

UNITED STATES DOMESTIC LETTER RATES FROM THE ACT OF 1792 TO OCTOBER 1, 1883

PURPOSE

Illustrate the evolution of the U.S. Postal System from the complicated **POSTAL ACT OF 1792** to the first day of the simplified **POSTAL ACT OF 1883** when the postage was a low-cost, nation-wide rate. This simplification resulted in the dramatic reduction in the *Effective Cost* of postage.

SCOPE

The exhibit applies to *Domestic Letter Rates* and the economic and social aspects of postal communications including basic letter rates, incoming ship fees, way letters and drop letters that were typically encountered by businesses and the general public. It does not include the postal system of the Confederate States or tangential postal activity such as registration, printed circulars, newspapers, packages, or similar items.

HISTORICAL CONTEXT

From **1792** to **1883**, the U. S. experienced significant population growth, dramatic territorial expansion, and an extraordinary increase in business activity. Although this time frame is slightly more than ninety years, wages increased at a remarkably low rate. During this time period, the reduction in postal costs was due almost entirely to the improved efficiency of the Post Office. Social interaction and the general state of national affairs are shown by the inclusion of relevant comments contained in the correspondence or by remarks concerning the nature of the letter.

PLAN

Greater efficiency and advances in transportation are reflected in the sequential **POSTAL ACTS**

| INITIAL ARRANGEMENT Multiple Rates Based on Distance | GRADUAL REFINEMENT Distance Zones Greatly Reduced | FINAL DEVELOPMENT Distance Zones Eliminated |
|---|--|--|
| Introduction and Act of 1792 | Act of March 3, 1845 | Act of March 3, 1863 |
| Act of March 2, 1799 | Act of August 14, 1848 | <i>The Civil War Ends</i> |
| Act of December 23, 1814 | Act of March 3, 1851 | Act of April 3, 1865 |
| Act of February 1, 1816 | Act of March 3, 1855 | Act of June 25, 1868 |
| Act of April 9, 1816 | Act of April 3, 1860 | Act of June 8, 1872 |
| Act of March 3, 1825 | <i>The Civil War Begins</i> | Epilogue and Act of 1883 |

ECONOMIC ANALYSIS

The *Effective Cost* for postage uses the *Average Daily Wage* for a Textile Worker in New England.

Average Daily Wage for Textile Worker in the New England Area of the United States

| 1790 | 1800 | 1810 | 1820 | 1830 | 1840 | 1850 | 1860 | 1870 | 1880 | 1890 |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| \$0.48 | \$0.50 | \$0.50 | \$0.50 | \$0.54 | \$0.49 | \$0.55 | \$0.55 | \$0.55 | \$0.79 | \$0.79 |

Source: *Trends in the American Economy in the Nineteenth Century*, National Bureau of Economic Research, Princeton University Press [Out of Print]

SIGNIFICANT ITEMS AND POSTAL, ECONOMIC, OR SOCIAL REMARKS

| | | |
|-----------------------------|---|------------------------------------|
| Significant Item | Matted with an Additional Red Border | Explanation of Significance |
| Postal or Philatelic Remark | Postal Rate or Philatelic Comment | Description of Attribute |
| Economic or Social Remark | Effective Postal Cost or Social Comment | Days of Labor or Comment |

Introduction

ESTABLISHMENT of the U. S. POSTAL SYSTEM

After the **REVOLUTIONARY WAR** ended and the **TREATY OF PARIS** recognized the United States as an independent nation in 1783, the new nation passed the **COINAGE ACT** and the first **POSTAL ACT** in 1792.

Prior to these **ACTS**, postal services were based on the currency and the postal rates of **GREAT BRITAIN**.

The **POSTAL ACT OF 1792** created nine postal rates based on distance traveled, and the number of sheets of paper in the correspondence, using currency of the **UNITED STATES**.

PRE-FEDERAL POSTAL RATE



September 18, 1788. Norfolk, Virginia to Philadelphia. 340 Miles
Rate: 4 Pennyweight, Distance Over 300 Miles Up To 400 Miles

SPANISH 8-REALE COIN *The Pillar Dollar*



MINT DATE: 1802

PREVAILING CURRENCY and the INITIAL DOMESTIC POSTAL RATES

Initially, the U. S. did not have adequate currency and economic activity involved using coinage from various sources. A common coin was the Spanish *8-Reale* that became the basis for the Silver Dollar. The coin could literally be cut into pieces to create currency of lesser value. A *2-Reale* coin, or an 8-Reale coin that was cut into fourths, was the value of the future U.S. Quarter. A *1-Reale* coin, called a "*bit*," had the value of 12-1/2 Cents. This coin inspired the expression that a quarter is worth "*two bits*." A *Half Reale* equaled 6-1/4 Cents. The values of these coins were the source of several postal rates, including the **POSTAL ACT OF 1792** and subsequent **ACTS** until 1845.



Worthington House, Ohio. September 23, 1816 1/8 Dollar

The rapid growth of the United States economy greatly exceeded the output of the new Mint. To compensate for this shortage of both coinage and currency, some banks, financial institutions, and commercial organizations issued *Fractional Currency Notes* matching the fractional values of the United States Dollar. These denominations may seem unusual today but they were suited to the conditions from 1792 to the 1840s

Act of February 20, 1792

Effective June 1, 1792, to March 1, 1799

| POSTAGE RATES | |
|--------------------------------------|-----------|
| Not Exceeding 30 Miles | 6 Cents |
| Over 30 But Not Exceeding 60 Miles | 8 Cents |
| Over 60 But Not Exceeding 100 Miles | 10 Cents |
| Over 100 But Not Exceeding 150 Miles | 12½ Cents |
| Over 150 But Not Exceeding 200 Miles | 15 Cents |
| Over 200 But Not Exceeding 250 Miles | 17 Cents |
| Over 250 But Not Exceeding 350 Miles | 20 Cents |
| Over 350 But Not Exceeding 450 Miles | 22 Cents |
| Over 450 Miles | 25 Cents |

| POSTAL FEES | |
|--------------------------------------|-------------|
| Ship Fee – Delivery at Port of Entry | 4 Cents |
| Ship Fee – Beyond Port of Entry | Add 4 Cents |
| Way Letter Fee | Undefined |

The ACT OF 1792 states that "...every double letter shall pay double said rates; every triple letter, triple; every packet weighing one ounce avoirdupois, to pay, at the rate of four single letters for each ounce, and in that proportion, for any greater weight."

The ACT created nine Distance Zones, the greatest number in U.S. history. The total postage was set at one "rate" per sheet of paper for the first four sheets (total weight of one ounce) and one additional "rate" for each quarter-ounce or fraction thereof. Prepayment was optional.



Not Exceeding
30 Miles
6 Cent Rate

Single Rate
Paid by Recipient
July 7, 1796
Boston to Salem.
Distance: 25 Miles.

Previously Unknown Manuscript Cancel

Double Rate
Prepaid by Sender
April 27, 1797

East Douglas, Massachusetts
to Smithfield, Rhode Island.
Distance: 24 Miles.

Discovery Copy
Manuscript *East Douglas*
Previously Unlisted.
Possibly Unique



ACT OF 1792

Over 30 Miles,
Not Exceeding 60 Miles
8 Cent Rate

Single Rate
Paid by Recipient

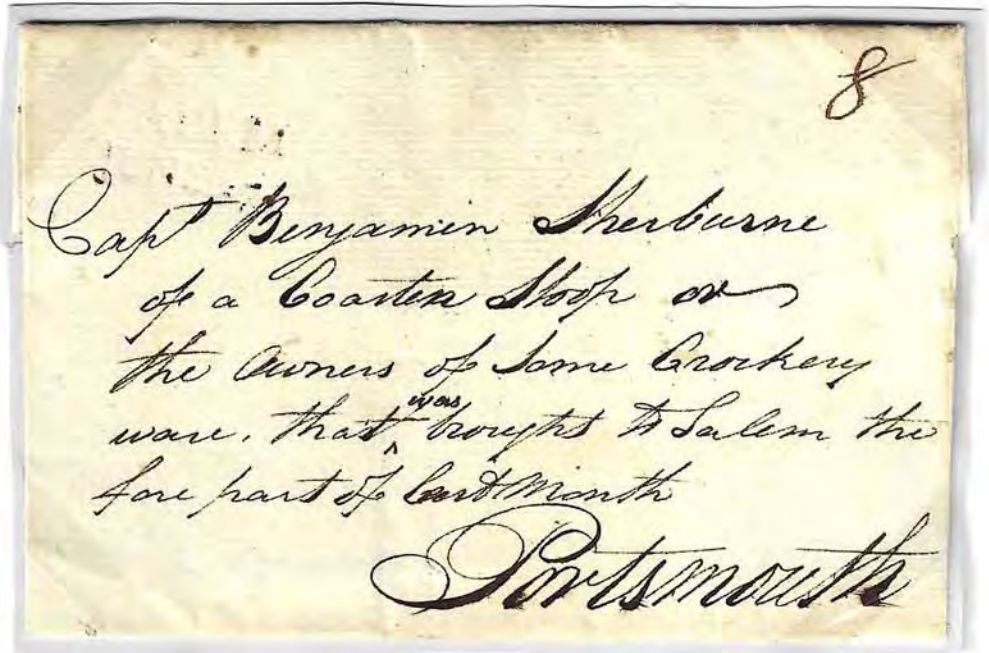
June 7, 1798

Salem, Massachusetts to
Portsmouth, New Hampshire.

Distance: 50 Miles.

Albino **SALEM** Handstamp
(Insufficient Inking)

Confusing Delivery Instructions
Correspondence addressed to...
*Capt. Benjamin Sherburne
of a Coasten (Coastal) Sloop or
the Owners of some Crockery
ware that was brought to Salem the
fore part of last month
Portsmouth*



Over 60 Miles,
Not Exceeding 100 Miles
10 Cent Rate

Single Rate
Paid by Recipient

August 7, 1797

New York to
Philadelphia.

Distance: 95 Miles.

Late usage of the
N. YORK
straight-line
handstamp with
uppercase date.

Previously thought
to be used only from
1794 to early 1797.



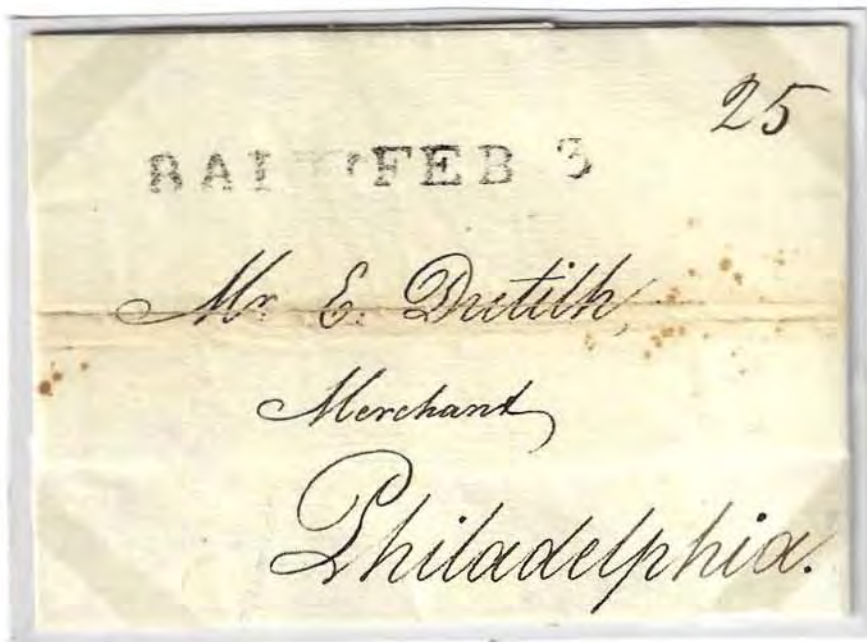
ACT OF 1792

Over 100 Miles,
Not Exceeding 150 Miles
12 1/2 Cent Rate

Single Rate
Paid by Recipient
November 23, 1795
Boston, Massachusetts to
Hartford, Connecticut.
Distance: 102 Miles.
Circular Date Stamp
and Straight-Line
BOSTON
Handstamp used from
1792 to 1800.



Double Rate
Paid by Recipient
February 3, 1799
Baltimore, Maryland to
Philadelphia, Pennsylvania.
Distance: 105 Miles.
Straight-Line handstamp
with integral date
used from 1792 to 1799.



Six Times the Rate
Paid by Recipient
August 6, 1797
Baltimore to Philadelphia.
Straight-line handstamp
with integral date.

Manuscript Weight Indication

Contained enclosure resulting
in a total weight of **1 1/2 Oz.**
Total of Six Rate Factors,
each factor for 1/4 of an ounce.
Postage: 6 X 12 1/2 ¢ = 75 ¢



ACT OF 1792

Over 150 Miles,
Not Exceeding 200 Miles
15 Cent Rate

Single Rate Paid by Recipient

December 14, 1796

Albany to New York City. Distance: 162 Miles.



Double Rate Paid by Recipient

August 4, 1796

Albany to New York City



ACT OF 1792

Over 200 Miles,
Not Exceeding 250 Miles
17 Cent Rate

Single Rate Paid by Recipient

August 15, 1798

New York City to Boston

First Year of Use of the
New York City Clamshell
Handstamp

29mm by 22mm oval,
used from 1798 to 1799

Congress passed an ACT in
1792 that authorized the
construction of Postal Roads
that reduced travel distances
between New York City and
Boston as well as other cities.
These new roads account for
changes in the distance of
travel between many cities.



Correct Rate or Overcharged?

Single Rate Paid by Recipient

April 15, 1793

Philadelphia to Albany.



The approximate
distance of 250
miles, based on
Postal Routes in
1793, created a
Postal Rate of
either 17¢ or 20¢

ACT OF 1792

Over 250 Miles,
Not Exceeding 350 Miles
20 Cent Rate

Single Rate Paid by Recipient

August 25, 1795

New York City to Boston.

The letter was probably posted before completion of new Postal Roads authorized by the ACT of 1792. Prior to the new roads, the distance between New York and Boston was 255 miles and the Rate was 20¢.

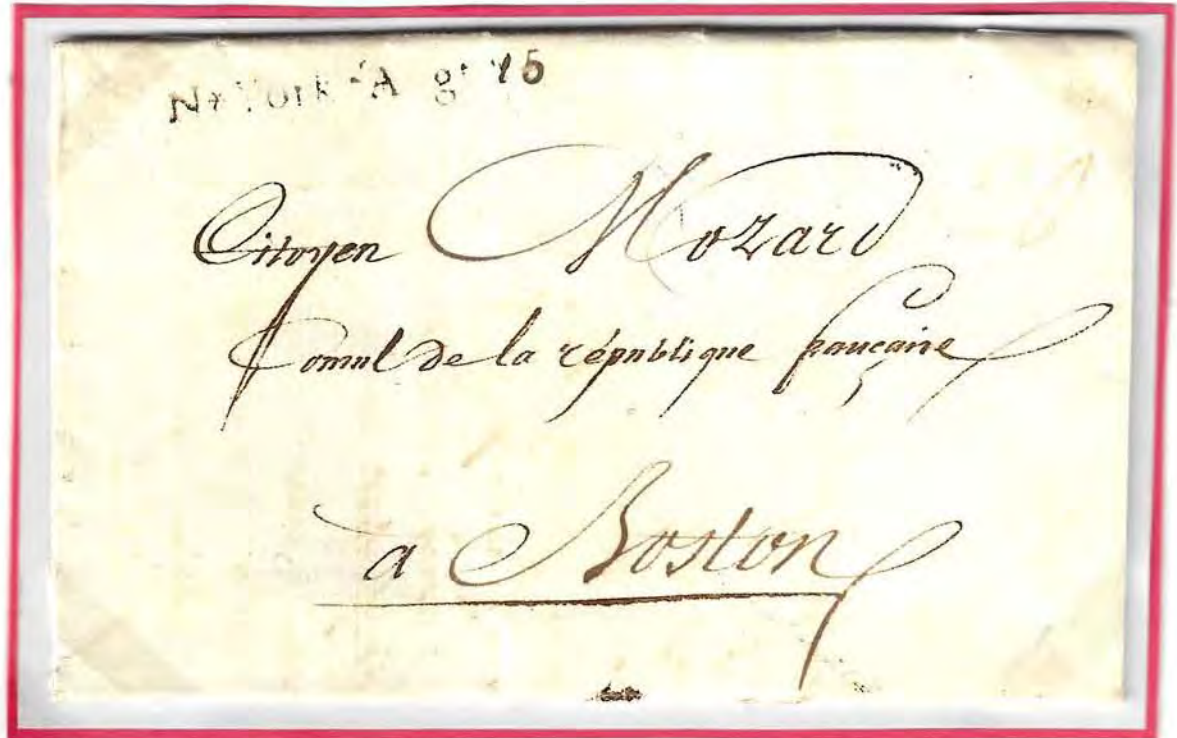
Previously
Unknown
Late Usage of
Confederation
Cancellation

N. YORK

Straight-Line
Confederation
handstamp reported
to be used only in
1785 and 1786.

Discovery Copy

Usage during the
First Federal Rates
that began in 1792



Double Rate
Paid by Recipient

August 11, 1798

Philadelphia
to Providence,
Rhode Island

Distance: 275 Miles.

ACT OF 1792

Over 350 Miles,
Not Exceeding 450 Miles
22 Cent Rate

Single Rate Paid by Recipient

September 10, 1796

Philadelphia to Norfolk, Virginia.

Distance: 365 Miles



Double Rate Paid by Recipient

May 13, 1797

Philadelphia to Newbury Port, Massachusetts

Distance: 360 Miles



ACT OF 1792

Over 450 Miles
25 Cent Rate

Single Rate Paid by Recipient

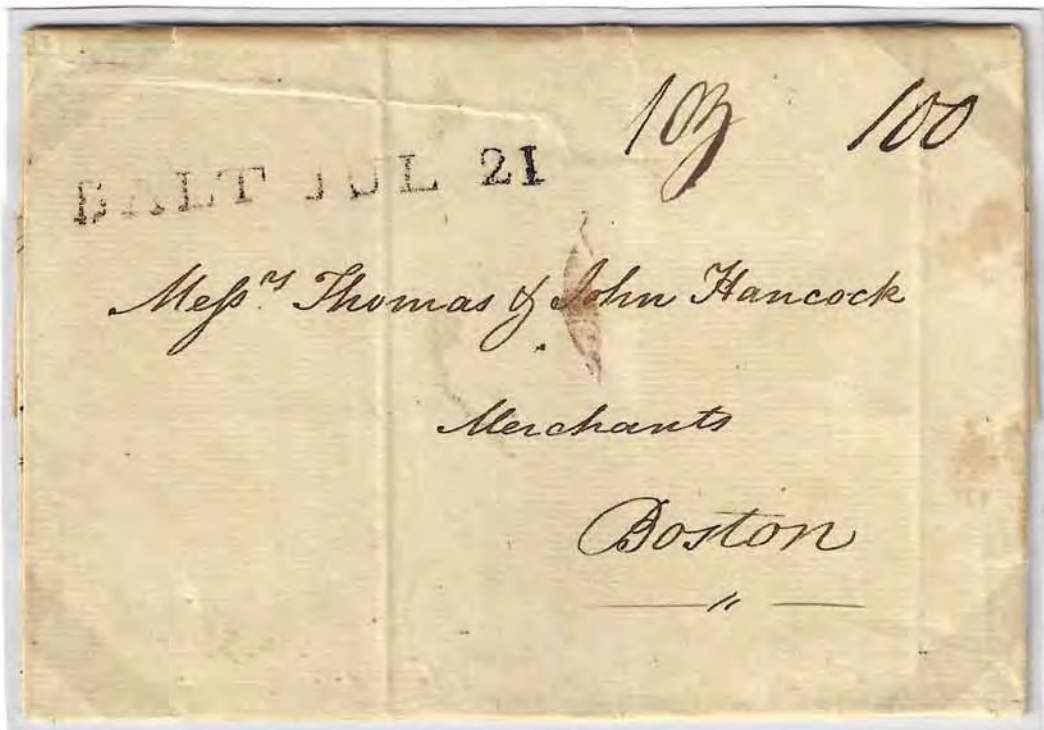
December 23, 1792.
Boston, Massachusetts
to Richmond, Virginia
Distance: 560 Miles.



Quadruple Rate Paid by Recipient

July 21, 1796
Baltimore, Maryland to Boston, Massachusetts
Distance: 450 Miles

Weight Indicated by Manuscript **1 Oz**



Cost of Postage:
2.0 Days of
Labor by
Textile Worker.

ACT OF 1792

4 Cent Ship Fee for
Delivery at Port of Entry

The ACT OF 1792 established a fee of 4 Cents per letter for processing incoming ship mail that was paid by the recipient. When the letter was claimed by the recipient at the Port of Entry Post Office, no additional fee was imposed because the letter was not transferred beyond the Port of Entry

Dateline: Liverpool, 5 September 1794

Port of Entry: New York City.

4-Cents Paid by
Alsop & Hicks (Merchants)
at the
New York City Post Office

At the time of receipt in
New York City, the Ship
Fee of 4 Cents had been
in existence for about 27
months and manuscript
fees were still prevalent.



Dateline: London, April 15, 1797

Port of Entry: Philadelphia

4-Cents Paid by Recipient
at the Philadelphia Post Office

When delivered to the Philadelphia
Post Office in May of 1797, the
4 Cent Ship Fee had been in effect
for approximately five years and
handstamps, bought by Postmasters
at the larger port cities, became
very popular laborsaving devices.



ACT OF 1792

**4 Cent Ship Fee for
Delivery Beyond Port of Entry**

**Over 30 Miles,
Not Exceeding 60 Miles
8 Cent Rate**

Single Rate

The Ship Fee was often indicated as
a manuscript *Sh* and the Postal Fee.

London to Boston
January 7th to March 3rd, 1798
Inland Distance: 38 Miles
Postage: 8¢ + 4¢ = 12¢



Triple Rate

The 4 Cent Ship Fee was a
fixed amount per postal item.
The Inland Rate was subject to
the Distance and Rate Factors

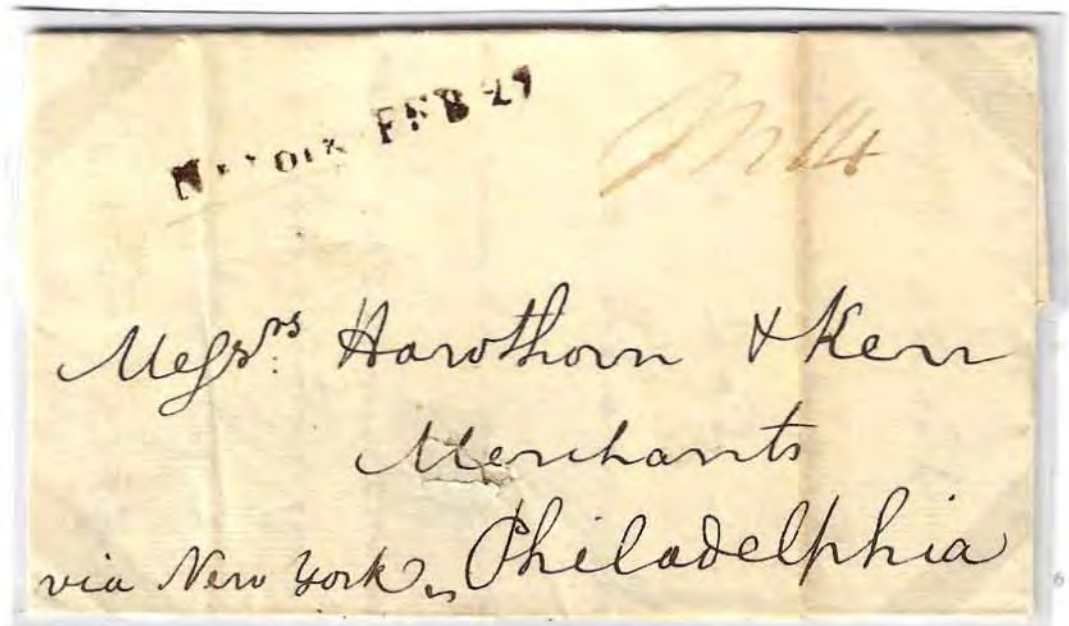
Dateline:
London, January 1, 1796
Port of Entry:
Boston, April 3, 1796
Boston to Newburyport
Distance: 38 Miles
Postage: (3 X 8¢) + 4¢ = 28¢



**Over 60 Miles,
Not Exceeding 100 Miles
10 Cent Rate**

Single Rate

Dateline: Charleston, England
February 12, 1797
Port of Entry: New York
February 29, 1797
Inland: New York
to Philadelphia
Distance: 95 Miles
Postage: 10¢ + 4¢ = 14¢



ACT OF 1792
4 Cent Ship Fee

Over 100 Miles,
Not Exceeding 150 Miles
12 1/2 Cent Rate

Single Rate

Dateline:
Birmingham, England
February 12, 1796

Port of Entry:
Baltimore
April 2, 1796

Inland:
Baltimore to
Philadelphia

Distance: 105 Miles.

Postage:
 $12\frac{1}{2}\text{¢} + 4\text{¢} = 16\frac{1}{2}\text{¢}$



Over 150 Miles,
Not Exceeding 200 Miles
15 Cent Rate

Double Rate



Dateline:
Liverpool, England
May 24, 1798

Port of Entry:
Boston

Inland:
Boston to Wiscasset,
District of Maine.

Distance: 160 Miles.

Postage:
 $(2 \times 15\text{¢}) + 4\text{¢} = 34\text{¢}$

ACT OF 1792
4 Cent Ship Fee

Over 250 Miles,
Not Exceeding 350 Miles
20 Cent Rate

Number of Sheets of Paper
Illustrates the Rate Progression

Single Rate

Dateline: London
May 26, 1796
Port of Entry:
Boston
Inland:
Boston to
New York City
Distance: 255 Miles
Postage:
 $20¢ + 4¢ = 24¢$



Double Rate



Dateline:
London, 1794.
Port of Entry:
New York
April 23, 1794.
Inland:
New York City to
Portsmouth,
New Hampshire
Distance: 285 Miles
Postage:
 $(2 \times 20¢) + 4¢ = 44¢$

ACT OF 1792
4 Cent Ship Fee

Over 250 Miles, Not Exceeding 350 Miles
20 Cent Rate
Triple Rate

Dateline:
London
August 7, 1794.

Port of Entry:
New York
October 8, 1794.

Inland:
New York City to
Newburyport,
Massachusetts

Distance: 265 Miles

Postage:
(3 X 20¢) + 4¢ = 64¢



Over 350 Miles,
Not Exceeding 450 Miles
22 Cent Rate

Double Rate



Dateline:
Liverpool, England
May 24, 1798

Port of Entry:
Philadelphia

Inland:
Philadelphia to
Newburyport,
Massachusetts

Distance: 380 Miles

Postage:
(2 X 22¢) + 4¢ = 48¢

ACT OF 1792
4 Cent Ship Fee

Over 450 Miles
25 Cent Rate

Six Times the 25 Cent Rate

Weight, Ship Letter, and Rate is Indicated by Manuscript *1 1/2 Oz 86 154*

Dateline:
The Hague, Netherlands
July 13, 1792
Port of Entry:
Baltimore
April 4, 1792
Inland:
Baltimore to
Charlestown,
South Carolina
Distance: 600 Miles
Postage:
(6 X 25¢) + 4¢ = \$1.54



Cost of Postage:
3.2 Days of Labor
by Textile Worker

WAY Letter

The term "Way Letter" applied to a letter, given to a Carrier on his WAY to the next Post Office, for subsequent delivery. This practice predates the POSTAL ACT OF 1792. The ACT OF 1792 does not mention WAY Letters and strict interpretation of the ACT prohibits imposition of a fee



Single Rate
September 27, 1793
Portsmouth,
New Hampshire
to Newburyport,
Massachusetts
Distance: 24 Miles
Rate: 6¢

The future
ACT OF 1799
officially set the
allowable fee for
WAY LETTERS

Act of March 2, 1799

Effective from Date of Passage to January 31, 1815

| POSTAGE RATES | |
|--------------------------------------|-----------|
| Not Exceeding 40 Miles | 8 Cents |
| Over 40 But Not Exceeding 90 Miles | 10 Cents |
| Over 90 But Not Exceeding 150 Miles | 12½ Cents |
| Over 150 But Not Exceeding 300 Miles | 17 Cents |
| Over 300 But Not Exceeding 500 Miles | 20 Cents |
| Over 500 Miles | 25 Cents |

| POSTAL FEES | |
|--|-------------|
| Ship Fee – Delivery at Port of Entry | 6 Cents |
| Ship Fee – Beyond Port of Entry | Add 2 Cents |
| Way Letter Fee – Added to Postage Rate | 1 Cent |
| Drop Letter Fee | 1 Cent |

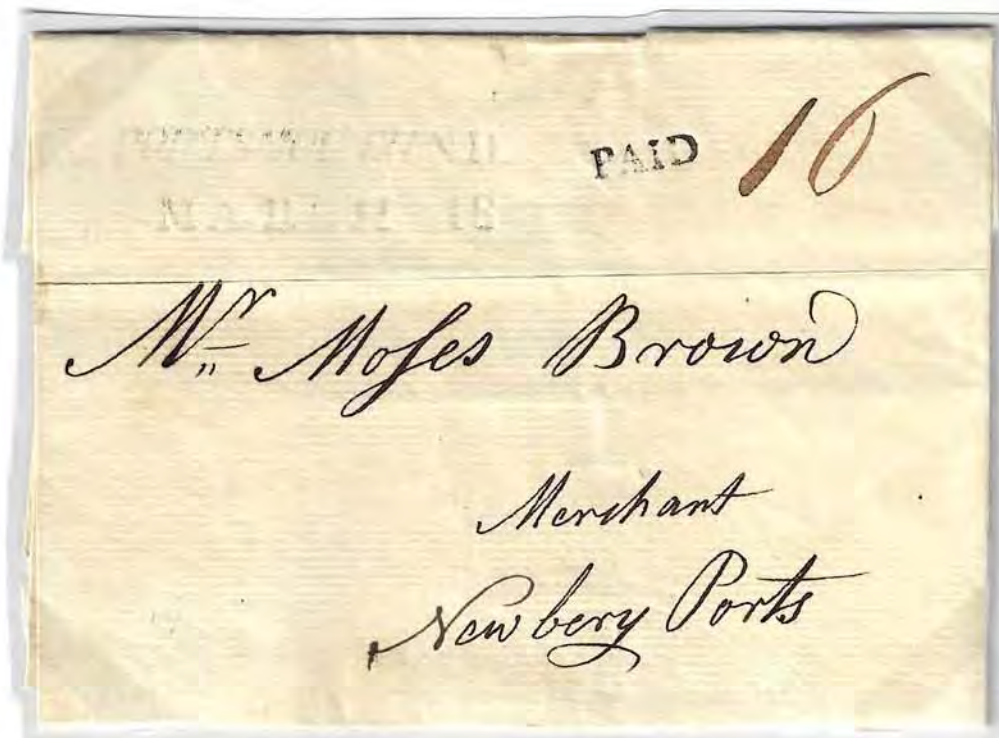
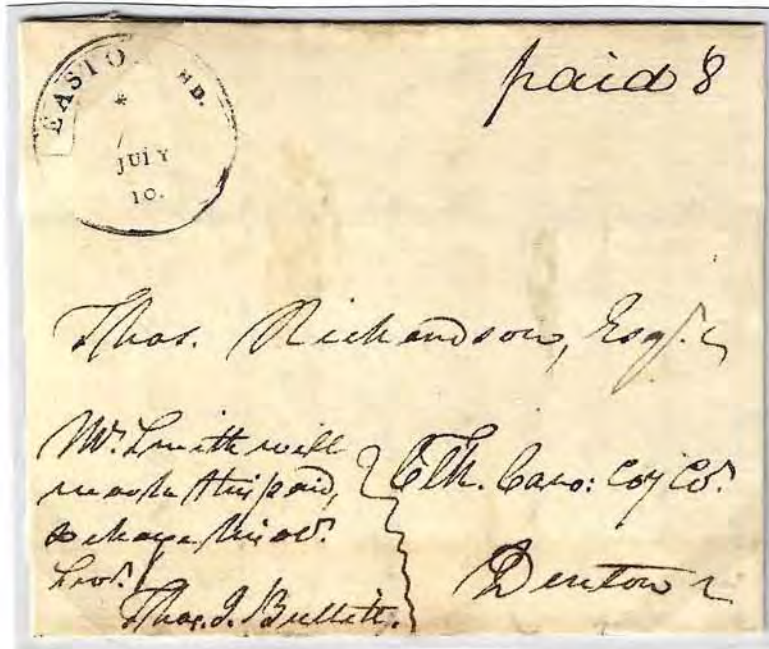
Six Distance Zones. Multiple weight letters charged per the ACT OF 1792. Prepayment optional.

Not Exceeding 40 Miles
8 Cent Rate

Single Rate
Prepaid by Sender

July 10, 1810

Easton, Maryland
to Denton, Maryland
Distance: 38 Miles



Double Rate
Prepaid by Sender

March 18, 1800

Portsmouth,
New Hampshire to
Newbury Port,
Connecticut.

Distance: 20 Miles.

Straight-Line
PORTSMOUTH N.H.
handstamp used from
1792 to 1800

ACT OF 1799

Not Exceeding 40 Miles
8 Cent Rate

Triple Rate Paid by Recipient

November 26, 1802

Portsmouth to Dover, New Hampshire.

Distance: 14 Miles

Straight Line Handstamp with Integral Month of Year.



“Bootleg Cover”

Double Rate Paid by Recipient

Written in Marseilles, France.

Privately carried by ship
passenger or crew member
to avoid sea postage and the
2¢ Ship Fee at Port of Entry

Posted in Boston on
March 7, 1807

for delivery to Gloucester

Distance: 39 Miles.

Delivery Instructions
probably determined
at the Port of Boston

To care of
Capt. John Somes
Gloucester
Cape Ann



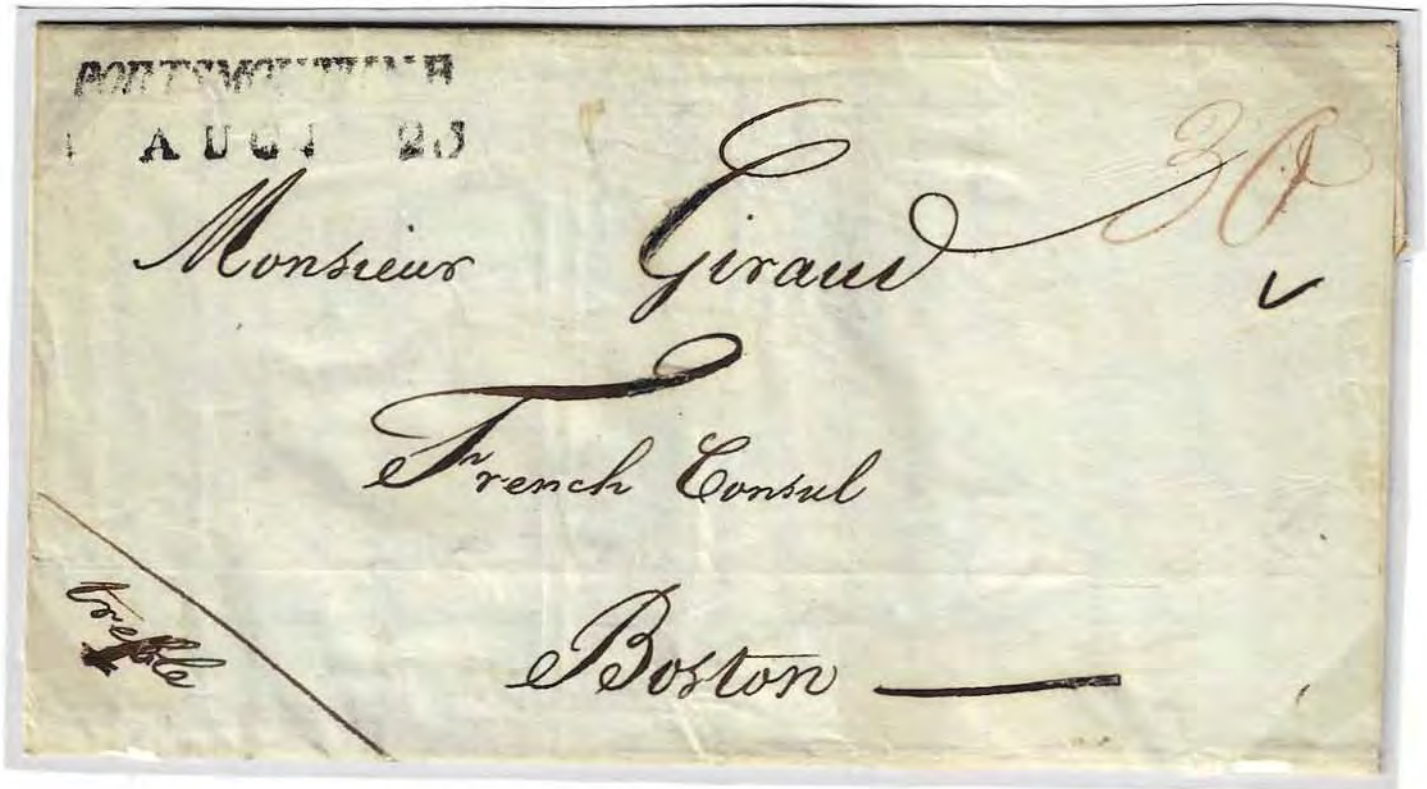
ACT OF 1799

Over 40 Miles, Not Exceeding 90 Miles
10 Cent Rate

Triple Rate Paid by Recipient

August 23, 1810

Portsmouth, New Hampshire to Boston, Massachusetts. Distance: 60 Miles.
Manuscript *Treble* Notation in Lower Left Corner



Five Times the 10 Cent Rate Prepaid by Sender

September 30, 1800

Boston, Massachusetts to Providence, Rhode Island. Distance: 48 Miles.

1 1/4 Weight Indication

Prepaid Postage Indication **50**



ACT OF 1799

Over 40 Miles,
Not Exceeding 90 Miles
10 Cent Rate

Single Rate Paid by Recipient

October 15, 1801

Boston, Massachusetts to Portsmouth, Rhode Island

Distance: 75 Miles

Boston 28mm C.D.S
With Previously
Unrecorded Variations

The Month not italicized and
Day of Month contains both
upright and italic numerals

Incomplete Address
is a Recipe for
Incorrect Delivery

The Address does not
indicate if the destination
is Portsmouth, Rhode
Island or Portsmouth,
New Hampshire. Each
city is nominally 75 miles
from Boston and would
incur postage of 10 Cents.

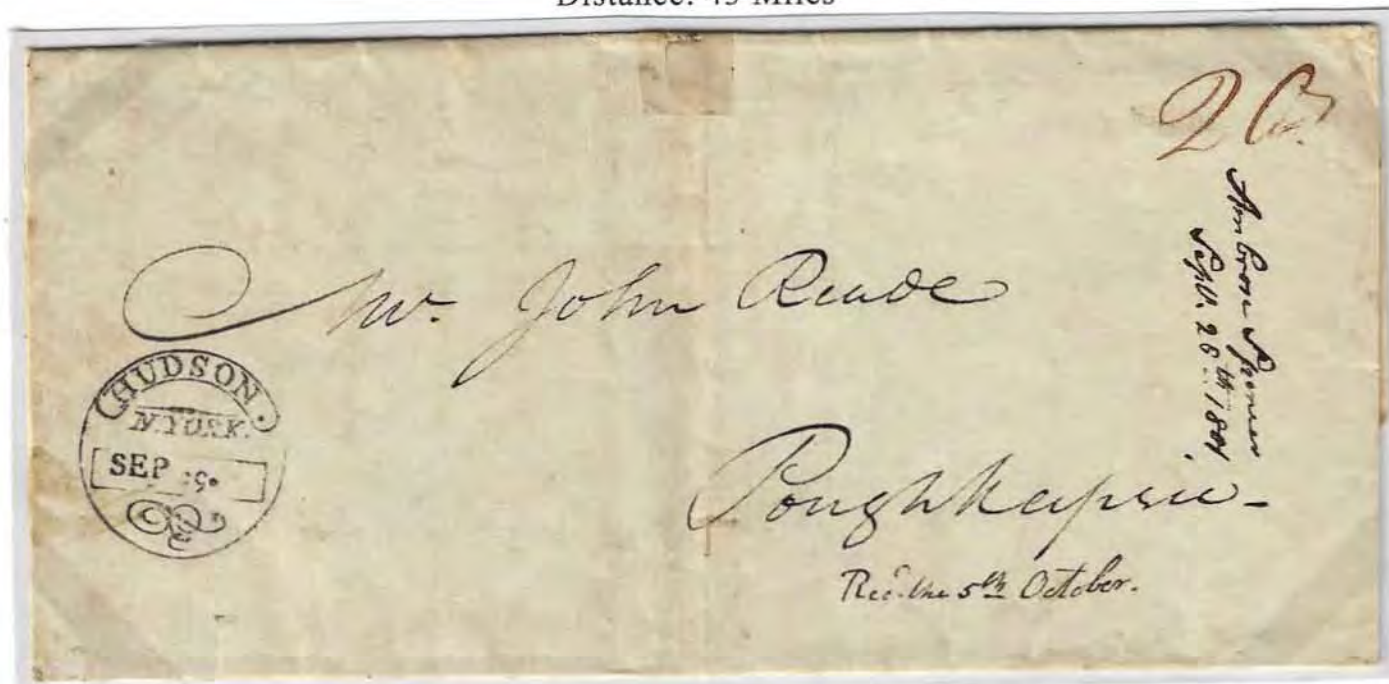


Double Rate Paid by Recipient

September 15, 1801

Hudson, New York to Poughkeepsie

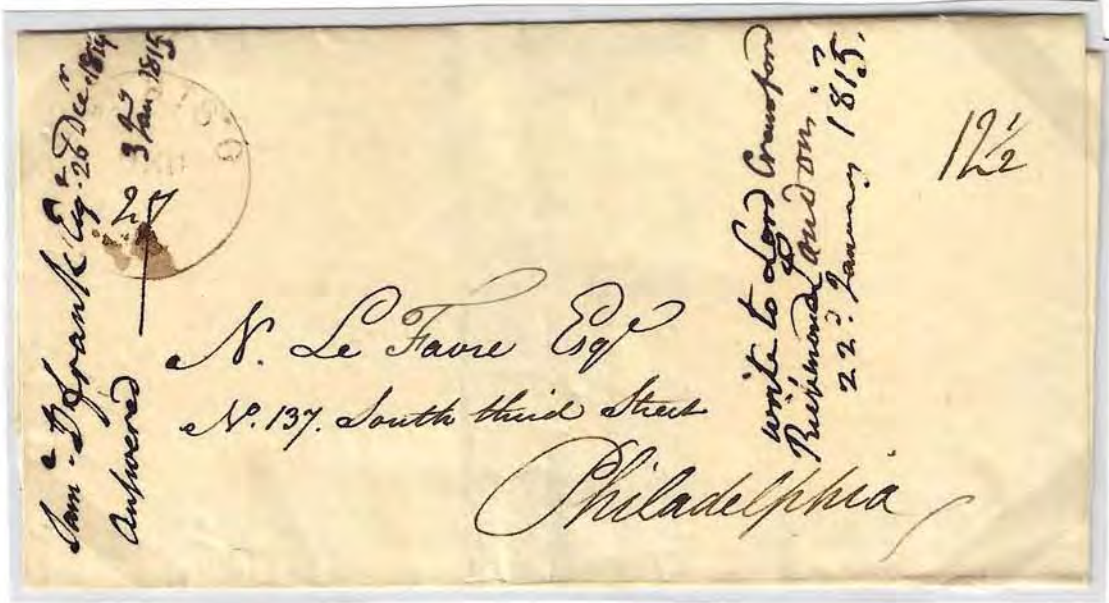
Distance: 43 Miles



ACT OF 1799

**Over 90 Miles,
Not Exceeding
150 Miles
12 1/2 Cent Rate**

**Single Rate
Paid by Recipient**
December 27, 1814
Posted approximately
one month prior to
the effective date of
the ACT OF 1814



**Initial Rate In Error
and Corrected**

**Single Rate
Paid by Recipient**
March 17, 1814
New York City to
Kingston, Pennsylvania.
Distance: 140 Miles
Original rate of 17¢
(150 to 300 Miles) in error.
Rate revised at destination
and corrected to 12 1/2¢



Rate Progression

**Double Rate
Prepaid by Sender**
February 8, 1808
New York City to Philadelphia.
Distance: 95 Miles



ACT OF 1799

Over 90 Miles, Not Exceeding 150 Miles

12 1/2 Cent Rate

Rate Progression

Triple Rate
Paid by Recipient

June 27, 1813

Boston,
Massachusetts
to Saco,

District of Maine

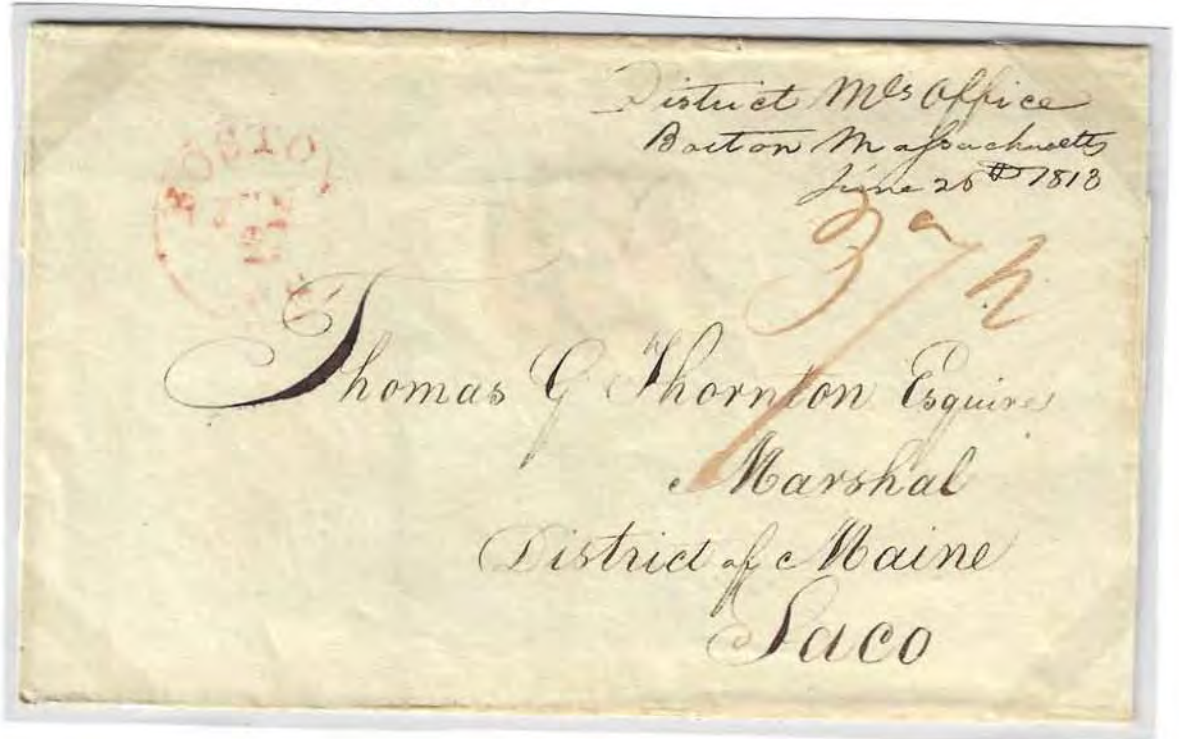
Distance: 105 Miles

The state of Maine
was established on
March 16, 1820.

Prior to that date,

Maine was a

District within
Massachusetts.



Five Times the 12-1/2 Cent Rate Paid by Recipient

Portland, District of Maine, to Boston

Distance: 115 Miles

1 1/4 OZ Weight Indication

Postage Indication 62 1/2



ACT OF 1799

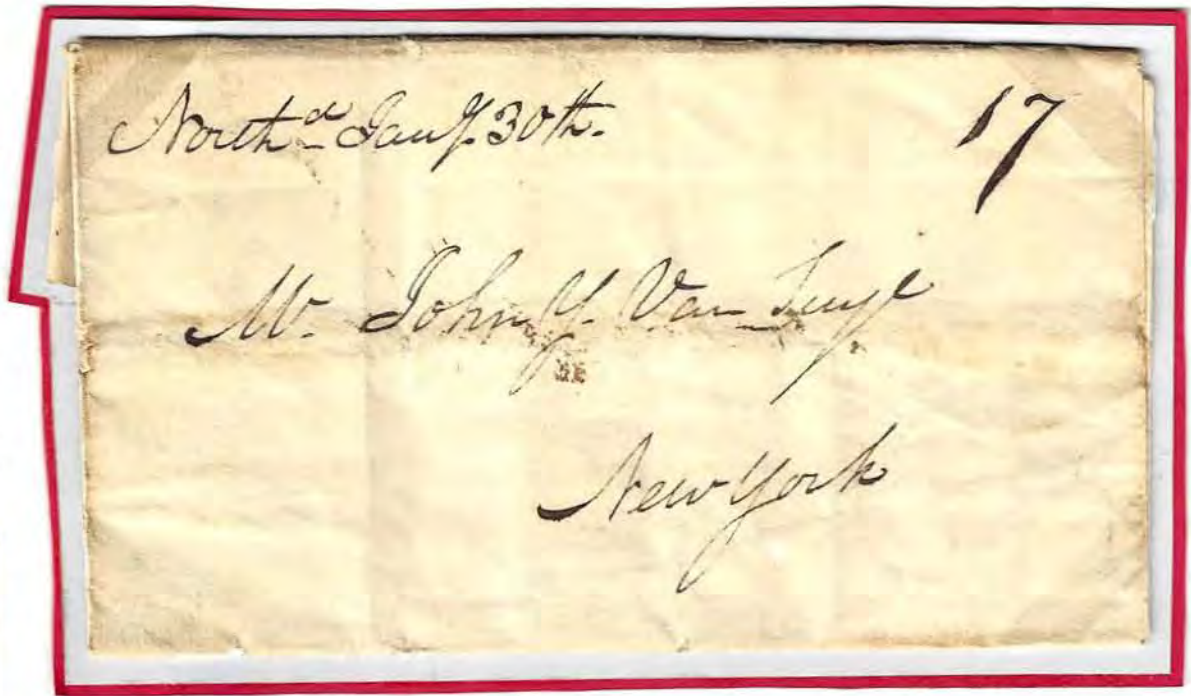
Over 150 Miles, Not Exceeding 300 Miles
17 Cent Rate

In Transit During the Change in Postal Acts

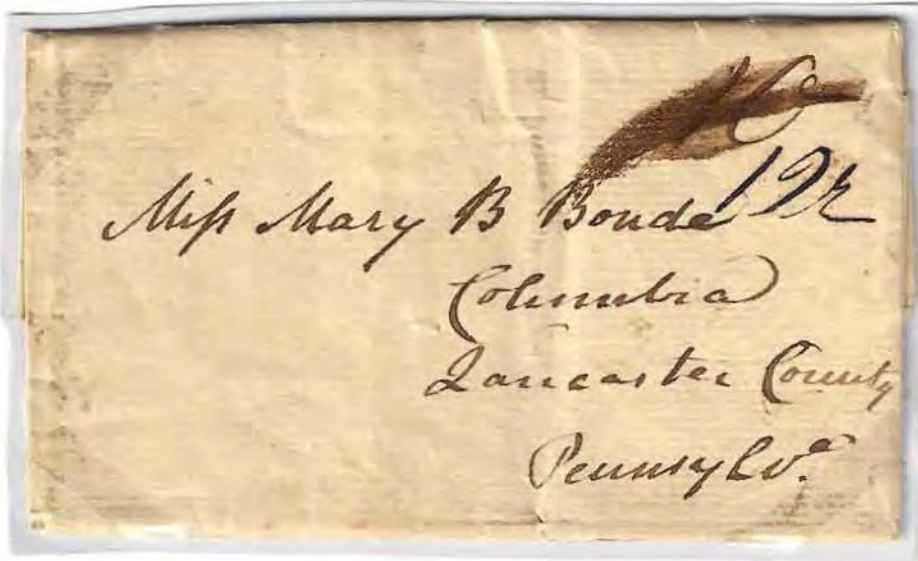
Single Rate Paid by Recipient

Posted January 30, 1815, in Northumberland, NY, and received in New York City on February 8, 1815
Distance: 230 Miles.

Posted 2 days before the **ACT OF 1799** ended and received 7 days after the **WAR RATES** began.



17¢ Rate marked when letter *entered* the mail. When received, the postage was the new 25½¢ War Rate



Initial Rate In Error and Corrected at Destination
Result Still in Error

Single Rate Paid by Recipient

July 16, 1809
Greenwich, Connecticut to Columbia, Pennsylvania.
Distance: 192 Miles.

The initial rate of 10¢ (40 to 90 miles) was in significant error and the revised rate of 12½¢ (90 to 150 miles) was still in error. The correct rate is 17¢ for the distance of more than 150 to 300 miles

Initial Rate in Error and Corrected at Destination

Single Rate Paid by Recipient

October 30, 1802
New York City to Bradford, Pennsylvania.
Distance: 267 Miles

The original rate of 10¢ was drastically in error. The rate was corrected at the destination to 17¢



ACT OF 1799

Over 150 Miles, Not Exceeding 300 Miles
17 Cent Rate

Rate Progression

Double Rate
Prepaid by Sender

October 25, 1802

New York City
to Albany.

Distance: 162 Miles.
Near Lower Limit for Rate.



Five Times the 17 Cent Rate for 1 ¼ Ounces, Prepaid by Sender

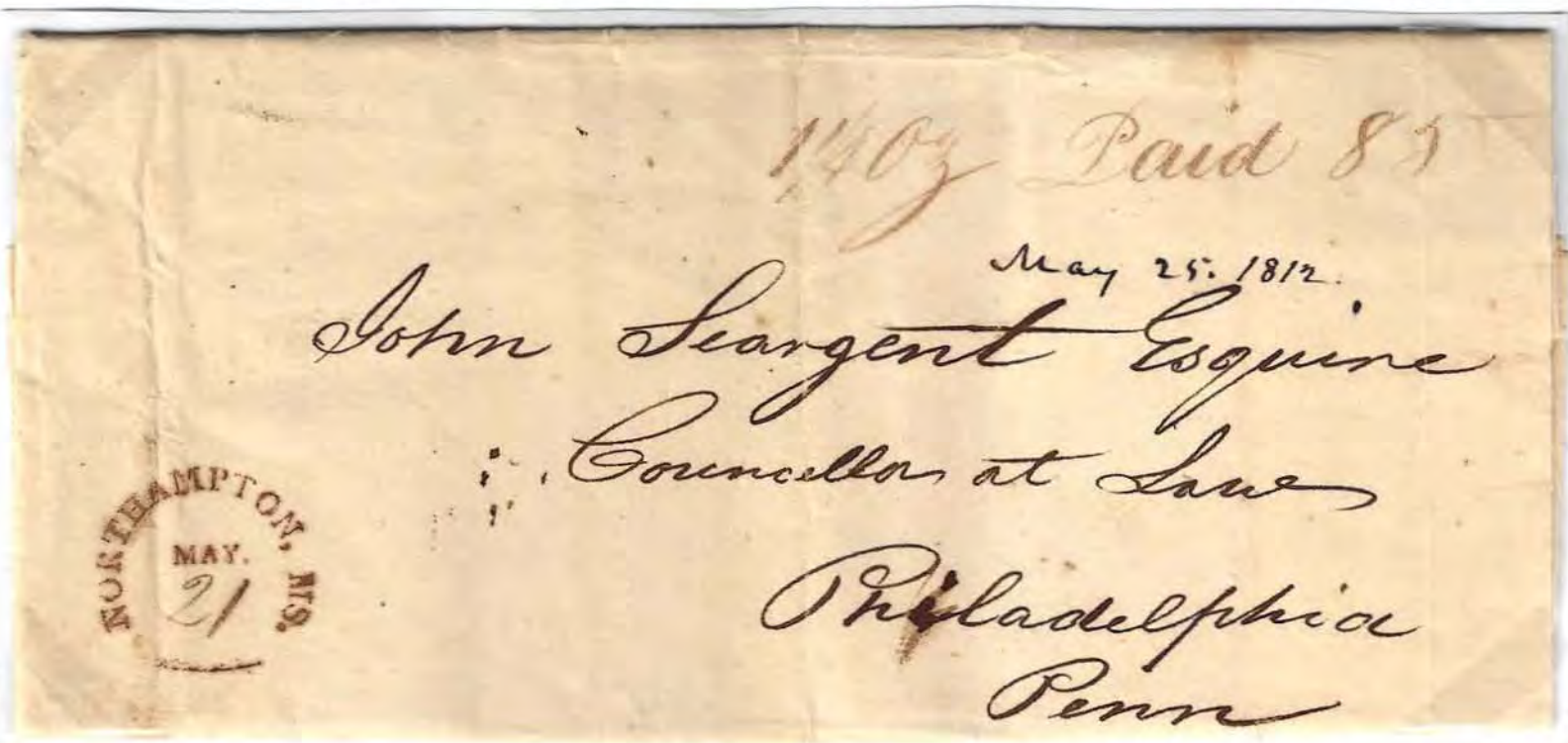
May 21, 1812

Northampton, Massachusetts to Philadelphia, Pennsylvania.

Distance: 290 Miles. Near Upper Limit for Rate.

Weight, Prepayment, and Rate Indication 1 ¼ Oz

Paid 85



ACT OF 1799

Over 300 Miles,
Not Exceeding
500 Miles
20 Cent Rate

"Bootleg Cover"

Single Rate
Paid by Recipient
Privately carried from
France to Boston to
avoid Ship Postage
Arrived in Boston on
August 13, 1801 and
mailed to Philadelphia
Distance: 315 Miles.



Double Rate
Paid by Recipient
July 21, 1801
Philadelphia to
Newburyport,
Massachusetts
Distance: 380 Miles.

Territorial Destination

Northwest Territory

Single Rate Paid by Recipient
June 20, 1799
Winchester, Virginia to
Chillicothe (in area of future Ohio)
The Northwest Territory was
established on July 13, 1787 by
the Continental Congress.
The state of Ohio was created on
March 1, 1803. Later Indiana,
Illinois, Michigan, Wisconsin, and
part of Minnesota were formed
from the Northwest Territory.



ACT OF 1799
Over 500 Miles
25 Cent Rate

Territorial Origin

Mississippi Territory

Single Rate

Paid by Recipient

January 26, 1810

Natchez to

Charlotte, Vermont

Distance: 1,560 Miles.

Natchez 26mm

Territorial Handstamp

High "Z" Variety

NATC^Z M T

Handstamp used from

December 20, 1809

to October, 1817



The Mississippi Territory existed from April 7, 1798 to December 10, 1817. It was organized in 1798 from land comprising the southern half of the present states of Alabama and Mississippi. In 1804, **Congress** extended the boundaries of the Territory to include the *Georgia Cession*. Statutes enacted in March of 1817 promoted an arrangement for the division of the Mississippi Territory into the state of Mississippi in the west and the Alabama Territory in the eastern part. On December 10, 1817, the division was finalized and the western portion was admitted as the State of Mississippi

New Orleans Territory

Double Rate

Paid by Recipient

July 8, 1810

New Orleans Territory to
Portsmouth, New Hampshire.

Distance: 1,600 Miles.

The Territory of Orleans was established on October 1, 1804. New Orleans, and the Territory of Louisiana, was admitted to the Union as the State of Louisiana on April 30, 1812.

The population of the city of New Orleans in 1810 was approximately 17,250 people



ACT OF 1799

Over 500 Miles
25 Cent Rate

Single Rate Paid by Recipient

June 26, 1806

Norfolk, Virginia to Wenham, Massachusetts.

Distance: 590 miles.

Capt. John Moulton served in the Revolutionary War as a Colonel in the Third Massachusetts Regiment.



Delivery Notation
To be left at the
post office Beverly

Triple Rate Paid by Recipient

Three times the 25 Cent Rate for 3/4 Ounces

June 7, 1811

Fayetteville, North Carolina to Boston, Massachusetts.

Distance: 760 Miles.

Cost of Postage:
1.5 Days of
Labor by
Textile Worker.



Forwarding

Postage Rate Charged for Additional Distance

Originally written on September 18, 1802 in Huntington Mills, Pennsylvania, and posted to Philadelphia, Pennsylvania. Distance: 156 Miles. Rate: 17¢

Apparently, payment of 17¢ was made when received in Huntington Mills and the letter was re-addressed to **Downings Town.**

Forwarded to Downingtown on September 22, 1802

Forwarding
Distance: 38 Miles
Rate: 8¢



Multiple Forwarding

Philadelphia to Harrisburg, Pennsylvania. Distance: 106 Miles. Rate: 12½¢
Forwarded from Harrisburg to New Castle, Delaware. Distance: 92 Miles. Rate: 12½¢
Forwarded from New Castle to Lewes Town, Delaware. Distance: 82 Miles. Rate: 10¢

Total Postage Paid by Recipient: 35¢

Distance and Postal Rate Between Point of Origin and Final Destination

Philadelphia to Lewes Town, Delaware: Distance: 134 Miles. Rate: 12½¢



ACT OF 1799

6 Cent Ship Fee for Delivery at Port of Entry

Dateline:
Hamburg, 19 June 1799
Docketing Notation:
Received in Philadelphia
on 23 September 1799.
Port of Entry Fee
of 6 Cents indicated by
Philadelphia Ship Marking
6 in Circle



2 Cent Ship Fee for Delivery Beyond Port of Entry

Not More than 40 Miles
8 Cent Rate

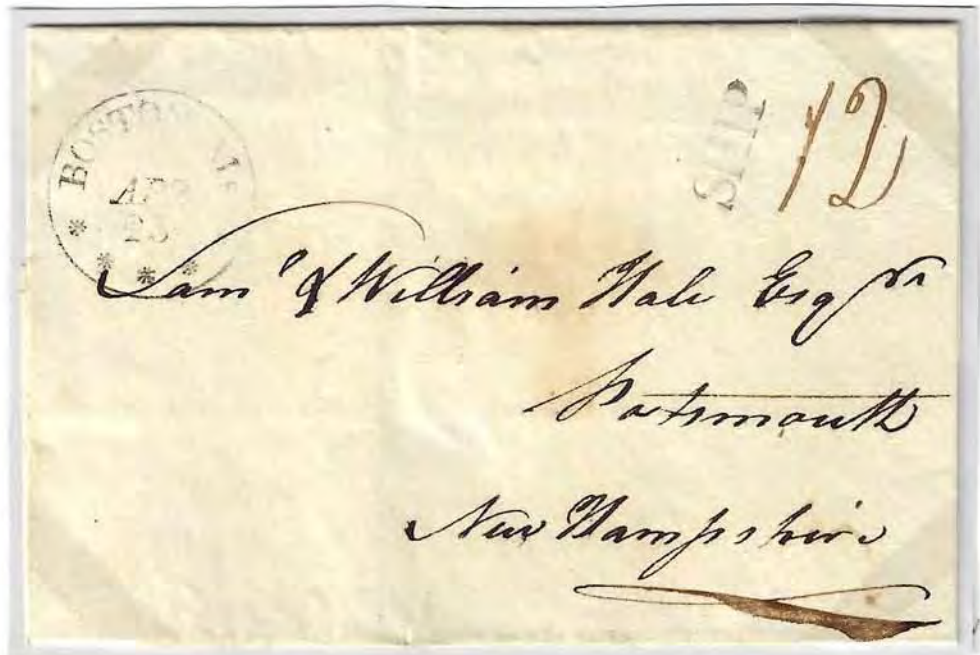
Double Rate

Dateline: November 30, 1803
Amsterdam, Holland
Received in Newport, Rhode Island
January 17, 1804
Inland: Newport to Providence
Distance: 39 Miles.
(2 X 8¢) + 2¢ Ship Fee = 18¢



Over 40 Miles,
Not More than 90 Miles
10 Cent Rate

Single Rate
Atlantic Costal
Domestic Shipping
April 23, 1808
Boston, Massachusetts
to Portsmouth,
New Hampshire.
Distance: 65 Miles
10¢ + 2¢ Ship Fee = 12¢



ACT OF 1799

2 Cent Ship Fee

Over 90 Miles,
Not More than 150 Miles
12 1/2 Cent Rate

Single Rate

Domestic Origin
Atlantic
Costal Shipping
September 27, 1810
Charleston,
South Carolina
to Savannah,
Georgia

$12\frac{1}{2}\text{¢} + 2\text{¢} = 14\frac{1}{2}\text{¢}$

Manuscript *Sh*
indicating
"Ship" letter.



Multiple Weight, 1 1/2 Ounces
Six Times the 12 1/2 Cent Rate

Written in London on March 22, 1808

Transported via Ship "Liberty" and received in Philadelphia.

Receiving date in the C.D.S., apparently 10 AUG, is the incorrect month.

The ship "Liberty" arrived in Philadelphia on APRIL 10, 1808

Philadelphia to New York City. Distance: 112 Miles. Rate: $(6 \times 12\frac{1}{2}\text{¢}) + 2\text{¢} = 77\text{¢}$



ACT OF 1799

2 Cent Ship Fee

**Over 150 Miles,
Not More than 300 Miles
17 Cent Rate**

Single Rate and Forwarded

Dateline: London, 1805

Received in Philadelphia and

sent to Patuxent, Maryland

Distance: 160 Miles

Forwarded to Huntingtown

Distance: 55 Miles

17¢ + 2¢ Ship Fee + 8¢ Forwarding

27¢ Total Postage



**Over 300 Miles,
Not More than 500 Miles
20 Cent Rate**

Single Rate

Domestic Atlantic

Costal Shipping

December 9, 1807

Philadelphia, Pennsylvania to
Portsmouth, New Hampshire

Distance: 360 Miles

20¢ + 2¢ Ship Fee = 22¢

**Over 500 Miles,
25 Cent Rate**

Single Rate

Written in Bordeaux, France

July 25, 1809

Received in Philadelphia July 31

Philadelphia to French Consulate in
Charleston (written *Charlestown*),

South Carolina

(*Caroline au Sud*)

Distance: 700 Miles

25¢ + 2¢ Ship Fee = 27¢



ACT OF 1799

1 Cent WAY Letter Fee

The ACT OF 1799 describes a WAY Letter as a letter that is received by "...the post rider..." who is traveling between post offices, and upon "...receiving any WAY letter...shall deliver the same...at the first post-office to which they shall afterwards arrive...adding to the rate of each way letter, one cent, which shall be paid by the postmaster to the mail carrier"

May 26, 1799
Bedford, Pennsylvania
to Philadelphia
Distance: 213 Miles
Rate:
17¢ + 1¢ WAY Fee = 18¢



1 Cent DROP Letter Fee

The 1 Cent DROP Letter Fee is a gratuity to the Postmaster for handling the letter. The fee was retained by the local Postmaster for receiving the letter at the Post Office and holding it for direct transfer to the addressee. DROP Letters were handled solely by the local Postmaster and did not enter the mail system.

January 19, 1801. New York City



ACT OF 1799

On December 23, 1814, Congress passed a POSTAL ACT that imposed a 50 percent surcharge on Domestic Postal Rates and rescinded the surcharge on March 31, 1816.

Three letters, sent by the same person and addressed to the same destination, were mailed between **June 4, 1814** and **April 17, 1816**, and span three POSTAL ACTS.



1

ACT OF MARCH 2, 1799
Not Exceeding 40 Miles
8 Cents

June 4, 1814
Portland, Maine to
Gentlemen Selectmen
or Overseers of the Poor
North Yarmouth
Distance: 18 Miles

Congress reduced the debt from the War of 1812 by imposing a 50% surcharge on the postage rates of the **ACT OF 1799** by the **ACT OF DECEMBER 23, 1814** (the **WAR RATES**). Fourteen months later Congress abolished the surcharge by the **ACT OF FEBRUARY 1, 1816** (the **RESTORED RATES**)



3

FUTURE ACT OF FEBRUARY 1, 1816
WAR RATE SURCHARGE OF 50% REPEALED
Rates of 1799 Restored
Not Exceeding 40 Miles
8 Cents

April 17, 1816
Posted approximately midway during the 31 day duration of the **RESTORED RATES**

Act of December 23, 1814

Effective February 1, 1815, to March 30, 1816

War Rate Surcharge of 50 Percent is applied to Domestic Letter Rates

| POSTAGE RATES | |
|--------------------------------------|------------|
| Not Exceeding 40 Miles | 12 Cents |
| Over 40 But Not Exceeding 90 Miles | 15 Cents |
| Over 90 But Not Exceeding 150 Miles | 18 ¼ Cents |
| Over 150 But Not Exceeding 300 Miles | 25 ½ Cents |
| Over 300 But Not Exceeding 500 Miles | 30 Cents |
| Over 500 Miles | 37 ½ Cents |

| POSTAL FEES | |
|--|-------------|
| Ship Fee – Delivered at Port of Entry | 9 Cents |
| Ship Fee – Beyond Port of Entry | Add 2 Cents |
| Way Letter Fee – Added to Postage Rate | 1 Cent |
| Drop Letter Fee | 1 Cent |

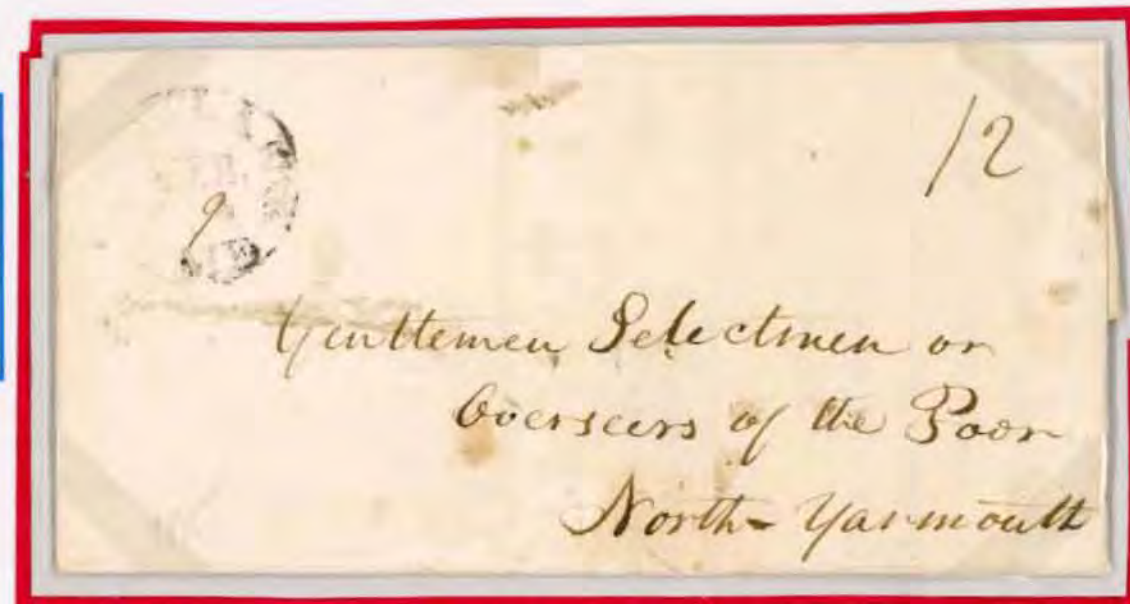
Six Zones. Multiple weight letters charged according to **ACT OF 1792**. Prepayment optional.

2

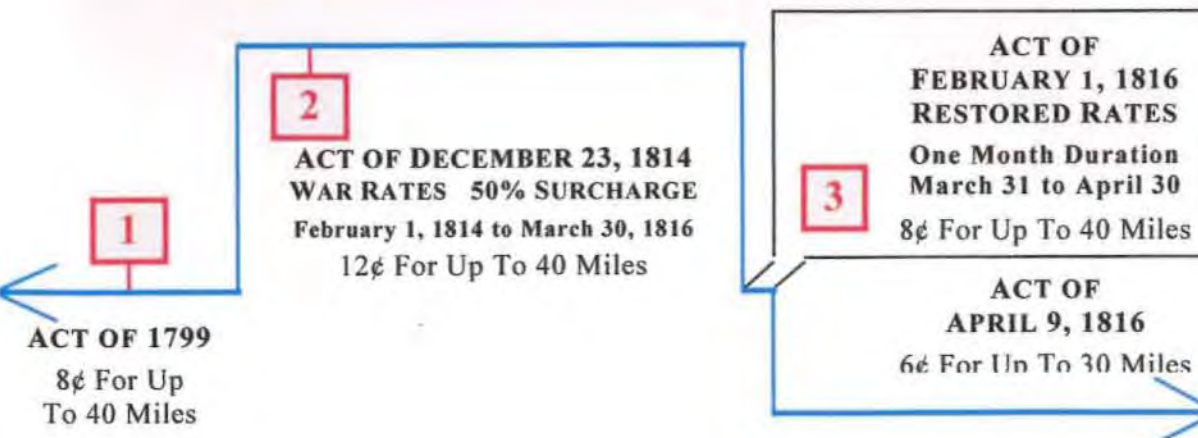
ACT OF DECEMBER 23, 1814
50 PERCENT WAR RATE SURCHARGE
Not Exceeding 40 Miles
12 Cent
WAR RATE

Paid by Recipient
February 9, 1815

Posted during the first month of the **WAR RATES**



GRAPH of the RATES OF THE ACT OF 1799, the WAR RATES, and the RESTORED RATES



2

ACT OF DECEMBER 23, 1814
WAR RATES 50% SURCHARGE
February 1, 1814 to March 30, 1816
12¢ For Up To 40 Miles

3

ACT OF FEBRUARY 1, 1816
RESTORED RATES
One Month Duration
March 31 to April 30
8¢ For Up To 40 Miles

ACT OF APRIL 9, 1816
6¢ For Up To 30 Miles

**ACT OF 1814
War Rate Surcharge**

**Not Exceeding 40 Miles
12 Cent Rate**

**Single Rate
Paid by Recipient**
November 24, 1815
New Haven to
Southbury, Connecticut.
Distance: 26 Miles.



**Double Rate
Paid by Recipient**
February 14, 1815
Williamsport to
Hagerstown,
Maryland.
Distance: 7 Miles



Last Day of Rate

**Single Rate
Prepaid by Sender**
March 30, 1816
Hartford to New Haven,
Connecticut
Distance: 37 Miles



ACT OF 1814
War Rate Surcharge

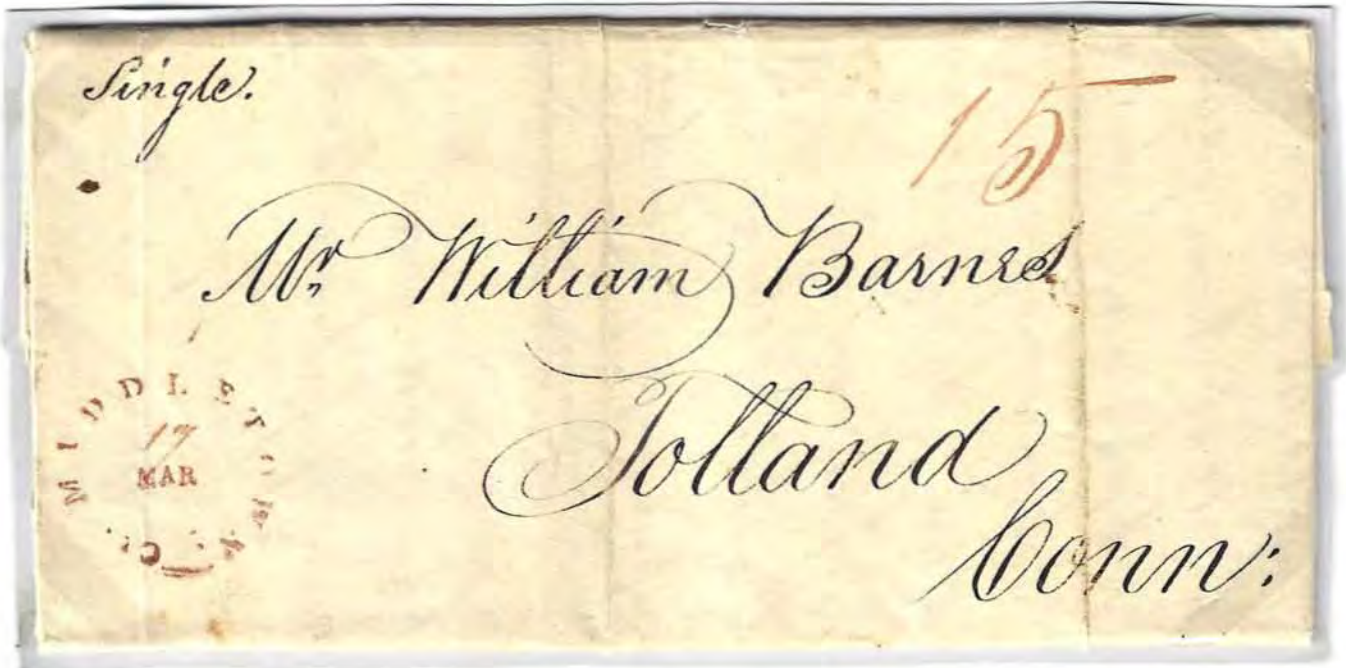
Over 40 Miles,
Not Exceeding 90 Miles
15 Cent Rate

Single Rate Paid by Recipient

March 17, 1816

Middletown to Tolland, Connecticut

Possibly Overcharged: Historical maps indicate the travel distance between Middleton and Tolland was approximately 39 to 40 Miles.



Double Rate Paid by Recipient

July 22, 1815

Baltimore, Maryland to Hagerstown, Maryland. Distance: 77 Miles
Correspondence contained legal documents concerning business agreement.



**ACT OF 1814
War Rate Surcharge**

**Over 90 Miles,
Not Exceeding 150 Miles
18 3/4 Cent Rate**

**Single Rate
Paid by Recipient**

July 11, 1815
New York City
to Philadelphia
Distance:
112 Miles.



**Single Rate
Prepaid by Sender**

November 11, 1815
Philadelphia
to Baltimore
Distance:
110 Miles.



**Possibly
Overcharged**

**Single Rate
Prepaid by Sender**

March 24, 1815
Harrisburg to
Allentown,
Pennsylvania
Distance:
Approximately 90 Miles
Maximum Distance for
the 15 Cent Rate is
"Not Exceeding
90 Miles"



ACT OF 1814
 War Rate Surcharge
 Over 90 Miles,
 Not Exceeding 150 Miles
 18 3/4 Cent Rate

**Initial Rate Incorrect
 Rate Corrected at Destination
 by Obliterating Original Rate**

Double Rate
 Paid by Recipient

January 2, 1815

Savanna, Georgia to
 Charleston, South Carolina

Distance: 110 Miles



**Rate Corrected by
 Adding 18 3/4 c
 to Original Rate**

Double Rate
 Paid by Recipient

December 7, 1815

Boston,
 Massachusetts
 to Haverhill,
 New Hampshire

Distance: 165 Miles

Correct Rate

Double Rate

Prepaid
 by Sender

July 25, 1815

Goshen to Albany,
 New York

Distance:
 110 Miles



ACT OF 1814
War Rate Surcharge

Over 150 Miles,
Not Exceeding 300 Miles
25 1/2 Cent Rate

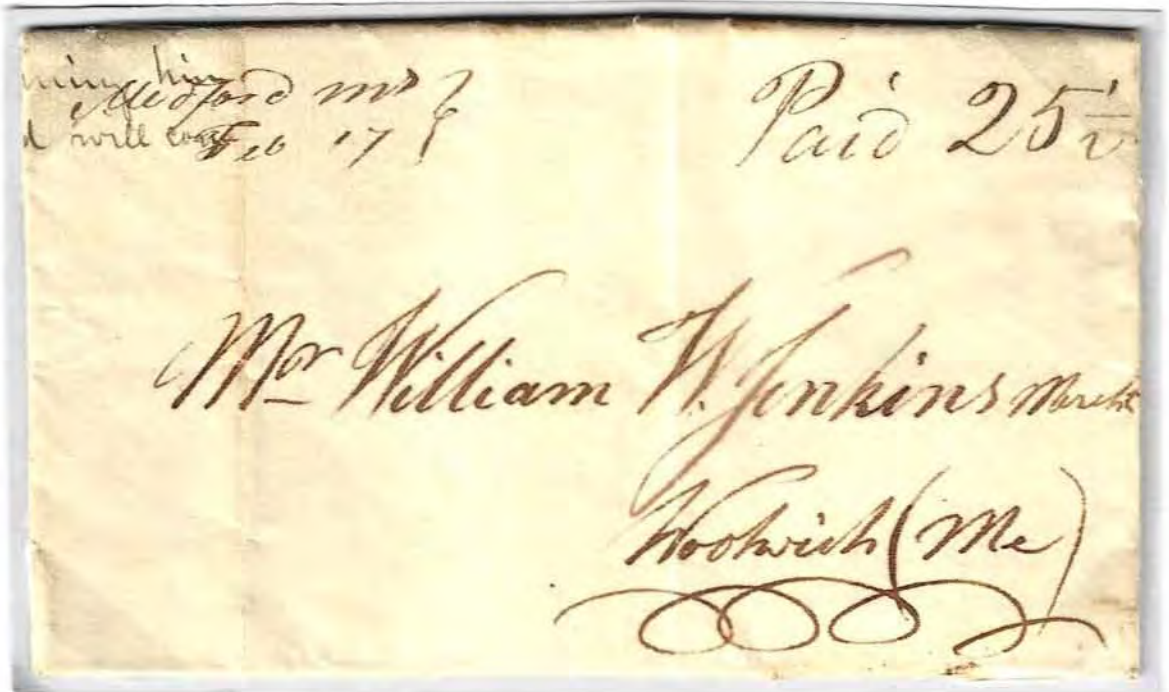
Single Rate Prepaid by Sender

February 17, 1816

Medford,
Massachusetts
to Woolwich,
District of Maine

Distance: 158 Miles

The population of
Medford in 1816 was
approximately 1,450



Rate Progression

Double Rate Paid by Recipient

November 1, 1815

New York City to Albany

Distance: 162 Miles



Archibald McIntyre was the
New York State Comptroller
from 1806 to 1821

ACT OF 1814
 War Rate Surcharge
 Over 150 Miles, Not Exceeding 300 Miles
 25 1/2 Cent Rate
 Rate Progression
 Triple Rate Prepaid by Sender
 Written on January 17, 1816 and Posted on January 18, 1816
 New York City to Albany



Quadruple Rate Prepaid by Sender
 Written on March 31, 1815 and Posted on April 1, 1815
 Geneva, New York to Albany
 Distance: 201 Miles



ACT OF 1814
War Rate Surcharge
Over 150 Miles,
Not Exceeding 300 Miles
25 1/2 Cent Rate

Turned Cover at Multiple Rates

First Usage

December 15, 1815

New York City to Utica
Distance: 240 Miles

Rate of 25½¢ per Sheet.
Legal document contained
within cover and transferred
from Sender to Recipient

Double Rate

2 X 25½¢ = Rate of 51¢

Second Usage

December 24, 1815

Returned to Initial Sender:
Utica to New York City
Legal document removed
from cover by Recipient,
note of gratitude added,
and returned to Sender

Single Rate

Rate of 25½¢

Probably

Unique Turned Cover
During the WAR RATE
Time Period

Economic Analysis

Initial Correspondent:
Prepaid Rate of 51¢

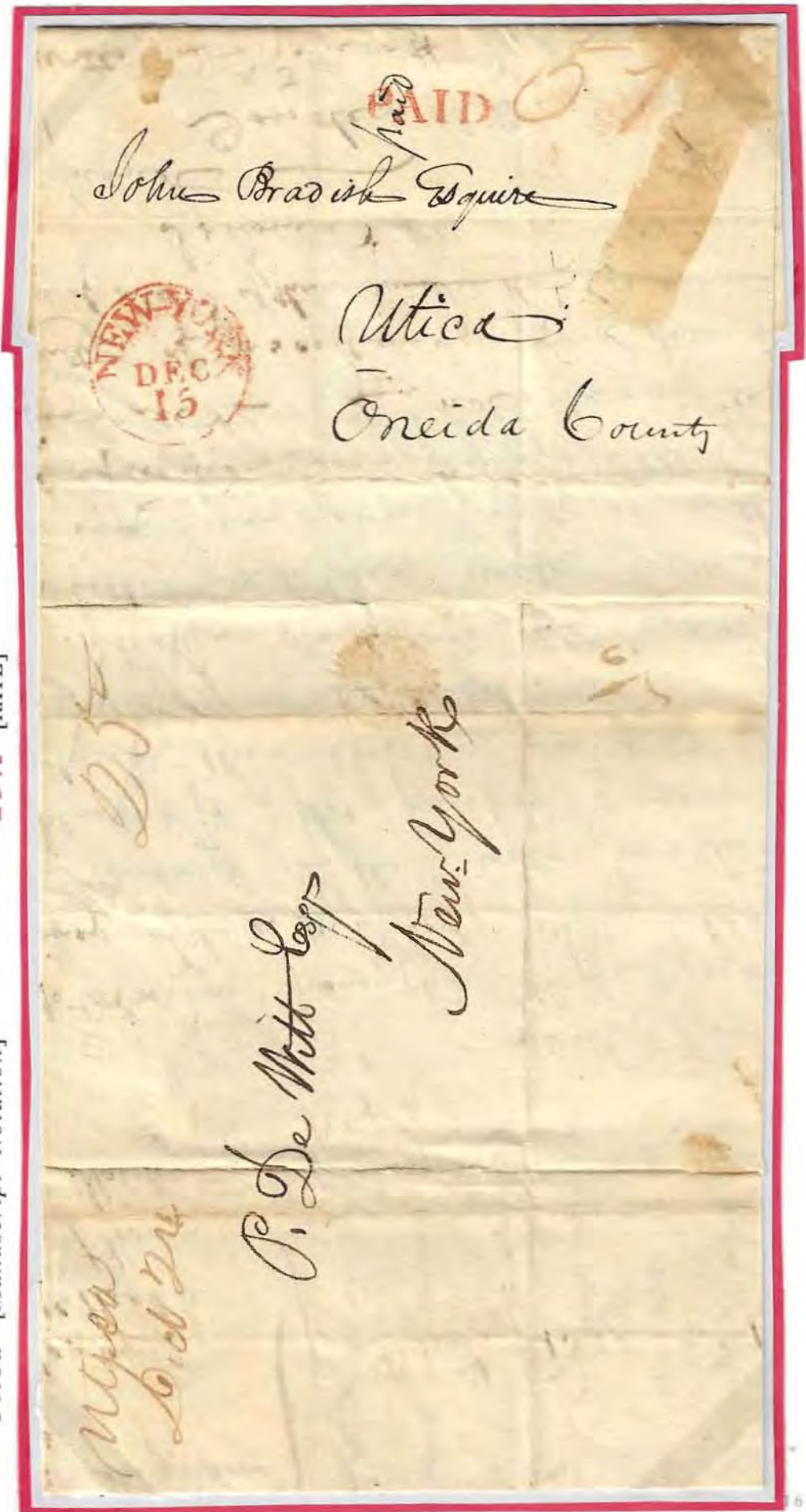
Replying Correspondent:
Indicated gratitude and
mailed as "Postage Due"
at the Rate of 25½¢

Initial Correspondent
Paid Total Postage of
76½¢

Cost of Postage:
1.5 Days of Labor by
Textile Worker

First Usage: New York City to Utica. Double Rate Paid by Sender

PAID 51 [RATE]



Second Usage: Utica to New York City. Single Rate Paid by Recipient

25½ [RATE]

Utica [Manuscript Notation]

**ACT OF 1814
War Rate Surcharge**

**Over 300 Miles,
Not Exceeding 500 Miles
30 Cent Rate**

**Single Rate
Paid by Recipient**
February 19, 1816
New York City
to Brunswick,
District of Maine.
Distance: 350 Miles.



**Single Rate
Prepaid by Sender**
May 18, 1815
Pittsburgh to
Philadelphia
Distance: 305 Miles.



**Possibly Overcharged.
At Low Limit for Rate**

**Single Rate
Paid by Recipient**
October 28, 1815
Philadelphia, Pennsylvania
to Troy on Fall River,
Massachusetts
Distance: 299 to 301 Miles.
The Maximum Distance for
the 25½¢ Rate is 300 Miles.



ACT OF 1814
War Rate Surcharge
Over 300 Miles,
Not Exceeding 500 Miles
30 Cent Rate

Original Rate in Error and Corrected at Destination

Single Rate Paid by Recipient

February 22, 1815

Philadelphia, Pennsylvania to
Portsmouth, New Hampshire
Distance: 340 Miles

Originally Marked at 25½¢ for
distance of 150 to 300 Miles
Corrected to 30 Cent Rate.



Written Aboard Warship Bound for Action Against Barbary Coast Pirates

Triple Rate Paid by Recipient

Dateline and Posted:
September 7, 1815

Norfolk, Virginia to
Philadelphia, Pennsylvania.

Distance: 360 Miles

Three times the 30¢ Rate for 3/4 Ounces



Written aboard the **U.S.S. John Adams**, a light Frigate, that was built in 1799. The letter concludes: "*We are off to the Meditteranean (sic) tomorrow.*" The voyage, beginning on **September 8, 1815**, was to maintain Naval Forces in the Mediterranean to prevent the **Barbary Coast Pirates** from attacking international shipping. The ship returned to the United States in early 1816



Cost of Postage:
1.8 Days of Labor by Textile Worker.

ACT OF 1814
War Rate Surcharge
Over 300 Miles, Not Exceeding 500 Miles
30 Cent Rate

Territorial Origin

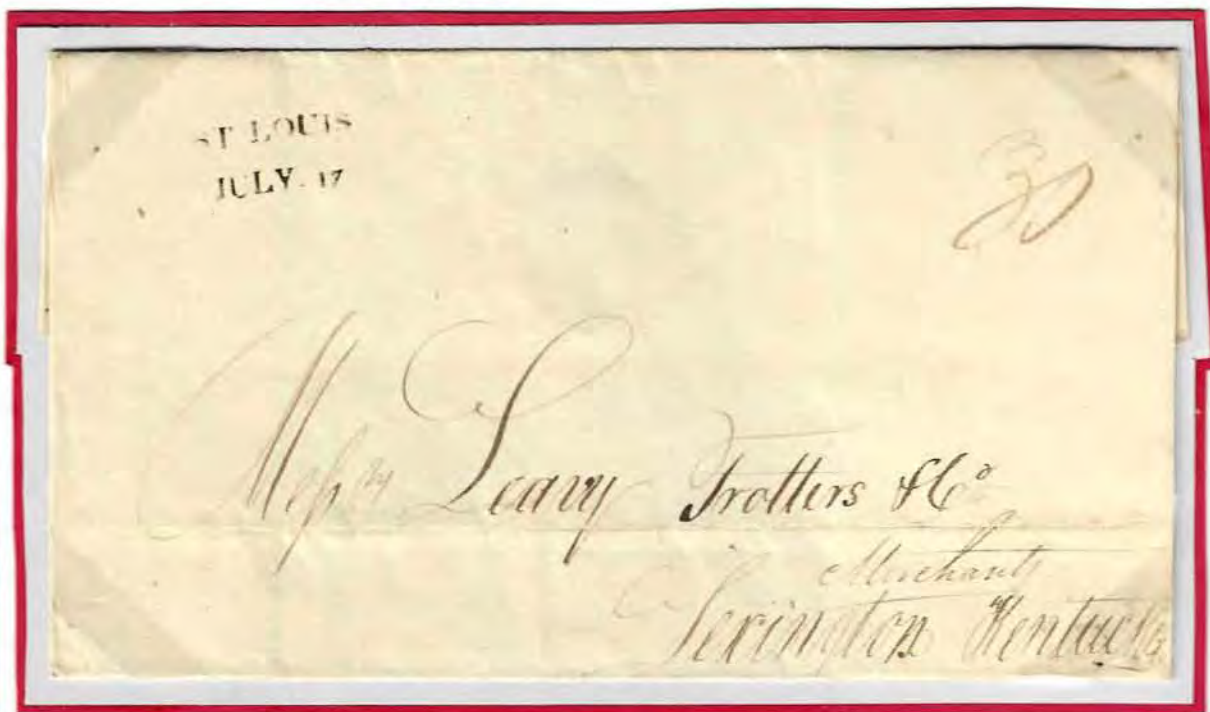
**Earliest Known
Use of ST. LOUIS
Straight-Line**

July 17, 1815

**Single Rate
Paid by Recipient**

St. Louis,
Missouri Territory
to Lexington, Kentucky
Distance: 345 Miles

Straight-line Postmarks
were first adopted when
Robert Simpson became
Postmaster in St. Louis
from 1815 until 1818

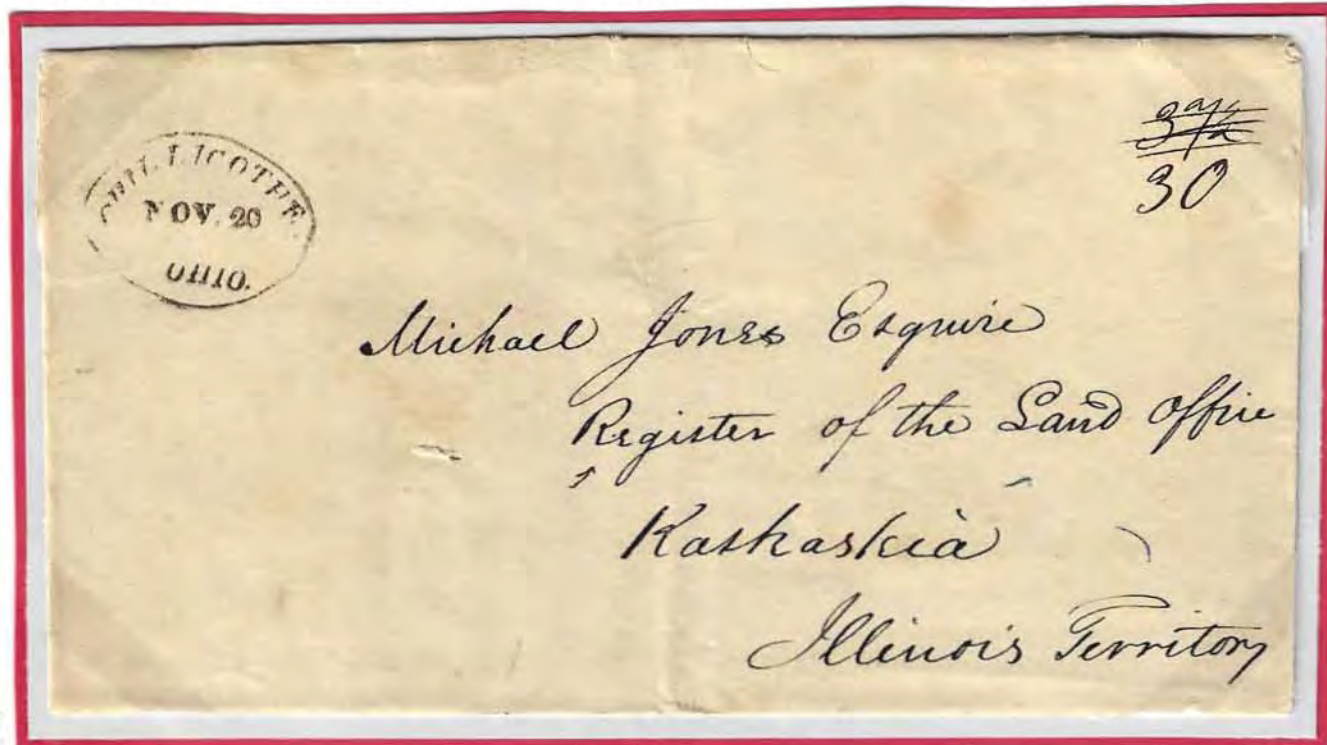


**Territorial Destination with
Rate Corrected at Destination**

Single Rate Paid by Recipient

November 20, 1815

Chillicothe, Ohio to Kaskaskia, Illinois Territory. Distance: 480 Miles
Originally Rated 37½¢ for "Distance Greater Than 500 Miles" and corrected at destination



**ACT OF 1814
War Rate Surcharge**

**Over 500 Miles
37 1/2 Cent Rate**

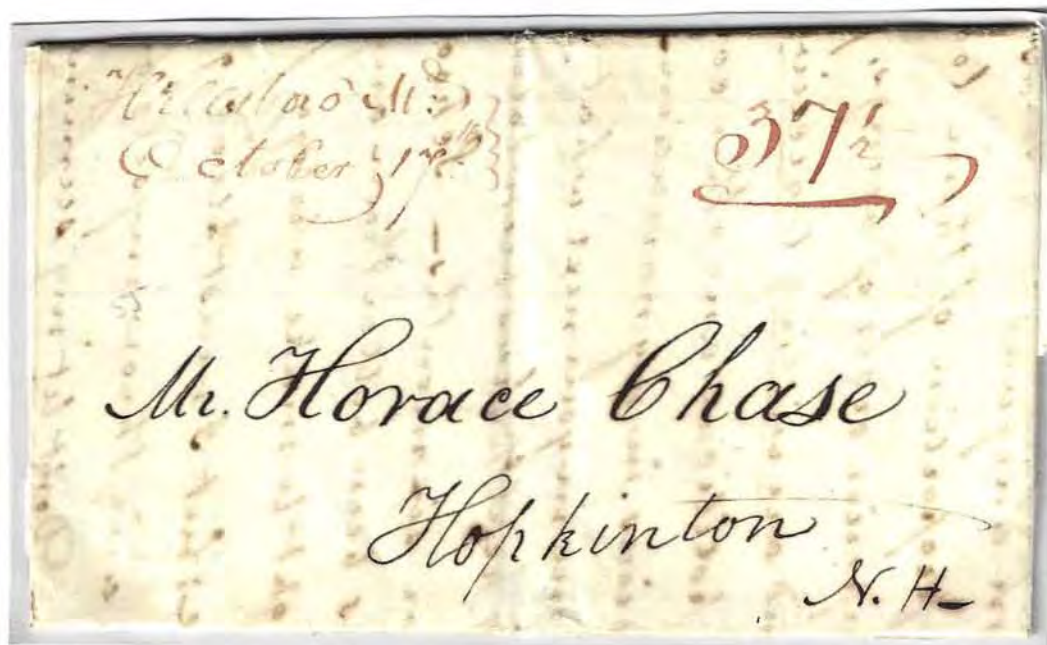
**Single Rate
Prepaid by Sender**

May 25, 1815

Boston, Massachusetts to
Pittsburgh, Pennsylvania

Distance: 575 Miles

PAID Handstamp



Possibly Overcharged

April 9, 1816

**Single Rate
Paid by Recipient**

October 17, 1815

Hillsboro, Maryland
to Hopkinton,
New Hampshire

Distance: 500 Miles

Near Lower Limit
for 37 1/2 Cent Rate

Territorial Destination

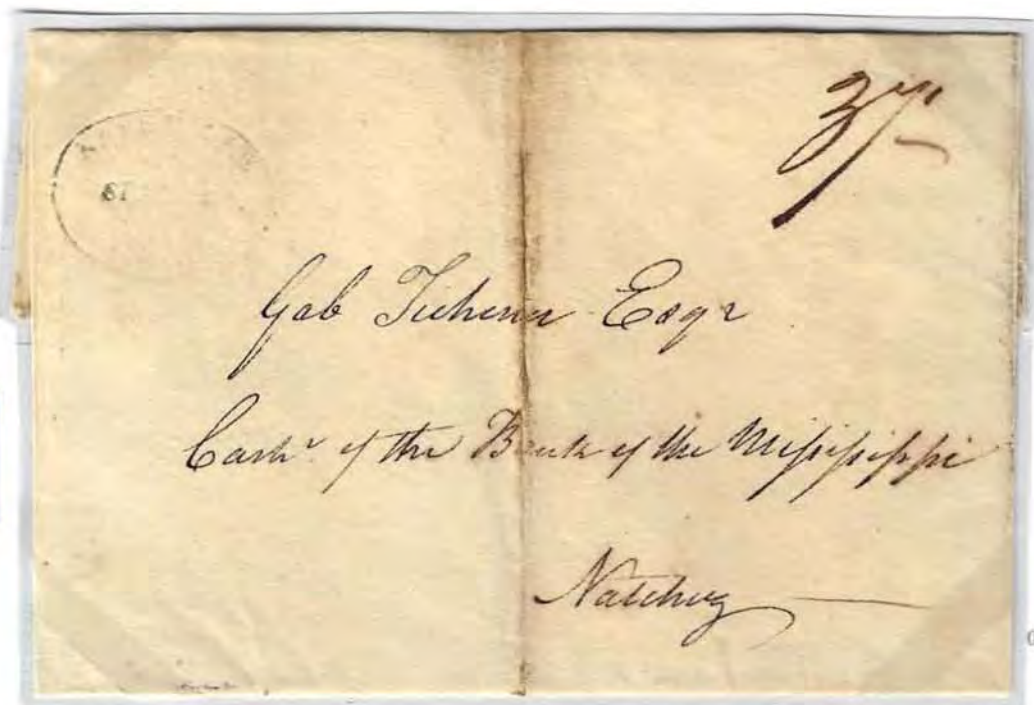
September 29, 1815

**Single Rate
Paid by Recipient**

Nashville, Tennessee,
to Natchez,
Mississippi Territory

Distance: 545 Miles

Nashville 30mm by 22mm
Oval Handstamp was used
only during 1815 and 1816



**ACT OF 1814
War Rate Surcharge
Over 500 Miles
37 1/2 Cent Rate**

**Double Rate
Paid by Recipient**

**Previously
Unknown Late
Usage of C.D.S.**

July 11, 1815

Augusta, Georgia
to Philadelphia

Distance: 700 Miles

Circular Date Stamp:

AUG^A G^A

*The Final A's in
Augusta and Georgia
are Superscript*

References indicate this
C.D.S. was used only
from 1800 to 1814

**Discovery Copy
of usage during the
WAR RATES**



Forwarding

**Single Rate
Paid by Recipient**

March 5, 1815

Canandaigua, New York
to Lowville, New York
Distance: 150 Miles

Forwarded from Lowville to
Middletown, Connecticut.

Distance: 290 Miles,
At Upper Limit of 25 1/2¢ Rate
Total Postage: 51¢

**Direct Route: Canandaigua to
Middletown is 335 Miles and
Postage would have been 30¢**

ACT OF 1814
War Rate Surcharge

9 Cent Ship Fee for
Delivery at Port of Entry

The War Rate Surcharge of 50 Percent created a 9 Cent Postal Fee for Incoming Ship Mail at the **Port of Entry** and it applied to all incoming letters regardless of whether the origin was domestic or international

Dateline:

Newport
June 29, 1815

Received in
Providence on
June 30, 1815

Transported by ship
southward down
Narragansett Bay,
nominally 25 miles,
to Providence



November 25, 1815

Norfolk, Virginia to Baltimore, Maryland

Transported by Ship Northward up Narragansett Bay nominally 165 miles to Baltimore.

Because all **SHIP** letters to the **Port of Entry** were not subject to inland postage, the letters incurred only the **9¢ Ship Fee**. Charles Burrall, the Postmaster of Baltimore during the **WAR RATES**, only applied the **SHIP** handstamp and did not bother to indicate the **9¢ Fee** at the Baltimore Port of Entry



ACT OF 1814
War Rate Surcharge

2 Cent Ship Fee
Delivery Beyond Port of Entry

Over 90 Miles,
Not Exceeding
150 Miles
18 3/4 Cent Rate

Single Rate

Dateline: London
December 23, 1815

Port of Entry:
New York City
March 4, 1816

Inland Delivery:
Philadelphia

Distance: 113 Miles

$18\frac{3}{4}\text{¢} + 2\text{¢} = 20\frac{3}{4}\text{¢}$



Double Rate

Inland Domestic Rate
is Subject to Distance
and Rate Factors
Plus the 2 Cent Ship Fee.

Dateline:

Bordeaux, France
January 16, 1816

Port of Entry:
New York City
March 11, 1816

Last Month of the
War Rate Surcharge

Inland Delivery:
Philadelphia

Distance: 113 Miles.

$(2 \times 18\frac{3}{4}\text{¢}) + 2\text{¢ Fee} = 39\frac{1}{2}\text{¢}$



ACT OF 1814
War Rate Surcharge

2 Cent Ship Fee

Over 150 Miles,
Not More than 300 Miles
25 1/2 Cent Rate

Posted 19 Days Before the Invasion
of Guadeloupe on August 8, 1815

Dateline: Pointe-à-Pitre, Guadeloupe
July 20, 1815

Port of Entry: New York City,
August 12, 1815

Inland Delivery: New York City
to Newburyport, Massachusetts

Distance: 265 Miles
25½ ¢ + 2¢ = 27½ ¢



Guadeloupe is an archipelago among the Leeward Islands in the Eastern Caribbean. Britain controlled the Islands from 1810 to 1813 when it was ceded to Sweden as a consequence of the Napoleonic Wars. In 1814, Sweden transferred the islands to France by the Treaty of Paris and the French had full control by the Treaty of Vienna in March 1815. However, Britain sought to regain Guadeloupe and began naval maneuvers in mid-July, 1815.

I arrived at this Port yesterday...after a long & tedious passage. I have come to very bad markets. This place is in a complete state of confusion. They expect every hour when the English will make an attack on the Island, as they are still under the Napoleon (sic) Flag. There is not a merchant that will make any kind of an offer for our cargo. While writing this letter, there was a gentleman told me the Port was Blockaded by the English.

Over 300 Miles,
Not More than 500 Miles
30 Cent Rate



Single Rate

Dateline:

Buenos Ayres, Argentina
December 1815

Port of Entry:

Annapolis, Maryland,
January 17, 1816

Inland Delivery:

Annapolis to
Providence, Rhode Island

Inland Distance:

405 Miles

30¢ + 2¢ Ship Fee = 32¢

ACT OF 1814
War Rate Surcharge

1 Cent WAY Letter Fee

1 Cent Fee Added to Domestic Letter Rate Postage



Dateline:
February 26, 1816
Date Posted:
February 27
(Manuscript in C.D.S.)
Norfolk to Hartford,
Connecticut.
Distance: 37 Miles.
Letter Rate of 12¢ for
Distance Up to 40 Miles
Postage:
12¢ + 1¢ Way Fee = 13¢

Correct Rate or Undercharged?

Dateline:
Sterling, Massachusetts
March 12, 1816

In 1816, the distance by
roads between Sterling
and Lynn was 54 Miles.

The direct distance is
42.4 Miles.

If obtained by the mail
carrier within 40 miles
of Lynn, the rate of
12¢ + 1¢ Way Fee = 13¢
is the correct postage.

If obtained by the mail
carrier while traveling
within the town of
Sterling, the correct
postage should have been
15¢ + 1¢ Way Fee = 16¢



ACT OF 1814
War Rate Surcharge

DROP Letter Fee

The "**DROP Letter Fee**" is a gratuity paid to the local Postmaster for holding correspondence that is received and picked up at the Post Office. Delivery was not involved and the fee was retained by the local Postmaster.

1 Cent DROP Letter Fee

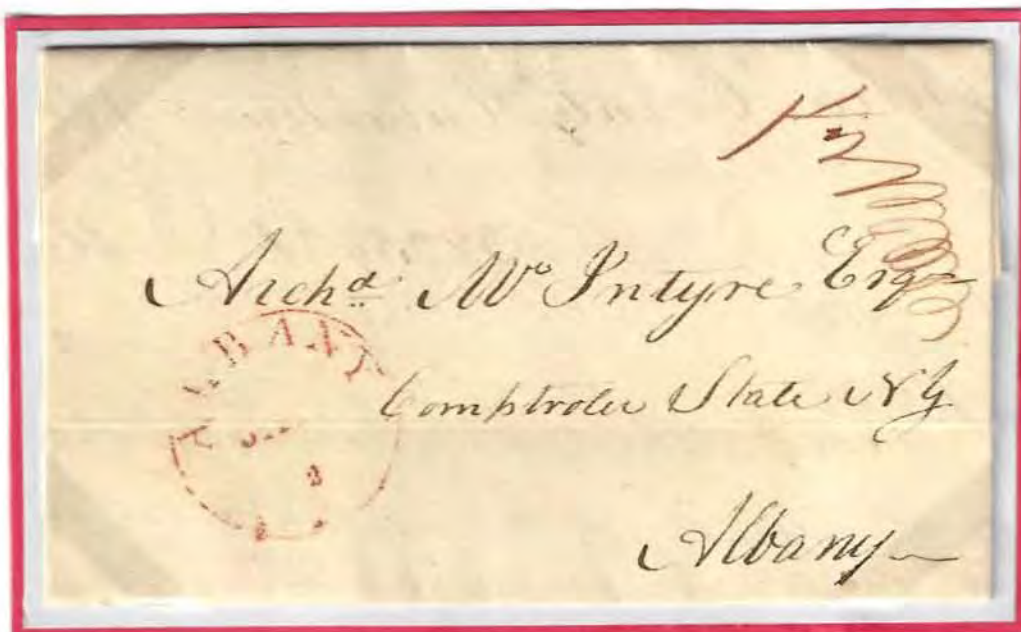
Dateline:
August 24, 1815.
Boston,
Massachusetts

Less than 10 examples of the authorized **One Cent DROP Fee** during the **WAR RATES** are known

Siegel Census



Unauthorized 1 ½ Cent DROP Letter Fee



Dateline: January 2, 1816.
Albany, New York

The **1 Cent DROP Letter Fee** was not subject to the **WAR RATE Surcharge**.

This fact was not known, or possibly ignored by, some local Postmasters.

Four examples of the 1½¢ unauthorized Drop Fee during the **WAR RATES** are known.

Siegel Census

Internal Notation: *Rec'd. Jan. 4, 1816* Elaborate Manuscript Fee Notation

**ACT OF 1814
War Rate Surcharge**

The **WAR RATE Surcharge** imposed a high cost for mail. Letters that were sent unpaid and remained unclaimed after delivery were a financial burden for the Post Office because service was rendered but revenue was not received.

*List of Letters remaining at the Post Office
in Kingston ~~Mass~~ Jan. 1 1816*

| | |
|----------------------------------|----------------------|
| David Funch Kingston | .25 $\frac{1}{2}$ |
| Robert McQuillen D ^o | .12 |
| Robert Howe Kensington | .30 |
| Robert Prescott D ^o | .12 |
| David Currier East Kingston | .18 $\frac{3}{4}$ |
| + Nathl. Nelson - D ^o | .12 |
| + Elizabeth Campbell Hawke | .12 |
| + Moses Hook's Sundown | .12 |
| + True Tucker Poplin | .12 |
| + Maria Day Kingston | .25 $\frac{1}{2}$ |
| | <hr/> |
| | \$1.71 $\frac{3}{4}$ |

Report sent **FREE** on January 1, 1816, from the Kingston, New Hampshire Post Office, to the Postmaster General listing letters...
 "...remaining at the Post Office in Kingston N.H. Jan. 1, 1816."

Unclaimed letters were charged the **WAR RATE Surcharge** but were not paid for at the Kingston Post Office.

Erroneous Application of the Future RESTORED RATE During the Time Frame of the WAR RATES

Dateline: Hartford, March 12, 1816

Hartford to New Haven
Distance: 44 Miles

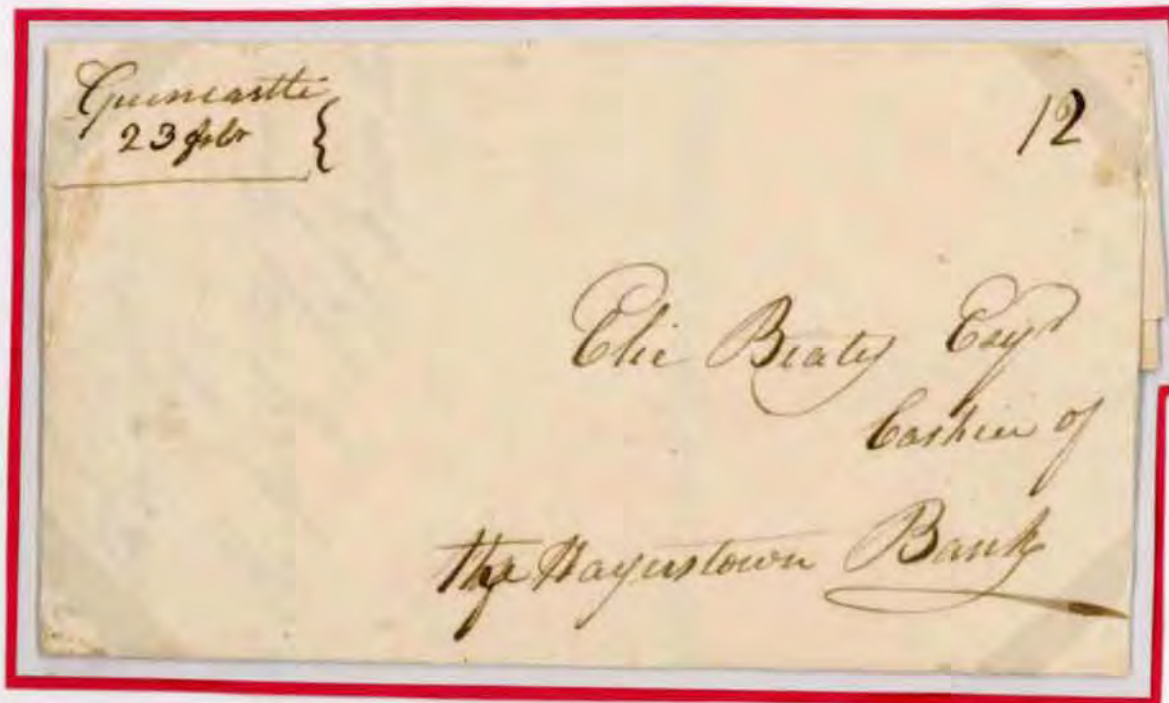
The **WAR RATE** surcharge was repealed by the **ACT OF FEBRUARY 1, 1816**. The future rate reduction was well known by early March. It is possible the Hartford Postmaster may have been under the false impression the reduced rates were immediately in effect and charged the future **RESTORED RATE** of 10 Cents instead of the correct 15¢ **WAR RATE**



**ACT OF 1814
War Rate Surcharge**

Conclusion of the WAR RATES and the Two Different Rates Created in Rapid Succession

Three letters, sent by the same person and addressed to the same destination, were mailed between **February 23** and **June 3** of **1816**, and span three **POSTAL ACTS**.

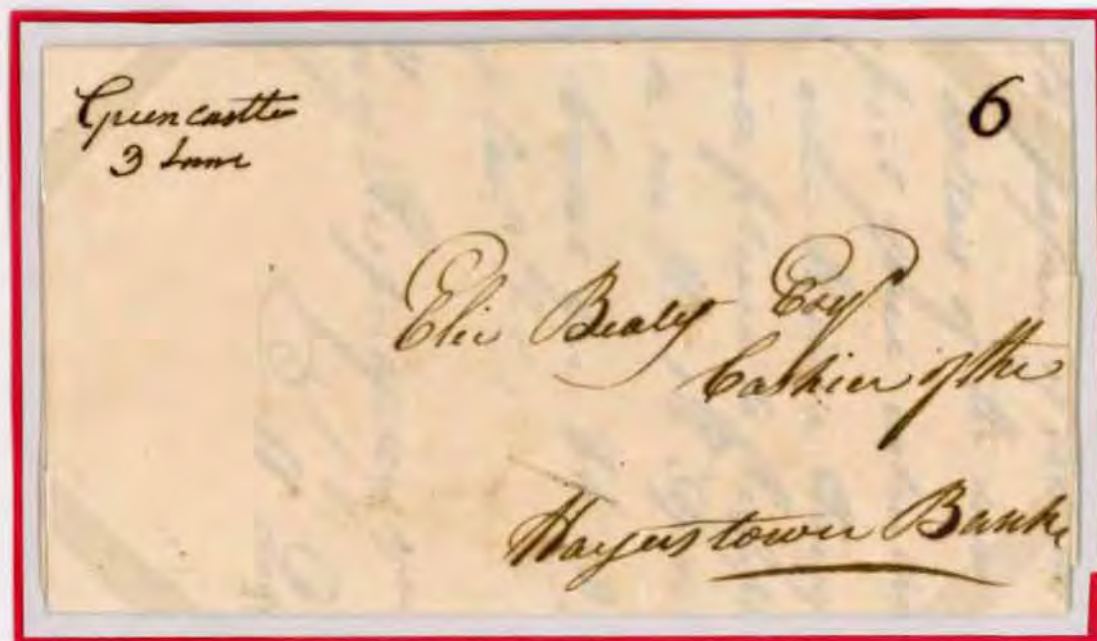


1

**ACT OF
DEC. 23, 1814
WAR RATES
SURCHARGE**
Not Exceeding
40 Miles
12 Cent WAR RATE

February 23, 1816
Green Castle,
Pennsylvania to
Hagerstown,
Maryland
Distance: 13 Miles
8¢ X 150% = 12¢

When the **WAR RATE** Surcharge was repealed, the previous postal rates that were established by the **ACT OF 1799** were **RESTORED** for 31 days. Soon afterwards, the **ACT OF APRIL 9, 1816** established a completely new set of six postal zones and postal rates that took effect on May 1, 1816.



3

**ACT OF
APRIL 9, 1816
NEW RATES AND
DISTANCE ZONES**
Not Exceeding 30 Miles
6 Cent NEW RATES

June 3, 1816
ACT OF APRIL 9, 1816
Distance and Rate
Revised:
Not Exceeding 30 Miles,
Rate Reduced to 6¢

Act of February 1, 1816

Effective Sunday, March 31, 1816, to Tuesday, April 30, 1816
Surcharge of the ACT OF 1814 Repealed and RATES of the ACT OF 1799 are RESTORED

| POSTAGE RATES | |
|--------------------------------------|-----------|
| Not Exceeding 40 Miles | 8 Cents |
| Over 40 But Not Exceeding 90 Miles | 10 Cents |
| Over 90 But Not Exceeding 150 Miles | 12½ Cents |
| Over 150 But Not Exceeding 300 Miles | 17 Cents |
| Over 300 But Not Exceeding 500 Miles | 20 Cents |
| Over 500 Miles | 25 Cents |

Six Zones. Multiple weight letters charged according to **ACT OF 1792**. Prepayment optional.

2

**ACT OF
FEBRUARY 1, 1816
WAR RATES
REPEALED**
Not Exceeding 40 Miles
8 Cent
RESTORED RATE

April 16, 1816
Posted in the middle of
the one-month duration
of the
RESTORED RATES



**GRAPH
of the
WAR RATES,
the
RESTORED
RATES,
and the
NEW RATES
OF 1816**

**ACT OF DECEMBER 23, 1814
WAR RATES 50% SURCHARGE**
February 1, 1814 to March 30, 1816
12¢ For Up To 40 Miles

ACT OF 1799
8¢ For Up
To 40 Miles

**ACT OF
FEBRUARY 1, 1816
RESTORED RATES**
One Month Duration
March 31 to April 30
8¢ For Up To 40 Miles

**ACT OF
APRIL 9, 1816**
6¢ For Up To 30 Miles

ACT OF
FEBRUARY 1. 1816
Restored Rates

Not Exceeding 40 Miles
8 Cent Rate

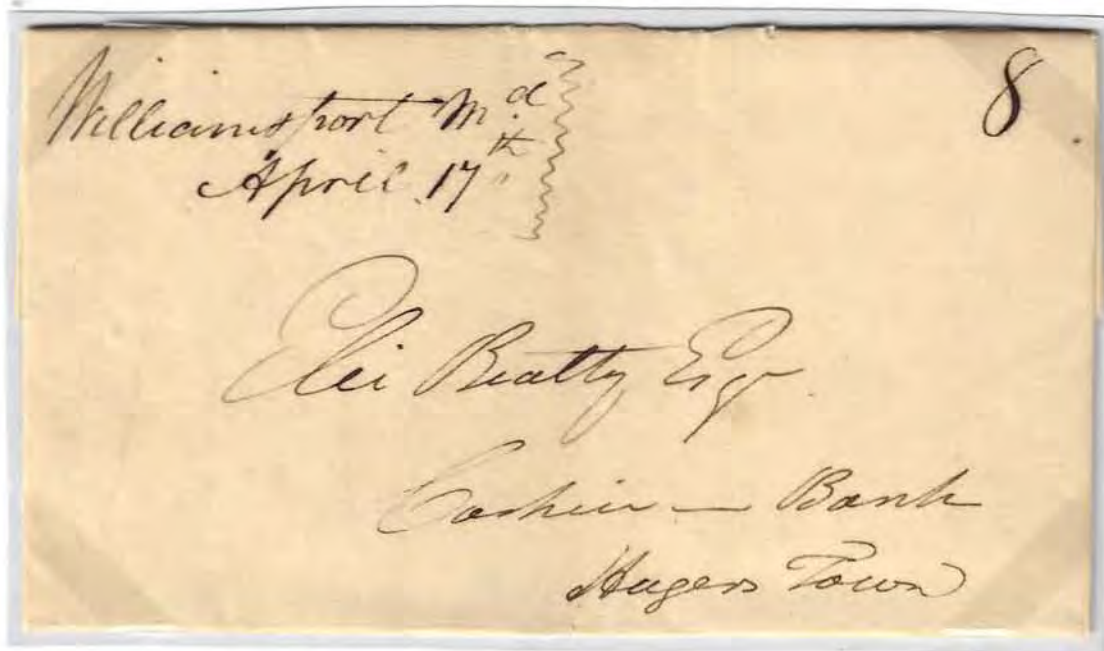
The RESTORED RATES were in effect for only 31 days. These two Folded Letter Sheets were mailed by the same individual, to the same recipient, within this brief time frame and at two different postage rates due to the number of sheets of paper in the correspondence.

Single Weight

Williamsport to Hagerstown, Maryland

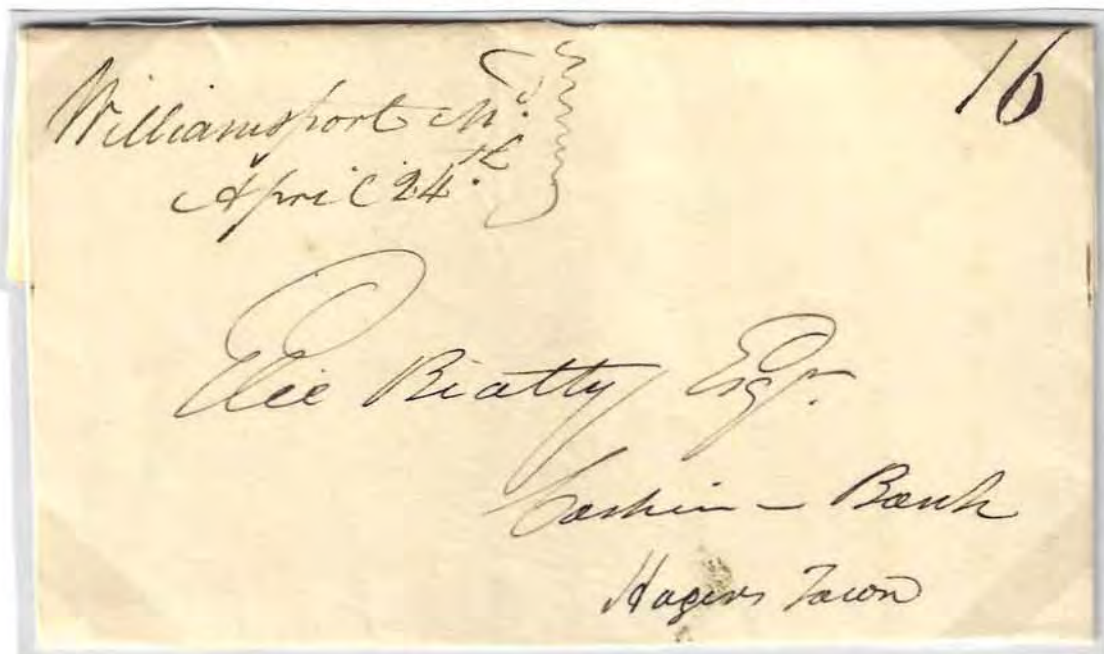
Distance: 8 Miles

Posted on Wednesday, April 17, 1816



Double Weight

Posted on Wednesday, April 24, 1816



ACT OF
FEBRUARY 1, 1816
Restored Rates

Over 40 Miles,
Not Exceeding 90 Miles
10 Cent Rate

Single Rate
Paid by Recipient

April 20, 1816

Cooperstown, New York
to Albany, New York

Distance: 75 Miles



Rate Progression

Double Rate
Prepaid by Sender

April 25, 1816

Newburyport
to Stoughton,
Massachusetts

Distance: 60 Miles

Quadruple Rate
Paid by Recipient

April 22, 1816

Baltimore, Maryland to
Hagerstown, Maryland

Distance: 77 Miles.

Manuscript 1 Oz.



ACT OF FEBRUARY 1, 1816

Restored Rates

Over 90 Miles,
Not Exceeding 150 Miles
12 1/2 Cent Rate

The ACT OF FEBRUARY 1, 1816 became effective on Sunday, March 31, 1816. Religious tradition precluded the likelihood that postal activities would occur prior to Monday, April 1, 1816, which is considered by many to be the First Day of the RESTORED RATES.

Single Rate Paid by Recipient

First Business Day of Restored Rates

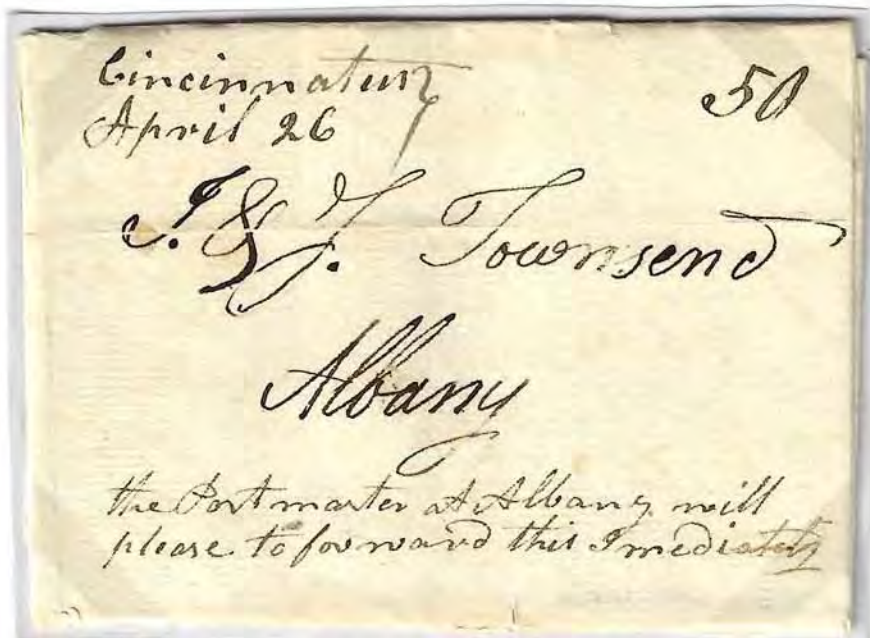
Dateline:
Sunday, March 31, 1816

Posted:
Monday, April 1, 1816
Albany to Newburgh,
New York

Distance: 92 Miles



Quadruple Rate Paid by Recipient



Dateline: April 25, 1816

Posted: April 26, 1816

Cincinnati to
Albany, New York

Distance: 141 Miles

Cincinnati is a rural
community South-East
of Syracuse and North
of Binghamton

Notation at Bottom

*the Postmaster at Albany will
please to forward this immediately*

ACT OF FEBRUARY 1, 1816
Restored Rates

Over 150 Miles,
Not Exceeding 300 Miles
17 Cent Rate

First Business Day
of Restored Rates

Single Rate
Prepaid by Sender

Albany to New York City
Distance: 162 Miles

Based on the content of the
correspondence, the letter was
written on the evening of
Saturday, March 30, 1816,
and posted on Monday,
April 1, 1816.



Double Rate
Paid by Recipient

Second Business Day
of Restored Rates

Dateline:
April 2, 1816

Providence,
Rhode Island to
New York City

Distance: 190 Miles

Providence C.D.S dated
April 2

Manuscript
April 5

is apparently the
date of receipt.



ACT OF FEBRUARY 1, 1816
Restored Rates

Over 300 Miles,
Not Exceeding 500 Miles
20 Cent Rate

Single Rate Paid by Recipient

Second Business Day
of Restored Rates

Dateline: April 2, 1816
Baltimore, Maryland to
Providence, Rhode Island

Distance: 375 Miles

Baltimore C.D.S
dated April 2

Manuscript

April 6

is apparently the
date of receipt.



Over 500 Miles
25 Cent Rate

Single Rate Paid by Recipient

Dateline and Posted:
April 21, 1816
Georgetown,
District of Columbia,
to Boston
Distance: 510 Miles



ACT OF FEBRUARY 1, 1816

Restored Rates

Forwarding

Posted and Forwarded at Incorrect Rates.
Probably Unique During the RESTORED RATES.

Single Rate

Dateline: Saturday, April 20, 1816

Posted: Philadelphia, April 22, 1816

Philadelphia to Providence

Distance: 285 Miles

Prepaid by Sender: 12½¢

Forwarded:

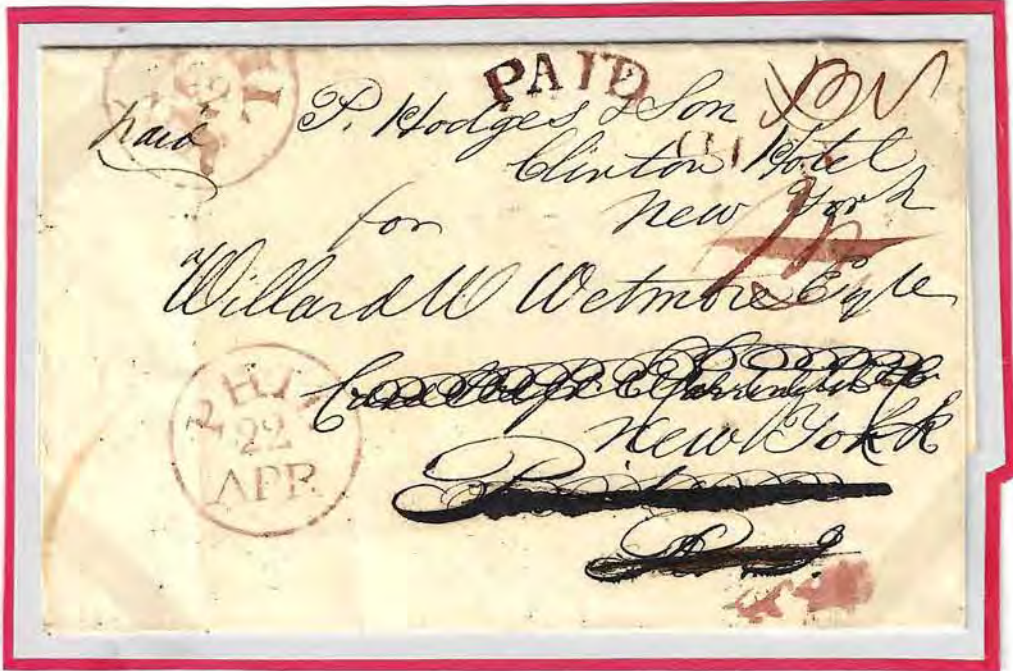
Providence to New York City

Distance: 185 Miles

Prepaid by Forwarder: 12½¢

Both Rates should have been 17¢
for 150 Miles up to 300 Miles

The 12½¢ Rate was established in
1792 and continued to June 30,
1845, and the rate *never* applied
to distances greater than 150 Miles



2 Cent Ship Fee for
Delivery Beyond Port of Entry

Posted in England During the WAR RATES and
Received in Boston During the RESTORED RATES



Single Rate

One of Seven Recorded
Incoming SHIP Letters
during the
RESTORED RATES.

Dateline: London, March 5, 1816

Received in Boston on April 25, 1816,
for delivery to Pawtucket, Rhode Island.

Inland Distance: 39 Miles.

8¢ + 2¢ Ship Fee = 10¢

Manuscript notation at bottom left
indicates the correspondence is to
be sent via the ship *Galen* under
the command of Charles Tracy

Siegel & Mark Schwartz Census

Act of April 9, 1816

Effective May 1, 1816, to March 31, 1825

| POSTAGE RATES | |
|--------------------------------------|------------|
| Not Exceeding 30 Miles | 6 Cents |
| Over 30 But Not Exceeding 80 Miles | 10 Cents |
| Over 80 But Not Exceeding 150 Miles | 12 ½ Cents |
| Over 150 But Not Exceeding 400 Miles | 18 ½ Cents |
| Over 400 Miles | 25 Cents |

| POSTAL FEES | |
|---------------------------------------|-------------|
| Ship Fee – Delivered at Port Of Entry | 6 Cents |
| Ship Fee – Beyond Port Of Entry | Add 2 Cents |
| Way Fee – Added to Postage Rate | 1 Cent |
| Drop Letter Fee | 1 Cent |
| Carrier Fee | 2 Cents |

Five Zones. Multiple weight letters charged according to the ACT OF 1792. Prepayment optional.

Not Exceeding 30 Miles
6 Cent Rate

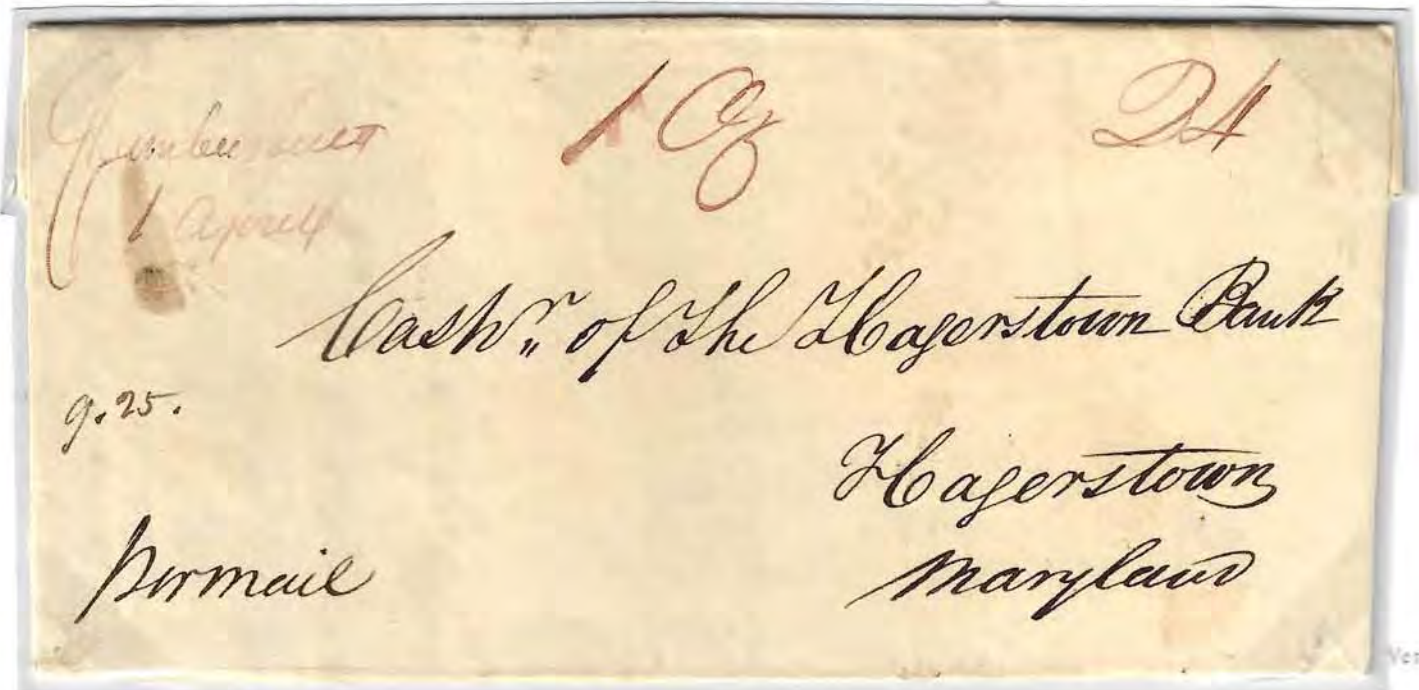
Single Rate
Prepaid by Sender

August 24, 1819
Easton, Maryland to
Denton, Maryland
Distance: 17 Miles



Quadruple Rate Paid by Recipient

April 1, 1818
Chambersburg, Pennsylvania to Hagerstown, Maryland. Distance: 29 Miles



ACT OF APRIL 9, 1816

Over 30 Miles,
Not Exceeding 80 Miles
10 Cent Rate

Single Rate Prepaid by Sender

March 27, 1824

Hartford, Connecticut to New Haven, Connecticut

Distance: 45 Miles

Pointing hand design with **PAID** handstamp



Rate Progression



Ten Times the
10 Cent Rate
Prepaid by Sender
September 9, 1820
Baltimore, Maryland
to Hagerstown.
Distance: 77 Miles
PAID Handstamp
and Manuscript Weight
2 1/2 Oz
Originally marked 90
but corrected to 1.00
by changing the 9 to 1
and then adding 0

ACT OF APRIL 9, 1816

Over 30 Miles, Not Exceeding 80 Miles

10 Cent Rate

Fourteen Times the 10 Cent Rate Paid by Recipient

May 27, 1818

Philadelphia to Bethlehem, Pennsylvania. Distance: 70 Miles

Manuscript $3\frac{1}{2}$ Oz Weight Indication.



Thirty Times the 10 Cent Rate Prepaid by Sender

July 10, 1818

Baltimore to
Hagerstown, Maryland

Distance: 77 Miles

Manuscript $7\frac{1}{2}$ Oz

Item probably consisted of a
“bundled group” of Folded
Letter Sheets from a single
source to a single destination
and prepaid at \$3.00

Cost of Postage:
6.0 Days of Labor
by Textile Worker



ACT OF APRIL 9, 1816

Over 80 Miles, Not Exceeding 150 Miles
12 1/2 Cent Rate

Single Rate
Prepaid by Sender

August 31, 1821

Harrisburg to
Bellefonte,
Pennsylvania

Distance: 91 Miles

Manuscript Notation:
On Public Service



Overcharged and Rate Corrected at Destination

Single Rate
Paid by Recipient

March 5, 1825

Posted two days after the passage of the ACT OF MARCH 3, 1825 but prior to the effective date of April 1, 1825.

Philadelphia to
Bethany, Pennsylvania
Distance: 130 Miles.

Undercharged and Rate Not Corrected

Single Rate
Paid by Recipient

August 17, 1820

Troy, New York to
Benson, Vermont

Distance: 90 Miles.

Correct Rate: 12 1/2¢



ACT OF APRIL 9, 1816

Over 80 Miles, Not Exceeding 150 Miles

12 1/2 Cent Rate

Payment Due for Rate Error

February 15, 1822

Albany, New York to New Haven, Connecticut. Distance: 145 Miles

Sender Prepaid 12½¢ for **Single Rate** letter indicated by **PAID** Handstamp.

Manuscript **Due 12 1/2** indicates Recipient must pay Postage Due for **Double Rate** letter.



Quadruple Rate Paid by Recipient

July 16, 1819

Utica, New York, to Secretary of New York State, Albany, NY. Distance: 96 Miles

Manuscript **1 Oz** Weight Indication



ACT OF APRIL 9, 1816

Over 150 Miles,
Not Exceeding 400 Miles
18 1/2 Cent Rate

Single Rate Paid by Recipient

April 27, 1819

Philadelphia to Boston. Distance: 315 Miles



Prepaid and Re-entered the Mail.
Postage Fees Paid at Each Destination.

Mailing and Forwarding creates a Total Postage that
was nearly three times the Postage for Direct Mailing



First Trip

Mailed as a Postage Due letter
from Boston to Philadelphia
on December 26, 1824.

Distance: 325 Miles

18 1/2¢ Paid at First Destination

Second Trip

Re-addressed, sent Postage Due
to New London, Connecticut,
on December 30, 1824.

Distance: 225 Miles

18 1/2¢ Paid at Final Destination

**If Initially Mailed Directly
to the Final Destination:**

Boston to New London
is approximately 120 miles
and postage would be 12 1/2¢

ACT OF APRIL 9, 1816

Over 150 Miles, Not Exceeding 400 Miles

18 1/2 Cent Rate

Rate Progression

Triple Rate Prepaid by Sender

Dateline: December 31, 1816

New York City to Boston. Distance: 210 Miles

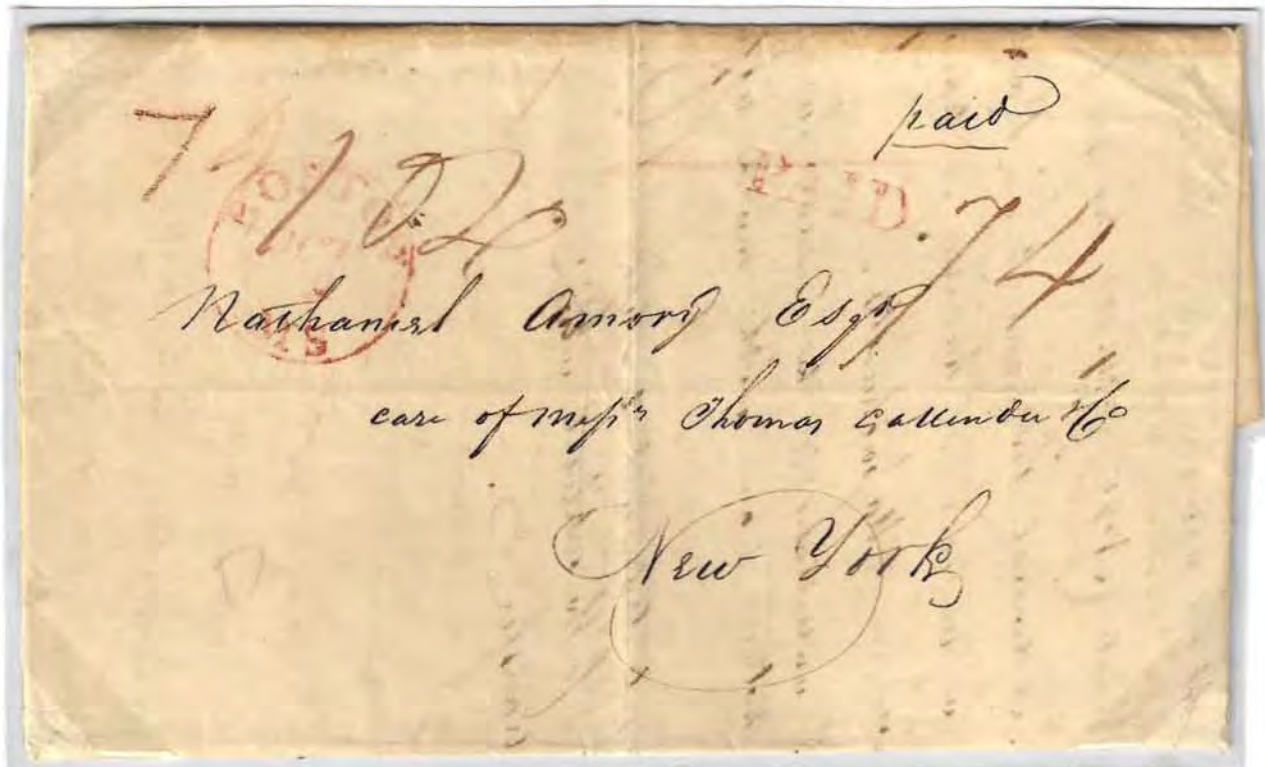


Quadruple Rate Prepaid by Sender

October 8, 1817

Boston to New York City

Manuscript *1 Oz* weight designation with manuscript *paid* and **PAID** Handstamp



ACT OF APRIL 9, 1816

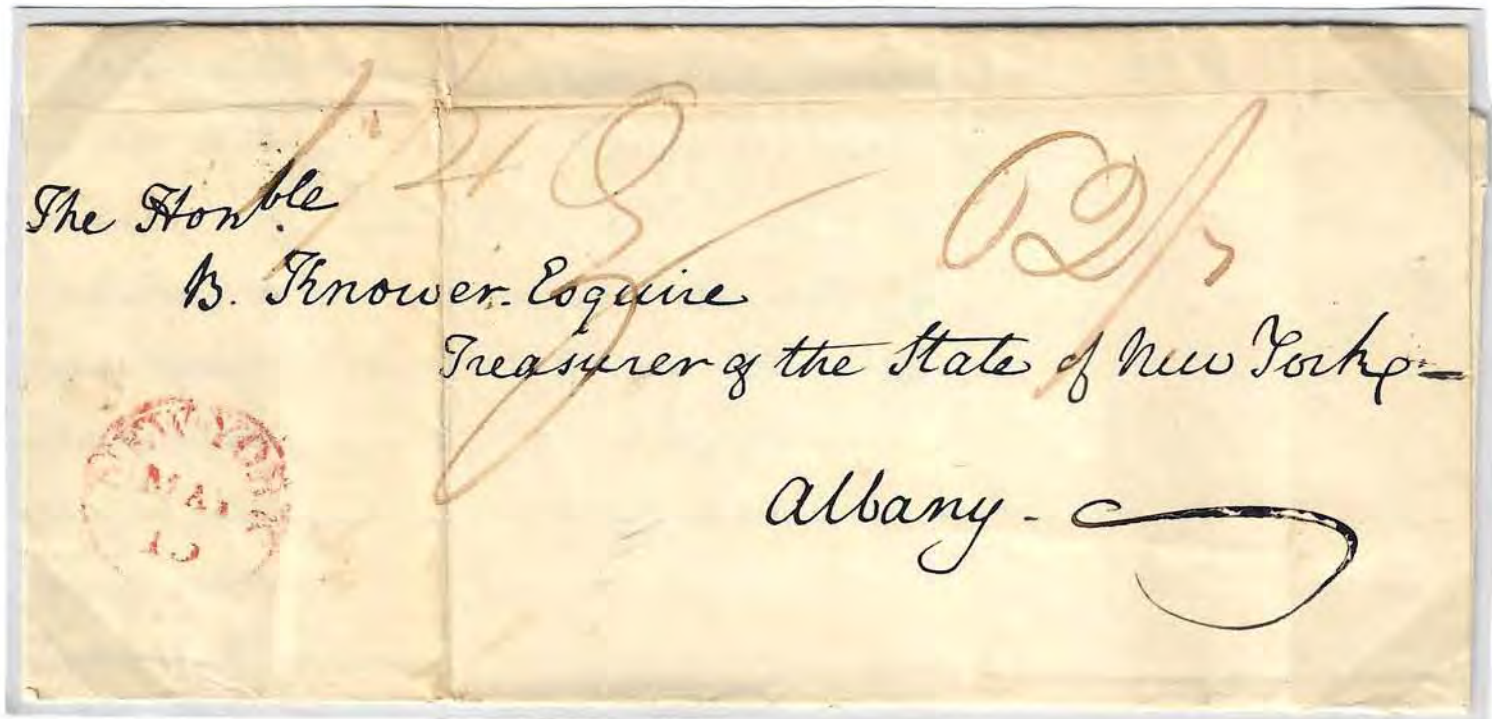
Over 150 Miles, Not Exceeding 400 Miles
18 1/2 Cent Rate

May 15, 1824

New York City to Albany

Distance Greater than 150 Miles but Charged the Rate for Less Than 150 Miles
Undercharged at Five Times the 12 1/2 Cent Rate, Paid by Recipient

Letter from Peter Jay Munro to Benjamin Knower (Treasurer of New York) regarding taxes. Peter Munro was the nephew of Founding Father John Jay, studied with Aaron Burr, and practiced Law with the eldest son of John Jay. His political influence may have prompted the Postmaster to charge a reduced Postal Rate



Five Times the 18 1/2 Cent Rate, Paid by Recipient



May 26, 1817
Portland,
District of Maine,
to Randolph,
Vermont
180 Miles.
Manuscript
1 1/4 Oz
Weight Indication
92 1/2
Rate Indication

Cost of Postage:
1.8 Days of
Labor by
Textile Worker.

ACT OF APRIL 9, 1816

Over 400 Miles
25 Cent Rate

Single Rate Paid by Recipient

April 7, 1823

Washington City to Portsmouth, New Hampshire. Distance: 500 Miles.



Double Rate Paid by Recipient

December 18, 1822

Cincinnati, Ohio to New Haven, Connecticut. Distance: 720 Miles

Rimless C.D.S. used from 1816 to 1825



ACT OF APRIL 9, 1816

Over 400 Miles

25 Cent Rate

Territorial Destination

Single Rate

Paid by Recipient

August 5, 1816

Philadelphia to Natchez,
Mississippi Territory

Distance: 1,250 Miles

Philadelphia 25mm C.D.S.

used from 1816 to 1834

First Year of Use.



Single Rate
Paid by Recipient

September 8, 1819

New London,
Connecticut to
Mobile Point,

Alabama Territory

Distance: 1,450 Miles

On October 10, 1817,
Alabama became a
Territory and became
the 22nd State on
December 14, 1819

**Territorial Destination
and Forwarded Within
the Territory**

Single Rate

All Postage Paid by Recipient

Dateline: December 30, 1816

Milan, Ohio to Monroe,
Michigan Territory.

Distance: 95 Miles. Rate: 12½¢

Forwarded

from Monroe to Detroit in the
Michigan Territory
on January 3, 1817

Distance: 45 Miles. Rate: 10¢

Total Postage: 22½¢



Forwarding

**Prepaid to the Original Destination.
Forwarding Postage is Due at Final Destination.**

Mailed in New York City on August 17, 1820 to Boston.
Distance: 205 Miles. Rate: 18½¢ **Prepaid by Sender**

Received in Boston August 21 and Forwarded to New London, Connecticut
Distance: 107 Miles. Rate: 12½¢ Postage Due to be **Paid by Recipient**



**Mailed as Postage Due to Initial Destination and Forwarded.
Initial Postage plus Forwarding Postage is Due at Final Destination.**

May 15, 1816
Alexandria, Virginia
to Newburyport,
Massachusetts

Distance: 490 Miles
Rate: 25¢

Forwarded
from Newburyport
to Andover,
Massachusetts

Distance: 27 Miles.

Postage of 6¢ added
to initial rate

**Total Postage: 31¢
Paid by Recipient**



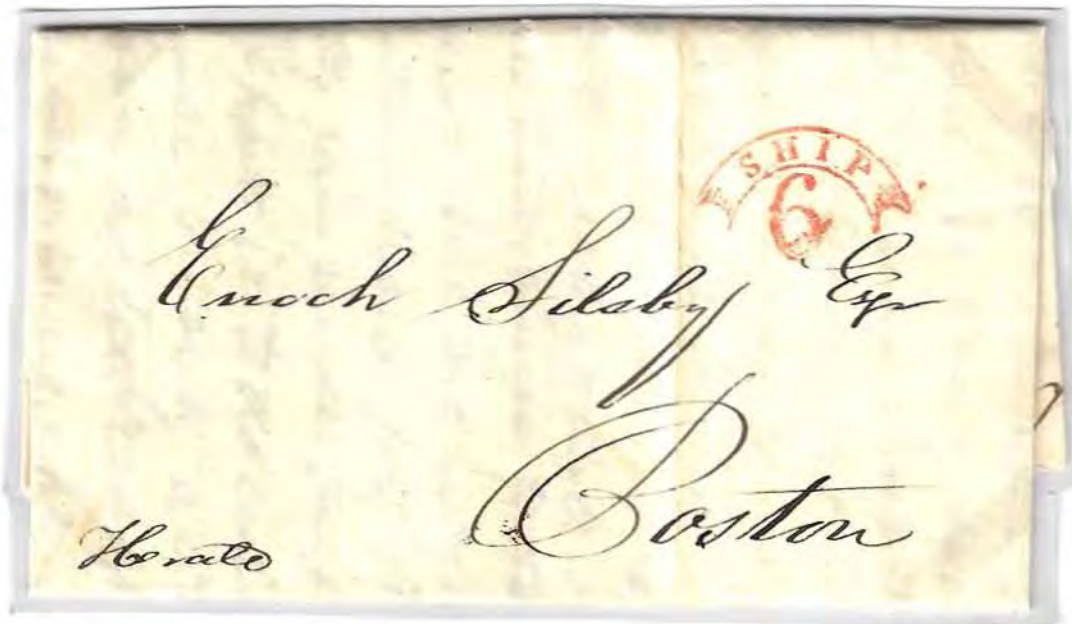
6 Cent Ship Fee for Delivery at Port of Entry

Dateline:

Liverpool, Great Britain
March 2, 1822

Boston Ship with
Integral Fee Marking

Received in Boston
and marked as **SHIP**
in arched ribbon and **6**
indicating Postage at the
Port of Entry



2 Cent Ship Fee for Delivery Beyond Port of Entry

Not More than 30 Miles
6 Cent Rate

Ship Fee added to the
Domestic Rate based on the
distance from the Port of Entry

Dateline:

Havana, Cuba, January 26, 1819
Received in Portland February 15
for delivery to North Yarmouth,
District of Maine

Inland Distance: 17 Miles
6c Inland Rate plus 2c Ship Fee
Manuscript *Sh* and *8*



Over 30 Miles,
Not Exceeding 80 Miles
10 Cent Rate

Dateline: La Harve, France
November 27, 1817

Arrived February 21, 1818, at
Port of New London, Connecticut
to Providence, Rhode Island
Inland Distance: 66 Miles

The **Eagle** has been these
two days out of quarantine
but could not get a place at
quay to begin her unloading



ACT OF APRIL 9, 1816

2 Cent Ship Fee

Over 80 Miles,
Not Exceeding 150 Miles
12 1/2 Cent Rate

Double Rate

July 15, 1822

Inland Travel:
New York to
Philadelphia

Distance: 105 Miles

Rate:

(2 X 12½¢) + 2¢ Ship Fee

Postage: 27¢



Over 150 Miles,
Not Exceeding 400 Miles
18 1/2 Cent

Quadruple Rate



Dateline:

Liverpool, England
February 19, 1818

Arriving Boston on
April 28 for Delivery to
New York City

Distance: 215 Miles

Rate:

(4 X 18½¢) + 2¢ Ship Fee

Postage: 76¢

ACT OF APRIL 9, 1816

2 Cent Ship Fee

Forwarding Rate Added to the Ship Fee and Inland Rate

Dateline: Liverpool, June 32, 1823

Received at the Port of New York on August 15, 1823

A major Port in New York City in the 1800s was north of the city and closer to Albany than most of the city Post Offices, and the construction of new Post Roads between 1810 and 1820, resulted in a distance of slightly less than 150 miles from this Port to Albany

Port of New York City
to Albany
Inland Distance: 148 Miles

Initial Rate:
12½¢ + 2¢ Ship Fee
Postage to
First Destination: 14½¢

Forwarded
from Albany to Utica
Distance: 100 Miles
Forwarding Postage: 12½¢

Total Paid by Recipient

| | |
|--------------------|------|
| Ship Fee at Port | 2¢ |
| Rate to Albany | 12½¢ |
| Forwarded to Utica | 12½¢ |
| Total Postage | 27¢ |



Ship Fee and Inland Rate Paid and Forwarded by Re-Entry into the Mail

Dateline: London, April 1, 1824.

Received at the Port of New York on May 9, 1824



Port of New York City to
Portsmouth, New Hampshire
Distance: 275 Miles
Postage: 18¾¢ + 2¢ Ship Fee
Total Postage: 20¾¢

Paid by Recipient in Portsmouth

Removed from the mail in Portsmouth
and readdressed to South Berwick,
District of Maine
Distance: 18 Miles. Rate: 6¢

Initial payment of 20¾¢ paid by the
Recipient in Portsmouth
is obliterated and the forwarding
Domestic Rate of 6¢ indicated, to be
**Paid by Recipient in
South Berwick**

ACT OF APRIL 9, 1816

1 Cent WAY Letter Fee

1 Cent Added to the Domestic Letter Rate

March 25, 1825

Posted 6 Days Prior to Repeal of the ACT OF APRIL 9, 1816

Single Rate Paid by Recipient

Gardner, Massachusetts, to Cavendish, Vermont.

Distance: 85 Miles.

Total Postage: 12½¢ Rate plus 1¢ Way Fee



1 Cent DROP Letter Fee

January 14, 1817. Albany, New York

To Archibald McIntyre,

Comptroller of New York State from 1806 to 1821



ACT OF APRIL 9, 1816

1 Cent DROP Letter Fee

DROP Fee for Early Printed Document with Written "Memorandum"

July 9, 1816. New York City

Printed correspondence with *written salutation* and *signature* expressing gratitude for the "...donation to the rebuilding effort of the *Phenix* (sic) Art Museum in Boston..."

Although the ACT OF 1816 does not have a provision for Printed Circulars or Printed Matter, it does have a provision for pamphlets and newspapers.

The ACT OF 1816 states that...

"...Any memorandum which shall be written on a newspaper, or other printed paper, and transmitted by mail, shall be **charged letter postage...**"

Item was charged "Letter Postage" which, in this case, is the DROP Fee.

The ACT OF MARCH 3, 1845 is the first Postal Act to reference Printed Circulars as a specific item of mail with a corresponding rate.



2 Cent CARRIER Fee

2 Cents Added to the Domestic Letter Rate

The 2¢ CARRIER Fee was added to the Domestic Letter Rate as compensation to the Letter Carrier for transporting the letter from the Post Office to the Recipient

November 10, 1822

Philadelphia to Frankford, Pennsylvania.

Distance: 8 Miles.

Postage: 6¢ Domestic Rate Plus 2¢ Fee for Mail Carrier



CARRIER Fee:

First established by the ACT OF APRIL 30, 1810.

The ACT OF 1816 restated part of the prior ACT OF 1810 that includes the following regarding delivery of letters from the Post Office to the Recipient "...and for every letter so delivered, the mail carrier delivering the same shall be allowed to demand and receive two cents to his own use, besides the ordinary postage."

Act of March 3, 1825

Effective April 1, 1825, to June 30, 1845

| POSTAGE RATES | |
|--------------------------------------|------------|
| Not Exceeding 30 Miles | 6 Cents |
| Over 30 But Not Exceeding 80 Miles | 10 Cents |
| Over 80 But Not Exceeding 150 Miles | 12 ½ Cents |
| Over 150 But Not Exceeding 400 Miles | 18 ¾ Cents |
| Over 400 Miles | 25 Cents |

| POSTAL FEES | |
|---------------------------------------|-------------|
| Ship Fee – Delivered at Port of Entry | 6 Cents |
| Ship Fee – Beyond Port of Entry | Add 2 Cents |
| Way Fee – Added to Postage Rate | 1 Cent |
| Drop Letter Fee | 1 Cent |
| Carrier Fee | 2 Cents |

Five Zones. Multiple weight letters charged according to the ACT OF 1792. Prepayment optional.

Not Exceeding 30 Miles
6 Cent Rate

Single Rate
Prepaid by Sender

June 2, 1835

Easton, Maryland
to Denton, Maryland

Distance: 17 Miles

Notation of *Single* and *Paid*



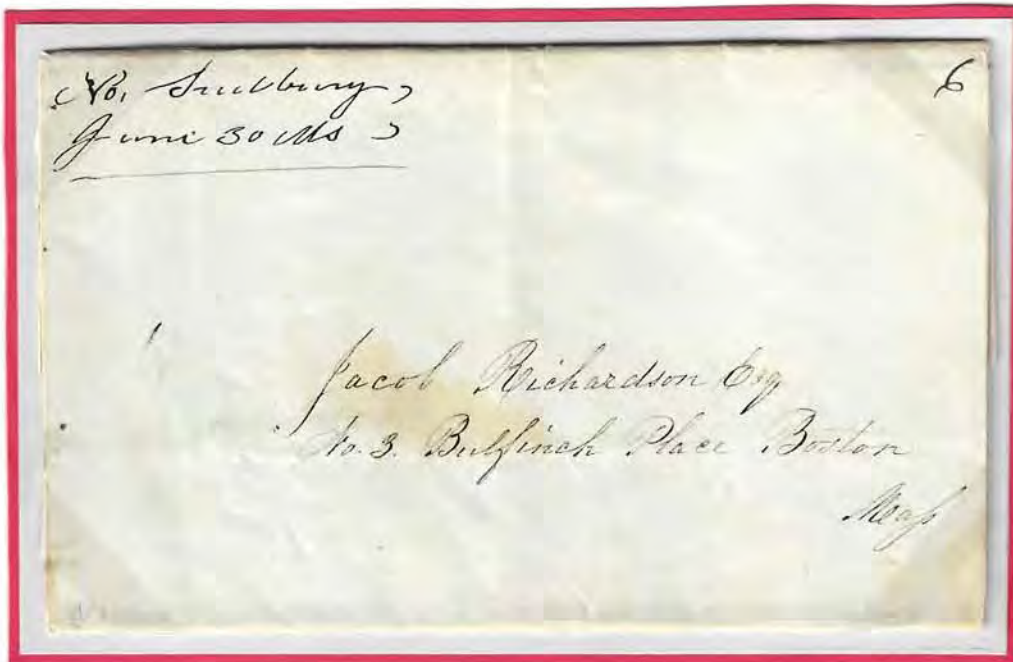
Last Day of Rate

Single Rate
Paid by Recipient

June 30, 1845

North Sudbury to
Boston, Massachusetts

Distance: 23 Miles.



ACT OF 1825

Not Exceeding 30 Miles

6 Cent Rate

Semi-Official Carrier

New York Penny Post, Semi-Official Carrier

Operated briefly between 1840 and 1841

Dateline: July 14, 1840

Posted: July 15, 1840

New York City to
Flushing, Long Island

Distance: 10 Miles

Manuscript 6 indicates
6¢ Postage Due to be
Paid by Recipient

1¢ paid by Sender to the
New York Penny Post
to pay for delivery from
point of collection to
the U. S. Post Office



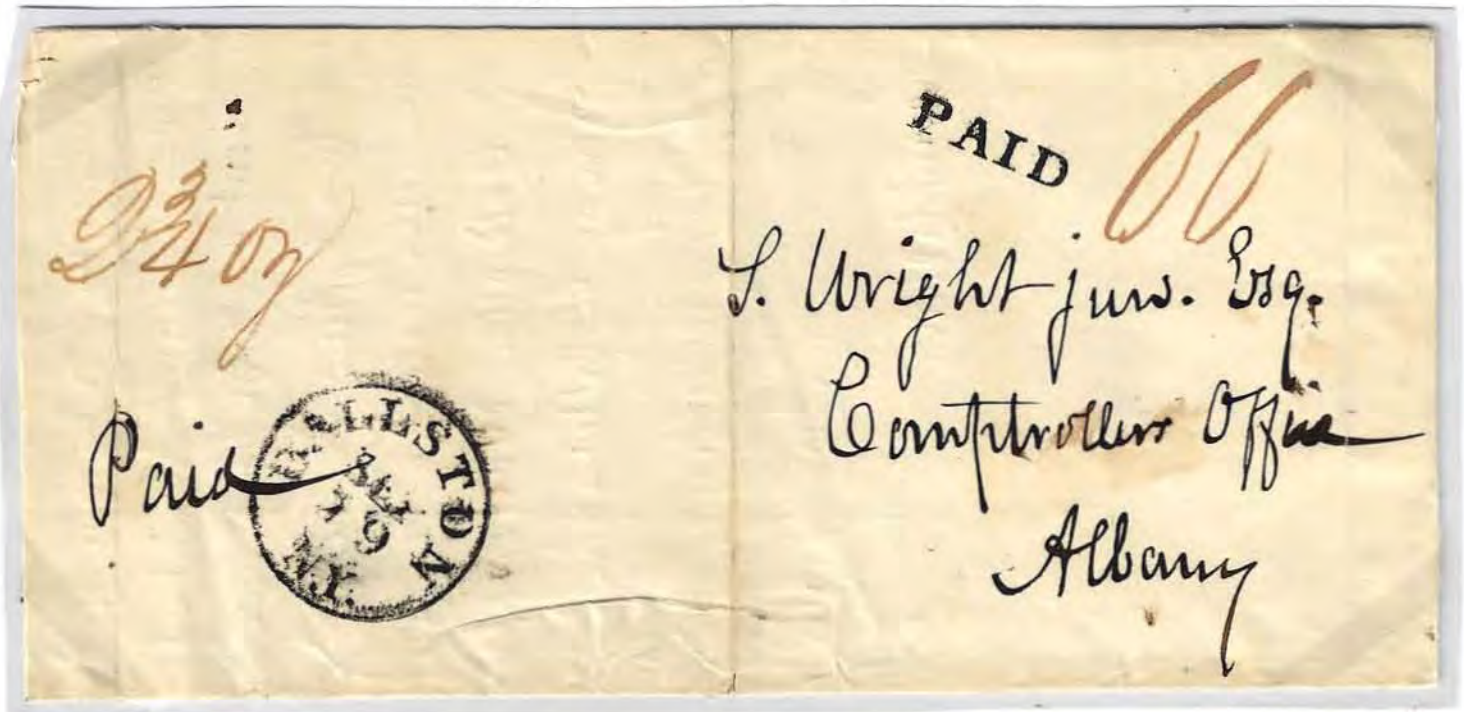
Eleven Times the 6 Cent Rate Prepaid by Sender

September 29, 1832.

Ballston to Albany. Distance: 28 Miles

Large wrapper served as the outer cover for multiple sheets of paper

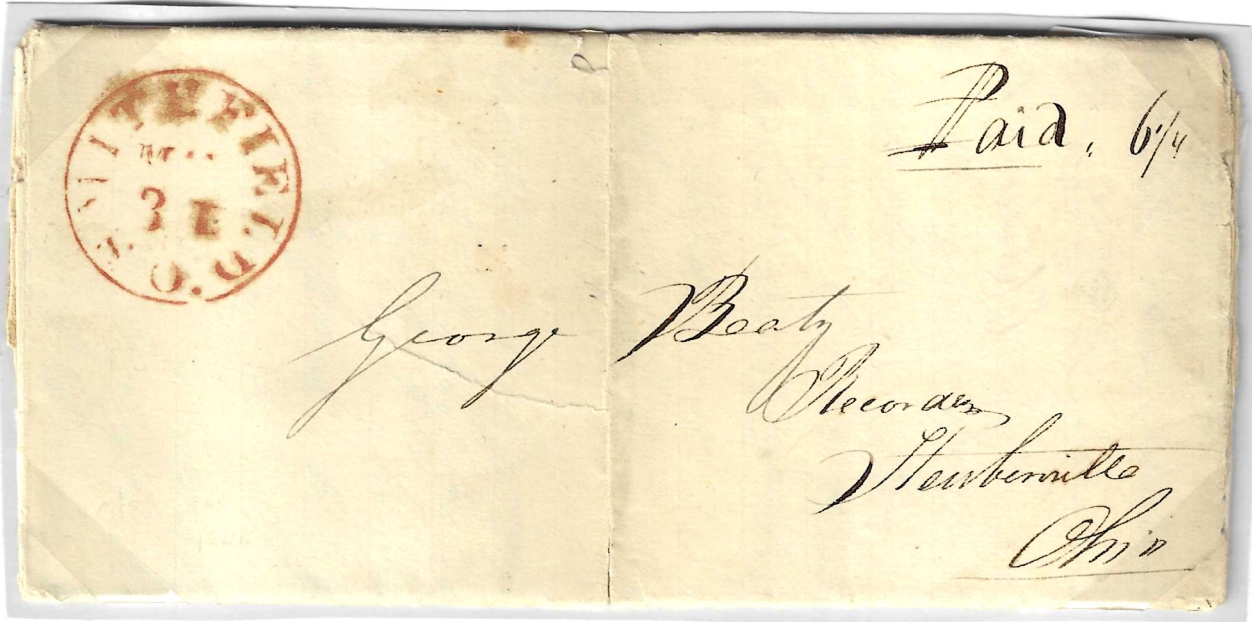
Manuscript 2 ³/₄ Oz indicating Total Weight



ACT OF 1825
Not Exceeding 30 Miles
Overpaid at 6 1/4 Cents

The shortage of coinage prompted the use of the fairly common Spanish Half Reale coin, valued at 6¼ cents, to pay the 6 cent rate. This practice declined in the 1840s as the output of the Mint increased.

March 31, 1842
Smithfield to Steubenville, Ohio Distance: 16 Miles



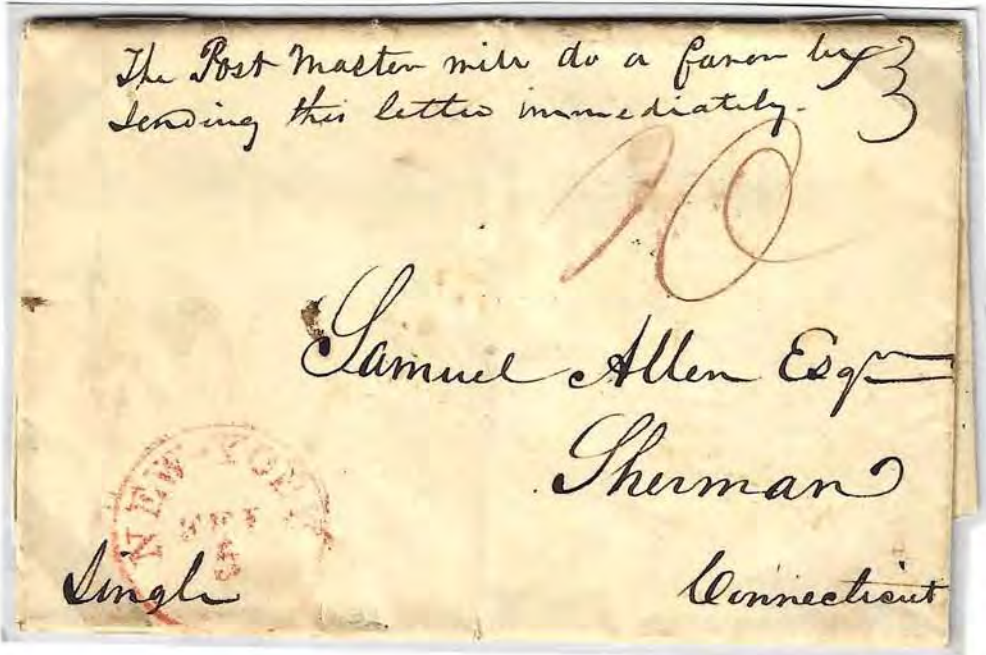
June 24, 1842
Middleton to Hartford, Connecticut Distance: 17 Miles

Apparently, the letter was initially marked *Paid* at 6 1/4 cents based on the value of the Half Reale coin. It's possible the sender paid the exact rate, indicated by writing the 6 cents in purple ink, or the proper rate of 6 cents was indicated at the final destination. Each possibility cannot be established with certainty but both values marked on one letter indicate the near interchangeability of these two values.



ACT OF 1825

Over 30 Miles,
Not Exceeding 80 Miles
10 Cent Rate



Single Rate
Paid by Recipient
February 5, 1832
New York City to
Sherman, Connecticut
Distance: 68 Miles
Weight Notation "Single"

Polite request at top, foretelling the eventual need for Special Delivery, indicated by manuscript notation: *The Post Master will do a favor by sending this letter immediately*



Single Rate
Prepaid by Sender
February 6, 1839
Portsmouth, Ohio to
Lancaster, Ohio
Distance: 80 Miles
At Upper Limit for Rate.
Manuscript Notation
Chge Box 17
and two *Paid* markings
(manuscript and handstamp)
indicate prepayment of
postage charged to the
account of the box holder.

Double Rate
Paid by Recipient
Rate Corrected
at Destination
October 28, 1844
Bethlehem, Pennsylvania
to Philadelphia
Distance: 70 Miles



Original Rate marked for 10¢ as **Single Rate**, payment to be made by recipient. Upon arrival in Philadelphia, as implied by the change in handwriting style, rate changed to 20¢ for **Double Rate**

ACT OF 1825
Over 30 Miles, Not Exceeding 80 Miles
10 Cent Rate

Triple Rate Paid by Recipient

August 21, 1839

Baltimore to Hagerstown, Maryland

Distance: 77 Miles.



Six Times 10 Cent Rate Prepaid by Sender

June 13, 1843

Philadelphia to Columbia, Pennsylvania.

Distance: 78 Miles

Correspondence contained multiple statements of personal accounts that resulted in the weight of 1 ½ Ounces and the weight and prepayment are indicated twice.

1½ oz Paid

PAID 1½ oz 60



ACT OF 1825

**Over 80 Miles,
Not Exceeding 150 Miles
12 1/2 Cent Rate**

**Single Rate
Prepaid by Sender**
February 16, 1833
Troy, New York to
Benson, Vermont
Distance: 90 Miles

**Troy Oval Handstamp
40mm by 27mm
"Lost Y" in TROY
variety used only in 1833**



Last Day of Rate

**Single Rate
Prepaid by Sender**
June 30, 1845
Amherst, Virginia
to Richmond
Distance: 105 Miles

Originally marked as *Paid 5* for new rate that would be in effect on the following day. Error realized and 5 overwritten by correct rate of 12 1/2 Cents



Rate Progression

**Quadruple Rate
Prepaid by Sender**
January 16, 1833
Lawrenceville, Georgia
to Augusta, Georgia
Distance: 145 Miles

**Manuscript
Day of the Month
in C.D.S.**

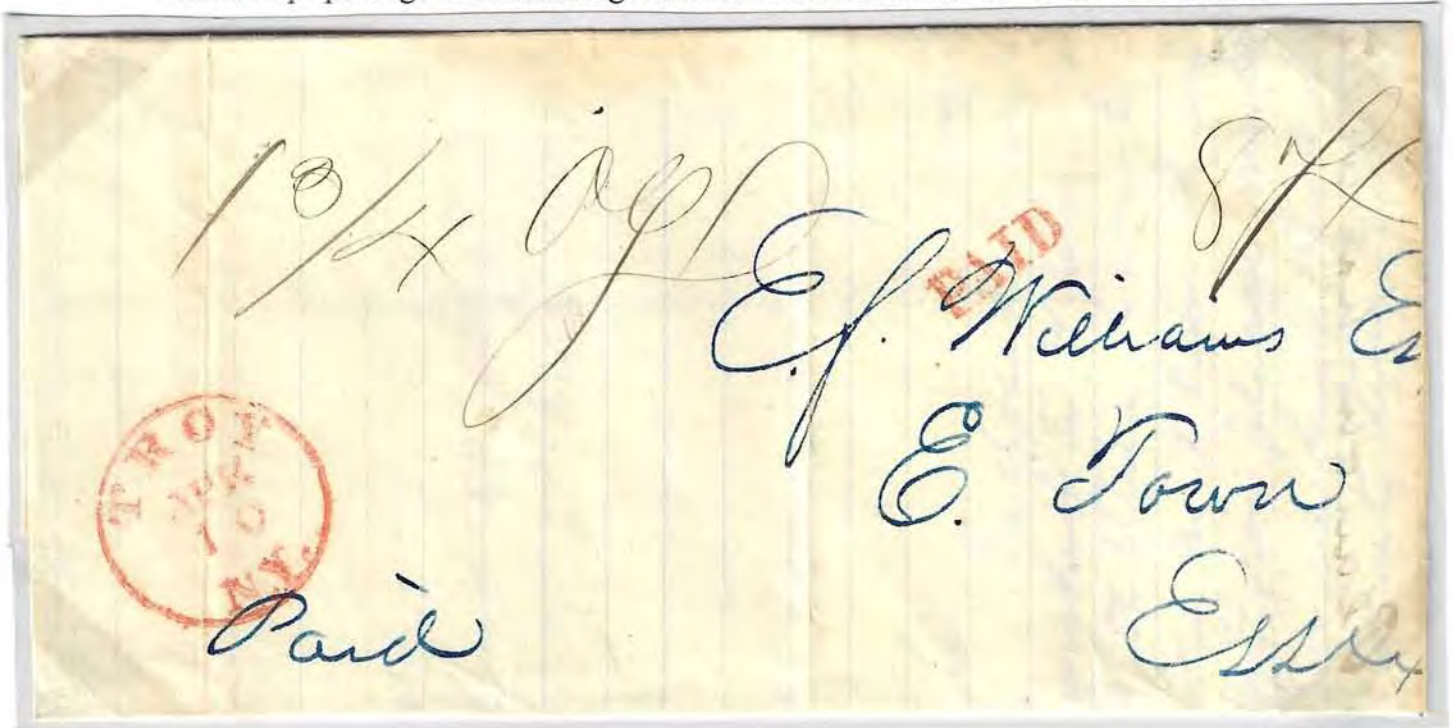


ACT OF 1825
 Over 80 Miles, Not Exceeding 150 Miles
 12 1/2 Cent Rate
 Rate Progression
 Five Times the 12 1/2¢ Rate Prepaid by Sender
 November 9, 1840. Philadelphia to New York City. Distance: 113 Miles.



Seven Times the 12 1/2¢ Rate Prepaid by Sender
 April 10, 1841. Troy, New York, to Elizabethtown (E. Town), Essex County, New York.
 Distance: 120 Miles.

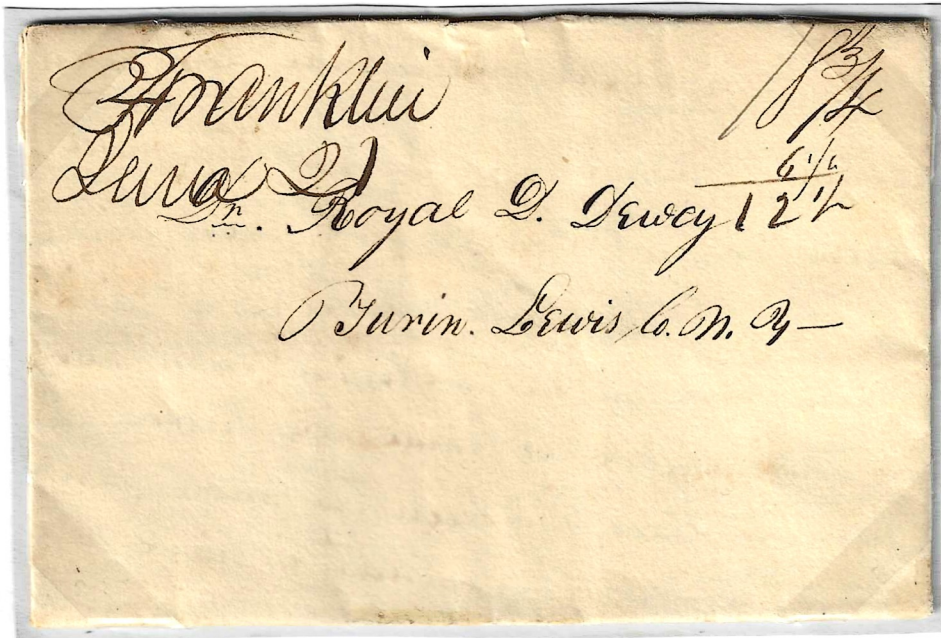
The number of "rate increments" is seven and the total postage should be 87 1/2 Cents
 Manuscript postage rate is ambiguous and could be either 87 or 87 1/2 Cents



ACT OF 1825

Over 80 Miles, Not Exceeding 150 Miles
12 1/2 Cent Rate

Rate Revised Due to Distance Error



June 21, 1833
Franklin, New York to
Turin, New York.
Distance: 136 Miles.
Original 18 3/4 Cent rate for
150 to 400 miles was
indicated and due when
claimed by the recipient.
The postage was reduced
6 1/4 Cents to create the
correct rate of 12 1/2 Cents
based on the actual distance.

Posted During the ACT OF 1825 and Advertised During the ACT OF 1845

During the ACT OF 1825, it became apparent that unclaimed letters were a financial burden on the Postal System, but the ACT had *no provision* for local Postmasters to be reimbursed for advertising fees. The ACT OF 1845 corrected this omission and permitted Postmasters to advertise, in local newspapers, the names of recipients of unclaimed letters to facilitate receipt of postage due or the forwarding of the letter

Earliest Example of an
Advertised Letter Fee

June 26, 1845
New York City to
Carbondale, Pennsylvania.
Distance: 145 Miles.

Posted during the ACT OF 1825 only five days before the ACT OF 1845 took effect, and then advertised at the early beginning of the ACT OF 1845 when the fee could be reimbursed

Manuscript *A* indicates the letter was *Advertised* and incurred the fee of 2 Cents



ACT OF 1825

**Over 150 Miles,
Not Exceeding 400 Miles
18 3/4 Cent Rate**

Rate Progression

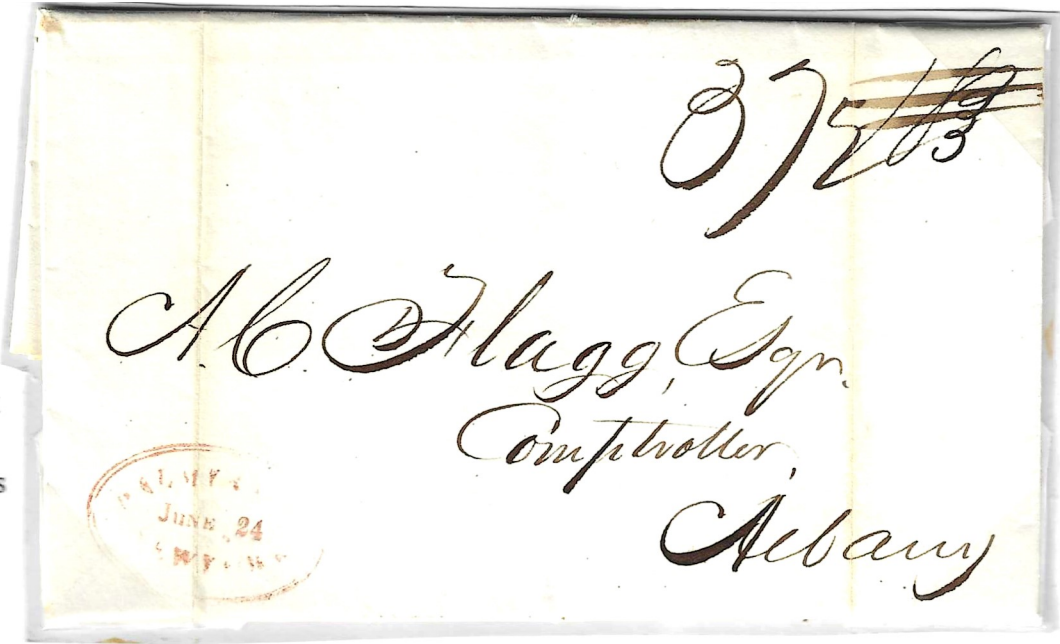
**Double Rate
Paid by Recipient**

June 24, 1837

Palmyra to Albany, New York
Distance: 210 Miles

Originally sent at 18 3/4 Cents as
Single Weight.

Corrected at destination for
Double Weight



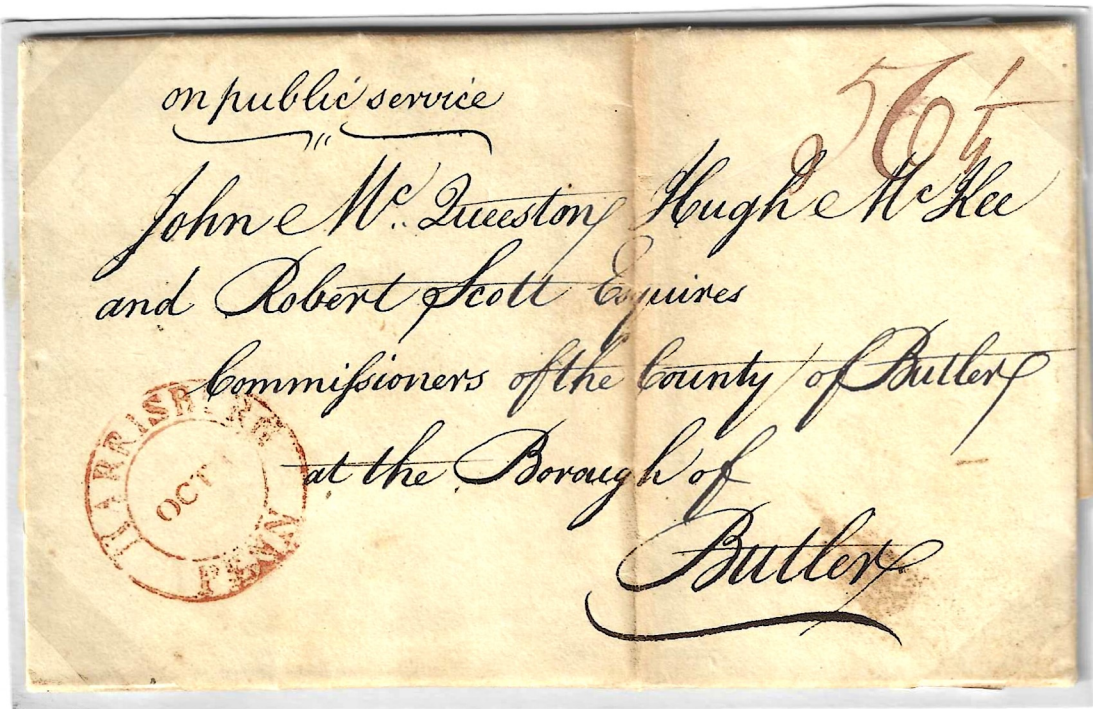
**Triple Rate
Paid by Recipient**

October 1, 1826

Harrisburg, to
Butler, Pennsylvania.

Distance: 240 Miles

Manuscript notation:
"on public service."



**Quadruple
Rate**

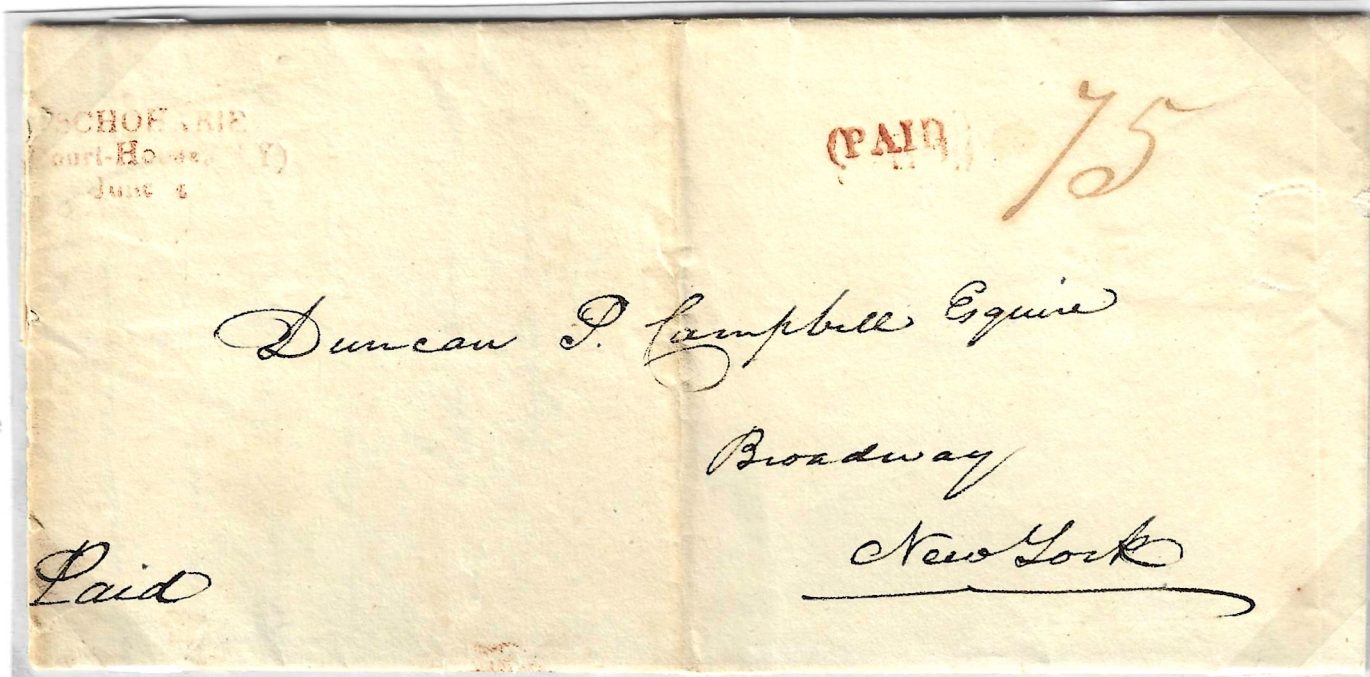
Prepaid

June 4, 1827

Schoharie to
New York
City.

Distance:
170 Miles.

**Schoharie
Court House
Handstamp**



ACT OF 1825

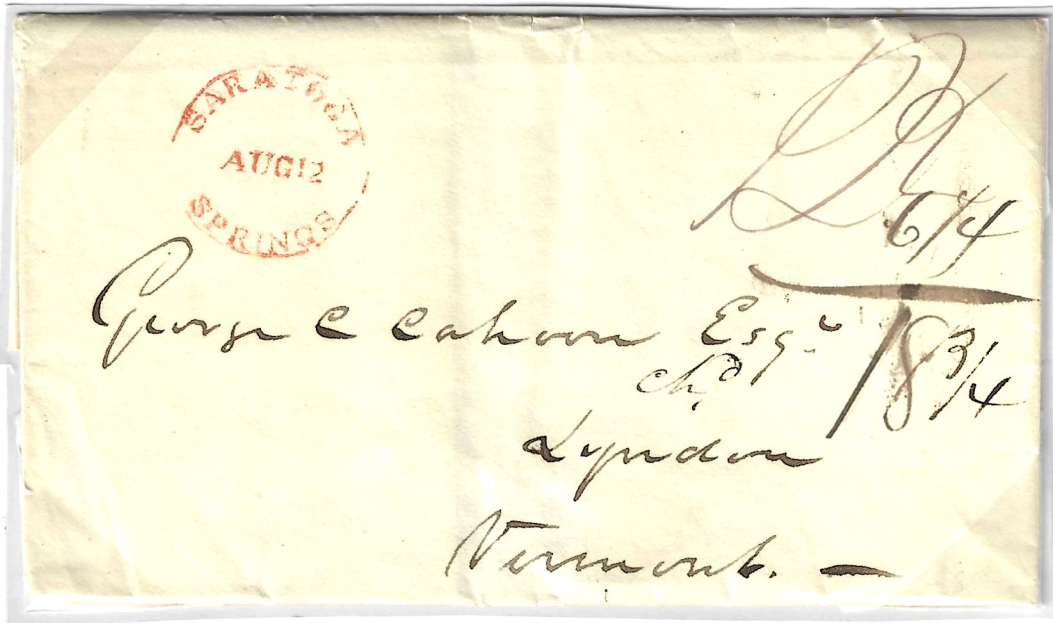
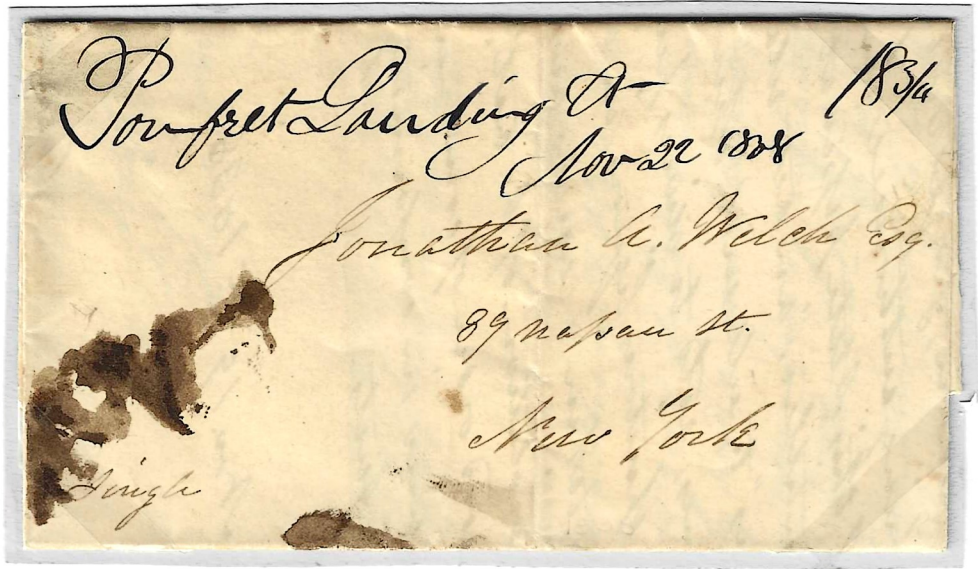
Over 150 Miles,
Not Exceeding 400 Miles
18 3/4 Cent Rate

Single Rate Paid by Recipient

November 22, 1838

Pomfret Landing to New York City
Distance: 165 Miles

To the *State Attorney General*:
Complaint that five people are making
and selling liquor "...in excess of 5
gallons to the Indians..." thereby
causing "...disturbances of peace
and good order of the community"



**Single Rate
Paid by Recipient
Originally Undercharged**

August 12, 1835

Saratoga Springs, New York
to Lyndon, Vermont

Originally charged 12½ Cents
for distance over 80 Miles
but not exceeding 150 Miles.
Actual Distance: 210 Miles.
Rate corrected at destination
by adding 6¼ Cents to arrive
at the correct rate.

**Single Rate
Paid by Recipient
Originally Overcharged**

January 29, 1838

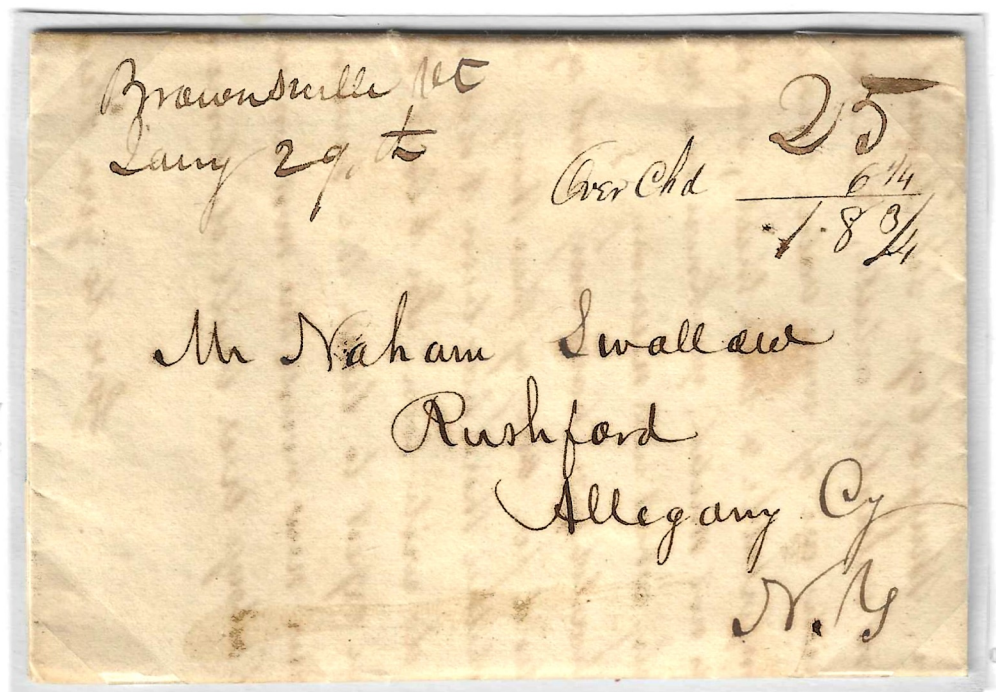
Brownsville, Vermont to
Rushford, New York

Originally charged 25 Cents
for distance over 400 Miles.

Actual Distance: 390 Miles.

Rate corrected at destination by
subtracting 6¼ Cents to arrive
at the correct rate.

Manuscript *Overcharged* 6¼



ACT OF 1825

Over 150 Miles, Not Exceeding 400 Miles

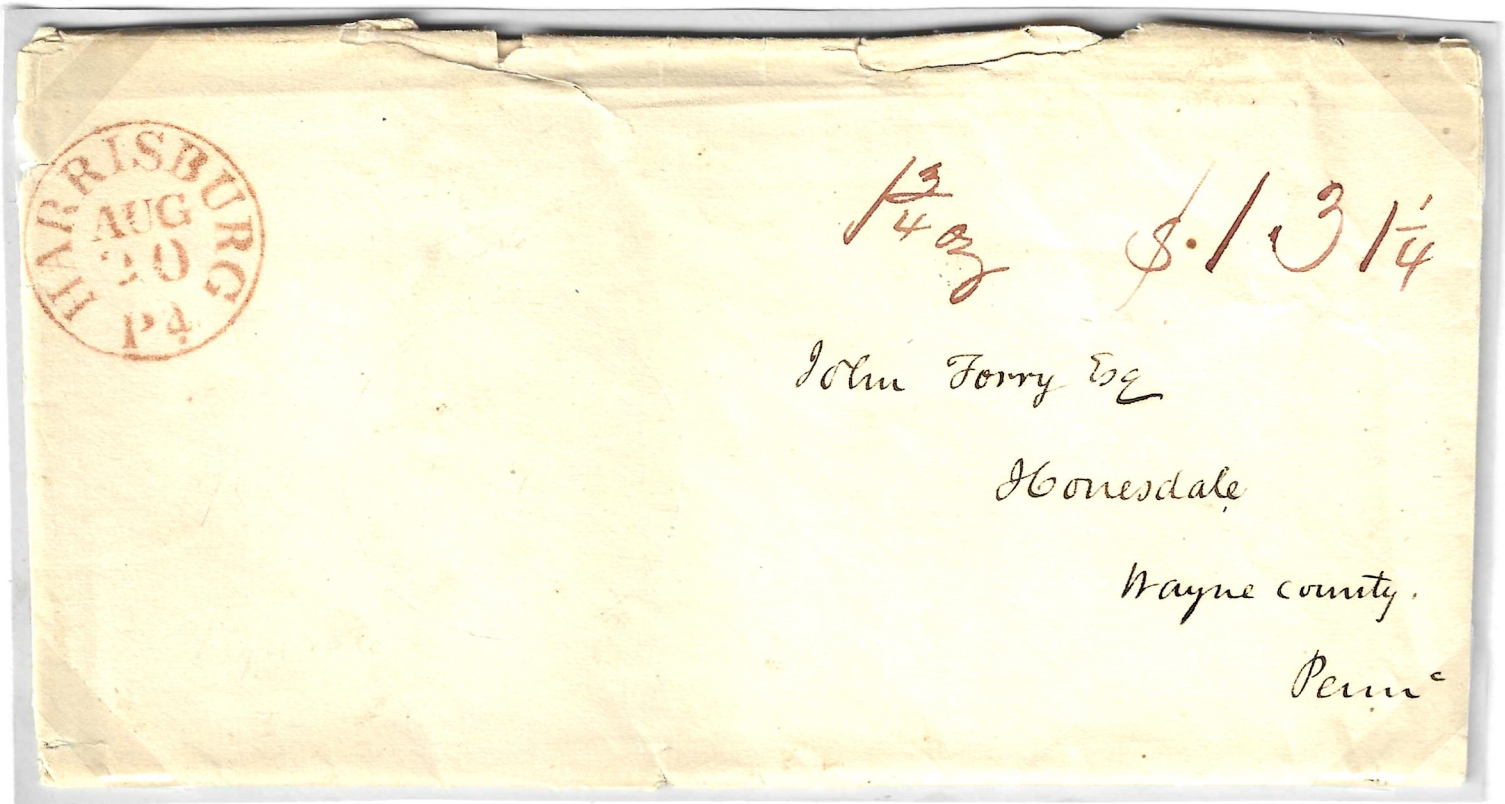
18 3/4 Cent Rate

Rate Progression

Seven Times the Rate for 1 3/4 Ounces, \$1.31 1/4 Paid by Recipient

August 20, 1838

Harrisburg to Honesdale, Pennsylvania. Distance: 160 Miles

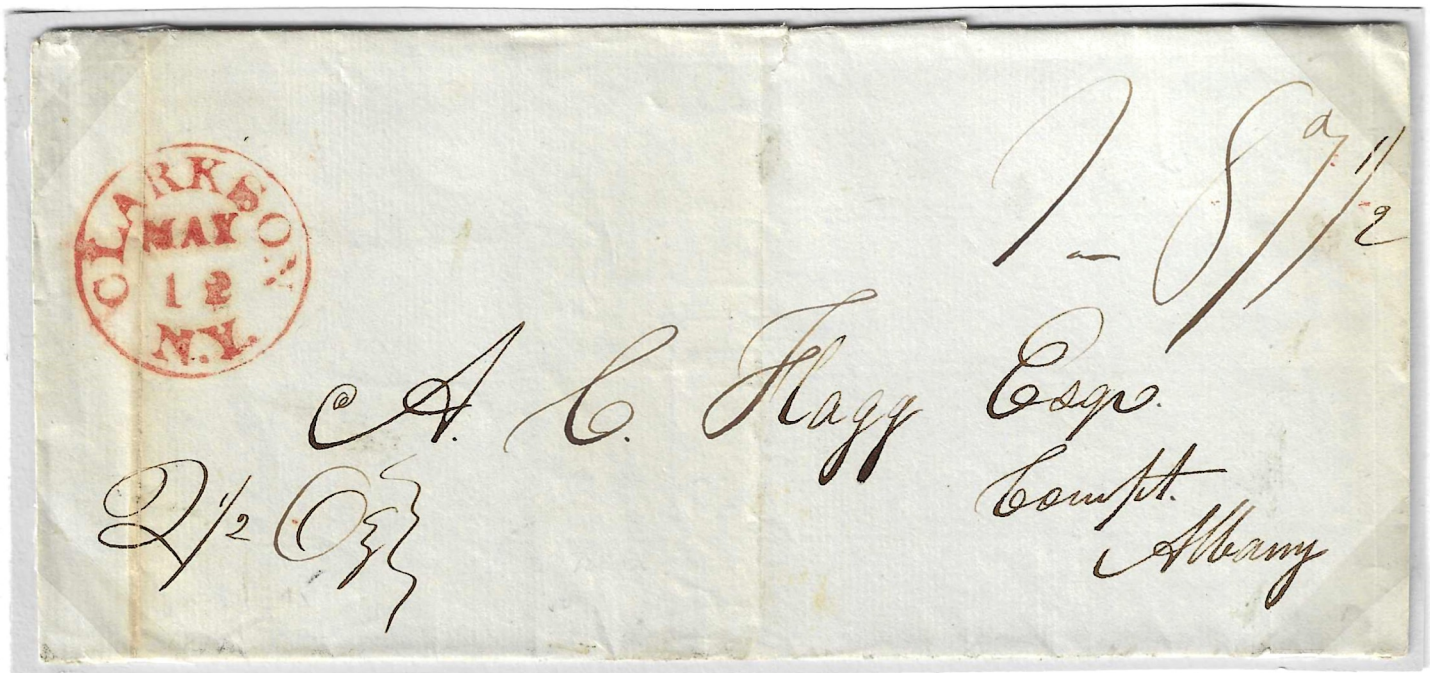


Ten Times the Rate for 2 1/2 Ounces, \$1.87 1/2 Paid by Recipient

May 12, 1832

Clarkson to Albany, New York. Distance: 275 Miles

| |
|--|
| Cost of Postage: 3.5 Days of Labor by Textile Worker |
|--|



ACT OF 1825

Over 500 Miles
25 Cent Rate

Single Rate Paid by Recipient

November 30, 1839
Savannah, Georgia
to New York City
Distance: 875 Miles

Addressed to the
Portuguese Consulate
in New York City for the
Charge de Affaires
of her most Faithful Majesty
The Queen of Portugal



Rate Progression

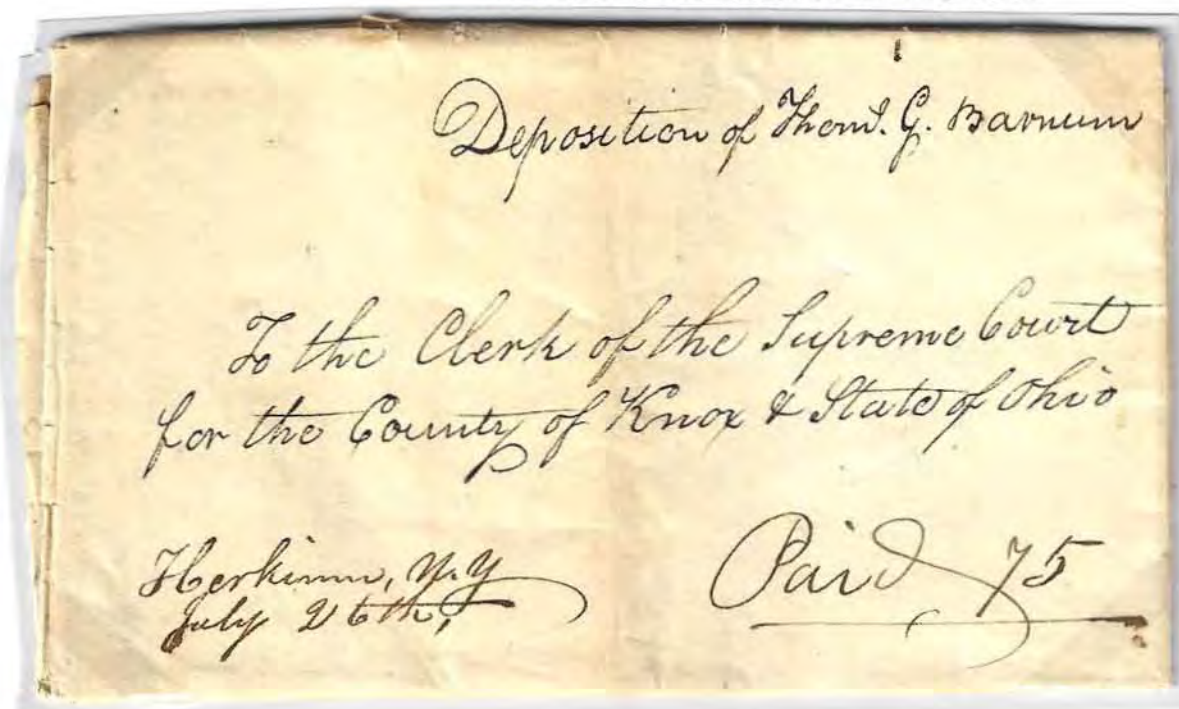
Triple Rate Prepaid by Sender

July 26, 1843

Herkimer, New York to Mount Vernon, Ohio, county seat of Knox County.

Distance: 505 Miles.

Near the Lower Limit of the 25¢ Rate.



Unusual placement
of Postal Rate in
lower right corner

ACT OF 1825
Over 500 Miles
25 Cent Rate
Rate Progression

Five Times the 25 Cent Rate, \$1.25 Paid by Recipient

November 4, 1828

Manuscript **1 ¼ Oz** New York City to Fayetteville, North Carolina.
Distance: 560 Miles.



Eight Times the 25 Cent Rate, \$2.00 Prepaid by Sender

August 15, 1839

Manuscript **2 Oz** New Orleans to New York City. Distance: 1,425 Miles.



Cost of
Postage:
More Than
4 Days of
Labor by a
Textile
Worker

ACT OF 1825
Over 500 Miles
25 Cent Rate

Territorial Origin

Prepaid by Sender

January 6, 1828

Apalachicola,
Florida Territory,
to Fall River, Massachusetts

Distance: 1,370 Miles

Florida was established as a
Territory on March 30, 1822
and gained Statehood on
March 3, 1845



Territorial Destination

Paid by Recipient

December 10, 1836

Norwich, Connecticut
to Fort Towson,
Arkansas Territory.

Distance 1,575 Miles.

Arkansas Territory:
Established July 5, 1819,
statehood granted June 15, 1836



The Post Office at Fort Towson was established in 1832 to serve the Fort, a small community of settlers, and the Choctaw Indians

Paid by Recipient

June 21, 1839

Buffalo, New York
to Milwaukee,
Wisconsin Territory.
Distance: 630 Miles.

The Wisconsin area was
originally part of the
Michigan Territory.

The Wisconsin Territory
was established on
July 4, 1836, and gained
statehood on May 29, 1848.



ACT OF 1825

Intra-Territorial

Distance Less Than 40 Miles
6 Cent Rate

**Double Rate
Paid by Recipient**

March 20, 1834
Detroit to Pontiac,
Michigan Territory.
Distance: 27 Miles
The Michigan Territory
was cut from the Indiana
Territory on July 1, 1805.
Michigan gained Statehood
January 26, 1837



Inter-Territorial

Distance Greater than 150 Miles and Less Than 400 Miles

Double Rate and Overcharged

January 11, 1843

Madison, **Wisconsin Territory**, to Columbus, **Iowa Territory**. Distance: 350 Miles.

Prepaid the Double Rate of 50¢ for Distances Greater Than 400 Miles.

Correct Rate should have been Double Rate of 18¾¢ for Total Postage of 37½¢



Origin:
**Wisconsin
Territory**
Established
July 4, 1836
Statehood:
May 29, 1848

Destination:
Iowa Territory
Established
July 4, 1838
Statehood:
December 28, 1846

ACT OF 1825

Forwarding

First Day Of Rate

Posted: April 1, 1825

First Trip: Philadelphia to Providence
Distance: 275 Miles, 18 $\frac{3}{4}$ ¢ Prepaid.

Second Trip: Forwarded April 6 from Providence to Salem, Massachusetts.
Distance: 65 Miles. Prepaid indication and 18 $\frac{3}{4}$ ¢ Rate obliterated and 10¢ Forwarding Rate noted.

Third Trip: Forwarded from Salem on April 9 to Dover, New Hampshire.
Distance: 53 Miles. No forwarding rate indicated.



March 20, 1841
Posted in Albany
March 20, to
Union Springs
Distance: 186 Miles
Rate of 18 $\frac{3}{4}$ ¢ indicated.
Forwarded March 30
from Union Springs to
Fleming, New York
Distance: 2 Miles
6¢ Rate indicated.
Total Postage: 24 $\frac{3}{4}$ ¢
Paid by Recipient

December 27, 1834
Cornwall (Manuscript)
to Utica, New York

Payment of 6 $\frac{1}{4}$ ¢ is crossed out
when correspondences Forwarded.

Manuscript *via Ogdensburg* is
incorrect and results in improper
routing to Ogdensburg where
it is then forwarded to Utica on
December 30th.

Distance: 132 Miles

12 $\frac{1}{2}$ ¢ Rate applies only to the trip
from Ogdensburg to Utica that was
Paid by the Recipient.



ACT OF 1825

Forwarding

Single Rate

May 25, 1835

Old Point Comfort, Virginia
to Boston, Massachusetts.

Greater than 400 Miles
Rate: 25¢

25¢ Rate Paid at Boston
and re-addressed to Salem

Forwarded to
Salem, Massachusetts.

Distance Less than 30 Miles
6¢ Forwarding Rate Due.



Single Rate

March 12, 1835

Washington, D.C. to
Norfolk, Virginia.

Distance: 195 Miles
Rate of 18 3/4¢

Forwarded from Norfolk
to Richmond, Virginia

Distance: 92 Miles
Forwarding Rate: 12 1/2¢

Total Rate of 31 1/4
indicated in manuscript
Paid by Recipient

Forwarded At No
Additional Cost

Single Rate Paid by Sender

January 25, 1845

New York City to

The County Clerk
of Saratoga County

Initially sent to Saratoga Springs,
which is *not* the County Seat.

Manuscript *Missent* notation by
a postal employee and forwarded
to Ballston Spa on January 28.

Forwarded at no additional fee due
to the Post Office error regarding
the location of the County Seat.



Forwarded in Error

June 18, 1845

Wilkes-Barre to Philadelphia

Distance: 115 Miles

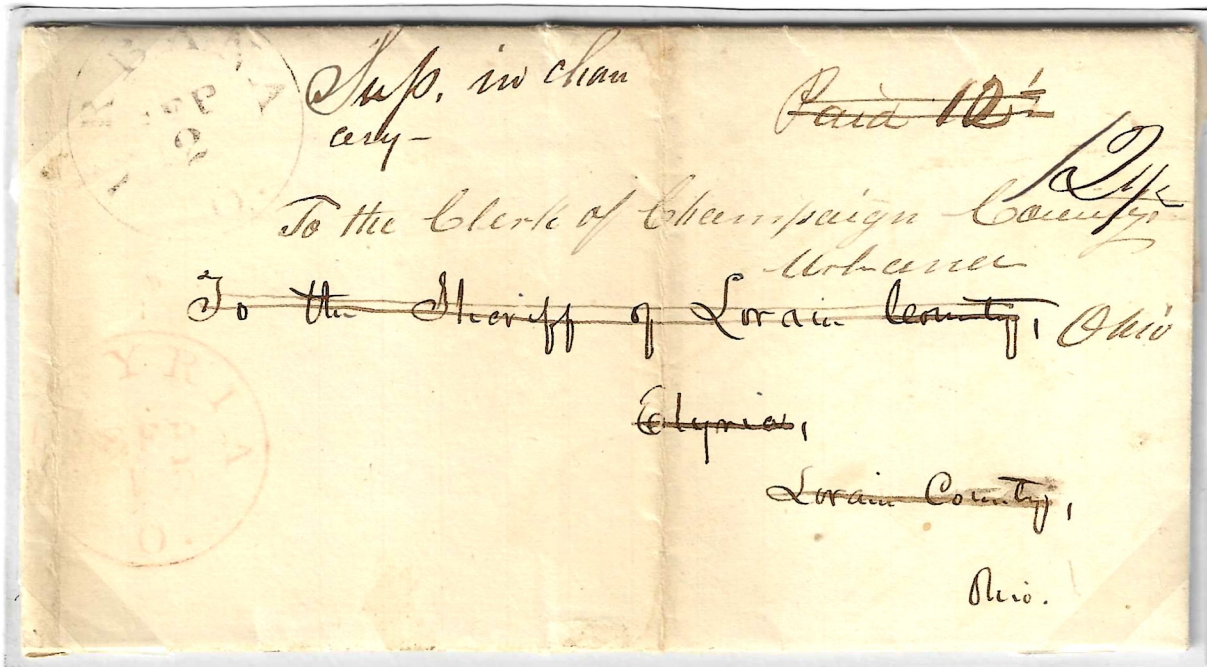
12 1/2¢ rate indicated in blue.

Forwarded from Philadelphia to Trenton, New Jersey.

FORWARDED and 10 indicia and rates crossed out.

Forwarding was in error.

New manuscript rate of 12 1/2¢ for original correct distance of 80 to 150 miles is indicated.



Forwarded by Re-entering the Mail

September 2, 1843
 Urbana, Ohio, To the Sheriff of Lorain County in Elyria.
 Distance: 140 Miles
 Re-addressed to the Clerk of Champaign County in Urbana and returned to the initial town of origin.
 Prepaid 12 1/2¢ Rate crossed out and Forwarding Rate of 12 1/2¢ indicated.

Returned to Origin and Forwarded Again

December 20, 1838

Frederick to Baltimore, 50 Miles, Double Weight.

Rate of 2 X 10 ¢ = 20¢

"Returned to Fredrick no such cashier in Baltimore" creating 40¢ postage due. At Fredrick, Baltimore is obliterated, Hagerstown indicated, and reposted at double the 6¢ Rate for an additional 12¢ postage.

Total Postage: 52¢ Paid by Recipient



Express Mail Service

The initial **Express System** existed from November 1836 to July 1839 and was formed to compete with the private **Express Companies**. Express Letters were sent by the *Fastest Means Possible* for **Three Times the Basic Postage Rate**.

Six Times the 25 Cent Rate For Double Weight Letter

May 4, 1837

New Orleans to New York City
More Than 400 Miles



Twelve Times the 25 Cent Rate for Quadruple Weight
More Than 400 Miles
January 23, 1838

Natchez, Mississippi
to Philadelphia
Distance: 1,250 Miles

Manuscript
"Express Mail"
written over the C.D.S.

**Cost of Postage:
6.0 Days of Labor
by Textile Worker**

Last Day of Rate

Double Rate Paid by Sender
June 30, 1845, Last Day of Rates

Buffalo to Albany.
Distance: 300 Miles
 $2 \times 18\frac{3}{4} \text{¢} = 37\frac{1}{2} \text{¢}$

A revised **Express Service** was started on January 29, 1845 and discontinued on March 19, 1845. No additional fees were charged for the service. It was essentially the northern rail system defined as mail routes. The Express C.D.S. continued to be used but had no effect on the speed of delivery.



ACT OF 1825

6 Cent Ship Fee for Delivery at Port of Entry

Single Rate

July 25, 1835

Havana, Cuba to Philadelphia via United States Packet Schooner

Francis

Local Delivery at Philadelphia, the Port of Entry



2 Cent Ship Fee for Delivery Beyond Port of Entry

Over 30 Miles, Not Exceeding 80 Miles 10 Cent Rate

London: July 14, 1827 via Merchant Ship *Neptune* Port of Entry: Portsmouth, New Hampshire to Portland, Maine

Inland Distance: 61 Miles

Total Postage:

10¢ + 2¢ Ship Fee = 12¢



Over 80 Miles, Not Exceeding 150 Miles 12 1/2 Cent Rate

Rate Corrected At Destination

May 3, 1825

Havana, Cuba, to Philadelphia via the Port of New York

Inland Distance: 115

Originally marked as 27¢ for 25¢ Inland Rate + 2¢ Ship Fee

Corrected Inland Rate: 12½¢

12½¢ + 2¢ Ship Fee = 14½¢



ACT OF 1825
2 Cent Ship Fee
Delivery Beyond Port of Entry

Over 150 Miles,
Not Exceeding 400 Miles
18 3/4 Cent Rate

**Single Rate
German Packet Boat**

Dateline: Bremen
December 24, 1828,

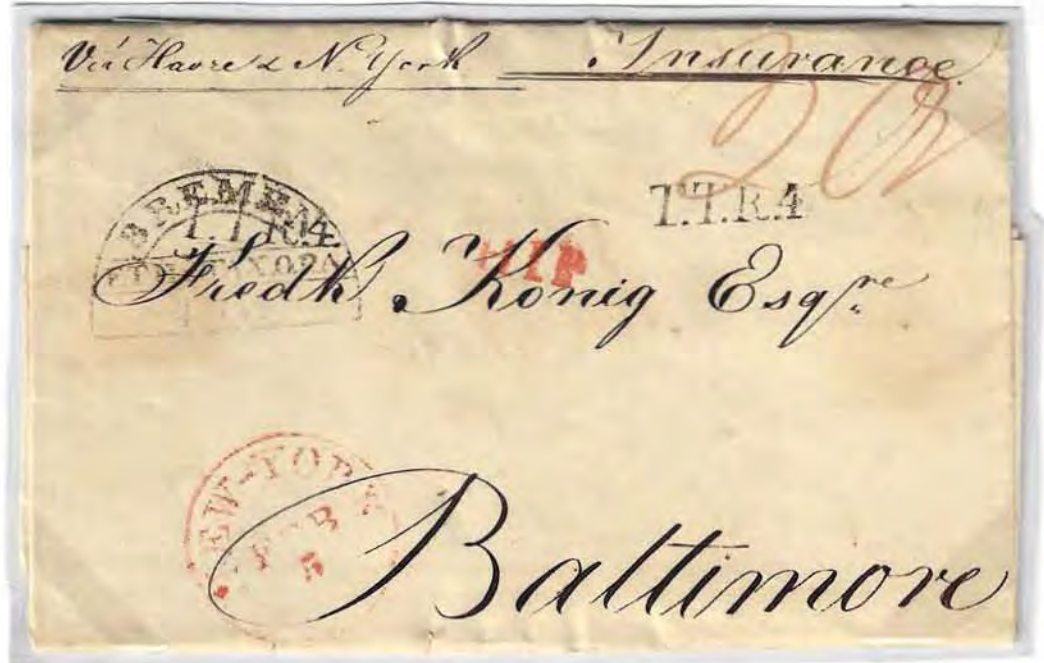
Port of Arrival:
New York City.

Inland: New York to
Baltimore, Maryland

Distance: 200 Miles

Postage:

$18\frac{3}{4}\text{¢} + 2\text{¢ Fee} = 20\frac{3}{4}\text{¢}$



Multiple Rate Errors

Dateline: Rio de Janeiro, November 11, 1840

Received in Baltimore on January 10, 1841, for delivery to New York City.

1 Ounce, Quadruple Rate of $18\frac{3}{4}\text{¢}$.

Erroneously charged at 5 times the $18\frac{3}{4}\text{¢}$ Rate *without* the Ship Fee ($93\frac{3}{4}\text{¢}$).

Rate then changed to $95\frac{3}{4}\text{¢}$ by writing **5** over the number **3**

Rate still incorrect. Rate should be $(4 \times 18\frac{3}{4}\text{¢}) + 2\text{¢} = 77\text{¢}$



ACT OF 1825
2 Cent Ship Fee
Delivery Beyond Port of Entry

Over 400 Miles
25 Cent Rate

Single Rate

March to May, 1832
France to the
Port of New York
via England
Inland Distance:
New York to
New Orleans, Louisiana
1,350 Miles
 $25¢ + 2¢ \text{ Ship Fee} = 27¢$



Double Rate

February 28, 1837
New York City to New Burn, North Carolina.
Distance: 580 Miles
 $(2 \times 25¢) + 2¢ \text{ Ship Fee} = 52¢$



ACT OF 1825

1 Cent WAY Letter Fee

1 Cent Fee Added to Letter Rate

Single Rate Paid by Recipient

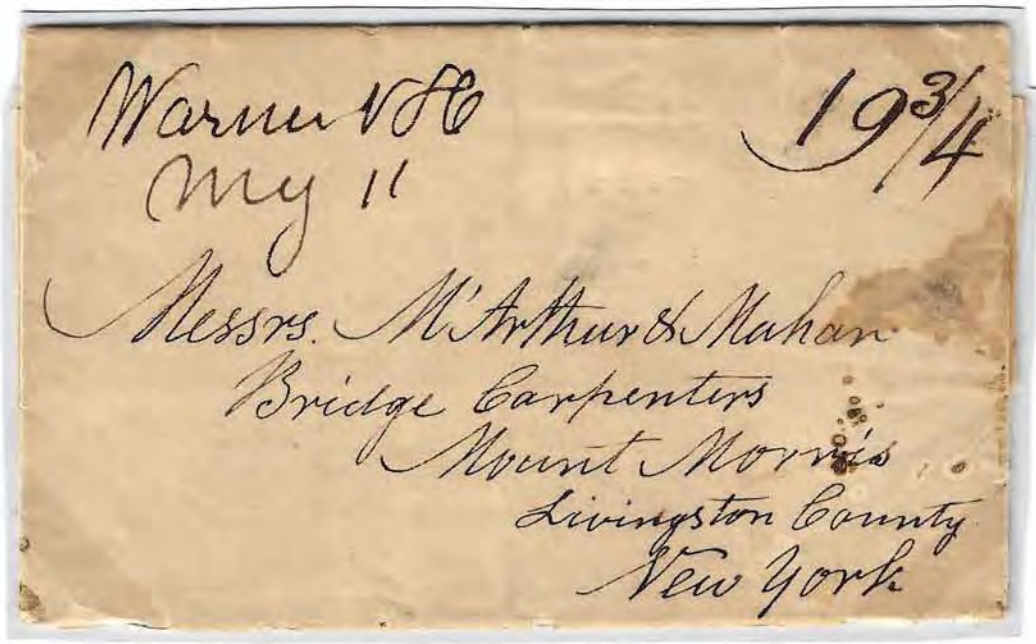
May 11, 1835

Werner, New Hampshire to Mount Morris, New York

Distance: 395 Miles

Postage:

18¾¢ + 1¢ Way Fee



1 Cent DROP Letter Fee

September 25, 1839

Providence, Rhode Island

Correspondence is "Dropped" at the Providence Post Office to be retrieved by the Recipient.



2 Cent CARRIER Fee

June 19, 1829

Boardman, Ohio

Deposited by the Sender at the Boardman Post Office to be delivered by the Postal Service to the address indicated.

Manuscript **CARRIER Fee:**

2 cts

Only the street address is indicated as the destination within the city is implicit.



Act of March 3, 1845

Effective July 1, 1845, to June 30, 1851

| POSTAGE RATES | |
|---|----------|
| Not Exceeding 300 Miles, per Half Ounce | 5 Cents |
| Greater Than 300 Miles, per Half Ounce | 10 Cents |

| POSTAL FEES | |
|----------------------------------|-------------|
| Ship Fee – Added to Postage Rate | 2 Cents |
| Way Fee – Added to Postage Rate | 1 Cent |
| Drop Letter Fee | 2 Cents |
| Advertised Letter Fee | Actual Cost |

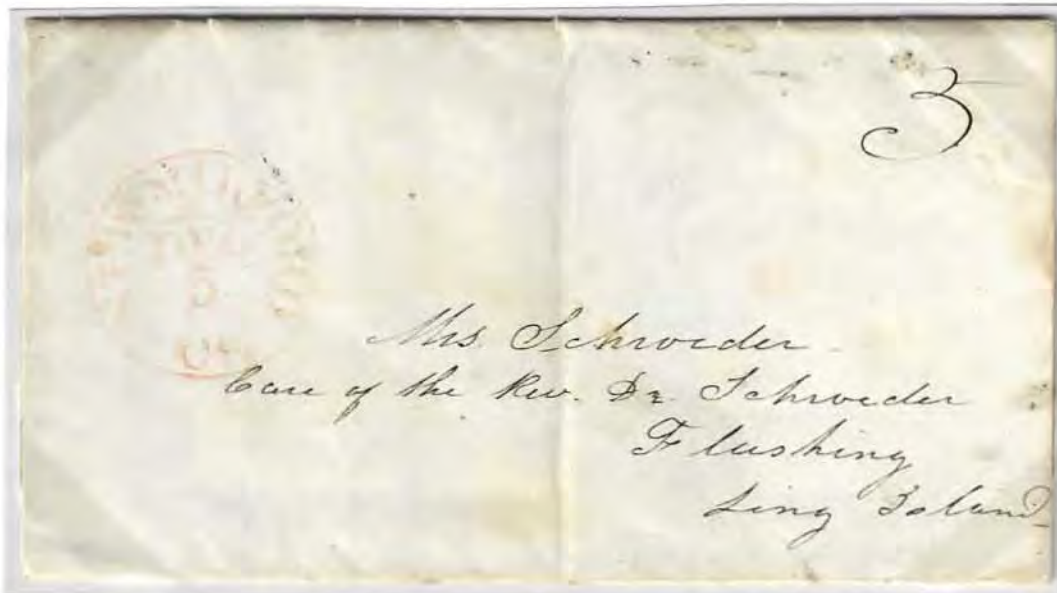
Multiple weight letters charged one rate per half-ounce or fraction thereof. Prepayment optional.

The reduction of Domestic Postal Rates made the cost to mail personal letters more affordable as illustrated by the following two letters. Each letter is addressed to Mrs. Schroeder from her sister and was mailed the 82 miles from New Milford, Connecticut to Flushing, Long Island

12½¢ Previous Rate
ACT OF 1825

Paid by Recipient
March 11, 1845

Posted between
the passage of the
**ACT OF
MARCH 3, 1845**
and the effective
date of July 1st



5¢ New Rate
ACT OF 1845

Paid by Recipient
December 5, 1845

When posted, the
5 Cent Rate of the
**ACT OF
MARCH 3, 1845**
had been in effect for
4 months and 4 days.

Cost of Postage
is now only 40%
of previous cost.

ACT OF 1845

Not Exceeding 300 Miles
5 Cent Rate

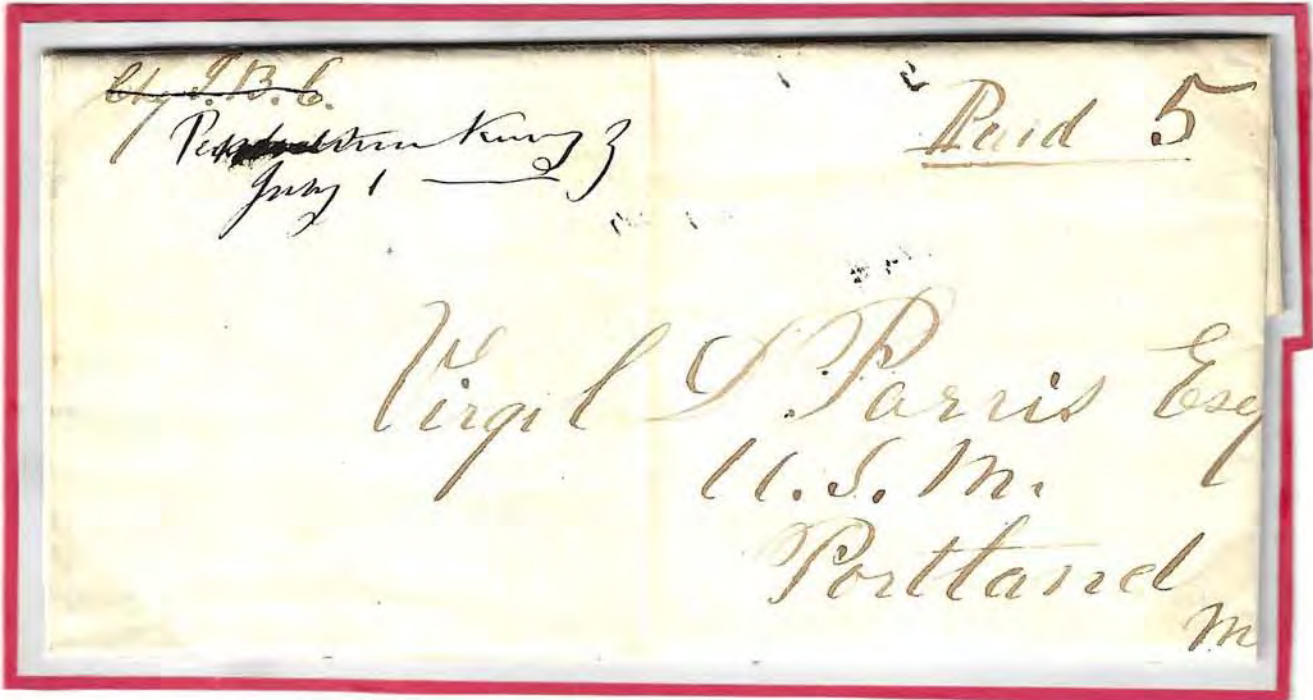
First Day of Rate

Single Weight Prepaid by Sender

Dateline and Manuscript Posting: July 1, 1845

Passadumkeag, Maine to Portland, Maine. Distance: 175 Miles

The population of Passadumkeag in 1845 was only 345 people



Single Weight
Prepaid by Sender Indicated by Handstamp

February 26, 1848
Newburgh, New York
to Albany, New York
Distance: 100 Miles.
Prepaid and charged
to holder of Box 4

Posted to
Millard Fillmore,
future President,
while Comptroller
of New York State



ACT OF 1845

Not Exceeding 300 Miles
5 Cent Rate

Single Weight

Bridgeport to
New Milford,
Connecticut

Discovery Copy

33mm Circular Date Stamp
previously unlisted in Blue

Ladies envelope and card weighs
slightly less than one-fourth of an
ounce, possibly deliberate design
to stay at **Single Weight Rate**



Late Valentine
with brief note
of affection

Single Weight

October 9, 1845
Philadelphia to
New York City
30mm Circular
Date Stamp

Discovery Copy

Previously unlisted
usage of the 30mm
C.D.S. in 1845



ACT OF 1845

Not Exceeding 300 Miles
5 Cent Rate

Rate Corrected at Origin

Single Weight

August 11, 1845

Providence, Rhode Island
to New Berlin, New York

Distance: 278 Miles

Rate probably corrected at Origin.

Rate of 10 in error, overstruck 5
creating appearance of 15 Rate.

Manuscript 5 written to clarify the
correct rate is 5 Cents.



Rate Corrected
at Destination

Single Weight

January 27, 1846

Washington to Philadelphia

Distance: 145 Miles

Initially marked PAID
and apparently charged 10
cents at the point of origin.

Corrected at destination
for distance "not exceeding
300 miles" by Manuscript
5.

Possible refund unknown.



Forwarding

Single Weight

All Postage Paid by Recipient

April 29 to May 27, 1846

Long Duration of Forwarding

Charlestown, Massachusetts to
Middleboro, Massachusetts.

Distance: 50 Miles Rate: 5¢

Forwarded from Middleboro to
Fairhaven, Massachusetts

Distance: 35 Miles Rate: 5¢

Total Postage: 10¢



ACT OF 1845

Not Exceeding 300 Miles
5 Cent Rate

Advertised

Postage and Advertising Fee Paid by Recipient

March 30, 1847

Dover, New Hampshire to Barrington, New Hampshire
"Skinny Five" Domestic Rate Handstamp

Advertised at a cost of 2 Cents on April 1, only two days after mailing.

Total of 7¢ Due



**New York City
Postmaster Provisional**

March 2, 1847

New York City to
Saratoga Springs

Distance: 215 Miles

Inspired by the improved efficiency attained in Great Britain by the use of postage stamps, Postmasters in major cities began to have stamps printed in July 1845. These forerunners of nationally distributed postage stamps are commonly referred to as **Postmaster Provisionals**.

ACT OF 1845

Not Exceeding 300 Miles

5 Cent Rate

Double Weight

March 19, 1846

Hollidaysburg to Bellefonte, Pennsylvania

First Year of the name of Hollidaysburgh changed to Hollidaysburg

Fort Holliday was built in 1776. During the Revolution it was a supply depot for the **Continental Army**.

Hollidaysburg was established in 1805 and in 1846 the name was officially changed to **Hollidaysburg**.

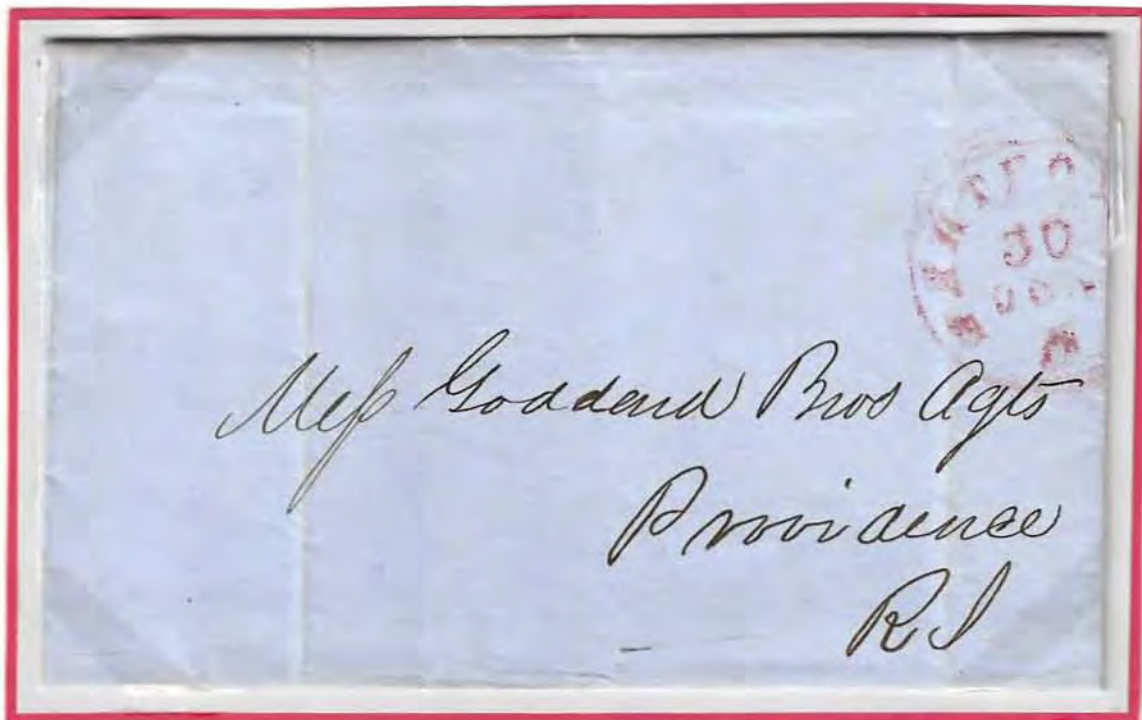


Last Day of Rate

Dateline and Posted: June 30, 1851

Hartford, Connecticut to Providence, Rhode Island

Distance: 81 Miles



ACT OF 1845

Greater Than 300 Miles
10 Cent Rate

First Day of Rate

Dateline: June 30, 1845. Posted: July 1, 1845

Syracuse, New York to Richmondale, Ohio. Distance: 540 Miles

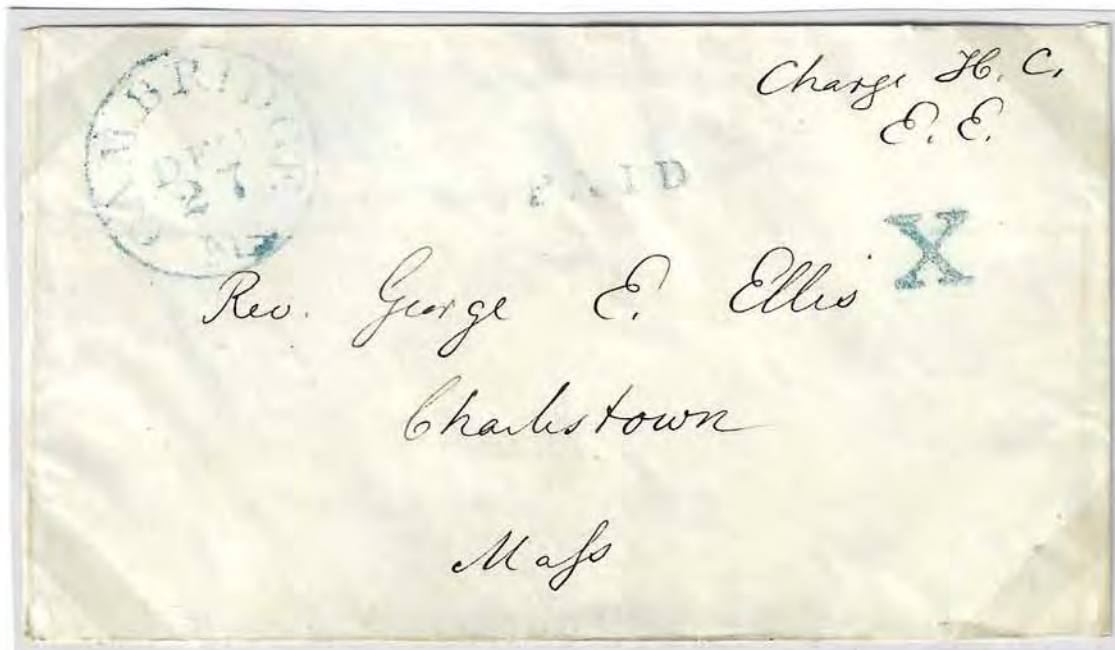
City and State indicated first followed by the company name and then recipient



Rates Indicated by Roman Numerals Commenced During the ACT OF 1845

December 27, 1846

Harvard College, Cambridge, to Charlestown, Massachusetts



Charge H. C. / E.E. indicated that postage is to be charged to Harvard College per President Edward Everett. He was the main speaker when the Military Cemetery at Gettysburgh was dedicated November 19, 1863. His two-hour oration preceded the shorter, and more famous, **Gettysburgh Address**

He later wrote to Lincoln:
 "I should be glad if I could flatter myself that I came as near to the central idea of the occasion, in two hours, as you did in two minutes."

ACT OF 1845

Greater Than 300 Miles
10 Cent Rate

Single Weight Paid by Recipient

First Day of the ACT OF 1847 Authorizing Postage Stamps

Dateline: Baltimore, July 1, 1847

Manuscript Indication of Origin and Date Posted:
**Navy, An[napolis] Junction
July 1**

The rates established by the ACT OF 1845 were in effect from July 1, 1845, to June 30, 1851. During that time, Congress passed the ACT OF 1847 that went into effect on July 1, 1847. This ACT authorized the printing of Postage Stamps but had no effect on the Domestic Postal Rates.



Double Weight Prepaid by Sender



April 8, 1846
Boston to
Philadelphia

Boston
Circled 20
Rate handstamp
and inverted
PAID
handstamp

ACT OF 1845

Greater Than 300 Miles
10 Cent Rate

Rate Corrected

Single Weight
Undercharged
and Corrected
at Destination

September 6, 1845

East Wareham,
Mississippi
to Jamesville,
New York

Distance: 1,110 Miles



Forwarding, Multiple Rates



Single Weight

Initial Postage Paid by Sender and
Forwarding Paid by Intermediary

May 22 to June 10, 1850

Middle Creek Mills, Kentucky
(now Middle Creek)
to Cleveland, Ohio

Distance: 400 Miles. Rate: 10¢

Upon receipt of forwarding information
and payment of forwarding postage by
unknown intermediary, payment of 10¢
obliterated, 5 indicated as PAID, and
forwarded 60 miles to Massillon, Ohio

Single Weight

Postage Paid by
Sender and Recipient

November, 1847

New York City to Detroit.

Distance: 630 Miles. Rate: 10¢

Prepaid by Sender

Forwarded from Detroit
to Lansing, Michigan.

Distance: 115 Miles. Rate: 5¢.

PAID handstamp and 10 Cts in
Circular Date Stamp obliterated
and manuscript Forwarded 5
notation to indicate that the 5¢
rate is to be Paid by Recipient



ACT OF 1845

**Greater Than 300 Miles
10 Cent Rate**

Single Weight
January, 1848

Marietta, Georgia to New York
Distance: 910 Miles. Rate: 10¢

Prepaid by Sender

Forwarded
New York to Philadelphia.
Distance: 110 Miles. Rate: 5¢

PAID handstamp and **10** Rate
obliterated and **FORWARDED**
handstamp indicates that **5** Cent
Rate is to be Paid by Recipient



**Advertised and Forwarded
Multiple Rates**

**Single Weight
Paid by Recipient**

March, 1847

La Salle, Illinois to
Cincinnati, Ohio

Distance: 420 Miles. Rate: 10¢

Advertising Fee: 2¢

Forwarded from Cincinnati
to Chillicothe, Ohio.

Distance: 105 Miles. Rate: 5¢

Total Postage Due: 17¢

Express Mail

Last Day of Rate

June 30, 1851

EXPRESS MAIL after 1842
was carried on railroads, now
classified as *Post Routes*, at
no additional cost for postage

New York City to
South Andover, Massachusetts
via New York to Boston Route

EXPRESS

Routing indicated in C.D.S.



ACT OF 1845

Territorial Destination

**Not Exceeding 300 Miles
5 Cent Rate**

**Single Weight
Prepaid by Sender**

January 24, 1846

Chicago, Illinois
to Milwaukee,

Wisconsin Territory.

Distance: 100 Miles.

Ornamental Rate Handstamp



**Greater Than 300 Miles
10 Cent Rate**

**Single Weight
Prepaid by Sender**

July 15, 1845

Angelica, New York
to Milwaukee,

Wisconsin Territory

Distance: 700 Miles.

Rate: 10 Cents

The Wisconsin Territory was established on July 4, 1836 from the original Michigan Territory and gained statehood on May 29, 1848

Intra-Territorial

**Not Exceeding
300 Miles
5 Cent Rate**

November 21, 1847

Madison to
Milwaukee,
**Wisconsin
Territory**



ACT OF 1845

2 Cent Ship Fee

Inland Distance
Not Exceeding 300 Miles
5 Cent Rate

Atlantic Coastal Shipping
Southbound From Canada

Dateline: Halifax, Canada
May 8, 1851

Received in Boston
May 13.

Inland Destination:
New York City

Distance: 245 Miles

Total Postage:
Domestic Rate of 5¢
Plus 2¢ Ship Fee

Black **SHIP** applied first
to all incoming letters.

C.D.S. and separate **7** Rate
applied individually later.



Atlantic Coastal Shipping
Northbound From South America



Dateline:
Rio de Janeiro
November 21, 1850

Received in
Philadelphia on
January 16, 1851.

Inland Destination:
Baltimore, Maryland

Distance: 137 Miles

Separate **SHIP** and
7 Rate Markings.

ACT OF 1845

2 Cent Ship Fee

Inland Distance
Greater Than 300 Miles
10 Cent Rate

Great Lakes Shipping
Southbound From Canada via Lake Ontario

Dateline: October 18, 1845

Toronto, Canada to
Rochester, New York
(Port at Irondequoit)
via Lake Ontario Steamship
for delivery to New York City

Inland Distance: 350 Miles

Total Postage:
Domestic Rate of 10¢
Plus 2¢ Ship Fee

Handstamp

STEAM SHIP



Trans-Atlantic Shipping
Westbound From Europe

Dateline: Liverpool, February 6, 1848

Received in New York City on April 7, 1848

12 cts indicated within C.D.S. with **SHIP** notation above Posting Date



ACT OF 1845

1 Cent WAY Letter Fee

WAY letters are received by a mail carrier on his way between two post offices that are to be delivered to the first Post Office at which he arrives. The word WAY is to be indicated on the letter, and the mail carrier is to receive one cent for each WAY letter he delivers, and the fee of one cent is to be added to the ordinary postage on the letter

Not Exceeding 300 Miles
5 Cent Postal Rate

Single Weight Paid by Recipient

November 9, 1846
Oppenheim to
East Otto, New York
Distance: 260 Miles
1 ¢ Way Fee added
to 5 ¢ Postal Rate
6 ¢ Manuscript



Greater Than 300 Miles
10 Cent Postal Rate

Single Weight Paid by Recipient



May 5, 1850
Mobile, Alabama to
Boston, Massachusetts
Distance: 1,500 Miles
1 ¢ Way Fee added to
10 ¢ Postal Rate
Circular Date Stamp
for City of Origin
and Circular
WAY
Handstamp

ACT OF 1845

2 Cent DROP Letter Fee

The **DROP Fee** of 2 Cents was paid to the local Postmaster for holding the letter that was received at the local Post Office and claimed by the addressee



July 8, 1848
Providence,
Rhode Island
Drop Fee
Handstamp

2

Act of August 14, 1848

| | |
|--|-----------|
| Letters conveyed from one place in California to any other place in California | 12½ Cents |
| Conveyed to or from places in California on the Pacific Coast to any place on the Atlantic Coast | 40 Cents |

California Internal Rate
12½ Cents

Single Weight
Paid by Recipient
February 26, 1850
Sacramento City
to San Francisco



ACT OF 1848

40 Cent Trans-Continental Raate via the Isthmus of Panama

The population growth on the West Coast in 1845 and 1846 created the need for a reasonable Postal Rate, by ship, between the East and West coasts. The ACT OF 1848 established a 40 Cent Rate for Trans-Continental mail to be received by ships along each coastline and transferred to the opposite coastline via the Isthmus of Panama.

Westbound Trans-Continental

November 8, 1850

Boston to San Francisco



Eastbound Trans-Continental

June 14, 1850

San Francisco to Westford, Massachusetts



The correct Trans-Continental Rate of

40

was applied and the incorrect Costal Rate of

12 1/2

was obliterated using a square grid cancel.

Initial rate error possibly due to false assumption that the destination was *Westfer, Oregon* rather than *Westford, Mass.*

Act of March 3, 1851

Effective July 1, 1851, to March 31, 1855

| POSTAGE RATES | |
|------------------------------------|----------|
| Less Than 3,000 Miles, Prepaid | 3 Cents |
| Less Than 3,000 Miles, Not Prepaid | 5 Cents |
| More Than 3,000 Miles, Prepaid | 6 Cents |
| More Than 3,000 Miles, Not Prepaid | 10 Cents |

| POSTAL FEES | |
|------------------------------------|--------------|
| Carrier Fee | 1 or 2 Cents |
| Drop Letter Fee | 1 Cent |
| Ship Letter Fee and Way Letter Fee | Eliminated |
| Advertised Letter Fee | 1 Cent |

Two Zones. Postage doubled for unpaid letters to promote prepayment and decrease losses from unclaimed "Due Letters." Multiple weight letters charged according to the ACT OF 1845.

Less Than 300 Miles
Prepaid: 3 Cent Rate



First Day of Rate

Single Weight

Dateline: June 30, 1851

Cambridge to
Abington, Massachusetts

Plate Variations and Positions

| | | |
|------|-----------------|-----------------|
| | Double Transfer | Double Transfer |
| 78L1 | 88L1 | 98L1 |

Single Weight
June 21, 1854
Detroit to Pontiac,
Michigan

Issue of 1851
Type IV
Plate 1 Late.

Ex-Ashbrook



ACT OF 1851

**Less Than 3,000 Miles
Prepaid 3 Cent Rate**

Hotel Handstamp

Single Weight

September 5, 1853

Niagara Falls to Lewiston.

CLIFTON HOUSE HOTEL

Some Hotels provided service for patrons to deliver the mail to the local Post Office as early as 1842

Whether a particular hotel charged a fee for this service is not known



Express Mail

May 7, 1852.

Route: New York to Boston

The U.S. Express Mail was originally established to compete with the **Private Express Companies** and was active from 1836 to 1839. From 1845 to 1856, the Express Mail System was the northern railroad routes that were used as the standard delivery method at no additional cost

Orange-Brown Issue of July 1, 1851, Type I.



Last Day of Postal Act

Single Weight

Dateline:

New York

March 29, 1855

Posted March 31, 1855

Posted the day prior to prepayment requirement by the **ACT OF 1855**. If posted **prepaid** on the following day, the rate would still be 3 Cents.



ACT OF 1851

Less Than 3,000 Miles
Not Prepaid: 5 Cent Rate

Single Weight Paid by Recipient

First Day of Rate

Dateline: Sunday, June 29, 1851

Posted on Monday, July 1, 1851

Southport to Humphreysville, Connecticut. Distance: 26 Miles.

Manuscript 5 Indicates Rate Unpaid



December 10, 1853

Wiscasset to Cushing, Maine. Distance: 29 Miles.

Printed form with *fill-in spaces* to the Constable of the Town of Cushing ordering him to furnish the names of potential jury members to the Office of the County Clerk



ACT OF 1851

**Less Than 3,000 Miles
Prepaid and Not Prepaid Rates**

**Turned Cover at
Multiple Rates**

Single Weight

First Trip

PREPAID: 3 Cent Rate

July 19, 1853

Mailed from Syracuse to
Utica on July 19, 1853

3 PAID and **SYRACUSE**

C.D.S. markings indicate
Prepaid by Sender



Cover Turned

Arrived in Utica on July 21,
initial address obliterated,
folding arrangement modified,
and addressed to Skaneateles

Second Trip

NOT PREPAID: 5 Cent Rate

July 25, 1853

5 and **UTICA** Oval Date Stamp
indicates second mailing to be
Paid by Recipient.

ACT OF 1851

More Than 3,000 Miles
Prepaid: 6 Cent Rate

Single Weight

August 16, 1853

San Francisco to Westborough, Massachusetts.

Distance: 3,100 Miles



More Than 3,000 Miles
Not Prepaid: 10 Cent Rate

First Day of Rate

Single Weight

Dateline:

June 30, 1851

Posted July 1, 1851

San Francisco
to Boston

Distance:
3,150 Miles



ACT OF 1851

Territorial Origin

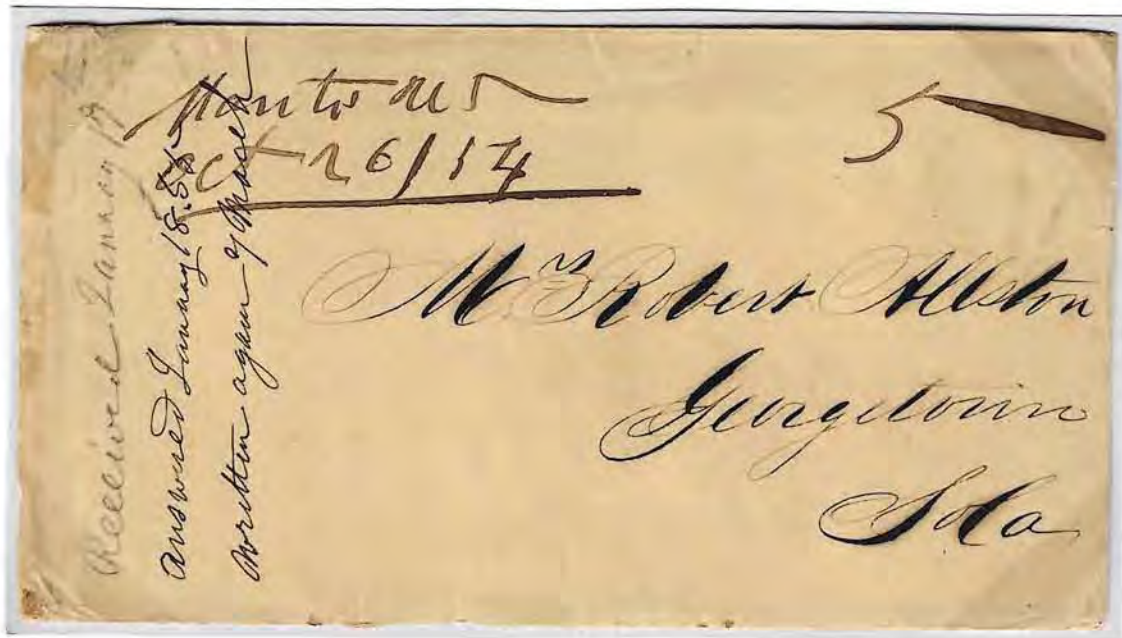
Less Than 3,000 Miles
Not Prepaid: 5 Cents

Single Weight

October 26, 1854

Manti, Utah Territory
to Georgetown,
South Carolina

Distance: 2,300 Miles



Forwarding at Multiple Rates

Single Weight

December, 1851

Sandwich, Massachusetts
to Waterville, Maine
Distance: 250 Miles

3¢ Prepaid by Sender

Forwarded from Waterville
to Farmington Falls, Maine
Distance: 40 Miles

5¢ Paid by Recipient



Forwarded Twice

April, 1852

Erath, Louisiana to
La Grange, Tennessee

Distance: 480 Miles

3¢ Prepaid by Sender

Forwarded to Farmington, Mississippi.

Distance: 58 Miles

5¢ Accrued to Recipient

Forwarded to Eastport, Mississippi

Distance: 31 Miles

5¢ More Accrued to Recipient

Total Paid by Recipient: 10¢



ACT OF 1851

Advertised and Forwarded

All Postage Paid by Recipient

March, 1852

Grafton, Massachusetts
to Norwich, Connecticut

Distance: 62 Miles

Initial Postage Due: 5

Advertised in Norwich: *Advisg 2*

The ACT limits Advertising
Reimbursement Fee to 1¢
is apparently not enforced

Forwarded 19 Miles to
Central Village, Connecticut:

for^d 5

Postage Due From Recipient:

$5¢ + 2¢ + 5¢ = 12¢$



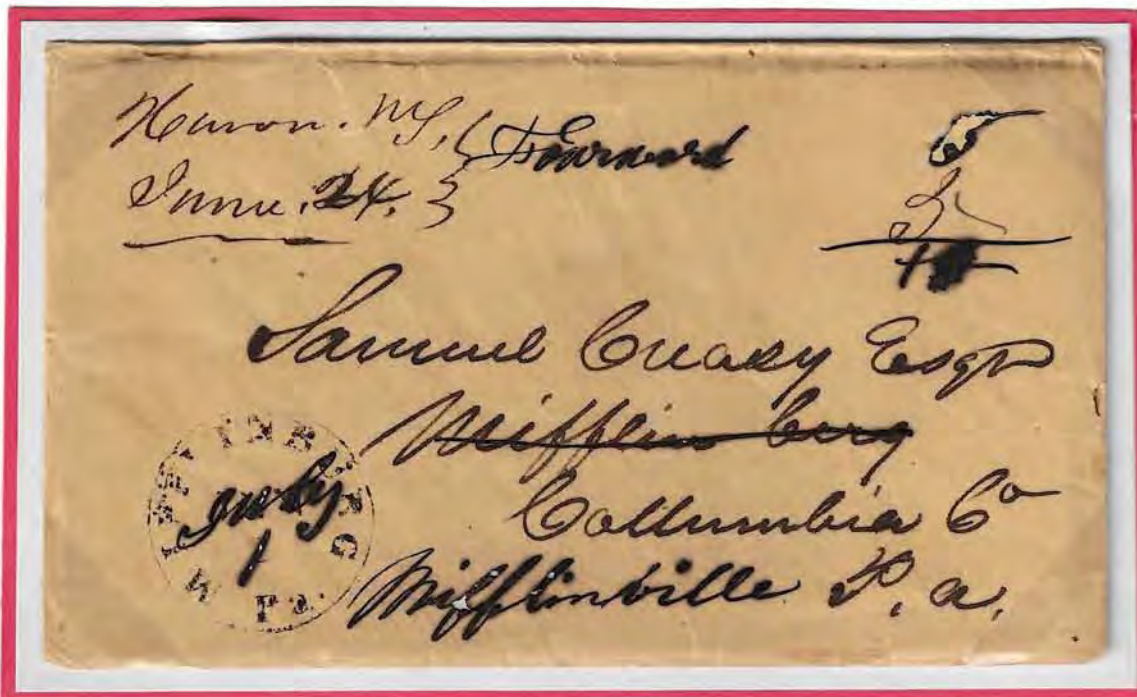
Mailed under one Postal ACT
and Forwarded on the First
Day of the Subsequent ACT

All Postage Paid by Recipient

Dateline and Manuscript Markings: *Huron NY June 24, 1851*

Huron, New York to *Mifflinburg*, Pennsylvania. Distance: 270 Miles.

Forwarded July 1, 1851, from *Mifflinburg* to *Mifflinville*. Distance: 51 Miles.



Mundane Appearance
with Extraordinary
Postal Attributes

Posted **June 24, 1851**, at
the **5¢ Rate** for distances
Less Than 3,000 Miles
set by the Postal
ACT OF 1845

The **ACT OF 1845**
ended on **June 30, 1851**.

Forwarded on **July 1**,
the **First Day** of the
ACT OF 1851
at the **5¢ Rate** for an
Unpaid Letter
up to 3,000 Miles.

10¢ Paid by Recipient

ACT OF 1851

1 Cent CARRIER Fee

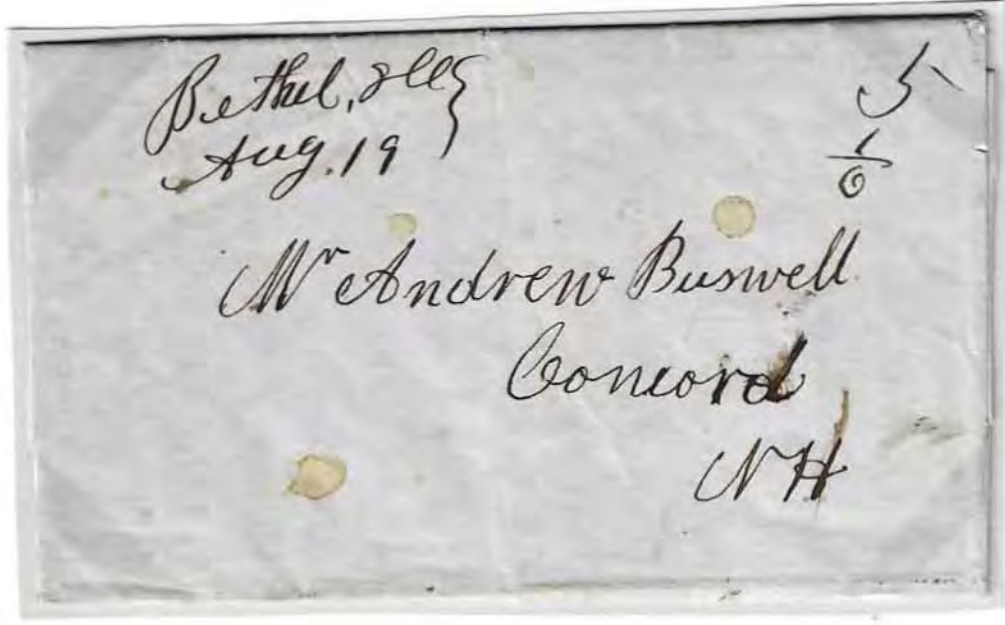
**Less Than 3,000 Miles
Prepaid: 3 Cent Rate**

Single Weight

April 5, 1854

Washington to Philadelphia

Carrier Issue of 1851 with
Regular Issue of 1853.



**Less Than 3,000 Miles
Not Prepaid: 5 Cent Rate**

Single Weight

August 19, 1851

Bethel, Illinois to
Concord,
New Hampshire

Distance: 1,150 Miles

5¢ Postage plus
1¢ Carrier Fee

**2 Cent DROP Letter Fee
With Carrier Service**

March 5, 1852.

Trumansburg, New York

Local Delivery from

“Place of Deposit” to Recipient

The ACT OF 1851, CHAPTER XX, SECTION 29 provides for local Postmasters to establish... “...suitable places of deposit, and by employing suitable carriers for which, not exceeding one or two cents shall be charged, to be paid by the person receiving or sending the same...”



**1 Cent
DROP Letter Fee**

February 1852
New York City
Fee Paid by
Issue of 1851,
Type I



November 23, 1853.
New Orleans, Louisiana
Fee Indicated by Separate
DROP
1
Handstamp

June 7, 1854
Written at the
Cozzens Hotel,
New York City
Fee Indicated by
1 Ct.
Integral to the
Circular Date Stamp



Act of March 3, 1855

Effective April 1, 1855, to March 31, 1863

| POSTAGE RATES | |
|--|----------|
| Not Exceeding 3,000 Miles per Half Ounce | 3 Cents |
| Greater Than 3,000 Miles per Half Ounce | 10 Cents |

| POSTAL FEES | |
|-------------------------------|--------|
| Drop Letter Fee | 1 Cent |
| Carrier Fee | 1 Cent |
| Advertising Fee Reimbursement | 1 Cent |

Two Zones. Postal Rate based on weight of letter up to one half-ounce. Multiple weight letters charged additional "rate" per additional half-ounce or fraction thereof. Prepayment mandatory.

Not Exceeding 3,000 Miles
3 Cent Rate

Single Weight

May 8, 1855

Montgomery to
Cahaba, Alabama

Distance: 70 Miles

Discovery Copy

Previously unknown
32mm C.D.S with
state abbreviation
fully capitalized as
ALA
and in unrecorded
green color.



Double Weight

December 10, 1857

Dansville, New York
to Chicago, Illinois.

1 Cent design of 1851.
Claret shade of 1855.



ACT OF 1855

**Not Exceeding 3,000 Miles
3 Cent Rate**

**Bill of Lading Posted as
Unsealed Circular**

**Converted to
Partially Paid Letter**

February 28, 1859

Covington, Louisiana
to New Orleans.

One cent prepaid
Manuscript *due 2*



Bill of Lading for two bales of cotton, transported by the ship *The Bloom*, across Lake Pontchartrain

Forwarding

Single Weight

February 20, 1859

New York City to
Milford, Connecticut

3¢ Prepaid by Sender

Originally addressed and
delivered to *Milford*.

Destination corrected by the
addition of faint "New" and
forwarded to *New Milford*

**3¢ Forwarding Fee
Paid by Recipient**

Issue of 1857, Type II



**Advertised and
Forwarded**

July 30, 1858

Braintree, Massachusetts
to Portland, Maine.

Advertising Fee: 1¢

Destination information
obtained and forwarded
on September 22
from Portland, Maine to
Boston, Massachusetts.



ACT OF 1855

**Not Exceeding
3,000 Miles
3 Cent Rate**

**Obsolete
Territorial
Circular Date**

September 15, 1858
Saint Paul, **Minnesota**,
to Concord, N.H.
Distance: 1,500 Miles
Posted more than four
months after Statehood.
Territorial C.D.S. used
despite Minnesota
Statehood bestowed
on May 11, 1858



Territorial Origin

May 21, 1859
Leavenworth City,
Kansas Territory
to Pacific City, Iowa



April 21, 1859
Plattsmouth,
**Nebraska
Territory**
to Pacific City, Iowa



ACT OF 1855

**Not Exceeding 3,000 Miles
3 Cent Rate**

Territorial Origin

May 30, 1856

Saint Anthony's Falls,
Minnesota Territory
to Montpelier, Vermont.

Distance: 1,400 Miles

The Minnesota Territory was originally part of the Iowa Territory and was established March 3, 1849.

Statehood granted May 11, 1858.



Territorial Destination

September 2, 1856
Detroit, Michigan
to Wyandotte City,
Kansas Territory.
Distance 780 Miles.

The Kansas Territory was established on March 3, 1849.
Statehood conferred on May 11, 1858.



Intra-Territorial

March 22, 1856
Taylor's Falls
to Saint Paul,
Minnesota Territory



ACT OF 1855

**Not Exceeding 3,000 Miles
3 Cent Rate**

Semi-Official Delivery Services

Blood's Penny Post
with Regular Issue of 1857, Type II
Philadelphia to Washington
September 15, 1859

Formed in 1845 by Daniel and Walter Blood, the firm was acquired by the General Manager, Charles Kochersberger, in 1855 upon the death of Daniel Blood.



First Kochersberger Issue of 1855 with Regular Issue of 1857 Philadelphia Octagon, 22mm, normally used in 1857.

The Pacific Express Company

February 4, 1857

San Francisco to Napa City, California



ACT OF 1855

Greater Than 3,000 Miles
10 Cent Rate

December 23, 1859
San Francisco, *Overland* to
Marlboroville, Pennsylvania

There were two methods
of delivering the mail
between the coasts.

Overland via stagecoach
and the eastern railroads

Via Panama by ships to
the isthmus of panama,
then overland, and then
via northbound shipping



April 6, 1860
San Francisco,
Via Panama to
New York City

Posted three
days *after* the
subsequent
ACT OF
APRIL 3, 1860
was passed by
congress but
prior to the
ACT
taking effect

1 Cent DROP Letter Fee

U.S. MAIL
[TIME]
DELIVERY

Handstamp used in
New York City
to indicate the time
when the item was
sent out for delivery.

Issue of
November 17, 1857.
Type V



ACT OF 1855
Not Exceeding 3,000 Miles
3 Cent Rate

1 Cent CARRIER Fee

Single Weight
Prepaid by Sender

January 14, 1860

Philadelphia to
Bridgewater,
Pennsylvania

3¢ Postage Rate plus
1¢ Carrier Fee



CARRIER Stamp

Starting in 1851, the
U.S. provided 1 Cent
stamps to prepay the
CARRIER Fee

Single Weight
Prepaid by Sender

August 25, 1857

Issue of 1857, Pale Red.
Short Rays in Background.

Single Weight
Prepaid by Sender

February 8, 1859

Baltimore, Maryland to
Barboursville, Virginia

Issue of 1857, Deep Black.
Short Rays in Background.

Position Number 2



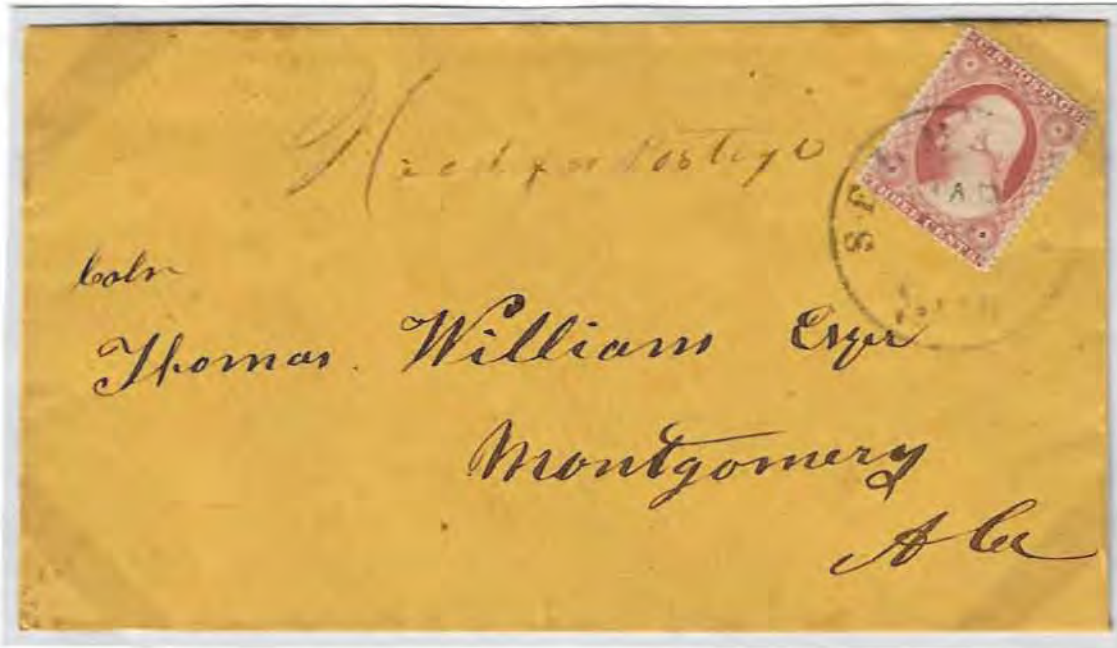
Act of April 3, 1860

The ACT OF APRIL 3, 1860 did not alter the Domestic Letter Rates and reiterates the requirement that all Postal Matter be Prepaid. The ACT also requires that the Domestic Letter Rates shall be imposed if there are any written marks other than the address. Previous Rates and Fees Retained

Example of the Prepayment Requirement

"Held for Postage"

Correspondence held at the originating Post Office (Selma, Alabama) and not transferred to the destination Post Office (Montgomery, Alabama) until the postage was paid in full.



Forwarding Postage Paid Prior to Returning to Originating Post Office

October 25 to November 4, 1860

Posted in Fredonia on October 25 to Lockport, New York.

Received in Lockport, additional 3¢ stamp added, re-addressed to Fredonia, and then posted from Lockport back to Fredonia on November 4, 1860.



ACT OF 1860

Not Exceeding
3,000 Miles
3 Cent Rate

**Quadruple
Weight**

June 9, 1862

Dayton, Ohio to
Sidney, Ohio.

12 Cent Issue
of August, 1861



Territorial Origin

Quadruple Weight

July 20, 1862

Fort Randall, **Dakota Territory** to Farmington, Maine

Fort Randall was established in 1856 and located on the south side of the Missouri River (now South Dakota) with the mission to mount expeditions to control the Indian tribes of the Great Plains, primarily the Teton Sioux



ACT OF 1860
 Not Exceeding 3,000 Miles
 3 Cent Rate

Multiple Forwarding

Single Weight
 September 29, 1862.
 Rochester, New Hampshire to
North Bridgewater,
 Massachusetts, arriving
 October 1, sent without fee to
East Bridgewater, October 4.

Forwarding 1
 from **East Bridgewater** to
Plymouth on October 6.

Forwarding 2
 from Plymouth to Duxbury,
 Massachusetts
 6 Cents Due from Recipient.



1 Cent CARRIER Fee



Single Weight
 August 13, 1862
 Philadelphia to Niagara Falls,
 New York, where it's marked
3¢ Forwarded and returned
 to Philadelphia for attempted
 delivery to the Sender at
 Sterling Avenue but could not
 be located (**Not at Sterling**).
 Item then **ADVERTISED**
 for eventual delivery to
127 South 4th Street

Double Weight
 December 18, 1862
 New York City to
 New Milford,
 Connecticut
 6¢ Domestic Rate
 Plus 1¢ Carrier Fee



ACT OF 1860

**Greater Than 3,000 Miles
10 Cent Rate**

**The ACT OF 1860 retained
the Trans-Continental Rate of
10¢ from the ACT OF 1857**

**Single Weight
Eastbound**

March 6, 1861

Sacramento, California
to Whitehall, New York
via Panama.

Issue of January, 1861
replaces earlier issue of 1857.



**Insufficient
Prepayment**

**Double Weight
Eastbound**

August 29, 1861
San Francisco to
Westfield,
Massachusetts

DUE 10

Handstamp
Applied at Destination

**Correct
Prepayment**

**Double Weight
Westbound**

April 20, 1862

New York City
to San Francisco
on the *North Star*
via Panama.



THE POSTAL SYSTEM AT THE BEGINNING OF THE CIVIL WAR

Prior to the initial hostilities that began on April 14, 1861, the Post Office maintained mail delivery in all of the Southern States, even in those states that had seceded from the Union.

Secession

Independent Statehood

January 27, 1861

Savannah to Macon

Georgia seceded January 19, 1861, and by February 4th, seven Southern States had seceded. On February 8th these states signed the **Provisional Constitution of the Confederate States of America**

Posted between the date of secession and date Georgia joined the **Confederacy**.



The Conflict Begins

On May 24, 1861, at the onset of the Civil War, Federal troops arrived in Alexandria, Virginia, and took possession of the city. It became a major logistical supply center for the Federal Army.



May 24, 1861
Roxbury, Maine
to Worcester,
Massachusetts

The Civil War
inspired the
creation of
**Patriotic
Cachets**

Demonetized Postal Matter

Southern Post Offices held assets in the form of postage stamps and could obtain revenue by selling them in the North. In August of 1861, the U. S. Post Office demonetized stamps and postal stationary and issued new stamps and stationary. The Post Office exchanged old stamps for new stamps for six days after giving "public notice through newspapers." After the six-day period expired, the Post Office was to no longer recognize the old stamps.

Demonetized Postage Stamp

January 21, 1862

South Reading to Dunstable, Massachusetts

The sender probably applied the 3¢ Dull Red Type III Issue of 1857 prior to taking the letter to the Post Office, discovered it was demonetized, and placed a new 3¢ Rose Issue of 1861 over the demonetized Issue of 1857.

South Reading was established in 1816 and the town changed the name to Wakefield in 1868

Philatelic Foundation Certificate



Demonetized Postal Stationary

February 2, 1862.



Postal Stationary Series Issued in October of 1861 (3¢ red on buff) Postal stationary indicia visible at right side of stamp.

The indicia had no postal value but the envelope was still functional after a stamp was placed over the indicia

Philatelic Foundation Certificate

The new Postage Stamps have fully replaced the demonetized Postage Stamps

**Pink Shades of the
3 Cent Issue of 1861**

October 16, 1861

Full Pink Shade

Old Point Comfort to
Mount Holly, New Jersey.

Old Point Comfort was a
major transfer point for
Prisoner's Mail during
most of the Civil War.



A.P.S. Certificate

December 10, 1861

Pale Pink Shade

Providence,
Rhode Island
to Leominster,
Massachusetts

The pink shades
occurred only in 1861



A.P.S. Certificate

**Bank's Division
Cancellation**

October 23, 1862

Nathaniel Banks of
Massachusetts was appointed
to the rank of Major General
despite no military training.

Vanity prompted him to create
a Military Cancellation:

BANKS DIVISION



Act of March 3, 1863

Effective April 1, 1863, to June 8, 1872

| POSTAGE RATES | |
|----------------------------------|---------|
| Single Weight (Up To Half Ounce) | 3 Cents |

| POSTAL FEES | |
|-----------------|---------|
| Drop Letter Fee | 2 Cents |

First **POSTAL ACT** to create a single, nation-wide postal rate for all Domestic Letters. Multiple Weight letters charged 3¢ per additional half ounce or fraction thereof. Prepayment mandatory

3 Cent Nation-Wide Rate

Single Weight

September 29, 1864

New York City to
New Milford,
Connecticut

1 ¢ Issue of 1861 and
the 2 ¢ Issue of 1863



Triple Weight

March 14, 1864

New Milford,
Connecticut
to New York City



The correspondence refers to a group of enclosed notes and letters from family members to people at the destination. The enclosures resulted in additional postage

Territorial Destination

November 22, 1864
Rockford, Illinois to
Port Townsend,
Washington Territory
The Washington Territory
existed from
March 2, 1853 to
November 8, 1889



Territorial Origin

March 18, 1865
Helena,
Montana Territory
to the
**Orange & Alexandria
Rail Road**
Culpepper County, Virginia

Possibly earliest example
of **Helena Territorial
Postmark** with territory
misspelled as **MONTANO**

Montana Territory existed
from May 26, 1864 to
November 8, 1889



**Territorial Origin
Multiple Forwarding**

Original Trip
September 6, 1863
Salt Lake City,
Utah Territory
to Egg Harbor at
Morristown, PA.
Forwarding 1
September 11th
Morristown to
Atlantic City, New Jersey
Forwarding 2
September 12th
Atlantic City to Dayton



Multiple Forwarding

May 27 to June 5, 1863

Undetermined Origin to
Fort Edward, New York

Forwarding 1

Fort Edward to
Sandy Hill, New York

Due 3 Handstamp applied.

Forwarding 2

Sandy Hill to Troy, New York.

Due 3 Handstamp obliterated,

Due 3 oval handstamp applied and
modified by manuscript *6 cts* in oval.



Re-Entry into the Mails



November 1, 1864

St. Louis, Missouri to
Salmon Falls, New Hampshire

Removed from the mails,
readdressed to Newberry Port,
and reposted on November 4, 1864.

Missouri was a Border State with
divided loyalties. Approximately
110,000 fought for the Union and
40,000 fought for the Confederacy

THE POSTAL SYSTEM DURING THE MIDDLE OF THE CIVIL WAR

As the Union Forces captured Confederate territory, one of the first activities was to reestablish United States Post Offices to carry the mail to and from the Union soldiers to maintain morale.

**Union Conquests
in Southern States**

**Mississippi and Areas of
Alabama and Tennessee**

November 30, 1862

Chicago, Illinois to
Corinth, Mississippi

In late 1862, Union Forces
began to occupy parts of
Mississippi and areas of
Alabama and Tennessee



**South Atlantic
Blockade Squadron**

October 20, 1863
Philadelphia to
Charles Barton,
Fleet Captain's Clerk,
Flagship Philadelphia
South Atlantic Blockading
Squadron



Philadelphia was on the Potomac River at the outbreak of the War when seized by the Union Navy. She initially served in the *North Atlantic Blockading Squadron*. In 1863 she was transferred to the *South Atlantic Blockading Squadron* as the *Fleet Flagship* and participated in operations against Charleston.

**Major Battles at the
Peak of the Civil War**

December 20, 1863

Washington to Roxbury, Massachusetts

The notes on the cover refer to the *Battle of Holly's Ford* and the *Battle of Brandy Station* in November of 1863. These two battles were only 90 miles from Washington and occurred at the end of the 1863 *Gettysburg Campaign*



**The West Gulf
Blockade Squadron**

January 9, 1864
Albion, New York to
Mr. T. Munson Coan, M.D.,
Surgeon U.S.A. Steamer Sebago
West Gulf Squadron
New Orleans.
Care Naval Lyceum

The *Sebago* served in the *North Atlantic*, *South Atlantic*, and the *West Gulf Blockading Squadrons*. She supported the *Peninsula Campaign* and took part in the *Battle of Mobile Bay*



**Union Forces in
Southern States**

**North and
South Carolina**
June 23, 1864
Port Royal,
South Carolina to
Nyack Post Office,
New York

**Union Forces
occupy portions
of both North and
South Carolina.**

Tennessee

August 7, 1864
Nashville, Tennessee
to Harrisburg, Indiana

**Union Forces now
occupy Nashville.**

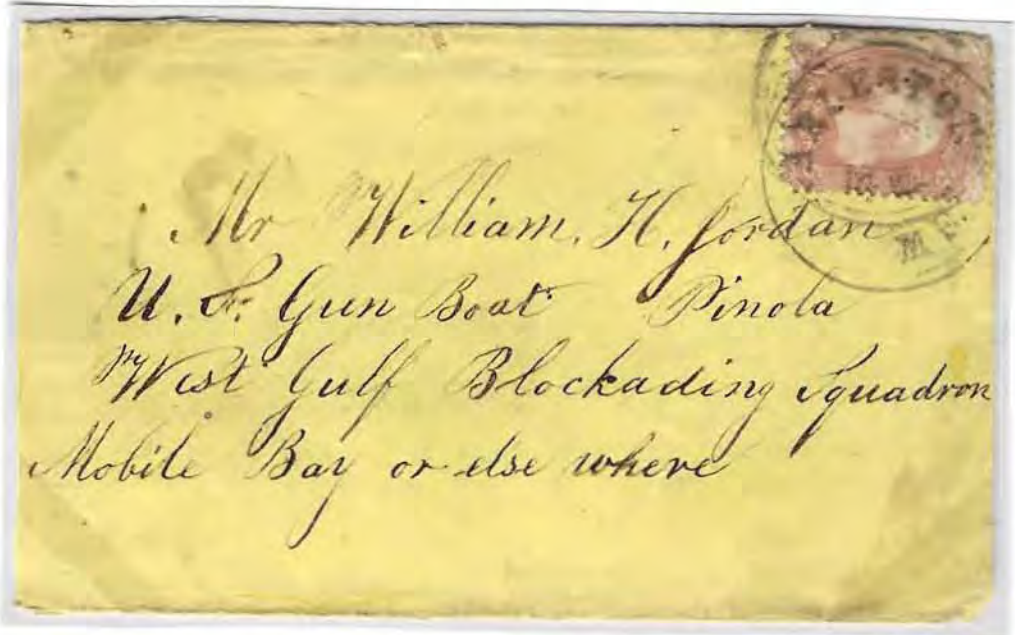


THE POSTAL SYSTEM AT THE CONCLUSION OF THE CIVIL WAR

Union Forces control much of the Confederate territory, major southern cities were damaged, the Naval Blockade is devastating the Southern economy, and the Rebellion is beginning to collapse.

The West Gulf Blockade Squadron

Probably August, 1864
 Charleston, Maine to
 Mr. William H. Jordan
 U. S. Gun Boat Pinola
 West Gulf Blockading Squadron
 Mobile Bay or else where



In April of 1862, the **Pinola**, along with **Itasca** and **Kineo**, participated in the **Battle for New Orleans**. She was damaged during the **Battle of Forts Jackson and St. Philip**. During 1863 and 1864, **Pinola** performed blockade duty off Mobile Bay and Texas. While in the Gulf, she captured two fast **Southern Blockade Runners** and destroyed a third

Union Forces in the Deep South



Florida
 December 24, 1864
 Pensacola, Florida, to
 North New Portland,
 Maine
 Posted Christmas Eve.

At the end of 1864, the Southern military resistance crumbled

The North Atlantic Blockading Squadron at the End of the War

January 14, 1865
Deerfield, New Jersey to
Mr. William H Manning
Beaufort, North Carolina at...,
U S Steamer Emma, North Atlantic
Blockading Squadron
N C



The *Emma* was a captured Southern blockade-runner commissioned by the U.S. Navy in 1863 and joined the **North Atlantic Blockade Squadron**.

On April 26, 1865, *Emma* sailed from Fort Caswell, N.C., with an urgent message from General Sherman to Rear Admiral Dahlgren, commander of the **South Atlantic Blockading Squadron**, warning the Admiral that **Jefferson Davis** and his cabinet, not yet located, might attempt to escape to Cuba by way of Florida

The Conflict Ends



Old Point Comfort
Letter Exchange

Point of Exchange for letters to and from Prisoners of War
April 16, 1865
The Battle of Columbus
Last Major Civil War Battle
Soldier's Letter to
Springwater, NY

Posted the day after Lincoln died from his wounds when shot by John Wilkes Booth

Peace Established

May 22, 1865
Jackson, Michigan to
Mayville, New York



On this day...

CSA President Jefferson Davis is imprisoned at **Fort Monroe**, the military facility in Hampton, Virginia, at **Old Point Comfort**

Ladies Cover with the **Dove of Peace** is especially appropriate.

ACT OF 1863

2 Cent
DROP Letter Fee

August 2, 1864
New Milford,
Connecticut

Blurred Handstamp:

USED

was struck clear
of the stamp.



September 2, 1864
New York City

Perforations
misaligned and
stamp cut from sheet

G in C.D.S. is the
Station
Identification
Letter

Act of April 3, 1865

The ACT OF 1865 reduced the Drop Letter Fee from 2¢ to 1¢. Previous Postage Rates Retained

1 Cent
DROP Letter Fee

December 11, 1867

Boston,
Massachusetts

Issue of 1861 with

PAID

Cancellation



Act of June 25, 1868

Undeliverable Mail Returned if Return Address is Indicated. All Previous Postage Rates Retained.

3 Cent Rate

Single Weight

May 30, 1869

Plymouth, New Hampshire to Jackson, Missouri

Undeliverable and Returned

Sender was apparently unsure of current address of recipient as indicated by notation at lower left *Please Forward* Return instructions indicated by manuscript notation

Return to H. W. Blair, Plymouth, N. H. if not called for in 30 days.

Early example of circular

RETURNED TO WRITER



Early Method to Establish Security of Contents

June 12, 1869. Beloit, Wisconsin, to the Circuit Court for the County of Shiawassee, Corunna, Michigan. Weight: Greater than 3-1/2 ounces but less than 4 ounces. Postage: Seven times the 3 Rate for 21 Cents. The **Deposition** was secured by ribbons around the envelope and fastened with wax seals front and back.



ACT OF 1868

3 Cent Rate

The New Series of 1869

Single Weight

September 30, 1869

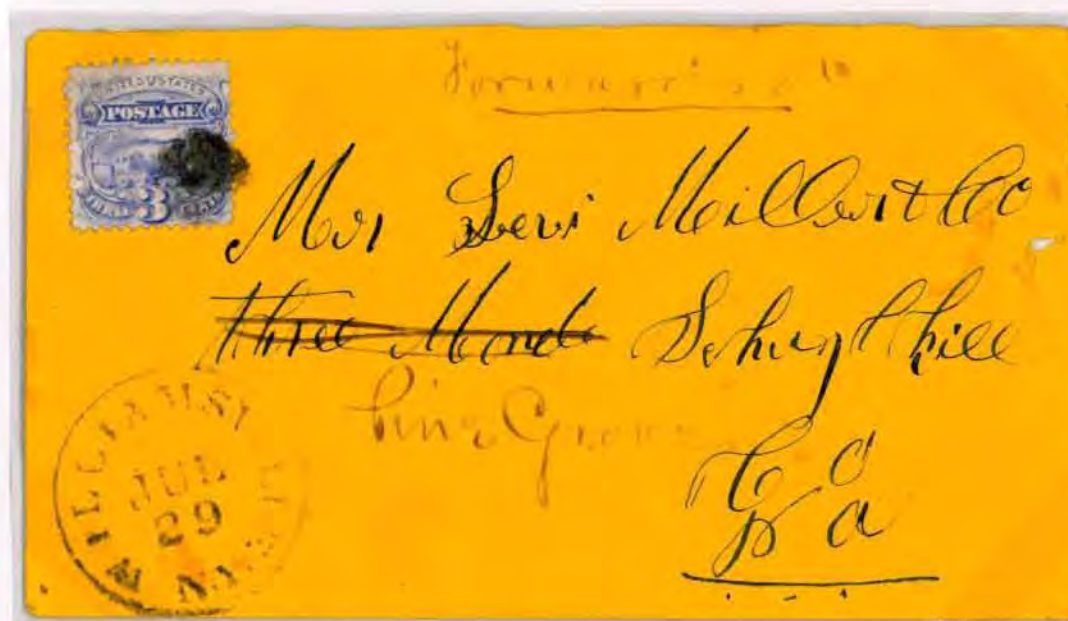
Dansville, New York to Kewanee, Illinois.



Forwarded

July 29, 1870
Williamsville, New York.
Address appears to be **Three Monde**, Schuylkill County, PA
Correct destination is to **Tremont**. The Post Office in Tremont served the village of Pine Grove, about 7 Miles from Tremont
Manuscript "**Forwarded**" to Pine Grove, Pennsylvania

No additional charge for delivery to Pine Grove.



2 Cent DROP Letter Fee

January 3, 1870

Providence, Rhode Island.



Act of June 8, 1872

Effective from Date of Passage to September 30, 1883

| POSTAGE RATES | |
|---------------------------------|---------|
| Single Weight (Up To 1/2 Ounce) | 3 Cents |

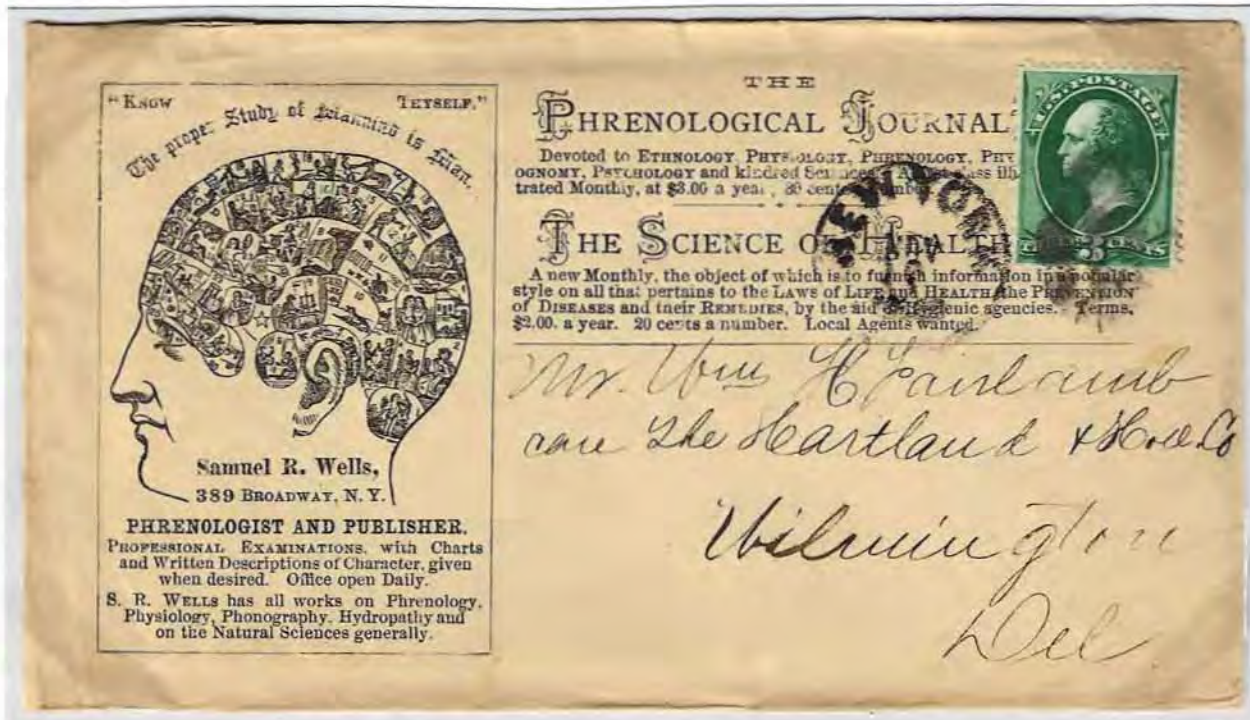
| POSTAL FEES | |
|---|--------------------------|
| Drop Letter Fee – Without Carrier Service | 1 Cent |
| Drop Letter Fee – With Carrier Service | 2 Cents |
| Advertised Letter Fee | No Charge – Free Listing |

Retains Rate of 3¢ per half-ounce or fraction thereof. Revises Drop and Advertised Letter Fees.

November 2, 1872
New York City
to Wilmington,
Delaware

Advertising covers
promoted products,
causes, beliefs, and
even advocated
quack science.

Phrenology is a
pseudoscience
that involves
measurement of
bumps on the
skull to predict
mental traits.



Double Weight

A *Short Transfer Flaw* occurs when the Transfer Roll is not fully impressed into the printing plate thereby creating an incomplete design image. The flaw typically occurs at the bottom of the image



June 17, 1875
New York City
to Fulton, Texas



The right-hand stamp
was printed from the
printing plate with the
Short Transfer Flaw

John S. Ingraham & Co. were
Ship Brokers located at
23 South Street, New York City

March 22, 1883

New York City to Atchison, Kansas, and Returned to Sender
The ACT OF JUNE 21, 1868, established that undeliverable mail would be RETURNED TO WRITER at no additional cost if a Return Address is provided.

Printed promotional document for wigs made of human hair for
“...Ladies suffering from loss of hair...”

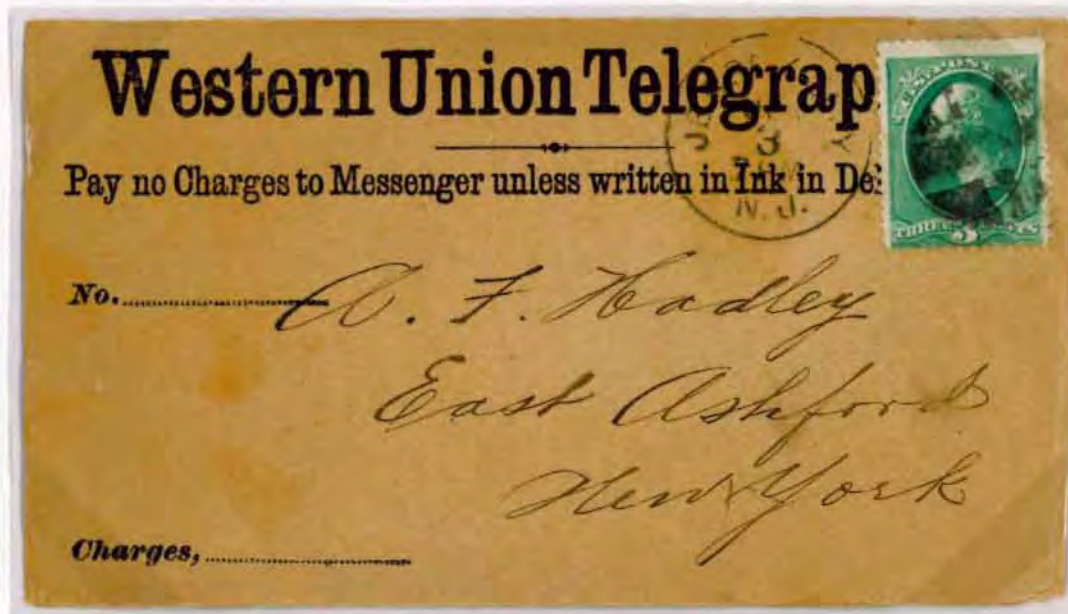


Western Union Telegraph

October 3, 1882

Jersey City, New Jersey to
East Ashford, New York

The telegraph eliminated the long duration needed to send brief messages by trans-continental mail. Telegrams were sent from one telegraph office to another and the postal service often delivered the message to the recipient



Fast Mail RPO

Posted in Syracuse on March 12, 1880, and received in Brooklyn at 10:00 AM the next day Eastbound notation in Circular Date Stamp. The railroad made fast mail delivery possible

Westtown Local Stamp

Labels sold to students at the Westtown School for 2¢ to prepay delivery, by the Boarding School, to the Street Road Post Office in Westtown, Pennsylvania



Did someone send a snake through the mail?



Posted to Reverend Clarence Hills of Madisonville, Ohio
What possible item was mailed at the First Class Postage Rate?

ACT OF 1872

Misaddressed and Forwarded

April 23, 1875
Cincinnati, Ohio
Originally mailed to
North Vernon, Indiana
Received in
North Vernon April 24
Forwarded to Vernon
(3 miles South)
for delivery at no
additional postage.



Advertised and Unclaimed

May 13, 1873
Denmark to Watertown,
New York
ADVERTISED MAY 26
UNCLAIMED



Not all letters could be delivered. Sometimes there was no response to the advertisement and the mail was not claimed nor was it able to be forwarded

Prohibited Usage of a Postal Stationary Indicia

Double Weight
March 20, 1882
New York City to
Salem, Massachusetts.

Because the cancel on *used* postal stationary could be clear of the indicia, the indicia of postal stationary could not be cut and applied to any other envelope.



Rate Progression

The Pittsburgh Twins

Two similar correspondence were both posted on September 5, 1874

18 Times 3¢ Rate for Nine Ounces.



Four Times 3 Cent Rate for 2 Ounces
10¢ Issue of 1861 with 2¢ Bank Note of 1870



Six Times 3 Cent Rate for 3 Ounces
12¢ Issue of 1869 with 3¢ Bank Notes of 1870



25 Times 3¢ Rate for Twelve and One Half Ounces.



The "Twins" were salvaged from miscellaneous papers discarded by court personnel. They were separated during the Great Depression and reunited by the exhibitor in 1984.

Territorial Origin

Double Weight

Pawhuska,
Indian Territory
to Lambertville,
New Jersey.

Destination Misspelled
as *Lambertsville*



Territorial Destination

Dayton, Ohio to
Muskogee,
Indian Territory.
Destination Misspelled
as *Muscogee*

Confusing notation at
upper left regarding
correspondence:
*I sent 1/2 this letter to
J. Grier Hibben*

Inter-Territorial

**Utah Territory to the
Idaho Region of the
Washington Territory**

The Idaho Territory was cut
from areas of the Dakota,
Nebraska, and Washington
Territories. The Idaho
Territory was established
on March 3, 1863, and
Statehood was conferred
on July 3, 1890.



ACT OF 1872

1 Cent DROP Letter Fee
Without Carrier Service

May 22, 1874
Woonsocket, Rhode Island

UNCLAIMED

and

RETURNED
TO
WRITER

Addressed simply to
Mr. A. B. Mowry
with notation *Farmer*



Held For Postage

HELD FOR
POSTAGE

1 Cent DROP Letter Fee
Without Carrier Service
converted to include
Carrier Service by the
addition of One Cent.

2 Cent
DROP Letter Fee
With Carrier Service

Canandaigua, NY
September 25, 1872

The 2 Cent *red brown* Issue of 1870 was very similar to the 10 Cent *brown* Issue of 1873.

Manuscript Notation
"Drop"



ACT OF 1872

2 Cent DROP Letter Fee
With Carrier Service

City Delivery

Overfranked Due To Color Similarity

Postage of 8¢ was overpaid because a 10¢ stamp was mistaken for a 2¢ stamp of similar color

April 24, 1874
Cincinnati, Ohio
Delivery within
Cincinnati is implied
by *City* destination.

The 2 Cent denomination
of 1870 was changed from
red brown to *vermilion* in
1875 for the exclusive
reason of eliminating the
confusion with the brown
10 Cent denomination



May 24, 1876
Philadelphia

2 Cent Issue of 1875 Printed in Vermilion Color



1876
Centennial
Exhibition
Cachet Cover

The Exposition
opened on May 10
and closed on
November 10, 1876

Costs for Changes in Postal Classification

Reposted as DROP Letter With Carrier Service

Initial 3 Cent Delivery:
New York to Philadelphia
November 20, 1879

Removed from the Mails and Reposted as **Drop Letter With Carrier Service** within Philadelphia on November 21. Street address revised in Philadelphia.



Reposted for Delivery Beyond Originating City

October 14, 1881

Originally franked as 1¢ Drop Letter Fee for delivery within the city of Indianapolis. A 3¢ stamp was applied over the original 1¢ stamp for delivery to Frankfort, Indiana.

Providing only an additional 2 Cents would have been sufficient postage.



2 Cent DROP Letter Fee With Carrier Service Converted to 3 Cent Domestic Letter Rate

Up-rated from Local Delivery to Delivery Beyond City

Originally franked as 2¢ Local Delivery, but addressee relocated.

1¢ added the following day for delivery beyond Philadelphia.



Epilogue

The Rates Established by the ACT OF 1872 Compared to the WAR RATES

The steady decline in Postage Rates, and not the negligible growth of wages, was the primary factor for the improvement in the affordability of the Postal System.

Ten Times the 3 Cent Rate for Five Ounces

November 13, 1882

New Orleans to
Napoleonville,
Louisiana.

Distance: 85 Miles

Economic Analysis

30¢ for 10 Times
the 3¢ Rate.

Cost in 1882:
One-Third of a
Days Labor.

During the
WAR RATES

Postage would be
10 X 15¢ = \$1.50

Cost in 1815:
3 Days of Labor.



A Further Reduction in Postal Rates is Soon to be in Effect

On March 3, 1883, Congress passed a Postal Act reducing the letter rate from 3¢ to 2¢ per half ounce that would take effect on October 1, 1883.



Triple Weight

March 20, 1883

Posted between
The Date of
Passage of the
**ACT OF
MARCH 3, 1883**
that reduced
Postal Rates
from 3¢ to 2¢
and the
First Day
of the reduced rate
on October 1, 1883

Act of March 3, 1883

The ACT took effect **October 1, 1883** and reduced the first class letter rate from 3¢ to 2¢ per half ounce. This **One-Third Off Sale** created the lowest U. S. postage rate that continued into the twentieth century.

First Day of Rate Overfranked

Sender was Apparently Unaware of Rate Reduction

Business letter was posted on October 1, 1883, the day the rate was reduced from 3 Cents to 2 Cents

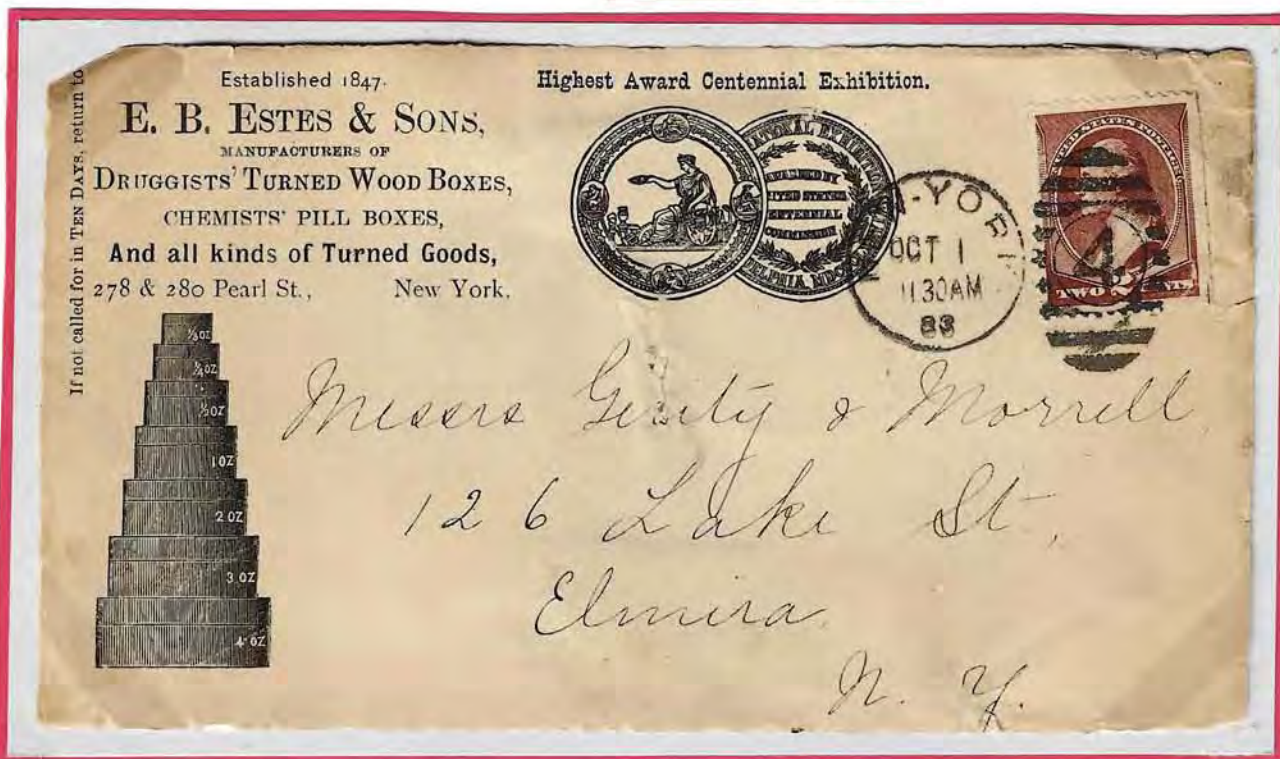
1 Cent Overpaid

Manuscript:
Ans.

Oct 2, 1883



First Day of Rate First Day of Issue



Commercial Letter Franked with New 2 Cent Issue of the *American Bank Note Company*