

1868

TRANSATLANTIC MAIL

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

INMAN LINE

S.S. City of Boston

Rates of 1 April 1857, were 15¢ per 7½ grams (¼-oz.) or 80 centimes. This amount was apportioned:

French Inland	4¢)	= 6¢
Transit (British)	2 )	
Sea (U.S. Packet)	6	
U.S. Inland	3	
	<u>15¢.</u>	



MISSENT



Feb. 25, 27, 1868.  
This letter was pre-paid at Boston at the 15¢ French rate by a copy of the Issue of 1866 (Sc.77). By error it went to Detroit, Mich., where it received the MISSENT mark.



Feb. 29. The letter went back to New York where the Inman Line's City of Boston was up for the mails for Europe via Liverpool. Her mails closed at the General Post Office at 12M. Supplementary mail for paid letters on Pier No. 45, North River, to 1:30 P.M. This N.Y. Exchange mark gave France 6¢ credit as above.

March 13. Transit at Paris, entry mark, U.S. mail, American service, entering at Calais.



Mar. 16. Letter was forwarded on to Nimes (Gand) per back notation, Poste Restante (General Delivery).

Mar. 16-17. RR transit, Paris to Marseilles (night train, Brigade A) and Nimes receiving backstamps.



1868

TRANSATLANTIC MAIL

U.S. TO FRANCE

U.S.-French Postal Convention of 1857

INMAN LINE

S.S. City of Antwerp

The Convention of March 2, 1857, set an international rate via England of 15¢ per 7½ grams or 30¢ per 15 grams (½-oz.). These were divided:

	7½ gm.	15 gm.	
U.S. Inland	3¢	6¢	
Sea	6	12	
Transit, British	2	4 ) = 12¢ credit to France	
French Inland	4	8 )	
	15¢	30¢.	



April 6, 1868. A letter paid at New Orleans at the 30¢ rate for a letter weighing 7½ to 15 grams. Paid by the Issue of 1861 (Sc. 71).

April 11. Transit mark at New York where France was credited with 4¢ British Transit + 8¢ French Inland = 12¢ for a double letter. S.S. City of Antwerp of the Inman Line sailed from New York this date.

April 21. City of Antwerp arrived at Queenstown.

April 23. French entry mark, "Serv. Am.", Ambulant (RR T.P.O.) at Calais. Backstamp, Paris to Bordeaux, night train (circular center), 2nd Section.

April 24. Bordeaux arrival backstamp.



1868

TRANSATLANTIC MAIL

U.S. TO FRANCE U.S.-French Postal Convention of 1857  
FRENCH LINE Paquebot St. Laurent

The French Ligne H handling of mail direct from the U.S. to France fell under the uniform rates for all routes governed by the 1857 Convention.

U.S. Inland	3¢	
Sea (French Packet)	9 )	= 12¢ Credit to France
French Inland	3 )	
	<hr/>	
	15¢.	



June 12, 1868. Letter direct to France paid at the 15¢ Convention of 1857 rate by the U.S. Issue of 1866. The Philadelphia Exchange Office allowed a credit to France of 12¢, shown at the base of the Philadelphia marking.

June 13. Transit mark of the French Line at New York, showing French Ligne H, paquet No. 4. The S.S. St. Laurent departed from New York on June 13, arrived at Brest on June 23 and at LeHavre on the 24th.



1868

TRANSATLANTIC MAIL

FRANCE TO U.S. VIA BRITAIN Rate of April 1, 1857

R. M. S. Russia

CUNARD LINE

Rates of 1 April 1857 were 80 centimes per 7½ grams, equivalent to 15¢ U.S. per ¼-oz. This amount was apportioned:

French Inland	4¢)	
Transit (British)	2 )	= 12¢ debit to U.S.
Sea	6 )	
U.S. Inland	3	
	<hr/>	15¢.



12

September 2, 1868. An unpaid letter posted at LeHavre. It is endorsed: p Russia via Liverpool. The U.S. was debited for French Inland + British Transit and Sea = 12¢.

September 5. R.M.S. Russia, Cunard Line, departed from Liverpool, touched at Queenstown the 6th.

September 15. Russia arrived at New York. The 1857 rate was 15¢ in gold or 21¢ in U.S. depreciated currency, an inflation factor of 1.40.

Note: The N.Y. Exchange Office mark is dated Sept. 14, one day after the recorded arrival (N.Y. Times) of Russia. The North German Lloyd steamer Holsatia, Ehlers, departed Hamburg Sept. 2, via Southampton the 4th, arrived N.Y.

Sept. 14. However, had this letter gone by NGL (American Packet), the debit to the U.S. would have been 4¢ French Inland + 2¢ British transit = 6¢, rather than the 12¢ shown.





1869

TRANSATLANTIC MAIL

U. S. TO FRANCE VIA GREAT BRITAIN, American Packet  
Hamburg-American Line (HAPAG) S.S. Allemania



Rates of 1 April 1857, were 15¢ (80 centimes) per 7½ grams (¼-oz.), apportioned, as follows:

French Inland	4¢)	= 6¢ credit to France
British Transit	2 )	
Sea (U.S. Packet)	6 )	= 9¢ retained by U.S.
U.S. Inland	3 )	
	<u>15¢.</u>	



B. 849

January 12, 1869. Letter paid at the 15¢ rate at Boston by a strip of five of the 3¢ Issue of 1867, F Grill (9 x 13mm) (Sc. 94). This is an unusual franking.

Tuesday, Jan. 12. Mails for Europe via Southampton and Hamburg by the Allemania close at the N.Y. General Post Office at 12M. Supplementary for paid letters at the pier, foot of Third Street, Hoboken to 1:45 PM.

The New York office accepted the Boston Exchange Office mark which credits France with 6¢ (see above.)

January 25. Letter marked in France noting mail from U.S., service by American Packet (Hamburg American Line).



Southampton Jan. 24. The steamship Allemania of the Hamburg American Line, which left New-York Jan. 13, arrived here at 1 P.M. today and subsequently sailed for Hamburg.





1869

FRANCE TO U.S.  
CUNARD LINE

U.S. - French Convention Period  
R.M.S. Java

The U.S.-French Convention rate of April 1, 1857 was divided:

	<u>Single</u>	<u>Single</u>	<u>Triple</u>
French Inland	21 centimes	4¢ U.S.	12¢
British Transit	11 "	2	6
British Packet	32 "	6	18
U.S. Inland	16 "	3	9 = Credit
	80	15¢	45 to U.S.



9.



April 2, 1869. A triple weight letter (over 3/4-oz., but not over 1 oz.) paid in Bordeaux by 3 singles of the 80 centimes Issue of 1868. Cancellation of the stamps is by the "532" gros chiffres of Bordeaux.

April 2. Bordeaux to Paris T.P.O. backstamp, night train (circular center.)

April 3. Paris transit backstamp. The mails for the U.S. were made up in Paris for transit in closed bags by the Paris a Calais railway and through England. The U.S. was credited with 3¢ x 3 (triple letter) = 9¢ for U.S. Inland under the Convention.

April 3. R.M.S. Java of the Cunard Line departed from Liverpool, picked up the French mails at Queenstown the 4th as noted by the endorsement: Par Steamer via Londres & Queenstown.



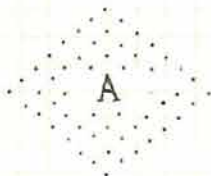
April 14. Java arrived at New York. Convention rate included transit to New Orleans at no extra cost. N.Y. Exchange Office noted the letter as by "British Service."

1859

TRANSATLANTIC MAIL  
BRITISH PACKETS: FRANCE TO U.S. PREPAID



TREATY OF 1 APRIL 1857: France - U.S. at 15¢ per ¼ oz. letter (prepaid at French equivalent of 80 centimes). Red-stamp indicated handling by British, "Br. Service".



Sept. 8, 1859. Letter posted at Paris. "A" obliterator of the Paris "Bureaux de Quartiers". Note "A" repeated in the c.d.s. (Noel 1521). 80 centimes rate, above, prepaid. Paris to Calais RR night train backstamp.



(Blake 864)

Letter marked by French as "Paid to Destination" and "Br(itish) Service".

R.M.S. Arabia sailed from L'pool Sept. 10, arrived Boston Sept. 22, 1859.

Sept. 23, 1857. Letter transit at Boston, stamp notes 15¢ prepaid. Exchange office had in error noted 24¢ (British prepaid rate total), then deleted.

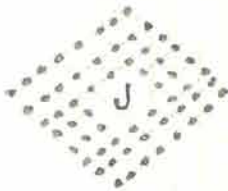


1859

PACKET LETTERS  
TRANSATLANTIC MAIL  
BRITISH PACKETS - FRANCE TO U.S. PREPAID



Treaty of 1 April 1857 rates: France - U.S. at 15¢ per 1/2 oz. letter (80 centimes French). Red stamp indicates handling by British. Letter posted June 29, 1859, Paris - New Orleans, La.



Paris cancellation  
"Lozenge of Dots".



June 29, 1859.  
Paris date stamp.



June 29, 1859.  
Paris to Calais RR  
transit stamp (channel).



French Exchange office  
marks, red indicating  
British handling. "PD"  
Paid to Destination.



Jul. 14, 1859.  
Boston Transit Office (Faint on cover front)  
mark showing equivalent  
of 15¢ U.S. prepaid.



Aug. 20 (?), 1859.  
New Orleans receipt  
mark.

R.M.S. Canada:  
Sailed L'pool Jul. 2  
Arr. Boston Jul. 14, 1859.



1860

TRANSATLANTIC MAIL

FRANCE TO U.S. PREPAID  
Hamburg American Line

"AMERICAN SERVICE"  
S.S. Saxonia



May 12, 1860. Letter paid at Paris at the 80 centimes (15¢) rate to the U.S., paid to destination (P.D.). This rate was broken down: 3¢ French Inland, 9¢ Sea and British transit, 3¢ U.S. Inland.

Steam-ship Saxonia (Ham.), Ehlers, departed Hamburg May 15 and Southampton the 18th.

May 30. Saxonia arrived at New York where the Exchange Office applied the "American Service" handstamp. Letter bulked to Boston where it was noted as "PAID".

Manuscript notation credits U.S. with 3¢ for U.S. Inland. ~~debts France~~ + U.S. P. K. 9



3

B. 864



1865

TRANSATLANTIC MAIL

FRANCE TO U.S.  
Rate of May 1864

BRITISH PACKET  
R.M.S. Canada



January 4, 1865. Letter paid at the 80 centimes rate (equivalent to 15¢ U.S.) by stamp cancelled by "3174", large numbers French Bureau canceller assigned to La Rochelle. Writer's directional endorsement routed it to steamer leaving Liverpool Jan. 7, 1865. The R.M.S. Canada (Cunard) sailed from Liverpool Jan. 7, 1865.



3



Letter marked with a 3¢ credit to U.S. for her inland postage. French kept balance of 12¢ for French Inland and British transatlantic.

Jan. 26, 1865. Records show that the Canada arrived at Boston Jan. 22, 1865. Mail bulked to Philadelphia where this mark was struck. "15" restates that 15¢ (or 80 centimes) had been prepaid.



1865

LOUISVILLE, KENTUCKY TO FRANCE VIA N.Y. & SOUTHAMPTON  
AMERICAN PACKET S.S. Saxonia  
HAMBURG AMERICAN LINE



February 25, 1865. Letter paid at Louisville by a 3¢ and a 12¢ Issue of 1861, for the 15¢ Act of April 1, 1857, rate per ¼-oz. to France.



March 4. Transit at New York. The N.Y. Exchange Office credited France with 4¢ French Inland + 2¢ British Transit = 6¢. U.S. retained 6¢ Sea (U.S. Packet) + 3¢ U.S. Inland = 9¢.

N.Y. Times: Sailed March 4, Steamship Saxonia (Hamb.,) for Hamburg via Southampton.

March 18. Saxonia had touched at Southampton to land the British and French mails. French mail forwarded in closed bags to Le Havre.



S. 1795



This octagonal red arrival mark at Havre was reserved for mail from the United States by way of Southampton: ET. UNIS SERV. AM. V. A. (voie Angleterre). A similar octagon ET. UNIS SERV. AM. D (Direct) was struck in blue for mail arriving at Havre directly.



1865

TRANSATLANTIC MAIL

FRANCE TO U.S.  
Rate of May 1864

BRITISH PACKET  
R.M.S. Scotia



April 20, 1865. Letter paid at the 80 centimes rate (15¢ U.S.) per 7½ grams (¼-oz.). Gross Chiffres "532" of Bordeaux cancels the stamp.

April 20-21. Transit backstamps struck aboard the trains Bordeaux to Paris and Paris to Calais. The circular center indicates a night train and octagonal a day train. Brigade C handled mail in each case.

PD

3

80c. stamp paid the letter to destination and the "3" credits U.S. with 3¢ U.S. Inland. Balance

of 12¢ retained by France for French Inland and British sea and transit. Directional endorsement specified "English Steamer Scotia via Queenstown". The Scotia left Liverpool April 22, 1865 and called at Queenstown en route to N.Y.



May 3. The Scotia arrived at New York May 2. Mail bulked to Philadelphia where arrival cds restates that equivalent to 15¢ had been prepaid.



1866

TRANSATLANTIC MAIL  
FRANCE TO U.S. VIA BRITISH PACKET

R.M.S. Persia

CUNARD LINE



PD

3.

May 17, 1866. 30 centimes (15¢ U.S.) treaty rate paid by a copy of the Issue of 1862, cancelled by Star No. 8 of Rue D'Antin. The April 1, 1857 rate was broken down: 12¢ Sea, French and British Transit and 3¢ U.S. Inland. This red "3" credits U.S. with her 3¢ Inland postage.

May 19. Persia of the Cunard Line departed from Liverpool and picked up this letter at Queenstown on the 20th.

May 29. Persia arrived at New York.



May 30. Mail bulked to Boston where the BOSTON BR. PKT. mark was struck. On the reverse appears the extremely scarce boxed "RECEIVED/MAY 30/AT BOSTON MASS." mark.

B.713

RECEIVED  
MAY 30  
AT BOSTON MASS.

B.2239

1868

PACKET LETTERS  
TRANSATLANTIC MAIL

RATE OF MAY 1864

ROUTES - FRANCE TO U.S.

VIA SOUTHAMPTON



3 9.

Jan. 27, 1868. Paris c.d.s. and Paris Star "11" of Rue St. Honore cancels 80 centimes rate of May 1864 for 7½ grams.

Letter routed via Southampton. French marked "Paid to Destination", and credited 3¢ to U.S. for domestic postage.



Feb. 12, 1868. Letter incoming at New York and marked paid per British Packet.



1867

PACKET LETTERS  
TRANSATLANTIC MAIL  
ROUTES - FRANCE TO U.S. VIA LIVERPOOL



Feb. 18, 1867. Letter posted at Ministere des Finances, Paris. 80 centimes rate cancelled by the Paris Star "35" of the Ministere des Finances office.

PD

9.

French marked letter "PD" or "Paid to Destination" and credited the United States with 9¢ for domestic and ocean voyage, Transatlantic by American Packet.

March 6, 1867. Arrived at New York Steamship City of Antwerp, Mirehouse, Liverpool Feb. 20, Queenstown 21st, with mdse and 640 passengers to John G. Dale. Has had strong westerly winds most of the passage.

Single letter Treaty of April 1, 1857, rate (80 centimes or 15¢) was divided: U.S. Inland 3¢, Sea 6¢, British Transit 2¢, French Inland 4¢ = 15¢ total. City of Antwerp, Inman Line, was a U.S. Packet, so U.S. got 3¢ U.S. Inland + 6¢ Sea = 9¢.

1867

TRANSATLANTIC MAIL

U.S. TO FRANCE  
CUNARD LINE

U.S.-French Postal Convention of 1857

R.M.S. Cuba

The Convention of March 2, 1857, set an International rate via England of 15¢ per 7½ grams (¼-oz.). This was divided:

U.S. Inland (U.S.-French Convention)	3¢ = Debit to England
Sea (Anglo-French Convention)	6
Transit (Anglo-French Convention)	2
French Inland (residual of rate)	4
	<u>15¢.</u>



15



May 6, 1867. An unpaid letter posted at Gardiner, Maine. The Convention rate was noted in manuscript as "15". Letter is addressed to N.K. Chadwick c/o Norton & Co., Paris. The latter acted as poste restante (General Delivery) in Paris.

May 8. Transit mark at Boston. The Exchange Office there debited Britain for 3¢ U.S. Inland. Britain and France would settle up for the balance of the rate to be collected, which would be 12¢ after remitting the 3¢ to the U.S.

May 8. R.M.S. Cuba of the Cunard Line departed from Boston for Liverpool.

May 17. Cuba arrived at Queenstown.

May 19. French entry mark, mail from the U.S. BRIT. SERV. via Calais. Paris arrival backstamp. 8 decimes due, equivalent to 15¢ U.S.,



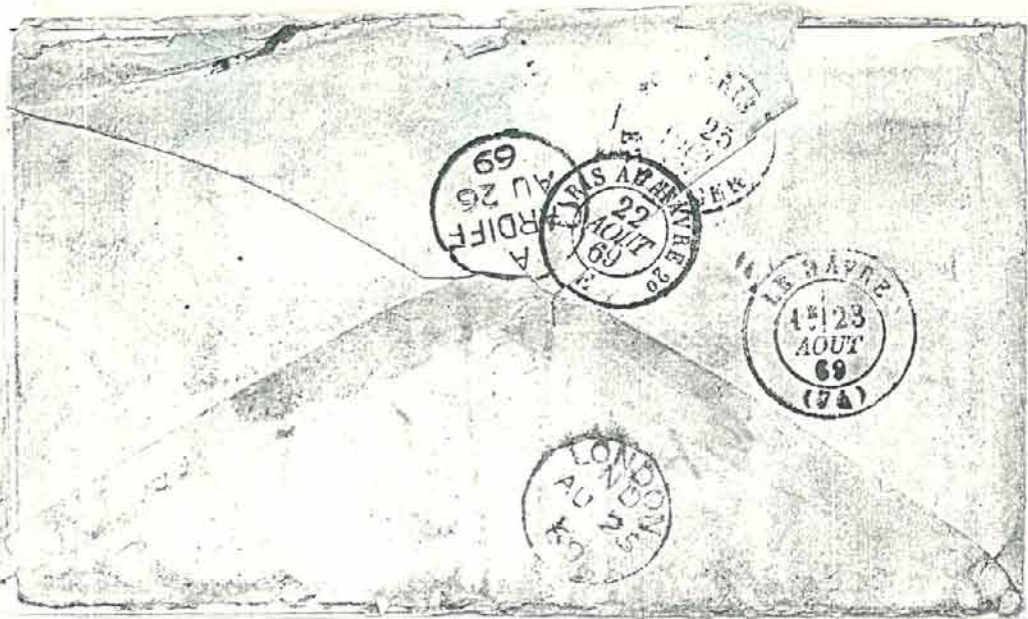


1869

U. S. TO FRANCE, FORWARDED TO BRITAIN

HAPAG: S.S. Germania, wrecked on eastbound passage

S.S. Cimbria, carried Germania's mails Newfoundland to France



1869

Hamburg - American Line : The wreck of the S.S. Germania



August 2, 1869. This letter was posted paid at Richmond, Maine. Payment was at double the 15¢ rate to France for a letter over ¼-oz., but not over ½-oz. Payment was either by a pair of the 15¢ Issue of 1866 (Sc. 77) or by a single copy of the 30¢ Issue of 1861 (Sc. 71), most likely the former. It is endorsed: via New York. The year date in the inverted position is in error (1866).

August 3. Letter was in transit at New York where France was credited for her inland postage at 3¢ x 2 = 6¢, her portion of the double direct steamer rate to France. U.S. retained 9¢ Sea (American Packet) + 3¢ U.S. Inland = 12¢ x 2 = 24¢.

August 3. S.S. Germania of the Hamburg-American Line departed from N.Y. for Havre via Plymouth, England. On August 7 near Cape Race, Newfoundland she encountered dense fog and went ashore on the rocks at Seal's Cove in Trepassey Bay at 5 A.M. Fortunately, all passengers and crew were saved and brought to St. John's. The mails were later saved, although damaged by sea water. The steamer Cleopatra was also lost at the same time in the same vicinity, also with no loss of life.

August 10. The S.S. Cimbria, also of HAPAG, departed from New York and called at St. John's on August 14 for Germania's crew, passengers and 80 sacks of sea-soaked mail that had been salvaged from the otherwise total loss wreck.



August 21. Cimbria arrived at Plymouth early in the day and the British mails went by special train at 6:10 A.M. to London for salvage work. Cimbria kept the French mails aboard and arrived at Cherbourg later on Aug. 21 and Havre on Aug. 22. The Cherbourg mails were routed through Paris.



Even though the stamps had been soaked off this letter, the French post office accepted it as being paid, particularly as it was marked PAID in the New York Exchange Officemark, and they had received their 6¢ credit.



August 22. Paris to LeHavre T.P.O. backstamp, night train (circular center), 2nd. Section. Brigade E handled the mail.

August 23. Arrival backstamp at LeHavre, letter delivered c/o/the American Consul. The Consul re-directed the letter to the American Consul at Cardiff, Wales, the present location of Capt. Goodwin of the St. James.



August 25. Paris ETRANGER (foreign) and London transit backstamps.

August 26. Cardiff arrival backstamp. The British charged forwarded letter from France at the British Inland rates of 1d. paid, 2d. unpaid. This letter was treated as an unpaid double letter at 2d. x 2 = 4d., shown in manuscript.





### DISASTERS AT SEA.

#### Wreck of the Hamburg Steamship Germania Off Newfoundland.

#### LOSS OF THE STEAMSHIP CLEOPATRA.

#### The Passengers and Crew of Both Vessels Saved.

#### The San Jacinto Aground Off the Virginia Coast.

Telegrams from Halifax, received last evening, announce the destruction of the ocean steamer *Germania*, belonging to the Hamburg and American Packet Company, and also the steamer *Cleopatra*, from Montreal bound for London, off the coast of Newfoundland. The former was lost on Saturday last, and the latter early Sunday morning. Both are a total wreck. The cause of the disasters was a dense fog that prevailed on the coast, and which seems to have been productive of numerous wrecks besides those of the steamers above named. The following are the dispatches:

Mr. R. PROWSE, the Prussian Consul at St. Johns, N. F., has dispatched the following message to the agents of the Hamburg-American line in this City:

St. Johns, N. F., Aug. 10.

The steamship *Germania* is a total loss at Trepassay, off this coast. The passengers and crew are saved. A steamer has been sent there to bring them to this port.

St. Johns, N. F., Aug. 10.

The passengers and crew were successfully landed at Trepassay, and a tug has gone to their assistance.

St. Johns, N. F., Monday, Aug. 10.

The steamer *Cleopatra*, Captain DONALD, from Montreal bound to London, was totally lost near Trepassay on Sunday evening. The passengers and crew were all saved, and have arrived at this port.

St. John, N. F., Tuesday, Aug. 10.

The steamer *Germania* went ashore Saturday morning at 5 o'clock, on the rocks, in Seal's Cove, Trepassay Bay. A dense fog prevailed at the time, which broke away almost immediately after the vessel struck. The passengers had barely time to save their lives. A heavy sea was running at the time. The Government has dispatched a tug to render assistance. A French gunboat has just arrived here with 200 of the *Germania's* passengers. All are well.

St. Johns, N. F., Tuesday, Aug. 10.

The steamer *Cleopatra* is a total wreck. She struck on the rocks in Trepassay Bay on Saturday evening last, about four miles from the steamer *Germania*. The passengers and crew are all saved, and arrived here in open boats today. A dense fog has prevailed on the coast for the last three weeks. News is received of vessels wrecked on all parts of the island.

**NAMES OF THE PASSENGERS OF THE GERMANIA.**  
The following are the names of the cabin passengers who sailed on the *Germania*:

Thomas Nickerson and lady and two Misses Nickerson, Boston; H. LAKE, Regensburg; Orson E. St. John, Mrs. P. Jane Parker, Cleveland; Miss Emma P. Parker, Boston; John H. Wilson, Chicago; Edward Vallette, Marselles, France; D. Stearns Godfrey, Milford, Mass.; J. G. Hagmann, Valparaiso, Chili; A. G. del Valle, Havana; H. J. Wardon, wife, children, and servant, Mrs. A. Roelker, Charles Lucas, wife and child, New-York; Captain Ehrhard, Germany; William Simons, Kaluznowo, Mich.; William Kolandson, Brooklyn, N. Y.; Christ. Nannenknapp and wife, New-York; Raphael Goldring, Glen Falls, N. Y.; Ignaz Hoffmann, New-Orleans, La.; C. J. Woeller, Chas. J. Bender, Anton Miller, Herman Wiegand, J. Richard and Fred. Hess, New-York; Louis Brockman, Dubuque, Iowa; B. Adoue, Galveston, Texas; Mrs. Jacobine Beck and child, and Caroline Groll, New-York; and others in the steerage.

**CARGO OF THE GERMANIA.**  
The following embraces the cargo of the *Germania* taken in at this port: \$75,000 in specie, 47,487 pounds bacon, 100 barrels beef, 351 cases sewing machines, 62 cases tobacco, 7 hogheads tobacco, 2 bales furs, 9 boxes clocks, 26 barrels razors, 4,300 boxes extract, 52 casks asphaltum, 1,385 barrels tannin, 41 bags walnuts, 7 packages pumps, 2 barrels skates, 6 packages brass, 338,271 pounds tallow, 37,500 pound grease—total value of cargo, \$101,261.

So far as could be ascertained, the largest part of the cargo was insured in European companies.

**DESCRIPTION OF THE VESSEL.**  
The steamer *Germania* belonged to the Hamburg and American Packet Company, and was commanded by Captain H. E. KIER, S. H. SCHENCKERS. She was built at Greenock, Scotland, in 1863, being constructed of iron. She was a first-class three-decked vessel, of 2,718 tons, with 600 power engines. Her dimensions were: Length, 318 feet; breadth, 41 feet; depth of hold, 26 feet 9 inches. She carried a crew of 120 seamen. It is believed that the *Germania* is entirely insured in foreign companies, and that her loss will not pecuniarily affect any companies in this country.

**THE CLEOPATRA.**  
This iron steamer was constructed at Sunderland in 1865, and was classed as a first-rate vessel. She was owned by TEMPERLY & CO., of London, and was commanded by Captain W. DONALD. She had two decks and beams, and was registered at 967 tons. Her length was 221 feet; breadth, 30 feet 5 inches; depth of hold, 14 feet 8 inches. It is doubtful if she carried any considerable amount of cargo, there being very little goods shipped at this season of the year.

**ANOTHER DISASTER—THE STEAMER SAN JACINTO ASHORE.**

The following dispatch was received from Norfolk:

NORFOLK, Va., Tuesday, Aug. 10.  
The steamer *San Jacinto*, Captain ATKINS, from New-York for Savannah, Ga., went ashore on Body's Island at 2 o'clock on the morning of the 9th instant. The passengers and crew are safe. If the weather holds good she will probably get off in a few days.

**DESCRIPTION OF THE SAN JACINTO.**  
The *San Jacinto* was built at Wilmington in 1860. Her owners were GARRISON & ALLEN, of this City. She was an iron vessel of 1,313 tons, and had three decks. Her dimensions were as follows: Length, 220 feet; breadth, 33 feet; depth of hold, 22 feet. She was commanded by Captain J. ATKINS.

The Atlantic Submarine Wrecking Company have dispatched Captain WATKINS, agent of the Company, with steamer *Fankee*, and a large force of divers and men, and steam pumps, anchors, cables, &c., to the assistance of steamer *San Jacinto*, ashore on Body Island, N. C.

**Union Republican Central Committee.**  
The most important meeting yet held of the Union Republican Central Committee, a new organization formed to supersede both the present Republican General Committee, was held last evening at the Everett Rooms, corner of Broadway and Thirty-fourth-street, with EDGAR KETCHUM Chairman, and JOHN J. O'BRIEN, Secretary. The meeting, which was largely attended, was mainly occupied with the consideration and adoption of a proposed constitution offered by a Committee appointed at the last meeting to draft the same. The several articles were debated and adopted *seriatim*, and the main points of the instrument as finally adopted are as follows: The name of the organization is declared to be the Union Republican Central Committee of the City and County of New-York. The membership is to number 168, apportioned *pro rata* among the Assembly Districts. The officers are to be, a President, two Vice-Presidents, two Secretaries and a Treasurer, all chosen annually by ballot. The Standing Committees are Executive, Finance and Corresponding Committees, a Committee on Resolutions and a Printing Committee. Three successive absences from any Standing Committee forfeits membership upon said Committee. The meetings of the Central Committee shall be held on the second Wednesday of each month. The District Associations shall meet monthly at convenient times and places. Thirty members

horses and equipages. The favorites of last evening's pool were thrown entirely in the shade, and a great deal of money changed hands on the result of the first race, for a purse of \$1,000, for horses that have never beaten three minutes in harness or wagon; \$600 to first horse, \$300 to second, and \$100 to third. Five horses entered.

**SUMMARY**

Grey Hawk	1	1
Ella Elwood	2	2
Norwood	3	3
Mary P. Barnum	4	4
Fuller Brown	5	5

Time—2:34, 2:41, 2:48.

**SECOND RACE**—For a purse of \$2,000, for horses that have never beaten 2:34, in harness or wagon; \$1,100 to first horse, \$600 to second, and \$300 to third. Nine horses entered.

**SUMMARY**

Henry	1	1
Lydia Thompson	2	2
W. Dutcher	3	3
Lizette	4	4
Frank	5	5
Tele Mathews	6	6
Grey Prince	7	7
Anthony Wayne	8	8

Time—2:27, 2:27 1/2, 2:28 1/2.

There was a very large attendance at the pool selling to-night, and business was heavy and brisk. In the 2:40 race for the \$1,500 purse, *St. Elmo* is the favorite by all odds. The remarkable speed exhibited to-day by *Henry* has caused the pools to sell without him. He carried three straight heats to-day without any apparent effort and made his mark. Another remarkable feature in the pool selling to-night is that of fourteen horses entered in the 2:29 race for the \$3,000 purse. There is no particular choice; all horses are selling at the same figure. Visitors are still arriving, and the interest in the trots increases.

### THE ECLIPSE.

#### Its Meteorological Effects as Observed in Central Park.

METEOROLOGICAL OBSERVATORY,  
CENTRAL PARK, NEW-YORK, AUG. 8, 1869.  
To the Commissioners of the Central Park:

GENTLEMEN: I have the honor to submit the following report of the meteorological effects of the eclipse of the sun which took place yesterday, Aug. 7, 1869. Time of commencement at New-York, five hours and twelve minutes. End, sunset.

The observations herein recorded were made with the self-registering instruments we have recently placed in the observatory of the Park. Those used on this occasion were, (1) thermometer; (2) barometer; (3) vane for direction of wind; (4) instrument for determining pressure of the wind; (5) instrument for determining its velocity. The two first give photographic registers, the other three are pencil machines. They were all in satisfactory working order. I have not thought it necessary to introduce herein the indications of the wet-bulb thermometer, as they do not bear upon the subject, though we have a complete record of them, nor of the blackened-bulb thermometer exposed to the sun, as the interruption of clouds rendered it useless.

A shadow or obscuration suddenly fell upon the earth. It covered several millions of square miles of surface. It extended from Eastern Russia across the North Pacific Ocean, spread over the whole continent of North America, and reached the North Atlantic. The zone of maximum darkness, about 140 miles in width—the path of the umbra—divided our continent almost symmetrically into a northeast and a southwest portion, giving therefore singular interest to any meteorological observations that might be made; an interest increased by the fact that there will be no total eclipse again here visible during the present century.

We might, perhaps, expect that an obscuration suddenly occurring over so vast an extent of the earth's surface must produce very striking meteorological effects. In all the over-shadowed region it must become colder, and the disturbance of temperature thus arising must produce currents in the air—changes in the winds. The chill in the atmosphere might even cause a condensation of moisture, the production of clouds, and perhaps eventually determine a fall of rain.

Here we have to make the important remark that some of these events would happen during the actual occurrence of the eclipse, others would follow in a succession that might occupy several subsequent days. A little reflection will satisfy us, that the consequences of a meteorological impression made in the centre of this continent, would not reach New-York until many hours, or even days, subsequently.

tion of a vibration, suddenly occurred. It remained stationary all night. Pressure of the Wind.—The pressure P. M. was at a maximum of 30.2 pounds on the square foot. At 10 P. M. it rose again to 1 1/2 pounds at 3:30 P. M. it exhibited a slight beginning it was 30.4 pound, at 4 P. M. it was 30.5 pound, and perceptible.

**Velocity of the Wind.**—From 9 A. M. the wind traveled 9 1/2 miles. In the hours of the eclipse its movement was 10 miles, its rate being less than at any other time of the day.

It may be instructive to compare the conditions of temperature which have prevailed with those of the corresponding preceding day; I therefore insert a table:

Hour	Aug. 6	Aug. 7
2 P. M.	61.50	61.50
3 P. M.	62	62
4 P. M.	62	62
5 P. M.	62	62
6 P. M.	62	62
7 P. M.	62	62
8 P. M.	62	62
9 P. M.	62	62
10 P. M.	62	62
11 P. M.	62	62

From this it appears that the temperature of the air during the eclipse in lowering the temperature, if comparison be made with the temperature of the preceding day; and it is a curious remark as regards the temperature, though its temperature were on an average than seven degrees higher.

The facts presented in this report fore, satisfy us, that very extensive changes of the earth's surface and atmosphere short time occur, without being accompanied by any energetic meteorological effects. Before us there has been no great disturbance, no striking disturbance of the pressure, no tempest or tornado, no lightning. The physical phenomena recorded are only such as would be expected in special observations. Many days during the month have been marked by very extensive and much more than ordinary changes.

With this I close my report of the phenomena. In a few days I will submit those designated as of a general kind. All which is respectfully submitted.

DANIEL D. DUNN.

#### Probable Murder in Jersey City.

LEOPOLD HANSELWANDER, the man who was stabbed in the affray at No. 25 Avenue on Sunday night, a notice of which has already been published in the paper, is at his residence in a very precarious condition, and grave fears are entertained of his recovery. The person who is supposed to be the assassin was arrested on Monday afternoon at the City Prison to await the result of the medical examination of HANSELWANDER'S injuries. CHARLES AUGER, who is supposed to be the assassin, was arrested yesterday morning on a charge of being an accomplice, and search is being made for others who are supposed to be connected with the affray. It is said, however, that the accused, as a man, was employed on a building in the street where, by an accident, HANSELWANDER'S was killed. It is said that HANSELWANDER charged with not having braced the building, thereby implying that he was liable for his brother's death, which terrified and caused him to answer in an affidavit from which arose the fight. The wound is attended by Dr. KIRSTEN, who sent him a certificate of his condition to Governor.

This is to certify that LEOPOLD HANSELWANDER is now lying dangerously ill from the effects of a wound produced by some sharp instrument penetrating the thoracic cavity, which resulted in an extravasation of blood, and his condition as very critical.

Upon the receipt of which the Governor proceeded to the residence of the assassin and took his deposition, which is to be filed in the company of four men, whose names are known to me. We were first in South Street, and me and SCHUMER came home in two or three places for me. He then said to the others: "Come on, I've him yet, for I will kill him before five o'clock this morning!" he and the others came about that I was in and had a drink; they went out, and I was going home, when a man made a dash at me, and I



1869

U. S. TO FRANCE, FORWARDED TO CARDIFF, WALES  
HAPAG S.S. Cimbria

The direct mail rate to France, effective Jan. 9, 1869 to Dec. 31, 1869, was apportioned:

French Inland	3¢		
U.S. Packet	9¢	)	= 12¢ debit to France
U.S. Inland	3¢	)	
	15¢		



30



August 7, 1869. An unpaid letter posted at Richmond, Maine and double the 15¢ rate noted as "30" (¢) in manuscript. These rates were per 1/4-oz., thus this letter weighed over 1/4, not over 1/2-oz.

August 10. Letter in transit at New York where the Exchange Office debited France for 24¢ as a double weight letter. S.S. Cimbria of the Hamburg-American Line departed from N.Y. She arrived at Plymouth and Cherbourg on August 21.



16



August 22. Arrival mark at Cherbourg where the letter was rated at 16 decimes, equivalent to 30¢ U.S., arrival backstamp at Havre August 23. It was addressed to Mrs. Samuel R. Goodwin, care of the American Consul at Havre. She was the wife of the master of the ship St. James. This vessel had moved to Cardiff, Wales, so the Consul forwarded the letter.



August 24. Letter back into the mail at Le Havre, backstamp. It arrived at London August 25, backstamp.

BRITISH FOREIGN 1/4

4



The 1856 Postal Convention between Great Britain and France allowed for redirected letters to be debited the amount which would have been collected in the first country. France was entitled to 16 decimes (equivalent to 16d. sterling) on this letter, hence the FOREIGN 1/4. The British Inland rate of 2d. for an unpaid letter was double at 4d., total 1/8 shown in manuscript.



1869

U. S. TO FRANCE, FORWARDED TO CARDIFF, WALES  
HAPAG S. S. Hammonia II

The direct mail rate to France, effective Jan. 9, 1869 to Dec. 31, 1869, was apportioned:

French Inland	3¢		
U.S. Packet	9¢	)	
U.S. Inland	3¢	)	= 12¢ debit to France
	15¢		



August 23, 1869. An unpaid letter posted at Richmond, Maine with the 15¢ rate noted in pencil as "15". These rates were per 1/4-oz.

August 24. Transit at New York where the Exchange Office erroneously debited France for a "double" letter. The Hamburg-American Line S. S. Hammonia II departed from New York this date and arrived at Southampton September 4 and Cherbourg the 5th.

Sept. 5. Arrival mark at Cherbourg. Letter went via Paris, then on the Paris to Havre railway. It was charged 8 decimes, equivalent to 15¢ U.S., addressed to Mrs. Samuel R. Goodwin, care of the American Consul. She was aboard the ship St. James, now at Cardiff, Wales.

Sept. 6. Arrival at Havre, backstamp. The American Consul deleted his address and forwarded the letter.

Sept. 7. Transit at London, backstamp. The 1856 British-French Convention allowed for redirected letters to be debited the amount which would have been collected in the first country. France was entitled to 8 decimes, equivalent to 8d. sterling, hence the FOREIGN 8. The BRITISH portion was 2d., the normal British Inland postage for an unpaid letter. The total of 10d. is shown in manuscript "10".

Sept. 8. Cardiff arrival backstamp.



BRITISH FOREIGN 2 8



1869

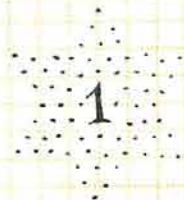
TRANSATLANTIC MAIL

FRANCE TO U.S. via England

Letter Rated by American Packet

INMAN LINE

S.S. City of Brooklyn



9.

October 26, 1869. Letter paid by two copies of the perforated Empire stamps, Issue of 1868, at 80 centimes per  $\frac{1}{4}$ -oz., thus letter not over  $\frac{1}{2}$ -oz. Exchange Office in error only credited this American Packet letter as a  $\frac{1}{4}$ -oz. (single) letter. Rate was broken down: 3¢ U.S. Inland, 6¢ Sea postage, 2¢ British transit and 4¢ French Inland = 15¢ (equivalent to 80 centimes per  $\frac{1}{4}$ -oz.). On this letter, U.S. got only 3¢ U.S. + 6¢ Sea = 9¢, should have received 9¢ x 2 = 18¢.

Stamps cancelled by the Paris Star No. 1 of Place de la Bourse.

Oct. 28. Inman Liner, S.S. City of Brooklyn, Brooks, departed Liverpool Oct. 28 and Queenstown the 29th.

Nov. 7. City of Brooklyn arrived at N.Y. with merchandise and 605 passengers to Jogn G. Dale.

Nov. 12. Docket notes letter received at New Orleans. Rate of 30¢ included delivery within U.S. to any part.



1866

TRANSATLANTIC MAIL

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

Depreciated Currency Marking Single Rate Letter

R.M.S. Persia

Rates of 1 April 1857 were 80 centimes per 7½ grams, equivalent to 15¢ U.S. per quarter ounce. This amount was apportioned:

	<u>Single</u>		<u>Double</u>
French Inland	3¢		6¢
Transatlantic	9 )	= 12¢	18
U.S. Domestic	3 )		6
	<u>15¢</u>		<u>30¢.</u>



Sept. 20, 1866. Unpaid letter at Marseille directed "via Queenstown", Irish port of call of the Cunard Liners one day out of L'pool.



Sept. 21. Backstamps. Day train indicated by octagonal center, Marseille to Paris (struck twice), Brigade A handled the mail. R.M.S. Persia sailed Sept. 22, 1866 from Liverpool, picked up this letter next day at her port of call at Queenstown, Ireland.

12

Exchange mark struck aboard ship giving France 12¢ (see above) for sea and French Inland.



October 6. Persia had arrived N.Y. Oct. 5. 15¢ rate due in hard currency. Amount in depreciated paper currency (U.S. Notes) was calculated each day, here at inflation of 15¢ gold = 22¢ notes.



1866

TRANSATLANTIC MAIL

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

Depreciated Currency Marking

Double Rate Letter

Rates of 1 April 1857 were 80 centimes per 7½ grams, equivalent to 15¢ U.S. per quarter-ounce. This amount was apportioned:

	<u>Single</u>	<u>Double</u>	
French Inland	3¢	6¢	
Transatlantic	9	18 )	= 24¢
U.S. Domestic	<u>3</u>	<u>6</u> )	
	15¢	30¢	



24

November 22, 1866. Unpaid at Paris, Rue St. Honore receiving date stamp, struck twice. Sender noted "voie d'Angleterre" or "via England".

U.S. was debited by British Exchange Office with 24¢ for transatlantic by British packet (Cunard) and French Inland, double rated letter (see above).



December 8, 1866. Letter incoming at New York aboard the Cunarder Scotia. 30¢ rate (see above) due in gold. Amount in depreciated currency (U.S. Notes) was calculated each day, here 30¢ Gold = 41¢ Notes.



1863

TRANSATLANTIC MAIL

FRANCE TO U.S. VIA GREAT BRITAIN, American Packet prepaid

Rates of 1 April 1857 were 80 centimes per 7½ grams, equivalent to 15¢ U.S. per ¼ oz. This amount was apportioned:

French Inland	4¢	} = 9¢ Credit to U.S.
Transit (British)	2	
Sea	6	
U.S. Inland	3	
	15¢	

532



PD

July 11, 1863. Letter posted at Bordeaux, and prepaid at the 80 centimes rate.



July 12, 1863. Paris transit.



9

French marked the letter with "9" of the early medieval script type handstamp showing 9¢ due U.S. as letter went by American packet transatlantic.



July 25, 1863. Transit mark at New York Exchange Office showing letter had arrived by American packet.

July 25, 1863. S.S. City of New York, Capt. Kennedy, arrived at N.Y. from Liverpool via Queenstown. Inman liner, 2360 tons, wrecked Mar. 29, 1864 on Daunt's Rock, Queenstown.

1865

PACKET LETTERS  
TRANSATLANTIC MAIL  
AMERICAN PACKETS - U. S. TO FRANCE

1st April 1857 Postal Treaty rate, 15¢ per ¼ oz. letter.



Prepaid postage 15¢.

5¢ brown, issue of  
1861 (Scott 76).  
10¢ yel. green, issue  
of 1861-62 (Sc.68).



New York Exchange Office  
mark showing credit due  
France of 6¢.

April 17, 1865.  
French Exchange  
Mark showing U.S.  
Mail, American  
packet service  
via Calais.



French "Paid to Destination"  
mark. Red mark shows routing  
via England.



1865

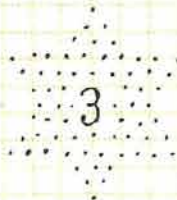
TRANSATLANTIC MAIL

FRANCE TO U.S. via England

Letter Rated by American Packet

INMAN LINE

S.S. City of London



PD

9



April 17, 1865. Letter paid by a perforated stamp of the Empire Issue of 1862 at the 80 centimes rate, equivalent to 15¢ U.S., rate effective April 1, 1857, including delivery within the U.S. Stamp cancelled by the Paris Star No. 3 of the Place de la Madeleine as also shown in the circular date stamp. As this letter went by American Packet, the U.S. was credited with 3¢ U.S. Inland Postage + 6¢ Sea Postage = 9¢ as shown by the "9" in medieval script. France retained 4¢ French Inland + 2¢ British transit = 6¢.

April 19. Steamship City of London of the Inman Line, Capt. Petrie, departed from Liverpool this date and Queenstown the 20th at 1 P.M.

April 30. City of London arrived at New York with merchandise and 905 passengers to John G. Dale. N.Y. Times, "April 26th lat 47 lon 41 50 passed a large lump of ice; 29th 146 mi. East of Sandy Hook, passed steamer City of Limerick, thence for L'pool."

Upon arrival letter was struck with this AM.PKT. mark (erroneously dated "1863") to justify the 6¢ American Packet debit to France included in the 9¢ described above. Letters usually showed the "Am. Service" lozenge in red for this purpose. This is letter No. 3 (mss. note) out of a 1865 correspondence.





1867

TRANSATLANTIC MAIL

U.S. TO FRANCE

U.S.-French Postal Convention of 1857

INMAN LINE

S.S. City of Paris

This Convention of March 2, 1857, set an International rate via England of 15¢ per 7½ grams (¼-oz.). This was divided:

U.S. Inland (U.S. French Convention)	3¢
Sea (Anglo-French Convention)	6
Transit (Anglo-French Convention)	2
French Inland (residual of rate)	4
	<hr/> 15¢.



July 16, 1867. Letter paid at Troy, N.Y. at the 1857 rate by the 15¢ Lincoln, Issue of 1866.

July 18. Cover transit at New York. There the Exchange Office credited France with 2¢ British Transit + 4¢ French Inland = 6¢, shown at the base of the date stamp. U.S. retained 6¢ Sea (Am. Pkt.) + 3¢ Inland = 9¢.

July 20. S.S. City of Paris, Inman Line departed from New York. She arrived at Queenstown July 29, where this letter went ashore, then on to Liverpool where she arrived the 30th.

July 31. French entry mark (T.P.O.) at Calais to Paris day train (octagonal center). French marked letter PD = Payee au Destination.





1868

TRANSATLANTIC MAIL

FRANCE TO U.S. VIA BRITAIN

Rate of April 1, 1857

R.M.S. Russia

CUNARD LINE

The Convention of April 1857 between U.S. and France was effective to Dec. 31, 1869. Rates by British Packets of the Cunard, Allan and Galway Lines gave 12¢ to France and 3¢ to U.S., total 15¢ or 80 centimes. From Jan. 1, 1868, all Convention mails were carried Eastward to England by American Packets and all Westbound from England by British Packet.

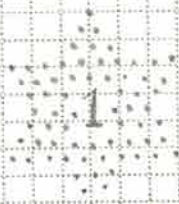


January 14, 1868. Paid letter, 80 centimes, posted at Paris Place de la Bourse, where pair of the Issue of 1862 adhesives were cancelled by the Star No. 1 of Place de la Bourse.

January 18. R.M.S. Russia departed from Liverpool for N.Y. via Queenstown.

N.Y. Times: Arrived N.Y. Jan. 29. Steam-ship Russia (Br.,) Cook, Liverpool Jan. 18 and Queenstown 19th with mdse and 85 passengers to E. Cunard. Jan. 18, 4:25 P.M. off Bell Buoy passed steamer Scotia bound in, 28th 1:40 A.M. lat 43 24 lon 17 4 exchanged signals with a National steamer, bound E.

"PAID ALL" letter was credited with 3¢ to U.S. for internal postage. Prepayment in Paris included carriage to New Orleans from New York.



3





1869

TRANSATLANTIC MAIL

FRANCE TO U.S. VIA BRITAIN

Rate of April 1, 1857

R.M.S. Russia

CUNARD LINE

The Convention of April 1857 between U.S. and France was effective to Dec. 31, 1869. Rates by British Packets of the Cunard, Allan & Galway Lines gave 12¢ to France and 3¢ to the U.S. From Jan. 1, 1868, all Convention mails were carried Eastbound to England by American Packet and all Westbound from England by British Packet.



2145



PD

January 21, 1869. Letter paid at Lyon, France at 80 centimes, equivalent to the 15¢ U.S. rate. Cancellation by "2145", gross chiffres of Lyon. Letter is endorsed "per Steamer via Kingstown", which refers to the route through Britain, Holyhead to Kingstown, Ireland, the Irish Sea port of Dublin. Mail then went on to Queenstown (Cork) to meet the Cunard steamers.

January 22. Lyon to Paris rail sorting car transit backstamp. Circular center indicates this was a night train.

January 23. R.M.S. Russia departed from Liverpool, picked up the U.S. bound mails at Queenstown Jan. 24.

February 5. Russia arrived at New York. U.S. credited for 3¢ U.S. Inland.

3.





1869

TRANSATLANTIC MAIL  
AMERICAN PACKET - U.S. TO FRANCE VIA ENGLAND  
DOUBLE-RATE LETTER



August 6, 1869. Letter posted at Houston, Texas for France. Double rate (15x2) of 30¢ prepaid by strip of 3 of the grilled Scott #96.

August 12. New York Exchange Office mark showing a credit to France of 12¢ (6¢x2) for a double rated letter to be conveyed to England by an American Packet.



August 23. French ambulant office at Calais.



1869

PACKET LETTERS  
TRANSATLANTIC MAIL  
AMERICAN PACKET-U.S. TO FRANCE UNPAID



May 25, 1869. U.S.  
Exchange Office un-  
paid transit. "12" is  
U.S. debit to France  
for 9¢ sea and 3¢  
U.S. Inland postage.

June 5, 1869.  
Cherbourg receipt  
mark.(see below)

French "due" mark  
of 8 decimes for single  
letter rate, i.e., 15¢

SHORT PAID

Backstamp: Indicates that postage  
of less than 15¢ prepaid. Prepayments of  
less than 15¢ were not recognized, and such  
letters were sent as unpaid.

Unpaid letter sent by American packet direct to France in  
French mail at the 15¢ per 1/4 oz. rate. The Cherbourg marking  
indicates that it went by a ship of the Hamburg-American Line  
from New York direct to Cherbourg. This line was under  
contract to the U.S.P.O.D. for conveyance of mail to South-  
ampton and Cherbourg.



1870

PACKET LETTERS  
TRANSATLANTIC MAIL

FRANCE TO U.S. - Rate of December 1869.

BRITISH PACKET

70 Centimes per 10 grams

By imperial decree of 22 December 1869 and 31 January 1870, a rate of 70 centimes per 10 grams was set for letters posted in France addressed to the U.S. and sent via England. Prepayment was compulsory, and G.B. forwarded these letters to the U.S. under the terms of the U.S.-British Convention of 7-24 November 1868, and credited the U.S. with 2¢ per half ounce.



Par Steamer  
Pr les États-Unis

Feb. 9, 1870. Letter posted pre-paid with 70 centimes rate. Adhesives cancelled by Paris star No. 3 of Place de la Madeleine.

Munroe & Co. marked letter to go by steamer for the U.S. (See same marking on 1864 cover).

PD

2 CENTS



France marked mail "Paid to Destination", and British with 2¢ credit to the U.S. (see above).

Feb. 10, 1870. London transit. Feb. 23, 1870. Boston receipt.



1870

FRANCE TO U.S.

Rates of January 1870-August 1871 70 centimes per 10 grams

CUNARD LINE

R.M.S. Java

Effective January 1, 1870, mail from France to the U.S. was charged at 70 centimes per 10 grams, prepayment compulsory, forwarded via England under terms of the U.S.-British Convention of 7-24 November 1868. The U.S. was credited with 2¢ per half ounce. In August 1871, the French rate was increased to 1 franc 20 centimes.



June 30, 1870. Letter posted at La Rochelle, France to Philadelphia via England. It was subject to the 70 centimes rate per 10 grams (see above), overpaid 10 centimes by the use of the 80 cent. stamp, Issue of 1868. Gros chiffres obliterator "3174" of Rochelle. Paid to destination.



2 CENTS

July 1. Transit at London. Per Article XV of the Convention of 7-24 Nov. 1868, "The British Post Office shall account to the U.S. Post Office for the sum of 2 cents upon every single paid letter sent through the U.K. in ordinary mails addressed to the United States."

July 2. R.M.S. Java departed Liverpool and touched at Queenstown the 3rd where this letter went aboard.



July 13. Java arrived at New York and mails bulked to Philadelphia. Receiving backstamp at Philadelphia, 6 P.M.



1870

4¢ RATE TO FRANCE

UNPAID LETTER - OPEN MAIL VIA ENGLAND

NORTH GERMAN LLOYD

S.S. Rhein

The U.S.-France Convention of 1857 expired on December 31, 1869. Beginning on January 1, 1870, the U.S. was no longer able to send the mails to France in closed bags through England, but again had to revert to the British open mails for all letters not sent directly to France (Chronicle 143, Vol. 41, No. 2, pg. 137.)

The concurrent January 1, 1870 U.S.-British convention established the ordinary open mail rate to France through England at 2¢ U.S. internal postage, 2¢ Sea postage per ½-oz., total 4¢. The unpaid mail rate paid the letter only to England, which was debited 4¢.

For only the first 3 months in 1870 the French collected 50 centimes (5 decimes) for British-French postage which was 1f. 20 centimes per 30 grams, bulk postage. A special accountancy mark was prepared, GB/Art. 38, to indicate totally unpaid letters. Only 15 of these marks have been recorded.



February 11, 1870. A letter posted unpaid at Boston. The sender was curious as to the ultimate cost as he notes at left, "Write me what postage you pay. I pay none." Britain was debited 4¢ in blue manuscript.

February 12. S.S. Rhein of the NGL departed from New York, arrived at Southampton February 22. London transit backstamp February 23. Letter was forwarded to France under Article 38 of the way-bill.

February 24. French entry mark at Calais and transit backstamp (T.P.O.) Paris to Bordeaux.

February 25. Pau arrival backstamp. Letter subject to a collect rate of 5 decimes (50 centimes).



1870

4¢ RATE TO FRANCE

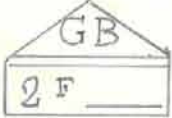
UNPAID LETTER - OPEN MAIL VIA ENGLAND

GUION LINE

S.S. Manhattan

Under existing Franco-British convention rates, unpaid letters from England to France were exchanged at 1F 20 centimes per 30 grams bulk rate. In addition, since England had to reimburse the U.S. an additional 4¢ per single rated letter (i.e., 80 centime per 30 grams), England's total debit to France should have been 2 Franc per 30 grams. By April 1870, this 2F./30 gm. exchange rate was established for totally unpaid letters from the U.S. to France. Thus, the use of the G.B./Art. 38 accountancy mark was discontinued and the GB/2F mark substituted. The French collect advanced from 5 decimes to 8 decimes to correct this former deficiency.

March 29, 1870. Letter posted unpaid at Boston, marked 4¢ debit to England. It went on to New York to meet the March 30 sailing of the Guion Line's S.S. Manhattan from that port. This is a very early sailing under the 2 Franc rate. A cover under this rate used on March 23, 1870, has been recorded.



8

SHORT PAID

April 11. Manhattan arrived at Queenstown, transit backstamp at London on April 13. London struck the GB/2F accountancy mark showing 2 Franc per 30 grams bulk was due from France, then forwarded the letter to France.

April 14. French entry mark, Ambulant (RR) at Calais.

April 14. Arrival backstamp at Paris. Recipient was charged 8 decimes to pay the French internal postage plus the credit to England.

Letter was backstamped "SHORT PAID" by the poste restante agent Munroe & Co., Paris. This non-postal marking was to indicate a payment was due from the recipient.



1870

4¢ RATE TO FRANCE

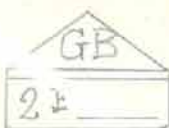
UNPAID LETTER - OPEN MAIL VIA ENGLAND

HAPAG

S.S. Allemania

An early letter sent under the revised accountancy between Britain and France to charge for the 4¢ per single letter debited to England by the United States. This new charge resulted in an increase from 5 decimes to 8 decimes per 7½ grams (¼-oz.). This change occurred about April 1, 1870, so this letter is an example from the first month of the rate.

April 12, 1870. An unpaid letter posted at New York. It weighed between 7½ and 15 grams, so England was debited 8¢ for a double 4¢ rate letter. The S.S. Allemania of the Hamburg-American Line (HAPAG) departed from New York this day.



April 24. Allemania arrived at Plymouth, letter in transit at London on April 25, backstamp. The GB/2F "tray mark" was struck at London indicating the bulk charge of 2 Francs per 30 grams was due from France.



2

April 25. French entry mark, Ambulant (railway T.P.O.) at Calais. French marked "2" at upper left to indicate a double rate and stamped "16" (decimes) to pay the French internal postage plus the credit due England for a double weight letter.

Munroe & Co., bankers and forwarding agents, marked "SHORT PAID" on the reverse to show a debit to Mrs. Edwin H. Abbot's account. She was a tourist in France and used the firm as a poste restante (general delivery).

16

SHORT PAID



1871

TRANSATLANTIC MAIL  
- U.S. TO FRANCE

The 4¢ Rate to France.

January 1, 1870 - A 4¢ rate prepaid the carriage of one-half ounce to the British frontier (the U.S. internal rate of 2¢ plus sea postage of 2¢). Britain would then forward the letter to France under their postal treaty. France, in turn, would collect from the addressee at the rate of 5 decimes (about 10¢) for each 7½ grams or fraction. France would credit Britain 40 centimes for forwarding the letter.



Feb. 13, 1871. Letter posted at New Orleans, 4¢ rate to British frontier (see above). Letter marked "via England".

Feb. 17, 1871. New York Foreign Mail Department transit stamp.

British "Paid" transit mark.



Backstamp:  
Mar. 3.  
London  
transit.



Backstamp:  
Mar. 6, 1871. Creon, France receipt mark. This letter does not bear a French charge mark. Probably it arrived in a bundle for this firm and fee was collected for all letters in the packet.



1871

4¢ Rate to France

UNPAID LETTER - OPEN MAIL VIA ENGLAND

CUNARD LINE

R.M.S. Russia

As of January 1, 1870, the U.S.-French Convention of 1857 rates lapsed. Closed Mail could no longer be sent from the U.S. to France via Britain. Letters in the Open Mail via England were treated as by American Packet when eastbound. As of January 1, 1868, the U.S. and Britain had agreed that all eastbound mail, regardless of the steamship conveying, would be considered as if by "American Packet" and all mail conveyed westbound would be by "British Packet."

With this arrangement, on mail to France the U.S. claimed 2¢ sea postage + 2¢ U.S. Inland = 4¢. Letters were then sent on to France where the British and French settled up between themselves.



June 15, 1871. Unpaid letter posted at New Orleans.

June 20. Transit at New York where the Exchange Office noted "2" in blue, i.e. a double letter. Britain was debited for the 4¢ rate x 2 = 8¢, shown in blue crayon.

June 21. R.M.S. Russia, Cunard Line, departed from N.Y., she arrived at Queenstown June 30.

July 1. Transit backstamp at London. where the GR/2F accountancy mark was struck showing France owed Great Britain 2 francs bulk charge per 30 grams. Same day entry mark at Calais, ambulant (T.P.O.)



July 2. Paris Gare du Nord and Montpelliere arrival backstamps. Letter rated double the 8 decimes rate (over 7½, not over 15 grams) = 16 decimes due, shown by the handstamp "16".



1871

4¢ RATE TO FRANCE

UNPAID LETTER - OPEN MAIL VIA ENGLAND

CUNARD LINE

R.M.S. Cuba



June 27, 1871. An unpaid letter to France posted by Adams & Taylor, 115 Broad St., Boston. It was subject to the January 1, 1870 to August 1874 rate of 4¢ to the British frontier (U.S. 2¢ + 2¢ Sea Postage). France then collected 8 decimes per 10 grams. The 4¢ is shown in blue crayon as a debit

to Britain.

June 28. R.M.S. Cuba of the Cunard Line departed from New York for Queenstown, as endorsed: Per Steamer "Cuba" from New York.

July 8. Cuba arrived at Queenstown.

July 10. London transit backstamp.

The "tray" or accountancy mark was struck at London. Britain forwarded such letters to France at a bulk charge of 2 francs per 30 grams.

July 11. French entry mark. Mail from England, Ambulant (R.R.) at Calais. 8 decimes (16¢ U.S.) due.

July 12. La Rochelle arrival backstamp.





1872

FRANCE TO U.S.

Rates of August 1871-August 1874. 1 franc 20 centimes per 10 grams  
CUNARD LINE R.M.S. Russia



4



September 27, 1872. This letter was posted at Rue d'Antin, Paris and the French post office accepted it as a single weight letter not over 10 grams as evidenced by the strip of 3 Ceres 40 centimes Issue of 1870 to total the single rate of 1 franc 20 centimes.

September 28. London transit. The London Exchange Office reweighed the letter and found it weighed over 15 grams (or over 1/2-oz.), thus was subject to the U.S.-British Convention of 7-24 November 1868 credit to the U.S. of 2¢ per 1/2-oz. for a paid letter transiting through Britain. As the weight was over 1/2-oz., a credit of 4¢ was allowed to the U.S.

September 28. R.M.S. Russia sailed from Liverpool this date, mail from Europe and Southern England went aboard at Queenstown the 29th.



October 9. Backstamp at Brooklyn. N.Y. Times, Wed. Oct. 9: Arrived steamship Russia (Br.,) Cook, Liverpool Sept. 28 via Queenstown 29th with mdse and 195 passengers to C.G. Francklyn.



1872

FRANCE TO U.S.

Rates Effective Sept. 1, 1871 - July 31, 1874 1 franc 20 centimes/10 gms.

NORTH GERMAN LLOYD

S.S. Hansa

This rate represents a large increase in French Inland rates by the French Assembly in August 1871. This was the "War Reparation Increase" by which funds for the Franco-Prussian War reparations were raised through higher French postal rates. A comparison of these rates, per 10 grams, is:

	Rates Jan. 1, 1870-Aug. 31, 1871	Reparation Rates
French Inland	20 centimes	70 centimes
British Transit	10 "	10 "
Packet	30 "	30 "
U.S. Inland	<u>10</u> "	<u>10</u> "
Total	70 "	120 " (1fr.20 cent.)



2 CENTS



Nov. 2, 1872. Cover on which the 120 centimes rate is paid by the 40 cent. orange on yellowish Issue of 1870 and the 80 cent. rose on pinkish Issue of '72, cancelled by the gros chiffres of Marseilles. Noted PD = Paid to Destination.

Nov. 3. Transit backstamp aboard the Marseilles to Paris mail train, day train (octagonal center) and transit at the Paris Etranger (Foreign) office.

Nov. 4. Transit at London. The U.S. was credited with 2¢ per ½-oz. per single letter under terms of the U.S.-British Convention of 7-24 Nov. for mail forwarded through Britain.

Nov. 5. S.S. Hansa of the North German Lloyd touched at Southampton.

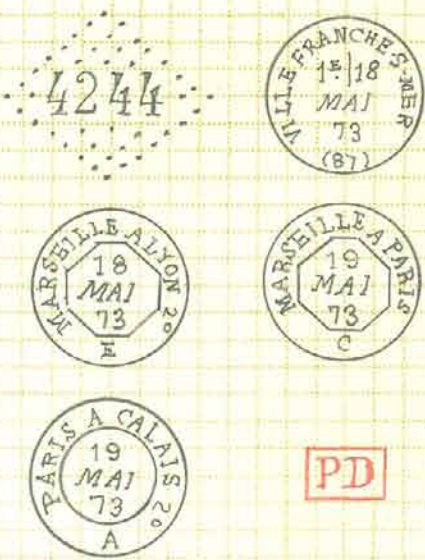
N.Y. Times. Arrived N.Y., Sunday Nov. 17. Steam-ship Hansa, (N.G.,) Brickenstein, Bremen Nov. 2, and Southampton 5th... to Oelrichs & Co.



1873

FRANCE TO U.S.

Rates of August 1871-August 1874 1 franc 20 centimes per 10 grams  
NORTH GERMAN LLOYD S. S. Deutschland



May 18, 1873. This was a double rated letter, i.e., over 10 grams and not over 20 grams with a total postage of 240 centimes (2 franc 40 centimes) paid by a pair of the Ceres 80 centimes Issue of 1872 and 2 copies of the 40 centimes Issue of 1870. Stamps cancelled by the French Bureau number 4244 of Villefranche-sur-Mer. It was correctly endorsed "via England" to qualify for this rate.

May 18-19. Railroad (ambulant) mail car hackstamps, octogonol centers = day trains, circular centers = night trains. Marseilles to Lyon to Paris, Paris to Calais.

May 20. London transit. Although double rated in France, this letter did not weigh over 15 grams ( $\frac{1}{2}$ -oz.), thus was subject only to the U.S.-British Convention of 7-24 Nov. 1868 credit to the U.S. of 2¢ (per  $\frac{1}{2}$ -oz. or 15 grams) for a paid letter transit through Britain.

Steamship Deutschland (Ger.), Ladewigs, departed Bremen May 17 and Southampton the 20th where this letter went aboard.

June 1. Deutschland arrived at New York to Oelrichs & Co. with 93 cabin and 633 steerage passengers and the European mails.



2





1874

FRANCE TO U.S.

Rates of August 1871 - August 1874 1 franc 20 centimes per 10 grams

CUNARD LINE

R.M.S. Samaria

Effective January 1, 1870, mail from France to the U.S. was charged at 70 centimes per 10 grams, prepayment compulsory, forwarded via England under terms of the U.S.-British Convention of 7-24 November 1868. The U.S. was credited with 2¢ per half ounce single letter. In August 1871, the French rate was increased to 1 franc 20 centimes per 10 grams. This letter was passed through the British mails at only 80 centimes prepaid, an underpayment of 40 centimes.

3347

SCY-S-SAONE  
25/12  
JUL  
74  
(69)

BEFORT A PARIS  
12  
JUL  
74  
C

P.P.



July 12, 1874. Letter posted underpaid as noted above by 80 centimes stamp, Issue of 1872, a 40 cent. underpayment. Stamp cancelled by the gros chiffres "3347" of Scey-sur-Saone. French recognized the underpayment so marked the letter only as P.P., i.e., "Paid to the Port" in France. Ambulant (Railway) backstamp struck aboard the mail sorting car, Belfort to Paris.

LONDON  
PAID  
F  
13 JY 74

L

July 13. London transit where the red "2" credits U.S. 2¢ for a single paid letter in transit through Britain per Article XV of the Nov. 1868 Convention. Britain ignored the underpayment and sent the letter along as "paid."

July 14. R.M.S. Samaria departed from Liverpool and picked up the U.S. mails at Queenstown the 15th.

BOSTON  
JUL  
25  
PAID

July 25. Arrival date of Samaria at Boston where this transit mark was struck. Letter fully PAID.



1874

FRANCE TO U.S.

Rates of August 1871

1 franc 20 cent. per 10 grams

CUNARD LINE

R. M. S. Russia

Effective January 1, 1870, mail from France was charged at 70 centimes per 10 grams, prepayment compulsory, forwarded via England under terms of the U.S.-British Convention of Nov. 7-24 1868. The U.S. was credited with 2¢ per half ounce. In the middle of 1871 the French domestic rates were increased, increasing the rate to the U.S. to 1 franc 20 centimes (12 decimes or 120 centimes) per 10 grams. As the increase went to France only, the U.S.-British agreement remained the same with U.S. receiving the 2¢ credit.

1508



February 5, 1874. Letter paid at Firminy, Loire District, by a strip of 4 of the 30 centimes Ceres Issue of 1872 to total 120 centimes rate of 1871. Backstamped aboard the night mail train (circular center), Clermont to Paris.

February 6. Paid transit at London. R.M.S. Russia, Capt. Cook, departed Liverpool Feb. 7 via Queenstown the 8th where this letter went aboard. 2 cents credit to U.S. (see above.)

Feb. 20. Russia at New York to C.G. Francklyn.



2 CENTS





1871

FRANCE TO U.S.

Rates of August 1871

1 franc 20 cent. per 10 grams

INMAN LINE

S.S. City of Brussels

Effective Jan. 1, 1870, mail from France was charged at 70 centimes per 10 grams, prepayment compulsory, forwarded via England under terms of the U.S. - British convention of Nov. 7-24, 1868. The U.S. was credited with 2¢ per half ounce. In the middle of 1871 the French domestic rates were increased, increasing the rate to U.S. to 1 franc 20 centimes (12 decimes) per 10 grams. As the increase went to France only, the U.S. - British agreement remained the same, with U.S. receiving the 2¢ credit.

2656



PD

December 19, 1871. Letter paid at the 1871 rate by 120 centimes (12 decimes) in French stamps. The 80 centimes is the scarce Bordeaux Issue.



2 CENTS



Dec. 20-21, Marseilles to Lyon T.P.O. and Paris Foreign Office transit backstamps.

Dec. 21. Paid transit at London. S.S. City of Brussels departed L'pool Dec. 22 and Queenstown the 24th where this letter was put aboard.

Jan. 2, 1872. Brussels, Kennedy, master, arrived at N.Y. "Experienced strong westerly winds throughout the passage. Dec. 27, lat 47 46; lon 35 37, exchanged signals with a Cunard steamer bound east, Jan. 2, 273 miles E. from Sandy Hook passed a Glasgow steamer bound E." 2 cents credit to U.S. (see above.)



1872

TRANSATLANTIC MAIL  
4c RATE TO FRANCE

UNPAID LETTER - OPEN MAIL VIA ENGLAND

By an imperial decree of 22 December 1869, effective on 1 January 1870, letters arriving in France by the direct route were subject to a collection in France of 8 decimes per 10 grams. On 1 July 1871 this collection was reduced to 5 decimes. About the middle of 1871 the collection was increased to 12 decimes per single rate, evidently of 10 grams, on these unpaid open-mail letters.



Mar. 13, 1872. Unpaid letter at N.Y. U.S. debited British Post with 4¢ per 1/2 oz. Letter endorsed "par Nevada", a ship of the Guion Line.

"Currency" mark indicating that Britain forwarded such letters to France at the rate of 2 francs per 30 grams, bulk weight.



19

12 decimes due from recipient (see above).

Mar. 25, 1872. London transit. Mar. 26. Entry mark, Calais RR. Mar. 26. Paris receipt.



1873

4¢ RATE TO FRANCE  
UNPAID LETTER - OPEN MAIL VIA ENGLAND  
GUION LINE

S. S. Wisconsin



March 24, 1873.

Unpaid letter to France posted at Exeter, N.H., subject to the Jan. 1, 1870 to August 1874 rate of 4¢ per ½-oz. to the British frontier (U.S. 2¢ plus Sea postage of 2¢).

France then collected (after 1871) at 12 decimes per 10 grams.

March 25. Letter in transit to N.Y. via Boston.

March 26. Letter passed through N.Y. where the British were debited for the 4¢ rate. S.S. Wisconsin of the Guion Line departed on March 26 for Queenstown.



April 4. Wisconsin arrived at Queenstown, mail transit at London April 5, backstamp. A "tray" or accountancy mark was struck at London, Britain forwarded such letters to France at a bulk charge of 2 francs per 30 grams.



April 6. French entry mark at Calais Ambulant (R.R.), arrival backstamp at Paris. 12 decimes due per charge mark.



1874

4¢ RATE TO FRANCE

UNPAID LETTER - OPEN MAIL VIA ENGLAND

EAGLE LINE (ADLER LINE)

S.S. Goethe



May 29, 1874. Duplex receiving mark at New Orleans, unpaid letter. Letter subject to the Jan. 1, 1870 to August 1874 rate of 4¢ per 1/2-oz. to the British frontier (U.S. 2¢ plus sea postage of 2¢). France then collected (after 1871) at 12 décimes per 10 grams.



June 2. Letter transit at New York where Britain was debited for the 4¢ rate.

June 2. S.S. Goethe of the German Eagle Line departed from New York for Hamburg via Plymouth. Covers per Eagle Line are seldom seen.



June 12. Goethe arrived at Plymouth, same day transit backstamp at London. A "Tray" or accountancy mark was struck at London, Britain forwarded such letters to France at the bulk charge of 2 francs per 30 grams.



19

June 13-14. French entry mark at Calais with backstamps through the Gare de Lyon at Paris to Marseilles. 12 décimes due per charge mark.



1874

9¢ RATE TO FRANCE

PAID LETTER - Rate Effective Aug. 1, 1874 to Dec. 31, 1875

EAGLE LINE (ADLER LINE)

S. S. Herder

The U.S.-French Convention of April 28, 1874, set rates effective August 1 at:

Rate from France  
Rate from U.S.

80 centimes per 10 grams  
9¢ per 15 grams.



August 24, 1874. A letter paid at Syracuse, New York at the 9¢ rate, overpaid 1¢ by the Continental Bank Note Co. 10¢ Issue of 1873. "Crossroads with diamond" killer is probably a part of a dulpex canceller with the Syracuse cds.

August 25. Letter transit at New York. The S.S. Herder of the Eagle Line departed from New York this date for Hamburg via Plymouth, England and Cherbourg, France. Eagle Line covers are remarkably uncommon.

September 7. Herder arrived at Cherbourg. Letter went in bulk to Paris where it received the erroneous entry mark "PAQ. FR. BREST" instead of the proper "ETATS-UNIS/2 CHERBOURG 2" of Salles types 1801 or 1802. This letter did not go on a French packet as indicated by the Salles type 1722.



S.1722





1872

TRANSATLANTIC MAIL  
U.S. TO FRANCE

THE 4¢ RATE TO FRANCE Open Mail letters via Great Britain

The ordinary open-mail rate became 4¢ per  $\frac{1}{2}$  oz. on 1 Jan. 1870. The 4¢ represented 2¢ inland and 2¢ sea postages, which were claimed by the U.S. on letters dispatched. When 4¢ were prepaid in the United States, the letter was paid only to England.

Letters arriving in France were subject to a collection in France of 8 decimes. This was reduced to 5 decimes on 1 July, 1871.



Aug. 10, 1872. Letter prepaid at 4¢ rate (2¢ overpaid) by 6¢, Scott 148, canceled by N.Y. Foreign Mail geometric, rare on the 4¢ rate. 6¢ (2¢ overpayment) was a common error due to the 6¢ rate at that time to England.

"Currency" accounting mark showing that Great Britain was to get 40 centimes out of the 50 centimes (5 decimes) collected by France.



Aug. 22, 23, 1872. London and French transit marks.

5 decimes due from recipient (see above).



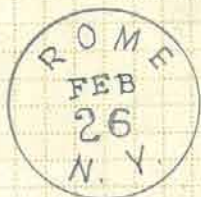
1872

### TRANSATLANTIC MAIL

### U.S. TO FRANCE - 10¢ RATE VIA ENGLAND

During the period January 1, 1870 to July 31, 1874, it was possible to send a letter fully prepaid to France via England at 10¢ per 1/3 ounce, even though France and U.S. had no treaty. A letter direct to France at the 10¢ rate per 1/2-oz. was subject to a collection in France.

The 10¢ rate via England was divided (for a letter not over 1/3 ounce or 10 grams): U.S. 4¢ (retained), British 6¢ (credit).



February 26, 1872. Letter not over 1/3-oz. paid via England using 10¢ National Bank Note Issue. Routed "via England", faint mss. U.L.

Feb. 28. New York Exchange Office marked letter as PAID and with a 6¢ credit to England (see above).



March 11. Transit at London and the paid to destination of the London Foreign Office.



March 11. French entry mark at Calais.

March 12. Paris arrival backstamp. 7E = 7th delivery.





1873

TRANSATLANTIC MAIL

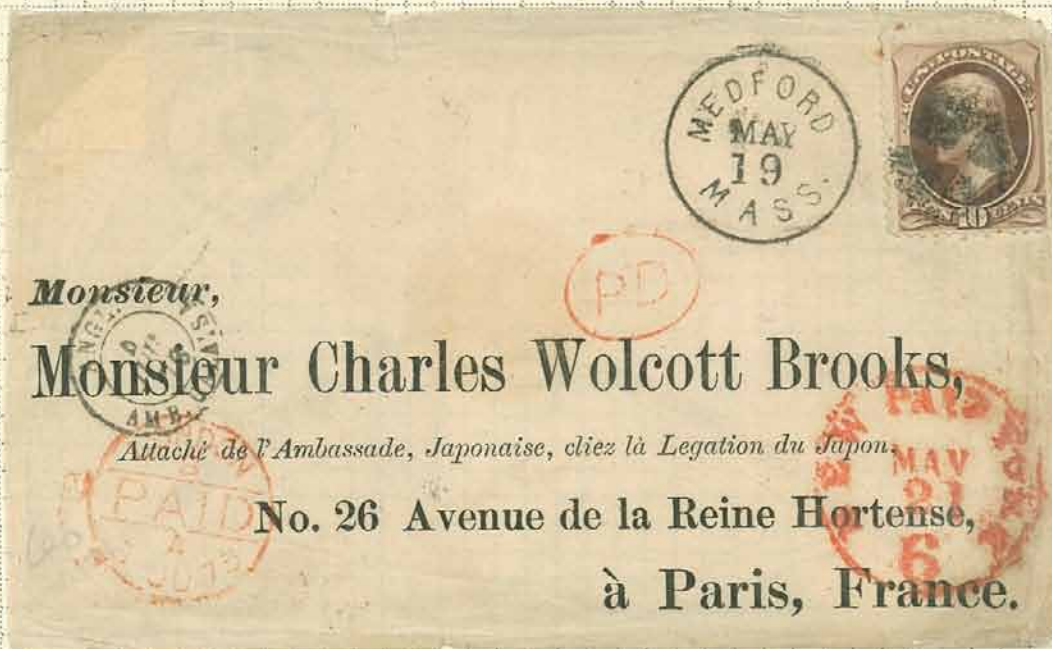
U.S. TO FRANCE - 10¢ RATE VIA ENGLAND

NORTH GERMAN LLOYD

S.S. America

During the period January 1, 1870 to July 31, 1874, it was possible to send a letter fully prepaid to France via England at 10¢ per 1/3-oz., even though France and U.S. had no treaty. A letter direct to France at the 10¢ rate per 1/3-oz. was subject to a collection in France.

The 10¢ rate via England was divided (for a letter not over 1/3-oz. or 10 grams): U.S. 4¢ (retained,) British 6¢ (credit.)



May 19, 1873. Letter posted at Medford, Mass., not over 1/3-oz., paid to France via England by 10¢ National Bank Note Co. issue.

May 21. N.Y. Exchange Office marked letter PAID and with a credit to England (see above) of 6¢. S.S. America of NGL departed from N.Y. this date.

June 2. America arrived at Southampton. Transit at London June 3. British marked "Paid to Destination."

June 4. French entry mark Ambulant (R.R.) at Calais and Paris arrival backstamp.



1873 - 74

U. S. TO FRANCE VIA ENGLAND

HAPAG

S. S. Holsatia

During the period January 1, 1870 to July 31, 1874, it was possible to send a letter fully prepaid to France via England at 10¢ per 1/3-oz., even though France and U.S. had no treaty. Correspondingly, a letter direct to France at the rate of 10¢ per 1/2-oz. was subject to a collection in France.

The 10¢ rate via England was divided (for a letter not over 1/3-oz. or 10 grams): U.S. 4¢ (retained); Britain 6¢ (credit).



December 26, 1873. A letter posted at New Orleans and paid by the National Bank Note Co. Issue of 1870-71, without grill (Sc. 150). It was stamped VIA ENGLAND to be sure it took the rate by that route.

December 31. Transit at New York where England was credited with 6¢, shown in the New York handstamp.

January 1, 1874. S. S. Holsatia of Hapag departed from New York.

January 11. Holsatia arrived at Plymouth. Letter in transit at London on January 12, passed as PAID.

January 13. French entry mark. Ambulant (R.R.) at Calais.

January 13-14. La Rochelle arrival backstamps. No postage was due from the recipient.





1874

TRANSATLANTIC MAIL

COMPAGNIE GENERAL TRANSATLANTIQUE

S.S. Washington

10¢ Rate to France

Between Jan. 1, 1870 and July 31, 1874, the United States and France had no postal treaty and consequently a letter could not be sent wholly prepaid directly to France. It could be sent partly paid and partly collect (the French collecting their internal postage).



July 10, 1874. Letter paid at the 10¢ rate direct to France at Philadelphia. Paid by the Issue of 1873, without grill. Secret mark of this 10¢ value is the small semi-circle in the scroll at the right end of the upper label.

July 11. The French Line's steamer Washington, Capt. Lachesnez, departed from New York for Havre via Brest.

July 24. Washington touched at Brest where the mails went ashore and received this entry mark. These Brest marks all seem to exist with the date inverted. Same day receipt (backstamp) at Paris Poste Restante (General Delivery).

Drexel, Harjes & Co. retrieved the letter for Mr. Howell and paid the 5 decimes due for a 1/3 ounce (10 grams) letter. They noted: 50/ PAID BY DREXEL HARJES & Co PARIS, which was charged to Mr. Howell's account. 50/ was 50 centimes, equivalent to 5 decimes (about 10¢ U.S.).





1872

TRANSATLANTIC MAIL  
THE HAMBURG AMERICAN LINE

HAMBURG-AMERIKANISCHE PACKENFAHRT AKTIEN GESELLSCHAFT

"HAPAG"

S.S. Thuringa

10¢ RATE TO FRANCE

3,133 tons, 350 ft. x 40 ft. beam. Launched May 18, 1870 at Caird & Co., Greenock, Scotland. Maiden voyage Oct. 27, 1870, Hamburg-New York.

SPRINGFIELD  
AUG  
3  
MASS

*By Steamer direct.*

SPRINGFIELD  
AUG  
3  
MASS



Aug. 3, 1872. Letter paid single rate, effective Jan. 1, 1870 - Jul. 31, 1874. As no treaty existed with France, U.S. mail had to be partially paid, the French collecting their internal postage. "By Steamer direct" indicated direct mail steamer to France.

*Mr. Am. Stewart*

ETATS UNIS  
1872  
AUG 20  
CHERBOURG

NEW YORK  
AUG 8  
1872

*Poste Restante*

NEW YORK  
AUG 8  
1872

ETATS UNIS  
1872  
AUG 20  
CHERBOURG

PARIS  
20  
AOUT  
72  
POSTE RESTANTE

Aug. 8. Scarce transit mark at New York. The SS Thuringa departed New York (Hoboken) Aug. 8. Hamburg-American Line plied between N.Y. and Cherbourg via Plymouth, England.

Aug. 20. Thuringa arrived Plymouth Aug. 18, Cherbourg Aug. 20. French rate was set at 5 decimes per 10 grams. Here single rate of 5 decimes due. Salles 1801 struck at Paris.

Aug. 20. Paris arrival backstamp. "Poste Restante" = General Delivery.



1874

TRANSATLANTIC MAIL

U.S. TO FRANCE - 10¢ RATE

Between Jan. 1, 1870 and July 31, 1874 the United States had no postal treaty with France and consequently a letter could not be sent wholly prepaid directly to France. It could be sent partly prepaid and partly collect (the French collecting their internal postage).



May 5, 1874. Letter posted at Poughkeepsie and subject to double letter rate for  $\frac{1}{2}$ -1 oz. 20¢ prepaid to French port.

May 7, 1874. New York Foreign Department Transit. Letter was forwarded by a ship of the Hamburg-American Line which plied between N.Y. and Cherbourg via Plymouth, Eng.



May 19, 1874. Receipt mark at Cherbourg.

Charge mark of 15 decimes due from recipient for French Internal Postage. On July 31, 1871 the rate was set by France at 5 decimes per 10 grammes. This letter weighed over 20 g. and not over 30 g., thus was subject to a triple rate in France of 15 decimes.

May 19, 1874. Paris receipt. Poste Restante "General Delivery".