847;SL-33x3;Black) 500.00
Same STEAMER EDNA(1847;SL-31x33;Black) 500.00
(E.D.White)STEAMER/BRADY E.D.WHITE(Miss.River)(1851; oval 48x28[adhesive label];Red) 500.00
(Eleanor)RED RIVER/PACKET/ELEANOR(Red River)(1853; DLO-57x32;Blue) 200.00
(Eliska)STEAMER/*ELISKA*(Miss.River)(1846;oval 28x22; Red). 250.00
(Eliza Battle)STEAMER/ELIZA/BATTLE(Ala.River)(1851; beehive design 27x23;Blue). 750.00





(El Passo)STEAMER/EL PASSO(Missouri River)(1850; box 32x17;Purple,Magenta) 1250.00
(Embassy)NASHVILLE & MEMPHIS U.S.M.PACKET EMBASSY. (Cumberland,Ohio & Miss.Rivers)(1852;oval 49x 33;Red) 450.00
(Emma Dean)REGULAR PACKET/EMMA/DEAN.(Ohio,Miss.& Ark. Rivers)(1852;C-32;Blue) 400.00
(Emperor)STEAMER/EMPEROR(Miss.River)(1851;DLC-30; Red). 250.00
(Empire)S.B.EMPIRE(Ohio & Miss. Rivers)(1847;eagle above wreath & stars, oval shape 46x27;Black, Red). 1000.00
(Empire Parish)STEAMER/EMPIRE PARISH(Miss.River) (1853-60;DLO-55x27;Black) 250.00
(Empress)PACKET/EMPRESS(Ala.River)(1851-53;DLO-49x31; Red,Brown,Black). 125.00







(Eudora)EUDORA.(Ouach.& Miss. Rivers)(1848;sawtooth box 35.5x15.5;Red). 350.00
(Express)S.B.EXPRESS(Ohio & Upper Miss. Rivers)(1851; stencil SL-50x4;Black). 750.00
(Farmer)PACKET/FARMER(Ala.River)(1849-52;triple line oval 33x24,fancy center;Black). 750.00
(Fashion)STEAMER/FASHION.(Red River)(1851-52;DLO-46x32;Red). 175.00

(Fawn)PACKET/FAWN(Ohio River)(1851;shield design 28x31;Red). 150.00
(Flora)ATTAKAPAS PACKET/FLORA./J.J.LABARTHE.(Attakapas River)(1850;DLO-47x31;Red). 200.00







(F.M.Streck)S.B./F.M.STRECK(Lower Miss.River & coast) (1849-50;sawtooth box 31x16;Red). 125.00
(Forest Queen)PACKET/FOREST QUEEN(Ohio River)(1855; oval 35x25;Blue green). 250.00
(Franklin)STEAM PACKET FRANKLIN/CAPT.R.W.SHERMAN/ LAKE CHAMPLAIN(Lake Champlain)(1831-35;DLC-38; Red). 300.00
(Frank Lyon)FRANK LYON(Ala.& Miss.Rivers)(1853-55; oval 30x20,lion in center;Red,Blue) 350.00







(Gem)FROM/STEAMER/GEM.(Miss.River)(1851;C-24;Red) . .300.00
(Gen.Lafayette)STEAMER/GENL.LAFAYETTE(Ohio River) (1848-50;oval 40x19;Red). 250.00
(Gen.Stokes)FROM/STEAMER/GENL.STOKES(Miss.River) (1851;DLO-50x34;Red). 250.00
(Gen.Taylor)FROM/STEAMER/GEN.TAYLOR(Tombigbee River) (1849;DLO-45x31;Red,Black). 300.00
(Gen.Worth)STEAMER/GEN.WORTH(Miss.River)(1849-50; DLO-27x20;Red,Black). 200.00
(Geo.Collier)STEAMER/J.W.GOSLEE/GEO.COLLIER(Miss. River)(1851;DLO-50x33;Red). 350.00
(Gipsey)STEAMER/GIPSEY(Miss.River)(1851-54;DLO-40x26; Red). 175.00
(Gipsy)STEAMER/GIPSY(Miss.River)(1850-51;oval 34x19; Red,Black). 175.00
Same FROM STEAMER GIPSY.(Miss.River)(1849;oval 37x22;Red). 150.00
(Glendy Burke)STEAMER/GLENDY BURKE(Miss.River)(1851; DLO-45x28;Red). 225.00



GREEK SLAVE

(Goddess of Liberty)Pr STEAMER GODDESS OF LIBERTY (Miss.River)(1841-43;DC-30;Red) 350.00
(Gov.Jones)S.B.GOV.JONES*(Miss.River)(1846;DLC-22; Red). 250.00
(Greek Slave)GREEK SLAVE(Ohio,Cumberland & Tenn. Rivers)(1850;SL-36.5x3.5;Black) 500.00





(Grenada)RED RIVER PACKET/Steamer Grenada/B McKENNY MASTER(Miss. & Red Rivers)(1840's;oval 66x30 NOR,stencil marking;Black). 750.00
Same FROM/STEAMER/GRENADA/M.GWARTNEY.MASTER.(Miss. River)(1851-53;DLO-50x33;Red) 300.00
Same INDEPENDENT LINE STR.GRENADA R.P.CRUMP MASTER (Miss.River)(1853-54;DLO-48x32;Red) 250.00
(Grey Eagle)S.B.GREY EAGLE(Miss.& Ohio Rivers)(1840; C-27;Red) 225.00
Same GREY/EAGLE(1849;fancy oval 46x28,eagle at top; Red). 1250.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Hannibal)Regular Missouri River/PASSENGER PACKET/ HANNIBAL/W.B.Haslett Capt/Geo.W.Haslett Clk. (Missouri River)(1851;fancy,framed DL-46x35; Black). 450.00
(Hard Times)FROM/PACKET HARD TIMES(Miss. & Yazoo Rivers)(1847-49;DL box 48x16;Red) 450.00
(Harrison)HARRISON(Miss. River)(1842;framed SL 36x8; Black). 450.00





(Harry Hill)S.B.HARRY HILL.(Miss. & Red Rivers)(1847-50;fancy, ornate frame 46x18;Red) 1500.00
(Harry of the West)Pr Steamer./HARRY OF THE WEST. (Miss & Missouri Rivers)(1844;SL-58x7;Black). 1000.00
(Hecla)STEAMER/HECLA(Red River)(1851;DLO-41x29;Red) .125.00
(Henry Clay)STEAMER HENRY CLAY(Miss.River)(1842; cogged C-31.5;Black). 500.00
(Hibernia)U.S./MAIL PACKET./HIBERNIA.(1848;oval 43x 29;Blue,Red). 150.00
(H.M.Wright)FROM STEAMER/H.M.WRIGHT./J.D.CLARKE/ MASTER.(Miss.River)(1851;DLO-49x32;Red) 250.00





(Homer)STEAMER.HOMER.(Ohio & Miss Rivers)(1847;fancy oval 47x22;Black) 1250.00
Same HOMER(Teche.& Ouach.Rivers)(1848;SL-39x6; Red). 125.00
(H.R.W.Hill)MEMPHIS & NEW ORLEANS/PACKET/H.R.W.HILL/ T.H.NEWELL MASTER(Miss.River)(1851-53;fancy DLO-43x32;Red). 675.00
Same (NASHVILLE instead of MEMPHIS in ribbon). . .675.00
(Iroquois)FROM STEAMER IROQUOIS.(Miss.River)(1852; oval 29x22;Red,Blue). 475.00







(Isabel)STEAMER/ISABEL(Miss.River)(1850-55;octagon 34x20;Blue) 250.00
(Jas.H.Lucas)ST.LOUIS & ST.JOSEPH/PACKET,/JAS.H.LUCAS. (Missouri River)(1850;octagon32x23;Blue). . . .750.00
(James Hewitt)PACKET/*JAMES HEWITT.*(Ala.River)(1847-50;DC-36,packet boat in center;Red) 750.00
(James Robb)FROM/LOUISVILLE & N.ORLEANS/PASSENGER PACKET./JAMES ROBB/J.E.MONTGOMERY/MASTER.(Miss. River)(1851;shield design 43x30;Red). 450.00
Same from/STEAMER/JAMES ROBB(Miss.River)(1853; negative oval 42x33;Red). 450.00



(Jefferson)PACKET/*JEFFERSON.*(Miss. & Black Rivers) (1851;DLO-45x28,picture of packetboat in center; Red). 1250.00
(Jennie Kirk)Steamer/JENNIE KIRK(Alabama & Ouach. Rivers)(1859;SL-33x9;Black) 350.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Jewess)STEAMER JEWESS/HENRY SHILLITO,MASTER(Tombigbee River)(--;oval 39x28;Red) 225.00
Same (Alabama River)(1866;oval 46x28;Red). 175.00
(J.F.Paragoud)STEAMER J.F.PARAGOUD(Miss.River)(1861; C--;Black) Confederate usage. . . . . ---
(J.M.Relf)FROM/STEAMER/J.M.RELF.(Miss.River)(1851-53; oval 47x22;Red) 150.00
(J.M. White)From/STEAMER/J.M. WHITE(Ohio & Miss. Rivers)(1844;rectangle 34-21;Red) 450.00
(John Strader)STEAMER/JOHN STRADER(Miss.River)(1853; negative C-38;Red) 350.00
(Josiah Lawrence)STEAMER/JOSIAH/LAWRENCE(Miss.River) (1852;octagon 34x21;Red). 250.00
(J.T.Doswell)STEAMER/J.T.DOSWELL/A.LAROSE(Miss.River) (1851;DLO-45x27;Red). 175.00







(Judah Touro)FROM STEAMER/JUDAH TOURO(Miss.River) (1851-57;DLO-53x24;Red,Blue). 275.00
(Kate Kearney)STEAMER/KATE/KEARNEY.(Upper Miss River) (1847;octagon 34x19.5;--) 750.00
(Kentucky)C.M. & F. MAIL LINE/S.B.LIGGS,CLK/KENTUCKY. (Ohio River)(1857;DLC-37.5;Black) 225.00
(Knickerbocker)(picture of Father Knickerbocker) (Hudson River)(1846;C-35;Red) 1750.00
(Latona)STEAMER/LATONA(Ouach.& Miss.Rivers)(1851-52; octagon 24x17;Red,Black). 300.00
(Laurel Hill)BAYOU SARA/+PACKET+/LAUREL HILL(Bayou Sara & Lower Miss.River)(1853;oval 48x19;Red) .275.00
(Lewis Whiteman)STEAMER/LEWIS WHITEMAN(Miss.& Ouach. River)(1853;DLO-58x31;Red,Blue) 125.00
Same N.ORLEANS & OUACHITA/PACKET/LEWIS WHITEMAN (Miss & Ouachita Rivers)(1853;oval 50x21;Blue) 200.00
(Lily)STEAMER LILY./W.B.DRAKE MASTER(Alabama River) (1867;DC-24;Blue) 100.00
(Louisa)FROM/STEAMER/LOUISA(Miss.River)(1853;DLO-54x37;Red). 125.00
(Louis D'or)STEAMER LOUIS D'OR/CHENEY JOHNSON./ MASTER.(Red River)(1853;DLO-50x26;Black). . . .250.00



(Louisiana)LOUISIANA(Ouachita River)(1847;boxed SL-49x12;Red). 275.00
(Lucy Robinson)STEAMER/LUCY ROBINSON(Miss.River) (1851-53;oval 49x41;Red,Black). 150.00
(Lulu D)STEAMER LULU D(Miss & Red Rivers)(1869;DC-28; Blue) 60.00





(Magnolia)STEAMER/Magnolia(Miss.River(1851;outline of flower 45x21;Red) 750.00
Same REGULAR/PACKET/MAGNOLIA(Ala.River)(1852-55; oval 33x19;Red,Black) 250.00
Same REGULAR TUESDAY PACKET/MAGNOLIA/CAPT.H.R. JOHNSON/Demopolis,Gainsville./WARSAW AND VIENNA. (Tombigbee & Alabama Rivers)(1850's;fancy oval 51x36;Black). 350.00
(Majestic)STEAMER/Majestic(Miss.River)(1846-48; octagon 27x17;Red). 200.00



(Maria)Per St.Bt.MARIA(Miss.River)(1846;fancy oval 47x29,eagle at top;Red;Brown) 1250.00

Boat Name Marking Where Used Year Type Size Color Value

(Marshall Ney)MARSHALL/NEY.(Miss.River)(1849;DLO-32x23;Red). 250.00
Same MARSHALL/NET(misspelled)(1849). 275.00







(Mary Bess)STEAMER/MARY BESS(Miss.River)(1853-56; oval 52x31,NOR,stencil;Red,Black) 500.00
(Mary Clifton)PACKET/MARY CLIFTON.(Ala.River)(1850-53;DLO-44x31;Red) 175.00
(Mary Foley)S.B./MARY FOLEY(Bayou LaFourche)(1849-50; negative letters in oval with shaded background 29x22;Red). 650.00
Same (negative letters in oval without shaded background) 650.00
(Mayflower)MAYFLOWER(Great Lakes)(1850-51;fancy scroll-25x14;Blue). 500.00
(Messenger)STEAMER/MESSENGER(Miss.& Ala.Rivers) (1853;oval 37x27;Black) 150.00
(Missouri)MISSOURI/MAIL(Missouri River)(1843;C-32, NOR;Black). 375.00
Same STEAMER/MISSOURI.(Mississippi River)(1847; oval 32x22;Blue). 300.00
(Mobile)STEAMER MOBILE(Ala.River)(1850;SL-49x3; Black). 300.00
(Mohawk)FROM/STEAMER/MOHAWK.(Miss.River)(1847-51;DLO-44x28;Red). 250.00



(Monarch)PACKET/MONARCH(Ala.River)(1845-52;fancy boxed oval 24x17;Red) 450.00
(Mondiana)FROM/STEAMER/MONDIANA(Ouachita River)(1847; DLO-49x31;Red). 300.00
(Monroe)FROM/ST.BT.MONROE(Miss.River)(1848-51;DLO-47x31;Red). 250.00
(Monsoon)PR. STEAMER/.MONSOON.(Upper Miss. River) (1839;DLDC-22.5;Red). 500.00



(Monterey)RED RIVER/PACKET./MONTEREY(Miss & Red Rivers) (1847-48;dotted stencil oval 70x39;Blue). . . .450.00
(Montgomery)STEAMER/MONTGOMERY.(Miss.River)(1849-50; DLO-35x21;Red). 200.00
Same (1850;oval 34.5x21;Red) 200.00
(M.Relf)FROM/STEAMER/M.RELF.(Miss.River)(1853,1862; oval 46x22;Red) 175.00





(Multnomah)PER/CR.SN Cos./STEAMER/MULTNOMAH(Oregon Coast & Columbia River)(1860's;DLO-36x22; Black). 1000.00
(Music)S.B MUSIC(Lower Miss.River)(1847-53;fancy negative oval 30x25;Red) 650.00
Same MUSIC(Miss.River)(1853-54;oval 38x17;Red) . .175.00
(Naniope)ATTAKAPAS PACKET/STEAMER/NANIOPE(Gulf Coast & Bayou Teche)(1851-52;DLO-42x29.5;Red) 250.00
(Natchez)STR NATCHEZ/CAPT.J.C.JOFRRION(Miss & Black Rivers)(1851;DO-45x20;Red). 150.00
Same STEAMER/NATCHEZ(1849;DLO-34x21;Red) 150.00
Same(Miss.River)(1851;DO-31x14;Red). 250.00
Same(Miss & Black Rivers)(1854;DLO-45x20;Red). . .150.00
(Natchez No.2)FROM/STEAMER/NATCHEZ/No.2.(Miss.River) (1850-51;oval 43x26;Red). 150.00







(New Latona)PACKET/STEAMER/NEW LATONA.(Miss.River) (1851-53;DLO-43x26;Red) 150.00
(New World)OUACHITA PACKET/LEN MOORE/MASTER./NEW WORLD (Ouachita River)(1851;oval 48x30;Red) 300.00
Same STEAMER NEW WORLD/A.P.HYATT/MASTER./J.W.MARTIN CLERK.(1854;oval 47x26;Blue). 250.00
(Old Hickory)OLD/HICKORY(Miss.River)(1847;octagon 25x18;Red,Black). 225.00
Same OLD HICKORY(Miss.& Ohio Rivers)(1847;fancy oval 47x29,eagle at top;Red). 1250.00
(Opelousas)FROM STEAMER/OPELOUSAS.(Miss.River)(1855-58;DLO-49x22;Red) 250.00
(Ophelia)STEAMER/OPHELIA.(Miss.River)(1854-55;DLO-45x28; Red) 200.00
(Oregon)STEAMER/OREGON./5(East Coast)(1846;oval 24x18; Red). 125.00
(Osceola)FROM/STEAMER/OSCEOLA.(Miss.& Ouachita Rivers) (1850-51;DLO-44x32;Red) 150.00





(Patrick Henry)STEAMER/PATRICK HENRY.(Miss.River) (1850;oval 44x25;Red,Brown-black) 275.00
(Paul Jones)PAUL JONES(Miss.River)(1844;fancy oval 47x28,eagle at top;Black) 1250.00
Same S.B.PAUL JONES(Miss.River)(1845;C-23;Black) .450.00
Same (1845;C-22 NOR;Black) 500.00
(P.Dalmau)NEW ORLEANS,/ALEXANDRIA &/NATCHITOCHES/ PACKET/P.DALMAU.(Red River)(1852;oval 48x30; Red,Blue,Green,Black) 175.00
(Peerless)STEAMER/PEERLESS.(Miss.River)(1853;oval 45x26;Red). 200.00
(Pennsylvania)STEAMER PENNSYLVANIA KLINEFELTER MASTER(Miss.River)(1851;shield 35x35;Blue). . .250.00
(Perry)STEAMER PERRY(Narraganset Bay)(1851;C-35; Red,Black). 275.00
Same(picture of steamer heading left, no name) (1850's;20x8;STEAM-BOAT,5;Red). 750.00
Same PERRY(printed picture of steamer,heading left, name on paddlebox)(Narraganset Bay)(1851;--; STEAM-BOAT,5;Red) 750.00
Same(steamer heading right)(1852;--;STEAMBOAT,5; Red). 600.00





(Peytona)PEYTONA(Ohio River)(1846;C-19,horse in center;Red,Black) 750.00
Same FROM/STEAMER/PEYTONA(Ohio & Miss. Rivers) (1848;oval 42x29;Red) 250.00
Same STEAMER/PEYTONA(Miss.River)(1849-50;oval 34x15; Red) 175.00





(P.F.Kimball)STEAMER/P.F.KIMBALL(Miss & Red Rivers) (1852; DLO-48x32;Red) 150.00
Same(1853-55;DO-29x23;Red) 150.00
(Philadelphia)ST. LOUIS AND MEMPHIS/U.S./MAIL/PACKET/ PHILADELPHIA/John H. Marshall Master(Miss. Riv) (1859;C-37;Red) 750.00

Boat Name Marking Where Used Year Type Size Color Value





(Pike No.9)PIKE NO.9/TUCKER MASTER(1851;fancy oval 49x31,eagle at top;Black) 1250.00
(Piota)STEAMBOAT/-PIOTA-(Red River)(1851-53;DO-51x22, fancy design in center;Red,Blue,Black). 250.00
(Pitser Miller)PITSER MILLER(Ohio River)(1849;SL-34x3;Green,Blue). 450.00





(Pizarro)S.B./PIZARRO(Missouri River)(1839;Octagon 24x18.5;Black). 850.00
(Planter)FROM/STEAMER PLANTER/C.V.WELLS./MASTER. (Miss. River)(1853;C-43;Black). 250.00
(Polar Star)MISSOURI RIVER PACKET POLAR STAR(Missouri River)(1850;oval 32x21;Blue,Black). 600.00
(Post Boy)PACKET/xPOST BOYx(Missouri River)(1847-51; DO-47x32;Red,Blue). 400.00





(Princess)PRINCESS(Miss.River)(1853;SL-42x5;Blue) . .275.00
(Princess No.3)STEAMER/PRINCESS No.3.(Miss.River) (1851-52;DLO-47x30;Red) 225.00
(Princeton)Ouachita Packet/PRINCETON(Miss. & Ouachita River)(1848;arc & SL w/cotton bale between, 49x18,NOR;Blue) 1000.00
Same PRINCETON(Ouachita River)(1847-49;box 38x18; Red). 350.00
(P.Toney)P.TONEY(Ala.River)(1854;octagon 23x7.5;Red, Purple) 300.00





(Queen of the West)QUEEN OF THE WEST(Ohio & Miss. Rivers)(1840;DLC-21 with negative letters; Red). 1250.00
(Rainbow)FROM/FAST PACKET/RAINBOW.(Ohio River)(1856; DLO-50x29;Blue-green) 200.00





(Rapides)STEAMER/RAPIDES.(Red River)(1853;oval 32x31; Blue,Black) 100.00
Same BY/STEAMER/RAPIDES(Red River)(1853;picture of steamboat 47x27,name on paddle box;Black) . . 2750.00
(Red River)PACKET/RED RIVER(Red River)(1851;DLO-42x27;Red). 125.00
Same FROM/STEAMER./RED RIVER.(Red River)(1852-53; oval 40x22;Red,Magenta) 200.00
(Red Wing)S.B. RED WING(Upper Miss River)(1846;ornamental mortised handstamp with angels & harp above-43x17;Black). 1750.00



(Reindeer)STEAMER/REINDEER.(Miss.& Ohio Rivers) (1852;oval 37x27;Red) 250.00
Same FROM/STEAMER/REINDEER(Ohio & Miss. Rivers) (1853;oval 35x26; Black). 250.00
(Republic)STEAMER/REPUBLIC.(Miss.River)(1853;oval 32x17;Red). 125.00
(Richmond)PACKET/RICHMOND(Ohio & Miss Rivers)(1845; oval 20x27;Red) 200.00
(Rio Grande)ATTAKAPAS PACKET/RIO GRANDE/J.J.LABARTHE. (Miss & Attakapas Rivers)(1846-50;DLO-49x31; Red). 250.00





(Robt.J.Ward)STEAMER/ROBT.J.WARD/S.F.MILLER/MASTER (Ohio River)(1852;shield 37x28;Red) 500.00
(Rochester)STEAM-BOAT/ROCHESTER(Hudson River)(1846; diamond 62x28;Red). 1250.00





(Rockaway)FROM/*STEAMER*/ROCKAWAY.(Miss.River)(1852-54;oval 40x21;Red). 150.00
Same FROM/*STEAMER*/ROCKAWAY.(Miss. River)(1850; DLO-43x27.5;Red). 150.00
(Rosa)ATTAKAPAS PACKET/ROSA/WM.GREIG(Attakapas River) (1851;DLO-50x34;Red). 275.00
Same JOS SALIBA MASTER/RED RIVER PACKET/-ROSA-/ CHAS.M.DOWD CLERK.(Miss & Red Rivers)(1853;DLO-59x30;Red). 275.00
(Rowena)STEAM/ROWENA/PACKET(Missouri River)(1847;oval 23x20;Red). 500.00
(Ruby)A.GREVEMBERG MASTER./STEAMER/RUBY./J.L.MONIER CLERK.(Miss River)((1865;oval 49x22;Blue) . . .250.00
(R.W.McRae)STEAMER/R.W.McRAE(Miss.River)(1853;oval 47x26;Red;Brown). 125.00





(R.W.Powell)FROM/STEAMER/R.W.POWELL(Red River)(1853; oval 48x25;Red,Blue,Black). 125.00
(St.Ange)STEAMER/ST.ANGE(Missouri River)(1849-50;C-26, star at bottom;Red) 350.00
(St.Charles)RED RIVER/PACKET/ST.CHARLES(Red & Miss Rivers)(1851-53;DLO-45x31;Red). 250.00
Same STEAMER/ST.CHARLES(Miss.River)(1851;fancy box 26x21;Red) 300.00
(St.James)STEAMBOAT/ST.JAMES.(Miss.River)(1850-52; DLO-41x25;Red). 125.00





(St. Nicholas)MOBILE & MONTGOMERY/TUESDAY EVENING/ PACKET/ST.NICHOLAS/J.J.COX.MASTER(Alabama River)(1857;C-38;Blue). 1250.00
(St.Paul)FROM/STEAMER/ST.PAUL.(Miss.River)(1849;oval 41x26;Red). 250.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Saline)STEAMER/SALINE(Ouachita & Miss.Rivers)(1851; oval 50x33;Red) 250.00
(Sallie Spann)FROM/STEAMER/SALLIE SPANN(Ala.River) (1851-52;DLO-47x31;Red) 250.00
(Sam Dale)STEAMER/SAM DALE(Ala.River)(1853;oval 40x20;Red). 250.00
(Sarah)FROM STEAMER/SARAH/N.C.BRIGGS/MASTER(Miss. River)(--;oval 53x27;Red) 125.00



(Sarah Gordon)STEAMER/SARAH GORDON(Miss & Red Rivers) (1850;irregular box 87x21;Red). 500.00
(Saranak)STEAMER/SARANAK(Missouri River)(1849-50;oval 26x19.5;Blue) 500.00
(Saxon)SAXON(Miss.River)(1851-52;oval 40x26;Red,Blue, Green). 450.00
(Senator)SENATOR(Alabama River)(1858;ornamental mortised hdstp with eagle above-45x23;Black) . . 1250.00
(S.F.J.Trabue)STEAMER/CAPT.J.TUCKER/S.F.J.TRABUE (Miss.River)(1851;DO-50x31;Red) 150.00
(Shamrock)STEAMER SHAMROCK(Miss.River)(1850;fancy, ornate oval 47x23;Black). 1000.00



(Shenandoah)SHENANDOAH(Upper Miss. River)(1854; shield;32x18.5;Black) 1000.00
(Sligo No.2)NASHVILLE & MEMPHIS/U.S.M.PACKET/SLIGO No.2(Cumberland,Ohio & Miss.Rivers)(1852;oval 50x33;Red). 500.00
(Sonora)STEAMER/SONORA(Missouri River)(1851;DLDO-36x22;Black). 750.00



(Southern Belle)STEAMBOAT/SOUTHERN BELLE(Miss.River) 1851-53;DLDO-49x33;Red,Blue). 225.00
Same VICKSBURG AND NATCHEZ/PACKET/SOUTHERN BELLE/ CAPT.J.M.WHITE/FROM W.M.SHAW CLERK(Miss.River) (1853; oval 51x24;Red). 275.00
(Sovereign)OUACHITA PACKET/SOVEREIGN/LEN.MOORE MASTER. (Ouachita River)(1851;DLO-50x30;Green-black). .225.00
(S.S.Prentiss)STEAMER/S.S.PRENTISS(Miss.River)(1853; oval 54x27;Red) 175.00





(Star Spangled Banner)STAR SPANGLED/BANNER(Ohio & Miss.Rivers)(1847;arc & SL-65x21,NOR,stencil; Black). 1500.00
(Storm)FROM/STEAMER/STORM.(Ouachita River)(1851;DLO-48x32;Red). 200.00





(Sultana)SULTANA(Miss.River)(1845-46;oval 29x23;Red).250.00
Same STEAMER/SULTANA/OF/ST.LOUIS(Miss.River) (1848;fancy negative letter C-27;Red) 500.00
(Swamp Fox)OUACHITA/PACKET/SWAMP FOX(Ouachita River) (1852;DLO-52x35;Red). 175.00
Same("OUACHITA"removed)(Red River)(1853;DLO-52x35; Red). 125.00
Same NATCHITOCHES/PACKET/SWAMP FOX(Red River)(1853; DLO-42x26;Red). 150.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

(Swan)SWAN.(Miss. River)(1852;DLO-48x31;Red). 150.00





(S.W.Downs)STEAMER/S.W.DOWNS.(Miss & Ouachita Rivers) (1851-53;DLO-45x30;Red) 150.00
(Sydonia)FROM/STEAMER/SYDONIA.(Red River)(1853;oval 50x24;Red). 125.00
(Telegraph No.2)U.S.MAIL STEAMER/McLELLAND/Master./ TELEGRAPH No.2(Ohio River)(1851;C-38;Red) . . .750.00





(Tennessee)FROM/STEAM BOAT/TENNESSEE/W.T.YEATMAN/ MASTER(Tenn.& Miss.Rivers)(1846;sawtooth,negative oval 46x33;Black) 1250.00
Same FROM/STEAM BOAT/TENNESSEE.("STEAM BOAT" negative letters in center)(Tenn.& Miss.Rivers) (1847-50;DC-28;Red,Blue). 1500.00
(Texas)STEAMER TEXAS(Red River)(1850;fancy ornate oval 50x20;Black) 1000.00
Same REGULAR PACKET/STEAMER/TEXAS.(Miss & Red Rivers)(1851-53;oval 48x33;Red) 275.00
(Texas Ranger)STEAMER/TEXAS RANGER(Miss & Red Rivers) (1853; DLO-53x35;Red) 250.00
(T.H.Larkin)Regular/ST.LOUIS AND N.ORLEANS/PACKET/ T.H.LARKIN(Miss.River)(1853;DLC-40;Black) . . 1000.00
(Tiger)FROM/STEAMER/TIGER(Ala.River)(1853;oval 36x26;Black). 225.00





(Time)STEAMER./TIME.(Miss.River)(1845;octagon 30x21, running horse in center;Red). 1500.00
(Timour)STEAMER/TIMOUR(Miss.River)(1849;C-28;STEAM 10[SL];Black) 750.00
(Timour No.2)STEAMER/TIMOUR[in ribbon]/No.2(Missouri River)(1852;oval 31x20;Red) 275.00
(T.P.Leathers)NEW ORLEANS/MEMPHIS PACKET/T.P.LEATHERS. (Miss.River)(1851-52;oval 50x34;Red). 450.00



(Trenton)OUACHITA/*PACKET*/TRENTON(Miss & Ouachita Rivers)(1852;DLO-50x33;Red) 275.00
(Tribune)STEAM BOAT/TRIBUNE/HYDE & CLARK Agents(Ohio & Miss.Rivers)(1840;SL-50x21;Blue). 550.00
(Tuscumbia)TUSCUMBIA(Miss.River)(1849;fancy oval-47.5x30;eagle at top;Red) 1250.00
STEAMER TUSCUMBIA(--;fancy oval 47.5x30,eagle at top;Red,Bronze) 1250.00
TUSCUMBIA(--;oval--;Red) 250.00
(Twilight)REGULAR OUACHITA/PACKET/TWILIGHT/WILL LEAVE /WEDNESDAY/AT 5 P.M.(Ouachita River) (1853;oval 40x25;Blue). 175.00
(Uncle Sam)UNCLE SAM(Miss.River)(1851-52;SL-62x6, stencil;Black). 1000.00
Same(Miss.River)(1847;SL in ornate oval 43x17.5; Black). 1250.00
(Vicksburg)NEW ORLEANS/VICKSBURG U.S.MAIL/PASSENGER PACKET/VICKSBURG/J.M.WHITE,Master/T.P.-,Clerk (Miss.River)(1853;escutcheon 35x26;Blue). . . .275.00

Boat Name	Marking	Where Used	Year	Type	Size	Color	Value

SB.
VIOLA

(Viola)SB./VIOLA(Miss.River)(1847-48;SL-28x12.5;Red).300.00
(War Eagle)STEAMER[fleuron]/WAR EAGLE(Upper Miss. River)(1846;oval 31x20;Red) 750.00





(Warrior)STEAMER/WARRIOR(Miss. & Black Rivers)(1849; DLO-40x24;Red). 225.00
(W.A.Violett)FROM/STEAMER/W.A.VIOLETT(Miss.River) (1851;DLO-43x26;Red). 225.00



(W.Burton)REGULAR OPELOUSAS PACKET/VIA/ATCHAFALAYA/ W.BURTON,/C.E.LOUAILLIER MAS.(Miss.River)(1855; oval 56x36;Red) 300.00
(Webster)FROM/STEAMER/WEBSTER(Ohio & Miss.Rivers) (1848-51;oval 29x20;Red). 250.00
(Winfield Scott)FROM/STEAMER/WINFIELD SCOTT(Ohio & Miss. Rivers)(1849;42x35;Red) 200.00
(Wm.Garvin)*FROM*/PACKET/WM.GARVIN(Ohio & Tenn Rivers) (1856;oval 33x25;Red) 375.00
(Wm.Jones Jr.)PACKET/WM.JONES JR./STEAMER(Ala.River) (1853;fancy C-31 with negative lettering;Red) .350.00
(Wm.M.Levy)UPPER RED RIVER PACKET/WM.M.LEVY/NAT PUCKETTE,MASTER/CARTER BEAMON,CLERK(Red River) (1853;oval 59x38;Blue). 275.00
(W.N.Sherman)STEAMER/W.N.SHERMAN(Miss.& Red Rivers) (1853; DLO-43x23;Red) 250.00
(W.P.Swiney)STEAMER W.P.SWINEY(Black River)(--;oval 57x32;Blue) 250.00
(W.Tennessee)S.B. W TENNESSEE(Ohio & Miss. Rivers) (1844;fancy ornate oval 46x20;Black). 1000.00
(W.W.Farmer)FROM/STEAMER/W.W.FARMER(Miss.& Ouachita Rivers)(1851;oval 48x28;Red). 225.00

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

DOMESTIC WATERWAYS -- NAME OF BOAT MARKINGS MANUSCRIPT

A serious student of the postal history of our inland waterways cannot overlook manuscript name-of-boat markings. A number of the boats did not have a handstamp as evidenced by the foregoing commentary on the handstamps being primarily in use on the lower Mississippi River and its tributaries after 1850 - more than thirty years after the "New Orleans" made her maiden voyage from Pittsburgh to arrive in New Orleans on January 10, 1812, and more than forty years after Robert Fulton put his "The North River Steamboat" (Clermont) into service on the Hudson River (1807). Thus, manuscript designations may be the only available indication that a specific boat carried the letter. Certainly they provide the only way in which the vast majority of pre-1850 boats can be collected in the form of transported mail.

A word of caution is however, necessary. Manuscript name-of-boat markings (not to be confused with manuscript route agent markings) were normally routing instructions by the sender and were not applied by the clerk of the boat or a postal employee. Even though the sender usually knew the boat schedules and, therefore, often marked his letter with the name of the vessel that he intended to carry it, one must remember that even in the heyday of the "floating palaces" accidents and mishaps frequently altered schedules. The letter would often be placed aboard the first arriving boat; thus, further documentation is necessary to determine accurately whether a manuscript routing instruction coincides with the actual carrier. The significance of these markings is that they do establish that the letter traveled aboard a steamboat in lieu of land transportation. The contents of the correspondence or further analysis and research (review of boat runs versus dates, etc.) can often verify whether the manuscript name-of-boat marking coincides with the actual steamboat which conveyed the letter.

The following "time-period" price guide for manuscript name-of-boat markings is based on covers showing only this type of marking plus the address. The presence of town markings or other inland waterways markings (listed elsewhere) adds to the individual value of these markings. Other pricing variables include certain famous or scarce boats and the actual use represented by the individual cover. Certain boats are rather common in the form of notes on covers carried on the Ohio or Lower Mississippi Rivers but scarce and more desirable when named in directional notes on covers carried on the Arkansas, Missouri, Illinois, or Upper Mississippi Rivers. This price guide represents the most common uses.

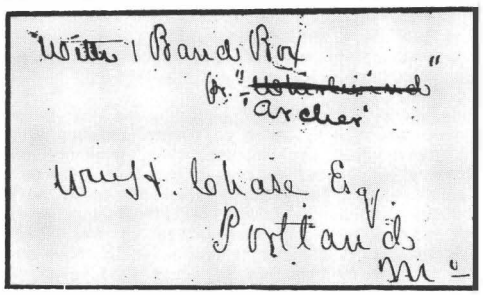
1807 (Aug.-Nov., representing first trips of Robert Fulton's "The North River Steamboat" ["Clermont"] on the Hudson River) None reported . . . . . -----
1808-09 (Hudson River). 600.00
1810-12 (Hudson River). 450.00
1812 (Jan. use of "SteamBoat" on Lower Mississippi River, representing first commercial trip of the "New Orleans" in Orleans Territory) . . . 3000.00
1812 (Feb.-Apr. use of "Steam Boat" on Lower Mississippi River, representing later trips of "New Orleans" in Orleans Territory). . . . 1000.00
1812 (May-Dec., later 1st-year use of "Steam Boat" ["New Orleans"] in early statehood Louisiana. .800.00
1813-14 . . . . . .350.00
1815-19 . . . . . .150.00
1820-25 . . . . . 90.00
1826-29 . . . . . 50.00
1830-35 . . . . . 30.00
1836-39 . . . . . 25.00
1840-45 . . . . . 20.00
1846-61 . . . . . 15.00
1861(CSA) 200.00

KNOWN MANUSCRIPT NAME-OF-BOAT COVERS

The dates and rivers traversed are based on actual covers reported. This tabulation does not include covers also bearing handstamped marking of same boat. Bracketed numbers following a boat name indicate the numerical position of the boat, amongst others of same name, in "The Lytle-Holdcamper

List" (see references). "Although the Army Corps of Engineers considers the Upper Mississippi River to start at Cairo, Illinois, this listing does not indicate upper Mississippi use unless covers are known carried by the boat north of St. Louis." Acknowledgement is given the Dixie Philatelist for first publishing a partial list of these covers. An * before a listing denotes institutional ownership.

(A.W.) Van Leer (Miss, River & Bayou Teche) (1848)
Aberdeen (Miss., Black & Ouachita Rivers) (1850)
Admiral (Miss. River) (1847)
Aetna (Miss. River) (1819)
Afton (Miss. & Yazoo Rivers) (1852)
Agnes (Miss., Red, Black & Ouachita Rivers) (1843)
Alabama (Miss. River) (1821)
Alabama [#8] (Miss. River) (1853)
Albatross (Miss. River) (1850)
Aleck Scott (Miss. River) (1849-54)
Alex Scott (Miss. River) (1842-45)
Algonquin (Miss. River) (1842)
Alice Grey (Miss. River) (1841)
Aline (Miss. River) (1859)
Allen Glover (Miss. River) (1848)
Alton (Miss. River) (1837-43)
Alvarado (Upper Miss. River) (1846)
Amanda (Miss. River) (?)
Amaranth (Miss. River) (1843)
Ambassador (Miss. River) (1839-42)
America (Miss., Black & Ouachita Rivers) (1839)
America [#4](Miss. & Tenn. Rivers) (1849, 1854
America [#4](Miss., Red, Black & Ouachita Rivers) (1839-40)
Angora (Miss. River) (1840)
Ann Lancaster (Miss. River) (1850)
Anna (Miss. River) (1850-51)
Annawan (Miss., Red, Black & Ouachita Rivers) (1846)
Anthony Wayne [#2] (Upper Miss. River) (1848)



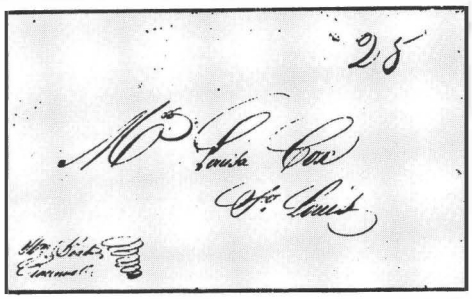
June 25, 1846 St. Louis letter first routed via the Whirlwind but then changed to the Archer for trip up the Missouri River to Portland, Mo. The 147 ton Archer was built at Pittsburgh in 1844 and lost Nov. 27, 1851 when she collided with the Die Vernon off Grafton, Ill., with loss of 34 lives.

Archer (Missouri River) (1846)
Arkansas (Alabama River) (1849)
Arkansas [#4] (Miss. River) (1855)
Atlas [#2] (Upper Miss. River) (1846)
Augusta [#3] (Miss. River) (1841)
Autocrat (Miss. River) (1848)

Batesville (Miss. River & Bayou Teche) (1846)
Baton Rouge (Miss. River) (1840-42)
Bayou Sara (Miss. River) (1834-39)
Beaver [#2] (Miss. River) (1828)
Bella Donna (Miss. River) (1854-55)
Belle (Miss. River) (1837)
Belle Creole [#2] (Miss. River) (1850)
Belle Gates (Miss. River) (1858)
Belle of Arkansas (Miss. River) (1844)
Belle of Attakapas (Miss. River) (1844)
Belle of Clarksville (Miss. River) (1843)
Belle of Missouri (Miss. River) (1837)
Belmont [#2] (Upper Miss. River) (1847)
Benj. Franklin (Miss. River) (1843)
Bertrand (Upper Miss. River) (1846)
Black Hawk (Miss., Red, Black & Ouachita Rivers) (1833-37)
Bogue Houma (Miss. River) (1842)
Bois d'Arc (Miss. & Red Rivers)(1844-47)
Bonaparte (Miss., Red, Black & Ouachita Rivers) (1840-41)
Bonita (Miss. River) (1833)
Boons Lick (Miss. & Missouri Rivers) (1836-37)
Boreas No. 3 (Miss. River) (1850)
Bourbon (Miss. River) (1847)
Bridgewater (Miss. River) (1838)
Brilliant (Miss. River) (1840)
Brilliant [#2] (Miss. River) (1842-45)
Buck Eye (Miss., Red, Black & Ouachita Rivers) (1842-43)
Buckeye [#2] (Miss. River) (1847)
Buffalo [#5] (Miss. River) (1848)
Bulletin (Miss. River) (1850)
Bunker Hill (Miss. River) (1837-40)

Caddo (Miss. & Red Rivers) (1840-41)
Cahawba (Miss. River) (1841)
California [#9] (Miss. River) (1851)
Canton [#3] (Miss. & Red Rivers) (1840-41)
Capitol [#2] (Miss. River) (1855-57)
Car of Neptune (Hudson River) (1811-15)
Caravan (Miss. River) (1828-28)
Carolina (Miss. River) (1846)
Carroll (Miss. River) (1834)
Caspian (Miss. River) (1836)
Caspian [#2] (Miss. River) (1842-43)

Catawba (Miss. River) (1827)
Ceres [#2] (Miss. & Red Rivers) (1854-57)
Chalmetto (Miss. River) (1848)
Champion [#9] (Tombigbee River) (1854)
Champlain [#5] (Miss. River) (1342)
Charlotte (Miss. River) (1845-46)
Cherokee [#3] (Miss. River) (1839)



Sept. 26, 1823 letter carried from New Orleans to St. Louis by steamboat Cincinnati. This is the earliest reported steamboat cover incoming to St. Louis. The 157 ton Cincinnati was built at Cincinnati in 1818 and lost Nov. 5, 1823 at Ste. Genevieve, Mo. when she hit a snag with her hold full of lead bars.

Cincinnati (Miss. River) (1823)
Clairborne (Miss. River) (1839-40)
Clara (Miss. River) (1851-52)
Clinton [#4] (Miss. River) (1846)
Clipper (Miss. River) (1842-43)
Clipper No. 1 (Miss. River) (1841)
Clyde (Miss. River) (1839)
Columbia [#2] (Miss. River) (1827)
Columbus [#7] (Miss., Black, & Ouachita Rivers) (1838-41)
Comanche (Miss. River) (1840)
Comet (Miss. River) (?)
Commerce [#6] (Miss. River) (1838)
Commodore (Miss. River) (1839)
Concordia (Miss. River) (1843)
Concordia [#3] (Miss. River) (c.1847-54)
Constitution [#4] (Hudson River) (1826)
Coosa (Miss. River) (1828-29)
Cora [#2] (Miss., Red, Black, & Ouachita Rivers) (1846-49)
Cora No. 2 (Miss., Black & Ouachita Rivers) (1850-51)
Coreo [Correo] (Miss. River) (1849)
Corinne (Miss., Red, Black & Ouachita Rivers) (1845-51)
Corsican (Miss. River) (1839)
Cote Joyeuse (Miss. & Red Rivers) (1843-44)
Cotton Plant [#5] (Miss. River) (1847)
Courier (Miss. & Ohio Rivers) (1821-23)
Cuba [#4] (Miss. River) (1851)

Daniel Webster [#3] (Miss. River) (1840)
David Crockett (Miss. & Red Rivers) (1837)
Denizen (Miss. River) (1843)
De Sota (Miss. River) (1844)
Dewitt Clinton (Miss. River) (1830)
Dial (Upper Miss. River) (1846)
Diana [#2] (Miss. River) (1838)

Diana [#4] (Miss. & Ohio River) (1846)
Dime (Miss. & Black Rivers) (1843)
Doctor Batey (Miss. River) (1851)
Dolphin [#2] (Miss. River) (1828)
Douglas (Red River) (1845)
Dubuque [#2] (Upper Miss. River) (1848-51)
Duroc (Miss., Black & Ouachita Rivers) (1848)

E. D. White (Miss. River & Bayou Teche) (1849-50)
Eagle [#3] (Miss. River) (1821-24)
Eagle [#5] (Lower & Upper Miss. River) (1838-43)
Echo [#2] (Miss. River) (1839)
Eclipse [#3] (Miss. River) (1843-44)
Edna (Miss. River) (1842-44)
Edward Bates (Upper Miss. River) (1848)
Eliza [#3] (Miss. River) (1842)
Eliza [#4] (Miss. River) (1846-49)
Eliza No. 2 (Tombigbee River) (1852)
Eliza Stewart (Upper Miss. River) (1848)
Ellen (Miss. River) (1847)
E[llen] Kirkman (Miss. & Tenn. Rivers) (1838)
Emperor (Miss. River) (1841)
Emperor [#2] (Miss. River) (1851)
Empress (Miss. River) (1839)
Eureka [#2] (Miss. River) (1846)

Fanny (Miss. River) (1825)
Farmer (Miss. River) (1834)
Farmer [#3] (Miss. River) (1841)
Fashion [#9] (Alabama River) (1852)
Feliciana (Miss. River) (1820-30)
Fishe (Miss. River) (1837-38)
Florida [#2] (Miss. River) (1828-29)
Formosa (Miss. River) (1844)
Fort Towson (Miss., Black & Ouachita Rivers) (1843-45)
Frank Lyon (Miss. River) (1852)

Galena (Upper Miss. River) (1829)
Ganges (Miss. River) (1840)
Gant (Miss., Black & Ouachita Rivers) (1850)
General Brooke (Miss. & Missouri Rivers) (1843)
General Brown (Miss. River) (1826)
General Brown [#2] (Miss. & Ohio Rivers) (1837)
General Harrison (Miss. River) (1843)
General Leavenworth (Miss., Black & Ouachita Rivers) (1842-43)
General Morgan (Miss. River) (1844)
General Pratt (Miss. River) (1841)
General Rusk (Miss. River) (1852)
General Sumpter [Sumter] (Miss. River) (1836)
General Wayne (Miss. & Ohio Rivers) (1827)
General Worth (Miss. River) (1848)
G[eorge] Collier (Miss. River) (1837-38)
George Washington [#5](Miss. River) (1838)
Gipsy [#2] (Miss. River) (1850-51)
Glencoe (Miss. River) (1847)
Glendy Burke (Miss. River) (1851)
Goddess of Liberty (Miss. River) (1841)
Golden Era (Upper Miss. River) (1852)
Governor Jones (Tenn. River) (c.late 1840's)
Governor Roman (Miss. River) (1841)
Grampus (Miss. River) (1837)
Grey Eagle (Miss River) (1842)
Gulnare (Miss. River) (1843)

[H] Kinney (Miss. River) (1847)
H. M. Wright (Miss. River) (c.1853)
Hail Columbia (Miss. River) (1840)
Hannibal [#2] (Miss. River) (1847)
Hard Times (Miss. River) (1848)
Harriett (Miss. River) (1825)
Helca [#2] (Miss. & Red Rivers) (1848-49)
Helen (Miss. River) (1485-46)
Helen McGregor (Miss. River) (1827)
Hewitt (Tombigbee River) (1844)
Highlander (Miss. River) (1847)
Home (Illinois River) (1840)
Homer (Miss. & Ohio Rivers) (1833-41)
Homer [#2] (Miss. River) (1846)
Houma (Miss. River) (1839)
Huntsville (Miss. River) (1834-38)

Illinois (Upper & Lower Miss. River) (1841)
Independence (Miss., Black & Ouachita Rivers) (1821)
Independence [#9?] (Miss. River) (1847)

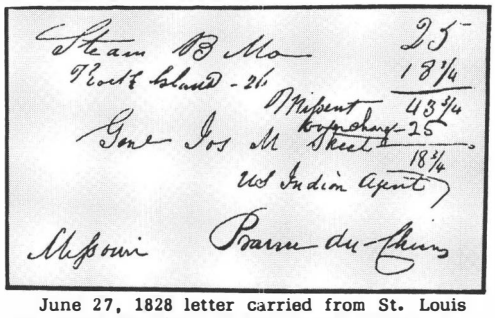
Integrity (Bayou Teche) (1828)
Iowa [#2] (Upper Miss. River) (1843)
Iowa [#4] (Miss. River (1851)

J. Dupre (Miss. River) (1840-41)
J. M. White [#2] (Miss. River) (1845)
James Kent (Hudson River) (1825)
James Madison [#2] (Miss. River) (1843)
James Monroe (MIss. River) (1819)
Jenny [Jennie] Bealle (Miss. River) (1853)
Jenny Lind (Miss. River & Bayou Teche) (1848)
Jim Gilmer (Miss. River) (1849-50)
Joan of Arc (Miss. River) (1841-45)
John Duncan (Miss. River) (1840)
John Linton (Miss. & Red Rivers) (1839-40)
Josephine [#3] (Tennessee River) (1846)
Jo[siah] Nichol [#2] (Miss. River) (1843)
J[ulia] Chouteau (Miss. River) (1842)

*Kansas (Missouri River) (1837)
Kate Kearney (Upper Miss. River) (1848-51)
Kentucky (Miss. River) (1830)
Knickerbocker (Miss. River) (1839)
Knoxville [#2] (Miss. River) (1848-49)

Laclede (Upper Miss. River) (1846-48)
Lady of the Lake (Miss. River) (1829-31)
La Salle (Illinois & Miss. Rivers) (1844)
Latona (Miss. & Red Rivers) (1849)
*Laurel Hill (Miss. River) (1856)
Leila [Lelia] No. 2 (Miss. River) (1852)
Lenora (Miss. River) (1851)
Levant (Miss. River) (1838-40)
Lexington (Miss. River) (1839)
Lion (Miss. River) (1836)
Little Pike (Miss. River) (1843)
Little Red (MIss. River) (1839)
Little Yazoo (Miss. River) (1844)
Livingston [#2] (Miss. River) (1841)
Louisa [#2?] (Miss. River) (1841-43)
Louisa [#3 or 4] (Miss. & Alabama Rivers) (1852)
Louisiana [#3] (Miss. River) (1842)
Louisiana [#5] (Miss. & Red Rivers) (1849)
Louisville [#4] (Miss. River) (1840)
Lowndes (Miss. River) (1847)
Lownd's [Lowndes] Jr. (Miss. River) (1850)
Lucy B[ertram] (Upper Miss. River) (1847-48)
Lucy Holcombe (Miss. River) (c.1858-60)
Luda (Miss. River) (1841-45)
Luella (Upper Miss. River) (1846)
Luna (Miss. River) (1848-50)

Madison (Miss. River) (1836-38)
Magnet (Miss. River) (1823)
Magnolia [#2] (Miss. River) (1848-50)
Maid of Kentucky (Miss. River) (1842)
Maid of Orleans [#2] (Miss. River) (1839-41)
Majestic (Miss. River) (1837-39)
Manhattan (Miss. River) (1821)
Marengo (Miss. River) (1847-48)
Marquette (Upper Miss. River) (1842)
Marshal Ney (Miss. River) (1850)
Martha No.2 (Upper Miss. River) (1850)
Mary Stephens (Upper Miss. River) (1849)
Mary Thompkins (Miss. River) (1842)
Mayflower (Miss. River) (?)
Mazeppa [#4] (Miss. River) (1842)
Medora [#2] (Miss., Red, Black, Ouachita & Tombigbee Rivers)(1846-50)
Melodeon (Miss. River) (1849)
Mendota (Missouri River) (1844)
Merrimack [#2] (Miss. River) (1841)
Meteor (Miss. River) (1839-41)

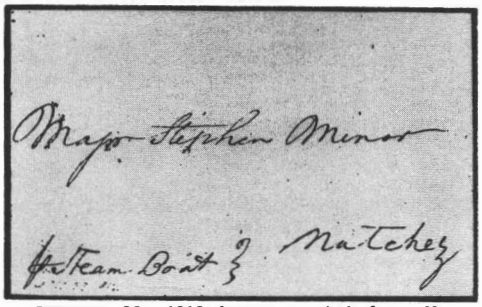


June 27, 1828 letter carried from St. Louis to Prairie du Chien by the steamboat Missouri.

This is the earliest reported letter carried by a steamboat on the Upper Mississippi. The 110 ton Missouri was built at Phillipsburg, Pa. in 1828 and lost May 1, 1831 when snagged at Bonnots Mill, Mo.

Missouri [#2] (Upper Miss. River) (1828)
Missouri [#4] (Miss. River) (1843)
Missouri Belle (Upper Miss. River) (1834)
Mohawk (Miss. River) (?)
Monarch [#2] (Miss. & Tombigbee River) (1849-51)
Monarch [#3] (Miss. & Ohio Rivers) (1855)
Mondiana (Miss. & Mo. Rivers & Bayou Teche) (1847-49)
Monona (Upper Miss. River) (1845)
Monroe [#4] (Miss., Black & Ouachita Rivers) (1847)
Monsoon (Miss. River) (?)
Montezuma (Miss. River) (1849)
Montgomery [#3] (Miss. River) (1849-51)
Music [#2] (Miss. River) (1851-54)

Nashville [#3] (Miss. & Tenn. Rivers) (1839-45)
Natchez (Miss. River) (1824-25)
Natchez [#3] (Miss. River) (1847-49)
Natchez [#4] (Miss. River) (1850)
Natchez [#7] (Miss. River) (1861; CSA)
Natchez No. 2 (Miss. & Ohio Rivers) (1851-52)
Native [#4] (Alabama River) (1843)
Neptune (Miss. River & Lake Pontchartrain) (1821)
New Latona (Miss. River) (1853)

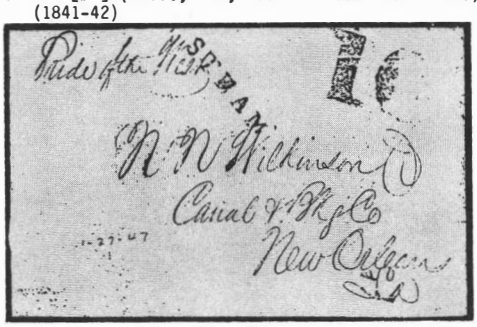


January 23, 1812 letter carried from New Orleans to Natchez on first commercial trip of the New Orleans, the first steamboat on the Western Rivers. Built at Pittsburgh in 1811, the 371 ton boat reached New Orleans Jan. 10, 1812 and advertised a local excursion trip prior to the start of her commercial career on Jan. 23rd.

[New Orleans] Steam Boat (Miss. River) (1812-14)
Until she was snagged at Baton Rouge July 14, 1814, the "New Orleans" was the only steamboat on the Miss. River so there was no need to spell out her name. All examples are simply marked "Steam Boat".
New Orleans [#2] (Miss. River) (1815-18)
New World (Miss. River) (1843)
New World [#3] (Miss. River) (1850)
Newark (Ohio & Upper Miss. Rivers) (1838)
Nominee (Upper Miss. River) (1850)
Norfolk [#3] (Miss. River) (1842)
Norma (Miss., Black & Ouachita Rivers) (1839-41)
North Alabama (Miss. River) (1842)
North Habana (Miss. River) (1841)

Ocean Wave (Upper Miss. River) (1846-48)
O'Connell (Upper Miss. River) (1835)
Olive (Miss. River) (?)
Oliver Ellsworth (Hudson River) (1825)
Ontario [#2] (Miss., Black & Ouachita Rivers) (1827)
Ophelia [#2] (Miss. River) (1851-55)
Oregon (Miss. River) (1827)
Oreline (Miss. River) (1845)
Orline St. John (Miss. River) (1849)
Osceola [#4] (Miss. River) (1842)
Osceola [#7] (Miss. River) (1850)
Oswego (Upper Miss. River) (1850)
Ouachita (Miss. & Red Rivers) (1834)

Pacific [#5] (Miss. River) (c.1850)
Panola (Miss. River) (1840)
Panola [#2] (Miss. River) (1845)
Paragon (Hudson River) (1813)
Paragon [#2] (Miss. River) (1823-27)
Paul Jones [#4] (Miss. River) (1845-46)
Pawnee (Upper & Lower Miss. River) (1836-37)
Persian (Miss. River) (1841-42)
Peru (Miss. River) (1840-41)
P[eter] Dalmau (Miss. River) (c.1851)
Phoenix (Lake Champlain, 1819)
Phoenix (Miss. River) (?)
Planter (Miss. & Red Rivers) (1826-32)
Plough Boy (Miss. River) (1825)
Ploughboy (Miss. River) (1836)
Post Boy (Miss. River) (?)
Prairie (Miss. River) (1838)
Preemption (Miss. River) (1841-42)
President [#4] (Miss., Red, Black & Ouachita Rivers) (1841-42)



November 27, 1847 letter carried from St. Louis to New Orleans by Pride of the West, a 321 ton boat built at Cincinnati in 1846 and lost at same city Feb. 13, 1853 when crushed by Ohio River ice.

Pride of the West (Miss. River) (1847)
Princess (Miss. River) (1843)
Princess [#2] (Miss River) (1851)
Princess [#3] (Miss. River) (1852-53)
Princess No. 3 (Miss. River) (1849-52)
Princeton [#5] (Miss., Black & Ouachita Rivers) (1848)
Privateer (Miss. & Red Rivers) (1837)
Putnam (Ohio & Tombigbee Rivers) (1845-47)

Rainbow [#2] (Miss. River) (1844-46)
Ramapo (Miss. River) (1824)
Red River (Miss. River) (1827)
Red River [#2] (Miss. River) (1853)
Red Rover (Upper Miss. River) (1829)
Red Wing (Upper Miss. River) (1849)
Republic (Miss. River) (1845)
Richmond (Hudson River) (1825)
Rienzi (Miss. & Ohio Rivers) (1837-39)
Robert Fulton (Miss. River) (1840-41)
Robert T. Lytle (Miss. River) (c.1842-45)
Rockaway (Miss. & Red Rivers) (1847-51)
Rodolph (Miss., Red, Black & Ouachita Rivers) (1842-48)
Rolla (Upper Miss. River) (1838)
Romeo (Miss., Black & Ouachita Rivers) (1835-37)
Rosalie (Upper Miss. River) (1842)
Rover (Upper Miss. River) (1829)

S. W. Downs (Miss. River) (1851)
St. Croix (Upper Miss. River) (1844-46)
St. Helena (Miss. & Red Rivers) (1848-49)
St. Johns (Alabama River) (1850)
St. Louis [#3] (Miss. River) (1837-41)
St. Martin (Miss. River) (1833)
St. Paul (Miss. River) (?)
*St. Peters (Upper Miss. River) (1836-37)
Sam Dale (Miss. River) (1846)
Sara Gordon (Miss. & Red Rivers) (1851)
Saxon (Miss. River) (1851-53)
Selma (Miss. River) (1837-38)
Semaphore (Miss. & Black Rivers) (1837-38)
Shakespeare (Miss. & Ohio Rivers) (1836-40)
Shamrock [#2] (Miss. River) (1851)
Shylock (Miss. River) (1840)
South Western (Miss. River) (1842)
Southerner (Miss. River) (1837-40)
Spartan (Miss. & Red Rivers) (1826)
Speed (Hudson River) (1819)
Star (Miss. River) (1842-43)
Steam Boat (Miss. River) (1812-14) See [New Orleans]
Sultan [#2] (Miss. River) (1846)
Sultana (Miss. & Ohio Rivers) (1839-41)
Sultana [#4] (Miss. River) (1850)
Sun [#2] (Miss. River) (1833)

Sunny South (Miss. River) (1850)
Superior [#2] (Miss., Black & Ouachita Rivers) (1823-24)
Susquehanna (Miss. & Ohio Rivers) (1839)
Swallow [#2] (Miss. River) (1839)
Swamp Fox (Miss. River) (c.1850's)
Swan [#8] (Miss. River) (1841)

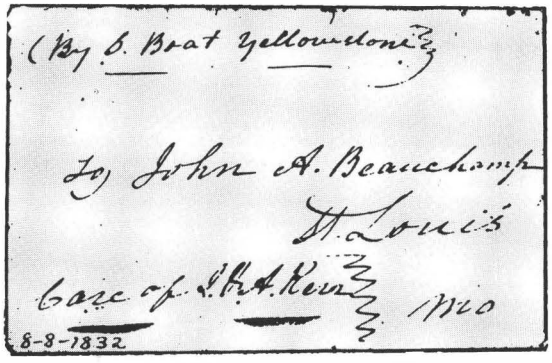
Tarquin (Miss. River) (1838-39)
Tchula (Miss. River) (c.1840-41)
Telegraph [#7] (Miss. River) (1841-42)
Tempest [#2] (Upper Miss. River) (1847-51)
Transport [#2] (Miss. River) (1835)
Tributary (Ohio River) (1845)
Trident (Miss. River) (c.1840)
Tropic (Miss. River) (1836)
Tuscumbia [#3] (Miss. River) (1851)
Tuskaloosa (Miss. River) (1824)
Tuskina (Miss. River) (1839)

Uncle Sam [#3] (Miss. River) (1847)
Uncle Toby (Upper Miss. River) (1847)
Union (Miss. River) (?)
U[nited] States [#6] (Miss. River) (1838-41)

Vandalia (Miss. River) (1837-40)
Velocipede (Miss. & Ohio Rivers) (1826)
Velocipede [#4] (Miss. & Red Rivers) (1839-40)
Vesta [#4] (Miss., Red, Black & Ouachita Rivers) (1847)
Vesuvius (Miss. River) (1815)
Victoria (Miss. River) (1844-45)
Vienna (Miss. River) (1839)
Volcano (Miss. River) (1819-20)

Wagoner (Miss. River) (1849)
Walk in the Water [#2] (Miss. River) (1827-30)
Walnut Hills (Miss. River) (1842)
Warren (Miss. River) (1834)
Warrior [#2] (Upper Miss. River) (1834-35)
Warrior [#3] (Miss., Black & Ouachita Rivers) (1845-48)
Water Witch [#4] (Miss. & Red Rivers) (1841)
West Point (Ohio River) (1845)
Westerner (Upper Miss. River) (1854)
Wheel of Fortune (Miss. River) (1846)
William L. Robison [Robinson] (Miss. River) (1839)
William Peacock (Lake Erie) (1831)
Wilmington [#2] (Miss. River) (1840)
Winnabago (Upper Miss. & Illinois Rivers) (1832-33)
Winooski (Lake Champlain) (1835)
*Wiskonsin [Wisconsin] (Upper Miss. River) (1834)
Wisconsin [#4] (Upper Miss. River) (1851)
Woodsman [#2] (Miss. River) (?)

Yazoo [#2] (Miss. River) (1843-47)
Yazoo Belle (Miss. River) (1845)



August 8, 1832 letter carried by the steamboat Yellowstone from the Bellevue Upper Missouri Indian Agency (Nebraska) to St. Louis. This is the earliest Missouri River steamboat cover reported. The 378 ton Yellowstone was built at Cincinnati in 1831 and stranded in 1837 on the Brazos River, Texas. During her Missouri and Upper Mississippi River career her passengers ranged from artist George Catlin to the rebellious war chief Black Hawk. During her last year in Texas the Yellowstone carried the body of Stephen F. Austin to its last resting place.

Yellowstone (Missouri River) (1832)

REFERENCES

Hill, H.L. Jr. and Dale L. Ferber. "Manuscript Steamboat Listings." The Dixie Philatelist, Summer 1979, Fall 1979, Winter 1980 and Summer 1981.

Mitchell, C. Bradford and Kenneth R. Hall (editors). Merchant Steam Vessels of the United States 1790-1868: "The Lytle-Holdcamper List." (Staten Island, N.Y.: (The Steamship Historical Society of America, Inc., 1975).

INDEPENDENT BOAT MAIL FORWARDER'S MARKINGS

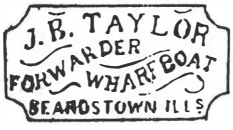
Steamboat Agents, according to Henry A. Meyer, represented steamboats or boat lines at a port on their route. They accepted letters from local shippers and individuals to be placed on the next steamboat headed in the direction of the address. The Agent sometimes applied his private handstamp to such letters, and these are relatively scarce.



Received & forwarded/BY/E.N.BISSELL & Co./Plaquemine, LA.(--;oval 53x26;Black). 100.00
BRUCE PUTNAM/AGENT(New Orleans)(1851;oval 62x52; Black). 100.00
BRUCE PUTNAM,STEAMBOAT Agent and Forwarding Merchant, 5 Front Levee.(New Orleans)(1851;oval 56x35; Blue,Black) 100.00
FORWARDED BY/EDMUND WHALEY/VICKSBURG MISS.(1850;DLO-46x32;Red). 125.00



FORWARDED BY/FOWLER & NORTON/COMMISSION/& FORWARDING MERCHANTS/CAIRO,ILL.(1855;oval--;--). 125.00
FORWARDED BY/GRAND GULF/H.O.KELLOG & Co.(1849;DLC-32; Red). 125.00
FORWARDED BY/HARRINGTON,CRAIG & CO./EVANSVILLE,IND. (1850;oval--;Black) 100.00
GEO.D.HITE & CO./STEAMBOAT AGENTS/NEW ORLEANS,LA. (1851;DLO-53x31;Red). 75.00
Same(1851;DLO-55x26;Red) 75.00
FROM/GEO.D.HITE/NEW ORLEANS(1851;DLO-55x30;Red) . . . 75.00
FORWARDED BY/GRAND GULF/H.O.KELLY & Co.(--;DLC-31; --) 125.00
FORWARDED BY/O'RILEY &/MITCHELL/EVANSVILLE IND(1850-51;oval 27x19,NOR;Red). 100.00
AGENCY/OF/S.MORRIS & CO.(Jackson,Miss.)(1850;--;Red).150.00
SNAPP & HITE/NEW ORLEANS,LA.(1851;oval 45x23;Red) . .125.00



J.B.TAYLOR/FORWARDER/WHARF BOAT/BEARDSTOWN ILLs.(--; box 49x24;--) 125.00
FORWARDED BY/TAYLOR & HARVEY/EVANSVILLE,IA.(1850; box--;Blue) 125.00
FORWARDED/BY/WATTS GIVEN & CO/PADUCAH,K.Y.(--;oval --;Red) 125.00
FORWARDED BY/WILSON & REDMAN/SHAWNEETOWN,ILL.(1851; box 45x17;Blue) 125.00



FORWARDED/BY/Z.BLOCK/CAIRO ILL(1849;oval--;--). . . .125.00

WAY MARKINGS

Way letters are those received by a post rider or contract mail route carrier (an individual or firm performing transportation of the mail by means of stage, wagon, water way vessel, railroad, etc.) on the way between post offices, and which are to be delivered at the first post office reached on the route. WAY letters date from early in the British Colonial period, however the earliest official directive pertaining to the handling of WAY mail in the American postal laws appears to be that found in Section 15 of the Act of May 8, 1794 (Effective June 1, 1794) which states in part:

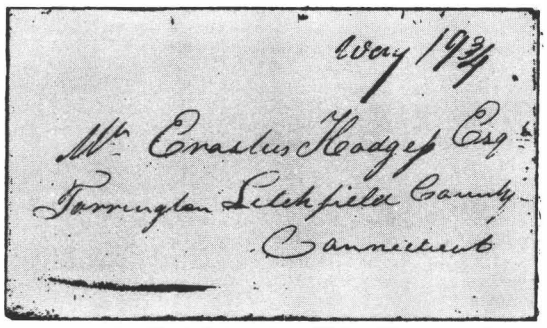
> "Sec. 15. And be it further enacted, That the deputy-postmasters and other agents of the Postmaster-General, shall duly account, and answer to him, for all way-letters, which shall come to their hands. And for this purpose, the post-riders and other carriers of the mail, receiving any way-letter or letters (and it shall be their duty to receive them, if presented more than two miles from a post-office) shall deliver the same, together with the postage, if paid, at the first post-office, to which they shall afterwards arrive, where the postmaster shall duly enter the same, and specify the number and rate or rates in the post-bill, adding to the rate of each way-letter, one cent, which shall be paid by the deputy-postmaster, to the mail-carrier from whom such way-letter shall be received. And that letters directed to persons living between post-offices, may be delivered, and the postage thereof duly collected, it shall be the duty of the carriers of the mail, to take charge of, and deliver all such letters, as shall for that purpose, be committed to them, by any deputy-postmaster, and collect the postage thereof, which shall be paid over to such deputy-postmaster, on demand. And for every letter, so delivered, the mail-carrier delivering the same shall be allowed to demand and receive two cents, to his own use, besides the ordinary postage. Provided, That no mail-carriers shall make such deliveries at any place not on the post-road. Provided also, That the receipt and delivery of letters on the way, between post-offices, shall not be required of the mail-carriers, in cases where, in the opinion of the Postmaster-General, the time or manner of carrying the mail, or the speed of conveyance is incompatible with such receipts and deliveries."

The Postal Laws and Regulations of January 1, 1798 contain the following instructions:

> "Way Letters...are such letters as are received by a mail-carrier on his way between two post-offices, and which he is to deliver at the first post-office he comes to, and the postmaster is to enquire of him at what places he received them, and in his post-bills charge the postage from those places respectively to the offices at which they are to be finally delivered, writing the word way against such charges in his bills. The word way is also to be written upon each way-letter."

Although the Act of 1794 specified that the 1¢ way fee was to be added to the postal rate, marked on the letter, and paid to the carrier, many early WAY covers do not show the 1¢ additional charge. When charged, the fee of 1¢ was added to the regular postage, and until 1845 the rate normally appears in manuscript as a part of the "Way" notation, for example: "Way 7" (6¢+1¢ way fee), or "Way 11" (10¢+1¢ way fee). After 1847, handstamped rates such as WAY 6 and WAY 11 are common.

Many WAY letters of this period do not show the name of the post office where the WAY marking was applied. A typical example of such usage is shown here.



Letter of Feb. 7, 1828 datelined Galen, Wayne County, N.Y. addressed to Torrington, Conn. 'Way 19 3/4', without post office marking.

WATER BORNE WAY MAIL

Most early WAY mail was carried over land routes, however, water borne WAY mail developed rapidly after the introduction of steamboats (although steamers were not considered "carriers" until circa 1845.) Water borne WAY letters can be distinguished from WAY mail carried over land routes only by the routing as determined from the destination and the contents of the letters. The marking WAY on water borne mail indicates that the letter was picked up on the "way" between post offices and delivered to the office next reached by the captain of a vessel with a contract to carry the mail in locked pouches (on a river, lake, canal, or on a coastwise postal route). The letters in the mail pouches did not receive this marking and the postmark of the office where mailed appears on these letters. On WAY mail, the captain received a fee of one cent per letter for handling and carrying the way mail.

Although most of the recorded WAY letters are marked with the simple endorsement WAY or with the word in combination with a rate designation, one example of WAY mail marked differently is noted. The MAIL ROUTE marking of Savannah, Georgia was applied to water borne letters picked up en route along the coast and on Georgia rivers and brought into the Savannah post office during the years 1846-57. This Savannah marking is much later and totally unrelated to the MAIL ROUTE markings of 1827-30 (New York, Philadelphia, Providence) which are listed in the SHIP mail section of this catalog.

In the early 1850's, after adhesive stamps came into common use, the handstamped WAY/1 or the word WAY alone (no rate expressed) commonly are struck on prepaid covers. On unpaid stampless mail a handstamp WAY 5 (representing the penalty rate for unpaid mail) is typically present.

DELIVERED WAY MAIL

As cited above, the Act of 1794, (and the Postal Regulation of 1804 as well), provided for the delivery under certain circumstances of WAY letters by carriers enroute between post offices and the carrier of such letters was "allowed to demand (from the addressee) and receive two cents, to his own use, besides the ordinary postage."

These instructions formed the basis for the delivery of letters by the United States mail carriers in Spanish West Florida as they carried mail pouches across Spanish territory between Natchez, Mississippi Territory and New Orleans, Orleans Territory (and return). For a further discussion of U.S. mail service in Spanish West Florida see Introduction to Florida Section Vol. I. p.66. This delivery service was initiated in 1807 at the direction of the post- master of New Orleans and continued until at least 1810. The success of this operation is attested to by more than two hundred examples of delivered way mail letters still extant, mainly in archival collections.

All delivered way letters thus far seen were prepaid, indicating that the postal authorities required payment in advance of all postal fees before the letters were handed over to the mail carriers for delivery along the New Orleans - Natchez mail route. Thus, residents of West Florida who desired to have their mail delivered (a service provided to few individuals prior to the authorization in 1836 of fees

for delivery by carrier only within cities to street address) had to arrange for an agent in New orleans to act for them and prepay the postage charges.

The rates charged were the regular prevailing U.S. rates based on distance; generally 12-1/2¢ on letters destined for Baton Rouge, Bayou Sarah, Thompson's Creek and other Feliciana localities (90 to 150 miles distance). The manuscript notation "Way Paid 12-1/2" and the small circular New Orleans territorial cds normally appear on delivered way mail letters. In a few examples a handstamped PAID was struck, bracketed by the manuscript Way and rate markings. No way fee added to the postage has been observed, thus it is believed no way fee was charged, though it is possible that a way fee was collected in cash without any endorsement on the letter.

For letters arriving at New Orleans on the regular mail routes from New York, Philadelphia or other Eastern cities, and rated at those cities at 25¢ collect (single letters), the New Orleans - Feliciana postage was added to the postage already due. For example, in one case, a triple rate letter from Philadelphia was originally charged with due postage of 75¢. On arrival the triple rate to Thompson's Creek, 37-1/2¢ (3 x 12-1/2¢) was added, making a total charge of $1.12-1/2. The letter was paid in full by an agent at New Orleans and endorsed "Way paid $1.12-1/2" and then forwarded for delivery in West Florida.

Fewer examples have been seen of mail originating in Spanish West Florida to be handed over to the mail carrier for delivery in the U.S. Such letters appear to have been treated as ordinary way mail, frequently with the 1¢ way fee added to the regular postage. Virtually all of these letters were sent collect, according to the usual custom at the time.

In later years, delivered way letters are known but are very scarce. The following excerpt from the Post Office Laws, Instructions and Forms for 1828 includes the rules governing such delivery:

INSTRUCTIONS TO POSTMASTERS

> Way Letters. Section 3. You are to pay the post rider one cent for each way letter which he delivers to you, and add that one cent to the ordinary postage on the letter.
>
> When you receive a letter for a person residing between your office and the next post office and the mail is not carried with great expedition or in the night, you may send such by the carrier who is to account with you for the postage, and may receive two cents beyond the rate of postage, of the person to whom he delivers the letter for his trouble.

1794 - One cent paid to carrier, charged to the addressee.

1845 - One cent charged to addressee on steamboat WAY letters as well as on land routes.

1852 - A letter dated Dec. 23 from the Post Office Department to the postmaster of New Orleans declared the one cent way fee discontinued on mail into New Orleans by contract steamers.

1853 - In January all way fees were discontinued, though fee was still paid to steamboat captains.

1855 - Prepaid Letters: one cent paid to steamboat captain, but not charged to addressee. Unpaid Letters: steamboat WAY letters sent unpaid were charged the same as SHIP letters (six cents to port of arrival, two cents plus regular postage if forwarded by mail beyond the receiving post office).

1863 - The entire WAY fee system was abolished, but use of this marking to designate mail picked up by carriers en route continued at some post offices.

The postal reform acts of 1845 and 1851 did not mention a way fee in fact, both acts affirm the concept that letters carried over post roads, regardless of the mode of conveyance, were subject only to ordinary postage rates. Obviously the PMG was allowing fees to be collected that were not legally due to the P.O.D. In the PL & R of 1856, Section 20 of the Postal Act of March 3, 1825 is repeated, referring to the payment of 1¢ to the carrier, but no indication that way fees should be charged is indicated. In 1863 the way fee system was abolished completely.

Townmark	Way Marking	Date	Shape & Size	Color	Value

COLONIAL PERIOD

(Colchester,Va.)Way(--1774;Ms;Black). 1000.00
(Philadelphia,Pa.)Way 4(Dec. 29, 1770;Ms;Red) Used with SL townmark PHILA/DELPHIA. 1000.00

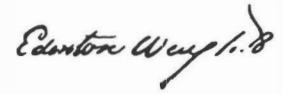


(Philadelphia,Pa.)Way 4(Apr. 30,1771;Ms;Red) Used with SL townmark PHILA/DELPHIA. 1000.00
(Williamsburg,Va.)WBurg.Way(--1745;Ms;Black). . . . 1500.00

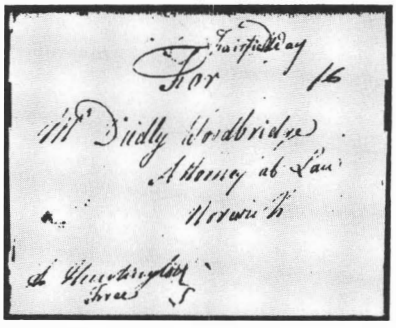
AMERICAN CONGRESS
AND CONFEDERATION PERIOD
To September 21, 1788



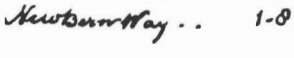
(Albany,N.Y.)Albany Way 1/(Sept.14,1783;Ms;Black). . .450.00
(Alexandria,Va.)Way(1782-88;Ms;Black) used with no townmark 350.00
(Boston,Ms.)Way 1-8(Feb.1783;Ms;Red) used with Boston SL townmark & CD 400.00



(Edenton,N.C.)Edenton Way 1.8(Jan.1787;Ms;Black). . 1250.00



(Fairfield,Ct)Fairfield Way/6(June 20,1776;Ms;Black)1000.00
(Fredericksburg,Va.)Frbg Way(1786;Ms;Black) 450.00
(Glastenbury,Ct.)Way(Nov.8,1785;Ms;Black) 550.00



(New Bern,N.C.)New Bern Way 1.8(Sept.12,1783;Ms; Black). 1250.00

Townmark	Way Marking	Date	Shape & Size	Color	Value



(New London,Ct.)N.London Way 2..(July 12,1787;Ms; Black). 750.00
(New York,N.Y.)Way 2.16(Feb.13,1787;Ms;Black) Used with N.YORK* SL townmark. 225.00
(Philadelphia,Pa.)Phila 4 Way(April 4,1776;Ms;Red). 1000.00
(Philadelphia,Pa.)Way 4(Oct. 22,1782;Ms;Black). . . .350.00
(Philadelphia,Pa.)Way(Dec.14,1787;Ms;Black) 300.00



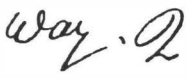
(Richmond,Va.)Richmond way(Aug.23,1782;Ms;Black). . .500.00

UNITED STATES PERIOD

(Albany,N.Y.)Way 19-3/4(1815;Ms;Black). 100.00



(Angelica,N.Y.)WAY,38("38"ms)(1814;truncated box 31x15;Black). 375.00



(Baltimore,Md.)Way 2(1790;Ms;Black) with SL townmark.300.00



WAY(1840's;C-17.5;Red) 40.00
WAY(1850's;17x5;Blue,Black). 25.00
WAY/5(1850-54;SL-17x12;Red,Blue,Black) 30.00



Way 6(1850's;SL-25x5.5;Black). 30.00
(Baltimore & Ohio R.R.)Way 5(1851;Ms;Black) with railroad postmark 200.00
(Batavia,N.Y.)WAY 1(1850's;SL--;Black). 60.00



(Bath,N.H.)WAY.(1850-52;C--;6[C];Red,Black) 40.00
(Baton Rouge,La.)Way 18(1831;Ms;Black). 50.00
(Brooklyn,N.Y.)11 Way(1822;Ms;Black). 50.00
(Canterbury,Ct.)Way 7(1824;Ms;Black). 40.00
(Catskill,N.Y.)Way 19-1/2(1820;Ms;Black). 50.00
(Chapel Hill,N.C.)Way(1850's;Ms;Paid 3[ms];Black) . . 30.00
(Chateaugay, N.Y.)Way 19-3/4(1831;Ms;Black)Usage to Canada. 275.00
(Chelsea,Vt.)Way 7(1820;Ms;Red) 40.00



(Clinton,La.)Way 6(1859;Ms;Black) 50.00
(Dedham,Ma.)WAY(1840;SL-8x2.5;Red). 30.00



(Donaldsonville,La.)WAY/6(1850's;SL-25x17;Red,Black). 85.00
(E.Bridgewater,Ma.)WAY(1837;SL-15x4;7[ms];Red). . . . 30.00
(East Haven,Ct.)Way 26(1833;Ms;Black) 30.00

Townmark	Way Marking	Date	Shape & Size	Color	Value



(Ellsworth,Me.)WAY(1851;SL-10x4.5;6;Blue) 30.00
(Epping, N.H.)Way paid 9(1810;Ms;--). 75.00
(Fairview,La.)Way 11(1847;Ms;Black) 50.00
(Fort Adams,Ms.Terr.)Way,26,52(1805;Ms;Black) 900.00
(Gloucester City,N.J.)Way 6(1846;Ms;Black). 60.00
(Gloucester Furnace,N.J.)Way 19-3/4(1834;Ms;Black). . 85.00
(Hampden,Me.)WAY(1828;SL--;Red) w/oval townmark . . . 60.00
(Harwinton,Ct.)Way 7(1830;Ms;Black) 35.00
(Jacksonville,Fla.Terr.)Way 40(1827;Ms;Black) 250.00
(Jamaica,N.Y.)WAY(1840;SL--;Red). 40.00
(Kingston,R.I.)WAY(1843;SL-25x6;Red). 35.00
(Liberty Hill,Ct)Way 7(1829;Ms;Black) 40.00
(Longacoming,N.J.)Way 13-1/2(1831;Ms;Black) 40.00
(Lower 3 Runs,S.C.)Way 12-1/2(1807;Ms;Black). 100.00



(Lynchburg,Va.)WAY/6(1849-52;C-17;Blue,Black) 40.00



(Manchac,Orleans Terr.)Way paid 50(1807;Ms;Red) . . .300.00
(Mansfield,N.J.)1 Way(1849;Ms;5;Black). 60.00
(Middlebury,Vt.)Way 12-1/2(1796;Ms;Black) 75.00
(Mobile,Al.)WAY(1845;SL-34x10;Blue) 35.00
Same(1847;arc-15x7;Red). 35.00



Same(1850's;18x5;Blue) 35.00
Same(1850's;arc-25x8;Blue) 35.00



WAY/6(1848-52;DLC-25,ornaments;Blue,Black) 30.00
WAY/6(1848-50;arc-27x20;Red,Blue). 30.00
Same(1851;C-30;Red). 35.00



WAY/11(1845-50;DLC-28;Red,Dark-red,Blue) 25.00
Same(1847-50;C-25;Red,Red-orange,Blue) 25.00
Same(1849-51;DLC-23,line above"WAY";Red,Blue). . . 25.00
MOBILE/Ala./11(no"WAY",rate in townmark)(1850-51; C-33;Blue). 25.00



WAY 21(arc"WAY")(1851;38x8;Blue) 80.00
*WAY/FREE(1847;C-25;--). . . . . ---
(Monticello,N.Y.)Way 26(1834;Ms;Black). 50.00



(Montgomery,Al.)WAY(1853;18x4;Black). 35.00
WAY 11(1857;oval--;Red). 50.00
(Mt.Holly,N.J.)Way 7(1830;Ms;Black) 60.00



(Nantucket,Ma.)WAY 6(1852;SL--;Black) 40.00
WAY(1850's;18x4;Black). 40.00

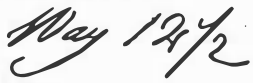
Townmark Way Marking Date Shape & Size Color Value

(Newburyport,Ms.)Way 8(1801;Ms;Black) 60.00
(New Brunswick,N.J.)Way f("f"=free)(1844;Ms;Black) addressed to Congressman. 50.00
Way 5(1848;Ms;Black) 25.00
(New London,Ct.)Way 15(1798;Ms;Black) with SL N.London townmark. 200.00

WAY6

(New Milford,Ct.)WAY 6(1850;SL-23x6;Red). 50.00

(New Orleans,Orleans Terr.)Way paid 25(1807-10;Ms; Black) See Delivered Way Mail . . . . . ---



Way 12-1/2(1810-11;Ms;Black) 125.00
(New Orleans,La.)Way 12-1/2(1818;Ms;Black). 50.00
Way 50(1833;Ms;Red). 50.00
Way 10(1842;Ms;Blue) 50.00
Way 12-1/2(1843;Ms;Blue) 40.00
Way(1846;Ms;6;Blue,Black). 40.00

The manuscript "Way" notation was also used from mid-1851 until late 1852 with 1851 issue adhesive stamps. The hdstp underlined "WAY" was used from early 1853 to 1855 when the way fee was no longer charged to way letters.

Way 6(1847;Ms;Blue). 35.00
Way 31(1849;Ms;Black). 60.00
Way 21(1850;Ms;Black). 50.00
Way 11(1851;Ms;Black). 30.00



WAY(1853-55;21x4;Red,Black). 20.00

The underline is probably the edge of the marking device. It may show as a solid or dashed line, or not at all.

Same(1850's;21x4;Black,Red) used with 5 hdstp. . . 35.00





WAY/5(1851-55;21x16;Red,Black) 30.00
WAY/6/CENTS(1847;C-23,NOR;Blue). 45.00







WAY/6(1849-52;C-26,Red,Black). 35.00

The outer circle in this marking is quite heavy & thick (approx. 2mm). It is not a double line as some previous listings have indicated.

WAY/6(1850-51;DC-33;Red) 60.00
WAY/6(1851-53;SL-21x13;Red,Black). 20.00
WAY/6(arc-"WAY")(1850's;22x13;Black) 35.00



WAY/11/CENTS(1848-51;oval 27x22,NOR;Red,Black) . . 35.00

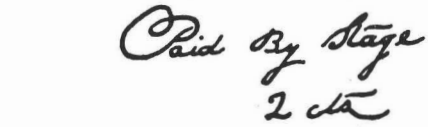
The curved lines at right & left may be the edge of the marking device. In some examples they are partial or missing

(New York & Phila. R.R.)Way 5(1851;Ms;Black) used with railroad postmark 125.00
(Newark,N.J.)Way 13-1/2(1821;Ms;Black). 50.00

WAY 6

(Norfolk,Va.)WAY 6(1848-52;SL-24x5;Red,Black) 30.00
(North Anson,Me.)WAY 6(1850;SL-18x6;Blue) 35.00
(Norwich,Ct.)WAY 6(1849-SL-23x5;Red). 30.00

Townmark Way Marking Date Shape & Size Color Value



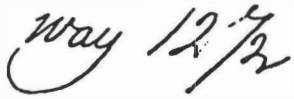
Paid By Stage 2 cts(1850's;Ms;Black) 125.00



(Norwich & Worcester R.R.)WAY 6(1849;SL-20x7.5;Red) .450.00
(Opelousas,La.)Way 5(1846;Ms;Black) 60.00
(Oswego Falls,N.Y.)Way 36(1812;Ms;Black). 60.00
(Oxford,N.Y.)Way 12-1/2(1807;Ms;Black). 60.00
(Palmyra,N.Y.)WAY(1849;SL-14x6;Blue). 40.00



(Paterson,N.J.)WAY(1829;fancy scroll 18x14;Red) . . .200.00
(Petersburg,Va.)WAY/6(1852;C--;Blue). 50.00
(Pinckneyville,Ms.Terr.)Way(1808-11;Ms;Black) 850.00
(Pittstown,N.J.)Way 9(1812;Ms;Black). 60.00



(Point Coupee,Orleans Terr.)Way 12-1/2(1811;Ms; Black). 250.00
(Portsmouth,R.I)Way 13(1815;Ms;Black) War rate period usage 250.00
(Providence,R.I.)WAY(1837-49;SL-22x5;5,10;Red). . . . 30.00
Same(1850;SL-15x3.5;5;Red) 25.00
(Randolph,Ma.)WAY(1827-30;SL-9x3;Red) 30.00
(Rhinebeck,N.Y.)Rhinebeck/Way(1794;Ms;Black). 200.00



(Richmond,Va.)Richmond Way 12-1/2(1798;Ms;Black) with Dumfries SL townmark. 175.00
Way 1(1840's;Ms;Black) with J.Tyler free frank . .300.00
Way 6(1852;Ms) 40.00





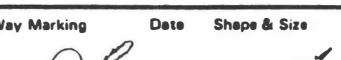
WAY/6(1849;oval 31x20;Red) 40.00
Same(1851;SL-16x12;Red,Blue) 35.00
Same(1851-52;C-35;Red,Blue). 30.00
WAY/11(1851-52;C-35;Red,Blue). 30.00

WAY 11

Same(1850's;SL-17x13;Red). 30.00
(Ryegate,Vt.)Way 9(1803; Ms;Black). 50.00

Manuscript WAY markings were used at many towns, only a few of which are included in this listing. Absence of a listing of a specific marking does not necessarily imply unusual scarcity or high price. Information is invited regarding WAY markings both manuscript and handstamped for inclusion in future editions of the catalog. Such information should be directed to the publisher.

Townmark	Way Marking	Date	Shape & Size	Color	Value



(St.Francisville,La.)Way letters--13-1/2(1808;Ms; Black) territorial* 150.00

* Addressed to St. Francisville; picked up by U.S. carrier on Natchez-New Orleans run across Spanish West Florida (probably southbound); one cent way fee added to U.S. postage at St. Francisville.

Way 1ct(1852;Ms;Black) 50.00

(San Francisco,Ca.)Pacific S.Ship.Way(1850;Ms;40 [ms];Black) 1250.00



WAY(1853;DLO-43x21;10;Black) 200.00

(Sandwich,Ms.)W18(1810;Ms;Black). 60.00

MAIL ROUTE

(Savannah,Ga.)MAIL ROUTE(1846-49;SL-43x3.5;6[C-15], 10[DC-19];Red) see separate listing below . . . ---

WAY 6

(So.Harwich,Ma.)WAY(1850's;SL-42x5.5;Red) 150.00

(So.Royalton,Vt.)Way 6(1851;Ms;Black) 60.00



(Springfield,N.H.)Way 1(1850's;Ms;Black). 60.00



(Stapleton,N.Y.)WAY LETTER 1 Cent(1850;SL-44x3.5; pointing hand;Black). 75.00

(Suffield,Ct.)Way 13-1/2(1837;Ms;Black) 35.00

(Torrington,Ct.)Way 13-1/2(1818;Ms;Black. 40.00

(Trenton,N.J.)Way 8(1812;Ms;Black). 50.00

Way 13-1/2(1831;Ms;Black). 35.00

(Turin,N.Y.)Way 26-1/2(1815; Ms;Black) War rate period usage 250.00



(Vicksburg,Ms.)WAY/6/CENTS(1851-53;C-21;Blue) 35.00

WAY/6(1850's;SL--;--). 40.00

WAY/11/cents(1850's;C-21;Blue) 40.00

(Walpole,N.H.)WAY/6(1846;SL--;Red). 50.00

(Warren,R.I.)Way 9(1812;Ms;Black) 100.00

WAY WAY

(Washington,D.C.)WAY(1851;SL-20x5;Red,Blue) 40.00

WAY(1850's;17.5x4.5;Red,Black) 35.00

(Westfield,Ma.)Way 13-1/2(1833;Ms;Black). 35.00

(Westmoreland Co.,Va.)Way 3(1861;Ms;Black) possible Confederate use 60.00

WAY!

(Willimantic,Ct.)WAY 1(1851;28x8;Black) 75.00

(Wilmington,De.)Way R.R.7(1838;Ms;Black). 600.00

(Wilmington,N.C.)Way 5(1840's;Ms;Black) 50.00

WAY

WAY(1850's;18x5;Black) 35.00

(Windham,Ct.)Way 11(1830;Ms;Black) with arc townmark. 85.00

(Woodbury,N.J.)WAY(1823;SL--;Red) 100.00

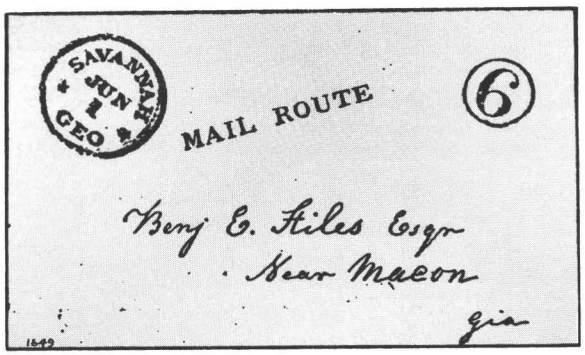
Way 11(1829;Ms;Black). 90.00

(Woodville,Ms.)WAY.6.(--;box 37x11;Red) 60.00

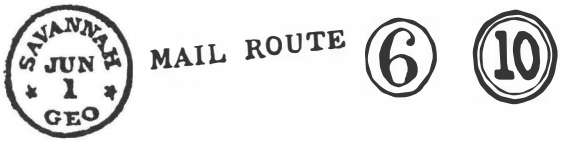
(Ypsilanti,Mich.)Way 11(1846;"Way"ms,"11"hdstp;Red) .250.00

An * before a listing denotes institutional ownership, and in most cases these covers are not priced unless similar covers in private hands are known.

MAIL ROUTE - SAVANNAH (1846-57)



The MAIL ROUTE marking of Savannah, Ga., belongs among the WAY mail listings. During 1846-47 this handstamp was placed on water-borne letters picked up along the coast and on Georgia rivers by mail carriers en route to Savannah. This marking is much later than and totally unrelated to the MAIL ROUTE markings of 1827-30 which are listed in the SHIP section of this volume. The usage & postal meaning of this MAIL ROUTE marking is (as used at Savannah) identical to the usage & meaning of WAY.

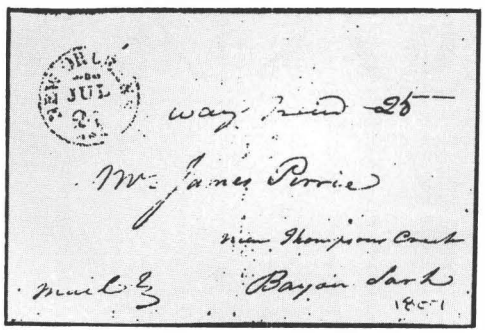


(Savannah,Ga.)MAIL ROUTE(1846;SL-42x3.5;10[DC-19]; Red). 650.00

MAIL ROUTE(1849;SL-42x3.5;6[C-15];Red) 650.00

Only two stampless covers, as listed above, are recorded, both with MAIL ROUTE struck in red. In addition, four covers are recorded with the MAIL ROUTE marking struck in black. However, all examples recorded in black are on stamped covers or postal stationery envelopes.

DELIVERED WAY MAIL



Delivered way mail letters were prepaid for delivery on the "way" by mail carriers en route between post offices, notably in Spanish West Florida (between territorial New Orleans and Natchez, ca. 1807-10). See the more complete discussion of delivered way mail in the introduction to the WAY MAIL section.

New Orleans, Orleans Territory



Way paid 12-1/2(1809;Ms;Black) to Bayou Sarah 250.00

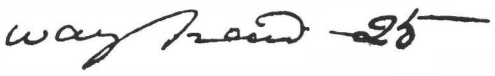
Townmark	Way Marking	Date	Shape & Size	Color	Value



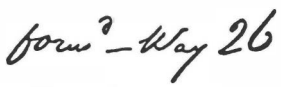
Way PAID 12-1/2(1809;Ms;Black) to Bayou Sarah 300.00



*Way paid 12-1/2(1808;Ms;Black) to Thompson's Creek . ---
*Way paid 12-1/2(1808-09;Ms;Black) to Baton Rouge . . ---



Way paid/25(1807;Ms;Black) to Baton Rouge 300.00
Way paid -25(1807;Ms;Black) to Bayou Sarah. 300.00
*Way pd.25(1809;Ms;Black) to Baton Rouge. . . . . ---
Way paid 25(1808-10;Ms;Black) to Bayou Sarah. 250.00



Same("ford-Way 26"[ms]) to Natchez . . . . . ---
Way paid 50(1807;Ms;Black) to Manchac 300.00





*Way paid 75 37-1/2/112-1/2(1809;Ms;Black) New Orleans
to Bayou Sarah. . . . . ---

EXPRESS MAIL OF 1836-39 AND 1845

This was a special service of the U.S. Post Office Dept. authorized by Act of Congress July 2, 1836 whereby for triple the regular postage rates the government contracted on certain specified routes to carry the mail by the fastest available means of transportation. In the main this consisted of post riders on horseback who carried nothing but the express mail pouch. Consequently this usage is actually the first "pony express".

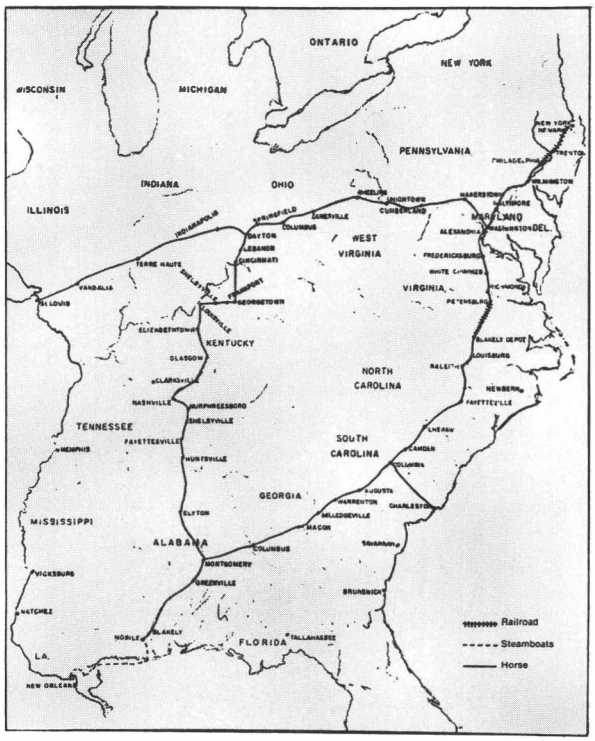
This service commenced on November 15, 1836 and was completely discontinued sometime in July, 1839. From November 15, 1836 to October 31, 1837 express mail letters could be sent unpaid (collect) but after that date all letters had to have postage prepaid. This was the first U.S. postal rate that required prepayment. Free mail and money letters were excluded by law.

A typical cover always has the words "Express Mail" or "Express" either written in pen or, in rare examples, handstamped. The postage rate is always handwritten, and the cover usually bears a handstruck marking from the town of origin (if originating within the United States), a town not necessarily on the express mail routes. There was no additional marking applied at the point a letter entered or left the express for the regular mails.

No letters weighing more than one half ounce were permitted in the express. The base rates were for a single sheet. Double, triple and quadruple rates are encountered where one, two or three sheets were enclosed. Multiples of the 75¢ rate are common, but other multiples are scarce.

SCHEDULE OF RATES

Mileage	Rates for Regular Mail	Express Rates
up to 30 miles	6¢	18¢
30 to 80	10¢	30¢
80 to 150	12-1/2¢	37-1/2¢
150 to 400	18-3/4¢	56-1/4¢
over 400	25¢	75¢



THE EXPRESS MAIL ROUTES OF 1836-1839

Routes established were: New York to New Orleans, Nov. 15, 1836; Columbia to Charleston, May 11, 1837; Washington to Cincinnati, July 1, 1837; Dayton to St. Louis, Oct. 1, 1837; Cincinnati to Montgomery, Oct. 1, 1837. Postal rates were charged for the complete distance along post roads between origin and destination, not just for the distance that the express transported the letter. Steamships carried the express mails between Mobile and New Orleans. Railroads connected New York and Philadelphia; also Gastonia, N.C. and Petersburg, Va.

The express mails were discontinued in 1839 because the rapidly expanding network of railroads so expedited the regular mails that there was little reason to pay triple postage for the slight time saved by sending a letter via the express mail. Certain western routes were discontinued earlier.

A revival of express service over part of the former routes was announced in New York on Jan. 29, 1845. The service was discontinued on March 10, 1845. Rates charged were the regular rates. All letters had to be prepaid and marked "Express". A weight limit was not defined.

The U.S. Express Mail handstamped markings used after 1842 have no relationship to the earlier "Eastern Pony Express".

Reference: Milgram, J.W.: "The Express Mail of 1836-39", Collectors Club of Chicago, Chicago, 1977.

1836-39 PERIOD - Listing of Usages

TOWNMARK - Shown postmark for town of origin, listed alphabetically by towns.
RATES - All rates are 75¢ or multiples unless specified. Double and triple rates do not increase the value much; quadruple rates are not uncommon.
PAID - markings can be expected from any town before Nov. 1, 1837, and from all towns after that date.

STRAIGHT LINE AND OVAL EXPRESS HANDSTAMPS

Town Mark Reads	Size	Express Marking	Color	Value

AUGUSTA/Ga.(C-30;EXPRESS MAIL[SL];37-1/2¢ rate;Red) .750.00



COLUMBIA/S.C.(C-30;EXPRESS/U.S./MAIL[oval];Red, Black). 750.00

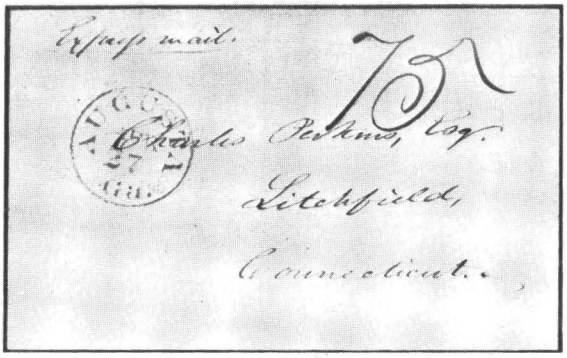


HAYNE VILLE/Al.(C-30;EXPRESS MAIL 75[SL];Black) . . 1000.00

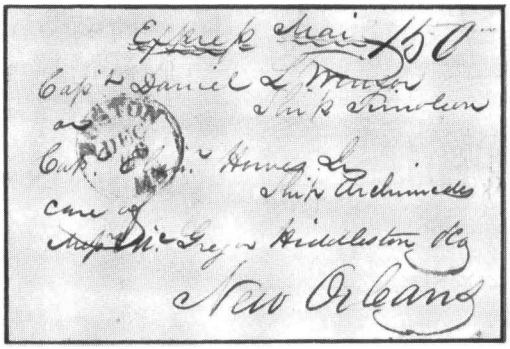
Town Mark Reads	Size	Express Marking	Color	Value
MILLEDGEVILLE/Ga.(C-30;EXPRESS[SL-32x4];Red)				.750.00
Same(C-30;EXPRESS MAIL[oval];Red)				.750.00
NATCHEZ/Mi.(C-30;EXPRESS MAIL[SL];Red)				.750.00

MANUSCRIPT EXPRESS MAIL MARKINGS

ALEXANDRIA/D.C.(C-30;Red) 300.00
ALLENTOWN/Pa.("Pa."in script)(C-30;Black) 300.00
APALACHICOLA/F.TY.(C-30;Red;Black). 350.00
ATHENS/ALa.(C-31;Black) 200.00
ATHENS Ga.("a"high)(C-30;Red) 200.00



AUGUSTA/Ga.(C-27;Red) 100.00
BALTIMORE/MD.("D"high)(C-32;Red). 75.00
Same(56-1/4¢ rate) 150.00
BATON R./LA.("A"high)(C-29;Red) 150.00

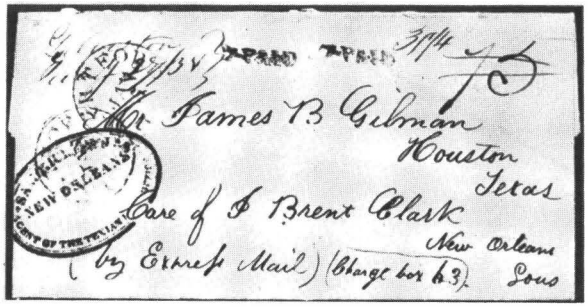


BOSTON/MS.(C-27;Red). 100.00
BOSTON/Mas.(C-30;Red) 100.00
Brunswick Ga.(Ms;Red,Black) 150.00
CAMDEN/S.C.(C-30;37-1/2¢ rate;Blue) 250.00
CHARLESTON/S.C.(C-30;Red) 50.00
Same(SHIP,2¢ Ship fee) 125.00
CHERAW/S.C.(C-31;double 37-1/2¢ rate;Blue). 300.00
CINCINNATI/O.(C-34;Red) 250.00
Same(56-1/4¢ rate; 1.50 rate) 350.00



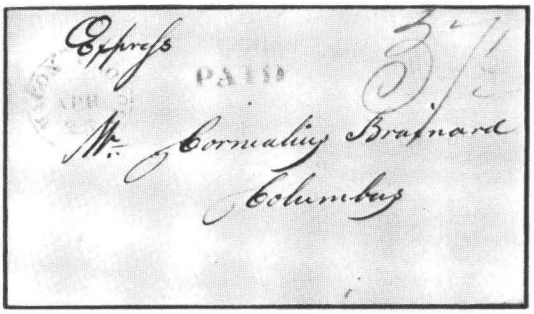
CLARKSVILLE/TENN.(C-30;Black) 300.00
COLUMBIA/S.C.(C-30;Red) 75.00
COLUMBUS/GA.("A"high)(C-30;Red) 60.00
CUMBERLAND/Md.(C-30;30¢ rate;Red) 350.00
DARIEN/GEORGIA.(C-28;Red) 150.00
Dorchester Ms.(Ms;Black). 200.00

Town Mark Reads	Size	Express Marking	Color	Value
ELBERTON/Ga.(C-30;Black).				.300.00
ELIZ.TN.KY.(C-31;Black)				.350.00
Erie Ala.(Ms;Black)				.100.00
FARMINGTON/Con.(C-30;Red)				.150.00
FAYETTEVILLE/N.C.(C-30;Red)				.250.00
Fifes Va.(Ms;Black)(Also with Sam Ricker Texan marking				.350.00
FLUSHING/N.Y.(C-30;Red,Blue).				.150.00
FORT JESUP/La.(C-30;Green).				.200.00
FRANKFORT KY.(C-30;Red)				.200.00
FRANKLIN La.(C-30;Black).				.200.00
FREDERICKSBG./VA.("G"&"A"high)(C-30;Green).				.200.00
GREENSBORO ALA.(DC-28;Red).				.150.00
GREENSBURG KY.(C-31;Red).				.200.00
HARTFORD/Ct.(C-30;Red).				.200.00



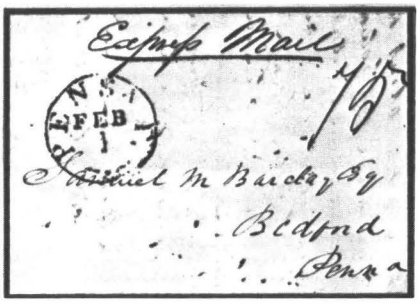
Same(Usage with Sam Ricker Texian marking) 500.00

HAYNE VILLE/Al.(C-30;Black) 150.00
HUNTSVILLE/Al.(C-30;Black). 150.00
KENNEBUNK/Me.(C-28;Red) 250.00
KENSINGTON/Pa.(C-29;Red). 150.00
KNOXVILLE/Ten(C-30;Red) 300.00
LEXINGTON/KY.(C-30;Red) 400.00
LOUISVILLE/KY.(C-30;Blue) 300.00
LYNCHG.Va.(C-30;Blue) 200.00
MACON/ALA.(C-28;Black). 200.00

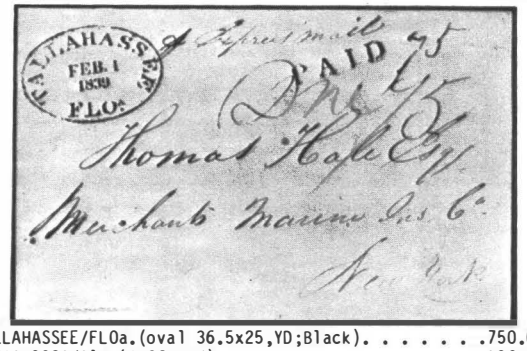


MACON GEORGIA(C-26;Red) 100.00
Same(37-1/2¢ rate) 200.00
MILLEDGEVILLE/Ga.("a"high)(C-30;Red). 125.00
See also straight line & oval markings above.
MOBILE A.(C-31;Blue). 30.00
MOBILE./Ala.(C-30;Blue,Blue-green). 30.00
Same(3.00 quadruple rate). 40.00
MONTGY.AL.(C-32;Red). 125.00
MONTICELLO MI.(C-24,NOR;Blue) 300.00
MURFREESBORO/Te.(C-31;56-1/4¢;Red). 250.00
NASHVILLE.T.(C-32;Blue,Green) 200.00
NATCHEZ/Mi(C-30;Red,Blue) 50.00
NATCHITOCHES/La.(C-30;Blue) 150.00
NEWBERN/N.C.(C-30;Black). 300.00
NEW HAVEN/CT.(C-30;Blue). 300.00
NEW ORLEANS/La.(C-30;Red,Blue). 30.00
Same(used Nov.1836). 50.00
Same(used April-June 1839) 35.00
Same(3.00 quadruple rate). 40.00
Same(SHIP[blue],2¢ Ship fee) 150.00
Same(on letter to Europe). 150.00
Same(56-1/4¢ rate) 150.00
NEW-YORK(C-30;Red). 75.00
NEW-YORK(C-28,30;Red) 50.00
NEW-YORK(C-27;Red). 50.00
NEW-YORK/SHIP(C-30;2¢ ship fee;Red) 150.00

Town Mark Reads	Size	Express Marking	Color	Value



PENSA.F.("A"high)(C-32;Black) 500.00
PERRY C.H./Ala.("a"high)(C-30;Red). 200.00
PETERSBURG/Va.(C-30;56-1/4¢ rate;Red) 300.00
PHILADA./PA.(C-31;Blue) 125.00
PHILADELPHIA/PA.("A"in"PA"high)(C-30;Blue). 125.00
PLAQUEMINE/La.(C-30;Black). 125.00
PORTLAND/Me.(C-30;Red). 250.00
PROVIDENCE/R.I.(C-30;Red) 200.00
Same(C-28.5;Red) 200.00
RICHMOND/Va.(C-30;Red). 150.00
Same(56-1/4¢ rate) 200.00
St.Augustine/FL.T.(C-30;Red). 400.00
St.FRANCISVILLE/La.(C-30;Red) 150.00
St.LOUIS/Mo.(C-30;Black). 400.00
SAVANNAH*GEO*(C-26;Red) 75.00
SPRINGFIELD/MS.(C-30;Red) 200.00
TALBOTTON/Ga.(C-30;Red) 150.00



TALLAHASSEE/FLOa.(oval 36.5x25,YD;Black). 750.00
TUSCALOOSA/Ala.(C-32;Red) 100.00
TUSCUMBIA/Ala.(C-30;Red). 75.00
Same(56-1/4¢ rate) 150.00
VANDALIA/ILLs.("S"high)(C-30;Black) 300.00
Vandalia, Ill. (ms; Black). 200.00
VICKSBURG/Mi.(C-30;Black) 250.00
WASHINGTON CITY/D.C.(C-31;Red,Orange) 125.00
Same(used on western route to St.Louis). 350.00
West Ely,Mo.(Ms;P.M.frank;Black). 300.00
Wilcox C.H.Ala.(Ms;P.M.frank;Black) 200.00
WILMINGTON/N.C.(C-30;Red) 300.00

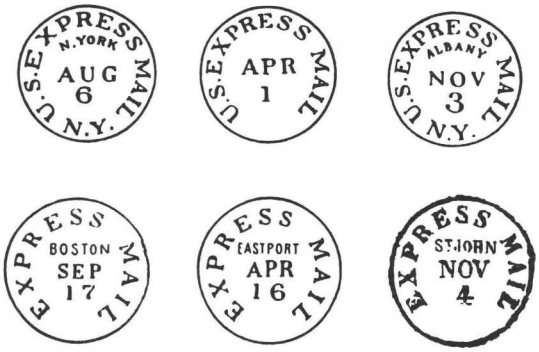
1845 PERIOD

BOSTON/Mass.(C-30;PAID;Red) 200.00
MOBILE/Ala.(C-30;PAID;Blue) 125.00
NEW ORLEANS/La.(C-30;PAID;Blue) 125.00



Same(used on letter to Europe) 200.00
NORFOLK/Va.(C-30;Red) 250.00

U.S. EXPRESS MAIL 1842-1856



This service has no connection with the U.S. Express Mail of 1836-39 (briefly revived in 1845) and was originally intended by the Post Office Department to compete more effectively with the numerous private expresses then operating in New England and New York. Listings of the markings associated with this service will be found under RAILROAD ROUTE AGENT MARKINGS and STEAMSHIP MAIL ROUTE AGENT MARKINGS

RAILROAD ROUTE AGENTS MARKINGS

On July 7, 1838 Congress passed an act providing "that each and every railroad within the limits of the United States which now is or may hereafter be completed, shall be a post route, and the Postmaster General shall cause the mail to be transported theron". There were then in the United States only 1,913 miles of railroad. The act limited the cost of railroad transportation to "not more than twenty five per cent over and above what similar transportation would cost in post coaches". Mail had been carried by rail as early as 1834, but the passage of this act began the real history of the railroad as a factor in communication and the development of the railway mail routes.

"Rail Road" in Old English letters is the earliest known to the record, on a letter dated Nov.7,1837, as carried on the Mohawk & Hudson Railroad, running out of Albany, N.Y.

ALL CIRCLES UNLESS OTHERWISE NOTED

Postmark	Date	Size	Rate	Color	Value





ALBy.& BUFFALO R.R.(1845-51;31;PAID 5,5[C],10;Red, Blue,Black) 40.00
A.& St.L.& A.&KENBk.R.R.(1847-51;32;PAID,5;Red) . . .125.00
Ac.& St.L.& Kk./R.R.(1851;32;Black) 150.00

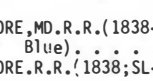


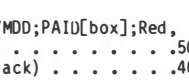


ATLANTIC.&.St.L./R.R.("t"high)(--;32;5[C];Blue) . . . 90.00
AUGUSTA & ATLANTA R.R.(1847-51;32.5;5,10;Red,Blue, Black). 90.00
Same(1847-51;33;5;Red,Greenish,Black). 90.00









BALTIMORE,MD.R.R.(1838-46;SL-41x3,YMDD;PAID[box];Red, Blue). 500.00
BALTIMORE.R.R.(1838;SL-41x3,YMDD;Black) 400.00



BALTIMORE R.R.(1839-51;SL-47x4;5;Red,Black) 40.00



5





BALTIMORE RAIL ROAD(1838-51;29.5;PAID,5,10;Red,Blue, Green). 35.00
Same RAIL RD("D"high)(1840-51;29.5;Red,Blue,Black) 45.00
Same R.R.Md.(1847-51;34;5,10;Blue) 200.00

Postmark	Date	Size	Rate	Color	Value



10

BALT & OHIO/RAIL RD.("D"high)(1845-55;30;5[C];10[C]; Red, Blue,Black) 25.00



BALT.& OHIO/R.R.("T"high)(1850-55;33;5,10;Blue,Black) 30.00



BALT.& OHIO R.R.("T"normal)(1850's;31;Blue) 45.00





BLT & OHIO R.R./Md.(1850's;30;Black). 75.00
BALT.& OHIO/RAILROAD(1850's;30;Blue). 60.00





BALTIMORE & OHIO/R.R.(1850's;32;Black). 40.00
BALTO.& SUSQH.R.R.("O"&"H"high)(1850-55;34;Blue). . . 90.00





5

BALT.& SUSQUEHANNA R.R."T"high)(1850-55;32;5;Blue, Black). 125.00
BALTIMORE & WASHINGTON/R.R.(1854;32;5;Black). 350.00



BOSTON & ALBANY R.R.(1847-51;29.5;5,10;Red,Black) . . 50.00
Same(1847-51;30.5;PAID;Red,Black). 50.00
BOSTON & BURLINGTON/R.R.(1851;32;Blue,Black). 100.00
BOSTON & FALL RIVER/R.R.(1851-57;32;Red). 75.00

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

Postmark Date Size Rate Color Value





BOSTON & FICHBURG R.R.(misspelled)(1849;32.5;Red, Blue) 40.00
BOSTON & FITCHBURG R.R.(1849-51;32.5;Red,Blue,Black). 40.00



BOSTON & MAINE R.R.(1847-51;34;Red) 30.00
Same(1849-51;32;5;Blue,Green,Black). 30.00
BY THE CARS(1846;SL-47x4.5;Black) possibly applied at Vicksburg, Miss.. . . . . .100.00
CAYUGA & SUSQH.R.R.(1850;33;5;Red). 100.00









CHARLOTTE & S.C.R.R.(1851-55;30;5[C];Black) 250.00
CHEMUNG R.R./N.Y.(1851;33;5;Black). 500.00
CHICAGO & MISS R.R.(1851;SL-38x2.5;Blue). 600.00



CINCINNATI,C & C/R.R.(1851;31;5;Black). 125.00
CLEVELAND & TOLEDO R.R.(1856;33;Black). 150.00
CONCORD & MONTREAL R.R.(1851;34;Blue,Red) 50.00



DANBURY & NORWALK/R.R.(1851-53;32;Black). 125.00





EASTERN R.R.(1847-48;32;5;Red,Blue) 20.00
Same(1849;Green) 75.00
EASTERN R.R./Ms.(1847-52;34;PAID;Blue,Black). 40.00



GREENVILLE & COLUMBIA/R.R.(1855;32.5;5;Black) 75.00
GREENVILLE & MIAMI R.R.(1853;32;Black). 225.00

Postmark Date Size Rate Color Value





HARLEM R.R./N.Y.(1850;35;5;Red) 150.00
HARRISBG.& LANCR.R.R.("G"&"R"high)(1848-49;34;Blue) .200.00



HAVRE DE GRACE/RAIL ROAD(1844;34;Blue). 475.00



HRR(1842-51;SL-19x5;5;Red). 125.00
HRR/MAIL(1842-51;SL-18x9;5;Red) 250.00







HOUSATONIC/RAILROAD/5("5"in center)(1844-51;DC-30-17.5;Red). 125.00
Same(1844-51;DC-30.5-16;Red) 125.00
Same(1847;C-30.5;Red). 225.00
HOUSATONIC RAILROAD/10(1847;C-30.5;Red) 375.00



HOUSATONIC R.R.(1850;32.5;5;Red). 50.00
Same(1850;34;5,10;Red) 50.00





HUDSON RIVER/R.R.(1851;30;5;Red,Black). 100.00
HUDSON RIVER MAIL/N.Y.(prior to Oct.1851;34; Red) See Inland Waterways Listing - Official Route Agents Markings. . . . . ---
Same(Oct.1851 & later;34;Red). 100.00
HUDSON RIV.MAIL N.Y. - See Inland Steamboat Markings. ---
FROM TAMAROA/Ill.C.R.R.(1853;30;Black). 75.00
INDIANAPOLIS & PERU/R.R.(1857;31.5;Black) 300.00



JEFFERSONVILLE & COLUMBUS/R.R.(misspelled)(1853;33;5[C];Black) 300.00
LACKA.& WESTERN R.R.(1850-51;32;5[C];Ultramarine, Black). 250.00

Postmark	Date	Size	Rate	Color	Value



LITTLE MIAMI R.R.(1848-50;32;5,10;Red). 175.00
Same RR(1847-51;31;Red). 175.00



L.I.RAIL ROAD/N.Y./5(1846-49;DC-29;Red) 125.00
Same/5 CTS.(1847;29;Paid;Red,Black). 125.00
Same 10(1844-51;28;Red). 275.00
LONG ISLAND R.R.(1854;33.5;5.Red,Black) 75.00
LOUISA.R.ROAD/Va(1851;30;5 cts;Red,Blue). 150.00
LOU.& FRAN.& LEX.& FRAN.R.R.O'BANNON(1857;34;Sta.Agt.
Mkg.;Blue). 135.00
LOUISVILLE & LEXINGTON/R.R.(1851;32;Black). 125.00



10

MAD RIV.& LAK.ERIE R.R.(1847;32.5;5,10;Blue). 125.00
Same(1848-51;34;5,10;Blue,Black) 100.00
MADISON & INDNPLS R.R.(1849-51;33;5;Red,Black). . . . 75.00
MADISON & INDIANA/R.R.(1849;32;Blue,Black). 75.00



MIC.CENTRAL R.R./Mic.(1850-51;34;5,10;Red,Blue,
Black). 200.00
Same(1850;34;10;Green) 250.00
MICH.SOUTHERN R.R.(--;33;Blue). 135.00
MIDDLEBURY R & B.R.R.(Rutland & Burlington)(1857;
oval--;P.M.frank;Blue). 75.00

N NY

N(on N.Y.-Phila.mail)(1845-47;9.5x9;5[C],10[C];Blue).100.00
NY(on N.Y.-Phila.mail)(1845-47;SL-19x9;5[C],10[C];
Blue) 75.00
Same(1845-47;SL-23.5x11.5;5[C];Blue) 75.00



NAUGATUCK R.R.(1847-51;32.5;5;Red). 75.00

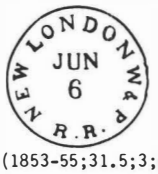




N.H.& BELLOWS FALLS/R.R.(1854-55;32;Black). 125.00
NEW HAVEN & BELLOWS FALLS/R.R.(--;32;Black) 150.00

Postmark	Date	Size	Rate	Color	Value

N.HAVEN & GREENFIELD R.R.(1847-50;30;Red) 45.00
N.HAVEN & SPRINGFIELD R.R.(1845-50;34;5,10;Red,Black) 30.00
N.HAVEN & SPRINGFIELD R(1847-51;34;Red) 55.00



NEW LONDON,W & P/R.R.(1853-55;31.5;3;Blue,Black). . . 50.00







N.Y.& ERIE R.ROAD.(1846-49;29.5;5,10;Red,Blue). . . . 75.00
NEW YORK & ERIE R.R.(1846-51;32,33,33.5; 5,10;Red,
Blue) 45.00
N-Y & ERIE/R.R.(1853;28;5;Red). 45.00



N.YORK & HARLEM R.R.(1850-52;32.5;5;Red). 100.00



N-YORK & N.HAVEN R.R. (1849;32;5,10;Red,Black) 35.00







NEW YORK & PHILA R.R.("A"high)(1840-51;30;5,V,10;Red,
Blue,Black) 50.00
Same(1840-51;29;5[C],10[C];Red,Black). 50.00
NEW YORK & PHILA./R.R.("A"high)(1851-61;31.5;Black) . 50.00
N.YORK & PHILA.R.R.(1847-51;33;5;Black) 50.00



5

NORTHERN R.R.(1848-50;32.5;PAID,5;Red,Blue) 75.00
Same(1848;Green) 125.00



NORTHERN.O.RR MAIL/-N.Y-(1850-51;28;5;Red). 175.00

Postmark	Date	Size	Rate	Color	Value

NORTHERN RAILROAD NY(1847-51;32.5;Red). 75.00
Same(1848;Green) 125.00



NORWICH & WORCESTER.R.R.(1848-50;33;5,10;Red,Blue). . 60.00



Same(1849;WAY 6;Red) See Way Mail Listing. . . . . ---



PENNSYLVANIA R.R.(1848-51;32.5,35,36;5,10;Blue) . . . 40.00
PETERSBURG & ROANOKE R.R.(1849;29.5;10;Bluish green).110.00



PETERSBURG/Rail Road(1839;30.5;Black) 350.00
PETERSBURG R.R.RD.("D"high)(1846;30;Blue) 175.00

PHILAD.A RAIL ROAD

PHILADA.RAIL ROAD("A"high)(1844-50;SL-57x3.5;5,10;
Red). 35.00
Same(1851:Black) 75.00



5



PHILADA./RAIL ROAD.("A"high)(1839-51;30;5,10;Red,
Blue,Black) 50.00
PHILADA RAIL RD("D"&"A"high)(1844-51;29.5;Red,Blue,
Black). 40.00



PHA.& BALTIMORE/R.R.("A"high)(1851-57;32,31.5;5;Blue,
Black,Greenish) 85.00

Postmark	Date	Size	Rate	Color	Value



PHIL.& BALT.R.R./Pa(1851-57;30;Black) 150.00



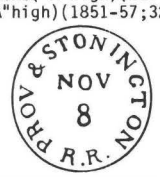
PHILA.& BALTE./R.R.("A"&"E"high)(1851-57;32;Blue,
Black). 125.00



PHILA.& BALTIMORE/R.R.("A"high)(1847-51;32.5;5;Blue,
Black). 100.00



PHILA.& COLA.R.R.("A"'s high)(1847-57;33.5;5; Blue) .175.00
PHILA & COLUMBIA R.R.("A"of"PHILA"high)(1851-57;32;
Blue) 350.00
PHILA. & N.YORK/R.R.("A"high)(1847-57;32;Black) . . . 60.00
PHILA.& POTTSVILLE R.R.("A"high)(1851-57;32;Black). .100.00
PHILA. R & P/R.R.("A"high)(1851-57;32;Black). 250.00



PROV.& STONINGTON/R.R.(1850's;32;Black) 60.00
P.& W.R.R.(1849;SL-14x2.5;V;Black). 600.00
Same(1849;SL-21x3;V;Red) 600.00



PROV.& WOR.R.R.(1848-54;33;5,10;Red,Blue,Black) . . . 35.00

R.R.

R.R.(1842;SL-18x7;Red) Used upper N.Y. State. 350.00

RAIL R. 5

RAIL R.(1846;SL-33.5x4.5;5;Red) Used on Long Island
N.Y. 100.00
Same("5"struck three times). 175.00

Rail Road

Rail Road(Old English letters)(1837;SL-19.5x3;Red)
Used upper N.Y. State, earliest known R.R. mark-
ing 750.00

Postmark | Date | Size | Rate | Color | Value

RAILROAD

RAILROAD(1838-49;SL-37.5x4;V[C];Red,Blue) Used between Albany & Buffalo N.Y. 150.00
RAIL ROAD(1842;SL-35x3.5;Red) Used Conn-Mass. 75.00

RAIL ROAD

Same(1844;SL-38x5;Red) Used in Conn. 100.00

RAIL ROAD. UTICA

RAIL ROAD,UTICA(1842;21x2.5,"UTICA"11x2.5;Red). . . .750.00



RAIL.ROAD(1838-41;26.5;Red) Used between Albany and Buffalo N.Y.. . . . . 50.00



RAIL/ROAD(1842-43;Arc 23,NOR;Red) 135.00

RAIL-ROAD

RAIL-ROAD(1841;SL-37.5x4.5;--) Used N.Y.State 600.00
RAIL ROAD(1841;SL-30x3;Red) Used in upper N.Y. State.450.00

RAIL ROAD CAR

RAILROAD CAR(1841-47;SL-44.5x3;5,PAID;Red) Used between Boston & Albany 125.00



RALEIGH & GASTON R.R.(1850's;30.5;Blue) 125.00



RICHMOND/Rail Road(1845-50;30;5,10;Red,Blue). 60.00
RICHMOND,R.R.Va.(1853;33;Red,Black) 75.00



RICHMOND & DANVILLE/R.R.(--;32;5;Greenish blue) . . .150.00
RICHMOND & PTRSBG.R.R.(1853;32;5;Black) 150.00

Postmark | Date | Size | Rate | Color | Value



5

SOUTH CAROLINA/R.R.(1852;32,32.5;5;Blue). 60.00



5

SOUTH SIDE/R.R.(1852;31;5;Blue,Black) Va. use 125.00
TROY & RUTLAND R.R.(1852;35;Blue,Black) 75.00
TROY & WHITEHALL R.R.(1850;32.5,33.5;5;Blue,Black). . 75.00







U.S.EXPRESS MAIL/N.YORK/N.Y.(1842-45;30;PAID,5,FREE; Orange-red) 25.00
Same(1845-56;30;5,10;Red,Black). 20.00
U.S.EXPRESS MAIL(1843-45;30;PAID,FREE;Red). 20.00
Same(1846-47;30;PAID,5;Blue) 20.00
U.S.EXPRESS MAIL/ALBANY/N.Y.(1843-46;30;5;Red). . . . 75.00
U.S.Express Mail/New York(1844;Ms;Black). 50.00



U.S.EXPRESS MAIL/BOSTON/Mass.(1843-44;30;Red) 30.00
Same(1845-55;30;5,10,FREE;Red,Black) 20.00
Same(1849;30;20[C];Red). 30.00
Same/Stonington/Ct("Stonington Ct"in magenta ms over BOSTON)(1844;FREE;Red). 60.00



VERMONT & CANADA/R.R.(--;33;5;Blue) 150.00



VERMt.& MASSts.R.R.(both"t"'s high)(--;33.5;5;Red, Black). 100.00
VIRGINIA CENTRAL/R.R.(1851-52;30;Black) 125.00
Same(1851-53;32.5;Black) 125.00
VIRGA.& TENN.R.R.("A"high)(1853;32;Blue). 150.00
VA.SO SIDE R.R.(--;C--;5;--). . . . . ---



W(1846;--;5[C];Blue) N.Y. to Phila. 50.00

Postmark	Date	Size	Rate	Color	Value





WASHINGTON RAILROAD.(1840-50;30;5,10;Red,Blue,Green, Black). 125.00
Same RAILRD.("D"high)(1840-57;30;5,10,FREE;Red, Blue) 175.00
WASH.& PHILA.R.R.("A"high)(1851-57;33;5,10;Black) . .250.00



WASHINGTON & PHILA./R.R.("A"high)(1851-57;32;FREE; Blue,Black) 150.00
WEST.& ATLANTIC R.R.(1848;34;5,10;Red,Green). 200.00
WESTN.& ATLANTIC R.R.("N"high)(1848;31.5;5;Black) . .150.00
WSTRN & ATLNTC R.R. Ga.(1847;33;10;Red,Blue). 200.00

WILMINGTON DEL. R.R

SEP 29 1838

WILMINGTON DEL.R.R.(1838;SL-41x2.5,YMDD;Red). . . . 1500.00

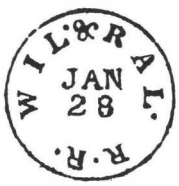


WILMINGTON R.R.Del(1847-51;30;5;Red,Blue) 275.00



10

WILMINGTON & RALEIGH RAILROAD(1845-52;30;5,10;Red, Blue) 75.00



WIL.& RAL.R.R.(1851;33;5,10;Blue) 125.00



WORCESTER & NASHUA.R.R./Ms(1841;35;Blue). 65.00



X(1846;9x9.5; 5[C]; Black) N.Y.to Phila.. . . . . .125.00
ZANESVILLE & COLUMBUS/R.R.(1854;31.5;Black) 175.00

MANUSCRIPT MARKINGS

A & A RR (1850) Augusta & Atlanta RR
A & K RR (1849) Androscoggin & Kennebec RR
A.& St.L.RR (1851) Atlantic & St.Lawrence RR
Aug & Ooth R.R. Ga. (1846) Augusta & Oothcologa RR
Balte RR (1838) Baltimore RR
Balto.R.R. (1838) Baltimore RR
Baltimore/RR (1838) Baltimore RR
Baltimore Rail Road (1843) Baltimore RR
B & O R Road (1843) Baltimore & Ohio RR
B & S R.R. (1851) Baltimore & Susquehanna RR
Belvidere Del. R.R. (1850's) Trentor-Belvidere, N.J.
Boston & Fall River R.R. (1851) Boston & Fall River RR
Conn R.R.R. (1851) Connecticut River RR
Geo R.R. (1853) Georgia RR
Kent H R Road (1845) Housatonic RR
M & M R.R. (1859) Mississippi & Missouri RR
N H & Greenfld RR (1842) New Haven & Greenfield RR
N.L.W.& P.RR (1851) New London,Willimantic & Palmer RR
N.Y. & E.R (1850) New York & Erie RR
N.Y.& Phil.R.R. (1840's) New York & Philadelphia RR
N.Y.& Phil.RR WAY 5 (1851) Same as above
N.R.R. (1848) Northern RR
N.& W.RR (1848) Norwich & Worcester RR
Ooth & Aug R.R. (1847) Oothcologa & Augusta RR
Penn.R.R. (1850) Pennsylvania RR
Petersburg & R(oanoke) R.Road (1845)
P.& W.R.R. (1848) Providence & Worcester RR
R.Road(1843) Wash.D.C. to Phila.,Pa.
R.R. (1838) Utica & Schenectady RR
RR (1838) Albany to Waterville, N.Y.
RR (1844) N.Y.C. to Phila., Pa.
R.R.Rome (1847) Albany-Syracuse, N.Y.
Richd. Rail Road (--) to Cobham Va.
Rich & Fred.R.R.(1841) Richmond & Fredericksburg R.R.
SM & N/R.R. (1852) Sandusky, Mansfield & Newark
S.C.R.Road (1851) South Carolina RR
So.Ca.R.R. (1851) Same as above
W.& R.(1840;Wilmington,N.C. to Richmond,Va.
Weldon R.Road (1852) to Jackson N.C.

AMERICAN MILITARY POSTS -- 1775-1873

Previous editions of this catalog have listed only a small sampling of the better known U.S. military posts. Although the following list seems gargantuan in comparison with its predecessors it is still far from complete. The most complete list available (Heitmans's, see reference list following this section) shows many posts that are not listed here, but it does not assign garrison dates. It was decided to make this list as complete as possible but to limit it to posts for which year dates could readily be assigned. Another limiting factor is the appropriateness of such a list to the stampless period. Only posts first garrisoned before July 1, 1873 are included for with the demise of the Congressional franking privilege on that date even the occasional visit of a Congressman to a military post could not have produced a stampless cover.

As with the previous edition of the fort-camp list, the recorded existence of postmarks from 1856-73 period posts usually refer to markings on stamped rather than stampless covers. They are recorded here because they are the same markings that would have been used if a shortage of stamps or a valid franking situation had produced stampless covers from the post. See individual territory and state sections of Volume I for details as to those markings actually known on stampless covers.

A majority of the posts in the following list did not enjoy the convenience of a post office on the compound, and indeed some were built and garrisoned not by Federal Government troops but by State or local militia, and a few by concerned citizens. The postal history value of such an extended list lies in its use to better tie letter headings and content to site location and time frame. Also, serious fort collectors have branched out from the small percentage of posts collectable in postmark form to the larger field of posts collectable in letter form, often with fascinating side stories of just how transport to the closest post office was accomplished.

The identification of post offices used by those military posts without their own post office has proven the most difficult task of this section editor. Not only are there many total gaps in knowledge (no covers known) but many mistakes or instances of incompleteness exist in the information given. While it is often possible to establish what contemporary post office was closest to a given military post there is no guarantee that such was the actual office used. Existing evidence shows that a more distant office was sometimes used simply because it was in a community to which the post's military courier had to regularly travel for military reasons (supply, etc.) above and beyond the need for communication with the outside world. Then too, many frontier posts were so situated that different post offices were used depending upon the direction of the outgoing mail.

It is hoped that further study of the records of individual posts will provide more accurate information for future editions of this catalog. What can be said with a reasonable degree of accuracy is that when no functioning post office was present at a military post, mail service became the responsibility of the military courier service (always present to transport official military communications and supplies), with the quartermaster or sutler of the post usually acting as unofficial postmaster in the collection and distribution of mail. Evidence of such handling of the mail is seen in some of the San Francisco mail of 1846-48 (see note #78 in Unorganized Territory section of Vol. I) as well as in the known policy of other posts. Before a post office was established at Fort Snelling (1828) outgoing mail was carried south by a courier who, half way to Prairie du Chien, swapped his sack for incoming material carried north by a courier from Fort Crawford (Wis.). Sometimes the burden of communication was shared with civilians or other government employees in the area. At Fort Des Moines #2 the Racoon River Sac & Fox agent in 1844 reported that:

> "By an arrangement between the commandant at the Fort, the traders and myself, we despatch an Express weekly to Fairfield, Iowa Territory. It travels six days of every seven, and is maintained with more regularity than many post routes."

A few words on the confusing subject of military nomenclature seem appropriate. The designation "arsenal", "battery" and "military prison" were used with reasonable exactness. The term "agency" was applied to a garrison maintained in connection with an Indian agency and "station" usually referred to a garrison located at a station on the mail or telegraph routes. Barracks, in theory, were centers in which troops were temporarily located until reassigned. Depots were centers for the storage and distribution of supplies.

Despite the fact that the various categories of posts can be defined, it is often difficult to justify the application of a particular designation. Jefferson Barracks existed for 120 years, during which it performed almost every function that might be demanded of a military post, yet it was always designated a barracks. The problem of nomenclature becomes even more confused in the case of camps, cantonments, forts and posts. A post was generally understood as any position at which troops were stationed, camps & cantonments are by definition impermanent establishments, and forts are strongly fortified, permanent establishments. But the problem is that only about one third of all the 1775-1873 American military posts bore names that accurately reflect these definitions. Most of the "cantonments" established in the 1820's were not intended to be temporary whereas many "forts" established in the period 1850-70 turned out to be. Fort Grattan (Neb.) and Fort Haven (Nev.) lasted for less than a month! In the final analysis it would appear that a fort was a fort because it was designated such.

A large part of the problem lies in the fact that despite an 1832 order providing that all new posts would receive their names from the War Department, the sources for the names of the posts continued to vary. Some were named by the officers who established them, others by the officers who ordered their establishment and still others by the general in command of the army. And, of course, name changes from one designation to another were so frequent as to be commonplace. So was the change in name as provided in popular parlance. Almost any military post was likely to be called a fort, particularly after it had been abandoned. It was also common for pioneers to adopt their own military sounding names for their stopping places, homesteads and settlements. So the possible variety of "fort-camp" letter headings to be encountered by the collector is as endless as it is fascinating. This list should at least prove a valuable aid in identifying material originating at actually garrisoned military posts.*

*The material in this introduction dealing with military post nomenclature is taken from the introduction to Robert Frazer's book (see references at end of list).

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT A.S.MILLER	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT ABERCROMBIE	Unorganized Terr., Dakota Terr. (N.D.)	1858-77	1860-77+	Yes	---
POST OF ABIQUIU	Unorganized Terr., & New Mexico Terr.	1849-51	---	---	Santa Fe 1850-
FORT ABRAHAN LINCOLN	Dakota Terr. & N.D.	1872-91	1873-91+	Yes	---
FORT ADAMS	Northwest Terr.(Ohio)	1794-96	---	---	Cincinnati
FORT ADAMS	Rhode Island	1798-	---	---	Newport
FORT ADAMS	Mississippi Terr.	1798-1810	1802-10+	Yes	---
FORT ADAMS	Tenn., See FORT PICKERING				
CAMP ADAMS	Missouri, See JEFFERSON BARRACKS				
CAMP AT ADOBE MEADOWS	California	1862	---	---	Esmeralda (?)
FORT ALABAMA	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP ALBERT	California	1861	---	---	San Francisco
CAMP ALBERT	Kansas Terr., See FORT LARNED				
POST OF ALBUQUERQUE	Unorganized Terr. & New Mexico Terr.	1847-67	---	---	Albuquerque 1851-
ALCATRAZ ISLAND	California	1859-	---	---	San Francisco
FORT ALDEN	Washington Terr.	c.1855-56	---	---	---
POST OF ALKALI	Nebraska Terr.	1864-66	---	---	Fort Kearny (?)
CAMP ALVORD	Oregon	1865-66	---	---	---
FORT AMANDA	Ohio	c.1812-14	---	---	---
CAMP ANDERSON	California	1862-66	---	---	---
FORT ANDERSON (C.S.A.)	North Carolina	c.1863-65	---	---	Wilmington
ANDERSONVILLE	Georgia, See CAMP SUMTER				
FORT ANDREWS	Florida Terr.	c.1836-43	---	---	Magnolia/Port Leon?
POST OF ANGEL ISLAND	California	1863-	---	---	San Francisco 1863-1874, Angel Island 1875-
FORT ANN	New York	c.1776-77	---	---	---
FORT ANN	Florida Terr.	c.1836-43	---	---	New Smyrna or St. Augustine
FORT ANNUTEELIGA	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP (also Fort) APACHE	Arizona Terr.	1870-	1879-	Yes	Apache Pass 1870-79
APPLE RIVER FORT	Illinois	1832	---	---	Galena
FORT ARBUCKLE	Florida Terr.	c.1836-43	---	---	---
CAMP ARBUCKLE (#1)	Indian Terr. (OK)	1850-51	---	---	---
FORT ARBUCKLE (#2)	Indian Terr. (OK)	1851-61,1861-65 (CSA) 1866-70	1853-70+	Yes	---
FORT ARIVAYPA	New Mexico Terr. (Arizona) See FORT BRECKINRIDGE				
ARKANSAS POST	Louisiana Terr. (AR)	1804-08	---	---	Natchez (?)
FORT ARKANSAS	Washington Terr.	c.1855-56	---	---	---
CAMP ARMISTEAD	Tennessee	1832-35	---	---	Madisonville (?)
FORT ARMISTEAD	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT ARMSTRONG	Mississippi Terr.(AL)	1813	---	---	---
FORT ARMSTRONG	Pennsylvania	c.1813-15	---	---	Erie,Pa.
FORT ARMSTRONG	Illinois Terr. & State	1816-36	---	---	St.Louis 1816-24, Rock Island 1825-34 Stephenson 1835-36
FORT ARMSTRONG	Florida Terr.	c.1836-43	---	---	Micanopy (?)
CAMP AT ARMSTRONG ACADEMY (C.S.A.)	Indian Terr.(OK)	1862-65	---	---	Armstrong Academy
CAMP ASTORIA	Oregon Terr.	1850-51	---	---	Astoria
CAMP ASYLUM (CSA prison)	South Carolina	1865	---	---	Columbia
CAMP ATCHESON	Dakota Terr.(ND)	1863	---	---	Ft.Abercrombie(?)
FORT ATKINSON	Missouri Terr. & Unorganized Terr.(NE)	1819-27	---	---	St.Louis & Clay Court House, Mo.
CAMP ATKINSON	Louisiana	1830-32	---	---	New Orleans (?)
FORT ATKINSON	Michigan Terr. (WI)	1832	---	---	Ft.Winnebago or Prairie du Chien
FORT ATKINSON	Florida Terr.	c.1836-43	---	---	Magnolia/Pt.Leon(?)
FORT ATKINSON	Iowa Terr. & State	1840-49	---	---	Prairie du Chien
FORT ATKINSON	Unorganized Terr. & Kansas Terr.	1850-54	1851-53	No	---
POST AT ATTAKAPAS	Orleans Terr. & La.	1804-19	---	---	Attakapas c.1811-13
FORT AUBREY	Kansas	1865-66	1866	?	---
CAMP AUGUR	Wyoming Terr. See CAMP BROWN				
POST OF AUSTIN	Texas	1845-54	---	---	Austin
CAMP BABBITT	California	1862-66	---	---	Visalia, Ca.
FORT BAILEY	Oregon Terr.	1855	---	---	---
FORT BAKER	Utah Terr.(NV)	1855-58 (Mormon)	---	---	Cedar City (?)
FORT BAKER	Nevada Terr.	1862	---	---	San Bernardino,Ca ?
FORT BAKER	California	1862-65	---	---	Hydesville (?)
FORT BAKER	Kentucky	c.1863-65	---	---	Bowling Green
CAMP BAKER	Oregon	1861-65	---	---	Jacksonville
CAMP BAKER (later FT.LOGAN)	Montana Terr.	1869-80	1872-79	Yes	---
FORT BALDWIN (C.S.A.)	Virginia	1864-65	---	---	Petersburg
FORT BALL	Ohio	c.1812-14	---	---	---
CAMP BANNING	California	1859	---	---	San Bernardino
FORT BARBOUR	Florida Terr.	c.1836-43	---	---	Aspalaga
CAMP BARBOUR	California, See FORT MILLER				
CAMP BARCLAY	District of Columbia	1861-62	---	---	Washington

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT BARESCHE	Virginia	1862-65	---	---	Alexandria
FORT BARKER	Florida Terr.	c.1836-43	---	---	---
FORT BARNARD	Virginia	1862-65	---	---	Alexandria
FORT BARNUM	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT BARRANCAS	Florida Military gov't period, Terr., & State	1820-, 1861-62 (CSA)	---	---	Pensacola 1821-49 & Warrington 1850-
FORT BARRETT	New Mexico Terr. (AZ)	1862	---	---	---
FORT BASCOM	New Mexico Terr.	1863-70	---	---	Las Vegas (?)
FORT BASINGER	Florida Terr.	c.1836-43	---	---	---
BATON ROUGE BARRACKS	Orleans Terr. & La.	1810-79,1861-62(CSA)	---	---	Baton Rouge 1812-
FORT BAYARD	New Mexico Terr.	1866-1900	1867-1900+	Yes	---
CAMP BEACH GROVE (C.S.A.)	Kentucky	1861-62	---	---	---
FORT BEALE	California, See CAMP AT PIUTE SPRINGS				
CAMP BEALES SPRINGS	Arizona Terr.	1871-74	---	---	Beale Spgs 1873-74
CAMP BEALL (C.S.A.)	Virginia	c.1861-64	---	---	Richmond
FORT BEAUREGARD (C.S.A.)	Louisiana	c.1861-62	---	---	---
POST BEAUVAIS STATION	Nebraska Terr.	1864-66	---	---	Fort Kearny (?)
POST OF BEAVER (later FT. CAMERON)	Utah Terr.	1872-83	---	---	Beaver
FORT BEECH BOTTOM (also Beach)	Virginia (W.V.)	c.1775-89	---	---	---
CAMP BEECHER	Kansas	1868-69	---	---	Wichita 1869-
FORT BELKNAP	Texas	1851-61,1861-65 (CSA)			Dallas 1851-58 & Ft.
		1867	1859-61 ?	Yes	Washita 1851-58
FORT BELL CANTON	Tennessee	1797-1800	---	---	Knoxville
FORT BELLE FONTAINE	La.Terr., Mo.Terr. & State	1805-26	---	---	St.Louis
FORT BELLE VUE	Louisiana Terr. & Missouri Terr. (Iowa), See FORT MADISON				
FORT BELLINGHAM	Washington Terr.	1856-60	---	---	Whatcom
BELLONA ARSENAL	Virginia	1810-15(private)			
		1816-28,1861-65(CSA)	1822-31,1840-47	Yes	Richmond 1810-21 & 1861-65
BENICIA BARRACKS	Unorganized Terr. & Ca.	1849-	---	---	Benicia
CAMP BENJAMIN (C.S.A.)	Louisiana	c.1861-62	---	---	---
FORT BENNETT	Washington Terr.	1855-56	---	---	---
FORT BENNETT	Dakota Terr. & South Dakota, See POST AT CHEYENNE AGENCY				
FORT BENSON	California	1856-57	---	---	San Bernardino
FORT BENTON	Montana Terr.	1846-68 (fur post)			
		1869-81	---	---	Ft.Benton 1867-town
BENT'S FORT	Unorganized Terr.(CO)	1832-52(trading post)	---	---	Ft.Leavenworth or Independence Mo. 1832-45 & Kansas Mo 1846-(?)
FORT BERTHOLD	Dakota Terr. (N.D.)	1864-67	---	---	Ft.Rice 1866-67(?)
BEST'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
CAMP BIDWELL	California	1863-65	---	---	Chico
FORT (also Camp) BIDWELL	California	1865-93	1868-93+	Yes	---
POST AT BIG BEAVER	Pennsylvania	c.1787-1811	---	---	Pittsburgh (?)
BIRD'S FORT	Republic of Texas	1840-41	---	---	---
FORT BISLAND (C.S.A.)	Louisiana	1863	---	---	Alexandria (?)
CAMP BITTER SPRINGS	California	1859-60	---	---	San Bernardino (?)
FORT BLAKELY (C.S.A.)	Alabama	1861-65	---	---	Mobile
FORT BLISS	Texas	1848-52,1854-61, 1861-62(CSA),1865-	---	---	Ft.Leavenworth,Mo. 1848-49,El Paso 1854-
FORT BLUNT	Indian Terr. (OK), See FORT GIBSON				
CAMP AT BOGGY DEPOT(CSA)	Indian Terr.(OK)	1862-65	---	---	Boggy Depot
CAMP (also Fort) BOISE	Idaho Terr. & State	1863-	---	---	Boise 1865-town
BOONE'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT (also Camp) BOWIE	N.M. & AZ. Terr.	1862-94	1880-94	Yes	*

* Los Angeles 1862-66, Yuma 1866-67, Tucson 1867-70 westbound & Mesilla 1864-70 eastbound. Apache Pass 1870-79 eastbound & westbound.

FORT BOWYER	Alabama, See FORT MORGAN				
FORT BOYKIN (C.S.A.)	Virginia	c.1862-64	---	---	Smithfield (?)
CAMP AT BOYNTON'S PRAIRIE	California	1864	---	---	Arcata
FORT BRADEN	Florida Terr.	c.1836-43	---	---	Magnolia/Pt.Leon(?)
FORT BRADY	Mich. Terr. & State	1822-	---	---	Sault Ste. Marie
FORT BRADY	Virginia	1864-65	---	---	Norfolk (?)
FORT (also Camp) BRAGG	California	1857-64	1858,1861-62. ?		Cahto 1863-64 (?)
POST ON BRAZOS RIVER	Texas	1851-54	---	---	Austin (?)
FORT BRECKINRIDGE	New Mexico Terr. (AZ)	1860-61	---	---	Tucson (?)
FORT BRIDGER	Unorganized,Utah,Dakota & Wyoming Terr.	1842-55(emigrant post),1855-57(Mormon),1857-90	1855-57(Mormon)	No	
			1857-90+	Yes	---
FORT BROOKE	Florida Terr. & State	1824-82	---	---	Tampa 1831- & St. Marks
FORT BROOKS	Florida Terr.	c.1836-43	---	---	---
FORT BROOKS	Kansas	1864	---	---	Elk Creek (?)
FORT BROWN	Florida Terr.	c.1836-43	---	---	St.Augustine
FORT BROWN	Texas	1846-,1861-63(CSA)	---	---	Pt.Isabel & Brazos 1846-48 &Brownsville 1849-

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
CAMP BROWN (later FORT WASHAKIE)	Wyoming Terr.	1869-1909	1875-79	Yes	Camp Stamburgh 1871-74
FORT BRUCE	Tennessee	c.1863-65	---	---	Clarksville
FORT BUCHANAN	New Mexico Terr. (AZ)	1857-61,1862(CSA)	1857-61	Yes	Tucson 1857
FORT BUCHANAN (C.S.A.)	North Carolina	c.1863-65	---	---	Wilmington
FORT BUCKEYE	Florida Terr.	c.1836-43	---	---	---
BUFFALO FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Louis
BUFFALO BARRACKS	New York	1839-45	---	---	Buffalo
POST AT BUFFALO SPRINGS	Texas	1867-68	---	---	---
FORT BUFORD	Dakota Terr. & N.D.	1866-95	1867-95	Yes	---
FORT BUFORD	Dakota & Wyoming Terr., See FORT SANDERS				
CAMP BUNKER HILL	District of Columbia	c.1862-65	---	---	Washington
CANTONMENT BURGWIN	New Mexico Terr.	1852-60	---	---	Fernandez De Taos
FORT BURNHAM	Virginia	1864	---	---	Washington D.C.(?)
CAMP BURNSIDE	Iowa	1862	---	---	Des Moines
CAMP BURNT RANCH	California	1864	---	---	Weaverville (?)
FORT BUTLER	Florida Terr.	c.1836-43	---	---	Jacksonville (?)
CAMP BUTLER	Illinois	1861-65	---	---	Chicago
FORT C.F.SMITH	Kentucky	c.1863-65	---	---	Bowling Green
FORT C.F.SMITH	Montana Terr.	1866-68	---	---	---
CAMP C.F.SMITH	Oregon	1866-69	---	---	---
THE CABINS	Unorganized Terr., Oregon Terr. (WA), See FORT GILLIAM				
CAMP CADY	California	1865-71	---	---	San Bernardino (?)
CAMP CALABAZAS	New Mexico Terr. (AZ)	1856-58,1862(CSA)	---	---	Santa Fe
CAMP CALHOUN	Unorganized Terr.(CA)	1849	---	---	San Diego (?)
FORT CALHOUN	Missouri Terr. & Unorganized Terr. (NE), See FORT ATKINSON				
FORT CALL	Florida Terr.	c.1836-43	---	---	Jacksonville (?)
CALLAWAY'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
CAMP CAMERON	Arizona Terr.	1866-67	---	---	Tubac (?)
FORT CAMERON	Utah Terr., See POST OF BEAVER				
CAMPUS MARTIUS	N.W.Terr. (Ohio)	1788-95	---	---	Pittsburgh 1788-93 & Marietta 1794-
CAMP CANADIAN	Indian Terr. (OK), See CAMP HOLMES				
FORT CANBY	Arizona Terr.	1863-64	---	---	---
FORT CAP-AU-GRIS	La. & Mo. Terr.	c.1812-15	---	---	St.Louis
FORT CAPE DISAPPOINTMENT (later FORT CANBY)	Washington Terr.	1864-	---	---	Pacific City (?)
FORT CAPELL	California	1856	---	---	Weaverville (?)
FORT CAPRON	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
CAMP CARLETON	California	1861-62	---	---	San Bernardino
CAMP CARLIN	Wyoming Terr., See CHEYENNE DEPOT				
CARLISLE BARRACKS	Pennsylvania	1842-79	---	---	Carlisle
FORT CARROLL	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT CARROLL	Maryland	c.1863-65	---	---	Baltimore
FORT CASCADES	Washington Terr.	1855-61	---	---	Cascades 1851-town
FORT CASEY	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT CASPER (also Caspar)	Neb.Terr,Id.Terr.& Dakota Terr. (WY).	1862-67.	---	---	Ft.Laramie (?)
FORT CASS	Tennessee	1835-38	---	---	Calhoun
CAMP CASS	California	1859	---	---	Red Bluff
CASTLIO'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Louis (?)
FORT CASWELL (C.S.A.)	North Carolina	c.1864-65	---	---	Smithville (?)
POST AT CEBOLLETA (also Cibolleta)	New Mexico Terr.	1850-51	---	---	Santa Fe
CAMP CEDAR HILL	District of Columbia	c.1862-65	---	---	Washington
FORT CENTER	Florida Terr.	c.1836-43	---	---	---
CAMP CENTER	Unorganized Terr. (KS), See FORT RILEY				
FORT CHADBOURNE	Texas	1852-61, 1867 1861-65 (C.S.A.)	1859-61 ?	Yes	---
FORT CHARLOTTE	Miss.Terr., Ala.Terr. and State	1813-20	---	---	Mobile
CAMP CHASE	Ohio	1861-65 (POW camp)	---	---	Columbus
FORT CHEHALIS	Washington Terr.	1860-61	---	---	Nesqually (?)
POST AT CHEYENNE AGENCY (later FORT BENNETT)	Dakota Terr. & S.D.	1870-91	---	---	Fort Sully
CHEYENNE DEPOT	Dakota Terr.,Wy.Terr.	1867-88	---	---	Cheyenne
FORT CHILDS	Unorganized Terr. (NE), See FORT KEARNY				
FORT CHIPOLA	Florida Terr.	c.1836-43	---	---	Apalachicola
FORT CHOKONIKLA	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT CHRISTMAS	Florida Terr.	c.1836-43	---	---	New Smyrna (?)
FORT CHURCHILL	Utah Terr., Nevada Terr. and State	1860-69	1860-61	Yes	---
FORT CLAIBORNE	Mississippi Terr. (AL)	1813	---	---	St.Stephens
FORT CLAIBORNE	Orleans Terr. & Louisiana, See NATCHITOCHES				
FORT CLARK	Illinois Terr.	1813-17	---	---	St.Louis
FORT CLARK	Louisiana Terr. & Missouri Terr., See FORT OSAGE				
FORT CLARK	Unorganized Terr.(ND)	1829-37(fur post)	---	---	Ft.Leavenworth (?)
FORT CLARKE	Florida Terr.	c.1836-43	---	---	Dells (?)
FORT CLARK	Texas	1852-61,1866-1861-62 (CSA)	1855-61	Yes	---
FORT CLARK	Iowa, See FORT DODGE				
CLARK'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT CLAY	Nebraska Terr. (WY), See PLATTE BRIDGE STATION				
FORT CLEMSON	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT CLINCH (#1)	Florida Terr.	1823-34	---	---	Pensacola
FORT CLINCH (#2)	Florida	1847-	---	---	St.Mary's Ga. 1847-54 & Fernandina Fl. 1855-
FORT CLINTON	New York	c.1776-77	---	---	---
FORT COBB	Indian Terr. (OK)	1859-61,1868-69, 1861-62 (C.S.A.)	---	---	Fort Arbuckle (?)
FORT COCKHILL	New York	c.1776-77	---	---	---
FORT COFFEE	Indian Terr. (OK)	1834-38,1861-63(CSA)	1835-38	Yes	---
FORT COLEMAN	Republic of Texas	1836-38	---	---	Bastrop (?)
POST AT COLERAINE	Georgia	1793-96	---	---	Savannah (?)
FORT (also Camp) COLLINS	Colorado Terr.	1863-67	1865-67+	Yes	---
FORT COLORADO	Republic of Texas, See FORT COLEMAN				
CAMP COLORADO	New Mexico Terr. & Arizona Terr., See FORT MOHAVE				
CAMP COLORADO	Texas	1855-61	---	---	San Saba (?)
CAMP COLORADO	Arizona Terr.	1868-71	---	---	Prescott (?)
COLUMBIA BARRACKS	Oregon Terr. & Washington Terr., See FORT VANCOUVER				
CANTONMENT COLUMBIAN SPRING	Mississippi Terr., See FORT ADAMS				
POST AT COLUMBUS	Nebraska Terr.	1864-66	---	---	Columbus
CAMP COLUMBUS	Kansas	1871-73	---	---	Columbus
FORT COLUMBUS	New York	1806-	---	---	New York City
FORT COLVILLE	Washington Terr.	1859-82	1859-82+	Yes	---
FORT COMANCHE	Texas (not known if town or military post)		1859-60	?	
FORT CONCHO	Texas	1867-89	1868-84	Yes	---
CAMP CONCORDIA	Texas, See FORT BLISS				
CAMP CONNELLY	New Mexico Terr.	1862	---	---	Socorro
CAMP CONNOR	Idaho Terr.	1863-65	---	---	Soda Springs
FORT CONNOR	Dakota Terr. (WY), See FORT RENO				
FORT CONRAD	New Mexico Terr.	1851-54	---	---	Albuquerque eastbound & Ft.Fillmore westbound (?)
FORT CONSTITUTION	New Hampshire	1808-68	---	---	Portsmouth
CAMP COOKE	Montana Terr.	1866-70	---	---	Fort Benton (?)
FORT COOPER	Florida Terr.	c.1836-43	---	---	Micanopy (?)
CAMP COOPER	Texas	1856-61,1861-65(CSA)	1860-61	?	---
CAMP COOPER (C.S.A.)	Georgia	1861-64	---	---	Macon
COOPER'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
PETITE/FORT COQUILLE	Louisiana, See FORT PIKE				
FORT CORNWALLIS (British)	Georgia	1781	---	---	---
POST OF CORPUS CHRISTI	Texas	1845-46,1850-52, 1869-70	---	---	Corpus Christi
FORT COTTONWOOD	Nebraska Terr., See FORT McPHERSON				
POST AT COTTONWOOD SPRINGS	Nebraska Terr., See FORT McPHERSON				
CANTONMENT COUNCIL BLUFFS	Missouri Terr. & Unorganized Terr. (NE), See FORT ATKINSON				
COX'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT CRABBE	Florida Terr.	c.1836-43	---	---	Whitesville (?)
FORT CRAIG	New Mexico Terr.	1854-84	1855-79	Yes	---
FORT CRANE	Florida Terr.	c.1836-43	---	---	Micanopy
FORT CRAWFORD	IL.Terr.,MI.Terr.,WI. Terr. & State	1816-56	---	---	St.Louis 1816-23 & Prairie du Chien 1824-56
FORT CRAWFORD	Alabama Terr.	1817-19	---	---	Tensaw (?)
FORT CRAWFORD	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP CRAWFORD	Texas, See FORT McINTOSH				
FORT CREIGHTON	Tennessee	c.1864-65	---	---	Chattanooga
CAMP CRITTENDEN	Arizona Terr.	1868-73	---	---	Tubac (?)
FORT CRITTENDEN	Utah Terr., See CAMP FLOYD				
FORT CROGHAN	Iowa Terr.	1842-43	---	---	Blacksnake Hills Mo or Ft.Leavenworth(?)
FORT CROGHAN	Texas	1849-53	---	---	Austin
FORT CROOK	California	1857-66	---	---	Shasta
FORT CROSS	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT CROSS	Dakota Terr. (N.D.), See FORT SEWARD				
POST AT CROW CREEK AGENCY	Dakota Terr. (S.D.), See FORT THOMPSON				
FORT CUMMINGS	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT CUMMINGS	New Mexico Terr.	1863-73,1880-86	1866-86+	Yes	---
CAMP CURRY	Oregon	1865-66	---	---	?
CAMP CURTISS	California	1862-65	---	---	Arcata
FORT D.A.RUSSELL	Dakota Terr., Wyoming Terr. & State	1867-	1883-1930	Yes	Cheyenne 1867-82
FORT DADE	Florida Terr.	c.1836-43	---	---	Tampa
FORT DAKOTA	Dakota Terr.	1865-69	---	---	Sioux City,Ia 1865-66(?), & Sioux Falls 1867-
FORT DALLAS	Florida Terr. & State	1838-58	---	---	St.Augustine 1838-49 & Miami 1850-
FORT DALLES	Oregon Terr. & State	1850-67	---	---	Dalles 1851-
FORT DAN McCOOK	Tennessee	c.1864-65	---	---	Nashville
FORT DARLING (C.S.A.)	Virginia	1862-65	---	---	Richmond

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
CAMP DATE CREEK	Arizona Terr.	1867-73	---	---	Prescott 1867-71(?) & Date Creek 1872-
FORT DAVENPORT	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP DAVIDSON	Kansas, See CAMP BEECHER				
FORT DAVIS	Texas	1854-61,1861-62(CSA), 1867-91	1855-61,1867-91+	Yes	---
CANTONMENT DAVIS (C.S.A.).	Indian Terr.(OK)	1861-62	---	---	Fort Smith (?)
CAMP DAVIS	Nebraska Terr. (WY), See PLATTE BRIDGE STATION				
FORT DAVIS	Virginia	1864-65	---	---	Washington D.C.
FORT DAYTON	New York	c.1776-77	---	---	---
FORT DEARBORN	Mississippi Terr.	1802-09	---	---	Natchez 1802-03 & Washington 1804-09
FORT DEARBORN	Indiana Terr., Illinois Terr. & State	1803-12,1816-36	---	---	Detroit 1803-19(?), Ft.Wayne In.1820-30 Chicago 1831-36
FORT DEARBORN	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT DEBRAY (C.S.A.)	Texas	c.1862-64	---	---	Port Lavaca (?)
FORT DECATUR	Washington Terr.	1855-56	---	---	Seattle
DETACHMENT AT DEER CREEK STATION	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Ft.Laramie (?)
FORT DEFIANCE	Northwest Terr. (Ohio)	1794-97	---	---	Cincinnati
FORT DEFIANCE	N.M. & AZ. Terr.	1851-61	1856-61+	Yes	---
FORT DEFIANCE	Iowa	1862-64	---	---	Estherville
FORT DELAWARE	Delaware	1814-	---	---	Wilmington & New Castle
FORT DENAUD	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP DENNISON	Ohio	1861-65	1862-65	Yes	Miamiville 1861 (?)
DENVER DEPOT & ARSENAL	Kans.Terr.,Unorganized Terr. & Colo.Terr.	1859-65	---	---	Denver City
FORT DEPOSIT	Mississippi Terr. (AL)	1813	---	---	Huntsville
FORT DeRUSSY (C.S.A.)	Louisiana	1864	---	---	Marksville or Alexandria (?)
FORT DES MOINES (#1)	Michigan Terr., Wisconsin Terr. (Iowa)	1834-37	1835-37+	Yes	Des Moines, Mo. 1834-35
FORT DES MOINES (#2)	Iowa Terr.	1843-46	---	---	Fairfield & Bonaparte I.T. plus Ft. Leavenworth Mo.
POST AT DETROIT	N.W.Terr.,Indiana Terr., Mich.Terr. & State	1796-	---	---	Detroit 1803-
CAMP DEVIN	Arizona Terr., See CAMP HUALPAI				
FORT DIAMOND	New York, See FORT LAFAYETTE (#2)				
CAMP DIRECTION(parole camp)	Tennessee	1863-65	---	---	Chattanooga
FORT DIXON	Illinois	1832	---	---	Ogee's Ferry
FORT DOANE	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT DODGE	Iowa	1850-53	---	---	Ft.Des Moines,town?
CAMP DODGE	Dakota Terr.(WY)	1865	---	---	Ft.Laramie (?)
FORT DODGE	Kansas	1865-82	1865-70	Yes	Dodge City 1872-
POST AT DONA ANA	New Mexico Terr.	1850-51,1855-56, 1861(CSA),1862	---	---	Dona Ana
FORT DONELSON (C.S.A.)	Tenessee	1862	---	---	Dover (?)
FORT DONNALLY	Virginia (W.V.)	c.1771-78	---	---	---
CAMP DOUGLAS (POW camp)	Illinois	1861-65	---	---	Chicago
CAMP (also Fort) DOUGLAS	Utah Terr. & State	1862-	---	---	Salt Lake City
DOWNER'S STATION	Kansas	1867-68	---	---	Ft.Harker (?)
DETACHMENT AT DOWNER'S STATION	Kansas	1865-68	---	---	Hays City 1867-
CAMP DOWNEY	California	1861	---	---	Oakland
FORT DOWNING	Florida Terr.	c.1836-43	---	---	Micanopy
CAMP DRAGOON BRIDGE	California	1860-61	---	---	Susanville (?)
FORT DRANE	Florida Terr.	c.1836-43	---	---	Jacksonville
CAMP DRAYTON (C.S.A.)	Georgia	1861-62	---	---	Savannah (?)
CAMP DRUM	Texas	1851-52	---	---	Brownsville
CAMP DRUM	Oregon Terr., See FORT DALLES				
DRUM BARRACKS	California	1862-71	---	---	Los Angeles 1862-63 Wilmington 1864-
FORT DULANY	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT DUNCAN	Texas	1849-61,1861-65(CSA), 1868-83	1851-53	?	Eagle Pass 1853-
CAMP DUN GLEN	Nevada Terr. & State	1863,1865-66	---	---	Dun Glen 1865-
FORT DuPONT	Unorganized Terr. (CA), See FORT STOCKTON				
CAMP AT EAGLE PASS	Texas, See FORT DUNCAN				
FORT EBEY	Washington Terr.	c.1855-56	---	---	Seattle (?)
FORT ECONFINEE	Florida Terr.	c.1836-43	---	---	---
FORT EDWARDS	Illinois Terr. & State	1816-24	---	---	St.Louis
CAMP ELBERT	Colorado Terr., See CAMP WELD				
CAMP EL DORADO	Nevada	1867	---	---	Callville (?)
FORT ELIZABETH MEAGHER	Montana Terr.	1867	---	---	Virginia City (?)
FORT ELLIS	Montana Terr.	1867-86	1880-83	Yes	Bozeman 1868-79
FORT ELLSWORTH	Virginia	1861-65	---	---	Alexandria
FORT ELLSWORTH (later Ft. Harker)	Kansas	1864-66	1866	?	Ft.Riley 1864-65(?)

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POST OF EL PASO	Texas, See FORT BLISS				
FORT ELSTNER	Kentucky	c.1862-65	---	---	Louisville
FORT ENGLE	Kentucky	c.1862-65	---	---	Louisville
ENGLISH CAMP	San Juan Island,Washington Terr.,claimed by Canada	1860-72(British)	---	---	Victoria B.C.(?)
FORT ESPERANZA (C.S.A.)	Texas	1863	---	---	Matagorda (?)
FORT ETHAN ALLEN	District of Columbia	c.1862-65	---	---	Washington
FORT EWELL	Texas	1852-54	---	---	San Antonio (?)
FORT FAIRFIELD	Maine	1841-43	---	---	Houlton (?)
FORT FANNING	Florida Terr.	c.1836-43	---	---	Tallahassee
FORT FARNSWORTH	Virginia	1862-65	---	---	Alexandria
FORT FAR WEST	Unorganized Terr. & Ca.	1849-52	---	---	Marysville 1850-
FORT FAUNTLEROY	New Mexico Terr.	1860-61	---	---	Albuquerque (?)
FORT FAYETTE	Pennsylvania, See FORT PITT				
FORT FEDERAL HILL	Maryland	1861-65	---	---	Baltimore
FORT FENWICK	Iowa Terr., See FORT CROGHAN				
FORT FERREE (also Ferres)	Ohio	c.1812-14	---	---	---
FORT FETTERMAN	Dakota & Wy. Terr.	1867-82	1873-89	Yes	Ft.Laramie 1867-72
FORT FIDIUS	Georgia	1793-97	---	---	Savannah
FORT FILLMORE	New Mexico Terr.	1851-61,1861-62(CSA), 1862	1852-63	Yes	---
CAMP FILLMORE	Colorado Terr.	1864-65	---	---	Pueblo (?)
FORT FINDLAY	Ohio	1812-13	---	---	---
CAMP FINEGAN (C.S.A.)	Florida	c.1862-63	---	---	---
FORT FINNEY	Unorganized Terr.(Ohio)	1785-93	---	---	Pittsburgh 1788-
FORT FISHER (C.S.A.)	North Carolina	1864-65	---	---	Wilmington
CAMP FITZGERALD	California	1861	---	---	Los Angeles
FORT FLETCHER	Kansas, See FORT HAYS				
FORT FLOYD	Georgia	c.1836-43	---	---	St.Mary's (?)
CAMP FLOYD	Utah Terr.	1858-61	1858-61	Yes	---
FORT FLOYD	New Mexico Terr., See FORT McLANE				
FORT FOOTE	Maryland	1863-78	---	---	Washington D.C.
CAMP FORD (CSA POW camp)	Texas	1863-65	---	---	Tyler
FORTY FORT	Pennsylvania	1778	---	---	---
FORT FOSTER	Florida Terr.	c.1836-43	---	---	Tampa
FORT FOWLE	Florida Terr.	c.1836-43	---	---	Micanopy (?)
FORT FRANK BROOKE	Florida Terr.	c.1836-43	---	---	Weelaunee (?)
FORT FRANKLIN	Pennsylvania	1787-96	---	---	Pittsburgh (?)
FORT FRAZER	Florida Terr.	c.1836-43	---	---	Tampa
FORT FRED STEELE	Dakota & Wy. Terr.	1868-86	1868-86+	Yes	---
FORT FULTON	Florida Terr.	c.1836-43	---	---	---
FORT GADSDEN	Fl.Mil.gov't period	1818-21	---	---	Coweta Ga.(Alabama Terr. & State)
FORT GAGE (British)	Virginia: western land claimed (Illinois)	1776-78	---	---	---
FORT GAINES	Georgia	1816-19	---	---	Coweta Ga.(Ms.Terr. & Alabama Terr.)
FORT GAINES	Alabama	1822-?,1861-64(CSA)	---	---	Mobile
FORT GAINES (later Ft. Ripley)	Minnesota Terr.	1849-50	1849-51	Yes	---
FORT GALPHIN (British)	Georgia	1781	---	---	Savannah (?)
FORT GAMBLE	Florida Terr.	c.1836-43	---	---	Tallahassee
FORT GARDNER	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT GARESCHE	Tennessee	c.1864-65	---	---	Nashville
FORT GARLAND	Ks.Terr.,Unorganized Terr.,Co.Terr.& State.	1858-83	1862-83+	Yes	Fernandez de Taos N.M.Terr. 1860-61
FORT GARROTT (C.S.A.)	Mississippi	1862-63	---	---	Vicksburg
FORT GASTON (#1)	California	1858-92	---	---	Eureka (?)
FORT GASTON (#2)	California	1859-67	---	---	San Bernardino (?)
FORT GATES	Florida Terr.	c.1836-43	---	---	Jacksonville (?)
FORT GATES	Texas	1849-52	---	---	Cameron (?)
FORT GATLIN	Florida Terr.	c.1836-43	---	---	---
FORT GENOA	Utah Terr.(NV)	1850-57 (Mormon)	---	---	Carson Valley 1852-
FORT GEORGE (British)	Florida	1776-81	---	---	Pensacola
FORT GEORGE	Maine	c.1812-15	---	---	Castine
FORT GEORGE (British)	Canada	1813(U.S.occupation)	---	---	Niagara (Fort)
FORT GEORGE	New York	1777 & 1780-82(British) 1778-79	---	---	Albany (?)
FORT GEORGE (British)	New York	c.1778-82	---	---	New York City
FORT GEORGE H.THOMAS	Dakota Terr. (N.D.), See FORT PEMBINA				
FORT (also Cantonment) GIBSON	Ar. & Indian Terr.(OK)	1824-57,1861-63(CSA), 1863-90	1827-90+	Yes	---
FORT GILLIAM	Unorganized Terr. & Oregon Terr. (WA)	1848	---	---	---
FORT GILMER	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT GILMER (C.S.A.)	Virginia	1864-65	---	---	Richmond
CAMP GILMORE	California	1863-64	---	---	Trinidad
FORT GOODWIN	Arizona Terr.	1864-71	---	---	Mesilla 1864-67 Apache Pass 1867-71
FORT GRAHAM	Texas	1849-53	---	---	Cameron (?)
FORT GRANBY (British)	South Carolina	1781	---	---	Charlestown
POST AT GRAND RIVER AGENCY	Dakota Terr. (S.D.)	1870-75	---	---	Grand River 1870-74

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CAMP GRANT	California	1863-65	---	---	Eel River (?)
CAMP GRANT (#1)	Arizona Terr.	1865-73	1869-73(Grant)	?	Tucson 1865-68 (?)
CAMP (also Fort) GRANT (#2)	Arizona Terr.	1872-98	1875-98+	Yes	---
FORT GRATIOT	Mich.Terr. & State	1814-21,1828-79	1827-	Yes	Detroit 1814-21
FORT GRATTAN	Nebraska Terr.	1855	---	---	Ft.Kearny eastbound Ft.Laramie westbound
FORT GREBLE	District of Columbia	1861-65	---	---	Washington
FORT GREEN	Florida Terr.	c.1836-43	---	---	Tampa
CANTONMENT AT GREENBUSH	New York	1816-20	---	---	Greenbush c.1818-
FORT GREENE	Georgia	1794-1804	---	---	Savannah
FORT GREENVILLE	Northwest Terr.(Ohio)	1793-97	---	---	Cincinnati 1794-
FORT GREGG (C.S.A.)	Virginia	1864-65	---	---	Petersburg
FORT GRIERSON (British)	Georgia	1780-81	---	---	Savannah (?)
FORT GRIFFIN	Florida Terr.	c.1836-43	---	---	Apalachicola (?)
FORT GRIFFIN (#1)	Republic of Texas	1839	---	---	---
FORT GRIFFIN (#2)	Texas	1867-81	1869-81+	Yes	---
FORT GRISWOLD	Connecticut	c.1776-81	---	---	New London
CAMP GROCE (CSA POW camp)	Texas	1863-65	---	---	Hempstead
FORT HALE	Dakota Terr. (S.D.), See POST AT LOWER BRULE AGENCY				
FORT HALL (#1)	Oregon Terr. (ID), See CANTONMENT LORING				
FORT HALL (#2)	Idaho Terr.	1870-83	---	---	Ft.Hall(town) 1870-
CAMP HALLECK	California	1862	---	---	Stockton
FORT HALLECK	Ne.Terr.,Id.Terr.,Dakota Terr. (WY)	1862-66	1863-66	Yes	---
CAMP (also Fort) HALLECK	Nevada	1867-86	1868-86+	Yes	---
FORT HAMER	Florida Terr.	c.1836-43	---	---	Tampa
FORT HAMILTON	Northwest Terr. (Ohio)	1791-97	---	---	Cincinnati 1794-
FORT HAMILTON	New York	1831-	1833-	Yes	---
FORT HAMILTON	Florida Terr.	c.1836-43	---	---	Hickstown 1836-38 ? & Madison C.H.1839-
POST ON HAMILTON CREEK	Texas, See FORT CROGHAN				
FORT HAMILTON	Ms. & Al. Terr.	1810-17	---	---	Columbia,Tn. (?)
HANCOCK BARRACKS	Maine	1828-45	---	---	Houlton
CAMP HANCOCK	Dakota Terr. (N.D.)	1872-77	---	---	Bismarck
HANNAH COLE'S FORT	Missouri Terr.	1814	---	---	St.Charles
FORT HANSON	Florida Terr.	c.1836-43	---	---	St.Augustine
FORT HARKER	Tennessee	c.1864-65	---	---	Nashville
FORT HARKER	Kansas	1864-73	1866-73+	Yes	---
FORT HARLLEE	Florida Terr.	c.1836-43	---	---	Mineral Springs (?)
FORT HARMER	Unorganized Terr. & N.W. Terr. (Ohio)	1785-90	---	---	Pittsburgh 1788-
CAMP (also Fort) HARNEY	Oregon	1867-80	c.1874-80+	Yes	Canyon City 1867-74
FORT HARRELL	Florida Terr.	c.1836-43	---	---	---
FORT HARRIETT	Florida Terr.	c.1836-43	---	---	St.Marks
FORT HARRISON	Indiana Terr. & State	1811-18	---	---	Vincennes
FORT HARRISON	Florida Terr.	c.1836-43	---	---	Tampa
FORT HARRISON (C.S.A.)	Virginia	1864-65	---	---	Petersburg
FORT HARVIE	Florida Terr.	c.1836-43	---	---	Tampa (?)
CAMP HATCH	Texas, See FORT CONCHO				
CAMP AT HATCH'S RANCH	New Mexico Terr.	1859-64	---	---	Ft.Union (?)
FORT HAVEN	Utah Terr. (NV)	1860	---	---	Carson Valley (?)
FORT HAVEN	Utah Terr. (NV)	1860	---	---	Downieville,Ca. (?)
FORT HAWKINS	Georgia	1806-17	c.1810-17+	Yes	---
FORT HAYS	Washington Terr.	c.1855-56	---	---	Olympia (?)
FORT HAYS	Kansas	1865-89	---	---	Hays City 1867-
HEAD'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT HEILEMAN	Florida Terr.	c.1836-43	---	---	Jacksonville
FORT HEIMAN	Kentucky	1861-62(CSA),1862-63	---	---	Dover,Tn.(?) & Paducah,Ky.(?)
FORT HEMPSTEAD	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT HENDERSON	Georgia	c.1836-43	---	---	St.Mary's
FORT HENNESS	Washington Terr.	c.1855-56	---	---	---
FORT HENRIETTA	Oregon Terr.	1855-56	---	---	Cascades (?)
FORT HENRY	Virginia (WV)	1776-82	---	---	---
FORT HENRY	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT HENRY (C.S.A.)	Tennessee	1862	---	---	Dover (?)
FORT HICKS	Washington Terr.	c.1855-56	---	---	Steilacoom (?)
CAMP HILL (C.S.A.)	North Carolina	c.1861-64	---	---	Statesville
POST AT HILTON HEAD	South Carolina	1866-68	---	---	Beaufort (?)
FORT HINDMAN (C.S.A.)	Arkansas	1861-63	---	---	Pine Bluff (?)
HIWASSEE GARRISON	Tennessee	1806-14	1814-15	Yes	Washington Tn.
CAMP HOLMES	Indian Terr. (OK)	1834	---	---	Fort Gibson (?)
FORT HOLMES	Florida Terr.	c.1836-43	---	---	Jacksonville (?)
CAMP HOLMES (C.S.A.)	North Carolina	1862-64	---	---	Raleigh
FORT HOLMES (C.S.A.)	North Carolina	c.1862-64	---	---	Wilmington
FORT HOLT	Kentucky	c.1861-65	---	---	Cairo Il. (?)
FORT HOOK	Florida Terr.	c.1836-43	---	---	Apalachicola (?)
CAMP HOOKER	California	1862	---	---	Stockton
CAMP HORSESHOE	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Ft.Laramie (?)
FORT HORTON	Kentucky	c.1862-65	---	---	Louisville
FORT HOSKINS	Oregon Terr. & State	1856-65	---	---	Dallas (?)
FORT HOUSTON	Republic of Texas	1836	---	---	Nacogdoches (?)
FORT HOWARD	La. & Mo. Terr.	c.1812-14	---	---	St.Charles

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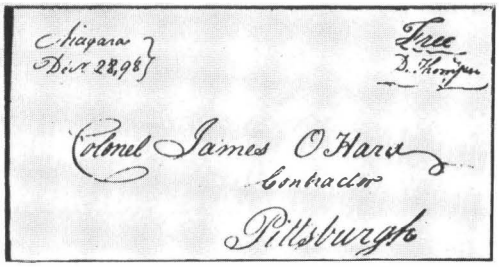
FORT HOWARD	Il.Terr.,Mich.Terr., Wis.Terr. & State	1816-52	---	---	Green Bay 1821- & occasionally Detroit
FORT HOWELL	South Carolina	1861-65	---	---	Beaufort
HOWELL'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
CAMP HUALPAI	Arizona Terr.	1869-73	1873+	?	Prescott 1869-72(?)
CAMP HUDSON	Texas	1856-61,c.1866-68	1857-61	Yes	---
FORT HUGER (C.S.A.)	Virginia	1862-63	---	---	Suffolk
FORT HUGHES	Georgia	1817-21	---	---	---
FORT HULBERT	Florida Terr.	c.1836-43	---	---	St.Marks
FORT HUMBOLDT	California	1853-67	---	---	Eureka
FORT HUNTER	New York	c.1776-82	---	---	---
FORT HUNTER	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT HUNTINGTON SMITH	Tennessee	1863-64	---	---	Knoxville
CAMP IAQUA	California	1863-66	---	---	Eureka (?)
FORT INDEPENDENCE (British)	New York	c.1777-82	---	---	New York City
FORT INDEPENDENCE	Massachusetts	1798-1879	---	---	Boston
CAMP INDEPENDENCE	California	1862-77	---	---	San Carlos 1864-66 Independence 1866-
FORT INDUSTRY	N.W.Terr. (Ohio)	1794-95 (?)	---	---	---
INFANTRY CAMP	Arizona Terr., See CAMP PINAL				
FORT INGE	Texas	1849-61,1861-65(CSA), 1866-69	1853-57	Yes	Castroville 1849-52 & 1858-69 (?)
FORT INGHAM	Iowa, See FORT DEFIANCE				
CAMP J.W.ANDERSON.	Unorganized Terr. (CA), See FORT FAR WEST				
FORT JACKSON	Georgia	c.1812-14	---	---	Savannah
FORT JACKSON	Mississippi Terr. (AL)	1814	---	---	---
FORT JACKSON	Louisiana	1822-71,1861-62(CSA)	1830-37	Yes	---
FORT JACKSON	Florida Terr.	c.1836-43	---	---	St.Marks
CAMP JACKSON (C.S.A.).	Missouri	1861	---	---	St.Louis
FORT JACKSON (C.S.A.)	Texas	c.1861-65	---	---	Galveston
POST OF JACKSON	Mississippi	1866-77	---	---	Jackson
JACKSON BARRACKS	Unorganized Terr., Orleans Terr. & Louisiana, See POST OF NEW ORLEANS				
FORT JAMES	Georgia	1797-1802	---	---	Darien
FORT JAMES	Dakota Terr. (S.D.)	1865-66	---	---	Yankton (?)
CAMP JAQUA	California	1863-66	---	---	Eureka (?)
FORT JAY	New York	1794-1806	---	---	New York City
FORT JEB STUART (C.S.A.)	Alabama	1864-65	---	---	Mobile
FORT JEFFERSON	Northwest Terr.(Ohio)	1791-96	---	---	Cincinnati 1794-
FORT JEFFERSON	Florida	1861-78	1861-69	Yes	Key West 1869-78
FORT JEFFERSON	Kentucky	c.1862-63	---	---	Cairo,Il.
JEFFERSON BARRACKS	Missouri	1826-	1828-1901	Yes	St.Louis 1826-27
FORT JENNINGS	Florida Terr.	c.1836-43	---	---	Micanopy (?)
FORT(also Cantonment)JESUP	Louisiana	1822-46	1828-46+	Yes	Natchitoches 1822-33
FORT JEWELL	Kansas	1870	---	---	Jewell (town)
FORT JOHN	Unorganized Terr.(WY), See FORT LARAMIE				
FORT JOHN BUFORD	Dakota Terr. & Wyoming Terr., See FORT SANDERS				
CAMP JOHNS	California	1864	---	---	Susanville
FORT JOHNSON	North Carolina	1775(British),1794-1861, 1861-65(CSA),1865-81	---	---	Wilmington
FORT JOHNSON	South Carolina	1775-79,1780-82(British) 1861-65(CSA)	---	---	Charleston
FORT JOHNSON	Illinois	1832	---	---	Peoria (?)
FORT JOHNSON	Republic of Texas	1840-41	---	---	Nacogdoches (?)
CAMP JOHNSON	Texas	1852	---	---	Austin (?)
FORT JONES	Florida Terr.	c.1836-43	---	---	St.Marks (?)
FORT JONES	California	1852-58	---	---	Ottitiewa 1854-58
CANTONMENT JORDAN	Wash.Terr.(MT)	1859-60	---	---	?
FORT JUNCTION	Colorado Terr.	1864	---	---	Boulder (?)
POST AT JUNCTION STATION	Nebraska Terr.	1864-66	---	---	Grand Island City ?
FORT JUPITER	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT KARNASCH	Kentucky	c.1862-65	---	---	Louisville
POST AT KASKASKIA	Indiana Terr. (IL)	1802-07	---	---	Kaskaskia
FORT KATE	Florida Terr.	c.1836-43	---	---	---
FORT KEAIS	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT KEARNY (#1)	Unorganized Terr. (NE)	1846-48	---	---	St.Joseph Mo. or Ft Leavenworth (?)
FORT KEARNY (#2)	Unorganized Terr., Nebraska Terr. & State	1848-71	1849-71+	Yes	---
FORT KEARNY	Dakota Terr. & Wyoming Terr., See FORT PHIL KEARNY				
CAMP KELLEY	Texas, See FORT CONCHO				
CAMP KELLOGG	California	1861-62	---	---	Los Angeles
KENNEDY'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT KENT	Maine	1841-45	c.1843-45+	Yes	Houlton 1841-43 (?)
KEY WEST BARRACKS	Florida Terr. & State	1831-	---	---	Key West
FORT KING	Florida Terr.	1827-43	---	---	Wanton's 1827-28(?) Seminole Agcy 1829-1837,Tampa 1838-43 & Jacksonville
FORT KINGSBURY	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT KINKEAD	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
CAMP KIRWIN	Kansas	1865	---	---	Salina (?)

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT KISSIMMEE	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT KITSAP	Washington Terr.	c.1855-56	---	---	Seattle (?)
FORT KLAMATH	Oregon	1863-89	1880-89+	Yes	Jacksonville 1863-1879
FORT KNOX	N.W. & Indiana Terr.	1797-1816	---	---	Vincennes 1800-
POST AT KNOXVILLE	S.W.Terr. & Tenn.	1793-1807	---	---	Knoxville 1795-
FORT KNYPHAUSEN (British)	New York	1777-82	---	---	New York City
KOUNTZ' FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
DETACHMENT AT LA BONTE STATION	Neb.Terr.,Id.Terr.,Dakota Terr.(WY), See CAMP MARSHALL				
FORT LAFAYETTE (#1)	New York	1776-79, 1779-82(British)	---	---	New York City
FORT LAFAYETTE (#2)	New York	1822-68	---	---	New York City
FORT LAMAR	Republic of Texas	1839	---	---	---
FORT LAMERICK	Oregon Terr.	1856	---	---	Port Orford (?)
FORT LaMOTTE	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT LANCASTER	Texas	1855-61	1856-61	Yes	---
FORT LANDER	Washington Terr.	c.1855-56	---	---	Steilacoom (?)
CAMP LANDER	Idaho Terr.	1865-66	---	---	Ft.Laramie eastbound, Boise City westbound (?)
FORT LANE	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT LANE	Oregon Terr.	1853-56	---	---	Jacksonville 1854-
CAMP LA PAZ	Arizona Terr.	1864	---	---	Tucson (?)
FORT LAPWAI	Wash. & Idaho Terr.	1862-85	---	---	Lewiston 1866-69, Lapwai 1870-
FORT LARAMIE	Unorganized, Ne., Id., Dakota & Wy.Terr.	1834-49(fur post) 1849-90	1850-90+	Yes	Kane,Ia.1848-49
FORT LARNED	Kansas Terr. & State	1859-78	1859-66(Pawnee Fork),1866-78+ (Ft.Larned)	Yes	---
POST AT LAS VEGAS	Unorganized & N.M.Terr.	1848-51	---	---	Las Vegas 1850-
FORT LAUDERDALE	Florida Terr.	c.1836-43	---	---	St.Augustine
FORT LAURENS	Virginia: western land claimed (Ohio)	1778-79	---	---	---
FORT LAWSON	Florida Terr.	c.1836-43	---	---	St.Marks
CAMP LAWTON (CSA POW camp)	Georgia	1864	---	---	Millen
FORT (also Cantonment) LEAVENWORTH	Unorganized Terr., Kansas Terr. & State	1827-	1828-	Yes	---
FORT LeBOEUF	Pennsylvania	c.1787-1811	---	---	Pittsburgh 1788-
FORT LEE	New Jersey	1776	---	---	New York City
CAMP LEE (C.S.A.)	Virginia	1862-64	---	---	---
FORT LELAND	Oregon Terr.	1855-56	1855-56+	Yes	Roseburg or Jacksonville (?)
CAMP LEONARD	California	1863	---	---	Keysville (?)
CAMP ON LEON RIVER	Texas, See FORT GATES				
CAMP LEWIS (C.S.A.)	Louisiana	1861-62	---	---	New Orleans
CAMP LEWIS (parole camp)	Virginia	1865	---	---	Petersburg
CAMP LIMESTONE	Kansas	1871-73	---	---	Girard (?)
FORT LINCOLN	Texas	1849-52	---	---	San Antonio (?)
FORT LINCOLN	Kansas	1861-63	1861-63+	Yes	---
CAMP LINCOLN	California	1862-69	---	---	Crescent City
CAMP LINCOLN	Arizona Terr., See CAMP VERDE				
FORT LINCOLN	Dakota Terr, & North Dakota, See FORT ABRAHAM LINCOLN				
CAMP LIPPITT	California	1862	---	---	Eureka
POST AT LITTLE BLUE STATION	Nebraska Terr.	1864-66	---	---	Grand Island City ?
LITTLE RIVER FORT	Republic of Texas	1836-37	---	---	Tenoxtitlan (?)
LITTLE ROCK ARSENAL (also Barracks)	Arkansas	1838-90,1861-63(CSA)	---	---	Little Rock
FORT LIVINGSTON	Louisiana	1861-62(CSA),1863-65	---	---	New Orleans (?)
FORT LLOYD	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
POST AT LOFTUS HEIGHTS	Mississippi Terr., See FORT ADAMS				
CAMP LOGAN	Indiana	1861	---	---	Logansport
CAMP LOGAN	Oregon	1865-68	---	---	Canyon City
FORT LOGAN	Montana Terr., See CAMP BAKER				
FORT LOOKOUT	Missouri Terr.	1813-14	---	---	St.Louis
FORT LOOKOUT	Nebraska Terr. (S.D.)	1856-57	---	---	Sioux City Ia.(?)
POST AT LORAMIE'S	Northwest Terr.(Ohio)	1794-98	---	---	Cincinnati
CANTONMENT LORING	Oregon Terr. (ID)	1849-50	---	---	Fort Laramie eastbound, Oregon City westbound (?)
POST AT LOS LUNAS	New Mexico Terr.	1852-62	---	---	Albuquerque 1852-54 & 1857-62, Los Lunas 1855-57
STATION LOS PINOS	New Mexico Terr., See CAMP AT PERALTO STATION				
CAMP (also Fort) LOWELL	N.M. & AZ. Terr.	1862-91	---	---	Tucson
FORT LOWELL	New Mexico Terr.	1866-69	---	---	Fernandez De Taos
POST AT LOWER BRULE AGENCY (later Fort Hale)	Dakota Terr. (S.D.)	1870-84	1879-84(Ft.Hale) ?		Crow Creek 1870-77, Lower Brule 1878
FORT LUPTON	Unorganized Terr.,Neb. Terr.,Colo.Terr.	1836-63(trading post),1864	---	---	Ft.Lupton 1861-

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
CAMP LYON	California	1861	---	---	San Francisco
FORT LYON	New Mexico Terr., See FORT FAUNTLEROY				
FORT LYON (earlier Fort Wise)	Colo. Terr. & State	1862-89	1862-89	Yes	---
FORT LYON	Virginia	c.1862-65	---	---	Alexandria
FORT LYON	California	1862	---	---	Arcata
CAMP LYON	Idaho Terr.	1865-69	---	---	Ruby City
FORT LYTLE	Tennessee	1864-65	---	---	Chattanooga
FORT McALLISTER	Washington Terr.	c.1855-56	---	---	---
FORT McALLISTER (C.S.A.)	Georgia	1862-64	---	---	Savannah
FORT McCLELLAN	Florida Terr.	c.1836-43	---	---	---
CAMP McCLELLAN	California	1861	---	---	Auburn
CAMP McCLELLAN	Iowa	1861-64	---	---	Davenport
FORT McCLURE	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT McCRABB	Florida Terr.	c.1836-43	---	---	Mineral Springs (?)
FORT McCULLOCH (C.S.A.)	Indian Terr.(OK)	1862-65	---	---	Armstrong Academy ?
CAMP (also Fort) McDERMIT	Nevada	1865-89	1866-89+	Yes	---
FORT McDERMOT (C.S.A.)	Alabama	c.1864-65	---	---	Mobile
CAMP McDOUGALL	California	1861	---	---	Stockton
CAMP (also Fort) McDOWELL	Arizona Terr.	1865-91	1869-91+ (McDowell)	Yes	Maricopa Wells 1866-1868
CAMP McGARRY	Nevada	1865-68	---	---	Camp McDermit (?)
CAMP McGRAW	Nebraska Terr.(WY)	1857-58	---	---	Ft.Laramie (?)
FORT McHENRY	Maryland	1794-	---	---	Baltimore
FORT McHENRY	Mississippi Terr.	1798	---	---	Nashville Tn. (?)
FORT McINTOSH	Georgia	1776-77	---	---	Savannah
FORT McINTOSH	Pennsylvania	1778-91	---	---	Pittsburgh 1788-
FORT McINTOSH	Texas	1849-61,1861-65(CSA) 1865-1946	---	---	Laredo, c.1851-
FORT McKAVETT	Texas	1852-59,1861-65(CSA) 1868-83	1854-61,1868-83+	Yes	---
CAMP MACKALL	California	1857-58	---	---	Ft.Bragg 1858 (?)
FORT MacKAY	Florida Terr.	c.1836-43	---	---	St.Marks (?)
CAMP MacKAY	Unorganized Terr. (KS), See FORT ATKINSON				
CANTONMENT McKEAN	Nebraska Terr., See FORT McPHERSON				
FORT McKEEN	Dakota Terr. (N.D.), SEE FORT ABRAHAM LINCOLN				
FORT MACKINAC	N.W., In., Mich. Terr. & State	1796-1894	---	---	Mackinac c.1822-
FORT McLANE	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT McLANE	New Mexico Terr.	1860-61,1862-63(?)	---	---	Fort Fillmore
McMAHAN'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
FORT McNEILL	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT MACOMB (earlier Fort Wood)	Louisiana	1827-67,1861-62(CSA)	---	---	New Orleans 1827, 1838-42,1861-62, Coquille 1828-37, Ft.Pike 1843-61 (?)
FORT MACOMB (#1)	Florida Terr.	c.1836-43	---	---	Weelaunee (?)
FORT MACOMB (#2)	Florida Terr.	c.1836-43	---	---	St.Marks (?)
FORT MACON (#1)	North Carolina	1834-35,1843-48,1861-1862(CSA),1862-76 (prison)	---	---	Beaufort
FORT MACON (#2)(C.S.A.)	North Carolina	c.1861-65	---	---	Goldsboro
FORT McPHERSON	Kentucky	c.1862-65	---	---	Louisville
FORT McPHERSON	Nebraska Terr. & State	1863-80	---	---	Cottonwood Springs or Plumb Creek(?)
CAMP McPHERSON	Arizona Terr., See CAMP DATE CREEK				
McPHERSON BARRACKS (also Fort)	Georgia	1865-	---	---	Atlanta
FORT McRAE (#1)	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT McRAE (#2)(also McRee)	Florida Terr. & State	c.1836-61,1861-62(CSA) 1862-65	---	---	Pensacola 1836-49, Warrington 1850-
FORT McRAE	New Mexico Terr.	1863-76	---	---	Fort Craig 1863-68, Aleman 1869-
FORT MADISON	La. & Mo. Terr. (IA)	1808-13	---	---	St.Louis
MADISON BARRACKS	New York	1815-	---	---	Sackets Harbor
FORT MAGRUDER (C.S.A.)	Virginia	1861-62	---	---	Williamsburg
FORT MAGRUDER (C.S.A.)	Texas	c.1862-65	---	---	Galveston
FORT MAHONE (C.S.A.)	Virginia	1864-65	---	---	Petersburg
FORT MAITLAND	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT MALONEY	Washington Terr.	1855-56	---	---	Steilacoom (?)
FORT MANN	Unorganized Terr. (KS)	1845-50	---	---	Ft.Leavenworth
FORY MANY	Florida Terr.	c.1836-43	---	---	Tallahassee
FORT MARCY	Texas (claimed), New Mexico Terr.	1846-94	---	---	Ft.Leavenworth 1846 to 1849 & Santa Fe 1850-
FORT MARCY	Virginia	c.1862-65	---	---	Washington D.C.
POST AT MARICOPA WELLS	Arizona Terr.	1865-67	---	---	Maricopa Wells
FORT MARION	Florida Military Gov't, Terr., & State, See POST OF ST.AUGUSTINE				
CAMP MARL SPRINGS	California	1866-67	---	---	San Bernardino (?)

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
CAMP MARSHALL	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Fort Laramie
FORT MARSHALL	Maryland	1861-65	---	---	Baltimore
CANTONMENT MARTIN	Missouri Terr. (KS)	1818-20	---	---	Franklin (?)
FORT MARTIN SCOTT	Texas	1848-61,1861-65(CSA) 1865-66	---	---	Fredericksburg
FORT MASON	La. & Mo. Terr.	1812-14	---	---	c.1849- St.Louis
CAMP MASON	Indian Terr. (OK)	1835	---	---	Fort Coffee (?)
FORT MASON	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT MASON	Texas	1851-61,1861-65(CSA) 1866-69	1858-59	?	Mason 1866-
FORT MASON	Washington Terr.	c.1855-56	---	---	Cascades
FORT MASON	Arizona Terr.	1865-66	---	---	Tubac (?)
FORT MASON	California, See FORT POINT SAN JOSE				
FORT MASSAC	N.W., In. & Il. Terr.	1794-1814	1802-15	Yes	Cincinnati 1794-1801
FORT MASSACHUSETTS	Unorganized Terr., Kansas Terr. (CO)	1852-58	---	---	Fernandez De Taos(?)
FORT MEADE	Florida	1849-57	---	---	Tampa
FORT MEIGS	Ohio	1813-17 (?)	---	---	---
FORT MELLON	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT MERCER	New Jersey	1776-77, 1777-78(British)	---	---	Philadelphia
FORT MERRILL	Texas	1850-55	---	---	San Patricio (?)
POST AT MESILLA	New Mexico Terr.	1862(CSA),1863-64	---	---	Mesilla
CAMP METTAH	California	1872	---	---	Yreka or Ft.Jones ?
FORT MIAMI	Northwest Terr.(Ohio)	1796-97	---	---	Cincinnati (?)
FORT MICANOPY	Florida Terr.	c.1836-43	---	---	Micanopy
FORT MIFFLIN	Pennsylvania	1776-77,1777-78(British) 1798-1866	---	---	Philadelphia
FORT MILAM	Republic of Texas	c.1836-37	---	---	Tenoxtitlan (?)
FORT MILLER	California	1851-64	---	---	Millerton 1853-
FORT MILLER	Washington Terr.	c.1855-56	---	---	---
CAMP MIMBRES	New Mexico Terr.	1863-66	---	---	?
FORT MIMS	Mississippi Terr. (AL)	1813	---	---	Tensaw (?)
CANTONMENT MISSOURI	Missouri Terr. (NE), See FORT ATKINSON				
FORT MITCHELL	Ms.Terr,Al.Terr.& State	1813-37	1818,1833-37+	Yes	Coweta 1813-17 & 1819-22, Creek Agency 1827-33, & occasionally Columbus Ga.
FORT MITCHELL	Florida Terr.	c.1836-43	---	---	---
FORT MITCHELL	Kentucky	c.1862-65	---	---	Covington
FORT MITCHELL	Nebraska Terr.	1864-67	---	---	Ft.Kearny eastbound Fort Laramie westbound
FORT MOGOLLON	Arizona Terr., See FORT APACHE				
FORT (also Camp) MOHAVE	N.M. & Az. Terr.	1859-90	---	---	Los Angeles, Wilmington, La Paz 1864-66 & Mohave 1866-
FORT MONIAC	Florida Terr.	c.1836-43	---	---	---
FORT MONROE	Virginia	1823-	---	---	Hampton, Norfolk & Old Point Comfort
POST OF MONTEREY	Unorganized Terr., Ca.	1847-65	---	---	Ship mail 1847-48, Monterey 1849-
FORT MONTGOMERY	New York	1776-77, 1777-82(British)	---	---	New York City
FORT MONTGOMERY	Ms. & Al. Terr.	1814-18	1816-18	No	Tensaw also used
FORT MONTGOMERY	Unorganized Terr., Ca.	1846	---	---	Yerba Buena (ship)
CANTONMENT MONTPELIER	Alabama Terr. & State	1817-20	---	---	Tensaw
FORT MONUMENT	Kansas	1865-68	---	---	Ft.Hays or Wallace
CAMP MOORE	New Mexico Territory (AZ), See CAMP CALABAZAS.				1866-
FORT MOORE	Unorganized Terr.(Los Angeles, Ca.)	1847-48	---	---	ship mail from Monteray or San Francisco
FORT MORGAN	Alabama	1834-61,1861-64(CSA) 1864-68	---	---	Mobile
FORT MORGAN	Colorado Terr.	1865-68	1866-68	No	---
FORT MORRIS	Georgia	c.1776-79	---	---	Savannah
CAMP MORTON	Indiana	1861,1862-65 (POW camp)	1861	Yes	Indianapolis 1862-65
FORT MOTTE (British)	South Carolina	c.1780-81	---	---	Charlestown
FORT MOULTRIE	South Carolina	1776-80,1780-82(British) 1789-1860,1861- 1865(CSA)	---	---	Charlestown/ton
MOUNT VERNON ARSENAL (also Barracks)	Alabama	1829-61,1861-65(CSA) 1865-94	---	---	Mt.Vernon
CAMP ON MUCKLESHUTE PRAIRIE	Washington Terr.	1856-57	---	---	Olympia (?)
FORT MUDGE	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT MUSE	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT MYAKKA	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT MYERS	Florida	1850-58	---	---	Tampa or Key West ?
FORT NACHES	Washington Terr.	1856	---	---	---

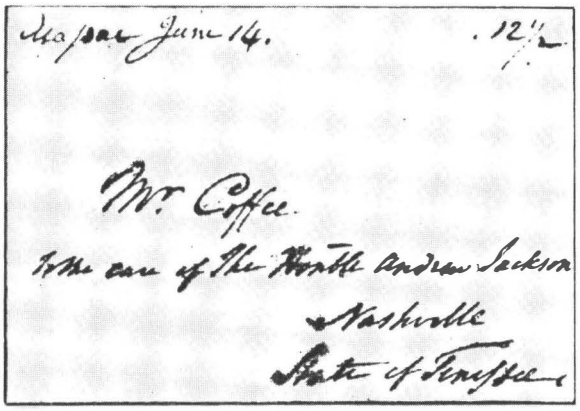
COVERS FROM U.S. MILITARY
POSTS HAVING THEIR OWN POST OFFICES



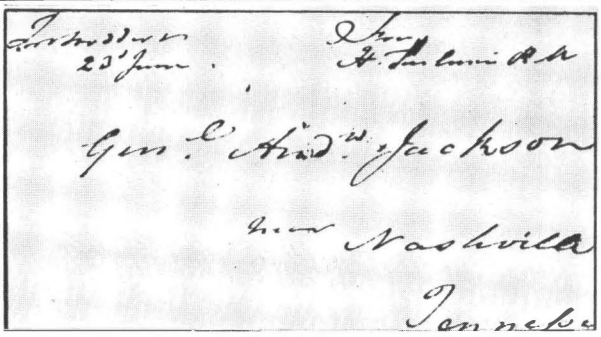
Dec. 28, 1798 pk. of (Fort) Niagara (N.Y.). In 1797 this post became the first in the country to secure a post office on the compound. This cover is franked by Lt. David Thompson of the 3rd Infantry, the paymaster who also served as the 2nd postmaster 1798-99.



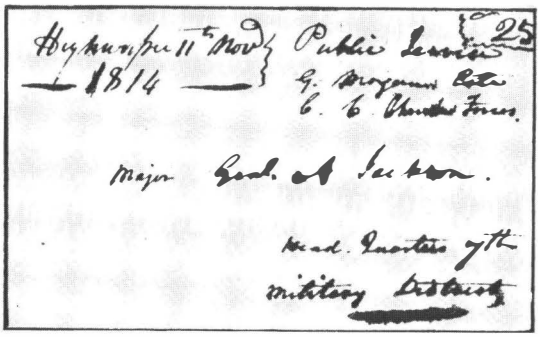
July 27 (1804) pk. of Fort Adams (Miss. Terr.), the first U.S. military post established on the Mississippi River. It's location at what was then the extreme southwestern corner of U.S. territory, made it the closest U.S. post office for citizens of Spanish West Florida (N.E. La.) to send U.S.-directed mail to. The July 25, 1804 letter inclosed in this cover is datelined "Bayou Sarah" and written by the expatriated Whiskey Rebellion leader David Bradford.



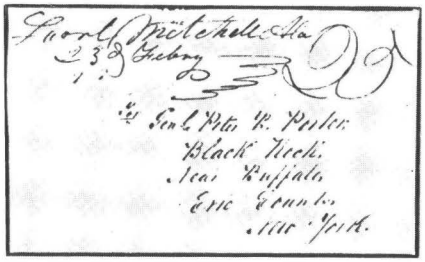
(Fort) Massac (Indiana Terr.-now Ill.) June 14 (1805) pk. on June 7, 1805 letter of Gabriel Shaw reporting on a trip from Nashville to the Ohio River. Fort Massac, one of the first U.S. posts in the Illinois Country, was established on the north bank of the Ohio River 10 miles below present-day Paducah, Ky. It was first occupied for Indian control in the Ohio Valley and as a listening post to keep abreast of Spanish and French activity along the Mississippi River.



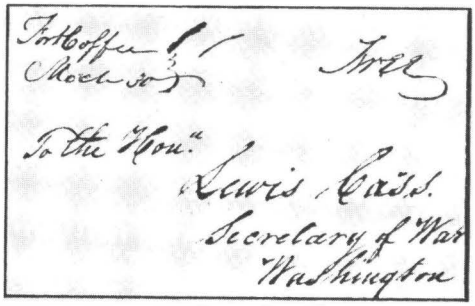
Fort Stoddert (Miss. Terr.-now Ala.) 23d June (1814) pk. on letter from P.M. Harry Toulmin to Gen. Jackson warning that despite Jackson's recent defeat of the hostile Creek Indians the Indians and their allies still pose a threat from Pensacola.



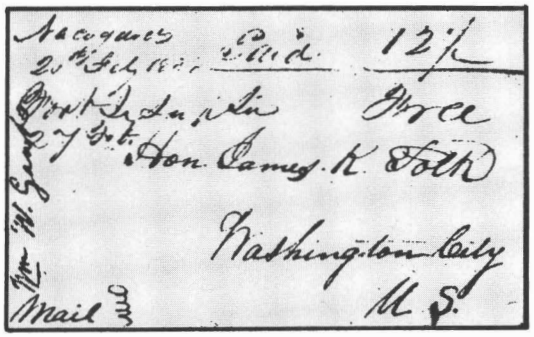
Highwassee (Tenn.) 11 Nov. 1814 pk. on letter of Gideon Morgan datelined "Highwassee Garrison Nov. 10, 1814" This little-known post at the junction of the Hiwassee and Tennessee Rivers was established for the protection of the Cherokee country.



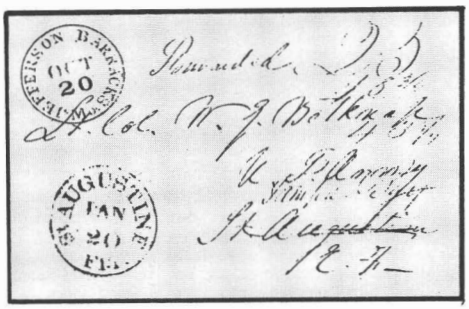
Fort Mitchell, Ala. pk. of Feb. 23, 1834 on letter of any army officer to his father-in-law, Genl. Peter B. Porter at Black Rock, N.Y.



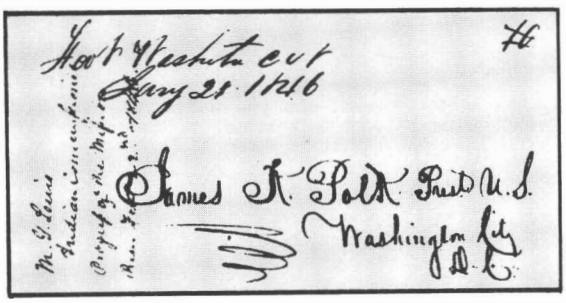
Fort Coffee (Choctaw Nation) March 30 (1838) pk. on Little Rock, Ark. letter of Feb. 25, 1838 carried west by J.H. Loye who seeks a resolution of his government claim against the Creek agent. Ft. Coffee, on right bank of Arkansas River about a dozen miles west of present-day Arkansas boundary, was an important post during the period of Indian removal.



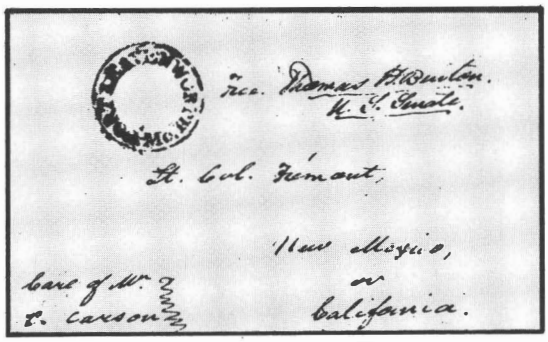
Fort Jesup La. Feb. 27 (1836) pk. As Ft. Adams had earlier acted as the U.S. post office of convenience for persons in Spanish West Florida, Ft. Jesup served the same purpose for citizens of Mexican and early Republic of Texas. This cover carries a letter from Washington (Texas) newspaper editor Wm. G. Gant who is seeking a better mail route to the U.S. The cover was first posted at Nacogdoces (Republic of Texas) Feb. 25, 1836 and marked with the 12-1/2¢ provisional government rate to Ft. Jesup.



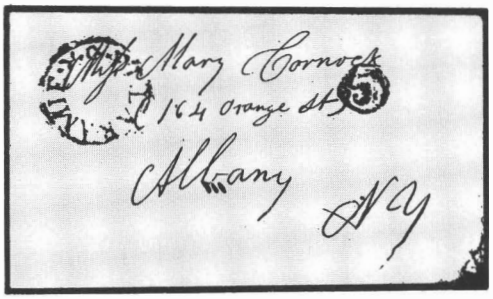
JEFFERSON BARRACKS/Mo. pk. on 1843 letter to Lt. Col. William G. Belknap which was forwarded from St. AUGUSTINE/Fl.T. to Tampa Bay. Fort Belknap, Texas, was named after the recipient, who was the father of Wm. W. Belknap (Sec. of War under Grant).



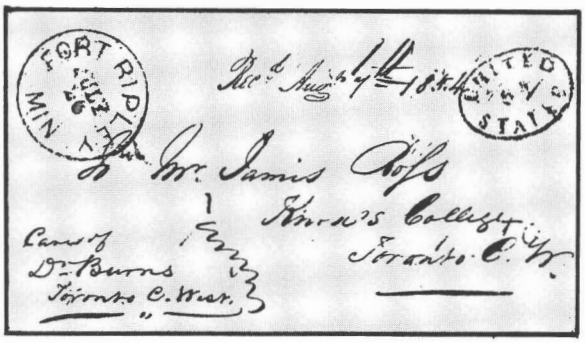
Fort Washita C(hickasaw) N(ation) Jan. 28, 1846 pk. on letter of Indian Commissioner M.G. Lewis datelined "Head Waters of Trinity, Texas, Jan. 22, 1846." Ft. Washita was established near the south-central boundary of present-day Oklahoma to protect the Chickasaw and Choctaw Indians from the wild tribes to the Southwest.



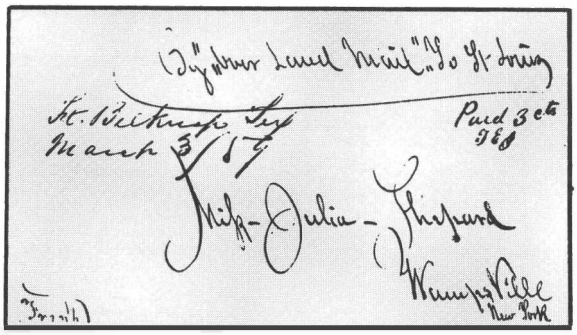
The C-30 FORT LEAVENWORTH/Mo. (Unorganized Terr.) mkg. used 1839-54 is one of the most common of the pre-Civil War fort postmarks, appearing on many letters from soldiers stationed there as well as on letters carried in from points west and south. This 1847 example on cover franked by Mo. Senator Thomas Hart Benton, offers one of the most exciting west-bound directives in all of western postal history: "Lt. Col. Fremont, New Mexico, or California, Care of Mr. C(hristopher [Kit]) Carson."



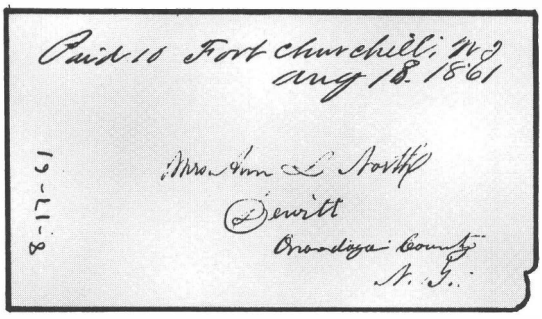
FT. LARAMIE/O(regon) R.(oute) pk. on letter datelined "Nebraska Territory, Eight Miles above Ft. Larrimie, July 5th 1852." The use of the term Nebraska Terr. is anticipatory as the area of present-day Wyoming didn't come under the jurisdiction of Nebraska Territory until that territory was created on May 30, 1854. Ft. Laramie served as the post office of convenience for many settlers crossing the plains to California and Oregon.



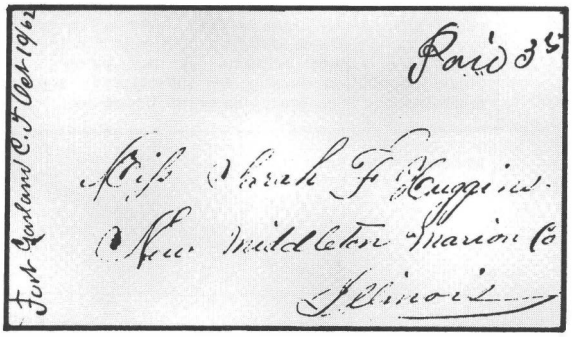
FORT RIPLEY/MIN (Terr.) July 26 (1854) pk. The Ft. Ripley and Pembina post offices of Minn. Terr. served as a point of entry for many Winnipeg-area Canadian letters entrusted to the U.S. rather than the Canadian postal system. The letter inclosed in this cover is dated "Red River Settlement, July 12, 1854."



"Ft. Belknap Tex March 3/59" pk. on cover sent to a young lady at Wampsville, N.Y. "By 'Over Land Mail' [Butterfield stage] To St. Louis." Ft. Belknap was established near present-day Graham, Texas, to overawe the hostile Indians in the Red River area.

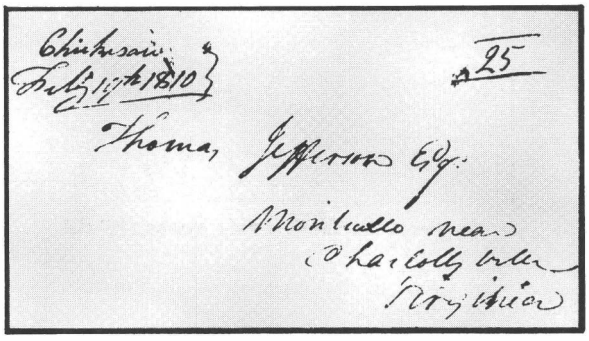


"Fort Churchill, N T. Aug. 18, 1861" pk. on early Nevada Territory cover with 10¢ Pacific Coast rate to Dewitt, N.Y. Ft. Churchill was established on north side of the Carson River about 25 miles east of Virginia City. Its purpose was to protect the main roads, mining camps, and ranches from hostile Indian tribes of the Carson Valley.

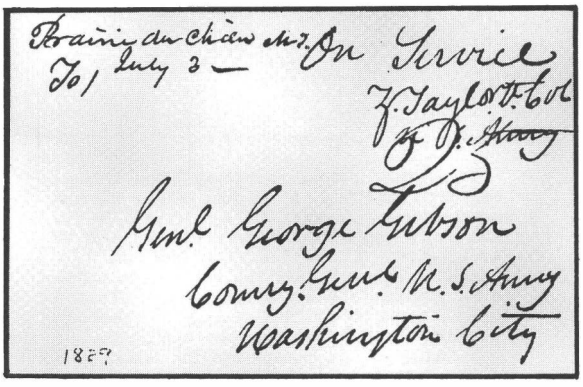


"Fort Garland C(olorado) T(erritory) Oct. 10/62" pk. on cover to New Middleton, Ill. The primary purpose of this post was the protection of San Luis Valley settlers and the guarding of the south-bound roads to Taos.

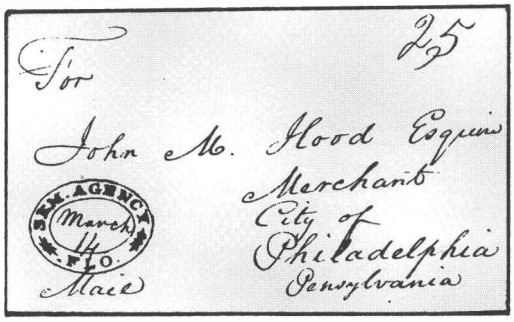
MILITARY POST MAIL CARRIED BY MILITARY EXPRESS OR PRIVATE CARRIAGE TO THE NEAREST OR MOST CONVENIENT CIVILIAN POST OFFICE



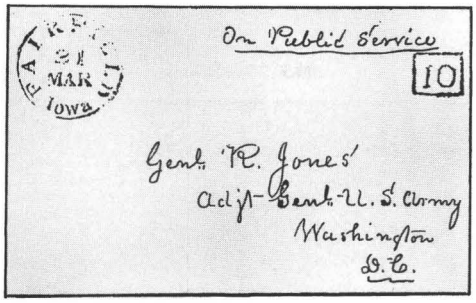
"Fort Pickering Chickasaw Bluffs [present-day Memphis, Tenn.] 21st Jan. 1810" heading on letter of Gilbert C. Russell re the personal effects of the late Meriwether Lewis. There being no post office at Fort Pickering the letter was carried south to the Chickasaw Agency post office in Mississippi Territory where it entered the mails Feb. 19, 1810.



June 14, 1829 Fort Snelling (Unorganized Terr.-now Minn.) letter of Lt. Col. Zachary Taylor which was carried by military express to the Prairie du Chien, Mich. Terr. (now Wisconsin) post office, where it entered the U.S. mail July 3rd.



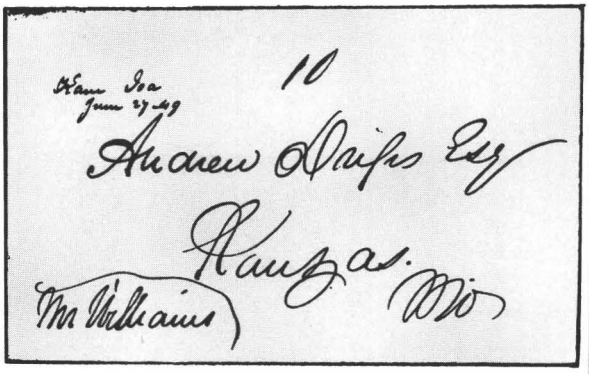
"Canto Brooke Fla, Tampa Bay, Mar. 9, 1832" heading on letter carried to the Seminole Agency (Florida Terr.) post office. Most mail from this Seminole War post entered the mail at Tampa or St. Marks.



The March 10, 1846 Fort Des Moines (#2) letter of Lt. William N. Grier, reporting on the abandonment of that post, was carried east in this cover to the post office at Fairfield, Iowa Territory.

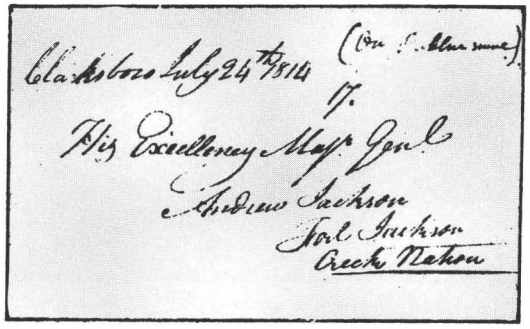


This letter, headed "Monteray Barracks Cal. May 27th 1847," is one of four known carried overland (May 21-Aug. 22) by General Kearny and party who were escorting Fremont back to Washington. Upon their arrival at Ft. Leavenworth (Aug. 22) the party, with their mail, boarded the steamboat Amelia, arriving in St. Louis the evening of Aug. 25. This and the other three known examples carried by this epic "express" are postmarked St. LOUIS/AUG 26/Mo. and bear the auxiliary STEAM 10 mkg. of that post office.

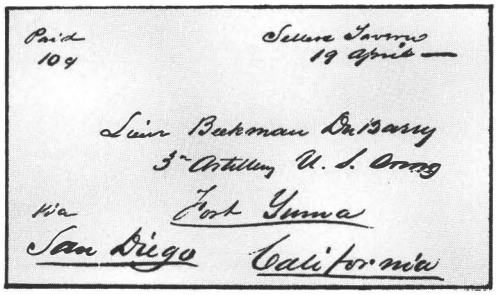


"Fort John [soon to become Ft. Laramie] 24th May 1849" heading on letter of Bruce Husband carried across present-day Nebraska and deposited in the Kane, Iowa post office June 27th.

MAIL ADDRESSED TO MILITARY POSTS



1814 letter of J.W. Montgomery to Andrew Jackson at "Fort Jackson, Creek Nation" (Ala.), which was posted at Clarksboro (Ga.) July 24th. Neither outgoing or incoming mail of this isolated Creek War post is often seen.



1858 letter mailed at Sellers Tavern, Pa., to an army officer at Fort Yuma, California. It probably traveled via Panama to San Diego and then by "Jackass Mail" to its destination.

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

Abbreviations and symbols used in the catalog listings are discussed in the General Information section.

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
POST AT NATCHEZ	Mississippi Terr.	1798-1808	---	---	Natchez 1799-
POST AT NATCHITOCHES	Orleans Terr., La.	1804-22	---	---	Natchitoches 1805-
FORT NEAL	Virginia (W.V.)	1785-90	---	---	---
FORT NEGLEY	Tennessee	1863-64	---	---	Chattanooga
FORT NELSON	Virginia	1776-79,1794-1824	---	---	Norfolk
CAMP NELSON	Kentucky	c.1863-65	1863-65	Yes	---
CANTONMENT NEW HOPE	Missouri Terr. (MN), See FORT SNELLING				
POST AT NEW MADRID	Dist.of Louisiana, & Louisiana Terr. (MO)	1804-08	---	---	New Madrid 1805-
POST AT NEW ORLEANS	Unorganized Terr., Orleans Terr., La.	1803-	---	---	New Orleans
NEWPORT BARRACKS	Kentucky	1803-94	---	---	Newport (first called Campbell CH)
NEW SAN DIEGO BARRACKS	California, See SAN DIEGO BARRACKS				
FORT NIAGARA	New York	1796-, 1813-15(British)	1797-1813	Yes	Niagara Falls(town) 1818- & Lewiston
CAMP NICHOLS	Indian Terr. (OK)	1865	---	---	Ft.Riley Ks or Ft. Union N.M.Terr.(?)
CAMP NICHOLS	N.M.Terr. (AZ)	1856	---	---	Santa Fe
FORT NOEL	Florida Terr.	c.1836-43	---	---	Tallahassee (?)
POST AT NOME LACKEE	California	1855-58	---	---	Tehama
FORT NORFOLK	Virginia	1794-1824 1861-62(CSA)	---	---	Norfolk
NORTH PLATTE STATION	Nebraska	1867-77	---	---	North Platte
FORT NORTON	Georgia	c.1836-43	---	---	St.Mary's (?)
CAMP NYE	Nev. Terr. & State	1862-65	---	---	Carson City
FORT OCILLA	Florida Terr.	c.1836-43	---	---	St.Marks or Tallahassee
POST AT O'FALLON'S BLUFFS	Nebraska Terr.	1864-66	---	---	Ft.Kearny (?)
OGLETHORPE BARRACKS	Georgia	1821-51,1861-64(CSA)	---	---	Savannah
CAMP OGLETHORPE (C.S.A. POW camp)	Georgia	1864	---	---	Macon
CAMP OJO CALIENTE	New Mexico Terr.	1859-61	---	---	Fort Craig
POST AT OMAHA	Nebraska Terr.	1862-66	---	---	Omaha City
OMAHA BARRACKS (also Fort)	Nebraska	1868-95	---	---	Omaha
FORT ONTARIO	New York	1796-1803,1812-15, 1839-	---	---	Oswego 1839-
POST AT OPELOUSAS	Orleans Terr., (LA)	1804-08	---	---	Opelousas c.1806
CAMP ORD	Arizona Terr., See FORT APACHE				
FORT ORFORD	Oregon Terr.	1851-56	---	---	Port Orford 1855-
FORT O'ROURKE	Virginia	1862-65	---	---	Alexandria
FORT OSAGE	La. & Mo. Terr.	1808-13,1815-19	---	---	St.Louis 1808-16 & Howard C.H./Franklin 1817-19
POST AT OUACHITA	Orleans Terr. (LA)	1804-08	---	---	Natchez or Ft.Adams 1804-05 & Concord O.T. c.1806-08 (?)
CAMP PARAPET	Louisiana	1862-65	---	---	New Orleans
FORT PARIS	New York	c.1778-80	---	---	---
CAMP PAROLE	Maryland	c.1862-65	---	---	Annapolis
POST AT PASS CHRISTIAN	Miss. Terr. & State	1812-18	---	---	New Orleans
CAMP ON PAWNEE FORK	Kansas Terr., See FORT LARNED				
FORT PAYNE	Illinois	1832	---	---	Chicago (?)
CAMP PAYNE	Nebraska Terr.(WY)	1855-59	---	---	Ft.Laramie(?)
FORT PEMBERTON (C.S.A.)	South Carolina	1861-65	---	---	Charleston
FORT PEMBERTON (C.S.A.)	Mississippi	1863	---	---	Greenwood
FORT PEMBINA	Dakota Terr., N.D.	1870-95	---	---	Pembina
CAMP AT PERALTO STATION	New Mexico Terr.	1862-66	---	---	Albuquerque
PERRYVILLE DEPOT (C.S.A.)	Indian Terr.(OK)	1862-63	---	---	Boggy Depot (?)
POST OF PETITE COQUILLE	Louisiana, See FORT PIKE				
FORT PEYTON	Florida Terr.	c.1836-43	---	---	St.Augustine
FORT PHANTOM HILL	Texas, See POST ON BRAZOS RIVER				
FORT PHELPS	Tennessee	c.1864-65	---	---	Chattanooga
FORT PHIL KEARNY	Dakota & Wy. Terr.	1866-68	---	---	Ft.Laramie (?)
FORT PHILPOT	Kentucky	c.1862-65	---	---	Louisville
FORT PICKENS	Florida Terr. & State	1834-67	1861-62	Yes	Pensacola 1834-49, Warrington 1850-60, Pensacola 1862-67
FORT PICKERING	Tennessee	1797-1810,1862-65	---	---	Chickasaw Nation 1801-10, Memphis 1862-65
CAMP PICKETT	Washington Terr., See CAMP SAN JUAN ISLAND				
FORT PIERCE	Florida Terr.	1838-42	---	---	St.Augustine
FORT PIERRE	Unorganized Terr., Nebraska Terr. (SD)	1832-54(fur post) 1855-57	---	---	Sioux City Ia (?)
FORT PIKE	New York	1812-18	---	---	Sackets Harbor
FORT PIKE (also Petite or Ft.Coquille)	Louisiana	1816-49,1861-62(CSA) 1862-71	1827-37(Coquille) Yes 1843-49+(Ft.Pike) Yes		New Orleans 1816-26 & 1838-42
FORT PIKE	Washington Terr.	c.1855-56	---	---	Steilacoom (?)

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT PILLOW	Tennessee	1861-62(CSA),1862-64	---	---	Memphis (?)
CAMP PINAL	Arizona Terr.	1870-71	---	---	Maricopa Wells (?)
CASTLE PINCKNEY	South Carolina	1861-65(CSA POW camp)	---	---	Charleston
PIPE SPRING FORT	Arizona Terr.	1869-75(Mormon)	---	---	St.George U.T.(?)
FORT PIQUA	N.W.Terr. (Ohio)	1793	---	---	---
FORT PITT	Pennsylvania	1775-1811	---	---	Pittsburgh 1788-
CAMP (also Fort) AT PIUTE SPRINGS	California	1859-68	---	---	San Bernardino (?)
PLATTE BRIDGE STATION	Nebraska Terr. (WY)	1855-59	---	---	Fort Laramie
PLATTSBURGH BARRACKS	New York	1812-	---	---	Plattsburg
FORT PLEASANT	Florida Terr.	c.1836-43	---	---	Tallahassee
PLUMB CREEK STATION	Nebraska	1864-66	---	---	Fort Kearny (?)
CAMP PLUMMER	New Mexico Terr., See FORT LOWELL				
FORT POINSETT	Florida Terr.	c.1836-43	---	---	Key West (?)
FORT POINT (later Ft.Winfield Scott)	California	1861-86	---	---	San Francisco
FORT POINT (C.S.A.)	Texas	1861-65	---	---	Galveston
FORT POINT SAN JOSE (later Fort Mason)	California	1863-	---	---	San Francisco
POST AT POINTE COUPEE	Orleans Terr. (LA)	1805-08	---	---	New Orleans
FORT POLK	Texas	1846-50	---	---	Pt.Isabel & Brazos 1846-48, Brownsville 1849-
POND FORT	La. & Mo. Terr.	c.1812-15	---	---	St.Charles or St.Louis
POST POND CREEK	Kansas, See FORT WALLACE				
FORT PORTAGE	Ohio	1812-13	---	---	---
FORT PORTER	New York	1863-	---	---	Buffalo
FORT POSEY	Washington Terr.	c.1855-56	---	---	Steilacoom (?)
FORT POWELL (C.S.A.)	Alabama	c.1863-64	---	---	Mobile
FORT POWELL VALLEY	Tennessee	1797	---	---	Knoxville
FORT POWHATAN (C.S.A.)	Virginia	1861-64	---	---	Powahata C.H. or Richmond (?)
FORT PREBLE	Maine	1808-	---	---	Portland
FORT PRESCOTT	Virginia	1864-65	---	---	Washington D.C.
POST AT PRESQUE ISLE	Pennsylvania	c.1787-1811	---	---	Pittsburgh (?)
FORT PRESTON	Florida Terr.	c.1836-43	---	---	Apalachicola
FORT PRESTON	Republic of Texas	1840	---	---	Nacogdoches (?)
FORT PRESTON	Washington Terr.	c.1855-56	---	---	Steilacoom or Olympia
FORT PULASKI	Georgia	1861-62(CSA),1862-73	---	---	Savannah
FORT PYRAMID	Kansas, See FORT MONUMENT				
QUICK'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Louis (?)
FORT QUITMAN	Texas	1858-61,1861-62(CSA 1862-63,1868-77	1858-61,1868-76	Yes	---
FORT RACCOON	Iowa Terr., See FORT DES MOINES (#2)				
CAMP RADZIMINSKI	Indian Terr. (OK)	1858-59	---	---	Fort Arbuckle (?)
FORT RAINS	Washington Terr.	1856	---	---	Cascades
POST AT RALEIGH	North Carolina	1866-?	---	---	Raleigh
POST AT RANCHO DE JURUPA	California	1852-54	---	---	San Bernardino (?)
POST AT RANCHO DEL CHINO	California	1850-52	---	---	Los Angeles
FORT RANDALL	Nebraska Terr., Dakota Terr.,South Dakota	1856-92	1860-92+	Yes	Sioux City Iowa 1856-59 (?)
CAMP RANDOLPH (C.S.A.)	Georgia	1861-64	---	---	Decatur
FORT RANDOLPH (C.S.A.)	Tennessee	1861-62	---	---	Randolph
CAMP RANKIN	Colorado Terr., See FORT SEDGWICK				
FORT RANSOM	Dakota Terr. (N.D.)	1867-72	---	---	Ft.Abercrombie
FORT RAWLINS	Utah Terr.	1870-71	---	---	Provo City
POST AT RAYADO	Unorganized & N.M.Terr.	1850-51,1854	---	---	Santa Fe 1850-51 & Fernandez De Taos 1854 (?)
FORT READING	California	1852-57,1866-67	---	---	Shasta (?)
FORT RECOVERY	N.W. Terr. (Ohio)	1793-96	---	---	Cincinnati 1794-
CAMP RED WILLOW	Nebraska	1872	---	---	Ft.Kearny (?)
CAMP REED	Idaho Terr.	1865-66	---	---	Boise City (?)
CAMP REEVE	Montana Terr.	1868	---	---	Ft.Benton (?)
CAMP RENO	Arizona Terr.	1868-70	---	---	Phoenix 1869-?
FORT RENO	Dakota & Wy. Terr.	1865-68	---	---	Ft.Laramie
NEW FORT RENO	Dakota & Wyoming Terr., See FORT PHIL KEARNY				
FORT REYNOLDS	Virginia	1861-65	---	---	Alexandria
CAMP REYNOLDS	California, See POST OF ANGEL ISLAND				
FORT REYNOLDS	Colorado Terr.	1862-72	1869-70	?	Boonville 1867-68 & 1871-72
CAMP REYNOLDS	Montana Terr., See FORT SHAW				
FORT RICE	Dakota Terr. (N.D.)	1864-78	1866-78+	Yes	---
RICHARDS FORT	Virginia (W.V.)	c.1774-78	---	---	---
FORT RICHARDSON	Texas	1867-78	---	---	Jacksboro
FORT RICHMOND	New York, See FORT WADSWORTH				
FORT RIDGELY	Minn. Terr. & State	1853-67	1854-67+	Yes	---
FORT RILEY	Unorganized Terr., Kansas Terr. & State	1853-	1855-	Yes	Ft.Riley P.O.first called Pawnee(1855)

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT RILEY	Texas, See FORT CLARK				
RINGGOLD BARRACKS (also Camp or Fort)	Texas	1848-61,1861-65(CSA) 1865-1906	---	---	Brownsville 1849-53 & Rio Grande City 1854-
RIO GILA DEPOT	New Mexico Terr.	1857	---	---	?
POST ON THE RIO LLANO	Texas, See FORT TERRETT				
FORT RIPLEY	Minn. Terr. & State.	1849-77	1849-77+	Yes	Ft.Ripley P.O.called Ft.Gaines 1849-51
CAMP ROCK SPRINGS	California	1867-68	---	---	San Bernardino (?)
ROI'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
CAMP RUBY	Nevada Terr. & State	1862-69	1862-69 (Ruby Valley)	Yes	---
CAMP RUSSELL	Oregon	1864-65	---	---	Salem
FORT RUSSELL	Florida Terr.	c.1836-43	---	---	Tampa
FORT RUSSELL	Dakota Terr., Wyoming Terr. & State, See FORT D.A.RUSSELL				
FORT RUTLEDGE	South Carolina	1776-77	---	---	---
FORT SABINE	Louisiana	1836-38	---	---	New Orleans (?)
FORT SABINE (C.S.A.)	Texas	c.1862-64	---	---	Sabinetown
POST AT SAC AND FOX AGENCY	Iowa Terr., See FORT SANFORD				
CANTONMENT AT SACKETS HARBOR	New York, See MADISON BARRACKS				
FORT SACKVILLE (British)	Virginia: western land claimed (Indiana)	1776-79	---	---	---
FORT SACRAMENTO	Unorganized Terr. (CA), See SUTTER'S FORT				
FORT SAGINAW	Michigan Terr.	1822-24	---	---	Detroit
FORT ST.ANTHONY	Unorganized Terr. (MN), See FORT SNELLING				
POST OF ST.AUGUSTINE	Florida Military gov't Terr. & State	1821-52,1861-62(CSA) 1862-?	---	---	St.Augustine
FORT ST.CLAIR	N.W. Terr. (Ohio)	1791-96	---	---	Pittsburgh 1791-93 Cincinnati 1794-
FORT ST.CLAIR MORTON	Kentucky	c.1862-65	---	---	Louisville
ST.FRANCIS BARRACKS	Florida, See POST OF ST.AUGUSTINE				
FORT ST.JOSEPH (British)	Connecticut:western land clained (MI)	1776-81	---	---	---
FORT ST.MARKS	Florida Terr.	c.1836-43	---	---	St.Marks
FORT ST.MARYS	N.W. Terr. (Ohio)	1794-96	---	---	Cincinnati
DETACHMENT AT ST.MARY'S STATION	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-65	---	---	Ft.Laramie (?)
FORT ST.PHILIP	Unorganized Terr., Orleans Terr., La.	1803-61,1861-62(CSA) 1862-71	1810-12, 1827-29	Yes	New Orleans 1803-09, 1823-26, Ft.Jackson 1830-37 (?), New Orleans 1838-71
FORT ST.STEPHENS	Miss. Terr. (AL)	1799-1808	c.1805-08+	Yes	---
(Note: only one of the many examples of this marking actually reads "Ft.".)					
CAMP SALUBRITY	Louisiana	1844-45	---	---	Natchitoches
FORT SALVADOR	South Carolina, See FORT RUTLEDGE				
SAN ANTONIO QUARTERMASTER DEPOT (later Ft.Sam Houston)	Republic & State of Tx.	1845-61,1861-65(CSA) 1865-	---	---	San Antonio
FORT SAN BERNARDINO	California	1852-57(Mormon)	---	---	San Bernardino
FORT SANBORN	Minnesota	1862-63	---	---	Georgetown or Crow Wing (?)
CAMP SAN CARLOS	Arizona Terr.	1871-1900	---	---	Phoenix or Tucson 1871-73 (?)
FORT SANDERS	Tennessee	1863-64	---	---	Knoxville
FORT SANDERS	Dakota & Wy. Terr.	1866-82	1866-68,1880-82	Yes	Laramie City 1869 to 1879
FORT SANDERSON	Florida Terr.	c.1836-43	---	---	Jacksonville
SAN DIEGO BARRACKS (later Fort Rosecrans)	Unorganized Terr., Ca.	1849-	---	---	San Diego
POST OF SAN ELIZARIO	Texas	1849-51	---	---	Santa Fe(?) 1850-
FORT SANFORD	Iowa Terr.	1842-43	---	---	Fairfield
PRESIDIO OF SAN FRANCISCO	Unorganized Terr., Ca.	1847-	---	---	*
*Ship mail with East Coast markings or overland military express 1847-48 & San Francisco 1849-.					
CAMP SAN JUAN	Washington Terr.	1859-74	---	---	Olympia 1859-61 & San Juan 1862-74(?)
POST OF SAN LUIS REY	Unorganized Terr., Ca.	1847-52	---	---	*
*Ship mail from Monterey (?) 1847-48 with East Coast markings & Monterey 1849-.					
CAMP SAN MIGUEL	Unorganized Terr.(CA)	1849-51	---	---	Santa Barbara or Monterey (?)
CAMP ON SAN PEDRO RIVER	Arizona Terr., See FORT GRANT				
POST OF SANTA FE	Unorganized Terr. & New Mexico Terr., See FORT MARCY				
SANTA ISABEL DEPOT	California	1851-52	---	---	San Diego (?)
CAMP SAN XAVIER	N.M.Terr. (AZ)	1856	---	---	Santa Fe
FORT SARGENT	Mississippi Terr., See POST AT NATCHEZ				
POST AT SAULT STE.MARIE	Michigan Terr. & State, See FORT BRADY				
FORT SAUNDERS	Kentucky	c.1862-65	---	---	Louisville
FORT SCHACKELFORD	Florida Terr.	c.1836-43	---	---	Tampa (?)

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT SCHUYLER	New York	1861-69,1878-	1862-66(?)	Yes	N.Y.C. 1861 & 1867-
FORT SCOTT	Georgia	1816-21	---	---	Coweta Ga.(Ms.Terr. Al.Terr & State) & Ft.Mitchell (1818)
FORT SCOTT	Unorganized Terr.& Ks.	1842-53,1862-65, 1869-73	1843-53+	Yes	---
FORT SCOTT	Texas, See FORT MARTIN SCOTT				
CAMP SCOTT	Utah Terr. (WY)	1857-58	1858	Yes	Ft.Bridger 1857
FORT SCOTT	California, See FORT WINFIELD SCOTT				
CAMP SCOTT	Nevada, See CAMP WINFIELD SCOTT				
FORT SEARLE	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT SEDGWICK	Colorado Terr.	1864-71	1866-69	Yes	Julesburgh 1864-65, & 1870-71
FORT SELDEN	Louisiana	1820-22	---	---	Natchitoches
FORT SELDEN	New Mexico Terr.	1865-77,1880-90	1866-77,1881-91	Yes	---
FORT SENECA	Ohio	1813-14	---	---	---
CAMP SERGEANT	Nebraska, See NORTH PLATTE STATION				
FORT SEVERN	Maryland	1814-45	---	---	Annapolis
FORT SEWARD	California	1861-63.	---	---	Eureka
FORT SEWARD	Dakota Terr. (N.D.)	1872-77	---	---	Jamestown 1873-
FORT SHANNON	Florida Terr.	c.1836-43	---	---	St.Augustine
FORT SHAW	Montana Terr. & State	1867-91	1867-91+	Yes	Helena 1867
FORT SHELBY	Michigan Terr., See POST AT DETROIT				
CAMP SHENANDOAH (C.S.A.)	Virginia	1862	1862	Yes	---
FORT SHEPHERD	Virginia (W.V.)	1777,1786-89	---	---	---
FORT SHERMAN	South Carolina	1864-65	---	---	Beaufort
SIDNEY BARRACKS	Nebraska	1867-94	---	---	North Platte 1867-1869,Sidney c.1870-
FORT SIDNEY JOHNSON (C.S.A.)	Alabama	1864-65	---	---	Mobile
FORT SILL	Tennessee	c.1864-65	---	---	Nashville
FORT SILL	Indian Terr. & Ok.	1869-	1869-	Yes	---
FORT SIMCOE	Washington Terr.	1856-59	---	---	Cascades (?)
CAMP SIMEAHMOO (also Semiahmoo)	British Columbia (claimed by Wash.Terr.)	1858-59	1858-60	Yes	---
FORT SIMMONS	Florida Terr.	c.1836-42	---	---	Tampa or St. Augustine (?)
FORT SIMOR DRUM	Florida Terr.	c.1836-43	---	---	Key West
FORT SISSETON	Dakota Terr. (S.D.), See FORT WADSWORTH				
CAMP SKULL VALLEY	Arizona Terr.	1867	---	---	Prescott (?)
FORT SLAUGHTER	Washington Terr.	1855-57	---	---	Steilacoom (?)
FORT SMITH	Arkansas Terr. & State	1817-24,1833-34, 1838-61,1861-63(CSA), 1863-71	---	---	Ft.Smith 1828-
FORT SMITH	Oregon Terr.	1855-56	---	---	Leland (?)
CAMP SMITH	Oregon, See CAMP C.F.SMITH				
FORT SMITH	Montana Terr., See FORT C.F.SMITH				
FORT SNELLING	Mo.Terr.,Unorganized Terr., Mi.Terr.,Wi.Terr.,Iowa Terr.,Mn.Terr. & State	1819-	1828-	Yes	St.Louis 1819-23 & Prairie du Chien 1824-27
POST AT SOCORRO	Unorganized & N.M.Terr.	1849-51	---	---	*
*Unofficial military post office 1849, Santa Fe 1850 and Socorro 1851.					
FORT SODA	California	1860-68	---	---	San Bernardino (?)
POST AT SONOMA	Unorganized Terr. & Ca.	1847-51	---	---	*
*Ship mail from San Francisco with East Coast markings 1847-48 & Sonoma 1849-.					
CAMP SORGHUM (C.S.A. POW Camp)	South Carolina	1864-65	---	---	Columbia
DETACHMENT AT SOUTH PASS STATION	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Ft.Laramie eastbound,Ft.Bridger westbound (?)
POST AT SOUTHWEST POINT	S.W. Terr. & Tn.	1794-1806	---	---	Knoxville 1795-1800 Southwest Point c. 1801-
FORT SOUTHWORTH	Kentucky	c.1862-65	---	---	Louisville
SPANISH FORT (C.S.A.)	Alabama	1864-65	---	---	Mobile
CAMP STAMBAUGH	Wyoming Terr.	1870-78	1871-78	Yes	---
FORT STANFORD	New Mexico Terr.	1862	---	---	San Bernardino Ca(?)
CAMP STANFORD	California	1863	---	---	Stockton
FORT STANSBURY	Florida Terr.	c.1836-43	---	---	St.Marks & Tallahassee
FORT STANTON	New Mexico Terr.	1855-61,1861-62(CSA) 1862-96	1857-63,1868-96+	Yes	Ft.Craig & Albuquerque 1855-57
FORT STANWIX-SCHUYLER (British)	New York	c.1776-82	---	---	Albany (?)
FORT STARKE	Florida Terr.	c.1836-43	---	---	Tampa
FORT STEDMAN	Virginia	1864-65	---	---	Washington D.C.
CAMP STEELE	Washington Terr., See CAMP SAN JUAN ISLAND				
CAMP STEELE	Oregon, See FORT HARNEY				

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FORT STEELE	Wyoming Terr., See FORT FRED STEELE				
FORT STEILACOOM	Or. & Wa. Terr.	1849-68	---	---	Astoria 1849,Nesqually/Olympia 1850-51, Steilacoom 1852-
STEPHEN COLE'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
CAMP STEPHENS (C.S.A.)	Georgia	1861-62	---	---	Griffin
FORT STEPHENSON	Ohio	c.1812-14	---	---	---
FORT STEUBEN	Unorganized Terr., & N.W. Terr. (Ohio)	1786-96	---	---	Pittsburgh 1788-
FORT STEVENS	Washington Terr.	c.1855-56	---	---	---
FORT STEVENS	District of Columbia	1864-65	---	---	Washington
FORT STEVENS	Oregon	1865-84	---	---	Astoria
FORT STEVENSON	Dakota Terr. (N.D.)	1867-83	1875-83+	Yes	Ft.Rice 1867-72, Ft.Abraham Lincoln 1873-74 (?)
CAMP STILLINGS	Neb.Terr.,Id.Terr.,Dakota Terr.(WY), See DETACHMENT AT SWEETWATER STATION				
FORT STOCKTON	Unorganized Terr., Ca.	1846-48	---	---	*
*Ship mail form Yerba Buena/San Francisco with East Coast markings or overland military express.					
CAMP (later Fort) STOCKTON	Texas	1858-61,1861-62(CSA) 1867-86	1859-61,1867-79 1879+ (Ft.)	Yes	---
FORT STODDERT	Miss. Terr. (AL)	1799-1814	c.1805-14+	Yes	---
CAMP STOKES (C.S.A.)	North Carolina	c.1862-64	---	---	---
FORT STOREY	Utah Terr. (NV)	1860	---	---	Carson Valley or Downieville Ca.(?)
STOUT'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT STROTHER	Miss. Terr. (AL)	1813	---	---	Huntsville (?)
FORT SULLIVAN	South Carolina, See FORT MOULTRIE				
FORT SULLIVAN	Maine	1808-73	---	---	Eastport
FORT SULLIVAN	Florida Terr.	c.1836-43	---	---	Tampa
FORT SULLY	Dakota Terr., S.D.	1863-94	1866-94+	Yes	Ft.Randall 1863-65?
POST AT SULPHUR FORT	Arkansas Terr., See CANTONMENT TAYLOR				
FORT SUMNER	Unorganized Terr (KS), See FORT ATKINSON				
FORT SUMNER	New Mexico Terr.	1862-69	1866-69+	Yes	Las Vegas 1862-65 ?
FORT SUMTER	South Carolina	1860-61,1861-65(CSA)	---	---	Charleston
CAMP SUMTER (C.S.A. POW Camp)	Georgia	1864-65	---	---	Andersonville
FORT SUPPLY (Mormon)	Utah Terr. (WY)	1853-57	---	---	---
CAMP (also Fort) SUPPLY	Indian Terr.,Ok.Terr.	1868-94	1873-94(?)	Yes	---
SUTTER'S FORT	Unorganized Terr., Ca.	1846-47	---	---	*
*Ship mail from Yerba Buena/San Francisco with East Coast markings or overall military express.					
DETACHMENT AT SWEETWATER STATION	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Ft.Laramie (?)
FORT TACKETT	Virginia (W.V.)	c.1787-90	---	---	---
FORT T.B.ADAMS	Florida Terr.	c.1836-43	---	---	Tampa or St. Augustine
TALBOT'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
POST OF TAOS	Unorganized & N.M.Terr.	1847-52	---	---	*
*Military express to Ft.Leavenworth 1847-49, Santa Fe 1850-51, Fernandez De Taos 1852.					
FORT TATNALL	Georgia	c.1836-43	---	---	St.Mary's (?)
CANTONMENT TAYLOR	Arkansas Terr.	1821-24	---	---	Natchitoches La (?)
FORT TAYLOR	Florida Terr.	c.1836-43	---	---	Tampa (?)
FORT TAYLOR	Florida, See KEY WEST BARRACKS				
FORT TAYLOR	Texas, See FORT BROWN				
FORT TAYLOR	Washington Terr.	1858	---	---	Dalles,O.T. (?)
CAMP TAYLOR	California	1858-59	---	---	Shasta (?)
FORT TECUMSEH	Unorganized Terr.(SD)	1822-32(fur post)	---	---	Clay C.H.Mo.1822-27 Cantonment Leavenworth 1828-32 (?)
FORT TEJON	California	1854-61,1863-64	1859-62	Yes	Woodville/Visalia 1854-58,1863-64(?) & Los Angeles
FORT TELFAIR	Georgia	1790-95	---	---	Savannah (?)
TELLICO BLOCKHOUSE	Tennessee	1794-1806	---	---	Knoxville 1795-
FORT TERRETT	Texas	1852-54	---	---	Austin (?)
FORT TER-WAW	California	1857-62	---	---	Crescent City
THIBAULT'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles (?)
FORT THOMAS	Washington Terr.	c.1855-56	---	---	Steilacoom (?)
CAMP THOMAS	Ohio	c.1861-65	---	---	Columbus
FORT THOMAS	Tennessee	c.1864-65	---	---	Gallatin
CAMP THOMAS	Arizona Terr., See FORT APACHE				
FORT THOMAS	Dakota Terr. (N.D.), See FORT PEMBINA				
FORT THOMPSON	Nebraska Terr. (WY), See CAMP McGRAW				
FORT THOMPSON	Florida Terr.	c.1836-43	---	---	Tampa or St. Augustine (?)
FORT THOMPSON	Dakota Terr. (S.D.)	1864-67,1870-71	---	---	Ft.Randall (?)
FORT THORN	New Mexico Terr.	1853-59	1855-59	No	Ft.Fillmore & Santa Fe 1853-54
CAMP THORNTON	Texas, See FORT GRAHAM				
DETACHMENT AT THREE CROSSINGS	Neb.Terr.,Id.Terr., Dakota Terr.(WY)	1862-66	---	---	Ft.Laramie (?)

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CAMP THREE FORKS OWYHEE	Idaho Terr.	1866-71	---	---	Boise City 1866-68 & Silver City 1869-?
FORT TICONDEROGA	New York	1775(British),1775-77, 1777-82(British)	---	---	Albany (?)
FORT TILTON	Washington Terr.	c.1855-56	---	---	Seattle (?)
CAMP TOLL GATE	Arizona Terr., See CAMP HUALPAI				
FORT TOMPKINS	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT TOTTEN	Dakota Terr. & N.D.	1867-90	1869-90+	Yes	---
FORT TOWNSEND	Washington Terr.	1856-59	---	---	Port Townsend
FORT (also Cantonment) TOWSON	Indian Terr. (OK)	1824-29,1831-54, 1861-65(CSA)	1832-47	Yes	Miller C.H.1823-33 Doaksville 1847-
CAMP AT TRINIDAD	California	1863	---	---	Trinidad
FORT TRUMBULL	Connecticut	c.1776-81,1812-	---	---	New London
FORT TRYON (British)	New York	1776-82	---	---	New York City
POST AT TUBAC (also Depot)	N.M.Terr. & Az.Terr.	1862-65	---	---	Tubac 1862-63, Tucson 1863-65(?)
POST OF TUCSON	New Mexico Terr. & Arizona Terr., See FORT LOWELL				
FORT TULAROSA	New Mexico Terr.	1872-74	---	---	Socorro (?)
FORT TYLER (C.S.A.)	Georgia	1864-65	---	---	West Point
FORT UMPQUA	Oregon Terr. & State	1856-62	---	---	Umpqua City
FORT UNION	New Mexico Terr.	1851-91	1851-91+	Yes	---
CAMP UNION	California	1861-66	---	---	Sacramento
FORT UNION	Dakota Terr. (N.D.)	1864-65	---	---	Ft.Randall (?)
FORT UTAH	Unorganized Terr., Utah Terr.	1849-58(Mormon)	---	---	Provo City 1853-
CAMP (also Depot) VALLECITA	California	1850-53	---	---	Mokelumne Hill or Double Springs 1851
CAMP VANCE (C.S.A.)	North Carolina	1862-64(?)	---	---	Morgantown
FORT VAN COURTLAND	Florida Terr.	c.1836-43	---	---	Jacksonville or St. Augustine
FORT (also Barracks) VANCOUVER	Oregon Terr., Washington Terr. & State	1849-	---	---	Portland 1849, Vancouver/Columbia City 1850-
FORT VAN METER	Virginia (W.V.)	1774-82	---	---	---
FORT VANNOY	Oregon Terr.	1855-56	---	---	Gold River (?)
FORT VAN SWEARENGEN	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT VELASCO	Republic of Texas	c.1836-37	---	---	Velasco
CAMP VERDE	Texas	1856-61,1866-69	1858-59,1860-61 ?		San Antonio 1856-57,1866-69(?)
CAMP (also Fort) VERDE	Arizona Terr.	1866-91	1873-91+	Yes	Maricopa Wells or Prescott(?) 1866-72
POST AT VICKSBURG	Mississippi	1863-70	---	---	Vicksburg
CAMP VIGILANCE	New Mexico Terr.	1852-53	---	---	Albuquerque
FORT VINTON	Florida Terr.	c.1836-43	---	---	St.Augustine (?)
FORT VOSE	Florida Terr.	c.1836-43	---	---	Tallahassee (?)
FORT VOSE	California, See POST AT NOME LACKEE				
FORT W.D.WHIPPLE	Tennessee	1863-65	---	---	Nashville
FORT WACAHOOTA	Florida Terr.	c.1836-43	---	---	Micanopy
FORT WACASASSA	Florida Terr.	c.1836-43	---	---	Micanopy
FORT WACISSA	Florida Terr.	c.1836-43	---	---	St.Marks or Tallahassee
FORT WADSWORTH	New York	1861-	---	---	New York City
FORT WADSWORTH (later Ft. Sisseton)	Dakota Terr. (S.D.)	1864-89	1865-76,1876-89+(Ft.Sisseton)	Yes	---
FORT WAGNER (C.S.A.)	South Carolina	1861-63	---	---	Charleston
CAMP WALBACH	Nebraska Terr. (WY)	1858-59	---	---	Ft.Laramie (?)
FORT WALKER	Florida Terr.	c.1836-43	---	---	Micanopy
FORT WALKER	Georgia	c.1836-43	---	---	St.Mary's (?)
FORT WALKER (C.S.A.)	South Carolina	1861	---	---	Beaufort
FORT WALKER (C.S.A.)	Georgia	1864	---	---	Atlanta
FORT WALLACE	Kansas	1865-82	1866-82	Yes	---
FORT WALLA WALLA	Washington Terr.	1856-67,1873-	---	---	Wascopum Or.1856-61 Walla Walla 1862-
CAMP WALLEN	Arizona Terr.	1866-69	---	---	Tucson (?)
FORT WARBURTON	Maryland, See FORT WASHINGTON				
FORT WARD	Florida Terr.	c.1836-43	---	---	Alligator (?)
FORT WARD	Virginia	1861-65	---	---	Alexandria
CAMP WARDWELL	Colorado Terr., See FORT MORGAN				
CAMP WARNER	Oregon	1866-74	---	---	Ft.Bidwell Ca.(?) 1868-
FORT WARREN	Massachusetts	1861-	---	---	Boston
FORT WASCOPAM	Oregon Terr., See FORT DALLES				
FORT WASHAKIE	Wyoming Terr., See CAMP BROWN				
FORT WASHINGTON	New York	1776	---	---	New York City
FORT WASHINGTON	N.W. Terr., Ohio	1789-1804	---	---	Pittsburgh 1788-93 Cincinnati 1794-
CANTONMENT WASHINGTON	Mississippi Terr.	1809-11	---	---	Washington

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FORT WASHINGTON	Maryland	1815-72	1822-39,1848-53	Yes	Washington D.C. 1815-21,1840-47, 1854-
FORT WASHITA	Indian Terr. (OK)	1842-61,1861-65(CSA)	1844-46,1849-61	Yes	Ft.Towson 1842-43 Doaksville 1847-48?
FORT WATERS	Unorganized Terr., Oregon Terr. (WA)	1848	---	---	Ship mail from Astoria
CAMP WATSON	Oregon	1864-69	c.1868-69	Yes	Canyon City c.1865-1867 (?)
CAMP WATTS (C.S.A.)	Alabama	c.1862-63	---	---	Notasulga
FORT WAYNE	N.W. Terr., Indiana Terr. & State	1794-1819	---	---	Cincinnati 1794-1802,Detroit 1803-?
FORT WAYNE (#1)	Georgia	1776-79,1779-82 (British),1812-14	---	---	Savannah
FORT WAYNE (#2)	Georgia	1821-23	---	---	Brunswick
FORT WAYNE	Indian Terr. (OK)	1838-42,1861(CSA)	---	---	Osage Ar.1838-40 & Beaties Prairie Ar. 1841-42
FORT WAYNE	Michigan	1861-	---	---	Detroit
FORT WEBSTER	New Mexico Terr.	1852-53	---	---	Ft.Fillmore (?)
FORT WEED	Virginia	1862-65	---	---	Alexandria
FORT WEKIWA	Florida Terr.	c.1836-43	---	---	Tampa or St. Augustine
CAMP WELD	Colorado Terr.	1861-65	---	---	Denver City
FORT WELLER	California	1859	---	---	Ukiah (?)
FORT WEST	New Mexico Terr.	1863-64	---	---	Ft.Craig(eastbound) Tucson(westbound,?)
FORT WESTCOTT	Florida Terr.	c.1836-43	---	---	Tampa or St. Augustine
CAMP WHEELER	New Mexico Terr., See FORT McLANE				
FORT WHEELOCK	Florida Terr.	c.1836-43	---	---	Micanopy
POST AT WHETSTONE AGENCY	Dakota Terr. (S.D.)	1870-72	---	---	Ft.Randall
FORT (also Barracks) WHIPPLE	Az. Terr. & State	1863-98,1902-13	1887-98	Yes	Prescott 1864-86, 1902-13
FORT WHIPPLE (later Ft.Myer)	Virginia	1863-	---	---	Washington D.C.
FORT WHITE	Florida Terr.	c.1836-43	---	---	Alligator or Jacksonville (?)
FORT WHITE	Washington Terr.	c.1855-56	---	---	Steilacoom
WHITE'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT WHITTLESEY	Kentucky	c.1862-65	---	---	Newport
CAMP WICHITA	Texas, See POST AT BUFFALO SPRINGS				
CAMP WICHITA	Indian Terr. (OK), See FORT SILL				
FORT WILBOURN	Illinois	1832	---	---	Peoria (?)
FORT WILKINS	Michigan	1844-46,1867-70	1844-46+	Yes	---
FORT WILKINSON	Georgia	1797-1806	1798-1805	Yes	---
CANTONMENT WILKERSONVILLE	N.W. Terr. (IL)	1801-02	---	---	Cincinnati (?)
FORT WILLARD	Virginia	1862-65	---	---	Alexandria
FORT WILLIAMS	Virginia	1862-65	---	---	Alexandria
CAMP WILLOW GROVE	Arizona Terr.	1867-69	---	---	Mohave City
WILMINGTON DEPOT	California	1861-70	---	---	Los Angeles 1861-63 Wilmington 1864-
CAMP WILSON	Texas, See FORT GRIFFIN				
FORT WINCHESTER	Ohio	c.1812-14	---	---	---
CAMP WINFIELD SCOTT	Nevada	1866-71	---	---	Willow Point 1866-68,Winnemucca 1868-71 (?)
FORT WINFIELD SCOTT	California, See FORT POINT				
FORT WINGATE (2 locations)	N.M. Terr. & State	1862-1912	1874-1912+	Yes	Albuquerque or Santa Fe 1862-73
FORT WINNEBAGO	Mich. & Wis. Terr.	1828-45	1831-45+	Yes	---
CAMP WINTHROP	Idaho Terr, See CAMP THREE FORKS OWYHEE				
FORT WISCASSET	Maine	c.1812-16 (?)	---	---	Wiscasset
FORT WISE (later Ft.Lyon)	Ks. Terr., Co. Terr.	1860-62	1860-62	Yes	---
FORT WOLCOTT	Rhode Island	1798-1836	---	---	Newport
FORT WOOD	New York	1822-	---	---	New York City
FORT WOOD	Louisiana, See FORT MACOMB				
CAMP WOOD	Texas	1857-61	---	---	Ft.Clark (?)
FORT WOODBURY	Virginia	c.1862-65	---	---	Washington D.C.
WOOD'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles
FORT WOOL	Florida Terr.	c.1836-43	---	---	Micanopy or St.Marks
FORT WORTH	Texas	1849-53	---	---	Dallas (?)
FORT WORTH	Virginia	1861-65	---	---	Alexandria
CAMP (also Fort) WRIGHT	California	1858-75	---	---	Ft.Bragg 1858, 1861-62,Cahto 1863-(?)
FORT YAKIMA	Washington Terr.	1856	---	---	Steilacoom (?)
FORT YAMHILL	Oregon Terr. & State	1856-66	---	---	Yam Hill 1856-57 Wapatoo 1857-65(?)
YUMA DEPOT	Arizona Terr.	1864-85	---	---	*

* Ft. Fillmore 1852-56, Tucson 1857-58, Arizona 1858-61 eastbound & Los Angeles 1850-51, San Bernardino 1852-61 westbound. Both east & westbound mails to Los Angeles 1861-63, Los Angeles/Wilmington 1866-68, Yuma 1868-69, Arizona City 1869-73, Yuma 1873-83.

NAME:	LOCATION:	PERIOD OF GARRISON:	PERIOD OF POST OFFICE:	POSTMARKS REPORTED:	POST OFFICE USED IF NONE AT POST:
FORT (also Camp) YUMA	California	1850-83	---	---	Same as Yuma Depot
FORT ZARAH	Kansas	1864-69	1865-69+	Yes	Kiowa 1864-65
FORT ZOLLICOFFER (C.S.A.)	Tennessee	1861-62	---	---	Nashville
ZUMWALT'S FORT	La. & Mo. Terr.	c.1812-14	---	---	St.Charles

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Frazer, Robert W. Forts of the West: Military Forts and Presidios and Posts Commonly called Forts West of the Mississippi River to 1898. Norman: Univ. of Oklahoma Press, 1965. This is the best source for background information on all trans-Mississippi posts.

Hart, Herbert M. Tour Guide to Old Western Forts. Fort Collins, Colorado: The Old Army Press, 1980. This is an excellent source for the more obscure western posts, including fur and trading posts, not all of which have been included in this list.

Heitman, Francis B. "List of Forts, Batteries, Named Camps, Redoubts, Reservations, General Hospitals, National Cemeteries etc., Established or Erected in the United States from its Earliest Settlement to Date." Historical Register and Dictionary of the United States Army, from its Organization, Sept.29,1789 to March 2,1903. Vol.2, pp.475-559. 1903 reprint Urbana: Univ. of Illinois Press, 1965. This is the most comprehensive list available of all U.S. military posts. It is useful for the location information given, but the lack of garrison dates limits its value to the postal historian.

Prucha, Francis Paul. A Guide to the Military Posts of the United States 1789-1895. Madison: The State Historical Soc. of Wisconsin, 1964. This must be considered the best single guide book on all U.S. military posts for the postal historian as it includes landform maps showing post locations, an appendix on Army Territorial commands and an extensive bibliography.

U.S. Army. Military Division of the Missouri. Outline Description of the Posts in the Military Division of the Missouri Commanded by Lt.General P.H.Sheridan. 1876. reprint. Bellevue, Nebraska: The Old Army Press, 1969. Although limited to 1865-76 posts in Ark., Colo., the Dakotas, Fla., Idaho, Ill., Kans., La., Minn., Miss., Mo., Mont., Neb., N.M., Okla., Texas, Utah and Wy., it is quite useful for it gives nearest post office, telegraph office, railroad and steamboat connections for each post.

FREE FRANKS AND FRANKING

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FREE FRANKS AND FRANKING

INTRODUCTION

"FRANK" DEFINED

The term "frank", as used in this section of the catalog, means, in a postal-historical sense, a signature placed on a piece of mail indicating the right to send it free of charge. Those permitted by law to send their mail without payment of postage, because of their governmental status, placed their signature (in manuscript or in the form of a handstamp or printed facsimile) together with their title of office and the word "free" on their mail. These are known to collectors as "free franks" or just "franks", and the privilege is known (both to collectors and as presented in the Postal Laws & Regulations) as the "franking privilege".

FREE FRANK COLLECTING

Collecting free franks has traditionally been done from the standpoint of the "autograph" collector. The emphasis has been the status, fame or personalities of the frankers rather than on postal history considerations. These collections have usually centered upon the franked mail of U.S. Presidents, their widows and famous men, such as Benjamin Franklin, Horace Greeley, Henry Clay and Daniel Webster. Franked covers of the famous have been collected because of the accomplishments and personalities of the frankers and not as covers sent through the mails in compliance with certain U.S. government postal laws and regulations.

Autograph collectors have rarely taken into account the various posts held by the people whose franks they collect. As an example, many of the Presidents prior to the 1860's had possessed and routinely used the franking privilege before becoming President. A free franked cover of a man who served as President is more valuable if it can be proven to have been sent while the franker was President. However, most of the early Presidents and others with the franking privilege did not always (in spite of the P.L. & R.)indicate their position on the face of their mail. Therefore, in order to ascertain what post was held by an individual when he franked a specific cover, it is often necessary to check the dates, docketing, contents and postal markings.

As an example of the commonly followed, traditional form of collecting Presidential franks, James Madison could have franked mail as a Delegate to the Continental Congress, a Framer of the Constitution, Member of Congress from Virginia, Secretary of State under Jefferson, Ex-President after he left office, or as President. Yet, to most free frank collectors, a frank of Madison from any of these positions is a frank of "President Madison", with a little added interest, mostly monetary, if the franked cover can be proven to have been sent while he was President. One of the problems inherent in this style of collecting is that covers autographed by Presidents who never possessed the franking privilege while in the White House are often included as "Presidential free franked covers".

There are various ways that franked covers may be collected. In some collections postal history aspects may be a foremost consideration, while others may combine both historical and autographic aspects. In recent years, a few collectors have approached free frank collecting from more of a postal history than an autographic slant. A similar approach to collecting also has been followed by those who include certain free franked covers in specialized collections of state and territorial postal history. Collections of this type emphasize usage (and content) and, unless the cover bears a franking signature of autographic value, often the identity of the franker is ignored.

Collections intended to demonstrate the postal laws and regulations governing franking (and particularly those covers showing abuse of the privilege) are always of considerable interest. Collections of the franks of those occupying specific posts, such as Presidents and cabinet members are popular. Extremely interesting collections can also be formed of the franks of vice-presidents, presidential secretaries, delegates from the territories as members of Congress, and franks of the Resident Commissioners of the Philippines and of Puerto Rico, who also were provided seats in Congress.

FRANK COLLECTING - LEGISLATIVE

An interesting congressional group of franks are those of the officials appointed by the Senate and the House to help conduct the business of Congress. Most prominent are the Secretaries of the Senate and the Clerks of the House who have had franking privileges from the formation of the Federal government except during the franking "blackout" after July 1, 1873. To these may be added the franks, each the only one of its kind, of Charles Thomson, Secretary of the Continental Congress and of Charles Carroll of Carrollton who was given the franking privilege in 1828 as the last surviving signer of the Declaration of Independence. This group of covers can be extended by adding the franked covers of the current Sergeants-at-Arms of the U.S. Senate and of the House of Representatives, and also of the Legislative Counsel, Postmaster of the House and Doorkeeper.

Interestingly, although they are elected officials, the franks of the Speakers of the House and of the Vice Presidents of the United States can be included as a part of a collection of franks of officers of the Congress. The franking privilege of the Speaker was from the early days much extended by his occupancy of the post, and the Vice President, after 1873, became one of the few members of the executive branch of the government to possess the franking privilege as it comes from his presence in the legislative branch as presiding officer of the U.S. Senate.

Legislative areas of extreme interest are those of the franks of the delegates to the Continental Congress, (although their rarity, combined with the fact that they include the signers of the Declaration of Independence, makes such a collection extremely difficult to assemble), and that of the franks of the framers of the Federal Constitution in convention at Philadelphia in 1787. Although the Continental Congress granted the franking privilege to the delegates in April, 1787 -- before the Convention began -- the Convention voted a secrecy rule to prevent outside pressures and interference in what appeared then and now to have been a task of monumental difficulty. This secrecy rule included the requirement that nothing spoken in the house be printed or otherwise published or communicated without leave. This rule undoubtedly discouraged letter writing as did the rather continuous, time consuming sequence of meetings and debates. Thus only a few franked covers from delegates to the Convention, plus at least one cover addressed to a delegate and sent free through the mails to him under his franking privilege have been recorded.

FRANK COLLECTING - EXECUTIVE DEPARTMENT

Unlike the franking in the legislative branch which continues to the present time (although today's printed facsimile signatures are generally incompatible with the autograph style of collecting), free franking for the executive branch of the government was generally abolished as of July 1, 1873. Only a few officials of that branch have had the privilege in later years, such as the Vice-President of the U.S. as presiding officer of the U.S. Senate, officials in the field of some of the censuses of the late 19th century and occasional other special cases.

Most popular are the franks of Presidents and widows of presidents, probably the most commonly collected and highly publicized kind of frank collecting. Yet, there are areas of frank collecting within the executive branch that can prove to be far more satisfying to the postal historian or the collector of covers with historic connections or significance. Collections of franks of cabinet members, either those from a single department such as the Postmasters General, or of a particular administration, such as the cabinet of Abraham Lincoln, can be both challenging and interesting.

A few collectors try to assemble a frank from each post of a department in which the incumbents had the franking privilege, thus in essence creating a table or framework of the organization of the department that reflects the changes made over the years that departmental franks were used. A collection of this type emphasizes the status of each position in the department that had the franking privilege as much as it is memorabilia of the incumbents themselves. In such a collection, the endorsements of handstamped or printed legends of office, some quite elaborate, can be as intriguing as the signatures and identities of the frankers. Franks show the status and historical significance in terms of whether the privilege was used on a personal basis or was granted for letters on official business only, and the reputations and histories of some of the incumbents also reflect these factors.

The idea can be carried further by attempting to assemble a run of franks of the occupants of each office, such as the Navy Department's Board of Navy Commissioners from 1815- 1842, which included Stephen Decatur and Commodore Bainbridge at one time or another. With a collection of this type the emphasis may be on postal history rather than manuscripts or autographs, but the personalities and fame of some of the frankers always provides a strong historic interest that cannot be ignored.

In the War Department, the franks of Jefferson Davis as Secretary of War and those of Generals George Washington, Winfield Scott and William T. Sherman provide historic interest. From a postal history standpoint, franks of all three have points of interest including, for Washington and Sherman at times, the question of just where their authority to frank mail was derived.

FRANKING IN THE EXECUTIVE DEPARTMENT BY CLERKS WITH ACTING OR INTERIM APPOINTMENTS.

A phenomena of executive department franking is the existence of signatures on franked covers, bearing titles of cabinet members and other heads of bureaus and offices, that are names of clerks or others not recorded as having ever been appointed to the posts under the privilege for which they franked. Most of these signatures are those of chief clerks of departments, bureaus, or offices and the legends of office are sometimes, but by no means always, endorsed as "acting".

The term "clerk", or chief or principal clerk, refers to a functionary who today might better be described as "office manager". Most of the employees of government offices in the 19th century were considered "clerks" when below the upper echelons of government. Departments in the early days of our government were small, summers in Philadelphia and Washington were hot and many appointive department heads went home for the summer when Congress wasn't in session. While they were away, routine business was conducted by the clerks. Since at many times there was no incumbent available to write his signature on letters, the chief clerks were authorized to sign their own names on mail to be franked as the "acting" or temporary incumbent of the office. In the periods when appointed cabinet members or bureau heads had resigned or left office for other reasons, the chief clerks who worked directly under them were often appointed "Ad Interim" incumbents so that the routine business of the office could proceed until a new appointee assumed the duties of the post. Many franked covers of these temporary cabinet members or office heads are known.

The chief clerks of the departments did not have the franking privilege per se until the 1840's, but many franked covers bearing the names of chief clerks appear to baffle dealers and collectors alike. For this reason, in the lists of incumbents of the various posts in the departments having the franking privilege, lists of chief, principal, or head clerks who may have franked mail are provided for each of those posts where this could have occurred.

For further information on franking by clerks on an ad interim or acting basis see the introductions to the Executive Departments.

HANDSTAMPED OR PRINTED FACSIMILE SIGNATURES ON FRANKED COVERS

There was a limited use of handstamped facsimile franking signatures before the Civil War, but the large volume of mail sent from some of the War and Treasury department offices during the war forced the use of printed facsimile signatures as part of the franking legends on their covers. After the war the practice grew as did abuses in the use of pre-franked envelopes for personal mail or by unauthorized persons. Such abuses were not confined to departmental official mail but prevailed throughout the government extending even to congressional franking. As a result, in 1869, Congress legislated that all franking had to be done by written signature and that handstamped or printed facsimile franks would no longer be accepted.

This legislation, intended to curb abuse of the franking privilege, actually caused problems in the operation of the executive departments and was probably a factor in the franking privilege being abolished in 1873 and in the introduction of official stamps. For further information on the use of facsimile signatures in the Executive departments see the introduction to that section.

LETTERS SENT FREE TO GOVERNMENT OFFICIALS WITH THE FRANKING PRIVILEGE

In the years before 1855 (in which year prepayment of domestic mail became compulsory) much of the mail was sent collect, and prior to July 1, 1851, when rates were made lower for prepaid letters than for those sent with postage due from the recipient, a very high proportion of letters were sent collect with postage due from the addressee. This could be embarrassing to the addressee, not only financially, but especially when important letters were refused with a bundle of collect mail. The classic legend on the subject is that Zachary Taylor (who had no franking privilege at the time) did not learn for some time that he had been nominated for the Presidency because he refused the letters informing him of the fact in a huge bundle of congratulatory mail which had been sent collect.

In the days of high postage charges, the right to receive one's mail free could be far more important to those with the franking privilege than the right to send their own mail free to others. Thus, the franking privilege included the right to receive mail free. This facet of the franking privilege also facilitated communications between officials of the Treasury and War departments in the field who otherwise would have had to submit claims for reimbursement of postage on mail sent to Washington on official business. The Post Office Department also, during those years, made maximum use of the franking privilege for its official communications to postmasters. Postmasters had the franking privilege on official mail and since it included the right to receive mail free, franking signatures were unnecessary on official mail sent to them by the offices of the Assistant Postmasters General in Washington, or by other Postmasters.

THE "PERSONAL PRIVILEGE" OF FRANKING AS OPPOSED TO THE PRIVILEGE FOR OFFICIAL MAIL

The first franking enactment of the Continental Congress on Nov. 8, 1775, almost seven months before the signing of the Declaration of Independence, resolved that: "All letters to and from delegates of the united colonies, during the sessions of Congress, to pass and be carried free of postage, the delegates not to frank or enclose any letters but their own". Thus, the franking privilege made no separation between letters sent or received on official business and those of a private, personal nature.

The enactment of the Continental Congress of March 11, 1782, which repealed all previous enactments permitting franking, provided the privilege to those members who "have taken their seats" and were "actually attending to their duty". This same enactment provided the franking privilege to the Commander in Chief of the Continental Army (George Washington) or "of any separate army" but required that only letters and packets "on public service" would be free.

These two enactments established what eventually became a vague pattern. The members of the House and Senate could frank anything they desired up to two ounces in weight, within the period when they were in office and later, for a time afterwards. However, the appointive officials of the executive branch of the government, excluding, of course, the President and the Vice-President, were eventually permitted to frank or receive mail only on official business. Cabinet members were usually made an exception to this practice, although this was not always the case.

By the 1840s, the Postal Laws and Regulations provided for six different classes of the franking privilege. Of these, the first class included the widows, ex-presidents, the President and Vice-President, all cabinet members and various subsidiary public officials, and the members of the House and Senate, giving all these the right to send and receive their own personal mail free, "subject to certain restrictions" - usually of weight of letters or term of service. Each subsequent class in the regulations of 1843, which were liberal relative to permitting personal mail, added restrictions as to content, depending upon whether or not it was official business.

The second class in 1843 was for official business only. It included the Solicitor of the Treasury, various officials of the War Department and all the chiefs of the Navy Department's five bureaus.

The third class spelled out franking for the deputy postmasters, i.e., the postmasters. Briefly, they could frank or receive all personal letters up to half an ounce in weight, but normal postage applied to the differences on all heavier letters except those on official business, which were free.

The fourth class permitted governors of states, and adjutant generals of state militias to free frank and receive certain official mails. The governors could only frank official documents up to three pounds to the officials of other states. The adjutant generals of militia could only frank or receive free mail to ranking officers of their own states.

The fifth class permitted the Chief Clerk of the State Department to frank any public and official documents sent from that office and the sixth class referred to the mailing of newspapers free under certain conditions.

Most of the sporadically issued Postal Laws and Regulations, or P.L. & "Instructions", as the earlier versions were called, dealt with the subject of personal and official mails relative to what could be franked. However, though the regulations varied somewhat in describing what offices could frank, the personal franking privilege of the elected officials (the Congress; the President; Vice President, the Ex-Presidents) and the widows remained a constant in their right to frank and receive personal mail. Today the Ex-Presidents, widows of Presidents and the Ex-Vice Presidents are probably the only frankers who can frank personal mail. While, in a sense, all their mail is personal, the fact remains that most of it stems from their previous relationship to the presidency.

SIGNATURES ON COVER FOR PURPOSES OTHER THAN FRANKING

There are a good many reasons, aside from a sender's franking privilege, that signatures were placed on covers during the 19th century. They may have been applied to indicate censorship in wartime. During the Civil War and Spanish American War as well as in the intervening years, signatures were required on soldiers' and U.S. Navy sailors' letters so that they could be sent collect and without charges other than regular postage.

During the "brownout" of 1845-47, when only the Assistant Postmasters General and the Postmasters of the Post Office Department retained the franking privilege among the officials of the Executive Departments, many official covers were marked "charge" and a signature and title provided to indicate authorization. Such signatures, while having the appearance of franks, were marked "PAID" with a rate, and are not "franks" in the sense of the franking privilege.

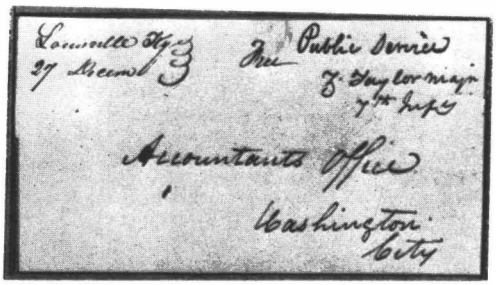
Army officers were required prior to the Civil War to endorse and sign mail sent on official service to certify its nature. Much of this mail was sent collect, but some of it, addressed to War or Treasury Department officials who received official mail free under their franking privilege, was mailed free with appropriate markings at the mailing post office. Many covers of this type exist with signatures of officers ranking from lieutenant to colonel.

The so-called franked army covers of Zachary Taylor as Colonel or when he had lesser rank were such certifications. The same is true of all of the so-called free franks of Robert E. Lee. As a young lieutenant in the Office of the Chief Engineer of the Army in the mid 1830's, he did not possess the franking privilege, nor did the Chief Engineer of the Army until a year or so after Lee had left that office. As a Confederate General, neither Lee nor any other officer of the Confederacy outside the Post Office Department had the franking privilege. Lee's signed covers sent from the Engineer Office of the Army always bear a second signature of a War Department Official who did possess the franking privilege. Thus, Lee's signature is simply to certify the letter was on official business so that the other official could frank the cover. In such cases, it is obvious that the autographic value of a cover endorsed by Lee would establish the price rather than the franking of the cover by such officials as Commissioner of Pensions J.L. Edwards or Commissioners of Indian Affairs Elbert R. Herring or Carey Harris.

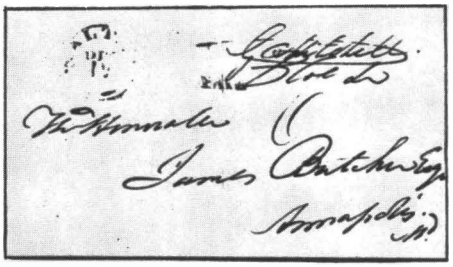
For post-1873 signed covers of the Presidents, see the FREE FRANKS OF THE PRESIDENTS section of the catalog.

SIGNATURES ON COVER

FOR PURPOSES OTHER THAN FRANKING



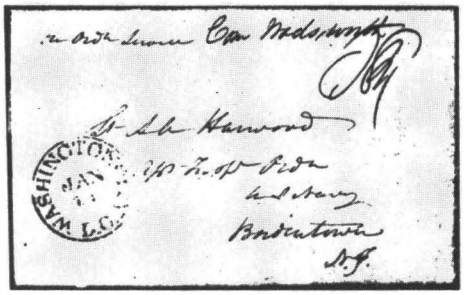
Signed by Major Zachary Taylor of the 7th Infantry during the War of 1812. This cover is directed to the War Dept. Accountant's Office in Washington, being postmarked and endorsed "free" at Louisville, Ky, per the m/s postmark. Taylor, as a field officer of the U.S. Army, didn't have the franking privilege, but the addressee, the War Dept. Accountant, did have it to receive official mail free. Thus, Taylor's signature, testifying to the official nature of the letter, permitted the cover to be marked "free" at Louisville.



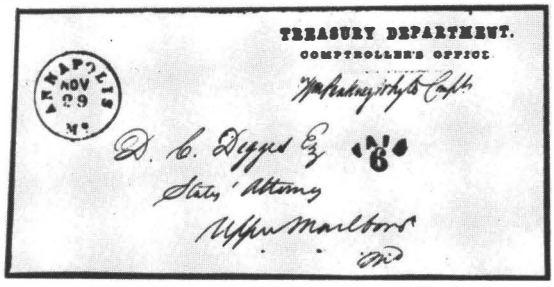
This War of 1812 cover, routinely endorsed by Brevet Col. Geo. E. Mitchell, a War of 1812 Army officer, was prepaid 6¢ at Baltimore. Mitchell did not have the franking privilege, nor did the addressee. Most such covers were sent unpaid, collect. "PAID" or due ratemarks are always a clue so take another look at an allegedly franked cover.



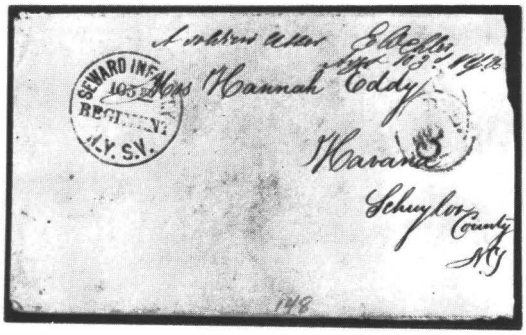
Bearing the signature of Marquis De La Fayette below the words "particularly recommended," this letter was sent at the time when La Fayette was visiting the U.S. in 1824-5. The note was charged as a due drop letter by the New York post office (note the m/s "1") when they postmarked the cover on 15 Aug., 1825. Rate markings are always a reason to give a cover a more careful look, nor are they always obvious. Obviously, La Fayette's Revolutionary War franking privilege didn't carry over until 1825!



As a member of the Board of Navy Commissioners, 1837-40, Commodore Alexander S. Wadsworth had exercised the franking privilege. The fact that this cover was sent in 1845 with postage collect didn't keep it from being offered as his frank, in spite of the due marking content with his full signature and date. The notation on the front is actually a docketing by the recipient, even though it is written after the "on Ord.(nance) Service" like a franking signature.



With an official imprint and what looks like a franking signature, this cover with an Annapolis postmark and arced "PAID/6" has been exhibited many times as a frank. However, it emanated from the office of Maryland State Comptroller Wm. Pinkney Whyte, 1853-5 and the signature was an authorization for the postage to be paid from State Funds. Many states used similar means to charge postage on official mail, the clue being postal markings, including ratemarks, of state capitals and lack of "Free" designations with, often the word "charge".



The Civil War saw collect soldiers' letters sent with signatures, placed similarly to those on franked covers, certifying the nature of the letter under laws passed in 1861 and (for the Navy and Marines) in 1862. This cover bears the regimental handstamp of the 103rd New York State Volunteers, (to comply with the law that the unit must be included in the legend) and a signature of an officer with the words "Soldier's Letter". Such letters were collect in an era when other domestic mails had to be prepaid, but the signatures are not franks in that they didn't replace the postage.

THE LAWS AND POSTAL REGULATIONS GOVERNING FRANKING

There were several processes by which franking was provided to government officials and even more variations as to what the laws provided. The common factor was that letters franked by a government official bore his signature and those addressed to him relied upon the address to proclaim his office, with an act of Congress or Postmaster General's order providing the franking privilege in each situation. A franker was required to write "free" and his position which was provided the franking privilege as well as his signature. Portions of the franking legend were either handstamped or printed. A few examples of these are found on stampless folded letters, however in the late 1840's when envelopes came into use they are much more common.

A great many of the laws enacted by Congress to provide the franking privilege to a Department, Bureau or Office weren't postal laws but were part of the enactment creating, redefining or simply continuing a particular segment of the government. Often, a paragraph near the end of the enactment would provide the Commissioner of the new Bureau or Superintendent of the new Office with his salary and the franking privilege.

The franking privilege was often granted, in the days prior to the requirement that domestic letters be prepaid, to those new governmental branches which were expected to have a large correspondence flowing inward as well as outward. Under the circumstances, the franking privilege saved a great deal of time consuming postage collection and record keeping.

As an example of how the establishment of a new government office was then handled, an act of Congress, approved on February 7, 1815, established a Board of Navy Commissioners. It consisted of "three officers of the Navy, whose rank shall not be below a post captain" to operate the Navy under the supervision of the Secretary of the Navy. After considerable detail as to duties of the new Board, Section 3 of the act reads:

"And be it further enacted, that the officer of the said board, holding the oldest commission, shall preside, and each commissioner shall be entitled to receive, in compensation for his services, three thousand, five hundred dollars per annum, in lieu of wages, rations, and other emoluments as naval officers, and all letters and packets, to and from the said commissioners, which relate to their official duties, shall be free of postage."

Thus, the Congressional enactment simply stated the Navy Commissioners had the free mail privilege for their official mails, but they left to the Post Office Department regulations the requirement for written signatures, "free" and the statement of the capacity under which they franked.

Since the law providing the privilege wasn't a postal law, the notification to postmasters became a matter for post office "Instructions". The first notification of the Navy Commissioners' franking privileges was in a printed bulletin dated April 12, 1815, which listed all those posts having the franking privilege and whether they had the privilege for personal mail or could frank on official business, only. This notice was apparently sent to all postmasters, and thus mail addressed to those with the franking privilege could have been mailed free from any post office in the country.

The next Postal Laws & Instructions issued after 1815 was that of 1817. The list of those with the franking privilege, including the Navy Commissioners, was included as "Instruction XV." Since only the laws concerning the Post Office were included in the "Laws" section, that portion had no mention of the Navy Commissioners, or many other officers of the government who had had their franking privilege granted as a part of an act not essentially a postal law.

The postal laws were completely revised and updated in a new act of Congress approved March 3, 1825, but the "Laws" section again omitted the franking privilege of the Board of Navy Commissioners and, presumably, many other positions of government granted the privilege by laws still current but not part of the postal legal structure, though Instruction XV was continued, listing the Navy Commissioners as before. However, the Navy Commissioners franking privilege was included in a postal act "Amendatory of the Act regulating the Post Office Department" (of 1825) approved March 2, 1827, so as long as those posts existed, they were thereafter included in both the postal laws and regulations. Therefore, it is important to remember that Postal Laws and Instructions, or, later, Regulations (P.L.& R.) sections often included lists of those who had the franking privilege, some of which wouldn't be found in the "Laws" portion of the P.L. & R., as they had been included in other, nonpostal legislation.

Not all franking privileges stemmed directly from an act of Congress. For some offices, with large volumes of mail, certain subordinate posts (clerks) were granted the franking privilege by order of the Postmaster General. This was evidently done by letter from the Postmaster General to the Washington postmaster, indicating that such franked mail should be accepted. In these cases it wasn't necessary to notify anyone other than the mailing office, as mail addressed to the particular government office could be received free under the franking privilege of supervising cabinet members or bureau heads.

Sometimes covers with what are evidently valid franking signatures will bear postage due markings. This usually stemmed from some infringement of the franking laws that may not be apparent. The weight limitations on franked personal mail sent by postmasters was 1/2 ounce during the periods 1798-1845 and 1847-1863. Postmasters, however, could frank official business mail continuously between the years 1798-1873. Congressional franked letters, other than certain printed matter, were limited to two ounces, nor could they frank after certain specified periods following the end of a session of Congress or after leaving office. Those with the franking privilege were forbidden to frank letters for others or give away or leave franked envelopes for others to use. Postmasters were instructed to charge due postage on franked letters when they were sure the signer of the frank was absent from the area.

Most of the franking restrictions were to prevent abuse of the franking privilege, which was prevalent throughout the franking era in spite of numerous laws and regulations. From a relatively simple start, with few restrictions, the franking privilege grew into a very complicated affair involving hundreds of offices and thousands of people, counting postmasters and Treasury Department revenue officials away from Washington who were permitted to frank to one another by the 1860's.

The following is a typical list of those permitted to frank, with coded notes showing the extent to which this was permitted, as taken from the U.S. Mail & Post Office Assistant for November, 1869. Oddly, even then the Attorney General is omitted from the list by error.

The Franking Privilege

"We give below an alphabetical list of persons entitled to the franking privilege, which we feel assured will meet a want long felt by many postmasters. Those who do not file the MAIL, to have all the numbers ready for reference, should at least preserve this number and have it always at hand. The list is as full as our research has enabled us to make it. If there should be any omissions, they will be supplied on information of the fact.

The franking privilege is of two kinds, viz: 1, personal, traveling with the person, and may be exercised wherever that person may be; 2, an official trust, which can only be exercised for official correspondence, and, of course, must be sent to or from the office occupied by the officer.

The figures refer to notes at the bottom of the list, which are based on Chapter XX of Regulations of 1866.

It must be remembered that the act of March 1, 1869, makes no alteration in the Franking Privilege, but merely renders illegal use of a facsimile signature of the party franking."

Adjutant-General of the United States	4
" " of the several States and Territories may frank testimonials, etc., to soldiers in the late war	Special
Assessors to Assessors	"
" to Assistant Assessors	"
" to Collectors	"
Assistant Assessors to Assessors only	"
" Postmasters General	4
" Secretary of the Interior	4
" " " Navy	4
" " " State	4
" " " Treasury	4
" " " War	4
*	
Auditors of the Treasury	4
Chief Clerks of the Interior	4
" " Navy	4
" " State	4
" " Treasury	4
" " War	4
Chief-Engineer of the United States	4
Clerk of House of Representatives	3
Collectors to Collectors	Special
" " Deputy Collectors	"
" " Assessors	"
Colonel of Ordnance	4
Commissary-General of Subsistence	4
Commissioner of Agriculture	4
" Customs	4
" Education	4
" Freedman's Bureau	4
" Immigration	4
" Indian Affairs	4
" Internal Revenue	4
" Land Office	4
" Patents	4
" Pensions	4
Congressional Globe & Appendix (weekly)	Special
" Printer	4
Comptrollers of Currency	4
" Treasury	4
Delegates from Territories	2
Deputy Collectors to Collectors	Special
" Commissioner of Internal Revenue	4
Inspector-General of the United States	4
Librarian of Congress (copyright book,etc, may be sent to, free)	4
Mary Lincoln, Mrs.	
Members of House of Representatives	2
" Senate	2
Paymaster-General of the United States	4
Postmasters to each other on official business	
Postmaster-General	1
Provost-Marshal General	4
President, by himself or Secretary	1
Quartermaster-General of the United States	4
Register of the Treasury	4
Secretary of Interior	1
" Navy	1
" Senate	3
" State	1
" Treasury	1
" War	1
Smithsonian Institution, copyright books May be sent to free	Special
Solicitor General and Naval Judge Advocate	4
Solicitor of the Treasury	4
Surgeon-General of the United States	4
Treasurer of the United States	4
Vice-President	1

1. A personal privilege. Mail matter may be sent by or to without being indorsed official business.

2. A personal privilege during their term of office, and until the first Monday of December after its expiration (the term of office commences with the Congress for which they are elected, not with the day of election). Restricted to letters and packets not exceeding four ounces in weight, and public documents irrespective of weight.

3. A personal privilege, during their official terms, restricted as members of Congress.

4. An official trust, restricted to official business, and does not travel with the office. But must be exercised to or from the office occupied by him.

* - Note that the Attorney General of the U.S. has been omitted by error.

SOME LANDMARKS IN THE FRANKING LAWS

A few landmark enactments affecting, compiling, and/or substantially changing the existing franking laws were published in the P.L & R. prior to 1875. Most of these enactments had a negative effect upon the franking practice, such as the enactment of 1845, when Congress abolished franking in the Executive Departments, except for the three Assistant Postmasters General, who were permitted to frank and receive mail only upon official business. The privilege was restored in 1847, after two years of charging postage on letters by officials in the Departments by writing "Charge.. Department," and signing their name. These are not free franked covers, but are interesting nevertheless.

An act of 1869 required franking signatures to be written rather than applied by a handstamped or printed facsimile. An enactment, effective July 1, 1873, abolished all franking privileges. This total abolishment of the privilege remained in effect for only two years. By 1875, a Congressional enactment permitted its members and delegates to mail copies or portions of the Congressional Record, containing their speeches or reports, to be franked under their written signatures. In the meantime, the Executive Branch of the government was using official stamps, succeeded in a few years by the penalty clause imprints. Any clerk could use either and executives or special clerks designated for the purpose no longer had to spend hours signing their names to large mailings.

Congress, in abolishing the franking privilege and providing the Departmental official stamps, resolutely decided to use ordinary postage stamps on their correspondence, but probably found a way to account for the expense, even if their correspondence did diminish for a time. Probably their major benefit from abolishing the franking privilege was that their constituents could no longer write to them at no charge for postage.

In 1877, Congress enacted the first penalty clause legislation and reaffirmed their free franking privilege to mail out printed speeches and documents. Also in the enactment of 1877, the Vice President of the United States, in his capacity as president of the U.S. Senate, was granted the same franking privileges as the other members of Congress. The Vice President has continued to exercise those same franking privileges, as does Congress, to this day and is thus the only prominent member of the Executive Branch to have the franking privilege.

In the 1890's, the franking privilege of Congress was again extended to include letter mail sent by them but the free receipt of letters addressed to them has never been restored. The franking privilege on letter mail, as restored on January 12, 1895, after a "blackout" of over 20 years, permitted franking on about the same basis as today. Within a few years, facsimile signatures rather than written signatures were imprinted on the covers, together with the necessary legends to explain why the letter should go free. Thus, since about 1900, the normal way franks are found is with "impressed" or imprinted rather than written signatures. Written signatures are permissible and occasionally used, but are not the norm.

UNUSUAL FRANKING PRIVILEGES

From the time President George Washington was granted the franking privilege as Ex-President (his right to receive mail free being enacted a few days before Washington left office), Congress has at times granted the franking privilege to individuals or organizations not a part of the Federal government or in other unusual circumstances.

The franking privileges of the Presidents, Ex-Presidents and Presidents' widows will be discussed under the sections listing those frankers, but the granting of the franking privilege in 1828 to Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, recog-

nized the same problem. This was that Carroll as well as Ex-Presidents and their widows received large volumes of collect mail as a result of their fame in the public service. It was also true that some of the Ex-Presidents had severe financial problems in retirement.

In 1849, those taking the Federal Census in the field (the U.S. Federal Marshals and their assistants) were granted the franking privilege. The privilege remained in effect until at least 1890, the privilege for the census takers not being considered abolished by the act effective July 1, 1873, as announced in 1879 when the 1880 census was being considered. It is probable, however, that most of the census mail was sent with official stamps or penalty envelopes.

In the early days of the United States government, all the offices at the capitals in New York, Philadelphia and Washington (the final move being made in May-June, 1800), were grouped into a few buildings. In each of the Departments, except the Treasury Department, all mail was franked by the Secretary plus one or two others, so that the absence of the cabinet member placed the responsibility of conducting routine business, including franking letters, on subordinate clerks. When the Departments had no person present who had the franking privilege, the postal law of 1799 provided that other cabinet members or the Postmaster General (not then a cabinet post) could frank mail of Departments other than their own. Thus, franked covers from government offices will be found bearing the franking signature of a cabinet member never associated with that Department. Several such exist.

The state militias were considered in the early years to be the key element of the national armed forces (rather than the tiny Regular Army). The postal law of 1810 gave the privilege to the Major or Brigadier Generals of Militia of the several states to frank mail to their Adjutant Generals on official business of the militia. This was in force until 1845.

Little is known about the granting of the franking privilege in 1813 to the "Vaccine Agent". It was apparently a part of the campaign to stamp out smallpox. No franked letters of "up to 1/2 ounce in weight" have been reported and no details, or the names of any Vaccine Agents, have been reported.

In the 1830's, various commissions were established to handle claims against certain foreign countries stemming from the War of 1812, the Napoleonic wars, etc. The secretaries of at least three of these commissions were given the franking privilege and franked covers from the secretaries of the French, Danish and Spanish Commissions, exist.See FRANKS OF THE STATE DEPARTMENT for further information.

In 1834, the franking privilege was given to the "Governors of the several states" to transmit laws and reports "to the executives of other states." This law was in effect until 1863, and a few free franked covers of Gov. Brigham Young of Utah Territory exist. From the content of at least one of the covers, it appears that Gov. Young interpreted the law quite liberally.

As early as 1798, certain Supervisors, Commissioners, Assessors of Direct Taxes and Collectors of the Internal Revenue who were not stationed at the national capital were given the privilege to frank official mail. In some cases, the privilege was limited to correspondence with one another or with the supervising Commissioners at the Treasury Department and in other cases to correspondence within their own district.

An enactment in 1868 permitted the Adjutants General of "the several states or territories (specifically mentioning Ohio and New Jersey)" to frank "medals, certificates of thanks or other testimonials awarded by state legislatures" to Civil War veterans.

The first restoration of the franking privilege in 1875 permitted packets of seeds from the Commissioner of Agriculture to be franked. The same was true of similar materials secured by Congressmen or Delegates from the Department of Agriculture to send to their constituents. In 1887, continuing the program to encourage agricultural development which had begun in the U.S. Patent Office in the days of Jefferson, the franking privilege was granted to heads of Agricultural Experiment Stations sponsored or with "official" status in the several states and territories. In spite of some rather extensive red tape in the 1887 Regulations, several such franked covers are known.

PRICING OF FREE FRANKED COVERS

Pricing of franked covers in the past has been mainly based upon autographic values and ignored postal history factors. This will continue with franked covers having autographic appeal, but the pricing in this section introduces postal history factors as well, since franks and franking are an important postal history subject.

Many factors other than the identity of the franker (which may be relatively unimportant on most covers) affect the values of franked covers. Following are such factors with comments as to how they may affect values.

Prices are for covers bearing manuscript signatures (unless otherwise stated) and legends of office and bearing postal markings showing they passed through the postal system. Prices are for covers bearing common postmarks, normally Washington, D.C.

Covers bearing handstamped signatures sent prior to April 1869 should be discounted by 25% to 50% from the price for covers franked with handwritten signature.

Covers using a printed facsimile signature as a part of a printed legend of office, usually sent from Civil War and post-war War and Treasury Department offices, sell for about 10% to 25% of the prices listed for covers with written signatures. These are often on legal size envelopes.

Following c. 1900 printed facsimile congressional or Vice President's franks are the norm and are priced as such. Written franking signatures of these men after 1896 are exceptional and most of the modern signed covers are autographic in nature.

"Autopen", printed or other similar mechanically applied facsimile franking signatures have been used to frank covers in modern times by Ex-Presidents and their widows. They are the norm and pricing in these lists is on that basis. The written examples occasionally seen are often "favor" signatures, which increases their value greatly for the collector of autographed covers.

Condition -- prices are for clean, sound covers with fine, clear postal markings and bearing franking signatures identifiable as valid for the office and period concerned under the franking laws then current.

Franking legend and legality -- legends on franked covers should include whatever was required by the postal regulations - written signature and "free" and identification of the post from which the frank was sent.

Congressional franks from the frankers' home area:

Senators -- franked from home state . . . . . add 25%

Representatives -- from home district . . . . . add 40%

Territorial Delegates from home territories
. . . . . add 25% to 500%

Unusual postal markings (WAY, STEAMBOAT, railroad, etc) will add a substantial premium to most franked covers. In essence, the cover will be valued for the postal use rather than the frank and reference should be made to the cataloging of the particular markings in this work for pricing.

Content of franked covers -- All covers in this section are priced with no consideration of enclosed letters, or docketing by famous addressees, such as provided frequently by Abraham Lincoln with notes on the back of incoming mail. Interesting political and/or historical contents can greatly increase the value of a cover.

Abuse of the franking privilege -- Covers showing abuse of the privilege, usually in the form of sending personal letters when the privilege only applied to official mail, or deliberate franking of others' letters command premiums of 50 to 200% of the prices listed. It should be recognized, however, that congressmen and many officials had the "personal" mail privilege, and letters of others, when written under the directions of the franker, were legitimate to frank.

FRANKING UNDER THE CONTINENTAL CONGRESS

Franking under the Continental Congress commenced with that body granting itself the franking privilege by a resolution on November 8, 1775. The resolution granted the privilege to the Delegates "during the sessions of Congress" and they were "not to frank or enclose any letters but their own". The franking privilege was somewhat amended or clarified in 1782 to apply only to those Delegates who "have taken their seats" and "are actually attending to their duty," and this continued throughout the era of the Continental Congress.

Subsequent resolutions of the Continental Congress extended the franking privilege to the Commander in Chief of the Continental Army and other Army personnel, and to the Departments of War, Finance and Foreign Affairs under the Congress. In July 1775 Congress had enacted a resolution establishing a General Post Office for the United Colonies which called for a Postmaster General with a secretary and comptroller, and estalished their salaries, but no mention of those officers having the franking privilege was made in the resolution. The only other officer of the Congress to have the franking privilege was Secretary of the Congress, Charles Thomson, who was given the privilege in a resolution on October 18, 1782.

In the Biographical Directory of the American Congress all delegates are listed, by state and with, in the later sections, a biography. This tome also lists all members to date of the U.S. Congress, cabinet members by administration and much other data of value to collectors of franked mail.

There were fifteen Continental Congresses of various durations that sat at various locations, but the franking privilege wasn't available until midway in the tenure of the second Congress. The dates of the Delegates' participation and attendance are important to fully understand the details of such franks. For example, since George Washington had left Congress to assume command of the Continental Army earlier in 1775 than the franking privilege was made available to the Delegates, his frank isn't available as a Delegate, and thus franks from him during the Revolution are always as Commander of the Army.

LOCATION	COMMENCED	FINAL DATE
Philadelphia	5 Sep 1774	26 Oct 1774
Philadelphia	10 May 1775	12 Dec 1776
Baltimore	20 Dec 1776	4 Mar 1777
Philadelphia	5 Mar 1777	18 Sep 1777
Lancaster, Pa.	27 Sep 1777	(One day, only)
York, Pa.	30 Sep 1777	27 Jun 1778
Philadelphia	2 Jul 1778	21 Jun 1783
Princeton, NJ	30 Jun 1783	4 Nov 1783
Annapolis, Md.	26 Nov 1783	3 Jun 1784
Trenton, NJ	1 Nov 1784	24 Dec 1784
New York City	11 Jan 1785	4 Nov 1785
New York City	7 Nov 1785	3 Nov 1786
New York City	6 Nov 1786	30 Oct 1787
New York City	5 Nov 1787	21 Oct 1788
New York City	3 Nov 1788	2 Mar 1789

SECRETARY OF THE CONTINENTAL CONGRESS

NAME	STATE	OTHER POST	VALUE
Charles Thomson	PA	None	1200.00

THE PRESIDENTS OF THE CONGRESS

The Presidents of the Continental Congress were elected by the Delegates from their membership, much as is the Speaker of the House of Representatives today. The first President of the Continental Congress to have the franking privilege was John Hancock as the privilege was granted by Congress during his first term in this office. Henry Middleton as a Delegate until 1776 had the franking privilege but not as President of Congress. Peyton Randolph the first President of the Continental Congress died on Oct 22, 1775, before the privilege was granted.

PRESIDENTS OF THE CONTINENTAL CONGRESS

NAME	STATE	ELECTED	VALUE*
Peyton Randolph****	VA	5 Sep 1774	---
Henry Middleton	SC	22 Oct 1774	---
Peyton Randolph****	VA	10 May 1775	---
John Hancock	MA	24 May 1775	4000.00
Henry Laurens	SC	1 Nov 1777	3000.00



John Jay**	NY	10 Dec 1778	---
Samuel Huntington	CT	28 Dec 1779	2000.00
Thomas McKean	DE	10 Jul 1781	---
John Hanson	MD	5 Nov 1781	---



Elias Boudinot	NJ	4 Nov 1782	---
Thomas Mifflin	PA	3 Nov 1783	1500.00
Richard Henry Lee	VA	30 Nov 1784	2500.00
John Hancock	MA	23 Nov 1785	4000.00
Nathaniel Gorham	MA	6 Jun 1786	---
Arthur St. Clair***	PA	2 Feb 1787	600.00
Cyrus Griffin	VA	22 Jan 1788	---

* Values are for any cover franked as Delegate.
** Jay also franked as Secretary for Foreign Affairs under Continental Congress; see State Department.
*** St. Clair franked as Commanding General, U.S. Army, 1791-2.
**** Died prior to privilege being granted.

FRANKS OF MEMBERS OF THE BOARD OF THE TREASURY, DEPT. OF FOREIGN AFFAIRS AND DEPT. OF WAR OF THE CONTINENTAL CONGRESS: OFFICERS OF THE CONTINENTAL ARMY

Franks of many of the members of the boards and departments under the Continental Congress which evolved into the similar executive departments of the Federal government are known. These will be found listed with the franks of those departments later in this catalogue. Also known are franked covers of many officers of the Continental Army and those will be found listed in a section of franked mail from the Armies in the Field, at the end of the War Department section.

FRANKS OF THE DELEGATES TO THE CONTINENTAL CONGRESS

Many franked covers of Delegates to the Continental Congress exist from the period after Philadelphia was evacuated by the British in June 1778. The Congress reconvened there on July 2 of that year and remained there for five years. Many more covers are known from the years after the Revolution ended. Both the British and the Congress had declared hostilities ended as a result of the signing of the preliminary version of the Treaty of Paris on November 30, 1782. The final version wasn't ratified by Congress until January 14, 1784.

In June 1783, Congress fled from Philadelphia to Princeton, N.J., to avoid a confrontation with Continental Army veterans seeking financial settlement for back pay, etc. from their Revolutionary War service. The Continental Congress never returned to Philadelphia, moving to Annapolis, Md. in November 1783 and then to Trenton, N.J., to sit during November and December 1784. At that time, New York City was made the national capital and Congress reconvened there on January 11, 1785. It stayed there for the remainder of its existence, which ended on March 2, 1789.

Covers franked from Delegates who were not Signers, Presidents of the Congress or Framers of the Constitution are frequently seen, franked from either Philadelphia or New York City. Covers franked by delegates from other cities where the Congress sat are very rare, possibly because they are difficult to identify unless the contents, including a letter heading or a docketing, provide an origin. Few, if

any, of the Delegates' franks from any city, other than Philadelphia or New York, bear postmarks, and thus identification and dating has to rely on other means.

Franks of Delegates from the Revolutionary War years are probably rarer than those of later years, but this seemingly obvious factor is nearly offset by the meagre attendance of Delegates to the Congresses after 1786 under the Articles of Confederation. (The Delegates franking privilege only applied to those in attendance at the sessions.) The poor attendance and refusal of the Congress to exercise either its authority or financial responsibility (if it had either, as delegated by the States) made enactment of the ordinance setting up the "Territory North West of the River Ohio", a landmark enactment, and the resolution providing for the Constitutional Convention at Philadelphia of 1787, near miracles.

The First Congress under the Constitution held its First and Second Sessions (March 4 to September 29, 1789 and January 4 to August 12, 1790) in New York City; the Third (and last) Session of the First Congress was held in Philadelphia. Thus, usages of covers franked by Delegates to the later sessions of the Continental Congress who became U.S. Senators or Members of Congress in the First Congress are often almost impossible to separate if a date isn't present. However, one can consider such franks to be of about equal value.

The editors have not attempted to give values to franked covers of all the Delegates to the Continental Congress owing to space considerations, limited information and the large number of men who served. The following short list is designed to give a representative valuation of the franks of Delegates to the Continental Congress.

Delegate	State	Tenure	Value*
William Blount	N.C.	1782-83,1786-87	300.00
Nathan Dane	MA	1785-88	325.00
Alexander Hamilton	N.Y.	1782-83,1787-88	750.00
Rufus King	MA	1784-87	400.00
Arthur Lee	VA	1781-84	300.00
James Madison	VA	1780-83,1786-88	450.00
James Monroe	VA	1783-86	400.00
Samuel Otis	MA	1787-88	300.00
Philip Schuyler	N.Y.	1775-77,1778-81	400.00
Theodore Sedgwick	MA	1785-88	300.00
Thomas Tudor Tucker	S.C.	1787-88	250.00
Artemus Ward	MA	1780-81	500.00

* Many of these men franked from other posts, and in some cases, their franks in those posts are relatively common. Examples are Thomas Tudor Tucker as Treasurer of the U.S. from 1801-28 (price, $50.00) and Samuel Otis, Secretary of the U.S. Senate, 1789-1814 ($100.00).

Delegates to the Continental Congress

Listed by State with Dates Served.

Connecticut:

Andrew Adams 1777-80, '81-82
Joseph Cook 1784-88
Silas Deane 1774-76
Eliphalet Dyer 1780-83, 1787-88
Pierrepont Edwards 1787-88
Oliver Ellsworth 1777-84
William Hillhouse 1783-86
Titus Hosmer 1775-76, '77-79
Benjamin Huntington 1780-84, 1787-88
Samuel Huntington 1776-84
William Johnson 1784-87
Richard Law 1778, '83-84
Stephen Mitchell 1781-84 1785-86, 1787-88
Jesse Root 1778-83
Roger Sherman 1774-84
Joseph Spencer 1778-79
Jedediah Strong 1782-84
Jonathan Sturges 1774-87
John Treadwell 1785-86
Joseph Trumbull 1774-75
James Wadsworth, 1783-84, 1785-86
Jeremiah Wadsworth 1787-88
William Williams 1783-84
Oliver Wolcott 1780-84

Delaware:

Gunning Bedford 1786-87
Gunning Bedford Jr. 1783-85
John Dickinson 1776-77, 1779-80
Philemon Dickinson 1782-83
John Evans 1776-77
Dyre Kearney 1787-88
Eleazer McComb 1782-84
Thomas McKean 1774-76,'78-83
Nathaniel Mitchel 1786-88
John Patten 1785-86
William Peery 1785-86
George Read 1774-77
Caesar Rodney 1774-76, 1777-78, 1782-84
Thomas Rodney 1781-83, 1785-87
James Sykes 1777-78
James Tilton 1783-85
Nicholas Van Dyke 1777-82
John Vining 1784-86
Samuel Wharton 1782-83

Georgia:

Benjamin Andrew 1780
Abraham Baldwin 1785, '87-89
Nathan Brownson 1777, 1783
Archibald Bulloch 1775-76
Joseph Clay 1778, 1783
Samuel Elbert 1784
William Few 1780-1788
William Gibbons 1784-85
James Gunn 1788-89
Button Gwinnett 1776-77
John Habersham 1785
Joseph Habersham 1783-84
Lyman Hall 1775-78, 1780
John Houston 1775-77, 1779
William Houston 1783-86
Richard Howley 1780-81
Noble Wimberly Jones 1775, 1781-82
Lachlan McIntosh 1784
Edward Langworthy 1777-79
William O'Bryen 1789
Henry Osborne 1786
Nathaniel Pendleton 1789
William Pierce 1787
Samuel Stirk 1781
Edward Telfair 1778-82, 1784-85, 1788-89
John Walton 1778
George Walton 1776-78, 1780-81, 1787-88
Joseph Wood 1777-78
John Zubly 1775

Maryland:

Robert Alexander 1775-77
William Carmichael 1778-80
Charles Carroll "Barrister" 1776-77
Charles Carroll of Carrollton 1776-77
Daniel Carroll 1780-84
Jeremiah Chase 1783-84
Samuel Chase 1774-78, '84-85
Benjamin Contee 1787-88
James Forbes 1778-80
Uriah Forrest 1786-87
Robert Goldsborough 1774-75
John Hall 1775, 1783-84
John Hanson 1780-83
William Harrison 1785-87
William Hemsley 1782-84
John Henry 1778-81, '84-87
William Hindman 1784-87
John Howard 1787-88
Daniel Jenifer of St. Thomas 1778-82
Thomas Jefferson 1774-77
Thomas Sim Lee 1783-84
Edward Lloyd 1783-84
James McHenry 1783-86
Luther Martin 1784-85
William Paca 1774-79
George Plater 1779-81
Richard Potts 1781-82
Nathaniel Ramsey 1785-87
Richard Ridgley 1785-86
John Rogers 1775-76
David Ross 1786-87
Benjamin Rumsey 1776-78
Gustavus Scott 1784-85
Joshua Seney 1787-88
William Smith 1777-78
Thomas Stone 1775-79, 1784-85
Matthew Tilghman 1774-77
Turbutt Wright 1781-83

Massachusetts:

John Adams 1774-78
Samuel Adams 1774-82
Thomas Cushing 1774-76
Francis Dana 1776-78, 1784
Nathan Dane 1785-88
Elbridge Gerry 1776-81, 1782-85
Nathaniel Gorham 1782-83, 1785-87
John Hancock 1775-80, '85-86
Stephen Higginson 1782-83
Samuel Holton 1778-80, 1782-83, 1784-85, 1786-87
Jonathan Jackson 1782
Rufus King 1784-87
James Lovell 1776-82
John Lovell 1782-83
Samuel Osgood 1780-84
Samuel Otis 1787-88
Robert Treat Paine 1774-78
George Partridge 1779-82, 1783-85
Theodore Sedgwick 1785-88
James Sullivan 1782
George Thacher 1787
Artemus Ward 1780-81

New Hampshire:

Josiah Bartlett 1775-78
Jonathan Blanchard 1783-84, 1787
Nathaniel Folsom 1774-75, 1777-78, 1779-80
Abiel Foster 1783-85
George Frost 1777-79
John Taylor Gilman 1782-83
Nicholas Gilman 1786-89
John Langdon 1775-77, '86-87
Woodbury Langdon 1779-80
Samuel Livermore 1780-83, 1785-86
Pierce Long 1784-86
Nathaniel Peabody 1779-80
John Sullivan 1774-75, 1780-81
Matthew Thorton 1776-78
John Wentworth Jr. 1778-79
William Whipple 1776-79
Phillips White 1782-83
Paine Wingate 1787-88

New Jersey:

John Beatty 1783-85
Elias Boudinot 1777-78, 1781-83
William Burnet 1780-81
Lambert Cadwalader 1784-87
Abraham Clark 1776-78, 1779-83, 1786-89
Silas Condict 1781-84
John Cooper 1776
Stephen Crane 1774-76
Jonathan Dayton 1787-88
John De Hart 1774-75, 1776
Samuel Dick 1783-85
Jonathan Elmer 1776-78, 1781-84, 1787-88
John Fell 1778-80
Frederick Frelinghuysen 1778-79, 1782-83
John Hart 1776
Francis Hopkinson 1776
Josiah Hornblower 1785-86
William Houston 1779-82, 1784-85
James Kinsey 1774-75
William Livingston 1774-76
James Schureman 1786-87
Nathaniel Scudder 1777-79
Jonathan Sergeant 1776, 1776-77
Richard Smith 1774-76
John Stevens 1783-84
Charles Stewart 1784-85
Richard Stockton 1776
John Symmes 1785-86
John Witherspoon 1776-79, 1780-81, 1782

New York:

John Alsop 1774-76
Egbert Benson 1784-85, 1786-88
Simon Boerum 1775
George Clinton 1775-77
Charles De Witt 1783-85
James Duane 1774-84
William Duer 1777-78
William Floyd 1774-77, 1778-83
Leonard Gansevoort 1787-88
David Ghelston 1788-89
Alexander Hamilton 1782-83, 1787-88
John Haring 1774-75, '85-88
John Jay 1774-77, '78-79
John Lansing 1785-88
John Laurence 1785-86
Francis Lewis 1774-79
Ezra L'Hommedieu 1779-83, 1787-88
Philip Livingston 1774-78
Robert Livingston 1775-77, 1779-81
Walter Livingston 1784-85
Isaac Low 1774-75
Gouverneur Morris 1777-80
Lewis Morris 1775-77
Alexander McDougall 1781-82, 1784-85
Ephraim Paine 1784-85
Philip Pell 1788-89
Zephaniah Platt 1784-86
Philip Schuyler 1775-77, 1778-81
John Morin Scott 1780-83
Melancthon Smith 1785-88
Henry Wisner 1774-76
Abraham Yates 1787-88
Peter Yates 1785-87

North Carolina:

John Ashe 1787
Timothy Bloodworth 1786-87
William Blount 1782-83, 1786-87
Thomas Burke 1777-81
Robert Burton 1787-88
Richard Caswell 1774-76
William Cumming 1784
Cornelius Harnett 1777-80
Benjamin Hawkins 1781-84, 1786-87
Joseph Hews 1774-77, 1779
Whitmil Hill 1778-81
William Hooper 1774-77
Samuel Johnston 1780-82
Allen Jones 1779-80
Willie Jones 1780-81
Abner Nash 1782-84, '85-86
John Penn 1775-76, '77-80
William Sharpe 1779-82
John Sitgreaves 1784-85
Richard Spaight 1783-85
John Swan 1787-88
James White 1786-88
John Williams 1778-79
Hugh Williamson 1782-85, 1787-88

Pennsylvania:

Andrew Allen 1775-76
John Armstrong 1778-80, 1787-88
Samuel Atlee 1778-82
John Bayard 1785-87
Edward Biddle 1774-76, 1778-79
William Bingham 1787-88
Matthew Clarkson 1785-86
William Clingan 1777-79
George Clymer 1776-78,'80-83
Tench Coxe 1787-88
John Dickinson 1774-76
Thomas Fitzsimons 1782-83
Benjamin Franklin 1775-76
Joseph Galloway 1774-75
Joseph Gardner 1784-85
Edward Hand 1784-85
William Henry 1784-86
Charles Humphreys 1774-76
Jared Ingersoll 1780-81
William Irvine 1786-88
David Jackson 1785-86
James McClene 1779-80
Timothy Matlack 1780-81
Samuel Meredith 1787-88
Thomas Mifflin 1774-76, 1782-84
Joseph Montgomery 1783-84
Cadwalader Morris 1783-84
Robert Morris 1776-78
John Morton 1774-77
Frederick Muhlenberg 1778-80
Richard Peters 1782-83
Charles Pettit 1785-87
Joseph Reed 1777-78
James Reid 1787-89
Samuel Rhoads 1774-75
Daniel Roberdeau 1777-79
George Ross 1774-77
Benjamin Rush 1776-77
Arthur St. Clair 1785-87
James Searle 1778-80
William Shippen 1778-80
James Smith 1776-78
Jonathan Smith 1777-78
Thomas Smith 1780-82
George Taylor 1776-77
Thomas Willing 1775-76
James Wilson 1775-76, 1782-83, 1785-87
Henry Wynkoop 1779-83

Rhode Island:

Jonathan Arnold 1782-84
Peleg Arnold 1787-89
John Collins 1778-83
Ezekiel Cornell 1780-83
William Ellery 1776-81, 1783-85
John Gardiner 1789
Sylvester Gardiner 1788-89
Jonathan Hazard 1787-89
Stephen Hopkins 1774-80
David Howell 1782-85
James Manning 1785-86
Henry Marchant 1777-80, 1783-84
Nathan Miller 1785-86
Daniel Mowry 1780-82
James Varnum 1780-82,'86-87
Samuel Ward 1774-76

South Carolina:

Robert Barnwell 1788-89
Thomas Bee 1780-82
Richard Beresford 1783-85
John Bull 1784-87
Pierce Butler 1787-88
William Drayton 1778-79
Nicholas Eveleigh 1781-82
Christopher Gadsden 1774-76
John Gervais 1782-83
Thomas Heyward 1776-78
Daniel Huger 1786-88
Richard Hutson 1778-79
Ralph Izard 1782-83
John Kean 1785-87
Francis Kinloch 1780-81
Henry Laurens 1777-80
Thomas Lynch 1774-76,'76-77
John Mathews 1778-82
Arthur Middleton 1776-78, 1781-83
Henry Middleton 1774-76
Isaac Motte 1780-82
John Parker 1786-88
Charles Pinckney 1777-78, 1785-87
David Ramsey 1782-84,'85-86
Jacob Read 1783-85
Edward Rutledge 1774-77
John Rutledge 1774-77, 1782-83
Paul Trapier 1777-78
Thomas Tucker 1787-88

Virginia:

Thomas Adams 1778-80
John Banister 1778-79
Richard Bland 1774-75
Theodorick Bland 1780-83
Carter Braxton 1775-76
John Brown 1787-88
Edward Carrington 1785-86
John Dawson 1788-89
William Fitzhugh 1779-80
William Fleming 1779-81
William Grayson 1784-87
Cyrus Griffin 1778-81,'87-88
Samuel Hardy 1783-85
Benjamin Harrison 1774-78
John Harvie 1777-79
James Henry 1780-81
Patrick Henry 1774-76
Thomas Jefferson 1775-76, 1783-85
Joseph Jones 1777-78,'80-83
Arthur Lee 1781-84
Francis Lightfoot Lee 1775-80
Henry Lee 1785-88
Richard Henry Lee 1774-80, 1784-87
James Madison 1780-83, 1786-88
James Mercer 1779-80
John Mercer 1782-85
James Monroe 1783-85
Thomas Nelson 1775-77, 1779-80
Mann Page 1777
Edmund Pendleton 1774-75
Edmund Randolph 1779-82
Peyton Randolph 1774-75
Meriwether Smith 1778-82
George Washington 1774-75
George Wythe 1775-77

FRANKS OF THE SIGNERS OF THE DECLARATION OF INDEPENDENCE

In the following list of Signers, prices are for covers franked as a Delegate from any session of the Continental Congress at Philadelphia. Most are not postmarked, and most that are were sent between the years 1778 and 1783 when the Congress again sat at Philadelphia. It should be recognized that for franks of the Signers, prices reflect those prevalent in the world of manuscripts far more than of postal history.

Not all the Delegates to the Continental Congress of July 1776 were in favor of the Declaration of Independence and not all those in favor of it signed in the following August when it was actually signed. Some Delegates were not present by then and a few who signed hadn't been present on July 4 when it was passed. A few others, like Robert Morris, signed, although they had opposed the Declaration in July.

The rarest signatures of the Signers are those of Button Gwinnett, killed in a duel in May 1777, and Thomas Lynch, Jr., lost at sea in 1779. There is no record of a full franked cover of either, although signed manuscript letters of both exist. The most common frank of a Signer is probably that of Charles Carroll of Carrollton (the "of Carrollton" being to prevent confusion with another prominent Charles Carroll of his family, period and area). Carroll's franks, however, mostly date from his use of a special franking privilege granted him by Congress in 1828 when he became the last surviving Signer and received huge masses of mail, mostly collect, of course. Carroll died in late 1832 at the age of 95. From the Congress, probably the franks of Robert Morris and Richard Henry Lee are the most common, possibly because many contain letters of unusual historical significance so that they were saved. Franks of a few of the Signers are common from later years, such as those of John Adams and Thomas Jefferson as Ex-Presidents. A few other franks of Signers, for unknown reasons, have seldom fetched high prices considering the accomplishments of the Signer, such as those of Robert Morris, although the fact his franks are more often seen than those of others is, of course, a factor.

SIGNERS OF THE DECLARATION OF INDEPENDENCE

NAME	STATE	OTHER POSTS	PRICE
Adams, John	MA	Pres.;V.Pres.; Ex-Pres.	3000.00
Adams, Samuel	MA	None	---
Bartlett, Josiah	NH	None	1200.00
Braxton, Carter	VA	None	---
Carroll, Charles (of Carrollton)*	MD	USS(MD)	600.00
Chase, Samuel	MD	None	---
Clark, Abraham	NJ	M.C., NJ	---
Clymer, George	PA	M.C., PA	1000.00
Ellery, William	RI	None	---
Floyd, William	NY	M.C.,NY	1000.00
Franklin, Benjamin	PA	PMG (Col. & U.S.) Framer	---
Gerry, Elbridge	MA	V.Pres.;M.C., MA Framer	1200.00
Gwinnett, Button	GA	None	---
Hall, Lyman	GA	None	2000.00
Hancock, John	MA	Pres. of Cont. Cong.(Delegate)	4000.00
Harrison, Benjamin	VA	None	---
Hart, John	NJ	None	---
Hewes, Joseph	NC	None	---
Heyward, Thomas, Jr.	SC	None	---
Hooper, William	NC	None	---
Hopkins, Stephen	RI	None	---
Hopkinson, Francis	NJ	Framer	---
Huntington, Samuel	CT	Pres. of Cont. Cong.(Delegate)	2000.00
Jefferson, Thomas	VA	Pres.;V.Pres.; Sec. State	4000.00
Lee, Francis Lightfoot	Va	None	1200.00
Lee, Richard Henry	VA	Pres. of Cont. Cong.(Delegate) USS,M.C.,VA	2500.00
Lewis, Francis	NY	None	---
Livingston, Philip	NY	None	---
Lynch, Thomas, Jr.	SC	None	---
McKean, Thomas	DE	None	---
Middleton, Arthur	SC	None	---
Morris, Lewis	NY	None	---
Morris, Robert	PA	USS, PA; Supt. of Finance, Cont. Congress	1000.00
Morton, John	PA	None	---
Nelson, Thomas, Jr.	VA	None	---
Paca, William	MD	None	---
Paine, Robert Treat	MA	None	---
Penn, John	NC	None	---
Read, George	DE	USS, DE; Framer	---
Rodney, Caesar	DE	USS; MC, Del., Atty Gen U.S.	---
Ross, George	PA	None	---
Rush, Benjamin	PA	None	---
Rutledge, Edward	SC	None	---
Sherman, Roger	CT	USS, MC,CT; Framer	---
Smith, James	PA	None	---
Stockton, Richard	NJ	None	---
Stone, Thomas	MD	None	---
Taylor, George	PA	None	---
Thornton, Matthew	NH	None	---
Walton, George	GA	USS, GA	---
Whipple, William	NH	None	1200.00
Williams, William	CT	None	1000.00
Wilson, James	PA	Framer	---
Witherspoon, John	NJ	None	---
Wolcott, Oliver (Sr.)	CT	None***	---
Wythe, George	VA	Framer	---

* Franks of Charles Carroll of Carrollton as a Delegate have not been reported. Price is for frank as USS, Maryland or as last surviving Signer.

** Gerry's frank is known as MC, MA.; price $500.00.

*** Wolcott's frank is unrecorded, but franks of his son, who franked as Secretary of the Treasury and in other posts of the Treasury Department, are often confused with those of his father.

THE FRAMERS OF THE CONSTITUTION

The Continental Congress under the Articles of Confederation had become an ineffective organization by 1786. Although a few competent Delegates were usually present, attendance was very irregular and the required quorum of two Delegates from each of seven states was seldom present. As a result, much of the time, no business could be done and the "united states" would be disunited from sheer inertia unless a drastic remedy was found.

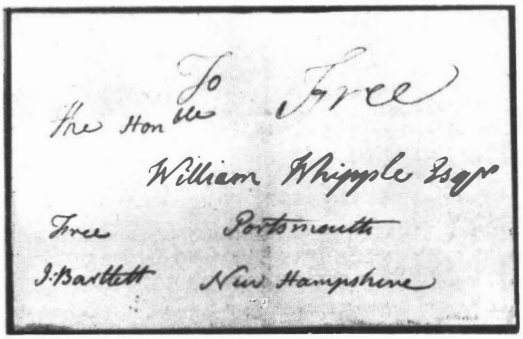
A convention of delegates from the 13 states was called by the Continental Congress in a resolution of February 21, 1787 "for the sole and express purpose of revising the Articles of Confederation". The Convention, held at Philadelphia, was to first meet on May 14, 1787, but not enough Delegates had arrived until May 25, when the Convention organized itself and elected George Washington of Virginia to be its President. The revision by the Convention turned out to be so drastic that it replaced the Articles with our Federal Constitution, except for the Bill of Rights which was added later as a necessary means to secure ratification. The Convention completed their business and all but three of the 42 Framers then present signed the final draft of the Constitution on September 17, 1787. They then adjourned.

The Convention voted by states on all matters and the numbers of delegates sent by each state was as each state wished rather than a set number. Fifty-five Delegates came to Philadelphia representing every state but Rhode Island, which, after some bickering in their legislature, failed to send any Delegates. The states near Philadelphia sent the largest delegations, while those more remote states had trouble in persuading their important men to devote the summer months to traveling to Philadelphia to participate in what seemed a last-ditch and fruitless attempt to preserve the ramshackle federation of states.

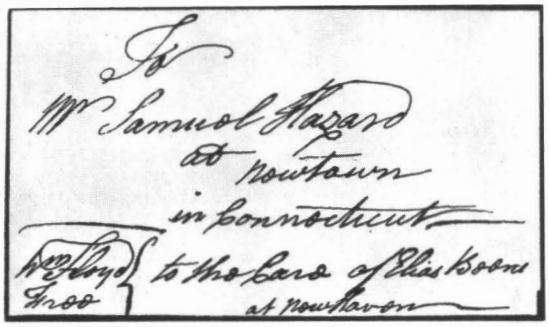
FRANKS OF THE CONTINENTAL CONGRESS

FRANKS OF THE SIGNERS

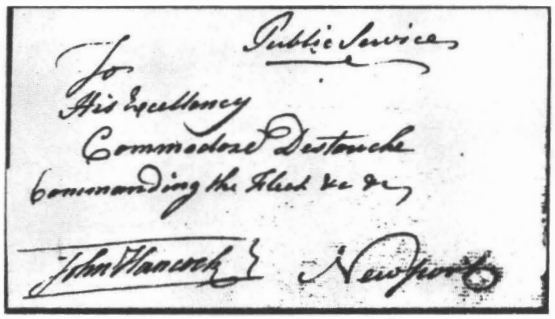
Note: All franks of the Delegates, whether as Signers, Presidents or Delegates, were supposed to be only while Congress was in session.



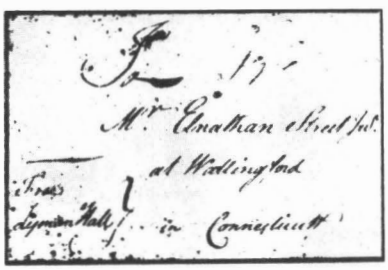
Josiah Bartlett free frank on cover to fellow Signer William Whipple (see Whipple frank). With Phila. S.L. backstamp of June, probably 1776.



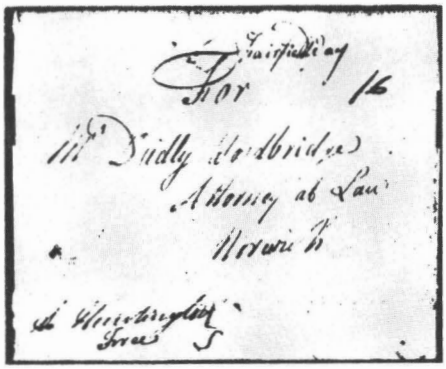
William Floyd -- franked as a Delegate, either 1774-77 or 1778-83.



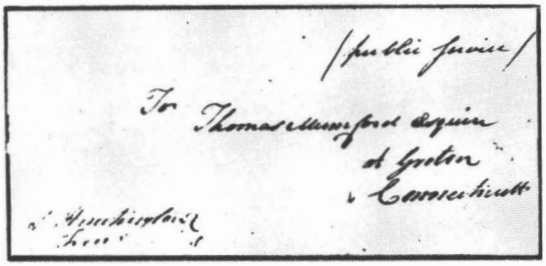
John Hancock -- one of the very few franks of Hancock not franked as President of the Congress. To the commander of the French fleet at Newport, R.I. in 1780.



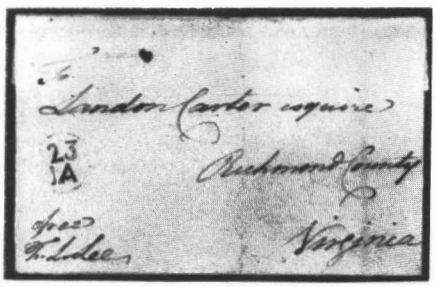
Lyman Hall -- with Phila. S.L., Sept. 28, of 1775-78 backstamped.



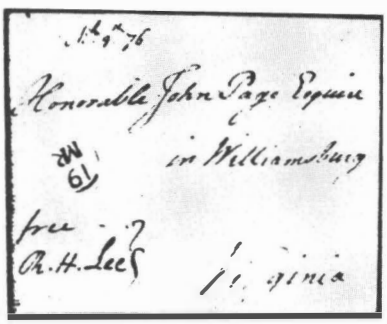
Samuel Huntington -- frank on a WAY letter from Fairfield, Ct., on June 20, 1778. (Congress was in session but Huntington wasn't there).



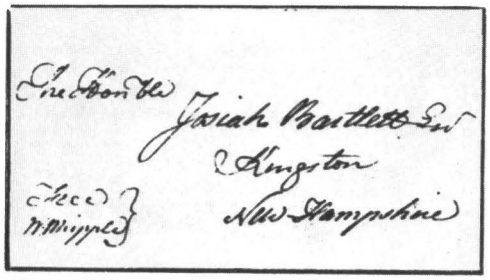
Another Samuel Huntington frank, sent in 1786.



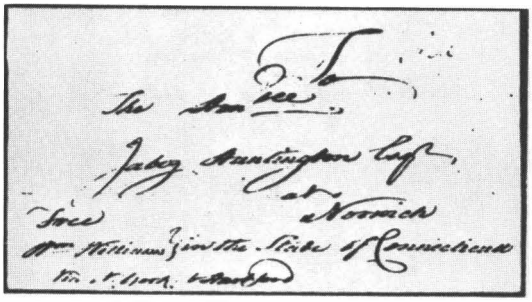
Franked by Francis Lightfoot Lee in 1776. Lee was one of three brothers who were Delegates to the Continental Congress.



Franked by Richard Henry Lee, March 19, 1776. Long. An interesting letter is enclosed with this frank regarding the Continental Army. Lee, who made the motion for the Declaration of Independence, was a brother of Francis Lightfoot and Arthur Lee, both also Delegates.



Franked by William Whipple of New Hampshire to fellow Signer, Josiah Bartlett in 1779. (Note the Josiah Bartlett cover addressed to Whipple.)

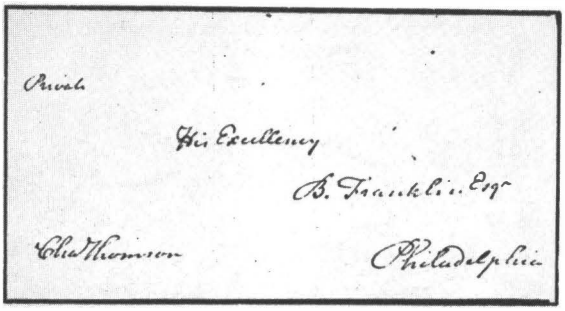


Frank of Wm. Williams of Connecticut with S.L. Philadelphia postmark dated Aug. 12 (1776) on reverse. The cover is directed to go "Via New York & Hartford."

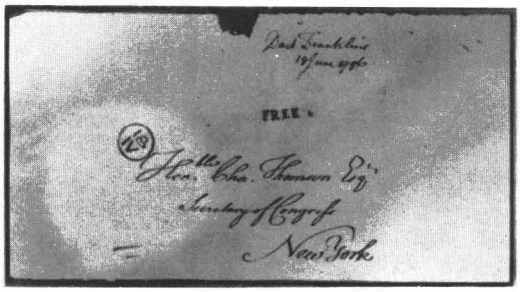
Franks of the Secretary of the Continental Congress and of the last surviving signer, Charles Carroll of Carrollton.



Franked by Charles Thomson, Sec. of the Congress, to James McHenry at Baltimore, probably when McHenry was a Delegate, 1783-6. The "N-York, July 17." marking appears to be a type used in 1786.

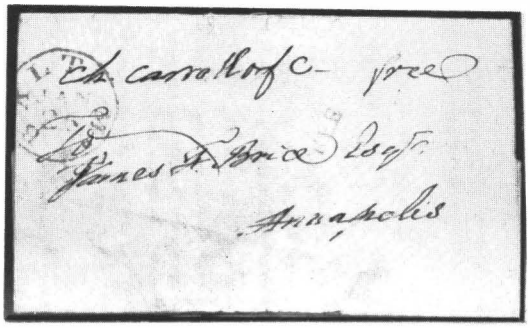


Franked by Charles Thomson to Benjamin Franklin shortly after the latter returned in 1785 from France.

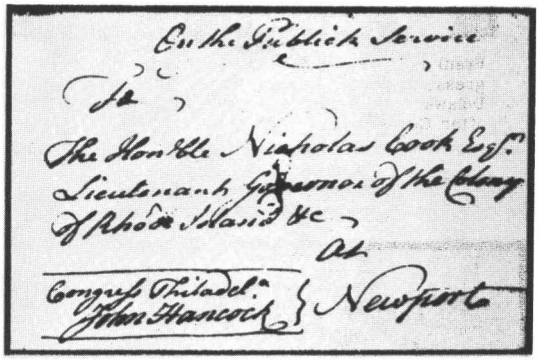


Addressed to Charles Thomson at New York, this cover is docketed as having been sent by "Doct Franklin/18 June, 1786." The letter is addressed in Franklin's hand. Sent free under Thompson's franking privilege with the right to receive mail free, as Franklin, in retirement, had no franking privilege in 1786.

Franks of delegates serving as President of the Congress.



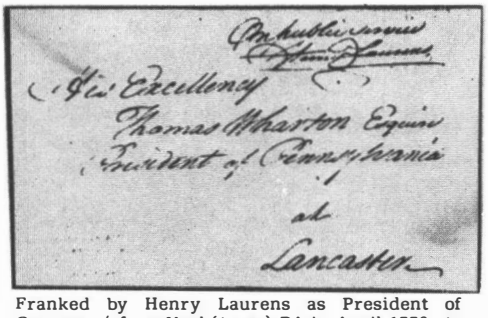
Franked by Charles Carroll of Carrollton in 1829, under an act of May 23, 1828 that gave him the franking privilege for life as last surviving Signer. Carroll died on 11/14/1832.



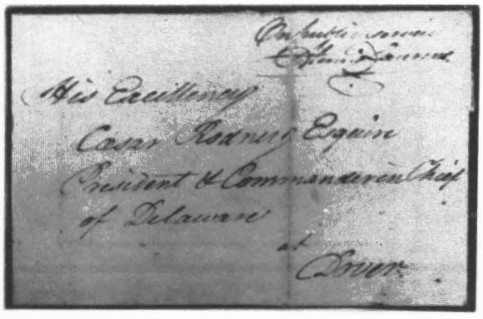
Franked by John Hancock during the first of his two terms as President of the Continental Congress. From Philadelphia in June, 1775 only a few months after the Congress had voted itself the franking privilege.



Franked by John Hancock as President of the Continental Congress during his first term and during the four month period when the Congress was at Baltimore, Md.

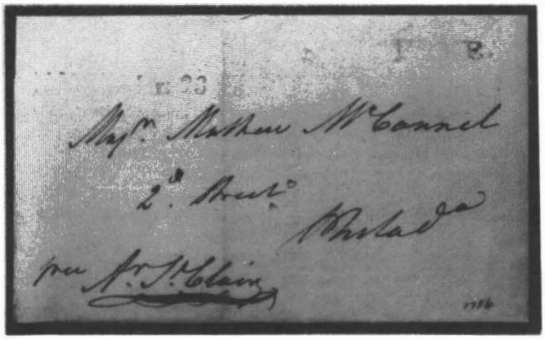


Franked by Henry Laurens as President of Congress/ from York(town) PA in April 1778, to the President of Pennsylvania.

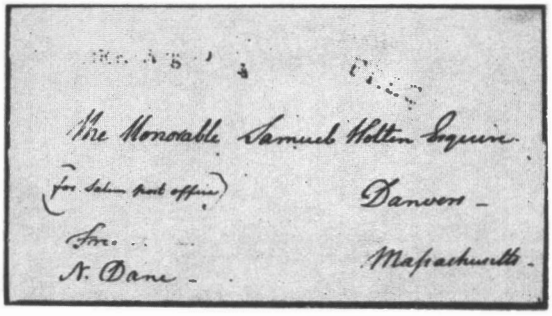


Franked by Henry Laurens as President of Congress, to Signer Caesar Rodney as President of Delaware. Probably sent from Philadelphia after Congress returned there in 1778.

FRANKS OF DELEGATES OTHER THAN SIGNERS AND PRESIDENTS

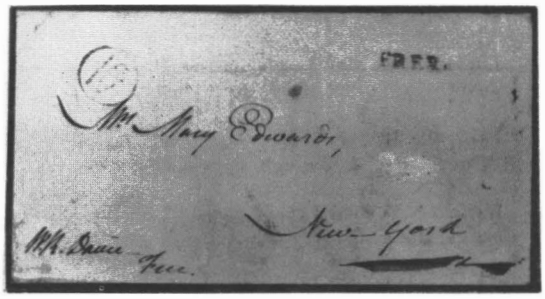


Franked by Gen. Arthur St. Clair as a Delegate from PA in 1786. St. Clair, a Rev. War General, was to become President of the Congress the next year and command'g Gen. of the Army in 1791 as well as Governor of Northwest Territory.

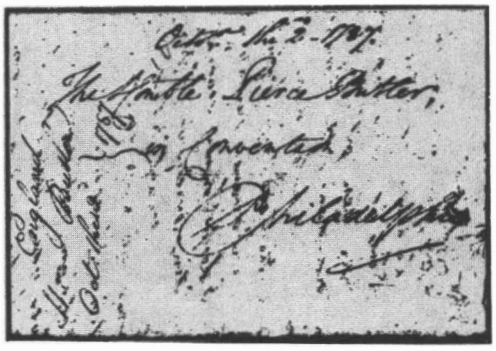


Franked by Nathan Dane as a Delegate from Massachusetts.

FRANKS OF THE FRAMERS OF THE CONSTITUTION



Franked by William R. Davie of N.C. from Philadelphia in June, 1787, from the Constitutional Convention at Philadelphia. Date confirmed by enclosed letter.



To Pierce Butler, "In Convention, Philadelphia" on Oct. 2, 1787 -- about two weeks after the Convention ended, but Butler was apparently still present.

The Continental Congress, sometime in April, had granted their franking privilege to the Delegates (called the "framers" by modern historians) so that they could send or receive letters under their written frank. Like the franking privilege of Congress, the privilege of the Framers applied only to those in attendance at the Convention. Since some of the Framers were also Delegates to the Continental Congress, their covers from New York during this period are as Delegates to the Continental Congress while those sent from Philadelphia are as Framers.

The Framers voted in the first few days to conduct their sessions behind closed doors and also agreed to maintain secrecy as to their proceedings in both private conversation outside the hall and in their correspondence. The secrecy rule may be one of the reasons covers franked by the Framers are very rare, but another reason may be the lack of realization on the part of collectors that the framers had the franking privilege which could leave such covers unrecognized. A key element in recognizing franks of the Framers is that the Continental Congress had been meeting in New York after January, 1785 and had not met in Philadelphia since 1783. Thus, covers franked by the Framers at the Convention should bear the small round dated Bishop or Franklin postmarks without the Philadelphia town name. Dates should be between May 9 and September 17, 1787, give or take a few days.

Although no record of attendance on a daily basis of the individual Framers exists, Clinton Rossiter's 1787, The Grand Convention (Macmillan, N.Y., 1966), evaluates the attendance of the Delegates and divides them into four groups: those with virtually constant attendance (29 Framers); ten who were there most of the time; twelve who missed substantial portions of the Convention and four who were there but a week or so.

In the list of the Framers following these notes, a code has been provided to indicate whether each man was in constant attendance (A), there most of the time (M) or hardly there at all (X) or (W), the latter code applying to the two New York Delegates who withdrew from the Convention on July 10. This leaves ten Framers who missed substantial portions of the Convention. That group includes several of the Framers who split their time between the Convention and the Congress at New York; all who did this have a code (C) assigned, the rest have no code letters given.

In the list, codes have also been included to identify those Framers who were never members of the Federal Congress (NF). Their franks from Philadelphia with Bishop marks are almost certainly as Framers. A code (NC) is provided to identify certain of the Framers who didn't serve in the Continental Congress. A franked cover of any of the eight framers with both (NC) and (NF) codes was franked from the Convention whether or not it has a Philadelphia postmark. The code (S) designates those Framers who signed the Consitution and the code (I) indicates those who also signed the Declaration of Independence. The (R) code indicates those who refused to sign.

The free franks of the signers of the Declaration of Independence, collected as Delegates to the Continental Congress, is a highly sought and very difficult group to assemble. The franks of the Framers, in any capacity, is probably just as difficult and probably will in the future be as highly regarded. A collection of the franked covers of the seven Framers who also signed the Declaration of Independence (Codes "S" and "I") isn't impossible as they probably all exist.

It is expected that more extensive listings of covers in this category will be reported prior to another edition of this catalog.

THE FRAMERS OF THE CONSTITUTION

NAME	STATE	CODE	VALUE
Abraham Baldwin	GA	M,C,S,	-----
Richard Bassett	DE	A,S	-----
Gunning Bedford	DE	A,S,NF	-----
John Blair	VA	A,NC,NF	-----
William Blount*	NC	C,S	-----
David Brearly	NJ	A,S,NC,NF	1200.00
Jacob Broom	DE	A,S,NC,NF	-----
Pierce Butler	SC	A,C,S	-----
Daniel Carroll	MD	S	-----
George Clymer	PA	A,S,I	-----
William R. Davie	NC	M,NC,NF	1500.00
Jonathan Dayton	NJ	M,S	-----
John Dickinson*	DE	M,S,NF	-----
Oliver Ellsworth	CT	M	-----
William Few	GA	C,S	-----
Thomas Fitzsimons	PA	A,S	-----
Benjamin Franklin	PA	A,S,I,NF	-----
Elbridge Gerry*	MA	A,R,I	-----
Nicholas Gilman	NH	C,S	-----
Nathaniel Gorham	MA	A,C,S,NF	-----
Alexander Hamilton*	NY	C,S,NF	-----
William Churchill Houston	NJ	X,NF	-----
William Houstoun	GA	S,NF	-----
Jared Ingersoll	PA	A,S,NF	-----
Daniel (of St. Thomas) Jenifer	MD	A,S,NF	-----
William Samuel Johnson	CT	A,C,S	-----
Rufus King*	MA	A,C,S	-----
John Langdon	NH	C,S	-----
John Lansing, Jr.	NY	W,NF	-----
William Livingston	NJ	M,S,NF	-----
James Madison*	VA	A,C,S	-----
Alexander Martin	NC	M,NC	-----
Luther Martin	MD	M,NF	-----
George Mason	VA	A,R,NC,NF	-----
Dr. James McClurg	VA	NC,NF	-----
James McHenry*	MD	S,NF	-----
John Francis Mercer	MD	X	-----
Thomas Mifflin	PA	A,S,NF	-----
Gouverneur Morris*	PA	M,S	-----
William Paterson	NJ	S,NC	-----
William Pierce	GA	X,C,NF	-----
Charles Pinckney	SC	A,S	-----
Charles Cotesworth Pinckney	SC	A,S,NC,NF	-----
Edmund Randolph	VA	A,R,NF	-----
George Read	DE	A,S,I	-----
John Rutledge	SC	A,S,NF	-----
Roger Sherman	CT	A,S,NC	-----
Caleb Strong	MA	M,NC	-----
George Washington**	Va	A,S,NF	-----
Hugh Williamson	NC	A,S	-----
James Wilson	PA	A,S,I,NF	-----
George Wythe	VA	X,I,NF	-----
Robert Yates	NY	W,NC,NF	-----

* Franks known from other posts.
** President of the Constitutional Convention.

Codes:

A - Attended all sessions of the Convention.
M - Attended most sessions of the Convention.
X - Seldom in attendance at the Convention.
C - Also a Delegate to the Continental Congress in 1787.
NC - Never a Delegate to the Continental Congress.
NF - Never a member of the Federal Congress, 1789, et. seq
S - Signer of the Constitution.
I - Also signed the Declaration of Independence.
R - Although present, refused to sign the Constitution.
W - Withdrew from the Convention on July 10.

The Introduction to Volume I of this catalog contains useful general information about American Postal History and American stampless covers, illustrations of the basic groups of handstamped town postmarks, and discussions of colors of markings, value, definitions of condition and listings of Postage Rates 1692-1863.

THE FREE FRANKS OF THE PRESIDENTS OF THE UNITED STATES

All U.S. Presidents, from Washington through Grant, were given the privilege of sending their mail, including personal letters, free under their franking signature. Under the same laws, they could also receive mail addressed to them free of postage. Before 1855, after which date domestic letters had to be prepaid, most mail was sent collect so that the right to receive mail free was a more important privilege financially than the right to send it free.

Washington, as President, wasn't granted the franking privilege until the act of Congress of February 20, 1792, which also granted the free franking privilege to other government officials. Washington always franked mail sent as President with the words, "President/U.S." rather than using his normal signature. All other Presidents signed their normal signature to their franked mail, although it was often in a somewhat abbreviated form.

The franking privilege of the Presidents was abolished along with those of the rest of the government by an act of Congress effective July 1, 1873. Thus, no President since U.S. Grant has possessed the franking privilege while President, although most have possessed the privilege at some other time, such as while Ex-President. This will be discussed in a following section.

Franks of incumbent Presidents are relatively rare, especially so in light of the large volumes of mail that some of them franked as Ex-President. Beginning with James Buchanan, Presidential secretaries were usually given the franking privilege and official mail sent from the Presidential office usually had printed inscriptions calling attention to this fact. Most of the letters franked by Presidents after the late 1850's were on personal business, letters of their wives, contrary to the law, and other mail they didn't care to delegate to their secretaries to handle. Thus, when U.S. Grant wished to frank a letter himself, he scratched out the word "Secretary" imprinted as part of the franking legend on the envelope.

Generally, few of the Presidents ever bothered to write their title of office (i.e., their official position) with their name and not all of them always wrote "free" even though both title and "free" were part of the requirements under the franking laws and regulations. However, their reason for not bothering to write more than their names is obvious.

Covers sent free to the Presidents at the Executive Mansion (as the White House was officially known until long after the franking privilege of the incumbents had ended) are of interest, also. This is particularly true when docketed by the President, such as Lincoln's typical "refer to Mr. Stanton, etc," or John Tyler's scribbling of pithy comments about the writers on his incoming letters.

While Presidential franks are collected more strongly from an autographic or manuscript standpoint than are others from lesser posts, certain aspects, such as condition and the degree of certainty the cover was franked from the President's incumbency, affect price fairly strongly. Content, of course, is always important; a holograph letter of interest by a President will easily double the price.

Although some of the franked covers from before 1800 were sent through the mails without postmarks, far more of them were sent by messenger or courier outside the mails. This is true to some degree of Presidential franked covers, but most covers of the Federal period from New York or Philadelphia do bear postmarks when carried by the post. Very few covers sent from Washington, D.C., (this excludes franked covers addressed locally) exist that don't have postmarks, and it is frequently a valid supposition that any cover franked by a President from the Nation's capital without a postmark didn't pass through the post. Lack of a postmark on a franked cover in a way invalidates the cover's identity as a franked cover and probably the cover should be discounted accordingly.

FRANKS OF THE PRESIDENTS DURING TERM(S) OF OFFICE

Name	State	Dates of Tenure	Value
George Washington**	VA	4/30/1789-3/3/1797	3000.00
John Adams	MA	3/4/1797-3/3/1801	1500.00
Thomas Jefferson	VA	3/4/1801-3/3/1809	2000.00
James Madison	VA	3/4/1808-3/3/1817	800.00
James Monroe	VA	3/4/1817-3/3/1825	750.00
John Quincy Adams	MA	3/4/1825-3/3/1829	500.00
Andrew Jackson	TN	3/4/1829-3/3/1837	1250.00
Martin Van Buren	NY	3/4/1837-3/3/1841	300.00
Wm. Henry Harrison*	OH	3/4/1841-4/4/1841	---
John Tyler	Va	4/6/1841-3/3/1845	350.00
James K. Polk	TN	3/4/1845-3/3/1849	650.00
Zachary Taylor	LA	3/4/1849-7/9/1850	2000.00
Millard Fillmore	NY	7/10/1850-3/3/1853	300.00
Franklin Pierce	NH	3/4/1853-3/3/1857	350.00
James Buchanan	PA3	3/4/1857-3/3/1861	350.00
Abraham Lincoln	IL	3/4/1861-4/15/1865	3000.00
Andrew Johnson	TN	4/15/1865-3/3/1869	550.00
Ulysses S. Grant	IL	3/4/1869-3/3/1877	1250.00

* Harrison lived but one month as President, and only one frank of his during this period has been reported.

** With franking legend in Washington's hand as "President/U.S." Covers franked by Washington as President with his full signature would be worth at least 50% more.

FRANKS OF THE PRESIDENTS FROM OTHER POSTS OF GOVERNMENT

Most of those who served as President of the United States possessed the franking privilege in other capacities than as President, either before or after they held office. Of those who served prior to the abolition in 1873 of the Presidential franking privilege while in office, only Zachary Taylor never had the franking privilege in any other capacity.

The many covers signed by Taylor in his years as an Army officer at remote outposts were to certify his letters were on official business -- or by habit, when they weren't -- and those that did pass free through the mails did so on the strength of being addressed to an official at the War Department who did possess the franking privilege.

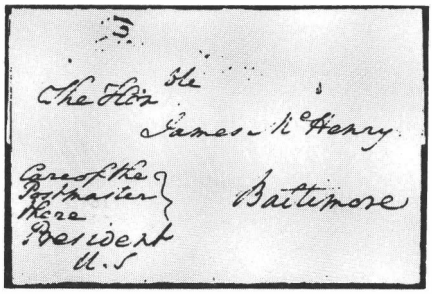
Of those who did frank as President, only two ever held posts after being President (other than Ex-President) that possessed the franking privilege. These were John Quincy Adams, whose franking privilege as Ex-President was automatic under the postal act of 1825 (in effect until 1863) and Andrew Johnson. Johnson had no such privilege as Ex-President, but, unaware the automatic privilege for Ex-Presidents had been abolished in 1863, he exercised a presumed franking privilege for some time after he left the Executive Mansion and returned to his home in eastern Tennessee.

John Quincy Adams became an elected member of Congress in 1831, after having left the Presidency in 1829, and served until he died on the floor of the House in 1848. However, his franks from that period don't ever seem to have carried an "MC" endorsement, so it is presumed he was exercising his more liberal privilege as Ex-President than the Congressional privilege, then limited to 2 ounces weight and only for from 60 days before sessions of Congress to 60 days afterwards.

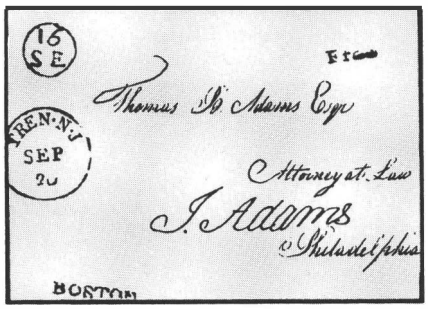
Johnson was elected to the U.S. Senate by Tennessee in 1874, but died prior to the first session of Congress in which he would have served. However, he would have been eligible to have franked copies of documents ordered printed by Congress under the act of March 3, 1875.

All the Presidents who survived their terms as President prior to Lincoln had the franking privilege as Ex-President, and beginning in the late 1950's, when Herbert Hoover was the oldest surviving Ex-President, all surviving Ex-Presidents have automatically had the franking privilege.

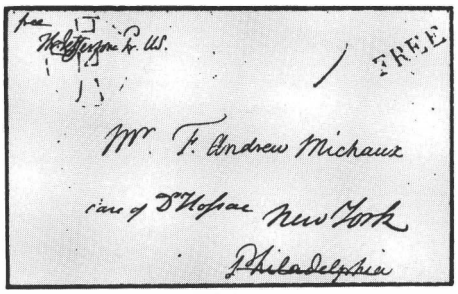
FRANKS OF THE PRESIDENTS
DURING TERM(S) OF OFFICE



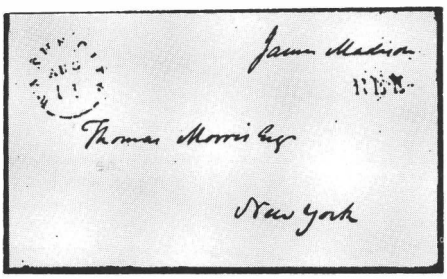
George Washington



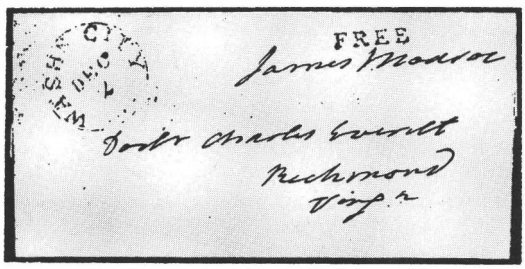
John Adams



Thomas Jefferson



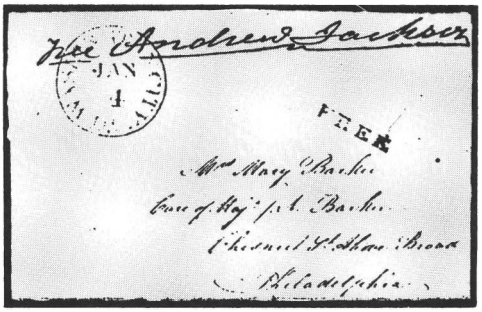
James Madison



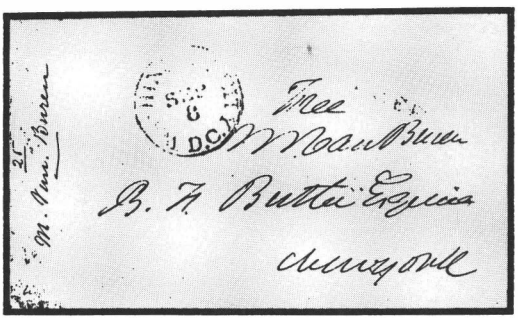
James Monroe



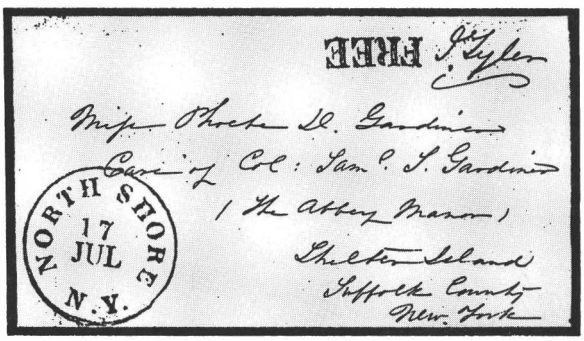
John Quincy Adams



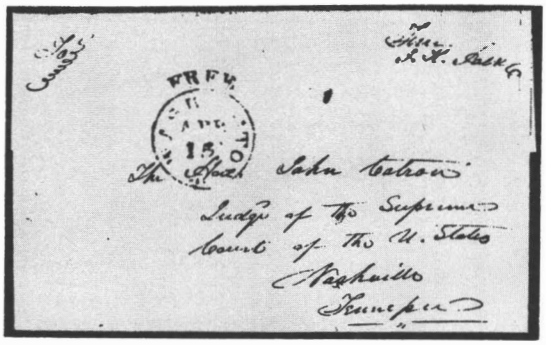
Andrew Jackson



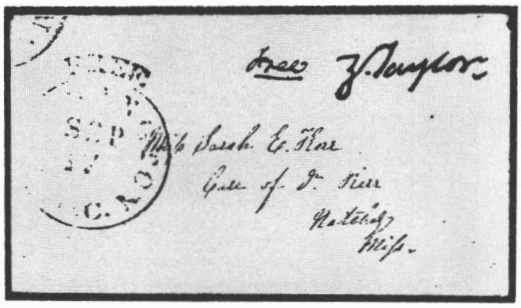
Martin Van Buren



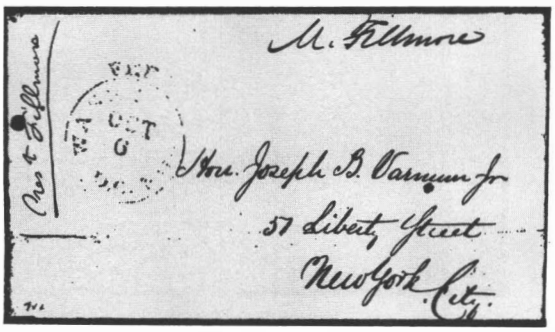
John Tyler



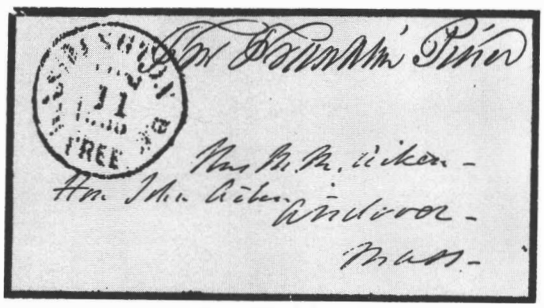
James K. Polk



Zachary Taylor



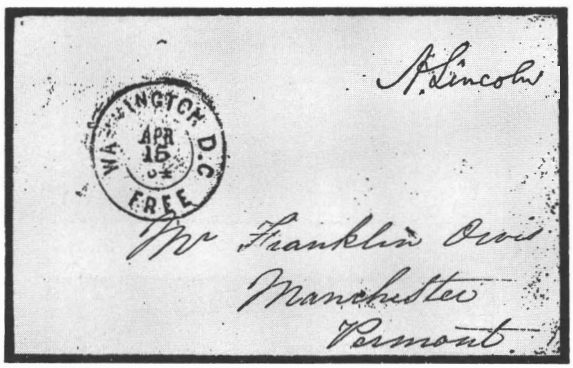
Millard Fillmore



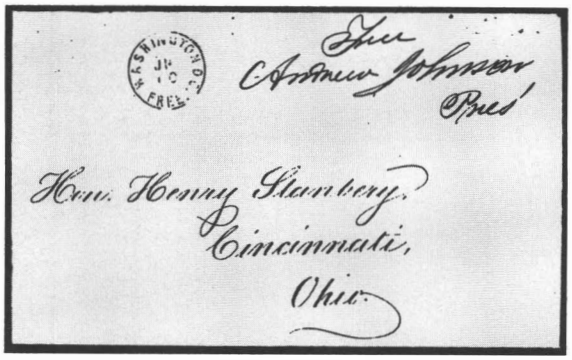
Franklin Pierce



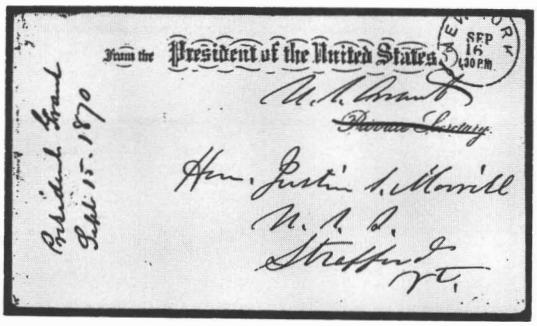
James Buchanan



Abraham Lincoln



Andrew Johnson

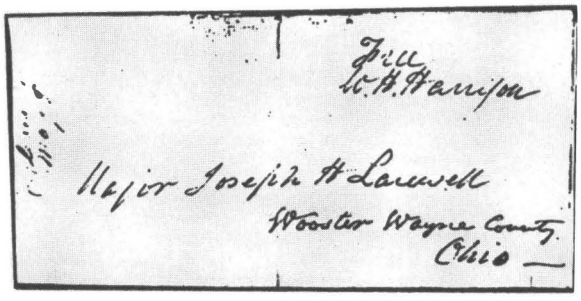


Ulysses S. Grant

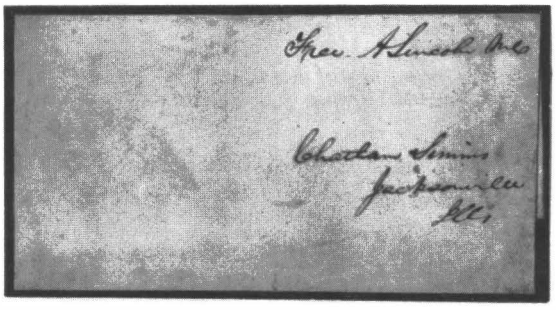
FRANKED COVERS OF THOSE WHO LATER BECAME PRESIDENT

Most of those who later became President, prior to the franking privilege being abolished in 1873, had served in posts of prominence so that their franked covers are shown in other parts of this section, or their franks are common as a member of Congress.

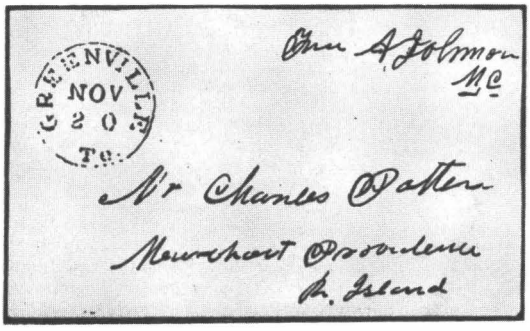
The exceptions are Jackson, Harrison and Lincoln, whose franks are anything but common from their early service, although Jackson's frank as President is more frequently seen. The franked covers, as MC or USS of Pierce are rare, but for Fillmore and Buchanan, examples occasionally appear and the same is true, less frequently, for the franks of Andrew Johnson as an MC or USS.



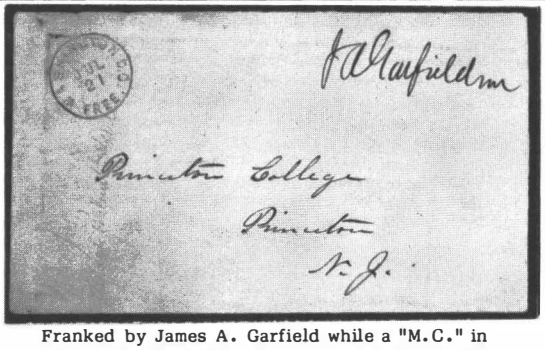
Franked by Ohio Senator William Henry Harrison from North Bend, OH on "2nd May, 1827, "being," as Harrison notes in his enclosed letter, "the last day of my franking privilege." By this was meant the end of the 60 day period after the end of the second session of the 19th Congress, during which the franking privilege was in force.



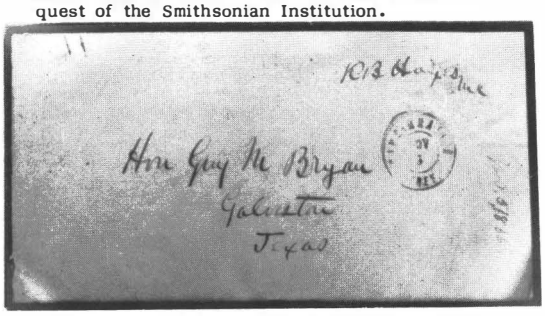
Franked by Abraham Lincoln as "M.C.," probably while home between sessions of Congress.



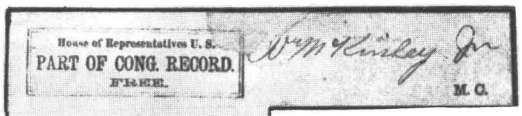
Franked by Andrew Johnson as an "M.C." while at home between sessions of Congress.



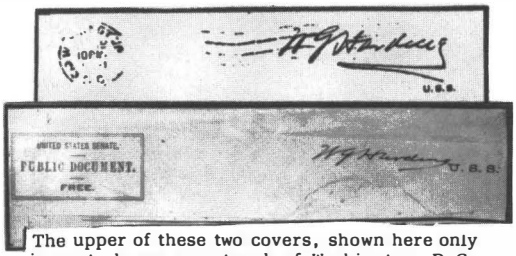
Franked by James A. Garfield while a "M.C." in 1866. The content is material sent at the request of the Smithsonian Institution.



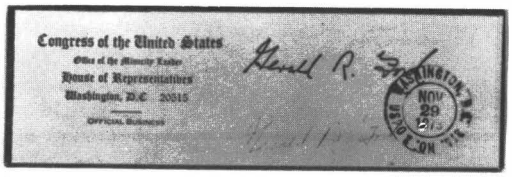
Rutherford B. Hayes served in Congress March 1865 - July 20, 1867 and his franked covers from that service are quite rare.



During Wm. McKinley's six terms in Congress between 1877 and 1891, his franking privilege applied only to documents, etc. printed by order of Congress, such as this excerpt from the Congressional Record.



The upper of these two covers, shown here only in part, bears a postmark of Washington, D.C. of July, 1919, but bears the normal printed facsimile signature of the then-Senator from Ohio. The lower cover is without postmark and date but, with the imprint showing it contained a public document of the U.S. Senate, it bears a handwritten franking signature of W.G. Harding, U.S.S.



Franked by Gerald R. Ford, M.C., this cover with the normal printed facsimile franking signature bears a faint handwritten signature, also, to comply with a collector's request.

In some cases, franks of those who became President and their signatures on covers are often confused, being called "franks" when they had only indirect or no pertinence to the fact a cover may have been carried free in the mails. This applies not only to Army covers such as those of Zachary Taylor but to later presidential autographs on covers with Executive Mansion or White House imprints.

The enormous attention given to covers with Presidential signatures of any kind has obscured the actual postal history aspects of those covers.

Obviously, any cover signed by a man who later became President is a valuable item. Therefore, such covers need to be considered in the light of postal history aspects, including whether the signature is simply an autograph or a legitimate frank.

THE FRANKED COVERS OF GEORGE WASHINGTON

There are more franked covers of George Washington in existence than of any other man who became President, the prices they fetch are an excellent demonstration what can happen when demand exceeds supply!

Washington wrote hundreds of letters and after he first received the franking privilege as a Delegate to the 2nd Continental Congress, soon duplicated by the same privilege as an officer of the Continental Army in 1775-6, he apparently signed his name to every letter he sent for the rest of his life. Although he didn't always have the franking privilege, as during the period between his resignation from the Army in 1783 and his becoming President, very few of his covers that passed through the mails seem to have been charged with due postage. Presumably, he signed his letters where those with the franking privilege then signed -- in the lower left corner, but seems never to have written "free" with his signature -- and thus let those handling the mails charge them up or send them free as they thought appropriate.

During his military career, few of Washington's letters to other officers passed through any mail system, most being sent by courier or "express."

The following table shows the various segments of Washington's career as a public or private citizen, with or without the franking privilege under then-current postal laws.

Accompanying this section are illustrations of covers bearing Washington's signature, each from a different period or used in a different way. Year dating and complete understanding of these covers is made rather difficult due to the fact that so many of Washington's early signed covers were carried by military courier and also because very few bear postmarks even when they probably did pass through the Continental mail system at some stage in their travels.

GEORGE WASHINGTON AND THE FRANKING PRIVILEGE 1775-1799

DATES	FRANKING PRIVILEGE*	DATES
	DELEGATE, 1ST & 2ND CONT. CONG.	
5/12/1774-10/26/74	None	
5/10/1775-12/12/75	As Del. while Cong. in session	11/8/1775-12/12/75
	COMMANDING GENERAL, CONTINENTAL ARMY	
6/17/1775-12/23/83	As Officer, Cont. Army.	2/16/1776-3/11/82
	As Cdg. General Cont. Army **	4/19/1776-10/18/1782
	PRIVATE CITIZEN OF VIRGINIA	
12/24/1783-12/3/86	None	
	DELEGATE OF VIRGINIA TO CONSTITUTIONAL CONVENTION	
12/4/1786-9/17/87	As Del. to Const. Conv. while in session.	5/24/1787-9/1787
	PRIVATE CITIZEN OF VIRGINIA	
9/18/1787/4/29/89	None	
	PRESIDENT OF U.S.	
4/30/1789-3/3/1797	As President, U.S.	2/20/1792***-3/3/1797
	EX-PRESIDENT, U.S.	
3/4/1797-12/14/99(D)	As Ex-Pres., to receive mail free	3/3/1797
	As Ex-Pres, to frank or receive all mail free.	1798 Instr. to Postmasters. Died, 12/14/1799
	LT. GENERAL, U.S. (FEDERAL) ARMY	
7/3/1798-12/14/99	None, as such.	

* As given in acts of Congress.

** Unless Commanding General of Cont. Army was included in phrase, "Head of (Cont. Congress) War Dept.", under Articles of Confederation, (to wit, Gen. Henry Knox and Gen. Benj. Lincoln).

*** Although this is the earliest date found for any franking enactment mentioning the presidency, a thorough search has not been made of the papers of Congress of the era to locate enactments granting franking included in other acts not dealing directly with the postal laws.

FRANKS OF PRESIDENTS, 1789-1873 WHO HAD BEEN ARMY OFFICERS

George Washington was the first and most famous of those officers of the Army who later became President but many more of our Presidents either franked or signed covers for other purposes while serving in the army or other armed services. Of the early Presidents, Monroe, Jackson, William Henry Harrison, Taylor, Pierce and Grant could have placed their signatures on military covers. Of the Presidents after Grant, Hayes, Garfield, McKinley and Theodore Roosevelt could have certified soldiers' letters in either the Civil War or Spanish American War; Truman could have franked his own mail as an officer in the A.E.F. in World War I, and most of our modern Presidents could have done the same or censored letters in World War II.

Probably more signed military covers of Zachary Taylor exist than of any other President, but none of them are franks. Only those he sent as President were sent free under his own franking privilege.

In this respect, it should be recognized that Taylor normally signed his mail from the U.S. Army in the field with his name and a legend, such as "on public service". This same practice was normally followed as a matter of routine by most Army officers on official mail in the years before the Civil War. The purpose was to certify that the letter was on official business, so, if addressed to someone with franking privilege, such as the Adjutant General of the Army or the Commissary General, who could receive mail free, the postmaster at the mailing office would be aware of the fact. The postmaster would then mark the letter as "Free" and would also list such letters as free mail on his waybill. If the addressee didn't have the franking privilege, the certification was at least a justification that the postage was a legitimate expense to the Army.

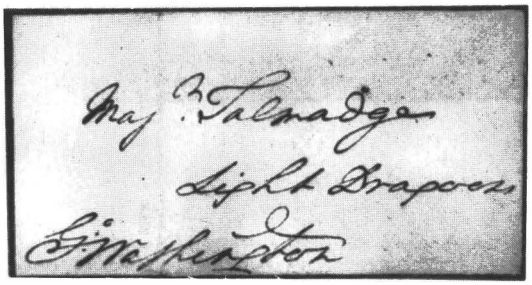
It is probable that a few such signed covers sent by U.S. Grant in his early Army days also exist. As with Taylor's, or those of any other officer who didn't have the franking privilege, these covers are not franks of the sender, for they passed free through the mails based upon the franking privilege of the addressee.

Washington did have the franking privilege as Commanding General of the Continental Army and it isn't impossible that William Henry Harrison may have had the privilege in the War of 1812, although there is no record of this, nor, for that matter, any indication of any field officers having had the franking privilege at that time.

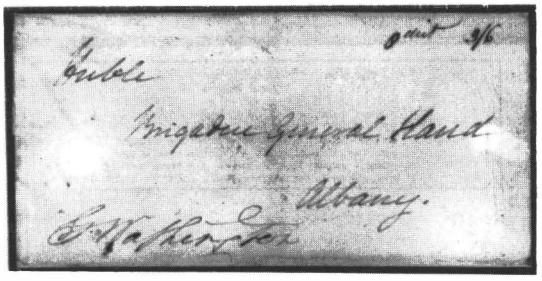
Taylor could have received mail free as a soldier in Mexico, but that army was only given the right to receive their mail free; they couldn't frank their letters home as such mail could be sent collect.

COVERS FROM VARIOUS STAGES OF GEORGE WASHINGTON'S FRANKING PRIVILEGE

AS COMMANDING GENERAL OF THE CONTINENTAL ARMY

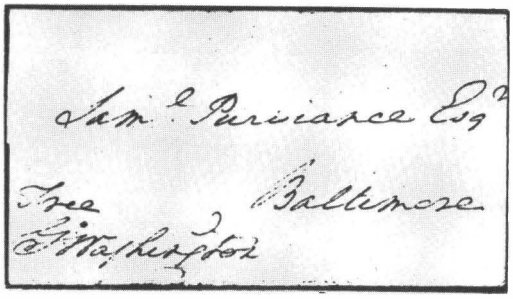


Addressed to Major Tallmadge of the Light Dragoons, with no location given, this cover, docketed July 27, 1779, was carried by military courier. It probably traveled but a short distance, as Maj. Benjamin Tallmadge ran Washington's secret service for him and was the key figure in uncovering Benedict Arnold's treason.



Sent in November, 1778, when Washington was in New Jersey and Hand had just been assigned to command at Albany, so the letter, per its "3/6" marking evidently was one of the few missives that Washington (or his aides) risked in the Continental mail system.

SENT FROM MT. VERNON AS A CIVILIAN, 1784-7



Dated 28 Nov., 1786, this cover probably originated at Mt. Vernon and was mailed from Alexandria to Baltimore, but no postmarks were applied to confirm its handling.

WASHINGTON'S FRANKED COVERS FROM THE CONSTITUTIONAL CONVENTION AT PHILADELPHIA, May-Sept., 1787.

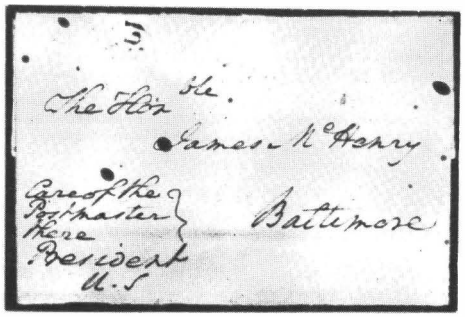
While no covers of this period have been recorded, they should exist and recording is a matter of their being recognized by dating and Philadelphia postmarks.

AS A CIVILIAN AT MT. VERNON, 1787-1789



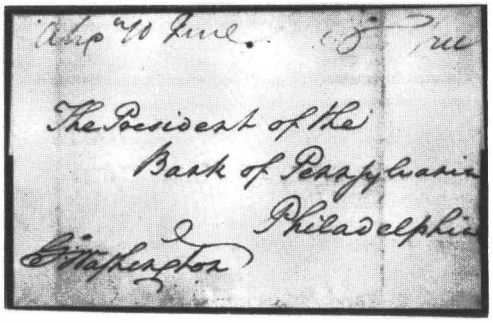
Docketed as having been sent from Mt. Vernon, 21 July 1788, this cover bears an Alexandria, Va. S.L. marking of Aug. 4, from where it was mailed to Philadelphia with no postage apparently being charged, and no "Free" on the cover.

AS "PRESIDENT/U.S."



Washington endorsed his franks as President simply as "President/U.S." but whether he did this from the time he took office or only after the act of Congress of 20 Feb., 1792, granting the President the franking privilege, has not been established. This cover was sent from Philadelphia 25 Jan., 1796 to James McHenry at Baltimore and probably informed the addressee that his appointment as Secretary of War in Washington's cabinet was now official.

FRANKED AS EX-PRESIDENT, FROM MT VERNON OR ELSEWHERE



Franked by Washington from Mt. Vernon on 10 June, 1799, this cover received a manuscript Alex(andria) marking the same day and was mailed free to Philadelphia.

Taylor's certified field letters are shown in other parts of this section, including under the War Department where an example of a Civil war certified soldier's letter signed by an officer is also shown and explained. Very few, if any of the Presidents who could have signed letters for soldiers in the Civil War appear to have done so or at least no such covers have been recorded. At least one such certified letter from the Spanish American War certified by Theodore Roosevelt is known.

Of the modern Presidents, Eisenhower's signature on his own letters from Europe as censoring officer are known and it is believed a W.W. II free letter from Lt. John F. Kennedy has been reported.

OTHER NON-PRESIDENTIAL FRANKS OF THE PRESIDENTS

Possibly William Henry Harrison's franks as Delegate to Congress from the Territory North West of the River Ohio are as rare as those he franked as President, as only one of each has been reported. However, since Harrison did serve as both a Member of Congress and also as a U.S. Senator from Ohio a few of his franks from those posts are known.

The same is true of Andrew Jackson, who served in both houses of Congress for a few years prior to 1800, although his Congressional franks are probably far rarer than those as President.

John Adams, Jefferson, Madison and Monroe all franked as Delegates to the Continental Congress; Washington did not since he was appointed to command the Continental Army before the Congress granted itself the franking privilege. Washington and Madison could both have franked mail from the Constitutional Convention of 1787; since Washington was President of the Convention and Madison was its guiding spirit, franks of either from the convention should they ever appear, probably would be more valuable than for either as President.

Six of the Presidents franked mail as Secretary of State and three could have franked as Vice President. Nearly all the rest before Grant could have franked mail as either a Member of Congress or as a U.S. Senator. This same was true of those who came after Grant, but to a lesser degree. James K. Polk was unique among those who came before Grant, since he could have franked (with added privileges) as Speaker of the House.

Grant could have franked as Interim Secretary of war, 1867-68, and may have franked as Commanding General of the Army, although no authority has been found.

THE PRESIDENTS AFTER GRANT

Both Rutherford B. Hayes and James A. Garfield franked as Members of Congress prior to the (for Congress, temporary) abolition of the franking privilege effective July 1, 1873.

As Presidents-to-be that served in Congress between 1875, when the franking privilege was partially restored by a grateful Congress to itself, both Benjamin Harrison and William McKinley could frank public documents and excerpts from the Congressional Record to their constituents. Their written signatures would thus appear on the manilla wrappers or envelopes used for such bulky enclosures, which also usually bore a Congressional imprint describing the contents, and a printed franking legend.

In 1893, "impressed" or printed facsimile signatures were permitted on Congressional mail and when the franking privilege was restored by Congress to itself in 1895, (printed facsimile signatures are far more impressive than a simple penalty clause!) for letter mail on official business, printed signatures were normally used thereafter.

As Vice Presidents the franked covers of Presidents who were previously Vice Presidents -- Theodore Roosevelt, Coolidge, Truman and Lyndon Johnson, are available, but normally only with printed facsimile signatures.

Of the 20th Century Congressmen and Senators who have become President, franked covers with handwritten signatures have been recorded of Warren G. Harding, whose impressed signatures on covers as Senator also exist, and possibly of John F. Kennedy. It is possible, however, that the Kennedy signature, probably by favor for a collector, was by Autopen or by proxy.

Franked covers from most of the rest of those Congressmen and Senators who later became President exist with printed impressed facsimile signatures, although some are rare, such as those from Harry S. Truman.

Actually, handwritten signatures were used exclusively by only one group of the later Presidents-to-be; those who served as officers in the armed forces and signed their own letters as free mail of their own and of others as censoring officers.

FRANKS OF EX-PRESIDENTS

All the Presidents prior to Lincoln, except for the two who had died in office, had the franking privilege as Ex-President. This, however, was abolished by the act of Congress effective July 1, 1863, thus neither Johnson nor any of his successors prior to Hoover had the privilege as ExPresident, under the P.L.& R. While Andrew Johnson didn't legally have the privilege as Ex-President (he was Military Governor of Tennessee at the time the discussion in Congress that caused the change to be made was held), about five of his franks as Ex-President, all sent from Tennessee shortly after he returned home, exist.

The reason the franking privilege was abolished for Ex-Presidents, Vice Presidents and widows of Presidents in 1863 was that nearly all those who were then entitled to exercise the privilege either lived in what was then the Confederacy or were members of the opposition party who had been in power when the Civil War started. Tyler had died in 1862 as a member of the Confederate Congress and his widow lived in Confederate Virginia. Sarah K. Polk, one of the two surviving widows of a President, lived in Tennessee, and Franklin Pierce, James Buchanan and Millard Fillmore were not highly regarded for one reason or another, mostly political, by the Congress of 1863.

Most of the early Ex-Presidents sent far more franked mail in that capacity than from any other. This is probably true of Washington, and certainly true of John Adams and Jefferson, if only from their correspondence with one another. John Quincy Adams could have exercised the privilege for the two years before he was elected to Congress, where he served until he died in office, nearly 20 years after being President. Since he didn't sign the requisite "MC" on his mail as Congressman, it may be presumed he was franking as Ex-President and not as Congressman!

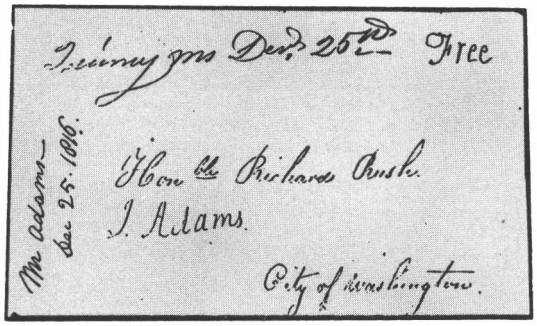
After the franking privilege of Ex-Presidents was discontinued in 1863, no legislation has been found restoring it to them until 1957, but at least one frank of Theodore Roosevelt from Oyster Bay as Ex-President is known to exist; no authority for it has been located to date. All of the franks of those franking as Ex-President before 1863 are, of course, hand signed.

Modern Ex-Presidents are another matter. While covers have been routinely sent from their offices as Ex-Presidents, such as from the Truman Library at Independence, Mo., very few handwritten franks have been seen. Hoover had his signature incorporated in facsimile in the imprint of a meter used in his office, and Truman used a heavy handstamp at times or, perhaps, the mechanical "Autopen" provided those signatures. Probably, the same is true of most of the franks of the modern Ex-Presidents.

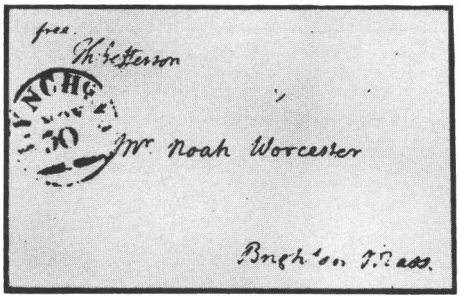
From a postal history standpoint, a printed, metered or autopen signature is probably far more appropriate than a written signature, since the latter has the contrived philatelic flavor of being done by request from a collector. Since it is the autographic or manuscript value that is predominant, price-wise, in franks of Presidents and their widows, prices for such covers with mechanically reproduced or facsimile signatures aren't very high.

FRANKS OF THE EX-PRESIDENTS

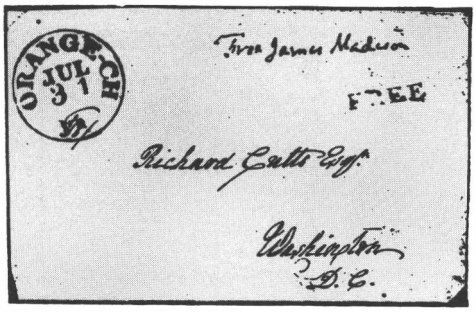
Franks of Ex-Presidents will normally be found with postmarks of the area where they lived after serving as President. While this may seem obvious, some of the postal markings found on such covers are not easily identified.



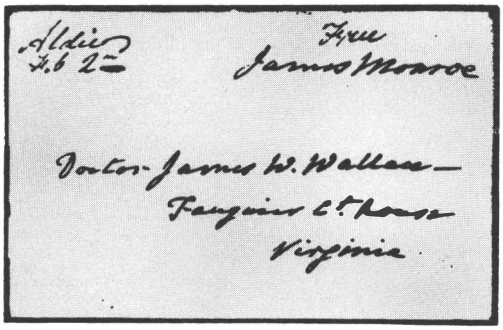
Franked by John Adams from Quincy, Mass. in 1816.



Thomas Jefferson's franks as Ex-President were postmarked at Lynchburg, as was this cover, or at Charlottesville (abbreviated to "Charle) or elsewhere.

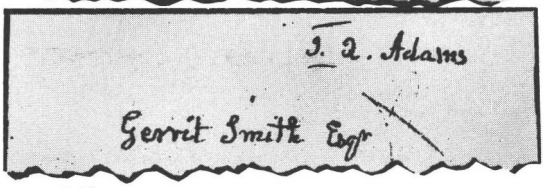


Most of Madison's franks as Ex-President were postmarked at Orange C.H., Va.

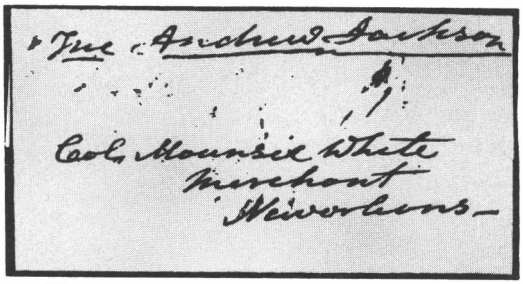


Monroe's earlier Ex-Presidential franks are from Aldie, Va., the final few years from New York.





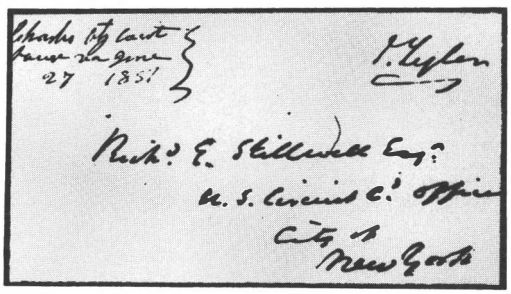
As he aged, John Quincy Adams' arthritic hands caused him trouble in writing. The top cover, mailed not long after he re-entered Congress, was franked by Adams; the lower cover was probably franked for him by his wife, Louisa C. Adams in 1837.



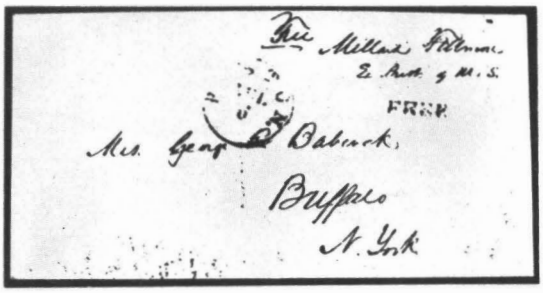
This cover, bearing a faint blue Nashville postmark, was franked by Andrew Jackson as Ex-President.



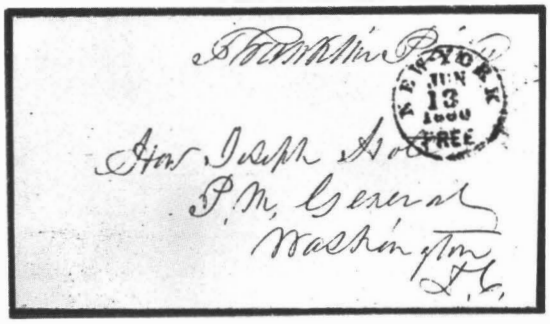
The upper cover was franked by Ex-President Martin Van Buren from his home at Kinderhook, N.Y. The lower cover, franked by Van Buren and with a 1¢ 1861 stamp used to pay a carrier fee in New York City, probably was given to a political crony by Van Buren.



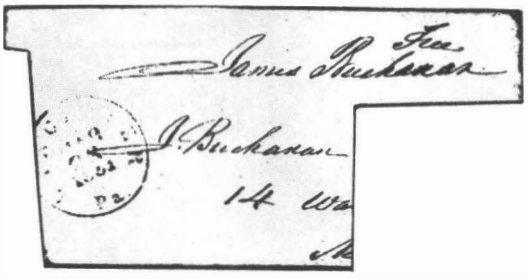
Franked by Ex-President John Tyler from Charles City C.H., Va. in 1857, most of his ex-presidential franks are from eastern Virginia. Tyler's franking privilege as ex-president terminated before his death with the suspension of Federal mail service in Virginia May 31, 1861, because of the Civil War.



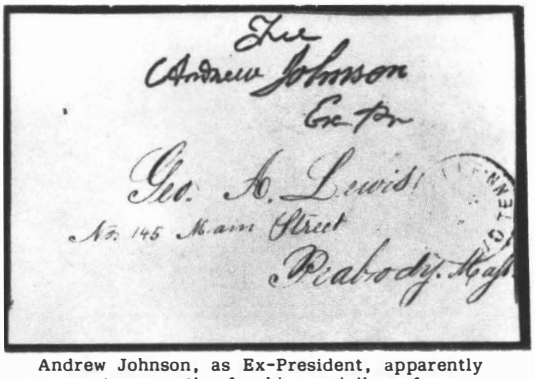
Millard Fillmore wrote "Ex Pres+ of U.S." with "Free" and his name when franking this cover from Boston, where his signature might not otherwise be recognized. His normal frank from Buffalo, N.Y. needed no such flourish.



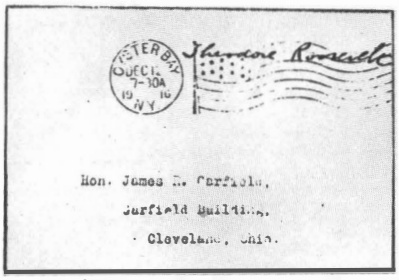
Although this frank of Ex-President Franklin Pierce was sent from New York City, he lived at Concord, N.H. for the rest of his life.



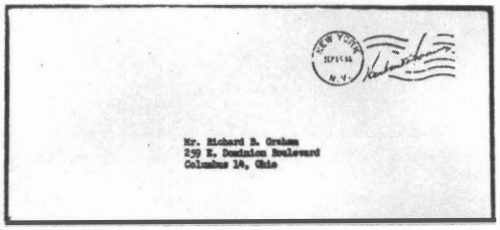
James Buchanan's franks from Lancaster, Pa. as Ex-President can usually be identified by the year dated postmarks. His earlier franks from there, with a similar Lancaster postmark, are usually without a year date.



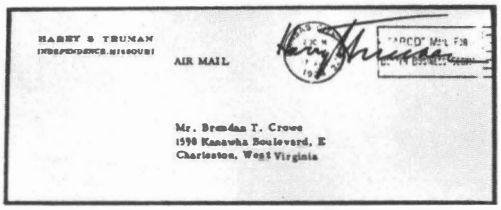
Andrew Johnson, as Ex-President, apparently was not aware the franking privilege for ex-presidents had been abolished in 1863, as he franked several covers from his home area of eastern Tennessee endorsed as "Ex-Pr."



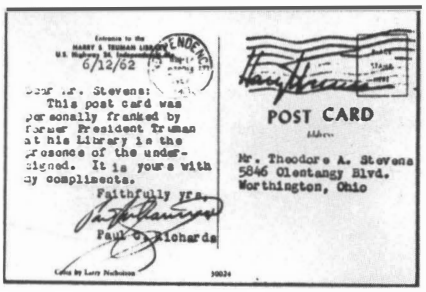
Signed as a frank by Theodore Roosevelt as Ex-President in 1916, but no legislation authorizing him to have franked as such has been found.



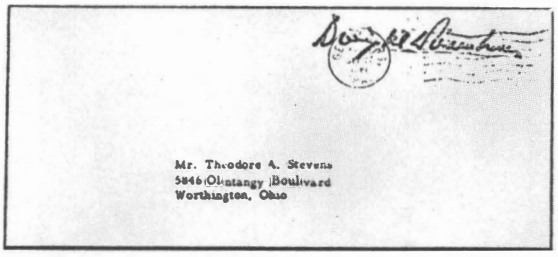
Herbert Hoover's Ex-Presidential franking signature was contained as a facsimile in his meter imprint - usually in red or blue.



Harry S. Truman's signature as Ex-President on this franked cover sent in 1964 is a printed facsimile.



As stated in the message on this card from autograph dealer Paul C. Richards, Harry Truman's signature on this postcard was applied in Richard's presence. Very little difference can be seen in the appearance of the signature and the facsimile on the cover above.



Dwight D. Eisenhower's signature as Ex-President on this cover, mailed from Gettysburg in 1961, is a handstamped facsimile in grayish ink.

PRESIDENTS OF THE UNITED STATES FRANKS FROM OTHER CAPACITIES

President	Capacity	Value
Washington	Commander, Continental Army, 1775-1778	1700.00
	Constitutional Convention (VA),1787	---
	Ex-President, 1797-99	1500.00
John Adams	Del., Cont. Cong. (MA),1775-78	1600.00
	Vice President, 1789-1797	1000.00
	Ex-President, 1801-26	600.00
Jefferson	Del.,Cont. Cong.(VA),1775-76, 1783-85	1750.00
	Secretary State, 1790-1794	1500.00
	Vice President, 1797-1801	2000.00
	Ex-President, 1809-1826	1000.00
Madison	Del.,Cont. Cong.(VA),1780-83, 1786-88	450.00
	Constitutional Convention, 1787	---
	M.C. (VA),1789-97	400.00
	Secretary of State, 1801-9	500.00
	Ex-President, 1871-36	500.00
Monroe	Del.,Cont. Congress (VA),1783-86	400.00
	U.S. Senate (VA),1790-94	350.00
	Secretary of State, 1811-17	350.00
	Ex-President, 1825-31	500.00
J. Q. Adams	U.S. Senate (MA),1803-08	250.00
	Secretary of State, 1817-25	300.00
	Ex-President (prior to re-entering Congress), 1829-31	400.00
	M.C.(MA),(or as Ex-President) 1831-48	200.00
Jackson	M.C. (TN),1796-97, U.S. Senate, 1797-98	600.00
	Ex-President, 1837-45	500.00
Van Buren	U.S. Senate (NY),1821-28	150.00
	Secretary of State, 1829-31	200.00
	Vice President, 1833-37	200.00
	Ex-President, 1841-62	250.00
Harrison	Terr. Del., (Northwest Terr.), 1800	---
	M.C. (OH),1816-19; U.S. Senate, (OH) 1825-28	1200.00
Tyler	M.C. (VA),1817-21; U.S. Senate, (VA), 1827-36	225.00
	Vice President, 1841	---
	Ex-President, 1845-62	250.00
Polk	M.C. (TN),1825-35	300.00
	Speaker of the House, 1835-9	350.00
	Ex-President, 1849 (three months)	---
Taylor	None (see note 1)	
Fillmore	M.C. (NY)1833-35, 1837-43	150.00
	Vice President, 1849-50	200.00
	Ex-President, 1853-63 (see note 2)	175.00
Pierce	M.C. (NH),1833-37, U.S. Senate 1837-42	175.00
	Ex-President, 1857-63 (see note 2)	190.00
Buchanan	M.C.(PA),1821-31;U.S. Senate, 1834-45	150.00
	Secretary of State, 1845-9	200.00
	Ex-President, 1861-3 (see note 2)	175.00
Lincoln	Postmaster, New Salem, Ill, 1833-6	2500.00
	M.C. 1847-49	2500.00
A. Johnson	M.C.(TN), 1843-53; U.S. Senate 1857-62	300.00
	Vice President (6 wks), 1865	---
	Ex-President, 1869-71 (see note 3)	600.00
	U.S. Senate (TN),1875 (see note 4)	---
Grant	Act'g Sec. of War, 12 Aug. 1867-13 Jan. 1868.	---
Grant	Comm. Gen., U.S. Army, 1868-9(?)	---
Hayes	M.C. (OH),1865-67	800.00
Garfield	M.C. (OH),1863-73	125.00
Arthur	None	
Cleveland	None	
	Autograph signature on Imprinted Executive Mansion cover (see note 5)	---
B. Harrison	U.S. Senate (IN),1881-87 (see note 4)	---
McKinley	M.C. (OH),1877-84, 1885-91 (see note 4)	200.00
T.Roosevelt	Vice President, 1901 (see notes 6 & 7)	75.00
Taft	None	
	Autograph signature on imprinted White House penalty envelope (see note 5)	---
Wilson	None	
	Autograph signature on imprinted White House envelope (see note 5)	---
Harding	U.S. Senate (OH),1915-21 (see note 8)	150.00
	Autograph signature on imprinted White House envelope (see note 5)	---
Coolidge	Vice President, 1921 - Aug., 1923 (see not 6)	150.00
	Autograph signature on imprinted White House envelope (see note 5)	---
Hoover	None	
	Autograph signature on imprinted White House envelope (see note 5)	---
	Ex-President, facsimile signature in metered frank (see note 9)	75.00
F.D.Roosevelt	None	
	Autograph signature on imprinted White House envelope (see note 5)	---
Truman	A.E.F., WW I, Oct., 1917-19 (see note 10)	---
	U.S. Senate (MO),1935-45 (see note 8)	100.00
	Vice President, 1945 (see note 6)	---
	Autograph signature on imprinted White House envelope (see note 5)	---
	Ex-President with facsimile or Autopen signature (see note 9)	75.00
Eisenhower	U.S. Army, WW II (see note 10)	750.00
	Ex-President, 1961-9 (see note 9)	75.00
Kennedy	U.S. Navy, WW II, 1942-5 (see note 10)	---
	M.C. (MA),1947-53; U.S. Senate (MA), 1953-60 (see note 8)	125.00
Johnson	M.C. (TX),1937-39; U.S. Senate, (TX), 1949-67 (see note 8)	75.00
	WW II, U.S. Navy, Mar-Jul, 1942 (see note 10)	---
	Vice President, 1961-3 (see note 6)	60.00
	Ex-President, 1969-73, with facsimile signature (see note 9)	75.00
Nixon	U.S. Navy, WW II, 1942-5 (see note 10)	---
	M.C. (CA),1942-45; U.S. Senate, (CA), 1950-57 (see note 8)	50.00
	Vice President, 1953-61 (see note 6)	75.00
	Ex-President, 1974-, with facsimile signature (see note 9)	---
Ford	U.S. Navy, WW II (see note 10)	---
	M.C. (MI),1948-73 (see note 8)	40.00
	Vice President 1973-74 (see note 6)	---
	Ex-President 1977- (see note 9)	---
Carter	U.S. Navy, WW II 1942-47 (see note 10)	---
	Autograph signature on cacheted inauguration day cover (see note 5)	---
	Ex-President 1981- (see note 9)	---

NOTES

(1) Although the signatures of Zachary Taylor may be found on cover as an officer of the U.S. Army with various ranks and capacities, endorsed "On Service" or "Official Business", these are not franks. His signatures on these covers represent his certification that the letter was on government business. These letters when addressed to persons who had the franking privilege, would be accepted as free mail by postmasters. Probably the commonest addressee is Col. Roger Jones, Adj. General of the Army, a post which had the franking privilege (except for the years 1845-47) until 1873.

(2) These Ex-Presidents were still living when their franking privilege was discontinued under the Act of Congress, effective July 1, 1863.

(3) When the Act of Congress that eliminated the franking privilege of all Ex-Presidents then living was passed in 1863, Andrew Johnson was Civil War Military Governor of occupied Tennessee. While he had been aware, as a M.C. and Senator of the "automatic" franking privilege granted to Ex-Presidents by the immediate pre-war P.L.& R., he was not in a position to have been aware of the abrogation of the privilege. After Johnson left the Presidency in March, 1869, he franked several covers as "Ex-President" from his home in eastern Tennessee. These covers, franked in good faith, though actually illegal, were accepted by the postmasters of the offices where they were mailed.

(4) An Act of Congress of March 3, 1875, permitted Members of the House, Senators and Delegates to frank copies of the "Congressional Record" and public documents "already printed". A similar act in 1877 modified the last provision to "public documents printed by order of Congress". These provisions remained in effect until the Congressional franking privilege was further enlarged in 1895. Thus, any of the Presidents who served in Congress during that period could have franked mail of this nature, usually contained in heavy manila envelopes.

(5) Many covers exist with official imprints of the "Executive Mansion" (the official name for most of the 19th century) or "White House", that passed through the mail, bear postmarks and have the autographed signatures of the incumbent President. Most of these covers

have "Official Business" legends, penalty legends or some other indication of being official mail from the President's office. No U.S. law or postal regulation has been found that authorizes the franking privilege for incumbent Presidents after 1873. The few covers that bear Presidents' signatures represent a very small proportion of the covers sent from the Presidents' office. These signatures are not franks. Autographed Presidential covers are listed here because of their status & value to collectors.

(6) Commencing with Theodore Roosevelt, the franked covers of the Vice Presidents (and those who later became President) have with very few exceptions printed facsimile signatures rather than handwritten or autograph signatures. The prices shown are for covers with facsimile signatures.

(7) A few covers exist bearing the signature of Theodore Roosevelt as Ex-President. They bear no stamps, and are postmarked from Oyster Bay, N.Y., 1916. Though they obviously passed through the mail, no law or postal regulation has been found that authorized him to frank mail as Ex-President. Signed covers of Theodore Roosevelt exist on soldiers letters from Cuba during the Spanish American War in 1898. Roosevelt's signature, while not a frank, was as an officer of his regiment, the "Rough Riders", certifing that the unpaid letters to which it was applied were "Soldiers Letters", which permitted the letters to be sent through the mails with only domestic postage collected from the addressee.

(8) Presidents Harding, Truman, Kennedy, Johnson, Nixon and Ford all served in either the House or Senate, or both prior to becoming, for four of them, Vice President, and for all, President. Covers with printed facsimile signatures of all exist, but few, if any, covers from their Congressional years with manuscript franking signatures are known. For two, or three of them, Congressional era covers bearing facsimile signatures and added autograph signatures (possibly applied later) have been recorded, but the added signatures are obviously not for franking purposes. Prices shown are for covers with facsimile signatures.

(9) Under acts of Congress of 1957, 1970 and 1973, all living Ex-Presidents were given the franking privilege. Mail sent from their offices normally bear facsimile franking signatures produced by one or more of several methods. Some of the signatures are incorporated into meter imprints, a few may have been made with handstamps, others may have been produced by Autopen and others are printed. A few covers exist which have been hand franked on request, but these are difficult to distinguish from those produced by secretarial proxy or by Autopen which uses the same writing pens that the Ex-Presidents use to sign their letters.

(10) Members of the armed forces of the AEF during World War I were permitted to send mail free with a written signature plus unit designation as a return address & the word "free". This same privilege was given to all members of the armed forces during World War II. Thus, covers franked by Truman as a member of the AEF could exist. Also, Eisenhower, Kennedy, Johnson, Nixon, Ford and Carter could have sent their mail under their written signatures prior to the expiration of the WW II privilege on Dec. 31, 1947. Only a few of these handwritten franks of Presidents-to-be are known, but examples of all could exist. At least one of the Eisenhower covers of this nature bears his signature as censoring officer.

MAIL FROM THE PRESIDENTIAL OFFICE AFTER 1873

The Presidential franking privilege was abolished effective July 1, 1873. The law establishing the use of official stamps allowed their use for official business only. This reinforced the distinction between official mail, which had been franked by the presidential secretaries and the personal letters, mostly family correspondence, that the Presidents preferred to frank themselves. The franking laws had always permitted the President to frank any mail he wished, whether personal or official. With the introduction of official stamps, however, the personal mail sent by Presidents was no longer free and this situation has continued to this day. The Presidents have dealt with this situation in different ways as evidenced by covers showing how they handled both personal and official mail. Official mail exists in reasonable quantities although individual covers are not always identifiable by specific administration if a year date is absent. Personal mail from most of the Presidents also exists, but is not always identifiable if the contents are absent.

After Grant, who was President when official stamps were introduced, the Presidents handled the mail emanating from them or their offices in different ways by separating official from personal mail. Official mail sent from Grant's office bears official stamps, but no personal letters of his have been identified relative to whether they bore official or regular stamps.

Rutherford B. Hayes made a strong distinction between personal and official mail. This not only applied to his use of regular issue postage stamps on any mail he sent out that was not clearly on official government business, but to the envelopes he used. All bore the imprint "Executive Mansion" but those intended for official business had "Official" added to the legend, and were sent with the Executive Department official stamps. All other letters had the "Official" imprint omitted and regular stamps were used to frank them. This strict compliance with the laws apparently carried over into subsequent administrations.

Few if any covers appear to have been preserved from Garfield's brief administration, at least not enough exist to reveal how he handled outgoing mail. Chester A. Arthur used regular postage stamps on all but his official mail. For that, envelopes bearing an imprint "Executive Mansion/ Official Business" were used and as with Hayes, the envelopes bearing stamps in which personal mail was sent had only the imprint "Executive Mansion".

A few similar envelopes from Cleveland's first administration exist, of which one, with the imprint "Executive Mansion/Official Business" with Washington postmark dated July 11, 1887 bears Cleveland's signature as if it were a frank. Cleveland was apparently well aware of autograph collector's wants and a cover exists enclosing a card with Cleveland's signature dated Sept 26, 1902 with the "Executive Mansion" imprint and a Washington address but no postmark. Since this was five years after Cleveland left office, the assumption is that this was stationery remaining from his second term.

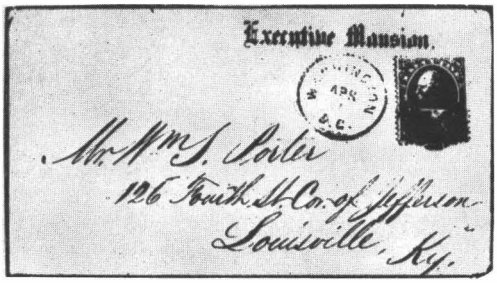
Throughout the Harrison and McKinley administrations the use of these two type of envelopes continued, all bearing the legend "Executive Mansion", those with "Official Business" just below it having no stamps and those without that imprint being prepaid by stamps at regular rates. During the Roosevelt administration there was a change. The name "Executive Mansion" became "White House" and official mail bore the additional imprint, "Official Business/Penalty for Private Use $300". Few covers from the Taft administration seem to exist. One cover with Taft's autograph while he was Chief Justice of the U.S. Supreme Court is on an official White House penalty envelope postmarked May 15, 1928, during the Coolidge administration.

Autographed covers exist from all administrations after Taft, mostly on official White House envelopes. Not all the administrations used any legend indicating official business or have a penalty clause. Some of the Presidents (or their wives) preferred the simple legend "The White House" and evidently their Postmasters General saw no reason to require the additional imprints, even for official mail.

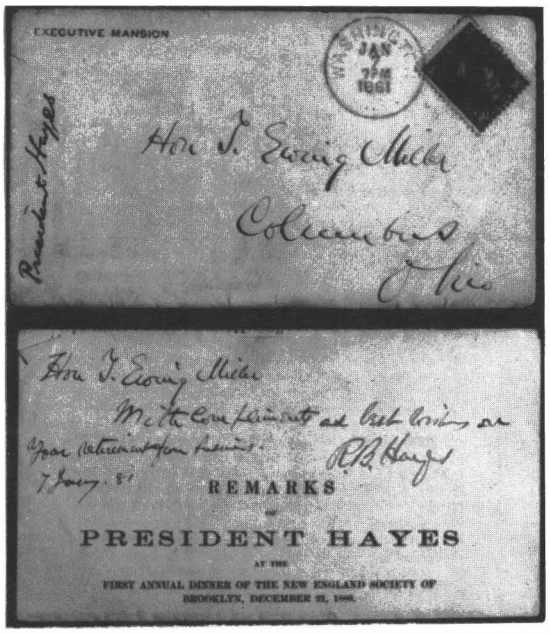
Most of the covers autographed by Presidents are White House stationery with contemporary Washington, D.C. postmarks. The presence of a postmark does not guarantee that these covers ever passed through the mails. A few are known to have been postmarked by courtesy. Nearly all these covers were sent in a separate outer envelope to the addressee and many had no postmarks when sent. At least a few of this type were returned to Washington where they were placed in the mail and received machine markings.

One other question also has to be asked about many of the autographed covers of recent years: were they actually hand signed or were they signed by a mechanical device such as "autopen", or by an authorized proxy? But no matter how they were signed, or whether they bear a stamp or legend to account for postage, they cannot be considered "franks" in that no incumbent President of the United States since U.S. Grant has possessed the franking privilege.

COVERS FROM THE EXECUTIVE MANSION 1873-1904



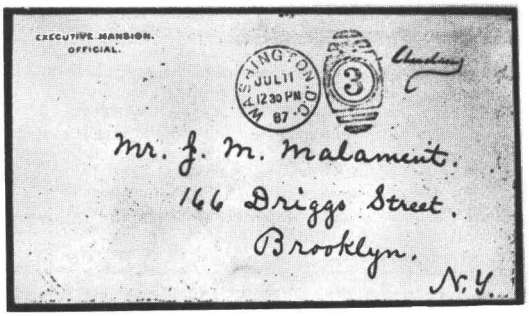
This cover with a 3¢ Executive official stamp and an "Executive Mansion" imprint was sent in 1874 in Grant's administration. It contains a letter signed by Presidential Secretary Levi Luckey, thanking the addressee for sending a "fine picture" of Grant's father.



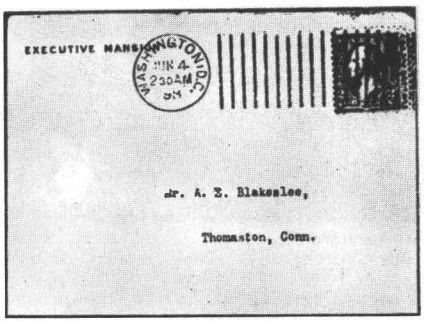
Many covers are known bearing regular issue postage stamps sent from the Executive Mansion by President Hayes, such as this cover with an enclosure bearing a personal note from Hayes.



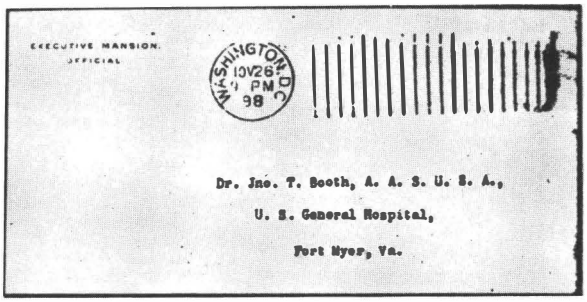
This cover with a wide black mourning border was sent from the Executive Mansion about four months after Chester A. Arthur became President after Garfield's death. The cover bears the imprint "Executive Mansion/Official" and a Washington postmark of Jan. 18(?), 1882.



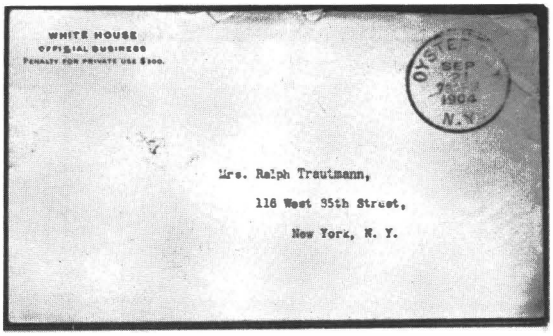
An "Executive Mansion/Official" envelope sent on July 11, 1887, during Cleveland's first administration, signed by the President: "Cleveland." Since the printed legend was sufficient to pass the letter through the mail, the reason for the signature is unknown but is probably autographic.



With imprint "Executive Mansion" but without "Official Business", this letter from the McKinley administration era was personal mail, as indicated by the 2¢ stamp.

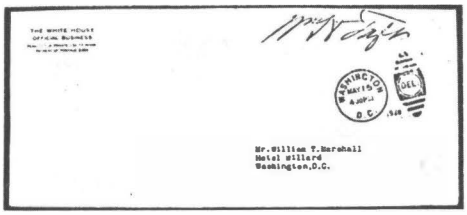


This cover with imprint, "Executive Mansion/ Official" was sent in 1898 without stamp or penalty imprint during the McKinley administration.

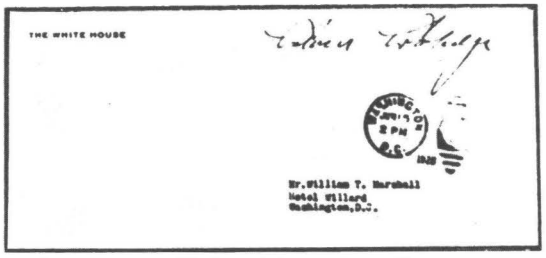


The Theodore Roosevelt administration changed the imprint to "White House" and added a penalty statement to their envelopes meant for official business, like this example sent from Roosevelt's home at Oyster Bay, N.Y. in 1904.

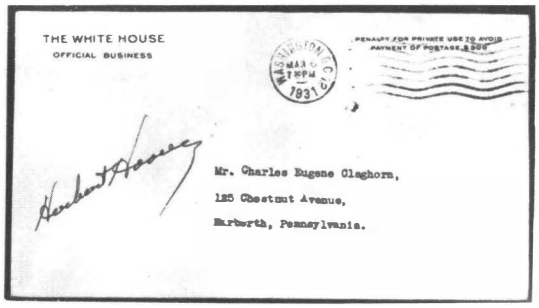
MAIL FROM THE PRESIDENTS
OFFICIAL AND PERSONAL



Bearing the autograph signature of then Chief Justice of the U.S. Supreme Court (a post that never has possessed the franking privilege), William Howard Taft, this White House envelope with "Official Business" and penalty clause imprint, was sent during the Coolidge administration in 1928.



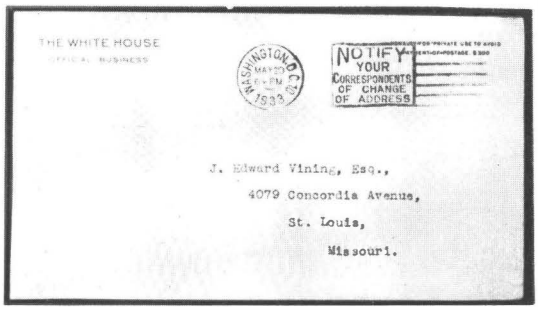
An autograph of Calvin Coolidge as President on a White House envelope intended for personal mail, this cover bears a Washington, D.C. postmark of June 15, 1928. Thus, the only factor preventing this being termed a Coolidge Presidential free frank is that there was no extant legislation at that time giving the President the franking privilege!



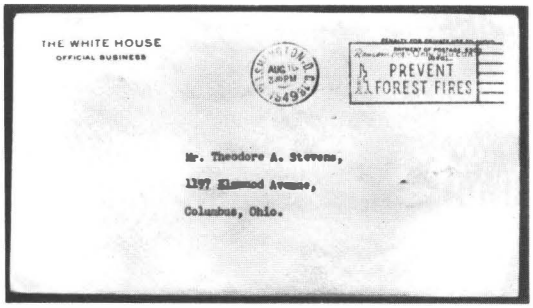
An autograph signature of Herbert Hoover while President, on official White House stationery with penalty clause imprint.



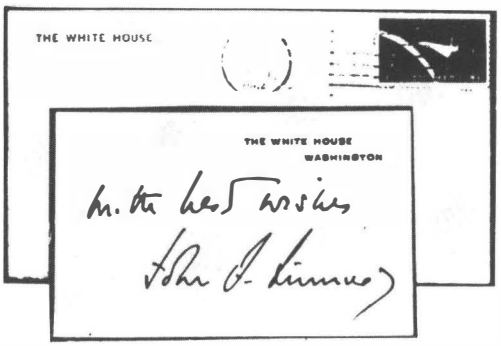
Herbert Hoover's Christmas cards for 1932 were, as personal mail, sent in White House envelopes franked by 3¢ Washington bicentennial commemorative stamps.



A White House official letter, with "Official Business" and a penalty clause, sent from the oval office early in the administration of Franklin D. Roosevelt.



White House official mail from the Truman administration used official stationery almost identical to that of the Roosevelt years, except that "(G.P.O.)" has been added to the penalty clause.



This White House mailing from the Kennedy administration in 1962 was in response to a request for a "free franked" cover. The response to such requests was evidently considered to be "personal mail" by the Oval office personnel, since a 4¢ Project Mercury stamp was used to mail the White House envelope containing a card with "White House/ Washington" imprint and a signed "W. the best wishes/ John F. Kennedy". The signature and legend are, alas, one of the many proxy signatures of Kennedy written by designated secretaries!

Starting with a practice established by Hayes, Presidents have used different imprints on stationery intended for official mail from their offices, mostly handled by their secretaries, and the personal mail from themselves and their families in the White House. Both carried the imprint, "Executive Mansion" or, beginning with Teddy Roosevelt, "White House", but there the resemblance ends. The official letters bear an imprint, "Official" or "Official Business", some also have a penalty clause and normally none have stamp or signature. The personal letters carried no such legends but were franked with postage stamps. Presidential autographs appear upon both kinds of envelopes.

The following table shows the styles of stationery used by the Presidents, starting with Grant, who did not have the franking privilege as incumbents after 1873.

The code letters indicate, where examples have been recorded, the imprints on the stationery used by each President or his office in handling official and "personal" mail. The latter, in more recent years, includes not only the personal mail of the first families and its guests, but the floods of mail sent out for birthdays, etc. in more recent years.

MAIL FROM THE PRESIDENTS - OFFICIAL AND PERSONAL 1873-198?

PRESIDENT	TERM	TYPE MAIL	HOW SENT
Grant	to 3 Mar 1877	OS	?
Hayes	4 Mar 1877-3 Mar 1881	OS;OE	RS
Garfield	4 Mar 1881-19 Sep 1881	?	?
Arthur	20 Sep 1881-3 Mar 1885	OE	?
Cleveland (1)	4 Mar 1885-3 Mar 1889	OE	RS
B. Harrison	4 Mar 1889-3 Mar 1893	OE	RS
Cleveland (II)	4 Mar 1893-4 Mar 1897	OE	?
McKinley	4 Mar 1897-14 Sep 1901	OE	RS
T. Roosevelt	14 Sep 1901-3 Mar 1909	OEP	
Taft	4 Mar 1909-3 Mar 1913	?	?
Wilson	4 Mar 1913-3 Mar 1921	?	RS
Harding	4 Mar 1921-2 Aug 1923	OEP	?
Coolidge	3 Aug 1923-3 Mar 1929	?	?
Hoover	4 Mar 1929-3 Mar 1933	OE	RS
F. Roosevelt	4 Mar 1933-12 Apr 1945	OEP	?
Truman	12 Apr 1945-20 Jan 1953	OEP	?
Eisenhower	20 Jan 1953-20 Jan 1961	?	RS
Kennedy	20 Jan 1961-22 Nov 1963	?	RS
L. Johnson	22 Nov 1963-20 Jan 1969	?	?
Nixon	20 Jan 1969-9 Aug 1974	?	?
Ford	9 Aug 1974-20 Jan 1977	?	?
Carter	20 Jan 1977-20 Jan 1981	?	?
Reagan	20 Jan 1981-	?	RS

OS Used Executive Official stamps.

OE Used imprinted official envelopes with "Official" or "Official Business" but without penalty clause.

RS Used regular issue stamps; in 20th century, occasional commemoratives or, more recently, flag or White House types.

OEP Used official envelopes imprinted "White House" with "Official" or "Official Business" and penalty clause.

THE SECRETARIES OF THE PRESIDENTS

All the Presidents of the United States have had secretaries, usually identified as "Private Secretaries". Only those who served between 1857-1873, however, had the franking privilege.

Prior to the Buchanan administration, mail sent from the office of the President was either franked by the President himself, or before 1856, was sent collect. No authorization for Presidential secretaries to frank mail has been found in the P.L. & R. prior to the revised postal act, effective July 1, 1863. It is probable that the Postmaster General advised the Washington post office to accept the President's letters that had been franked by his secretary shortly after April 1855, when it was required that all domestic U.S. mail had to be prepaid. It is quite possible, therefore, that Franklin Pierce's secretary (assuming he had one as his identity has yet to be established) would have been the first to frank mail as Presidential Secretary. No President's letters franked by a secretary of Franklin Pierce, however, have been recorded. The earliest secretarial franks from a President's office are those of James Buchanan's secretary, J. Buchanan Henry.

Covers imprinted, "from the President of the United States/ Priv. Sec.", bear Henry's signature and the word "free". The enclosed letter in one is datelined "Executive Mansion/ 28 April, 1857". This was less than two months after President Buchanan took office. The use of the imprinted envelopes leaves very little doubt that the frank of the President's secretary (who was also his nephew) was authorized.

Tobias Lear, Washington's private secretary, was appointed (ca.1813) "Additional Accountant" of the War Department, so that his large, spectacular frank appears on covers from the War Department until his suicide on October 11, 1816. Nicholas Trist, President Jefferson's secretary, franked mail as Chief Clerk of the State Department between 1843 and 1847. He later negotiated the treaty ending the war with Mexico, but came home to find that President Polk, disliking the terms of the treaty, had replaced him.

The franking privilege of the Private Secretaries and Secretaries of the Presidents continued until June 30, 1873 when the franking privilege of the Executive branch was abrogated by act of Congress. The list of Presidential Secretaries which follows shows a steadily increasing number for each administration, though not all the secretaries were listed as such in the "U.S. Register" or lists of government employees for the period 1857-73.

The problem was that the presidential staff expanded far more rapidly than was authorized by Congress and a means had to be found to include the extra secretaries on the government payroll. President Lincoln had three secretaries. John Nicolay was listed as Private Secretary while another, William O. Stoddard was listed as "Secretary to the President to sign patents". The remaining secretary, John M. Hay, was paid under an appointment as a clerk in the Pension Office of the Department of the Interior, which function, of course, he never practised. His franked covers usually have the printed "Priv." or "Priv. Sec." crossed out and a scribbled "as't" or "Ac'g" (assistant or acting) "Private Secretary" added.

Nearly all the secretarial appointees were men who had been known to the Presidents in private life. Because many were relatives of the Presidents they served they were able to maintain a confidential relationship and a position of personal trust that would not have been possible otherwise.

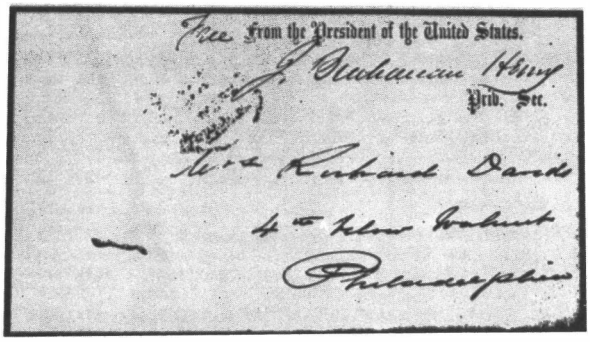
J.Buchanan Henry was President Buchanan's nephew. Henry had spent part of his life in the Buchanan household so that he was more like a son than a nephew to the bachelor President. When Henry left the post in 1860 he was succeeded by Adam Glossbrenner, a Pennsylvania politician and long-time crony of the President.

Nicolay & Hay were both known to Lincoln at Springfield: Nicolay as a newspaper editor & later as Assistant Secretary of State of Illinois, and Hay as a young Springfield lawyer. In the 1880's Nicolay & Hay wrote a multi-volume biography of Lincoln. Hay went on to become Secretary of State in the McKinley & Roosevelt administrations.

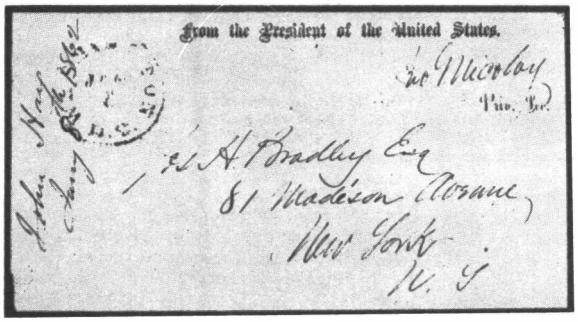
Two of President Andrew Johnson's six secretaries met tragic ends. William A. Browning died suddenly a few months after Johnson took office. The President's son, Col. Robert Johnson, died an alcoholic suicide at the age of 33, soon after his father left office. Gen. Reuben D. Mussey, Johnson's first Military Secretary and Major Robert Morrow had both been associated with the President when he had been Military Governor of Tennessee in 1863. Edmund Cooper was a close political friend & Dr. Frank Cowen was the son of another political crony of Johnson's.

According to the memoirs of William H. Crook, who served in the President's Mansion through five administrations (Lincoln to Arthur), the three secretaries with military titles (Reeves, Long and Moore) were assigned by the War Department to Johnson's office at the President's request. Positive identification and specific dates of their service

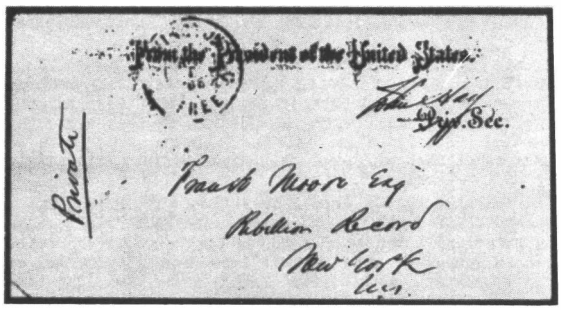
FRANKS OF THE SECRETARIES OF THE PRESIDENTS



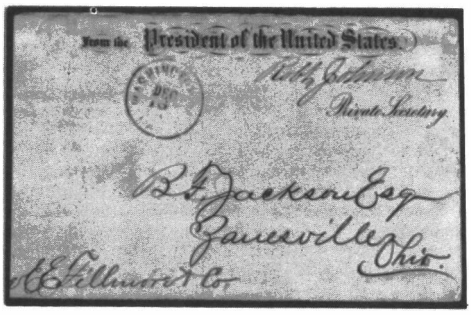
J. Buchanan Henry



John Nicolay



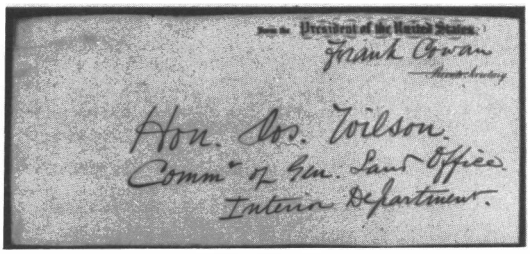
John Hay



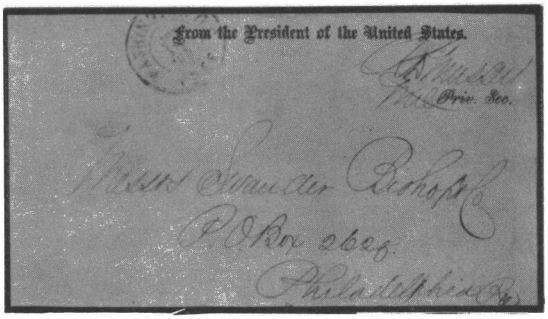
Robert Johnson



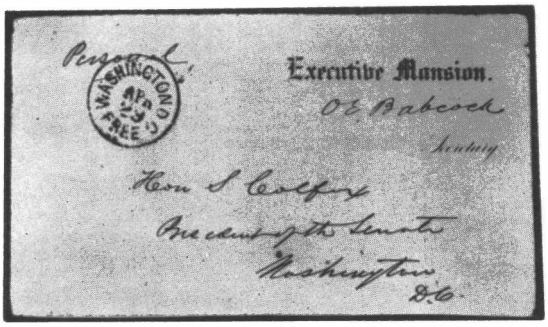
Robert Morrow



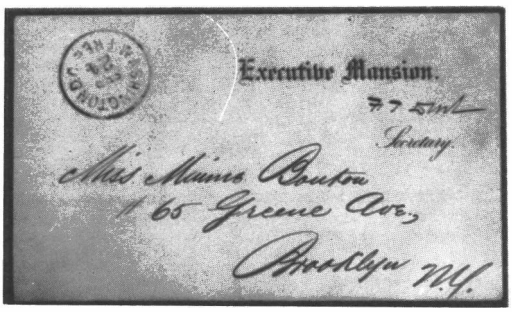
Frank Cowan



Reuben D. Mussey



Orville E. Babcock



Frederick T. Dent

awaits further research. No franks of any of them have as yet been reported.

Most appropriately, the tradition of assigning military men to staff the President's office continued in the Grant administration. Four men who had been members of Grant's staff as Commander in Chief of the Union armies were assigned, at his request, to his Presidential staff. One of these, Gen. Adam Badeau, who had served as "military secretary" to Grant while in command of the U.S. army served as a Presidential Military Secretary less than two months. He was then appointed secretary to the Legation at London, England. Crook states in his memoirs that Badeau's appointment was "informal" since he was then completing his three volume "Military History of U.S. Grant". Badeau did, however, exercise his franking privilege as a Presidential Secretary while in the Executive Mansion.

Grant's presidential office was primarily run by Generals Orville E. Babcock and Horace Porter, who had been his chief military aides during the years 1864-65. Porter left the Presidential staff in 1873 to become the president of a railroad and Babcock resigned in 1876 after his acquittal by a court martial for complicity in the "whiskey ring" scandals. General Frederick Dent, Grant's room-mate at West Point, brother-in-law and Aide-de-Camp during the Civil War also left Grant's Presidential staff in 1873 to accept a military assignment.

Robert M. Douglas, son of the "Little Giant" Stephen A. Douglas, Illinois Senator & 1860 Presidential candidate, was Grant's secretary in 1869. When Douglas left he was succeeded by another civilian, clerk Levi Luckey. Culver C. Sniffen was a War Department clerk who was transferred to the Presidential office in 1865. He rose to full secretarial status in 1873 and was given an army paymaster's appointment as major after Grant's term ended. Sniffen later became Chief Paymaster of the U.S. Army and a Brigadier General.

William H. Crook started his career in the Executive Mansion as a policeman and guard in 1864. In Johnson's administration, and later in Grant's, he moved into the Presidential office as doorkeeper and record clerk. Starting with Grant's second term in March 1873, he succeeded Gen. Frederick Dent as Grant's appointment secretary. Although franks of Dent are known, Crook's have not been reported. Crook continued in the President's office through the term of Garfield and Arthur. In 1907 he published his memoirs, "Through Five Administrations", which gives us a good deal of detailed information about the routine and people of the Presidential office.

PRESIDENT	SECRETARY	STATE	TENURE	VALUE
Pierce	?	---	1853-57	---
Buchanan	J.Buchanan Henry	PA	1857-60	400.00
	Adam J. Glossbrenner	PA	1860-61	---
Lincoln	John Nicolay	IL	1861-65	300.00
	John Hay	IL	1861-65	300.00
	William O. Stoddard*	IL	1861-64	---
Johnson	William A. Browning	TN(?)	1865	125.00
	Col. Robert Johnson	TN	1865-69	90.00
	Maj. Robert Morrow	TN	1865-?	150.00
	Edmund Cooper	TN	1865-66	100.00
	Dr. Frank Cowan**	PA	?	60.00
	Gen. Reuben D. Mussey	OH	1865	250.00
	Col. Wright Reeves	?	?	---
	Col.Andrew K.(?) Long	TN	?	---
	Maj. William G. Moore	D.C.	?	---
Grant	Gen. Adam Badeau	N.Y.	1869	200.00
	Gen.Orville E.Babcock	VT	1869-76	75.00
	Gen. Horace Porter	PA	1869-73	100.00
	Gen.Frederick T. Dent	MO	1869-73	125.00
	Robert M. Douglas	IL	1869-?	150.00
	Levi P. Luckey	N.Y.	1869-77	90.00
	Culver C. Sniffen	N.Y.	1865-77	100.00
	William H. Crook	MD	1864-68(?)	---

* - Secretary to "sign patents".
** - Cowan's franked covers have only been reported with local addresses and without postmarks and are presumed to have been hand carried.

FRANKS OF THE PRESIDENTIAL WIDOWS

Franked covers of widows of the early Ex-Presidents (or those who died in office) are collected more as autographs than as postal history. Conversely, since most modern franks of Presidents' widows bear facsimile signatures of one kind or another, many are of far more interest from a postal history than an autographic standpoint.

Most of the franks of the Presidential Widows prior to Lucretia Garfield are very rare. In a few cases, only two or three exist, and only those franked by Dolley Madison (as she spelled her name) and Mary Lincoln number more than half a dozen on record.

The list of Presidents' Widows' franks and data pertaining to them which accompanies these notes shows only those who were granted the franking privilege under the authority of an act of Congress, either individually or on an "automatic" basis. While most of the Presidents' wives not listed died before their husbands, there are three exceptions who were never granted the franking privilege in spite of having survived their husbands. Oddly, all were the widows of Presidents who had entered the office from the Vice Presidency upon the death of a president and none were asked to seek another term.

The most interesting story is that of the widow of John Tyler, Julia Gardiner Tyler, who was Tyler's second wife. Her father, Col. David Gardiner of Gardiner's Island, N. Y. was killed in the famous gun explosion aboard the U.S.S. Princeton in February 1844, which also killed several other prominent politicians including two cabinet members of a Presidential party aboard the ship. Both Julia Gardiner and President Tyler were aboard the ship then but were below decks at the time of the explosion. Tyler married Julia Gardiner only a few months later and, after finishing his term, they lived in Virginia. When the Civil War came, Tyler became a member of the Confederate States Senate and was such when he died in 1862. Obviously, a "widows" franking privilege, granted by the U.S. Congress was both unlikely and unusable at the time. In the years after the war, Julia Tyler, along with several other widows of Presidents, was voted a pension in December 1880 but franking privileges were not included in the act.

President Millard Fillmore's first wife, Abigail, died in 1853 shortly after he left the Presidency. In 1858 he married Caroline C. McIntosh but after Fillmore's death in 1871, she wasn't granted the franking privilege in the seven years she lived on as Fillmore's widow.

Eliza McCardle Johnson survived her husband, Andrew Johnson when he died in July 1875. However, she was not given the franking privilege as a Presidential widow before her death six months later.

The franking privilege for both Ex-Presidents and President's widows, then living, had been discontinued, effective July 1, 1863, by not including such in the new postal act of that date. The only widows then living were Anna Harrison and Sarah Polk, neither of whose husbands were of the party then in power (also true of the Ex-Presidents). After that date, no Ex-President was again given the franking privilege until almost a hundred years later and President's widows were only given the privilege when they asked for it by a special act of Congress, until modern times.

As a result, many President's widows didn't receive the privilege for several months or, in a few cases, for several years. Not all the widows requested the privilege immediately after their husband's death (or, had it requested for them by a friendly congressman) and Congress wasn't always in session, nor were such acts usually considered until the last days of a session.

Mamie Eisenhower was the last Presidential widow to be granted the franking privilege by an individual act of Congress. The Kennedy assassination in 1963 had brought home to the country the enormous costs and pressures on a new Presidential widow in finding means to handle large volumes of mail from a sympathetic public, which came up again when Ex-President Eisenhower died in 1969.

Yet, it took "nudges" from the U.S. Postal Service in 1972 and 1973 to get Congress to finally enact, on December 18, 1973, that the franking privilege would thenceforth be "automatic" for Presidential widows immediately upon the deaths of their husbands. Harry S. Truman had died on Dec. 26, 1972 and Lyndon B. Johnson had died on Jan.23, 1973, and within a month, the U.S. Postal Service, far more independent than its predecessor Post Office Department, extended the franking privilege to their widows, the cost being absorbed by the Postal Service. On December 18, 1973, Congress confirmed the action of the Postal Service by providing the franking privilege to all living and future Presidential widows automatically upon the death of their spouses, with costs to be kept and refunded to the Postal Service. This probably accounts for the use by Ex-Presidents and Presidential widows of meters with a facsimile signature and "free" included in the meter legend, as these would provide a ready means of accumulating costs of free mail sent out.

There are several unusual aspects of the widows' franks, mostly explained in the notes. One of these is that Sarah C. Polk's franks (for the most part signed as "Mrs. James K. Polk") are only known from prior to the Civil War, since she lived in Tennessee, then Confederate territory, and the franking privilege for all the living widows was not provided by the new postal law effective July 1, 1863. Although Mrs. Polk lived until 1891, her franking privilege was apparently never restored by Congress. However, the Postal Guides of the 1880's indicate that she still possessed the franking privilege, presumably going back to the law of 1850 that had provided her that privilege. Mrs. Polk was then nearly 80 years old, and no franks sent by her are known from the 1880's. Thus, the question remains academic as to whether she really had the franking privilege, even though there is little doubt that her franked covers would have passed free through the mails on the strength of the note in the Postal Guides of that era.

The franks of Mary Lord Harrison are another odd case. She was granted the franking privilege nearly eight years after the death of her husband, Ex-President Benjamin Harrison in 1901. She had never been "First Lady", but had lived in the President's Mansion when Harrison was in office, as a young widow, being both niece and secretary to Harrison's first wife, Caroline, who had died during Harrison's term in 1892. Harrison married the young widow, Mary Lord Dimmick in 1896 and they had one daughter before Harrison's death at the age of 67, in 1901. His widow, Mary Lord Dimmick Harrison told the late Edward Stern that she had obtained the franking privilege only by "applying for it". She was very co-operative with collectors and her franks, as the only President's widow who was never First Lady, have a unique appeal all their own.

The list of Presidents' widows and their franks (sequential as to when they were granted the franking privilege and not by when their husbands served) prices covers with handwritten franks except where facsimile signatures made with handstamps or, later, meters, were the norm. In such cases, while a few handwritten franks of certain widows are known, most are "favor" franks or done by request of collectors. Notes are provided to indicate where the price is for covers with facsimile franks. The notes also provide suggestions as to the prices for written favor franks, these being priced as autographic material rather than as postal history items. The notes describe other peculiarities of the widows' franks, such as those of Frances Cleveland Preston before and after her second marriage and those of Jacqueline Kennedy in the period before she relinquished the privilege upon marrying Aristotle Onassis.

PRESIDENTIAL WIDOWS' FRANKS

WIDOW	DATE OF HUSBAND'S DEATH	DATE PRIVILEGE GRANTED	DATE OF WIDOW'S DEATH	VALUE
Martha Dandridge Custis Washington	12/14/1799	4/3/1800	5/22/1802	3000.00
Dolley Payne Todd Madison	6/28/1836	7/2/1836	7/12/1849	700.00
Anna Symmes Harrison	4/4/1841	9/9/1841	2/25/1864*	1500.00
Louisa Catherine Johnson Adams	2/23/1848	3/9/1848	5/15/1852	1500.00
Sarah Childress Polk	6/15/1849	1/10/1850	8/14/1891**	1500.00
Margaret Smith Taylor	7/9/1850	7/18/1850	8/18/1852	Not Known
Mary Todd Lincoln	4/15/1865	2/10/1866	7/16/1882	3500.00
Lucretia Rudolph Garfield	9/19/1881	12/20/1881	3/13/1918	150.00
Julia Dent Grant	7/23/1885	6/28/1886	12/14/1902	1500.00
Ida Saxton McKinley	9/14/1901	1/22/1902	5/16/1907	1500.00
Frances Folsom Cleveland (Preston)***	6/24/1908	2/1/1909	10/29/1947	60.00
Mary Lord Dimmick Harrison	3/13/1901	2/1/1909	1/5/1948	75.00
Edith Kermit Carow Roosevelt	1/6/1919	10/27/1919	9/30/1948	(1)75.00
Florence Kling Harding	8/2/1923	1/25/1924	11/22/1924	150.00
Edith Bolling Wilson	2/3/1924	3/4/1924	12/28/1961	(2)50.00
Helen Herron Taft	3/8/1930	6/14/1930	5/22/1943	60.00
Grace Goodhue Coolidge	1/5/1933	6/16/1934	7/2/1957	75.00
Anna Eleanor Roosevelt	4/12/1945	5/7/1945	11/7/1962	(2)50.00
Jacqueline Bouvier Kennedy (Onassis)(3)	11/22/1963	12/11/1963	(see 4)	(2)75.00
Mamie Doud Eisenhower	3/28/1969	4/25/1969	11/1/1979	(2)75.00
Elizabeth (Bess) Wallace Truman(4)	12/26/1972	12/?/1972	10/18/1982	(2)75.00
Claudia Taylor (Lady Bird) Johnson(4)	1/23/1973	1/?/1973	Living	(2)50.00

* The franking privileges of all then living widows, Anna Harrison and Sarah C. Polk, were not renewed with the act effective July 1, 1863.

** Sarah C. Polk's franking privilege, although not renewed in 1863, was stated to be valid in the Postal Guides of the 1880's, but no franked covers of hers from this period are known. (She usually franked as "Mrs. J. K. Polk".)

*** Frances Cleveland remarried in 1913, and most of her franks are under her new name, Frances F. Cleveland Preston, which reflect the price given. Her written franks as Frances Folsom Cleveland sell for about $125.00.

1. Edith Roosevelt normally signed her name "Edith K. Roosevelt" but a few covers are known with her middle initial as "C." This was caused by confusion from the Congressional act which identified her as Edith Carow Roosevelt using her maiden name instead of Edith K. Roosevelt which she preferred and had made her legal signature. Price for franks signed "Edith C. Roosevelt" $125.00.

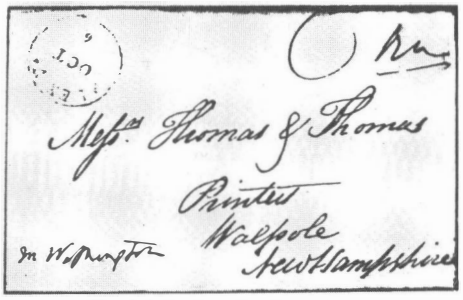
2. Prices with this note number are for covers bearing a handstamped or other facsimile franking signature. The practice was started by Edith Bolling Wilson soon after she was given the franking privilege. Her franks with handwritten franking signature and sent in the spring of 1924 sell for about $150.00, but most of her franked covers bear a heavy black facsimile handstamped signature.

   Facsimile signatures used by the Presidents' widows are usually handstamps except for those of Mamie Eisenhower, which are part of a meter imprint, and a few others that are apparently autopen or printed by other means. Handwritten signatures on widows' franks priced here for facsimile uses sell for double to triple the prices given but are usually by favor in response to a specific request.

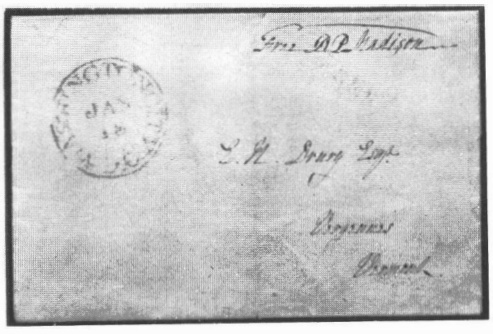
3. Jacqueline Bouvier Kennedy was granted the franking privilege on 11 December, 1963. When she remarried in October 1968, she relinquished her franking privilege in a letter to the U.S. Postal Service.

4. Bess Truman and Lady Bird Johnson were given the franking privilege by the U.S. Postal Service immediately upon the deaths of their Ex-President husbands. Congress confirmed their franking privileges by an enactment on December 18, 1973, which provided all living and future Presidential widows with the franking privilege "automatically" upon the deaths of their spouses.

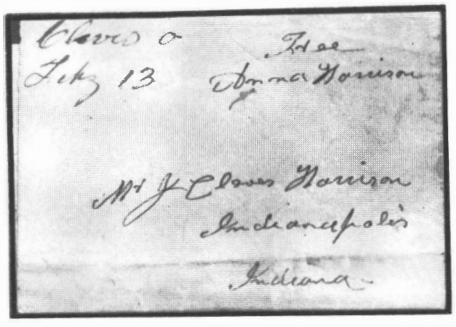
PRESIDENTS' WIDOWS' FRANKS



Martha Dandridge Washington



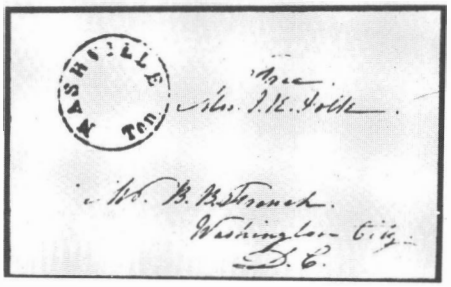
Dolley Payne Todd Madison



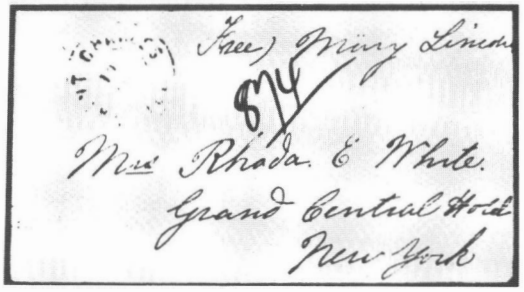
Anna Symmes Harrison



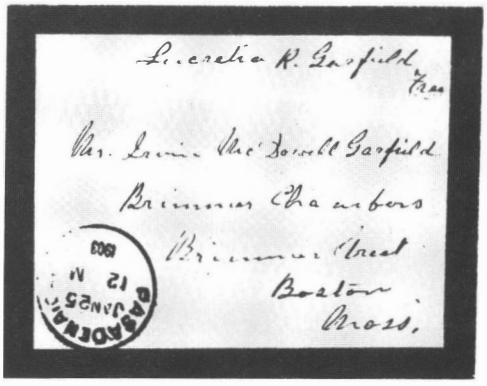
Louisa Catherine Johnson Adams



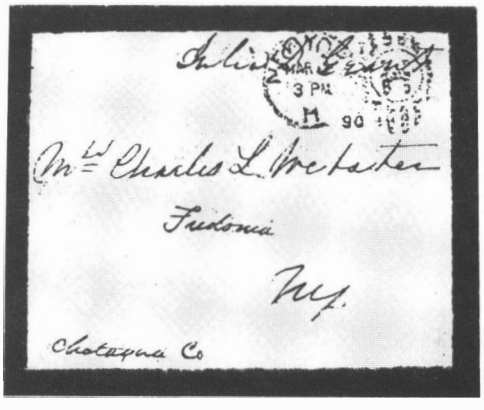
Sarah Childress Polk



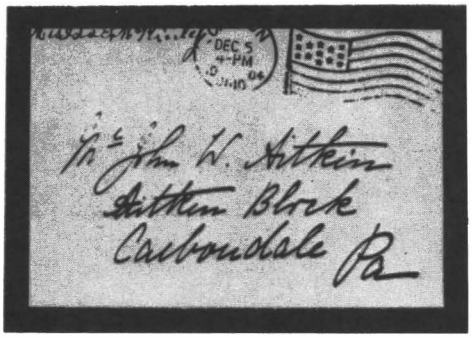
Mary Todd Lincoln



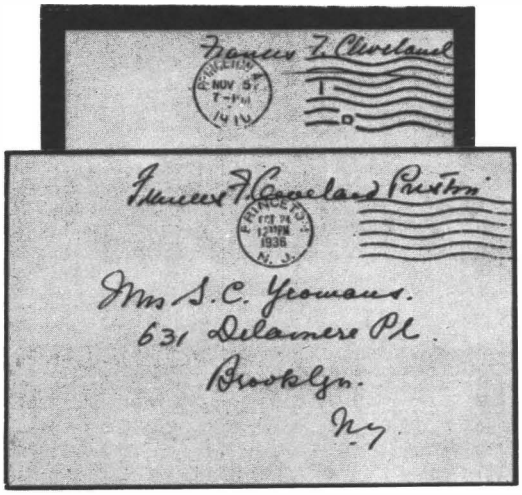
Lucretia Rudolph Garfield



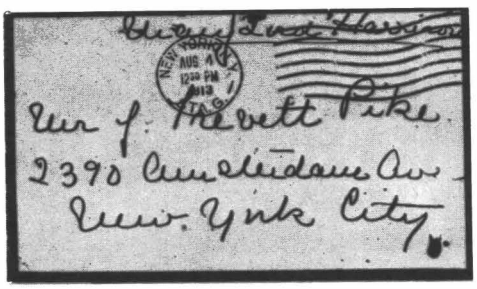
Julia Dent Grant



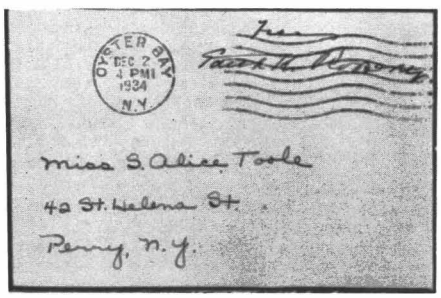
Ida Saxton McKinley



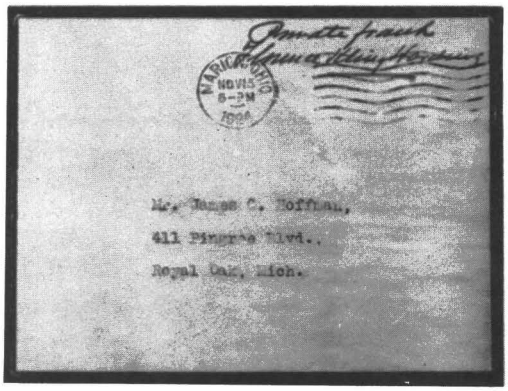
Frances Folsom Cleveland
Frances Folsom Cleveland Preston



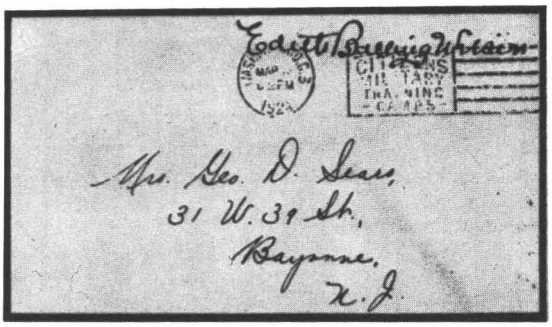
Mary Lord Dimmick Harrison



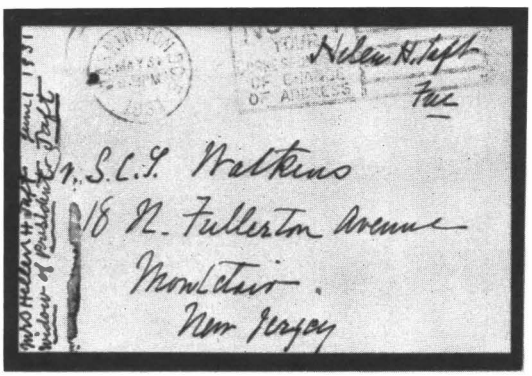
Edith Kermit Carow Roosevelt



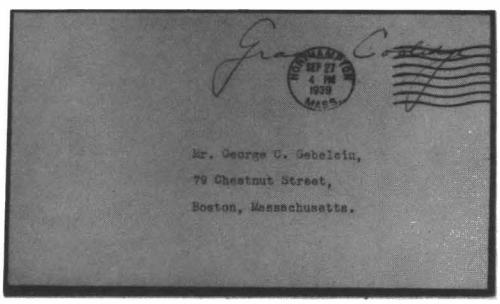
Florence Kling Harding



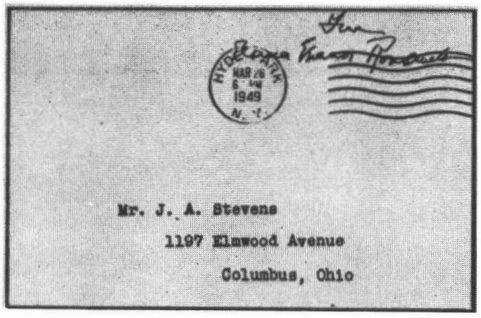
Edith Bolling Wilson



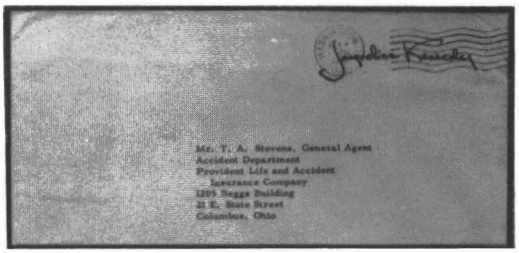
Helen Herron Taft



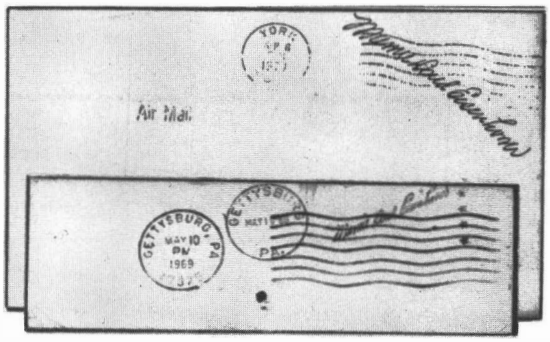
Grace Goodhue Coolidge



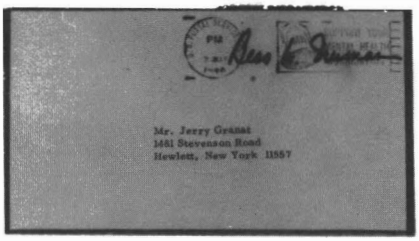
Anna Eleanor Roosevelt



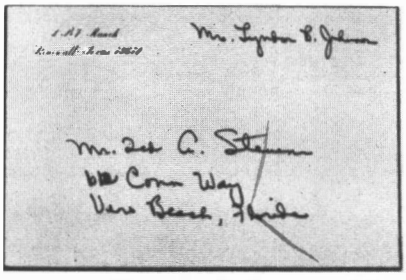
Jacqueline Bouvier Kennedy



Mamie Doud Eisenhower



Elizabeth (Bess) Wallace Truman



Claudie Taylor (Lady Bird) Johnson

FRANKS OF THE VICE PRESIDENTS

Although we think of the Vice President as the "back-up" President, the major official position of the office is as the presiding officer of the U.S. Senate, with the title of "President of the Senate". The franking privilege was granted to the Vice President as early as 1792 and was abolished, along with all governmental franking privileges, on July 1, 1873. While this was a permanent cessation of the franking privilege for the President and the Executive branch, Congress started restoring its own franking privilege in 1875 by authorizing the franking of printed speeches and other printed matter by Members of Congress. By the end of 1877 (the post of Vice President was vacant from 1875 to 1877 with the death of Grant's second Vice Presi- dent, Henry Wilson) Congress had extended their privilege of franking printed matter to the Vice President. When Congress voted itself the franking privilege for letter mails in 1895 (with various restrictions) the same privilege was extended to the Vice President in his capacity as President of the Senate. This situation continues to this day, with the Vice President being the only important member of the Executive Branch of government with the franking privilege.

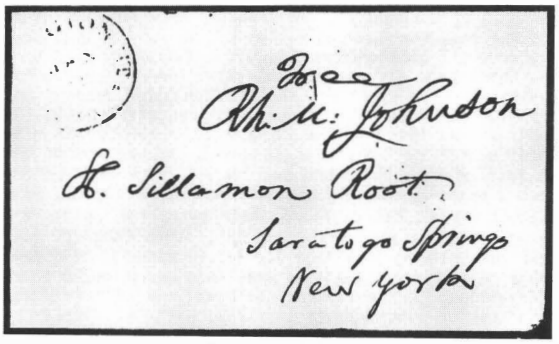
The franked covers of Vice Presidents who served prior to the Civil War are usually not identified as having been sent from the Vice President's office and therefore must be identified by date. No Vice President's franks are common, many are rare and some may not exist at all. This is particularly true during the 1873-95 "blackout" period. Though several Vice Presidents who served during this period had franked mail as Congressmen or as Senators, a few, such as Chester Arthur, never had the franking privilege except as Vice President and then only for certain printed matter.

Schuyler Colfax, Grant's Vice President between 1869 and 1873 was the first to use envelopes with a printed legend indicating the Vice President's office. The first, however, to use envelopes with the imprinted legend "Vice President's Chamber" were Senators Lafayette S. Foster and Benjamin Wade. Both used such envelopes while President Pro-Tem of the Senate after Andrew Johnson had vacated the Vice President's office to become President. Franks of those Presidents of the Senate Pro-Tem who would have become President had a President died while the office of Vice President was vacant are discussed in the section following this.

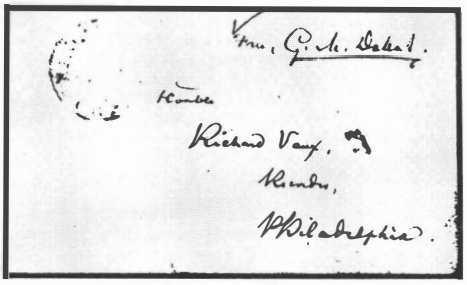
Following the 1895 restoration of the franking privilege to Congress and the Vice President the use of printed facsimile franks on envelopes became common. Few Vice President's franked envelopes bear written signatures after 1900 though many more recent Vice Presidents have written their signatures on printed franked envelopes as a favor to collectors. From a postal history standpoint the printed signature is the "frank" while the written signature is of value only as an autograph. Many modern Vice Presidential franked covers are not postmarked. Though they did pass through the mail, the Washington post office evidently didn't feel that postmarking these covers was important.

The prices given in the following list are for written franks on postmarked covers prior to 1900 and for printed franks on postmarked covers after that date. Covers franked by Vice Presidents while holding other positions with the franking privilege are generally not highly regarded unless listed in other sections of this catalog. Although franks of Henry Wilson are quite common as a Congressman, those of William A. Wheeler and Thomas A. Hendricks are far less so and may not exist on printed matter as Vice President. Thus, collectors may consider these as fair substitutes for genuine Vice Presidential franks. Prices of Congressional franks of men whose Vice Presidential franks are rare or unknown have ranged in value at auction from $30 to $50 or more. Due to lack of sales data several Vice Presidential franks in the following list are unpriced. Among these are the franks of John Tyler, in the office of Vice President for just one month, Andrew Johnson, who served about six weeks before becoming President, and Harry Truman.

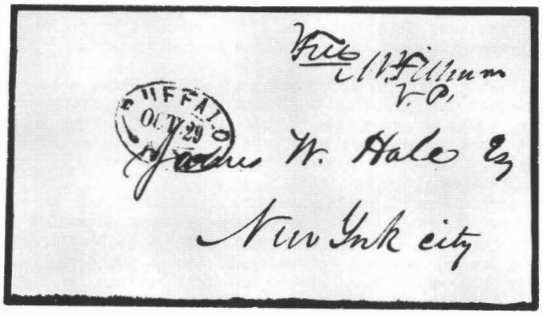
FRANKS OF THE VICE PRESIDENTS



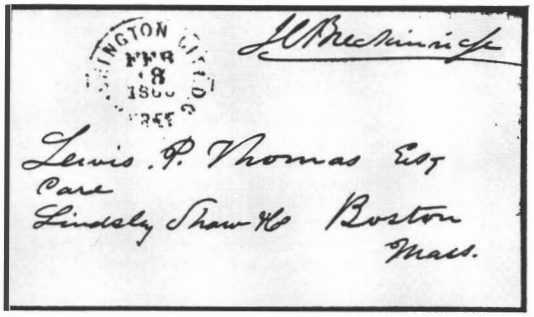
Richard M. Johnson



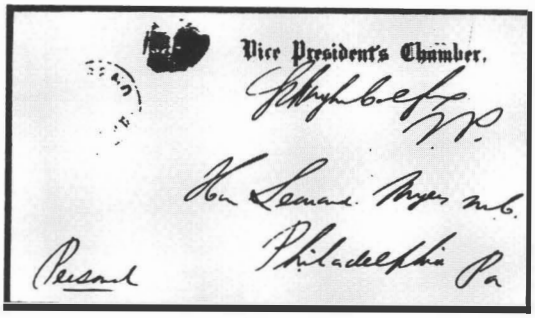
George M. Dallas



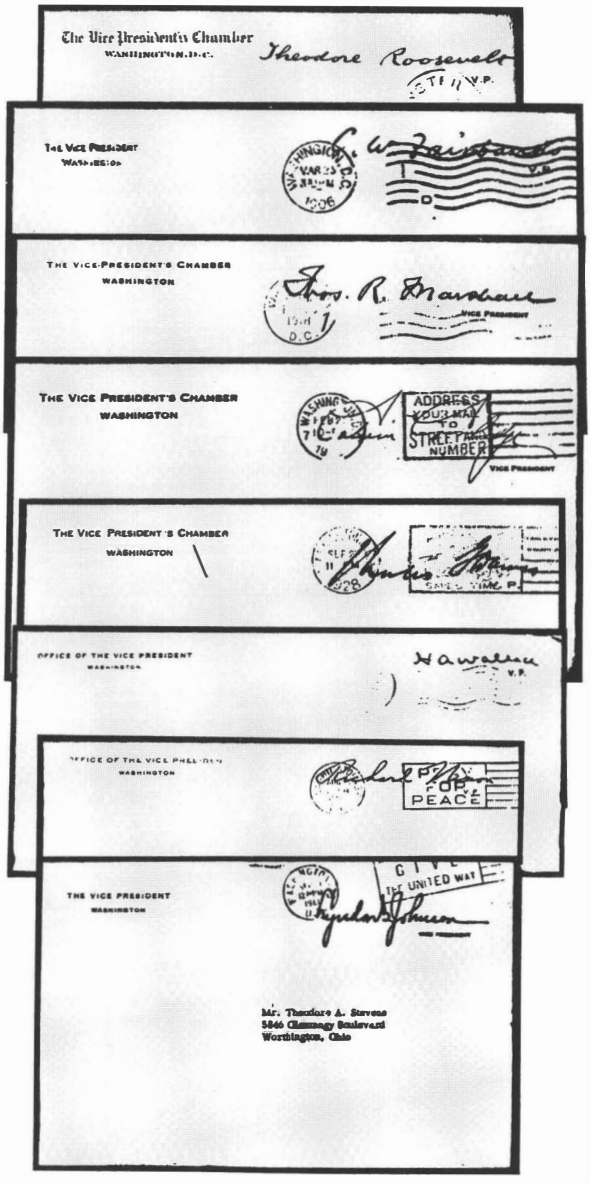
Millard Fillmore



John C. Breckinridge



Schuyler Colfax



PRINTED FRANKS ON POSTMARKED COVERS

Theodore Roosevelt
Charles W. Fairbanks
Thomas R. Marshall
Calvin Coolidge
Charles G. Dawes
Henry A. Wallace
Richard M. Nixon
Lyndon B. Johnson

Though some men held the office of Vice President for a number of years, their franks are still uncommon. For example, George Clinton was Vice President for over seven years but his franks from that office are far scarcer than those he sent as a Revolutionary War general. Daniel Tompkins was Monroe's Vice President for eight years but very few of his franked covers have been recorded. As noted above however, early Vice Presidential franked covers are not always easy to identify if the franker exercised the privilege from other posts. Another difficult Vice Presidential frank to locate or price is that of Henry Wilson since he took office on March 4, 1873 and the franking privilege was abolished on July 1 of that year. While his franked covers should bear an imprint, none seem to have been recorded though his franks as a U.S. Senator are quite common.

The office of Vice President has often been held by men little known by history or their contemporaries. Their modern franked covers have neither been saved nor sought while the earlier Vice President's franked covers are both rare and difficult to identify. The values of their franked covers, except for those men who later became President or were famous in their own right, remain reasonably priced because of the lack of demand, not from an oversupply.

NAME	STATE	TENURE	VALUE
John Adams	MA	4/30/1789-3/3/1797	1000.00
Thomas Jefferson	VA	3/4/1797-3/3/1801	2000.00
Aaron Burr	NY	3/4/1801-3/3/1805	500.00
George Clinton	NY	3/4/1805-4/20/1812 D	---
Elbridge Gerry	MA	3/4/1813-11/23/1814 D	---
Daniel D. Tompkins	NY	3/4/1817-3/3/1825	---
John C. Calhoun	SC	3/4/1825-12/28/1832 R	150.00
Martin Van Buren	NY	3/4/1833-3/3/1837	200.00
Richard M. Johnson	KY	3/4/1837-3/3/1841	100.00
John Tyler	VA	3/4/1841-4/4/1841 P	---
George M. Dallas	PA	3/4/1845-3/3/1849	70.00
Millard Fillmore	NY	3/4/1849-7/9/1850 P	200.00
William R. King*	AL	3/4/1853-4/18/1853 D	---
John C.Breckinridge	KY	3/4/1857-3/3/1861	200.00
Hannibal Hamlin	ME	3/4/1861-3/3/1865	125.00
Andrew Johnson	TN	3/4/1865-4/15/1865 P	---
Schuyler Colfax	IN	3/4/1869-3/3/1873	60.00
Henry Wilson	MA	3/4/1873-11/22/1875 D	---
William A.Wheeler	NY	3/4/1877-3/3/1881	---
Chester A. Arthur	NY	3/4/1881-9/19/1881 P	---
Thomas A.Hendricks	IN	3/4/1885-11/25/1885 D	---
Levi P. Morton	NY	3/4/1889-3/3/1893	---
Adlai E.Stevenson	IL	3/4/1893-3/3/1897	---
Garret A. Hobart	NJ	3/4/1897-11/21/1899 D	---
Theodore Roosevelt	NY	3/4/1901-9/14/1901 P	75.00
Charles W.Fairbanks	IN	3/4/1905-3/3/1909	30.00
James S. Sherman	NY	3/4/1909-10/30/1912 D	30.00
Thomas R.Marshall	IN	3/4/1913-3/3/1921	40.00
Calvin Coolidge	MA	3/4/1921-8/3/1923 P	---
Charles G. Dawes	IL	3/4/1925-3/3/1929	30.00
Charles Curtis	KS	3/4/1929-3/3/1933	30.00
John Nance Garner	TX	3/4/1933-1/20/41**	20.00
Henry A. Wallace	IA	1/20/1941-1/20/1945	10.00
Harry S. Truman	MO	1/20/1945-4/12/1945 P	90.00
Alben W. Barkley	KY	1/20/1949-1/20/1953	10.00
Richard M. Nixon	CA	1/20/1953-1/20/1961	30.00
Lyndon B. Johnson	TX	1/20/1961-11/22/1963 P	25.00
Hubert H.Humphrey	MN	1/20/1965-1/20/1969	10.00
Spiro T. Agnew	MD	1/20/1969-10/10/1973 R	10.00
Gerald R. Ford***	MI	12/6/1973-8/9/1974 P	90.00
Nelson A.Rockefeller***	NY	12/19/1974-1/20/1977	10.00
Walter Mondale	MN	1/20/1977-1/20/1981	10.00
George Bush	TX	1/20/1981---	---

D - Died in office.
R - Resigned.
P - Became President due to death or resignation of President.
* - William R. King died after being sworn in at Havana, Cuba (by Special Act of Congress), but never assumed office as President of the Senate.
** - Under the 20th Amendment of the Constitution, the terms of the President & Vice President expired or began at noon, Jan. 20, which doesn't concur with the Congressional terms. Thus, at such times, a session of the Senate would change Presidents at that time.
*** - Appointed rather than elected under the provisions of the 25th Amendment to the Constitution.

OTHER POSTS FROM WHICH VICE PRESIDENTS MAY HAVE FRANKED

NAME	POST
John Adams	Continental Congress 1775-78, President of U.S. 1797-1801, Ex-President 1801-26.
Thomas Jefferson	Continental Congress 1775-76, 1783-85, Sec. of State 1789-93, President 1801-09, Ex-President 1809-26.
Aaron Burr	Revolutionary War officer (?) 1775-79, Senate 1791-97.
George Clinton	Continental Congress 1775-76, Revolutionary War officer 1776-81.
Elbridge Gerry	Continental Congress 1776-81, 1782-85, Delegate to Constitutional Convention 1787, M.C. 1789-93.
Daniel D. Tompkins	None.
John C. Calhoun	M.C. 1811-17, Sec. of War 1817-25, Senate 1832-43, 1845-50, Sec. of State 1844-45.
Martin Van Buren	Senate 1821-28, Sec. of State 1829-31, President 1837-41, Ex-President 1841--62.
Richard M. Johnson	M.C. 1807-19, 1829-37, Senate 1819-29.
John Tyler	M.C. 1817-21, Senate 1827-36, President 1841-45, Ex-President 1845-62, Member of Confederate Senate 1861.
George M. Dallas	Senate 1831-33, Ex-Vice President 1855-63.
Millard Fillmore	M.C. 1833-35, 1837-43, 1848-52, Ex-President 1853-63.
William R. King	M.C. 1811-16, Senate 1819-44, 1848-52.
John C. Breckinridge	M.C. 1851-55, Senate 1861, Ex-Vice President 1861-63.
Hannibal Hamlin	M.C. 1843-47, Senate 1848-57, 1857-61, 1869-81.
Andrew Johnson	M.C. 1843-53, Senate 1857-62, 1875, President 1865-69, unauthorized franks as Ex-President 1869-?
Schuyler Colfax	M.C. 1855-69 (Speaker 1863-69).
Henry Wilson	Senate 1855-73.
William A. Wheeler	M.C. 1861-63, 1869-77.
Chester A. Arthur	None.
Thomas A. Hendricks	M.C. 1851-55, Senate 1863-69.
Levi P. Morton	M.C. 1879-81.
Adlai E. Stevenson	M.C. 1875-77, 1879-81.
Garret A. Hobart	None.
Theodore Roosevelt	None.
Charles W. Fairbanks	Senate 1897-1905.
James S. Sherman	M.C. 1887-91, 1893-1909.
Thomas W. Marshall	None.
Calvin Coolige	None.
Charles G. Dawes	World War I, A.E.F. soldier's free mail 1917-18.
Charles Curtis	M.C. 1893-1907, Senate 1907-13, 1915-29.
John N. Garner	M.C. 1903-33.
Henry A. Wallace	None.
Harry S. Truman	W.W.I A.E.F. 1917-19, Senate 1935-45
Alben W. Barkley	M.C. 1913-27, Senate 1927-49, 1955-56.
Richard M. Nixon	W.W.II Navy 1942-45, M.C. 1947-50, Senate 1951-53, Ex-President 1976-
Lyndon B. Johnson	M.C. 1937-49, Senate 1949-61, Ex-President 1969-73.
Hubert H. Humphrey	Senate 1849-64, 1971-
Spiro T. Agnew	Military (Korean War).
Gerald R. Ford	W.W.II, M.C. 1949-73, Ex-President 1977-.
Nelson A.Rockefeller	None.
Walter Mondale	Senate, Ex-Vice President.

FRANKS OF EX-VICE PRESIDENTS

The Act of Congress of March 3, 1855 extended the franking privilege then accorded the Vice Presidents to "those who have heretofore or shall hereafter hold that office, during life." This lifetime privilege for Ex-Vice Presidents was not repeated in the new postal Act, effective July 1, 1863. Thus, that franking privilege for Ex-Vice Presidents was only in effect from March 1855 to July 1, 1863.

At the time of the 1855 enactment, Martin Van Buren, John Tyler and Millard Fillmore could frank as Ex-Vice Presidents, but as all three men were also Ex-Presidents, no

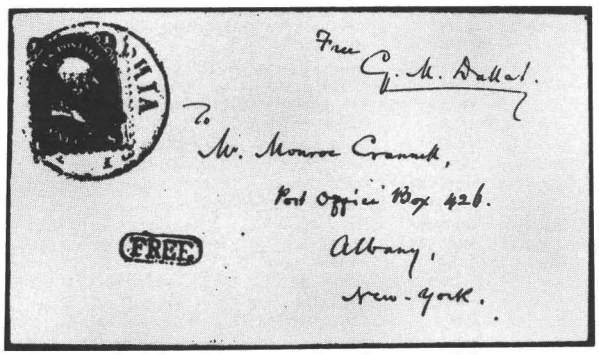
covers are known franked by them as "Ex-Vice President". The only other Vice President then living was George M. Dallas, who in 1856 became Minister to England & retained that position until replaced by Charles Francis Adams in 1861. Thus the franks of Dallas as Ex-Vice President, which would only be valid in the United States, can only exist between the years 1855-56 and 1861-63. The only other Vice President who would have been eligible to frank as an Ex-Vice President was John C. Breckinridge. Immediately upon becoming Ex-Vice President in 1861, Breckinridge took office as a U.S. Senator from Kentucky, so his franking privilege as a Senator made redundant his privilege as Ex-Vice President. On Dec. 4, 1861 he was expelled from Congress and in August of 1862 became a Major General in the Confederate army. Though he could have franked mail from his home in Lexington, Ky., (which had Federal mail service) as Ex-Vice President between the period of his expulsion from Congress and his joining the Confederacy, no such franks have been recorded.

Thus the only known franks of an Ex-Vice President from the period 1855-63 are those of George M. Dallas. All of the franks of Dallas as Ex-Vice President that have been recorded are from the period after he returned to the U.S. from Great Britain in 1861. All but one of these covers bear a 1¢ 1861 issue stamp to prepay the carrier service to the Philadelphia post office.

In more modern times, Ex-Vice Presidents have been given the franking privilege, for a limited period of 180 days after leaving office, presumably for replying to correspondence stemming from their service as Presidents of the Senate. Though none have been reported, franked covers of Ex-Vice President Spiro Agnew and his successors could exist.

FRANKS OF EX-VICE PRESIDENTS

Name	State	Dates	Value



George M. Dallas	PA	Mar.1855-1856	None reported
		1861-July 1, 1863	150.00*

* With 1¢ stamp prepaying carrier service. Reduce price by half for covers with normal use.

PRESIDENTS PRO TEMPORE OF THE U.S. SENATE

The President Pro Tempore is a Senator elected by the majority party in the Senate to preside over that body when the Vice President of the U.S. is absent. Before 1886 the President Pro Tem of the Senate was the next in line after the Vice-President in order of succession to the Presidency. After that date, and for many years the Secretary of State followed the Vice-President to succeed. During the period up to 1886, four Vice Presidents vacated their office due to the death of a President, one resigned his office and five died while in office. Thus the President Pro Tem of the Senate became in these instances the next in succession to the Presidency. A collection of the franks of these Presidents Pro Tem who served while the office of Vice President was vacant makes an interesting one of "what might have been".

The most interesting situation in this respect was offered during the impeachment proceedings against President Andrew Johnson. The President Pro Tem at the time, Senator Benjamin F. Wade, was so confident of becoming President upon Johnson's conviction in the Senate that he had already selected his cabinet.

Though most of those Presidents Pro Tem who were a heartbeat (or impeachment & conviction) away from the Presidency didn't attempt to signify the fact on their stationery, two did. Senator Lafayette S. Foster of Ct. who became President Pro Tem when Andrew Johnson assumed the Presidency used stationery imprinted "Vice President's Chambers U.S. Senate". Senator Benjamin Wade used similar stationery, but without "U.S. Senate" implying he was actually Vice President. Though other Executive offices had used imprinted covers before the Civil War, the covers of Foster and Wade are the earliest recorded with an imprint from the Vice President's office.

In the following list of Presidents Pro Tem of the Senate who were next in succession to the Presidency it will be noted that several were in that position for only one day. This usually stemmed from the fact that at the time, the date, of the inauguration of the President and the organization of the new congress were on the same day, March fourth. These Presidents Pro Tem were therefore hold overs from the previous congress and presided only while the new congress was being organized and before the new Vice President was sworn in. It was an awkward arrangement and passed into history when, in the 1940's, the Presidential inauguration date was moved to Jan. 20.

One unusual result of the above date arrangement happened in 1849. Zachary Taylor's inauguration, March 4, 1849, fell on a Sunday & Taylor refused to be inaugurated until Monday, March 5th. Since the term of office of President Polk and Vice President Dallas had expired on March 3, 1849, the office of President was vacant on March 4th. Senator David Atchinson was the carry over President Pro Tem from the previous congress which had adjourned on March 3, 1849. Some historians consider that Atchinson was thus the de facto President for that one day, though the Congress had adjourned and he had taken no oath of office as President. The franked covers of David Atchinson are thus in demand because of this historical oddity. A franked cover of Atchinson's dated March 4, 1849 would be of great interest.

It should be noted that the Senators in the following list franked for many years both as Senators & Presidents Pro Tem without being the next in succession to the Presidency. The dates given in the list are for those periods when they were "acting" Vice Presidents due to the vacancy of that office. The prices are for any covers franked by them as Senator. Franked covers which fall within the dates shown deserve a premium.

PRESIDENTS PRO TEM OF THE SENATE
(As Next in Succession for the Presidency)

NAME	STATE	DATES AS NEXT IN LINE FOR THE PRESIDENCY	VALUE
William H. Crawford	GA	4/20-1812*-3/3/1813	40.00
John Gaillard	S.C.	11/25/1814-3/3/1817	30.00
Hugh Lawson White	TN	12/29/1832*-3/3/1833	25.00
Samuel L. Southard	N.J.	4/4/1841*-5/31/1842	40.00
Willie P. Mangum	N.C.	5/31/1842-3/4/1845	30.00
David R. Atchison	MO	7/10/1850	100.00
William R. King	AL	7/11/1850-12/20-1850**	30.00
David R. Atchison	MO	12/20/1852-12/3/1854	100.00
Lewis Cass	MI	12/4/1854	60.00
Jesse D. Bright	IN	12/5/1854-3/3/1855	25.00
		6/11/1856-1/5/1857	25.00
Charles E. Stuart	MI	6/5/1856-6/11/1856	25.00
		1/5/1856-6/4/1856	25.00
James M. Mason	VA	1/6/1857-3/3/1857	40.00
Lafayette S. Foster	CT	4/15/1865*-3/2/1867	***60.00
Benjamin F. Wade	OH	3/3/1867-3/3/1869	***60.00
Thomas White Ferry	MI	12/20/1875-3/3/1877	30.00
Thomas F. Bayard	DE	10/10/1881-10/12/1881	25.00
David Davis	IL	10/13/1881-3/3/1883	---
George F. Edmunds	VT	3/3/1883-3/3/1885	30.00
John Sherman	OH	12/7/1885-2/26/1887	40.00

* - Already incumbent President Pro Tem at time of vacating of Vice President's office.
** - Resigned for ill health after being elected Vice President.
*** - On cover with imprint of Vice President's office.

FRANKING IN THE EXECUTIVE DEPARTMENTS

The Departments of Finance, War and Foreign Affairs under the Continental Congress

The executive departments of the Continental Congress, the heads of which developed into the president's cabinet under the Constitution, began with the departments of finance, war and foreign affairs. These were integral departments created by and operated under the authority of the Continental Congress to handle the routine business of their functions. These departments had various kinds of administrative heads from time to time, ranging from the Board of the Treasury to individual heads reporting to the Congress.

The first appearance of the franking privilege in these departments was in a resolution of the Continental Congress on December 28, 1779 which permitted letters "to or from ministers, commissioners and secretaries at foreign courts to be free". Obviously, this applied only to the transit of such letters in the Congressional mail system. One or two covers (under the frank of John Jay, then minister to Spain) have survived, evidently sent through the mails under this provision.

This act, along with all previous acts dealing with franking, were repealed by the Ordinance of March 11, 1782, while the Ordinance of October 18, 1782 provided the franking privilege to the "heads in Congress of the Departments of Finance, War and Foreign Affairs to frank or receive mail on public service, only, free". This ordinance established what was to be the norm in later years; that mail of the legislative branch wasn't restricted to content (aside from weight), but mail from officers of the departments was often limited to public business only.

Franking in the Departments under the Constitution

Under the early Postal Laws & Regulations (P.L.& R.) issued by the Post Office Department, the franking laws for the departments were simply a continuation of those under the Continental Congress, altered to include new posts established by the Constitution and subsequent acts of Congress.

A major emphasis of the P.L.& R. from the beginning was that no one with the franking privilege would frank any letters "other than those written by himself or on his order". Since the War, Navy and Post Office Departments at first included only the secretaries and the postmaster general under the privilege, with only the Accountant of the War and Navy Departments added soon after, free mail from those departments couldn't be franked by anyone but the department head at first. Therefore, the act of March, 1799 provided that the secretaries of State, Treasury, War and Navy and the Postmaster General "may frank letters or packets on official business, prepared in any other public office, in the absence of the principal thereof". This law greatly reduced the chances of mail from the departments being delayed because no authorized person was available to frank it. Franks of cabinet heads on mail of departments other than their own have been recorded and should bring a premium over franked covers from their own departments.

Departmental Franking until 1845

In the early years of the government, much of the mail was franked by the department heads. This meant that cabinet members were at times franking letters on subjects that would be considered trivial by today's standards. For example, a letter franked by Secretary of the Navy Paul Hamilton, in 1810, addressed to General John Sticker at Baltimore reads: "It will be proper to sell the rancid suet. That which is not rancid should be shipped to Norfolk for the use of our ships. If Mr. Beatty should have taken upon himself the duties of agent be pleased to give him these directions; otherwise I will thank you to attend to them."

Other than the department heads, only a few in the departments had the franking privilege in the early days of the government. The Treasury Department had several offices created in the final years under the Articles of Confederation that possessed the franking privilege, such as the Register, Comptroller and Auditor of the Treasury. The War Department by the mid 1790's had an accountant who was permitted to frank mail. When the Navy Department was established in 1798, it soon had an Accountant of the Navy who could frank the mail from his office. Also from the beginning of the government, the postmasters were granted the franking privilege for both official and private letters, although the weight of the letter was limited to one half ounce. This privilege was considered as part of their compensation and many postmasters considered the franking privilege more valuable than the commissions they received on the small amounts of postage collected at their offices. The Assistant Postmaster General was granted the franking privilege in 1792, but since departmental official mail could be sent free to postmasters under their franking privilege without a departmental franking signature, the franked mail of early postmasters general and their assistants is scarcer than might be expected.

As the years passed, additional posts in the various departments were created by acts of Congress which had the franking privilege for the incumbent included in the act. The privilege was limited to mail sent or received on official business. At least one office, that of Purveyor of Public Supplies, was created unattached to any department, as it made purchases for all the departments. Since this office, which operated between 1796 and 1812, had to operate in close conjunction with the Treasury Department and its Auditor, it is listed under that Department in the following list, but the President's List of Government employees of 1803 lists it separately from the other departments. The Purveyor's office was succeeded in 1812 by the War Department office of Superintendent of Military Supplies which was succeeded in turn by the Army's Commissary General of Purchases, operated from Philadelphia as an office of the War Department. Thus, the administrative history of a function of government may be demonstrated by franks.

After the Indian troubles of the 1790's and the Quasi-War with France between 1798 and 1800, the army was gradually built up, peaking for the War of 1812 and then being reduced but with a reasonable command and administrative structure maintained. Many of the military administrative posts were given the franking privilege.

The result of all the added offices and functions of the expanding government was that the amount of free mail steadily increased in volume, but since the burden of franking business mail was normally delegated to bureau and office heads (the lowest echelon with the franking privilege) the number of covers franked by cabinet members decreased after the 1830's. By the 1840's most of the covers seen franked by cabinet members appear to have been personal or political letters rather than official business mail. This trend continued to the end of departmental franking in 1873.

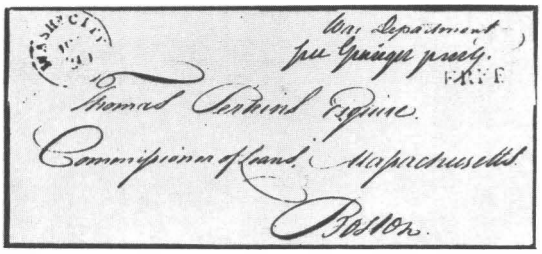
The Executive Department Franking "Brownout" of 1845-47

By 1845, it had become evident that a large proportion of what had grown to be an enormous volume of free mail was not on official business. Many franked covers conveyed letters neither written by the frankers nor sent on their instruction which was contrary to the franking provisions of the P.L.& R. Therefore, in March of 1845, a new, complex, postal act abolished all franking privileges, with the exception of the President, Vice President, Ex-Presidents and Widows and the legislative branch of the government. The franking privilege of the executive departments was abolished with the exception of the three Assistant Postmasters General who were to frank and receive mail free only on official business. A second act on the same day continued the franking privilege for all postmasters to frank and receive letters up to half an ounce (on official and private business) whose compensation for the preceding year hadn't exceeded $200. The rest of the executive department offices were required to keep a record of all postal charges of their offices on official mail.

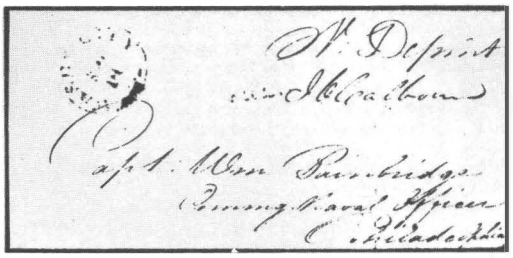
Collectors call the period between 1845 and 1847 (in which year the franking privilege was restored to "all that previously had possessed it") the "brownout" period for executive department franking. Although no franked covers from the executive departments exist during these years (with the exceptions noted above), a type of cover very similar to a franked cover evolved. These covers bear a manuscript "charge" rather than "free" and the signature of the officer authorizing the postage to be charged to their office.

FRANKING FROM THE EXECUTIVE DEPARTMENTS 1799 - 1863

COVERS FRANKED BY DEPARTMENT HEADS FOR OTHER DEPARTMENTS UNDER THE LAW OF 1799-1863.



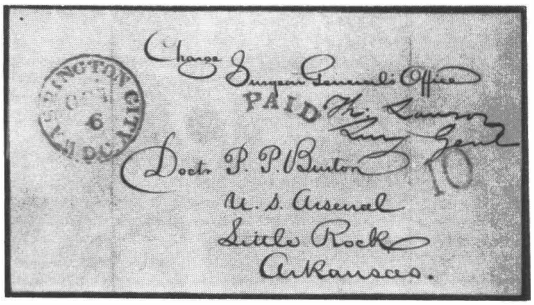
Franked by Postmaster General Gideon Granger for the War Department, July 30, 1803. An enclosed letter, dated July 29, was signed by Secretary of War Henry Dearborn, who apparently wasn't available to frank the finished letter.



Franked by Secretary of War John C. Calhoun of a letter of Navy Department Chief Clerk Benjamin Homans to Commodore Wm. Bainbridge at Philadelphia on Sept. 14, 1822. Presumably, the Secretary of the Navy, Smith Thompson, was not available to frank mail at that time.



Covers franked for other Departments by the Postmaster General or cabinet members. Top to bottom: Postmaster General Gideon Granger for the Dept. of State; Secretary of the Navy Samuel Southard for Topographical Bureau of the War Dept.; and Secretary of State John Quincy Adams for the Navy Department, all when all the Departments were under one roof.



Sent during the "brownout" period of franking in 1846, the signature of Surgeon General Thomas Lawson of the U.S. Army authorized postage to be prepaid and charged to the War Department Surgeon General's Office on this letter to Arkansas.

"BROWNOUT" PERIOD COVERS, 1845-7, WITH A SIGNATURE AUTHORIZING THAT POSTAGE BE CHARGED TO THE DEPARTMENT SENDING THE LETTER.



A "brownout" period cover sent by the Second Auditor of the Treasury's office in March, 1846. The scribbled signature may be that of 2nd Auditor John McCalla, applied to authorize the 10¢ postage be prepaid and charged to the Treasury Dept. by the Washington, D.C. post office, which was done as per the "PAID" and "10" handstamps, both in red.

Volume I of this catalog is a listing with valuations of American handstamped and manuscript town postmarks listed by states, including Colonial and Territories, from the early 1700s to around 1870. Information is available from the publisher.

Not all those authorizing postage to be charged to their office had the franking privilege. The office and bureau heads who normally franked the mail of their departments were now able to delegate the task to clerical people. Each office now had solid control over its postal expenses rather than having to consult the franking laws in the P.L.& R.

The Franking Laws & Regulations After 1847

The franking laws of 1847 contain no mention of the restoration of the franking privilege in the executive departments, but under the regulations is a section that reads: "All letters and packets from and to Heads of Departments, or other public officers who were entitled to the franking privilege prior to the 3rd of March, 1845, in relation to business of their respective offices, will be delivered to the persons addressed without any charge of postage, as an appropriation has been made by Congress for their payment. All letters and packets issuing from Departments should be marked on the envelope "official business" and signed by the heads of Departments, or, under their direction, by the Chief Clerks, and by any other officers who were entitled to the franking privilege prior to the act of 1845, designating their official capacity, but such officers have not the right to send or receive free their private letters and papers".

This provision of the Regulations was interpreted to apply to the Chief Clerks of all the Executive Departments and at times was also applied to the chief clerks of various bureaus, offices and a few of the army departments. The regulation of 1847 wasn't the first time that chief clerks had been permitted to frank, but it was the first across the board action in that respect. The previous occasions had been very limited and were by special act of Congress rather than by P.O. Department regulations. The first chief clerk to frank was the Chief Clerk of the U.S. Patent Office while under the State Department. He was authorized in 1836 to frank official papers of that office. In 1843 the Chief Clerk of the State Department was also authorized to frank certain official documents.

The Civil War period produced huge volumes of free mail from the offices and bureaus of the War and Treasury Departments. This period also saw the widespread use of hand-stamped and printed facsimile franks. Few, if any, hand-written franking signatures are known from certain War and Treasury offices, including: the army's Quartermaster, Subsistence and Ordnance departments and the offices of the 2nd and 3rd Auditors of the Treasury.

Congress became aware, in 1869, that the franking privilege was being constantly abused by unauthorized use of facsimile franked envelopes in the executive departments (though in justice to the executive departments, far more abuse of the system existed in the legislative branch). In March, 1869, Congress passed an act requiring that all franking signatures be written by hand, facsimile signatures being no longer acceptable. This enactment, announced to postmasters by a printed bulletin on March 12, 1868, was a severe jolt to large post offices and government agencies. Some of those in the large post offices and executive departments had to start using stamps or write hundreds of signatures. In the years after 1869 until the franking privilege was abolished in 1873 most of the official mail of the departments was franked by chief clerks, with very few covers being franked by cabinet heads. The abolition of franking and the introduction of executive department official stamps was probably welcomed as good economics, as it was more flexible. Each individual could frank mail with the official stamps for which he was accountable and the time of a clerk was not occupied by franking the consolidated mail of the department each day. In the departments the franking privilege had outgrown its usefulness and was never to return.

SOURCES OF DATES AND OTHER DATA IN TABLES OF INCUMBENTS OF EXECUTIVE DEPARTMENTAL OFFICES

Many franking signatures are illegible, and most are scribbled so that they are both abbreviated and bear no resemblance to the signatures most frankers applied to formal documents and important letters.

Thus, identifying a franker often has to be based upon determining the incumbent's post in the government and then dating the cover. Recourse to the tables in this section may not always be conclusive, but an understanding of where the data was obtained possibly is of value in this respect.

The tables of incumbents of Departmental posts below cabinet level who had the franking privilege are based mainly upon the governmental "Blue Books" or United States Registers that listed all important government elected, commissioned or appointed employees. These were issued in odd-numbered years to coincide with the beginning of each new Congress, starting in 1816, and followed by 1817 to get into the odd year cycle required by the enactment.

Thus, if a listing in these tables taken from the Blue Books, shows, for example, a tenure of 1833-1841, this means the earliest Blue Book in which the individual was listed was that of 1833 and the last that of 1841. However, it also means that he could have taken office as early as Oct., 1829 -- just too late to have been included in the 1829 edition. Also, he could have served until Sept., 1843, with his successor being appointed only just in time to be listed in that year's edition.

It also sometimes happened that one or more appointees served briefly between issues of the Blue Books so that their names never appeared in them as holding a particular post from which their franks are known! Several such occasions have been noted, with the names being in the following tables if not in the Blue Books.

When month or month/day dates are included, or the tenure date is not an odd-numbered year (except for 1816) then the data came from some other source.

Many incumbents of Departmental offices served at one time or another in Congress, so that their biographies in the Biographical Directory of the American Congress include their dates of incumbency, and other biographical dictionaries or encyclopedias, such as Appleton's, include such data.

All the dates on the cabinet members plus the Postmasters General were taken from the Biographical Directory of the American Congress, which, where it is available, show not only the dates of appointment but the date each incumbent assumed office, -- often days or even weeks later. Dates of leaving office are given when available but the successor's date of assuming office definitely terminated each incumbent's franking privilege.

As taken from the Blue Books, the "State" column shows the state where born up to 1851, when an additional column was provided showing the state from which appointed -- usually far more significant for the purposes of the collector.

DEPARTMENT OF STATE FRANKED COVERS

The first representation of what became the Department of State was the department of Foreign Affairs under the Continental Congress in Jan., 1781. In August, 1781, Robert R. Livingston became the Secretary for Foreign Affairs, but resigned in 1783. John Jay succeeded Livingston and franked mail from that post into the Federal period until Washington appointed him as the first Chief Justice of the Supreme Court under the Constitution. The name of the department was changed to Department of State, as Congress expected the new department to handle certain domestic matters in addition to foreign relations.

Under a resolution of the Continental Congress of December 28, 1779, all letters from ministers, commissioners and secretaries of the United States at foreign courts were to be free. Obviously, this applied only to transmission in the mail system controlled by the Continental Congress. This enactment wasn't renewed after all previous acts and resolutions permitting franking were repealed by the Ordinance of March 11, 1782.

The Patent Office, begun under Jefferson while Washington's Secretary of State, and the Federal census were the responsibility of the Department of State until both became functions of the Department of the Interior in 1849. The Department also had several claims commissions, mostly to press and collect claims of American citizens because of actions of other nations in foreign wars. The secretaries of at least three of these had the franking privilege. The only other State Department office with the privilege was that of the Commissioner of Immigration, 1864-68.

A listing of Secretaries of State contains names as well known to history as those who served in the Presidency. Indeed, six Secretaries of State during the franking period became President, including Jefferson, Madison, Monroe and John Quincy Adams, and among the others Jay was our first, and John Marshall possibly our greatest, Chief Justice of the Supreme Court. When we add the greats of Congress (Clay, Calhoun and Webster, not to mention Cass and Seward) the list becomes very impressive.

HEADS OF THE FOREIGN OFFICE OR DEPARTMENT OF STATE

THE SECRETARY OF FOREIGN AFFAIRS UNDER THE CONTINENTAL CONGRESS

Name	State	Dates of Tenure	Value
Robert R. Livingston	N.Y.	8/1781-8/1783	200.00
John Jay	N.Y.	7/1784-9/1789	400.00

MINISTERS, COMMISSIONERS, SECRETARIES AT FOREIGN COURTS (For their franks as transmitted in the United States)

December 28, 1779 - March 1782

During the approximately 27 months when their franks were valid when in the Congressional mail system, less than a dozen representatives abroad of the Continental Congress doubled in brass by some of them simultaneously holding appointments to more than one foreign court. In addition, several had at the same time, appointments to the Peace Commission assigned to negotiate with the British and still co-operate with the French. For this reason, names of the ministers involved and their various portfolios are shown alphabetically although it should be noted that most of those assigned elsewhere still spent most of their time in Paris.

At least a few franks of John Jay and one of Arthur Lee are known, plus several covers which, although devoid of content or evidence of origin, probably date from this service abroad.

FRANKER	STATE	SERVICE	FRANKING PERIOD	VALUE
Adams, John	MA	France	1779-1782	---
		The Hague	1782	---
		Peace Com.	1779-1782	600.00
Franklin, Benjamin	PA	France	1779-1782	---
		Peace Com.	1779-1782	---
Izard, Ralph	SC	Tuscany	1779-1780	---
Jay, John	NY	Spain	14 June 1781	400.00
		Peace	14 June 1781	---
Laurens, Henry*	SC	The Hague	1779-1782*	---
		Peace	1779-1782*	---
Laurens, John	SC	France**	1781	---
Lee, Arthur	VA	Spain	?	---
		France	1779-1790	300.00
		Peace	1779-1780	---
Lee, William	Va	The Hague	1779-1780	---
		Berlin	1779	---
		Vienna	1779	---

* Henry Laurens was captured at sea in October 1780 and held by the British until after the peace was declared, but his letters by cartel exist in archives.

** Col. John Laurens was appointed a special financial envoy to France in connection with a proposed loan by that country to the Continental Congress.

THE SECRETARIES OF STATE

Name	State	Dates of Tenure	Value
Thomas Jefferson	VA	3/22/1790-1/1/1794	1500.00
Edmund Randolph	VA	1/2/1794--	150.00
Timothy Pickering*	PA	8/20/1795-5/12/1800	200.00
John Marshall*	VA	6/6/1800-3/4/1801	1000.00
James Madison	VA	5/2/1800--	500.00
Robert Smith	MD	3/6/1809--	150.00
James Monroe**	VA	4/6/1811--	350.00
John Quincy Adams	MA	9/22/1817--	300.00
Henry Clay	KY	3/7/1825--	150.00
James A. Hamilton***	N.Y.	3/4/1829--	-----
Martin Van Buren	N.Y.	3/28/1829--	200.00
Edward Livingston	LA	3/24/1831--	100.00
Louis McLane	DE	5/29/1833--	100.00
John Forsyth	GA	7/1/1834--	125.00
Daniel Webster	MA	3/5/1841--	175.00
Abel P. Upshur*#	VA	6/24/1843-2/28/1844	150.00
John C. Calhoun	SC	4/1/1844--	150.00
James Buchanan	PA	3/10/1845--	200.00
John M. Clayton	DE	3/7/1849--	75.00
Daniel Webster****	MA	7/22/1850-10/24/1852	175.00
Edward Everett	MA	11/6/1852--	75.00
William L. Marcy	N.Y.	3/7/1853--	60.00
Lewis Cass	MI	3/6/1857--	100.00
Jeremiah S. Black	PA	12/17/1860-3/4/1861	50.00
William H. Seward	N.Y.	3/5/1861--	125.00
Elihu B. Washburne	IL	3/5/1869--	-----
Hamilton Fish	N.Y.	3/17/1869-3/11/1877	75.00

* Served as interim secretary, while holding other cabinet office, prior to or after permanent appointment.

** Monroe served as Secretary of both War and State Departments, 1 Oct 1814 - 28 Mar 1815.

*** James Hamilton, son of Alexander Hamilton, served as Ad Interim secretary for three weeks in March, 1829.

Upshur was killed in an explosion of a gun aboard U.S.S. Princeton, 28 February 1844.

**** Died in office.

THE SECRETARIES OF STATE

SECRETARY	FRANKS FROM OTHER POSTS	VALUE
Livingston	Delegate (NY) to Cont. Cong.; 1775-7; 1779-81	200.00
Jay	Del. (NY) to Cont. Cong.; 1778-9	400.00
	Minister abroad;1781-82	400.00
Jefferson	Del. (VA) to Cont. Cong; 1775-6	See Pres. List
	1783-5 Vice Pres;, 1797-1801; Pres., 1801-09; Ex-Pres.; 1809-26	
Randolph	Del. Cont. Cong; 1779-82	150.00
	Attorney General; 1789-94	150.00
Pickering	QM Gen., Cont. Army, 1783; PMG, 1792-5; Sec. War, 1795-6, USS, (MA)	200.00
	1803-11; MC (MA), 1813-17	150.00
Marshall	MC (VA), 1799-1800	600.00
Madison	Del, Cont. Cong. (VA)., 1780-83	See Pres. List
	Del, (VA) Const. Convention, 1787	
	Pres.,U.S.; Ex-Pres, U.S., 1817-36	
Smith	Attorney General, 1805; Sec of Navy, 1801-09	150.00
Monroe	Del. Cont. Cong.(VA), 1783-6; USS (VA), 1790-4; Pres., 1809-17; Ex-Pres., 1825-31	See Pres List
Adams	Minister abroad. USS(MA),1803-8;Pres., 1825-9;Ex-Pres., 1829-48; MC(MA) 1831-48 (after Presidency)	See Pres. List
Clay	USS(KY), 1806-7, 1810-11; MC(KY), 1811-14, 1823-18;USS(KY), 1831-42, 1849-52	125.00
Van Buren	USS(NY), 1821-8; Vice Pres., 1833-7; Pres., 1838-41; Ex-Pres., 1841-62	See Pres.
Livingston	MC(NY), 1795-1801; MC(LA), 1823-9; USS(LA), 1829-31	60.00
McLane	MC(DE), 1817-27; USS(DE), 1827-9;	40.00
	Secretary Treasury, 1831-3	100.00
Forsyth	MC(GA), 1813-18; 1823-7;USS(GA), 1818-9; 1829-34	50.00
Webster	MC(NH), 1813-17; MC(MA), 1823-7 USS(MA), 1827-41; 1845-50	125.00
Upshur	Secretary Navy	150.00
Calhoun	MC(SC), 1811-17; USS(SC), 1832-43, 1845-50, Sec. War, 1817-25; Vice Pres., 1825-32	125.00
		150.00
Buchanan	MC(PA), 1821-31; USS(PA), 1834-45	See Pres.
	Pres., 1857-61; Ex-Pres. 1861-63	
Clayton	USS(DE), 1829-36; 1845-9; 1853-56	50.00
Everett	MC(MA), 1825-35; USS(MA), 1853-4	60.00
Marcy	Adj.Gen'l,Militia,(NY);Ca.1821	50.00
	USS(NY), 1831-3	40.00
	Secretary War, 1845-9	60.00
Cass	Secretary War, 1831-6	100.00
	USS (MI), 1845-48; 1849-57	50.00
Black	Attorney General, 1857-60	60.00
Seward	USS(NY), 1849-61	75.00
Washburne	MC(IL), 1853-69	30.00
Fish	MC(NY), 1843-5; USS(NY), 1851-7	40.00

THE ASSISTANT SECRETARIES OF STATE

The post of Ass't Sec'y of State was created in 1853 and the first mention in the P.L. & R. appears in the issue of 1855. The first appointment to the post was on March 3, 1853 and was continued throughout the remaining franking period. Generally, assistant secretaries were chosen for their compatibility to the Secretary and selection of family members or business associates was not unusual. In such situations, it was also common practice to select a departmental career man for the office of chief clerk of the department.

THE ASSISTANT SECRETARIES OF STATE

Name	State	Dates of Tenure	Value
A. Dudley Mann	VA	3/3/1853-5/8/1855	---
William Hunter	R.I.	5/8/1855-11/1/1855	40.00
John A. Thomas	TN	11/1/1855-4/3/1857	40.00
John Appleton	ME	4/4/1857-6/8/1860	40.00
William H. Trescott	S.C.	6/8/1860-12/10/1860	50.00
Frederick W. Seward	N.Y.	3/6/1861-3/3/1869	100.00
William Hunter*	R.I.	1866-1873	40.00
J.C. Bancroft Davis	MA	3/25/1869-11/13/1871	---
Charles Hale	MA	2/19/1872-1873	---

* Appointed 2nd Ass't Secretary of State by special act of Congress.

THE CHIEF CLERKS OF THE STATE DEPARTMENT

The Chief Clerk of the State Department was the first chief clerk of any department to receive the franking privilege. By a Feb. 15, 1843 Act of Congress the Chief Clerk was granted the right to frank all public and official documents of the State Department. In 1847, with all other departmental Chief Clerks, the franking privilege of the cabinet member could be delegated by the latter to his chief clerk to frank and receive mail upon official business of the Department. A few franks of Chief Clerks of the State Department exist as Ad Interim or acting Secretary of State.

CHIEF CLERKS OF THE STATE DEPARTMENT

Name	State	Dates of Tenure	Value
Henry Remsen, Jr.	N.Y.	3/2/1784-1789	---
Roger Alden	CT	7/25/1789-7/25/1790	---
Henry Remsen, Jr.	N.Y.	9/1790-3/31/1792	---
George Taylor, Jr.	N.Y.	4/1/1792-2/7/1798	---
Jacob Wagner	PA	2/8/1798-3/31/1807	---
John Graham	VA	7/1/1807-7/18/1817	---
Daniel Brent	VA	9/21/1817-8/8/1833	---
Asbury Dickins	NC	8/8/1833-12/12/1836	---
Aaron Ogden Dayton	N.J.	3/13/1837-6/9/1838	---
Aaron Vail	N.Y.	6/26/1839-7/15/1840	---
J. L. Martin	N.C.	7/15/1840-3/1841	---
Dan. Fletcher Webster	MA	3/6/1841-4/24/1843	---
William S. Derrick	PA	4/24/1843-4/1844**	30.00
Richard K. Cralle	VA	4/10/1845-3/10/1845	---
Nicholas P. Trist	VA	8/28/1845-Note 1**	50.00
John Appleton	ME	1/25/1848-3/30/1848	30.00
William S. Derrick*	PA	4/5/1849-5/15/1852	---
William Hunter	R.I.	3/17/1852-5/8/1855	30.00
Robert S. Chew	VA	5/8/1855-11/1/1855	30.00
William Hunter	R.I.	11/1/1855-7/27/1866	30.00
Robert S. Chew*	VA	7/27/1866-8/2/1873	30.00

* Died in office

** Price is for frank upon wrapper of official mailing.

1. Trist was sent to Mexico to negotiate a treaty to end the Mexican War in April, 1847; he was replaced with Appleton by President Polk prior to his return.

THE U.S. PATENT OFFICE UNDER THE DEPARTMENT OF STATE

The Patent Office was started by Thomas Jefferson while Secretary of State, and the early franked covers on patent matters are franked by the Secretaries. The first formal appointment within the Patent Office was Dr. William Thornton as "Keeper of Patents"; he didn't have the franking privilege as such when appointed in 1802 nor as the first Superintendent of the Patent Office in 1810, but was finally granted it by the Act of March, 1827. The Patent Office was transferred to the newly formed Department of the Interior when that department was formed in 1849.

SUPERINTENDENTS OF PATENTS

Name	State	Dates of Tenure	Value
Dr. William Thornton		1810-3/28/1828*	---
Dr. Thomas P. Jones		4/12/1828-6/10/1829	75.00
Dr. John D. Craig		6/11/1829-1/31/1835	60.00
J. C. Pickett	KY	2/1835-6/1835	50.00
Henry L. Ellsworth	CT	7/1/1835 became Commissioner on 7/4/1836	40.00

*Died in office.

COMMISSIONERS OF PATENTS

Name	State	Dates of Tenure	Value
Henry L. Ellsworth	CT	7/4/1836-5/5/1845	40.00
Edmund Burke	NH	5/5/1846- trans. to Department of the Interior with Patent Office, 5/10/1849	50.00

CHIEF CLERKS OF THE PATENT OFFICE

Name	State	Dates of Tenure	Value
J. T. Temple	VA	?--1829	---
Joseph H. Hand	CT	1837-1843	---
H. H. Sylvester	MA	1845-1847	40.00
DeWitt C. Lawrence	NY	1849-to Dept. of Int.	---

BUREAU OF IMMIGRATION OF THE STATE DEPARTMENT

This bureau was created by an Act of Congress in 1864 "to encourage immigration" under which a Commissioner of Immigration with a clerk was located in Washington and a Superintendent of Immigration, also with a clerk, was located in New York. The Commissioner was granted the franking privilege but the Superintendent was not. The Bureau was abolished in 1868.

THE COMMISSIONERS OF IMMIGRATION

Name	State	Dates of Tenure	Value
Horace N. Congar	N.J.	11/28/1864-?	---
E. Penshine Smith	N.Y.	3/21/1866-7/27/1866	40.00
Robert S. Chilton	N.Y.	10/16/1866-3/30/1868*	---

* Bureau abolished.

THE VARIOUS CLAIMS COMMISSIONS

In the 1830's, various commissions to settle certain claims of U.S. citizens on foreign countries were set up, and in each case the secretary of the commission was given the franking privilege.

SECRETARY OF THE COMMISSION FOR SETTLING THE FRENCH CLAIMS

John E. Frost	D.C.	1832-1837	50.00

SECRETARY OF THE DANISH COMMISSION

Robert Fulton	N.Y.	1830-36(?)	50.00

SECRETARY OF THE COMMISSION FOR SPANISH CLAIMS

John I. Mumford	N.Y.	3/1834-?	50.00

THE CENSUS UNDER THE STATE DEPARTMENT

The Federal Census, taken every ten years to provide an update on population and representation in Congress, was originally held under State Department auspices. In the early procedure, the U.S. Marshals in each district handled the work and sent in the results, with but six questions being asked in the first census in 1790. Under State Department supervision, the only special appointment was that of a "Supervising Clerk" for the census of 1840, one William A. Weaver of Virginia. There is no evidence that he had the franking privilege per se, but he may well have franked the volume of mail required to conduct the census as Acting Secretary of State. Incoming mail such as the census reports could, of course, have been received free as addressed to the Secretary of State.

TREASURY DEPARTMENT FRANKED COVERS

It is probable that as many franked Treasury Dept. covers exist as do franked covers of all the other departments combined (with the exception of postmasters franked covers) because the financial aspects of the government have always required many submissions and acknowledgements.

What was to become the Treasury Dept. began in 1775 with the appointment of two treasurers by the Continental Congress. They were to receive, handle and pay out funds to carry on the Revolutionary War. On Feb. 17, 1776 the Congress created a standing committee to administer financial affairs and on April 1, 1776 a Treasury Office of Accounts, with an Auditor General heading up a group of clerks, was established. In 1778, the system was again revised with Robert Morris as chairman of a standing committee on finance. Also authorized was a Comptroller, an Auditor, a Register and a Treasurer, these offices being the beginnings of the later, similar, offices under the Federal government. Robert Morris became Superintendent of Finance in 1781, but the failure of Congress to establish a federal system of taxation led to his resignation in 1784. A temporary replacement was soon succeeded by a three member Board of Treasury which continued until the adoption of the Constitution.

Morris, his successor and the members of the Board of Treasury all possessed the franking privilege, as did at least some of the subordinate posts under the Board. At least one post known to have had the franking privilege was the Register of the Treasury, as some franked covers from that post exist.

After the adoption of the Constitution in 1789 the Board of the Treasury was replaced by the Secretary of the Treasury, but the other existing posts continued to operate unchanged. The major change was the addition of new offices to collect taxes. In the early years of the federal government there was much experimentation in this respect as several new posts and offices were created by Congress that lasted only a few years each. The first Internal Revenue offices existed between 1792 and 1803 and its officers in the field had the franking privilege. The second version of the Internal Revenue bureau was created to help finance the War of 1812 and was in operation between 1813 and 1820. The current Internal Revenue office was created in 1862 to help finance the Civil War. Each of these was headed by a Commissioner who had the franking privilege.

The Civil War also saw the first paper money of the federal government, which led to the establishment of a National Currency Bureau in 1863 which had Comptrollers and Deputies who had the franking privilege. Also connected with this effort was a post first called the "Chief, First Division" and later called the Bureau of Engraving and Printing. In 1831 a Solicitor of the Treasury, who had the franking privilege, was created. The General Land Office was attached to the Treasury Dept. until it became a part of the Interior Dept. in 1849. The Commissioner of Customs was granted the franking privilege in 1849, though franked covers from this post are quite scarce. The U.S. Coast Survey was under the Treasury Dept., though the Superintendent was not granted the franking privilege until 1854. Many of the covers franked from this office were franked by officers of the U.S. Army's Topographical Engineers who were in charge of the office when the Superintendent was away. Franks of a few noted Civil War generals (such as Confederate General A.P. Hill), who never had the franking privilege otherwise, are available from this office.

Several other offices that later disappeared or were greatly expanded were at one time a part of the Treasury Dept. One example is the U.S. General Post Office, which later became the Post Office Dept. in 1829. The Purveyor of Public Supplies, which existed from 1797 to 1812, may or may not have been a part of the Treasury Dept., but is listed here because of its close association with this department. The Purveyor's office remained in Philadelphia even after the other departments moved to Washington in 1800.

A collection of Treasury Dept. franked covers will include a great many diversified posts and will illustrate the financial history and development of the country.

FINANCIAL AFFAIRS UNDER THE CONTINENTAL CONGRESS

The earliest enactments granting franking to members of the financial administration under the Continental Congress were those of 1782. At that time financial affairs were administered by a Superintendent of Finance (Robert Morris) (with Gouverneur Morris of New York as Ass't Supt.) and heads of sections designated as Comptroller, Treasurer and Register.

In 1784, Morris was replaced by a Board of Treasury of three members, but the other subsidiary offices remained unchanged. In the following tables, only those incumbents are listed who could have franked mail while in office.

HEADS OF THE TREASURY DEPARTMENT UNDER THE CONTINENTAL CONGRESS

Robert Morris*	PA	1781-84	500.00
John Lewis Gervais**	S.C.	1785?	---
Samuel Osgood**	MA	1785-89	300.00
Walter Livingston**	N.Y.	1785-89	125.00
Arthur Lee**	VA	1785-89	250.00

* - Supt. of Finance.
** - Commissioners of the Board of Treasury.

COMPTROLLER OF THE TREASURY

James Milligan	?	1781-88	---
Oliver Wolcott, Jr.	CT	1788-89	---

TREASURER

Michael Hillegas	PA	1775-89	---
Samuel Meredith	PA	178?-Fed.*	125.00

REGISTER OF THE TREASURY

Joseph Nourse	VA	1781-Fed.*	100.00

* - Appointment continued into Federal period.

SECRETARIES OF THE TREASURY

Alexander Hamilton	N.Y.	9/11/1789-1/31/1795	600.00
Oliver Wolcott, Jr.	CT	2/2/1795-12/31/1800	100.00
Samuel Dexter	MA	1/1/1801-5/6/1801	125.00
Albert Gallatin	PA	5/14/1801-4/20/1813(?)	75.00
George W. Campbell	TN	2/9/1814-9/26/1814	100.00
Alexander J. Dallas	PA	10/6/1814-10/21/1816	50.00
William H. Crawford	GA	10/22/1816-3/3/1825	75.00
Richard Rush	PA	3/7/1825-3/3/1829	50.00
Samuel D. Ingham	PA	3/6/1829-6/20/1831	50.00
Louis McLane	DE	8/8/1831-5/29/1833	40.00
William J. Duane	PA	5/29/1833-9/23/1833	50.00
Roger B. Taney	MD	9/23/1833-6/24/1834	175.00
Levi Woodbury	N.H.	6/27/1834-3/4/1841	50.00
Thomas Ewing	OH	3/5/1841-9/11/1841	40.00
Walter Forward	PA	9/13/1841-2/28/1843	50.00
John C. Spencer	N.Y.	3/3/1843-5/2/1844	60.00
George M. Bibb	KY	6/15/1844-3/7/1845	50.00
Robert J. Walker	MS	3/6/1845-3/5/1849	40.00
William M. Meredith	PA	3/8/1849-7/22/1850	40.00
Thomas Corwin	OH	7/23/1850-3/7/1853	40.00
James Guthrie	KY	3/7/1853-3/6/1854	40.00
Howell Cobb	GA	3/6/1857-12/8/1860	40.00
Philip F. Thomas	MD	12/12/1860-1/14/1861	30.00
John A Dix	N.Y.	1/15/1861-3/6/1861	50.00
Salmon P. Chase	OH	3/7/1861-6/30/1864	100.00
William P. Fessenden	ME	7/1/1864-3/3/1865	75.00
Hugh McCulloch	IN	3/7/1865-3/4/1869	65.00
George S. Boutwell	MA	3/11/1869-3/16/1873	40.00
William A. Richardson	MA	3/17/1873-	---

OTHER POSTS FROM WHICH THE SECRETARIES OF THE TREASURY COULD FRANK

Alexander Hamilton	Delegate Continental Congress 1782-83 1787-88; Constitutional Convention 1787.
Oliver Wolcott, Jr.	Auditor of the Treasury 1791; Comptroller of the Treasury 1788-9; 1791-95.
Samuel Dexter	M.C. 1793-95; Senate 1799-1800; Sec. of War 1800-1801.
Albert Gallatin	Senate 1793-94; M.C. 1795-1801.
George W. Campbell	M.C. 1803-09; Senate 1811-14, 1815-1818.

Alexander J. Dallas	Paymaster of a Separate Army 1784-?; Sec. of War 1815.
William H. Crawford	Senate 1807-13; Sec. of War 1815-16.
Richard Rush	Comptroller of the Treasury 1811-14; Attorney General 1814-17; Ad Interim Sec. of State 1817.
Samuel D. Ingham	M.C. 1813-18, 1822-29.
Louis McLane	M.C. 1817-27; Senate 1827-29; Sec. of State 1833-34.
William J. Duane	None.
Roger B. Taney	Attorney General 1831-33.
Levi Woodbury	Senate 1825-31, 1841-45; Sec. of Navy 1831-34.
Thomas Ewing	Senate 1831-37, 1850-51; Sec. of Interior 1849-50.
Walter Forward	M.C. 1822-25; 1st Comptroller of the Treasury 1841.
John C. Spencer	P.M. Canandaigua N.Y. early 1800's; M.C. 1817-19; Sec. of War 1841-43.
George M. Bibb	Senate 1813-14, 1829-35; Chief Clerk Attorney General's Office 1851-1853.
Robert J. Walker	Senate 1835-45.
William M. Meredith	None.
Thomas Corwin	M.C. 1831-40, 1850-51; Senate 1845-1850.
James Guthrie	Senate 1865-68.
Howell Cobb	M.C. 1843-51, 1855-57.
Phillip F. Thomas	M.C. 1839-41, 1875-77; Commissioner of Patents 1860.
John A. Dix	Adj.General N.Y. State Militia 1831-33; Senate 1845-49; P.M. N.Y.C. 1860-61.
Salmon P. Chase	Senate 1849-55, 1861.
William P. Fessenden	M.C. 1841-43; Senate 1854-64, 1865-1869.
Hugh McCulloch	Comptroller of Currency 1863-65.
George S. Boutwell	P.M. Groton Ma. 1841-?; Commissioner of Internal Revenue 1862-63; M.C. 1863-69; Senate 1873-77.
William A. Richardson	Ass't Sec. of Treasury 1869-73.

* Covers signed by Hamilton as Inspector General and Commanding General of the Army, 1798-1800 exist but rather than being endorsed and sent "FREE" are usually rated up. Since there is no evidence the officers of the Army had the franking privilege at this time, these covers aren't franks but are merely certifications the letters were sent on official business.

ASSISTANT SECRETARIES OF THE TREASURY

The position of Assistant to the Secretary of the Treasury created under the original act setting up the Treasury Department in 1789, was abolished after only three years and the incumbent, Tench Coxe, transferred to the newly created post of Commissioner of Internal Revenue. The franking privilege for the Assistant Secretary of the Treasury was included in the act of 1792, and probably was authorized by the enactment setting up the position in 1789.

The post of Assistant Secretary of the Treasury was revived in 1849, and a second Assistant Secretary was added in 1864. The franking privilege for the Assistant Secretary was included in the Regulations of 1852 and may have existed from 1849. Thus, the Assistant Secretaries could have franked "correspondence required in the performance of official duty" from as early as 1849 until the end of the departmental franking privilege in 1873.

Tench Coxe	PA	9/11/1789-5/8/1792*	100.00
Charles B. Penhorse	PA	3/12/1849-10/9/1849	---
Allen A. Hall	TN	10/10/1849-11/15/1850	---
William L. Hodge	PA	11/16/1850-3/3/1853	---
Peter G. Washington	D.C.	3/4/1853-3/12/1857	50.00
Philip Clayton	GA	3/13/1857-1/16/1861	50.00
George Harrington	D.C.	3/13/1861-7/11/1865	40.00
Maunsell B. Field**	N.Y.	3/18/1864-6/15/1865	---
William Eaton Chandler	N.H.	6/5/1865-11/30/1867	60.00
John F. Hartley	ME	7/11/1865-5/4/1875	50.00
Edmund Cooper	TN	11/20/1867-5/31/1868	---
William A. Richardson	MA	3/20/1869-3/17/1873	60.00
Frederick A. Sawyer	S.C.	3/8/1873-	---

* - Position abolished.
** - With the appointment of Maunsell B. Field, the Treasury Department continued to have two Assistant Secretaries through the end of the franking era.

CHIEF CLERK OF THE TREASURY DEPARTMENT

The Chief Clerks of the Treasury Department officially commenced franking official letters in 1847, under the 1847 Regulations which stated that the franking privileges of heads of Departments could be delegated to their Chief Clerks. This continued on an ever increasing basis until the end of departmental franking. Franked covers of some of the Chief Clerks of the Treasury Department prior to 1847 are known when they franked routine official mail as "Acting" Secretary of the Treasury -- presumably in the absence of that officer or a temporary vacancy in that office.

Edward Jones	N.Y.	1816-27	---
Asbury Dickins	N.C.	1829-31	---
McClintock Young	MD	1833-49	40.00
George Harrington	GA (or MA)	1851-53	40.00
Gilbert Rodman	PA	1855-62 *D	40.00
John F. Hartley	ME	1863-65	30.00
W.H. West	MD	1867-69	---
James H. Saville	IL	1871-73	---

* Died January 14, 1862.

THE PURVEYOR OF PUBLIC SUPPLIES

The Purveyor of Public Supplies is listed here under the Treasury Department for convenience, although this short-lived but important post was listed independently of any department in the early lists of government employees. The franking privilege was authorized at least as early as March 2, 1799 and may have been given when the post was created on 23 Feb., 1795, although no franked covers of the first Purveyor, Tench Francis, have been recorded.

Tench Francis	PA	1797-1800*	---
Israel Whelen	PA	1800-1803	125.00
Tench Coxe	PA	1803-6/1/1812**	100.00

* Franking privilege granted March 2, 1799.
** Position abolished.

THE COMPTROLLERS OF THE TREASURY

The post of Comptroller originated with the Continental Congress as early as 1778, but the franking privilege wasn't granted to incumbents of the post until 1782 or later. The Comptrollers' duties were to serve as an appellate authority of the decisions and settlements of claims and accounts made by the Auditors. The Comptrollers' decisions, as made in the early days, were final and binding on the government.

Until a Second Comptroller was appointed in 1817, the post was simply known as that of the "Comptroller" and this designation was used by the First Comptroller for many years after, even though the two posts were in essence "First and Second" Comptrollers.

Both posts had the franking privilege continuously until 1873, except for the "brownout" period of 1845-7.

FIRST COMPTROLLERS *

Nicholas Eveleigh	S.C.	9/11/1789-4/16/1791 (Died)	---
Oliver Wolcott, Jr.	CT	6/17/1791-2/2/1795	100.00
Jonathan Jackson	MA	2/25/1795-?/1795	---
John Davis	MA	6/26/1795-6/30/1796	75.00
John Steele	N.C.	7/1/1796-12/14/1802	60.00
Gabriel Duvall	MD	12/15/1802-11/21/1811	50.00
Richard Rush	PA	11/22/1811-2/10/1814	40.00
Ezekiel Bacon	MA	2/11/1814-2/28/1815	40.00
Joseph Anderson	TN	2/28/1815-6/30/1836*	40.00
George Wolf	PA	6/18/1836-2/28/1838	30.00
James N. Barker	PA	2/23/1838-?	30.00
Walter Forward	PA	4/6/1841-9/13/1841	40.00
James W. McCulloch	MD	4/1/1842-5/31/1849	30.00
Elisha Whittlesey	OH	5/31/1849-?	40.00
William Medill	OH	3/26/1857-5/--/1861	40.00
Elisha Whittlesey	OH	4/10/1861-1/7/1863	40.00
Robert W. Taylor	OH	1/14/1863-after 1873	30.00

* Prior to Mar. 1817, the office was simply "Comptroller"

LEAD CLERK IN COMPTROLLER'S OFFICE

Henry Kuhl		1794	60.00
Nathan Lufborough		1811	30.00
Wm. G.D. Worthington*	MD	1816	30.00
John Laub	PA	1816*	---

* - Acting.

CHIEF CLERK OF THE OFFICE OF FIRST COMPTROLLER

John Laub	PA	1817-35	20.00
James M. Burke	VA	1837-39	---
James Larned	MA	1841-47	---
Ezra C. Seaman	N.Y.	1849-51	---
James Ramsey	PA	1853-57	---
William Hemphill Jones	DE	1859-73	20.00

SECOND COMPTROLLERS

Richard Cutts	MA	3/6/1817-3/21/1829	40.00
Isaac Hill	N.H.	3/21/1829-5/24/1830	50.00
James N. Thornton	N.H.	5/27/1830-6/30/1836	---
Albion K. Parris	ME	6/18/1836-11/28/1850	20.00
Hiland Hall	VT	11/27/1850-9/10/1851	---
E.J. Phelps	VT	10/1/1851-2/13/1853	---
J.M. Brodhead	N.H.	2/11/1853-10/8/1857	30.00
James M. Cutts	D.C.	10/1/1857-5/11/1863	---
J.M. Brodhead	N.H.	5/29/1863-after 1873	25.00

CHIEF CLERK OF THE OFFICE OF SECOND COMPTROLLER

Enoch Reynolds	CT	1817-35	---
John N. Moulder	PA	1837	---
Jonathan Seaver	MA	1839-41	---
George D. Abbott	D.C.	1843	---
John M. Brodhead	N.H.	1845-51	---
James Madison Cutts	ME	1851	---
Tobias Purrington	ME	1853-55	---
Thomas J. Cathcart	D.C.	1857-59	---
John H. Houston	PA	1861	---
G. Buckingham	IA	1863-65	---
J.W. Smith	IA	1867	---
Edward B. Curtis	N.Y.	1869-73	---

THE AUDITORS OF THE TREASURY

The first Auditor (of Public Accounts) was a post set up by the Continental Congress in 1776 to help handle claims against Congress. By 1782, when the post had been given the franking privilege, the office had grown to be one of the most important under the Board of Treasury. The post was called the Auditor of the Treasury until 1817, when four more auditors were added; after that it was known as the First Auditor of the Treasury. Each auditor's office had specific assignments, such as, for many years, the 2nd and 3rd Auditors handled Army accounts, the 4th Auditor handled those of the Navy and the 5th handled those of the State Department, while the First Auditor handled everything else. The 3rd Auditor had been transferred from a post within the War Department known as the Accountant of the War Department and the 4th Auditor had moved from a similar post within the Navy Department.

In 1836, a 6th Auditor's post was created, to handle Post Office Department accounts, and while this office was administratively responsible to the Treasury Department, it was physically located with the Post Office Department and it used handstamps and printed stationery with a title of "Auditor's Office of the Treasury for the Post Office Department."

Many covers from the 6th Auditor's office addressed to postmasters bear no franking signatures since they could be received free under the franking privileges of the postmasters.

FIRST AUDITORS

Oliver Wolcott, Jr.	CT	9/12/1789-6/16/1791	---
William Smith	MD	7/16/1791-11/28/1791	---
Richard Harrison	VA	11/29/1791-10/31/1836	30.00
Jesse Miller	PA	11/1/1836-5/14/1842	30.00
Tully R. Wise	VA	6/17/1842-7/22/1844	---
William Collins	VA	7/24/1844-9/3/1849	30.00
John C. Clark	N.Y.	8/2/1849-11/4/1849	---
Thomas L. Smith	VA	10/31/1849-12/4/1871	30.00
David W. Mahon	PA	12/19/1871-after 1873	---

CHIEF CLERKS OF THE OFFICE OF THE FIRST AUDITOR OF THE TREASURY

Patrick Ferrall		1816-17	---
William Parker		1819-35	---
Alexander Mahon	PA	1837-43	---
John Underwood	PA	1845	---
George H. Jones		1847	---
Mitchell H. Miller	MS (or OH)	1849-51	---
David W. Mahon	PA	1853-71	---
Henry K. Leaver	N.H.	1873	---

SECOND AUDITORS

William Lee	MA	3/6/1817-3/21/1829	40.00
William B. Lewis	TN	3/21/1829-3/20/1845	40.00
John M. McCalla	KY	3/29/1845-4/8/1849	30.00
Philip Clayton	GA	4/9/1849-3/14/1857	30.00
Thomas J.D. Fuller	ME	4/15/1857-7/31/1861	30.00
Ezra B. French	ME	8/3/1861-after 1873	30.00

CHIEF CLERKS OF THE OFFICE OF THE SECOND AUDITOR

James Eakin	N.J.	1817-43	---
Josiah F. Polk	MD	1845-47	---
William Mechlin	D.C.	1849-61	---
F. Andrews	MA	1863-67	---
Sumner I. Kimball	MA	1869	---
Charles F. Herring	MA	1871-73	15.00

THIRD AUDITORS

Peter Hagner	D.C.	3/6/1817-10/22/184?	---
John S. Gallagher	VA	10/22/1849-4/24/1853	30.00
Francis Burt	S.C.	4/6/1853-9/15/1854	---
Robert J. Atkinson	OH	8/28/1854-7/17/1864	25.00
Elijah Sells	IA	7/18/1864-10/31/1864	25.00
John Wilson	IL	10/26/1864-3/15/1869	25.00
Reader W. Clarke	OH	3/26/1869-12/7/1869	25.00
Allen Rutherford	N.C.	3/29/1870-after 1873	---

CHIEF CLERKS OF THE OFFICE OF THIRD AUDITOR

James Thompson	MD	1817-51	---
Samuel S. Rind	D.C.	1853-1859	---
Delano T. Smith	MN	1861-63	---
Allen M. Gangewer	OH	1865-1873	20.00

FOURTH AUDITORS

Constant Freeman	MA	3/6/1817-2/27/1824	40.00
William P. Van Ness	N.Y.	5/26/1824-?	---
William Lee	MA	3/11/1824-6/23/1824	---
Tobias Watkins	MD	6/18/1824-3/22/1829	25.00
Amos Kendall	KY	3/24/1829-4/30/1835	60.00
John C. Pickett	KY	5/1/1835-6/25/1838	30.00
Aaron O. Dayton	N.J.	6/9/1838-10/25/1857	30.00
A.J. O'Bannon	VA	3/1/1859-7/13/1860	---
Taliaferro Hunter	VA	8/15/1860-5/1/1861	---
Hobart Berrian	N.Y.	5/4/1861-5/1/1863	---
Stephen J.W. Tabor	IA	5/19/1863-after 1873	---

CHIEF CLERK OF THE OFFICE OF FOURTH AUDITOR

Thomas H. Gilliss	MD	1817-49	---
R.L. MacKall	D.C.	1851	---
A.J. O'Bannon	VA	1853-57	---
Taliaferro Hunter	VA	1859	---
George M. Head	KY	1861	---
W.W. Danenhower	IL	1863	---
William A. Cromwell	ME	1865	---
William B. Moore	OH	1867-73	20.00

FIFTH AUDITORS

Stephen Pleasonton	DE	3/6/1817-2/-/1855	40.00
Josiah Minot	N.H.	3/3/1855-8/1/1855	---
Murray McConnell	IL	8/1/1855-3/31/1859	---
Bartholomew Fuller	N.C.	3/1/1859-7/31/1861	---
John C. Underwood	VA	7/31/1861-8/31/1863	---
Charles M. Walker	IN	8/31/1863-4/30/1869	40.00
Henry D. Barron	WI	4/20/1869-12/31/1871	---
Jacob H. Ela	N.H.	12/19/1871-after 1873	---

CHIEF CLERK OF THE OFFICE OF FIFTH AUDITOR

Andrew Ross		1817-182?	---
Thomas Mustin	VA	182?-1853	---
Thomas M. Smith	IN	1855-1867	---
J.B. Mann	MA	1869-1873	---

SIXTH AUDITORS
For The Post Office Department

C.K. Gardner	N.J.	7/2/1836-3/17/1841	50.00
Elisha Whittlesey	OH	3/17/1841-?	40.00
M. St. Clair Clark	D.C.	12/19/1843-3/28/1845	40.00
P.G. Washington	VA	3/26/1845-11/19/1849	40.00
J.W. Ferrelly	PA	11/5/1849-4/9/1853	30.00
William F. Phillips	VA	4/7/1853-9/30/1857	---
Thomas M. Tate	VA	10/1/1857-4/21/1861	---
Green Adams	KY	4/7/1861-10/18/1864	30.00
Elijah Sells	IA	10/26/1864-4/8/1865	30.00
Isaac N. Arnold	IL	4/29/1865-9/30/1866	40.00
H.J. Anderson	ME	9/26/1866-5/3/1869	25.00
J.J. Martin	AL	4/19/1869-after 1873	---

CHIEF CLERK OF THE OFFICE OF THE SIXTH AUDITOR
(For The Post Office Department)

Peter G. Washington	VA	1837-43	30.00
William J. Brown	IN	1845	---
William Van Voorhees	TN	1847	---
Thomas E. Browne		1849	---
Gideon J. Ball	PA	1851	---
Thomas J. Johnston	MS	1853-55	---
Henry St. George Offutt	MO	1857-61*	50.00
John F. Sharretts	MD	1861-63	40.00
J.M. McGrew	OH	1865-73	25.00

* Franks known as P.O.D. Auditor for the Confederacy. Price. 125.00

THE TREASURER OF THE UNITED STATES

The Treasurer of the United States is the oldest post in continuous existence within the Treasury Department, two Treasurers having been appointed in July, 1775 when the Continental Congress found it would have to take in and then pay out some $3 million. The Treasurer was given the franking privilege in 1782, under the Continental Congress and used it continuously, except for the brown-out in franking of 1845-47 until franking was abolished in the executive branch of the government in 1873.

TREASURERS OF THE UNITED STATES

Samuel Mededith	PA	9/11/1789-10/31/1801	100.00
Thomas T. Tucker	S.C.	12/1/1801-5/2/1828	50.00
John Savage	N.Y.	5/9/1828-?	---
William Clark	PA	6/4/1828-5/31/1829	40.00
John Campbell	VA	5/26/1829-7/20/1839	40.00
William Selden	VA	7/22/1839-11/23/1850	---
John Sloan	OH	11/27/1850-4/6/1853	30.00
Samuel Casey	KY	4/4/1853-12/22/1859	---
William C. Price	MO	2/28/1860-3/21/1861*	20.00
F.E. Spinner	N.Y.	3/16/1861-after 1873	50.00

* With printed facsimile signature. Hand signed frank 60.00

CHIEF CLERK OF THE OFFICE OF TREASURER

Samuel Brook		1816-2?	---
Peter G. Washington	VA	1829-35	---
William B. Randolph	VA	1837-67	30.00
Edward O. Graves	N.Y.	1869-73	30.00

THE REGISTER OF THE TREASURY

The Register of the Treasury was one of the early posts created by the Continental Congress, with the franking privilege provided it in 1782. The first appointee, Joseph Nourse, served from 1781 until he was removed by Andrew Jackson in 1829. The Register of the Treasury continued to possess the franking privilege until the end of franking in the executive departments.

REGISTERS OF THE TREASURY

Joseph Nourse	VA	9/12/1789-5/31/1829*	40.00
Thomas L. Smith	VA	6/1/1829-3/31/1845	30.00
Ransom H. Gillett	N.Y.	4/1/1845-6/3/1847	30.00
Daniel Graham	TN	6/4/1847-3/5/1849	30.00
Allen H. Hall	TN	4/9/1849-1/17/1850	---
Townsend Haines	PA	2/13/1850-10/31/1851	---
Nathan Sargent	D.C.	11/1/1851-4/19/1853	25.00
Finley Bigger	IN	4/20/1853-4/16/1861	30.00
Lucius E. Crittenden	VT	4/17/1861-8/10/1864	50.00
S.B. Colby	VT	8/11/1864-9/21/1867	35.00
Noah L. Jeffries	MD	10/5/1867-3/15/1869	30.00
John Allison	PA	3/3/1869-after 1873	---

* For Nourse's franks before 1789, see the Treasury under the Continental Congress.

ASSISTANT REGISTER OF THE TREASURY

Reinhold Solger	MA	1863	---
John A. Graham	IA	1865-73	---

CHIEF CLERK OF THE OFFICE OF REGISTER

Joshua Dawson		1816-18	---
Michael Nourse	VA	182?-51	20.00
Charles T. Jones	IN	1853-59	---
John A. Graham	IA	1861-63	---
B.F. Rittenhouse	D.C.	1865-69	---
J.T. Power	PA	1871	---
J.H. Beatty	IA	1873	---

THE SOLICITOR OF THE TREASURY

The act of 29 May, 1830 established the post of Solicitor of the Treasury and a part of section 11 of that act provided the incumbent of the new post with the franking privilege on all mail to or from him, pertaining to the duties of his office. Except for the two year "brownout" period of 1845-47, the post continued to exercise the franking privilege until it was transferred to the newly created Department of Justice in 1870.

THE SOLICITORS OF THE TREASURY

Virgil Maxey	MA	1831-35	50.00
Henry D. Gilpin	PA	1837-40	40.00
Matthew Birchard	MA	1840	---
Charles B. Penrose	PA	1841-45	30.00
Seth Barton	MD	1845	---
Ransom H. Gillett	N.Y.	1847-49	30.00
John C. Clark	N.Y.	1849-52	30.00
George F. Comstock		1852-?	---
Farris B. Streeter	PA	1853-57	30.00
Junius Hillyer	GA	1857-61	---
Edward Jordan	OH	1861-67*	35.00
Everett C. Banfield	N.Y.	1869-71**	---

CHIEF CLERK OF THE OFFICE OF SOLICITOR

Benjamin F. Pleasants	KY	1843-69	*25.00
E.O. Green	N.Y.	1869-**	---

* With imprint of office.
** The office of Solicitor of the Treasury was transferred to the newly formed Department of Justice in 1871.

COMMISSIONER OF CLAIMS FROM THE WAR OF 1812

Richard Bland Lee was appointed Commissioner of Claims for the War of 1812 in 1816, but no record seems to exist that he was given the franking privilege except the existence of a few covers from the period when he held office, 1816-19. Although this was an independent office, it is listed under the Treasury Department for convenience.

COMMISSIONER OF CLAIMS from WAR of 1812

Richard Bland Lee	VA	1816-19	100.00

CLERK OF THE OFFICE OF COMMISSIONER OF CLAIMS

Perrin Willis	VA	1816	---
F.R. Fendall	D.C.	1817	---

THE INTERNAL REVENUE OFFICES OF 1791-1803 AND 1813-1820

The first of three different periods of internal revenue taxation in the franking era commenced with a tax on distilled spirits in 1791. An Internal Revenue Office, with a Commissioner of Revenue in charge, was established in 1792 but was soon abolished by the Jefferson administration.

A second internal revenue act, creating another Internal Revenue Office in charge of a Commissioner of Revenue was part of the structure set up to finance the War of 1812, being established in 1813.

In both cases, the Commissioner of Revenue was granted the franking privilege to frank or receive official mail, and the post continued for a few years after the tax system was abolished, presumably to complete the business of the office.

In the first period, although field Supervisors and Inspectors of Revenue were appointed, they were not given the franking privilege until an enactment creating a "direct tax" system on personal property such as houses and slaves was approved in 1798. A section of a law establishing the direct tax system, approved July 9, 1798, gave the franking privilege to "any Commissioner appointed under this act... within the limits of the state for which such Commissioner is appointed." However, apparently, no field commissioners were appointed, but rather the duties of collecting the direct tax were added to the existing Internal Revenue force. An enactment approved just two days after the direct tax law apparently increased compensation for the Supervisors and also gave both them and the Inspectors the franking privilege on official business of their offices, only.

Although the Internal Revenue system was abolished by an act of Congress in April, 1802, the Commissioner of Internal Revenue continued in office until the end of 1803 and the franking privilege of a Supervisor of Direct Taxes for South Carolina was still included in the "Laws" section (but not the "Instructions") of the P.L. & R. as late as 1810.

The second period of Internal Revenue taxation was established by an act of July 22, 1813 and was discontinued by another act on December 23, 1817. Again, a Commissioner of Revenue was appointed who continued in office until the end of 1820. The second internal revenue period, which mostly was a direct tax on individual property, also used field Collectors of Direct Taxes, with one appointed for each Congressional district or territory.

The General Post Office issued a bulletin in April 1815 advising all postmasters what posts of government then had the franking privilege and the Collectors of Direct Taxes in the field were listed as having the privilege for official business, only. However, no franks of any of the 180 Collectors in the field have been recorded, but should any appear, prices of from $20.00 to $40.00 should apply, depending upon the site of usage. Obviously, territorial usages would command far higher prices because of their nature.

The Supervisors and Inspectors of Revenue in the field of the first internal revenue period have been listed in these pages, because a good many of their franked covers are known and many of the appointees (such as Samuel Osgood, the first Postmaster General) were well known public figures. This was not the case for the Collectors of the second internal revenue period of 1813-1820.

COMMISSIONERS OF INTERNAL REVENUE
1792-1803 and 1813-1820

Tench Coxe	PA	5/8/1792-12/27/1797	120.00
William Miller	PA	1/23/1798-12/31/1803	50.00
Samuel H. Smith	D.C.	7/31/1813-12/31/1820	60.00

Abbreviations and symbols used in the catalog listings are discussed in the General Information section.

SUPERVISORS AND INSPECTORS OF INTERNAL REVENUE
1798-1809

The prices given are partially based upon autographic values -- i.e., the historical stature of the franker, and partially upon the rarity and values of the postal markings of the towns at which the revenue officials' franked covers were normally mailed.

DIST.	SUPERVISOR		INSPECTOR(s)	
NH	Nathaniel Rogers	---		
MA	Jonathan Jackson	30.00	John Frothingham	---
			John Brook	---
			Ebenezer Storer	25.00
RI	John S. Dexter	---		
CT	Ephraim Kerby	---	Samuel Smedley	20.00
NY	Samuel Osgood	100.00	Nicholas Fish	20.00
VT	Nathaniel Bush	---		
NJ	James Linn	---		
PA	Henry Miller	30.00	Thomas Ross	---
	Peter Muhlenberg	60.00	John Boyd	---
			Edward Hand	40.00
			John Melville	---
DE	George Truitt	---		
MD	John Kelty	---	Philip Thomas	---
			William Richardson.	---
VA	Edward Carrington	30.00	William F. Gains	---
			Edward Stevens	---
			James Daniel	---
			James Given	---
			Edward Smith	20.00
OH*	James Morrison	250.00*	Ebenezer Sproat	---
TN	John Overton	---		
NC	William Polk	---	Thomas Overton	---
			Hardy Murfree	---
			John Whitaker	---
			Daniel M'Kissack	---
SC	Daniel Stevens	---	Benjamin Cudworth	---
			E. Brenan	---
			J. Nichols	---
GA	John Mathews	---		

* The districts, as delineated in the Act of 1799, did not always coincide with state boundaries. For example, the District of Ohio, formed before Ohio became a state, included not only Kentucky, but the undefined area north of the Ohio River. The headquarters of the Ohio district was at Lexington, Ky. and the franked covers bear Lexington straight line town markings which is reflected in the price.

THE OFFICE OF THE COMMISSIONER OF INTERNAL REVENUES
1862-1873

To help finance the Civil War, a new set of internal revenue taxes were enacted by Congress, beginning in 1862, with a Commissioner and Deputy Commissioner authorized to have the franking privilege. Collectors, Deputy Collectors, Assesssors and Assistant Assessors were authorized, on the basis of one or more of each in each Congressional district or Territory, but they weren't given the franking privilege until 1866.

The Internal Revenue Office grew rapidly during the Civil War and by 1863, it had expanded to include three Deputy Commissioners and hundreds of clerks with a very large volume of mail, mostly sent under the franking signatures of the Deputy Commissioners. The "Office" was redefined as a Bureau in 1866.

The act revising the internal revenue laws in 1866 gave the franking privilege to the Collectors, Deputy Collectors, Assessors and Assistant Assessors in the field, but only upon official business and only when writing to one another. Thus, while many franked covers exist, many more bear the same imprint and franking signature with a postage stamp covering them, since they were not addressed to one of those to whom the franking privilege applied. These, not being sent under the franking privilege, cannot properly be termed franked covers but are still an interesting part of the franking picture. The field offices of the Collectors and Assessors and their deputies and assistants were discontinued by an act effective July 1, 1873, the same day the franking privilege of all the government was abolished.

COMMISSIONERS OF INTERNAL REVENUE

George S. Boutwell	MA	7/12/1862-3/4/1863	---
Joseph J. Lewis	PA	3/10/1863-6/30/1865	60.00
William Orton	N.Y.	7/1/1865-10/31/1865	---
Edward A. Rollins	N.H.	11/1/1865-3/10/1869	40.00
Columbus Delano	OH	3/11/1869-10/31/1870	50.00
Alfred Pleasonton	N.Y.	1/3/1871-8/8/1871	---
John W. Douglas	PA	8/9/1871-	40.00

CHIEF CLERK TO THE COMMISSIONER OF THE REVENUE

Robert Polk, Principal Clerk	PA	1816-17	---
Joseph Thau, Clerk	PA	1819	---

SPECIAL COMMISSIONER OF REVENUE

David A. Wells	N.Y.	1866-70	---

DEPUTY COMMISSIONERS OF INTERNAL REVENUE

C.F. Estee	N.Y.	1862*	---
Edward McPherson	PA	1863	25.00
D.C. Whitman	N.J.	1865*	20.00
Edward A. Rollins	N.H.	1865	20.00
Thomas Harland (1st)	N.Y.	1867	---
George Parnell (2nd)	MA	1867-69	---
I.E. Messmore (3rd)	WI	1867	---
John W. Douglas	PA	1869	---
Josiah Given (1st)	IA	1869-71	---
George B. Williams (3rd)	IN	1871	---
Benjamin J. Sweet		1873	---

* Served briefly, data from source other than the U.S. Register.

CHIEF CLERK, OFFICE OF COMMISSIONER OF INTERNAL REVENUE

William O. Avery	IL	1873	20.00

NATIONAL CURRENCY BUREAU

The National Currency Bureau was created in 1863, in the midst of Civil War, as the beginning of a national banking system that was to be the predecessor of today's Federal Reserve System. The purpose was to stabilize and create public confidence in paper money, then a mish-mash of private bank currency and Federal greenbacks, first issued in 1862.

The franking privilege was granted to both the head of the bureau, the Comptroller of Currency and the Deputy Comptroller.

COMPTROLLERS OF THE CURRENCY

Hugh McCulloch	IN	5/9/1863-3/8/1865	75.00
Freeman Clarke	N.Y.	3/9/1865-7/24/1866	40.00
Holland Hubbard	OH	2/6/1867-4/3/1872	---
John J. Knox	MN	4/24/1872-	35.00

DEPUTY COMPTROLLERS OF THE CURRENCY

Samuel T. Howard	N.Y.	1863	---
Hiland R. Hulburd	IL	1865	25.00
John Jay Knox	MN	1867-72	30.00
J.S. Langworthy	N.Y.	1873	---

THE GENERAL LAND OFFICE UNDER THE TREASURY DEPARTMENT

Established in 1812, to supervise and handle the sales of public lands, such sales were a major factor of national income in the 19th century. The franking privilege was given to the Commissioner of Public Lands, who headed the office, at the time of its establishment. The General Land Office was transferred to the newly formed Department of the Interior in 1849.

COMMISSIONERS OF THE GENERAL LAND OFFICE
(Under the Treasury Department)

Edward Tiffin	OH	5/7/1812	60.00
Josiah Meigs	GA	10/11/1814	40.00
John McLean	OH	9/11/1822	75.00
George Graham	D.C.	6/28/1823	35.00
Elijah Hayward	OH	9/30/1830	35.00
Ethan A. Brown	OH	7/24/1835	40.00
James Whitcomb	IN	10/21/1838	35.00
Elisha M. Huntington	IN	7/3/1841	---
Thomas H. Blake	IN	5/19/1842	---
James Shields	IL	4/16/1843	---
Richard M. Young	IL	1/6/1847	40.00

(For listings of the Commissioners under the Department of the Interior, see that section.)

CHIEF CLERK OF THE GENERAL LAND OFFICE

John Gardiner		1816-21	---
John M. Moore	PA	1823-35	---

Between 1835 and 1849 the post of Chief Clerk of the General Land Office was divided into three different functions, all bearing different titles than "Chief Clerk".

THE UNITED STATES COAST SURVEY

The establishment of the U.S. Coast Survey was recommended by President Thomas Jefferson to Congress in 1807. Although a Swiss surveyor, West Point Professor Frederick Hassler, was appointed to the post in 1810, little field work was actually done until 1832. Hassler was succeeded by Benjamin Franklin's grandson, Benjamin F. Bache, in 1843, but the franking privilege wasn't given to this office of the U.S. Treasury Department until Section 110, of the act of February 2, 1854 provided that the Superintendent and the Assistant in charge of the Office (recognizing that the Superintendent was often away from Washington and in the field) were to "receive or transmit, free of postage, all letters and documents in relation to their public duties." Thus, some of Bache's franks are from small coastal towns, and many of the form letters sent from the Office of the Coast Survey in Washington are franked by U.S. Army officers assigned to the Coast Survey.

The Office of Weights and Measures was also included under the supervision of the Superintendent of the Coast Survey during the franking era.

SUPERINTENDENTS OF THE COAST SURVEY

Alexander D. Bache	PA	1843-67	60.00
Benjamin Pierce	MA	1867-73	40.00

ASSISTANT IN CHARGE OF OFFICE, COAST SURVEY

J.E. Hilgard	IL	1843-82	35.00

OFFICERS OF TOPOGRAPHICAL ENGINEERS, U.S. ARMY ASSIGNED TO OFFICE OF COAST SURVEY, 1850's

W.R. Palmer, Captain	185?-61	30.00
Ambrose P. Hill, 1st Lt.*	1855-61	150.00

* Hill was later a Confederate Lt. General in the Army of Northern Virginia.

THE U.S. BUREAU OF CUSTOMS

The Customs Bureau wasn't established in the Treasury Department as a legal entity until 1849, when a Commissioner of Customs was appointed to serve as auditor-comptroller rather than for administrative reasons. This was discontinued in 1894, and thus, in the 18th and 19th centuries, the customs function of the Treasury Department never had a centralized authority even though it provided the great bulk of the revenue for the government in those years.

The Commissioner of Customs was granted the franking privilege when the office was established in 1849, and continued throughout the franking era.

COMMISSIONER OF CUSTOMS
BUREAU OF CUSTOMS OF THE TREASURY DEPARTMENT

Charles W. Rockwell	CT	3/16/1849*	40.00
Hugh J. Anderson	ME	3/23/1853	30.00
Samuel Ingham	CT	12/5/1857	---
Nathan Sargent	PA	5/14/1861	30.00
William T. Haines	PA	6/29/1871	---

* These and the following dates above are the dates of appointment.

CHIEF CLERKS OF THE BUREAU OF CUSTOMS

John D. Barclay	MD	1849-51	---
Thomas Feran	PA	1853-6?	---
Henry A. Lockwood	WI	?-1873	20.00

THE SUPERVISING ARCHITECT OF THE TREASURY DEPARTMENT

This post was created to supervise new construction of the government during the Civil War. Although the Supervising Architect of the Treasury is listed with those having the franking privilege in the 1872 Regulations, no franked covers from this office have been recorded.

SUPERVISING ARCHITECT OF THE TREASURY DEPARTMENT

Isaiah Rogers	OH	1863	---
A.B. Mullett	OH	1867-73	---

CHIEF CLERK, SUPERVISING ARCHITECT'S OFFICE

Spencer M. Clark	VT	1862	---
Samuel F. Carr	MA	1867-186?	---
A.G. Mills	N.Y.	?-1873	---

THE BUREAU OF STATISTICS OF THE TREASURY DEPARTMENT

The Bureau of Statistics was established in the Treasury Department in 1868, to provide data upon which taxation laws could be recommended. The Director of the Bureau had the franking privilege from 1868 until franking was abolished.

DIRECTORS OF THE BUREAU OF STATISTICS

Alexander Delmar	N.Y.	1867	40.00
Francis A. Walker	MA	1869	40.00
Edward Young	PA	1871-73	---

CHIEF CLERK, BUREAU OF STATISTICS

De.* W. Haines	PA	1866-67	---
Edward Young	PA	1867-69	---
E.B. Elliott	MA	1869-73	---

* Per the 1867 U.S. Register.

THE BUREAU OF ENGRAVING AND PRINTING

What became the Bureau of Engraving and Printing was established in 1863 to handle the printing of Federal currency or "greenbacks." While the Chief of the Bureau (the title changed with each new enactment) isn't mentioned in the Regulations as having the franking privilege, it could have been available under the enactments of the time, which authorized franking by "such heads of bureaus and chief clerks...as the Postmaster General may prescribe." However, no franks from this bureau have been recorded.

NATIONAL CURRENCY BUREAU OF THE TREASURY

CHIEF, FIRST DIVISION (1863)

Spencer Morton Clark	VT	1863-65	---

CHIEF OF BUREAU

S.M. Clark	D.C.	1867	---

CHIEF CLERK, NATIONAL CURRENCY BUREAU

L.B. Allyn	D.C.	1867-69	---

CHIEF, BUREAU OF ENGRAVING & PRINTING (Sept. 1868)

Spencer Morton Clark	D.C.	1868	---
George B. McCartee	N.Y.	1869-73	---

CHIEF CLERK, BUREAU OF ENGRAVING & PRINTING

H.C. Jewell	D.C.	1871	---

COMMISSIONERS OF DIRECT TAXES

The Act of July 9, 1798 provided the franking privilege to the Commissioners of Direct Taxes, of which some five to ten were appointed for each state. The privilege was applicable only within the limits of the state for which each commissioner was appointed. The Act was in effect only a few years, but for some reason the "Commissioner for Direct Taxes for the State of South Carolina" was carried in the Regulations for some years thereafter.

WAR DEPARTMENT

This listing is divided into two sections, CIVILIAN and MILITARY. In at least four instances considerable doubt exists as to whether a position in the Department was civilian or military, as reflected by the listing in the official registers.

One of these questionable areas is that of the Commissary of Purchases, which was actually the major purchasing authority for the entire army. This post is listed at times under either the military or the civilian. The incumbent was usually a former officer who reported to a civilian authority, so the post has been listed here as Civilian. The same holds true for the Superintendent General of Military Supplies. This post was filled by a civilian in spite of it's military sounding title and is not listed in the army registers. The Paymaster General prior to the War of 1812 and for some time after was probably a civilian post as the occupant doubled as mayor of Washington, D.C. Since most of the subsequent occupants were army generals, this post has here been considered a Military function. The Freedman's Bureau which operated during the Reconstruction period was administered by a brigadier general who was paid by the army. Many of its officials were army officers and much of its activities were interlocked with the military and so it has been listed under the Military here.

The commanding generals of the army (when there was one) didn't have, as a general rule, the franking privilege. While this may seem suprising, it is presumed that official mail was franked by the Adjutant General who did have the privilege. There were a few exceptions. George Washington had the franking privilege as Ex-President. Winfield Scott was apparently given the franking privilege because he maintained his office in New York City rather than in Washington, D.C., W.T. Sherman franked mail in the final few years leading up to the elimination of the privilege in 1873 under an authority not yet located.

During the period after the Revolutionary War no field officer had the franking privilege. Many covers from this period can be found, however, with the legend "official business" and an officer's name and rank signed below. These covers, when sent "free", are usually addressed to a Washington Army department having the privilege of receiving mail free. The signatures in such cases are not franks, but merely verification that the letter was on official business.

Generally speaking, War Department clerks of the Army departments, offices and bureaus did very little franking until after the Civil War. Most of these will be found between the years 1869 and 1873 when written rather than printed franks were required. Prior to the use of printed franks bureau heads or officers "acting" in that capacity franked the official mails.

Since the army organization was frequently changed by Acts of Congress which included franking provisos, the rolls of those with the privilege, as listed in the P.L. & R., were quickly outdated. For this reason, and because franks exist for which no authority can be found, the lists of names have often been expanded to include periods when posts are not known to have had the franking privilege, but could logically have possessed it.

The franking privilege of the military in the field is covered at the end of this section covering War Dept. franking.

THE CIVILIANS

HEADS OF THE WAR DEPARTMENT 1781-1873

The Continental Army was at first directed by Congressional committees, but in June, 1776, a Board of War and Ordnance was established, consisting of five Delegates of the Continental Congress. This was replaced by subsequent committees, that of Oct. 1877 being of non-delegates, but no franking privilege was granted to members of these boards, other than the normal privilege to frank of those who were Delegates. It was resolved by Congress on Feb. 7, 1781 to appoint a Secretary at War, but the first incumbent, Gen.

Benjamin Lincoln, wasn't appointed to the post until 8 months later and the new Department wasn't really organized until January, 1782. The Secretary wasn't given the franking privilege until the Ordinance of Oct. 18, 1782.

SECRETARY AT WAR- UNDER THE CONTINENTAL CONGRESS

NAME	STATE	TERM IN OFFICE	VALUE
Benjamin Lincoln	MA	1782-1784	175.00
Henry Knox	MA	1785-1789	150.00

Knox continued as Secretary of War into the Federal period as a member of Washington's cabinet. See following.

SECRETARY OF WAR - UNDER THE FEDERAL CONSTITUTION

The Secretaries of War possessed the franking privilege from the beginning of the Federal government, first as a carry-over from the Continental Congress and then under subsequent Congressional legislation. Their franking privilege applied to both personal and official mail until the "brown-out period of 1845-7 when it was eliminated completely for two years. The regulations restoring the privilege could be interpreted to limit their privilege to letters on official business, only, which was reaffirmed by the Regulations of 1852 and all subsequent until 1863, when the personal privilege was restored for "chiefs of the several executive departments."

NAME	STATE	TERM IN OFFICE	VALUE
Henry Knox	MA	9/12/1789-12/31/1794	250.00
Timothy Pickering	PA	1/2/1795-12/10/1795	150.00
James McHenry	MD	1/27/1796-5/13/1800	100.00
Samuel Dexter	MA	5/13/1800-1/31/1801	100.00
Henry Dearborn	MA	3/5/1801-3/7/1809	100.00
William Eustis	MA	3/7/1809-1/13/1813	50.00
John Armstrong	N.Y.	1/13/1823-9/27/1814	100.00
James Monroe	VA	9/27/1814-3/2/1815	* 200.00
William H. Crawford	GA	8/1/1815-10/22/1816	75.00
John C. Calhoun	S.C.	10/8/1817-3/7/1825	100.00
James Barbour	VA	3/7/1825-5/23/1828	60.00
Peter Buel Porter	N.Y.	5/26/1828-3/9/1829	50.00
John Henry Eaton	TN	3/9/1829-6/18/1831	80.00
Lewis Cass	MI	8/1/1831-10/5/1836	90.00
Joel R. Poinsett	S.C.	3/7/1837-3/5/1841	65.00
John Bell	TN	3/5/1841-9/13/1841	150.00
John C. Spencer	N.Y.	10/12/1841-3/3/1843	60.00
James M. Porter	PA	3/8/1843-1/30/1844	40.00
William Wilkins	PA	2/15/1844-3/4/1845	40.00
William L. Marcy	N.Y.	3/6/1845-3/4/1849	60.00
George W. Crawford	GA	3/8/1849-7/23/1850	---
Charles M. Conrad	LA	8/15/1850-3/7/1853	50.00
Jefferson Davis	MS	3/7/1853-3/6/1857	300.00
John B. Floyd	VA	3/6/1857-12/29/1860	40.00
Joseph Holt	KY	1/18/1861-3/5/1861	75.00
Simon Cameron	PA	3/5/1861-1/14/1862	125.00
Edwin Stanton	PA	1/15/1862-5/28/1868**	150.00
John Schofield	IL	5/28/1868-3/11/1869	---
John A Rawlins	IL	3/11/1869-9/6/1869	---
William W. Belknap	IA	10/25/1869-3/2/1876	40.00

* Monroe served as Secretary of War concurrently with his service as Secretary of State. His franks from the War Department during this period can thus only be identified by franking legend, endorsement, address or content.

** U.S. Grant was Sec. of War, Ad Interim, 8/12/1867-1/13/1868.

OTHER POSTS FROM WHICH SECRETARIES OF WAR COULD FRANK

NAME	POSITION
Benjamin Lincoln	Officer & Commander in Continental army.
Henry Knox	Officer in Continental army.
Timothy Pickering	Revolutionary army officer; Member of Board of War, 1777; Quartermaster General Revolutionary army, 1780; Postmaster General 1781; Sec. of State 1795-1800; Senate 1803-11; M.C. 1813-1817.
James McHenry	Continental Congress 1783-86.
Samuel Dexter	M.C. 1793-95; Senate 1799-1800; Sec. of Treasury 1801.
Henry Dearborn	Revolutionary army officer and Quartermaster; M.C. 1801-09.
William Eustis	Revolutionary officer; M.C. 1801-03, 1805, 1820-23.
John Armstrong	Revolutionary officer; Senate 1800-02, 1803-04.
James Monroe	Revolutionary officer; Delegate to Continental Congress 1783-86; Senate 1790-94; Sec. of State 1811-17; President 1817-25; Ex-President 1825-31.
William Crawford	Senate 1807-13; Sec. of Treasury 1816-1825.
John C. Calhoun	M.C. 1811-1817; Vice President 1825-1832; Senate 1832-43, 1845-50; Sec. of State 1844-45.
James Barbour	Senate 1815-25.
Peter B. Porter	M.C. 1809-13, 1815-23, 1816.
John H. Eaton	Senate 1818-29.
Lewis Cass	Senate 1845-48, 1849-57; Sec. of State 1857-60.
Joel R. Poinsett	M.C. 1821-25.
John Bell	M.C. 1827-41; Senate 1847-59.
John C. Spencer	P.M. Canandaigua, N.Y.; M.C. 1817-19; Sec. of Treasury 1843-44.
James M. Porter	None.
William Wilkins	Senate 1831-34; M.C. 1843-44.
William L. Marcy	Adj.Gen. N.Y. Militia; Senate 1831-33; Sec. of State 1853-57.
George W. Crawford	M.C. 1843.
Charles M. Conrad	Senate 1842-43; M.C. 1849-50.
Jefferson Davis	M.C. 1845-46; Senate 1847-53, 1857-61.
John B. Floyd	None.
Joseph Holt	Commissioner of Patents 1857-59; P.M.G. 1859-60; Judge Advocate General 1862-75.
Simon Cameron	Senate 1845-49, 1857-61, 1867-77.
Edwin M. Stanton	Attorney General 1860-61.
Ulysses S. Grant	President 1869-73.
John M. Schofield	None.
John A. Rawlins	None.
William W. Belknap	Collector of Internal Revenue, Iowa, 1866-69.

ASSISTANT SECRETARIES OF WAR

The post of Ass't Secretary of War was created to provide additional administrative help to the Secretary during the Civil War. The privilege to frank, on official business, only, was evidently immediately granted by the enactment creating the post or by authority of the Postmaster General in view of Assistant Secretaries of State and Treasury also then having the privilege.

NAME	STATE	TERM OF OFFICE	
Thomas A. Scott	PA	8/3/1861-6/1/1862	125.00
Peter H. Watson	D.C.	1/24/1862-7/31/1864**	75.00
John Tucker	PA (?)	1/29/1862-1/21/1863	75.00
C. T. Wolcott	---	6/15/1862-1/23/1863	---
Charles Dana	N.Y.	11/17/1863-7/1/1865*	---
Thomas T. Eckert	OH	7/27/1866-2/28/1867	---
Horace Porter	PA	8/12/1867-1/13/1868***	---

* - Dana, although previously appointed a special commissioner of the War Dept. was not appointed an Assistant Secretary of War until sometime in 1863. He was confirmed in the appointment 1/26/1864.

** - Resigned 1/21/1863 but was reappointed 2/3/1863.

*** - Brig. General Porter served Ad Interim while General Grant was Ad Interim Secretary of War.

CHIEF CLERKS OF THE WAR DEPARTMENT

While the Chief Clerk of the War Department didn't have the franking privilege until 1847, several of the early incumbents franked either as Ad Interim or Act'g Sec. of War. Previously to 1817, in the absence of the Secretary, the Departmental mail was franked either by the War Dept. Accountant or by a Secretary of another department.

NAME	STATE	TERM IN OFFICE		
Daniel T. Parker*	MA	1810-14		---
George Graham**	VA	1816		---
Christopher Van Devanter	N.Y.	1817-1820's		---
Charles I. Nourse	?	1820's		---
Philip G. Randolph	?	1830's		---
John Robb	MD	1830's		30.00
Carey A. Harris***	TN	1835	***	50.00
Samuel Cooper*	N.Y.	1837		75.00
John T. Cochrane	MD	1839		---
Albert W. Lea	TN	?-1841		---
John T. Cochrane	MD	1841		---
Daniel T. Parker*	MA	1841-46		---
Archibald Campbell	N.Y.	1847		---
Samuel J. Anderson	?	1849		---
John Potts	D.C.	1851		---
Archibald Campbell	PA	1853-55		---
William R. Drinkard	VA	1857-59		30.00
James J. Lesley Jr.	PA	1861		---
John Potts	D.C.	1863-72	****	15.00
Henry T. Crosby	PA	1872-		---

* Daniel T. Parker and Samuel Cooper were Army officers who not only served as Chief Clerks of the War Dept. at times, but as Adj. General of the Army. Parker also was Inspector General and Cooper became the highest ranking general officer of the Confederacy.

** Served in other posts immediately after being Chief Clerk of the War Dept. that also had the franking privilege.

*** As Act'g Secretary of War. Carey Harris' franks are known upon covers also bearing the signature of 1st Lt. R.E. Lee, of the Eng'r Office of the Army.

****With handstamped facsimile signature.

THE ACCOUNTANT OF THE WAR DEPARTMENT

The post of Accountant of the War Dept. was created by Congress in 1792, but the franking privilege wasn't given to him until May 27, 1796. An "Additional Accountant" post was created about 1797, but wasn't given the franking privilege until after 1808. The War Dept. Accountant was moved to the Treasury Dept. as 3rd Auditor in 1817.

NAME	STATE	TERM IN OFFICE	
William Simmons, Acc't	?	1792-1814(?)	75.00
George M. Troup*	GA	1814	---
Tobias Lear,	N.H.	?-1816	125.00
Peter Hagner, Add. Acc't	PA	1814(?)-1817	---
William Lee (?)	MA	1816-1817	---

* Reported to have been appointed but probably did not serve.

CHIEF CLERKS, THE ACCOUNTANTS' OFFICE OF THE WAR DEPT.

James Eakin,	N.J.	?-1817	---
James Thompson,	MD	?-1817	---

OFFICE OF INDIAN AFFAIRS

("Bureau of Indian Affairs", 1831)

Even in the early days of the Continental Congress, it was recognized that an administrative function was necessary in the government to deal with the Indian tribes. Since the other, warlike, relationship belonged to the military, so was the administrative function assigned where it remained until 1849. Prior to the War of 1812, the government, recognizing the problems inherent with traders, whiskey and Indians, set up its own office to trade with the Indians on a uniform basis. The post of Superintendent of Indian Trade was authorized on April 21, 1806 and the first incumbent accepted the post on Oct. 31, 1807, but the franking privilege was not granted this office until 1809. This Indian relationship was abolished in 1822, but in 1824 an Office of Indian Affairs was formed in the War Department with what was eventually called the Supt. Of Indian Affairs as head. The post was upgraded to Commissioner of Indian Affairs in 1832, and the Indian Office was made a part of the newly formed Department of the Interior in 1849, which see for covers franked after that event.

SUPERINTENDENT OF INDIAN TRADE

NAME	STATE	TERM IN OFFICE	
John Mason	?	1806-181?	100.00
Thomas L. McKenney	MD	1816-22	60.00

"HEAD" OF INDIAN OFFICE

(Appointed to post, apparently with no title)

NAME	STATE	TERM IN OFFICE	
Thomas L. McKenney	MD	1824-30	60.00
Samuel S. Hamilton	?	1830-31	---
Elbert Herring	CT	1831-32	50.00

COMMISSIONER OF INDIAN AFFAIRS

NAME	STATE	TERM IN OFFICE	
Elbert Herring	CT	1832-36	50.00
Carey A. Harris	TN	1836-38	50.00
T. Hartley Crawford	PA	1838-45	40.00
William Medill	OH	1845-*	40.00

* Into Interior Department administration.

CHIEF CLERK, INDIAN OFFICE or BUREAU

NAME	STATE	TERM IN OFFICE	
Jere. W. Bronaugh	VA	1816-22?	---
Daniel Kurtz	MD	1833-41	---
S. Humes Porter	PA	1843-45	---
John S. Cochrane	MD	1847-*	---

* Into Interior Department administration.

THE PENSION OFFICE 1810-33; THE PENSION BUREAU 1833-49

Acts of Congress of Sept., 1789 and July, 1790 were to continue pensions granted under the Continental Congress and placed administration of pensions under the War Department without establishing any specific office or post to handle them. In 1810 an office or branch was established in the War Dept. to deal with pensions and awards of bounty lands. Prior to 1831, the clerk in charge of the Pension Office was designated (unofficially?) as Supt. of Pensions and was given the franking privilege, but by 1832, the privilege had been withdrawn. An act approved Mar. 3, 1833 created the post of Commissioner of Pensions and provided him with the franking privilege. In later years, several acts altering the administrative structure of the Pension Bureau perforce contained paragraphs "renewing" the franking privilege of the Commissioner of Pensions. The Pension Bureau was transferred to the newly created Department of the Interior in 1849.

CLERK IN CHARGE OF PENSIONS, etc.

NAME	STATE	TERM IN OFFICE	
Nathaniel Cutting	?	1810-15	---
George Boyd	?	1815-1818	---
William Lambert	?	1816-17	---
James L. Edwards	VA	1818-?	---

SUPERINTENDENT OF PENSIONS

James L. Edwards	VA	?-1833	25.00

COMMISSIONER OF PENSIONS

James L. Edwards	VA	1833-49*	25.00

CHIEF CLERK OF THE PENSION BUREAU

George W. Crump	VA	1833-49*	20.00

* Pension Bureau transfered to Department of the Interior in Jan., 1849. See Interior Dept. for further listings.

THE OFFICE OF THE SUPERINTENDENT GENERAL OF MILITARY SUPPLIES

The Superintendent of Military Supplies, an office established by an act of Congress of March 3, 1812, was a civilian predecessor of the Commissary of Subsistence, which was its successor in 1818. The Supt. of Military Supplies, established to handle the food, etc. distributions to the Army during the War of 1812, was given the franking privilege by the act by which it was established.

THE SUPERINTENDENT GENERAL OF MILITARY SUPPLIES

NAME	STATE	TERM IN OFFICE	
Richard Cutts	MA	1813-17	75.00

CHIEF CLERK OF THE OFFICE OF THE SUPERINTENDENT GENERAL OF MILITARY SUPPLIES

Enoch Reynolds	CT	1813(?)-17	---

THE OFFICE OF THE COMMISSARY GENERAL OF PURCHASES

The Commissary General of Purchases was a civilian Army post established in 1812 to make all necessary purchases for the Army. It succeeded the then recently abolished Purveyor of Public Supplies which had made purchases for other branches of the government as well as the Army, and like that office, the Commissary of Purchases was located in Philadelphia. This post had the franking privilege to both send and receive mail free from the time of its establishment, and far more covers addressed to this functionary than franked by him are known.

Officers of the Continental Army with similar titles apparently were never granted the franking privilege.

The office of Commissary General of Purchases was abolished in 1842 and its function transferred to other army bureaus and departments, as the office of the Quartermaster General and the Commissary General of Subsistence.

THE COMMISSARY GENERAL OF PURCHASES

Callender Irvine	PA	1812-41	50.00
James W. Tyson	PA	1842	40.00

CHIEF CLERK OF THE OFFICE OF THE COMMISSARY GENERAL OF PURCHASES

Timothy Banger	PA*	1829-39	---
James Warren	PA*	1841-42	---

* Appointed from PA but born in England.

THE SOLICITOR OF THE WAR DEPARTMENT

This civilian post in the War Dept., established in 1862, is not listed as having the franking privilege in the "Instructions" of 1863 but is listed in the 1866 P.L. & R. No covers from this post have been recorded.

William Whiting	MA	1862-65	---

THE MILITARY

(The Departments, Bureaus and Offices supervised by officers of the U.S. Army.)

This section covers the franked covers of the portion of the army that handled the necessary paperwork for administration and supply of the army at scattered posts throughout the country or in the field. Most of the personnel in the departments, offices and bureaus of the army at Washington were military, with only a few civilian clerks on a long term basis to provide continuity. With very few exceptions, all franking was done by the military; when the principal or head in an office was absent, outgoing mail was usually franked by subordinate officers rather than civilian clerks and for this reason, only those clerks whose franks are known to exist are listed in these tables prior to 1869.

Army officers always signed covers with their rank and designation permitting them to frank, but ranks were often "brevet" ranks--i.e., a higher rank conferred upon an officer for some meritorious action than he actually possessed in terms of actual line rank and senority. The "brevet" rank was accompanied by some additional pay and privileges but not the authority. The classic case is demonstrated by the franks of General Winfield Scott who, in his later years, signed his brevet Lt.-General's rank rather than his actual rank of Major General.

During the War of 1812, the heads of certain army departments in the ten military districts into which the country was divided were given the franking privilege and, while rare, a scattering of their franked covers are known to baffle collectors. The departments included were those of the Adjutant General, Inspector General, Quartermaster General and possibly a few others. These officers have been listed where available and the areas or districts to which they were assigned were numbered as given in the U.S. Army Register of 1815. Since covers franked by these officers bear postal markings other than Washington which are an aid to identifying signatures, the district numbers have been used in the lists of frankers of the army offices concerned, and the numbers and areas are as follows:

No.	AREA
1	MA. and N.H.
2	R.I. and CT.
3	N.Y., sea to the Highlands, and part of N.J.
4	Rest of N.J.; PA. and DEL.
5	VA. south of Rappahannock.
6	N.C; S.C. and GA.
7	LA., Miss. Terr. and TN.
8	KY, OH, and Terr. of Ind., MI, IL. AND MO.
9	N.Y., N. of Highlands and VT.
10	MD, Dist. of Col., rest of VA.

After the War of 1812, the army was organized into Northern and Southern Divisions, with commanding generals responsible to the Secretary of War. Each maintained a staff and with several positions, such as the Adjutant and Inspector Generals retaining the franking privilege. In the lists, these posts are identified by "N." or "S." for Northern or Southern Division appointments, but franks from these officers will be readily distinguished by their postmarks of towns other than Washington. This arrangement continued until 1821 when the army was greatly reduced in size and placed under a single commanding general and staff at Washington.

THE COMMANDING GENERAL OF THE U.S. ARMY

General George Washington was the commanding general of the Continental Army, a field organization, and collectors have interpreted his continuing use of the franking privilege to mean that most other army field letters with signatures are franked. This is not the case however, since control of the army became a civilian matter after Washington, who like Cincinnatus, went back to his farm.

The separate subjects of the franking privileges of the Commanding General of the U.S. Army and of signed field letters of Army officers have probably generated more confusion in auction descriptions and collectors' page write-ups than any other area of franked mail. Confusion is caused by several factors, among which are the franking privilege of General George Washington in its several capacities that have been assumed to have established precedents; the fact that the U.S. Army, for part of its existence in the franking era had senior officers who were not, however, commanding generals of the U.S. Army; and the requirement or custom of field officers of endorsing the faces of their official (and, at times, personal) letters with their signature and rank.

Franks of Commanding Generals are discussed here; franks from the field, of which the Continental Army was almost the only example until the personal free mail privileges of the AEF and of WW II, are discussed at the end of the War Dept. section.

General Washington was given command of the Continental Army on 15 June, 1775 and resigned after the War in August, 1783. In one form or another, he possessed the franking privilege as Commanding General during that period, but it is presumed that he relinquished it with his resignation. He was again appointed as Commanding General while Ex-President, on July 13, 1798 and served until his death on 14 December 1799.

Although the franking privileges of various Army posts had been continued throughout the era of the Continental Congress after the Revolution and also by the Federal Congress until 1792, no mention of franking for any Army post was mentioned in the postal act of Feb. 20, 1792; the act which first established the Federal post office as other than a carry-over from the earlier era. It wasn't until 1804 that any Army position was again given the franking privilege (the Inspector and Paymaster Generals) and the commanding general of the Army wasn't again given the privilege until 1838 and then on official business, only.

Endorsed covers sent by Alexander Hamilton, as Inspector General and, after the death of Washington, as senior officer - but not commanding general until he retired from the Army - are known. Between Washington's resignation and his reappointment as Commanding General in 1798, the senior officer of the Army, other than Washington's Secretary of War, General Henry Knox, had not necessarily been Commanding General, as, for example, Capt. John Doughty was senior officer for a few months in 1784, but the command of the Army, both before and after Washington's reappointment and death, was vested in the Secretary of War.

Thus, no franked covers of a commanding general other than Washington should exist until 1838, when Maj. Gen. Alexander Macomb was in command. No franks of Macomb have been seen from the period after the post was given the franking privilege, although a few covers endorsed by him are known.

From 1841-1861, the franking privilege of the Commanding General was vested in General Winfield Scott, who franked continuously from New York and Washington except during his time in Mexico, Nov., 1846 - May 1849 when he was not legally Commanding General of the Army but only of the army under his immediate command. As his franking privilege had been abolished by the "brownout" of 1845-47, it is doubtful that any of his mail from Mexico was franked; at least no such covers have been recorded. After Scott returned to the United States and again assumed the post of Commanding General of the Army, he continued to frank mail until he retired from the Army in late 1861. However, in the lists of posts with the franking privilege in both the Regulations of 1857 and 1859, no mention is made of the Commanding General having that privilege.

No authority for Scott's Civil War era successors, McClellan and Halleck to frank has been found, nor have their franked covers been seen. Grant franked as President and possibly as Interim Secretary of War; at least one franked cover of his as Commanding General has been recorded, but there is no mention of the Commanding General having the franking privilege in any of the official summaries printed in the U.S. Mail & Post Office Assistant or the 1866 and 1872 P.L. & R. before the franking privilege in the Executive Departments was abolished. Since many franked covers of Gen. William T. Sherman as Commanding General, 1869-73 are known, it is assumed the authority was a special ruling of the Postmaster General -- permissible under the law at that time.

It should be recognized in considering the possible franking privileges of commanding generals of the U.S. Army, that most or all official mail from their offices was normally franked by Adjutant Generals who were given the franking privilege for official business only. Thus, a franking privilege for a commanding general would only be used for the few official letters sent by himself. In considering this factor with respect to the large number of covers franked by Winfield Scott, it should be recognized that Scott, because of political conflicts (he was a Presidential candidate in 1852 against Pierce and was by no means popular with the politicians) had maintained his office away from Washington and even the Adjutant General's office for some years, in New York City.

THE SENIOR OFFICERS OF THE U.S. ARMY, 1775-1873 THEIR PRIVILEGES TO FRANK MAIL

NAME AND RANK AS SENIOR OFFICER	FRANKING PRIV.	STATE	TENURE	
George Washington, Gen.	(1)(3)	VA.	1775-83	3000.00
Henry Knox, Maj. Gen.	(1)	MA.	1783-84	250.00
Jno. Doughty, Capt.	none	N.Y.	1784	---
Josiah Harmer, Lt. Col.	none	PA.	1784-91	---
Arthur St. Clair, Maj. Gen.	(2)	PA.	1791-92	---
Anthony Wayne, Maj. Gen.	(2)	PA.	1792-96	---
Jas. Wilkinson, Brig. Gen.	none	MD.	1796-98	---
George Washington, Lt. Gen.	(3)	VA.	1798-99	3000.00
Alex. Hamilton,Maj. Gen.	(2)	N.Y.	1799-1800	***
Jas Wilkinson, Brig. Gen.	none	MD	1800-12	---
Henry Dearborn, Maj. Gen.	(2)	MA.	1812-15	---
Jacob Brown, Maj. Gen.	none	PA.	1815-28	---
Alex. Macomb, Maj. Gen.	(1)	MI.	1828-41*	---
Winfield Scott, Maj. Gen.	(1)	VA.	1841-61**	125.00
G.B. McClellan, Maj. Gen	none	PA.	1861-62	---
H.W. Halleck, Maj. Gen.	none	N.Y.	1862-64	---
U.S. Grant, Gen.	(1)	OH.	1864-69	500.00
Wm. T. Sherman, Gen.	(1)	OH.	1869-73	150.00

(1) Franked mail as C.G. at that time.
(2) Could not frank while C.G. or senior officer but did frank mail at other times and in a different capacity.
(3) Could frank mail while C.G. or senior officer but in another capacity.
"None" - Never had the franking privilege in any capacity.
* Franking privilege applied only after 1838.
** Franking privilege not applicable, 1845-49
*** See Inspectors General section.

THE ADJUTANT GENERAL'S DEPARTMENT

A military adjutant is an administrative aide who serves as administrative assistant and a military secretary to his superior officer. Most military orders and mail sent out from any headquarters is handled by the adjutant in the name of the commanding officer.

The Adjutant General's Department of the U.S. Army was established on March 3, 1813, but previously, since March 5, 1792, the roles of Inspector General and Adjutant General had been combined as the assignment of a single officer. The act reducing the army in 1821 abolished the combined post of Adjutant and Inspector General and provided an Adjutant General of the Army.

The act of 5 July, 1838 authorized as many as six Ass't Adj. Generals, and additional such were added during the Civil War.

The Adjutant & Inspector General was presumably given the franking privilege by the act of March 26, 1804 which authorized the "Inspector and Paymaster Generals of the army to frank. The privilege was continued by the P.L. & R. to meet the enlargement of the army during the War of 1812 and its reduction after, but continued with few interruptions until the end of the franking era. During the Civil War, the Ass't Adjutant Generals were permitted to frank.

The following list includes only the Adjutant and or Adjutant/Inspector Generals who had the right to frank in 1804 and after.

The District Adjutant Generals from the War of 1812 who possessed the franking privilege are listed following the list of Assistant Adjutant Generals. A list of their numbered districts will be found in the introduction to the military section.

ADJUTANTS AND INSPECTORS GENERAL OF THE ARMY

NAME AND RANK	STATE	TENURE	
Lt. Col. T.H. Cushing	MA.	1800-1807	---
Maj. A.Y. Nicoll	N.Y.	1807-1812	75.00
Lt. Col. Alex. Macomb	N.Y.	1812	---
Col. J. deB. Walbach	PA.	1813-1814	40.00

ADJUTANT GENERALS OF THE ARMY

Brig.Gen. T.H. Cushing	MA.	1812-1813	---
Brig.Gen. Zebulon Pike	N.J.	1813	---
Brig.Gen. W.H. Winder*	MD.	1814	---
Brig. Gen. Dan'l Parker*	MA.	1814-1821	50.00
Col. Jas. Gadsden**	S.C.	1821-1822	---
Capt. C.J. Nourse***	D.C.	1822-1825	---
Col. Roger Jones	VA.	1825-1852	30.00
Col. Sam'l Cooper****	N.Y.	1852-1861	100.00
Brig. Gen.Lorenzo Thomas	DEL.	1861-1869	30.00
Brig. Gen.Ed.D. Townsend	MA.	1869-1880	30.00

* Adjutant and Inspector General.
** Not confirmed by the Senate; appointment expired.
*** Acting appointment.
****Became Confederate General in 1861.

THE ASSISTANT ADJUTANT GENERALS

Nowhere in the published P.L. & R. or in any published regulations that have been noted has the franking privilege been assigned to the Assistant Adjutant Generals. However, after 1862, apparently in response to a request from General Halleck, then commander of the U.S. Army, the Assistant Adjutant Generals were given the franking privilege and many such franks exist. From 1798 until the War of 1812 there were never more than three Assistant Adjutant Generals. During this period the Adjutant General did not have the franking privilege. While some 16 AAGs were authorized for the period of the War of 1812, the circumstances of their assignments make the possibility of them using an Adjutant General's franking privilege quite remote. This situation continued until 1821. From 1821 to 1838 there were no Assistant Adjutant Generals.

Prior to 1862 the only franks of AAGs that could legally exist are those when the AAG was Acting Adjutant General. In either case the initials of the capacity are "AAG" and this can be confusing. Although the Adjutant Generals office after 1838 had a civilian clerk, they were never asked to frank until the last few years of the existence of the franking privilege. A few such franks are known from the post Civil War period.

ASSISTANT ADJUTANT GENERALS

NAME AND RANK	STATE	TENURE	****PRICE
Maj. Samuel Cooper	VA.	1838-1852	120.00
Maj. Lorenzo Thomas	DEL.	1838-1861	40.00
Capt.* Wm. W.S. Bliss	N.H.	1839-1853	---
Capt.* Edw. D. Townsend	MA.	1846-1869	30.00
Capt.* Wm. A. Nichols	PA.	1852-1869	30.00
Capt.* Richard C. Drum	PA.	1861-1880	---
Capt.* Geo.L. Hartsuff	MI.	1861-1871	30.00
Capt.* Nathan'l H. McLean	OH.	1861-1864	---
Capt.* James B. Fry	IL.	1861-***	50.00
Capt.* John C. Kelton	PA.	1861-1880	---
Capt.* Robert C. Williams	VA.	1861-1881	---
Capt.* Wm. D. Whipple	N.Y.	1861-1875	---
Capt.* Chauncey McKeever	MD.	1861-1875	---
Capt.* Geo. D. Ruggles	N.Y.	1861-1880	---
Capt.* Thomas M. Vincent	OH.	1861-1881	35.00
Capt. Oliver D. Greene	N.Y.	1861-1887	35.00
Capt. Samuel Breck	MA.	1861-1887	30.00
Maj. John P. Sherburne	N.H.	1862-1870	---
Maj. Samuel F. Chalfin	IL.	1863-1869	---
Lt. Col.** L.H. Pelouze	PA.	1862-1878	30.00
Maj. Henry C. Wood	ME.	1864-1887	---
Capt. Geo. K. Leet	IL.	1863-1880	---
Lt.Col. Joseph H. Taylor	MD.	1862-1885	---
Maj. James P. Martin	KY.	1869-1887	---

* Brevet rank as originally appointed; promotions ensued.
** Resigned 1863; reappointed as Maj., 1864
*** Served as Provost Marshal General, Mar. 1863 - Aug. 1866, which see for franks.
****Prices are for covers with handstamped legend until 1861; for those with printed legends thereafter.

DISTRICT AND DIVISIONAL ADJUTANT GENERALS: 1812-1821

Under the act of March 3, 1812, a Brigadier General Adjutant & Inspector General was appointed (to be located at the War Dept. in Washington: see previous lists) and eight Adjutant Generals (Colonels) to be located in various parts of the country, all apparently receiving the franking privilege. As the War was ending, the army was greatly reduced in size and reorganized into Northern and Southern Divisions. Each Division had a commanding general and a staff, with certain functions receiving the franking privilege for letters on official business. This organization continued until 1821, when the army was again reduced and the staff functions, with their franking privileges, moved to Washington.

DISTRICT ADJUTANT GENERALS

COLONEL	DISTRICT	TERM IN OFFICE	
John R. Fenwick	3	3/18/1813-5/17/1815	---
William Duane	4	3/18/1813-5/17/1815	---
Francis K. Huger	6	4/6/1813-5/17/1815	---
John deB. Walbach	1	8/6/1813-5/17/1815	50.00
James Bankhead	5	9/9/1813-5/17/1815	---
William Cumming	9	2/16/1814-5/17/1815	---
Robert Butler	7	3/5/1814-5/17/1815	75.00
Charles K. Gardner	9	4/12/1814-5/17/1815	---

DIVISIONAL ADJUTANT GENERALS

NAME AND RANK	DIV.	TERM IN OFFICE	
Col.Robert Butler	S. D.	5/17/1815-6/6/1821	---
Arthur P. Hayne	N. D.	5/17/1815-5/3/1816	---
Col. Charles K. Gardner	N. D.	5/5/1815-3/17/1818	---
Col. Roger Jones	N. D.	8/10/1818-6/6/1821	---

THE CHIEF CLERK OF THE ADJUTANT GENERAL'S OFFICE

Although the Adjutant General's office after 1838 had a civilian clerk, they were never asked to frank until the last few years of the franking privilege and then, only rarely. They had no Chief Clerk until Raphael Thian was appointed. Born in France and appointed in 1871, Thian grew to be an institution in the AGO, but is best known for his book, Register of the Confederate Debt reprinted in 1972.

During the "brownout" period of 1845-47, when most mail from the governmental departments was charged, the clerk in the AGO whose signature might be found on covers endorsed "Charge" was John M. Hepburn of Maryland.

THE CHIEF CLERK OF THE ADJUTANT GENERAL'S OFFICE

Raphael P. Thian	N.Y.	7/1/1871-12/19/1911	---

THE INSPECTOR GENERAL'S OFFICE

The first Inspector General to have the franking privilege as provided by the Continental Congress on December 24, 1782, was Baron Von Steuben of the Continental Army. (See the lists of posts of the Continental Army under the armies in the field at the end of the War Dept. section.) After the Continental Army was broken up and the new Federal Army established, no Inspector General had the privilege until an Act of 1804. Since Alexander Hamilton occupied this post in 1799, and many covers signed by him as sent on official business exist, all of which are rated up and many prepaid, this confirms that those covers were not sent under a franking privilege. Prices, based upon autographic values, run $300.00 and up.

At the time the Inspector General was first given the franking privilege in 1804, the post was combined with that of the Adjutant General and this situation continued at the War Department until 1821, with a few exceptions. Those officers who served in the dual capacity at the War Dept. are listed under the Adjutant General's office; only those who served solely as Inspector General are listed here. Beginning in 1813, eight Inspectors General were appointed

to serve at headquarters away from Washington; all had the franking privilege and are listed here. In 1815, the peacetime divisional organization of the army provided for an Inspector General with the franking privilege for each division. In 1821, when this set-up was changed and the army halved in size with headquarters at Washington, two Inspectors General were again authorized and this continued to be the case until the expansion of the Civil War added additional I.G.'s.

THE INSPECTOR GENERALS

NAME AND RANK	STATE	TERM IN OFFICE	
Brig. Gen. Alex.Smyth	VA.	1812-1813	---
Maj. C.K. Gardner*	N.Y.	1813	---
Maj. Jno. R. Bell*	N.Y.	1814	---
Co. J.E. Wool**	N.Y.	1816-1841	90.00
Col. A.P. Hayne***	S.C.	1816-1820	---
Col. Jas. Gadsden***	S.C.	1820-1821	---
Col. S.B. Archer	VA.	1821-1825	---
Col. Geo. Croghan	KY.	1825-1849	50.00
Col. Sylv. Churchill	VT.	1841-1861	40.00
Col. Geo. A. McCall	PA.	1850-1853	---
Col. Jos. K.F. Mansfield	CT.	1853-1862	---
Col. Randolph B. Marcy	MA.	1861-1881	---
Col. Henry L. Scott	N.C.	1861	---
Col. H. Van Rensselaer	N.Y.	1861-1864	50.00
Col. Delos B. Sackett	N.Y.	1861-1885	---
Col. Edmund Schriver	N.Y.	1863-1881	---
Col. James A. Hardie	N.Y.	1864-1876	---
Col. Nelson H. Davis	MA.	1861-1885	---

* Acting appointment.
** Northern Division, 1816-1821.
*** Southern Division.

DISTRICT INSPECTORS GENERAL OF THE WAR OF 1812

Under the Act of March 3, 1813, when the army was greatly enlarged in the War of 1812, eight District Inspectors General were appointed, each being assigned to a separate district of the army. Apparently, these District I.G.'s were given the franking privilege, as franked covers exist from them. The following list, probably far from complete, is of officers known assigned as the District I.G.'s. Inspectors General of the Northern and Southern Divisions, 1813-1821, are included with the previous list.

NAME AND RANK	DISTRICT	TERM IN OFFICE	
Col. Nicholas Gray	3	3/18/1813-6/15/1815	---
Col.William R. Boote	6	4/6/1813-6/15/1815	---
Col. Jacob Kingsbury	1	4/8/1813-10/31/1814	125.00
Col. Ninian Pinkney	6	12/1/1813-6/15/1815	---
Col. Josiah Snelling	9	4/25/1813-6/15/1815	---
Col. Arthur P. Hayne	7	4/12/1814-3/1/1815	---
Col. William Drayton	9	8/1/1814-6/15/1815	90.00
Col. John R. Bell	1	7/29/1813-6/1/1815	---
Col. John H. Powell	4	12/26/1814-6/15/1815	---
Maj. Robert Sterry	?	5/10/1813-6/15/1815?	---
Maj. Syl'v Churchill	9	8/29/1813-6/15/1815	---
Maj. Charles S. Todd	8	11/1/1813-6/15/1815	---
Maj. James Saunders	5	2/2/1814-6/15/1815	---

JUDGE ADVOCATE GENERAL'S OFFICE
THE BUREAU OF MILITARY JUSTICE

The offices of "Judge-Advocate-General" and "Judge-Advocate of the Army" (the first named created in 1775) lapsed in 1802. The last named was revived by an Act of Jan. 11, 1812 and then again discontinued in 1821. The Act of March 2, 1849 authorized the appointment of a Judge- Advocate of the Army, and the Bureau of Military Justice was created June 20, 1864.

The function of the office of the Judge Advocate Generals to handle charges, etc. made against officers, keep records and review court martials and in general, serve as the army's supreme court.

Nowhere in the P.L. & R. is there listed any authorization for the Judge-Advocates or Judge Advocates General to frank, but franks are known from both the latter and the Ass't JAG after the Civil War, so the officers of the Bureau of Military Justice are listed here, beginning in 1864.

JUDGE ADVOCATE GENERAL

NAME AND RANK	STATE	TERM IN OFFICE	
Brig. Gen. Joseph Holt	KY.	1862-1875	75.00

ASSISTANT JUDGE ADVOCATE GENERAL

Lt. Col. Wm. McKee Dunn	IN.	1864-1875	60.00

QUARTERMASTER DEPARTMENT OF THE ARMY

The Quartermaster's Department of the army dealt with supplies, although the procurement function was, until the 1840's handled separately as were all matters concerning arms and ammunition and, after 1818, subsistence (food).

Although the Quartermaster General of the Continental Army had the franking privilege until the post was abolished in 1785, there was no franking privilege given to the Quartermasters thereafter until it was reorganized as he "Quartermasters' Department" by the act of March 28, 1812.

This act is believed to have given the franking privilege to the Quartermaster General in Washington as "Chief of the Department" and also the district quartermasters General located around the country, which continued until the army was reorganized and reduced as a "peace establishment," in 1815. At that time, the quartermaster function was realigned to discontinue the post of Quartermaster General in Washington and to appoint two deputy Quartermasters General, one each for the Southern and Northern Divisions. This was again changed in 1818 and a Quartermaster General, located at Washington, was once more appointed.

The Quartermaster General continued to command the supply function from Washington for the rest of the franking era.

It is also of interest that the Chief Clerk of the Quartermaster Dept., appointed ln 1839 became, in later years one of the very few chief clerks in any army department, to have exercised the franking privilege.

THE QUARTERMASTERS GENERAL OF THE ARMY

NAME AND RANK	STATE	TERM IN OFFICE	
Brig. Gen. Morgan Lewis	N.Y.	1812-1813	---
Brig.Gen. Robt.Swartwout	N.Y.	1813-1816	---
Col. Jas. Mullany, Northern Division	N.Y.	1816-1818	---
Col. George Gibson, Southern Division	PA	1816-1818	60.00
Brig. Gen. T.S.Jesup,	OH.	1818-1860	35.00
Brig. Gen.J.E.Johnston*	VA.	1860-1861	---
Brig. Gen. M.C. Meigs	PA.	1861-1862	**10.00

* Resigned to become Confederate General
** With handstamped facsimile signature on legal size official envelope. With handsigned frank 75.00

THE DISTRICT QUARTERMASTERS GENERAL OF 1813-1815

For areas indicated by the District numbers, see the introduction to the military section. Covers franked by these officers will usually be postmarked at a town within their area. This list is probably far from complete.

(ALL COLONELS)	STATE	DIST.	TERM IN OFFICE	
William Linnard	PA	4	1813-1815	---
Elisha Jenkins	NY	9	1813-1815	---
James Thomas	MA	9	1813-1815	30.00
William Swan	MA	5	1813-1814	---
James S. Swearingen	OH	8	1814-1815	---
Paul Bentalou	MD	5	1814-1815	---
Justus Post	VT	3	1814-1815	---

CHIEF CLERK OF THE QUARTERMASTER'S DEPARTMENT

William A. Gordon	MD.	1839-69	30.00
George K. Finkel	MD.	1871-73	---

THE SUBSISTENCE DEPARTMENT OF THE ARMY

The Continental Army had various forms of both Commissary Generals of Purchases and Subsistence, but none had the franking privilege until it was granted to the Commissary General of Purchases in 1812. Since the Commissary General of Purchases' activities was not limited to procuring subsistence and he operated as a civilian (see listing in "Civilian" section) in a post that continued to exist until 1842, that post and that of the Commissary of Subsistence were obviously two different posts after the establishment of the latter. The Act of April 14, 1818 first created the post of Commissary of Subsistence in the Federal era, and it was given the franking privilege almost immediately -- possibly in the act creating the job.

THE COMMISSARIES GENERAL OF SUBSISTENCE

NAME AND RANK	STATE	TERM IN OFFICE	
Col. George Gibson	PA	* 4/18/1818-9/29/1861	40.00
Col. J.P. Taylor	KY	* 9/29/1861-6/29/1864	**10.00
Brig. Gen. A.B. Eaton	NY	6/29/1864-5/1/1874	**10.00
Brig. Gen. A.E. Shiras	NJ	6/23/1874-4/14/1875	***20.00

* Died in office.
** With handstamped or printed facsimile signature. With handwritten signatures, double price.
*** As Act'g Commissary General prior to July 1, 1873, with handwritten signature.

MEDICAL DEPARTMENT OF THE U.S. ARMY

The head of the medical section of the Continental Army had the franking privilege, however, it was not until the War of 1812, when the privilege was again extended to both the Surgeon General and also the Apothecary General, the latter a post that was to vanish when the incumbent was discharged in 1821 soon after the reduction of the army the previous year. No franked covers of the clerks in the Surgeon General's office have been seen, although a frank of Maj. H(enry) L. Heiskell, Act'g Surg. Gen'l, circa 1840 has been reported.

NAME AND RANK*	STATE	TERM IN OFFICE	
Jas.Tilton **	DE	6/11/1813-6/15/1815	---
Joseph Lovell	MA	4/18/1818-10/17/1836	---
Col. Thos.Lawson	VA	11/30/1836-5/15/1861	90.00
Col. C.A.Finlay	OH	5/15/1861-4/14/1862	---
Brig. Gen. W.A.Hammond	MD	4/25/1862-8/18/1864	***80.00
Brig. Gen. J.K.Barnes	PA	8/22/1864-6/30/1882	150.00

* Military rank wasn't given medical officers until the 1840's or later.
** Tilton was titled "Physician & Surg. Gen.: Lovell simply as "Surg. Gen."
*** With handstamped or printed facsimile signature. 40.00

THE APOTHECARY GENERAL

Francis LeBaron	MA	1813-1821	75.00

THE PAYMASTERS AND THE PAYMASTERS GENERAL OF THE ARMY

Although the early U.S. Registers show this army function as a civilian post, the Army registers show it as a military office, and it is so listed here even though an early occupant of the job who had the franking privilege under the Federal government, Robert Brent, served simultaneously as Mayor of Washington. In 1804 franking was granted to "Paymaster of the Army." It was not until 1816 the post was renamed Paymaster General at which time it was filled by an officer of the Army.

NAME AND RANK	STATE	TERM IN OFFICE	
Caleb Swan	MA	5/8/1792-6/30/1808	60.00
Robert Brent	DC	7/1/1808-8/28/1819	50.00
Nathan Towson*	MD	8/28/1819-6/1/1821	---
Daniel Parker	MA	6/1/1821-5/8/1822	40.00
Col. Nathan Towson*	MD	5/8/1822-7/20/1854	30.00
Col. Benj. F. Larned	MA	7/20/1854-9/6/1862	40.00
Col. T.P. Andrews	DC	9/6/1862-11/29/1864	40.00
Brig. Gen. B.F. Brice	OH	11/29/1864-1/1/1872	**20.00
Brig. Gen. Benj.Alvord	VT	1/1/1872-6/8/1880	---

* Towson was a Capt. of Artillery at the time of his 1st term, but with his 2nd appointment, the post was given the rank of full colonel.
** With handstamped facsimile signature.

THE CORPS OF ENGINEERS

Although the first army engineers were appointed in the early days of the Revolution, there is no evidence that the Chief Engineer had the franking privilege prior to an Act of March, 1838. Even then there is no documentation of the Chief Engineer being assigned the privilege prior to the Regulations of 1843.

Covers signed by Lt. R.E. Lee were sent from this office in the early 1830's, but at that time, not only did Lee not have the franking privilege, neither did the colonel heading the office, and the covers all also bear franking signatures of officials of the War Dept., such as the Commissioners of Pensions or of Indian Affairs.

CHIEF ENGINEERS OF THE U.S. ARMY

NAME AND RANK	STATE	TERM IN OFFICE	
Col. Charles Gratiot	MO	5/24/1828-12/6/1838	50.00
Brig. Gen.* J.G. Totten	CT	12/7/1838-4/22/1864	40.00
Brig. Gen. R. Delafield	NY	4/22/1864-8/8/1866	---
Brig. Gen. A.A. Humphreys	PA	8/8/1866-6/30/1879	**30.00

* The post was retitled "Chief of Engineers" and upgraded to the rank of Brig. Gen'l in March, 1863
** With facsimile handstamped signature.

OTHER ENGINEERING OFFICERS FRANKING COVERS

Lt. Daniel P. Woodbury	NH	Sept. 1843 use.	30.00
Lt. Geo. L. Welcker	TN	May, 1845 use.	30.00
Capt. Horatio G. Wright*	CT	May, 1860 use.	50.00
Maj. John D. Kurz	DC	March, 1864 use.	30.00

* Prominent Civil War major general

THE CORPS OF TOPOGRAPHICAL ENGINEERS

The Topographical Engineers were first recognized by the Act of March, 1813. In August, 1818, a separate Topographic Bureau was established within the War Department, under the Chief Engineer. In June, 1831, this was made a separate bureau and the Act of March 3, 1838 created an independent Corps of Topographical Engineers. The Act of March 1863 merged the Topographic Corps back into the Corps of Engineers. The franking privilege was conferred upon the head of the Topographical Corps by the Act of July 5, 1838.

COMMANDING OFFICERS -- CORPS OF TOPOGRAPHICAL ENGINEERS

NAME AND RANK	STATE	TERM IN OFFICE	
Col. J.J. Albert	VA	9/14/1834-9/9/1861	40.00
Col. S.H. Long	NH	9/9/1861-3/3/1863	---

THE ORDNANCE DEPARTMENT OF THE ARMY

The ordnance procurement function, as opposed to the technical development and maintainance functions, was established as a separate department of the army during the Revolution, however the head of ordnance was not granted the franking privilege until the War of 1812, being established as an Army department on May 12 of that year. After the War of 1812 the Ordnance Department was abolished by an Act of March 3, 1815, but reestablished by an Act of April 24, 1816. The Ordnance Department was combined into the Corps of Artillery by the Act of March 21, 1821, but again made independent on April 5, 1832. The franking privilege, lost when all previous franking enactments were repealed on March 3, 1825, was restored by the Act of July 5, 1838. Thus, franked covers from this department can exist from 1812-21 and again after 1838.

The title of the head of Ordnance in 1812-15 was Commissary General of Ordnance; it was Colonel of Ordnance until the rank was raised to Brig. General in 1861; after that it was Chief of Ordnance.

HEADS OF ORDNANCE DEPT., U.S. ARMY

NAME AND RANK	STATE	TERM IN OFFICE	
Col. Decius Wadsworth	CT	7/2/1812-6/1/1821	60.00
Col. George Bomford	NY	5/30/1832-3/25/1848	40.00
Col. George Talcott	NY	3/25/1848-7/10/1851	40.00
Col. Henry K. Craig	PA	7/10/1851-4/23/1861	50.00
Brig. Gen. J.W. Ripley	CT	4/23/1861-9/15/1863	50.00
Brig. Gen. G.D. Ramsey	DC	9/15/1863-9/12/1864	30.00
Brig. Gen. Alex. B. Dyer	MO	9/12/1864-5/20/1874	30.00

LEAD or CHIEF CLERK OF THE ORDNANCE DEPARTMENT

William Randall		1835-37
George Bender	MA	1841-59
J.P. Keller	D.C.	1867-73

PROVOST MARSHAL GENERAL'S OFFICE

The draft act of March 3, 1863 included the formation of the Office of the Provost Marshal General in Washington with offices of Provost Marshals throughout the country. The duties of this bureau were to enforce the draft and arrest stragglers and deserters, and it was abolished after the war ended. The Provost Marshal General was given the franking privilege in the act creating the office or simultaneously, but the only franked covers seen bear handstamped facsimile signatures.

THE PROVOST MARSHAL GENERAL

Brig. Gen. James B. Fry	IL	3/17/1863-8/27/1866	*20.00

* With handstamped facsimile signature.
Note: The original law provided the Provost Marshal General would be a colonel, but this was raised to Brig. Gen. in March, 1864.

COMMISSARY GENERAL OF PRISONERS

In June, 1861, Lt. Col. William Hoffman was appointed Commissary of Prisoners, reporting to the Quartermaster General and located at Detroit. In June, 1862, the post was moved from the jurisdiction of the QMG to be directly responsible to the Secretary of War and in October, 1862, the office was moved to Washington. The franking privilege was granted the Commissary of Prisoners some time after August, 1863 and before August, 1864 and continued in force until the office was abolished in early November, 1866.

COMMISSARIES GENERAL OF PRISONERS

NAME AND RANK	STATE	TERM IN OFFICE	
Col. William Hoffman	NY	10/7/61-11/3/65	125.00
Maj. Gen. E. A. Hitchcock	VT	11/3/65-11/?/66	85.00

THE CHIEF SIGNAL OFFICER OF THE ARMY

The Army Signal Service, developed in the Civil War, used "wig-wag" flag systems by day and colored torches, flares and rockets by night to transmit messages. The service also used and developed field telegraphs effectively until barred from doing so by a political dispute involving military or civilian control over signals.

The signal systems were a development of an army surgeon, Major Albert J. Myer at the end of the 1850's and Meyer was appointed the "Signal Officer of the Army" on 27 June, 1860. He remained the only signal service officer until 1863, in spite of obvious value of the small signal force as demonstrated repeatedly in the field. The Signal Corps was organized by an act of Congress of 24 March 1863 but didn't operate as such until in 1864 because of administrative problems that led to all of its first three commanders being removed from their posts. It is believed that the Chief of the Army Signal Corps didn't receive the franking privilege until 1866 or after, but no mention of this post has been found on any of the lists of those with the franking privilege, so it was evidently granted by edict of the Postmaster General. All of the handful of franks seen bear handstamped facsimile signatures of Col. Myer as Chief Signal Officer and date from 1867-9.

NAME AND RANK	STATE	TERM IN OFFICE	
Col. Albert J. Myer*	NY	6/27/60-11/10/63	---
Lt. Col. Wm. J. Nicodemus	MD	**11/?/63-12/3/64	---
Col. Benj. F. Fisher	PA	12/3/64-7/28/66	---
Col.***Albert J. Myer	NY	7/28/66-8/24/80	****75.00

* As Major, made Col. and Chief Sig. Officer, 9/18/63.
** Dismissed the service, 12/26/64.
*** Made Brig. Gen; Chief Sig. Off., 16 June 1880.
****With handstamped facsimile signature.

THE BUREAU OF REFUGEES, FREEDMEN AND ABANDONED LANDS

This bureau, the title of which appears upon its official stationery as above, was more commonly known as the "Freemens' Bureau." It was first established for one year's duration by an act of Congress in May, 1865, and was intended to care for the Freedmen (former slaves) by educating them, finding work for them and settling them on confiscated or abandoned lands. Renewed by Congress in February, 1866, but vetoed by President Johnson, the new act was passed over his veto in July, 1866, and the Bureau existed until July 1, 1869 when it was discontinued except for its educational function (later transferred to the Dept. of the Interior).

The Commissioner of the Bureau was apparently given the franking privilege from the time it was established to frank mail on official business, only.

All franks of the Commissioner, Maj. Gen. Oliver Otis Howard, who had but one arm, are handstamped facsimile signatures, but for the short time the Bureau was in existence after use of facsimile signatures was banned in March, 1869, franking was done by the Chief Clerk of the Bureau.

Howard's franks can be dated to a degree by the imprint of his rank. When appointed, he was a brigadier general of the regular army, a major general of volunteers (mustered out on 1 January, 1869) and a brevet major general in the regular army on 13 March 1865. Thus, his franks prior to 1869 bear the imprint "Major General, Commissioner"; those after that say "Bvt. Maj.-Gen., Commissioner."

COMMISSIONER

Gen. Oliver Otis Howard	ME	5/12/1865-?1872?	*80.00

* With handstamped facsimile signature.

THE ACTING ASS'T ADJUTANT GENERAL OF THE BUREAU

E. Whittlesey	ME	1871	---

THE LEAD or CHIEF CLERK OF THE BUREAU

William P. Drew	ME	1867	---
James B. Littlefield		?	*75.00
John H. Cook	OH	1871	---

* Signature written over handstamped facsimile signature of O.O. Howard.

THE OFFICE OF PUBLIC BUILDINGS, GROUNDS AND WORKS

This function was transferred to the War Department to be administered by the Corps of Engineers in 1867, having previously been a bureau in the Department of the Interior. The Office head was simply specified as "In charge of Office" and was, through the end of the period when franking was permitted, a Major of Engineers whose compensation was his regular army pay. In Grant's administration, the administrator was Col. Orville E. Babcock, who also had the franking privilege as Presidential Secretary under Grant.

The franking privilege for the head of the office is listed in the 1866 P.L. & R. as for the "Commissioner of Public Buildings" under the Department of the Interior, but there is no mention of franking for this office in the list in the 1869 "U.S. Mail & Post Office Assistant." However, as at least one cover exists, apparently this office had the franking privilege under order of the Postmaster General.

OFFICER IN CHARGE OF OFFICE	STATE	TERM IN OFFICE	
Maj. Nathaniel Michler	PA	1867-1870	35.00
Maj. O.E. Babcock*	VT	1871-1877	---

* Served simultaneously as secretary to President Grant.

FRANKED MAIL FROM THE ARMIES IN THE FIELD

There have been three periods in our history when free mail could be sent by soldiers in the field on either personal matters or official business, and the first period offers a tremendous contrast to the latter two. The first and almost only pre-20th century period of free soldiers' mail was the various free mail and franking privileges of the Continental Army in the field during the Revolution, but the only other periods when soldiers could send mail free were from the AEF in World War I and the free mail privileges of World War II and the various conflicts since, when armies have been at war in the field. Which is to say, U.S. armed forces in the field have an almost continuous free mail privilege since 1942.

The fact that all mail in the United States could be and generally was sent collect prior to 1856 eliminated (in the minds of postal officials and Congress, at least) any need for soldiers in the field to be given any franking privilege to send their mails free. The same applied to the official mails of the officers of the armies. Most of it was addressed to army officials in Washington who possessed, with their franking privilege, the right to receive all official letters addressed to them free as well to send mail free under their franking signatures. Field officers normally signed and endorsed their official letters as being "On service" or with similar legends to remind postmasters that letters with certain addresses could go free.

During the Mexican War, most of the mail addressed to soldiers in the field was mailed with postage collect, but the Post Office Department facilities with the armies had trouble collecting due postage -- required by law to be paid before mail could be delivered to addressees. Mails piled up; complaints ensued, and Congress, as of March, 1847, enacted legislation that all those with the armies engaged with Mexico in the field or at border posts, etc. could receive their letters free -- but no return mail franking privilege was given the armies. After all, their letters were necessarily being sent collect and it was up to the folks at home to routinely pay collect postage on all mail before it was turned over to them!

This same collect mail practice was carried over into the Civil War which began five years after all U.S. domestic mails were required to be prepaid by stamps. Then it was found that soldiers in the field usually had neither money, stamps or any immediately available postal facility from which they could mail their letters. Congress recognized this rather early in the war and the resulting enactment permitted mail from soldiers to be sent collect as an exception to the requirement for prepayment of all other domestic mail. The same concept existed until after the Spanish-American War, so that the letters from soldiers bearing signatures of officers aren't franked -- the signature wasn't in lieu of postage, but simply was to certify that each letter had indeed originated with a soldier of the unit designated as part of the certifying legend.

In the following paragraphs, each field army that had any form of franking privilege, personal or on official business, is taken up in turn. It should be noted that Post Office Department facilities didn't always accompany the armies, and when they did they were not necessarily reliable so that important letters sent by high ranking officers were often sent by "Express" or military couriers.

THE FRANKING PRIVILEGES OF THE CONTINENTAL ARMIES

The Continental Army, established by a resolution of Congress in May, 1775, was for its entire existence a field army in that it had no permanent headquarters location. Civilian control of the army was vested by the Congress in a series of Committees, boards of war and finally, a Secretary at War, whose franking privilege is covered at the beginning of the War Department section.

George Washington was appointed commanding general of the Continental Army on 15 June, 1775 and took command at Boston on July 3, 1775, but no record has been found of his being given the franking privilege at that time.

During the existence of the Continental Army, which dwindled to less than a hundred men in 1784, Congress passed several resolutions authorizing franking and also, on March 13, 1782, repealed all previous acts and resolutions permitting it. These acts and resolutions follow, with comments:

Resolution of January 9, 1776.

> No postage to be paid on any letters to or from private soldiers of the Continental Army, the letters to be franked by someone so authorized by the commanding officer of each department.

No covers of private soldiers from this resolution have been reported, although if they do exist, they are probably not readily recognized.

Resolution of February 16, 1776.

> Extended the franking privilege to the officers of the Continental Army.

This enactment is probably responsible for all field franks of officers of the Continental Army, prior to its repeal in the Ordinance of March 13, 1782.

Resolution of April 19, 1776.

> Letters directed to any General of the Continental Army commanding in a separate department, to pass free through the constitutional post.

This resolution evidently confirms that the previous resolutions only gave the right to frank mail free -- not to receive it. This resolution and the next, below, provide the right to receive letters free to certain officers in an era when almost no mail was ever sent prepaid.

Resolution of December 28, 1779.

> All single letter directed to any line officer of the Army, to General Officers, or to officers commanding a separate department, to be free.

Although the enactment of March 11, 1782 repealed all previous enactments permitting franking, it continued the privileges of Congress, the head of the Army, and the various departments of finance, war, etc. under the Continental Congress. The ordinance of October 18, 1782 again confirmed the franking privileges of "the army commanders" in preparing for reduction of the army and a peacetime establishment.

A preliminary treaty of peace was signed on November 30, 1782 and England proclaimed a cessation of hostilities on February 4, 1783 followed by a similar proclamation from Congress on April 11. In the meantime, Congress had set up an establishment intended to wrap up their responsibilities to the veterans of the Continental Army with a reduced army around a peacetime framework, that included the franking privileges for some permanent army offices:

Ordinance of December 24, 1782.

> Extended the franking privilege to the Inspector General, the Adjutant General, the Director of Hospitals, the Quartermaster General, the Commissary of Prisoners and the Paymaster General of the Army of the United States, and also to all officers at the heads of like departments of any separate army, for public business, only.

The Continental Army was disbanded officially on June 13, 1783 and the Treaty of Paris, officially ending the Revolution, was signed on September 3, 1783. Most of the positions cited in the Ordinance of December 24, 1782 were soon vacated and the size of the army decreased rapidly, being replaced where needed for permanent posts, by state militia.

Franked letters of many officers of the Continental Army are known, starting with those of General George Washington, its commander. His are not only the most popular and the

most costly -- but the commonest. Most military franks were sent under the ordinance of February 16, 1776, but it is doubtful that most of Washington's covers actually passed through the Continental or Constitutional Post. Covers with postmarks are very rare, and many have been separated from contents so that the date and the actual ordinance or resolutions under which they were sent cannot be determined.

COMMANDERS AND OFFICERS OF THE CONTINENTAL ARMY

NAME AND RANK	STATE	TERM IN OFFICE	
General Geo. Washington	VA	1776-1783	2500.00 up
Gen. the Marquis de La Fayette	FRANCE	6/13/1777-1/11/79*	
		4/28/1780-12/?/1781	1000.00
Gen. Nathaniel Green	RI	June 1775-Aug. 1783	2500.00
Gen. Benedict Arnold	CT	9/1/1775-9/25/1780	---
Gen. William Heath	MA	6/22/1775-6/13/1783	300.00
Gen. George Clinton	NY	3/25/1777-??	500.00

* Returned to France.

COMMANDER OF A SEPARATE ARMY

Gen. Anthony Wayne*	PA	1/3/1776-11/3/1783	2000.00

* As commander of a southern army, 1782.

OFFICERS ELIGIBLE TO FRANK UNDER THE ORDINANCE OF 24 DECEMBER, 1782

ADJUTANT GENERAL, 1782-1789

NAME AND RANK	STATE	TERM IN OFFICE	
Brig. Gen. Ed. Hand	PA	1/8/1781-11/3/1783	---
Major William North	MA	11/5/1783-10/28/1787	---
Lt. Ebenezer Denny	PA	10/28/1787-11/7/1790	---

INSPECTORS GENERAL

Maj. Gen. F.W.A. Von Steuben		5/5/1778-4/15/1784	---
Maj. William North*	MA	4/17/1784-10/28/1787	---

* Remained as Adj. & Insp. Gen. after disbanding of Cont. Army to complete records, paperwork, etc.

DIRECTORS OF HOSPITALS
(Chief medical officer)

David Oliphant	?	5/22/1780-11/3/1783	---
Jno. Cochran	PA	1/17/1781-11/3/1783	---

QUARTERMASTERS GENERAL

Col. Timothy Pickering	PA	8/5/1780-7/25/1785	250.00

COMMISSARY OF PRISONERS

Elias Boudinot	PA	6/6/1777- ?1783?	500.00

PAYMASTERS GENERAL

Lt. Col. John Pierce	CT	1/17/1781-8/1/1788	---

WAR OF 1812

Although district adjutants general, inspectors general and quartermasters general were given the franking privilege to frank or receive mail at their headquarters, no indication has been found that the franking privilege was extended to commanding or staff officers of the various armies in the field.

MEXICAN WAR

While the armies of Taylor, Scott, Kearney, etc. in the field never were given the franking privilege to send mail, they could receive mail (that would otherwise have been collect) free under the following act:

Act approved March 3, 1847.

> Sec. 4. And be it further enacted, That all letters, newspapers and other packets, not exceeding in weight one ounce, directed to any officer, musician, or private of the army of the United States in Mexico, or at any post or place on the frontier of the United States bordering on Mexico, shall be conveyed in the mail free of postage; Provided, That all letters or other packets directed to any person in the army shall contain, as a part of their direction, the words "belonging to the army."
>
> Sec. 5. And be it further enacted, That the two* preceding sections shall continue in force during the present war; and for three months after the same may be terminated, and no longer.
>
> * Section 3 provided for weekly mail service between New Orleans and Tampico.

Thus, only letters addressed to the military in Mexico or the southwest could be sent free, while the return mails were still collect. Official mail bearing signatures of officers exists, but it is either collect or addressed to War Dept. officials in Washington who could receive it free under their franking privileges.

THE CIVIL WAR

While no field officers of the Army (or Navy) had the franking privilege, large amounts of collect soldiers' letters exist bearing officers signatures. Those signatures were to permit the letters to be mailed collect but did not serve in lieu of postage. In addition, many Civil War letters bear censoring officers signatures or initials.

The closest approach to field franking came under section 42 of the new postal act effective July 1, 1863, the pertinent portion of the instructions reading as follows:

> .....Third. Attention is specially directed to the sixth clause of this section, which changes the former law. All correspondence addressed to any executive department, or any officer in it must now be prepaid, except official communications written by some officer of the department or an officer under its control or responsible to it; and in such cases, under the words 'official business' on the envelope, the officer must sign his name with his official designation. All other persons, and all officers writing to departments with which they are not connected, must prepay their postage....

The requirement that letters on official business had to be so endorsed and signed by the sender was in force just eleven months, being deleted by the act of June 1, 1864, which in effect restored the right to receive mail free to those with the franking privilege, at least for mail on official business. The effect on letters sent by the army in the field was to eliminate the need for any signatures on such mail, and consequently, they are very rare even though they could have been sent by almost any government official sending mail to his own department in Washington. In such circumstances, envelopes with signatures were probably routinely destroyed so that few survived.

AFTER THE CIVIL WAR

The soldiers' letter and accompanying "naval letter" provisions of the P.L. & R. continued to be used until and during the Spanish-American War, but these, as noted, are not franked even though they bear signatures.

Mails sent by members of the AEF in World War I could be sent free with the sender's name and unit being endorsed on the covers, they are thus the modern version of the franked cover. Covers from General John J. Pershing and a few other officers of the AEF are known, although a distinction probably should be made as to whether the signatures are for censorship or to comply with the postal regulations.

The same concept applies to covers from World War II and subsequent wars, which also had free mail for those engaged in combat abroad. From WW II, covers signed by Generals Eisenhower from Europe and MacArthur from the Pacific are known but these signatures are probably to comply with censorship requirements rather than mail regulations.

THE ATTORNEYS GENERAL OF THE UNITED STATES

Until 1870, the post of Attorney General was part of the Judicial branch of the national government, being added to the Judicial branch by the Judiciary Act of 1789. Although from the beginning the post was considered of cabinet rank, the Attorney General was not required to live at Washington, D.C., until 1814. In fact, he was expected to maintain a law practice on the side, since his annual salary was only a fraction of that paid to the other cabinet members. It was only on June 22, 1870, near the end of the period when the Executive branch of the government had the franking privilege, that the Department of Justice was established as an executive department.

The Attorney General of the U.S. was not granted the franking privilege until 1802, thus Levi Lincoln was the first to frank mail from that post. Since Cabinet members could delegate the franking privilege to their Chief Clerks, under the regulations of 1847, a list of the Chief Clerks is provided following the list of Assistant Attorneys General. No covers franked by these Chief Clerks, however, have been recorded.

Beginning with the 1859 "U.S. Register", listings for Assistant U.S. Attorney Generals appear. Under the laws of the time, these assistants were given the franking privilege for official mail. Although no covers franked by them have been recorded, a list of those holding the post appears following the list of Attorneys General.

In 1870, an Act of Congress created the Department of Justice with the Attorney General, already a Cabinet member, becoming a member of the executive branch of the government. By the same act, a Solicitor General was added and the Solicitors of the Treasury and Navy Departments were moved to the Department of Justice, administratively at least. Also, solicitor posts were created within the Dept. of Justice for the State & Interior Departments, although the War Dept. continued to control (and budget for) its own Solicitor. Between the law and the regulations of 1872 most or all of these had the franking privilege, as listed in the July, 1872 "U.S. Mail & Post Office Assistant". Few of their franks have been recorded from the remaining twelve months in which the executive department continued to exercise the franking privilege. Although few, if any, franks of any of these posts other than of the Solicitor General and the Solicitor of the Treasury have been recorded, all are listed so that their franks, if found, may be recognized.

THE ATTORNEYS GENERAL
(As Officers of the Judicial Branch)

Name	State	Tenure	Value
Edmund Randolph*	VA	2/2/1790-	---
William Bradford*	PA	1/29/1794-8/23/1795	---
Charles Lee*	VA	12/10/1795-	---
Levi Lincoln	MA	3/5/1801-12/31/1804	125.00
John Breckinridge	KY	8/7/1805-12/14/1806	---
Caesar A. Rodney	DE	1/20/1807-12/5/1811	100.00
William Pinkney	MD	1/6/1812-	---
Richard Rush	PA	2/11/1814-10/30/1817	75.00
William Wirt	VA	11/15/1817-3/3/1829	75.00
John M. Berrien	GA	3/9/1829-6/22/1831	60.00
Roger B. Taney	MD	7/20/1831-9/23/1833	150.00
Benjamin F. Butler	N.Y.	11/18/1833-	60.00
Felix Grundy	TN	9/1/1838-	60.00
Henry D. Gilpin	PA	1/11/1840-	50.00
John J. Crittenden	KY	3/5/1841-9/13/1841	60.00
Huge S. Legare	S.C.	9/20/1841-6/20/1843D	50.00
John Nelson	MD	7/1/1843-	---
John Y. Mason	VA	3/11/1845-	---
Nathan Clifford	ME	10/17/1846-3/18/1848	---
Isaac Toucey	CT	6/29/1848-3/1849	60.00
Reveredy Johnson	MD	3/8/1849-7/22/1850	---
John J. Crittenden	KY	8/14/1850-3/1853	60.00
Caleb Cushing	MA	3/7/1853-3/1857	50.00
Jeremiah S. Black	PA	3/11/1857-12/16/1860	60.00
Edwin M. Stanton	PA	12/22/1860-3/1861	---
Edward Bates	MO	3/5/1861-9/1864	150.00
James Speed	KY	12/5/1864-7/16/1866	---
J. Hubley Ashton	PA	7/17/1866 (Acting)	---
Henry Stanbery	OH	7/23/1866-3/12/1868	50.00
Orville H. Browning	IL	3/13/1868	**---
William M. Evarts	N.Y.	7/20/1868-3/1869	---
J. Hubley Ashton	PA	3/5/1869 (Acting)	---
Ebenezer R. Hoar	MA	3/11/1869-6/1870	---

ATTORNEYS GENERAL AS HEAD OF THE JUSTICE DEPARTMENT

Amos T. Akerman	GA	7/8/1870-	60.00
George H. Williams	OR	1/10/1872-beyond 1873	100.00

* Did not have the franking privilege as Attorney General since it was not granted until 1802.

** Served as Ad Interim Attorney General while serving simultaneously as Secretary of the Interior.

D - Died in office.

ASSISTANT U.S. ATTORNEY GENERALS UNDER THE JUDICIARY

Alfred B. McCalmont	Pa	1859	---
Titian J. Coffey	PA	1861-1863	---
J. Hobley Ashton*	PA	1866,1869	---
John M. Binkley	D.C.	1867	---

ASSISTANT U.S. ATTORNEY GENERALS UNDER DEPT OF JUSTICE

Clement C. Hill	MA	1870	---

* - Ashton served as Acting U.S. Attorney General, July 17-23, 1866, and again from March 5-11, 1869.

OTHER POSTS FROM WHICH THE ATTORNEYS GENERAL MAY HAVE FRANKED

Name	Post
Edmund Randolph	C.C. 1779-82, Framer of Constitution 1787, Sec. of State 1794-95.
William Bradford	None.
Charles Lee	Continental Congress (?).
Levi Lincoln	M.C. 1800-01, Acting Sec. of State 1801
John Breckinridge	Senate 1801-05.
Caesar Rodney	M.C. 1821-22, Senate 1822-23.
William Pinkney	M.C. 1791, Senate 1815-16, 1819-22.
Richard Rush	Comp. of Treasury 1811-14, Acting Sec. of State 1817, Sec. Treasury 1825-29.
William Wirt	None.
John M. Berrien	Senate 1825-29, 1841-52.
Roger B. Taney	Sec. Treasury 1833-34, Acting Sec. of War 1831.
Benjamin F. Butler	Acting Sec. of War 1836-37.
Felix Grundy	M.C. 1811-14, Senate 1829-38, 1839-40.
Henry Gilpin	Sol. of Treasury 1837-40.
John J. Crittenden	M.C. 1861-63, Senate 1817-19, 1835-41, 1842-48, 1855-61.
Hugh S. Legare	M.C. 1837-39, Ad Interim Sec. of State 1843.
John Nelson	M.C. 1821-23.
John Y. Mason	M.C. 1831-37, Sec. Navy 1844-45, 1846-49.
Nathan Clifford	M.C. 1839-43.
Isaac Toucey	M.C. 1835-39, Senate 1852-57, Sec. of Navy 1857-61.
Reveredy Johnson	Senate 1845-49, 1863-68.
Caleb Cushing	M.C. 1835-43.
Jeremiah S. Black	Sec. of State 1860-61.
Edwin M. Stanton	Sec. of War 1862-68.
Edward Bates	M.C. 1827-29.
James Speed	None.
Henry Stanbery	None.
Orville H. Browning	Senate 1861-63, Sec. Interior 1866-69.
William M. Evarts	Senate 1885-91.*
Ebenezer R. Hoar	M.C. 1873-75.*
Amos T. Akerman	None.
George H. Williams	Senate 1865-71.

* - Could only frank printed public documents at time in office.

LEAD OR CHIEF CLERKS OF THE ATTORNEY GENERAL'S OFFICE UNDER THE JUDICIARY

John T. Reid	S.C.	1847-1849	---
George M. Bibb	D.C.	1851-1853	---
Ransom H. Gillett	N.Y.	1855-1857	---
Archibald Roane	TX	1859	---
Richard Bates	MO	1861	---
John B. Kerr	MD	1863	---
William Stewart	KY	1865	---
Matthew F. Pleasants	N.Y.	1867-69	---

LEAD OR CHIEF CLERKS UNDER THE DEPT. OF JUSTICE

A.J. Falls	MD	1871-beyond 1873	---

SOLICITORS GENERAL UNDER THE DEPT. OF JUSTICE

Benjamin H. Bristow	KY	1870-1872	70.00
Samuel F. Phillips		1872-beyond 1873	---

ASSISTANT ATTORNEYS GENERAL AND SOLICITORS ASSIGNED TO DEPT. OF JUSTICE
(but detailed to other departments)

ASSISTANT ATTORNEY GENERAL FOR THE DEPT. OF THE INTERIOR

W.H. Smith	OH	1870-beyond 1873	---

FOR THE TREASURY DEPARTMENT

SOLICITOR OF INTERNAL REVENUE BUREAU

Charles Cheslel	N.H.	1870-beyond 1873	---

SOLICITOR OF THE TREASURY

E.C. Banfield	N.Y.	1870-beyond 1873	---

NAVAL SOLICITOR AND JUDGE ADVOCATE GENERAL

John A. Bolles	MA	1870-beyond 1873	---

THE U.S. POST OFFICE DEPARTMENT

The U.S. Post Office Department is probably the oldest agency of the central government. It dates from early colonial days when it was an extension and poor relation of the British General Post Office. The General Post Office under the Continental Congress was established almost a year prior to the signing of the Declaration of Independence, with Benjamin Franklin as its Postmaster General. The General Post Office, as it was then known, didn't attain full departmental status, with the Postmaster General as a cabinet member, until 1829.

THE POSTMASTERS GENERAL

Under the Continental Congress:

Name	State	TENURE Took Office	Left Office	Value
Benjamin Franklin	PA	7/26/1775		$25,000.00
Richard Bache	PA	11/7/1776		---
Ebenezer Hazard	N.Y.	1/28/1782		2,500.00
Under the Federal Constitution:				
Samuel Osgood	MA	9/26/1789		150.00
Timothy Pickering	PA	8/19/1791		200.00
Joseph Habersham	GA	2/25/1795		200.00
Gideon Granger	CT	11/28/1801		100.00
Return J.Meigs,Jr.	OH	4/11/1814		100.00
John McLean	OH	7/1/1823		100.00
William T. Barry*	KY	4/6/1829		100.00
Amos Kendall	KY	5/1/1835		100.00
John M. Niles	CT	5/16/1840		125.00
Francis Granger	N.Y.	3/8/1841	9/13/1841	150.00
Chas. A. Wickliffe	KY	10/13/1841		150.00
Cave Johnson	TN	3/6/1845		100.00
Jacob Collamer	VT	3/8/1849		125.00
Nathan K. Hall	N.Y.	7/23/1850		100.00
Samuel D. Hubbard	CT	9/14/1852		100.00
James Campbell	PA	3/7/1853		100.00
Aaron V. Brown***	TN	3/6/1857	3/8/1859D	150.00
Joseph Holt	KY	3/14/1859		100.00
Horatio King	ME	1/1/1861		150.00
Montgomery Blair	D.C.	3/9/1861		100.00
William Dennison	OH	10/1/1864		100.00
Alex. W. Randall	WI	7/17/1866**		100.00
John A.J.Creswell	MD	3/5/1869		100.00

* Barry was first PMG to serve as cabinet member.
** Randall was interim PMG prior to permanent appointment.
*** Brown died in office 3/8/1859.
D Died in office.

POSTMASTERS GENERAL: FRANKS FROM OTHER POSTS

P.M.G.	OTHER POSTS HELD HAVING FRANKING PRIVILEGE
Franklin	PM Phila,Pa. 1737; Dep PMG, North America, 1753-74 Del. Cont. Cong, 1775-6; Del.Const. Conv, 1787. . . . . 25,000.00
Bache	Sec, Comp. & Reg.-Gen, Continental GPO. . ---
Hazard	PM, New York City, 1775-82. . . . . .1,500.00
Osgood	Del., Cont. Cong, 1780-4; Board of Treasury, 1785-9; Supervisor Int. Rev, 1790's . .750.00
Pickering	Adj. Gen, Cont. Army, 1777; QM Gen, . .300.00 Cont. Army, 1780-3 Comm, Board of War,.300.00 Cont. Cong., 1777-80 Sec. of War,1795;.150.00 Sec. of State, 1795-1800 USS, Mass. . .200.00 1803-11; MC, Mass., 1813-17 . . . . . .150.00
Habersham	Del., Cont. Cong.1783-4; 200.00
G.Granger	None.
Meigs	PM, Marietta, NWT, 1794-? . . . . . .1,000.00 U.S.S., OH. 75.00
McLean	MC, OH, 1813-16; Comm,Gen. Land Office 1822-3. . . . . 40.00
Barry	MC,KY,1810-11,USS,KY,1814-16. . . . . 40.00
Kendall	PM, Georgetown,KY,1813;4th Aud. Treasury 1829-35 . . . . . 75.00
Niles	PM, Hartford,Conn,1829-36,USS,Conn, 1835-9, 1843-9. . . . . 40.00
F.Granger	MC,N.Y., 1835-7,1839-41;1841-3. . . . . 75.00
Wickliffe	MC,KY,1823-33;1861-63 . . . . . 90.00
Johnson	MC, Tenn, 1829-37;1839-45 . . . . . 75.00
Collamer	MC,VT,1843-9;USS,VT,1855-65(died,9 Nov) 60.00
Hall	MC,N.Y.,1847-9. . . . . 75.00
Hubbard	MC,Conn.,1845-9 . . . . . 60.00
Campbell	None
Brown	MC,Tenn,1839-45 . . . . . 60.00
Holt	Comm Patents,1857-9 . . . . . 60.00 Sec. War, 1860-61 . . . . . .100.00 Judge Adj Gen, US Army, 1862-75 . . . .100.00
King	1st Ass't PMG, 1854-61. . . . . .100.00
Blair	None
Dennison	None
Randall	PM, Waukesha,Wisc,1840; 1st Ass't P.M.G. 1862-6. . . . . 75.00
Creswell	MC,MD,1863-5; USS,MD,1865-7 . . . . . 40.00

THE ASSISTANT POSTMASTERS GENERAL

The first Assistant to the Postmaster General was James Bryson, appointed on January 28, 1782 when Ebenezer Hazard was still Postmaster General under the Continental Congress. Jonathan Burrall succeeded Bryson in 1789 under Samuel Osgood when the Federal Government under the Constitution came into being. In turn, Jonathan Burrall was succeeded by Charles Burrall (believed to have been a brother of Jonathan, who went on to other callings) and, since the first mention in the postal laws of the franking privilege for the Postmaster General's Assistant was in the postal enactment of Congress of February 20, 1792, apparently Charles Burrall was the first to frank in that position. It is, however, possible that franks of both Bryson and Jonathan Burrall may exist as acting Postmasters General during temporary absences of those officials.

By 1800 the Assistant to the Postmaster General had become the Assistant Postmaster General. Even after a second assistant was provided in 1810 by an act of Congress, the titles of "First" and "Second" assistant didn't emerge until the 1830's when they became known as the assistant postmasters in charge of the first and second divisions of the Post Office Department. These Divisions handled the contracts and appointments, with occasional switching of these functions through the years between first and second divisions. A third Assistant Postmaster General's post to handle finance was created by law in 1836, but it wasn't until the appearance of the U.S. Register of 1861 that the designations of First, Second and Third Assistant Postmasters General appeared in that authoritative publication.

As had been the case since 1819, the Assistant Postmasters General received exactly the same salary, so the numerical designation was really more expressive of function than of rank. The one distinction, relative to rank and number, that was apparently made as early as 1841, was the occasional interim appointment of the First Assistant Postmaster General (then in charge of the Contract Office, but later of the Appointment Office) as Postmaster General when that post was vacant.

THE ASSISTANT POSTMASTER GENERAL, 1789-1810 (FIRST ASSISTANT PMG, 1810-1873)

Name	State	Appointed	Value
James Bryson	?	1/28/1782	-----
Jonathan Burrall	N.Y.	1789	-----
Charles Burrall	N.Y. (?)	1791	300.00
Abraham Bradley, Jr.	CT	1800	60.00
Charles K. Gardner	N.J.	1829	50.00
Selah R. Hobbie	N.Y.	1836	40.00
Solomon D. Jacobs	TN	1851	40.00
Selah R. Hobbie*	N.Y.	1853	40.00
Horatio King	ME	1854	60.00
John A. Kasson	IA	March 1861	75.00
Alexander W. Randall	WI	November 1862	40.00
St. John B.L. Skinner	N.Y.	8/27/1866	40.00
George Earle	MD	March 1869	40.00
James W. Marshall	N.J.	November 1869	40.00

*Died, 23 March 1854.

THE SECOND ASSISTANT POSTMASTERS GENERAL, 1810-1873

Name	State	Appointed	
Seth Pease	CT	1810	75.00
Phineas Bradley	CT	1818	60.00
Selah R. Hobbie	N.Y.	1829	40.00
Robert Johnston	PA	1836	40.00
Philo C. Fuller	N.Y.	1841	30.00
John A. Bryan	OH	October 1842	40.00
J. W. Tyson	PA (?)	1843	40.00
N. M. Miller	VA	1844	40.00
William Medill	OH	1845	50.00
William J. Brown	IN	1845	30.00
Fitz Henry Warren	IA	1849	40.00
William H. Dundas*	VA	1852	30.00
George W. McLellan	MA	March 1861	30.00
Giles A. Smith	IL	1869	40.00
John L. Routt, III	IL	1871	20.00

*Died January 1861.

THE THIRD ASSISTANT POSTMASTERS GENERAL, 1836-1873

Name	State	Appointed	Value
Daniel Coleman	N.C.	1836	25.00
John S. Skinner	MD	1841	40.00
N.M. Miller	VA	1845	25.00
John Marron*	GA	1846	40.00
A.N. Zevely	N.C.	1859	40.00
W.H.H. Terrell	IN	1869	20.00
E.W. Barber	MI	1873	-----

*Died March 1859

THE CHIEF CLERKS IN THE OFFICES OF THE ASS'T PMG'S

The names of the Chief Clerks in the offices of the 1st and 2nd Ass't PMG's show a strange inter-relationship of names seemingly switching from one to the other every few years. This was probably partly due to political reasons but also due to switching, at times, of the Contract and Appointment offices.

CHIEF OR PRINCIPAL CLERKS IN 1ST ASS'T PMG'S OFFICE

Name	State	Tenure	Value
William H. Dundas	VA	1836-1845	---
Samuel Beach	CT	1847	---
David Saunders	VA	1849	---
Nicholas Halter	?	1851	---
Eben L. Childs	N.H.	October 1851	---
None - 1853-1861			
St. John B.L. Skinner	N.Y.	1861-August 1866	10.00
James H. Marr	Md.	1866-1873	10.00

CHIEF CLERKS IN THE 2ND ASS'T PMG'S OFFICE

Name	State	Tenure	Value
Eben L. Childs	N.H.	1836-1845	---
David Saunders	VA	1847	---
Nicholas Halter	*?	1849-1851	---
John S. Williams	N.Y.	1853	---
None - 1853-1861			
Eben L. Childs	N.H.	1861-1868	---
John L. French	OH	1869-1873	10.00

* Nicholas Halter was born in Switzerland, but from what state he was appointed is unknown.

CHIEF CLERKS IN THE 3RD ASS'T PMG'S OFFICE

Name	State	Tenure	Value
Robert Johnston	PA	1836	---
Joseph Perry	MA	1837-1839	---
Thomas B. Addison	MD	1841-1843	---
Samuel Beach	CT	1845	---
Nicholas Halter	?	1847	---
Thomas Trott	CT	1849-1851	---
None - 1853-1861			
C. F. McDonald	MA	1861-August 1864	20.00
William M. Ireland	PA	August 1864-1873	15.00

THE CHIEF CLERKS OF THE POST OFFICE DEPARTMENT

The Post Office Department, with from one to three Assistant Postmasters General, didn't always have a Chief Clerk, per se, who occasionally served as Postmaster General to frank mail. Since the Chief Clerk also handled various functions of the Post Office Department, such as the Inspection Office and, at times, the Dead Letter Office, their franks are occasionally found upon mail prior to the 1840's when all Departmental Chief Clerks were given the franking privilege for official mail.

CHIEF CLERKS OF THE POST OFFICE DEPARTMENT

Name	State	Tenure	Value
Andrew Coyle	PA	1819-1827(?)	---
Obadiah B. Brown	N.J.	1829-1834	---
P.S. Loughborough	KY	1835	---
John S. Marron	GA	1837	---
William H. Dundas	VA	1846-1851	20.00
John Oakford	PA	1853	15.00
Benjamin F.Clements	TN	1859-March 1861	30.00
Thomas P. Trott	CT	March 1861	15.00
William A. Bryan*	VA	April 1862-1864	15.00
Joseph H. Blackfan	N.J.	Aug 1864-July 1868	15.00
Eben L. Childs	N.H.	1868-1871	15.00
Louis Watkins	D.C.	1873	15.00

* Resigned February 1864, when the Chief Clerk's office was abolished. The post was re-established when Joseph H. Blackfan was appointed in August 1864.

OTHER OFFICIALS IN THE P.O.D. WITH THE FRANKING PRIVILEGE

SUPERINTENDENT OF MONEY ORDER SYSTEM

Name	State	Tenure	Value
Charles F. McDonald	MA	August 1864-1873	40.00

CHIEF CLERK OF MONEY ORDER OFFICE

BF. Wilkins	VA	August 1864	15.00
David Haynes	PA	1867-1871	15.00

SUPERINTENDENT OF FOREIGN MAILS

Joseph H. Blackfan	N.J.	August 1868-1873	40.00

CHIEF CLERK IN FOREIGN MAILS OFFICE

Richard Kelley	N.Y.	1873	15.00

GENERAL AGENT, P.O.D.

P. S. Loughborough	KY	1833	25.00

ACCOUNTANT, 3RD DIVISION

Robert Johnston	PA	1835	10.00

PRINCIPAL CLERK, INSPECTION OFFICE

Robert K. Scott	PA	1861-1863	25.00

POSTMASTERS

Offices with Presidential appointments	10.00-50.00

SPECIAL AGENTS OF THE POST OFFICE DEPARTMENT

20.00

THE DEPARTMENT OF THE NAVY

The Navy Department was created by an Act of Congress on April 30, 1798. Previously, there had been beginnings of a Federal navy under War Department auspices and a few covers with letters pertaining to naval matters are known franked by War Department officials prior to the formation of the Navy Department.

Relative to the franking privilege, the existing covers reflect the three basic types of organization of the Navy Department prior to the abolishment of the franking privilege effective July 1, 1873. In the earliest days, only the Secretary of the Navy had the franking privilege, but the Accountant of the Navy Department was granted the privilege on July 16, 1798, a few weeks after the first Secretary of the Navy, Benjamin Stoddert, took office. This continued until 1815, when the Board of Navy Commissioners was formed by the act of February 7 which also provided them with the franking privilege for official business only.

The Navy was again reorganized by the Act of August 31, 1842, which set up five bureaus, the Chief of each being given the franking privilege for letters and packets on official business only. Three more bureaus were eventually added before the abolishment of the franking privilege.

The Chief Clerk of the Navy Department was granted the franking privilege in 1847, but franks of several, as interim or acting Secretaries of the Navy, are known prior to 1847. The Chief Clerks of the Bureaus also franked mail after 1869 when written signatures were required for franking mail.

An Assistant Secretary of the Navy was added in 1861 and a Solicitor and Naval Judge Advocate General in 1865, both offices having the franking privilege.

Two posts were moved out of the Navy Department to other departments during the franking period: the Accountant of the Navy becoming the 4th Auditor of the Treasury in 1817 and the Solicitor and Naval JAG being moved to the Department of Justice when that Department was created in 1870.

SECRETARIES OF THE NAVY

Name	State	TENURE Took Office	Value
Benjamin Stoddert	MD	6/18/1798	250.00
Henry Dearborn(Sec. of War); Ad Interim	Mass.	4/1/1801	225.00
Robert Smith	MD	7/27/1801	150.00
Paul Hamilton	S.C.	5/15/1809	125.00
William Jones	PA	1/19/1813	100.00
Benjamin W. Crowninshield	MA	1/16/1816	100.00
John C. Calhoun (Sec. of War); Ad Interim	S.C.	10/1/1818	175.00
Smith Thompson	N.Y.	1/1/1819	100.00
Samuel L. Southard	N.J.	9/16/1823	100.00
John Branch	N.C.	3/9/1823	100.00
Levi Woodbury	N.H.	5/23/1831	150.00
Mahlon Dickerson	N.J.	6/30/1834	125.00
James K. Paulding	N.Y.	7/1/1838	100.00
George E. Badger	N.C.	3/5/1841	100.00
Abel P. Upshur	VA	10/11/1841	100.00
David Henshaw*	MA	7/24 /1843	100.00
Thomas W. Gilmer	VA	2/19/1844	100.00
John Y. Mason	VA	3/26/1844	100.00
George Bancroft**	MA	3/10/1845	250.00
John Y. Mason***	VA	9/9/1846	100.00
William B. Preston	VA	3/8/1849	100.00
William A. Graham	N.C.	8/2/1850	100.00
John P. Kennedy	MD	7/26/1852	100.00
James C. Dobbin	N.C.	3/7/1853	100.00
Isaac Toucey	CT	3/6/1857	125.00
Gideon Welles	CT	3/5/1861	150.00
Adolph E. Borie	PA	3/9/1869	75.00
George M. Robeson	N.J.	6/25/1869	100.00

*Henshaw was not confirmed by the Senate.

** Bancroft served during the departmental franking "brownout" of 1845-47, but a few franks of his, either before the "brownout" commenced or in ignorance of the law, are known.
*** Mason served as Attorney General of the U.S. between his two hitches as Secretary of the Navy.

SECRETARIES OF THE NAVY: FRANKS FROM OTHER POSTS

SECRETARY	OTHER POSTS WITH THE FRANKING PRIVILEGE	VALUE
Stoddert	None	
Smith	Sec. State, 1809; Att-Gen,U.S.*, 1805.	150.00
Hamilton	None	
Jones	MC. Penn., 1801-3	40.00
Crowninshield	MC, Mass, 1823-31	50.00
Thompson	None	
Southard	USS, N.J., 1821-3; 1833-42.	50.00
Branch	USS, N.C. 1823-9; MC, N.C., 1831-3.	40.00
Woodbury	USS, N.H., 1825-31;1841-5	35.00
	Sec. Treasury	50.00
Dickerson	USS, N.J., 1817-33.	40.00
Paulding	Sec., Bd of Nav. Comm., 1815-23	100.00
Badger	USS, N.C., 1846-55.	40.00
Upshur	Sec. State, 1843-4.	150.00
Henshaw	None	
Gilmer	MC, VA, 1841-4.	60.00
Mason	MC, VA, 1831-7;	40.00
	Att'y Gen, U.S., 1845-6	---
Bancroft	None	
Preston	MC,VA, 1847-9	40.00
Graham	USS, N.C., 1840-43.	40.00
Kennedy	MC, MD, 1838-9; 1841-5.	40.00
Dobbin	MC, N.C., 1845-7.	40.00
Toucey	MC, CONN., 1835-9; USS, Conn.,. 1852-7; att'y Gen, U.S., 1848-9	50.00 60.00
Welles	PM, Hartford, Conn., 1835-42.	50.00
	Chief, Bureau Prov. & Cloth, U.S. Navy, 1846-9	100.00
Borie	None	
Robeson	MC, N.J., 1879-83	---

* Smith was appointed by Jefferson to be Attorney General concurrently as Secretary Navy; not confirmed by Congress; franked covers exist.

ACCOUNTANTS OF THE NAVY DEPARTMENT, 1798-1817

The Office of the Accountant of the Navy was created by an Act of Congress on 16 July, 1798, which also granted the Accountant the franking privilege. Until 1815, only the Secretary of the Navy and the Accountant had that privilege. The Office of the Accountant of the Navy was transferred to the Treasury Department to become the 4th Auditor of the Treasury by an act of Congress approved March 3, 1817.

ACCOUNTANTS OF THE NAVY DEPARTMENT

Name	State	Date App't or Assumed Office	Value
William Winder	MD	August 1798	75.00
Thomas Turner	D.C.	January 1800*	60.00
Constant Freeman	MA	March 1816**	50.00

* Died in office, March 1816
** Freeman became 4th Auditor of the Treasury when the Naval Accountant's office was transferred to the Treasury Department in 1817.

THE CHIEF CLERKS OF THE NAVY DEPARTMENT

The post of Chief Clerk of the Navy Department was authorized by the Act creating the Navy department in 1798, but they didn't have the franking privilege, per se, until 1847. However, many covers bearing signatures of Chief Clerks prior to 1847 are known, such being franked as acting or ad interim Secretaries of the Navy. The Chief Clerk was, in essence, an office manager expected to take charge of necessary detailed paperwork. The Chief Clerks were often associates of the secretaries or were career bureaucrats accepted by all.

CHIEF CLERKS OF THE NAVY DEPARTMENT

Name	State	Tenure	Value
Garrett Cottringer	?	1798--	---
Abashai Thomas	?	1799-3/31/1802	---
Chas. Goldsborough	MD	4/1/1802-1813	---
Benjamin Homans	MA	1813-1823	---
Charles Hay	?	1824?-1829	---
James W. Clark	N.C.	1819-March 1831	---
John Boyle		1831-1837	75.00*
John D. Simms	VA	1839-1841	---
A. Thomas Smith	PA	1843--	60.00*
Orris A. Browne	?	1845--	---
John Appleton	ME	March 1845-1848	---
Robert W. Young	?	1848--	---
John Etheridge	MA	1849-1851	40.00
Charles W. Welsh	MA	1853-1859	---
Hobart Berrien	GA?	4/14/1861-5/8/1861	---
Gustavus V. Fox	MA	5/9/1861-7/31/1861	---
William Faxon	CT	8/1/1861-5/31/1866	75.00
Edgar T. Welles	CT	6/1/1866-3/1869	50.00
Holmes E. Offley	D.C.	3/1869-beyond 1873	40.00

THE BOARD OF NAVY COMMISSIONERS, 1815-1842

Created by an Act of Congress of 7 February 1815, the Board of Navy Commissioners was the ruling body of the Navy for over 25 years following the War of 1812. The Board was patterned somewhat after the British Board of Admiralty - not appropriate for the United States whose administrations feared military cliques and declined to create a post above senior captain until during the Civil War. As a temporary measure, for senior captains while commanding squadrons on foreign station, the titles of "Flag Officer" or "Commodore" were authorized.

The Board of Navy Commissioners first met on 25 April, 1815, and the original Board had prominent War of 1812 frigate captains John Rodgers (President of the Board), Isaac Hull and David Porter as the original members. Hull apparently didn't care for paperwork, since he left the Board in November, 1815 to be succeeded by Stephen Decatur, and there were no more changes on the Board until Stephen Decatur was killed in a duel in 1820. In later years, many of the famous and successful frigate captains of the War of 1812 sat on the Board, including William Bainbridge, Charles Stewart and Isaac Chauncey. Jacob Jones and Lewis Warrington also were on the Board as well as Charles Morris and other lesser lights involved in the successful naval actions of the War of 1812. With the gradual decay and dying out of the 1812 captains, the Board became somewhat stagnant, resulting in its eventual replacement by a organization of bureaus of which a few of the 1812 officers were again in command.

Most mail was franked by the President of the Board, so that John Rodgers' franks are far more common than those of any other officer. The President of the Board was always the senior officer and the junior member, of the least seniority as a navy captain, seldom franked mail.

In the table, a column has been devoted to the rank on the Board, a (P) denoting the President and (2) and (3) denoting the two positions of lesser seniority.

The covers that exist franked by the junior members of the Board were usually franked during one of the many periods when one of the posts was vacant, and there were periods of a few months when only one commissioner was serving.

THE BOARD OF NAVY COMMISSIONERS

COMMISSIONER ("Commodore")	RANK	DATES OF SERVICE	VALUE
John Rodgers	(P)	4/25/1815-12/15/1824	50.00
	(P)	10/8/1827-5/1/1837*	
Isaac Hull	(2)	4/25/1815-11/30/1815	---
David Porter	(3)	4/25/1815-12/31/1822	100.00
Stephen Decatur	(2)	11/30/1815-3/22/1820*	300.00
Isaac Chauncey	(2)	12/31/1822-12/15/1824	75.00
	(2)(P)**	7/29/1833-1/27/1840	

Charles Morris	(3)	3/3/1823-9/1/1825	
	(3)	5/15/1826-6/1/1825	50.00
	(2)(P)**	7/14/1832-6/1/1841***	
William Bainbridge	(P)	12/15/1824-6/20/1827	150.00
Jacob Jones	(2)	12/15/1824-8/7/1826	---
Lewis Warrington	(2)(3)	1/5/1827-6/20/1830	90.00
	(2)(P)**	11/4/1840-8/31/1842***	
Thomas Tingey	(2)	10/8/1827-10/27/1827*	---
Daniel T. Patterson	(3)	10/13/1828-7/1/1832	75.00
Charles Stewart	(2)	11/3/1838-6/5/1833	---
Alex. S. Wadsworth	(3)(2)	5/29/1837-9/9/1840	---
J. B. Nicholson	(3)	6/8/1840-3/1/1841	---
Wm. M. Crane	(3)(2)	5/6/1841-8/31/1842***	60.00
David Connor	(3)	7/29/1841-8/31/1842***	---

* Died in office.
** Succeeded to the Presidency of the Board upon death or retirement of predecessor.
*** Also had the franking privilege as a Bureau Chief.

THE BUREAUS OF THE NAVY DEPARTMENT

The Act of Congress in 1842 that reorganized the Navy Department administrative structure into five bureaus, replacing the Board of Navy Commissioners, required that two of the bureau chiefs, for Yards and Docks and for Ordnance & Hydrography, be senior naval captains. The chief of the Bureau of Construction & Repair was supposed to be a "skilled naval constructor"; the chief of the Bureau of Provisions & Clothing could be either a civilian or a naval captain and the chief of the Bureau of Medicine and Surgery was to be a navy surgeon.

The Act of July 5, 1862, to cope with Civil War needs, expanded the organization into eight bureaus, some of which were unchanged. One was divided into two bureaus (of Navigation, replacing the hydrography of Ordnance and Hydrography, and of Ordnance, by itself) and the "Equipment" portion of the old Bureau of Construction, Equipment & Repair was combined into a new Bureau of Equipment & Recruiting - possibly based upon the idea that recruits are a necessary portion of the equipment area. In addition, the department of the Chief Engineer of the Navy was made a full fledged bureau as the Bureau of Steam Engineering.

Although the chiefs of all these bureaus were given the franking privilege, franks from most of the bureaus range from very scarce to unreported, even from the Civil War period when correspondence from some of them should have been rather heavy.

In 1869, when use of handstamped or printed facsimile franking signatures was outlawed, the Chief Clerks of the bureaus could have been delegated the privilege by their bureau chiefs. Lists of bureau chiefs and chief clerks follow.

THE BUREAU OF CONSTRUCTION, EQUIPMENT & REPAIR

This Bureau was one of the original bureaus established in 1842, under the above name. In 1862, the "Equipment" aspect was moved to a new bureau and combined with recruiting. The first five heads of the Bureau were senior Navy captains, who bore the courtesy title of "commodore" and a higher pay scale when in command of the Bureau. In 1853, finally in compliance with the original act establishing the Bureau, the Bureau Chief was selected from the Naval Constructors who were responsible for ship construction, and subsequent appointments were made from that group. While in office, they bore the title "Chief Naval Constructor".

CHIEFS OF THE BUREAU OF CONSTRUCTION, EQUIPMENT & REPAIR**

Name	State	Dates of Tenure	Value
Capt. David Connor	PA	9/1/1842--	---
Capt. Beverley Kennon*	VA	3/2/1843-2/28/1844*	---
Capt. Charles Morris	N.Y.	4/10/1844--	60.00
Capt. Chas. R. Skinner	PA	6/1/1847--	60.00
Capt. Wm. B. Shubrick	S.C.	1852-1853	70.00
Nav. C. Samuel Hartt	MA	7/1853-11/1853	---
Nav. C. John Lenthall	PA	11/18/1853-1871	75.00
Nav. C. Isaiah Hanscom	ME	1/23/1871-1873	---

* Killed in gun explosion aboard U.S.S. Princeton, Feb. 28, 1844.
** Known as the Bureau of Construction & Repair after 1862.

CHIEF CLERKS - BUREAU OF CONSTRUCTION, EQUIPMENT & REPAIR

Name	State	Tenure	Value
Borden M. Voorhees	N.J.?	7/1/1842-1843	---
Philip C. Johnson	ME	1845-1857	---
John Ambler	VA	1859--	---
A.B. Farwell	ME	4/20/1861-1865	---
Hugh A. Goldsborough	D.C.	10/10/1863-1873	30.00*

* Price is for cover bearing handstamped or printed legend of Bureau plus signature.

BUREAU OF ORDNANCE & HYDROGRAPHY

The Navy's Bureau of Ordnance & Hydrography, as it was established in 1842 as one of the original Navy bureaus, became the Bureau of Ordnance in 1862, when the hydrographic section, always rather minimal, was combined into the newly formed Bureau of Navigation. Few if any personnel were transferred as a result of the reorganization, the ordnance function being of prime importance in the midst of Civil War. The function was, however, more of procurement than development.

The chiefs of the Bureau were all senior Navy captains who carried the courtesy title of Commodore as Bureau Chief. When the Navy created the rank of Commodore, equivalent to the Army rank of Brigadier General, in 1862, the courtesy title was dropped and the incumbent, Commander Henry A. Wise, didn't become a Navy Captain until December, 1866. His successor, John A. Dahlgren, famous for naval ordnance developments, was already a Rear Admiral when appointed.

CHIEFS OF THE BUREAU OF ORDNANCE & HYDROGRAPHY

Name	State	Dates of Tenure	Value
Capt. Wm. M. Crane	N.J.	9/1/1842-3/18/1846*	75.00
Capt. Lewis Warrington	VA	5/25/1846-10/12/1851*	125.00
Capt. Charles Morris	N.Y.	11/1851-1/27/1856*	60.00
Capt. Duncan Ingraham	S.C.	3/1856-9/1860	75.00
Capt. Geo. A. McGruder	VA	9/1860-4/1861	---
Capt. Andrew A.Harwood	PA	8/1861-7/1862	---

BUREAU OF ORDNANCE

Capt. John A.Dahlgren	PA	7/22/1862-6/1863	150.00
Com. Henry A. Wise	N.Y.	7/25/1863-6/1869	40.00
R.Adm John A.Dahlgren	PA	8/1868-7/1869	150.00
Com. Augustus L.Case	N.Y.	8/10/1869-4/1874	---
Capt. Wm. N. Jeffers	N.J.	4/10/1873-beyond 1873	---

* Died in office.

CHIEF CLERKS, BUREAU OF ORDNANCE & HYDROGRAPHY

Gustavus Harrison	VA	9/1/1842-1845	---
Joseph P. McCorkle	PA	1847-1859	---
R. S. Watkinson	N.Y.	1861	---

BUREAU OF ORDNANCE

C.E. Graves	VT	Jan 1863	---
John D. Brandt	S.C.	1865-beyond 1873	30.00*

* Price is for cover with printed Bureau legend and clerk's signature.

THE BUREAU OF YARDS & DOCKS

This was one of the original bureaus of the Navy when it went to a bureau set-up in 1842 and the bureau remained essentially unchanged in organization through the Civil War and the end of the franking period in 1873. The head of the bureau, who franked as "Chief of Bureau" franked most of the mail and franks of all the chiefs of this bureau have been recorded. The early chiefs of this bureau were senior captains who were given the honorary title of "Commodore" (with additional pay, accordingly) while they headed the Bureau. The last chief of the Bureau had already been promoted to Commodore, then a naval rank before he took office.

CHIEFS OF THE BUREAU OF YARDS & DOCKS

Name	State	Dates of Tenure	Value
Capt. Lewis Warrington	VA	9/1/1842--	125.00
Capt. Joseph Smith	MA	5/25/1846--	75.00
Capt. Daniel Ammen	OH	5/1/1869--	50.00
Comm. C.R.P. Rodgers	CT	9/1871-beyond 1873	60.00

CHIEF CLERKS OF THE BUREAU OF YARDS & DOCKS

William G. Ridgley	MD	9/1/1842-1859	---
Stephen Gough	MD	1861--	---
John W. Bronaugh	VA	1863-1866	30.00*
Augustus F. Merritt	CT	1867-beyond 1873	30.00*

* Prices are for covers with handstamped or printed legend of the Bureau.

BUREAU OF PROVISIONS & CLOTHING

The Navy's Bureau of Provisions & Clothing was one of the five original Navy bureaus established in 1842. It was continued in its original form throughout the years the franking privilege was in effect. As originally organized, the Bureau chief could be either a civilian or a senior navy captain. The first chief was a civilian, Charles Goldsborough, who had been in the Navy Department since it was established in 1798 as a clerk. The only other civilian who held the post was Gideon Welles, who was Chief of the Bureau during the Mexican War and later became Lincoln's Secretary of the Navy during the Civil War. After Welles, the Bureau was administered by senior Naval pursers, as they were originally called, the title being changed to "Paymaster" in 1860. The function of this Bureau was much like that of the Army Quartermaster Dept., and the Bureau chief thus was a job with a stronger civilian and less military flavor than those of the other bureau heads. Surprisingly, franks from either chiefs or clerks are very scarce.

CHIEF OF BUREAU OF PROVISIONS & CLOTHING

Name	State	Dates of Tenure	Value
Chas. W. Goldsborough	MD	9/1/1842-9/14/1843*	100.00
Capt. Wm. B. Shubrick	S.C.	1/31/1844-1846	70.00
Gideon Welles	CT	4/15/1846-1849	125.00
Purs. Wm. Sinclair	MA	1849-1854	50.00
Purs. Horatio Bridge**	ME	10/1/1854-1869	50.00
Purs. Edw. T.Dunn***	D.C.	7/12/1869-1873	---
Pay Dir. J.O.Bradford	DE	1/27/1873-beyond 1873	---

* Died in office.
** Title of rank changed to "Paymaster" in 1860.
*** Title of rank changed to "Pay Director" in 1871.

CHIEF CLERKS OF BUREAU OF PROVISIONS & CLOTHING

Name	State	Dates of Tenure	Value
William S. Parrott	VA	9/1/1842-1845	---
H.A. Goldsborough	D.C.	1847--	---
William S. Parrott	VA	1849--	---
Thomas Fillebrown	ME	1851--	---
John Cameron	N.C.	1853-1859	---
Thomas Fillebrown	ME	1861-1869	---
John F. Denson	VA	1871-beyond 1873	30.00*

* Price is for cover with Bureau legend and signature.

BUREAU OF MEDICINE & SURGERY OF THE NAVY

The Bureau of Medicine & Surgery was one of the original Navy Bureaus of 1842, and it remained essentially unchanged, other than finally titling the Bureau Chief as "Surgeon General, U.S. Navy" rather than simply designating the Navy Surgeon who headed the Bureau by the non-medical title of Bureau Chief.

While the Bureau had a few clerks, including a Chief Clerk, one Moses Poor, from 1843-53, franking was done by a "Passed Assistant Surgeon" Assistant bureau chief when the bureau head wasn't available. The "Passed" meant that the young surgeon had passed the Navy Board of Examiners for surgeons, and the position was apparently an aide's post filled by young surgeons well down the seniority list.

CHIEFS OF THE BUREAU OF MEDICINE & SURGERY

Name	State	Dates of Tenure	Value
Surg. Wm. P.C. Barton	PA	9/1/1842-1844	150.00
Surg. Thomas Harris	PA	4/1/1844-1853	75.00
Surg. Wm. Whelan*	PA	10/1/1853-6/1/1865*	75.00
Surg. Phineas J.Horwitz	MD	1865-1869	60.00
S. Gen. W. Maxwell Wood	MD	1869-1871	---
S.Gen. J.M. Foltz	PA	1871-1872	60.00
S.Gen. James C. Palmer	MD	1873-7/1873	---

* Died in office.

ASS'T CHIEFS OF THE BUREAU OF MEDICINE & SURGERY, USN.

Name	State	Took Office	Value
P.A. Surg. G.F.B. Guillon	PA	4/18/1844	---
P.A. Surg. Robert Woodworth	N.Y.	4/14/1845	---
P.A. Surg John L. Fox	MA	12/16/1846	---
P.A. Surg. J.F. Tuckerman	MA	10/16/1847	---
P.A. Surg. S.R. Addison	MD	10/1/1850	50.00*
P.A. Surg. Philip Lansdale	MD	7/10/1855	50.00*
P.A. Surg. Phineas J. Horwitz	MD	6/3/1859	60.00*
P.A. Surg. Theoron Woolverton	PA	10/20/1865	---
P.A. Surg. J.R. Tryon	N.Y.	7/1/1866	---
Surg. Robert G. Dean**			

* Price for cover with Bureau legend and signature.
** Left office after 1873.

THE BUREAU OF NAVIGATION

This Bureau was created by the Act of July 5, 1862 to handle increased work load resulting from the Civil War, with Rear Admiral Charles H. Davis as its first Chief of the Bureau. The Bureau also included the "Office of Detail" to handle personnel administration, and the modern-day descendent of this bureau is the "BUPERS" of World War II years. The Bureau Chiefs, after Davis, included officers ranking as lowly as Captain and as high as Rear Admiral.

CHIEFS OF THE BUREAU OF NAVIGATION

Name	State	Dates of Tenure	Value
R. Adm. Chas. H. Davis	MA	7/17/1862-4/1865	125.00
Capt. Percival Drayton	SC	4/28/1865-8/4/1865*	---
R.Adm. David D. Porter	PA	8/1865-8/1865	---
Capt. T. A. Jenkins	VA	8/1865-4/1869	60.00
Commodore James Alden	ME	4/12/1869-9/1871	---
Capt. Daniel Ammen	OH	10/1/1871-beyond 1873	---

* Died in office.

CHIEF CLERKS OF THE BUREAU OF NAVIGATION

Benjamin F. Green	N.Y.	4/19/1863-1871	30.00*
Louis Waldecker	D.C.	1873 & beyond	---

* Price is for cover with Bureau imprint and clerk's signature.

BUREAU OF EQUIPMENT & RECRUITING

This Bureau was one of those established by the Act of July 5, 1862 to provide means to handle the increased administrative load placed upon the Navy Department by the Civil War. The Bureau was formed by taking the "Equipment" function from the Bureau of Construction, Equipment & Repair and combining it with the function of raising men to man the rapidly increasing number of ships then being delivered to the Navy. The Bureau was first headed by former Mississippi "gunboat" hero of the first major Civil War Federal victorie in that area (the taking of Forts Donelson and Henry) R. Adm. Andrew H. Foote. When Foote was moved to another command, his replacement was Cdr. Albert N. Smith. The subsequent Bureau chiefs were both newly promoted to Commodore just before they took office.

CHIEFS OF BUREAU OF EQUIPMENT & RECRUITING

Name	State	Dates of Tenure	Value
R. Adm. Andrew H.Foote	CT	7/17/1862-6/4/1863	200.00
Cdr. Albert N.Smith	ME	1863-1866	40.00
Com. Melancton Smith	N.Y.	1866-1870	---
Com. Wm. Reynolds	PA	7/18/1870-beyond 1873	---

CHIEF CLERK OF THE BUREAU OF EQUIPMENT & RECRUITING

S. Henriques	N.Y.	9/2/1862-beyond 1873	30.00*

* Price is for cover with Bureau imprint and clerk's signature.

THE BUREAU OF STEAM ENGINEERING

The Chief Engineer of the U.S. Navy in the early days of the steamer always occupied a somewhat anachronistic position. The use of steam aboard the ships of the sailing Navy required the presence of engineers to handle the boilers and engines, which were totally alien to the traditions and training of the sailing Navy. For some years, the Chief Engineer of the Navy was attached to the Bureau of Construction, Equipment & Repair, but when the early months of the Civil War displayed that only steamers could do the job, the Bureau of Steam Engineering was created by the Act of Congress of July 5, 1862.

The Chief of the Bureau bore the title of Chief Engineer until 1872 when it was given higher status under the title of Engineer-in-Chief of the Navy. Franks from this Bureau are rare.

CHIEF ENGINEER OF THE U.S. NAVY

Name	State	Dates of Tenure	Value
C. Eng. Benjamin F. Isherwood	N.Y.	7/25/1862-1869	---
C. Eng. J.W. King	MD	3/15/1869-3/29/1873	80.00
C. Eng. Wm. W.W. Wood	PA	3/30/1873-beyond 1873	---

CHIEF CLERKS OF THE BUREAU OF STEAM ENGINEERING

Name	State	Dates of Tenure	Value
E. B. Nealy	ME	7/1862-1863	---
William H. Allyn	CT	1865-1869	---
W.H.H. Smith	CT	1871-1873	30.00*

THE ASSISTANT SECRETARIES OF THE NAVY

This office was created to handle naval strategic situations in the Civil War, and was abolished as unnecessary in 1869. In 1866, while Gustavus Vasa Fox was touring Europe as a representative of the Navy Dept., he was extended a six month's temporary appointment as Ass't Secretary although William Faxon had been appointed to the post in Washington in June, 1866.

ASSISTANT SECRETARIES OF THE NAVY

Name	State	Dates of Tenure	Value
Gustavus Vasa Fox	MA	8/1/1861-11/26/1866	100.00
William Faxon	CT	6/1/1866-3/6/1869	60.00

OFFICE OF SOLICITOR OF THE NAVY DEPARTMENT

In 1864, apparently to have a more immediate response to legal problems, a Solicitor of the Navy was appointed, which office was expanded by 1865.

SOLICITOR OF THE NAVY DEPARTMENT

Name	State	Dates of Tenure	Value
Nathaniel Wilson		1864-1865	---

OFFICE OF SOLICITOR AND NAVAL JUDGE ADVOCATE GENERAL

This office was created by an Act of Congress approved March 3, 1865, and existed in the Navy department until 1870 when it was transferred to the newly formed Department of Justice by the Act of June 22, 1870.

SOLICITOR AND NAVAL JUDGE ADVOCATES GENERAL

Name	State	Dates of Tenure	Value
William E. Chandler	N.H.	3/9/1865-6/17/1865	---
John A. Bolles	MA	1865-6/22/1870*	---

* Office transferred to Department of Justice.

THE DEPARTMENT OF THE INTERIOR

The Department of the Interior was formed by an Act of Congress, approved March 3, 1849. This Act brought five offices and bureaus from other departments together under the head of a newly designated cabinet officer. The offices were: the Patent Office (from the Dept. of State); the General Land Office (from the Treasury Dept.); the Indian Bureau and the Pension Bureau (from the War Dept.). In addition to these permanent, full time offices, the supervision of the U.S. Census, set up afresh every ten years (it wasn't made a permanent, continuing bureau until 1892) was transferred from the State Dept.

Other offices and bureaus were also added from time to time, though no proof has been found that some of them had the franking privilege. The Office for the Abolition of the African Slave Trade was established in 1860, but existed only a year or so. Various other commissions also existed for short periods of time to process international claims and establish boundaries.

The offices and incumbents believed or known to have had the franking privilege are as follows:

SECRETARIES OF THE INTERIOR

Name	State	Period of Tenure	Value
Thomas Ewing	OH	3/8/1849	100.00
Daniel C. Goddard*	OH	7/23/1850	---
Thomas McKennan	PA	8/15/1850	50.00
Alexander T.T. Stuart	VA	9/12/1850	40.00
Robert McClellan	MI	3/7/1853	40.00
Jacob Thompson	MS	3/6/1857	75.00
Moses Kelley*	N.H.	1/10/1861	---
Caleb B. Smith	IN	3/5/1861	150.00
John P. Usher**	IN	1/1/1863	80.00
James Harlan	IA	5/15/1865	60.00
Orville H. Browning	IL	7/27/1866	50.00
William T. Otto***	IN	3/4/1869	---
Jacob D. Cox	OH	3/5/1869	60.00
Columbus Delano	OH	11/1/1870	50.00

* - Chief Clerk, Ad Interim.
** - Ass't Secretary, was appointed Ad Interim Jan. 1, 1863 and was made Secretary on date shown.
*** - Ass't Secretary, Ad Interim.

SECRETARIES OF THE INTERIOR: FRANKS FROM OTHER POSTS

Secretary	Other Posts Held Having the Franking Privilege
Thomas Ewing	U.S. Senate 1831-37 & 1850-51; Sec. of the Treasury March-Sept. 1841.
Daniel Goddard	Chief Clerk, Dept. of the Interior.
Thomas McKennan	M.C. 1831-39 & 1842-43.
Alexander Stuart	M.C. 1841-43.
Robert McClellan	M.C. 1843-49.
Jacob Thompson	M.C. 1839-51.
Moses Kelley	Chief Clerk Dept. Interior.
Caleb Smith	M.C. 1843-49.
John Usher	Ass't Secretary of Interior.
James Harlan	U.S.Senate 1855-65 & 1867-73.
Orville Browning	U.S.Senate 1861-63.
William Otto	Ass't Secretary of Interior.
Jacob Cox	M.C. 1877-79.
Columbus Delano	M.C. 1845-47 & 1865; Deputy Comm. and Commissioner of Internal Revenue 1869-70.

ASSISTANT SECRETARIES OF THE INTERIOR

The office of Assistant Secretary of the Interior was created by an Act of Congress March 20, 1862.

Name	State	Dates of Tenure	Value
John P. Usher	IN	3/20/1862-1/8/1863	60.00
William T. Otto	IN	1863-1869	35.00
Benjamin R. Bowen	OH	1871-1873+	---

CHIEF CLERKS OF THE DEPT. OF THE INTERIOR

Daniel C. Goddard	OH	1849-51	25.00
George C. Whiting	VA	1853-1855	15.00
Moses Kelley	N.H.	1857-1859	---
Watton J. Smith	IN	1861	---
H. Kilbourn	IN	1863; Vacant, 1865	---
John C. Cox	IL	1867	20.00
George T. Metcalf	OH	1869	---
Ashton S.H. White*	N.H.	Sept. 1869	20.00
John S. Delano	OH	1871	---
William C. Morrill	N.H.	1873	---

* - Acting Chief Clerk.

THE U.S. PENSION OFFICE

COMMISSIONERS OF PENSIONS

The Pension Office was transferred intact from the War Dept. to the Interior Dept. when that dept. was formed in 1849. Many of the Commissioner's franks of the 1860's are with handstamped or printed facsimile signatures, and are worth less than the values given below. A few of the Commissioner's official envelopes have elaborate printed designs with official seal style designs as part of the franking legend. Though usually on legal size envelopes the prices for these should be double or more the prices listed below.

J.L. Edwards	VA	incumbent, 1849	20.00
J.E. Heath	VA	1851	15.00
Loren P. Waldo	CT	3/17/1853-1855	15.00
Josiah Minot	N.H.	1855-1856	15.00
George C. Whiting	VA	1856-1859	15.00
Joseph H. Barrett	OH	1861-1867	15.00
Chris Cox		1868	---
H. Van Aernam	N.Y.	1869	15.00
J.H. Baker	MN	1871-1873 and after	---

CHIEF CLERKS OF THE PENSION OFFICE

James G. Berret	MD	incumbent, 1849	---
French S. Evans	VA	1851	---
Samuel Cole	N.Y.	1853-1857	---
John Robb	D.C.	1859	---
William Helmick*	OH	5/3/1861-1/31/1865	15.00
Thomas Pearson	N.H.	1865	---
James A. Morgan	OH	1867	---
Constant F. Trivett	N.Y.	1869	---
George W. Johnes	OH	1871	---
C.W. Seaton		1873 and after	---

* - Helmick's franks on Civil War soldier's letters are as ex-Congressman, stemming from his right, as an ex-Congressman to frank until the beginning of the next session of Congress, in this case, Dec. 1861.

THE GENERAL LAND OFFICE

The General Land Office was transferred intact from the Treasury Dept. when the Interior Dept. was formed in 1849, including the incumbent Commissioner, Richard Young. Some of the franks of Commissioners of the 1860's are either handstamped or printed and their values are less than those listed below. A few of the legal size official envelopes of the late 1860's with franks (mostly facsimile) of Commissioners and Chief Clerks have overall lithographed designs in two or three colors and are extremely attractive.

THE COMMISSIONERS OF THE GENERAL LAND OFFICE

Richard M. Young	IL	incumbent	40.00
Justin Butterfield	IL	after June 1849	40.00
John Wilson	D.C.	1853	30.00
Thomas A. Hendricks	IN	1854-59	75.00
Joseph S. Wilson	D.C.	1859 (Acting)	30.00
Samuel Smith		resigned Feb. 1860	---
James M. Edmunds	MI	1861-1865	20.00
Joseph S. Wilson	D.C.	1867-1869	20.00
Willis Drummond	IA	1871-after 1873	---

CHIEF CLERKS OF THE GENERAL LAND OFFICE

Joseph S. Wilson	D.C.	1855-1867	15.00
M.E.N. Howell	MI	1867	---
William W. Curtis	IL	1871-after 1873	---

U.S. PATENT OFFICE

The U.S. Patent office was transferred intact, with the incumbent Commissioner and clerks from the State Dept. in 1849. Some of the franked covers from the Patent Office of the late 1860's bear facsimile signatures and should be discounted from the values given below. Many covers with Patent Office imprints also bear and additional imprint "AGRICULTURAL" or a large red "A" handstamp which refer to the Agricultural Desk in the Patent Office, the predecessor of the U.S. Dept. of Agriculture. Many of these were franked by the clerk handling the desk at the time as "Actg Commissioner".

COMMISSIONER OF PATENTS

Edmund Burke	N.H.	5/7/1845-9/3/1850*	60.00
Thomas Eubank	N.Y.	9/3/1849-11/8/1852	40.00
Silas Henry Hedges		11/8/1852-3/25/1853	---
Charles Mason	IA	5/16/1850-8/4/1857	35.00
Joseph Holt	KY	9/10/1857-3/14/1859	60.00
William Darius Bishop	CT	5/23/1859-1/-/1860	---
Philip Francis Thomas	MD	2/16/1860-12/10/1860	---
David P. Holloway	IN	3/28/1861-8/16/1865(?)	30.00
Thomas P. Theaker	OH	8/16/1865-1/20/1868	30.00
Elisha Foot		8/1/1868-4/25/1869	---
Samuel Sparks Fisher	OH	4/26/1869-11/10/1870	---
Mortimer D. Leggett	OH	1/16/1871-beyond 1873	---

* - Burke occupied the office when it was transferred from the State Dept. The "Congressional Directory" gives Burke's leaving office as Sept. 3, 1850. The Dept. of Commerce "Story of the U.S. Patent Office", pages 9-10, states Burke was replaced by Eubank on May 10, 1849.

CHIEF CLERKS OF THE PATENT OFFICE

DeWitt C. Lawrence*	N.Y.	incumbent, 1849	*35.00
R.C. Weightman	D.C.	1851	---
Samuel T. Shugert*	PA	1853-1859	*30.00
John L. Hayes	N.H.	1861-1863	---
Thomas Harland		1865	---
A.M. Stout	KY	1867	---
James Grinnell	MA	1869-beyond 1873	25.00

* - For franked covers with imprint "AGRICULTURAL" or large "A" handstamp. Discount prices 30% for covers without imprint or handstamp.

OFFICE OF INDIAN AFFAIRS

The Office of Indian Affairs was transferred from the War Dept. in 1849. This office was the most complex of those transferred to the Interior Dept. as it had jurisdiction over many Indian agencies and posts in remote parts of the country and continued co-operation with the army was required across departmental lines.

COMMISSIONERS OF INDIAN AFFAIRS

William Medill	OH	incumbent, 1849	50.00
Orlando Brown	KY	5/31/1849-	---
Luke Lea	MS	7/1/1850-9/30/1851	60.00
George Mannypenny	OH	3/24/1853-	50.00
James W. Denver*	CA	4/17/1857-6/17/1857	75.00
Charles Mix*	D.C.	6/14/1857-11/8/1858	60.00
James W. Denver*	CA	11/8/1858-3/31/1859	75.00
Alfred B. Greenwood	AR	5/4/1859-4/13/1861	---
William P. Dole	IL	3/13/1861-	50.00
Dennis N. Cooley	IA	7/10/1865-	---
R.B. Van Valkenburgh	N.Y.	8/16/1865-10/9/1865**	---
Lewis V. Bogy	MO	11/1/1866-	---
Nathaniel G. Taylor	TN	3/29/1867-4/21/1869	40.00
Ely Samuel Parker***	N.Y.	4/21/1869-	---
Francis A. Walker	MA	11/21/1871-	40.00
Edward P. Smith		3/20/1873-beyond 1873	---

* - By agreement with Pres. James Buchanan, James Denver accepted an appointment as Governor of Kansas Territory in 1858 with the understanding that he could return to the office of Commissioner of Indian Affairs soon. In the interim Chief Clerk Charles Mix served as Acting Commissioner. Many franked covers of Mix to Denver reporting on Washington affairs exist.

** - Robert Valkenburgh held only an acting appointment.

*** - Gen. Ely S. Parker (Donehogawa) was a Seneca Indian and Chief of the Six Nations. He was on Gen. Grant's staff during the Civil War.

CHIEF CLERKS OF THE OFFICE OF INDIAN AFFAIRS

A.S. Loughery	KY	1849	20.00
Charles E. Mix*	D.C.	1851-1867	40.00
W.F. Cady**	IN	1869	25.00
H.R. Clum	N.Y.	1871-beyond 1873	---

* - Mix was acting Commissioner of Indian Affairs, 1857-58. The price shown is for his frank while Chief Clerk.
** - This W.F. Cady is not William F. "Buffalo Bill" Cody.

THE CENSUS OFFICE

Prior to its transfer, the Census Office was under the supervision of the Dept. of State. It was an intermittent organization, lasting two to five years every decade. Under the Dept. of the Interior it remained so, though in 1850 the Congress authorized a Superintendent to supervise the Census and the statistical compilations that were to follow. On May 3, 1850 the Chief Clerk of the Census Office was authorized to frank official mail and on May 23, 1850, the U.S. Marshals, who took the census in their areas, and their assistants were authorized to frank mail relating to the Census from the field. The Act setting up the post of Superintendent of the Census also included the franking privilege for that office. These Acts were in substance repeated every decade and later also included the franking privilege for the Marshals and, after 1880, the duly appointed field supervisors of the Census who were permitted to frank official mail by writing "Official Business - Census" and signing their name & title.

SECRETARY TO THE CENSUS BOARD

John C.G. Kennedy	PA	1849	---

SUPERINTENDENT OF THE CENSUS

John C.G. Kennedy	PA	1850-1851	*40.00
J. Dunwoody B. DeBow	LA	1853-1855	50.00
John C.G. Kennedy	PA	1859-1863	50.00
Francis A. Walker	MA	1870-72	40.00

* - Without Census Office imprint.

CHIEF CLERKS OF THE CENSUS OFFICE

William Irving	N.Y.	1850-1851	**35.00
Hallett Kilbourn	N.Y.	1861	---
M.B. Brown	IL	1863	---
James S. Wilson	D.C.	1865-1867	---
George D. Harrington	OH	1871-1873	**30.00

* - The "U.S. Register" for 1865 lists Wilson and six other clerks under the General Land Office as "engaged in completing the Eighth Census". Wilson alone is listed in a similar manner in the 1867 "U.S. Register".
** - On signed covers with imprint of Census Office.

U.S. MARSHALS SERVING AS CENSUS TAKERS IN THE FIELD

1850 Census - franks of Marshals & Assistants	30.00
1860 Census - same, with Census Business imprint	40.00
1870 Census - same	---
1880 Census - same, with written signature & legend	*---

* - In spite of the law permitting franking, most 1880 Census business was sent either under Dept. of Interior official stamps or in penalty envelopes.

DEPARTMENT OF EDUCATION

This non-cabinet rank department was created by an Act of Congress in April, 1867 and was added to the Dept. of the Interior as the Office of Education in 1870.

COMMISSIONERS OF EDUCATION

Henry Barnard	CT	4/1867-1870	---
John Eaton, Jr.	TN	1870-beyond 1873	---

CHIEF CLERK, OFFICE OF EDUCATION

Edward D. Neill	MN	1867	---
Charles Warren	IL	1869-1873	---

OFFICE OF THE COMMISSIONER OF PUBLIC BUILDINGS

This Office of the Interior Dept. was charged with maintenance and architectural planning and construction of new buildings. The later function was probably handled by the Treasury Dept. Bureau of Construction, 1859-61.

COMMISSIONERS OF PUBLIC BUILDINGS

Benjamin B. French	N.H.	1853	---
John B. Blake	VA	1855-1859	---
Benjamin B. French	N.H.	1861-1867	40.00

CHIEF CLERKS, PUBLIC BUILDINGS

Robert J. Roche	D.C.	1855-1857	---
Thomas J. Williams	D.C.	1861-1867	---

The Office was abolished and its function was transferred to the Corps of Engineers, U.S. Army in 1867.

DEPARTMENT OF AGRICULTURE

The beginnings of what was to become the U.S. Department of Agriculture stemmed from the interest of Thomas Jefferson, who considered agricultural novelties and plant development patentable. Although there was no formal or official backing, this tradition was continued by Commissioner of Patents Henry Ellsworth. In 1836, when the Patent Office was still under the Department of State, he distributed packages of seeds to applicants. When the Patent Office was transferred to the Department of the Interior in 1849, an Agricultural Desk was established to collect and publish agricultural statistics, a start of which had been made in the Census of 1840.

In 1862, a "Department" (actually an independent bureau) of Agriculture was established by an Act of Congress, with a commissioner in charge. The first Commissioner was Isaac Newton of Pa., who had been chief of the Agricultural section in the U.S. Patent Office.

The Department of Agriculture did not attain full departmental status, with a Secretary of Agriculture ranking as a cabinet officer, until 1889, long after the franking privilege in the executive departments had been abolished. However, by a special Act of Congress in 1887, reports and bulletins of agricultural experiment stations, established under the "land grant" college act of 1862, could be free franked, and several such covers exist. They are not, however, to be considered Department of Agriculture franked covers. For early franks pertaining to agricultural matters, see the U.S. Patent Office listings in the Department of the Interior section.

FRANKING IN THE DEPT. OF AGRICULTURE - 1862-73

COMMISSIONERS OF AGRICULTURE

Name	State	Tenure	Value
Isaac Newton	PA	5/15/1862-6/19/1867*	75.00
Horace Capron	IL	10/1867	50.00
Frederick Watts	PA	1871-beyond 1873	50.00

* - Died in office.

CHIEF CLERKS OF THE DEPT. OF AGRICULTURE

James S. Grinnell	MA	1862-63	---
John W. Stokes	PA	1865-67	---
R.T. McLain	MD	1869	---
James M. Swank	PA	1871	---
Frederick Watts, Jr.	PA	1873-beyond	---

The absence of a listing of a specific marking in this catalog does not necessarily imply unusual scarcity or high price. Information is invited in regard to unlisted markings for inclusion in future editions of the catalog. Such information should be directed to the publisher, with photocopies when possible.

OFFICERS OF THE EXECUTIVE BRANCH OF THE GOVERNMENT LISTED BY ADMINISTRATION AND DEPARTMENT

Please note that the following list does not include those cabinet officers who were held over for a few days from preceeding administrations, nor does it include others who served as acting secretaries between official appointments. Lack of a price does not necessarily denote scarcity.

1st. Admin. of George Washington, 4/30/1789 to 3/3/1793



President - George Washington, Va.. . . . . 3000.00
V.P. - John Adams, Ma.. . . . . 1000.00
Sec. of State - John Jay, N.Y.. . . . . 1000.00
- Thomas Jefferson, Va. 1500.00



Sec. of the Treasury - Alexander Hamilton, N.Y. . . 750.00
Sec. of War - Henry Knox, Ma. 250.00
Attorney General - Edmund Randolph, Va. . . . . ---
P.M.G. - Samuel Osgood, Ma. 150.00
- Timothy Pickering, Pa. 200.00

2nd. Admin. of George Washington, 3/4/1793 to 3/3/1797

President - George Washington, Va.. . . . . 3000.00
V.P. - John Adams, Ma.. . . . . 1000.00
Sec. of State - Thomas Jefferson, Va. 1500.00
- Edmund Randolph, Va.. . . . . 150.00
- Timothy Pickering, Pa.. . . . . 200.00
Sec. of the Treasury - Alexander Hamilton, N.Y. . . 750.00



- Oliver Wolcott, Ct.. . . . . 100.00



Sec. of War - Henry Knox, Ma. 250.00
- Timothy Pickering, Pa.. . . . . 150.00
- James McHenry, Md.. . . . . 100.00
Attorney General - Edmund Randolph, Va. . . . . ---
- William Bradford, Pa.. . . . . ---
- Charles Lee, Va. . . . . ---
P.M.G. - Timothy Pickering, Pa. 200.00
- Joseph Habersham, Ga.. . . . . 200.00

Admin. of John Adams, 3/4/1797 to 3/3/1801



President - John Adams, Ma. 1500.00
V.P. - Thomas Jefferson, Va.. . . . . 2000.00
Sec. of State - Timothy Pickering, Pa.. . . . . 200.00



- John Marshall, Va.. . . . . 1000.00
Sec. of the Treasury - Oliver Wolcott, Ct.. . . . . 100.00
- Samuel Dexter, Ma. . . . . ---
Sec. of War - James McHenry, Md.. . . . . ---
- Samuel Dexter, Ma.. . . . . 100.00
Attorney General - Charles Lee, Va. . . . . ---
P.M.G. - Joseph Habersham, Ga.. . . . . 200.00
Sec. of the Navy - Benjamin Stoddert, Md. 150.00

1st. Admin. of Thomas Jefferson, 3/4/1801 to 3/3/1805



President - Thomas Jefferson, Va. 2000.00



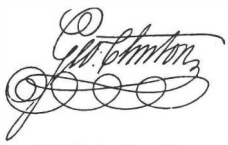
V.P. - Aaron Burr, N.Y. 500.00
Sec. of State - James Madison, Va.. . . . . 500.00
Sec. of the Treasury - Samuel Dexter, Ma. . . . . ---
- Albert Gallatin, Pa. 75.00
Sec. of War - Henry Dearborn, Ma. 100.00
Attroney General - Levi Lincoln, Ma.. . . . . 125.00
P.M.G. - Joseph Habersham, Ga.. . . . . 200.00



- Gideon Granger, Ct.. . . . . 100.00
Sec. of the Navy - Benjamin Stoddert, Md. 150.00
- Robert Smith, Md.. . . . . 150.00

2nd. Admin. of Thomas Jefferson, 3/4/1805 to 3/3/1809

President - Thomas Jefferson, Va. 2000.00

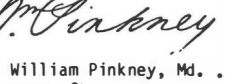


V.P. - George Clinton, N.Y. 300.00
Sec. of State - James Madison, Va.. . . . . 500.00
Sec. of the Treasury - Albert Gallatin, Pa. 75.00
Sec. of War - Henry Dearborn, Ma. 100.00
Attorney General - John Breckenridge, Ky. . . . . ---
- Caesar Rodney, De. 100.00
P.M.G. - Gideon Granger, Ct.. . . . . 100.00
Sec. of the Navy - Robert Smith, Md.. . . . . 150.00

1st Admin. of James Madison, 4/4/1809 to 4/3/1813



President - James Madison, Va.. . . . . 800.00
V.P. - George Clinton, N.Y. 300.00
Sec. of State - Robert Smith, Md. 150.00
- James Monroe, Va. 350.00
Sec. of the Treasury - Albert Gallatin, Pa. 75.00
Sec. of War - William Eustis, Ma. 50.00
- John Armstrong, N.Y.. . . . . ---
Attorney General - Caesar Rodney, De. 100.00



- William Pinkney, Md. . . . . ---
P.M.G. - Gideon Granger, Ct.. . . . . 100.00
Sec. of the Navy - Paul Hamilton, S.C.. . . . . 125.00
- William Jones, Pa. 100.00

2nd Admin. of James Madison, 4/4/1813 to 4/3/1817

President - James Madison, Va.. . . . . 800.00



V.P. - Elbridge Gerry, Ma.. . . . . 500.00
Sec. of State - James Monroe, Va. 350.00
Sec. of the Treasury - Albert Gallatin, Pa. 75.00
- George Campbell, Tn. . . . . ---
- Alexander Dallas, Pa.. . . . . 50.00
- William Crawford, Ga.. . . . . 50.00

Sec. of War - John Armstrong, N.Y.. . . . . ---
- James Monroe, Va. . . . . ---
- William Crawford, Ga. . . . . ---
Attorney General - William Pinkney, Md. . . . . ---
- Richard Rush, Pa.. . . . . 75.00
P.M.G. - Gideon Granger, Ct.. . . . . 100.00
- Return Meigs, Oh.. . . . . 100.00
Sec. of the Navy - William Jones, Pa. 100.00
- Benjamin Crowninshield, Ma.. . . 100.00

1st. Admin. of James Monroe, 4/4/1817 to 4/3/1821



President - James Monroe, Va. 750.00
V.P. - Daniel Tompkins, N.Y.. . . . . ---
Sec. of State - John Quincy Adams, Ma.. . . . . 300.00
Sec. of the Treasury - William Crawford, Ga.. . . . 50.00
Sec. of War - John C. Calhoun, S.C. 150.00
Attorney General - Richard Rush, Pa.. . . . . 75.00



- William Wirt, Va.. . . . . 75.00
P.M.G. - Return Meigs, Oh.. . . . . 100.00
Sec. of the Navy - Benjamin Crowninshield, Ma.. . . 100.00
- Smith Thompson, N.Y. 100.00

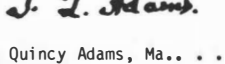
2nd. Admin. of James Monroe, 4/4/1821 to 4/3/1825

President - James Monroe, Va. 750.00
V.P. - Daniel Tompkins, N.Y.. . . . . ---
Sec. of State - John Quincy Adams, Ma.. . . . . 300.00



Sec. of the Treasury - William Crawford, Ga.. . . . 50.00
Sec. of War - John C. Calhoun, S.C. 150.00
Attorney General - William Wirt, Va.. . . . . 75.00
P.M.G. - Return Meigs, Oh.. . . . . ---
- John McLean, Oh. 100.00
Sec. of the Navy - Smith Thompson, N.Y. 100.00
- Samuel Southard, N.J.. . . . . 100.00

Admin. of John Quincy Adams, 4/4/1825 to 4/3/1829

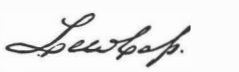


President - John Quincy Adams, Ma.. . . . . 500.00
V.P. - John C. Calhoun, S.C.. . . . . 150.00
Sec. of State - Henry Clay, Ky. 100.00
Sec. of the Treasury - Richard Rush, Pa.. . . . . 50.00
Sec. of War - James Barbour, Va.. . . . . ---
- Peter Porter, N.Y.. . . . . ---
Attorney General - William Wirt, Va.. . . . . 75.00
P.M.G. - John McLean, Oh. 100.00
Sec. of the Navy - Samuel Southard, N.J.. . . . . 100.00

1st. Admin. of Andrew Jackson, 3/4/1829 to 4/3/1833



President - Andrew Jackson, Tn. 1250.00
V.P. - John C. Calhoun, S.C.. . . . . 150.00
Sec. of State - Martin Van Buren, N.Y.. . . . . 200.00
- Edward Livingston, La.. . . . . 100.00
Sec. of the Treasury - Samuel Ingham, Pa. 50.00
- Louis McLane, De.. . . . . 100.00
Sec. of War - John Eaton, Tn. . . . . ---



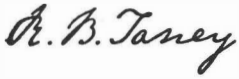
- Lewis Cass, Oh. 100.00
Attorney General - John Berrien, Ga.. . . . . 60.00
- Roger Taney, Md. 150.00
P.M.G. - William Barry, Ky. 100.00
Sec. of the Navy - John Branch, N.C.. . . . . 100.00
- Levi Woodbury, N.H.. . . . . 150.00

2nd. Admin. of Andrew Jackson, 3/4/1833 to 3/3/1837

President - Andrew Jackson, Tn. 1250.00
V.P. - Martin Van Buren, N.Y. 200.00

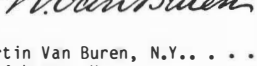


Sec. of State - Edward Livingston, La.. . . . . 100.00
- Louis McLane, De. 100.00
- John Forsyth, Ga. 125.00
Sec. of the Treasury - Louis McLane, De.. . . . . 100.00
- William Duane, Pa. 50.00



- Roger Taney, Md. . . . . ---
- Levi Woodbury, N.H.. . . . . 50.00
Sec. of War - Lewis Cass, Oh. 100.00
Attorney General - Roger Taney, Md. 150.00
- Benjamin Butler, N.Y.. . . . . 60.00
P.M.G. - William Barry, Ky. 100.00
Sec. of the Navy - Levi Woodbury, N.H.. . . . . 150.00
- Mahlon Dickerson, N.J. 125.00

Admin. of Martin Van Buren, 3/4/1837 to 3/3/1841



President - Martin Van Buren, N.Y.. . . . . 300.00
V.P. - Richard Johnson, Ky. 100.00
Sec. of State - John Forsyth, Ga. 125.00
Sec. of the Treasury - Levi Woodbury, N.H.. . . . . 50.00
Sec. of War - Joel Poinsett, S.C. 65.00
Attorney General - Benjamin Butler, N.Y.. . . . . 60.00
- Felix Grundy, Tn.. . . . . 60.00
- Henry Gilpin, Pa.. . . . . 50.00
P.M.G. - Amos Kendall, Ky.. . . . . 100.00
- John Niles, Ct.. . . . . ---
Sec. of the Navy - Mahlon Dickerson, N.J. 125.00
- James Paulding, N.Y. 100.00

Admin. of William Henry Harrison, 3/4/1841 to 4/4/1841

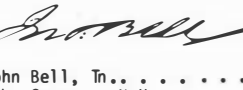


President - William Henry Harrison, Oh. . . . . ---
V.P. - John Tyler, Va.. . . . . ---
Sec. of State - Daniel Webster, Ma. 175.00
Sec. of the Treasury - Thomas Ewing, Oh.. . . . . 40.00
Sec. of War - John Bell, Tn.. . . . . 150.00
Attorney General - John Crittenden, Ky. 60.00
P.M.G. - Francis Granger, N.Y.. . . . . 150.00
Sec. of the Navy - George Badger, N.C.. . . . . 100.00

Admin. of John Tyler, 4/6/1841 to 3/3/1845



President - John Tyler, Va. 350.00
V.P. - vacant . . . . . ---
Sec. of State - Daniel Webster, Ma. 175.00
- Abel Upsher, Va.. . . . . 150.00
- John C. Calhoun, S.C. 150.00
Sec. of the Treasury - Thomas Ewing, Oh.. . . . . ---
- Walter Forward, Pa.. . . . . ---
- John Spencer, N.Y. . . . . ---
- George Bibb, Ky. . . . . ---



Sec. of War - John Bell, Tn.. . . . . 150.00
- John Spencer, N.Y.. . . . . ---
- James Porter, Pa. . . . . ---
- William Wilkins, Pa.. . . . . 40.00
Attorney General - John Crittenden, Ky. 60.00
- Hugh Legare, S.C.. . . . . 50.00
- John Nelson, Md. . . . . ---
P.M.G. - Francis Granger, N.Y.. . . . . 150.00
- Charles Wickliffe, Ky. 150.00

Sec. of the Navy - George Badger, N.C..	100.00
- Abel Upsher, Va.	100.00
- David Henshaw, Ma.	100.00
- Thomas Gilmer, Va.	100.00
- John Mason, Va..	100.00

Admin. of James K. Polk, 3/4/1845 to 3/3/1849



President - James K. Polk, Tn..	650.00
V.P. - George Dallas, Pa.	70.00
Sec. of State - James Buchanan, Pa.	200.00
Sec. of the Treasury - Robert Walker, Ms.	---
Sec. of War - William Marcy, N.Y.	60.00
Attorney General - John Mason, Va..	*---
- Nathan Clifford, Me.	---
- Isaac Toucey, Ct..	60.00
P.M.G. - Cave Johnson, Tn..	100.00
Sec. of the Navy - George Bancroft, Ma.	*250.00
- John Mason, Va..	100.00

* Between 3/3/1845 and 3/3/1847 the franking privilege of the various cabinet officers was abrogated. As these men served in office only up to 1846, no franks by them holding these posts exist.

Admin. of Zachary Taylor, 3/4/1849 to 7/9/1850



President - Zachary Taylor, La.	2000.00
V.P. - Millard Fillmore, N.Y.	200.00
Sec. of State - John Clayton, De.	75.00
Sec. of the Treasury - William Meredith, Pa..	---
Sec. of War - George Crawford, Ga..	---
Attorney General - Reverdy Johnson, Md.	---
P.M.G. - Jacob Collamer, Vt..	125.00
Sec. of the Navy - William Preston, Va.	100.00
Sec. of the Interior - Thomas Ewing, Oh..	100.00

Admin. of Millard Fillmore, 7/19/1850 to 3/3/1853



President - Millard Fillmore, N.Y..	300.00
V.P. - vacant	---
Sec. of State - Daniel Webster, Ma.	175.00
- Edward Everett, Ma.	75.00
Sec. of the Treasury - Thomas Corwin, Oh.	---
Sec. of War - Charles Conrad, La.	---



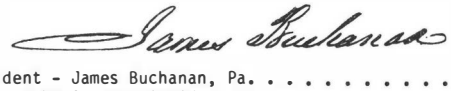
Attorney General - John Crittenden, Ky.	60.00
P.M.G. - Nathan Hall, N.Y..	100.00
- Samuel Hubbard, Ct..	100.00
Sec. of the Navy - William Graham, N.C.	100.00
- John Kennedy, Md..	100.00
Sec. of the Interior - Thomas McKennan, Pa.	50.00
- Alexander Stuart, Va..	40.00

Admin. of Franklin Pierce, 3/4/1853 to 3/3/1857



President - Franklin Pierce, N.H.	350.00
V.P. - William King, Al..	---
Sec. of State - William Marcy, N.Y.	60.00
Sec. of the Treasury - James Gutherie, Ky..	---
Sec. of War - Jefferson Davis, Ms..	---
Attorney General - Caleb Cushing, Ma.	50.00
P.M.G. - James Campbell, Pa..	100.00
Sec. of the Navy - James Dobbin, N.C.	100.00
Sec. of the Interior - Robert McClelland, Mi.	40.00

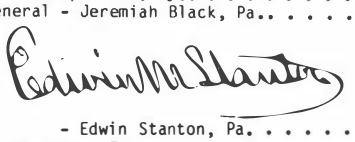
Admin. of James Buchanan, 3/4/1857 to 3/3/1861



President - James Buchanan, Pa.	350.00
V.P. - John C. Breckinridge, Ky..	200.00
Sec. of State - Lewis Cass, Mi.	100.00
- Jeremiah Black, Pa.	50.00
Sec. of the Treasury - Howell Cobb, Ga.	40.00
- Philip Thomas, Md.	---



- John Dix, N.Y.	50.00
Sec. of War - John Floyd, Va.	40.00
- Joseph Holt, Ky..	100.00
Attorney General - Jeremiah Black, Pa..	60.00

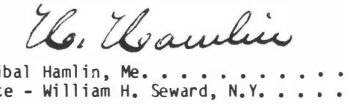


- Edwin Stanton, Pa.	---
P.M.G. - Aaron Brown, Tn.	150.00
- Joseph Holt, Ky.	100.00
- Horatio King, Me..	150.00
Sec. of the Navy - Isaac Toucey, Ct..	125.00
Sec. of the Interior - Jacob Thompson, Ms..	75.00

First Admin. of Abraham Lincoln, 3/4/1861 to 3/3/1865



President - Abraham Lincoln, Il..	3000.00



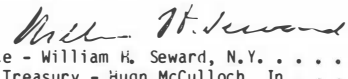
V.P. - Hannibal Hamlin, Me.	125.00
Sec. of State - William H. Seward, N.Y.	125.00



Sec. of the Treasury - Salmon P. Chase, Oh.	100.00
- William P. Fessenden, Me..	---
Sec. of War - Simon Cameron, Pa..	---
- Edwin M. Stanton, Pa.	50.00
Attorney General - Edward Bates, Mo..	150.00
- James Speed, Ky.	---
P.M.G. - Montgomery Blair, D.C.	100.00
- William Dennison, Oh..	100.00
Sec. of the Navy - Gideon Wells, Ct..	150.00
Sec. of the Interior - Caleb Smith, In.	150.00
- John P. Usher, In.	80.00

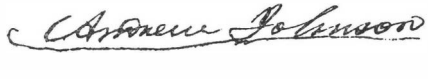
Second Admin. of Abraham Lincoln, 3/4/1865 to 4/15/1865

President - Abraham Lincoln, Il..	---
V.P. - Andrew Johnson, Tn..	---



Sec. of State - William H. Seward, N.Y.	---
Sec. of the Treasury - Hugh McCulloch, In..	---
Sec. of War - Edwin M. Stanton, Pa.	---
Attorney General - James Speed, Ky.	---
P.M.G. - William Dennison, On..	---
Sec. of the Navy - Gideon Wells, Ct..	---
Sec. of the Interior - John P. Usher, In.	---

Admin. of Andrew Johnson, 4/15/1865 to 3/3/1869



President - Andrew Johnson, Tn.	550.00
V.P. - vacant	---
Sec. of State - William H. Seward, N.Y.	125.00
Sec. of the Treasury - Hugh McCulloch, In..	65.00

Sec. of War - Edwin M. Stanton, Pa.	50.00
- John M. Schofield, Il..	---
Attorney General - James Speed, Ky.	---
- Henry Stanbery, Oh..	50.00
- William M. Evarts, N.Y..	---
P.M.G. - William Dennison, Oh..	---
- Alexander W. Randall, Wi..	100.00
Sec. of the Navy - Gideon Wells, Ct..	150.00
Sec. of the Interior - John P. Usher, In.	80.00
- James Harlan, Ia..	60.00
- Orville H. Browning, Il. . .	50.00

First Admin. of Ulysses S. Grant, 3/4/1869 to 3/3/1873



President - Ulysses S. Grant, Il. 1250.00



V.P. - Schuyler Colfax, In.	60.00
Sec. of State - Elihu B. Washburne, Il.	---
- Hamilton Fish, N.Y.	75.00
Sec. of the Treasury - George S. Boutwell, Ma.. . .	40.00
Sec. of War - John A. Rawlins, Il..	---
- William T. Sherman, Oh.	---
- William W. Belknap, Ia.	40.00
Attorney General - Ebenezer R. Hoar, Ma..	---
- Amos T. Akerman, Ga.	60.00
- George H. Williams, Or..	100.00
P.M.G. - John A.J. Creswell, Md..	100.00
Sec. of the Navy - Adolph E. Borie, Pa.	75.00
- George M. Robeson, N.J..	100.00
Sec. of the Interior - Jacob D. Cox, Oh..	60.00
- Columbus Delano, Oh.	50.00

THE LEGISLATIVE BRANCH -- INTRODUCTION

The Legislative branch of the government consists of the Congress itself and also the services supporting it, such as the offices of the Secretary of the Senate and the Clerk of the House, as well as other offices and functions. The Congress itself includes not only the U.S. Senate and House of Representatives but, seated with the Representatives but not eligible to vote, at least during the 19th century, Delegates from the territories and, after the turn of the century, representatives from Puerto Rico and the Philippines, etc. known as "Resident Commissioners."

The laws governing franking originate with Congress and for the first 85 years of the Federal government, until franking was abolished on July 1, 1873, the Senators, Members of Congress (as the Representatives were known insofar as franking and many other legal aspects were concerned), Delegates, Secretary of the Senate and Clerk of the House possessed the franking privilege for their personal as well as their official mail. This involved the right to both frank mail under their signature and to also receive it free, and also to receive free newspapers, etc.

The traditional limitations of the franking privileges of the legislative body were as follows during its first 85 years:

1. The most important, and probably the most abused, limitation of the Congressional franking privilege provided that "no-one's letters but their own" were to be franked. This limitation soon was amended to exclude letters "written under the direction" of the franker, which applied to all branches of the government, but the unique relationship of Congressmen with the constituents soon made this a sort of gray area that the solons and representatives interpreted very liberally, in some cases obviously covering about anything written by anyone that they wished to frank.

2. A weight limit of two ounces was imposed on personal franked mail, but this weight limit did not apply to material ordered printed by Congress, official documents, copies of the Congressional "Globe" (the ancestor of today's "Congressional Record") and any other official business.

3. The Congressional franking privilege at first, in 1789, applied only to mail franked or received while Congress was in session, this being a carry-over from the latter days of the Continental Congress. This time span was soon extended to cover a period of twenty days after the sessions ended (1792) which was raised to 30 days both before and after sessions in 1816 and to 60 days before and after in 1825, and in 1833 from 60 days before each member took his seat, until the meeting of the next Congress....i.e., continuously.

It should be recognized that each Congress, renewed and changed by the elections, normally organized itself in a session beginning in December of a year following an odd-year election, which session normally terminated in July of the next year. Which is to say that a new M.C. or U.S. Senator didn't take his seat until almost a year after being elected! The second session of each Congress began in December of the same year the first session had adjourned but adjourned on March 3 of the following year. In the meantime, there had been an election before the session started and many of the Members of Congress and some of the Senators were "lame duck" incumbents, having been defeated at the polls (or for the Senators, superseded by others by action of the State legislatures who selected them), or, perhaps, not choosing to run.

This sequence should be considered in checking covers relative to the time-span of when Congressmen could frank mail. Continuing the story, in 1845, Congress (as Congresses do) suddenly awoke to the huge amount of abuse of the franking privilege that was going on and over-reacted to a degree, first abolishing franking entirely, and then restoring it to themselves on what was considered a better controlled basis that reduced their franking time-span to 30 days either before or after a session of Congress. This didn't set well with those members who had to travel far, and in 1847 the time span was again changed to 30 days before or after each session and to the first Monday in December following "the expiration of their term of office."

As the Regulations interpreted this to mean from 30 days before the "commencement of each Congress until the meeting of the next Congress," this in essence gave each Senator, Representative (M.C.) and Delegate a continuous franking privilege from 30 days before being seated in a new Congress until his successor was supposed to be in attendance the first day of the first session of the new Congress. The slight discrepancy in time between "30 days after a session and 30 days before the next" according to the Postal Laws, but per the Regulations, franking continuously remained on the books for many years. In fact, it was not reconciled until the passage of the entirely rewritten postal act of 1863, but undoubtedly the solons were willing to use the more liberal franking privilege of the Regulations than the laws passed by their predecessors in Congress in the dim past!

After franking was abolished effective July 1, 1873, Congress promptly restored it to themselves in 1875 to frank copies of the Congressional "Globe," and copies of official documents printed by order of Congress. A good deal of franked Congressional mail containing copies of speeches printed in the "Globe," exists from those years. In some cases, M.C.'s sent out huge bundles of franked envelopes each containing selected, printed speeches, to local political henchmen in their districts who proceeded to address and mail the envelopes.

The loss of their personal franking privilege removed a channel of communication between those in Congress and their constituents, leaving only the courtesy of friendly newspapers for them to keep reminding the public of their existence in Congress. Thus, the restoration of their franking privilege, even in such a limited way, provided a means of getting their names and ideas before the public at a time

when newspapers were the only other means of public communication.

The letter mail franking privilege was restored in 1895, but for official business, only, although the problem of defining just what is official business of a Congressman at times still remains. In the early 1900's the use of handwritten signatures began to be replaced by printed facsimiles of Congressional signatures and the general run of Congressional franking remains much the same today.

The Vice President, as presiding officer or President of the Senate, continued to frank mail under the privilege of the Congress after 1877, as did the Presidents Pro-Tem of the Senate when there was no Vice President. Their franks are covered in an earlier section and those of the officials of the Congress are immediately following.

THE OFFICERS OF THE FEDERAL CONGRESS, 1789-1873 OR AFTER

The presiding officer of the U.S. House of Representatives is the Speaker of the House, a Member of Congress elected by a vote of the House to preside over it at the beginning of each new Congress. The presiding officer of the U.S. Senate is the Vice President of the United States, or, when the office is vacant, the President of the Senate, Pro-Tem.

The Speaker of the House is a leader of the majority party, and the same holds true when the Senate is presided over by a U.S. Senator acting as President, Pro-Tem of the Senate.

Each branch of the Congress has an appointive officer who serves as an "office manager" in handling its routines and normal flow of paperwork. At the beginning of the term of a new Congress, the Clerk of the House serves as presiding officer, pro-tem, until a Speaker is elected. During the years prior to the Civil War when many votes over several weeks were required to select a Speaker, the Clerks of the House had a very difficult and important task in presiding during that time.

In the Senate, the counterpart of the Clerk of the House is the Secretary of the United States Senate.

During the period when the important posts of the government had the franking privilege, 1789-1873, all those posts had that privilege, but the privileges of the Vice Presidents and those Senators, Presidents of the Senate, Pro-Tem who could have entered the White House upon the death of a President are covered previously.

The franking privilege of the Speaker of the House and also of any Presidents, Pro-Tem of the Senate was made equivalent to that of the Vice President in 1820, which was unrestricted as to weight and also continuous rather than being limited to letters not exceeding 2 ounces and only while in attendance at sessions of Congress, or for thirty days before or after.

The franking privileges of the Secretary of the Senate and Clerk of the House was usually the same as for Members of Congress.

In later years, the franking privileges of these offices, in common with that of Members of Congress, was continuous during their term of office and until the first Monday of the following December, which was when the succeeding Congress first organized itself and elected its officers, barring a special summer session.

The Speakers of the House, Secretaries of the Senate and Clerks of the House all had the personal franking privilege -- the latter two on the same basis as Members of Congress and with the same limitations, for the entire period 1789-1873.

The list of Speakers of the House is continued into the 20th century because covers with handwritten franking signatures of some of the more famous turn-of-the-century Speakers are known to exist.

The lists of Secretaries of the Senate and Clerks of the House are only taken until 1873 when the franking privilege was temporarily abolished only to be renewed as early as 1875 for those offices on a different basis than before.

Several franked covers and wrappers from these officers are known, and, in fact, in the 1970's the franking privilege was extended to other officers of the house: the Sergeants-At-Arms of both the Senate and the House; the Legislative Counsel of the House; the Doorkeeper of the House in which post William M. "Fishbait" Miller made quite a splash in the early 1970's, and the Postmaster of the House who was granted the franking privilege on December 18, 1973.

All these posts, after 1875 to the present, were granted the privilege only for official business and while these covers, in common with those of Congress, bear printed facsimile signatures, they have interesting imprints and other aspects of postal history -- such as seldom being postmarked!

* *

In regard to the following tables, it may be noted that there are very few valuations listed for the early franks of Speakers of the House.

In spite of this, it should not be assumed that covers franked by any Speaker after the first few would be really rare. The post of Speaker normally went to a party leader which strongly suggests many years of service as a Member of Congress as well as the ability to communicate -- by writing letters!

The probable reason for the scarcity of the franks of Speakers of the House is that they are not easily recognized. It was not until mid century or later that the Speakers began to indicate their post on their franked mail. Also, the lack of a dated list prior to this, and the difficulty in year dating covers without contents or docketing simply does not make the frank of any Speaker obvious.

An exception to the suggestion that franks of Speakers are fairly common but unrecognized are those franked from that post by Henry Clay. Clay served as Speaker three separate times. Although his franked covers are fairly common, almost all date from his later years in Congress when he was more of a national figure and a presidential candidate. He entered Congress originally as a Senator in 1806 to fill a vacancy caused by a resignation, but being under 30 years of age wasn't reelected to the U.S. Senate again until 1810. In 1810 he was elected to the 12th Congress as a Representative or "M.C." and was promptly elected Speaker of the House when the new Congress organized itself that November!

All Clay's terms as Speaker were prior to 1825, when he was made Secretary of State, from which post his franks are also rather scarce.

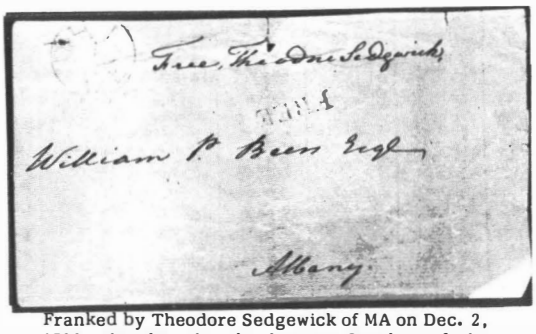
From 1875-1895 the Speakers could frank only the Congressional Globe (later, the Congressional Record) and copies of documents printed by order of Congress, but a surprisingly large quantity of franked covers exist from those years, as Congressmen evidently found such mail an effective way to keep their names in front of constituents.

After 1895, letter mail could again be franked but on official business, only. While Speakers Joe Cannon and his predecessors usually used handwritten franking signatures, beginning with Speaker Champ Clark, their franks normally have facsimile printed signatures.

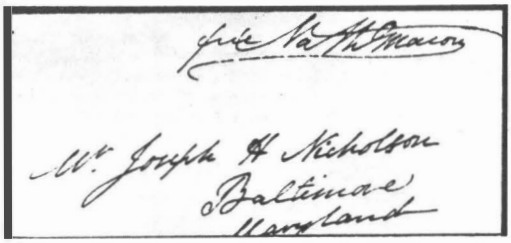
SPEAKERS OF THE HOUSE

NAME	STATE	NO. CONG.	DATES OF TENURE	
Fred.A.C. Muhlenberg	PA	1	4/1/1789-3/3/1791	125.00
Jonathan Trumbull	CT	2	10/24/1791-3/3/1793	100.00
Fred.A.C. Muhlenberg	PA	3	12/2/1793-3/3/1795	125.00
Jonathan Dayton	NJ	4-5	12/7/1795-3/3/1799	150.00
Theodore Sedgewick	MA	6	12/2/1799-3/3/1801	100.00
Nathaniel Macon	NC	7-9	12/7/1801-3/3/1807	80.00
Joseph A.C. Varnum	MA	10-11	10/26/1807-3/3/1811	---
Henry Clay	KY	12-13	11/4/1811-1/19/1814R	100.00
Langdon Cheves	SC	13	1/19/1814-3/3/1815	---
Henry Clay	KY	14-16	12/4/1815-10/28/1820R	100.00
John W. Taylor	NY	16	11/15/1820-3/3/1821	---

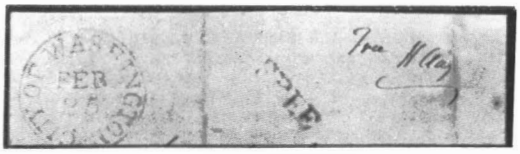
FRANKED COVERS OF SPEAKERS OF THE HOUSE



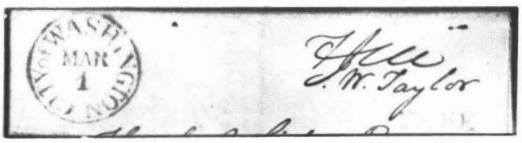
Franked by Theodore Sedgewick of MA on Dec. 2, 1799, the day that he became Speaker of the House.



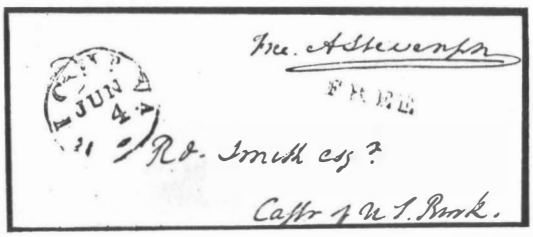
Franked by Nathaniel Macon, probably while Speaker of the House, to Judge Joseph Hopper Nicholson at Baltimore.



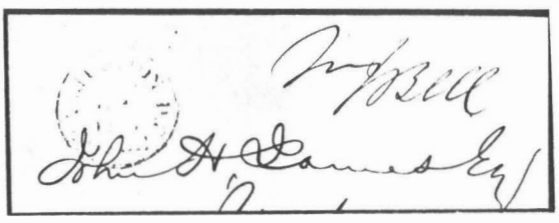
Franking signature of Henry Clay, on a cover sent in 1834.



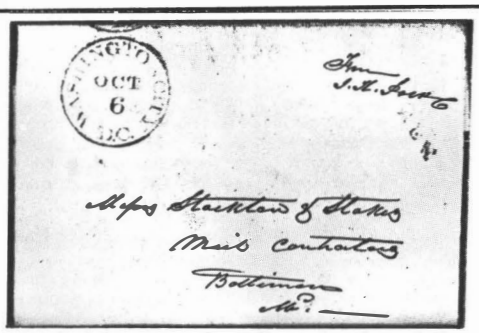
Franking signature of John W. Taylor on cover sent in 1832.



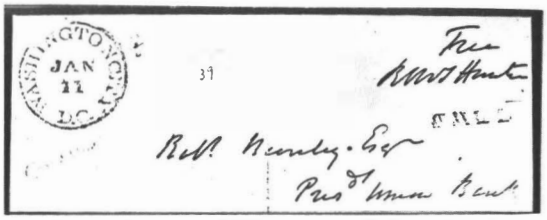
Frank of Andrew A. Stevenson of Virginia as Speaker of the House in 1833.



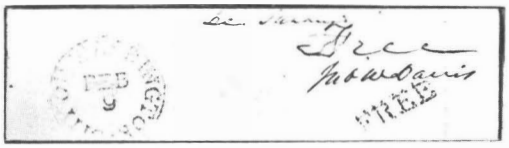
Franking signature of John Bell of Tennessee on a cover sent in 1856.



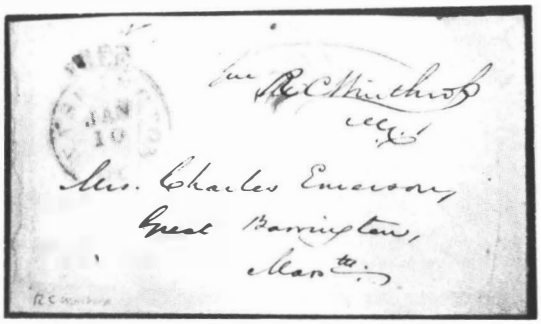
Franked by James K. Polk as Speaker of the House.



Frank of Robert M.T. Hunter of Virginia as Speaker of the House.



Franking signature of John Wesley Davis as a Member of Congress on a cover sent in 1836.



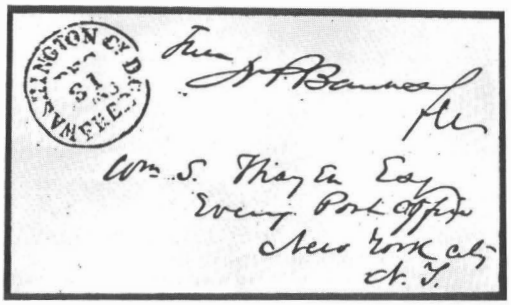
Frank of Robert C. Withrop of MA as Speaker of the House in 1849.



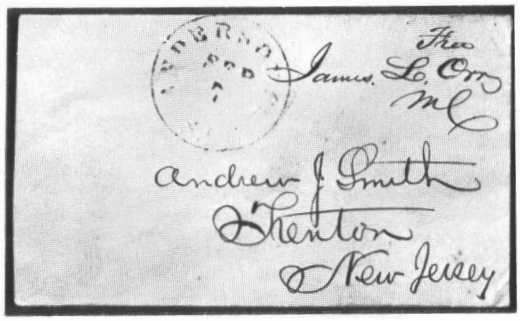
Franking signature of Howell Cobb of Georgia.



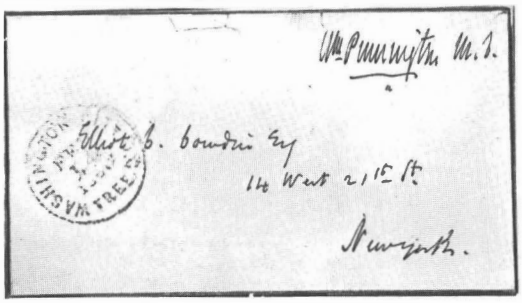
Franked by Linn Boyd of KY as Speaker of the House in 1852.



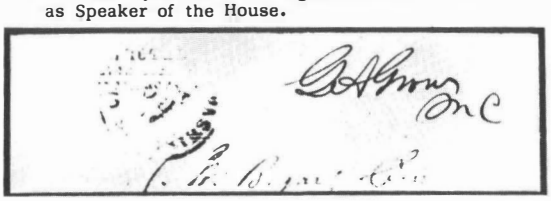
Franked by Nathaniel Banks of MA as Speaker of the House on December 31, 1856.



Frank of James L. Orr, possibly as Speaker, from Anderson, S.C.



Franked by William Pennington of N.J. in 1860 as Speaker of the House.

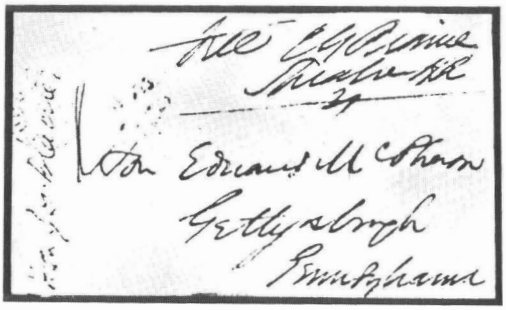


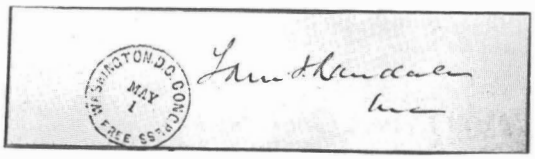
Franked by Galusha Grow ofPA in April, 1861, only a few months before becoming Speaker.

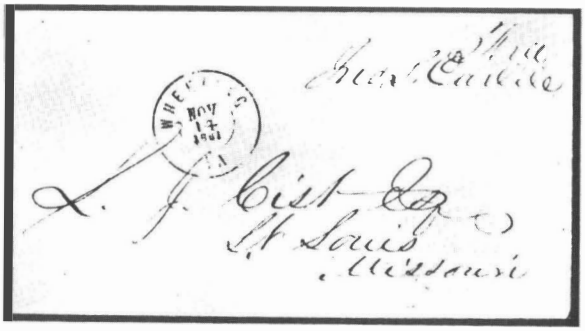


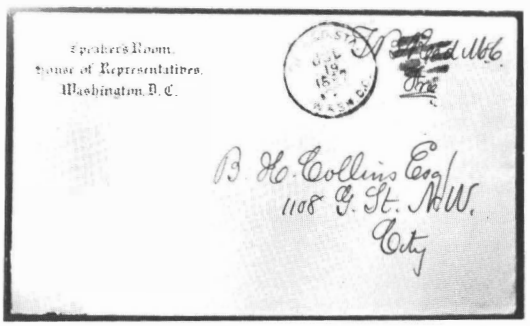
Franked by Schuyler Colfax of Indiana from his home at South Bend on a overall lithographed cover of the 40th Congress. Colfax included his title with his franking signature, one of the earliest Speakers to do so.











Thomas B. Reed franked this cover from the "Speaker's Room" of the House in 1897.

Philip R. Barbour	VA	17	12/4/1821-3/3/1823	---
Henry Clay	KY	18	12/1/1823-3/3/1825	100.00
John W. Taylor	NY	19	12/5/1825-3/3/1827	---
Andrew Stevenson	VA	20-23	12/3/1827-6/2/1834R	50.00
John Bell	TN	23	6/2/1834-3/3/1835	100.00
James K. Polk	TN	24-25	12/7/1835-3/3/1839	300.00
Robert T.M. Hunter	VA	26	12/16/1839-3/3/1841	50.00
John White	KY	27	5/31/1841-3/3/1843	---
John W. Jones	VA	28	12/4/1843-3/3/1845	---
John W. Davis	IN	29	12/1/1845-3/3/1847	---
Robert C. Winthrop	MA	30	12/6/1847-3/3/1849	60.00
Howell Cobb*	GA	31	12/22/1849-3/3/1851	70.00
Linn Boyd	KY	32-33	12/1/1851-3/3/1855	---
Nathaniel Banks**	MA	34	2/2/1856-3/3/1857	75.00
James L. Orr	SC	35	12/7/1857-3/3/1859	70.00
William Pennington***	NJ	36	2/1/1860-3/3/1861	---
Galusha Grow	PA	37	7/4/1861-3/3/1863	60.00
Schuyler Colfax	IN	38-40	12/7/1863-3/3/1869	50.00
Theodore Pomeroy	NY	40	3/3/1869(One day!)	---
James G. Blaine	ME	41-43	3/4/1869-3/3/1875	50.00
Michael Kerr	IN	44	12/6/1875-8/19/1876D	---
Samuel J. Randall	PA	44-46	12/4/1876-3/3/1881	---
J. Warren Keifer	OH	47	12/5/1881-3/3/1883	40.00
John G. Carlisle	KY	48-50	12/3/1883-3/3-1889	---
Thomas B. Reed	ME	51-55	12/2/1889-3/3/1899	30.00
David B. Henderson	IA	56-57	12/4/1899-3/3/1903	---
Joseph G. Cannon	IL	58-61	11/9/1903-3/3/1911	25.00
Champ Clark****	MO	62-65	4/4/1911-3/3/1919	10.00

Notes: R--resigned. D--died in office.
* Elected as speaker on 63rd vote.
** Elected as speaker on 133rd vote.
*** Elected as speaker on 44th vote.
**** With facsimile printed signature.

Franks of the Secretaries of the Senate are relatively common, although not as common as those of the Clerks of the House. During the period when the Secretaries could frank personal mail, 1789-1873, there were but six secretaries plus the occasions when the Chief Clerk of the Senate could have franked mail as acting Secretary, thus providing an average term for the Secretary of the Senate of about fifteen years. Evidently the post was fairly free of political pressures.

The franking privilege of the Secretary was identical to that of the Senator he served, which included personal mail or "letters written under his direction," and most of the franks of the Secretaries that have content are of this nature.

THE SECRETARIES OF THE SENATE, 1789-1873

NAME	STATE	NO. CONG.	DATES OF TENURE	
Samuel A. Otis	MA	1-13	4/1/1789-4/22/1814D	100.00
Samuel Turner,Jr.*		13	9/10/1814-10/11/1814	---
Charles Cutts	NH	13-19	10/11/1814-12/?/1825	60.00
Walter Lowrie	PA	19-24	12/12/1825-12/5/1836	40.00
Lewis H. Machen*		24	12/5-12/1836	---
Asbury Dickens	NC	24-37	12/12/1836-7/15/1861	30.00
William Hickey**		37	3/22/1861-7/15/1861	---
John W. Forney	PA	37-40	7/15/1861-6/4/1868	---
George C. Gorham	CA	40-46	6/4/1868-3/23/1879	---

* Chief Clerk or Principal Clerk of Senate in Ad Interim appointment.
** Chief Clerk serving during lengthy illness of Asbury Dickens.
D Died in office.

Franks of about one half of those who served as Clerks of the House have been recorded, but the fact that very few covers have been recorded as franked by the Clerks of the House prior to 1822 may be more a case of non-recognition than non-existence.

The post of Clerk of the House was not as free from political pressures as was that of Secretary of the Senate, because the Clerk was required to serve as Acting Speaker of the House during the hours the House was organizing itself at the beginning of each new Congress. During the 1850's, upon at least three occasions, over 40 votes were required (over several days) to elect a Speaker, and at least two Chief Clerks were fired because of alleged improper political activity during the period of selecting a Speaker.

It may be noted that John W. Forney served two terms as Clerk of the House and also was Secretary of the Senate during the Civil War years.

Forney, a Philadelphia newspaper publisher, probably franked as many covers as the rest of the Clerks and Secretaries combined, and his franks are frequently seen. Probably the most interesting are those covers he franked for soldiers during the Civil War (in what was at least a mild violation of the P.L. & R.) and the most valuable are the Sanitary Fair covers he franked from Philadelphia.

Although some of the Clerks of the House used covers with printed legends of office in the 1850's, only a few of Forney's covers bear imprints, and most of them are from his first term as Clerk of the House, starting in 1851.

Covers with imprints command higher prices than those without.

THE CLERKS OF THE U.S. HOUSE OF REPRESENTATIVES

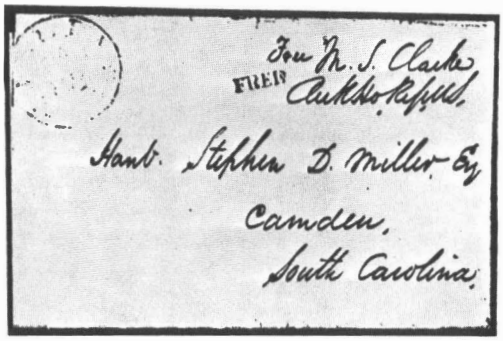
NAME	STATE	NO. CONG.	DATES OF TENURE	
John Beckley	VA	1-5	4/1/1789-?/?/1797	---
Jonathan W. Condy	PA	5-6	5/13/1797-12/4/1799	---
John H. Oswald	PA	6-7	12/9/1799-12/7/1801	---
John Beckley	VA	7-10	12/7/1801-10/26/1807	---
Patrick McGruder	MD	10-13	10/26/1807-1/28/1815	---
Thomas Dougherty	KY	13-17	1/30/1815-(D) ? 1822	---
Samuel Burch*		17	Summer,1822	---
Matthew St.Cl.Clarke	PA	17-23	12/3/1822-?/?/1833	40.00
Walter S. Franklin	PA	23-25	12/2/1833-9/20/1838(D)	40.00
Samuel Burch*		25	9/20-12/3/1838	---
Hugh A. Garland	VA	25-27	12/3/1838-3/3/1841	---
M. St.Clair Clarke	PA	27-28	5/31/1841-12/6/1843	40.00
Caleb J. McNulty **	OH	28	12/6/.1843-1/18/1845	---
Benjamin B. French	NH	28-30	1/18/1845-12/6/1847	30.00
Thomas Campbell ***	TN	30-31	12/7/1847-4/13/1850(D)	40.00
Richard M. Young***	IL	31-32	4/17/1850-12/1/1851	30.00
John W. Forney ***	PA	32-34	12/1/1851-2/4/1856	35.00
William Cullom	TN	34-35	2/4/1856-12/7/1857	---
James C. Allen	IL	35-36	12/7/1857-2/3/1860	---
John W. Forney	PA	36-37	2/3/1860-7/4/1861	25.00
Emerson Etheridge	TN	37-38	7/4/1861-12/7/1863	---
Edward McPherson ***	PA	38-44	12/8/1863-12/6/1875	35.00

*Principal Clerk of the House; Ad Interim appointment.
**Dismissed. (D) Died in office.
***With handstamped or printed legend of office.

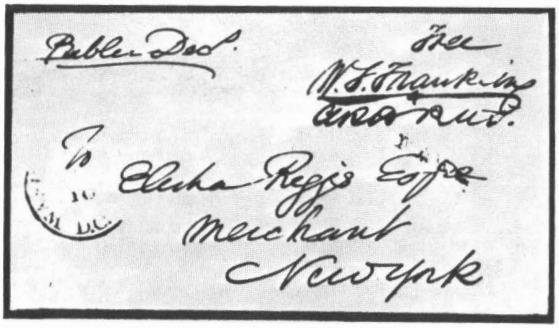
CONGRESSIONAL REPRESENTATION BY STATE

	1790	1800	1810	1820	1830	1840	1850	1860	1870
AL.	--	--	1	3	5	7	7	6	8
AR.	--	--	--	--	1	1	2	3	4
CA.	--	--	--	--	--	2	2	3	4
CO.	--	--	--	--	--	--	--	--	1
CT.	7	7	7	6	6	4	4	4	4
DE.	1	1	2	1	1	1	1	1	1
FL.	--	--	--	--	--	1	1	1	2
GA.	2	4	6	7	9	8	8	7	9
IL.	--	--	1	1	3	7	9	14	19
IN.	--	--	1	3	7	10	11	11	13
IA.	--	--	--	--	--	2	2	6	9
KS.	--	--	--	--	--	--	--	1	3
KY.	2	6	10	12	13	10	10	9	10
LA.	--	--	1	3	3	4	4	5	6
ME.	--	--	7	7	8	7	6	5	5
MD.	8	9	9	9	8	6	6	5	6
MA.	14	17	13	13	12	10	11	10	11
MI.	--	--	--	--	1	3	4	6	9
MN.	--	--	--	--	--	--	2	2	3
MS.	--	--	1	1	2	4	5	5	6
MO.	--	--	--	1	2	5	7	9	13
NE.	--	--	--	--	--	--	--	1	1
NV.	--	--	--	--	--	--	--	1	1
N.H.	4	5	6	6	5	4	3	3	3
N.J.	5	6	6	6	6	5	5	5	7
N.Y.	10	17	27	34	40	34	33	31	33
N.C.	10	12	13	13	13	9	8	7	8
OH.	--	1	6	14	19	21	21	19	20
OR.	--	--	--	--	--	--	1	1	1

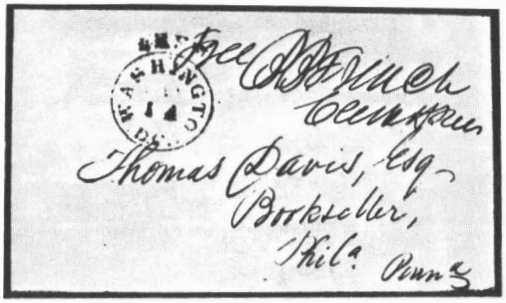
FRANKS OF CLERKS OF THE U.S. HOUSE OF REPRESENTATIVES



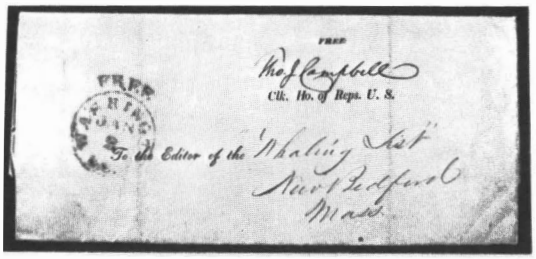
Franked by Clerk of the House Matthew St. Clair Clarke in 1833.



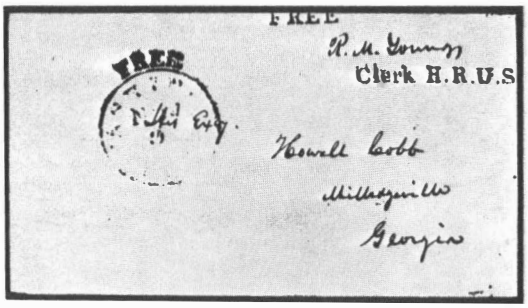
Walter S. Franklin, Clerk of the House, franked this cover containing public documents in 1837.



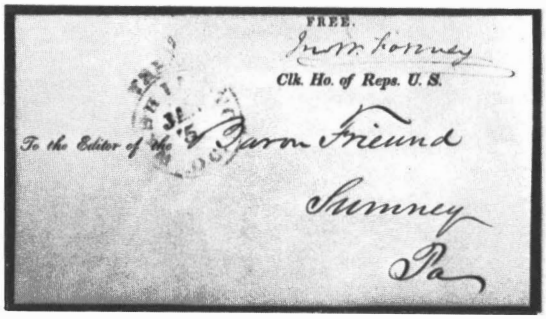
Clerk of the House Benjamin B. French franked this letter to a Philadelphia bookseller circa 1847.



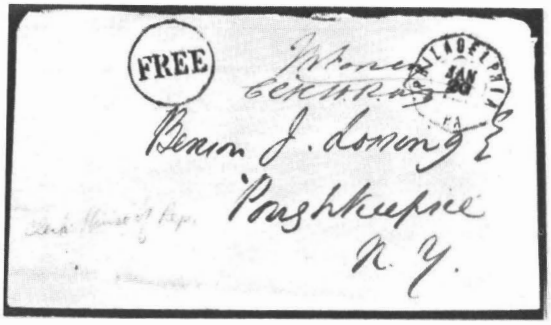
The cover franked by Clerk of the House Thomas J. Campbell contained an order for newspapers for Members of Congress.



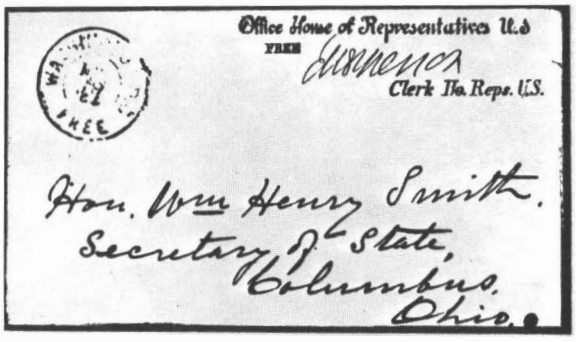
Franked by Richard M. Young while Clerk of the House circa 1850.



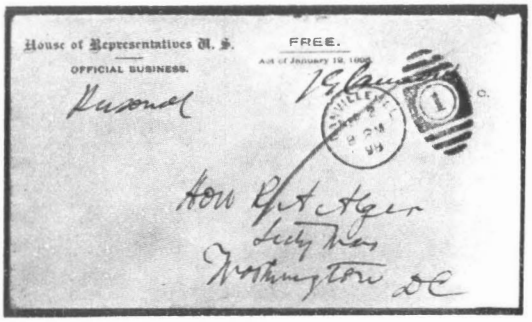
Clerk of the House John W. Forney used covers with printed imprint rarely, this one dating from 1852.



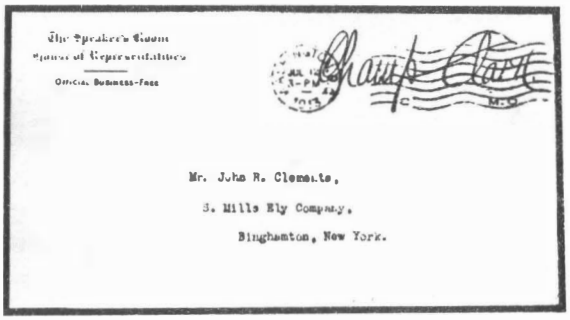
Forney, a Philadelphia newspaper publisher used his personal franking privilege from everywhere, as may be noted by this cover sent in 1861.



The use of printed imprints on his covers by Chief Clerk Edward B. McPherson may have been necessary because of his otherwise indecipherable signature.

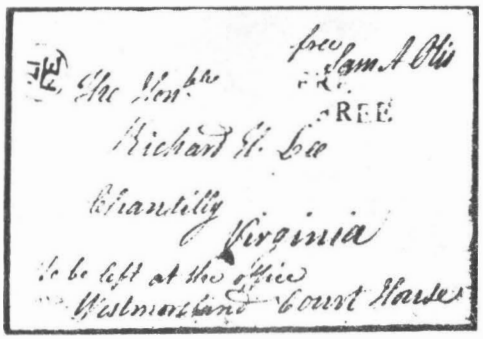


Franked by Speaker Joseph G. Cannon from Evansville, Ind. in 1898.

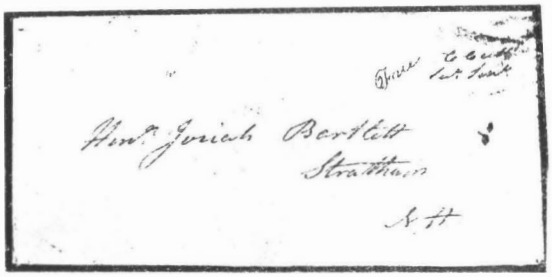


A handwritten frank of Speaker Champ Clark in 1913.

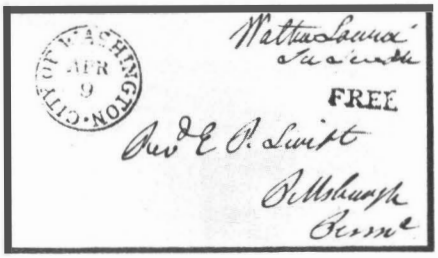
THE SECRETARIES OF THE SENATE



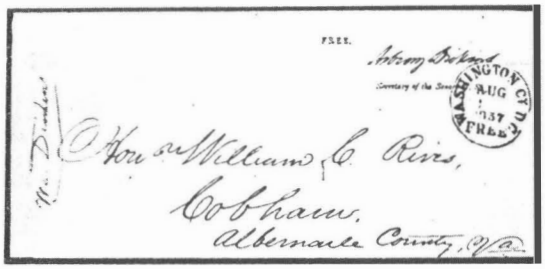
Franked by Secretary of the Senate James Otis at Philadelphia in 1794 to Richard Henry Lee in Virginia.



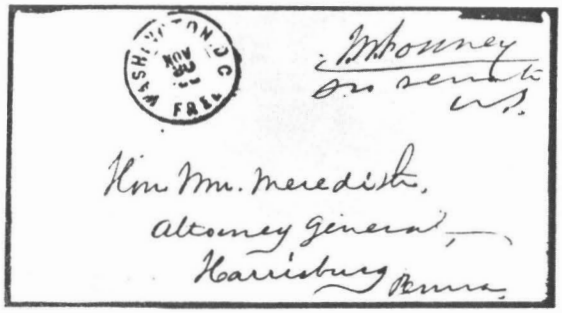
Franked by Charles Cutts of N.H. As Secretary of the U.S. Senate, probably sent in N.H. to Josiah Bartlett (Jr.).



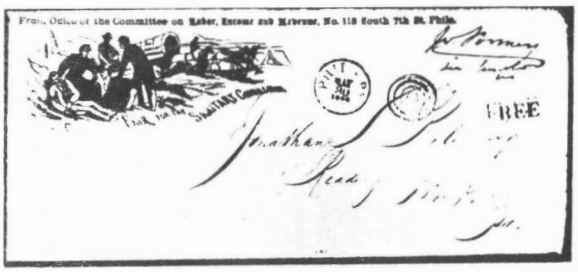
Franked by Walter Lowrie as Secretary of the U.S. Senate, from Washington in the early 1830's.



A frank of Sec. of the Senate Asbury Dickens, with printed legend, sent in 1857.



Frank of J.W. Forney, Sec. of the Senate, on business in 1863, with legend of office in Forney's hand.



Forney franked covers for the Sanitary Fair at Philadelphia as a courtesy -- and in violation of the law forbidding franking others' letters.

PA.	13	18	23	26	28	24	25	24	27
R.I.	2	2	2	2	2	2	2	2	2
S.C.	6	8	9	9	9	7	6	4	5
TN.	1	3	6	9	13	11	10	8	10
TX.	--	--	--	--	--	2	2	4	6
VT.	2	4	6	5	5	4	3	3	3
VA.	19	22	23	22	21	15	13	11	9
W.V.	--	--	--	--	--	--	--	--	3
WI.	--	--	--	--	--	2	3	6	8
Total	106	142	186	213	242	232	237	243	293

The Congresses of the U.S. 1789 to 1873

First Congress. . . . . .3/4/1789 to 3/3/1791
Second Congress . . . . . .3/4/1791 to 3/3/1793
Third Congress. . . . . .3/4/1793 to 3/3/1795
Fourth Congress . . . . . .3/4/1795 to 3/3/1797
Fifth Congress. . . . . .3/4/1797 to 3/3/1799
Sixth Congress. . . . . .3/4/1799 to 3/3/1801
Seventh Congress. . . . . .3/4/1801 to 3/3/1803
Eighth Congress . . . . . .3/4/1803 to 3/3/1805
Ninth Congress. . . . . .3/4/1805 to 3/3/1807
Tenth Congress. . . . . .3/4/1807 to 3/3/1809
Eleventh Congress . . . . . .3/4/1809 to 3/3/1811
Twelfth Congress. . . . . .3/4/1811 to 3/3/1813
Thirteenth Congress . . . . . .3/4/1813 to 3/3/1815
Fourteenth Congress . . . . . .3/4/1815 to 3/3/1817
Fifteenth Congress. . . . . .3/4/1817 to 3/3/1819
Sixteenth Congress. . . . . .3/4/1819 to 3/3/1821
Seventeenth Congress. . . . . .3/4/1821 to 3/3/1823
Eighteenth Congress . . . . . .3/4/1823 to 3/3/1825
Nineteenth Congress . . . . . .3/4/1825 to 3/3/1827
Twentieth Congress. . . . . .3/4/1827 to 3/3/1829
Twenty-First Congress . . . . . .3/4/1829 to 3/3/1831
Twenty Second Congress. . . . . .3/4/1831 to 3/3/1833
Twenty-Third Congress . . . . . .3/4/1833 to 3/3/1835
Twenty-Fourth Congress. . . . . .3/4/1835 tO 3/3/1837
Twenty-Fifth Congress . . . . . .3/4/1837 to 3/3/1839
Twenty-Sixth Congress . . . . . .3/4/1839 to 3/3/1841
Twenty-Seventh Congress . . . . . .3/4/1841 to 3/3/1843
Twenty-Eighth Congress. . . . . .3/4/1843 to 3/3/1845
Twenty-Ninth Congress . . . . . .3/4/1845 to 3/3/1847
Thirtieth Congress. . . . . .3/4/1847 to 3/3/1849
Thirty-First Congress . . . . . .3/4/1849 to 3/3/1851
Thirty-Second Congress. . . . . .3/4/1851 to 3/3/1853
Thirty-Third Congress . . . . . .3/4/1853 to 3/3/1855
Thirty-Fourth Congress. . . . . .3/4/1855 to 3/3/1857
Thirty-Fifth Congress . . . . . .3/4/1857 to 3/3/1859
Thirty-Sixth Congress . . . . . .3/4/1859 to 3/3/1861
Thirty-Seventh Congress . . . . . .3/4/1861 to 3/3/1863
Thirty-Eighth Congress. . . . . .3/4/1863 to 3/3/1865
Thirty-Ninth Congress . . . . . .3/4/1865 to 3/3/1867
Fortieth Congress . . . . . .3/4/1867 to 3/3/1869
Forty-First Congress. . . . . .3/4/1869 to 3/3/1871
Forty-Second Congress . . . . . .3/4/1871 to 3/3/1873

THE U.S. SENATE

The following is a list of all the members of the Senate serving in the 1st thru 42nd Congresses. The numbers following the Senators names refers to the Congresses they served in. Note that the Senators sent to Congress by various southern states in 1861 and not seated have not been included.

This list, as well as the list of Members of the House and the Territorial Delegates is meant to help the collector to identify franks. Though many have been priced, the lack of a price does not necessarily denote scarcity.

Abbott,Joseph C. (N.C.,40-41) . . . . . ---
Adair,John (KY.,9). . . . . ---
Adams,John Quincy (MA.,8-10). 200.00
Adams,Robert H. (MS.,21). . . . . ---
Adams,Stephen (MS.,32-34) . . . . . ---
Alcorn,James L. (MS.,42). . . . . ---
Allen,Philip (R.I.,33-35) . . . . . ---
Allen,William (OH.,25-30) . . . . . ---
Ames,Adelbert (MS.,41-42) 30.00
Anderson,Alexander (TE.,26) . . . . . ---
Anderson,Joseph (TE.,5-13). . . . . ---
Anthony,Henry B. (R.I.,36-42) . . . . . ---
Archer,William S. (VA.,27-29) . . . . . ---
Armstrong,John (N.Y.,6-8) . . . . . ---
Arnold,Samuel G. (R.I.,37). . . . . ---
Ashley,Chester (AR.,28-30). . . . . ---
Ashmun,Eli P. (MA.,14-15) . . . . . ---
Atchison,David R. (MO.,28-33) 20.00
Atherton,Charles G. (N.H.,28-30,33) . . . . . ---

Badger,George E. (N.C.,29-33) . . . . . ---
Bagby,Arthur P. (AL.,27-30) . . . . . ---
Bailey,Theodorus (N.Y.,8) . . . . . ---
Baker,David J. (IL.,21) . . . . . ---
Baker,Edward D. (OR.,36-37) . . . . . ---
Baldwin,Abraham (GA.,6-10). . . . . ---
Baldwin,Roger S. (CT.,30-31). . . . . ---
Barbour,James (VA.,13-19) . . . . . ---
Barnard,Isaac D. (PA.,20-22). . . . . ---
Barnwell,Robert W. (S.C.,31). . . . . ---
Barrow,Alexander (LA.,27-29). . . . . ---
Barry,William T. (KY.,13-14). . . . . ---
Barton,David (MO.,17-21). . . . . ---
Bassett,Richard (DE.,1-2) . . . . . ---
Bateman,Ephraim (N.J.,19-20). . . . . ---
Bates,Isaac C. (MA.,26-29). . . . . ---
Bates,Martin W. (DE.,34-35) . . . . . ---
Bayard,James A. (DE.,8-12). . . . . ---
Bayard,James A. (DE.,32-38,40). 30.00
Bayard,Richard H. (DE.,24-28) . . . . . ---
Bayard,Thomas F. (DE.,41-42). 20.00
Bell,James (N.H.,34-35) . . . . . ---
Bell,John (TE.,30-35) 150.00
Bell,Samuel (N.H.,18-23). . . . . ---
Benjamin,Judah P. (LA.,33-36) 300.00
Benton,Thomas H. (MO.,17-31). 75.00
Berrien,John Macpherson (GA.,19-21,27-32) . . . . . ---
Betts,Thaddeus (CT.,26) . . . . . ---
Bibb,George M. (KY.,12-13,21-23). . . . . ---
Bibb,William W. (GA.,13-14) . . . . . ---
Biggs,Asa (N.C.,34-35). 15.00
Bigler,William (PA.,34-36). . . . . ---
Bingham,Kinsley S. (MI.,36-37). . . . . ---
Bingham,William (PA.,4-6) 50.00
Black,John (MS.,22-25). . . . . ---
Blair, Jr., Francis P. (MO.,41-42). 30.00
Bledsoe,Jesse (KY.,13). . . . . ---
Bloodworth,Timothy (N.C.,4-6) . . . . . ---
Blount,William (TE.,4-5). 250.00
Boardman,Elijah (CT.,17-18) . . . . . ---
Boreman,Arthur I. (W.V.,41-42). . . . . ---
Borland,Solon (AR.,30-33) . . . . . ---
Bouligny,Dominique (LA.,18-20). . . . . ---
Bowden,Lemuel J. (VA.,38) . . . . . ---
Bradbury,James W. (ME.,30-32) . . . . . ---
Bradford,William (R.I.,3-5) . . . . . ---
Bradley,Stephen R. (VT.,2-3,7-12) . . . . . ---
Bragg,Thomas (N.C.,36). 40.00
Brainerd,Lawrence (VT.,33). . . . . ---
Branch,John (N.C.,18-21). . . . . ---
Breckinridge,John (KY.,7-9) . . . . . ---
Breese,Sidney (IL.,28-30) . . . . . ---
Brent,Richard (VA.,11-13) . . . . . ---
Bright,Jesse D. (IN.,29-37) . . . . . ---
Broderick,David C. (CA.,35-36). . . . . ---
Brodhead,Richard (PA.,32-34). . . . . ---
Brooke,Walker (MS.,32). . . . . ---
Brown,Albert G. (MS.,33-36) . . . . . ---
Brown,B.Gratz (MO.,38-39) . . . . . ---
Brown,Bedford (N.C.,21-26). . . . . ---
Brown,Ethan Allen (OH.,17-18) . . . . . ---
Brown,James (LA.,12-14,16-18) . . . . . ---
Brown,John (KY.,2-8). . . . . ---
Browning,Orville, H. (IL.,37) . . . . . ---
Brownlow,William G. (TE.,41-42) 20.00
Buchanan,James (PA.,23-29). 300.00
Buckalew,Charles R. (PA.,38-40) . . . . . ---
Buckingham,William A. (CT.,41-42) . . . . . ---
Buckner,Alexander (MO.,22-23) . . . . . ---
Bulloch,William B. (GA.,13) . . . . . ---
Burnet,Jacob (OH.,20-21). . . . . ---
Burr,Aaron (N.Y.,2-4) 300.00
Burrill,James (R.I.,15-16). . . . . ---
Butler,Andrew P. (S.C.,29-35) 20.00
Butler,Pierce (S.C.,1-4,7-8). . . . . ---

Cabot,George (MA.,2-4). . . . . ---
Caldwell,Alexander (KS.,42) . . . . . ---
Calhoun,John C. (S.C.,22-27,29-31). 100.00
Cameron,Simon (PA.,29-30,35-37,40-42) 35.00
Campbell,Alexander (OH.,11-12). . . . . ---
Campbell,George W. (TE.,12-15). . . . . ---
Carlile,John S. (VA.,37-38) . . . . . ---

Carpenter,Matthew H. (WI.,41-42) . . . . . ---
Carroll,Charles (of Carrollton) (MD.,1-2) 1500.00
Cass,Lewis (MI.,29-34) 40.00
Casserly,Eugene (CA.,41-42) . . . . . ---
Cathcart,Charles W. (IN.,32) . . . . . ---
Cattell,Alexander G. (N.J.,39-41) . . . . . ---
Chalmers,Joseph W. (MS.,29) . . . . . ---
Chambers,Ezekiel F. (MD.,19-23) . . . . . ---
Chambers,Henry H. (AL.,19) . . . . . ---
Champlin,Christopher G. (R.I.,11-12) . . . . . ---
Chandler,John (ME.,16-20) . . . . . ---
Chandler,Zachariah (MI.,35-42) 30.00
Charlton,Robert M. (GA.,32) . . . . . ---
Chase,Dudley (VT.,13-15,19-21) . . . . . ---
Chase,Salmon P. (OH.,31-33,37) 50.00
Chestnut,Jamer (S.C.,35-36) . . . . . ---
Chipman,Nathaniel (VT.,5-7) . . . . . ---
Choate,Rufus (MA.,26-28) . . . . . ---
Cilley,Joseph (N.H.,29) . . . . . ---
Claiborne,William C.C. (LA.,15) . . . . . ---
Clark,Daniel (N.H.,35-39) . . . . . ---
Clarke,John H. (R.I.,30-32) . . . . . ---
Clay,Clement C. (AL.,25-27) . . . . . ---
Clay Jr.,Clement C. (AL.,33-36) . . . . . ---
Clay,Henry (KY.,9,11,22-27,31-32) 75.00
Clayton,John M. (DE.,22-24,29-30,33-34) . . . . . ---
Clayton,Joshua (CT.,5) . . . . . ---
Clayton,Powell (AR.,42) . . . . . ---
Clayton,Thomas (DE.,18-19,21,24-29) . . . . . ---
Clemens,Jeremiah (AL.,31-32) . . . . . ---
Clingman,Thomas L. (N.C.35-36) . . . . . ---
Clinton,De Witt (N.Y.,7-8) . . . . . ---
Cobb,Thomas W. (GA.,18-20) 20.00
Cocke,William (TE.,4-8) . . . . . ---
Cole,Cornelius (CA.,40-42) . . . . . ---
Colhoun,John Ewing (S.C.,7) . . . . . ---
Collamer,Jacob (VT.,34-39) . . . . . ---
Colquitt,Walter T. (GA.,28-30) . . . . . ---
Comegys,Joseph P. (DE.,34) . . . . . ---
Condit,John (N.J.,8-14) . . . . . ---
Conkling,Roscoe (N.Y.,40-42) 35.00
Conness,John (CA.,38-40) . . . . . ---
Conrad,Charles M. (LA.,27) . . . . . ---
Cooper,Henry (TE.,42) . . . . . ---
Cooper,James (PA.,31-33) . . . . . ---
Corbett,Henry W. (OR.,40-42) . . . . . ---
Corwin,Thomas (OH.,29-31) . . . . . ---
Cowan,Edgar (PA.,37-39) . . . . . ---
Crafts,Samuel C. (VT.,27) . . . . . ---
Cragin,Aaron H. (N.H.,39-42) . . . . . ---
Crawford,William H. (GA.,10-13) . . . . . ---
Creswell, John A.J. (MD.,39) . . . . . ---
Crittenden,John J. (KY.,15,24-30,34-36) . . . . . ---
Cuthbert,Alfred (GA.,23-27) . . . . . ---
Cutts,Charles (N.H.,11-13) . . . . . ---

Daggett,David (CT.,13-15) . . . . . ---
Dallas,George M. (PA.,22) 50.00
Dalton,Tristram (MA.1) . . . . . ---
Dana,Judah (ME.,24) . . . . . ---
Dana,Samuel W. (CT.,11-16) . . . . . ---
Davenport,Franklin (N.J.,5) . . . . . ---
Davis,Garrett (KY.,37-42) . . . . . ---
Davis,Henry G. (W.V.,42) . . . . . ---
Davis,Jefferson (MS.,30-32,35-36) 200.00
Davis,John (MA.,24-26,29-32) . . . . . ---
Dawson,William C. (GA.,31-33) . . . . . ---
Dayton,Jonathan (N.J.,6-8) . . . . . ---
Dayton,William L. (N.J.,27-31) . . . . . ---
De Saussure,William F. (S.C.,32) . . . . . ---
Destrehan,John N. (LA.,12) . . . . . ---
De Wolf,James (R.I.,17-19) . . . . . ---
Dexter,Samuel (MA.,6) . . . . . ---
Dickerson,Mahlon (N.J.,15-22) . . . . . ---
Dickinson,Daniel S. (N.Y.,29-31) . . . . . ---
Dickinson,Philemon (N.J.,1-2) . . . . . ---
Dix,John A. (N.Y.,28-30) 40.00
Dixon,Archibald (KY.,33) . . . . . ---
Dixon,James (CT.,35-40) . . . . . ---
Dixon,Nathan F. (R.I.,26-27) . . . . . ---
Dodge,Augustus C. (IA.,30-33) . . . . . ---
Dodge,Henry (WI.,30-34) . . . . . ---
Doolittle,James R. (WI.,35-40) . . . . . ---
Douglas,Stephen A. (IL.,30-37) 75.00
Downs,Solomon (LA.,30-32) . . . . . ---
Drake,Charles D. (MO.,40-41) . . . . . ---
Dudley,Charles E. (N.Y.,20-22) . . . . . ---

Durkee,Charles (WI.,34-36) 25.00

Eaton,John H. (TE.,15-21) 25.00
Edmunds,George F. (VT.,39-42) . . . . . ---
Edwards,Henry W. (CT.,18-19) . . . . . ---
Edwards,John (KY.,2-3) . . . . . ---
Edwards,Ninian (IL.,15-18) . . . . . ---
Ellery,Christopher (R.I.,7-8) . . . . . ---
Elliot,John (GA.,16-18) . . . . . ---
Ellis,Powhatan (MS.,19-22) 20.00
Ellsworth, Oliver (CT.,1-4) . . . . . ---
Elmer,Jonathan (N.J.,1) . . . . . ---
Elmore,Franklin H. (S.C.,31) . . . . . ---
Eppes,John W. (VA.,15-16) . . . . . ---
Evans,George (ME.,27-29) . . . . . ---
Evans,Josiah J. (S.C.,33-35) . . . . . ---
Everett,Edward (MA.,33) 35.00
Ewing,Thomas (OH.,22-24,31) 20.00
Ewing,William L.D. (IL.,24) . . . . . ---
Eyck,John C.Ten (N.J.,36-38) . . . . . ---

Fairfield,John (ME.,27-30) . . . . . ---
Farwell,Nathan A. (ME.,38) . . . . . ---
Felch,Alpheus (MI.,30-32) . . . . . ---
Fenner,James (R.I.,9-10) . . . . . ---
Fenton,Reuben E. (N.Y.,41-42) 20.00
Ferry,Orris S. (CT.,40-42) . . . . . ---
Ferry,Thomas W. (MI.,42) . . . . . ---
Fessenden,William Pitt (ME.,33-41) . . . . . ---
Few,William (GA.,1-2) . . . . . ---
Field,Richard S. (N.J.,37) . . . . . ---
Findlay,William (PA.,17-19) . . . . . ---
Fish,Hamilton (N.Y.,32-34) . . . . . ---
Fisk,James (VT.,15) . . . . . ---
Fitch,Graham N. (IN.,34-36) . . . . . ---
Fitzgerald,Thomas (MI.,30) . . . . . ---
Fitzpatrick,Benjamin (AL.,30-36) . . . . . ---
Flanagan,James W. (TX.,41-42) . . . . . ---
Fogg,George G. (N.H.,39) . . . . . ---
Foot,Solomon (VT.,32-39) . . . . . ---
Foote,Henry S. (MS.,30-32) . . . . . ---
Foote,Samuel A. (CT.,20-22) . . . . . ---
Forsyth,John (GA.,15,21-23) 50.00
Foster,Dwight (MA.,6-7) . . . . . ---
Foster,Ephraim H. (TE.,25,28) . . . . . ---
Foster,Henry A. (N.Y.,28) . . . . . ---
Foster,Lafayette S. (CT.,34-39) 50.00
Foster,Theodore (R.I.,1-7) . . . . . ---
Fowler,Joseph S. (TE.,39-41) . . . . . ---
Francis,John B. (R.I.,28) . . . . . ---
Franklin,Jesse (N.C.,6-8,10-12) . . . . . ---
Frelinghuysen,Frederick (N.J.,3-4) . . . . . ---
Frelinghuysen,Frederick T. (N.J.,39-40,42) . . . . . ---
Frelinghuysen,Theodore (N.J.,21-23) . . . . . ---
Fremont,John C. (CA.,31) 400.00
Fromentin,Eligius (LA.,13-15) . . . . . ---
Fulton,William S. (AR.,24-28) . . . . . ---

Gaillard,John (S.C.,8-19) . . . . . ---
Gallatin,Albert (PA.,3) . . . . . ---
German,Obadiah (N.Y.,11-13) . . . . . ---
Geyer,Henry S. (MO.,32-34) . . . . . ---
Gilbert,Abijah (FL.,41-42) . . . . . ---
Giles,William B. (VA.,8-13) . . . . . ---
Gillette,Francis (CT.,33) . . . . . ---
Gilman,Nicholas (N.H.,9-13) . . . . . ---
Goldsborough,Robert H. (MD.,13-15,23-24) . . . . . ---
Goldthwaite,George T. (AL.,42) . . . . . ---
Goodhue,Benjamin (MA.,4-6) . . . . . ---
Goodrich,Chauncey (CT.,10-13) 50.00
Gore,Christopher (MA.,13-14) . . . . . ---
Graham,William A. (N.C.,26-27) . . . . . ---
Grayson,William (VA.,1) . . . . . ---
Green,James S. (MO.,34-36) . . . . . ---
Greene,Albert C. (R.I.,29-31) . . . . . ---
Greene,Ray (R.I.,5-7) . . . . . ---
Gregg,Andrew (PA.,10-12) . . . . . ---
Grimes,James W. (IA.,36-41) . . . . . ---
Griswold,Stanley (OH.,11) . . . . . ---
Grundy,Felix (TE.,21-26) . . . . . ---
Gunn,James (GA.,1-6) . . . . . ---
Guthrie,James (KY.,39-40) . . . . . ---
Gwin,William M. (CA.,31-36) . . . . . ---

Hale,John P. (N.H.,30-32,34-38) . . . . . ---
Hamilton,Morgan C. (TX.,41-42) . . . . . ---
Hamilton,William T. (MD.,41-42) . . . . . ---
Hamlin,Hannibal (ME.,30-36,41-42) 75.00

Hammond,James H. (S.C.,35-36) . . . . . ---
Hanna,Robert (IN.,22) . . . . . ---
Hannegan,Edward A. (IN.,28-30) . . . . . ---
Hanson,Alexander C. (MD.,14-16) . . . . . ---
Hardin,Martin D. (KY.,14) . . . . . ---
Harding,Benjamin (OR.,37-38) . . . . . ---
Harlan,James (IA.,34-42) . . . . . ---
Harper,Robert G. (MD.,14) . . . . . ---
Harper,William (S.C.,19) . . . . . ---
Harris,Ira (N.Y.,37-39) 30.00
Harris,John S. (LA.,40-41) . . . . . ---
Harrison,William Henry (OH.,19-20) 1000.00
Haun,Henry P. (CA.,36) . . . . . ---
Hawkins,Benjamin (N.C.,1-3) . . . . . ---
Hayne,Arthur P. (S.C.,35) . . . . . ---
Hayne,Robert Y. (S.C.,18-22) . . . . . ---
Haywood,William H. (N.C.,28-29) . . . . . ---
Hemphill,John (TX.,36) . . . . . ---
Henderson,J.Pinckney (TX.,35) . . . . . ---
Henderson,John (MS.,26-28) . . . . . ---
Henderson,John B. (MO.,37-40) . . . . . ---
Hendricks,Thomas A. (IN.,38-40) . . . . . ---
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Yulee,David Levy (FL.,29-31,34-36). . . . . ---

THE HOUSE OF REPRESENTATIVES

The following is a list of a few of the better known men who served in the House of Representatives up to the 42nd Congress. Note that the number of the Congress in which they served along with the State they represented is listed after each name. Lack of a price does not necessarily denote scarcity.

Adams,Charles F. (MA.,36-37). . . . . ---
Adams,John Quincy (MA.,22-30) 250.00
Ames, Fisher (MA.,1-4). 150.00
Ames, Oakes (MA.,38-42) 30.00
Arnold, Isaac N. (IL.,37-38). 35.00
Arnold, Thomas D. (TE., 22;27). 30.00

Banks, Nathaniel (MA.,33-5;39-42) 40.00
Bell,John (TE.,20-26) . . . . . ---
Benton,Thomas H. (MO.,33) 50.00
Blaine,James G. (ME.,38-42) 40.00
Blair, Francis P., Jr. (MO., 35-38) 30.00
Botts, John Minor (VA., 26-27;30) 30.00
Boudinot,Elias (N.J.,1-3). . . . . ---
Breckinridge,John C. (KY.,32-33). . . . . ---
Buchanan,James (PA.,17-21). 250.00
Buffin(g)ton, James (NH, 34-37;41-44) 20.00
Butler, Benjamin F. (MA., 40-43). 30.00

Calhoun,John C. (S.C.,12-15). 125.00
Cambreleng, Churchill C. (NY, 17-25). 30.00
Choate, Rufus (MA., 22-23). 50.00
Claiborne,William C.C. (TE.,5-6). . . . . ---
Clay,Henry (KY.,12-16,18-19). 125.00
Cobb,Howell (GA.,28-31,34). 50.00
Colfax,Schuyler (IN.,34-40) 40.00
Conkling,Roscoe (N.Y.,36-37,39) 35.00
Cook, Burton C. (IL.,39-42) 30.00
Corwin, Thomas (OH., 22-26;36-37) 25.00
Cox, Samuel S.("Sunset")(OH.;NY,35-38;41-42). 25.00
Crockett,David (TE.,20-21,23) 9500.00
Curtis, Samuel R. (IA.,35-37) 30.00
Davis,Jefferson (MS.,29). . . . . ---
Dearborn,Henry (MA.,3-4). . . . . ---
Denver, James W. (CA., 34). 50.00
Douglas,Stephen A. (IL.,28-29). 50.00

English, Wm. H. (IN., 33-36). 25.00
Evans, George (ME. 21-26) 30.00
Everett, Edward (MA., 19-23). 40.00

Fenton, Reuben E. (NY, 33;35-38). 25.00
Fillmore,Millard (N.Y.,23,25-27). 200.00

Gallatin,Albert (PA.,4-6) 50.00
Garfield,James A. (OH.,38-42) 150.00
Gerry,Elbridge (MA.,1-2). 425.00
Giddings, Joshua R. (OH., 25-35). 30.00
Gilbert, Edward (CA., 31) 60.00
Granger, Francis (NY, 24;26-37) 60.00
Greeley,Horace (N.Y.,30). 450.00
Grinnell, Joshia B. (IA., 38-39). 30.00

Hamlin,Hannibal (ME.,28-29) 50.00
Harrison,William Henry (OH.,14-15). 1200.00
Hawes, Richard (KY., 24-26) 30.00
Hayes,Rutherford B. (OH.,39-40) 800.00
Hobbie, Selah R. (NY, 20) 25.00
Houston,Sam (TE.,18-19) 1000.00
Hunter, Robert M. T. (VA., 25-27;29). 30.00
Huntington, Benjamin (CT., 1) 200.00

Iverson, Alfred (GA., 30) 30.00

Jackson,Andrew (TE.,4). 1000.00
Johnson,Andrew (TE.,28-32). 300.00
Johnson,Cave (TE.,21-24,26-28). 75.00
Johnson,Richard M. (KY.,10-15,21-24). 50.00
Julian, George W. (IN., 31;37-41) 25.00

Ketcham, John H. (NY, 39-42). 25.00

Lamar, Lucius Q. C. (MS., 35-36;43...). 35.00

Lane, James H. (IN., 33). 40.00
Lee,Henry (VA.,6) 250.00
LeGare, Hugh (SC, 25) 30.00
Lincoln,Abraham (IL.,30). . . . . ---
Livingston,Edward (N.Y.,4-6). 60.00
Livingston,Edward (LA.,18-20) 60.00
Logan, John A. (IL., 36-37;40-42) 30.00

Macon,Nathaniel (N.C.,2-14) 30.00
Madison,James (VA.,1-4) 400.00
Mann, Horace (MA., 30-32) 100.00
Marshall, Humphrey (KY., 31-2;34-35). 40.00
Marshall,John (VA.,6) 600.00
Mason, John M. (VA., 25). 50.00
Maynard, Horace (TN., 35-37;39-43). 50.00
McClernand, John A. (IL., 28-31;36-37). 40.00
McLane,Louis (DE.,15-19). 40.00
Miles, Wm. Porcher (SC, 35-36). 30.00

Nelson, Thomas A.P. (TN., 36-37). 40.00

Orr, James (SC, 31-35). 40.00
Owen, Robert Dale (IN., 28-29). 50.00

Pendleton, George H. (OH., 35-38) 30.00
Pickens, Francis W. (SC, 23-27) 50.00
Pickering, Timothy (MA., 13-14) 150.00
Pierce, Franklin (NH, 23-24). 250.00
Pinckney,Charles (S.C.,16). 75.00
Pinckney,Thomas (S.C.,5-6). . . . . ---
Polk,James K. (TE.,19-25) 850.00
Potter, John F. (WI., 35-37). 25.00
Price, Sterling (MO., 29) 60.00
Pryor, Roger (VA., 36). 40.00

Quitman, John A. (MS., 34-35) 50.00

Rainey, Joseph H. (SC, 41-45) 100.00
Randolph,John [of Roanoke] (VA.,6-12,14,16-20,23) . .100.00
Rodney,Caesar A. (DE.,8,17) . . . . . ---
Ruffin, Thomas (NC, 33-36) 75.00

Seddon,James A. (VA.,29,31) . . . . . ---
Sevier, John (NC,;TN., 1;12-14) 200.00
Sherman, John (OH., 34-37). 30.00
Sherman, Roger (CT., 1) . . . . . ---
Sherman, Socrates N. (NY, 37) 50.00
Sickles,Daniel E. (N.Y.,35-36). 35.00
Smith, Caleb B. (IN., 28-30). 50.00
Smith, Gerrit (NY, 33). 30.00
Smith, Samuel (MD., 3-7). 50.00
Smith, William (VA., 27;33-35)("Extra Billy") 30.00
Spinner, Francis E. (NY, 34-36) 40.00
Stephens,Alexander H. (GA.,28-35) 75.00
Stevens,Thaddeus (PA.,32,37-40) 75.00
Stuart, John Todd (Il., 26-27;38) 40.00

Thacher, George (MA., 1-6). 125.00
Toombs,Robert (GA.,29-32) 50.00
Tweed,William M. (N.Y.,33). . . . . ---
Tyler,John (VA.,14-16). 225.00
Tyner, James N. (IN., 41-43). 30.00

Vallandigham, Clement L. (OH., 35-37) 50.00
Vance, Zebulon Baird (NC, 35-36). 40.00

Wakeman, Abram (NY, 34) 30.00
Ward,Artemas (MA.,2-3). 750.00
Washburne, Elihu B. (IL., 33-41). 30.00
Washington, George Corbin (MD., 20-22;24) 20.00
Wayne, Anthony (GA., 2) 300.00
Webster,Daniel (N.H.,13-14) . . . . . ---
Webster,Daniel (MA.,18-20). 125.00
Wheeler, Wm. A. (NY, 37;41-44). 50.00
Wickliffe, Charles A. (KY., 18-22;37) 75.00
Wise, Henry A. (VA., 23-28) 30.00
Wood, Benjamin (NY, 37-38). 30.00
Wood, Fernando (NY, 27;38;40-...) 40.00

Yancy, William L. (AL., 28-29). 50.00
Young, Pierce M.B. (GA., 40-43) 35.00

Zollicoffer, Felix K. (TN., 33-35). 50.00

THE DELEGATES FROM THE TERRITORIES

As legislated by Congress each Territory of the United States was entitled to one elected delegate to Congress. Although these delegates sat with the House of Representatives, they had no voting rights. The first Territorial Delegate was James White from the new Territory South of The River Ohio formed in 1790 and admitted to the union as the State of Tennessee in 1796. White had been a Delegate to the Continental Congress, 1796-88 (from North Carolina), and he took his seat in Congress as an elected Territorial Delegate in November 1794. The franking privilege was specifically extended to White by an act of 3 December 1794 and although no franked covers of his have been identified to date, he could have exercised the privilege until Tennessee became a state in 1796.

The second Territorial Delegate to have the franking privilege was William Henry Harrison, elected as delegate from the North West Territory, who served from 4 March, 1799 to 14 May, 1800 when he resigned to become governor of Indiana Territory. Harrison was given the franking privilege by a specific act of Congress on 2 January, 1800 and at least one franked cover of his has been recorded.

The act of 15 December 1800, soon after Harrison resigned, extended the franking privilege to "Delegates to Congress from the Territory of the United States northwest of the River Ohio, and every future Delegate from that Territory." Indiana Territory was formed on July 5, 1800 but it was not until 18 February, 1802 that Congress finally got around to enacting a general bill covering the franking privileges of "Any person admitted, or who may hereafter be admitted, to take a seat in Congress, as a delegate." Thus, they were automatically granted the same franking privileges as Senators and Representatives and future enactments regarding the franking privileges of the Congress included the Delegates as a matter of course.

A few unusual aspects of the delegates franking privilege have occurred from time to time. The District of Columbia received Territorial status by an act of Congress of 21 February, 1871 and General Norton P. Chipman was appointed Territorial Delegate on April 21, 1871 with a delegate's franking privilege. The few covers seen franked by Chipman are invitations to Inaugural Balls, Washington area Memorial Day services and the like.

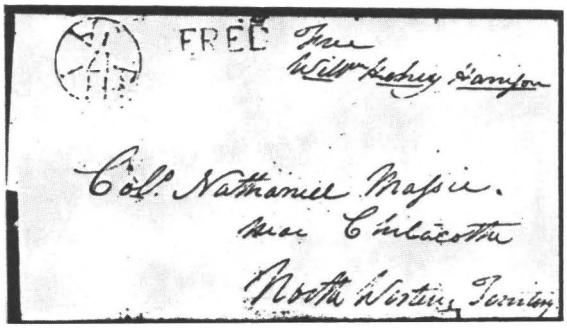
Although Alaska was purchased in 1867, no Civil government was provided by an act of Congress until 1884 and no elected Delegate from Alaska was seated in Congress until May, 1906. Hawaii was annexed 7 July, 1898 and was granted a Delegate on 30 April, 1900, who took his seat December 15, 1900.

The Philippine Islands and Puerto Rico, acquired as a result of the Spanish-American War, were not accorded the same status as those territories that eventually became states. Both, however, are or were represented by non-voting (but with other privileges, including the right to debate and frank) "Resident Commissioners." The single Puerto Rico Resident Commissioner was granted his House "floor privileges" (including franking) on June 28, 1902, but the two Resident Commissioners of the Philippines were not seated until February, 1908.

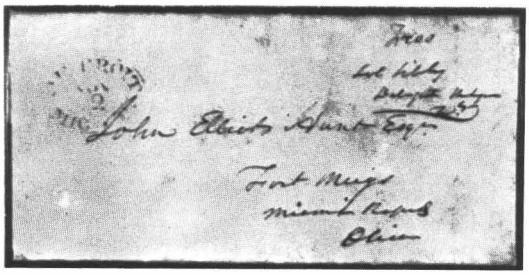
Generally speaking, franks of Territorial Delegates are not specifically identified by notations on the cover, the Delegates having used the usual "M.C." franking legend of the Representatives in Congress. Most of their franks were sent from Washington and a surprising number are directed to areas other than their home Territories -- probably because they had emigrated to their territories in fairly recent years. Delegates' franks <u>from</u> their home territories are rare and have much higher appeal than those with the usual Washington, D.C. or east coast postmarks.

In the following table of delegates and their franked covers, it will be seen that three of them apparently shifted from one territory to another. Actually, it wasn't the delegates that moved; rather, the formation of new states and territories caused their changes in area as a study of the dates of establishment of the states and territories involved will reveal.

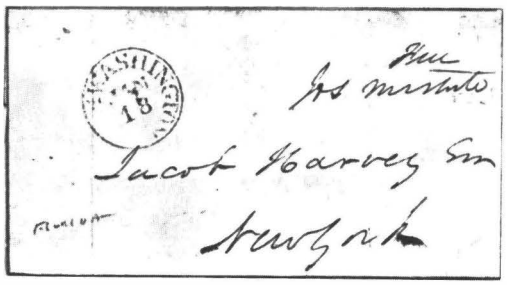
FRANKED COVERS OF TERRITORIAL DELEGATES



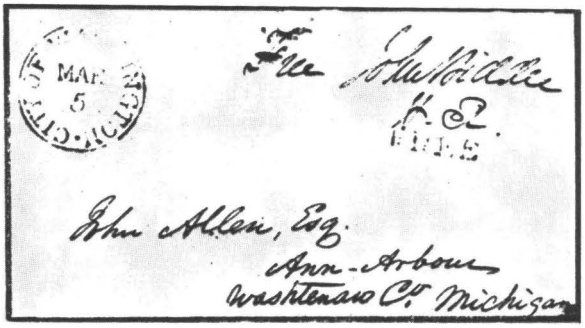
Franked by William Henry Harrison as Delegate from the North West Territory, January 15, 1800. Addressed to Col. Nathaniel Massie, a pioneer entrepreneur, a note on the back reads, "If Col. Massie should be in Kentucky, the post master at Chilacothe will please to forward this letter to him. W.H.H."



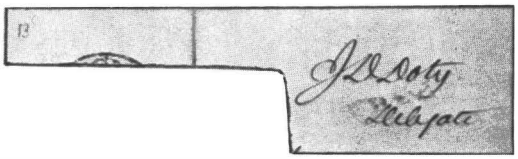
Solomon Sibley, Delegate from Michigan Territory, franked this cover from Detroit circa 1820-23. Covers franked from a Delegate at home are not often seen.



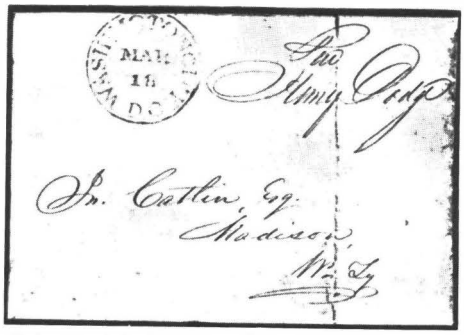
Franked by Delegate Joseph M. White of Florida Territory from Washington, circa 1832-35.



John Biddle, Delegate from Michigan Territory franked this cover about 1831 from Washington.



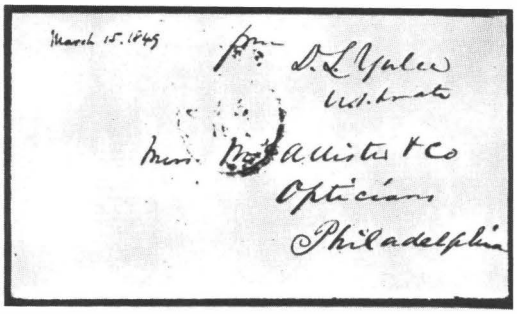
Franking signature and legend of "J(ohn) Doty /Delegate" from Wisconsin Territory, late 1830's.



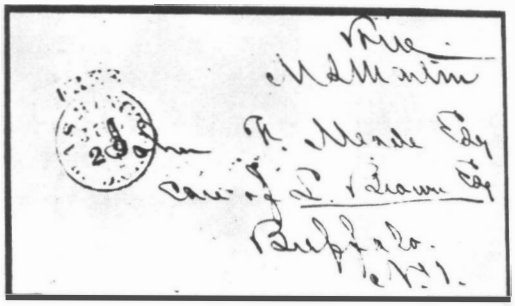
Henry Dodge, Delegate from Wisconsin Territory. Franked from Washington about 1844.



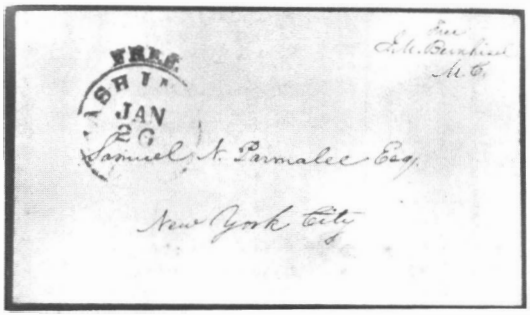
All of David Levy Yulee's franks as Territorial Delegate from Florida are franked "David Levy," before he changed his name.



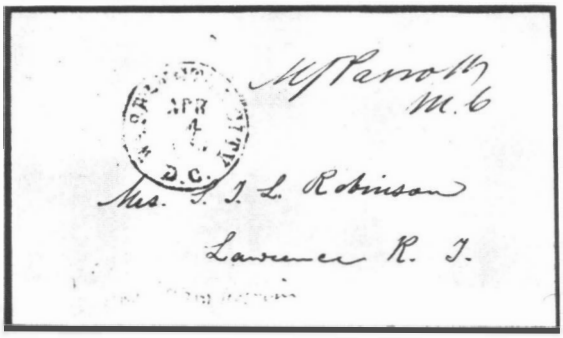
After Levy changed his name to Yulee, he was elected as one of the first U.S. Senators from the new state of Florida. Probably, all his covers franked "D.L. Yulee" are as U.S. Senator.



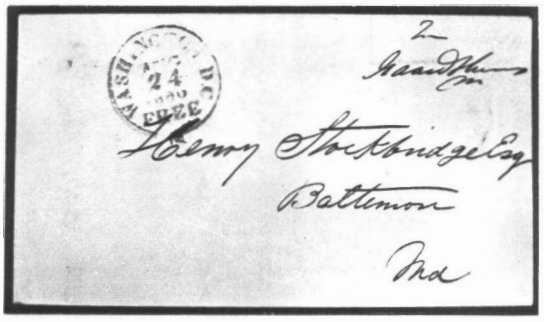
Franked by Delegate Morgan L. Martin, Wisconsin Territory, probably in 1847 or 1848.



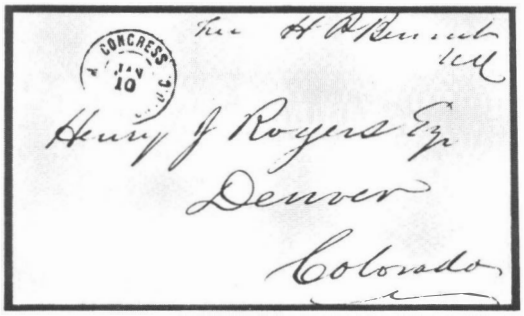
Delegate J(ohn) M. Bernhisel of Utah Territory franked this cover to New York City about 1853.



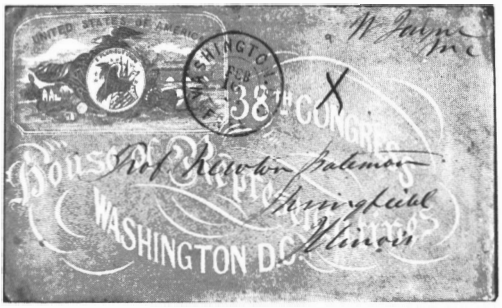
Marcus Parrott, Delegate from Kansas Territory, franked this cover for Governor Charles Robinson of Kansas Territory in 1858.



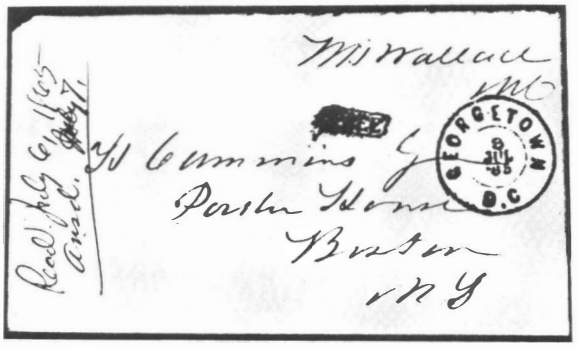
Isaac I. Stevens, a West Pointer, made, as Governor of Washington Territory, the first survey for the Northern Pacific R. R., and became Delegate from Washington Territory, 1857-61, during which time he franked this cover. Stevens, a Federal Major General, was killed in the Civil War at the battle of Chantilly in September 1862.



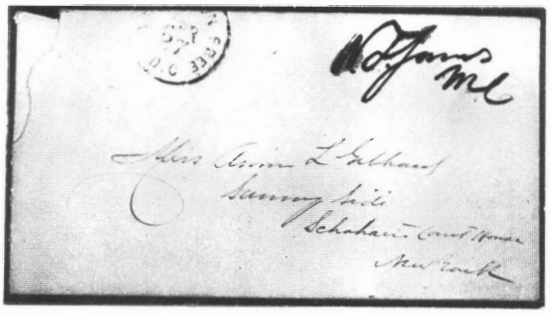
Franked by Delegate Hiram P. Bennet of Colorado from the Washington Congressional post office in January 1863.



Delegate William Jayne of Dakota Territory franked this grey all-over lithographed cover of the 38th Congress from Washington in 1864.



William H. Wallace, who had been Delegate from Washington Territory in the 37th Congress, became the first delegate from Idaho Territory for the 38th Congress after that Territory was formed. This cover was franked near the end of his term as Delegate from Idaho.



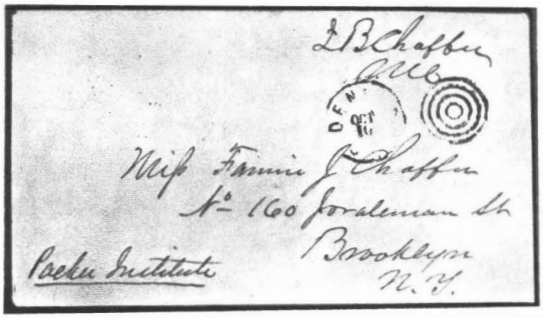
W(illiam) T(heophilus) Jones of Wyoming Territory used a handstamped signature-legend combination to frank this cover, circa 1871-73.

THE DELEGATES FROM THE TERRITORIES

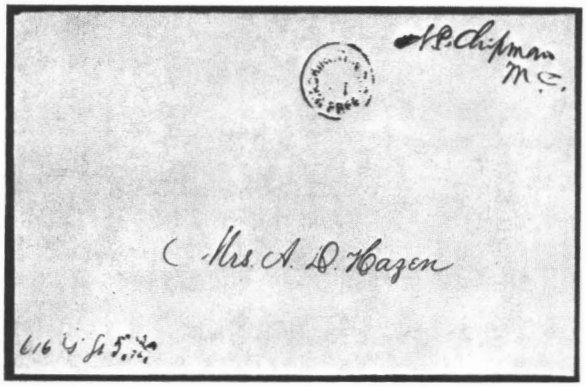
DELEGATE	TERRITORY	CONGRESSES	
Anderson, J. Patton	WA	34	---
Armstrong, Moses K.	DAK	42	---
Bashford, Coles	AZ	40	---
Bates, James W.	AR	6-17	---
Bennet, Hiram P.	CO	37-38	50.00
Bernhisel, John M.	UT	32-35;37	60.00
Biddle, John	MI	21	50.00
Bond, Shadrack	IL	12-13	75.00
Bradford, Allen A.	CO	39-41	---
Burleigh, Walter A.	DAK	39-40	---
Call, Richard K.	FL	18	---
Cavanaugh, James M.	MT	40-41	---
Chaffee, Jerome B.	CO	42	50.00
Chapman, William M.	IA	25-26	---
Chaves, J. Francisco	NM	39-41	---
Chilcott, George M.	CO	40	---
Chipman, Bird	NE	34	---
Chipman, Nathaniel P.	DC	42	75.00
Claggett, William H.	MT	42	---
Clark, Daniel	ORL	9-10	200.00
Clever, Charles P.	NM	40	---
Cole, George E.	WA	38	---
Conway, Henry W.	AK	18-20	---
Cradlebaugh, John	NV	37	---
Crowell, John	AL	15	---
Daily, Samuel G.	NE	36-38	---
Denny, Arthur A.	WA	39	---
Dodge, Augustus C.	IA	26-28	---
Dodge, Henry	WI	27-28	60.00
Doty, James D.	WI	26-26	60.00
Downing, Charles	FL	25-26	---
Easton, Rufus	MO	13-14	* ---
Estabrook, Experience	NE	36	---
Fearing, Paul	NWT	7	200.00
Ferguson, Fenner	NE	33	---
Flanders, Alvan	WA	40	---
Gallegos, Jose Manuel	NM	33-4;42	---
Garfielde, Selicius	WA	41-42	---
Giddings, Napoleon B.	NE	33	---
Goodwin, John N.	AZ	39	---
Greene, Thomas M.	MS	7	---
Harrison, William Henry	NWT	6	---
Hempstead, Edward	MO	12-13	---
Hernandez, Joseph M.	FL	17	---
Hitchcock, Phineas W.	NE	39	---
Holbrook, Edward D.	ID	39-40	---
Hooper, William H.	UT	36;39-42	---
Hunter, Narsworth	MS	7	---
Jayne, William	DAK	38	60.00
Jennings, Jonathan	IN	11-14	---
Jones, George W.	MI	24	---
Jones, George W.	WI	24-25	---
Jones, William Theophilus	WY	42	50.00
Kingsbury, William W.	MN	35	---
Kinney, John F.	UT	38	---
Lancaster, Columbus	WA	33	---
Lane, Joseph	OR	32-35	---
Lattimore, William	MS	8-9;13-14	---
Levy, David **	FL	27-28	60.00
Lyon, Lucius	MI	23	---
Martin, Morgan L.	WI	29	60.00
Merritt, Samuel A.	ID	42	---
Mott, Gordon N.	NV	38	---
McCormick, Richard C.	AZ	41-42	---
McLean, Samuel	MT	38-39	---
McMillan, William	NWT	6	---
Nuckols, Stephen F.	WY	41	---
Oteron, Miguel A.	NM	34-36	---
Parke, Benjamin	IN	9-10	---
Parrott, Marcus	KS	35-36	60.00
Perea, Francisco	NM	38	---
Poindexter, George	MS	10-12	---
Pope, Nathaniel	IL	15	---
Poston, Charles D.	AZ	38	---
Poydras, Julien deL	ORL	11	---
Rice, Henry M.	MN	33-34	---
Richard, Gabriel	MI	18	---
Scott, James	MO	14-16	---
Sevier, Ambrose	AR	20-24	---
Shafer, Jacob K.	ID	41	---
Sibley, Henry H.	MN	31-32	---
Sibley, Henry H.	WI	30	---
Sibley, Solomon	MI	16-17	125.00
Spink, Solomon L.	DAK	41	---
Stephenson, Benjamin	IL	9-10	---
Stevens, Isaac I.	WA	35-36	125.00
Thomas, Jesse B.	IN	10	---
Thurston, Samuel R.	OR	31	---
Todd, John B.S.	DAK	37-38	---
Tweedy, John H.	WI	30	---
Wallace, William H.	ID	38	60.00
Wallace, William H.	WA	37	---
Watts, John S.	NM	37	---
Weightman, Richard H.	NM	32	---
White, James	SWT	3-4	---
White, Joseph M.	FL	19-24	75.00
Whitfield, John W.	KS	33-34	---
Wing, Austin E.	MI	19-20;22	---
Woodbridge, William W.	MI	16	60.00

* Rufus Easton's frank is known also as Postmaster of St. Louis.

** Territorial Delegate David Levy (legally) changed his name in 1845 to David Levy Yulee. In the meantime, Florida became a state and David Levy Yulee became one of its first Senators. However, since David Levy left the House of Representatives in March, 1845 under that name and was elected to the U.S. Senate for the 29th Congress with the first term beginning in December, 1845, he presented his credentials as David Levy. The Senate ordered, on January 12, 1846, that his name be changed to "Yulee" on its rolls. Thus, David Levy's territorial franks will always be under that name and any franked covers of David Yulee are from his service as U.S. Senator.

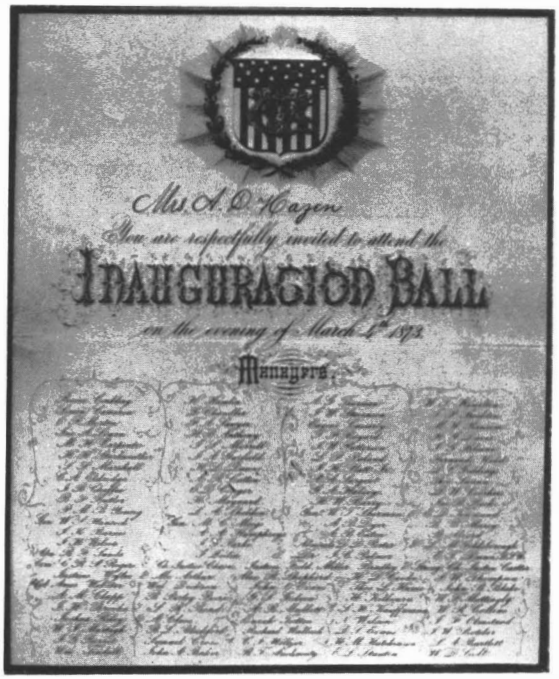


J(erome) B. Chaffee, Delegate from Colorado Territory, franked this cover from Denver in his home Territory, circe 1871-73.



General Nathaniel Chipman, Territorial Delegate of the District of Columbia, during the short period, 1871-74, when it had that form of government, franked this large cover in late February 1873.

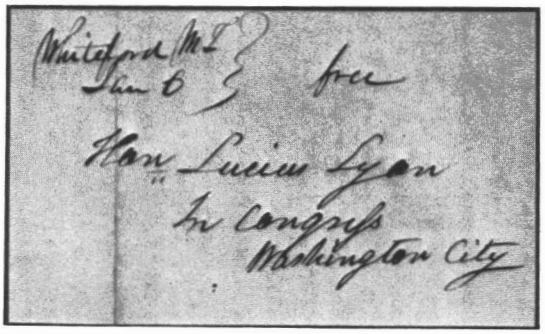
The content, shown below, is an invitation to the Inaugural Ball for Grant's second administration.



Content, opened out from being folded once and printed in black, of the large cover shown above.

COVERS ADDRESSED TO TERRITORIAL DELEGATES

In many ways, covers addressed to Territorial Delegates are more interesting than their franks, as these are frequently Territorial covers and often bear addresses with impressive legends.



From Whiteford, Michigan Territory, January 1836, this cover is addressed to Michigan Territorial Delegate Lucius Lyon in Washington. Its letter probably discussed the disputed "Toledo Strip" in which Whiteford was located, and which soon was made a part of Ohio.



From Dubuque, Wisconsin Territory to Delegate George Wallace Jones in February 1838. The marking is the style with "Mines" removed and "MIC" (for Michigan Territory) replaced by "W. T." Dubuque was successively part of Michigan, Wisconsin and Iowa Territories over a three year span!

PRICES ARE FOR FINE STRIKES ON FINE COVERS.

FRANKING OUTSIDE THE FEDERAL GOVERNMENT AUTHORIZED BY THE P.L. & R.

There have been at least three enactments of franking laws to provide franking privileges to officials of state governments or others with no connection at the time with the federal government. This is in addition to the franking privileges of Ex-Presidents, their widows and Ex-Vice-Presidents who were given the franking privilege after they left office. It also doesn't include the free transmission of newspapers through the mails under circumstances where no signatures or postmarks were applied to qualify them as franks for collectors.

The earliest of these enactments was Section 39 of the postal act of 1810, which provided that:

...."the Adjutant General of the militia of each state and terrritory, shall have the right to receive, by mail, free of postage, from any Major or Brigadier General thereof, and to transmit to said Generals, any letter or packet, relating solely to the militia of such state or territory; Provided, always, That every such officer before he delivers any such letter or package for transmission, shall in his own proper hand writing on the outside thereof, endorse the nature of the papers enclosed, and thereto subscribe his name and office, and shall previously furnish the Post-master of the office, where he shall deposit the same, with a specimen of his signature...."

This enactment reflected the attitude of the early congresses who considered the existence of the state militias as a fair substitute for a large standing army, an attitude that continued in force until 1845, but it was never restored during the general rearrangement and revision of the laws governing franking at that time.

In 1834, the franking privilege was extended to the Governors of the states (but never to the governors of the territories who were never mentioned in either the law or the regulations stemming from it) by the following enactment:

...."That it shall be lawful for the Governors of the several States to transmit by mail, free of postage, all laws and reports, whether bound or unbound, and all records and documents of their respective States, which may be directed by the Legislature of the several States to be transmitted to the Executives of other States; and the Governor of the State transmitting the same shall, in addition to his frank, endorse the kind of book or document enclosed, and direct the same to the Governor of the State to which the same may be sent.

Approved, June 30, 1834."

With regard to how the "Regulations" section of the P.L. & R. interpreted this law, which was on the books until July 1, 1863, the appropriate paragraph of Sec. 190 of the Regulations of 1857 reads as follows:

...."2. The Governors of States to the Governors of other States -- restricted to laws and reports, bound or unbound, records and documents of the State, which the Legislature thereof may direct to be sent to the Executive of other States."

Since the P.L. & R. made no mention of letters, presumably most of the transmissions made under this privilege were either by endorsement on the outside of packages or separate wrappers for sheaves of printed pages, and such franks are extremely rare.

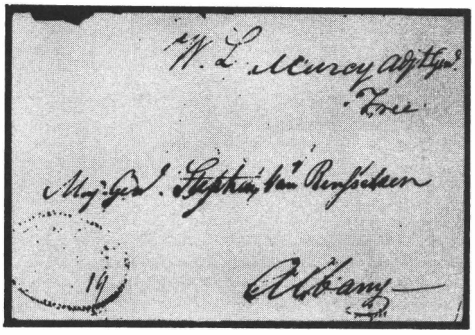
Stemming from the days of Thomas Jefferson, the government had encouraged agricultural experimentation and development. The establishment of the Agricultural Desk in the Patent Office (which see, under Dept. of the Interior) and the establishment of the Department of Agriculture in the 1860's were followed by the Land Grant act of 1869 by which the agricultural and mechanical colleges were established throughout the country.

A reference to them in the Postal Guide of 1883 (section 588) noted that penalty labels could be used to mail their annual reports, and an act of March 2, 1887 provided that bulletins or reports of experiment stations of State agricultural colleges established under the Land Grant act of 1862 could be mailed free of postage "under such regulations as the Postmaster General may from time to time prescribe." This was set up as a franking privilege but only after each individual experiment station was approved for the privilege by the Post Office Department.

Covers franked by officials of several of these colleges are known, often under somewhat different names than the same schools have today.

Covers showing a few examples of each of the types discussed in this section follow.

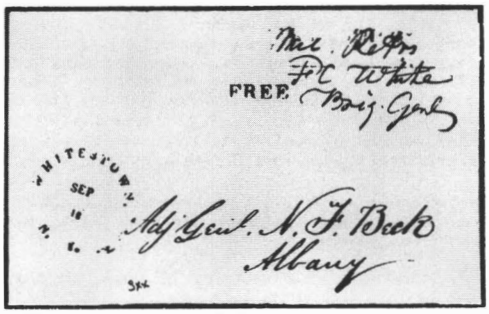
COVERS SHOWING THE FRANKING PRIVILEGE EXERCISED BY STATE OR COLLEGE OFFICIALS OUTSIDE THE FEDERAL GOVERNMENT.



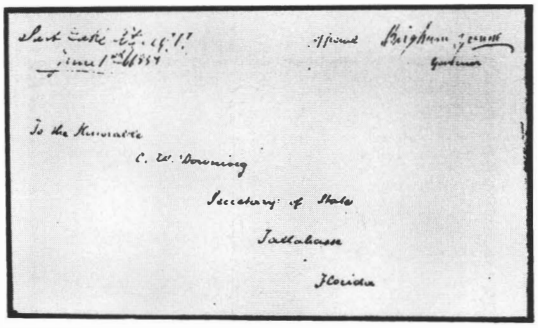
Frank of William L. Marcy of New York as Adjutant General of New York State Militia circa 1821, used from Troy, N.Y. Marcy was later U.S. Senator from N.Y.; Secretary of War and Secretary of State. The letter, in accordance with the P.L. & R., is free franked by Marcy to the Major General of the Militia.



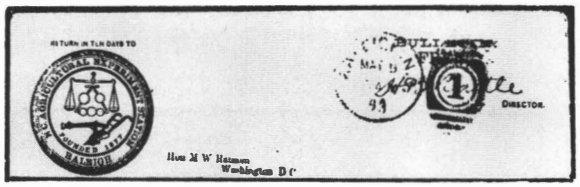
This cover, sent free from Salt Lake City, U.T. on Aug. 1, 1853, contains a letter signed by Brigham Young, Governor, headed "Executive Department/Utah Territory/G(reat). S(alt). L(ake). City July 19th, 1853" to Alexander Ramsay, Governor of Minnesota Territory. The content advises Ramsay that portions of copies of Minnesota Territorial Laws and Legislative Journals received were damaged by water. Although not franked by Young, he evidently assumed that not only did Territorial Governors possess the same franking pivilege possessed by State Governors, but that it included the right to receive mail free as well as send it in spite of not being so stated in the P.L. & R.



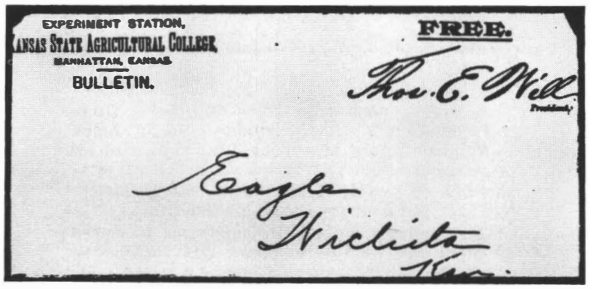
A "Mil(itary) Return" from a Brigadier General of New York State Militia sent free to the N.Y. State Adjutant General under the latter's franking privilege in 1829 from Whitestown to Albany, N.Y.



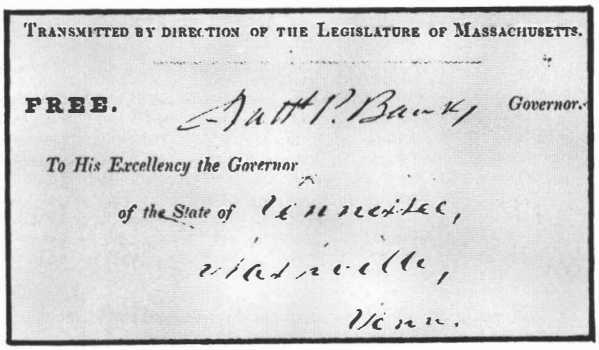
Free franked by Governor Brigham Young of Utah Territory from Salt Lake City in 1851 to the Secretary of State of Florida, this letter evidently contained official documents of the Territorial government. Under a strict reading of the P.L. & R., Brigham Young, as a Territorial Governor, did not have the Gubernatorial franking privilege authorized for Governors of States.



From the N.C. Agricultural Experiment Station at Raleigh, N.C., founded in 1877. Since North Carolina State University at Raleigh is not a Land Grant College and wasn't founded until 1889, the exact status of this experiment station is not certain, but the cover was sent in 1893.



From Kansas State Agricultural College Experiment Station; this is the old name for Kansas State University of today, one of the early Land Grant colleges. Franked under the act of the 1880's permitting such experiment stations to send their bulletins free.



The authority under which Mass. Gov. Nathaniel P. Banks (1858-61) franked this mail to the Gov. of Tennessee is further spelled out by the printed inscription "TRANSMITTED BY DIRECTION OF THE LEGISLATURE OF MASSACHUSETTS".

OFFICIAL U.S. AND BRITISH NORTH AMERICA EXCHANGE MARKINGS

OFFICIAL U.S. EXCHANGE MARKINGS

On Mail to British North America

In accordance with the U.S. - Canada postal agreement which took effect April 6, 1851, exchange offices in both countries were required to mark the country name on letters exchanged. Similar agreements with New Brunswick and Nova Scotia took effect at a later date. The 1852 P.L.& R. listed 26 U.S. offices as follows (corresponding BNA office in parentheses): Sault St. Mary, Mi. (Sault St. Mary); Port Huron, Mi. (Port Sarnia); Detroit, Mi. (Windsor); Buffalo, N.Y. (Toronto, Hamilton, Queenston, by through mail bags); Black Rock, N.Y. (Waterloo); Lewiston, N.Y. (Queenston); Youngstown, N.Y. (Niagara); Rochester, N.Y. (Cobourg by steamer in summer); Cape Vincent, N.Y. (Kingston); Sacketts Harbor, N.Y. and Oswego, N.Y. (Kingston by steamer in summer); Morristown, N.Y. (Brockville); Ogdensburgh, N.Y. (Prescott); Fort Covington, N.Y. (Dundee); White Hall, N.Y., Plattsburgh, N.Y., Rouse's Point, N.Y., and Burlington, Vt. (St. John's, C.E.); Derby Line, Vt. (Stanstead); Swanton, Vt. (Phillipsburg); Albany, N.Y., New York City, and Boston, Ma. (Toronto, Kingston, and Montreal, by through mail bags); Robinston, Me. (St. Andrews, N.B.); Calais, Me. (St. Stephens, N.B.); Houlton, Me. (Woodstock, N.B.).

During the 1850's additional offices were designated and some substitutions made. By 1859 over forty U.S. offices were in operation. Some obscure offices processed little mail and their markings are scarce or unknown. The town-mark on the cover normally represents the post office where mailed, not the exchange office (unless the same), although a few exchange offices applied a transit postmark in addition to their exchange marking. The origin and destination of a letter often suggest a probable route, thus indicating the likely exchange office involved.

The following listings are from records and other verifiable sources compiled by Susan M. McDonald. Previous unconfirmed listings are omitted, as well as one or two where use on stampless mail is doubtful. Some past attributions were in error and have been corrected or omitted. Tentative identification is shown by a question mark.

ENCLOSED ARC MARKINGS

Exchange Marking	Date	Size	Color	Office of Use	Value

U.STATES.(serifs)(1851;33x18;Black)(Albany,N.Y.). . . 40.00



Same(serifs)(1851;33x18;Red)(N.Y.C.) 40.00
U.STATES(serifs)(1855;30x18;Red)(Black Rock,N.Y.?, Rochester,N.Y.?). 30.00
Same(serifs)(1858-64;31x21;Red,Black)(Detroit, Mi.,Ogdensburgh,N.Y.) 25.00
U.STATES.(1851-75;35x17;Red,Black)(Youngstown,N.Y.) . 35.00
Same(1851;34x20;Red)(Robbinston,Me.) 40.00
Same(1852-55;28x13;Red,Black)(Boston,Ma.). 25.00
Same(1852-53;32x18;Black)(Detroit,Mi.) 30.00
Same(1852-53;32x17;Black)(Oswego,N.Y.)("10"often struck separately within arc) 25.00
Same(1853-57;35x19.5;Red,Black)(Houlton,Me.) . . . 40.00
Same(1853-62;28x17.5;Red,Black)(Derby Line,Vt.). . 30.00
Same(1855;33x20;Red)(Franklin,Vt.) 75.00
Same(1855;30.5x17.5;Black)(Swanton,Vt.). 60.00
Same(1856-66;34x22;Black,Red)(Portland,Me.). . . . 20.00
Same(1857;35x20;Red)(Calais,Me.) 50.00
Same(no periods)(1858-60;31x17;Black)(Plattsburgh, N.Y.) 50.00
Same(1861-62;34.5x22;Black)(Sault Ste.Marie,Mi.) . 40.00
UD STATES(serifs,"D"high,line below)(1851-52;31x18.5; Red,Blue,Black)(Buffalo,N.Y.) 20.00
U.STATES.(foliate)(1851;29x17.5;Red)(N.Y.C.). 35.00
Same(scroll-like)(1851-55;31x19;Red,Black)(Ogdensburgh,N.Y.) 40.00
Same(scroll-like)(1853;33x15;Black)(Lewiston,N.Y.) 50.00

Exchange Marking	Date	Size	Color	Office of Use	Value



Same(foliate)(1851-57;32x18;Red,Black)(Burlington, Vt.,Highgate,Vt.?). 35.00
Same(foliate)(1853;31x18;Red)(Morristown,N.Y.) . . 50.00



Same(bi-foliate)(1851;31x21;Red)(Buffalo,N.Y., Lewiston,N.Y.?) 50.00



Same(serpentine)(1852-53;31x17;Black)(N.Y.C, others?). 60.00



Same(shield leaning left)(1851-55;32x19;Red,Black) (Rouse's Point,N.Y.). 100.00
Same(shield leaning right)(1851-54;31x17;Red, Black)(Cape Vincent,N.Y.,Oswego,N.Y.?). 100.00
U.STATES./C(1858-61;34x20;Red,Black)(Boston,Ma., coastal steames). 40.00
U.STATES/C(serifs)(1858-61;31x21;Red)(Boston,Ma., Portland,Me,coastal steamer). 35.00
UD.STATES/6d.(serifs,"D"&"d"high)(1853-59;29x18; Blue,Black)(Buffalo,N.Y.) 20.00
UD STATES/6d(serifs,"D"&"d"high,line below)(1853-59; 31x19;Blue,Black)(Buffalo,N.Y.) 20.00
UD.STATES/PAID/6d.(serifs,"D"&"d"high)(1853-55;27x19; Red)(Buffalo,N.Y.). 25.00
UD STATES/PAID/6d(serifs,"D"&"d"high,line below) (1856-57;31x20;Red)(Buffalo,N.Y.) 35.00
UD STATES./10 cts.(serifs,"D"high,line under"D" & "cts.")(1859-73;31x18;Black)(Buffalo,N.Y.). . . 25.00
U,STATES/10(serifs)(1861-63;29x21;Blue)(Detroit,Mi.?) 40.00

CIRCLE MARKINGS

UNITED/STATES(serifs)(1855;36;Black)(Boston,Ma.). . . 75.00
U.STATES/10/PAID(serifs,outer rim faint or lacking) (1861-64;29;Red)(Detroit,Mi.?). 25.00

OVAL MARKINGS

UNITED/6D/STATES(1852-54;28x20;Red,Black)(Detroit, Mi.). 35.00



Same(colon under"D"of"6D")(1855-59;26.5x19.5;Red, Black)(Detroit,Mi.) 30.00
UNITED/STATES(serifs,frame line may be partly doubled) (1855-60;29x23;Red,Black)(Boston,Ma.) 25.00

Exchange Marking	Date	Size	Color	Office of Use	Value



UNITED/STATES.(serifs)(1859-65;DLO,inner line dotted 24x21;Red,Black)(Boston,Ma.) 30.00
UNITED/6d./STATES(serifs)(1859;DLO-24x20;Black) (N.Y.C.?) 45.00
U.S.10 cts/PAID(serifs)(1862-65;21x13;Red)(Boston, Ma., and others) 20.00
Same/.PAID.(1863-65;21x13;Red)(Lewiston,N.Y. and others) 25.00

STRAIGHT LINE MARKINGS

U.STATES(serifs)(1853-65;31.5x4.5;Red,Blue,Black) (Ogdensburgh,N.Y.,Cape Vincent,N.Y.,Island Pond, Vt, and others) 20.00
Same(serifs)(1853;27x4;Red)(Oswego,N.Y.?) 35.00
UD.STATES 6D.(both"D"'s high)(1852-54;39x4.5;Red, Blue,Black)(Buffalo,N.Y.) 30.00
U.STATES.6d(serifs)(1860-62;46x5;Red)(Port Huron,Mi.) 45.00
UNITED STATES/6D.("D"of"6D"high)(1854-61;47x12;Black) (Buffalo,Oswego & Rochester N.Y.) 20.00



Same/PAID 6D.("D"of"6D"high)(1854-63;47x11.5;Red) (Buffalo,Oswego,Rochester & Suspension Bridge N.Y.) 27.50



U.S.10 cts(serifs)(1862-69;boxed SL-24x7;Black) (Buffalo,N.Y. & N.Y.C.) 25.00
U.S.10 CTS("CTS"high)(1860;21.5x6;Black)(Detroit. . . Mi.?) 35.00
U.S.PAID 10(1859-64;boxed SL-28x6;Red)(Detroit,Mi.) . 35.00

OFFICIAL BRITISH NORTH AMERICAN EXCHANGE MARKINGS

On Mail to the United States

For a general discussion and explanation, see introduction to the section on U.S. exchange markings. This is an attempt to catalog exchange markings applied in British North America; additions and corrections may be expected. Broadly speaking, BNA exchange markings are neither as numerous nor as distinctive as their U.S. counterparts. The following listings are based on records, auction catalogs and similar sources compiled by Susan M. McDonald.

CANADA

ENCLOSED ARC MARKINGS

CANADA(serifs)(1851-61;33x14;Red,Black)(Montreal, Kingston,Queenston,Hamilton,Cobourg,Prescott, Windsor,St.John's,C.E.,probably all offices on the 1851 treaty list). 15.00
Same(serifs)(1852-55;31x12;Red)(Toronto) 30.00



CANADA./PAID 10 CTS(1851-54;double arc 20.5x10.5; Red)(Suspension Bridge,U.C.,Hamilton) 100.00
CANADA(half circle)(1852;29x19;Red)(Gananoque;see note) 150.00

Exchange Marking	Date	Size	Color	Office of Use	Value



CANADA/PAID/6("PAID"in ribbon below arc)(1854-56; 33x25;Red)(Gananoque;see note). 150.00
CANADA 10 CTS(ribbon arc,"TS"high)(1851;32x7;Black) (Toronto) 175.00

OVAL MARKINGS



CANADA/10/CENTS("10"10x8mm)(1855-65;29x22;Red,Black) (Windsor) 30.00
Same("10"7x5mm)(1853-54;29x22;Red,Black)(Windsor). 35.00

STRAIGHT LINE MARKINGS



CANADA/PAID 10 Cts(1851-64;32.5x13;Red)(Toronto, Montreal,Hamilton,Kingston,Prescott?) 20.00
Same(1856-66;32x12;Red)(Windsor,Toronto) 25.00
Same(1857-62;30x11;Red)(?) 25.00
Same("AID"of"PAID"shorter than"P")(1851-67;30x13; Black)(Toronto) 60.00
Same("CANADA"serifs,second line upright)(1861-63; 34x14;Red)(Montreal). 75.00
Same(1857;36x11;Red)(?). 35.00
PAID/CANADA-10-CENTS(1865;54x11;Red)(Hamilton, others?). 40.00
CANADA/PAID 20 Cts(upright heavy letters)(1866;--; Red)(?) 75.00
CANADA(letters irregular)(1853;24x5;Black)(Gananoque; see note) 85.00



CANADA 10 Cts.(1851-56;41x5.5;Black)(Kingston, Montreal,Toronto,Hamilton,Prescott?). 25.00
Same(1855-59;42x6;Black)(Phillipsburg,C.E. and others) 35.00
Same(1858;46x4.5;Black)(Windsor) 40.00
Same(1852;35.5x4;Black)(Hamilton?) 50.00
CANADA 10 cts.(1853-65;41x6;Blue,Black)(Suspension Bridge,U.C.). 30.00
CANADA-10-Cts.(1854;--;--)(?) 25.00
CANADA 10(1857-59;35x6;Black)(Windsor). 40.00
CANADA-10-CENTS"10"7mm high)(1856-67;64x5;Red,Black) (Montreal,Hamilton,Kingston,Route Agents, Windsor?,St.John's?,South Patton?). 30.00
CANADA 30 Cts(1857;--;Black)(?) 75.00
CANADA-UNPAID-10("10"7mm high)(1862;48x5;Black)(?). . 60.00

NEW BRUNSWICK

NEW BRUNSWICK/X/VR/YD(1851-52;C-31;--)(St.John,other) 75.00
NEW-BRUNSWICK(1851-67;C-26,NOR;Blue)(St.John,Wood-stock,St.Andrews,other) 35.00

NOVA SCOTIA

UD.-STATES/HALIFAX/YMDD(not exchange marking,but receiving mark on mail from U.S. by Cunard packet) (1845-67;C-25;Black)(Halifax) 25.00
NOVA SCOTIA.(1853;ribbon scroll 35x16;--)(Halifax). .750.00

Note: Gananoque was not an exchange office; the non-standard markings used there appear to have been prepared at the local postmaster's order, and may be considered semi-official.

PRE-TREATY CANADIAN HANDSTAMPS

Associated with U.S. Mails

These interesting markings were used during from 1792 to Nov. 16 1847 when Canadian postmasters were authorized to collect U.S. postage on letters sent or received. They are completely different from the official exchange markings required by the agreement effective April 6, 1851, and separately listed elsewhere.

These semi-official handstamps were devised by individual Canadian postmasters at many early exchange offices to facilitate handling of cross border mail by itemizing components of postage: American (U.S.), British (Canadian), and ferriage (a charge for water transport, collection authorized 1829-37). They were also used on Canadian mail to and from overseas, as most Canadian transatlantic mail was transmitted via the U.S. until 1840.

All markings listed employ serifed type. Nearly all are scarce and many are very popular. Unless otherwise noted, markings are straight lines.

Wording	Date	Size	Color	Office of Use	Value

AMERICAN POSTAGE.

FERRIAGE

FORWARDED

AMERICAN POSTAGE/FERRIAGE/FORWARDED(line below)(1829; 38x16,21 to line;Red,Black)(Niagara,U.C.) . . .500.00

American Postage/British do.(italic,line above & below)(1830;34x8,20 between lines;Red)(Niagara, U.C.) 200.00

Same(1831;Red)(Queenston,instrument transferred from Niagara) 200.00

Same(Roman type)(1831-32;33x11,21 between lines; Blue,Green)(Queenston). 175.00

Same(different setting,"British"&"do"close)(1832-33;31x12,21 between lines;Red,Blue,Green,Green-black)(Queenston) 175.00

British Postage(italic,on letters with U.S. postage prepaid or free)(1829-30;28x4;Red)(Niagara, U.C.) 250.00

Same(1833;28x4;Green)(Queenston) 250.00

Same/FREE(italic,line across top)(1833;--;Green-Black)(Queenston) 400.00



NIAGARA/PAID/TO NEW-YORK/U.CANADA(space to insert amount)(1829-30;oval 35x28;Red)(Niagara,U.C.) .500.00

U.S.POST./FERRIAGE(1829;--;--)(Kingston). 300.00

Same(second line only on letters with U.S.postage franked)(1830;22x3;Red)(Kingston) 300.00

U.S.POSTAGE(1830;46x4.5;Red)(Montreal). 300.00

PAID 9 and 25(Canadian amount includes ferriage) (1836-37;38x5;Red)(Toronto) 250.00

PAID 7 and 25(ferriage abolished)(1837-39;38x5;Red, Black)(Toronto) 200.00

U.S.POST.PAID(1835-39;34x3;Red,Black)(Hamilton) . . .150.00

BRIT'H POSTAGE PAID/U.STATES Do.PAID(1832-;--;--) (Kingston). 350.00

BRITISH POSTAGE PAID/U.STATES Do.PAID(1836-42; 40x9;Red,Black)(Kingston) 300.00

AMERICAN/BRITISH(--;19x2 and 14x2 respectively,struck separately,words may be reversed;Red)(Windsor). . . .200.00

U.S.P.& Ex.(1843;--;Red)(Montreal). 750.00

U.S.P.(1844;25x6;Red)(Montreal) 150.00

Exchange Marking	Date	Size	Color	Office of Use	Value



U.STATES/Postage/PAID.(1847;C-30.5;Red)(Montreal) . .300.00

BRITISH NORTH AMERICA

STRAIGHT LINE AND OVAL TOWNMARKS

These straight line & oval townmarks are far less numerous than the circle markings. This catalog will not list circle type B.N.A. townmarks which are covered in "The Canada & Newfoundland Stampless Cover Catalog", by Harry M. Konwiser & Frank W. Campbell, 1946 edition, which contains helpful information for the specialist on B.N.A. postal history, rates, etc.

The very earliest handstamps for the Canadian cities that serviced mail matter - to and from England - employed handstamps supplied by the General Post Office of London, England. W.E.D. Halliday, one of the foremost students of B.N.A. postal markings places the earliest Canadian mark at Quebec, dated November 10, 1764.

In this compilation sizes refer to place name only.

Additional marks, such as Bishop dated circles, increase values.

B.N.A. EARLY STRAIGHT LINE POSTMARKS

Up to around 1815 most Canadian straight line postmarks were of the Caslom face type which was conveniently available in most printing shops.

Saint John, N.B., Fredricton, Halifax, and to a certain extent the small type Upper Canada items are so variable that an accurate listing is impossible.

Several Canadian straight line townmarks have similar counterparts in the United States, for example Annapolis, Bath, Niagara, York and possibly others. Care must be taken to identify these correctly.

The numbers in brackets () which follow the town name are from the "CANADA SPECIALIZED POSTAGE STAMP CATALOG", 1986 edition, published by Canada Specialized Ltd., Toronto, Canada.

Annapolis. June, 15th. 1815

Annapolis(I)(1815-20;28.5x5,YMDD;Black)(N.S.) 500.00
Same(II)(1820-25;27.5x4.5;Black)(N.S.) 300.00
ANNAPOLIS.N.S/SHIP LETTER(I)(1850;40x13;Black,Red). .750.00

ANTIGONISH
6th Oct 1824

ANTIGONISH(1824;47x4.5;Black)(N.S.) 500.00
BATH(1819-24;20x5;Black)(Ont.). 275.00

BATH

Same(Red). 400.00
BERTHIER(I)(1780-1817;35x4;Black)(L.C.) 300.00
Same(II)(1799;33x5;Black). 350.00
Same(III)(1802;--,YMDD;Black). 250.00

BERTHIER
4 MAR 180/1

Same(IV)(1804;34x4.5,YMDD;Black) 200.00
Same(V)(1829;33x4,MD;Red brown). 175.00

BRANTFORD
28 MA 25

BRANTFORD(1825;28x8;Black)(U.C.). 850.00
BROCKVILLE(I)(1816-30;45x4;Red,Red brown)(U.C.) . . .100.00

BROCKVILLE
OCT 10

Same(II)(1828;44x4,MDD;Brownish red) 100.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

CARILLON. Dec 27 1841

CARILLON.(1841;19x2,YD;Red)(L.C.) 2000.00
CHAMBLY(I)(1820-22;40x4;Black)(L.C.). 350.00

CHAMBLEY

CHAMBLEY(II)(1822-24;44x4;Black). 350.00
CHIPPAWA(1810-17;30x4;Black)(U.C.). 300.00

CORNWALL
4 Nov, 13

CORNWALL(1822-29;45x5;Black,Red)(U.C.). 150.00

COTEAU DU LAC

COTEAU DU LAC(1819-29;45x4;Black)(L.C.) 500.00
Detroit*(1792;21x3,MDD;Black)(Ont.) 1500.00
Detroit appeared in Canadian Post Office lists from 1789 to 1796 and in U.S. lists from 1802 on.
DIGBY(I)(1801;21.5x4,YMDD;Black)(N.S.). 500.00

DIGBY 23 FEB 1815

Same(II)(1815;22x5,YMDD;Black)(N.S.) 500.00
DIGB(III)(1822;17x4,YMDD;Black) 500.00
DIGBY.(IV)(1801-24;23x5,YMDD;Black) 500.00

DIGBY·N·S
SHIP LETTER

DIGBY.N.S/SHIP LETTER(1841-57;40x13;Black). 750.00

DRUMMONDVILLE

DRUMMONDVILLE(1822-29;52x4;Black,Red))(L.C.). . . . 1000.00
DUNDAS(I)(1816-20;30x4.5,YMDD 2nd line;Black)(U.C.). 400.00
Same(II)(1819;14x2,YMDD 2nd line;Black). 350.00

DUNDAS

Same(III)(1820;40x5;Black) 350.00

DUNDEE L.C. 28 Sept 1831

DUNDEE LC.(1831;28x3,YD;Black,Red)(L.C.). 750.00
FREDERICTON;N.B.(I)(1797;49x4;Black). 400.00
Same N:B:(II)(1799;57x4,YMDD;Black). 400.00
Same NB:(III)(1799;60x4,YMDD below;Black). 400.00

FREDERICTON NB
JUNE 7 1802

Same NB(IV)(1800-08;50x4,YMDD below;Black) 400.00
Same.N;B(V)(1809;56x5,YMDD below;Black). 400.00
FRED,N:,N:B(VI)(1810-16;25x5,YMDD below;Black). . . .400.00
FREDE,N;N.B(VII)(1812-16;28x4.5,YMDD below;Black) . .400.00

GANANOQUE

GANANOQUE(1822-29;57x4;Black,Reddish brown)(U.C.) . .350.00
HALIFAX.N.S.(I)(1786-94;box 35x4.5,YMDD below;Black).750.00
HALIFAX(II)(1787;32x5,MDD;Black). 750.00

Halifax N·S
De r 17 95

Halifax N.S(III)(1794-96;box 27.5x6,YMDD below; Black). 750.00
HALIFAX/SHIP LRE(II)(1794-99;42x14;Magenta,Black) . .600.00
HALIFAX N.S.(IV)(1797;DL box 25x3.5,YMDD below; Black). . . . . ---

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

HALIFAX N.S.
Nov.13 -1797-

HALIFAX,N.S(V)(1797-99;box 29x3.5,YMDD below;Black) .600.00
HALIFAX N.S(VI)(1798-99;box 26x3.5,YMDD below;Black).600.00
HALIFAX(VII,IX,X))(1799,1801-03;35x5,MDD or YMDD below;Black). 125.00
Same(VIII)(1800;33x5,YMDD below;Black) 125.00
Same(XI)(1803-12;34x4,MDD below;Black) 100.00

SHIP LETTER
HALIFAX N.S.
4MY 1844

SHIP LETTER/HALIFAX.N.S.(V)(1844-57;box 24x20,YMDD third line;Black) 300.00
HALIFAX NS/SHIP LETTER(VI)(1864-71;41x16,YMDD second; line;Black) 375.00

HATLEY

HATLEY(1822;29x5;Black)(L.C.) 500.00
HAWKESB'Y(Hawkesbury)(1823;49x5;Black)(U.C.). . . . . ---
HORTON(--;--;Black)(N.S.) Recorded in archives only . ---

HOUGHTON 1843

HOUGHTON(1843;26x3,YD;Black)(U.C.). 600.00
KINGSTON(I)(1796;--,MDD;Black)(U.C.). 1500.00

KINGSTON
12DEC14

Same(II-V)(1800-30;36-8x4-5,MDD or YMDD below; Black,Red). 75.00

LANCASTER

LANCASTER(1819-29;40-44x4;Black)(U.C.). 300.00

LAPRAIRIE
March 2nd 1821

LAPRAIRIE.(1820-29;25x3;Black,Red)(L.C.). 250.00
L'ASSOMPTION(1822-26;52x4;Black)(L.C.). . . . . ---

LIVERPOOL,NB

LIVERPOOL*NB(1825;41x5;PAID(C);Black,Red))(N.B.). . 1000.00
LIVERPOOL NS/SHIP LETTER(II)(1841-73;38x12;Black, Red)(N.S.). 750.00

MATILDA

MATILDA(1820-21;38x4;Red,Black))(U.C.). 500.00

MIRAMICHI N.B
SHIP LETTER

MIRAMICH.I.N.B/SHIP LETTER(1841-69;39x12;Black,Red) .750.00
M:2:16.(1774;9x7,MDD;Black) 2000.00

M.2:16.

M.2:16(II)(1774;8x6;Red). 2000.00
MONTREAL(I)(1774;27x3,MDD;Black). 1000.00

MONTREAL.PAID.

MONTREAL,PAID.(III)(1777;28x3;Black). 750.00
Montreal(V-VI)(1784-88;32x5,MDD below;Black). 150.00
MONTREAL(IV,VII-XII))(1774-1802;40x4,MDD or YMDD; Black). 100.00
Same(XIII-XIV))(1802-28;37x4,MDD or YMDD;Black, Red). 50.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

SHIP-LETTER
NEWFOUNDLAND

SHIP-LETTER/NEWFOUNDLAND(1848-77;38x12;Black) 750.00
Niagara(I)(1792-1817;23.5x4.5,MDD;Black)(U.C.). . . .250.00

NIAGARA Feb. 28

NIAGARA(II)(1793-1802;25x4,MD;Black). 250.00
Note: NIAGARA, NIAG.A., NIAG.(1801-13;Black) are New York State markings.

PERTH

PERTH(1820-29;31x4;Black,Red))(U.C.). 125.00
Petite Nation(1843;36x4.5,YMDD;Black)(L.C.) 600.00

PICTOU

PICTOU(1817-19;21x4;Black)(N.S.). 750.00
PORT TALBOT(1820-28;26x3,YD below;Black)(U.C.). . . .500.00
PRESCOTT(1819;37x4;Black)(U.C.) 750.00

Prince Edward Island
SHIP LETTER

Prince Edward Island/SHIP LETTER(1843;39x13;Black) (P.E.I.). 1500.00
QUEBEC(I)(1782-96;35x5,CD;Black)(L.C.). 400.00

QUEBEC
1801 FEB 19

Same(II-IV)(1799-1808;34-5x4,YMDD below;Black) . .100.00
QUEENSTON(I)(1817-18;42x5,YMDD below;Black)(U.C.) . .250.00

Queenston
5,July,1821

Queenston(II)(1821;30x3;Red)(U.C.). 175.00
Same,U.C.(III)(1828;--;Black). 250.00

RICHIBUCTO
25 Sept/30

RICHIBUCTO(I)(1826-31;44x5;Black)(N.B.) 500.00
Same P.O.(II)(1828;--;--). . . . . ---
RICHIBUCTO N.B/SHIP LETTER(1841-48;40x13;Black) . . .750.00

ST ANDREWS
NEW BRUNSWK

ST ANDREWS/NEW BRUNSWICK("T"&"K"high)(1827-34;37x14; Red,Black). 125.00

ST ANDREWS N.B
SHIP LETTER

ST.ANDREWS N.B/SHIP LETTER(1853;40x13;Blue) 750.00

ST CATHERINES

ST.CATHERINES("T"high)(1819;56x4;Black)(U.C.. . . . .400.00

ST DENIS

ST.DENIS.("T"high)(1828;29x4;Black)(L.C.) 750.00

CITY St JOHN
N. BRUNSWICK

CITY St.IOHN/N.BRUNSWICK("t"high)(I)(1785-86;rough box 58x17;Black)(N.B.). 2000.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

ST.JOHN N:B("T"high)(II)(1792-95;44x5,YMDD;Black) . .250.00
St.John,N.B.(III)(1795-1820;56x6,YMDD;Black). 250.00

St. John, N*B*
Sept.r.3.1803

St.John,N*B*(IV-V)(1795-1820;55-8x5-7,YMDD;Black) . .250.00
St.John,N.B.(VI)(1801-04;56-7x6-7,YMDD below;Black) .250.00
St John NB(VII)(1814-15;45x5;Black) 250.00
ST.JOHN.N.B.("T"high)(VIII)(1821-27;46x4;Black) . . .175.00
ST.JOHNS N.B("T"high)(IX-X)(1827-28;46x4;Black) . . .150.00

ST JOHN N B
SHIP LETTER

ST.JOHN.N.B/SHIP LETTER("T"high)(IV)(1843-70's;32x13;
Black). 300.00

StJohns,
NFLd.

St Iohns,/NFLd.(1827;--;Black). 3000.00

S.Bt.Frontenac

S.Bt.Frontenac(Lake Ontario ship marking)(1818;
42.5x5;Black) 2500.00

SANDWICH
21DEC1809

SANDWICH(I)(1804-07;37x4,YMDD below;Black)(U.C.). . .250.00
Same(II)(1816;38x4.5,MD;Black) 200.00

SHERBROOKE

SHERBROOKE(1826-29;48x4;Black)(L.C.). 300.00

SHELBURNE N S
SHIP LETTER

SHELBURNE.N.S/SHIP LETTER(1841-71;40x13;Black). . . .750.00
SHIPTON(II)(1820-29;32x4;Black)(L.C.) 450.00

SHIPTON C.E.

SHIPTON C.E.(I)(1828;40x4;Black)(L.C.). . . . . ---

STANSTEAD

STANSTEAD(1821-28;44x4;Black)(L.C.) 300.00

SYDNEY C B
SHIP LETTER

SYDNEY.C.B/SHIP LETTER(1841-54;40x13;Black)(N.S.) . .450.00
THREERIVERS(I)(1778-95;50x4.5;Black)(L.C.). 200.00
THREE RIVERS(II)(1781;61x4.5,backstamp;WAY[17x5];
Black). 250.00

* THREE * RIVERS *

*THREE*RIVERS*(III)(1782;44-53x4;Black)(L.C.. . . . .250.00
THREE RIVERS(IV)(1793;53x4;Black) 300.00
THREE.RIVER(V)(1799-1801;50x4.5;Black). 175.00
THREE RIVERS(V-VII)(1802-28;37-40x4,MDD or YMDD
below;Black). 100.00

VITTORIA

VITTORIA(1816-17;36x4;Black)(U.C.). 550.00

WM HENRY

WM HENRY("M"small & high)(1815-16;32x3;Black)(L.C.) .400.00
Note: This is the present day Sorel.

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

WILLIAMSBURG
Dec 20th/822

WILLIAMSBURG(1822;49x4;Black)(U.C.) 600.00
WINDSOR(1815-28;31x4,MDD;Black)(N.S.) 400.00

WINDSOR N S
SHIP LETTER

WINDSOR.N.S/SHIP LETTER(1841-49;40x13;Black). 750.00
WINDSOR C.W(1842-45;26x3,YMDD below;Red)(U.C.). . . .150.00

WOODSTOCK JU 8, 1832

WOODSTOCK(1832;33x3,YMDD;Black)(N.B.) 400.00
YARMOUTH,N.S.(I)(1810-20;21.5x2;Black)(N.S.). 500.00

Yarmouth,
DEC 15
1833

Yarmouth(II)(1824-33;27x4;Black)(N.S.). 350.00
YARMOUTH.N.S/SHIP LETTER(1841-63;40x13;Black,Red) . .750.00

YORK YORK
10FEB1804 OCT30

YORK(I-VIII)(1803-29;25-7x4-5,MD,MDD or YMDD below;
Black,Red)(U.C.). 150.00

CANADA EARLY OVAL POSTMARKS

Many of these were made from common printers type inserted in brass ovals, then available from type supply houses.



SHP LETTER/.ANNAPOLIS.(II)(1841;DO w/crown in center
40x27;Black). 1000.00



BROCKVILLE/U.C.(1829;DO-34x26,YMDD;Red)(Ont.) 200.00
CODVILLE/LANDING(Gothic type)(1864;43x25;Black)(B.C.) ---
COLBORNE/U.C.(Italic type)(1832;DO-34x26;Red)(Ont.) .250.00
GRIMSBY/U.CANADA(1818-19;DO-30x25,MDD;Red,Black)
(Ont.). 300.00
POST OFFICE/GUYSBORO(1841;DO-35x30,MDD;Black)(N.S.) .250.00



Ship Letter/.HALIFAX.(III)(1801-22;DO w/crown in
center 45x30;Black) 175.00
H/N.S.(Halifax)(1845-67;28x20,YMDD;Black)(N.S.) Used
as transit mark on through letters. 25.00
UD.STATES/HALIFAX(1845-66;28x22,YMDD below;Black)
Exchange marking on letters from U.S.S. 75.00
LIVERPOOL-N.S./SHIP LETTER(1824; negative oval with
crown in center,--;--). . . . . ---

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value



.Ship Lre./MONTREAL(I)(1817;DO w/crown in center 39x29;Black,Red). 1000.00



SHIP LETTER/.MONTREAL.(II)(1822-24;oval w/crown in center 33x24;Black) 750.00



STEAMBOAT LETTER./M____/+YD+(Montreal)(I)(1844-50; 38x26;Red). 750.00



POST OFFICE/NANAIMO/VANCOUVER ISLAND.(1865-70;36x21; Red,Blue)(B.C.) 250.00



NEW WESTMINSTER/POST OFFICE/BRITISH COLUMBIA.(1860-75;DO-45x25,MDD;Black)(B.C.). 200.00



NIAGARA/U.CANADA(1817-21;37x27,YMDD;Black,Red)(Ont.).125.00



NIAGARA/PAID/TO NEW-YORK/U.CANADA(1829-53;DO-37x27; Black). 300.00
NIAGARA/UPPER CANADA(1819;DO-34x25,MDD;Black) 150.00



Ship Letter/.QUEBEC.(III)(1801-19;DO w/crown in center 38x29;Black). 200.00
SHIP LETTER/.QUEBEC.(IV)(1815-17;oval w/crown in center 32.5x23;Black). 500.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value



SHIP LETTER/.QUEBEC.(V)(1829-31;oval w/crown in center, 31x22,NOR;Red). 400.00
SHIP LETTER/QUEBEC(VI)(1835-43;oval w/crown in center 30x24;Red). 400.00



STEAMBOAT LETTER./Q____/+YD+(Quebec)(III)(1842-50; 28x26;Red). 150.00
SHIP LETTER./ST.JOHN N.B(III)(1840-41;oval w/crown in center 35x28;Black) 400.00



POST OFFICE/VICTORIA V.I(Royal Arms in center) (1860-70;41x28;Black,Blue)(B.C.). 200.00



POST OFFICE/PAID/VICTORIA VANCOUVER ISLAND.(1859-70; 45x21;Red,Blue,Black) 250.00



VICTORIA V.I./POST/*OFFICE*(1858-65;DLO-40x28;Black).200.00
VITTORIA/LONG POINT(1816;crude woodcut 35x23; Black)(Ont.). 300.00



VITTORIA,LONG POINT/U.CANADA(Caslon type)(1816-18; DO-36x26,YMDD in center;Black)(Ont.). 400.00



WOLFVILLE/NOVA SCOTIA(1868;33x22,MDD;Black)(N.S.) . .100.00

ADDENDA AND CORRIGENDA

VOLUME I

AMERICAN STAMPLESS COVER CATALOG, 1986 EDITION

The listings herein are a compilation of town markings, rate markings, corrections and additions reported to the editors by the users of Volume I of this catalog. With the exception of territorial markings and major rarities, minor revisions to existing listings such as extended years of use, new colors and auxiliary markings, small differences in dimensions, are not included here due to space limitations. This information will be incorporated into the listings appearing in future editions of the catalog.

These Addenda also represent the first step in an effort to list as many "late period" stampless markings as possible. These are defined as markings appearing on stampless covers mailed after January 1, 1856 when prepayment by means of adhesive postage stamps was required, and before July 1, 1873 when the franking privilege was abolished and official stamps and envelopes were introduced, thus bringing an end to stampless covers in the classic period of U.S. postal history.

Late period stampless town markings are found on covers in the following categories:

1. Covers mailed from smaller post offices where adhesive postage stamps were not always available.
2. Covers sent free on post office business. These include those with P.M. franks and those addressed to the P.O. Dept. in Washington.
3. Civil War soldier's letters sent collect.
4. Covers sent free under Congressional franks.
5. Covers sent free on official business to government officials, outside the P.O. Dept.
6. Covers sent free under printed government agent/agency official business imprints.
7. Transatlantic covers sent collect and cross border usages.

It is hoped that a broader recognition of these late period stampless markings will eventually allow the listing of stampless town markings for statehood Nebraska and Nevada as well as Wyoming Territory. The inclusion of the Sitka, Alaska Territory marking in this list does finally bring recognition of the fact that stampless postal markings are known from all 50 geographical areas now comprising states of the Union.

ALABAMA

CIRCLE MARKINGS

BELLEFONTE/ALA(1850;C-32;Black) 35.00



FLORENCE,A.(1824; C-25; MD below; Black) 150.00
MOBILE/ALA(1865-66;C-22;DUE/3[C];Black) 20.00
MONTGOMERY/Ala.(1847;C-30;2[large];Blue) Drop rate. .125.00
Same(1849;2[small];Red) Drop rate. 125.00
SUNNY SIDE/ALA.(1850's;C-32;PAID/3[C];Black). 40.00

MANUSCRIPT MARKINGS

Annawaika	c.1851	75.00
Ball Play	1842	40.00
Blue Pond	1848-55	30.00
Deep Spring	1841	40.00
Clear Creek	1839	35.00
Larkinville	1843	30.00
Macon	---	30.00
McKinley	1851	30.00
Mobile	1825	20.00
Oleander	1843	30.00
Porterville	1854	30.00
Rehoboth	c.1854	30.00
Sandy Ridge	1848	25.00
Sand Rock	1857	35.00
Slatetown	1824	40.00
Warrior Stand	1847	75.00
Winterboro	---	30.00

ALASKA

TERRITORIAL PERIOD

SITKA/ALASKA T.(April 17,1869;C--;Black)* 1500.00

* On envelope with U.S. military imprint "Head Quarters, Sitka, Alaska Territory, OFFICIAL BUSINESS".

ARIZONA

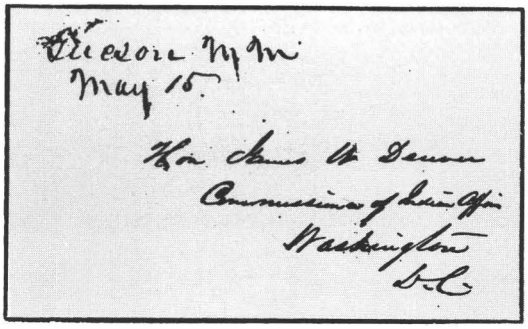
AS NEW MEXICO TERRITORY

Arizona post offices operating under jurisdiction of New Mexico Territory: (add) Arizona (March 17,1858), Casa Blanca (Jan.12,1860), Colorado City (Dec.2,1857), Ft. Buchanan (June 5,1857), Ft. Defiance (April 9,1856), Gila City (Dec. 24,1858), and Maricopa (April 13,1858). On March 17, 1858 the name of the Colorado City post office was changed to Arizona (now Yuma).

Arizona N.M.(Feb.16,1859;Ms;Black)* 1400.00

* With ms "Overland Via St Louis". Sent free to General James W. Denver, Washington, D.C. during his second term as Commissioner of Indian Affairs.

Pima Villages New Mexico(Dec.1,1859;Ms;PAID 3cts[ms]; Black). . . . . ---



Tucson NM(May 15,1857;Ms;Black)*. 3000.00

* This is the earliest known postal marking from what is now the State of Arizona. It is on a cover sent free to General James W. Denver, Washington, D.C. during his first term as Commissioner of Indian Affairs. The first appointed postmaster was Elias Brevoort (Dec.4,1856) who never served as he moved with the dragoons to Calabazas. This marking was applied by Mark Aldrich six months prior to his Washington appointment date as the second postmaster at Tucson.



TUCSON/N.M.(Sept.17,1859;C-31.5;Free[ms];Black) . . 2500.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

ARKANSAS

TERRITORIAL MARKINGS

*Cadron(E)(Dec.9,1822;Ms;--) . . . . . ---
Helena Ar T(Nov.16,1833;Ms;Black) 450.00
Helena Arks(June 3,1836;Ms;Black) 350.00
HEMPSTEAD C.H./Ar.T.(E)(March 21,1835;C-30;FREE,D.T. Witter P.M.[ms frank];Black). 475.00
Izard CH AT(L)(Aug.4,1832;Ms;Black) 500.00
Lewisburgh A.T.(E)(April 6,1834;Ms;Black) 550.00
Pine Bluff(Aug.30,1835;Ms;Black). 200.00
Van Buren A.T.(L)(Aug.21,1835;Ms;Black) 400.00
Vineyard A.T.(E)(Jan.7,1831;Ms;P.M.frank;Black) . . .500.00

STATEHOOD PERIOD

CIRCLE MARKINGS

NAPOLEON/ARK.("R"small)(1858;C--,YD;PAID;Black) Transatlantic use to Italy 80.00

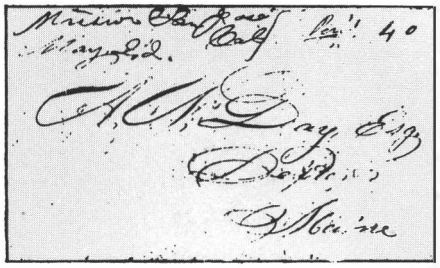
MANUSCRIPT MARKINGS

*Benton	1838	---
Canton	1852	35.00
Core A Fabre	1838	65.00
El Dorado	1847-50	35.00
Florence	1858	35.00
Green Plains	1848	40.00
Kenyon	---	40.00
La Grange	1850's	35.00
Metton	---	40.00
Mill Ridge	1851	40.00
Pettijean	1858	50.00
Red Fork	1852	50.00
St.Francis	c.1850	40.00
Wilmington	1849	40.00

CALIFORNIA

PRE-STATEHOOD PERIOD

GSLC Cal(Great Salt Lake City)(E)(July 11,1850;Ms; 40[ms];Black) 5000.00



Mission San Jose,Cal.(May 22,1850;Ms;Paid 40[ms]; Black). 600.00
Monterey California(April 17,1848;Ms;40[ms];Black). 2000.00
MONTEREY/Cal.(May 2,1850;C-33;40;Red) 300.00
Shasta(June 30,1851) Delete from listing.

STATEHOOD PERIOD

CIRCLE MARKINGS

AGUA FRIA/Cal.(1850's;C--;PAID,10;Red). 100.00
CLARKSVILLE/Cal.(c.1862;C--;Black). 75.00
MORMON ISLAND/Cal.(c.1859;C--;PAID/10[C];Black) . . .150.00
RIO VISTA/CAL.(c.1858-62;C-27;Black). 100.00
SAN FRANCISCO/CAL(1866-68;DC--;Black) unpaid ship covers. 60.00
VALLEJO/Cal. (1855; C-37; PAID; Red). 125.00

MANUSCRIPT MARKINGS

Aurum City	1853	200.00
Bottle Hill	1855	100.00
Culloma AC	1850	250.00
Drayton	1857	75.00
Georgetown	1851	150.00
Grove City	1861	100.00
Jacinto	1860	100.00
La Porte	1861	100.00
Natividad	1859	100.00
Russian River	1857	75.00

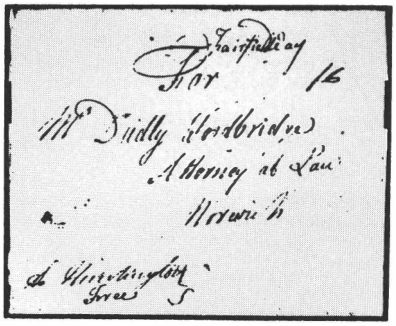
COLORADO

TERRITORIAL PERIOD

(1)COLORADO CITY/C.T.(50)(March 1,c.1865;C-26;pd 3c [ms];Black) 275.00
Georgeto(wn) CT(114)(Dec.20,1867;Ms;Paid[ms];Black) .300.00
GEORGETOWN/COL T.(115)(Jan.8,1868;C-25;Paid[ms]; Black). 300.00

CONNECTICUT

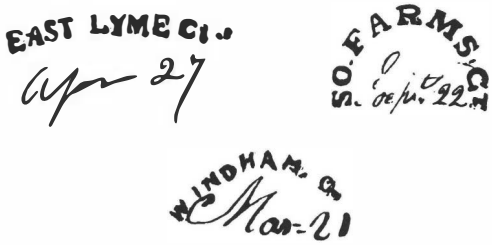
AMERICAN CONGRESS & CONFEDERATION PERIOD



Fairfield(June 20,1776;Ms;Way/6[ms];Black). 1000.00

STATEHOOD PERIOD

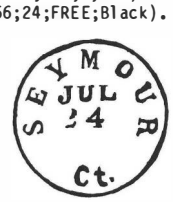
ARC MARKINGS



EAST LYME Ct.(1848;arc 34x3;Red). 200.00
SO. FARMS.CT(1828;arc 33x20;Red). 200.00
WINDHAM, CT ("T"small)(1829; arc 29x3;Black). 150.00

CIRCLE MARKINGS

BRISTOL/CON(1862-63;DC--,YD;Black) Transatlantic use to France & Germany 40.00
BROOKFIELD/CT(1848;27.5,NOR;5;Red). 45.00
HARTFORD/CONN.(c.1866;24;FREE;Black). 15.00



SEYMOUR/Ct.(--;32;Blue) 20.00
WATERBURY/CON(1864;DC--,YD;Black) Transatlantic use to France 40.00
WATERVILLE/CONN(1855;DC-34;PA3ID;Blue). 50.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

MANUSCRIPT MARKINGS

Barton	1842	50.00
Forestville	1842	15.00
Hazardville	1854	15.00
New Britain*	1836	75.00
New Fairfield	1850	25.00
South Voluntown	1840	50.00
Warren	1851	25.00
West Greenwich	1838-40	25.00

* Hand drawn circle.

CORRECTIONS

NW(Norwalk)(E)(Dec.1765;Ms;Red) 1000.00
Same(L)(Aug.1766). 1000.00
Norh(Norwalk)(Nov.20,1773;Ms;Black) 1000.00

DAKOTA

AS NEBRASKA TERRITORY
(Area west of the Missouri River)
May 30, 1854 - March 1, 1861

Dakota post offices established in and operating under jurisdiction of Nebraska Territory: Ft. Randall (Sept.4, 1860).

No stampless covers reported, though a cover with a Feb. 28, 1861 manuscript "Ft.Randall" postmark and 3¢ #26 is known.

AS MINNESOTA TERRITORY

Pembina(L)(May 15,1857;Black) 500.00

DAKOTA TERRITORY

FORT RANDALL/D.T(July 2,1863;C--;Paid 3¢[ms];Black) .300.00
PEMBINA/MIN.(L)(Jan.1,1863;C-24;PAID[box];Black)
Transatlantic use to England. 850.00
PEMBINA/D.T.(1860's;C--;12 cts[ms];Black) 400.00
YANCKTON/DAKA.(1867;C-26;with ms Congressional
frank;Black). 300.00

DELAWARE

CIRCLE MARKINGS

DOVER (D.)(1800;22.5;Black) 90.00

MANUSCRIPT MARKINGS

Chippewa	1840s-50s	50.00
Lewestown	1810,17	125.00
Loveville	1841	60.00
Mermaid	1853-54	25.00

DISTRICT OF COLUMBIA

STRAIGHT LINE MARKINGS



GEORGE TOWN(1790;37x3,MDD;FREE;Black) 500.00

CIRCLE MARKINGS

WASHINGTON D.C./FREE(c.1870-73;C-27;with ms Con-
gressional franks;Black). 35.00
WASHINGTON FREE/D.C.(1872;C--;Naval bureau head frank
[ms];Black) 35.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

FLORIDA

TERRITORIAL MARKINGS



JACKSONVILLE/FLO.(1820;oval 27x22,NOR;Black). 500.00
Madison Fla(Jan.22,1842;Ms;Black) Used to Canada. . .300.00
Mannington(L)(July 19,1842;Ms). 300.00
St.Augustine(E)(Jan.28,1823;Ms;Black) 600.00
TALLAHASSEE/FLOA.("A"high)(E)(May 13,1841;oval
36.5x25,YMDD;Red) 200.00
Same/Flor.(E)(Nov.13,1841;C-30;PAID,FREE,25;Red) . 65.00
(L)(Dec.10,1844;Red) 65.00
Wantons(L)(Jan.30,1833;Ms). . . . . ---
Whitesville Fl.T.(L)(Dec.23,1838;Ms;--) 400.00

STATEHOOD PERIOD

CIRCLE MARKING

ST.JOSEPH/Fl.T.(1845;C-30;PAID;Black) 100.00

MANUSCRIPT MARKINGS

Miccosukie	1847-49	150.00
Miconopy (misspelled)	1850	150.00
St.Augustine	1848	40.00
St Marks	1849-50	100.00
Tampa Bay	1846	75.00

GEORGIA

COLONIAL PERIOD

SAVANNAH

SAVANNAH(1781;SL-53x6;Red-Brown). 3000.00

STATEHOOD PERIOD

ARC MARKINGS



MACON GA(--;arc 19x2,MDD below;5;Black) 75.00

CIRCLE MARKINGS

LOUISVILLE/GEO.(1860;33;Blue) 25.00
REIDSVILLE/Ga.(--;30;Red) 35.00

MANUSCRIPT MARKINGS

Alexander	1819	25.00
Bainbridge	1845	25.00
Berzelia	c.1850	40.00
Cave Mountain	1834	30.00
Fairfax	1854	15.00
Fairfield	1806	50.00
Indian Springs	1835	30.00
Madison Springs	1840	60.00
Missionary Station	1840-50's	24.00
Old Court House Bryan Co.	---	---
Pond Fork	1849	35.00
White Plains	1838	25.00

Town Postmark Dates Seen Size Other Canc. Color Value

IDAHO

TERRITORIAL PERIOD



BOISE CITY/IDAHO.(Dec.17,c.1870;C-26;Black) Sent free to Congressman. 400.00
IDAHO CITY/IDA(Aug.1865;C-26;J.R.McBride MC[ms frank];Black) 500.00
Lewiston I.T.(Nov.25,1863;Ms;W.H.Wallace MC[ms frank];Black) 600.00
Ruby City I.T.(L)(Oct.19,1865;Ms;J.R.McBride P.M. [ms frank];Black) 600.00

ILLINOIS

TERRITORIAL PERIOD

Edwards C.H. I.T.(June 1,1817;Ms;E.W.Smith P.M.[ms frank];Black) 1500.00

STATEHOOD PERIOD

STRAIGHT LINE MARKINGS

FREEDOM ILL(1851;SL-26x2;Black) 750.00
Wyoming.Ills("W"large gothic)(1838;25x6;Black). . . .850.00

ARC & FANCY MARKINGS






AN ACCOUNT
OF THE
LANDED ESTATE, HOUSES, AND OTHER PROPERTY OF JUBILEE COLLEGE,
APRIL, 1842.

ROBIN'S NEST, ILL.(1840-42;arc 30x13;FREE,P.M. [italics];Black)* 375.00

* This is a printed marking placed on address sheets at same time that attached circulars were printed for the postmaster, Episcopal Bishop Philander Chase. Unused examples are known.

CIRCLE MARKINGS

ANNA/Ill.(c.1861;C--;Black) free on P.O. business . . 45.00
ASBURY/-ILL-(1853;36;PAID 3[cogged C];Red). 60.00
CAMP POINT/ILL.(1857;C--;PAID;Black). 60.00
CLAY CITY/Ill.(c.1861;C--;Black)free on P.O. business 45.00
COTTAGE HILL/--(1857;C--;Black) 45.00
DEWITT/Ill.(1850's;C-31;PAID/3[C];Black). 35.00
ELGIN/ILL(1861;DC-25;POST OFFICE/BUSINESS/FREE[DO]; Black). 50.00
ERIE/ILL.(1860's;C--;DUE 6 CENTS[SL];Black) 45.00
GRAFTON/ILLINOIS(1840;DC-33;Black). 75.00
LINCOLN/ILL(1861;DC-25,YD;Black) Transatlantic use. . 70.00



LOWER ALTON/ILLINOIS(1832;DC-26-17;Black) 150.00

Town Postmark Dates Seen Size Other Canc. Color Value



NAUVOO/ILL.("NAUVOO"large letters,"ILL."small)(1840; 38;Black)*. 150.00
* - Although listed in Vol.I, this unusual marking is listed again in order to record its size & value increase.
OTTAWA/ILL(1860;C-33;Blue). 40.00
PARIS/ILL(1862;DC-25;Blue) sent free to P.M. 30.00
QUINCY/Ill.(1858;C--,YD;Black) Transatlantic use. . . 60.00
ROCK ISLAND/ILL.(1859;C--,YD;Black) Transatlantic use to Germany. 80.00
WHEATON/Ill.(c.1861;C--;Black)sent free on P.O.B. . . 40.00

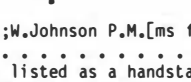
MANUSCRIPT MARKINGS

Bardolph	c.1857	25.00
Bates	c.1862	15.00
Cornelia	1846-49	40.00
Durham	1850's	25.00
Freedonia	---	20.00
Greenfield	1849	40.00
Greenwood	1856	15.00
Gridley	1863	35.00
Hazel Dell	c.1862	15.00
Hickory Creek	1852	25.00
La Prairie Centre	1850's	20.00
*Lasalle	1838	---
Lockport	1839	25.00
Maroa	1863	15.00
Mokena	1856	25.00
Nauvoo	1865	15.00
North Woodstock	---	---
Partridge Point	1837	50.00
*Peru	1837	---
Sarahsville	1845	40.00
Spring Grove	1836	30.00
Toledo	1851	20.00
Vergennes	1857	20.00
Victoria	1853	20.00
West Wheeling	1856	30.00

INDIANA

TERRITORIAL PERIOD

Coryden I.Ty.(April 30,1815;Ms;Red) 1000.00
Madison I.T.(L)(Sept.6,1813;Ms;Black) 750.00
Vincennes(E)(Sept.18,1801;Ms;Black) 2000.00
(E)(July 27,1803;Red). 1000.00
(L)(Aug.24,1803) 700.00



Vin:(Sept.13,1803;Ms;W.Johnson P.M.[ms frank]; Magenta)* 1700.00
* This marking is listed as a handstamped marking in Vol. I, whereas it is in fact a manuscript marking.

STATEHOOD PERIOD

CIRCLE MARKINGS

BRIDGETON/Ind.(c.1861;C--;Black) free on P.O.B. . . . 40.00
CLARKS HILL/IND(1863;C--;Black) on patriotic to Germany. 70.00
CLIFTY/Ind.(c.1860-61;31;Black) 50.00
EVANSVILLE/IND(1862;DC-25;DUE 3;Black). 18.00
GREENSBORO/IND(c.1863;C--;PAID/3;Black) 20.00
MITCHELL/IND.(c.1861;C--;Black) free on P.O.B.. . . . 40.00
NEW LONDON/IND.(--;C-37;PAID/3[C];Black). 30.00
OAKFORD/Ind.(c.1861;C--;Black) free on P.O.B. 40.00
SOUTH BEND/IND.(c.1870;C-24;Schuyler Colfax frank as V.P.;Black) . . . . . ---
WASHINGTON/IND(c.1863;C-24;FREE[box];Black) 20.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

MANUSCRIPT MARKINGS

Anthony	1855	20.00
Bainbridge	1854	25.00
Bath	1848	25.00
Battleground	1851	20.00
Bennington	1854	20.00
Brooksville	1817	100.00
Cadiz	1847	20.00
Camp Morton	c.1862	50.00
Cannelton	1846-50	10.00
Cherubusco	1849	50.00
Clarksburg	1847	25.00
Clinton	---	30.00
Delphi	1842	25.00
Drewersburg	1850	20.00
Gosport	1833	40.00
Hagerstown	1850	20.00
Harlan	1850	20.00
Jay C.H.	1847	25.00
Lagro	1848	25.00
Lafayette	1828	50.00
Middlebury	1845-48	25.00
New Market	1844	40.00
Philomath	1844	50.00
Price	1852	20.00
Prosperity	1865	25.00
Roanoke	1853	20.00
Selma	1861	15.00
Shelbyville	1824	60.00
Sulphur Hill	1847	25.00
Wabash	1847	10.00
Wallace	1839	35.00
Whitley C.H.	1847	25.00

INDIAN TERRITORY

CHEROKEE NATION

CANTONMENT GIBSON/Ar("r"large)(Apr.23,1841;FREE;Blue) 575.00
New late date

CHICKASAW NATION

Fort Washita(L)(Aug.2,1852;Ms;Black) datelined Camp Belknap 500.00

CHOCTAW NATION

Choctaw Agency(L)(Dec.11,1853;Ms;5[ms];Black) 200.00
Doaksville C.N.(E)(Feb.14,1848;Ms;10[ms];Black) 350.00
(L)(Sept.4,1848) 350.00
Eagletown Ark(E)(July 13,1841;Ms;A.Robinson P.M. [ms frank];Black) 450.00
(L)(March 27,1855) 300.00

WHEELOCK. CH. NA.

Nov. 27

WHEELOCK.CH.NA.(E)(Nov.24,1845;SL-42x2;Black) 750.00
(L)(Nov.27,1845) 750.00

CREEK NATION

Creek Agency(L)(Jan.31,1851;Ms;Black) . . . . . ---

IOWA

AS MICHIGAN TERRITORY

Burlington Des Moines Co M.T.(L)(Mar. 17,1836;Ms; Black) 400.00
Fort Des Moines(M.T.)(L)(May 8, 1836;Ms;Black) . . . 900.00

AS WISCONSIN TERRITORY

Burlington W.T.(E)(June 27,1837;Ms;25[ms];Black). . .125.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

TERRITORIAL MARKINGS

(3)Black Hawk I.T. (Nov.30,1838; Ms;6-1/4[Ms];Black) .80.00
(2)BURLINGTON/I.T.(E)(May 12,1839;C-31;Orange) . . . 160.00
(2)Burlington Iowa(Aug.28,1841;Ms; Blue) 40.00
(3)Charleston Iowa (E)(Sept. 4, 1840;Ms; Black). . . .35.00
(3)Comanche I.T.(L)(Oct. 21, 1843; Ms; Black). 40.00
(1)DUBUQUE/WT(E)(As Iowa Terr.)(July 4, 1838; C-30; Black) 350.00
(3)Grandview I.T.(L)(Jan.1,1840; Ms; Black). 65.00
Maquoketa I.T.(L) (Nov. 20, 1845; Ms; Black) 70.00
Millville I.T.(L) (May 2, 1843; Ms; Black) 75.00
(3)Rockingham Iowa(July 21,1840;Ms;J.H. Sullivan P.M. [ms]; Black) 90.00
Rome I T (Aug. 22, 1845; Ms; Black). 150.00
Tipton Iowa (E) (June 11, 1844; Ms; Black) 50.00
West Point Ia (E) (April 8, 1844; Ms; Black) 60.00
West Point Iowa Ty. (May 10, 1846; Ms; Blue) 75.00

STATEHOOD PERIOD

FANCY MARKINGS





-.-LISBON-.-/IOWA(c.1852-55;DLC-33;5cts(DC-22.5); Black). 1000.00

CIRCLE MARKINGS

ATALISSA/IOWA(c.1857;DLC-32;FREE;Black) 50.00
BELMOND/IOA(c.1857;C--;FREE;Black). 30.00
BOONE/IOA.(1871;C-25;Congressional frank[ms];Black) . 25.00
BURLINGTON/Iowa.(1857;C-33;30[C];--) Transatlantic use to Germany. 80.00
CLERMONT/Ioa (1850s; --;--;PAID) 20.00
DES MOINES/IOA.(1871;C-25;Congressional frank[ms]; Black). 25.00
DUBUQUE/IOA(1873;C-26;Congressional frank[ms];Black). 25.00
FORT MADISON/IOA.(1861;DC-25;Blue) Transatlantic use to Germany. 50.00
FRANKVILLE/IOA(c.1863;C-25;Black) unpaid patriotic to Canada 30.00
LYONS/IOA(1873;C-26;Congressional frank[ms];Black). . 25.00
MARSHALLTON/IOA(1861;36;Black). 35.00
MONTANA/IOA.(1870;C-26;Congressional frank[ms];Black) 35.00
MONTICELLO/IOA(1861;C--;Black) On Lincoln campaign cover used to Germany 350.00
PACIFIC CITY/IOA(1860;C--;PAID;Black) 30.00
QUINCY/IOWA(c.1861;C--;P.O.B.[ms];Black) On Lincoln campaign cover. 250.00

MANUSCRIPT MARKINGS

Americus	1850	15.00
Ashland	c.1849	18.00
Bowens Prairie	1850's	25.00
Business Corner	c.1850-51	35.00
Decatur	1849	35.00
Fairfield	---	---
Fort Madison	---	---
Lisbon	1850's	25.00
Monona	1853	25.00
Montezuma	1850's	35.00
Pin Oak	1850's	25.00
Salem	1847	20.00
Sharon	1862	30.00
Sterling	1850's	18.00
Union City	c.1862	25.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

KANSAS

TERRITORIAL PERIOD

Neosho Falls K.T.(Aug.31,1857;Ms;Black) 200.00
OSAWATOMIE/K.T.(L)(May 18,1858;C-35;PAID;Black) . . .250.00
Paola K.T.(L)(March 9,1857;Ms;Black). 250.00
St.Bernard K.T.(July 15,1857;Ms;Black). 400.00

STATEHOOD PERIOD

CIRCLE MARKINGS

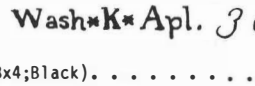
LAWRENCE/KAS.(c.1867;C-24;Congressional frank[ms]; Black). 65.00
TROY/KAN(1863;C--;PAID[box];Black). 100.00

MANUSCRIPT MARKINGS

Marysville	1861	175.00

KENTUCKY

STRAIGHT LINE MARKINGS



Wash*K*(1808;28x4;Black). 250.00

CIRCLE MARKINGS

BARDSTOWN/KY.(c.1862;C--;"Soldiers Letter 3"[ms]; Green). 20.00
BOWLING GREEN/KY(1862;DC-25;Due 3;Blue) 25.00
CAMP NELSON/KY(1864;DC-28-15;Due 3[Ms]; Black) 30.00
COVINGTON/KY(1863;DC--;Due 3;Black) 25.00
DRY RIDGE/KY(c.1862;C-25;FREE;Black). 25.00
LEXINGTON/KY(1862;DC--;DUE 3;Blue). 25.00
LOUISA/Ky(1850's;C--;Black) 30.00
LOUISVILLE/KY.(c.1861;C-30;30[C];Black) used on patriotic to Germany 160.00
Same(c.1862-63;DC-25;DUE/3[C];Blue). 25.00
NEW HAVEN/KY(c.1862;C--;Due 3[ms];Black). 30.00
PADUCAH/KY(1864;DC-29,YD;DUE 3;Black) 20.00
POINT PLEASANT/KY(c.1862;C--;"3 Soldiers Letter"[ms]; Black). 35.00
WINCHESTER/Ky.("y"high)(1836;C-30;Black). 25.00

MANUSCRIPT MARKINGS

Adair C.H.	1815	50.00
Adairsville	1840	40.00
Athens	1849	35.00
Bacon Creek	c.1862	25.00
Benton	1849	35.00
Bethel	1851	20.00
Broadwell	1846	35.00
Catlettsburg	1844	35.00
Cave Spring	1849	50.00
Cedar Springs	c.1862	25.00
Clinton Furnace	1834	75.00
Cornishville	c.1861	25.00
Davisburg	1810	75.00
Dover	1838	25.00
Duncan	1850	25.00
Germantown	c.1846	35.00
Horse Cave	1860	50.00
Lancaster	1806	100.00
London	c.1862	25.00
Long Lick	---	65.00
Mayfield	1844,49	20.00
Rowena	1850	20.00
Volney Station	1861	25.00

LOUISIANA

SPANISH COLONIAL PERIOD

NUEVA/ORLEANS(E)(--,1783;fancy oval 38x28;Red). . . . ---
(L)(March 20,1803;frank of Don Peter Marin, the Spanish Postmaster of New Orleans). . . . . ---

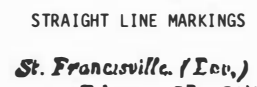
Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

TERRITORIAL PERIOD

*Baton Rouge(Nov.27,1811;Ms;Black). 1000.00
*Bayou Manchac(March 13,1812;Ms;Black). . . . . ---
*County Acadia O.T.(April 8,1812;Ms;Black). . . . . ---
*La Fourche O.T.(April 25,1812;Ms;Black). . . . . ---
Opelousces O.T.(Mar.12,1811;Ms; D.L. Tod PM frank; Black) 550.00
Opelousas O.T.(March 25,1812;Ms;Black). 500.00

STATEHOOD PERIOD

STRAIGHT LINE MARKINGS



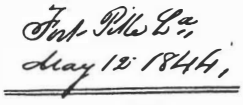
St.Francisville,(Lou.)(1815;39x3,YMDD below;Black). .700.00

CIRCLE MARKINGS

ALEXANDRIA/LA(1848;C-30;Black). 35.00
NEW ORLEANS/LA(1864-65;DC-29,YD;3,DUE/6,FREE;Black) . 25.00
Same(1864;DUE/4[C],Drop Letter[SL--]). 70.00

MANUSCRIPT MARKINGS

Big Cane	1858	50.00



Fort Pike	1844	75.00
Interior Parish	1822	100.00
Livonia	1850's	50.00
Quay	1852	75.00
Rosefield	1852	50.00
St.Helena C.House	1822	50.00
Delete: Laconia	1844	60.00

MAINE

COLONIAL PERIOD

Falmo.(1777;Ms;Black) 4000.00

STATEHOOD PERIOD

STRAIGHT LINE MARKINGS

INDIAN RIVER ME(--;SL--;Brown). . . . . ---

CIRCLE MARKINGS

AUGUSTA/ME.(c.1866;C-25;Congressional frank[ms]; Black). 25.00

MANUSCRIPT MARKINGS

East Limington	1843-51	30.00
Eddington	1803	125.00
Goffstown	1847	25.00
North Blue Hill	1844	25.00
Orington	1803	50.00
Schoodick Falls	1807	75.00

MARYLAND

COLONIAL PERIOD

Ann.[apolis] (1760-61; Ms; Black). 1000.00

CIRCLE MARKINGS

ANNAPOLIS/MD(1863;DC-30;Due 3;Black). 20.00
BALTIMORE/MD.(1864;DC-30,YD;DUE./3[C];Blue) 20.00
Same(1865;DUE 4[C]). 35.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
Same(1867;C-24;Black) Transatlantic use to Rotterdam						35.00
BARRY/Md.(c.1861-63;C--;Congressional frank[ms]; Black)						25.00
CUMBERLAND/Md.(1862;C--;DUE/3[C];Blue)						20.00
OAKLAND/Md(1850's;C-42;Black)						40.00
POINT LOOKOUT/MD(c.1863;DC--;Due 3[oval];Black)						30.00
RIDGEVILLE/Md(c.1862;C--;Due 3 cts[C];Black)						35.00
ROACHVILLE/MD.("D"small)(c.1862;C-32;Black) free on P.O.B.						30.00
ROCK CREEK/-Md-(1851;29;Red)						50.00

MANUSCRIPT MARKINGS

Annapolis	1800,1812-13	65.00
Aquasco Mills	1822	50.00
Baltimore	1790's	50.00
Cambridge	1821	20.00
Chambersburgh	1822	20.00
Churchville	1842-50	15.00
C Town	1798	100.00
Cumberland	1815,33	20.00
C Ville	1819	50.00
Elkton	1801,18,27	55.00
*Finksburg	1842	---
Friends	1835	75.00
Frostburg	1839,46	20.00
Georgetown	1792	40.00
Georgetown Cross Roads	1808	50.00
Geo. X Roads (or Geo T)	1813,38	35.00
Hickory	1842	35.00
Hopewell X Roads	1847	35.00
Hoyesburg	1843	30.00
Jennons Run	1843	15.00
Laytons (Latonsville)	1869	12.00
Libertytown	1812	40.00
Nottingham	1843	15.00
Petersville	1836	25.00
Poplar Town	1829	35.00
Port Deposit	---	---
Port Tobacco	1830-31	20.00
Rising Sun	1849	20.00
Rockville	1831-35	20.00
Rossville	1845-47	25.00
Rowlandsville	1847	20.00
Rustintown	---	15.00
St.Denis	1850's	25.00
St. Martins	1814	30.00
Sams Creek	1840-47	25.00
Shade Mills	1849	35.00
Snow Hill	1832	35.00
Upper Marlborough	1795	150.00
*Waterloo	1824	---
Watkins Tavern	1833	40.00
West River	1846	25.00
Woodstock	1853	15.00
Young Glades	1830	40.00

MASSACHUSETTS

STRAIGHT LINE MARKINGS

CHESTERFIELD MS.(1828; 46x3.5; Black) 200.00

Stockbridge,(italic letters)(1792;24x5,YMDD;Black). 1000.00

OVAL MARKINGS

NANTUCKET,/MASS.(1820-42;33x24; Quaker Date ; Red, Black) 60.00
Same(1830;33x24;Reg. style date;PAID;Red) 60.00
Same(1842;33x24;Green) 75.00
PALMER/MS.(1837;33x27;Black) 50.00

CIRCLE MARKINGS

ANDOVER/MASS.(1855;32;PAID/3[arc];Blue) 30.00
DEDHAM MS(1813;26;Black) 30.00
EAST BRIDGEWATER MS(1843;30;10[attached];Blue) 20.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
EAST GLOUCESTER/MS.(c.1861;C--;Black) sent free on P.O.B.						20.00
EDGARTOWN/Ms.(1839-62;30;PAID;5 [small],10;PAID/3[C]; 5 [lge],Red,Black)						15.00
Same(1850;30;FREE;Blue)						15.00
FELTONVILLE./MS.(--;30;PAID/3cts.[rimless C-23]; Black)						30.00
FOXBORO/MASS(1850's;30;PAID;Black)						10.00



GLENDALE/Ms.(1860;C-36;FREE;Blue) 30.00
HINGHAM MASS(1809;28;Black) 30.00
Same/Ms(1850-54;33;PAID 3,5;Red,Black) 10.00
HOLMES HOLE/MAS.(1820-28;DC-27;Orange,Red). 30.00
Same (1821; DC-27; FREE [scroll]; Red 30.00
Same/Ms.(1842-61;30;PAID;5;Red;Black) 20.00
Same/MASS.(1862; C---;5;Black). 20.00
HOLYOKE Mass/3 Paid(--;C-32;Black). 15.00
IPSWICH/MS(1851-53;30;3/PAID;Red,Black) 15.00



LENOX/MS.(1830;C-24;Black). 60.00
LONGMEADOW/-MASS-(1850;30;5;Red). 15.00
LOWELL/MS(1863;DC--,YD;4;Black) Soldier's letter. . . 35.00
LYNNFIELD/MDD/MASS(3 SL in circle)(1838;28;Red) . . . 40.00
MIDDLEFIELD/MASS.(1845;C--,NOR;Brown) 75.00
MILLBURY/(MS)(1828;irregular C-30;Red). 20.00
NANTUCKET/Ms.(1840-43;30;PAID;Green). 20.00
Same(1846-54;30;PAID;5;10;Red,Blue) 15.00
Same(1851;30;PAID/3[C];Black) 15.00
Same/MASS(1850s;32;PAID/3[C];Red,Black) 15.00
Same MASS/3 PAID(1853-54;32;Red,Black). 7.50
Same MASS/5(1852;32;Black). 10.00
NO.ABINGTON/MASS.(1850's;DC-32;Black) 15.00
NORTH CHELSEA./MS.(1846; --; Red). 30.00
QUINCY/MA(1839;C-30;FREE;Black) 20.00
SANDY BAY./MS.("MS"in center)(1825-27;26,NOR;PAID; Red). 40.00
SOUTH ORANGE MS(1817;--;--) . . . . . ---
TAUNTON MS.(c.1861-62;C-32;FREE[box];Black) 10.00
WASHINGTON/MASS.(1854;30;PAID/3[C];Black) 30.00

MANUSCRIPT MARKINGS

Barns(table)	1802	10.00
Berkshire	1819	40.00
Boyleston Centre	---	---
Chilmark	1829-55	30.00/75.00
Coleraine	1847	15.00
Dighton	1846	15.00
Edgartown	1799,1822-37	50.00/15.00
Edgarton(misspelled)	1809-14	25.00/15.00
Falmouth	1812	12.00
Falm(outh)	1827	12.00
(Holmes Hole)(w/o town)	1812	20.00
Holmes Hole	1814-40	20.00/10.00
Marblehead	1807	50.00
Mirickville	c.1849	30.00
Nant(ucket)	1812-13	20.00
N.Hampton	1802	15.00
West Tisbury	1841-51	40.00/20.00
West Winfield	1841	15.00
Wms. Town	1822	20.00
Woods Hole	1829-34	15.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

MICHIGAN

AS INDIANA TERRITORY

Det(Detroit)(L)(Feb.10,1805;Ms;Black) 1000.00

TERRITORIAL PERIOD

Andover Mic.T(July 11,1836;Ms;Black). 80.00
Ann Arbor(E)(April 5,1832;Ms;Black) 60.00
Ann Arbor Mich(Aug.2,1836;Ms;Red) 75.00
Bay Settlement MT(E)(April 18,1833;Ms;Solomon Henry P.M.[ms frank];Black) 150.00
(L)(Feb.15,1835) 120.00
(2)Burlington,Des Moines Co. M.T.(L)Mar.17,1836;Ms; Black) 400.00
Desmond M.T.(E)(Jan.30,1834;Ms;Black) 140.00
Detroit(E)(after American reoccupation)(Sept.31, 1813;Black) . . . . . ---
Erie M.T.(L)(April 24,1836;Ms;Red). 80.00
Flint River Mich(July 18,1836;Ms;Red) 90.00
(2)Fort Des Moines(MT)(May 8, 1836; Ms;Black). . . . 900.00
(1)Gibraltar W.T.(May 25,1836;Ms;Black) 250.00
Grass Lake Mi(Nov.1,1836;Ms;D.Walker P.M.[ms frank]; Black). 85.00
Jacksonopolis Mic(Nov.30,1836;Ms;Black) 90.00
Kalamazoo Mich.(E)(Dec.1,1836;Ms;Black) 75.00
MONROE/Mic T.(L)(Oct.4,1836;C-30;Black) 85.00
*(1)Prairie D Chen(June 11,1824;Ms;On public service J Snelling Col 5th Inf;Black) datelined Ft St Anthony . . . . . ---
St.Clair M.(Jan.12,1837;Ms;Red) 50.00
Scio Mich(L)(Sept.23,1836;Ms;Red) 75.00
TECUMSEH/Mic.T.(L)(Jan.2,1836;C-30;Red) 50.00
Washington M.T.(L)(May 30,1836;Ms;Black). 110.00

STATEHOOD PERIOD

STRAIGHT LINE MARKINGS



ALMONT LAPEER CO.MICH./N.B.Late BRISTOL.("N.B.Late" script letters)(1846;SL--,MDD;10;Black) . . . 1000.00

CIRCLE MARKINGS

DAYTON/Mich.(c.1861;C--;Black) free on P.O.B. 40.00



DETROIT/PAID/Mich.("PAID"in center)(1853;30;2[C]; Black). 150.00





JONESVILLE/Mich(1839-50's;30;PAID/CIII[fancy C];Red, Blue) 45.00
Same(1840;30;PAID;Green) 60.00
Same(1850's;30;P/A/I/D/3]fancy];Blue). 75.00
Same/MICH.(1851-53;32;PAID 3;Blue,Black) 25.00
MATTAWAN/MICH(c.1862;C--;FREE[oval];Black). 50.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

MANUSCRIPT MARKINGS

Berville	c.1861	20.00
Kenzura	1850's	25.00
Morley	1841	25.00
N West Mines	1851	50.00
Pine Run	1852	35.00

MINNESOTA

AS WISCONSIN TERRITORY - 2nd Period

Stillwater W.T. (L)(Nov.2,1847;Ms; 10[ms];Black) . . 250.00

TERRITORIAL PERIOD

Brownsville M.T.(Oct.2,1854;Ms;paid 3[ms];Black). . .200.00
Elk River MT(Nov.16,1855;Ms;Black). 200.00
Hastings Minn(1855;Ms;Black). 150.00
(2)Pembina(L,Minn.Terr.)(May 15,1857;Ms;Black). . . .500.00
ST.PAUL/MIN.TER.(Sept.28,--;DC--;FREE;Black). 150.00
St.Paul M.T. (L)(Aug. 9,1849; Ms; 10[ms]; Black) . . 200.00
Taylors Falls Minn.(July 16, 1851;Ms; 5[ms]; Black . 250.00

STATEHOOD PERIOD

CIRCLE MARKINGS

FORT SNELLING/MIN(1860's;DC-26,YD;FREE;Black) 40.00
HASTINGS/MIN(c.1864;DC-29,YD;Congressional frank; Black). 60.00
LAKE CITY/MIN(1862;C-23;10;Black) use to Canada . . . 60.00
RED WING/MIN(1866;DC-25;Black). 30.00
SAINT PAUL/M.T.(1858;C-31.5; YD; FREE; Black). 40.00
WASIOJA/MINNESOTA.(1870;31,YMDD;Due 3[oval],POST OFFICE/FREE/BUSINESS[DO];Black) 100.00
WINNEBAGO CITY/MIN.(1862;C--;Blue). 75.00
WINONA/MINN.(1871;C-26;Congressional frank;Black) . . 50.00

MANUSCRIPT MARKINGS

Belle Creek	1860	80.00
Big Lake	1862	80.00
Canfield	1862	60.00
Orlando	1861	60.00

MISSISSIPPI

TERRITORIAL PERIOD

NATCHEZ*(or without"*")(1805-09;SL-34.5x4.5,MDD; Black). 750.00
Same(Nov.13,1807;J.Henderson P.M.[ms frank]) . . .750.00
(1)St.Stephens MT(E)(May 29,1809;Ms;Black). 600.00

CIRCLE MARKINGS

VICKSBURG/MISS.(1863;DC-26;Due 3;Black) 15.00
Same(1863;Due 10¢[ms]) used to Canada. 25.00

MISSOURI

MISSOURI TERRITORY



ST.GENEVIEVE/MIS.OURI("Missouri" misspelled)(July 3,1818; oval 37.5x25.5;Black) 950.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

FANCY MARKINGS



FAR WEST MO(1839;arc 33x21;FREE;Red,Black)* 850.00
* - Although listed in Vol.I this rare marking is listed again in order to include the color red.

CIRCLE MARKINGS

DADEVILLE/MO.(1857;32;PAID;Black) 50.00
EDINA/Mo.(1850's;C-33;Black). 60.00
FAYETTEVILLE/MO(1862;C--;Paid 15 Cents[ms];Black)
Transatlantic use to France 80.00
GALLATIN/MO(1872;C--,YD;Free[ms];Black) 35.00
MACON CITY/MO(c.1857;C-25;Black). 45.00
OSEOLA/MO(1861;C-26;FREE[box],Congressional frank[ms];
Black). 85.00
SAINT JOSEPH/MO(1861;DC-26;Due 3[ms];Green) 60.00
ST-LOUIS (1852; C-31; 20; PAID/PART[sl]; Black,
Trans Atlantic use to Switzerland). 70.00
SMITH CITY/Mo.(c.1862;C--;Paid 3[ms];Blue). 40.00

MANUSCRIPT MARKINGS

Buckeyetown	1850	15.00
De Soto	1863	35.00
Madisonville	1851	40.00
Platte	1838	40.00
Prairieville	1850	25.00
Rock Run	1845	40.00
Saline Ralls Co.	1843	45.00
Shotwell	1862	35.00
Waynesville	1839	40.00

The "Missouri Country"

Cant Leavenworth Mo(E)(Aug.12,1831;Ms;Black). 750.00

MONTANA

TERRITORIAL PERIOD

BOZEMAN/MONT.(Oct.--,c.1871-72;C--;free[ms];Black). .300.00

NEBRASKA

TERRITORIAL PERIOD

(1)FORT KEARNEY/N.T.(L)(Oct.17,1864;C-26;Black) . . .600.00
OMAHA CITY/NEB(E)(Jan.12,1863;DC-26,YD;FREE:Black) . 200.00
Same (L)(Oct.15,1864)*. 200.00

* On envelope with U.S. military imprint "Ordnance Department, OFFICIAL BUSINESS", signed by Brig. Gen. A.B. Dyer, Chief of Ordnance.

Syracuse N.T.(Nov.21,c.1861;Ms;FREE[box],R.C.Thompson
P.M.[ms frank];Black) 550.00

NEVADA

AS UTAH TERRITORY

Nevada post offices operating under the jurisdiction of Utah Territory: (add) Fort Churchill (1860) and Careys Mills (1858).

NEW HAMPSHIRE

COLONIAL PERIOD

Pescqt("t"high)(Feb.21,1743;Ms;Black) 2500.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

STATEHOOD PERIOD

STRAIGHT LINE MARKINGS



Walpole(1802;SL-22x10,MDD below;Black). 750.00

OVAL MARKINGS

NEW IPSWICH/N.H.(1837;--;Black) 100.00
SUTTON VILL./N.H.(1826;27x25,NOR;Black) 75.00

CIRCLE MARKINGS

ALSTEAD/N.H.(1850's;C-26;FREE;Black). 25.00
CONCORD/N.H.(1862-66;DC-26;FREE;Black). 20.00



DUNBARTON./N.H.(1826;29,NOR;FREE;--). 50.00
HOLDERNESS/N.H.(--;25,NOR;Black). 35.00
KEENE/N.H.(1863;DC-26;P.O.BUSINESS/FREE[framed arc];
Blue) 85.00
MILTON/N.H.(1850's;C--;PAID 3[C];Red) 30.00



NORTH CHARLESTON/N.H.(--;29,NOR;5;Blue) 150.00
RYE/N.H.(1855;C-30;PAID/3[C];Black. 35.00

MANUSCRIPT MARKINGS

Atkinson	1855	15.00
Auburn	1850	10.00
Barnstead	1824	35.00
Bennington	---	15.00
Bethlehem	1832	30.00
Brentwood	1837	15.00
Centre Harbor	---	15.00
*Claremont	1826	---
Concord	1800-15,1825	60.00/40.00
Contoocook	1851	10.00
Contoocotville	---	---
Cornish Flats	1811	15.00
Danbury	1847	15.00
Derry Depot	1855	20.00
Dublin	1810,45,53	40.00/20.00
East Chester	---	---
East Haverhill	1845,53	20.00
East Landaff	1859	75.00
*E(ast) Washington	1849	---
*East Wilton	1841-49	---
Effingham	1839-42	20.00
Ellsworth	1818	20.00
Enfield	--	15.00
*Farmington	1829	---
Fessenden Mills	---	45.00
Franconia	1837	15.00
*Francestown	1840-49	---
Franklin	1832-40,1852	15.00
Freedom	1850's	30.00
Gilford	1834	30.00
Gilmanton I. Works	1847	30.00
*Goffstown	1830	---
Goshen	1838	30.00
Greenland	1850	20.00
Hampstead	1825-39	15.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
Hampton			1846-47			20.00
Hampton Falls			1848			10.00
Haverhill			1821-22			15.00
Hooksett			1840			15.00
Keene			1824,1829			40.00
Langdon			1834-39			35.00
Lisbon			1845			15.00
Loudon Centre			---			35.00
Mason			1833			15.00
Melvin Village			1850's			30.00
Meredith Village			1846			15.00
Meriden			1845			10.00
Mt.Vernon			---			15.00
Mount Washington			---			10.00
Newton Depot			---			15.00
Northfield			1821			50.00
Ossipee			1848,1857			15.00
Papermill Village			1834			35.00
Pelham			1838			10.00
Piermont			---			15.00
Pittsfield			1837			30.00
Plaistow			---			15.00
Portsmouth			1829			20.00
Raymond			1841,49			25.00
Rochester			1820-39			30.00
Salem			1847			10.00
*Sanbornton			1849			---
Sandwich			1820,1839			30.00
Shelburne			1838			30.00
Stark			1851-52			25.00
Stewartstown			1842-47			20.00
Stoddard			1840			30.00
Sutton Village			1825-26			40.00
Unity			1841-42			20.00
Wakefield			1849			15.00
*Wentworth			1848			---
Westchester			1840-43			20.00
West Claremont			1817-42			30.00
West Shelburne			1849			100.00
West Stewartstown			1840			10.00
White Mountains			1831-35			40.00
Winchester			1841-50's			10.00
Woodstock			1846			20.00

NEW JERSEY

BRITISH COLONIAL PERIOD

Burlington(Aug.1774;Ms;Magenta) 400.00

STATEHOOD PERIOD

CIRCLE MARKINGS





ALLENTOWN/N.J.(1850;35;Blue,Red). 25.00
Same(1850;30;Black). 25.00
FLORENCE/N.J.(1860's;C-25;PAID/3[C],PAID/5[C],DUE/3 [C];Black). 30.00
MAURICETOWN/N.J.(1853;C--;5[C];Black) 30.00
SHARPTOWN/N.J.(--;--;FREE;Black). 40.00

MANUSCRIPT MARKINGS

Daretown	c.1862	30.00
Delaware Station	1862	30.00
Hancock Bridge	1855	30.00
Jacobstown	1851	20.00
Pine Brook	1847	20.00
Port Amboy	1801	---
Rio Grande, Cape May (Co.)	c.1862	50.00
Summit Bridge	1847	25.00
Waterloo	1850	20.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

NEW MEXICO

TERRITORIAL PERIOD

ALBUQUERQUE/N.M.(L)(Dec.13,c.1864;C-33;PAID[C-21],3ct [ms],Due 6¢[ms];Black). 350.00
(1)Arizona N.M.(Feb.16,1859;Ms;Black) "Overland Via St Louis" to Gen. James W. Denver, Wash.,D.C.. . 1400.00
FERNANDO DE TAOS,N.M.(L)(Feb.22,1864;C-25;paid[ms]; Black) used to Canada 500.00
Fort Union(L)(Sept.3,1852;Ms;Black) 950.00
FORT UNION/NEW MEX.(--;C-29;Due 3;Blue) 700.00
FORT UNION/NEW MEXICO(L)(Sept.1866;DLC-28;Pd 30[ms]; Black). 350.00
Las Cruces N.M.(E)(March 26,1864;Ms;Black) Letter from Arizona 1500.00
(L)(May 14,1864;Ms;Black) Letter from Ft.Whipple 1500.00
MESILLA/N.M.(E)(Nov.3,1861;C-25;Due 10[ms];Black)* 10000.00
* - Carried out by first C.S.A. contract mail from this, the westernmost post office of the Confederacy.
(1)Pima Villages New Mexico(Dec.1,1859;Ms;PAID 3cts [ms];Black) . . . . . ---
SANTA FE/N.M.(E)(Aug.31,1864;DC-28;Black) 275.00
Tecolote,N.M.(Oct.25,1852;Ms;5[ms];Black) 750.00
(1)Tucson NM(May 15,1857;Ms;Black). 3000.00
(1)TUCSON/N.M.(Sept.17,1859;C-31.5;Free[ms];Black). 2500.00

NEW YORK

STRAIGHT LINE MARKINGS

albany(1799;SL-20x4.5,MDD;Black). 125.00
HENRIETTA N.Y.(1830;SL-40x3;MDD;Black). 125.00
RANDOLPH CENTRE, N.Y.(1852;SL-57x3;PAID/3;Black) . . 115.00
Waterford, N.Y.(1810;SL-32x3;MDD;Black). 125.00

ARC MARKINGS



HUNTINGTON("NY"in ms)(1826;arc 29x14,line below;Red).250.00
SMITHTOWN,N.Y.(1825;arc 30x23,line below;Red) 75.00

CIRCLE MARKINGS

ADDISON/N.Y.(1857;C-30,YD;FREE;Black) 10.00
ALBANY/N.Y.(1865;DC-26,YD;Congressional frank;Black). 15.00
BABYLON./N-Y(1850;C-32;5,10;Red). 15.00
BALLSTON/NY(1864;DC--;OFFICIAL BUSINESS.POSTMASTER [printed]; Black). 20.00
BATH/N.Y.(1858;C-32,YD;FREE;Black). 10.00
BERGEN/N.Y.(1850s;--;PAID; 3[c]; Black). 15.00
BERLIN/N.Y.(1850's;C--;Green) 20.00
BRONXVILLE/N.Y.(1861;--;--) 15.00
BUFFALO/N.Y.(1861-64;C-32,YD;FREE;Black). 10.00
BURLINGTON/N.Y.(c.1861;C--;FREE;Black). 10.00
CANANDAIGUA/N.Y.(1860;DC-26,YD;PAID;Black) Drop use . 15.00



CANTERBURY/*N.Y.*(1822;negative DLDC-38;Black). . . .275.00
CORNING/N.Y.(1861;C--,YD;Congressional frank;Black) . 15.00
CORTLAND VILLAGE/N.Y.(1860;C-33,YD;Congressional frank;Black). 15.00
DUNKIRK/N.Y.(1861;C--,YD;30[C];Black) Transatlantic use to Germany. 65.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
EAST WARSAW/N.Y.(1857;C-31,YD;FREE;Black)						50.00
ELMIRA/N.Y.(1865;DC-26,YD;Black) Transatlantic use to England.						20.00
ETNA/N.Y.(1859-62;C-31,YD;Black).						10.00
FT.HAMILTON/N.Y.("T"high)(1863;DC-26,YD;Due 3;Black).						10.00
Same(1864;10[ms]) Used to Canada						15.00
FORT SCHUYLER/N.Y.(1863;C-19,YD;Soldiers letter 3[ms]; Black).						40.00
FREDONIA/N.Y.(1859;C-32,YD;10;Black) used to Canada						18.00
GENEVA/N.Y.(1864;DC-29,YD;10;Black) used to Canada.						18.00
HAUPPAUGE/N.Y.(c.1862;C--;ms P.M.frank;Black)						15.00
HORNELLSVILLE/N.Y.(1861;DC-26,YD;POST OFFICE/FREE/ BUSINESS[C-30];Black)						30.00
LAKELAND/PAID/N.Y.(1850's;C-32;Black)						20.00
LITTLE GENESEE/N.Y.(1855;--;PAID/3[C];Black).						50.00
LITTLE VALLEY/N.Y.(1853;29;5;Black)						25.00
MINEOLA/N.Y.(c.1862;C-25;PAID/3[C];Black)						15.00
NEW KINGSTON/N.Y.(1868;C-25,YD;U.S.10cts.[oval]; Black) used to Canada						20.00
OGDENSBURG/N.Y.(1859-63;C-32;FREE[C-22],Congressional frank[ms];Black).						20.00
POTSDAM/N.Y.(1864;DC-28,YD;P.O.BUSINESS FREE[SL-41x5]; Black).						30.00
ROCHESTER/N.Y.(1860-61;DC-26,YD;DROP/1ct.[C-19]; Black).						25.00
RONDOUT/N.Y.(1857;C-32,YD;PAID;Red) Transatlantic use to England.						20.00
SARATOGA SPRINGS/N.Y.(c.1870;C-26;ms frank of President Grant;--).						---
SCHENECTADY/N.Y.(1863;DC-26,YD;FREE;Black).						10.00
SOUTH TRENTON/N.Y.(1853;C-30;PAID;Neg.3 in shield; Black)						50.00
SYRACUSE/N.Y.(1859;C-33,YD;FREE[C-22];Black).						15.00
TROY/N.Y.(1857-58;C-32,YD;Free-Post Office Business [printed];Black).						10.00
Same(1861;DC-26,YD;P.M.frank;Black).						10.00
UTICA/N.Y.(1864;DC-30,YD;FREE[scroll];Black).						12.00
WARSAW/N.Y.(1862;DC-26,YD;Congressional frank;Black).						15.00
WATERTOWN/N.Y.(1862;C-30,YD;Congressional frank; Black).						15.00

MANUSCRIPT MARKINGS

Aaronsburgh	1853-54	30.00
Appling	1850	25.00
Alpine	1850	30.00
Ashland	1849	15.00
Athol	---	10.00
Avoca	1843	10.00
Ballston Springs	1813	25.00
Barre Centre	1840-48	15.00
Bethany	1837-39	10.00
Boonville	1826	10.00
Bronx	1827	75.00
Buffalo Creek	1805	75.00
Burnt Hills	1832	45.00
Burton Centre	1864	10.00
Canan'a	1816	15.00
Canning	1830's	25.00
Cantatoe	1840's	15.00
Caroline Centre	1845	15.00
Casa Daga	1853	25.00
Cedar Swamp	c.1850	15.00
Centre Almond	1827	35.00
Centre Sherman	1850's	15.00
Chaumont	1840	10.00
Chestnut Ridge	1850's	20.00
Clifton Springs	---	10.00
Clinton	1810	50.00
Clinton Corners	1858	20.00
*Clyde	1832	---
Coila	1850's	10.00
Coldenham	1853	15.00
Darien	1833-39	35.00
Dickersonville	1852	30.00
Dunning Street	1817	75.00
East Berne	1850's	15.00
East Evans	1843	15.00
East Hunter	1841	30.00
East Virgil	1848	15.00
Edinburgh	1846	20.00
Egypt	1850's	15.00
Ellicotsville	1825	10.00
Fairview	1842	15.00
Farrell Place	1849	25.00
Fort Ulille	1828	35.00
Frehold	1802	50.00
Gansevoort	1839	30.00
Genesee C.H.	1804	100.00
Gloversville	1845	10.00
Grahamsville	1841	10.00
Groton	1831-37	10.00
Haerleam	1832	25.00
Hamden	---	---
Hickory Swale	1834	40.00
Howlet Hill	1839	20.00
Hugenot	1854	15.00
Hurlbutt Mill	1850's	75.00
Hyde Warren Co.	1848	50.00
Hyde Settlement	1833	30.00
Irvington	1854	30.00
Jacksonville	1807,1836-43	15.00
Jericho Toll Bridge	1812-14	75.00
Jordan	1849	10.00
Kasoag	---	15.00
Via Kattskill Mail	1800	150.00
Knoxville	---	---
Kyserike	---	---
Lagrange	1832	35.00
Lake	1844	20.00
Lebanon	1832	10.00
Madrid	1845	15.00
Mamakating	1826	30.00
Manheim Centre	1855	15.00
Mortsville	1846	10.00
Massena Centre	1831	15.00
Millport	1836	10.00
Moores Forks	1850's	15.00
New Braintree	1830	20.00
New Paltz Landing	1842	20.00
New Windsor	1830	15.00
Nicholville	1833	20.00
North Galway	1830	15.00
North Penfield	1826	25.00
Nunda Valley	1836	30.00
Ovid Village	1817	50.00
Painted Post	1810	20.00
Pamelia	1831-36	30.00
Pamelia 4 Corners	1837	25.00
Pantico	---	25.00
Parishville	1847	---
Pekin	1839	10.00
Poplar Ridge	1842	10.00
Riverside	1842,51	20.00
Rossie (Iron) Works	1820-23	40.00
Rye	1834	10.00
St.Andrews	1824	15.00
Salubria	1840	20.00
Schen'dy	1817	20.00
Seatauket	1825	30.00
Shelby Ellicotts Mills	---	---
Sherwood Corners	1824	10.00
Short Tract	1843	20.00
Siloam	1839-45	15.00
South Hartford	1855	10.00
South Venice	1840	25.00
South Westerlo	1829	20.00
Strykersville	1845	15.00
Sullivan	1812	25.00
Tappan	1824	50.00
Tonawants	1836	35.00
Union Mills	1838	15.00
Union Springs	1835	10.00
U(nion) Valley	1853	15.00
Varick	1847	10.00
Vernal	1848	20.00
Waterport	1849	10.00
Watervale	1849	15.00
Weedsport	1837	10.00
West Bergen	---	15.00
West Chester	1842	15.00
West Mendon	1831	50.00
West Rush	1848	10.00
Wethersfield Spa	1850's	15.00
Wolcott Centre	1862	15.00
Wrights Corners	1840	15.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

NORTH CAROLINA

AMERICAN CONGRESS AND CONFEDERATION PERIOD

WASHINGTON,(Feb.11,1788;SL--,MDD;Black) 1000.00

STRAIGHT LINE POSTMARKS

*WINDSOR: (1810; --;MDD; Black). . . . . ---

CIRCLE MARKINGS

BROWNSVILLE/N.C.(1840's;C--;PAID 10;Blue) 45.00
CHAPEL-HILL/N.C(1846;31;Red). 30.00
*MADISON./NORTH CAROLINA (1839; NOR; Black). . . . . ---
*STATESVILLE/N.C. (1836-41; --; NOR; MDD[C]; Black). . ---

MANUSCRIPT MARKINGS

Bethany Church	1840	50.00
Grassy Creek	1847	30.00
Gravelly Hill	1843	30.00
Grays Creek	1849	30.00
Hubbysville	1840	45.00
Kirkland	1854	35.00
Normal College	1853	60.00
Reed Creek	1857	25.00
Warrenton Springs	1843	25.00
Wind Hill	1843	30.00

OHIO

STRAIGHT LINE MARKINGS

FINLEY.O.

FINLEY.O.(misspelled)(1838;23x3;Black). 500.00

HAMILTON.O

HAMILTON.O(1839;32x3;Black) 200.00

MT EATON.O. AUGT. 18

MT EATON.O.(1831;33x5,MDD;Black). 300.00

MT EATON WAYNE CO
OHIO SEPT

MT EATON WAYNE CO/OHIO(--;--,MDD;--). 300.00

UTICA. O June 25 1836

UTICA.O(ms MDD)1836(1836;24x2;Black). 250.00

STENCIL FANCY MARKINGS





DEERSVILLE/OHIO.(1846-52;C-33;PAID 3[fancy box,5[C];
Blue,Black) 350.00

CIRCLE MARKINGS

ASHLEY/Ohio(1850's;--;PAID/3[C];--) 15.00
BLUFFTON/O.(c.1861;--;Black) sent free on P.O.B.. . . 15.00
CARTHAGE,/O(1850's;37;10[ms];Black) To Canada 45.00
CINCINNATI/O(c.1862;DC-26;DUE 3 cts.;Blue). 20.00
CLEVELAND/O.(1862;--,YD;Due 3;Black). 15.00
Same/O(c.1864;DC--;FREE;Black) 15.00
(CLEVELAND)STATION A/CLEVELAND(1871;--;Congressional
frank[ms];Blue) 20.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

COLUMBUS/O(c.1862;DC--,YD;DUE/3[C];Black) 15.00
Same(c.1865-67;DC--;Congressional frank;Black) . . 20.00
DARR TOWN/O.(c.1861;--;Black) sent free on P.O.B. . . 15.00
EAST FAIRFIELD/Ohio(1853;--;Black). 15.00
FAIRFIELD/OHIO(c.1861;--;PAID/3[C];Black) 15.00
GALLIPOLIS/O.(c.1861;--;3;Black) Transit marking on
soldier's letter from Virginia. 15.00
Same/O(1863;DC--;Due 3;Black). 15.00
GARRETTSVILLE/O(1868;DC--;Congressional frank;Black). 20.00
HARMAR/OHIO.(1854;32;PAID/3[C];Black) 15.00
HIRAM/O(c.1870;C-23;Congressional frank;Black). . . . 20.00
MARIETTA/O(1861;DC-26;DUE 3;Black). 15.00
MIAMIVILLE/O.(c.1862;DLC--;DUE 3;Black) 20.00
OLIVE/O.(c.1861;--;FREE;Blue) 15.00
OLIVE GREEN/O.(c.1862;--;Black) sent free on P.O.B. . 15.00
PIQUA/O(1862;DC--;PAID;Black) 15.00
PLAINFIELD/O(1850's;--;PAID[with 3¢ coin impression];
Green). 200.00
RAVENNA/O(1862;--,YD;DUE 3;Black) 15.00
SANDUSKY/O(1835-52;30;PAID,FREE,PAID/3[arc];Red,Blue,
Blue-green,Black) 10.00
Same(1849-52;30;X[large];Blue) 10.00
Same O./5(1851-57;34;5,10;Blue,Black). 12.00
Same/O.(1851-54;32;5,PAID/3[arc];Red,Blue,Black) . 10.00
Same(1852;34;PAID/3[C];Blue,Black) 10.00
Same(1842;30;FREE;Green) 25.00
Same/O.3 PAID(1850's;30.5;Red) 12.50
SHADEVILLE/O.(1862;--;PAID;Black) 20.00
SO.OLIVE/*O.*(1850's;31;PAID;Red) 20.00
SPRINGFIELD/O(1865;DC-29;Congressional frank;Black) . 20.00
TREMONT/O.(1853;--;PAID;Black) Transatlantic use to
Germany 80.00



WASHINGTON./C.H.O.(1844;27,NOR;--). 30.00
ZOAR/OHIO(1867;--;Due 30[ms];Black;Transatlantic use).75.00

MANUSCRIPT MARKINGS

Alexandria (Scioto Co.)	---	---
Archer	1849	20.00
Big Plain	c.1861	15.00
Black Swamp	1850's	15.00
Calais	1862	15.00
Chesterville (Knox Co.)	1838	20.00
Cornwall Bridge	1841	25.00
Dudley (Hardin Co.)	1837	35.00
Dudley (Noble Co.)	1850's	15.00
East Rochester	1848	15.00
Geneva	1848	15.00
Groveport	1850	15.00
Hagerstown	1845	35.00
Jackstown	1849	25.00
Ludlow (Greene Co.)	1808	50.00
Ludlow (Morgan Co.)	1832	20.00
Montra	1857	15.00
Mulberry Corners	1854	35.00
Oakfield	1852	20.00
Oakland	1840's	15.00
Philanthropy	1828	20.00
St.Clair	---	---
Spring Lake	1845	30.00
Whigville	1859	15.00
Winchester Centre	1848	15.00

OREGON

TERRITORIAL PERIOD

ALBANY/OGN(June 26,c.1855-58;C-31;PAID 6;Black) . . .400.00
(1)Columbia City O.T.(E)(April 19,1851;Ms;Paid 40[ms];
Black). 850.00
La fayette(L)(Aug.2,1854;Ms;Black). 500.00
Portland O.T.(E)(Sept.21,1850;Ms;40[ms];Black). . . 1200.00
PORTLAND/O.T.(L)(Dec.16,1854;C-33;PAID,PAID/6[C];
Black). 350.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

PENNSYLVANIA

STRAIGHT LINE MARKINGS

SOUTH MIDDLETOWN(1830;58x3;Black) 375.00

OVAL MARKINGS

EASTON.Pa(1825;arc 29x3,NOR;PAID;Red) . . . . . ---



HECKTOWN./PENN.(1833;38x24;Red) 225.00

CIRCLE MARKINGS

ATHENS PA.("A"high)(1824;29;Black). 35.00
BLAIN/Pa.(1853;--;PAID/3[C]; Red). 60.00
CHESNUT HILL/Pa.(c.1863;30;DUE 3;Black) Cover imprinted "U.S. Hospital,Chestnut Hill,Penna.Soldier's Letter" 45.00
CHESTER/Pa.(c.1862;31;DUE/3[C];Black) Cover imprinted "U.S.General Hospital,Chester,Pa.SOLDIERS LETTER. 35.00
CONNELLSVILLE.P(1807-46;26;Red) 40.00
GERMANTOWN/Pa.(1862;--;due 3[ms];Black) 25.00
GETTYSBURG P.(1808;28,NOR;Red). 75.00
Same/PA.(1863;DC--,center blank;Due 3;Blue). . . . 60.00
HAMBURG/Pa(1846;27;Black) 15.00
LANCASTER/PA(1862;DC-26;FREE;Black) 15.00
Same/PA.(c.1867;C-27;FREE;Black) 15.00
McALEVYS FORT/PA(c.1862;C-24;P.M.frank[ms];Blue). . . 30.00
MORRISVILLE(1815;30;Red). 50.00
PHILADELPHIA/Pa(1863-65;C-32,YD;Due 3;Black). 15.00
PHILA PA(both"A"s small & high)(1864-65;C-22,YD;FREE, Due 3;Black). 15.00
WILKESBARRE/Pa("a"high)(1832;27,NOR;Black). 25.00
WITTENBURGH/Pa(1855;32;PAID/10[C];Black). 15.00

MANUSCRIPT MARKINGS

Alum Bank,1860's
Andersonburg,1850's
Archibald,1850
Asylum,Bradford Co.,--
Beach Grove,1856
Beach Haven,1855
Belknap,1860
Big Bend,1845
Black Lick,1851
Bloomsburg,1841
Brighton,1846
Brownsburg,1849
Brush Valley,1848
Buffalo X Roads,1847
Camptown,1846
Chandlerville,1852
Chatham,1830
Chestnut Level,1851
Chewton,1834
Clark,1845-46
Clearfield Bridge,1828
Clifton,1853
Coal,1839
Conyngham,1848-52
Cranberry,1837
Cross Kill Mills,1850
Cussawago,1846
Delaware,1832-55
Delaware Grove,1852
Dills Ferry,1845
Dublin Mills,--
Dunningsville,1859
Earl,--
East Brook,1849
East Herrick,1846
Eaton,1849
Eldersville,1835,1848
Eldredville,1829
Elizabethville,1847
Elk Lake,1845
Falls,Luzerne Co.,1832
Falls,Wyoming Co.,1854
Fallston,1830
Falmouth,1850
Fannettsburg,1849
Florence,1833
Forest Hill,1853
40 Fort,1854
Fostoria,1854
Franklin Corners,1851
Fredericktown,1848
Fremont,1850's
French's Mills,1852
Genesee Forks,1836
Glade Run,1855
Grahamsville,1840
Gratz,--
Greensboro,1840
Greenville,1842
Halifax,1842
Hartstown,1852
Hayesville,1857-59
Hector,1850's
Humphreysville,1861
Jackson Cross Roads,--
Jersey Mills,1856
Lanesborough,1837
Lavansville,1846
Lewisville,1850
Licking Creek,1838
Line Lexington,1855
Linglestown,1854
Lisburn,--
Little Meadows,1854
Logan's Ferry,1858
Lower Chanceford,1849
Lower Mahantango,1849
Macungie,1850
Maiden Creek,1843
Marchand,1853
Marshalls Mills,1819
Merwinsburgh,1848-50's
Mifflinburg,1820
Milltown,1837
Mount Surprise,1852
Muhlenberg,1843
Mummasburgh,1855
Naglesville,1853
Nauvoo,1860
Neffsville,1836
Neshannock Falls,1858
New Bethlehem,1851
New Columbia,1850's
New Garden,1848
New Salem,1854
New Wilmington,1851
North Sewickley,1850's
North Towanda,1860
Oakdale,1859
Octoraro,1852
Old Fort,1847
Orwell,1846
Oxford Church,1861
Penn Line,1853
Penningtonville,1844
Phillipsville,1835
Portersville,1834-50's
Powl's Valley,1855
President Furnace,1847
Rainsburgh,1850
Randolph,1853
Rice's Landing,1850's
Richfield,1840's
Rural Valley,1831-53
Saint Thomas,1843
Schoeneck,1840
2nd Fork,1850's
Sellers Tavern, 1858
Shamokin Dam,--
Sharon,1845-48
Shawnee,1853
Shearer's X Roads,--
Shippen,1855
Shiremantown,1847
Shoemakertown,1860
Shousetown,1853
Silver Spring,1859
Skinners Eddy,1840's
South Asylum,1855
Strabane,1850
Summer Hill,1852
Summerville,1860
Sunville,1851
Sweden,1850's
Tally Cavey,1861
Three Springs,--
Tobehanna,1843
Trapp,1834
Tullytown,1848
Ulysses,1859
Upper Dublin,1837
West Fairfield,1843
Westfield,1851
White's Tannery,1862
Whitely,1850's
Winfield,1860's
Wrightstown,1847

RHODE ISLAND

COLONIAL PERIOD

R 1/2(Sept.17,1744;Ms;--) (datelined from Newport). . ---

AMERICAN CONGRESS & CONFEDERATION PERIOD

PROV.(E)(Nov.3,1775;Ms;Black) 1000.00

STATEHOOD PERIOD

MANUSCRIPT MARKINGS

Centropolis	1850's	50.00
Shamrock	1852	50.00

SOUTH CAROLINA

CIRCLE MARKINGS

BARNWELL C.H./S.C.(1844;30;Red) 40.00
BEAUFORT/S.C.(1862-63;C-26;PAID/3[C]; DUE3; Black). . 35.00
CHARLESTON/S.C.(1865;C-23;DUE/3[C];Black) 35.00
CLINTON/S.C.(1861) Delete, C.S.A. use.
GRANTVILLE/S.C. - Delete, not S.C.
GREENSBORO/S.C. - Delete, actually N.C.
MILWOOD/S.C. - Delete, actually Virginia.
PORT ROYAL/S.C.(1861-62;C-29;PAID;Due 3;Black). . . . 40.00
TIMMONSVILLE/S.C.(1861) Delete, C.S.A. use.
WASHINGTON MILLS/S.C. - Delete, actually N.Y.

MANUSCRIPT MARKINGS

Abbeville	1801	100.00
Barnwell C.H.	1815	150.00
Branchville	1850	30.00
Camden	1793,1809	150.00/80.00
Cartersville (1861) Delete, C.S.A. use.		
Cedar Swamp - Delete, actually N.Y.		
Clio	1855	30.00
Columbia	1793,98,1809	150.00/80.00
Crosbyville	1847	30.00
X (Cross) Keys	1846	40.00
Darlington C.H.	1831	40.00
Ebenezer Academy P.O.	1823	---
Fulton	1837-38,1850's	40.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
Harmony College			1850's			50.00
Ivy Island			c.1850			50.00
King Creek			1810			80.00
Meansville			1818			60.00
Mt. Willing			1842			40.00
Pocotaligo			1855			35.00
Poverty Hill			1841			40.00
Pumpkintown			1850			40.00
Reidville			---			30.00
Society Hill			1824			65.00
Spartanburg			1810			75.00
Willow Grove			1845			40.00
Winnsboro			1832			55.00

TENNESSEE

CIRCLE MARKINGS

ASHLAND CITY/--(--;--;--) . . . . . ---
ATHENS/TEN.(1860;DC--;P.O.BUSINESS/FREE[SL];Black). . 45.00
CHATTANOOGA/TEN(1864;DC-26,YD;DUE/3[C],DUE/6[C];
Black). 20.00
MEMPHIS/TEN(1862-63;DC-25;Due 3;Black). 20.00
MURFREESBORO/TEN(1862;DC-26;Black) soldier's letter . 20.00
NASHVILLE/Ten.(c.1858;C-32,center blank;Blue) Used on
free franked mail 50.00
Same/TEN(1862-64;DC-29;Due 3,DUE/3[C],DUE/6[C];
Blue,Black) 20.00
SPRING HILL/--(--;--;--). . . . . ---

MANUSCRIPT MARKINGS

Coal Creek	1856	30.00
Goodbars	1838	40.00
Hales Mills	1852	30.00
Henrys X Roads	1850	25.00
Laurel Creek	1845	35.00
Lyons Store	1853	30.00
Maple Creek	---	35.00
Meesville	1845	50.00
Moscow	1848	25.00
Mud Creek	1852	35.00
Nutt Bridge	---	---
Oregon	1855	25.00
Parrotsville	1858	20.00
Ridge Port	---	35.00
Statesville	1826	50.00
Valley Town CN	1822-38	400.00

TEXAS

MEXICAN PERIOD

Recd & forwarded by/your Ob Serv/Wm Bryan/N.Orleans/
June 24th/35(1835;Ms;Red) unique. 500.00

REPUBLIC PERIOD

Boonville(1844;Ms;12-1/2;Black) 300.00
Centreville,Tex.(1843;Ms;37-1/2[ms];Black). 250.00
Douglas(1845;Ms;Pd.30;Black). 300.00
Franklin(L)(1845;Ms;Unpaid 80;Black). 250.00
Houston(L)(1845;Ms;Black) 200.00

MATAGORDA
AUGUST 10

MATAGORDA(1839;SL-34x5;Black) 1250.00
Montgomery(E)(1840;Ms;Paid 25;Black). 250.00
Rutersville(1841;Ms;Paid 75;Black). 350.00
Sabine Town(L)(1844;Ms;Black) 200.00
San Antonio(E)(July 26,1845;Ms;J.L.Trueheart P.M.
[ms frank];Black) 350.00
Texana(L)(Aug. 19, 1843;Ms; 75[ms]; Black) 250.00
Victoria(E)(1838;Ms;Paid &1.12-1/2;Black) 350.00
Washington Texas(1837;Ms;Paid 25;Black) 250.00

Forwarded by
WILLIAM BRYAN,
Gen'l Ag't for Texas.

Forwarded by/WILLIAM BRYAN/Ge'nl Ag't for Texas(1836;
SL-35.5x11.5;Black) two recorded. 750.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

STATEHOOD PERIOD

STRAIGHTLINE MARKINGS

BONHAM TEXAS

BONHAM TEXAS(1851;34x2;Black) 350.00

CIRCLE MARKINGS

CASTROVILLE/TEX.(1857;--;Black) 125.00
INDEPENDENCE/TEX.(1853;C--;Brown) 75.00
SABINE PASS/TEX.(late 1850's;--;Black). 125.00

MANUSCRIPT MARKINGS

Alton	1850's	100.00
Athens	1851,66	100.00
Austin	1849	125.00
Bear Creek	1852	125.00
Belton	1853	100.00
Bonham	1849	150.00
Boston	1852-53	125.00
Brazoria	1850	150.00
Brazos Santiago	1847	200.00
Buchanan	1858	100.00
Buffalo	1848	100.00
Chance Prairie	1852	200.00
Cincinnati	1847-50	150.00
Clinton	1852	150.00
Columbus	1846-47	125.00
Dangerfield	1850	100.00
*Fairfield	1852	---
Forman's Hill	---	100.00
Gilmer	1849	150.00
Goliad	1848-52	200.00
Gonzales	1849	150.00
Gum Springs	1852	150.00
Greenville	1849	200.00
Hamilton	1855	100.00
Helena	1850's	150.00
Henderson	1849	125.00
Honey Grove	1849	125.00
Industry	1852	125.00
Jefferson	1849	100.00
Madisonville	1853	150.00
Marion	1851	100.00
Matagorda	1846-49	125.00
Meltons	1849	150.00
Michigan	1846	250.00
Mission Valley	1857	150.00
Morales De Lavaca	1855	150.00
Mt Pleasant	1849	150.00
New Braunfels	1850	125.00
Prices Creek	1854-55	100.00
Refugio	1847	200.00
Richmond	1849	125.00
Rio Grand City	1850	125.00
Round Top	1850	150.00
Sabinetown	1850's	125.00
San Patricio	1856	200.00
Shelbyville	1847	150.00
Sisterdale	1854	125.00
Springfield	1849	125.00
Veals Station	1850's	100.00
Waco Village	1851-52	200.00
Wallings Ferry	1850	200.00
Warren	1848	150.00
Wharton	1848-50	150.00
Wilson's	1850	200.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

UNORGANIZED TERRITORY

Louisiana Purchase Area 1828-61

Fort Leavenworth (Kansas) [22]

Cant Leavenworth Mo(E)(Aug.12,1831;Ms;Black). 750.00

Fort Randall(South Dakota)[23] - Delete this listing. Since this military post office was established on the west bank of the Missouri River (Sept.4, 1860) it fell several hundred feet short of Unorganized Territory on the east side of the river. Instead it operated under the jurisdiction of Nebraska Territory until March 2, 1861 when Dakota Territory was established.

Former Mexican & Joint Occupancy American/British Territory 1847-50

Mission San Jose(California)[68]
Mission San Jose,Cal.(May 22,1850;Ms;Paid 40[ms]; Black). 600.00

Monterey(California)[69]
Monterey California(April 17,1849;Ms;40[ms];Black). 2000.00

Salt Lake(Utah)[76]
GSLC(Great Salt Lake City),Cal(E)(July 11,1850;Ms; 40[ms];Black) 5000.00

UTAH

AS UNORGANIZED TERRITORY

GSLC,Cal(Great Salt Lake City)(E)(July 11,1850;Ms; 40[ms];Black) 5000.00

TERRITORIAL PERIOD

*Brownsville P.O.(E)(July 20,1852;Ms;free[ms];Black). ---
*(L)(Nov.12,1852;free[ms]) . . . . . ---
*Brownsville P.O. U.T.(Sept.18,1852;Ms;free[ms]; Black). . . . . ---
*Brownsville(E)(Sept.20,1852;Ms;free[ms];Black) . . . ---
*(L)(Dec.2,1852;free[ms]). . . . . ---
Parawan(Jan.17,1853;Ms;Black) 450.00

VERMONT

STRAIGHTLINE MARKINGS

MIDLESEX VT

MIDLESEX VT(misspelled)(1846;30x2;Black). 100.00

OVAL MARKINGS

MIDDLEBURY/VT.("T"high)(1810;26x22,NOR;PAID;Black). .100.00
SOUTH STRATFORD./VT.(1836;30x26;--) . . . . . ---

CIRCLE MARKINGS

BARNET/Vt(1858;37;Black). 15.00
DANVILLE VT./3 PAID("T"high)(1854;33;Red) 15.00



DERBY LINE Vt.(1838;triple LC-35;Black) 25.00



DORSET/VT.(ornaments)(1850;28.5;5[C];Red) 15.00
E.CLARENDON./VT.(1850's;31.5;Black) 15.00



HARTLAND 4 CORNERS/Vt.(--;DLC-38;Black) 20.00
JOHNSON/VT(1861;25;negative PAID in large 3;Green). . 25.00
PASSUMPSIC/PAID/3Cts.(--;30;Black). 20.00
SHELBURN/VT.("T"high)(--;29;Red). 15.00



WELLS RIVER/vT("v"small)(1842;29,NOR;Black) 35.00

MANUSCRIPT MARKINGS

Burlington Bay	1793	50.00
East Cambridge	---	15.00
Hortonville	1850's	25.00
Milton Centre	1850's	30.00
Moscow	1824	20.00
St.Johnsbury	1834-38	15.00
Shouham	1813	30.00
Somerset	---	15.00
West Danville	1861	25.00
Windsor	1817	25.00

VIRGINIA

COLONIAL PERIOD

FREDERICKSBURG("F"5mm high)(E)(March 1, 1775; SL-50x3, MDD below; Red, Black). 750.00

AMERICAN CONGRESS & CONFEDERATION PERIOD

Fredrkbgh(Nov.8,1775;Ms;Black). 375.00

FREDB'G. July 27:

FREDB'G.(July 27,1788;SL-20x3,MDD;Black). 450.00

STATEHOOD PERIOD

STRAIGHTLINE MARKINGS

Charlotte c h. Aug 16

Charlotte ch.(1813;45x5,MDD;Black). 250.00
SPRINGFIELD VA("A"high)(1852;31x2.5;3/PAID;Black) . .200.00

wmſburg V. Jan 11

wmfbURG V.(long"s")(1807;SL-39x5,MDD;Black) 250.00

CIRCLE MARKINGS

ALEXANDRIA/VA(c.1864;C-24;DUE 3[box];Black) 20.00
Same/VA.(c.1872;C-23;Congressional frank;Black). . 25.00

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value
BRICKLAND/Va(town name letters facing toward outer circle)(1853;--;Black).						50.00



Harrisonburg./VA.(1837;stencil C-25,NOR;Black). . . .						250.00
(1)HARTFORD CITY/MASON CO/VA(1860;C-38,YD;P.M.frank; Black).						100.00
KINSALE/VA.(1835;--;Blue)						40.00
NORFOLK/Va.(c.1863;C-32;Due 3;Blue) Soldier's letter.						30.00
OLD POINT COMFORT/VA.("A"high)(1861-64;C-32;Due 3; Black).						35.00
PORT REPUBLIC/VA.("A"small)(1847;--;5[C];Brown) . . .						35.00
(1)RACOON/Va.(c.1861;--;FREE;Black)						45.00
STEEL'S TAVERN/VA.("A"small)(1850's;31;Black)						50.00
SWEET CHALYBEATE/VA(--;26.5;--)						50.00

MANUSCRIPT MARKINGS

Accoman	1847					15.00
Accotink	1851					15.00
Alma	1854					20.00
Amelia C.H.	1846-51					15.00
Amsterdam	1849					20.00
Applewood	1858					25.00
Aquia(s)	1849-55					15.00
(1)Arden	1850's					15.00
Back Creek Valley	1839-45					20.00
Balcony Falls	1839-51					15.00
Barhamsville	1841					15.00
*Barnes Tavr (Tavern)	1820					---
Beaver Dam Depot	1846					20.00
(1)Beddington	1839					15.00
*Bellona Arsenal	1822-24					---
Belmont	1844-45,1853					20.00
Bennett's Store	1836					20.00
Bickley's Mills	1836-54					15.00
Black Water	1850's					15.00
Bowlers	1813					50.00
Boyd's Tavern	1842					20.00
(1)Bradonsville	1839					15.00
Brickland	1839					25.00
*(1)Bridgeport	1833					---
Bridgewater	1843					15.00
Bristoe Station	1852					15.00
(1)Brooke C.H.	1801					90.00
Buchanan	1849					100.00
(1)Buckhannon	1849					15.00
B(uena) V(ista) Furnace	1858					25.00
Buffalo Forge	1845					20.00
Buford's	1841					15.00
(1)Bull Town	1847					25.00
Bunker Hill	1846					15.00
Burkesville	1839					15.00
(1)Cabell C.H.	1820-35					20.00
Cabellsburg	1803					80.00
Ca Ira	1846					15.00
Callaghan's	1841					15.00
Capeville	1847					30.00
(1)Capon Springs	1850					20.00
Carlton's Store	1832					25.00
Castleton	1856					20.00
Central Plains	1857					20.00
Chambers Mills	1826,1843					20.00
*Chas.City Courthouse	1813-55					---
Chesterfield C.H.	1841-45					15.00
(1)Clarksburg	1812-24					50.00
Clover Dale	1848					15.00
Clover Hill	1848					15.00
Colesville	1816					40.00
Colvin's Station	1853					15.00
Concord Academy	1843					20.00
Conrads Store	1846					20.00
Dagger's Springs	1850					15.00
Davis Mills	1846					15.00
Davis Tavern	1825					30.00
Deatonsville	1848					15.00
(1)DeKalb	1848					15.00
Dent's Mills	1841					15.00
Dinwiddle C.H.	1822-42					20.00
Dixville	1826					30.00
Drapersville	---					---
Fabers Mills	1850					15.00
Fountaindale	1854					15.00
Ger Settlement	1852					15.00
Germantown	1848					15.00
Gibeon	1858					15.00
Goshen	1815					60.00
(1)Grave Creek	1847					35.00
Grayson's Sul Spgs	---					---
G wood Dept (Greenwood)	1855					20.00
Hamilton	1849					15.00
H S College (Hampden Sidney)	1851					25.00
Hampstead	1843					20.00
Harpers Ferry	1814					50.00
Harrisville	1843					20.00
Holcombe's Rocks	1861					15.00
(1)Hollidays Cove	1829					50.00
Howard	1851					15.00
Hoysville	---					---
(1)Huttonsville	c.1861					15.00
Jackson	1851					15.00
Jamaica	1834					25.00
Johnsontown	1853					15.00
Junction Store	1852					20.00
Kanawha Salines	1822 1837					40.00
Kaseys	1852					15.00
(1)Locust Lane	1845					15.00
Louisville	1842					20.00
Lovely Mount	1852					15.00
Love Mills	1849-54					30.00
Madison Mills	1848					15.00
Mansfield	1834					30.00
Mechanicksville	1840					25.00
Middle Mountain	1849					25.00
(1)Mill Point	1844					25.00
Mitchell's Station	1854					15.00
Monroe C.H.	1820					40.00
Mountain Grove	1859					15.00
New Baltimore	1839					20.00
New London	1830					30.00
Newville	1836					35.00
Norfolk	1825					40.00
Onancock	1836					35.00
Paineville	1848					10.00
(1)Palatin	1854					15.00
*Palatine Hill	1846					---
Peytonsburgh	---					30.00
(1)Pleasant Creek	c.1861					15.00
Pungoteague	1835					50.00
Rockingham	1804					85.00
Scotts Ferry	---					20.00
Seven (7) Islands	1846					35.00
Shepherd's Grove	1849					20.00
Smithfield	1827					30.00
Sperryville	1837					15.00
Sweet Chalybeate	---					---
*Swinyard	1848-57					---
Thompson's Landing	1856					15.00
Tye River Warehouse	1853					100.00
(1)Union	1842					20.00
University of Virginia	1826					40.00
Upper Tract	1847					25.00
Warsaw	1851					15.00
Waterford	1808					75.00
White Stone P.O.	1844					20.00
*Wilcox Wharf	1858-60					---
Winnsville	1843					15.00
Woodstock	1827					30.00
Yancey's Mills	1843					20.00
Yellow Branch	---					---
York	1798					100.00
*York Town	1831					---

Town	Postmark	Dates Seen	Size	Other Canc.	Color	Value

WASHINGTON

AS OREGON TERRITORY

Columbia City O.T.(E)(April 19,1851;Ms;Paid 40[ms];
Black). 850.00

TERRITORIAL PERIOD

Columbia City(E)(Oct.2,1854;Ms;Black) 375.00
(L)(Nov.6,1854). 375.00
Columbia City W.T.(L)(Dec.21,1854;Ms;Black) 400.00
Same(Dec.12,1853;Blue) 425.00
Port Ludlow W.T.(L)(Feb.13,1860;Ms;Paid 10[ms];
Black). 450.00
VANCOUVER/W.T.(E)(Dec.14,1860;C-33;Black) 450.00

WISCONSIN

AS MICHIGAN TERRITORY

Gibraltar W.T.(May 25,1836;Ms;Black). 250.00
*Prairie D Chen(June 11,1824;Ms;On public service J
Snelling Col 5th Inf;Black) datelined Ft St
Anthony . . . . . ---

TERRITORIAL MARKINGS

(1)(2)Burlington W.T.(E)(June 27,1837;Ms;25[ms];
Black). 125.00
*Burlington W.T.(E)(May 14,1841;Ms;Black) 50.00
Cold Spring Wis(L)(March 24,1848;Ms;10[ms];Black) . . 70.00
Dodgeville W.T.(L)(May 15,1848;Ms;X[hdstp];Black) . . 60.00
Duck Creek W.T.(E)(Nov.20,1838;Ms;Solomon Davis P.M.
[ms frank];Black) 50.00
Same(L)(--,1847;Ms;Black). . . . . ---
*East Troy W.T.(E)(March 28,1841;Ms;f(ree);Black) . . 60.00

EDWARDSVILL.W.T.

EDWARDSVILL.W.T.(misspelled)(May 17,1846;SL-36x3;
Black). 500.00
English Prairie W.T.(Sept.24,1841;Ms;10[ms];Black). . 80.00
Falls S(t) Croix(July 11,1842;Ms;10[ms];Black). . . . 75.00
Green Lake W.T.(E)(Oct.3,1846;Ms;5[ms];Black) 50.00
Manitoonoc Rapids(Feb.12,1837;Ms;25[ms];Black). . . .200.00
Plover Portage W.T.(--,1846;Ms;Black) 85.00
White Oak Springs W.T.(L)(March 12,1848;Ms) 60.00

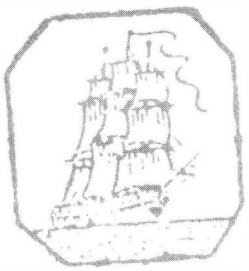
STATEHOOD PERIOD

CIRCLE MARKINGS

BARTON/Wis.(c.1862;--;FREE;Black) 20.00
CAMBRIA/WIS(1862;--;Black) Transatlantic use to
England 40.00
FOND DU LAC/WIS.(1866;C-23;24[C];Black) Transatlantic
use to Ireland. 30.00
KEWANNEE/WIS(c.1863;C-26;P.M.frank;Black) 20.00
MENOMONA FALLS/WIS(c.1857;--;Black) Transatlantic use
to Germany. 70.00
MINERAL POINT/WIS.(1861;32,YMDD;PAID/6[arc];Black). . 35.00

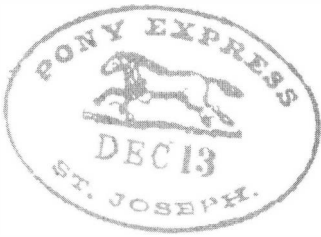
MANUSCRIPT MARKINGS

Bellville	1850's	20.00
Clifton, Monroe Co.	1850's	25.00
Eagleville	1848	50.00
Grand Marsh	1851	25.00
Hooker	1864	20.00
Namah Kum	1851	30.00
Shuey's Mills	c.1857	20.00
Weelaunee	1851	25.00
Wheatland	1851	20.00

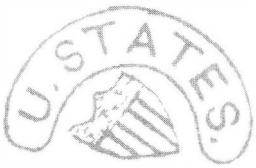



FORWARDED
BY
AMERICAN
MAIL CO.
FROM
No. 109 Chestnut Street,
PHILADELPHIA.

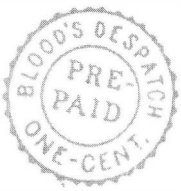

METROPOLITAN
SEP
1
Express Company
Station


PONY EXPRESS
DEC 13
ST. JOSEPH.

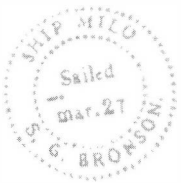

NEW-YORK
SHIP
MAY 8
12 Cts

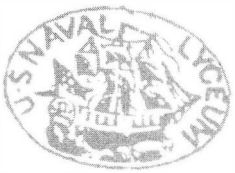

U. STATES.


ADAMS & Cᵒ EXPRESS.
Sept 17
DON PEDRO'S BAR.

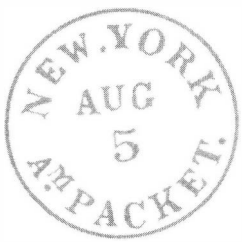

BLOOD'S DESPATCH
PRE
PAID
ONE-CENT.

STEAM
SHIP


SHIP MILO
Sailed
Mar. 27
C. BRONSON

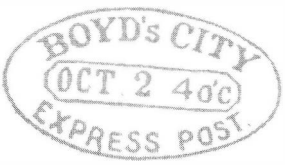

U.S NAVAL LYCEUM


Free
G. Washington

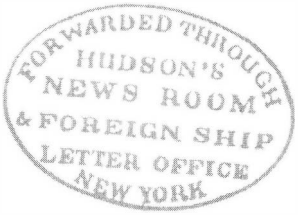

NEW-YORK
AUG
5
AM. PACKET.


WELLS, FARGO & Cº
CALIFORNIA
EXPRESS
COURT SQUARE
BOSTON


HOUSATONIC
5
RAIL ROAD

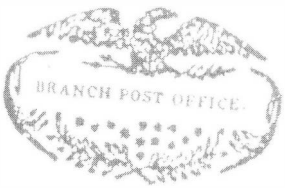

BOYD's CITY
OCT 2 40c
EXPRESS POST.

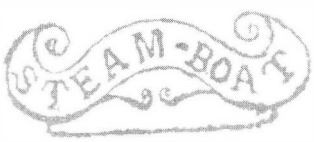

L.VILLE & CIN.TI
APR
29
MAIL LINE.


FORWARDED THROUGH
HUDSON'S
NEWS ROOM
& FOREIGN SHIP
LETTER OFFICE
NEW YORK

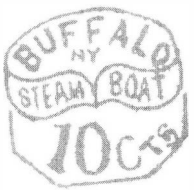

WELLS FARGO & Cº
YANKEE JIM'S
EXPRESS

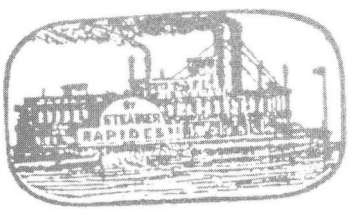

SHIP
6


BRANCH POST OFFICE.


STEAM-BOAT


BERFORD & Cº
LETTER & PACKAGE
EXPRESS
CALIFORNIA.


BUFFALO
NY
STEAM BOAT
10 Cts


STEAMER
RAPIDES


PAID
TRACY & Co.
OREGON EXPRESS


U. S. MAIL SATURDAY EVENING PACKET.
Str NATCHEZ.
ROUTE 8165.
NOV
2