

U.S. CARRIER STUDIES

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AS RECEIVED BY
THE EXHIBITION PHOTOCOPY COMMITTEE
OF THE
U.S. PHILATELIC CLASSICS SOCIETY, INC.
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U. S. CARRIER STUDIES

The term "carrier" refers to carrier stamps and markings involved in prepayment of fees for letter collection and delivery service. Carrier also refers to an individual who is bonded by the P.O.D. to carry letter mail. Most of the carrier regulations stem from the Act of 1836 and the updates of 1851 and 1860. Official carrier stamps of the United States were authorized by the Act of Congress, March 3, 1851. They were created to prepay collection and delivery of letters to a post office which were destined for another post office, and for collection and delivery of letters within the same city. Two official stamps were issued, the Franklin carrier, followed by the Eagle carrier. Semi-official carrier stamps were also issued by several city postmasters for use within their cities. Additionally, regular postal issues were used to prepay carrier services up to the end of the carrier fee system on June 30, 1863. In some cities, both semi-official and regular postage stamps were used at different periods to prepay carrier service.

The story in this exhibit involves the numerous and often innovative ways used to prepay the carrier fees for street box collection and the methods employed to indicate payment or lack of it. Also the story involves delivery of letter mail by carrier and the indicia used to inform carriers or the addressees of such service. Another purpose of this exhibit is to provide an overview of U.S carrier stamps, including their use, and to show some of the research results from studies of official and semi-official carrier stamps as well as the markings associated with them during the 1842-1863 carrier era. Original research with ultraviolet light, microscopic observations, micrometer measurements, as well as plating and archival studies have yielded discoveries helpful in identifying various proofs and reprintings as well as adding insight to some postal history questions extant. Much of this research has since been published.

Exhibit Arrangement

This exhibit begins with the official carriers, the Franklin and Eagle carrier stamps, showing their proofs, reprints, and usage by city alphabetically. This is followed by evidence of carrier service activity in cities arranged alphabetically, with use of semi-official carrier stamps, regular postal issues to prepay carrier services, as well as the numerous and varied carrier markings employed. The major carrier cities, New York, Philadelphia, Boston, and Baltimore experienced more carrier activity than other carrier cities, and therefore provide more examples of this activity than do the other cities included here. Other cities with carrier service during the carrier fee period shown here include Brooklyn, Charleston, Charlestown, Cincinnati, Cleveland, Louisville, Lowell, New Orleans, Portland, and Washington.

FRANKLIN CARRIER

ORIGINAL DIE PROOFS

- 1851 -



Original die proof in black on white bond. This is one of two known in private hands. The vertical and horizontal lines were added to the die as a guide to the siderographer in the placement of the transfer roll.

ex Hackett



Original die proof in red on green pelure paper showing the complete die sinkage. It is distinguished from later Schernikow die proofs by this original die sinkage of (50X57 mm) and the faint rosettes in the lower right corner.

Ex Brazer

FRANKLIN CARRIER

PLATE PROOFS

Toppan, Carpenter, and Casilear & Co. prepared trial color plate proofs in green on India paper and in orange on soft wove stamp paper.

The accepted color was blue, and shown here on India paper and on card stock.

TRIAL COLOR PROOFS



India



Wove

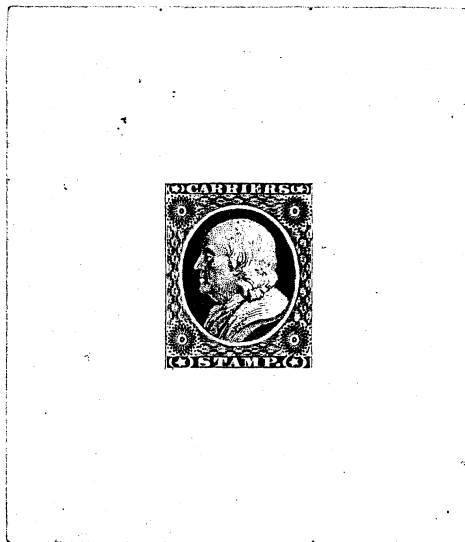
ACCEPTED COLOR PROOFS



India



Card

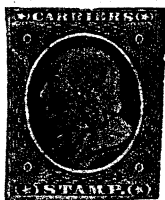


Hybrid die proofs were prepared for presentation to dignitaries. They were India plate proofs impressed on a card to resemble die proofs.

FRANKLIN CARRIER

MAJOR PLATE FLAW STUDIES

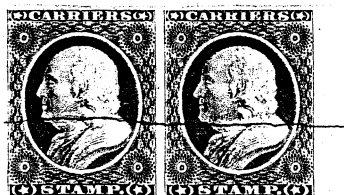
DOUBLE TRANSFER



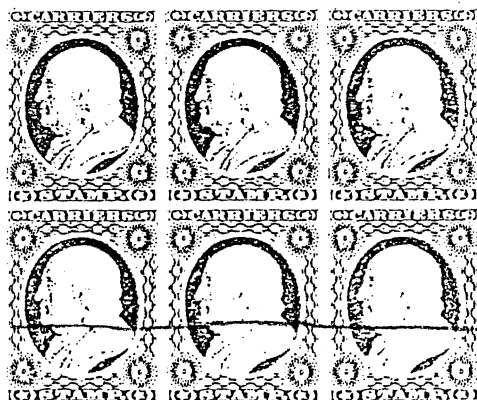
Franklin carrier stamp with only known double transfer from 200 subject plate (right pane).
Double transfer is apparent in lower label "STAMP".



MAJOR PLATE CRACK



The major plate crack occurred early and is evident in this pair of India plate proofs of the accepted color at position 19 and 20 of the left pane.



FRANKLIN CARRIER

THE ISSUED STAMPS

The Franklin Carrier stamps were printed and distributed in October of 1851. The Steinmetz records indicate the distribution was to three cities, New York, New Orleans, and Philadelphia. This exhibit contains one or more from each of these cities.



Cancelled New York

Steinmetz reported 250,000 stamps were sent to New York, but the extremely few examples known to have been used there suggests they were not offered for sale there.



Cancelled Philadelphia

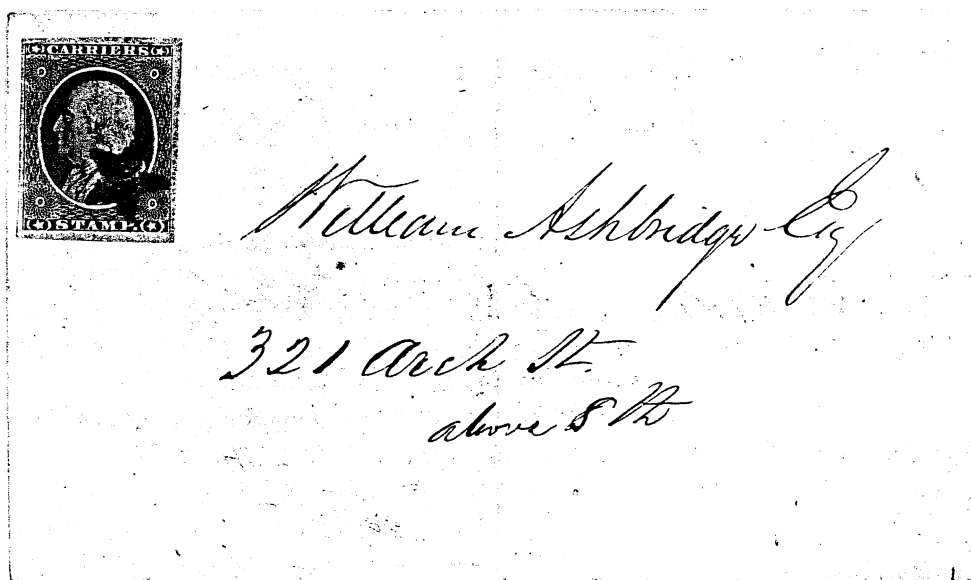
Both stamps are cancelled with the typical red carrier star. Elliott Perry referred to the left stamp as the only off-cover example with both red star and the blue date stamp of Philadelphia, but a second one has recently been reported.

FRANKLIN CARRIER

PHILADELPHIA

FRANKLIN CARRIER STAMP ON A PHILADELPHIA CITY LETTER

ONLY KNOWN DOUBLE TRANSFER ON COVER



Jan. 13, 1852

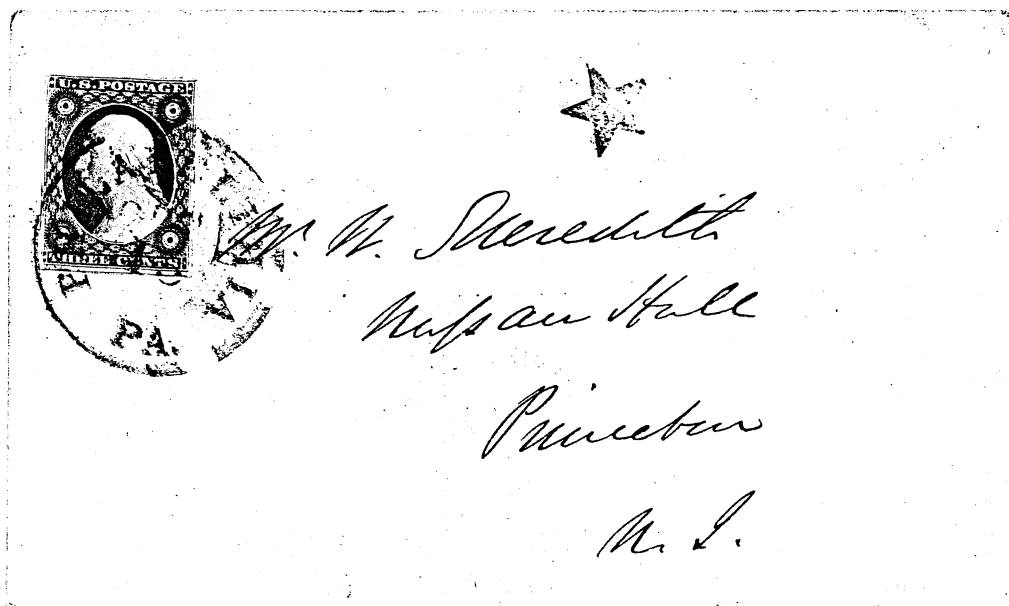
Of the very few surviving covers with a Franklin carrier stamp, most are from Philadelphia, and cancelled with the red star of the U.S.P.O. Despatch. This one is a folded notice from the Schuylkill Navigation Co.

This stamp contains only known double transfer of the 200 subject plate on cover.

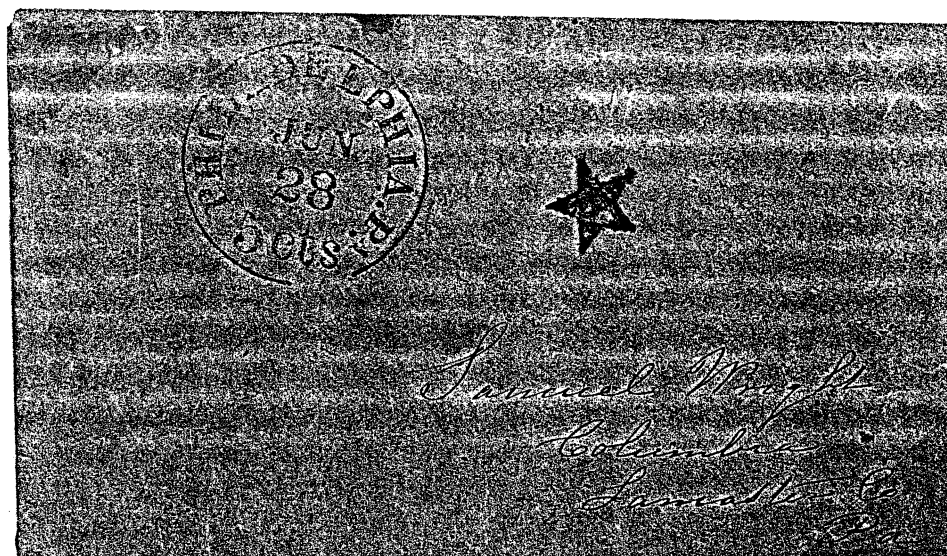
REGULAR ISSUES AND MARKINGS

PHILADELPHIA

EARLIEST RECORDED RED STAR



Oct. 15, 1851, thirteen days prior to the earliest recorded use of the Franklin carrier stamp, the red star carrier marking was used here to show carrier collection was prepaid. A 3¢ orange brown stamp prepaid postage to Princeton.

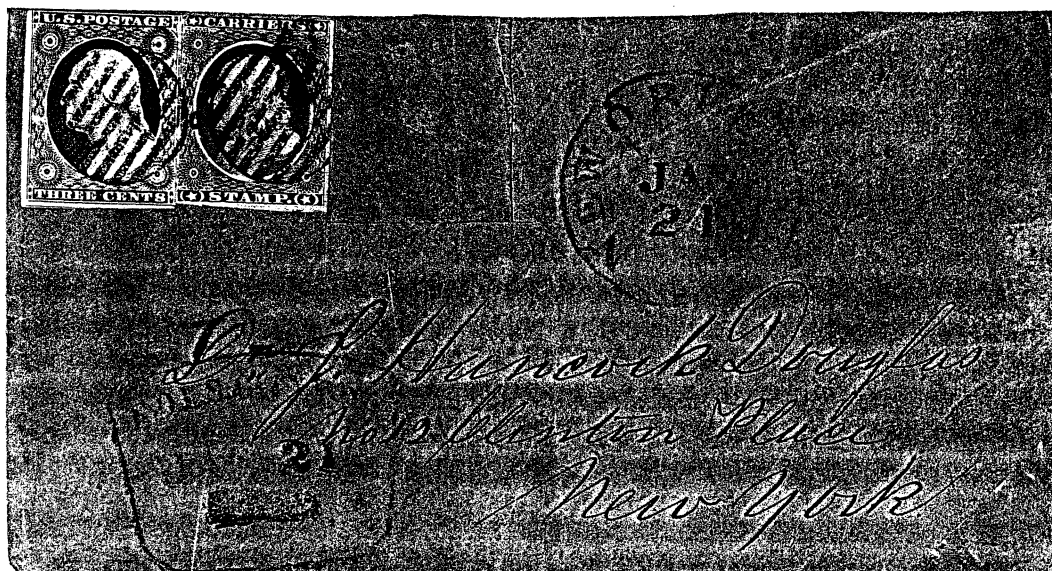


Red star marking also used here to indicate carrier collection was prepaid.
Postage to Columbia was unpaid, hence, 5¢ collect.

FRANKLIN CARRIER

NEW ORLEANS

ONLY RECORDED FRANKLIN CARRIER COVER SENT FROM NEW ORLEANS



January 21, (1852)

In spite of 50,000 Franklin Carrier stamps being sent to New Orleans in 1851, this is the only recorded one on cover sent from there. A second Franklin carrier stamp is thought to have been cut from this well-known cover many years ago before it became part of the former Waterhouse and Middendorf collections. The green snow shovel shaped postmark dated January 21 indicates carrier service. Following the New Orleans postmaster's announcement on August 8, 1851 of carrier service, there may have been confusion on the fees between carrier collection and delivery. An orange brown 3c stamp of 1851 prepaid the postage to New York.

FRANKLIN CARRIER

1875 REPRINT TYPES

UV RESEARCH DISCOVERS THIRD TYPE

Types I and II have been known for many years, type III is a more recent discovery by this exhibitor with ultraviolet light research.

The original Franklin carrier stamps were printed on a soft rose colored paper. When reprints were made for the 1875 Centennial Exposition, the same plate was employed as for the originals, and for a time, remains of the original rose paper were used. Both printing ink and paper were changed during the reprintings.



Type I



Type II

I appears blue under ultraviolet light. Paper 80 microns thick.
II appears blue under ultraviolet light. Paper 130 microns thick.



Type III

III fluoresces green under ultraviolet light (long wave).
Paper is the same as Type I

FRANKLIN CARRIER

PRINTING INK CHANGE DISCOVERED

Most of the 1875 reprintings were cut into singles and sold in sets of the 1851 issue. Recently reported P.O.D. records indicate Type I was the first reprinting in May 1875, and a change in printing inks in December 1875, resulted in Type III which fluoresces green when exposed to long wave ultra-violet light.



Type I Reprint (May 1875)



Type III Reprint (Dec. 1875)

FRANKLIN CARRIER

ATLANTA PLATE PROOFS

PAPER THICKNESS STUDIES

These proofs are on thin card stock approximately 200 microns thick, thus differing from earlier card proofs that measure 300 microns.

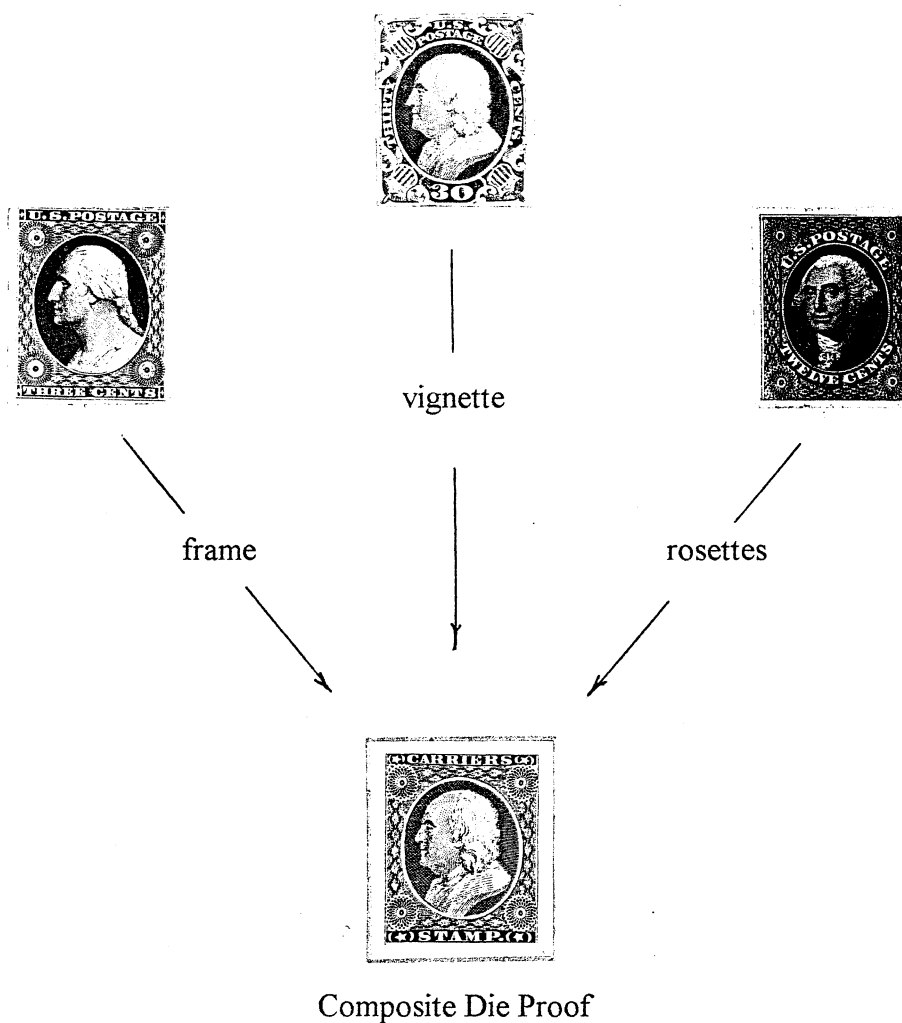


The Atlanta proofs were made in black, brown, scarlet, blue and green for display at the International Cotton Exhibition in Atlanta, Georgia in 1881.

FRANKLIN CARRIER

ROOSEVELT SMALL DIE PROOF

In 1903, in order to print 83 albums of die proofs of all U.S. stamps issued up to that time, a new composite die was made for the Franklin carrier. The original had been lost. The new composite die was made from “breakdown transfers” of the 3c stamp frame, 30c stamp vignette, and 12c stamp rosettes of the 1851-60 issues.



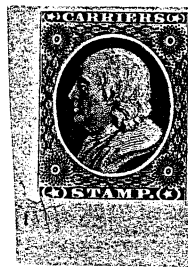
These differ from the original die proofs by having no top or bottom frame line, and are wider and shorter than the originals.

FRANKLIN CARRIER

REPRINT PLATE ERROR RESEARCH



Printing smears



Corner plate cracks
(position 91 left pane)



Paper fold

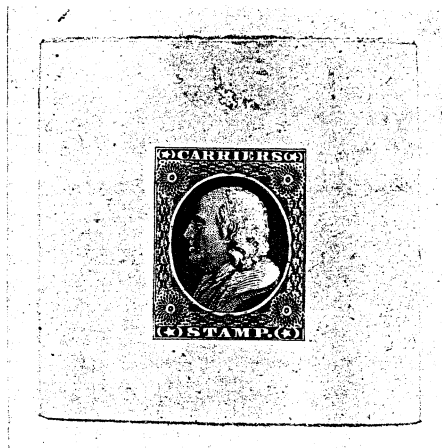


UV fading rose paper

FRANKLIN CARRIER

SCHERNIKOW LARGE DIE PROOFS

Around 1900, Ernest Schernikow came into possession of some transfer rolls of the 1851 stamps, including the Franklin carrier. A die was made from this transfer roll, top and bottom frame lines added, two vertical inner frame lines made very pronounced, and some proofs were prepared with a variety of papers and colors.



Shown here is one of Schernikow's die proofs of the complete stamp and one from the die after the frame had been removed, thus leaving only the vignette. Brazer referred to this as a "breakdown die proof".

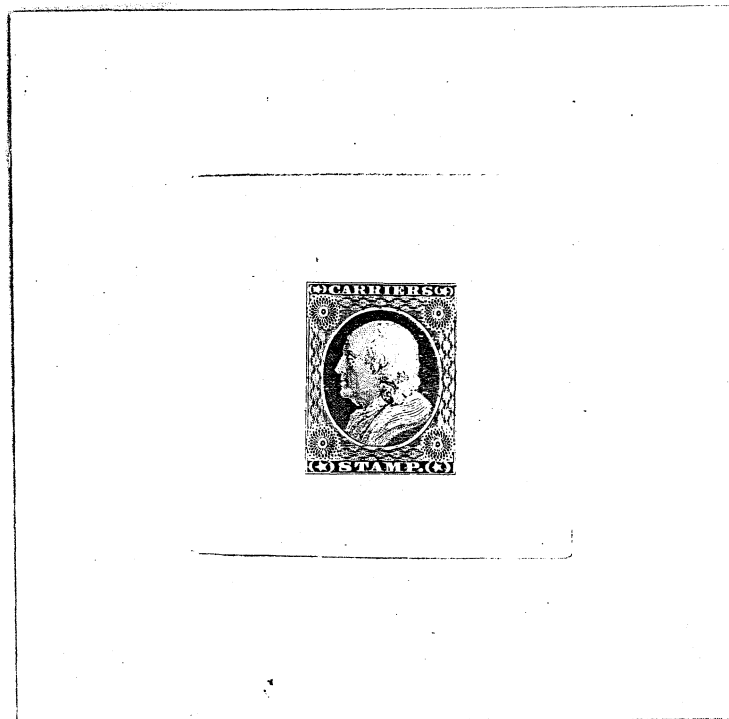


These die proofs are distinguished from the original large die proofs by the die sinkage. Schernikow's are 50x50 mm, the original is 50x57 mm.

FRANKLIN CARRIER

BRAZER LARGE DIE PROOF

When Schernikow came into possession of the transfer roll, he made a soft steel die. Later, this die was owned by Col. Green, J. W. Scott, and finally in 1952, Dr. Clarence Brazer. He made a few rare die proofs before presenting this modified die to the Bureau of Engraving and Printing.



Brazer Large Die Proof

At some point between the time of the Schernikow printings and the Brazer printing, some engraver added two angle lines to the blank upper left triangle of the steel die which is evident in the upper right triangle of this large die proof.

FRANKLIN CARRIER

IMITATIONS

Facsimile



Although several crude imitations of the Franklin Carrier stamp exist, this is the only one that appears similar to the stamp. It may have been produced by photography on paper with a pink surface. The size is almost identical to the stamp, and the word "Facsimile" is printed in red across the lower portion.

Essays



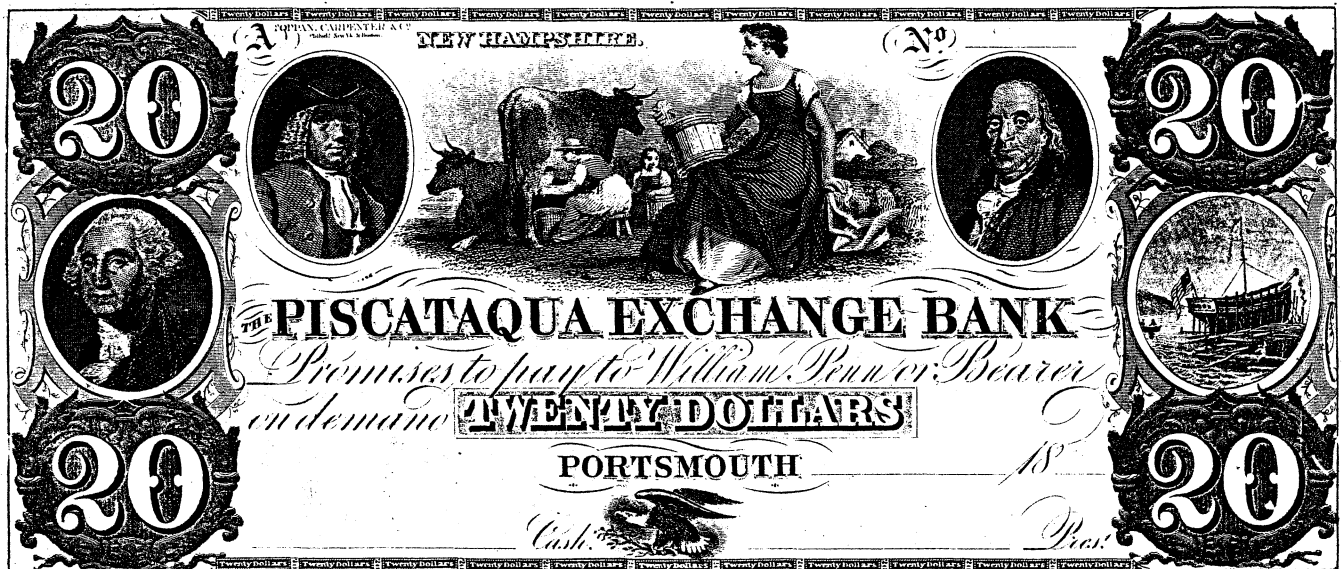
Mason's envelope essays for the George F. Nesbitt Co.

- Ashbrook

EAGLE CARRIER

BANK NOTE STOCK DIE USED FOR EAGLE

Almost as soon as the Franklin carrier stamp came into use in October of 1851, it was realized that it would be confused with the 1¢ stamp of the 1851 series. Hence, the bank note company was asked to provide an entirely different design as soon as possible. The Eagle carrier stamp with the 1¢ denomination was the result. It was issued on November 17, 1851, just a few weeks after the Franklin carrier had appeared.



Eagle on a contemporary bank note.

The reason why the Eagle carrier was made available so quickly is that a stock die was used for the motif. The eagle engraving had been in use on bank notes of the period.

EAGLE CARRIER

PLATE PROOFS

Toppan, Carpenter, Casilear & Co. submitted plate proofs, just as they had for the Franklin carrier stamp, in the very same colors, papers, and for the same purpose. Blue on white paper was selected for the stamps.

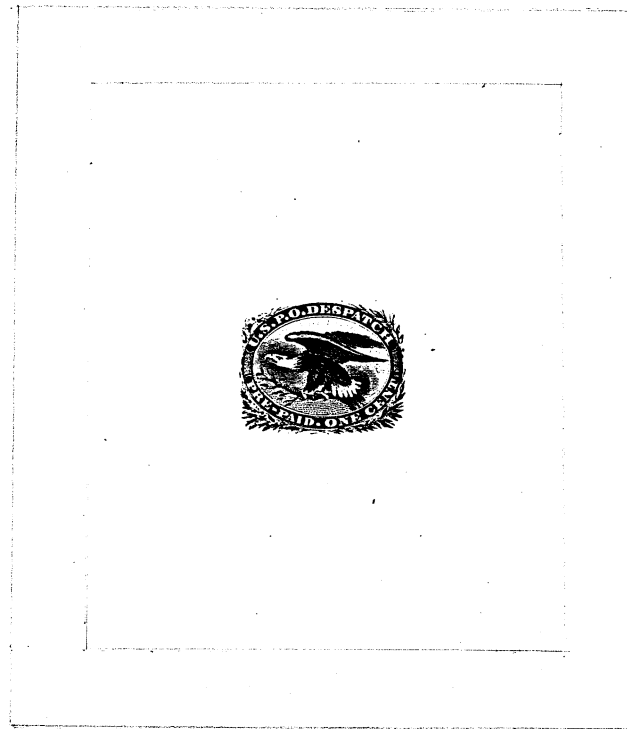


India

Trial Color Proofs



Wove

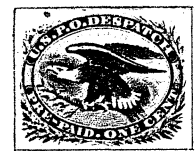


Large Die Proof
This exists only as a hybrid.



India

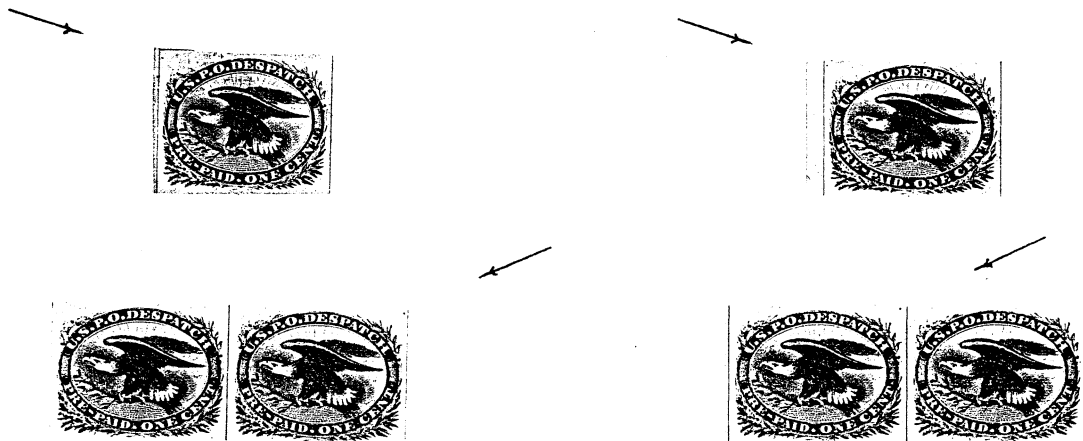
Accepted Color Proofs



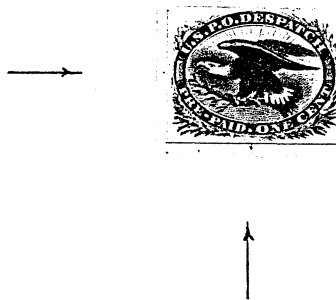
Card

EAGLE CARRIER

PLATE SIDEROGRAPHER'S POSITION DOTS



Position dots, used in locating transfer roll entries on the plate are found in the upper left corner of stamps in the 1st vertical row, and in the upper right corner in the 4th and 7th vertical rows.



Position dots are also found opposite the center of each corner stamp on both upper and lower panes.

EAGLE CARRIER

PLATE FLAW RESEARCH

Reported USPCS Chronicle 124, 1984



Spot under wing. Position #83 upper pane.



Only double transfer on 200 subject plate.
Position #7 upper pane.



Separation lines on plate show corner flaw.
Position #1 lower pane.



Dash above S of DESPATCH.
Position #79 upper pane.

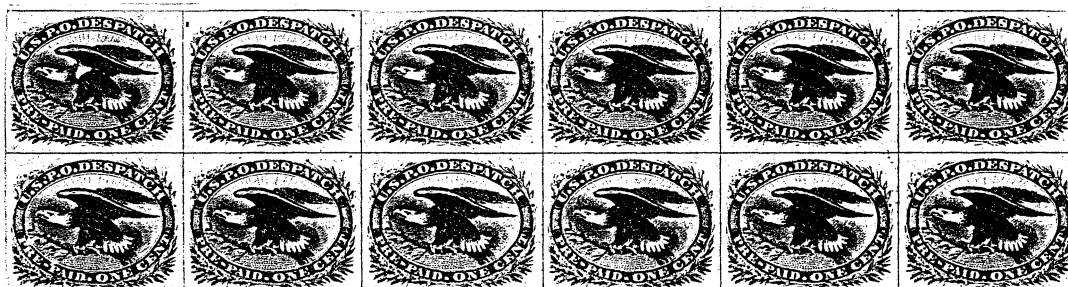
EAGLE CARRIER

PLATE RESEARCH



Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila. New York, Ill

Plate flaw in position 83 indicates this piece is from the upper pane.
This is also a good illustration of the position dots, shown here in the upper left of the 1st and upper right of the 4th vertical rows.



Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS, Phila. New York, Boston & Cincinnati.

Missing plate flaw in position 83 identifies this piece is from lower pane.
Also, a horizontal line under the imprint in upper pane is missing on this block.

EAGLE CARRIER

CINCINNATI

POSTOFFICE, CINCINNATI, OCTOBER, 1854. Letter Boxes have been established at the corners of principal streets and public places, for the purpose of enabling the citizens to mail their letters, without subjecting them to the inconvenience of visiting the office.

Carriers' Stamps will be for sale at all the points at which boxes are located, and all letters intended for the mails must be prepaid by a one-cent stamp. Mr. O. C. WILLIAMS, who has been appointed Letter Carrier, will superintend the business. J. L. VATTIER, P. M.

U. S. MAIL LETTER BOX.

Letters for the Postoffice must be prepaid by a one-cent blue stamp.

Letters and Packages intended for City Delivery must be prepaid by one of Williams' two cent brown stamps, or two of the one-cent blue (eagle) stamps.

Letters containing valuable inclosures should be marked "Valuable."

Letters intended for the Afternoon Mails should be dropped into the boxes previous to 1 o'clock P. M. Those intended for the Morning Mails should be dropped into the boxes previous to 6 P. M.

Letters intended for City Delivery will be delivered promptly after being taken from the boxes. Such letters should be plainly directed, with the number and streets on them.

Office—Gest's Building, Fourth street, between Walnut and Vine streets, room No. 11, up stairs. oc-9

Postoffice.

CINCINNATI, October 20, 1854.

List of Steamers from New York and Boston, for Europe, Havana and California, for the month of November, 1854.

Oct. 30, 1854 Notice by Postmaster J. L. Vattier
Letters for city delivery must be prepaid with one of William's 2¢ stamps or
two of the eagle (carrier) stamps.

Only pair recorded with this cancel.

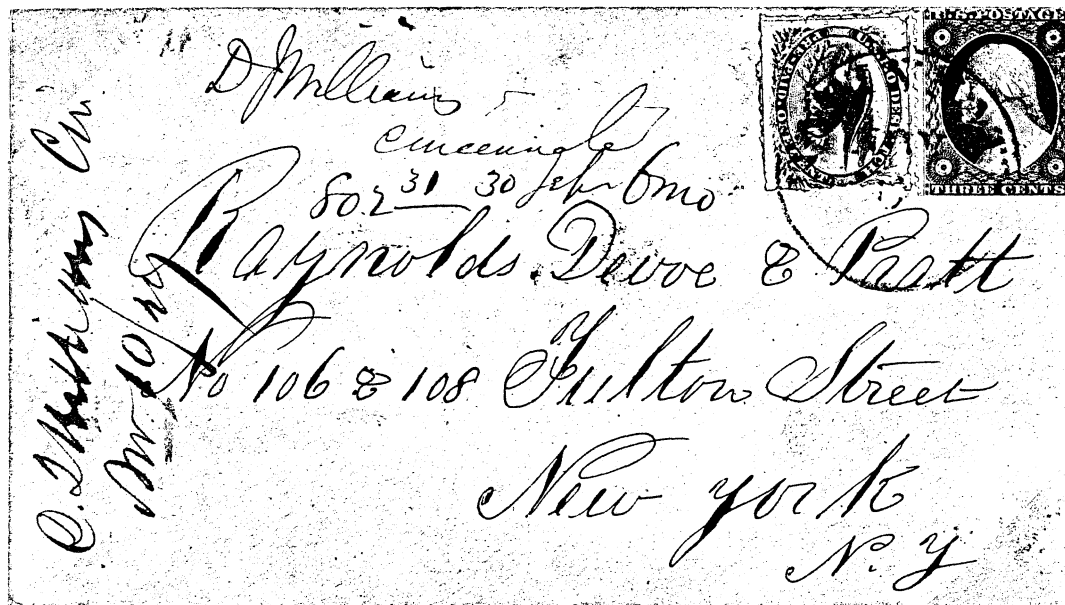


Very few Cincinnati covers with two Eagle carrier stamps are recorded,
and these are seldom cancelled.
This pair of the stamps is cancelled by the "squared target" of Cincinnati.

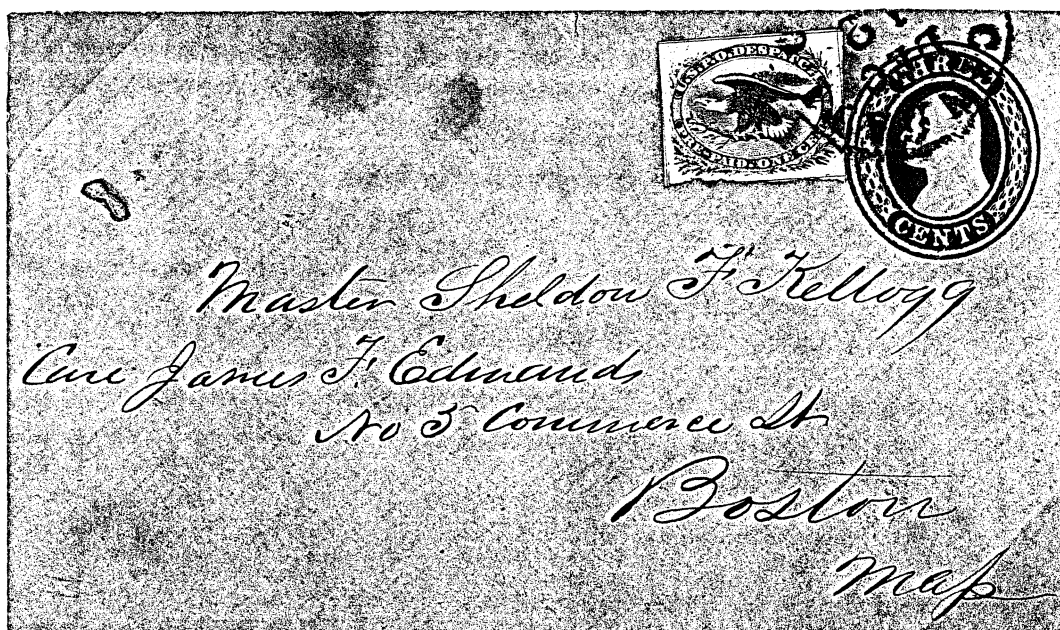


EAGLE CARRIER

CINCINNATI



To the mails required only one Eagle carrier stamp.
This one was pin perforated.

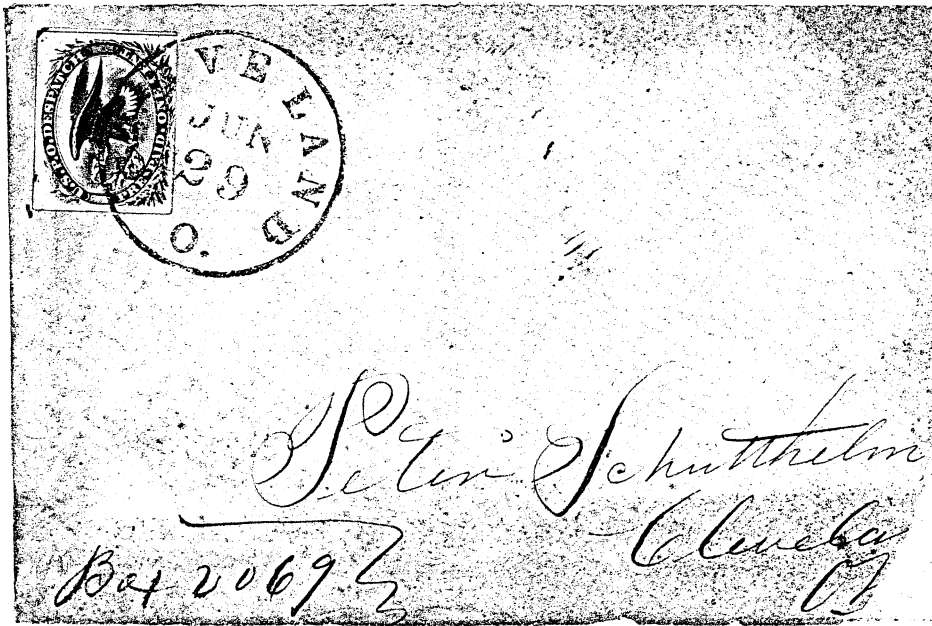


In Cincinnati, the Eagle carrier began use in late 1854, and is shown here on a 1854 Nesbitt envelope.

EAGLE CARRIER

CLEVELAND

ONLY ONE KNOWN



Only known cover with the Eagle carrier used in Cleveland, Ohio. No Eagle carrier stamps were issued to this city, though a carrier system existed there.

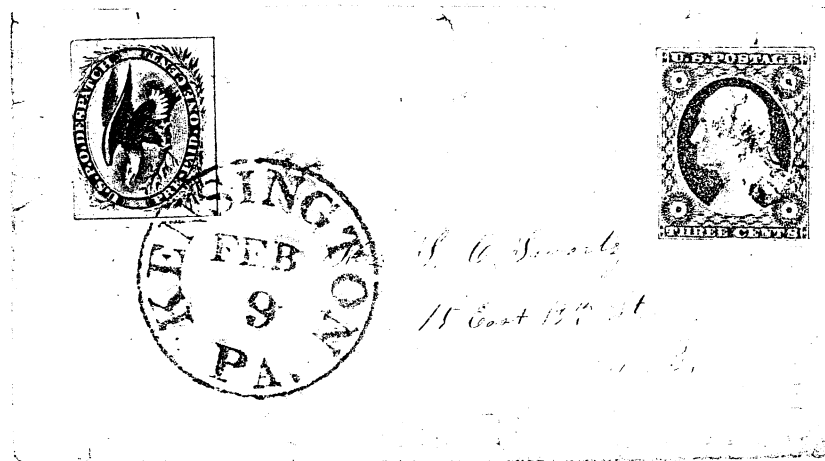
Reported by exhibitor
USPCS Chronicle 125, 1985

EAGLE CARRIER

KENSINGTON



Kensington, Pa., a suburb of Philadelphia had its own post office, and made the Eagle carrier stamps available for its patrons.



Far fewer covers are recorded from Kensington than from Philadelphia, Cincinnati or Washington. Fortunately, this example was well tied by the Kensington postmark.

ex Knapp
Caspary
Middendorf

EAGLE CARRIER

PHILADELPHIA

CANCELLATIONS



The most common cancellation seen on the Eagle carrier is the red star of Philadelphia, and is often no more than a red smudge.



Less common are stamps showing both the red star and the Philadelphia CDS usually in blue.



Type C31 handstamp



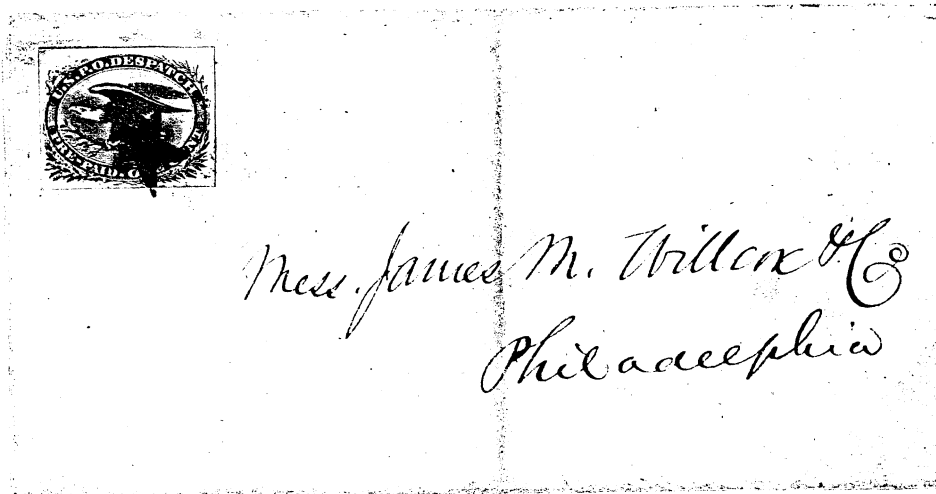
Type C32 handstamp

Rarely seen cancellations are the U.S.P.O. DESPATCH PRE-PAID ONE CENT ovals.

EAGLE CARRIER

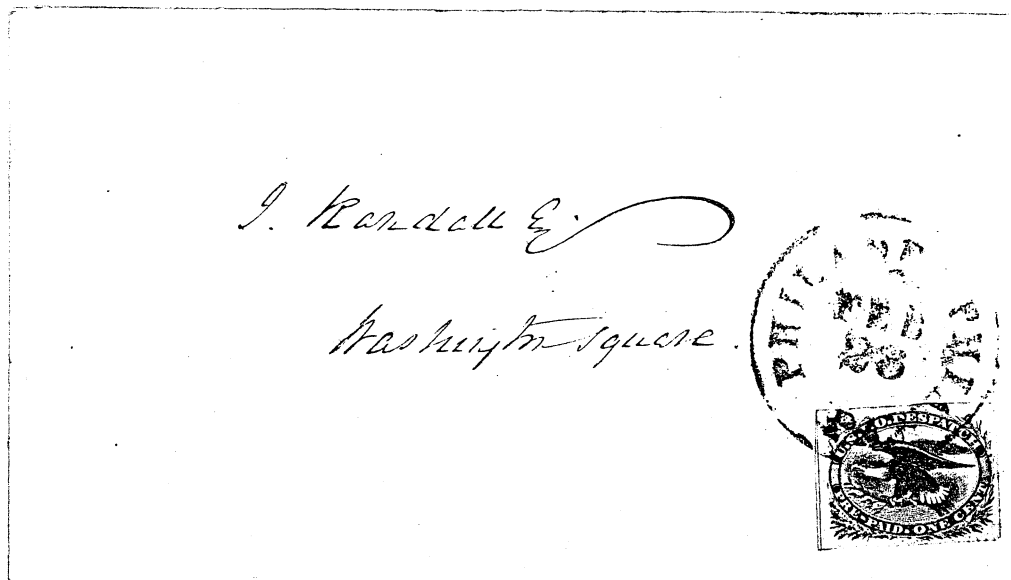
PHILADELPHIA

CITY LETTER USE



Local use of Eagle carrier within the Philadelphia carrier system on March 11, 1852 tied with red star.

ex Burrus

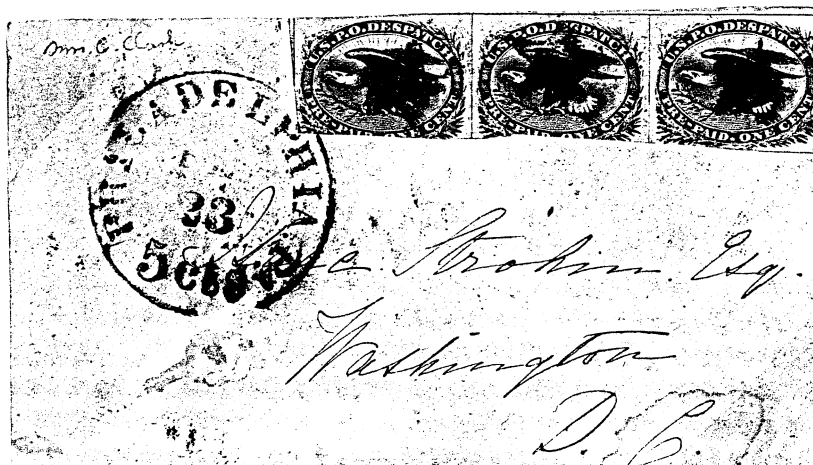


Similar city letter cancelled with the blue circular date stamp.

EAGLE CARRIER

PHILADELPHIA

MULTIPLE USE ATTEMPTED



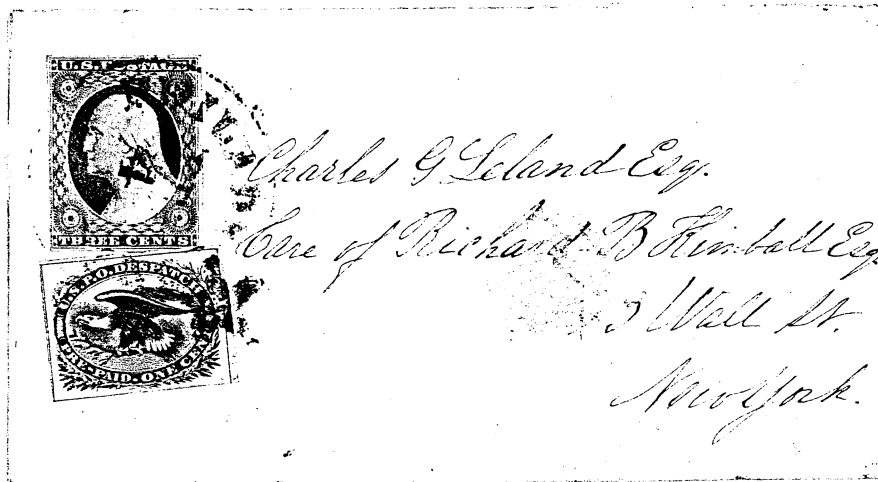
Very unusual attempt to prepay regular postage with Eagle carrier stamps.
This failed, and the letter sent to Washington 5¢ collect.

As the stamps are cancelled with the red carrier star, the letter was probably
picked up by a carrier and taken to the Carrier Window at the Post office.

EAGLE CARRIER

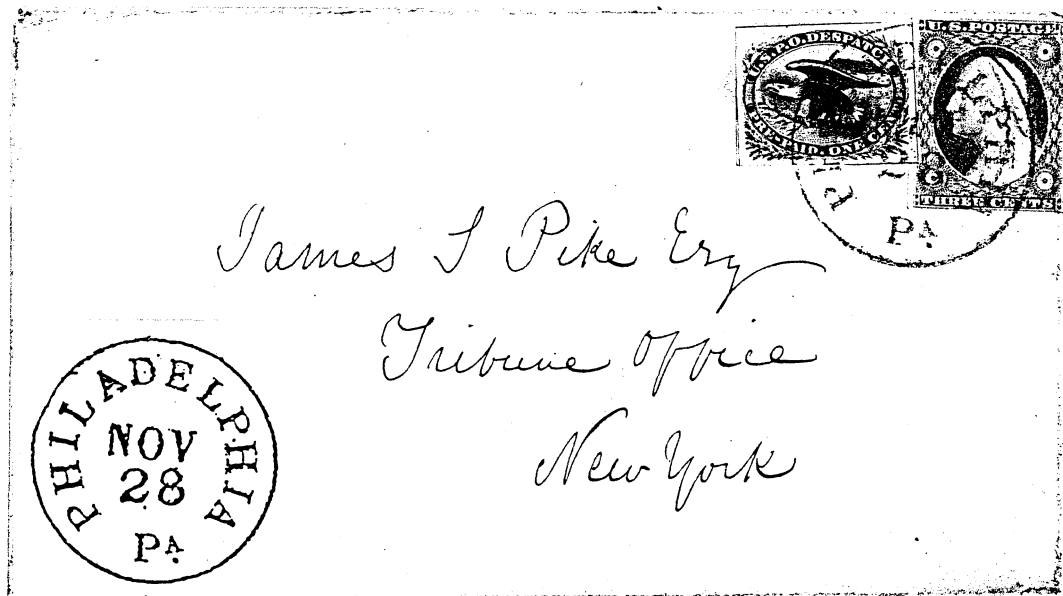
PHILADELPHIA

TO THE MAILS



Combination use of an Eagle carrier tied by the red star and a 3¢ 1851 stamp with the typical blue Philadelphia CDS to New York.

ex Gibson

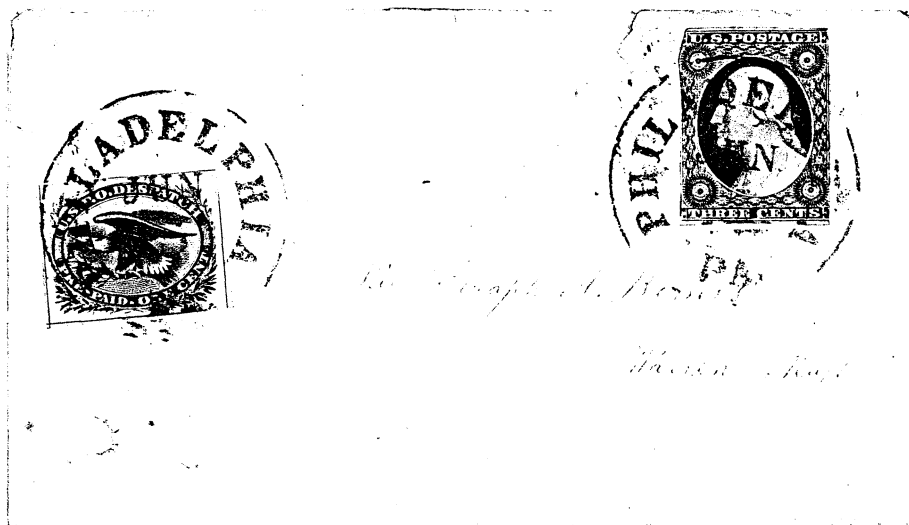


This Philadelphia postmark appeared in 1853, first in blue, and in 1854 in black.

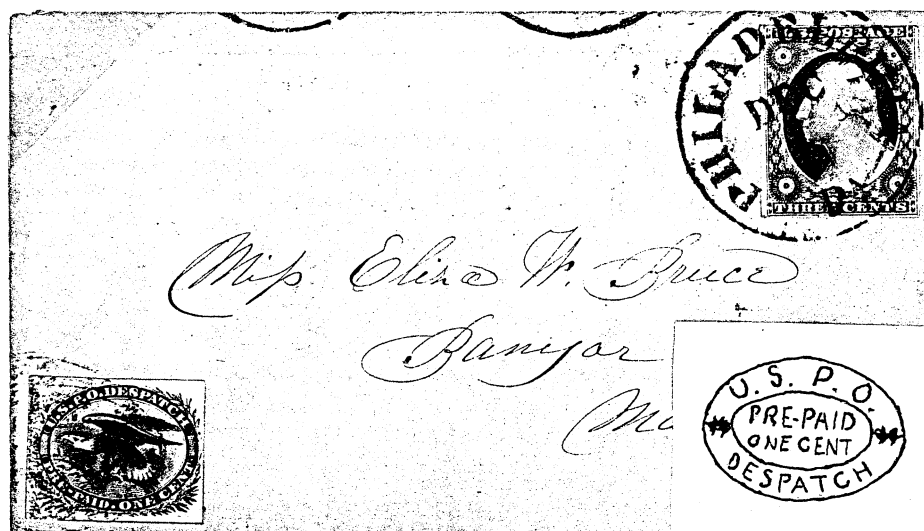
EAGLE CARRIER

PHILADELPHIA

VERY UNUSUAL DUPLICATE POSTMARKS



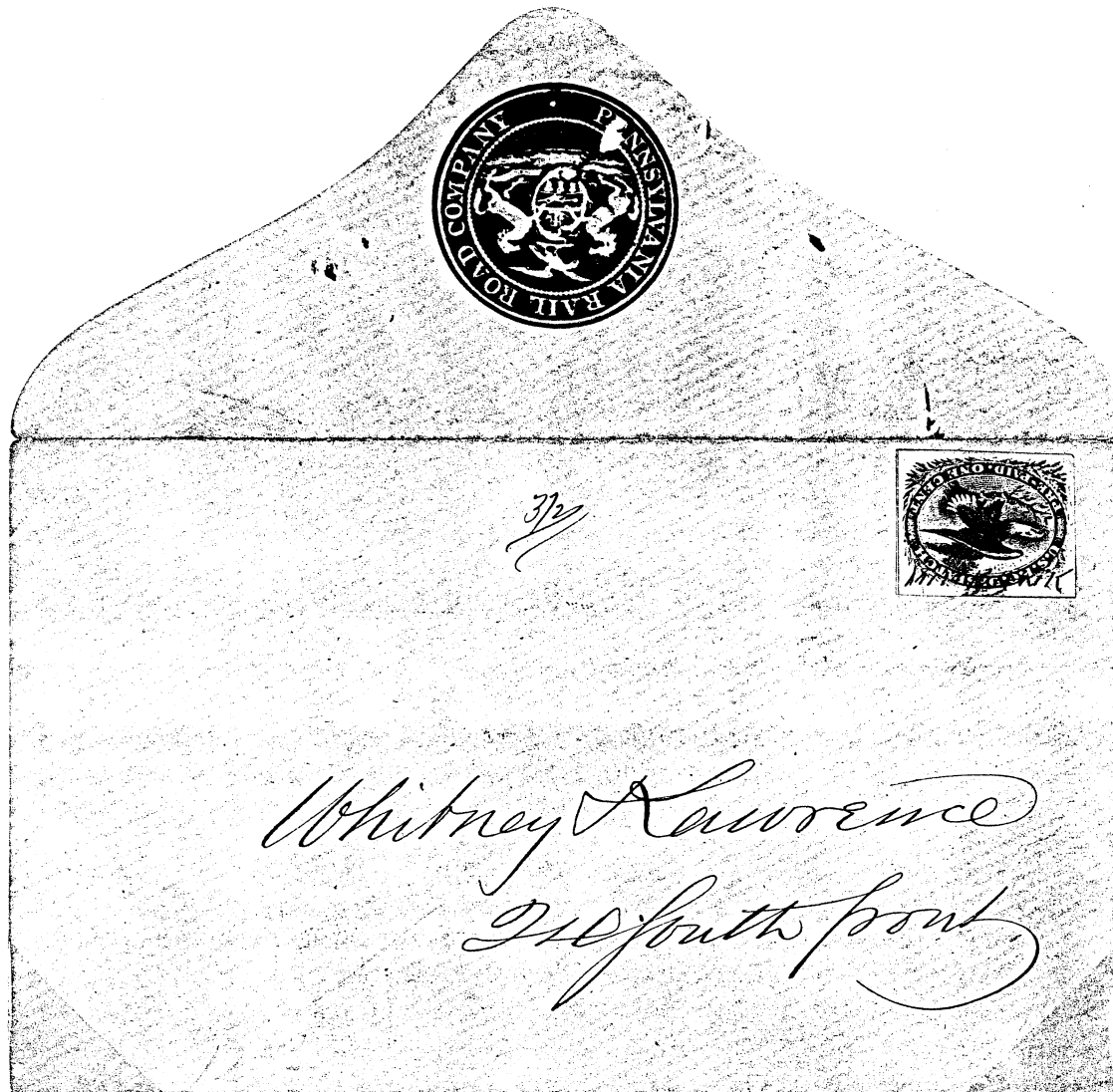
In a survey of 51 Philadelphia covers with an Eagle carrier and a 3c stamp, this June 15, 1852 cover is the only one with duplicate CDS postmarks to cancel the stamps.



U.S.P.O. DESPATCH PRE-PAID ONE CENT cancels Eagle carrier stamp.

EAGLE CARRIER

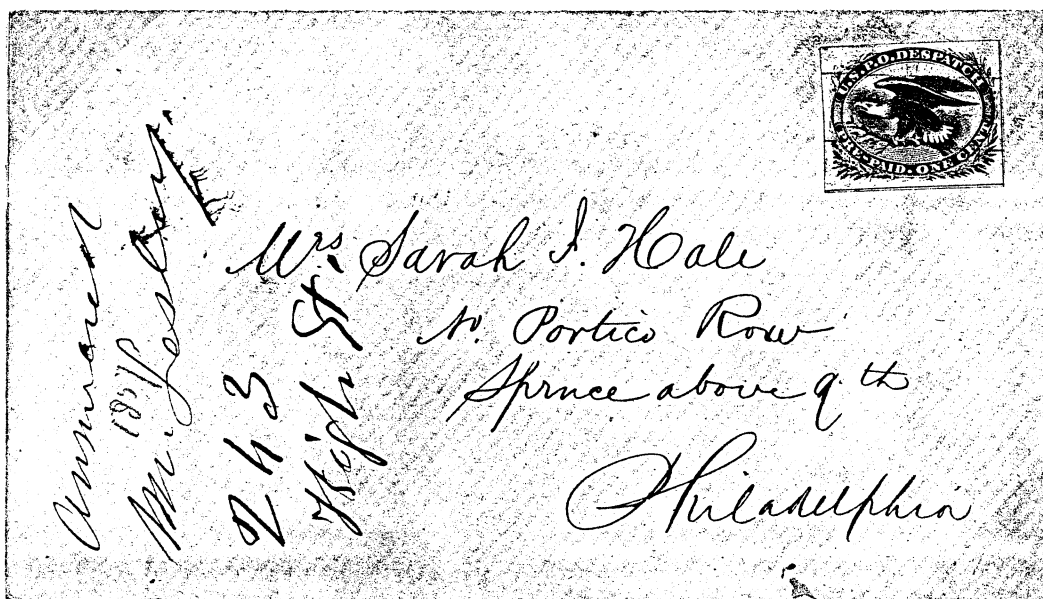
PHILADELPHIA



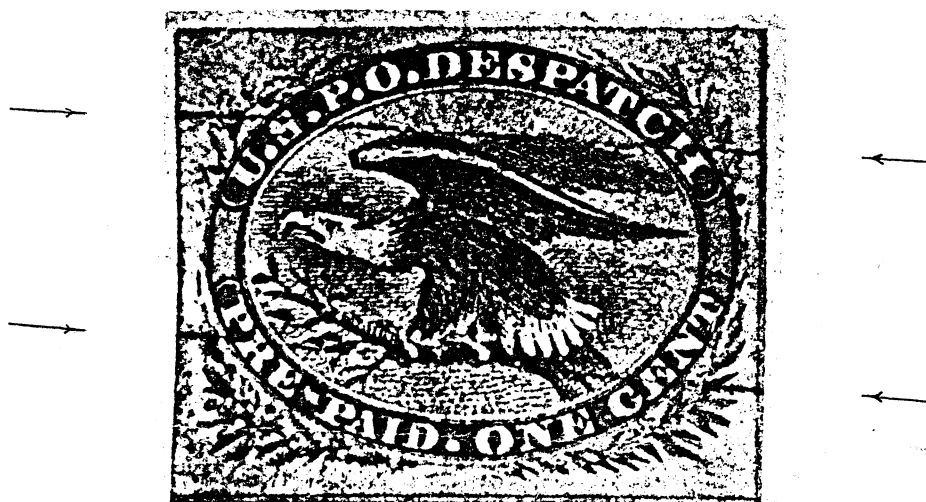
Local use of Eagle carrier by Pennsylvania Railroad.

PHILADELPHIA

ONLY EXAMPLE RECORDED



This is the only recorded example precancelled by two horizontal black lines.
It is used in Philadelphia on a city letter in 1857.

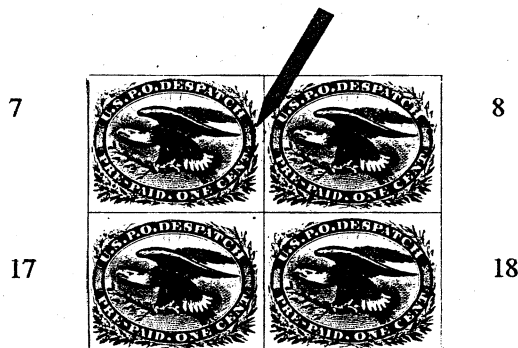


Horizontal line precancel viewed under UV light.

EAGLE CARRIER

PHILADELPHIA

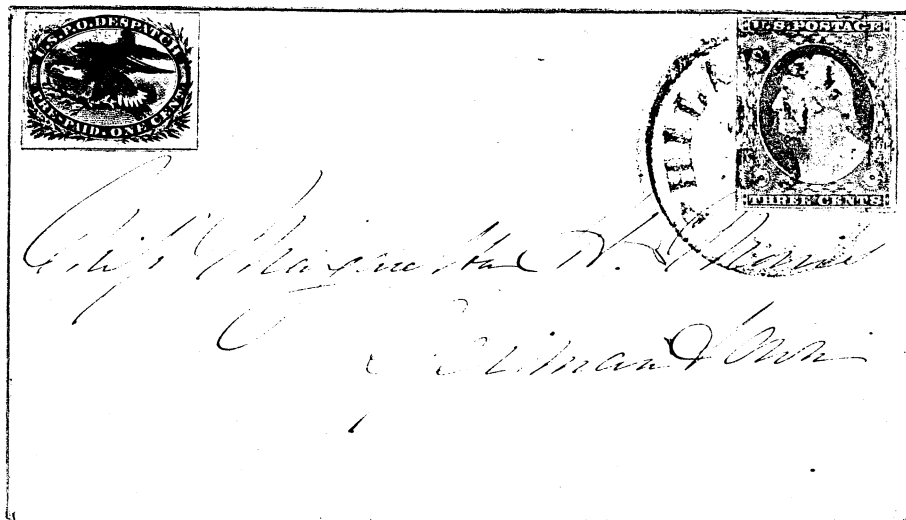
PLATE RESEARCH DISCOVERY
ONLY DOUBLE TRANSFER



Only double transfer on entire 200 subject plate.

Position #7 of the upper pane.

Located in right border panel and "T" of CENT.



Only recorded example on cover.

EAGLE CARRIER

WASHINGTON, D.C.

PRECANCELLED BY THE CARRIERS



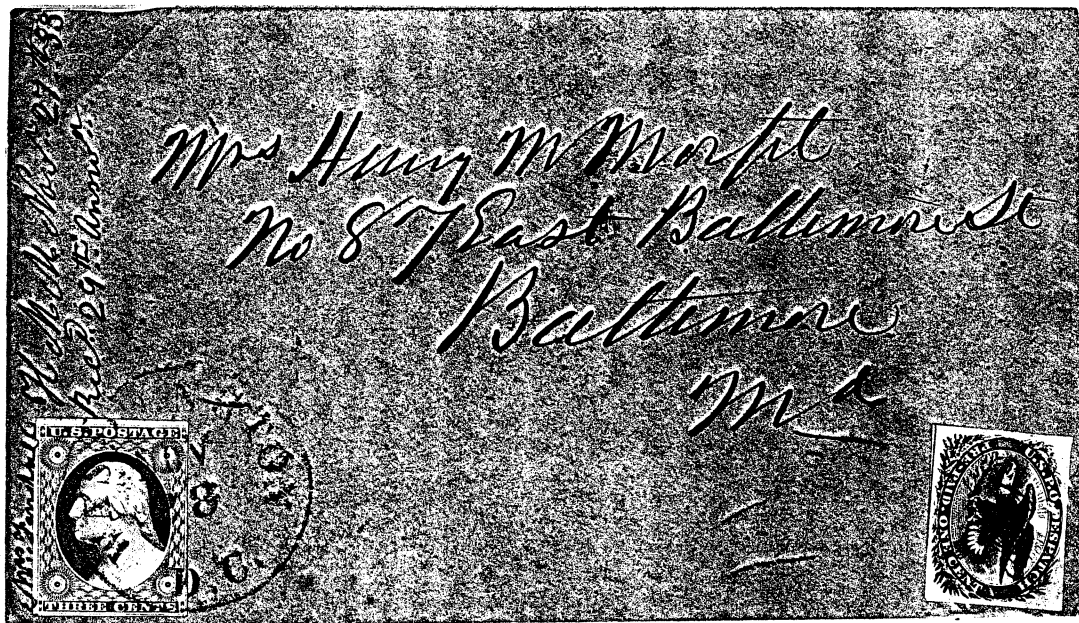
Tolson



Harkness



Ball

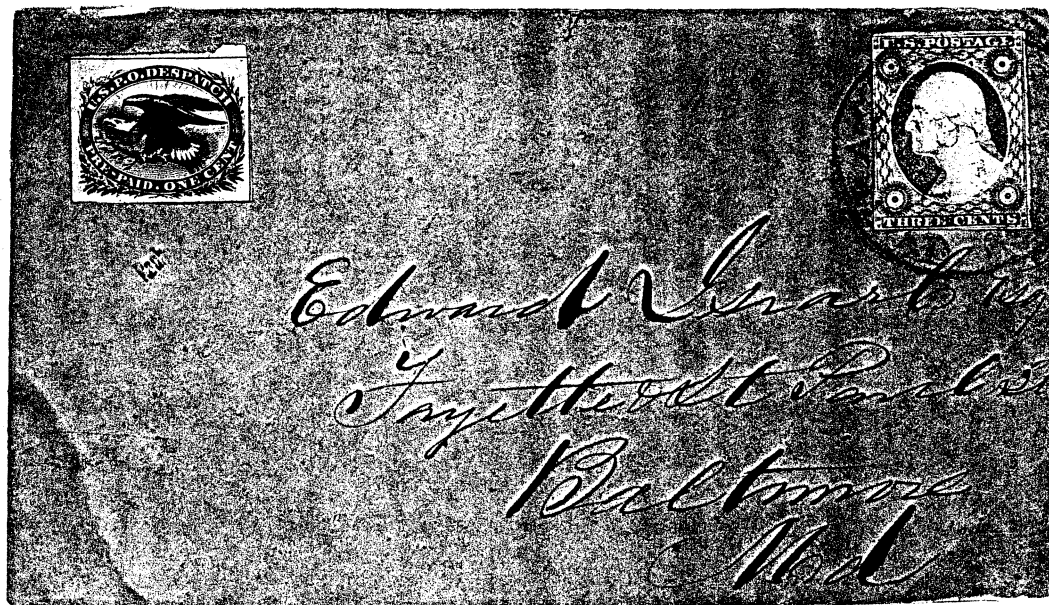


Nov. 28, 1853

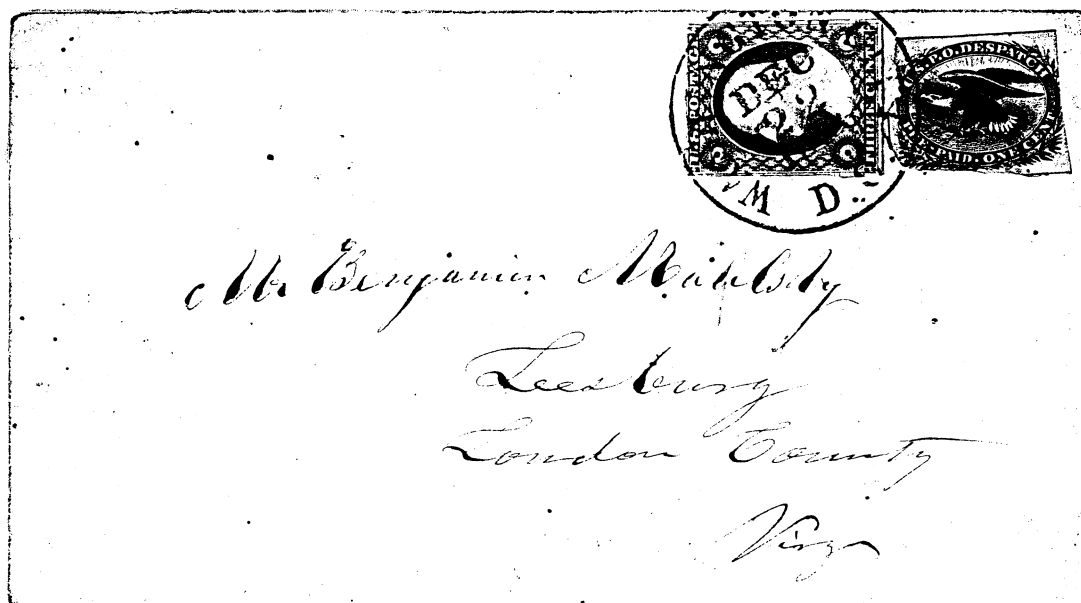
C J W of Charles J. Wright

EAGLE CARRIER

WASHINGTON, D.C.



Eagle carrier initialed by Harkness "H"



Dec. 22, 1856

EAGLE CARRIER

THE 1875 REPRINTINGS



ONE SET SPECIMEN POSTAGE STAMPS,

(INCLUDING CARRIER STAMPS)—Issue of 1851.

Denominations—Ordinary stamps, 1, 3, 5, 10, 12, 21, 30, and 90 cents. } Value, \$1.77.
" Carrier stamps, two designs of 1 cent. }

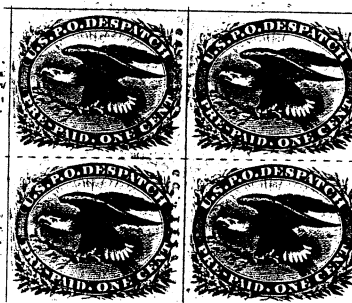
Obsolete: Not receivable for postages.



The 1875 reprints were made from the original 1851 plates.
They were sold without gum during the Centennial Exposition.
The envelope also contained reprints of the 1851-60 issues.



A few of the Eagle carrier reprints
were at first perforated 12 in error.



Very few multiples exist.

EAGLE CARRIER

1875 REPRINTINGS

CLASSIFICATION



Perf. 12

1st Reprinting
May 1875
Hard white paper
Continental Bank Note Co.



Imperf.



2nd Reprinting
Dec. 1875
RESEARCH DISCOVERY
Ink fluoresces green under UV
Soft paper
Continental Bank Note Co.



3rd Reprinting
1881
Soft thick paper
American Bank Note Co.

EAGLE CARRIER

ATLANTA PROOFS

PAPER THICKNESS RESEARCH

These proofs are on thin card stock approximately 200 microns thick, thus differing from other card proofs that measure 300 microns.

1881



The Atlanta Plate Proofs were made for display with other U.S. regular postage stamps at the International Cotton Festival at Atlanta, Georgia.

EAGLE CARRIER

ROOSEVELT SMALL DIE PROOF

MEASUREMENT DISCOVERY

In 1903, during the Theodore Roosevelt administration, in order to print 83 albums of die proofs of all U.S. stamps issued up to that time, it was necessary to make a new die for the Eagle carrier. The original 1851 die had a horizontal crack. The cracked die was used to create a new die with some touch-up engraving to obscure the crack.



Bureau of Engraving and Printing photo of 1851 die proof shows horizontal crack.



Small Die Proof from Roosevelt Album

EXHIBITOR'S DISCOVERY

The vertical dimension was discovered to be slightly greater (0.45mm) than the original due to the filled in portion of the horizontal crack.

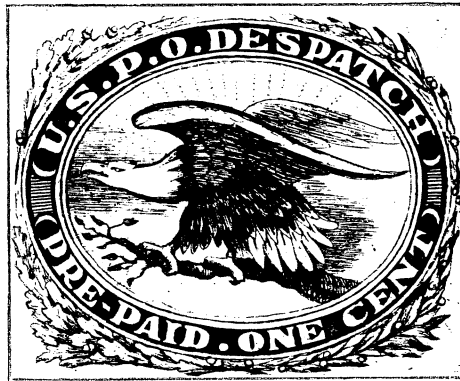
Reported in "The Penny Post" 7:1, 1997

EAGLE CARRIER

HESSHAIMER ETCHING

It is noteworthy that in 1924 when Ludwig Hesshaimer, the Austrian stamp designer, decided to provide enlarged etchings of various foreign stamps, he selected for a U.S. stamp, the Eagle carrier.

(Reported - Essay Proof J. 51:172, 1956)



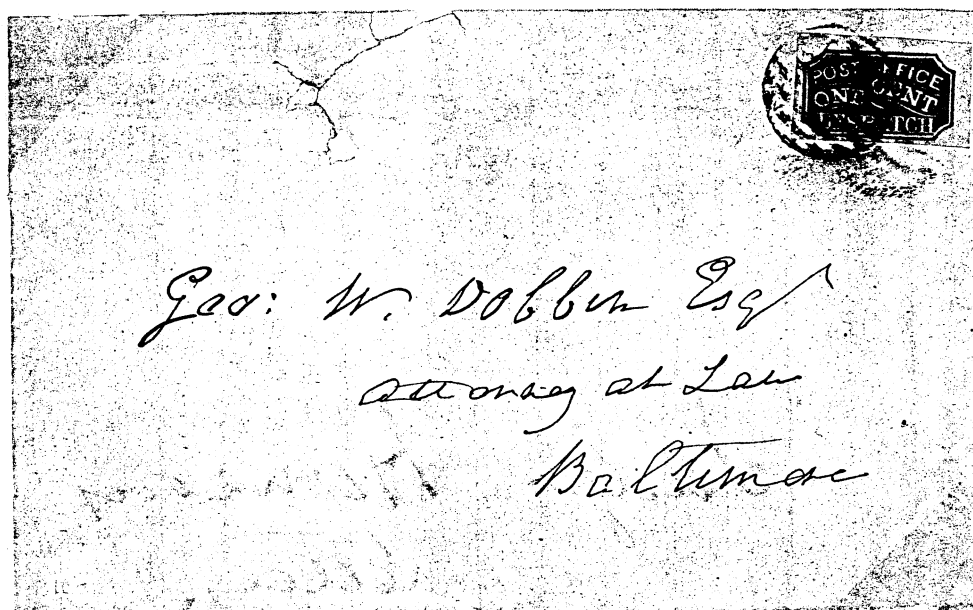
Original-Radierung von Ludwig Heßhaimer
Vereinigte Staaten von Amerika
Postzustellungsmarke 1 Cent (Adler)
Albert Kürzl Verlag München

SEMI-OFFICIAL ISSUES

BALTIMORE



The Baltimore postmaster issued his first Semi-Official carrier stamp in 1850, printed in red.



First issue used on a Baltimore city letter.
It was cancelled by the small circular 7 bar grid of Baltimore recorded in 1852.

SEMI-OFFICIAL ISSUES

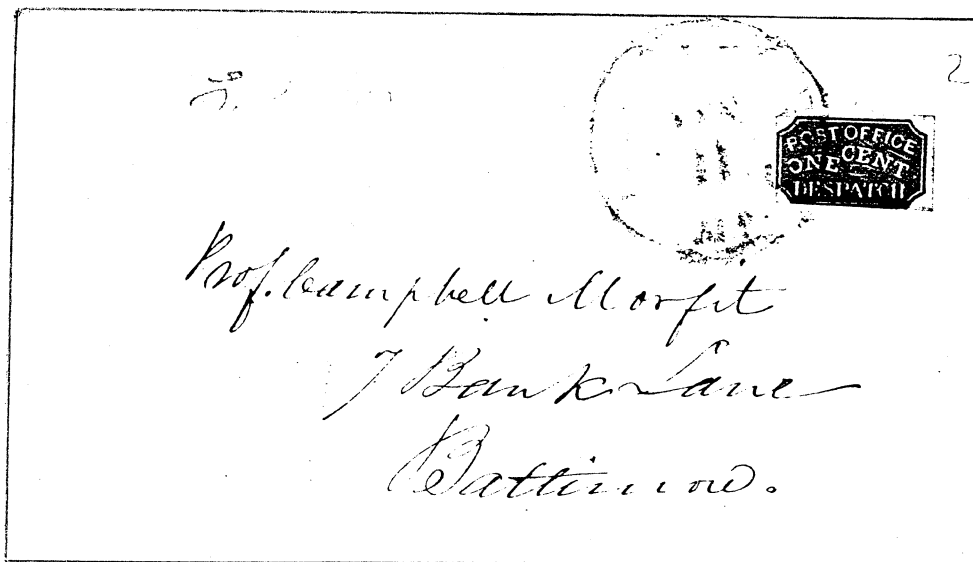
BALTIMORE



The blue issue was printed occasionally with less care which produced some overinked copies



Constant plate flaw in S of POST



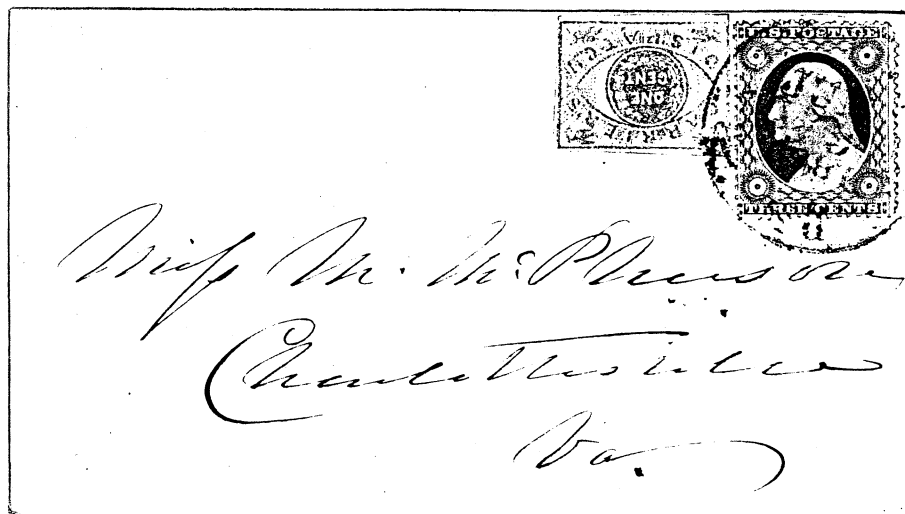
This blue issue on white paper prepaid box collection to the post office. Most city letters collected by carrier in this period have no Baltimore postmark, as they were delivered directly to the addressees. Carrier delivery on this cover was probably 2¢ collect.

SEMI-OFFICIAL ISSUES

BALTIMORE



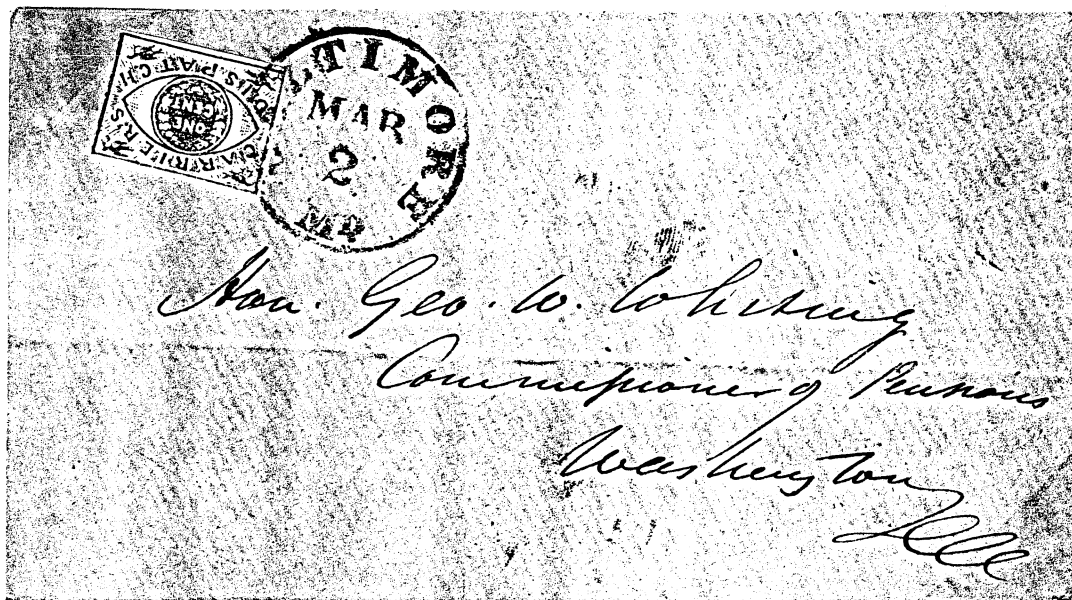
The second design, referred to as 'eye' stamps, were issued in blue and red.



Red "eye" stamp prepaays the collection fee in 1859 on this outgoing letter to Charlottesville, Va.

SEMI-OFFICIAL ISSUES

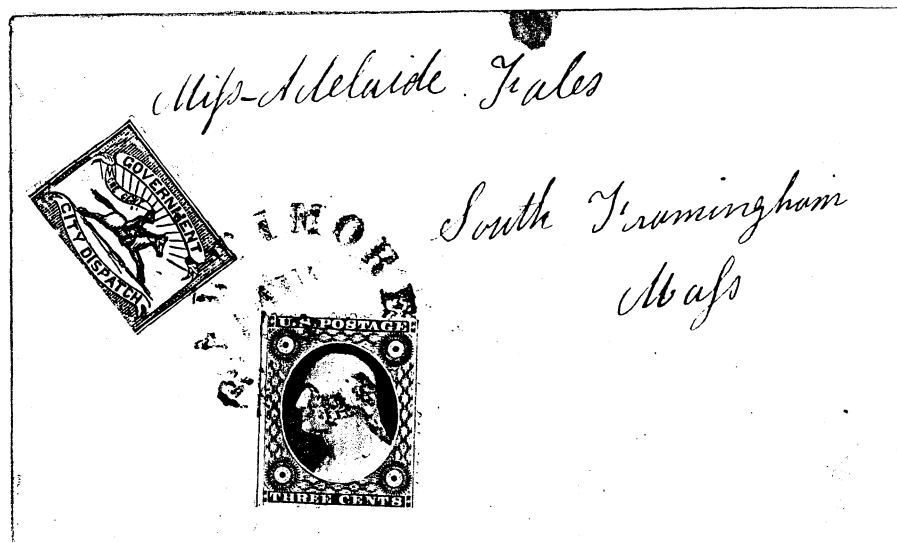
BALTIMORE



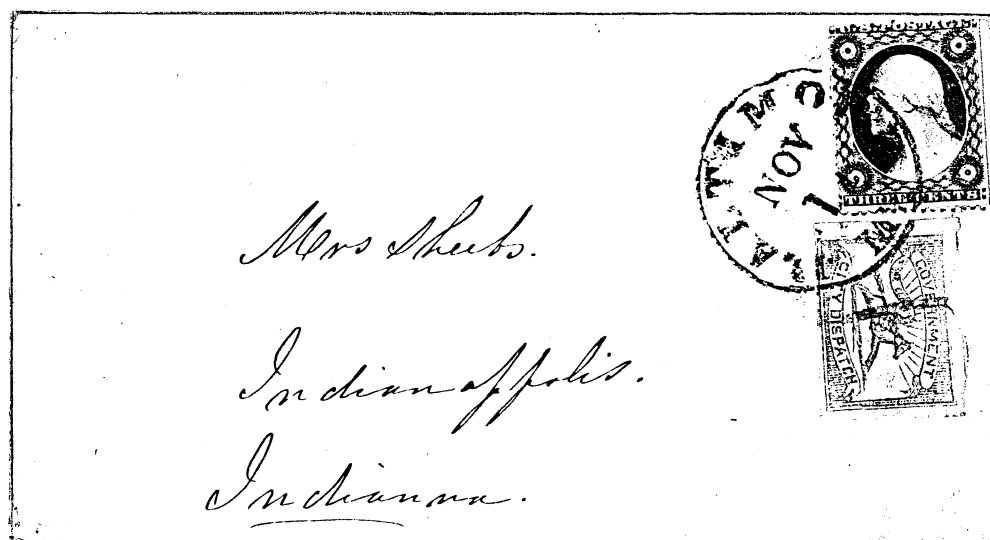
Blue "eye" stamp prepaying collection fee to the mails.
No postage was required to Washington, D.C. as letter is to Commissioner of Pensions.
This shows that the free frank privilege did not extend to carrier service.

SEMI-OFFICIAL ISSUES

BALTIMORE



The third design, referred to as the 'horseman', was issued in both black and red during 1857.



The red variety precancelled in ink prepaid 1¢ for collection.

SEMI-OFFICIAL ISSUES

BALTIMORE

SHORT RAY PLATE VARIETY

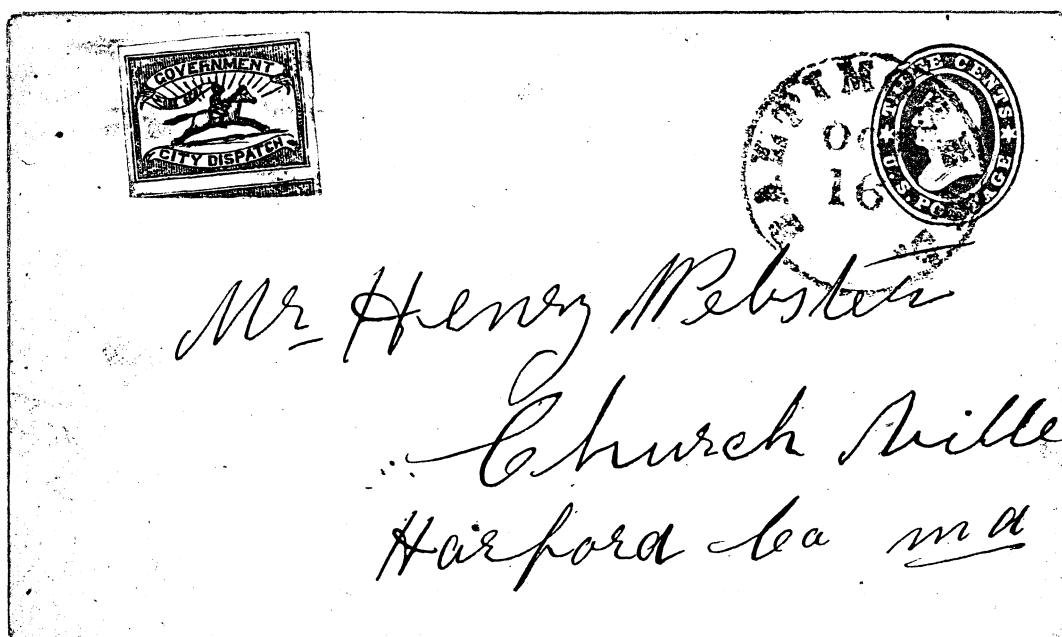
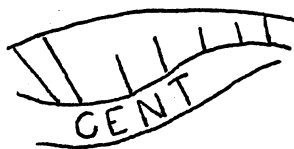


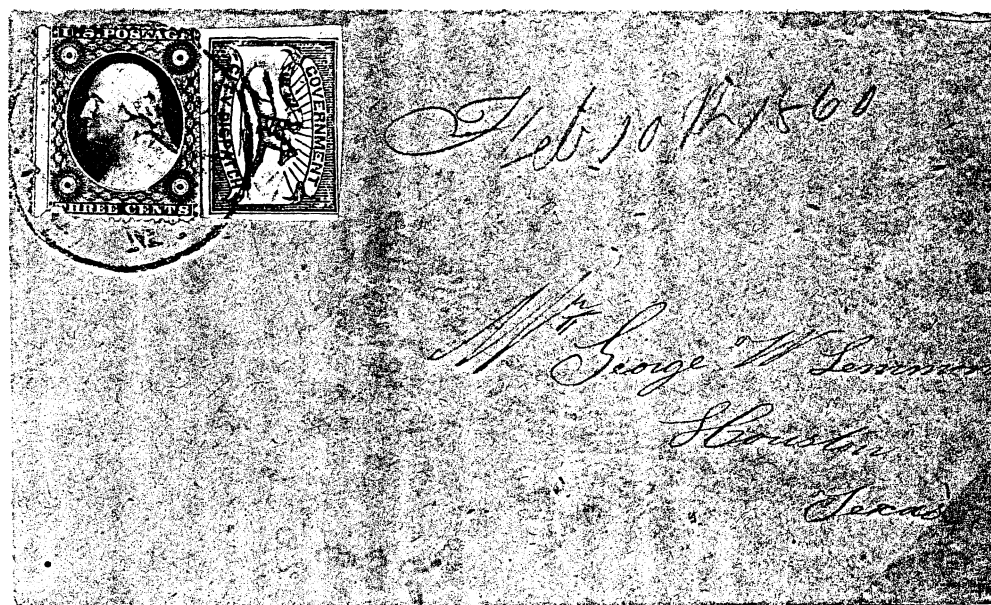
Plate variety with 4 short rays above banner on a star die envelope.
Original find in 1970 by Herman Herst Jr. In President Arthur's family correspondence.



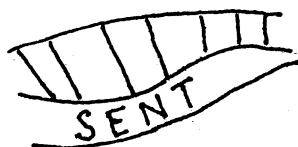
SEMI-OFFICIAL ISSUES

BALTIMORE

PLATE FLAW "CENT"



Constant plate flaw "SENT" in place of "CENT" in banner.
Posted Feb. 3, 1860 to Houston, and notation it was received Feb. 10.

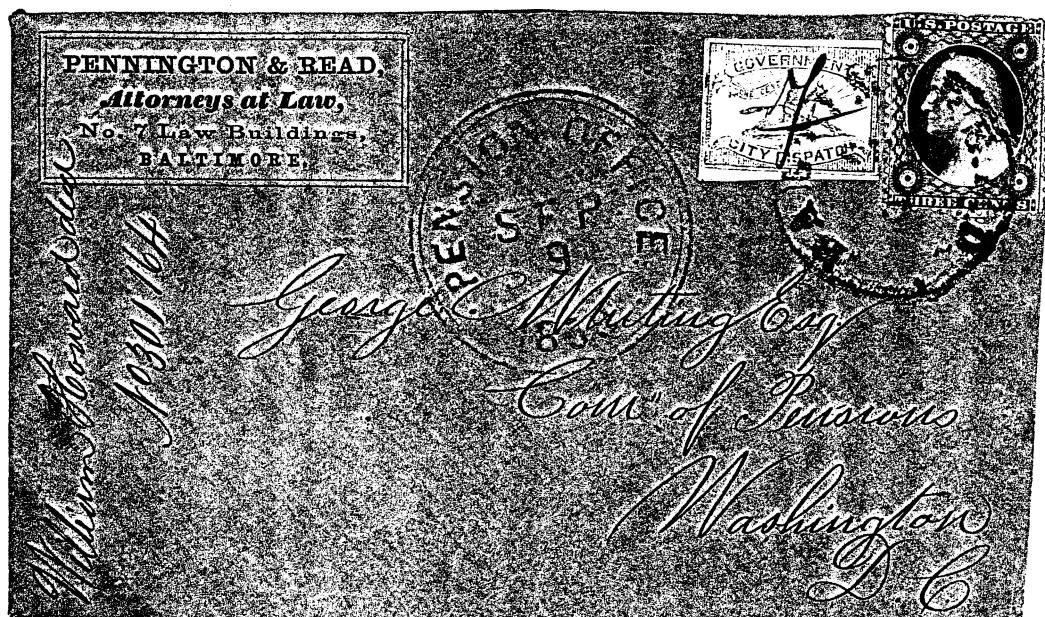


SEMI-OFFICIAL ISSUES

BALTIMORE

PEN CANCEL "F"

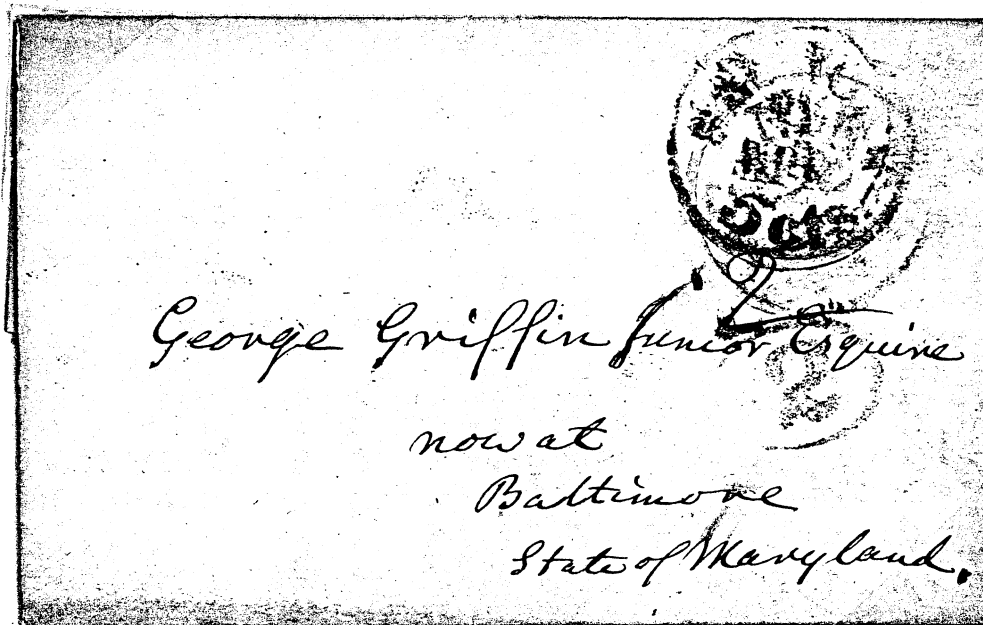
John S. Fusselbaugh, letter carrier 1855-1859, pen cancelled his stamps with his last initial.



Fusselbaugh carried this letter to the Baltimore Post Office on September 9, 1859.

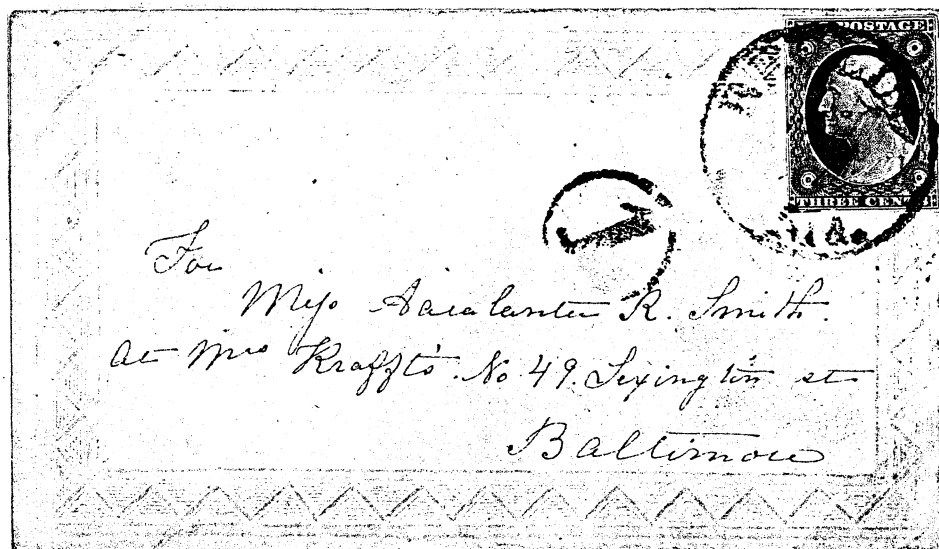
REGULAR ISSUES AND MARKINGS

BALTIMORE



Apr. 8, 1849

Baltimore delivery 2 cents and unpaid postage from New York, hence 7 cents collect.

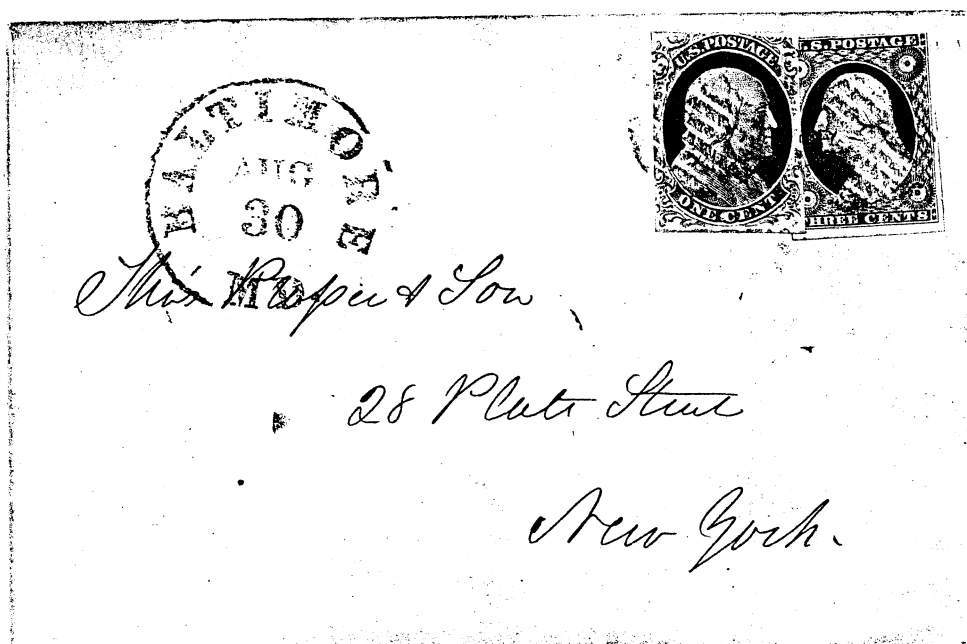


Carrier delivery fee reduced to 1 cent in 1851.

This letter from Berlin, Md. marked "1" early in the rate change.

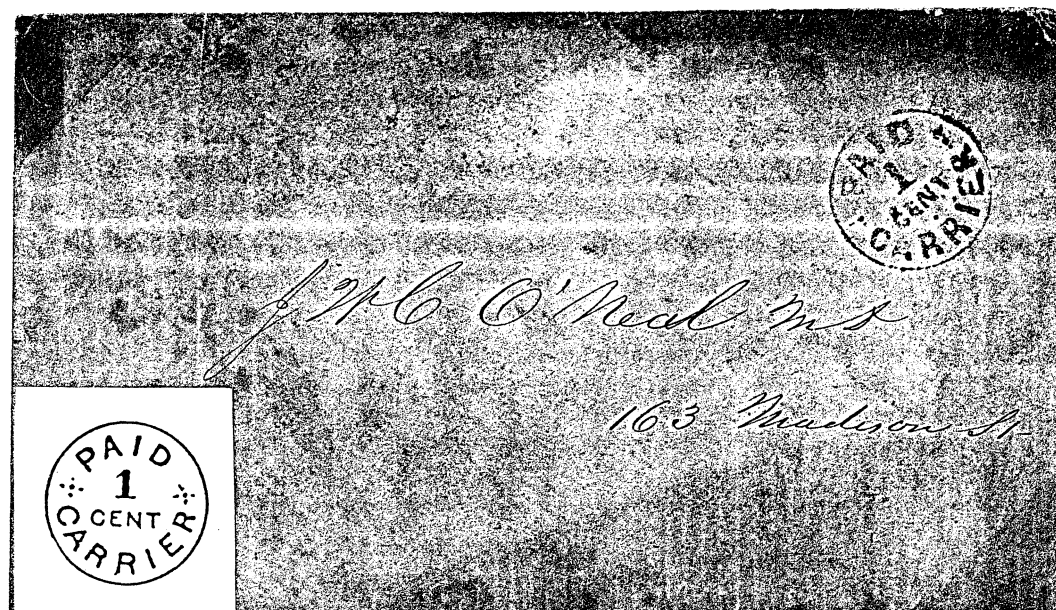
REGULAR ISSUES AND MARKINGS

BALTIMORE



Aug. 30, 1852

EARLIEST KNOWN USE of 1c stamp to prepay carrier collection.
ex Golden



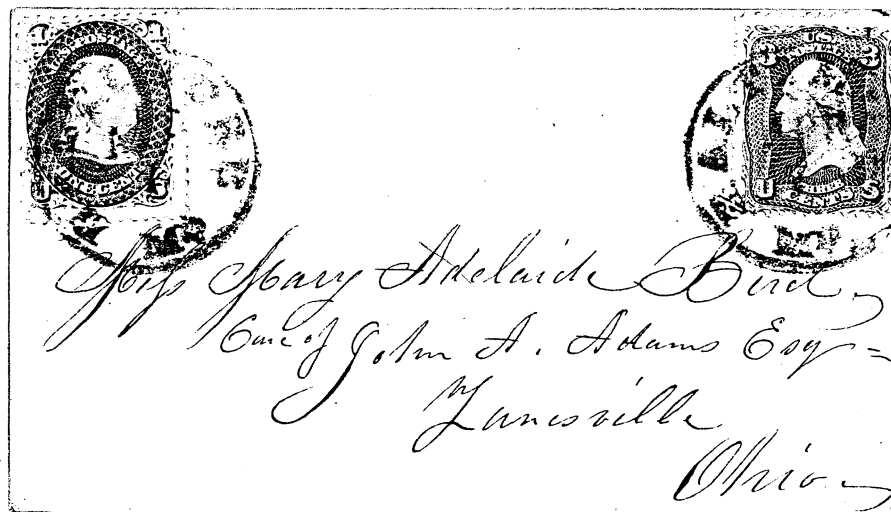
Only handstamp specifically attributed to Baltimore Carrier Dept.

Extremely limited use was on 1855 circulars.

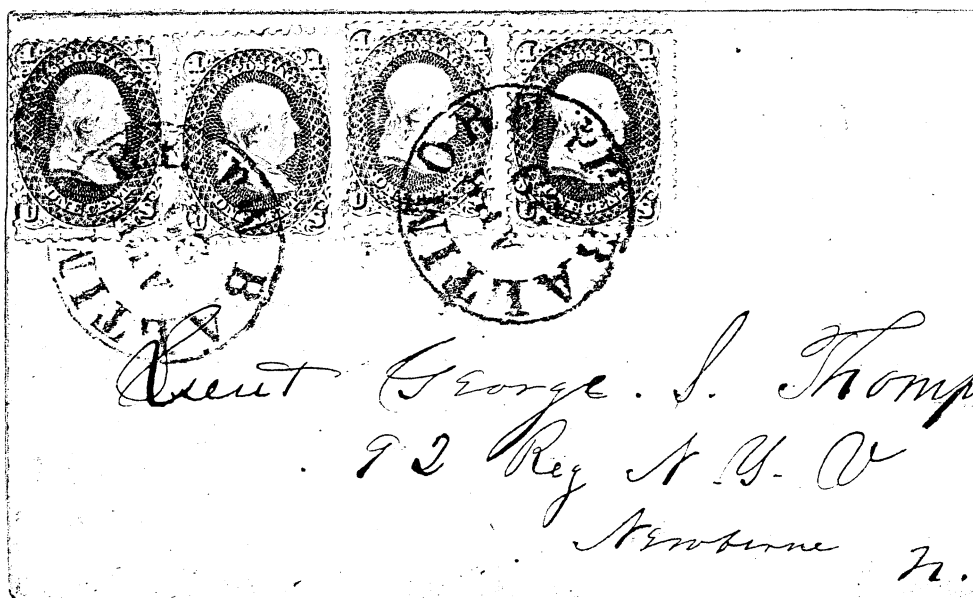
ONE OF FOUR RECORDED. ex Hessel

REGULAR ISSUES AND MARKINGS

BALTIMORE



Regular issues for carrier collection were infrequent.



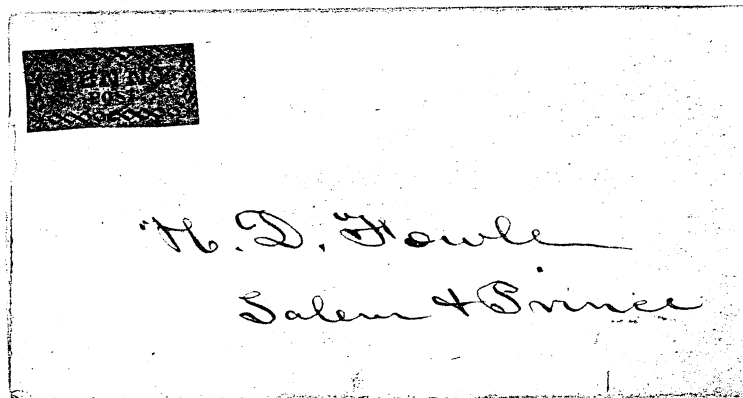
Aug. 29, 1862 carrier collection and postage to New Bern, N.C.. Although North Carolina seceded on May 20, 1861, this letter to a Union officer was probably carried by water to the coastal port of New Bern on the Neuse River.

SEMI-OFFICIAL ISSUES

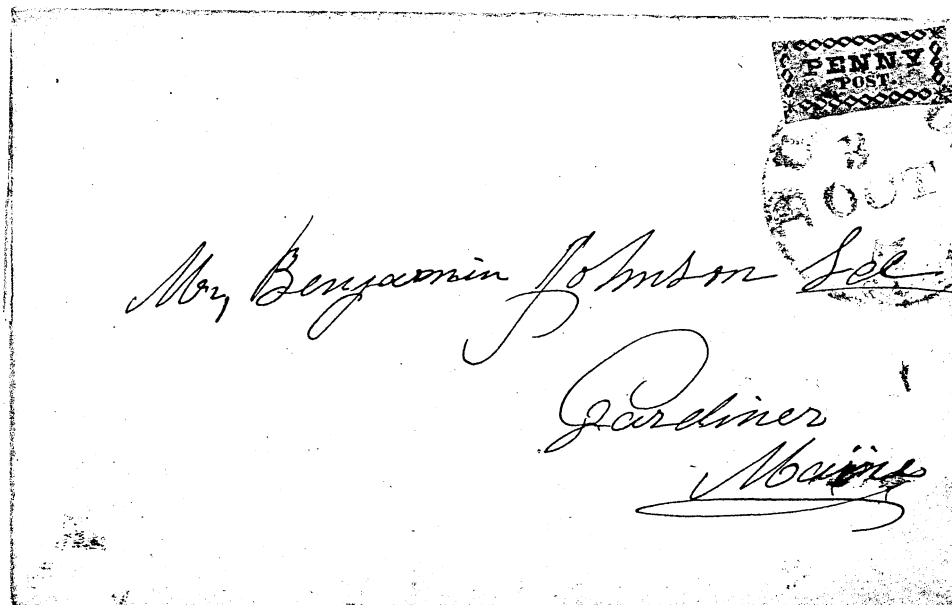
BOSTON



The first carrier stamp issued for the PENNY POST of Boston was printed in 1849 on pelure paper. So thin was the paper that the brown gum stains through on some used copies.



PENNY POST carried this printed notice from a collection box to the corner of Salem and Prince streets in downtown Boston.

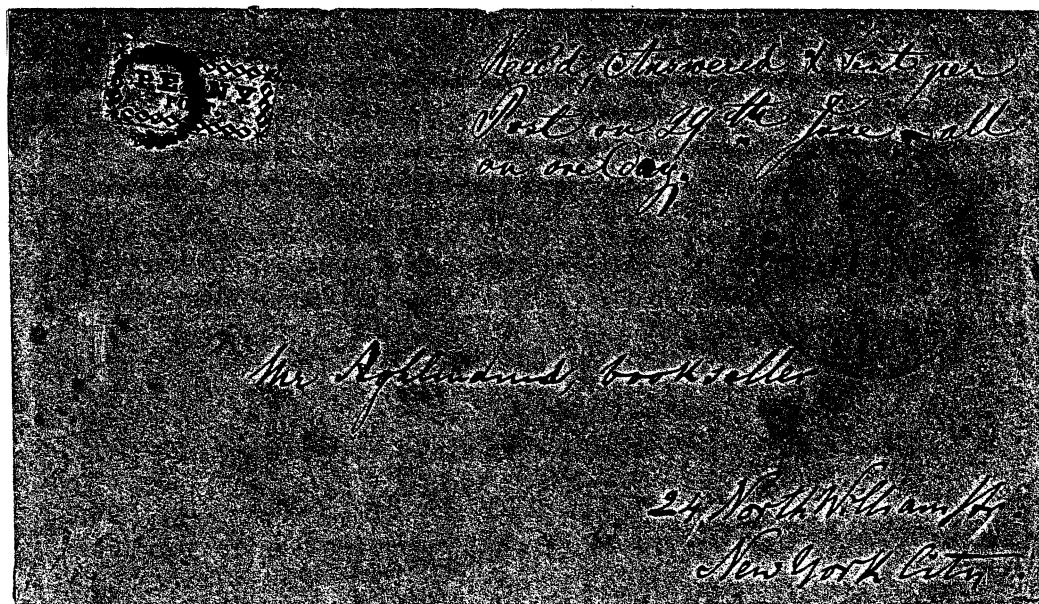


Oct. 3, 1849

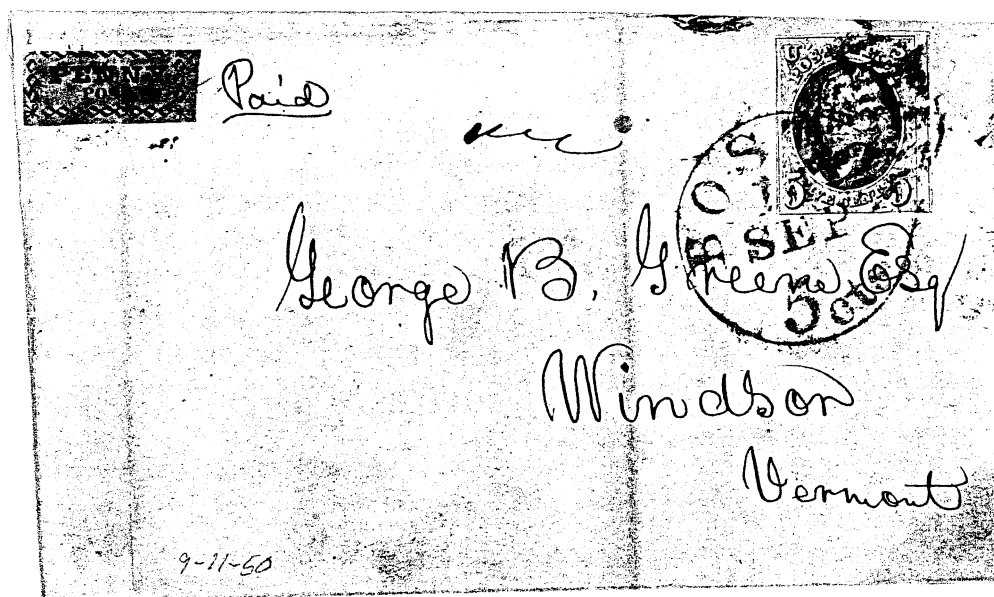
The PENNY POST stamp which sold for 1 cent prepaid collection.
Letter was sent 5 cents collect to Maine.

SEMI-OFFICIAL ISSUES

BOSTON



The first issue of 1849 cancelled with circular beaded ring, to New York 5 cents collect.

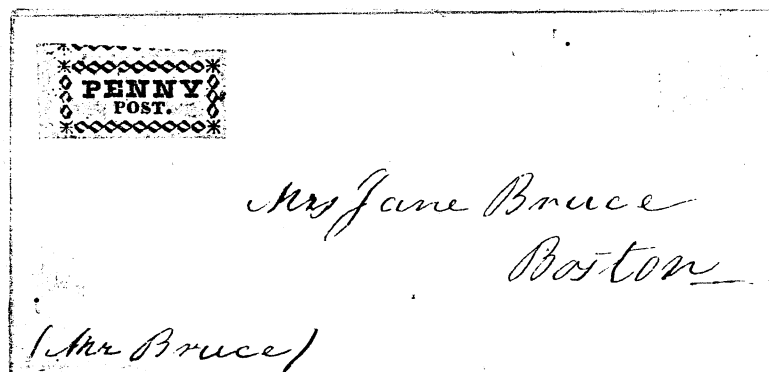


Sept. 11, 1850

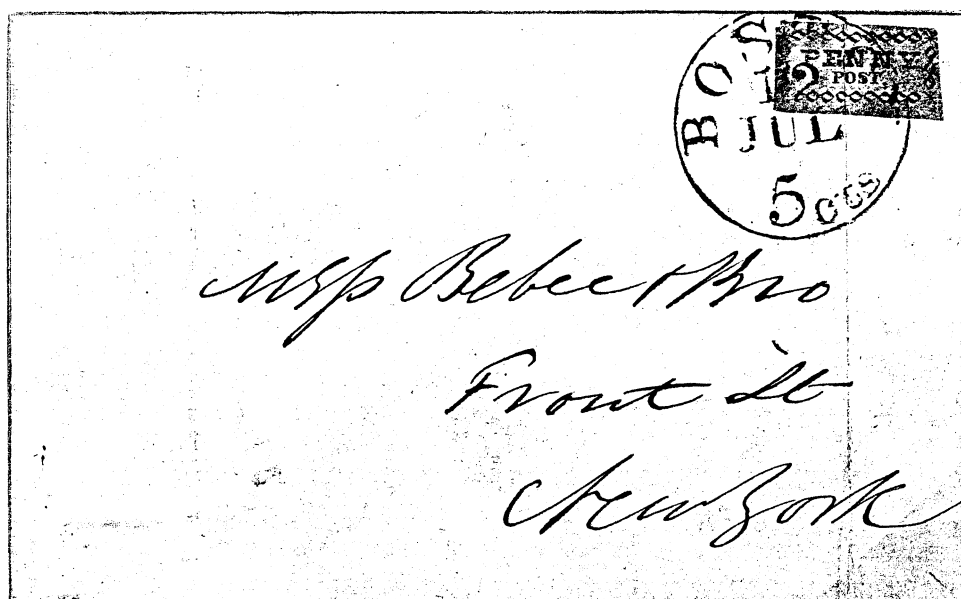
Combination use with 1847 issue prepaid to Vermont.

SEMI-OFFICIAL ISSUES

BOSTON



No multiples of this stamp are known. Hence, this example on a local cover showing a portion of an adjacent stamp and an incomplete diamond in the left border is helpful in plating studies.



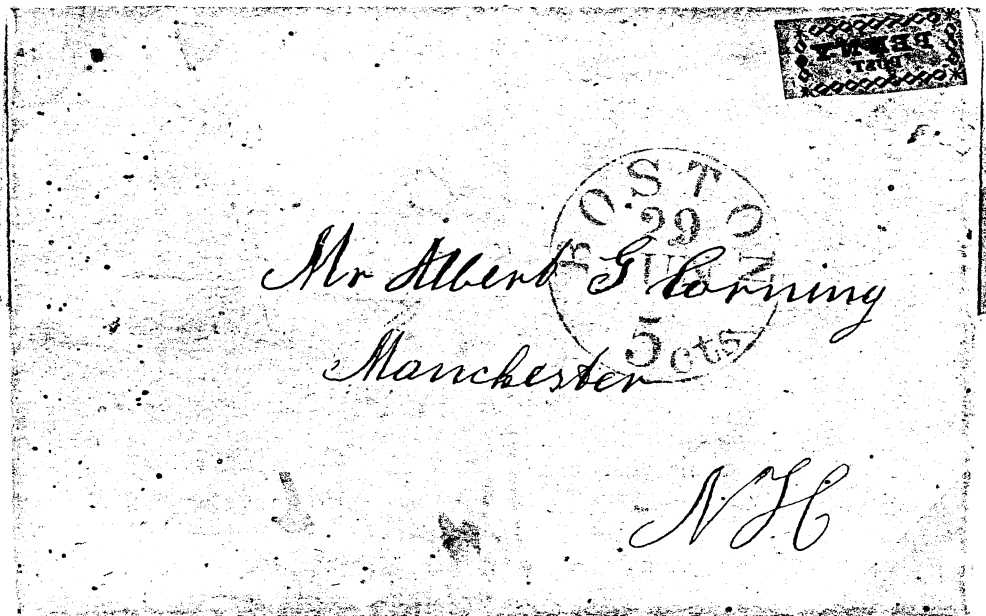
This Boston postmark with this stamp is usually seen in red ink, less so in black.

SEMI-OFFICIAL ISSUES

BOSTON

STAMP FACE DOWN

ONLY TWO EXAMPLES ARE RECORDED



June 29, 1850

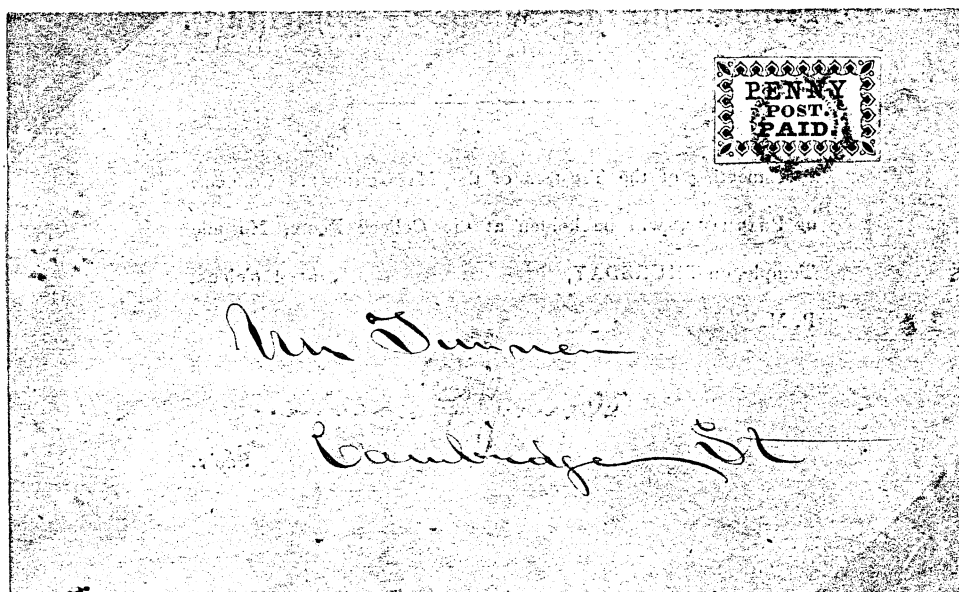
The first issue on very thin paper had gum added by mistake to the face side of the sheet. Such stamps required they be affixed face down. So thin were they that the design shows through.

SEMI-OFFICIAL ISSUES

BOSTON



The second PENNY POST carrier stamp was also sold for 1 cent.
It was printed in 1851 on gray colored wove paper.

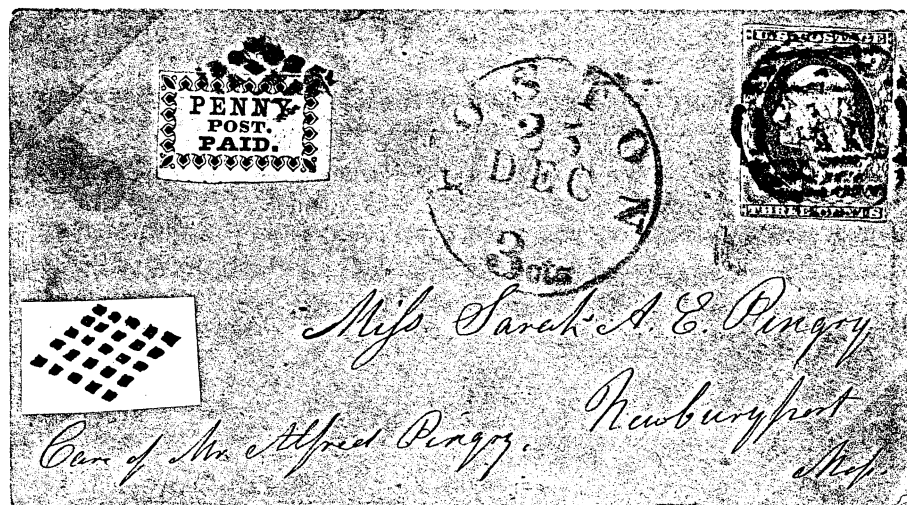


The Penny Post cancelled their stamps with a variety of killers.
Their beaded circle ties this example.

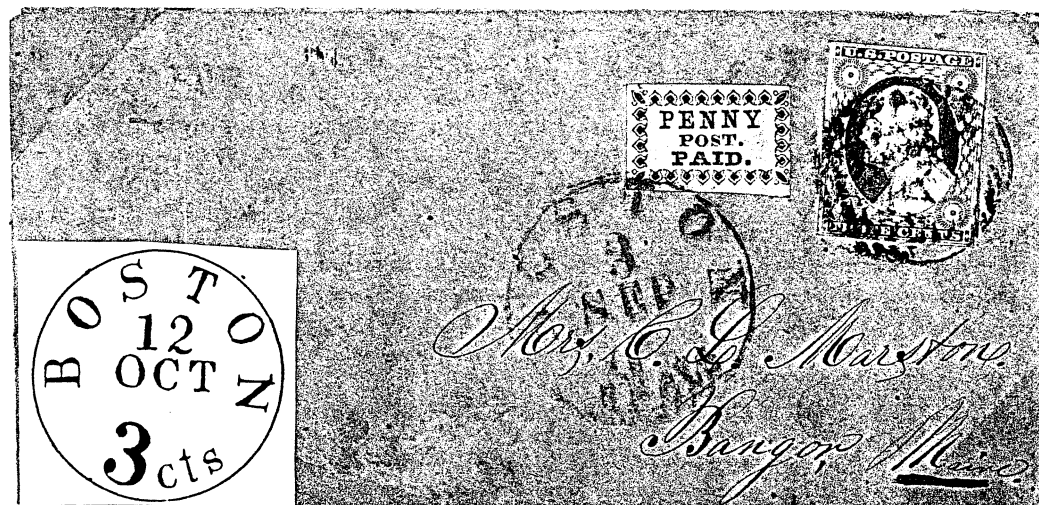


SEMI-OFFICIAL ISSUES

BOSTON



The second issue of 1850 with the diamond shaped cancel unique to Boston.

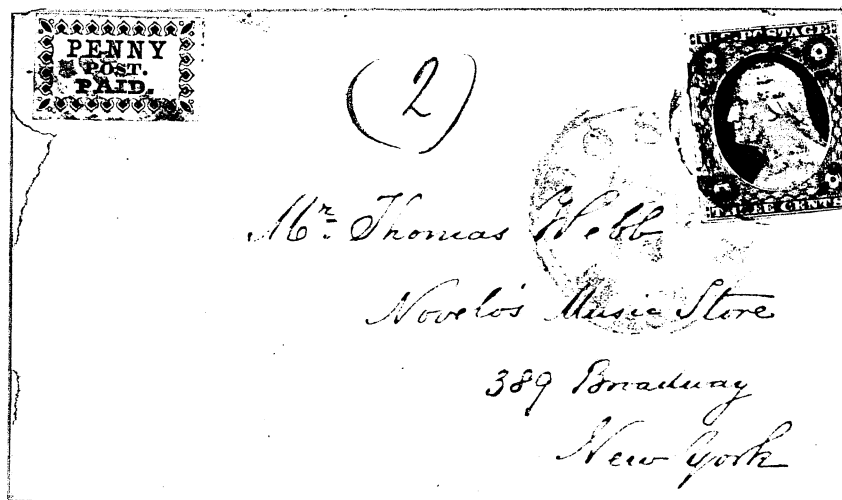


The second issue tied by the Boston CDS with enclosed 3.

SEMI-OFFICIAL ISSUES

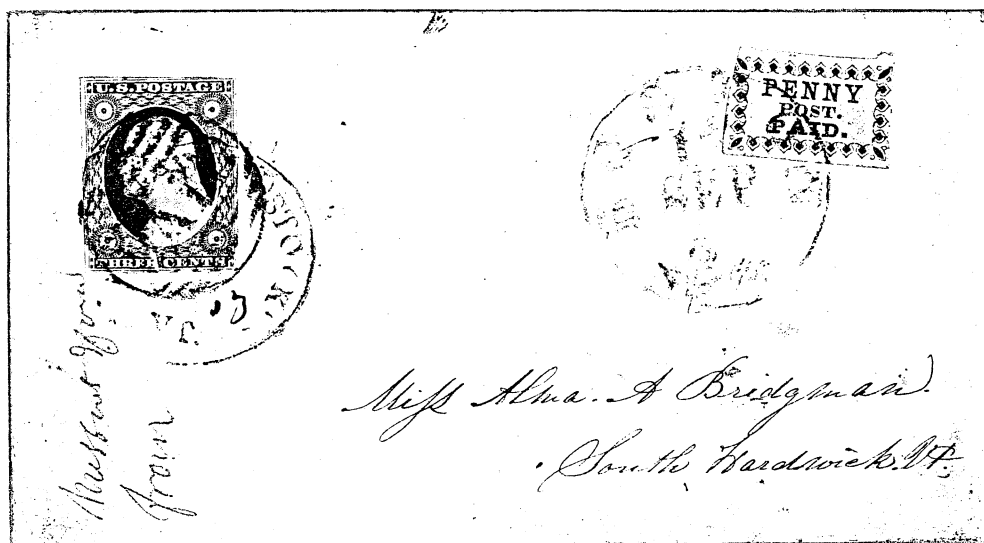
BOSTON

DELIVERY 2¢ COLLECT



Manuscript "2" indicates the carrier delivery fee charged to the music store addressee at 389 Broadway in New York City.

FORWARDED - POST OFFICE ERROR

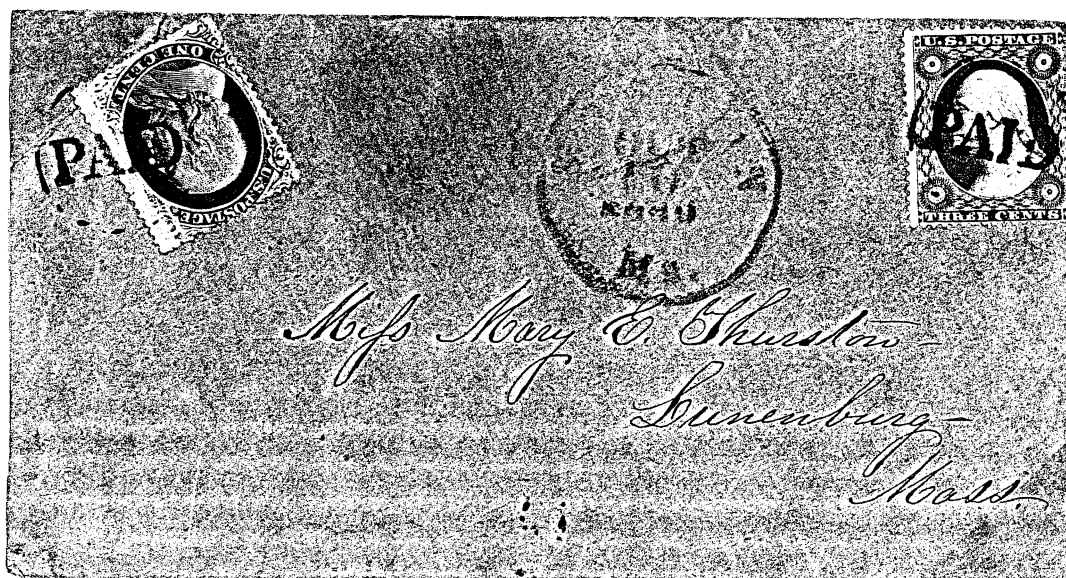


Addressed to South Hardwick, Vermont, but missent to South Woodstock and then forwarded.

REGULAR ISSUES AND MARKINGS

BOSTON

"The date when 1 cent stamps began use for payment of carrier fees in Boston is uncertain. A very few covers bearing the 3 cents '57 with the 1 cent '57 used for carrier collection have been recorded."
-- Ashbrook



Oct. 10, 1860

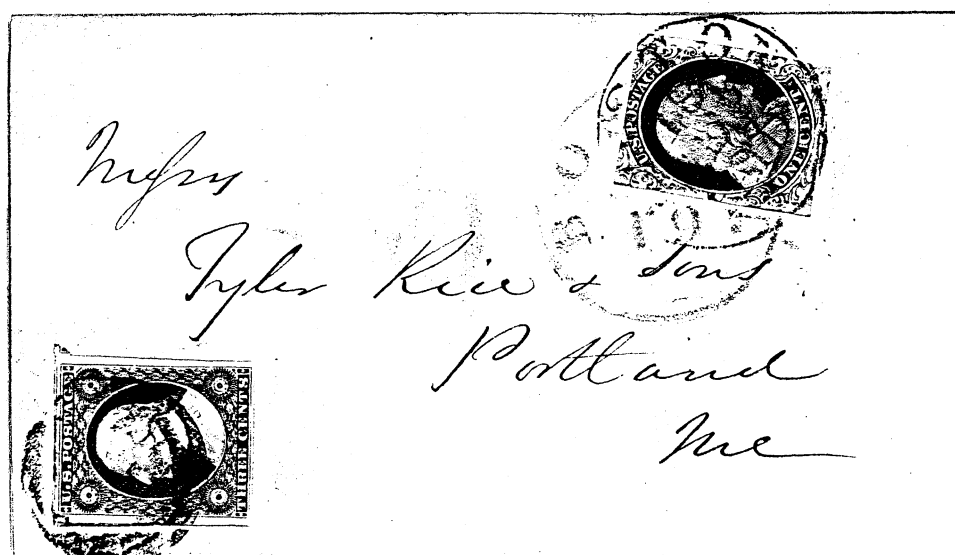
Both stamps are cancelled with the black PAID in broken circle marking of 1859-60.



REGULAR ISSUES AND MARKINGS

BOSTON

VERY EARLY 3+1 BOSTON COVER



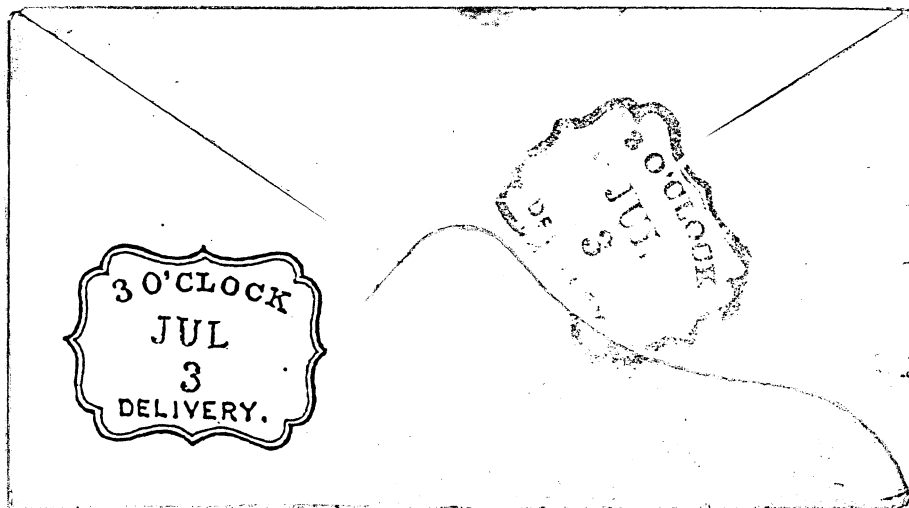
Sept. 18, 1856

1cent '51 postmarked Sept. 18 in black and Sept. 19 in red. This may have been an early attempt in Boston at use of 1 cent stamps to prepay carrier collection, or that use of 1 cent stamp alone was an oversight for 3 cents postage to Portland. In either case, for Boston, this is a very early 3+1 cover.

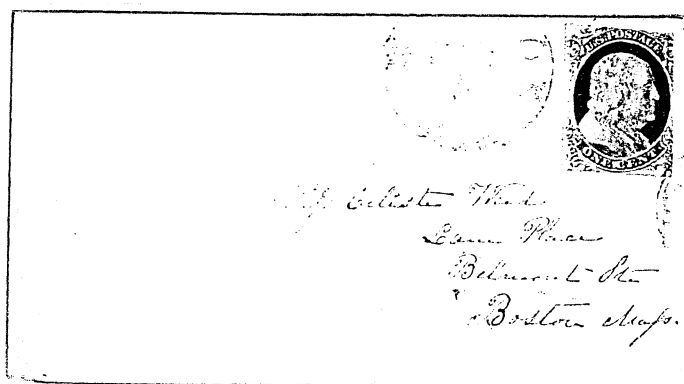


REGULAR ISSUES AND MARKINGS

BOSTON



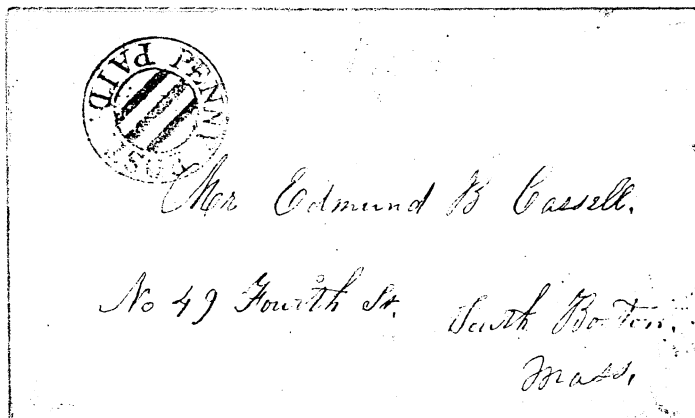
Fancy backstamp indicates time and date for carrier delivery of drop letter.



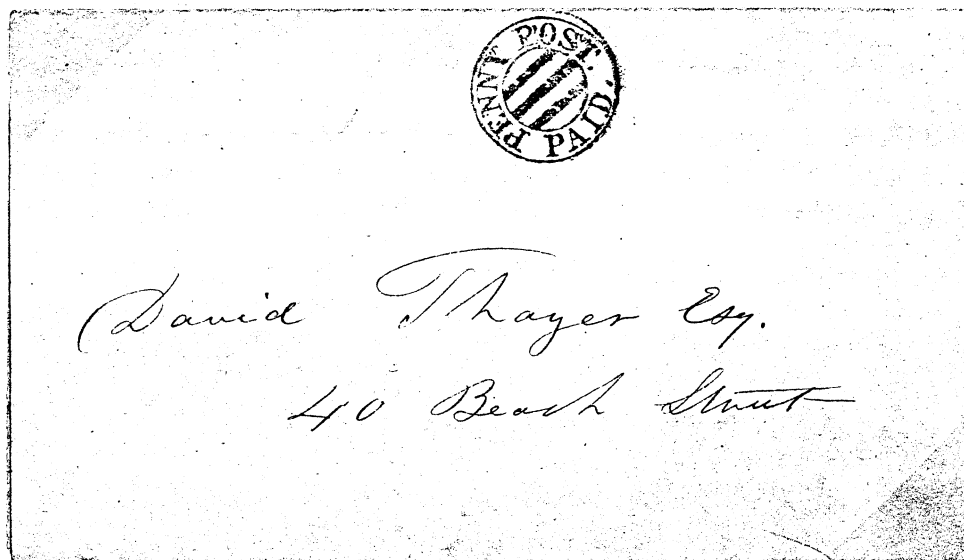
Photocopy of cover front

REGULAR ISSUES AND MARKINGS

BOSTON



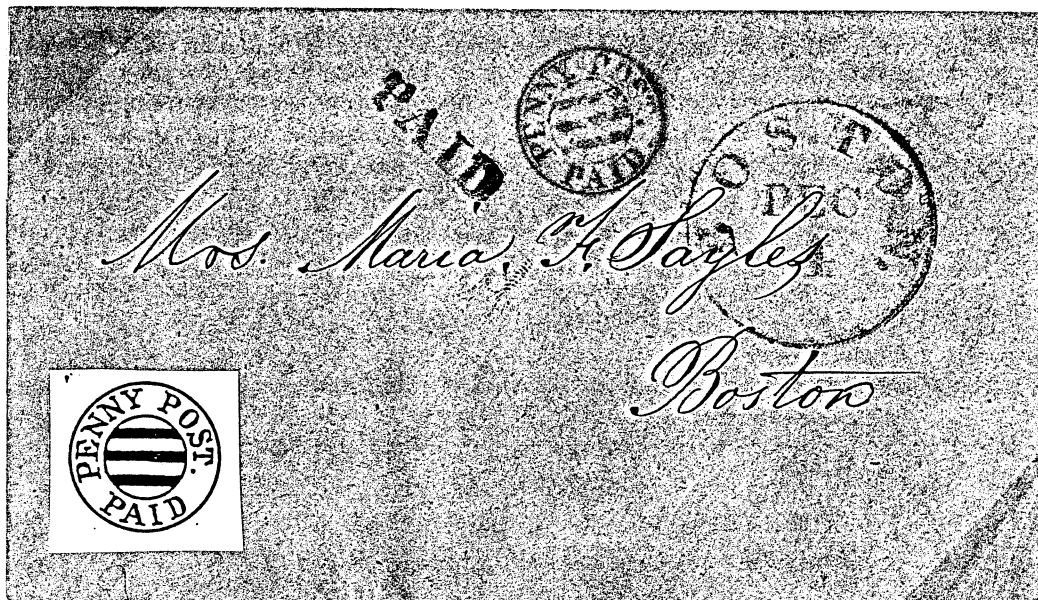
This uncommon three bar grid was used on local mail for street delivery.



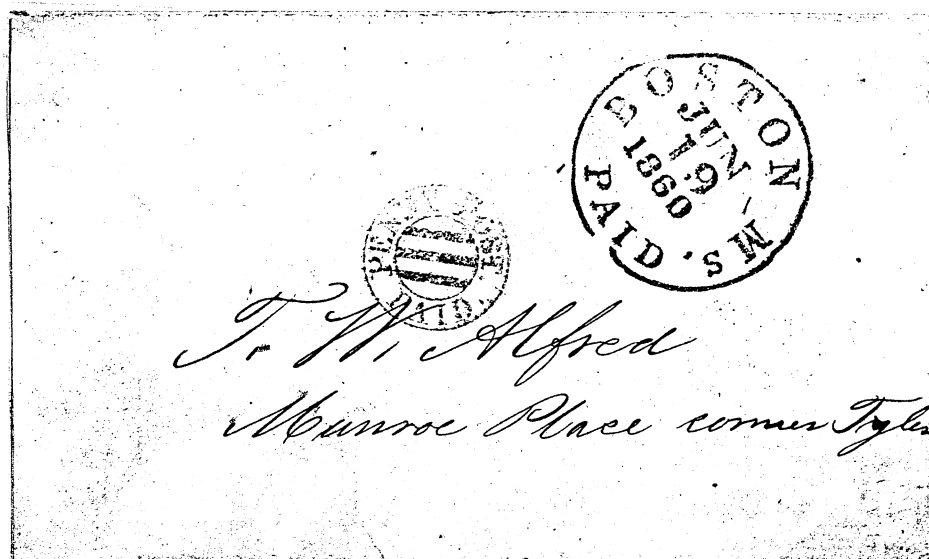
Marking also recorded in black on circular of Aug. 29, 1854

REGULAR ISSUES AND MARKINGS

BOSTON



Most of the few covers with PENNY POST PAID marking are city letters with no CDS. Covers on this page have no street address, hence, they went to the post office for general delivery, and there received a Boston postmark.



PENNY POST PAID in blue ink is very unusual. Only three examples recorded.

POST OFFICE NOTICE.

That Letters may be mailed in all sections of the city with equal facility, and be transmitted with promptness and certainty,—the Post Master General has authorised strong and secure Iron Boxes to be put up at the places named below, which will be ready for the reception of Letters and Papers, *prepaid by Stamps, according to law*, on MONDAY, August 2, 1858.

These Boxes will be visited daily by Sworn Collectors, at 9 o'clock, A. M., 1, 3½, and 7 o'clock, P. M., and all mailable matter found therein will be forthwith taken to the Post Office, and without charge.

Original announcement by Boston Postmaster Nahum Capen that from Aug. 2, 1858 letter mail deposited in collection boxes will be "taken to the post office and without charge".

The one cent carrier fee for this service was restored on July 1, 1860, after which fee collection problems ensued, and this resulted in "Due 1 cent" handstamped covers.

DISTRICT NO. 2.

Corner of Spring and Poplar Sts.
East Wall of Mass. Gen. Hos. yard.
" " Corner of Green and Leverett Sts.
" " Cambridge and Garden Sts.
" " Revere and West Cedar Sts.
" " Charles and Chestnut Sts.
" " Myrtle and Joy Sts.
" " Beacon and Mt. Vernon Sts.
REVERE HOUSE.
" " Court and Bulfinch Sts.
" " Court St. and Cornhill.

DISTRICT NO. 3.

Corner of Broad St. and Foster's Wharf.
" " Purchase and Congress Sts.
" " Beach and Lincoln Sts.
" " Federal and Kneeland Sts.
PEARL STREET HOUSE.

DISTRICT NO. 4.

WINTHROP HOUSE.
Corner of Elliot and Pleasant Sts.
" " Tremont and Pleasant Sts.
" " Washington and East Castle Sts.
" " Hudson and Oak Sts.

DISTRICT NO. 5.

Corner of Washington and Dover Sts.
" " Shawmut Avenue and West Canton St.
" " Shawmut Avenue and Springfield St.

DISTRICT NO. 6.

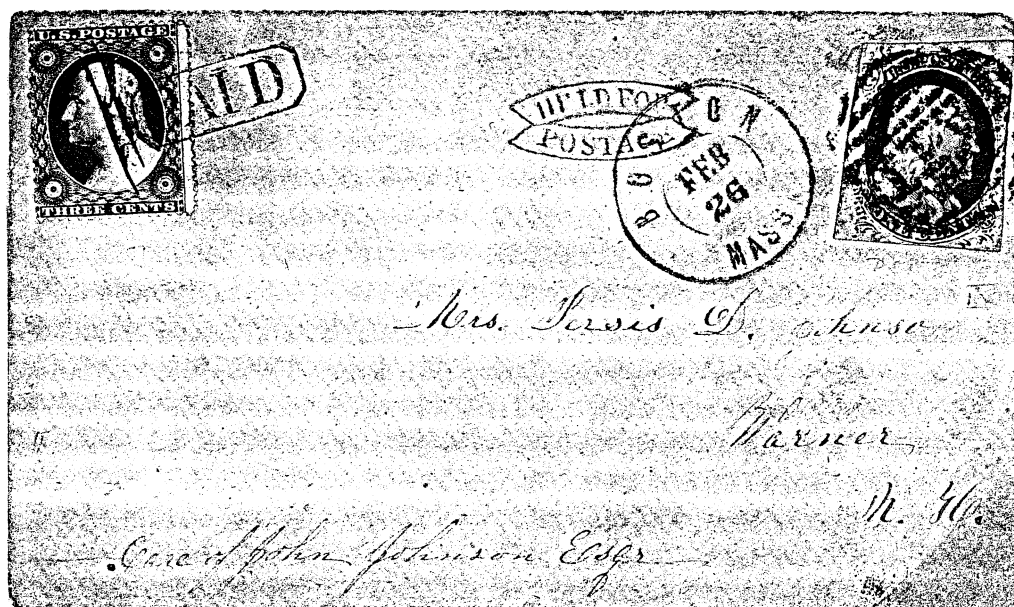
(South Boston.)
Corner of Dorchester Avenue and 4th St.
" " Dorchester Avenue and Dorchester St.
" " 1st St. and Broadway.
" " D and 4th Sts.
" " Broadway and Dorchester Avenue.

Nahum Capen Postmaster.

REGULAR ISSUES AND MARKINGS

BOSTON

HELD FOR POSTAGE



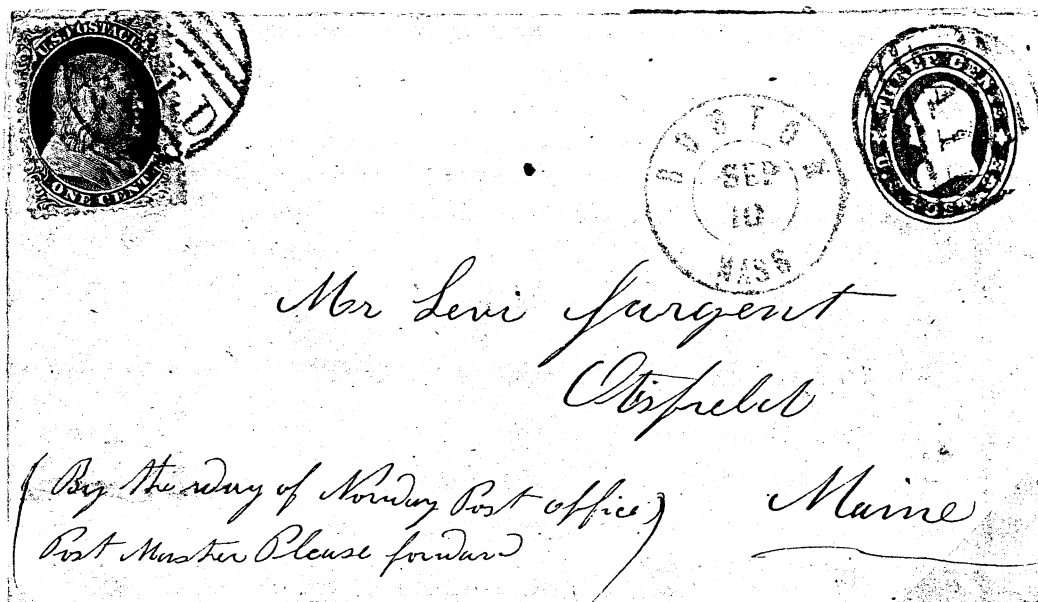
Letter was dropped in collection box with only the 1¢ '51 stamp affixed which prepaid the carrier collection fee. "HELD FOR POSTAGE" was handstamped as 3¢ postage was missing. Upon receipt of a 3¢ '57 stamp, letter was sent on to Warner, N.H.



REGULAR ISSUES AND MARKINGS

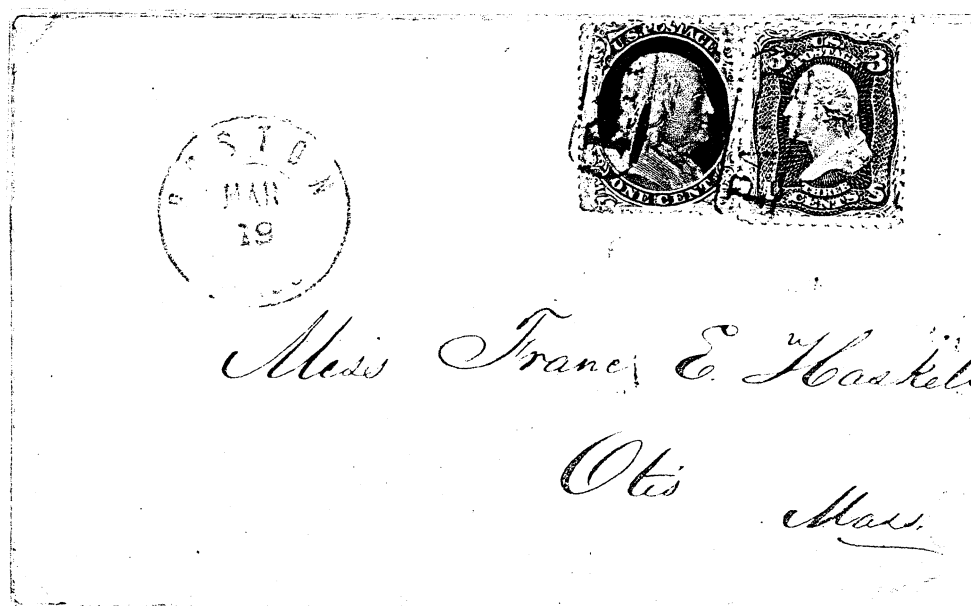
BOSTON

DEMONETIZED FRANKING



Sept. 10, 1861

Unusual carrier combination when both stamps were invalid.



Mar. 19, 1862

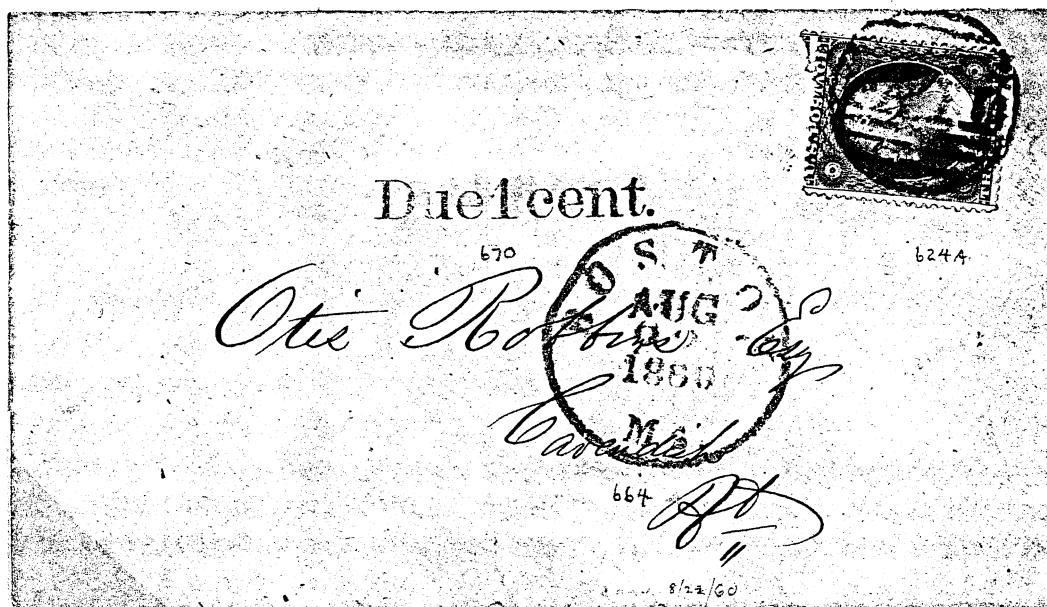
Very unusual for 1 cent '57 stamp to be accepted this late.

REGULAR ISSUES AND MARKINGS

BOSTON

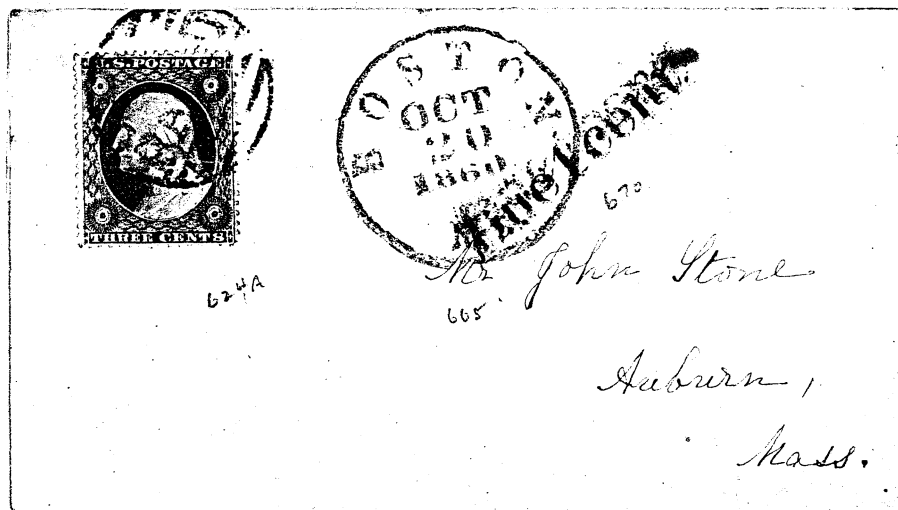
FIRST AND LAST DAY OF USE

Letters dropped in Boston street post boxes without a 1¢ stamp for collection fee were handstamped Due 1 cent from Aug. 22 to Oct. 20, 1860, a very short period.



First Day of Use - Aug. 22, 1860

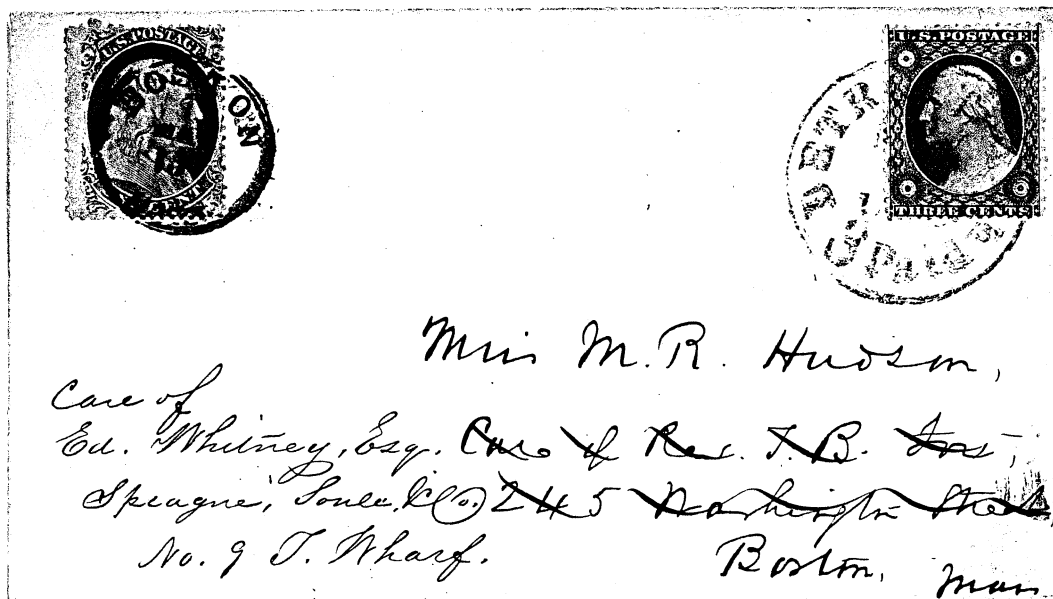
Due 1 cent.



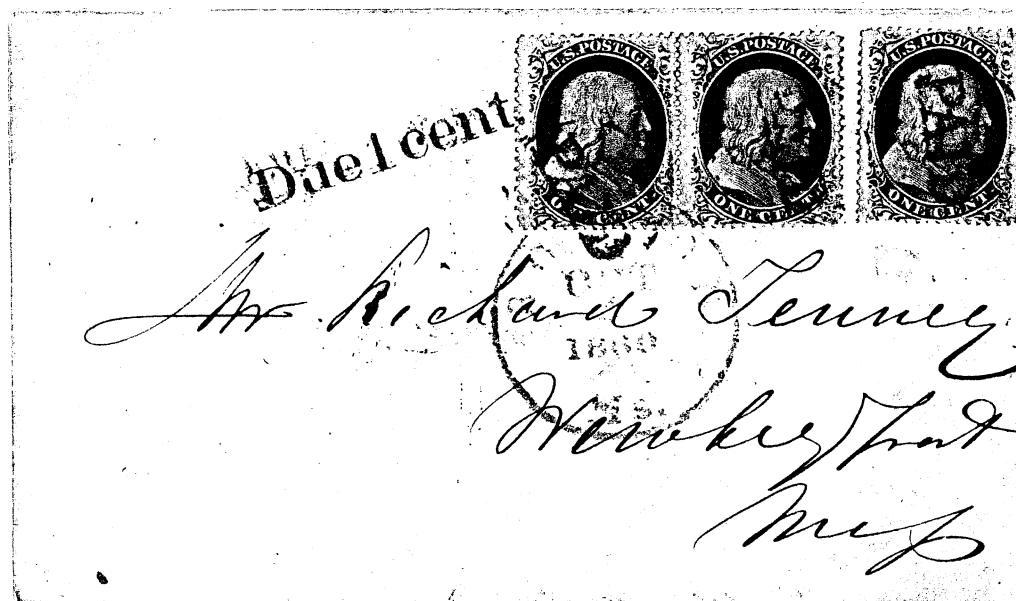
Last Day of Use - Oct. 20, 1860

REGULAR ISSUES AND MARKINGS

BOSTON



Forwarding Within Same City
 Incoming cover from Detroit, arrived Boston, and forwarded within the city.
 1c stamp cancelled May 15, (1860) paid fee for drop plus carrier delivery.

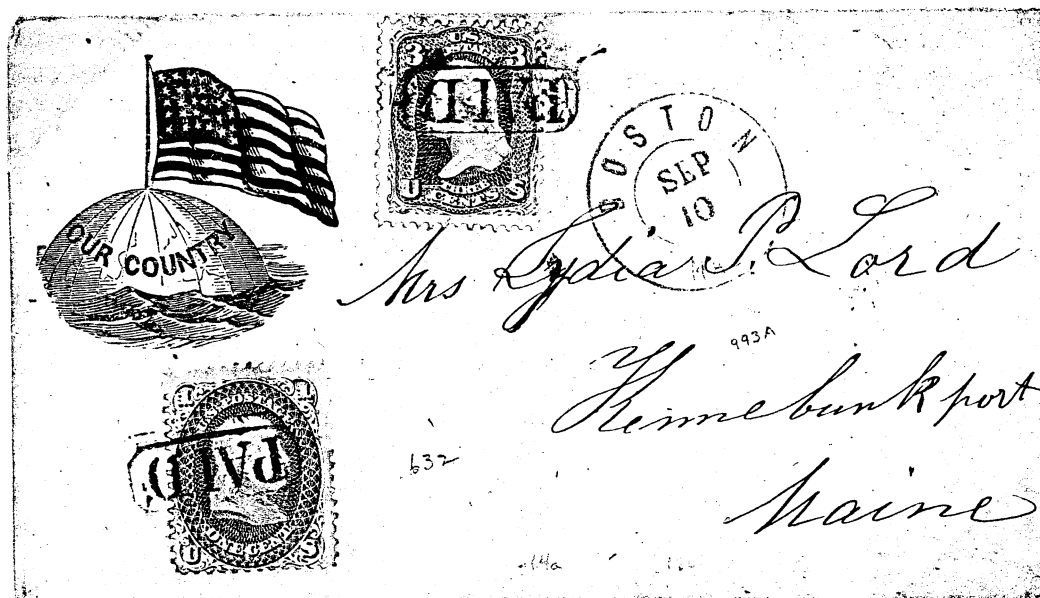


Three 1c '57 plus carrier fee "Due 1 cent".
 "Only cover recorded with this combination". - Ashbrook

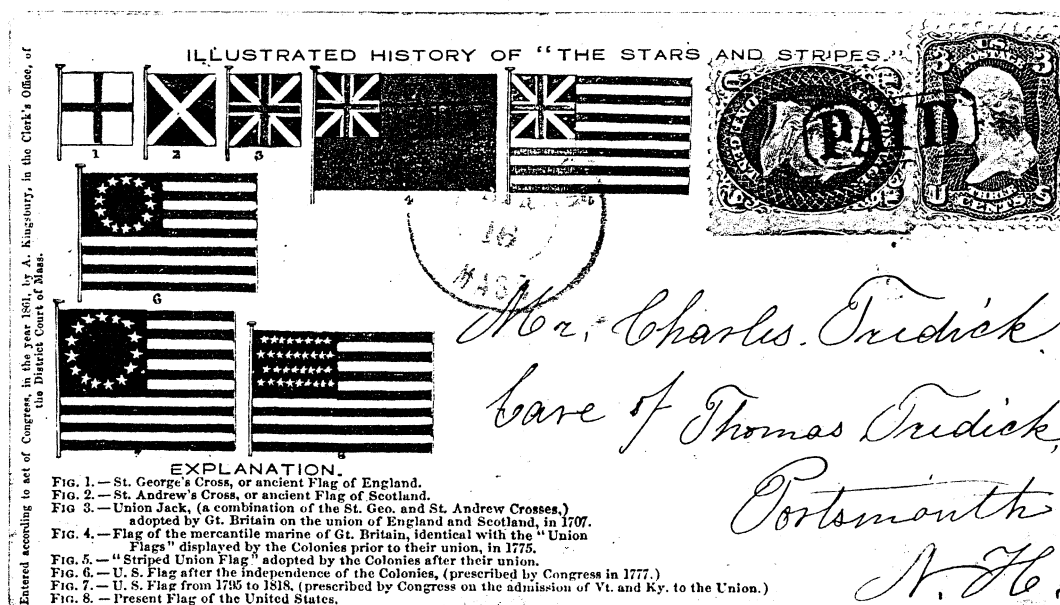
REGULAR ISSUES AND MARKINGS

BOSTON

CIVIL WAR PATIOTIC CARRIER USAGE



Patriotic cover of Sept. 10, 1861 with typical framed PAID marking used on carrier combinations from 1861 to 1863.

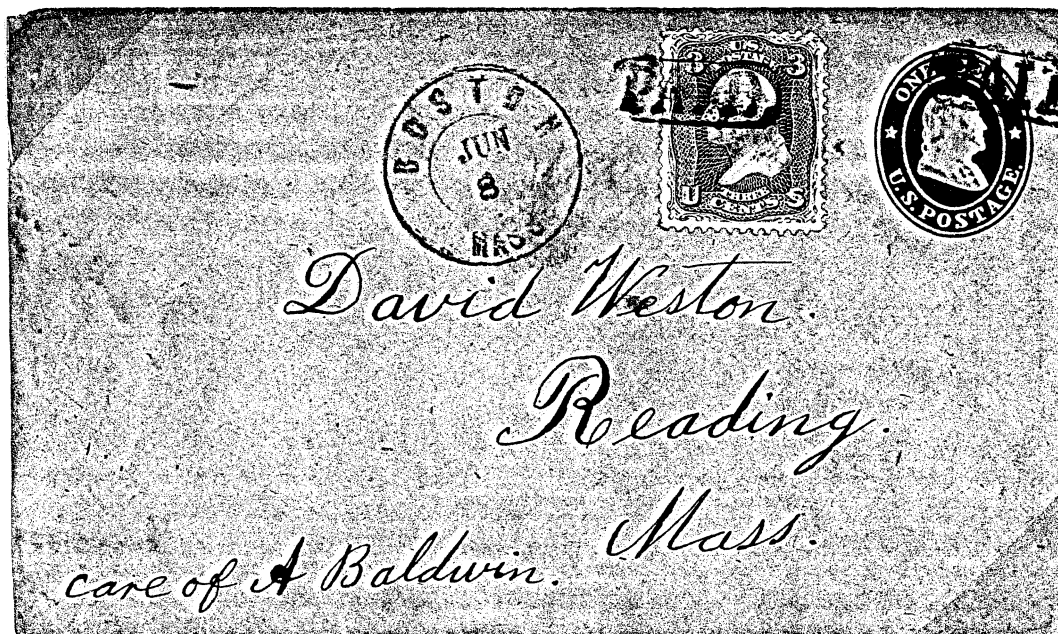


Carrier collection prepaid on one of the most interesting and colorful covers "History of the Stars and Stripes" produced by A. Kingsbury in 1861.

REGULAR ISSUES AND MARKINGS

BOSTON

ONE CENT STAR DIE



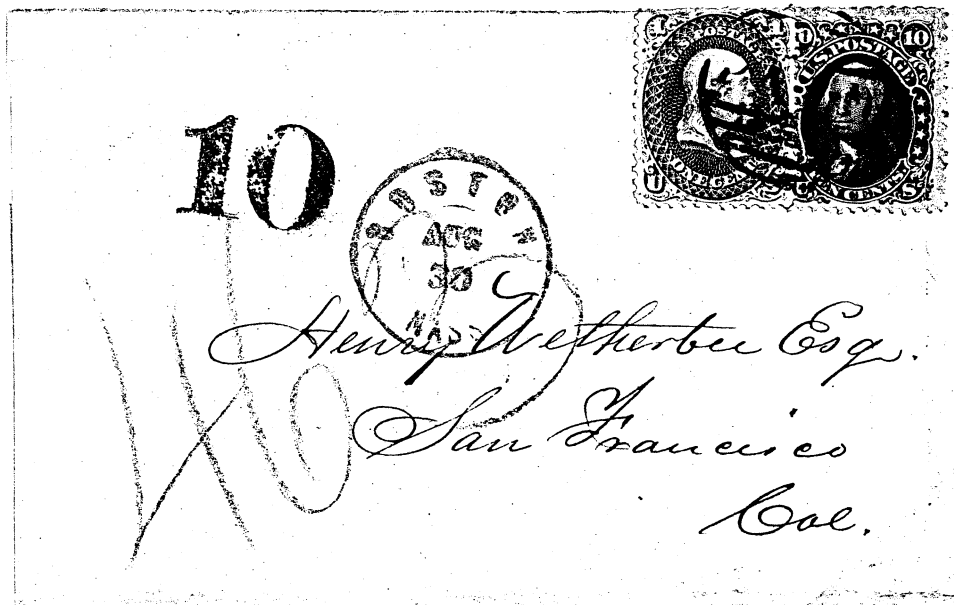
June 8. 1863

The 1 cent star die envelope was not demonetized, and is shown here prepaying the carrier collection fee. Rather late use as the carrier fee system came to an end on June 30, 1863.

REGULAR ISSUES AND MARKINGS

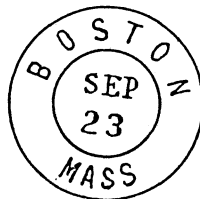
BOSTON

INSUFFICIENT POSTAGE



10¢ plus 1¢ '61 for carrier pick-up and postage to California. Handstamp "10" applied in Boston denotes 10¢ collect from recipient for double weight letter. Blue crayon 463 is P.O. account for addressee in San Francisco.

10



REGULAR ISSUES AND MARKINGS

BOSTON

15¢ POSTAGE to FRANCE plus 1¢ CARRIER



Oct. 11, 1859

Carrier fee 1¢ prepaid to Boston Post Office.

British packet ship Asia to France via Dover, arrived October 25.

U.S. - French Treaty effective 1857 credited 12¢ to Britain.

Arrived Paris October 26.

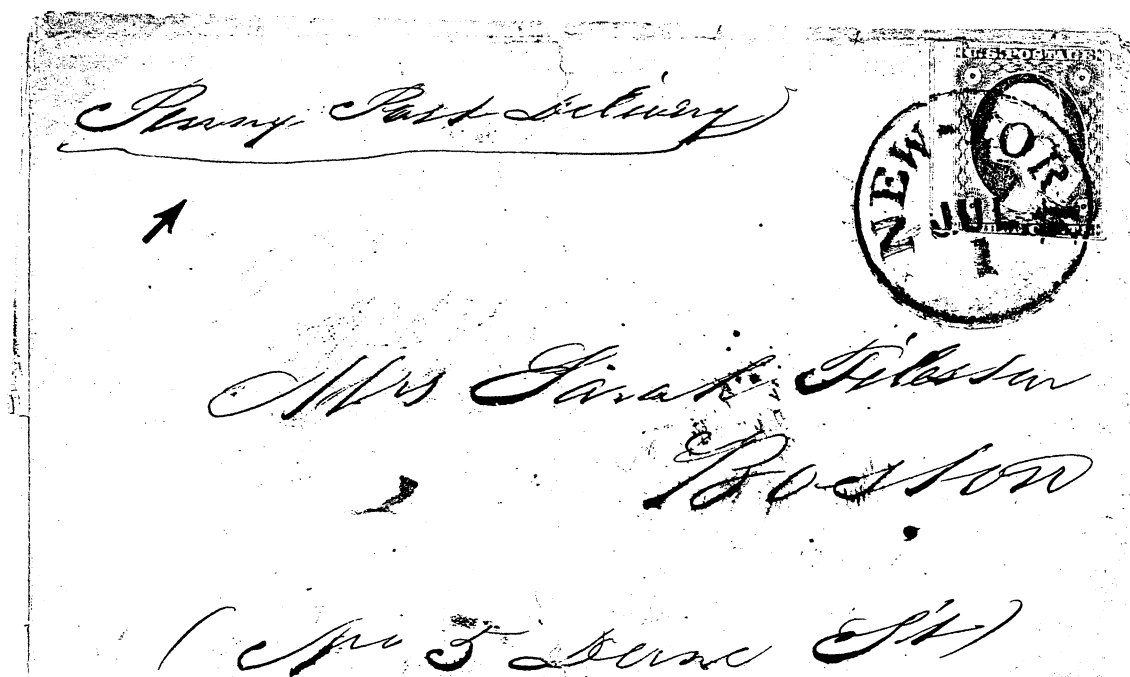
U.S. carrier	1¢
U.S. inland	3¢
Br. Sea packet	6¢
Br. Transfer	3¢
French inland	3¢
	<hr/> 16¢



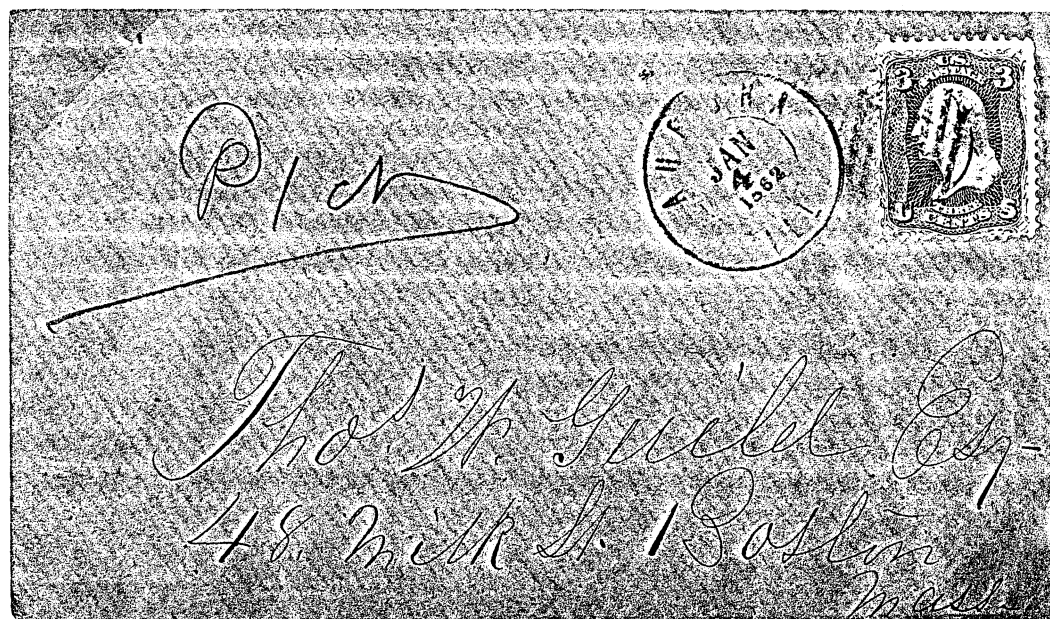
REGULAR ISSUES AND MARKINGS

BOSTON

PENNY POST DELIVERY



July 1, 1853 letter from New York with manuscript delivery notation for Boston Penny Post delivery. Fee was 2 cents.

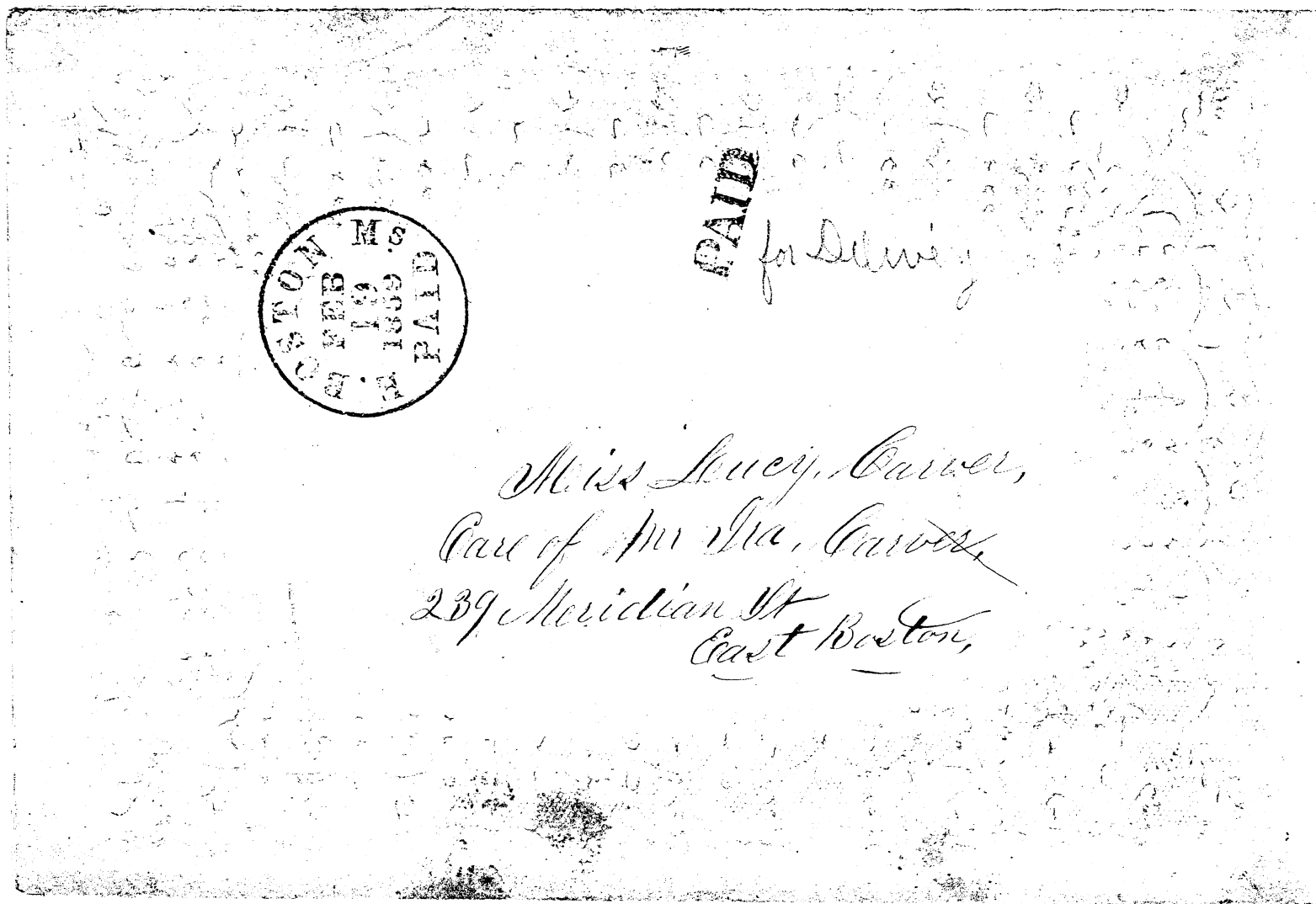


January 4, 1862 cover from Illinois with pencilled note that 1 cent paid delivery fee to 48 Milk Street in Boston.

REGULAR ISSUES AND MARKINGS

EAST BOSTON

PREPAID DELIVERY

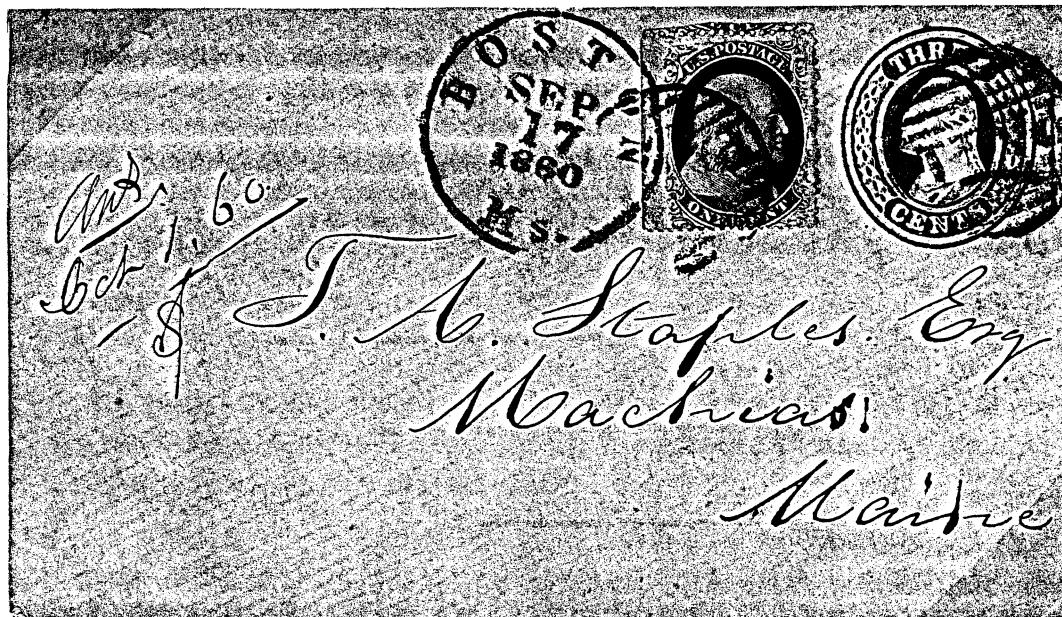


Feb. 19, 1859

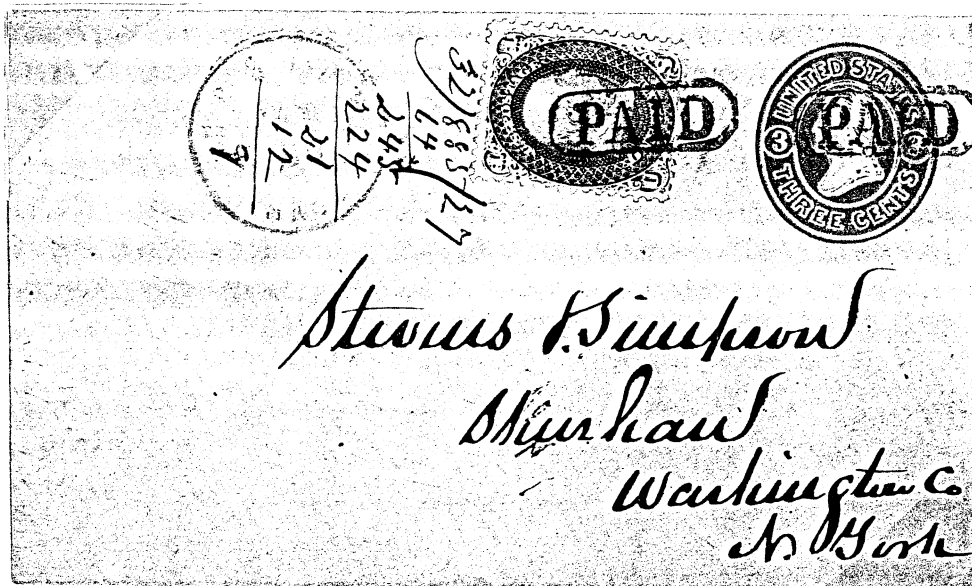
Valentine cover deposited in the East Boston Station with carrier delivery prepaid in cash to Meridian Street, East Boston, a bit late for the traditional February 14.

REGULAR ISSUES AND MARKINGS

BOSTON



1 cent '57 prepaying carrier pick-up fee on a 3 cent 1854 Nesbitt envelope.

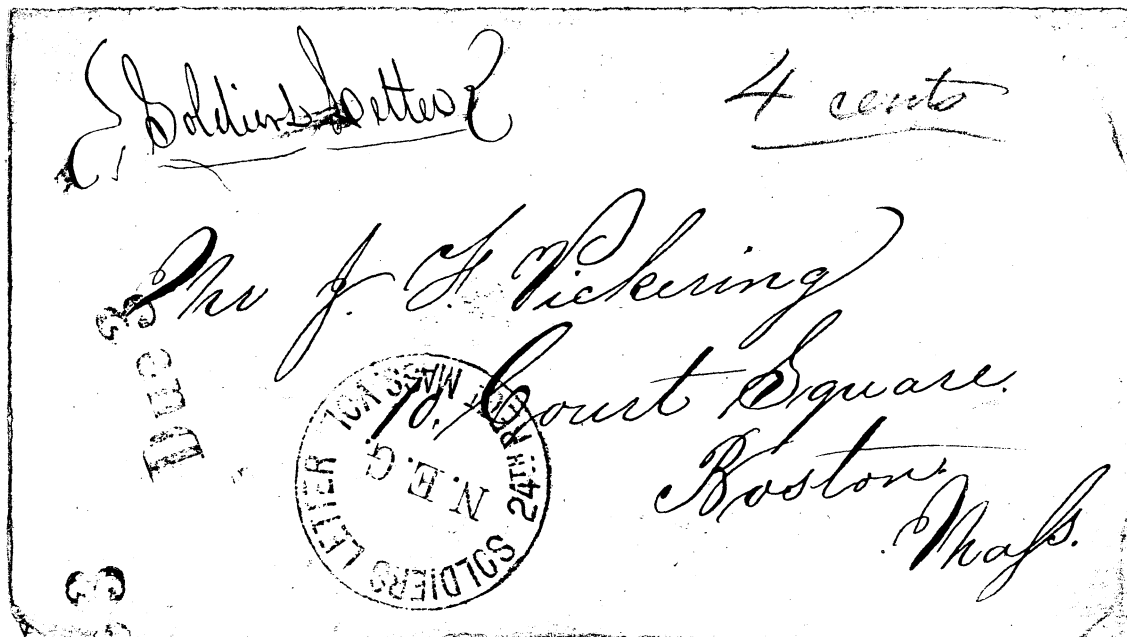


1 cent '61 prepaying carrier pick-up fee on a 3 cent 1861 Nesbitt envelope.

REGULAR ISSUES AND MARKINGS

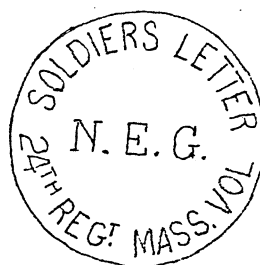
BOSTON

UNUSUAL INDICATION OF CARRIER DELIVERY



Manuscript "4 cents" collect from addressee is for 3 ¢ postage and 1 ¢ for carrier delivery in Boston to 10 Court Square. Letters from soldiers could be sent without payment, to be paid by recipient. Act of July 22, 1861.

Due 3

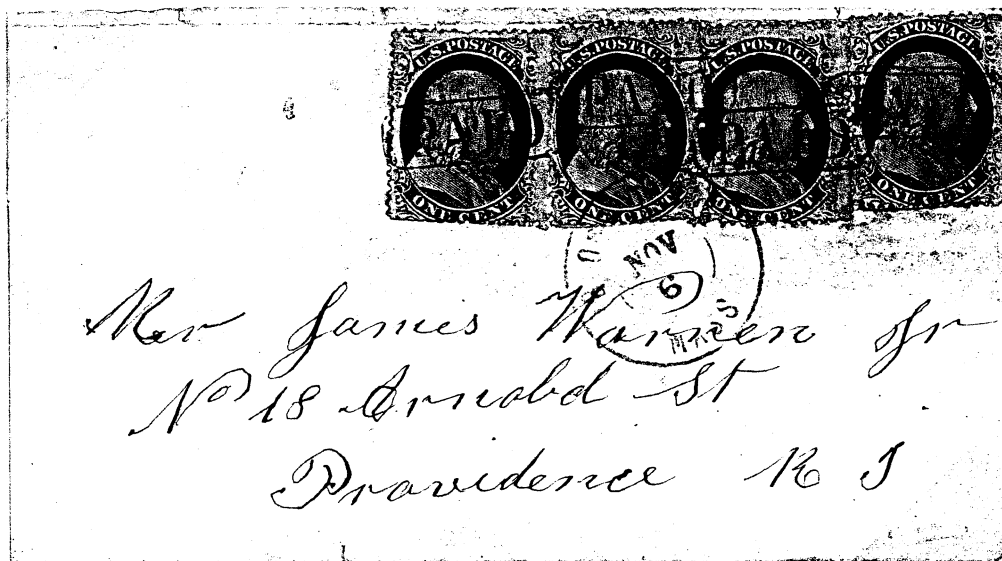


This Civil War soldier's letter is from the 24th Regiment of the Massachusetts Volunteers stationed in the Carolinas in 1862-3. Letters "N.E.G." is for the New England Guard which comprised a number of regiments from Vermont and Massachusetts.

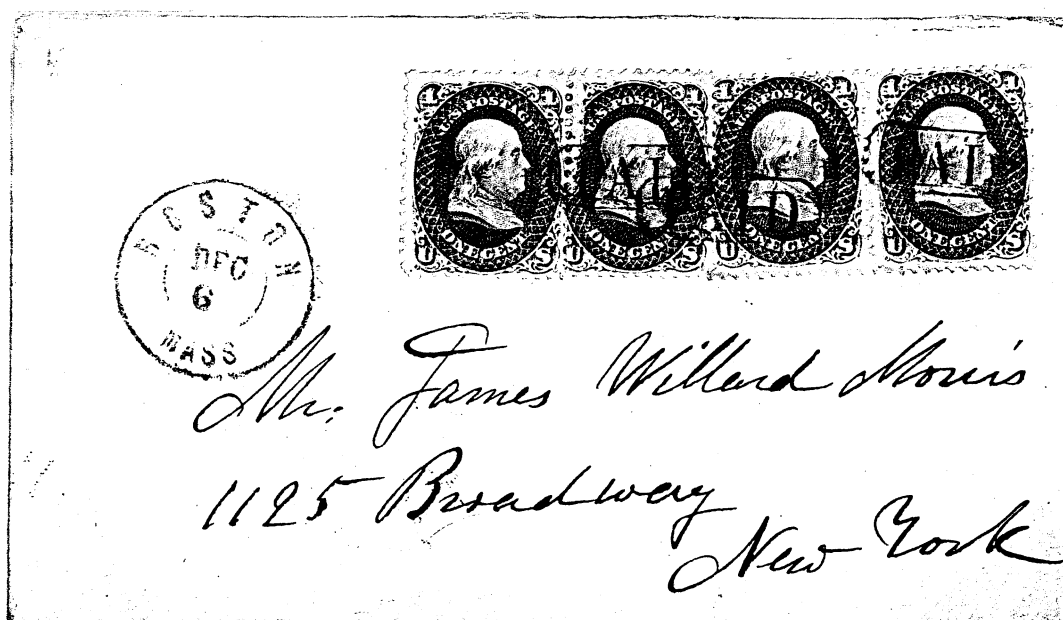
REGULAR ISSUES AND MARKINGS

BOSTON

FOUR 1 CENT STAMPS PREPAY POSTAGE AND CARRIER FEE



1857 Issue

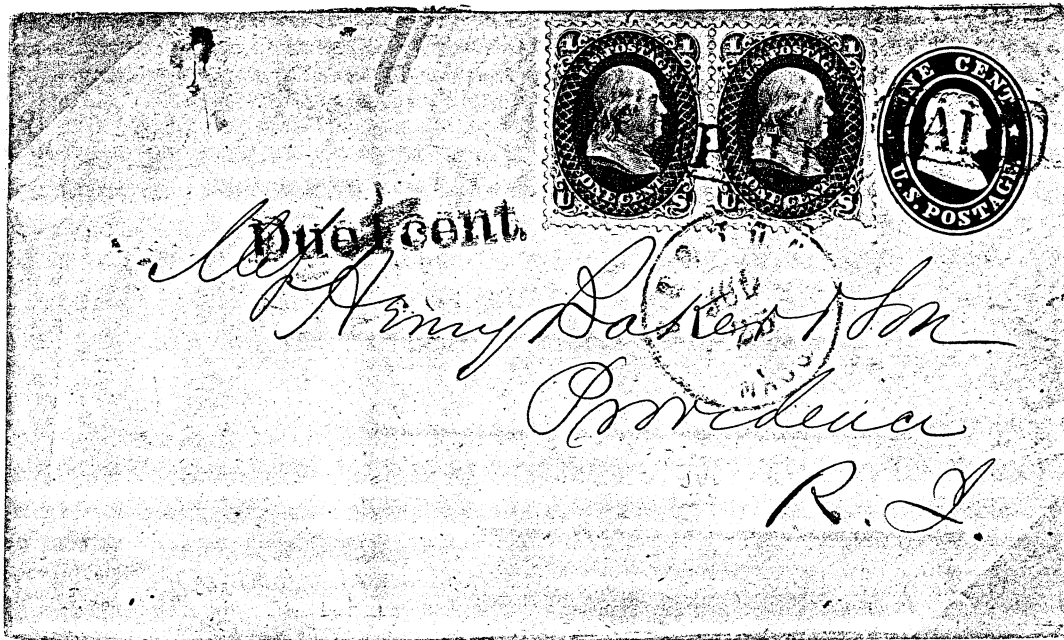


1861 Issue

REGULAR ISSUES AND MARKINGS

BOSTON

UNUSUAL STAR DIE PLUS 1¢'61 STAMPS PLUS "Due 1 cent"



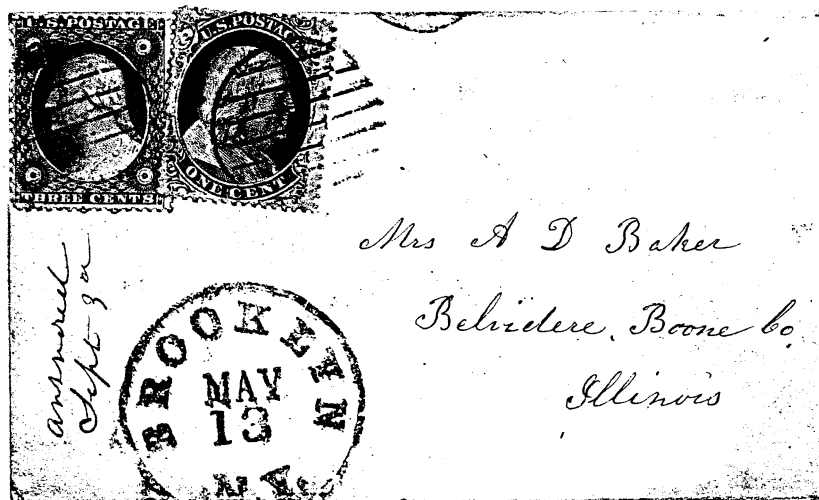
July 25, 1862

It would appear that the sender planned to post this cover in the Boston P.O. to Providence with three cents postage, but dropped it in a collection box, thus resulting in the Due 1 cent handstamp. The "1" is crossed out with blue crayon, perhaps when the 1¢ was paid.

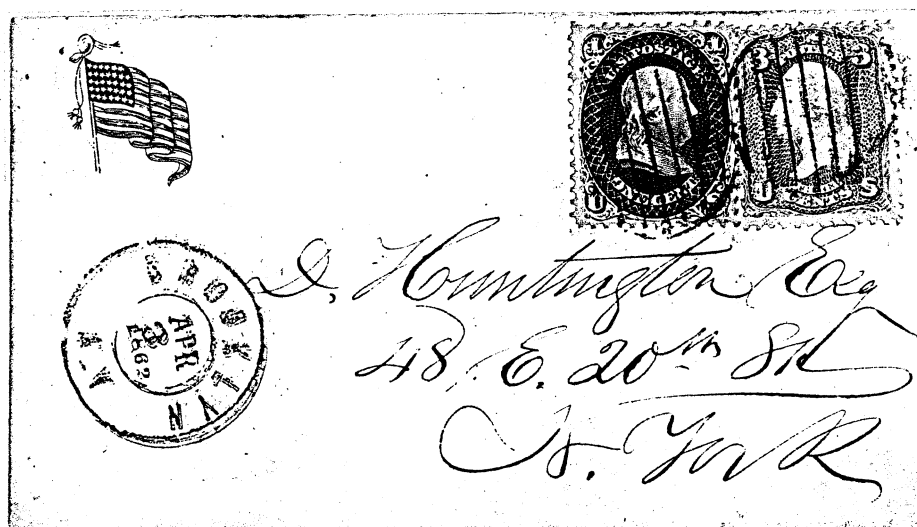
Another explanation: A P.O. clerk thought the 1¢ star die had been demonetized, as were other denominations. Hence, it would require another cent. Upon realizing the 1¢ star die was valid, the blue crayon was used to cross out the "1" of the Due 1 cent.

REGULAR ISSUES AND MARKINGS

BROOKLYN



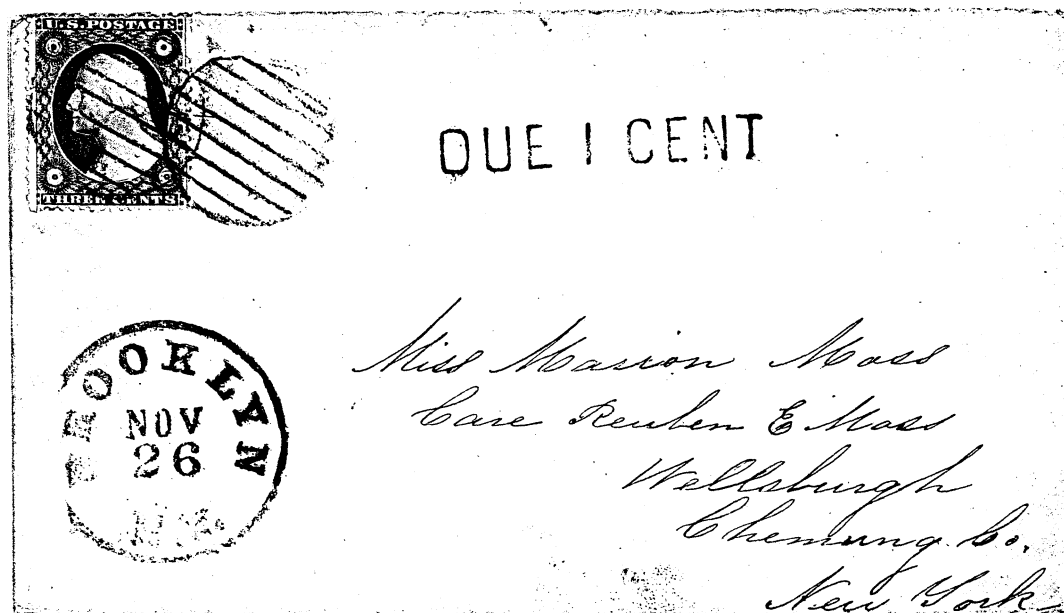
Based upon known Brooklyn covers and records, use of regular issue stamps to prepay carrier collection appears to have begun in 1860 and continued until the end of the fee period in 1863.



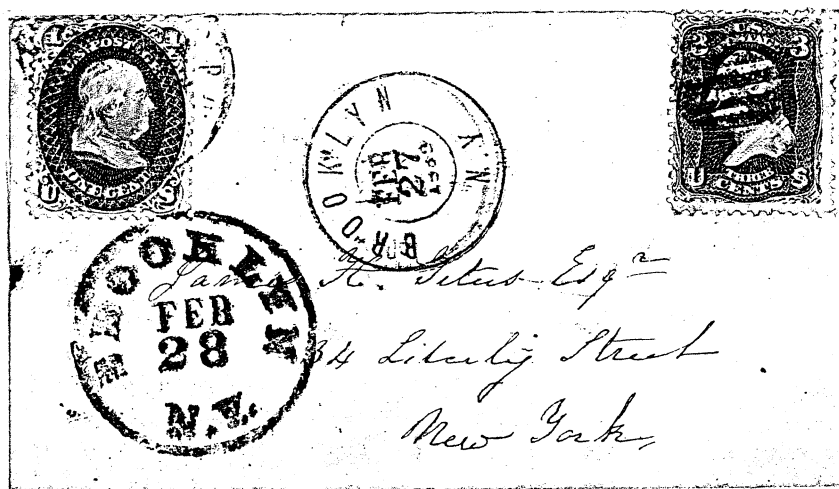
Carrier collection fee prepaid April 3, 1862 on letter to New York City.

REGULAR ISSUES AND MARKINGS

BROOKLYN



The "DUE 1 CENT" handstamp for unpaid carrier collection fee.
Addressee paid the 1 cent.



Feb. 27-28, 1862

Very unusual to have two different postmarks with consecutive dates on a prepaid carrier cover.

SEMI-OFFICIAL ISSUES

CHARLESTON, S.C.

Original 1849 newspaper notice for Dr. John Honour's Penny Post. He provided 2 cent stamps of several designs.

Honour's stamp on this city letter of Nov. 17, 1851 prepaid the collection and delivery carrier service.

THE PENNY POST,

ESTABLISHED BY AUTHORITY OF THE

Post Office Department,

IS NOW IN ACTIVE OPERATION.

Persons can have their Letters taken to any portion of the City or Neck, by requesting their Correspondents to direct to the Street and Number of the House in which they reside.

NOTICES, COMMUNICATIONS,

INVITATIONS, &c.

DISTRIBUTED WITH DESPATCH.

Branch Offices.

G. F. COLE'S, 127 King-street.

CLEAVELAND'S, 250 King-street.

W. STEELE'S, corner King and Liberty.

R. W. BURNHAM'S, 343 King-street.

G. FOLLIN'S, 167 Meeting-st., (opposite Charleston Hotel.)

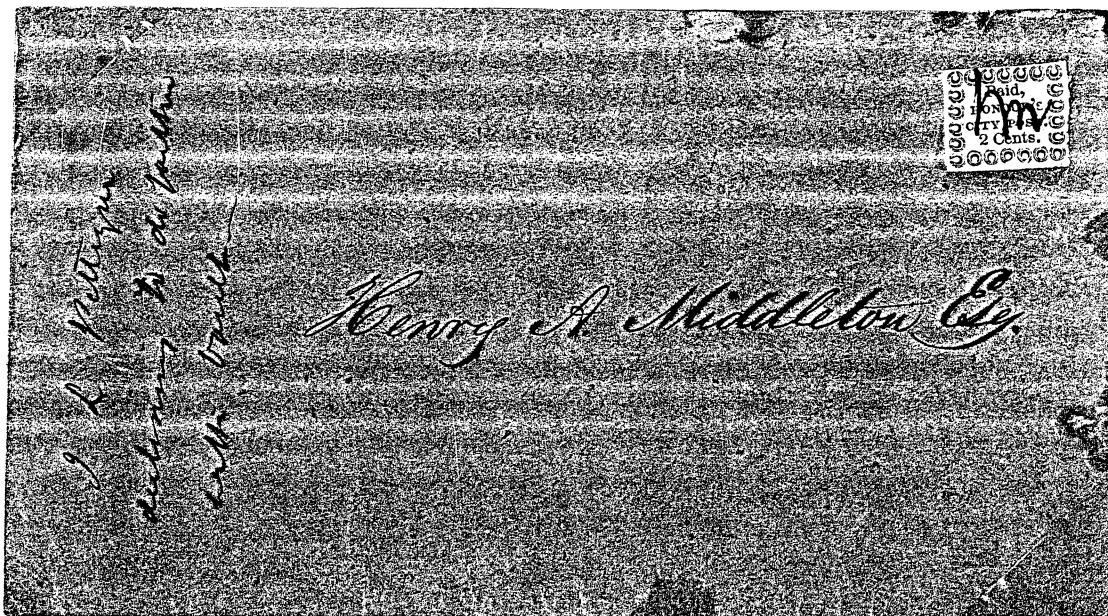
JOHN G. MILNOR'S, Vendue Range.

And COURT HOUSE, at Sheriff's Office.

Rates established by Congress, 2 cts. per Letter.

JOHN H. HONOUR, Superintendent.

POST OFFICE, Charleston, 1849

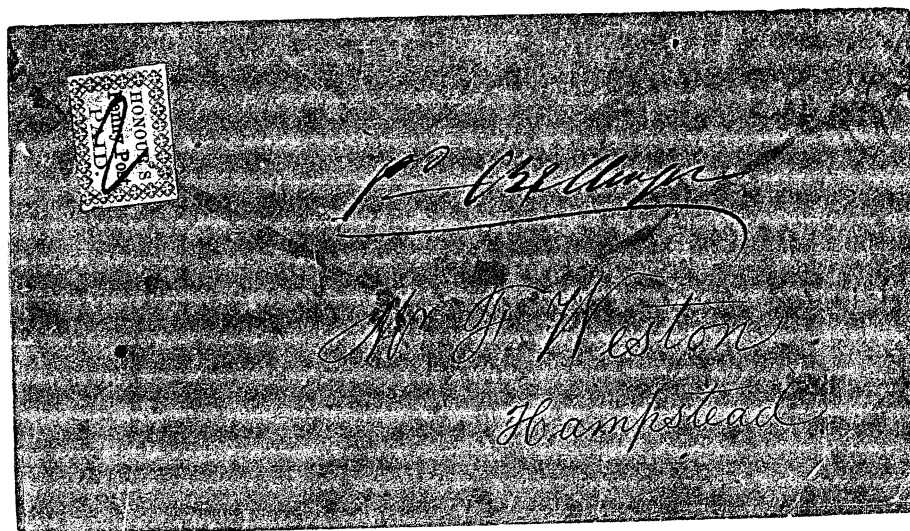


SEMI-OFFICIAL ISSUES

CHARLESTON

This later design of Honour's stamp had no denomination indicated, though it continued to prepay the 2¢ carrier fee.

City letter conveyed to Hampstead, an area in northern Charleston.



PENNY POST.

THE undersigned takes pleasure in announcing that the PENNY POST is now in active operation. Persons desirous of taking advantage of this convenient system, can have their letters forwarded to any portion of the City or Neck, upon leaving their names and residences at the Post office; or what is better, and would insure greater promptitude, by requesting their correspondents to direct to the street and number of the house.

Letters will also be taken to the Post Office, *Morning and Afternoon*, in time for the *Mails*, and for this purpose BRANCH OFFICES have been established, and boxes for the reception of Letters left at Mr. G. F. Cole's, 127 King-street; "Cleveland's," King; W. Steele's, corner King and Liberty streets; "Burnham," King, near Boundary; "Follin's" Meeting, opposite Charleston Hotel, and J. G. Milnor's, Vendue Range, where also post stamps can be procured; the carriage having to be pre-paid.

Notices, Communications, Invitations, &c., will be distributed as promptly as possible, and at the same rates.

Rates established by Congress, 2 cents per letter; $\frac{1}{2}$ c. for newspapers.

JNO. H. HONOUR, Jr.,

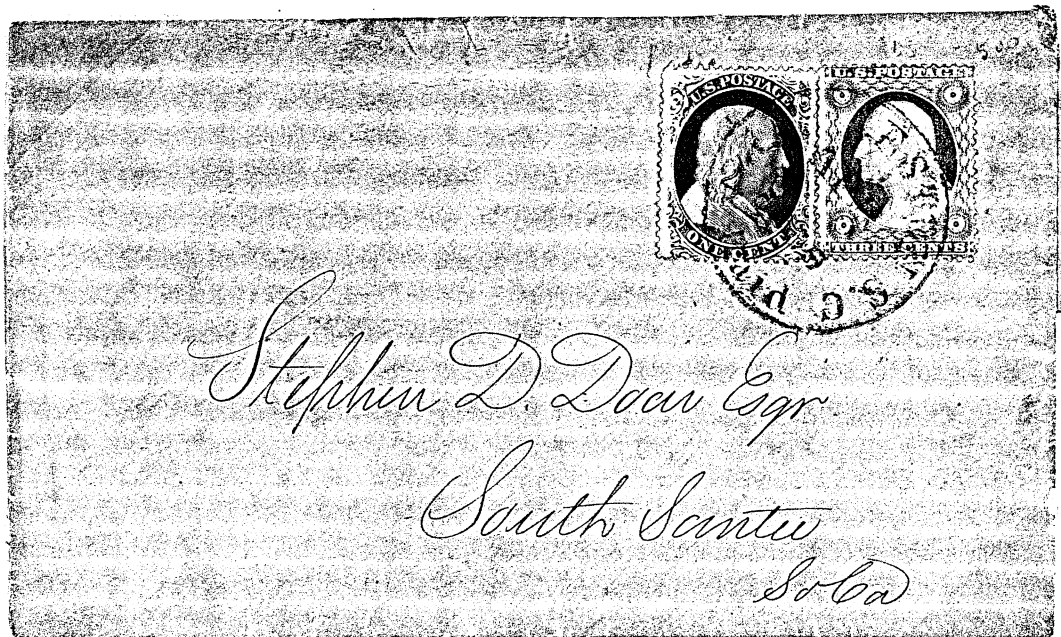
Superintendent Penny Post.

Post office, Charleston, May 9. nth Ma 14

REGULAR ISSUES AND MARKINGS

CHARLESTON

RARE USE of 1¢ '57 IN CHARLESTON



April 25, 1859

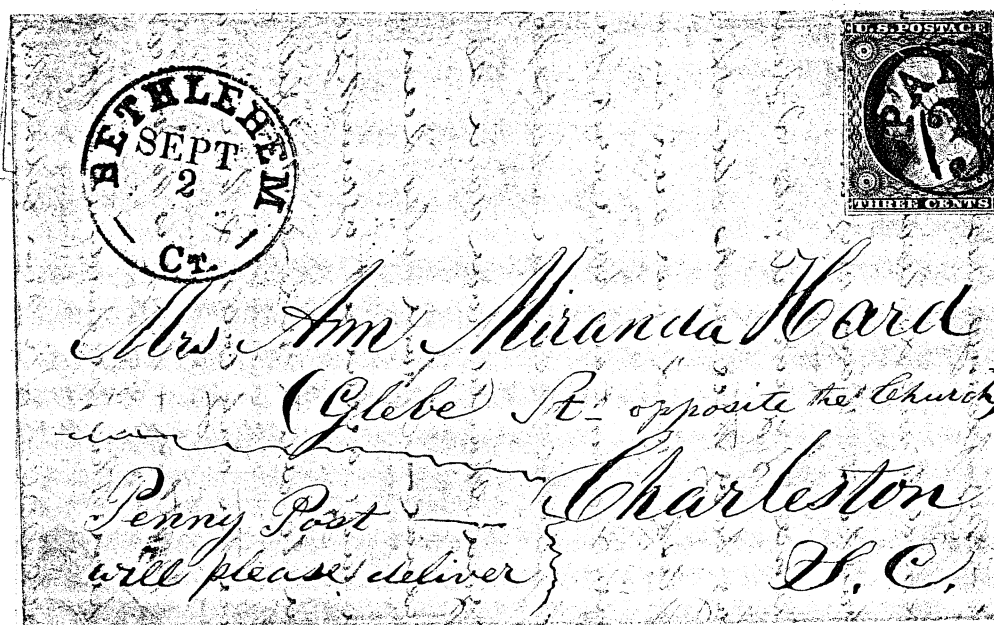
Although the Penny Post offered 2¢ carrier stamps for sale to prepay collection, there appears evidence now that a collection fee for outgoing mail, prior to 1860, could be prepaid by a 1¢ stamp of the regular issue.

This is unusual because most of the 3+1 covers from Charleston were prepaid WAY covers. This one contains a bill from Robertson & Blacklock Company located not far from the post office.

REGULAR ISSUES AND MARKINGS

CHARLESTON

PENNY POST WILL PLEASE DELIVER

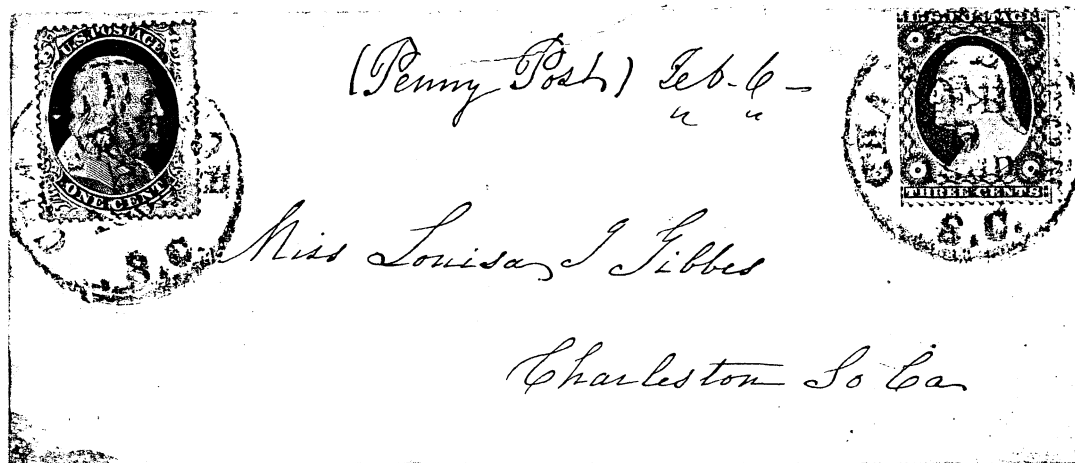


“Penny Post will please deliver to Glebe St. opposite the church”.

In the 1850's. Glebe Street ran between Calhoun and Wentworth, well within the old city.
The Post Office was in the Exchange Building on Broad Street.

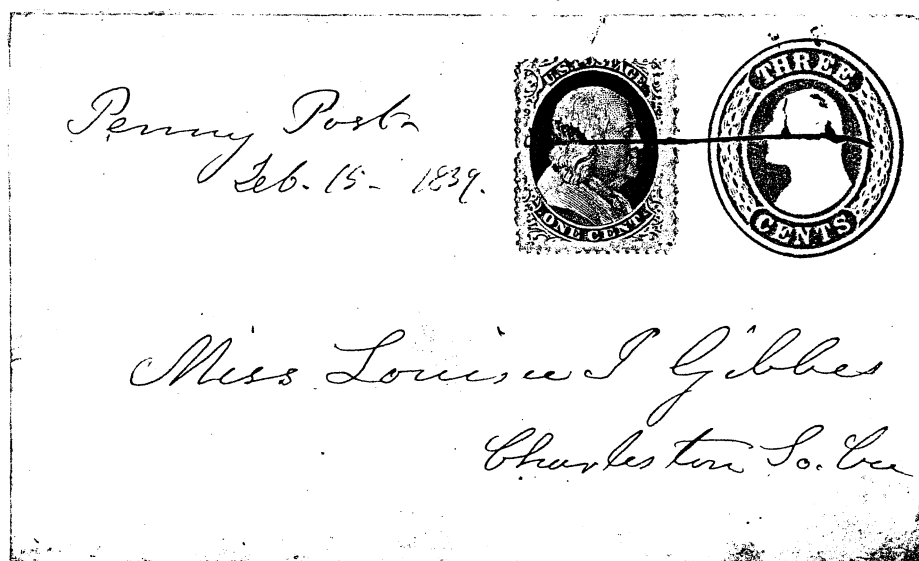
REGULAR ISSUES AND MARKINGS

CHARLESTON



Feb. 6, 1860

Penny Post requested to deliver prepaid WAY cover.
The fee was 2 cents collect.



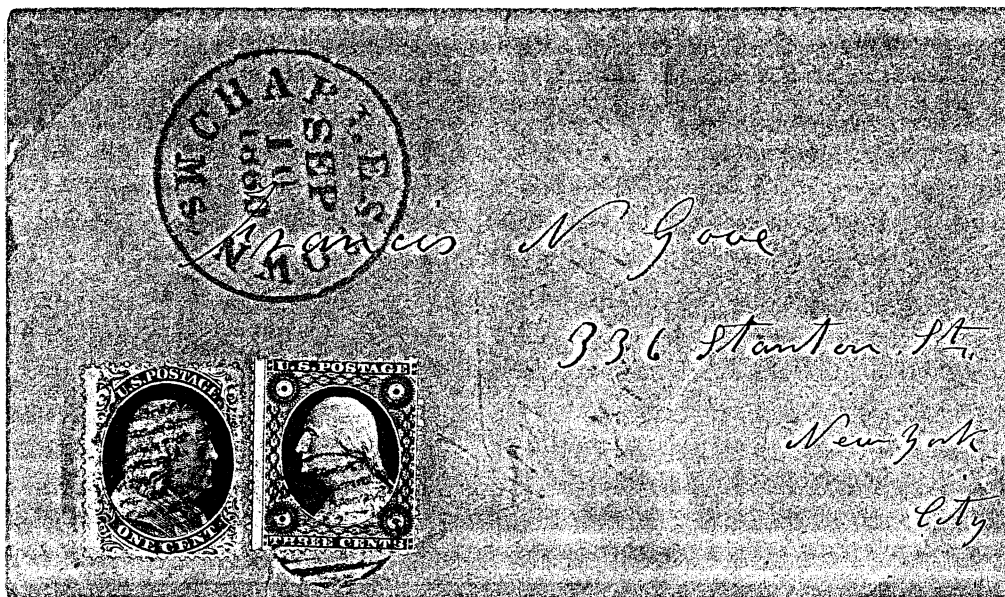
Feb. 15, 1859

Prepaid WAY cover delivered by Penny Post to addressee 2¢ collect. As no postmark evident, it may have been transferred from the contract stage operator to a city carrier without passing through the P.O. The black manuscript cancel is typical of some Honour's carriers.

REGULAR ISSUES AND MARKINGS

CHARLESTOWN, MA

2 OF 3 KNOWN CARRIER COVERS FROM THIS CITY - Elliott Perry



Sept. 10, 1860

Joseph Bryant was the penny post carrier for both of these covers.



Apr. 25, 1862

REGULAR ISSUES AND MARKINGS

CINCINNATI

The post office notice of 1854 describes the issuance and use of the 2c William's City Post carrier stamp. It was in use less than six months which accounts for the marked scarcity of these stamps



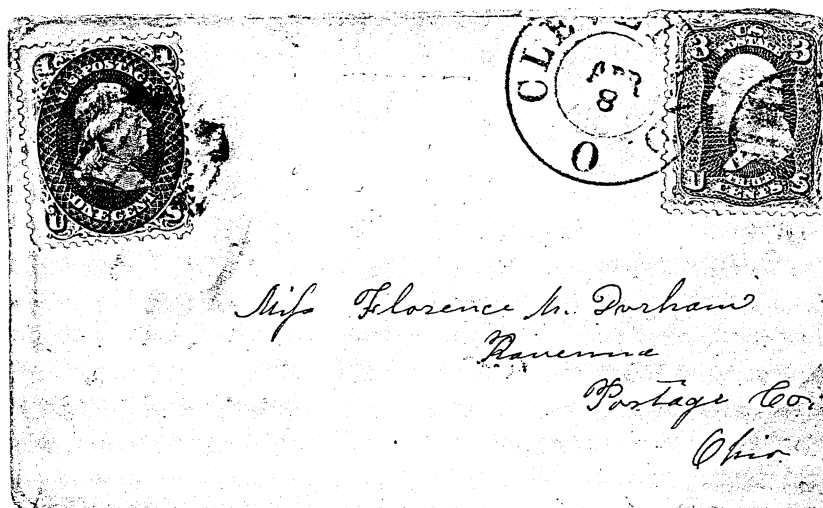
POST OFFICE, CINCINNATI, OCTOBER,
1854.—Letter Boxes have been established at the corners of principal streets and public places, for the purpose of enabling the citizens to mail their letters, without subjecting them to the inconvenience of visiting the office.
Carriers' Stamps will be for sale at all the points at which boxes are located, and all letters intended for the mails must be prepaid by a one-cent stamp. Mr. C. C. WILLIAMS, who has been appointed Letter Carrier, will superintend the business. J. L. VATTIER, P. M.

U. S. MAIL LETTER BOX.
Letters for the Postoffice must be prepaid by a one-cent blue stamp.
Letters and Packages intended for City Delivery must be prepaid by one of Williams' two cent brown stamps, or two of the one-cent blue (eagle) stamps.
Letters containing valuable inclosures should be marked "Valuable."
Letters intended for the Afternoon Mail should be dropped into the boxes previous to 1 o'clock P. M. Those intended for the Morning Mails should be dropped into the boxes previous to 6 P. M.
Letters intended for City Delivery will be delivered promptly after being taken from the boxes. Such letters should be plainly directed, with the number and streets on them.
Office—Gest's Building, Fourth street, between Walnut and Vine street, room No. 11, up stairs oc-9
Postoffice.
CINCINNATI, October 30, 1854.
List of Steamers from New York and Boston, for Europe, Havana and California, for the month of November, 1854

REGULAR ISSUES AND MARKINGS

CLEVELAND

FEW RECORDED

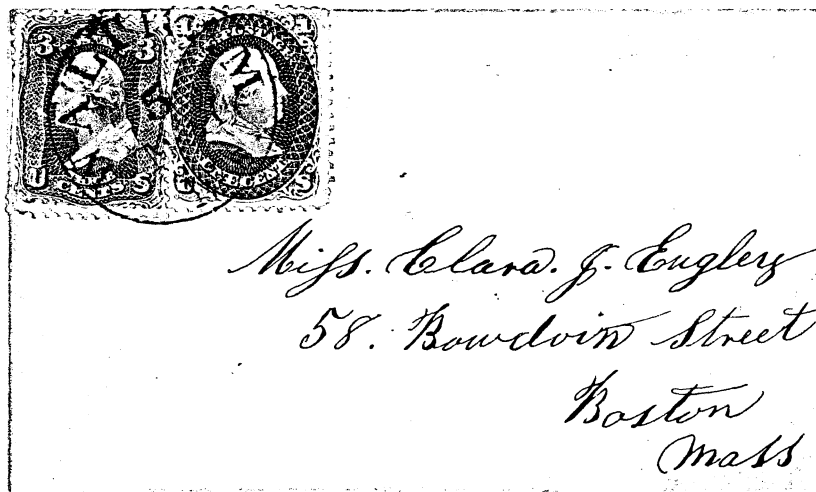


Although the 1 cent regular issue postage of 1861 is known to have been used to prepay carrier collection in Cleveland, fewer than ten examples have been recorded.

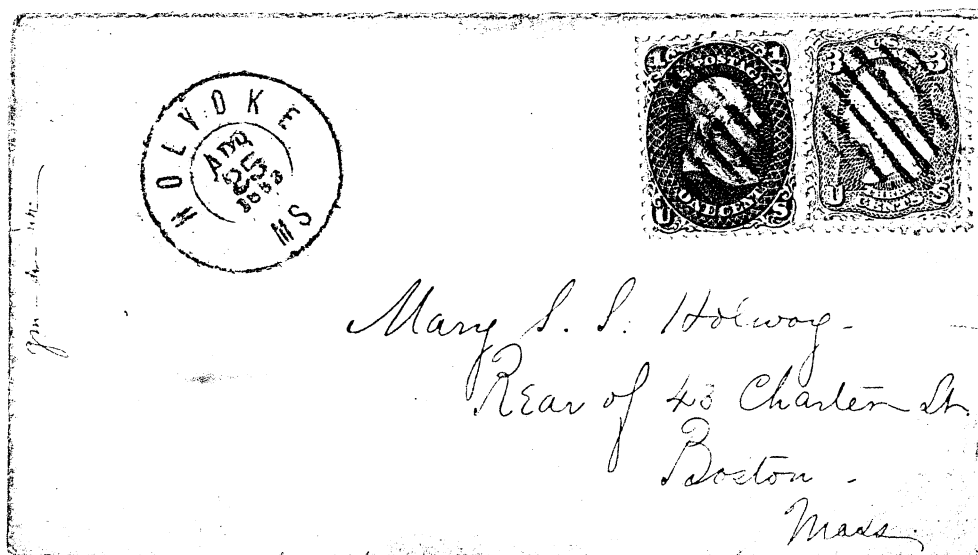
REGULAR ISSUES AND MARKINGS

HOLYOKE and WALTHAM, MA

ATTEMPTED PREPAYMENT FOR CARRIER DELIVERY IN BOSTON



Neither Waltham nor Holyoke had appointed carriers.



SEMI-OFFICIAL ISSUES

LOUISVILLE



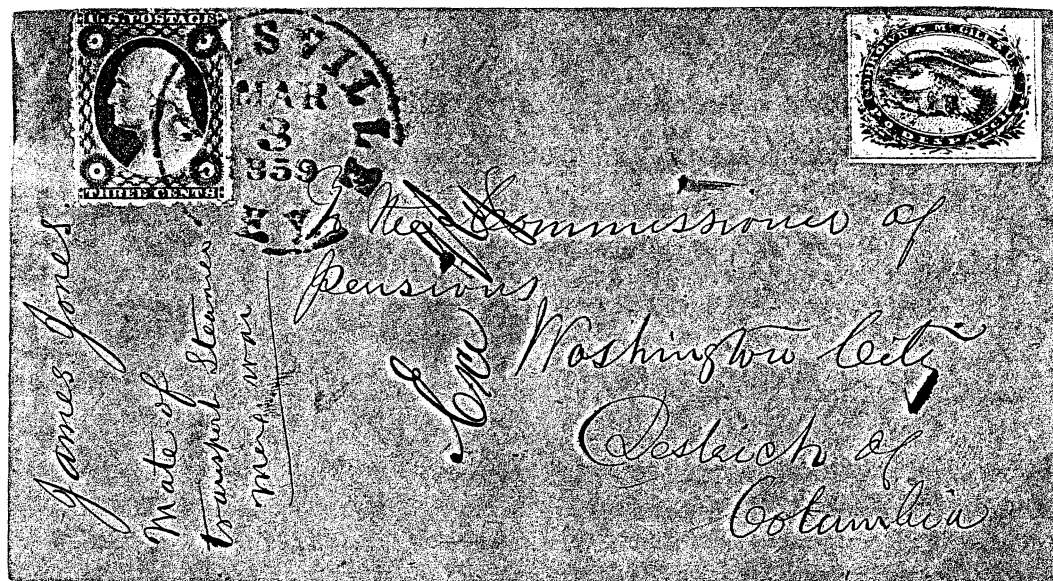
Wharton's U.S.P.O. Despatch

Louisville began carrier service in 1854. Wharton was appointed carrier in 1856, and had stamps printed in 1857 by Robyn & Co. Their value was 2¢. We have no record of their use, possibly because Wharton became a P.O. clerk.



Brown & McGill's U.S.P.O. Despatch

Joseph Brown and S.B. McGill became carriers in 1858 and had stamps made by Hart & Maypothor & Co. with the same motif as the Wharton stamp and the earlier Eagle carrier. Their scarcity indicates very limited use.



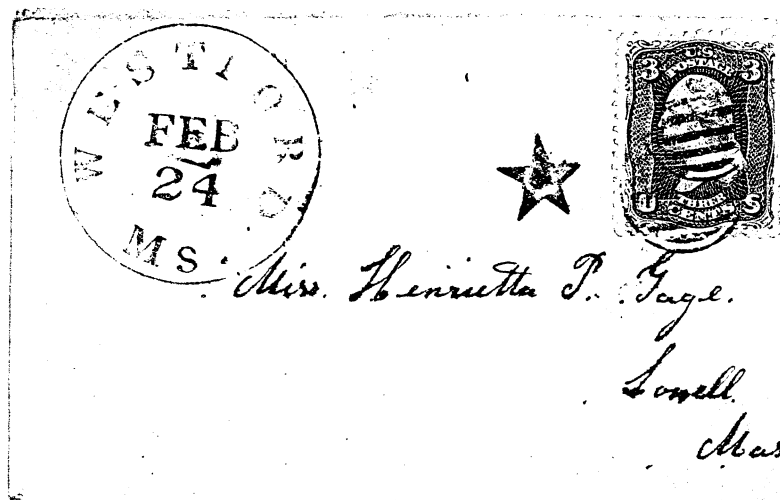
Mar. 3, 1859

The Brown & McGill stamp used on cover to Washington, D.C.
The 2¢ stamp prepaid carrier collection.

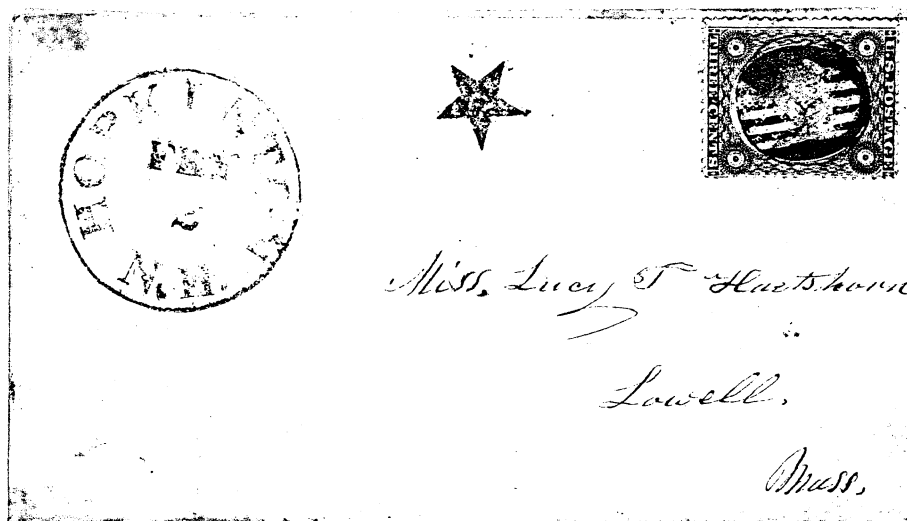
REGULAR ISSUES AND MARKINGS

LOWELL, MA

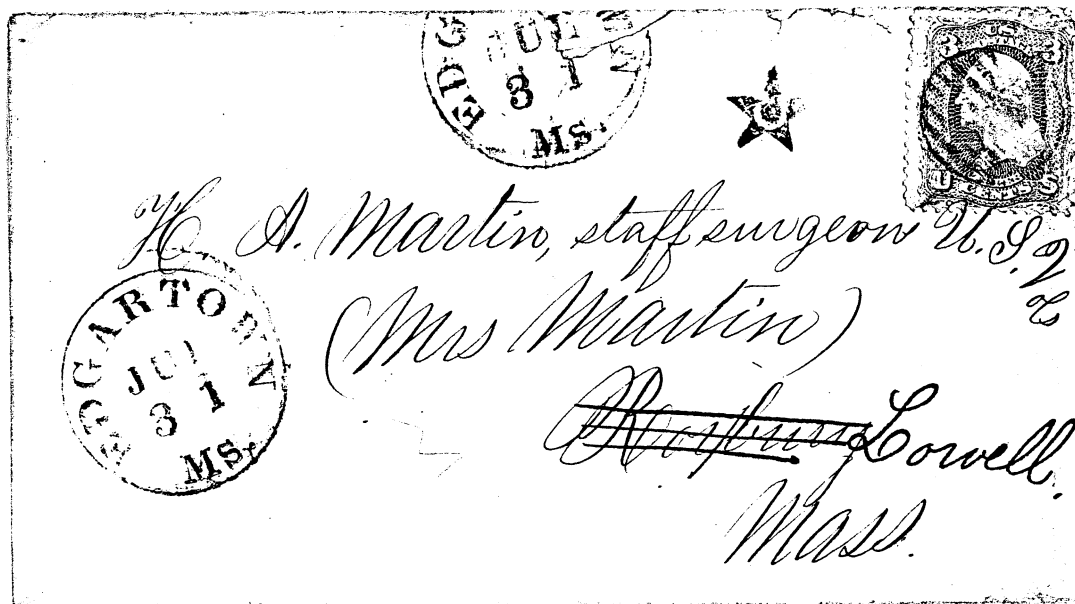
Beginning in 1860, certain incoming letters to the Lowell Post Office were struck with a distinctive five pointed star to indicate carrier delivery for 1 cent collect from the addressee.



All recorded covers with this star show no street address.



LOWELL, MA



This incoming letter had been forwarded as misaddressed from Roxbury, and shows the Lowell star for delivery by carrier.

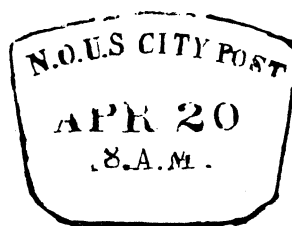
REGULAR ISSUES AND MARKINGS

NEW ORLEANS



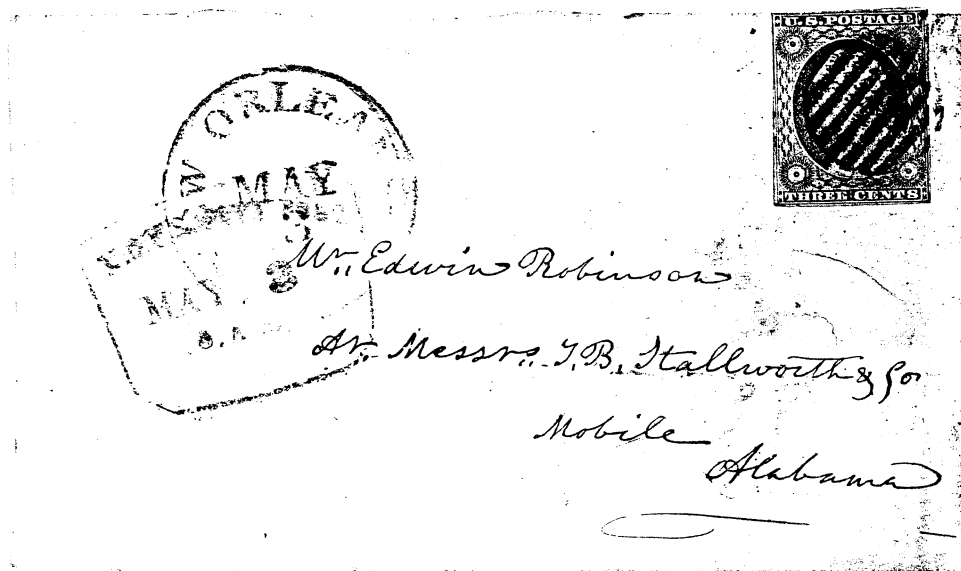
Apr. 29, 1852

This framed "snow shovel" marking of the N.O.U.S. CITY POST shows carrier collection for this outgoing letter. No collection fee was charged in New Orleans.

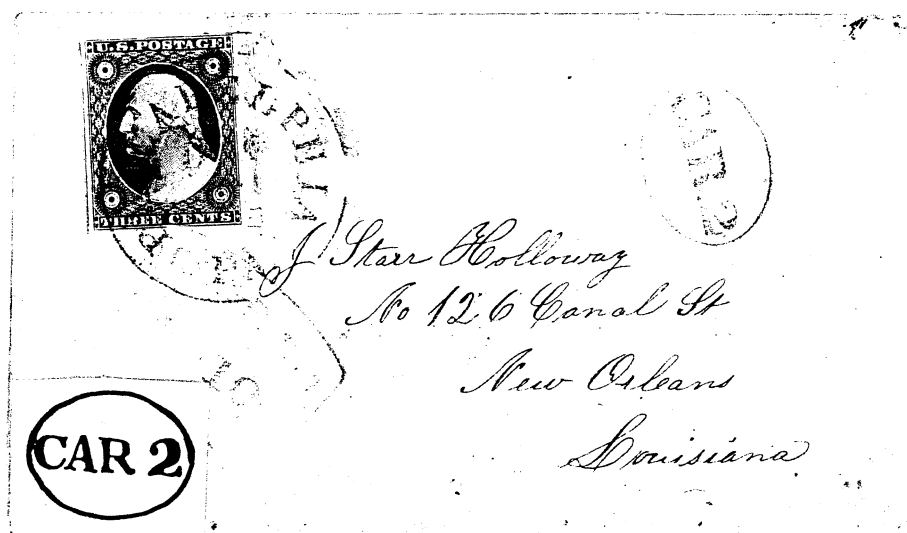


REGULAR ISSUES AND MARKINGS

NEW ORLEANS



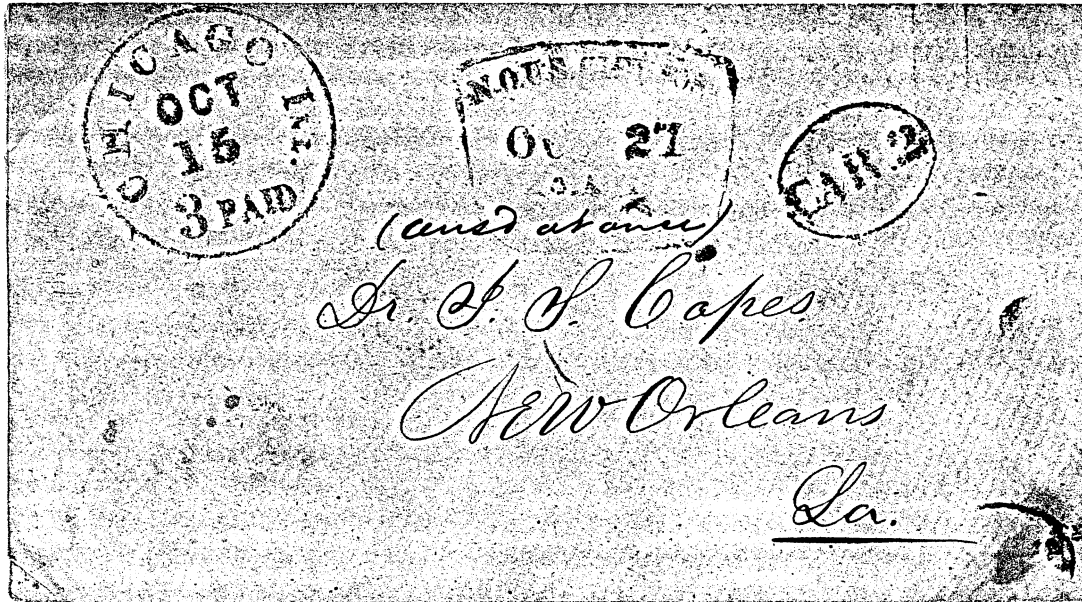
Outgoing: The green carrier snow shovel marking was used in New Orleans until sometime in 1853. Thereafter, it was blue. It represents carrier collection which was free.



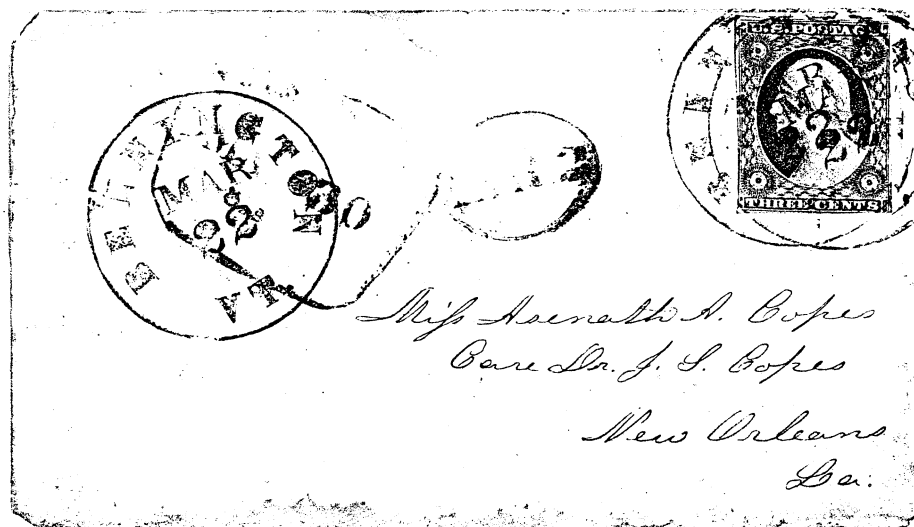
Incoming: The (CAR 2) marking indicates 2¢ collect for carrier delivery in New Orleans.

REGULAR ISSUES AND MARKINGS

NEW ORLEANS



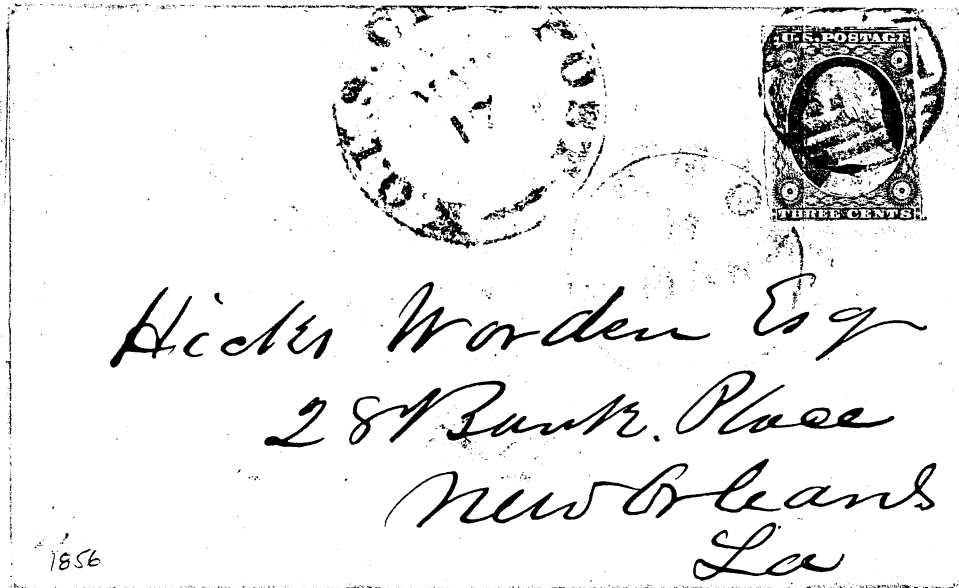
Incoming: The blue carrier markings replaced the green in 1853. Postage was prepaid. Carrier delivery in New Orleans was 2¢ collect.



Incoming: From Bennington, Vt. On Mar. 22, 1854 to New Orleans. Carrier delivery was 2¢ collect on Mar. 30.

REGULAR ISSUES AND MARKINGS

NEW ORLEANS



Mar. 17, 1856

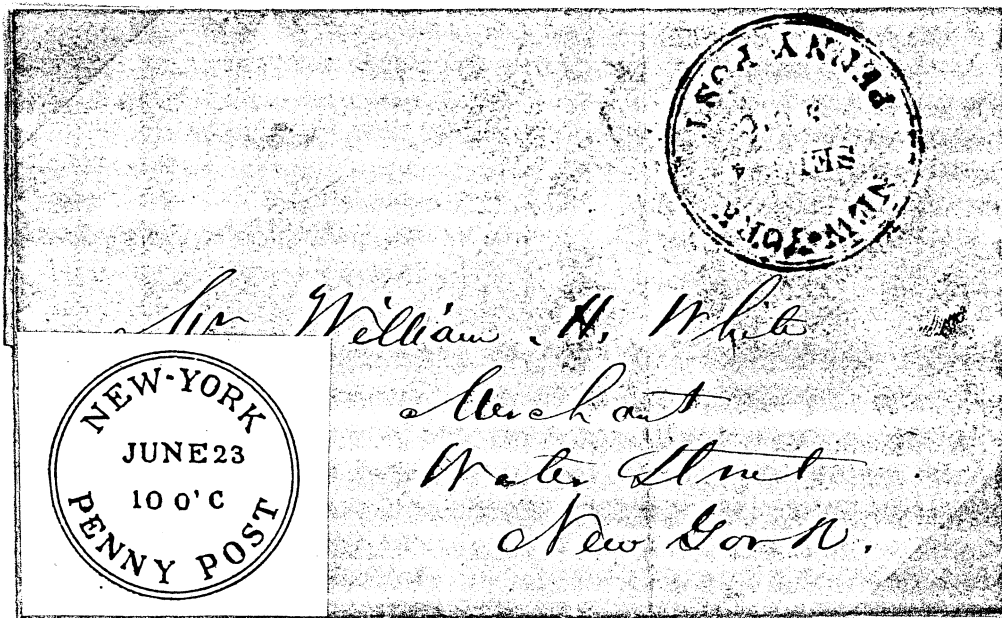
The circular "N.O.U.S. CITY POST" carrier handstamp replaced the snow shovel marking in 1854, first in blue and later in black. The "CAR 2" marking was eliminated, but the carrier delivery fee remained at 2¢ collect.



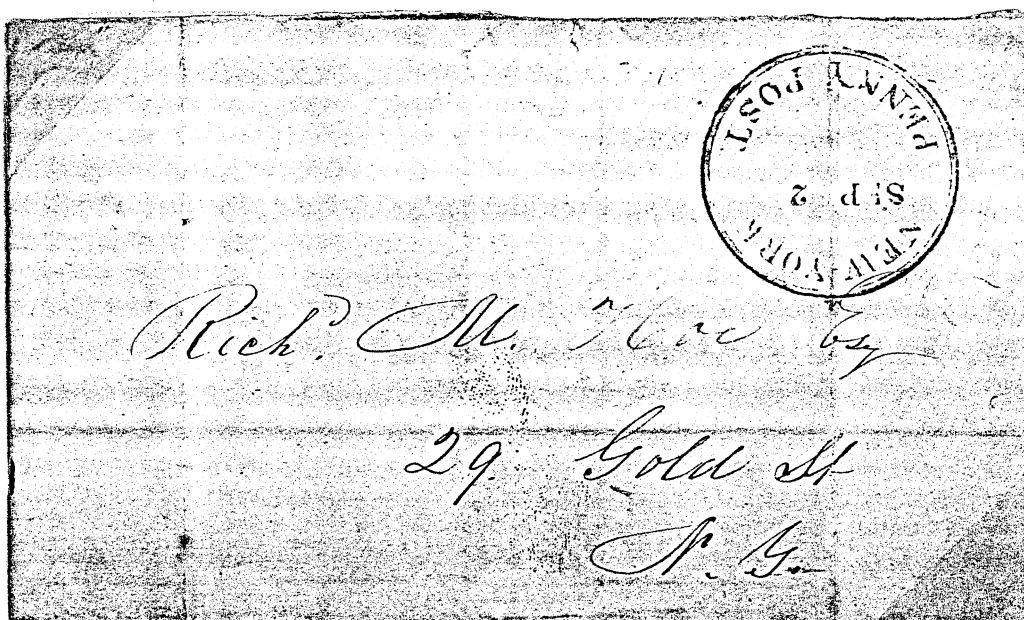
PENNY POST

NEW YORK

New York Penny Post, the first private post, 1840-1841, located at 62 Canal Street, charged 3¢ collect.



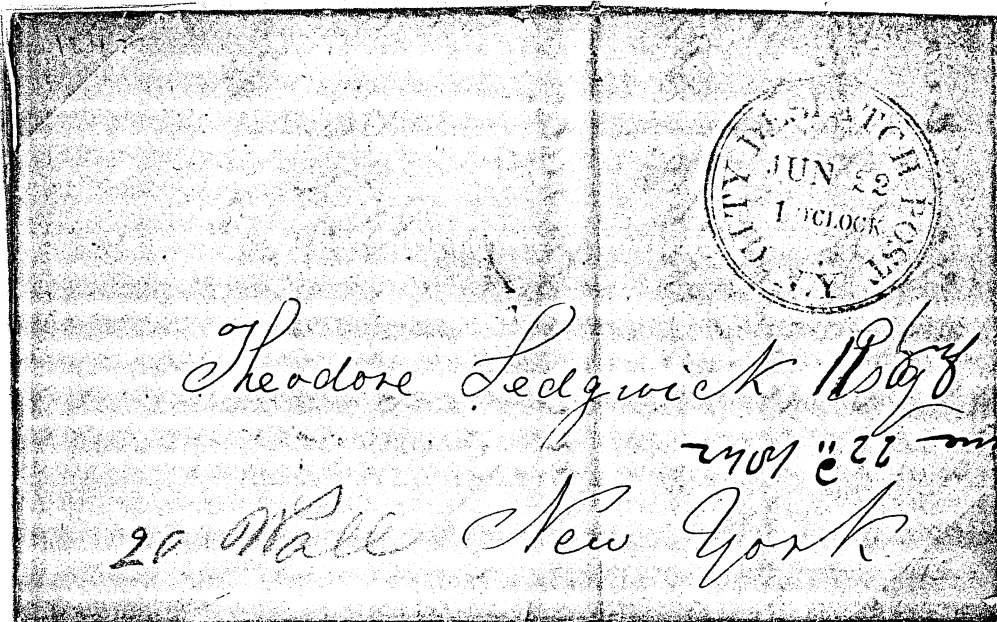
This Sept. 2, 1840 letter was hand-carried from Sing Sing and given to the Penny Post to deliver to a merchant on Water Street.



The black postmark replaced the red in December 1840.

N. Y. CITY DESPATCH POST

In February of 1842, Henry T. Windsor acquired the assets of the discontinued New York Penny Post, and established the N. Y. City Despatch Post under Alexander Grieg. Grieg's operation was sold on or about August 16 to the Post Office, and it became the U. S. City Despatch Post.



June 22, 1842

This city letter was carried to the addressee on Wall Street by Grieg's 1 o'clock delivery service for 3¢ collect.



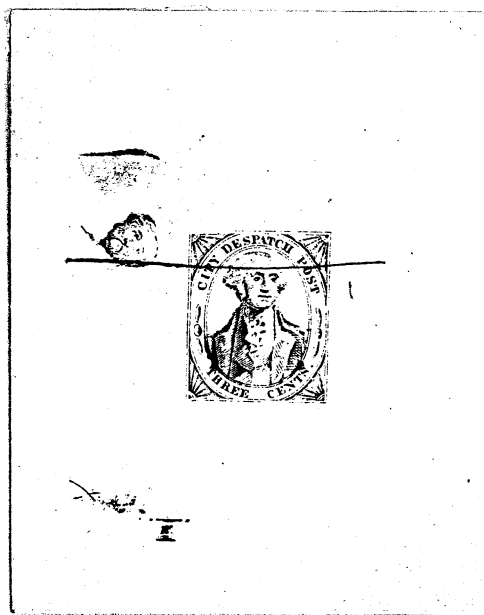
SEMI-OFFICIAL ISSUES

NEW YORK



Grieg's stamp of the City Despatch Post

1842



DIE PROOF FROM ORIGINAL DIE

The die was broken in 1892 by an attempt to make large die proofs. Engraved face to the left is of Hephaestus, Greek god of metallurgy, which appears on the same banknotes and stock certificates as the Washington statue, thus suggesting the same engraver or engraving firm.

SEMI-OFFICIAL ISSUES

NEW YORK

This stock certificate shows the Washington engraving, the head of which was used for the Grieg City Despatch stamp.



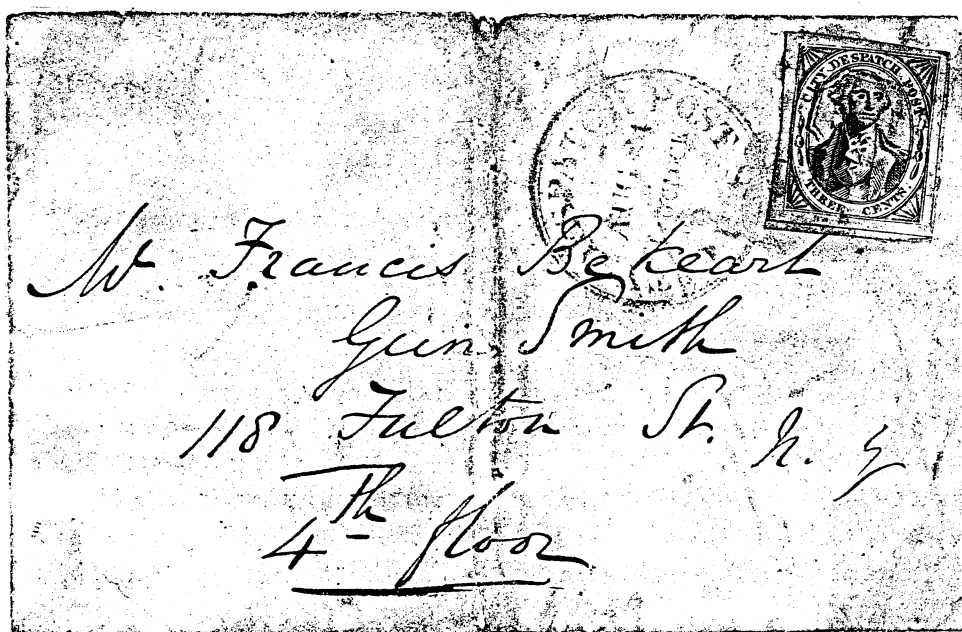
This certificate also shows the engraving of Hephaestus, a portion of which appears on the die proof of the stamp.

SEMI-OFFICIAL ISSUES

NEW YORK

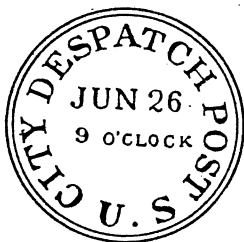
GRIEG'S STAMP OF THE CITY DESPATCH POST

USED AS A U. S. CARRIER STAMP



Aug. 24, 1842

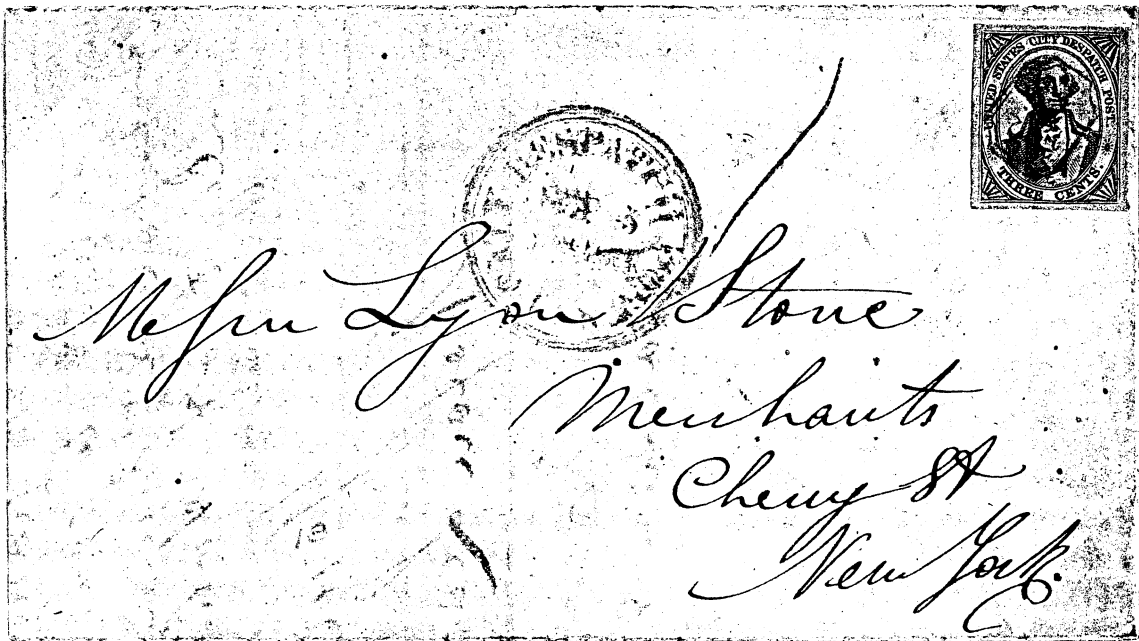
Posted only 8 days after the U. S. City Despatch Post began operation, and during the period when Grieg's former City Despatch Post stamps were in use as U. S. carrier stamps in New York City. (P.F. Cert.)



SEMI-OFFICIAL ISSUES

NEW YORK

EARLY USE OF NEW STAMP



Sept. 5, 1842

The U. S. City Despatch Post stamp on light greenish blue paper replaced the Grieg stamp on Sept. 1, 1842. This cover showing the new stamp design was carried privately from Syracuse to New York, and posted on Sept. 5, 1842.

SEMI-OFFICIAL ISSUES

NEW YORK

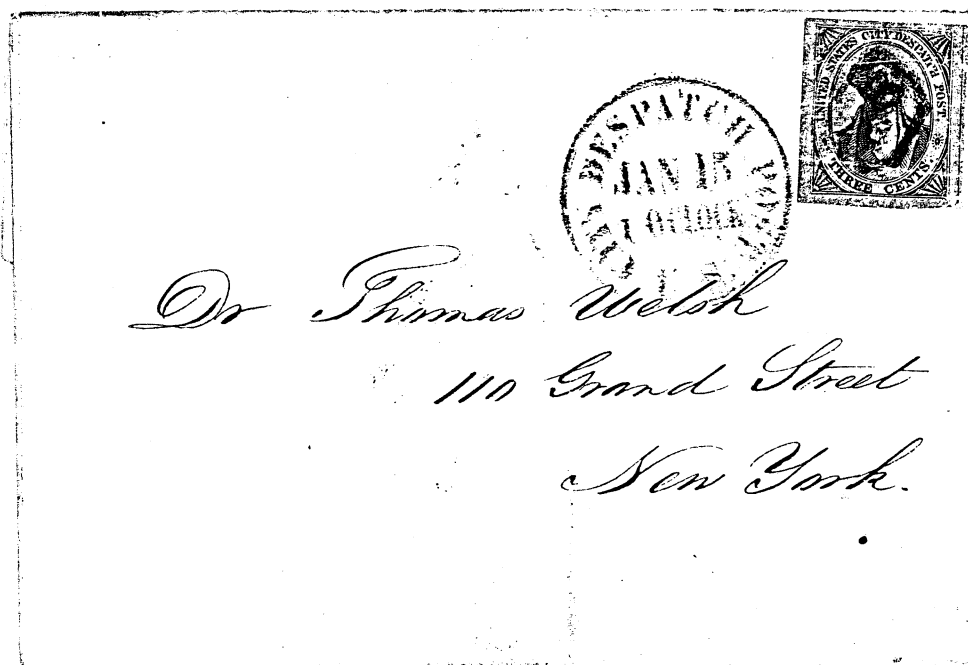
By January of 1843, the U. S. City Despatch Post stamps were printed on a glazed surface paper with color varying from green to blue. These were in use until 1846.



green



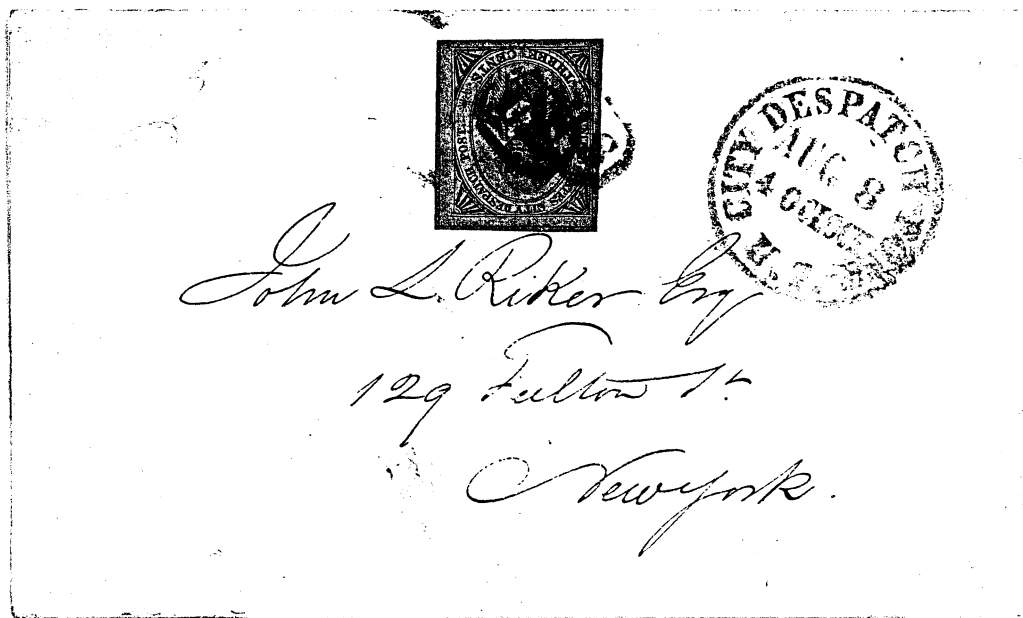
blue



Jan. 15, 1844. Light blue glazed paper variety used on a city letter. 1¢ drop rate letter and 2¢ for delivery to Grand Street at 1 PM. The U.S. cancellation struck in the middle of the stamp as usual.

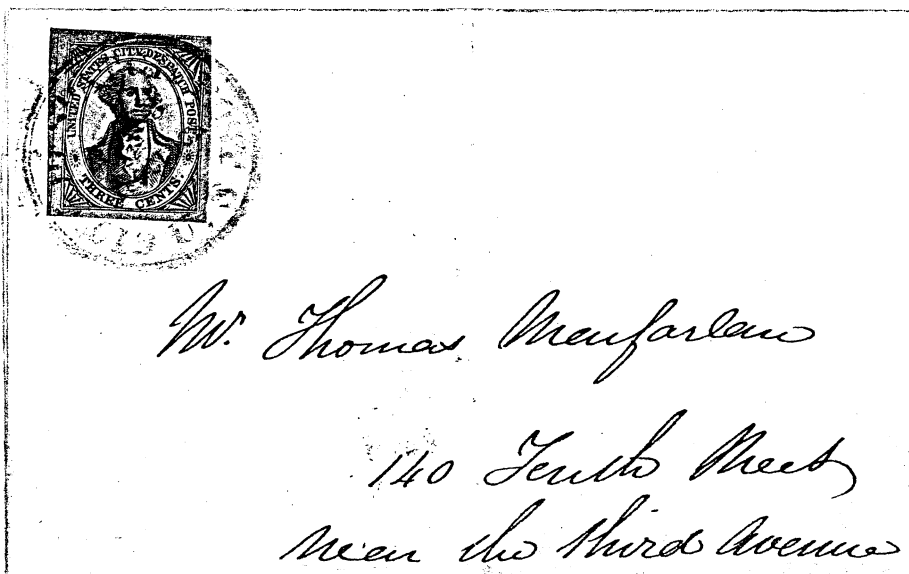
SEMI-OFFICIAL ISSUES

NEW YORK



UNUSUAL

for the U.S. cancellation to tie the stamp to a cover as with two strikes.
This was handled at 4 PM on Aug. 8, 1845



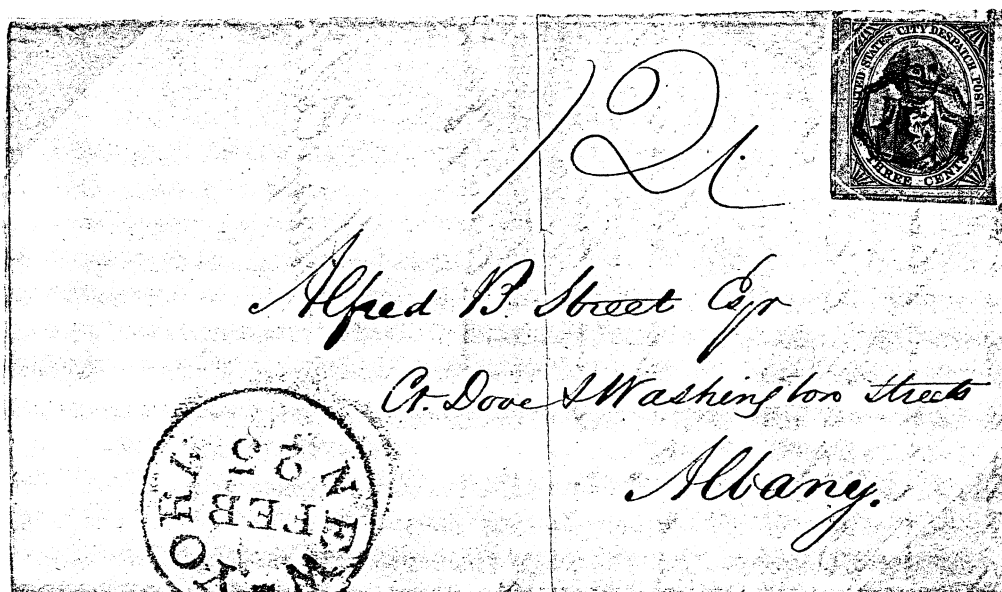
UNUSUAL

use of postmark to cancel the stamp rather than the boxed U.S.

SEMI-OFFICIAL ISSUES

NEW YORK

USE WITH OUTGOING MAIL



Feb. 23, 1843

Light blue glazed paper variety for New York carrier collection.
Manuscript 12 ½ ¢ postage collect .



SEMI-OFFICIAL ISSUES

NEW YORK

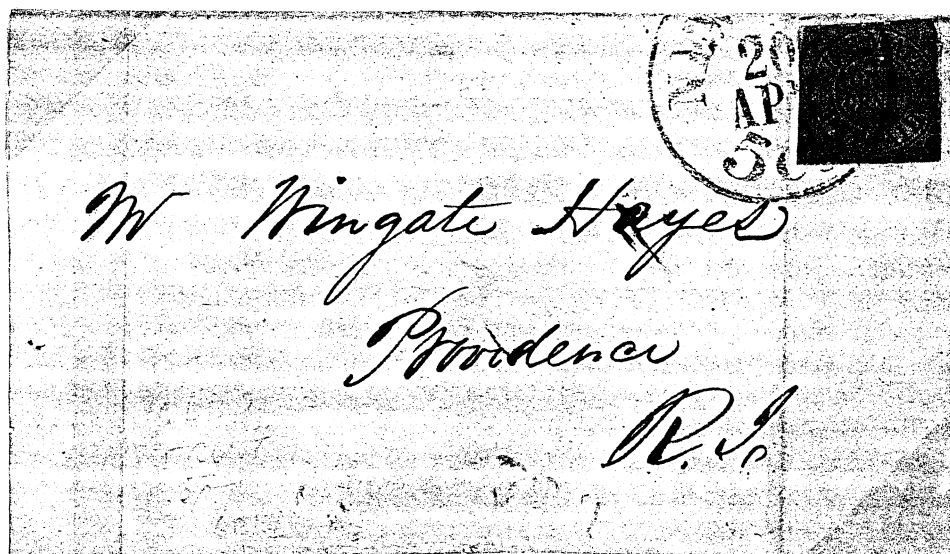
The U.S. MAIL - ONE CENT - PRE-PAID stamps were issued in 1849 by the postmaster of New York. They were printed in black on rose, buff, and yellow papers.



rose



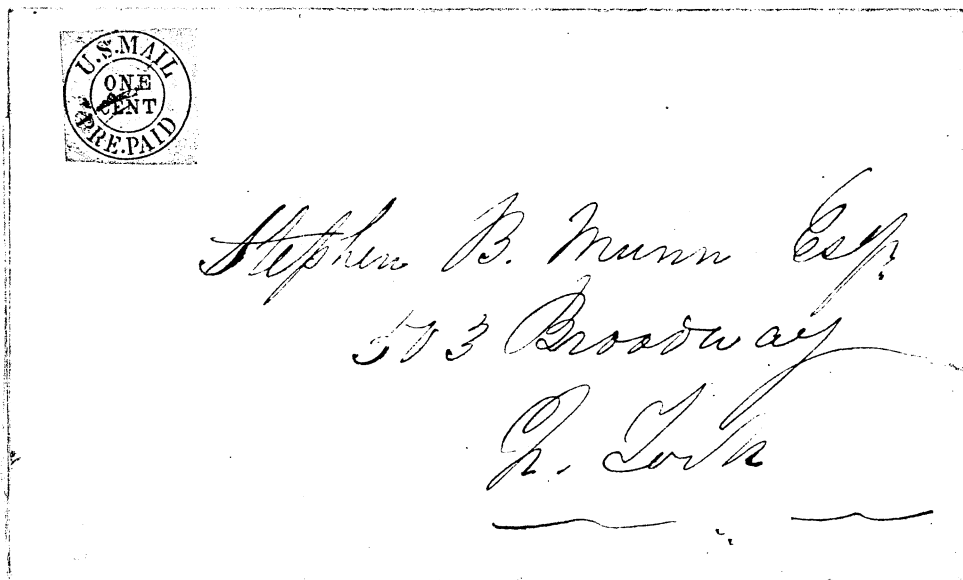
buff



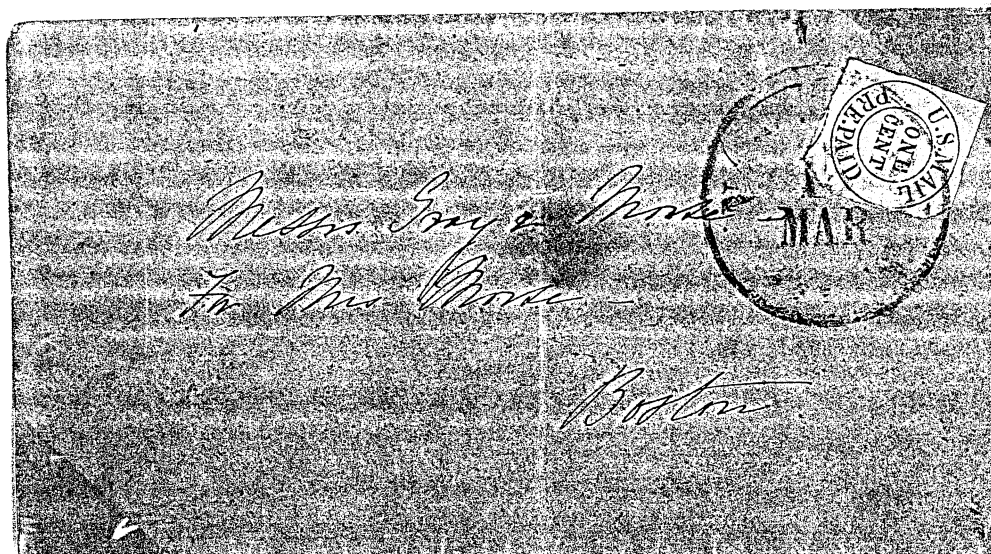
The first issue was printed on rose colored paper.
Postage to Providence was 5¢ collect.

SEMI-OFFICIAL ISSUES

NEW YORK



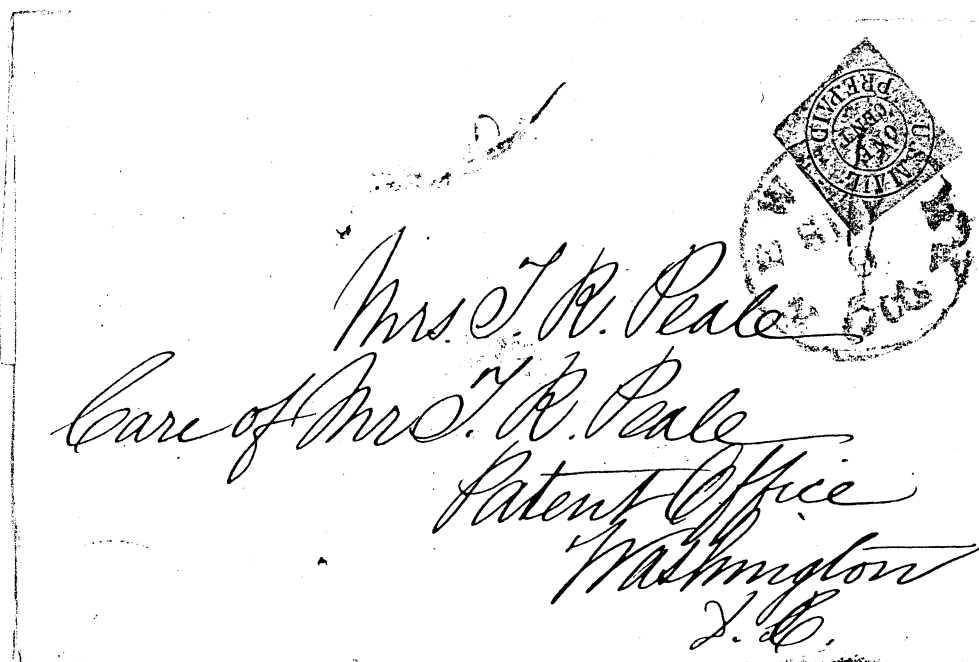
The second issue was printed on buff colored paper.
This cover is an example of local use dated Dec. 7, 1849.



This second issue on buff paper is on a cover taken to the post office by a carrier and sent to Boston 5¢ collect.

SEMI-OFFICIAL ISSUES

NEW YORK

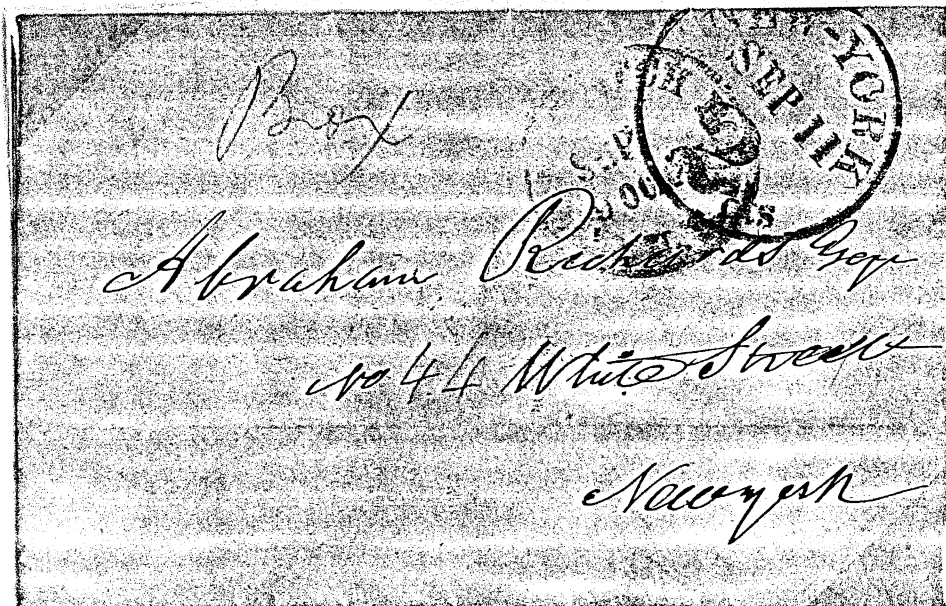


Sept. 9, 1850

The final issue of this design was printed on glazed yellow paper in 1850. They are less common than the previous two issues, perhaps due to limited use, as they were not sold after June 1851.

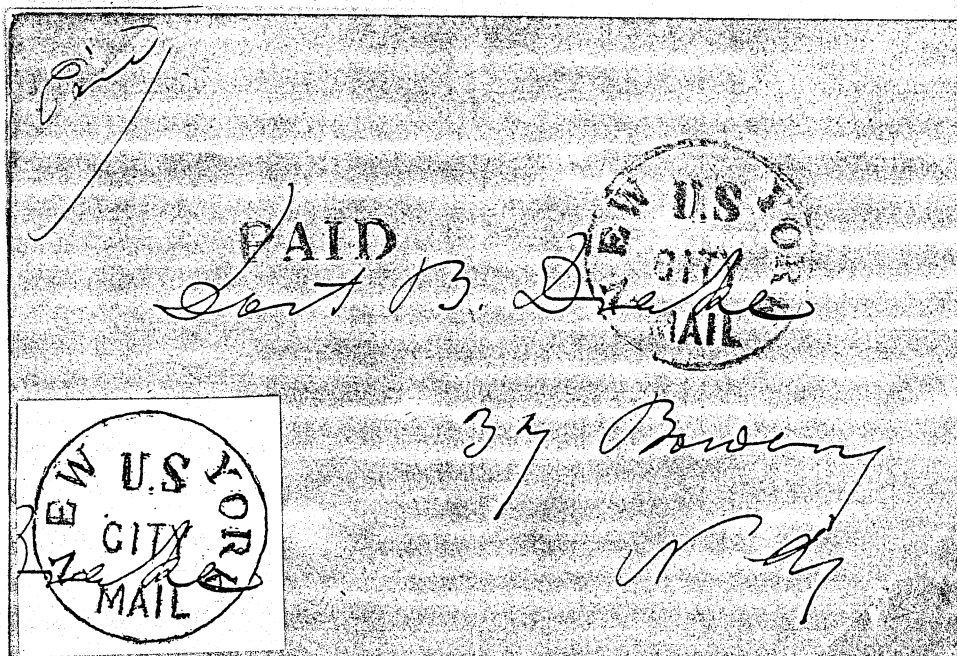
REGULAR ISSUES AND MARKINGS

NEW YORK



Sept. 10, 1846

Unusual combination, 2¢ drop letter rate and U.S. City Despatch Post.
Street number not shown until added in pencil at post Office.

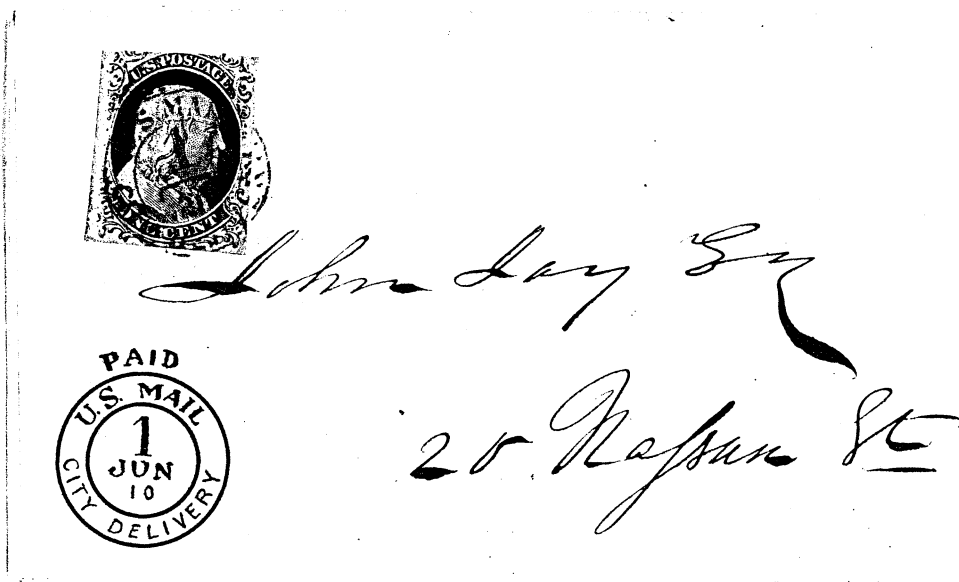


Nov. 5, 1849

Special New York postmark for carrier delivery service.

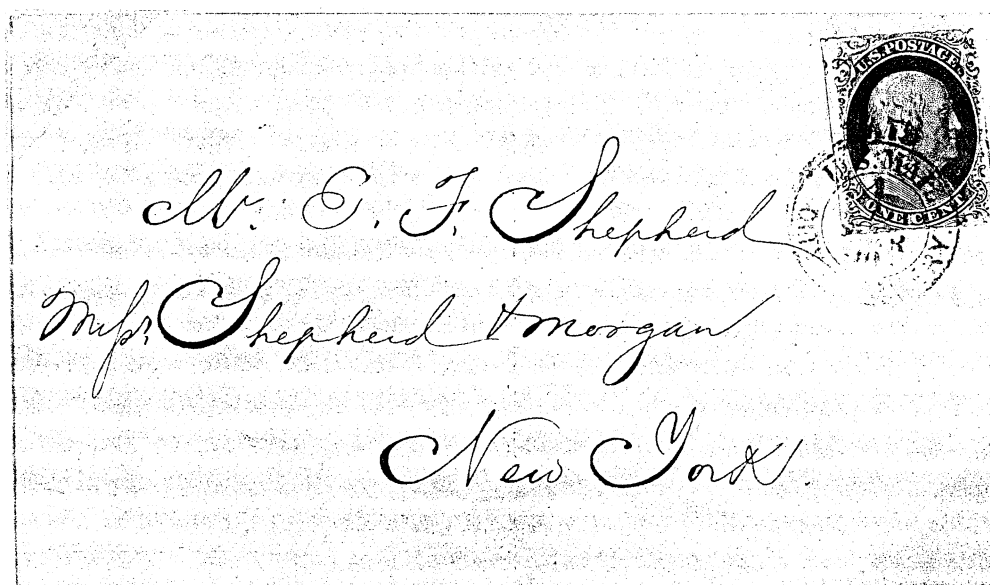
REGULAR ISSUES AND MARKINGS

NEW YORK



Dec. 26, 1856

This carrier marking was first used in 1856.
It is not certain just when the first 1c regular issue was first used for carrier service.



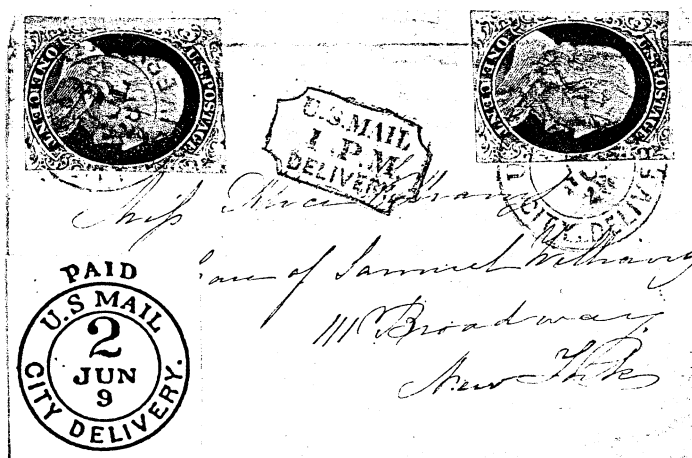
Mar. 10, 1856

"Very early use of this red carrier postmark." - Ashbrook

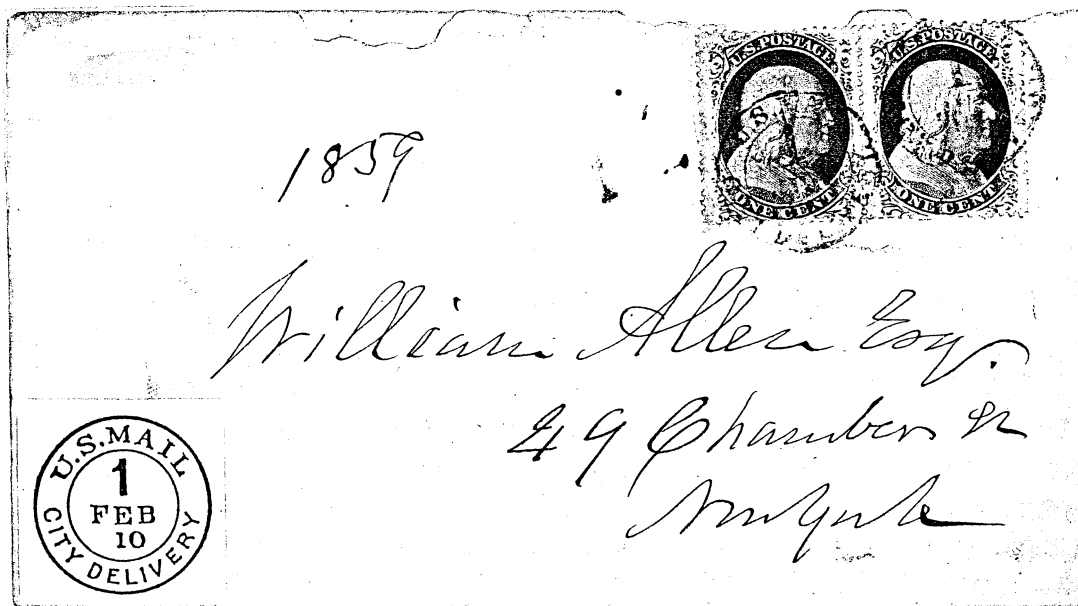
REGULAR ISSUES AND MARKINGS

NEW YORK

1¢ DROP AND 1¢ Delivery



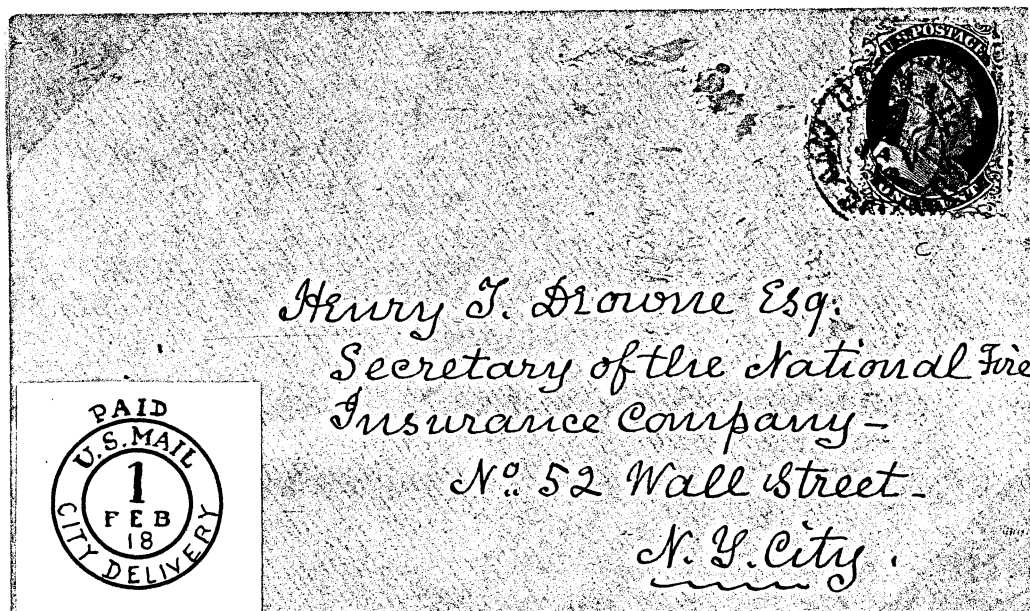
Red 2 carrier marking with 1 PM delivery panel.
Panel with no station letter indicates main post office.



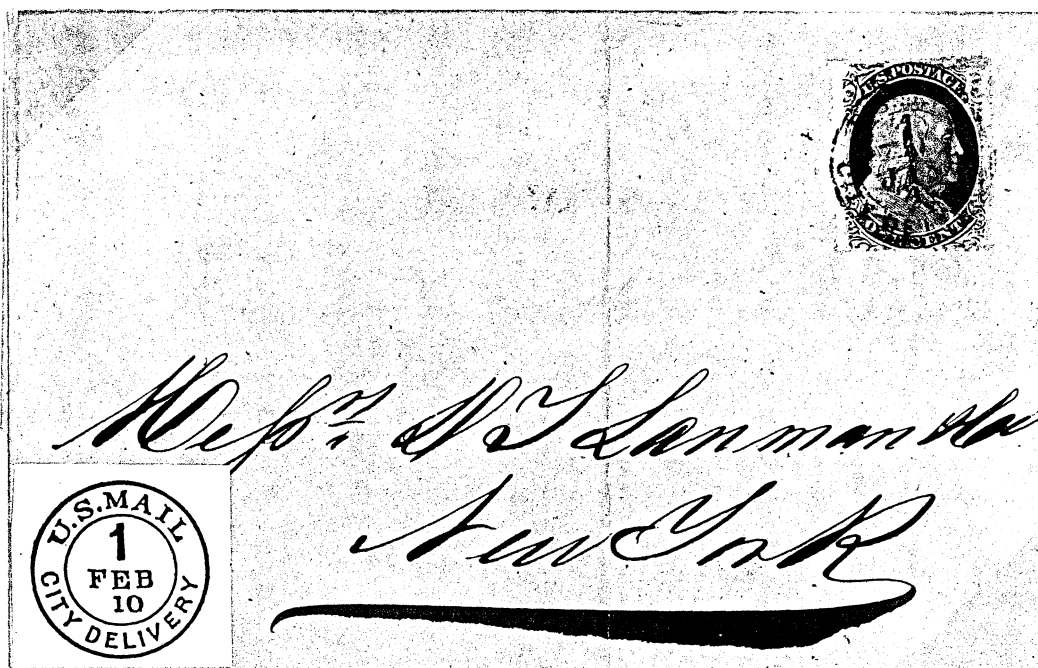
Black 1 carrier marking on this pair for drop and delivery fee.

REGULAR ISSUES AND MARKINGS

NEW YORK



Use of black cancel for unpaid and red for paid not followed.

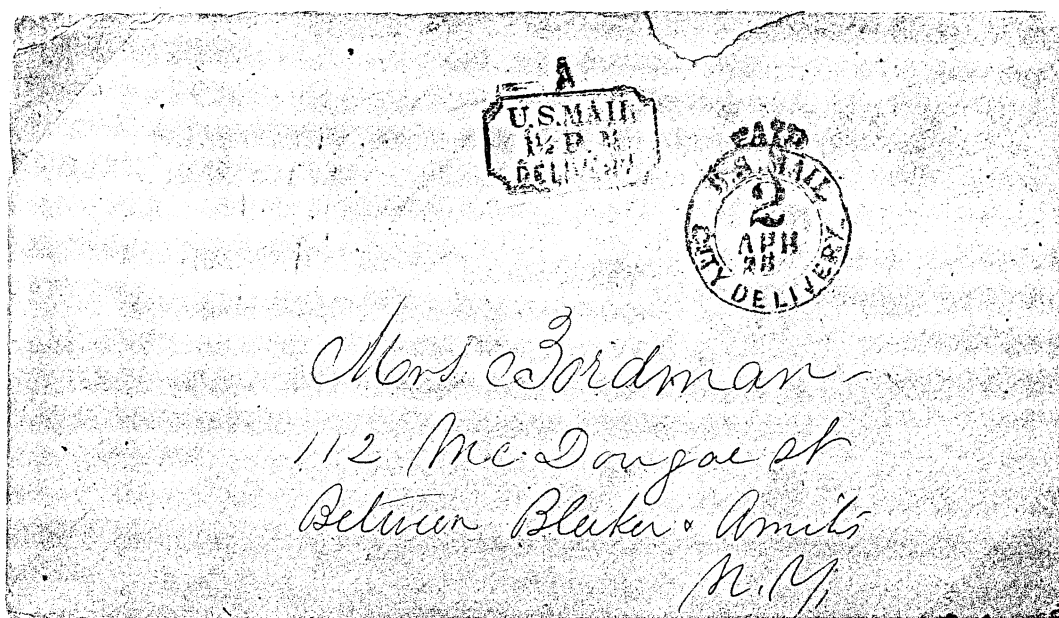
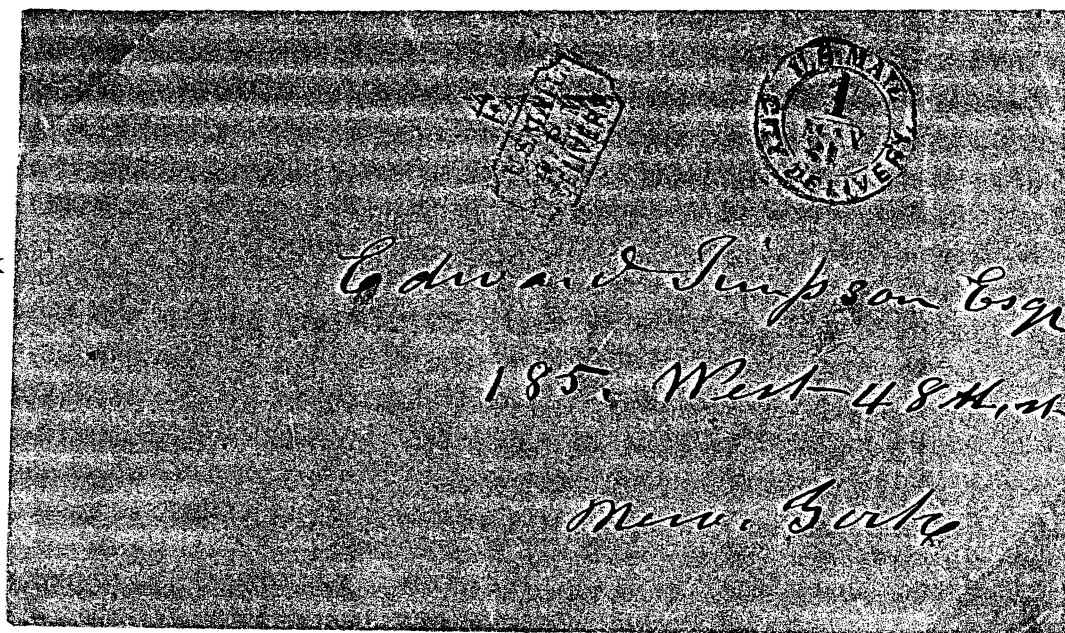


REGULAR ISSUES AND MARKINGS

NEW YORK

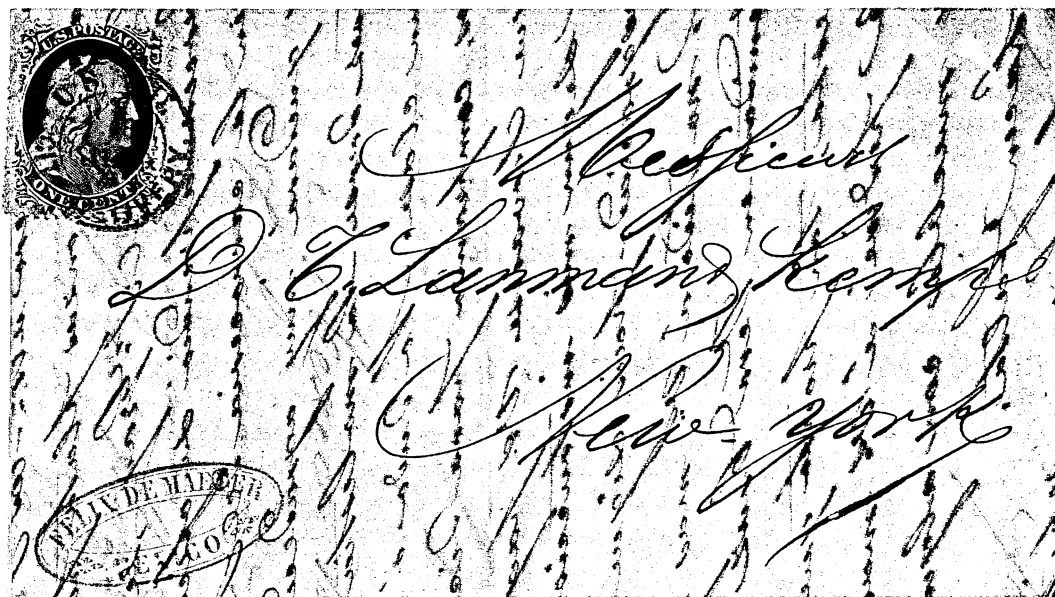
U.S. MAIL CITY DELIVERY

1¢ (unpaid) black
Station E
368 8th Ave.

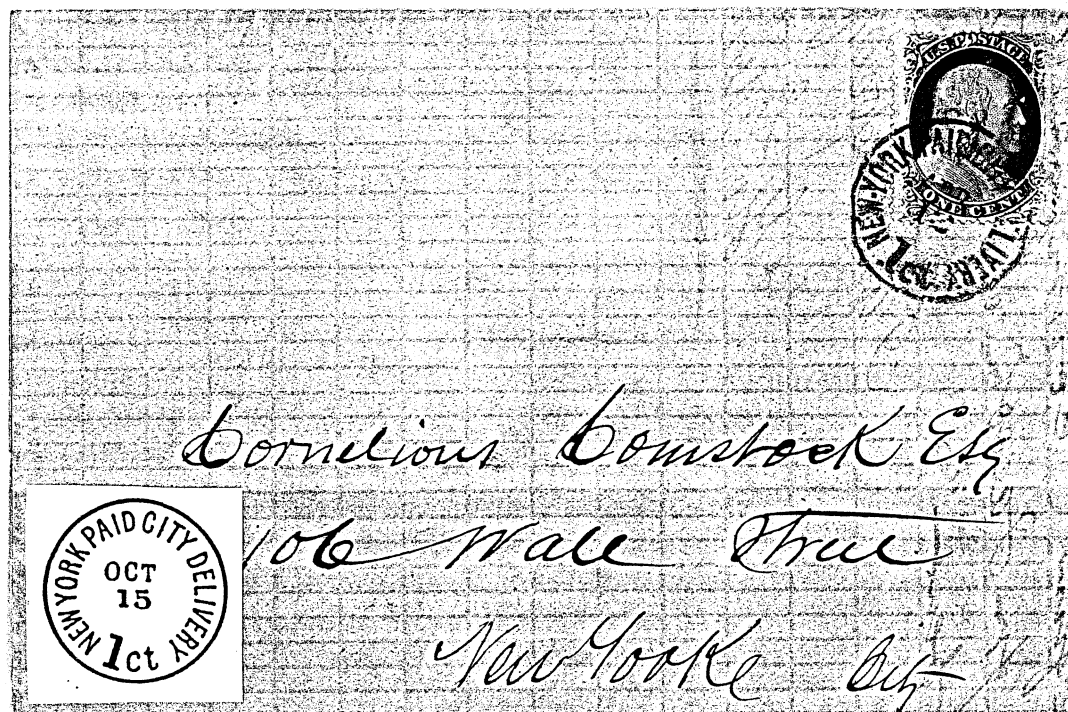


REGULAR ISSUES AND MARKINGS

NEW YORK



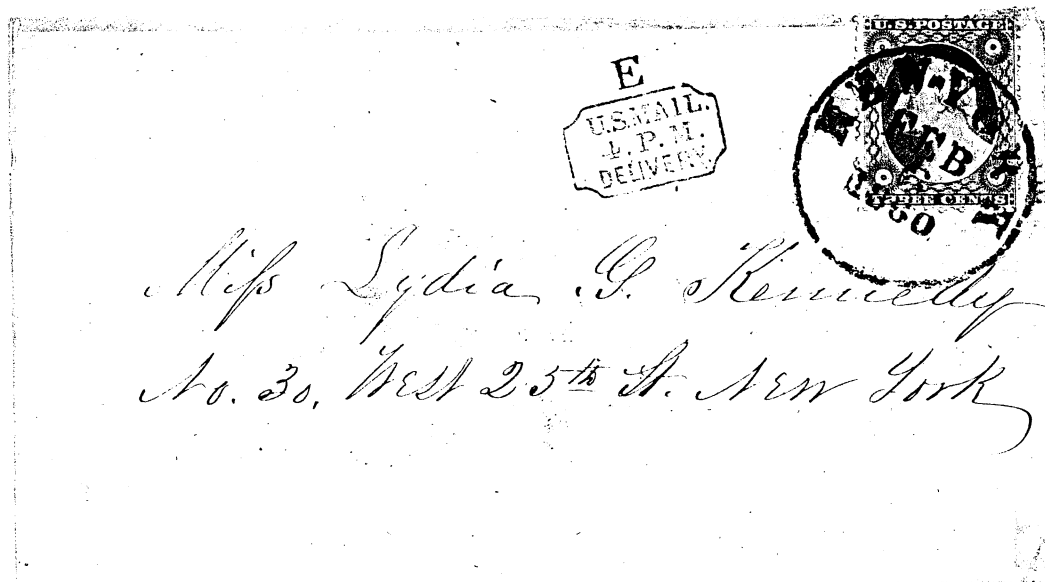
Letter carried privately from Mexico to New York where it was delivered by carrier June 18, 1858.



Apr. 12, 1861
This marking was used in 1860 and 1861.

REGULAR ISSUES AND MARKINGS

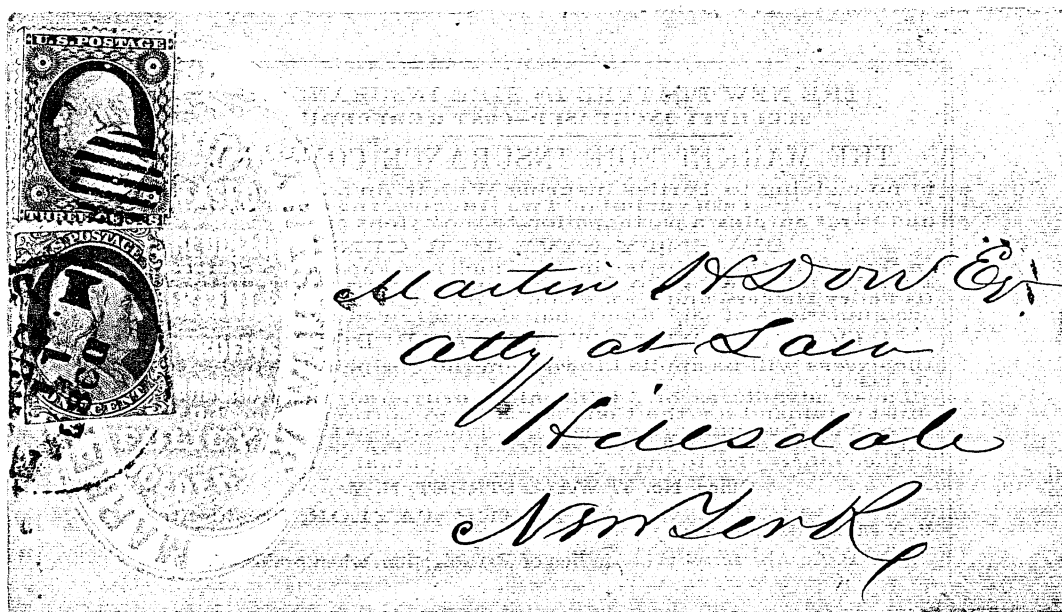
NEW YORK



Feb. 6, 1860

Stamp overpaid the drop fee.

Station E. at one period, was at 368 8th Ave.

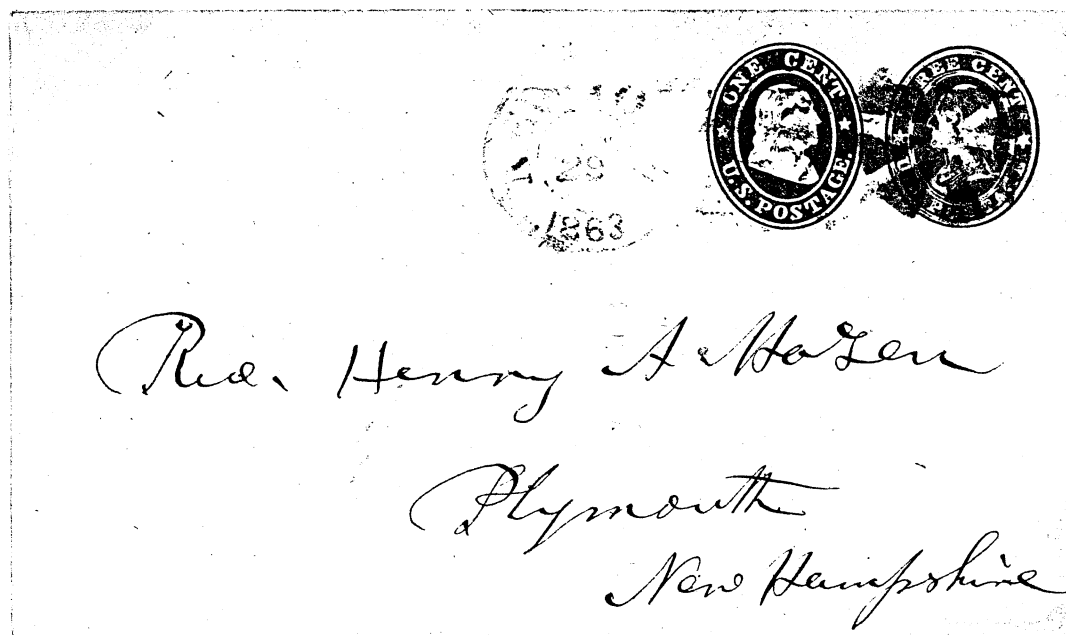


Aug. 11, 1860

Late use of 1¢ (plate 1 early of 1851) for carrier collection.

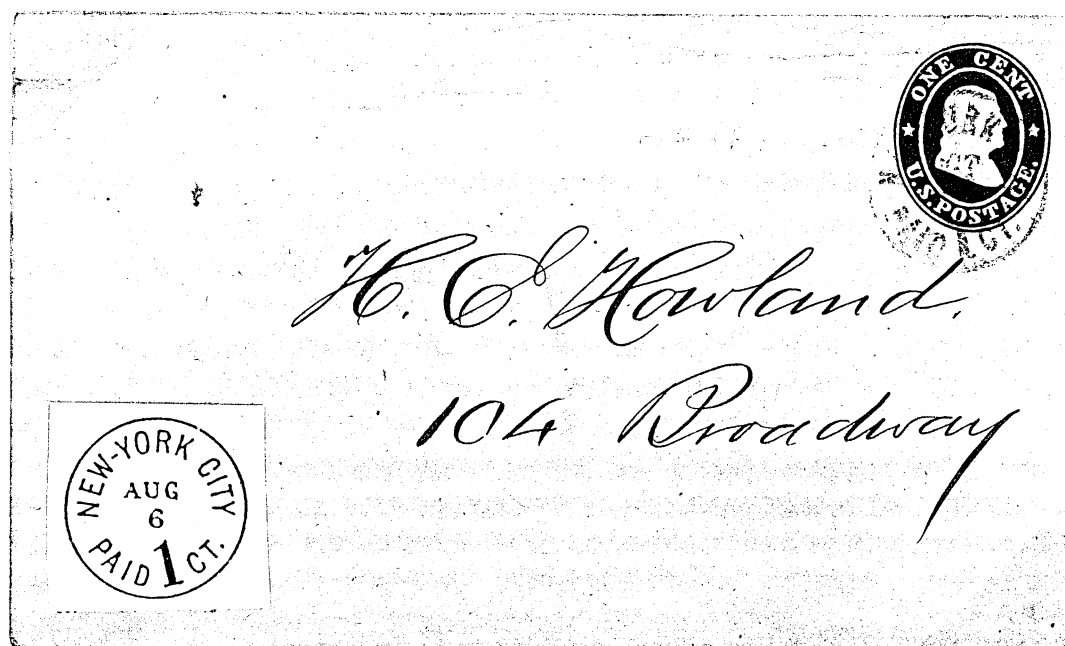
REGULAR ISSUES AND MARKINGS

NEW YORK



Jan. 29, 1863

Most of the 1¢ plus 3¢ Star Die compound envelopes were used in New York.
They were not demonetized.

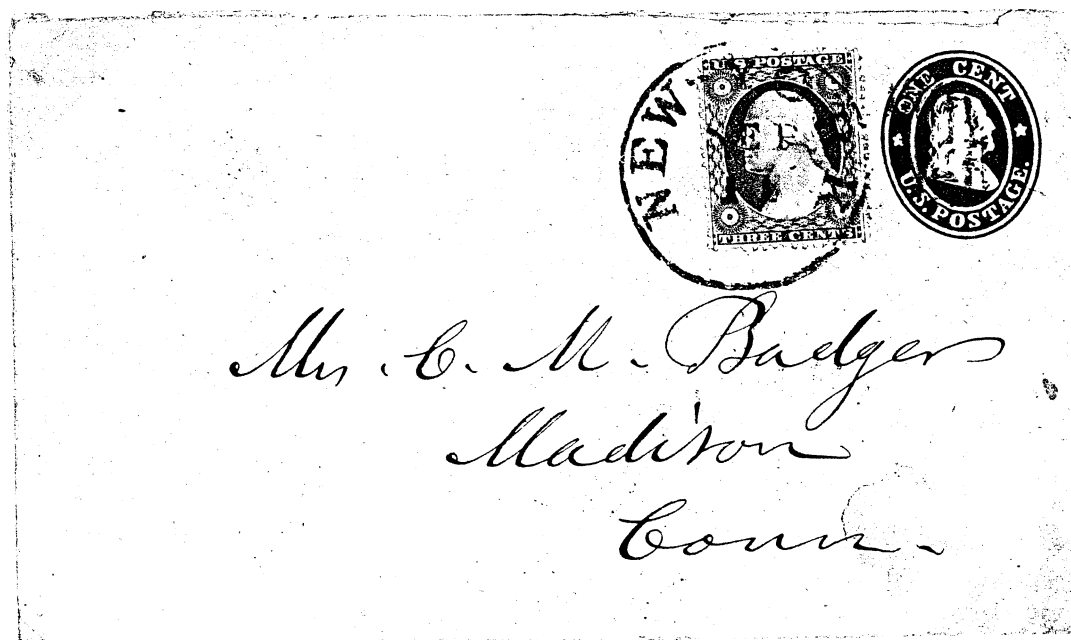


The 1¢ Star Die envelope was also not demonetized.

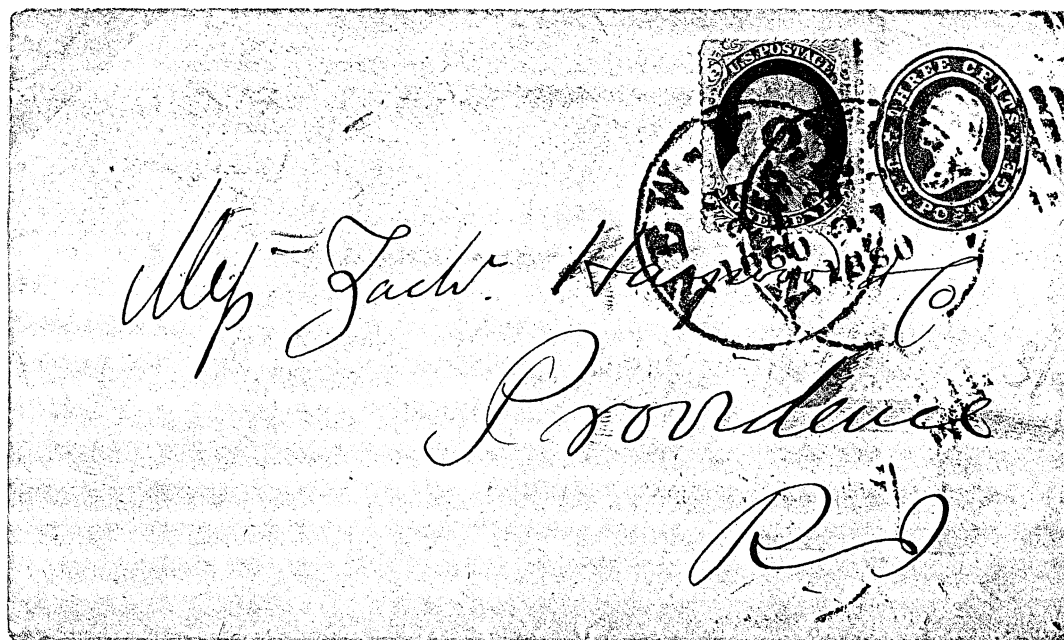
REGULAR ISSUES AND MARKINGS

NEW YORK

SHORT-LIVED COMBINATIONS



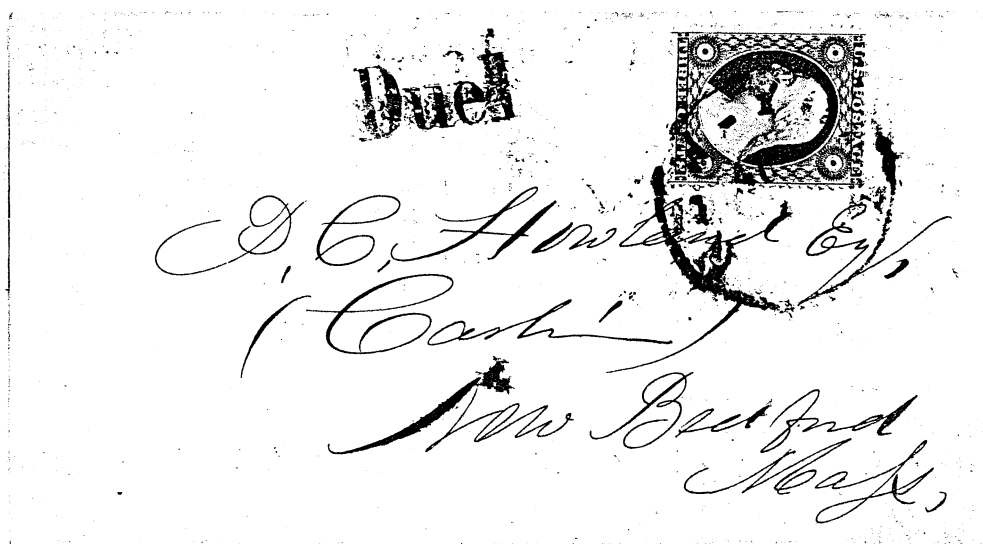
Rarer of the two. Sept. 11, 1861. The 1¢ Star Die was not issued until Dec. 1860, and the 3¢ '57 was replaced by the '61 issue in Aug. 1861.



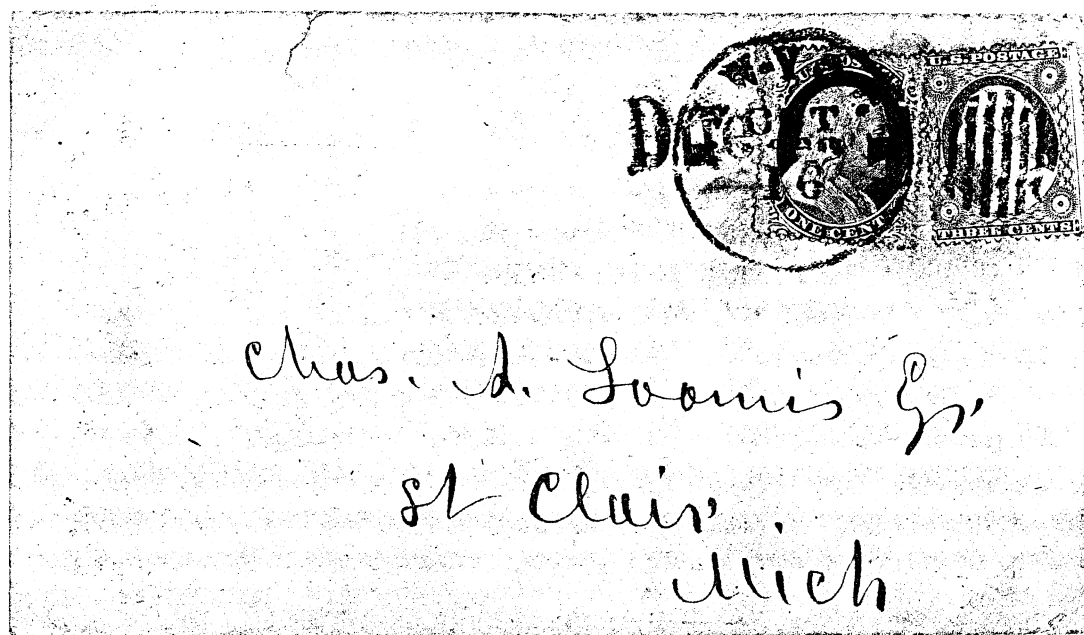
1¢ type V on 3¢ Star Die envelope. Sept. 21, 1860.
This combination used less than 1 year as both were demonetized.

REGULAR ISSUES AND MARKINGS

NEW YORK



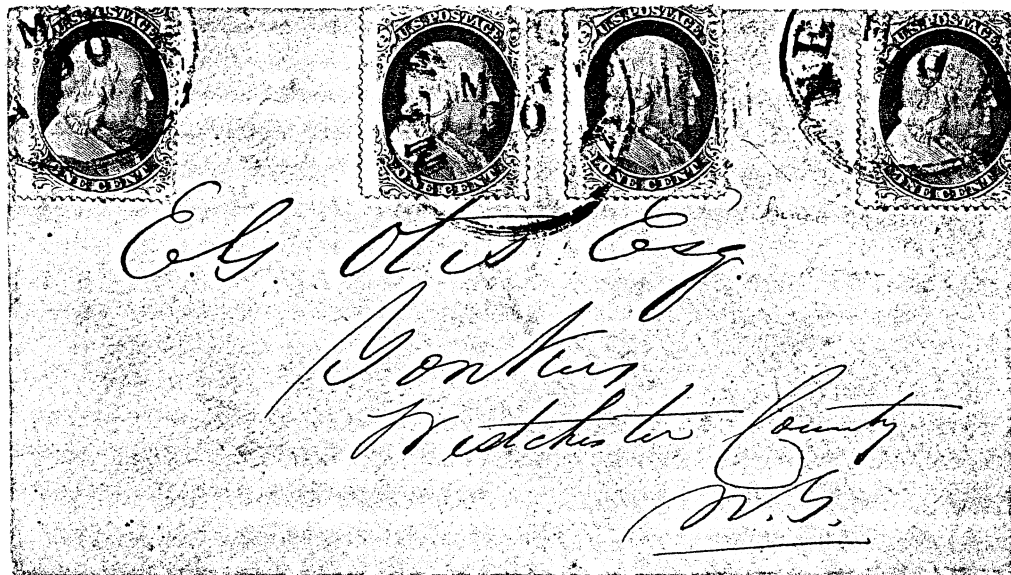
"Due 1" for unpaid carrier collection in New York, Aug. 4, 1860.
(Free collection in New York prior to July 18, 1860)



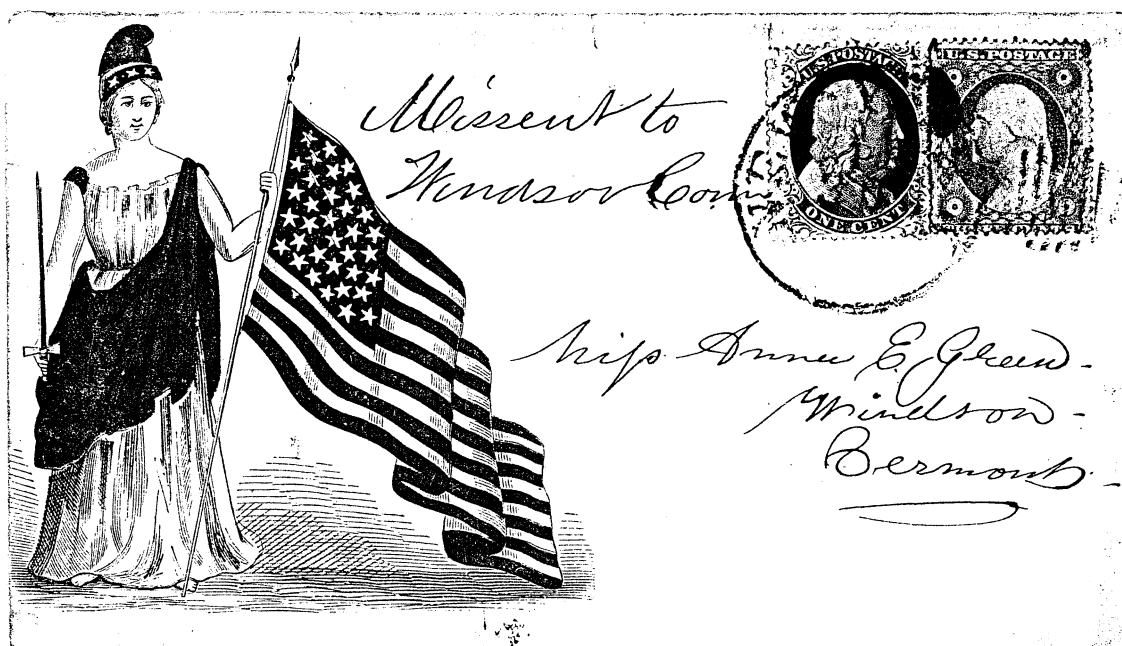
Similar Due 1 cover after 1¢ stamp added.

REGULAR ISSUES AND MARKINGS

NEW YORK



Unusual distribution of 4 stamps requiring 3 hand stamped cancels.

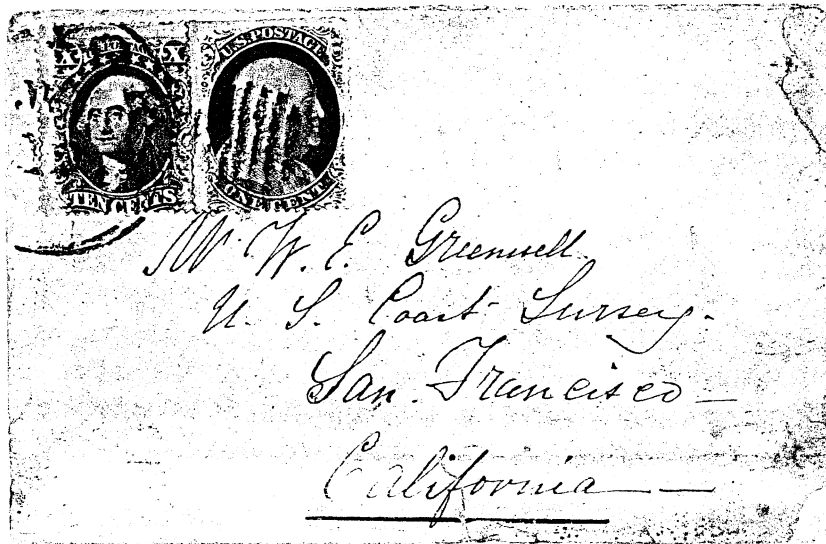


Early patriotic carrier cover of April 30, 1861

REGULAR ISSUES AND MARKINGS

NEW YORK

SHORT PERIOD OF USE

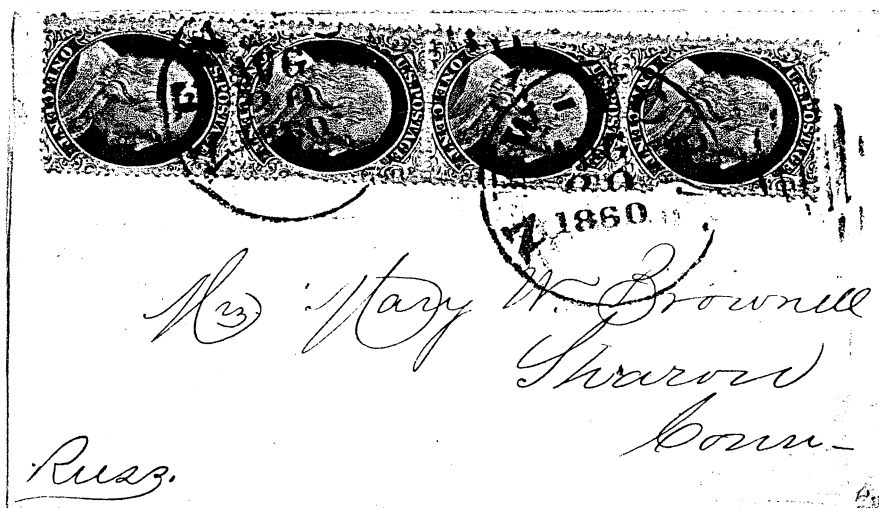


For a relatively short period, this combination of the 1857 issue was used because there was no carrier collection fee charged in New York prior to July 1, 1860, and both stamps were demonetized in 1861.

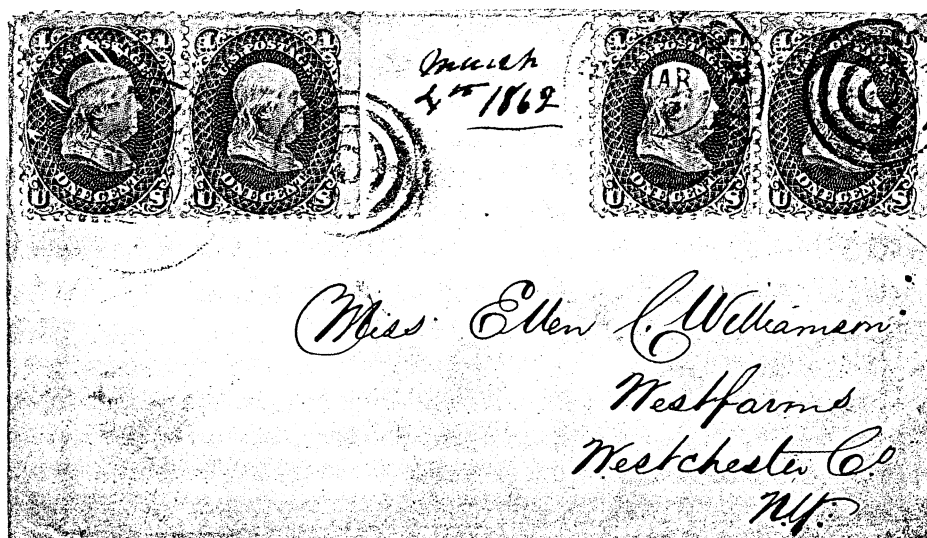
REGULAR ISSUES AND MARKINGS

NEW YORK

CARRIER COLLECTION FEE REINSTATED



Aug. 30, 1860

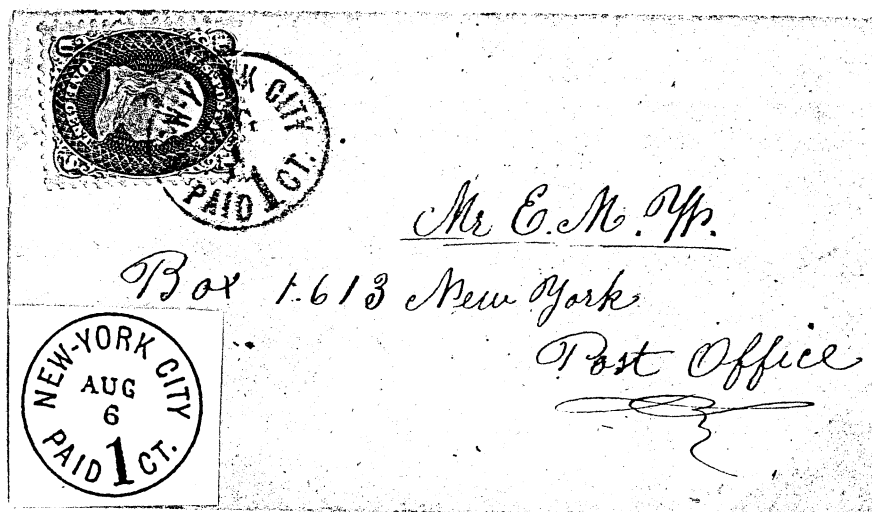


Mar. 4, 1862

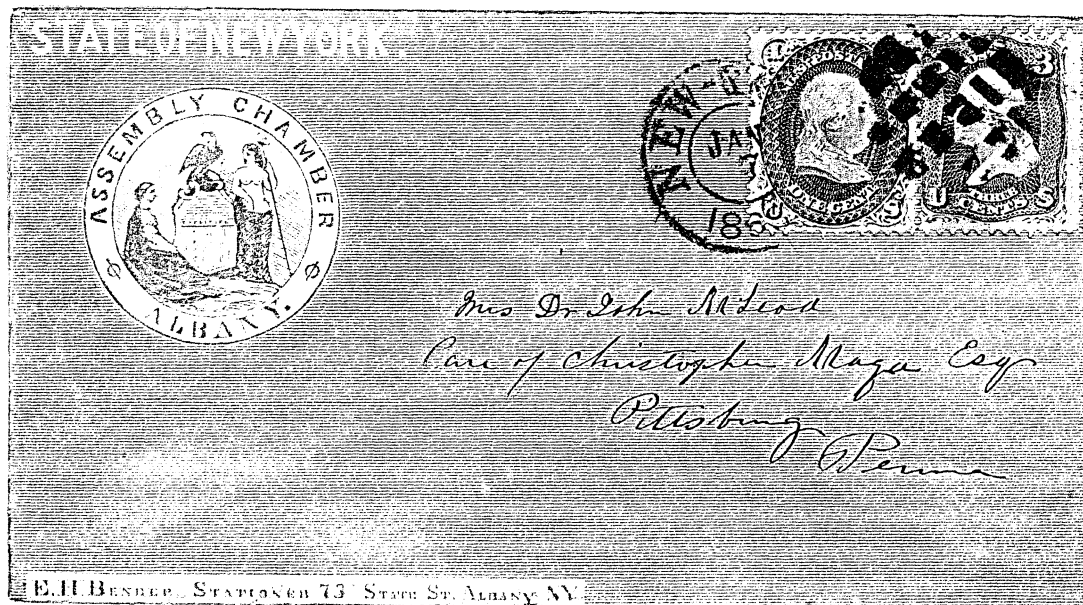
REGULAR ISSUES AND MARKINGS

NEW YORK

USE OF THE 1861 ISSUE TO PAY THE CARRIER FEE



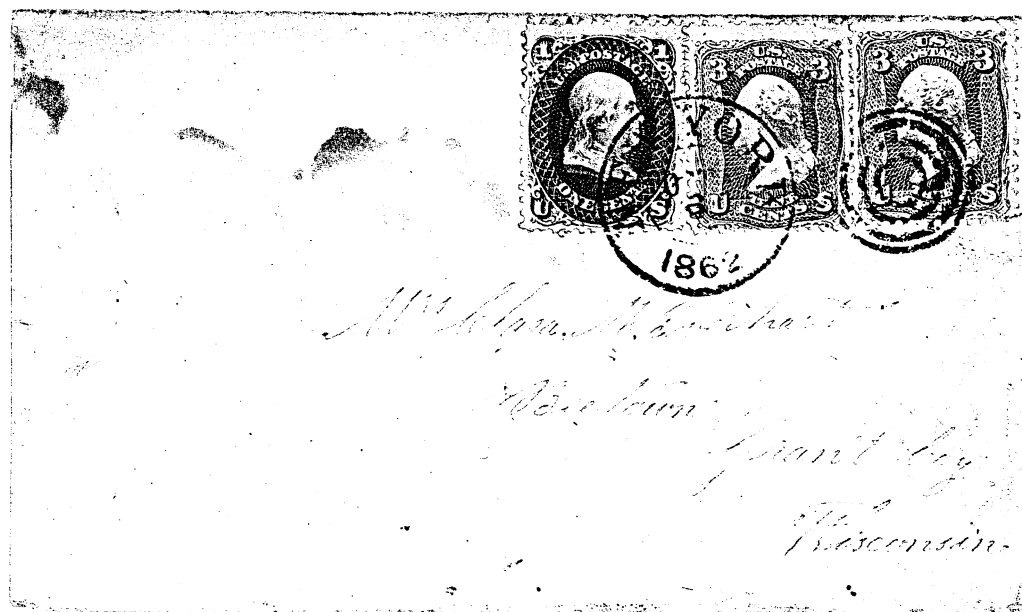
This carrier postmark is known only in red and is recorded 1861-62.



Outgoing letter to Pittsburgh

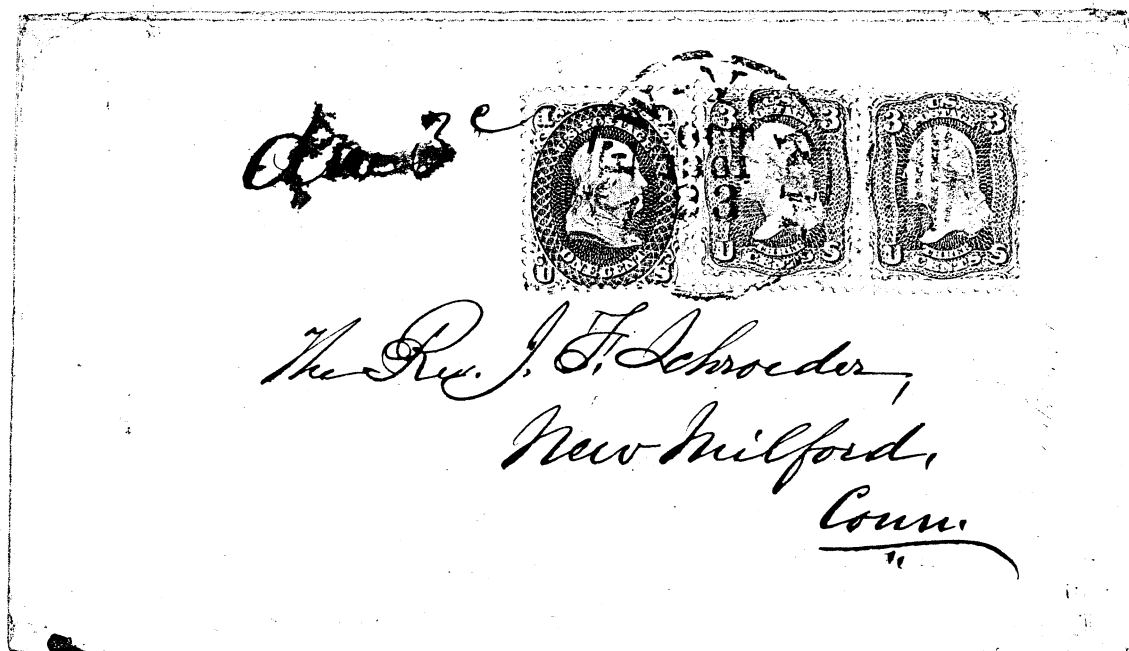
REGULAR ISSUES AND MARKINGS

New York



October 3, 1862

7¢ for carrier collection and double letter postage to Wisconsin.



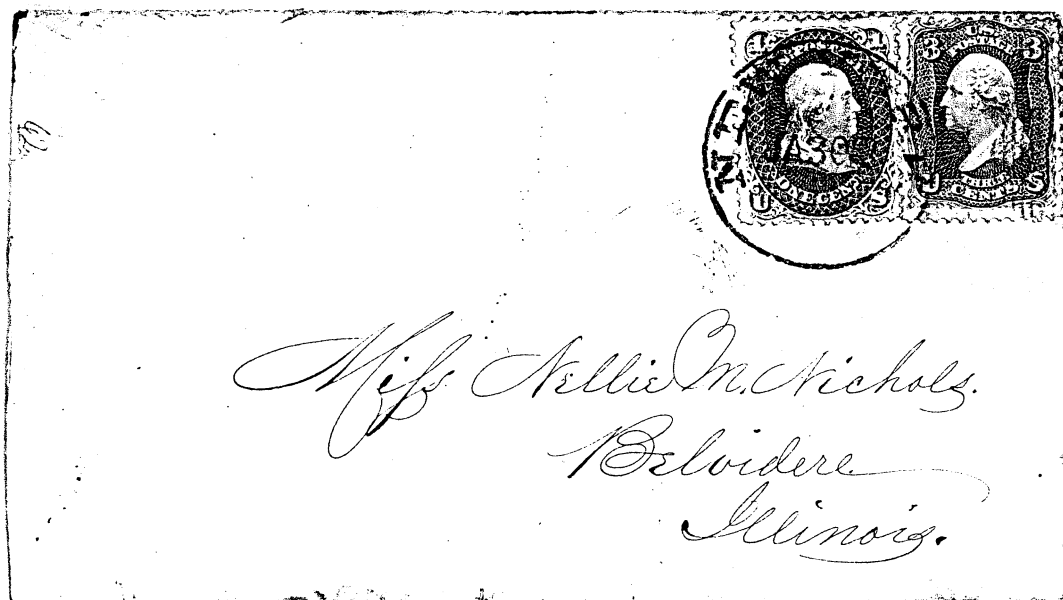
October 23, 1861

7¢ for carrier collection and "due 3¢" for triple letter postage.

REGULAR ISSUES AND MARKINGS

NEW YORK

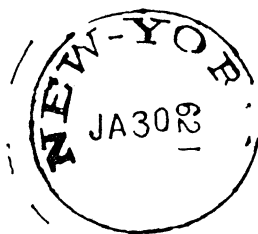
PATENT POSTMARK



Carrier rated cover showing the scarce New York postmark known as the “lazy year date” marking of Marcus Norton’s patented duplex handstamp.

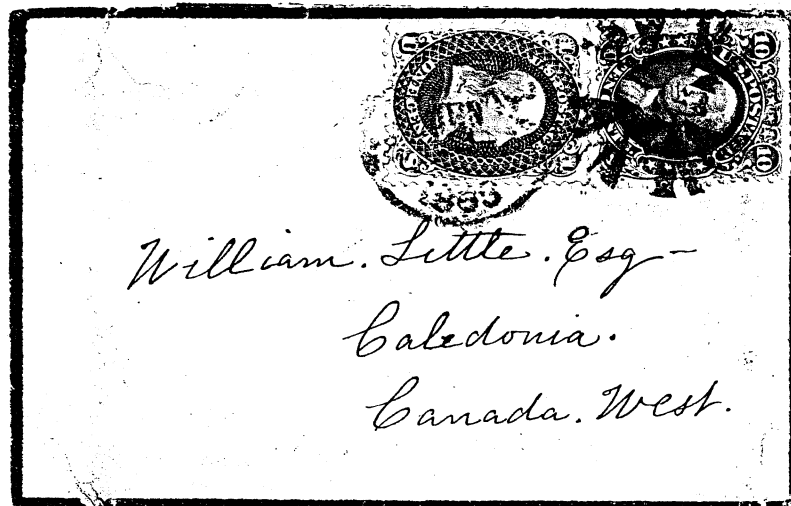
January 30, 1862

(latest known use)



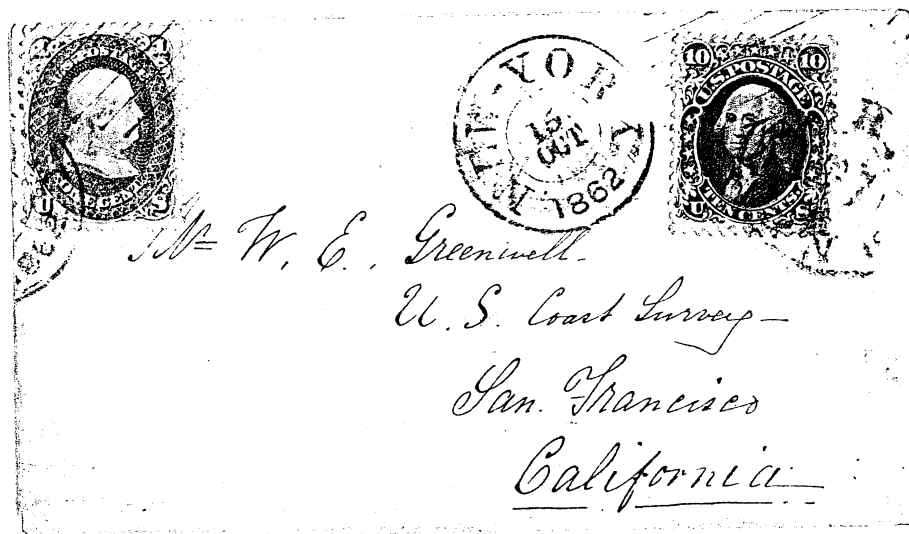
REGULAR ISSUES AND MARKINGS

NEW YORK



June 23, 1863

Carrier collection and postage to Canada.



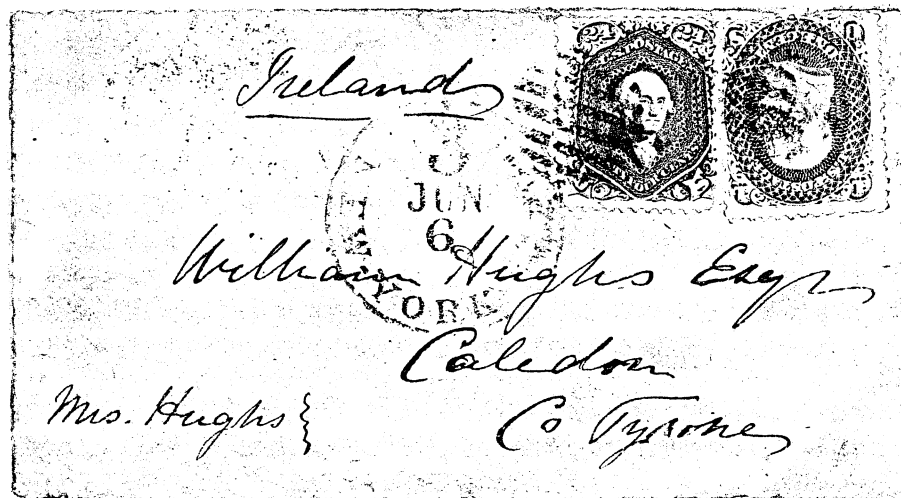
October 15, 1862

Carrier collection and postage to California.

REGULAR ISSUES AND MARKINGS

NEW YORK


CARRIER AND TRANSATLANTIC RATE TO BRITAIN



This letter to Ireland was picked up by a New York carrier, and left New York June 6, 1863 on the "Etna" of the Inman Line under American contract. It arrived in Ireland on June 17. Carrier collection and postage was prepaid, and Britain was credited 3¢ of the 24¢ treaty rate.



NEW YORK


 Madame Butterfield
 No 6. Rue Circulaire
 Paris
 France
 via Liverpool }

This letter arrived by carrier at New York Post Office on April 14, 1863, and reached Paris on April 28, as indicated by the receiving mark on the reverse. Britain was credited 12¢ under the treaty.

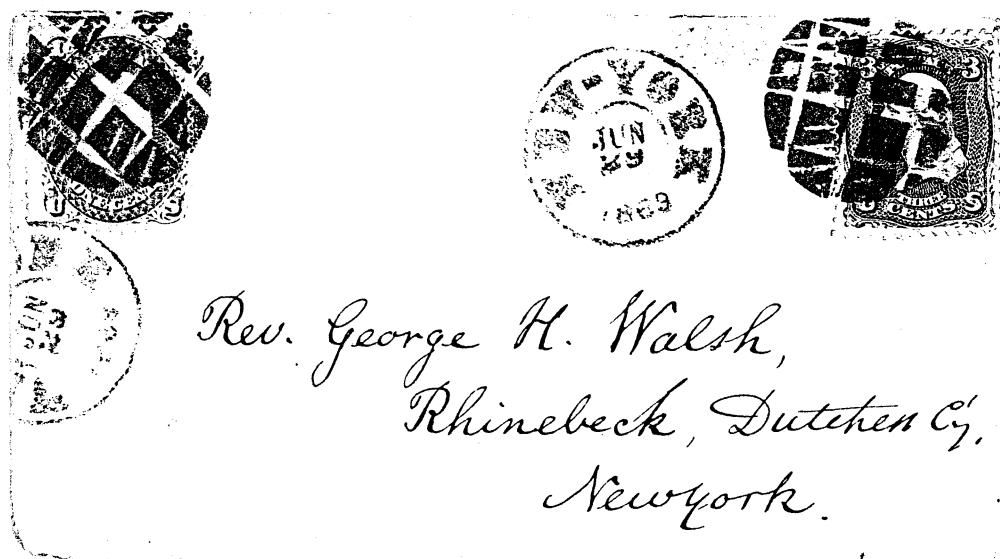
U.S. carrier	1¢
U.S. inland	3¢
Br. Sea packet	6¢
Br. Transfer	3¢
French inland	<u>3¢</u>
	16¢



REGULAR ISSUES AND MARKINGS

NEW YORK

VERY LATE USE !



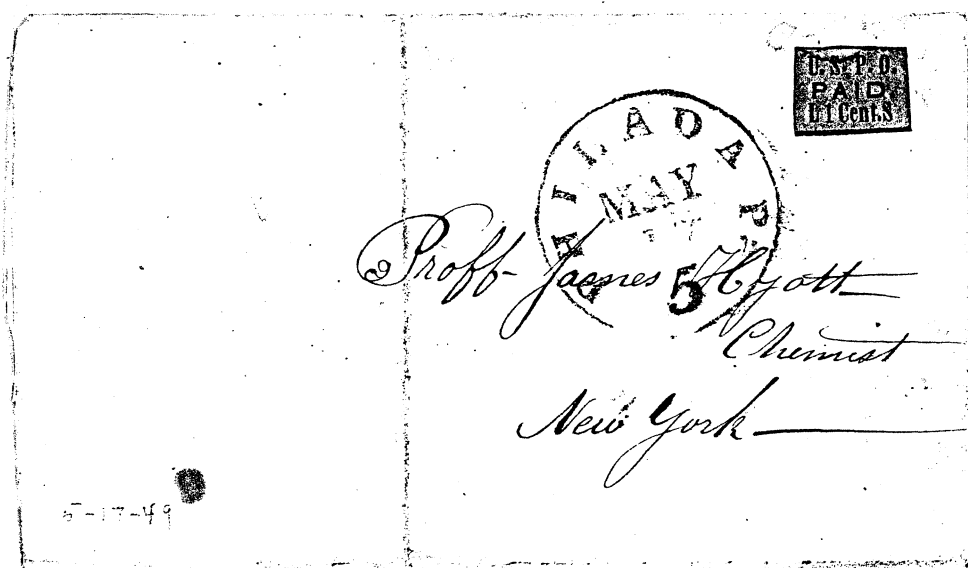
Carrier pick-up June 29, 1863

Possibly latest known use of this combination as carrier fee system ended next day.

SEMI-OFFICIAL ISSUES

PHILADELPHIA

PHILADELPHIA POSTMASTER ISSUED CARRIER STAMPS 1849



May 17, 1849

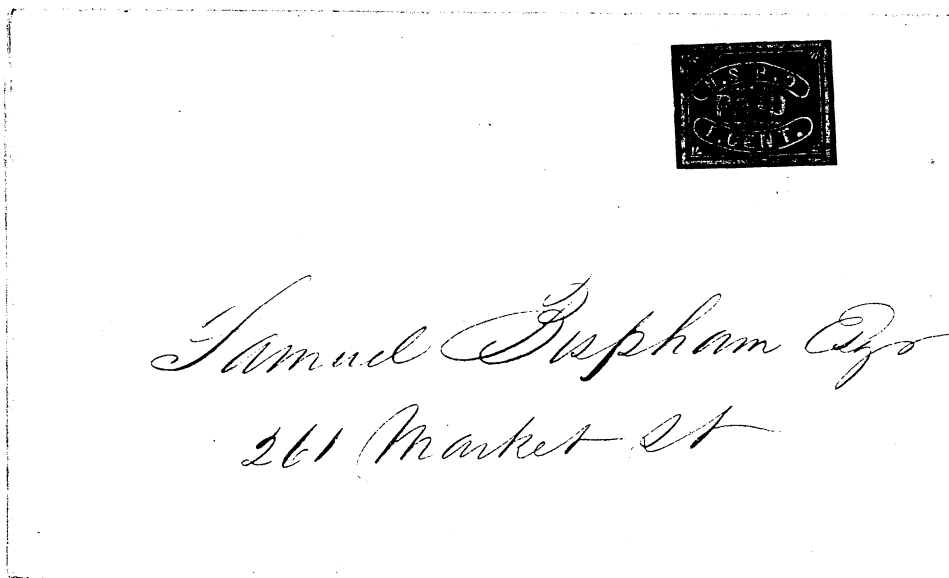
Black on rose semi-official carrier stamp with initials L S prepaid 1¢ collection fee.

Letter went to New York 5¢ collect.

SEMI-OFFICIAL ISSUES

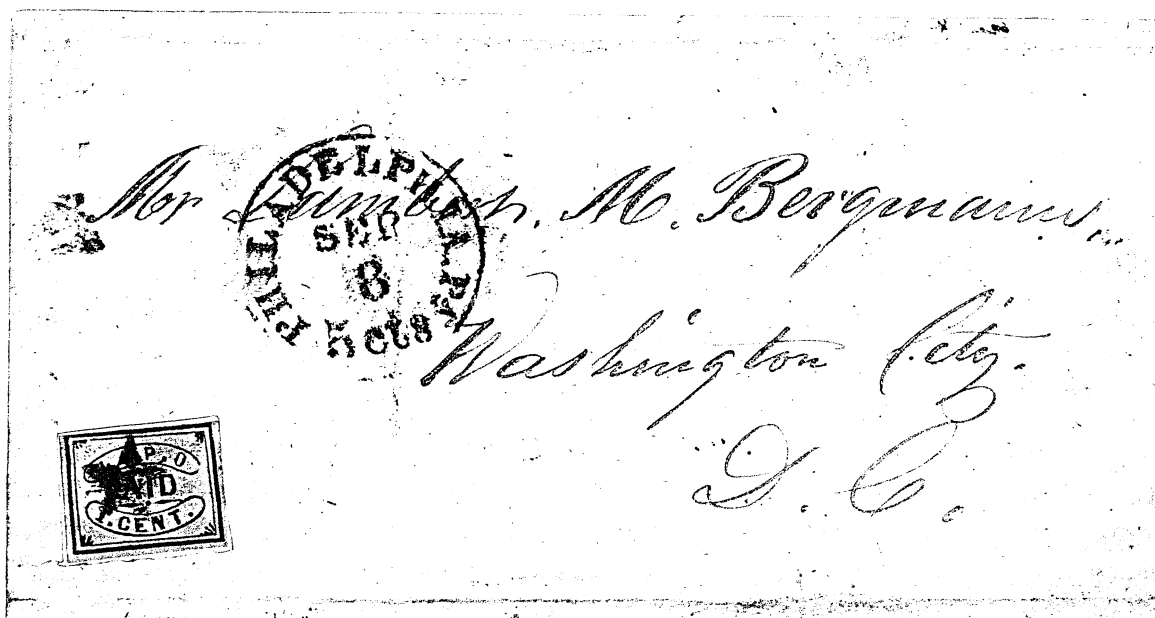
PHILADELPHIA

THE U.S.P.O. PAID 1 CENT STAMPS ISSUED 1850



Oct. 20, 1851

This gold on black stamp cancelled with red carrier star on a city letter.

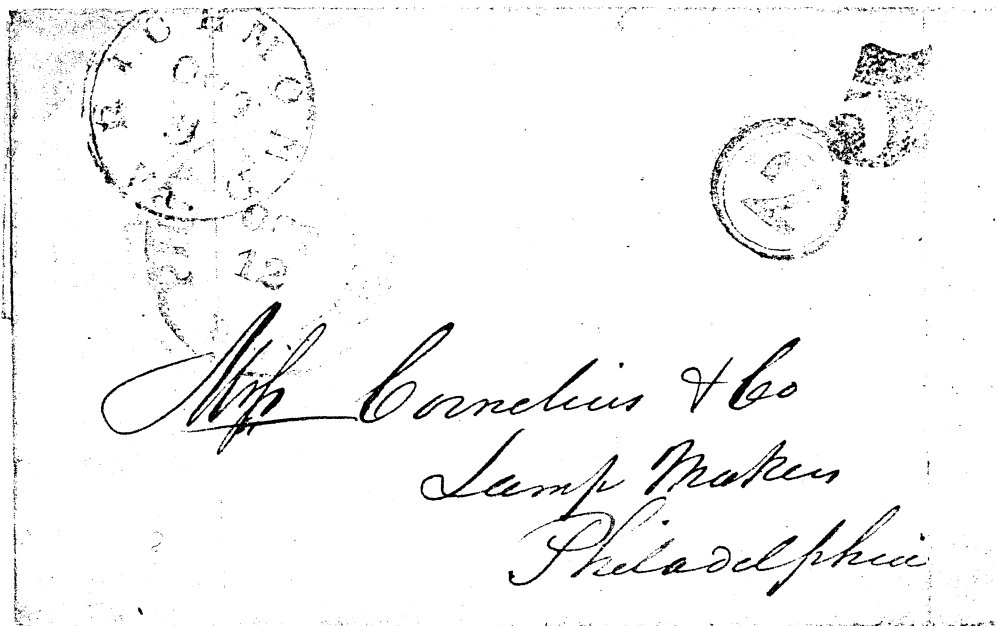


Sept. 8, 1852

Blue on white issue with red star once removed, and now restored.

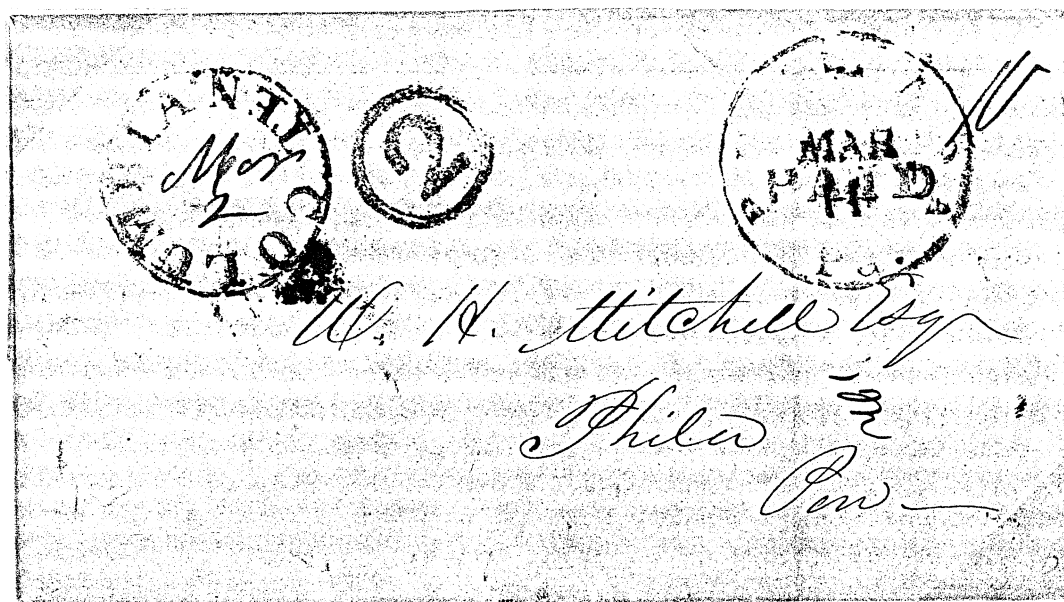
REGULAR ISSUES AND MARKINGS

PHILADELPHIA



-1845-

From the mails carrier delivery due 2¢. Postage 5¢ from Richmond also collect.



-1849-

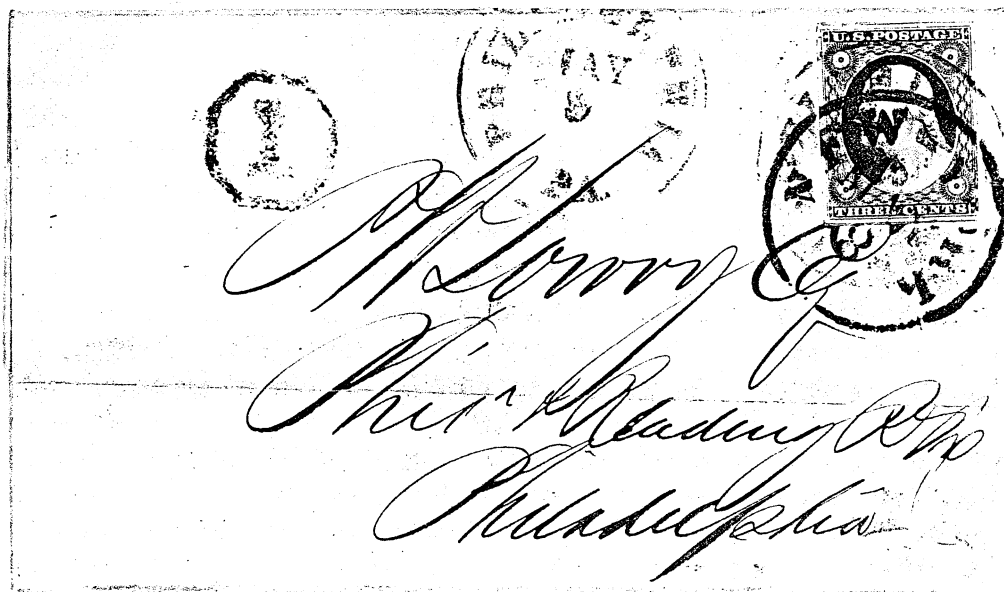
Carrier delivery 2¢ collect. Postage prepaid from Columbia, Tenn.

REGULAR ISSUES AND MARKINGS

PHILADELPHIA

CARRIER DELIVERY 1 CENT

Delivery fee was reduced from 2¢ to 1¢ in 1849.



May 9, 1852

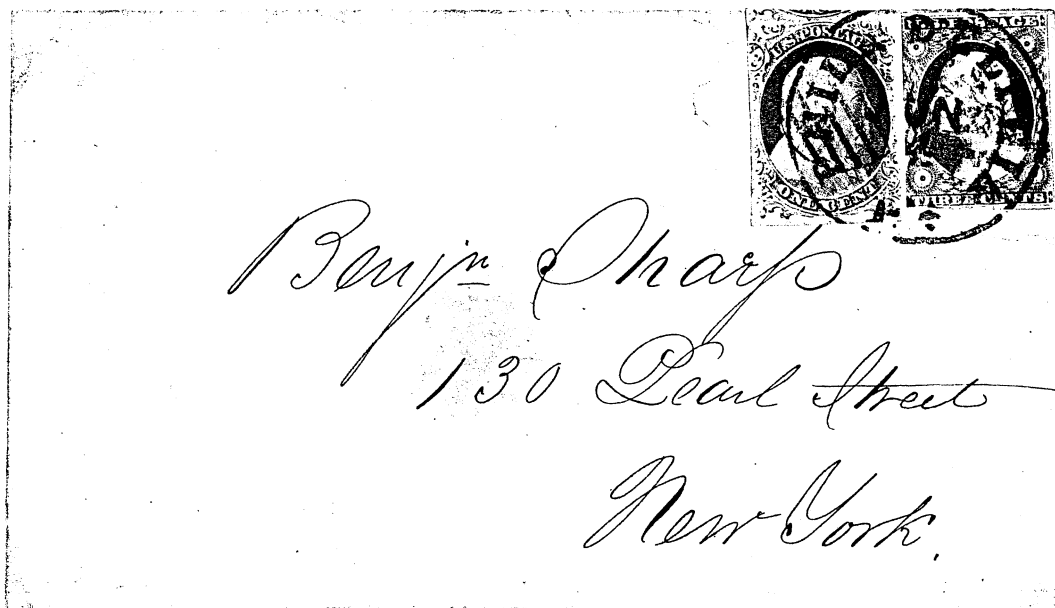
From the mails carrier delivery due 1¢ from Phila. & Reading R.R.



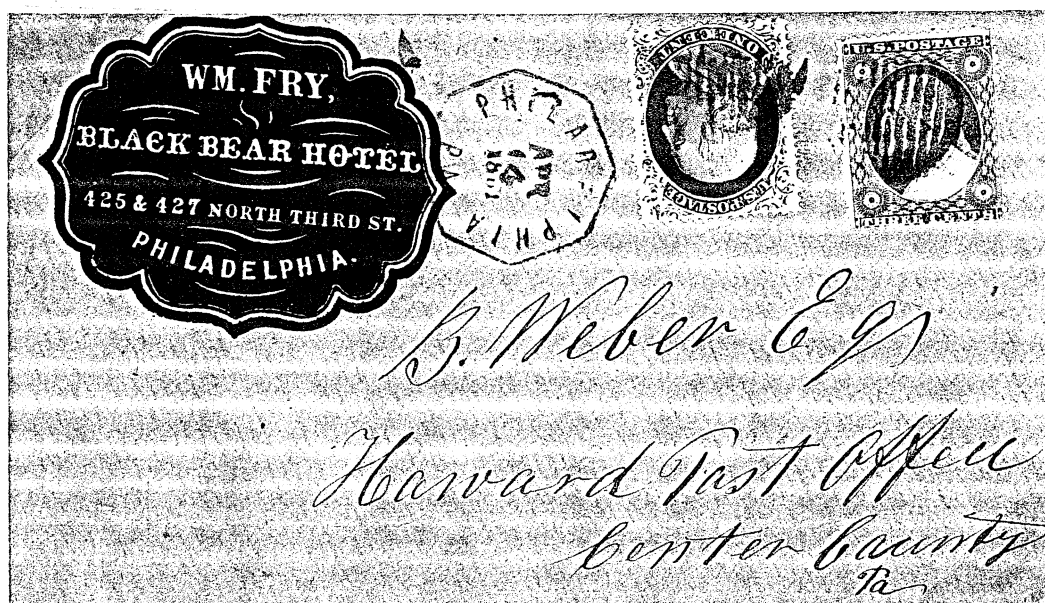
REGULAR ISSUES AND MARKINGS

PHILADELPHIA

PREPAID COLLECTION TO THE MAILS



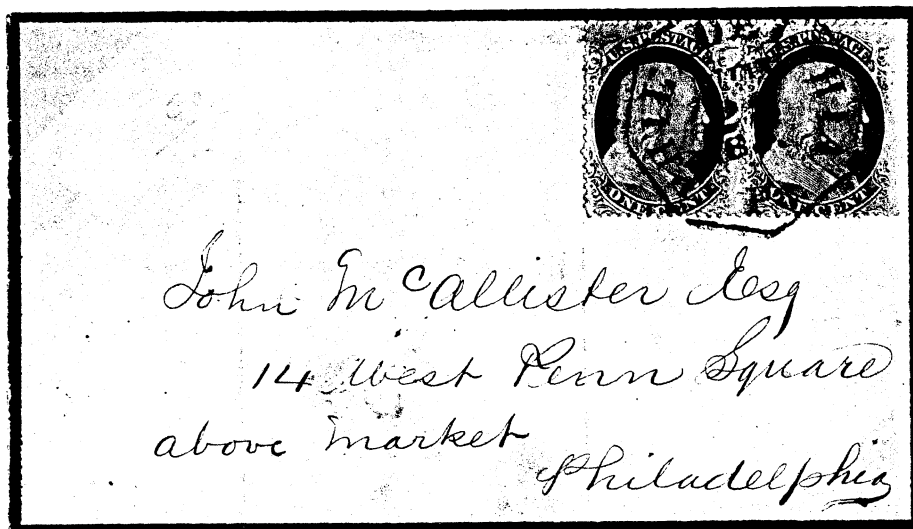
A 1c stamp prepaid carrier collection 1856 - 1857, after which the service was free until 1860, when a 1c collection fee was again imposed.



Cameo corner card cover with a type IIIa 1c stamp of 1857 prepays collection on April 14, 1861

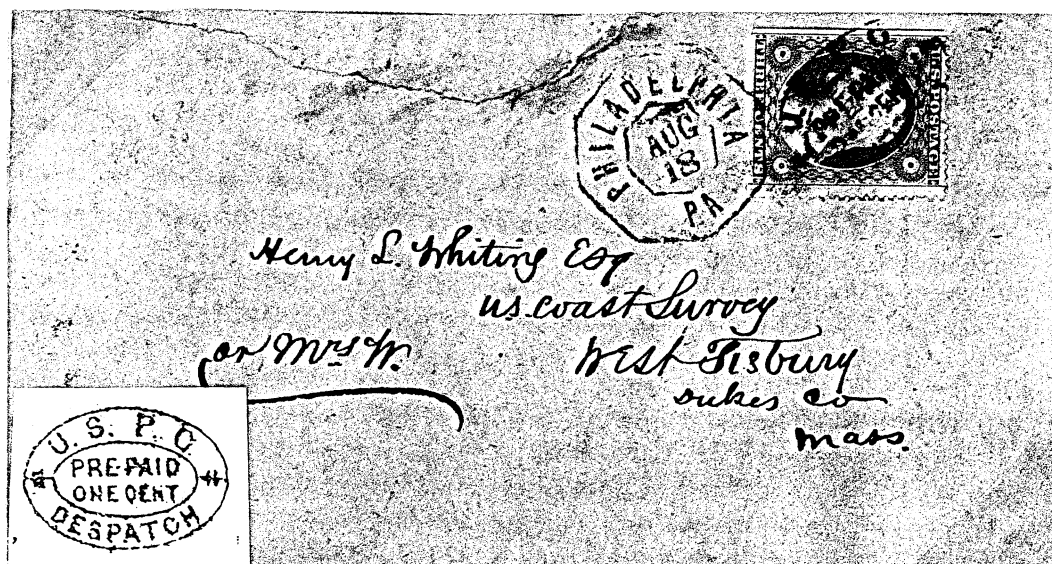
REGULAR ISSUES AND MARKINGS

PHILADELPHIA



2¢ Sub-Post Office Delivery Fee

Postmaster Westcott established 4 sub-post offices in 1857.
This plan required 2¢ for drop plus delivery within the city.
Service from the main office remained at 1¢.

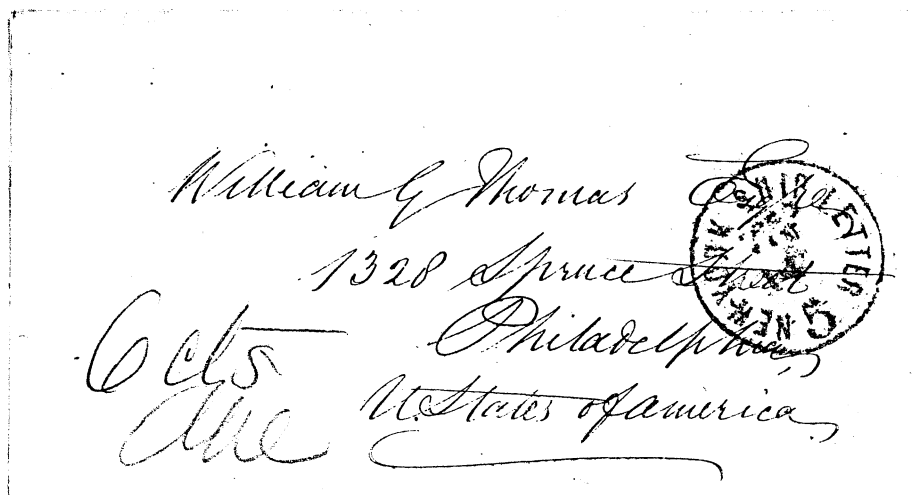


Rare use of U.S.P.O. DESPATCH handstamp

Aug. 18, 1860. The recently reimposed carrier fee was paid in cash on this outgoing letter, hence the unusual use of the PREPAID carrier oval (C32).

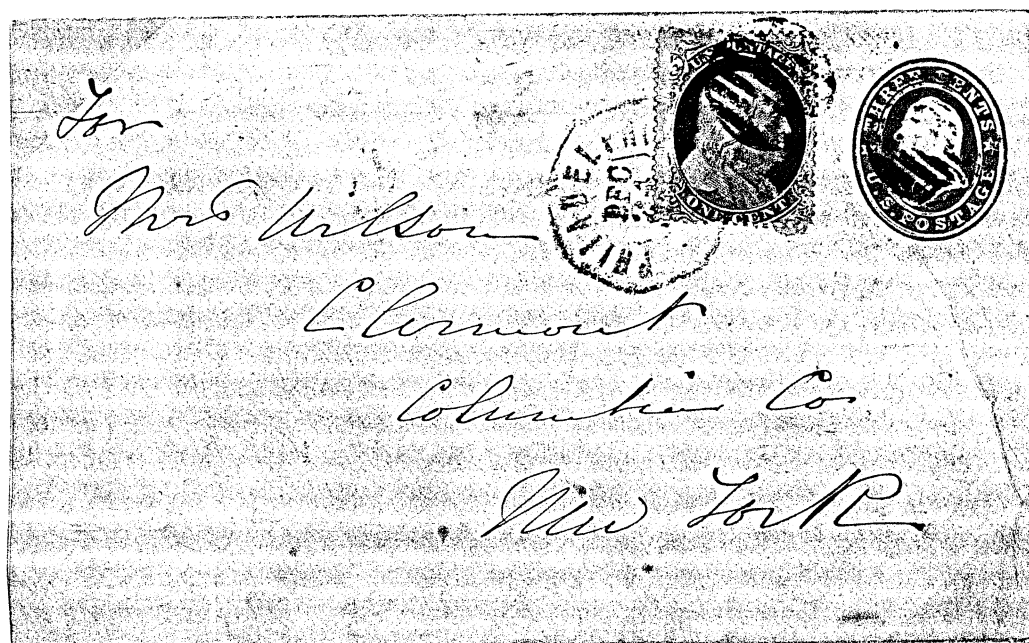
REGULAR ISSUES AND MARKINGS

PHILADELPHIA



Carrier Delivery

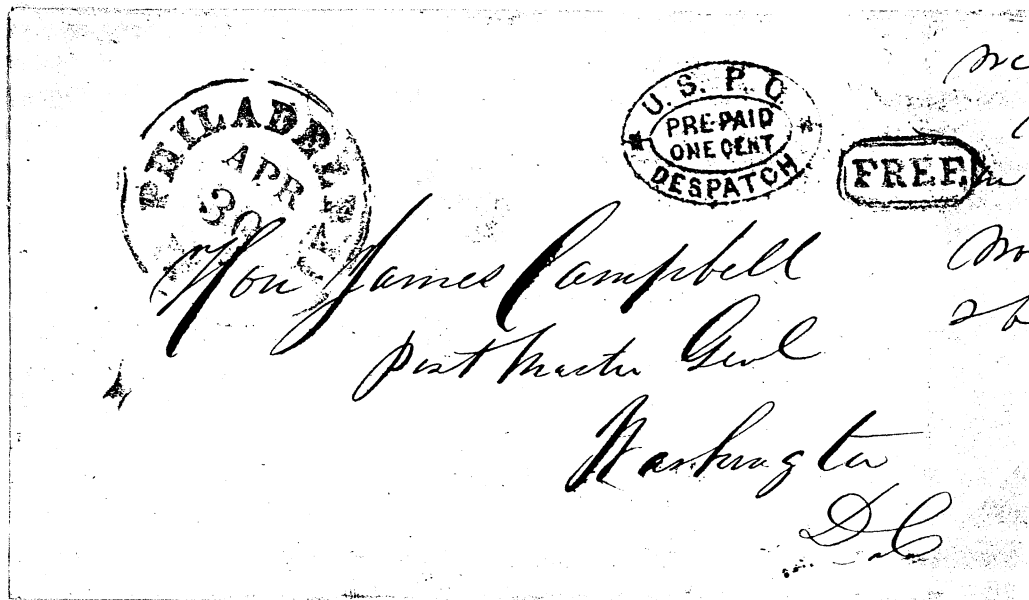
"6 cts due" for 1¢ carrier delivery to street address plus 5¢ for "New York Ship Letter" service in 1862 on unpaid cover.



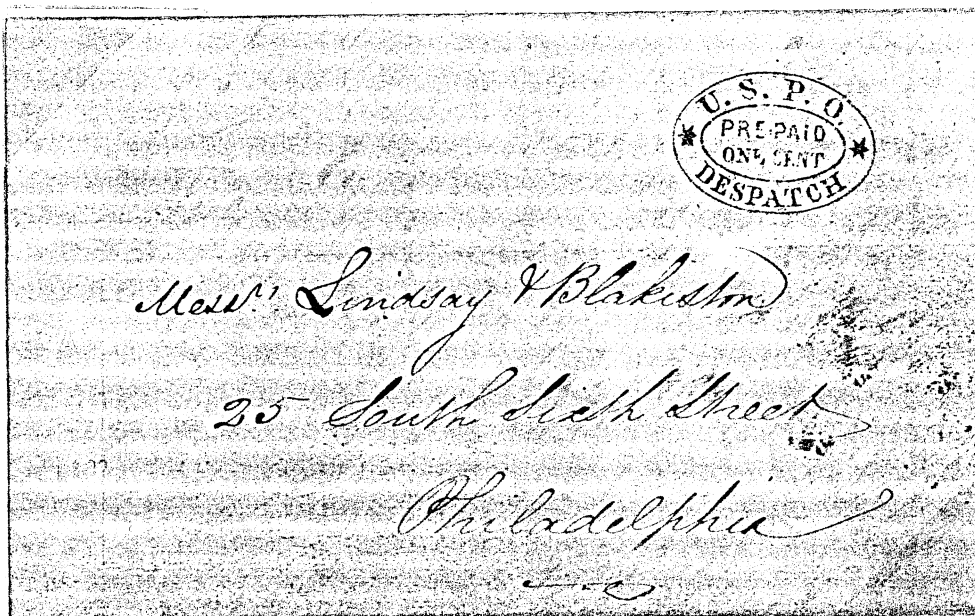
This Dec. 24, 1860 combination limited to less than one year as envelope was demonetized before 1861 stamps were issued.

REGULAR ISSUES AND MARKINGS

PHILADELPHIA



Oval carrier marking, type C32, indicates prepaid carrier service. Although postage was free to PMG, carrier collection was not free.



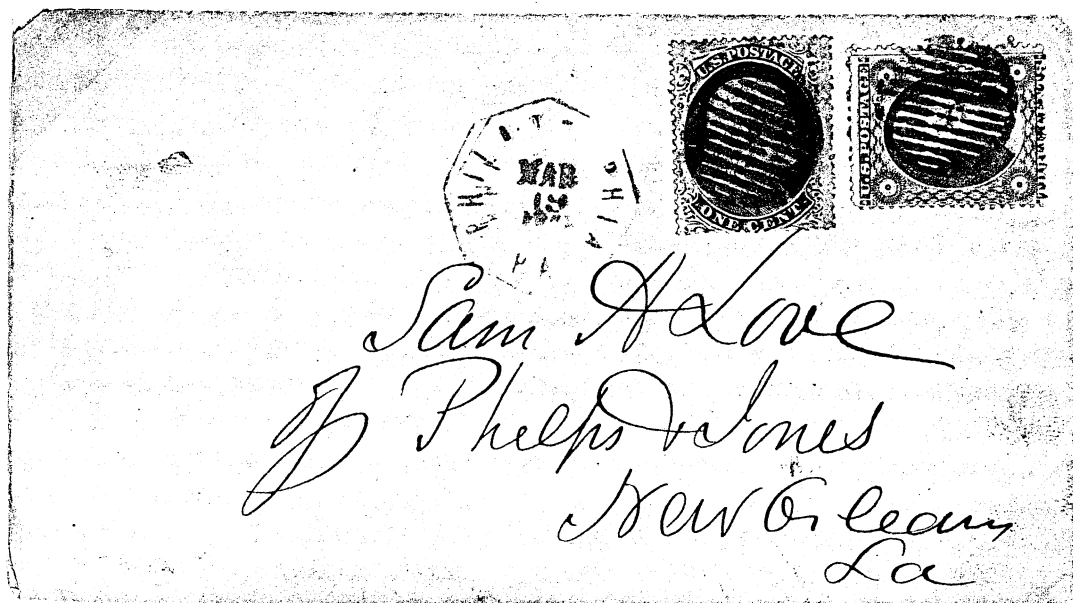
Similar oval carrier marking, but with serifs, and designated type C33 by Perry. City letter dated Aug. 19, 1852.

REGULAR ISSUES AND MARKINGS

PHILADELPHIA

CARRIER COVER TO CONFEDERATE STATE

Louisiana seceded in Feb. of 1861, but accepted U.S. postage until May 31, 1861.



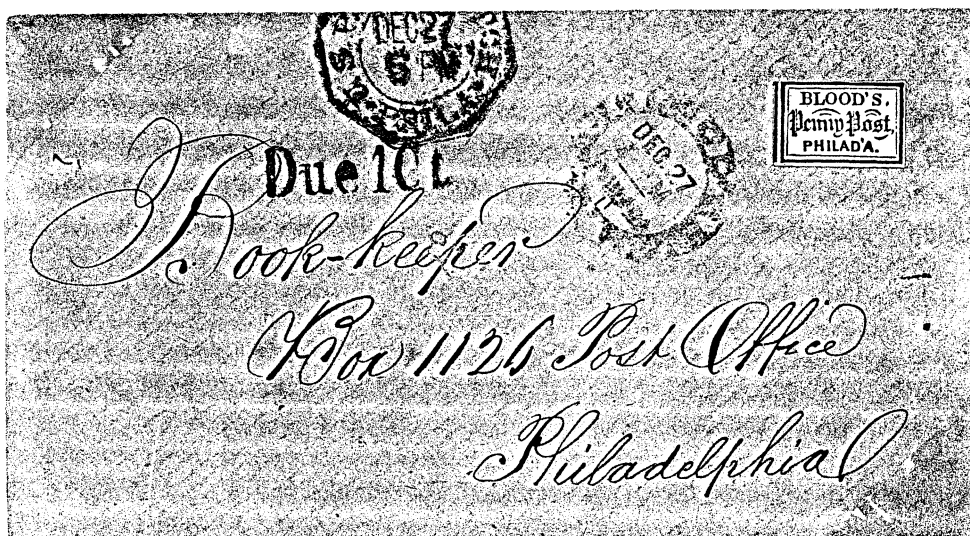
Mar. 19, 1861

Carrier collection in Philadelphia and sent to New Orleans.

REGULAR ISSUES AND MARKINGS

PHILADELPHIA

UNUSUAL COMBINATION OF LOCAL AND CARRIER SERVICE



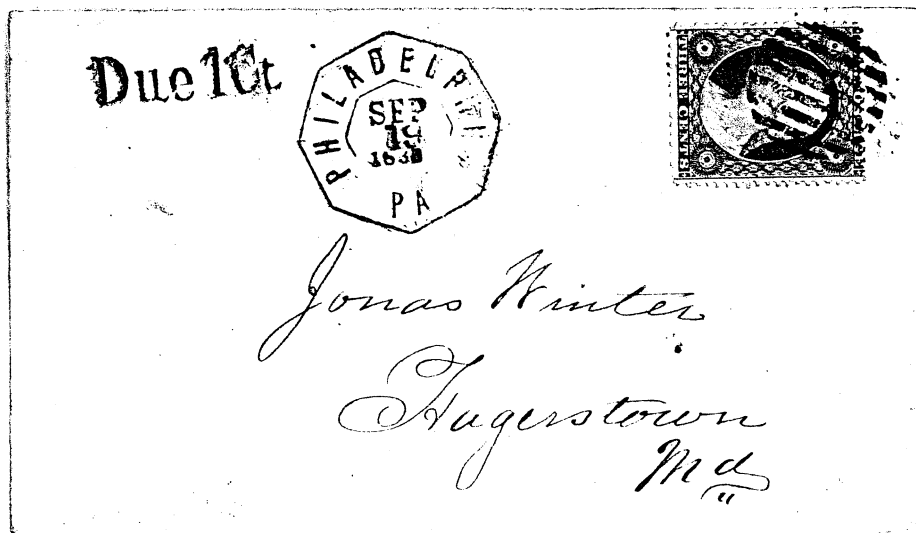
Dec. 27, (1860)

Picked up by Blood and taken to P.O. because address is P.O. box number.
Carrier Dept. placed it in addressee's box and marked it "Due 1Ct".

Due 1Ct

REGULAR ISSUES AND MARKINGS

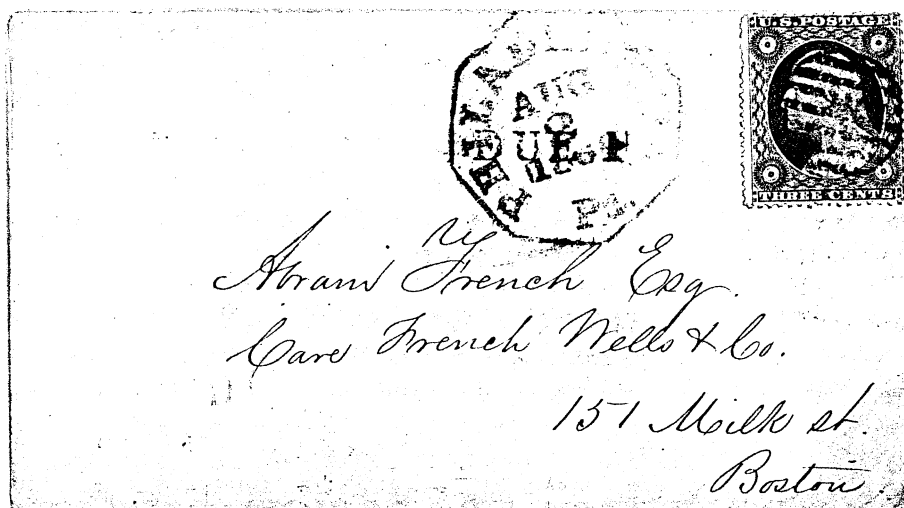
PHILADELPHIA



Due 1 Ct

Both "Due 1 Ct" and "DUE 1" were used in 1860 for unpaid carrier collection fees.
Letters were forwarded with 1¢ due from addressees.

DUE 1



REGULAR ISSUES AND MARKINGS

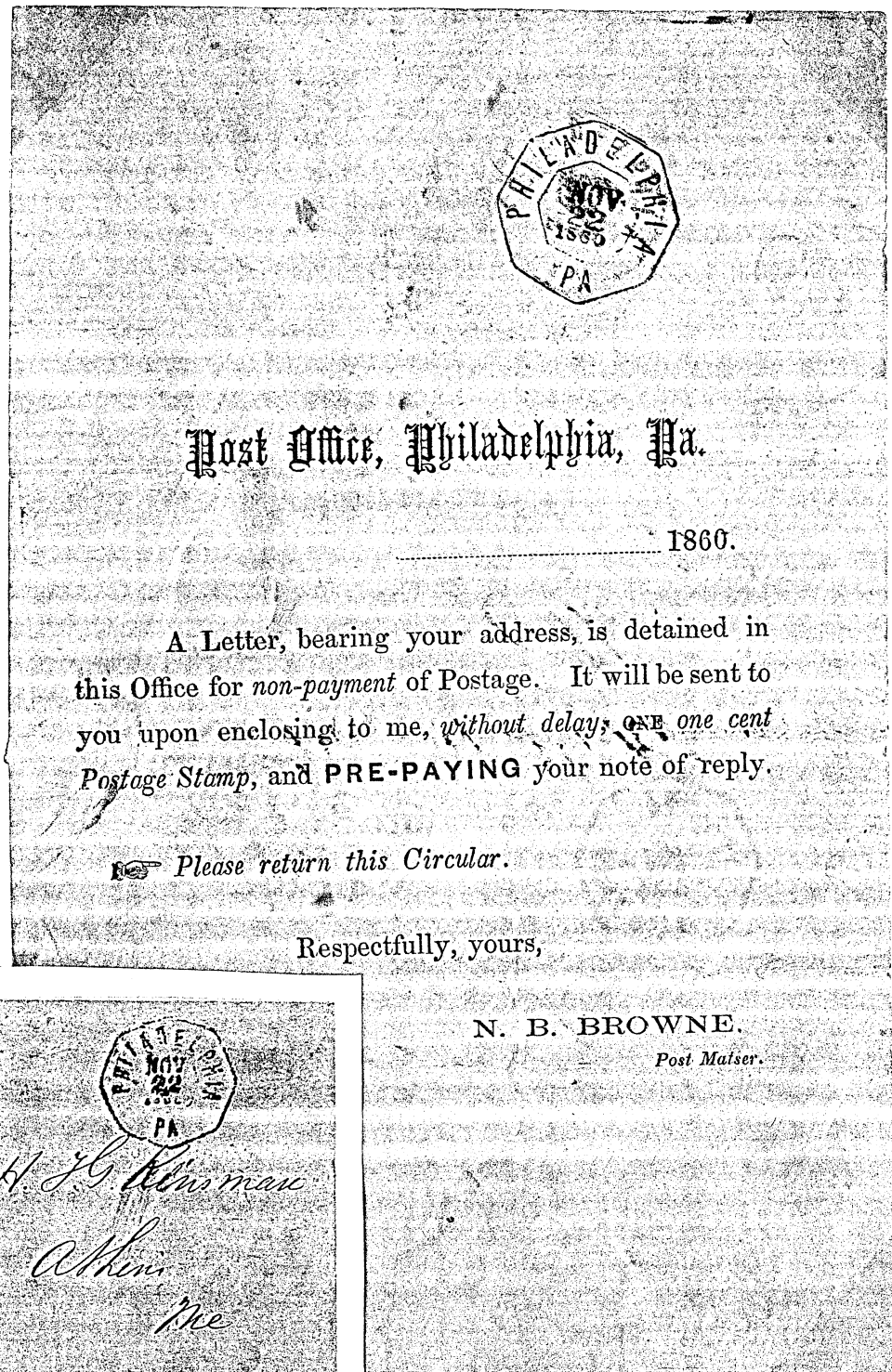
PHILADELPHIA

RECENTLY DISCOVERED "DUE 1 CENT" PROCEDURE

Until this notice surfaced in a recent manuscript sale, the precise method of the PO to notify some addressees of unpaid carrier letters was not known.

Nov. 22, 1860

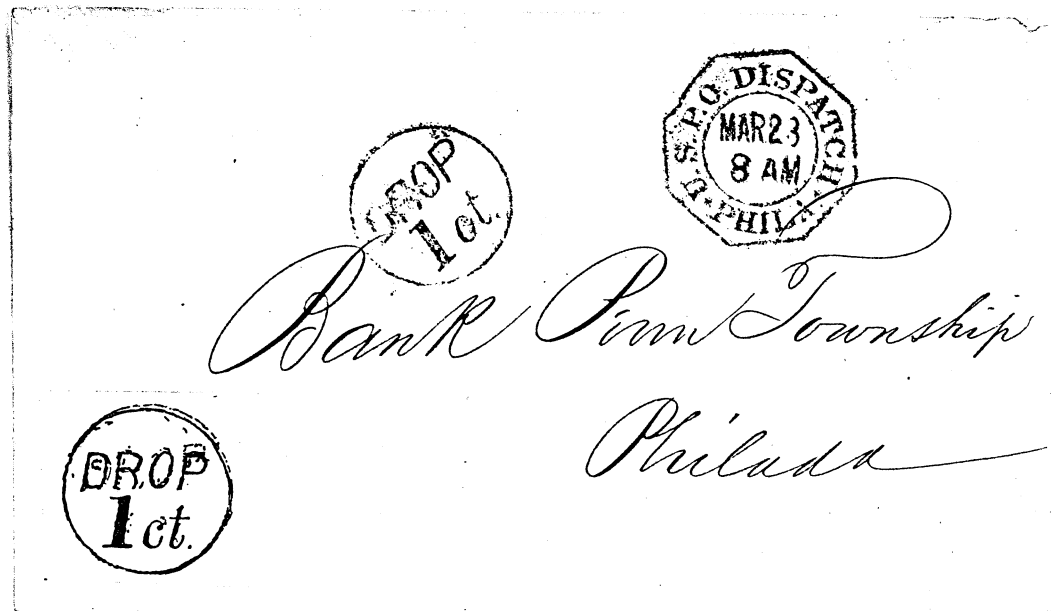
PO notice from PM to addressee to send 1c stamp to pay carrier collection fee for a letter being held. Upon receipt, letter will be forwarded.



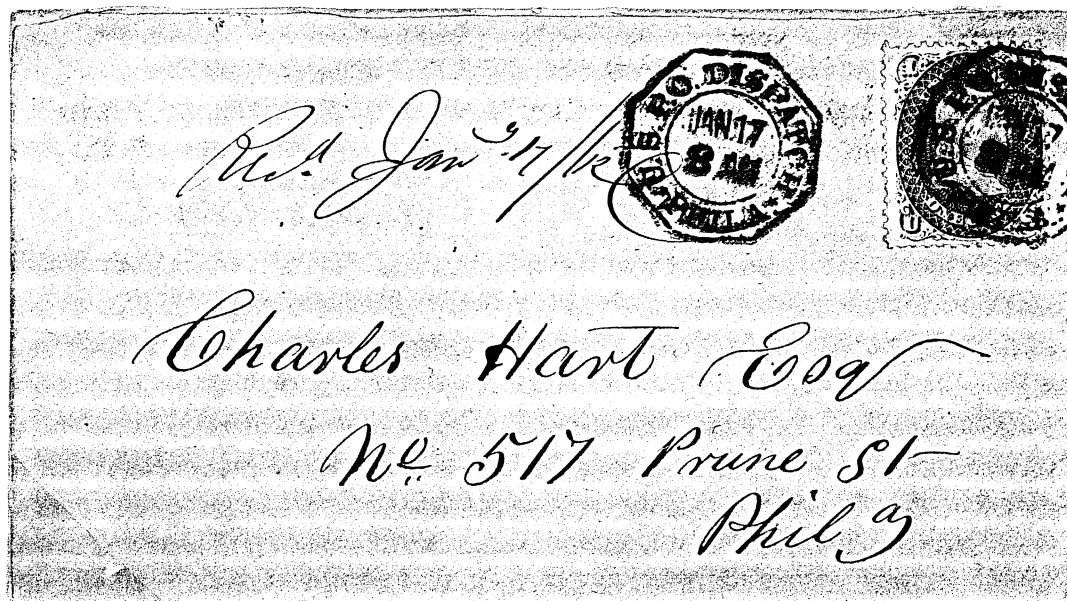
Photocopy of reverse

REGULAR ISSUES AND MARKINGS

PHILADELPHIA



Carrier delivery of a drop letter with 1¢ due from recipient.



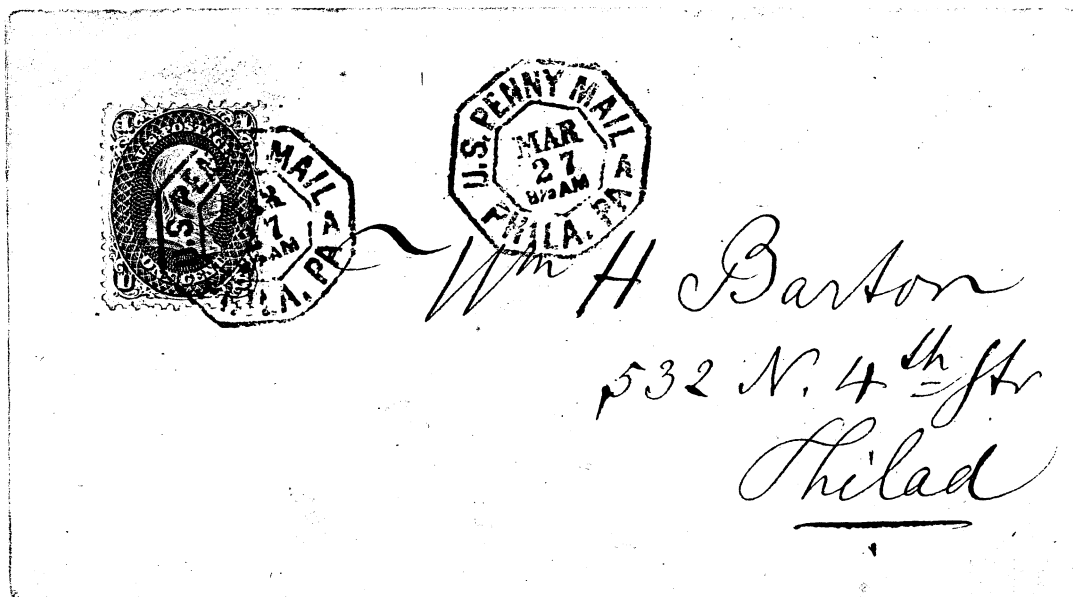
Jan. 17, 1862

Very late use of postmark as it changed to U.S. PENNY MAIL in January 1862.

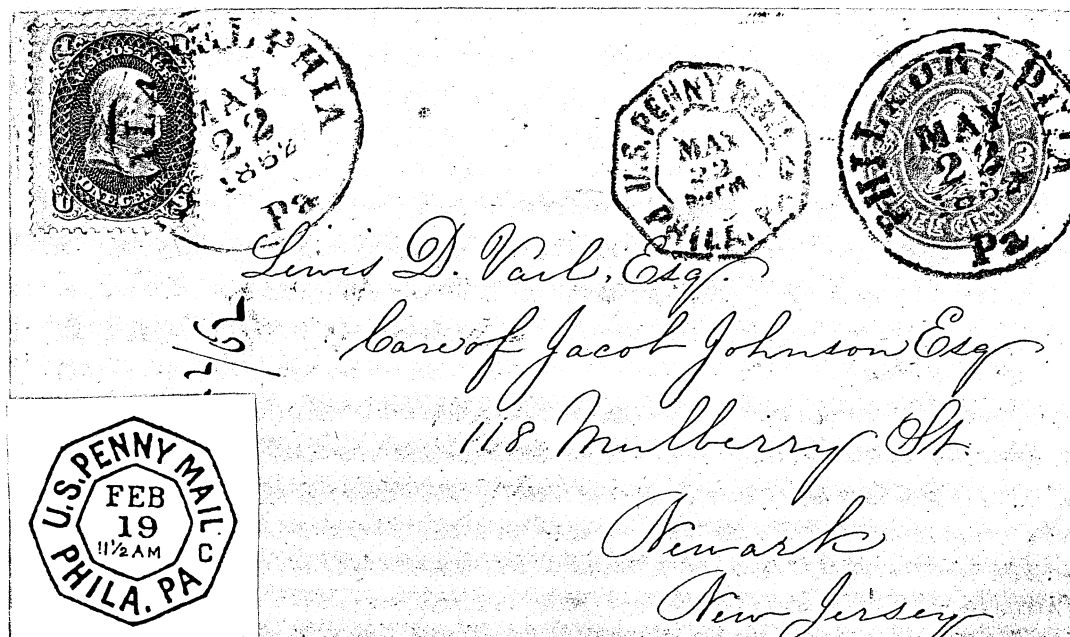
REGULAR ISSUES AND MARKINGS

PHILADELPHIA

U.S. PENNY MAIL



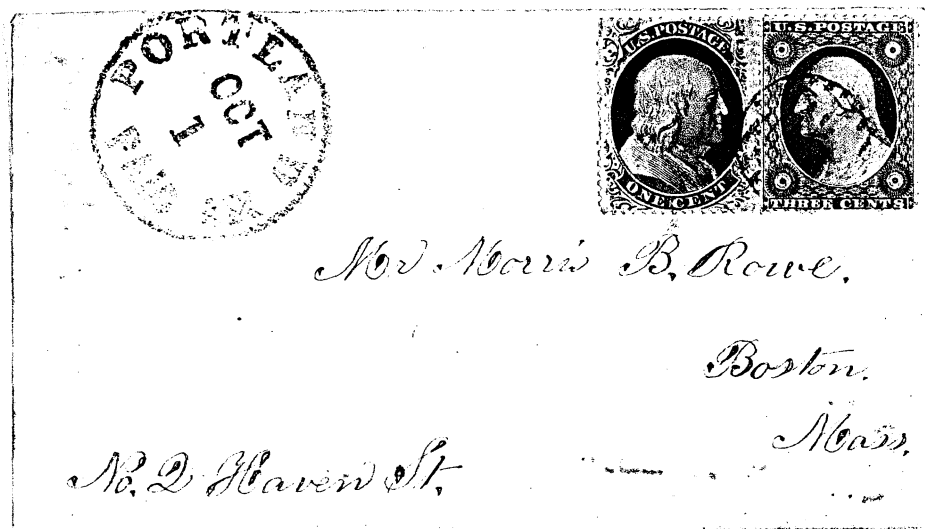
U.S. PENNY MAIL replaced U.S.P.O. DISPATCH marking from January 1862 to July 1863.



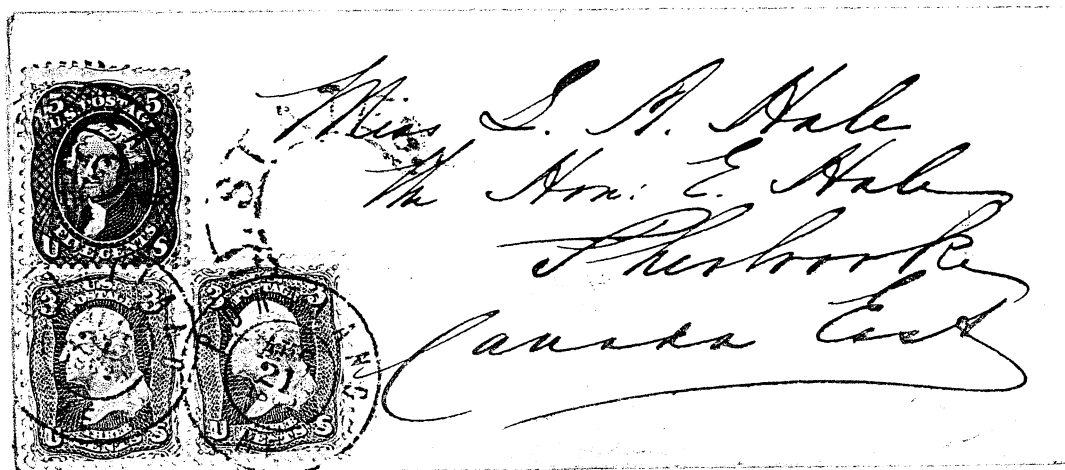
U.S. PENNY MAIL (Station C) on outgoing letter on May 22, 1862.

REGULAR ISSUES AND MARKINGS

PORTLAND, Maine



Portland has long been known to have had carrier service during the fee period. Rarely seen 3+1 covers were thought to be either carrier collection in Portland or an attempt to prepay delivery elsewhere. This 3+1 cover to Boston is such an example.



This cover of Aug. 21, 1862 from Portland to Sherbrooke, Canada was franked with 11¢ postage, presumably for 1¢ carrier collection in Portland and 10¢ postage to Canada.

REGULAR ISSUES AND MARKINGS

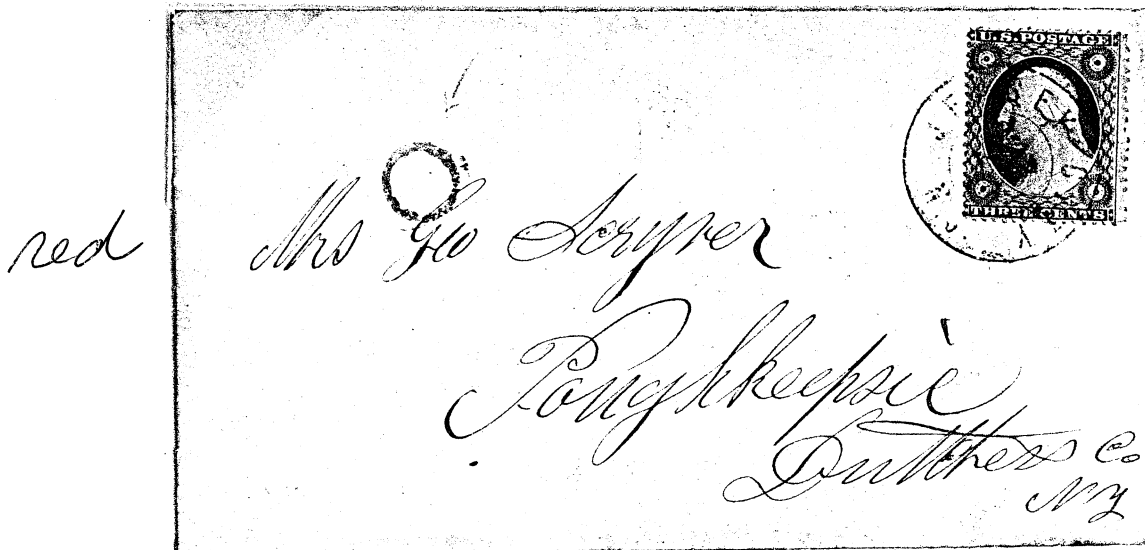
POUGHKEEPSIE

CARRIER DELIVERY HANDSTAMPED CIRCLE

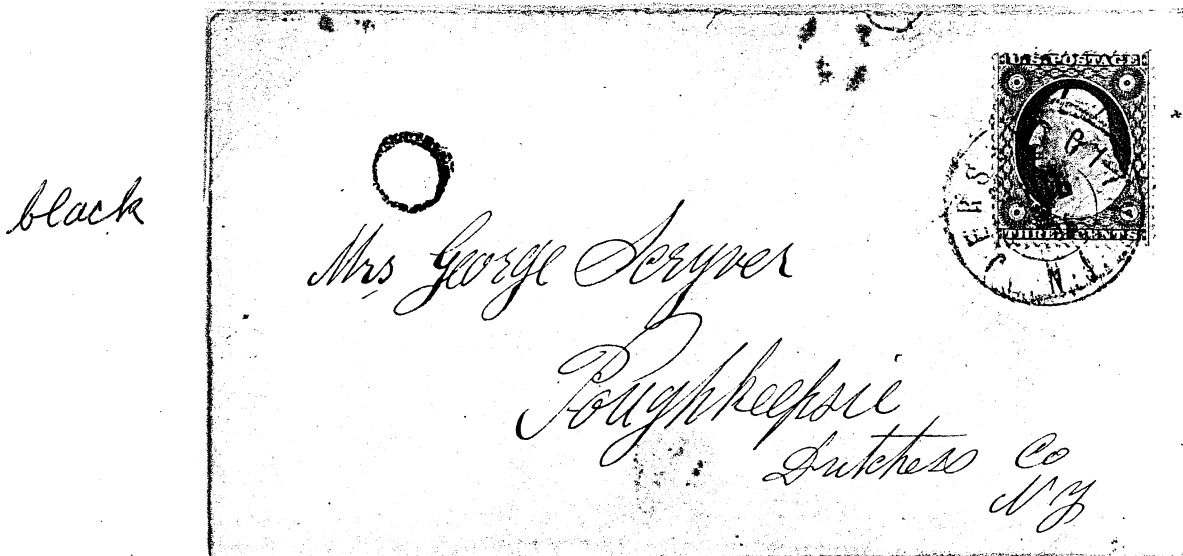
Circle in red as well as black for carrier delivery.

Just as with the Lowell, Mass. carrier star, the marking alerts the carrier to no street address.

VERY FEW RECORDED



March 25, 1860

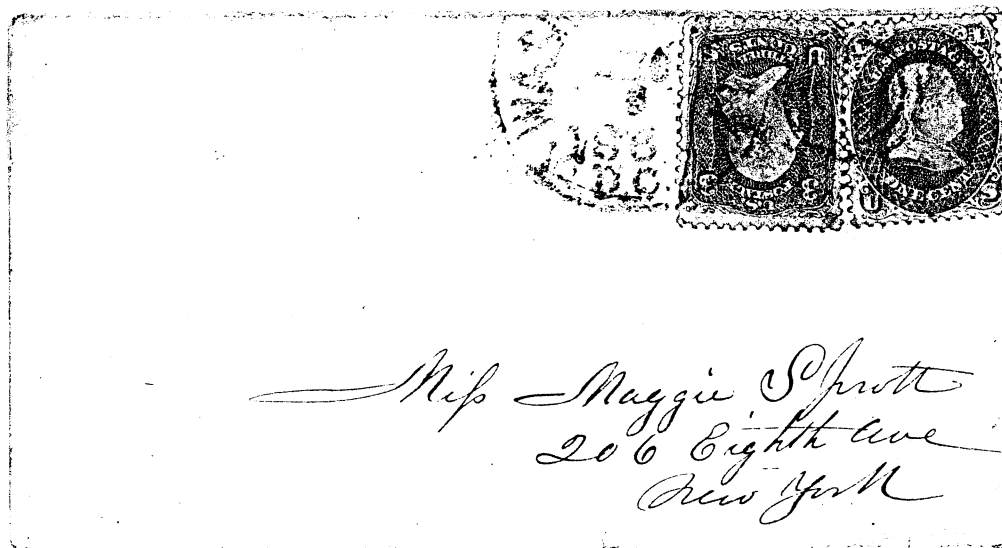


July 2, 1860

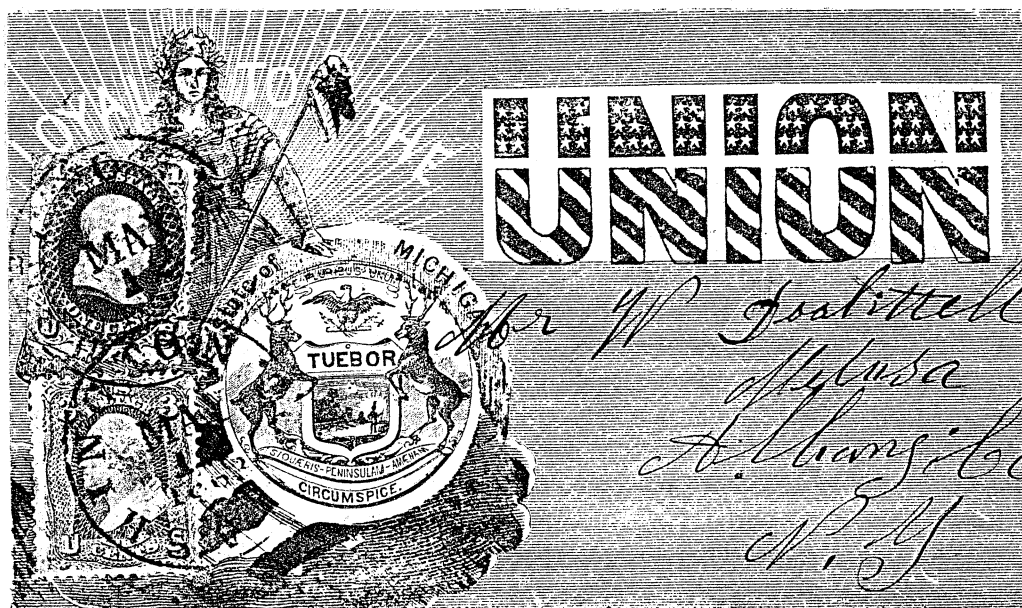
REGULAR ISSUES AND MARKINGS

WASHINGTON, D.C.

TWO OF FOUR RECORDED



Two of only four recorded covers from Washington with this combination of 3¢ + 1¢ '61 issue.



May 12, 1863