

1874

THE 9¢ RATE TO FRANCE

Aug. 1, 1874 - Dec. 31, 1875

The U.S. and France had a separate postal treaty effective Aug. 1, 1874. The Universal Postal Union went into effect July 1, 1875, but France did not join until Jan. 1, 1876, hence the United States-French Postal Treaty of 1874 was only in effect from Aug. 1, 1874 until Dec. 31, 1875.

The rates under the new Treaty were:

On letters from the U.S. to France - 9¢ per 15 grammes (½ oz.)
On letters from France to the U.S. - 50 centimmes per 10 gr.

DOUBLE WEIGHT LETTER 9x2 = 18¢



Dec. 15, 1874. Letter posted at Boston, over ½ oz., hence double 9¢ rate prepaid 18¢ by 3-6¢ stamps

French transit "paid" mark, red, indicating British handling. Mails were closed through England.

Dec. 27, 1874. French transit showing U.S. mail via England.



Backstamp: Dec. 27, 1874. Paris General Delivery mark.

This letter was then forwarded by private carrier to Cairo (see mms. note at left) where it was received Jan. 2, 1875.

1874

THE 9¢ RATE TO FRANCE

August 1, 1874 - December 31, 1875

North German Lloyd Maiden Voyage S.S. Hohenstaufen

3098 tons, 353' x 39', steel screw steamer, 2 cylinder compound engine, 12 knots. Launched Sept. 24, 1873 at Earle's Shipbuilding Co., Hull. Maiden voyage Sept. 1, 1874, Bremen-Havre-New York. This letter was carried on her maiden return voyage, the eastbound passage being via Southampton.



Sept. 21, 1874. Letter paid at New Orleans at the 9¢ rate to France by the 6¢ and 3¢ Continental Bank Note Issues of 1873.



Sept. 26. Paid transit mark at New York. SS Hohenstaufen of the Norddeutscher Lloyd departed for Bremen via Southampton on her maiden return voyage.

Oct. 8. Hohenstaufen arrived at Southampton. Oct. 9-10. French backstamps.

1874

FRANCE TO U.S.

9¢ Rate Period

Postal Convention Rates of 1 August 1874

FRENCH LINE

S.S. Ville de Paris

Rates by U.S.-French Convention, Aug. 1, 1874 to Dec. 31, 1875:

50 centimes per 10 grams - France to U.S.

9¢ per 15 grams (½-oz.) - U.S. to France.



October 5, 1874. Letter over 10 grams but not over 20 grams took the double 50 centimes x 2 = 100 cent. rate, paid by two pair of the 25 centimes Issue of 1871. They were cancelled by the gros chiffres "1508" of Firminy in the Loire region of France.

October 6. Backstamps show the night train (circular center) carried the letter from Clermont to Paris where it received the Paris Etranger (Foreign Office) transit mark.

October 9. Steam-ship Ville de Paris, Capt. Danre, departed Havre where this letter went aboard. She touched at Brest Oct. 10.



October 22. Backstamp at New York agrees with the arrival date of the Ville de Paris at New York with merchandise and 200 passengers to George Mackenzie.

1874

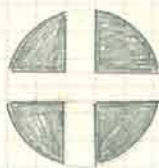
TRANSATLANTIC MAIL

U. S. TO FRANCE

The 9¢ Rate to France

This rate applied from August 1, 1874 until Dec. 31, 1875, as follows:

On letters from the U.S. to France - 9¢ per 15 grammes (½ oz.)
On letters from France to the U.S. - 50 centimes per 10 gr.



Nov. (note inverted month slug) 24, 1874. Double letter rate, 9¢ x 2 = 18¢, overpaid 2¢.

Nov. 25, 1874. New York Foreign Department transit.

Dec. 5, 1874. French transit showing U.S. Mail via England.

PD



French transit, "Paid", red indicating British transit.

Backstamp: Dec. 6. Paris receipt, "general delivery".

Letter was forwarded by private carrier to Florence, where its receipt was noted Dec. 17, 1874 (mms. at left).

1874 - 75

LA COMPAGNIE GENERAL TRANSATLANTIQUE
LIGNE DU HAVRE A NEW YORK Paquebot Pereire
9¢ Rate to France , August 1, 1874 - December 31, 1875

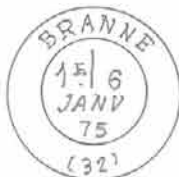


December 22, 1874. Letter posted at New Orleans and paid at the 9¢ rate to France by the 6¢ and 3¢ Continental Bank Note Issue of 1873.

December 26. Transit postmark at New York. The S.S. Pereire of the French Line departed from New York for Havre the same date.



S.1722



January 5, 1875. Pereire landed at Havre. Letter went by rail to Paris where the arrival mark PAQ. FR. BREST 20 was struck showing French Packet mail from the United States (Etats unis).

January 6. Arrival backstamp at Branne, Gironde, France.

1875

THE 9¢ RATE TO FRANCE

August 1, 1874 - December 31, 1875

CUNARD LINE

R.M.S. Java



January 27, 1875. Letter (overpaid 1¢) at the 9¢ rate to France paid by the 10¢ Continental Bank Note Co. Issue of 1873 at San Francisco.

February 3. Transit mark at New York. The R.M.S. Java of the Cunard Line departed from N.Y. for Queenstown this day.

N.B.: Stamp has been shifted to avoid damage where it stuck over the edge of the envelope.

Feb. 15. Java arrived at Queenstown. French entry mark shows mail from the U.S. (ETATS UNIS) via England. France marked letter paid to destination.

The letter bears the blue legend of Charles Le Gay, American Commission Merchant, who acted as poste restante at Paris.



S.1791



1875

THE 9¢ RATE TO FRANCE

August 1, 1874 - December 31, 1875

EAGLE LINE (ADLER LINE)

S. S. Herder



March 14, 1875. Duplex San Francisco canceller obliterates 10¢ Continental Bank Note Issue of 1873. This overpays the 9¢ rate to France by 1¢.

March 23. Transit at New York. N.Y. Times, Tues., Mar 23. Sailed Steam-ship Herder for Hamburg.

London Times, Mon. April 5.

The Eagle Company's steamship Herder, Captain Werner Seidel, from New York March 23 with the United States mails arrived at Plymouth at 9 50 a.m. on Saturday (April 3). She brings 85 passengers and 110 sacks of mail for England, France and Germany, \$17,780 specie in silver bars and a full cargo for Hamburg. Strong southerly winds were experienced during the first four days of the voyage, then westerly winds and high sea and afterwards fresh southeasterly winds. The Herder landed at Plymouth three passengers and 76 sacks of mail, and having embarked one passenger for the Continent, sailed at 10 45 a.m. for Cherbourg and Hamburg. The mailswere forwarded to London by the 2 15 train from Plymouth on Saturday.

April 4. Herder arrived at Cherbourg April 3, transit to Paris April 4. Letter is noted as PD = Paid to Destination by the 9¢ rate.



5,1802



1875

TRANSATLANTIC MAIL

9¢ Rate Period U.S.-French Postal Convention Rates of 1 Aug. 1874

HAPAG

S. S. Frisia

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

| | |
|------------------|--------------------------|
| Rate from France | 50 centimes per 10 grams |
| Rate from U.S. | 9¢ per 15 grams. |



July 3, 1875. A double rated letter in France weighing over 10 grams, not over 20 grams. The 100 centimes rate was paid by a pair of the 30c. Issue of 1872, and the 40c. Issue of 1870. Type I. Stamps are cancelled by the

Gross Chiffres "1769" of Le Havre (Le Port).

June 30. The S.S. Frisia of the Hamburg-American Line departed from Hamburg this date, touched at Havre July 3, where this letter went aboard.



July 13. Frisia arrived at New York, backstamp. It was PAID ALL under the U.S.-French Convention.

1875

PACKET LETTERS
TRANSATLANTIC MAIL

9¢ Rate Period

FORWARDING AGENT

Postal Convention Rates of 1 Aug 1874

MUNROE & CO., Paris

50 Centimes per 10 grams - France to U.S

9¢ per 15 grams - U. S. to France.



Letter handled at Paris by Forwarding Agent, Munroe & Co.

June 6, 1875. Letter posted at Rue de la Madeline, Paris, and stamps cancelled by Paris Star No.1. 50 centimes rate prepaid.



French offices marked letter "PD". Port office at New York stamped incoming "Paid All".

HAMBURG AMERICAN LINE.

Letter forwarded through regular mails, Memphis to Juka, Mississippi.

S.S. Klopstock. Dep. Hamburg June 23, 1875
Dep. Havre June 26, arrive N.Y. July 7.

1875

THE 9¢ RATE TO FRANCE
August 1, 1874 - December 31, 1875

Forwarding Agent:
Munroe & Co., Paris



Aug. 1, 1874. Letter posted at Boston at the 9¢ per ½-oz. rate, prepaid by 3¢ + 6¢ Banknote issue.

Aug. 2. Boston Foreign Dept. transit stamp.

French transit "paid" mark, red indicating British handling. Mails were closed through England.

Aug. 21. French receipt at Paris showing U.S. mail via England.

Messrs. BROWN, SHIPLEY & Co.

LONDRES, E.C.



Aug. 23. London Foreign Branch backstp. (A&H 1312) and red London receipt.



Aug. 21. Munroe & Co., Paris forwarded letter to Brown, Shipley by sticker. Backstamped at Place de la Madeline, Paris.



1875

THE 9¢ RATE TO FRANCE

August 1, 1874 - December 31, 1875

Hamburg-American Line

S.S. Wieland

Direct to Cherbourg via Plymouth

The Hamburg-American Line sailed every Thursday from N.Y. to Hamburg via Plymouth and Cherbourg from 19 December 1871 until 23 Dec. 1875. Thus, French mail falling under the 9¢ rate (effective 1 Aug. 1874 to 31 Dec. 1875) could have been carried via this route. Most covers seen are closed mail via England and thus bear the "ETATS-UNIS/V. ANGL. PARIS" hand-stamps. This letter shows carriage direct to Cherbourg via Hamburg-American Line.



July 27, 1875. 9¢ rate paid by Bank-note Issue at Boston. Although noted "via England" rate was accepted at N.Y. Exchange Office for direct routing by the Hamburg-American Line.

July 28. Transit at N.Y. Records show the SS Wieland sailed July 29 for Plymouth. First Voyage for this steamer, ex-Eagle Line.



August 9. The Wieland arrived at Plymouth Aug. 8 and dropped the French mail at Cherbourg Aug. 9. A very scarce routing. French marked it paid to destination. Cf: Chronicle 105, 106.

1875

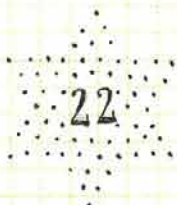
TRANSATLANTIC MAIL

9¢ Rate Period Postal Convention Rates of 1 August 1874
INMAN LINE S.S. City of Montreal

Rates by U.S. - French Convention, Aug. 1, 1874 to Dec. 31, 1875.

50 centimes per 10 grams - France to U.S.

9¢ per 15 grams - U.S. to France.



PD



August 4, 1875. Letter not over 10 grams paid by the Paris forwarding agent Drexll Harjes & Co. by a pair of the 25 centimes Ceres Issue of 1871, cancelled by the Paris Star No. 22 of the Rue Taitbout. French marked the letter Paid to Destination (PD) in red. Drexll Harjes marked it with their dated cachet and the directional endorsement in blue "VOIE DE QUEENSTOWN."

Aug. 5. Steamship City of Montreal, Mirehouse, master, departed Liverpool Aug. 5 and Queenstown Aug. 6, where this letter went aboard.



Aug. 16. City of Montreal arrived at New York this date to John G. Dale. New York Exchange Office marked the letter "PAID ALL".

1875

TRANSATLANTIC MAIL

9¢ Rate Period Postal Convention Rates of 1 Aug 1874
WHITE STAR LINE S.S. Baltic

3707 tons, 420' x 41', screw iron steamer, 14 knots, built by Harland & Wolff, Belfast, launched as Pacific March 8, 1871. Maiden voyage Sept. 14, 1871, Liverpool - Queenstown - N.Y. as Baltic. Chartered to Inman in 1883 (2 RV). In 1888 became Veen-dam, Holland American. Feb. 7, 1898, foundered in North Atlantic after striking submerged wreck, no lives lost.

Rates by the U.S. - French Convention, Aug. 1, 1874 to Dec. 31, '75:
50 centimes per 10 grams - France to U.S.
9¢ per 15 grams - U.S. to France.



August 11, 1875. Letter not over 10 grams paid by the Paris forwarding agent Drexll Harjes & Co. by two copies of the 25 centimes Ceres Issue of 1871 cancelled by the Paris Star No. 22 of Rue Taitbout. French marked the letter Paid to Destination in red. Drexll Harjes marked it with their dated cachet and the directional endorsement in blue "VOIE de QUEENSTOWN."

Aug. 12. Steamship Baltic of the White Star Line departed from Liverpool Aug. 12 and Queenstown the 13th.

Aug. 21. Baltic, Capt. Hewitt, arrived at New York to R.J. Cortis.

Aug. 22. Philadelphia arrival backstamp.

Hargest, Pg. 183, notes that 50 centimes rated covers from France of this period are not easy to find.



1875

FRANCE TO U.S.

9¢ Rate Period Postal Convention Rates of August 1874
INMAN LINE S.S. City of Chester

Rates by U.S.-French Convention, August 1, 1874 to Dec. 31, 1875:

50 centimes per 10 grams - France to U.S.

9¢ per 15 grams - U.S. to France.



PD



September 1, 1875. Letter not over 10 grams paid by a pair of the 25 centimes Ceres Issue of 1871, cancelled by Paris Star No. 10 of the Rue Du Cherche-Midi (No. 10 is also found at Petite Rue Du Bac.) Paid to destination as marked by the red "PD" under the Convention, via Queenstown.

September 2. Steam-ship City of Chester of the Inman Line departed from Liverpool, picked up the U.S. bound mails at Queens-town, Ireland the 3rd.



September 12. City of Chester, Capt. Lutch, arrived at New York this date to John G. Dale. New York Exchange Office marked the letter "PAID ALL".

1870

FRANCE TO U.S. VIA ENGLAND

Unpaid

CUNARD LINE

R.M.S. Calabria (ex-Australasian)

Effective January 1, 1870, the French set a rate of 70 centimes per 10 grams for letters posted in France for U.S. via England. The French charged Britain at a rate of 2 francs per 30 grams, bulk weight, this charge being shown by an accountancy mark. Britain divided the 2 francs by 4 to arrive at a single rate of 50 centimes (10¢) per 1/4-oz. To this was added 2¢ British Inland and 2¢ Sea Postage = 4¢. Thus on a single weight letter the British debited U.S. with 14¢. The U.S. in turn added 2¢ U.S. Domestic Postage to total 16¢ due.



14



January 6, 1870. Letter posted unpaid at Bordeaux and endorsed: By the first steamer Via Queenstown. The "tray" mark debits Britain for 2 francs per 30 grams, bulk. Bordeaux to Paris T.P.O. b'stamp.

January 8. Transit at London, backstamp. British debited U.S. for 14¢ (see above), shown in manuscript. This was very early usage under the Jan. 1, 1870, rates, probably no handstamp yet available.

January 8. R.M.S. Calabria departed from Liverpool, picked up French mails at Queenstown the 9th. This steamer was previously Australasian, this was her first voyage as Calabria.

January 20. Calabria arrived at New York. The 14¢ debit + 2¢ U.S. Inland = 16¢ due in gold. The U.S. Exchange Office converted this to 20¢ due in depreciated U.S. NOTES (greencacks). This appears to have no relation to the current gold/paper depreciation ratio and appears to be a convenient formula "20¢" used in the early days of this rate.



1870. FRANCE TO U.S. UNPAID.

This is a very early unpaid letter under the "4¢ rate" to France period. It is dated 6 Jan. 1870 at Bordeaux and backstamped 8 JA 8 at London. I make transatlantic as:

| | | |
|---------------------|-----|--------|
| <u>RMS Calabria</u> | L/P | Jan. 8 |
| | QT | 9 |
| | NY | 20. |

Referring to Hargest, Pg. 177, I make the rating as debit to England from France of 2 franc per 30 grams bulk, shown by the accountancy mark (Salles 3082). For an individual letter, Britain divided the bulk rate by 4 to arrive at a single rate of 50 centimes (10¢) to allow for a 7½ gram single letter. The British then added (per ½-oz.) 2¢ British transit + 2¢ sea postage or 4¢ to the 10¢ French debit. The total of 14¢ is shown in manuscript at left.

In NY the U.S. normally added 2¢ U.S. postage to the 14¢ debit to total 16¢ due in gold.

Here is where I have a question. The NY cds shows 20¢ due in U.S. NOTES. This would require a gold/paper depreciation ratio of $1.25 \times 16¢ = 20¢$. This seems too high for this period. I'm wondering, as this rate was new, only effective on 1 Jan. 1870, if the NY mail clerk didn't make an error and added 4¢ to the 14¢ debit, total 18¢. This would then show a more reasonable gold/paper ratio of $1.13 \times 18¢ = 20¢$.

I have several unpaid covers of this period struck with Salles 3082 or S.3124 and, if single letters, all show the depreciation ratio of 1.13 with collect amounts of 18¢.

(2)

- a. **6 January 1870 - Bordeaux to New York** - Since we don't know how depreciated currency rates were derived, many use ratios from other covers. This is often misleading, however. I have a letter that arrived from France to New York on 23 February 1870 and it also is rated 20¢ in Notes. I have record of a 15 February 1870 and 19 February 1870 covers that also show 20¢ due. I don't think any error was made on your cover. I think it was rated as 20¢ intentionally, but like you, I don't know how that figure was derived.

1875

THE 9¢ RATE TO FRANCE

August 1, 1874 - December 31, 1875

CUNARD LINE

R.M.S. Atlas



October 16, 1875. An unpaid letter posted at San Francisco. This letter went overland to New York. The Pacific Mail Steamship Company's S.S. Constitution had departed from San Francisco for Panama October 15, so this letter missed the sailing by one day. This letter was at New York several days before the Constitution's mails were forwarded from Aspinwall.

October 23. New York transit backstamp. The N.Y. post office also marked the boxed UNPAID. The letter was routed via rail to Boston where the R.M.S. Atlas of the Cunard Line departed the same date for Queenstown, Ireland.

November 3. Atlas arrived at Queenstown. French entry mark of the same date shows mail from the U.S. entering at Calais, Ambulant (Railway).

November 3. Paris to Bordeaux railway (T.P.O.) backstamp, day train (octagonal center.)

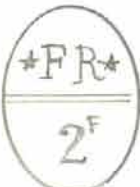
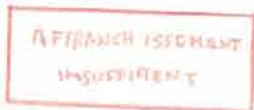
Letter subject to a 50% penalty. U.S.-French Treaty of August 1, 1874, was 9¢ or 50 centimes. Unpaid subject to 25 centimes penalty, thus 75 centimes due, handstamp.

1870

TRANSATLANTIC MAIL
 FRANCE TO U.S. VIA ENGLAND Short Paid
 CUNARD LINE R.M.S. Abyssinia

Effective January 1, 1870, the French set a rate of 70 centimes per 10 grams for letters posted in France for the U.S. via England. Unpaid or Short Paid letters were charged to England at a rate of 2 francs per 30 grams, bulk weight, this being shown in an accountancy mark. Britain recouped this charge by dividing the bulk rate by 4 to arrive at a single rate of 50 centimes (10¢) per 7½ grams (¼-oz.). To this Britain added 2¢ British Inland + 2¢ Sea = 4¢ per ½-oz. This cover illustrates a double weight letter as follows:

| | ¼-OZ. | ½-OZ. |
|---------------------------|-------|-------|
| French charges | 10¢ | 20¢ |
| British charges | 4¢ | 4¢ |
| Debit to U.S. | 14¢ | 24¢ |
| U.S. adds to debit | 2¢ | 2¢ |
| Total due in U.S. in gold | 16¢ | 26¢ |



24

S.3083

November 24, 1870. A letter paid at LeHavre by the 30 centimes Issue of 1867, and the 40 cent. Issue of 1868, the single weight rate. However, this letter weighed over 10 grams, not over 20 grams so took a double rate. France marked it "insufficiently paid" and forwarded the letter as unpaid. France marked it with the seldom seen "tray" mark (Salles 3083) debiting Britain for 2 Francs per ounce, bulk weight.



As noted above, Britain doubled the single charge of 10¢ x 2 = 20¢ and added 2 British Inland + 2¢ Sea = 24¢ total debit to the U.S.

November 26. R.M.S. Abyssinia departed from Liverpool, picked up this letter with the French Mails at Queenstown the 27th.

December 8. Abyssinnia arrived at N.Y. U.S. Exchange Office added 2¢ to the 24¢ British debit, total 26¢ due in gold, which was converted to the amount due in depreciated paper currency at the day's gold/paper ratio of 1.11 x 26¢ = 29¢ due in U.S. NOTES.

1874

TRANSATLANTIC MAIL
FRANCE TO U.S. VIA ENGLAND

CUNARD LINE

R.M.S. Abyssinia

Effective January 1, 1870, the French set a rate of 70 centimes per 10 grams for letters posted in France for U.S. via England. Great Britain forwarded these letters under the U.S.-British Convention of 7-24 Nov. 1868, and credited the U.S. with 2¢ per half-ounce.

Since there was no accounting between the post offices of the United States and France, all unpaid letters had to be sent via England. The French charged Britain at the rate of 2 francs per 30 grams, bulk weight, this charge being shown by an accountancy mark. Great Britain divided the bulk rate by 4 to arrive at a single rate of 50 centimes (10¢) per ½-oz. To this was added 2¢ British inland and 2¢ Sea postage = 4¢. Thus on single rate letters the British debited the U.S. with 14¢. The U.S. in turn added 2¢ U.S. domestic to total 16¢ due. Since collections in the U.S. were made in depreciated currency, the Exchange Office markings show the collect amounts in the depreciated U.S. Notes. (Hargest, pg. 177)



14



March 27, 1874. An unpaid letter posted at Le Havre, transit backstamp March 28 at the Paris foreign (Etranger) office.

March 28. Transit backstamp at London. French "tray" mark debits British for 2 francs per 30 grams of bulk postage. British also debited U.S. for 10¢ (at ¼ of the 2 francs [50 centimes]) plus 2¢ British inland + 2¢ Sea postage = 14¢.

March 28. R.M.S. Abyssinia of the Cunard Line departed from Liverpool, picked up this letter at her port of call at Queenstown March 29.

April 13. N.Y. Exchange Office mark, Abyssinia had arrived at N.Y. April 12. The Exchange Office added 2¢ U.S. domestic postage to the 14¢ debit to total 16¢. This was converted to depreciated currency at the day's ratio of 1.13 to total 18¢ in greenbacks due.

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



Mar. 16, 1874.
LeHavre port
receipt mark.



Mar. 17, 1874.
Paris Foreign
Office transit.



French Exch.
mark - France's
share is 2 francs
to cover her
inland postage.



Mar. 17, 1874.
London transit.



Mar. 17, 1874.
London Chief
Office - Pack-
et dispatch
mark.



Mar. 16, 1874.
L'Pool Pack-
et Letter
Office trans-
it.

14

British
debit show-
ing amt. due
Britain,
incl. French
share.



April 1, 1874
N.Y. depreciat-
ed currency
mark, 18¢ due.

s.s. Celtic, Thompson, L'pool
Mar. 19, via Queen 20th, arrived
NY Tues. Mar. 31, with merchan-
dise and 63 cabin and 278
steerage passengers to R. J. Curtis
Celtic White Star Line

cf. Hargest Pg 177
Re: 14¢ debit to U.S.

TAV 310.5

1870

TRANSATLANTIC MAIL

FRANCE TO U.S. VIA ENGLAND
CUNARD LINE

Unpaid
R.M.S. Scotia

Effective Jan. 1, 1870, the French set a rate of 70 centimes per 10 grams for a letter posted in France for U.S. via England. Unpaid letter via England were charged by France at a rate of 2francs per 30 grams, bulk weight, this being shown in an accountancy mark. Britain divided the bulk rate by 4 to arrive at a single rate of 50 centimes (10¢) per 1/4-oz. To this was added 2¢ British Inland and 2¢ Sea = 4¢. Multiple rate letters produced a strange scale of charges as the British progression was in 1/2-oz. increments and France was in 10 grams. These figure, as follows:

| | <u>1/4-OZ.</u> | <u>1/2-OZ.</u> | <u>3/4-OZ.</u> |
|--------------------------------|----------------|----------------|----------------|
| French charges | 10¢ | 20¢ | 30¢ |
| British charges | 4¢ | 4¢ | 8¢ |
| Debit to U.S. | 14¢ | 24¢ | 38¢ |
| U.S. adds to debit | 2¢ | 2¢ | 4¢ |
| Total due in U.S. in gold coin | 16¢ | 26¢ | 42¢. |



Sept. 16, 1870. Letter posted unpaid at Place de la Bourse, Paris and endorsed: pr. Scotia from Liverpool.

Sept. 17. French "tray" mark debits Brits for 2 francs per 30 grams (1 oz.) bulk weight. This mark (Salles 3124) is found used after June 1870. Britain debited U.S. for 38¢ (see above.)

Sept. 17. R.M.S. Scotia departed from Liverpool, called at Queenstown Sept. 18.

Sept. 27. Scotia arrived at New York. The N.Y. Exchange Office added 4¢ (double U.S. 2¢ charge) to the 38¢ debit to total 42¢ in gold coin due. This was converted to U.S. NOTES (depreciated currency) at the day's ratio of 1.13 to total 47¢ in greenbacks due, shown in manuscript.

1874

TRANSATLANTIC MAIL

FRANCE TO U.S., Unpaid Letters, 1870-1874.

From 1 January 1870 until 1 August 1874 letters to the U.S. forwarded to England were charged at the rate of 2 francs per 30 grams, bulk rate. The British divided the 2 francs by 4 to arrive at a single rate per 1/4 ounce of 50 centimes or 10¢. To this 10¢ were added 2¢ sea and 2¢ British postage per 1/2 oz. for a total of 14¢. The U.S. collected the 14¢ British plus 2¢ U.S. inland, total 16¢ in coin.

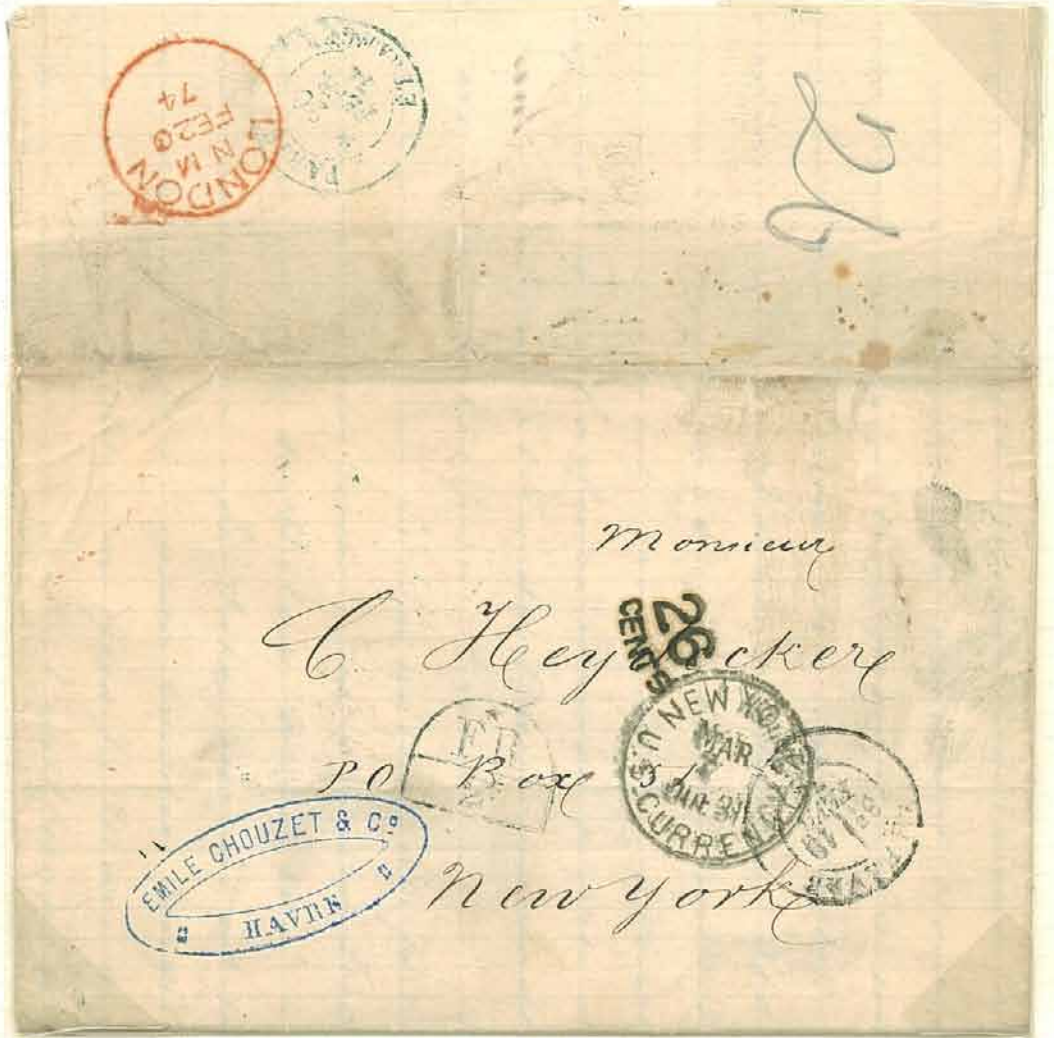
On letters weighing over 1/2-oz., but not over 1-oz., only the French postage of 10¢ was doubled, and these letters show a collection of: French 10¢ x 2 = 20¢, plus 2¢ sea, 2¢ British, 2¢ U.S. = 26¢.



Feb. 19, 1874.
Posted unpaid at
Havre.



Feb. 20. Paris
Foreign (Etranger)
office transit. 2 francs
bulk rate (30
grams) mark.



26
CENTS

Feb. 20, 1874. London
transit. Rare 26¢ charge
mark. Technically,
British should show debit
of 24¢.



Mar. 7, 1874.
Depreciated
currency mark
of 31¢ due in
currency or
26¢ in gold.

R.M.S. Abyssinia. Haines, depart L'pool Feb. 21. 1874
via Q'town 22nd. Arr. N.Y. Sat. Mar. 7.

1869

TRANSATLANTIC MAIL

FRENCH PACKET: LIGNE H - Direct, New York to Havre



May 29, 1869. Letter posted unpaid at New York. Directed per "St. Laurent" of Ligne H. 3¢ credit to U.S. out of the total postage (15¢) or 8 decimes due.

May 29. Octagonal cachet of the St. Laurent struck aboard ship. This date coincides with the sailing date of the St. Laurent.

8



8 decimes due from recipient.

June 10, 1869. Paris receipt bkstp.

1872

U.S. TO FRANCE VIA ENGLAND

Prepaid 10¢ Rate Effective Jan. 1, 1870 - July 31, 1874

S.S. Nevada

GUION LINE

Schedule of rates, ounces (U.S.) vs. grams (France).

| Local offices oz. wts. | Exchange offices using gram wts. | Rate | Credit to Britain per 1/3 oz. |
|---------------------------|-------------------------------------|------|----------------------------------|
| 0 - 1/3 oz. | 0 - 10 gm. | 10¢ | 6¢ |
| 1/3 - 1/2 | 10 - 15 | 16 | 12 |
| 1/2 - 2/3 | 15 - 20 | 20 | 12 |
| 2/3 - 1 | 20 - 30 | 26 | 18 |
| 1 - 1-1/3 | 30 - 40 | 36 | 24. |



April 22-23, 1872. Letter posted at Cambridge, not over 1/3 oz., paid at the 10¢ rate by a National Bank Note Co. Issue of 1870 stamp. Transit at Boston, the Exchange Office marked it with a 6¢ credit to Britain (see above.)

April 24. S.S. Nevada departed from New York for Queenstown.

May 4. Queenstown: The Williams & Guion steam-ship Nevada, Capt. Forsyth, from New York for Liverpool arrived here at 8 o'clock this morning.

Same day transit at London where letter was passed through as a PAID SHIP-LETTER. A scarce and desirable mark.

March 5. French entry mark AMBulant (Railway) at Calais and Paris arrival backstamp. Letter held Poste Restante (General Delivery) for John Munroe & Co.



1872

U.S. TO FRANCE VIA ENGLAND

Prepaid 16¢ Rate

S.S. City of Brussels

THE INMAN LINE

The assignment of the City of Brussels to the transatlantic carriage of this letter is an educated guess by this researcher. Actually, five possible sailings occurred on June 22, 1872, from New York for England. These are described below with the reason for the selection of the City of Brussels.

S.S. Allemannia for Hamburg, Braendt, via Southampton.
Arrived Plymouth July 4, too late for July 2 London transit.

S.S. Rhein, North German Lloyd, for Bremen, Meyer, via Southampton.
Arrived Southampton July 2. Possible, but rather late for a July 2 arrival at London.

R.M.S. Parthia, Cunard Line, Watson, for Liverpool via Q'town.
Parthia touched at Queenstown July 2 at 4 P.M., late for July 2 arrival at London.

S.S. Oceanic, White Star Line, Thompson, for Liverpool
Arrived at Liverpool July 2, not stopping at Queenstown.
Not normal routing for European mail at this time.

S.S. City of Brussels, Brooks, for Liverpool via Queenstown.
Arrived at Queenstown July 1 at 2½ P.M., ideal timing for a July 2 London transit.

1872

U. S. TO FRANCE VIA ENGLAND

Prepaid 16¢ Rate

Effective Jan. 1, 1870 - July 31, 1874

S.S. City of Brussels

THE INMAN LINE

This period exhibits some complexity in rating as the U.S. post office used ounces and the Exchange Offices used grams. A schedule was therefore established with rates, as follows:

| Local offices, oz. wts. | Exchange offices using gram wts. | Rate | Credit to Britain per 1/3 oz. |
|-------------------------|----------------------------------|------|-------------------------------|
| 0 - 1/3 oz. | 0 - 10 g. | 10¢ | 6¢ |
| 1/3 - 1/2 | 10 - 15 | 16 | 12 |
| 1/2 - 2/3 | 15 - 20 | 20 | 12 |
| 2/3 - 1 | 20 - 30 | 26 | 18 |
| 1 - 1-1/3 | 30 - 40 | 36 | 24. |



June 17, 1872. Prepaid letter at Milwaukee with an interesting combination of low value National Bank Note stamps to total the 16¢ rate for a letter over 1/3 oz., but not over 1/2-oz.

June 22. Transit at New York where the Exchange Office allowed a 12¢ credit to Britain (see table above). Inman Line City of Brussels, Capt. Brooks, sailed this day for Queenstown and Liverpool.

July 2. City of Brussels arrived at Queenstown at 2:30 pm on July 1, and French mail was forwarded on to London where it received the PAID mark.

July 3. French entry mark at Calais Ambulant (RR). Letter marked PAID in France. Arrival backstamp at Paris.



1873

U. S. TO FRANCE VIA ENGLAND

Prepaid 16¢ Rate Effective Jan. 1, 1870 - July 31, 1874

S. S. Canada NATIONAL STEAMSHIP COMPANY, LTD.

Schedule of rates, ounces (U.S.) vs. Grams (France):

| Local offices oz. wts. | Exchange offices using gram wts. | Rate | Credit to Britain per 1/3-oz. |
|---------------------------|-------------------------------------|------|----------------------------------|
| 0 - 1/3 oz. | 0 - 10 gm. | 10¢ | 6¢ |
| 1/3 - 1/2 | 10 - 15 | 16 | 12 |
| 1/2 - 2/3 | 15 - 20 | 20 | 12 |
| 2/3 - 1 | 20 - 30 | 26 | 18 |
| 1 - 1-1/3 | 30 - 40 | 36 | 24. |



16

December 2, 1873. Letter PAID ALL at Philadelphia by 6¢ + 10¢ copies of the Continental Bank Note Co. Issue of 1873 (secret marks). This totals 16¢ rate for a letter over 1/3 oz., but not over 1/2-oz. The Exchange Office allowed a 12¢ credit to Britain (see table above.)

December 3. The National Steamship Co.'s steamer Canada, Capt. Webster, departed from New York for Liverpool via Queenstown.

December 15. Canada touched at Queens-town at 3 P.M. where her mails went ashore. Transit PAID at London December 16.



December 17. French entry mark at Calais Ambulant (Railway Mail Car). Same day arrival backstamp at Paris.

1874

The Loss of the S.S. Europe



March 26, 1874. 50 centimes direct steamer rate per 10 grams paid at Le Havre by a pair of the 25 centimes Republic Issue of 1871 cancelled by the gros chiffres "1769", French Bureau number of Le Havre.

The letter was directionally endorsed "per St. 'Europe'". The S.S. Europe departed from Brest on March 27 and called at Havre March 28 where this letter went aboard.

On April 2 at 11 A.M. at lat 48 21, lon 30 03 (about mid-ocean) the National Steamship Co., Ltd. steamer Greece, having departed Queenstown March 26 for New York sighted a large steamer and coming up to her at 4 P.M. found the French steamer Europe showing signs of distress and in a sinking condition. The Europe was asking for boats to assist in getting off her 39 first class passengers, 182 steerage passengers and 154 crew, which was done without injury. The mails were also saved, but no other cargo or baggage, thus this letter has survived. Europe had been lengthened in 1873 from 347 ft. to 394 ft. and converted from a paddlewheel to a single-screw vessel. Some have attributed the lengthening to the leaking condition of the May 2, 1874 voyage, but this has never been proved. A prize crew from the Greece (including a stowaway from the Europe) attempted to sail the Europe to Britain, but she foundered at sea about three weeks later. The prize crew had been rescued by the National Line steamer Egypt, arriving at Liverpool April 7, after abandoning Europe to her watery fate.



April 14, 1874. Arrived at New York the steamship Greece (Br.), Thomas, Liverpool March 25 and Queenstown 26th with merchandise and 28 cabin and 524 steerage passengers and 38 cabin and 183 steerage passengers and the mails of the French steamship Europe, to F.W.J. Hurst.

Capt. Lemarie of the Europe contended upon arrival at New York that Capt. Thomas of the Greece had refused to put him, Lemarie, back upon his ship as Capt. Thomas wanted the salvage rights, and that this action constituted an act of piracy! See New York Times of April 14, 1874, for details.

Letter was subject to the direct mail rate of 10¢ collect as shown in the N.Y. date stamp (DUE 10), although this letter was hardly carried "direct".

1874

TRANSATLANTIC MAIL

Cie Général Transatlantique National Steamship Co., Ltd
S. S. Europe S. S. Greece

The Loss of the Europe

Direct Mail Rates - Havre to New York

The U.S. Postal Guide, rates as of July 1, 1873, notes that letters sent to the United States from France by the direct steamer (Havre to New York) are subject to postage of 10 cents on delivery; no matter what amount of postage has been prepaid in France.

By imperial France decree of Dec. 22, 1869, effective Jan. 1, 1870, letters sent by direct steamer from France to the U.S. required a prepayment in France of 60 centimes per 10 grams, which paid the letter to the point of departure and such letters were marked P.P. Effective July 1, 1871, the direct rate was reduced from 60 centimes to 50 centimes.



1876

TRANSATLANTIC MAIL

CUNARD LINE

R. M. S. Russia

G.P.U. rate to U.S., 40 centimes, Jan. 1, 1876 to May 1, 1878



April 12, 1876. France did not enter the General Postal Union until January 1, 1876. At that time the rate per 15 grams (about ½-oz.) to all member countries was 30 centimes except to the United States was 40 centimes. On May 1, 1878, these rates became 25 cent. and 30 cent., respectively.

This letter was paid at the 40 centimes rate by a copy of the Issue of 1870 at Montpellier, Herault and endorsed: Via Liverpool

April 14. Transit backstamp at the Paris Etranger (Foreign) office.

April 16. R.M.S. Russia picked up the European mails at Queenstown.

April 26. N.Y. arrival backstamp.

N.Y. Times: Arrived N.Y. WED. April 26. Steam-ship Russia (Br.) Cook, Liverpool 15th and Queenstown 16th to Charles G. Francklyn.

1876

TRANSATLANTIC MAIL

U.S. TO FRANCE

Received at Brest

Compagnie Générale Transatlantique, Ligne H

From June 1865, ships of the Cie Generale Transatlantique, plying between New York and Havre, called at the port of Brest. A special handstamp was used as a receiving mark at that port.



Oct. 13, 1875. Letter paid 5¢, U.P.U. rate, by banknote issue 2¢ and 3¢ stamped envelope.

Oct. 15, 1876. New York Foreign Office transit mark. Oct. 15, 1876 coincides with the sailing date of the Amerique of Ligne H.



Oct. 26, 1876. Arrival mark at Brest. Note inverted date slug.

1877

TRANSATLANTIC MAIL

U.S. TO FRANCE

Received at Brest

LIGNE H, Du Havre a New-York

S.S. Perriere

3,000 tons, constructed at Glasgow in 1865, she made 86 voyages between March 1866 and 1880.



June 23, 1877. Five cents U.P.U. rate paid by Zachary Taylor issue of 1875. The Perriere of Ligne H sailed from New York June 27, 1877 for Havre by way of Brest.

July 7, 1877. Arrival date of the Perriere at Havre. This letter had been dropped off at Brest the previous day, thus arrived at Paris the same day as the Perriere docked at Havre. 2's show this mark (Salles 1721) was struck at the Paris - Etranger (Foreign) Office. Usual inverted date slug.

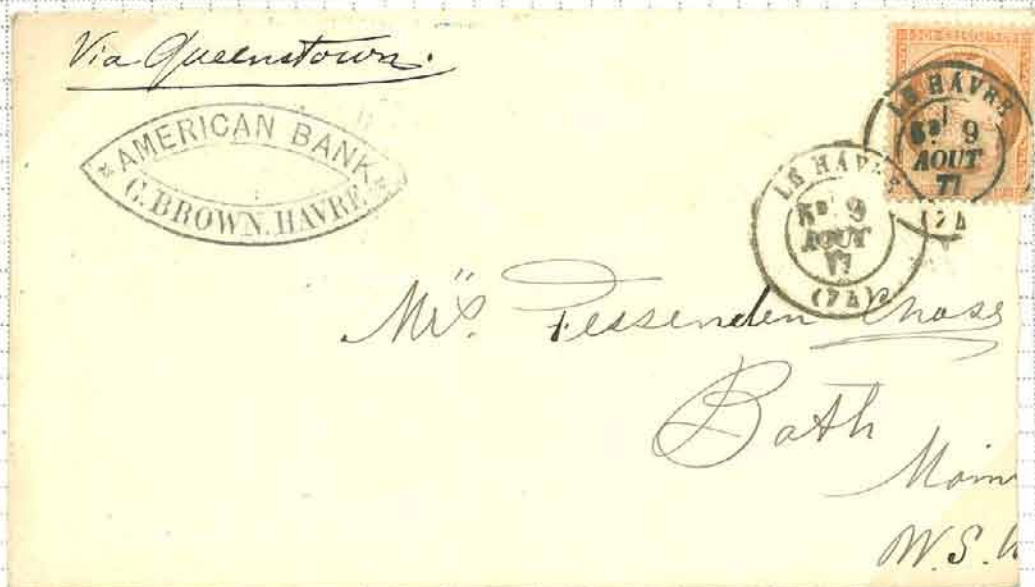
1877

TRANSATLANTIC MAIL

CUNARD LINE

R.M.S. Russia

French G.P.U. rate to U.S., 40 centimes, Jan. 1. 1876 to May 1, 1878



August 9, 1876. France did not enter the General Postal Union until January 1, 1876. At that time the rate per 15 grams (about 1/2-oz.) to all member countries was 30 centimes except to the United States was 40 centimes. On May 1, 1878, these rates became 25 cent. and 30 cent. respectively. Letter here paid at the Jan. 1, 1876 rate to U.S. by a copy of the 40 centimes Ceres Issue, Issue of 1870. Posted at Le Havre and endorsed: Via Queenstown.



August 10. Transit backstamp at the Paris Etranger (Foreign) office.

August 12. R.M.S. Russia of the Cunard Line picked up the European mails bound to the U.S. at Queenstown.



August 21. New York receiver backstamp. Arrived at New York Aug. 21, steam-ship Russia (Br.,) Cook, Liverpool Aug. 11 via Queenstown 12th.

1879

U.S. TO FRANCE
CUNARD LINE

G.P.U. Rate - Short Paid
R.M.S. Abyssinia



January 4, 1879. A letter posted at Jamestown, N.Y. and paid 3¢ by the Issue of 1873. This underpaid the letter, as the G.P.U. rate to member countries was 5¢.

January 6. Transit backstamp at the New York Foreign Department. Here the letter was marked T (= Taxe = Postage Due) at 15 centimes, the convention of accounting under the G.P.U. New York showed the underpayment of 2¢ plus a 50% fine, or 3¢ due. As 5 centimes = 1¢, the 15 centimes = 3¢. Under France's unique rating, this amount was ignored.

January 9. R.M.S. Abyssinnia, Cunard Line, sailed from New York for Queenstown.



N.Y. Times. BY CABLE, QUEENSTOWN, Jan. 18. Cunard Line steam-ship Abyssinnia Capt. Murphy, from N.Y. Jan. 9 for Liverpool arrived here at 4 o'clock this afternoon.



January 19. French entry mark at Paris. Under French Tariff No. 2, letters from the U.S. were rated at 35 centimes per 15 grams prepaid and 60 centimes unpaid. The rule at this time was the full unpaid amount minus the value of the postage stamps affixed. Here 60 cent. - 15 cent. (3¢) = 45 centimes due, shown by the red "45." ¶ Jan. 20. Letter arrived care of the forwarder Munroe & Co. who struck their backstamp and forwarded letter to another Paris address.



The Philatelic Foundation

501 Fifth Avenue, Room 1901
New York, New York 10017
212 - 867 - 3699
Fax 212 - 867 - 3984

Dr. Martin F. Stempien, Jr.
Office Manager

31 January

Dear Mr. White;

I'm sorry to have taken so long to answer your letter of January 10., but the press of various projects just made me have to wait until today to write to you.

The answer to the problem is quite simple: you had all the data in your own hands. It only took putting them together in the right way to reach the right answer.

As you say, for this period Joany notes a rate of 60 centimes due on an unpaid letter. This is the prime figure, and would be the amount collected if the letter was considered as completely unpaid and the postage stamps disregarded. But the rule at this time was the full unpaid amount minus the value of the postage stamps affixed. In this case 3 cents = 15 centimes., so 60 centimes minus 15 centime results in 45 centimes---the amount due marked on the cover. A very interesting item, probably quite scarce. Would you consider parting with it?

Hope that this solves your problem--

Sincerely,

P.S. I hope you don't mind my keeping your xerox for my records.

P.O. Box 481
Village St.
New York 10014

1912

LA COMPAGNIE GENERAL TRANSATLANTIQUE
S. S. France

23,666 tons, 690' x 76', 4 funnels, two masts. Laid down as La Picardie, launched at Chantiers & Ateliers de St. Nazaire on Sept. 20, 1910 as France. Maiden voyage Havre-New York April 20, 1912. Last voyage ditto Sept. 27, 1914. 1914 as France IV she was used as a transport and hospital ship. 1918 reverted to France. December 17, 1918, first voyage after the Armistice, Brest - N.Y. as a troop-ship. Various transatlantic schedules after that. Scrapped at Dunkirk in 1935.

This quadruple screw steamship on her trials recorded a mean speed of more than 25 knots, making her the fastest ocean going liner apart from the Lusitania and Mauretania.



1925

FRENCH MARITIME POSTAL HISTORY
LIGNE DU HAVRE A NEW-YORK

Cachets à date de Ligne



S. 1733E

August 13, 1925. The steamship lines to France from New York fall into four chronological groupings:

- Ligne Havre a New York, 1908 - 15.
- American service, New York to Havre or Bordeaux, 1912 - 17.
- Ligne de Bordeaux a New York, 1915 - 18.
- Ligne du Havre a New York, 1919 - 1939.

This octagonal date stamp was used on the last phase. August 13, 1925 coincides with the arrival date of the SS DeGrasse at Havre, she having left New York Aug. 5.

1929

FRENCH MARITIME POSTAL HISTORY
LIGNE DU HAVRE A NEW YORK

Cachets à date de Ligne



S. 1733/D

January 29, 1929. This octagonal date stamp was in use from 1908 - 1916 during the first "Ligne du Havre a New-York" and later in the revived line from 1919 - 1939.

Jan. 29 coincides with the arrival date in New York of the Ile de France, she having left Havre on Jan. 23, 1929.

1929

LA COMPAGNIE GENERAL TRANSATLANTIQUE
LIGNE DU HAVRE A NEW-YORK

1919-1939

S. S. Paris



S. 1731/C

June 18, 1929. Octagonal date stamp aboard the S.S. Paris which departed Le Havre June 18, arrived at New York June 24. Mail was handled by Brigade C as noted at the base of the date stamp.

French Line
"NORMANDIE"
C. LE GLE TRANSATLANTIQUE
La Maison Française
LE HAVRE 29 MAI 1935
10 FIFTH AVENUE
NEW YORK, N. Y.

"NORMANDIE"
VOYAGE INAUGURAL
LE HAVRE-29 MAI 35



L. Bamberger & Company,
Newark, N. J.

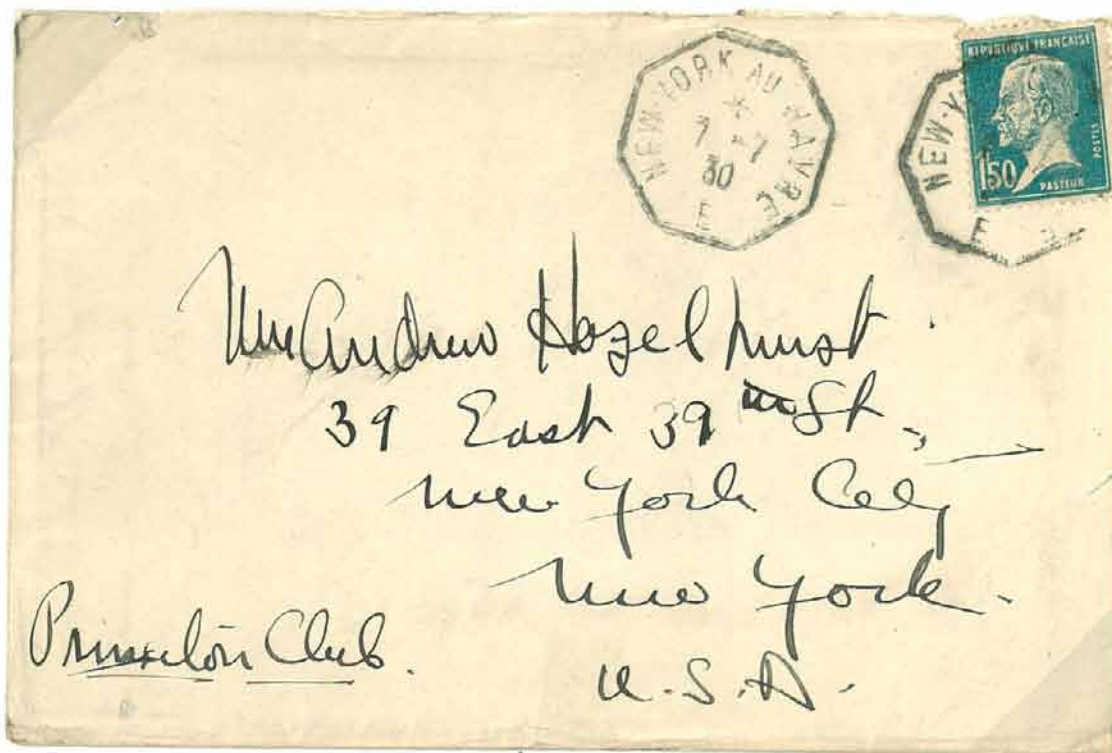
U.S.A.

1930

LA COMPAGNIE GENERAL TRANSATLANTIQUE
LIGNE DU HAVRE A NEW YORK

1919 - 1939

S. S. Paris, ex - S. S. France



S.1733/E

July 7, 1930. This letter was posted aboard the French Line S.S. France east bound, en route from New York July 3, arriving at Havre July 9, evidenced by the octagonal cachet de ligne showing the direction NEW YORK AU HAVRE.

July 10. Westbound mail was transferred to the French Line S.S. Paris, which departed from Havre this date.

N.Y. Times. Arrived N.Y. July 17, French steamer Paris, from Havre July 10.

1935


LIGNE DU HAVRE A NEW-YORK, 1919-1939

S.S. Normandie, Maiden Voyage

300

French Line
 S/S "NORMANDIE"
 CIE GLE TRANSATLANTIQUE
 VOYAGE INAUGURAL
 La Maison Française
 HAVRE 69 BOULEVARD
 NEW-YORK, N. Y.


S/S "NORMANDIE"
 VOYAGE INAUGURAL
 LE HAVRE-29 MAI 35




NORMANDIE
 MAIDEN VOYAGE
 FROM LE HAVRE . . . MAY 29th, 1935
 ARRIVING NEW YORK JUNE 3rd, 1935

Mrs. R. Walters
 1081 North
 Fort Worth,
 U.S.A.


S/S "NORMANDIE"
 VOYAGE INAUGURAL
 LE HAVRE-29 MAI 35



S/S "NORMANDIE"
 VOYAGE INAUGURAL
 LE HAVRE-29 MAI 35



S/S "NORMANDIE"
 VOYAGE INAUGURAL
 LE HAVRE-29 MAI 35



May 29, 1935. Special inaugural voyage machine cancellation applied aboard the Normandie. She left Havre May 29, arrived at New York June 3, 1935. Cover is franked with the special stamp issued for the occasion.



Commerative sticker label of the Normandie closes the envelope flap.



WORLD'S LARGEST SHIP

NORMANDIE

SOME FACTS ABOUT THE NORMANDIE

Length 1029 feet
Beam 119 feet
Gross Register 79,280 tons
Passenger Capacity 2170
Officers and crew over 1300
Turbo-electric drive 160,000 H.P.

French Line

The
SHIP
OF THE
YEAR

1935

FRENCH MARITIME POSTAL HISTORY
LIGNE DU HAVRE A NEW YORK, 1919-1939.

Machine cancellations of the "NORMANDIE"



s. 1746.

July 15, 1935. An obliterating machine was installed on the SS Normandie on her inaugural voyage from LeHavre, May 29, 1935. Initially it bore a rectangular inscription announcing the premiere voyage. Later, as here, a wavy lined die was used with the octogon bearing "New York au Havre" or "Le Havre a New-York" depending on the direction of the voyage.

1936

LA COMPAGNIE GÉNÉRAL TRANSATLANTIQUE
LIGNE DU HAVRE A NEW-YORK
1919 - 1939

S. S. Normandie



S.1733/E

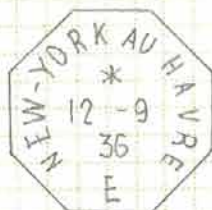
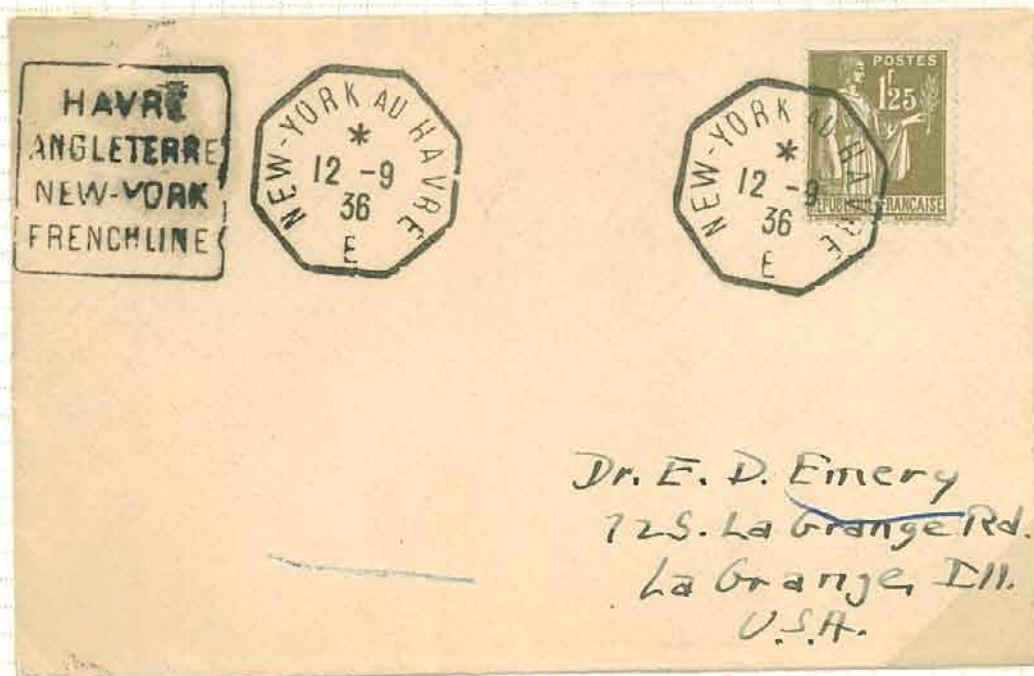
July 4, 1936. This cancellation proves somewhat of a mystery. The letter, franked with a 1 fr. 50 centimes "Normandie" stamp, was posted aboard that ship which left New York July 1, arriving at Havre July 6. However, she was designated (per Salles' lists) as "A". She was in port one day and departed from Havre July 8 for New York, now designated "E".

Probable explanation was that the mail clerks aboard Normandie had already changed over the handstamps to "E" in anticipation of the next round trip Havre-New York-Havre, and late mailed letters on the July 1 eastbound "A" trip received the octagonal cancellation with the "E" already in place. No doubt this letter went back to New York on the Normandie.

1936

FRENCH MARITIME POSTAL HISTORY
LIGNE DU HAVRE A NEW YORK

S.S. NORMANDIE



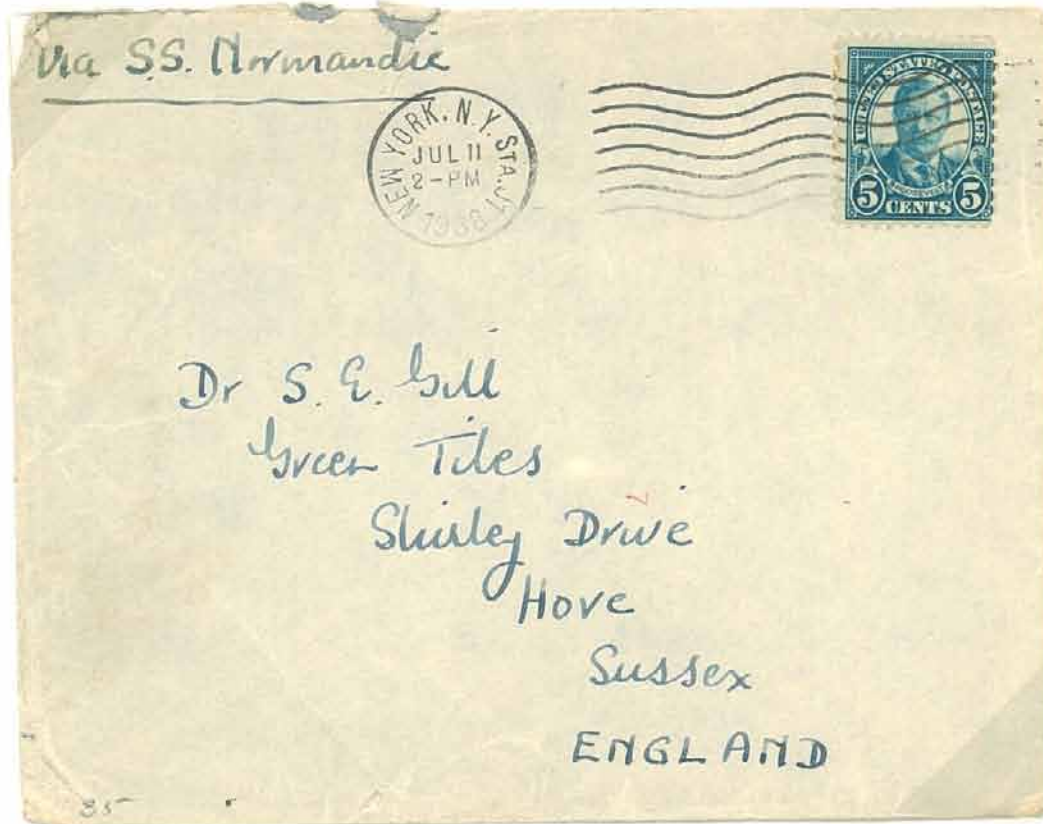
S. 1733/E

Sept. 12, 1936. Octagon type of the "Cachets a date de Ligne" of the Havre to New York Line. This date coincides with the recorded arrival date of the SS Normandie at New York, she having left Havre Sept. 7. Records also show Brigade E was aboard to process mail.

1938

LA COMPAGNIE GÉNÉRAL TRANSATLANTIQUE
LIGNE DU HAVRE A NEW-YORK
1919-1939

S.S. Normandie



July 11, 1938. A letter posted at New York and endorsed: Via s.s. Normandie, paid at the U.P.U. rate by U.S. 5¢ Issue of 1927 (perf. 11 x 10½). This was the 100th

transatlantic crossing of the Normandie.

N.Y. Times. Sailings from New York. July 13, 1938: Normandie (French).....Havre.

July 18. Normandie arrived at Havre. She had made a stop at Plymouth, England earlier in the day to land passengers and the British mails at that port.

N.B.: The French Line in 1935 inaugurated an outward (westbound) call at Southampton instead of Plymouth and this became a regular feature although homeward was still New York-Plymouth-Havre.

1918

LA COMPAGNIE GENERAL TRANSATLANTIQUE
LIGNE DE BORDEAUX A NEW-YORK

Avril 1915 - janvier 1919

S.S. Rochambeau

Three periods exist for this line:

- The beginning in April 1915 when, because of war conditions and the extreme usage of Havre for supplying the French and British armies, Bordeaux was used instead of Havre.
- About May 1917 during the "American Floating Office" period.
- After the General Comandeering of packets was ordered March 11, 1918, until the reuse of Havre Feb. 25, 1919, when the SS Espagne arrived at Bordeaux for the last trip.



May 17, 1918. Arrival date of the SS Rochambeau at Bordeaux, she having left New York May 7, 1918.



S.1738/E

This is a possibly unique, certainly very scarce, mark. Salles, Tome IV, Pg. 253, notes the brigade code letters at the base of A through E, however, has only seen A, B, and C, noting D and E "not seen". Here we have an example of "E" aboard the Rochambeau on this trip.

UNITED STATES LINES

FRANKLIN BUILDING
BOULEVARD DE STRASBOURG
LE HAVRE



Mr. Lew Smith

P.O. Box - 517 -

Smithtown

Long-Island - NY -

U.S.A.

**VOYAGE INAUGURAL
Paquebot "FRANCE"
LE HAVRE - NEW YORK
3 Février 1962**

1860

PACKET LETTERS
TRANSATLANTIC MAIL
BRITISH PACKETS-ST. PIERRE MARTINIQUE TO FRANCE

French mail carried by British Packets through England was marked in red when prepaid as per regulations.



March 12, 1860.
St. Pierre receipt.



April 1, 1860.
Calais RR transit
mark showing mail
carried via British
Packet.



French "Paid All" mark
showing British Packet.
(Blue ink used on U.S. and
French Packets.)



April 1, 1860.
Paris transit.



April 2, 1860.
Bordeaux receipt.

1853

TRANSATLANTIC MAIL
CUBA TO FRANCE VIA NEW YORK
RATES BY BRITISH PACKET VIA GREAT BRITAIN, 1847-57.

April 28, 1853. Letter headed at Havana. Handled "out of the post" to New York.

| | |
|---|-----|
| Rate from New York: Paid in the U.S. (per 1/2 oz) | 5¢ |
| Collected in France, 26 decimes | 52¢ |
| Total postage | 57¢ |



May 4, 1853. New York Foreign Office transit. 5¢ (mms.) paid in cash at N.Y., which office noted that letter was to go transatlantic via British Packet.



May 16, 1853. Transit at London. Letter was conveyed from N.Y. by the Cunard Line steamer Arabia.



S 1782

May 17, 1853. Transit at Paris, translation, "United States - British Packet."



May 17-18. Paris and Bordeaux transit backstamps.

26 decimes due (see above).

96

RMS Arabia sailed NY May 9, 1853
Arr. Liverpool May 12, 1853

TAV 380.0

1857

TRANSATLANTIC MAIL

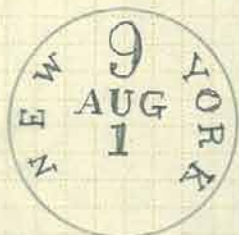
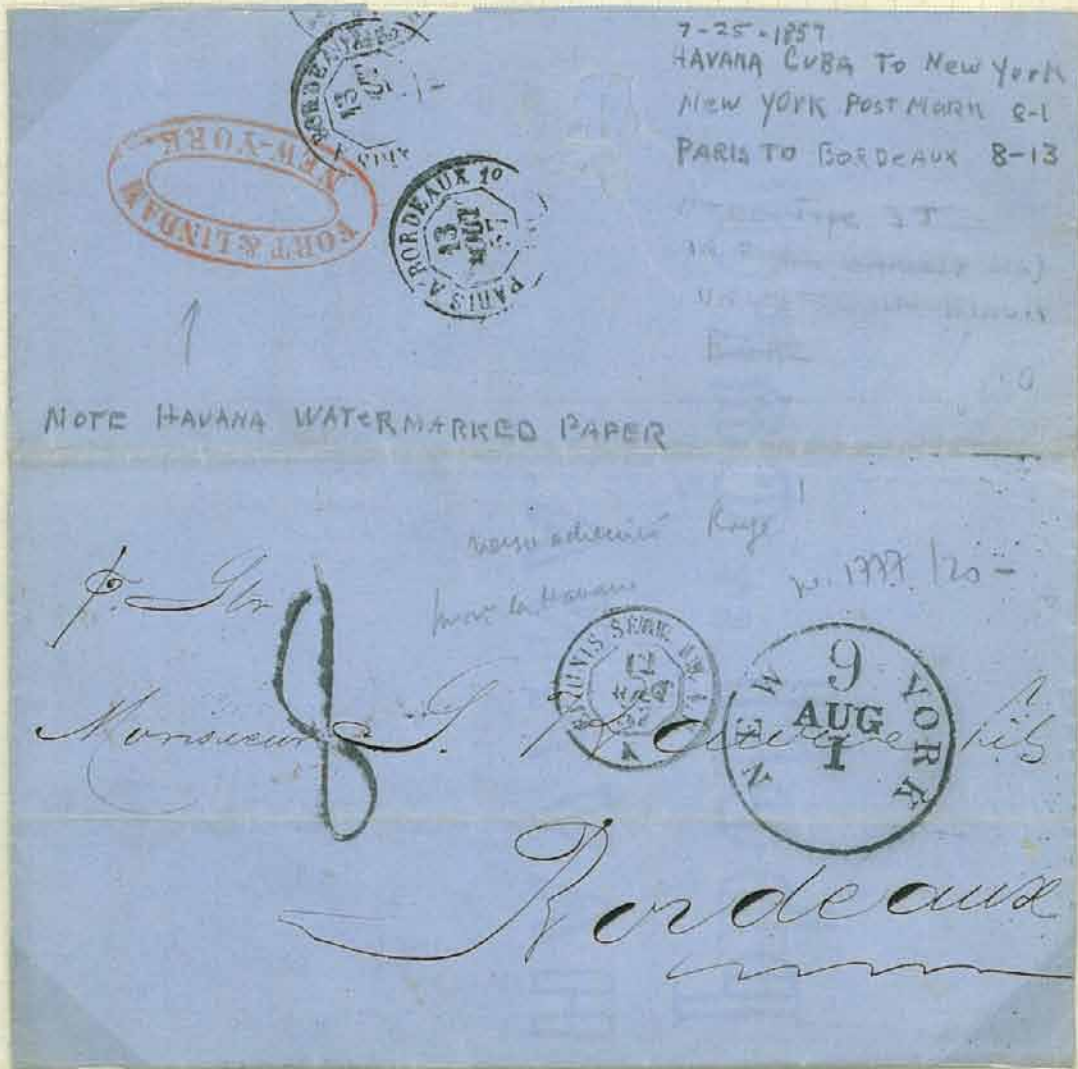
AMERICAN PACKET: HAVANA TO FRANCE via New York.

Forwarding Agent: Fort & Lindam
New York

July 25, 1857. Letter datelined at Havana, Cuba, and forwarded in bulk (or ex-Post Office) to New York c/o Fort & Lindam.



Forwarding Agent Fort and Lindam struck this oval cachet and forwarded letter to France, unpaid.



Aug. 1, 1857. New York exchange office struck this mark showing a debit to France of 9¢. April 1, 1857 rate was divided: 3¢ U.S. Inland, 6¢ Sea Postage, 2¢ British transit and 4¢ French Inland. U.S. wanted her inland 3¢ + sea (American Packet) 6¢ = 9¢, thus the debit shown in the c.d.s.

Aug. 1, 1857. Collins SS Atlantic sailed NY to L'pool



Aug. 12. French entry at Calais (A. C. = Ambulant Calais), Service American. Brigade K. Salles 1777.



Aug. 13. Paris to Bordeaux day train, transit backstp. Aug. 14. Bordeaux receipt. 18 decimes (15¢) collect for 1 April 1857 rate (above).



1859

NEW YORK & HAVRE STEAM NAVIGATION COMPANY
CUBA TO FRANCE VIA NEW YORK AND LE HAVRE

S.S. Empire City, Havana to New York

Havre Line: U.S.M.S. Fulton, New York to Havre

April 24, 1859. Letter dated at Havana. It went under separate cover to a forwarding agent at New York.

N.Y. Times. Arrived N.Y. April 27, SS Moses Taylor, Aspinwall April 17, Havana 23d. Left at Havana steamship Empire City for N.Y. 24th.

N.Y. Times. Arrived April 28. Steamship Empire City, Havana 23d. (sic) [N.B. The Times recorded arrival date is in error as letter is dated April 24, and Times notes Empire City to depart Havana on April 24.]



36



April 30. The forwarding agent Rafael R^d Barthold at New York put this letter into the mails unpaid. The N.Y. Exchange Office weighed the letter at just over ½-oz. (or 14.2 grams) and debited France for 3 rates under the U.S.-French Treaty. Rate breakdown per ½-oz. was U.S. Inland 3¢, Sea 9¢, French Inland 4¢, total 15¢.

Debit to France was 3¢ U.S. + 9¢ Sea (American Packet) = 12¢ x 3 = 36¢.

April 30. U.S.M.S. Fulton departed from N.Y., arrived Southampton and Havre May 13.



16

May 13. French arrival mark at Havre. The French reweighed this letter in grams at under 15 grams and charges 8 decimes x 2 = 16 dec. (letter weighed between 14.2 and 15 grams). This gave the unusual rating of triple in the U.S. and only double in France.

May 13. Le Havre to Paris T.P.O. backstamp (night train) and Paris arrival backstamp.



RICHARD F. WINTER
6657 New Chandler Court
Burke, Virginia 22015-4136
(703) 455-0655

30 November 1994

Arthur White
P.O. Box 211
Wakefield, MA 01880

Dear Arthur:

I was delighted to receive your letter of 25 November 1994 with its photocopy enclosures, but very sorry to hear that your oldest son has lung cancer. That is very sad. I know that you must feel terribly for him. He must be pleased that you are being helpful to him.

You have a good understanding of the two covers that you sent, as far as I can determine. I'll tell you what I can. The 24 April 1859 cover from Havana (carried privately to New York) was sent in the French mails unpaid. A peculiarity of the U.S.-French Treaty was that the U.S. weighed in ounces and the French in grams. There were differences. New York must have determined that this letter was just over a half ounce or 14.2 grams and debited France for three rates, $3 \times 12\text{¢} = 36\text{¢}$. They would have correctly followed the treaty with this rating. The French weighed the letter at under 15 grams and charged $2 \times 8 = 16$ decimes postage due. That would put the letter weight between 14.2 and 15 grams, which it could have been. I don't think the French even considered the fact that they lost money on this one letter. I believe they rated the letter per the treaty. In the long run, they probably came out ahead as the small weight differences were usually in their favor. Yes, they did lose money on this letter, but I believe that is how it was rated, three rates in the U.S. and only two rates in France. Your assessment of the steamships involved with carrying this letter and how the letter was handled are both correct.

The 7 May 1853 letter to Rome has a few problems that I can't resolve. I agree the letter was carried privately to a Liverpool company that entered the letter in the mails for the first time in Liverpool on 20 May 1853, it was fully paid the rate to Rome of $1/4\text{d}$, but that paid the letter just to the Roman States. In Rome, they collected 23 bajocchi postage due. I can't find any information or other covers in my records which show the same rates, but I feel reasonably certain that what I have just said is correct. The amount collected in Rome must be what is shown on this cover. I agree the letter was carried "out of the mails" across the Atlantic on *Humboldt*. I believe that the British mailer wrote the instructions "Pr French Packet," an allowable route for the $1/4\text{d}$ paid. Salles Vol. 2 does have tables of French packets serving the Italian coast, starting on page 203, but the French steamers departed Marseille on the 9th, 19th, and 29th of each month. The steamers took three days to get to Civita Vecchia, the port city for Rome. That would mean that the Rome date had to be in June 1853, but you have said it is a May date. So, a French steamer didn't carry the letter. The red "VIA DI MARE" marking is a known marking of Civita Vecchia during the period Nov 52-Mar 55. As no other Italian port used this same marking at that time, I have to conclude the letter went by sea to Civita Vecchia. At the same time there were Italian steamships working the same route as the French steamships. I know of no sailing tables for the Italian steamers. It is quite possible that this letter was carried from Marseille on an Italian steamship. So, some of the details are still to be determined. You basically have the correct understanding of the cover.

Thanks for the photocopy of the CHICAGO AM.PKT. 24 PAID marking. As with the New York markings, I will not list those versions with year dates separately, but note when year dates were used in the different markings.

I checked with Jack Jenkins and he said he never received my letter asking him to send you another copy

1860

TRANSATLANTIC MAIL

CUBA TO FRANCE VIA NEW YORK, direct to Havre

Rates by regulation of 2 March 1857

Rates to France from Cuba, Mexico, British West Indies, British Guiana, Aspinwall and Panama, per 7½ grams, was made up as follows:

International rate, U.S. to France 15¢

Rate, Cuba to U.S. was 10¢ less 3¢ U.S.

Inland already contained in the international rate

= $\frac{7¢}{22¢}$

October 8, 1860. Letter headed at Havana. Noted per "Str. De Soto - via New York".



October 13.
Transit at New York. U.S. debited France with the unpaid letter rate of 12¢ plus the 7¢ Cuban rate, total 19¢ x 2 (double rate) = 38¢.

38



Oct. 26, 1860.
French Exchange Office mark, direct N.Y. to Havre, American packet.
Salles 1794.



Oct. 26 - 27. Transit backstamps, Havre to Bordeaux. Charge in France was 8 decimes international plus Cuban rate of 7¢ or 3½ decimes, rounded to 4d., total 12 dec. x 2 = 24 decimes due (mms).

Oct. 12, 1860. SS De Soto, Johnson, Arr. NY. from New Orleans.

Oct. 14. SS Arago, Cuyt Lines, cleared, sailed Oct. 13 for Havre. The N.Y. and Havre Steam Navigation Co.

TAV 390.0

1860-61

CUBA TO FRANCE VIA NEW YORK

22¢ Rate under the U.S.-French Convention of 1857

U.S. Mail Steamship Bienville, New Orleans to New York via Havana
Inman Line, S.S. Vigo, New York to Queenstown

The Convention of 1857 rate to France from the U.S. was 15¢ per ½-oz. (7½ grams.)
Of this, 3¢ applied to the U.S. Inland portion. For mails from Mexico, Cuba, British
West Indie, Aspinwall and Panama the 3¢ portion was substituted by the Cuba to U.S.
10¢ Steamship Letter rate, which added to the 12¢ balance Convention of 1857 rate
gives 22¢ per 7½ grams.



16



Letter marked with the oval company stamp of Miguel Bou, also backstamped with the unusual circular logo of M. Bou.

December 18. U.S.M.S. Bienville called at Havana.

N.Y. Times. The U.S. steamship Bienville, J.D. Bulloch (sic) Commander, from New Orleans the 15th and Havana on the 18th, arrived at this port at an early hour on Saturday morning (22nd.)

December 22. The New York Exchange Office debited France for Cuba to New York Steamship Letter 10¢ + 6¢ transatlantic Sea (American Packet) = 16¢, shown by the handstamp.

December 22. S.S. Vigo of the Inman Line departed for L'pool.

January 6, 1861. Vigo arrived at Queenstown where the European mails went ashore. She went on to Liverpool, arriving the 8th.

January 7. French entry mark showing mail from the U.S., American Service, Ambulant (RR) at Calais, day train (Octagonal center.)

Jan. 7. Paris to Bordeaux T.P.O. transit backstamp, night train (circular center.)

Jan. 8. Bordeaux arrival backstamp. 12 decimes (22¢) due.

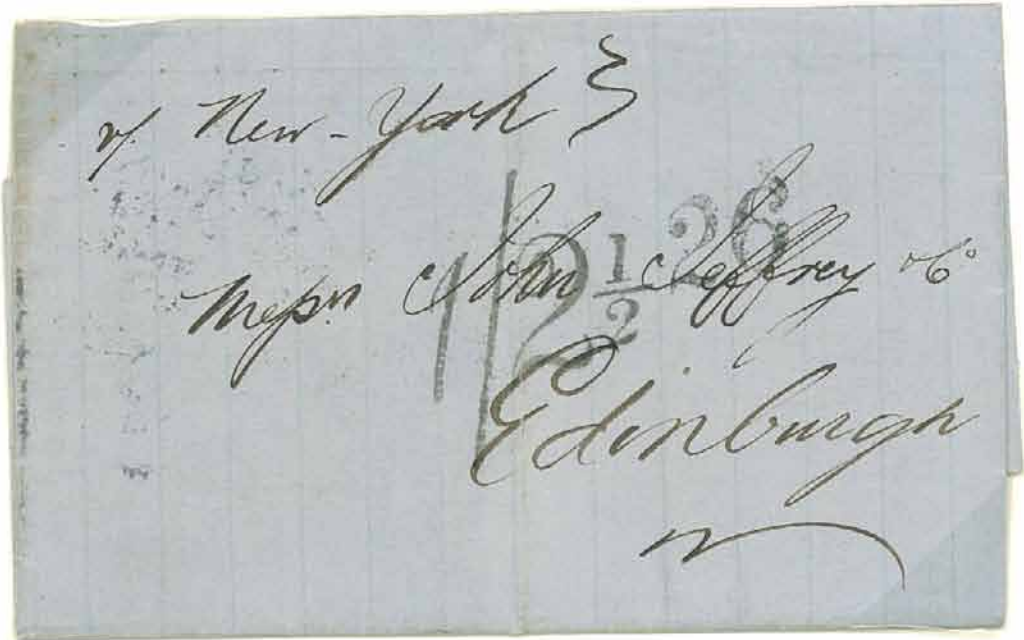
1861

CUBA TO BRITAIN VIA U.S., 29¢ RATE

Steamship Quaker City, Havana to New York

Inman Line: S.S. Edinburgh, New York to Queenstown

The U.S.-British Treaty of 1848 established a rate per ½-oz. at 24¢, which was divided: 5¢ U.S. Inland, 16¢ Sea postage and 3¢ British Inland. Mail from Cuba to Britain via N.Y. substituted the 5¢ U.S. Inland charge with a 10¢ Steamship Letter charge, increasing the 24¢ rate by 5¢ to total 29¢.



26

April 15, 1861. An unpaid letter dated at Havana and endorsed: via New York. S.S. Quaker City departed from Havana the same day.

N.Y. Times. Sat. April 20. Arr. Apr. 19. Steamship Quaker City, Cooper, Havana Apr. 15, with mdse and pass. to Hargous & Co.

The New York Exchange Office debited Britain for 10¢ Steamship Letter, Cuba to N.Y. + 16¢ Sea (American Packet) = 26¢. Britain would retain 3¢ British Inland out of the total 29¢ rate.

April 20. The Inman Line's S.S. Edinburgh departed from N.Y.

May 4. Edinburgh arrived at Liverpool. U.S. PACKET backstamp.

The recipient was charged 1sh. 2½d., equivalents were 1sh. (24¢) + 2½d. (5¢) = 1/2½d. (29¢) shown by the large bold 1/2½.

May 5. Arrival backstamp at Edinburgh, Scotland.



1/2½

1862-63

CUBA TO FRANCE VIA NEW YORK

22¢ Rate under the U.S. - France Convention of 1857
Spofford, Tieson & Co., S.S. Columbia, Havana to New York
Cunard Line, R.M.S. Scotia, New York to Queenstown

The Convention of 1857 rate to France from the U.S. was 15¢ per ¼-oz. (7½ grams.)
Of this, 3¢ applied to the U.S. Inland portion. For mails from Mexico, Cuba, British
West Indies, Aspinwall and Panama the 3¢ was substituted by the U.S. Steamship Letter
rate of 10¢, which added to the 12¢ balance of the Convention of 1857 rate gives 22¢
per 7½ grams. This 22¢ rate progressed at 7½ gram intervals.



30

Dec. 24, 1862 (sic.) Backstamp of a correspondent at Havana where the pre-printed envelope was endorsed: PAR "Columbia" VOIE New York E.U.

December 23. Steamship Columbia called at Havana.

N.Y. Times. Arr. Sun. Dec. 28. Steamship Columbia, Barton, New Orleans Dec. 20 at 5 PM and Havana 23 at 1½ PM, to Spofford, Tieson & Co.

This letter weighed from 15 to 22½ grams, a triple weight letter, so France was debited with the 10¢ Steamship Letter charge x 3 = 30¢, shown by the "30."

Dec. 31. R.M.S. Scotia of the Cunard Line (British Packet) departed from N.Y., arrived at Queenstown January 10, 1863.



January 13. French arrival postmark, ETATS UNIS, British Service, Ambulant (RR) Calais entry port. The recipient was charged 12 decimes x 3 = 36 decimes, equivalent to 66¢ U.S. Charge amount is shown in manuscript "36."

1865

CUBA TO FRANCE VIA NEW YORK

22¢ Rate under the U.S.-French Convention of 1857

S.S. Evening Star, Havana to New York

INMAN LINE: S.S. City of Baltimore, N.Y. to Queenstown

The Convention of 1857 rate to France from the U.S. was 15¢ per ¼-oz. (7½ grams). Of this 3¢ applied to the U.S. Inland portion. For mails from Mexico, Cuba, British West Indies, Aspinwall and Panama the 3¢ was substituted by the U.S. Steamship Letter rate of 10¢, which added to the 12¢ balance of the Convention of 1857 rate gives 22¢ per 7½ grams. This 22¢ rate progressed at 7½ gram intervals.



January 21, 1865. Letter dated at Havana and handed to the purser of S.S. Evening Star, which departed from Havana the 24th.

N.Y. Times. Arrived N.Y. January 28, Steamship Evening Star, Bell, New Orleans Jan. 21 and Havana 24th with mdse. and passengers to Jas. A. Raynor.

January 28. The New York Exchange Office debited France for Cuba to New York Steamship Letter 10¢ + 6¢ transatlantic (American Packet) = 16¢, shown by the handstamp. S.S. City of Baltimore, Inman Line, departed from N.Y. on even date for Liverpool via Queenstown, Ireland.

February 9. City of Baltimore arrived at Queenstown.

February 10. French entry mark at Calais. France added 2¢ British transit + 4¢ French Inalnd to the 16¢ debit to total the 22¢ rate. They marked the letter at 12 decimes collect, equivalent to 22¢.

February 11. Paris arrival backstamp.



16



1863

CUBA TO MALTA VIA NEW YORK, BRITAIN AND FRANCE
Atlantic Mail Steamship Co., S.S. Eagle, Havana to New York
Inman Line, S.S. City of Manchester, New York to Queenstown
Ligne d'Italie. Paquebot Quirinal, Marseilles to Malta



1863

CUBA TO MALTA VIA NEW YORK, BRITAIN AND FRANCE
Atlantic Mail Steamship Co., S.S. Eagle, Havana to New York
Inman Line, S.S. City of Manchester, New York to Queenstown
Ligne d'Italie, Paquebot Quirinal, Marseilles to Malta

October 2, 1863. Letter, which is datelined at Matanzas, Cuba is endorsed at the heading: pr Eagle/Via N.A.

October 3. Steamship Eagle of the Atlantic Mail Steamship Co. departed from Havana. This letter went in a bundle to a New York forwarding agent.

October 7. Arrived at New York steamship Eagle, Adams, from Havana, 3rd inst. at 4 PM with mdse. and passengers to Spofford Tilsen & Co.

RECEIVED: ⁵⁷⁷⁵ Oct 7
FORWARDED ¹⁰
BY
CHAS LULING & Co. NEW YORK



October 7. The letter was handled by the forwarding agent Chas. Luling & Co. (RF 3) who noted the receipt date on the reverse as well as his forwarding date, Oct. 10, and his letter number, 5775. He marked it: p French Mail, signifying routing through France and French packet from Marseilles..

October 10. Receiving mark at the New York Exchange Office. The normal rate to France per 1/4-oz. was 15¢, broken down, 3¢ U.S. Inland, 6¢ Sea, 2¢ British Transit and 4¢ French Inland. This letter was over 1/4-oz., but not over 1/2-oz. so was double rated. France was debited for 3¢ U.S. Inland + 6¢ Sea (American Packet) = 9¢ x 2 = 18¢, shown in the handstamp. France and Britain settled up on their transits as detailed below. The S.S. City of Manchester of the Inman Line (Liverpool, New-York and Philadelphia Steamship Co.) departed this same day for Liverpool via Queenstown.



Oct. 23. French entry at Calais, U.S. mail, American Service. Under the Franco-British Convention of Nov. '56, Britain reimbursed France 1fr.45centimes per ounce for unpaid or insufficiently paid mail by French packet to Malta, shown by the tray mark. This is listed by Salles, but indicated "never seen." This is the recording cover for that mark.



Oct. 24. Transit Marseilles. Ligne d'Italie served the Italian west coast: Marseilles-Genova-Leghorn-Citta Vecchia-Naples-Messina-Malta.

Oct. 29. Ligne d'Italie paquebot Quirinal departed from Marseilles.

Nov. 4. Malta arrival backstamp agrees with Quirinal arrival. Recipient paid 1sh.2., Jan. 1861 rate by U.S. Packet from N.Y. and French Packet via Marseilles to Malta.

1866

CUBA TO BRITAIN VIA U.S., 58¢ (DOUBLE) RATE

Atlantic Mail Steamship Co.: S.S. Morro Castle, Havana to N.Y.

Inman Line: S.S. City of New York, New York to Liverpool

The U.S.-British Treaty of 1848 established a rate per ½-oz. at 24¢, which was divided: 5¢ U.S. Inland, 16¢ Sea postage and 3¢ British Inland. Mail from Cuba to Britain substituted the 5¢ U.S. Inland charge with a 10¢ Steamship Letter charge, increasing the 24¢ rate by 5¢ to total 29¢. A double weight letter weighing over ½-oz., but not over 1 oz. was rated at 58¢.



52

March 10, 1866. An unpaid letter dated at Havana. The S.S. Morro Castle departed from Havana the same day.

N.Y. Times. Arr. March 15. Steamship Morro Castle, Adams, Havana March 10 at 2 P.M. to Spofford, Tileston & Co. The Morro Castle was detained at the Hook 30 hours by fog.

The N.Y. Exchange Office debited Britain for 10¢ Steamship Letter, Cuba to N.Y. + 16¢ Sea (American Packet) = 26¢ x 2 (double weight letter) = 52¢.

March 17. The Inman Line's S.S. City of New York departed from New York for Liverpool via Queenstown. She arrived at Liverpool on March 28.

March 31. Transit backstamp at Liverpool showing U.S. PACKET (late handling of the mails).

March 31. Edinburgh, Scotland receiving backstamp.

The recipient at the Heriot Brewery was charged 2sh. (48¢) + 5d. (10¢) = 58¢, shown as 2/5 in manuscript.



1866

CUBA TO FRANCE VIA N.Y. - U.S. PACKET DIRECT TO HAVRE
22¢ Rate under the U.S.-FRENCH Convention of 1857
New York Mail Steamship Co., S.S. Guiding Star, Havana to N.Y.
New York & Havre Line, S.S. Arago, New York to Havre



March 8, 1866. Letter docketed at Havana. It is endorsed: pr. Guiding Star via New York.

March 9. The S.S. Guiding Star touched at Havana en route to New York from New Orleans.

N.Y. Times. Arrived N.Y. March 13, Steamship Guiding Star, Berry, New-Orleans March 4 and Havana 9th with mdse. and passengers to Jas. A. Raynor (agent for New York Mail Steamship Co.)

This letter was rated under the 22¢ rate from Cuba to France with a 19¢ debit to France, figured at:

| | |
|--------------------------|-----------|
| U.S. Steamship Cuba rate | 10¢ |
| U.S. Inland | 3¢ |
| Sea (U.S. Packet) | 6¢ = 19¢. |

March 17. S.S. Arago of the Havre Line departed from N.Y., N.Y. Exchange Office backstamp.

March 31. Arago arrived at Havre. France collected 12 decimes, which was 3¢ over the U.S. 19¢ debit, total 22¢.

This cover shows an extension of the usage of Salles 1794. He notes in use on covers taxed 12 or 24 decimes from Cuba and Mexico from 1857-61.



19



S.1794 →

19

1866

TRANSATLANTIC MAIL
SPAIN TO U.S. VIA LONDON

R.M.S. Asia

CUNARD LINE



Letterhead



November 22, 1866. Letter datelined Nov. 21, at Bilbao (Bilboa). Spanish prepayment paid the letter to a U.S. port through Britain and by British Packet at 2 reales, and the international rate of 2 reales, total 4 reales. For comparison purposes, the real was equivalent to 5¢ U.S., so the 4 reales charge amounted to 20¢ U.S. In 1866 there was a change in in currency with the introduction of the escudo with 1 escudo = 10 reales = 100 centimos. One real was still equivalent to 5¢ U.S., and 1 real = 10 centimos. Here two copies of the Issue of 1866 reflect the escudo currency at 20 centimos each or 40 centimos total or 4 reales.



November 23. Letter transit at London. R.M.S. Asia of the Cunard Line sailed from Liverpool Nov. 24, and picked up this mail Nov. 25 at her port of call at Queenstown. European mail bags for letters addressed to the U.S. and beyond were made up in London Nov. 23.



December 7, 1866. Asia landed at Boston and mail bulked to to New York where the British Packet mark was struck Dec. 8. 5¢ U.S. Inland due from the recipient.

1867

TRANSATLANTIC MAIL
SPAIN TO U.S. VIA LONDON

R.M.S. Africa

CUNARD LINE



pr Inglaterra



Mr. J. M. Ballou



New York



May 6, 1867. Letter posted at Cadiz on the Bay of Cadiz. It was paid by a vertical pair of the Kingdom Issue of 1867, 20 centimo de escudo x 2 = 40 centimo, prepaid rate to the port of entry of the U.S. via England. Stamps were cancelled by the barred "3" of Cadiz. Letter was endorsed "pr Inglaterra" signifying routing "via England."



May 8. Transit backstamp at Madrid. Letter went overland to the English Channel, thence on to London.



May 10. Transit at London. Royal Mail Steamship Africa of the Cunard Line departed from Liverpool May 11 for Boston.

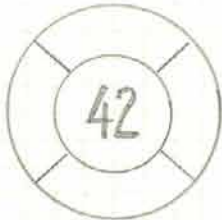


May 24. Africa arrived at Boston May 23 and New York mails were bulked there where bulk was broken and the N.Y. BR. PKT. Exchange Office mark was struck.

Letter subject to 5¢ collect from the recipient.

1867

PACKET LETTERS
TRANSATLANTIC MAIL
CANARY ISLANDS TO U.S. VIA LONDON



July 21, 1867. Date handstamp and "42" numbered obliterator of Santa Cruz de Tenerife in Spanish Canary Islands. Sender noted letter "Via England by the steamer 'Lagos' ". Spanish rate paid by a pair of the Kingdom issue stamp @ 20 centimos x 2 = 40 cent.

August 2, 1867. London transit backstamp.

R.M.S. Java

Depart L'pool. Aug. 3. 1867

O'town Aug. 4

Arrive Boston Aug. 14



August 14, 1867. Mail stamped incoming at Boston (Blake 807A) showing trans-Atlantic by British. 5¢ U.S. domestic postage due from recipient.

1868

TRANSATLANTIC MAIL
SPAIN TO U.S. VIA LONDON

S.S. France

National Steamship Company



January 1, 1868. Letter paid by two pairs of the Kingdom Issue of 1867, 10 centimo de escudo x 4 = 40 centimo, prepaid rate to the port of entry of the U.S. via England, noted "Via Londres". Letter posted at Arenys de Mar, a seaport town on the Mediterranean, in Catalonia, 25 miles by rail N.E. of Barcelona, on the T.P.O., Arenys to Barcelona.



January 4. Backstamp at the Spanish border exchange office of La Junquera.



January 8. Transit at London. The steamship France, Capt. Grace, of the National Steamship Co., departed from Liverpool Jan. 8 and picked up the European mails at Queenstown Jan. 9 to which port they had been forwarded by the London Post Office.



January 22. N.Y. arrival backstamp agrees with the recorded arrival date of the France at New York with merchandise and 270 passengers to National Steamship Co. N.Y. Times notes: experienced heavy westerly gales the entire passage.

3¢ U.S. Domestic Postage due from the recipient, shown by the bold handstamp "3" on the face.

3

1868

TRANSATLANTIC MAIL

SPAIN TO BOSTON VIA BRITAIN

S.S. Nestorian

Montreal Ocean Steam Ship Company

"The Allan Line" to Quebec



October 19, 1868. Letter prepaid for a double rate, which took it to the U.S. port of entry (letter mentions enclosures). Paid by a strip of 4 of the 20 centavos de escudo, 1 centavo being equal to \$.005 U.S., thus 80 cent. x .005/cent. = 40¢ U.S. equivalent. Adhesives were cancelled by the barred "6" of Malaga, Spain with the 6 repeated at the base of the circular postmark. Stamps are the Kingdom Issue of 1867.

Oct. 21. Transit backstamp at Madrid.



Oct. 23. Letter transit at London. Although directionally endorsed "via Queenstown", the letter was forwarded on to Moville (Londonderry), Ireland. S.S. Nestorian of the Allan Line departed from Liverpool the 22nd, and called at Londonderry the 23rd, where this letter went aboard.



November 4. Nestorian arrived at Quebec. Her mails had gone ashore at Riviere du Loup and thence by rail to Portland and on to Boston where double the Domestic Rate of 5¢ x 2 = 10¢ was due and American Packet mark of Nov. 5 was struck. N.B.: Only American Packet arrival at N.Y. was the Guion Line Manhattan, which left Q'town Oct. 21, arrived N.Y. Nov. 4. No American Packets went to Boston.



B.843 (Type, this has 4 mm. high letters)

1870

PACKET LETTERS
TRANSATLANTIC MAIL

SPAIN TO U.S. VIA LONDON

S.S. City of Paris



Mail prepaid in Spain was routed via England, and was paid to the Port of Entry at the U.S. This cover is franked by the Duke de la Torre regency stamps, 400 milesimas.



Nov. 24, 1870. Letter Spanish "Paid to posted at Barcelona. Destination".
Mms. (U.R.) notes "via de Londres".

Nov. 30, 1870. London transit.



3

Dec. 11, 1870. New York Foreign Department transit. Letter here stamped with "3" showing 3¢ due from recipient for U.S. Domestic postage.

Arrived N.Y. Dec. 11, 1870, City of Paris, Fitch, Liverpool Dec. 1, Q'town 2nd.

1871

TRANSATLANTIC MAIL

SPAIN TO U.S. VIA FRANCE AND BRITAIN

S.S. Spain

National Steamship Company, Ltd



FRANQUEO
INSUFICIENTE



November 10, 1871. Letter datelined at Valencia and paid 200 milesmas (about 8¢ U.S.) by the Duke de la Torre Regency Issue of 1870. The July 1870 rates to the U.S. were 400 m. (16¢) up to 1/3-oz. and 800 m. (28¢) 1/3 to 1/2-oz. This letter was underpaid 200 m., so was noted in Spanish "Insufficiently paid." Mail went via Madrid (backstamp) then across France to Britain as routed by this rate.

Nov. 15. Steam-ship Spain, National Line, departed Liverpool Nov. 15 and touched at Queenstown the 16th.

Arrived N.Y., Sunday Nov. 27. Steam-ship Spain (Br.,) Grace, L'pool Nov. 15 and Q'town 16th to F.W.J. Hurst. Anchored off Sandy Hook at 12½ AM on the 26th.

New York Exchange Office marked the letter with collect charges of underpayment of 8¢ + 4¢ underpaid fee + 5¢ Steamship charge = 17¢ due.



1872

TRANSATLANTIC MAIL,
PORTUGAL TO U.S. VIA ENGLAND
INMAN LINE

S.S. City of Brussels



October 20, 1872. A letter to the U.S. paid at Lisbon by a pair of the 80 reis, Portugal Issue of 1870. Posted at Lisbon, the stamps are cancelled by the "1" obliterator of Lisbon.

Payment was at the 16¢/½-oz. U.S. rate of December 1870. Equivalent was 160 reis x .001¢/reis = \$.16, or 16¢ U.S. Letter was stamped "Paid to Destination".

October 22. Transit at London. U.S. was credited with 2¢ for a paid letter trans-shipped through Britain per Article XV of the Convention of 7-24 November 1868.



2 CENTS



October 24. S.S. City of Brussels of the Inman Line departed from Liverpool, touched at Queenstown the 25th.

November 4. City of Brussels arrived at N.Y. Same day arrival at Brooklyn, backstamp.

1874

TRANSATLANTIC MAIL
SPAIN TO U.S. VIA ENGLAND

S. S. Hansa

NORDDEUTSCHER LLOYD



January 17, 1874. Letter paid at Malaga at 100 centavos de peseta by two copies of the 1st Republic Issue of July 1873.

January 18. Transit back-stamp at the post office of exchange, Madrid.

January 26. Transit mark at London. The North German Lloyd steamer Hansa, Klugkist, had departed from Bremen January 24, and picked up the mails at Southampton the 27th.

Arrived N.Y. February 10: Steamship Hansa (Ger.,) mdse. and 81 passengers to Oelrichs & Co.

As the Spanish postage only paid the letter to the port of entry at New York, the recipient had to pay 3 cents Currency (Greenbacks) for the U.S. Domestic postage.

1874

TRANSATLANTIC MAIL

SPAIN TO U.S.

British Closed Mail Rate via Belgium

S. S. City of Brussels

INMAN LINE



Mar. 11, 1874.
Letter paid
at triple
Spanish rate
(double U.S.)
by 4 copies
of the 1st
Republic
Issue of 1
July 1873 at
40 centavos
de peso x 4 =
160 cent,

As the cent-
avo was equiv.
to \$.002 x 160
= .32. This
was the closed
rate via Bel-
gium, effect.
Oct. 1870 to
July 1, 1875.
Rates were
16¢ to 1/3 oz.;
1/3-1/2 oz., 22¢; and 1/2-2/3 oz., 32¢.



Trans. Brit.

March 13. Transit backstamp at the "General Post Office for Exchange" at Madrid.

Mar. 17. Letter passed through the French postal system Midi (de France) Southern France railway.

Mar. 18 ("58" erroneous date). Letter went through Belgium to Britain ("TRANS. BRIT." backstamp) via Ostende. Mail closed at Ostende to U.S. This is a very scarce routing. Mar. 20. S.S. City of Brussels, Leitch, Inman Line, departed L'pool Mar. 19, picked up European mails March 20 at Queenstown, Ireland.

April 1. Red receiving backstamp (struck twice) agrees with arrival of Brussels at N.Y. to John G. Dale.

1874

TRANSATLANTIC MAIL
SPAIN TO CHARLESTON, S.C. VIA BRITAIN

S.S. City of Limerick

INMAN LINE



May 20, 1874. Letter paid in Barcelona at the 80 centavos rate to the U.S. via England by two copies of the 40 cent. 1st Republic Issue of July 1873. Cancellation by a dumb grid. It was directionally endorsed: Via Ingle. (Via England.) Paid only to the U.S. port of entry.



May 21. Transit at London. The Inman steamship City of Limerick, Jamieson, departed Liverpool May 20 and Queenstown the 21st.

Arriving N.Y. June 2, 1874, Steamship City of Limerick (Br.) with merchandise and 490 passengers to John G. Dale. May 27 lat 44 lon 43 04, passed an iceberg.



New York Exchange Office marked the letter with 3¢ due in U.S. Currency (Greenbacks) for U.S. Domestic postage.

1874

PACKET LETTERS
TRANSATLANTIC MAIL
SPAIN TO U.S. VIA LONDON



June 5, 1874. Letter prepaid 80 centimos by two copies of the First Republic series 40c. (Scott 196) with dumb cancellation and c.d.s. in U.R. (struck twice).

Spanish "Paid to Destination" mark. Prepayment took mail to New York.



June 8, 1874. London transit. British had a treaty with Spain to handle her Transatlantic mail. Mail inscribed "via Angla" (via Anglaterra or via England) in mms., U.L.



June 20, 1874. Transit at New York showing 3¢ due from recipient for U.S. Domestic postage.

June 19. Arr. N.Y. S.S. Mosel, Ernst, Bremen June 6 via Southampton 9th. No mail steamers arr. N.Y. the 20 th.

1874

TRANSATLANTIC MAIL
SPAIN TO U.S. THROUGH FRANCE
NORTH GERMAN LLOYD

S.S. Donau, Southampton to N.Y.

Forwarding Agent
J.C. IM Thurn & Co., London



October 10, 1874. Letter datelined at Cadiz, Spain. It went under cover through France to the forwarding agent J.C. IM Thurn & Co. in London. The P. & O. Line no longer ran to the Peninsula, service having been discontinued in 1862.



October 19. Letter received by the London forwarder who struck his blue cachet on the letter face and marked letter: Via Southampton. It went into the London Inland Branch Office unpaid where it received the duplex mark (Dubus 152). The "I" in the circular date stamp is the code for the No. 9 killer.

October 20. S.S. Donau of the North German Lloyd had departed from Bremen October 17. She picked up the U.S. mails at Southampton on the 20th.



October 31. Donau arrived at New York. Letter subject to the U.S. British rate of Jan. 1, 1870 of 6¢ per ½-oz. x 2 (double letter) = 12¢. This was adjusted by a depreciated currency factor of 1.08 to total 13¢ due in U.S. CURRENCY (paper notes.)

1875

TRANSATLANTIC MAIL

SPAIN TO U.S.

British Closed Mail Rate via Belgium

R.M.S. Scythia

CUNARD LINE



May 29, 1875. Letter datelined and posted at Malaga, Spain, a town on the south coast of Spain. It is franked with 2 copies of the 40 c. de peseta, First Republic Issue of July 1874, total 80 centavos. As the centavo was equivalent to \$.002 x 80c. = \$.16 U.S. This was the October 1870 to July 1, 1875 rate via Belgium. Rates were 16¢ to 1/3-oz.; 1/3 - 1/2-oz., 22¢; and 1/2 to 2/3-oz., 32¢. This letter went at the single 16¢ rate.



Trans. Brit.



May 31. Transit backstamp at the "General Post Office for Exchange", Madrid.

June 3. Letter passed through the French postal system, Midi (de France), Southern France railway, backstamp.

June 4. Letter went through Belgium to Britain ("Trans. Brit" backstamp) via Ostende. Mail closed at Ostende to the U.S.

This is a seldom seen routing. U.S. credited with 3¢ (red "3") for U.S. inland.

June 5. R.M.S. Scythia of the Cunard Line sailed from Liverpool, picked up the U.S. mails at Queenstown the 6th.

June 15. Scythia arrived at N.Y. Letter processed as PAID ALL.

1877

PACKET LETTERS
TRANSATLANTIC MAIL
SPAIN TO U.S. VIA LONDON



Jan. 12. Barcelona.
Prepayment now took
U.P.U. mail all the
way. Mail still
routed "via Londres".



Jan. 14. G.P.O.
Madrid, 240 cent-
imos (or 2 peseta
40c.) prepaid by
stamps of the King-
dom,



Jan. 29. Transit mark at
N. York shows postage paid
all the way. Docket notes
letter received Jan. 31.

which was reinstated June 1, 1876.

1900

PAQUEBOT MARKINGS

The Andria Shipping Company

Captain Alexander Peterdi

Captain Peterdi of the Hungarian Andria Company prepared many colorful covers by sidestepping the International Regulations, using his own "cancellations" and "Paquebot" markings. Regulations called for letters posted aboard ship to be left at the first port of call, there to be canceled with the Paquebot marking of the port's country. Peterdi used some 50 fancy anchors, ships and geometric designs.

Cover below was prepared at Rio de Janeiro by Peterdi while he was aboard the SS "Petofi". The fancy anchor cancellation and the large blue PAQUEBOT are Peterdi's. Early slipshod handling of Paquebot mail allowed Peterdi to operate easily. Once in port, the letters then entered the normal postal channels.



Sept. 28, 1900.
Letter posted
ashore at Algeria.
Backstamp.



Sept. 30, 1900.
Backstamp of
receipt at
Messina.