# TRANSATLANTIC MAIL SHIP LETTER

FRANCE TO U.S. - Port Page Marks.





P.P.

Aug. 22, 1838. Letter received at Paris with French Internal postage prepaid, 6 decimes as per black mms. "6" on reverse. French mark, Port Paye, showing postage paid (French Internal) only to the port of embarkation.





HAVRE-SECOND LINE: Packet Ship Erie, Capt. Funk, sailed from Havre Aug. 24, 1838, arrived New York October 9.

Oct. 10, 1838. New York
Port of Entry, SHIP letter
subject to U.S. internal postage plus 2¢ Ship Letter charge.

Oct. 10, 1838. New York transit.

### SHIP LETTERS TRANSATLANTIC MAIL

FRANCE TO U.S.





Aug. 24, 1838. Maritime marking at LeHavre.



Oct. 10, 1838. New York receipt.

### P.P.

French Post Paid marking, prepaid Ship Letter.

Letter rated (U.S.) at prevailing inland rate plus  $2\phi$ .

Mms. rate note, U.R.

141¢

HAVRE-SECOND LINE (John J. Boyd):

<u>Ship Erie</u>, Capt. Funk, sailed from Havre Aug. 24, 1838, arrived New York October 9.

# TRANSATLANTIC MAIL FRANCE TO U.S. - SHIP LETTER





June 2, 1840.
Letter posted at
Cette, France with
French Inland postage paid, 16 decimes
as calculated on
back of letter.

### P.P.

French "Port Paye" mark, meaning postage paid to Port of Embarkation.



June 5, 1840. Paris transit.



June 7. Marine Bureau stamp at Havre where letter was put aboard ship for New York.



OLD LINE: <u>Ship Louis</u> <u>Philippe</u>, Captain John Castoff, sailed from Havre June 8, 1840, arrived N.Y. July 25

Louis Philippe, 794 tons, was a Mexican War transport.

July 26. Letter rated at N.Y. to New Orleans, 27¢ due, Inland over 400 mi. rate 25¢ plus 2¢ Ship Letter charge.

### SHIP LETTERS TRANSATLANTIC MAIL

FRANCE TO U.S.

Ship letters addressed to the port of arrival were rated at 6¢ per letter during the period May 1, 1816 to Feb. 26, 1861.



Letter deposited at Paris Nov. 14, 1847 by forwarding agent, John Monroe & Co.

### Per Steamer From Liverpool

Forwarding Agent's private stamp for routing. Letter went under separate cover to L'pool, but did not go via Gov't packet, but by private ship. Forwarding agents used the cheapest route.



Boston Ship rate mark for letter addressed for delivery at port of arrival.

CUNARD LINE: Royal Mail Steamer <u>Britannia</u> left Liverpool Nov. 19, 1847, arrived at Boston Dec. 8, 1847.

### FRENCH MARITIME POSTAL HISTORY SHIP LETTERS

### OUTRE- MER-LE HAVRE

April 20, 1842. Letter written at Havana, Cuba and handed to captain of ship <u>Irma</u> (mms. top center). Sender noted route "via Havre".





May 23, 1842. Letter cleared Havre and assessed 19 decimes as a ship letter.

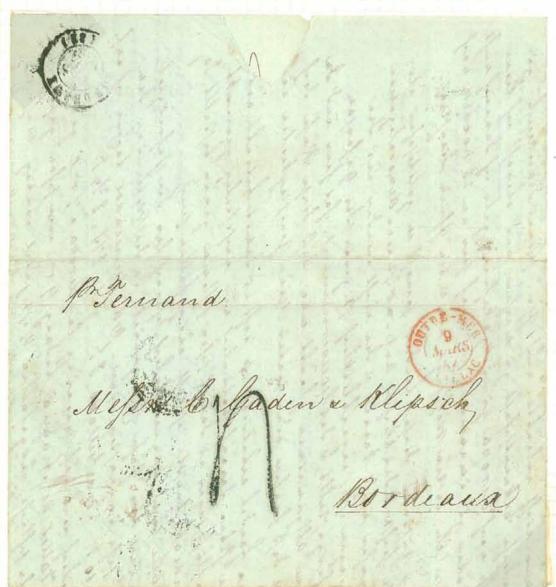


May 26, 1842. Receipt backstamp at Bordeaux.

### TRANSATLANTIC MAIL FRENCH SHIP LETTERS

In addition to Transatlantic Mail carried by British, French and American packets, letters could be handed to any ship captain headed toward France. Upon arrival, the mail was handed to the postmaster at the Port of Entry. Letters so handled were designated "Ship Letters".

This letter was written 15 January 1847 at Puerto Cabello, Venezuela, and marked "per Fernand".



French charge mark (in Medieval French script) indicating 4 decimes due from recipient.



Mar.9,1847. Letter handed in at Pauillac, France, small town near Bordeaux. "OUTRE-MER" indicates overseas mail.



Mar.10, '47. Bordeaux receipt mark.



### TRANSATLANTIC MAIL

#### FRANCO - BRITISH EXCHANGE MARKS

St. Pierre, Martinique - France via British Packet

From 1846-1855 we see the "COLONIES/&c ART. 13" mark applied at London to indicate British handling of the mails. The International Agreement under which French mails were conveyed allowed a credit to Britain for such service, and the ART. 13 refers to the column under which the letter should be listed. Other "Articles" such as 12, 18, etc. carried different charges and were entered into the appropriate columns.





March 18, 1848. Letter posted unpaid per "steamer" at St. Pierre.





April 24,1848.
London transit
backstamp and
Exchange mark
(see above)
applied at
London.



April 26, 1848. Mantes receipt backstamp.

### TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Britannia, II th Return Voyage

U.S. to France, Pre-Treaty Letter



PAID

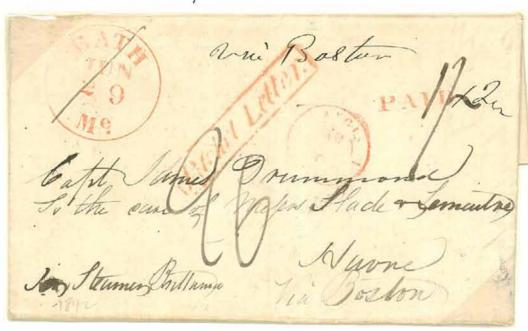
12m

MAPA

20

IUIL

(74)



June 29, 1842. A letter posted at Bath, Maine. It was paid at the Act of 1825 inland rate, Bath to Boston, at  $12\frac{1}{2}\phi$  for a single letter conveyed 80 to 150 miles. As no treaties existed in 1842, postage could not be paid any farther. Letter is endorsed: Per Steamer Brittania (sic), via Boston.

July 2. R.M.S. <u>Britannia</u> of the Cunard Line departed from Boston for Liverpool via Halifax. <u>Britannia</u> was detained at Halifax for 36 hours by fog.

Packet Letter.

NIG ( 18 JUST) -CALNS July 16. <u>Britannia</u> arrived at Liverpool.

July 17. Transit backstamp at London. Letter was stamped "Packet Letter" to verify charges. France was debited one shilling (1/-), equivalent to 12 French decimes.

July 18. French entry mark showing mail from England entering France at Calais.

July 20. LeHavre arrival backstamp. The recipient was charged 12 decimes packet postage plus the French inland rate, Calais to Havre, for a letter over  $7\frac{1}{2}$  grams, but not over 10 grams and conveyed 161-220 kilometers at 14 decimes, total 26 dec. (260 centimes). This collect amount is shown in the medieval script used by the French post office at this time.

### TRANSATLANTIC MAIL

PACKET LETTER - Preconvention letter
U.S. to France by British Packet





### PAID

Sept. 16, 1842. Letter posted at New York "Per Steamer". As no treaty existed, it was paid only to dockside.



### Packet Letter.

October 3, 1842. Transit backstamp at London. Letter there marked with the orange-red "Packet Letter", Robertson P.5. This seems to have been a Foreign Branch stamp usually found on letters to the Continent which have come to England by British packet and explained the computation of charges according to packet rates, here 2 shillings.



Oct. 5. French entry mark showing mail from England entering at Calais.

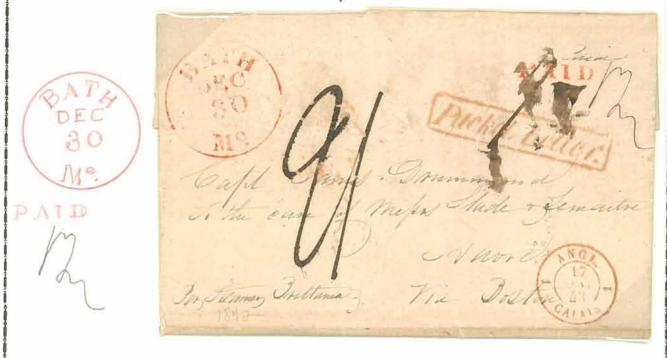


October 6, 1842. Nantes receipt backstamp.

N.B.: R.M.S. Caledonia cleared Boston Sept.17.1842 for L'pool.

### TRANSATLANTIC MAIL

CUNARD LINE R.M.S. Britannia, 14th Return Voyage
U.S. to France. Pre-treaty Letter



December 30, 1842. A letter posted at Bath, Maine. It was paid at the Act of 1825 rate inland, Bath to Boston, at  $12\frac{1}{2}$ ¢ for a single letter conveyed 80 to 150 miles. As no treaty with France existed in 1842, the U.S. postage had to be paid to the port of embarkation of the English steamers. Letter is endorsed: Per Steamer Brittania (sic) via Boston.

January 1, 1843. R.M.S. Britannia of the Cunard line departed from Boston for Liverpool via Halifax on her 14th return voyage.



January 15. <u>Britannia</u> arrived at Liverpool.

January 16. Transit backstamp at London. Letter was stamped "Packet Letter" to verify charges. France was debited one shilling (1/- smudged ink

note U.R.,) equivalent to 12 French decimes.

January 17. French entry mark showing mail from England entering France at Calais.

January 18. Havre arrival backstamp. The recipient was charged 12 decimes Packet postage plus the French inland rate, Calais to Havre for a letter over  $7\frac{1}{4}$  grams, but not over 10 grams conveyed 161-220 kilometers at 9 dec., total 21 dec., shown un manuscript. There was evidentally some leeway interpreting these French internal rates as a similar 1842 cover shows 26 dec. collect.

# U.S. TO FRANCE VIA BRITAIN. PRE-TREATY LETTER COLONIES &c. ART. 12 marking R.M.S. Acadia

Britain and France exchanged mail under the provisions of Articla LII of the Anglo-French Treaty of 3 April 1843; France paid England 3sh.4d. (40 decimes) per ounce bulk of letters handled.

Letters from the U.S. forwarded to France were stamped in the British Post Office with the notation COLONIES/&c. ART 12, referring to the accounting article number from 31 March 1844 until 1 January 1846 when it became ART 13.



April 27, 1844. Letter datelined at Bath, Maine. It was carried out of the post to Boston as no U.S. charges or markings are shown. It was handed directly to the purser of the Cunard Line's R.M.S. Acadia.

May 1. Acadia departed from Boston for Liverpool on her 19th return voyage.

COLONIES &CARTIE

1

SUAVAN 17 MAI May 15. Acadia arrived at Liverpool. France was debited with one shilling packet postage. This was an overcharge as the Anglo-French Treaty called for a charge of 40 decimes per ounce or 10 dec. (or 10d. sterling) per \( \frac{1}{4} - \text{oz.} \) or  $7\frac{1}{2}$  grams.

May 17. French entry mark, mail from England entering France at Calais.

May 18. LeHavre arrival backstamp. France ignored the one shilling (12 decimes) British debit and charged the 10 dec. packet charge plus 5 dec. French inland = 15 dec. due. Possible error on the part of the British was that the previous Packet Letter charge had been one shilling. At the time this letter was processed the 10d. charge had been in effect less than 2 months.

NEW ORLEANS TO FRANCE VIA BOSTON CUNARD LINE R.M.S.

R.M.S. Cambria





PAID



August 5, 1845. A letter to Paris posted at New Orleans and paid at the U.S. Domestic rate of 10¢, Rate of 1845, over 300 miles, New Orleans to Boston. This paid the letter only to the port of embarkation, Boston.

August 16. R.M.S. Cambria of the Cunard Line departed from Boston.





August 28. Cambria arrived at Liverpool, London transit backstamp August 29. The London "tray" mark charged France at the bulk rate of 3sh.4d. per ounce of Franch mail handled by Britain. The British Transit was 16 centimes + British Packet 84 cent. = 100 centimes per 4-oz.



The 100 cent. x = 400 centimes per ounce or the equivalent of 40 decimes (also equivalent to 3sh.4d.)

August 31. French entry at Boulogne. France rated the letter at 1 franc plus the inland postage. Boulogne to Paris is about 200 kilometers; rate per 7.5 grams was 50 centimes, 10 grams was 80c. and 15 grams 100 cent (1 franc). Here rated as 15 grams at 100 centimes + 100 cent. Treaty = 200 centimes = 20 decimes, that amount shown as "20" in manuscript.

# U.S. TO FRANCE VIA BRITAIN, PRE-TREATY LETTER COLONIES & c. ART. 12 marking R.M.S. Cambria

Britain and France exchanged mail under the provisions of Article LII of the Anglo-French Treaty of 3 April 1843; France paid Britain 3sh.4d. (40 dec.) per ounce of letters handled.

Letters from the U.S. forwarded to France were stamped in the British Post Office with the notation COLONIES/&c. ART 12, referring to the accounting article number from 31 March 1844 until 1 Jan. 1846, after which it became ART 13.



Oct. 11, 1845.
Letter endorsed:
Steamer Via Boston
and paid 10¢ for
the Act of Mar. '45
U.S. Inland rate,
single going over
300 mi. to Boston.
Letter went by
rail.

Oct. 16. R.M.S. Cambria, Cunarder, departed from Boston on her 5th return trip to Liverpool. Oc

Oct. 28. Cambria arrived at L'pool, transit backstamp at London. London also struck the ART. 12 accounting mark (see above).

28 0C28) 1845

Oct. 30. French entry mark showing mail from England entering at Boulogne. 2's show mark struck at Paris. France collected 10 decimes (British transit charge) + French inland

rate Boulogne to Guebwiller of 9 dec., total 19 dec. (mss.

COLONIES &cART12







Nov. 1. Arrival backstamp at Guebwiller Haut Rhin (Alsace)

#### TRANSATLANTIC MAIL

# U. S. TO FRANCE VIA BRITAIN - PRE-TREATY LETTER COLONIES/&c. ART. 12 marking R.M.S. Hibernia

Britain and France exchanged mail under the provisions of Article LII of the Anglo-French Treaty of 3 April 1843; France paid Britain 3sh.4d. (40d.) per ounce for letters handled.

Letters from the U.S. forwarded to France were stamped by the British Post Office with the notation COLONIES/&c ART 12, referring to the accounting article number from 31 March 1844 until 1 Jan. 1846, after which time it became ART 13.



PALO



October 31, 1845. Pre-treaty mail directed to France from the United States could only be paid to the port of sailing as the British and French charges were handled under the Anglo-French Treaty (see above.) Here a double rate (½-1 oz.), Act of March 3, 1845, 5¢ x 2 = 10¢ paid in cash for a letter going under 300 miles, New York to Boston. 10¢ is restated in the red crayon mark "10".

Nov. 1. R.M.S. Hibernia, Cunard Line, departed this date from Boston for Liverpool.



COLONIES & ART12

Nov. 14. Hibernia arrived at Liverpool and mail processed at London where
it received the Nov. 15 London backstamp
and on the face the seldom seen ART 12
accounting mark.



Nov. 15. French entry mark showing mail from England entering France at

Boulogne-sur-Mer. The small 2's indicate mark struck at Paris. Collect rate of 38 decimes, equivalent to 3/2d. sterling, with credit to Britain of 25 dec. (2sh./1d.)

### TRANSATLANTIC MAIL U.S. TO FRANCE VIA BRITAIN- PRE-TREATY LETTER

### COLONIES &c. ART. 13 markings.

At the time the U.S.-British treaty was signed on 15 Dec.1848, all mail between the U.S. and France, via England, was exchanged under provisions of Article LII of the Anglo-French Treaty of 3 April 1843. France paid Britain 3sh.4d. (40d.) per cunce for letters handled.

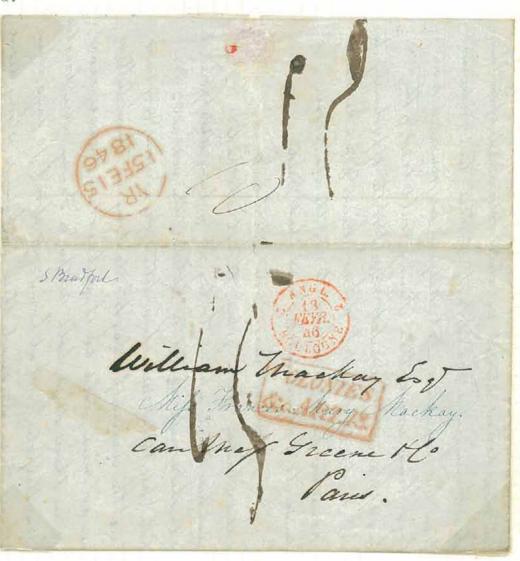
Jan. 25, 1846. Letter headed at Boston and handled by a ship out of Boston.



### COLONIES &cART.13

Feb. 15, 1846. Transit at London. Accounting marking at London showing letter was entered in letter-bill under column headed COLONIES/ &c. ART.13, i.e., letters from Colonies and countries beyond the sea. This mark first used 1 Jan. 1846. Prior to that, proper column was headed ART. 12.





Feb. 18, 1846. French entry mark at Boulogne (Noel 374) struck at Paris indicating mail incoming from England. France collected 10 decimes + her own inland of 5 d. for a total of 15 decimes (mms. on face). The decime was held equal to 1d sterling, and as this was a 4oz. letter, Britain was entitled to 4 of 40d (see above) or 10d sterling. The light mms. mark on the letter back shows this credit.

R.M.S. Hibernia departed Boston Feb. 1, arrived L'pool Feb. 14, 1846.

FRANCE TO U.S. VIA BRITAIN - PRE-TREATY LETTER
Conard Line R.M.S. Cambria





14

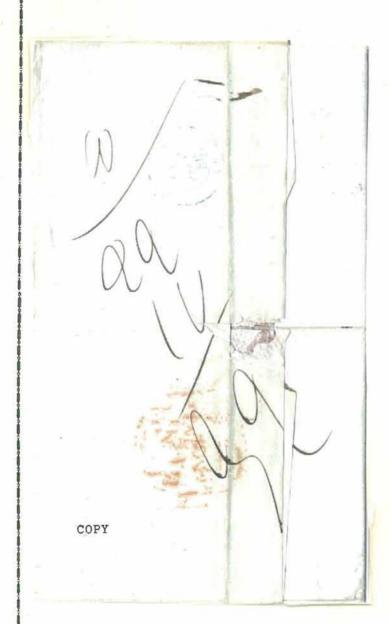




April 10, 1846. This letter to the U.S., posted at Marseilles, could only be part paid, which payment included French internal postage and British transit and packet. It was struck with both the "P.D." and "P.P." markings, the latter (Port Payee) in error. The prepayment carried the letter to the U.S. port of entry only. Endorsed: p. Cunard steamer.

This letter weighed 14 grams, per the manuscript notation at upper left. Manuscript notations on the reverse show the rating breakdown (see next page.)

# FRANCE TO U.S. VIA BRITAIN-PRE-TREATY LETTER Conard Line R.M.S. Cambria



The rating breakdown in France, shown on the reverse was:

- 10 = 10 decimes (10d. sterling)
   for British transit and
   packet (credit to Britain).
- 22 = 22 decimes, French internal rate for a letter conveyed 751-900 kilometers, Marseilles to Calais, weighing 10-15 grams.
- 10 = British charges
- 32 = 32 decimes, total prepayment
  in France.





April 15. Transit "tombstone" mark at London.

April 16. Liverpool packet Letter marking. R.M.S. Cambria departed from Liverpool on April 19 for Boston via Halifax.



May 5. <u>Cambria</u> arrived at Boston. As there was no postal treaty between the U.S. and France, this letter was received as a Ship Letter (faint strike on face) at 6¢ for a Ship Letter addressed to the port of arrival.

### TRANSATLANTIC MAIL

# British Packet R.M.S. Cambria

Mail prior to the U.S.-French Treaty could only be part paid, the British transit and French internal postage being prepaid or collect in France, and the U.S. Inland being the same in the U.S.



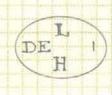
PD

Nov. 29, 1846.
Double letter (2-2-oz.) noted "2" in U.L. corner paid in France to include all French and British charges.
Manuscript "15" on reverse shows 15 decimes, equivalent to 15d. sterling (or 1/3 d.) had been paid.



Circular Paris receiving mark shows two small C's indicating the Bureaux de Quartier de Paris.





Dec. 1. London transit mark of the Foreign Department showing the broken arc circle. Transit same day at Liverpool.

Dec. 4. R.M.S. Cambria departed this date for Boston from L'pool via Halifax.

Dec. 16. Recorded arrival date of Cambria at Boston. Letter was sent on to N.Y. where it was rated at the Act of Mar. 3, 1845 rate for a 2-oz. letter going inland not over 300 miles + 2¢ Ship Letter charge = 7¢ due as shown in blue manuscript.

1847

U.S. TO FRANCE VIA BRITAIN-PRE-TREATY LETTER

COLONIES &c. ART 13 markings R.M.S. Caledonia



# U.S. TO FRANCE VIA BRITAIN, PRE-TREATY LETTER <u>COLONIES</u> &c. <u>ART. 13</u> markings <u>R.M.S.</u> <u>Caledonia</u>

Mail via Britain to France prior to 15 Dec. 1848 was exchanged under provisions of Article LII of the Anglo-French Treaty of 3 April 1843. France paid Britain 3sh.4d. (40 decimes) per ounce for letters handled.

[For the Caledonia, from Boston November 16.] ASS (113) 1 AND 15. 1143 Office of the New-Orleans Price-Current, 1145 THURSDAY MORNING, NOVEMBER 4, 1847.

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QENERAL. REMARKS.—Cotton has been almost the only stile taken for European expert it is likely to be some months before the stock will so accumulate as to reduce prices to a level that furing a period of several months, and it will be some by the subblined connects that the wither will bring forward European nurchasors. Our incount quotations are for common shipping brands





November 5, 1847. Prices Current headed "For the Caledonia, from Boston, November 16.

Letter was directionally endorsed "Boston Steamer 16th Nov." and paid 10¢ for the U.S. Act of March 1845 rate for a single letter going over 300 miles, New Orleans to Boston. Letter went by rail.

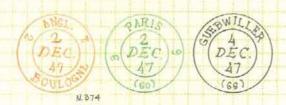
November 16. R.M.S. Caledonia, Cunard Line, sailed from Boston to Liverpool on schedule on her 35th return voyage.



November 30. London transit backstamp.

Caledonia had arrived at Liverpool the same day. Accountancy mark at London showing letter was entered on the letter-bill under COLONIES/
&c ART. 13 and subject to the 40 decimes per ounce British transit charge. This mark was in effect 1 Jan. 1846. Prior to that it was ART 12.

COLONIES &cART.13



December 2. French entry mark at Boulogne struck at Paris indicating mail incoming from England. France collected 10 decimes per 1-oz. letter to pay British transit (see above) + her own inland of 9 dec. for a total of 19 decimes due (manuscript note on face).

Dec. 4. Guebwiller receipt backstamp.
A town in the Alsace region of France
(Haut Rhin).

HAVANA TO PARIS VIA NEW YORK AND BOSTON

S.S. Crescent City, Chagres to N.Y. via Havana, J. Howard & Son

R.M.S. Caledonia, Boston to Liverpool Conard Line

FORWARDING AGENT - DANIEL CURTIS, JR., New York

July 21, 1849. Letter datelined at Havana and sent in a bundle of letters to a New York forwarder.

July 29. Arrived at N.Y. steamer Crescent City, Stoddart, from Chagres (later Aspinwall) via Havana.



July 30. The forwarding agent Daniel Curtis, Jr. struck his backstamp, hand dated, and paid the U.S. rate of 5¢ (pencil note) to get the letter to Boston, and endorsed: Steamer Caledonia.

August 1. R.M.S. Caledonia departed from Boston on her 41st return passage.

BE 15AU15 1849





Aug. 14. Caledonia at L'pool, transit London Aug. 15. Accountancy mark at London.

Aug. 16. French entry at Boulogne, struck at Paris. Rate 10 decimes for British (1-oz) + 10 dec. French Inland = 20 dec., shown in manuscript

French rate after 1/1/49 was 5 decimes per 7½ grams (½-oz.)



### U.S. TO FRANCE VIA ENGLAND

British Packet

R.M.S. America

French rates of Jan 1, 1849

Until July 1849, French inland postage was determined according to the distance in a straight line between the point of entry into France and the addressee and vice versa. On Jan. 1, 1849, France abandoned distance as the basis for determining domestic rates, and on July 23, 1849, inland postage to or from the U.S. was set at 5 decimes per 7½ grams (‡-oz.) or fraction thereof.

PAID

Oct. 10, 1849.
Letter datelined
at Boston and
paid on an account basis, probably here at 10¢
for a ½-oz. to 1
oz. letter (double), Act of Mar.
1845 at 5¢ per
½-oz., not over
300 miles.

R.M.S. America of the Cunard Line departed from Boston Oct. 10 on her 11th return voyage to Liverpool. Alpha Para Jupay sla Cognae, Trance

COLONIAS &cAR713

October 21. America arrived at Liverpool, London transit backstamp Oct. 22. Accountancy mark at London showing letter entered on the letter-bill under ART. 13, subject to 40 decimes per ounce due from France for British packet and transit charges.

NG / 23 N A CO CO T S CO CO T

October 23. French entry mark at Calais showing mail incoming from England.

October 25. Cognac arrival backstamp. Letter subject to triple rate of 5 decimes per 7½ grams x 3 = 15 decimes for a letter over 15grams, but not over 22½ gr.

Letter concerns brandy shipments.

FRANCE TO U.S. VIA ENGLAND British Packet Rates of Jan.1, 1849

R.M.S. Canada

Until July 1849, French inland postage was determined according to the distance in a straight line between the point of posting and the point of egress from France and vice versa on letters received. On Jan. 1, 1849, France abandoned distance as the basis for determining domestic rates, and on July 23, 1849, inland postage on letters to or from the United States was set at 5 decimes per 7½ grams or fraction thereof.



Feb. 21, 1850. Letter posted paid under the French rates via England, effective July 23,



effective July 23, 1849, at triple rate of 15 decimes shown by manuscript on reverse. Letter weighed thus over 15 grams but not over 22½ grams (approx. 3/4 ounce). Postage paid at the Central Bureau, Paris. Directionally endorsed "per Steamer/from Liverpool". "PD" indicates paid to the Port of Entry of the United States.



Feb. 21. Letter backstamped aboard the mail car on the railroad, Paris to Calais. It then went on the Calais to Dover ferry and by rail to London.



Feb. 22. Transit at London as a PAID letter.

R.M.S. Canada departed from Liverpool on Feb. 23,

1850 for New York.

March 11. Arrival date of Canada at N.Y.,
verified by docket at left "Recd. 11
March". Letter rated as a Domestic U.S.
letter going not over 300 miles, 5¢, Act
of Mar. 3, 1845.

### FRANCE TO U.S. VIA ENGLAND

Cunard Line

R.M.S. Africa

Uniform French Inland Ratereffective Aug. 1,1849-Apr. 30,51

On August 1, 1849, France adopted a flat inland rate, previously based on distance. The rate to the United States per  $7\frac{1}{2}$  grams was via Britain and had to be prepaid. Breakdown of the rate was:

French Inland

50 centimes

British Transit

16

British Packet

84 "

150 " = 15 decimes.

This rate carried a letter only to the U.S. port of entry.





January 27, 1851. Letter posted at Marseilles and paid at the 15 decimes rate, manuscript notation on the reverse.



January 31. Transit postmark at London. Letter went by rail to Liverpool where R.M.S. Africa, British Packet, sailed for New York on February 1.



February 15. Africa arrived at New York, letter processed February 16. As the U.S. had no treaty with France no part of the French prepayment was due to the U.S.

The New York Exchange Office marked this letter at 5¢ due, the U.S. internal rate.

NEW ORLEANS TO FRANCE VIA NEW YORK AND BOSTON Davis, Brooks & Co.: S. S. Winfield Scott, New Orleans to N.Y. Conard Line: R.M.S. America, Boston to Liverpool



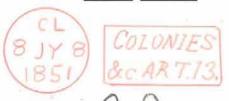


June 15, 1851. A letter not over ½-oz. posted paid at New Orleans at the 5¢ rate to France by British Packet, open mail. This 5¢ only paid the letter to the port of embarkation, Boston.

The <u>S.S. Winfield Scott</u> cleared New Orleans June 14, sailed for New York June 15.

Shipping List & Price Current, N.Y. Arrived June 23, Steamer Winfield Scott, Couillard, New Orleans, to Davis, Brooks & Co.

June 25. British Open Mails were forwarded to Boston from N.Y. where  $\underline{\text{R.M.S.}}$  America of the Cunard Line sailed for L'pool June 25.



July 7. America arrived at Liverpool, London transit backstamp the 8th. The British "tray" mark charged France at the bulk rate of 3sh.4d. (40 decimes) per ounce under the Anglo-French Treaty of 3 April 1843.

July 9. French entry mark at Calais. Letter rated at 1fr.50 centimes per 7.5 grams (\(\frac{1}{4}\)-oz.), here double at 3 francs = 30 decimes (300 centimes) shown by the handstamp "30".

July 11. Bordeaux arrival backstamp.

### TRANSATLANTIC MAIL U.S. TO FRANCE

### RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57

For a 2 ounce letter:

Paid in the U.S. (up to 2 oz.) Collect in France 13 decimes or26¢ Total postage





January 30, 1852. Letter posted at New Orleans and 5¢ paid (above) in cash. Letters up to 1 oz. or up to 2 oz. only took 5¢ U.S. rate. In France letters were charged collect 13 decimes (26¢) up to 1 oz. and 26 decimes (52¢) from 1 to 2 oz. Thus, a single letter in U.S. could be charged double in France.

Oddly, this cover bears no New York transit mark, however, dates reconcile with tables showing the Cunarder Niagara which sailed N.Y. Feb. 11, arrived Liverpool Feb. 23.



Feb. 24. Transit backstamp at London.



Feb. 25. Entry mark (Salles 13 decimes (in Nimes receipt 1782) struck at mediaeval Paris for mail mu.S. British Packet" via Calais.

French script) due (see above).



Feb. 27, 1852. backstamp.

# U.S. TO FRANCE RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57 R.M.S. Europa

For a 2-oz. letter:
Paid in the U.S. (up to 2-oz.)
Collect in France 13 decimes or

5¢ 26¢ 31¢.



May 19, 1852. Letter paid 5¢ in cash (manuscript note) at New York for transit by British Packet, it was endorsed, "p Europa". Europa of the British Cunard Line departed from N.Y. this date on her 28th return voyage for Liverpool. She arrived at L'pool May 30.

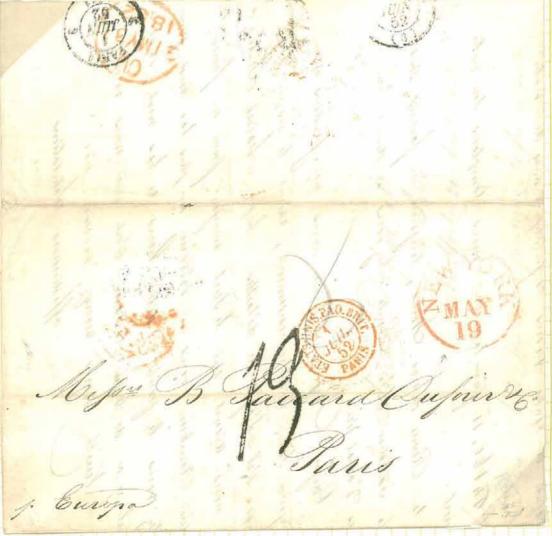
CU 31 MY31 1052 May 31. Transit backstamp at London. June 1. Entry mark (Salles 1782) struck at Paris for "U.S. (mail) by British Packet" via Calais.





19

June 1.
Paris arrival
backstamps.
13 decimes
(26¢) due (see
above) for a
1-oz. (7½ gram)
letter.



U.S. TO FRANCE

RATES BY BRITISH PACKET VIA GREAT BRITIAN, 1847-54

CUNARD LINE

R.M.S. America





### PAID



April 27, 1853. Letter paid 5¢ in cash as shown by the straight line PAID and manuscript 5. This paid only the U.S. Inland postage as all subsequent handling would be by the British and French. It is endorsed: Per steamer America from Boston. R.M.S. America of the Cunard Line departed from Boston for Liverpool this date. Boston Exchange Office transit backstamp.



May 9. America arrived at Liverpool, mail was bulked to London.

May 10. London transit backstamp. The French mail was forwarded on to Paris via the Dover to Calais ferry.





May 11. French entry mark showing mail from the United States (ETATS-UNIS) by way of a British Packet.

May 11. Parris arrival backstamp. Letter subject to the 13 decimes rate, went care of Messrs. Green e & Co., Paris, who acted as Poste Restante.

### TRANSATLANTIC MAIL U.S. TO FRANCE

RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57 FORWARDING AGENT F.COTTENET & ATHERTON NEW YORK.

For a 4 ounce letter:

Paid in the U.S. (up to  $\frac{1}{2}$  oz.)  $5\phi$ Collected in France 13 decimes  $26\phi$ Total postage  $31\phi$ 





AUG Z 12 BR PK

Aug. 12, 1856. Letter posted at New York by Forwarding Agent who paid the initial 5¢ U.S. portion of postage.



Aug. 26, 1856. London transit.

19

French charge mark for 13 decimes due (see explanation above).



Aug. 26. French transit at Calais - U.S. mail via British Packet.





R.M.S. Arabia sailed N.Y. Aug. 15, arr. L'pool. Aug. 25, 1856.

### TRANSATLANTIC MAIL

U.S. TO FRANCE RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57

July 10, 1854. Letter written at Puerto Cabello, Venezuela. Sent under cover to correspondent at New York who prepaid the 5¢ (mms) for U.S. handling to British Packet Service.



Single rate of 13 decimes due from recipient.







Aug. 15-16. Paris to

R.M.S. Niagara:
Cleared Boston

Aug. 2., arr. L'pool. Aug. 13, '54.



Aug.1,1854. New York Office notes letter sent via British Packet.



Aug. 14,1854. Transit at London.



Aug. 15.
Paris office
receipt mark
showing "via
British Packet". This was
the mark introduced on
Sep. 1, 1851
when the
COLONIES/&c
ART.13 marks
were discontinued.

### · U.S. TO FRANCE

### RATES BY BRITISH PACKET VIA ENGLAND, 1847-57

2nd Restored Rate Period

R.M.S. Europa

The Decree of February 10, 1853, restored the rates of December 1, 1851.

Rate prepaid in the U.S.

5¢/2-oz.

Collect in France: French Inland

50 centimes

British Transit

30

British Packet

130

14-02.

Double letter (over  $\frac{1}{4}$ , not over  $\frac{1}{2}$ -oz.) 130 x 2 = 260 centimes = 26 decimes.



January 24, 1854. Letter not over ½-oz. prepaid in cash at Boston at the compulsory 5¢ U.S. rate to France by British Packet, manuscript notation. Letter was bulked to N.Y. where the R.M.S. Europa of the Cunard Line departed on January 25 for Liverpool. Boston backstamp.



February 6. <u>Europa</u> arrived at Liverpool, backstamp in transit at London February 7. Britain debited France for 8 decimes (equivalent to 8d.) for British transit and packet.

February 8. French entry mark at Paris showing mail from the U.S. by British Packet. Same day Paris transit back-stamp.

French handstamp shows 26 decimes (260 centimes) due.

### U.S. TO FRANCE

RATES BY BRITISH PACKET VIA ENGLAND. 1847-57

2nd Restored Rate Period

R.M.S. America

The decree of February 10, 1853, restored the rates of December 1, 1851.

Rate prepaid in the U.S.

5¢/½-oz.

Collect in France: British Packet

50 centimes

British Transit

30

French Inland

50 "

 $7\frac{1}{2}$  grams  $(\frac{1}{4}-oz.)$ 

130 centimes = 13 decimes.



PAID 5



November 10, 1854. A letter paid at New Orleans at the 5¢ U.S. portion of the rate to France by British Packet. Letter is endorsed: per Boston Steamer 22 November.

November 22. Transit backstamp at Boston. The <u>R.M.S. America</u> departed from Boston for Liverpool, as endorsed.

December 4. America arrived at Liverpool. This letter was erroneously marked with the London PAID in red. This was invalidated by striking over with the London Inland Office "2" (Dubus 206.) London transit backstamp.

Dec. 5. French entry mark at Calais (B.A. = Bureau Ambulant.) Backstamp at Paris Poste Restante (General Delivery). 13 decimes due as shown by handstamp.

#### TRANSATLANTIC MAIL

U.S. TO FRANCE
The Collins Line

AMERICAN PACKET U.S.M.S. Pacific

A September 1, 1851, French Circular #67 set new prepayment rates and eliminated double sea charges on mail carried by American Packets. U.S. Sea (16¢) and domestic (5¢) of 21¢ were paid (or collected) in the United States. French charges were 50 centimes French Inland + 30 centimes British Transit, total 80 centimes (8 decimes.)



PAID 21

NS

December 20, 1854. Letter paid at New Orleans at 16¢ transatlantic (American Packet) + 5¢ U.S. Inland = 21¢.

N.B.: On December 16, 1854, the Collins Line announced it was shifting the N.Y. sailing dates from alternate Saturdays to alternate

Wednesdays as the Cunard Line had cut out its New York sailings as many of its steamers had been taken for Crimean War transports. Cunard ran only Liverpool to Boston in 1855.

December 27. <u>U.S.M.S. Pacific</u> departed from N.Y. on the first Wednesday sailing. She actually sailed the 28th (Thursday) one day late because of fog

January 9, 1855. Pacific arrived at Liverpool.

January 10. London transit backstamp..

January 11. French entry mark, B.A. (Bureau Ambulant) at Calais. Same day Paris arrival backstamp Poste Restante (General Delivery). 8 decimes (80 centimes) rate due.



### TRANSATLANTIC MAIL U.S. TO FRANCE

RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57.

For a ounce letter:

Paid in the U.S. (per 1 oz.) 5¢
Collected in France; 26 decimes 52¢
Total postage 57¢





Sept. 23. N.Y. Foreign Office transit. 5¢ U.S. paid here by sender.



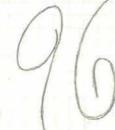
Oct. 6,1856 London transit.



Oct. 6.
French transit at Calais
- U.S. mail
via British
Packet.



Oct. 7, 1856. Paris receipt.



French equivalency mark for 26 decimes due from recipient.

R.M.S. Arabia: Boston Sept. 24, L'pool.,Oct. 4.

### TRANSATLANTIC MAIL

### FRANCE & U.S.

### ROUTES AND RATES PRIOR TO JAN. 1, 1857

	Route	Prepai Collect per ½	ed in U.S.	Prepa	lected or aid in France 7½ grams.
	British Packet via England	5	cents		centimes or decimes.
A	American Packet via England	21	cents		centimes or decimes.
	American Packet dir to LeHavre	ect 20	cents		decimes in LeHavre decimes beyond LeHavre.



April 3, 1853. Letter headed at Paris and noted "Pr Steamer/via Liverpool". As many of these letters were paid in cash, and in bulk (as by forwarding agents such as Livingston Wells & Cosee corner card) no French postal markings appear. 8 decimes has been prepaid, see chart above.

\* 21

Letter handled by an American Packet via England, thus 21¢ due from recipient (see table above).

U.S. Mail Steamship Pacific, Capt. Nye:

Departed Liverpool April 6, 1853
Arrived New York April 17 to E.K. Collins' dock.

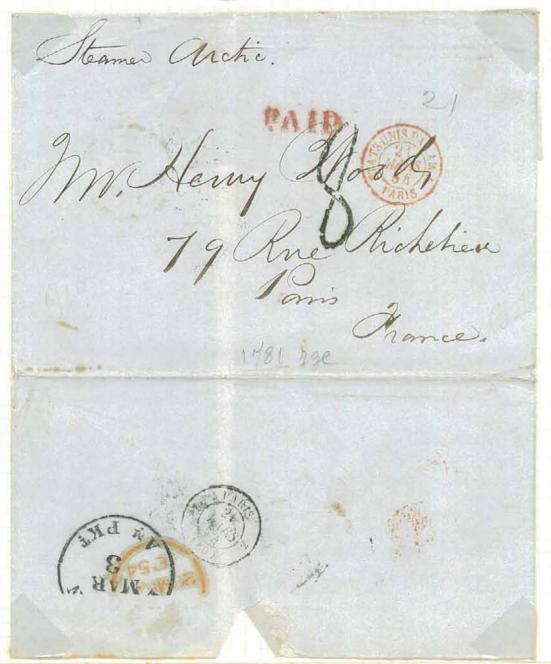
#### TRANSATLANTIC MAIL

### U.S. TO FRANCE

### RATES BY AMERICAN PACKET VIA GREAT BRITAIN, 1847-57

March 3, 1854. Letter written at Boston, and 21¢ prepaid in cash (pencil mms. U.R.). This was correct rate as per the 1851 French Decree.







March 20, 1854. London transit backstamp.



March 21, 1854. "American Packet" arrival mark at Paris. Salles 1781.



As letter
went by American
packet, 8 decimes (16¢) was
due from recipient.

Arctic - 2656 fonc. Collins Line Sonk in collision 24500154

#### TRANSATLANTIC MAIL U.S. TO FRANCE

#### RATES BY AMERICAN PACKET VIA GREAT BRITAIN

For a 2 ounce letter:

Paid in the U.S. (2-oz.) 210 Collected in France; 16 decimes 32¢ Total postage 53¢

It was required that the United States portion of the postage (as well as the ocean postage when carried by U.S. Packet) be prepaid. The U.S. couldbe made in cash, thus no marking appears on covers for the U.S. prepayment.



Nov. 21, 1856 London transit



Nov. 21. French transit at Calais. U.S. mail via American packet.



Nov. 22. Paris receipt.



U.S. M.S. Atlantic. Dep. NY NIV. 8

mark, 16 decimes due. (See above.)

# PACKET LETTERS TRANSATLANTIC MAIL FRANCE TO U.S. - BRITISH PACKET VIA GT. BRITAIN 1847 - 1857 RATES

When the Ocean Steam Navigation Company started service in 1847 mail from France was transferred at England and handled by the Post Office. The rates were:

For a \frac{1}{2} oz. letter

Paid in France: 13 decimes....26 cents Collected in U.S.(up to 2 oz.). 5 cents 31 total



Sept. 2, 1851. Letter posted, prepaid ocean voyage, at Marseilles to New York via L'Pool.



Sept. 17, 1851. Boston Exchange Office mark.

Letter not over  $\frac{1}{2}$  oz., subject to single letter rate, U.S. Inland, of  $5\phi$ .

Cunard R.M.S. Europa sailed L'pool Sept.6,1851. arr'd. Boston Sept.17.

The <u>R.M.S. Africa</u> sailed from L'pool to N.Y. Sept. 13, thus letter went by <u>Europa</u>.

# PACKET LETTERS TRANSATLANTIC MAIL FRANCE TO U.S. - BRITISH PACKET VIA GT. BRITAIN 1847-1857 RATES



June 6, 1854. Letter posted Marseilles to U.S. via Liverpool.



10

June 22, 1854. Boston Exchange Office marks.

Ocean voyage rate prepaid in France. Letter over \$ oz., thus subject to double U.S. Inland rate, or 10¢ as per mark, due from recipient.

R.M.S. Canada sailed from Liverpool June 10, arrived Boston June 22,1854.

## TRANSATLANTIC MAIL FRANCE & U. S. ROUTES AND RATES PRIOR TO JAN.1,1857

	Route	Prepaid or Collected in U.S.	Collected or Prepaid in France
		Per ½ oz.	Per 7½ grammes.
*	British Packet via England	5 cents	130 centimes or 13 decimes
	American Packet via England	21 cents	80 centimes or 8 decimes
	American Packet direct to Le Havre	20 cents	30 centimes or 3 decimes in Le Havre

60 centimes or 6 decimes beyond LeHavre.



July 11, 1854. Letter written at Marseille. Sender prepaid 13 decimes which took letter as far as New York on a British Packet.

R.M.S. Africa sailed L'pool July 15, arrived N.Y. July 27. 54.



July 27, 1854. New York Exchange Office mark showing 5 ¢ due from recipient, U.S. inland.

#### TRANSATLANTIC MAIL

FRANCE TO U.S.

BRITISH PACKET R.M. S. Asia





PD

Dec. 12, 1854. Letter prepaid at Marseille 13 decimes (130 centimes) which was the amount that had to be paid in France for a single letter (7½ grams) by British packet. However, it was directed by the U.S.M.S. Atlantic which left Liverpool

Dec. 16, but after sailing on that date with this letter put back to L'pool with a damaged rudder. The 13 decimes in stamps represents an overpayment, as the French prepayment by American packet was only 8 decimes (80 centimes).

Dec. 23, 1854. Because of the Crimean War no Cunard sailings were made to New York in 1855. As the Atlantic had to return to Liverpool, her mails were taken out on the R.M.S. Asia on her Dec. 23 departure to Boston.



January 5, 1855. Records show the Asia arrived at Boston Jan. 4. 5¢ due from recipient for U.S. Inland. Had the letter gone by the American packet, charge would have been 21¢, i.e. 5¢ U.S. Inland + 16¢ sea. No credit was allowed for the French overpayment.

#### TRANSATLANTIC MAIL

FRANCE TO U.S.

The Collins Line

AMERICAN PACKET



1495



PD

July 23, 1854. Letter not over 1-oz. paid at the France to U.S. rate via American Packet of 8 decimes (80 centimes) by a pair of the 40 centimes Empire Issue stamps of 1853. They are cancelled by the 1495 petits chiffres bureau number of Le Havre. Directionally endorsed "Per Steamer Atlantic via Liverpool", the letter would have had to have been prepaid 130 centimes via British Packet

July 26. U.S. Mail Steamship Atlantic (American Packet) sailed from Liverpool.



August 6. Arrived N.Y. Steamship Atlantic, West, Liverpool July 26 with merchandise and passengers to E.K. Collins. In the river passed ship Boston in tow, bound out; same day sld. ship Ashburton; Aug. 5 at 42 P.M. 18 miles W. of Fire Island passed steamship Pacific, hence for L'pool.

Letter subject to a collect of 21¢, being the 5¢ U.S. Inland + 16¢ sea passage. Had this

been by British packet only 5¢ would have been collect.

#### TRANSATLANTIC MAIL

U.S. TO FRANCE
COLLINS LINE

AMERICAN PACKET
U.S.M.S. Baltic

Rates by American Packet per the 1851 French decree were:

Paid in the U.S. per  $\frac{1}{2}$ -oz. 21¢ Collect in France, 8 decimes per  $\frac{1}{2}$ -oz.  $(7\frac{1}{2} \text{ gram})$ x = 16 decimes, equivalent to  $\frac{32¢}{53¢}$ .





PAID 2/





October 22, 1854. Letter prepaid in Louisville, Kentucky at the 21¢ American Packet rate in cash. Prepayment was compulsary and included transportation within the U.S. to port of departure (New York).

October 26. Transit at New York where the Exchange Office noted letter by American Packet.

October 27. The Collins Line U.S. Mail Steamship Baltic, Capt. Comstock, cleared at New York for Liverpool, she sailed October 29.

November 8. Transit backstamp at London. credit of 8 decimes (manuscript notation U.L. corner) went to Britain for transit handling. 8 dec. = 8 pence = 16¢ U.S.

November 9-10. French entry mark shows United States mail by American Packet, Ambul-









ant (RR) at Calais.
Transit backstamps,
Paris to Libourne.
16 decimes due for
a double French letter
4-oz. to 2-oz.

#### 1855-56

#### TRANSATLANTIC MAIL

FRANCE TO U.S. The Collins Line

AMERICAN PACKET U.S.M.S. Aflantic

A September 1, 1851 French Circular #67 set new prepayment rates and eliminated double sea charges on mail carried by American Packets. The French charges were 50 centimes French Inland + 30 centimes British Transit, total 80 centimes (8 decimes). U.S. sea and domestic postal charges were collected in the U.S.







December 27, 1855. Letter paid at Paris at the 80 centimes rate by the Issue of 1854, type I. Cancellation is by the Bureaux Quartiers with DS 3 in sans serif letters. Coveer is endorsed: per Steamer Atlantic, from Liverpool to N.Y. It is marked "P.P." in red, indicating postage paid only to the port of embarkation, viz., Liverpool. Mail was closed through Britain.

December 29. The  $\underline{\text{U.S.}}$   $\underline{\text{Mail}}$   $\underline{\text{Steamship}}$   $\underline{\text{Atlantic}}$  departed from Liverpool.



January 13, 1856. Atlantic arrived at New York. Recipient was charged 16¢ Sea (American Packet) 5¢ U.S. Inland = 21¢. These charges were not included in the Paris prepayment.

January 22. Docket notes receipt at New Orleans.

#### TRANSATLANTIC MAIL

FRANCE TO U.S.

BRITISH PACKET R.M.S. Africa







June 24, 1856. Letter not over 1-oz. (7½ grams) paid at the France to U.S. rate via British Packet of 130 centimes (13 decimes = 26¢) by Empire stamps, Issue of 1853; 80 centimes lake; 40 cent. orange and 10 cent. bistre. They are cancelled by the "441" petits chiffres bureau number at Bordeaux. Directionally endorsed: Royal Steam Mail Africa Via Liverpool. It was marked Port Payee. Had letter been directed by American Packet, prepayment would have been 8 decimes (16¢).



June 25. Railway transit backstamp, Paris to Calais.

June 28. R.M.S. Africa departed from Liverpool direct to New York.



July 11. Arrival of Africa at New York.

5¢ collect for U.S. Inland. Had this letter
gone by American Packet the collect fee
would have been 16¢ Sea (American Packet) +

5¢ U.S. Inalnd = 21¢.

July 18. Docket notes receipt at N. Orleans.

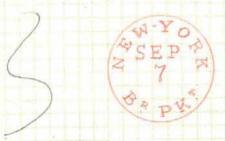
#### TRANSATLANTIC MAIL U.S. TO FRANCE

#### RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1848-57

For a 2 oz. letter:

Paid in the U.S. (up to 2 oz.) Collect in France, 13 decimes or Total postage 26¢









Sept. 7, 1853. 5¢ prepaid in cash and amount noted on face of cover by London tranpencilled "5". New York Exchange sit back-Office marked letter "Br(itish) PKt." Notation, U.L., "per Steamer Arabia" meant sender wanted it to go by the Cunarder Arabia. She was a 2400 wooden paddle steamer in service 1853-64. This note agrees with the sailing record of the Arabia from N.Y. on Sept. 7, 1853.

Sept. 19. stamp.

Sept. 20. Entry mark (Salles 1782) struck at Paris for "U.S. via British Packet (via Calais)".





Sept. 20 Backstamps. 13 decimes due(see above).

U.S. TO FRANCE RATES BY BRITISH PACKET VIA GREAT BRITAIN 1847-57 R.M. S. America





Rate for a 4-oz. letter: Paid in the U.S. (up to ½-oz. 5¢ Collect in France 13 decimes or

26¢

April 26, 1854, Letter paid 5¢ in cash (manuscript note) at Boston, endorsed: Steamer America from Boston. Backstamped showing transit at Boston by a British Packet. The Cunard Line's R.M.S. America departed from Boston for Liverpool on this date.





May 8. America arrived at Liverpool. Letter in transit at London May 9, backstamp.

May 10. French entry mark showing mail from the United States by British Packet, by way of Bureau Ambulant (B.A.) or railway via Calais.

13 decimes due, shown by the charge mark in mediaeval script as used by the

French Post Office

U.S. TO FRANCE

RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57

R.M.S. Canada





Rate for a  $\frac{1}{2}$ -oz. letter:
Paid in the U.S. (up to  $\frac{1}{2}$ -oz.)

Collect in France, 26 decimes or  $\frac{52\phi}{57\phi}$ 

June 22, 1853. A letter paid in cash at Boston, amount of 5¢ shown in manuscript. Letters in the U.S. up to  $\frac{1}{2}$ -oz. were rated as single, France rated in  $\frac{1}{4}$ -oz. segments. The Boston Exchange Office marked the British Packet backstamp. R.M.S. Canada departed from Boston for Liverpool on June 22.







July 3. <u>Canada</u> arrived at Liverpool, mail transit at London July 4, backstamp.

July 5. Arrival at Paris, entry mark showing mail from U.S. per British Packet. Same day Paris b'ks'tp. 26 decimes due, chg. mark.

U.S. TO FRANCE AMERICAN PACKET DIRECT
THE NEW YORK & HAVRE STEAM NAVIGATION COMPANY
U.S. M.S. Union





December 16, 1854. A letter paid in cash at New York at 20¢ per  $\frac{1}{2}$ -oz. by American Packet direct to Havre. It is endorsed: "p. Union" of the Havre Line..

December 16. <u>U.S.M.S.</u> <u>Union</u> departed from N.Y. for Havre via Southampton.

She touched at the latter port on December 30.



December 31. <u>Union</u> arrived at Havre. France treated American Packet mail or Ship Letters the same, rating them at 30 centimes/7.5 grams to or from the port, 60 centimes/7.5 grams to or from the rest of France. The "OUTRE.MER" or Ship Letter receiving mark was struck at Havre. Letter was rated as a triple letter (over 15 grams, but not over 22.5 grams) at 60 centimes x 3 = 180 centimes or 18 decimes, as shown in manuscript.



N.B.:  $7\frac{1}{2}$  grams = approx.  $\frac{1}{4}$ -oz.

December 31. Paris receiving backstamp.

#### TRANSATLANTIC MAIL

PHILADELPHIA TO PARIS VIA BOSTON & LIVERPOOL

Conard Line

R.M.S. America

Single rate in U.S. at 5¢ per 1/2-02.

Double rate in France at 13 decimes / 71/2 grams x 2 = 26 decimes



August 26, 1855. Letter datelined at Philadelphia at "Bob Harners Chop House", a macabre inside joke, as the writer is a coroner. Letter paid at the 5¢ rate, payable in the U.S. The directional endorsement is: Per Steamer America.

August 29. R.M.S. America of the Cunard Line departed from Boston for Liverpool via Halifax.



Sept. 9. America arrived at Liverpool, transit backstamp at London on Sept. 10.



Sept. 10. French entry mark showing mail from the United States via British Packet. Ambulant (Railway) mark shows entry at Calais, Brigade I handled the mail. As the letter weighed over \( \frac{1}{2} - \text{oz.} \) (7\( \frac{1}{2} \) grams) but not over \( \frac{1}{2} - \text{oz.} \) (15 grams) it was subject to a double rate in France at 13 decimes x 2 = 26 decimes, shown in the medieval script handstamp. 26 decimes was equivalent to 26 pence sterling or 52¢ U.S.



CALIFORNIA TO FRANCE VIA PANAMA, NEW YORK & ENGLAND

- 1. Pacific Mail Steamship Company, San Francisco to Panama S.S. Golden Age
- 2. United States Mail Steamship Co., Aspinwall to New York U.S. Mail Steamship Illinois
- 3. Collins Line, New York to Liverpool S. S. Nashville (under charter from Spofford, Tileston & Co.)





February 16, 1855. Letter to Paris paid at the American Packet rate of February 1853. It contains a mock-up of a "Calendier Francais" with a gold miner motif.

Rates by American Packet for letters to France from California were increased by charging an additional 5¢ U.S. rate to N.Y. (at this time Domestic mail was, Act of 1851, 3¢ for 3000 miles prepaid). The California-France rating was: Transit, California to N.Y. U.S. Inland (U.S.-British Trty 5¢ Sea Postage

The 26¢ was paid in San Francisco as noted by the handstamp "PAID 26". Daily Alta California, San Francisco. Steamer Golden Age, Watkins, sailed February 16 for Panama.

Feb. 20 (ca.) Golden Age arrived at Panama. Mails went by the newly opened Panama Railway, which had begun its trans-isthmus route only in January 1855, across to Aspinwall.

March 1 (ca.) S.S. Illinois departed from Aspinwall.

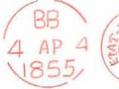
#### CALIFORNIA TO FRANCE VIA PANAMA, NEW YORK & ENGLAND



March 12. N.Y. <u>Times</u>. Steamer <u>Illinois</u>, Hartstene, arrived New York from Aspinwall, N.G. (New Grenada.)

March 21. U.S. MAil Steamer Nashville, Berry, sailed for Liverpool from New York, E.K. Collins. Nashville was chartered to Collins and made only this one round voyage. She replaced the Pacific which was unable to make the trip.

April 3. Nashville arrived at Liverpool.





April 4. Transit backstamp at London.

April 5. French entry mark struck at Paris showing United States mail per American Packet. Paris arrival backstamp the same day.





Britain charged France one shilling per ounce for French mail in transit through England, here the letter was at \( \frac{1}{2} \) grams).

Transit postage (% of one shilling [or 12 decimes]) = 3 decimes

French Inland = 5 decimes

Collect in Fr.= 8 decimes.

The collect amount is shown by the "8" handstamp.



Daily Alta California (San Francisco). Steamer Golden Age, Watkins, sailed Feb. 16 for Panama.

March 12, 1855. Steamer <u>Illinois</u>, Hartstene, arr. N.Y. from Aspinwall, N.G.

March 21. Nashville was chartered to Collins Line and made 1 round voyage, N.Y. to Liverpool. 1861 Confederate cruiser. 1861 THOS. W. WRAGG (British blockade runner). 1862 RATTLESNAKE (privateer). 1863 (2/28) destroyed by Federal forces on Ogeechee River.

1220 tons, 215 x 34', wooden paddle steamer, side lever engine, 10 knots, built by William Collyer, N.Y. (engine Novelty Iron Works, N.Y.). Launched 1853 for Spofford, Tileston & Co. Charleston trade. Jan. 19, 1854. FV for N.Y. and Havre (chartered), N.Y. - Southampton-Havre. 1854 (4/12) LV Havre-Southampton-N.Y. (2 RV). 1855 (3/21) FV for Collins (chartered), N.Y.-Liverpool (1 RV).

1850 now have metaly beautiful from the service of the s \* californie calendrier Francus avril mai wer my de les copet et la second el Change Son Francisco le 15 Févrin Montien Savisse vous trouvering c'inclus un mondat (Seconde de charings on votur or du la la somme de 20 G'astur (Soit 106 9) plus un capite d'un calendries en me faine confections pour l'annie 1886 qui devou Metore Expédier con ples Tout fin moi prochoin par ningants quel voilier



de la copie et la second de Change 1 de colendrie Son Francisco le 18 Févria cher Montier Varises vous trouvering e' inclus un mandat (deende le abaire) en voter orden de la somme de 20 Biather (doit 100 0) pour l'annie 1816 qui devo Métre éxpédier de pland fin moi prochor à par nimports quel voilier le

AND SHEET PROTECTA

depuis que suis en entisformir cela ne sera pas - day ee ca y raves ter in 6 : cog ! Jans internets Mos amities a madam Savine Imbrassey note alor petite filles your nows - Tines day le Engle I Wo tre bon Souvenis I les foris at Be vige imago les disians com 1: B monthly pas de j'oi de vote facture a che amen ses à lettres que vous seven materiales apris l'agrettion geles de failes non u nemis Saying assen, obligeant pour monoria un compliche en ne umnas vous j'al en van quel qu'auti commission à diverses nortune et ce chacum je vous envere de l'ar ent nous me bulenernes, que à la fi esta dima le nom da mina et les de l'unn' y le ballot is learningen un quartien rain der le a veris graste long our u quelqu in reprodu soulanen

CALIFORNIA TO FRANCE VIA PANAMA, NEW YORK & ENGLAND

- 1. Pacific Mail Steamship Company, San Francisco to Panama S.S. Golden Gate
  - 2. United States Mail Steamship Co., Aspinwall to New York U.S. Mail Steamship Illinois
- 3. Collins Line, New York to Liverpool S.S. Ericsson (1st charter to Collins)





PAID

26

March 5, 1856. Letter to Bordeaux, France paid at the American Packet rate of February 1853. Rates by American Packet for letters to France from California were increased by charging an additional 5¢ U.S. rate to New York (at this time Domestic mail was 3¢ per ½-oz. up to 3000 miles prepaid). Total rate was: U.S. Inland postage (U.S.-British Treaty @ 5¢ Transit, California to New York 5¢ Transatlantic postage

16¢ 26¢.

#### CALIFORNIA TO FRANCE VIA PANAMA, NEW YORK & ENGLAND

The 26¢ was paid in San Francisco as noted by the penciled "26" and emphasized by the large red "26".

Alta California, March 15, 1856:

Pacific Mail Steamship Co.'s Line
FOR NEW YORK AND NEW ORLEANS VIA PANAMA
Departure from Vallejo Street Wharf with the U.S. Mails, Golden Gate
3000 tons Burthern, A.V.H. LE ROY, Commander on Wednesday March 5th.

March 5. S.S. Golden Gate departed from San Francisco.

March 17. <u>Golden Gate</u> arrived at Panama, mails went by the Panama Railroad cross-isthmus to Aspinwall.

March 19. S.S. Illinois departed from Aspinwall.



N.Y. <u>Times</u>. Arrived at N.Y. Steamship Illinois, Boggs, Aspinwall March 19 at 8 P.M. bringing California dates to the 5th inst. with 250 passengers and \$1,261,000 in gold dust to M.O. Roberts.

March 29. S.S. Ericsson on charter to the Collins Line departed from New York for Liverpool. This was the first charter she made to Collins, in all she made 11 round voyages for Collins.

April 12. Ericsson arrived at Liverpool, letter in transit at London the 14th, backstamp.

April 14. French entry mark at Calais, Ambulant (Railway P.O.) showing U.S. mail by American Packet.



The prepayment in California was fully paid to England by American Packet which included the 16¢ Sea Postage. The British Transit and French Inland was to be collected from the recipient. British Transit was One shilling per ounce on a bulk basis. As letters were rated on a ½-oz. basis (7½ grams), a single letter was subject to ¼ of 1/- or 3d. (equivalent to 3 French decimes) plus 5 decimes French Inland, total 8 decimes. This letter was originally rated as a single letter, then reweighed and found

to be between  $7\frac{1}{2}$  grams and 15 grams, thus was a double letter. The handstruck "8" was deleted and the letter rated "16" in manuscript.



April 15. Paris to Bordeaux T.P.O. backstamp, night train (circular center), 3rd Section, Brigade G handled the mail.

April 16. Bordeaux arrival backstamp.



#### TRANSATLANTIC MAIL

U.S. TO FRANCE, BRITISH PACKET RATES, 1848-57.

CUNARD LINE

R.M.S. Asia

Double rate in U.S. at 5¢ per 1-oz. x 2 = 10¢.

Treble rate in France at 13 decimes per 402 x 3 = 39 dec.



January 1, 1856. Letter weighed over 1-oz., but not over 1-oz., so it was paid in New York at the double rate per 1-oz. or increment at 10¢, shown in pencil. It was endorsed: per Steamer Via Boston & Liverpool.

January 2. Letter was forwarded to Boston to meet the sailing of the Gunarder R.M.S. Asia, which departed from Boston this date on her 44th return voyage.



ANU

January 14. Asia arrived at Liverpool. Mail, backstamped at London Jan.
15 was forwarded to France via the DoverCalais ferry and received the Ambulant
(R.R.) Calais entry mark, also Jan. 15.

January 17. Arrival backstamp at

Silvian Bordeaux. The French rates were based

on 13 decimes per 1-cz. This letter was
over 1-cz., but not over 3/4-cz., so took a treble
rate in France; 13 decimes x 3 = 39 dec., collect
amount shown in mediaeval script.

## TRANSATLANTIC MAIL PRE-CONVENTION COVER - U.S. TO FRANCE AMERICAN PACKET-Direct Service New York - Havre



### PAID 2

Boston. Jan. 13, 1854. Letter put into mails, 21¢ (pencil mms. U.R.) prepaid letter to Havre.



Jan. 16, 1854. New York Exchange Office mark on sailing date of Havre Line packet.

S.S. <u>Nashville</u>, Berry, dep. N.Y. for Havre and Southampton.







Feb. 3, 1854. Characteristic OUTRE-MER/LE HAVRE marking applied upon arrival in France.

6 decimes, private ship "beyond the port" rate for a letter not weighing over 7½ grams.

Feb. 3, 1854. Railroad transit mark, backstamp.

New York & Havre Steam Navigation Co. <u>S.S. Nashville</u>, 1800 tons, chartered 1854, made 2 round trip voyages only. NEW YORK TO PARIS VIA SOUTHAMPTON

AMERICAN PACKET U.S.M.S.W

U.S.M.S. Washington

OCEAN STEAM NAVIGATION COMPANY



June 16, 1855. Letter (endorsed: pr. Washington) by American Packet, paid in cash at New York at 21¢ per ½-oz., letter over ½ but not over 1 oz., double rate of 42¢, noted in pencil.

U.S. Mail Steamship Washington, Capt. E. Cavendy, of the Ocean Steam Navigation Co. sailed from New York for Bremen via Southampton.

June 30. French mails, landed by Washington at Southampton, were transshipped to Havre where the OUTRE-MER (Ship Letter) mark was struck in error. This was invalidated by overstriking with the Le Havre American Packet mark.

French rate beyond the port was 8 decimes per 7½ grams. This letter, double rated in the U.S., weighed over

22½ grams, not over 30 grams, thus took a quadruple rate of 24 decimes. This collect amount was shown by a combination of a pen "2" and a handstruck "4".



#### MEDICAL.

HODES FEVER AND AGUE CURE-OR. NATURE'S INFALLIBLE SPECIFIC—For the Preton and Cure of INTRINSITIENT and RIMITIENT Fasion and Cure of INTRINSITIENT and RIMITIENT Fasion, and Cure of INTRINSITIENT and RIMITIENT Fasion, Fever, Duran Addition,
FRAL DESILITI. NIGHT SWEATS, and all other forms
seame which have a cummon origin in MALARIA or
sma This subtle sime-substrict poison which at certain
one is unavoidably inhaled at every breach, is the same
haracter whenever it exists.—Vorth, South. East or
t.—and will everywhere ried to this nawly discovered
inter, which is claimed to be the GREATERS DISCOVERY
EDICINE EVER MADE
is specific is no harmless that it may be taken by porois every sgs. sex er condition, and it will not substitute
and disease others still worso, as is too often the results
a treatment by Quinne, Mercury, Aramit, and other
mous or deleterious drugs not a particle of any of which
mitted into this preparation

metor distinctly claims these extraordinary re-

riven the use of this NATURAL ANTIDOTE TO the tent the use of this NATURAL ANTIDOTE TO the tent representation of the tent of

Steed ally, its use will banish Fever and Age from families, all classes. Farmers and all laboring men by adopting a preventive, will be free from Ague or Billous attacks at acason of the year which, while it is the most sickly, a most valuable one to them.

The most valuable one to them a control band of the property of the propert

require more. rections printed in German, French and Spanish, ac-

rections printed in German, French and Spanish, acion Con Dollay. Liberal discounts made to the brade.

Co Con Dollay. Liberal discounts made to the brade.

JAS. A RHODES, Proprietor, Providence, R. I.

NERAL AGENTS—C. V CLICKRNEH & CO., and C.

SING, New York; F. B. WINTER. Ballimmer:

EKS. & POTTER. Benon: J. D. YERRINGTON.

ROO; GREENE & BUITON. Milwankes: HAVI
D. RIGLEY & CO., Auguste, Gs.: ED. S. WHEA
St. Louis, and for sale by medicine dealers generally.

TE SHAKERS READ!!!

of the many testwooms's received almost daily in

of RHODES' FEVER AND AGUE CURE, which

ever failed!

of RHODES FEVER AND AGUE CURE, which ever failed:

J. A. RHODES—Dear Sire: The box of medic ne you no was duly received on the 11th of April, and I hand errowith receipt for the same.

ave sold about oue-half of it, and so far the people have used it are satisfied that it has corred them. It ertainly stopped the Ages in every one who has used of six of the cases were of long standing. My sister, has had it for rive or six years back, and could never atopped, except by counine, and that only as long as could take it, is now, I think, entirely cured by your ly.

iy tibus continues to keep off the Ague, as I think it you may expect from me large orders
I am. Sir, yours very unly, . C. R. McGINLY.

thus continues to keep off the Agne, as I think it you may expect from me isrge orders
I am, Sir, yours very unly, ... C. R. McGINLY.

E. MARRIED WOMAN'S PRIVATE MEDIAL COMPANION. By Dr. A. M. MAURICELU, Proof Diseases of Wemen. One Hundredth Edition,
(O.) Ismo, pp. 250. On fine paper, extra sinding, \$1.
r complaint to which woman is subject, from girlhood
manhood, as also as wife and as mother, are fully ded, with the causes, the symptoma, and also proper
of treatment, in a plain, simple, but in the most chaste
sace, easily understood. And thus every woman oan disby comparing her own as unploins with those described,
saure, character, and causes of her complaint; and
used much anaxiety and surfering. The wife about beig a mother has often need of instruction and advice
is a mother has often need of instruction and advice
is unsurf importance to her future health, in respect to
ther sensitivereess forbids consulting a medical gentlewill find such instruction and advice, and also explains
sympt ma which otherwise would occasion anxiety
rm. How many are suffering from ebstructions or irsatiles peculiar to the female system, which undermine
eaith, the effects of which they are important, and for
the defacts forbids socking medical advice! How
suffer from prolayaru uters (falling of the womb,) or
fluor albus (weakness, debility, Ec. !! How many are
stant agmy for many months preceding confinement
many have difficult, if not dangerous deliveries, and
and uncertain recoveries! Some, whose lives are
ded dusing such times will each find in its parce the
of prevention, amitoration and rulief. How many
mamments, how much auguish, might have been apared
sufform, to her husband, to her roistives, by a timely
sion of this luttle volume! It is impracticable to conlly the various subjects treated of, as they are not a natricity intended for the married, or those contemplasurings.

Each by STRINGER & TWNSEND, No. 22 BroadADRIANCE, SHERMA & CO. Astor House, No.
19 xt. DEWITT & DAVENPORT, (Tribune Build
at

o 1,224 New-York Post-Office.

DOH GREEN'S HOMEOPATHIC REME-YOR FEVERAND AGUE.—In placing this medicions the public as an infalliable remedy, the investor with the most implicit condisence as to its results, need to the hisparty of the past to a years it having to record a more case of failure. The if a remedy of this nature has large been felt, as the as for which it is adapted are becoming more provatable successfully gen, and also more difficults master, is are of daily occurrence, wherein the known remedian investment insert 'Another great feature in this remediate, which those only can appreniate who will be able to the condition of the provided to represent with most naneous might be the disease of the same in the summittee. The adaptive that, the disease of the same his the addult being extremes the man of the same in the same and the same in the same and the same in the same and the same in the same in the same and the same and the same in the same and the same

#### RAILROADS.

CLEVELAND, CULSFIHUS AND CINCINNATI RAILROAD.—The old regardle, shortest and quickest loute-to Cincinnati, Louis-70s, Columbus, Dayton, Spring-71d, Indianapolis, Terre Fraits, Vincennes, Erranville, Jefferskurlie Fors Wayne, Sc., &c.—This mute requires no cualeres maps, fause representations, paid newspaper public analysmous correspondence to recommend it to the public of analysmous correspondence to recommend it to the

Selferancial Four Wayffe, Sc., Sc. This must required no occutered maps, fates representations, paid newspaper putils, or shraymous correspondence to recommend it to the public of shraymous correspondence to recommend it to the public of th

A MERICAN LAKE SHORE RAILROAD LINE
A MERICAN LAKE SHORE RAILROAD LINE
A—COMPORED OF BUFFALO AND ERIE, CLEVELAND AND ERIE, AND CLEVELAND AND FOLEDO RAILROADS—Connecting with Michigan Southern
and Northern Indiana Railroad, the quickest said best route
to Chicago, St. Louis, Rock Island, Cincinnati, Indianacolis,
Dayton, Springfield, Fort Wayne, Belleiontaine, Tiffin,
Flurgey, Sanducky, &c.

SPRING ARKANGEMENT—MONDAY, May 7, 1855.
—Express Maill—Leave Buffalo at 7 A. M., Cleveland,
245 P. M., for Toledo, Chicago, St. Louis, &c., connecting
at Toledo with 8:45 P. M. train of M. S. Railroad, reaching
Chicago at 8 next moraling, connecting with train of Chicago and Mississippi Railroad, reaching St. Louis at 11:20
P. M.

Chicago at 8 next morning, connecting with train of Chicago and Mississppi Railroad, reaching St. Louis at 11:20 P. M.

LIGHTNING EXPRESS—Leaves Buffalo at 10:40 P. M.
Cleveland 5:50 P. M., 'OT Toledo, Chicago, Cincinnati, St.
Louis, ac., reaching Toledo, at 10:20 P. M., Chicago S. M.

M. Cincinnati J. M.

NIGHT EXPRESS—Leaves Buffalo at 9:50 P. M., Cloveland
6:10 A. M., 'OT Toledo, Chicago, Cincinnati, ac. Passengura by this strain reach Toledo at 10:20 A. M. Cincinnati
3:20 P. M., and Chicago at 9:20 P. M., Chicago A. M.

Strain of Chicago and Mississipi Railboad for Alton, from which place they take stement, reaching St. Louis at 2:40 P.

M., on following day; also councetting at Chicago with Chicago and Rock Island, Galeba and Autors, liknois and Wisconsin, and Illinois Central Rouls

STLAMBOAT EXPRESS—Leaving on arrival of steamers from Baffalo, at 3:45 A. M., reaching Sandusky at 12:20 A.

A. Cookoo 3 P. M., Concental S P. M., Chicago 3. A. M., Chicago 3. D. M., connecting with Evening trains for Rock Island, St. Louis, Gelena, &c.

Through tickets can be procured at the principal Railroad Ticket offices.

Claveland, Ohio, May 5, 1855.

NEW YORK CENTHAL RALLROAD FROM

NEW-YORK CENTHAL RAILBOAD FROM ALBANY—By the way and in connection with the Hadson River Railboad, and People's Line of Steamboats. from the foot of Cortiands at, from NEW-YORK for BUFF ALO. CLEVELAND. TOLEDO, CINCINNATI, CHICAGO, ET LOUIS, NIAGARA FALLS, SUSPENSION BRIDGE and DETROIT.

the foot of Cortlandes of from NEW YORK for DUFF ALOUED CLEVELAND. TOLEDO, CINCINNA TI. CHICAGO ET LOUIS, NIAGARA FALLS, SUSPENSION BRIDGE and DETROIT.

EXPRESS TRAINS From Albany, at 7:30 A. M., SITTING at BUTIS at 1:30 P. M.

NEW YORK MORNING EXPRESS—Leaves Albany at 17M. in connection with the Hudson River Railroad from New York at 7 A. M., stopping at Schonecrady, Fonds, Little Falls, Utica, Rome, Chittensano, Syracuse, Clyfic, Rochester, Baisvia, and arriver at Buffalo at 10:30 P. M.

NEW YORK EXPRISOR EXPRESS—In connection with the first Baisvia, and arrivers at Buffalo at 10:30 P. M.

NEW YORK EXPRISOR DEATH STATES—In connection with the states of the states

MEW-YORK AND ERIE RAILROAD .- On and

#### FOR EUROPE.

THE NEW-YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing the Liver and the Liver

ATLANTIC CAPL WEST. PACIFIC, Capt. NYE.
ATLANTIC, Capt. WEST. PACIFIC, Capt. NYE.
ATLANTIC, Capt. BALIC, Capt. Constock.
The ships have been built by contract, supressly for Government service. Every care has been taken in their construction, as size in their summer, to maure strength and speed, and their accommodations for passengers are unexpected, and their accommodations for pesengers are unexpected, and their accommodations for pesengers are unexpected, and their accommodations for price of passage from few-York to Irrespool, in first-class can, \$100; in second on, \$75; exclusive use of extra size attace-rooms, \$235; from Liverpool to New-York, 30 and 20 stumess. An experienced surgeon satisched to each ship. No botth acquired until paid for.

Nom Liverpool to New-Luise habp. No batth Regard unenced student attached to each ship. No batth Regard unenced student attached to each ship. No batth Regard unenced student of PROPOSED DATES OF SALLING.

FROM NEW-TORK.

FROM NEW-TORK.

FROM LIVERPOOL.

Wednesday, May 18. 1855 Saturday, May 19. 1855

Wednesday, May 10. 1855 Saturday, May 19. 1855

Wednesday, May 30. 1855 Saturday, June 12. 1855

Wednesday, June 13. 1856 Saturday, June 10. 1855

Wednesday, July 11. 1855 Saturday, June 10. 1855

Wednesday, July 11. 1855 Saturday, July 14. 1855

Wednesday, July 15. 1855 Saturday, July 28. 1855

For freight or passesse spoys to Sewil at., New-York.

BROWN. SHIPLEY & CO., Liverpool.

STEPHEN KENNARD & CO., No. 27 Austin Friars, Condon.

London.

B. G. WAINRIGHT & CO., Paris.

GEORGE H DRAFER, Havre.
The awners of these ships will not be accountable for gold, silver, bullion, specie, jewely, precious stones or metals, others, bullion, steps, jewely, precious stones or metals, others, bullion, species, jewely, precious stones of metals, others, but the silver of the falling are sized therefor and the value thereof therein expressed. Shippers please take notice that the ships of this Line cannot carry any goods contraband of war.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS—FRON NEW-YORK TO LIVERPOOL—Chief Cabin Passage, \$130; Second Cabin Passage, \$16; Second Cabin Passage, \$18; Second Cabin Passage, \$18; Second Cabin Passage, \$60. The ships from Boston call at Haira.

sace, \$75-From Boston to Liverpoot. Chief Cabin Passace, \$16: Second Cabin Passace, \$60. The ships from Boston sail at Haisfay.

Boston sail at Haisfay.

ARABIA. Capt. Judkins; AMERICA. Capt. Lang: PERSIA. Capt. Byrns; EUROPA. Capt. Shannon; ARABIA. Capt. Ed. Capt. Capt. Scanser, PERSIA. Capt. Hairison; NIAGARA. Capt. Leuch. Thuse verseic arriy a clear with Light at mast-head; Green on starboard buw; Rad on port bow Mednesday, June 6.

AFRICA. Harrison, leaves Boston. Wednesday, June 6.

AFRICA. Harrison, leaves Boston. Wednesday, June 70.

AMERICA. Lang, leaves Boston. Wednesday, July 18.

Berths and Secured until paid for. An experienced Sury ground and The owners of these ships will not be accountable for Gold, Sliver, Bullion. Specie. Jawelry, Precious Stones. or Mutali, unless bills of lading are sassgned therefor. and the value thereof therin expressed. For Freight or Passage, apply ton.

There will be no Scanmhips of this line from New-York until further notice.

OCEAN STEAM NAVIGATION COMPANY
OF AN STEAM NAVIGATION COMPANY
FOR BREMEN wie SOUTHAMPTON—The United
States Mail Steaming WASHINGTON. E CAVENY,
Commander, will sail for BREMEN, souching at SOUTHABIPTON to land the mails and passengers for England and
Frence, or SATURDAY, June 16, at 12 o'clock, M., from
Pier No. 37 North River
Price of Postcose from Heve-York to Southampton or Bremen.
In first cabin, man galoon.
Side of the Southampton of Bremen.
In first cabin, lower saloon.
In a first cabin, lower saloon.
In a first cabin, lower saloon.
Company of the second cabin.
In second cabin.
Company of the second of the second cabin.
The steamer Hermann London All letters must pass
through the Pest-Office. For passage or freight, apply to
C. H. SAND, Acent No. 11 South William-st.
The steamer HERMANN will succeed the WASHINGTON, and sail July 14.

TON, and sail July 14.

TOR SOUTHAMPTON AND HAYRE—The United States Maß Steamer UNION. Capt. B. ADAMS, Commander, will leave for Havre, touching at Southampton, to land the mails and prasengers on SATURDAY, June 20, at 12 o'clock, from Pier No 37 North River, food of Beach, st. Price of passage, secred cabin.

Pite of passage, secred cabin.

Lugrage not wasted during the voyoge should be sent on board the day before sailing marked below. No freight will be taken after Turaday, June 28. For freight or passage apply to MORTIMER LIVINGSTON, 53 Broadway.

N. B.—All letters must pass through the Post-Office.

N. S.—All letters must pass through the Post-Office.

STEAM TO LIVER POOL.—The new and powerful double engine steamship, STAR OF THE SOUTH, JAMES MARKS, Commander, will sail for the above port at 2 o'clock P M, on WEDNESDAY, June 20 This steamer has unequaled accommodations for cabin, second cabin and third class Passengers, being thoroughly ventilated throughout. To parties about to visit the Old World the STAR OF THE SOUTH beffers unusual facilities, combining strength with speed and low rates of passens. The prices being fixed at \$200 for first cabin; \$25 for second cabin; \$25 for third class passeners. To secure berths early application should be made on bearing at pior No. 15 East River, foot of Well-st., or to ROCHE BROS. & COFFEE, No. 63 Southat, New-York.

#### FOR CALIFORNIA.

PEDICED PHICES!!!—100 POUNDS BAGGAGE LAFKE! I—Four hours from Ocean to Ocean by Panama startoed—No Expecure to Deadly Misams!—And Dangerous Navigation in open River and Lake Boats—THROUGH FOR CALIFORNIA! vid PANAMA RAILE ROAD. The United States Mini Steamship Co. will dispatch for Aspinwall on WEDNESDAY, June 20, at 20 'clook P. M., precisely, from pier foot of Warren st., North River, the new and splendid steamship ILLINOIS, 2,500 tots burthen, J. P., McKinstry, U. S. N. Commandar, Property of the Commander of the Commander of the Commander, Property of the Commander, Which will be in residued to the Commander, which will be in residued to the Commander, which will be in residued in the Parish Commander, which will be in residued in the Parish Commander, which will be in residued in the Parish Commander, which will be in residued to the Commander, which will be in residued in the Parish Commander, which will be in residued to the Parish S. Co. always bays.

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on contract. To the dere
bore by summoned and
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the City and County of
City of New York, and
complaint on the suchastle Exchange, in the
days after the service
sive of the day of such
the said complaint within
this section will take judithin section will take judiundied and twenty-forwith interest from the litof this action.—Dated JuSAM. B. FIGThe complaint in the
the said Ciert on the 8th
time-lawayse S. B L.

The complaint in the the mid Clert on the 5th jeg-lawsws S. B. E.

IN PURSUANCE O.
DAWSON, EM, SUTTis hereby given, acrord
claims against JAMES
Brooklyn, deceased, that
same, with the vouchers
ecutors, at their place o.

GEO

IN PURSUANCE I rate of the County of all persons having claim-late of the City of New-with rouchers thereof: JAMES M. COGGESH City of New-York, on or — Dated New-York, on or — Dated New-York, or

apZI-lawem5° ELIZA

IN PURSUANCE of lef the County of New-persons having claims at the City of New-York, d MARSURY. Beq., No York, on or besore the 2-New-York, March 16, 18 JAM mh17-1swem8° JAM

IN PURSUANCE O'
Lof the County of )
persons having clai
of the City of Ne of the City of New York CATHARINE PEDROC City of New-York, on or Daied New-York Dec. 1 WILLIA d23-lawemS\*CATHAR

IN PURSUANCE O DAWSON, Esq., Sant tice is hereby given, acco-claims assinst JOHN J. I decessed, that they are to the years and they are to decessed, that they me a the vouchers thereof to a at the store of Isaac Mor New-York, on or before: Feb. 1, 1855. ANN 3f-lawimS

IN PURSUANCE (B DAWSON, Esq., 5: notice is hereby gived, 2 ing claims against JOH? deceased, that they York, on or before the 10t 5, 1955.

sp7-lawem9\*

IN PURSUANCE O.

Lof the County of Newpersons having claims as:
City of New-York, deceaers thereof, to the subscr. EAGER, No. 229 Broadw before the 18th day of Ju:

dl-lawem5°

IN PURSUANCE O Lof the County of New-persons having claims a City of New-York, devouchers thereof to the a McKimm, No. 17 Carm; or before the 25th day of 22, 1854.

IN PURSUANCE O is hereby given seconding against DANIEL PRICI Island Sound, deceased, t same, with the veuchers Brooklyn, on or before Jan. 5, 1865.

In PURSUANI parpone as the

#### U.S. TO FRANCE VIA ENGLAND

Rates under the 1851 French Decree

British Packet from Boston

R.M.S. Canada

Letter double rated in America, triple rated in France

This cover bears a wealth of postal history.

The U.S. rate, prepayment compulsory, was 5¢ per 2-oz.

Sea postage by British Packet was 1/4 of 1s.8d. (40¢) = 5 decimes
Transit postage 1/4 of 1 sh. (24¢) = 3 decimes
French Inland postage = 5 decimes

Collect in France per 1-oz.

13 decimes.

Credits to Britain were on an 2-oz. basis, even though France collected per 2-oz.



JUL SA 31 X

July 31,1855. Paid double (½ to 1-oz.) 10¢ in cash.

Originally endorsed "pr. Arago", deleted in favor of <u>Canada</u>. Because of the Crimean War and the comandeering of its packets for use as troop ships by the British, Cunard did not run to N.Y. in 1855. This letter sent to Boston where the <u>R.M.S. Canada</u> sailed for Liverpool Aug. 1.



Aug. 13. Transit backstamp London. Canada had arrived L'pool Aug. 13. Britain credited for Sea + Br.Transit at 8d./½-oz. x 2 = 16d., shown at U.L.



Aug. 13. French entry mark, ambulant Calais, Brigade I, showing mail from U.S., British handling.



96 99

Aug. 14. Paris arrival backstamp.
Letter first rated as double at 13
decimes x 2 = 26 dec. collect handstamp.
This was deleted for 13 dec. x 3 = 39 d.
collect shown in mms. Letter over ½-oz.,
not over 3/4 oz., hence triple in France.

### ANDOVER, MASS. TO PARIS VIA LONDON

BRITISH PACKET

R.M.S. Canada

Forwarding Agent: Messrs. Baring Bros. & Cº, London







PAID

Feb. 24, 1852. Letter paid to England at the 24¢ (1 shilling) Treaty Rate in cash, notations applied at Andover, Mass. Endorsed "Via New=York".

Feb. 25. R.M.S. Canada, Cunard Line, departed this date from New York for Liverpool. Exchange Office debit to the United States of 16¢ Sea (British Packet) + 3¢ British Inland = 19¢.





March 8. London transit date tracks with the Mar. 8 arrival date of Canada at L'pool. Baring Bros. & Co. deleted their address and put letter into mails unpaid to Messrs. Greene & Co., poste restante, at Paris. March 9 received at the Lombard Street Post Office, London, "L.S." in Maltese Cross.





March 10. Calais Ambulant (R.R.) entry mark and Paris arrival backstamp. Greene & Co. paid the 8 decimes (8 pence or 16¢) charge, London to Paris, and debited the Rev. Means account.



#### TRANSATLANTIC MAIL

PARIS TO ANDOVER, MASS. VIA LIVERPOOL AND NEW YORK

CUNARD LINE

R.M.S. Asia

Double rate in France at 13 decimes / 7½ grams × 2 = 26 dec.

Single rate in U.S. at 5¢ per ½-oz.



February 26, 1852. Rates to the U.S. by the 1851 French decree were set in units of 7½ grams (‡-oz.) and by British Packet at 13 decimes per 7½g. or by American Packet at 8 dec. per 7½g. This did not include delivery within the United States. Corresponding collect amounts in the U.S. were 5¢ per ½-oz. if by British Packet, 2½ per ½-oz. if by American Packet.

This letter was double rated in France, i.e., over 7½g., not over 15g., so took a 26 decime rate. This was paid by a pair of the 1 franc Issue of 1849, pair of 25 centimes Issue of 1849, and a single of the 10 cent. Issue of 1850. This totals 1fr.60cent. = 260 centimes = 26 decimes. Letter is endorsed: Per Steamer via Liverpool, and went to Calais via the railway line "Ligne de Calais" shown by the backstamp.

February 28. R.M.S. Asia of the Cunard Line departed from Liver-pool for New York.



March 12. Asia arrived at New York. Here letter was subject to U.S. single rate of 5¢ as it did not weigh over 1-oz.

SMYRNA, TURKEY TO U.S. VIA AUSTRIA AND PRUSSIA

Prussian Closed Mail

American Packet

U. S. Mail Steamship Hermann

OCEAN STEAM NAVIGATION COMPANY

SMYRNE 8. JUIN

32

June 8 (1852).
Letter posted paid at Smyrna, Turkey, payment all the way to the U.S. by Prussian Closed Mail. Manuscript "32" on reverse was probably in Prussian silbergroschen at 2.4¢ U.S./s.g.



x 32 = 77¢. Rate, Germany to U.S., was 30¢, contained in the total rate.

TRIESTE 15 6

June 15. Transit
backstamp at Trieste Coeln
where letter start- 19/6 II
ed its journey Verviers
across Europe.

June 19. German railroad transit backstamp, Coeln (Cologne) to Verviers.



Paid 25cts.



Transit at Aachen Exchange Office. On prepaid letters Prussia showed a credit to the U.S. of 25¢ per ½-oz., retaining 5¢ for Prussian Internal postage. Aachen backstamped the letter with the scarce "Americ./Packet.", routing the letter via the American Packet Hermann which departed Bremen June 22 via Southampton for New York.



July 7. U.S.M.S. Hermann, Higgins, master, arrived this date at N.Y. at 4:30 p.m., merchandise and 170 passengers to Moller, Sand & Fiera's wharf. Her passage had been extremely boistrous, having had continual head winds and heavy seas the whole time.

NEW ROCHELLE N.Y. TO GENEVA VIA FRANCE

BRITISH PACKET

R.M.S. Asia

Forwarding Agent: Greene & Co, Paris



July 27, 1852. Letter put into the mail at New Rochelle, 5¢ in cash paid in the U.S. per the 1851 French Decree. Letter was endorsed "Per Steamship of July 28". R.M.S. Asia departed on July 28 from New York for Liverpool.

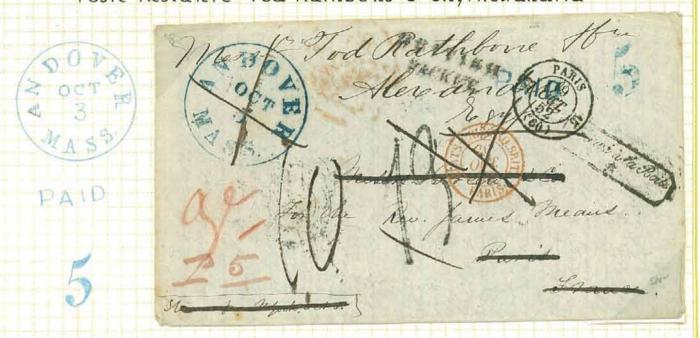
Aug. 8. Transit backstamp at London. Asia had arrived at Liverpool this date.



Aug. 10. French entry mark at Paris showing U.S. mail by British Packet. Same date Paris arrival backstamp. Forwarding Agent Greene & Co. then deleted all of the transatlantic markings and redirected the letter to Poste Restante (general delivery) at Geneva. French post office marked it "Trouve a la Boite" or "Found in the Box" (as an unpaid letter).

October 12, 1852. Arrival backstamp at Geneva. 35 centimes due for an unpaid letter, Paris to Geneva.

ANDOVER, MASS. TO ALEXANDRIA, EGYPT VIA FRANCE
BRITISH PACKET, Transatiantic R.M.S. Africa
Ligne d'Egypte, de Marseille a Alexandrie. S.S. Caire
Forwarding Agent: GREENE & Co., Paris
Poste Restante: Tod Rathbone & Cie, Alexandria



Sept. 30, 1852. Letter datelined at Andover, Mass. Put into the mails Oct. 3 and paid 5¢ cash per the 1851 French Decree. Letter was endorsed at lower left, "Steamer from N. York Oct. 5".

PACKET 18 OCIS

October 4. Letter transit at New York via British packet. Royal Mail Steamer Africa sailed this date for Liverpool via Queenstown, Ireland. Unusual handstamp BRITISH/PACKET.

Africa arrived at L'pool Oct. 17.

Africa arrived at L'pool Oct. 17, transit backstamp at London Oct. 18.



Trouvé a la Boile

Oct. 19/20. Letter transit Calais to Paris. The red entry mark is mis-dated,

should be Oct. 19. Forwarding Agent Greene & Co. received the letter and paid the

13 decimes (26¢ U.S.), completing the transatlantic portion of the rating. Oct. 19. Greene & Co. deleted all the transatlantic ratings and applied their green backstamp. They then posted it unpaid where it received the "Trouve a la Boite" or "Found in the Box". It then went on to Marseilles.

Oct. 23. Letter was rated unpaid at 10 decimes outbound for Egypt care of Poste Restante Tod Rathbone & Co. Paquebot Caire of the Ligne d'Egypte departed Marseilles this date for Alexandria. Oct. 30, arrival backstamp at Alexandria.

GROTON, MASS. TO ALEXANDRIA, EGYPT VIA PARIS

BRITISH PACKET, Transatlantic R.M.S. Canada

Forwarding Agent: Greene & CM, Paris

Poste Restante: Messrs. Tod, Rathbone & Co, Alexandria



November 17, 1852. Letter posted at Groton, Mass. Nov. 23, datelined Groton Nov. 17. Paid 5¢ in cash per the 1851 French Decree. Letter was endorsed "Steamer from Boston Nov. 24". R.M.S. Canada departed from Boston Nov. 24, arrived at Liverpool Dec. 5.



Dec. 7-8. Letter transit at London (backstamp), and thence Dover-Calais to Paris where cover received the French entry mark indicating United States mail by British Packet.

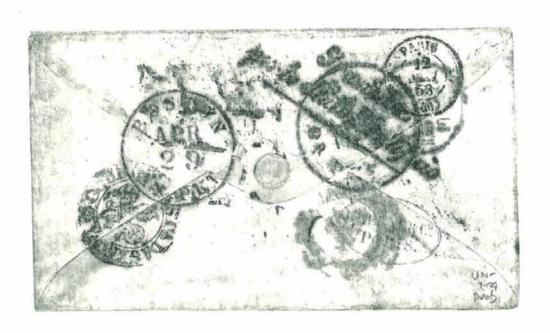
Dec. 8. Paris arrival backstamp. Greene & Co. paid the 13 decimes (26¢) to satisfy the transatlantic portion of the rating. Then they deleted the 13 dec. rate mark and readdressed the letter to Tod Rathbone & Co. at Alexandria.

Dec. 17. Arrival backstamp at Alexandria. Letter went by British Packet at 18 decimes collect. French Packet charge was 10 dec. This letter bears an "8" manuscript note on reverse, credit of 8 decimes (equivalent to 8 pence sterling) to British.

#### TRANSATLANTIC MAIL

THE COLLINS LINE <u>U.S.M.S. Arctic</u>
GROTON. MASS. TO NAPLES VIA PARIS
Forwarding Agent: Greene & Ca, Paris





THE COLLINS LINE U.S. Mail Steamship Arctic
GROTON. MASS. TO NAPLES VIA PARIS
Forwarding Agent: Greene & Co., Paris



PAID

2/

OSTO PAPR Z 27 PAPR Z B.7 STO APR 4 29 PAR PY

April 26, 1853. Letter prepaid to France at Groton, Mass. by the French rates prior to Jan. 1, 1857, at 21 cents per American Packet via England per 1-oz. The note at lower left, "Steamer from Boston Apr. 27" referred to the British Packet R.M.S. America which left Boston on the 27th, ahead of this letter. In addition, rate was prepaid by American, not British Packet. Letter precessed by the Boston Exchange Office where it received both the "Br.PKt." of April 27 and the "Am.PKt." of April 29 as noted by the backstamps and sent on to New York where the U.S. Mail Steamer Arctic, Luce, Master, cleared N.Y. April 29, sailed April 30 for Liverpool.



April 11-12. Arctic arrived at L'pool April 10 and letter transit at London Apr. 11. Entry at Calais where the French entry mark notes "United States by Am. Packet", B.A. = Bureau Ambulant (R.R.), and arrival b'stamp at Paris Apr. 12 where Greene & Co. paid the 8 decimes (80 centimes) due in France per 7½ grams (4-oz.)

PARIS

Trouve a la Boite

& STA

Greene & Co. deleted their address and readdressed the letter to Rev. James Means at Poste Restante (General Delivery), Naples, backstamping their forwarding agent's cachet. Stamped at Paris "Trouve a la Boite", literally "found in the box" indicating a letter posted for forwarding on which all prior postage had been paid.

VIA DI P.BEAUVOISIN Letter in transit by land from Paris, entered Sardinia at Po'nt Beauvoisin, French-Sardinian Exchange Office.

Genoan transit backstamp.

Straight line transit backstamp through the Pontifical States.

May 14. Naples arrival backstamp, Two Sicilies, where 56 grani was due.

Transito O por lo Stato Pontificio



#### U.S. TO FRANCE VIA ENGLAND BRITISH PACKET

R.M.S. Africa





PAID 2/

July 12, 1853. A letter to the Rev. James Means at Paris paid at the 21¢ to France rate by American Packet. The rate by British Packet was only 5¢, so this letter was overpaid by 16¢. The next American Packet, U.S.M.S. Pacific of the Collins Line, was not due to sail from New York for Liverpool until July 23.



July 13. Transit at New York where the Exchange Office ignored the 21¢ payment and forwarded this letter by the most expedient steamship, the Cunard Line's R.M.S. Africa, which sailed from N.Y. for Liverpool on July 13. The U.S. kept the overpayment.

July 24. Africa arrived at Liverpool, transit backstamp at London July 25.







July 26. Letter went on to Paris via the Dover to Calais ferry and onward by rail. French entry mark showing British Packet and Paris arrival backstamp.

Letter collect at Paris: French Inalnd 50 centimes

British Transit30 "

British Packet 50 "

Charge mark shown as 13 decimes. Green & Co., forwarding agents, acted here as poste restante.

#### TRANSATLANTIC MAIL

FRANCE TO U.S.

RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-51 CUNARD LINE

R.M.S. America

Rates for a 1-oz. letter:

31¢.

Paid in France 13 decimes or 26¢ Collect in the U.S. 5¢











Sept. 11, 1855. This letter was posted aboard the Bordeaux to Paris T.P.O., 1st Section, which cancelled the stamps with the BP 10 in a lozenge of dots. On the face appears the the Paris to Bordeaux date stamp, night

train (circular center.) Payment is at the 130 centimes (13 decimes) rate by the 10c. bistre on yellowish paper, Issue of 1853, two copies of the 20c. blue on bluish and a single 80c. lake on yellowish, Issues of 1854. All are type I. Letter is endorsed: Per British Steamer of 15 Septembre, via Liverpool.

Sept. 12-13. Transit backstamps trace the route to Calais. T.P.O. octagonal centers show day trains. The Paris to Calais, 2nd Section corrected the date from Sept. 12 to Sept. 13, two strikes.

Sept. 15. R.M.S. America of the Cunard Line departed from Liverpool for Boston.

Sept. 29. America arrived at Boston where the Exchange Office marked letter for 5¢ due for U.S. postage. All other charges had been paid in France.



## FRANCE TO U.S. VIA BRITAIN CUNARD LINE

R.M.S. Persia

This letter is a consignee's letter. Draper & Hagenow of Havre were shipping one package by the Inman Line's <u>S.S. City of Baltimore</u> which, as the Liverpool, New York & Philadelphia Steam Ship Co., ran direct from Liverpool to Philadelphia via N. York. The consigned goods <u>did</u> go from Havre to Liverpool, then aboard the <u>City of Baltimore</u> to Philadelphia. This letter is endorsed: par Steamer Anglais <u>City of Baltimore</u> de Liverpool por Philadelphie 23 Aout. The Inman Line did not become a contract carrier of the U.S. Mails until 1857, so the consignor's endorsement was ignored and the letter went by Cunard Line via Liverpool.



April 16, 1856. While erroneously endorsed, this letter was correctly paid at the British Packet to the U.S. via England rate of 13 decimes (130 centimes), the 2nd Restored Rate Period, effective Feb. 11, 1853 to Dec. 31, 1856. Payment by the 10 centimes, 40 cent. and 80 cent. Issues of 1853, 1853, and 1854 respectively. Letter marked P.P. (= Port Payee) or paid to the port of debarkation (N.Y.)

April 17. Backstamp in transit aboard the Paris to Calais T.P.O. day train (octagonal center.)

April 19. R.M.S. Persia of the Cunard Line departed from Liverpool.



April 29. Persia arrived at New York. As this letter arrived under the U.S.-British Closed Mail Agreement, the U.S. collected her 5¢ Inland postage, shown by the "5" in the New York Exchange Office handstamp.

#### FRANCE TO U.S. BY BRITISH PACKET

CUNARD LINE

R.M.S. Persia

#### THREE MONTH PERIOD

An Anglo-French Convention became effective January 1, 1857, which granted Britain 40 centimes per ounce for French mails in transit through England plus one franc 20 centimes for sea postage, total 1 fr. 60 cent. This was by British Packet. The U.S. and France had not yet finalized an agreement, so that a separate arrangement had to be made for the U.S. mails until the final U.S.-French rates became effective on April 1, 1857, the so-called "Three Month Period". Rates were as follows:

French Inland, single rate

Sea Pöstage 1f.20 cent. per 30 grams

Single ¼ thereof

British Transit, 40 cent. per 30 grams

Single ¼ thereof

Rate in France per ¼-oz. (7½ grams)

Rate in U.S. per 2-oz. (15 grams)

British Packet

40 centimes

30 C.

10 c.

80 c. = 8 decimes

5¢.









January 8, 1857. A letter paid in Paris at the 80 centimes (8 decimes) rate, prepayment compulsory. It is endorsed: via Liverpool, and stamped "P.P." or Port Payee. The 8 dec. rate is shown by the manuscript "8" on



the reverse. The letter went out the same day on the Paris to Calais mail train, night train (round center). Letters of the Three Month Period are generally "flimsies" to keep the weight under  $7\frac{1}{2}$  grams.

January 10. R.M.S. Persia of the Cunard Line departed from Liverpool. This is only the second Cunard westbound sailing under the Three Month Period agreement. The R.M.S. America had departed January 3 with Three Month Letters aboard.

January 24. Persia arrived at New York. The 5¢ U.S. postage was due under the agreement as shown in the New York Exchange Office handstamp.

## U.S. TO FRANCE BY BRITISH PACKET CUNARD LINE

R.M.S. Niagara

#### THREE MONTH PERIOD

An Anglo-French Convention became effective Jan. 1, 1857, which granted Britain 40 centimes per ounce for French mails in transit through England (Article XXI) plus one franc 20 centimes for sea postage, total lfr.60cent. This was by British Packet. The U.S. and France had not yet finalized an agreement, so that a separate arrangement had to be made for U.S. mails until the final U.S.-French rates became effective on April!, 1857 (the so-called "Three Months Period.") Covers during this period are scarce. Rates were per  $7\frac{1}{2}$  grams, collect or paid, as follows:

	British Packet	American Packet
Rate paid in U.S. per 2-oz.(15 grams)	5¢	21¢
Rate in France per 4-oz. (72 grams)		
British Transit, 40 centimes per 30 gr	rams	
Single 1/4 thereof	10c.	10c.
Sea Postage 1fr.20cent. per 30 grams		
Single 1/4 thereof	30c.	
French Inland, single rate	40c.	40c.
Prepaid or collect in France	80c.	50c.





January 13, 1857. Letter paid in cash at N.Y. at 5¢ per the pencil notation. U.S. retained this fee. Letter forwarded to Boston.

January 14. R.M.S. Niagara of the Cunard Line, British Packet, departed from Boston for Liverpool.

January 26. Niagara arrived at Liverpool, transit backstamp at London. The British Exchange Office struck the "tray" or accountancy mark charging France 1 franc 60 centimes per 30 grams for French mail carried by British Packet.

January 27. French entry mark showing mail from the U.S. (ETATS UNIS) by British Packet, ambulant (RR) at Calais. Same day receipt at Paris, backstamp. Charge mark "16" shows 16 decimes due for a double letter weighing over  $7\frac{1}{2}$  grams, but not over 15 grams.

#### FRANCE TO U.S. BY BRITISH PACKET

CUNARD LINE

R.M.S. America

#### THREE MONTH PERIOD

An Anglo-French Convention became effective January 1, 1857, which granted Britain 40 centimes per ounce for French mails in transit through England plus one franc 20 centimes for sea postage, total 1fr.60 cent. This was by British Packet. The U.S. and France had not yet finalized an agreement, so that a separate arrangement had to be made for U.S. mails until the final U.S.-French rates became effective on April 1, 1857, the so-called "Three Month Period". Rates were as follows"

French Inland, single rate

Sea Postage 1f.20 cent. per 30 grams

Single ½ thereof

British Transit, 40 cent. per 30 grams

Single ½ thereof

Rate in France per ½-oz. (7½ grams)

Rate in U.S. per ½-oz. (15 grams)

30 c.

10 c.

80 c. = 8 decimes

British Packet 40 centimes

5¢.









February 26, 1857. A letter paid in Paris at the 8 decimes rate during the Three Months Period, prepayment compulsary. It was marked



"P.P." or Port Payee, i.e., paid to the port of debarkation in the U.S. Letter is endorsed: via Liverpool. "8" manuscript mark on the reverse states the 8 decimes (80 centimes) rate.

February 26. Paris to Calais T.P.O. backstamp, night train.

February 28. R.M.S. America of the Cunard Line departed from L'pool.





March 14. America arrived at Boston, Br. Packet backstamp.  $5\Phi$  per  $\frac{1}{2}$ -oz. was due under the Three Month Period agreement, shown by the "5" handstamp.

## U.S. TO FRANCE BY BRITISH PACKET CUNARD LINE

R.M.S. Asia

THREE MONTH PERIOD

An Anglo-French Convention became effective Jan. 1, 1857, which granted Britain 40 centimes per ounce for French mails in transit through England (Article XXI) plus one franc 20 centimes for sea postage, total 1fr.60 cent. This was by British Packet. The U.S. and France had not yet finalized an agreement, so that a separate arrangement had to be made for U.S. mails until the final U.S.-French rates became effective on April 1, 1857 (the so-called "Three Months Period.") Covers during this period are scarce. Rates were per  $7\frac{1}{2}$  grams, collect or paid as follows:

British Packet

Rate paid in the U.S. per  $\frac{1}{2}$ -oz. (15 grams) 5

Rate in France per 4-oz. (7½ grams)

British Transit, 40 centimes per 30 grams

Single 4 thereof

Sea Postage, 1fr.20cent. per 30 grams

Single | thereof

French Inland, single rate

Prepaid or collect in France

10 centimes

30 c.

40 c.

80 c. = 8 decimes.



CO 17MR17 1857









Mar. 4, 1857. Letter paid in cash 5¢ at N.Y. per pencil notation. U.S. retained this fee. R.M.S. Asia departed from N.Y. for Liverpool same day.

March 16. Asia arrived at L'pool, transit backstamp at London Mar. 17. The British Exchange Office struck the accountancy mark charging France 1fr.60c. per 30 grams for French mail carried by British Packet.

March 17. French entry mark at Calais ambulant (R.R.)

March 18. Ambulant (T.P.O.) backstamp, Paris to Bordeaux and Nantes receiving backstamp. 8 decimes (80 centimes) due for a single letter.

## FRANCE TO U.S. BY BRITISH PACKET CUNARD LINE R.

R.M.S. Arabia

First Westbound Voyage under the U.S.-French Convention

From January 1, 1857 until April 1 (the "3 months period"), mails to and from France and the U.S. were carried by British Packets under an "arrangement" whereby French Inland, British transit and transatlantic handling was paid or collect in France, the U.S. collecting only its 5¢ per ½-oz. domestic charge. When the April 1, 1857 Convention rates became effective, it established a uniform rate for all routes, with accounting for the ocean carrier and land transportation. The basic rate of 15¢ per ½-oz. was divided:



April 2, 1857. A letter pre-paid at Paris under the April 1, 1857 rate. Manuscript "8" on the reverse shows that 8 decimes, equivalent to 15¢, had been paid. A credit of 3¢ to the U.S. is shown on the face in red for U.S. Inland. An original erroneous rate of 4 decimes had been deleted. Paris to Calais Railway transit backstamp.

April 4. R.M.S. Arabia of the Cunard Line departed from Liverpool on the first westbound passage carrying mail under the April 1 Convention.

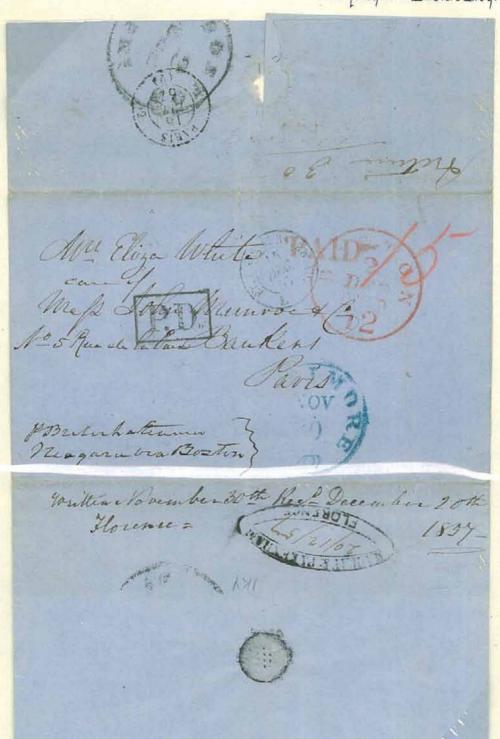


April 16. Arabia arrived at New York. The bagged Boston mail went by rail to that city, where this letter was processed April 17 as a PAID letter under the Convention.



Baltimore to France via England, forwarded to Italy
CUNARD LINE R.M.S. Niagara

Forwarding Agents: John Munroe & Co., Paris Marquay & Packenham, Florence



Baltimore to France via England, forwarded to Italy
CUNARD LINE

R.M.S. Niagara

Forwarding Agents: John Munroe & Co., Paris Maquay & Packenham, Florence



PAID /5

November 30, 1857. A letter written at Baltimore, Maryland to a daughter in Florence admonishing her for having a religious discussion with a stranger in a Catholic country where she unfavorably compared Catholicism with Protestantism. She is warned of the impropriety of such a discussion which could even endanger her.

Letter is endorsed: p British steamer/ Niagara via Boston. This letter was prepaid in cash at the  $15\cupe{c}$  per  $rac{1}{4}$ -oz. rate to France of April 1, 1857.





December 2. Transit at Boston, British Packet backstamp and Exchange Office mark on face crediting France with 12¢ for transatlantic postage and French Inland. U.S. retained only 3¢ U.S. Inland.

December 2. R.M.S. Niagara, Cunard Line, departed from Boston for Liverpool. She arrived at that port on December 14.







December 15. French entry mark, U.S. mail, British Service, and even date Paris receipt backstamp.

Munroe & Co. at Paris forwarded this letter to Florence under cover.



December 20. Letter received by Maquay & Parkenham at Florence who struck and dated their oval backstamp (R/F 3). They held the letter as poste restante.

#### 1857-58

#### TRANSATLANTIC MAIL

U.S. TO FRANCE VIA GREAT BRITAIN, British Packet

CUNARD LINE

R.M.S. Canada



15

December 28, 1857. Letter paid in cash at Philadelphia and directed, "By the First Steamer." Rates of April 1, 1857, were 15¢ per  $7\frac{1}{2}$  grams ( $\frac{1}{2}$ -oz.) As transit was to be by British Packet, the Philadelphia Exchange Office credited France with  $\frac{1}{4}$ ¢ French Inland + 2¢ British Transit + 6¢ Sea = 12¢ as shown in the handstamp. U.S. retained only 3¢ for U.S. Domestic.

December 30. R.M.S. Canada of Cunard Line departed from Boston this date on her 65th return voyage to Liverpool.



Jan. 11, 1858. Canada arrived at Liverpool. French entry mark of Jan. 12 shows United States mail, serviced by the British, entered France on the Ambulant (T.P.O.) at Calais. Brigade L handled the mail.



Jan. 13. Paris transit, backstamps show day train Lyon to Marseilles and arrival at Hyeres, Jan. 14.

Jan. 20-21. Letter redirected to Pau, T.P.O. backstamps Marseilles to Cette (day train); Cette to Bordeaux (night.)











Jan.24-26. Pau backstamped on 4 consecutive days.