

1844

ROTTERDAM TO U.S. VIA ENGLAND

CUNARD LINE

R.M.S. Acadia

As the U.S. had no treaty with the Netherlands, mail from or to that country had to be handled through England. The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. U.S. charges were prepaid or collect in the U.S. Charges for mail handled by the British steamers was divided as follows:

	<u>British</u>	<u>Dutch</u>
British steamer	17-	60¢D
British Transit	8d.	40¢
Dutch Postage	—	20¢
	<u>1/8</u>	<u>120¢D.</u>



W

1/8



20 3/4



November 30, 1844. Letter paid (FRANCO) at Rotterdam at 120c. Dutch as shown by the manuscript notation on the reverse. Britain was credited with 1sh.8d. (1/8 in red manuscript) for British steamer and British transit.

December 1. London transit handstamp. Letter was forwarded to Liverpool where the Cunard Line's R.M.S. Acadia departed for Boston on December 4.

December 21. Acadia arrived at Boston. Letter was forwarded in bulk to Philadelphia where it was rated, Act of 1825, for a single letter conveyed 150 to 400 miles at 18-3/4¢ + 2¢ Ship Letter charge = 20-3/4¢ due, shown by the Philadelphia charge mark handstamp.

1846

BREMEN TO U.S. VIA HOLLAND AND ENGLAND

CUNARD LINE

R.M.S. Hibernia

SHIP LETTER

*1/8* per Government Steamer

per Steamer via Rotterdam

Mr. Aug. Miller

PAID  
11  
7  
BREMEN

PAID  
16  
1846

JY 16 1846

Baltimore

Postage paid  
through England

FRANCO

1846

**BREMEN TO U.S. VIA HOLLAND AND ENGLAND**

CUNARD LINE

R.M.S. Hibernia



*Quo*

*1/8*

FRANCO

July 11, 1846. A letter paid at Bremen and endorsed: Per Government Steamer/per Steamer via Rotterdam. This directional endorsement indicated forwarding through the Netherlands to be carried by mail of the Anglo-Dutch Convention. (FRANCO = PAID). The amount paid in Bremen was, as usual, not shown but is estimated (by R. Winter) at 56 grote which included 44 grote, equivalent to 120¢ Dutch for Dutch transit and British Packet. Letter is noted at lower left, "Postage paid through England."

The Bremen State post office (St. P.A. = Stadt Post Amt) credited Holland with 120¢ Dutch to be applied under the Anglo-Dutch Convention as follows:

	<u>British</u>	<u>Dutch</u>
Dutch postage		20¢D
British transit	8d.	40¢
British Packet	<u>1/-</u>	<u>60¢</u>
	1/8d.	120¢D.

In turn, the Dutch post office credited England with the 1sh.8d. for the British handling.

SHIP-LETTER



July 16. London PAID "tombstone" transit stamp. This cover bears a London SHIP LETTER backstamp as well. This was placed on the letter to indicate that it had arrived at London private ship and not by government contract vessel. Letters from Holland (and Belgium) could be sent under existing conventions to London by either type of vessel and were still covered by the treaties. It added nothing to the transit costs. Winter feels the use of the Ship Letter marking may have been an internal accounting for letters handled by non-contract vessels.

July 16. Liverpool transit oval of the Packet Letter office. R.M.S. Hibernia departed from :pool July 19, arrived at Boston August 3.

12

Letter bulked to Baltimore, Md. where it was rated, Act of 1845, as a letter conveyed over 300 miles at 10¢ + 2¢ Ship Letter charge = 12¢ due, shown by the distinctive Baltimore "12".

SHIP LETTER

1/8 per Government Steamer  
per Steamer via Rotterdam

Mr. Aug. Müller



Baltimore



Postage paid  
through England

FRANCO

1846

This is a strange cover that has all the earmarks of a letter from the Netherlands. The manuscript "120" on the reverse, coupled with the FRANCO on the face and the notation, "Postage paid through England" fits with the Anglo-Dutch Convention. I make the breakdown as follows:

	<u>British</u>	<u>Dutch</u>
British Steamer	1/-	60¢D
British Transit	8d.	40¢
Dutch postage		20¢
	<u>1/6d.</u>	120¢D.

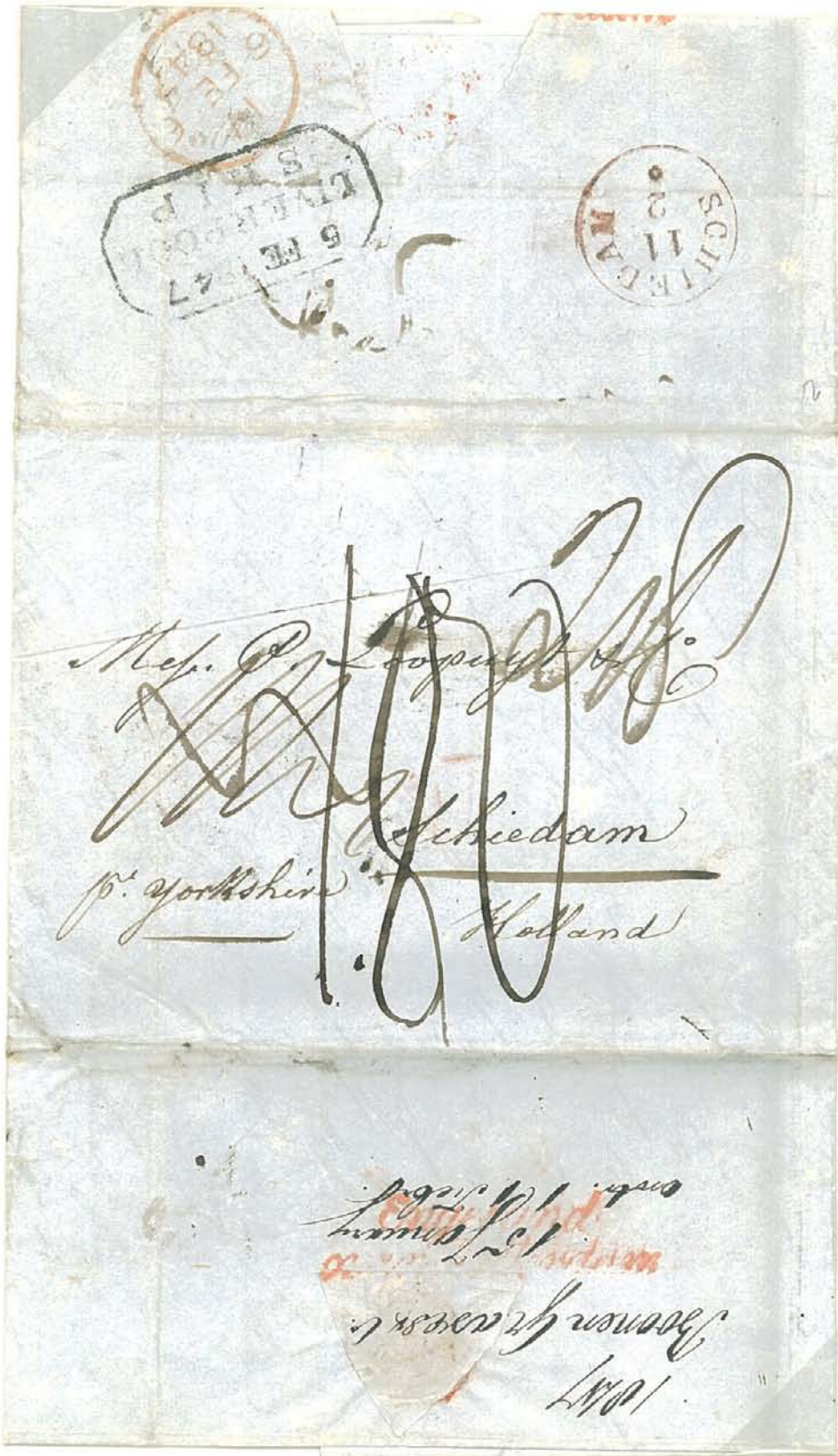
Thus 120¢ Dutch was paid and 1sh,8d. credited to Britain per the 1/8 noted on the face. (Shouldn't this be in red?)

The London tombstone is dated July 16 and L'pool oval same date, which tracks with:  
R.M.S. Hibernia: Liverpool July 19  
Boston Aug. 3.

(Over)

1847

U. S. TO THE NETHERLANDS Via England and Amsterdam  
Packet Ship Yorkshire BLACK BALL LINE



1847

U. S. TO THE NETHERLANDS Via England and Amsterdam  
Packet Ship Yorkshire BLACK BALL LINE

January 15, 1847. Letter, datelined at New York, concerns a resolution by the House of Representatives at Washington to delay subjecting Tea and Coffee to duty. Letter endorsed: pr Yorkshire.

Ship Yorkshire, Bailey, sailed January 16 from the dock of C.H. Marshall at 23 East River. This letter had been delivered by hand to the Yorkshire's Letter Bag.

5 FE 47  
LIVERPOOL  
SHIP

February 5, 1847. Yorkshire arrived at Liverpool in the amazingly rapid time of only 21 days. Yorkshire of the Black Ball Line was rated as the fastest packet. This was her 2nd fastest passage, one other was made in 16 days, westbound.

IV  
6 FE 6  
1847

February 6. Letter transit at London, backstamp. Dutch were debited for packet and British transit postage. Originally it was rated as a single letter at 1sh.4d., then corrected to double.

Rates were, as follows:

	<u>British</u>	<u>Dutch</u>
British Postage	8d. x 2 = 1/4	40¢ x 2 = 80¢
British Transit	8d. x 2 = 1/4	40¢ x 2 = 80¢
Dutch Postage		20¢
	<u>2/8</u>	<u>180¢.</u>

February 11. Letter backstamped as "from England via Amsterdam." Dutch collect of 180 cent was due as noted in manuscript, figured as above.

*Engeland  
over Amsterdam*

Arrival backstamp at Schiedam in South Holland on the River Schie ("dam of the Schie".) It is noted for the production of gin, there being 220 distilleries in the town.

Transatlantic mail to Holland during this era is extremely scarce.

SCHIEDAM  
11  
2  
0

1847

U.S. TO HOLLAND VIA ENGLAND AND AMSTERDAM  
CUNARD LINE R.M.S. Britannia



PAID



*England over Amsterdam*

*MS*



*MS*

July 28, 1847. A letter paid at Baltimore at the 5¢ U.S. 1845 rate to Holland by British Packet, single letter. As the U.S. had no postal treaty with the Netherlands at this point, U.S. letters to Holland by British Packet had only to be prepaid to the port of embarkation. Letter is endorsed: p steamer Britannia from Boston 1st Augt.

August 1. The R.M.S. Britannia departed from Boston for Liverpool.



August 13. The Britannia arrived at Liverpool. London transit backstamp August 14.

The Dutch were debited for British steamer and transit postage. Rates were:

	<u>British</u>	<u>Dutch</u>
British steamer	1/-	60¢D
British transit	8d.	40¢
Dutch postage		20¢
	<u>1/8d.</u>	<u>120¢D.</u>

The manuscript notations show the debit to Holland of 1sh.8d. (1/8) and the Dutch collect amount of 120¢. Letter is backstamped in red script, "From England via Amsterdam."

August 19. Amsterdam receiving backstamp.

1848

ROTTERDAM TO U. S. VIA ENGLAND

CUNARD LINE

R.M.S. America

The U.S. had no mail treaty with the Netherlands at this period, so mail was handled through England. The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges, which had to be prepaid or collect in Holland. U.S. charges were prepaid or collect in the U.S. Charges for mail handled by British steamers was divided:

	<u>British</u>	<u>Dutch</u>
British steamer	1/-	60¢D.
British transit	8d.	40¢
Dutch postage	<hr style="width: 50px; margin: 0 auto;"/>	<u>20¢</u>
	1/8d.	120¢D.

ROTTERDAM  
30  
5  
FRANCO



May 30, 1848. Letter paid (FRANCO) at Rotterdam at 120c. Dutch, shown by the manuscript notation on the reverse. Britain was credited with 1sh.8d. (1/8 in red manuscript) for British steamer and transit. Letter is a consignee's letter shipping 179 pigs of tin per the steamer America via Liverpool.

June 1. Transit at London as a paid letter.

June 2. Transit lozenge at Liverpool. R.M.S. America sailed from Liverpool on June 2 for Boston via Halifax.

June 13. America arrived at Boston. Philadelphia mails were bulked there by rail. Letter rated, Act of 1845, as a single letter over 300 miles, Boston to Philadelphia, at 10¢ + 2¢ Ship Letter charge = 12¢ due, shown by the Philadelphia charge mark.

12



1850

U.S. TO THE NETHERLANDS via England and Ostende  
R.M.S. Africa

The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. U.S. charges were prepaid or collect in the U.S.

Anglo-Dutch portion was divided, as follows:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8d.	40¢
British transit	8d.	40¢
Dutch Postage		20¢
	<u>1sh4d.</u>	<u>100¢.</u>

*J*



Nov. 13, 1850. Letter posted at New York where the 5¢ U.S. postage was paid in cash, shown by pencil notation. As U.S. had no treaty with the Dutch, only the U.S. portion could be prepaid. The R.M.S. Africa departed New York on Nov. 20, 1850, arrived at Liverpool Dec. 1.

December 2. Letter transit backstamp at London, where the Dutch were debited for 8d. packet + 8d. British transit for a total of 16d. or 1sh. 4d. shown in pen notation.



*M*



*M*

Dec. 4. Transit oval backstamp shows routing via Ostende and arrival cds at the Hague ('s GRAVENHAGE). 100c. Dutch due from the recipient (see above).

U.S. TO THE NETHERLANDS via Britain and France

An Anglo-Dutch Convention of Oct. 14, 1843 provided for a schedule allowing 1 shilling packet postage plus British and Dutch postage. During 1849 the packet postage (U.S. - British Treaty) was reduced to 8d. (16¢ U.S.). U.S. charges inland were prepaid or collect in the U.S. Schedule then (1849) was:

	British	Dutch	U.S.
Packet Postage	8 d.	40 ¢	16¢
British Transit	8 d.	40 ¢	16¢
Dutch Postage		20 ¢	8¢
	1/4d. (credit)	100 ¢ (collect)	40¢ (total equivalent).

Cf: Chronicle 58, Pg. 80.

These rates were via Ostende. This cover shows a very scarce rating via France (Calais) with an appropriate charge (30¢ Dutch) for French transit.

9 = 5¢.



Jan. 14, 1852.  
5¢ U.S. postage paid in cash (no U.S.-Dutch treaty).  
Cunarder R.M.S. Africa left N.Y.  
Jan. 14, arrived L'pool Jan. 25 at 10:30 a.m.



Jan. 26. London transit backstamp.

Jan. 27. French entry mark at Calais, stamp showing 26 decimes (52¢) due, which included all charges.



Jan. 29. Arrival backstamp at The Hague ('sGravenhage), Dutch amount of 130¢ due (equivalent to 52¢ U.S.), divided as follows:



	British	French	Dutch	U.S. eq.
Packet	8 d.			16 ¢
British Transit	8 d.			16
Dutch Postage			20 ¢	8
French		6 decimes		12
	1sh.4d.	6 dec.	20¢	
U.S. Equiv.	32¢	12¢	8¢	52¢



96

Cf: Chronicle 105, Pg. 60-61 for foreign currencies equivalents to U.S. dollars.

1853

NETHERLANDS TO U.S.

R.M.S. Niagara

Via Ostende and Liverpool

The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. U.S. charges were prepaid or collect in the U.S. Anglo-Dutch portion was divided as follows:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8 d.	40¢
British Transit	8 d.	40¢
Dutch Postage		20¢
	<u>1sh4d.</u>	<u>100¢.</u>



Nov. 23, 1853.  
Letter datelined  
at Amsterdam,  
Franco = Paid.  
Reverse bears  
mss. "100" show-  
ing 100¢ Dutch  
had been paid.



Nov. 25. London transit "tombstone". Manuscript 1/4 (1 shilling 4 pence) shows credit to Britain for British transit plus transatlantic sea voyage (see above).

R.M.S. Niagara sailed Nov. 26 from Liverpool to Boston.



Dec. 9. Niagara arrived at Boston, mail bulked to N.Y., 5¢ U.S. Inland due as charged prepaid in Holland did not include any U.S. charges. Strangely this cover bears an erroneous date (Oct. 19), being an old stamp at N.Y. for the Oct. 19 arrival of the Asia on that date at N.Y.

1855

U.S. TO HOLLAND VIA ENGLAND

N.Y. & Havre Steam Navigation Co. U.S.M.S. Union



April 9, 1855. A letter to Amsterdam paid by American Packet as far as England only as the U.S. had no postal treaty with Holland. Paid was 21¢ in cash, effective July 1849 to July 1860.. Payment by American Packet to this destination is seldom seen as most letters to Holland were paid at the 5¢ charge in the United States by British Packet even though higher charges resulted in Holland. Letter is endorsed: pr. Union.

April 9. U.S.M.S. Union, on charter from Spofford Tileston & Co. by the N.Y. & Havre Steam Navigation Co., sailed from New York for Havre via Southampton.



U.S. PKT

April 25. Union arrived at Southampton, next day transit backstamp at London. She had gone on to Havre for an April 26 arrival.

London marked the letter "U.S. PKT" to show that the British Packet charges would not be made. Holland was debited for 4d. (equivalent to 20¢ Dutch) for British transit under the October 4, 1854 British-Dutch Convention.



April 28. Amsterdam arrival backstamp. The Dutch added 20¢D. to the 20¢D. debit to total 40¢D. due, shown in manuscript.



This cover seems to be missing something, namely a notation of payment in the U.S. It is docketed April 9, 1855, at New York, and was received into the mails on even date at N.Y. per the red cds. It bears the U.S. PKT mark which Hargest, Fig. 58c., attributes as a marking "...on open-mail covers to Germany and Switzerland." Here it is on a cover to Holland.

Transatlantic, as endorsed, was: HAVRE LINE, S.S. Union N.Y. April 9, 1855  
 So'ton 25  
 Havre 26.

This went ashore at Southampton per the backstamp at London 26 AP and Amsterdam 28 AP.

21¢ should have been (or was) paid at N.Y. Could it have been paid in cash and the transaction verified by the U.S. PKT. black handstamp without any cash amount notation? I know the N.Y. post office was not above cutting corners and that the U.S. PKT. mark would alert raters down the line how the letter went transatlantic. I have covers to Holland by British Packet and they show a manuscript 5¢ paid in cash in the U.S.

According to Starnes, pg. 70, the U.S.-Holland charges by British Open Mail Dec. 1853- 1 Oct. 1864, if by American Packet would be 21¢ prepaid in the U.S. The British would then debit Holland for 4d. (20¢D) for British territorial to which the Dutch would add 20¢D inland to total 40¢D collect. Here the Dutch were correctly debited 4d., but they collected 100¢D., which was the old rate by British Packet. Did the Dutch take advantage, or was this just a normal foul-up? It would seem that the bold U.S. PKT. mark would make the transit sequence clear.

YES, PAID IN CASH

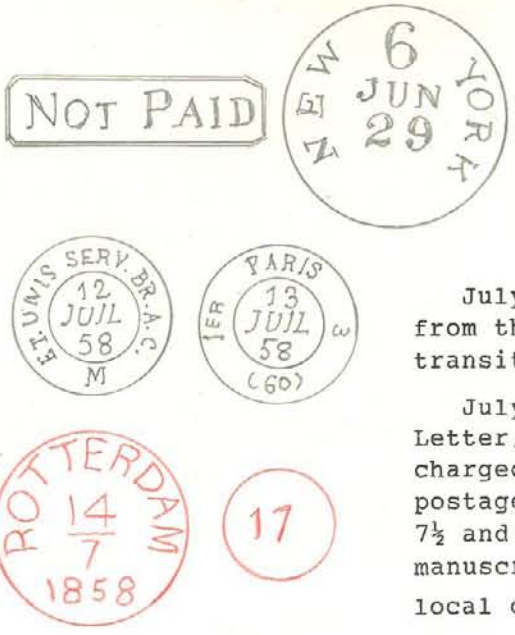
A NO, WHAT LOVES  
 LIKE "100" IS ACTUALLY  
 "40".

1858

U. S. TO HOLLAND VIA BRITAIN AND FRANCE  
CUNARD LINE

R.M.S. Europa

Mails between the U.S. and Holland via France are not common since it was cheaper to go via Great Britain. The former rate per the April 1, 1857, postal treaty between the U.S. and France was 60 Dutch cents per 7½ grams (¼-oz.). The latter rate was 80 Dutch cents per ½-oz. after 5¢ had been paid in the U.S. Since the letter below had been posted completely unpaid, the New York Exchange Office had no choice but to send it in the French mails.



June 29, 1858. Cover stamped NOT PAID posted at New York. The Exchange Office debited France with 3¢ U.S. Inland x 2 (double weight letter) = 6¢ (mark struck twice.)

June 30. R.M.S. Europa of the Cunard Line departed from Boston for Liverpool, where she arrived on July 10.

July 12-13. French entry mark showing mail from the U.S., Ambulant (RR) Calais and Paris transit backstamp.

July 14. Arrival backstamp at Rotterdam. Letter, noted double or "2" at upper left, was charged 10 cents Dutch postage + 50 cents foreign postage and charges = 60¢ Dutch x 2 (letter between 7½ and 15 grams) = 120¢ Dutch, shown by the large manuscript "120". Small red "17" is probably a local carrier's mark.

Letter endorsed "Europa" closed mail via Ostend, and stamped "NOT PAID". Similar covers I have are prepaid 5¢. I cannot reconcile the "6" debit in the N.Y. handstamp or the 120¢ Dutch collect amount, using both Starnes (Pg. 70) or Hargest (Chronicle 58, Pg. 80.)

Face Marks: NEW YORK 6 JUN 29  
ET. UNIS SERV. BR. A.C./12 Juil/58  
Red encircled "17"  
Mss., "2" in upper left corner, "120" across face.

Backstamps: PARIS/13 JUIL 58  
Red, ROTTERDAM 14/7 1858.

Dates agree with Cunard sailing:  
R.M.S. Europa. Depart Boston 30 June 1858  
Arrive L'pool 10 July.

Although endorsed "via Ostend", this letter obviously went Ambulant Calais thence to Paris.

I have an 1852 cover to The Hague, prepaid 5¢ in U.S. plus a French transit charge of 30¢ Dutch to total 130¢D (see photostat.) Nothing on the 1858 cover matches this. I realize the British transit was reduced from 8d. to 4d. in 1854, which should then net 80¢Dutch + 30¢D French transit = 110¢D. The only suggestion is that the extra 10¢D (2d. British or 4¢ U.S.) somehow connects with the unpaid 5¢ in the U.S., but then what does the 6¢ in the N.Y. cds represent? The encircled "17" is probably a directional or sorting mark.

??

*Enclosed is a portion of Chronicle 129 which gives the Dutch circular for mails via France. A 7 1/2 gm letter required 60 Dutch cents while a double rate letter required  $2 \times 60 = 120$  Dutch cents. Also pictured on p. 18 is a similarly unpaid double rate letter.*

*Mails between Holland and the U.S. via France are not common since it was cheaper to go via G.B. (80 Dutch cents for 1/2 oz. after 5¢ paid in U.S.). Since this letter was posted completely unpaid, New York had no choice but to send in French mails.*

*Circle 17 probably a local carrier mark in Rotterdam*

*A nice cover!*

All the same the French Postal Administration kept issuing notices of the possibility of sending mail to overseas countries (including the USA) per private vessel via a French port, by Circular nr. 458 of March 11, 1852.

#### 1855

On May 26, 1855, on behalf of the French Postal Administration the following notice was made in Circular nr. 503.

#### Article 3

Correspondence with the USA via  
France

The same Administration has notified us that there is now once again a regular steam packetboat service between Havre and New York by which also letters from this kingdom can be sent to the USA and vice versa. This will take place according to what is stated in art. 7, 1<sup>re</sup>(e) and art. 10, 5<sup>th</sup>, 1<sup>re</sup>(r) of the Instruction, approved by the resolution of March 11, 1852, nr. 87 (Circular nr. 458). These packetboats will sail every three weeks from each of the already mentioned ports. The sailing dates from Havre have been set for this year as follows: June 9th and 30th, July 21st, August 11th, September 1st and 22nd, October 13th, November 3rd and November 24th.

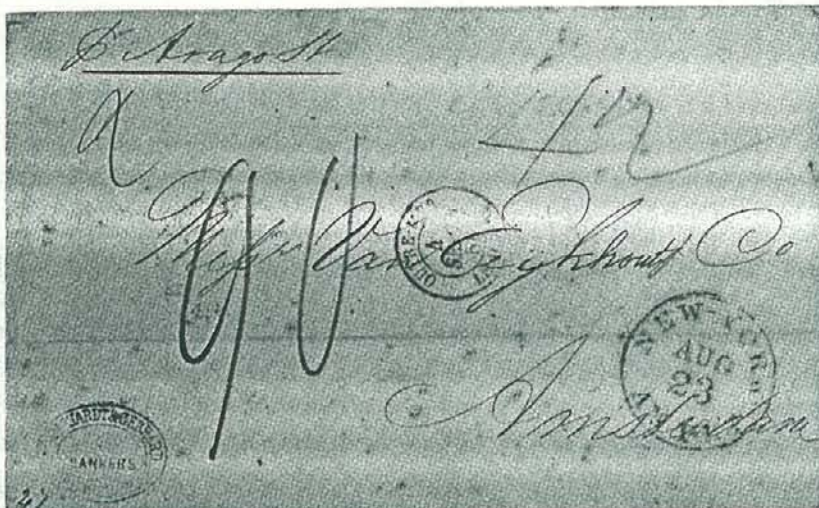


Figure 30. From New York to Amsterdam via Havre and Paris in 1856.

Although it was not mentioned as such, the impression was created that the above mentioned service referred to a French packetboat service. However the notice really concerned the New York and Havre Steam Navigation Company which has already been dealt with. With Circular nr. 525/Art. 1 of December 27, 1856, one was again reminded of the possibility of transport by private vessel to which was added that the French weight progression would apply. This however was always the case in postal traffic with and via France and was only changed in 1868.

#### 1857

The first postal treaty between the USA and France took effect on April 1, 1857. This was published in Circ. nr. 531 of April 18, 1857.

#### Article 3

Correspondence with the USA via  
France

The sending of mail between this kingdom and the USA, insofar this happens via France, will from next May 1 be regulated by the following rules:

§ 1. The route "over Frankrijk," with or without further indications as to the way of shipment, must be written on the address-side of the letter, but for the provision made in § 5 hereafter.



§ 2. The transport from France to the USA will take place either with the existing or newly to-be-created packetboat services from Havre to New York or with closed mail which will be sent in transit via England between France and the USA. This latter route is taken every time when in doing so letters will arrive earlier than by means of the direct packetboats from France.

§ 3. Letters can be chosen to be sent unpaid or prepaid to their destination.

§ 4. The postage for the whole distance, which is from place of origin in this country to the destination in the USA or vice versa, will be 10 cents Dutch postage and 50 cents for foreign postage and charges, which is in total 60 cents for a single letter weighing not over 7½ grams, while further the French weight scale will be used.

§ 5. Besides what is already mentioned in § 1, all letters for the USA which are found unpaid in mailboxes, and although the writer would have preferred a different route, will be forwarded via France, thus preventing them from being detained.

§ 8. Registration of letters sent to or via the USA is not possible.

§ 9. The regulations of this article do not concern letters for the USA which are sent along another route but only those sent or received via France.

Prior to this treaty as we have seen earlier, all letters from the USA for The Netherlands that arrived in Havre were stamped with the receiving marks shown in Figure 11. These were followed till 1861 by other datestamps\*\* on mail to The Netherlands via France and among others those shown in Figure 31.

Figure 31. Etats Unis Service Britannique — Ambulant Calais; Etats Unis Service Americain Direct — Havre.



Meanwhile, in February 1855 the Compagnie Générale Maritime was established by the brothers Pereire, which at the end of 1861 changed its name to "La Compagnie Générale Transatlantique."

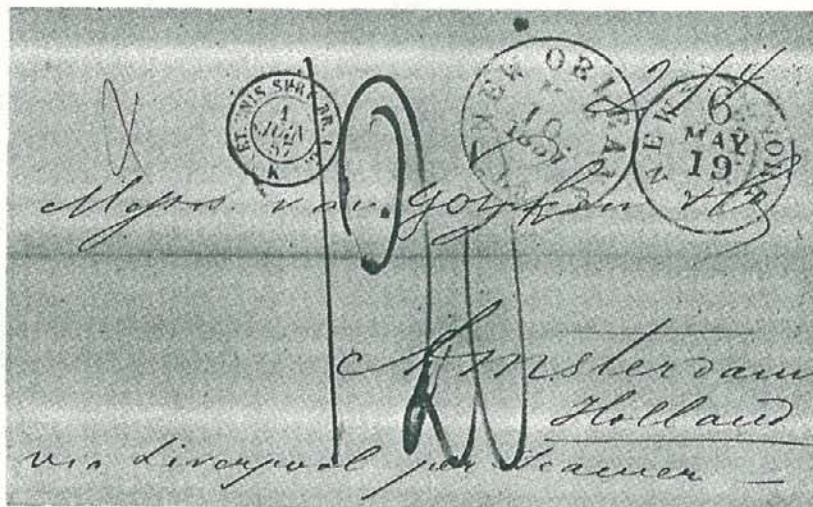


Figure 32. Unpaid double letter in French mail, 1857, by British packet.

1862

It was this organization, with its extensive shipping network over the North and South Atlantic Ocean, that gave France a prominent place in the regular postal transport to North and South America in the second half of the 19th century. The service between Havre and New York was opened in June 1864 with the paddlesteamer *Washington* (3200) built in

\*\*Several of the stamp figures used to illustrate the French contribution in this article, have been taken from Raymond Salles: *La Poste Maritime Francaise*, Vol. IV.

1858

U.S. TO HOLLAND VIA ENGLAND R.M.S. America

The Anglo-Dutch Convention provided for Dutch, British Transit and transatlantic charges which had to be paid or collect in Holland. The October 4, 1854, convention reduced the British Transit from 8 pence to four pence. U.S. charges were still prepaid or collect in the U.S. The Anglo-Dutch portion was divided:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8d.	40c.
British Transit	4d.	20c.
Dutch Postage	-	20c.
	<u>1/-</u>	<u>80c.</u>



PAID

5



August 3, 1858. A letter posted at Baltimore and paid at the 5¢ U.S. rate to get the letter to New York. It is endorsed: pr. Shp. America from New York.

August 4. Transit at New York. R.M.S. America of the Cunard Line departed from New York for Liverpool.

August 16. America arrived at Liverpool, same day transit backstamp at London. Holland was debited 1/- (black manuscript) for transatlantic and British transit.

August 17. Letter arrived at Haarlem, backstamp. The Dutch recipient paid the 80 cents, Dutch, shown as the black "80".



1859

NETHERLANDS TO U.S.

R.M.S. Africa

The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. A later postal convention signed at The Hague on October 10, 1854, reduced the British transit from 8 pence to 4 pence. U.S. charges were still prepaid or collect in the U.S. The Anglo-Dutch portion was:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8d.	40¢
British Transit	4d.	20¢
Dutch Postage		20¢
	<hr/> 1/-	<hr/> 80¢.



80



Sept. 22, 1859. Letter paid at The Hague at 80¢ Dutch as shown by the manuscript "80" on the reverse, and the notation FRANCO (=PAID) under the The Hague date stamp.

Sept. 30. Letter transit at London where 1 shilling (1/-) was debited to the Netherlands for British Packet (8d.) and British transit (4d.)

Oct. 1. R.M.S. Africa of the Cunard Line sailed from Liverpool.

Oct. 14. Africa arrived at New York. The Boston mails were bulked to Boston where bulk was broken Oct. 15. 5¢ U.S. due as the charges prepaid at The Hague did not include any U.S. charges.



1859

NETHERLANDS TO U.S.  
CUNARD LINE

Via Ostende and Liverpool  
R.M.S. Africa

The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. A later postal convention signed at The Hague on October 10, 1854, reduced the British transit from 8 pence to 4 pence. U.S. charges were still prepaid or collect in the U.S. The Anglo-Dutch portion was divided:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8d.	40¢
British Transit	4d.	20¢
Dutch Postage	—	20¢
	1/-	80¢.

ARNHEM  
28  
18 9 59  
FRANCO

80

LONDON  
BSZ  
SP 30  
59  
AID



September 28, 1859. Letter paid at Arnhem, Holland at 80¢ Dutch as shown by the manuscript "80" on the reverse and the FRANCO (= PAID) as part of the Arnhem date stamp.

Sept. 30. Letter transit at London where 1 shilling (1/-) was debited to the Netherlands for British Packet (8d.) and British transit (4d.)

BOSTON  
5cts.  
OCT  
15  
BR. PKT.

October 1. R.M.S. Africa of the Cunard Line departed from Liverpool for New York.

October 14. Africa arrived at New York and area mail bulked to Boston.

October 15. The Boston Exchange Office arrival mark. 5¢ U.S. Inland due, as charges prepaid at Arnhem did not include any U.S. postage.

1862

NETHERLANDS TO U.S.

R.M.S. Africa

Via Ostende and Liverpool

The Anglo-Dutch Convention provided for Dutch, British transit and transatlantic charges which had to be prepaid or collect in Holland. A later postal convention signed at The Hague on October 10, 1854, reduced the British transit from 8 pence to 4 pence. U.S. charges were still prepaid or collect in the U.S. The Anglo-Dutch portion was now divided:

	<u>British</u>	<u>Dutch</u>
Packet Postage	8d.	40c
British Transit	4d.	20c
Dutch Postage		20c
	<u>1/-</u>	<u>80c.</u>



FRANCO

FRANCO



November 12, 1862. Letter paid at Rotterdam at 80c Dutch as shown by the manuscript "80" on the reverse and the boxed FRANCO (=PAID.)

November 14. Letter transit at London where 1 shilling (1/-) was debited to the Netherlands for British packet (8d.) and British transit (4d.)

November 15. R.M.S. Africa of the Cunard Line sailed from Liverpool and picked up the U.S. mails at Queenstown Nov. 16.



November 28. Africa arrived at Boston. 5c U.S. Inland due as charges prepaid at Rotterdam did not include any U.S. charges.

B. 806

1871

NETHERLANDS TO U. S.  
NORTH GERMAN LLOYD

Via Southampton  
S.S. America

In February 1870, the 15¢ Closed Mail rate from the Netherlands via England was reduced to 10¢ per ½-oz. This prevailed until the G.P.U. on July 1, 1875.



ROTTERDAM  
[BRIEVENBUS]

October 2, 1871. Letter endorsed: Via Southampton, posted at the small village of Moerdijk, Netherlands. It is paid 25 cent Dutch by the dark violet Issue of 1867, a seldom seen adhesive. At the contemporary exchange rate of 1 cent Dutch = .4¢ U.S., then 25 x 4 = 10¢ U.S., the equivalent Feb. 1870 rate. Transit mark at Rotterdam.

The North German Lloyd steamer America had departed from Bremen Sept. 30, and this letter went aboard her at her port of call at Southampton on October 3.

October 16. S.S. America arrived at New York. As these rates were all inclusive, the letter was marked PAID ALL.



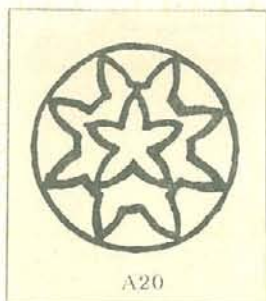
1874

CLOSED MAIL RATE TO HOLLAND VIA BRITAIN

10¢ per half-ounce, effective February 1870 - July 1875

S.S. Rhein

North German Lloyd



July 11, 1874. Single letter paid at the 10¢ rate to Holland by the Continental Bank Note Co. Issue of 1873, cancelled by the New York Foreign Mail fancy canceller, Type A20.

N.Y. Times. Cleared Saturday, July 11, Rhein (Ger.), Bremen via Southampton, Oelrichs & Co.

LATEST SHIPPING NEWS BY CABLE: SOUTHAMPTON, July 21. The North German Lloyds steam-ship Rhein, Capt. Klugkist, from New-York July 11, arrived at this port today, and proceeded for Bremen.

The mails for Holland went ashore at Southampton in closed bags which were forwarded closed to Holland.

July 23. Arrival backstamp at Amsterdam, where bulk was broken and the letter received identity. The "A86" is a Dutch carrier's mark at Amsterdam.



RHEIN, Norddeutscher Lloyd, 2901 tons, 332 x 40' beam, Caird & Co., Greenock, launched Aug. 1868, MV Oct. 3, '68, Bremen-Southampton-N.Y.

1875

NETHERLANDS TO U.S.  
WHITE STAR LINE

Closed Mail via England  
S.S. Celtic

In February 1870, the 15¢ Closed Mail rate from the Netherlands to the U.S. via England was reduced to 10¢ per ½-oz. This prevailed until the G.P.U. on July 1, 1875.



February 18, 1875. A letter paid at Vlissingen, Holland at the 25 cents Dutch rate of February 1870, equivalent to the 10¢ U.S. rate. Payment is by the 10 cent and 15 cent Issue of 1872 stamps. Cancellation is by the lozenge 116 of Vlissingen. Mail went closed through England.

N.Y. Times. By Cable. Queenstown, Feb. 19. The White Star Line steamship Celtic sld. from this port at 12:30 o'clock to-day, for New-York.

N.Y. Times, March 2. Arrived N.Y. March 1. Steam-ship Celtic, Br.,) Kiddle, Liverpool Feb. 18 and Queenstown 19th to R.J. Cordis. Feb. 24 1at 53 48, 1on 47 27 passed City of Chester and an Anchor steamer bound E., 28th 1at 40 46 1on 68 32, passed a White Star steamer bound E.





1878

TRANSATLANTIC MAIL  
THE CUNARD LINE

R.M.S. Russia

Netherlands to U.S. via England



June 14, 1878. Letter paid at Rotterdam, Netherlands at the 12½ centimes U.P.U. rate by Netherlands Issue of 1875. It is cancelled by the office numeral of Rotterdam. Letter is endorsed: Via England.

June 15. R.M.S. Russia of the Cunard Line departed from Liverpool, touched at Queenstown the 16th where this letter went aboard.

N.Y. Times. Arrived New York June 25. Steam-ship Russia (Br.,) Cook, Liverpool June 15, via Queenstown 16th to Charles G. Francklyn.



June 25. N.Y. arrival backstamp.

1834

U.S. TO BELGIUM VIA NEW YORK AND HAVRE  
OLD LINE

Bolton, Fox & Livingston

Packet Ship Rhone



PAID 18 3/4

April 19, 1834. A letter datelined and posted at Bath, Maine to Captain Drummond at Antwerp, Belgium. It is addressed to the care of Charles Latham & Co., Havre via New York. The sender had to pay the U.S. domestic postage to get the letter to New York, i.e. for a letter conveyed inland 150 to 400 miles at 18-3/4¢, Act of 1825 rate.

N.Y. Shipping & Commercial List: VESSELS FOR FOREIGN PORTS, HAVRE.  
Ship Rhone, Rochet, 12 E.R., 24th April - J.J. Boyd.



PAYS D'OUTREMER  
PAR LE HAVRE

T.F.

May 16. Rhone arrived at Havre to the care of Ch. Latham & Co., who forwarded the letter onward to Antwerp. France had struck the PAYS D'OUTREMER

mark to indicate a Ship Letter from an overseas country. Letter was also marked by the French Post Office in red with T.F. = Transit Francais.



May 20. Arrival backstamp at Antwerp where 75 decimes was due, which covered all postages, Ship Letter at Havre and inland transit, Havre to Antwerp.

1856

BELGIUM TO U.S. VIA BRITISH MAIL

Great Britain and Belgium Postal Convention of November 27, 1849

R.M.S. Canada

This Anglo-Belgian Convention set the rate for Belgian inland postage at 2 decimes (or pence as they were at par) per 7½ grams, 4 decimes per ½-oz. (15 grams) transit through the U.K. plus the packet rate which the inhabitants of Great Britain had to pay on letters addressed beyond the sea, in this case 8d. per ½-oz. This convention was effective until August 22, 1857.



I

1 N  
/



May 6, 1856. Letter posted at Dixmude, West Flanders, a small Belgian town. It was routed via the railway post office NI or Nord 1, Bruxelles (Nord) to Anvers (Antwerp). 14 decimes (or pence) was prepaid as noted in the mediaeval French script on the reverse, made up as follows:

Belgian Inland, single letter not over 7½ grams	2 dec.
British Transit up to half-ounce (15 grams)	4 dec.
Transatlantic by British Packet	8 dec.
	<u>14 dec.</u>

British were then credited with 8 dec. + 4 dec. = 12 dec (or pence equivalent). As 12d. = 1 shilling, this credit is shown as 1/- in red manuscript.



May 10. R.M.S. Canada departed from Liverpool for Boston via Queenstown the 11th.

May 22. Recorded arrival date of Canada at Boston agrees with the datestamp. 5¢ U.S. Inland due from the recipient. This is a scarce mark.

B.783

1856

BELGIUM TO U.S. VIA BRITISH MAIL

Great Britain and Belgium Postal Convention of Nov. 27, 1849.

R.M.S. Africa

This Anglo-Belgian Convention set the rate for Belgian inland postage a 2 decimes (or pence as they were at par) per 7½ grams, 4 decimes per ½-oz (15 grams) transit through the U.K. plus the packet rate which the inhabitants of Great Britain had to pay on letters addressed beyond the sea, in this case 8d. per half ounce. This convention was effective until Aug. 22, 1857.

16

11



August 7, 1856. Letter posted at Brussels and went aboard the T.P.O. West (Ouest) to the Ostend-Dover Exchange port. 16 decimes (or pence) prepaid as noted in manuscript on reverse, made up as follows:

Belgian Inland, double letter, not over 15 grams, 2d.x2 =	4dec.
British Transit per half-ounce (15 grams)	4dec.
Transatlantic by British packet	8dec.
Total	16dec.

British were then credited with 8 dec. + 4dec. = 12 decimes (or pence equivalent). As 12d. = 1 shilling, this credit is shown as 1/ in red manuscript.



Aug. 8. Transit PAID at London. R.M.S. Africa departed L'pool Aug. 9.



Aug. 22. Africa arrived at New York. 5¢ U.S. Inland due from recipient.

Cf: Hargest, Pg. 102.

1857

BELGIUM TO U.S. BY AMERICAN PACKET  
TRANSIT VIA FRANCE AND ENGLAND  
COLLINS LINE

S.S. Baltic

The U.S. rate for Belgium was 21¢ per ¼-oz. and 42¢ per ½-oz. This covered only the transit to or from England by American or British Packet. The postage between Belgium, France and Britain was handled between these countries and did not enter into American accounting.



M



August 29, 1857. A letter endorsed "Par la France" was posted at Liege, Belgium and paid to England. Belgium and France charged per 7½ grams (¼-oz.) and Britain by ½-oz. increments. Payment for this letter, which weighed between 22½ and 30 grams was quadruple rated in Belgium and France and double rated in Britain. The 24 decimes (also equivalent to 24 pence or 2/-), shown in manuscript was calculated as follows:

Belgian Inland, 2 dec./7½ grams x 4 = 8dec.  
French Transit (Supplemental) 2d.x4 = 8dec.  
British Transit, 4d./½-oz. x 2 = 8dec.  
24dec. shown in manuscript.

August 30. French entry mark showing mail from Belgium entering France at Valenciennes.

August 31. Paris transit backstamp, also backstamp aboard the Paris to Calais mail sorting car, day train (octagonal center). Mail from there went closed through Britain.

September 2. U.S.M.S. Baltic of the Collins Line departed from Liverpool.

September 14. Baltic arrived at New York. The double rate per ½-oz. was due. This represented (per ½-oz.) 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢ x 2 = 42¢. The New York Exchange Office marked the letter "Am.Service."

The U.S. rate carried the letter to New Orleans.

N.B.: See Hargest Pg. 104.

1857

BELGIUM TO U.S. PER AMERICAN PACKET  
COLLINS LINE

S.S. Atlantic

16  
6  
8  
4  
= / 8



= / 8



This letter, posted in Belgium, is prepaid to England. Notation on the reverse show that this cover weighed 16 grams, the progression of rating in Belgium changed every 7½ grams and the British every ½-oz. (15 grams). The Belgian Inland postage in Sept. 1857 was 2 decimes per 7½ grams, thus a 16 gram letter took 3 rates or 6 dec. The British were entitled to 4d. per ½-oz., making this a double weight letter at 4d. x 2 = 8d. (one decime = 1 penny). The total payment just to England was thus 6dec. + 8 dec. = 14 dec, (or 14d.), shown in the total. The notation "=/8" in red on the face gives a credit to Britain of 8d.

Sept. 23, 1857. A letter handled by the forwarding agent August Andre at Antwerp (Anvers) who struck his blue cachet (RF 3) on the reverse and paid the Belgian and British transit fees as noted above. Letter was endorsed: Par Steamer Americain, and: Via France.

Sept. 26. Letter routed via France and transit shown by the seldom seen mark ANGLETERRE PAR LA FRANCE backstamp.

Sept. 29. Transit mark at London on the cover obverse.

Sept. 30. S.S. Atlantic, Collins Line, departed Liverpool.

Oct. 12. Atlantic arrived at N.Y.. Letter subject to the British Open Mail rate by American Packet of 21¢ per ¼-oz. x 2 (double weight letter) = 42¢, shown by the N.Y. charge mark.



1859

BELGIUM TO U.S. VIA BRITISH MAIL

Great Britain and Belgium Postal Convention of Aug. 28, '57

R.M.S. Persia



1859

BELGIUM TO U.S. VIA BRITISH MAIL

Great Britain and Belgium Postal Convention of Aug 28, '57

R.M.S. Persia

This convention set the international rate per 15 grams (1/2-oz.):

	<u>centimes</u> or <u>decimes</u>	<u>pence</u> sterling
Belgian Postage	20	2
British Postage	<u>20</u>	<u>2</u>
	40c.equiv.= 4dec.	4d.

Transatlantic mail was subject to 8 pence or 80 centimes (equivalent to 16¢ U.S.). If the letter went by British Packet (Cunard), the British retained the 8d., if by American Packet, the U.S. was credited with 16¢. Letters prepaid in Belgium to the U.S. would be paid only to the frontier by British Packet.

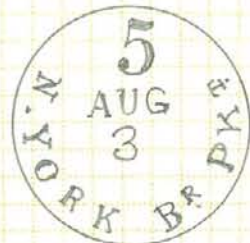


PD

*Handwritten scribble in red ink*

July 21, 1859. Posted at Antwerp (Anvers) "Paid to Destination" (American frontier or U.S. Port of Entry) at the rate of Belgian Postage 20 centimes + British Postage 20c. + transatlantic 80 centimes for a total of 120 centimes as shown in manuscript on the face. Noted in pencil on the reverse:

2 decimes Belgian  
10 decimes composed of 2d. British transit + 8d. transatl'c.  
12 decimes (120 centimes) total.



July 21. Ambulant (T.P.O.) West (Ouest). Letter travelled westward to the Ostend-Dover Exchange Office (Cf:Hargest. Pg. 103).

July 22. Transit at London. The R.M.S. Persia sailed from Liverpool on July 23.

Aug. 3. Date coincides with the arrival date of the Persia at N.Y. 5¢ U.S. Inland Postage due from the recipient.



1861

BELGIUM TO U.S. VIA BRITAIN, CLOSED MAIL  
INMAN LINE

S.S. Etna



Feb. 21, 1861. An unpaid letter posted at Gand, Belgium, addressed to Lyons, Wayne County, N.Y. It went aboard the railway mail sorting car, backstamp, Angletierre Par Ouest 1, where it was probably put in the wrong bag with the British mails rather than the closed mail to the U.S.



Feb. 22. Upon arrival at London the letter was misbaggged, and the clerks misread the destination as Lyon, France. It was first rated at 8d. as a double letter from Belgium to Britain at 4d. per ½-oz., then this was deleted in favor of the 10d. rate to France. This in turn was also deleted and the letter sent back to Belgium for proper handling, marked "RETURNED FOR/ POSTAGE".



AM PACKET

Feb. 26. The Belgian post office now put the letter into the correct closed mail bag through England after backstamping "ETATS UNIS PAR OST-ENDE" and "AM. PACKET". A manuscript note debits U.S. for 4¢ British Transit and 3¢ Belgian postage, total 7¢.

Feb. 27. S.S. Etna of the Inman Line departed from Liverpool, picked up the U.S. closed mail at Queenstown on Feb. 28.



March 14. Etna arrived at New York where the Exchange Office struck the mark showing 27¢ due, the closed mail rate per ½-oz. Belgium to U.S. via Britain, effective Jan. 24, 1860 to Dec. 31, 1867. This is a scarce mark (Winter 23, he having seen only one other in black, this being the second.)

1861

BELGIUM TO U.S. PER CLOSED MAIL VIA BRITAIN

CUNARD LINE

R.M.S. Africa

27¢ Rate, effective Jan. 1860 to Jan. 1868

This Belgian Closed Mail rate was apportioned:

U.S. Inland	5¢		
Sea	15		
British Transit	4	)	
Belgian Inland	3	)	= 7¢ credit to Belgium
	<u>27¢</u>		total.



BR. PACKET



Mar. 15, 1861. Unpaid letter to New York posted at Antwerp, Belgium, noted: Via Queenstown. Belgians struck the ETATS-UNIS PAR OSTENDE and BR.PACKET backstamps, indicating routing to the United States via Ostende, thence by British Packet. Mails were closed at Ostende. U.S. was debited for 7¢ British and Belgian transit.

March 16. R.M.S. Africa of the Cunard Line departed from Liverpool, called at Queenstown, Ireland Mar. 17, where this letter went aboard in the closed bags forwarded from London.

Mar. 31. Africa arrived at N.Y. Addressee did not call for his letter so it was advertised at a cost of 1¢.

April 10. New York post office received instructions to forward the letter to Lyons, Wayne Co., N.Y. so they charged 3¢ forwarding postage, 27¢ Belgian rate, 1¢ advertising fee, total 31¢ due.



1864

BELGIUM TO U.S. VIA BRITAIN, CLOSED MAIL

INMAN LINE

S.S. Edinburgh



AM. PACKET

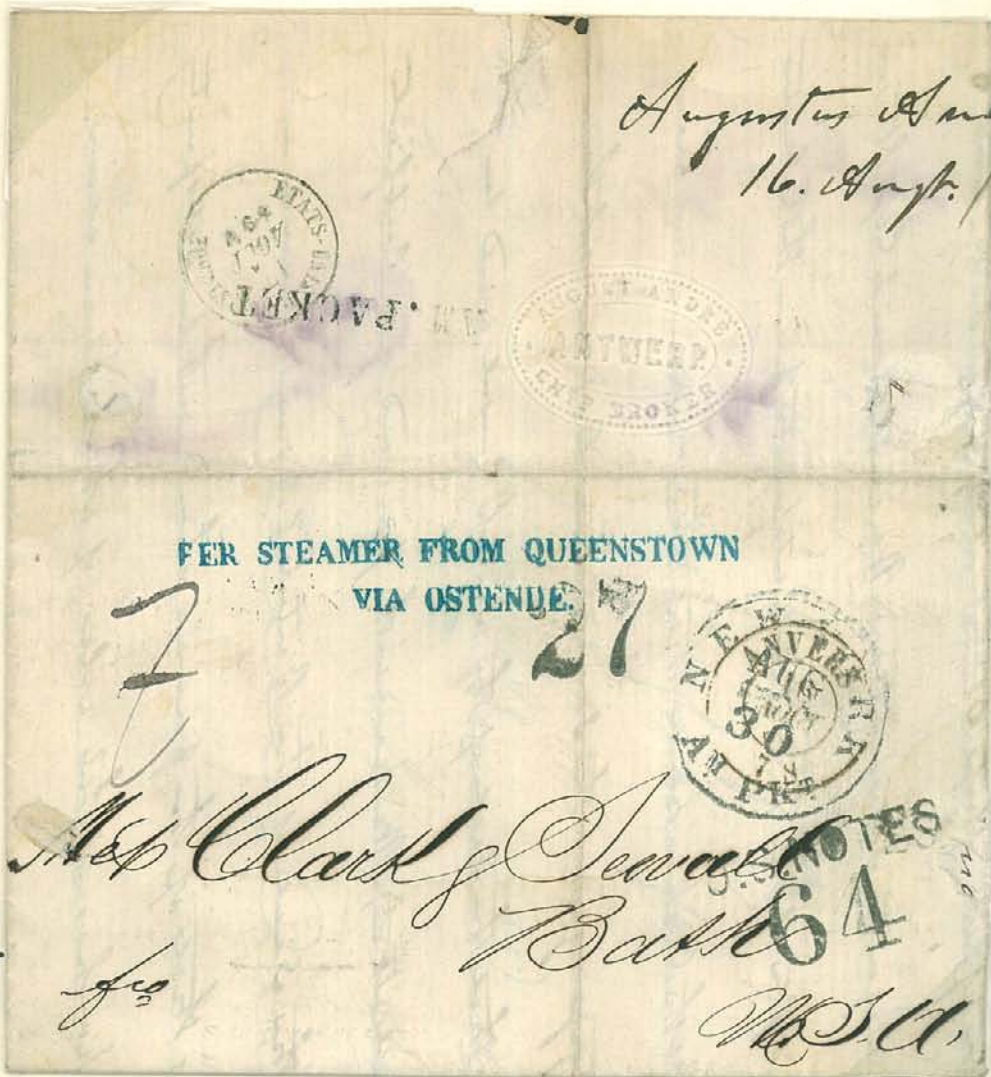
7

Aug. 16, 1864. Unpaid letter posted at Antwerp concerns the sale of the ship Samaritan for £5000 by Ship Broker August Andre. The sender plainly stamped in blue: PER STEAMER FROM QUEENSTOWN/VIA OSTENDE.

Aug. 17. Letter in transit via Ostende, backstamp, also backstamped AM. PACKET.

The U.S. was debited with 4¢ British Transit + 3¢ Belgian Inland = 7¢, shown in manuscript. This letter went in the closed bags through England.

August 17. S.S. Edinburgh of the Inman Line departed from Liverpool, touched at Queens-town the 18th where this letter went aboard.



27

U.S. NOTES

64

August 29. Edinburgh arrived N.Y., letter processed next day. To the Belgian debit of 7¢ was added Sea Transit 15¢ + U.S. Inland 5¢, total 27¢, the Belgian Closed Mail rate of Jan. 1860-Jan. 1868. The hard currency rate was converted to U.S. NOTES (greenbacks) at the day's ratio of 2.37 or 64¢ due. This represents one of the highest depreciation ratios of the Civil War period. The highest recorded was 2.57 on July 3, 1864.

August 30. Appended is an answer from the Samaritan's owners acknowledging completion of paper work for the sale.

1864

TRANSATLANTIC MAIL

U.S. TO BELGIUM PER CLOSED MAIL VIA BRITAIN

R.M.S. Asia

CUNARD LINE

27¢ Rate, effective Jan. 1860 to Jan. 1868.

The Belgian closed mail was in operation between 24 Jan. 1860 and 31 Dec. 1867, and covers showing its use are very scarce (Hargest, Pg. 106). The 27¢ on paid letters was apportioned:

U.S. Inland	5¢	
Sea	15	
British transit	4 )	= 7¢ credit to Belgium
Belgian inland	3 )	
	<u>27¢</u>	total.



B.805

August 29, 1864. Letter paid at Belfast, Maine 27¢ by Issues of 1861-62. It is addressed to the ship T.J. Southward, 1129 tons, built 1862 at Richmond, Maine. Transit August 31 at Boston where the Exchange Office handstamp allowed Belgium a 7¢ credit (see above.)

R.M.S. Asia of the Cunard Line departed from Boston on August 31 for Liverpool via Queenstown.

September 11. Asia arrived at Queenstown.

BR. PACKET

September 13. Backstamped at Ostende show United States (Etats Unis) mail via British Packet.



1866

TRANSATLANTIC MAIL  
BELGIUM - U.S. VIA BRITISH CLOSED MAIL

The U.S.- Belgian Convention of Dec. 21, 1859

Article I provided for a regular exchange of mails between the United States and Belgium in closed mails, via England, or by the direct route. All mail was to be closed unless the letters were endorsed to be sent by a different route.

Rates, single, via the closed mail prepaid or unpaid at 1 franc, 40 centimes in Belgium, or 27¢ U.S. divided as follows:

United States postage .....	5 cents
Sea postage .....	15 cents
British transit postage .....	4 cents
Belgian postage .....	<u>3 cents</u>
	27 cents.



ANVERS  
27  
AVRIL  
66  
33

April 27, 1866.  
Anvers, Belgium  
receipt mark.

7

Mms. Belgian  
debit to U.S.  
for Belgian  
inland plus  
British transit.  
(see  
above).



27

U.S. NOTES  
33

May 9, 1866. Transit 27¢ due from  
mark, New York Exchange recipient (see  
Office. above).

U.S. Depreciated  
Currency mark showing  
27¢ gold was worth 33¢

April 28. R.M.S. China sailed L'pool., Capt. Inglis. in U.S. paper currency on  
arrived May 8 at Boston, mail bulked to N.Y. May 9, 1866.

1865

BELGIUM TO U.S. PER CLOSED MAIL VIA BRITAIN  
R.M.S. Java CUNARD LINE



*Z*



May 4, 1866. An unpaid letter posted at Antwerp (Anvers). As it was to go to the U.S. at the Closed Mail rate via England of 27¢, the U.S. was debited for 3¢ Belgian Transit + 4¢ British Transit = 7¢, shown in manuscript. The mails through England were closed at Ostende, Belgium.

May 5. The R.M.S. Java, Cunard Line, departed from Liverpool, called at Queenstown the 6th where this letter went aboard in the closed mail bag.



27

May 16. Java reached New York. The New York Exchange Office added 15¢ transatlantic + 5¢ U.S. Inland to the 7¢ debit to total 27¢ due in gold, the January 1860, rate per ½-oz. from Belgium.

U.S. NOTES  
34

May 16. Java reached New York. The N.Y. Exchange Office added 15¢ transatlantic charge + 5¢ U.S. Inland = 27¢ due in gold, the January 1860 rate per ½-oz. from Belgium by Closed Mail. This was converted to the equivalent in depreciated currency (U.S. NOTES) at the day's ratio of 1.24 x 27¢ = 34¢ due in greenbacks.

1866

BELGIUM TO U.S. PER CLOSED MAIL VIA BRITAIN

R.M.S. Scotia

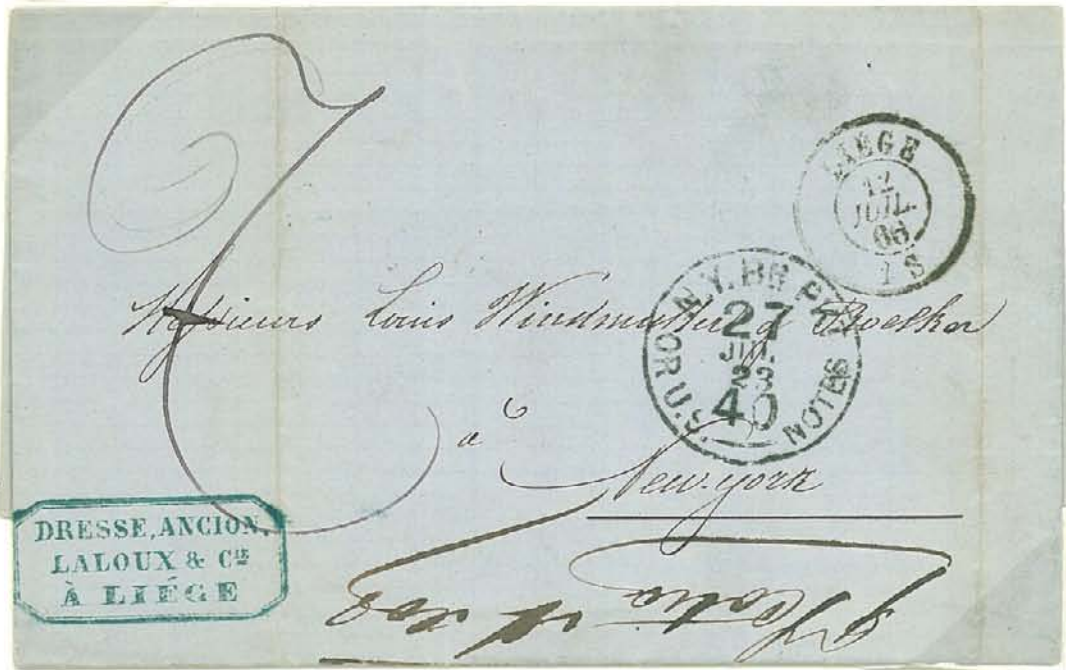
CUNARD LINE

27¢ Rate, effective January 1860 to January 1868

The 27¢ rate per ½-oz., Belgian Closed Mail, was via Ostende and England. This rate was apportioned for an unpaid letter:

Belgian Inland	3¢ )	) = 7¢ debit to U.S.
British Transit	4 )	
Sea	15	
U.S. Inland	5	
	<u>27¢ total</u>	

*7*



BR. PACKET

July 12, 1866. Unpaid letter posted at Liege, Belgium. The U.S. was debited for 3¢ Belgian Inland + 4¢ British Transit = 7¢, shown by the flourishing "7" manuscript mark.

July 15. Letter was backstamped BR. PACKET at the Ostende Exchange Office, also noted by the circular ETATS UNIS PAR OSTENDE. The closed bags were sent on to Queenstown.

July 14. R.M.S. Scotia, Cunard Line, departed from Liverpool, touched at Queenstown the 15th where the American mails went aboard.



July 23. Scotia arrived at New York. The 27¢ Belgian rate, due in gold, was adjusted to the equivalent in depreciated paper money by the day's ratio of 1.48 x 27¢ = 40¢ due in U.S. NOTES.

1867

U.S. TO BELGIUM PER CLOSED MAIL VIA BRITAIN

S.S. City of London

INMAN LINE

27¢ Rate, effective Jan. 1860 to Jan. 1868

The Belgian closed mail was via England and Ostende, and covers showing its use are scarce. The 27¢ rate was apportioned:

U.S. Inland	5¢	
Sea	15	
British Transit	4	)
Belgian Inland	3	) = 7¢ credit to Belgium
	<hr/>	
	27¢ total.	



June 5, 1867. Letter paid at North Edgecomb, Maine 27¢ by the 24¢ Issue of 1862 plus the 3¢ Issue of 1861. It is addressed to the ship General Butler, 1223 tons, built 1862 at Bath, Maine, then laying in the harbor at Antwerp.

June 6. Transit at Boston where the Exchange Office allowed Belgium a 7¢ credit (see above.)

June 8. S.S. City of London departed from New York, arrived at Queenstown the 18th and Liverpool the 19th.



AM. PACKET

June 20. Backstamp at Ostende showing United States (Etats Unis) mail via American Packet.



1867

BELGIUM TO U.S. PER CLOSED MAIL VIA BRITAIN

R.M.S. Russia

CUNARD LINE

27¢ Rate, effective January 1860 to January 1868

The 27¢ rate per ½-oz., Belgian Closed Mail, was via Ostende and England. This rate was apportioned for an unpaid letter:

Belgian Inland	3¢ )	= 7¢ debit to U.S.
British Transit	4 )	
Sea	15	
U.S. Inland	5	
	<u>27¢ total</u>	



BR. PACKET

September 6, 1867. Unpaid letter posted at Liege, Belgium. The U.S. was debited for 3¢ Belgian Inland + 4¢ British Transit shown by

the "7" manuscript.

September 6. Letter was backstamped BR. PACKET at the Ostende Exchange Office, also noted by the circular ETATS-UNIS PAR OSTENDE. The closed bags were sent through England on to Queenstown.

September 7. R.M.S. Russia, Cunard Line, departed from Liverpool, touched at Queenstown the 8th where the U.S. mails went aboard.



September 17. Russia arrived at New York, letter processed the 18th. The 27¢ Belgian rate, due in gold, was adjusted to the equivalent in depreciated paper money by the day's ratio of gold to paper at 1.37 x 27¢ = 37¢ due in U.S. NOTES.

1867

TRANSATLANTIC MAIL

U.S. TO BELGIUM

BRITISH PACKET

4¢ Newspaper Rate



PAID ALL

December 3, 1867. "Printed Matter" newspaper posted this date by G. Reusens, New York to Antwerp. Subject was a newspaper Norton, Slaughter & Co's Monthly Circular, No. 40 Broad St., New York, Dec. 2d, 1867. It was PAID ALL at the 4¢ newspaper rate to Belgium and overpaid 1¢ by the 5¢ brown Issue of Feb. 3, 1863. This is a very scarce rate usage as very few of these circulars have survived.

Endorsed Pr "Cuba", a Cunarder, and this checks with the sailing date of Dec. 4, 1867 of the Cuba for Liverpool. She landed Queenstown Dec. 13 at 3 a.m. and landed 112 sacks of mail.

1870

TRANSATLANTIC MAIL

BELGIUM TO CANADA

Closed Mail to U.S. via Ostende

New rates became effective 15 March 1870 which reduced the rate, previously 27¢, on prepaid letters from the U.S. to 10¢ and on prepaid letters from Belgium to 50 centimes.



August 15, 1870. Letter posted at Anvers and received c.d.s. with adhesives cancelled by "12" of Anvers. 50 centimes prepaid by Belgian stamps. Noted "Paid to Destination".

August 16, 1870. Marked transit at Ostende via United States closed mail.

INMAN LINE

S.S. City of Paris

L'pool	Aug. 18, '70
Q'town	19
N.Y.	28



Red (indistinct) transit mark at New York indicates "Paid All" as far as U.S. was concerned. 5¢ due from recipient in Canadian funds.

August 29, 1870. Montreal receipt backstamp.

1872

TRANSATLANTIC MAIL

BELGIUM TO U. S.  
CUNARD LINE

Closed Mail via England  
R. M. S. Batavia

New rates became effective on March 15, 1870 setting rates on prepaid letters at 10¢ per ½-oz. from the U.S. and 50 centimes from Belgium. These rates were in effect until July 1873.



October 7, 1872. Letter posted at Liege, Belgium and paid at the 50 centimes rate by the 40 centimes rose, Issue of 1870 and the 10 centimes green, Issue of 1869. Cancellation is by the "217" in a diamond of dots, the post office number of Liege. Marked P.D., Paid to Destination, the letter was directed to the United States via Ostende by the circular transit mark.

October 8. Letter was forwarded by closed mail to England where the Cunard Line's R.M.S. Batavia departed from Liverpool October 8, cleared Queenstown the 9th.

October 20. Batavia arrived at New York. Cover was treated as a PAID ALL letter by the N.Y. Exchange Office.



1872

TRANSATLANTIC MAIL

BELGIUM TO U.S.

Closed Mail via England

INMAN LINE

S.S. City of Montreal

New rates became effective on March 15, 1870, setting rates on prepaid letters at 10¢ per ½-oz. from the U.S. and 50 centimes from Belgium. These were in effect until July 1873.



October 12, 1872. Letter posted at Anvers (Antwerp), Belgium and paid at the 50 centimes rate by five copies of the Issue of 1869. Cancellation is by the "12" in a diamond of dots, the post office number of Anvers.

October 17. Letter was forwarded to Britain in closed bags via Ostende. Inman Line's S.S. City of Montreal departed from Liverpool October 17, touched at Queenstown the 18th.

October 28. City of Montreal arrived at New York, letter processed the 29th. The New York Exchange Office handled the letter as PAID ALL.



1874

TRANSATLANTIC MAIL  
BELGIUM TO U.S. Closed Mail via Ostende & England

On 9 May 1873 the 1870 convention rates were reduced on direct mails, via England, to 40 centimes prepaid from Belgium and 8¢ from the U.S.



Trans. Brit.



Blake 493a

June 1, 1874.  
Letter prepaid at  
Brussels at the  
40 centimes rate  
(see above).

June 1 (?), 1874.  
Transit closed mail  
mark at Ostende and  
"British Transit"  
backstamp.

June 13, 1874.  
Receipt stamp  
at Boston, show-  
ing "PAID ALL  
DIRECT"

CUNARD LINE: R.M.S. Batavia

Liverpool	June 2
Queenstown	3
Boston	13.