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Author(s): David D'Alessandris

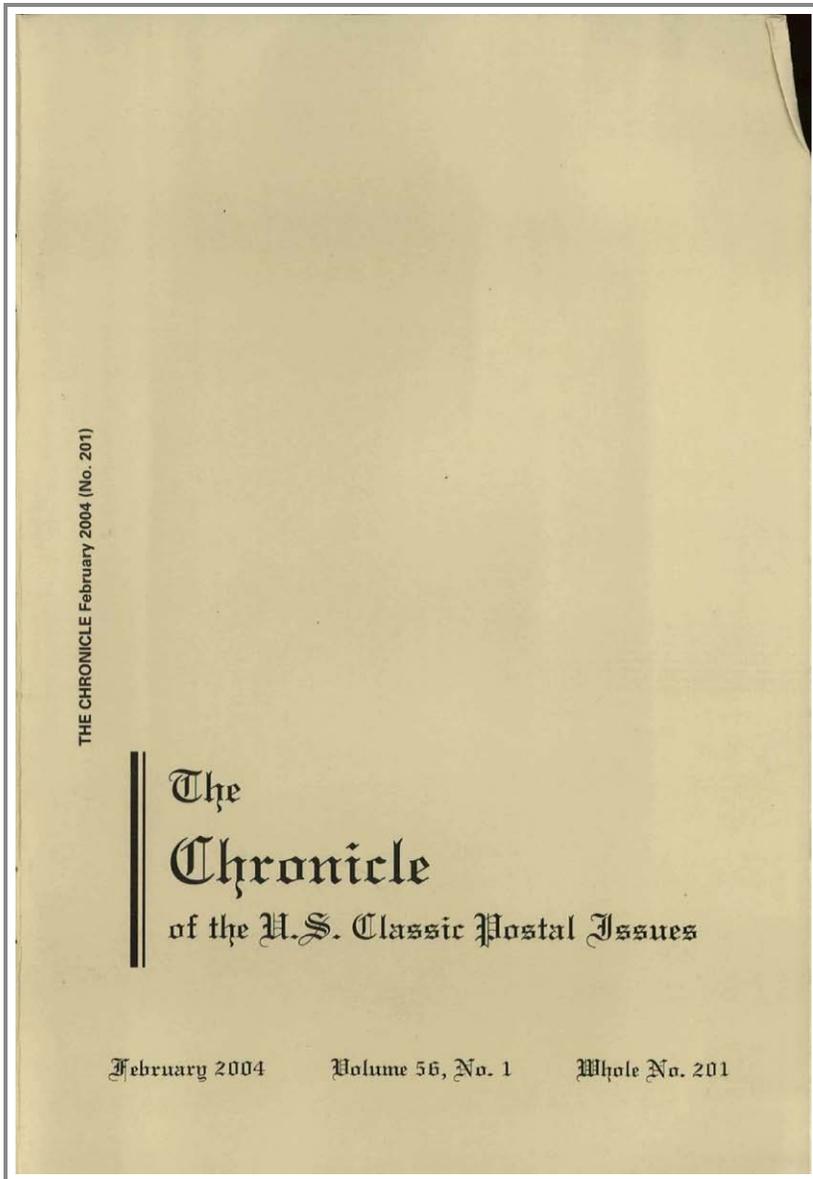


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BOSTON TO SAINT JOHN STEAMBOAT MAIL

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In the 1840s, mail between the United States and the British North America Maritime Provinces of New Brunswick, Nova Scotia and Prince Edward Island generally traveled by land and was exchanged between the United States and the Maritimes via Robbinston, Maine and Saint Andrews, New Brunswick. The travel time for letters between the major commercial centers of the United States (such as New York City or Boston) and St. John, New Brunswick was approximately 5 or 6 days. Travel time between New York or Boston and Halifax, Nova Scotia was approximately 8 to 10 days. Faster mail service was available between Boston and Halifax, via the Cunard line.¹ Transatlantic steamers of the Cunard line stopped in Halifax en route between Liverpool and Boston, and vice-versa. Travel time on this route was only 2 days; however, the service was only available on a bi-weekly basis. The other alternative was to send a letter care of a ship captain who happened to be heading in the right direction.

Beginning in the mid-1840s, express companies began providing service between Boston and St. John, New Brunswick via scheduled steamboat service. The express companies eventually became route agents of the United States Post Office, and in some cases were subsidized by the Provinces of New Brunswick and Nova Scotia. This article explores the evolution of mail service on the Boston to St. John steamboat route from its beginnings until the Canadian Confederation on July 1, 1867, when New Brunswick and Nova Scotia became part of the Dominion of Canada.

I. Boston - St. John Steamboat Service

A. Origins of the Route

In the late 1700s and the early 1800s, mail between the United States and the Maritime Provinces was carried by coastal vessels that would call at ports along the Atlantic Coast and the Bay of Fundy. The first scheduled service between the United States and St. John was the *Little Belt*, which operated as a packet between Eastport and St. John in 1814.² As demonstrated by the map (Figure 1), Eastport, Maine enjoys a strategic location on Moose Island in Passamaquoddy Bay right on the international boundary with New Brunswick. In fact, Eastport was occupied by British troops between July 11, 1814 and June 30, 1818 as part of the War of 1812 and a lingering boundary dispute. The boundary between Maine and New Brunswick regarding the islands in Passamaquoddy Bay was not settled until November 1817.³ Steamboat⁴ service came to the route in 1823 when the Kennebec Steam Navigation Company's *Maine* made occasional calls in St. John; however, regular service did not begin until 1825 when the *Eagle* began operating a regular service between Eastport and St. John, connecting with steamboats servicing Portland and Boston.⁵ John Ward's *St. John* operated between

¹From 1848 to 1850, Cunard Line steamers bound for New York also stopped in Halifax.

²C.M. Jephcott, V.G. Greene and John H.M. Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867* (Toronto: Sissions Publications Ltd., 1964), p. 205.

³Harold A. Davis, "An International Community on the St. Croix (1604-1930)," *The Maine Bulletin*, Vol. LII, No. 12 (April 1950), p. 112.

⁴The steam powered vessels in this article will be referred to as steamboats regardless of whether the vessel was under contract with the Post Office Department at the time.

⁵Jephcott, p. 205.

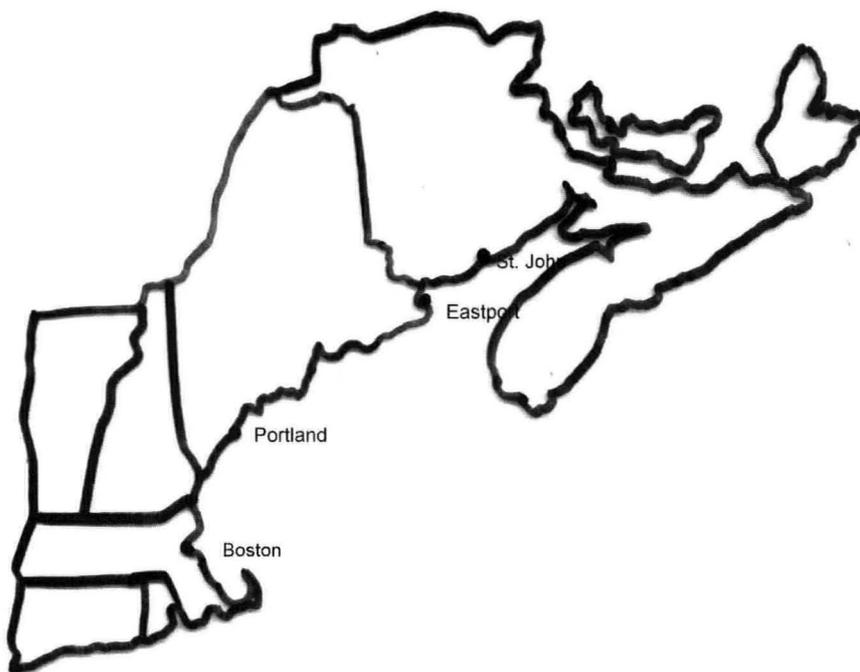


Figure 1. Outline map showing the New Brunswick - New England area

Eastport and St. John starting in 1826.⁶ Then in the 1830s James Whitney's steamers, the *Henrietta*, *Maid of the Mist* and *Gazelle*, operated from St. John to St. Stephen, St. Andrews and Eastport.⁷

Regularly scheduled steamboat service between Portland and St. John was first attempted by the *Royal Tar* in 1836.⁸ In the mid-1830s, there existed a network of steamboat lines in St. John connecting the city with Fredericton and Annapolis, Nova Scotia, and then by stage with Halifax. Similarly, Eastport was a hub for steamboat lines to St. Andrews, New Brunswick and Calais, Maine. In addition, Portland was a hub for steamboat lines to Boston as well as Bangor and Augusta, Maine, and intermediate ports. Of course Boston was a major shipping hub, providing steamer service to Europe and the Caribbean. The *Royal Tar* served as a trunk line connecting these independent steamboat lines.⁹ The *Royal Tar* operated for one season before ending in a fatal shipwreck. The ship departed St. John on October 21, 1836. After seeking refuge from a storm at Eastport until October 25, the ship departed for Boston; however, it had to take refuge once again in Penobscot Bay. While in Penobscot Bay, the ship caught fire and sank, taking with it 33 passengers as well as an elephant, two camels, a gnu, two lions, a tiger, a leopard and a collection of snakes and birds from a traveling circus.¹⁰

⁶*Ibid.*

⁷*Ibid.*

⁸Arthur A. Johnson, "The International Line: A History of the Boston-Saint John Steamship Service," *American Neptune*, Vol. 33, No. 2 (April 1973), p. 80.

⁹*Ibid.*

¹⁰*Ibid.*, p. 82.

B. Initial Service

Scheduled steamboat service between Boston and St. John finally started with James Whitney's *North America*, which operated between 1839 and 1843.¹¹ The *North America* (Figure 2) was a 155 foot sidewheeler which displaced 296 tons. Passengers could book deck passage or, for an extra payment, they could sleep in one of the two dormitory rooms which could house sixty men and thirty women.¹² The steamboat operated among St. John, Eastport and Boston.¹³ The *North America* carried a letter bag, and advertised that she would carry letters from St. John to Boston for 7½¢ each¹⁴ and from Boston to St. John for 12½ cents each.¹⁵ The *North America* was wrecked in a storm in November 1846 off Mount Desert, Maine. Battered by the seas, the steamer took on water, putting out the fire for the boilers. The steamboat washed ashore on Long Island, Maine without a loss of life; however, during the night the islanders stripped the boat of everything of value, including the possessions of the passengers.¹⁶ However, it does not appear that the *North America* was regularly operating on the Boston to St. John route at the time it wrecked.¹⁷

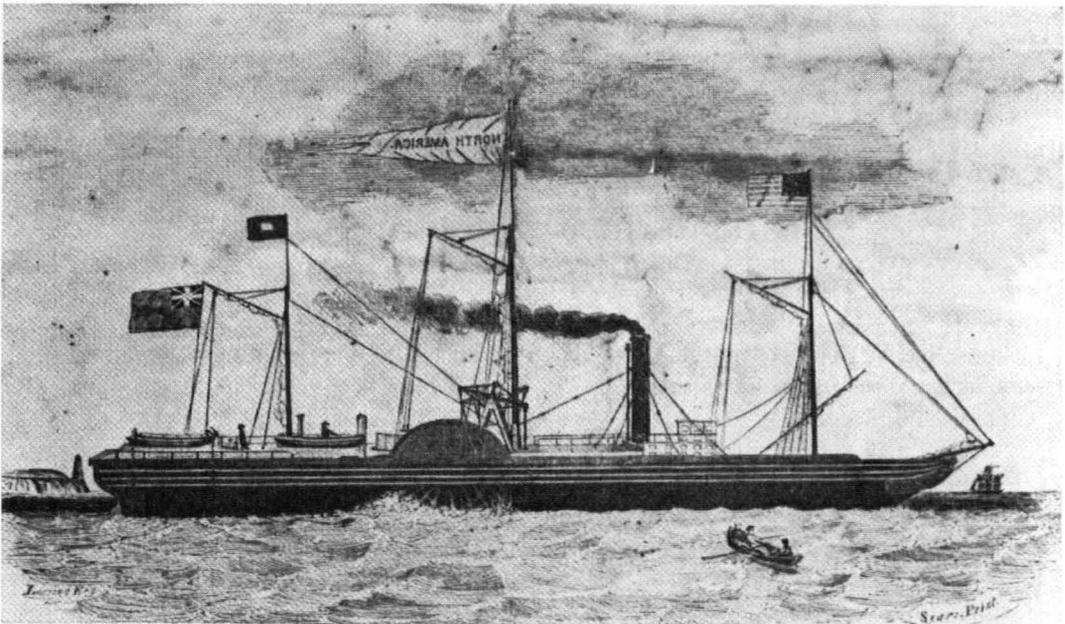


Figure 2. Engraving of the S.S. *North America* (Jephcott, p. 193)

While the *North America* offered service between St. John and Boston, a competing service, established in 1842 by the Peoples Line, provided service from Boston to Eastport, Maine, with some steamboats stopping in Portland, Maine, en route, with

¹¹*Ibid.*, pp. 82-83.

¹²*Ibid.*, p. 82.

¹³*Ibid.*, pp. 83, 94.

¹⁴Jephcott, p. 205, quoting *New Brunswick Courier*, November 16, 1839.

¹⁵*Boston Post*, Vol XIX, No. 90, April 17, 1841.

¹⁶Johnson, p. 84.

¹⁷Johnson seems to indicate that the *North America* was still on the Boston to St. John run; however, Jephcott, pp. 192-93, indicates that she was operating from St. John to Digby and Annapolis, Nova Scotia beginning in 1841. Advertisements indicate that she was operating between Boston and St. John during the summer of 1841.

connecting service from Eastport to St. John. While the connecting service on the Peoples Line might appear to be a less desirable operation, it was organized in this manner for a logical reason— to avoid taxes.

At the time, laws prevented foreign flag steamboats from offering service between ports in the United States. Thus a New Brunswick steamboat operating from St. John could deliver freight and passengers in Eastport, Portland or Boston; however, the boat could not provide service among Eastport, Portland and Boston. On the return trip, the steamer could pick up at Boston, Portland or Eastport, but only for delivery in St. John.¹⁸ United States flag vessels were under similar restrictions; however, since St. John was the only New Brunswick port on the route, this did not present the same difficulty. An American vessel could trade between United States ports and could pick up and discharge passengers and freight at St. John. But the legal considerations did not end there. American vessels engaged in international trade had to pay higher port and tonnage fees in the American ports than did vessels engaged solely in the coastal trade within the United States.¹⁹ Thus the Peoples Line steamboats operating between Eastport and Boston would pay the lower, coastal-trade port fees in Boston and Portland. Only the steamboat operating between St. John and Eastport would pay the higher international vessel fees charged by the United States, and then only in Eastport. By 1853, the steamboat companies figured out that they could change the steamer's enrollment for coastal trade to a registry for international operation at the Eastport Customs House on the way to St. John and then cancel the steamer's international registry and enroll for coastal trade at the Eastport Customs House on the way back to Boston.²⁰ The red tape involved with changing the steamboat's registration at the Eastport Customs House was apparently less onerous than transferring passengers and freight between steamers in Eastport, because the steamers began operating all the way to St. John in 1853.²¹

Prior to 1853, freight and passengers traveling from Boston to St. John would take a steamer from Boston to Eastport, Maine where they would connect with another steamer for travel from Eastport to St. John. When the service started, the Boston to Eastport service on the Peoples Line was provided by the steamer *Bangor*, while the *Nova Scotia* operated the leg between Eastport and St. John.²² Despite the need to transfer passengers and freight in Eastport, the Peoples Line made better time between Boston and St. John than did the *North America*, and, in addition the Peoples Line charged only \$6.00 for passage from Boston to St. John—half of the fare on the *North America*.²³

Following the success of the *North America*, a number of other steamboats operated on the Boston to St. John route, including the *Penobscot*, *Portland*, *Herald* and *Charter Oak*. The *Penobscot* was operated by the North American Steamboat Company on the Boston to St. John route in 1843, and took on letters free of charge at St. John, depositing them in the mails at Boston.²⁴ The *Portland* was built in 1835 and was operated by Seward Porter between Eastport and Boston in 1844 and possibly 1845. She was 155 feet in length and displaced 445 tons.²⁵ The *Herald* operated between St. John and Eastport between 1844 and 1846 and connected with the *Portland* in Eastport while the *Portland* operated on the route. The *Charter Oak* normally operated on the Portland to Bangor route, but substituted for the steamer *Portland* on the Boston to St. John route around June 1846.

¹⁸Johnson, p. 83.

¹⁹*Ibid.*

²⁰*Ibid.*, p. 84.

²¹*Ibid.*, pp. 83-84.

²²*Ibid.*, p. 84.

²³*Ibid.*

²⁴Jephcott, pp. 205-06.

²⁵Johnson, pp. 85, 94.

In the Spring of 1847 a group of Eastport investors formed the Eastport Eastern Steamship Company and purchased the steamer *Admiral*. From a postal history standpoint, the *Admiral* was probably the most important vessel to serve this route. The *Admiral* was 224 feet in length and displaced 648 tons, and was said to be able to complete the Boston to St. John run in as little as 19 hours and at most 26.²⁶ This was between ten and 17 hours faster than the *Royal Tar* or the *North America*.²⁷ The *Admiral* operated on the Boston to St. John route between 1847 and 1861 when she was sold to the government for use in the Civil War. She became the United States Quartermaster's Division (USQMD) *Guide* from November 8, 1861 until November 29, 1865.²⁸ The *Admiral's* service on the route was interrupted in 1854 because it wrecked. The *Admiral* left Portland on July 25, 1854 for Eastport and St. John when she wrecked on Moulton's Rock at Wallace Cove, near Lubec, Maine.²⁹ The *Admiral* was repaired and placed back in service in the next navigation season. The *Governor* operated the *Admiral's* schedule for several months and then the *Adelaide* filled in from September through the remainder of the 1854 season.³⁰ An advertisement for the *Governor* in the *Eastport Sentinel* shortly after the wreck of the *Admiral* touted the crew as being the same captain and pilots as having been on the route for several seasons on the *Admiral*, and stated that this was "sufficient recommendation of their skill and efficiency" even though this was apparently the same crew that had just wrecked the *Admiral*.³¹

The 1847 navigation season also saw the debut of the *Senator*, operated by a group of investors led by Thomas Parks of St. John. Although the *Senator*, at 219 feet and 754 tons, was larger than the *Admiral*, Parks sold the *Senator* after just one year and purchased the *Admiral* from the Eastport Eastern Steamship Company. Under Parks' control, the *Admiral* operated from Boston to Eastport, where the *Admiral* connected with the *Maid of Erin*, another Parks steamer operating between Eastport and St. John. The truly distinguishing feature of the *Maid of Erin* was that she was painted green.³² The *Maid of Erin* burned at her pier in Portland in 1849.

In 1850, Hathaway and Small, a St. John company, put the *Creole* on the Eastport to St. John route.³³ In 1852, the newly formed Calais Steamboat Company built the 230 foot, 616 ton *Eastern City* (Figure 3) for the Boston to St. John Route. Like the *Admiral*, the *Eastern City* served on the route until drafted for Civil War service. The 734 ton *Adelaide* (Figure 4) joined the *Eastern City* on the Calais Steamboat Company's service in 1854.³⁴

C. Consolidation

The Eastport and Calais steamboat companies engaged in several vicious rate wars during the early years of the 1850s. The companies then limited their competition, and began a policy of cooperation which left only the *Admiral*, the *Adelaide* and the *Eastern*

²⁶*Ibid.*, p. 84.

²⁷*Ibid.*

²⁸Cal Hahn, "Steamboats Carried the Mail," *Stamp Collector*, February 7, 1983, p. 28.

²⁹*Eastport Sentinel*, Vol. 36, No. 42, August 2, 1854.

³⁰Hahn, p. 28.

³¹*Eastport Sentinel*, Vol. 36 No. 43, August 9, 1854.

³²Johnson, p. 85.

³³*Ibid.*

³⁴The Calais Steamboat Company's purchase of the *Adelaide* resulted in a lawsuit which made its way to the United States Supreme Court. See *Calais Steamboat Company v. Scudder*, 67 U.S. 282 (1863).

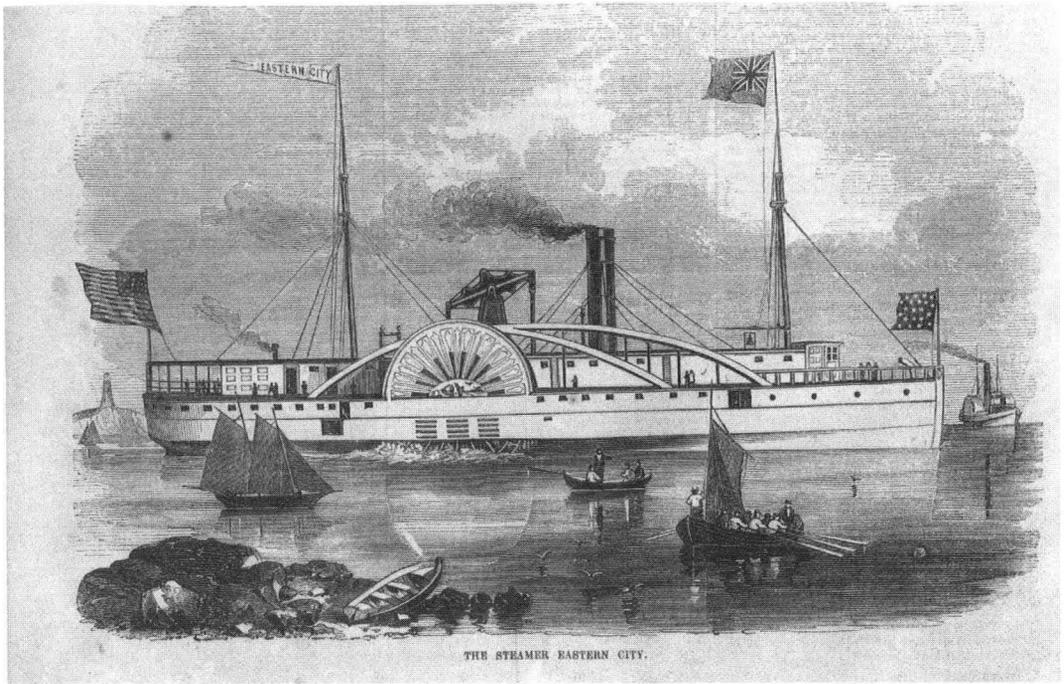
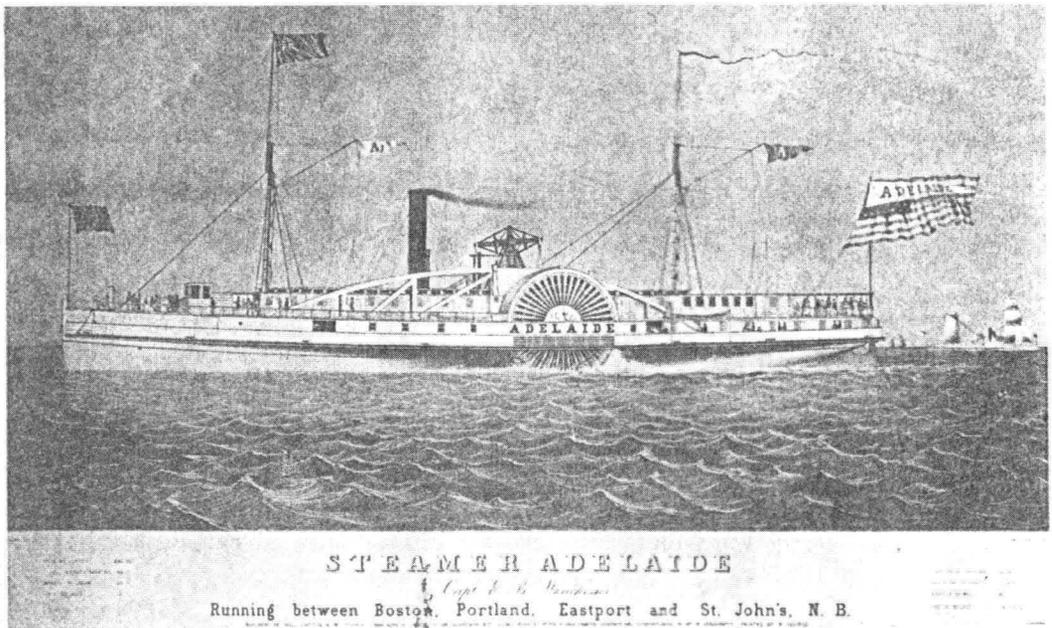


Figure 3. Engraving of the S.S. *Eastern City* (Jephcott, p. 209)



Side-wheel steamer *Adelaide*, 734 tons, built in 1854
 Peabody Museum of Salem

Figure 4. Engraving of the S.S. *Adelaide* (Johnson, Plate 1, following p. 90)

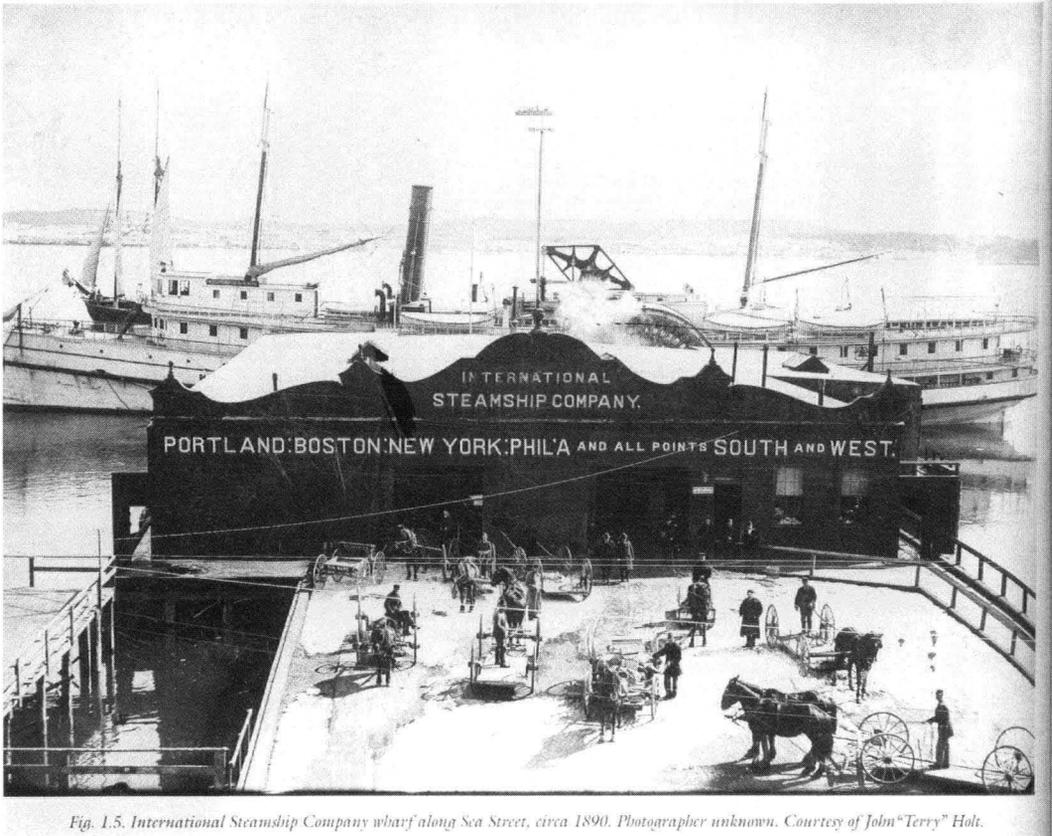


Fig. 1.5. International Steamship Company wharf along Sea Street, circa 1890. Photographer unknown. Courtesy of John "Terry" Holt.

Figure 5. International Steamship Line pier in Eastport, Me. (*Eastport Island City*)

City operating on the route from the mid-1850s through 1859.³⁵ In 1860, the owners of the Portland Steam Packet Company, with John B. Coyle as their leader, bought out the Calais and Eastport companies, forming the International Steamship Company.³⁶ Figure 5 shows the International Steamship Company's wharf in Eastport, Maine circa 1890. Allegedly, International Steamship accomplished the take-over under the threat that the larger Portland companies would drive the Calais and Eastport companies out of business if they did not cooperate.³⁷ The International Steamship Company replaced the *Admiral* and the *Eastern City* with two new steamers, the *New Brunswick* and the *New England*. Both of the new steamers were substantially larger than the *Admiral* and *Eastern City*. The *New Brunswick* was built in 1861, and was 224 feet in length and displaced 804 tons.³⁸ In 1862, while awaiting delivery of the *New England*, the International Steamship Line put the *Forest City* on the Boston to St. John run, taking it off of its normal Boston to Portland run.³⁹ The *New England* was built in 1862, and was 230 feet in length and displaced 1,025 tons.⁴⁰ During the 1860s there were several attempts by other steamboat lines to break into

³⁵Johnson, p. 86.

³⁶*Ibid.*

³⁷*Ibid.*

³⁸*Ibid.*, p. 94.

³⁹*Ibid.*, p. 88.

⁴⁰*Ibid.*, p. 94.

the Boston to St. John market. In the early 1860s, Hathaway and Small put the Great Lakes steamer *New York* on the route; however, the International Line bought out Hathaway and Small and later itself operated the *New York* on the route.

In 1863, the Boston company of Spear, Lang and Delano, which advertised itself as the United States Mail Line, operated the *General Banks* and *Admiral DuPont* on the route for just one season, before selling the steamers. The *General Banks* and *Admiral DuPont* had started life as British mail packets before being captured while serving as Confederate blockade runners.⁴¹ The *Admiral DuPont* displaced 473 tons, and was built in 1847. Initially named the *Anglia*, she was operated by the Chester and Holyhead Railway Company. In 1859 she was transferred to the London and Northwestern Railway, before becoming a blockade runner in 1861, and being captured by Union forces in 1862.⁴² The *Scotia* was the *Anglia's* 479 ton sister ship. Like the *Anglia*, the *Scotia* was built in 1847 and operated by the Chester and Holyhead Railway until being transferred to the London and Northwestern Railway in 1859, becoming a blockade runner in 1861, and being captured in 1862.⁴³ In 1866, the *Zodiac* operated on the Boston to St. John route, but not much is known about this steamer. By 1871 it was possible to travel by train from Boston to St. John; however, the International Steamship line operated the Boston to St. John route until June 1941.⁴⁴

II. Express Service Between Boston and St. John

Loose letters were privately carried by ship captains on this route almost from the beginning. Some of the steamers, such as the *North America*, even advertised that they would carry mail to Boston for a fee. The next step in the development of this mail route was the evolution of the express companies.

A. Hale and Company

The earliest independent mail service on the Boston to St. John steamboats appears to have been Hale & Co. The company carried mail and provided express services and, in addition, maintained safes on board the steamers.⁴⁵ Service was advertised at least as early as July 1844 to Eastport, St. Andrews and St. John.⁴⁶ However, it appears that service to these cities was provided by Gunnison's Express, in conjunction with Hale & Co. At least three covers are known to have been carried by this route, and two of the three have Gunnison's markings in addition to the Hale & Co. markings. The cover without a Gunnison's Express marking (Figure 6) originated in Bradford, Massachusetts in October 1844, and was carried by Hale's to its St. John office where it entered the mails for delivery to Annapolis, Nova Scotia. The cover likely was carried by the *Portland* connecting in Eastport with the *Herald* to St. John. Hale's advertised price for delivery to St. John was 12½¢. The cover was franked with a Hale & Co. local stamp (Scott 75L5), paying only half of the published rate to St. John, and was then rated 7 pence for the provincial postage from St. John to Annapolis. The cover is also notable for likely being the earliest use of an adhesive stamp to pay postage from the United States to a foreign country and being one of only two usages of any independent mail adhesive stamps to a foreign country.⁴⁷ It is unclear when Hale & Co. stopped providing service to St. John.

⁴¹*Ibid.*, p. 88.

⁴²<http://www.theshipslist.com/ships/lines/feeders.html>.

⁴³*Ibid.*

⁴⁴Johnson, pp. 90, 93.

⁴⁵*Ibid.*, pp. 79-80.

⁴⁶*Ibid.*, p. 80 & n1; see also Robert A. Siegel Sale 830, Lot 265, quoting *Morning Courier and New York Enquirer*, July 4, 1844.

⁴⁷Robert A. Siegel Sale 830, Lot #265, November 13 and 14, 2000.

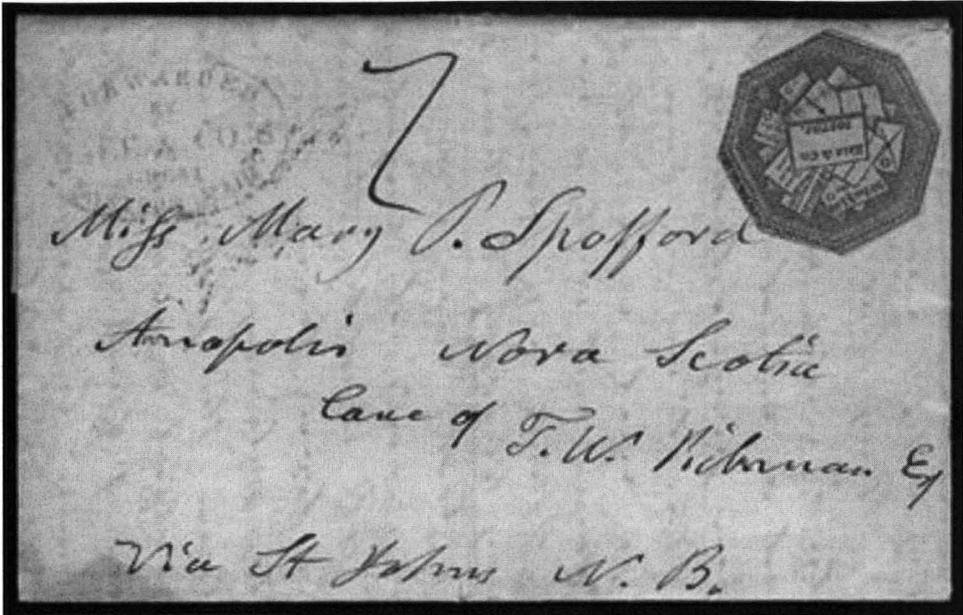


Figure 6. 1844 Hale & Co. cross border cover, Bradford, Mass. to St. John, Robert A. Siegel Sale 830, lot #265

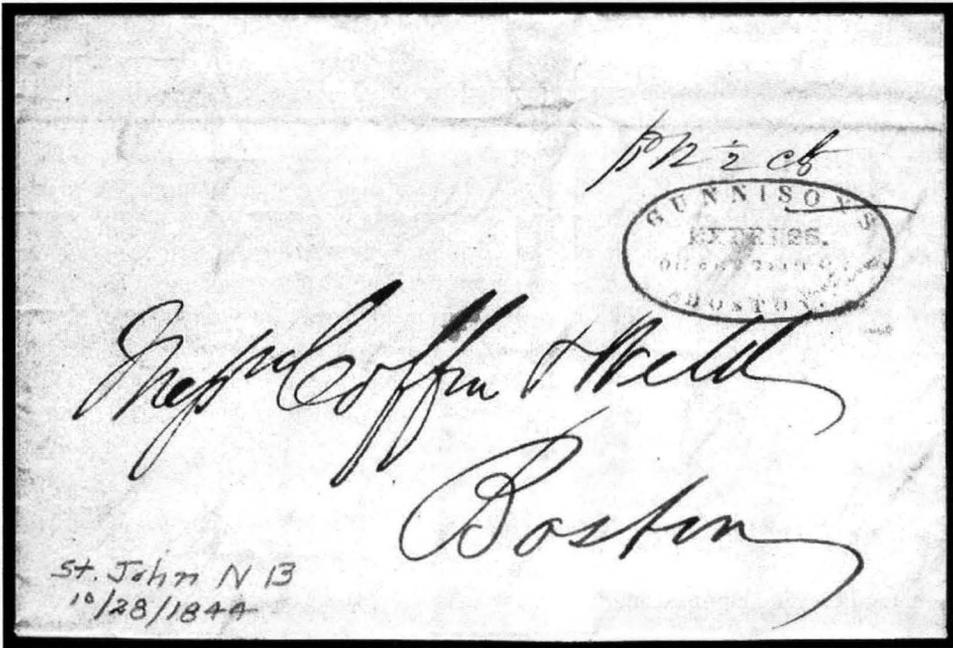


Figure 7. 1844 Gunnison's Express Co. cover, Schuyler Rumsey Auction 13, lot 173

B. Gunnison's Express

Joseph Gunnison operated his express service between Boston, Eastport and St. John beginning in late in 1844.⁴⁸ Although primarily a package express, Gunnison did provide an independent mail service.⁴⁹ Gunnison's Express manuscript markings are known during the period 1844-1849. The "Gunnison's Express Office & Court St. Boston" 37mm oval handstamp marking is generally seen on covers in 1844 and 1845. Figure 7 shows an 1844 Gunnison's cover, likely carried by the *Herald* from St. John to Eastport where it would have connected with the *Portland* for carriage to Boston. The cover is manuscript rated 12¹/₂¢, the same rate charged by Hale & Co. During this period, Gunnison's advertisements (Figure 8) indicated that he operated his express business via the Steamer *Portland*, with service to Boston departing Calais and Eastport every Tuesday.⁵⁰ Contemporary advertisements indicate that the *Portland* connected with the S.S. *Herald* in Eastport for service to St. John.⁵¹



Figure 8. Gunnison's advertisement, *Eastport Sentinel*, August 27, 1845

On or about December 29, 1847, the Post Office Department appointed Gunnison to the position of Steamboat Letter Carrier, as was J. Judson Ames, presumably the same person who operated Ames Express.⁵² As a steamboat letter carrier on the Boston, Portland and Eastport route, Gunnison was compensated by the United States Post Office based upon the volume of mail he carried. For more information on the steamboat letter carriers, see part III below. It appears that Gunnison stopped using his handstamp marking before he was appointed a steamboat letter carrier. It has been suggested that the steamboat letter

⁴⁸Jephcott, p. 213. However, other sources indicate that Gunnison started his express in 1842, which predates Hale's operation; see William Henry Kilby, *Eastport and Passamaquoddy: A Collection of Historical and Biographical Sketches*, reprint from original 1888 ed. (Eastport, Maine: Border Historical Society, 2003), p. 282.

⁴⁹Jephcott, p. 213.

⁵⁰*Calais Advertiser*, August 27, 1845.

⁵¹*Calais Advertiser*, June 5, 1844.

⁵²Elliott Perry, *Pat Paragraphs*, comp. by George T. Turner and Thomas E. Stanton (Takoma Park, Md.: Bureau Issues Association, Inc., 1981), p. 324.

carriers were allowed, or even encouraged, to operate express services in addition to being steamboat letter carriers so that customers could send parcels as well as correspondence through the same vendor, while the Post Office Department maintained the first-class mail monopoly. By 1848, Gunnison's ads indicated that he was operating his express service on the Steamer *Admiral*.⁵³ Service was discontinued in 1851, but resumed in 1853.⁵⁴ In its second incarnation, Gunnison's advertised service between Boston, Portland, Eastport, Lubec, Machias, Pembroke, St. Andrews and St. John.⁵⁵ Following resumption of his express service, Gunnison was appointed to be a Steamboat Letter Carrier on the *Adelaide* on August 22, 1854. He was removed from that position on January 29, 1855.⁵⁶ On January 17, 1861, Gunnison was appointed to the steamer *New Brunswick*. Gunnison then sold his express service to Eastern Express of Boston sometime between April and June 1861.⁵⁷

Gunnison's Express appears to have provided local delivery service in Boston, and connecting service through Hale & Co. for delivery in New York City, rather than a "to the mails" local post service. Gunnison's Express' advertisements do not include a fee schedule; however, some of the covers, like the cover in Figure 7, have manuscript ratings of 12½¢ for delivery from St. John to Boston. Prior to July 1, 1845, the rate via the post office would have been 18¾¢ U.S. postage from Boston to the lines and 7 pence New Brunswick postage from the exchange office to St. John. After July 1, 1845, the U.S. postage would have been reduced to 5¢; however, the combined U.S. and New Brunswick postage would still exceed the Gunnison's Express charge.

C. Favor's Express

Gunnison's much more famous successor was Favor's Express. Col. Hiram S. Favor was born in Eastport, Maine and then established an express business in Boston. The express was founded in 1849, headquartered in Boston, with offices in Portland, Eastport and St. John.⁵⁸ Colonel Favor was a well known figure on the *Admiral*, famous for always having a bottle of Hennessy's whisky on tap in his stateroom. His stateroom was the "resort of drummers and all good fellows who traveled the line, and there on stormy nights the sound of song and laughter was heard above the howling of the gale."⁵⁹ Favor's Express initially operated on the Steamer *Admiral* between Boston, Portland and Eastport and then provided connecting service on board the *Maid of Erin*, and later the *Creole* between Eastport and St. John. As was mentioned earlier, beginning in 1853, the *Admiral* began operating between Boston and St. John, without the need to change ships in Eastport. Contemporary advertisements indicate that Favor's express operated via both the *Admiral* and the *Eastern City*.⁶⁰

In addition to manuscript markings, Favor's express also used express labels and handstamp markings. The earliest covers display a black on orange paper express label,

⁵³*Calais Advertiser*, June 14, 1848.

⁵⁴Jephcott, p. 214.

⁵⁵*Eastport Sentinel*, Vol. 37, No. 35, June 13, 1855.

⁵⁶Perry, p. 324

⁵⁷Jephcott, p. 215. Gunnison severed his ties with Turner's Express on April 1, 1861, and published an advertisement announcing the sale of his express service dated June 4, 1861. Gunnison's sale of his express business probably coincides with his appointment as inspector of the customs at Eastport by President Lincoln. Kilby, p. 282.

⁵⁸Jephcott, p. 217.

⁵⁹Alvin F. Harlow, *Old Waybills* (New York: D. Appleton-Century Co., Inc, 1934), p 71.

⁶⁰*Eastport Sentinel*, Vol. 36, No. 30, May 10, 1854.

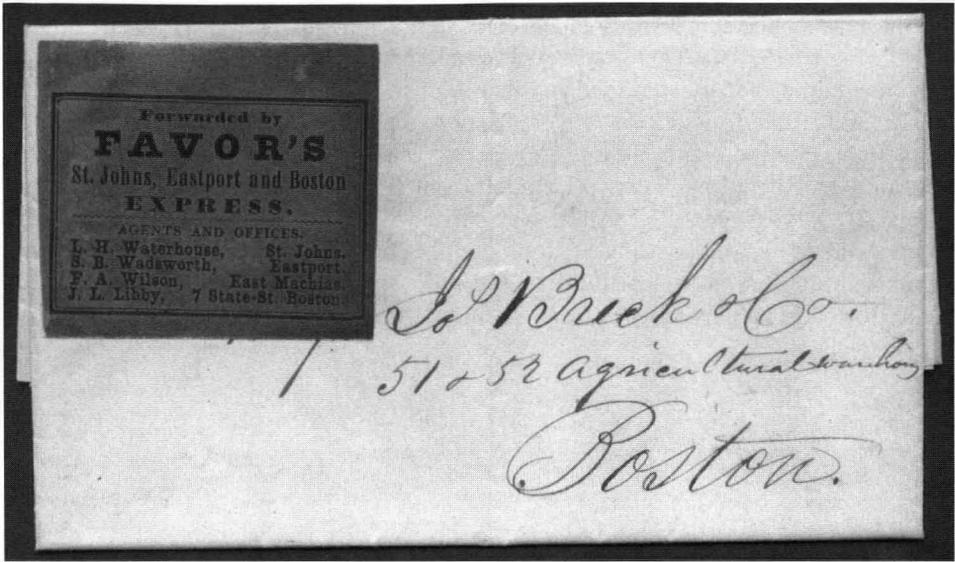


Figure 9. Favor's Express label



Figure 10. Favor's Express boxed handstamp

without an address. (Figure 9). This was followed by a similarly designed 30mm by 25mm boxed handstamp, reported in 1850, showing an address of 7 State Street in Boston. By 1851, the black on green express labels indicated a new address at 10 Court Square in Boston.⁶¹ (Figures 9, 10). There are two varieties of the black on green express labels, a 46mm by 34.5mm version reported in 1851, and a 47mm by 33mm variety reported in 1855. The red 33mm triple circle “Favor’s Express Boston, 10 Court Sq.” marking appears to be the most common, and it has been reported used between 1851 and 1855. Figure 11 shows a cover carried by Favor’s Express from St. John to New York. The cover is datelined St. John August 7, 1851. It was carried by Favor’s Express from St. John to Eastport via the *Creole*, departing St. John on the morning of August 8 and connecting in Eastport with the *Admiral* departing Eastport that same afternoon. The cover entered the mails in Boston as an unpaid letter from a non-contract steamer where it was rated 5¢ due.

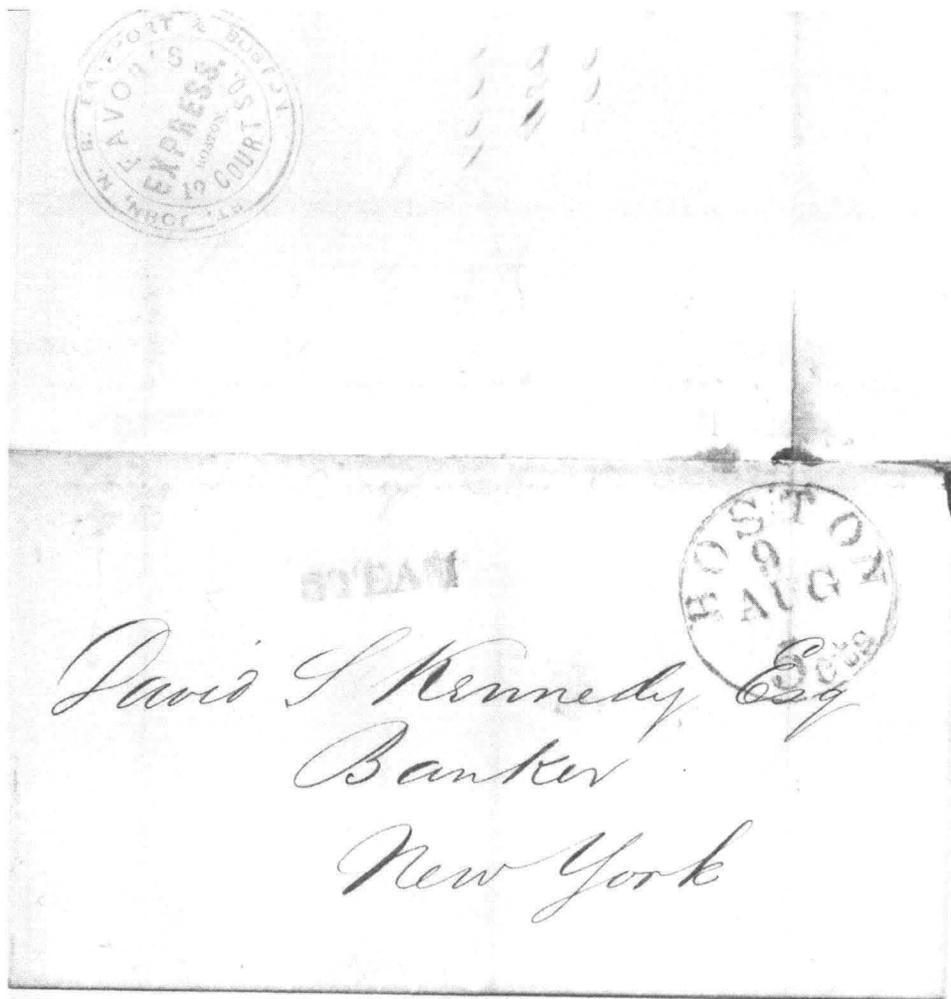


Figure 11. Favor’s Express triple circle handstamp

⁶¹Favor’s representative in Eastport was Samuel B. Wadsworth. His company is still in business in Eastport, operating as S.L. Wadsworth & Sons. The store advertises itself as the country’s oldest ship chandlery. Unfortunately, the company does not have any of its business records from the 1850s.

(to be continued)