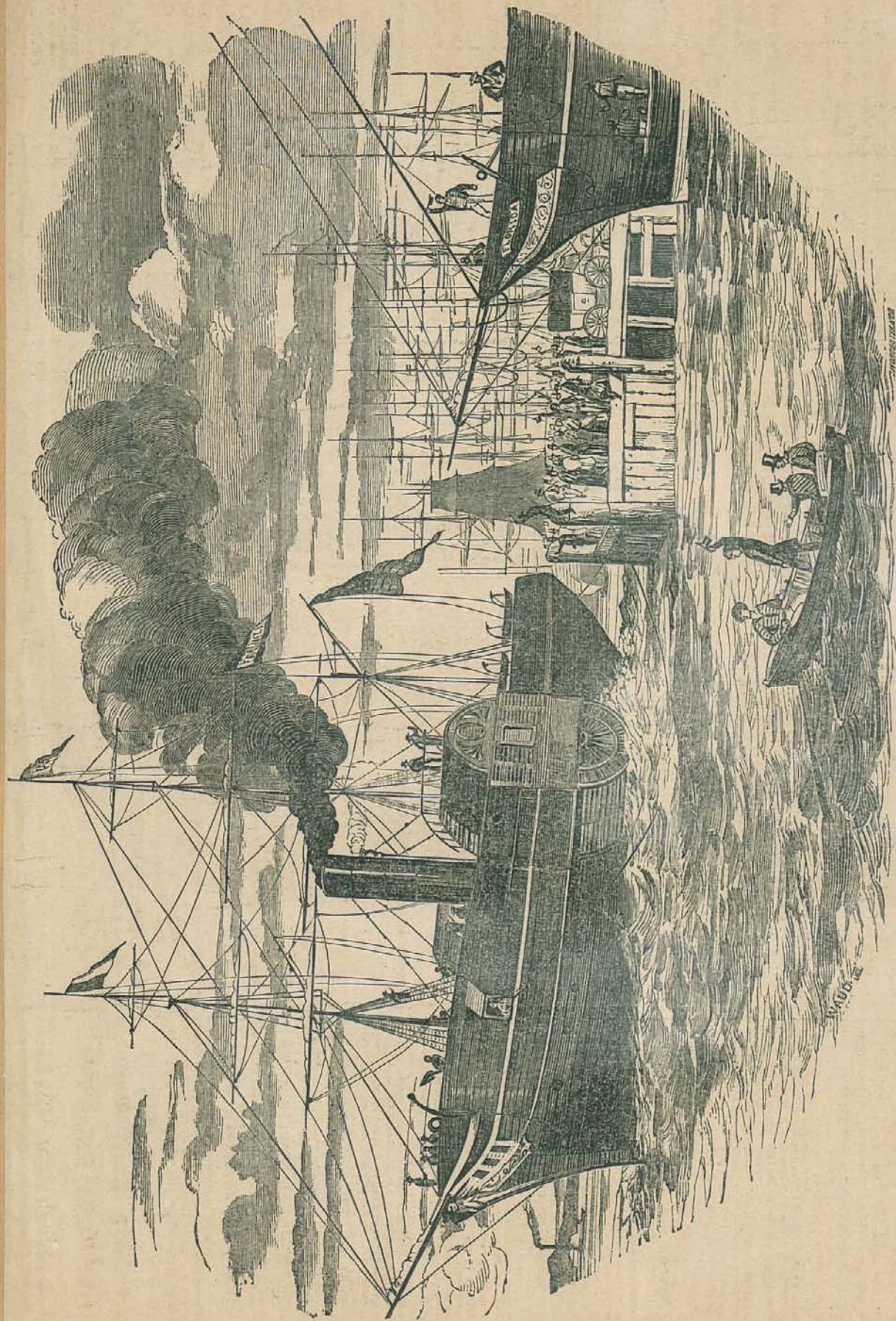


THE NEW YORK AND HAVER STEAM  
NAVIGATION COMPANY

FRANKLIN - 2184 tons. In  
service 1850-54. Wrecked July '54



STEAMER FRANKLIN LEAVING NEW YORK FOR HAVER AND SOUTHAMPTON.

PH

31

TAS 155.0

1855

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY

U. S. M. S. Arago

4th Outbound Passage



November 15, 1855. An unpaid letter to Liverpool posted at Bath, Maine. Erroneous date of "14" corrected to "15" by pen. The Bath office struck the "24" charge mark showing the U.S.-British Treaty of 1848 rate per 1/2-oz.

November 17. New York Exchange Office transit mark. Britain was debited for 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. The U.S.M.S. Arago departed from New York on this date for Havre.



November 30. Arago arrived at Southampton, London arrival backstamp of even date.

December 1. Liverpool arrival backstamp. One shilling (24¢) due, shown by the 1/- handstamp.

1856

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S.S. Arago

New York to Cowes, Isle of Wight, thence to Havre



Oct. 18, 1856. Unpaid letter directionally endorsed "Per Arago, October 18./56". The Arago, Capt. Lines, at M. Livingston Co., N.Y. was cleared for sailing Oct. 17 and sailed on Saturday, October 18 for Havre via Cowes.

Letter marked at New York for a debit to England of 16¢ transatlantic postage (American Packet) + 5¢ U.S. Inland = 21¢.



November 1. Arrival backstamp at London where letter had been forwarded from Cowes upon Arago's landing October 31. Manuscript notation on face shows 1 shilling (1/-) due, equivalent to 24¢ U.S. Britain retained 3¢ British Inland. Rate allocation per the U.S.-British Treaty of 1848.

The New York & Havre Steam Navigation Co. sailed with commendable regularity until the closing months of 1861 when her ships were taken by the U.S. War Department and did not return to the North Atlantic until November and December 1865, then ran to Havre via Falmouth. The service, also using chartered tonnage, lasted only until Nov. 1867 when the Arago made her last sailing from Havre and Falmouth to N.Y. Oct. 30, 1867, followed by the Fulton on Nov. 27.

1857

THE NEW YORK & HAVRE STEAM NAVIGATION CO.  
HAVRE TO NEW YORK VIA COWES

S.S. Arago



January 12, 1857. This letter was prepaid at the French "in-the-Port" rate of 3 decimes (30 centimes) per 1/4-oz. by 20 centimes and 10 centimes Issue of 1853 cancelled by the petits chiffres "1495" of Le Havre. The P.P. = Port Payee or Paid to the Port. The S.S. Arago departed from Havre January 13.

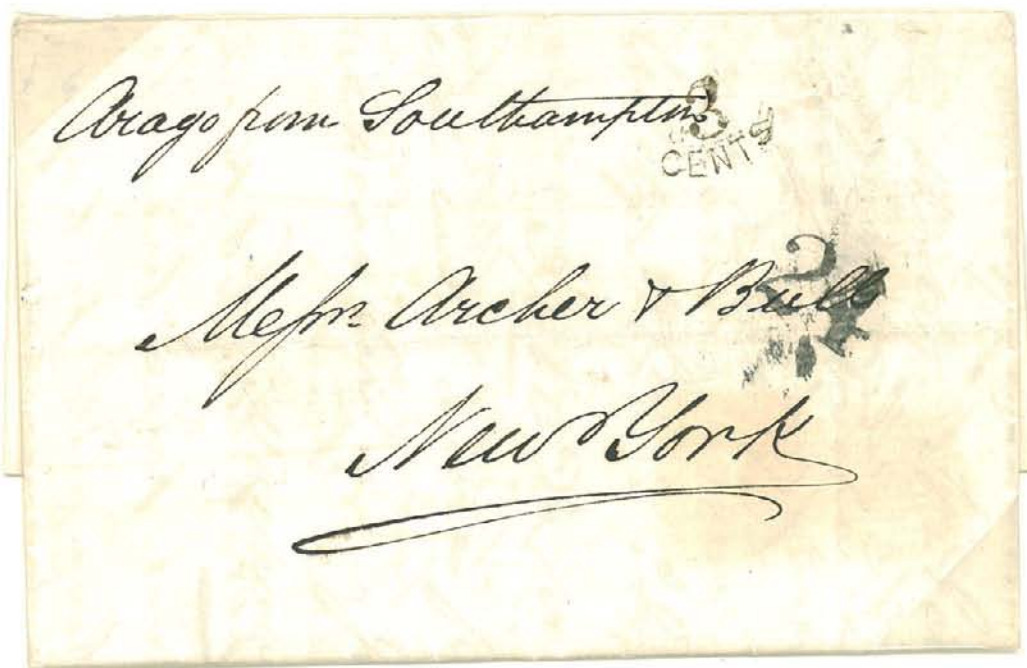


Jan. 28, 1857. N.Y. Times, "Arrived at New York Jan. 28, steamship Arago, Lines, Havre Jan. 13 and Cowes Roads morning of the 15th with mdse and 88 passengers to M. Livingston. Has experienced moderate weather for January. Made the passage in 13 days."

This letter was subject to a collect rate of 20¢ per 1/2-oz. in the U.S. which included delivery anywhere in the country. This rating with payment in both France and the United States lasted until the U.S.-French Postal Convention of March 2, 1857, one month after this letter arrived at New York.

1860

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
S. S. Arago



3  
CENTS

November 13, 1860. Letter datelined at London and posted same day in that city. London receiving backstamp in blue. Letter is endorsed: Arago from Southampton. London Exchange office debited U.S. for 3¢ British Inland.

November 14. The Havre Line's S.S. Arago departed from Havre Nov. 14 and called at Southampton later the same day where this letter went aboard with the U.S. bound mails.

24

November 28. Arago arrived at New York where the Exchange Office struck the 24¢ charge mark for the U.S.-British Treaty of 1848 rate per  $\frac{1}{2}$ -oz. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

1861

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S. S. Arago

2,240 tons, 295 ft. x 40 ft. beam, wooden paddle steamer, 10 knots.

J.A. Westerveldt, N.Y., engines by Novelty Iron Works. Launched Jan. 27, 1855, Maiden Voyage June 2, 1855

New York-Southampton-Havre. Last Voyage Dec. 12, 1861. 1862 chartered by U.S. War Dept. as a Civil War transport.

The Arago and the Fulton were probably the most successful of the American transatlantic wooden paddle steamers and sailed with commendable regularity until the end of 1861.

The Arago and the Fulton were probably the most successful of the American transatlantic wooden paddle steamers and sailed with commendable regularity until the end of 1861.

the American transatlantic wooden paddle steamers and sailed with commendable regularity until the end of 1861.



1855 ARAGO 2,240 tons  
Replaced the HUMBOLDT. Consort: FULTON.



June 26, 1861. The Arago, Capt. Lines, sailed from Havre June 25, with a port of call at Southampton June 26, where this letter was put aboard.

3  
CENTS

24

July 8. Records show the Arago arrived this date at New York from Havre. 3 CENTS credit to Britain for British Inland, balance of the 24¢ due was kept by the United States for 16¢ sea (American Packet) plus 5¢ U.S. Inland = 21¢.



*Arago from Southampton*  
*Prep. Archer & Bull*  
*New York*

24

3  
CENTS

1859

TRANSATLANTIC MAIL

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S.S. Etna (chartered from Cunard) Direct rate to France

The Arago of the Havre Steam Line was advertised to sail from New York to Havre via Southampton Feb. 5 as endorsed on this letter: By "Arago." Feby 5th/ Paid. Arago, a wooden side-paddle steamer, was under repairs for machinery breakdown, so the Cunarder Etna was chartered for the voyage. Etna did not make a return trip for the Havre Line. Normal mails were carried westward by the U.S.M.S. Fulton of the Havre Line, departing April 6.



Via New York  
land mail.

PAID



Madame Edward. Beylard  
16 Rue de la Paix

PAID

By "Arago"  
Feb 5th  
Paid

Paris

2-5-59

February 5, 1859. Letter posted at the direct rate, New York to Havre, rate of April 1, 1857, 15¢ per 1-oz., here paid in cash. Rate was divided: 3¢ U.S. Inland, 9¢ Sea, 3¢ French Inland. The New York Exchange Office gave a credit to France of 3¢ French Inland. U.S. retained 9¢ Sea (American Packet) + 3¢ U.S. Inland = 12¢. Etna sailed from New York this date with Arago's mails.

Feb. 18. Etna touched at Southampton to discharge her mails. She did not go on to Havre as she reached Liverpool Feb. 20. The French mails evidently went by local steamer to Havre, where the Havre entry mark was struck Feb. 19 together with the red PD.

PD

Feb. 19-20. Transit backstamps. LeHavre to Paris night train (circle center), 3rd Section, Brigade C handled the mail.

Paris arrival.

It should be noted that the French entry mark says: ET.UNIS SERV.AM.V.A. The V.A. = Voie Angleterre or "Via England", even though this letter was at the direct rate.



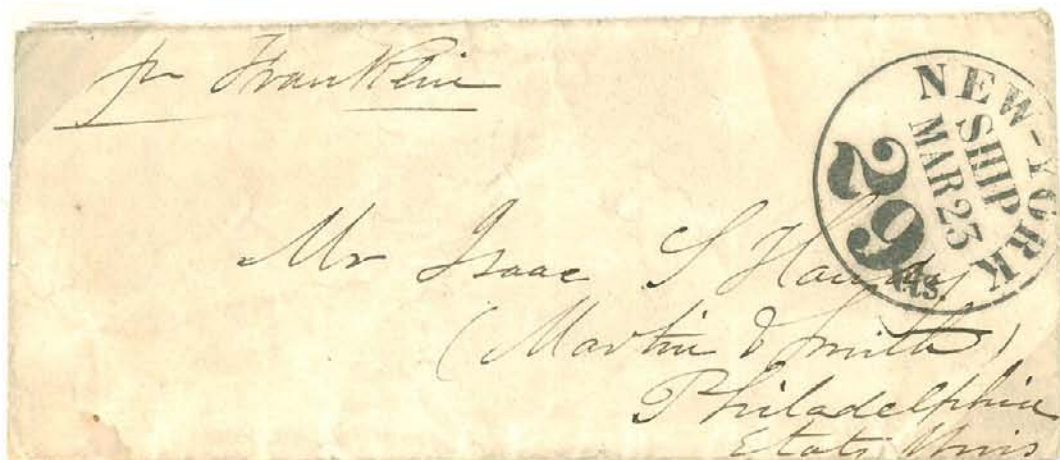
5.1785

1851

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
U.S.M.S. Franklin Direct Mail Rate

From November 1, 1850 to June 30, 1851, letters sent directly from France to the U.S. by the N.Y.-Havre Line were prepaid 60 centimes or 30 centimes (at port) in France. Letters incoming to the U.S. by this Line were rated as American Packet letters at 24¢ plus any applicable inland U.S. postage. Hence, we see 24¢ for delivery at port of arrival; 29¢ for letters conveyed not over 300 miles and 34¢ for those conveyed over 300 miles, U.S. inland.

The Havre Line's U.S.M.S. Franklin, the only vessel then in the fleet, made the first four voyages under this rate. She was later joined by the Humboldt. On July 1, 1851, the direct 20¢ rate became effective.



A letter endorsed: pr. Franklin, was handled at Paris by the forwarding agent Livingston, Wells & Co. who struck their blue oval backstamp and forwarded this letter in a bundle with others to Havre to meet the sailing of the Havre Line's Franklin.

March 8, 1851. U.S.M.S. Franklin departed from Havre on her 3rd return voyage (also the 3rd voyage of the line.) She touched at Southampton the 8th.

March 22. Franklin arrived at N.Y. Letter rated at 24¢ American Packet + 5¢ U.S. Inland (not over 300 miles) at 29¢ due. The charge mark was a re-use of retaliatory rate handstamp.





1852

TRANSATLANTIC MAIL  
NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
U. S. M. S. Franklin

First ship of the line, a 2184 ton wooden paddle steamer, 264' x 41'-6", side lever engines, 10 knots. Launched Aug. 31, 1848 at Westervelt & McKay, N.Y. (engines Novelty Iron Works, N.Y.) Maiden voyage Oct. 5, 1850, N.Y. -Southampton-Havre. July 17, 1854 wrecked on Long Island, no lives lost.



April 10, 1852. Unpaid letter at the Lombard Street Post Office, London, shown by the "L.S." in the Maltese Cross date stamp. The letter was forwarded on to Liverpool to meet the sailing of British Packet R.M.S. Asia to N.Y. Letter arrived at L'pool April 11 and marked with the L'pool Packet Office lozenge, but the Asia had already sailed April 10. As the next Cunard sailing from Liverpool was that of the Niagara April 17, the letter was forwarded back to Southampton.

April 15. U.S. Mail Steam-ship Franklin called at Southampton this date and picked up the English Mails. She had left Havre April 14.

April 27. U.S.M.S. Franklin, Captain Wotton, arrived this date at New York with merchandise and 95 passengers to M. Livingston. Asia had arrived April 21 and Niagara arrived at Boston April 29. No other American packet arrived April 26 or 27th.

Exchange Office debited U.S. for 3¢ British Inland. U.S. retained 16¢ Sea (American packet) + 5¢ U.S. Inland out of the 24¢ due, U.S.-British Treaty rate.



3  
CENTS

1853

TRANSATLANTIC MAIL  
NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
U. S. M. S. Franklin



PAID

*gr*

April 6, 1853. This letter was paid at the 21¢ rate (in cash) to France effective Feb. 1853 by American Packet open mail via Britain. The sender noted at lower left, "Steamer from N. York Apr. 6." No steamer to England appeared on the list of Ocean Steamers "to Sail", the Asia, Cunard Line, departed April 5 and would have only required 5¢ prepayment as a British Packet. The next American Packet scheduled was the Atlantic, due to sail April 19, N.Y.-Liverpool.

April 9. This was the scheduled sailing date of the U.S. Mail Steamer Franklin, Capt. Wotton, direct to Havre. Thus, this letter was subject to the 20¢ direct rate. NY to Havre, effective since July 1851, and was overpaid 1¢. It went out on the April 9 sailing.

April 21. Franklin arrived at Havre and the letter was forwarded on to Paris where the French 6 decimes private-ship-beyond-the-port rate for a letter not over 7½ grams was paid by the forwarding agent Green & Cie. Outre-Mer (overseas) is the French Ship Letter mark.

April 22. Greene & Cie. deleted their name and address and forwarded the letter on to Poste Restante (General Delivery) at Constantinople, Turkey after backstamping their green cachet. It was put unpaid (Trouve a la Boite = Found in the Box)

into the mail. May 1. S.S. Osiris of the French Ligne du Levant departed from Marseilles this date for the 12 day trip to Constantinople via Malta, Syra, Smyrna and the Dardanelles.

May 12. Arrival backstamp at Constantinople agrees with the recorded arrival of Osiris. 10 decimes due, rate by French Packet per 10 grams.



1854

TRANSATLANTIC MAIL  
THE NEW YORK & HAVRE STEAM NAVIGATION CO.

U. S. M. S. Franklin

Last voyage of the Franklin

This cover was carried on the last eastbound voyage of the Franklin. On her return passage, which left Havre July 5, 1854, she went aground in dense fog on Long Island near Moriches Inlet on July 17 and was a total loss. No lives lost.



PAID  
20



May 26, 1854. Prepayment was compulsory for letters directed to the Havre Line steamers for direct delivery to Havre. Rate was 20¢ per 1-oz., effective July 1, 1851 to April 1, 1857. Posted at New Orleans, this letter went overland to New York.



June 3. New York Exchange Office transit mark. U.S. retained all of the 20¢ rate as there was no treaty with France, who collected her own internal postage.

U.S. Mail Steamship Franklin of the Havre Line departed June 3 for Havre via Southampton on what was to be her last eastbound voyage.



June 15. Arrival date of Franklin at Havre. The French treated the letter as a Ship Letter, subject to a collect rate of 60 centimes per 7½ grams if delivered anywhere in France other than the port of entry (where the rate was 30 cent.) Here the letter weighed over 7½ grams, but not over 15 grams, double at 60 cent. x 2 = 120 centimes or 12 decimes as charged in manuscript.



June 18. Marseilles arrival backstamp.

1854

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY

U.S.M.S. Franklin

Uncompleted last Westbound Voyage

Wrecked on Long Island near Moriches Inlet

CA  
5 JUL 5  
1854

3  
CENTS

24

*Franklin from Southampton*  
*Messrs Archer Low & Bull*  
*New York*

July 4, 1854. A letter from Macleary, Marin & Co., London concerns shipping and importation to England, e.g., "The Carl Ritter (ship) from Zanzibar arrived at Queenstown in 89 days & sailed for Hamburg on the 1st inst." Also mentioned are ships from Bombay and Fernando Po. Letter is endorsed: Franklin from Southampton.

Letter rated under the U.S.-British Treaty of 1848 at 24¢ per ½-oz, unpaid. U.S. was debited for 3¢ British Inland, U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

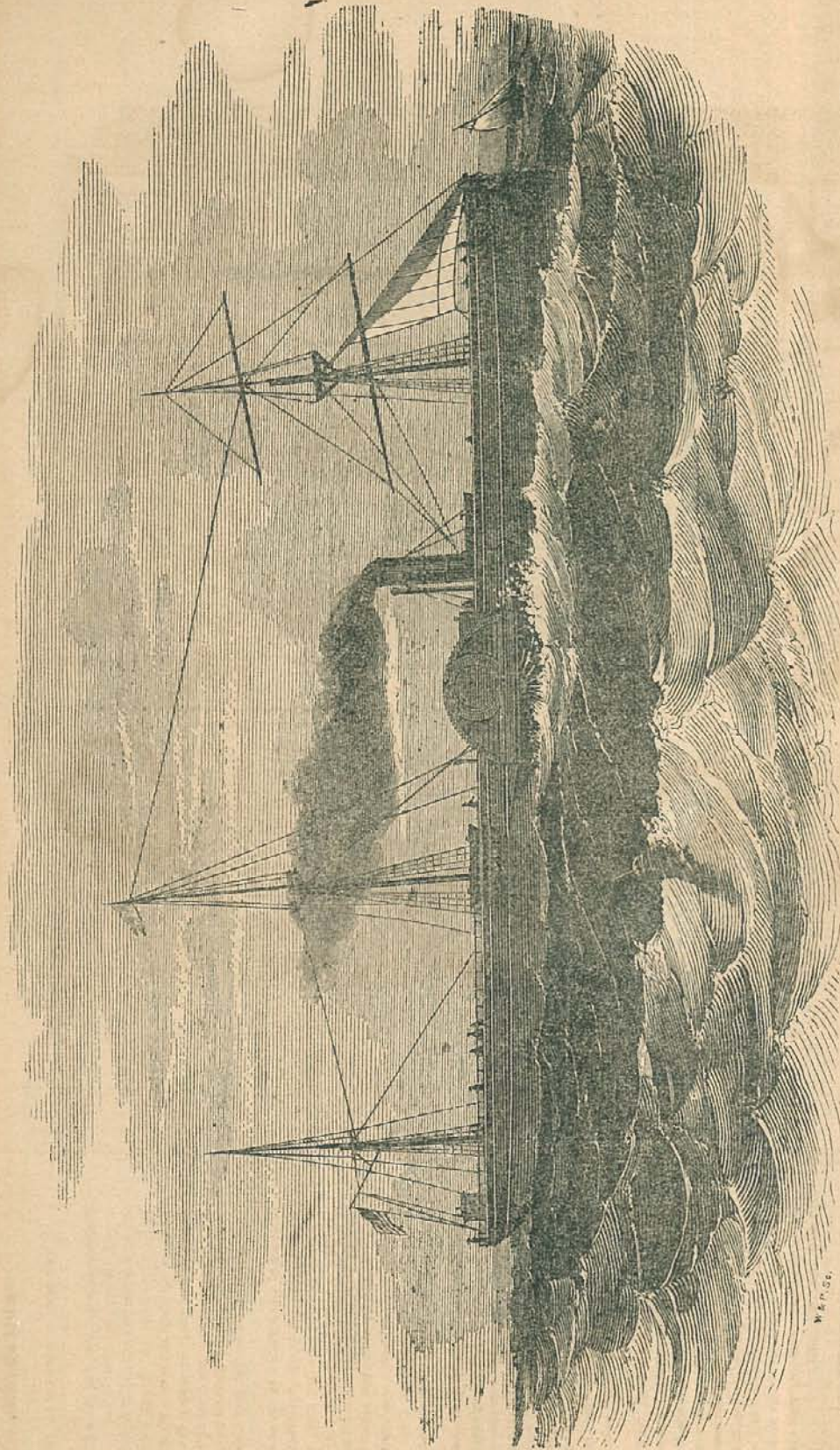
July 5. The U.S.M.S. Franklin departed from Havre and touched the same day at Southampton where this letter went aboard.

July 16. Homebound, the Franklin ran into very thick fog off Long Island and speed was reduced. During the night the fog became denser and speed further reduced. Early on Monday morning, July 17, she struck lightly, the engines reversed, but head-way carried the steamer farther onto the shore. Attempts to warp her off failed. She was ashore at Moriches Bay, 60 miles east of Sandy Hook and 20 miles from Fire Island. At 10:00 A.M. the Moriches Life Station's boats took all the passengers ashore, later also transferring the mail and baggage, this letter with the mail bags. These were transferred by express to New York.

July 19. Salvage efforts failed, and heavy surf served to break up the hull. By July 20 there was little left of the hull. The loss was mitigated by having her insured for \$300,000.

THE NEW YORK AND HAURE  
STEAM NAVIGATION COMPANY  
1850-1867

S.S HUMBOLT - 2350 tons  
In Service 1851-53  
Wrecked Dec. 1853 off Halifax



UNITED STATES AND HAVRE STEAMER, HUMBOLDT.

1851

THE NEW YORK & HAVRE STEAM NAVAGATION COMPANY  
S.S. Humboldt Maiden Return Voyage

The 2180 ton wooden paddle steamer Humboldt was launched at Westervelt & McKay, N.Y. on October 5, 1850. She made her maiden voyage May 6, 1851, New York-Southampton-Havre. The cover below was carried on her maiden return voyage from Southampton.



3 CENTS

June 3, 1851. A folded letter endorsed: pr. Humboldt. It was posted unpaid at London and forwarded by rail to Southampton to meet the sailing schedule of the Humboldt. U.S. was debited for 3¢ British Inland.

June 4. The S.S. Humboldt of the Havre Line departed from Le Havre and touched at Southampton where this letter went aboard on June 5.



June 17. Humboldt arrived at New York, mail processed June 18. The New York Exchange Office marked the letter 24¢ due, being the U.S.-British Treaty of 1848 rate per ½-oz. U.S. retained 5¢ U.S. Inland + 16¢ Sea (American Packet) = 21¢.

1853

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY

U.S.M.S. Humboldt

Forwarding Agent  
Chrystie Heinrich & Co.  
Le Havre

Forwarded by  
Chrystie Heinrich & Co.  
Havre



PP

February 15, 1853. Letter datelined at Le Havre notes, "As the steamer Humboldt departed tomorrow, I thought I should write..." This letter was handled by the forwarding agents Christie Heinrich & Co. at Havre (N.L. Rowe) who paid the postage at the Bureau Maritime at Havre. Post Payee, or paid only to the dockside at Le Havre.

February 16. U.S.M.S. Humboldt, as endorsed, departed from Havre for New York.



March 1. Humboldt arrived at New York. Letter was subject to the 20¢ rate by American Packet direct from France, effective July 1851 to April 1, 1857. At this time (1853) there was no treaty with France, so France retained all French postage and the U.S. retained the Packet Letter Postage.

1853

TRANSATLANTIC SHIPPING LINES

✱

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-67

S.S. Humboldt

2180 ton wooden paddle steamer, 283 ft. x 40 ft. beam.  
Built by Westervelt & McKay, N.Y. (engines Novelty Iron Works,  
N.Y.). Laid down as Havre, launched as Humbolt Oct. 5, 1850.  
Maiden Voyage May 6, 1851 New York-Southampton-Havre. Wrecked  
Dec. 6, 1853 at Halifax, Nova Scotia, one life lost.



July 2, 1853. Letter posted unpaid at New York. Contents notes an enclosure, thus double letter rated. U.S. Packet of 16¢ credit to U.S. for transatlantic + 5¢ U.S. Inland = 21¢ x 2 (double letter) = 42¢ credit to U.S.



July 14, 1853. Letter landed at Southampton. London transit backstamp. Rated 2 shillings due (48¢) in mss. on face.

July 15. Edinburgh arrival backstamp.



1852

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S.S. Humboldt



PAID

24

3

April 8, 1852. Letter paid in cash at the 24¢ transatlantic rate, U.S. to Britain, Treaty of 1848. The red "3" debits the U.S. for 3¢ British Inland postage. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland or 21¢.

April 10. Steam-ship Humbolt, Capt. Lines, cleared at New York for Havre via Southampton.

April 26. Arrival stamp at London.



The Times (London), April 26, 1852:  
Southampton April 25. The United States Mail steam-ship Humboldt, Captain J.D. Lines, arrived off Cowes at 7 o'clock this morning, and after landing the English mails, proceeded on her voyage to Havre.

The Humboldt brought 55 passengers, only a few of whom were for Southampton. Her long passage is owing to the almost constant head winds that have been encountered, and the bad quality of the coal. Off the Scilly Islands the Humboldt exchanged signals with the packet-ship William Tell, from New York, bound to Havre.

1853

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
S.S. Humboldt



May 7, 1853. Letter dated at New York. It went in a packet of letters under cover to Liverpool. The S.S. Humboldt of the Havre Line departed from N.Y. May 7, and arrived at Southampton May 18, where this letter went ashore and was forwarded on to Liverpool. The Humboldt proceeded on to Havre where she arrived on the 19th.



M4



May 20. A forwarding agent at Liverpool handled this letter. He endorsed it in red: pr. French Packet, and paid the 1sh4d. (1/4 in mss.) notice of January 1853 rate to the Papal States via France.

May 21. Letter transit through London. British PD = Paid to Destination, in this case meaning to the French-Italian border.

May 22. French entry mark, mail from England (Angleterre) via Calais.

VIA DI MARE



M3

May 28. Receiving backstamp at Rome. Letter had been routed via Marseilles and from there by Italian packet to Civita Vecchia, the port city of Rome on the west coast of Italy. Italians marked it VIA DI MARE = BY SEA. A collect postage of 23 bajocchi was shown in manuscript.

1853

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S.S. Humboldt

Forwarding Agent  
Greene & Co., Paris

Mails by the New York to Havre Line were subject to a rate of 20¢ per half-ounce, the "direct service" of the Havre Line after July 1, 1851. The Line went by way of Cowes on the Isle of Wight, England.

The letter below originated at Pisa, Italy July 25, 1853 (noted in docket), and went under private cover to Greene & Co., Paris, who in turn forwarded it on ex-post office to a correspondent at Havre.



1851 HUMBOLDT 2,180 tons  
Consort: FRANKLIN. Pioneers of the New York & Havre Line.

GREENE & CO.  
PARIS.

BUREAU MARITIME  
2  
AOUT  
53  
LE HAVRE

P.P.



Aug. 2, 1853. Letter marked at Le Havre characteristic of all private-ship- or direct-mail-service covers forwarded from the Havre office. The boxed P.P. means port paye and indicates the French postage was paid. U.S. Mail steamship Humboldt, Captain Lines, left Havre Aug. 2 and cleared Cowes Aug. 3 with merchandise and 185 passengers for N.Y. She passed the Needles (rocks) at the western tip of the Isle of Wight at midnight, and after experiencing westerly winds most of the passage, arrived at N.Y. Aug. 15.

40  
AUG  
16  
NEW YORK. AM. P.M.

Aug. 16. The Exchange Office at New York marked the letter for a collect double rate (between ½ and 1 oz.) at the direct Havre Line rate of 20¢ x 2 = 40¢.

This is a very scarce mark.

1854

THE NEW YORK & HAVRE STEAM NAVIGATION CO.  
U.S.M.S. Nashville (chartered)

1220 tons, 215'-6" x 34'-  ", clipper bow, wooden paddle steamer, side lever engines. Built by William Collyer, N.Y., engines Novelty Iron Works, N.Y. Launched in 1853 for Spofford, Tuleson & Co. for N.Y. - Charleston trade. Jan. 19, 1854, first voyage N.Y.-Southampton-Havre. Made 2 round voyages for N.Y. & Havre and one in 1855 for Collins Line. 1861 she became a Confederate cruiser, then as Thos W. Bragg was a British blockage runner, finally 1862 became the privateer Rattlesnake. In Feb. 1863 she was destroyed by Federal forces in the Ogeechee River.

L.S.  
14FE14  
1854

Feb. 14, 1854.  
Letter posted at the Lombard Street post office (back-stamp), London and paid 1 shilling (24¢) at the transatlantic British-U.S. Treaty of 1848 rate. Directionally endorsed: p. Steamer from Southampton/15 Feby 1854. Nashville left Havre Feb. 15 and cleared Southampton and Cowes the morning of Feb. 16 on her first return voyage. She passed through the British fleet off Portsmouth about to sail for the war in Crimea.



21  
CENTS

AM PACKET  
MAR 6  
PAID  
24

March 6. Arrival at New York after a rough passage. Britain debited with 16¢ (American Packet) + 5¢ U.S. Inland = 21¢ shown by Exchange Office mark.

N.Y. Times, Mar. 6. The U.S. Mail steamer Nashville, M. Berry, commander, arrived at this port last night at 9 o'clock. She experienced very heavy gales from W.S.W. to W.N.W., until after crossing the Banks. Lost quarter-boats; carried away part of the wheel-houses, &c.; got ashore at 10 o'clock yesterday morning, near Egg Harbor, caused by mistaking Barnegat for Fire Island light.

1854

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
S.S. StLouis (Charter from Pacific Mail SS Co.)



20

September 23, 1854. A letter to Cognac, France posted at New York. It was paid in cash 20¢ (manuscript) being 15¢ Sea (American Packet) + 5¢ U.S. Inland = 20¢. This was the American Packet direct rate to Havre, effective July 1851 - April 1857. This payment carried the letter only to the port at Havre.

The S.S. St. Louis was chartered from Pacific Mail SS Co. for six round voyages in 1854-55. This letter was carried on the 2nd out-bound passage of the charter, leaving New York September 23.



October 5-6. St. Louis touched at Southampton October 5 and arrived at Le Havre the 6th. The Havre post office processed the letter as "OUTRE-MER", overseas or Ship Letter. The French rate of 6 decimes (60 centimes) was due for a French Ship Letter.

October 7. Paris transit backstamp.



6

October 8. Cognac arrival backstamp. The letter concerns wine and brandy shipments.

1854

THE NEW YORK & HAVRE STEAM NAVIGATION CO.  
S.S. St. Louis (Charter from Pacific Mail SS Co.)

1621 tons, 270' x 35' beam, clipper bow, wooden paddle steamer, 10 knots. Built by J.A. Westervelt, N.Y. (engines Morgan Iron Works). Launched Feb. 1, 1854, for Pacific Mail Steamship Co. In 1854 and 1855 she made 6 round voyages under charter to New York & Havre Steam Navigation Co., first voyage Aug. 1, 1854, last Nov. 21, 1855.



PFORZHEIM  
19. Okt.



Americ.  
Packet.

October 19, 1854. Letter put into mails at the Baden town of Pforzheim and two silbergroschen paid for internal German postage as shown by the manuscript "2" on the face.

October 21. Letter in transit at the German Exchange Office at Aachen (Aix-la-Chapelle). They backstamped it to go by American Packet. The N.Y. & Havre Steamer St. Louis, under charter, left Havre Oct. 25, cleared Southampton Oct. 26 with the German mail, bags closed from Aachen to N.Y.

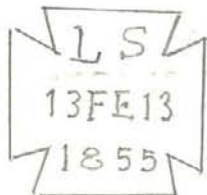


Nov. 12. Arrival date of the St. Louis, Captain Eldridge, at New York. The Convention of 26 August 1852 rate of 30¢ per 1/2-oz. due from recipient at East Orrington, Maine.

5¢ debit to U.S. for German inland shown at right

1855

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
S. S. St. Louis (Charter from Pacific Mail SS Co)



February 13, 1855. An unpaid letter posted at the old Lombard Street Post Office, London. It is endorsed: Per St. Louis from Southampton. Although marked "TOO LATE" at the G.P.O., London, this was to indicate that it had been posted too late to go out on the February 13 mails. This letter had plenty of time to get to Southampton for the February 15 sailing of St. Louis from that port. U.S. was debited for 3¢ British Inland postage.

February 15. S.S. St. Louis was on charter from Pacific Mail S.S. Co. to the N.Y. & Havre Line for six round voyages in 1854-55. This letter was carried on the 3rd return voyage of St. Louis. She left Havre Feb. 13.

24

March 1. St. Louis arrived at New York. Charge of 24¢ was due under the U.S.-British Treaty of 1848 rates. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

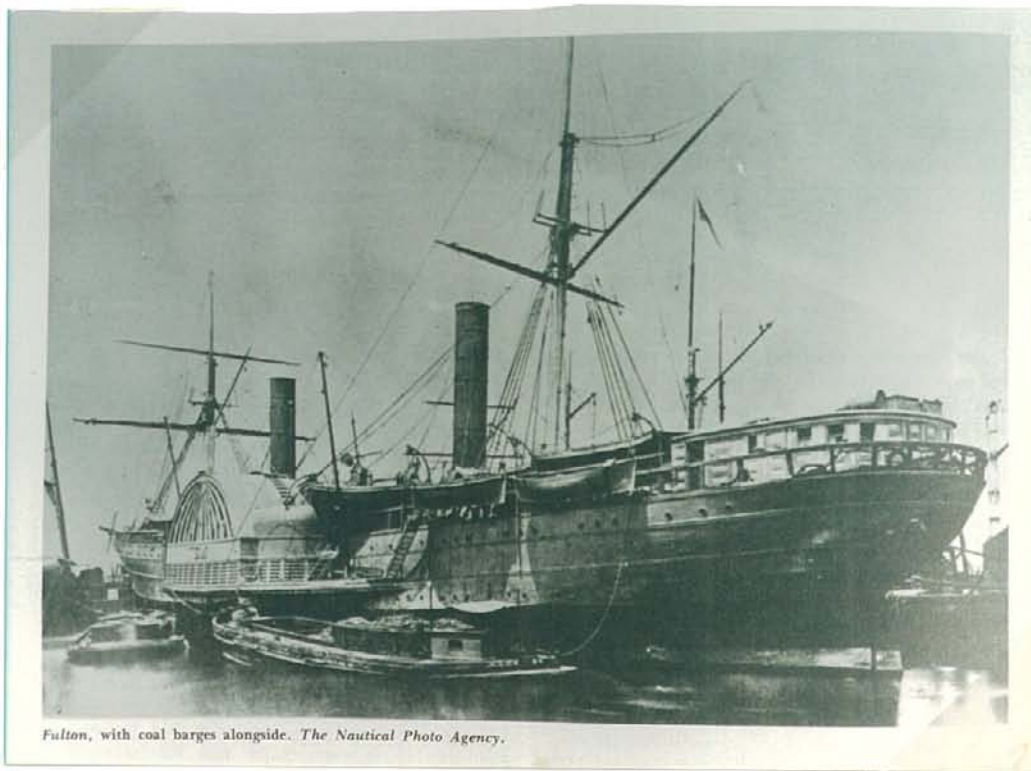
1855

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-67

S.S. Fulton

2307 ton steamer in service 1856-67. 287 ft. x 41 ft. beam. Built at Smith & Dimon, New York (engines Morgan Iron Works, New York.) Launched September 4, 1844. February 9, 1856, maiden voyage New York - Southampton-Havre. 1861 chartered by U.S. War Department. Scrapped 1870.



*Fulton, with coal barges alongside. The Nautical Photo Agency.*



1856

THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY  
S.S. Fulton



May 7, 1856. On October 1, 1851, French Circular #69 established a rate of 60 centimes per 7½ grams for a direct mail rate by American steamships, Havre to New York. This rate paid the postage only to the port of debarkation at Havre. This letter is paid at that rate by copies of the 40 centimes, Issue of 1853 and 20 centimes, Issue of 1854. Cancellation is by the small numbers "1495" of Le Havre.

May 7. The U.S. Mail Steamship Fulton departed from Havre this date, touched at Southampton May 8.

May 21. Fulton arrived at New York. Letter was subject to the collect charge of 20¢ per ½-oz., American Packet direct, effective from July 1, 1851 to April 1857.



1856

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

S. S. Fulton



24



July 26, 1856. Letter paid at the 24¢ Treaty Rate to Britain in cash as shown by the manuscript "24". New York Exchange Office marked the letter with a credit to Britain of 3¢ for British Inland. U.S. retained 16¢ transatlantic (American Packet) + 5¢ U.S. Inland or 21¢.

The U.S. Mail Steamship Fulton, Capt. Wotton, sailed on July 26, 1856 for Havre via Southampton. (After 1865, the ships of this company called at Falmouth instead of Southampton).



Aug. 8-9. Marked twice at the London Foreign Section, the Aug. 8 double rim stamp was for evening duty. The 24¢ (equivalent to one shilling) paid the letter all the way.

1857

THE NEW YORK & HAVRE STEAM NAVIGATION CO.  
U.S.M.S. Fulton



June 2, 1857. Letter datelined at London and endorsed: per "Kangaroo". Posted unpaid at London.

Although this letter was endorsed to Kangaroo of the Inman Line, it was forwarded on to Cowes to meet the more expeditious sailing of the Havre Line's S.S. Fulton, which had left Havre June 2 via Cowes June 3. Kangaroo sailed from Liverpool for NY on June 3.

N.Y. Times. Arrived N.Y. June 16, Steamship Fulton, Wotten, Havre June 2 and Cowes Wed., June 3 at 5 P.M. with mails to Mortimore, Livingston.



3 CENTS

June 17. Arrival mark at Philadelphia Exchange Office, showing 24¢ due, the U.S.-British Treaty of 1848 rate. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢. A debit was made to the U.S. for 3¢ British Inland.

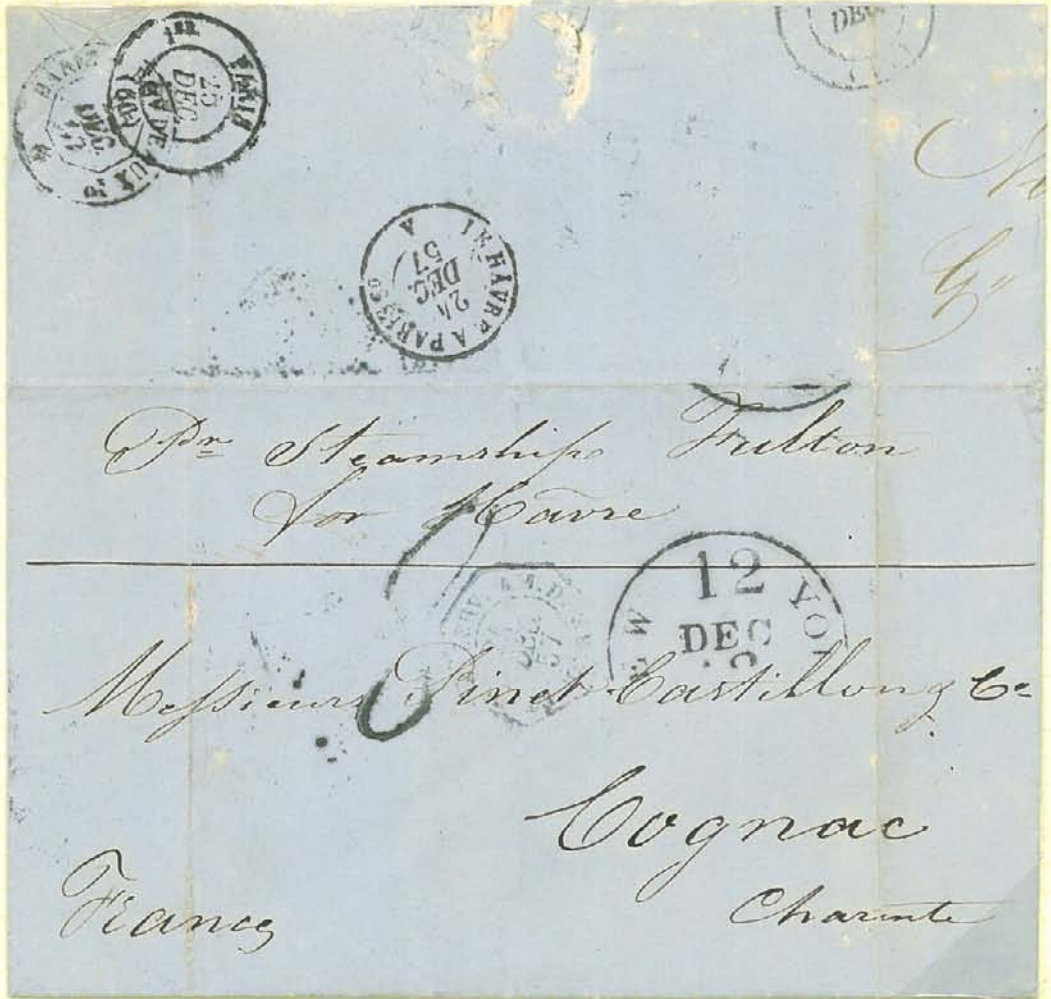
N.B.: Kangaroo didn't arrive at New York until June 19.

1857

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-67

U.S.M.S. Fulton



S. 1793

December 12, 1857. Unpaid letter endorsed, "Per Steamship Fulton for Havre", posted at New York. It was subject to the Treaty of April 1, 1857 rate U.S. to France, 15¢ per 1/4-oz., divided: 3¢ U.S. Inland, 9¢ Sea transit and 3¢ French Inland. The N.Y. Exchange Office debited France for 9¢ Sea (American Packet) + 3¢ U.S. Inland = 12¢, shown at the top of the New York handstamp. U.S. Mail Steamship Fulton, Capt. Wotton, sailed from N.Y. Dec. 12 for Southampton and Havre.

December 24. Arrival at Havre, the letter was marked with the unusual heptagonal blue receiving mark.

8



Dec. 24-26. Backstamps record letter Havre to Paris (night train), Paris to Bordeaux (day train) to Cognac. 8 decimes collect, equiv. to 15¢ U.S. France retained 3¢.

1858

TRANSATLANTIC SHIPPING LINES

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-67

S. S. Fulton

2307 ton steamer in service 1856-67. 287 ft. x 41 ft. beam. Built at Smith & Dimon, New York (engines Morgan Iron Works, New York). Launched Sept. 4, 1855. Feb. 9, 1856 Maiden Voyage New York-Southampton-Havre. 1861 chartered by U.S. War Department. Scrapped 1870.

The New York & Havre Steam Navigation Co. owed its existence to the inability of the Ocean Steam Navigation Co. to build more than two of the four steamers required under its 1846 mail contract, the terms of which allowed alternate sailings to be made to Havre instead of Bremen. The rights of the New York-Havre line were taken over by Messrs. Fox & Livingstone, owners of the American sailing packets running between these ports.



21  
CENTS



Jan. 12, 1858. One shilling (24¢) transatlantic rate paid at London. Stamp cancelled by London Inland Office "21" (Dubus 310d). The SS Fulton sailed from Havre Jan. 12 and from Southampton Jan. 13. Letter put aboard at S'hampton.

Stamped aboard steamer, debit to England of 16¢ sea (U.S. Packet) + 5¢ U.S. Inland = 21¢.

Jan. 28. Records show steamer Fulton, Capt. Wotton, arrived at N.Y. from Havre and S'hampton. Shows 24¢ had been prepaid.

1860

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-67

U. S. M. S. Fulton



September 15, 1860. Unpaid letter at New York endorsed: p Str. fulton. It was a double weight letter (enclosure was noted) at 24¢ per ½-oz. x 2 = 48¢, equivalent to 2 shillings sterling.

The New York Exchange Office marked a debit to Britain of 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ x 2 = 42¢.

N.Y. Times Sept. 15. The mails for Southampton and Havre by the Fulton will close today (Saturday) at 10½ o'clock AM.

Cleared: Steamship Fulton, Wotton, for Havre; Havre and New York Steamship Co.

September 27. London arrival backstamp. 2 shillings (48¢) due per manuscript 2/- and pencil note. Britain retained 3¢ x 2 = 6¢ for British Inland.



1861

THE NEW YORK & HAVRE STEAM NAVIGATION CO.

Messrs. Fox and Livingstone, 1850-71

U. S. M. S. Fulton

May 28, 1861. A letter from Baring Brothers & Co., London to George Skolfield of Brunswick, Maine advising him that they have placed to his account £2600 received at their Liverpool House from Capt. Skolfield, ship "Lydia Skolfield". Letter is endorsed: "Fulton."



LONDON  
MY 28  
61

3  
CENTS

May 28. Letter posted unpaid at London. The U.S. was debited 3¢ for British Inland postage. The U.S.M.S. Fulton of the Havre Line sailed from Havre May 28, touched at Southampton the 29th where this letter went aboard.

June 10. Fulton arrived at New York. Postage due was 24¢, the ½-oz. U.S. - British Treaty of 1848 rate. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.



W.14

This New York Exchange Office handstamp (W.14) is recorded used 18 Jan. 61 to 10 June 61. This strike is of the last recorded date.

1854

THE NEW YORK & HAVRE STEAM NAVIGATION CO.  
U.S.M.S. Union (Chartered from Spofford & Tileston)  
First Return Voyage under Charter

1200 tons, 215 x 34', wooden paddle steamer, 10 knots. Launched by Wm. H. Webb, New York September 9, 1850 for Spofford & Tileston; ran New York-Havana or Aspinwall. On May 6, 1854, she made her first voyage (charter) for the Havre Line, N.Y.-Southampton-Havre. In all, Union made 11 round voyages for the Havre Line. This letter was carried on her first return voyage, the last returning to N.Y. February 7, 1855, after calling at Halifax and Newport, R.I. for coal. She carried no British mails on her last voyage.



LS  
6 JUL 6  
1854

3  
CENTS

June 6, 1854. A letter from Baring Brothers & Co. to George Skolfield at Brunswick, Maine, informing him that they have placed to his credit £1237.10- received at their Liverpool House from Captain Merryman, ship "Brandywine." Letter is headed: pr "Union".

June 6. Letter posted unpaid at the old Lombard Street post office, London. U.S. was debited for 3¢ British Inland postage.

June 7. U.S.M.S. Union departed from Havre, picked up the U.S. mails at Southampton later the same day.

June 23. Union arrived at N.Y., 24¢ due, being the U.S.-British Treaty of 1848 rate per ½-oz.

The N.Y. Exchange Office mark (W.5) is found used 28 January 1851 to 11 August 1859.

NEW-YORK  
NA PKT  
JUN 24  
24  
W.5